

Meeting Summary

Date: September 30, 2025

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

Meeting Name: 29 Road Interchange at I-70 Update and NEPA Class of Action

Meeting Date: September 9, 2025

Invitees:

Invitee	Organization	Attended?	Invitee	Organization	Attended?
Daniel Larkin	Mesa County	X	Alex Pulley	FHU	X
Scott Mai	Mesa County	X	Amanda Cushing	FHU	X
Trent Prall	Grand Junction	X	Lindsay Edgar	FHWA	X
Dave Cesark	CDOT	X	Andy Wilson	FHWA	X
Troy Halouska	CDOT	X			

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.

Meeting Goal

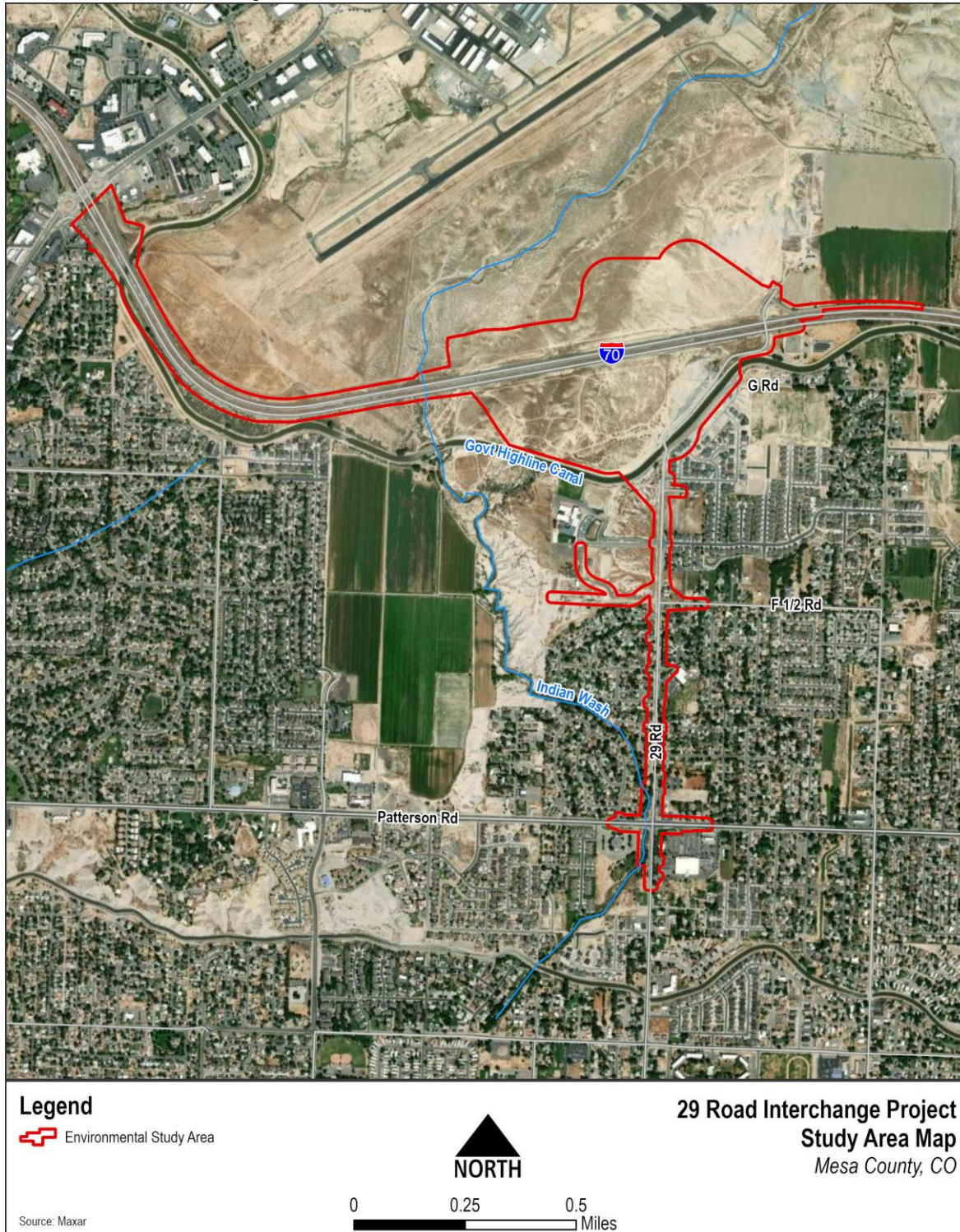
Review the existing environmental conditions and preliminary impacts, if available, to help determine the Project's appropriate NEPA Class of Action.



Meeting Summary

Project/Study Area Review

Environmental Study Area



Meeting Summary

PEL Study Review

- ▶ Initiated in December 2018, CDOT and FHWA acceptance in February 2021

Question: What was the Recommended Alternative?

Response: The recommended alternative was a "New I-70/29 Road Interchange with North Connection".

Project Update

- ▶ 2045 SLS and 2050 IAJR
- ▶ Traffic projections are dropping by 25%.

Purpose and Need

Purpose

The purpose of the project is to enhance the eastern Grand Valley transportation network between the I-70 Business Loop East Interchange and the Horizon Drive Interchange to 1) improve local and regional connectivity and 2) provide enhanced access to planned land use surrounding I-70 in Grand Junction.

Need

Improved local and regional connectivity is needed to:

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

Improved access to I-70 is needed to:

- ▶ 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 support projected and regional traffic demands



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Statement: FHU worked with Stephanie Gibson at FHWA to revise the P&N from the PEL study to the Project's P&N. Stephanie provided approval.

Major Elements of the Project include:

- ▶ Constructing a new interchange at 29 Road and I-70 (between the current I-70B/Clifton and Horizon Drive interchanges)
- ▶ Extending 29 Road north from G Road to and beyond the new interchange (including a new structure over the Canal) and maintaining connectivity between 29 Road and the existing North I-70 Frontage Road
- ▶ Making improvements along the existing 29 Road between the Canal and Patterson Road
- ▶ Implementing a travel demand management (TDM) plan

Question: What is the current status of the TDM plan?

Response: FHU has been working with the Grand Valley Regional Transportation Planning Organization (RTPO) and CDOT to determine the best TDM strategies. We are recommending the following strategies:

- ▶▶ Expansion of the existing Grand Valley RTPO to include a Transportation Management Organization/Association structure and activities
- ▶▶ Regional Ridesharing/Carpooling Program complemented by a Schoolpool program with Independence Academy
- ▶▶ Business Community Support
- ▶▶ Car Sharing Program
- ▶▶ Local Micromobility Service



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Resource Existing Conditions and Preliminary Impacts

Resource	Existing Conditions	Impacts
Air Quality*	This Project is located in attainment areas for the NAAQS. As such, air quality conformity requirements do not apply to this Project. Because air quality conformity requirements do not apply, a detailed air quality technical report is not necessary according to CDOT's AQ-PLAG.	► Permanent Impacts The Project meets regional and local air quality conformity requirements. The Project would not cause exceedances of the NAAQS for any priority pollutant. ► Temporary Impacts Construction activities would generate dust from earthmoving and diesel emissions from construction equipment. These would be temporary, lasting only during the construction period.
Archaeology	► Five historical sites and four historical Isolated Finds (IFs) were documented. All five sites are historical trash dumps that resulted from the discard of domestic trash in undeveloped areas along 29 Road. ► None of the documented cultural resources, including the IFs, are recommended as eligible for listing in the NRHP.	► Five historical sites and four historical Isolated Finds were documented during the field visit. ► None of the documented cultural resources are recommended as eligible for listing in the NRHP.
Biological	► Six plant species designated as noxious weeds were found in the study area.	► A prairie dog colony is present in the study area with approximately 1.80 acres of impact.



