

29 ROAD

INTERCHANGE



Welcome!

Closing the Loop

An I-70 Interchange at 29 Road will complete the loop around Grand Junction, provide critical community access, enhance local & regional connectivity, & support economic opportunity.



bit.ly/29RdInterchange

29 ROAD INTERCHANGE

Purpose & Need

The Purpose

The purpose of the project is to enhance the eastern Grand Junction Area's transportation network between the I-70 Business Loop East Interchange and Horizon Drive Interchange to:

1. Improve local and regional connectivity.
2. Provide enhanced access to planned land use surrounding I-70 in Grand Junction, Colorado.

The Need

Improved local and regional connectivity

- Address limited regional transportation network connectivity with access to/from I-70 between I-70 Business and Horizon Drive interchanges
- Extend the functional longevity of the existing transportation system connecting to I-70

Improved access to I-70

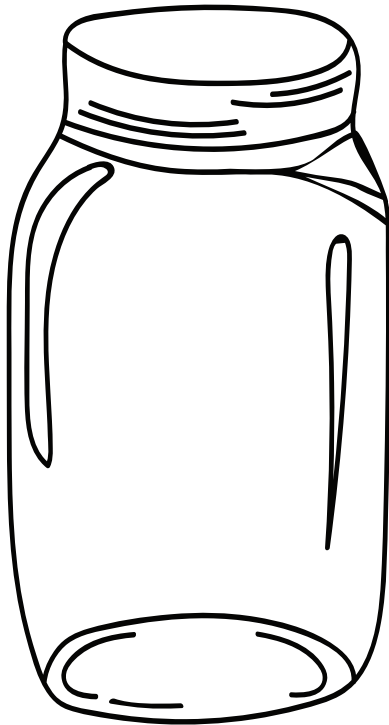
- Provide transportation infrastructure needed to accommodate planned land use surrounding I-70, and specifically, the future Matchett Park and its associated recreation center
- Provide transportation infrastructure needed to accommodate projected and regional traffic demands



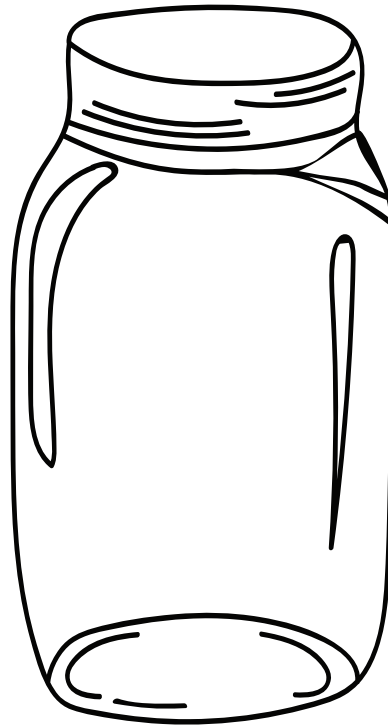
What is the most important project benefit to you?

Use your three votes on the following categories.

