



# NHDOT SNOWMOBILE CROSSINGS and CONNECTORS

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# RSA 236:56 – Operation of Certain Vehicles

- Prohibits use of OHRV's in Highway Easements, Right of Ways on Class I, II and III state highways.
- The Commissioner of DOT may approve Trail Connectors within the ROW under RSA 215-C:9.
- Allows operation on Sidewalks adjacent to State Highways requested by the Town or City after consultation with Bureau of Trails, and approval from NHDOT.



# RSA 215- C:9 – Limitations of Snowmobile Operation on Highways

- Highway crossings for established snowmobile trails may be granted by a permitting process.
- No direct crossings of interstate highways, divided highways or toll roads.
- May issue permits to establish trail crossings either under or over interstate, toll or limited access highways.
- Policy governing any crossing or connector shall be established by the Commissioner of NHDOT.



# TRAIL CROSSINGS WHAT TO CONSIDER ?

- Location
- Sight Visibility- How much? How to measure.
- Traffic Amount and potential issues
- Angle of Approach
- Ditches and Terrain Challenges
- Proximity to Major Driveways or Intersections



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# TRAIL CROSSINGS

Potential Pavement Damage done by steep angle of approach and poor shoulder and slope material.

Spring thaw cycles effect structural integrity.

Permits for excavation, Dig Safe





# FILLING OUT THE PAPERWORK

- Be complete! Fill out the entire application
- GPS Coordinates are helpful
- Be exact on all measurements.
- Grade stakes with ribbons at crossing locations
- Utility Pole numbers
- Landowner permission of abutters
- Field review with BOT and DOT if possible



# SAFETY FIRST !

Be aware of utilities, above and below your work.

Traffic considerations, signs, cones

Reflectivity



Coordinate with NHDOT, BOT  
And local PD.



# Construction of Approach Ramps







# Construction of Ramps



# MAINTENANCE OF CROSSINGS IN THE WINTER

- Periodically check on design issues
- Continually grade snow away from crossing.
- Obstruction of ditch lines
- Flowing water on to pavement.
- Maintain sight visibility





# TRAIL CONNECTORS

- What is a Trail Connector?
- How far can I go?
- Abutting Landowners
- Snow Removal
- How wide can I go?
- What about multiple crossings?
- Permission from NHDOT
- Drainage structures
- Traffic Signs
- Bridges in the ROW, allowed or not allowed?



# TRAIL CONNECTORS

All other trail considerations must be exhausted on private property.

Topography considerations must be met.

Connectors may be temporarily allowed.

Connectors may be asked to be relocated, changed or removed.

Connectors over Bridges may be allowed. Or Not.

ROW considerations, Controlled Access, Fee Simple, or Prescriptive Easements.



# TRAIL CONNECTORS

Field Review with NHDOT and BOT Personnel.

Establish possibility of use well before fall.

Wetlands permits, Dig Safe, Excavation Permits are the responsibility of the club.

Keeping private driveways accessible and free from snow buildup is also responsibility of the club.

Club holds no rights to the property or use by others in the summer seasons.

Bridges are preferred to be on the downstream side of drainage culverts.



# TRAIL CONNECTOR MAINTENANCE

- Keep Private Driveways clear of snow and ice
- Never operate grooming equipment in paved portion of state highway.
- Be mindful of slopes ditches and drainage structures.
- Keep pavement clear of snow.
- Safety of the traveling motor vehicles is NHDOT's first priority.
- Be aware of light glare from the groomer to motor vehicles.
- Watch for plow trucks and highway maintenance vehicles.

# TRAIL CONNECTORS MAINTENANCE

- Do Not push or drag snow in plowed sections of the road.





# QUESTIONS?

