

Meeting Summary

Date: November 15, 2023

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

Meeting Name: 29 Road Cross Section Workshop

Meeting Date: September 21, 2023

Attendees:

Invitee	Organization	Attended?	Invitee	Organization	Attended?
Kevin King	Mesa County	X	Daniel Larkin	Mesa County	X
Scott Mai	Mesa County	X	Dana Brosig	Mesa County RTPO	X
Laura Page	Mesa County	X	John Dibble	FHU	X
Trent Prall	Grand Junction	X	Cady Dawson	FHU	X
			Alex Pulley	FHU	X
Eric Mocko	Grand Junction	X	Amanda Cushing	FHU	X
Henry Brown	Grand Junction	virtual	Paul Brown	FHU	X

Action Items Reviewed/Completed

None during this meeting.

Meeting Goal

The 29 Road / I-70 Interchange project team met to review conceptual designs for the 29 Road corridor between the proposed interchange and Patterson Road. The cross-section was reviewed, including roadway width, medians, multimodal amenities, and potential impacts. A related discussion regarding access management included a review of the streets and driveways adjoining the 29 Road alignment as well as Patterson Road.



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Concepts Reviewed

The FHU team presented three general cross-section concepts (copies attached). They included the City's typical principal arterial (110-foot right-of-way), the City's typical minor arterial (90-foot right-of-way), and an optimized cross-section based on the principal arterial with modifications to address concerns related to utilities, adjacent properties, and access management.

After breaking into groups to develop cross section elements that should be retained, while focusing on safety, access management, and minimizing ROW where possible, two alternatives were carried forward.

Carried Forward

Alternative 1: 102-foot ROW, 8-foot sidewalk, 7-foot streetscape, & 8-foot cycle track on the west side, 11-foot travel lanes, 12-foot center left turn lane at intersections, a 7-foot streetscape & 8-foot sidewalk on the east side. (Note: Buffers and curb and gutters not included.) Stretches without an intersection include a raised 6-foot center median to reduce ROW impacts.

Alternative 2: 93-foot ROW, 8-foot sidewalk, 8-foot cycle track on the west side, 11-foot travel lanes, 12-foot center left turn lane, 7-foot streetscape & 8-foot sidewalk on the west side. (Note: Buffers and curb and gutters not included.) Stretches without an intersection include a raised 6-foot center median to reduce ROW impacts.

Decisions Made/Confirmations

- ▶ Remove the minor arterial option.
- ▶ Use a 102-foot wide cross section but reduce the width when possible.
- ▶ The cross section will be variable, it will not be consistent throughout the corridor.
- ▶ Include a median as this is preferred by the City and is essential.
- ▶ Use the trees on the interior rather than in the median (there is no need to shade vehicles).



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- ▶ Design for 45 mph, and post for 40 mph.
- ▶ HAWK crossings are not preferred by the City.
- ▶ Include the sidewalk/cycle-track on the west side of 29 Road to make the connection to Matchett Park and the Rec Center. Be mindful that a bike lane is included on both sides of 29 Road to the south of Patterson Road.
- ▶ Safety is the most important feature, no matter the user.

Access Management (from south to north):

Access	Proposed Action	Notes
Lucky Me Fuel and Convenience Store (north access from Patterson Road)	Convert into a Right In/Right Out Movement.	
Lucky Me Fuel and Convenience Store	Close.	<i>Access to the gas station is available via Lucky Me carwash access.</i>
Lucky Me Car Wash	<i>Convert into a 3/4 Movement</i>	
Kingdom Hall of Jehovah's Witnesses	Convert into a Right In/Right Out Movement.	<i>Discuss making Lucky Me either full movement or 3/4 access and providing access to church from Lucky Me property.</i>
612 29 Road	Convert into a Right In/Right Out Movement.	
2899 Bonito Avenue	Close existing access to 29 Road; provide cul-de-sac for access to Bonito Ave (west)	<i>Access to 29 Road is via Bonito Ave from driveway. If Bonito Ave is closed, access would be W Hermosa Ct. Need to verify if it is too far for fire access.</i>

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Access	Proposed Action	Notes
2897 Bonito Avenue	Close existing access to 29 Road; provide cul-de-sac for access to Bonito Ave (west)	<i>Access to 29 Road is via Bonito Ave from driveway. If Bonito Ave is closed, access would be W Hermosa Ct. Need to verify if it is too far for fire access.</i>
2895 Bonito Avenue	Close existing access to 29 Road; provide cul-de-sac for access to Bonito Ave (west)	<i>Access to 29 Road is via Bonito Ave from driveway. If Bonito Ave is closed, access would be W Hermosa Ct. Need to verify if it is too far for fire access.</i>
Bonito Avenue (west)	Close.	<i>Verify if need to retain or gate for fire access?</i>
Bonito Avenue (east)	Leave as is.	
Hermosa Court (west)	Leave as is. Full movement intersection	
Hermosa Court: (east)	Leave as is. Full movement intersection	
626 29 Road (south access)	Convert into a Right In/Right Out Movement.	
626 29 Road (north access)	Close	
F¼ Road	Leave as is.	<i>Consider closing and leaving Jean Lane as is. Is fire access required?</i>
Life Academy Christian School (south access)	Convert into a Right In/Right Out Movement.	

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Access	Proposed Action	Notes
Life Academy Christian School (north access)	Close.	<i>Create access to Life Academy from Country Lane Court?</i>
Music Avenue	Leave as is. Full movement intersection	
Country Lane Court	Leave as is. Full movement intersection create access to Life Academy Church.	
639 29 Road & 639 ½ 29 Road	Convert into a Right In/Right Out Movement.	
Jean Lane	Convert into a Right In/Right Out Movement	<i>Consider closing and leaving F¼ Road as is, is fire access required?</i>
Darla Drive	Convert into a Right In/Right Out Movement	
F½ Road (west)	Convert to a Roundabout shifted to the north	
F½ Road (east)	Convert to a Roundabout shifted to the north.	
2902 F½ Road	Close agricultural access to 29 Road north of F½ Road; retain primary access to F½ Road.	Property is likely a full take due to roundabout concept. Access will vary dependent on ROW acquisition.
Kaylee Court Fire Access	Convert into a Right In/Right Out Movement.	

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Access	Proposed Action	Notes
Brodick Way (west)	Convert into a Right In/Right Out Movement.	Create access from Independence Academy's Roundabout to F½ Road.
Brodick Way (east)	Convert into a 3/4 Movement.	
674 29 Road	Convert into a Right In/Right Out Movement.	
Arabesque Drive	Close (convert to cul-de-sac).	
G Road	Retain full-movement access, location TBD.	

Next Steps

- ▶ Hold TAC meeting to share the proposed cross section.
- ▶ The City will share the options with the Urban Trail Commission to get their input.
- ▶ Develop final cross section for City/County approval.
- ▶ Hold public meeting. Potential topics include the following:
 - ▶ Does the public want the cycle track on the road, or adjacent to the sidewalk? Public meeting graphics should show where it terminates on either end (south side of Safeway?).
 - ▶ Minimizing the ROW takes is extremely important, while still providing landscaping.
 - ▶ Must also show the plan for Patterson Road and 29 Road.
 - ▶ Show the 110-foot section with all the bells and whistles, and costs (e.g., materials and ROW). Then show the 100-foot reduced cross section.
 - ▶ Show both cycle track options to the public.



