

29 ROAD INTERCHANGE AT I-70 PEL STUDY

Final Planning & Environmental Linkages (PEL) Study Report

Submitted to:



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LIST OF ACRONYMS

AASHTO	American Academy of State Highway Transportation Officials
BLM	Bureau of Land Management
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Administration
FHWA	Federal Highway Administration
GVMPO	Grand Valley Metropolitan Planning Organization
I-70B	I-70 Business Loop
MP	mile post
MCRTM	Mesa County Regional Travel Model
NAC	noise abatement criteria
NEPA	National Environmental Policy Act
PEL	Planning and Environmental Linkages
SPFs	safety performance functions
UPRR	Union Pacific Railroad
US	United States Highway
U.S.	United States
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

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INTRODUCTION

Mesa County and the City of Grand Junction, in coordination with the Grand Valley Metropolitan Planning Organization (GVMPO) and Colorado Department of Transportation (CDOT), initiated this Planning and Environmental Linkages (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. Mesa County and the City of Grand Junction 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.

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. The following NEPA process principles were followed for this PEL study:

- Preparation of a project Purpose and Need
- Screening of alternatives utilizing a NEPA-appropriate process to identify feasible and significantly different alternatives
- Coordination with federal, state, and local agencies, including concurrence at key decision points to align with those of the NEPA process:
 - Purpose and Need
 - Screening evaluation criteria
 - Development of a range of alternatives
 - Identification of alternatives to move forward, as project funding is available

A project Purpose and Need was developed in accordance with Council of Environmental Quality NEPA regulations (40 CFR 1506.13). A public process utilizing technical data was applied to

identify a reasonable range of alternatives, as described by the Council on Environmental Quality guidance (40 CFR 1502.14). Reasonable alternatives include those that are practical or reasonable from the technical and economic standpoint and using common sense. Initial improvement concepts were screened to eliminate those that did not meet the project Purpose and Need. Based on the alternatives evaluation, two new interchange alternatives were identified to carry forward into future NEPA processes and project development.

This PEL Study Report summarizes the findings and recommendations for the project. The *Area Conditions Report* (June 2019), available on the project web page (www.mesacounty.us/residents/transportation/29-road), was completed during this study and provides additional information and details regarding the existing conditions.

Study Area

The traffic study area and the environmental resource review study area are illustrated in **Figure 1**. The traffic study roadways lie within the City of Grand Junction and unincorporated Mesa County. Traffic volumes were studied along I-70, 29 Road, Patterson Road, and at the adjacent Horizon Drive and I-70B interchanges. Environmental conditions were studied for the area surrounding a potential 29 Road interchange location, between CDOT mile post (MP) 32.7 and MP 33.5. This area was chosen based on CDOT's standard one-mile minimum interchange spacing for urban areas (*2018 CDOT Roadway Design Guide* Section 10.5.3, page 10-12) and area physical constraints, like the Highline Canal.

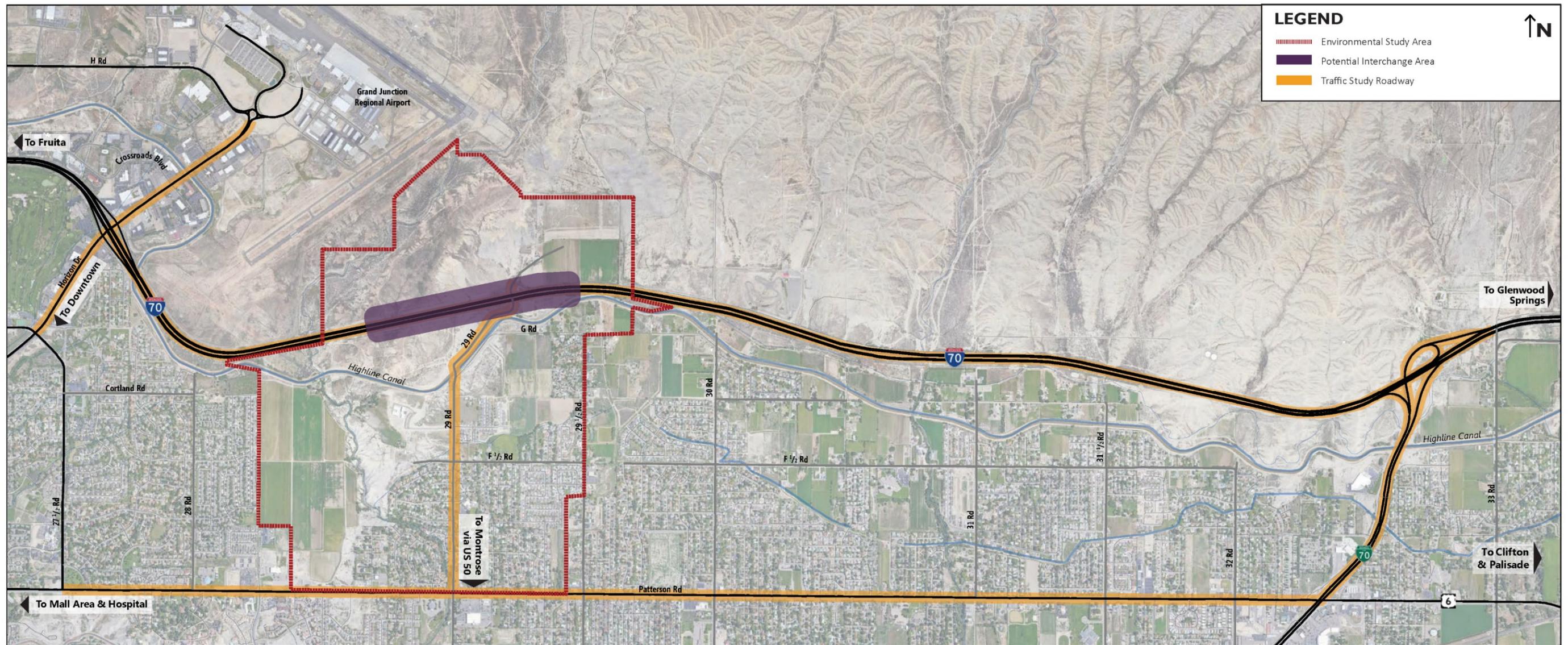
Regional Planning Context

Many plans have considered improved access to I-70 between Horizon Drive and I-70B. The planning studies and plans reviewed for this PEL study are listed below. Summaries of these plans can be found in the *Area Conditions Report* (June 2019).

- *Grand Junction Circulation Plan* (2018), Grand Junction
- *Grand Valley Regional Transportation Plan Update 2040* (2014), Mesa County
- *Grand Junction Regional Airport Master Plan* (2009), Grand Junction Regional Airport
- *Wildlife Hazard Management Plan* (2008), Grand Junction Regional Airport

The *Grand Junction Circulation Plan* and the *Grand Junction Regional Airport Master Plan* both identify a new interchange at 29 Road and I-70.

Figure I. Study Area



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Land Use

Existing Land Use

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. Two single family residences and an electrical substation are located on 29 Road north of the Highline Canal.

Future Land Use

Future planned land uses are depicted in **Figure 2**. The land use represented on this map reflects the City of Grand Junction and Mesa County's land use vision for the study area, as shown in 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. Details on the planned development expected in the undeveloped areas north of I-70 and between the airport and the I-70B interchange are described in the Purpose and Need chapter of this report.

The Mesa County Regional Transportation Planning Office estimates future transportation demand through the use of a travel demand model, formally known as the Mesa County Regional Travel Model (MCRTM). Socioeconomic data from the GVMPO 2010 and 2040 MCRTMs used for this study were compiled for the traffic analysis zones partially or fully located within the environmental study area boundaries shown in Figure 2. The household and employment totals for the year 2010 and forecasted year 2040 are shown in **Table 1**. As shown, employment in the area was forecasted to increase by almost 580 jobs by year 2040, an increase of 421% over existing year 2010 totals. Population in the area was forecasted to increase by over 600 households, an increase of 79% over existing year 2010 totals.