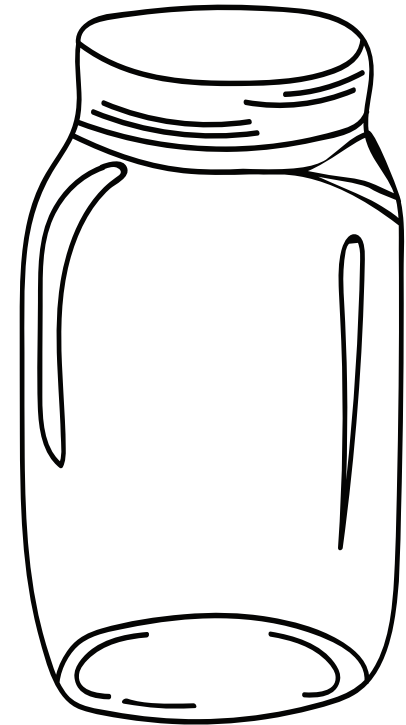
Safety



Bike and Pedestrian
Improvements



Traffic

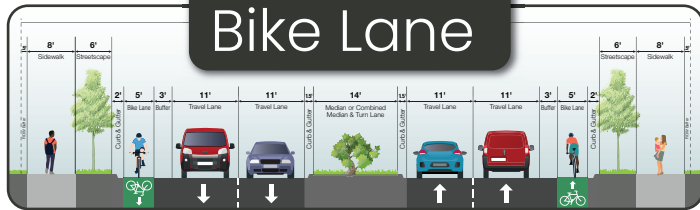


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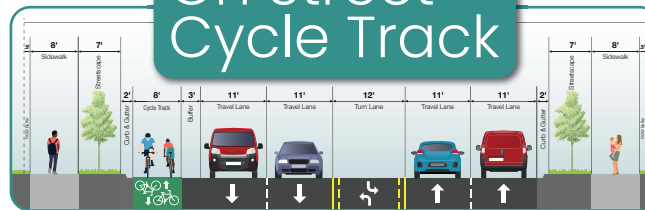
Bike Lane Vs. Cycle Track on 29 Road

Use your one vote to share which option you prefer.

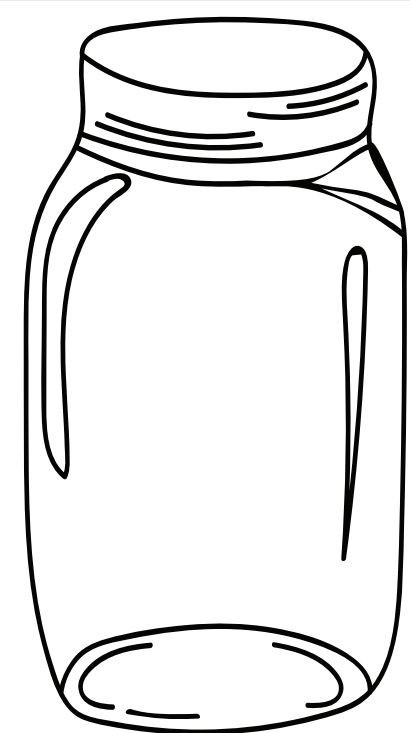
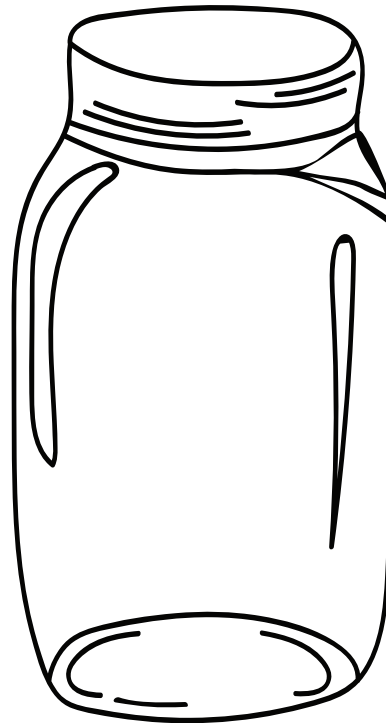
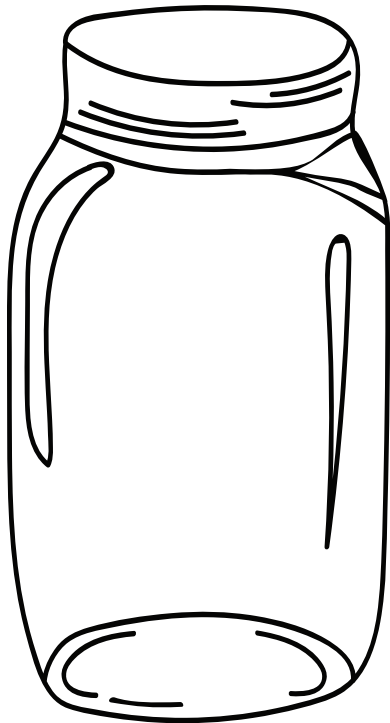
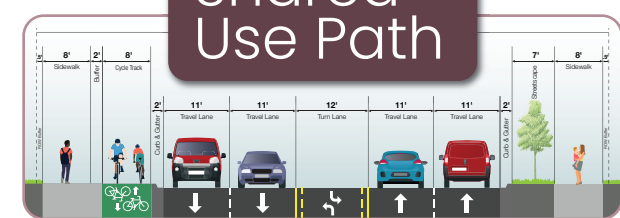
Buffered
Bike Lane



