

Meeting Summary

Date: February 28, 2026

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

Meeting Name: TAC Meeting #18

Meeting Date: January 29, 2026

Invitees (all attendees were virtual):

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

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

Discuss 2050 Sensitivity Analysis Results and Determine Mitigation Needs

Agenda

- ▶ Review of the 2050 Sensitivity Analysis Results
- ▶ HCM 7.1 Effects
- ▶ TDM Update
- ▶ Next Steps

Discussion

2050 Sensitivity Analysis

The meeting reviewed the 2050 sensitivity analysis, which was based on two Measures of Effectiveness (MOEs) outlined by concerning I-70 freeway facility and ramp terminal operations. The consensus was that the 2050 operations were acceptable and did not necessitate updating the System Level Screening (SLS), a conclusion with which Andy Wilson concurred.

TDM Updates

Cady Dawson provided an update on the Transportation Demand Management (TDM) plan, detailing the strategy for achieving a 3% trip reduction.

SLS Document Next Steps

Key discussions included the analysis of the new Highway Capacity Manual (HCM) 7.1 and the plan to include both the 2050 sensitivity analysis and the HCM 7.1 findings in the SLS document.

- ▶ FHU inquired if a two-week review time was sufficient. CDOT stated that they would require three weeks.
- ▶ Finalize agency comment responses based on project changes.



Meeting Summary

Decisions Made

- ▶ Include both the 2050 sensitivity analysis and the HCM 7.1 findings in the SLS document.
- ▶ Update 2030 analysis to reflect the east alignment.
- ▶ CDOT will review the SLS document in a three-week turnaround time.
- ▶ FHU will submit the non-Section 508 compliant document to the TAC for review, while simultaneously going through Section 508 compliance remediation.

Next Steps

- ▶ Cady Dawson will follow up with CDOT regarding the outcome of the executive oversight committee meeting on the TDM plan and continue advancing any necessary steps to ensure the draft TDM plan is submitted and accepted into the SLS.
- ▶ It is crucial that Executive Director Lew has sufficient and appropriate time to review everything before it goes to the Transportation Commission.

I-70 Interchange in Grand Junction – TAC Mtg #18

January 29, 2026

Agenda

- ▶ Review of 2050 Sensitivity Analysis Results
- ▶ HCM 7.1 Effects
- ▶ TDM Update
- ▶ Next Steps

Meeting Goal:

Discuss 2050 Sensitivity Analysis Results and Determine Mitigation Needs

Activities Since Previous Meeting

- ▶ Review of 2050 traffic forecasts
- ▶ Preparation of 2050 Sensitivity Analysis
- ▶ Review of updated HCM 7.1 freeway methodologies



PRE-1601



1601/NEPA



CURRENT PROCESS



GOAL:

Is there a need for an interchange?

DETERMINATION OF NEED

Traffic

- Straight Model Results
- Freeway Analysis
- Select Limits/Select Grades
- Safety

Analysis Tools

- MPO Model
- HCS (Freeway)



LEVEL 1

SCREENING GOAL:

29 Road or 30 Road?

EFFECTIVENESS & IMPACTS

Traffic

- Interchange Spacing
- Arterial Volume Changes
- Freeway LOS
- Activity Centers
- Land Use

Park-n-Ride/TDM

- Roadway Plans
- Connectivity
- Planning History
- Activity Centers

Impacts

- Community Context
- Access/Driveways
- Airport
- Historic
- Previous Public Involvement
- Planning History

Analysis Tools

- MPO Model
- HCS (Freeway LOS)



LEVEL 2

SCREENING GOAL:

Identify and Select Alignment and Interchange Configuration & Key Project Elements *(see next page for details)*

IMPACTS

Traffic

- Interchange Type (DDI, SPUI, Diamond)

Environmental

- Noise
- Connectivity
- Air Quality
- Historic
- Air Quality

Roadway

- 29 Road

Analysis Tools

- Field Data
- CAP-X
- Crash Modification Factors (CMFs)



LEVEL 3 ANALYSIS & REFINEMENT GOAL:

CDOT 1601 Approval (including SLS) & FHWA IAR Approval

PREFERRED ALTERNATIVE EVALUATION

Traffic

- Operations
- Queuing
- Upstream/Downstream Interchange Effects
- Arterial Improvements

Safety

- Safety Performance Functions (SPFs)

Multimodal

- Accessibility

Guide Signing

- Conceptual Plan

SUPPORTING ELEMENTS

Traffic

- I-70 Auxiliary Lane
- 29 Road
- Patterson Road

TDM

- Park-n-Rides
- Bike Lanes
- Mobility Hubs

Environmental

- Mitigation Commitments

Analysis Tools

- Field Data
- Synchro / Rodel (arterials)
- HCS (Freeway)

- Level of Service (LOS)
- Diverging Diamond Interchange (DDI)
- Single-Point Urban Interchange (SPUI)

2050 Sensitivity Analysis

2050 Sensitivity Analysis:

Method of Effectiveness (MOE) #1

- ▶ MOE 1: Do the I-70 freeway facility multi-period operations perform the same or better in 2050 compared to 2045?
 - ▶ Yes: 2050 outcomes are same as or better than 2045; no SLS update is needed
 - ▶ No: Does the I-70 freeway facility operate at acceptable LOS (D or better) in 2050?
 - ▶ Yes: 2050 outcomes are acceptable; no SLS update is needed.
 - ▶ No: Discuss the need to update the SLS with 2050 conditions.

2050 Sensitivity Analysis:

MOE #2

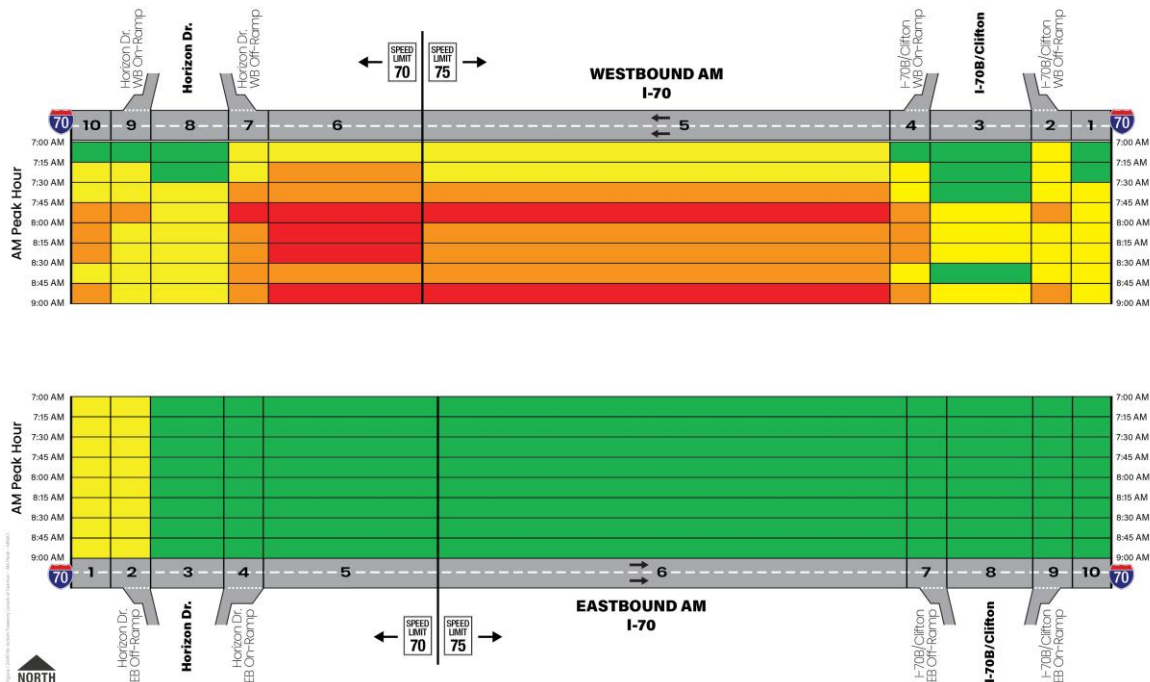
- ▶ **MOE 2:** Do ramp terminal intersection peak-hour operations perform the same or better in 2050 compared to 2045?
 - ▶ Yes: 2050 outcomes are same as or better than 2045; no SLS update is needed.
 - ▶ No: Do ramp terminal intersections operate at acceptable LOS (D or better) in 2050?
 - ▶ Yes: 2050 outcomes are acceptable; no SLS update is needed.
 - ▶ No: Discuss the need to update the SLS with 2050 conditions.
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2050 Sensitivity Analysis: Approach

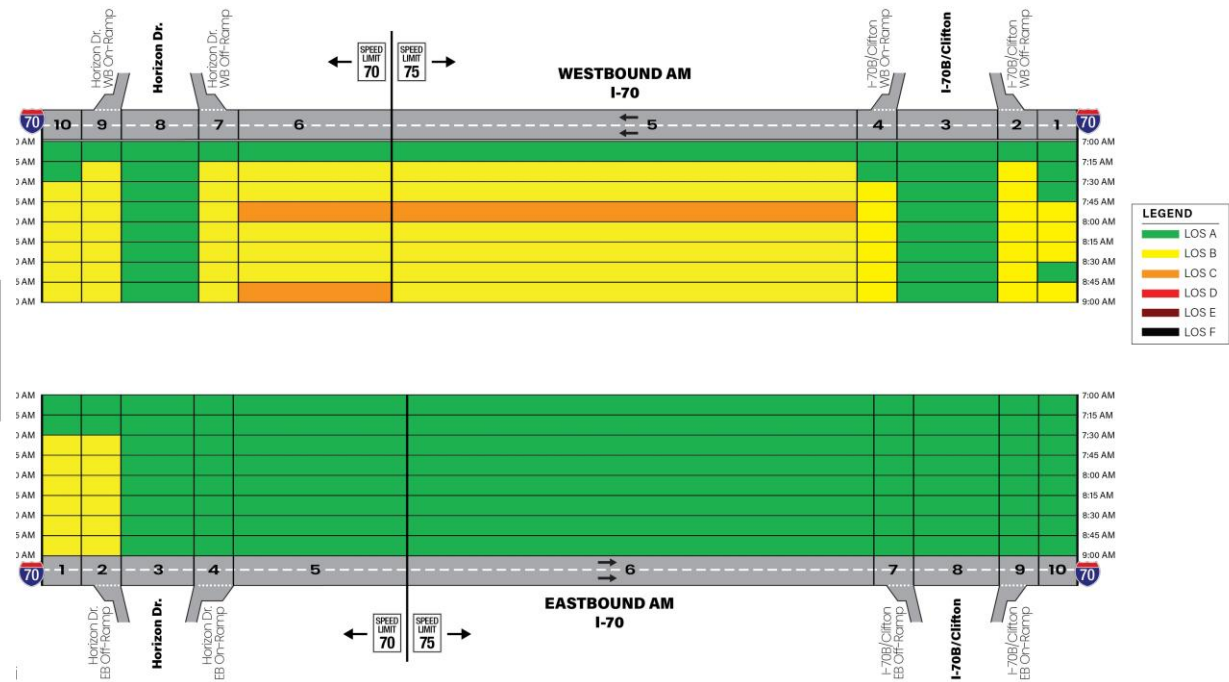
- ▶ Used recently approved 2050 Mesa County Regional Travel Model
 - Project-specific refinements from 2045 also applied to 2050 model
 - Connectivity for TAZs 98, 121, 122, 252, 253 and 281
 - I-70 North Frontage Road and F½ Road connectivity
 - Same NCHRP procedures used to post-process 2050 model outputs
 - ▶ Performed freeway and ramp terminal analyses
 - Used SLS analysis approach (HCS, Rodel)
 - ▶ Approach is consistent, so results can be compared.
- 