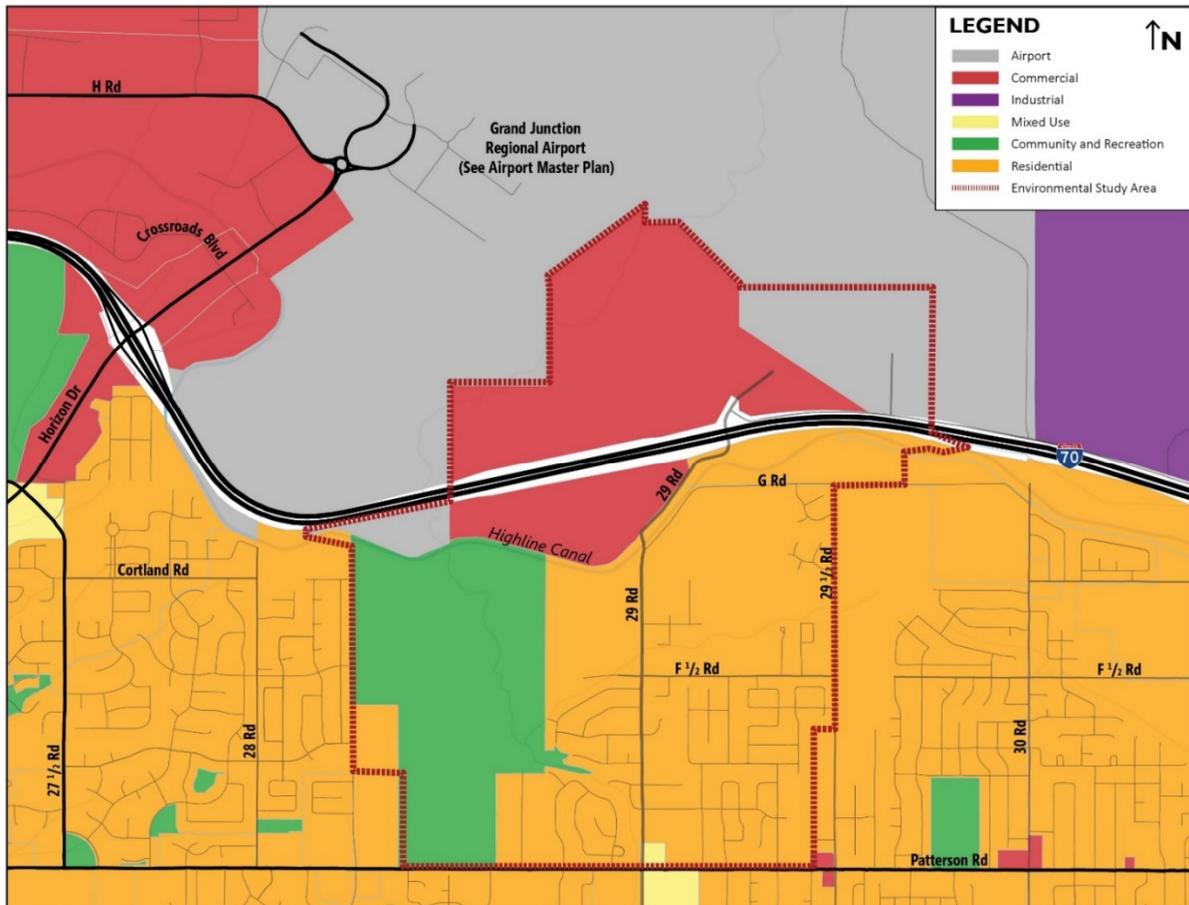
Table 1. Travel Demand Forecasting Land Use Growth

YEAR	EMPLOYMENT	HOUSEHOLDS
2010	137	798
2040	714	1,432
Absolute Growth	+ 577	+ 634
Percent Growth	421%	79%

Source: GVMPO 2010 and 2040 regional travel demand models

This land use growth information is from the 2040 MCRTM available at the beginning of this study. The MCRTM is fully updated approximately every five years to coincide with each regional transportation plan update and GVMPO recently updated the MCRTM to extend projections to 2045 and update land use projections.

Figure 2. Future Land Use



Source: City of Grand Junction GIS Mapping

The MCRTM takes into account future population, employment and economic forecasts as well as other variables, including land use, estimates of future activity from local governments, and travel demands from outside of Mesa County. The Office of the State Demographer provides forecasts for population, statewide and by county. The forecast for Mesa County in 2045 is 225,529 persons. This compares closely with the forecast from the last planning cycle of 225,223 in 2040. Consequently, the MCRTM shows similar travel forecast results for 2045 as it did for 2040 with the model used for this PEL study.

PURPOSE AND NEED

This Purpose and Need statement was developed in coordination with agency stakeholders with review by the general public. The specific needs, summarized below, are based on the analysis and findings documented in this report and in separate documents prepared as part of this project, including the *Area Conditions Report*. Thorough documentation of the process and recommendations is a critical element of the PEL process so the decisions can be used in future NEPA processes.

The existing Horizon Drive interchange provides the main access to the Grand Junction Regional Airport north of I-70. The existing I-70B interchange has directional ramps only to/from the south, providing direct movements into and out of the Clifton area and southeastern areas of Grand Junction. The 29 Road corridor serves as an arterial north-south travel corridor connecting people in north and south Grand Junction to United States Highway (US) 50, I-70B, North Avenue, and Patterson Road. There is an existing bridge carrying 29 Road over I-70, but no access to/from I-70. South of I-70 between the Horizon Drive and I-70B interchanges, land uses consist primarily of single-family residential neighborhoods with community resources. A future business park and commercial and industrial development is planned and zoned for the large undeveloped properties east of the Grand Junction Regional Airport, directly adjacent to and north of I-70.

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:

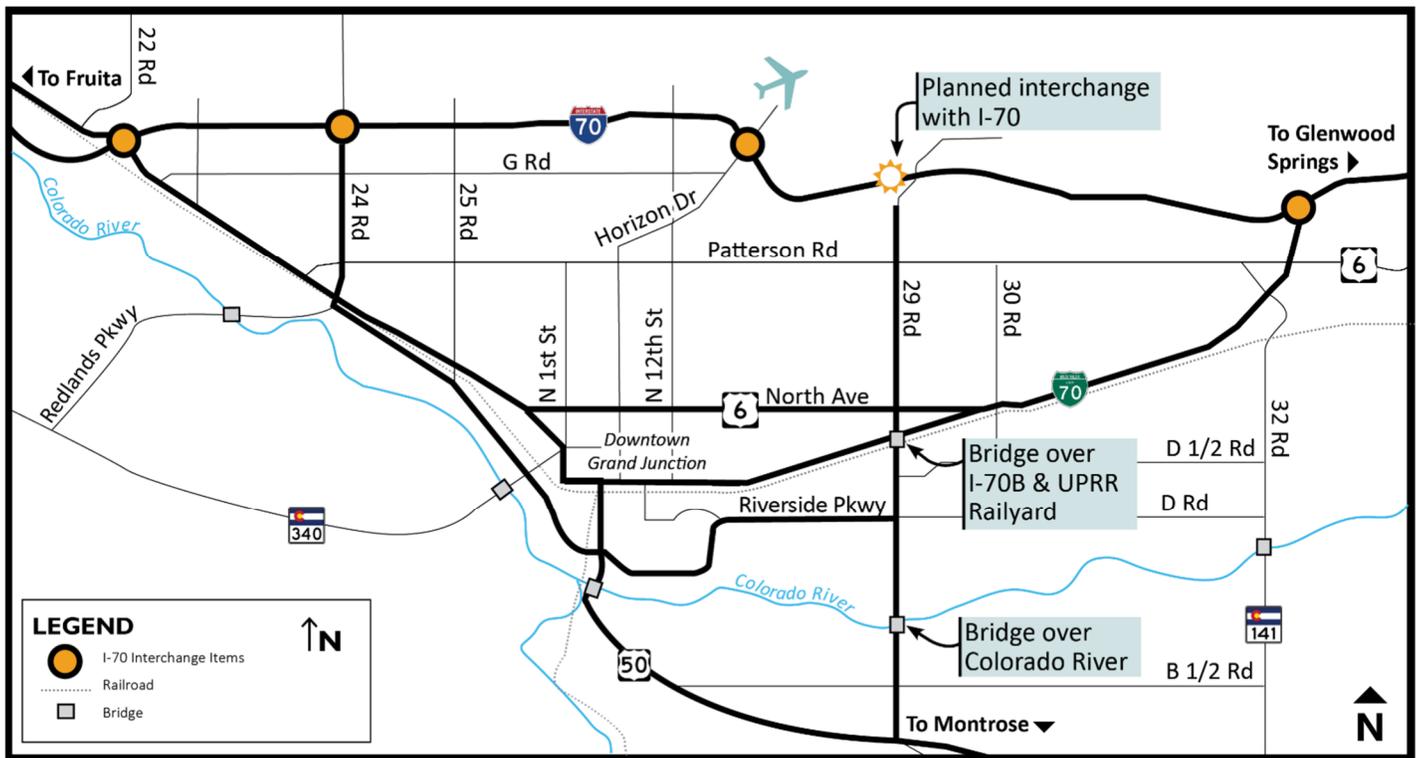
- Address limited transportation network connectivity with no east-central north-south arterial corridor with access to/from I-70; and
- Provide transportation infrastructure needed to support planned land use adjacent to and north of I-70.

System Linkage

The City of Grand Junction arterial roadway network (shown in **Figure 3**) includes several major east-west roadway corridors providing continuous connections between the eastern and western edges of the city (at the I-70 and US 50 interchange and the I-70 and I-70B interchange): I-70, Patterson Road, US 6 (North Avenue), Riverside Parkway/D Road, I-70B, and US 50. There are three bridges across the Colorado River that lead directly north through Grand Junction from US 50, the state highway providing access to/from southern Colorado and further southwest with connections to Utah, Arizona, and New Mexico. The 5th Street bridge leads to the I-70 and US 50 interchange on the west side of the city. The 32 Road bridge leads to the I-70 and I-70B interchange on the east side of the city. The 29 Road bridge provides access through the central area of Grand Junction with a bridge over the UPRR railyard, a grade-separated interchange at I-70B, and connections to the east-west corridors listed above, but does not directly access I-70.

The I-70 and Horizon Drive interchange provides the main access to the Grand Junction Regional Airport and the business areas south of the airport, but Horizon Drive is not a direct north/south route through the city and does not provide a continuous route to/from US 50.

Figure 3. Grand Junction Arterial Roadway Network



The lack of redundant and continuous north-south arterial corridors with connections to key east-west corridors (I-70, Patterson Road, US 6 (North Avenue), Riverside Parkway/D Road, I-70B, and US 50) limits travel choices for residents, visitors, and businesses in central, southeast, and downtown Grand Junction. Additional infrastructure redundancy in the arterial transportation network, specifically related to north-south continuity through the city and I-70 freeway access, will also improve the ability for travelers to move through and around the city with acceptable traffic operations after a disruptive event or changing conditions (e.g., construction impacts, emergency or planned closures).

