



Connecticut Lakes Headwaters Citizen Committee
 Road Sub Committee
 December 6, 2024, 10:30 a.m.
 Pittsburg Fire Station and Teams

Present:

Name	Appointed By
Gene Chandler, Chair	Speaker of the House
Darren Jock	Town of Pittsburg
Toby Owen	Town of Pittsburg
Gail Hanson	Governor and Executive Council
Ray Gorman	Coos County Commissioners
Charlie Levesque	Speaker of the Senate
Eric Stohl	Speaker of the House
Corey Clark	DES Commissioner
Michael Phelps (virtual attendance)	Landowner

Staff:

Maggie Machinist, Clint Savage, Brian Parise, Alexa Kosalek, John Sojka,
 Seth Prescott, Pete Kenney, Johanna Lyons and Dianne Matott.

LandVest:

Bennett Lohmeyer & David Degruttola.

New and Old Business:

- Charlie Levesque –Charlie read a letter from Bob Jackman that stated there was a camp owner that was wrongly charged for doing repairs at mm 15. Charlie also stated he knows this camp owner was not the one who did the work. Charlie also read an email sent to him by another camp owner that requested to be anonymous.
 - Clint stated that this is the first he heard of the camp owner was charged.
 - There is no “vendetta” or retaliation in response to the road repairs that were done. The work requires permits and DPR is working with DES to get them.
 - Clint stated he is sorry that Indian Stream isn’t repaired but the camp owners do have access.
- 2024 Operational Maintenance: Johanna referring to the pre-meeting materials, spoke about operational maintenance that was completed in 2024 and the expenses. As noted, some of the expenses from the Ops Accounts are for storm damage and hopefully will be reimbursed by FEMA (75%).
 - East Inlet was discussed. Fish and Game is in the process to purchase prefabricated bridges and to apply for permitting. The work will begin ASAP in the spring but is not expected to be complete until fall.



- John Sojka bicycled to Boundary Pond and reported that the DNCR section of East Inlet has some damage, mostly small washouts around culverts. The work done over the last few years to replace culverts and repair ditch lines paid off.
- Storm Damage: Clint and Johanna were able to close out 31 sites and submitted to FEMA for reimbursement. Most of the remaining sites are on Indian Stream and repairs are planned to begin this spring.
 - Contractor availability and the condition of the PSLT section of Indian Stream road will affect the timeline.
 - Clint stated things are the same now not much going on, they are trying to work with landowner CGH (formerly PSLT). Ray Gorman asked where the money would come from for repairs and Clint stated FEMA money. They are trying to work with CGH to get access to property so work can be scheduled for Spring.
 - Camp owner asked about the S curve located at Chapel camp on Indian Stream if that was going to be repaired. Clint stated he was not sure but was waiting to find out what CGH (formerly PSLT) was doing this winter as they are up there logging.
- Budgets and Work Planned in 2025:
 - Clint and Johanna meeting this afternoon to discuss the accounts. DNCR and Fish and Game will need to meet to discuss the endowments and provide Treasury information on what is needed to fund the programs. She was not sure of the exact amount on the operation budget but will get an answer and let the committee know. Johanna handed out copies of the Road Maintenance Plan and encouraged everyone to review it.
 - In response to a question about the timeline, Johanna responded that storm response did put us a little behind on the work timeline, but we are confident we can stay on schedule.
- Landowner Contribution Accounts:
 - Governor and Executive Council approved a fiscal request to create two landowner contribution accounts as required in the Road Management Agreement; Maintenance & Capital.
 - The committee agreed to the funding proposal as outlined in the pre-meeting materials. 75% of the base fee to be deposited in the Maintenance Account and 25% of the base fee plus cordage (\$1.40/cord) deposited into the Capital Account.
- Capital Project FY 2024-2025
 - Johanna thanked Clint, Pete and Dwayne and contractors on what they have done to the property so far.
 - The cost per mile is \$31,000/mile to do crush material, truck and resurface the roads.
 - Work remaining will begin in spring 2025.



