

**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.

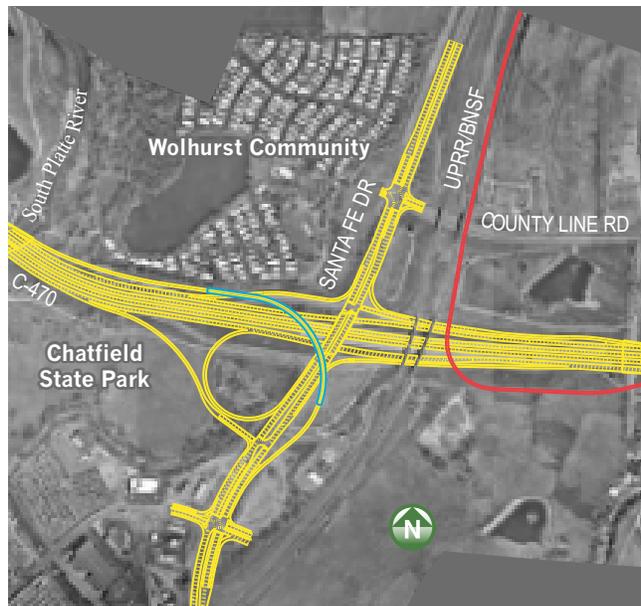
**2.6.5.5 Southwest Partial Cloverleaf Interchange with One Flyover Alternative**

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

**Figure 2-23 Southwest Partial Cloverleaf Interchange Alternative**



**Figure 2-24 Southwest Partial Cloverleaf Interchange with One Flyover Alternative**



Legend of all figures on this page

- Planned Southwest Corridor Light Rail Extension
- Flyovers
- Roadway

51  
52  
53  
54  
55  
56  
57  
58  
59  
60  
61  
62  
63  
64  
65  
66  
67  
68  
69  
70  
71  
72  
73  
74  
75  
76  
77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100