

Meeting Summary

Date: June 4, 2025

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

Meeting Name: CDOT Follow-up to TAC Meeting #13a

Meeting Date: February 28, 2025

Attendees:

Invitee	Organization	Invitee	Organization
Kevin King	Mesa County	Alex Pulley	FHU
Scott Mai	Mesa County	Amanda Cushing	FHU
Trent Prall	Grand Junction	Paul Brown (virtual)	FHU
Armando Henriquez (virtual)	FHWA	Zane Znamenacek	CDOT
		Mark Bunnell	CDOT

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; discussion is denoted as **blue** text. Data that was received following the meeting is denoted in **pink** text.

Meeting materials can be found at the end of this meeting summary.

Meeting Goal:

- ▶ *Reach Consensus on Interchange Location*

Meeting Summary

Agenda:

Welcome and Introductions

FHWA Updates

- ▶ The FHWA Colorado Division is losing about half of its staff. It will take time for the remaining employees to adjust to the reduced staffing levels, get caught up, and respond to inquiries.
- ▶ Armando Henriquez has been assigned to Regions 3 and 4. He stated that all permits and environmental documentation must go through FHWA headquarters in Washington DC. Grants will likely have the most delay. Modifications to existing agreements and new agreements will not be issued; however, current agreements will be honored.

CDOT Workshop Outcomes (October 2024)

- ▶ I-70 as a Local Road
 - ▶▶ **Perception:** 45% of I-70 trips are local trips (I-70 between 29 Road and Horizon Drive). Refer to TAC #1 and TAC #11.
 - ▶▶ **Conclusion:** About 20% of I-70 trips are local trips.
 - ▶▶ No questions or comments.
- ▶ I-70 as a Local Road: F½ Road
 - ▶▶ **Perception:** The F½ Road connection though Matchett Park would reduce I-70 local trips.
 - ▶▶ **Conclusion:** The F½ Road connection has little effect on I-70 local trips.
 - ▶▶ **Question:** Has the F½ Road connection to the west been run with or without 29 Road?
 - ▶▶ **ACTION ITEM:** FHU to look into that detail.
 - **Post-Meeting Response:** The graphic presented in the meeting assumed no interchange with the F½ Road connection.

Meeting Summary

Future Congestion

- ▶ Options discussed:
 - ▶▶ Auxiliary Lane (preferred option in Draft SLS)
 - ▶▶ Collector-Distributor (C-D) Road
 - ▶▶ Braided Ramps
 - ▶▶ 6-lane I-70

Scenario	15-minute periods and LOS D or worse	Location
Auxiliary Lane	1	West of Horizon Drive
C-D Road	2	Between Clifton and 29 Road
Braided Ramps	1	Between Clifton and 29 Road
	5	West of Horizon Drive
6-lane I-70	1	Between 29 Road and Horizon Drive

- ▶▶ **Comment:** Help us understand why the volume goes up to the west of Horizon Drive.
 - **Response:** The C-D Road and Braided Ramps scenarios remove a bottleneck in the travel demand model between 29 Road and Horizon Drive. Therefore, the model forecasts more trips on I-70. Similarly, the 6-lane scenario provides added I-70 capacity across the valley. However, the LOS west of Horizon Drive improves since this segment is also assumed to be widened.
- ▶▶ **ACTION ITEM:** Send freeway volumes for No Action, auxiliary lane, C-D roadway, braided ramp, and 6-Lane to CDOT.
 - **Post-Meeting Response:** The volumes are attached to these minutes.
- ▶▶ **Comment:** CDOT has a slightly different braided ramp design that is similar to the Central Park Boulevard and I-270 interchanges in Denver (see aerial at the end of the summary). This design

Meeting Summary

includes a separate lane for westbound Horizon Drive traffic. Please consider incorporating this feature in the Project's braided ramp design.

Safety: I-70 Curve

- ▶ Changes from the CDOT workshop:
 - ▶▶ Widened inside shoulder: Reduced predicted crashes in HSS
 - ▶▶ Lowered speed limit: No HSS change, no CMF
 - ▶▶ Enhanced curve warning signage: No HSS change, used CMF
 - ▶▶ Moved interchange east: Increased crashes in HSS
- ▶ Overall Result
 - ▶▶ Moving the interchange east increases predicted crashes
 - ▶▶ **Question:** Did you calculate crash rates that consider distance?
 - **Response:** The crash rates were calculated and presented in the meeting. The rates account for the length of the various segments being evaluated.