Freeway

Year 2045



Year 2050

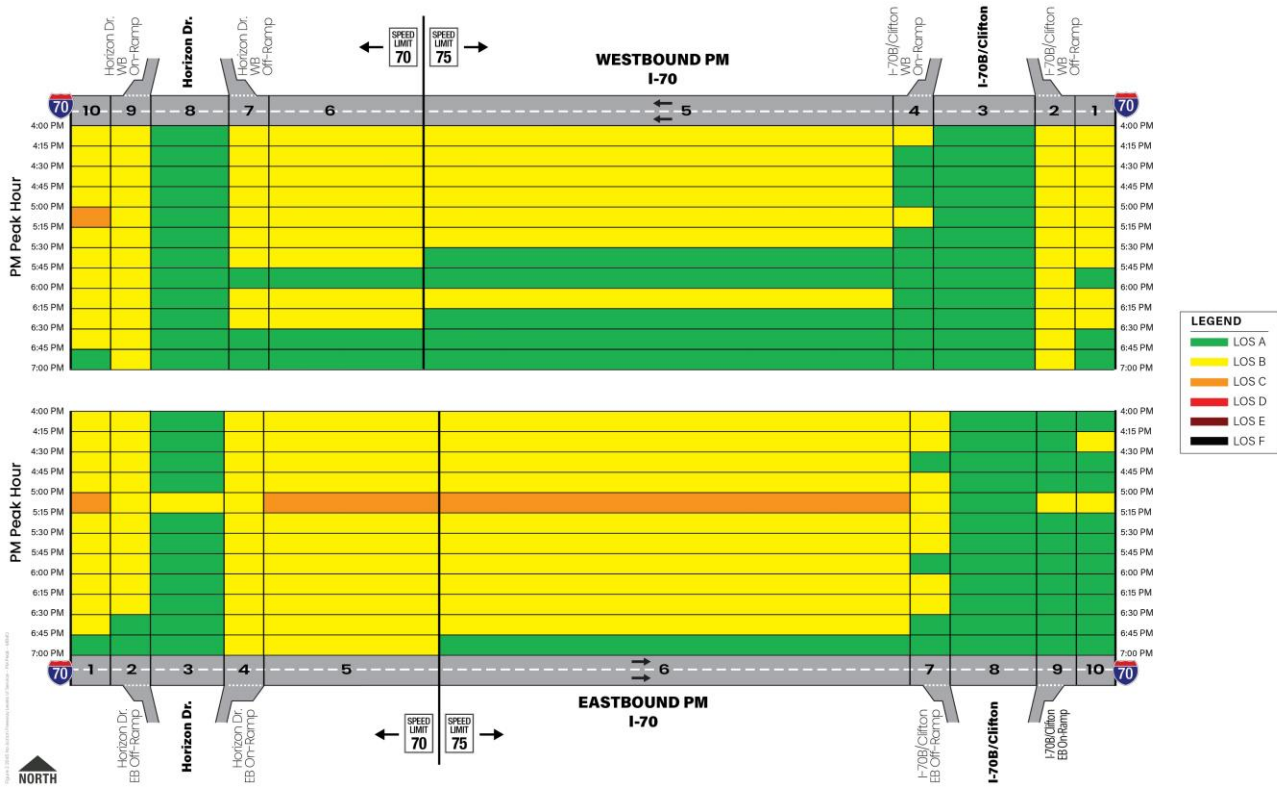


AM Peak
No Action

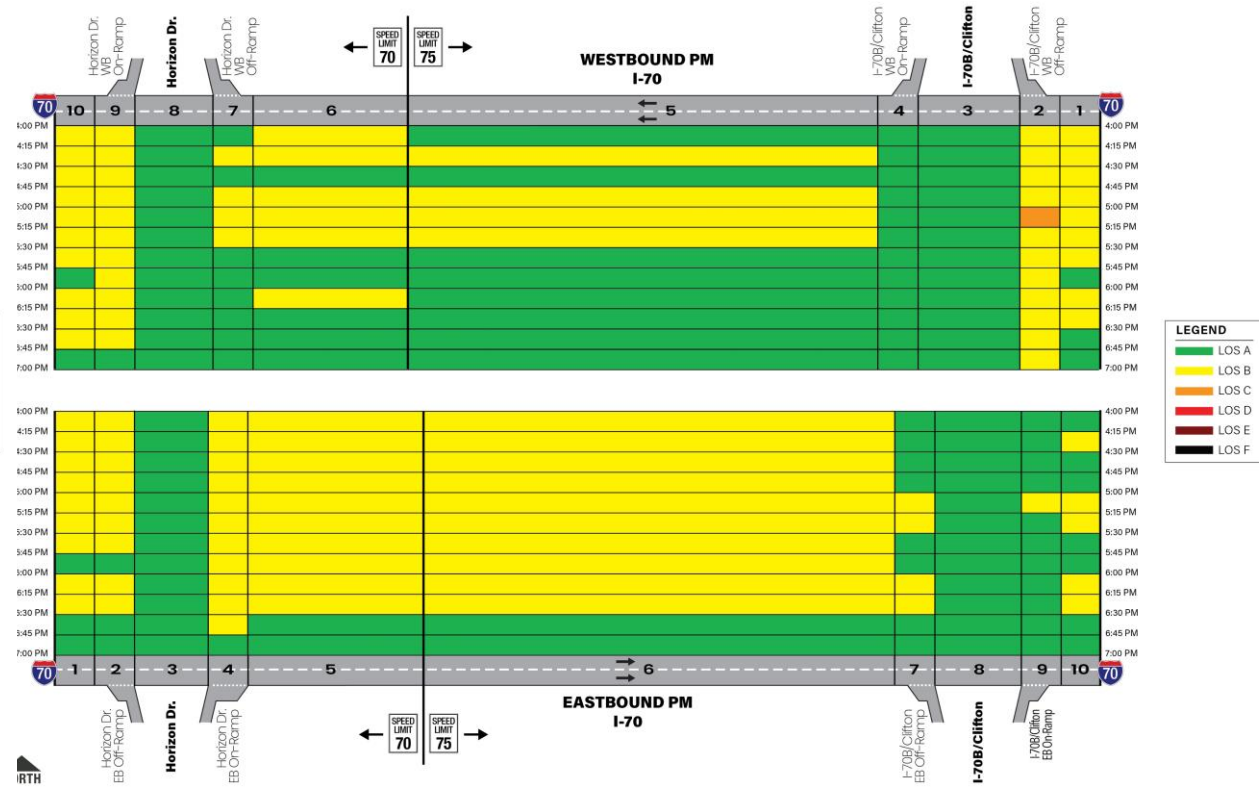
2050 Sensitivity Analysis Results:
Freeway

Acceptable Operations = LOS D or better

Year 2045



Year 2050



PM Peak
No Action

2050 Sensitivity Analysis Results:
Freeway

Acceptable Operations = LOS D or better

2050 Sensitivity Analysis Results:

No Action Freeway

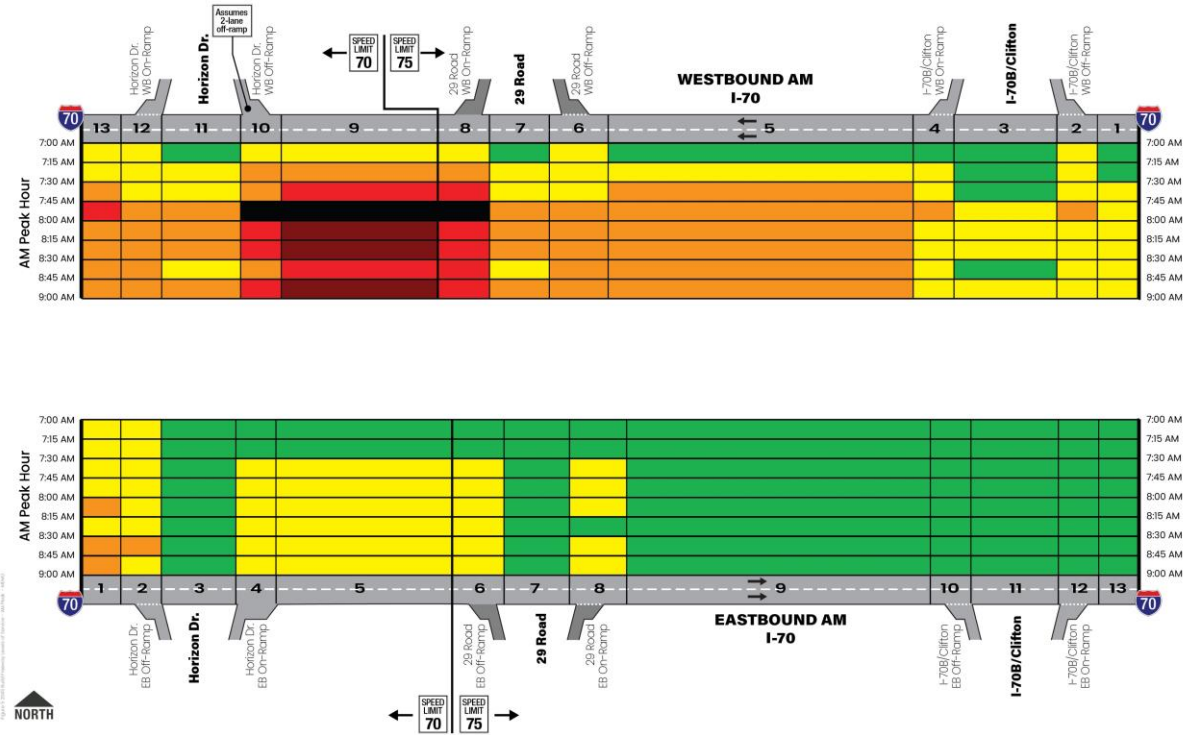
▶ AM Peak

- ▶ LOS D segments in 2045 are projected to improve to LOS C or better in 2050.
- ▶ Forecasted LOS C results reduced from 23 segments / periods in 2045 to 3 in 2050.