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Resource	Existing Conditions	Impacts
	▶ S.B. 40 trees and shrubs will likely be impacted by construction. ▶ The western burrowing owl and kit fox were identified as having suitable habitat present within the environmental study area.	▶ Approximately 45 SB 40 trees and shrubs present adjacent to Indian Wash will be impacted.
Hazardous Materials	Multiple fueling stations are located within the study area that have released contamination into the subsurface.	Subsurface contamination may be present within the Patterson Road and Horizon Drive ROWs.
Historic	There are two historic resources that are eligible for an effects analysis including: ▶ The Officially Eligible Government Highline Canal (5ME.4676) including three supporting segments (5ME.4676.19, 5ME.4676.22, and 5ME.4676.44) ▶ The assumed eligible 29 Road including one non-supporting segment (5ME.24748.1)	Further evaluation is needed to determine effects.
Noise	▶ FHU has completed noise measurements in the field. ▶ Existing conditions model has been validated based on the measurements;	More design details are required for the model to be completed and run to identify potential impacts and abatement evaluation possibilities.



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Resource	Existing Conditions	Impacts
	two sets of draft TNM files: Existing Conditions and Validation. ▶ The Proposed Action TNM model has been initiated but was paused due to project status.	
Paleontology	To be completed by CDOT.	To be completed by CDOT.
Non-Historic Section 4(f)	FHU reviewed readily available parks and trails data and information from publicly available sources. Independence Academy falls under Section 4(f) as an “other consideration” and is subject to Section 4(f) requirements.	Permanent Incorporation Use: ▶ The Project will require the use of the existing school property for permanent ROW to accommodate the proposed roundabout at F½ Road (0.31 acres), the additional entrance into the school from F½ Road (2.09 acres), and the widening of 29 Road (0.06 acres). The land being affected is currently open, vacant land which will be decreased by approximately 2.46 acres. ▶ The two parcels that make up Independence Academy consist of total of approximately 39.53 acres. The total impact to the open, vacant land is approximately 0.06 percent of the overall property acreage.
Section 6(f)	No Section 6(f) properties were located within the study area.	Not applicable
Socioeconomics	▶ Minority populations are present within the community study area.	▶ Full acquisition of one parcel at 2902 F½ Road ▶ Closed and modified parcel accesses



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Resource	Existing Conditions	Impacts
	▶ Two of the Census block groups within the community study area are low-income. ▶ One Block Group of one Census tract identified an LEP population	▶ Temporary short-term impacts such as noise, air quality, traffic congestion during construction
Visual Resources	▶ The visual resources questionnaire was completed and based on initial scoping, collaboration with CDOT, and the VIA Scoping Questionnaire score, a score of 13 points requires a VIA memo to be prepared.	▶ Primary opposition is from adjacent residents largely concerned by traffic volume and noise.
Wetlands	▶ Two wetlands totaling 0.9 acres were delineated within the study area: ▶ Wetland 1 (0.34 acres) near Indian Wash (assumed to be jurisdictional). ▶ Wetland 2 (0.56 acres) near the Government Highline Canal (assumed non-jurisdictional). ▶ Jurisdiction is determined by the USACE	▶ Conceptual design files show potential impacts to wetlands with approximately 0.011 acres of impacts. ▶ Conceptual design files show potential impacts to Indian Wash OHWM for approximately 0.012 acres.

Notes:

* The Project meets the definition of a Regionally Significant /Transportation Capacity project; however, the Project is not currently and/or anticipated to be, included in CDOT's 10-Year Plan and is not expected to receive state funding. The Project is a local agency effort sponsored and funded by the City of Grand Junction and Mesa County. Thus, air quality modeling, monitoring, and mitigation requirements are not required.



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Statement: Since the project is not included in CDOT's 10-Year Plan and is not expected to receive state funding, the project does not need to complete SB 260.

Statement: Regarding non-historic Section 4(f), please sent the document to Troy Halouksa at EPB for a second review?

CatEx Criteria Checklist Review (attached) and proposed Class of Action

- ▶ The US 85/WCR 44 (Peckham) grade-separated intersection followed the US 85 PEL Study was completed as a Documented CatEx.

Question: Does FHU have the completed CatEx Criteria Checklist?

Response: We do not have that document and are unsure if the Checklist was available at that time.

Question: Regarding Question 19 and Statewide Planning (CatEx Criteria Checklist question below):

Is not included in or is inconsistent with the statewide transportation improvement program, and in applicable urbanized areas, the transportation improvement program.

FHU has checked "No;" however, should this project be included on the STIP? And, should this question be answered as "Yes"?

Response: We can understand the confusion with the wording of the question.

Statement: FHWA is also concerned about Line 20 and Unusual Circumstances (CatEx Criteria Checklist question below):

For situations that are atypical, (i.e., Superfund site, Emergency Relief) or any other issues not covered above, please explain.

- ▶ (b) Any action that normally would be classified as a CE but could involve unusual circumstances will require the FHWA, in cooperation with the applicant, to conduct



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appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- » (1) Significant environmental impacts;
- » (2) Substantial controversy on environmental grounds;
- » (3) Significant impact on properties protected by Section 4(f) requirements or Section 106 of the National Historic Preservation Act; or
- » (4) Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action

Statement: There are multiple checkmarks in the “yes” column in the checklist. FHWA feels that there could be some public controversy, and the project may benefit from construction phasing. Completing an EA would be the safest alternative. Additionally, FHWA does not see a CatEx action on the CatEx C and D list in which this project could be classified.

Additionally, it does not seem as though the project will not have a significant impact on the surrounding land use.

Response: The project is outside the fiscally constrained plan; however, it has been in the plans since the early 80s. This is the last piece of the puzzle.

Question: Can we talk about the ballot proposal?

Response: The county ballot proposed in November 2024 looked at bonding \$80 million for the construction of the project which failed. There were opposition groups.

Question: Is there any other funding identified?

Response: Mesa County and Grand Junction are paying for the preliminary design. Additionally, the City has received \$2.5M of CDS money for the final design.

Question: Can we achieve a FONSI while waiting for construction funding?

Response: The one-year clock starts when the Draft EA is submitted to the FHWA.



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Question: Is it possible to complete the SLS while we are working on the sensitivity analysis for the IAJR?

Response: That is up to CDOT to decide.

Decisions Made

The Project's NEPA Class of Action will be an Environmental Assessment.

Next Steps

- ▶ Proceed with conceptual design in order to finish and complete the resource documentation.
- ▶ Send the non-historic Section 4(f) documents to Troy Halouska (completed).

February 1, 2021

Mr. Jeffrey Bellen
Area Engineer, Region 3 Federal Highway
Administration
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

RE: Support for the 29 Road Interchange at I-70 Planning and Environmental Linkages (PEL) Study Process

Dear Mr. Bellen:

As you know, CDOT was an active participant in the 29 Road Interchange at I-70 PEL Study. Our involvement in the study on the Technical Team, and through frequent coordination meetings, provided us the opportunity to discuss the significance of this project with fellow stakeholders. We are satisfied with the efforts of the Technical Team members and their respective agencies to develop a vision for improved local and regional connectivity and enhanced access to/from I-70 in the east-central area of Grand Junction.

It is the understanding of CDOT that the PEL study was completed in accordance with FHWA regulations and guidelines, and both CDOT and FHWA staff were included at key intervals where they provided comments and guidance that improved the study. Coordination with state and federal environmental resource agencies, consistent with PEL guidelines, also provided important information that helped in developing study recommendations.

The PEL study documentation fulfills the requirements set forth in 23 USC 168 for the adoption of planning products for future use in NEPA. As project funding becomes available, CDOT supports the continuation of study recommendations through CDOT's Policy Directive 1601 process, the NEPA process, and project implementation; and CDOT will continue to work with FHWA and the local agencies to facilitate transportation improvements in the study area. We encourage all of the agencies involved in the study to partner and work toward collaborative partnerships that will ultimately provide regional benefits.

