

**EXPANDED DRAFT MEETING SUMMARY**  
**THIS IS NOT AN OFFICIAL TRANSCRIPT OF RECORDED PROCEEDINGS**  
**THE INFORMATION CONTAINED HEREIN HAS NOT BEEN REVIEWED OR APPROVED BY THE CIC**

***MINUTES***

CITY OF NASHUA  
CAPITAL IMPROVEMENTS COMMITTEE  
February 4, 2021

12:00PM

---

The meeting was called to order at 12:00 PM by Scott LeClair, Chair of the Planning Board and Capital Improvement Committee, via Zoom at 12:00PM, and terms of the virtual meeting were reviewed by the Chair. Mr. LeClair explained the Committee's procedures, stating that the Committee is operating under the Governor's Executive Order via Zoom and explained how public access is available by telephone/Zoom and the method for contacting City staff in the event that connection is not possible.

**Introduction of Members Present: (Roll Call)**

Scott LeClair  
David Fredette  
Larry Szetela  
Matt Sullivan  
Bob Canaway  
John Griffin

Staff: Marcia Wilkins  
Christine Webber

Excused: Charlie Budris, Alderman Tencza, Alderman Jan Schmidt (Alt)

---

**Presentations:**

**Economic Development: Julia Chizmas and Tim Cummings – East Hollis St and Bridge St Intersection Improvements Projects.** This project includes the areas of C Street to the Bridge abutments heading towards Hudson New Hampshire. The purpose is to improve mobility for all users, improve access, increase safety, and provide a gateway into Nashua that is pleasing to the eye.

This is a known as a Local Public Agency (LPA) Project with the NH DOT. There are 4 steps of the LPA projects, 1. Engineering Study 2. Preliminary Design 3. Final Design 4. Construction.

The NHDOT has approved the first step and when we have received notice to proceed they will start the Preliminary Design, which will take 35 weeks, Final Design will take approximately 26 weeks, and Construction could take as long as 2 construction seasons. The Alternative that has been approved is #4 which was included in the packet. This takes the current crossing layout and turns it into a modified rounded intersection that is signalized, with bike lanes, sidewalks, and

green space. Unfortunately there isn't adequate funding for extensive landscaping but there will be a small buffer between E Street and the intersection.

The estimate in 2019 dollars is 2.7 million dollars. The funding is with Service Transportation Program money (STP) and is matched with DOT Toll credit monies. There has been \$235,000 expended to date on the preliminary engineering phase and right-of-way/construction has not started. It is anticipated that this project will begin in 2022/2023 so the costs will be higher than the 2019 estimated dollars.

The City has an agreement with NHDOT that covers funding up to 3.6 million dollars. Any costs beyond 3.6 million dollars, there is a requirement for City Match. The total expected project cost of 4.57 million will require a City Match of \$183,050 which is why we are here today.

**Dave Fredette asked**, have there been recent meetings with the neighbors in the area, or Hudson? **Julie Chizmas responded**, the LPA process does have an extensive neighborhood outreach component. There have been several meetings with the neighborhood and Board of Public Works. **Mr. Fredette asked**, if the project exceeds the 4.5 million the City has to pay the \$183,050, and the first 2.7 million comes from the State? **Tim Cummings replied yes**, to be clear, if we stay under 3.6 million, the City will not be required to provide matching funds.

**Mr. Fredette, asked** if this project is related to the Broad Street Parkway project?

**Mr. Cummings clarified**, it has nothing to do with it, totally separate projects

**John Griffin asked**, do the fund sources need to be identified before Fiscal 22 begins?

**Mr. Cummings answered**, that they do not need to be identified, but we would recommend an appropriation be in by FY22, I would recommend that we insert \$185,000 in the FY22 budget for in order to make those matching funds available.

**Alderwoman Lu Ward, 6 17 Roby Street asked**, how does the project increase from 2.7 million to 3.6 million as shown in the presentation slides?

**Mr. Cumming answered**, when the project first started there was a certain dollar amount cap placed by the State of New Hampshire on the project, they set aside 3.6 million for this project before any real construction estimates were complete. Julie Chizmas added that there are approximately \$800,000 in engineering and right of way costs, with \$223,837 for right of way and \$652,240 for engineering, representing the difference of the 2.7 million and the 3.6 million as well.

### **Ranking and Voting of Projects**

Matt Sullivan took a roll call vote. The project was ranked a Short Term, A-2.

Motion to accept the vote count and ranking as presented by Dave Fredette, second by Larry Szetela. All members approved unanimously.

### **Other Business**

### **Adjournment**

Motion to adjourn by Dave Fredette at 12:21 PM. Seconded by Matt Sullivan, All members voted in favor, the motion passed unanimously.

---

**Scott LeClair, Chair**

**Date**