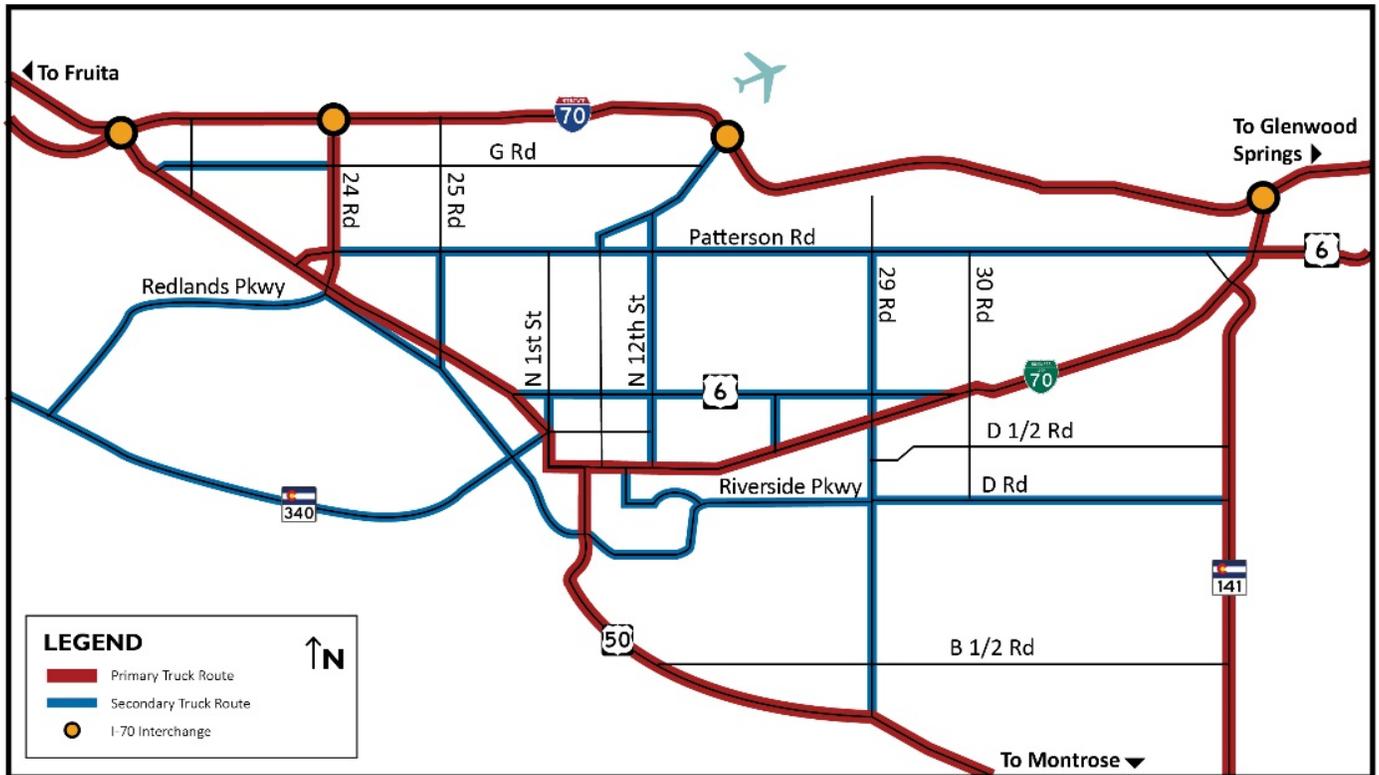
The absence of a north-south arterial corridor with an I-70 interchange in the central Grand Junction area east of downtown creates out-of-direction travel paths for access to/from I-70. Residents in established and growing neighborhoods south of I-70 currently must travel east or west on local streets and/or through multiple intersections along east-west corridors to access I-70. Intersections along 29 Road south of I-70 currently operate at level of service D (LOS D) during the morning peak hour with localized congestion observed at the access to the Independence Academy during school ingress and egress periods. With residential commuter and school traffic in the morning peak hour, queues on southbound 29 Road at Patterson Road typically extend past adjacent neighborhood accesses. By 2040, traffic operations at the 29 Road intersections are expected to degrade to LOS F during the morning peak hour and LOS E during the evening peak hour.

The existing I-70 and Horizon Drive interchange operates well with LOS A at the ramp terminal roundabouts during peak hours. There are no identified safety issues at the I-70 and Horizon Drive interchange, but Horizon Drive south of I-70 has a high number of sideswipe and angle crashes due to the traffic volumes and density of driveways with a two-way-left-turn center lane. As future traffic increases, safety issues related to congestion will worsen.

With a street connection only to the south, the I-70B interchange operates well with fully directional movements on and off the freeway without traffic moving through an intersection. The existing I-70B interchange configuration would not provide I-70 access for the planned development areas north of I-70.

Designated truck routes through the city are illustrated in **Figure 4**. US 50, I-70B, and 24 Road are designated primary truck routes with I-70 interchanges. Horizon Drive is a designated secondary truck route south of I-70. 29 Road is designated a secondary truck route between US 50 and Patterson Road.

Figure 4. Grand Junction Designated Truck Routes



The lack of a continuous north-south corridor with I-70 access as a designated truck route in the central area of Grand Junction east of downtown reduces efficiencies for freight travel to/from the Downtown Industrial Corridor, located along Riverside Parkway west of 29 Road. This need for improved truck movement efficiencies for north-south travel will be increased with the planned economic development expected north of I-70 and east of the Grand Junction Regional Airport, as described below.

Enhanced Access for Adjacent Land Uses

There is a need for adequate transportation infrastructure to support existing and planned population and employment growth shown in current local and regional land use and transportation plans, which were adopted through comprehensive planning processes with public and stakeholder involvement. Enhanced access to the area adjacent to and north of I-70 has been included in transportation and land use plans for decades.

The large properties north of I-70 are planned and zoned for business park and commercial and industrial land uses and improved direct access to I-70 is needed to address the viability of development and respond to the increased regional travel demand within the area.

Improved I-70 access for the area north of the freeway would open up almost 1,400 acres of developable parcels north of I-70, south of the urban development boundary, and between the airport and I-70B, including multiple large parcels zoned for Business Park Mixed Use, Industrial, Commercial/Industrial, and Future Industrial Reserve. A parcel north of I-70 at 29 Road is zoned Planned Development and is about 230 acres owned by one property owner, which can be master-planned for a major business and commercial development. The proposed Horizon View Business Park would be the largest planned business park in the city and would be capable of marketing larger sites for economic development recruitment purposes. With an interstate-accessible location, the property is also suitable for larger retail developments, such as an outlet mall, entertainment center, or membership warehouse store serving regional trade. If the land north of I-70 is developed consistent with current plans, travel demand and congestion will grow substantially along 29 Road, as it is the only bridge across I-70 in this area. As a business and commercial development and/or business park, users will travel east or west on local streets and/or east-west corridors to access I-70, contributing to future congestion throughout the area between Horizon Drive and I-70B south of I-70.

The City of Grand Junction, Grand Junction Economic Partnership, and other economic development partners have had success with recruiting new business to Grand Junction from the Colorado Front Range, including Rocky Mount Roof Racks and Bonsai Zip Lines. In addition, the Bureau of Land Management (BLM) is in the process of relocating their headquarters from Washington DC to Grand Junction. The area north of I-70 and near the airport would provide a differentiated site for economic development recruitment.

Improved access to I-70 between Horizon Drive and I-70B will also benefit existing and planned community resources and recreation facilities. Independence Academy was recently constructed along 29 Road south of I-70. A charter school for pre-Kindergarten through 8th grade within Mesa County Valley School District 51, the school attracts students throughout Grand Junction. Improved access to I-70 and the city's transportation network will enhance access for the school's existing community, as well as planned future expansion.

Matchett Park, located west of 29 Road and south of I-70, has remained undeveloped since it was acquired in 1996, but it is planned as a regional recreational amenity. There is currently limited regional access to the future park facilities. There is also currently no multimodal access to BLM recreational opportunities north of I-70 and east of the airport.

Project Goals

Additional goals of enhanced access to/from I-70 between Horizon Drive and I-70B are to:

- Be consistent with local and regional plans
- Improve network capacity
- Improve safety for all modes
- Balance local access and regional mobility
- Enhance local multimodal travel options along planned Active Transportation Corridors
- Avoid, minimize, or mitigate environmental impacts
- Complement local community surroundings and context

ALTERNATIVES EVALUATION

The intent of the alternatives development and evaluation process is to identify and screen a broad range of reasonable alternatives for the study area that recognizes the project Purpose and Need and diverse elements of the transportation system and surrounding environment. The process includes developing screening criteria based on the project Purpose and Need and goals, developing a range of reasonable alternatives, and narrowing options, if possible, through a documented and multi-tiered screening process. The PEL study screening process documents the recommendations for alternatives to be considered during future project development and NEPA process(es).

The intent of this PEL study was to identify and evaluate alternatives that meet the project Purpose and Need. The study concluded at the end of Level 1 screening with multiple reasonable alternatives meeting the Purpose and Need recommended for consideration with future NEPA process(es).

