

Arcand, Richard

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**From:** O'Donnell, Michael  
**Sent:** Monday, August 10, 2020 10:00 AM  
**To:** [REDACTED]; Dugas, Michael  
**Cc:** Kallfelz, John; Belanger, Kevin; Hyslop, Robert; Hinton, Douglas  
**Subject:** RE: Upgrade Plan for Pedestrian Crossing - Rindge

Bruce/Mike,

We will proceed with the installation of six (6) W11-2 signs for each crossing – flanking/back-to-back signs with down arrows at the location of the trail, and an advance warning sign in either direction approaching the trail. Other occasional hazard warning signs such as W11-6 (snowmobile crossing), if used at this location, will be discontinued since pedestrians are the more vulnerable user.

If funding is pursued for other improvements at these locations from sources outside NHDOT, please have the engineer on the project coordinate with NHDOT District 4 in Swanzey (or NHDOT Bureau of Traffic if the request is for traffic control devices only, such as beacon systems and pavement markings) for any improvements proposed in the right-of-way. We can help the engineer determine the appropriate scope, and provide the appropriate details and specifications to assist with the design. I would encourage additional measures such as street lighting and rectangular rapid flashing beacons to be further investigated for these locations.

Thanks,  
Mike

**Michael T. O'Donnell, P.E.**

Senior Traffic Operations Engineer  
NHDOT Bureau of Traffic  
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<https://www.nh.gov/dot/org/operations/traffic/index.htm>



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**From:** Dugas, Michael  
**Sent:** Sunday, August 09, 2020 3:42 PM  
**To:** O'Donnell, Michael  
**Subject:** FW: Upgrade Plan for Pedestrian Crossing - Rindge

fyi

**From:** Bruce Tranter <[REDACTED]>  
**Sent:** Tuesday, August 04, 2020 4:20 PM  
**To:** Dugas, Michael <[Michael.Dugas@dot.nh.gov](mailto:Michael.Dugas@dot.nh.gov)>  
**Subject:** Re: Upgrade Plan for Pedestrian Crossing

**EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.**

Mike,

Thank you for the update on our Rail Trail safety campaign regarding safer crossings at Routes 119 and 202 In Rindge. As custodial partners in the maintenance and care of the rail trails in the area we remain committed to creating a safe and enjoyable recreational environment. My intent is to take this up with the town of Rindge and develop a plan that is acceptable to them as well as DOT. I will keep you informed of the progress. Please continue to work your magic with signage and go as far as you can at both sites. Let's keep in touch. Please forward contact information for the "crossing committee" so that we submit plans to the proper person. Thanks again!

Bruce Tranter  
Monadnock Rail Trail Collaborative  
Monadnock Sno-moles Snowmobile Club

On Tue, Aug 4, 2020 at 2:13 PM Dugas, Michael <[Michael.Dugas@dot.nh.gov](mailto:Michael.Dugas@dot.nh.gov)> wrote:

Mr. Tranter,

Thank you for your patience in awaiting a response. I'll share what I've learned from the DOT's ped crossing experts.

The DOT is certainly interested in working with you and the Town of Rindge to make these rail-trail crossings more visible and hence safer. However, due to resource realities our capability is limited to installing appropriate crossing signs. Any additional visibility enhancements (e.g., crosswalk, lighting, rectangular rapid flashing beacons) as appropriate for the site conditions would be the responsibility of the Town or trail maintainer to purchase, install, and maintain. Ultimately all improvements would need DOT approval, and the Town would need to enter into an agreement with the DOT documenting that the Town agrees to maintain the crossing enhancements.

There are a couple of other considerations to keep in mind:

1. New crossing signs would likely need to be MUTCD W11-2 or similar (see below), as peds would be the most vulnerable of the trail users. Ped signs added at the crossing would supersede any existing crossing signs.
2. Due to federal ADA requirements, the addition of visibility enhancements may require the addition of accessible landings where the trails meet the roadsides. The landings would consist of a concrete pad and detectable warning panel. This requirement may only apply if the trail has an improved surface suitable for all users.
3. Enhanced pedestrian crossings would typically require lighting to make trail users visible to approaching traffic. With the nature of the trail crossings, and the likely infrequent ped use after dark, this condition may not apply.

The DOT envisions creating a program to provide federal safety funding for visibility enhancements at mid-block crossing locations like these, but the program wouldn't be in place until next year at the earliest. I'm not certain if the DOT will try to identify candidate locations ourselves, or will rely on an application process. Once details are known, we will communicate with the cities and towns via the regional planning commissions and other channels.

In the meantime, I'd encourage you to work with the Town and the DOT Bureau of Traffic to identify the necessary improvements and to gain the Town's participation and support. In addition, in the present absence of state or federal funding for these improvements, it would make sense to pursue opportunities for grant funding until other options become available.



Sincerely,

Mike Dugas

*Michael J. Dugas, P.E.*

*State Highway Safety Engineer*

*Bureau of Highway Design*

*P 603.271.2604*

*C 603.856.3710*



**From:** Bruce Tranter [REDACTED]  
**Sent:** Tuesday, May 26, 2020 6:17 PM  
**To:** Dugas, Michael <[Michael.Dugas@dot.nh.gov](mailto:Michael.Dugas@dot.nh.gov)>  
**Subject:** Re: Upgrade Plan for Pedestrian Crossing

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Thanks, Mike.

