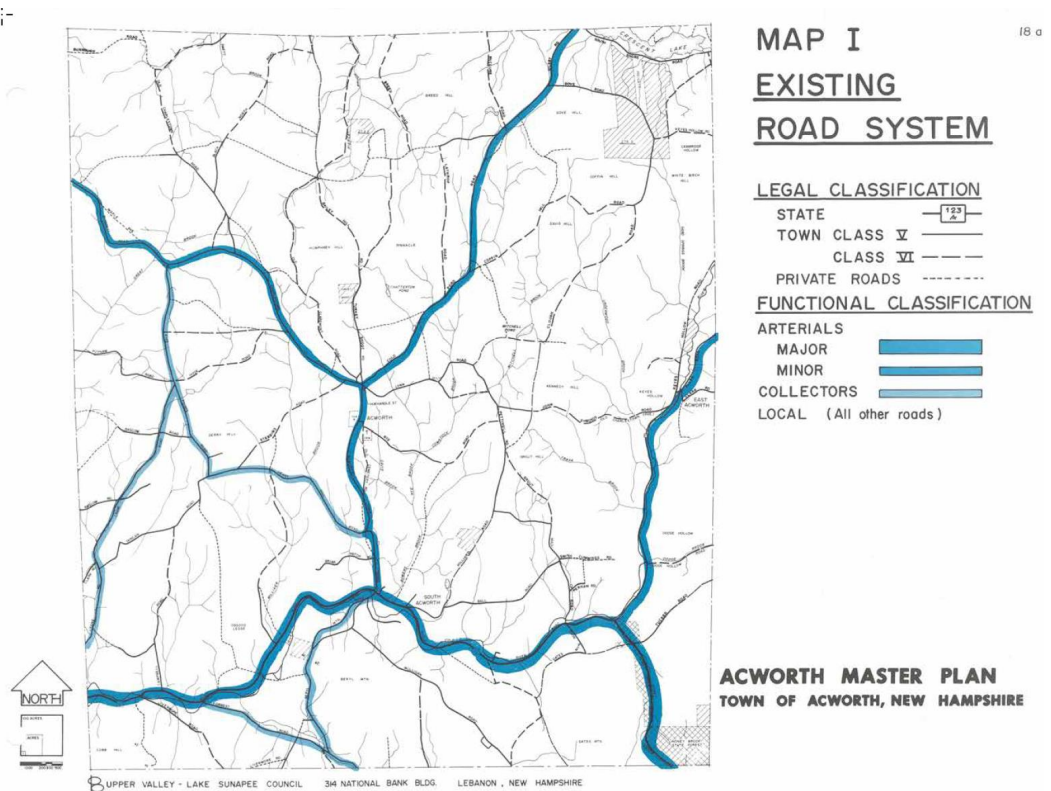


Small Roads 2022-23 Final Report

Recent Discovered Map Evidence – 1978 Master Plan

The legal and functional classification of Acworth's road system is shown in Map I on the next page. This map shows the legal status and location of all Town roads, as well as State highways and private roads. Perhaps of equal importance is the functional classification system composed of arterial, collector and local roads. This functional system identifies all Town roads and State highways in terms of their traffic/transportation function. The Planning Committee has identified the function of all parts of the road/highway system in order to establish the relative importance and relationship of all functional parts of the network. This will be of much value when making planning, management and capital improvement decisions.







- The evidence in this 1978 master plan is the first official reference that we have found that verifies these roads as Class V roads.
- The project team reviewed Town Annual Meeting notes and Warrant articles.
- This map lists all of the in scope roads as Class V and only Coffin Hill and Langdon Roads were listed as Class VI.