Sincerely,



Michael Goolsby
Region 3 Transportation Director

Copies: David Cesark; Jason Smith; Trenton Prall, City of Grand Junction; Scott Mai, Mesa County, file





COLORADO
Department of Transportation

Region 3
222 South 6th Street, #317
Grand Junction, CO 81501-2769

To: Shoshana Lew, Executive Director
Routed Through DTD/EPB for Rebecca White

From: Mike Goolsby, Region 3 Transportation Director

CC: Steve Harelson - Chief Engineer
Herman Stockinger - Deputy Director
Rebecca White - DTD/EPB Director
Stephanie Gibson - FHWA Environmental Program Manager
Jeff Bellen - FHWA Area Engineer

Date: February 4, 2021

RE: Memo of Approval for the 29 Road Interchange at I-70
Planning & Environmental Linkages (PEL) Study Report

Executive Director Lew,

The attached "Environmental Process Clearance Form" seeks your concurrence for the region to approve a Planning & Environmental Linkages (PEL) Study Report for the 29 Road Interchange at I-70 project. Mesa County (county) and the City of Grand Junction (city), in coordination with the Grand Valley Metropolitan Planning Organization (GVMPO) and CDOT, initiated this PEL study to investigate the need and vision for improved access to I-70 between Horizon Drive and the I-70 Business Loop (I-70B) in Grand Junction. An interchange at 29 Road has long been identified in many local and regional plans as a way to enhance local and regional connectivity, as part of a larger plan to provide connections in and around Grand Junction. The county and the city partnered on transportation improvements to support this connectivity for decades. The city and county continued their partnership through this study to determine the best way to provide enhanced access to I-70 northeast of downtown Grand Junction. This PEL study was intended to provide the framework for the long-term implementation of improvements as funding is available, and to be used as a resource to streamline future NEPA efforts. Applicable aspects of the PEL process such as Purpose and Need, alternatives screening, environmental resource summary for future scoping efforts, and public and agency coordination is documented in the Final PEL Study Report for reference as applicable with future NEPA processes. The PEL study was completed in accordance with FHWA regulations and guidelines and included both CDOT and FHWA staff at key intervals where they provided comments and guidance that improved the study. Final FHWA acceptance is required.

This memo and the attached Environmental Process Clearance Form are being provided to you in accordance with the Chief Engineer's Memo, dated August 6, 2020 regarding Changes to Review Process for Environmental Study Documents.

The PEL Study Report for this phase of the project has been reviewed and accepted by CDOT R3 and FHWA. The Executive Management Team has been previously briefed on this project.

Sincerely,

Mike Goolsby
Region 3 Transportation Director

Attachments: Environmental Process Clearance Form and Figure

Stephen Harelson

Digitally signed by Stephen Harelson
Date: 2021.03.26 18:09:23 -06'00'

The DTD has reviewed this memo and is recommending it for the Executive Director's approval and signature.

Rebecca E White

Digitally signed by Rebecca E White
Date: 2021.03.21 18:02:20 -06'00'

Rebecca E. White
Director of the Division
of Transportation Development

Shoshana Lew

Digitally signed by Shoshana Lew
Date: 2021.04.23 09:44:57 -06'00'

Shoshana Lew
Executive Director of the Colorado
Department of Transportation



Environmental Process Clearance Form

Date: February 4, 2021

RE: Memo of Approval for the 29 Road Interchange at I-70 PEL Study Report

Select one: ☒ PEL ☐ Environmental Assessment ☐ Environmental Impact Statement ☐ FONSI ☐ ROD ☐ Reevaluation

Has this project been briefed to the EMT previously? Yes.

Is this a Local Agency Project? Yes.

Brief Project Description:

Where is it and what is being proposed, what was the problem trying to be solved, where in the process is the project, how long has it been worked on and who has been involved. Note whether the project is included in the 10-year Vision and, if not, explain the primary impetus for the study. Include a summary of available or predicted funding and an estimate of when construction could start. Please note any GHG reduction elements or strategies. Attach a map if that helps with the description.

Mesa County (county) and the City of Grand Junction (city), in coordination with the GVMPO and CDOT, initiated this PEL study to investigate the need and vision for improved access to I-70 between Horizon Drive and I-70B in Grand Junction. An interchange at 29 Road has long been identified in many local and regional plans as a way to enhance local and regional connectivity, as part of a larger plan to provide connections in and around Grand Junction. The county and the city partnered on transportation improvements to support this connectivity for decades, including completion of Riverside Parkway and the project to carry 29 Road over I-70B and the Union Pacific Railroad (UPRR). The city and county continued their partnership through this study to determine the best way to provide enhanced access to I-70 northeast of downtown Grand Junction. See Figure 1, Study Area.

The study was conducted following Federal Highway Administration (FHWA) PEL guidance regarding the integration of transportation planning and the National Environmental Policy Act (NEPA) process, which encourages the use of planning studies to provide information for incorporation into future NEPA documents (23 Code of Federal Regulations [CFR] 450). The goal of these early integrated planning efforts is to streamline subsequent alternatives analysis during the NEPA processes. This PEL study is intended to provide the framework for the long-term implementation of transportation improvements as funding is available.

CDOT was an active participant in the 29 Road Interchange at I-70 PEL Study. Our involvement in the study on the Technical Team and through frequent coordination meetings provided us the opportunity to discuss the significance of this project with fellow stakeholders. We are satisfied with the efforts of the Technical Team members and their respective agencies to develop a vision for improved local and regional connectivity and enhanced access to/from I-70 in the east-central area of Grand Junction.

Existing Corridor Conditions

I-70 is a four-lane divided interstate highway through the study area. The highway provides regional connectivity to Utah and to the Colorado Front Range as well as to the recreational and mountain communities in the central Colorado Rocky Mountains. The speed limit was recently reduced from 75 miles per hour (mph) to 70 mph between MP 24.9 (west of the US 50 interchange) to MP 32.2 (east of the curves east of the Horizon Drive interchange) due to crash history. The speed limit through the rest of the study area remains 75 mph. I-70 has 12-foot through lanes and a depressed median width of 20 feet. Approximate measurements indicate that the paved shoulders in this area



are 5 feet (inside) and 12 feet (outside). Both inside and outside shoulders have intermittent rumble strips installed as a safety measure.

29 Road is classified as a principal arterial in the Grand Junction Circulation Plan. It provides a regional north-south connection between Patterson Road on the north and US 50 on the south. North of Patterson Road, 29 Road provides local access to neighborhoods and community facilities, as well as access to private properties north of I-70. 29 Road has a speed limit of 40 mph throughout the study area. The roadway through the study area generally has one through lane in each direction, and those lanes are approximately 11 feet wide. The roadway generally has unpaved (gravel) shoulders of varying width. Between F1/4 Road and F1/2 Road, the roadway is wider to the west with an additional lane width and curb and gutter instead of a soft shoulder. This section also includes a detached sidewalk that is set back from the roadway. Additional setback and sidewalk have also been provided adjacent to the neighborhood at Brodick Way on the east side of 29 Road.

South of I-70 between Horizon Drive and I-70B, land uses consist primarily of established single-family residential neighborhoods with churches and schools. Matchett Park, located west of 29 Road, has remained undeveloped since it was acquired in 1996, but it is planned as a regional recreational amenity. North of F 1/2 Road, properties remain largely undeveloped except for Independence Academy Charter School (Independence Academy) and single-family homes. The North I-70 Frontage Road ties into 29 Road just north of the 29 Road bridge over I-70, providing access from areas south of I-70 to the Grand Junction Motor Speedway and other recreation. Based on the Grand Junction Comprehensive Plan, residential development will remain between I-70 and Patterson Road with large areas of commercial and industrial development in the undeveloped properties north of the Highline Canal and I-70.

