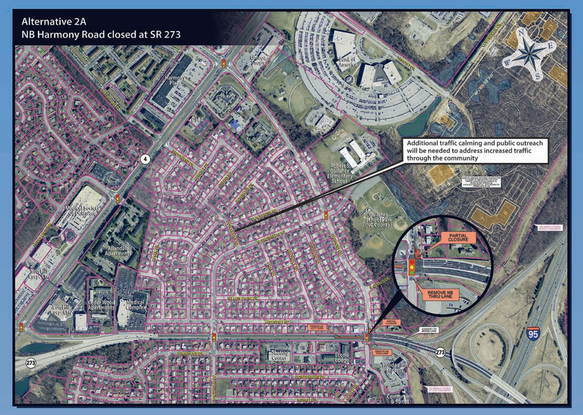
Alternatives Not Retained

The following alternatives have been dropped from further consideration for the project based on comments received at the May 2015 Workshop and additional engineering analysis.

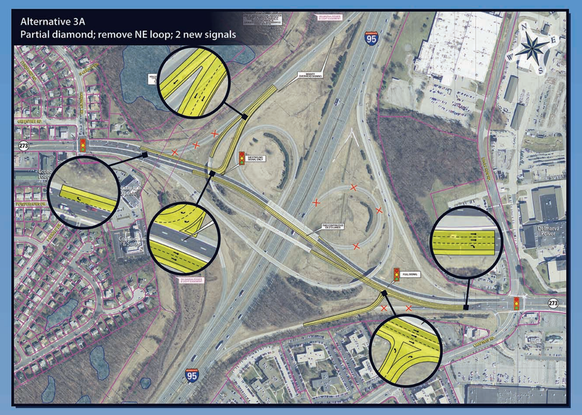
Alternative 1

- Did not address weave area from SB I-95 ramp onto WB SR 273
- Increased traffic on SR 273 and through communities
- Strong opposition from the public



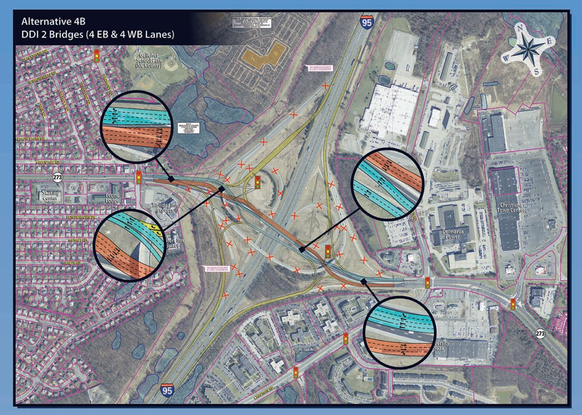
Alternative 2A

- Reduced access from SR 273 to the communities
- Increased traffic on Brownleaf and other residential streets
- Had very little public support



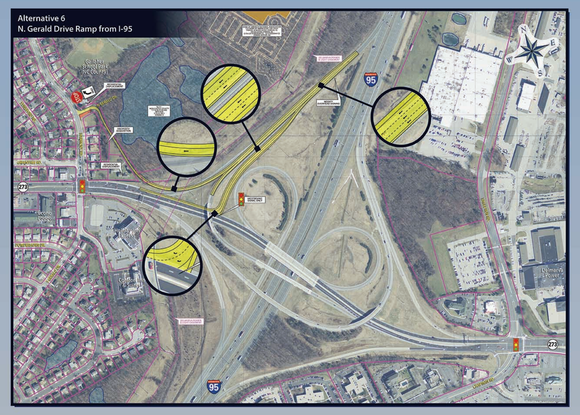
Alternative 3A

- Added signalized intersections on EB and WB 273
- Removed free flow conditions at many ramps
- Potential sight distance challenges
- Greater impact to traffic during construction



Alternative 4B

- Added two additional signalized intersections
- Required signalized double right turn from SB I-95 to WB 273
- Signing challenges with split WB movements compared to Alternative 4A



Alternative 6

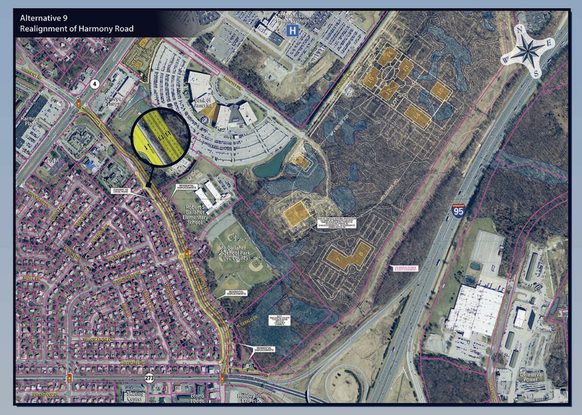
- Added one additional WB SR 273 signalized intersection
- Removing free flow conditions during off-peak hours
- Required 2 residential acquisitions and modification to one property's access
- Increased traffic on NB Harmony Road
- Impacted County open space and forested land.

Alternative 7A and 7B

- Did not address weave area from SB I-95 ramp onto WB SR 273
- Likely increase traffic on Harmony Road and near the school
- Substantial purchase of right-of-way
- Likely impacts to park and open space; wetland and forest impacts

Alternative 8B

- Did not address weave area from SB I-95 ramp onto WB SR 273
- Increased traffic in communities
- Strong opposition from surrounding businesses and communities.



Alternative 9

- Did not address weave area from SB I-95 ramp onto WB SR 273; Did not address safety or the SR 273/ Harmony Road intersection capacity
- Did not address safety
- Did not address SR 273/Harmony Road intersection capacity; substantial purchase of right-of-way and residential displacements
- Strong opposition from surrounding communities