

July 22, 2009

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

CONFERENCE REPORT

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

DATE OF CONFERENCE: July 7, 2009

LOCATION OF CONFERENCE: Brentwood Community Center

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.
	David Walker – RPC
	Senator Jack Barnes
	Councilor Beverly Hollingworth
	approx. 20 attendees

SUBJECT: Public Informational Meeting

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. M. Dugas presented the proposed improvements at the intersection of NH 125 and North Road.

The existing traffic volume of 16,000 vehicles per day is projected to increase to 20,000 vpd by 2029. The NH 125 cross-section provides two through lanes, exclusive left turn lanes, and 4' wide shoulders. Nine crashes were recorded near the intersection in a recent two-year period, four of which resulted in injuries. Six of the crashes were collisions at right angles. The greatest concern noted by the Selectmen when the project was discussed with them in January 2009 was the difficulty entering or crossing NH 125 from North Road due to the heavy traffic volumes and high speeds.

The proposed improvements will signalize the intersection. Traffic counts confirm that signals are warranted. The existing lane layout is acceptable and will be retained. Traffic operations are expected to be very good (i.e., level of service A or B) for the foreseeable future.

An attendee recommended that right turn lanes be provided on NH 125. C. Green responded that this would be investigated. It appears that a northbound right turn lane would not be possible within the existing right of way, while a southbound right turn lane may conflict with the residential driveway adjacent to the intersection.

The owner of parcel 4 asked that improvements to the southbound left turn movement into his driveway be investigated. M. Dugas responded that the layout of the northbound left turn lane would be reviewed to determine if a southbound left turn refuge could be created at the driveway. The Department could also study the feasibility of shifting the driveway to parcel 4 southerly. The Department will work with the property owner to investigate possible improvements to the access.

An attendee suggested that the radius of the northbound right turn be improved to better accommodate truck turns.

In conclusion, C. Green mentioned that he would meet with the Selectmen at a later date to discuss and execute a Memorandum of Understanding regarding workzone traffic control.

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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