



TOWN COUNCIL – AGENDA REQUEST FORM

THIS FORM WILL BECOME PART OF THE BACKGROUND INFORMATION USED BY THE COUNCIL AND PUBLIC

Please submit Agenda Request Form, including back up information, 8 days prior to the requested meeting date. **Public Hearing requests must be submitted 20 days prior to the requested meeting date to meet publication deadlines** (exceptions may be authorized by the Town Manager, Chairman/Vice Chair).

MEETING INFORMATION

Date Submitted: February 1, 2019 Date of Meeting: February 28, 2019
 Submitted by: Dawn B. Tuomala Time Required: 15 minutes
 Department: DPW Admin Background Info. Supplied: Yes No
 Speakers: Dawn B. Tuomala

CATEGORY OF BUSINESS (PLEASE PLACE AN "X" IN THE APPROPRIATE BOX)

Appointment:	<input type="checkbox"/>	Recognition/Resignation/Retirement:	<input type="checkbox"/>
Public Hearing:	<input checked="" type="checkbox"/>	Old Business:	<input type="checkbox"/>
New Business:	<input checked="" type="checkbox"/>	Consent Agenda:	<input type="checkbox"/>
Nonpublic:	<input type="checkbox"/>	Other:	<input type="checkbox"/>

TITLE OF ITEM

Change Yield Sign to a New Stop Sign – Daniel Webster Drive

DESCRIPTION OF ITEM

Change the existing Yield sign at the intersection of Daniel Webster Drive and Daniel Webster Highway to a stop sign and move it back for better vehicular movements, (see attached.)

REFERENCE (IF KNOWN)

RSA: Warrant Article:
 Charter Article: 183-31 & Town Meeting:
 183-32
 Other: N/A:

EQUIPMENT REQUIRED (PLEASE PLACE AN "X" IN THE APPROPRIATE BOX)

Projector:	<input type="checkbox"/>	Grant Requirements:	<input type="checkbox"/>
Easel:	<input type="checkbox"/>	Joint Meeting:	<input type="checkbox"/>
Special Seating:	<input type="checkbox"/>	Other:	<input type="checkbox"/>
Laptop:	<input checked="" type="checkbox"/>	None:	<input type="checkbox"/>

CONTACT INFORMATION

Name: **Dawn Tuomala** Address: **6 Baboosic Lake Rd**
 Phone Number: **(603) 424-5137** Email Address: **dtuomala@merrimacknh.gov**

APPROVAL

Town Manager: Yes No Chair/Vice Chair: Yes No

Hold for Meeting Date:



TOWN OF MERRIMACK INTER-DEPARTMENT COMMUNICATION

DATE: February 1, 2019
AT (OFFICE): Department of Public Works

FROM: Dawn B. Tuomala, PE, LLS, CWS
Deputy Director/Town Engineer

SUBJECT: Stop Sign at Daniel Webster Drive and Daniel Webster Highway

A work order was placed from Connie Ouellette who is a resident on Island Drive requesting something be done to improve the cross traffic at the Daniel Webster Drive and Daniel Webster Highway intersection. Ms. Ouellette stated that she and her neighbors have concerns it is very difficult to get access the road at times.

The north bound traffic on Daniel Webster Highway will be stopped to turn left into the condo entrance and the people behind will move to the right to pass the stopped vehicle. If there is someone merging from Daniel Webster Drive they don't stop and there isn't enough room at that point for 3 vehicles.

In addition to the complaint, the police have noted that when there is an accident on the FEET people are using DW Highway as a by-pass. They are also taking DW Drive and coming right up through trying to beat the traffic on DW Highway. Placing the stop sign in the appropriate location will then require people that are on DW Drive to make the stop prior to continuing onto the highway.

We have brought this before the Highway Safety Committee Meeting on January 24, 2019 for their input (see attached minutes). The Committee unanimously voted to change the Yield Sign to a Stop Sign to improve safety at that intersection.

