

**The New Hampshire Department of Transportation -
Guidelines for the Establishment of On-highway OHRV Connectors**

New Hampshire RSA 215-A 10 allows Off Highway Recreation Vehicle (OHRV) use on class I, class II, class III and class III-a highways in Coos County, with approval by the NH Department of Transportation (DOT), the NH Department of Safety (DOS) and following a public meeting in each community which would be directly affected by the designated use. The following document outlines specific guidelines, which the DOT will use in determining the suitability of all on-highway trail connectors.

Requests:

- Each request for an OHRV on-highway connector must be made in writing by the Department of Resource and Economic Development (DRED). The request should be submitted to the following address:

NHDOT- Maintenance District 1
Attention: Mr. Philip Beaulieu
District 1 Engineer
641 Main Street, Lancaster, NH 03584

Preferred Location:

- On-highway use of OHRVs should be limited to village district areas. A village district area can be defined as the location in a village where structures are nearer than 200 feet apart for a distance of ¼ mile. It is assumed that areas outside of these village areas would offer sufficient land area beyond the highway right-of-way (ROW) to construct appropriate cross-country trail systems.
- Preference will be given to areas connecting services such as gas, food, and lodging to the trail system.
- Posted speed limits should be less than 40 miles per hour.
- Preference will be given to areas with low Average Daily Traffic (ADT) volumes.
- OHRV use is prohibited on interstate highways, divided highways, or toll roads.

Access Points:

- Locations where OHRV trails access the highway should be made via permitted access points that include a minimum 20 foot long and 12 foot wide paved apron.
- Access points must have a minimum all season safe sight distance of 400 feet.
- If a new access point will be needed, the location must conform to the OHRV crossing requirements as outlined in the OHRV policy.
- Access to on-highway connectors via town roads approved for OHRV use and driveways within the designated on-highway connector is allowed.

Travel Description:

- If the shoulders are paved and wider than 4 feet, OHRVs should use the shoulders, unless permitted otherwise where on street parking is prevalent.
- If the shoulders are paved and 4 feet or less in width, OHRVs must use the travel lanes on the highway, provided there is only a minor speed differential between OHRVs and motor vehicles.
- If the shoulders are gravel, the OHRVs must use the paved travel lanes. Travel on the gravel shoulders is prohibited.
- Road geometry and speed differentials are factors in determining if on-highway use can be approved. Professional judgment must be used in making this determination.

Signage:

- On-highway OHRV trail signage will be determined by the DOT, Bureau of Traffic (BOT) in conjunction with DRED utilizing currently accepted practices.
- The BOT will be responsible for signage designed to warn the traveling public of the shared use.
- DRED will be responsible for trail signage that delineates the route for the OHRV users. The BOT shall approve trail signage prior to installation.

Enforcement:

- Enforcement shall be upheld by State and local police and by the NH Fish and Game (NHF&G) Department.

Proposed Regulation:

- When OHRVs are in the travel way they shall follow the rules of the road, including traveling in the direction of traffic, traveling in single file, obeying regulatory signage and not travel at speeds greater than the posted speed limit.
- When OHRVs use the paved shoulders they shall also follow the rules of the road, including traveling in the direction of traffic, traveling in single file, obeying regulatory signage and traveling at speeds not less than 15 miles per hour and not travel at speeds greater than the posted speed limit.
- OHRVs used on the highways shall not have studded tires or tracks.
- OHRVs shall only use the on-highway portion of the trail system during the time period where DRED has officially opened the trail systems.

Approval:

- Prior to issuance of approval the DOT shall notify the DOS of any specific safety concerns related to each request submitted by DRED.
- Approval shall be granted in permit form signed by both the Commissioner of DOT and the Commissioner of DOS.
- The permit will outline general and specific conditions pertaining to each on-highway connector.

Revocation:

- The DOT and DOS reserve the right to revoke any on-highway connector if it has become a significant safety concern, has been requested by the community, or no longer serves its original purpose of connecting services to the trail system.