

NASHUA REGIONAL PLANNING COMMISSION VANASSE HANGEN BRUSTLIN, INC.		BROAD STREET PARKWAY TERMINUS OPTIONS COMPARISON PRO'S AND CON'S CITY OF NASHUA, NH		29-Apr-08
		SOUTHERN SECTION SOUTH OF NASHUA RIVER SEGMENT 3		REMARKS
		OPTION 1 REDUCED 2007 CONCEPT LOWEST COST	OPTION 2 MODIFIED 2007 CONCEPT MILLYARD TERMINUS LOWEST COST	
1	CONSTRUCTION COST, DESIGN AND MANAGEMENT COSTS (2011 DOLLARS)	\$7.2 TO \$8.4 MILLION \$1.6 TO \$1.8 MILLION TOTAL \$8.8 TO \$10.2 MILLION	\$3.8 TO \$4.5 MILLION \$0.9 TO \$1.0 MILLION TOTAL \$4.7 TO 5.5 MILLION	DEVELOPMENT COSTS FOR BOTH OPTIONS ARE APPROX THE SAME FROM BROAD STREET TO THE NASHUA RIVER BRIDGE. NASHUA RIVER BRIDGE IS REDUCED IN LENGTH FROM 1100' TO 340';
2	TOTAL PROJECT COST - EXCLUSIVE OF \$14 MILLION DOLLARS OF PROJECT RELATED COSTS SPENT TO DATE (2011 DOLLARS)	\$ 57.0 TO \$66.4 MILLION	\$52.0 TO \$60.5 MILLION	RETAINS THE ORIGINAL 2007 CONCEPT COSTS FOR UTILITIES, RIGHT OF WAY, HAZARDOUS MATERIALS REMEDIATION, AND ENVIRONMENTAL MITIGATION COST. THE TOTAL OF THESE COSTS RANGE FROM \$19.8 (3.0%) TO \$23.1 (7.0%) MILLION IN 2011 DOLLARS. UNKNOWN COSTS FOR ADDITIONAL BUILDING TAKINGS IN OPTION #2 AND GATE CITY FENCE IN OPTION #1.
3	CULTURAL RESOURCE IMPACT	SIMILAR TO FEIS	NEW STRUCTURES IMPACTED NO IMPACT TO MINE FALLS PARK	REQUIRES FURTHER ANALYSIS AS PART OF THE WRITTEN ENVIRONMENTAL RE-EVALUATION; NEW PROPERTIES IMPACTED WITH OPTION 2 INCLUDES THE WASTE BUILDING (SHEA) AND THE STORAGE BUILDING #2. OPTION 2 AVOIDS IMPACT TO MINE FALLS PARK.
4	CONSTRUCTION SCHEDULE	GENERALLY MORE TIME TO CONSTRUCT	GENERALLY LESS TIME TO CONSTRUCT	CONSTRUCTION OF THE CANAL BRIDGE WILL INCREASE THE DURATION OF THE CONSTRUCTION SCHEDULE
5	CONSTRUCTION COMPLEXITY	LESS DIFFICULT OVERALL	MORE DIFFICULT	CONSTRUCTION ACTIVITIES WILL BE MORE DIFFICULT FOR OPTION 2 DUE TO THE DIFFICULTY OF MAINTAINING TRAFFIC AND ACCESS TO PROPERTIES WHILE RECONSTRUCTING THE ROADWAY AND REMOVAL OF BUILDINGS; OPTION 1 IS MORE OFF-LINE AND AWAY FROM TRAFFIC EXCEPT FOR THE CONSTRUCTION OF THE SOUTH END OF THE CANAL BRIDGE.
6	ADDITIONAL BUILDINGS TAKEN/SAVED	MILLHOUSE BUILDING #5 ANNEX (NIMCO),PARTIAL TAKE MILL HOUSE BUILDING #6 AND AUTO REPAIR (W. HOLLIS)	BOILER HOUSE, MILL HOUSE BUILDING #5 ANNEX (NIMCO),WASTE BUILDING (SHEA), STORAGE BUILDING #2, AND PROPERTY ON SE CORNER PINE AND CENTRAL ST	BUILDING ACQUISITION COSTS UNDER OPTION 2 FOR BUILDINGS NOT PREVIOUSLY STUDIED ARE UNKNOWN
7	GATE CITY FENCE	BUSINESS TAKEN	NO IMPACT	OPTION 1- REDUCES TRUCK DELIVERY ACCESS TO GATE CITYBUILDING AND ABILITY TO STORE MATERIALS ON-SITE. COST FOR ACQUISITION AND RELOCATION ARE UNKNOWN
8	RE-DEVELOPMENT POTENTIAL	LESS	MORE	OPTION 1- REDUCES ACCESS AND VISIBILITY ALONG THE RIVERFRONT AND MAY BE LESS DESIREABLE OPTION 2 - MORE LAND AVAILABLE FOR REDEVELOPMENT
9	NEIGHBORHOOD IMPACTS	SAME AS PREVIOUS ALTERNATIVE	ADDITIONAL IMPACTS NOT ASSESSED	OPTION 2 HAS ADDITIONAL IMPACTS ON CENTRAL STREET, AND ON PALM AND PINE STREETS NORTH OF WEST HOLLIS. SPECIFICALLY, OPTION 2 WILL INCREASE TRAFFIC VOLUMES ON PINE ST. EXT. AND CENTRAL STREET ADJACENT TO THE BRONSTEIN APARTMENTS.
10	STREET NETWORK CHANGES	SAME AS PREVIOUS ALTERNATIVE	ELIMINATES INTERSECTION AT LEDGE STREET AND REDUCES INTERSECTION AT WEST HOLLIS	OPTION 1- TWO LARGE INTERSECTIONS; ONE AT BROAD STREET PARKWAY AND LEDGE ST AND ONE AT BROAD STREET PARKWAY AND WEST HOLLIS ST. OPTION 2- ONE LARGE INTERSECTION AT PINE/CENTRAL/LEDGE. OPTION 2 -DISTRIBUTES TRAFFIC ACROSS CENTRAL ST, WEST HOLLIS ST. AND KINSLEY ST.
11	TRAFFIC OPERATIONS	SATISFACTORY	SATISFACTORY IN THE IMMEDIATE PROJECT AREA BUT ARE UNKNOWN IN THE HELLENIC CIRCLE AREA	OPTION 2- RESULTS IN GREATER IMPACTS TO ON-STREET PARKING. OPTION 2- DISTRIBUTES TRAFFIC ACROSS CENTRAL ST, WEST HOLLIS ST. AND KINSLEY ST