On Street
Cycle Track



Shared
Use Path

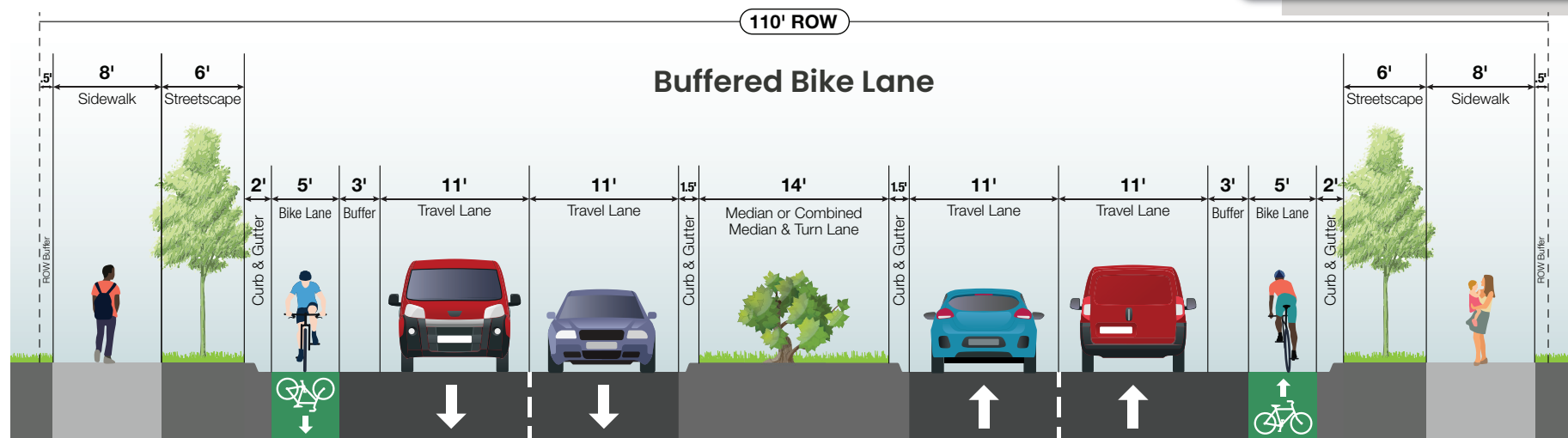


29 ROAD INTERCHANGE

Minimizing Impacts While Improving Traffic Function and Operations

City of Grand Junction roadway design standards classify 29 Road as a principal arterial and would require widening to 4 lanes and adding multimodal improvements.

