

Introduction

The Connecticut Lakes Headwaters Working Forest Recreation Program, managed by the Division of Parks and Recreation, works closely with local organizations and businesses and the private landowner, The Forestland Group, to provide high-quality nature based recreation. The key recreational feature on the property, the roads, while providing easy access to other recreational sites, remains the largest operational responsibility and expense for the Division.

This is the fourth time the public access and recreational use on the property has been evaluated. The Division, in consultation with the Connecticut Lakes Headwaters Citizen Committee, determined that it was not necessary to conduct a full plan revision and instead amend portions of the plan (see Section 5.B.iii and 5.Eii of the Easement). In general it was felt the management of the property had not changed substantially, nor were new issues presented to initiate a full re-evaluation.

This document also includes additional information on the endowments that the Division felt necessary to link management direction to the funding available.

Plan Timeline and Highlights

Connecticut Lakes Headwaters Citizen Committee Meeting	September 19, 2015
State Agency Technical Committee	February 4, 2016
Public Outreach Session – Concord	April 13, 2016
Public Outreach Session – Pittsburg	April 16, 2016
Connecticut Lakes Headwater Citizens Committee	May 21, 2016
CLHCC ATV Subcommittee Meeting	June 20, 2016
CLHCC Road Subcommittee Meeting	June 30, 2016
CLHCC Road Subcommittee Meeting	September 28, 2016
Public Outreach Session – Pittsburg	November 15, 2016
Public Outreach Session – Concord	November 17, 2016
Comment Period - Public Review Draft Plan	November 30, 2016
Connecticut Lakes Headwaters Citizen Committee Meeting	December 10, 2016

How this document is used

The 2007 Public Access and Recreation Management Plan and Road Management Plan, required under the Conservation Easement remain the primary documents for the management of and the policies that govern the public use of the property. The plan amendment would be additive to the 2007 plan and the 2012 amendment. There are no changes to the language of the 2007 Public Access and Recreation Management and Road Management Plan.

As you read the document, a topic for revision may be identified with page numbers and sections included to direct users to the appropriate section of the 2007 plan. Depending on the depth of analysis there will be discussion of the topic, an “Analysis of Use” that summarizes the issues associated with that public recreational activity, the analysis may or may not be followed by alternatives and separate actions, for example, an amended plan direction, that is proposed for the next 5 years.

Review of the Endowments

Three endowments were established when the State acquired the easement for the headwaters property for the following reasons:

1. Monitoring Endowment RSA 216:7: for the purpose of monitoring compliance with the terms of the conservation easement interests acquired by the State (DRED 50% - Fish and Game Department 50%).
2. Stewardship Endowment RSA 216:9: for the purpose of habitat and public use management of 25,000 acre natural areas owned by the State and for the purposes of recreation use, and conservation easement management of the 146,000 acres within the tract (DRED 70% - Fish and Game Department 30%).
3. Road Endowment RSA 216:10: for the purpose of maintaining the system of roads that exist within the conservation easement (DRED 89% - Fish and Game Department 11%).

The endowments are invested by the Department of Treasury. Four (4) percent of the three endowment fund balances at the beginning of the fiscal year are allocated to an “expenditure account”. The endowment revenue is the primary funding source for the property.

Action Items:

- Update Custodial and Investment Agreement with Treasury Department
- Update the DRED-Fish and Game Department Endowment MOA

Review of Current Management Strategies and Policies

The Division of Parks and Recreation convened a technical team of the state agencies, and representatives of the landowner and the Connecticut Lakes Headwaters Citizens Committee to review current management and make recommendations for changes to the Public Access and Recreation Management Plan and the Road Management Plan. The topics were presented at a Public Outreach meetings in April 2016 and then to the Connecticut Lakes Headwaters Citizens Committee in May 2016.