The PEL study documentation fulfills the requirements set forth in 23 USC 168 for the adoption of planning products for future use in NEPA. Funding for the I-70 interchange construction has not been identified at this time. Mesa County and City of Grand Junction will continue collaborating to identify funding sources and funding partnerships, including through state and federal grant opportunities. As project funding becomes available, CDOT supports the continuation of study recommendations through CDOT's Policy Directive 1601 process, the NEPA process, and project implementation and will continue to work with FHWA and the local agencies to facilitate transportation improvements in the study area. We encourage all of the agencies involved in the study to partner and work toward collaborative partnerships that will ultimately provide regional benefits.

The project is not included in the 10-year vision, but has been identified as a top priority by the local agencies. Funding by the locals is expected to be forthcoming.

Environmental Review:

Summarize review by planning and environmental staff, at the region, at DTD/EPB, and with regulators/resource agencies and FHWA. Is FHWA supportive of the project in general? Please note if the study document was based on a previous PEL and whether that PEL narrowed alternatives. Are there more than one build alternatives assessed? Have GHG reduction strategies or operational improvements been included?

The PEL study was completed in accordance with FHWA regulations and guidelines and included both CDOT and FHWA staff at key intervals where they provided comments and guidance that improved the study. Coordination with state and federal environmental resource agencies, consistent with PEL guidelines, also provided important information that helped in developing study recommendations.

An environmental overview was prepared as part of the PEL study to identify resources early in the planning process. The environmental overview contains environmental resource information and mapping that was obtained using readily available resources such as file searches, GIS mapping,



windshield surveys, and literature review. All the environmental and community resources topics summarized in the environmental scan will need to be reviewed in NEPA.

As project development moves forward, the area conditions inventory and environmental overview completed for this PEL study should be reviewed and updated as needed to reflect the most current conditions for consideration of impacts and avoidance.. Consultations with appropriate agencies and continued public involvement will also be required. Environmental data were reviewed at the area level. During NEPA, the limits of the Preferred Alternative will need to be evaluated relative to environmental impacts.

The R3 Transportation Director is familiar with the project and has reviewed the documents.

Are there any resources that are notably impacted?

What was the notable resource impacted, mitigations recommended? [e.g., Are there any environmental justice issues or adverse impacts to historic structures?] Discuss any impacts to resources that are above the threshold identified in "Attachment D: The CatEx Criteria Checklist"

The following resources may be impacted by the Recommended Alternative and should be further assessed during NEPA.

- Air Quality – No impacts to air quality are anticipated. A qualitative air quality analysis may be required during NEPA.
- Community and Social Resources – Depending on the final alignment and layout of the Recommended Alternative, there could impacts to community and social resources. Area residents expressed concern about changes to the community character and impacts along 29 Road with truck traffic, school/bicyclist/pedestrian safety issues, and added congestion. Ongoing coordination and conversations with property owners, businesses, and residences potentially affected should also be a critical part of future project development.
- Floodways and 100-year Floodplains – Depending on the final alignment of the Recommended Alternative, changes to 29 Road may require hydraulic modeling for the channel with future project development due to the proximity to the channel and the downstream floodplain designation.
- Hazardous Materials – Due to the presence of potential hazardous materials in the study area, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment should be conducted at site-specific locations to evaluate hazardous materials that may require remediation prior to acquisition or development.
- Historic Resources – Potential historic resources may be impacted by the Recommended Alternative. During future NEPA process(es), historic resources will need to be evaluated under Section 106 of the National Historic Preservation Act and Section 4(f) (23 CFR 774) of the U.S. Department of Transportation Act of 1966 (Section 4(f)).
- Noise – The Recommended Alternative has the potential to impact sensitive noise receptors and a noise assessment should be conducted during NEPA.
- Parks and Recreational Resources – Impacts to parks and recreational resources are not anticipated; however, should impacts occur, the project must comply with Section 4(f).
- Prime and Unique Farmlands – Additional analysis during NEPA will be required to determine if farmlands are being irrigated and if the Recommended Alternative would impact them. A detailed analysis of the project design impacts to the existing prime farmland should occur as well as coordination with local planners and other local officials, including the Natural Resource Conservation Service.



- Water Quality – Impaired waters should be considered during future project development and efforts should be made to avoid and minimize impacts to water-related resources to the extent possible, including the implementation of control measures during construction to minimize sediment runoff. New separate storm sewer system facilities will need to be considered during future NEPA/design phases.
- Threatened and Endangered Species and Biological Resources – As there is potential for state and federally threatened species to occur in the study area, comprehensive and updated special-status species lists will need to be obtained during NEPA. If appropriate, a field survey will need to be conducted for federal- and state-listed species and the project will need to comply with Section 7 of the Endangered Species Act, the Migratory Bird Treaty Act, and Golden Eagle Protection Act.
- Wetlands and Waters of the U.S. – A wetland delineation will need to be completed during NEPA and the project must follow Section 404 of the Clean Water Act should there be impacts to jurisdictional wetlands and waters of the U.S.

Engineering Review:

Summarize any key engineering constraints or other design considerations that factored into the final outcome of the study including reasons why an alternative was selected, review conducted by the project manager of a project's design, scope, budget, feasibility of schedules, assumptions regarding materials, etc. Is the solution cost effective?

A variety of alternatives were identified for consideration, focusing on the project Purpose and Need to improve north-south network connectivity and provide transportation infrastructure needed to support planned land use. The range of alternatives developed for the project included arterial corridor improvements with new interchange access to I-70, as well as improvements to the existing I-70 interchanges between Horizon Drive and I-70B. Given the area constraints and the needs described in the Purpose and Need, the following conceptual action alternatives, in addition to the No Action alternative, were considered in the Level 1 screening.:

- Alternative 1 – I-70/Horizon Drive Interchange Improvements and New North Connection: Capacity improvements at the I-70/Horizon Drive interchange with new major collector roadway from the Horizon Drive to 29 Road and new multimodal facilities.
- Alternative 2 – New I-70/29 Road Interchange with North Connection: New grade-separated interchange on I-70 at 29 Road with capacity and operational improvements along 29 Road from I-70 to Patterson Road and new multimodal facilities along 29 Road.
- Alternative 3 – New Midpoint Interchange with North Connection: New grade-separated interchange on I-70 approximately halfway between the existing Horizon Drive and I-70B interchanges (located at 30 Road) with capacity and operational improvements along 30 Road from I-70 to Patterson Road and new multimodal facilities along 30 Road.
- Alternative 4 – I-70/I-70B (Clifton) Interchange Reconfiguration and New North Connection: Reconfiguration of the I-70/I-70B interchange to provide arterial access north of I-70 with capacity and operational improvements along I-70B and a new principal arterial roadway extending north from the I-70 interchange and west to the existing paved North Frontage Road and new multimodal facilities.

After the Level 1 screening, it was determined that both Alternative 2 (New I-70/29 Road Interchange with North Connection) and Alternative 3 (New Midpoint Interchange with North Connection) meet the Purpose and Need and could be carried forward for further evaluation in future NEPA processes. However, Alternative 2 (New I-70/29 Road Interchange with North Connection) is the Recommended Alternative from this PEL study as it meets the Purpose and Need to a higher degree and would have fewer impacts. It is included in existing adopted local and regional plans, and due to the long history of planning for a new I-70 interchange at 29 Road, it is anticipated an



interchange at the 29 Road location would have less private property (right-of-way), environmental, and community impacts than a new midpoint interchange with the arterial improvements that would be required with the project.

Is there a 1601 approval needed? No.

Has any construction funding been identified in the STIP for this project? No, but funding from the locals is expected to be forthcoming.

