



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

June 21, 2021

Ms. Denise Vallee
Town Manager
Town of Gorham
20 Park Street
Gorham, NH 03581

Re: OHRV guide signing
US Route 2 and NH Route 16

Dear Ms. Vallee:

It was a pleasure to meet with you, Meag, Craig, and Clint to review local guide signing from the perspective of an OHRV operator. As we discussed, I will have my engineering staff develop a recommended sign layout to address the comments and concerns that we discussed.

This is a unique situation in that the presence of OHRV's on public highways would seem to lend itself to signing typically reserved for national and state park road networks on top of signing used on other public highways. Because this is something that is not addressed directly in the Federal Manual on Uniform Traffic Control Devices (MUTCD) and because signing strategy used in Gorham needs to be consistent with our current or proposed practice in other New Hampshire locations, I will likely need to review our recommendations internally before sharing with you and the folks at the Department of Natural and Cultural Resources.

I have attached a map of the area reviewed that includes numbered pins identifying the specific areas that we discussed as described below. For clarification, in the description below, the term "OHRV operator" describes someone that is actively riding/operating an OHRV on public roads and the term "OHRV visitor" describes someone driving a registered motor vehicle that carries one or more OHRV in a truck bed or separate trailer with the intent to operate the OHRV on permitted public roads.

1. NH 16, northbound, opposite trail access: Town/DNCR requests signing for OHRV operators indicating that trail is left. Also requesting signs for OHRV visitors indicating that OHRV related parking is just ahead.
2. US 2, eastbound, approaching NH 16 traffic signal: Town/DNCR requests signing for OHRV operators indicating that OHRV use is permitted to the left or right at the traffic signals. Also requesting signs for OHRV visitors indicating that OHRV related parking is to the left.
3. US 2 westbound/NH 16 northbound, approaching traffic signal: Town/DNCR requests signing for OHRV operators indicating that OHRV use is permitted further north on NH 16. It is noted that OHRV use remains permitted on US 2 west of this location, but that the town wishes not to

- promote such use with positive directional signing. Also requesting signs for OHRV visitors indicating that OHRV related parking is further north on NH 16.
4. OHRV trail just north of trestle bridge, approaching NH 16: Town/DNCR notes that OHRV operators turn left directly from this trail head to use the southbound shoulder to reach destinations to the north (rather than crossing NH 16 southbound to use the northbound lane), asking if signing could clarify what they should do.
 5. NH 16 northbound, approaching access to Eastern Depot/Polaris OHRV rentals, and DNCR parking: Town/DNCR requests signing for OHRV operators indicating that permitted use of public road ends and all traffic must turn left. Also requesting signs for OHRV visitors that OHRV related parking is to the left. Note: it was observed that signing within the property indicating the route to DNCR parking could be improved.
 6. OHRV rental business/Eastern Depot restaurant/DNCR OHRV parking: Town/DNCR note that multiple entities within the same, or adjacent, property can be confusing, request improved signing for exiting OHRV traffic and for internal traffic flow.
 7. NH 16 southbound, lane drop from two to one lane: Town requests consideration of lane drop pavement marking arrow to reinforce signing and edgeline taper. While it seems the majority of traffic understands the new traffic pattern, there are still some that stay in the outside travel lane beyond the lane drop. This is particularly problematic if OHRV operators are traveling in this space as described in number “4” above.
 8. NH 16 southbound, approaching traffic signal: Town/DNCR requests signing for OHRV operators indicating that OHRV use is permitted further east/south along Main Street. It is noted (as in number “3” above) that OHRV use remains permitted along US 2 west of this intersection, but that the town wishes not to promote such use with positive directional signing. Town also requests signing for OHRV operators indicating direction for “services”. It is noted that such signing is available through traditional programs, including Tourist Oriented Directional Signing, and that it would be impractical to provide redundant signing for OHRV operators.
 9. NH 16 northbound, at US 2: Town/DNCR requests signing for OHRV visitors indicating that OHRV related parking is to the left. It is noted that OHRV use is not permitted on NH 16, south of US 2 so that signing oriented for OHRV operators is not needed at this location.
 10. US 2 eastbound/NH 16 southbound, approaching junction with NH 16 southbound: Town/DNCR requests signing for OHRV operators indicating that OHRV use is permitted further east on US 2. Also requesting signing for OHRV operators indicating that OHRV use is not permitted on NH 16 (i.e. “NO RIGHT TURN” signing for OHRV operators).
 11. US 2 eastbound, approaching Bangor Road: Town/DNCR requests signing for OHRV operators indicating that all traffic must turn right and that OHRV use is not permitted on US 2 beyond Bangor Road. Access to Town and Country and trail network is via Bangor Road.
 12. Bangor Road, approaching US 2: Town/DNCR requests signing for OHRV operators indicating that OHRV use is permitted to the left (US 2 westbound), but not to the right (US 2 eastbound).
 13. US 2 eastbound, near former OHRV parking area: Town/DNCR note that on-premise sandwich board sign notifies OHRV visitors that OHRV related parking is no longer permitted at this location and has been moved to NH 16. Town/DNCR requests improved signing for OHRV visitors indicating that OHRV related parking is further east (and then north) in order to reinforce the on-premise sandwich board sign.

Please let me know if I missed any of our discussion in the above description. As you can see, the requested signing is fairly involved. It may take several weeks for us to develop and refine a recommended sign layout to address the concerns that we discussed on June 11th.

We also discussed the possibility of improving maps and literature that might be available to OHRV operators and visitors through various lodging, OHRV rental, and food service venues in town. It would be helpful to coordinate the two efforts so that information provided to visitors is consistent. If you develop any new material in the near future, please share.

Should you have any further questions or comments, please share.

Best regards,

William R. Lambert, PE
Traffic Engineer/Administrator

CC: Meag Poirier