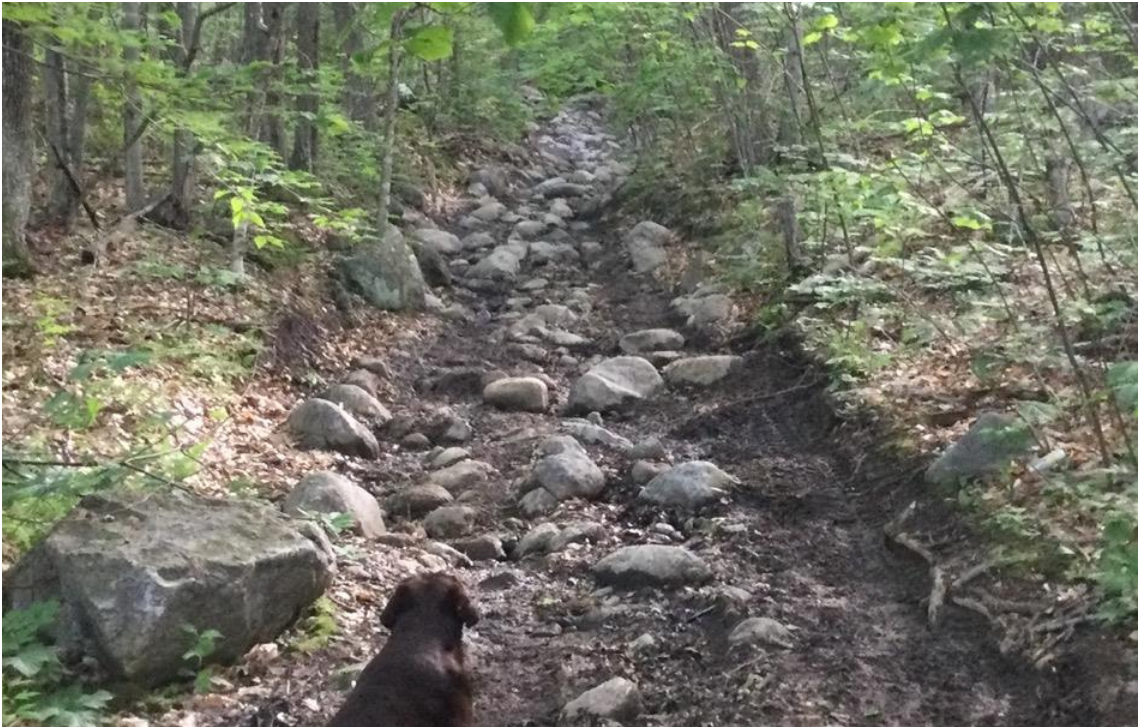


Adopt a Road

Bradford Conservation Commission

Summer 2022 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.

Summer 2022 Update

This is an updated version of the monitoring reports from 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. Blaisdell Hill Road has been added as a short Class VI section of that road runs along the Bradford/Warner town line. Pierce Road has been removed as per the Bradford Town meeting of 2021. Also of note, a very heavy rainstorm occurred on July 28, 2021 resulting in significant erosion to several Class VI roads. Extreme events associated with climate change may occur more frequently in future years. Given these conditions and the lack of maintenance, it would be reasonable to expect an acceleration in the deterioration of these Class VI roads.

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 non-motorized travel and licensed 4-wheel drive vehicles with high ground clearance.
Poor	Substantial and frequent mud and rock obstacles are present. Suitable only for non-motorized travel and specialized, licensed 4-wheel drive vehicles.

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.

