

APPENDIX D

Existing Traffic Volumes and 2020 Forecasts for Alternative Packages

2000 AM Peak Hour Model: Existing Conditions
2020 AM Peak Hour Model: No Build
2020 AM Peak Hour Model: Alternative 5
2020 AM Peak Hour Model: Alternative 5A
2020 AM Peak Hour Model: Alternative 5B
2020 AM Peak Hour Model: Alternative 1A
2020 AM Peak Hour Model: Alternative 1B
2020 AM Peak Hour Model: Alternative 1C

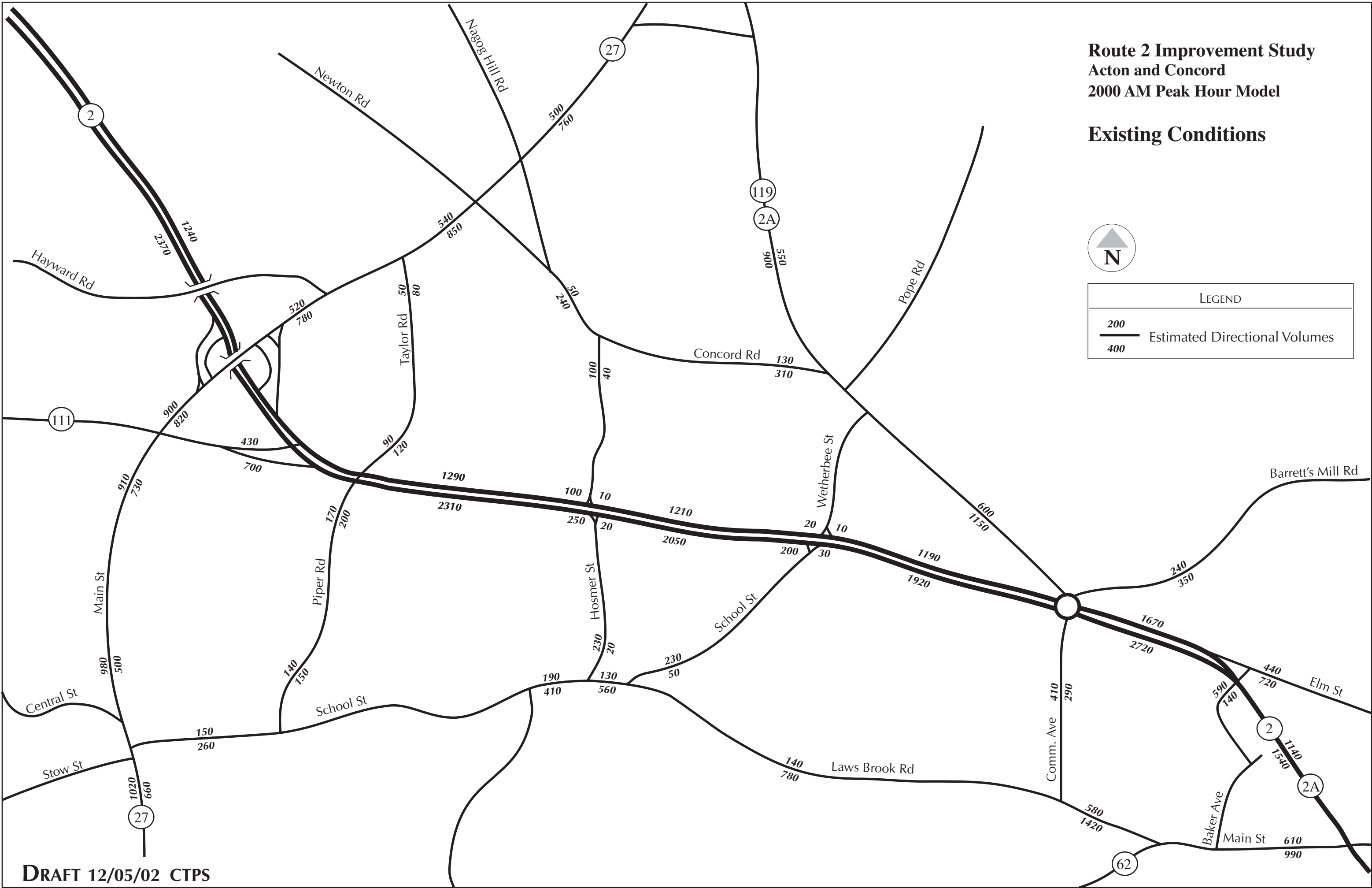
2000 PM Peak Hour Model: Existing Conditions
2020 PM Peak Hour Model: No Build
2020 PM Peak Hour Model: Alternative 5
2020 PM Peak Hour Model: Alternative 5A
2020 PM Peak Hour Model: Alternative 5B
2020 PM Peak Hour Model: Alternative 1A
2020 PM Peak Hour Model: Alternative 1B
2020 PM Peak Hour Model: Alternative 1C