Safety: I-70 Predicted Crash Rates

Freeway Predicted Crashes (2045)

Scenario	Property Damage Only	Fatal and Serious Injury	Total
Westernmost	63.1	33.5	96.6
West	63.6	33.7	97.3
East	63.9	33.8	97.7
Easternmost	64.2	33.9	98.1

Meeting Summary

Freeway Predicted Crash Rates (2045)

Scenario	Property Damage Only	Fatal and Serious Injury	Total
No Action	1.14	0.80	1.94
Auxiliary Lane	1.00	0.65	1.65
C-D Road	1.32	0.90	2.22
Braided Ramps	0.77	0.40	1.17
6-Lane I-70	0.88	0.50	1.38

►► No questions or comments.

Safety: Overall Network

- Project Goal: No increase in severe crashes (fatal and serious injury)

Status of Safety Goal (2045)

Scenario	Safety Goal Met?	
	Freeway	Network
Auxiliary Lane	No	No
C-D Road	Yes	No
Braided Ramps	Yes	Yes*
6-lane I-70	Yes	Yes

*Increase severe crashes in the arterial network.

Freeway Predicted Crashes (2045)

Scenario	Property Damage Only	Fatal and Serious Injury	Total
No Action	85	38	123
Auxiliary Lane	95	39	134
C-D Road	86	36	124

Meeting Summary

Scenario	Property Damage Only	Fatal and Serious Injury	Total
Braided Ramps	76	31	107
6-lane I-70	90	34	125

Study Area Predicated Crashes (2045)

Scenario	Property Damage Only	Fatal and Serious Injury	Total
No Action	147	68	215
Auxiliary Lane	166	71	237
C-D Road	159	68	227
Braided Ramps	149	65	214
6-lane I-70	162	66	228

- » **Question:** What is the baseline for the increases in the overall network?
 - **Response:** The baseline is No Action. This demonstrates a comparison between the network without the project and the network with the project plus potential mitigations.
- » No other questions or comments.

Move Interchange to the east

- ▶ Re-evaluated one option previously not carried forward during Level 2 Screening
- ▶ Developed additional options
 - » Four options & one sub-option
 - » Used substation as eastern boundary
 - » Included 550-foot Access Control Line to identify options
 - » **Question:** What option do the local agencies prefer?

Meeting Summary

Mesa County

- » Option 2 is not preferred.
- » Option 2B is not preferred.
- » Option 3 is preferred.
- » Option 4 has a slight preference due to the residential home and substation access.

City of Grand Junction

- » Option 3 is preferred.
- » Option 4 has a slight preference due to the residential home and substation access.

CDOT

- » Option 3 or Option 4 with a preference for Option 4.
- » **Question:** Could a roundabout be used at the Canal and be outside of the 550-foot A-line?
 - **Response:** Yes, on the north side of the canal for access management.

General Comments/Questions:

- » **Comment:** CDOT does not prefer the C-D roadway, or the auxiliary lane due to safety reasons.
- » **Comment:** It would not be fair for the City and County or this project to fund the cost of expanding I-70, especially when it is not warranted until at least 2045. How do we work out an agreement between the three agencies?
 - **Response:** CDOT would like to discuss with leadership. They could have an answer by the end of next week.
 - **Post-meeting Response:** Per CDOT: "After discussing internally, CDOT has no mechanism to allow for a commitment for future improvements. In short, all required mitigations and

Meeting Summary

improvements for the new interchange will need to be constructed by opening day.”

- ▶▶ **Question:** What about completing the cost benefit analysis of a 6-lane facility and the braided ramp?
 - **Response:** A cost benefit analysis could be completed.
- ▶▶ **ACTION ITEM:** Complete cost benefit analysis using average per mile costs.
- ▶▶ **Comment:** The braided ramp concept is very expensive but constructing a 6-lanes on I-70 (Clifton to 22 Road) is much more expensive. Where would the 6-lanes be “needed”? What would be the 6-lane cost including structures from Clifton to 22 Road?