- Capital Budget Proposal for FY 2026-2027
 - The sub-committee were provided handouts prior to the meeting that outlined the roads to be resurfaced including Hall Stream, East Inlet, Boundary Pond and Terrell Pond Road (engineering, bridge design and resurfacing). Also, 3 storm damaged crossings that need to be upgraded to larger culverts or bridges.
 - Bennett asked if other roads can be added to the list. Johanna said sure, just send in your recommendations.
 - Gene Chandler requested that Johanna write a letter to Governor- Elect Ayotte requesting funds for the roads in the Governor's budget.
 - Ray Gorman asked if additional money above the \$1,000,000 requested by the agency is needed and should the request be increased. Clint stated yes, we could always ask for more, but we think we are being realistic with the amount of money that is being requested.
- Corey asked about the process for paying for storm damage work that has been done. Clint confirmed that the funds to pay for the storm damaged has been paid out of operational accounts and these accounts will be reimbursed 75% of the cost from FEMA and we would have to pay the 25%.

Meeting adjourned at 11:45 am

PUBLIC NOTICE

CONNECTICUT LAKES HEADWATERS CITIZENS COMMITTEE

Road Sub-Committee

RSA 12-A:9-b

December 6, 2024

10:30 am

Pittsburg Fire Station

1526 Main Street, Pittsburg NH

And

TEAMS

(see committee website for link)

AGENDA

1. Pledge of Allegiance
2. Welcome and Introductions
3. New and Old Business
 - a. Operational Maintenance
 - i. 2024 Accomplished
 - ii. 2025 Proposed
 - b. Storm Damage
 - i. 2024 Repairs Accomplished
 - ii. 2025 Proposed Repairs
 - c. Landowner Account
 - d. Capital Project FY 24-25 Update
 - e. Capital Project FY 26-27 Proposed
4. Public Comment

Department of Natural and Cultural Resources

Division of Parks and Recreation

603-271-3935



December 5, 2024

To Charles Levesque & Joe Kennedy- NH Executive Council

Re: Indian Stream Road and surrounding areas.

From: Bob Jackman – Camp owner- Indian Stream Road Indian Stream Road

We have now gone through the hunting season and are entering the winter season- snowmobiling and other winter activities. Since our camp is at mile 14.5, we did see decreased traffic past the closure at mile 8 and are being told that the following roads will be closed to snowmobiling this year. Indian Stream Road past about mile 5.5 (Mitchell Road), Roaring Brook, East Branch (part of 9-mile loop) and West branch road. There may be others but this means a loss of about 30 miles of trails to the club which has over 3900 members and brings a very large financial influx of money and business to the town of Pittsburg. This is about a 10% loss and is due to the roads not being temporarily repaired.

We feel that this is an unacceptable loss to the town, the taxpayers, and the public. We have only looked at Indian Stream road and East branch road but do feel those roads could quickly and easily be put back in their pre-storm condition. Most other area roads have been treated just that way.

We were told by Sarah Stewart, at October meeting, that the following week they had an “appraiser” coming out to assess the needed temporary repairs and we asked to be kept informed. We have heard nothing. **We were told that Indian Stream road was closed because of an unauthorized repair made by someone other than the state at the mile 15.5 mile marker- and in fact that was EXACTLY stated by Johanna at the October meeting.**

A person has been fined for that repair but we ask HOW LONG are the public, camp owners, and the town of Pittsburg going to be made to suffer for this. This entire situation could have been easily remedied before snow flew and all would be made whole. With the current situations of logging in the town why are we forcing more financial hurt on the town?

As a concerned citizen and taxpayer who wants to see the town of Pittsburg and the local businesses succeed, I ask that this situation be remedied as quickly as possible.

I realize that permanent repairs will be done next year but temporary repairs are easy and have been made on many other local roads. I have been as “forward thinking” as possible with this note but anyone looking at this situation will find that this road has been treated unfairly.

From a CT lakes camp owner 12/4/24

Charlie – I feel I have to respond to what I learned about this week – that a CT lakes camp owner was fined for allegedly taking part in the repair of the washed out culvert at mile 15.5 on Indian Stream Rd. My family has had a camp on CT Lakes property since the late 1950s. I've been using it since the 1960s. I'm afraid the experiment of the State owning the roads and managing recreation on the property for the last 20 years is failing. A lot of the roads are in terrible shape and, more importantly, Parks staff in charge of the roads are acting like this is their personal fiefdom rather than as public servants.

Under the private owners when St. Regis and Champion owned these lands, they would have thanked us for fixing the culvert at mile 15.5, not fined us. In fact, the foresters for the private owners in the past have taken me out to dinner in Colebrook to thank me for helping them out clearing culverts, fixing road washouts and a lot of other things we always did as camp owners to better the property. It confuses me that the NH Parks staff has decided that camp owners are an enemy and that they must be prosecuted for good deeds done on the property. It is the State's responsibility to make this property available to the public to enjoy and that includes camp owners. And we have to pay a hefty fee for our privilege.

