Progress continues to be made on the Exit 36 South Planning Study. This document is designed to provide a brief overview of developments regarding the study. For more information, please contact Camille Pattison, Nashua Regional Planning Commission Principal Planner, at camillep@nashuarpc.org or Justin Howard, Northern Middlesex Council of Governments Transportation Program Coordinator, at jhoward@nmcog.org.

Project Overview

The Nashua Regional Planning Commission (NRPC) in conjunction with the Northern Middlesex Council of Governments (NMCOG) has received federal funding through the Transportation, Community and Systems Preservation Program (TCSP) to conduct a study assessing the effectiveness of a southbound off-ramp at Exit 36 on U.S. Route 3, near the New Hampshire and Massachusetts border. The study will evaluate traffic flows and potential economic benefits to businesses in the area and will ultimately complete planning analyses in support of the development of a southbound off-ramp on US Route 3 at Exit 36 in Tyngsborough Massachusetts.

Draft Planning Report

The Draft Planning Report and Executive Summary has just been released and we encourage all interested parties to review and comment on the draft document. Comments may be submitted to the staff listed on the rear of the newsletter or discussed at the next Steering Committee Meeting on July 9th at 10:00AM in Tyngsborough Town Hall. [http://www.nashuarpc.org/exit36/index.htm](http://www.nashuarpc.org/exit36/index.htm)

Final Steps

The Nashua Regional Planning Commission (NRPC) and Northern Middlesex Council of Governments (NMCOG) are nearing the completion of the contractual requirements for the Exit 36S Planning Study. In recent months NRPC and NMCOG have developed a traffic analysis for the future conditions and worked with Vanasse Hangen Brustlin, Inc. to develop a conceptual layout and planning level cost estimate for the project.

Moving forward NRPC and NMCOG will be seeking input from the Steering Committee on the draft project report. In addition public input sessions are being scheduled for July to gather additional input from interested citizens and stakeholders.

NRPC and NMCOG will continue to work closely with the City of Nashua and Town of Tyngsborough to develop and refine an implementation strategy to advance the project towards design and construction.
The conceptual layout, above, shows a loop ramp on the west side of US 3 in Tyngsborough, MA. The off ramp begins just north of the Massachusetts Border in Nashua NH, The ramp passes over the US 3 mainline and meets grade, merging with the existing Exit 36 northbound off ramp.

The intersection of Middlesex Road and the Exit 36 ramps/Pheasant Lane Mall (right) would require the construction of physical improvements to provide three left-turn lanes, two through lanes, and a right-turn lane from the off-ramps, as well as two through lanes, a left-turn lane and a right-turn lane from the Pheasant Lane Mall exit. The northbound approach of Middlesex Road from Massachusetts would require a redistribution of lanes, changing a through lane into a left turn lane; no changes are needed for the geometry of Middlesex Road southbound at this intersection.
### Exit 36 by the Numbers

#### Current Conditions

<table>
<thead>
<tr>
<th><strong>A Population Center</strong></th>
<th><strong>An Economic Driver</strong></th>
<th><strong>A Destination</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>![Population Icon]</td>
<td>![Economic Icon]</td>
<td>![Destination Icon]</td>
</tr>
<tr>
<td><strong>5900</strong></td>
<td><strong>22%</strong></td>
<td><strong>39937</strong></td>
</tr>
<tr>
<td>Population of one-square mile area of South Nashua</td>
<td>Share of all jobs in Nashua located in Exit 36 Area</td>
<td>Saturday daily traffic count, Daniel Webster Highway</td>
</tr>
</tbody>
</table>

#### The Project

<table>
<thead>
<tr>
<th><strong>The Investment</strong></th>
<th><strong>Multi-modal Opportunities</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>![Investment Icon]</td>
<td>![Multi-modal Icon]</td>
</tr>
<tr>
<td><strong>$16 million</strong></td>
<td><strong>1500 feet</strong></td>
</tr>
<tr>
<td>2014 estimated construction cost</td>
<td>Distance from Capitol Corridor line</td>
</tr>
</tbody>
</table>

#### Forecast Benefits

<table>
<thead>
<tr>
<th><strong>Greenhouse Gas Emissions</strong></th>
<th><strong>Increased Productivity</strong></th>
<th><strong>Less Traffic</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>![Greenhouse Icon]</td>
<td>![Productivity Icon]</td>
<td>![Traffic Icon]</td>
</tr>
<tr>
<td><strong>1.8 million</strong></td>
<td><strong>$2 million</strong></td>
<td><strong>10-20%</strong></td>
</tr>
<tr>
<td>Reduction in CO2 emissions, in pounds</td>
<td>Productivity benefit due to reduced congestion</td>
<td>Traffic volume reductions, DW Hwy., Spit Brook</td>
</tr>
</tbody>
</table>
Final Exit 36 South Steering Committee Meeting
July 9, 2014 at 10:00 AM
Tyngsborough Town Hall
Community Room
25 Bryant Lane

Agenda Items

- Project Summary Presentation
- Capitol Corridor Update
- Implementation Strategy

Follow the Exit 36 South project on Facebook and Twitter!

www.facebook.com/PlanExit36
www.twitter.com/PlanExit36

EXIT 36 SOUTH STAFF CONTACTS

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We look forward to your continued input regarding the project!