Key stakeholders:

List key stakeholders (e.g. local governments, interest groups), note any elements of the project that were controversial or difficult to resolve and describe other contextual or policy items worth highlighting. (e.g. adherence to Managed Lanes PD). Is there a high level of controversy with stakeholders or the public?

FHWA: Joel Barnett (Region 3 Area Engineer, former); Tricia Sergeson (Transportation Specialist, former); Shaun Cutting (Program Delivery Team Leader); Jeff Bellen (Region 3 Area Engineer, current); Stephanie Gibson (Environmental Program Manager)

Project Team: Kevin King (Mesa County Project Manager); Scott Mai (Mesa County Engineering Director); Sean Yeates (Mesa County Senior Engineer); Pete Baier (Mesa County Administrator); Paul Jagim (City of Grand Junction Project Manager, former); Trent Prall (City of Grand Junction Public Works Director); Dean Bressler (Grand Valley MPO Senior Transportation Planner); Dana Brosig (Grand Valley MPO Director).

Technical Team: Agency Team: Greg Moberg (Mesa County); Stephanie Reecy (Mesa County); David Thornton (City of Grand Junction); Eric Trinklein (Grand Junction Airport, former); Dylan Heberlein (Grand Junction Airport); Angela Padalecki (Grand Junction Airport); Kandice Krull (Federal Aviation Administration); Michael Goolsby (CDOT Region 3); Jason Smith (CDOT Region 3); Rob Beck (CDOT Region 3); David Cesark (CDOT Region 3); Zane Znamenacek (CDOT Region 3); Mark Bunnell (CDOT Region 3); Troy Halouska (CDOT PEL Program Manager); Jeff Bellan and Tricia Sergeson (FHWA representatives). DEA Consultant Team: Stacy Tschuor (Project Manager); Leah Langerman (Public Involvement); Kara Swanson (Environmental); Sara Ciasto (Design); Hannah Polow (Multimodal); Heather Gade (Traffic, former); Joe Hart (Quality Assurance). EPS Consultant Team: Daniel Guimond (Project Manager); Brian Duffany (Analyst).

Public and Stakeholder Coordination Overview

General Public	- February 2019 Open House had approximately 125 attendees - April 2019 Community Presentation at Independence Academy had approximately 50 attendees - August 2020 Virtual Public Meeting video was viewed approximately 600 times
Grand Valley MPO Technical Advisory Committee	- Presentation January 9, 2019 - Presentation February 13, 2019
Grand Junction City Council Workshop	Presentation January 14, 2019
Mesa County Board of County Commissioners Meeting	Presentation January 15, 2019
Grand Junction Regional Airport Board	Update April 4, 2019



CDOT and Local Agency Leadership	■ Coordination meeting February 26, 2020
Associated Members for Growth and Development	■ Presentation September 2, 2020

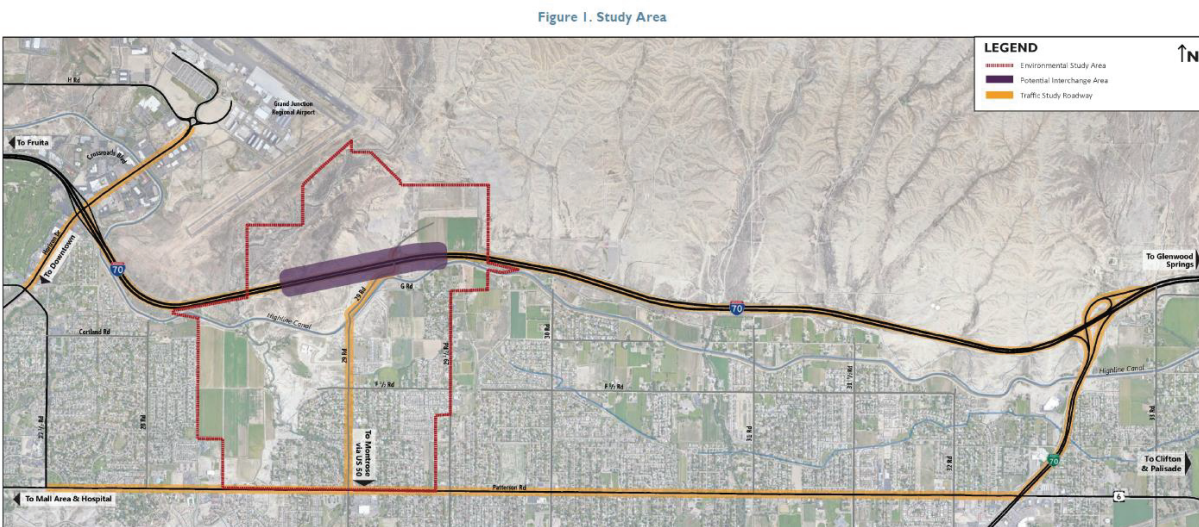
The concerns of those opposed to the recommended alternative cited project elements that can be mitigated with further planning and design in future project phases, such as:

- Truck traffic and designation of 29 Road as a truck route,
- School children, pedestrian, and bicyclist safety along 29 Road, and
- Traffic congestion along 29 Road.

Interchange concept layouts will be developed and evaluated with the next phases of project development, as a Preferred Alternative is identified in the NEPA process. Design elements will be defined to consider design solutions to minimize costs and operational, safety, and property impacts while maximizing project connectivity and access benefits for the surrounding region. As project development moves forward, the area conditions inventory and environmental overview completed for this PEL study should be reviewed and updated as needed to reflect the most current conditions for consideration of impacts and avoidance.

Figures & Illustrations:

See Attached- Figure 1: Study Area





U.S. Department
of Transportation
**Federal Highway
Administration**

Colorado Division

May 19, 2021

12300 W. Dakota Ave., Suite 180
Lakewood, Colorado 80228
720-963-3000

Mr. Michael Goolsby
Region 3 Transportation Director
222 South 6th Street, Rm 317
Grand Junction, CO 81501

Subject: Approval of 29 Road Interchange at I-70 Planning and Environmental Linkages (PEL) Study

Dear Mr. Goolsby:

This letter is to acknowledge the completion of the PEL study initiative undertaken by Mesa County and the City of Grand Junction, in cooperation with the Colorado Department of Transportation (CDOT), for the 29 Road interchange at I-70, including the study of the I-70 corridor from Horizon Drive to I-70B to develop a vision for improved local and regional connectivity and enhanced access to/from I-70 in the east-central area of Grand Junction. We appreciate and commend the efforts the team has undertaken to conduct this planning study in a manner consistent with the Federal Highway Administration (FHWA) PEL guidance. The benefits of this streamlining effort will undoubtedly be realized in terms of time and cost savings on future NEPA studies conducted within the area planning study limits.

The final PEL Questionnaire submitted to CDOT on January 22, 2021 provides a good summary of the work completed in the PEL study and the information that will be needed once the project begins the CDOT Policy Directive 1601 process and NEPA process. The strengths of the study include: focused coordination with state and federal environmental resource agencies, extensive public involvement through the process, and the development of a Purpose and Need statement following NEPA guidance. Areas the FHWA has identified as needing further analysis are: the functional reclassification of 29 Road, changes to residential character, noise analysis, air quality, changes to pedestrian mobility and any EJ impacts. As project funding becomes available, it will be necessary for FHWA to meet with the local agency sponsors and CDOT to determine the scope of the NEPA study, including level of study required, Purpose and Need, logical termini, and the extent to which the study can be used to supplement or replace certain milestones in the NEPA process.

If you have any questions, please feel free to contact Jeff Bellen, Area Engineer, at jeff.bellen@dot.gov or 720-963-3438.

