

January 22, 2009

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

CONFERENCE REPORT

PROJECT: GREENLAND
X-A000(825)
15618
NH 33 / Winnicut Road / Bayside road safety improvements study

DATE OF CONFERENCE: January 12, 2009

LOCATION OF CONFERENCE: Greenland Town Office

ATTENDED BY: <u>NHDOT</u>	<u>Others</u>
C. Green	Greenland Selectmen
M. Dugas	Rep. Pamela Tucker
D. Deporter	approx. 10 residents

SUBJECT: Project Review with Selectmen

NOTES ON CONFERENCE:

C. Green began the meeting by noting the interest the Town had in improving the safety of the NH 33/Winnicut Rd./Bayside Rd. intersection. He explained that the intersection had also been identified through the work the Department had done with 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 to identify highway safety issues and provide for modest safety improvements that would achieve a significant reduction in traffic fatalities and serious injuries. New Hampshire receives \$5.5 million per year to implement modest safety improvements in locations where crash data indicates safety deficiencies. C. Green stressed that the HSIP is intended to be data driven; that locations identified to use these funds must have a crash history that demonstrates there is a safety need.

This particular intersection was identified through development of the NHDOT's annual "5% Report" identifying the State's most severe safety needs. The NHDOT identified locations with the highest crash rates for roadway segments and highest number of crashes for intersections for each functional class of roadway. From the "5% Report" further analysis of the locations was used to narrow the number of locations to 30 of which this intersection was one of the 30 selected for further study.

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

The Selectmen and attendees offered their observations of the intersection's deficiencies:

- Left turns out of Bayside Road during the peak AM and PM peak traffic periods on NH 33 are very difficult.
- Four more crashes occurred in the last month.
- The grade on Bayside Road (steeply up to NH 33) makes exits onto NH 33 more difficult.
- The intersection sight distance at Bayside Road requires vehicles exiting Bayside Road to edge out beyond the stop bar on NH 33 to have sufficient sight distance to the left (east).
- Eastbound vehicles on NH 33 that bypass stopped left turning vehicles on the wide shoulder are in conflict with the vehicles on Bayside Road that have edged beyond the stop bar.
- Vehicle speeds are high.
- The afternoon sun during certain times of the year can blind westbound traffic at the intersection.
- The new mall on NH 33 (Lowe's, etc.) will increase traffic on NH 33.
- It is hazardous for bicyclists or pedestrians to cross NH 33 at the intersection. There are Town sports facilities on Bayside Road. The Town may be receiving a salvaged pedestrian bridge from the city of Portsmouth to create a pedestrian crossing of the Winnicut River. The Town is also studying creating a pedestrian walkway along the bank of the Winnicut River beneath the NH 33 bridge. Also, NHDES will be removing the Winnicut River dam this year.
- The heavy right turning volume from Portsmouth Avenue takes any gaps in the PM westbound traffic on NH 33 that could be created by the signals at NH 151.
- Some traffic from the Bayside Road neighborhood diverts to Palm Drive to access NH 33 at a safer location, but this intersection has deficiencies of its own, primarily due to its offset from Coastal Way.

A selectman asked if traffic signals and exclusive left turn lanes could be provided at the intersection. C. Green responded that such a treatment would be appropriate and would likely prevent the most severe crashes that are currently occurring, but may result in more crashes of a less severe nature, such as rear end crashes.

Paul Sanderson asked if rumble strips could be installed on the shoulders and/or the centerline of NH 33. C. Green and D. Deporter both felt that this would be an inappropriate treatment for this intersection due to the noise generated and the nearby residential areas.

P. Sanderson suggested that any intersection improvements study the possibility of improving the alignment and grade of Bayside Road as it approaches NH 33. He also suggested driveway modifications to reduce direct business access to NH 33 near the intersection. He recommended that the former restaurant (currently vacant) on the north side of NH 33 west of Bayside Road relocate its access to Bayside Road via the intervening commercial property. Also, he suggested that the business in the southwest corner of the intersection move its primary access to Winnicut Road. C. Green acknowledged that these geometric and access management improvements would be worthwhile, but they may be beyond the scope of the funding available through the HSIP.

One of the attendees asked that a pedestrian crosswalk be considered to accommodate children crossing from the residential area to the school and recreation fields.

C. Green explained that the Department would gather topographic survey shortly and develop an improvement concept. He indicated that he would like to have a concept developed and target presentation of the concept at a spring public informational meeting. C. Green noted that the schedule for advertising a project would depend on the issues or complications that could occur (such as permitting, need for easements, etc.) It was felt that if no major issues arise during the design process or at that public informational meeting it could be possible to advertise a construction project this year. Completion of a project advertised this year may extend into the following year. The project would be funded with federal and state funds only. Paul Sanderson confirmed that there are no Town utilities present at the intersection.

Submitted by:

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

MJD/mjd

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