**Route 2 Improvement Study
Acton and Concord
2000 AM Peak Hour Model**

Existing Conditions



LEGEND	
	200
	400
Estimated Directional Volumes	

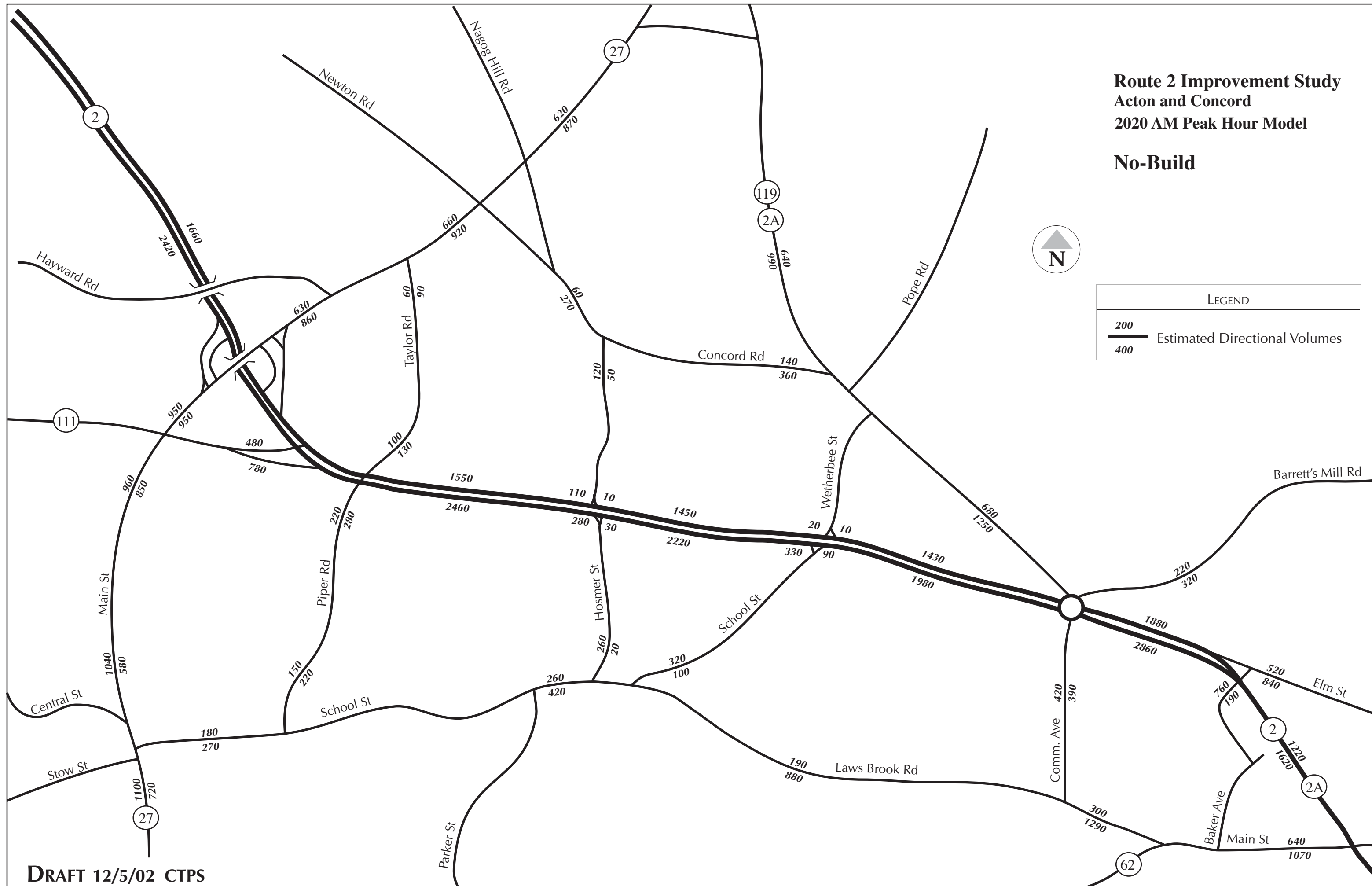


**Route 2 Improvement Study
Acton and Concord
2020 AM Peak Hour Model**

No-Build



LEGEND	
200	Estimated Directional Volumes
400	







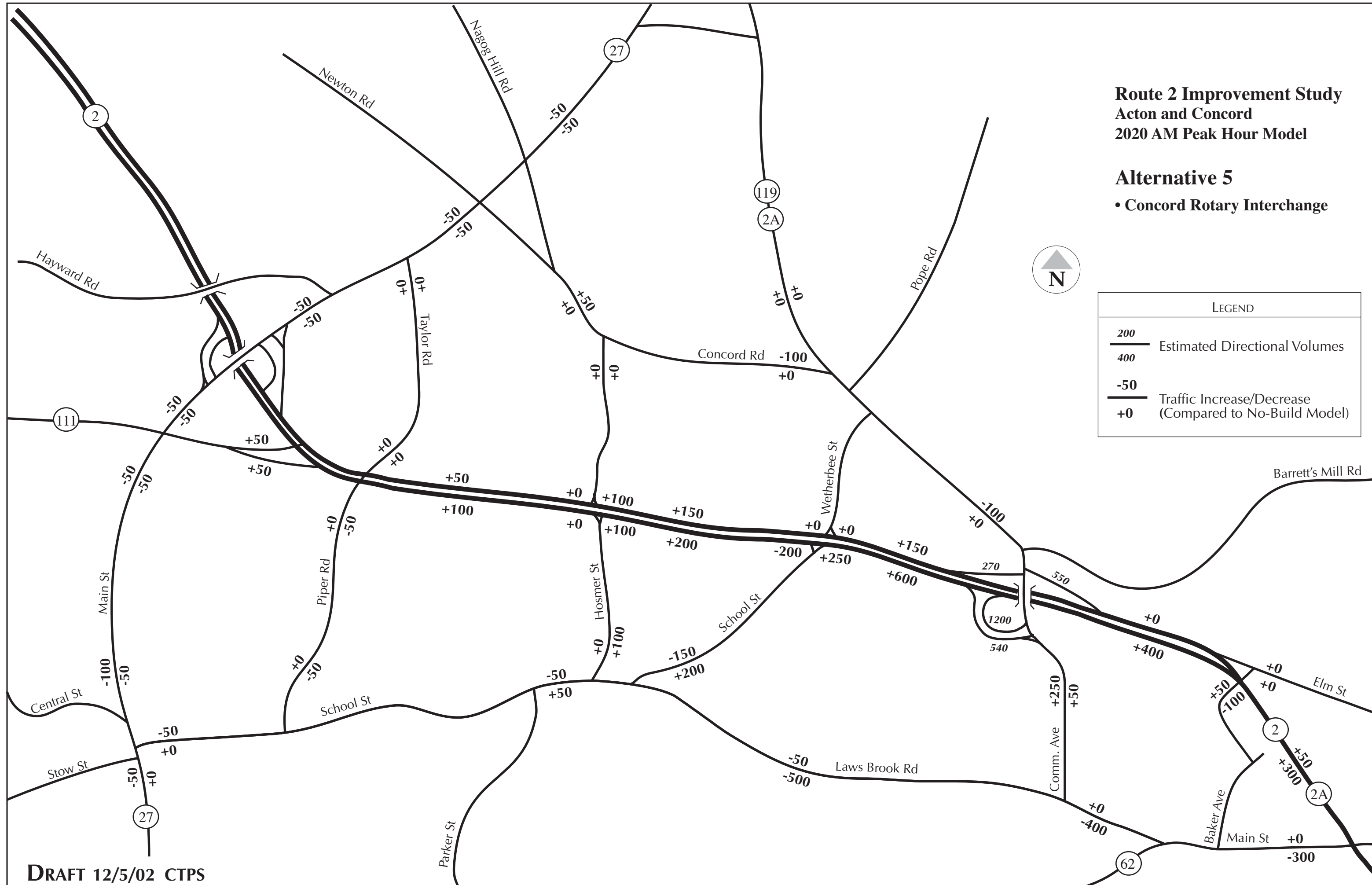
**Route 2 Improvement Study
Acton and Concord
2020 AM Peak Hour Model**

Alternative 5

- Concord Rotary Interchange







LEGEND	
	200
	400
	-50
	+0
	Estimated Directional Volumes
	Traffic Increase/Decrease (Compared to No-Build Model)