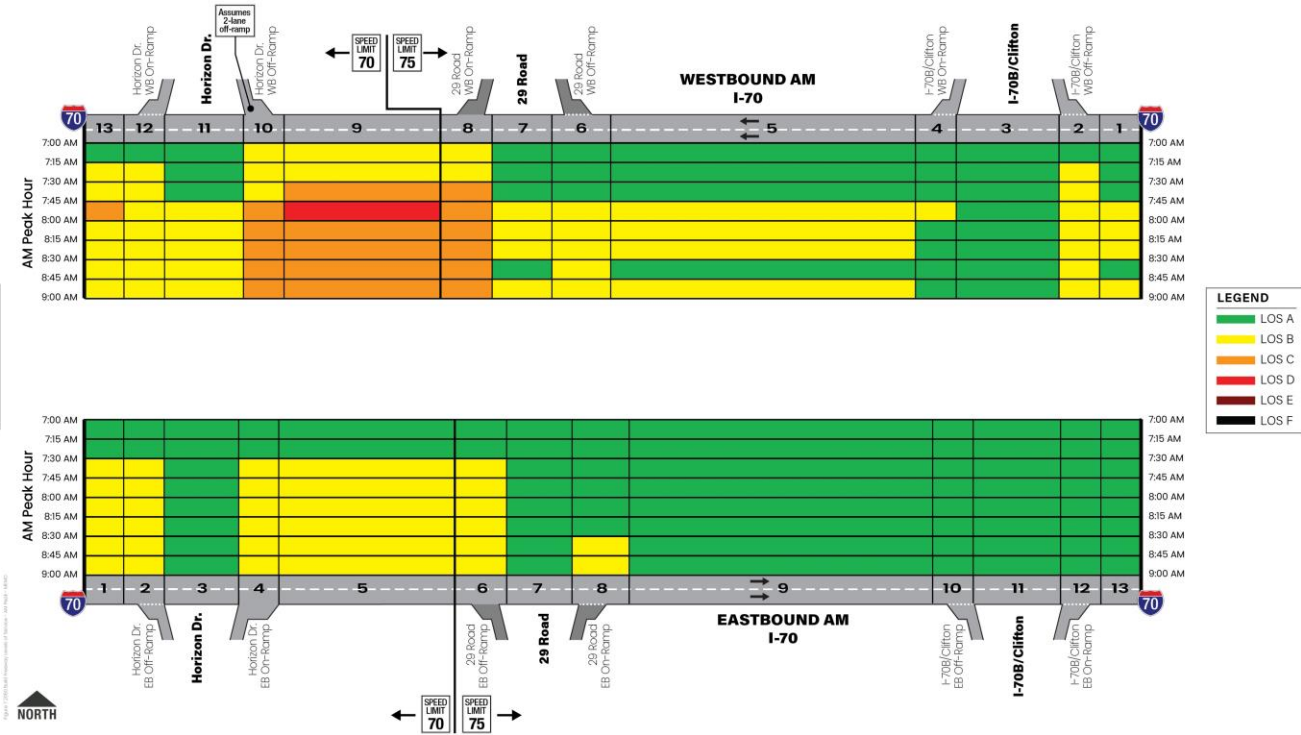
▶ PM Peak

- ▶ Forecasted LOS C results reduced from 4 segments / periods in 2045 to 1 in 2050.

Year 2045



Year 2050

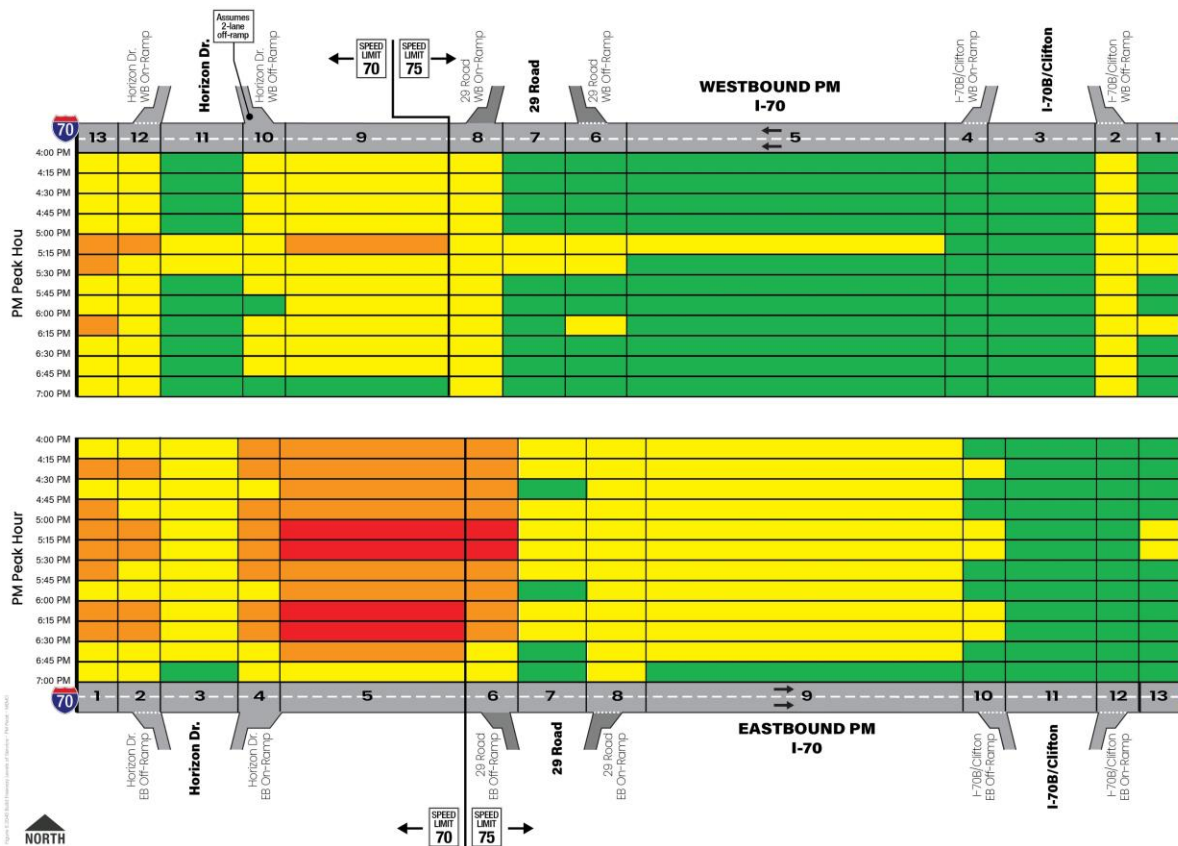


AM Peak-
Build

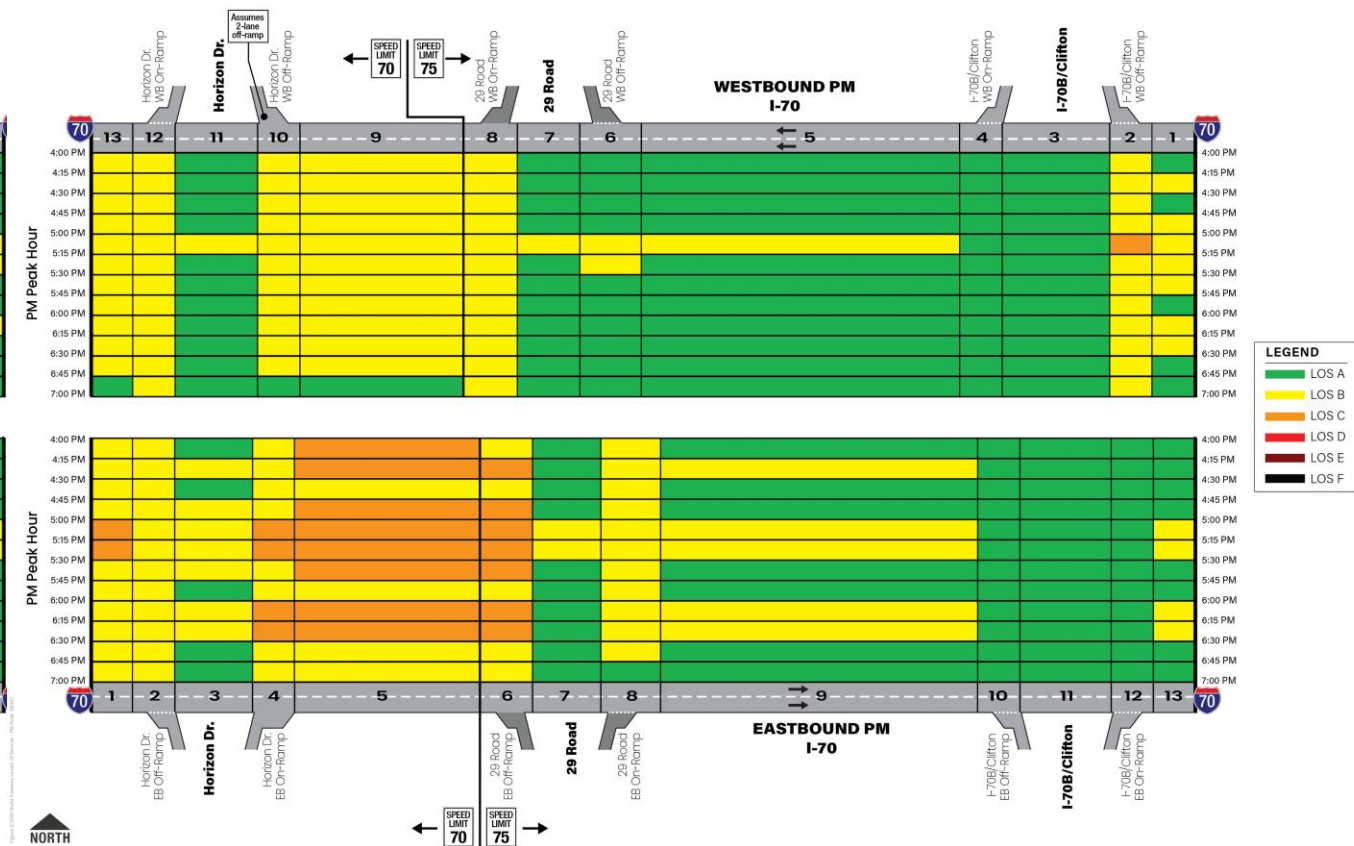
2050 Sensitivity Analysis Results:
Freeway

Acceptable Operations = LOS D or better

Year 2045



Year 2050



PM Peak
Build

2050 Sensitivity Analysis Results:
Freeway

Acceptable Operations = LOS D or better

2050 Sensitivity Analysis Results:

Build Freeway

- ▶ AM Peak
 - ▶ LOS E or F segments in 2045 are projected to improve to LOS D or better in 2050.
 - ▶ Forecasted LOS D results reduced from 11 segments / periods in 2045 to one in 2050.
- ▶ PM Peak
 - ▶ Forecasted LOS D results reduced from 6 segments / periods in 2045 to LOS C or better in 2050.

2050 Sensitivity Analysis:

Method of Effectiveness (MOE) #1

- ▶ **MOE 1:** Do the I-70 freeway facility multi-period operations perform the same or better in 2050 compared to 2045?
 - ▶ Yes: 2050 outcomes are same as or better than 2045; no SLS update is needed
 - ▶ No: Does the I-70 freeway facility operate at acceptable LOS (D or better) in 2050?
 - ▶ Yes: 2050 outcomes are acceptable; no SLS update is needed.
 - ▶ No: Discuss the need to update the SLS with 2050 conditions.

Ramp Terminal Intersections (Roundabouts)

Intersection	Movement	2045 No Action LOS and Delay (AM / PM)	2050 No Action LOS and Delay (AM / PM)
I-70 Eastbound Ramps at Horizon Drive	Eastbound	C (18.5) / B (14.9)	B (11.2) / B (13.7)
	Horizon 70 Court	B (12.4) / B (12.2)	A (8.8) / B (11.9)
	Northbound	A (8.2) / A (8.4)	A (8.0) / A (7.2)
	Southbound	A (6.9) / B (10.1)	A (6.2) / B (10.0)
	Overall	B (11.06) / B (10.4)	A (8.3) / A (9.7)
I-70 Westbound Ramps at Horizon Drive	Westbound	B (14.6) / A (6.9)	B (10.4) / A (6.2)
	Northbound	A (9.6) / A (9.4)	A (9.7) / A (8.7)
	Southbound	A (5.5) / B (11.4)	A (5.3) / B (10.7)
	Overall	B (10.9) / A (9.9)	A (9.1) / A (9.2)

No Action

2050 Sensitivity Analysis Results: Ramp Terminals

*Delay in average seconds per vehicle.
Acceptable Operations = LOS D or better.*

2050 Sensitivity Analysis Results:

No Action Ramp Terminal

- ▶ The Horizon Drive ramp terminal intersections are projected to operate at improved LOS and delay in 2050 when compared to the 2045 No Action results.
- ▶ Reductions in 2050 forecasted demand result in reduced delay across most movements.
- ▶ Both ramp terminal intersections at Horizon Drive operate acceptably during the AM and PM peak hours under the 2050 No Action scenario.

