

**2.6.5.13 Southwest-Northeast Partial Cloverleaf Interchange (b) Alternative**

This alternative consists of loop ramps in the southwest and northeast quadrant of the interchange providing free movements for south-

**Figure 2-31**  
**Southwest-Northeast Partial Cloverleaf Interchange (a) Alternative**



**Figure 2-32**  
**Southwest-Northeast Partial Cloverleaf Interchange (b) Alternative**



bound to eastbound and northbound to westbound C-470 traffic, as shown in **Figure 2-32**. To get the northeast loop to meet design standards and fit between Santa Fe Drive mainline and the railroads, the Santa Fe Drive alignment was shifted to the west, closer to the Wolhurst Community. This alternative was eliminated due to potential effects to the Wolhurst Community, and a lack of a direct connection from C-470 to Santa Fe Drive, as with the Partial Cloverleaf Interchange (a) Alternative.

**2.6.5.14 Southwest-Northeast Partial Cloverleaf Interchange (c) Alternative**

This alternative consists of the same loop ramps in the southwest and northeast quadrants as in the Partial Cloverleaf Interchange (a) and (b) alternatives. This design was developed to provide direct access to Santa Fe Drive from westbound C-470, as shown in **Figure 2-33**. To achieve the direct access, the Santa Fe Drive alignment was shifted to the west. In addition, the design resulted in a substandard northeast

**Figure 2-33**  
**Southwest-Northeast Partial Cloverleaf Interchange (c) Alternative**



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- Planned Southwest Corridor Light Rail Extension
- Flyovers
- Roadway

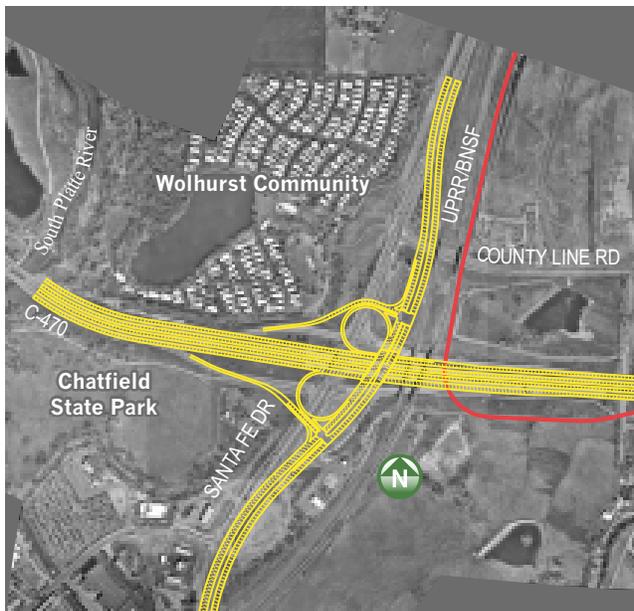
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loop ramp. This alternative was eliminated due to potential effects to the Wolhurst Community, the substandard loop ramp, and substandard intersection spacing between County Line Road and the westbound exit ramp intersection.

### 2.6.5.15 Southwest-Northwest Partial Cloverleaf Interchange Alternative

This alternative consists of loop ramps in both the northwest and southwest quadrants of the interchange, as shown in Figure 2-34. This concept still provides a free movement for the southbound to eastbound traffic. The northwest loop ramp allows for direct access from westbound C-470 to southbound Santa Fe Drive without the conflict of an additional intersection. To achieve this design, the Santa Fe Drive alignment was shifted east to provide room for the northwest loop ramp. The resulting design for the loop ramp in the northwest quadrant did not meet design standards for safety and speed requirements. This alternative was eliminated

Figure 2-34 Southwest-Northwest Partial Cloverleaf Interchange Alternative



because safety and speed requirements could not be met with this design.

### 2.6.5.16 Directional Interchange Alternative

This alternative consists of flyover ramps connecting all left-turning movements between C-470 and Santa Fe Drive, while right turns would be accomplished through right exit ramps. Access to and from County Line Road and Blakeland Drive would still require left turn movements at signalized intersections at the existing ramp terminals. However, the volumes at these intersections would be greatly reduced. The concept is shown in Figure 2-35. This alternative was eliminated because future traffic volumes do not warrant fully directional ramps. It also does not provide relief for the Santa Fe Drive/Blakeland Drive and Santa Fe Drive/County Line Road intersections, and requires that signalized intersections remain at these locations.

### 2.6.6 I-25 Interchange Alternatives

As a function of express lanes access at the I-25 interchange, seven alternatives were developed

Figure 2-35 Directional Interchange Alternative



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— Planned Southwest Corridor Light Rail Extension

— Roadway

