

Two Intersections on NH 114 and NH 13

Alternatives Comparison Matrix

CONSIDERATION	PLEASANT STREET ALTERNATIVES		
	TRAFFIC SIGNAL	ROUNDBOUT	"NO-BUILD"
Description	<ul style="list-style-type: none"> New Traffic Signal 	<ul style="list-style-type: none"> New Single Lane Roundabout 	<ul style="list-style-type: none"> Redefine Existing Travel Way and Parking and Refine Crosswalk Locations
Traffic Calming Potential	<ul style="list-style-type: none"> Limited 	<ul style="list-style-type: none"> Robust 	<ul style="list-style-type: none"> Limited
Intersection Level of Service (LOS)	<ul style="list-style-type: none"> 2013 AM = C 2013 PM = B 2034 AM = D 2034 PM = C 	<ul style="list-style-type: none"> 2013 AM = C 2013 PM = F 2034 AM = E 2034 PM = F 	<ul style="list-style-type: none"> 2013 AM = F 2013 PM = E 2034 AM = F 2034 PM = F
Queue Length in Design Year (in Pass. Vehicles) XX AM Queue (XX) PM Queue	<ul style="list-style-type: none"> Pleasant 14(7) NB Main Street 4 (19) SB Main Street 33 (18) 	<ul style="list-style-type: none"> Pleasant 9 (2) NB Main Street 3 (173) SB Main Street 50 (12) 	<ul style="list-style-type: none"> Pleasant 9 (11) NB Main Street 0 (0) SB Main Street 0 (0)
Safety	<ul style="list-style-type: none"> Improved 	<ul style="list-style-type: none"> Best 	<ul style="list-style-type: none"> Improved
Parking	<ul style="list-style-type: none"> Loss of Some Spaces 	<ul style="list-style-type: none"> Loss of Spaces except in Angled Parking Option 	<ul style="list-style-type: none"> Some Loss of Spaces
Pedestrian Movements	<ul style="list-style-type: none"> Better 	<ul style="list-style-type: none"> Good 	<ul style="list-style-type: none"> Slightly Improved
Aesthetics	<ul style="list-style-type: none"> Poor 	<ul style="list-style-type: none"> Significantly Better 	<ul style="list-style-type: none"> Somewhat Better
Context Sensitivity	<ul style="list-style-type: none"> Poor Fit 	<ul style="list-style-type: none"> Good Fit 	<ul style="list-style-type: none"> Good Fit
Environmental Impacts	<ul style="list-style-type: none"> Minimal 	<ul style="list-style-type: none"> Minimal 	<ul style="list-style-type: none"> None
Cost	<p>Construction: \$450,000 Constr. Engr.: \$45,000 Total: \$495,000</p> <p><i>Town Share: \$222,750</i></p>	<p>Construction: \$490,000 Constr. Engr.: \$50,000 Total: \$540,000</p> <p><i>Town Share: \$243,000</i></p>	<p>Construction: \$230,000 Constr. Engr.: \$25,000 Total: \$255,000</p> <p><i>Town Share: \$114,750</i></p>
Other Advantages (Pros)	<ul style="list-style-type: none"> Easier to Construct Driver Understanding Less Parking Loss 	<ul style="list-style-type: none"> Calms Traffic/Safer Better Off Peak Performance than Signal Controls Traffic Better than "No-Build" Option Continues to Function During Power Failures Landscaping Possible Least Long Term O&M Expenses 	<ul style="list-style-type: none"> Will not Calm Traffic as well as Roundabout, but better than Signal Better Definition than Existing Configuration Continues to Function During Power Failures Landscaping Possible Least Long Term O&M Expenses
Other Disadvantages (Cons)	<ul style="list-style-type: none"> Limited Calming Long Term O&M Costs Does not Fit Context Does not Function During Power Failure 	<ul style="list-style-type: none"> Resistance from Some Drivers 	<ul style="list-style-type: none"> Uncommon Layout Does not Slow Through Traffic Traffic Control Opposite of Modern Roundabouts (Yield on Entry)