Intersection	Movement	2045 Build LOS and Delay (AM / PM)	2050 Build LOS and Delay (AM / PM)
I-70 Eastbound Ramps at Horizon Drive	Eastbound	B (13.6) / C (15.1)	B (11.7) / B (14.4)
	Horizon 70 Court	B (10.5) / B (13.0)	A (8.9) / B (12.4)
	Northbound	A (6.1) / A (8.1)	A (5.7) / A (8.9)
	Southbound	A (6.8) / B (13.5)	A (6.3) / B (13.5)
	Overall	A (8.8) / B (11.8)	A (8.1) / B (12.0)
I-70 Westbound Ramps at Horizon Drive	Westbound	C (16.9) / A (7.2)	B (12.9) / A (6.5)
	Northbound	A (7.4) / A (8.0)	A (6.9) / A (6.9)
	Southbound	A (5.2) / B (12.7)	A (4.9) / B (10.7)
	Overall	B (11.5) / B (10.1)	A (9.2) / A (8.7)
I-70 Eastbound Ramps at 29 Road	Eastbound	A (1.3) / A (2.0)	A (1.1) / A (2.3)
	Northbound	A (3.4) / A (3.1)	A (3.1) / A (2.5)
	Southbound	A (1.8) / A (1.6)	A (1.7) / A (1.6)
	Overall	A (2.6) / A (2.5)	A (2.5) / A (2.3)
I-70 Westbound Ramps at 29 Road	Westbound	D (28.7) / A (6.2)	B (11.4) / A (5.9)
	Northbound	A (3.6) / A (2.4)	A (3.1) / A (2.1)
	Southbound	A (8.3) / A (4.9)	A (6.3) / A (4.4)
	Overall	B (10.1) / A (2.8)	A (4.5) / A (2.6)

Build

2050 Sensitivity Analysis Results: Ramp Terminals

*Delay in average seconds per vehicle.
Acceptable Operations = LOS D or better.*

2050 Sensitivity Analysis Results:

Build Ramp Terminal

- ▶ Overall operations at the Horizon Drive and 29 Road ramp terminal intersections are projected to improve in 2050 when compared to the 2045 Build results.
- ▶ The operations analysis results in reduced delay for most intersection approaches.
- ▶ Both ramp terminal intersections at Horizon Drive and at 29 Road operate acceptably during the AM and PM peak hours.
- ▶ No operational deficiencies are projected under the 2050 conditions.

2050 Sensitivity Analysis:

MOE #2

- ▶ **MOE 2:** Do ramp terminal intersection peak-hour operations perform the same or better in 2050 compared to 2045?
 - ▶ Yes: 2050 outcomes are same as or better than 2045; no SLS update is needed.
 - ▶ No: Do ramp terminal intersections operate at acceptable LOS (D or better) in 2050?
 - ▶ Yes: 2050 outcomes are acceptable; no SLS update is needed.
 - ▶ No: Discuss the need to update the SLS with 2050 conditions.

2050 Sensitivity Analysis:

Conclusions

- ▶ Both MOEs confirm that forecasted 2050 operations are acceptable (LOS D or better)
 - ▶ *No update to the analysis presented in the draft SLS needed.*
- ▶ The evaluation of westbound I-70 during the AM peak period confirms that freeway operations perform within acceptable limits.
 - ▶ *No mitigation is warranted under 2050 conditions.*

HCM 7.1 Update

HCM 7.1 Update

- ▶ The Transportation Research Board (TRB) released new freeway analysis methodologies in November 2025.
 - ▶ New merge / diverge methodologies and LOS thresholds
 - ▶ New weaving methodology and LOS thresholds
 - ▶ Basic freeway methodology unchanged
- ▶ Limited industry implementation experience

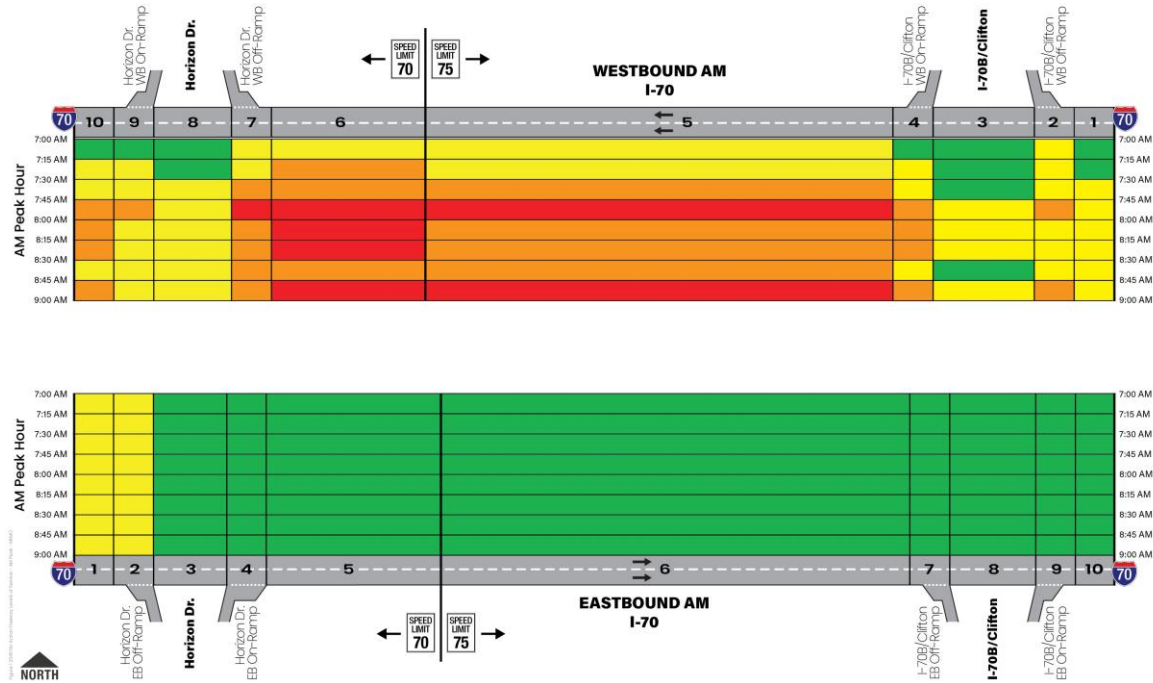
Assessment Process

- ▶ Baseline (HCM 7.0) scenarios using HCS
 - ▶ Year 2045 SLS analyses
 - ▶ Year 2050 sensitivity analyses
- ▶ Comparative (HCM 7.1) scenarios using spreadsheet tool
 - ▶ Year 2045 SLS analyses
 - ▶ Year 2050 sensitivity analyses