Note: Reference the next page/slide

MAP I EXISTING ROAD SYSTEM

LEGAL CLASSIFICATION

- STATE 
- TOWN CLASS V 
- CLASS VI 
- PRIVATE ROADS 

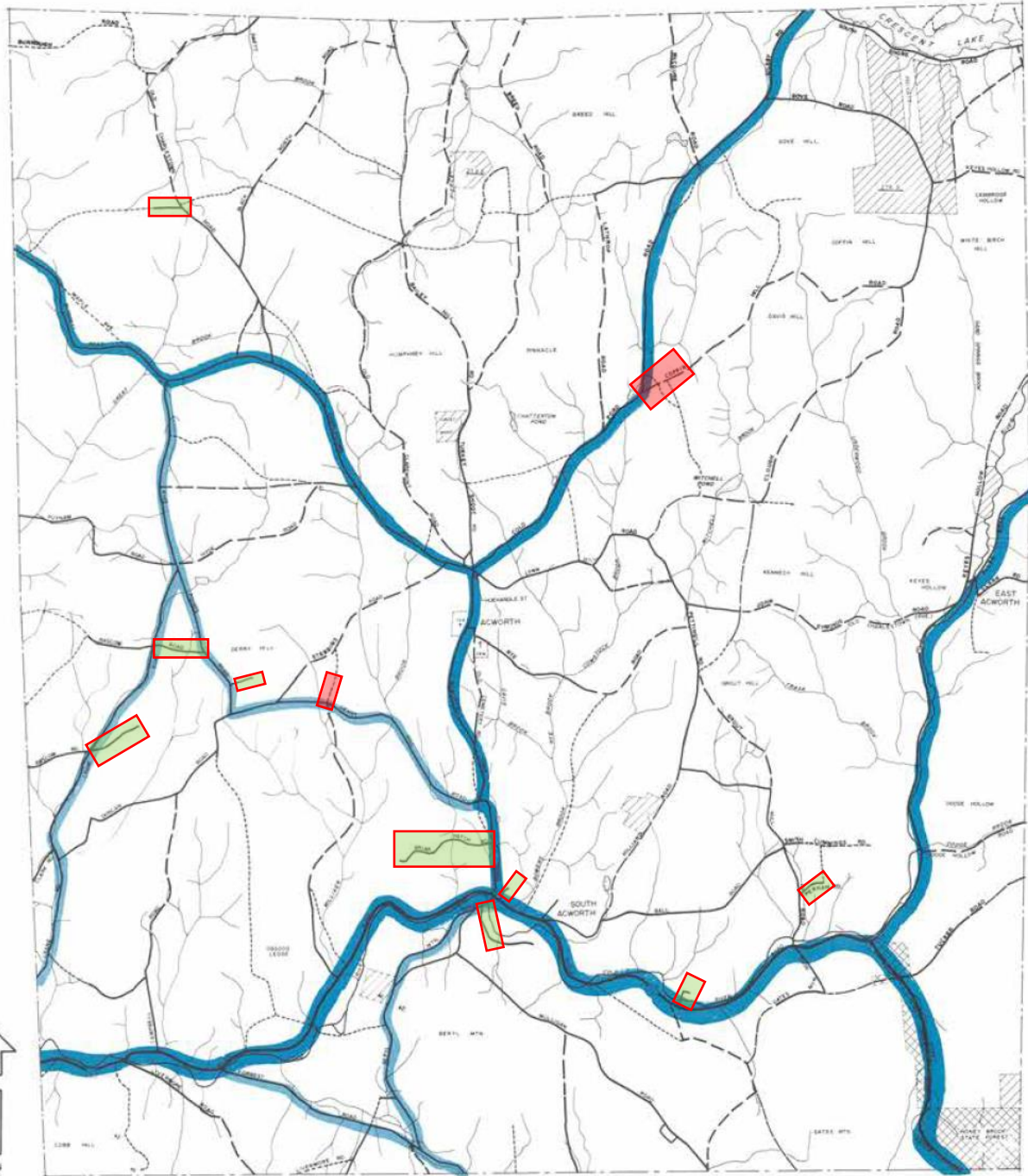
FUNCTIONAL CLASSIFICATION

- ARTERIALS
 - MAJOR 
 - MINOR 
- COLLECTORS 
- LOCAL (All other roads)