No Action Alternative

The No Action alternative is included for comparison to the action alternatives under NEPA (40 CFR §1502.14). Under the No Action alternative, only programmed projects that are planned and funded by CDOT, Mesa County, City of Grand Junction, or other entities would be completed. Safety and maintenance activities that are required to sustain the base transportation system would be provided. New connections and capacity improvements in the “Existing + Committed” projects in the Grand Valley 2040 Regional Transportation Plan, excluding the widening of 29 Road from Patterson Road with a new interchange at I-70, are listed in **Table 2**. These projects are in the 2040 MCRTM utilized this study. GVMPO recently updated the MCRTM to extend projections to 2045 and the No Action alternative will be updated to the latest MCRTM with the travel demand forecasting in future project phases.

Table 2. Existing and Committed Projects Included in No Action Alternative

CORRIDOR SEGMENT	LANES	FORECAST YEAR
I-70B – Rimrock Avenue to 1st and Grand	Four lanes with median	2020
24 Road – Patterson Road to I-70	Five lanes	2020
22 Road – New facility across UPRR and US 6 to River Road	Three lanes	2030
F 1/2 Road Parkway – I-70B east to 25 Road/Patterson Road	Four lanes with median	2040
23 ½ Road – F 1/2 to G Road	Three lanes	Post 2040

Source: GVMPO

Level I (Purpose and Need) Screening

The purpose of the Level 1 screening is to eliminate fatally flawed alternatives or alternatives that do not meet the project Purpose and Need. Level 1 screening is supported by the baseline data compiled and collected for the study. During the Level 1 screening, alternatives are evaluated qualitatively using available data and professional judgment of the project team engineering and planning staff.

Level 1 screening criteria were developed to screen concepts using the primary elements of the project Purpose and Need: system linkage and enhanced access for adjacent land uses. Concepts were evaluated with a “Yes” or “No” answer to the following questions to demonstrate each alternative’s ability to meet the individual project needs.

- System Linkage
 - Does the alternative improve local connectivity with a central north-south arterial corridor with I-70 access?
 - Will the alternative improve regional connectivity with additional capacity and reduced delays along north-south arterials with I-70 access within the study area?
 - Will the alternative improve the ability for travelers to move through and around the region with acceptable traffic operations?
 - Does the alternative improve truck movement efficiencies within the city?
- Enhanced Access for Adjacent Land Uses
 - Is the alternative consistent with (not in conflict with) adopted local and regional plans?
 - Does the alternative provide transportation infrastructure needed to support planned land use adjacent to and north of I-70?

An alternative that has a “No” answer to any of the questions is considered to not fully meet the project Purpose and Need. If a concept should be evaluated quantitatively and with more criteria in order to make an informed decision, it was carried forward for further evaluation in future NEPA process(es).

Alternatives Development

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. Illustrations of the action alternative concepts are included in **Figure 5**.

Alternative 1 – I-70/Horizon Drive Interchange Improvements and New North Connection

- Capacity improvements at the I-70/Horizon Drive ramp terminal roundabouts
- Capacity and operational improvements along Horizon Drive north of I-70
- New major collector roadway from the Horizon Drive/Crossroads Boulevard intersection, across the Highline Canal, and around the airport property within CDOT right-of-way adjacent to I-70, terminating at the 29 Road/North I-70 Frontage Road intersection
- New multimodal facilities along new major collector with connections to Active Transportation Corridor at Horizon Drive

Alternative 2 – New I-70/29 Road Interchange with North Connection

- New grade-separated interchange on I-70 at 29 Road with an arterial connection to the North I-70 Frontage Road
- Capacity and operational improvements along 29 Road from I-70 to Patterson Road
- New multimodal facilities along 29 Road

Alternative 3 – New Midpoint Interchange with North Connection

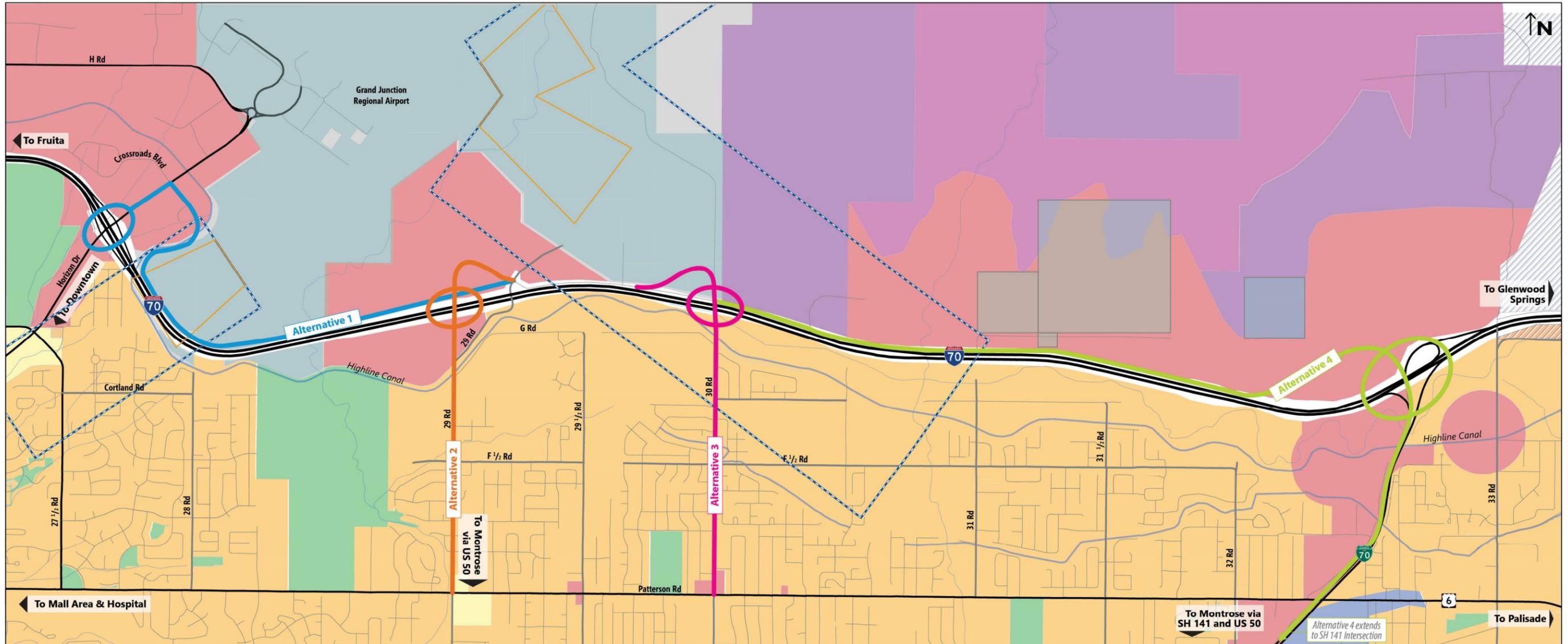
- New grade-separated interchange on I-70 approximately halfway between the existing Horizon Drive and I-70B interchanges (located at 30 Road) with an arterial connection to the North I-70 Frontage Road
- Capacity and operational improvements along 30 Road from I-70 to Patterson Road
- New multimodal 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
- Capacity and operational improvements along I-70B from I-70 to SH 141
- New principal arterial roadway extending north from the I-70 interchange and west to the existing paved North Frontage Road
- New multimodal facilities along the new principal arterial with connections to Active Transportation Corridors crossing I-70B south of I-70

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Figure 5. Action Alternatives



Source: City of Grand Junction GIS Mapping

LEGEND

Future Land Use		Airport Areas	
Airport	Village Center	Airport-Owned Property	
Commercial	Large Lot (+35 acres)	Runway Clear Zone	
Industrial	Mt. Garfield View Protection Area (GVPA)	Runway Critical Zone	
Mixed Use	Cooperative Planning Area (CPA)		
Community and Recreation			
Residential			

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Level I Screening Results

The No Action and four action alternatives were evaluated against the Purpose and Need screening criteria. The Level 1 screening results are summarized in **Table 3**. The complete Level 1 screening matrix can be found in **Appendix A**.

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 will be carried forward for further evaluation in future NEPA process(es). 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 with its inclusion in existing adopted local and regional plans. Due to the long history of planning for the new I-70 interchange at 29 Road, it is anticipated an interchange at that location would have less private property (right-of-way), environmental, and community impacts than a new midpoint interchange with the arterial improvements south of I-70 needed with the project.

Table 3. Level I Screening Results

ALTERNATIVE	LEVEL I SCREENING RESULT	EXPLANATION
No Action	Carried Forward	<ul style="list-style-type: none"> Used for Baseline Comparison in NEPA
Alternative 1 – I-70/Horizon Drive Interchange Improvements and New North Connection	Eliminated for this Project	<ul style="list-style-type: none"> Does not enhance transportation network because it does not improve traffic operations with added capacity along central arterial connection to I-70 Does not improve truck efficiencies without new capacity or connection Circuitous collector route around airport does not support planned land use as primary connection to I-70
Alternative 2 – New I-70/29 Road Interchange with North Connection	Carried Forward and Recommended	<ul style="list-style-type: none"> This alternative is recommended as it meets the Purpose and Need to the highest degree
Alternative 3 – New Midpoint Interchange with North Connection	Carried Forward	<ul style="list-style-type: none"> While the alternative meets the Purpose and Need, it does not meet it to the same degree as Alternative 2 as it is not currently identified in adopted local and regional plans
Alternative 4 – I-70/I-70B (Clifton) Interchange Reconfiguration and New North Connection	Eliminated for this Project	<ul style="list-style-type: none"> Does not enhance transportation network because it does not improve traffic circulation along central arterial connection to I-70 Does not improve truck efficiencies without new capacity or connection

AGENCY AND PUBLIC COORDINATION

Understanding the ideas, perspectives, and needs of key stakeholders was critical to building broadly supported decisions and solutions. The involvement of federal, state, and local agencies and community members was emphasized throughout the PEL study process and feedback was solicited at key decision points to guide the alternatives evaluation and shape the study recommendations.

