



**LEBANON CLASS VI ROADS ADVISORY BOARD  
JULY 7, 2022 - 6:30 PM  
COUNCIL CHAMBERS, CITY HALL OR  
REMOTE VIA VIRTUAL PLATFORM  
LEBANONNH.GOV/LIVE**

- 
- 1. Call to Order**
  - 2. Approval of Minutes**
    - A. October 21, 2021
    - B. November 4, 2021
  - 3. Study Items**
    - A. Review and Discussion of Class 6 Rd #2 - Dorset Lane
  - 4. Other Business**
  - 5. Future Agenda Items**
  - 6. Open to the Public**
  - 7. Adjournment**

Meetings are open for in-person and remote attendance. Members of the public that wish to attend remotely may do so by going to [LebanonNH.gov/Live](https://LebanonNH.gov/Live) where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupts virtual or phone connection(s), the meeting will continue without remote access capabilities.

**Agenda  
Class 6 Roads Advisory Committee  
July 7, 2022**

**Agenda Item #2A  
Approval of Minutes**

**October 21, 2021**

DRAFT

**CLASS VI ROADS ADVISORY COMMITTEE  
REGULAR MEETING  
MINUTES  
Remote via Microsoft Teams  
LebanonNH.gov/Live  
Thursday, October, 21st, 2021  
6:30 PM**

**MEMBERS PRESENT:** Stephen Wood, Erling Heistad, Joan Monroe, Barbara Hirai, Colin Smith

**MEMBERS ABSENT:** Marc Coleman

**STAFF PRESENT:** Mark Goodwin (GIS Coordinator)

---

1 **1. CALL TO ORDER:** Vice Chair Colin Smith called the meeting to order at 6:32 PM

2  
3 **2. APPROVAL OF MINUTES:** September 16th, 2021

4  
5 *Mr. Heistad MOVED to approve the September 16th, 2021, Minutes as presented in the October*  
6 *21st, 2021 agenda packet.*

7 *Seconded by Ms. Hirai.*

8  
9 *\* The Vote on the MOTION was unanimously approved (5-0).*

10  
11 **3. STUDY ITEMS:**

12  
13 **A. Review and Discussion of Class VI Roads #44 and #46:** Mr. Goodwin said that the Class VI Roads  
14 Committee had reviewed these two roads back in 2014/2015. At that time, the Committee recommended  
15 that these two roads stay Class VI Roads. Mr. Goodwin went over the template that had previously been  
16 worked on for Road #46. He noted that there was prescriptive evidence of the existence of the road as  
17 well as it being shown on several maps such as the Torbert map and the 1892 Hurd Atlas. There was  
18 partial stone wall evidence and right of way evidence. The road supported hiking and the right of way  
19 evidence was distinguishable, barely. The road did not support any type of vehicle use and the only  
20 evidence of road damage was from a stream that ran down it. Mr. Goodwin continued to go over the  
21 template.

22  
23 Discussion took place among the members about the various possible uses of the road in the future. They  
24 discussed if it was possible to ride a mountain bike on the road or just hike along the road.

25  
26 Mr. Goodwin was contacted by Dave and Judy Jorgenson by email. Mr. Jorgenson submitted photos in  
27 his email. They conveyed that they felt it would be extremely difficult to increase the intensity of the use  
28 of the road. They had some concern if increased use was proposed because their septic system was very  
29 close to the border of the right of way. They indicated they would be comfortable if the Road stayed as a  
30 Class VI Road, and they were comfortable if it was made into a Class A Trail or discontinued.

31  
32 Mr. Ralph Horak, who lives on Daisy Hill Road on the other side of the Jorgenson's residence, said he  
33 echoed everything that was said by the Jorgenson's.

Ms. Maureen McNulty asked the Committee to explain the difference between a Class A or a Class B Trail.

**Mr. Heistad MOVED** that the Class VI Road Committee recommend that the Lebanon City Council reclassify Road #46, a Class VI Road, as a Class A Municipal Trail as defined in RSA 231-A:1(I). The location of which to be generally described as extending from Storrs Hill Road, easterly to where it intersects with Daisy Hill and Morse Road, as depicted within the October 21<sup>st</sup> 2021 Class VI Road agenda packet. The committee further recommends that Road #46 be subject to the following public trail use restrictions: Permitted means of travel shall be by foot, skis, and snowshoes. Notwithstanding these permissions, none of these uses shall be allowed in a manner, or in conditions that will encourage erosion, or otherwise damage the trail. All wheeled vehicles or motorized vehicles, on or off road, shall be prohibited, excepting the allowed vehicular uses of abutting landowners for access of their land as set forth in RSA 231-A:1(I). The Public Works Director shall cause to be placed legible signs at the entrance to trail describing the restrictions contained herein, as provided by RSA 231-A:4.

*Seconded by Ms. Hirai.*

**Roll Call Vote:**

Erling Heistad, Barbara Hirai, Joan Monroe, Stephen Wood, and Colin Smith all voting Yea.  
None voted Nay.

**\* The Vote on the MOTION was approved (5-0)**

The next road discussed was Road #44. Mr. Goodwin went over the template that had been previously worked on by the Class VI Roads Committee back in 2014/2015. The existing evidence was quite like Road #46. There were several maps, such as the Torbert map, with the Road depicted on it as well as field evidence such as some stone walls. The Road would support hiking and there was no evidence of misuse.

Mr. Goodwin did not find any evidence of a discontinuance of the Road. It was also discussed that the Road would not support bike riding on it.

Committee members spoke on their experiences walking along Road #44 and what they saw along the road.

Maureen McNulty, who lives north of Road #44, said it was very nice Road for hiking. She didn't mind people walking along her front yard, but she would not want driving to be allowed. Kristen McGee said she agreed with what Ms. McNulty said.

Mr. Goodwin continued to go through the template for Road #44. Mr. Goodwin relayed that Mr. Marc Coleman sent an email saying he was ok with the Class VI Road designation, that was his preference. Chair Wood said he thought the road should really be a Class A trail.

**Mr. Heistad MOVED** that the Class VI Road Committee recommend that the Lebanon City Council reclassify Road #44, a Class VI Road, as a Class A Municipal Trail as defined in RSA 231-A:1(I). The location of which is to be generally described as extending from the eastern terminus of Morse Road, easterly toward the Meridien Road, as depicted within the October 21<sup>st</sup> 2021 Class VI Road agenda packet. The committee further recommends that Road #44 be subject to the following



1 public trail use restrictions: Permitted means of travel shall be by foot, skis, and snowshoes.  
2 Notwithstanding these permissions, none of these uses shall be allowed in a manner, or in conditions  
3 that will encourage erosion, or otherwise damage the trail. All wheeled vehicles or motorized  
4 vehicles, on or off road, shall be prohibited, excepting the allowed vehicular uses of abutting  
5 landowners for access of their land as set forth in RSA 231-A:1(I). The Public Works Director shall  
6 cause to be placed legible signs at the entrance to trail describing the restrictions contained herein,  
7 as provided by RSA 231-A:4.

8 *Seconded by Mr. Wood.*

9  
10 **Roll Call Vote:**

11 Erling Heistad, Barbara Hirai, Joan Monroe, Stephen Wood, and Colin Smith all voting Yea.  
12 None voted Nay.

13  
14 *\* The Vote on the MOTION was approved (5-0)*

15  
16 **4. OTHER BUSINESS:** Discussion was had on whether to pause the Class VI Roads Committee  
17 meetings for a few months until the City Council could catch up on the recommendations the Committee  
18 has already sent to them.

19  
20 Chair Wood agreed with that thought but was not sure why Baker Road had not been sent to the City  
21 Council. It was decided that the Committee would meet one more time before pausing the meetings to  
22 make a recommendation on Baker Road. They will hold that meeting on Thursday, November 4<sup>th</sup>, 2021.

23  
24 Ms. Hirai asked if the Committee would be taking up the discussion of signage again? They spoke about  
25 having temporary signs put up.

26  
27 **5. FUTURE AGENDA ITEMS:** Re-visit Baker Road

28  
29 **6. OPEN TO THE PUBLIC:** None

30  
31 **7. ADJOURNMENT:**

32  
33 *A MOTION was made by Mr. Wood to adjourn the meeting at 8:10 PM.*

34 *The MOTION was seconded by Ms. Heistad.*

35  
36 **Roll Call Vote:**

37 Erling Heistad, Barbara Hirai, Joan Monroe, Stephen Wood, and Colin Smith all voting Yea.  
38 None voted Nay.

39  
40 *\* The Vote on the MOTION was approved (5-0)*

41  
42 Respectfully submitted,  
43 Barbara Higgins  
44 Recording Secretary

**Agenda**  
**Class 6 Roads Advisory Committee**  
**July 7, 2022**

**Agenda Item #2B**  
**Approval of Minutes**

**November 4, 2021**

DRAFT

**CLASS VI ROADS ADVISORY COMMITTEE  
REGULAR MEETING  
MINUTES  
Remote via Microsoft Teams  
LebanonNH.gov/Live  
Thursday, November, 4th, 2021  
6:30 PM**

**MEMBERS PRESENT:** Stephen Wood, Erling Heistad, Joan Monroe, Barbara Hirai, Colin Smith

**MEMBERS ABSENT:** Marc Coleman

**STAFF PRESENT:** Mark Goodwin (GIS Coordinator)

---

1 **1. CALL TO ORDER:** Vice Chair Colin Smith called the meeting to order at 6:33 PM

2  
3 **2. APPROVAL OF MINUTES:** None

4  
5 **3. STUDY ITEMS:**

6  
7 **A. Review and Discussion of Historic Rd. #27-Bakers Lane:**

8  
9 **Chair Wood recused himself from this study item.**

10  
11 Vice-Chair Smith led the discussion. Mr. Goodwin gave a brief background on Bakers Lane. He said on  
12 July 10<sup>th</sup>, 2014, the Class VI Roads Committee, at that time, made a standard motion to convert the Class  
13 VI Road to a Class A Trail.

14  
15 On January 7, 2021, the current Class VI Roads Committee reviewed Bakers Lane and included Bob  
16 Townsend, an abutter, in the conversation. At the conclusion of that conversation there was support for  
17 the previous motion but was never finalized.

18  
19 Chair Wood said he spoke to Bob Townsend on this day, and Mr. Townsend indicated that he and  
20 Carolina acknowledged that Bakers Lane was a public road. Mr. Townsend would prefer wheeled  
21 vehicles be excluded on the road. Mr. Wood said that there was a lot of erosion on that road from wheeled  
22 vehicles when it was wet. Mr. Townsend did say that if bicycles wanted to use the road when it was dry  
23 then he was OK with that. He also said that he would like to see it become a Class A Trail.

24  
25 Discussion about the Road took place between the committee members.

