

LRCP 26-039

**STATE OF NEW HAMPSHIRE
INTER-DEPARTMENT COMMUNICATION**

FROM:  Eric G. Sargent
Administrator

DATE: September 9, 2026

AT: Dept. of Transportation
Bureau of Right-of-Way

SUBJECT: Sale of State-Owned Land in Keene
RSA 162-V

TO: Representative David Milz, Chairman
Long Range Capital Planning and Utilization Committee

REQUESTED ACTION

The New Hampshire Department of Transportation (Department), pursuant to RSA 162-V, as enacted by 2026 N.H. Laws, Chapter 335 (SB 56), requests authorization to sell 18 +/- acres of State-owned land located on the southerly side of West Street in the City of Keene, County of Cheshire. The sale will be direct to the New Hampshire Business Finance Authority (Requestor) for \$270,000. The sale will be subject to conditions as specified in this request.

EXPLANATION

The Department is processing the request for the Requestor, as referenced above. The subject parcel was acquired for the Keene-Swanzey Project 10309 and is identified in the City of Keene as Tax Map 578, Lot 5. The Requestor intends to acquire the property pursuant to the surplus land revitalization program established under RSA 162-V, as enacted by 2026 NH Laws, Chapter 335 (SB 56). The Requestor has determined the property suitable for the development of affordable housing, consistent with the purposes and powers as enumerated in state law.

The State of New Hampshire acquired the parcel (73) from 536 West Street LLC by Warranty Deed for \$270,000 in Book 2379, Page 408, recorded on September 11, 2006, at the Cheshire County Registry of Deeds.

After a Departmental review, it was determined that the subject parcel is surplus to the Department's operational needs, and available for disposal. This sale will be subject to the following conditions:

- The Grantee shall be responsible for obtaining any and all local and State approvals, including but not limited to subdivision approval.
- The Grantee will be required to coordinate with the Department of Fish and Game prior to any development of the subject parcel; due to the potential of endangered species (Nighthawk).
- If any proposed construction or alteration of structures or temporary equipment on this property will exceed 200± feet above ground level, then the Grantee will need to provide notice to the Federal Aviation Administration (FAA) via <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and no construction can be initiated until the FAA has issued a determination letter about the proposal. Notification to FAA is to be

a minimum of 45 business days before initiating construction. The proponent should be made aware of this federal requirement under US Code of Federal Regulations Title 14 Part 77.9 (<http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=14:2.0.1.2.9>).

The Department respectfully requests authorization to sell the subject parcel as outlined within this request.

EGS/ceem
Attachments



536 West Street

City of Keene, NH

1 inch = 276 Feet



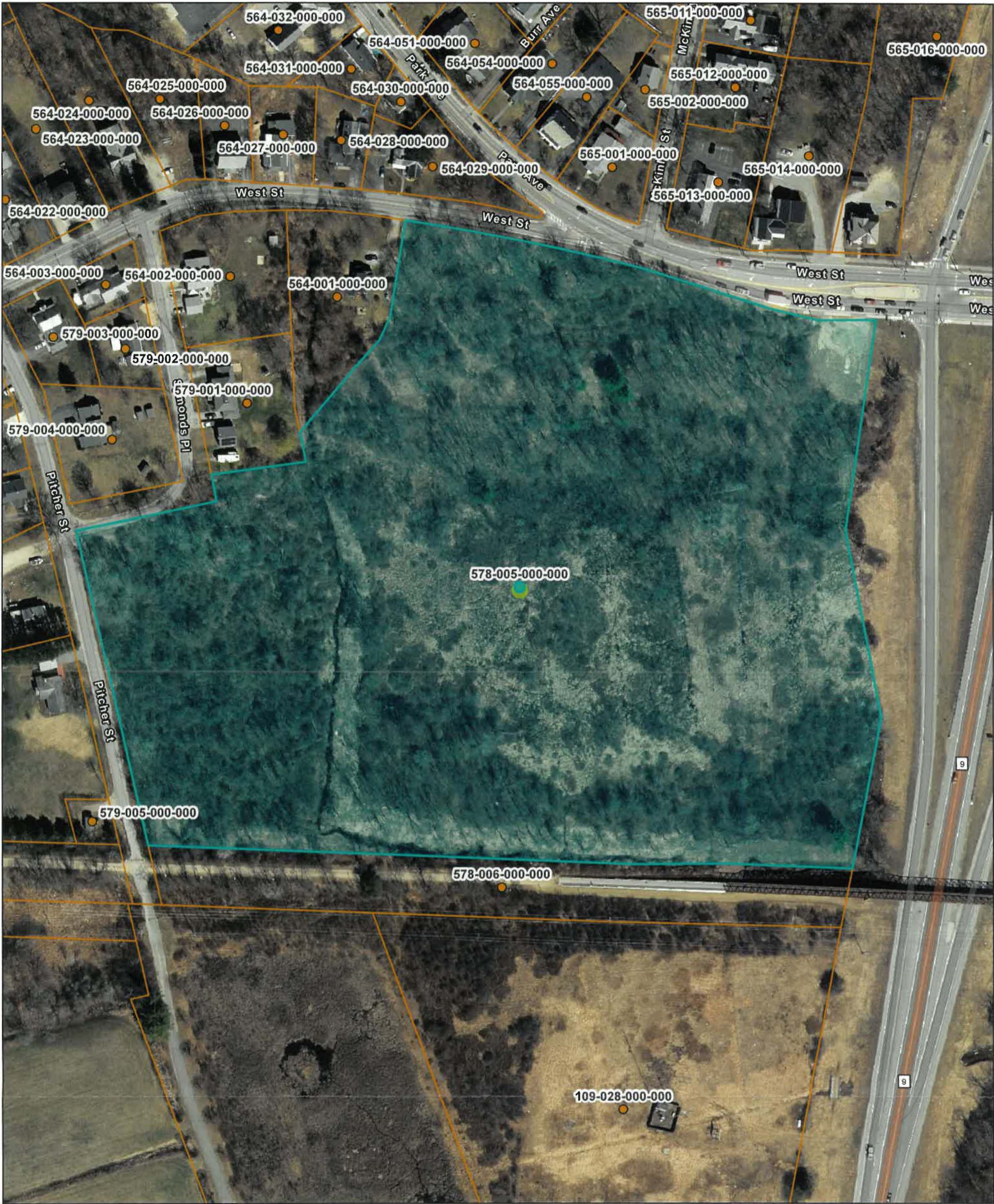
September 8, 2026

www.cai-tech.com



Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

Map by NH DOT Parcel Mosaic Viewer



8/5/2026, 9:29:23 AM

World

Municipal Boundaries

Parcel Points

Parcel Polygons

Non State-Owned

State-Owned

USGS NH 2021/2022 6-inch Orthophotos (RGB)

Red: Band_1

Green: Band_2

Blue: Band_3

1:2,107

00.020.040.07

mi

00.030.06

km

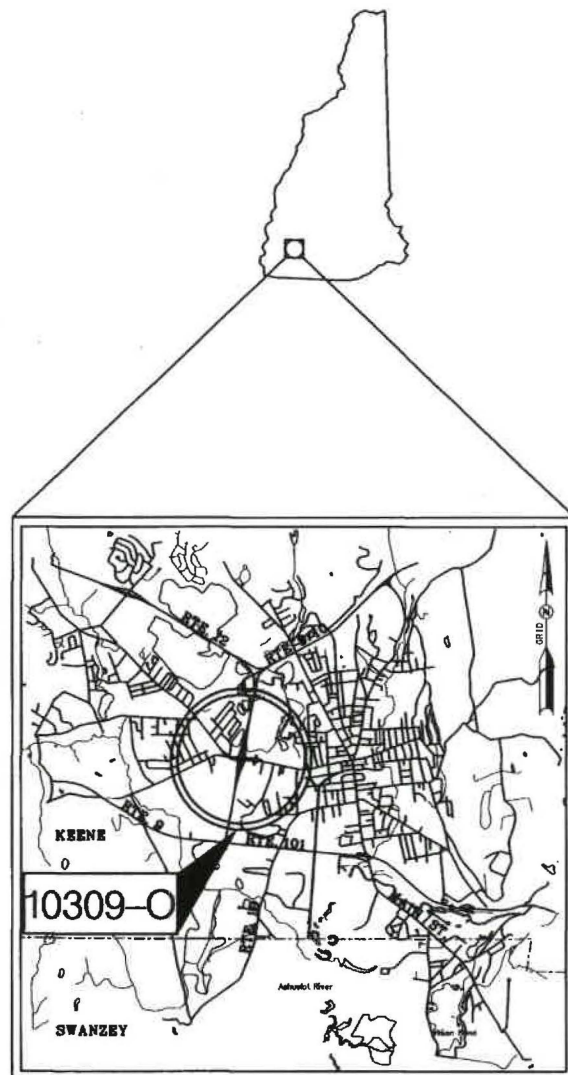
GRANIT, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS
KEENE / SWANZEY

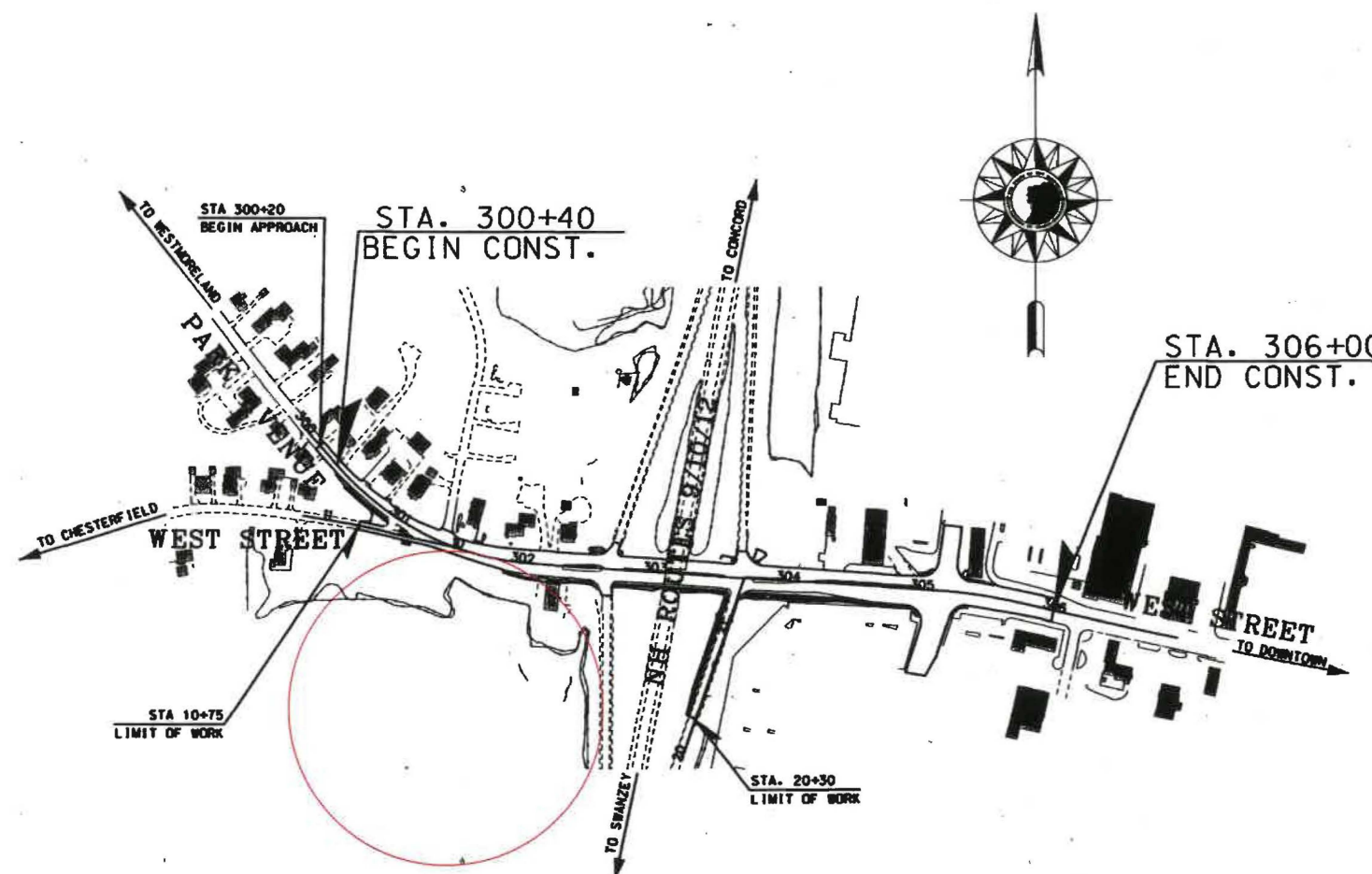
A000(457)
N.H. PROJECT NO. 10309-O
WEST STREET

DESIGN DATA

AVERAGE DAILY TRAFFIC 20.04	29,000
AVERAGE DAILY TRAFFIC 20.13	34,000
PERCENT OF TRUCKS	2%
DESIGN SPEED	50 kmh
LENGTH OF PROJECT	580 m



LOCATION MAP



CITY OF KEENE/TOWN OF SWANZEY
COUNTY OF CHESHIRE

SCALE: 1:2500

METRIC

NHDOT THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION			
RECOMMENDED FOR APPROVAL:			
<i>[Signature]</i> DIRECTOR OF PROJECT DEVELOPMENT		<i>[Signature]</i> DATE	
APPROVED: <i>[Signature]</i> ASSISTANT COMMISSIONER AND CHIEF ENGINEER		8/21/00 DATE	
U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			
APPROVED: _____ DIVISION ADMINISTRATOR DATE			
FEDERAL PROJECT NO. A000(457)	STATE PROJECT NO. 10309-O	SHEET NO. 1	TOTAL SHEETS 46

DRAWN BY XX
CHECKED BY XX
DATE XX
DATE XX



THE Louis Berger Group, INC.