Technical Team

The study included the formation of a Technical Team that met frequently to provide technical input and guidance. The Technical Team was heavily involved in shaping the project Purpose and Need, alternatives that were considered, and alternatives evaluation. Members of the Technical Team kept their respective elected officials updated. The Technical Team included staff from:

- Mesa County
- City of Grand Junction
- GVMPO
- CDOT
- FHWA
- Grand Junction Regional Airport
- Federal Aviation Administration (FAA)

During the first Technical Team meeting, members reviewed and agreed to group goals and expectations as well as a method of consensus for key decision points, which was documented through acceptance of the distributed meeting notes. The Technical Team provided a formal mechanism through which agency representatives could communicate regional and local needs relating to transportation decisions for the PEL study.

Seven meetings of the Technical Team were held:

- September 20, 2018
- November 7, 2018
- January 15, 2019
- April 30, 2019
- September 12, 2019
- December 11, 2019
- July 16, 2020

Resource Agency Coordination

The study was coordinated with local, state and federal resource agencies, including:

- BLM
- City of Grand Junction Parks and Recreation
- Colorado Department of Public Health and Environment Air Pollution Control Division
- Colorado Department of Public Health and Environment Hazardous Materials and Waste Management Division
- Colorado Department of Public Health and Environment Water Quality Control Division
- Colorado Historical Society State Historic Preservation Officer
- Colorado Parks and Wildlife Northwest Region – Grand Junction
- Grand Junction Regional Airport
- Grand Valley Water Users Association
- Mesa County Historical Society
- Mesa County Irrigation District
- Palisade Irrigation District
- U.S. Army Corps of Engineers Regulatory Division – Colorado West Branch
- U.S. Bureau of Reclamation, Western Colorado Area Office
- U.S. Environmental Protection Agency Region 8
- U.S. Fish and Wildlife Service Colorado Field Office
- Ute Water Conservancy District

Information was distributed to representatives at these resource agencies at three points during the study. Early in the study, a letter and study area map were mailed as an introduction to the PEL study process and confirmation of preferred contact information was requested. A second letter requested review of the *Draft Area Conditions Report* related to their specific resource(s). The final letter provided a link to the Draft PEL Study Report documenting the draft study recommendations to facilitate review of potential resource impacts and next steps required for future NEPA processes. A summary matrix of the resource agency coordination and input is included in **Appendix B**.

Additional Stakeholder Coordination

Small group meetings were held with individuals representing public agencies, organizations, and other stakeholders directly affected by the project to identify likely impacts and help shape the study recommendations. These meetings and presentations occurred as follows:

- GVMPO Technical Advisory Committee meeting – January 9, 2019
- Grand Junction City Council workshop – January 14, 2019
- Mesa County Board of County Commissioners briefing – January 15, 2019
- GVMPO Technical Advisory Committee meeting – February 13, 2019
- Grand Junction Regional Airport Board update – April 4, 2019
- FHWA and CDOT Draft Purpose and Need review meeting – May 16, 2019
- CDOT and Local Agency leadership meeting – February 26, 2020
- Associated Members for Growth and Development meeting – September 2, 2020

Public Engagement

This study hosted two public meetings to provide information about study progress and to engage community members in the planning process. It was important that potential users of the interchange and local roadway improvements, as well as property owners and residents in the project vicinity, were able to clearly understand the study process and provide input regarding the desired improvements.

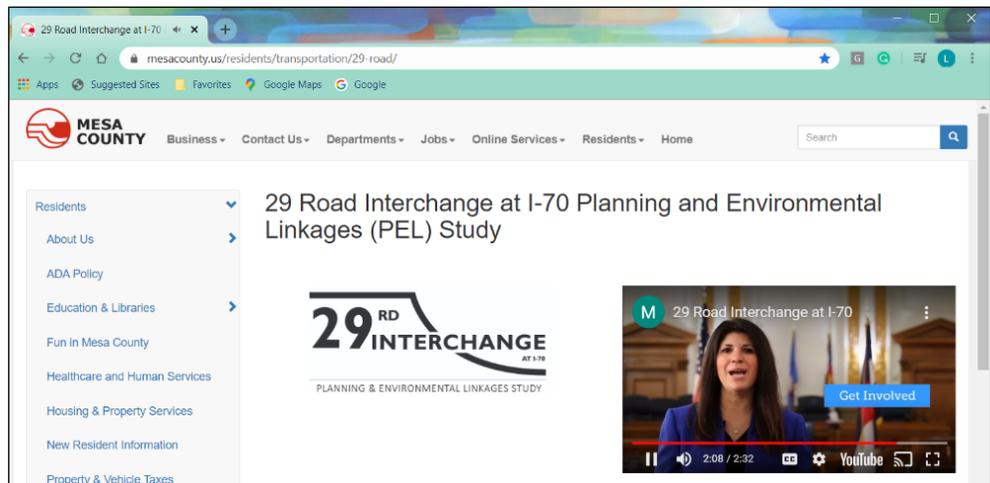
The first public meeting for the study was held in an open house format on February 28, 2019 at the Faith

Heights Church in Grand Junction. Attendees were invited to learn about the study and give input regarding existing conditions and the need for improvements. Approximately 125 members of the public attended the meeting.



To advertise the meeting, a postcard mailer was sent to nearly 3,000 property owners in the area, a news release was sent to the project email list, local media outlets including KREX TV

publicized the meeting in advance and after the meeting, and local agency partners distributed information on their websites, to their email list serves, and through social media. A project web page on Mesa County’s website provided project information, including an engaging video featuring Grand Junction’s City Manager Greg Caton and Mesa County Commissioner Rose Pugliese outlining the project need and potential benefits, followed by an invitation to all to participate and share their vision for the project.



In addition to the open house, project team members also provided a presentation to the School Board and interested nearby residents at Independence Academy on April 29, 2019. This meeting was advertised by Independence Academy on their social media, through email and text to all parents of the school’s students, and through the school’s Family Council’s Peachjar information service.

Advertisements encouraged members of the general public to attend. Approximately 50 people attended to learn about improved access to I-70 and potential improvements to 29 Road between I-70 and Patterson Road and to ask questions of the project team.



The study’s final public meeting was held virtually to allow for community members to review the results of alternatives development and screening and to provide feedback regarding the draft study recommendations. Holding this meeting online and advertising through local television and newspapers, in addition to the electronic advertisement methods used for the first public meeting, allowed a large number of people to learn about

the proposed improvements and offer comments while maintaining physical distance and avoiding the spread of COVID-19. A video was posted to the project web page with graphics and associated text both on screen and read aloud, followed by a survey. The video was viewed approximately 600 times. For those without internet access, hard copies of the graphics and on-screen text were available at the Mesa County Central Services Building for pick-up, along with printed comment forms.

Public Comments

Input was solicited at the public meetings and community members were also able to submit comments via the project web page throughout the course of the study. Comments received were posted to the project web page and shared with the project staff and Technical Team. Summaries of comments received are included in **Appendix C** and main comment themes are summarized in **Table 4**.

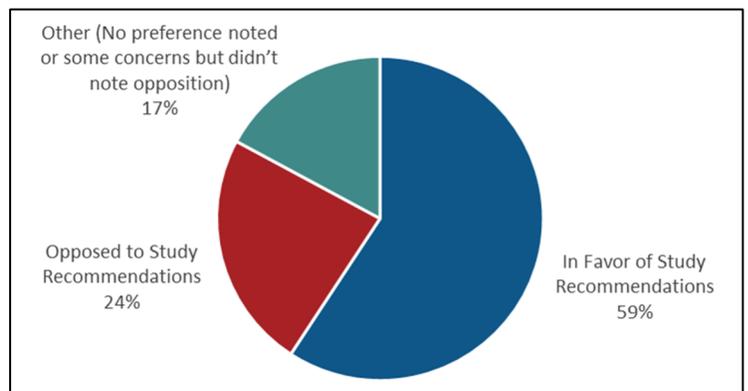
Table 4. Public Comment Themes

SOURCE	COMMENT THEME
Surrounding Public Meeting #1	<ul style="list-style-type: none"> ▪ Strong agreement with Purpose and Need elements. The interchange is needed. ▪ This project is long awaited and should be funded. ▪ The project will bring improved travel efficiency and needed connections. ▪ The project could benefit the economy and prepares the city for future growth. ▪ Characteristics of neighborhoods surrounding the project may be changed and residential impacts could occur due to increased traffic, trucks, and noise. ▪ Concern that this project may increase traffic on Patterson Road. ▪ Traffic calming measures need to be implemented. ▪ Pedestrian safety is important. ▪ Include bike lanes or facilities that promote safe pedestrian travel (especially near the school). ▪ Need a signalized intersection at Independence Academy. ▪ 29 Road will need widened and traffic calming measures added. ▪ Many suggestions for other roadway improvements around the city in addition to a 29 Road interchange. ▪ Concern regarding commercial development (at the interchange south of I-70) near homes and Independence Academy.
Independence Academy School Board & Community Meeting	<ul style="list-style-type: none"> ▪ Need additional bond money designated for this project. ▪ Morning and afternoon congestion should be fixed with traffic signal improvements. ▪ Don't do the project and fix existing roads instead. ▪ Consider plans for the 29 Road interchange that have been in place for many years. The interchange is needed.