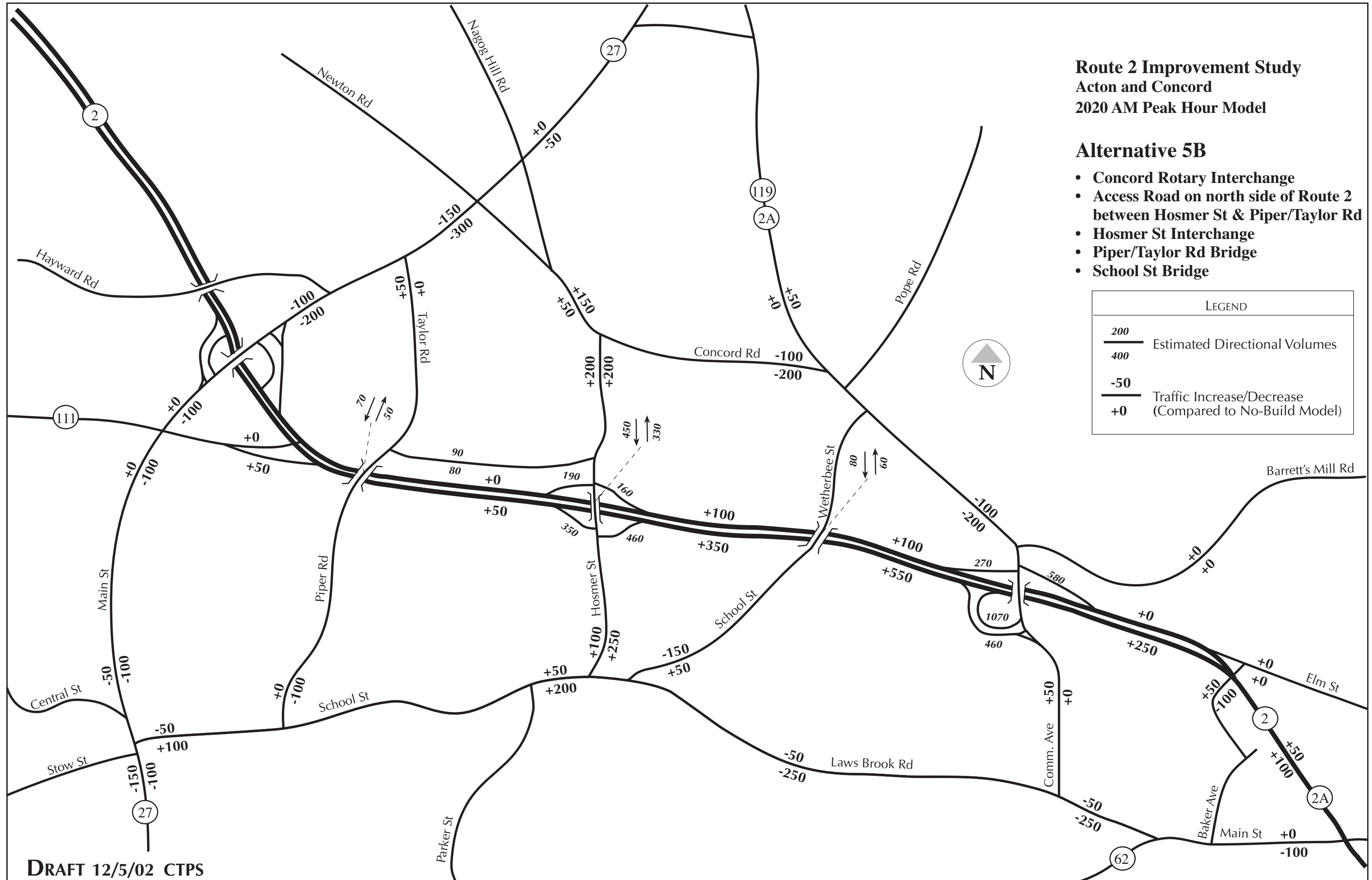


**Route 2 Improvement Study
Acton and Concord
2020 AM Peak Hour Model**

Alternative 5B

- Concord Rotary Interchange
- Access Road on north side of Route 2 between Hosmer St & Piper/Taylor Rd
- Hosmer St Interchange
- Piper/Taylor Rd Bridge
- School St Bridge

LEGEND	
	Estimated Directional Volumes
	Estimated Directional Volumes
	Traffic Increase/Decrease (Compared to No-Build Model)
	Traffic Increase/Decrease (Compared to No-Build Model)

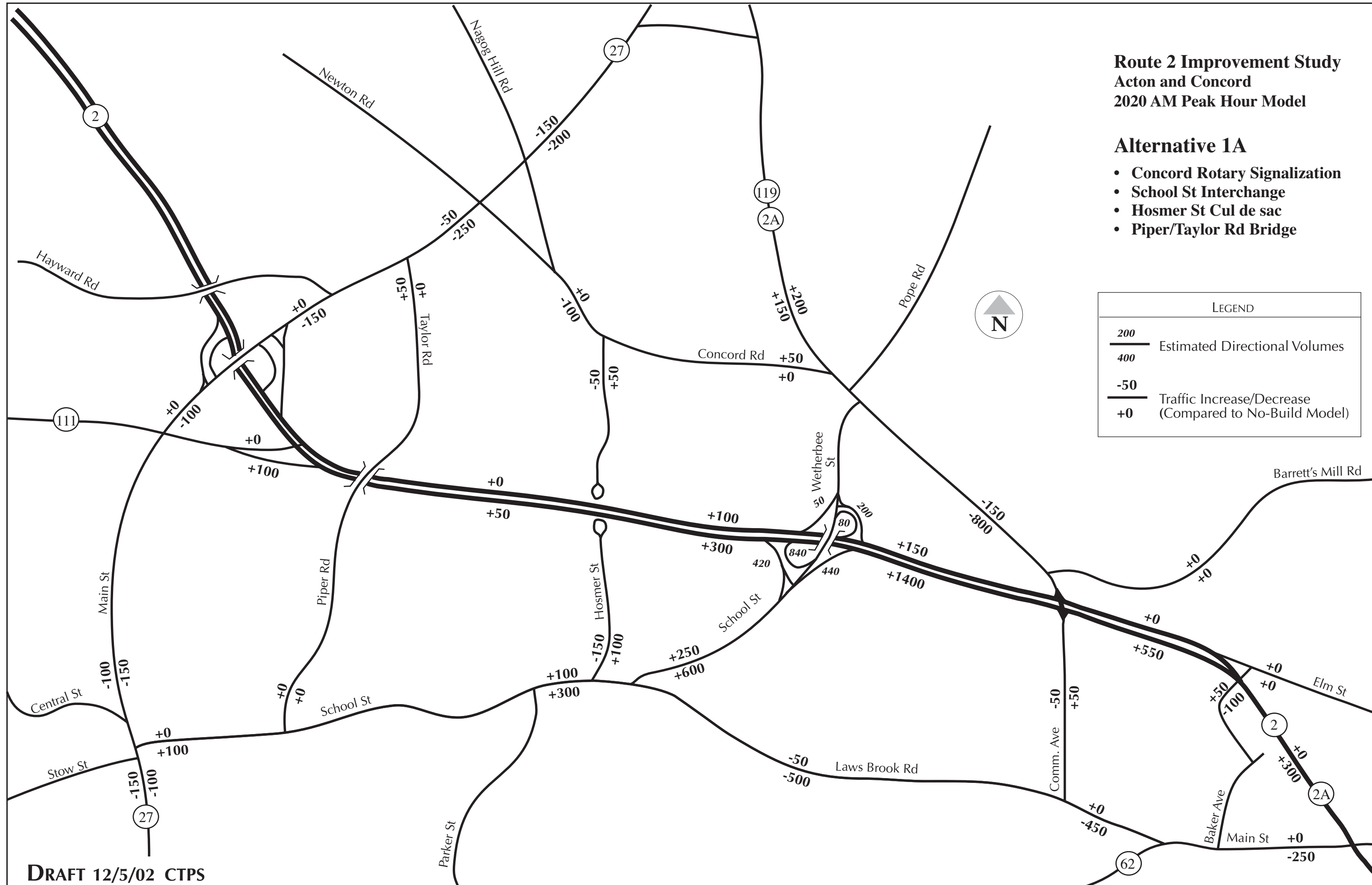


**Route 2 Improvement Study
Acton and Concord
2020 AM Peak Hour Model**

Alternative 1A

- Concord Rotary Signalization
- School St Interchange
- Hosmer St Cul de sac
- Piper/Taylor Rd Bridge