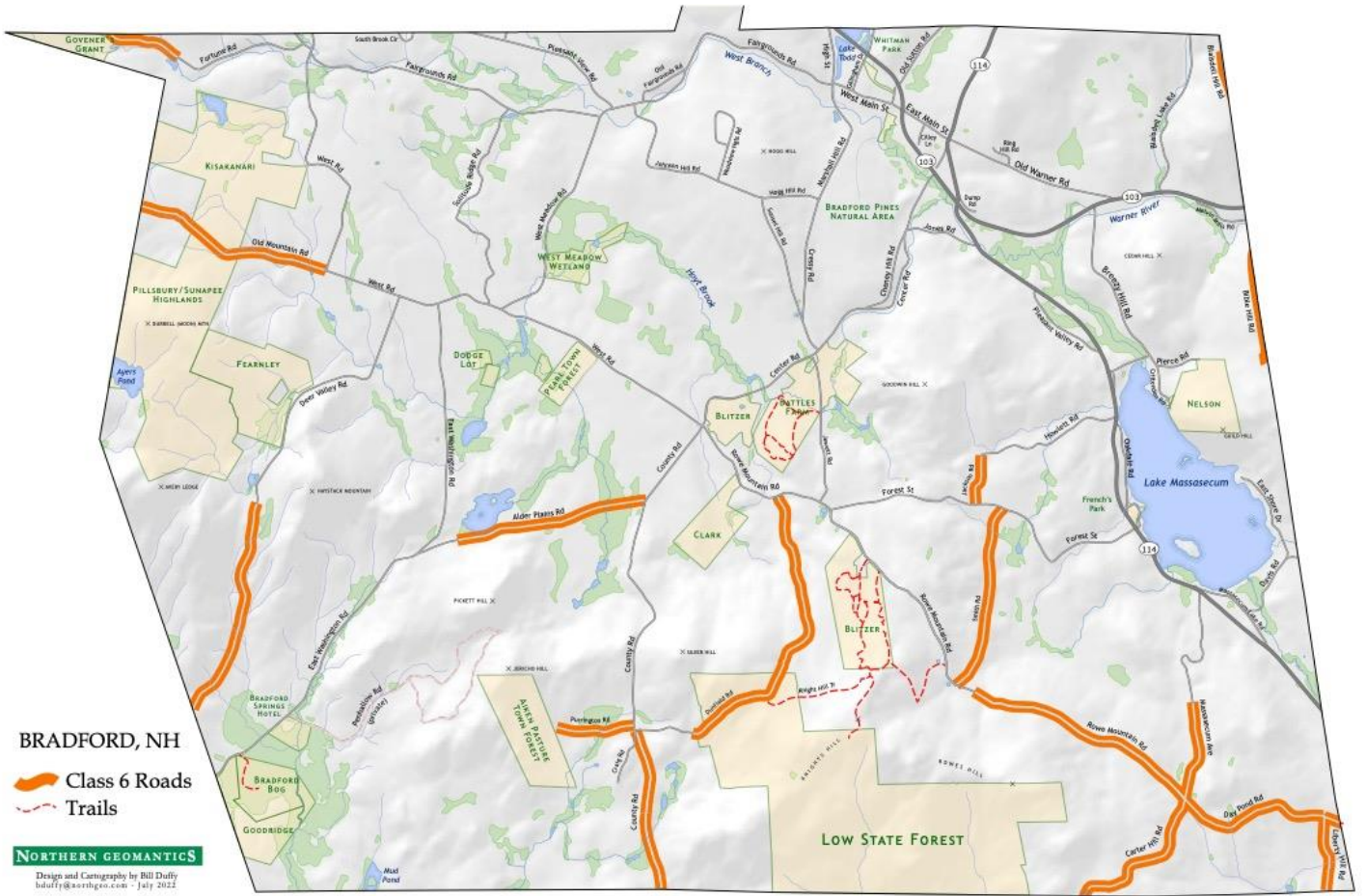


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Alder Plains Road

Monitor(s): George Beaton and Meg Fearnley

Date of Most Recent Monitoring: April 2022

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.
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0.75	Road surface is Fair to Good, reasonably flat, but with significant mud puddles. One culvert juts up from the road surface.
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1.0	Road continues to be in Fair to Good condition, but ends in water at approximately 1 mile (see pic).
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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 similar to the report of Fall 2019.



Recreational Vehicle Trail Signage: None other than that the road is posted for closure on both ends for mud season. In addition, there were some new realtor signs in the field just before the water crossing.

Motorized/Non-motorized Activities: All looked consistent with last year's monitoring except several sets of tire tracks from the E Washington end to the field just above the submerged road. On the County Road end, an ATV was observed pulling out a larger side by side which had conked out when trying to cross the water. This observation was made on 5/22/21 during mud season.