26  
27 ***Mr. Heistad MOVED*** that the Class VI Roads Advisory Committee recommend to the Lebanon City  
28 Council that they reclassify Class VI Road #27 (Baker Lane extending south to north from Cross  
29 Road to Storrs Hill Rd) to a Class A Municipal Trail as defined in RSA 231-A:1(I) and as shown on  
30 the City of Lebanon Draft Class VI Roads map printed June, 2013 subject to the following public  
31 trail use restrictions: Means of travel shall be restricted to horse, foot, ski and snowshoes, and  
32 snowmobiles when snow cover is adequate. Motor vehicles, wheeled vehicles, and off-highway  
33 recreational vehicles other than snowmobiles, shall be prohibited, subject, however to vehicular

1 uses of abutting landowners for access to existing uses of land as set forth in RSA 231-A:1(I). The  
2 Public Works Director shall cause to be posted legible signs at the entrance to the trail describing  
3 the restrictions contained herein, as provided by RSA 231-A:4.

4 *Seconded by Ms. Monroe.*

5 Discussion on the Motion was had among the Committee members.

6  
7 **Roll Call Vote:**

8 Erling Heistad, Barbara Hirai, Joan Monroe, and Colin Smith all voting Yea.

9 None voted Nay.

10 **Recused: Mr. Stephen Wood**

11  
12 *\* The Vote on the MOTION was approved (4-0). Mr. Wood was recused from this vote.*

13  
14 **Mr. Stephen Wood returned as a regular member for this meeting.**

15  
16 **4. OTHER BUSINESS:**

17  
18 **A. Review of 2022 Meeting Calendar:** Mr. Goodwin asked if anyone wanted to meet any other night  
19 besides the first and third Thursday meeting of the month. He said if they did then they would need to  
20 discuss the 2022 meeting calendar.

21  
22 Discussion turned to wording on road signage and when to work on it as a committee.

23  
24 The committee also spoke of possibly taking back up Class VI Roads that they had previously looked at  
25 to see if they should recommend some of those roads be re-classified as a Class A Trail.

26  
27 It was decided that the Class VI Roads committee would take a break until February 2022.

28  
29 **5. FUTURE AGENDA ITEMS: None**

30  
31 **6. OPEN TO THE PUBLIC: None**

32  
33 **7. ADJOURNMENT:**

34  
35 *A MOTION was made by Mr. Wood to adjourn the meeting at 7:38 PM.*

36 *The MOTION was seconded by Ms. Heistad.*

37  
38 **Roll Call Vote:**

39 Erling Heistad, Barbara Hirai, Joan Monroe, Stephen Wood, and Colin Smith all voting Yea.

40 None voted Nay.

41  
42 *\* The Vote on the MOTION was approved (5-0)*

43  
44 Respectfully submitted,

45 Barbara Higgins

46 Recording Secretary

**Agenda**  
**Class 6 Roads Advisory Committee**  
**July 7, 2022**

**Agenda Item #3A**  
**Study Items**

# **Review and Discussion of Class 6 Rd #2 - Dorset Lane**

**FINAL**

**CITY OF LEBANON  
CLASS VI ROADS ADVISORY COMMITTEE  
Minutes of November 12, 2008  
City Hall Council Chambers @ 5:30 PM**

**MEMBERS PRESENT:** Stephen Wood (Chair/City Council Rep), Colin Smith (Vice-Chair/Ped & Bike Advisory Committee Rep), Carl Porter (Citizen Rep), Joan Monroe (Planning Board Rep/arrived at 5:41 PM) and Judy Macnab (Conservation Commission Rep/arrived at 5:50 PM)

**MEMBERS ABSENT:** None

**STAFF PRESENT:** Associate Planner Tracey Thibault

**OTHERS INTERESTED:** Ron Bailey

---

**1. CALL TO ORDER:**

Chair Wood called the meeting to order at 5:40 PM.

**2. APPROVAL OF MINUTES:** October 8, 2008

Chair Wood asked for corrections to the minutes of October 8, 2008. None were noted.

**A motion by Mr. Porter to approve the minutes of October 8, 2008 as presented. Seconded by Vice-Chair Smith. There being no further discussion, a vote was taken and passed unanimously (3-0).**

Ms. Monroe arrived at 5:41 PM.

**3. STUDY ITEMS:**

**A. BEGIN TEMPLATE APPLICATION FOR:**

- ▶ Road #2 (Off Jenkins Road/Dorset Lane)
- ▶ Road #3 (End of Farr Road)
- ▶ Road #4 (End of Dorothy Perley Road)
- ▶ Road #5 (End of Alden Road)
- ▶ Road #6 (Off Stevens Road)

Associate Planner Thibault suggested starting with Road #2 which she described as being off

Dorset Lane. She noted that there is map evidence from 1892-1930 that the road existed and she found no evidence of it being discontinued. Chair Wood recommended template application for this road and asked for participation from members of the audience.

Richard Olson, a homeowner at 30 Dorset Lane, asked for the description of a Class VI road and Chair Wood gave a detailed definition noting that it differs from a Class V road only by maintenance.

Ms. Macnab arrived at 5:50 PM.

Template application took place on this road with Committee members participating along the way.

Mark Nunlist, a homeowner at 20 Dorset Lane, noted that there are signs that have been posted by landowners that discourage the use of anything that has a motor on it.

Michael Schwarz, a homeowner at 9 Dorset Lane, noted that he has never seen a wheeled vehicle on this road since he has lived there.

Committee members, Ms. Monroe and Mr. Bailey, noted that vehicles can access this road from the other side.

Mr. Nunlist noted that the road is used for walking, skiing and snowshoeing. He also noted that there are ruts that have been unchanged for years with some natural erosion occurring because of this. Mr. Nunlist expressed that he would love to see it no more finished than it currently is and if it were to go to a Class A trail without harming the landowner's rights, he believes that it would be even better.

Chair Wood stressed that the change from a Class VI road to a Class A trail would only change the landowner's ability to petition the City to allow them to turn it into a Class V road. He noted that the City would have more control over potential misuses of a Class A trail, which would prohibit motorized vehicles but not snowmobiles.

Grace Lundberg, a homeowner at 5 Dorset Lane which abuts this road, noted that she would like to see the road remain the same as it is and sees no reason to change it.

Chair Wood asked members of the audience that were present specifically for this road, to indicate their desire for keeping it as a Class VI road or changing it to a Class A trail. There were three in favor of keeping it the same and five in favor of changing it.

Chair Wood recommended another meeting on this road before the Committee makes any kind of recommendation. This would allow other property owners, specifically the Barden's and the Wasson's, to be able to express their opinions. It was agreed that this was a good idea.



John Wasson, a homeowner at 1 Dorset Lane, arrived at this time and Chair Wood updated him on what had been discussed so far. Mr. Wasson expressed total indifference to any change. He then questioned the process for someone who might want to develop surrounding land if the road were designated a Class VI road or a Class A trail. Chair Wood explained that their right, not their ability, to petition the City for permission to improve the road to City standards would not be available if it was a Class A trail but would be if it was a Class VI road. Associate Planner Thibault noted that a Class A trail could be converted back to a Class VI road and then upgraded to a Class V road.

Curt Jacques, a homeowner at 30 Stevens Road, recommended getting another consensus from those most affected since more information on the difference between the two classifications had been discussed.

Chair Wood again polled those in the audience who were present specifically for discussion of this road, to indicate their desire for keeping it a Class VI road or changing it to a Class A trail. There were six in favor of keeping it the same and five in favor of changing it.

Chair Wood recommended moving on to the next road, with discussion on this road to be continued to their next meeting with all direct abutters being notified that the Committee is considering changing the classification from a Class VI road to a Class A trail.

Template application began on Road #3 (End of Farr Road). Associate Planner Thibault noted that there was a question whether this road had been discontinued in 1837.

Rhys Dulac, a homeowner at 76 Sunset Rock Road, noted that this has been a pasture for cows and a snowmobile trail up until the 1980's. He has no issue with the road the way it is now and that there is only one other landowner who abuts it. He also noted that he would not like to see it downgraded.

Chair Wood recommended skipping over the template application for Road #3 (End of Farr Road) and proceeding with Road #4 (End of Dorothy Perley Road). Template application was applied for this road. Dorothy Perley Road residents Bernie Hazelton and Lorraine Slack offered input and the Committee, as well as members of the audience, decided that there was no reason to change its classification from a Class VI road to a Class A trail.

Template application began on Road #5 (End of Alden Road). Ms. Slack and Lawrence MacLeod offered input through the process and the Committee, as well as members of the audience, decided that there was no reason to change its classification from a Class VI road to a Class A trail.

Template application began on Road #6 (Off Stevens Road). Mr. Jacques noted that this is a trail that used to go up to a sugar house and some camps. Associate Planner Thibault noted it on the 1892 map as well as the 1930 map. Mr. Porter described what he believed to be the road in



question. Mr. MacLeod noted that they were actually discussing two different roads separated by 1/4 of a mile. A brief discussion took place and clarification was made between the two roads. After template application, it was determined that there was no evidence that this was a Class VI road. Discussion on this road will continue in the future.

**4. OTHER BUSINESS:**

None was discussed at this time.

**5. OPEN TO THE PUBLIC:**

No members of the public spoke at this time.

**6. ADJOURNMENT:**

**A motion by Mr. Porter to adjourn the meeting. Seconded by Ms. Macnab. There being no further discussion, a vote was taken and passed unanimously (5-0).**

The meeting was adjourned at 7:00 PM.

Respectfully submitted,

Annette B. Dauphinais  
Recording Secretary



**FINAL**

**CITY OF LEBANON  
CLASS VI ROADS ADVISORY COMMITTEE  
Minutes of January 14, 2009  
City Hall Council Chambers @ 5:30 PM**

**MEMBERS PRESENT:** Stephen Wood (Chair/City Council Rep), Carl Porter (Citizen Rep), Judy Macnab (Conservation Commission Rep) and Joan Monroe (Planning Board Rep/arrived at 5:35 PM)

**MEMBERS ABSENT:** Colin Smith (Vice-Chair/Ped & Bike Advisory Committee Rep)

**STAFF PRESENT:** Associate Planner Tracey Thibault and Public Works Representative Loretta Slicer

**OTHERS INTERESTED:** Ron Bailey

---

**1. CALL TO ORDER:**

Chair Wood called the meeting to order at 5:30 PM.

**2. APPROVAL OF MINUTES:** August 13, 2008  
November 12, 2008

Chair Wood asked for corrections to the minutes of August 13, 2008. None were noted.

**A motion by Mr. Porter to approve the minutes of August 13, 2008 as presented. Seconded by Ms. Macnab. There being no further discussion, a vote was taken and passed unanimously (3-0).**

Chair Wood asked for corrections to the minutes of November 12, 2008. None were noted.

**A motion by Mr. Porter to approve the minutes of November 12, 2008 as presented. Seconded by Ms. Macnab. There being no further discussion, a vote was taken and passed unanimously (3-0).**

**3. STUDY ITEMS:**

**A. RECOMMENDATION:**

- ▶ Road #2 (Off Jenkins Road/Dorset Lane)

Associate Planner Thibault noted that previous discussion had taken place on this road but the

Committee had decided to postpone a recommendation on it until someone from the Barden family could be present. Ms. Macnab noted that she had discussed this road with Suellen Balestra who lives in the neighborhood and believes this road to be used extensively for walking and horse-back riding as well as being an access to the tower at the top of Mt. Tug.