Action Items

- ▶ Review the F½ Road connection to the west.
- ▶ Send freeway volumes for No Action, auxiliary lane, C-D roadway, braided ramp, and 6-Lane to CDOT.
- ▶ Send project website information to Armando at FHWA and set up briefing.
- ▶ Define limits of a 6-lane I-70.
- ▶ Complete cost benefit analysis using average per mile costs for a 6-lane facility and the braided ramp.
- ▶ Coordinate with CDOT regarding an agreement between the agencies.

Next Steps

- ▶ Hold a follow-up TAC meeting.
- ▶ Submit the SLS revised draft.

Schedule

- ▶ The goal is to present at the Transportation Commission Workshop in May/June 2025.

Meeting Summary

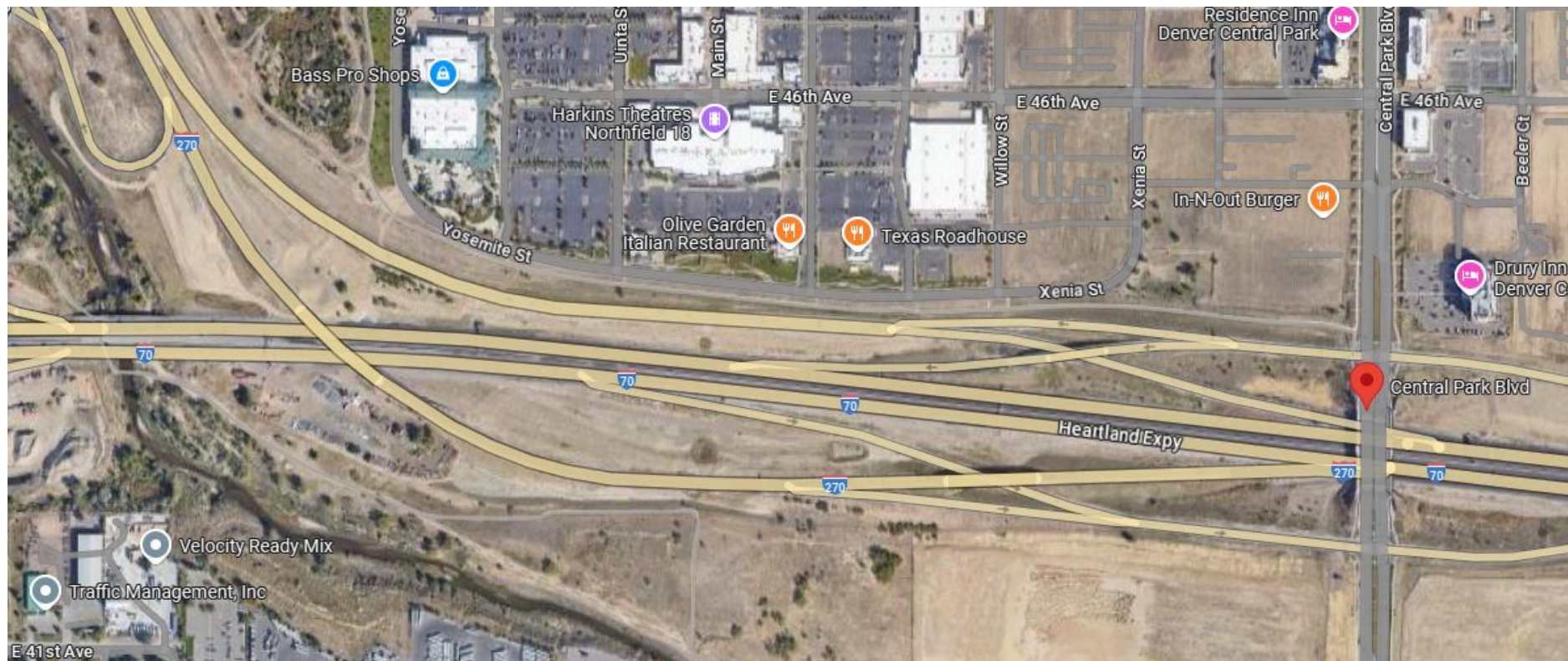


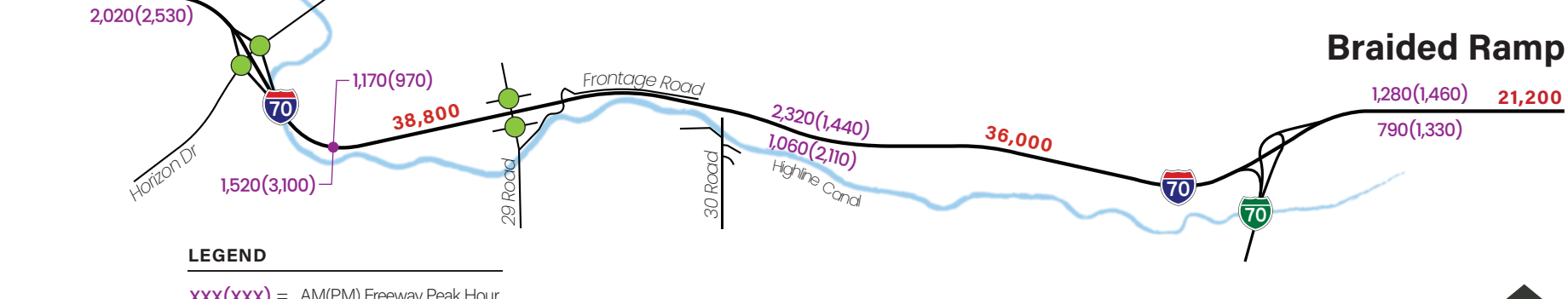
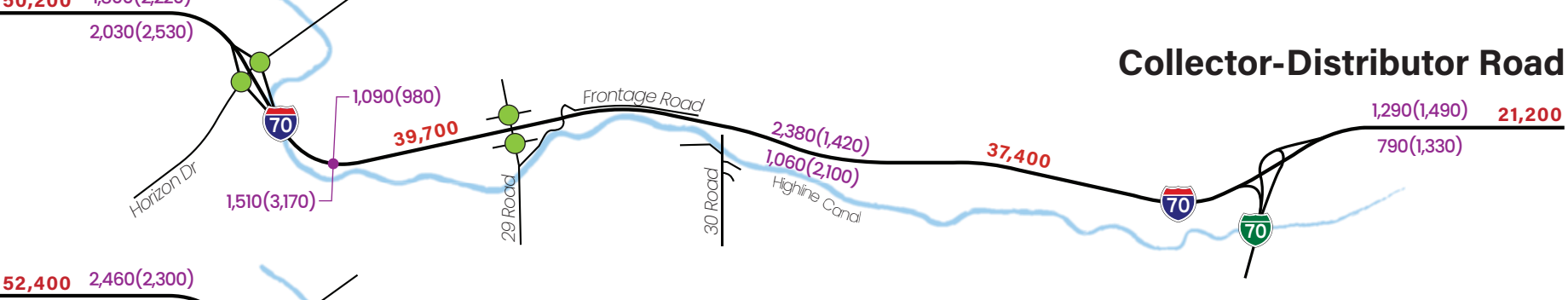
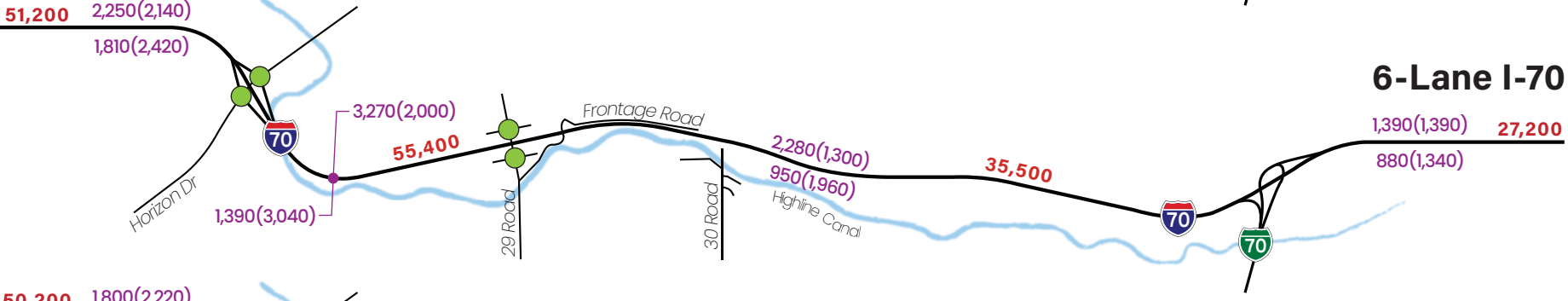
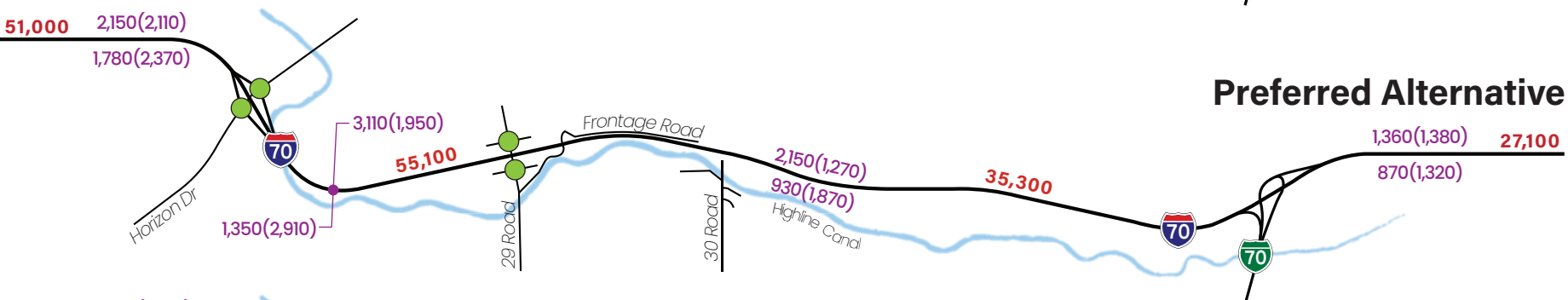
