



**CLHCC Meeting Notes
 October 4, 2024
 Pittsburgh Fire Station**

In Attendance

<i>NAME</i>	<i>REPRESENTING</i>
Gail Hanson, Chair	Governor and Executive Council
Harry Brown	Governor and Executive Council
Darrin Jock	Town of Pittsburg
Toby Owen	Town of Pittsburg
Hasen Burns	Town of Stewartstown
Pierre Bedard	Leaseholders Association
Ray Gorman	Coos County Commissioners
Charlie Levesque	Senate/Forest Ecology
Eric Stohl	House/Monitor Conservation Easements
Gene Chandler	House/Forestry & Timber Harvesting
Shawn Hagan	Landowner
Scott Mason	NH Fish and Game Department
Sarah Stewart	DNCR
Corey Clark	DES, designee

Absent

<i>NAME</i>	<i>REPRESENTING</i>
Ray DeMaio	Town of Clarksville
Donald Noyes	Senate/Recreation & Tourism

Chair Gail Hanson opened the meeting at 10:40am with the Pledge of Allegiance and asked the Committee members and the public attendees to introduce themselves.

Gail Hanson asked for a motion to accept the minutes of the spring CLHCC May 10, 2024 meeting.

- Charlie Levesque motioned to accept the minutes as written, Hasen Burns seconded the motion. All in favor.

Gail Hanson asked for a motion to accept the minutes of the special meetings held on August 28, 2024 and September 12, 2024

- Charlie motioned to accept the minutes as written, Harry Brown seconded the motion. Motioned passed, Cory Clark abstained.

New and Old Business

Corridor 5 Relocation Update

- Harry Brown reported that EH Roy, Shawn and he met regarding Corridor 5 and there is agreement to moving the snowmobile trail.



DRAFT 100724

Road Update – Clint gave a brief update to the committee.

- Capital Appropriation – Magalloway Road work is finished, still graveling cedar stream to buckhorn, finish soon. If weather allows continue graveling Deadwater Road after Buckthorn Road. DNCR has spent approximately \$950,000,000 of the \$1.5 million appropriated.
- Storm Damage – The snowmobile club repaired the Moose Brook Road bridge and the road has reopened. The club is currently working of Sophie’s Lane. 3 camp owners on East Inlet do not have vehicle access due to the closure across the CLNA. Staff have made temporary repairs to Indian Stream Road which has allowed camp owners access. DNCR has reached out to Perry Stream Land and Timber to develop an agreement to allow DNCR to fund and make repairs on the PSLT section of Indian Stream Road. Five local contractors worked on the CLHWF roads this summer.
- Discussion
 - Charlie Levesque: Camp owners are assets on the property, they are eyes and ears and help on roads, downed trees, etc. which seems to be no longer appreciated. DNCR was observed to have gone to damaged areas and left repairs undone and installed barricades. Did this happen because of a personal vendetta? The culvert at the 15.5 mm was left unrepaired and lease holder took it upon themselves to repair culvert. Barrier was erected after this unauthorized repaired. Camp owners signed waiver to pass.
 - Clint Savage: There is no personal vendetta by staff against the camp owners. The night of storm, PFD and staff responded Indian stream to help evacuate camp owners. No work was done because of permitting required and deciding what the solution is.
 - Harry Brown: Why permitting is needed?
 - Craig Rennie: Permitting is required for stream crossing greater than 4’ including dredge and fill. Emergency authorization has thresholds.
 - Johanna Lyons: I reviewed the rules to the emergency authorization permits and they are for real emergencies like roads to hospitals and other community resources. We are evaluating repair strategies and costs.
 - Bob Jackman Mile 14 lease holders. What about public access above mile 15?
 - Bill Jackman reads easement, preamble. Observes lack of DNCR priority on Indian Stream. Effects local economy.
 - Clint Savage: Focused on reopening OHRV trail first. Size of infrastructure on Indian Stream meant field resources were better used elsewhere to open the roads quickly. Indian Stream Road needs to upsize several crossings from culvert pipes to bridges. Funds and resources are being identified. Documented 70+ FEMA eligible sites, many have already been repaired.
 - Bill Jackman: Looking for access before bridges are built with “acceptable repairs”
 - Ray Gorman: What is the Plan to fix Indian Stream crossings?
 - Johanna Lyons: I would ask that the Road committee meet to discuss the options and funding. We are getting quotes on bridges.
 - Ray Gorman: Offered legislative help.
 - Commissioner Stewart: Money doesn’t stretch like it used to. Met with the dedicated funds finance committee and they asked if would be a good idea to combine the funds? It would be a legislative fix to combine funds.



