

# *Adopt a Road*

Bradford Conservation Commission

Fall 2020 Report



## Introduction

This report is the product of Bradford citizens' efforts to monitor the condition and usage of our Class VI roads. These roads provide access to residences and back-lands, and are often incorporated into trails for non-motorized recreational activity. In addition, they serve as access lanes for emergency fire and rescue services. The surveillance and report are a function of the Bradford Conservation Commission in an effort to prevent further degradation of these valuable resources.

## Fall 2020 Update

This is an updated version of the monitoring reports for Fall 2018 to present. Some of the previous documentation has been retained if there is an absence of substantial change as reflected in more recent observations. Significant updates for Fall 2020 include:

- The Select Board has decided to enforce an ordinance directing closure of Class VI roads during the Spring mud season. Signs to that effect are now being installed (see cover picture).
- Increased ATV, 4X4 and mud bike traffic is reported on a number of roads with damage reported on Carter Hill and Pierce Roads.
- Purrington Road is now monitored and included on the Class VI road map.

## Class VI Road Condition Definitions

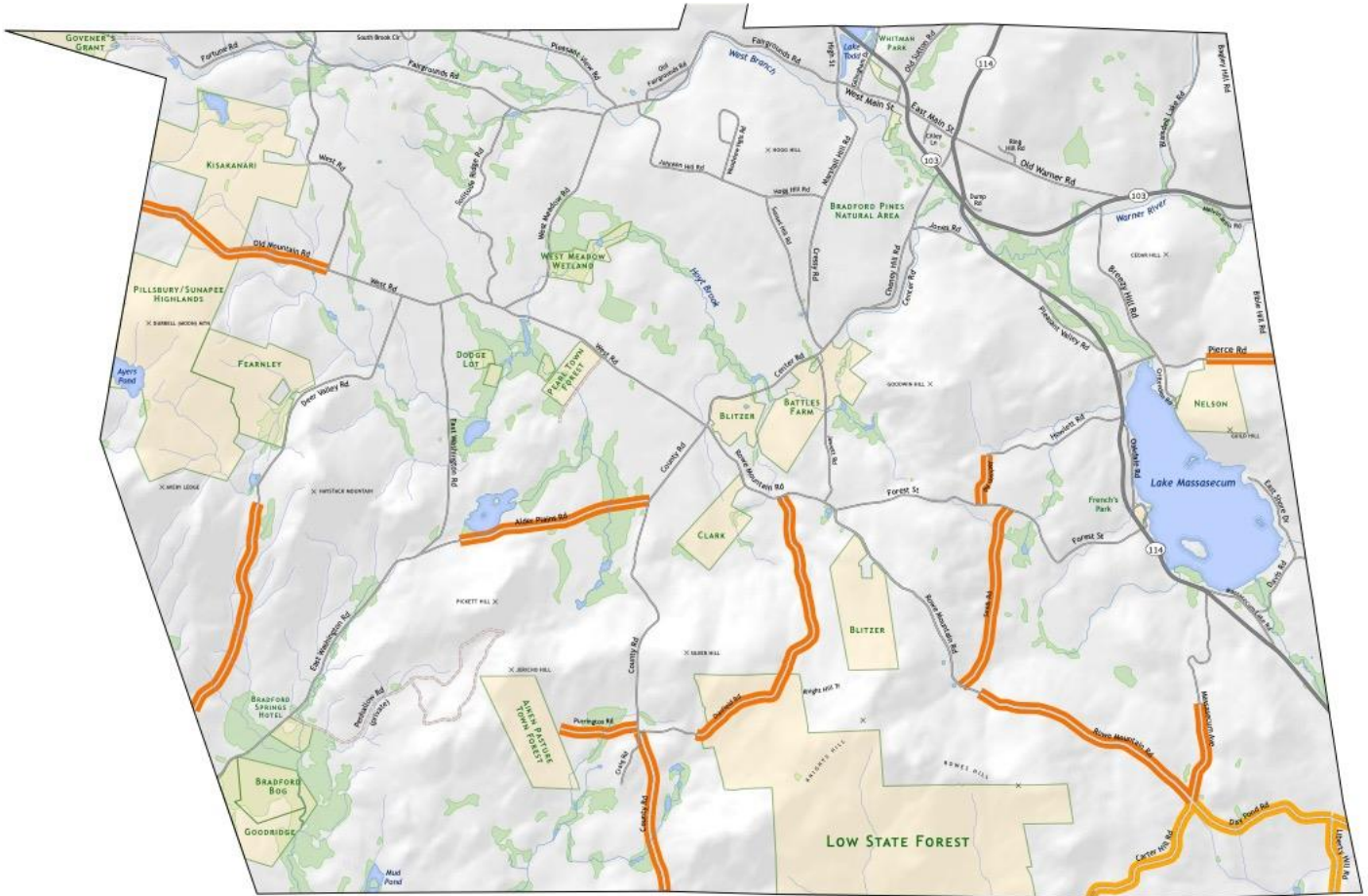
Road conditions may be classified by the volunteer road monitor based upon the following guidelines. The guidelines were developed to present realistic expectations for these gravel roads which are not maintained by the Town of Bradford. As these roads are easily damaged by motorized travel during wet conditions, such travel is not recommended.