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: July 2022.

Bible Hill Road starts in Warner at Melvin Mills, but cuts over to the town line in about .15 miles. From there it follows the town line at least till the former Pierce Road, with everything on the west in Bradford, and everything on the east in Warner. About half of the length is maintained by Warner under agreement with Bradford, but the other half is Class VI, maintained by the Tom Dunne.

Starting at the beginning of the Class VI road, 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 downgrades to GOOD condition just after Dunne's home.
- 0.35 Road converts to totally 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 unmaintained section.

Obstructions: No

Trash/Dumping: No

Recreational Vehicle Trail Signage: No

Mud Season sign present at beginning of unmaintained road section, however, no season dates are noted.

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

Blaisdell Hill Road

Monitor(s): Doug Southard

Date of Most Recent Monitoring: August 2022.

The Class VI section of Blaisdell Hill Road appears to begin just after the Conforti-Adams house and runs along the Bradford/Warner town line for approximately 0.2 miles. It is in FAIR to GOOD condition. There is a Town of Bradford Mud Season sign present at beginning. No evidence of where the Bradford/Warner town line crosses the road was found, making the length of Bradford's section approximate.

Erosion: Mostly dried-up mud holes noted.

Obstructions: No

Trash/Dumping: No

Recreational Vehicle Trail Signage: No

Motorized/Non-motorized Activities: None noted.



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Carter Hill Road

Monitor(s): Peter Blank

Date of Most Recent Monitoring: April 2022

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

0.0 - 0.17 miles: Road climbs steeply uphill immediately from Day Pond/Massasecum Ave./Rowe Mt. Rd. junction. Road condition is Poor, mostly exposed rock with some sandy areas. Large fallen hardwood tree partly obstructs the road about 50 yards in.

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 is 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. Some small bypasses have been cut into the adjacent woods to circumvent the worst sections. Property owner has posted area with homemade "No Motorized Vehicle" signs.

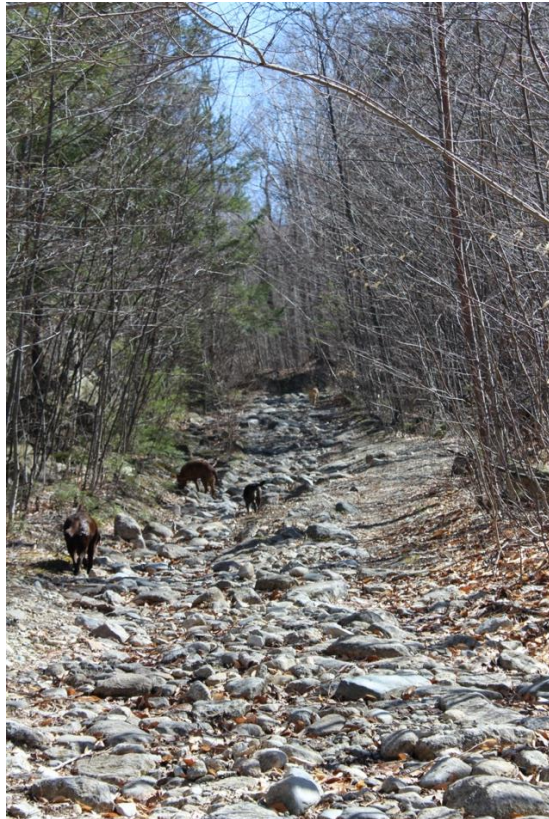
Obstructions: One low lying area has roughly 6 inches to 2 feet of muddy water, perhaps 50ft by 30ft (see picture). Mud hole hasn't seemed to increase in size, but another bypass has been cut through the low-lying forest to allow ATVs to pass. The cut section is too small for Jeep's.

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

Recreational Vehicle Trail Signage: Road posted closed for mud season at the junction of Day Pond/Massasecum/Rowe Mt Rds, but not at the Hillsborough town line at the top of the hill.

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.



County Road

Monitor(s): Bob Blank

Date of Most Recent Monitoring: May 2022

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 of NH logged out past the Bradford line. They upgraded the short section that was past the last habitation to get their log work done. Making Bradford's section and slightly beyond very drivable. There are, however, several relatively deep water bars that have been installed. May 2022 review finds that conditions are identical to the 2021 monitoring except slight erosion on the state upgraded section. Nothing serious yet, but the early stages for sure if unchecked.