Agenda

Meeting Date: September 21, 2023

Meeting Name: 29 Road Workshop

Meeting Location: Mesa County Offices

Meeting Goal:

- ▶ Workshop an ideal cross section for 29 Road from the interchange to Patterson Road

Meeting Outcome:

- ▶ Consensus on a preferred cross section for 29 Road

Agenda Items/Topics

Morning Session – Understand & Explore the Alternatives

9:30 – 9:45 Project Updates & Workshop Introduction

- ▶ City/County Updates
- ▶ Ground Rules

9:45 – 10:15 FHU Presentation

- ▶ Review of process and progress to date
- ▶ Roundabout selected as preferred alternative for I-70/29 Road interchange
- ▶ 29 Road cross section alternatives
 - ▷ Principal arterial
 - ▷ Minor arterial
 - ▷ Optimized principal arterial (minimizes ROW impact)

▶ 10:15 – 12:00 Review and Discuss 29 Road Cross Sections

- ▶ **Full Group Activity:** Review cross sections, design concepts and impacts/benefits
 - ▷ FHU review cross section options and design considerations
 - ▷ Individual review of three alternatives
 - ▷ Group discussion about impacts/benefits and likes/dislikes

▶ 12:00 – 12:30 Lunch

Afternoon Session – Preferred Cross Section Development

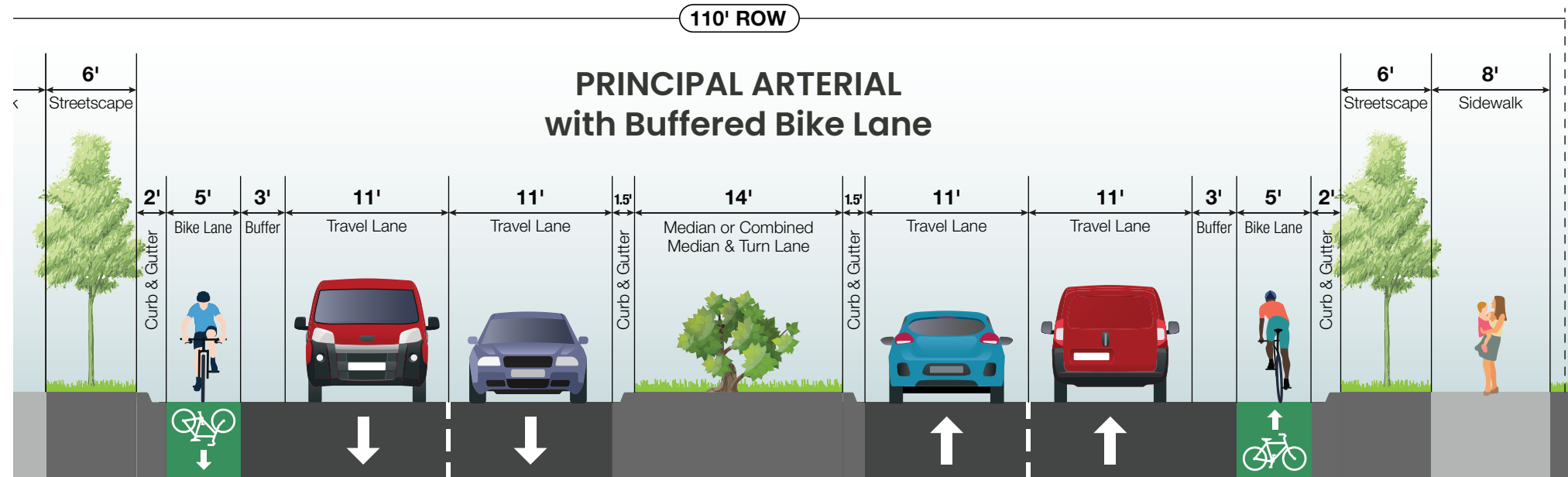
▶ 12:30 – 2:00 Preferred Alternative

- ▶ **Small Group Activity:** Develop a preferred alternative.
 - ▷ Priority components of 29 Road cross section
 - ▷ Consideration of impacts and benefits
 - ▷ Impacts (same categories as listed above)
 - ▷ Benefits (same categories as listed above)
- ▶ Small group presentations of priority components and preferred cross section

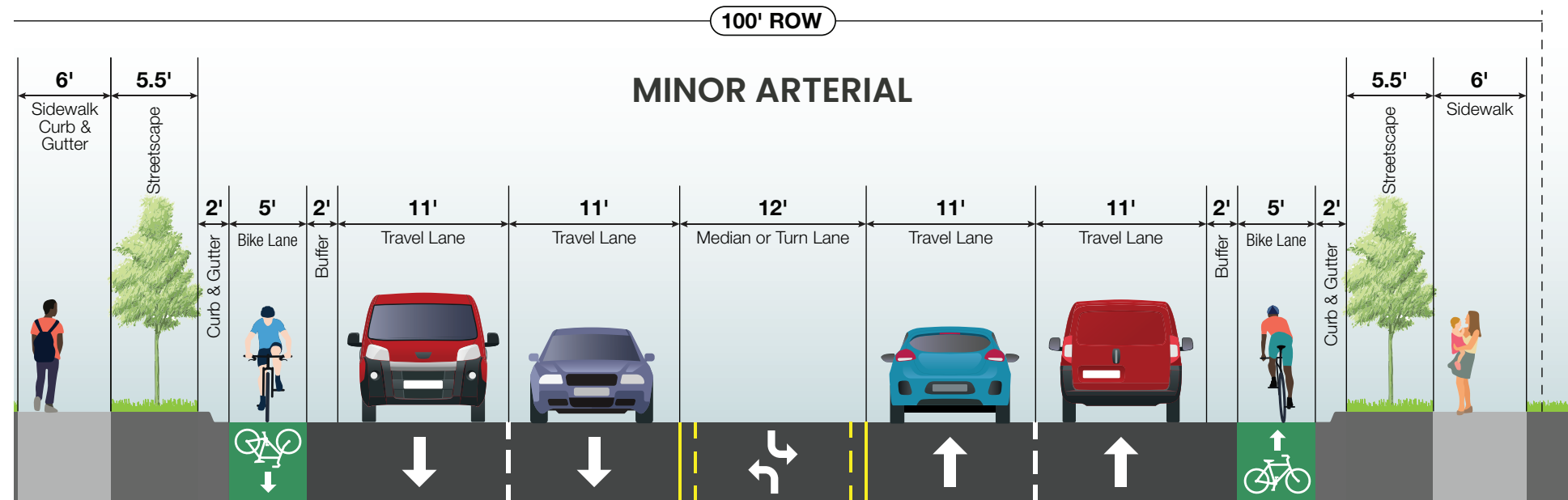
2:00 – 3:30 Develop Consensus

- ▶ FHU Facilitated Discussion
 - ▷ Explore the similarities and differences from each small group's cross-section
 - Impacts and benefits
 - Priorities
 - Standards
 - Deviations
 - Areas of Conflict
 - Alternate ideas
- ▶ Consensus on preferred alternative

