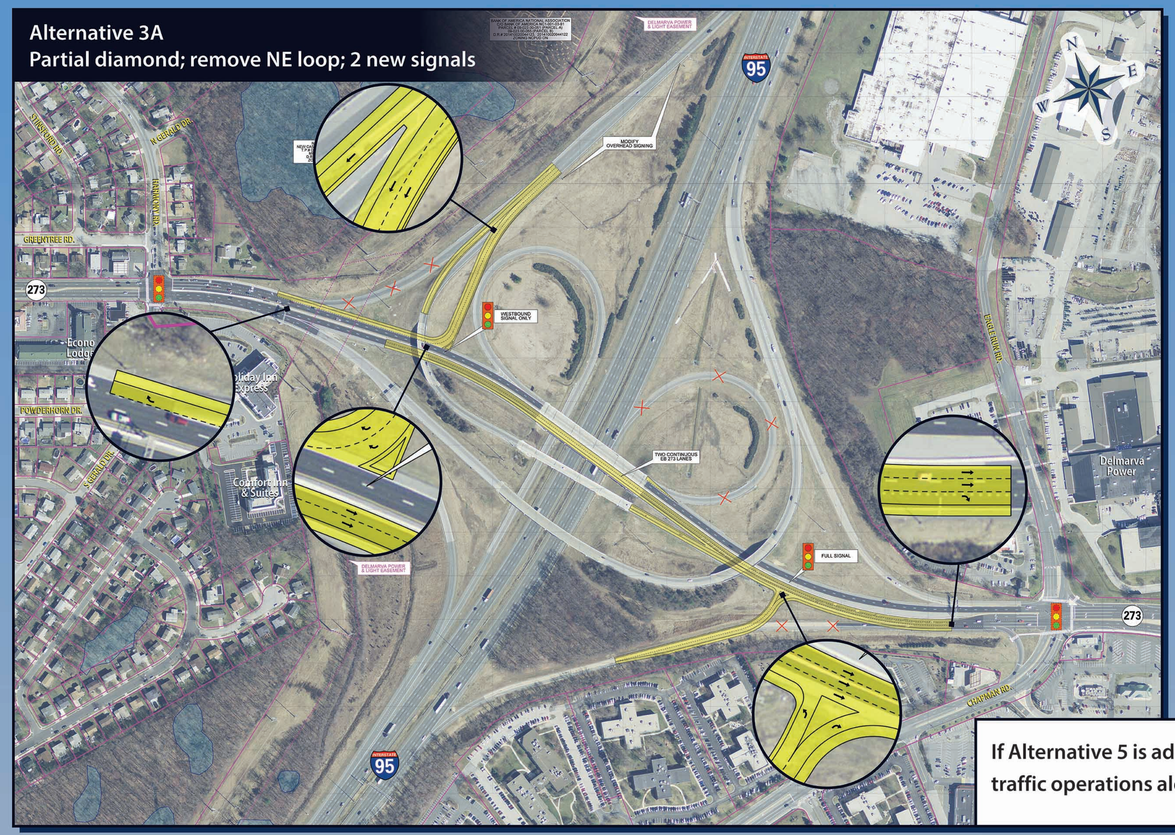
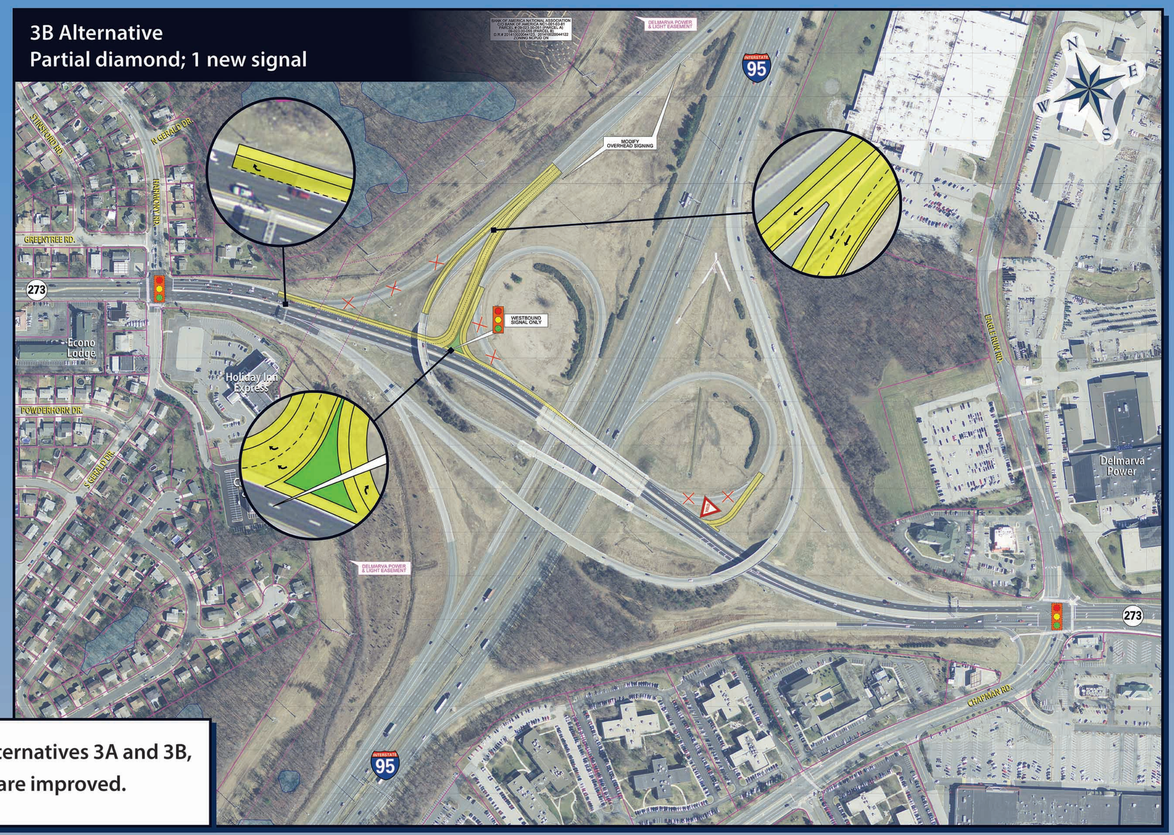
Alternatives 3A and 3B Ramp Modifications