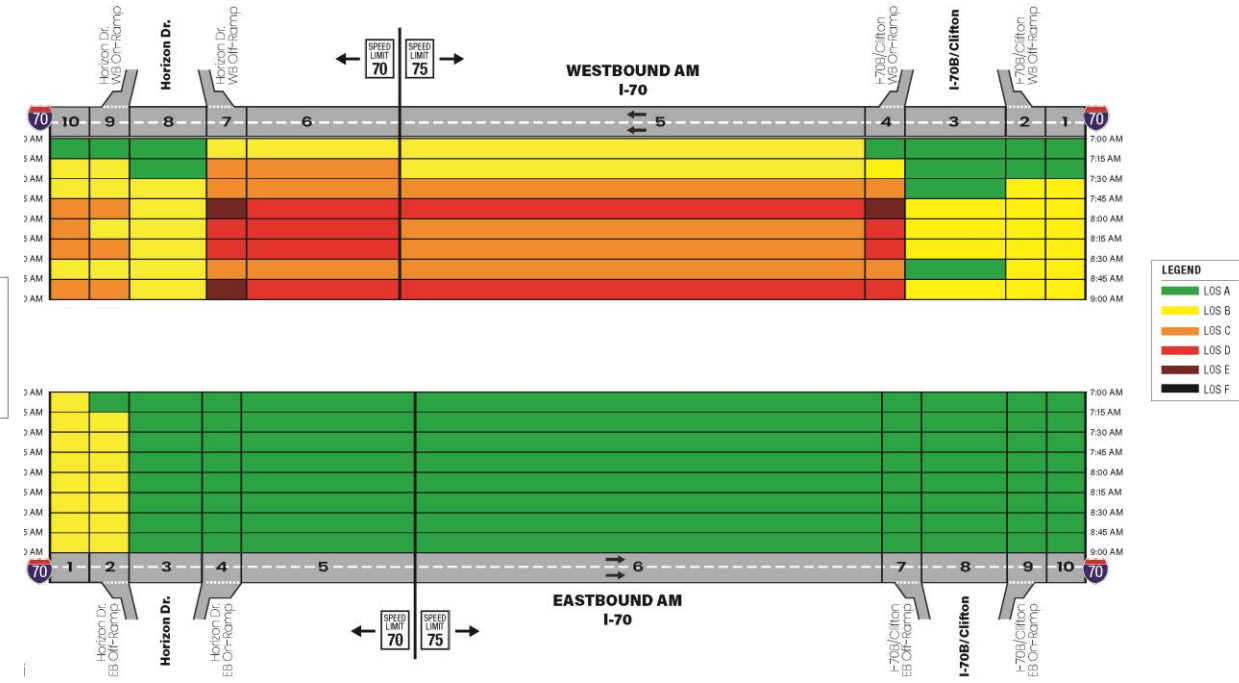
2045 No Action & Build

HCM 7.0 vs HCM 7.1

HCM 7.0



HCM 7.1

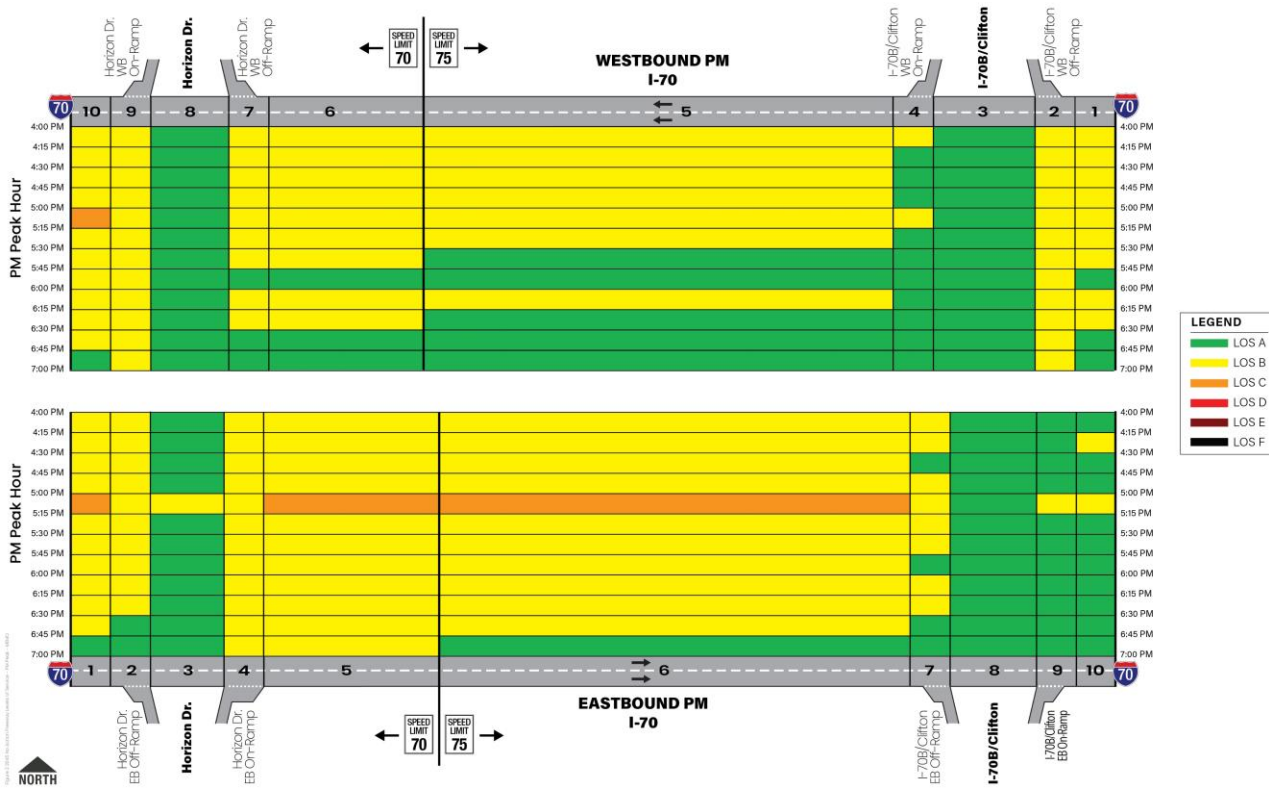


AM Peak
No Action

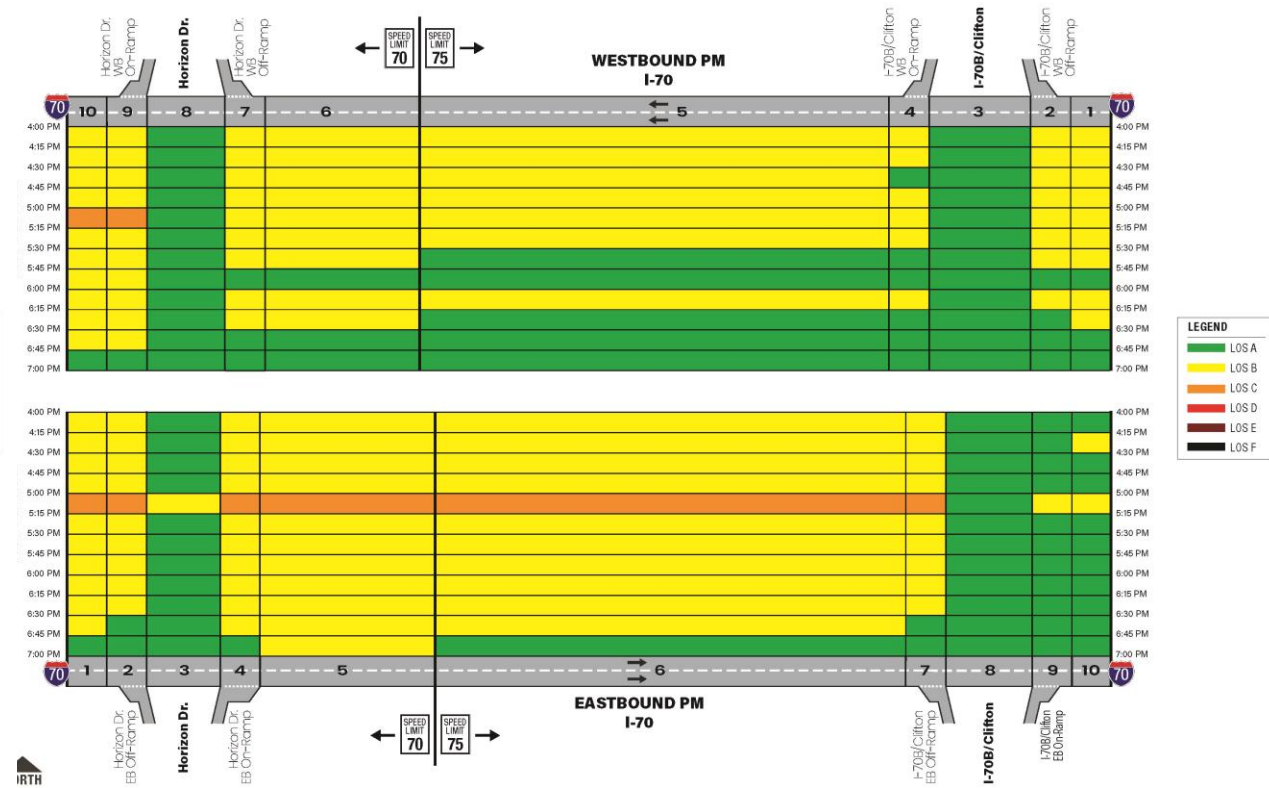
2045 HCM 7.1 Analysis Results

Acceptable Operations = LOS D or better

HCM 7.0



HCM 7.1

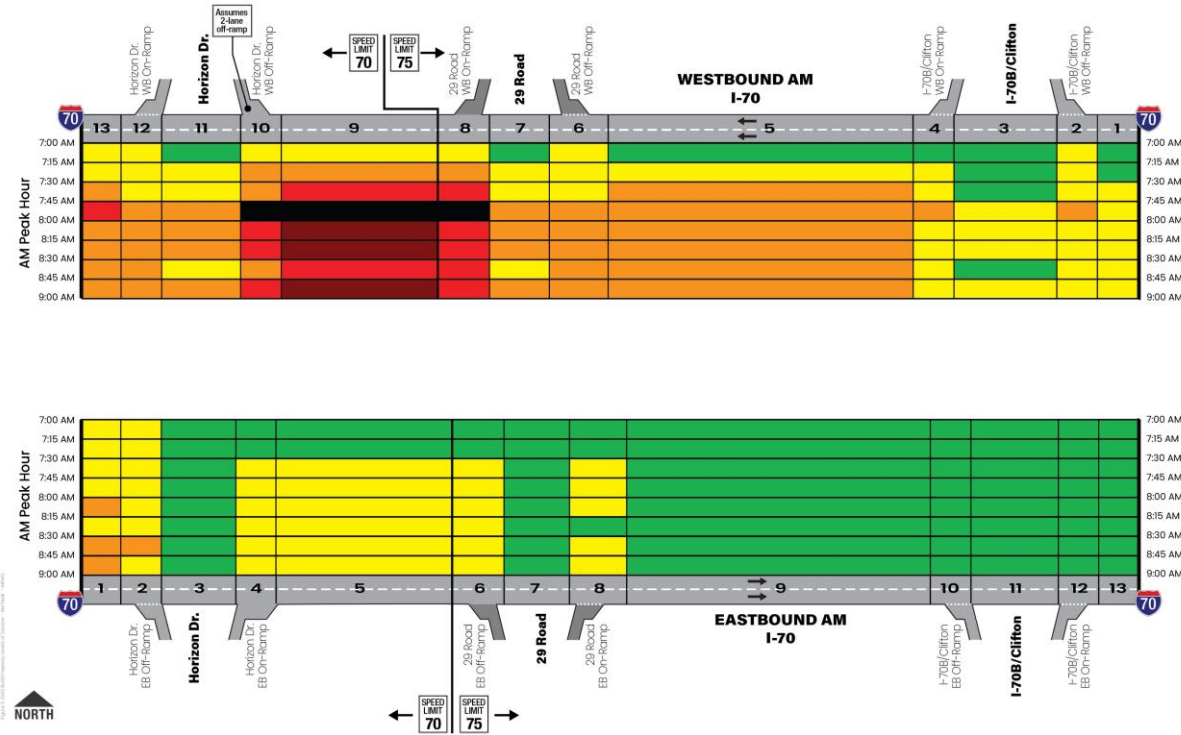


PM Peak
No Action

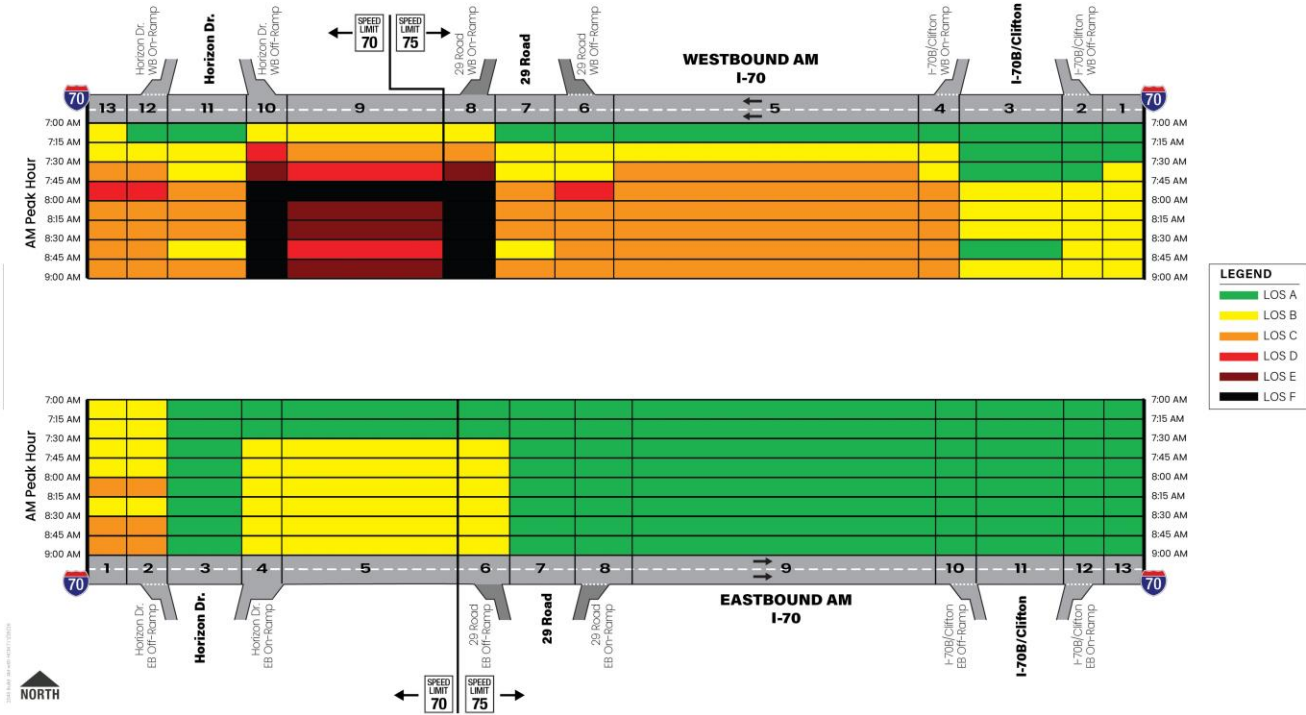
2045 HCM 7.1 Analysis Results

Acceptable Operations = LOS D or better

HCM 7.0



HCM 7.1

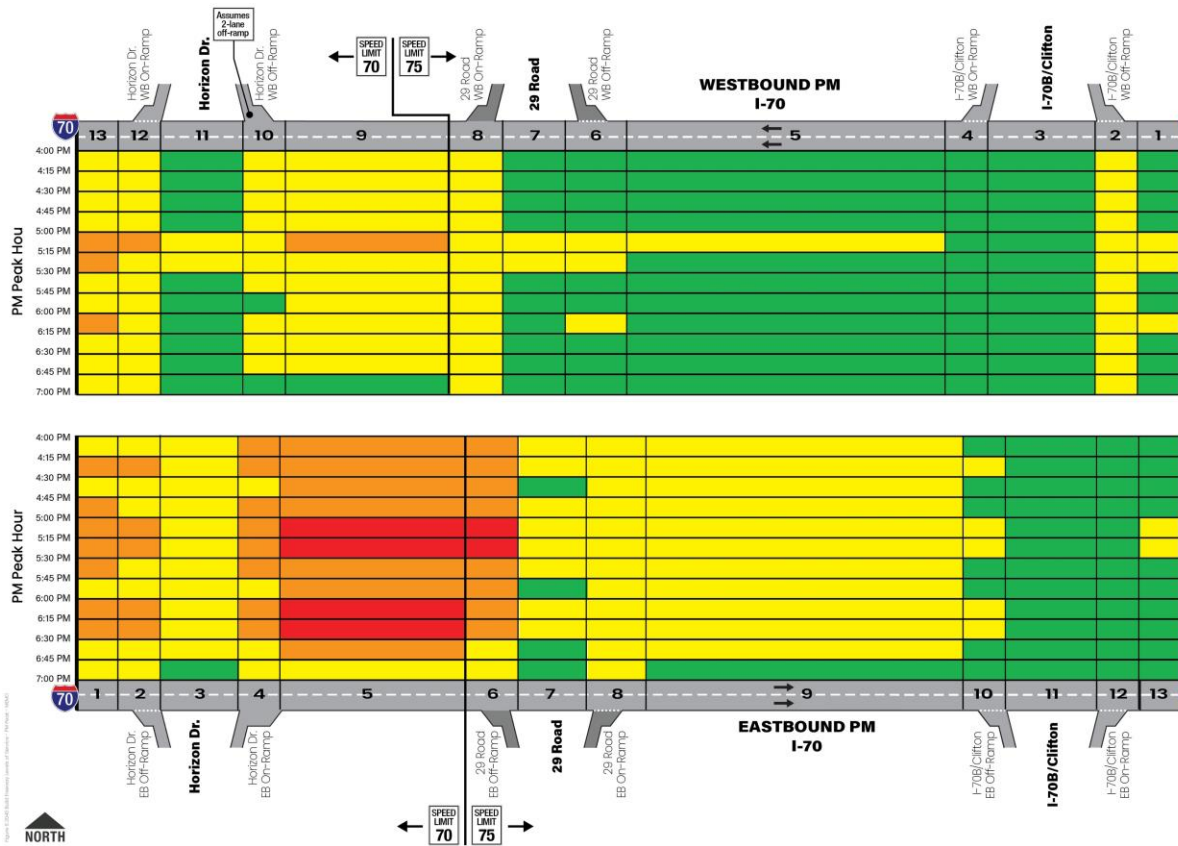


AM Peak-
Build

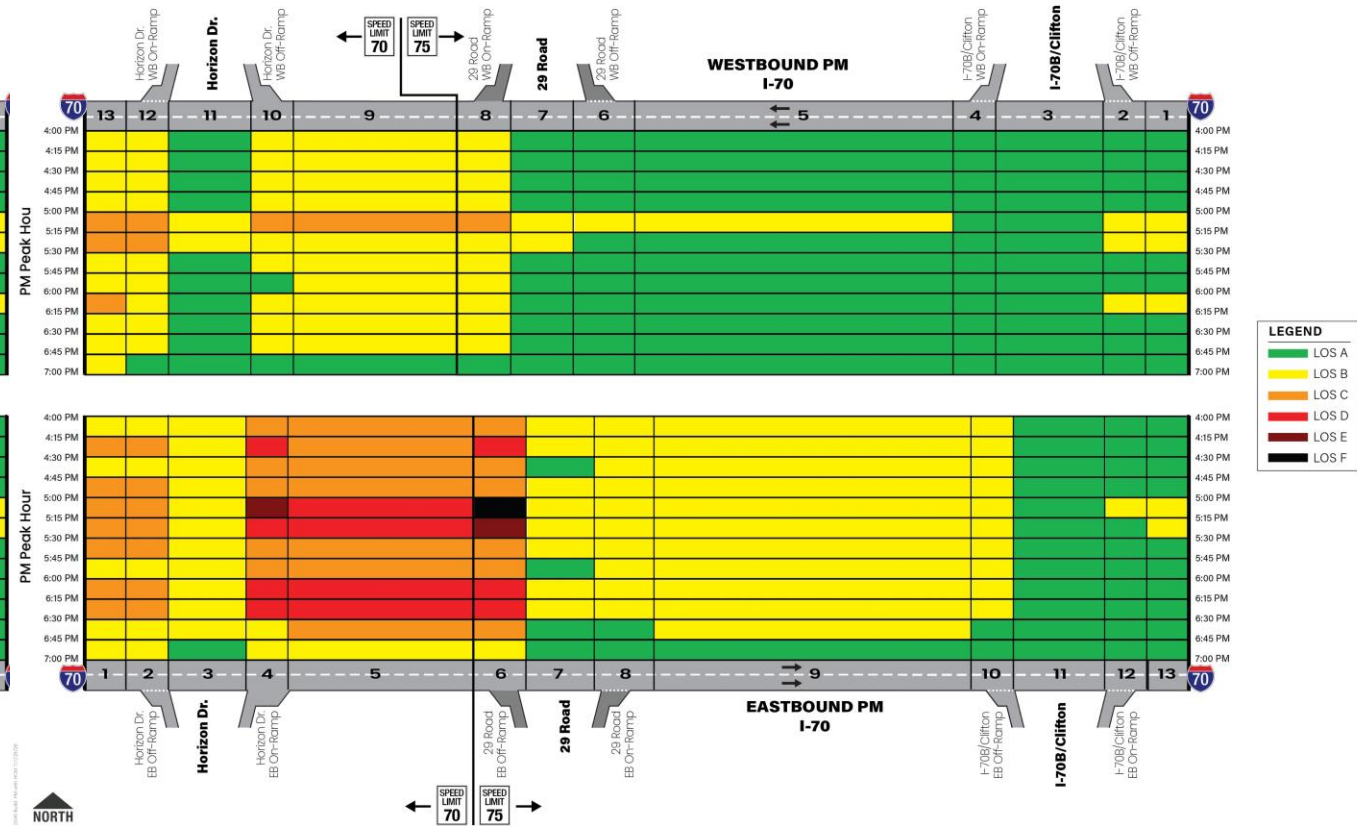
2045 HCM 7.1 Analysis Results

Acceptable Operations = LOS D or better

HCM 7.0



HCM 7.1



PM Peak
Build

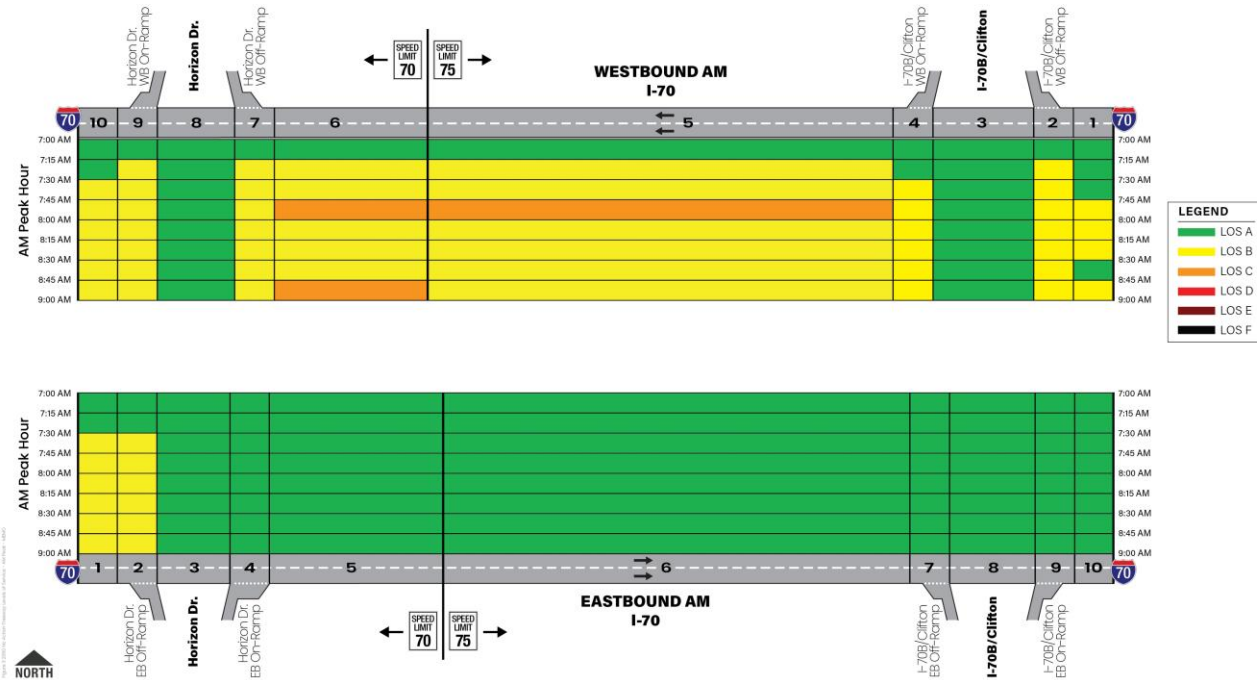
2045 HCM 7.1 Analysis Results

Acceptable Operations = LOS D or better

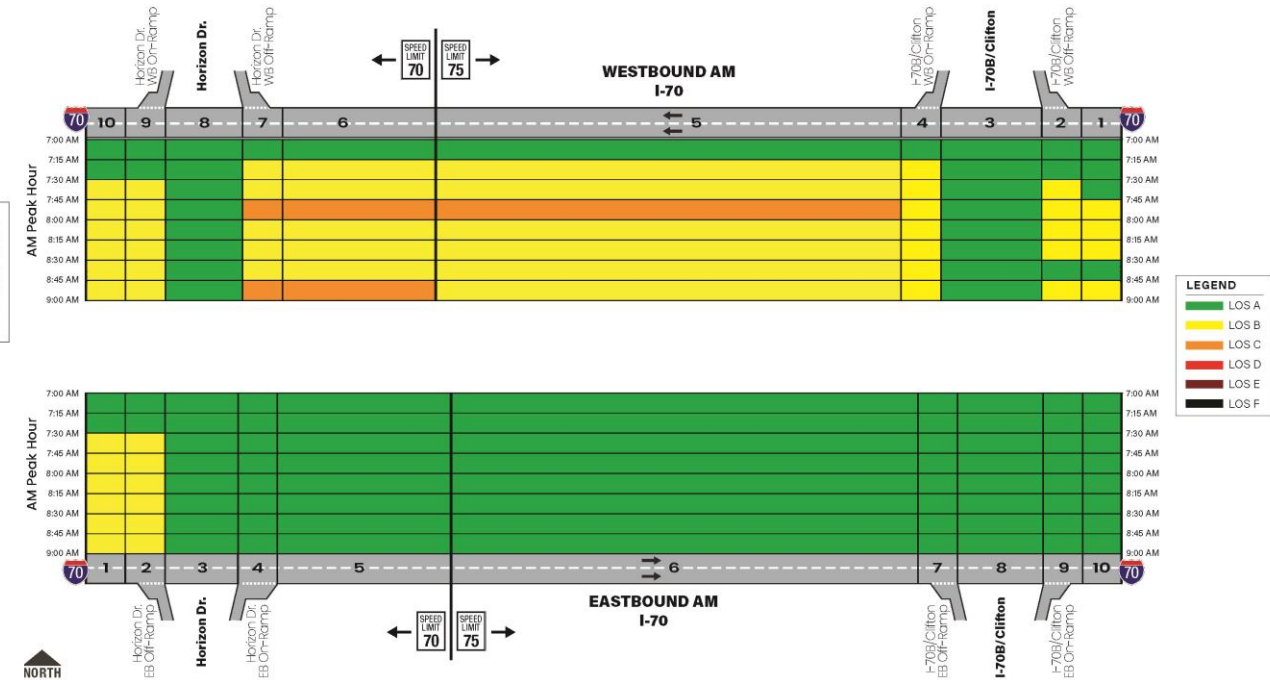
2050 No Action & Build

HCM 7.0 vs HCM 7.1

HCM 7.0



HCM 7.1

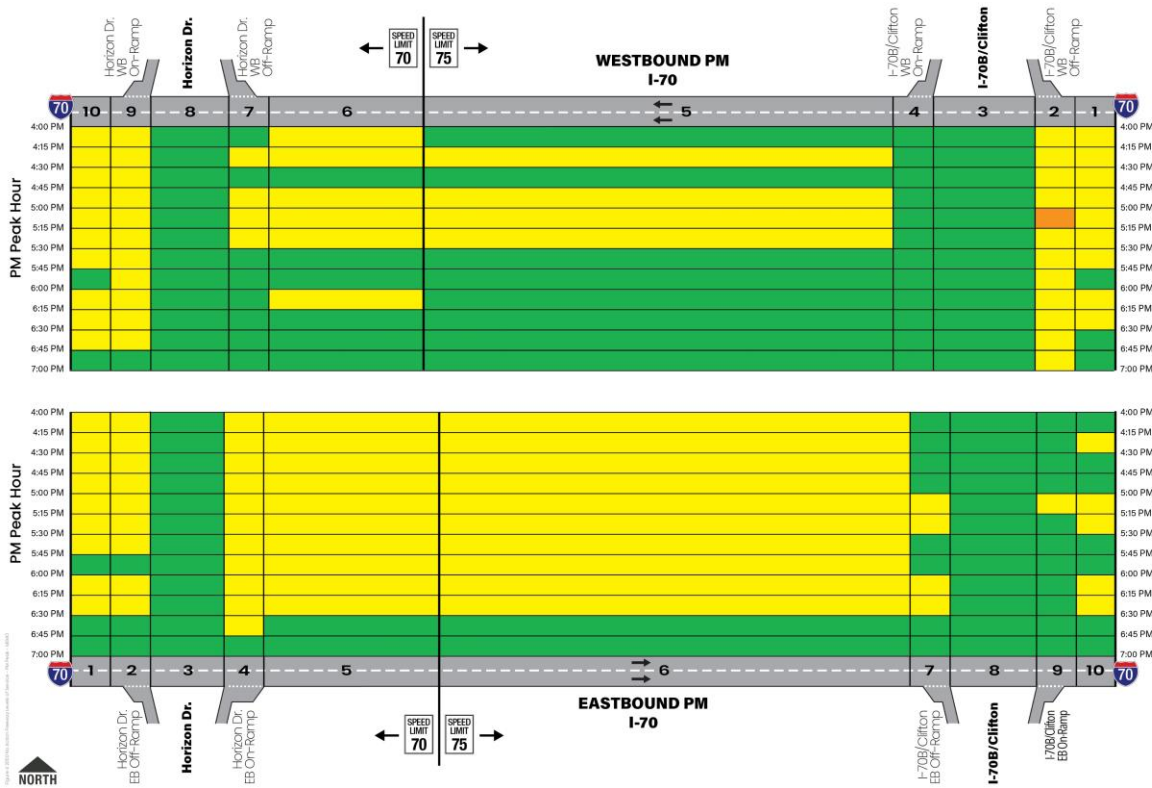


AM Peak
No Action

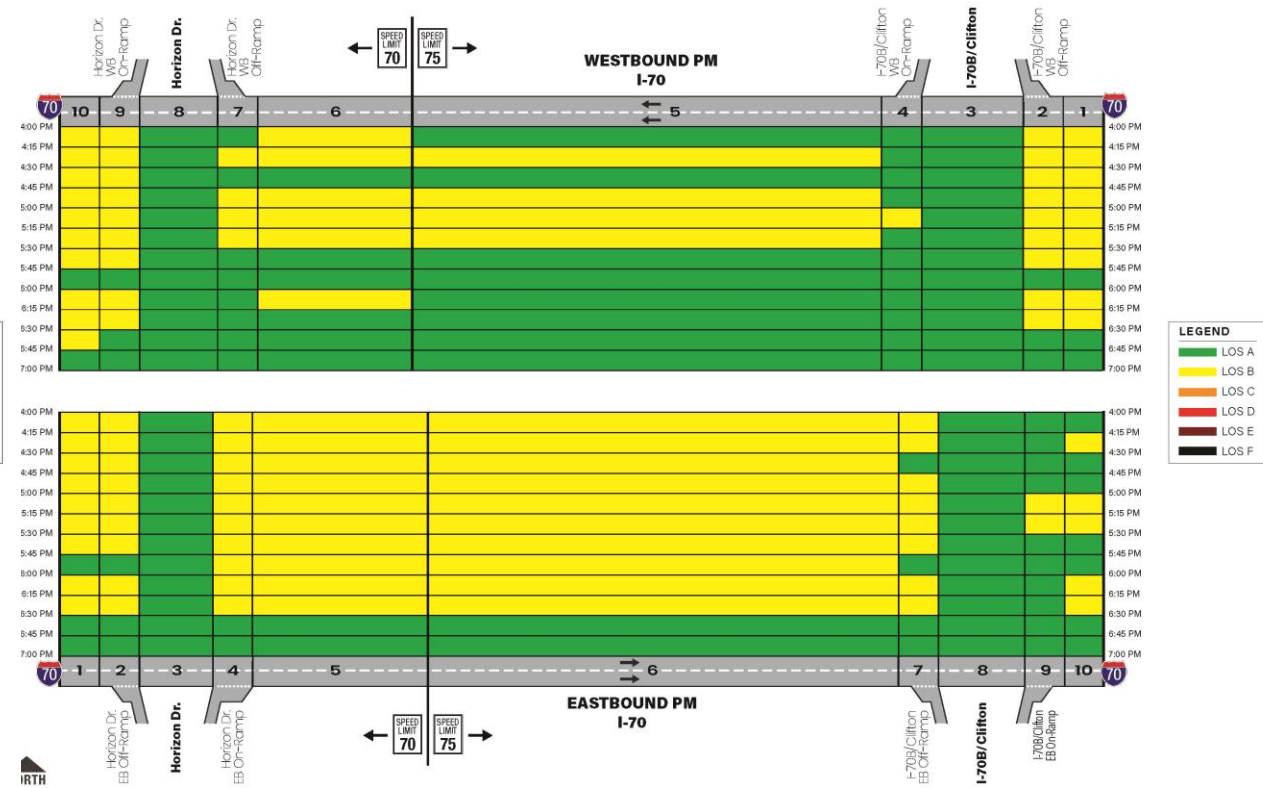
2050 HCM 7.1 Analysis Results

Acceptable Operations = LOS D or better

HCM 7.0



HCM 7.1

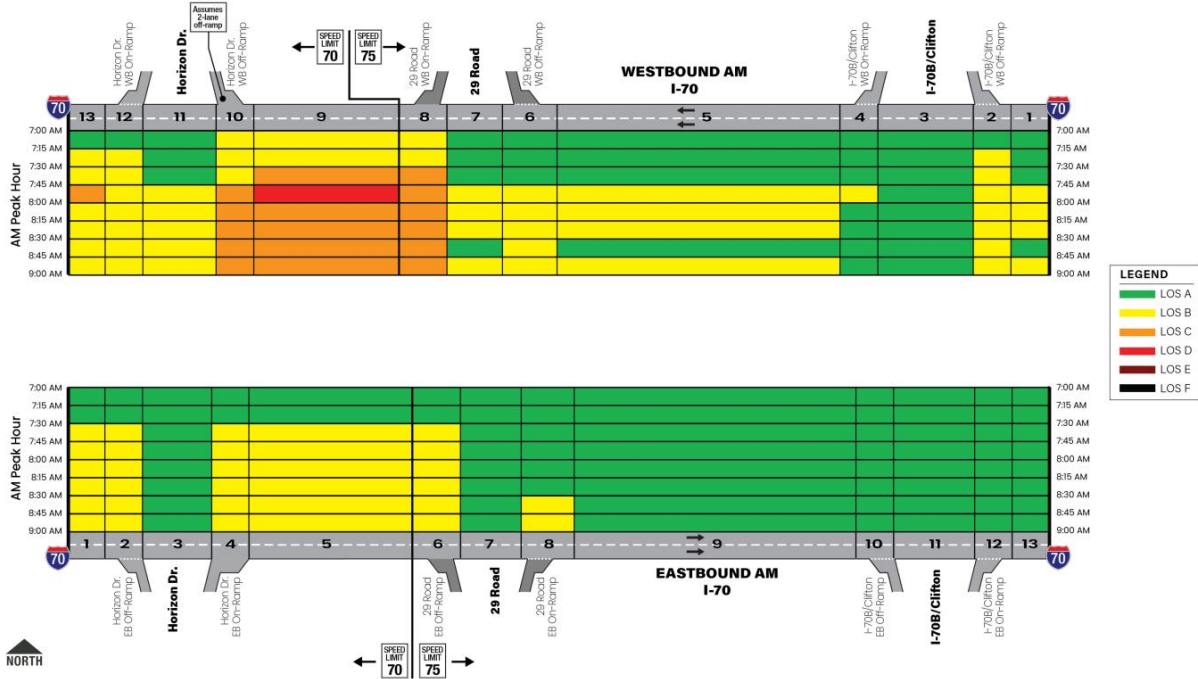


PM Peak
