

Connecticut Lakes Headwaters Working Forest Recreation Program

Road Management Plan

For the property owned by:

Connecticut Lakes Realty Trust

And

State of New Hampshire
Department of Natural and Cultural Resources

Adopted
October 21, 2024



State of New Hampshire
DEPARTMENT OF NATURAL & CULTURAL RESOURCES
OFFICE OF THE COMMISSIONER

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Connecticut Lakes Headwaters Working Forest
Road Management Plan
2024-2028

The Division of Parks and Recreation in consultation with the Connecticut Lakes Headwaters Citizens Committee and state agencies who have regulatory or programmatic responsibilities for the area conserved by the Headwaters Conservation Easement per Section 5B has prepared this plan for review and approval by the fee owner.

On behalf of the State of New Hampshire, this plan amendment has been approved by:

Sarah Stewart, Commissioner
Department of Natural and Cultural Resources

5-15-24

Date

On behalf of the CONNECTICUT LAKES REALTY TRUST, (a Trust formed pursuant to agreement dated March 12, 2002, and recorded in the Registry of Coos County, New Hampshire), this plan amendment has been approved by:

Shawn Hagan
Director of Forest Operations
Connecticut Lakes Realty Trust

Blake Stansell
President

10-21-24

Date

Introduction:

The Connecticut Lakes Headwaters Working Forest Recreation Program, managed by the Division of Parks and Recreation, works closely with local organizations, businesses, and the private landowner to provide high-quality nature-based recreation. This partnership is codified by RSA 12-A:9-b with the creation of the Connecticut Lakes Headwaters Citizen Committee.

The *Grant of Conservation Easement*¹ is the primary management document for the Connecticut Lakes Headwaters property consisting of the terms, covenants, restrictions, and affirmative rights granted to the Easement Holder and the Fee Owner. Section 5B of the Easement requires the Division to develop in consultation with the Landowner a *Public Access and Recreational Use Management Plan* which is consistent with the Purposes, Stewardship Goals, Stewardship Plan and Road Management Agreement and must state how and in what time frame DNCR plans to achieve or progress toward attaining Easement Stewardship goal 2.C.xiii.²

Plan Requirements³

1. A map designating those Designated Roads that the Easement Holder and the Fee Owner would like maintained during the term of the Five-Year Road Plan (acknowledging, however, that the Plan is solely for planning and budgeting purposes and neither party intends to be bound by the Plan). The maps shall show:
 - A. those roads that the Easement Holder intends to open to the public for travel by motor vehicles registered for highway use,
 - B. those roads that the Easement Holder intends to open for use as groomed Designated Snowmobile Trails.
 - C. those roads that the Easement Holder wishes to open for other motorized and mechanized use in accordance with the Recreation Plan.
 - D. those roads that the Fee Owner would like maintained for Forest Management Activities and other Reserved Rights of the Fee Owner based upon the Fee Owner's estimates about where it will be carrying out such activities during the term of the Stewardship Plan and which of those roads the Easement Holder may open to the public for motorized use; and
 - E. other roads that do not fall within subsections A through D that the Easement Holder or the Fee Owner would like maintained, repaired, or have capital improvements made to during the term of the Five-Year Road Plan.
2. Specifications setting forth the various minimum standards to which the Designated Roads described in Section 5.E.i.b.1 will be maintained during the Five-Year Road Plan.
3. A capital improvement budget for the term of the Five-Year Road Plan.
4. A description of the road maintenance, replacement and/or improvements planned during the term of the Plan (including the replacement, repair and improvement of bridges, culverts, and roadway structures) and the intended location and timing thereof, distinguishing where possible, between annual maintenance and repair and capital improvements.
5. Provisions for gating and road and trail closure, including due to planned maintenance.

¹ Coos County Register of Deeds, Bk 1054, Pg 434

² CLH Easement 5.B.i.a-b, p.25

³ CLH Easement, 5.B.i.c, p.25-26

6. A description of the extent to which the Easement Holder plans to use gravel, sand, topsoil and other similar materials in accordance with Section 5.M "Gravel Rights" and the locations from which Easement Holder proposes to remove such materials.

The Property and It's Managers:

In 2001, the Trust for Public Lands purchased 171,500 acres of commercial forest land, the single largest contiguous private ownership in New Hampshire from International Paper Company. This area comprises the northern-most tip of the state, about one fortieth of its total area. Working with other conservation organizations and the State, the Trust for Public Lands developed a long-term conservation strategy for maintaining timber production, natural values, and public use of the property.

To realize the collective vision for the property, the Trust:

- Sold 146,400 acres (about 229 sq miles) to a private landowner, the Connecticut Lakes Realty Trust, to be managed as a Working Forest with land use restrictions.
- Designated and conveyed to the State of New Hampshire, Department of Natural and Cultural Resources, 269 miles of the 424-mile plus network on the Working Forest to be managed for public access and recreation and forest management activities.¹
- Conveyed 25,000 acres to the State of New Hampshire, Fish and Game Department to protect highly sensitive Natural Areas.
- Conveyed 100 acres to the State of New Hampshire, Department of Natural and Cultural Resources, through fee simple sale to accommodate future expansion of the Deer Mountain Campground which abuts the Working Forest; and
- Obtained a conservation easement on the Working Forest and fee ownership of the other properties through \$13,500,000 in grants from the Forest Legacy Program and Land and Community Heritage Investment Program (LCHIP) and \$10,000,000 from General Fund appropriations.