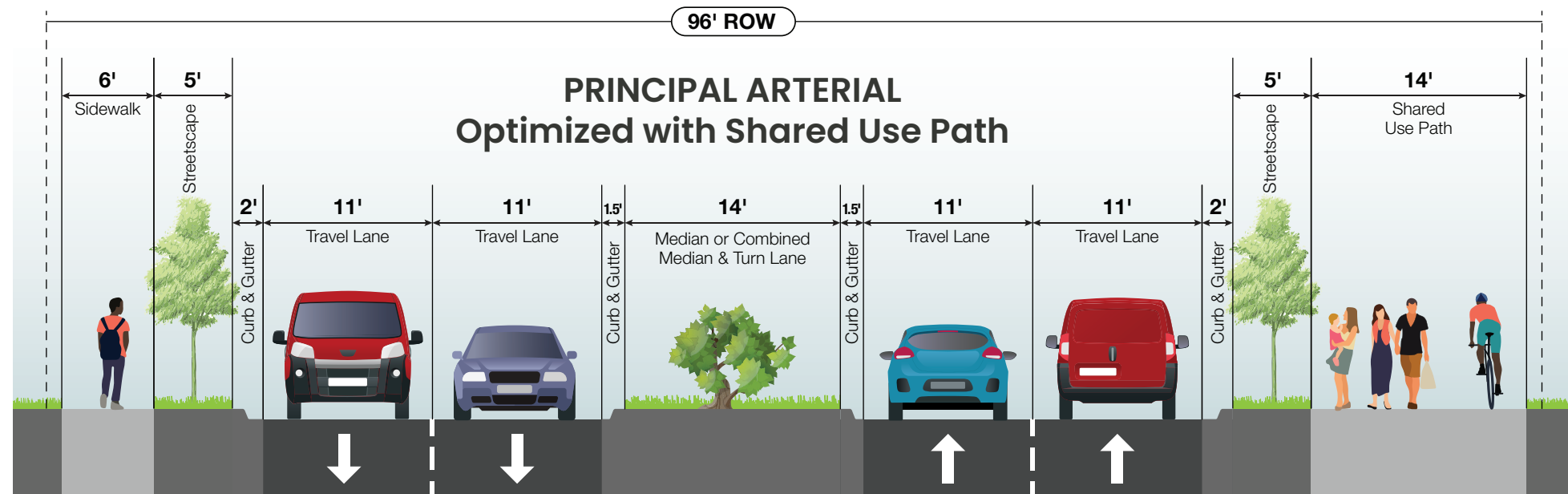
Principal Arterial



Minor Arterial



Optimized Principal Arterial



Activity Goal: Review the three cross-sections to understand tradeoffs relative to impacts and benefits.

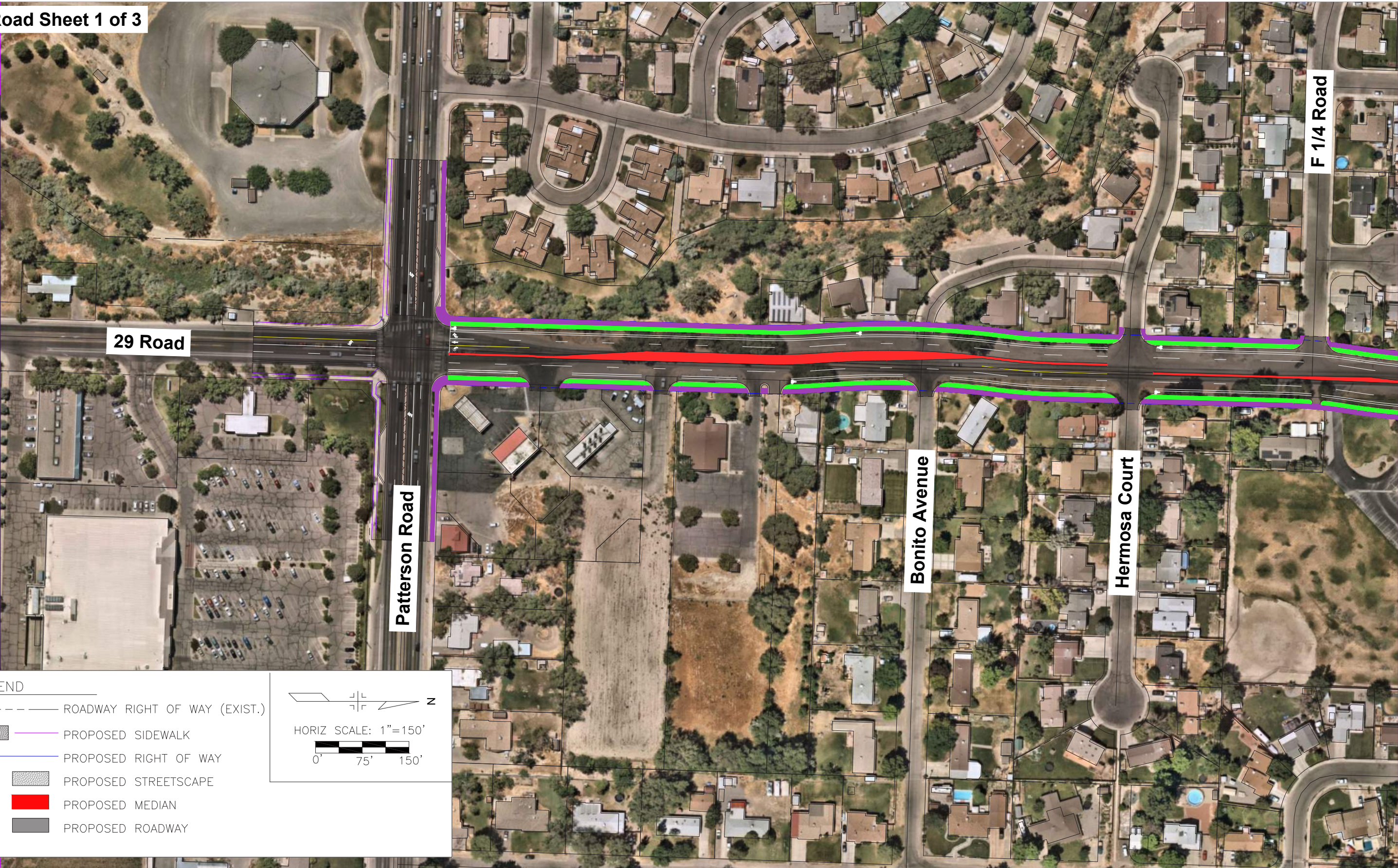
Considerations	Principal Arterial	Minor Arterial	Optimized Principal Arterial
Community Context (Resident, Business & School Impacts)	Businesses = Reduced Parking Churches = Sign Impacts; access changes; reduced parking Schools = Access changes; some ROW	Businesses = Reduced Parking Churches = Access changes Schools = Access changes; some ROW	Businesses = Maintains Parking; slightly reduce ROW Churches = Sign Impacts; access changes; reduced parking Schools = Access changes; slightly reduced ROW
ROW Impacts	40 Parcels impacted.	29 Parcels Impacted	20 Parcels Impacted
Full Takes	The only full take is at F ½ and 29 Road for the roundabout concept	The only full take is at F ½ and 29 Road for the roundabout concept	The only full take is at F ½ and 29 Road for the roundabout concept
Cost	60 Feet of Pavement ~ \$1.5M 16 Feet of Sidewalk ~ \$635K Median Cover & C&G ~ \$1.3M	72 Feet of Pavement ~ \$1.8M 12 Feet of Sidewalk ~ \$475K Median Cover & C&G ~ \$360K Delta = ~ \$1M less than Principal	44 Feet of Pavement ~ \$1.1M 20 Feet of Sidewalk ~ \$790K Median Cover & C&G ~ \$1.3M Delta = ~ \$250K less than Principal
Safety	About 29 predicted crashes per year (2045)	About 36 predicted crashes per year (2045)	(same as principal)

