

were slightly higher. Comparatively, however, the size and cost of the required structure and construction difficulty outweighed the benefits for this alternative. This alternative was therefore eliminated from further consideration.

2.6.5.11 Single Point Urban Interchange with Two Flyovers Alternative

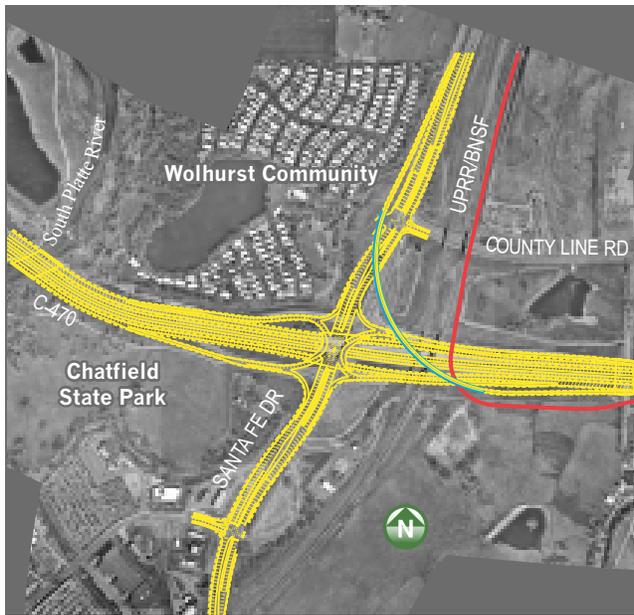
This alternative is also a variation of the Single Point Urban Interchange Alternative, with the addition of two flyovers to accommodate southbound to eastbound and northbound to westbound movements, as shown in **Figure 2-30**. While this alternative performed better operationally than the first two Single Point Urban Interchange Alternatives, and would meet the goals for the interchange and adjacent arterial intersections, it resulted in additional environmental effects to Chatfield State Park and the Wolhurst Community. It was also determined that the northbound to westbound flyover was not necessary to achieve adequate traffic operations.

This alternative was therefore eliminated from further consideration.

2.6.5.12 Southwest-Northeast Partial Cloverleaf Interchange (a) Alternative

This alternative consists of loop ramps in the southwest and northeast quadrant of the interchange providing free movements for southbound to eastbound and northbound to westbound traffic, as shown in **Figure 2-31**. This alternative was eliminated because the loop ramp in the northeast quadrant did not meet design standards for safety and speed requirements. Under this alternative, westbound C-470 does not directly access Santa Fe Drive. Instead, the exit ramp was aligned to access County Line Road, adding trips to the Santa Fe Drive/County Line Road intersection.

**Figure 2-29
Single Point Urban Interchange with One Flyover Alternative**



**Figure 2-30
Single Point Urban Interchange with Two Flyovers Alternative**



Legend of all figures on this page

— Planned Southwest Corridor Light Rail Extension — Flyovers — Roadway