Ms. Monroe arrived at 5:35 PM.

Joe and Michael Barden were present in the audience.

Joe Barden questioned the location of the road in question on the map displayed by Associate Planner Thibault. He believes the actual location to be different and indicated this on the map. He presented a map that had been prepared for him by Pathways Consulting. He noted that there is definitely a Class VI road that goes up there but not on their property. As it was not clear as to the actual location of the road, a discussion was held and maps were reviewed to try to determine the location and whether or not they were actually discussing two separate roads.

Chair Wood explained the charge of the Class VI Roads Advisory Committee and defined a Class VI road and a Class A trail to Joe and Michael Barden who asked questions about this process. Joe Barden noted that they have a land-locked piece of property with two legal right-of-ways, one being the road in question and the other off from Westview Lane. He also noted that this piece of property is on the market and questioned if downgrading the road would undermine the value of the property.

Associate Planner Thibault believes that the Class VI road exists but it has been put too far south on the map overlays. She suggested the Committee focus on whether or not they think it is a Class VI road, what they would recommend for it and if there are discrepancies to the actual physical location they direct Mark Goodwin to correct them. Another discussion took place with Committee members and staff trying to determine whether or not there were two roads in question instead of just one.

Chair Wood believed that there was enough evidence to suggest that the road in question was a Class VI road and that template application continue on it. Ms. Monroe recapped the November meeting when this road was first discussed with other residents present. Chair Wood noted that the Committee held off on making any recommendation on this road until they could discuss it with the Bardens present.

Template application on this road took place with all those present offering their input through the process and the Committee's consensus was not to make any recommendation on this road.

**B. BEGIN TEMPLATE APPLICATION FOR:**

- Road #3 (End of Farr Road)
- Road #6 (Off Stevens Road)



Template application had been started on Road #3 at the November meeting. A brief review and discussion of what had been done took place before the template application was continued. Associate Planner Thibault suggested that the road in question be inspected before going any further and Ms. Macnab and Ms. Monroe offered to walk it. Chair Wood recommended keeping this road on the agenda for next month's meeting.

Template application had also been started on Road #6 at the November meeting. After a brief discussion on this road and continuation of the template application, the Committee decided to recommend discontinuance of Road #6.

**A motion by Ms. Macnab to recommend to the City Council discontinuance of Road #6 (Off Stevens Road). Seconded by Mr. Porter. There being no further discussion, a vote was taken and passed unanimously (4-0).**

**4. OTHER BUSINESS:**

Associate Planner Thibault suggested continuing discussion of Road #3 at next month's meeting as well as beginning discussion of roads 48, 49 and 50.

**5. OPEN TO THE PUBLIC:**

There were no members of the public in attendance at this time.

**6. ADJOURNMENT:**

**A motion by Ms. Macnab to adjourn the meeting. Seconded by Mr. Porter. There being no further discussion, a vote was taken and passed unanimously (4-0).**

The meeting was adjourned at 6:55 PM.

Respectfully submitted,

Annette B. Dauphinais  
Recording Secretary



City of Lebanon



Department of  
Public Works

## Class VI Road Dorset Lane

NOT FOR OFFICE USE  
This map is considered a  
working document and is  
not intended to be an  
accurate layout of the  
Class VI road.

- Legend**
- Border
  - Buildings
  - GRANIT Water
  - Road Centerlines
  - Parcels

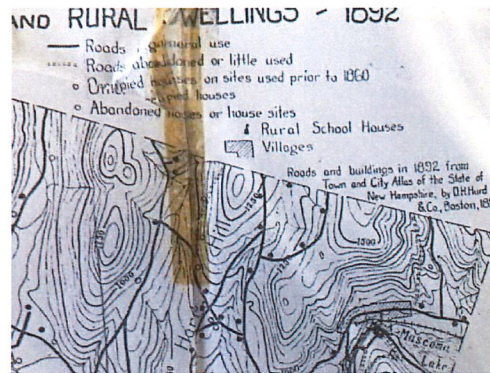
900 0 900 Feet



Regarding Class 6 road #3, Dorset Lane.

#### History:

- Shown on Lebanon maps for over 150 years. The map below from 1892 shows the road in use (1892) with three houses – the lower house is current Wasson. The next one up was called the “Fresh Place” and was an easily explored cellar hole until bulldozed by Joe Barden about 15 years ago.



- The three properties in turquoise provided by the City of Lebanon are Wasson, Dorset Lane “Community”, and Don Goodwin.
- During roughly 1978-1990 Gail Wasson boarded up to 10 horses. The riders were able to ride on the trail to the “tower” or the connection to the Blueberry Hill development without difficulty through the now Goodwin parcel. Pedestrians and skiers, snowmachine users, and some vehicles also used the road.
- From the 1990’s on the open fields on the Goodwin parcel (that had been hayed in the past) grew over. The road became increasingly impassable except for pedestrians and skiers.
- Extensive logging operations in the past 15 years have made this former road almost impossible to see on the Goodwin parcel.

#### Future Plans:

The Wassons plan to donate the adjoining parcel to the City of Lebanon as a hiking area (see attached PDF). The Lebanon Conservation Commission discussed and liked the idea. Because of COVID and the lack of a pressing deadline no further action has been warranted. (Details are being worked out).



#### SEARCH SUMMARY

On the U.S.G.S. maps (which were from "The Evolution of Land Utilization in Lebanon, N.H." by Edward Nathaniel Torbert, August, 1931) Fig. B. 1776 does not show the road in question (hereinafter referred to as Road). Presumably, the Road was not laid out with the early formation of Lebanon. I was unable to locate in the earliest records of Lebanon any likely possibility of the Road's layout. Figure C indicates the Road laid out in the early nineteenth century with three houses on it. Note the words "probable roads" in the heading of Fig. C. Presumably the houses on the Road were owned by: Loomer (or possibly Fisk); Scott; and Noah Barden. (See Harry Hill map marked I, houses #22, 23 and 24. However, in that time period from 1776 through the early nineteenth century, I still could not locate any official layout of the Road. One could assume that this Road may have come into being through usage. Fig. D indicates the Road laid out with still three houses. In 1860 these houses were owned by Loomer; D. Scott (or Briggs); and J. Scott (or Noah Barden). Still I could not locate any official layout (or discontinuance). In 1869 the name of William Fresh appears on the assessment records of Lebanon as owning property through 1888 and possibly after. Note the petition (Sheet #1) for official layout of road from the schoolhouse of former District No. 11 to Hanover line 50 rods West from the dwelling house of D. G. Briggs (house #22). This is west of the Road in question. As the notation indicates this layout was from Jesse Barden's house #20 to the Town line. My assumption is that since this petition was signed by neighbors in the area - and signed by William Fresh - he obviously resided in this immediate area. There is the possibility he may have owned the J. Scott place #23. If this were so, it would account for the Road discontinuance from Fresh to Hanover, as you know. (Sheet #2).

One possibility for defending road discontinuance -- not on point --- see Sheet #3. Assuming the road from house #20 to Hanover line was "relocated" (exact definition could be questioned), could it not be stated that our Road in question was discontinued because the road was laid out or "relocated".

Figure E (1892) indicates this road in general use with presumably the houses owned by the same families. There is a slight possibility that this road may have been laid out in stages from farm to farm. Not having the chain of title for the J. Scott or Briggs property, I worked with the names given in the Hardy Hill history and in the History of Lebanon 1761-1887 with no luck on either the road being laid out on a farm to farm basis or even directly to Hanover, or any discontinuance.

On Fig. F you will note that the Road is now indicated as abandoned or a private road with two of the houses shown as unoccupied and one abandoned house site, Sarden's widow being the owner at this time of the Loomer place. I have researched all earlier records of Town Selectmen's meetings, Town Meetings (even though according to New Hampshire statute road layouts must come before the Selectmen and not Town Meeting) and City Council meetings up to 1970. I will finish up to 1975 this week. In 1959 the City Council moved to investigate four dead end roads in the Hardy Hill area (see sheet #4). Nothing further was found in the minutes of City Council meetings. From the article in the "Granite State Gazette" it appears the owners involved were not of either the Hungerford or Cole property (see sheet #4).

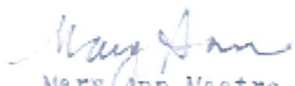
I have also included all copies of road layouts to Hanover (under elastic band). I have read all road layouts and discontinuances and none appear applicable. Even those road layouts to Hanover I have questioned, I believe you will find either the location not accurate or the names not of Hardy Hill area. While I could not locate the names in be residents of another area of Lebanon, they certainly do not appear to be apart of Hardy Hill History.

Other information sheets I have worked with and included are: maps of other areas of Lebanon II, III and IV to give me an idea of who lived where and a copy of the original tract layouts. These sheets I used in conjunction with the History of Lebanon.

If you would like anything further done or would like me to go over this information with you, let me know -- evenings, if it is more convenient for you, will be fine. I will submit my bill in a few days after I finish the City Council Minutes through 1975.

While we did not discuss hourly rates, in doing house chronology research, I charge \$5.00 per hour plus disbursements.

I have enjoyed doing this research and if you ever need further assistance, please call.