Excellent	Generally suitable for licensed vehicles and non-motorized travel.
Good	Suitable for licensed vehicles and non-motorized travel, but not excellent. May have isolated rocks and mud.
Fair	More frequent and significant road hazards may be encountered. Appropriate only for licensed 4-wheel drive vehicles with high ground clearance and non-motorized travel.
Poor	Substantial and frequent mud and rock obstacles are present. Suitable only for specialized, licensed 4-wheel drive vehicles, as well as non-motorized travel.

The Bradford Conservation Commission assumes no responsibility for the accuracy of these observations noting that a comprehensive professional assessment has not been done and road conditions change. Travelers must use their own discretion in traveling these roads and travel at their own risk.

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## Alder Plains Road

Monitor(s): George Beaton and Ann Eldridge

Date of Most Recent Monitoring: November 2020

Alder Plains Road runs between County Road and East Washington Road for a total of approximately 1.25 miles. Beginning at the junction with East Washington Road, it is about 0.2 miles to the start of the Class VI section signified by a "Not Maintained" sign.

<u>Miles</u>	<u>Conditions</u>
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0.25	Up until this point, road is in Good condition with placement of crushed rock. A small building is encountered on the left side of the road which appeared to be occupied in the past. Numerous junk piles and cars/trucks along-side of the road.
0.75	Road surface is Fair to Good, reasonably flat, but with significant mud puddles. One culvert juts up from the road surface.
1.0	Road continues to be in Fair to Good condition, but ends in water at approximately 1 mile (see pic).

Reversing course and starting at County Road, the following observations were made.

0.1 miles	Road is reasonably flat and in Fair to Good condition with mud puddles. Road ends in water as was the case from the entrance via East Washington Road.
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Erosion:	Modest amount of erosion as the road surface and surrounding land are relatively flat. However, there are numerous mud puddles.
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Obstructions: Standing water in some areas of the road as previously noted.





Trash/Dumping: The junk and trash piles looked the similar to the report of Fall 2019. One pile may be somewhat lower than before.



Recreational Vehicle Trail Signage: No

Motorized/Non-motorized Activities: Tracks and ruts from very large tires -- earth moving equip or large trucks.

Other Conditions: Camp at 260 Adler Plains Road (map9, lot 15) may no longer be occupied.





## Bible Hill Road

Monitor(s): Tom Dunne and Doug Southard

Date of Most Recent Monitoring: May 2020

The Class VI section of Bible Hill Road appears to run through Warner with only the final brief (200 ft) section being in Bradford.

Starting at the beginning of the Class VI road in Warner, the following landmarks were noted.

### Mile

- 0.0 Road maintained by Tom Dunne and is in EXCELLENT condition for a Class VI road.
- 0.3 Road converts to unmaintained and is in FAIR condition.
- 0.45 Warner/Bradford town line (approximately 800 ft from beginning of unmaintained road).
- 0.49 Apparent end of Class VI roadway (approximately 200 feet from town line).