The three current management organizations are the Department of Natural and Cultural Resources through its Forests and Lands and Parks and Recreation divisions, the Fish and Game Department and the private landowner. The management of the property is also guided by the Connecticut Lakes Headwaters Citizen Committee.

Current Road System

DNCR staff including the Division of Forests and Lands North Regional Forester and Division of Parks and Recreation North Region Trails Bureau Supervisor and equipment operators are assigned management responsibilities for the CLH road system. An annual maintenance plan is developed each spring in consultation the landowner to meet our collective responsibilities to the conservation easement.

Of the approximately 424 miles of identifiable roads on the property, approximately 269 are currently classified as Designated Roads which DNCR owns and manages.

The historic classifications were "main haul", "gravel" and "seasonal" roads. The State's "designated roads" are all the main haul roads and most of the gravel roads;

the landowner retained ownership of the seasonal road network, a limited number of gravel roads and all new gravel roads constructed at the landowner expense.

In 2017, road classifications were re-evaluated and road segments of the Designated Roads were assigned classifications to address public recreational access objectives while continuing to meet forest management objectives.

Primary Roads: These roads are the primary routes used for landowner management activities and provide access to important public access sites such as Magalloway Tower, Buckhorn Loop and boat access sites. These roads will receive the most intense management and will adopt the “main haul” road management standards. An example of this classification of road is Magalloway Road from NH Route 3 to the property boundary on the Maine/NH border.

Secondary Roads: These roads are used for landowner management activities and provide access for general forest recreation and/or provide connections to abutting properties where there is public access. These roads will receive less maintenance than the primary roads and may be closed temporarily to public use if funding is unavailable. These roads will adopt the “gravel” road management standards. An example of this classification of road is Stub Hill Road.

Tertiary Roads: Provide access for general forest recreation and are used for landowner management activities. Roads may not be maintained for passenger vehicles and are unimproved or have limited access due to condition/season. Bridges and culverts may not be in place. An example of this classification of road is Hedgehog Road.

Of these, approximately, 130 miles are primary roads (AKA Main Haul), 85 miles are secondary gravel roads and 54 miles are tertiary gravel roads.

The remaining 155 miles of road on the Working Forest are owned and managed by the Landowner and are generally closed to the public.

DNCR manages the roads in accordance with best management practices including but not limited to:

- Vegetating New Hampshire Sand and Gravel Pits, USDA NRCS Technical Note, PM-NH-21
- NH Stormwater Manual, Volume 3 Erosion and Sediment Controls During Construction, December 2008
- Good Forestry in the Granite State: Recommended Voluntary Forest Management Practices for New Hampshire, NHDRED 2010
- Best Management Practices Forestry: Protecting New Hampshire’s Water Quality, UNH Cooperative Extension, 2005

Permitted Road Use

The state-owned road system is open to motor vehicles registered and inspected for road use, registered OHRVs where permitted, mechanized vehicles such as bicycles, and pedestrian use.

Equines and other animals used for utility are not permitted on the designated road system unless permitted by the Public Access and Road Management Plan per RES 7301.09(f)(2).

Special Use Permits may be granted per the Public Access and Road Management plan for road use not generally permitted by administrative rule or statute.

The deeded state-owned roads⁴ on the property are classified as highway per RSA 229:1. All provisions of laws and city or town ordinances relating to vehicles shall be in force per RSA 265, Rules of the Road.

Schedule of Road Closure

Annually, a major portion of the Designated Road system is open for public use and managed through a system of road gates or temporary closure signs. The decision to open or close a road depends on a combination of factors such as season, standard and condition, and presence of forest management activities in the area.

The typical schedule and the following dates or management situations are used:

- On or about December 15th, Designated Roads may be closed to public auto and truck traffic and to be available for use as part of snowmobile trail system or other winter trail use.
- On or around March 15th (prior to complete snowmelt) until mid to late May, all Designated Roads closed to all use by the public with the exception of dispersed pedestrian use and snowmobile use.
- Mid to late May, most Designated Roads open for public use by vehicle or truck except for selected roads that remain gated based on past precedence and/or poor standard and condition of road behind gate.
- During moose season, most all gates open or roads available (except where unsafe road / bridge conditions remain).
- Bicycle Use is permitted on Designated Roads when closed to motorized vehicles except if there is a public safety hazard or road conditions do not support bicycles.

In addition to seasonal and forestry-related closures, the policy has been to close certain Designated Roads temporarily for maintenance and repair and during periods of adverse weather conditions when damage can occur to roadbeds. The

⁴ Coos County Register of Deed, Bk 1054, Pg 0546

Division has provided easy access to road closure information through its website⁵ and messages posted on its phone line.

Endowments and Other Income

Two endowments were established and are used to support road maintenance and management of the road network. Each July the endowment interest generated by the Road and Stewardship Endowments is deposited in the account to cover the previous year's expenses. Other funding for the Dedicated Roads comes from the landowner contribution per the Road Management Agreement and potentially state general funds.

Prior to the state's acquisition of the designated roads, landowners and managers budgeted \$3.00 per acre for road maintenance therefore an estimated pre-conservation budget of \$400,000 - \$450,000 was needed annually to maintain the entire road network on the property.