I look forward to hearing from you and what can be done about the two very dangerous crossings in question.

Bruce Tranter

Grant Writer

Monadnock Sno-moles Snowmobile Club

[REDACTED]

[REDACTED]

On Wed, May 20, 2020 at 1:53 PM Dugas, Michael <[Michael.Dugas@dot.nh.gov](mailto:Michael.Dugas@dot.nh.gov)> wrote:

Mr. Tranter,

I have gathered relevant info from my crossings experts, but I haven't yet had a chance to digest it. I should be able to provide a thorough response to your questions next week.

Best regards,

Mike Dugas

*Michael J. Dugas, P.E.*

State Highway Safety Engineer

Bureau of Highway Design

603.271.2604



**From:** Bruce Tranter [REDACTED]  
**Sent:** Wednesday, May 13, 2020 4:46 PM  
**To:** Dugas, Michael <[Michael.Dugas@dot.nh.gov](mailto:Michael.Dugas@dot.nh.gov)>  
**Subject:** Upgrade Plan for Pedestrian Crossing

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Michael,

I am the grant writer for the Monadnock Sno-moles Snowmobile Club, a 501(c)(3) organization based in Rindge. The 50 year old club spends thousands of dollars and hundreds of work hours maintaining over 100 miles of trails in the communities of Rindge, New Ipswich, Jaffrey, Swanzey, Troy, and Fitzwilliam. The trails we maintain are multi-use for hikers, bikers, walker, joggers, cross-country skiing, and snowmobiling.

The Cheshire Rail Trail and Monadnock Recreational Rail Trail are maintained by us. Currently there are hundreds of people using the trails daily, an increase partly because of Covid-19.

The reason for this letter is to jump-start the upgrade and improvement of pedestrian crossings for these rail trails at 2 locations in [Rindge](#):

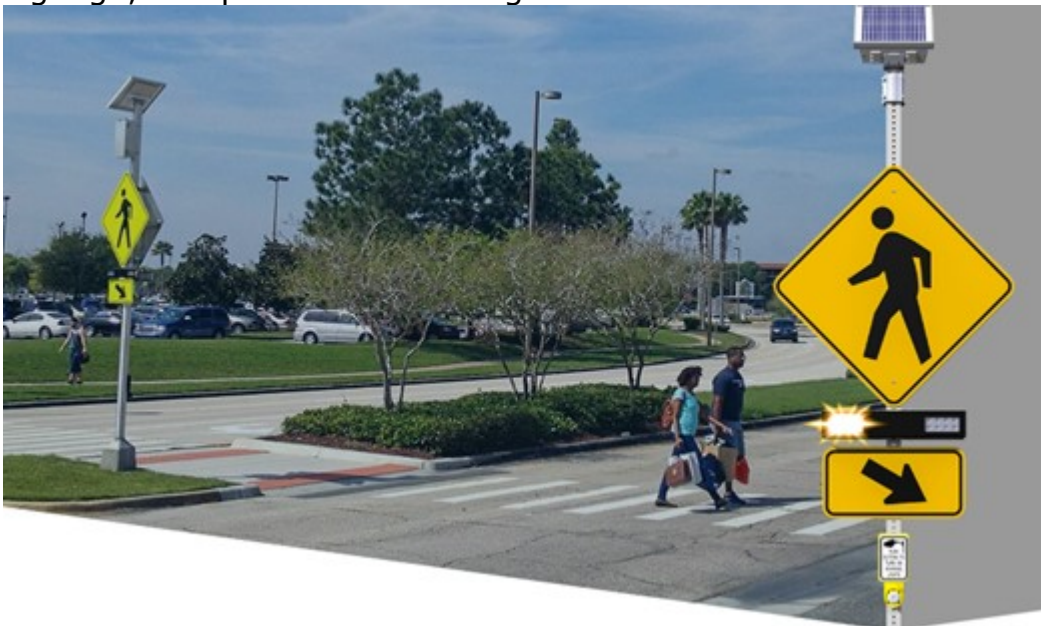
[Rt. 119, 1/4 mile east of Rt. 202](#)

[Rt. 202, 1/4 mile south of Rt. 119](#)

There are no warnings, lines painted, or any other indicators of pedestrian traffic crossing 4 lanes of traffic on 119. The same for 2 lanes of traffic on 202. Both of these highways are heavily traveled and have above average truck traffic.

I am not aware of any pedestrian accidents at either of these locations, but with hundreds of people crossing these highways, more on Saturdays or Sunday, it is only a matter of time. Our organization is driven by trail safety and this is of grave concern to us. We cross both of these routes with large grooming machines that run painfully slow, challenging the safety of the operator. Snowmobiles, bicycles, and ATV's also cross these highways with no protection.

I am not familiar with the process to get this project off the ground, but please let me know how to advance it. Other rail trail crossings throughout New England have installed warning systems with user activated flashing strobes, approach warning signage, and pavement markings.



I'm sure there will be engineering studies, traffic audits, and public hearings at the local level. Whatever it takes to get this project going is not happening soon enough for us. Please let us know what can be done to help.

Bruce Tranter

Grant Writer

Monadnock Sno-moles Snowmobile Club

[REDACTED]

[REDACTED]

[REDACTED]

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Bruce Tranter

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Bruce Tranter

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