

Meeting Summary

Date: October 21, 2025

29 Road Interchange at I-70, NEPA/1601 Project

Meeting Name: TAC Meeting #17

Meeting Date: October 8, 2025

Invitees (all attendees were virtual):

Invitee	Organization	Attended?	Invitee	Organization	Attended?
Daniel Larkin	Mesa County	X	Melanie Bishop	FHU	X
Scott Mai	Mesa County	X	Paul Brown	FHU	X
Lindsay Edgar	FHWA		John Dibble	FHU	
Andrew Wilson	FHWA	X	Cady Dawson	FHU	X
Julian Gonzalez	FHWA	X	Alex Pulley	FHU	X
Trent Prall	Grand Junction		Amanda Cushing	FHU	X
Eric Mocko	Grand Junction	X	Jason Huddle	CDOT	
Rachel Peterson	RTPO	X	Mark Bunnell	CDOT	X
Dana Brosig	RTPO	X	Dave Cesark	CDOT	
Dean Bressler	RTPO		Rob Beck	CDOT	
Zane Znamenacek	CDOT	X			

Note: Not all details that were included in the presentation are shown in this summary, but comments and discussion brought up during the presentation are included. Meeting materials can be found at the end of this meeting summary. **Additionally, the summary was created using Artificial Intelligence with supplementing text by a human.**



Meeting Summary

Meeting Goal

Agreement on Traffic Model Year and Approach for SLS and SO&E

Agenda

- ▶ Welcome
- ▶ Questions for FHWA (Safety, Operations, and Engineering [SO&E] Determination & Interstate Access Justification Request [IAJR])
- ▶ Questions for CDOT (System Level Study [SLS])
- ▶ Summary
- ▶ Next Steps

Discussion

For this meeting, FHU asked both FHWA and CDOT to confirm the approach for the SLS and SO&E through a series of questions. Those questions and responses are included in the attached materials.

Traffic Forecasts & Sensitivity Analysis

- ▶ Debate on whether to use 2045 model data alone or include 2050 sensitivity analysis.
- ▶ Consensus: Use 2045 as baseline; add 2050 sensitivity analysis to reflect latest projections.
- ▶ FHWA confirmed this approach is acceptable.

Operational Mitigation – Ramp Metering

- ▶ If 2050 sensitivity shows improved operations, ramp metering may not be required.
- ▶ FHWA and CDOT agreed this depends on results; decision will be revisited once analysis is complete.
- ▶ Alternatives discussed: install ramp metering at construction, equivalent-cost safety project, or pre-install wiring for future activation.



Meeting Summary

SO&E Determination vs. IAJR

- ▶ Question: Can SO&E determination be issued before NEPA completion?
- ▶ FHWA: Yes, but with caveats – it carries risk if the preferred alternative changes post-NEPA.
- ▶ NEPA documentation will proceed as an Environmental Assessment (EA).

Schedule

- ▶ Complete Conceptual Design and NEPA Impact Analysis
 - ▶▶ Late Fall 2025
- ▶ Complete NEPA Decision Document and Preliminary Design
 - ▶▶ Spring 2026
- ▶ Submit System Level Study to CDOT Transportation Commission
 - ▶▶ Winter 2025
- ▶ CDOT Transportation Commission Presentation/Vote
 - ▶▶ Winter 2025
- ▶ Initiate Interstate Access Justification Report
 - ▶▶ Late Winter 2026

Decisions Made

- ▶ 2045 model remains baseline for SLS; 2050 sensitivity analysis will be added.
- ▶ FHWA supports use of 2050 sensitivity instead of full re-analysis.
- ▶ No final decision on ramp metering; it is contingent on sensitivity results. Future-proofing infrastructure for ramp metering may be acceptable.
- ▶ Regarding SO&E Determination: Can proceed now, but must align with eventual NEPA outcome.

Meeting Summary

Next Steps

- ▶ Run 2050 sensitivity analysis and document results. Results will inform whether ramp metering or alternate mitigation is required.
- ▶ SO&E determination to be drafted alongside NEPA EA.
- ▶ Review sensitivity results and assess mitigation feasibility.
- ▶ Track potential offset project costs if ramp metering is deferred.

Coordinate SO&E determination draft while EA proceeds.

I-70 Interchange in Grand Junction – TAC Mtg #17

October 08, 2025

Agenda

- ▶ Questions for FHWA (SO&E Determination & IAJR)
- ▶ Questions for CDOT (SLS)
- ▶ Summary
- ▶ Next Steps

Meeting Goal:

Agreement on Traffic Model Year and Approach for SLS and SO&E

FHWA Questions

SO&E Determination & IAJR

Is the 2050 Sensitivity Analysis, as described in the distributed M&A document sufficient for the SO&E Determination?

