

and evaluated during the screening process. The alternatives included both direct and non-direct connections between the two facilities. Alternatives eliminated during the process are described below.

**2.6.6.1 I-25 Direct Connection Alternative A**

This alternative includes a direct connection from southbound I-25 to westbound express lanes and eastbound express lanes to the existing northbound I-25 flyover ramp, as shown in Figure 2-36. No connection is provided from northbound I-25 to westbound C-470 express lanes or from eastbound C-470 express lanes to southbound I-25. It was determined that this alternative by itself did not provide adequate access to and from the express lanes at I-25. However, this concept was combined with Slip Ramp Alternative B to provide express lanes access to I-25 to and from the south in the action alternative.

**2.6.6.2 I-25 Direct Connection Alternative B**

Figure 2-37 illustrates the concept, which provides a separate flyover for eastbound C-470 express lanes to northbound I-25, bypassing the existing C-470 ramps. As in Alternative A, this concept does not include a direct connection from northbound I-25 to westbound C-470 express lanes or from eastbound C-470 express lanes to southbound I-25. It was therefore eliminated from further consideration.

**2.6.6.3 I-25 Direct Connection Alternative C**

This alternative varies slightly from Alternative A, but it lacks access to Yosemite Street from the eastbound express lanes, as shown in Figure 2-38. It was eliminated from further consideration because it did not meet Corridor design standards.

**Figure 2-36  
I-25 Direct Connection Alternative A**



Legend of all figures on this page

— Planned Southwest Corridor Light Rail Extension

— Roadway

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