The request is being made under section 183-32 to remove the yield sign on Daniel Webster Drive and under section 183-31 to add a stop sign on Daniel Webster Drive at the Daniel Webster Intersection.

Should you have any questions please let me know,

Dawn

CC: Kyle Fox; Director
File
Attachments: 3

Daniel Webster Drive

Northern intersection with Daniel Webster Highway

Legend

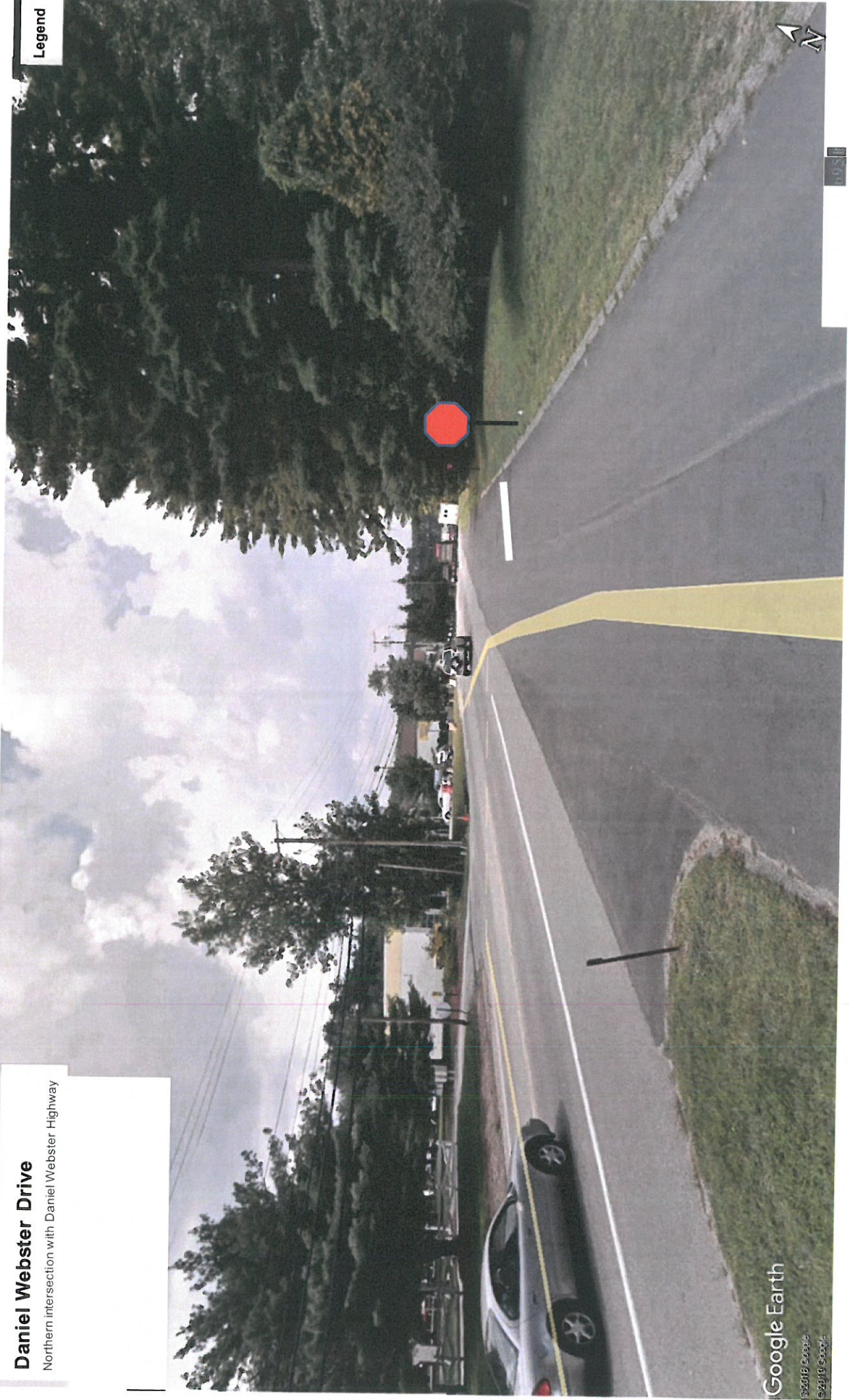


Google Earth
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Daniel Webster Drive