SOURCE	COMMENT THEME
Project Web Page Between Public Meetings	<ul style="list-style-type: none"> ■ Support for the project beginning quickly. ■ Funds should be spent on other projects in the County instead. ■ The project will improve airport connections but landing lights may distract drivers. ■ Concern that new access to 29 Road will add additional traffic to nearby roadways. ■ Concern that the project will impact the Grand Valley Power substation.
Surrounding Public Meeting #2	<ul style="list-style-type: none"> ■ Majority of commenters support the study’s recommended alternative (New I-70/29 Road Interchange with North Connection). <ul style="list-style-type: none"> - Positive outcomes anticipated, including improved access and reduced congestion. - 29 Road interchange is long overdue and necessary for the community. - Best option of all the alternatives presented. ■ Concerns of those opposed to study recommendations: <ul style="list-style-type: none"> - Impacts along 29 Road with truck traffic, school/bicyclist/pedestrian safety issues, and added congestion. - Don’t want neighborhood character change, including increased noise/pollution. - Don’t agree with the need for a new interchange and/or it should not be a funding priority. ■ Need improvements to 29 Road south of Patterson with new interchange. ■ Need for safe walking and bicycling facilities, especially for children. ■ Mixed reviews for the New Midpoint Interchange with North Connection. <ul style="list-style-type: none"> - Support due to improved access and avoiding impacts to 29 Road. - May be less convenient and more impactful than a 29 Road interchange.

The second public meeting had a three-week-long comment period for viewing the virtual meeting information and submitting comments. Of the 76 people submitting comments, the majority of commenters were in favor of the study recommendations. 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.



STUDY RECOMMENDATIONS

Based on the results of the alternatives evaluation process, two alternatives will be carried forward into future project development and NEPA evaluation. These recommendations were presented at the second public meeting for the PEL study to solicit feedback on the alternatives evaluation process and the draft study recommendations. Comments received from the public indicate overall support for the study recommendations. Themes of the public comments on the project are described in the Public and Agency Coordination section of this report.

Alternatives to be Carried Forward

Two action alternatives meet the project Purpose and Need and are considered reasonable alternatives to be carried forward into future NEPA process(es):

- Alternative 2 – New I-70/29 Road Interchange with North Connection
- Alternative 3 – New Midpoint Interchange with North Connection

Only the potential locations along I-70 and arterial connections for the new interchanges were identified for this study. 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.

Interchange Spacing

According to the *CDOT Roadway Design Guide* (2018), the minimum interchange spacing should be one mile in urban areas. It also notes that in urban areas spacing of less than one mile may be allowed with the use of auxiliary lanes, grade-separated ramps, or collector-distributor roads. The area surrounding I-70 and 29 Road is within the GVMPO urban boundary and is considered an urban area. Interchange spacing is defined by American Association of State Transportation Officials (AASHTO) as the distance between the cross-streets.

With the initial alternatives developed for the PEL study, an interchange at 29 Road (Alternative 2) is expected to have spacing of about 1.4 to 1.6 miles to Horizon Drive. An interchange located about halfway between the existing Horizon Drive and I-70B interchanges (Alternative 3) would have spacing of about 2.6 miles to Horizon Drive. More distance between interchanges may be better for freeway operations, but an interchange in the vicinity of 29 Road does meet the CDOT and AASHTO recommended minimums.

The National Cooperative Highway Research Program (NCHRP) Report 687 *Guidelines for Ramp and Interchange Spacing* (Transportation Research Board, 2011) outlines research of the impact of ramp spacing on mainline freeway speed. It showed that ramp spacing (the distance between ramp gore points) has the greatest impact when traffic volumes of the freeway, the ramps, or both are near, but not at, capacity. Under low to moderate volume, such as the existing and future forecasted volumes at I-70, 29 Road, and Horizon Drive, changes in ramp spacing generally have little effect on freeway operations.

Considering a potential 29 Road interchange location between MP 32.7 and MP 33.5 and a typical diamond interchange layout, the distance between the 29 Road and Horizon Drive ramp merge and diverge points (the ramp spacing) is estimated at about 4,700 feet. The NCHRP Report 687 provides a planning level tool depicting the relationship between entrance-exit ramp spacing and relative crash risk. The tool shows that the incremental safety benefit of providing ramp spacing longer than 2,600 feet is relatively negligible.

Recommended Alternative

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 and project goals to the highest degree with its inclusion in existing adopted local and regional plans. It is also anticipated an interchange at 29 Road would have less private property (right-of-way), environmental, and community impacts than the new midpoint interchange alternative. The following sections describe several considerations for further assessment during future NEPA process(es) and project development.

I-70 Freeway Operations and Safety

As part of the initial area conditions evaluation, projected traffic forecasts utilizing the 2040 Mesa County Regional Travel Model (the most current available model during the study) were developed. A new interchange at 29 Road was included in the “Existing + Committed” projects in *the Grand Valley 2040 Regional Transportation Plan*. The project team completed traffic analysis for I-70 and the adjacent interchanges with and without a new interchange at

29 Road using Highway Capacity Software. The forecasts and initial I-70 evaluation and results are described in the *Area Conditions Report*.

The 2040 traffic forecasts show a 30% increase in traffic along I-70 between Horizon Drive and 29 Road with the addition of the new interchange connection. For the initial analysis, the I-70 operations between the 29 Road and Horizon Drive were analyzed as separate ramp merge and diverge areas with no auxiliary lane connection between the on and off ramps. The I-70 traffic analyses with and without the new interchange showed an increase in vehicular density along I-70 with the new 29 Road interchange. The freeway and the ramp merge and diverge areas would operate well at LOS A or LOS B during the AM and PM peak hours in 2040 with or without the new interchange. This indicates that the freeway would not be negatively impacted with the approximate 1.5-mile spacing between the 29 Road and Horizon Drive interchanges.

Auxiliary Lane Analysis

An additional Highway Capacity Software analysis was completed to consider an auxiliary lane in each direction along I-70 between the Horizon Drive and 29 Road interchanges to potentially mitigate impacts to I-70 traffic from short ramp-to-ramp trips. The analysis looked at the future traffic operations of the weaving segment, which is defined by the Highway Capacity Manual as the segment between an on ramp and an off ramp where the two ramps are connected by an auxiliary lane. Under this scenario, the two ramps would be connected by an auxiliary lane that drops at the off ramp, creating a one-sided weave where no weaving maneuver requires more than one lane change. The analysis results show the weaving segment between the interchanges would operate at LOS A or LOS B during the AM and PM peak hours with the 2040 traffic projections.

Operations Beyond 2040

To consider operations beyond the 2040 traffic volume projections, a sensitivity analysis was completed to evaluate increased levels of traffic volumes. The freeway and ramp volumes at each interchange were linearly increased until any segment operated worse than LOS D. In the eastbound direction, the weaving section degraded to LOS F in the PM peak hour at double the 2040 projected traffic volumes. In the westbound direction, the weaving section did not degrade to LOS F until PM peak hour volumes were at levels 2.5 times the 2040 projected traffic volumes.

Considering the average 3.2% annual growth rate in the travel demand model forecasts along this segment of I-70, the weaving section would not degrade to unacceptable (lower than LOS D) operations until after 2060. That far into the future, it can be expected that

advancements in connected and autonomous vehicles will likely increase the general capacity of freeway and weaving, merging, and diverging areas. This may prolong the operations along this section of I-70 even longer.

The planning-level analysis completed for this study with the Highway Capacity Software shows that constructing a new interchange on I-70 in the vicinity of 29 Road will not create operational issues well beyond the planning horizon. Increasing the interchange spacing from Horizon Drive with the new interchange located about halfway between Horizon Drive and I-70B (as in the Alternative 3 developed with this study) does not change the operational results from the Highway Capacity Software.

Future project development to define the specific location of the new interchange and the interchange layout with lane configurations for the ramps and I-70 design should consider more detailed traffic analysis with microsimulation software to identify specific operational issues and potential mitigation measures.

Safety

The crash history for the section of I-70 from west of Horizon Drive to east of I-70B interchanges from January 2015 to December 2017 is summarized in the *Area Conditions Report*. There is a spike in the number of crashes that occurred around milepost (MP) 32, where there is a curve just east of the Horizon Drive interchange. In late 2018 cable rail was installed in the I-70 median near Horizon Drive and in early 2019 the I-70 speed limit was reduced from 75 miles per hour to 70 miles per hour between MP 24.9 (west of the study area) to MP 32.2 (east of the curves east of Horizon Drive) due to a high number of crashes experienced in the area.

CDOT developed Highway Segment Safety Performance Functions (SPFs) to estimate the average crash frequency for a specific site type as it relates to the annual average daily traffic of the facility. These SPFs are used to predict the potential that a corridor has for crash reduction based on the observed versus the predicted crash frequency. Based on the number of crashes from 2015 through 2017, the SPF for this section of I-70 is around the expected mean for Urban 4-Lane Divided Freeways with an average annual daily traffic of 23,100 vehicles per day, indicating a moderate potential for crash reduction.