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Manchester, New Hampshire 03101
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LRCP 26-040

**STATE OF NEW HAMPSHIRE
INTER-DEPARTMENT COMMUNICATION**

FROM:  Eric G. Sargent
Administrator

DATE: September 9, 2026

AT: Dept. of Transportation
Bureau of Right-of-Way

SUBJECT: **Sale of State-Owned Land in Conway
RSA 162-V**

TO: The Honorable Chairman
Long Range Capital Planning and Utilization Committee

REQUESTED ACTION

The New Hampshire Department of Transportation (Department), pursuant to RSA 162-V, as enacted by 2026 N.H. Laws, Chapter 335 (SB 56), requests review of six (6) parcels consisting of 9.37 +/- acres of vacant State-owned land located on the easterly side of Route 16 and US Route 302 (White Mountain Highway) in the Town of Conway, County of Carroll that were previously approved for disposal under RSA 4:39-c on April 12, 2024 as item LRCP #24-015. The sale will be direct to the New Hampshire Business Finance Authority (BFA) for \$862,000, with \$100,000 being paid at closing and the remainder of the purchase price due upon future sale of the property. The sale will be subject to conditions as specified in this request.

EXPLANATION

On April 12, 2024, item (LRCP #24-015) was originally approved by the Long-Range Capital Planning and Utilization Committee. At that time, the New Hampshire Housing Finance Authority was the Buyer. The sale was terminated per the request of the New Hampshire Housing Finance Authority. Upon further review of the parcels, the Department determined that the originally requested acreage was incorrect at 7.2 +/- acres and had revised and corrected the acreage at 9.49 +/-.

On February 24, 2025, item (LRCP #25-006) was approved by the Long-Range Capital Planning and Utilization Committee. The Department was approved to market the parcels with a listing price of \$1,800,000 with Pinkham Real Estate. The Department listed the property on the open market for a period of one (1) year with no offers received. The Department withdrew the listing from the open market and simultaneously received interest from the New Hampshire Business Finance Authority (BFA).

On February 6, 2026, the Department was made aware of the abutting parcel (Conway Memorial Hospital - Maine Health) having severed access for ingress and egress when the Conway Bypass Project 11339B was dissolved. The Department remedied this severed access concern by offering the Hospital to purchase a portion of the above aforementioned subject parcels, essentially severing 0.12 ± acre from the 9.49 ± acres. As such, the Department has presented the sale of the 0.12 ± acres to the Long Range Committee for approval at the September 14, 2026 as agenda item #LCRP 26-022.

The Department is processing the disposal of six (6) parcels that were acquired by the Conway Bypass Project (11339B). The breakdown is as follows:

- **Parcel 304** – acquired in 2002 from Arthur W. Roberts and Mary Sue Witherell, Book 2019, Page 206. The State acquired 3.16 +/- acres of land through Condemnation for \$323,000. Parcel 304 is a part of the current Conway Tax Map 215 Lot 58 (previously Tax Map 215 Lot 58).
- **Parcel 305** – acquired in 1998 from Ruth Judson Burtis, Book 1732, Page 0246. The State acquired 4.7 +/- acres for \$178,000. Parcel 305 is a part of current Conway Tax Map 215 Lot 108 (previously Tax Map 2-13 Lot 72-8).
- **Parcel 307** – acquired in 1999 from Frederick Abbruzzese, Book 1789, Page 0090. The State acquired 0.40 +/- acres for \$150,000. Parcel 307 is a part of the current Conway Tax Map 215 Lot 108 (previously Tax Map 2-13 Lot 72-7).
- **Parcel 308** – acquired in 2004 from Ingrid Szekely, Book 2314, Page 0060. The State acquired 0.02 +/- acres for \$5,200. Parcel 308 is a part of the current Conway Tax Map 215 Lot 57 (previously Tax Map 251 Lot 45).
- **Parcel 309 & Parcel 310** – acquired in 1996 from Gene Chandler Realty, Inc., Book 1682, Pages 241 & 242. The State acquired 1.21 +/- acres for \$122,000. Parcel 309 is a part of the Conway Tax Map 215 Lot 108 (previously Tax Map 215 Lot 57). Parcel 310 is a part of the Conway Tax Map 215 Lot 56 (previously Tax Map 215 Lot 56).

The departmental review determined these parcels are surplus to the Department's operational needs and are available for disposal. The conveyance of this property will be subject to the following conditions:

- The Controlled Access Right-of-Way (CAROW) is to be set at 40.00' along NH Route 16 from the construction centerline beginning at Station 14+59.74 Rt, running parallel to the construction centerline to Station 18+05.00 Rt, as shown on the Conway 11339I Construction plan, to be consistent with the CAROW through this area.
- The Buyer will be responsible for obtaining all local and state land use approvals before closing.
- Accepting and reserving all Slope and Drainage Easements between stations 14+59.74 Rt. and 18+05 Rt. as shown on the Conway 11339I Construction plan.
- Accepting and reserving two utility easements on parcel 310, as recorded in the Carroll County Registry of Deed as Book 2457, Page 403, and Book 2457, Page 420.
- If any proposed construction or alteration of structures or temporary equipment on this property will exceed 200± feet above ground level, then the Grantee will need to provide notice to the Federal Aviation Administration (FAA) via <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and no construction can be initiated until the FAA has issued a determination letter about the proposal. Notification to FAA is to be a minimum of 45 business days before initiating construction. The proponent should be made aware of this federal requirement

under US Code of Federal Regulations Title 14 Part 77.9
(<http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=14:2.0.1.2.9>).

The Department respectfully requests authorization to sell the subject parcels as outlined within this request.

EGS/EEA
Attachments



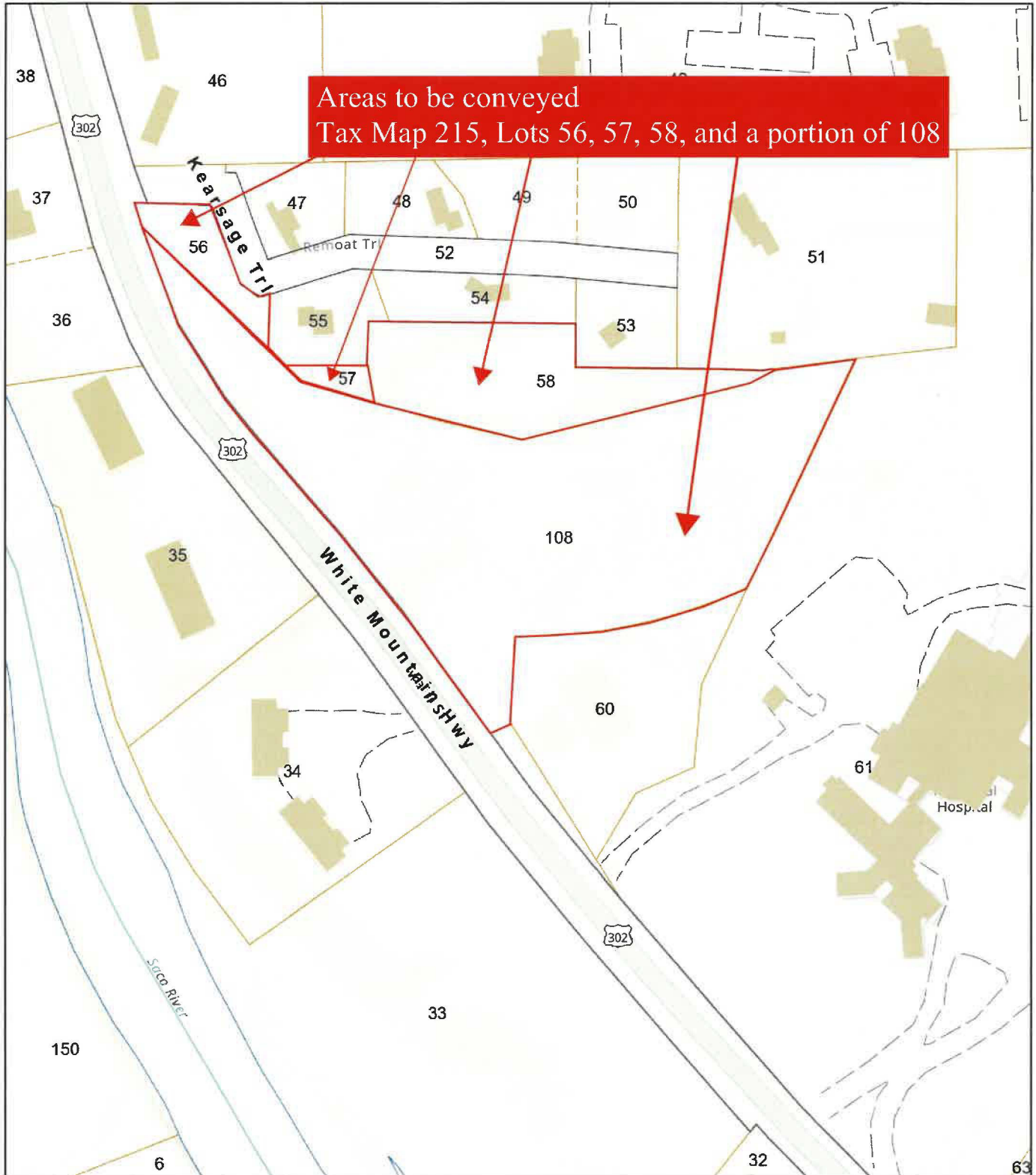
Town of Conway, NH

1 inch = 200 Feet



www.cai-tech.com

October 25, 2024



The property data available on this site is updated periodically. The Town of Conway makes no warranties with regard to its accuracy or completeness and assumes no liability associated with the use of this data.

STATE OF NEW HAMPSHIRE

INTER-DEPARTMENT COMMUNICATION

From: Louis A. Barker *LB*
Railroad Planner

Date: September 9, 2026

AT: Dept. of Transportation
Bureau of Rail and Transit

Thru: Julie L. Mathews *JLM*
Railroad Operations Engineer

Shelley Winters
Deputy Commissioner *SW 09/09/26*

Eric Sargent *ES*
Administrator, Bureau of Right-of-Way

Subject: State-owned Mountain Division Railroad Corridor
Proposed Sale Town of Carroll (RSA 4:40, RSA 228:67)

To: Rep. Milz, Chairman
Long Range Capital Planning and Utilization Committee

REQUESTED ACTION

The Department of Transportation, pursuant to the provisions of RSA 4:40 and RSA 228:67, requests authorization to modify a previous and approved proposed easement to a sale of a parcel of land with an existing private road (use and maintenance). The subject parcel is approximately 721 feet in length and 25 feet in width (approximately 18,044 square feet/0.4 acres), of the state-owned Mountain Division Railroad Corridor in the Town of Carroll to James & Grace Brooks for \$18,700. There is also a one-time administrative fee of \$1,100 of which the Department is in receipt of \$500. The requested parcel consists of a strip of land through the railroad corridor, which is the approximate width of the road including the short bridge over Mt. Deception Brook. Enclosed is a plan and maps that show the location.