Stewardship Endowment RSA 216:9

A stewardship endowment was established when the State acquired the easement for the headwater's property for the "purposes of habitat and public use management of 25,000 acres of natural areas owned by the State (managed by the Fish and Game Department), and for the purposes of recreation use, and the conservation easement management of the 146,400 acres within the Connecticut Lakes Headwaters Tract." The \$1,500,000 endowment principal is invested by two agencies, the NH Charitable Foundation (\$500,000) and the State Treasury (\$1,000,000). The endowment is distributed between DNCR (70%) and Fish and Game Department (30%) per a memorandum of understanding. Revenue from the endowment is budgeted in the Division's operating budget.

Road Endowment RSA 216:10

A road endowment was established to support road maintenance under the authority of state agencies within the conservation easement and property interests acquired in the Connecticut Lakes headwaters tract. The \$1,250,000 endowment principal is invested by the State Treasury. The endowment revenue is distributed between DNCR (89%) and Fish and Game Department (11%) per a memorandum of understanding. Revenue from the endowment is deposited in the "Dedicated Maintenance Account" and budgeted in the Division's operating budget.

Landowner Contribution

The landowner annually contributes to the State's expenses of maintaining the roads by paying a "Base Amount" and an additional amount, "Usage Fee", per cord of timber removed from the Property. These fees are deposited into "Dedicated Maintenance" and "Dedicated Capital" accounts as described in the Road Management Agreement between DNCR and the landowner.

⁵ <https://www.nhstateparks.org/>

Road Management Agreement

1. Dedicated Maintenance Account: The State shall deposit at most, 100% of the annual Base Amount and, at most, 75% of the annual Usage Fee in this account.
2. Dedicated Capital Account: The State shall deposit 10% of the annual Usage Fee in this account.
3. In the event fees are not sufficient to cover the required maintenance of the roads, the State may forego depositing funds in the capital account and use them for maintenance.

State Capital Budget and other Operating Funds

In FY 2024-2025, \$1,500,000 was appropriated in the State Capital Budget for the maintenance of the Headwaters roads. The division plans to crush 62,700 cu/yds of gravel and resurface approximately 33 miles of roads.

Accomplishments

The following accomplishments were reported in the annual endowment report.

Fiscal Year 2017 (July 2017-June 2018)

Grading and Raking: 64 miles of road was graded, including raking, taking 7-8 passes per mile. No roads were compacted during this grading season. Less miles of grading took place due to heavy grass cover, ditch line being taken over by brush and poor quality of road gravel surface (very little gravel left).

Culverts: A total of 60 culverts were installed on the property for rehabilitation and on-going maintenance. The culverts were purchased through state contracts. On hand we have 10 pipes that will be used for spring opening and general maintenance as needed.

Ditch Maintenance: Through outside contractors and division staff, 2 miles of ditch lines were cleaned and repaired.

Road Rehabilitation and Repair: Rehabilitation continued on Crystal Mountain, Bateman Brook, with culvert replacement and some gravel was used. Pisgah was rehabilitated from the bridge to end of road 32-00-00. Spur 32-80-00 was worked on also. Limited road maintenance was performed on several roads such as Smith Brook, Perry Stream, Carr Ridge, Camp 8, East Inlet, Camp 31, Middle Branch of Magalloway, Talis Slope Magalloway Road, Magalloway Mountain Tower Road trailhead, Lindsey Lane, Stub Hill, Waterfall Brook, and Indian Stream.

Signage: Continue to install safety signs including mile marker signs and 911 signs in addition to posting information on kiosks.

Fiscal Year 2018 (July 2018-June 2019)

Grading and Raking: 73 miles of road was graded, including raking, taking 7-8 passes per mile. No roads were compacted during this grading season. Less miles of grading took place due to heavy grass cover, the ditch line being overtaken by brush and poor quality of road gravel surface.

Culverts: A total of 66 culverts were installed on the property for rehabilitation and on-going maintenance. The culverts were purchased through state contract. On hand we have 25 pipes that will be used for spring opening and general maintenance as needed.

Ditch Maintenance: Through outside contractors and our staff, 19 miles ditch lines was maintained.

Road Rehabilitation and Repair: Rehabilitation continued at Deadwater Loop Road, Halls Stream with culvert replacement and some gravel was used. Comstock Hill Road, Leighton Brook, Round Pond, Sophie's, Middle Branch of Magalloway, and Schoppe Brook were road surface reshaped with minimum ditch maintenance. Limited road maintenance work was performed on several roads such as Camp 8, Haystack Mtn Road, Magalloway Road, Stub Hill, Indian Stream and Big Brook.

Mowing: A bush hog type mower was used on Stub Hill Road to prevent closure of road from brush.

Bridge Repair: Comstock Hill Road bridge over Indian Stream was decked. Trout Unlimited installed two new bridges, one on West Side of Indian Stream over Schoppe Brook and one on Schoppe Brook Road over 1st crossing of Schoppe Brook.

Signage: Continued maintenance and replacement of damage signs and post will continue on an as needed basis. Road safety mileage signs will be evaluated in 2018. Replacements will be installed during the 2019 summer season.