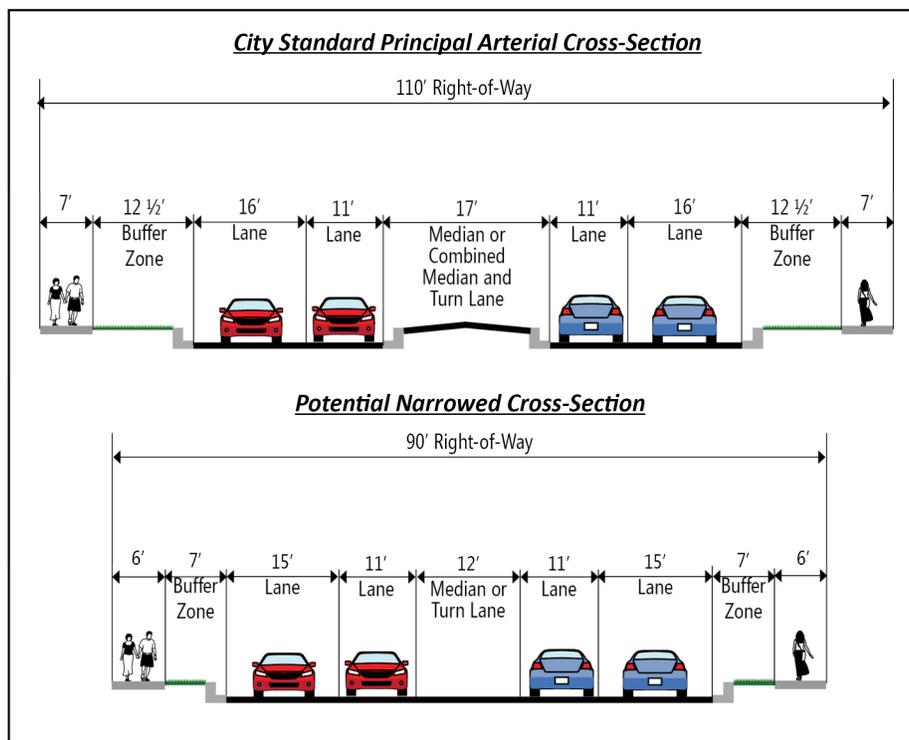
Within the potential 29 Road interchange area (MP 32.7-33.5), there was a spike in crashes at MP 33. However, four of the five of those crashes occurred within one hour of one day in snow/icy conditions, indicating that most of those crashes can be considered secondary crashes.

With the I-70 safety mitigation measures implemented recently within the study area, future projects phases for the interchange should include a full safety evaluation with the latest crash data, including as much time after the changes as possible in the evaluation period.

29 Road Arterial Improvements

As shown in the *Area Conditions Report*, the 2040 traffic volume projections along 29 Road increase substantially to over 28,000 vehicles per day between I-70 and F 1/2 Road with the 29 Road interchange at I-70 connection. The I-70/29 Road interchange project includes widening 29 Road to a four-lane arterial with multimodal improvements between I-70 and Patterson Road. The potential typical sections for 29 Road are shown in **Figure 6**. The City of Grand Junction standard cross-section for a principal arterial is 110 feet wide with a detached sidewalk on both sides of the roadway. However, a narrowed cross-section with reduced median, outside lane, and sidewalk buffer width may be considered to reduce the overall right-of-way width to 90 feet. To further minimize property impacts at specific locations, the sidewalk buffer may be eliminated with an attached sidewalk.

Figure 6. Potential 29 Road Cross-Section



When 29 Road is widened to a four-lane arterial with the I-70 interchange connection, intersections will be modified with enhanced improvements (traffic signal or roundabout) at full-movement intersections. The potential locations for future enhanced intersection

improvements, shown in **Figure 7**, are Bonito Avenue, F 1/2 Road, and Brodick Way (Independence Academy access). Traffic signals should only be constructed if warranted based on the criteria in the Manual of Uniform Traffic Control Devices. A roundabout may be considered at a full-movement access, if appropriate for the expected traffic volumes and pedestrian/bicycle movements and geometry of the intersection.

The project will also consider enhancements for walking and biking along 29 Road. Bike lanes along 29 Road would tie into existing bike lanes creating a five-mile bike and pedestrian connection from I-70 on the north to US 50 on Orchard Mesa.

Figure 7. 29 Road Improvements



New Horizon Drive Connection

With a new interchange connection at 29 Road, the 2040 traffic forecasts show a substantial increase in I-70 traffic between Horizon Drive and 29 Road. In addition to the consideration of auxiliary lanes along I-70 to mitigate potential impacts to freeway traffic from short ramp-to-ramp trips, a local roadway connection from 29 Road to Horizon Drive may be considered with future project development. The *Grand Junction Circulation Plan* shows a new major collector roadway from the Horizon Drive/Crossroads Boulevard intersection, around the south side of the Grand Junction Airport, to connect north of the I-70/29 Road interchange.

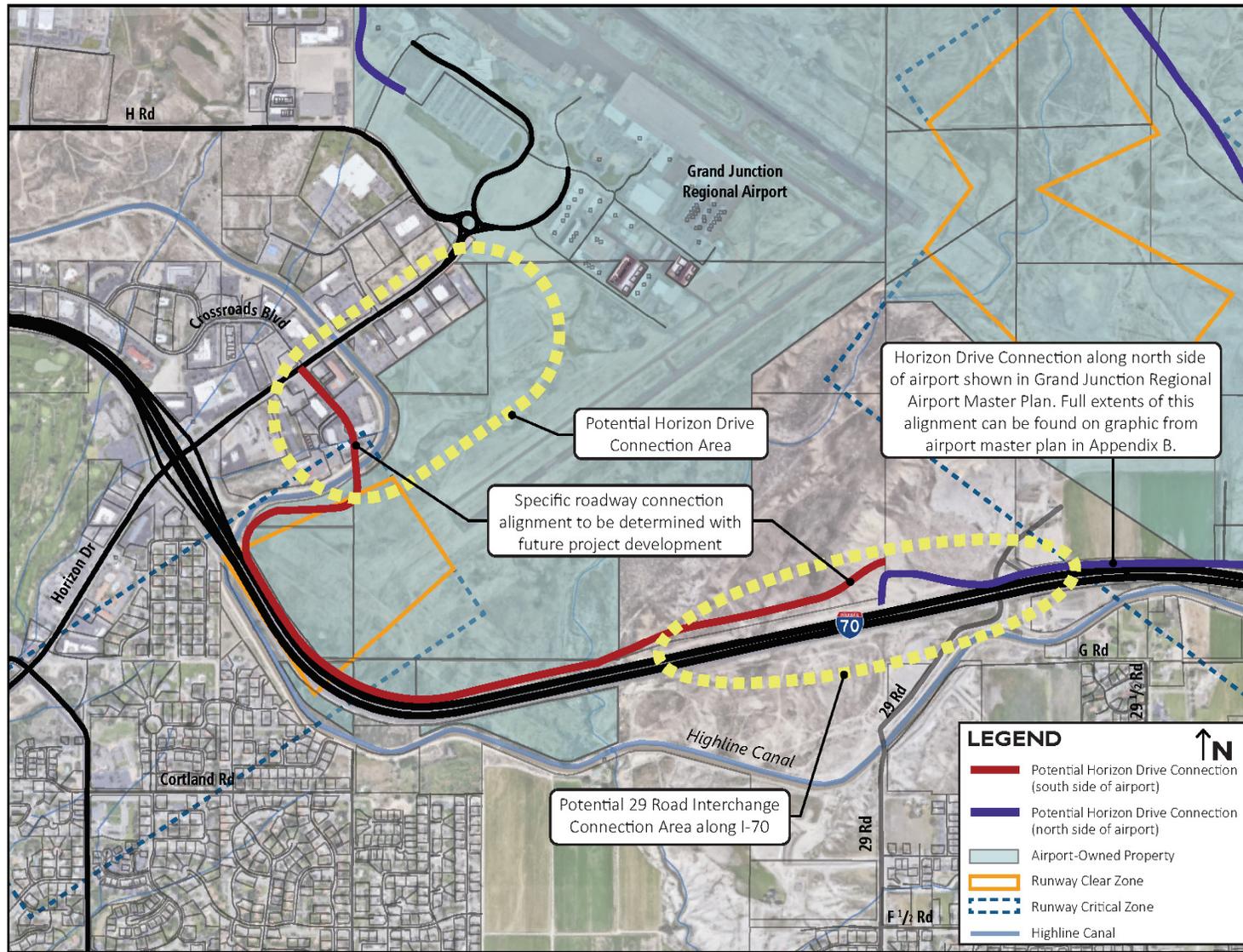
During the PEL study, the Grand Junction Airport and FAA Technical Team representatives noted the difficulties to obtain airport and FAA approvals for a new non-airport roadway on airport property, and the restrictions for any new roadways in an airport Runway Protection Zone. They also noted that, due to planned airport development, a new local roadway should not be planned to connect to Horizon Drive at the H Road roundabout.

Utilizing City of Grand Junction roadway standards for a major collector, the project team developed a concept for a two-lane local connection between Horizon Drive and 29 Road north of I-70 and south of the airport, shown in **Figure 8**.