DRAFT 100724

CLNA Road Update: John Sojka gave a presentation which provided an overview on the CLNA and East Inlet storm damage. Management 24.5 miles of gravel roads for forestry and recreational access. 6+ inches of rain in July which caused over \$700K in damages. Need 6 new bridges.

- 1st bridge - 40ft bridge with 60ft bridge, higher. Spring 2025 after mud season.
- Site 2, East Inlet – 30ft bridge full destroyed. Replace with 40-50 ft bridge. Use first bridge to install. Summer 2025.
- 3rd bridge. 20ft bridge total destroyed and abutments. Replace with 30ft bridge summer 2025.
- Scott bog culvert, remove and replace with bridge. Engineer study needed. Repair time unknown, after East Inlet repairs complete.
- Ingersoll Brook Road. The double culverts are plugged. Replace with bridge or end road at the site. Third Lake extension. Multi use road. Replace with bridge. General surface erosion also major issue.
- Discussion
 - Patrick Hackley, have you applied for FEMA? John, yes. Patrick, Northern Border grant \$25mil might be available.
 - Scott Mason warns of future events and reminds that CLH was spared from another July storm which impacted Vermont.

Hall Stream

- Darren Jock has asked to put a hold on the Hall Stream Connector and will discuss with the Recreation Sub-Committee.

Plan Revisions and Easement Amendments

Stewardship Plan

- Patrick Hackley asked for final feedback on Stewardship plan. He has received good feedback so far. Asks for best foot forward from everyone in regard to Aurora. Good faith effort for the benefit of everyone. Looks to wrap up the plan very soon.
 - Rep Davis stated 1.4 mil dollars in timber products. Another bucket from recreation. Growing more timber than harvesting. Makes a case for tax on timber doesn't get back to towns until harvested. Not a landowner rights issue.
 - Mike Oulette comment on easement. Should not compromise of parts of the easement, harvesting numbers. Thank
 - Ray Gorman: Concerned with the plan. Threat to timber industry. Sustained continued supply of forest products. Believes Stewardship plan fails on all levels. Carbon credits, conflicts with Timber industry in products. Inconsistent with Easement.
 - Mark Brady, Coos administrator. Read and summarized comments to be submitted. Recommends DNCR strongly not to approve January and July proposed plans. Says Aurora prioritizes stockholders over local economy. "Aurora does not significantly address DNCR, FGD and local concerns" recent plan does not indicate that they have abandoned January Plan and believes Aurora's business interest will always conflict in local interests forest products etc and Easement. Current plan deviates from previous plans and processes. Requests DNCR take actions further than just disapproving stewardship plan and investigate Aurora's carbon program.
 - Public Comment (unknown). NH has imported CA green agenda without appropriate public policy. Calls for DNCR to reject stewardship plan. Will Aurora restrict recreation access? Why should anyone believe Aurora?



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- Richard Roy, Milan Lumber. Milan saws 7m feet a year. 2%0 came from CLH before Aurora. Now buys logs from farther away. More carbon created with trucking. With a 20% drop in lumber the mill has gone to a 4 day work week. This loss trickles down through the community.
- Ray Gorman. Aurora priorities carbon #1. Before 40,000 cords a year. Much less now. Whats going on is obvious. Every job in forest, 3.4 more jobs outside forest. Grows ½ cord per acre. 50,000 cords new growth per year. Wildlife likes clear cuts and first growth...for hunting. Logging helps maintain roads. Forestry management plan as proposed “does not work. “
- Mark Brady. Every forest operator affects 220 jobs in the community? Senators Gregg and Sheheen intended to preserve status quo at the time.
- Rep Davis, NH naturally is a carbon sink. Trucking lumber from NY doesn’t make sense with carbon and greenhouse gas emissions. Are current owners the proper fit? Are we really doing anything for the atmosphere?

BREAK back at 12:20

Road and Recreation Management Plans

- Johanna Lyons reported that the plans have been submitted to landowner for response.
 - Charlie Leveque asked Shawn Hagan when DNCR can expect a response. Shawn replied soon and it is under review.

Monitoring Compliance: There were no questions about the pre-meeting update prepared by the state agencies.