LEGEND	
	Estimated Directional Volumes
	Traffic Increase/Decrease (Compared to No-Build Model)

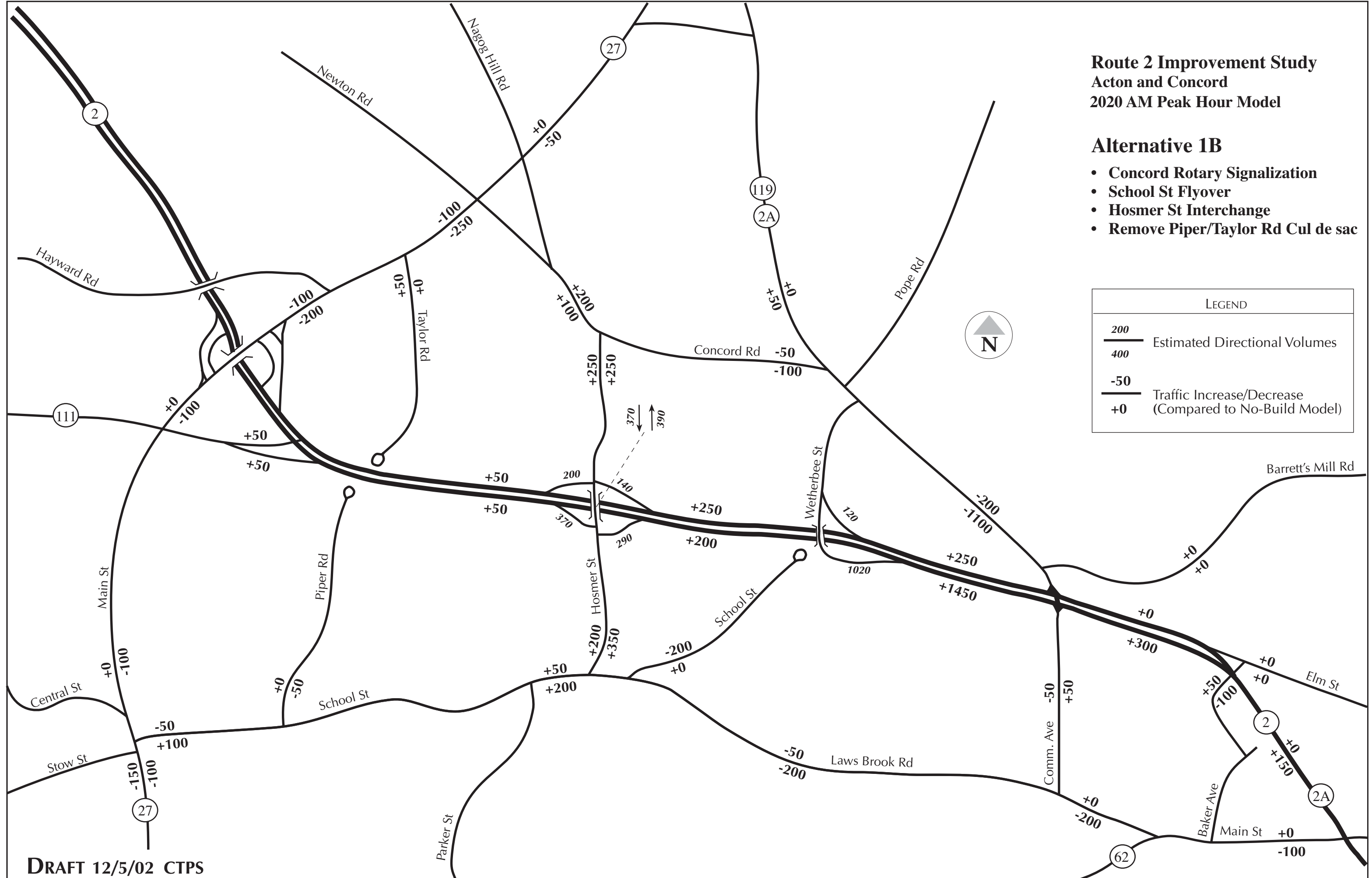


**Route 2 Improvement Study
Acton and Concord
2020 AM Peak Hour Model**

Alternative 1B

- Concord Rotary Signalization
- School St Flyover
- Hosmer St Interchange
- Remove Piper/Taylor Rd Cul de sac

LEGEND	
	Estimated Directional Volumes
	Traffic Increase/Decrease (Compared to No-Build Model)