Obstructions: No

Trash/Dumping: No

Recreational Vehicle Trail Signage: The road is posted for mud season closure at the end of the privately maintained section of the Class VI Road.

Motorized/Non-motorized Activities: Yes, several residences are located on this road.



Day Pond Road

Monitor(s): Barb and Doug Southard

Date of Most Recent Monitoring: June 2022

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. Monitoring of June 2022 finds that the height of these rocks appears to be increasing.

0.37 Appears to be old off-road damage near a water crossing on left (North side).

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 riprap placed after logging operations.

Erosion: Section closest to Rowe Mountain Road has significant erosion and rocks appear to be getting higher. Riprap placed on Liberty Hill end makes road a bit more stable, though erosion continues. Evidence of previous off-road ATV "mudding" on North side of road appears to be returning to more natural condition (see pic).

Obstructions: No significant obstructions, though there is some access road construction at junction with Massasecum Ave, Carter Hill Road and Rowe Mountain Road.

Trash/Dumping: No significant dumping noted.

Recreational Vehicle Trail Signage: One trail sign pointing to Henniker located at junction with Rowe Mountain Road needs to be labeled for snowmobiles only. Mud season closure sign now present at Southeast end of the road.

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



Deer Valley Road

Monitor(s): Meg Fearnley and George Beaton

Date of Most Recent Monitoring: April 2022

Erosion: Erosion continues in two sections of the road where the stream bed is the road. Road mostly Fair with two Poor sections. No evidence of recent usage by wheeled vehicles.

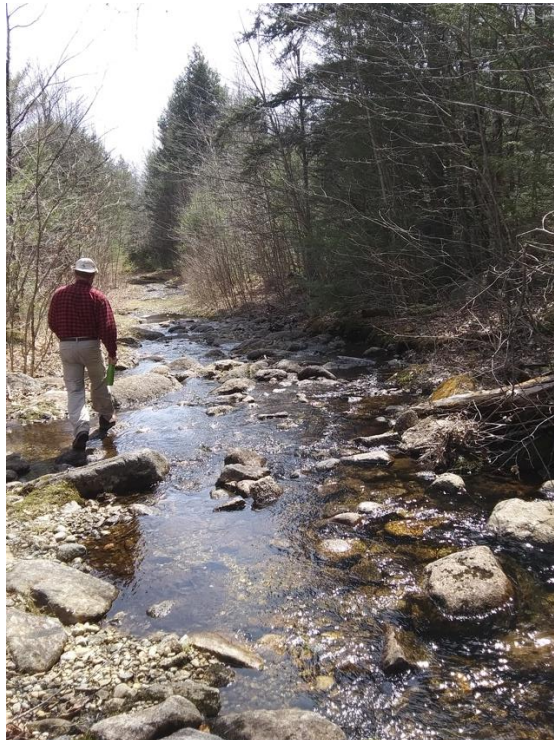
Obstructions: One gate at the Bradford end of the Class VI part of the road, now open.

Trash/Dumping: None

Recreational Vehicle Trail Signage: Road closure signs for mud season are present on both ends of the road.

Motorized/Non-motorized Activities: "Mudder" truck observed headed toward Bradford. Truck turned around when it saw the BCC monitors.

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 and Doug Southard

Date of Most Recent Monitoring: May/July 2022

Mileage: Beginning at the old school house site on West Dunfield Road, the Class VI section is about 1.92 miles long.

0.00 Initial section is Fair with some erosion. Water bars continue to do a good job. The first one has had a few rocks pushed out. Photo below.

0.53 Road condition moves from Fair to Good. There were 2 small trees across the road - one part way up the first hill. The second one just prior to the trail to Knights Hill. Both a bit bigger than I could move.

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. Remaining 0.6 miles of roadway to junction with Rowe Mountain Road is in Excellent condition as it is maintained as a driveway by the Hasseys.

Erosion: No sign of increased erosion.