 Class VI

 Class V

ACWORTH MASTER PLAN TOWN OF ACWORTH, NEW HAMPSHIRE



Calculate Tax Revenue Loss, Property Value Loss and Impact to Home Owners Insurance

- Property Value Loss and Tax Revenue Loss had a range applied from 5% for homes on roads that are in good shape up to 30% for homes on roads that were in poor condition.
- Home insurance – Still need confirmation from an actual insurance company of the impact. However assuming that there could be a negative impact and using an industry insurance defined calculation we were able to estimate insurance impacts
 - Defined Calculation (link below) - the approximate cost of homeowners insurance is obtained by dividing the value of your home by \$1,000 and then multiplying the result by \$3.50
 - We applied the same 5% to 30% range to estimate the increased values.
 - A 10% factor was used due to the fair to good current conditions of the roads
- Breier Road was removed from this and the other costs assessments

Sources Home Owners Insurance –

- Policy Genius
- Investopedia
- Covered

<https://www.policygenius.com/homeowners-insurance/homeowners-insurance-calculator/>

Calculate Tax Revenue Loss, Property Value Loss and Impact to Home Owners Insurance

Total Assessed Improvements	Total Assessed Parcel Val	Use Code Description	Land Class	Approximate Town Taxes paid (\$8.76 rate)	Description	Number of Acres	Tax Revenue Loss - Low Impact (5%)	Tax Revenue Loss - High Impact (30%)		Property Value Decrease (5%)	Property Value Decrease (30%)	Home Owners Insurance Estimate	Home Owners Insurance (5%)	Home Owners Insurance (10%)	Home Owners Insurance (30%)	
\$ -	1180	Other	S	\$ 10.34	Current Use											
\$ -	1060	Other	S	\$ 9.29	Current Use											
\$ 146,500	195610	Single Fam	R	\$ 1,713.54	Land in Current Use											
\$ 449,600	499330	Single Fam	R	\$ 4,374.13	Current Use	75	\$218.71	\$1,312.24		\$22,480	\$134,880	\$ 1,574	\$ 78.68	\$ 157	\$ 472	
\$ -	1660	Hardwood S+R	S	\$ 14.54	Current Use	23	\$0.73	\$4.36		\$0	\$0	\$ -	\$ -	\$ -	\$ -	
\$ -	2270	White Pine S+R	S	\$ 19.89	Current Use	50	\$0.99	\$5.97		\$0	\$0	\$ -	\$ -	\$ -	\$ -	
\$ -	2770	Farmland	S	\$ 24.27	Land beyond house on Class VI portion in current use	19.9	\$1.21	\$7.28		\$0	\$0	\$ -	\$ -	\$ -	\$ -	
\$ 160,600	197700	Single Fam	R	\$ 1,731.85	(Jim's house), 470' of frontage on Derry hill	8.3	\$86.59	\$519.56		\$8,030	\$48,180	\$ 562	\$ 28.11	\$ 56	\$ 169	
\$ -	2380	Other	S	\$ 20.85	Current Use		\$1.04	\$6.25		\$0	\$0	\$ -	\$ -	\$ -	\$ -	
\$ 119,100	158600	Single Fam	R	\$ 1,389.34	Only 6 Acres, Not in CU or Conserv		\$69.47	\$416.80		\$5,955	\$35,730	\$ 417	\$ 20.84	\$ 42	\$ 125	
\$ 124,900	188880	Single Fam	R	\$ 1,654.59	Current Use, Land 14.94 acres, 1 acrea is reserved for house, 700' frontage on Derry Hill		\$82.73	\$496.38		\$6,245	\$37,470	\$ 437	\$ 21.86	\$ 44	\$ 131	
\$ -	6520	Farmland	S	\$ 57.12	Conservation ???, One card says yes, tax cards say current use		\$2.86	\$17.13		\$0	\$0	\$ -	\$ -	\$ -	\$ -	
\$ 306,900	354300	Single Fam	R	\$ 3,103.67	Only 4.2 acres for house		\$155.18	\$931.10		\$15,345	\$92,070	\$ 1,074	\$ 53.71	\$ 107	\$ 322	
\$ 99,900	141300	Single Fam	R	\$ 1,237.79	Not in CU		\$61.89	\$371.34		\$4,995	\$29,970	\$ 350	\$ 17.48	\$ 35	\$ 105	
\$ 177,600	204600	Single Fam	R	\$ 1,792.30	House, too small a lot (<1 acrea)		\$89.61	\$537.69		\$8,880	\$53,280	\$ 622	\$ 31.08	\$ 62	\$ 186	
\$ 451,900	570180	Single Fam	R	\$ 4,994.78	10.9 reserved for road and house, rest in conservation		\$249.74	\$1,498.43		\$22,595	\$135,570	\$ 1,582	\$ 79.08	\$ 158	\$ 474	
\$ 117,700	144300	Single Fam	R	\$ 1,264.07	Small lot, in Current Use		\$63.20	\$379.22		\$5,885	\$35,310	\$ 412	\$ 20.60	\$ 41	\$ 124	
\$ -	370	Other	S	\$ 3.24	Small lot, in Current Use		\$0.16	\$0.97		\$0	\$0	\$ -	\$ -	\$ -	\$ -	
Total								\$1,084	\$6,505	Range	\$100,410	\$602,460	\$ 7,029	\$ 351	\$ 703	\$ 2,109