Buffered Bike Lane

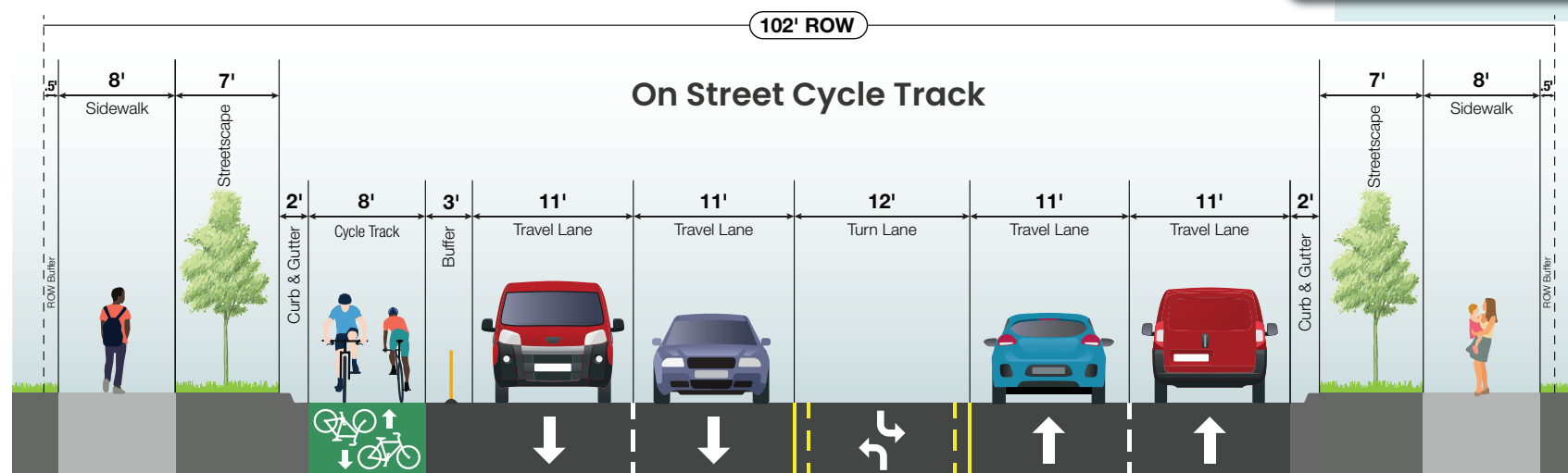


Retains most design elements but has the highest impact on ROW

The project team reviewed the impacts to the 29 Road corridor, and retained key design elements, while decreasing the impact to residents and business along 29 Road.

It is important to retain bicycle accommodations on the west side for future Matchett Park connectivity.

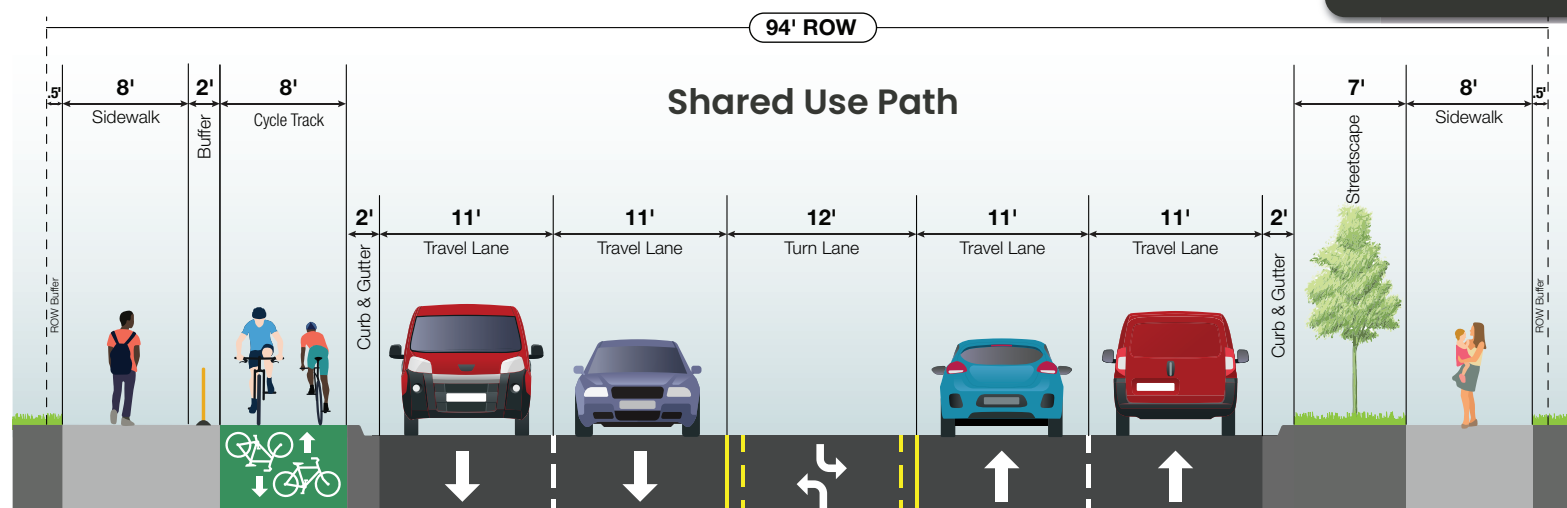
On Street Cycle Track



Retains most design elements and has a lesser impact on ROW

Cycle tracks are a safer means of travel for cyclists compared to on street bike lanes. By adding a buffer and dedicated space, motorists can be more aware, which reduces the risk of collisions and the number of road-traffic incidents.