EXPLANATION

The Department of Transportation, pursuant to the provisions of RSA 4:40 and RSA 228:67, received Long Range Capital Planning and Utilization Committee authorization (LRCP 25-051, January 12, 2026) to grant an Easement for a private road (use and maintenance) over a parcel of land, approximately 700 feet in length and 25 feet in width (approximately 17,500 square feet/0.4 acres), of the state-owned Mountain Division Railroad Corridor in the Town of Carroll to Carl Brooks for \$18,200.

140-05 9091

The applicant, Carl Brooks, uses a private road and bridge within the state-owned railroad property to access a parcel of property as the entrance to a campground. Recently Brooks leased another nearby parcel to Industrial Tower & Wireless for construction of a Wireless communication tower property adjacent to the campground. Access to the Tower site is through the subject parcel. The subject parcel was surveyed as part of the easement process and this survey was incorporated into an updated plan and a more accurate calculation of the parcel size.

Industrial Tower & Wireless, LLC requested, submitted to and approved by the Long Range Capital Planning & Utilization Committee (LRCP 25-052, January 12, 2026) and obtained an easement over the subject state-owned parcel. This easement with its associated property responsibilities and potential liabilities will be assigned to the new owners of the parcel. The Department recommends that it is in the State's best interest to sell the parcel and relieve the State of management responsibilities for the private road and bridge within the parcel.

It is the Bureau's opinion that, because the subject access (Mt. Deception Road) and use of railroad property is outside of horizontal railroad operating clearance criteria, it does not impact current or future corridor use.

A staff appraiser from the Department completed an opinion of value (attached) for the subject parcel based on market capitalization. The appraiser prepared an updated appraisal that determined the estimated value of the subject parcel, effective as of August 12, 2026, to be \$18,700.

Authorization is requested to sell the parcel to James & Grace Brooks, as outlined above.

Attachments

- 1) LRCP 25-051 Approval January 12, 2026
- 2) Surplus Property Appraisal Approval and Review Summary, dated August 31, 2026
- 3) Topo
- 4) Aerial
- 5) Val Map V17-40 Location (Mountain Division)
- 6) Proposed Communications Facility, Carl Brooks, Corrective Easement Plan, July 17, 2026

STATE OF NEW HAMPSHIRE
INTER-DEPARTMENT COMMUNICATION

LRCP 25-051

From: Nichole Bryant
Administrator

Date: November 20, 2025

AT: Dept. of Transportation
Bureau of Rail and Transit

Thru: Shelley Winters
Deputy Commissioner
Eric Sargent
Administrator, Bureau of Right-of-Way

Subject: State-owned Mountain Division Railroad Corridor
Proposed Easement Town of Carroll_ (RSA 4:40, RSA 228:67)

To: Rep. Milz, Chairman
Long Range Capital Planning and Utilization Committee

REQUESTED ACTION

The Department of Transportation, pursuant to the provisions of RSA 4:40 and RSA 228:67, requests authorization to grant an Easement for a private road (use and maintenance) over a parcel of land, approximately 700 feet in length and 25 feet in width (approximately 17,500 square feet/0.4 acres), of the state-owned Mountain Division Railroad Corridor in the Town of Carroll to James & Grace Brooks for \$18,200. There is also a one-time administrative fee of \$1,100 of which the Department is in receipt of \$500. The requested easement area consists of a strip of land across the railroad corridor, which is the approximate width of the crossarms bearing the electric conductors. Enclosed is a plan and maps that show the location.

EXPLANATION

The applicant, James & Grace Brooks, uses a private road that crosses through the state-owned railroad property to access a parcel of property used as for a campground. They have leased property to Industrial Tower & Wireless for construction of a Wireless communication tower property adjacent to the campground. At the time of property development, and during the process of obtaining regulatory approval, Industrial Tower & Wireless, LLC obtained a Temporary Use Agreement with the State of New Hampshire through the Bureau of Rail & Transit.

When Industrial Tower & Wireless, LLC submitted a request to obtain an easement over the subject state-owned railroad property, which included documentation of the parcel

abutting the state-owned railroad corridor was historically accessed by the abutter.. Consequently, Industrial Tower & Wireless acknowledged and requested the obtaining an easement for this area, including the existing road layout (existing road and bridge locations) and connection to the proposed facilities along Mt. Deception Road (a privately-maintained Street which runs parallel to railroad track within the state-owned railroad property at this location) in favor of James & Grace Brooks.

It is the Bureau's opinion that the subject access and use of railroad property exceeds horizontal railroad operating clearance criteria and therefore does not impact current or future corridor use.

A staff appraiser from the Department completed an opinion of value (attached) for the subject parcel based on market capitalization. The appraiser determined the estimated value of the subject parcel, effective as of November 13, 2025, to be \$18,200.

Authorization is requested to grant an Easement to the James & Grace Brooks, as outlined above.

Attachments

- 1) Surplus Property Appraisal Approval and Review Summary, dated November 20, 2025
- 2) Topo
- 3) Aerial
- 4) Site Map, June 11, 2025
- 5) Val Map V17-40 Location (Mountain Division)
- 6) Executed Temporary Use Agreement

Reconciliation/Conclusion and Final Opinion of Value

As illustrated within the sales grid, the foregoing analyses result in a range of value of \$35,955 per acre to \$66,362 per acre, with a statistical mean of \$48,662 and a median of \$43,669 per acre. This applies specifically to the two-acre portion considered to be of commercial use by the town. This represents a range of approximately 45.82% from high to low, which is much wider than usual. However, the mean and median are much closer at \$43,669 vs. \$48,662, a much narrower range of approximately 10%. Sale 1 is the most recent sale and is located within Carroll. Sale nos. 2 and 3 are recent sales and located on US Route 302 in Bethlehem, the next town to the west. No single sale is considered to represent a superior indicator of market value, suggesting value at the approximate mid-point of the range. This analysis is concluded with a unit value at the approximate level of **\$50,000** per acre. On a price per square foot basis, the unit value is approximately **\$1.15** per square foot (\$50,000 divided by 43,560 square feet equals \$1.1478 per square foot, rounded to \$1.15).

Each proposed access easement is to encumber approximately 17,500± square feet (0.4017± acres) in perpetuity. In such cases it is acceptable practice to develop an opinion of value on a pro-rata basis. Such permanent easements typically represent a 25% to 90% reduction in the utility (use) of the area to be encumbered to the underlying fee simple ownership. The proposed easement is to be utilized by both, abutter Carl Brooks and Industrial Tower & Wireless, LLC. The easement area is located along the northerly side of the state-owned rail corridor. This easement is critical for access to the cell tower site and campground (and pit). Brooks does have access to a portion of the abutting property by its' frontage along Old Cherry Mountain Road. In consideration of the physical characteristics, potential uses of the easement area, and the limited alternate use to the fee interest of the proposed easement area after the easement is executed, a 90% reduction in use appears to be reasonable and appropriate. The reduction in utility is estimated to be 90%. The final unit value of the area to be eased is calculated as follows:

\$1.15/square foot times 0.90 equal \$1.035 per square foot, rounded to \$1.04.

The value to each proposed easement interest is therefore....

\$1.04/square foot times 17,500± square feet equal \$18,200

Rounded to **\$18,200**

Last, we need to discuss any impact to the remainder property. Again, given the location of the easement away from any likely building site or likely related improvements there is no adverse impact or effect on market value to the remainder property.

Based on the foregoing, my opinion of the market value of each proposed access easement as of November 13, 2025 is...

