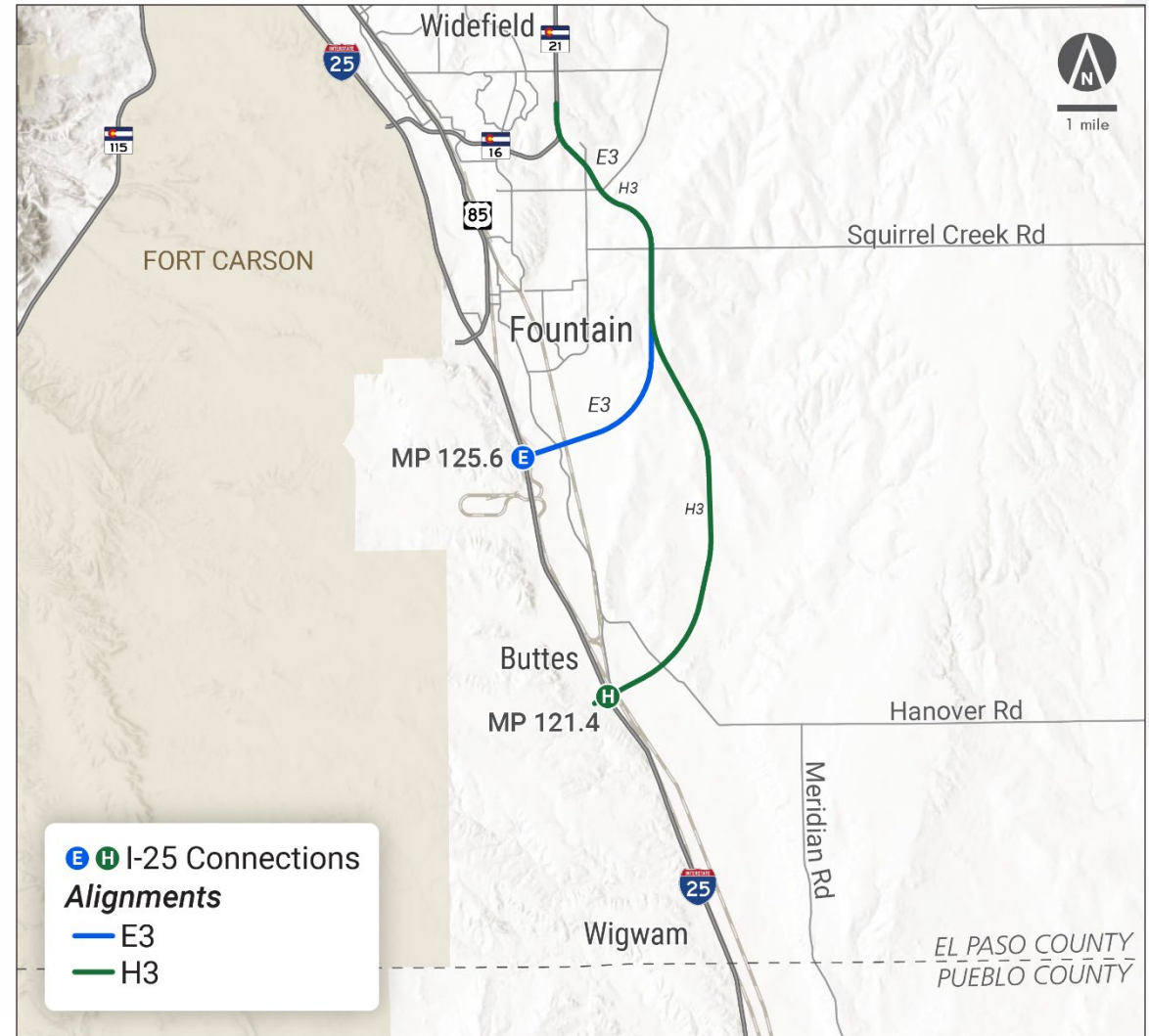


## Recommended Alignments

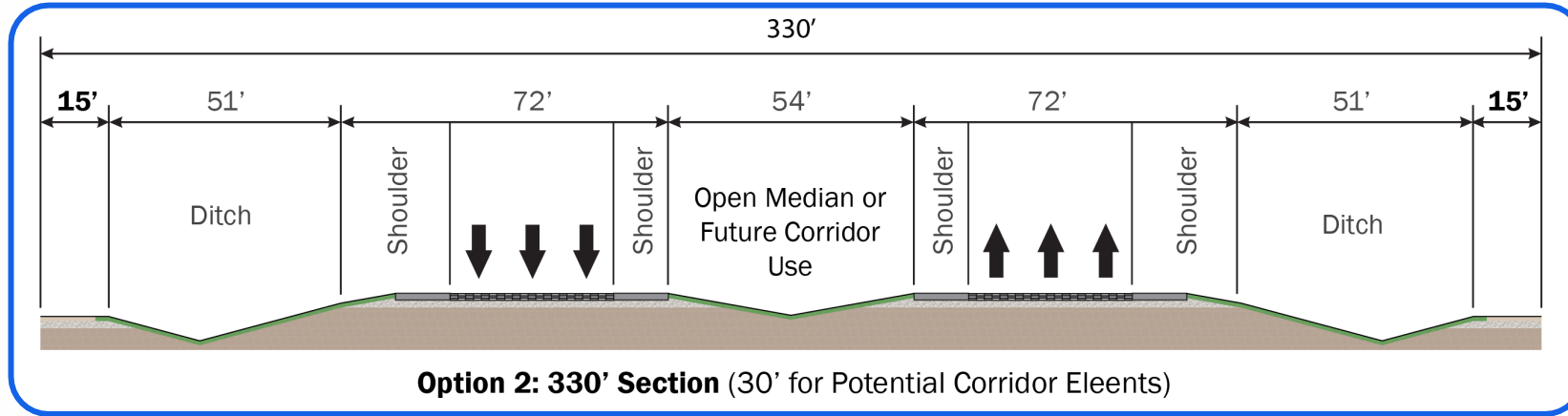
In coordination with the Technical Team, the project team identified a phased approach which would allow the PEL recommendations to address short- and long-term solutions to creating a vision for the corridor and provide a redundant route to I-25. The primary purpose of recommending phased alignments of the ultimate roadway is to expedite solutions to immediate needs in the corridor, while still addressing future needs of the area with the Recommended Alignment.

This phased approach would include two alignments that are recommended or carried forward:

- Recommended - Early Action: E3
- Recommended: H3
- Early Action: Aligns with local planning efforts and provides a solution to addresses urgent needs in the corridor.
- Recommended Alignment: This alignment best meets the needs and goals and provides a regional connection to provide mobility and multimodal opportunities.