The following issues were identified:

Part I - Public Access and Recreation Management Plan

- **Public Access Improvements:** These improvements include facilities such as parking lots, pit toilets, and kiosks and address the health and safety of the public and support the recreational activities on the property.
- **Recreational Use and Improvements:** These improvements include trails (non-motorized and motorized), dams, wayfinding, and areas of special interest (fire towers, waterfalls, viewing areas).
- **Funding:** The stewardship endowment, as the primary funding source for public access management and recreational improvements, was recommended for study and recommendations on how to spend the reserves that have built up were discussed.

Part II – Road Management Plan

- **Road Classification:** The Five Year Road Plan shall be consistent with the Stewardship Plan and the Recreation Plan according to the easement. A new classification system is being proposed to support both the forest management purposes and the public recreation of the property. Particularly that the stewardship funds will be used in part for road maintenance. By RSA 216:9. By statute the Stewardship Endowment shall be utilized “for the purposes of recreation, use, and the conservation easement management.”
- **Road Maintenance Standards:** Road maintenance standards are described in the Road Management Agreement between the landowner and the State. A third classification of road is being proposed and a standard for the new classification of tertiary roads will be developed.
- **Road Capital Needs:** A 10 year capital road plan has been developed, but not funded.
- **Funding:** The road endowment, as the primary funding source for annual maintenance and capital improvements, was recommended for study and recommendations on how to spend the reserves that have built up were discussed. Increased funding has been requested in the FY 2018-2019 budget for the roads.

Part I - Public Access and Recreational Management Plan

Over the last 10 years, kiosks have been added to the property boundaries, special places in the forest, and trail entrances onto the property. Pit toilets have been installed at high use destinations depending on season of use and areas of congregation. Parking lots and non-motorized trails have been created and improved. Additional improvements are proposed as alternatives in this plan.

Potential sources of funding for public access and recreational improvements are the stewardship endowment and state general funds.

Stewardship Endowment RSA 216:9

A stewardship endowment was established when the State acquired the easement for the headwaters 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 Division has been budgeting \$50,000 per year for its stewardship responsibilities on the property even though the investment has returned higher amounts. The Division was banking the funds in anticipation of contracting out future planning. In FY 2016 realized gains of \$62,402, 4% of the total fund value was added to the account balance (reserve) raising DRED’s share to \$297,413. The Department consulted with the Attorney General’s office who has stated that the Stewardship Funds can be used for road maintenance and management however the work has to directly benefit public access and under no circumstances can it be used to provide access for forest management and timber harvesting.

No State Parks Fund operating funds have been directly dedicated to the expenses for the management of the headwaters property, however, the Division absorbs the cost of staff including the Great North Woods Regional supervisor, the Trails Bureau supervisor and the State Park Planning and Development Specialist who devote significant time to the management of the property. These staff members work with local organizations to ensure public access and use of the property as permitted in the easement. Limited stewardship endowment funds have been expended for staff time and materials to maintain existing recreational improvements and construct new improvements as approved in past plans.

Alternatives

Alternative A: No New Recreational Improvements

To address immediate need for public access improvements the Division has proposed in the 2018-2019 biennial budget to allocate \$300,000 reserve Stewardship Endowment funds to road maintenance (see road management plan section). The annual endowment allocation of approximately \$50,000 will be used for staff time (contract management and stewardship), SCA NH Corps (to clean up the boat launch sites), overhead for use of vehicles and supplies. The remainder will be appropriated to road maintenance.

Alternative A: Budget

Category	FY 2017 Appropriation	FY 2017 Reserve	FY 2018 Appropriation	FY 2018 Reserve
Personnel & Benefits ¹	\$15,000		\$15,000	
Contracts for Services (SCA NH Corps) ²	\$12,500		\$12,500	
Current Expense ³	\$3,000		\$3,000	
Transfer to Roads ⁴	\$19,500	\$150,000	\$19,500	\$150,000
TOTAL	\$50,000 ⁵	\$150,000	\$50,000	\$150,000

Alternative B & C: New Recreational Improvements

The annual endowment allocation of approximately \$50,000 will be used for staff time (contract management and stewardship), to pay equipment operator for road mowing and purchase or lease of equipment, SCA NH Corps (to clean up the boat launch sites), current expense is vehicle use and supplies and to potentially fund a variety of projects (see Table 1: Proposed New Facilities by Type) and staffing.