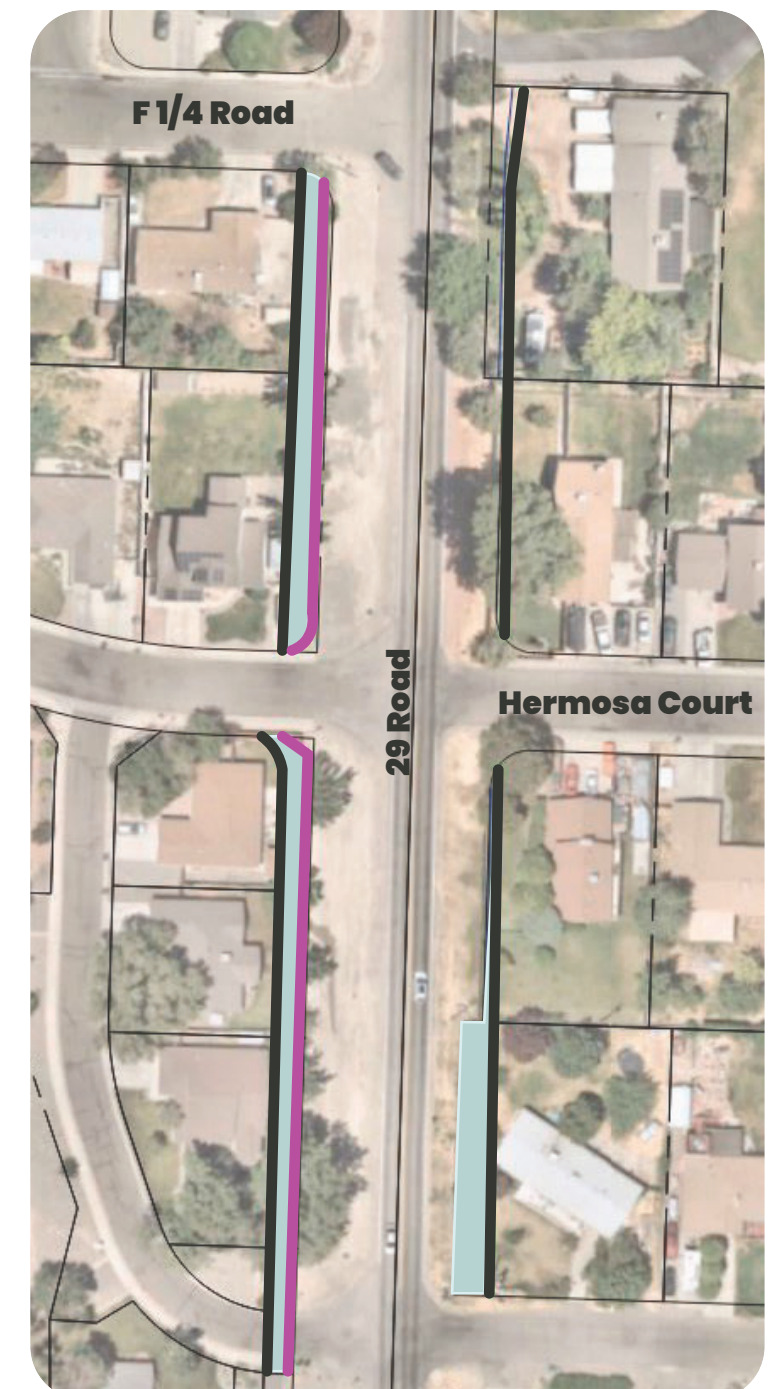
Shared Use Path



Retains some design elements and has the least impact on ROW

A shared use path option further reduces ROW impacts and provides comfort for casual cyclists by grade separating bike and vehicle traffic. A buffer separates pedestrians and cyclists, improving comfort and safety for all users.

