

NOTICE OF COMBINED PUBLIC OFFICIALS/PUBLIC INFORMATIONAL MEETING

**THIS PROJECT IS TO PROVIDE SAFETY IMPROVEMENTS
AT THE INTERSECTION OF NH 101/NH 123/OLD STREET
ROAD. THE PROJECT LIMITS BEGIN APPROXIMATELY 300
FEET WESTERLY OF THE INTERSECTION AND EXTENDS
EASTERLY ALONG NH 101 APPROXIMATELY 700 FEET**

**PETERBOROUGH TOWN HOUSE
SELECTMEN'S MEETING ROOM
1 GROVE STREET
PETERBOROUGH, NH**

**TUESDAY,
JUNE 29, 2010
7:00 PM**

The purpose of this meeting is to present citizens and public officials with information regarding the proposed project and to solicit public input in order to ensure that project decisions meet public transportation needs, community goals, and protect and enhance the environment. Accordingly, NHDOT assures that this project will be administered according to the requirements of Title VI of the Civil Rights Act of 1964 and all related statutes to ensure nondiscrimination.

Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact William Oldenburg, Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, New Hampshire 03302-0483 – TDD Access: Relay NH 1-800-735-2964. Notification of the need for assistance must be made no later than Tuesday, June 22, 2010.

THE PUBLIC IS INVITED AND ENCOURAGED TO ATTEND

**PETERBOROUGH
15698**

MINUTES
SELECT BOARD
TOWN OF PETERBOROUGH
Tuesday, June 29, 2010 – 6:45pm
1 Grove Street, Peterborough, New Hampshire

Present: Joe Byk, Barbara Miller, Elizabeth Thomas

Also Present: Pamela Brenner, Rodney Bartlett, Scott Guinard, Nicole MacStay

Chair Byk called the meeting to order at 6:45pm. The Board then reviewed the year-end financials and signed the 2010 encumbrances.

7:00pm – New Hampshire Department of Transportation Public Information Session and Public Hearing – Route 101/Route 123/Old Street Road Intersection.

Craig Greene of the NH DOT began the presentation by saying that the project is being funded through the Highway Safety Improvement Program. The intent of the program is to reduce the number of fatal or serious injury crashes by funding moderate safety improvements. This program is different from most in that it is data driven, based on actual crash data. This particular intersection is one that the town has wanted to do something about for a while. Each year the state puts together a 5% report in which they identify the top twenty intersections in the state. In September of 2009 he and other members of the team came to Peterborough for an informational meeting before any engineering was done so they could get an idea of the problems and issues at the intersection. A road safety audit was done which identified issues as well.

Mr. Greene said that the engineering team took the information gathered at the September meeting and from the audit and have identified the primary problems. Sight distance is limited and is obstructed by the stone walls, embankments and the crest of the roadway. Vehicles tend to be going faster than the posted speed limit. There is morning and afternoon glare that can be a problem. One person noted that there is speeding from time to time on Old Street Road, and coming up to the intersection the side roads taper wide, so that vehicles limit sight distance for each other by queuing up side by side. The shoulder width on Route 101 is narrow, and that also limits sight distance. There are signs coming down to the intersection that can be confusing and should be investigated. There is also shading from the canopy that can also cause the loss of sight of a vehicle during certain times of the day.

Mike Dugas, Chief of Preliminary Design in NH DOT Highway Design then displayed an aerial plan of the project area and explained that in an average day 10,000 vehicles travel through the intersection; Old Street Road carries approximately 2,000 vehicles, and Route 123 carries approximately 1,000 vehicles. Most crashes involve vehicles traveling on Route 101 impacting vehicles exiting the side roads. Route 101 is steep in that area at a 8% grade. The sight distance is good for vehicles traveling the speed limit, but those that exceed the limit create problems. The attempt is to improve sight distance looking east from Old Street Road and Route 123.

