Summary of Differences between Alternatives

With Powerline Road Ramps	Without Powerline Road Ramps
Aesthetics	
❖ Requires more pavement to accommodate the Powerline Road Ramps and therefore has less space available for aesthetics and landscaping	❖ Provides an additional 30 feet of green space in middle of corridor for landscaping and aesthetics ❖ Moves traffic further away from homes / residents
Accessibility / Local Traffic Volumes	
❖ Provides local access connections to Connector Lanes near Powerline Road ▪ Can exit westbound Connector Lanes prior to Powerline Road ▪ Can enter eastbound Connector Lanes east of Powerline Road ❖ Provides local access connections to Connector Lanes east of Military Trail ❖ Reduces existing peak hour, peak direction traffic volumes on local SW 10th Street between Powerline Road and Military Trail by 73% in the AM and 52% in the PM ❖ Reduces peak hour intersection signal delay by 4 minutes in the AM and 17.5 minutes in the PM compared to the No-Build Alternative ❖ Reduces Annual Average Daily Traffic (AADT) between Military Trail and Powerline Road by 59% compared to the No-Build Alternative ❖ The Eastbound AM peak hour travel time savings from the Turnpike to I-95 is 4-6 minutes on the local lanes and 8-10 minutes on the Connector Lanes ❖ The Westbound PM peak hour travel time savings from I-95 to the Turnpike is more than 25 minutes for both the local lanes and the Connector Lanes	❖ Does not provide access to / from Connector Lanes between Powerline Road and Military Trail ❖ Provides local access connections to Connector Lanes east of Military Trail ❖ Reduces existing peak hour, peak direction traffic volumes on local SW 10th Street between Powerline Road and Military Trail by 40% in the AM and 20% in the PM ❖ Reduces peak hour intersection signal delay by 4 minutes in the AM and 17.5 minutes in the PM compared to the No-Build Alternative ❖ Reduces Annual Average Daily Traffic (AADT) between Military Trail and Powerline Road by 22% compared to the No-Build Alternative ❖ The Eastbound AM peak hour travel time savings from the Turnpike to I-95 is 4-6 minutes on the local lanes and 8-10 minutes on the Connector Lanes ❖ The Westbound PM peak hour travel time savings from the Turnpike to I-95 is more than 25 minutes for both the local lanes and the Connector Lanes
Construction Disruption	
❖ Results in more construction disruption due to the depressed ramp construction (noise, vibration, visual)	❖ Less construction disruption (noise, vibration, visual)
Right-of-Way and Utility Impacts	
❖ Requires more utility and right-of-way impacts due to the larger roadway footprint associated with the Powerline Road access ramps	❖ No right-of-way required from Waterford Courtyards ❖ Existing transmission poles do not need to be relocated closer to residents
Resiliency	
❖ Requires pumping of the depressed westbound exit ramp ❖ Improves traffic operations for foreseeable future	❖ Improves traffic operations for foreseeable future
Total Project Cost	
❖ Higher project costs ($325 million)	❖ Lower project costs ($229 million)