If Alternative 5 is added with Alternatives 3A and 3B, traffic operations along SR 273 are improved.

3A Advantages

- Moves SB I-95 ramp entrance to WB 273 further east of the Harmony Road intersection
- Provides a new WB 273 traffic signal to alternate mainline and ramp traffic and eliminate weave at Harmony Road
- Improves SB I-95 ramp access to left turn at Gerald Drive
- Allows lengthening of WB 273 right turn lane at Harmony Road
- Removes NB I-95 to WB 273 loop ramp, thus eliminating weave on bridge between ramps
- Provides two continuous EB 273 lanes between Harmony Road and Chapman Road
- Lengthens the 'right turn only' lane approaching Chapman Road, and increases the weave distance
- Improves NB I-95 ramp access to left turn at Eagle Run Road
- No known environmental resources affected

3A Disadvantages

- Adds two additional WB 273 signalized intersections
- Adds one additional EB 273 signalized intersection
- Removes free flow conditions at many ramps, especially during off-peak hours
- Introduces potential sight distance challenges with full signal at NB I-95 ramp and 273
- Greater impact to traffic during construction when compared to 3B

3B Advantages

- Moves SB I-95 ramp entrance to WB 273 further east of the Harmony Road intersection
- Provides a new WB 273 traffic signal to alternate mainline and ramp traffic and eliminate weave at Harmony Road
- Improves SB I-95 ramp access to left turn at Gerald Drive
- Allows lengthening of WB 273 right turn lane at Harmony Road
- Creates NB I-95 to WB 273 yield condition, thus eliminating weave on bridge between ramps
- Lesser impact to traffic during construction when compared to 3A
- No known environmental resources affected

3B Disadvantages

- Adds one additional WB 273 signalized intersection
- Removes free flow conditions at a few ramps, especially during off-peak hours