

Designation: The general description of which portion of the road has been designated as an Emergency Lane, or the exact language used in the original 1994 BOS designation.

Ownership: In a few cases, it is relatively clear which parcel owns the entire length of a private road designated as an EL. This is from tax maps, recent Planning/Zoning activity, or limited staff research, but is **not** certain. In most cases, private road ownership is unclear to the town.

Public Benefit: Items noted during field evaluation where access may provide some public benefit.

Conditions: Generally evaluated as compared to the proposed “Road Condition Requirements” presented to the BOS in March 2019.

Road base: Existing road design and material base on current ELs are generally less than ideal and below public road conditions. However, in many locations the road base and surface are “hard,” and sufficient for routine light traffic. This evaluation locates two common problems:

- Ledge or boulders protruding from the road surface;
- Drainage problem areas evidenced by routine standing water or road surface erosion

Road Width: A single point measurement of the travelled way, generally excluding any shoulder area. These measures can be subjective, given the *potential* width of the travelled way, and the varying effective widths at different heights due to trees and branches. While the proposed width for plows is at least 16’, only those measured less than 14’ are noted on maps. These do not account for the length or turning radius of a truck, only the width at given points.

Shoulder Width: Shoulders are generally too inconsistent to be measured in a useful way. Most ELs have no functioning shoulder, reducing the effective width of the road after the first snow.

Height obstructions: Branches measured or estimated below 14’ height are noted.

Grade: No quantitative measure of grades taken, but problem areas noted.

Dead End/Turnaround: Problem areas noted.

Locations on map are generally accurate to within 5m/16ft, but in a few areas with poor reception, may be off by as much as 50ft.

[LINK TO MAP](#)

NORTH RIVER LAKE AREA



ELs appear in Green

N RIVER LAKE RD

Designation: Full length from Cooper Hill Rd. to Northwood town line. 0.5 miles.

Current designation and service extends across the town line, passing #104, clearly located in and taxed by Northwood. Turnaround location may be in Northwood also.

Crosses large culvert carrying North River

Ownership: Unknown

Public Infrastructure: Approaches North River Lake Dam, owned by State of NH.

Conditions:

Road Base: *Very poor drainage between # 17 and # 31. Routinely standing water, no outlet.*

Ledge/boulders protruding 500' in

Road Width: *Sufficient for first 0.3 miles to N River Rd East intersection*

Reduces to 14-16' in vicinity of #17-#20

Reduces further to <14' between rows of trees after #31

Sufficient after # 43

Height obstructions: *Three minor branch obstacles in first 0.3 miles*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient, but in Northwood*

N RIVER LAKE RD EAST

Designation: "To second house" approximately 500'.

Serves one year-round home at # 6.

Ownership: *Unknown*

Public Infrastructure: *Gate for North River Lake Dam ~40' in. Area beyond gate not maintained or plowed.*

Conditions:

Road Base: *Ledge/boulders protruding in 2-3 places*

Road Width: *14-16'*

Height obstructions: *Minor*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

SNOW LN

Designation: Full length from Cooper Hill Rd. to large parking area. 0.1 miles.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base:

Road Width: *Sufficient*

Height obstructions: *None*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

WATER ST

Designation: From Cooper Hill Rd. through intersection of Union, Rogier approx. 60'. 0.2 miles.

NH-DOT and Tax Maps have several errors in this area.

After intersection appears to serve parking area for 1-2 homes.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Emergency Lane Evaluation – Spring 2019

Conditions:

Road Base *Surface erosion on hill, surface Ok after grading*

Road Width: *14-16' for first half*
 Reduces further to <14'

Height *Sufficient*

Grade: *Steep short hill approaching 4-way intersection*

Dead End/Turnaround: *Sufficient – back out*

ROGIER PL

Designation: From Water St. intersection one of two spurs. 0.1 miles.