Considerations	Principal Arterial	Minor Arterial	Optimized Principal Arterial
Environmental	Impacts Biological: Indian Wash wetlands and waters of the US Historic: 19 Age Eligible Sites (buildings), two Potentially Eligible Sites (unnamed canal and Patterson Road), one Officially Eligible Site (High Line Canal) Environmental Justice: Low Income, Minority, Housing Cost Burdened, and Limited English Proficient Communities within the community study area (south of Patterson Road) Recreational Trail: Two Hazardous Materials: Multiple groundwater monitoring wells; potential to impact fueling pumps; impacted groundwater plume to the south of the UST basin	Impacts Biological: Indian Wash wetlands and waters of the US Historic: 19 Age Eligible Sites (buildings), two Potentially Eligible Sites (unnamed canal and Patterson Road), one Officially Eligible Site (High Line Canal) Environmental Justice: Low Income, Minority, Housing Cost Burdened, and Limited English Proficient Communities (south of Patterson Road) Recreational Trail: Two Hazardous Materials: Multiple groundwater monitoring wells; potential to impact fueling pumps; impacted groundwater plume to the south of the UST basin	Impacts Biological: Indian Wash wetlands and waters of the US Historic: 10 Age Eligible Sites (buildings), two Potentially Eligible Sites (unnamed canal and Patterson Road), one Officially Eligible Site (High Line Canal) Environmental Justice: Low Income, Minority, Housing Cost Burdened, and Limited English Proficient Communities (south of Patterson Road) Recreational Trail: Two trails Hazardous Materials: Multiple groundwater monitoring wells; potential to impact fueling pumps; impacted groundwater plume to the south of the UST basin
Active Modes/TDM	On-street buffered bike lanes: provide bicycle facilities between the curblines. Set back sidewalks: provide pedestrian accessibility behind the curb.	On-street buffered bike lanes: provide bicycle facilities between the curblines. Set back sidewalks: provide pedestrian accessibility behind the curb.	Shared use path: provides bicycle and pedestrian facility behind the curb. Conflicts between bicycles and pedestrians may be possible.
Maintenance	Raised medians: add long-term maintenance costs. Striping: maintenance for buffered bike lanes (higher cost for delineators if added) \$\$\$	Striping: maintenance for buffered bike lanes (higher cost for delineators if added) \$	Raised medians: add long-term maintenance costs. Wide shared use path: could be plowed with a truck. \$\$
Traffic Operations	No level of service differentiators (2045)	No level of service differentiators (2045)	No level of service differentiators (2045)