Public Recreational Use

- Division of Parks and Recreation
 - Charlie Levesque: why can’t bird hunters go beyond mile marker 8 Indian Stream? Will there be Snowmobile access?
 - Clint Savage: There will not be snowmobiling on Indian Stream Road this winter. Wouldn’t have been open due to timber anyway.
 - Johanna Lyons: The public is welcome to walk or ride bicycles on all roads. Leaseholders have been granted access. Discussed with Attorney General office. The camp owners have been given access generally to the 15.5 mm, the camps beyond have signed a liability waiver. Will commit to reevaluating public access with Attorney General office.
 - Commissioner Stewart agrees and will ask the Attorney General for guidance.
 - Mason to Charlie, do you sign state waiver? NO But Auroa waiver covers state.
 - Who is going to enforce barricade? Shouldn’t all camp owners be able to access?
- Fish and Game Department: There were no questions about the pre-meeting update prepared by the state agencies.

State Park, Natural Area and Lake Francis Impoundment Management: There were no questions about the pre-meeting update prepared by the state agencies.

Lease Camps

- Shawn Hagan explained the license fee was increased after a market study. The license fees were previously undervalued. No discussion yet about increases to 2025 leases.



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- Charlie Levesque comments that last time he and Shawn spoke, Shawn had not done a market study. I have contacted dozens of other license holders. They are on average less than CLH leaseholders. Accuses Aurora of not actually doing a market study. Says Aurora is comparing small CLH leases to hundreds acres hunting leases around the country.
- No update on recreation fees.

Public Comment

- Kevin Hurley: What is the plan for maintenance going forward roads etc.
- Clint Savage: Maintenance prioritizes timber actives and lease holders. Primary roads are also priority by designated classification. Staff is all over the property, checking culverts are part of usual work depending on where staff is.
- Johanna Lyons: The road maintenance plan is publicly posted and we are following our mowing schedule.
- Harry Brown asked how to contact DNCR for issues? Johanna Lyons replied that contact information is posted on the CLHWF webpage.
- Harry Brown asked what about the public use signs? He'd like to see big signs posted on Route 3 before you enter the property. Charlie Levesque commented, we could ask DOT to put up big signs.
- Councilor Kenny, by Teams, read by Johanna: How many months are we past agreement with Aurora? Is harvesting consistent with old plan. Patrick response, Yes landowner is held to previous agreement while negotiating new one. 15,000 cords last operating season is less than previous agreement, but DNCR is focused on new plan and common ground going forward. 2022 agreement is still in place. Harvesting has been minimal this summer. New plan was required October 2022, change management plan July 2023, taken a year or so to come up with a new plan. Bill Jackman, why can't the difference be added to current target? Patrick, DNCR has chosen to not go after Aurora for current short falls in the interest of current negotiations.
- Bill Jackman: As a camp owner, what can we do to help with road maintenance (downed trees). Johanna Lyons replied, as stated in your license agreement with Aurora, repairs can be made with landowner permission. Common repairs such as filling potholes, clearing culverts, cutting downed trees are all reasonable. Anything that needs a permit will be the State's responsibility.
- Commissioner Stewart: Addressed the letter Harry Brown distributed prior to the meeting. Shares that she had emergency surgery in August and expresses her thanks to be allowed to keep in contact over Teams.
- Harry Brown: Thanks Scott Mason for his service and announces his resignation from the board.

Nomination and Election of Chair

- Gene Chandler nominates Gail Hanson as chairperson of the CLHCC. Second by Toby Owen. There were no other nominations.
- Motion to close nominations by Eric Stohl, seconded by Hasen Burns. All in favor
- A voice vote affirmed the election of Gail Hanson as chair.

Motion to adjourn by Hasen Burns, seconded by Toby Owen, all in favor. Meeting adjourned at 1:00pm.