Spur to the West is EL, serves one year-round home. Spur to East is not EL.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base *Sufficient*

Road Width *Sufficient*

Height *Sufficient*

Grade *Sufficient*

Dead End/Turnaround *Sufficient*

NOTTINGHAM LAKE AREA

Maps and legal status of roads in this entire area are uncertain. Staggered development, changing/conflicting road names, inexact road acceptance votes, inaccurate maps, and planned but unbuilt roads all create confusion. Town maintenance practices seem to have been generally consistent. Additional research of town, county, and E-911 records will be necessary.

The following detail only matters in the context of determining exactly what is an Emergency Lane. Evaluations are based on current signage, tax records, and understanding of road names/locations.

In 1978, Town Meeting accepted “the portion of paved roads in Nottingham Lake Shores” development. We have not found any further acceptance of gravel roads on either side of the lake. EL designations in 1994 did not include some gravel portions which have long been maintained, indicating a belief that more Class V roads existed there than we can document today.



ELs appear in Green

East side of lake:

Robin Hood Dr – mostly paved, and has been treated as Class V road except for a short gravel stub at the South end.

Nottingham Ln – mislabeled on many maps as part of Robin Hood Ln, connects Case to Robin Hood. Paved, and acts as primary access to this neighborhood and has been treated as Class V.

Sherwood Ln and Little John Ln – parallel to Nottingham Ln connecting Case and Robin Hood, mislabeled on some maps, unpaved, and designated as ELs.

John Commander Ln – remnant exists but blocked by debris in the middle

Batchelder Ln - planned but not built, still appearing on maps.

West side of lake:

Fort Hill Rd – the only access to this neighborhood, partially paved. Both paved and unpaved portions have been maintained. Assumed to end at the northern end of the development at the intersection of “Swan Dr.”

Swan Dr – includes a portion formerly known as West Shore Dr. May now contain what on some maps is labeled as Harvey Dr or Marston Ln. “West Shore” and “Harvey” segments are paved, and gravel portion was not designated as EL. Gravel stub at South end has been plowed as EL.

Langley Ln – parallel cut-through from Fort Hill to Swan, unpaved, designated as EL.

Marston Ln – designated EL – which is it?

SWAN DRIVE

Designation: *None found.*

Gravel portion at North end of development may not be accepted as Class V OR designated as EL, but has been treated as such.

Gravel stub at South end has been maintained as EL.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *South stub – erosion at beginning and end*

North length - sufficient

Road Width: *South stub – 14'-16'*

North length – generally 14'-16', one spot <14'

Height: *South stub – one obstruction by #7*

North length – two obstructions

Grade: *Sufficient*

Dead End/Turnaround: *South stub - Sufficient*

LANGLEY LANE

Designation: *Full length from Swan to Fort Hill. 0.1 miles.*

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Erosion between #3-#4*

Road Width: *<14' by #5*

14'-16' by #4

Height: *Two obstructions*

Grade: *Sufficient for entire length*

Dead End/Turnaround: *N/A*

LITTLE JOHN LANE

Designation: Full length from Case to Robin Hood. 0.1 miles.

Serves one year-round residence. Provides second/third road access to Robin Hood.

Ownership: Unknown

Public Infrastructure: None identified.

Conditions:

Road Base: Erosion at Case intersection

Road Width: <14' between #3 and Robin Hood

14'-16' between #3 and Case

Height: One obstruction

Grade: Sufficient

Dead End/Turnaround: N/A

SHERWOOD LANE

Designation: Full length from Case to Robin Hood. 0.1 miles.

Serves one year-round residence. Provides second/third road access to Robin Hood.

Ownership: Unknown

Public Infrastructure: None identified.

Conditions:

Road Base: Erosion at Case intersection

Road Width: <14' in two locations

Height: Sufficient

Grade: Sufficient

Dead End/Turnaround: N/A

CEDAR WATERS VILLAGE



ELs appear in Green. NH-DOT map incorrect in this area.

Designation: “Main Rd” loop and one spur approx. 0.6 miles of access road and loop.