**Principal
Arterial**

Principal Arterial

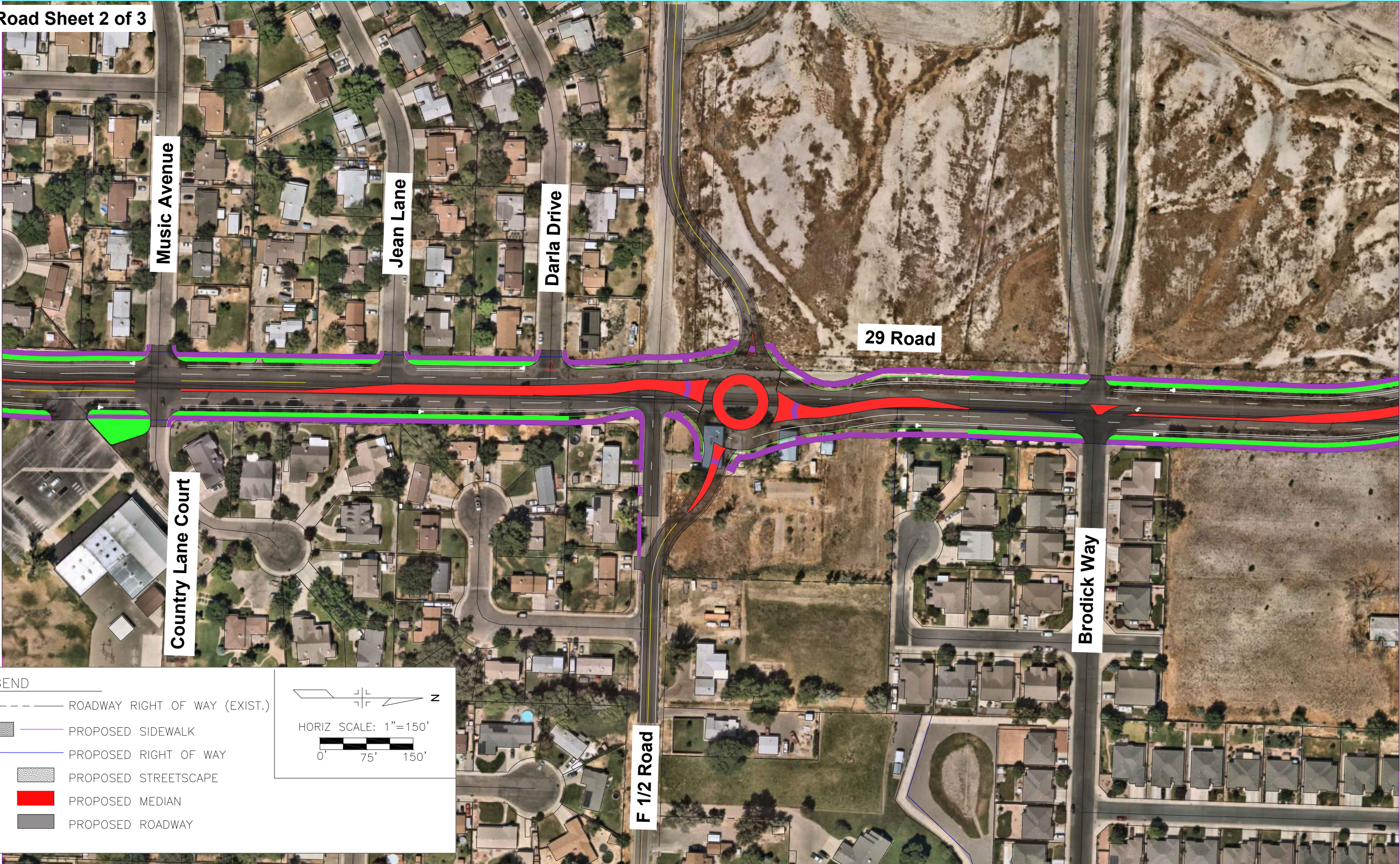
29 Road Sheet 1 of 3



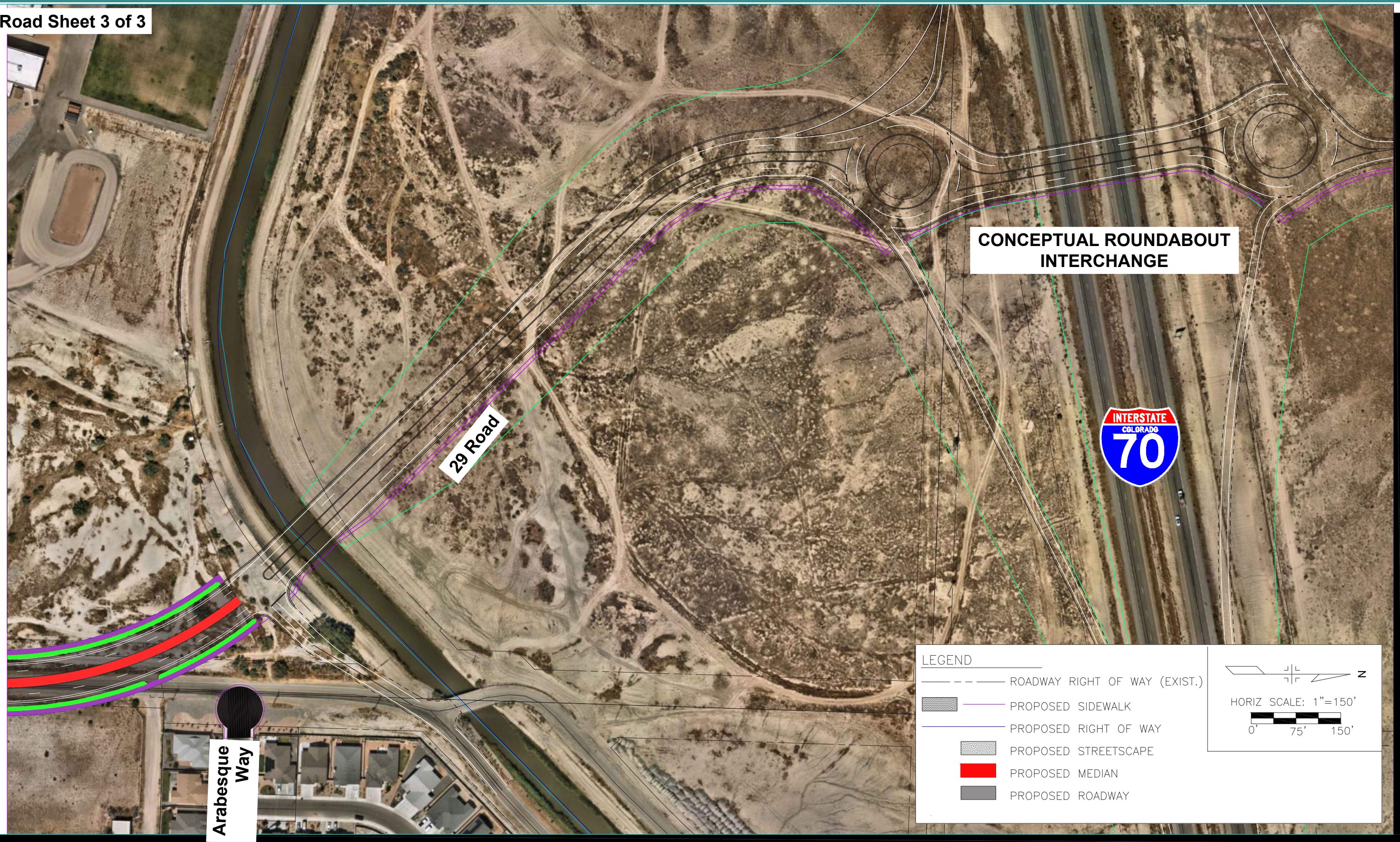
Principal Arterial

29 Road Sheet 2 of 3

MATCHLINE SHEET 03



MATCHLINE SHEET 03



CONCEPTUAL ROUNDABOUT
INTERCHANGE

29 Road

Arabesque
Way



LEGEND

- ROADWAY RIGHT OF WAY (EXIST.)
- PROPOSED SIDEWALK
- PROPOSED RIGHT OF WAY
- PROPOSED STREETScape
- PROPOSED MEDIAN
- PROPOSED ROADWAY

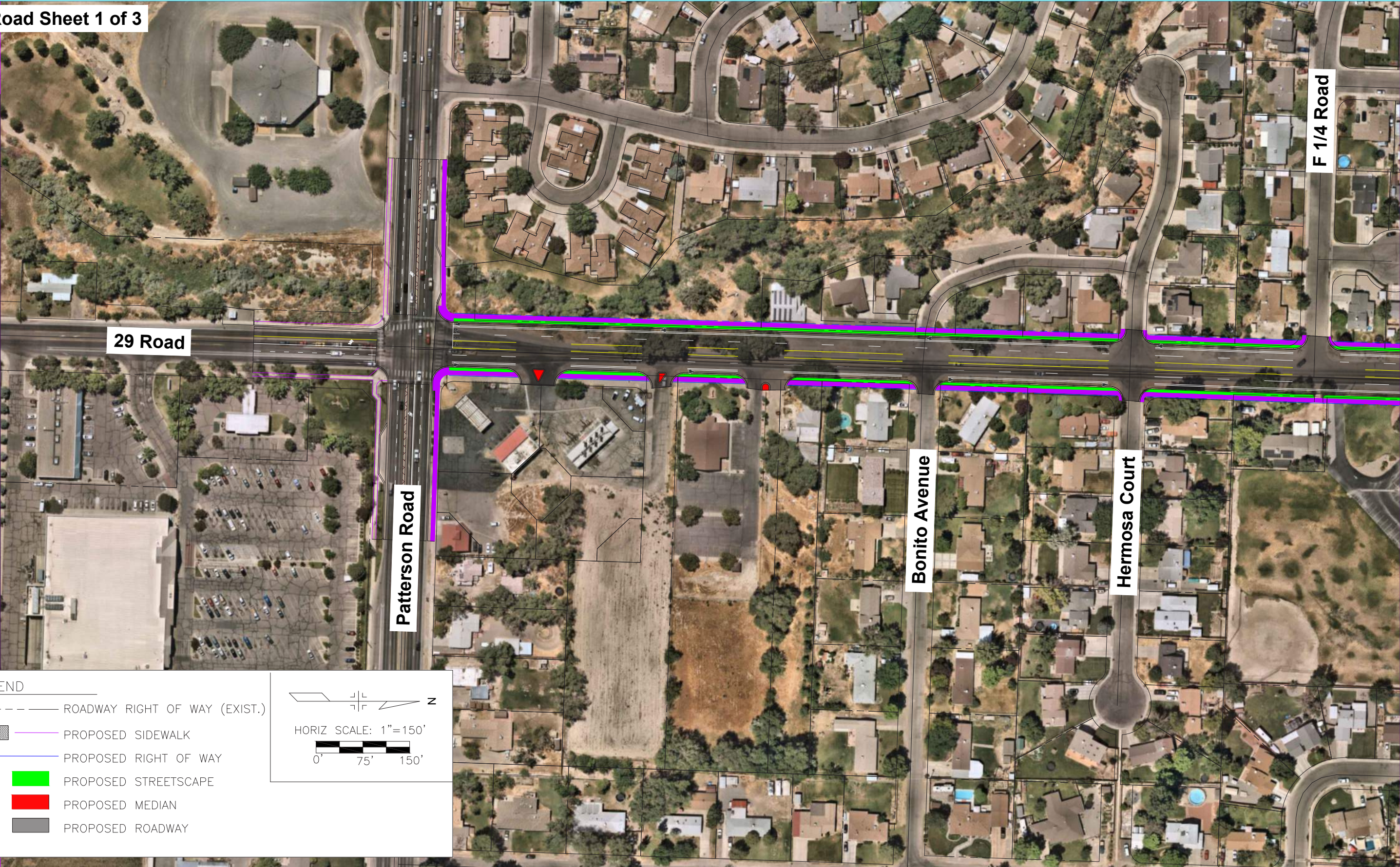
HORIZ SCALE: 1"=150'

0' 75' 150'