Erosion: Mud/pot holes with some large rocks noted on the Bradford Class VI section.

Obstructions: No

Trash/Dumping: No

Recreational Vehicle Trail Signage: No

Motorized/Non-motorized Activities: Some motorized tracks noted in the mud.



## Carter Hill Road

Monitor(s): Peter Blank

Date of Most Recent Monitoring: November 2020

Mileage: Starting at the junction with Rowe Mountain, Massasecum, and Day Pond Roads.

0.0 - 0.17 miles: Road climbs steeply uphill immediately from Liberty Hill/Massasecum Ave./Rowe Mt. Rd. junction. Road condition is poor, mostly exposed rock with some sandy areas.

0.17 - 0.25 miles: Road condition very poor, washout heavier, steep grade continues.

0.25 - 0.37 miles: Road flatter, condition improves to good.

0.37 - 0.5 miles: Grade becomes steeper, road condition remains good. Clearing on left side of road.

0.5 - 0.55 miles: Grade flat, road condition good.

0.55 - 0.6 miles: Large, moderately deep mud wallow, ~2' deep, about 30' x 50' in diameter.

0.6 - 0.75 miles: Road climbs steeply, extremely eroded, no soil present, small stream running down. Road condition extremely poor.

0.75 - 0.85: Condition improves, grade lessens, still climbing. Condition poor.

0.85 - 1.0 mile: Road climbs steeper again, condition very poor to top of hill and town line.

Erosion: Significant erosion from beginning to Hillsborough town line. Some sections essentially impassable except by articulated suspension. \*Update\* Some small bypasses have been cut into the adjacent woods to circumvent the worst sections. Property owner has posted with homemade "No Motorized Vehicle" signs.

Obstructions: One low lying area has roughly 6 inches to 2 feet of muddy water, perhaps 50ft by 30ft (see picture). \*Update\* Mud hole hasn't seemed to increase in size, but another bypass has been cut through the low-lying forest to allow ATVs to pass. The cut section is too small for Jeep's.

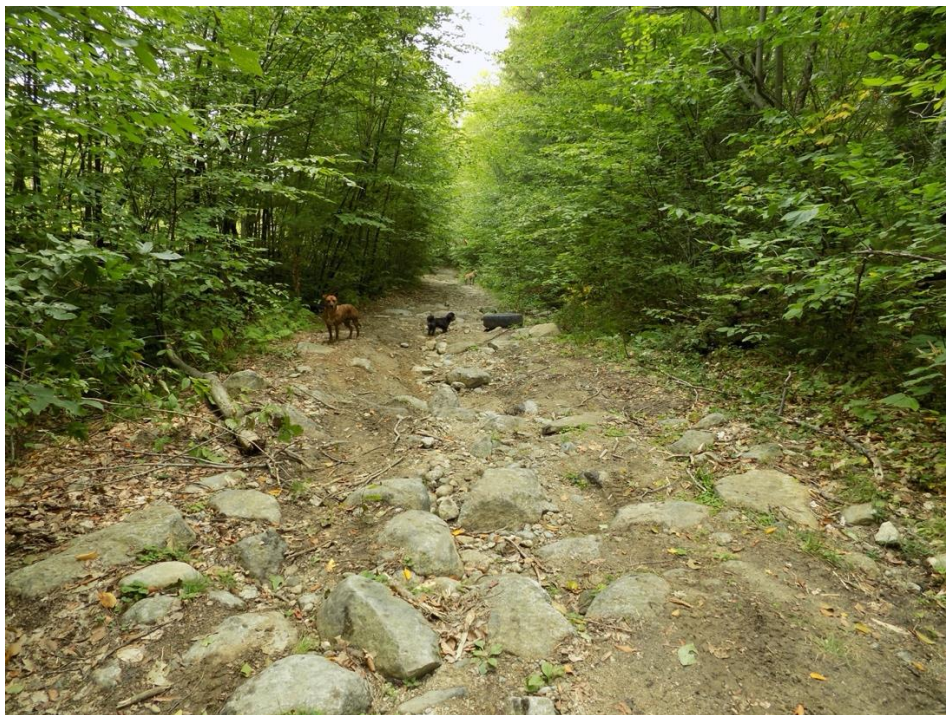


Trash/Dumping: Some trash. \*Update\* A small residual campfire with beer cans is located by the flooded section.