Maintenance Cost Changes For Town & Impacts to Landowners

- Leveraged the Maine 1992 Study and the 2012 USDA Forestry Guidelines
- Applied inflation adjustments to both.
- Averaged the two studies and utilized their number as a low end range.
- Removed Breier Road and used revised numbers as the high end range.

Roads	Length	1-Maintenance Cost	2-Vehicle Cost	3 - Cost to Bring Road Up To Standard	
		Estimated Cost to Maintain Road (\$10K per mile)	Average Annual Vehicle Cost (est.)	Estimated Cost for Minimal Safety Standards	Est. Cost to Bring Road to DOT Standards
Coffin Hill Road	0.06	\$598	\$97	\$13,304	\$26,608
Echo Valley Road	0.12	\$1,160	\$188	\$34,413	\$68,825
Hoagland Road	0.29	\$1,000	\$100	\$85,736	\$171,472
Langdon Road	0.06	\$619	\$100	\$18,359	\$36,719
McWethy Road	0.21	\$2,093	\$340	\$46,564	\$93,127
Meador Road	0.08	\$807	\$131	\$31,929	\$63,859
Nelson Road	0.14	\$1,396	\$226	\$31,042	\$62,085
Parson Road	0.31	\$3,090	\$501	\$68,737	\$137,474
Polly Hill Road	0.09	\$897	\$146	\$19,956	\$39,912
Russell Road	0.22	\$2,184	\$354	\$64,775	\$129,550
Totals		\$13,846	\$2,183	\$414,815	\$829,630

Richmond ME Estimate (\$1,982 per mile)	Inflation (10 years)	USDA Forestry Guidelines (ML 3) (\$3710 per mile) 11/2012	Inflation (10 years)	Acworth Study of 2 Roads	Average of the 2 studies	Average of the 3 studies
Estimated Maintenance Cost	\$\$ Based on Average 2.82% per year	Estimated Maintenance Cost	\$\$ Based on Average 2.82% per year	Estimated Maintenance Cost	Estimated Maintenance Cost	Estimated Maintenance Cost
\$119	\$274	\$223	\$303		\$289	\$392
\$231	\$532	\$432	\$587		\$560	\$760
\$575	\$1,326	\$1,076	\$1,463		\$1,395	\$1,263
\$123	\$284	\$230	\$313		\$299	\$405
\$416	\$960	\$779	\$1,060		\$1,010	\$1,371
\$161	\$370	\$301	\$409		\$390	\$529
\$277	\$640	\$519	\$707		\$673	\$914
\$614	\$1,418	\$1,150	\$1,564		\$1,491	\$2,024
\$178	\$412	\$334	\$454		\$433	\$588
\$434	\$1,002	\$813	\$1,106		\$1,054	\$1,431
\$3,129	\$7,219	\$5,857	\$7,966		\$7,593	\$9,677

