

Adopt a Road

Bradford Conservation Commission
Summer 2023 Report



July 15, 2023

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 2023 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. Extreme rain 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 Class VI roads. This would be of particular concern for sections that have steep gradients, are poorly drained and sandy. In addition, under these conditions the impact of truck, mud bike, and ATV traffic on erosion may be accentuated.

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.

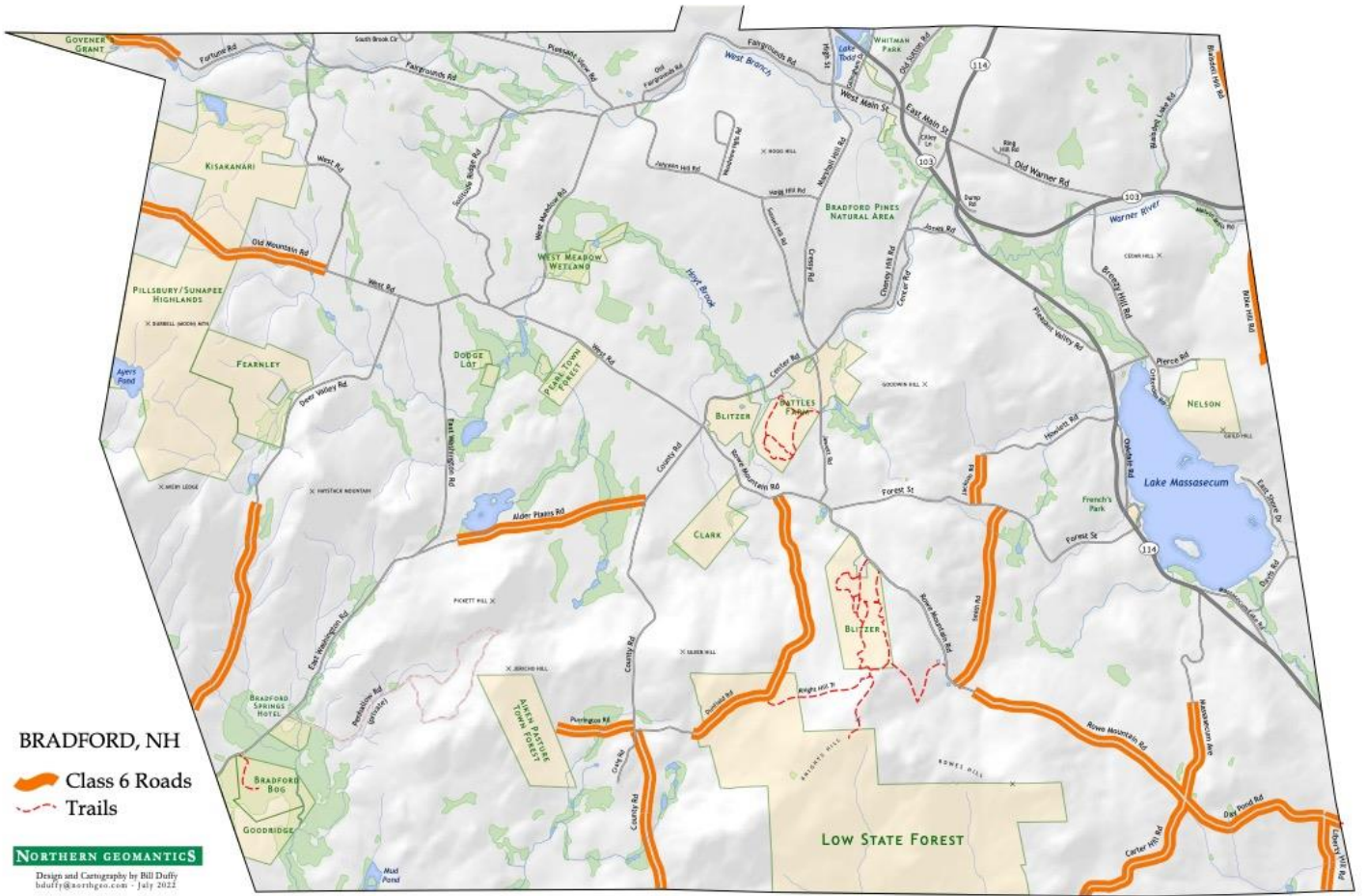


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Alder Plains Road

Monitor(s): George Beaton and Meg Fearnley

Date of Most Recent Monitoring: May 2023

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.
Erosion:	Modest amount of erosion as the road surface and surrounding land are relatively flat. However, there are numerous mud puddles. No significant changes to the road condition from 2022.

