2.6.5.4 **Southwest Partial Cloverleaf Interchange Alternative**

The Southwest Partial Cloverleaf Interchange, as shown in Figure 2-23, consists of a diamond interchange with the exception of the southbound to westbound movement, which is handled by a loop ramp in the southwest quadrant. This alternative was eliminated primarily because of its extensive effects on Chatfield State Park. Other considerations were carefully weighed, as this alternative was more desirable for many local area stakeholders during the screening process. This alternative would not alleviate congestion at the County Line Road and C-470 ramp terminal intersections as well as the other alternatives that would remove southbound to eastbound traffic. Operations on C-470 and Santa Fe Drive would be adversely affected because the loop ramp would reduce vehicle speeds to 25 mph. More importantly, the loop ramp would merge onto eastbound C-470 at the bottom of a steep incline just east of Santa Fe Drive, which would further degrade traffic operations at this interchange. The eastbound off-ramp terminal intersection would need to be shifted further south to accommodate the loop ramp. This reduces the spacing of the eastbound ramp terminal and Blakeland Drive intersections along Santa Fe Drive from approximately 1,000 feet to approximately 500 feet. One positive aspect of this alternative is that it would not include the visual effects of the flyover. This factor, however, did not outweigh the other negative characteristics.

2.6.5.5 **Southwest Partial Cloverleaf Interchange with One Flyover Alternative**

This configuration is a variation of the Southwest Partial Cloverleaf Interchange, with the addition of a flyover ramp to allow free movement for northbound to westbound traffic. The configuration is shown in Figure 2-24. Similar to the Southwest Partial Cloverleaf, this alternative was...