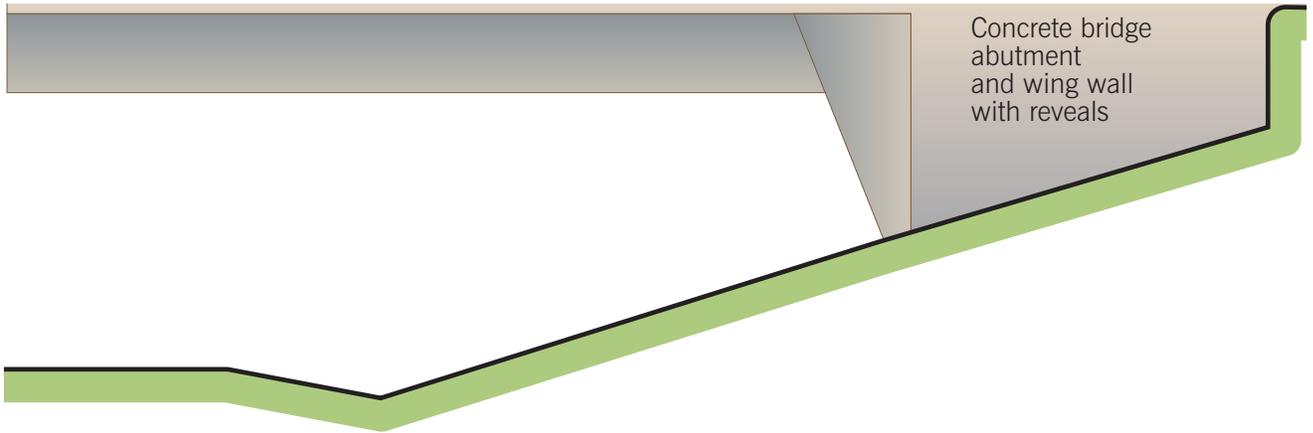


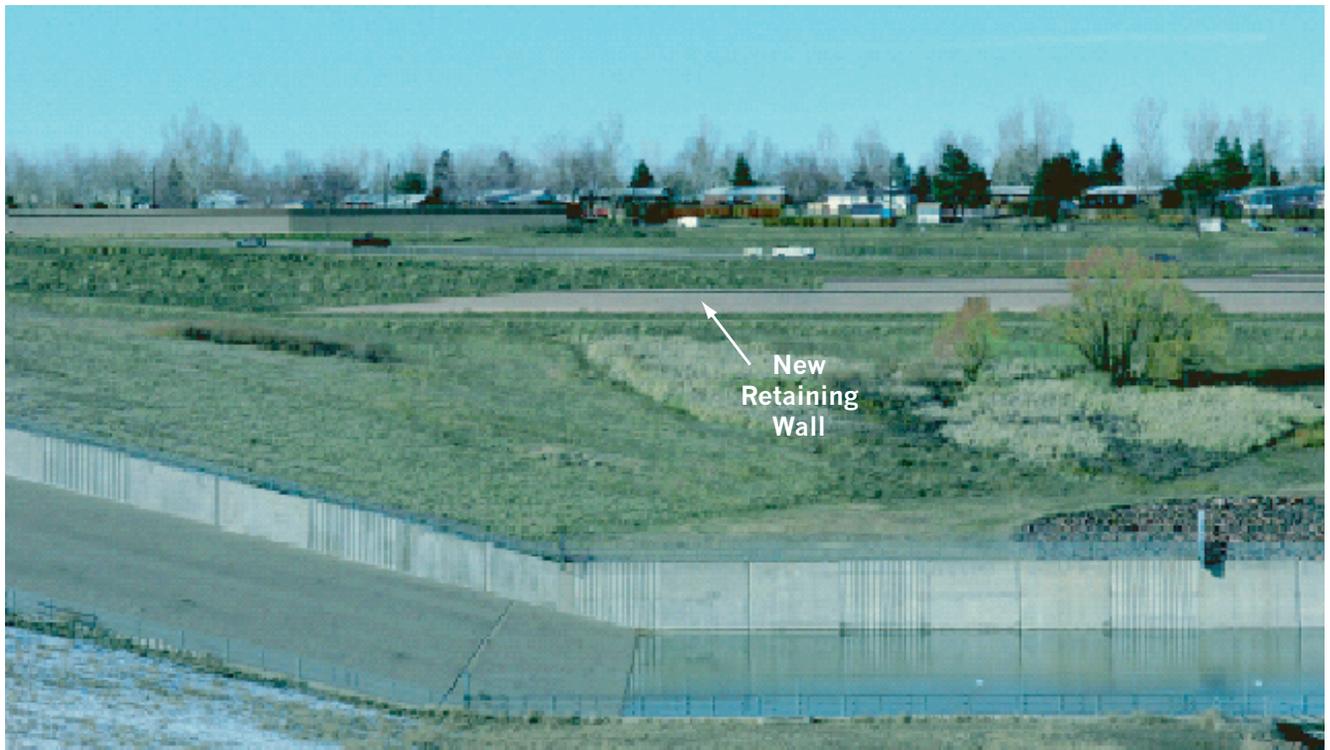
1 acquisition, and avoid the need to modify
2 CDOT's easement along the northern boundary
3 of Chatfield State Park. Although more retaining
4 walls would be added, the colors and textures
5 would match the highway design standards,
6 therefore blending into the overall design. These
7 retaining walls would be seen from nearby,
8 giving the area a more developed character and

