

operational goals for the interchange and local adjacent street intersections. The flyover ramps would provide the opportunity to implement interchange improvements in phases, as congestion increases and as funding is procured. The northbound to westbound flyover is not necessary to achieve acceptable traffic operations through the horizon year 2025. This alternative was therefore eliminated from further consideration. However, CDOT recognizes that beyond 2025, congestion levels at this interchange could result in poor traffic operations, and may reconsider adding the northbound to westbound flyover as part of a separate action at a later date. Future planning in this area that would not preclude construction of this northbound to westbound flyover would be desirable.

2.6.5.9 Single Point Urban Interchange Alternative

This alternative was developed as an alternative to the Improved Diamond Interchange, by which all through- and left-turning movements at this

interchange would converge at a single traffic signal on a raised structure above C-470, as shown in **Figure 2-28**. Like the Improved Diamond Interchange, this alternative would also have a small footprint with few environmental effects. Although very minimally, this alternative would impact the northeast corner of Chatfield State Park. Because the alternative would not provide optimal operation, it was combined with the flyover concept. Ultimately, this alternative was eliminated from further consideration because of the size and cost of the structure required, and its difficulty to construct.

2.6.5.10 Single Point Urban Interchange with One Flyover Alternative

This alternative is a variation of the Single Point Urban Interchange Alternative, with the addition of one flyover to accommodate the southbound to eastbound movement, as shown in **Figure 2-29**. Operationally, this alternative performs equally as well as the Improved Diamond with One Flyover Alternative, while the effects to Wolhurst and Chatfield State Park

Figure 2-27
Improved Diamond Interchange with Two Flyovers Alternative



Figure 2-28
Single Point Urban Interchange Alternative



Legend of all figures on this page

— Planned Southwest Corridor Light Rail Extension — Flyovers — Roadway

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