

July 20, 2009

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

CONFERENCE REPORT

PROJECT: DERRY
X-A000 (883)
15690
NH 28 / Kilrea Road / Windham Depot Road safety improvements study

DATE OF CONFERENCE: June 18, 2009

LOCATION OF CONFERENCE: Derry Town Offices

ATTENDED BY: <u>NHDOT</u>	<u>Town of Derry</u>
C. Green	Mike Fowler – Public Works Director
M. Dugas	Traffic Safety Committee
	9 project abutters (see attached minutes by Town)

SUBJECT: Project Review with Traffic Safety Committee

NOTES ON CONFERENCE:

C. Green explained that the intersection had been identified for improvements 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; 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 explained that the likely scope of work for the intersection would include the installation of traffic signals and the provision of left turn lanes on NH 28. The work would be intended to remain inside the existing right of way, but no engineering design work has been done yet.

Residents provided information on the operations and deficiencies of the existing intersection. Mr. Wilber Palmer explained that his house is approximately 12 feet from the edge of pavement on NH 28. Two cars have struck the house, and one tractor-trailer barely missed the structure. In addition one fatal crash, related to traffic crossing NH 28, came to rest on his front yard. He noted that the house predates both the railroad and the current roads. Guardrail was added by District to protect the house and occupants from traffic. Mr. Palmer added that westbound traffic on Kilrea Road routinely backs up past Stark Road, and right turning traffic commonly drives off the pavement onto his property to bypass queued left-turning vehicles.

Ms. Cory Leger explained that traffic on NH 28 is heavy and fast making access to her preschool difficult. She also noted there is a deep drainage ditch in the southwest corner of the intersection that some vehicles, attempting to bypass southbound left turning vehicles, have driven into. She asked if her preschool would qualify for school zone signs. She also expressed concern regarding the effect of a widened road on the quality of her well water.

Ms. Melissa Polk noted that winter icing makes stopping at the intersection difficult. She also mentioned that the former rail corridor is frequented by snowmobiles. The trail crossing of NH 28 is unsafe.

If the intersection were to be signalized, Mr. Alan Côté (DPW) recommended that advance warning signs be installed. Mr. David Palmer suggested that the speed limit be reduced through the intersection. Mr. Côté added that the developer of a nearby residential development will be contributing money to any proposed improvements.

Police Chief Garone recommended that the sight distance near 227-229 Rockingham Road be investigated and improved, if needed. He expressed concern that the current project not correct only some of the problems and then disqualify this location for future work. He suggested that the ideal solution would be to relocate the Palmer residence away from the corner and straighten Kilrea Road as it approaches NH 28. He noted that the fatal crash mentioned above was a result of driver error and not directly attributable to intersection deficiencies. He suggested that HSIP funds be combined with other State highway funding to be able to implement a worthwhile improvement. C. Green responded that the Department would investigate the sight distance at the intersection.

Ms. Jane Simard (School Dept.) explained that school bus drivers have expressed many concerns with driving through and making stops near the intersection due to safety and congestion.

Mr. Dominic Catalfimo felt that if the improvements included signals and turning lanes, a safer intersection would result. Mrs. Marge Palmer asked if any improvements were planned to address flooding issues related to beaver activity at Ezekiel Pond. C. Green answered that he would investigate the issue with District 5. [It was subsequently determined that the outlet of Ezekiel Pond is along Windham Depot Road approximately 1/3 mile from NH 28 and is thus under Town jurisdiction.]

Submitted by:

/S/ On File

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

MJD/mjd

cc (w/ att.): W. Cass
C. Green
| W. Lambert
N. Mayville
P. Mitchell – District 5

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