

2.6.6.4 I-25 Direct Connection Alternative D

This alternative varies from Alternative B, and consists of a separate flyover for eastbound C-470 express lanes to northbound I-25, as shown in **Figure 2-39**. However, as with Alternative C, the ramp configurations do not meet Corridor design standards, and the alternative was therefore removed from further consideration.

2.6.6.5 I-25 Slip Ramp Alternative A

Slip ramp alternatives provide access to and from the express lanes without the additional infrastructure associated with flyover ramps. This alternative provides full access to and from the express lanes at Yosemite Street and I-25, as shown in **Figure 2-40**.

2.6.6.6 I-25 Slip Ramp Alternative B

This alternative is an improvement over Slip Ramp Alternative A, and has full access to and from the express lanes west of Yosemite Street.

Because the slip ramps are located further west than in Slip Ramp Alternative A, this alternative allows access to Yosemite Street and I-25 traffic, as shown in **Figure 2-41**. However, it was determined that this alternative by itself does not provide adequate access to and from the express lanes at I-25. Therefore, this concept was combined with Direct Connection Alternative A to provide access to and from the south at I-25 in the action alternatives.

2.6.6.7 I-25 Slip Ramp Alternative with Westbound Collector Distributor

With the introduction of a westbound collector-distributor, this modification of Slip Ramp Alternative A provides access to Yosemite Street as shown in **Figure 2-42**. While this is an improvement over the previous alternative, it still does not provide adequate operations for all movements to and from I-25 and was therefore eliminated from further consideration.

**Figure 2-39
I-25 Direct Connection Alternative D**



Legend of all figures on this page

- Planned Southeast Corridor Light Rail
- Flyovers
- Roadway

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