

# Meeting Summary

Date: December 22, 2022

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

**Meeting Name:** 1601 Pre-Application Meeting

**Meeting Date:** December 8, 2022

### Attendees:

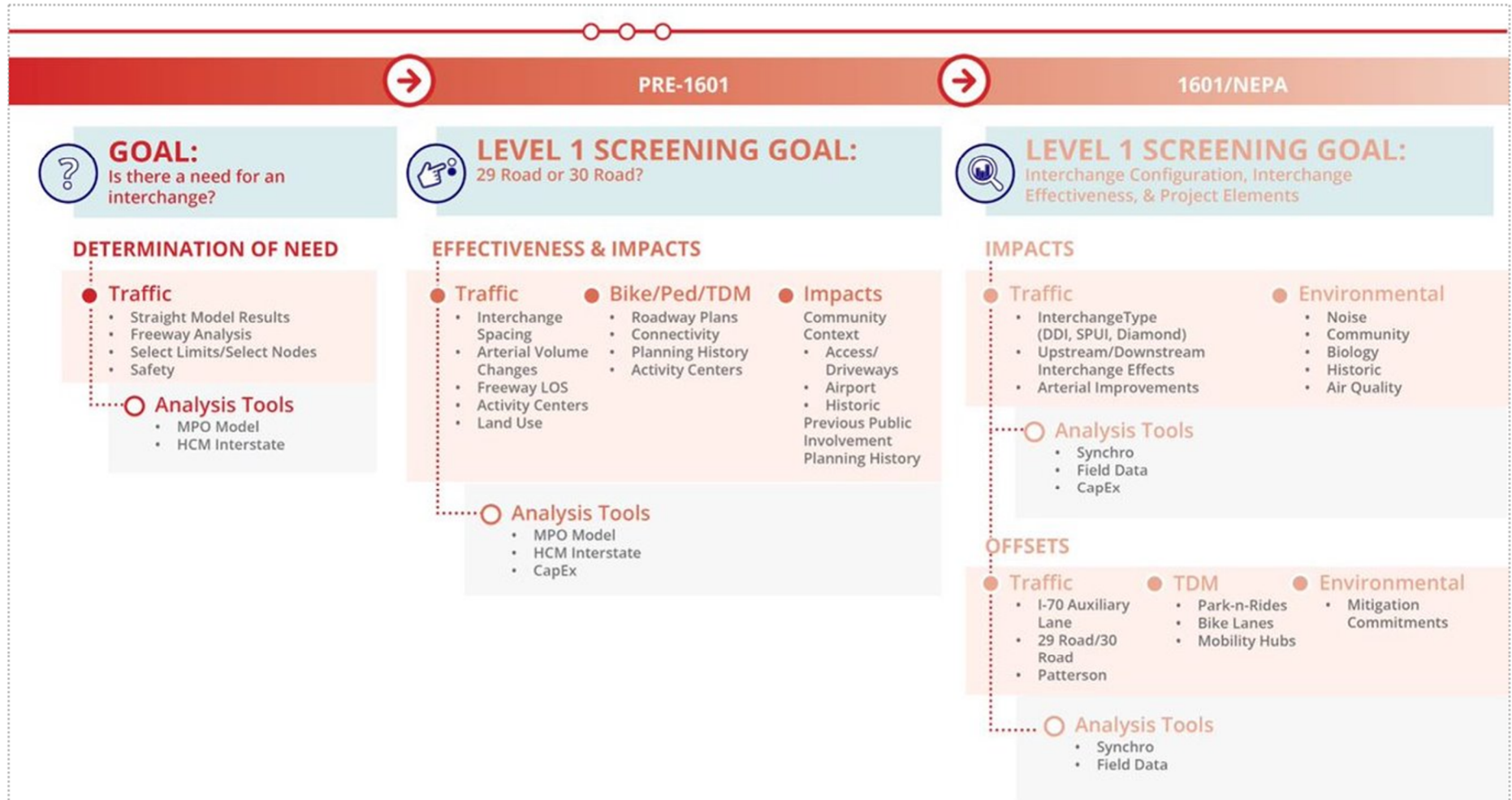
| Attendees       | Organization   | Attendees       | Organization                  |
|-----------------|----------------|-----------------|-------------------------------|
| Kevin King      | Mesa County    | Jeff Bellen     | FHWA                          |
| Scott Mai       | Mesa County    | Melanie Bishop  | FHU                           |
| Laura Page      | Mesa County    | John Dibble     | FHU                           |
| Daniel Larkin   | Mesa County    | Cady Dawson     | FHU                           |
| David Thornton  | Grand Junction | Alex Pulley     | FHU                           |
| Trent Prall     | Grand Junction | Amanda Cushing  | FHU                           |
| Mark Bunnell    | CDOT           | Andy Gingrich   | Mesa County RTPO              |
| Brian Killian   | CDOT           | Dean Bressler   | Mesa County RTPO<br>(retired) |
| Zane Znamenacek | CDOT           | Dana Brosig     | Mesa County RTPO              |
| Rob Beck        | CDOT           | Rachel Peterson | Mesa County RTPO              |
| Dave Cesark     | CDOT           |                 |                               |

## Discussion Items

### Introductions

# Meeting Summary

## PEL and Progress to Date



## PEL and Progress to Date (continued)

- ▶ Updated the traffic model from 2040 to 2045
- ▶ Reviewed Corridor Evaluation Criteria including the criteria included in the FHWA PEL acceptance letter
- ▶ Reviewed the implementation of a major or minor arterial on both 29 and 30 Roads.
- ▶ Evaluated Criteria (Physical/Planning; Traffic/Safety/ Travel Demand Management; Community Context; Environmental Considerations)
- ▶ Determined that the 29 Road corridor has more appropriate context for the new interchange and subsequent improvements.

