### Interchange Concept Options Comparison

<table>
<thead>
<tr>
<th></th>
<th>Partial Cloverleaf</th>
<th>Single Point</th>
<th>Diverging Diamond</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year 2035 Traffic Operations (PM Peak hour)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Level of Service (LOS)</td>
<td>(1)</td>
<td>D</td>
<td>C</td>
</tr>
<tr>
<td>Avg. Delay (seconds)</td>
<td>(1)</td>
<td>37</td>
<td>25 to 30 (2)</td>
</tr>
<tr>
<td>Right-of-Way Impacts</td>
<td>Major</td>
<td>Minimal</td>
<td>Minimal</td>
</tr>
<tr>
<td>Approximate Construction Cost (Million $)</td>
<td>(1)</td>
<td>11</td>
<td>5</td>
</tr>
<tr>
<td>Ease of Construction</td>
<td>Simple</td>
<td>Complex</td>
<td>Moderate</td>
</tr>
<tr>
<td>Traffic impacts during construction</td>
<td>Minor</td>
<td>Major</td>
<td>Moderate</td>
</tr>
<tr>
<td>Expected Driver Acceptance</td>
<td>Good</td>
<td>Good</td>
<td>Moderate (3)</td>
</tr>
<tr>
<td>Pedestrian Accommodations</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Good</td>
</tr>
</tbody>
</table>

**Consultant recommended option**

**Notes:**

(1) Due to the significant property impacts of the partial cloverleaf interchange, level of service and construction cost were not determined for the partial cloverleaf concept option.

(2) SB ramp intersection = 25 seconds, NB ramp intersection = 30 seconds (VISSIM analysis).

(3) Adequate driver education at other DDI installations has led to overall good driver acceptance.

Benefits/drawbacks of options as well as basis of Consultant Recommended Option are listed on the project website:

[http://www.sddot.com/pe/projdev/planning_ss_I29Exit77.asp](http://www.sddot.com/pe/projdev/planning_ss_I29Exit77.asp)
Widen 41st Street to 3 lanes each direction to Terry Avenue