**Minor
Arterial**

Minor Arterial

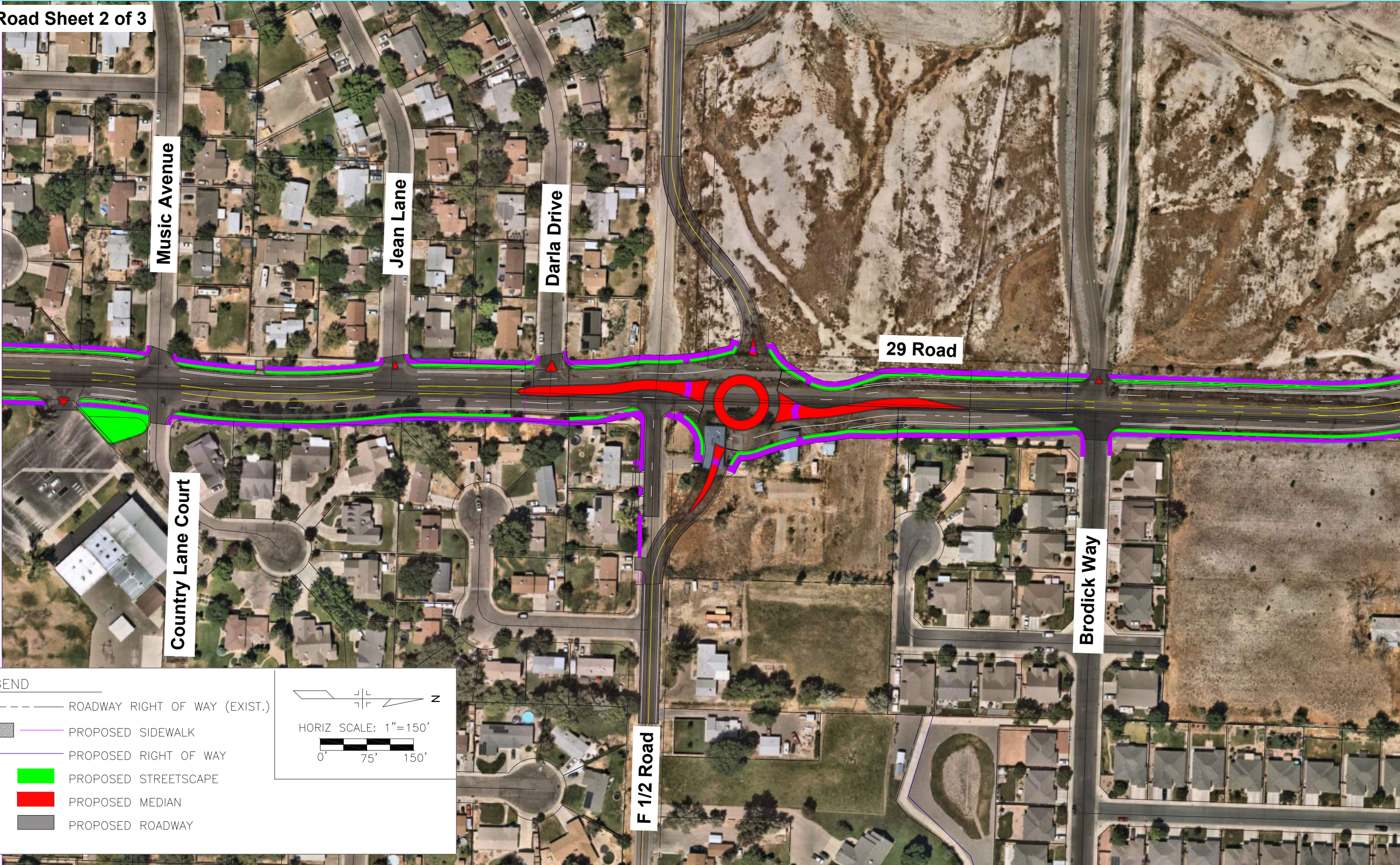
29 Road Sheet 1 of 3



Minor Arterial

29 Road Sheet 2 of 3

MATCHLINE SHEET 01

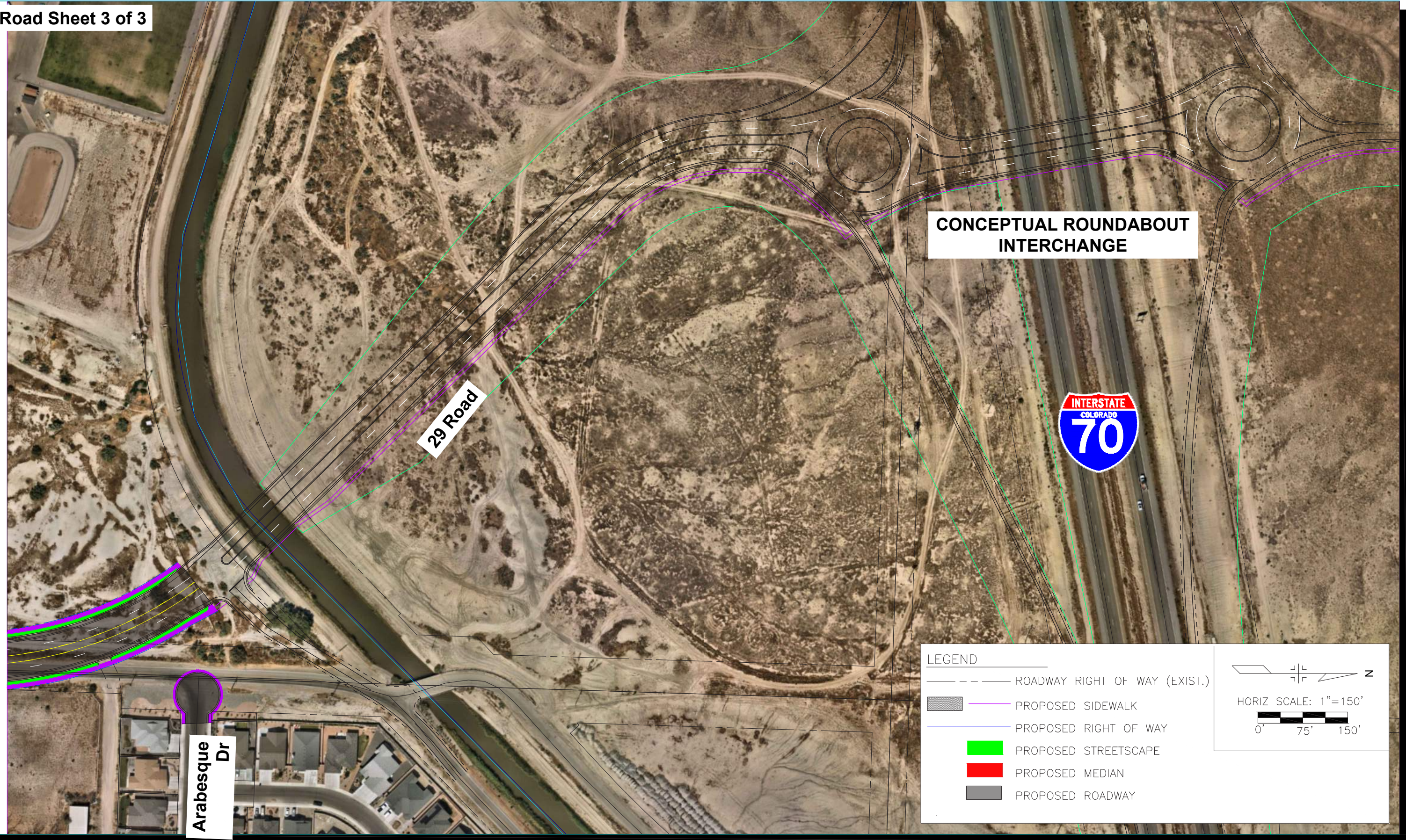


MATCHLINE SHEET 03

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29 Road Sheet 3 of 3

MATCHLINE SHEET 02



CONCEPTUAL ROUNDABOUT INTERCHANGE



LEGEND

- ROADWAY RIGHT OF WAY (EXIST.)
- PROPOSED SIDEWALK
- PROPOSED RIGHT OF WAY
- PROPOSED STREETScape
- PROPOSED MEDIAN
- PROPOSED ROADWAY