\$18,200

Parcel Mosaic Viewer

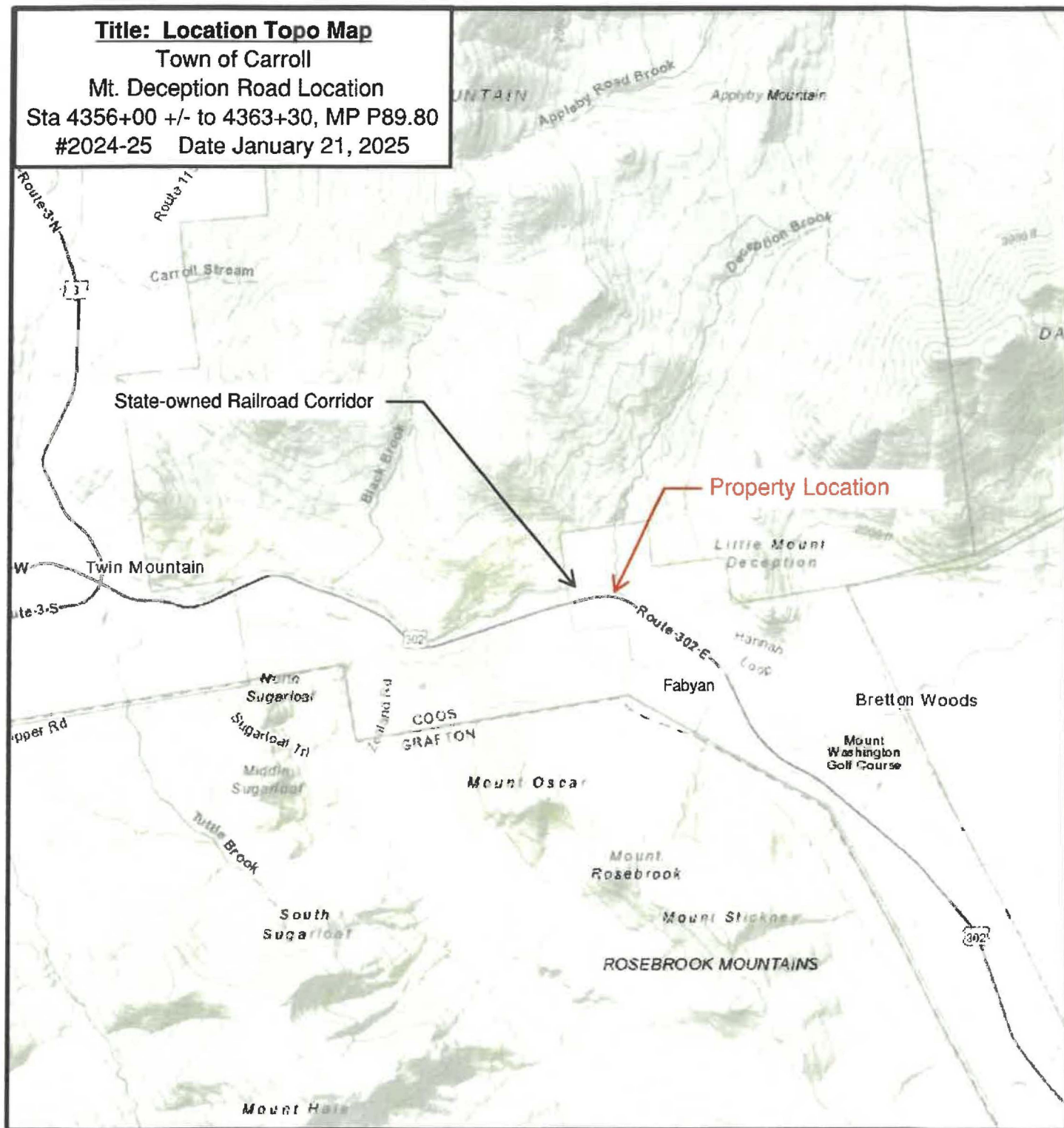
Title: Location Topo Map

Town of Carroll

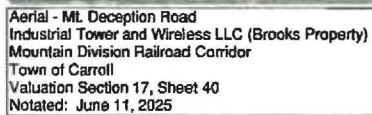
Mt. Deception Road Location

Sta 4356+00 +/- to 4363+30, MP P89.80

#2024-25 Date January 21, 2025

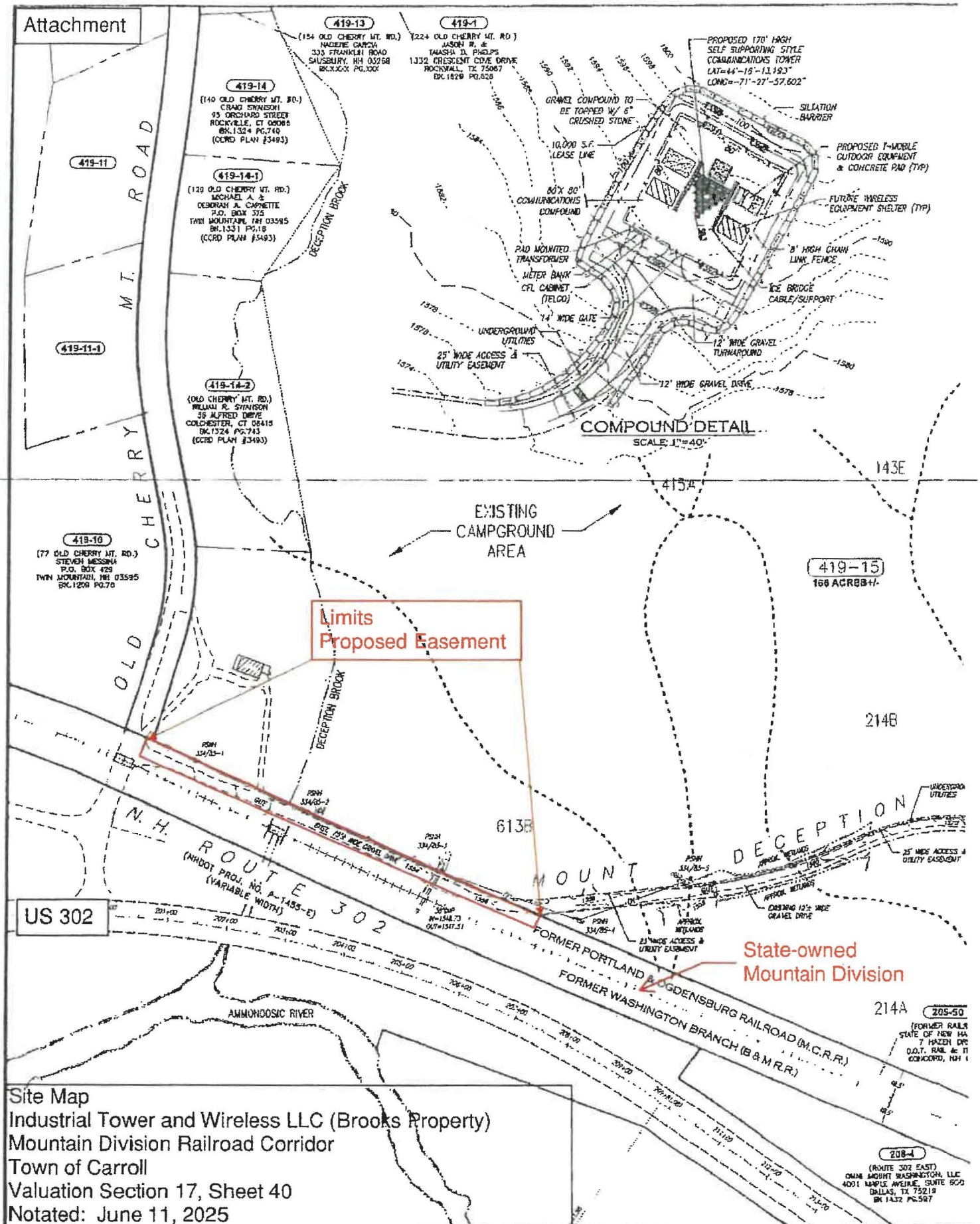


1mi



Note: intend to grant 2 independent easements for the same area.

Attachment



Surplus Property Appraisal Report

Location/Address: Off Old Cherry Mountain Road, Bretton Woods (Carroll), NH

Effective Date: August 12, 2026

Date of Report: August 31, 2026

Appraiser: Scot D. Heath, NHCG-211

Market Value: \$18,700

About this Appraisal

The Client for this appraisal is the New Hampshire Department of Transportation (NHDOT). Intended users of this appraisal report include the client's agents and officials, and members of the Long-Range Capital Planning and Utilization Committee. I have not prepared this appraisal report for any other use, and I do not intend any other users to be able to rely on it. The intended use of this appraisal is to assist the Client in making informed decisions regarding the proposed sale of approximately 18,044± square feet (over that portion of the private Mount Deception Road) within state-owned property. Abutter Carl Brooks is the interested party. The subject property was recently leased to Industrial Tower and Wireless, LLC, who has leased a cell tower site from Brooks on the abutting property. The subject property does not have an independent highest and best use, being a part of the State-owned Portland & Ogdensburg Railroad Corridor. In accordance with the New Hampshire Department of Transportation Right-of-Way Manual¹, contributory value² of the NHDOT subject parcel is the appropriate measurement to solve for.

This appraisal is based on a number of assumptions and limiting conditions as outlined at the end of this report. In addition, a couple extraordinary assumptions have also been applied to the analyses and are assignment specific assumptions as of the effective date of this appraisal and report regarding uncertain information used in an analysis which, if found to be false, could alter the appraiser's opinions or conclusions. This appraisal and report are subject to the extraordinary assumption that the subject is clean and free of contamination. If any contamination is found on the subject, this report becomes null and void. The extraordinary assumption used may have affected the results of this appraisal. The concluded opinion of Market Value (Contributory) of the fee simple interest as of August 12, 2026, is **\$18,700**.

Conditions of Sale

The grantee shall be responsible to obtain all required local and state land use approvals, if any, precedent to closing;

And, the grantee will be required to pay NHDOT an Administrative Fee of \$1,100.

¹ The relevant portion of the Right of Way Manual reads, "remnant parcels that, because of size, shape or access, do not have an independent value will be appraised as to their contributory value to abutting parcels."

² Contributory Value is "1. A type of value that reflects the amount a property or component of a property contributes to the value of another asset or to the property as a whole. 2. The change in the value of a property as a whole, whether positive or negative, resulting from the addition or deletion of a property component. Also called *deprival value* in some countries." – The Dictionary of Real Estate Appraisal, 6th edition, the Appraisal Institute.

About the Subject

The subject property encompasses approximately 18,044± square feet, located within the state-owned former Portland & Ogdensburg Railroad corridor and is commonly known as Mount Deception Road (private). The property is generally long and narrow in shape, being approximately 25± feet in width and approximately 721.76± feet in length. The total width of the rail corridor is approximately 49.50± feet, not including the separate but contiguous Washington Branch of the Boston & Maine Corporation, which is also State owned. The property was conveyed to the State of New Hampshire,

Former Portland & Ogdensburg Railroad Corridor
Off Old Cherry Mountain Road, Mount Deception Road, Carroll
Contributory Value/Surplus Property Appraisal, File 25-145A

Department of Transportation, by Release Deed of the Maine Central Railroad Company. Said deed was dated August 30, 1994 and recorded within the Coos County Registry of Deeds September 29, 1994, Book 834, Page 50. The party interested in acquiring the property is abutter Carl Brooks. The property was recently encumbered by a perpetual easement by the State of New Hampshire to Industrial Tower and Wireless, LLC. The easement was dated July 22, 2026 and recorded within the Coos County Registry of Deeds August 18, 2026, Book 1711, Page 437. The property is illustrated on Plan Number 5197 as recorded within the Coos County Registry of Deeds.

Description of Subject Property

As mentioned, the subject property encompasses approximately 18,044± square feet in a long and narrow shape within a larger parcel. The property is located to the north side (within) of the former Portland & Ogdensburg Railroad corridor, owned by the State of New Hampshire. The overall width of this rail corridor is approximately 49.50± feet, while the abutting Washington Branch (also owned by the State of New Hampshire, previously the Boston & Maine Corporation) is approximately 48.50± feet wide. The privately maintained Mount Deception Road extends from Old Cherry Mountain Road easterly along the northerly boundary of the first mentioned railroad corridor for a distance of approximately 721.67± feet before turning northeasterly and continuing into the abutting property of Carl Brooks. This is a gravel surface privately maintained road utilized by owners of the Brooks property for decades, including the Mount Deception Campground, and a gravel pit. Deception Brook flows southerly and drains into the Ammonoosic River beneath bridges in both rail corridors and effectively divides the abutting property of Brooks. The bridge related to Mount Deception Road was recently improved/repared. The road will also be utilized to access the site (easement) of the to-be-built cell tower, also on the Brooks property. Frontage along the east side of Old Cherry Mountain Road will measure approximately 25± feet. The topography is generally level to lightly sloping. The property consists of open area with a brushy/wooded periphery. Soil conditions, according to the USDA Soil Mapper, consist only of types 307A and 613B. Type 307A is Lovewell very fine sandy loam, with slopes between 0% and 3%. This soil is said to be very deep and moderately-well drained. Depth to bedrock is typically 60 inches while depth to the seasonal high-water table may be as shallow as 20 inches. Frequently flooded. Type 613B is Croghan loamy fine sand, with slopes between 0% and 8%. This soil is also said to be very deep and moderately well drained. Depth to bedrock is typically greater than 60 inches, and depth to the seasonal high-water table may be as shallow as 20 inches. According to FEMA Flood Insurance Rate Map Panel 33007C1090D, with an effective date of February 20, 2013, the property is located within an area identified as Zone X, being an area of minimal flooding hazard.

The abutting property of Brooks is an irregular shaped parcel encompassing approximately 166.00± acres, abutting the White Mountain National Forest (WMNF). It includes approximately 350± feet of frontage on the east side of Old Cherry Mountain Road. The property is accessible by both Old Cherry Mountain Road and Mount Deception Road. According to municipal assessment data (the appraiser did not inspect the improvements), the property is improved with a circa 1900 Colonial-style single family dwelling offering approximately 2,080 square feet of gross living area (GLA) within seven rooms, five bedrooms, and two full baths. The dwelling is upon a full, unfinished concrete block foundation. One room is used as an office for the campground. Amenities include a 184± square foot deck, 136± square foot deck, and two 182± square foot open porches. Heat is forced hot water by oil with domestic hot water off the system. Electrical service has reportedly been updated to circuit breakers. There is one fireplace. Accessory structures include a 16' by 20' barn, 20' by 44' bathhouse, 12' by 16' cabin, 6' by 16' detached porch, 11' by 19' lean-to, and three detached sheds. Quality of construction and the overall condition are both considered average. The campground offers 46 sites, 16 being for tents. Thirty-nine of the sites have underground water, sewer (common septic system), and electricity line to them. Due to the location of Deception Brook and a related pond, the campground and pit are accessible only by Mount Deception Road. According to the USDA Soil Mapper, soil types are numerous and include types 22B, 27B, 27C, 36B, 143E, 169D, 214A, 214B, 400, and 415A. Of the noted soils, types 214A and 214B appear to be predominant. This is Naumburg fine sandy loam with slopes between 0% and 3% ("A") and 3% to 8% ("B"). Very deep and somewhat poorly to poorly drained, it is commonly classified as wetland. Shallow depth to the seasonal high-water table. The campground is located in an area of soil type 36B, Adams loamy sand with slopes between 3% and 8%. This soil is said to be very deep and somewhat excessively to excessively drained. Rapid permeability can be a groundwater contamination hazard. To the east/northeast, slopes rise upward with moderately steep to steep slopes. In these areas Monadnock fine sandy loam becomes predominant. Remaining soil conditions noted encompass comparatively minor areas. The topography is variable, with

Former Portland & Ogdensburg Railroad Corridor
Off Old Cherry Mountain Road, Mount Deception Road, Carroll
Contributory Value/Surplus Property Appraisal, File 25-145A

generally level are, “rolling” area, and moderately steep to steep area. The property is wooded and with a variety of species noted. According to FEMA Flood Insurance Rate Map Panel 33007C1090D, with an effective date of February 20, 2013, the property is located within an area identified as Zone X, being an area of minimal flooding hazard.

The cell tower lease area, 100’ by 100’ or 10,000 square feet, is located in an area with a gradual uphill slope to the north side of Mount Deception Road within the Brooks property. The site is some 650± feet northeast of the railbed. Mount Deception Road has been used and maintained by the Brooks family for decades without the benefit of any legal agreement with the state. A separate easement to Industrial Tower and Wireless, LLC over the same area has secured access to the cell tower site.