Respectfully Submitted, Brian Parise and Johanna Lyons



CLCC Update ~ October 4, 2024

DEPARTMENT OF NATURAL AND CULTURAL RESOURCES

DNCR- DPR Administration

Fiscal Year 2024 Salaries and Benefits (July 1, 2023-June 30, 2024)

Activity	Hours	Total Wages & Benefits
Facilities	33	814.59
Field Administration	336.5	16,420.53
Mowing	138	3,406.35
Office Administration	588	26,659.46
Road Maintenance	1,740	64,124.35
Shop	484	11,947.03
Snowmobile	90	2,221.64
TOTAL	3,409.50	\$125,594.35

Vehicle Costs

Plate	Division	Total Cost (gas, repair, maintenance)
D326 (3500)	DPR Great North Woods	\$2,176.13
D31 (F350)	Trails Bureau	\$ 775.50
D36 (New Holland)	Trails Bureau	\$ 129.74
D38 (Case)	Trails Bureau	\$3,112.48
	TOTAL	\$6,193.85

A new F250 pickup was purchased in July for \$58,496 (D56) from 3745 Stewardship account to replace D326.

Account Expense Summary (FY25 July-August)	Expenditures
3745 Stewardship	\$80,542
3746 Roads	\$24,685.80

Landowner Contribution Account

DNCR has established the two dedicated accounts that is prescribed in Section 17 of the Road Management Agreement (RMA).

- a. Dedicated account for the annual maintenance – Base Amount (currently \$25,210)
 - i. Deposit at most 100% of base fee
 - ii. Deposit at most 75% annual usage fee
- b. Dedicated account for capital expenditures – Usage Fee (variable based on \$1.40/cord)
 - i. Deposit at a minimum 10% of usage fee

Checks for \$21,573.47 (cordage) and \$25,210 (base fee) were received for a total of \$46,783.47. There is a balance of \$106,856.17 in these accounts.

Road and Gate Update

Capital Project

Two contractors have been working on the property this summer crushing gravel and resurfacing roads. Cloutier Construction wrapped up work on September 20th and CTSG is expected to continue working through October, weather permitting.

To date \$923,555 has been spent of the \$1,500,000 appropriated.

The following roads were resurfaced in 2024.

- Magalloway – from the bridge to the state line.
- Tower Road – spot resurfacing done.
- Cedar Stream – the section on CLH property.
- Deadwater – will start this fall and continue until the weather doesn't allow.

An RFQ for engineering services is expected to be issued this winter for an assessment, design and engineering for several crossings, including several key sites damaged by this summer's storm.

Operational Maintenance

The following roads were worked on this summer

- Mowing = Total Miles, 23.5
 - East Branch of Dead Diamond, 4 miles
 - Abbott Brook Road #10-96-00, righthand spur, 1 mile
 - Abbott Brook to Maine state line, 4.5 miles
 - Magalloway Road, 10 miles
 - Tower Road and lefthand spur, 4 miles
 - Hall Stream Crossover is being mowed currently.
- Coon Brook general repairs and maintenance.
- Culvert Repair and Maintenance:
 - West side of Indian stream
 - Buckhorn
 - Smith Brook
 - Rump Mountain Road
 - Camp 31 Road / Trail
 - Culvert clean out before, during and after storm and repairs.
- Layout for all projects, contract management, review and approval of invoices.
- Assisted lease holders to leave during the storm.

Bureau of Trails – OHRV Funded Maintenance

- Graded Deadwater Road
- Maintenance of Alexa Way

Storm Damage

The storm on July 10th caused considerable damage to the road system. The expense to repair the roads is unbudgeted and to date the following has been spent from the operating budgets. DNCR has documented more than 55 sites with FEMA and have applied for assistance.

- 3745 Stewardship = \$21,611
- 3746 Roads = \$39,350
- 3562 Trails Bureau = \$14,337

Repairs were made to reopen the roads quickly, there are still areas that need gravel and spot repairs. DNCR has applied to FEMA for reimbursement for 75% of our expenses.

Currently the following roads are closed to motor vehicles. Pedestrian and bicycles use are permitted.

- Indian Stream Road (north of mm 8)
 - DNCR is permitting lease camp owners to use the road to mile marker 15.5
 - 5 camp owners beyond mile marker 15.5¹ have been issued a waiver of liability to access their camp.
- West Side Indian Stream (closed north of mile marker 9 gate)
- Sophies Lane
- Moose Brook Road
- Pisgah Road
- Connecticut Lakes Natural Area: East Inlet Road after the gated closure and two tenths of a mile prior to the East Inlet Cartop Launch, Scott Bog Spur Road, Beaman North Road, and Ingersoll Brook Road. DNCR has not been able to access the upper section of East Inlet to assess the roads.
 - 2 camps are inaccessible

There are three crossings that may need to be upgraded to bridges due to their channel width and depth. DNCR is investigating the purchase and installation of prefabricated bridges which will be easier to install and permit. Each bridge is estimated to cost approximately \$1,200/lf and approximately \$20,000+ to install. These are unbudgeted costs. FEMA is evaluating these projects as mitigation measures rather than repairing in-kind.