No Action

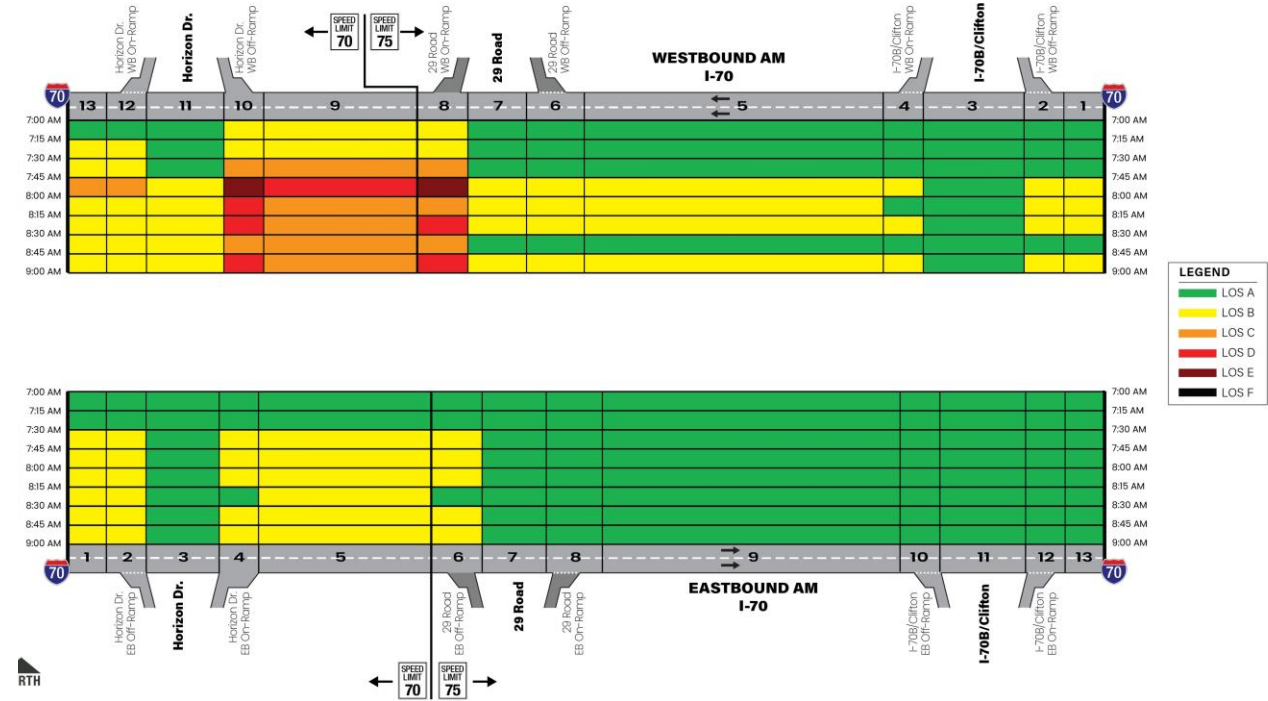
2050 HCM 7.1 Analysis Results

Acceptable Operations = LOS D or better

HCM 7.0



HCM 7.1

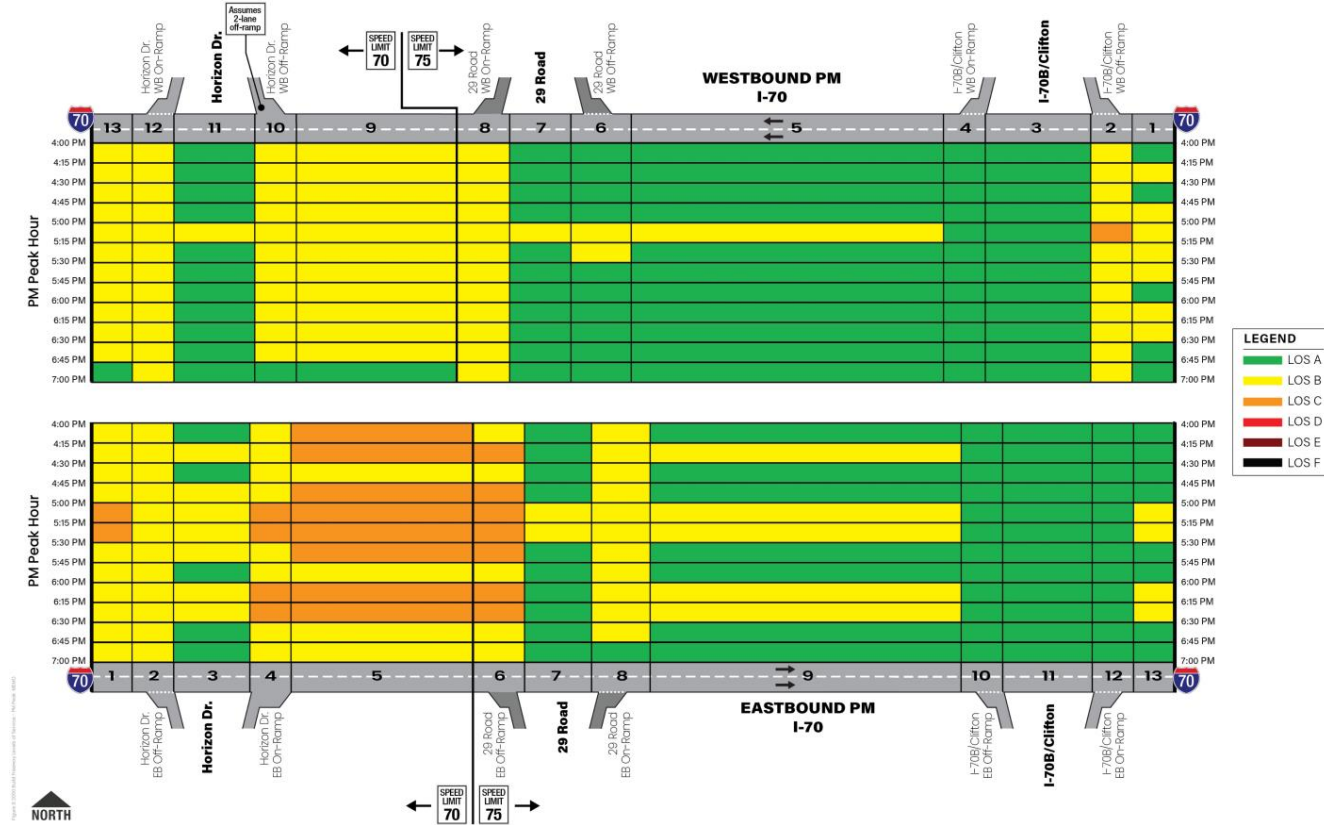


AM Peak–
Build

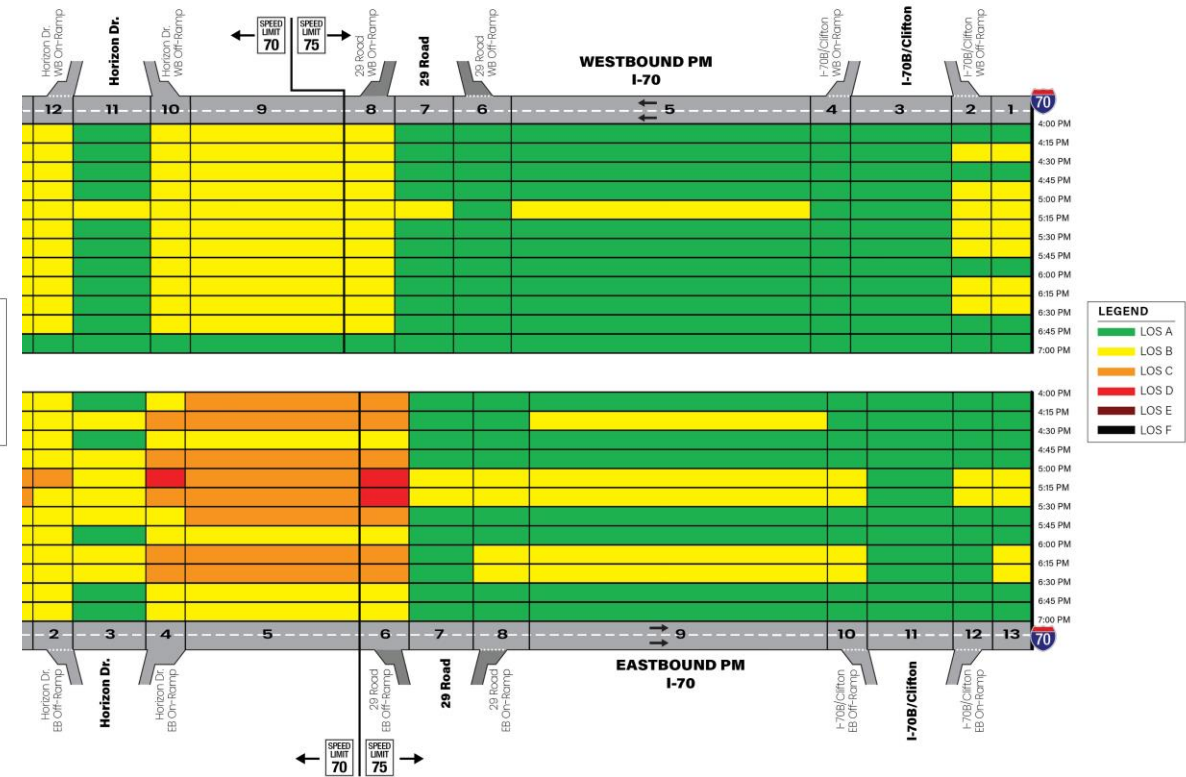
2050 HCM 7.1 Analysis Results

Acceptable Operations = LOS D or better

HCM 7.0



HCM 7.1



PM Peak
Build

2050 HCM 7.1 Analysis Results

Acceptable Operations = LOS D or better

HCM 7.0

VS

HCM 7.1

Conclusions

- ▶ There are differences between HCM 7.0 and HCM 7.1 results
 - ▶ Some merge and diverge segments perform better while others perform worse.
- ▶ In the 2045 SLS scenario, LOS F concerns remain.
- ▶ In the 2050 sensitivity analysis scenario, there are no LOS F results and only one 15-minute period at LOS E.

TDM Plan Update

Early Coordination with CDOT (Pre- November 2025)

- ▶ Ongoing coordination with CDOT staff including OIM and DTD
 - ▶ Key staff included Nathan Lindquist, Tom Joyce, and John Featherstone
 - ▶ Coordination focused on TDM plan development process, expectations, trip reduction approaches, draft plan review and comments
- 

CDOT Coordination Update

December 4, 2025: Meeting & Purpose

