

► CONCORD: CONCORD ROTARY/ROUTE 2 (\$15,000,000)

Description

This proposed project will remove the rotary at the intersection of Route 2, Route 2A, Barrett's Mill Road, and Commonwealth Avenue in Concord. On the basis of a February 2003 feasibility study, three design alternatives are progressing: a full-diamond interchange, a half-diamond interchange on the north side of Route 2 with a quarter cloverleaf in the south quadrangle, and a quarter cloverleaf in the south quadrangle with ramps further north on Route 2. Each alternative includes grade separation of Route 2 from Route 2A and the local roads.

Project's Context/Possible Impacts, by MPO Policy Area

Land Use

The project area in Concord is zoned mainly for residential, limited business, and some industrial uses. According to the Executive Office of Environmental Affairs/Metropolitan Area Planning Council buildout analysis for Concord, the land adjacent to Route 2 in the area has development constraints and limited future developable land.

The Metropolitan Area Planning Council, the regional planning agency for the MPO region, provided the following comments/analysis:

- MCI-Concord prison is located east of the rotary; open farmland, a the Massachusetts State police office, and a horse farm are located to the west. Northwest of the rotary, zoning is mostly residential, in 80,000- and 40,000-square-foot lots, while residential zoning southwest of the rotary requires only 20,000-square-foot lots. To the east, zoning is primarily industrial park (with 60% three-story office and 40% one-story light manufacturing).
- MCI-Concord Building F is a brownfield site (a large site that is available for infill development).

- Concord is not state-designated as an economically distressed area/economic target area.
- There is no transit serving the area and few destinations, except the prison, are within walking distance of the project. Some takings, including possibly a historic building, and displacement of the municipal power plant may be required. Other land use impacts are unclear, since the area is already available for low-density new development with good access from Route 2.

Safety

This project is located at a high-crash location: between 1997 and 1999, the Concord Rotary was the site of 197 crashes, of which 150 involved only property damage, 47 involved bodily injury, and 1 involved a fatality. As such, it ranked #71* on the list of the state's high-crash intersections.

Mobility

According to the Route 2/Crosby's Corner draft environmental impact report and environmental assessment done in 1998, Route 2 is one of the five busiest radial routes extending towards Boston within eastern Massachusetts and is used as a radial commuter route during the week. The inbound peak hour traffic flow in the AM and the outbound flow in the PM represent approximately 60% of the two-way traffic. Based on 2001 MassHighway traffic counts, the average daily traffic on Route 2 east of the Concord Rotary was approximately 46,400 vehicles.

* The MPO safety ranking of this intersection is different from the official MassHighway ranking due to a different numbering system.

MAP 5-10 CONCORD: CONCORD ROTARY/ROUTE 2