Potential Right-Of-Way Impacts

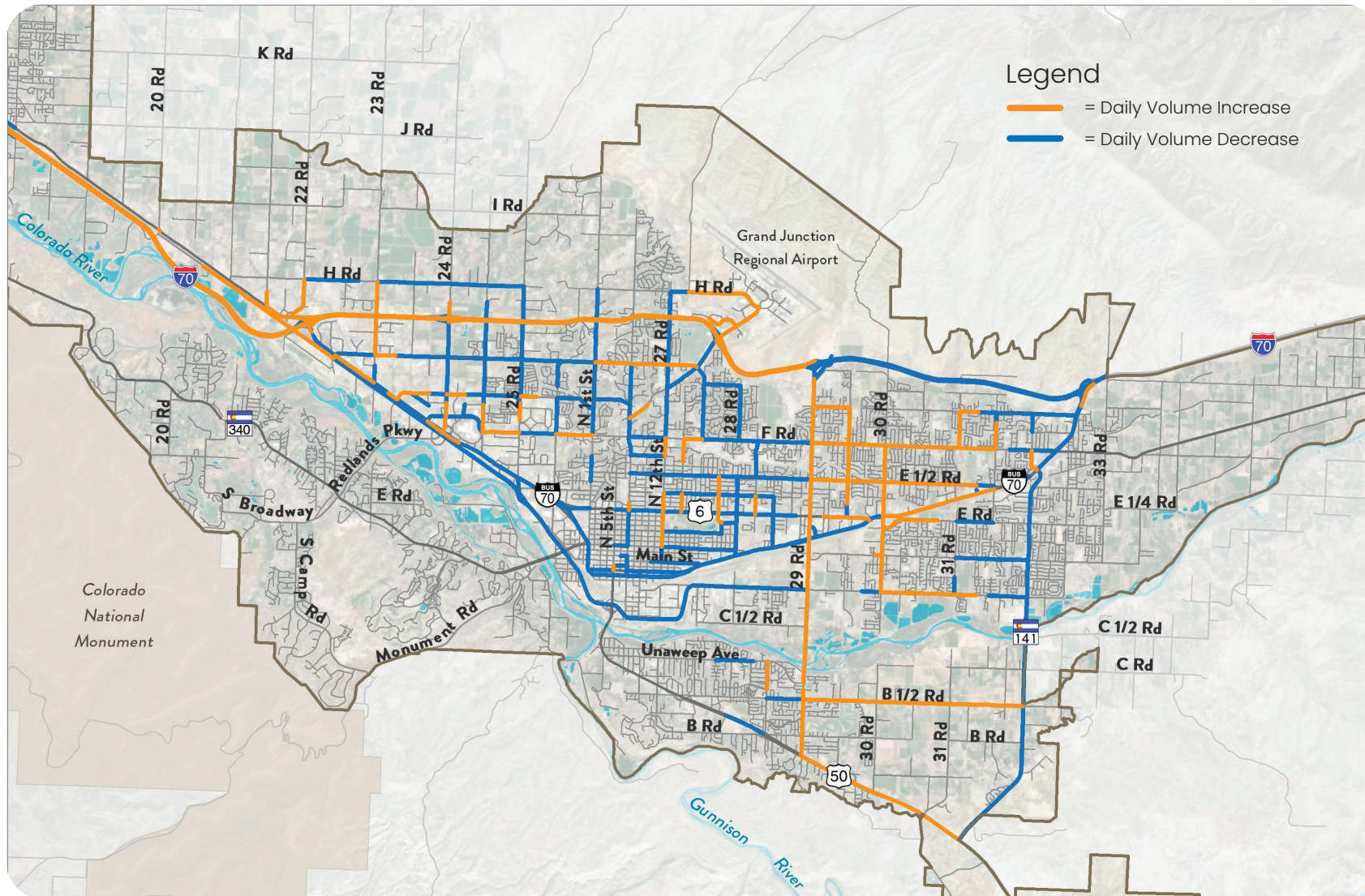


Legend

- Principal Arterial: 110' ROW
- On Street Cycle Track: 102' ROW
- Shared Use Path: 94' ROW

29 ROAD INTERCHANGE

How will the 29 Road Interchange and 29 Road Improvements Change Traffic Across the Grand Junction Area?



