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- eliminated due to its effects on Chatfield State
- Park as well as the other considerations
- discussed under the Southwest Partial Cloverleaf
- Interchange Alternative.

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2.6.5.6 Southwest Partial Cloverleaf Interchange with Two Flyovers **Alternative**

This interchange alternative is also similar to the Southwest Partial Cloverleaf Interchange, with the addition of two flyover ramps providing free movements for the northbound to westbound movements and eastbound to northbound 14 movements, as shown in Figure 2-25. While this alternative provides optimal operations for three of the four directional movements at this inter-16 change, it also resulted in the greatest environmental effects of all the alternatives considered, 18 especially at Chatfield State Park. Also, the 19 second flyover is not necessary to achieve acceptable traffic operations and was therefore eliminated from further consideration.

2.6.5.7 Improved Diamond Interchange **Alternative**

This alternative consists of an expanded version of the existing interchange configuration, achieved by widening Santa Fe Drive over C-470 and improving the geometry and signal phasing at ramp intersections, as shown in Figure 2-26. The benefit of this concept is the small design footprint. However, the operation of this alternative is less than optimal and by itself does not meet the congestion and delay aspects of the purpose and need. This alternative was therefore eliminated from further consideration.

2.6.5.8 Improved Diamond Interchange with **Two Flyovers Alternative**

This alternative is a variation of the Improved Diamond Interchange, but with the addition of flyover ramps that would provide free movements for southbound to eastbound movements and northbound to westbound movements as shown in Figure 2-27. This alternative would meet the

Figure 2-25 Southwest Partial Cloverleaf Interchange with Two Flyovers Alternative

Figure 2-26 Improved Diamond Interchange Alternative