Generally serves one property owner, the number of seasonal and year-round residences (rentals) is unclear. The spur appears to serve one year-round residence.

Ownership: Map 23 Lot 5

Public Infrastructure: None identified. Posted as No Trespassing.

Conditions:

Road Base: One drainage problem location, otherwise sufficient

Road Width: Sufficient

Height: One obstacle back side of loop

Grade: Sufficient for entire length

Dead End/Turnaround: Stub requires long backout

PAWTUCKAWAY LAKE AREA



ELs appear in Green, Yellow

BARDERRY LANE

Designation: Full length of main road, 1 mile; “First branch to intersection of driveway; second branch to top of hill; third branch;” 0.5 miles of branches.

Ownership: Map 63 Lot 46 seems to encompass most of road and spurs. Evidence of routine private maintenance on two spurs.

Public Infrastructure: None identified.

Conditions:

Road Base: Generally sufficient, with occasional ledge/boulders, worst at distant end

Drainage/erosion trouble spot by culvert on entry straightaway, seems better since replacement

Road Width: <14' in three locations between second and third spurs

14'-16' on first and third spurs, and along back straightaway

Height: Sufficient

Grade: Sufficient

Dead End/Turnaround: Sufficient

WHITE'S GROVE RD

Designation: Full length. 0.65miles.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Sufficient throughout after grading*

Ledge/boulder in two locations

Road Width: *Narrow throughout. 14'-16' at entrance, with fence/tree line obstructing push back*

<14' in four locations including over last culvert

Plow and wing damage to trees prevalent along entire length

Height: *One marginally sufficient phone/cable line, otherwise sufficient*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

HIGHLAND AVE

Designation: Two entrances from 156 (loop) plus one spur. 0.4miles.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Sufficient*

Road Width: *Sufficient throughout*

Height: *One minor obstruction, otherwise sufficient*

Grade: *Sufficient*

Dead End/Turnaround: *One very sharp corner, but open enough*

SEAMANS POINT RD

Designation: Full length. 0.6miles.

Provides access to Shore, Cahill, Cove

Ownership: *Appears to be owned by lot 68-10*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Two minor drainage problems, minor ledge/boulders in base, generally sufficient*

Road Width: *Sufficient to the fork after causeway, very narrow after the fork*

14'-16' between #5 and #23

<14' in two points after #25

Height: *One obstruction*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

SHORE DR

Designation: Full length from Seamans Point to end. "To Day's" 1.04 miles.

Ownership: *Uncertain in places but Map 68 Lot 10 appears to include most*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Sufficient*

Road Width: *14'-16' one location near end, otherwise sufficient*

Height: *One minor obstruction*

Grade: *Long, steep hill approaching Cahill*

Dead End/Turnaround: *Sufficient*

COVE RD

Designation: Full length. 0.25 miles.

Ownership: *Uncertain in places but Map 68 Lot 10 appears to include most*

Public Infrastructure: *EL designation approaches, but does not reach, a boat launch used by FD in summer only.*

Conditions:

Road Base: *Ledge/boulders at narrow spot toward end*

Road Width: *14'-16' in two locations toward end*

Height: *Sufficient*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

CAHILL LN

Designation: Full length. 0.2 miles.

Ownership: *Uncertain in places but Map 68 Lot 10 appears to include most*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Drainage problem at lake level*

Ledge/boulders at three locations

Road Width: *Sufficient*

Height: *Sufficient*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

DOLLOFF DAM RD

Designation: Section from 156 to Lamprey Dr. 0.5 miles.

Provides access to Lamprey, Indian Run

Ownership: *Appears to be split among 8 lots in first half mile, remainder owned by lot 70-25*

Public Infrastructure: *Approaches Dolloff Dam, but EL designation ends at Lamprey, before Dolloff dam road reaches point nearest the dam.*

Conditions:

Road Base: *Ledge/boulder in three locations, including entrance*

Road Width: *Sufficient*

Height: *One minor obstruction*

Grade: *Sufficient*

Dead End/Turnaround: *N/A*

LAMPREY DR

Designation: Full length. 0.35 miles. Unnamed spur after Indian Run 0.2 miles.