Fiscal Year 2019 (July 2019-June 2020)

Grading and Raking: 61 miles of road was graded, including raking, taking 7-8 passes per mile. No roads were compacted during this grading season. Less miles of grading took place due to heavy grass cover, ditch line being overtaken by brush and poor quality of road gravel surface.

Culverts: A total of 85+ culverts were installed on the property for rehabilitation and on-going maintenance. The culverts were purchased through State Contract. On hand inventory of 40 pipes that will be used for spring opening and general maintenance as needed.

Ditch Maintenance: Through outside contractors and our staff, 11 miles ditch lines was maintained.

Road Rehabilitation and Repair: Rehabilitation continued at Deadwater Loop Road, with culvert replacement and some gravel was used. Cedar Stream, Magalloway, Mistake, and Hawk Roads were reshaped with ditch maintenance. Smith Brook from the 4 Camps to Magalloway road was resurfaced and shaped with bank run gravel. North of the 4 camps about 1 mile was also graveled and reshaped with bank, the plan was to gravel to the Tin Camp. Due to road conditions graveling was ceased. To further gravel this section a window of dry weather will only allow this to happen next summer with budget funding.

Mowing: 5 miles of contracted road side mowing took place. High Bridge Brook Road, Buck Horn, East spur at bridge.

Bridge Repair: Comstock Hill Road Bridge over Indian Stream rub rails were finished, rub rails were replaced on the 12 mile of Indian Stream Bridge as well. East Branch of the

Dead Diamond River runners and rub rails were replaced. Middle Branch of the Dead Diamond also received runner and rub rails.

Signage: Continued maintenance and replacement of damage signs and post will continue on an as needed basis. Continued monitoring of Road safety mileage signs will be evaluated in 2019. Replacements will be installed during the 2020 summer season.

Fiscal Year 2020 (July 2020-June 2021)

Grading and Raking: 52 miles of road were graded and raked which required 7-8 passes per mile. No roads were compacted. Fewer miles of grading took place due to heavy grass cover, brush in the ditch line and poor quality of road (very little gravel left) gravel surface.

Culverts: A total of 65+ culverts were installed on the property for rehabilitation and ongoing maintenance. The culverts were purchased through State Contract. The region has 25 culverts on hand that will be used for spring opening and general maintenance as needed.

Road Rehabilitation, Ditch maintenance and Repair: Contractors and regional staff maintained 18 miles ditch lines. Rehabilitation continued on Deadwater Loop Road, with culvert replacement and some gravel was used. Cedar Stream, Magalloway, Halls Stream, Buckhorn, and camp 31 roads were reshaped including ditch maintenance.

Mowing: Six miles of roadside mowing took place in Carr Ridge, Merrill Brook, Magalloway Road and Stub Hill with the new boom mower that arrived late in the season.

Signage: Continued maintenance and replacement of damaged signs and posts will continue an as needed basis. Replacements of road safety mileage signs will be installed during the 2021 summer season.

Fiscal Year 2021 (July 2021-June 2022)

Grading and Raking: 42 miles of road was graded, including raking, taking 7-8 passes per mile.

Culverts: A total of 45+ culverts were installed on the property for rehabilitation and ongoing maintenance. The culverts were purchased through state contract. There is an on-hand inventory of 30 pipes that will be used for spring opening and general maintenance as needed.

New Construction: Bridge Material on site for Deadwater Loop Road bridge at 2-mile marker. Waiting on DES permit approval to start work.

Road Rehabilitation, Ditch maintenance and Repair: Through outside contractors and our staff, 7 miles of ditch lines were maintained. Rehabilitation continued at Cedar Stream and Magalloway Road, with ditching, culvert replacement and some graveling. Spurs off Halls Stream, Carr Ridge, and Frizzy's Pass were reshaped with ditch maintenance and culvert work.

Mowing: 52 miles of roadside mowing (352 hours) took place during the season. Areas of West of Indian, Indian Stream, Lamb Valley, Perry Stream, Magalloway Road, Tower Road, Spur 10-27, Crystal Pond Cedar Stream, Rowell Brook, Stub Hill, Haystack,

Waterfall Brook, Diamond Ridge, Deadwater Loop Road, Spur 570-8, Camp 31, Beaman Hill, Hedge Hog Nubble, Gordon's Trail, BCP and Big Brook.

Bridge Repair: Magalloway Bridge at one Mile marker got curb rub rails.

Signage: Continued maintenance and replacement of damaged signs and posts will continue on an as-needed basis. Continued monitoring of Road safety mileage signs will be evaluated in 2021. Replacements will be installed during the 2022 summer season.

Planned Use of Materials from Property

Section 5.M of the Conservation Easement allows the Easement holder with the consent of the Fee Owner to utilize reasonable amounts of onsite gravel, sand, topsoil, and similar materials. The use of the gravel to resurface the roads on the property is a right and obligation of the State of New Hampshire to provide public access.

5.M. Gravel Rights. With the consent of the Fee Owner, which shall not be unreasonably withheld, the Easement Holder may utilize reasonable amounts of onsite gravel, sand, topsoil, and similar materials in furtherance of the Easement Holder's rights and obligations under this Section 5 and the approved Recreation Plan and Road Management Agreement, provided, however, that the Fee Owner shall designate from time to time reasonable locations from which the materials may be removed. Such locations and reasonable policies regarding the Easement Holder's use of such locations and material shall be set forth in the Road Management Agreement and, if appropriate, the Recreation Plan. The removal of any materials under this section shall be in accordance with Section 2.J "Excavation."