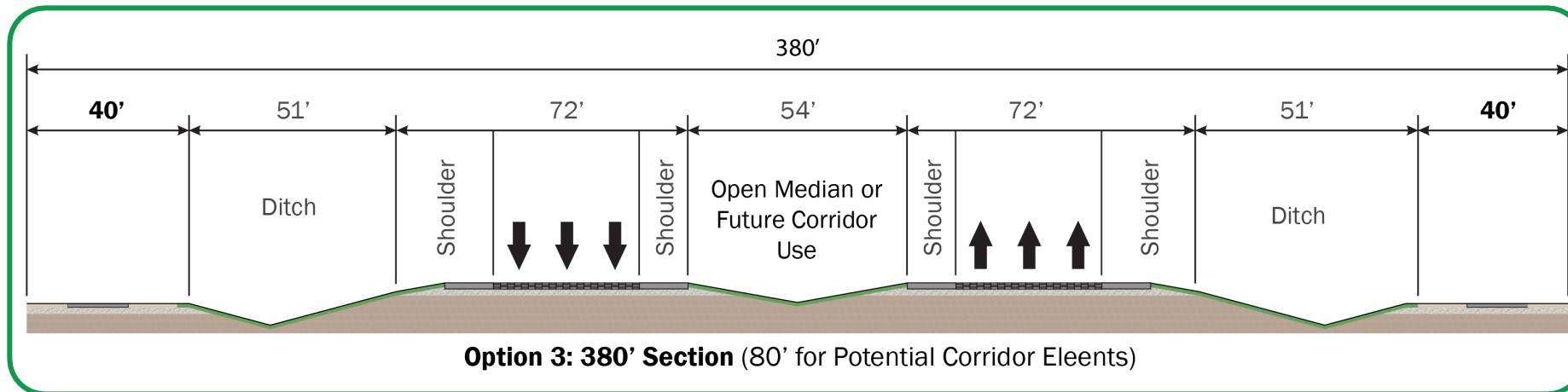


# Recommended Typical Section/ Corridor Width



**Option 2:** 330' Section (30' of Additions)

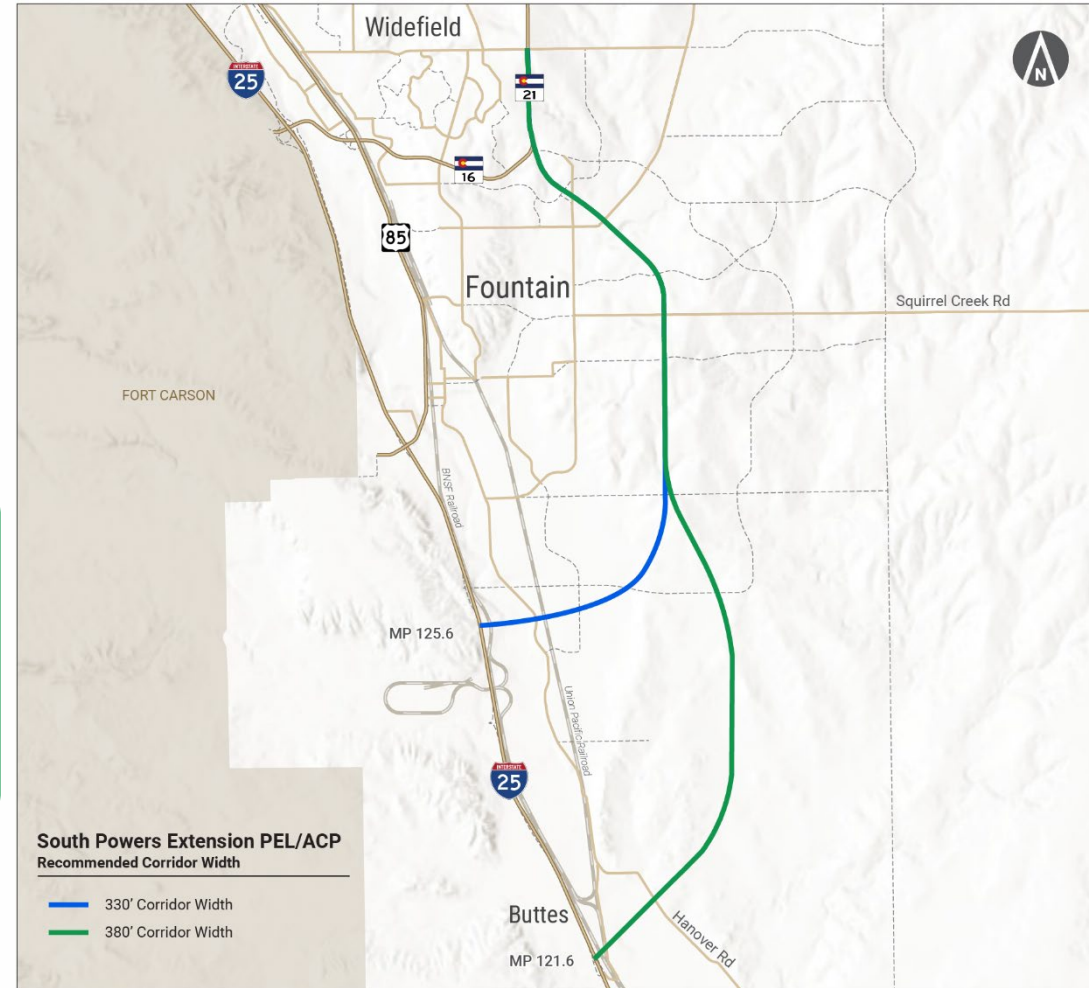