Existing

- 4.31 million miles traveled
- 3,600 hours spent in congestion
- 43 mph average travel speed

2045 No-Action

- 6.48 million miles traveled
- 20,200 hours spent in congestion
- 44 mph average travel speed

2045 Preferred

- 6.51 million miles traveled
- 19,000 hours spent in congestion
- 45 mph average travel speed

What Matters

- Small increase in miles traveled (less than 1 percent)
- Significant decrease in time spent in congestion (about 6 percent)
- Overall 1 mph increase in average travel speed

29 ROAD INTERCHANGE

Where Are We: A Road Map

Where We Were

1950's
29 Road / I-70 Interchange identified in planning documents.
Grand Junction and Mesa County positioned preceding projects to support this vision.

2010's
Ongoing planning and development along 29 Road supports future roadway widening.
29 Road / I-70B Interchange opened.
Initial 29 Road / I-70 interchange planning study completed.

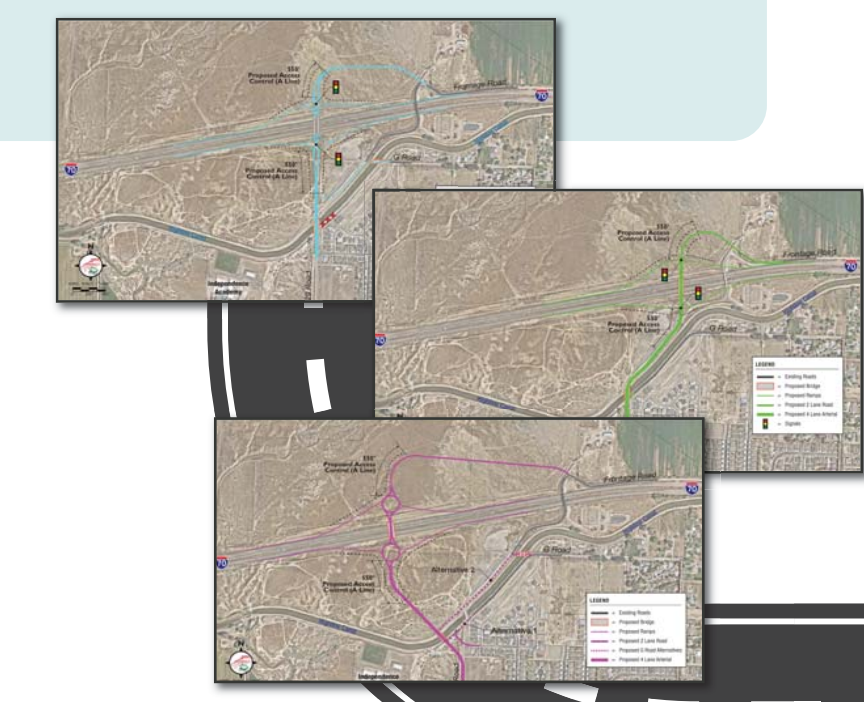
1980's
Voters passed a 1 cent sales tax including interchange funding.
Advanced preceding projects including the I-70 business loop bypass, the 29 Road bridge over the Colorado River, and Riverside Parkway.

1990's
Grand Junction and Mesa County reviewed 30 Road alternative.
Ballot initiative that included 29 Road interchange funding failed.

Early 2022
Completed interchange location screening, operational and safety analyses, and developed alternatives.

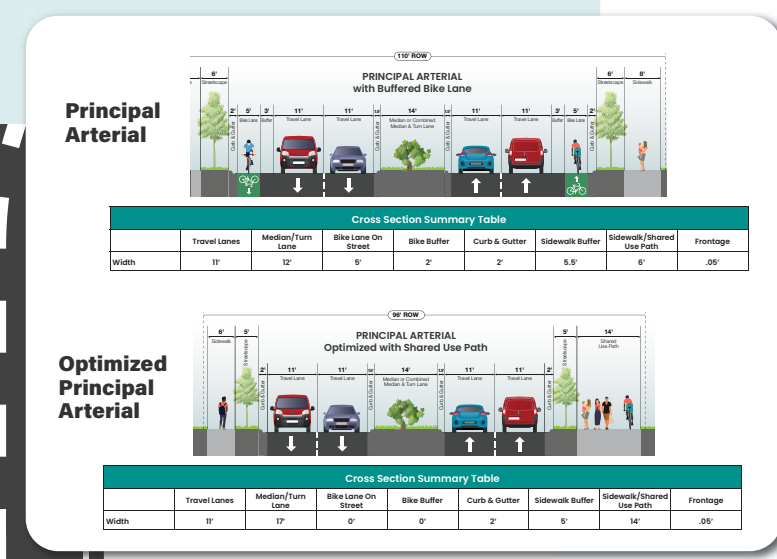


Late 2022
Completed alignment and interchange type screening, developed conceptual designs, and evaluated impacts.