The following areas are expected to be used to extract and crush gravel during this plan;

- Perry Stream Pits
- Buck Horn Pit
- Smith Brook/Emery Allen pit
- South Bay pit
- Indian Stream pit
- Middle Branch Pit
- Magalloway
- Whipple Ridge
- Cedar Stream-Pisgah Brook Pit
- East Inlet

State Capital Budget and Other Operating Funds

The Division of Parks and Recreation was appropriated \$1,500,000 in the FY2024-2025 Capital Budget for the maintenance of the Headwaters roads. In the spring of 2024, the Division plans to contract to crush and resurface approximately 33 miles of roads. The Division will submit a FY 2026-2027 capital budget request for the Headwaters roads to continue road maintenance and for crossing improvements. State operating funds from the Division of Parks and Recreation

through its Bureau of Parks Operations and Trails Bureau may continue to be used to support operating costs of vehicles, staff and other materials required to maintain the roads.

Planned Five Year Road Management

The schedule recognizes different levels of maintenance for the Designated Roads. Generally, the primary roads receive the most intense maintenance due to their use and volume of traffic and standards which they require to meet per the Road Management Agreement. Proposed maintenance schedules also reflect the anticipated operational maintenance dollars available during the five-year plan period. An Annual Maintenance Plan will be presented to the landowner each spring to coordinate work.

Road Improvements: Ditching, Grading, Mowing, and Resurfacing

Road improvements are accomplished by a combination of contractors and staff. A 5-year rotation is in place for ditching, grading, and mowing as funding is available. Priority is given to primary roads to address public recreational access objectives while continuing to meet forest management objective.

Resurfacing will include the following roads as operational and capital funds are available:

1. Cedar Steam Road from mile marker 8 to mile marker 17.5 Buckhorn Road (9.5 miles). 18,050 yds gravel from South Bay pit.
2. Dead Water Loop Road from mile marker 2 to 8 (6 miles). 11,400 yds gravel from South Bay pit.
3. Smith Brook Road from mile marker 4 to 7 (3miles). 5,700 yds gravel from Smith Brook pit.
4. Magalloway Road from mile marker 1.2 to Maine state line mile marker 15.5 (14.5 miles). 27,550 yds gravel from Smith Brook pit.
5. Garfield Falls Road from mile marker 0 to mile marker 1.3 using 2,534 yards of gravel from the Smith Brook pit.
6. Tower Road from mile marker 0 to mile marker 3.2 using 6,200 yards of gravel from the Smith Brook pit.
7. Hall Stream Rd. Starting at mile marker 0 to mile marker 10 (10 miles) using 19,000 yards of gravel from the Indian Stream pit.
8. East Inlet Rd. Starting at mile marker 8 to mile marker 16 (8miles) using 15,200 yards gravel to come from a pit to be determined.
9. Boundary Pond Rd. Starting at mile marker 0 to mile marker 1.3 (1.3 miles) using 2,534 yards gravel to come from a pit to be determined.
10. Diamond Ridge Road. Resurfacing 3.5 – 4.0 miles of road.
11. Moose Brook Road. Ditching, culverts and resurfacing of 2 miles of road.
12. Camp 31 Road. Ditching, culverts and resurfacing of 7 miles of road.
13. Rump Mountain Road. Ditching, culverts and resurfacing of 3.5 miles of road.
14. Hall Stream Connector. Resurfacing 3.2 miles of road.

Crossing Improvements: Decking, Culvert Replacement and Bridge Construction

Since the acquisition of the road system by the State of New Hampshire, DNCR has been upsizing culverts in response to increasing storm impacts. Culverts will continue to be replaced during routine ditch and road improvements as needed and if they fail. Culverts identified for replacement include Cedar Stream-Whipple Ridge, Buck Horn, Moose Brook and Sophie's Lane.

Crossing improvements include installing new runners and rub rails on the Whipple Ridge and Middle Branch of Indian Stream bridges and a new deck and runners on the Carr Ridge bridge.

The following crossings will be assessed for replacement as state Capital Budget Funds are appropriated.

- Terrell Pond Road
- Moose Brook Road
- Perry Stream Road
- East Inlet Road
- Pisgah Road
- Haystack Mountain Road

Signage:

The Division plans to continue to replace missing and poor condition signage on the property including the mileage signs on the primary roads.

~ END ~

APPENDIX A

Roads Owned and Managed by the State of New Hampshire
Coos County Register of Deeds, BK1054, PG546