For Landowners

- Leveraged the table to the right to calculate land owners expenses to estimate their costs

		Freq (years)	Per Year
blading	\$310.00	1	\$310
ditching/shoulders	\$1,500.00	1	\$1,500
brushing/mowing	\$250.00	3	\$83
clean repair drainage	\$2,250.00	3	\$750
Clean/Repair other	\$750.00	3	\$250
Hazardous Tree Remc	\$250.00	3	\$83
Sign Replacement/mc	\$200.00	3	\$67
spot Surfacing	\$2,000.00	3	\$667
Average per mile	\$7,510.00		\$3,710

Inflation Tables

Historical Annual U.S. Inflation Rate from 1913 to the present

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVE.		
2023	6.41%	6.04%											6.22%		
2022	7.48%	7.87%	8.54%	8.26%	8.58%	9.06%	8.53%	8.26%	8.20%	7.75%	7.11%	6.45%	8.01%		
2021	1.40%	1.68%	2.62%	4.16%	4.99%	5.39%	5.37%	5.25%	5.39%	6.22%	6.81%	7.04%	4.69%	# of Years	Average of average
2020	2.49%	2.33%	1.54%	0.33%	0.12%	0.65%	0.99%	1.31%	1.37%	1.18%	1.17%	1.36%	1.24%	10	2.95%
2019	1.55%	1.52%	1.86%	2.00%	1.79%	1.65%	1.81%	1.75%	1.71%	1.76%	2.05%	2.29%	1.81%	20	2.68%
2018	2.07%	2.21%	2.36%	2.46%	2.80%	2.87%	2.95%	2.70%	2.28%	2.52%	2.18%	1.91%	2.44%	30	2.60%
2017	2.50%	2.74%	2.38%	2.20%	1.87%	1.63%	1.73%	1.94%	2.23%	2.04%	2.20%	2.11%	2.13%	40	2.90%
2016	1.37%	1.02%	0.85%	1.13%	1.02%	1.00%	0.83%	1.06%	1.46%	1.64%	1.69%	2.07%	1.26%	50	4.01%
2015	-0.09%	-0.03%	-0.07%	-0.20%	-0.04%	0.12%	0.17%	0.20%	-0.04%	0.17%	0.50%	0.73%	0.12%	60	3.98%
2014	1.58%	1.13%	1.51%	1.95%	2.13%	2.07%	1.99%	1.70%	1.66%	1.66%	1.32%	0.76%	1.62%	70	3.60%
2013	1.59%	1.98%	1.47%	1.06%	1.36%	1.75%	1.96%	1.52%	1.18%	0.96%	1.24%	1.50%	1.47%		
2012	2.93%	2.87%	2.65%	2.30%	1.70%	1.66%	1.41%	1.69%	1.99%	2.16%	1.76%	1.74%	2.07%		
2011	1.63%	2.11%	2.68%	3.16%	3.57%	3.56%	3.63%	3.77%	3.87%	3.53%	3.39%	2.96%	3.16%		
2010	2.63%	2.14%	2.31%	2.24%	2.02%	1.05%	1.24%	1.15%	1.14%	1.17%	1.14%	1.50%	1.64%		
2009	0.03%	0.24%	-0.38%	-0.74%	-1.28%	-1.43%	-2.10%	-1.48%	-1.29%	-0.18%	1.84%	2.72%	-0.34%		
2008	4.28%	4.03%	3.98%	3.94%	4.18%	5.02%	5.60%	5.37%	4.94%	3.66%	1.07%	0.09%	3.85%		
2007	2.08%	2.42%	2.78%	2.57%	2.69%	2.69%	2.36%	1.97%	2.76%	3.54%	4.31%	4.08%	2.85%		
2006	3.99%	3.60%	3.36%	3.55%	4.17%	4.32%	4.15%	3.82%	2.06%	1.31%	1.97%	2.54%	3.24%		
