

3.5. Future Safety Performance

As described in Section 3.1, the existing I-95 ramp terminal intersections are stop-controlled along the off-ramps. Under this traffic control, eastbound and westbound left-turning vehicles from SR 524 must yield to two lanes of opposing traffic (one through and one auxiliary through lane) prior to traveling to the northbound or southbound I-95 on-ramps. Vehicles making left-turns from the off-ramps onto SR 524 must also yield to two directions of traffic. These conflict types can result in left-turn and angle crashes, which are generally more severe crashes.

Signalization is proposed at both intersections. Signalization will reduce the potential of drivers selecting inadequate gaps in traffic resulting in angle/left-turn crashes. A signal is expected to reduce the potential for injury/fatal crashes when compared to the existing traffic control conditions. Signalization may increase the potential for rear end crashes along SR 524 as through vehicles currently do not stop; however, these types of crashes are generally less severe. Based on the operational analysis to be discussed later in this document, the signalization improvements are not expected to have an adverse impact to the safety of the interstate system within the interchange influence area.