2000's
29 Road planned as a 4-lane major arterial roadway meeting current Grand Junction roadway design standards.
Ongoing planning and development along 29 Road supports this vision.
29 Road bridge over Colorado River opened.
Riverside Parkway opened.

Late 2023
Incorporated public feedback, began developing preferred interchange and 29 Road alternatives.



Early 2023
Refined conceptual designs, and held first public meeting.



Early 2024
Preparing study documentation, initiating agency review process, and hosting second public meeting.



Where Do We Go?

2027-2030 Construct the new interchange!

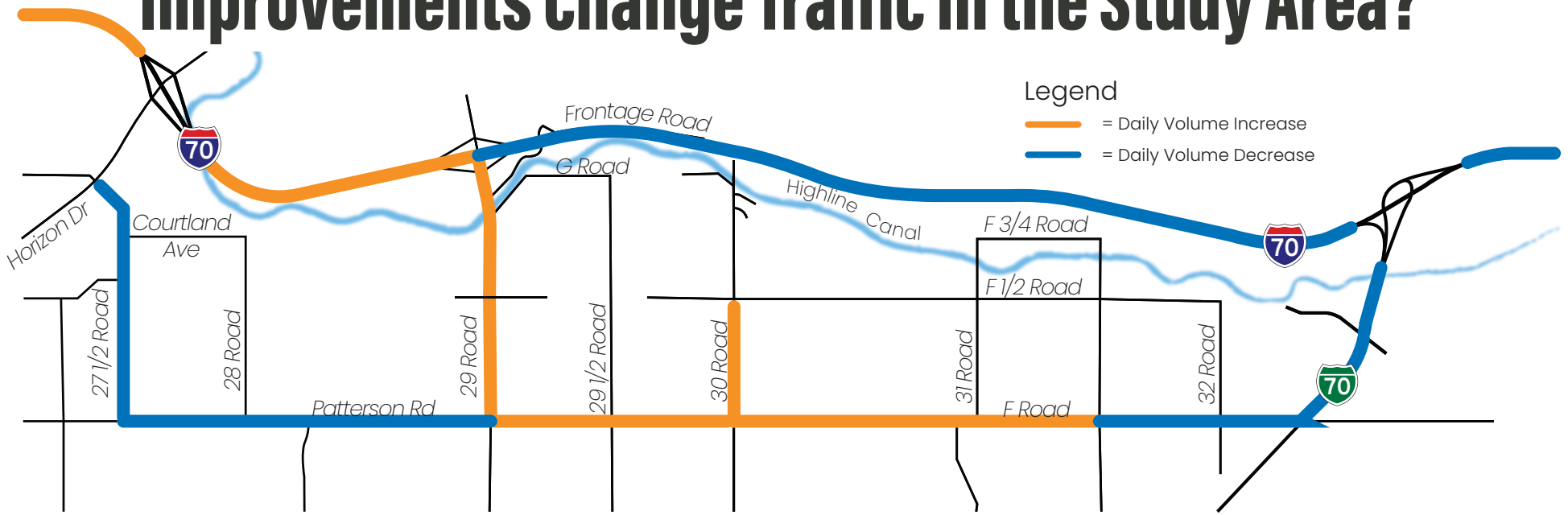


2025-2026
Perform environmental review and complete design.

Late 2024
Obtain agency approvals, evaluate funding and potential November ballot measure.

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How will the 29 Road Interchange and 29 Road Improvements Change Traffic in the Study Area?



Why does this matter?

- Traffic decreases along I-70B, reducing congestion.
- Traffic decreases along 27 1/2 Road, reducing through traffic in the Knolls neighborhood.
- Auxiliary lane along I-70 between 29 Road and Horizon Drive accommodates additional traffic.
- 29 Road widening between I-70 Interchange and Patterson Road accommodates additional traffic.
- Improves access to Independence Academy and Matchett Park.