

operation, the Blakeland Drive Extension and additional signalized intersections along the C-470 Corridor and on County Line Road would be a necessary part of the design, and thus would be included in this alternative. As such, this resulted in a larger impact footprint and additional cost, as compared to other alternatives. This alternative was therefore eliminated from further consideration.

2.6.5.2 Three-Level Diamond Interchange (a) Alternative

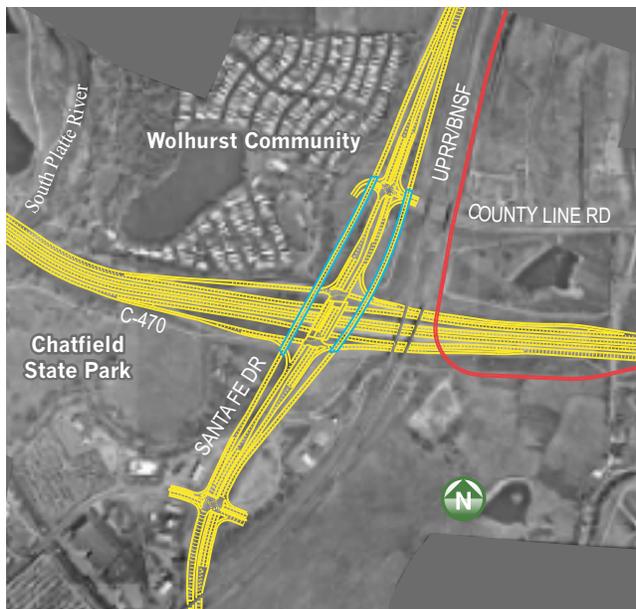
The Three-Level Diamond Interchange Alternative was developed to produce additional capacity at the County Line Road and C-470 ramp intersections by elevating through traffic on a structure. Figure 2-21 illustrates this concept. The operational characteristics of this alternative successfully achieve the congestion and safety goals north of the interchange, but the lane configuration at the Santa Fe Drive/Blakeland Drive intersection precludes movements or adds separate signal phases that

were undesirable from an operational perspective. For this reason, the alternative was eliminated from further consideration.

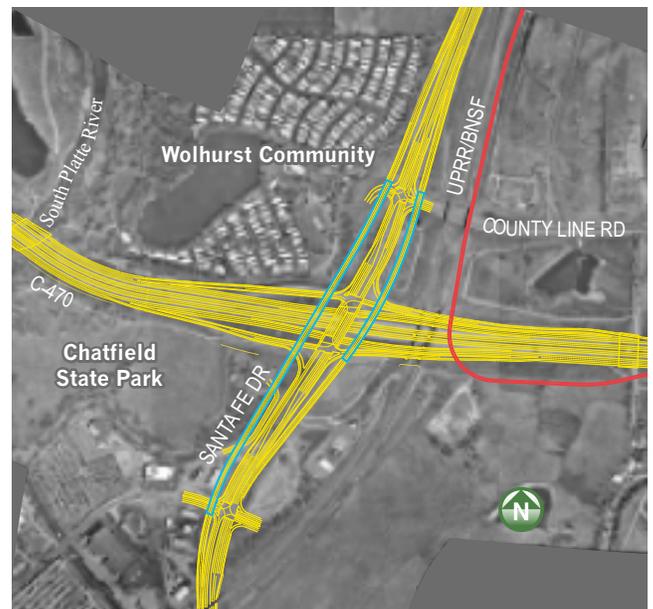
2.6.5.3 Three-Level Diamond Interchange (b) Alternative

This is a variation of the Three-Level Diamond Interchange (a) Alternative, but extends the through-lane bypass beyond the Santa Fe Drive/Blakeland Drive intersection, as shown in Figure 2-22. While this concept bypasses two troublesome intersections and achieves operational goals for the interchange and arterial street intersections, it requires an extensive structure, resulting in higher construction costs. Ultimately, the unavoidable effects at Chatfield State Park led this alternative to be eliminated from further consideration.

**Figure 2-21
Three-Level Diamond Interchange (a)
Alternative**



**Figure 2-22
Three-Level Diamond Interchange (b)
Alternative**



Legend of all figures on this page

— Planned Southwest Corridor Light Rail Extension — Flyovers — Roadway