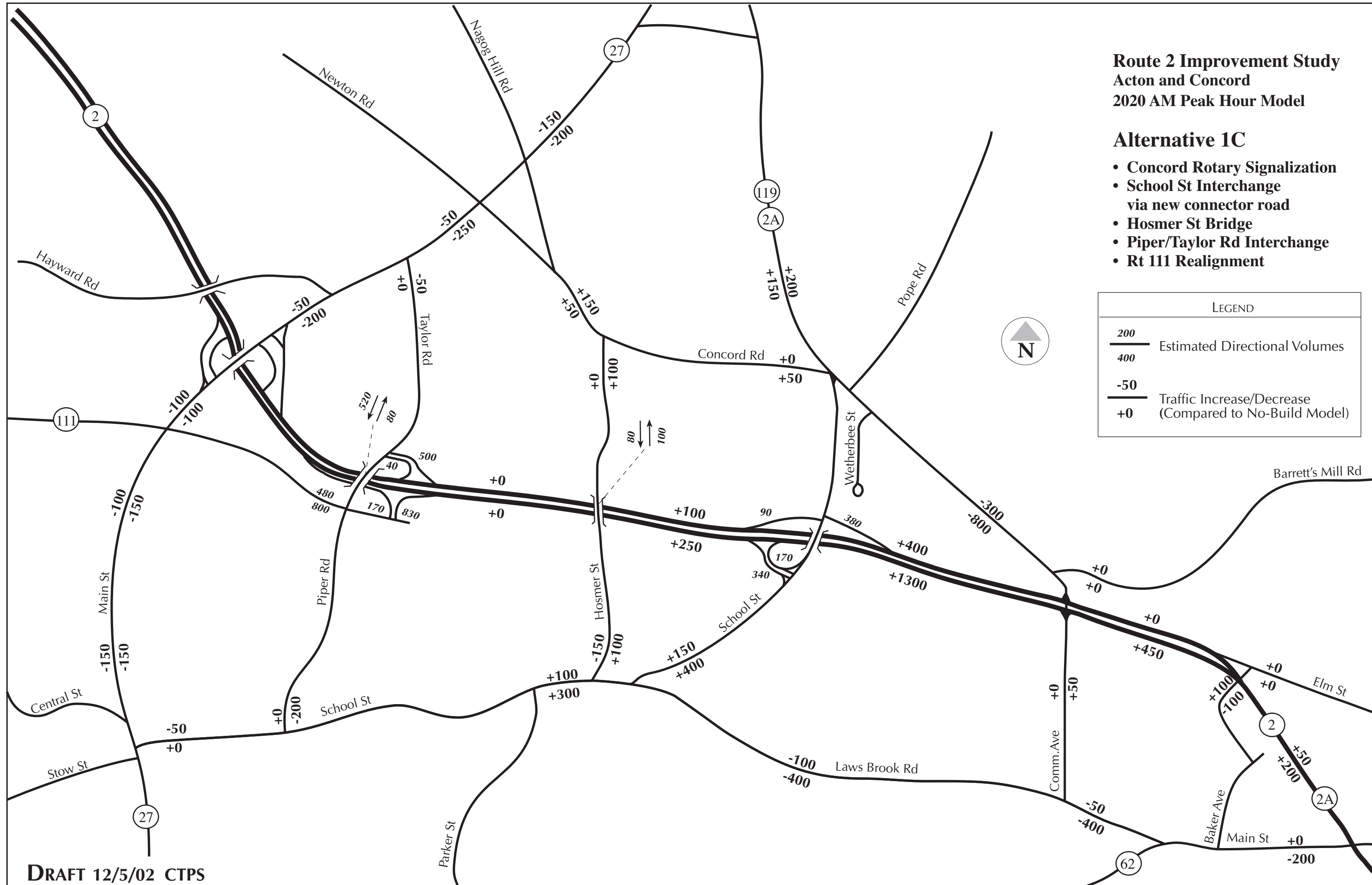


**Route 2 Improvement Study
Acton and Concord
2020 AM Peak Hour Model**

Alternative 1C

- Concord Rotary Signalization
- School St Interchange via new connector road
- Hosmer St Bridge
- Piper/Taylor Rd Interchange
- Rt 111 Realignment

LEGEND	
	Estimated Directional Volumes
	Traffic Increase/Decrease
	(Compared to No-Build Model)