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APPENDIX B

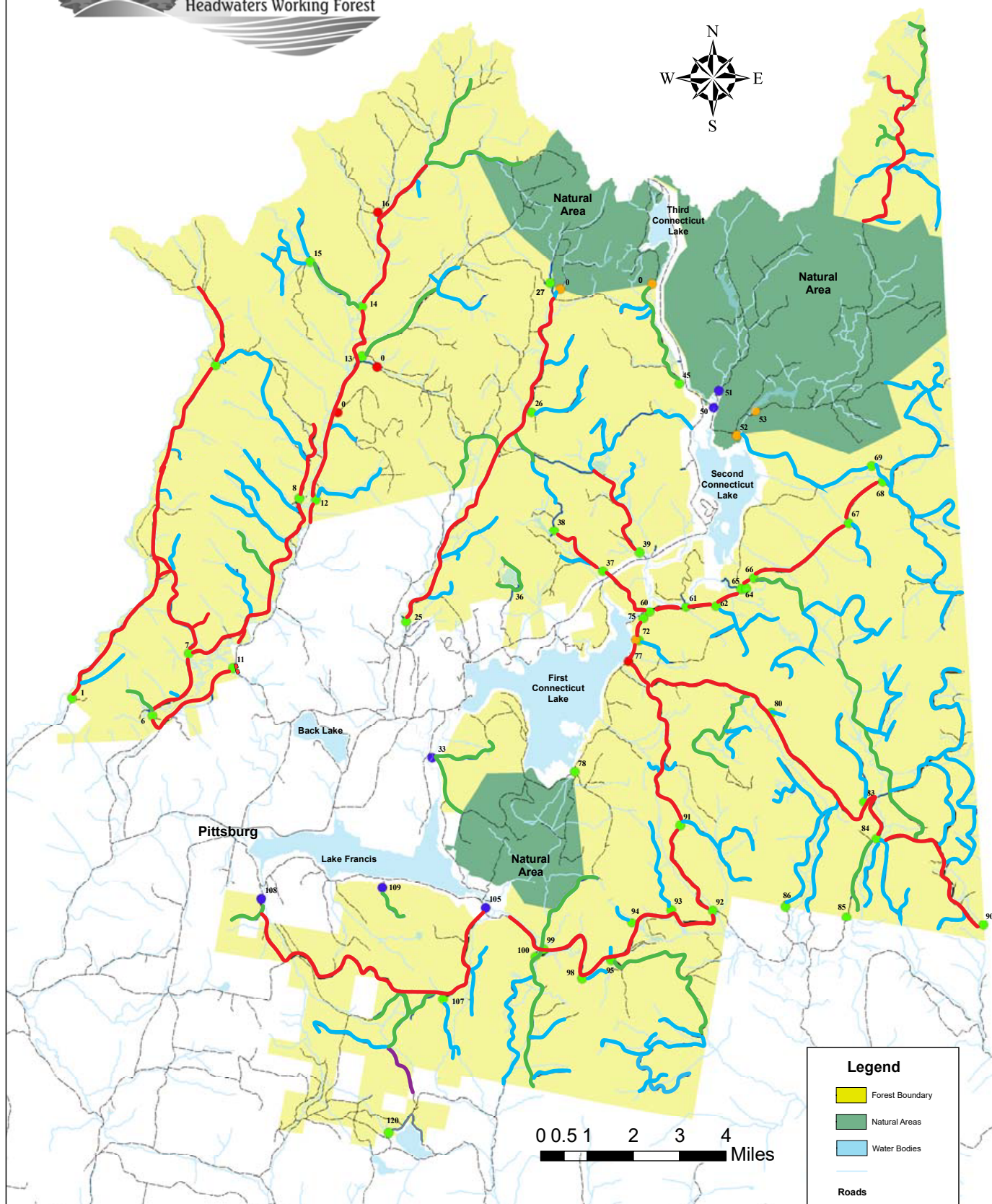
Designated Roads

Designated Snowmobile Trails

Mowing Schedule

Grading Schedule

Road Management Plan



Legend

- Forest Boundary
- Natural Areas
- Water Bodies

Roads

- Primary
- Secondary
- Tertiary
