

Meeting Summary

Date: November 11, 2024, **Revised January 27, 2025**

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

Meeting Name: CDOT I-70 Workshop

Meeting Date: October 28, 2024

Attendees:

Invitee	Organization	Invitee	Organization
Kevin King	Mesa County	Alex Pulley	FHU
Daniel Larkin	Mesa County	Amanda Cushing	FHU
Scott Mai	Mesa County	Paul Brown	FHU
Trent Prall	Grand Junction	Alex Pulley	FHU
David Thornton	Grand Junction	Zane Znamenacek	CDOT
Rachel Peterson	RTPO	Mark Bunnell	CDOT
Dean Bressler	RTPO	Shaun Cutting	FHWA
Dana Brosig	RTPO	Andrew Gingrich	RTPO

Meeting Goal:

Develop solutions to solve the potential issues for lane changes on I-70 near the Horizon Drive curve.

Potential Issues and Solutions

- ▶ I-70 as a local road
 - ▶ Extension of F½ Road through Matchett Park from 29 Road to Cortland Avenue. Prior to implementing solutions to the potential issues listed below, the effects of the traffic volumes on safety due to this extension must be reviewed.



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- ▶▶ Implement a toll for drivers using I-70 only to travel between 29 Road and the Horizon interchanges. For example, the Dallas – Fort Worth Airport charges a higher toll for drivers that pass through the airport and do not drop-off / pick-up passengers or have other business at the airport.
- ▶▶ Construct an auxiliary road (e.g., frontage road)
- ▶ Future I-70 Congestion
 - ▶▶ Accept the congestion as forecasted
 - ▶▶ Widen I-70 to a 6-lane roadway facility between 22 Road and I-70B/Clifton. If widening is under consideration, it must be in the RTPO long range plan, likely identified as an aspirational project.
- ▶ Proposed Auxiliary Lane
 - ▶▶ Delay approximately 10–15 years
- ▶ I-70 / Horizon Drive Curve Safety
 - ▶▶ Construct a collector/distributor roadway facility
 - ▶▶ Construct a braided ramp roadway facility
 - ▶▶ Straighten the I-70 curve
 - ▶▶ Increase the I-70 superelevation
 - ▶▶ Widen the inside roadway shoulder
 - ▶▶ Shift the proposed interchange farther to the east. Note: The original easternmost alignment was 1,600 feet to the east of the current proposed interchange location.
 - ▶▶ Lower the speed limit to 65 mph
 - ▶▶ Install curve warning signage for the Horizon Drive curves
- ▶ Overall Safety Decrease
 - ▶▶ 2030 Opening Day (4-lane roadway facility with no auxiliary lane)
 - ▶▶ 2045 (4-lane roadway facility with no auxiliary lane)
 - ▶▶ 2045 (6-lane roadway facility)

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The solutions that are highlighted above were chosen to be reviewed under a new safety analysis.

Open Discussion

Questions/Responses and Statements

- ▶ **Question:** If the auxiliary lane is not warranted until 2045, how does CDOT ensure that the auxiliary lane is constructed or contribute funding to CDOT in the construction of a six-lane section.
 - **Response:** The auxiliary lane would be included in the final IGA between the City, County, and CDOT.
- ▶ **Statement:** If the ballot passes, the interchange project must be added to the fiscally constrained RTPPO plan.
- ▶ **Statement:** Fatal and serious injury crashes are the focus of the RTPPO's safety plan.

Next Steps

- ▶ FHU to review the effects of the traffic volumes on safety with the extension of Cortland Avenue through Matchett Park.
- ▶ FHU to complete a safety analysis through the implementation of the potential solutions highlighted.
- ▶ The safety analysis must demonstrate that the forecasted fatal and injury crashes on I-70 have not increased with the proposed 29 Road interchange. The intersection of I70B and F 1/2 Road can be included in that analysis since it is the first intersection before entering or after exiting I-70 at the I70B interchange. It was also mentioned that the safety of the whole system (I-70, I70B, and local roads) should not show an increase in forecasted fatal and injury crashes.

Project: I-70/29 Road Interchange

Subject: FHWA/CDOT Workshop

I-70 "Local Road" (45% of trips)	I-70 Congested	Aux Lane	I-70 Curve	Overall Safety Decrease
Toll 1 interchange trip	Accept as-forecasted	Push out 10-15 years	C/D Road	
Auxilliary Road / Frontage Road	6 lane I-70 (22 Rd-Clifton) later		Braided Ramp	
F 1/2 through Matchett to Cortland (1 mile x \$6m/mile)			Flatten I-70 curve	
			Widen Shoulder	
			Solid Lane Striping to discourage land change in curve	
			Shift interchange to east (1200-1500 ft)	
			Lower to 65 mph (22 Rd to Clifton)	

Later - can interchange IGA commit City/County to build aux lane or participate towards CDOT construction of six-lane section.

SAFETY	
2030 opening day	4 lane - no auxillary
2045	4 lane - no auxillary
2045	6 lane