Sincerely,

John M. Cater, P.E.
Division Administrator

Copies:

David Cesark, CDOT Region 3 Planning and Environmental Manager
Jason Smith, CDOT Region 3 West Program Engineer
Trenton Prall, City of Grand Junction
Scott Mai, Mesa County
Tory Halouska, CDOT HQ PEL Program Manager

Meeting Summary

Date: January 22, 2025

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

Meeting Name: Purpose and Need Refinement

Meeting Date: November 9, 2022

Attendees:

Name	Organization	Name	Organization
Alex Pulley	FHU	Stephanie Gibson	FHWA
Amanda Cushing	FHU		

NEPA Class of Action Discussion

The NEPA class of action will be determined at a later date. At this time, a “NEPA analysis” will be completed.

If the 29 Road project is determined to be a Categorical Exclusion, a decision document will not be required. If the class of action is an Environmental Assessment (EA), a public meeting will not be required. Changes in traffic circulation may raise it to an EA, or a documented CatEx.

The CDOT NEPA template has been re-designed to be more succinct (70-75 pages; graphics are not included in the number of pages). For example, when discussing resources, each resource would be approximately one page of text and one page for graphics (similar to the SH 66 PEL).

Meeting Summary

29 Road PEL Purpose & Need

Purpose

The purpose of the project is to enhance the region's transportation network to improve local and regional connectivity and to provide enhanced access to/from I-70 to planned land use.

Need

Improved access to I-70 is needed to:

- ▶ Address limited transportation network connectivity with no east-central north-south arterial corridor with access to/from I-70;
- ▶ Provide transportation infrastructure needed to support planned land use adjacent to and north of I-70

Proposed Revised Purpose & Need

Purpose

The purpose of the project is to enhance the eastern Grand Valley transportation network between I -70 Business and Horizon Drive to 1) improve local and regional connectivity and 2) provide enhanced access to planned land use surrounding I-70 in Grand Junction.

Need

Improved local and regional connectivity is needed to:

- ▶ 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

Meeting Summary

Improved access to I-70 is needed to:

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

Discussion

- ▶ Change "support" to "accommodate."
- ▶ Add "Loop East Interchange" to the end of "I-70 Business"

Decisions Made

Revised Purpose & Need

Purpose

The purpose of the project is to enhance the eastern Grand Valley transportation network between the I-70 Business Loop East Interchange and the Horizon Drive Interchange to 1) improve local and regional connectivity and 2) provide enhanced access to planned land use surrounding I-70 in Grand Junction.

Need

Improved local and regional connectivity is needed to:

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

Meeting Summary

Improved access to I-70 is needed to:

- ▶ 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 support projected and regional traffic demands

Next Steps

- ▶ Move forward with the environmental resource existing condition evaluations.



MEMORANDUM

TO:	CDOT Region 3
FROM:	Felsburg Holt & Ullevig (FHU)
DATE:	April 29, 2025
SUBJECT:	29 Road Interchange at I-70 Project – Project Applicability to CDOT Regionally Significant / Transportation Capacity Project Requirements (FHU Project Number 121072-01)

Introduction

The City of Grand Junction, Colorado (the “City”) and Mesa County (the “County”) are advancing the 29 Road Interchange at I-70, NEPA/1601 Project (the “Project” or the “Interchange”) and conducting project development activities to enhance the eastern Grand Valley transportation network between Interstate 70 (I-70) Business Loop East (I-70B) interchange and Horizon Drive to:

- ▶ Improve local and regional connectivity, and
- ▶ Provide enhanced access to planned land use surrounding I-70 in Grand Junction, Colorado (**Figure 1-1**).

This Modified Phase I Environmental Site Assessment (MESA) describes the potential to encounter hazardous materials within the study area, the regulatory setting, and the potential impacts of the Project from hazardous materials within the study area. It includes mitigation measures resulting from those impacts and is prepared in accordance with the CDOT NEPA Manual (CDOT, 2024) and CDOT Hazardous Materials Guidance (CDOT, 2018).

Felsburg Holt & Ullevig (FHU) is evaluating if new state air quality and environmental justice requirements from Colorado Revised Statute (CRS) 43-1-128 apply to the Project. To

do so, FHU reviewed the Project to evaluate if it may be considered a Regionally Significant and Transportation Capacity (RS/TC) Project in CDOT's 10-Year Plan.

Background

As described in various regional planning documents for the Grand Valley (the "Valley"), including the Grand Junction 2040 Regional Transportation Plan, the Valley communities desire to complete a "beltway" from I-70 west of Grand Junction, along the south side of downtown, and back to I-70 between downtown Grand Junction and Clifton. In September 2020, a Planning and Environmental Linkage (PEL) study was completed to investigate the need and vision for improved access to I-70 between Horizon Drive and I-70B in Grand Junction (DEA, 2020).

Further planning studies, environmental reviews, and traffic analyses are currently being developed to move a new I-70 interchange forward. Design concepts are also being developed to ensure that reasonable interchange alternatives are considered.

Project Location and Description

I-70 is an east-west interstate facility that connects Colorado with Utah to the west and Kansas to the east. In the Valley, it is a 4-lane facility generally located on the north side of Grand Junction and Clifton. The planned interchange would be located within a 5-mile segment of I-70 between the existing Horizon Drive interchange to the west and the existing I-70B interchange to the east.

Horizon Drive is a commercial corridor that connects downtown and northern areas of Grand Junction (south of I-70) to the Grand Junction Regional Airport to the north of the interstate. I-70B is also a commercial corridor that connects I-70 to Clifton, State Highway 141 (also known as 32 Road), US 6 (also known as North Avenue) and US 50 in downtown Grand Junction.

29 Road crosses I-70 on an aging 2-lane structure located about ¼ mile east of the section line that typically defines the 29 Road alignment. North of I-70, 29 Road connects to the North I-70 Frontage Road and ends as a dirt road into private property within ¼ mile of I-70. South of I-70, 29 Road meanders southwest as a rural cross-section roadway over

the Government Highline Canal (Canal). South of the Canal, 29 Road is generally a 2-lane roadway to Patterson Road and a 3-lane roadway to US 6 (North Avenue).