Recreational Vehicle Trail Signage: No.

Motorized/Non-motorized Activities: Significant tire tracks, including ATV and 4x4 truck\jeep.

Other Conditions: Road primarily consists of large stones, with small sections of sand or gravel interspersed. Likely impassable by smaller ATVs.





## County Road

Monitor(s): Bob Blank

Date of Most Recent Monitoring: November 2020

Mileage: Measured from end of town maintenance headed south toward Hillsboro.

0.37 Road maintained by local residents and is in Excellent shape for a Class VI road, although somewhat of a single lane due to wetlands on both sides.

0.42 Short distal portion of road is in Good condition as it heads downhill toward the Bradford/Hillsboro town line.

Erosion: The state is logging out past the Bradford line. They have upgraded the short section that was past the last habitation to get their log work done. Making our section and beyond very drivable. The increased traffic has taken a toll on the road, however there is a big load of material dumped by the road I assume by the logging crew to fix the road although I didn't verify that was who brought the material there. As of today, that pile has not been spread, so perhaps they're waiting till the end of the job. Further down the road well past our section one of the beaver marsh was dry and there was sign of four wheelers had been using that stretch.

Obstructions: No

Trash/Dumping: No

Recreational Vehicle Trail Signage: No

Motorized/Non-motorized Activities: Yes, several residences are located on this road, and ATV tracks noted just south of the town line.

## Day Pond Road

Monitor(s): Doug Southard

Date of Most Recent Monitoring: November 2020

Starting at 4-way junction with Rowe Mountain Road, Carter Hill Road, and Massasecum Road.

### Miles

- 0.0 Road generally in "FAIR" condition with some large rocks (8-12 inches) over the first .25 miles.
- 0.37 Appears to be old off-road damage near a water crossing on left.
- 0.96 Road enters 4-way junction with Liberty Hill Road and a private road before continuing on to Rt. 114. The last .25 miles moves from "FAIR" to "GOOD" in sections due to rip-rap placed after logging operations.

Erosion: Section closest to Rowe Mountain Road has significant erosion. Rip-rap placed on Liberty Hill end makes road a bit more stable. Erosion appears to be somewhat greater than seen on previous observations.

Obstructions: No significant obstructions, however, erosion is so significant close to the Rowe Mountain Road junction, it could be considered an obstruction as noted above.

Trash/Dumping: No significant dumping noted.

Recreational Vehicle Trail Signage: One "snowmobile?" sign pointing to Henniker located at junction with Rowe Mountain Road. Trail sign needs to be labeled "Snowmobile".

Motorized/Non-motorized Activities: Old off-road embankment damaged as noted above. No activity directly observed.





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## Deer Valley Road

Monitor(s): Meg Fearnley and Nola Jordan

Date of Most Recent Monitoring: October 2020

Erosion: Erosion continues in two sections of the road where the stream bed is the road. Road mostly Fair with two Poor sections

Obstructions: One gate across road, closed but not locked.

Trash/Dumping: Minor

Recreational Vehicle Trail Signage: No

Motorized/Non-motorized Activities: Regular use by dirt bikes, ATVs and 4WD trucks, uptick from previous years. Minimal new damage.

Other Conditions: Landowner at Bradford end of Class VI Deer Valley Rd. states he owns the road, but there is a public right-of-way.



## Dunfield Road

Monitor(s): Sandy Luckury

Date of Most Recent Monitoring: November 2020

Mileage: Beginning at the old school house site on West Dunfield Road, the Class VI section is about 1.32 miles long.

- 0.00 Initial section is Fair with some erosion
- 0.53 Road condition moves from Fair to Good
- 0.6 Top of hill; Harriman and Howlett cellar holes noted
- 0.89 Roads starts heading downhill; condition moves back to Fair due to erosion
- 0.93 Road condition deteriorates to Poor with extensive washouts and large rocks.
- 1.32 Unmaintained section ends

Erosion: Water bars on the initial section have been upgraded by the Bradford Conservation Commission and appear to be functioning well. Also, one end of the pipe on the East end of Dunfield Road is above ground and doing no good at all.

