

**SR 91/Clinton/Aurora Intersection Study Option Comparison Table**

	Number of Overall Failing Intersections (LOS F)	Number of Intersections With Failing Movements (LOS F)	Right of Way Impacts	Parking Impacts	Total Delay AM Peak Period (Hours)	Delay experienced by SR 91 Corridor AM Peak Period (Hours)	Delay experienced by SR 303 Corridor AM Peak Period (Hours)	Total Delay PM Peak Period (Hours)	Delay experienced by SR 91 Corridor PM Peak Period (Hours)	Delay experienced by SR 303 Corridor PM Peak Period (Hours)	Does the Option Eliminate the Intersection Split Phase Operation?	Does the Option Provide Turn Lanes on SR 91?	Current Left Turn Restrictions Required to Remain at Clinton / Aurora Intersection	Relative Cost
No Build	1	4	N/A	N/A	189.3	61.5	59.5	275.4	86.7	119.4	No	No	Yes	None
Option 2D	1	6	None	None	178.0	60.9	51.4	225.2	79.8	104.6	Yes	No	No**	Medium
Option 1A-1	1	3	2 buildings removed including 1 historical property	7 parking spaces eliminated on Aurora Street, 18 spaces eliminated on SR 91 and a few spaces removed in the rear of the buildings due to the realignment of Clinton Street	186.9	52.1	60.1	247.8	89.3	134.1	Yes	Yes	No	High
Option 4A	1	4	None	None	213.2	60.6	70.2	288.5	78.3	146.7	No*	No	Yes	Low
Option 8	1		None	None	216.1	71.9	64.9	266.7	84.3	121.3	No*	No	Yes	Low

\*Split phase operation caused by the offset "T" intersections is eliminated, but the northbound and southbound left turn movements are still required to be split phased and protected only due to conflict within the intersection

\*\* Clinton Street approach to SR 91 is eliminated, thus no access to First and Main is provided at this intersection in this option.