  
Mary Ann Mastro  
15 Green Street  
Lebanon,  
448-1989



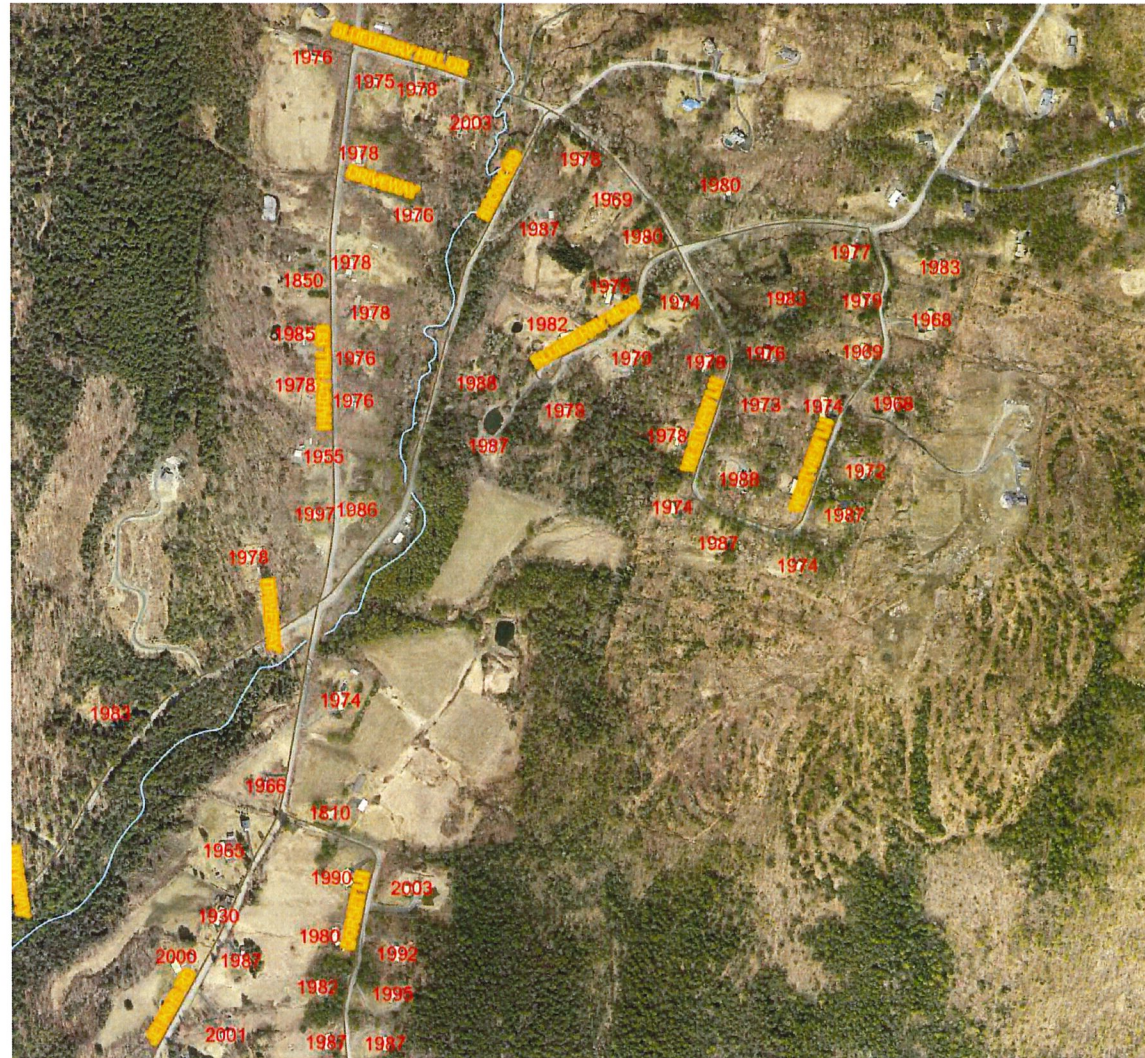
2021 Ortho Image  
(Building Footprint Labels = Approximate Year Built)

Assess the “Y”

Is the common “Y” configuration observed in the historic 1855 and 1892 map depicting Hardy Hill Rd as the Left side of the “Y” and Brook Road as the Right side of the “Y”?

Or is the Ride side of the “Y” the Torbet road that comes in from Dorsett Ln, and then heads in a N/NE direction up towards present day West View Lane?

Note Brook Rd and the Stream that flows N/S

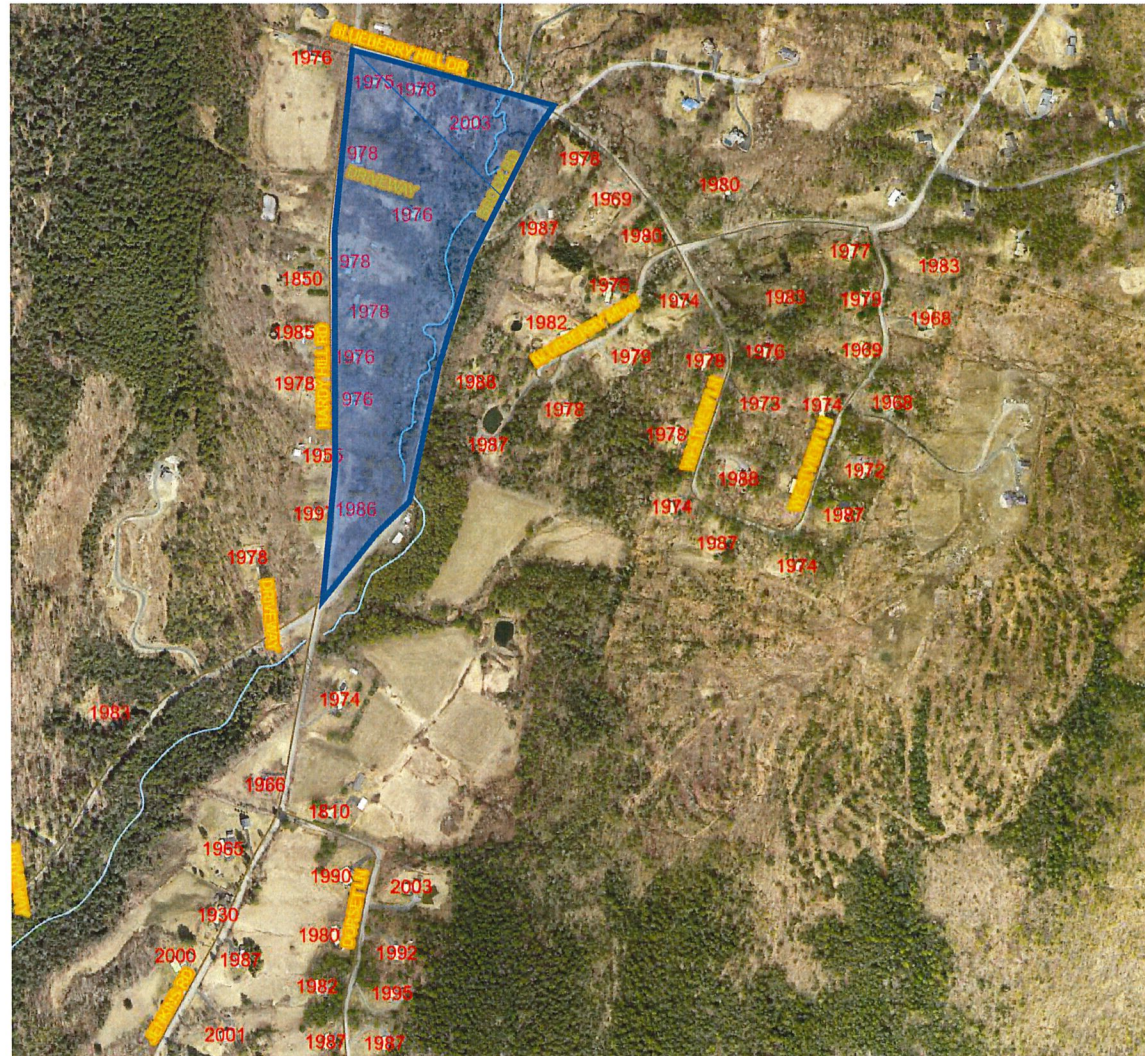




## Conceptual Depiction #1 – Brook Rd “Y”

*Note Brook Rd and the Stream that flows N/S*

*Note the absence of homes along the western side of Brook Road*



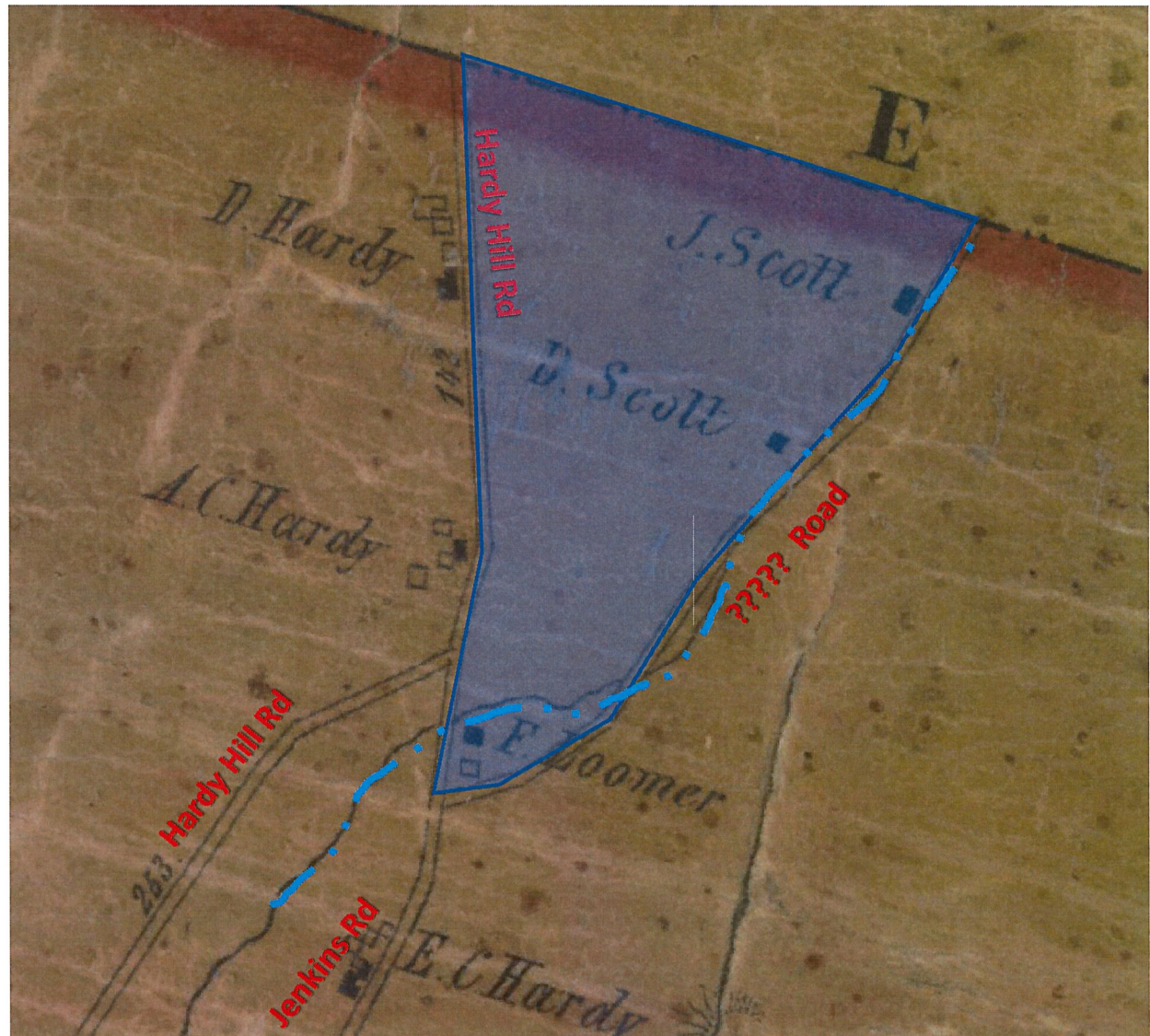


## Conceptual Depiction #2 – “Y”

1855 Eaton Map

*Note the stream  
representation.*

*Note three homesteads on  
eastern section of the “Y”,  
on the Western side of the  
roadway depicted*