Obstructions: Extensive and significant erosion on the Eastern section makes road essentially unpassable.

Trash/Dumping: No

Recreational Vehicle Trail Signage: A "Stay on Trail" sign was noted and there were significant ATV tire marks on the Eastern section of the road.

Motorized/Non-motorized Activities: Observations by monitor include the following:  
"The past 2 weekends there have been several 4WD vehicles on the road. Last weekend I was working in the yard and noticed 10+ vehicles sitting up by the "school house" - they had just come down W. Dunfield. I went up to talk to them and asked how they got through. They actually started at the East Dunfield Rd. end and made it through all the rocks, etc.! I asked if they had any trouble or did any vehicle damage - and they had some, but seemed to take it all in stride. ... Then this weekend 4 or 5 vehicles headed up W. Dunfield and did not return."

Comments: Overall, the condition of the Western section of the road is Fair to Good; Eastern section is Poor.





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## Fortunes Road

Monitor(s): Brooks McCandlish

Date of Most Recent Monitoring: June 2020

Mileage: The Class VI portion of Fortune Rd (past the McDonald residence) is maintained in excellent condition and used year-round by the Nowell's to reach their place in Newbury, just over the Bradford line. The length of this section is approximately 0.5 miles.

Erosion: No

Obstructions: No

Trash/Dumping: No

Recreational Vehicle Trail Signage: No

Motorized/Non-motorized Activities: Residential traffic for access to home.

## Jackson Road

Monitor(s): George Beaton

Date of Most Recent Monitoring: November 2020

Mileage: From its junction with Forest Road, Jackson extends approximately 0.3 miles to Howlett Road. The road is reasonably flat.

Erosion: Yes, in multiple places, notably around the driveway to 243. Overall, the road is "GOOD" with the exception of these mud holes.

Obstructions: None noted

Trash/Dumping: None noted.

Recreational Vehicle Trail Signage: None noted

Motorized/Non-motorized Activities: Appears to have a modest amount of residential and recreational traffic.

Other Conditions: #243 Jackson are full time residents plus 2 other seasonal residents plus 1 trailer.



## Liberty Hill Road

Monitor(s): Doug Southard

Date of Most Recent Monitoring: November 2020

Starting at Bradford/Henniker Town Line

### Miles

- 0.00 Road in "FAIR" condition with frequent pools of water and rocks 4-8 inches.
- 0.14 Rip-rap appears to have been placed secondary to a logging operation. Road is fair to good from this point forward.
- 0.2 Substantial off-road damage has been done to embankment on West side of a bridge over a small stream.
- 0.5 LHR ends at 4-way junction with Day Pond Road (both ways) and a private road.

Erosion: Section closest to Henniker has significant erosion. Multiple large mud puddles encountered with vehicle tracks extending the road on both sides (see picture 2). Crushed rock placed on Bradford end makes road a more stable.

Obstructions: No significant obstructions, however, erosion is so significant close to the Henniker line, it could be considered an obstruction as noted above.

Trash/Dumping: No significant dumping noted.

Recreational Vehicle Trail Signage: There are "No ATVs/Dirt Bikes" signs placed at the junction of Day Pond Road and Liberty Road. End of ATV trail sign previously installed at the Bradford/Henniker town line is again missing. Jennifer McCourt at the Contoocook Valley ATV Club has been contacted regarding a replacement. Also, noted was a green diamond shaped sign (see picture 1) which appears to be new, located about 50 feet on the Bradford side of the town line.

Motorized/Non-motorized Activities: Embankment damaged as noted above. No ATV activity directly observed at this time, however, mud bike tracks were seen in several locations (see picture 3).















## Massasecum Ave

Monitor(s): Bindy Glennie and Doug Southard

Date of Most Recent Monitoring: August 2020

Mileage noted from junction with Rowe Mountain Road, Carter Hill Road, and Day Pond Road.

0.8 Road in generally "GOOD" condition with isolated rocks and water bars. Relatively fine gravel has been added in several places. However, traffic has created a washboard effect. In addition, several water bars are quite deep.

