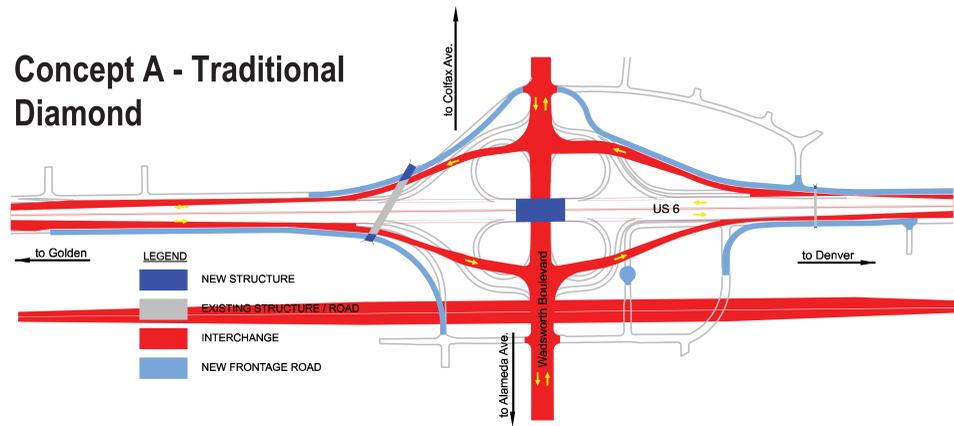


# Interchange Design Concepts Not Recommended for Detailed Evaluation

## Concept A - Traditional Diamond

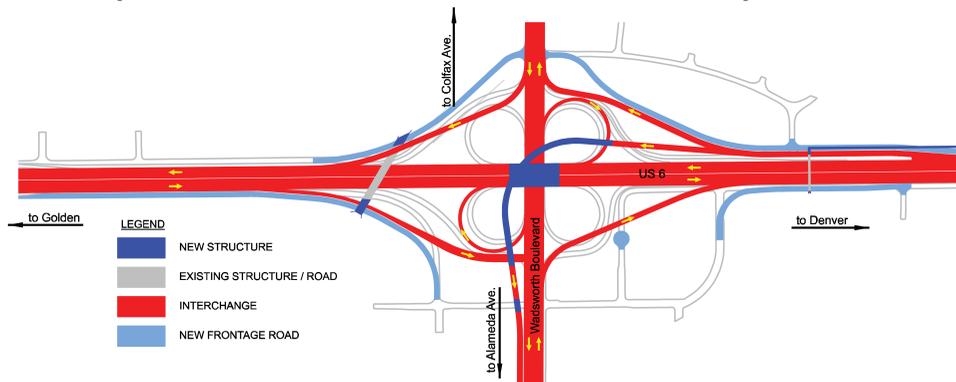


Harmony and I-25

### Reasons for Elimination

- Comparable operational benefits to Concept B - Tight Diamond, which was retained for evaluation
- Higher right-of-way requirements and cost than Tight Diamond with comparable operational benefits

## Concept F- Partial Cloverleaf with Directional Ramp

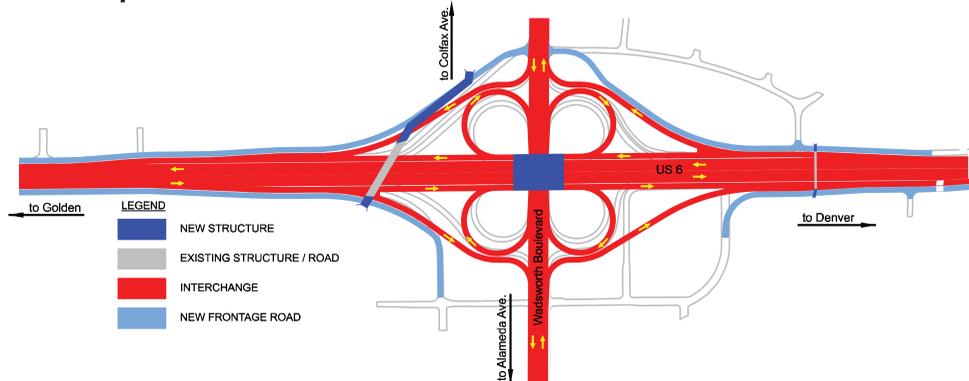


C-470 and I-70

### Reasons for Elimination

- High right-of-way requirements (extending to 4th Avenue)
- Increased noise and visual impacts from elevated ramp
- Reduced access at 5th Avenue
- High cost of construction (directional ramp)
- Directional ramp not well suited for freeway-to-arterial connection (better for freeway-to-freeway system connection)

## Concept G - Cloverleaf with Collector Distributor Roads

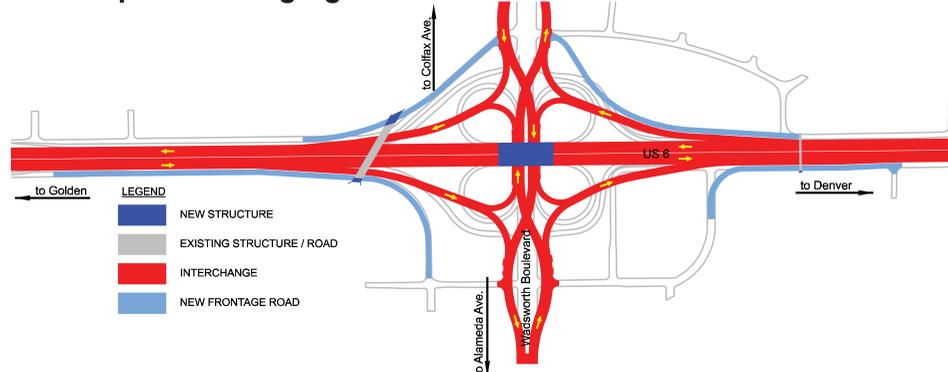


I-25 and SH 34

### Reasons for Elimination

- High right-of-way requirements along US 6 frontage roads and around interchange
- High cost of right-of-way acquisition
- Does not improve pedestrian and bicyclist movement through the interchange
- Not well suited for urban areas with high traffic volumes

## Concept H - Diverging Diamond



Diverging Diamond

### Reasons for Elimination

- Uncommon interchange type that is unfamiliar to drivers
- Requires drivers to briefly drive on opposite side of the road
- Requires significant right-of-way to improve turning angles approaching the intersections
- Reduces speed on Wadsworth Boulevard through the interchange