



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

DUNBARTON
NH 13 / NH 77 (Page's Corner)
Intersection safety evaluation

Bureau of Highway Design
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March 13, 2019

Chief Daniel Sklut
Dunbarton Police Department
18 Robert Rogers Road
Dunbarton, NH 03046

Dear Chief Sklut:

The Department has evaluated the safety improvements suggested by the Town for the intersection of Routes 13 and 77 (Page's Corner), and feels they would be minimally effective because the root cause of the intersection issues, which is the unusual three-way stop condition, would be retained.


The additional potential safety measures that were suggested by the Town are listed below along with the Department's responses for each.

1. Clear vegetation along the south side of NH 77 west of the intersection: This will be done by the Department as part of our routine maintenance operations. The vegetation appears to be within the highway right of way so entry onto private property should not be necessary.
2. Install permanent speed display (speed 'feedback') signs, particularly for eastbound and westbound traffic: The Department does not support the installation of speed feedback signs in this location. Speed feedback signs are permissible on State highways in certain settings, but would not be appropriate on the approach to a stop sign and would be only minimally beneficial on the NH 13 westbound approach to the intersection. However, the Town would be permitted to install a speed feedback sign on NH 13 westbound under the current three-way stop configuration. A maintenance agreement would need to be executed between the Department and the Town to document that the Town would own and maintain the feedback sign.

3. Install beacons on the three stop signs to make them more conspicuous: The Department does not support installing flashing beacons on the stop signs. Beacons do not appear to be warranted on the northbound and southbound stop signs based on the crash history and observations of traffic operations. The crash records on hand do not indicate that this traffic is failing to stop at the stop signs. Likewise, the stop and 'stop ahead' signs on NH 77 are in good condition and clearly visible. Observations have shown that NH 77 eastbound traffic is not failing to see the existing stop sign, but rather is failing to adequately yield to westbound left turning traffic due to the uncommon traffic pattern.
4. Install more cautionary signs: The existing signs at the intersection appear to be appropriate and up to date with regards to the sign messages, location, and reflective sign materials. However, the Department will confirm that the existing signs meet current standards. Additional signs would not be instructive to drivers and may lead to message overload. Specifically, a 'dangerous intersection ahead' sign would not be supported by the Department because it does not inform the driver what the hazard is that the driver needs to be aware of. It would be more effective to correct the source of the hazard when possible.
5. Install street lights to increase overall visibility: The Department does not agree with the need for intersection lighting. Crash records show there has been only one recent crash that occurred in darkness, and it involved winter conditions. With that said, the Town is at liberty to have intersection lighting installed, but the installation and utility cost would be borne by the Town.

To summarize, our responses to the individual measures noted above reflect our recommendation that the most effective safety treatment would be to modify the existing three-way stop condition. The Department is willing to continue the dialog with the Town to seek consensus on an appropriate course of action. Because this intersection has not experienced a disproportionate number of crashes and has not been identified by the NHDOT Highway Safety Improvement Program as a problem location in need of immediate attention, the Department will continue to monitor the intersection's performance.

Sincerely,



Michael J. Dugas, P.E.
State Highway Safety Engineer

MJD

cc: W. Lambert
R. Radwanski
D. Williams – Central NH Regional Planning Commission