2005	2.97%	3.01%	3.15%	3.51%	2.80%	2.53%	3.17%	3.64%	4.69%	4.35%	3.46%	3.42%	3.39%		
2004	1.93%	1.69%	1.74%	2.29%	3.05%	3.27%	2.99%	2.65%	2.54%	3.19%	3.52%	3.26%	2.68%		
2003	2.60%	2.98%	3.02%	2.22%	2.06%	2.11%	2.11%	2.16%	2.32%	2.04%	1.77%	1.88%	2.27%		
2002	1.14%	1.14%	1.48%	1.64%	1.18%	1.07%	1.46%	1.80%	1.51%	2.03%	2.20%	2.38%	1.59%		
2001	3.73%	3.53%	2.92%	3.27%	3.62%	3.25%	2.72%	2.72%	2.65%	2.13%	1.90%	1.55%	2.83%		
2000	2.74%	3.22%	3.76%	3.07%	3.19%	3.73%	3.66%	3.41%	3.45%	3.45%	3.45%	3.39%	3.38%		
1999	1.67%	1.61%	1.73%	2.28%	2.09%	1.96%	2.14%	2.26%	2.63%	2.56%	2.62%	2.68%	2.19%		
1998	1.57%	1.44%	1.37%	1.44%	1.69%	1.68%	1.68%	1.62%	1.49%	1.49%	1.55%	1.61%	1.55%		
1997	3.04%	3.03%	2.76%	2.50%	2.23%	2.30%	2.23%	2.23%	2.15%	2.08%	1.83%	1.70%	2.34%		
1996	2.73%	2.65%	2.84%	2.90%	2.89%	2.75%	2.95%	2.88%	3.00%	2.99%	3.26%	3.32%	2.93%		
1995	2.80%	2.86%	2.85%	3.05%	3.19%	3.04%	2.76%	2.62%	2.54%	2.81%	2.61%	2.54%	2.81%		
1994	2.52%	2.52%	2.51%	2.36%	2.29%	2.49%	2.77%	2.90%	2.96%	2.61%	2.67%	2.67%	2.61%		
1993	3.26%	3.25%	3.09%	3.23%	3.22%	3.00%	2.78%	2.77%	2.69%	2.75%	2.68%	2.75%	2.96%		
1992	2.60%	2.82%	3.19%	3.18%	3.02%	3.09%	3.16%	3.15%	2.99%	3.20%	3.05%	2.90%	3.03%		
1991	5.65%	5.31%	4.90%	4.89%	4.95%	4.70%	4.45%	3.80%	3.39%	2.92%	2.99%	3.06%	4.25%		
1990	5.20%	5.26%	5.23%	4.71%	4.36%	4.67%	4.82%	5.62%	6.16%	6.29%	6.27%	6.11%	5.39%		
1989	4.67%	4.83%	4.98%	5.12%	5.36%	5.17%	4.98%	4.71%	4.34%	4.49%	4.66%	4.65%	4.83%		

Subdivision Potential Loss Estimate

			Total Subdivisions
Assume 2 of the landowners can subdivide 1 parcel	2	1	2
Assume 11 of the 13 landowners can subdivide property 3 times:	11	3	33
Per Acre Estimate	\$13,866		
Total Potential Revenue Loss			\$ 485,310

<https://www.landsearch.com/properties/sullivan-county-nh>

Buying land in Sullivan County

Find lots and land for sale in Sullivan County, NH including acres of undeveloped land, small residential lots, farm land, commercial lots, and large rural tracts.

The 59 matching properties for sale in Sullivan County have an average listing price of \$377,267 and price per acre of \$13,866.

Only those properties that are looking to develop their properties would be impacted by this loss.