Location	Estimated Cost
• East Branch – 60’ bridge:	\$92,000
• Indian Stream, mm 15.5 - 45’ bridge:	\$75,000
• Indian Stream, Depot Camp – 70’ bridge:	\$104,000

In addition, on the Perry Stream Land and Timber section of Indian Stream Road, the crossing at Chappel Camp needs to be upgraded to a bridge (70’). DNCR is in discussion with the PSLT owners about entering into a road use agreements so public funds can be contributed to the maintenance of the road. Until the PSLT section of Indian Stream is upgraded, it is difficult to bring construction equipment and materials to the state-owned portion of the road.

Gates

A new gate will be installed at the 8-mile marker on Indian Stream Road.

¹ Unauthorized work was done at the crossing at mm 15.5, there is an active criminal investigation.

Great River Hydro Crossing Agreement

DNCR, FGD and GRH have worked together to develop a crossing agreement. The NH Attorney General's Office is reviewing the final draft.

Recreation and Public Access Update

Motorized Recreation

ATV Use

The July storm closed the ATV trail network in Pittsburg for approximately 2 weeks due to damage on PSLT and the DNCR maintained trails. Alexa Way was temporarily rerouted to the Hall Stream Crossover.

A public meeting was held on September 12th to listen to the public and provide advice to DNCR regarding extending the ATV riding season on the headwaters roads to Columbus Day. The committee voted 6 against the proposal, 3 in favor of the proposal and there were 2 abstentions.

Snowmobile Use

The Bureau of Trails met with LandVest on 9/24 to review winter operations and will coordinate with the snowmobile clubs on the winter trail network. The company has not proposed to operate on Indian Stream Road this winter due to the damage on PSLT property and allow DNCR to make repairs to on their section of road.

Maintenance of Public Use Facilities

Pit toilets and parking areas were maintained on a regular schedule or on a periodic basis depending on location. This work was taken on by a combination of CLH Trails Bureau staff, Campground staff and Parks regional staff.

Non-Motorized Recreation

The Cohos Trail Association was busy with volunteer work on the trail system with mowing, weed whacking and general trail maintenance.

Major project completed include:

- June 1st- added 32 bog bridges or puncheon spans to Nilsen's leg in Clarksville.
- June 30th - upgraded 8 bog bridges on the Falls in the River trail by adding planks to make these double wide, then returning after the July storm to repair damages
- September 1st -jacked up Coon Brook Bridge and braced it as it had been moved by flooding. It is now a little higher and more robust.

There was no Lease Holders Association workday this year.

Lake Francis SP – Coleman SP – Deer Mountain Campground

Occupancy rates from FY 25 are up at Coleman, Lake Francis and Deer Mountain, indicating a healthy use of the various recreational opportunities on the CLHWF. Park staff continues to monitor the water levels at the Moose Pond impoundment adjacent to Deer Mountain related to increased flood risk in a portion of that campground. A well was drilled at Lake Francis SP for water service at the GNWMA/CLH maintenance office. The Coleman SP manager's position is open for public applications through September 28.

DNCR – Division of Forests and Lands

Easement Monitoring

All the Forests and Lands staff, including Concord staff and administration, spent approximately 220 hours on CT Lakes related issues. Time was spent reviewing plans, participating in in-house and committee meetings, and reviewing Special Management Area's and general easement monitoring in conjunction with NH F&G.

Staff attended two special Citizens Committee meetings in August and September relating to stewardship and recreation issues on the headwaters.

There have been three camp requests that have come for review since the spring

Forest Stewardship Plan

A public meeting was held on August 28th to review the goals of the stewardship plan. The public comment period was extended from September 5th to October 4th to submit comments. Forest and Lands has so far received no public comment on Aurora's draft stewardship plan.