Northern intersection with Daniel Webster Highway

Legend



Google Earth

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6.9



**NEED TO ADD A STOP SIGN TO THE SCHEDULE:
ON DANIEL WEBSTER DRIVE AT THE INTERSECTION
WITH DANIEL WEBSTER HIGHWAY**

Town of Merrimack, NH
Friday, February 1, 2019

Chapter 183. Vehicles and Traffic

Article V. Schedules

§ 183-31. Schedule IV: Stop Intersections.

As provided in § 183-10, the following described intersections are hereby designated as stop intersections, and stop signs shall be installed as follows:^[1]

Street	Intersection	Qualifier	Action Date
Abby Road	Peaslee Road		Added by BOS 1-4-1996
Al Paul Lane	Manchester Street		Added by Town Council 5-12-2011
Allen Drive	Hilton Drive		Added by BOS 2-16-1995
Angelo Lane	Daniel Webster Highway		Added by BOS 6-15-2000
Arbor Street	Camp Sargent Road		
Ash Lane	Baboosic Lake Road		Added by BOS 1-2-1997
Atherton Road	John Lane		Added by Town Council 5-12-2011
Balsam Lane	Turkey Hill Road		Added by BOS 1-2-1997
Bambi Trail	Baboosic Lake Road		
Bancroft Street	Newton Street	Northeast intersection	
Bancroft Street	Newton Street	Southwest intersection	
Bancroft Street	Turkey Hill Road		
Barbie Court	Pearson Road		Added by Town Council 12-7-2017
Bates Road	Peaslee Road		
Bates Road	Seaverns Bridge Road		
Beacon Drive	Turkey Hill Road	East intersection	
Beacon Drive	Turkey Hill Road	West intersection	
Bean Road	Baboosic Lake Road		

Street	Intersection	Qualifier	Action Date
Wire Road	Bedford Road	North and south intersection	Added by BOS 11-2-1989
Wire Road	Daniel Webster Highway		Added by BOS 6-15-2000
Wood Street	Sunnydale Drive		Added by BOS 6-15-2000
Woodbine Lane	Bean Road	East intersection	Added by BOS 1-2-1997
Woodbine Lane	Bean Road	West Intersection	Added by BOS 1-2-1997
Woodbury Street	Daniel Webster Highway		
Woodhaven Circle	Pearson Road	North intersection	Added by BOS 1-2-1997
Woodhaven Circle	Pearson Road	South intersection	Added by BOS 1-2-1997
Woodland Drive	Baboosic Lake Road		
Woodland Drive	Hartwood Drive	Both directions	Added by Town Council 5-12-2011
Woodridge Road	Bedford Road		Added by Town Council 5-12-2011
Worster Avenue	Baboosic Lake Road		Amended by BOS 6-15-2000
Wright Avenue	Boston and Maine Railroad	East and west intersection	
Wright Avenue	Daniel Webster Highway		

[1] *Editor's Note: Stop signs shall be installed on streets listed in the first column, unless noted elsewhere.*

§ 183-32. Schedule V: Yield Intersections.

As provided in § 183-11, the following described intersections are hereby designated as yield intersections, and yield signs shall be installed as follows:^[1]

Street	Intersecting Street	Qualifier	Action Date
Craftsman Lane	Boston Post Road		
Daniel Webster Drive	Daniel Webster Highway	North intersection	TO BE ELIMINATED
Erik Street	Erik Street Circle	North entrance	Added by Town Council 5-12-2011
Erik Street	Erik Street Circle	South entrance	Added by Town Council 5-12-2011
Railroad Avenue	Daniel Webster Highway	North Intersection	

11 Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.

12 Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

13 A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

01 When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.

02 The STOP sign shall be an octagon with a white legend and border on a red background.

03 Secondary legends shall not be used on STOP sign faces.

04 At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.

05 The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.

06 Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.

