

**Exit 36 S**  
Public Information Session  
July 31, 2014

NRPC

Plan Exit 36 South

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**Transportation Community System Preservation Grant**

- Improve the operation of the major roads in the study area;
- Address all modes of transportation;
- Provide efficient access to services and job centers;
- Opportunities for sustainable growth and economic development;
- Opportunities for innovative financing and public/private partnerships;
- Opportunity to mitigate traffic congestion and greenhouse gas emissions

Exit 36 Steering Committee

Plan Exit 36 South

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**Study Summary**

**What have we been up to?**

- Existing Conditions (2013)
- Do Nothing (2022)
- Build (2022)

**Traffic**

- 24 Hour Volumes
- Intersection operations
- Travel Time

**Alternative modes**

- Bus
- Bicycle and Pedestrian Travel
- Passenger Rail

**Land Use/Economic Development**

- Access Management
- Vacant Parcels
- Redevelopment opportunity

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Plan Exit 36 South

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**Build it! (2022 Build)**

**Traffic**

- Significant drop in 24 traffic volumes on DW Highway and Spit Brook Road.
- Mitigates some of the Gateway Hills impact on Turnpike Ramps and west end of Spit Brook Road.
- Direct access to south DW Highway/Northern Middlesex Road locations

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**Build it! (2022 Build)**

**Fuel Savings \$ 333,540.05 Annually**

	Trip Length (Miles)	Travel Time (Min)	Avg. Speed (MPH)	Annual Cost
Spit Brook/DW	1.3	10	8	\$ 444,843.75
Exit 36 S	1.2	3	24	\$ 185,443.55
Savings		7		\$ 333,540.83

**Lost Productivity - \$ 2,022,830 Annually**

Avg. Delay in Mini/Person-Trip	Avg. Person-Trip/Day	Rate \$/Hour	Dollars/day	Dollars / year
7	3400	\$16.30	\$ 5,542.00	\$ 2,022,830.00

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**Build it! (2022 Build)**

**Potential Transit Improvements**

- Improved Efficiency on Routes 6 and 6A
- Regional Express
- DW Highway Circulator Service
- Downtown Express
- Connections to LRTA
- Coordination with Passenger Rail
- Further reduce traffic in the Study Area

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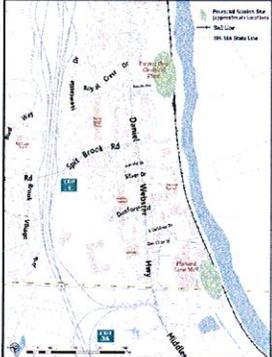
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**Build it! (2022 Build)**



### What About Rail?

- Capitol Corridor Study is addressing decisions related to rail station location
- Spit Brook Road/ Former Dow Chemical Site
- Pheasant Lane/Tyngsborough Site
- Pheasant Lane/ Tyngsborough Site largely depends on Exit 365
- Exit 365 improves access to both station locations

Exit 98  
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**Build it! (2022 Build)**



### Pedestrian And Bicycle

- ~6,000 residents in the study area
- Close proximity to services, transit, rail?
- Improve pedestrian connections
- Consider overpass
- Vehicle Trips less than 2 miles

Distance	Trips	% of Total
<1/2MI	6,300	15%
<1MI	15,300	36%
<2MI	27,200	64%

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**Build it! (2022 Build)**



### Land Use - Nashua

- Largely built out
- Gateway
- Retail District
- Former Dow Chemical Parcel
- Worthen Industries Parcel
- Gateway Hills
- Transit Oriented Development opportunities



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**Exit 36 Southbound**

### How Much?

**Exit 36S Off Ramp Planning Level Estimate**

Project Component	Cost
Roadway Construction	\$ 10,104,563.00
Bridge Construction	\$ 2,340,000.00
Engineering and Permitting	\$ 2,055,000.00
Construction Engineering	\$ 1,244,456.00
Rounded Total in 2014 Dollars	\$ 16,000,000.00
Rounded Estimate Year of Construction (2020 dollars)	\$ 19,850,000.00



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**Exit 36 Southbound**

### Implementation

Milestone	Duration	Year
Establish support of the Executive Branch of Government	6 months	2014
Early coordination State and federal Agencies	12 months	2014
Establish Federal Support, secure funding and local match. Include in TIP	6 to 12 months	2015
Preliminary Engineering, Environmental Permitting, Right of Way	12 to 24 months	2016
Final Design	12 months	2018
Construction	24 months	2020



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**Questions**

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