DEPARTMENT OF ENVIRONMENTAL SERVICES

Lake Francis Impoundment - Murphy Dam

- a. In early July NHDES started to have conversations with Great River Hydro on the potential impacts of Hurricane Beryl. The storm resulted in increasing the water level in Lake Francis by over 17 inches above full pond levels. This required NHDES to balance the elevation of Lake Francis with potential flooding impacts downstream. The discharge out of the penstock was 700 cubic feet per second during the storm and remained at that level for 10 days. The largest concern NHDES had was for the flashboards on the right end of the spillway which are designed to trip and release water during high water events, fortunately the flashboards did not trip and held up during the high water. The Connecticut River gage below the Indian River confluence observed a maximum flow of 5710 cubic feet per second on 7/11/2024. A comparable flow has not been seen since May of 2018. The highest flow most recently observed at that location was 6103 cubic feet per second in April of 2011.
- b. Current Lake Francis elevation is 1377.8 feet or 7.2 feet below the full pond elevation. The discharge is currently 300 cubic feet per second and the reading at the Connecticut River gage below the Indian Stream confluence is 341 cubic feet per second.
- c. Spillway Gate Repair – The three spillway gates installed in 2022 are fully operational after the mechanisms connecting the gates to the stems were replaced this summer.
- d. Inundation Mapping – NHDES is continuing to work with a consultant on developing new inundation maps for a revised Emergency Action Plan. This process will take longer than usual due to the need for accurately assessing impacts potentially extending downstream of Lancaster.
- e. Spillway Assessment and Rehabilitation – NHDES' engineering consultant is continuing to gather data necessary to move into the design phase of spillway rehabilitation at Murphy Dam. Currently survey, geotechnical and hydraulic data has been collected. Once the EAP has been completed, distributed, and tested, NHDES expects to resume work with the consultant to prepare design documents for rehabilitating the

spillway. This work will likely exceed current funding and will require Capital funding requested for next fiscal year.

- f. Dow Valve Replacement – NHDES has received final design drawings for the replacement of the 2 eighty-five year old Dow Valves and relining the 13 foot diameter penstock. Due to funding constraints this work will likely need to occur in the next fiscal year or beyond after NHDES secures the necessary Capital funds for the repair.

NH Fish and Game owned dams – After Hurricane Beryl in July, NHDES visited as many Fish and Game dams as possible via UTV. None of the visited dams showed signs of recent damage from the storm event.

Cedar Stream Road and River Road – Due to the impacts of Hurricane Beryl in July, several washouts occurred on both roads. Cedar Stream Road is fully open with some minor rough areas that will likely need attention in the future. A culvert on River Road partially washed out during the storm event. The road is passable, but repairs are needed around the culvert. NHDES has been in contact with contractors, however, due to other storm related commitments, contractors signed up with the State have not been able to schedule the work.

FISH AND GAME DEPARTMENT

Monitoring Compliance Activities:

Aurora Sustainable Lands (Formerly Connecticut Lakes Timber Company LLC)

In cooperation with the NH Division of Forests and Lands, the holder of the Forest Legacy Easement, Fish and Game biologists continue to monitor timber harvests and other projects on this ownership. During this past year, 13 timber harvests totaling 5,323 acres and five proposed road builds totaling 7 miles were reviewed on paper and with advanced mapping software.

During this FY a change of ownership on this property resulted in a decrease of active harvest as the new landowner shifted management goals to carbon-based investments. Along with the change of ownership came an updated annual operating plan and 10-year stewardship plan, both of which were reviewed in depth by the regional biologist. Due to the presence of the Forest Legacy Easement and the proposed revenue shift from forest products to carbon credits, this property and easement received a considerable amount of attention. The regional biologist participated in many meetings discussing the impacts of decreased timber harvest on wildlife and their habitat.

One active timber harvest totaling ~250 acres was reviewed on the ground during three separate days by the regional biologist. A riparian wildlife corridor Special Management Area (SMA) was included in the harvest where maintaining and perpetuating softwood cover was discussed. An inactive beaver flowage existed within the uplands of this harvest. Noticing a lack of browse around the flowage, two 5 acre clear cuts were positioned on either side to encourage hardwood regeneration and provide food for future beaver colonies.

Beyond reviewing harvests within SMA boundaries, the regional biologist also assisted foresters in identifying areas with potential for young forest management as they design a large grouse and woodcock habitat improvement project. That project, totaling almost 350 acres, is currently being designed and is set to be harvested during the summer of FY25. Lastly, NHFG biologists participated in two field tours of active timber harvests on the property as it pertains to the Forest Legacy Easement.