Alternative B & C: Budget

Category	FY 2017 Appropriation	FY 2017 Reserve	FY 2018 Appropriation	FY 2018 Reserve
Personnel & Benefits	\$15,000		\$15,000	
Personnel & Benefits ⁶	\$9,000		\$9,000	
Contracts for Services (SCA NH Corps)	\$12,500		\$12,500	
Transfer to roads		\$75,000		\$75,000
Current Expense ⁷	\$10,000		\$10,000	
Recreational Improvements ⁸	\$3,500		\$3,500	
Equipment Purchase or Lease		\$150,000		
TOTAL	\$50,000	\$225,000	\$50,000	\$75,000

¹ Stewardship including winter plowing and summer general maintenance

² Contract Services to clean up of boat launch areas

³ Vehicle use and miscellaneous materials

⁴ See Road budget for detail

⁵ Total Annual Stewardship Appropriation is \$50,000 if \$19,500 is transferred to Roads the remainder is \$30,500 for stewardship.

⁶ Equipment operator for mowing

⁷ Includes fuel for mowing operation

⁸ See section 3.4.5 Recreation Improvements

Recreational Management

3.4.6 Recreation Improvements (p. 74),

Discussion

The Connecticut Lakes Headwaters Working Forest Recreation Program is how the Division executes its operational responsibilities for public access and recreation management stewardship on the property. The Division, to maintain the visitor experience, public safety and public health and to maintain the character of the property, may construct and manage recreational improvements. Recreational improvements include but are not limited to trails, dams, bridges, culverts, sheds, pit toilets, parking lots, gatehouses and Visitor Support facilities (huts, shelters, lean-to's, primitive campsites) as outlined in section 5.N of the Easement.

Alternative A: No Recreational Improvements

The Division proposes no new recreational improvements. Projects approved in previous plans that are started will be completed including installing already constructed kiosks at the Magalloway Trailhead, Robinson's property line and the intersection of Hedgehog Road and Corridor 5.

Alternative B: New Recreational Improvements

The Division proposes to plan and implement all or a subset of the following projects as available resources permit:

- a. *Vista Cuts*: To preserve important historic vistas of the property, the Division will work with the Landowner to identify and cooperatively manage the vegetation in those areas to preserve the view. Scenic vista areas will include a pull-off/parking area and interpretive signage.
- b. *Deer Mountain Fire Tower*: A pedestrian trail easement from the landowner will be requested by Division to maintain the Deer Mountain fire tower trail and the view from the summit.
- c. *Fees & Donations*: A self-service donation collection system will be implemented on the property at popular destinations to collect donations to support the management of the public access and maintenance of recreational use of the property.
- d. *Kiosks & Signage*: Kiosks are installed at the entrance to the property and at high use recreational sites to provide property rules and safety and directional information. Cooperators shall take advantage when possible of existing infrastructure and kiosks and comply with DRED sign standards as practicable. If new structures or signs are needed they shall complement the existing style.
- e. *Pit Toilets*: Pit toilets are installed at high use recreational sites to provide effective human waste management for health and safety and to prevent ground water and surface water pollution.
- f. *Interpretive Signage*: Interpretive signs provide information about the natural, cultural, and historic features and stories for forest visitors and also to interpret management activities of landowner and to showcase "working" lands.