Obstructions: Standing water in some areas of the road as previously noted.



Trash/Dumping: A burned vehicle beside the road on the left across from the Road Not Maintained sign and a large pile of debris beside the abandoned vehicles at the wetland have been removed.

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.

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 {Not monitored in 2023}

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: June 2023.

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: First .1 miles has had gravel upgrade, but erosion already noted. Significant logging has been done in the past year. Multiple mud holes/puddles seen in various places.

Obstructions: No

Trash/Dumping: No

Recreational Vehicle Trail Signage: No

Motorized/Non-motorized Activities: ATV and Jeep traffic observed.



Carter Hill Road

Monitor(s): Peter Blank

Date of Most Recent Monitoring: June 2023

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.

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. Overall, relatively unchanged since 2022 with the exception that someone has made a water barre across the road approximately 30 to 40 yards in from Massasecum Ave.

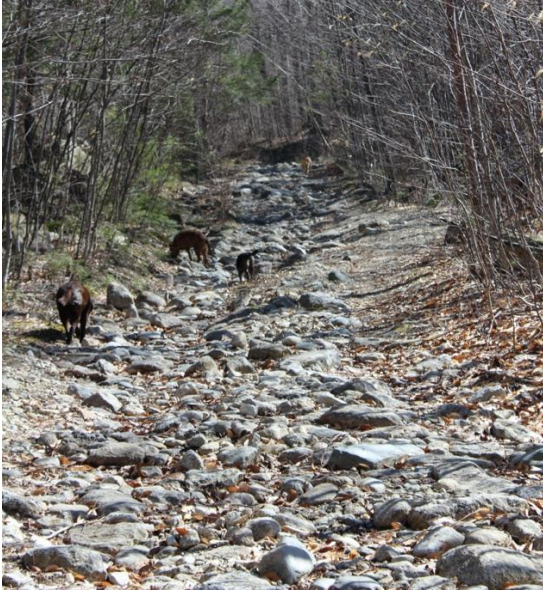
Obstructions: One low lying area has roughly 6 inches to 2 feet of muddy water, perhaps 50ft by 30ft (see picture). Mud hole hasn't seemed to increase in size, but another bypass has been cut through the low-lying forest to allow ATVs to pass. The cut section is too small for Jeep's.

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. New property access road at junction with Massasecum Ave., Carter Hill Road and Rowe Mountain Road appears to be solidified.



County Road

Monitor(s): Bob Blank

Date of Most Recent Monitoring: May 2023

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: As in previous years the first section of the road is well cared for by the residents on that section, beyond the homes the road is starting to wash on the hill. Not horrible yet, but that's how it starts. I did a little water bar work, but the first four-wheeler through will possibly negate that, and more should be done to complete the work.

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): Doug Southard

Date of Most Recent Monitoring: June 2023

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 2023 finds that the height of these rocks appears to be increasing as was the case last year.

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.

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 current activity directly observed.



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Deer Valley Road

Monitor(s): Meg Fearnley and George Beaton

Date of Most Recent Monitoring: May 2023

Erosion: Erosion continues in two sections of the road where the stream bed is the road. Most sections dry this year due to recent dry weather. No noticeable changes from last year. Road mostly Fair with two Poor sections.

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: Evidence of recent usage by wheeled vehicles, no 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: May, 2023

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 more rocks pushed out.

0.53 Road condition moves from Fair to Good. Recent heavy rains have gone around the water bars and have run down the road in several places. Some are still in good shape. The section between where the hiking trail goes off to the view has had the most washed out.

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. There is a path where water had run down the road, moving leaves out of its way, but road was not damaged by runoff. Photo below.

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 privately maintained as a driveway.

Erosion: erosion has increased on the "west" end of the road.

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: The weekend of 6/10 a large group of dirt bikes went through and also several Jeep/ATV vehicles. Otherwise, traffic has been minimal. Foot traffic seems the same.



Fortunes Road

Monitor(s): Doug Southard

Date of Most Recent Monitoring: July 2023

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: May 2023

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. May 2023 monitoring noted that Jackson Road is unchanged except for a recent small wash out opposite the Thyng's house, but it is still passable.