Road Storm Damage and Maintenance:

Storm Damage

The July 10th storm resulted in extensive damage to many of the roads on the NH Fish & Game owned Connecticut Lakes Natural Area (CLNA). East Inlet Road, Scott Bog Road, Scott Bog Spur Road, Ingersoll Brook Road, Beaman South Road, Perry Ponds Road, Perry Stream Road, and Third Lake Extension were all heavily damaged. The most extensive damage occurred on East Inlet Road and Ingersoll Brook Road. The most common damage was road surface erosion and damage to stream crossings. Approximately 43 stream crossings were damaged or destroyed on the roads of the CLNA. Sixteen of these crossings were on East Inlet Road and 15 were on Ingersoll Brook Road. At this point, East Inlet Road is only open for ~1.8 miles, Ingersoll Brook Road is only open for ~0.8 miles, and Scott Bog Spur Road is open until just before the 6-foot culvert on Scott Brook (from here it is a tenth of a mile walk to Scott Bog). Once DNCR work is completed on Sophie's Lane, Third Lake Extension will only reopen through the washed out stream crossing near the southwestern corner of the Third Connecticut Lake. All other roads on the CLNA are open unless closed below the property line. Roads that are currently closed will remain closed through at least early next summer when repairs will begin.

- *East Inlet Road:* All three bridges on the NHFG-owned section of East Inlet Road were damaged or destroyed during this storm event. The first bridge that was closed earlier this summer suffered only minor additional damage, the second 30-foot bridge just north of B. Covil Spur Road was completely destroyed (only a few pieces of steel and wood were found just downstream from where it was previously located), and the third bridge was seriously damaged to the point that it must be replaced. In addition to these three bridges, there were 20 other damage sites on our section of East Inlet Road.
- *Scott Bog Road and Scott Bog Spur Road:* The damage to Scott Bog Road was minor compared to the other roads on the CLNA. This damage was primarily limited to four sites of surface erosion. Scott Bog Spur Road also had a large amount of surface erosion from Ingersoll Brook. The road over the large 6-foot culvert on Scott Brook, approximately one tenth of a mile from Scott Bog, was severely eroded during this storm.

Road Repairs and Maintenance

At this point, the only repairs that have been made are to Perry Stream Road and Perry Ponds Road. Perry Stream Road had numerous culverts that were plugged with debris. We replaced one culvert, unplugged all remaining culverts, and added a few minor water bars to prevent further damage. At this same time, we worked to make minor repairs to Perry Ponds Road and added water bars to prevent further damage. This summer we worked to inventory damage to all roads on the CLNA. We used this inventory to create a draft plan for road repairs. The plan outlines an estimated timeline for repairs to all roads, how repairs will be done in a way to reduce potential damage during future storms, and how to sustainably utilize funds for repairs to avoid depleting the CLNA Endowment Fund.

- *East Inlet Road:* East Inlet Road is a clear priority for repair. Unfortunately, all damage to this road occurs north of the first bridge on the CLNA (which is the bridge just south of the East Inlet car top launch). We will need to replace this bridge to gain access to the remainder of the road to facilitate repairs. Our goal is to replace the current 40-foot bridge with a 60-foot bridge and to elevate it by approximately 30 inches to allow for future high water flows and pre-empt additional bridge failures and road closures. Given this bridge is a lynch pin for public access to several popular recreational destinations as well as forest management access for our neighbors to the east, we made significant effort to get this bridge replaced

this fall at the same time the Moose Brook bridge is being replaced. Several issues thwarted our efforts including state contracting requirements that prohibit us from easily contracting with a vendor to provide both the labor and materials to replace the bridge, limited state contractors for steel, and a requirement of the contractor to have an engineered design before they will provide the necessary steel. We investigated other options, but were met with barriers to each. Given this, we are aiming to have this bridge installed next summer (with work beginning at the end of mud season). Once this bridge is installed, the road will be reopened through the car-top launch. We plan to spend all of our efforts making repairs to East Inlet Road next spring-fall. However, the need to replace three bridges on this section of road could delay our goal of having the road reopened by the end of next fall. The installation of these bridges, particularly the final two bridges, will depend on what permits are needed and if the bridges require a fully engineered plan/design. We hope to have a more exact date on when East Inlet Road will be reopened by the next CLHCC meeting in spring.