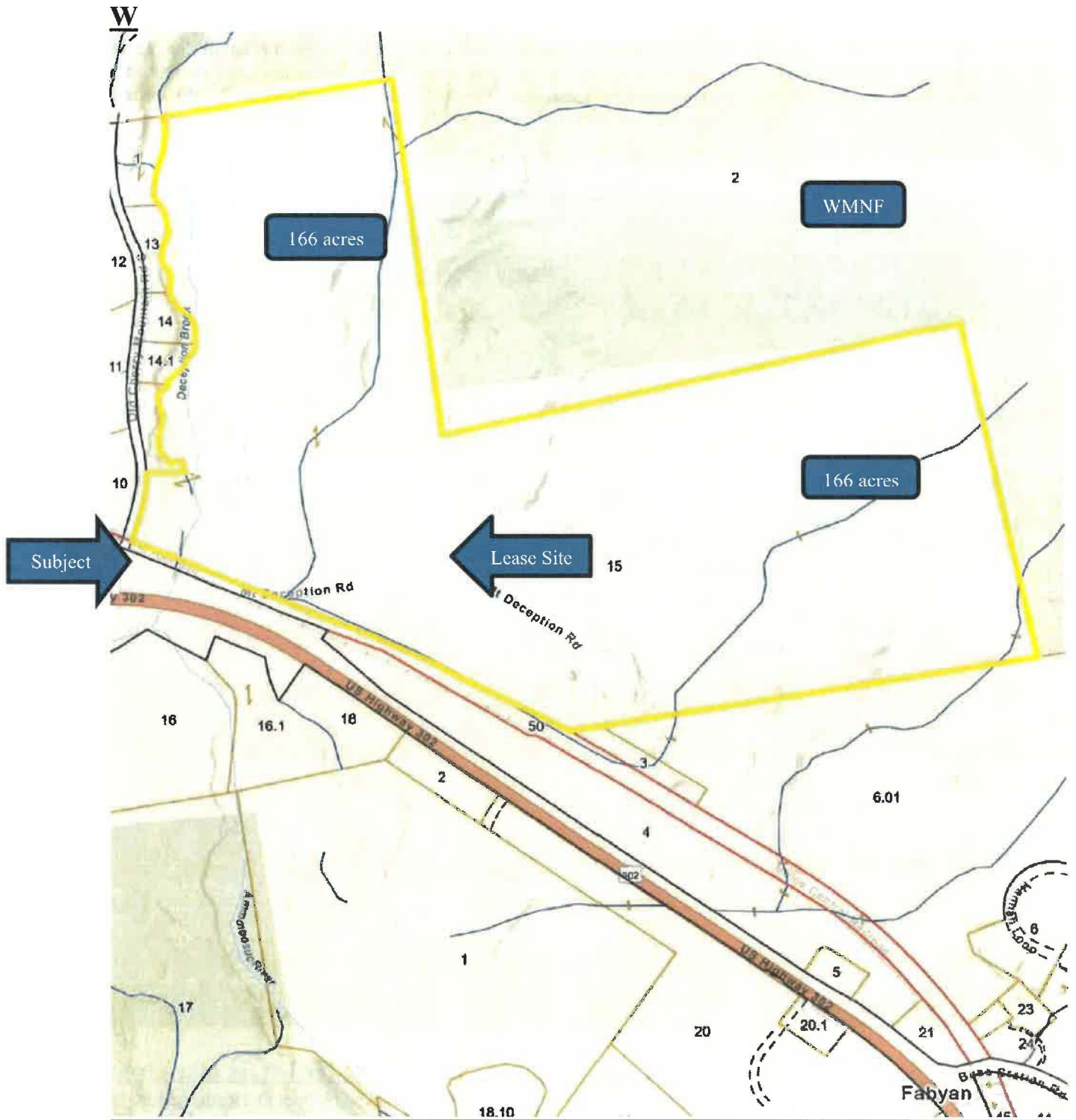


Typical view (easterly) of the former B & M railbed, subject is to the left, as taken from Old Cherry Mountain Road.

All Photographs taken by Scot D. Heath, August 12, 2026

Former Portland & Ogdensburg Railroad Corridor
Off Old Cherry Mountain Road, Mount Deception Road, Carroll
Contributory Value/Surplus Property Appraisal, File 25-145A

Carroll GIS Map



Former Portland & Ogdensburg Railroad Corridor
Off Old Cherry Mountain Road, Mount Deception Road, Carroll
Contributory Value/Surplus Property Appraisal, File 25-145A

Site Plan

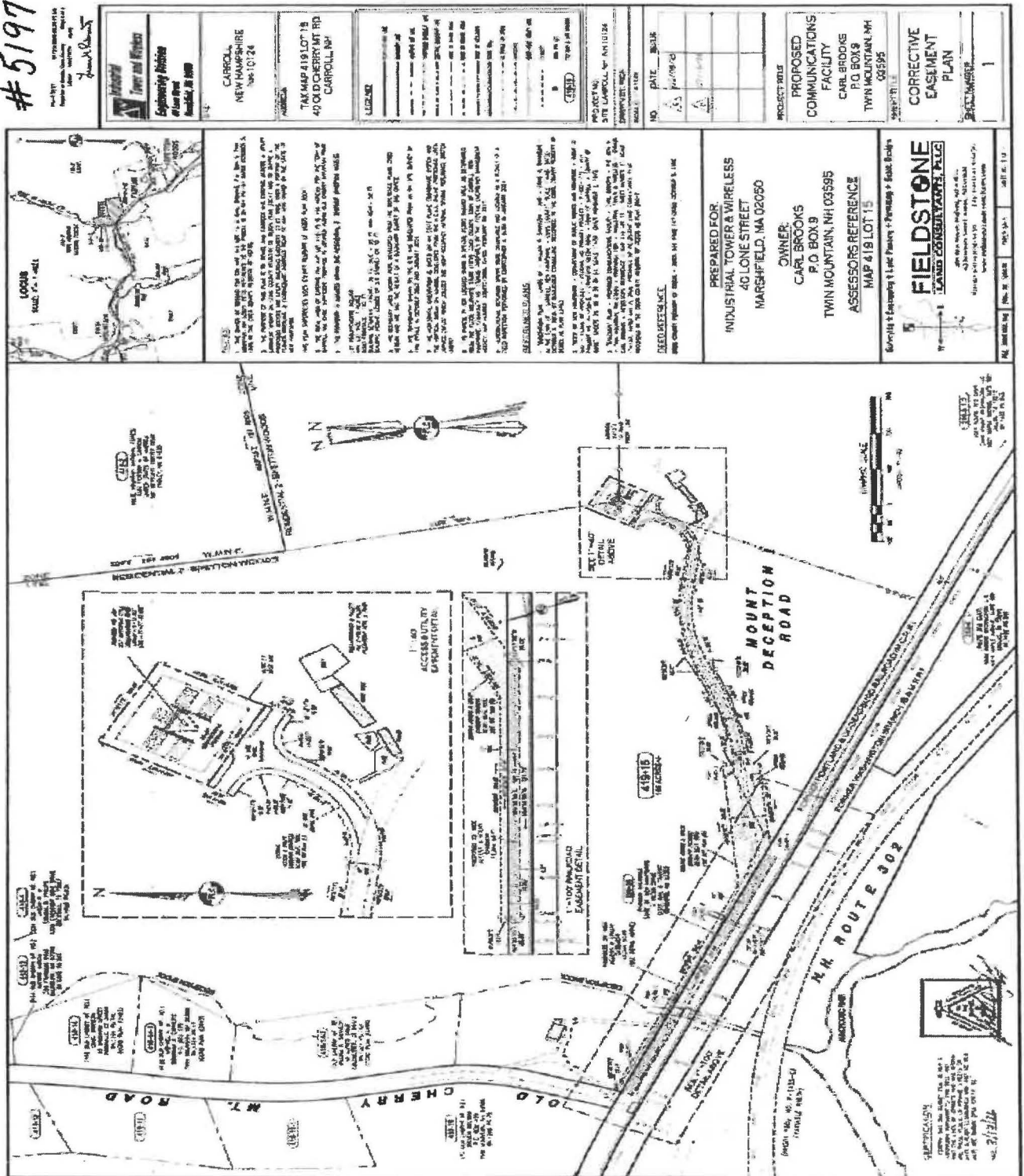


Note: intend to grant 2 independent easements for the same area.

Former Portland & Ogdensburg Railroad Corridor
 Off Old Cherry Mountain Road, Mount Deception Road, Carroll
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Site Plan

#5197



Former Portland & Ogdensburg Railroad Corridor
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Real Estate Tax Data

The subject property is not identified as an independent lot of record, as it is part of a larger state-owned railbed. The railbed is part of a larger parcel and is referenced by the Town of Carroll as Tax Map 205, Lot 50. The abutting parcel is referenced as Tax Map 415, Lot 15. As vacant state-owned land the property is not taxed although it has an assessed value of \$21,600. The 2025 tax rate was set at \$12.08 per thousand dollars of assessed value, with a 2024 assessment ratio of 74.9%. Annual taxes would be approximately \$260 if the property were taxed.

It is important to note the area of the abutting property used to support the campground and pit are assessed as commercial land, being approximately 2.00 acres in total, and assessed at **\$201,500**. The town cites the campground as being the primary use of the property.

Assessed values and assessment ratios are not considered to represent accurate indications of market value as defined within this report.

Market Area and Neighborhood Analysis

The Town of Carroll is located within northern New Hampshire, Coos County, and the so-called White Mountains Region. Communities which abut the town include (clockwise) Jefferson, Low & Burbanks Grant, Crawford Purchase, Beans Grant, Harts Location, Bethlehem, and Whitefield. The town is accessible primarily by US Route 3, the primary north/south corridor across the region. US Route 302 is also very significant and crosses the town in an overall west/southeast direction through Crawford Notch. Route 302 provides access into Bethlehem and Littleton to the west, intersecting with Interstate Route 93. To the east, Route 302 intersects with NH Route 16 in Bartlett providing access to the Conway area. NH Route 115 is an important connector between US Route 3 and US Route 2 to the north in Jefferson. Interstate Route 91 is accessible in Vermont via US Route 302. Carroll consists of several distinct village areas. These include Twin Mountain, Carroll, Fabyan, and Bretton Woods. The Town of Littleton (Grafton County) has emerged as the primary economic center of the region while Lancaster, Gorham, Berlin, and Conway are also significant centers of commerce. The town is a long-established tourism and recreational destination.

