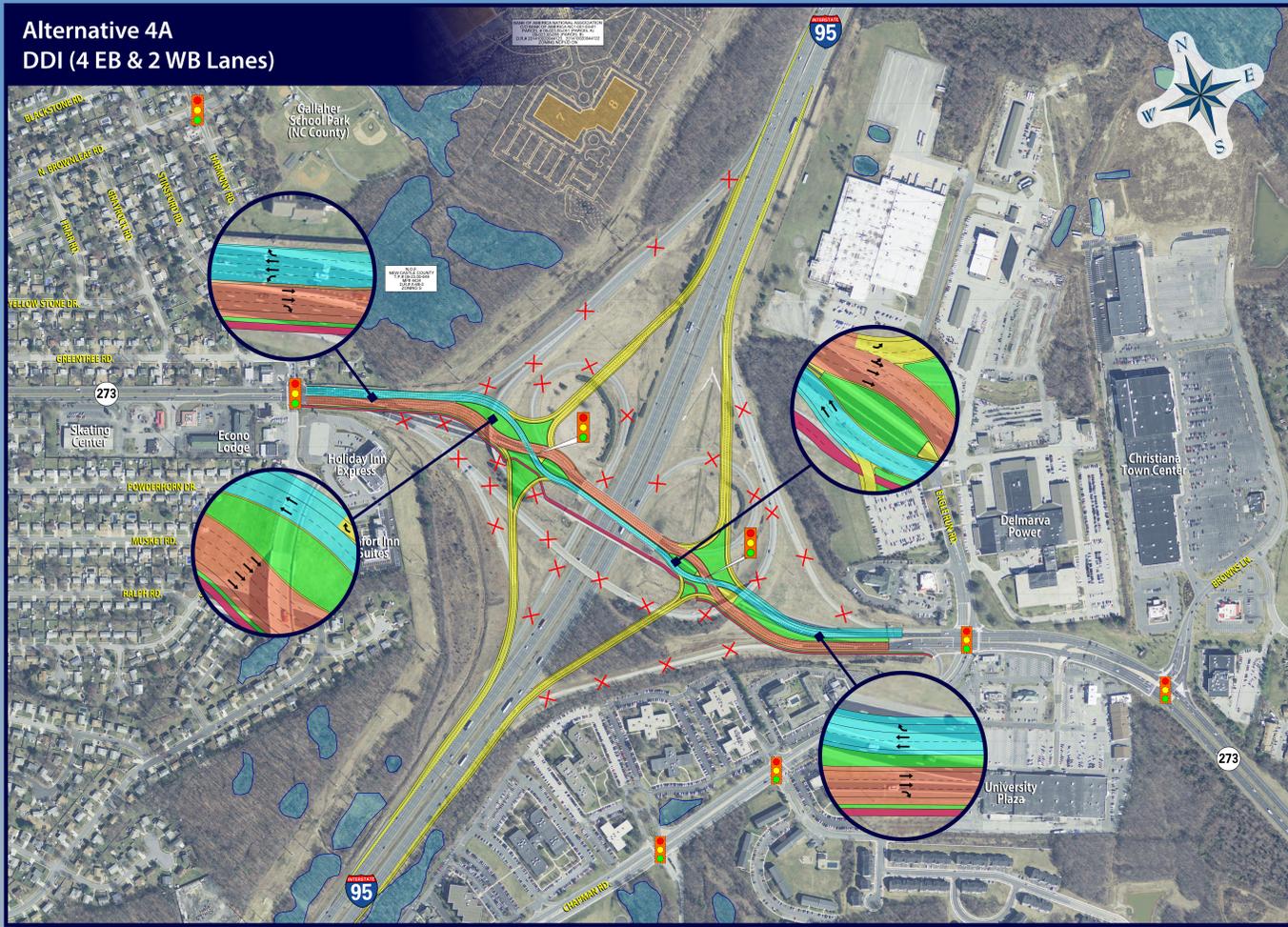


# Future Improvements Currently Not Funded

## Alternative 4A DDI (4 EB & 2 WB Lanes)



### Alternative Highlights

- Improves interchange capacity eliminating weaves & loop ramps
- Provides Bike/Pedestrian movement through project area
- Reduces overall interchange footprint and number of DeIDOT maintained bridges
- Improves SB I-95 ramp access to left turn at N. Gerald Drive
- Adds two additional SR 273 signalized intersections
- Maintenance of Traffic during construction will be substantial
- No known environmental resources affected
- Public feedback from the December 3, 2015 Public Workshop favored 4A because of the free movements to and from I-95 and valued the pedestrian and bicyclist accommodation. The comparatively high cost and long duration of construction and traffic disruption was a major concern.