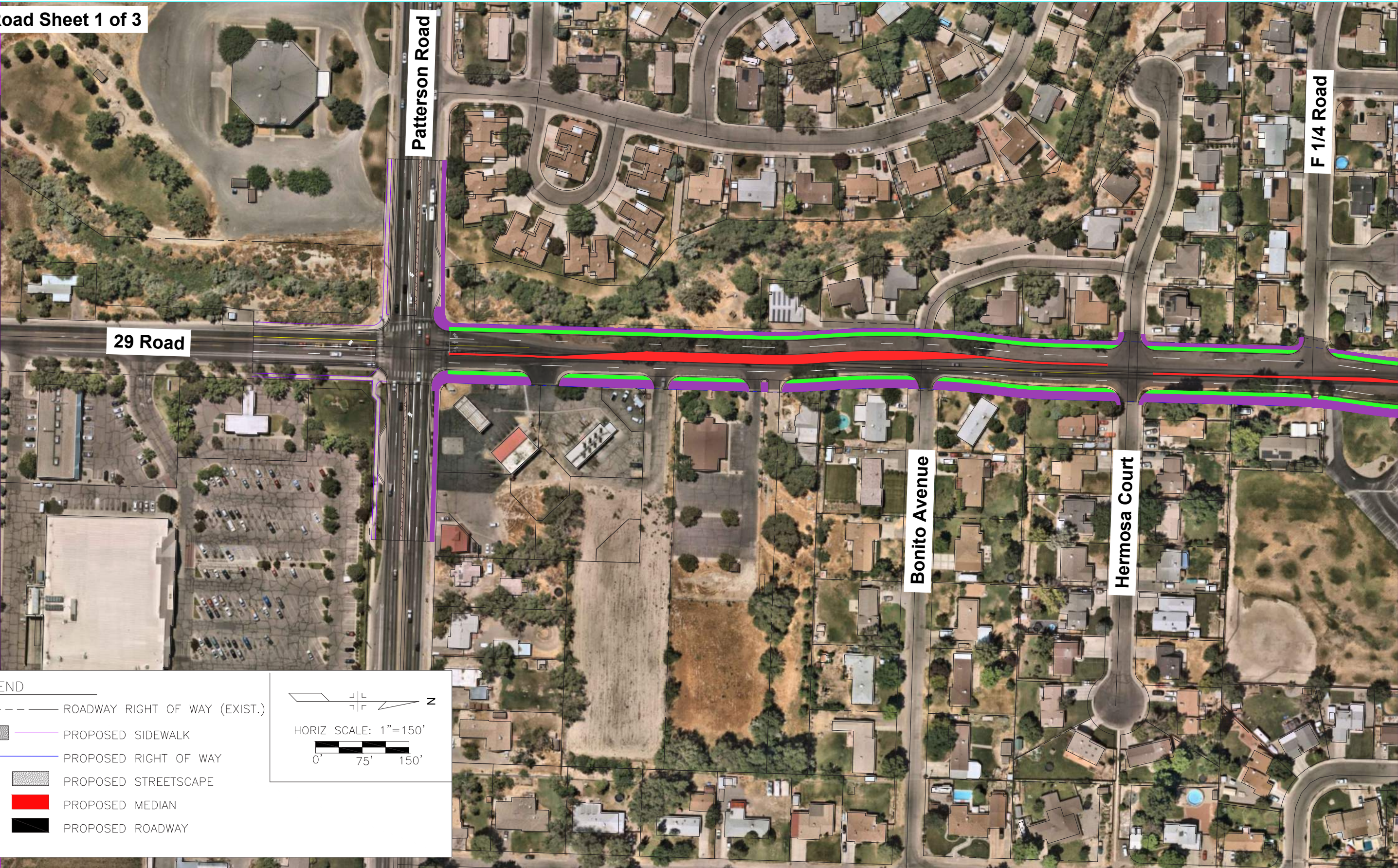
HORIZ SCALE: 1"=150'

0' 75' 150'

**Optimized
Principal
Arterial**

Optimized Principal Arterial

29 Road Sheet 1 of 3



Optimized Principal Arterial

29 Road Sheet 2 of 3

MATCHLINE SHEET 01

MATCHLINE SHEET 03

LEGEND

ROADWAY RIGHT OF WAY (EXIST.)

PROPOSED SIDEWALK

PROPOSED RIGHT OF WAY

PROPOSED STREETScape

PROPOSED MEDIAN

PROPOSED ROADWAY

N

HORIZ SCALE: 1"=150'

0'

75'

150'

Arabesque
Way

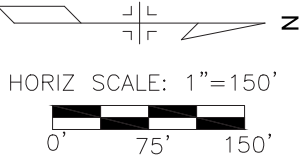
29 Road

CONCEPTUAL ROUNDABOUT
INTERCHANGE



LEGEND

- ROADWAY RIGHT OF WAY (EXIST.)
- PROPOSED SIDEWALK
- PROPOSED RIGHT OF WAY
- PROPOSED STREETScape
- PROPOSED MEDIAN
- PROPOSED ROADWAY





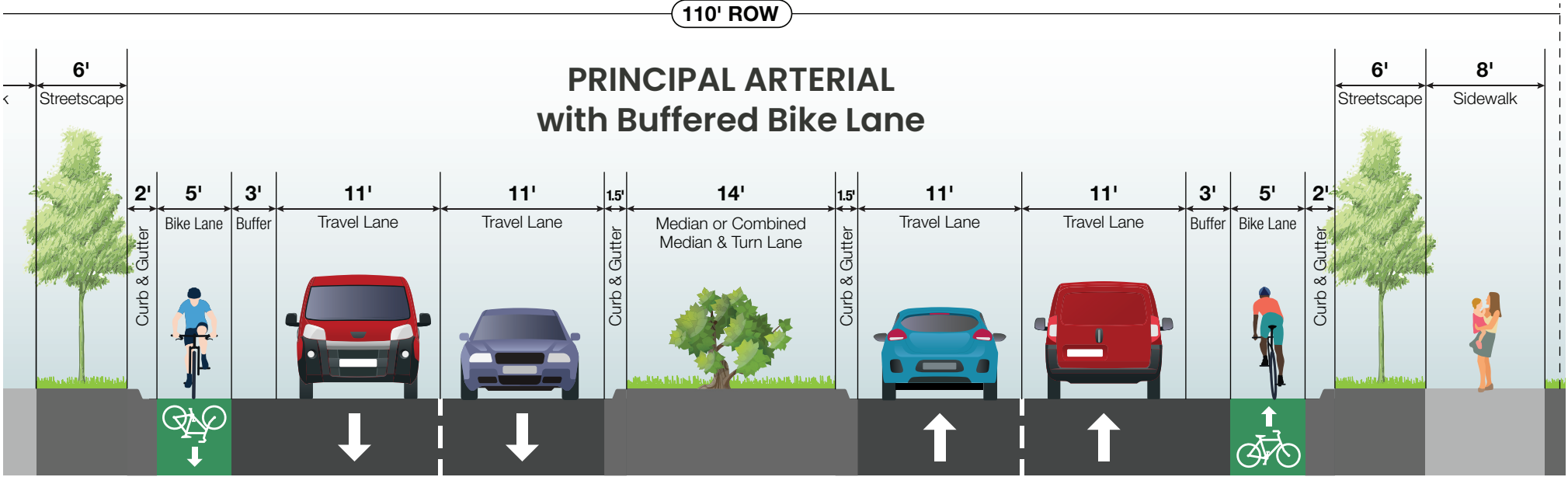
29 Road Workshop Notes

Meeting Date: September 21, 2023

Activity Goal:

Document likes/dislikes of the three cross-sections to inform selection of preferred alternative.