Mr. Dugas then reviewed some of the possible improvements the engineering team looked at. One possible improvement is a signaled intersection, however the traffic volume did not justify that treatment. They also looked at left turning lanes on Route 101, but that would not do anything to solve the crashes. Another possibility they looked at were raised medians, which in areas such as a commercial zone that would be a good solution, but in an area where speeds are high and there are visibility issues with the crest, they may create their own safety issues, would create a maintenance

problem in the winter, and would make truck turns more difficult. What they propose to do is to widen the south side of Route 101 and possibly relocate the stone wall there. This widening will allow them to shift the lanes four to six feet south, and would provide room for a shoulder on the west side for vehicles decelerating to turn onto Old Street Road from Route 101. The work we show on the concept would cost approximately \$110,000 paid for by the State and Federal Governments.

Cy Gregg, abutter, said that he did not see how this would solve the problem unless something is done about the curve in Route 101 to the east. He explained that a vehicle from Old Street Road and Route 123 cannot see vehicles coming down the hill, and cars traveling west on Route 101 can't see the flashing light until they come around that curve. **Mr. Greene** said that some of the grading they intend to do may take care of some of that problem. He said that they are focused on the sight distance from the side roads, and did not look that far east on Route 101. **Carl Von Mertens** said that he disagreed, and that at the intersection looking west from Route 123, there is a significant rock outcropping which is now overgrown with vegetation. Moving Route 101 south would make that embankment more of a sight line problem. **Mr. Greene** said that they would grade that out to create more of a ditch. The intent is to make sure that there is significant sight distance in either direction.

Ann Pelliter, abutter, said that speed down the hill is really the issue, and asked what they are considering to slow people down, and if rumble strips had been considered. **Mr. Greene** said that rumble strips would not be a good application at this location, since they are very loud; the DOT prefers to use them in areas where there are no homes. It is possible that they may place some type of signing to alert drivers that there is a vehicle in the intersection. **Mr. Von Mertens** asked what sight distance they were expecting to achieve. **Mr. Dugas** answered, saying that they expect to increase the sight line from Old Street Road to about 500 feet looking east, and from Route 123 looking east the sight line will exceed 500 feet.

Chief Guinard asked to return to the issue of speeding, and said that in his travels to Connecticut and Massachusetts they are using markers to illuminate the edges of speeding signs and posts, which are much less obtrusive than rumble strips, but do get the driver's attention. He asked if the State would be willing to explore that. **Mr. Greene** said that he would take that to Concord as well. **Ms. Brenner** said that she liked the idea of the interactive signage with a flashing light that shows that there is a vehicle in the intersection; the local drivers know to look and be careful, however the most horrific accidents have come from people traveling north on Route 123 and don't see the stop sign and don't stop at the intersection. She asked if they would be doing anything at that approach to the intersection. **Mr. Greene** asked for clarification, if they are not stopping, or looking and rolling through the intersection. **Chief Guinard** explained that the most serious of the accidents are vehicles that have tried to go through the intersection without slowing. **Mr. Greene** said that the report did not mention that may be hurting the sight to that sign, and they would look at that issue.

Mr. Greene said that the next step is to return for another informational meeting with the responses to the issues brought up tonight. Because the DOT will need to acquire easements, they will probably have to go to a formal public hearing, which will not be until the Fall. Before that, they would like to get consensus on what they are planning here, and they will make it the plan known to the Town and the abutters.

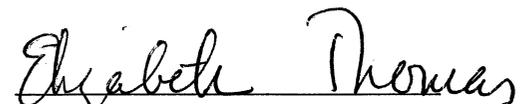
As there was no further business, the meeting adjourned at 7:58pm.

Respectfully Submitted,
Nicole MacStay, Assistant to the Town Administrator

PETERBOROUGH
SELECT BOARD:


Barbara A. Miler, Chair


Joe Byk


Elizabeth M. Thomas

ACTION ITEM PENDING LIST

1.