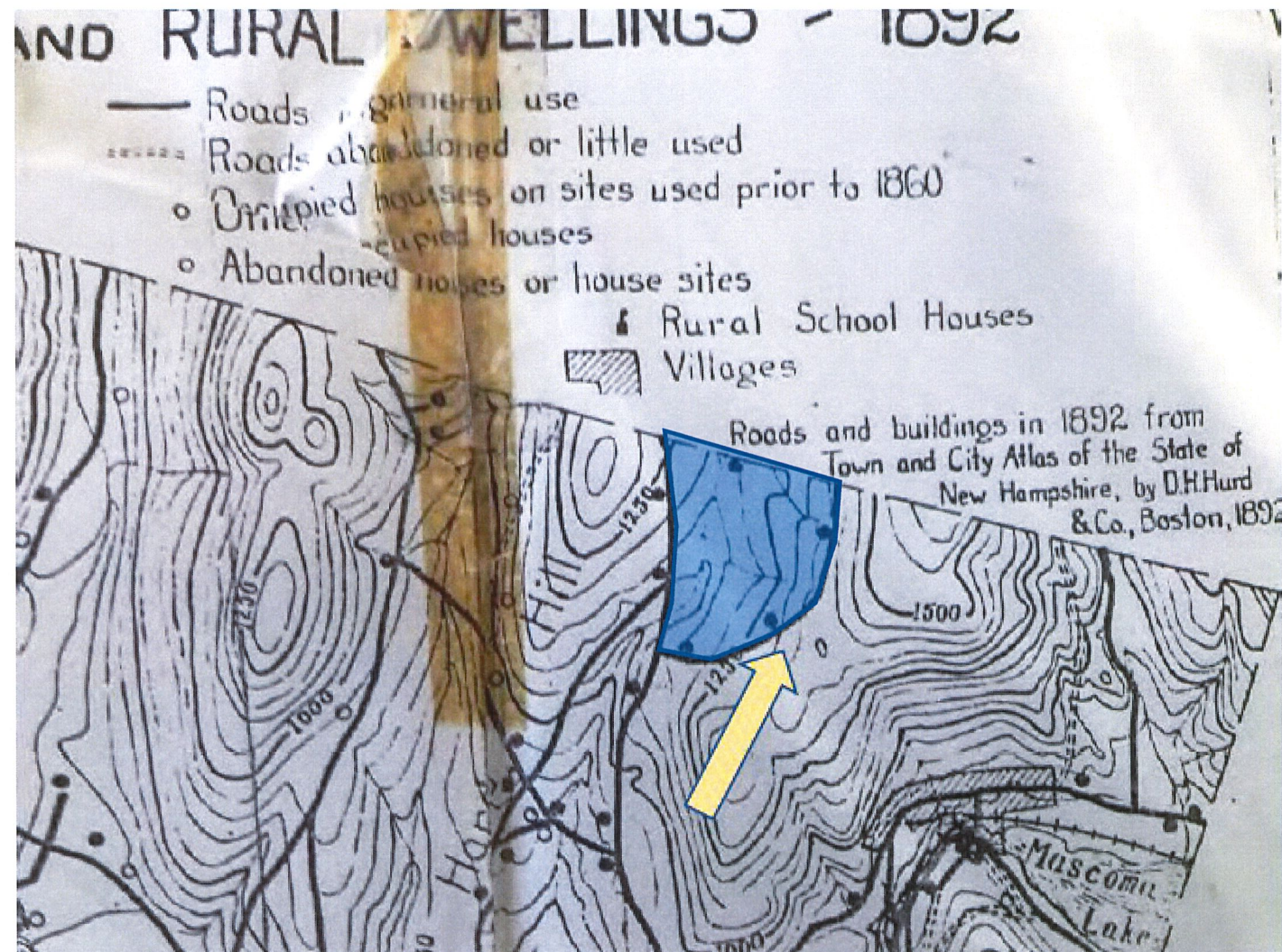


Conceptual  
Depiction #4 – “Y”

1892 Torbet Map

*Note the stream  
representation  
not legible but  
perhaps inferred  
from contour  
lines*

*Note three  
homesteads on  
eastern section  
of the “Y”,  
along West side  
of the roadway  
depicted*





Conceptual  
Depiction #4 – “Y”

Conceptual Depiction of Historic Road  
(2021 Ortho Image)

Orange: A conceptual depiction of a road/trail that can still be partially followed. It was easier to follow prior to the 2008(?) logging operation.

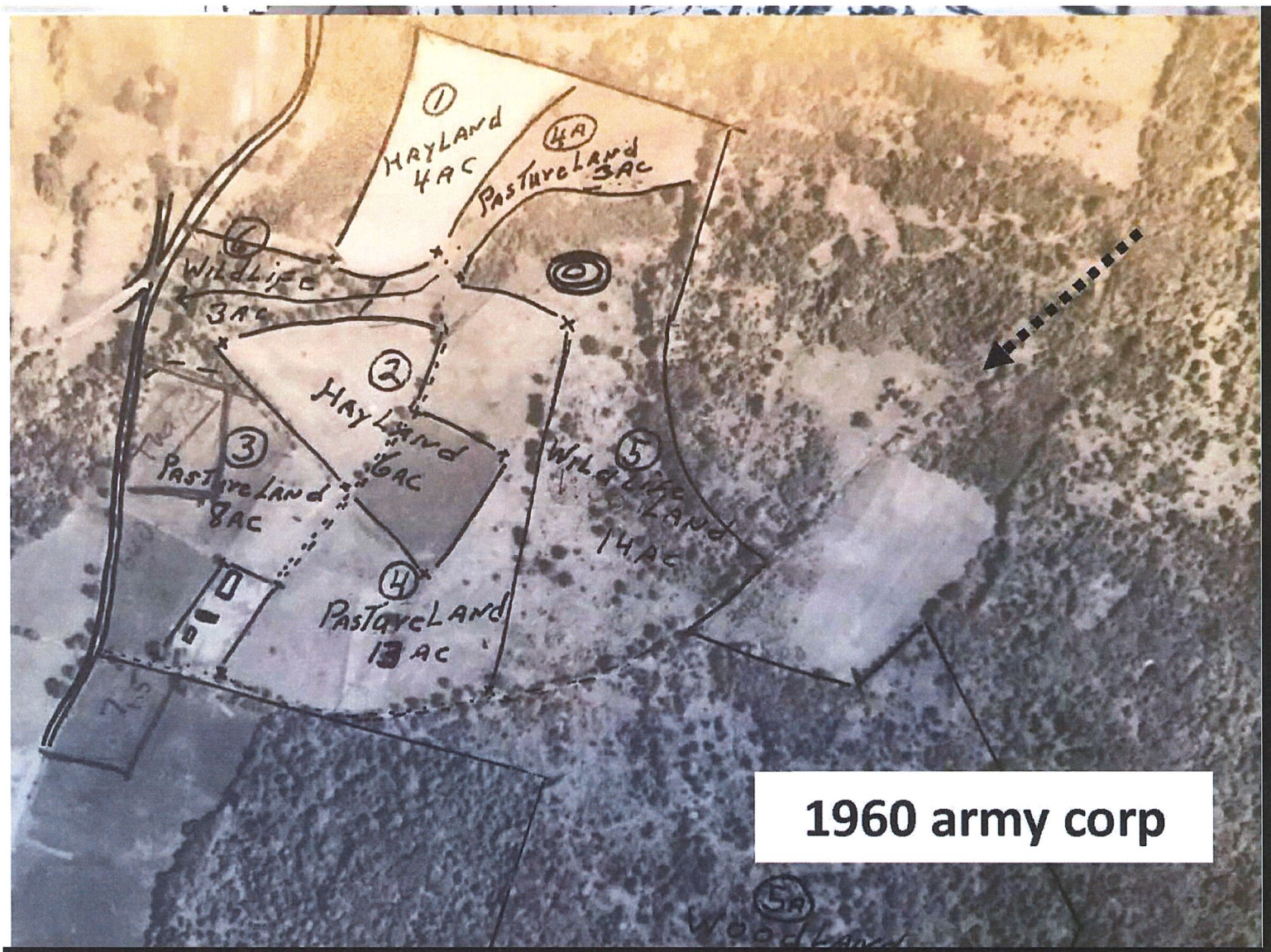
**Yellow** = a trail that was captured as Dorset Ln in the 1989 (?) DPW Atlas. No information supporting it was ever anything other than a private trail. IGNORE

*Note the stream representation  
is to the West of*





Historic Image #1  
1960 Army Corp



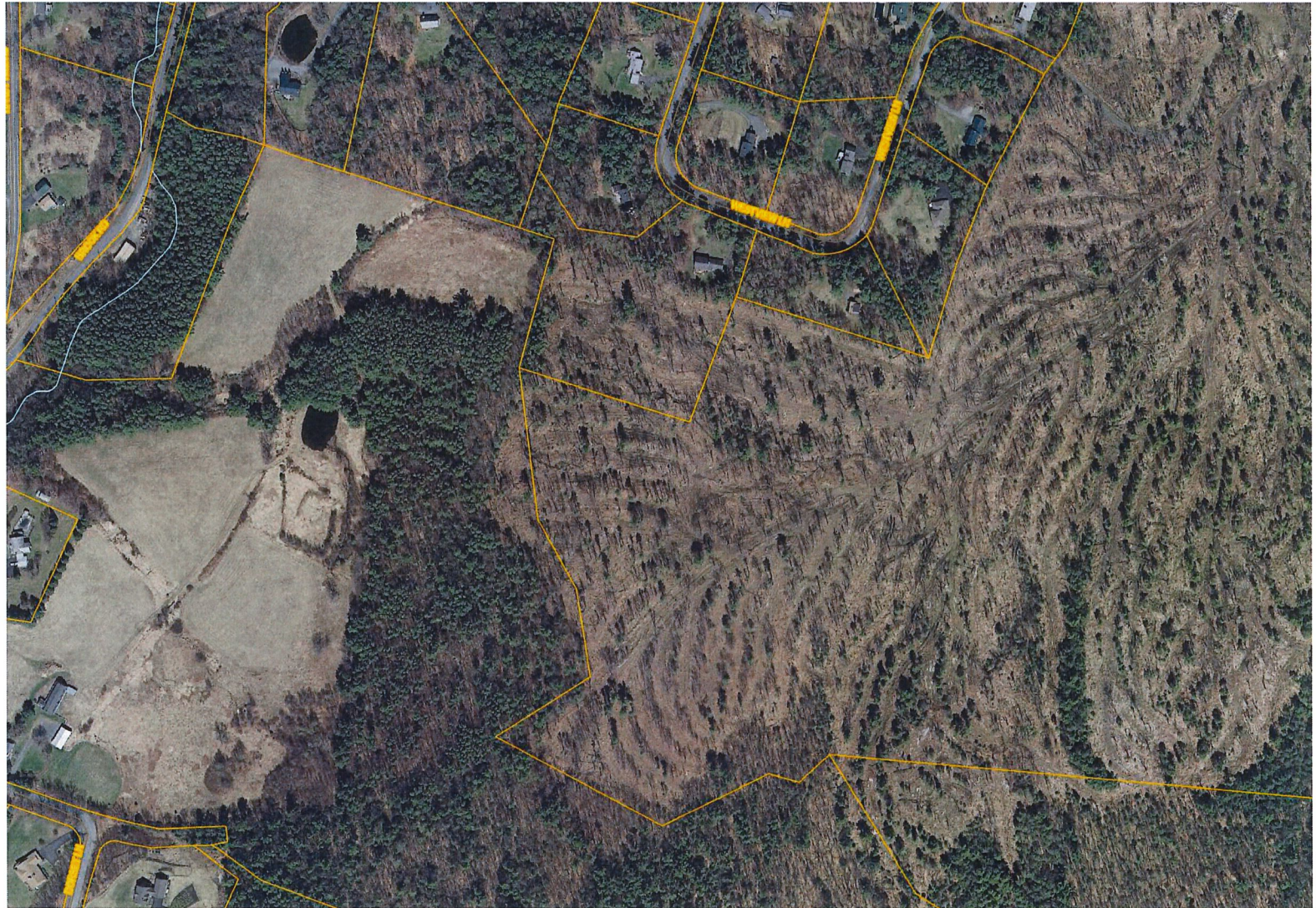


Historic Image #2  
2003 Imagery





Historic Image #3  
2010 Imagery





Historic Image #4  
2015 Imagery





## Conceptual Depiction of Historic Road (2021 Ortho Image)

**Yellow** = a trail that was captured as Dorset Ln in the 1989 (?) DPW Atlas. No information supporting it was ever anything other than a private trail.