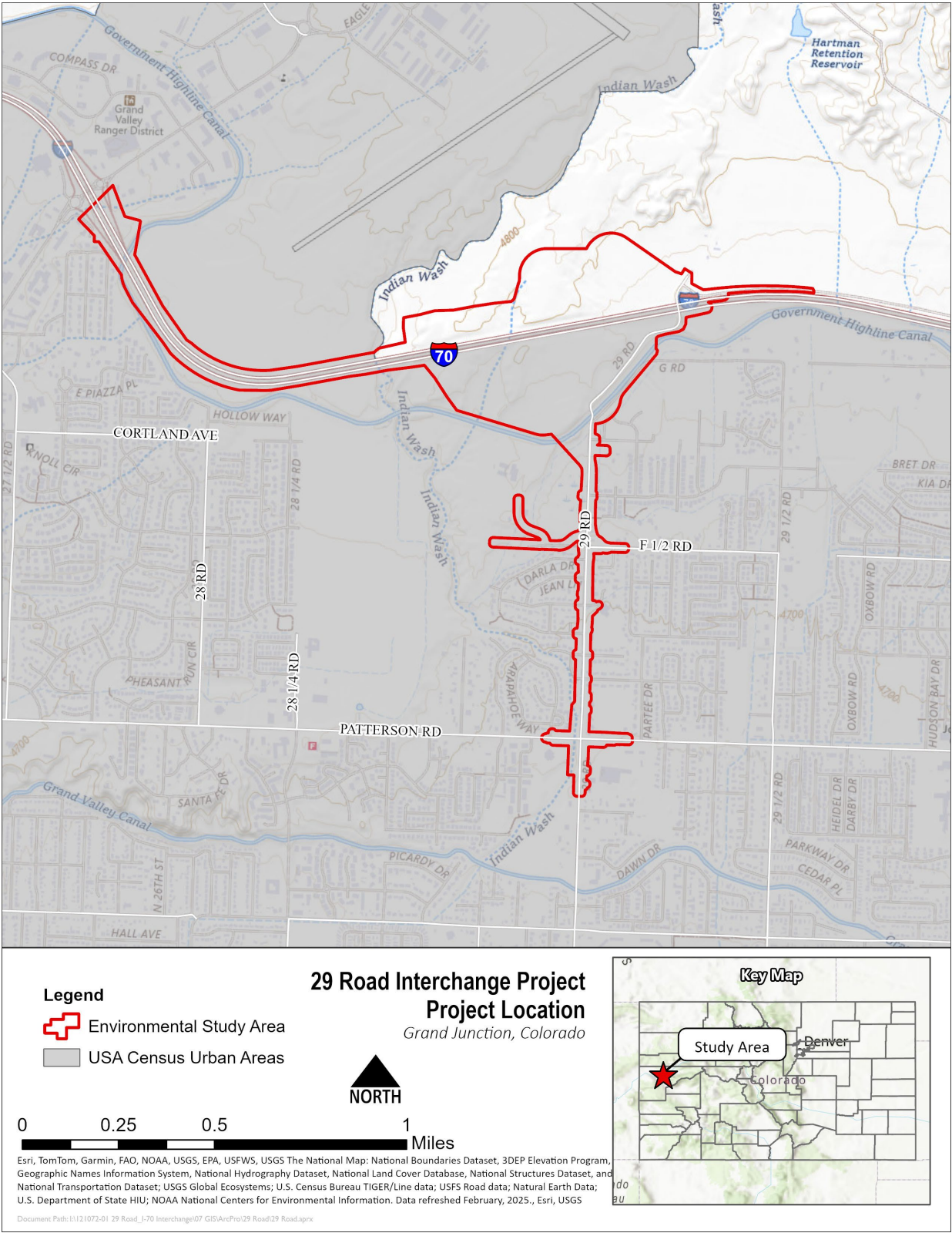
30 Road does not cross I-70 today. Between I-70 and the Canal, it is a dirt road providing access to several rural properties. South of the Canal, 30 Road is generally a 2-lane roadway to Patterson Road and a 5-lane roadway to I-70B/US 6 (North Avenue).

Major elements of the Project include:

- ▶ Constructing a new interchange at 29 Road and I-70 (between the current I-70B/Clifton and Horizon Drive interchanges)
- ▶ Extending 29 Road north from G Road to and beyond the new interchange (including a new structure over the Canal) and maintaining connectivity between 29 Road and the existing North I-70 Frontage Road
- ▶ Making improvements along existing 29 Road between the Canal and Patterson Road
- ▶ Implementing a travel demand management (TDM) plan

Figure 1 identifies the project location, which includes the property being examined through this Project.

Figure 1. Project Location Map



Colorado Senate Bill 21-260 (SB260)

SB260 was signed by Governor Polis on June 17, 2021 and was primarily a transportation funding bill. However, the passage of SB260 put into place a series of new environmental requirements. Section 28 of SB260 created the Environmental Justice and Equity Branch within CDOT, which works directly with Disproportionately Impacted Communities (DI Communities), to identify and address barriers that may prevent their full participation in transportation decisions. DI Communities include census block groups where the proportion of households have more than 40 percent low-income, minority, and/or housing-cost burdened populations.

Section 30, Subsections 1 through 6 have been codified in the Colorado Revised Statute (CRS) § 43-1-128. These subsections, or parts, in CRS § 43-1-128 include greenhouse gas (GHG) requirements, air quality modeling, monitoring, and mitigation, and additional outreach to DI Communities. These requirements must be followed if a project meets the definitions of both a regionally significant and a transportation capacity (RS/TC) project.

Implications of Being Defined as an RS/TC Project

CRS § 43-1-128, Parts 4, 5, and 6 require additional air quality measures for RS/TC projects during construction of the Project. This includes particulate matter monitoring, mitigation, and public reporting throughout construction. For projects with a NEPA decision document approval date after July 1, 2022, as would be the case for this Project, it also requires air quality modeling of transportation-related air pollutants during NEPA and design as well as pre-construction monitoring prior to construction. In addition, if the project is within a Disproportionately Impacted (DI) Community, extra consideration must be given to public engagement throughout planning, environmental, and delivery of these projects.

RS/TC Project Criteria

The term RS/TC project was defined by CDOT in the *Regionally Significant and Transportation Capacity Interpretation and Examples for CDOT Projects* memorandum (2022 CDOT memorandum) dated August 31, 2022. The 2022 CDOT memorandum provided a refined interpretation of the *Regionally Significant Project* definition with the

intent to provide clarity on which projects will be subject to air quality and environmental justice requirements set in CRS § 43-1-128, Parts 4, 5, and 6. Further, it provided an interpretation for the definition of a *Transportation Capacity Project*. Although SB260 references “Regionally Significant Transportation Capacity Projects” as one term, the 2022 CDOT memorandum established separate interpretations for “Regionally Significant” and “Transportation Capacity” as follows:

Regionally Significant (RS) Project: *“A Transportation Capacity Project that is on a facility which serves regional transportation needs such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail centers, sports complexes, etc., or transportation terminals as well as most terminals themselves, AND would result in demonstrable changes in travel demand modeling outcomes of a regional or statewide transportation network.”*

Transportation Capacity (TC) Project: *“A project that results in changes to a transportation facility, including a roadway, transit service or parking facility, which improves travel time reliability or increases the maximum throughput. On urban roads, a TC Project consists of a project at least one-centerline mile in length. In rural roadway..., a TC Project is at least one-centerline mile in length where the vehicle volume to capacity ratio (V/C) equals or exceeds 85%. If the V/C is less than 85% in a rural area, a TC Project will need to be at least two-centerline miles in length. A centerline mile is measured from the start of the project to the terminus of the project.”*

The 2022 CDOT memorandum states that requirements for CRS § 43-1-128, Parts 4, 5, and 6 apply to RS/TC projects that are listed in CDOT’s 10-Year Plan. Thus, projects must meet the following three criteria for CRS § 43-1-128, Parts 4, 5, and 6 to apply:

- ▶ RS Project
- ▶ TC Project
- ▶ In CDOT’s 10-Year Plan

Project Applicability

Regionally Significant Project

The Project would create a new Type I interchange at I-70 and 29 Road. Additionally, it would also widen 29 Road from a two-lane collector roadway to a four-lane arterial facility between I-70 and Patterson Road which is approximately one mile in length. Therefore, the Project would serve regional transportation needs. It is anticipated that the Project would have demonstrable changes to the regional travel demand model. As stated in the 2022 CDOT memorandum, there are project examples for what would be included as an RS project. Examples that apply to this Project include:

- ▶ **New Type I and Type 2 interchanges**, or major improvements to existing interchanges such as freeway or tollway acceleration/deceleration/climbing/auxiliary lanes that connect an on-ramp from one interchange to an on-ramp of a second interchange within one mile, or that add or delete a ramp which permits new directional travel movement between freeway and roadway.
- ▶ **A roadway-widening project** (via construction or restriping) adding at least one general purpose through lane of one lane-mile or more in length (or two miles in length if in a Rural area with a V/C ratio less than 85%).

As previously stated, a new Type I interchange is planned; therefore, the Project meets the definition of an RS project.

Transportation Capacity Project

The Project would include roadway widening of 29 Road to accommodate a new general purpose lane in each direction for approximately one mile. 29 Road is located within an urban area as defined in the 2022 CDOT memorandum and shown in **Figure 1**. Together, these elements meet the definition of, “A project that results in changes to a transportation facility, including a roadway, transit service or parking facility, which improves travel time reliability or increases the maximum throughput. On urban roads, a TC Project consists of a project at least one-centerline mile in length.” Therefore, the Project is a TC project.