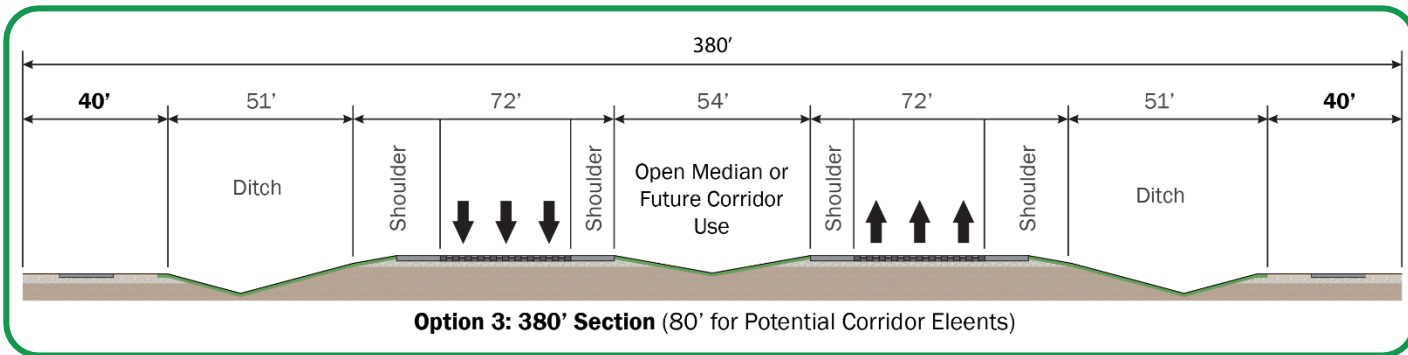
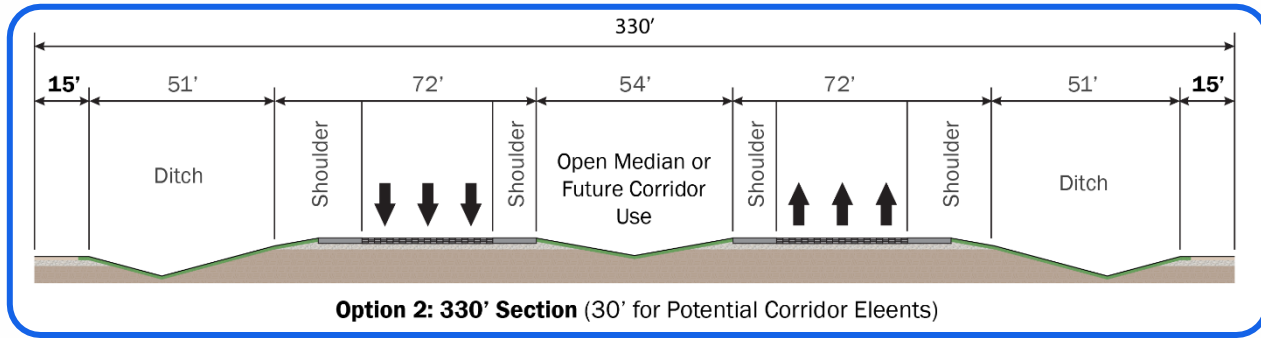
- Recommended for alignment E: Phase I connection