Yes

- ▶ FHU will conduct analysis and report findings to the TAC

No

- ▶ What is another recommended approach?

Does the project need to redo all the analyses using the 2050 data?

Yes

- ▶ Project will be substantially delayed.
- ▶ Would just Operations be redone?
- ▶ Safety?

No

- ▶ Use 2050 Sensitivity Analysis

Is the 2050 Sensitivity Analysis enough to potentially remove the need for Ramp Metering (if results point in that direction)?

Yes

- ▶ FHU will conduct analysis and report findings to the TAC

No

- ▶ Use the 2045 Operations Analysis

If Ramp Metering is needed as mitigation:

<i>Does it need to be built as part of the project?</i>	
Yes	No
▶ Proceed with Ramp Metering	▶ Consider equivalent cost safety project?

<i>Can the equivalent cost be applied to a safety project of equivalent cost in the larger Study Area?</i>	
Yes	No
▶ Mesa County and Grand Junction will identify and propose project to the TAC	▶ Proceed with Ramp Metering

Can the SO&E Determination be concluded now and NEPA conducted subsequently and then IAJR signed?

Yes

- ▶ Prepare SO&E Documentation
- ▶ CDOT Submits SO&E to FHWA
- ▶ Final IAJR signed when EA is finalized

No

- ▶ Prepare draft FHWA Documentation
- ▶ When EA is finalized, CDOT submits SO&E and EA concurrently

CDOT Questions

System Level Study

Should the SLS Use:

The 2045 data used to this point?

Yes

- ▶ Proceed with final updates to the SLS
- ▶ CDOT review revised SLS

No

- ▶ See next question

Use the 2045 & 2050 Sensitivity Analysis?

Yes

- ▶ SLS will require additional sections and data incorporation.
- ▶ Requires additional time and resources

No

- ▶ Proceed with 2045 ata

Should the Ramp Metering be included in the project?

- & -

Is the 2050 Sensitivity Analysis enough to potentially remove the need for Ramp Metering (if results point in that direction)?

Answered in FHWA Section

Is it an issue if SLS and SO&E Determination differ with regards to 2045 and/or 2050?

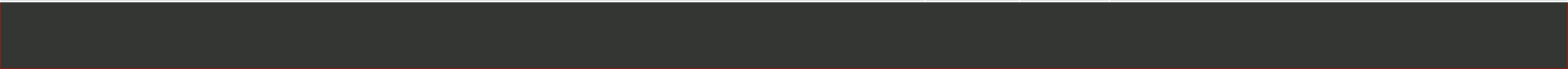
Yes

- ▶ Will use of 2050 Sensitivity Analysis sufficient?

No

- ▶ Use the SLS with the 2045 Basis.

Question	Yes	No	Notes
Is the 2050 Sensitivity Analysis, as described in the distributed M&A document, sufficient for the SO&E Determination?	X		
Does the project need to redo all the analyses using the 2050 data?		X	We'll use the 2050 sensitivity analysis.
Is the 2050 Sensitivity Analysis enough to potentially remove the need for Ramp Metering (if results point in that direction)?			This is difficult to answer without seeing the results from the analysis. Let's see the outcome of the analysis before we make this decision.
If Ramp Metering is needed as mitigation:			
<i>Does it need to be built as part of the project?</i>			This decision is up to CDOT; however, it hasn't been proven that ramp metering will solve the problem. Let's see the outcome of the sensitivity analysis before we make this decision.
<i>Can the equivalent cost be applied to a safety project of equivalent cost in the larger Study Area?</i>			Let's see the outcome of the sensitivity analysis before we make this decision.
Can the SO&E Determination be concluded now and NEPA conducted subsequently and then IAJR signed?	X		There is risk. NEPA must be completed prior to the IAJR. It's best to complete NEPA in conjunction with the SO&E.
Should the SLS use:			
<i>Only the 2045 data used to this point</i>			
<i>The 2045 & 2050 Sensitivity Analysis</i>	X		This will be sufficient for the SLS.
Is it an issue if SLS and SO&E Determination differ with regards to 2045 and/or 2050?		X	FHWA is good with the proposal for the sensitivity analysis.



Next Steps

- ▶ Conduct agreed upon analysis
- ▶ Documentation in the revised SLS
- ▶ TAC Review of SLS
- ▶ Submittal to Transportation Commission
Interstate Access Justification Request
(IAJR) preparation and review

Thanks!