### Traffic Operational Improvements

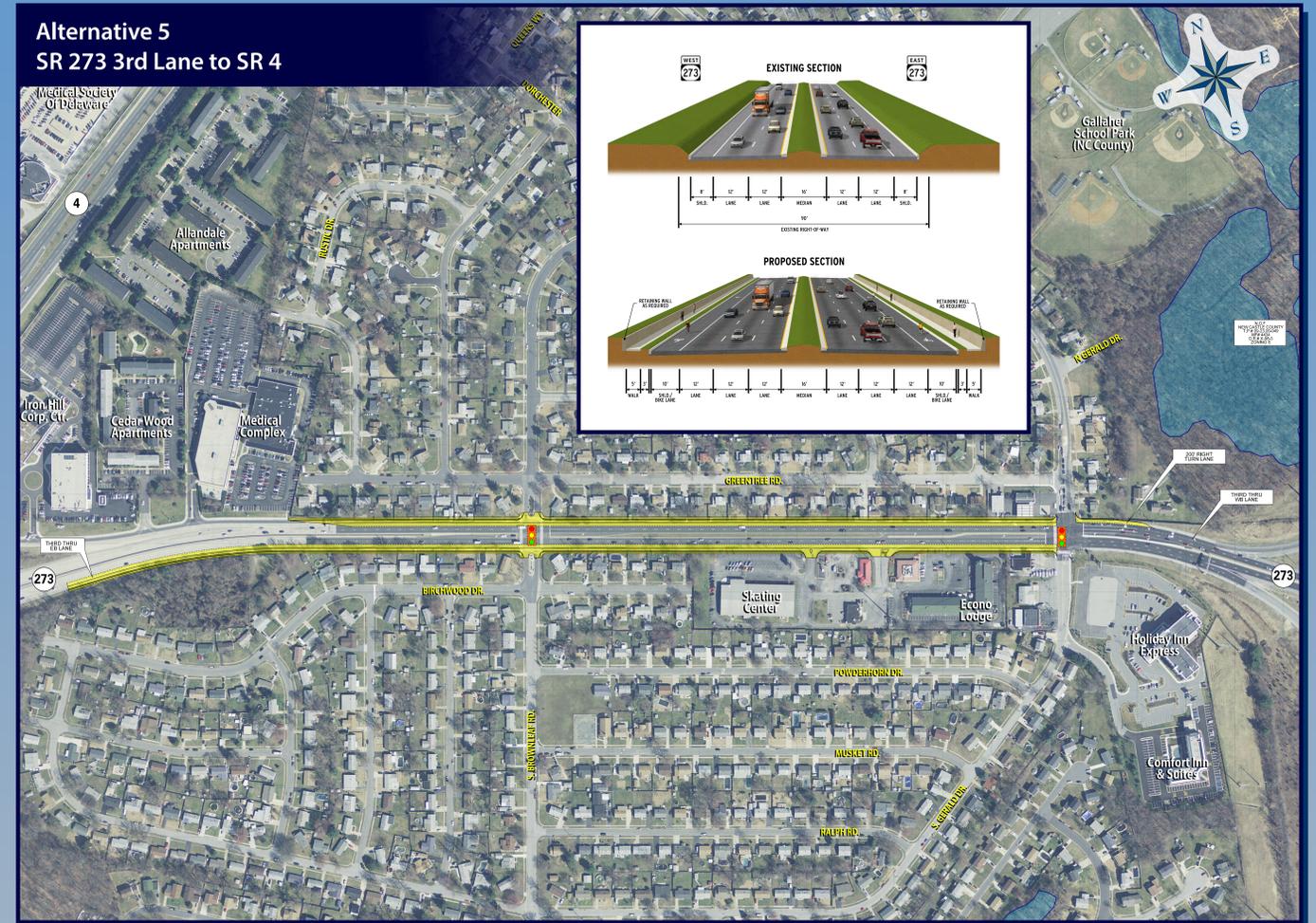
	Intersection Delay	Queue Length
	SR 273 AT HARMONY ROAD	SOUTHBOUND I-95 OFF-RAMP
AM	70% Improvement*	95% Improvement*
PM	65% Improvement*	90% Improvement*

\* Compared to 2040 No-Build Conditions

### Cost Range

\$30M to \$40M

## Alternative 5 SR 273 3rd Lane to SR 4



### Alternative Highlights

- Adds third WB 273 through lane from I-95 off ramp to SR 4 interchange, greatly increasing the merge distance from SB I-95 ramp onto WB 273
- Adds third EB 273 through lane from SR 4 interchange to Harmony Road, decreasing delay and queue at the Brownleaf Road and Harmony Road intersections
- Provides EB & WB 273 bike lanes and sidewalks
- Requires purchase of right-of-way along EB & WB 273 between Harmony Road and SR 4 interchange
- Alternative 5 received the strongest support among the Secondary Options at the December 3, 2015 Public Workshop.

### Traffic Operational Improvements

	Intersection Delay	Queue Length
	SR 273 AT HARMONY ROAD	SOUTHBOUND I-95 OFF-RAMP
AM	55% Improvement*	70% Improvement*
PM	55% Improvement*	70% Improvement*

\* Compared to 2040 No-Build Conditions

### Cost Range

\$30M to \$40M