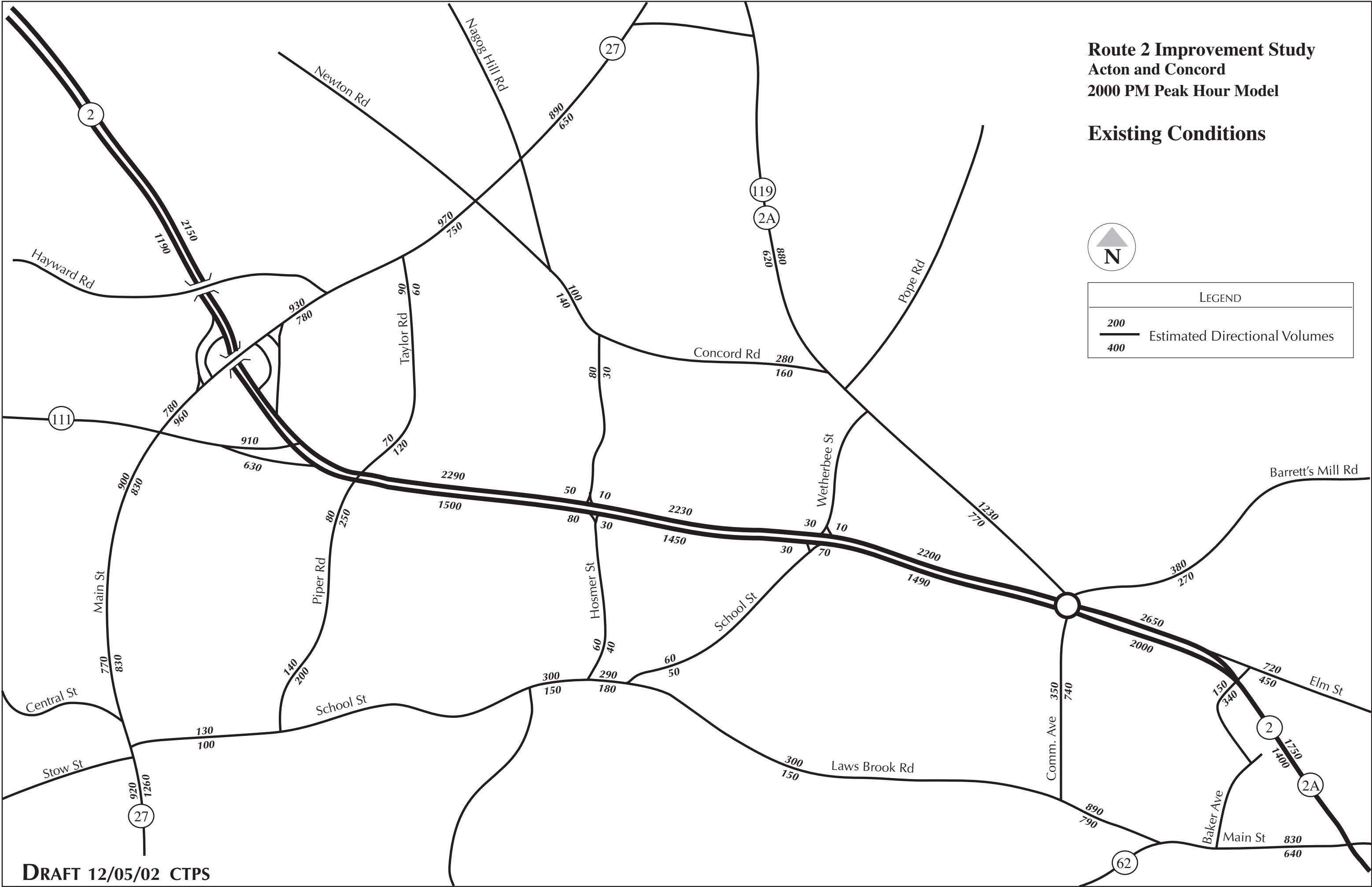


**Route 2 Improvement Study
Acton and Concord
2000 PM Peak Hour Model**

Existing Conditions



LEGEND	
	200
	400
Estimated Directional Volumes	

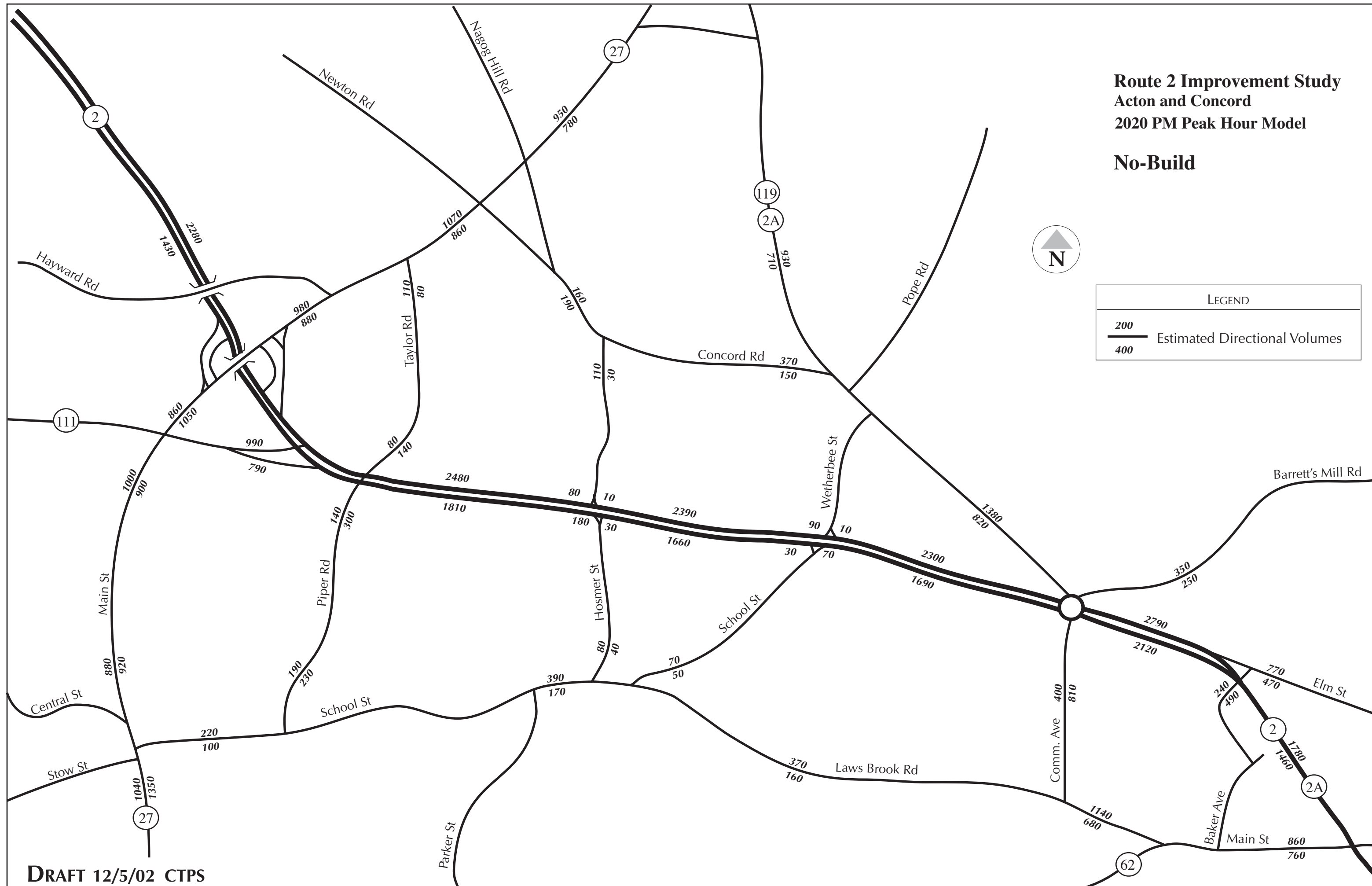


**Route 2 Improvement Study
Acton and Concord
2020 PM Peak Hour Model**

No-Build



LEGEND	
200	Estimated Directional Volumes
400	



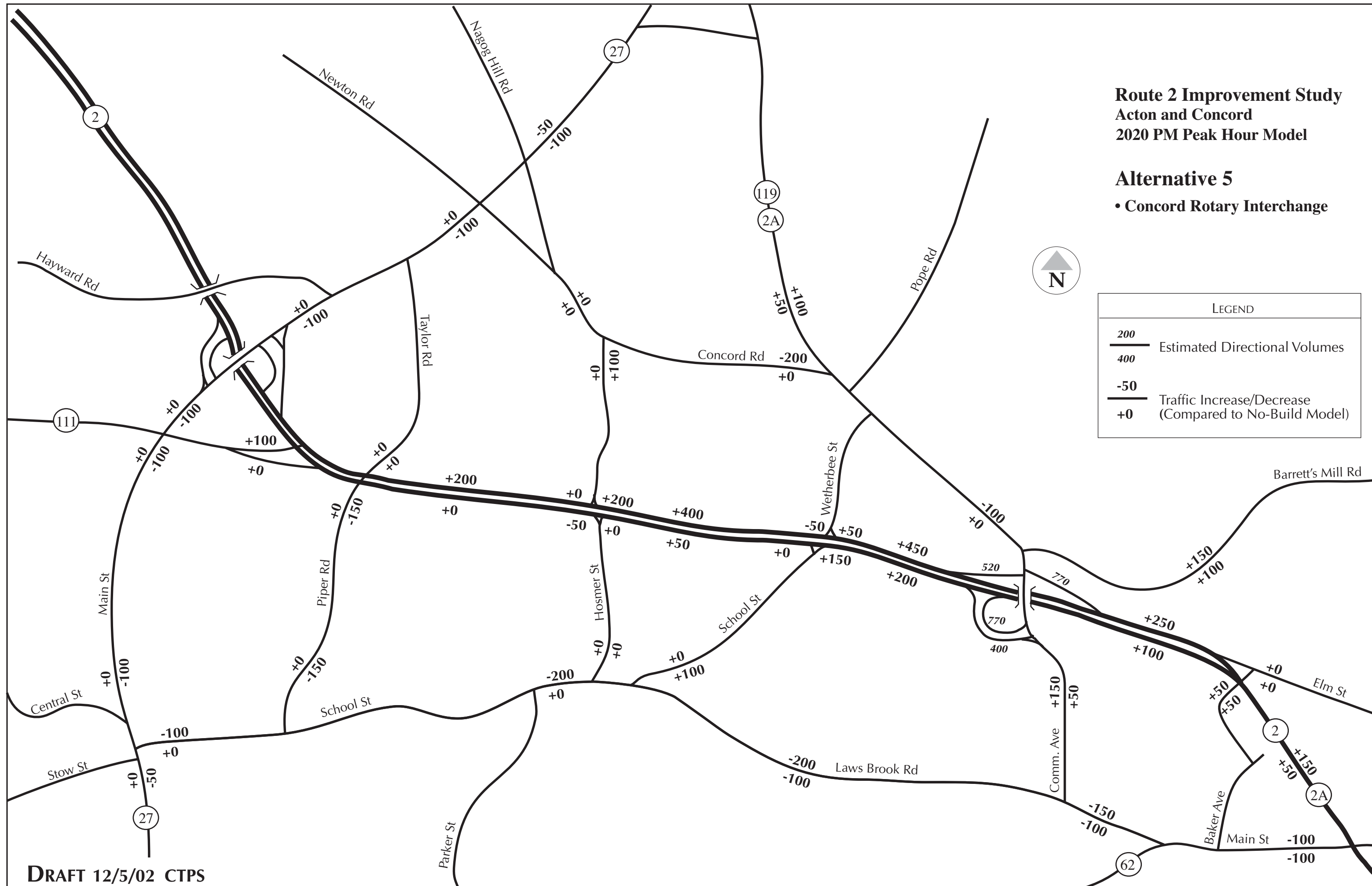
**Route 2 Improvement Study
Acton and Concord
2020 PM Peak Hour Model**