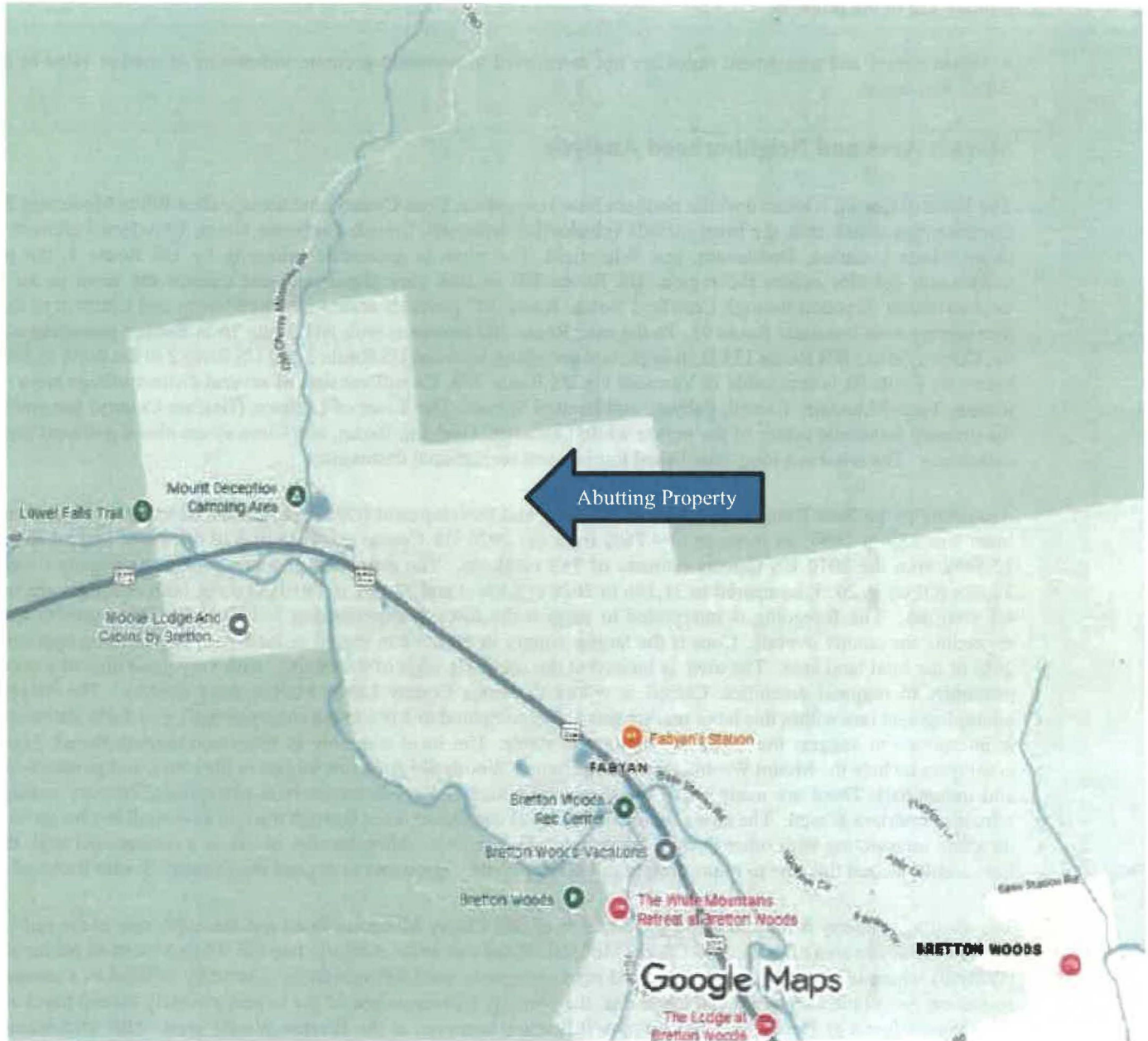
According to the New Hampshire Office of Planning and Development (OPD), the estimated resident population of the town was 859 in 2025, an increase of 4.76% from the 2020 US Census estimate of 820 residents, and an increase of 12.58% from the 2010 US Census estimate of 763 residents. The estimated population of Coos County overall was 32,088 (OPD) in 2025, compared to 31,186 in 2020 (+2.89%) and 32,961 in 2010 (-2.65%; both estimates are from the US Census). The foregoing is interpreted to suggest the town is experiencing resident population growth at a pace exceeding the county overall. Coos is the largest county in the state in regard to land area, representing approximately 20% of the total land area. The town is located at the southerly edge of the county, with very good highway access and proximity to regional amenities. Carroll is within the Coos County Labor Market Area (LMA). The March 2026 unemployment rate within this labor market was 3.0%, compared to 3.0% in the county overall, and 3.0% statewide. This is interpreted to suggest the regional economy is stable. The local economy is recreation/tourism based. Significant employers include the Mount Washington Hotel, Bretton Woods Ski Area (the largest in the state), and government (state and municipal). There are many small motel-type facilities and small commercial enterprises. Forestry management remains important as well. The now state-owned railroad corridor extends through town in an overall northwest/southeast direction intersecting with other lines in Whitefield and Conway. After decades of use as a recreational trail, the state has recently leased this line to return freight rail service to the region and to expand the Conway Scenic Railroad.

The abutting property is located along the east side of Old Cherry Mountain Road and the north side of the rail corridor within the Fabyan area of town. Old Cherry Mountain Road continues northerly into the White Mountain National Forest (WMNF) where it becomes a seasonal, gated road commonly used for recreation. Currently utilized as a campground, residence, gravel pit, and now a cell tower site, the property represents one of the largest privately owned tracts abutting the national forest at 166 acres. The primary influence, however, is the Bretton Woods area. This area includes the

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historic Mount Washington Hotel and the Bretton Woods Ski Area. Numerous condominium units have been built in this area as well, with many used as second homes. Smaller motel facilities, restaurants, and automobile service/gasoline establishments are located here too. It is an extremely scenic area with mountain backdrops in all directions. The WMNF provides diverse year-round recreational opportunities. Area maintenance and pride of ownership range from average to good. The subject property is a portion of the rail corridor, being privately utilized as Mount Deception Road, as previously described. Future outlook for the town overall and the neighborhood is for steady growth, in the residential market segment (both year-round and seasonal occupancy) in particular. No adverse conditions have been noted.

Area Map



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Zoning

According to the Town of Carroll Zoning Ordinance, both the subject property and the abutting property are within the Residential 2 District. Permitted uses within this district include single family dwelling with private garage; two-family dwelling with private garage; multi-family dwelling; church; day care center; hospital, convalescent, and nursing home; library; municipal building/facility, school; museum/cultural facility; lodging; restaurant; research laboratory; retail business and service; theatre/place of assembly; golf course; indoor and outdoor recreation facility; public utilities including substations; agriculture; and accessory uses/buildings related to an allowed use. Dimensional controls applicable to this district are as follows:

Carroll Residential-2 Zone Dimensional Regulations	
Minimum Lot Area:	1.00 acre
Minimum Frontage:	100 feet
Minimum Setbacks:	
Front:	30 feet
Side:	20 feet
Rear:	25 feet
Maximum Structure Height:	3 stories/33 feet
Minimum Green Area Required:	n/a

Applicable overlay districts include aquifer, flood plain, shoreland, and wetland protection zones. These districts establish various setbacks and use limitations as deemed necessary to protect the resource.

Current use as a campground and gravel pit are presumed to be either grandfathered or permissible by variance or special exception (granted). It is important to note approximately two (2.00) acres of the property are assessed as being commercial. The proposed cell tower has reportedly been approved by appropriate and applicable town boards.

About the Valuation

Scope of Work

To complete this assignment, I most recently inspected the property on August 12, 2026. I examined town and county property records including assessment data and taxes, zoning regulations, and reviewed other relevant data. I formed an opinion of the highest and best use of both the subject property and the abutting property, based on legal, physical, and neighborhood land use characteristics. The contributory value of the subject property was developed based on the contribution it would make to the value of the abutting property, if assembled.

I compiled¹ comparable sales data applicable to the abutting property, verified and analyzed the data, developed an opinion of the market value of the abutting property as-if vacant and as-if assembled with the lease area. The difference between the as-is and the as-if assembled values represent the contributory value of the fee simple interest. The final opinion of value is based on a pro-rata analysis. I prepared this appraisal report in compliance with USPAP Standards

¹ Property data was collected and compiled from several sources, including the Town of Carroll, the Town of Bethlehem, the Town of Whitefield, the Coos County Registry of Deeds, New England Real Estate Network/MLS (NEREN), FEMA flood plain website, USDA Web Soil Survey website, NH Department of Transportation highway plans and records, as well as consultation with local real estate professionals.

Rule #2-2(a) governing appraisal reports.

Data and Analysis

Highest and Best Use is the physically possible, legally permissible, financially feasible, and maximally productive use that would result in the greatest net return. It cannot not be highly speculative nor predicated upon conditions anticipated in the too distant future.

-Highest and Best Use-Easement Property: The subject property, being an area of approximately 18,044± square feet within the larger rail corridor, is long and narrow in shape and generally level to lightly sloping. The area has also been utilized historically as the private Mount Deception Road. Due to physical constraints (shape and size) it is considered very unlikely the property could support any use other than continued use as a private road and/or excess/additional land to an abutter.

-Highest and Best Use-Abutting Property: The abutting property of Carl Brooks has long been utilized for multiple purposes. While the primary use is the campground, the property includes a single-family dwelling, a gravel pit, and has approvals in place for a cell tower on area to be leased to others. Abundant vacant land remains for forestry management, etc. This assortment of uses is considered most likely to result in the highest property value until said uses are no longer financially feasible and site redevelopment occurs and is concluded as representing the highest and best use. Access over Mount Deception Road is essential to secure adequate access to the property in order to continue the uses mentioned. Furthermore, as if vacant land, the property represents a legal and conforming lot of record, capable of supporting most any permitted use.

-Highest and Best Use-As-If Assembled: The highest and best use as-if assembled would remain a multi-use property, being 166 acres improved with a single-family dwelling with related accessory structures, a 46-site campground, gravel pit, leased cell tower site, and the land area commonly known as Mount Deception Road as encumbered by a perpetual lease.

Valuation

The purpose of this appraisal, as previously mentioned, is to develop an opinion of market value applicable to the 18,044± square foot area commonly known as Mount Deception Road. This is the same area the state granted a perpetual easement over to Industrial Tower and Wireless, LLC which provides access to their cell tower site on abutting property of Brooks. Brooks wishes to acquire the fee simple interest in this area (subject property). The easement to Industrial Tower and Wireless, LLC does not represent exclusive use of the area and Brooks could continue to use the property for access, in addition to the State.

Consistent with municipal assessment data of the abutting property, the primary use as a campground and pit suggest the primary site is a commercial use. Accordingly, vacant lots zoned for commercial use from within the subject market area have been located and utilized in the following analyses. Locating comparable sales of similar size (166 acres) and with similar multiple uses was not possible. I have utilized only the Sales Comparison Approach, Direct Comparison Method. The Cost Approach was not utilized since the property includes improvements of such age and condition that estimating accumulated depreciation from all sources could be inaccurate and potentially misleading. The Income Approach was not utilized as the property, as vacant land, would not typically be purchased for its ability to generate rent from ground leases or sustained income from forestry management and/or agricultural production to be considered the primary use. Price per acre will be utilized as the unit of comparison in the following analyses.

The comparable sales utilized are the result of market research conducted to identify and locate sold properties for direct comparison to the subject property. The analyses have utilized percentage adjustments, reflecting market reaction to

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those items of significant variation between the subject and the comparable sales. If a significant item in the comparable property is superior to, or more favorable than, the subject site, a negative (-) adjustment is made, thus reducing the indicated value for the subject; if a significant item in the comparable property is inferior to, or less favorable than, the subject site, a positive (+) adjustment is made, thus increasing the indicated value.

Analysis

Three (3) comparable sales have been utilized in the valuation of the subject property. Most of the sale data located in the research required anywhere from 1 year to approximately 3 years of marketing time to sell. In consideration of market activity for this property type within this market location, and the specific data I used to arrive at an opinion of market value, it is my opinion that the abutting property as-if vacant land would have an exposure time of twelve (12) to eighteen (18) months.

Adjustments

Property Rights Conveyed, Conditions of Sale and Seller Concessions

All three (3) sales were conveyances of fee simple interests as encumbered by typical utility easements and conveyed under "Arm's Length" conditions with no unusual or atypical influences. No related adjustments were required.

Financing

All three (3) transactions had terms of cash or its equivalent to the seller. The sales are therefore similar to a hypothetical sale of the subject with respect to financing, with no related adjustments required.

Market Conditions

The sales utilized occurred between December 16, 2024 and September 18, 2025. I have researched historic sales data for the purpose of developing an adjustment to address market conditions/the passing of time. A market conditions/time adjustment of +0.25% per month, or 3.00% annually, commencing January 1, 2023 and continuing to the effective date of this appraisal is concluded as being reasonable and has been utilized.

Location

Sale nos. 1 is located within Carroll but west of the subject near the intersection with US Route 3. Considered slightly superior, this sale has been adjusted downward by 10%. Sale nos. 2 and 3 are located partially across the road from each other along Main Street (US Route 302) in Bethlehem east of the village. This location is considered sufficiently similar to the subject with no related adjustment required.

Size/Economies of Scale

This adjustment is based on the economic principle that as quantity increases the unit value decreases. The sales utilized vary between 2.23 acres and 4.30 acres, whereas the commercial use area of the subject is 2.00 acres. Sale nos. 2 and 3 have each been adjust upward by 10% while Sale 1 does not require any related adjustment.

Access/Frontage

All three (3) sales are accessible by their respective frontage, and each sale has a reasonable length of frontage. No related adjustments are considered necessary.

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Zoning

While the subject property is within a residential zoning district, the primary use of the property considered commercial by the town and 2.00 acres of primary area are assessed as commercial. All three sales are within similar districts allowing similar uses. Accordingly, no related adjustments have been made.