- .2 Mile ATV Trail

Gate / Jurisdiction

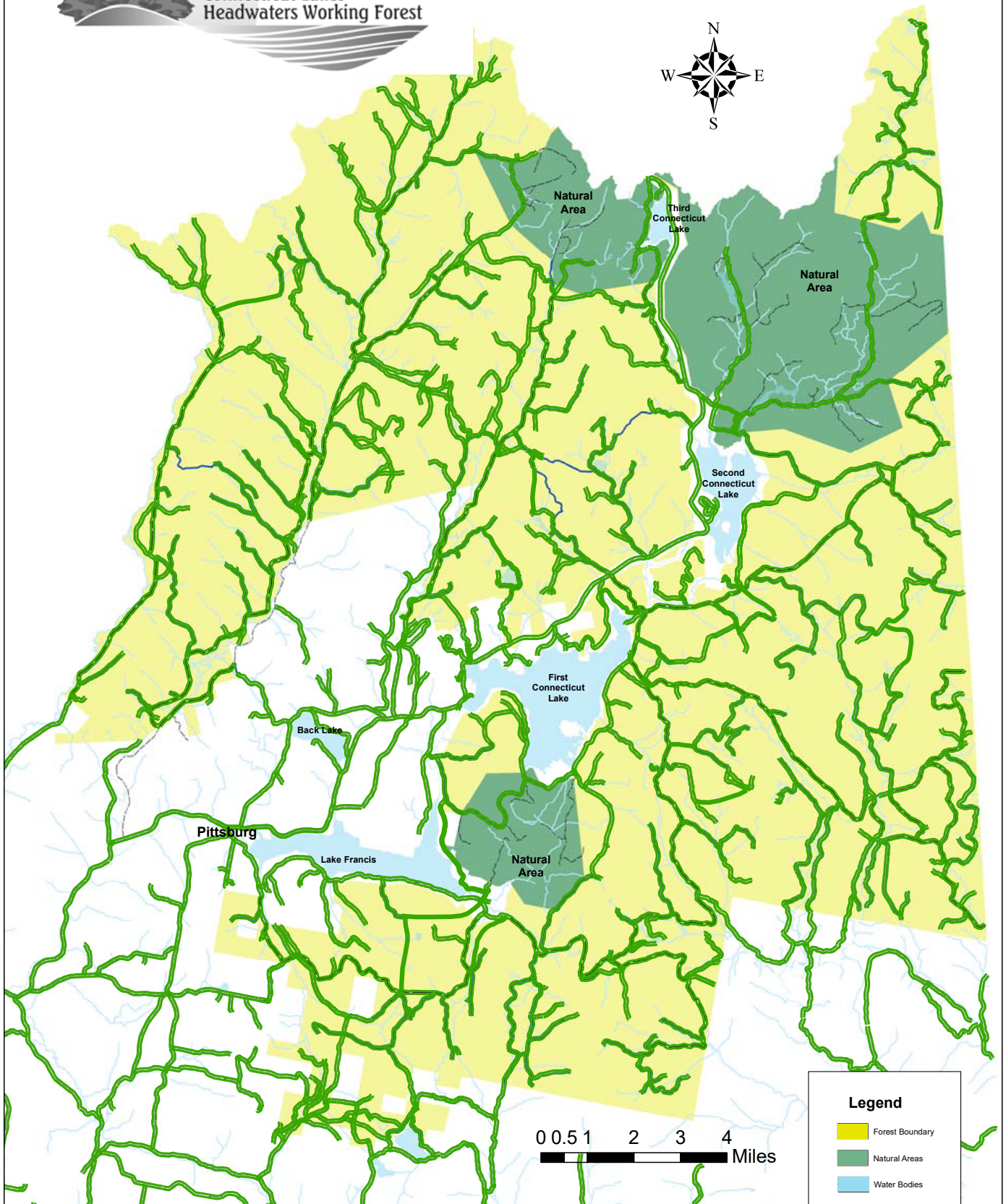
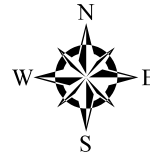
- CLTC
- DNCR
- NHFG
- Other

Designated Roads



Connecticut Lakes
Headwaters Working Forest

Road Management Plan

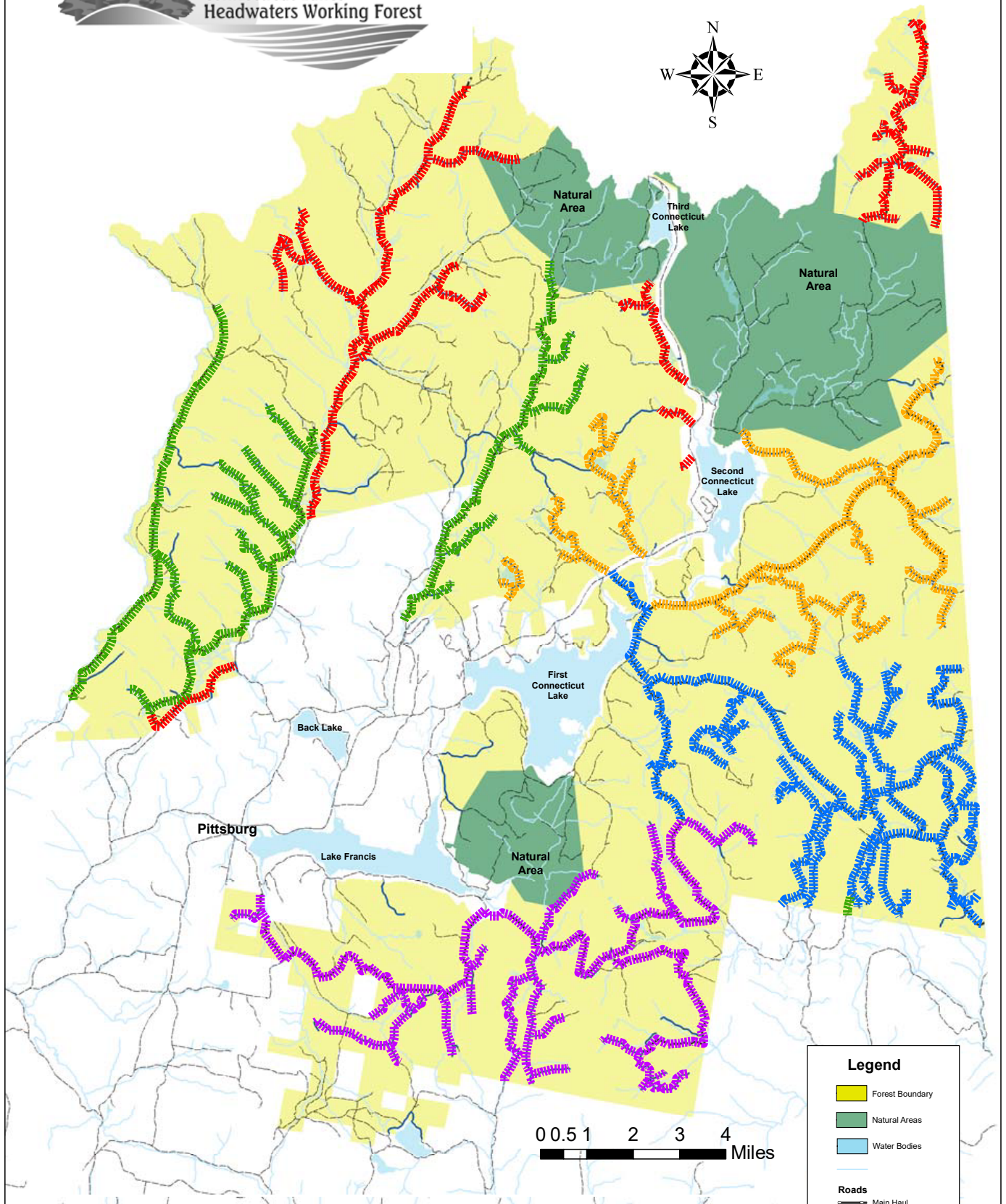
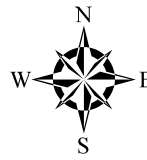