Table 1: Proposed New Facilities by Type

Pit Toilet	Iron Ranger	View Clearing	Interpretive Signs	Kiosk
Indian Stream Gorge	Indian Stream Gorge	Diamond Ridge	Indian Stream Gorge	Robinson’s
Big Brook Bog	Magalloway Trailhead	Ruk’s Look	Magalloway Trailhead/Summit	Magalloway Trailhead
Little Hellsgate Falls	Garfield Falls	Bog Branch Overlook ⁹	Garfield Falls	Hedgehog & Corridor 5
	Little Hellsgate Falls		All viewing areas	
			Active harvest areas near roads	
			All boat launch sites	
			Little Hellsgate Falls	

3.4.5.2 Non-Motorized Trail Use (p. 59)

Analysis of Use, New Use and Updated Trail Plan

In the 2007 plan the public requested that non-motorized trails be separated from the motorized trails and roads to the extent possible to enhance the experiential qualities and avoid unsafe conditions. The existing hiking trails have been maintained and new trails around Deer Mountain Campground are in construction by the Division of Parks and Recreation and other partners. The Cohos Trail Association has been working on the property maintaining the existing trail and moving sections off-road with the permission of the landowner.

Non-Motorized trail work is discussed yearly with the landowner and outlined in the Annual Operating Plan between the State and the Landowner. The Division is working on a trail project approved in the 2012 plan amendment to link Coleman State Park to the headwaters property for snowmobilers, hikers & equestrians. The trail will be built to support snowmobiles & horses to Cedar Stream Road, where Cohos Trail would then separate and follow Whipple Ridge to Lake Francis State Park.

Actions

- a. A non-motorized trail blazing plan for the property to be developed by the Division in cooperation with non-motorized trail users for the non-motorized trail system.
- b. Cohos Trail Association will provide a GPS or shape file of the Cohos Trails on the property to document its location prior to the construction of any new trails.
- c. The Cohos Trail Association shall invite the landowner and Fish and Game Wildlife biologist on a site walk prior to new trail construction along Whipple Ridge.

⁹ Bog Branch viewing area is in the road right of way and adjacent to the Natural Area

3.4.5.4 Biking on Designated Roads (p.65)

Discussion

Bicycle use is only allowed on Designated Roads under the Easement (5.A.iv.b) and continues to be a dispersed use on the roads. Bicycles can be used on Designated Roads unless posted closed to bicycles and all wheeled vehicles.

At the public outreach session in April there was a request to allow “fat tire”¹⁰ bicycles on winter pedestrian trails, however that is contrary to the easement and cannot be permitted.

3.4.5.7 Boating and Paddling (p. 72)

Discussion

The 2007 plan documented the custom of storing boats on site and noted that as many as 40 were counted at one site. In subsequent years the number of boats in poor or unusable condition has grown. Boating and paddling on the ponds within the headwaters property continues to be an important recreational activity for fishing and wildlife viewing.

The landowner has requested DRED clean up the boats stored around the ponds and create policies regarding boat storage. At the September 19, 2015 Connecticut Lakes Headwaters meeting the Division presented a proposal for the storage of boats at designated sites and a procedure per DRED Administrative Rule RES 7301.17.

No storage facilities or racks will be installed, however, certain areas may be designated for boat storage or may be excluded as storage areas depending on the site.

Alternative A: Seasonal Removal of Boats

- a. Boats will be allowed to be stored in designated areas on the CLH property no sooner than one week before the start of fishing season, if the roads are open to vehicle use, to one week after the close of fishing season (approximately mid-April to mid-October). Boats shall either be registered with NH Department of Safety or have the owner’s name and telephone number displayed.
- b. Boats stored on the property after fishing season is over, if in good condition and with registration numbers or owner identification, will be taken to a storage facility and assessed a towing fee plus an impound fee. Owners will be notified to claim within 90 days and if not claimed by then the boat will be considered abandoned and sent to the State of NH Surplus Property for disposal.
- c. Boats stored on the property after fishing season is over, if in good condition without registration numbers or owner identification, will be taken to a storage facility and assessed a towing fee plus a impound fee. If not claimed within 90 days the boat will be considered abandoned and sent to the State of NH Surplus Property for disposal.
- d. Boats stored on the property after fishing season is over if in poor and unusable condition without owner identification or current registration will be removed and disposed as trash by October 31st of each year.