Erosion: Washboard surface in places and fairly deep water bars. However, these improvements seem to have limited overall erosion.

Obstructions: No

Trash/Dumping: Occasional and isolated.

Recreational Vehicle Trail Signage: Snowmobile trail signs noted at transition just prior to Class V section of the road. Regular transit of Jeep/truck caravans reported.

Motorized/Non-motorized Activities: Regularly used for motorized access by both residents and recreational.

Other Observations: There is a new driveway being installed for a possible camp at end of Massasecum Drive. It seems rough going with big boulders. A corrugated black plastic culvert pipe is buried in the boulders.

## Old Mountain Road

Monitor(s): Carol Meise

Date of Most Recent Monitoring: November 2020

Starting at West Rd:

Mile 0.0 to 0.4 - The road is maintained by abutting homeowners. The road surface is currently in "EXCELLENT" condition to Jane Lucas' driveway. There have been problems in the past with road maintenance disturbing the bank of the adjacent stream (Hoyt Brook), and with road material washing into the brook. Monitor update from November 2020 finds that the stream buffer in the first 1/2 mile continues to look good.

Mile 0.4 to 0.6 - The road crosses the brook and climbs a steep hill to another stream crossing. This section of road has washed out and subsequently rebuilt by abutters at least three times in the last thirty years, to provide access for forest management. It is currently in "GOOD" condition — the three-foot culvert now at the top is holding, but water bars on the hill are starting to fill and some erosion has started.

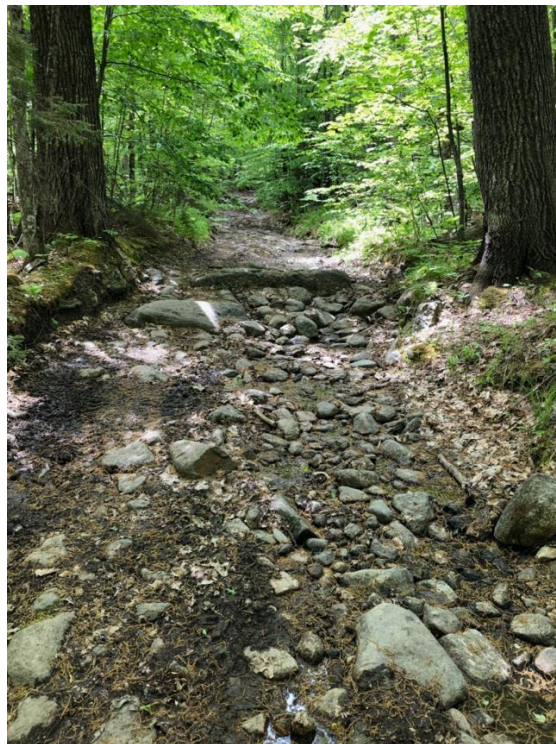
Mile 0.6 to 0.9 - This section is relatively flat and has been maintained by abutters to the driveway to the Butler camp. It is in "FAIR" to "GOOD" condition, with some wet sections where water ponds, and with fords across seasonal streams.

Mile 0.9 to 1.2 - From the Butler driveway to the Washington town line, the road is in "POOR" condition. The roadway has become a stream bed flowing for much of the year, and it has eroded to boulders, rocks and cobbles.

3' culvert at top of first hill – Mile 0.6



Looking west from Mile 0.9 (after Butler camp)





## Pierce Road

Monitor(s): Brad Keller

Date of Most Recent Monitoring: November 2020

Mileage: Beginning at the end of the Class V section off of Breezy Hill Road, Pierce Road proceeds gradually uphill for approximately 0.49 miles.

- The first 100 yards is in Good condition with evidence of crushed rock being added in recent years (probably associated with logging operations).
- As one goes further up the road the road becomes washed out with large rocks. Further up still there are several water beds that have cut across the roadway making it pretty well impassable. Most of this road is Fair with several short areas bordering on Poor.

Erosion: The lower 100 yards is fair with one long rut running through the center of the roadway. As one goes further up the road the road becomes heavy rocks and washed away. Further up still there are several water beds that have cut across the roadway making it pretty well impassable.