The war that Parks has started against the camp owners must stop. Camp owners, as with other users of the CT Lakes property need to be treated with respect by State staff. There has been a huge lapse in that practice in 2024 and I hope it can be reversed. The State is not the king of the CT Lakes property, doling out favors and punishment as they see fit. State staff work for all of us and are paid for by all of us and need to treat all users with respect. I pray that they end this war they've started against camp owners.

My days are numbered on this earth and I hope that I see a reversal of some ugly actions in 2024 by the State. I fear I may not.

**CLHCC ~ Road Sub-Committee
Meeting Update, December 6, 2024**

Operations - 2024

<u>Expense Summary (FY25 July-October)</u>	<u>Expenditures</u>	<u>Storm Damage</u>
3745 Stewardship	\$83,097	\$19,771
3746 Roads	<u>\$81,917</u>	<u>\$27,680</u>
TOTAL	\$165,014	\$47,451

2024 Operational Maintenance

Staff completed the following projects:

- Mowing = Total, 34 miles
 - 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
 - Bog Branch, Bob Pierce, South Bay, 9 miles
 - West Side Indian spur road, .5 miles
 - Hall Stream Crossover, 2.5 miles
 - Hall Stream, .5
- Culvert Repair and Maintenance:
 - West side of Indian stream
 - Buckhorn
 - Smith Brook
 - Rump Mountain Road
 - Camp 31 Road/Trail
 - Hawk Road: Culverts replaced, spot gravel
 - Chrystal Pit Road
 - Whipple Ridge Road
 - Bateman Brook Road
 - Big Brook Road (FEMA 2023)
 - Stub Hill Road
 - Culvert clean out before, during and after storm and repairs.
- Road Repairs
 - Round Pond Road: Spot graveling
 - West Branch: Culverts replaced, ditched and rehabbed, spot gravel in washout areas (FEMA)
 - Hawk Road/Deadwater spur Roads/Carr Ridge/Lamb Valley Road: Culverts replaced, spot gravel
- 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

**CLHCC ~ Road Sub-Committee
Meeting Update, December 6, 2024**

Storm Damage – July 2024

62 sites documented with FEMA, 31 sites are closed out and reimbursement submitted for. Most of the remaining sites to repair are on Indian Stream Road (19 sites). John Sojka bicycled East Inlet Road to Boundary Pond and reported that the road has mostly held up other than culverts over-topping and ditch scour.

ARPA Funded Storm Damage – July 2023

- Sophie’s Lane repairs completed by Pittsburg Ridge Runners
- Moose Road bridge competed by Pittsburg Ridge Runners

Budget Forecast FY2026

<u>Account</u>	<u>Funding</u>
3745 Stewardship	TBD
3746 Road	TBD

DNCR, FGD and Treasury met on 11/21 to discuss custodial agreements, investment and financial reporting for the endowments. State agencies will be meeting again to continue discussion in preparation for budget hearings.

2025 Operations Proposed

Road Maintenance/Upgrades

- Indian Stream Road, culvert upgrades and ditching
- Property wide general maintenance (culverts, wash outs, etc.)

Mowing

- Indian Stream
- Terrel Pond
- East Branch
- Sophie’s Lane
- East Inlet

Grading

- Indian Stream Road
- Deadwater Road
- Pisgah Mountain Road

Landowner Contribution Account

On 9/25/24 the Governor and Executive Council approved a fiscal request to create two landowner contribution accounts as required in the Road Management Agreement and dispersed funding to the accounts.

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

**CLHCC ~ Road Sub-Committee
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Budget Forecast FY2026

Account	Funding Available	Forecast
3415 CLH Maintenance	\$66,856	\$18,907 (75% of base fee \$25,210)
4086 CLH Capital	\$40,000	\$6,303 (25% base) + cordage (\$1.40/cord)

2025 Proposed Use of Landowner Contribution

Account	Project
3415 CLH Maintenance	Indian Stream Road Upgrades East Inlet Road Upgrades
4086 CLH Capital	Purchase culverts Lumber for bridge repairs

Capital Project – FY 24-25

2024 Work

Cloutier Sand & Gravel: 14.5 miles of Magalloway Road resurfaced, total cost/mile for gravel processing, trucking and resurfacing is \$30,592/mile. We used 25,200 cu/yds of gravel. Tower Road received spot resurfacing.