Support:

07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

08 Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

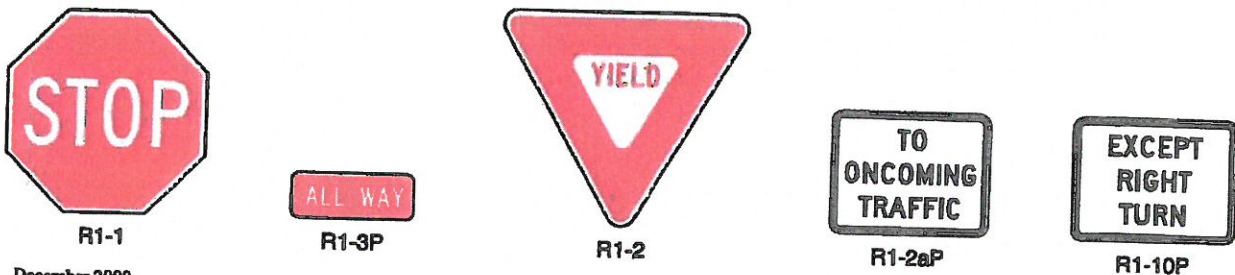
Option:

09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

10 The design and application of Stop Beacons are described in Section 4L.05.

Figure 2B-1. STOP and YIELD Signs and Plaques



Section 2B.06 STOP Sign Applications

Guidance:

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

03 *The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.*

Section 2B.07 Multi-Way Stop Applications

Support:

01 *Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.*

02 *The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.*

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

05 *Other criteria that may be considered in an engineering study include:*

- A. *The need to control left-turn conflicts;*
- B. *The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*
- C. *Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
- D. *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*



HIGHWAY SAFETY COMMITTEE MEETING MINUTES

JANUARY 24, 2019

1:00 PM

POLICE DEPARTMENT – BRAD CROSS
ROOM

Attendees: Chief Denise Roy, Deputy Chief Levesque, Dawn Tuomala, Bob L'Heureux, Fran L'Heureux, Tim Thompson, Paul Konieczka, Finlay Rothhaus, Bill Godfrey, Glen Wallace and Kyle Fox.

Excused Absence: Chief Michael Currier

Guests: Jay Minkarah, Director of NRPC, C.R. Willeke, Municipal Highways Engineer P.E, Walter Johnson, Dough Pain, David Proulx, Susan Proulx, Pat Wolfendale, Peter Graham and Kathy Poirier.

Moderator: Deputy Chief Levesque

Recording Secretary: Claire Rioux

- **Request to replace the yield sign at Daniel Webster Drive and Daniel Webster Highway with a stop sign./ Dawn Tuomala, Deputy DPW Director**

Dawn Tuomala:

I received a request from Ms. Ouellette who lives on Island Drive, regarding her concerns for Daniel Webster Drive. Most concerning is when you are coming out of Daniel Webster Drive, from the north end and merging onto Daniel Webster Highway there are people stopped on Daniel Webster going north to make that left turn and people are passing and the people behind them are trying to merge. There also is a driveway across the street that causes problems in this area. The other issue is when there is an accident on the Everett Turnpike people come down to Daniel Webster and use Daniel Webster Drive as a cut through to get ahead of the traffic that is at a standstill. In light of her concerns what we are proposing is to take out the yield sign and to move the stop sign back at an appropriate distance, maybe 50 feet. .We will place a stop bar and make people on Daniel Webster Drive come to a full stop; this also will help with the three vehicles in a row. I know we have to go to Town Council in order to change this but we would like to have the Highway Safety behind us to do that.

Motion:

A motion made by Bob L'Heureux and seconded by Fran L'Heureux to present to the Town Council the proposal to remove the yield sign on Daniel Webster Drive and to install a new stop

sign according to the warranted specifications. The sign shall be placed at an appropriate location for the highway traffic to pass safely. A stop bar will also be placed on Daniel Webster Drive to reinforce the stop sign. Motion carried unanimously.