**Orange:** A conceptual depiction of a road/trail that can still be partially followed. It was easier to follow prior to the 2008(?) logging operation.

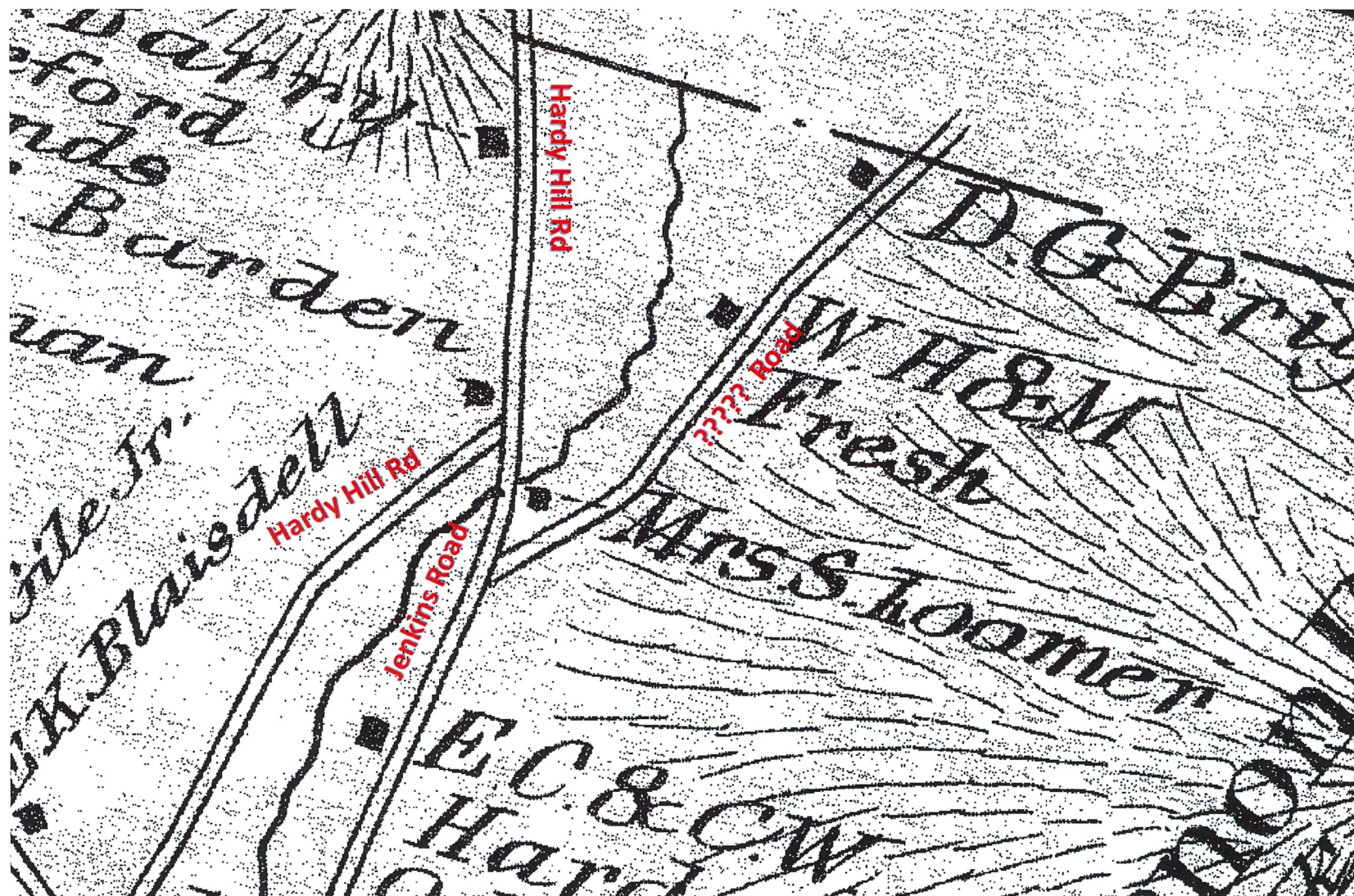




1855 Eaton Map



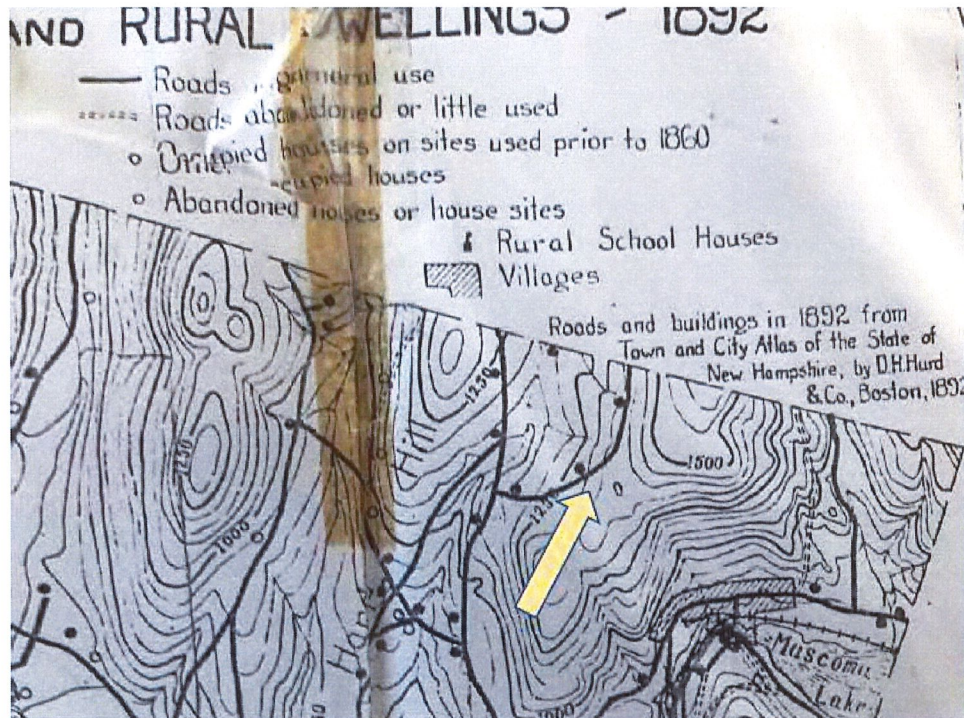




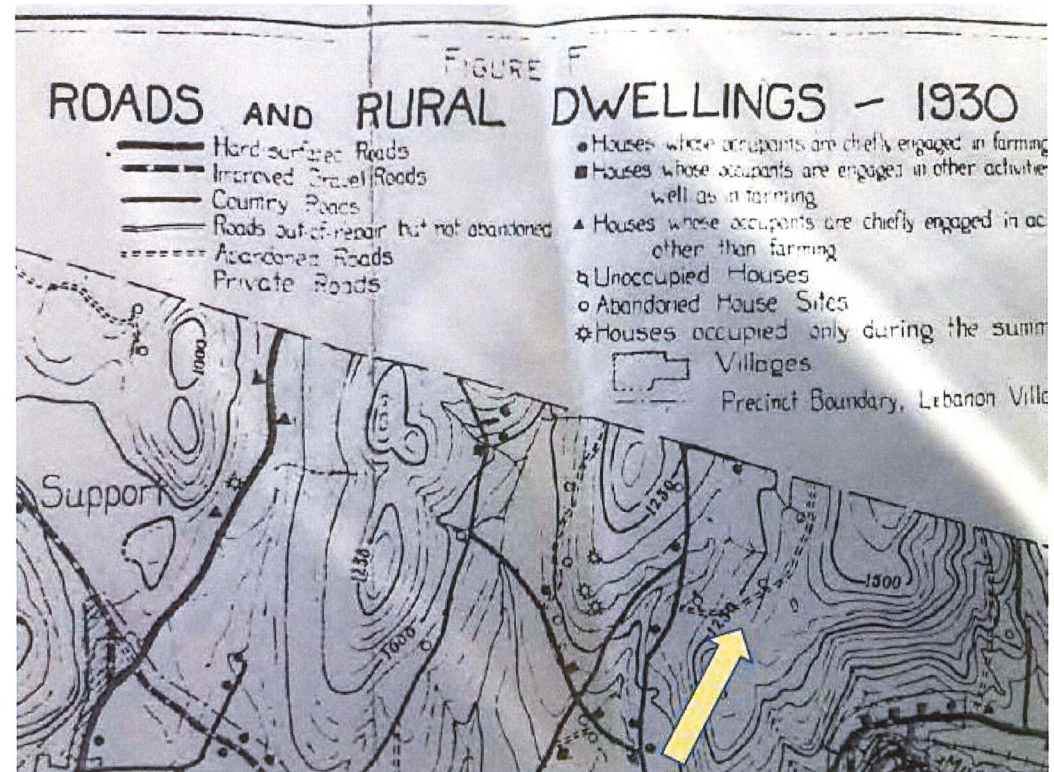
1892 Hurd Atlas



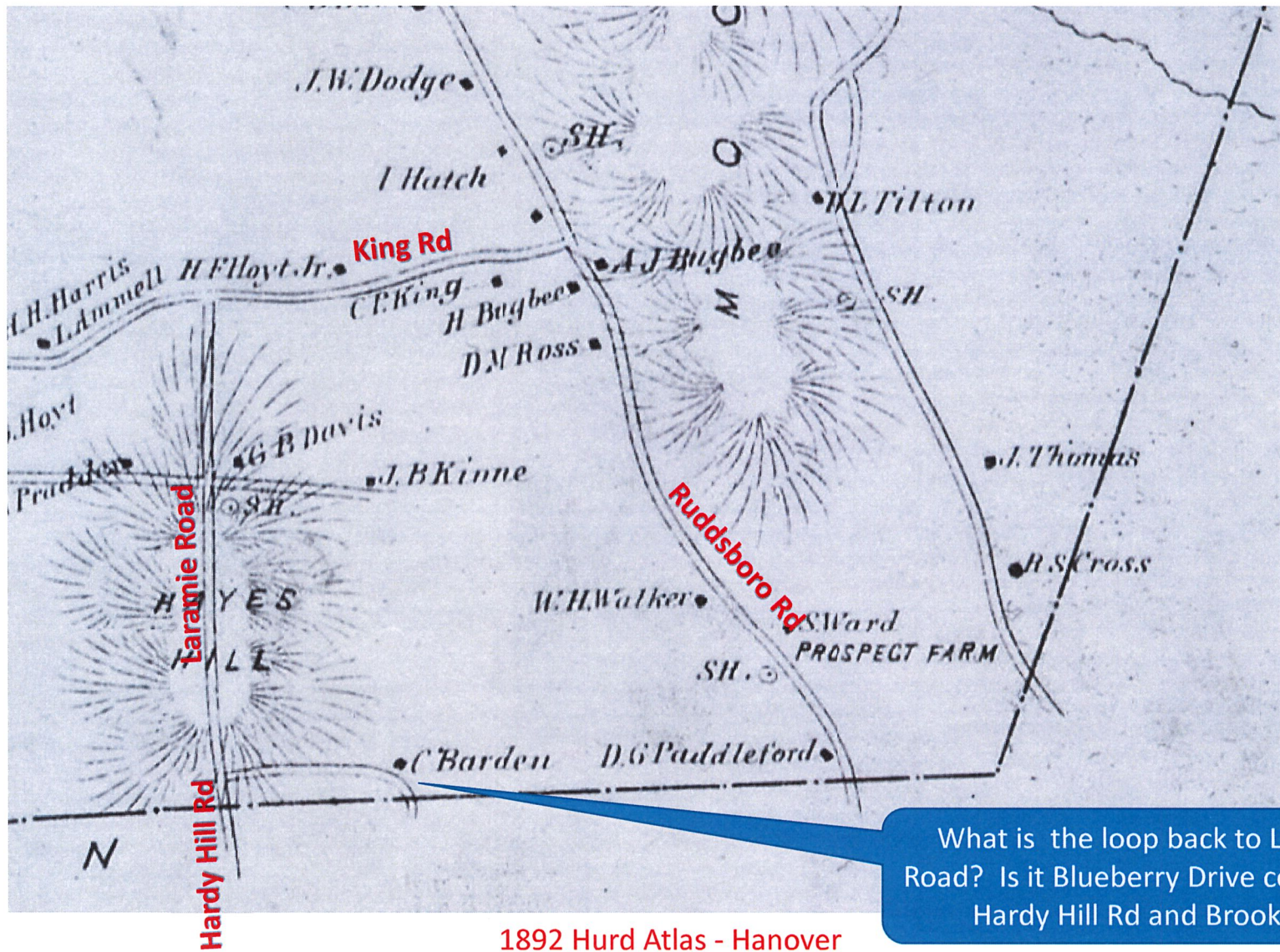
1892 Torbet Map



1930 Torbet Map



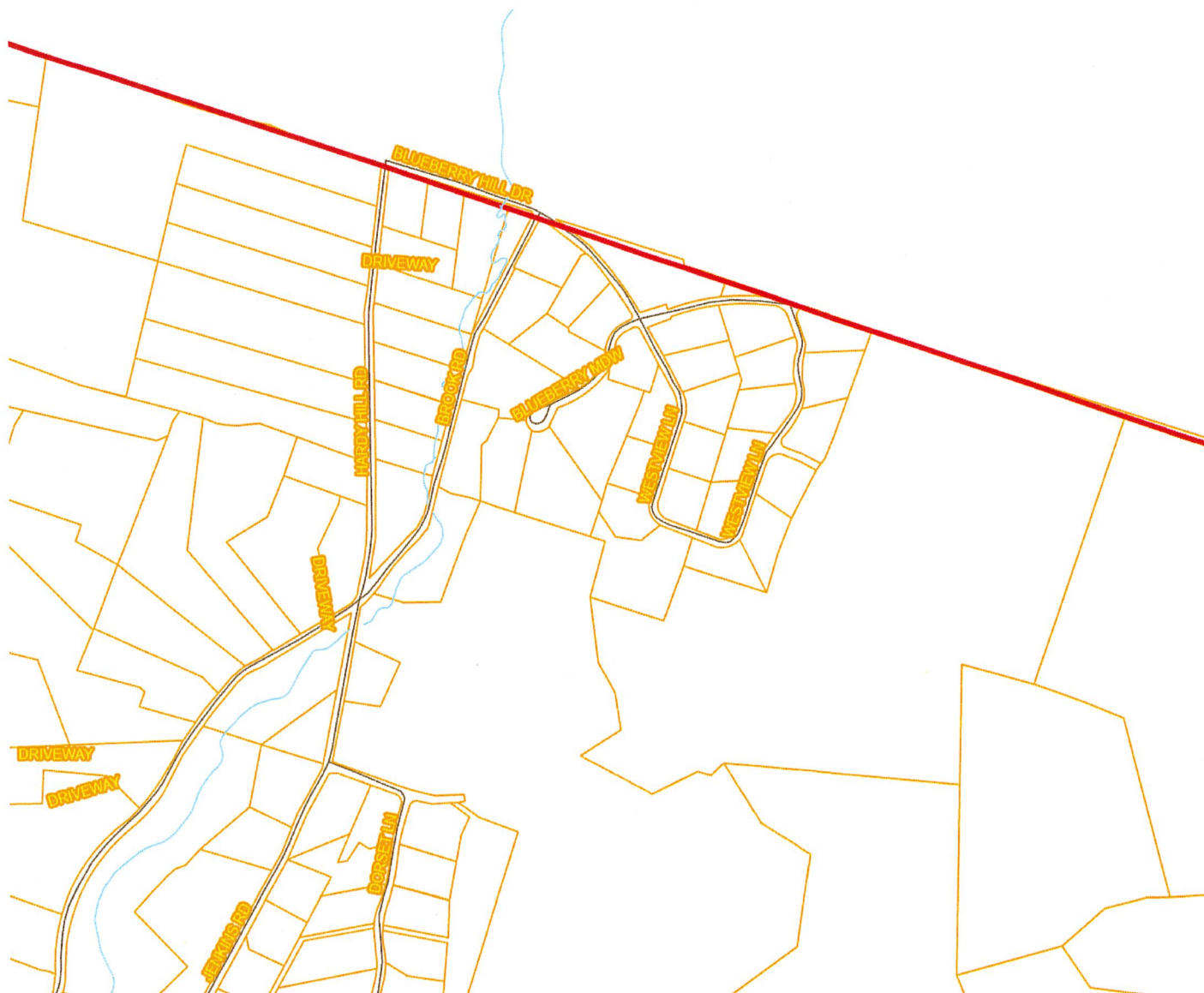




1892 Hurd Atlas - Hanover