Alternative 5

- Concord Rotary Interchange



LEGEND	
200 400	Estimated Directional Volumes
-50 +0	Traffic Increase/Decrease (Compared to No-Build Model)

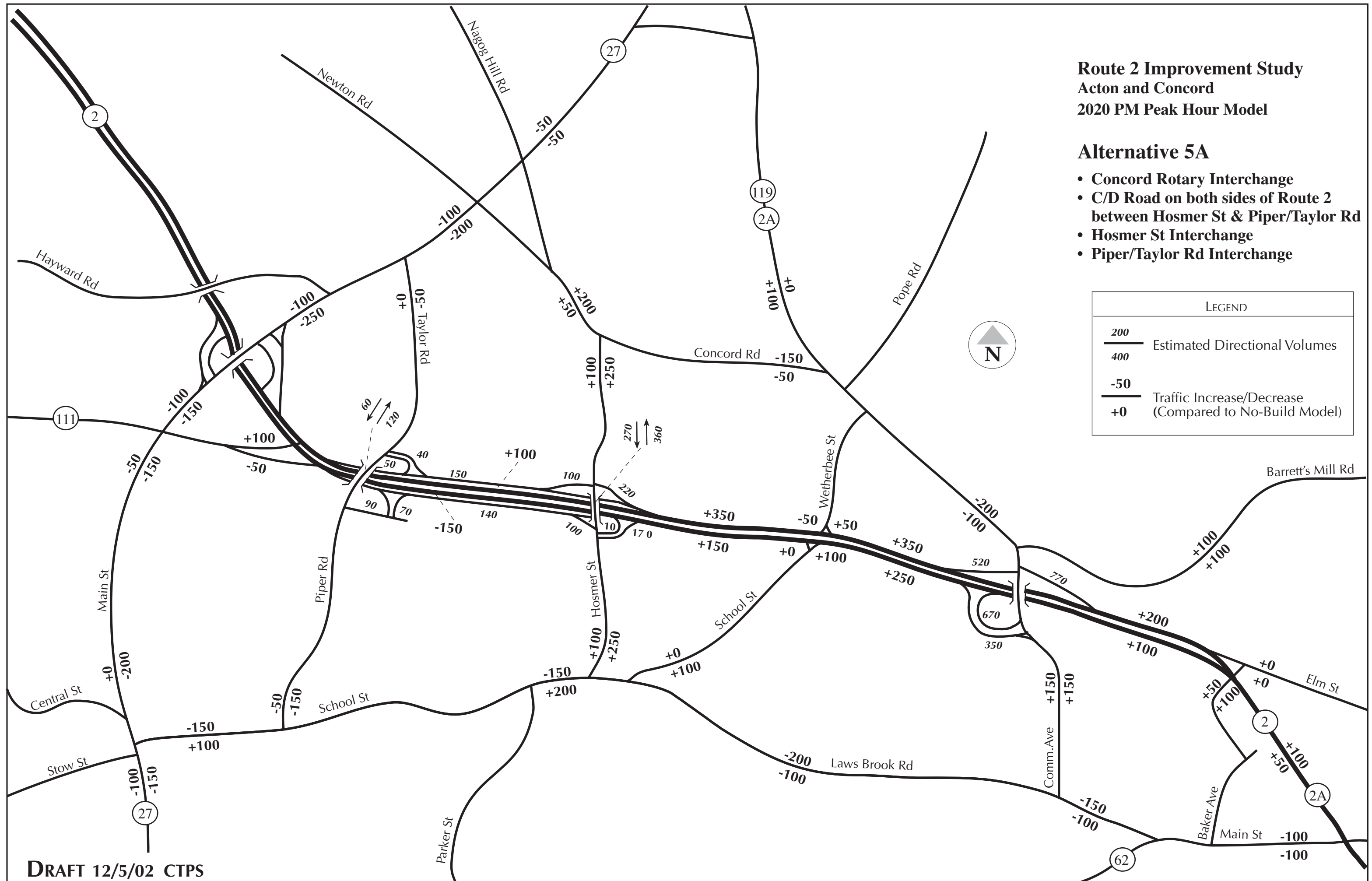


**Route 2 Improvement Study
Acton and Concord
2020 PM Peak Hour Model**

Alternative 5A

- Concord Rotary Interchange
- C/D Road on both sides of Route 2 between Hosmer St & Piper/Taylor Rd
- Hosmer St Interchange
- Piper/Taylor Rd Interchange





LEGEND	
	200
	400
	-50
	+0
Estimated Directional Volumes	
Traffic Increase/Decrease (Compared to No-Build Model)	