- *Scott Bog Road and Scott Bog Spur Road:* Work is expected to begin within two weeks on Scott Bog Road and Scott Bog Spur Road. We plan to grade Scott Bog Road (starting on East Inlet Road at its intersection with Route 3) once repairs are finished. We hope to have all work finished on these two roads, excluding the replacement of the stream crossing over Scott Brook, by the end of October. We plan on working to replace the 6-foot culvert in Scott Brook with a bridge once all repairs on East Inlet Road are finished.
- *Other Major Road Repairs and Estimated Costs:* Ingersoll Brook Road was also severely damaged during this storm. Because of the extent of the damage, we may end up having to put the final ~0.7 miles of the currently ~2.9 mile road to bed depending on funding availability. The reason for this is having two major washouts in the final 0.7 miles of this road. One site is where a set of dual 48" culverts were plugged by debris during the storm resulting in the road completely disappearing around them. The alternative to putting the road to bed before this site will be replacing these culverts with a bridge if we have sufficient funds. A large washout on Third Lake Extension will also require a bridge to be installed to reopen this section of road for recreation and forest management. Our goal is to finish repairs in the following order: Scott Bog Road (this fall), East Inlet Road (starting next spring), Beaman North and B. Covil Spur Roads (minor repairs to be finished at same time as East Inlet Repairs), Scott Bog Spur Road Crossing, Ingersoll Brook Road, Beaman South Road, Third Lake Extension, and finally Perry Stream Road. The rough estimated costs for all damages is ~\$703,650. If we are provided with 75% match through FEMA we would expect to pay ~\$175,912.50 from the CLNA Endowment Fund over the next three years. We currently have \$259,215.62 in funds from the Stewardship and Road Maintenance Endowments. It is important to note that if we receive another significant storm event that causes damage that is comparable to the storm on July 10th, we may not have adequate funding in the CLNA Endowment Fund to provide the necessary match to make repairs.

Public Use:

The Scott Bog Spur Road car top launch will only be open to foot traffic until we replace the culvert prior to the launch with a bridge. The East Inlet car top launch should reopen to vehicle traffic next summer. East Inlet Road will not be opened past the first bridge on NHFG property for snowmobiling this coming season. Beaman North Road will also not be opened for snowmobiling this coming winter.

CLNA Activities:

The updated Land Vest Forest Resource Inventory of the property was completed during early July. This inventory was completed to update the information provided by the previous inventory in 2003-2004. This data will be important in guiding forest management on this property and for the long-term monitoring of wildlife habitat on the CLNA.

The boundary marking project for the 50,000 feet of property boundaries on the South Bay Bog Operating Unit is expected to be completed this fall.

At this point there are no habitat management projects or commercial timber harvests to report on.

~ END ~



Connecticut Lakes Headwaters Citizens Committee

October 4, 2024, 10:30am – 12:00pm

Pittsburg Fire Station

1526 Main Street, Pittsburg NH

AGENDA

1. Pledge of Allegiance
2. Welcome and Introductions
3. Appointments/Reappointments (none)
4. Acceptance of Minutes
 - a. Spring Meeting – May 10, 2024
 - b. Special Meeting – August 28, 2024
 - c. Special Meeting – September 12, 2024
5. New and Old Business
 - a. Corridor 5 Relocation Update
 - b. Road Update – Storm Damage & Capital Project
6. Plan Revisions and Easement Amendment (per section RSA 12-A:9-b, V (d))
 - a. Stewardship Plan update: Patrick Hackley
 - b. Road and Recreation Management Plans: Johanna Lyons
7. Monitoring Compliance (per section RSA 12-A:9-b, V (a))
 - a. DNCR: Alexa Kosalek & Maggie Machinist
 - b. NHFG: John Sojka
8. Public Recreational Use (per section RSA 12-A:9-b, V (b)) –
 - a. Division of Parks & Recreation: Brian Parise and Clint Savage
 - b. Fish and Game Department: John Sojka
9. State Park, Natural Area and Lake Francis Impoundment Management Update (per section RSA 12-A:9-b, V (c), (g) and (h))
 - a. Division of Parks and Recreation: Dianne Mattot & Brian Parise
 - b. Fish and Game Department: John Sojka
 - c. Department of Environmental Services: Corey Clark
10. Lease Camps (per section RSA 12-A:9-b, V (b),(e) and (h)): Shawn Hagan
 - a. Lease Camp fee increase
11. Landowner Recreational Fees (per section RSA 12-A:9-b, V (f)): Shawn Hagan
12. Public Comment
13. Nomination and Election of Chair