CTSG: 9.5 miles of Cedar Stream Road were resurfaced in addition to upgrades to the Bob Pierce Road (landowner) to get to the South Bay pit.

Expense Summary	Expenditures	Remaining
7316 - \$500,000 appropriated	\$499,757	\$ 243
5888 - \$1,000,000 appropriated	\$394,340	\$605,660

2025 Proposed Work

Deadwater Loop: mm 0 to mm 8, 9 miles (\$31,000)	= \$279,000
Buckhorn (Magalloway to Cedar): ~ 3.5 miles (\$31,000)	= \$108,500
Garfield Falls Road: mm 0 to mile marker 1.3 (\$31,000)	= \$ 40,000
Smith Brook: mm 4 – mm 7, 3 miles (\$31,000)	= \$ 93,000
Tower Road: mm0 – mm 3.2, 3.2 miles (\$31,000)	= \$ 99,200
Total	= \$619,700

Capital Budget 2026-2027 Proposal

Task	Budget
Crossing Upgrades (DEP/Bridges/Culverts)	\$373,000
20 miles of road resurfacing	\$627,000
TOTAL	\$1,000,000

**CLHCC ~ Road Sub-Committee
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Resurfacing will include roads we did not complete in 2024-2025 biennium and includes the following roads;

- 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.
 - Estimate = \$310,000
- 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.
 - Estimate = \$248,000
- 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.
 - Estimate = \$40,000
- Terrell Pond Road, Engineering, Bridge Design, Resurfacing
 - \$250,000

In addition to resurfacing roads, we also have 3 storm damaged crossings that need to be upgraded to larger culverts or bridges (may be FEMA reimbursable).

Bridge estimates, installed:

- Indian Stream Road (Depot Camp) – 70’
 - Bridge = \$143,000
- Indian Stream Road (mm 15.5) – 45’
 - Bridge = \$103,000
- East Branch – 60’
 - Bridge = \$127,000

~ END ~

New Hampshire Fish and Game Department December Update

Storm Damage and Road Repairs

This past October repairs were made on Scott Bog Road and Scott Bog Spur Road to repair washouts from the July 10th storm event. The 6' culvert on Scott Bog Spur Road that was damaged during this storm was not fixed due to the cost of the repair and the necessary permitting.

Since the last meeting we have received quotes for two prefabricated, fully engineered bridges and started the process of putting these bridges out to bid. These bridges will be used to replace two of the bridges on East Inlet Road that were damaged during severe storm events over the past two years. We plan to remove the 40' bridge below the East Inlet car top launch and move this bridge further up the road to replace a 30' bridge that washed away during the storm. We have also identified all areas where culverts need to be replaced or upsized on East Inlet Road, Beaman North Road, B. Covil Spur Road, and Third Lake Extension. These culverts will be ordered this winter. All work on East Inlet Road is currently scheduled to be done next June and July. After meeting with DES it appears that only minor permitting will be required to replace all of the damaged crossings on East Inlet Road. This is because we will be avoiding all work in the water by purchasing bridges that are 10-20 feet longer than the bankfull widths of the streams they are crossing. No additional road closures are expected while the work is being completed. We currently do not have an estimated date for when other roads or crossings will be repaired outside of East Inlet Road and Third Lake Extension. Once we hear what FEMA will be providing for funding for Perry Stream Road, the crossing on Scott Bog Spur Road, and Ingersoll Brook Road we will begin working on a final plan to repair these roads as well.

CLH Staff Costs 7/1/24-11/22/24

ACTIVITY CODE	ACTIVITY CODE DESCRIPTION	HOURS	GROSS WAGES	BENEFIT COST	TOTAL COST WITH BENEFITS
35CLHFACILITIES	FACILITIES	0	0	0	0
35CLHFIELDADMIN	FIELD ADMINISTRATION	290	7,839.13	38,49.07	11,688.20
35CLHHIKING	HIKING/NON MOTORIZED	0	0	0	0
35CLHMOWING	MOWING	213	4,951.71	378.86	5,330.57
35CLHOFFICEADM	OFFICE ADMINISTRATION	193.5	5,667.25	2,455.54	8,122.79
35CLHOHRV	OHRV	0	0	0	0
35CLHROADDMAINT	ROAD MAINTENANCE	1075.5	2,6890.9	12186.56	39,077.46
35CLHSHOP	SHOP	34	786.06	60.15	846.21
35CLHSNOWMOBILE	SNOWMOBILE	0	0	0	0
TOTALS		1,806	46,135.05	18,930.18	65,065.23