Obstructions: Extensive and significant erosion on the Eastern section makes road essentially unpassable. None noted on the Western section.

Trash/Dumping: No

Recreational Vehicle Trail Signage: Both ends of the road have the closed for mud season signs.

Motorized/Non-motorized Activities: Overall, I see occasional traffic of ATV's, etc., but not excessive. Foot traffic seems to have increased a bit. There was no sign of recent 4WD activity. Over the past year I saw 4 or 5 groups go by - but did not see any sign of damage caused by them.





Fortunes Road

Monitor(s): Doug Southard

Date of Most Recent Monitoring: June 2022

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: April 2022

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: George Beaton did some grading with this tractor in 2021 to fill in some of the mud holes/ruts.



Liberty Hill Road

Monitor(s): Doug Southard

Date of Most Recent Monitoring: May 2022

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. Crushed rock placed on Bradford end makes a more stable surface for the road. Off-road damage next to bridge appears to be healing with no sign of recent ATV "mudding".

Obstructions: No significant obstructions.

Trash/Dumping: No significant dumping noted.

Recreational Vehicle Trail Signage: End of ATV trail sign previously installed at the Bradford/Henniker town line is no longer present.

Motorized/Non-motorized Activities: No ATV activity directly observed at this time, however, mud bike tracks were seen in several locations.



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Massasecum Ave

Monitor(s): Bindy Glennie and Doug Southard

Date of Most Recent Monitoring: April/June 2022

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 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: BIG baby moose sighted in April.

Other Observations: There is a new driveway being installed for a camp at end of Massasecum Drive. Large boulders are now located at the junction with Carter Hill Road.



Old Mountain Road

Monitor(s): Sandra Bravo and Susan Moss

Date of Most Recent Monitoring: June 2022

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 June 2022 finds that the stream buffer in the first 1/2 mile continues to look good and new trees in cages were observed along the brook. Haybales are barely visible. The road is posted at this end.

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. The road is not posted at the Town Line.

We found conditions to be significantly the same as the last report. No new issues of concern were identified. Town line located (see pic with dog).



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Purrington Road

Monitor(s): Doug and Barb Southard

Date of Most Recent Monitoring: June 2022

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.

Recreational Vehicle Trail Signage and Motorized Activities: The road is posted for Mud Season Closure at the juncture with County Road.

Rowe Mountain Road

Monitor(s): Doug Southard

Date of Most Recent Monitoring: April-June 2022

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 0.1 miles is "GOOD" due to crushed rock being laid associated with a timbering operation. From 0.1 miles to 0.5 miles the road appears only "FAIR" as the crushed rock was minimal compared to the first 0.25 miles. Significant erosion occurred during the July 2021 rain storm (see picture). 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".
- 0.94 1st 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. Significant erosion in first 0.25 mile is new since July 2021

Obstructions: Other than the ledge noted above, no significant obstructions at this 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 and dirt bikes are frequent on weekends. ATV usage seems to have decreased over the past year. Bradford police have been responsive to citizen complaints regarding ATVs on this road.

Other: Sign at beginning of Class VI section indicating road closure for mud season is now labeled as April 1 – May 31, 2021. Monitoring of this entrance during mud season in 2021 documented 19+ violations of the road closure policy by trucks, mud-bikes and other OHRVs.

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Smith Road

Monitor(s): George Beaton

Date of Most Recent Monitoring: April 2022

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

0.70 Smith Cellar Hole – FAIR

0.72 Old logging landing – GOOD

1.22 Ends on Forest Ave – GOOD

Erosion: Since the last monitoring in May 2021 logging has impacted the stretch of road from Forest St to the Smith cellar hole. Stone has been brought in and 2 water bars have been created which has helped in those areas (see pics). The Road closure sign is missing at Forest St end and there is a new washout about 300 yards in from Forest St.(see pic) This periodic flooding across Smith Rd was first noted last November and reported to the road agent along with the missing sign. From the Smith cellar hole up to Rowe Mt road the condition has not changed much from last year.

Obstructions: None noted

Trash/Dumping: Nothing new.

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

Motorized/Non-motorized Activities: Evidence of dirt bikes and other vehicles. No significant ruts/erosions from these tracks noted.