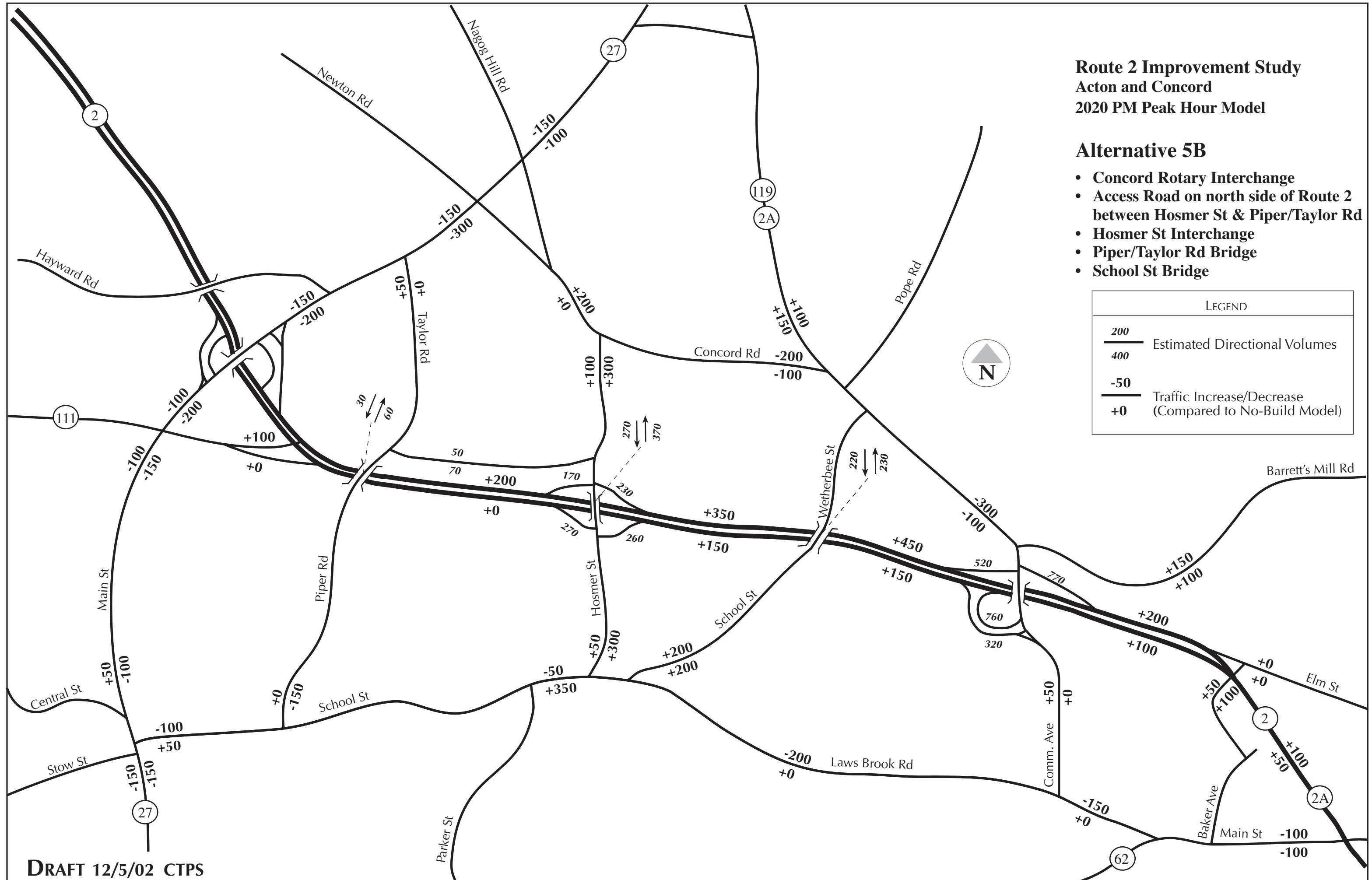


**Route 2 Improvement Study
Acton and Concord
2020 PM Peak Hour Model**

Alternative 5B

- Concord Rotary Interchange
- Access Road on north side of Route 2 between Hosmer St & Piper/Taylor Rd
- Hosmer St Interchange
- Piper/Taylor Rd Bridge
- School St Bridge





LEGEND	
	200
	400
	-50
	+0
	Estimated Directional Volumes
	Traffic Increase/Decrease (Compared to No-Build Model)

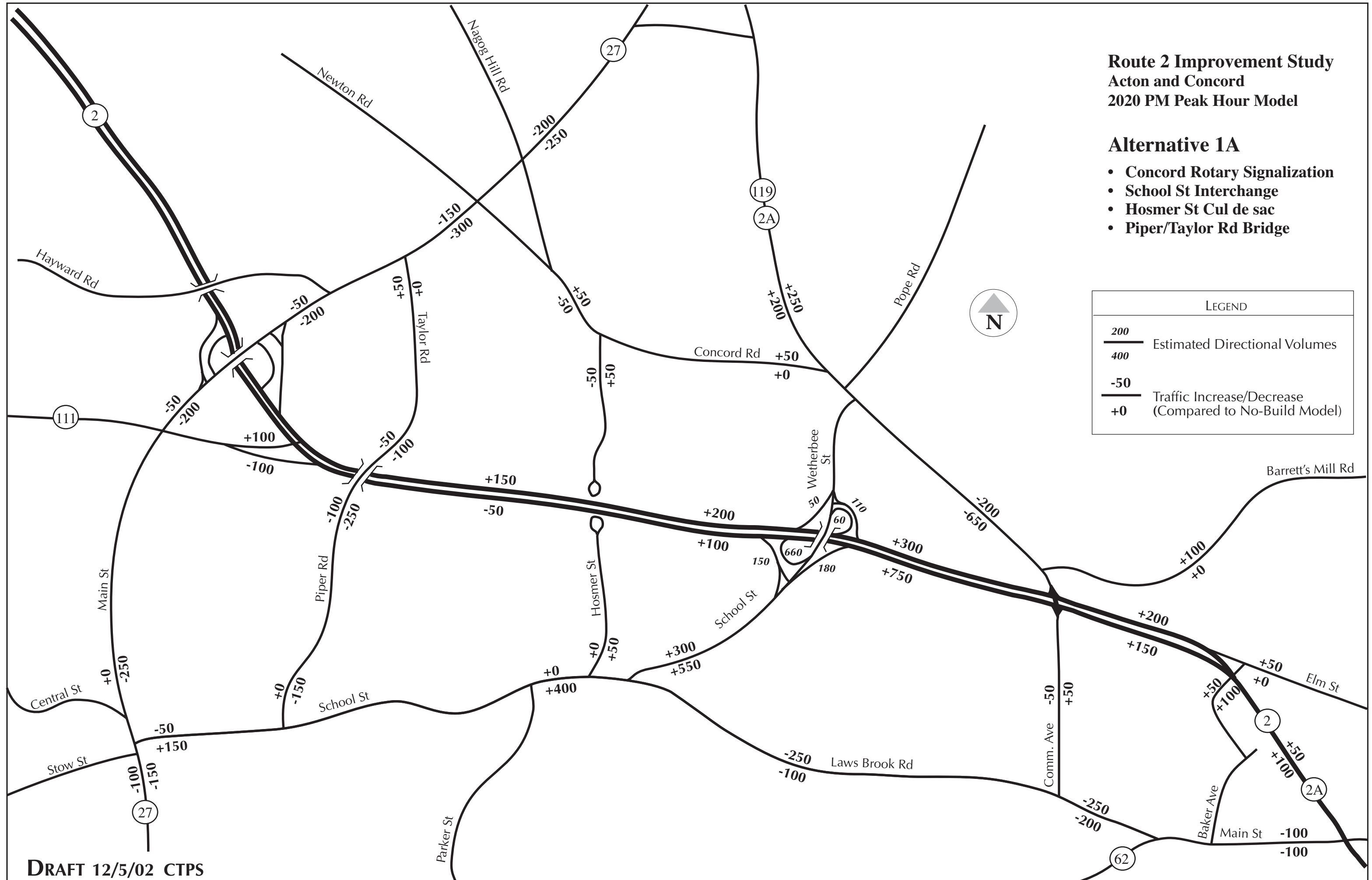


**Route 2 Improvement Study
Acton and Concord
2020 PM Peak Hour Model**

Alternative 1A

- Concord Rotary Signalization
- School St Interchange
- Hosmer St Cul de sac
- Piper/Taylor Rd Bridge

LEGEND	
	200
	400
	-50
	+0
	Estimated Directional Volumes
	Traffic Increase/Decrease (Compared to No-Build Model)



**Route 2 Improvement Study
Acton and Concord
2020 PM Peak Hour Model**

Alternative 1B

- Concord Rotary Signalization
- School St Flyover
- Hosmer St Interchange
- Remove Piper/Taylor Rd Cul de sac

LEGEND	
	Estimated Directional Volumes
	Traffic Increase/Decrease
	(Compared to No-Build Model)