¹⁰ “Fat tire” are low geared bicycles that have wide, low pressure tires. These bicycles are designed for slick or loose surfaces like snow, mud, wet roots and rocks.

Alternative B: No Seasonal Removal of Boats

- a. Boats will be allowed to be stored in designated areas on the CLH property. Boats shall either be registered with NH Department of Safety and/or have the owner's name and telephone number displayed.
- b. Boats stored on the property after fishing season is over, if in good condition and with registration numbers or owner identification, may be stored at the boat launch sites. Boat without identification and/or in poor condition will be considered abandoned and sent to the State of NH Surplus Property for disposal.

3.4.5.5 ATV/UTV Riding on Designated Roads (p. 66)

Current Management Direction

The 2012 amendment designated two routes on the property in the areas of Cedar Stream and Hall Stream. A primary alternative route to serve the Cedar Stream area is designated across Magalloway, Buckhorn and Deadwater routes which connects to secondary alternate routes and the regional trail networks. The alternative routes would only be used if Cedar Stream is closed because of forest management operations, maintenance, no designated off property connection or safety concerns. Only one of the Cedar Stream alternative routes will be open at a time. No more than one alternative route will be open at the same time. There is no alternative route planned if Hall Stream route is closed.

Issues Identified

The Great North Woods Trail Riders ATV Club submitted a proposal for the plan revision to extend the riding season until the Monday of Columbus Day, extend the riding hours in the fall, and add additional loops and connections to local businesses. An ATV Subcommittee of the Connecticut Lakes Headwaters Citizens Committee met in June 2016 to review the trail proposal and make recommendations.

Discussion

- a. The general consensus of DRED and Fish and Game Department staff is that there is no more environmental degradation on primary routes as compared to other motorized routes on the property and few enforcement issues have occurred, however the landowner feels there have been negative impacts on road condition as compared to other motorized routes on the property.
- b. It was noted that ATV use on the roads is causing road wear and in some places the damage is significant.
- c. In 2015 it was the first time ATV registrations exceeded snowmobile registrations.
- d. Off-highway trail mileage in Coos County has not substantially increased; the increased mileage has come primarily from the interconnection of the town roads.
- e. The first two weeks in October are prime bird hunting.
- f. Changing operating time daily causes enforcement issues. Late summer/fall riders cannot get back to their home base before sunset after supper if eating out.
- g. The landowner and conservation organizations do not want to have Magalloway road added to the trail system. It is too busy already.
- h. Connecting the businesses near the First Connecticut Lake to the Perry Stream Land and Timber trail system would require private landowner permission plus designating 1.5 mile of new Designated Road (Primary Trail 139).

- i. Landowner has requested that the alternate designated routes be removed from maps and if closure of an existing trail becomes necessary state agencies will work with the landowner and club to seek an alternate route.

ATV Subcommittee Recommendations

- a. The Subcommittee unanimously recommends keeping existing routes open in next recreation plan.
- b. A majority of the subcommittee supports set time operating hours (instead of sunset per RES 8504.02(i)) if part of county-wide operational change.
- c. A majority of the subcommittee supports to extend operating season to October 15th as long as there is a connection to and from the trail system on the property.
- d. There was not majority support by the subcommittee to designate additional route on CLH roads (Coon Brook to Magalloway). This change would increase designated mileage by 24 miles in next 5 years.
- e. A majority of the subcommittee supports connection to local businesses in area where ATV use is already occurring (1st Conn Lake connections).

Alternatives (Select one or several of alternatives)

Alternative A:

No change in ATV Use from 2012 plan amendment.

Alternative B:

The ATV alternative trails will be discontinued and if closure of an existing trail becomes necessary the landowner will commit to work with state agencies and club to seek an alternate route.

Alternative C:

The trail system on the headwaters property will follow state law and county-wide management recommendations for season and operating times as long as the systems it connects to are open on both ends.