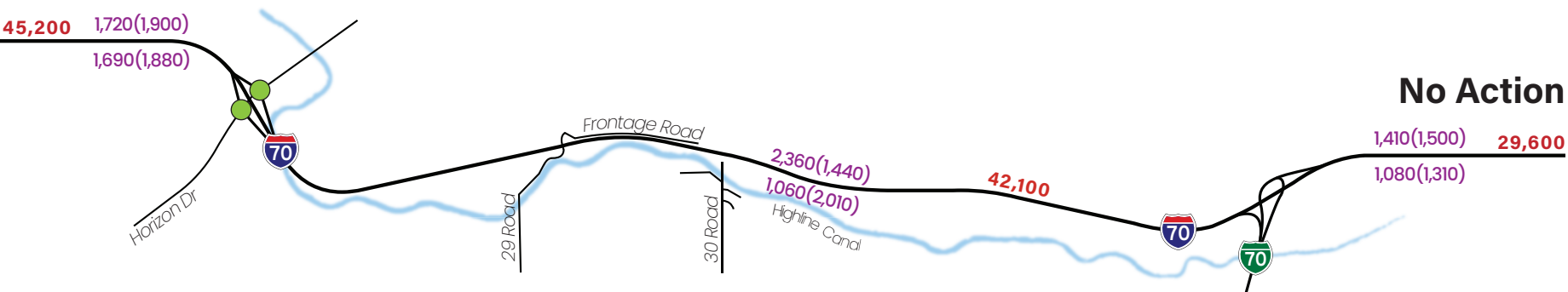
- ▶ Complete NEPA Analysis/Design.
- ▶ RS/TC Determination (Air Quality) during Summer 2025.
- ▶ Initiate Interstate Access Request.



Meeting Summary

I-70 and I-270 interchange (just west of Central Park Boulevard)





LEGEND

- xxx(xxx) = AM(PM) Freeway Peak Hour Traffic Volumes
- XXXX = Daily Traffic Volumes
- ⊙ = Roundabout

NOTE: Drawing Not to Scale