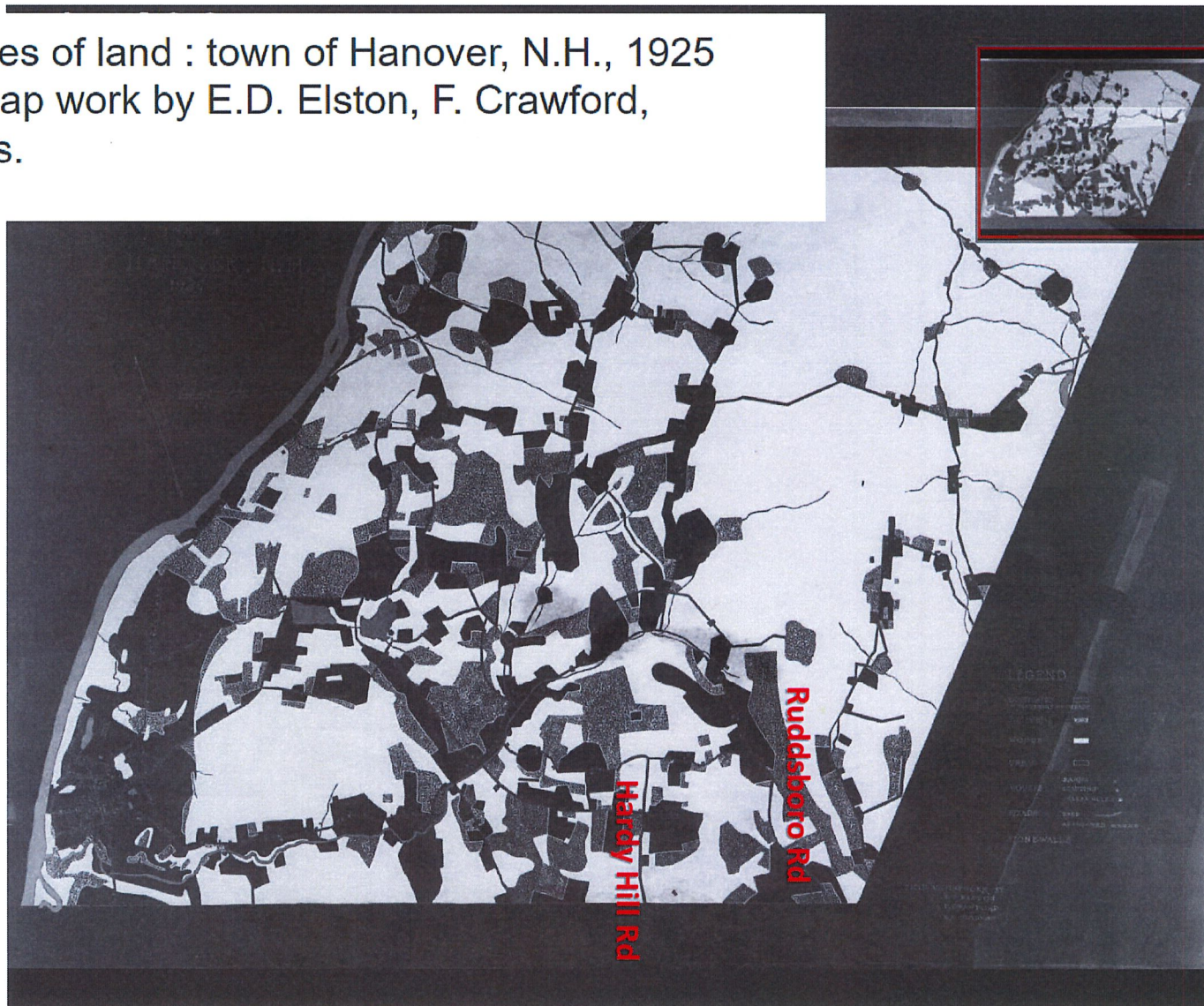
What is the loop back to Laramie Road? Is it Blueberry Drive connecting Hardy Hill Rd and Brook Rd?





Economic uses of land : town of Hanover, N.H., 1925  
/ Field and map work by E.D. Elston, F. Crawford,  
K.C. Simonds.

[Go to Description ↴](#)





There are three issues before the Class VI committee:

1. The geography of the road – it existed.
2. The legal status of the road – it was never discontinued.
3. Public Use – changes over time.

