

Approved: October 13, 2015

**Hanover Conservation Commission Trails Committee
Minutes, September 8, 2015**

Present: Tom Linell, Doug McIlroy

Much of the agenda could not be pursued because of low attendance. Linell said he did not receive notice of the meeting. McIlroy said he had sent it to all the addresses he could remember, but not the entire list because the computer file system with the list was down. He knew of one person not coming, and one who intended to come, but was not present.

Trail signs

Five new signs were installed by Larry Litten and five more by Bill Mlacak. The remaining 10 should be in place by next meeting. Some compliments have been received and no complaints.

Maple trail

The Hanover Conservancy is concerned that John Taylor does not know whether his maintenance contract would cover his overseeing improvements to the Maple Trail (hardening and benching). McIlroy said this had not yet been authorized because it wasn't known what materials would be used for the hardening and what costs beyond John's time might be involved.

Cliffside Trail easements

McIlroy said Ed Chamberlain has discovered that Dartmouth holds deeded easements for a trail across many of the Occom Ridge properties. The easements, dated around 1948, are recorded with the Grafton register of deeds, but few are noted in the deeds to the parcels, and thus are hard to find. It is not yet known whether the entire Cliffside Trail is covered.

Ridge Trail

McIlroy proposed that the expected work day occur on Saturday, October 17.

Dana South

Linell has suggested that the opening in the wall between Dana South property abutting Spaulding property and Pytte be moved away from some rocks that interfere with skiing. McIlroy said this should be addressed among several other trail items in intended correspondence with the now far-away Pytte.

Other business

Linell said that the Conte Refuge has published a proposal to acquire wildlife refuge land, much of it in Lyme and Dorchester. It appears that Bear Hill may be included. Linell suggested that the connected but not contiguous northern Shumway property might be appropriate for inclusion. Linell also suggested that the AT, which detours around Trescott Company land, might be rerouted through it when it becomes open to public use. He believes that route is preferable, although outside of the federally owned AT corridor.