Benefits and Costs if Roads are Reclassified

Benefits of Reclassification

- Town: Maintenance deferred to other roads \$7.6 - \$9.7K per year (reduced from \$19K)
- Town: Average vehicle costs \$2.2K per year
- Town: Improvements (minimal standards) \$414K
Utilized flood damage estimates for costs. Factored in 50% reduction to account for the nature of the work
- Landowners: Reduction of taxes for lands on the impacted roads \$2K

Total Benefit to Town: \$9.8-\$11.9K annual Improvements (if required): \$414K
Benefit to Landowners: Tax Reduction \$2K

Costs of Reclassification

- Town: Loss of state revenue \$2.3K
- Town: Loss of tax revenue \$1.1-6.5K (*most likely \$2.5K, assuming current condition of the road)
- Landowners: Lower property value \$100K - \$600K (most likely \$200K* given current road condition)
- Landowners: Subdivision loss revenue \$485K
- Landowners: Increased annual maintenance costs \$3.7K (this should be looked at and is probably high)
- Landowners: Increase annual cost of home owners insurance \$703

Total Loss to Town: \$4.8K annual
Landowner Loss: \$770K loss of property value \$2.4K increase in annual costs

Net Impacts of Reclassification & Risks

Town

- + \$5K - \$7K annually to defer to other roads (down from \$19K)
- + \$414K avoidance of improvements (*if work is required*) (down from \$614K)

Landowners

- \$685K loss of revenue (property value & subdivision)
- \$2.4K increase in annual costs

Risks/Issues of Not Reclassifying the Roads

- No reduction of the road maintenance and improvements efforts for the town crew; continued risk for liabilities due to unsafe culverts and poorly maintained roads

Risks/Issues of Reclassifying the Roads

- Subdivisions will require a planning board waiver; this could impact 14 of the landowners on the remaining roads
- Town could be held liable for land and home owner impacts; Could result in an appeal by a landowner or other aggrieved citizen and that could result in an award of damages.
- Savings in annual costs would not significantly resolve the maintenance and improvement issues to the town
- Reclassification of these roads is seen as a divisive, unfair, unethical and therefore detrimental to town relations
- Homes with long distances and/or poor conditions may only be offered fire insurance coverage and not comprehensive coverage.
- **Non-Risk:** Reclassification would not affect any of the FEMA reimbursements
- Most of the roads have some historical evidence as roads
- In the 1978 Master Plan the legal classification for Coffin Hill and Langdon Road was Class VI. All other roads in this study were identified as Class V

Notes:

- Landowner maintenance costs of \$3,700 per year may be overstated
- Impacts to property value, taxes, insurance, etc. used the current condition of the roads which were generally fair condition. Costs and loss of revenue would be higher if the road were in poor condition or disrepair.

Small Roads Project Summary

Project duration: May 2022 – June 2023

Initiation: Select board decision Feb/Mar 2022

Team

- Jennifer Bland
- Frank Emig
- Ray LeClair
- Mark Girard
- Gregg Thibodeau
- Brenda Melius
- Gary Baber* (recused Dec 2022)

Document Repository

- All of the efforts documentation was stored online at the following link <https://1drv.ms/f/s!AqRxoWfEqT8Tg-wRU335XgntLRnrUg?e=iPhIB8>
- All files will be made available to the town administrative manager for public access and future reference

Project Narrative

- Project was started with the assumption that some roads in town could be considered for reclassification from Class V to Class VI and reduce the town owned road maintenance effort. Historically, the town has had challenges with adequate maintenance (e.g. Derry Hill, River Road (town portion), Crescent Lake Road, Livermore, Lynn Hill, most recently Cold Pond Road).
- The thought was that roads that had one or no residences on it and provided limited public access and had limited historical value might be candidates for reclassification.
- The intent of the study initially was to review 19 roads and determine what the benefit to the town would be if the road was reclassified.
- In December a list of 11 roads were reviewed with the Select Board. In January a public hearing was held and it was determined that the town had a responsibility to also assess the impact to the landowners on the roads in question. The Select Board concurred and in June of 2023 the project team provided the additional information.