51 may block views to the highway. One such
52 location where retaining walls would be seen is
53 in Chatfield State Park from the C-470 trail.
54 **Figure 3-31** shows a photo simulation of the view
55 looking toward C-470 from within Chatfield
56 State Park.
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11 **Figure 3-30**
12 **Architectural Treatment on Bridge Abutments**



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27 **Figure 3-31**
28 **Retaining Wall Photo Simulation at Chatfield State Park**



At the Santa Fe Drive interchange, a flyover would be added, rising above the proposed extension of the Southwest Corridor light rail line. The flyover structure would be the most apparent visual effect of this alternative. It would have a minimal effect on views of the Dakota Hogback for westbound travelers, as shown in **Figure 3-32**. As discussed in **Section 3.2.2**, the retaining wall or noise wall necessary to mitigate the noise impacts from the flyover and Santa Fe Drive on the east side of Wolhurst would block the residents' views of

Santa Fe Drive and the railroad corridor, as well as of C-470. This retaining wall/noise wall would also indirectly affect Wolhurst by limiting the morning sunlight into the community.

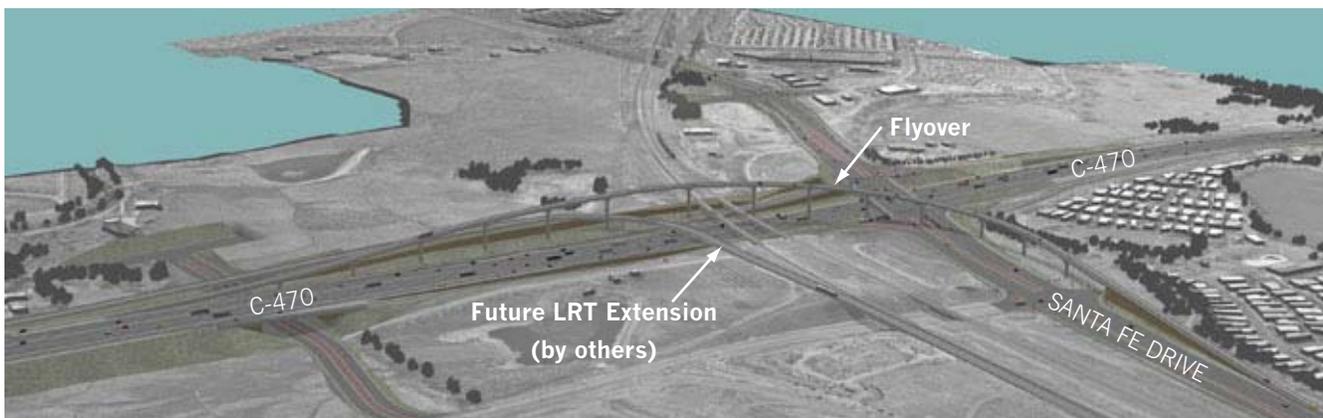
Figure 3-33 shows a three dimensional view of the improved Santa Fe Drive interchange.

With the exception of the improved Santa Fe Drive interchange, specifically the southbound to eastbound flyover effects as mentioned above, the other visual changes from additional retaining walls and noise walls would not have a

Figure 3-32
General Purpose Lanes with Improved Santa Fe Interchange



Figure 3-33
Improved Santa Fe Drive Interchange



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