Alternative D:

The Division of Parks and Recreation, Trails Bureau will work with the Great North Woods Riders ATV club to determine a route and secure written private landowner permission to connect interested First Connecticut Lakes businesses to the trail system on the west of NH Route 3. Once the route is determined Division will report to the CLHCC and submit to the CLH landowner for adoption.

3.5.1 Public Safety & Law Enforcement (p.78)

Analysis of Use - Discussion

Traditionally snowmobiling, hunting and fishing were the dominant outdoor pursuits in the Connecticut Lakes Headwaters region. The development of the “Ride the Wilds” trail network has connected local trail networks with others across the region increasing ATV/UTV use. The connector on the headwaters property has provided an important link.

Actions

- a. As the popularity increases, increases in staffing and budgets should reflect the trends.

3.7 Public Information and Education (p. 79)

Analysis of Use

Wildlife viewing is an important activity on the headwaters property. Guests to the area in addition to asking for the “best places to see moose” are also interested in bird watching and other animals. Identification of wildlife viewing locations and the maintenance of those areas is desired.

Actions

- a. The Division of Parks and Recreation will partner with the NH Fish and Game Department to identify areas to view wildlife on the property.
- b. The reactivation and cooperative management of the low powered wildlife radio beacon to broadcast wildlife information and public safety messages.

Part II - Road Management Plan

Section 5.E of the Easement acknowledges the need for a Road Management Plan for management and maintenance of the “designated road network” and identifies elements that would be included. The 250+/- miles of “designated roads” owned and maintained by the State of New Hampshire and the hundreds of miles of roads owned and maintained by the landowner are the most important public resource on the headwaters property. The state-owned “designated roads” per the easement are the only location where certain activities such as driving motor vehicles including ATVs and bicycle use are permitted.

At the time of the acquisition, there was a network of constructed roads and several additional roads were “designated” on paper but yet to be constructed. Other roads have been constructed in the last 13 years by the landowner or by the state and will become “designated” roads under the State’s management. Previous road management plans have continued to use the historic road management descriptions which were forest management based, the Division in this plan changes the road’s classification to address public recreational access objectives.

The potential sources of funding for the roads are; endowment, landowner, and 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 /year was needed to maintain the entire road network on the property.

No parks fund operating funds have been directly dedicated to the expenses for the management of the headwaters property, however, the Division absorbs the cost of staff including the Great North Woods Regional supervisor, the Trails Bureau supervisor and the State Park Planning and Development Specialist who devote significant time to the management of the property.

Road Endowment RSA 216:10

A road endowment was established when the State acquired the easement for the headwaters property for the purpose of maintaining the system of roads that exist within the conservation easement. The endowment revenue is distributed between DRED (89%) and Fish and Game Department (11%) per a memorandum of understanding. Revenue from the endowments are deposited in the “Dedicated Maintenance Account” as 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 DRED and the landowner.

Road Management Agreement

1. Dedicated Maintenance Account (3415): 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 2014-2015, \$150,000 was appropriated in the capital budget for the maintenance of the Headwaters Roads. This has been the only capital budget appropriation to date for the maintenance of the road system.

2017-2021 Road Management Direction

A roads sub-committee of the Connecticut Lakes Headwaters Citizens Committee was established in June 2016 to assist the Division in developing this plan amendment.

Mission of the Roads Sub-Committee is to provide advice to DRED for the preparation of the Road Management Plan addressing the following issues:

1. *Development of a new road classification system for maintenance that identifies roads that are important public access and public use.*
2. *Determining annual maintenance plan for the entire road system (mowing, gravel, grading, ditching);*
3. *Identifying capital improvements to address critical infrastructure (bridges, culverts, road upgrade/rebuilding);*
4. *Securing adequate resources and establish appropriate policies to provide adequate annual maintenance and capital improvements;*
5. *Addressing other access related issues.*

Road Classification

Issue

Previous road management plans have continued to use the historic road management descriptions which were forest management based, the Division in this plan changes the classification to address public recreational access objectives while continuing to meeting forest management objectives. 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 landowner expense.