Physical Characteristics

Sale nos. 1 and 2 are each considered inferior overall in this regard and have been adjusted upward by 10% and 50%, respectively. Sale 3 is sufficiently similar overall as to not require any related adjustment.

Utilities

The subject and Sale 1 require on-site wells and septic systems. Sale nos. 2 and 3 have public water and sewer available to them resulting in a downward adjustment of 10% to each

The foregoing adjustments and their relationship to the commercial portion of the abutting property as-if vacant land "before" assemblage are illustrated within the following adjustment grid.

Sales Comparison Grid-As-if Vacant Land							
	Item	Comparable Sale 1		Comparable Sale 2		Comparable Sale 3	
Location	Old Cherry Mountain Road, Carroll	Route 302, Carroll		Main Street (Route 302), Bethlehem		Main Street (Route 302), Bethlehem	
Sales Price	Estimate		\$155,000		\$112,000		\$200,000
Cost After Purchase	None	Similar	\$0	Similar	\$0	Similar	\$0
Data Source	Inspection	Public Records, MLS		Public Records, MLS		Public Records, MLS	
Rights Appraised	Fee Simple	Fee Simple	\$0	Fee Simple	\$0	Fee Simple	\$0
Financing and Buyer/Seller Motivation	Arm's Length	Arm's Length	\$0	Arm's length	\$0	Arm's Length	\$0
Conditions of Sale	Typical	Typical	\$0	Typical	\$0	Typical	\$0
Base Price/Comm. Acre	2.00± acres	2.23± acres	\$69,507	4.30± acres	\$26,047	4.00± acres	\$50,000
Base Price/Lot	n/a		\$155,000		\$112,000		\$200,000
Date of Sale	8/12/2026	Description	Adjustment	Description	Adjustment	Description	Adjustment
& Market Conditions Adj.		9/18/2025	2.75%	2/21/2025	4.375%	12/16/2024	5.00%
Adjusted Base Price/Acre			\$71,418		\$27,187		\$52,500
Location	Average	Sl. Superior	-10%	Similar	\$0	Similar	\$0
Size/Economies of Scale	2.00±	2.23±	\$0	4.30±	10%	4.00±	10%
Exposure/Visibility	Fair	Superior	-5%	Superior	-5%	Superior	-5%
Access/Frontage	Average/350± feet	Average/417.29'	\$0	Average/374'	\$0	Average/300'	\$0
Zoning	Residential 2	Commercial	\$0	Commercial	\$0	Commercial	\$0
Physical Characteristics	Average	Inferior (shape, topo)	10%	Inferior (stream/wetland)	50%	Similar	\$0
Utilities	On-site well and septic systems req.	On-site well and septic systems req.	\$0	Municipal Water and Sewer	-10%	Municipal water and sewer	-10%
Net Adj. (Total)			-5%		45%		-5%
Indicated Value/Acre			\$67,847		\$39,421		\$49,875

Low \$39,421 High \$67,847 Mean \$52,381

Reconciliation/Conclusion and Final Opinion of Value

As illustrated within the sales grid, the foregoing analyses result in a range of value of \$39,421 per acre to \$67,847 per acre, with a statistical mean of \$52,381 and a median of \$49,875 per acre. This applies specifically to the two-acre portion considered to be of commercial use by the town. This represents a range of approximately 41.9% from high to low, which is much wider than usual. However, the mean and median are much closer at \$52,381 vs. \$49,875, a much narrower range of approximately 4.78% from high to low. Sale 1 is the most recent sale and is located directly on US Route 302 within Carroll. Sale nos. 2 and 3 are recent sales and located on US Route 302 in Bethlehem, the next town to the west. No single sale is considered to represent a superior indicator of market value, suggesting value at the approximate mid-point of the range. This analysis is concluded with a unit value at the approximate level of **\$50,000** per acre. On a price per square foot basis, the unit value is approximately **\$1.15** per square foot (\$50,000 divided by 43,560 square feet equals \$1.1478 per square foot, rounded to \$1.15).

As previously mentioned, the subject property is subject to a perpetual access easement over Mount Deception Road to Industrial Tower and Wireless, LLC. The State reserved certain rights related to access and maintenance as well. To develop an estimate of market value of the leased fee interest we will first apply the concluded unit value of \$1.15 per square foot to the area of the subject property, 18,044 square feet, as follows.

\$1.15/square foot times 18,044± square feet equal **\$20,750.60**

Next, we need to develop an allocation to respective property interests. In such cases it is acceptable practice to develop an opinion of value on a pro-rata basis. Such permanent easements typically represent a 25% to 90% reduction in the utility (use) of the area encumbered to the underlying fee simple interest/ownership. In this case, the easement interest as conveyed to Industrial Tower and Wireless, LLC does not prohibit the use of the property by others. Mount Deception Road is critical for access to the abutting property of Brooks (campground and pit). In consideration of the physical characteristics, potential uses of the subject property as eased, and the limitations imposed by the easement, a 10% reduction in overall utility and value appears to be reasonable and appropriate. The final unit value of the fee simple interest in the subject property as encumbered is calculated as follows:

\$20,750.60 times 0.90 equals \$18,675.54, rounded to \$18,700.

Based on the foregoing, my opinion of the contributory market value of the fee simple interest as of August 12, 2026 is...

\$18,700

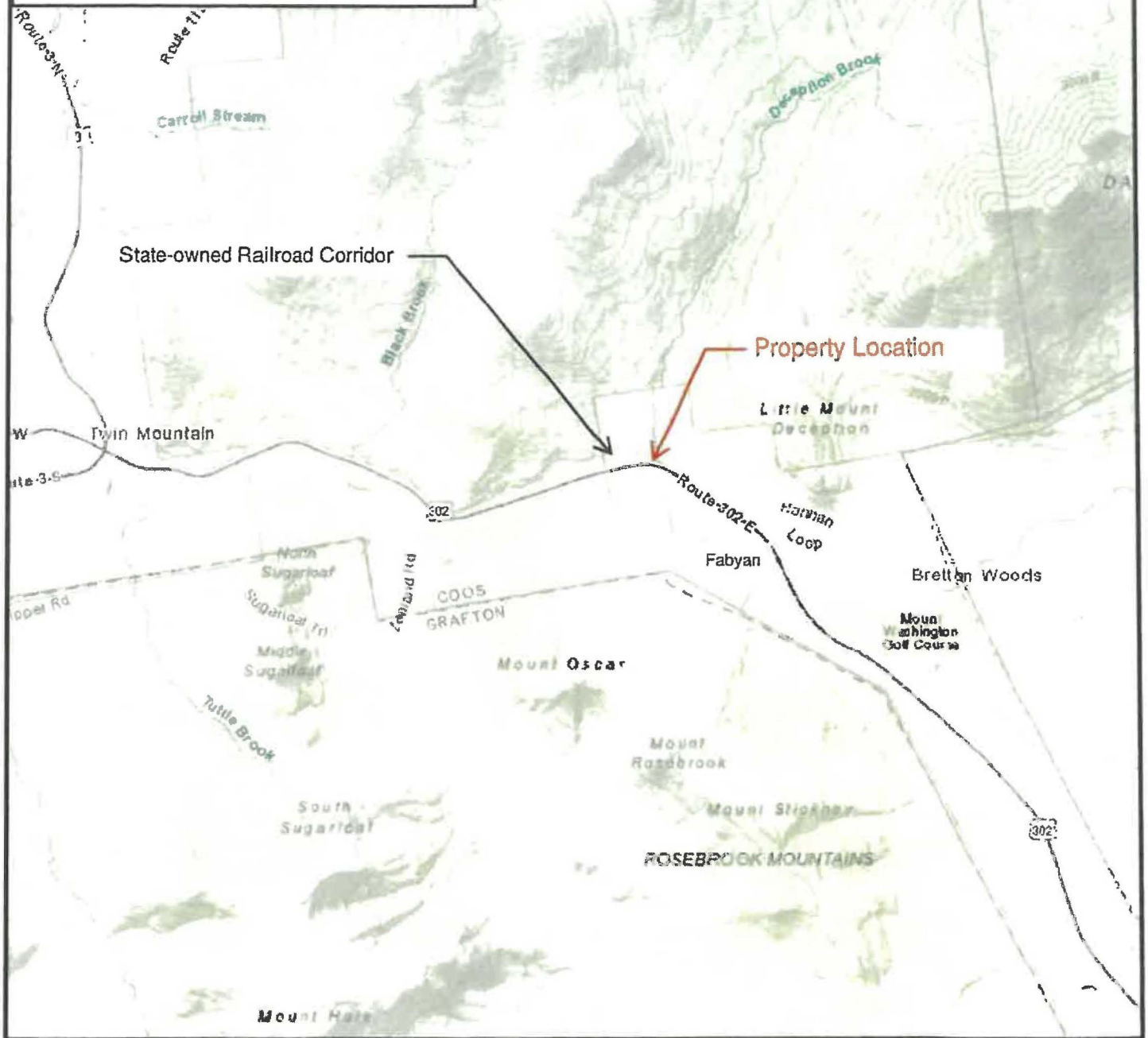
Title: Location Topo Map

Town of Carroll

Mt. Deception Road Location

Sta 4356+00 +/- to 4363+30, MP P89.80

#2024-25 Date January 21, 2025



Parcel Mosaic Viewer

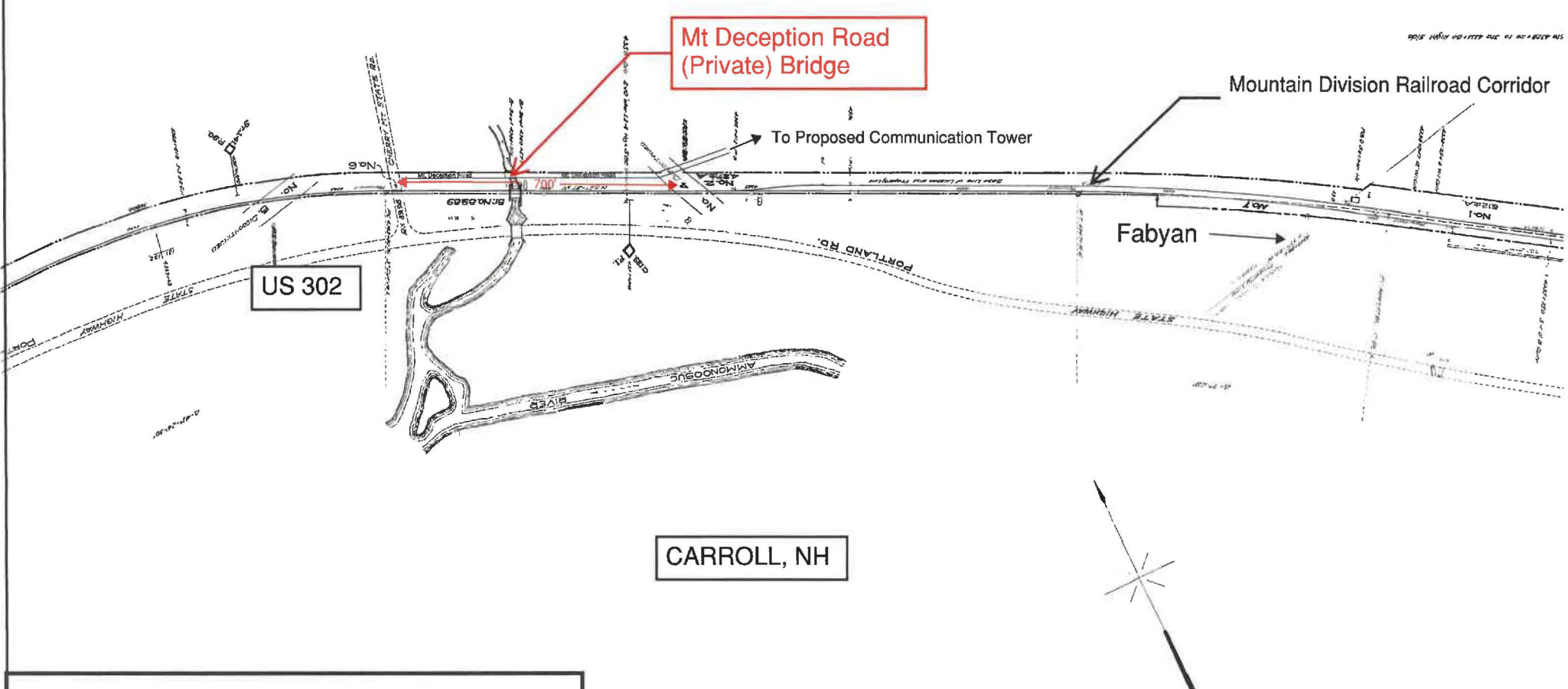


Aerial - Mt. Deception Road
Industrial Tower and Wireless LLC (Brooks Property)
Mountain Division Railroad Corridor
Town of Carroll
Valuation Section 17, Sheet 40
Notated: July 22, 2026

