

March 20, 2012

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

CONFERENCE REPORT

PROJECT: BARRINGTON
X-A001(181)
16201
NH 125/Tolend Rd/Greenhill Rd Intersection Safety Improvements (HSIP)

DATE OF CONFERENCE: March 1, 2012

LOCATION OF CONFERENCE: Early Childhood Learning Center, Barrington

ATTENDED BY: **NHDOT**

Bill Oldenburg

John Butler

Doug DePorter

OTHERS

See attached sign-in sheet.

SUBJECT: Public Officials/Public Informational Meeting

NOTES ON CONFERENCE:

Bill Oldenburg introduced this intersection safety improvement project at the intersection of NH Route 125 / Tolend Road / Greenhill Road. He explained that the intersection had been identified for improvements through the work of the Highway Safety Improvement Program (HSIP). 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 injury accidents. New Hampshire receives \$5.5 million per year to implement modest safety improvements in locations where crash data indicates safety deficiencies. Crash data available for the intersection showed that there were 21 accidents between 2002 to 2009, including 1 fatal accident and 9 severe injury accidents.

In March of 2011 the Department met with the Board of Selectmen to get an understanding of the perceived deficiencies at the intersection, and to gain their support to investigate possible solutions to improve safety. Based on that input and an engineering study by the Department, a conceptual plan for improvements has been developed. Several important

issues were considered as the designs were developed, including safety, efficient operation, property impacts, historic resources, and natural resources.

John Butler described the existing intersection conditions and the conceptual plan for improvements. NH 125 through the intersection area has two 12' wide travel lanes, 10' wide paved shoulders, and a 150' wide controlled access right-of-way. The posted speed limit on NH 125 is 50 mph. Environmental issues include some small pockets of wetlands scattered throughout the project area and a potentially historic house in one quadrant of the intersection. Current average daily traffic volumes are approximately 14,600 vehicles on NH 125, 2100 vehicles on Greenhill Road, and 1100 vehicles on Tolend Road.

In 2008, the Strafford Regional Planning Commission completed a NH Route 125 corridor study, which recommended signalizing the NH 125/Tolend Rd/Greenhill Rd intersection and widening NH 125 to have two through lanes in each direction for long-term capacity needs. Concerns expressed by town officials and the public at the March 2011 meeting included the difficulty of safely pulling out of the two side roads and the speed of traffic on NH 125. The predominant recommendation at that meeting was to signalize the intersection.

Traffic data was collected at the intersection and an engineering analysis was done to determine if signalization is justified at the intersection. Based on that analysis, it was determined that signals are warranted, therefore, signalization of the intersection is proposed. The proposed design also calls for separate left turn and right turn lanes on NH 125 in both the northbound and southbound directions. Constructing the turning lanes will require widening NH 125 by approximately 10' in two areas. No impacts to private property or environmental resources are anticipated. The construction cost is estimated to be \$625,000.

Bill Oldenburg noted that an environmental document will be prepared for the project which will describe all known environmental resources in the project area, and the anticipated impacts to those resources. Bill noted that owners of historic properties directly affected by the project or agencies that possess a direct interest in historical resources can become more involved in an advisory role during project development by becoming a "Consulting Party" to the Section 106 process. He also noted that several areas of invasive (non-native) plants have been identified in the project area, and measures will be taken to ensure that these plants are not spread by the construction activities.

Bill noted that funding for the project will be a combination of State and Federal funds. No Town funds are anticipated to be required. If the proposal is well received at tonight's meeting, the project could possibly be advertised for construction this coming winter, with construction in 2013.

Discussion:

The fire chief requested that the new signals be equipped with Opticom for emergency vehicles and with a generator transfer switch so that the signals could be run off a portable generator if the power goes out. He noted that the Town might be able to provide a generator in the event of a power outage.

It was asked if the signals would operate in flashing mode during non-peak traffic times, and if there would be traffic sensors in the pavement. Bill Oldenburg responded that the signals will be fully actuated with sensors in the pavement, but they will not be put on flash mode during non-peak traffic.

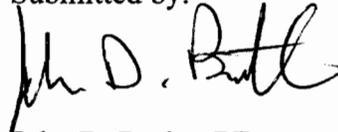
It was recommended that lighting be provided at the intersection. Bill Oldenburg responded that lighting will be considered, but in general the Department has been reducing the number of active street lights statewide as a cost savings measure.

It was noted that speeding on NH 125 is a significant issue, and that turning left from NH 125 is uncomfortable due to the fear of being rear-ended. It was asked if the speed limit on NH 125 would be reduced. Bill Oldenburg responded that the speed limit is likely to be reduced through the intersection area, but is unknown at this time what the reduced speed limit will be, and where the exact limits of the reduction will be.

It was noted that truck traffic on NH 125 is significant. In particular there has been an increase in Waste Management trucks heading north to a facility in Rochester.

It was recommended that signing could be improved on Tolend Road and Greenhill Road to alert drivers of the upcoming intersection.

Submitted by:



John D. Butler, PE
Preliminary Design Supervisor

cc: W. Cass D. DePorter
W. Oldenburg C. Perron
W. Lambert M. Dugas
Barrington Selectmen

MEETING SIGN-UP SHEET

PROJECT Barrington - NH 125 / Greenhill Rd / Toland Rd.
LOCATION Public Officials / Public Info. meeting, Early Childhood Learning Center,
PROJECT NO. X-A 000 (181) 16201 Barrington
Federal State

Name	Agency	Comments
DUANE BROCHU	Brian's Archery	about time!
BRIAN BROCHU	Brian's Archery	—
Joel Sheehan	Historical Society	—
DUANE KIMBALL	RESIDENT	THANK YOU!
Wayne Brulotte	RESIDENT	about time!
Richard Walker Jr	RESIDENT / Fire chief	" "
DARYL LANDRY	RESIDENT / LANDRY'S AUTO	ABOUT TIME!
Ulrike Emmerling	Sugar & Ice Resident	Thank you!