Analysis of Use

The State evaluated its road network to identify important public access sites and secondarily, roads important for landowner management activities; three classifications of “designated roads” were determined:

- a. *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 boarder.
- b. *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.

- c. *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.

Action

1. Update the inventory and maps of designated roads and their classifications.

Road Funding Forecast

In FY 2016 the landowner paid the State the “Base Amount” of \$25,000 plus \$1.40/cord or \$36,900 “Usage Amount” for a total of \$61,900. This amount is not expected to change for the foreseeable future, however it is likely to be lower. The Road endowment in FY 2016 gained \$60,598 in returns, 4% of the total value of the fund was added to the account balance (reserve) raising DRED’s share to \$181,338. Annual road expenses in FY 2016 were \$82,370.

Discussion

The Road Subcommittee met twice in 2016 to review the anticipated funding for the roads and maintenance strategies. The roads provide access to the landowner for forest management activities and to the public for public access and recreation. No parks fund operating funds have been directly dedicated to the expenses for the management of the headwaters property, however, the Division absorbs the cost of staff including the Great North Woods Regional supervisor, the Trails Bureau supervisor and the State Park Planning and Development Specialist who devote significant time to the management of the property.

To address immediate need for public access improvements the Division has proposed three alternatives for the FY 2018-2019 budget to allocate reserve Stewardship Endowment¹¹ funds to designated road maintenance.

- Alternative A: Outsource Maintenance
- Alternative B: Own Forces Maintenance and Purchase of Equipment
- Alternative C: Own Forces Maintenance and Lease of Equipment

¹¹ The NH Attorney General’s office has stated that the Stewardship Funds can be used for roads but has to benefit public access and under no circumstances can it be used for forest management and timber harvesting.

Alternatives for Use of Stewardship Reserve

Alternative A: Outsource Maintenance

1. Hold \$50,000 in reserve (one-year annual return);
2. Appropriate \$150,000 of reserve to support public access and property stewardship projects such as repair and maintenance of West-Side Bridge, replace Deadwater Bridge deck Middle Branch of Dead Diamond & Indian Stream Bridges;
3. Appropriate \$150,000 to pay for two years of mowing under contract;
4. Additional monies transferred from annual stewardship appropriation for roads.
5. 6% contract administration and contract supervision to be paid from stewardship reserve.

Alternative A: Budget

Category	FY 2017 Appropriation	FY 2017 Reserve	FY 2018 Appropriation	FY 2018 Reserve
Contract Administration ¹²		\$10,170		\$10,170
Contracted Expense <ul style="list-style-type: none"> • Middle Branch of Dead Diamond Bridge • Indian Stream Bridge • West-side Bridge • Deadwater Bridge 		\$73,830		\$73,830
Other Road work (Alt A Stewardship)	\$19,500		\$19,500	
Contracted Mowing ¹³		\$66,000		\$66,000
TOTAL	\$19,500	\$150,000	\$19,500	\$150,000

Alternative B: Own Forces Maintenance and Purchase of Equipment

1. Hold \$50,000 in reserve (one-year annual return);
2. Appropriate \$150,000 of reserve to support public access and property stewardship projects such as repair and maintenance of West-Side Bridge, replace Deadwater Bridge and deck Middle Branch of Dead Diamond & Indian Stream Bridges
3. Appropriate \$150,000 to purchase equipment for mowing and other stewardship maintenance responsibilities by the Division; staff and operating funding for equipment to come from annual stewardship appropriation.

¹² Division of Public Works charges 6% for contract administration and supervision for \$169,500

¹³ Landowner provided 2016 cost of \$1,300/mile for mowing, therefore 50 miles/year would be mowed.