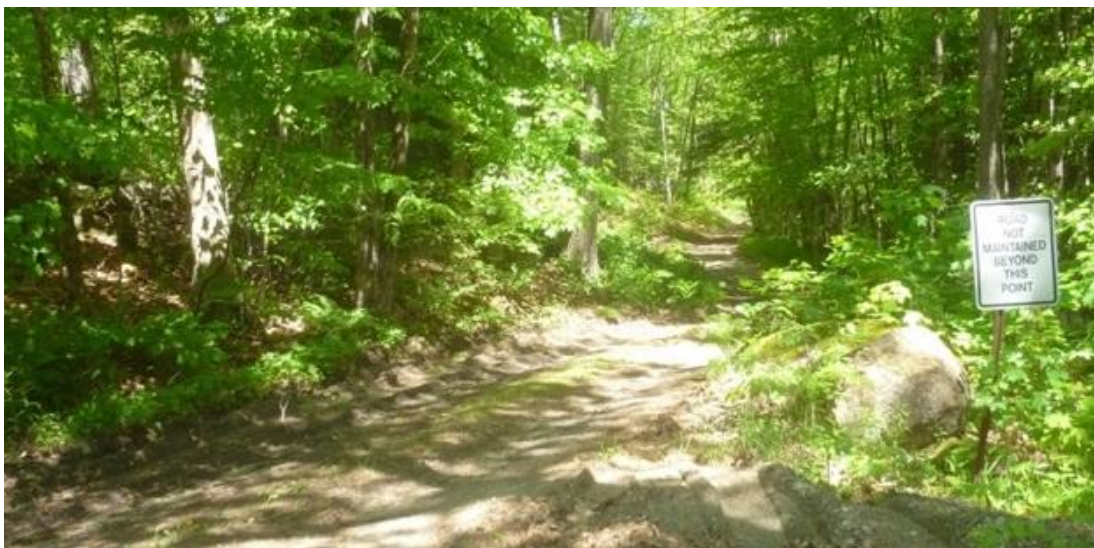
Obstructions: None noted

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: June 2023

Starting at Bradford/Henniker Town Line

Miles

- 0.00 Road in Fair condition with frequent pools of water and rocks 4-8 inches high.
- 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 Previous off-road damage to embankment on West side of a bridge over a small stream appears to be filling in and regrowing.
- 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 and Doug Southard

Date of Most Recent Monitoring: April/June 2023

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: May 2023

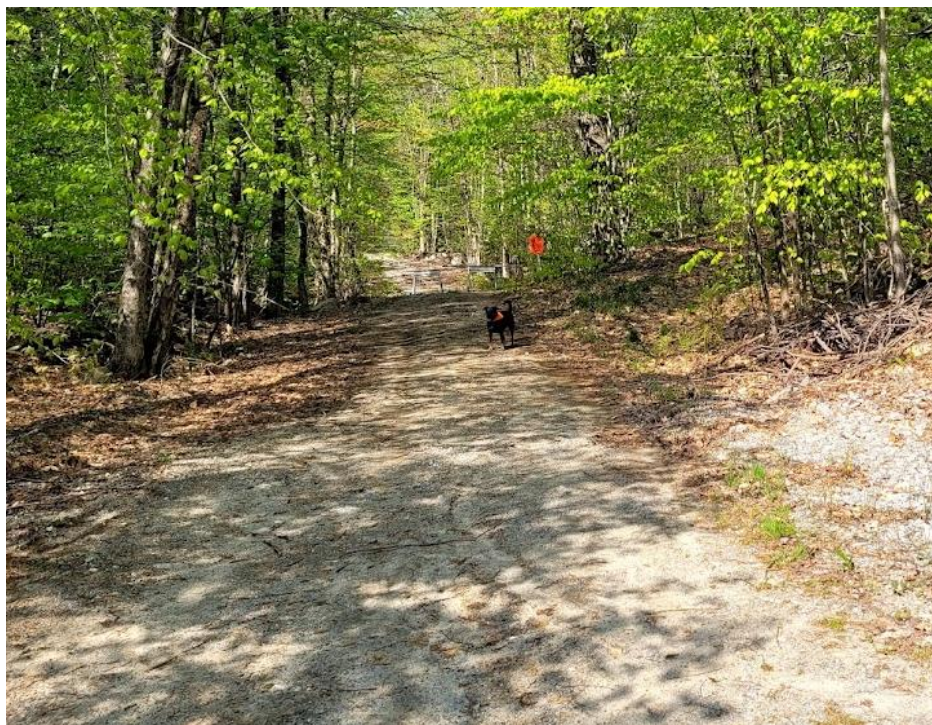
Starting at West Rd:

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 May 2023 finds that the stream buffer in the first 1/2 mile continues to look good. Some of new trees in cages planted in 2022 were struggling to survive. Haybales are barely visible. A couple of small diameter pieces of conduit were observed on the side of the road. A coir erosion mat has been installed at the top of a small section of the riverbank. A barricade has been placed across the road just past 75 OMR. 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.



Purrington Road

Monitor(s): Barbara Southard

Date of Most Recent Monitoring: June 2023

Starting at County Road:

Miles

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

Erosion: Generally, not significant.

Obstructions: None.

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 and Barbara Southard

Date of Most Recent Monitoring: June 2023

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. At 150 feet there is a new culvert installed in 2022 by the Sunapee Snowmobile Club (see pic). Snowmobile trail off Southard property enters at about 0.15 miles. Overall road condition in the first 0.1 miles is initially "GOOD" due to crushed rock being laid associated with a timbering operation. Unfortunately, significant washout remains from the July 2021 rainstorm just after the 0.15 mile point. From 0.2 miles to 0.75 miles the road appears only "FAIR" as the crushed rock is minimal compared to the first section and there are frequent rock outcrops.
- 0.65 Snowmobile trail 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 Good.
- 1.0 End of snowmobile trail detour which comes in from the left.
- 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.

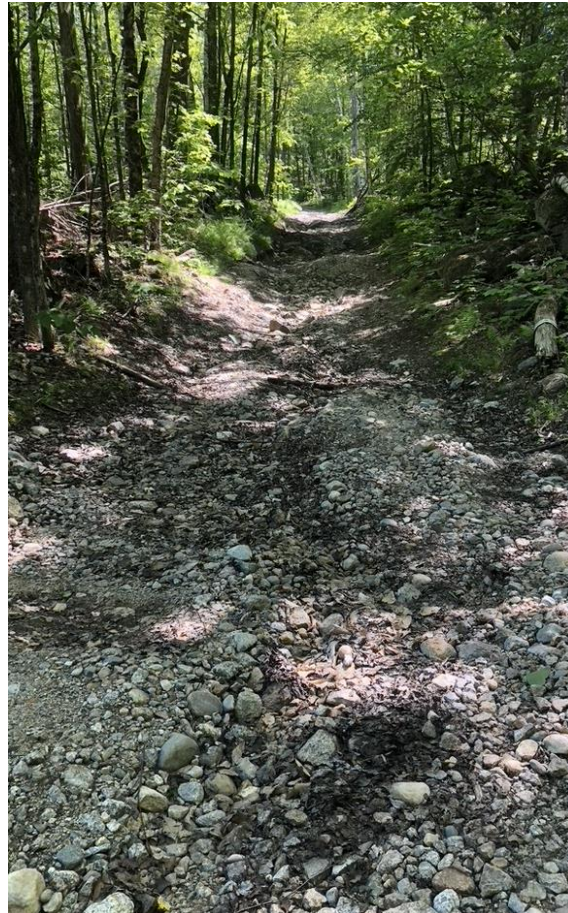
Obstructions: Other than the ledge noted above, no significant obstructions at this time.

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 a bit 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 labeled as April 1 – May 31. Monitoring of this entrance during mud season in 2021 documented 19+ violations of the road closure policy by trucks, mud-bikes and other OHRVs.



Smith Road

Monitor(s): George Beaton

Date of Most Recent Monitoring: May 2023

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: Starting on Forest St the lower end of Smith Rd was improved for logging truck access and is in very good shape as far as the Smith cellar hole. Beyond the Smith cellar hole is a plugged culvert (mud and leaves) which has caused a small wash out across the road. One other change is that the Tuttle Rd sign was repositioned ninety degrees. The last hill up to Rowe Mt Rd is the best it's ever been as the sediments have filled in between all the trap rock.

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 now as the sign on the Forest St. side has been replaced.

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



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