## Pre-Application Decision Points (Consistent with 1601.1 Procedural Directive)

### *Identify Significant Issues*

#### Interchange Design Options

- ▶ Traditional Diamond Interchange
- ▶ Diverging Diamond Interchange
- ▶ Folded Diamond Interchange
- ▶ Single Point Urban Interchange
- ▶ Offset Single Point Urban Interchange
- ▶ Diamond Interchange with Roundabouts
- ▶ Partial Cloverleaf Interchange

#### Interstate Effects/Mitigation

- ▶ Initial modeling shows poor performance at the Horizon Drive westbound off-ramp
- ▶ Potential Mitigation Options
  - ▶▶ Horizon Drive ramp adjustments
  - ▶▶ Auxiliary Lane
  - ▶▶ Frontage Road

# Meeting Summary

## Funding

We are currently looking for local, state, and regional funding partners and in a good position to receive federal funding.

## ***System Level Study***

### Methods and Assumptions

This document was approved February 25, 2022.

### 2045 Mesa County RTPD Model

Team has updated the traffic analysis using the 2045 Mesa County Regional Travel Demand model.

## ***Consistency with Transportation Plans***

The 29 Road interchanges has been identified in the following documents/Plans:

- ▶ Airport Layout Plan (March 9, 2009)
- ▶ Grand Valley 2040 Regional Transportation Plan Update (December 15, 2014)
- ▶ Grand Junction 2018 Circulation Plan
- ▶ Grand Valley 2045 Regional Transportation Plan Update (February 24, 2020)
- ▶ One Grand Junction Comprehensive Plan (December 16, 2020, and March 17, 2021)
- ▶ Statewide Transportation Plan (August 20, 2020)

## ***Confirmation of Interchange Improvement Type***

The 29 Road Interchange is considered to be a Type 1 Project and will require the approval of the CDOT Transportation Commission.

“Type 1 Improvements” - Consists of two categories: (1) proposals for new interchanges on the state highway system with a functional classification of Interstate or Freeway; and (2) any type of proposal on the state highway system not initiated by CDOT that anticipates CDOT cost-sharing participation. Type 1 improvements must be approved by the Transportation Commission.

# Meeting Summary

## **NEPA Clearance Type**

FHWA has state that the project will remain “NEPA Neutral” until later on in the analysis because of timing requirements.

- ▶ “NEPA Neutral”
  - ▶▶ Environmental Assessments (EAs) requirement of being completed within one year
  - ▶▶ Seasonal requirements, agency review times, etc.
  - ▶▶ Resource site visits and evaluations will continue no matter the clearance type
  - ▶▶ NEPA Clearance type decision occurs at Conceptual Design (10-15%)
  - ▶▶ Resource impacts and mitigation

## **Access Permitting Requirements**

The control of access within the extents of the proposed Access Control Line (A-line) will protect the functional integrity of the interchange, including 29 Road, the I-70 ramps, and the ramp terminal intersections.

## **Discussion**

- ▶ Two access permits will be required; however, these documents will be needed as we get closer to construction as they have a three-year lifespan. The CDOT Access group will require the project’s peak hour numbers for the access permit.
- ▶ An A-line license for an A-line break will be required. A-lines will be set after construction.
- ▶ The FHWA Interstate Access Request will be reviewed following the NEPA document signature.
- ▶ Question: What is the process regarding the order of the approvals of CDOT’s 1601 System Level Study (SLS) and FHWA’s IAR; which document will be first? Brian Killian (CDOT) will review.

## **Cost of Application Processing**



# Meeting Summary

- ▶ Mesa County and Grand Junction responsible for CDOT costs to review and process the 1601 SLS which is included in the Initial intergovernmental agreement (IGA).
- ▶ An estimate of costs is needed from CDOT.
- ▶ *Zane Znamenacek (CDOT): The cost will be \$0.*

## FHWA Consultation and Involvement

The following question will be discussed at a later date.

- ▶ When should the request for engineering and operations acceptability be submitted?

## TDM Plan Strategy Requirements

- ▶ TDM Plan required as a part of 1601 SLS
- ▶ The 1601 states there should be a modeled 3 percent average daily traffic (ADT) trip reduction at interchange ramps on opening day based on ADT and LOS in System Level Study; engineering judgement may be considered
- ▶ Option to phase TDM strategies in gradually to meet trip reduction goal of 3 percent within 5 years of opening day, but requires official commitment from applicant
- ▶ Because the interchange is a Type 1 project, it must utilize the "TDM Strategy Scorecard" to achieve a minimum of 80-100 points
- ▶ Final TDM strategies and associated commitments included in final IGA

## Decisions Made

The CDOT cost to Mesa County and Grand Junction to review the 1601 Application will be \$0.

## Next Steps

- ▶ Initial IGA
  - ▶ Develops agreed upon process to evaluate the interchange
  - ▶ Identifies CDOT cost reimbursement
- ▶ Coordination Meetings



# Meeting Summary

- ▶ Will be ongoing and tied to decisions points and major evaluations steps
  - 29 Road 'alignment' evaluation results and decision
  - Interchange configuration evaluation results and decision