- TDM Plan Status update and historical review
- Clarify staffing and expectations
 - Current CDOT staff liaisons include Medora Bornhoft, Lily Lazaraga, Tom Joyce, and Spencer York
- Discuss path to executive oversight committee review prior to submittal as a part of the SLS to TC

December 8, 2025: Draft Plan Submittal

- Updated TDM Plan submitted
- Draft Letter of Commitment submitted
- Response to previous comments submitted

December 17, 2025: Meeting with CDOT

- Reviewed updated draft and answered questions and asked for additional input/direction
- Discussed timeline and process for Executive Oversight Review and Transportation Commission review in Spring 2026

January 4, 2026: Updated Draft Plan Submittal

- Provided additional context and storytelling to support regional trip reduction in support of state and regional goals
- Updated TDM Plan submitted

January 21, 2026

- Follow up meeting with CDOT
- No additional comments

Executive Oversight Committee Presentation

- January 30, 2026

Next Steps

- CDOT to provide any additional comments or actions needed
- FHU to check in with CDOT the week of February 2

TDM Plan Trip Reduction Strategies & Results

TDM Strategy	Description	Trip Reduction (# / %)
RTPO TDM Program Expansion (TMO/A)	Rideshare/Carpool Program (Quantitative)	30 / 0.39%
	Supporting TMO/A Program Staffing and implementation of supporting TDM strategies	47 / 0.61%
Mobility Hub / Park-and-Ride	Located southwest of interchange	34 / 0.44%
Bicycle and Pedestrian Facilities	Improved facilities at interchange and along 29 Road	13 / 0.17%
Schoolpool Program	Focused on Independence Academy	59 / 0.77%
Good Faith Commitment	Supporting Regional Trip Reduction Efforts	47 / 0.61%
Ramp Trips Reduced		230 / 3%
Reduction Goal		230 / 3%

Next Steps

Documentation in the revised SLS

- ▶ Update 2030 analysis to reflect east alignment
- ▶ Add Sensitivity Analysis effort / memo to SLS text and memo to Appendixes
- ▶ Review Include effects of HCM 7.1 on freeway analysis?
- ▶ Finalize agency comment responses based on project changes
- ▶ Section 508 Compliance
 - ▶ Can this be completed during Agency Review?

Next Steps

- ▶ TAC Review of SLS
 - ▶ Is 2 weeks sufficient ?
- ▶ Submittal to Transportation Commission
- ▶ Preparation of Interstate Access Justification Request (IAJR)



Questions?

Thanks!