April 29, 2025

29 Road at I-70 Interchange Project – Project Applicability to RS/TC Project Requirements

Page 8

CDOT's 10-Year Plan

CDOT's 10-Year Plan provides a statewide list of priority transportation projects for strategic state and federal funding. Two aspects in determining if a project is included in the 10-Year Plan are if it is considered regionally significant and the funding source. While the Project is regionally significant, it will not receive state or federal funding at this time. The Project is a local agency project sponsored by the City of Grand Junction and Mesa County. Further, staff at CDOT Region 3 stated that CDOT Executive Director Shoshona Lew does not anticipate funding the Project. Therefore, the Project will not be in the 10-Year Plan or subsequent planning cycles.

Conclusion

There are elements of the Project that meet the definition of an RS Project and a TC Project set in the 2022 CDOT memorandum. However, the Project is not in CDOT's 10-Year Plan and will not be in subsequent planning cycles. Since it is not in the 10-Year Plan, CRS § 43-1-128 Parts 4, 5, and 6 do not apply to the Project. It is acknowledged that this determination would need to be evaluated again if the Project is added to the 10-Year Plan in the future.

References

Colorado Department of Public Health and Environment (CDPHE). 2023. Updated Definition of Disproportionately Impacted Communities. May 2023. Available at:

<https://cdphe.colorado.gov/enviroscreen>

Colorado Department of Transportation (CDOT). 2022. “Regionally Significant and Transportation Capacity Interpretation and Examples for CDOT Project.” August 31, 2022. Available at:

https://www.codot.gov/programs/environmental/greenhousegas/assets/copy_of_regionally-significant-and-transportation-capacity-definition-final-08312204172023.pdf

CDOT. 2024. “10-Year Vision Plan.” March 2024. Available at:

<https://www.codot.gov/programs/planning/assets/03-19-2024-updated-10-year-plan-combined-final.pdf>

Colorado General Assembly. 2023. Colorado Revised Statutes (CRS) CRS § 43-1-128.

Available at: <https://leg.colorado.gov/sites/default/files/images/olls/crs2023-title-43.pdf>

David Evans and Associates (DEA). 2020. *29 Road Interchange at I-70 PEL Study. Final Planning & Environmental Linkages (PEL) Study Report*. September.

CatEx Criteria Checklist

*If the project is category C26, C27, or C28, exceeding any of the starred criteria would require that category D13 be used instead.

Project Name: 29 Road Interchange at I-70		Project Number: XXXXXX	
Environmental Project Manager: Dave Cesark/Jen Klaetsch		Date Checklist Completed: September 8, 2025	
Potential Resource and Impact		Impacts from Project	
		Yes	No
1	Through Lanes: Results in capacity expansion of a roadway by addition of through lanes;	☒	☐
2*	Right of Way: Involves acquisitions (fee simple) of more than a minor amount of right-of-way. A minor amount of right-of-way is defined as not more than 10% of any adjacent parcels for transportation related facilities (e.g. rest areas, intersections, maintenance yards) (note, this requirement does not apply to “perfection of title for ROW” projects under 23 CFR 771.117(c)(5));	☒	☐
3*	Displacements: Involves acquisitions that result in any residential or non-residential displacements;	☒	☐
4	Early Acquisition: Includes acquisition of land for hardship or protective purposes, or early acquisition pursuant to Federal acquisition project (23 U.S.C. § 108(c));	☐	☒
5*	Section 404 Permit: Requires a U.S. Army Corps of Engineers Section 404 (33 U.S.C. § 1344) permit other than a Nationwide Permit or a Regional General Permit;	☐	☒
6*	Bridge Permit: Requires a U.S. Coast Guard bridge permit (33 U.S.C. § 401);	☐	☒
7*	Historic Properties: Results in a determination of adverse effect on historic properties pursuant to Section 106 the National Historic Preservation Act (54 U.S.C. § 306108);	☐	☐
8*	Section 4(f): Requires the use of properties protected by Section 4(f) (49 U.S.C. § 303/23 U.S.C. § 138) that cannot be documented with an FHWA <i>de minimis</i> or exception;	☐	☐
9*	Section 6(f): Converts lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305), the Federal Aid in Sport Fish Restoration Act (16 U.S.C. 777-777k, 64 Stat. 430), the Federal Aid in Wildlife Restoration Act (16 U.S.C. 669- 669i; 50 Stat. 917), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property;	☐	☒
10*	Endangered Species: Requires formal consultation under Section 7 of the Endangered Species Act (16 U.S.C. 1536);	☐	☒
11*	Temporary Access and Road Closures: Involves the construction of temporary access, or the temporary closure of existing road, bridge, or ramps, that would result in major traffic disruptions, unless the use of such facilities satisfy the following conditions: a. Provisions are made for access by local traffic and so posted; b. The temporary access or closure, to the extent possible, will not interfere with any local special event or festival; c. The closure does not substantially change the environmental consequences of the action; d. There is no substantial controversy associated with the closure;	☐	☒
12*	Permanent Road Closures: Involves the permanent closure of existing road, bridge, or ramps, unless the following conditions are met: a. No major traffic disruptions; b. No adverse effects to through-traffic dependent business; c. No closure that substantially changes the environmental consequences of the action; d. No substantial controversy associated with the closure;	☐	☒

CatEx Criteria Checklist

*If the project is category C26, C27, or C28, exceeding any of the starred criteria would require that category D13 be used instead.

Project Name: 29 Road Interchange at I-70		Project Number: XXXXXX	
Environmental Project Manager: Dave Cesark/Jen Klaetsch		Date Checklist Completed: September 8, 2025	
Potential Resource and Impact		Impacts from Project	
		Yes	No
13	Involvement with Interstate: Any project that involves the use (under, over or through) the Interstate ROW, whether by CDOT or a third party. This also includes Interstate frontage roads which are within the Interstate ROW;	☒	☐
14*	Access Control: Involves changes in access control of an Interstate highway: or disposal of Interstate right-of-way (note: for C26, C27, and C28, <i>any</i> change in access control of a highway, not just Interstates, will require the use of D13 instead);	☒	☐
15*	Floodplains: Requires work encroaching on a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A;	☐	☒
16*	Wild and Scenic Rivers: Requires a Wild and Scenic River Section 7 determination from the river-administering agency. Please note that there is only one WSR river in Colorado: Cache La Poudre River in Region 4 near Ft. Collins;	☐	☒
17	Noise: Is defined as a "Type I project" per 23 CFR 772.5 and/or CDOT Noise Guidance and results in impacted receptors;	☒	☐
18	Air Quality: Does the project require a project level air quality conformity analysis;	☐	☒
19	Statewide Planning: Is not included in or is inconsistent with the statewide transportation improvement program, and in applicable urbanized areas, the transportation improvement program;	☐	☒
20	Emergency Relief: Involves emergency relief funding or approvals;	☐	☒
21	Other Circumstances: For situations that are atypical, (i.e. Superfund site) or any other issue not covered above please explain.	☐	☒
For resources checked yes, please add description of project and assumed impacts with impact number: Through lane: An additional lane will be added in each direction to 29 Road; however, 29 Road is not a CDOT facility. But, a solo interchange does not meet independent utility and including 29 Road to Patterson Road may satisfy logical termini. ROW: New ROW will be required; however, the amount of ROW has not yet been fully quantified. Displacement: One residential home will be acquired for the conversion of a stop controlled intersection into a roundabout. Involvement with Interstate: An interchange will be added to the interstate. Access Control: An access to an interstate will be added. Historic Properties: Two eligible properties (Highline Canal and 29 Road); effects is underway. Section 4(f): Determined by the historic proeperties analysis. Noise: Type 1 project with potential for impacted receptors			