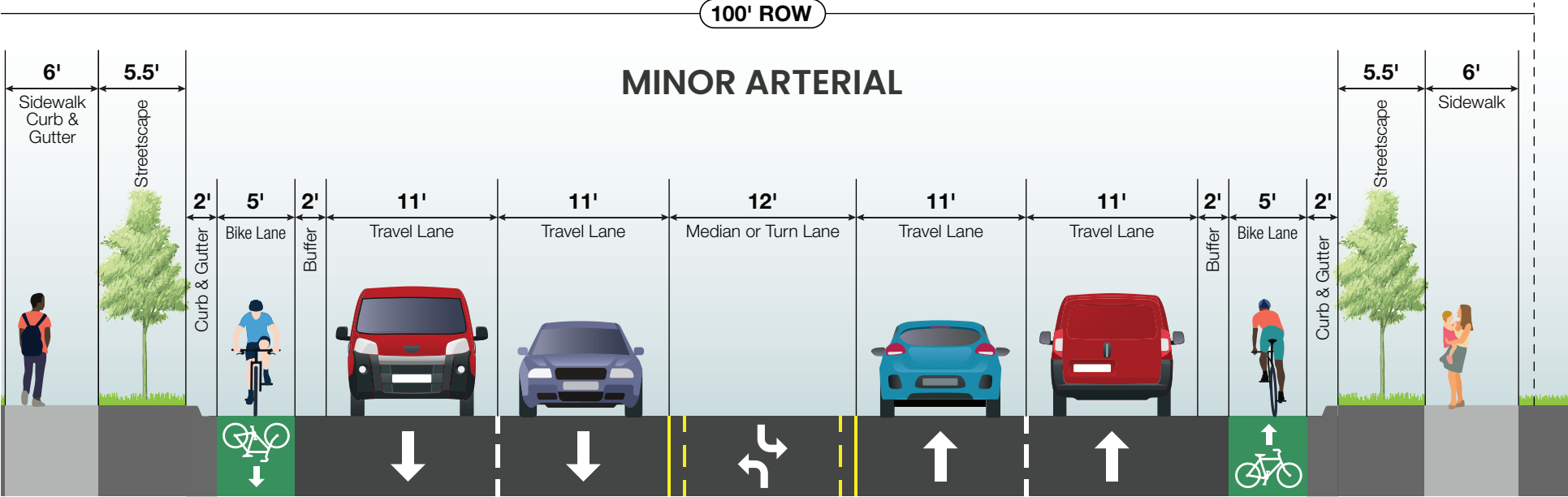
Principal Arterial



Cross Section Summary Table								
	Travel Lanes	Median/Turn Lane	Bike Lane On Street	Bike Buffer	Curb & Gutter	Sidewalk Buffer	Sidewalk/Shared Use Path	Frontage
Width	11'	12'	5'	2'	2'	5.5'	6'	.05'

Considerations	Likes	Dislikes	Notes
Community Context (Resident, Business & School Impacts)			
ROW Impacts			
Full Takes			
Cost			
Environmental			
Safety			
Active Modes/ TDM			
Maintenance			
Traffic Operations			

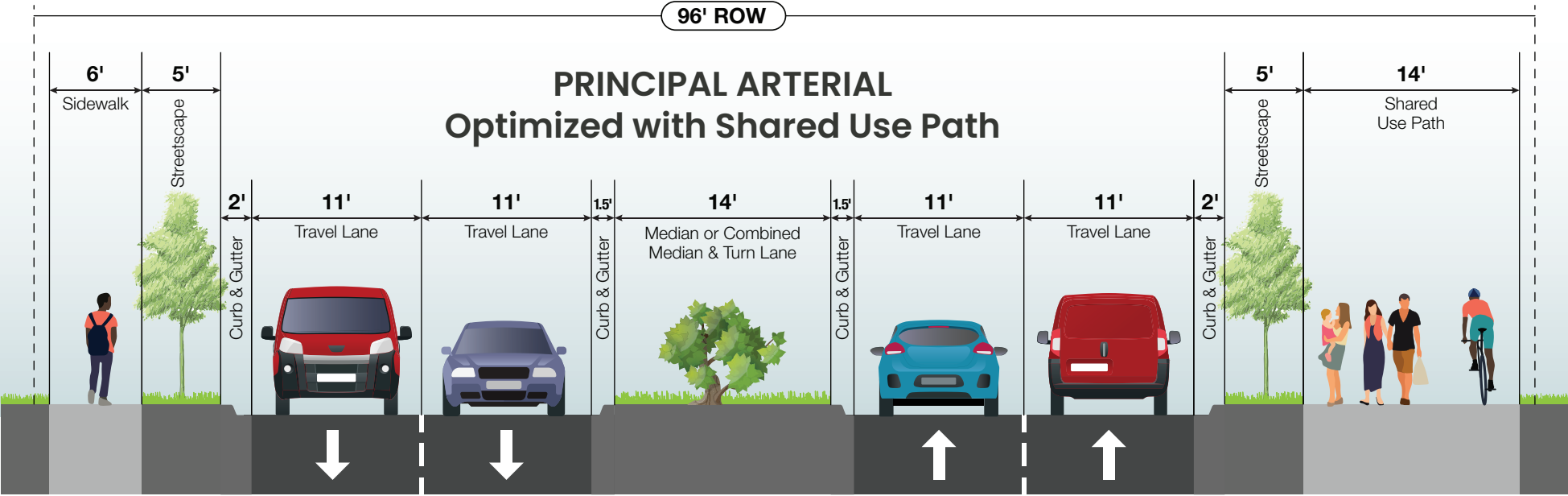
Minor Arterial



Cross Section Summary Table								
	Travel Lanes	Median/Turn Lane	Bike Lane On Street	Bike Buffer	Curb & Gutter	Sidewalk Buffer	Sidewalk/Shared Use Path	Frontage
Width	11'	12'	5'	2'	2'	5.5'	6'	.05'

Considerations	Likes	Dislikes	Notes
Community Context (Resident, Business & School Impacts)			
ROW Impacts			
Full Takes			
Cost			
Environmental			
Safety			
Active Modes/ TDM			
Maintenance			
Traffic Operations			

Optimized Principal Arterial



Cross Section Summary Table								
	Travel Lanes	Median/Turn Lane	Bike Lane On Street	Bike Buffer	Curb & Gutter	Sidewalk Buffer	Sidewalk/Shared Use Path	Frontage
Width	11'	17'	0'	0'	2'	5'	14'	.05'

Considerations	Likes	Dislikes	Notes
Community Context (Resident, Business & School Impacts)			
ROW Impacts			
Full Takes			
Cost			
Environmental			
Safety			
Active Modes/ TDM			
Maintenance			
Traffic Operations			