#### Geography.

The road existed. The durable anchors for all the maps are i) our house at 1 Dorset Lane, ii) the rock wall that extends half of its distance to the Hanover line, iii) and the (former) cellar hole of the “Fresh Home”.

The many maps confirming the road are cited by Mark Goodwin. Enclosure #1 summarizes the road and its residua over time. The addition of the “Hurd map” is close to reality. However, the “Eaton Map” is out of scale and wrong. (The brook shown leaving out the main channel and indicating one of the smaller waterways that feeds our pond area and drains down to Hardy Hill brook??).

The 1960 Army map is useful because it is close to the present. You can make out where the Fresh Home was. It was next to the clump of trees along the roadway in the upper fields. (Those trees were a “bride and groom” maples and a bit north along the road were very old vintage apples). The Army map also illustrates the pasturelands around the Fresh Home and further north in the Blueberry Hill area. If available in full, original Army map of the area (marked up here by the Ag Extension Service for soil and cropland use of our property) would probably show the “loop back” road (Hurd Atlas -1892) making the Blueberry Hill hayfields accessible and connecting to the Fresh home. Later, Bill Jordan would use this loop to build the Blueberry Hill development and Westview Lane.

Our cow-barn was completed in 1956 by Bob Sheridan who was using hay from these fields. The road was easily passable and remained so until the 1980s when ATV and other mechanized use eroded the base.

#### Legal Status.

In the early 1970s Steve Cole purchased and planned the Dorset Lane development on the Densmore pasture to the south of our house. John Hungerford, from whom we bought our property in 1978, tried unsuccessfully to document that the road either did not exist as a public way, or if it did exist, it had been discontinued. Though Lebanon was plowing the road to Hungerford’s driveway, he thought the rest of the road no longer had any standing. Hungerford commissioned Mary Anne Mastro to document his contention. (Exhibit 2,3,4) The bottom line is that in the hodgepodge of data she discovered was that fact that the road did exist over time and had never been discontinued but it was also never “official”. Despite the ambiguities the fact that Cole eventually prevailed strongly supports the position that by default the road is still public. Bill Jordan might have used this argument for accessing his development on Blueberry Hill if he had wanted to bear the expense of building it to modern specifications.

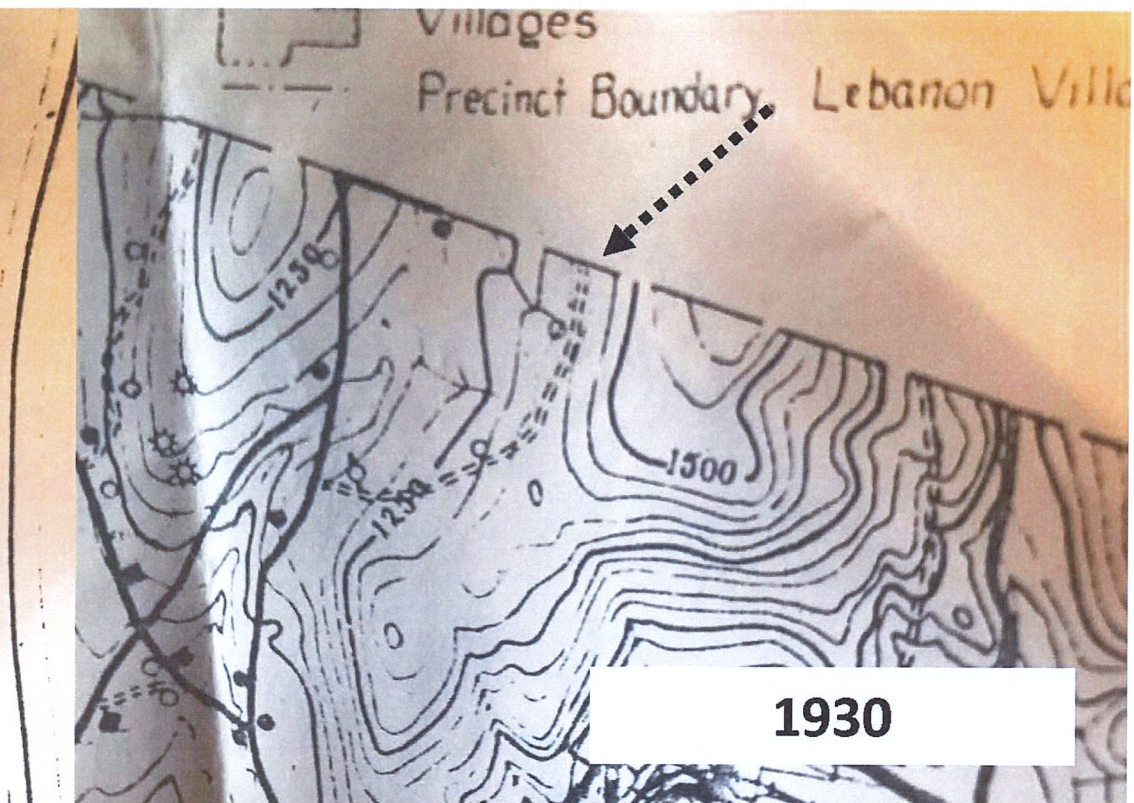
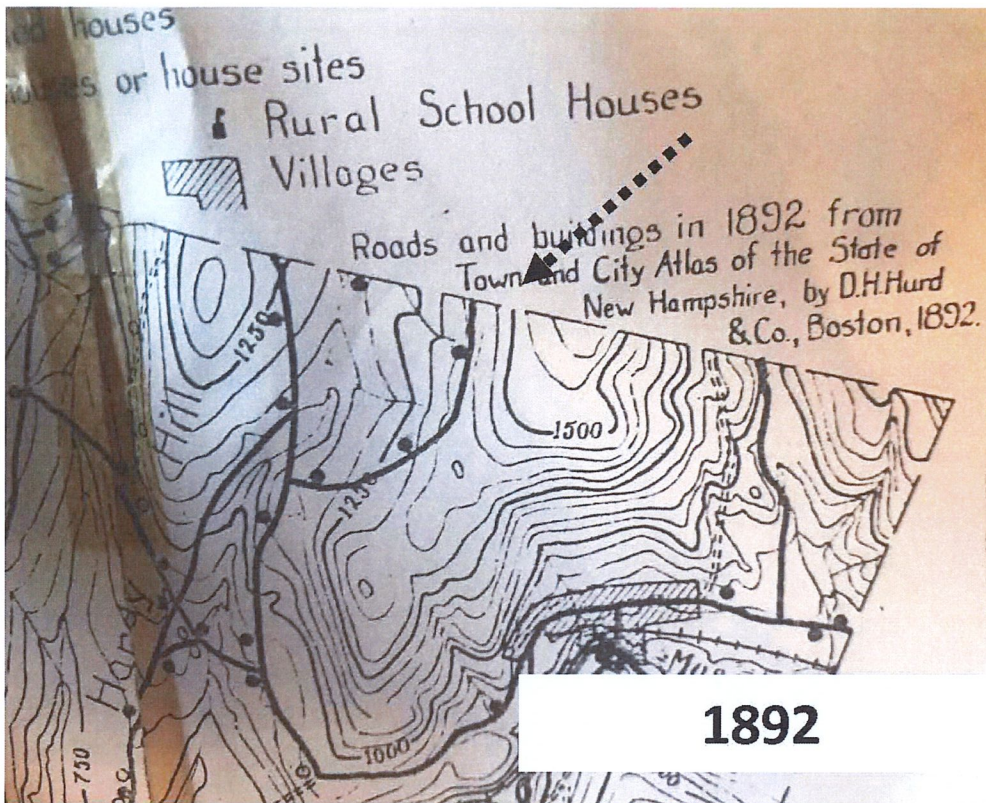
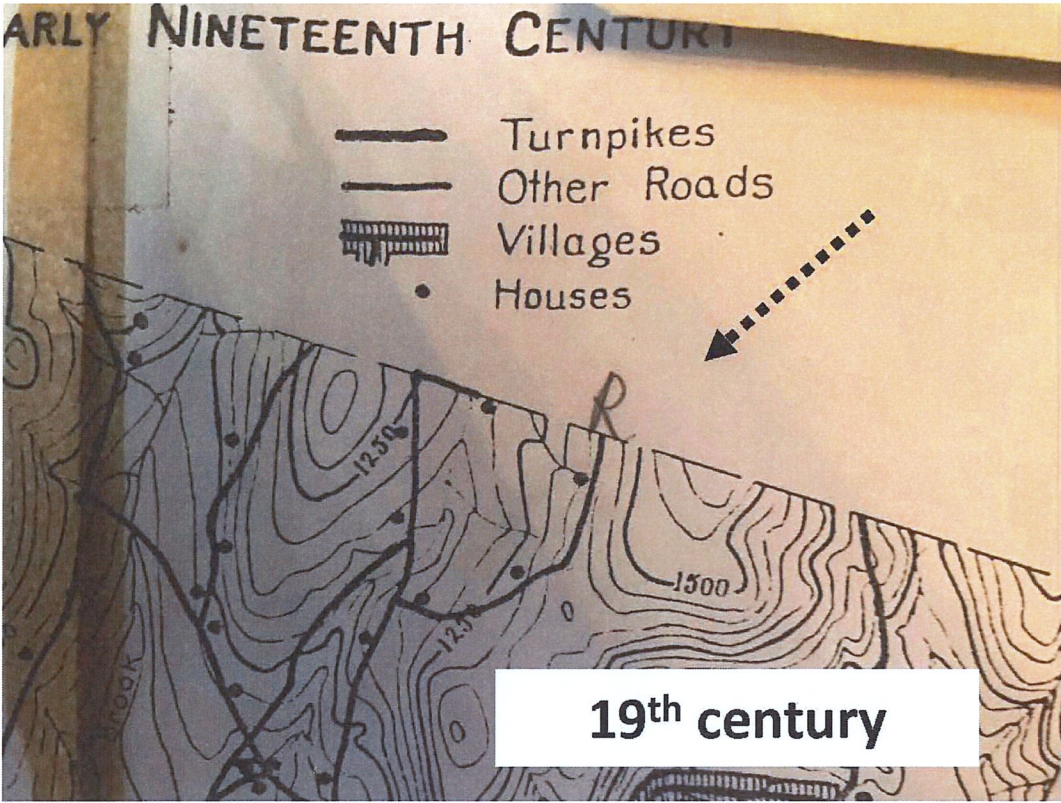
#### Public Use.

One can imagine that in the early 19<sup>th</sup> century the road served the residential and commercial needs of its small farm residents. The “loop back” road would have made it easy for this movement to cover the area homes more efficiently.

After the civil war, New England farmers migrated west and many of the dwellings fell were abandoned. The road would not have been used except for pasture.

By the 1960's new nearby development (most notably Blueberry Hill) increased awareness of the road. By the time we bought the Hungerford property, recreational use (walkers, horses, and snowmachines) were common. Unfortunately, two activities have adversely impacted recreational use. First, vehicular traffic eroded the steeper part of the lower road and logging obliterated the upper part. Overgrowth has also made the upper part of the road less passable.





The class six hardy hill road (dorset lane extension) over time.

