

November 10, 2016

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

CONFERENCE REPORT

PROJECT: OSSIPEE
X-A003(995)
29315
NH 28 / NH 171
Intersection Safety Improvements

DATE OF CONFERENCE: October 17, 2016

LOCATION OF CONFERENCE: Ossipee Town Hall

ATTENDED BY: NHDOT
Michael Dugas
William Rollins – District 3

Officials
Rep. Ed Comeau
Frank Riley – Selectman
Robert Freeman – Selectman
Richard Morgan - Selectman
Police Chief James Eldridge
Fire Chief Adam Riley (Ossipee Corner)

SUBJECT: Selectmen's Meeting

NOTES ON CONFERENCE:

M. Dugas explained that the Department's recommended improvement alternative, as presented at the June 1 public informational meeting, would widen NH 28 to provide a southbound right turn lane, and make other improvements to the traffic islands and signs at the intersection. At the June 1 meeting the Selectmen expressed their strongly held opinion that a higher level of improvement, such as a traffic signal or roundabout, is justified. M. Dugas stated that these two alternatives have been studied in greater detail, and shared the Department's findings.

- Roundabout alternative: A roundabout at this location would effectively handle the observed traffic volumes. The design would likely have a diameter of approximately 135' to accommodate tractor-trailers, which would likely result in some property impacts. This alternative would also be costly with a rough estimated cost (based on other similar examples) of approximately \$1.5 million. However, the Department does not see this as a suitable location for a roundabout because the NH 28 southbound sight distance to the roundabout is obstructed by the nearby crest on NH 28 just to the north of the intersection. The resulting decision sight distance is insufficient to ensure safe stopping.
- Traffic signal: The Department investigated the MUTCD signal warrants in depth and found that traffic volumes at the intersection are too low, both now and in the foreseeable future, to justify the installation of signals. The crash history at the intersection satisfied part of warrant 6 (crash history), but, again, the traffic volumes at the intersection did not satisfy the volume portion of the warrant. However, to enable the future installation of signals, traffic signal conduit could be installed as part of the current improvement.

The Selectmen acknowledged the findings regarding the roundabout concept, but reiterated their belief that a signal is needed. While the selectmen were generally supportive of the planned improvement, and agreed that conduit should be installed, they felt that a greater level of safety improvement is needed.

M. Dugas stated that the Department will now complete the final design of the improvement plans so the project can be constructed during the 2017 construction season.

Submitted by:

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