VCGI, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

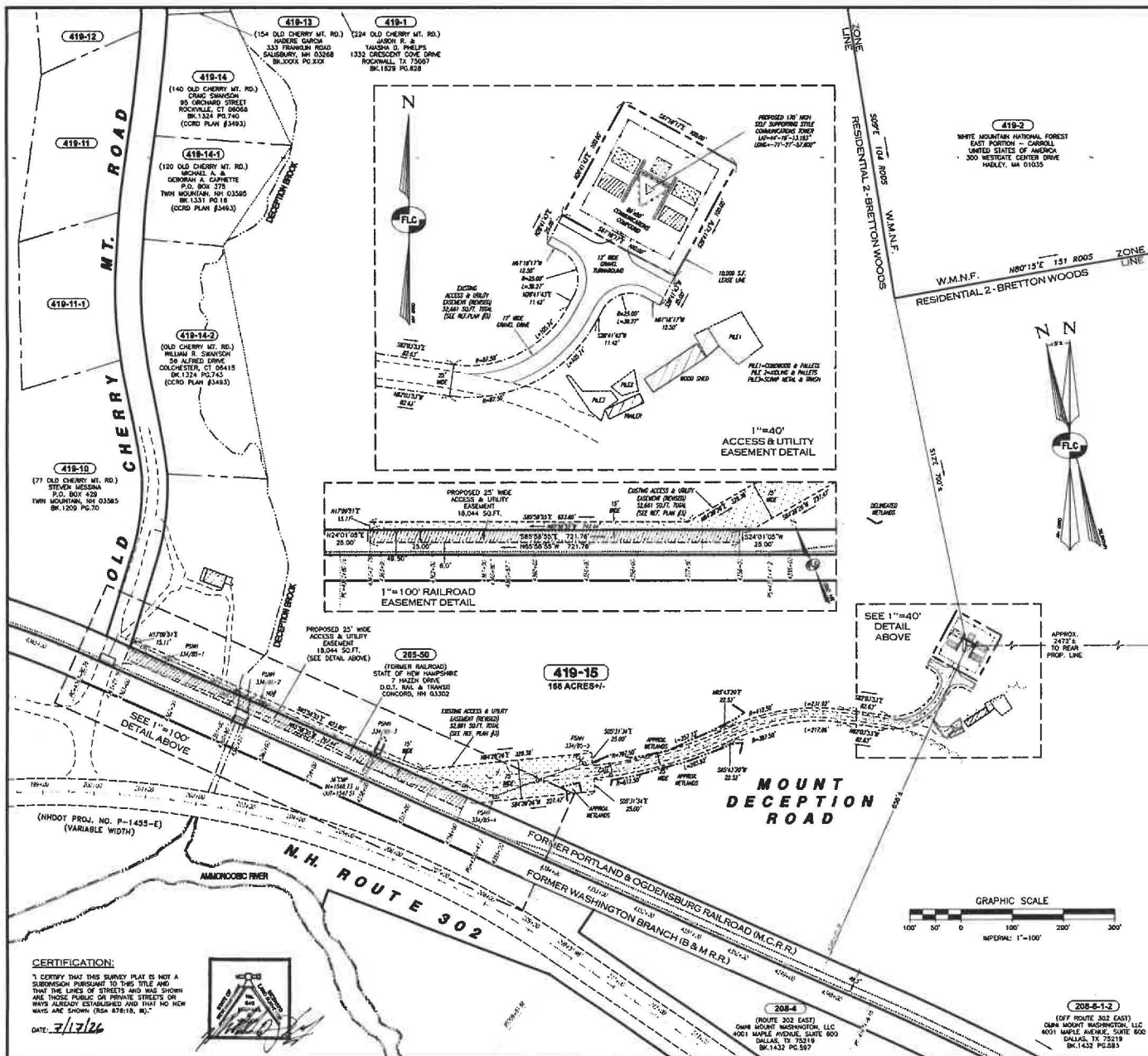
Sheet No. 407 of Fifty nine primary sheets of the Portland & Ogunquit
Map No. 407 of Fifty nine primary sheets of the Portland & Ogunquit
Map No. 407 of Fifty nine primary sheets of the Portland & Ogunquit

1/2" = 400' 1/4" = 800'
Scale of 1/2" = 400' 1/4" = 800'



CARROLL, NH

Title: Location Valuation 17/40
Town of Carroll
Mt. Deception Road Location
Sta 4356+30 +/- to 4363+30, MP P89.80
#2024-25 Date September 22, 2025



LOCUS
SCALE: 1"=1 MILE

NOTES:

- THE OWNER OF RECORD FOR TAX MAP 419 LOT 15 IS CARL BROOKS, P.O. BOX 9, TWIN MOUNTAIN, NH 03595. DEED REFERENCE TO THE PARCEL IS BK.494 PG.147 DATED OCTOBER 5, 1985 IN THE COOS COUNTY REGISTRY OF DEEDS.
- THE PURPOSE OF THIS PLAN IS TO REVISE AND CORRECT ANY EXISTING ACCESS & UTILITY EASEMENT SHOWN ON COOS COUNTY REGISTRY OF DEEDS PLAN #5047 AND TO DEFINE A PROPOSED ACCESS AND UTILITY RAILROAD EASEMENT, 25.00' WIDE, OVER A PORTION OF THE FORMER PORTLAND & OGDENSBURG RAILROAD RIGHT OF WAY, NOW OWNED BY THE STATE OF NEW HAMPSHIRE.
- THIS PLAN SUPERSEDES COOS COUNTY REGISTRY OF DEEDS PLAN #5047.
- THE TOTAL AREA OF EXISTING TAX MAP LOT 419-15 IS 166 ACRES PER THE TOWN OF CARROLL TAX CARD. SUFFICIENT FRONTOAGE IS LOCATED ALONG OLD CHERRY MOUNTAIN ROAD.
- THE PROPERTY IS LOCATED WITHIN THE RESIDENTIAL 2 DISTRICT (BRETTON WOODS).
- LOT REQUIREMENTS INCLUDE:
MIN. LOT SIZE: 1 ACRE
ROAD FRONTAGE: 125 FT.
BUILDING SETBACKS: FRONT - 30 FT., SIDE - 20 FT. AND REAR - 50 FT.
BUILDING HEIGHT: LESSER OF 2.5 STORIES OR 35 FT.
- THE BOUNDARY LINES SHOWN WERE DEVELOPED FROM THE REFERENCE PLANS CITED HEREON AND ARE NOT THE RESULT OF A BOUNDARY SURVEY BY THIS OFFICE.
- THE TOPOGRAPHY SHOWN ON THE SITE WAS DEVELOPED FROM AN ON-SITE SURVEY BY THIS OFFICE IN OCTOBER 2023 AND JANUARY 2024.
- THE HORIZONTAL ORIENTATION IS BASED ON NH STATE PLANE COORDINATE SYSTEM AND THE VERTICAL DATUM ON NAVD83, DEVELOPED FROM THE N.D.A.A. ONLINE POSITIONING USER SERVICE (OPUS) WHICH UTILIZES THE HIGH-ACCURACY NATIONAL SPATIAL REFERENCE SYSTEM (NSRS).
- THE PARCEL IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA, AS DETERMINED FROM THE FLOOD INSURANCE STUDY (FIRM), COOS COUNTY, TOWN OF CARROLL, NEW HAMPSHIRE, COMMUNITY NO. 330035, PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, MAP NUMBER 33007C1000D, DATED FEBRUARY 20, 2013.
- JURISDICTIONAL WETLANDS SHOWN WERE DELINEATED AND LOCATED AS A RESULT OF A FIELD INSPECTION PERFORMED BY CHRISTOPHER A. GUIDA IN JANUARY 2024.

REFERENCE PLANS:

- "SUBDIVISION PLAN - LANDS OF - WILLIAM R. SWANSON - AND - CRAIG C. SWANSON - IN THE TOWN OF - CARROLL, NEW HAMPSHIRE - COOS COUNTY, TOWN OF CARROLL, NEW HAMPSHIRE, COMMUNITY NO. 330035, PREPARED FOR THE FEDERAL EMERGENCY MANAGEMENT AGENCY, MAP NUMBER 33007C1000D, DATED FEBRUARY 20, 2013.
- "STATE OF NEW HAMPSHIRE - DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS - RIGHT OF WAY - PLANS OF PROPOSED - FEDERAL AID PRIMARY PROJECT - F-032-1(7) - N.H. PROJECT NO. P-1455-E - GRAFTON MOUNTAIN ROAD - TOWN OF CARROLL - COUNTY OF COOS, SHEETS 26 & 30 OF 61, SCALE 1"=50', DATED NOVEMBER 1, 1972.
- "EASEMENT PLAN - PROPOSED COMMUNICATIONS FACILITY - CARL BROOKS - P.O. BOX 9, TWIN MOUNTAIN, NH 03595 - PREPARED FOR - INDUSTRIAL TOWER & WIRELESS - OWNER CARL BROOKS - ASSESSORS REFERENCE - MAP 419 LOT 15 - SHEET NUMBER 1", SCALE 1"=100', DATED MAY 8, 2025, PREPARED BY FIELDSTONE LAND CONSULTANTS, PLLC, RECORDED IN THE COOS COUNTY REGISTRY OF DEEDS AS PLAN #5047.

DEED REFERENCE:
COOS COUNTY REGISTRY OF DEEDS - BOOK 494 PAGE 147 DATED OCTOBER 5, 1985.

PREPARED FOR:
INDUSTRIAL TOWER & WIRELESS
40 LONE STREET
MARSHFIELD, MA 02050

OWNER:
CARL BROOKS
P.O. BOX 9
TWIN MOUNTAIN, NH 03595

ASSESSORS REFERENCE
MAP 419 LOT 15

Surveying • Engineering • Land Planning • Permitting • Septic Designs

FIELDSTONE
LAND CONSULTANTS, PLLC

200 Elm Street, Milford, NH 03055
45 Rodbury Street, Keene, NH 03431
Phone: (603) 672-5434 Fax: (603) 414-5456
www.FieldstoneandConsultants.com

FILE: 3040400C.dwg PROJ. NO. 3684.00 SHEET: EA-1 SHEET NO. 1 OF 1

#5197

Form # 5197 07/17/2024 00:10:41 AM
Register of Deeds, Coos County Page 1 of 1
LCCIP 00007078 24.00
James Roberts

Industrial Tower and Wireless
Engineering Division
40 Lone Street
Marshfield, MA 02050

SITE:
CARROLL
NEW HAMPSHIRE
NH-10124

ADDRESS:
TAX MAP 419 LOT 15
40 OLD CHERRY MT. RD.,
CARROLL, NH

LEGEND:

- PROPOSED 25' WIDE ACCESS & UTILITY EASEMENT
- BOUNDARY LINE
- EXISTING LOT LINE
- PROPOSED EASEMENT LINE
- EXISTING EASEMENT LINE
- EDGE OF PAVED ROAD
- EDGE OF GRAVEL ROAD
- EDGE OF DIRT ROAD
- EDGE OF WETLANDS
- STONE WALL
- D. SHED OR DECK
- SURFACED
- OVER-HEAD UTILITY LINE
- CLUTTER
- IRON PIN SET
- TAX MAP & LOT NUMBER

PROJECT NO.:
SHE. CARROLL, NH-NH-10124

DRAWN BY: RICK

SCALE: 1"=100'

NO	DATE	ISSUE
C	05/08/25	
D	07/16/26	

PROJECT TITLE
PROPOSED COMMUNICATIONS FACILITY
CARL BROOKS
P.O. BOX 9
TWIN MOUNTAIN, NH 03595

SHEET TITLE
CORRECTIVE EASEMENT PLAN

SHEET NUMBER
1