FINAL SELECT BOARD RULING: On July 5th the Board voted to accept the findings of the Small Roads Team established in 2022 which showed that reclassification of the roads considered would not result in significant highway maintenance cost savings and could result in a liability to the Town by affected property owners seeking restitution of lot property value, and to keep on file the extensive research provided by the Team as a public record for future reference, and to abandon any effort to reclassify the roads considered at this time. Motion as amended passed with Jim recusing himself due to conflict of interest as the property he lives at that his wife owns is on one of the roads.

Initial Schedule

Time Frame	Activities
Mar-Jul	Complete Research
	List of Roads
	Historical Background
	Physical Inspection (includes road agent, fire dept, etc.)
	Regulations, statutes, other legally binding references
	Cost and benefit financial information
Apr-Jun	Define Decision Making Process
	Options, Risks, Opportunities, Evaluation Criteria
Aug	Assess Each Road
Sep-Oct	Draft Findings and Recommendations
Oct-Nov	Present Findings to Board of Selectpersons and Planning Board
	<i>(NLT 12/31/2022)</i>
Dec	Prepare Warrant Article
Jan-23	Conduct Public Hearing
Mar 2023	Town Meeting Vote

Other Recommendations

****These were reviewed with the Select Board on 7/5/2023****

Assignee	Description	Status	Notes
BoS	Continue to address landowners preventing access to Class VI roads. Recommend BOS restate the rules regarding Class VI roads; consider issuing fines.	Open	5 June - BoS continues to address issues as they occur. It was agreed by Road Agent and BoS that fines were not necessary at this time.
BoS	BoS consider a winter parking ban fine for all roads maintained by the town.	Open	5 June - BoS continues to address issues as they occur. It was agreed by Road Agent and BoS that fines were not necessary at this time.
BoS	Consider a fine for blocking emergency and maintenance vehicles adequate right of way (ROW).	Open	5 June - BoS continues to address issues as they occur. It was agreed by Road Agent and BoS that fines were not necessary at this time.
BoS	Work with the road agent to identify roads that do not have adequate ROW turnarounds; establish turnarounds for those roads	Open	5 June BoS - asked the road agent to create a list of any roads requiring adequate ROW and/or turnarounds
BoS	Planning board and BoS should adopt a DOT based set of road standards to enable road and highway crew planning, budget planning and set expectations for public safety. Utilize these standards for all future efforts and address at a minimum, culverts, road materials, road treatments, headwalls, dissaptors, ditches and shoulders for both gravel and paved roads. (NOTE : This is NOT a recommendation that all current roads be brought to DOT standards.)	Open	5 June BoS -
BoS	Ensure the state produced road map accurately represents the correct road classifications	Open	5 June BoS - Agreed to address this along with road standards effort..
BoS	Assist the Ungerhuers with their effort to negotiate with their neighbors; Select Board or Road Agent should be involved due to the dangerous traffic flow considerations.	Open	5 June BoS - BoS and road agent would assist if requested by the landowners.
BoS	Work with the Russell property owners to reclassify their road to a private road; Property owners will engage BoS summer of 2023	Open	5 June BoS - BoS would assist if requested by the landowners.
BoS	Prioritize all the town maintained Class V roads based on # of residences and traffic volume. This prioritization to be utilized for all road maintenance and improvements by the town road agent.	Open	5 June BoS -
BoS	Address the issue that Coffin Hill and Langdon were legally classified in the 1978 Master Plan as Class VI roads, which prohibits town maintenance on those roads. The team found no other classification in a town document since this 1978 declaration.	Open	5 June BoS - Charlotte to confirm with NH DOT.
BoS	Highway crew track their hours worked on each road. This will provide better data to enable cost analysis and cost reductions in the future; some Sullivan County towns already do this	Open	5 June BoS - This process has been initiated this year per Jen Bland.