

February 2, 2009

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

CONFERENCE REPORT

PROJECT: BRENTWOOD
X-A000(826)
15619
NH 125 / NH 111A safety improvements study

BRENTWOOD
X-A000(827)
15620
NH 125 / North Road safety improvements study

DATE OF CONFERENCE: January 27, 2009

LOCATION OF CONFERENCE: Brentwood Town Office

ATTENDED BY:	<u>NHDOT</u>	<u>Others</u>
	C. Green	Brentwood Selectmen
	M. Dugas	Julie Stevens – Town Administrator
	D. Deporter	Chief Kevin Lemoine – Brentwood F.D.
	W. Lambert	David Walker – RPC
		Senator Jack Barnes
		Approximately 10 other attendees

SUBJECT: Project Review with Selectmen

NOTES ON CONFERENCE:

C. Green opened the meeting by noting the Town had expressed an interest in signaling the NH 125 intersections with NH 111A and North Road. He explained these intersections were also identified recently through the work the Department had done on the Highway Safety Improvement Program (HSIP). C. Green explained that the current Federal highway funding law, known by its acronym of SAFETEA-LU, created the Highway Safety Improvement Program (HSIP) to identify highway safety issues and to provide for modest safety improvements that would achieve a significant reduction in traffic fatalities and serious injuries. The HSIP provides New Hampshire \$5.5 million per year to implement modest safety improvements in locations where crash data indicates safety deficiencies.

These particular intersections were identified through the development of the NHDOT's annual "5% Report" identifying the State's most severe safety needs. The NHDOT identified the locations with the highest crash rates for roadway segments and highest number of crashes for

intersections for each functional class of roadway. These locations are among the 30 that have been selected from the 5% Report for further study.

C. Green then asked the selectmen and attendees to discuss their observations of the problems and issues they experienced at the intersections.

- The selectmen noted that the town envisions relocating their fire station to NH 111A immediately west of NH 125. They asked if it would be possible to break the controlled access right of way on NH 125 to provide an emergency gated access driveway north of the intersection for use only if the intersection were blocked by an incident. C. Green answered that it would be premature to review the access needs for the fire station. Access issues such as this would be reviewed during the driveway permit process. The selectmen provided a copy of the preliminary fire station plan for the Department's use.
- It was noted that most crashes at the NH 111A intersection involve vehicles trying to enter or cross NH 125. There is a steady stream of traffic from both directions most of which appears to exceed the 45 mph posted speed.
- The lack of turn lanes at NH 111A contributes to vehicle conflicts. Turn lanes should be an element of any improvement.
- An abutter expressed concern that the Crawley Falls Road connector to NH 125 south of the NH 111A intersection could provide an attractive short-cut for drivers wishing to avoid the signal. Others felt that it would be more likely for drivers to divert to the signal, which would improve overall safety.
- A selectman noted the presence of a crest north of NH 111A would limit southbound sight distance to the signal. A warning sign such as was installed at the intersection of NH 125 and NH 152 could be considered.
- An abutter suggested that the intersection of NH 125 and South Road also be investigated for safety improvements.
- A selectmen noted that a signal would result in some northbound trucks approaching the climb north of the intersection with little speed. He asked that a climbing lane be considered.
- D. Walker stated that the Rockingham Planning Commission has received grant money that will be used to develop a corridor study of NH 125 once these interim improvements have been implemented. The study will consider the long-term needs of the corridor.
- The selectmen expressed support for signaling both intersections. It was asked whether a roundabout would be considered for the intersections. B. Lambert responded that the cost to build a roundabout would be higher than that for a signal, and could result in property impacts beyond the right of way. B. Lambert also noted that in past discussions about the intersection of NH 125/NH 111A, that a roundabout had been mentioned as an alternative in response to improving capacity, which is different from the intent of the HSIP funding, which is intended to improve safety with modest roadway improvements. The selectmen acknowledged these points and reiterated their support for signals.

- An abutter asked if lighting would be needed at the signalized intersections. C. Green answered that lighting would be reviewed as part of the project development.

C. Green explained that the Department would gather topographic survey and traffic counts shortly and develop the improvement concepts for the two intersections, which will be presented at a spring public informational meeting. If no major issues arise at that meeting and the traffic signal is selected as the preferred alternative, it could be possible to advertise a project to install the new signals this year. Completion of the projects may not occur until the following year. The project would be funded with federal and state funds only, unless there were Town utilities that were impacted by the project, which may require participation by the Town.

Submitted by:

Michael J. Dugas, P.E.
Chief of Preliminary Design

MJD/mjd

cc: W. Cass, C. Green, D. Smith, W. Lambert, D. Deporter – District 6
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