Ownership: *Uncertain in places but Map 70 Lot 25 appears to include most*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Ledge/boulders near end of each spur*

Road Width: *Sufficient*

Height: *Three obstruction*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

INDIAN RUN

Designation: Full length. 0.16 miles.

Ownership: *Uncertain in places but Map 70 Lot 25 appears to include most. Some maintenance done by abutters.*

Public Infrastructure: *Powerline enters lake near Dolloff Dam serving Tuckaway Shores*

Conditions:

Road Base: *Ledge/boulder in five locations*

Road Width: *Sufficient*

Height: *Sufficient*

Grade: *Steep, short hill approaching end*

Dead End/Turnaround: *Sufficient*

MIENDL RD

Designation: Full length. 0.8 miles. Includes 0.5 miles in Raymond, maintained by Nottingham by custom and verbal consent of the Town of Raymond.

Serves Brustle and Tuckaway Shores

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Ledge/boulders in multiple locations*

Road Width: *Sufficient*

Height: *One minor obstruction*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

TUCKAWAY SHORES

Designation: Two segments, 0.1 miles and .12 miles, including one section of uncertain name.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Ledge/boulder in one location*

Road Width: *14'-16' one location*

Height: *Sufficient*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

BRUSTLE ROAD

Designation: Full length. 0.4 miles.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Ledge/boulder in two locations*

Road Width: *Between 14'-16' at one difficult location at fork to Tuckaway Shores*

Height: *Sufficient*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

MOOERS ROAD

Designation: .7 miles including .14 paved miles in Raymond

Serves South Rd

Ownership: *Map 72 Lot 13-1 appears to own the full length*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Ledge/Boulder in two locations*

Road Width: *<14' by #25 between South Rd intersections*
<14' before #35 after corner

Height: *Two obstructions*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

SOUTH ROAD

Designation: 0.1 miles along lake from Mooers.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Ledge/boulder at intersection*

Road Width: *14'-16' near intersection*

Height: *Sufficient*

Grade: *Sufficient*

Dead End/Turnaround: *Sufficient*

JAMPSA TRAIL

Designation: 0.4 miles to turnaround.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Ledge/boulder in two locations*

Road Width: *Sufficient*

Height: *Multiple obstructions*

Grade: *Sufficient*

Dead End/Turnaround: *N/A*

SACHS ROAD

Designation: Approx. ½ mile to turnaround. Serves no driveways along entire designation.

Ownership: *Map 71-150-5 appears to own most*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Ledge/boulder in two locations*

Road Width: *Sufficient*

Height: *Sufficient*

Grade: *Sufficient*

Dead End/Turnaround: *N/A*

BEACH HEAD ROAD

Designation: Full length 0.3 miles.

Ownership: *Unknown*

Public Infrastructure: *None identified.*

Conditions:

Road Base: *Ledge/boulder in two locations*

Road Width: *Sufficient*

Height: *Multiple obstructions*

Grade: *Two long steep hills approaching and leaving the corner*

Dead End/Turnaround: *N/A*

Summary

Road	Public Benefit	Road Base	Width	Height	Grade	Turn-around	Note
Barderry Ln							
Beach Head Rd							
Brustle Rd							
Cahill Ln							
Cedar Waters Village							
Cove Rd							
Dolloff Dam Rd							
Highland Ave							
Indian Run							
Jampsa Trl							
Lamprey Dr							
Langley Ln							
Little John Ln							
Meindl Rd							
Mooers Rd							
North River Lake Rd							
North River Lake Rd E							
Rogier Pl							
Sachs Rd							
Seamans Point Rd							
Sherwood Ln							
Shore Dr							
Snow Ln							
South Rd							
Swan Dr							
Tuckaway Shores Rd							
Water St							
Whites Grove Rd							