There is now considerable human caused erosion/damage done by reckless vehicle use during this Spring. There are now tire ruts up the whole road.

Obstructions: Occasionally trees come down that block the road.

Trash/Dumping: We keep any trash picked up.

Recreational Vehicle Trail Signage: None, however all land area along road is posted "No Trespassing".

Motorized/Non-motorized Activities: Occasional. This spring we saw a couple of individuals who thought that they owned the road and could do as they pleased with ATV's and heavier four-wheel drives. Much damage was done.





## Purrington Road

Monitor(s): Doug Southard

Date of Most Recent Monitoring: November 2020

Starting at County Road:

### Miles

0.16 Road primarily level and in Good condition. Appears to be privately maintained. At 0.16 miles there is a sign indicating transition to private property.

Erosion: Generally, not significant.

Obstructions: No obstructions at this time.

Trash/Dumping: No dumping observed, though “No Dumping” signs were seen.

Recreational Vehicle Trail Signage and Motorized Activities: None noted.







## Rowe Mountain Road

Monitor(s): Doug and Barb Southard

Date of Most Recent Monitoring: November 2020

Starting at the beginning of the Class VI section of RMR from the Class V Section

### Miles

- 0.0 Road initially level and then climbs up a significant hill. Overall road condition in the first 0.25 miles is "GOOD" due to crushed rock being laid associated with a timbering operation. From 0.25 miles to 0.5 miles the road appears only "FAIR" as the crushed rock was minimal compared to the first 0.25 miles. Snowmobile trail off Southard property enters at about 0.15 miles.
- 0.65 Snowmobile detour to the left (Northside).
- 0.75 Road conditions deteriorate substantially. Gentle downslope with significant rock outcropping, ledge and general erosion. Road condition is "POOR". See pictures.
- 0.94 1<sup>st</sup> camp noted on right (Southside). Some crushed rock on road and conditions improve to "FAIR".
- 1.0 End of detour which comes in from the left. Road conditions improve to "GOOD".
- 1.7 RMR ends at four corners with Massasecum Road, Day Pond Road, and Carter Hill Road. Junction is "FAIR to GOOD" depending upon time of year and weather conditions. Can become a mud hole.

Erosion: Entire road suffers from erosion, however, the section from 0.75 to 0.94 miles is extremely eroded. Rocks/ledge drops of 1-2 feet are frequent in this section.

Obstructions: No significant obstructions at this time, though several trees appear ready to drop at any time.

Trash/Dumping: No significant dumping noted.

Recreational Vehicle Trail Signage: Snowmobile signage noted off Southard property and at 0.65 mile point as noted above. Gate in place at Southard property. Signage also at end of Rowe Mountain Road near the junction with Massasecum, Day Pond and Carter Hill Roads.

Motorized/Non-motorized Activities: Jeep/truck caravans, ATVs and dirt bikes are frequent on weekends.



Other: New camp with recreational trailer noted at junction with Carter Hill Road. New sign up at beginning of Class VI section indicating road closure for mud season.







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## Smith Road

Monitor(s): George Beaton

Date of Most Recent Monitoring: November 2020

Road Conditions: Starting at the Junction of Smith Road and Rowe Mountain Road

### Miles

- 0.38 Intersection with Tuttle Road – FAIR
- 0.48 Hill with significant erosion – FAIR/POOR
- 0.70 Smith Cellar Hole – FAIR
- 0.72 Old logging landing – GOOD
- 1.22 Ends on Forest Ave – GOOD

Erosion: Yes, in multiple places, particularly significant on hill about 0.5 miles from Rowe Mtn. Road junction. Ruts in sections crossed by logging rigs in Summer 2019 are diminishing. Crushed stone /gravel has been placed at the Forest St junction and a few other places.

Obstructions: None noted

Trash/Dumping: One area of dumping noted. Land owner notified.

Recreational Vehicle Trail Signage: Snowmobile trail signs placed at cutoff for new trail through Southard property toward the intersection with Rowe Mountain Road.

Motorized/Non-motorized Activities: Weekly Jeep/truck caravans and occasional ATV observed.