Designated Snowmobile Trails

— Designated Snowmobile Trails
Available For Grooming



Road Management Plan

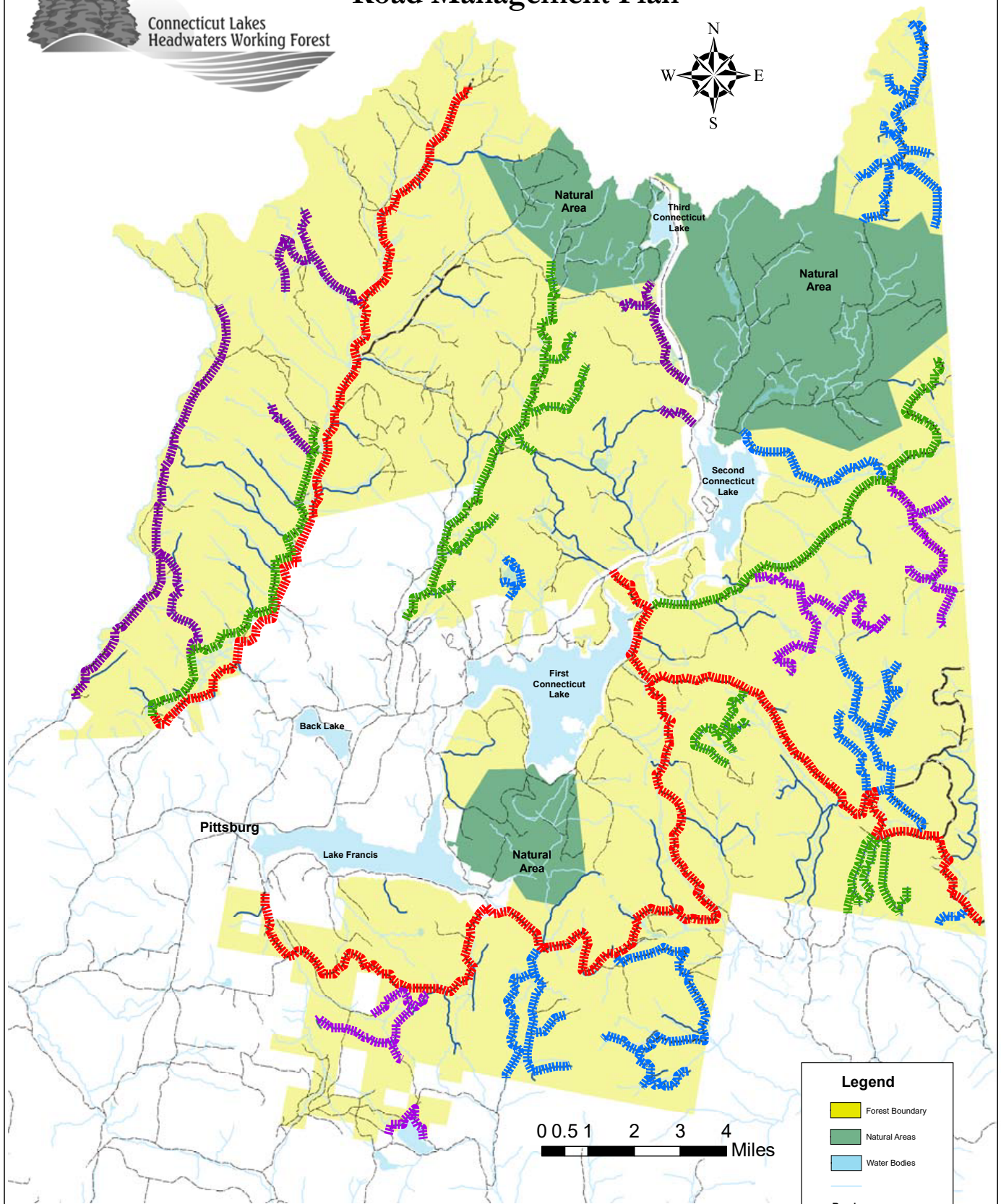
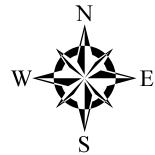


Five-Year Maintenance Plan Roadside Mowing Schedule





Road Management Plan



Five-Year Maintenance Plan Road Grading Schedule

Grade In Year 2027 Grade In Year 2025 Grade In Year 2026 Grade In Years 2024 - 2028