Alternative B: Budget

Category	FY 2017 Appropriation	FY 2017 Reserve	FY 2018 Appropriation	FY 2018 Reserve
Own-Forces & Contracted Expense <ul style="list-style-type: none"> • Middle Branch of Dead Diamond Bridge • Indian Stream Bridge • West-side Bridge • Deadwater Bridge 		\$75,000		\$75,000
Equipment Purchase		\$150,000		
TOTAL		\$225,000		\$75,000

Alternative C: Own Forces Maintenance and Lease of Equipment

1. Hold \$50,000 in reserve (one-year annual return);
2. Appropriate \$150,000 of reserve to support public access and property stewardship projects such as repair and maintenance of West-Side Bridge, replace Deadwater Bridge and deck Middle Branch of Dead Diamond & Indian Stream Bridges;
3. Appropriate funding to lease equipment for mowing and other stewardship maintenance responsibilities by the Division; staff and operating funding for equipment to come from annual stewardship appropriation.

Alternative C: Budget

Category	FY 2017 Appropriation	FY 2017 Reserve	FY 2018 Appropriation	FY 2018 Reserve
Personnel & Benefits ¹⁴				
Current Expense				
Own-Forces & Contracted Expense <ul style="list-style-type: none"> • Middle Branch of Dead Diamond Bridge • Indian Stream Bridge • West-side Bridge • Deadwater Bridge 		\$75,000		\$75,000
Equipment Lease ¹⁵		\$30,000		\$30,000
TOTAL		\$105,000		\$105,000

¹⁴ Contract Administration including equipment operation

¹⁵ \$30,000 per year for five years; the balance stays in reserve for future lease payments

Road Work Plan FY 2018-2019

The landowner and the State will meet annually to discuss the maintenance and management of the Designated Roads and agree what work will be done. The table below is to illustrate the expected funding available for each category.

Proposed Use of Road Endowment (3746)

- a. Hold in reserve \$120,000 (two year annual return);
- b. Appropriate \$100,00 of reserve to road maintenance for each year of the biennium; and,
- c. Appropriate \$50,000/year of the annual endowment appropriation for road maintenance.

The total road budget (3415 & 3746) for each year of the FY 2018-2019 biennium is estimated to be \$170,000:

- \$50,000 reserve (3746)
- \$60,000 annual endowment return
- \$60,000 landowner contribution (Base Amount and Usage Amount)

Table 2: Road Endowment and Landowner Contribution Budget FY 2018-2019 biennium

Category	Annual Endowment Appropriation	Reserve & Landowner
Grading	\$40,000	
Ditch Maintenance/Rehab		\$80,000
Culverts		\$15,000
Gravel		\$15,000
Misc supplies		\$1,000
Personnel & Benefits	\$19,000	
TOTAL	\$59,000	\$119,000

10 Year Road Management Plan: Looking Ahead

The potential sources of funding for the roads are; endowment, landowner, and 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/year was needed to maintain the entire road network on the property.

The table below illustrates what work should be done and estimated cost of the work. This is above general maintenance which is funded by the landowner contribution and road endowment funds.

Capital Road Management Needs

Location	Grading	Culverts	Gravel	Cost	Mow Alt A	Total
Pisgah	X	X	X	300,000	\$66,000	\$366,000
Hedgehog	X	X	X	300,000	\$66,000	\$366,000
Garfield/DD flats	X	X	X	300,000	\$66,000	\$366,000
East Inlet Spurs	X	X	X	300,000	\$66,000	\$366,000
Stub Hill	X	X	X	300,000	\$66,000	\$366,000
Haystack	X	X	X	300,000	\$66,000	\$366,000
Meadow	X	X	X	300,000	\$66,000	\$366,000
Hawk Road	X	X	X	300,000	\$66,000	\$366,000
Tower Road	X	X	X	300,000	\$66,000	\$366,000
West Side Indian Spurs	X	X	X	300,000	\$66,000	\$366,000
Perry Stream Road	X	X	X	150,000	\$66,000	\$216,000
Cedar Stream Road	X	X	X	350,000	\$66,000	\$416,000
Magalloway Road	X	X	X	750,000	\$66,000	\$816,000

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