

Response to Tech Team Comments about the Proposed Southern Connector

by Larry Gomes – Trail Master – Milan Trail Huggers ATV Club

June 19, 2019

Comment	Response
Placement of counters on West Side Trail to determine increase in OHRV traffic before and after opening of Southern Connector.	Agreed. Good info to have.
Monitoring of Nash Stream Road and grading as needed to prevent berm from building up at turn into West Side Trail.	The NH Bureau of Trails has committed to provide additional funding for extra grading of this section of road during the OHRV season.
Need stabilization/erosion control for hill on West Side Trail after crossing over Nash Stream.	For these types of hills, we have been using V-shaped diverters with great results. The diverters are built with 12" wide recycled rubber belting bolted between two 2" x 6" x 10' PT boards. Two diverters are positioned in a V-shape with the bottom of the "V" facing up hill. The diverter boards are buried in the trail and only the top 6" of the rubber belting is visible. Each pair of diverters will be installed 75' apart as recommended for a 14% slope in the BMP manual. In heavy rain events, runoff coming down the hill is diverted to each side of the trail preventing washouts. The diverters also slow down the OHRV traffic so the center of the trail does not get spun out or rutted up.
Allowing OHRV traffic on Nash Stream Road could lead to illegal riding north of the West Side Trail junction.	Even in the current trail system, people could ignore the signs we have now and travel up Nash Stream Road, but we have not had any complaints of riders doing this. To make sure the traffic travels only where they are supposed to, we propose two levels of signage. The first level will be arrows directing the OHRV traffic to the roads/trails that are open to them. The second level would be two "NO ATV" signs on Nash Stream Road north of the West Side Trail junction. All of this signage would be put on wooden posts like the other signage in the forest and these signs would be taken down at the end of the OHRV riding season. If there are offenders going past the "NO ATV" signs, the club owns game cameras that can be installed to work with Fish and Game to identify these riders.

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<p>Permission for using town owned portion of Nash Stream Road between the Nash Stream property line and the orange gate across from Amos Emery Road.</p>	<p>This issue has been forwarded to the Town of Stark Selectmen. Currently the southern end of Nash Stream Road owned by the Town of Stark is open for residents and landowners to use to access the trail system on Northside Road. The section of Nash Stream Road from Amos Emery Road to the main Nash Stream gate needs to be added to the town ordinance for use as part of the thru-trail system.</p>
<p>An increase in OHRV traffic will increase sediments and pollutants into the natural communities and wetlands along Nash Stream as well as the stream itself.</p>	<p>We believe the installation of V-shaped diverters on the hill leading to the West Side Trail is all that is needed to control sediment erosion. But we are willing to do more if trail sediments look like they will reach Nash Stream.</p>
<p>West Side Trail and Bordeaux will become Corridor Trails.</p>	<p>We have no plans to renumber the West Side Trail or the Bordeaux trail as Corridor trails. Currently the Corridor D trail originates in Groveton and ends in Success. The Corridor B trail originates in Colebrook and ends in Groveton. The existing Corridor B & Corridor D trails would still remain in the same locations they are today and all of the other Nash Stream trails will continue to be club trails without a Corridor designation.</p>
<p>Potential for the increase in accidents on Nash Stream Road due to OHRV activity. There was an accident between a vehicle and a dump truck at the intersection of Amos Emery Road and the road that leads into the Cloutier gravel pit.</p>	<p>The accident cited at Amos Emery Road and Nash Stream Road happened because the the driver did not stop for the Stop sign. This accident has nothing to do with OHRV's and using this rationale, all vehicles should avoid this road.</p>

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<p>Is this trail necessary? Traffic from the north is already connected to Groveton and eastward towards Milan. There is gas within 5 miles to Groveton and east in West Milan.</p>	<p>Traveling from the gas station in North Stratford via West Side Trail to the junction of the West Side Trail and the Bordeaux trail is a distance of 19.1 miles. From this intersection to the gas station in Groveton is 11.5 miles; to the Percy Gas station in Stark is 10.4 miles and to Gord's Corner Store in West Milan is 23.7 miles. While it is theoretically possible to travel from North Stratford, through the Nash Stream and then on to Groveton, the reality is that many ATV's would need to carry extra gas to make this trip. My ATV has a range of 30-35 miles and it would not make this trip, especially if I took anything but the most direct route. Adding the Southern Connector decreases the distance from North Stratford to the next gas station by an average of 10 miles which is a major improvement and would be a much safer alternative than carrying extra gas on an ATV rack.</p>
<p>Increase in the number of OHRV's trips will increase the impact to anglers in the main stream of Nash Stream or the tributary locations.</p>	<p>Noise from OHRV's depend on several factors including OHRV speed, wind direction, topography and ambient noise from the river itself which can drown out other sounds especially in the faster flowing sections. It would be impossible to mitigate sound from OHRV's along the entire length of the West Side Trail. We could consider lowering speed limits on a section of the West Side trail to reduce noise in certain areas or planting evergreens that would serve as additional noise barriers. It should be noted that Nash Stream Road is open to all types of registered vehicle traffic including trucks, cars, motorcycles and dirt bikes that travel much closer to Nash Stream than the OHRV traffic. While there may be a smaller volume of this vehicular traffic, its potential decibel impact on the anglers is greater due to the closer proximity of Nash Stream Road to the river.</p>

Other Recommendations:

1) Add new gate and pass-thru at end of West Side Road

To prevent passenger vehicles from going up West Side Road, we recommend installing a new steel gate with an ATV pass-thru on West Side Road, just west of the junction with Nash Stream Road.

2) Add new pass-thru gate at orange gate across from Amos Emery Road

Currently there is an orange gate on the road leading to the gravel pit across from Amos Emery Road. That gate is only open when there are trucks using this road. We recommend installing an ATV pass-thru next to this gate that would allow ATV traffic to get by this gate when the main gate is closed.

3) Install signage on sign posts

Install 4" x 4" posts, stained to match existing sign posts in Nash Stream Forest. Install "NO ATV" signs, STOP signs and directional arrows on these posts to insure the trail is clearly marked. Remove all signage from these posts at the end of the OHRV season.