**Option 3:** 380' Section (80' of additions)

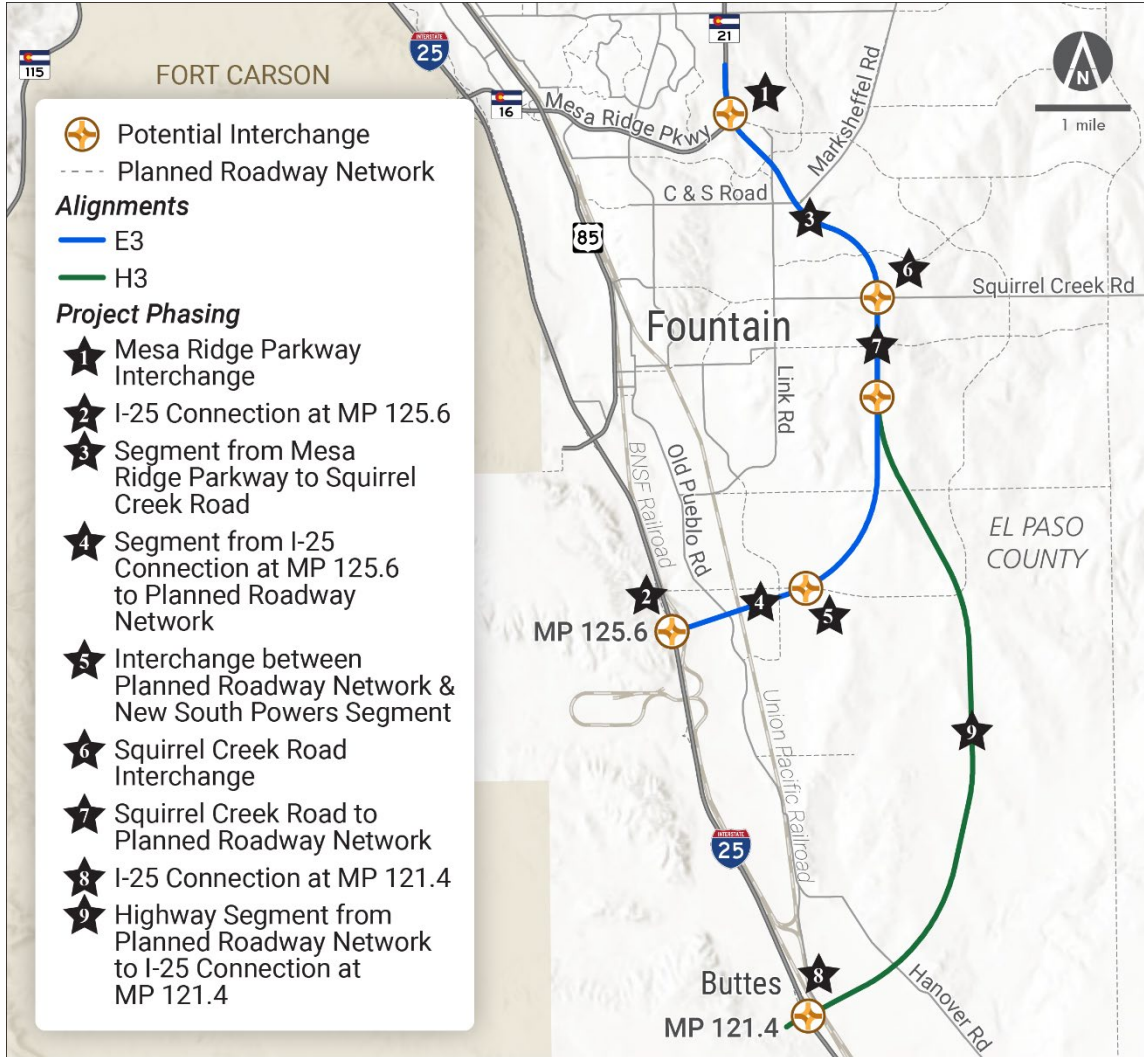
- Recommended for Alignment H: Phase II connection

# Recommended Corridor Preservation





# Identifying Future Projects and Logical Prioritization



- Mesa Ridge Interchange
- MP 25.6 I-25 Connection
- Mesa Ridge to Squirrel Creek
- I-25 MP # to Planned Roadway Network
- Planned Roadway Network Interchanges
- Squirrel Creek Rd Interchange
- Squirrel Creek to Planned Roadway Network
- MP 121.4 I-25 Connection
- Planned Roadway Network to I-25 MP #

# Post-Recommendation Alignment Refinements

After developing the recommended alignments and project phasing, the Project Team met with property owners along the proposed corridor. Invitations to schedule one-on-one meetings with the project team were mailed to residents based on the County's Parcel Ownership database.

During these meetings, the project team received vital feedback from property owners about the existing conditions and local knowledge of the area. The project team also worked with property owners to understand how best to reduce potential impacts to resident's homes or property.

The E3 and H3 Alignments were both refined to minimize impacts to residential properties and maximize the compatibility with planned roadway networks. The post-recommendation refined alignments can be seen in this map.