To minimize airport property impacts, the section of the new local connection along I-70 was located within CDOT right-of-way. With approximately 60 to 90 feet of available space between the I-70 edge of pavement and airport fence, the standard 80-foot collector section would need to be reduced to provide a standard clear zone area for driver recovery. Using guardrail may reduce the space needed, but the local roadway would still cross within the future Runway Protection Zone. Due to the constraints of the Runway Protection Zone, the Grand Junction Airport Authority cannot support that Horizon Drive connection alignment at this time. However, Authority staff plan to complete a feasibility study of reducing the constraints of the runway protection for the Horizon Drive connection.

The alignment of the roadway connection to Horizon Drive would be determined with future project development. In addition to this local connection alignment south of the airport, a new roadway connection around the north side of the airport, as shown in the *Grand Junction Regional Airport Master Plan*, may be considered. The north side connection included in the airport master plan is shown in **Appendix D**. Other potential new local roadway connections, north or south of I-70, may be considered during future project development, if needed to mitigate operational or safety impacts due to local traffic on I-70 between interchanges.

Figure 8. Potential New Horizon Drive Connection



ENVIRONMENTAL SUMMARY

The purpose of this section is to summarize environmental resources present and identify next steps to be completed during future NEPA process(es). Both alternatives carried forward from this PEL study involve a new interchange on I-70, which is a federal facility and will require compliance with NEPA requirements, regardless of the funding source. Specific environmental impacts and mitigation measures will be determined during the subsequent NEPA evaluation process and included in final plans as improvements move to construction.

The *Area Conditions Report* provides detailed information regarding regulatory requirements for the resources analyzed for this PEL Study. The environmental study area is focused around the area of most likely physical impacts of a new I-70 interchange at 29 Road. The environmental study area did not include the area for Alternative 3 (New Midpoint Interchange with North Connection); all discussion of existing conditions in the following sections are only for the recommended alternative: Alternative 2 (New I-70/29 Road Interchange with North Connection). If Alternative 3 is selected as the preferred alternative in a future NEPA process, environmental resources will need to be further reviewed and assessed for presence prior to determining impacts and mitigation. The next steps information for each resource applies to both alternatives as the regulatory processes are the same regardless of interchange location.

As discussed in the Agency and Public Coordination Section of this report, resource agencies were provided the Draft PEL Study Report for review. Comments were received from the following agencies and incorporated as appropriate in this report:

- City of Grand Junction Parks and Recreation
- Colorado Department of Public Health and Environment Hazardous Materials and Waste Management Division
- Colorado Historical Society State Historic Preservation Officer
- Colorado Parks and Wildlife Northwest Region – Grand Junction
- Grand Junction Regional Airport
- Grand Valley Drainage District
- Palisade Irrigation District
- U.S. Bureau of Reclamation, Western Colorado Area Office
- U.S. Environmental Protection Agency Region 8
- U.S. Fish and Wildlife Service Colorado Field Office

The following agencies responded stating no issues with the project and no comments on the report:

- BLM
- Colorado Department of Public Health and Environment Air Pollution Control Division
- Colorado Department of Public Health and Environment Water Quality Control Division
- Grand Valley Water Users Association
- U.S. Army Corps of Engineers Regulatory Division – Colorado West Branch
- Ute Water Conservancy District

The following agencies did not respond or provide comments on the Draft PEL Study report:

- Mesa County Historical Society
- Mesa County Irrigation District

The resources assessed for this study are listed below. Maps of resources present in the study area can be found in **Appendix E**.

- | | |
|---|---|
| <ul style="list-style-type: none">■ Built Environment:<ul style="list-style-type: none">» Air Quality» Community and Social Resources» Floodways and 100-year Floodplains» Hazardous Materials» Historic Resources» Noise» Parks and Recreational Resources | <ul style="list-style-type: none">■ Natural Environment:<ul style="list-style-type: none">» Prime and Unique Farmlands» Water Quality» Threatened and Endangered Species and Biological Resources» Wetlands and Waters of the U.S. |
|---|---|

Built Environment

Air Quality

The study area is located within the Western Slope monitoring region and is within an attainment status for all National Ambient Air Quality Standard criteria pollutants (carbon monoxide, ground level ozone, sulfur dioxide, nitrogen dioxide, particulate matter, and lead).

As both alternatives carried forward are located in an attainment area, no quantitative analysis would be required in a subsequent NEPA analysis as long as the area continues to be in attainment for the six criteria pollutants. A qualitative analysis of impacts may be required.

Community Resources

Land use in the study area is composed primarily of residential and agricultural, with interspersed commercial development primarily along Patterson Road. Community and social resources within the study area include:

- Independence Academy Charter School (675 29 Road)
- Life Tabernacle Church and Academy Christian School (363 29 Road)
- Grace Point Church (606 28 3/4 Road)
- Bookcliff Heights Congregation (608 29 Road)
- Darla Jean Park (2868 Darla Drive)
- Matchett Park (28 1/4 Road and Patterson Road)

There are no environmental justice (low income or limited-English proficient) populations located in the study area.

Information on community composition and community issues should be collected and refined throughout future project development. The study area should at least include communities within and immediately surrounding the preferred alternative. Additionally, ongoing conversations with property owners, businesses, and residences potentially affected should also be a critical part of future project development.

Floodways and 100-year Floodplains

A review of Federal Emergency Management Agency (FEMA) flood insurance rate maps was conducted and no FEMA floodplain designations occur within the study area. The existing Indian Wash channel runs northwest to southeast through the project area, running adjacent to 29 Road just north of Patterson Road. There is no designated FEMA floodplain north of Patterson Road, but to the south of Patterson Road is a designated Zone AE with base flood elevations determined. The upstream crossing of I-70 for Indian Wash consists of a two-cell 10-foot by 10-foot reinforced concrete box culvert.

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

The environmental records search identified hazardous material facilities present in the or near the study area. Only one facility was identified within the environmental study area: the Lucky Me gas station in the northeast corner of the 29 Road and Patterson Road intersection.

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. Based on the results of the future investigations, further subsurface investigations, including the collection of subsurface soil samples and groundwater samples, may be required to delineate the specific horizontal and vertical extents of contamination. During the design process, this information can be used to identify avoidance options, when possible, and to develop specific contaminated soils/groundwater material management or mitigation measures. The Colorado Department of Public Health and Environment Hazardous Materials and Waste Management Division should be contacted regarding potential surface water and groundwater issues that may be encountered during construction.

Historic Resources

There are no properties listed on the Colorado State Register of Historic Properties or the National Register for Historic Places (NRHP) in the study area, however there are properties that have been previously recorded in the study area. The City of Grand Junction does not have any designated landmarks or historic districts within the study area.

A total of nine historic properties have been previously recorded within the study area, including eight residential properties and one irrigation ditch. The residences were constructed between 1900 and 1925. Previous survey of these properties was conducted in 1981 and no assessment was made regarding their eligibility. It is possible that the eligibility status noted in this report could change once the Section 106 process takes place.

The irrigation ditch, the Government Highline Canal, was constructed between 1912 in 1915 and is significant for its association with early Bureau of Reclamation irrigation programs and the economic development of Mesa County. The canal extends for 55 miles through the northern area of Grand Valley. Sections of the canal have been lined with membranes and concrete. The Government Highline Canal was determined Officially Eligible in 1985. This resource extends across the width of the study area south of I-70 and will be potentially impacted by both alternatives carried forward.

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)). An Area of Potential Effect will need to be established and all historic resources identified in this study will need to be evaluated for eligibility and effects once a project is identified and funded to move forward into NEPA. In addition, any other resources that are 45 years or older that have not been previously surveyed or were outside the environmental study area will need to be evaluated.

If there is an adverse effect determination under Section 106 for a historic property, there also may be a “use” under Section 4(f). Use of Section 4(f) resources should be avoided and minimized wherever possible. A Section 4(f) evaluation may be required if use of these resources occurs as a result of the project.

Noise

CDOT categorizes the sensitivity of noise receptors based on a property’s land use type and has associated Noise Abatement Criteria (NAC) for each land use type. The NAC are noise levels that are compared to existing or future noise levels during NEPA to determine the impact threshold. The land use types, NAC decibel level, activity description and study area presence are summarized in **Table 5**.

A noise assessment should be performed to determine noise sensitive receptors that may be impacted by the preferred alternative in NEPA. Typically, any receptors within 500 feet of the roadway are included in the analysis to be sure that they will not exceed the NAC threshold. The noise assessment should include modeling both existing and future conditions to evaluate if mitigation may be required.

For noise mitigation to be recommended as part of the project, it must be considered both “reasonable and feasible” based on CDOT criteria. Noise mitigation is feasible if it can be constructed without major engineering or safety issues, provides a reduction of at least five decibels to at least one impacted receptor, and a wall that is 20 feet high or less reduces noise by at least seven decibels at a minimum of one benefitted receptor. Reasonableness deals with whether the barrier can be designed to achieve a noise reduction of seven decibels at a minimum of one benefitted receptor, whether the barrier can be constructed in a cost-efficient manner, and the desires of the community. All three of these criteria must be met for a barrier to be considered reasonable to construct.

Table 5. Noise Abatement Criteria and Study Area Presence

ACTIVITY CATEGORY	ACTIVITY dBA (DECIBEL)	ACTIVITY DESCRIPTION	STUDY AREA PRESENCE
A	56 (exterior measurement)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	No
B	66 (exterior)	Residential	Yes
C ¹	66 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.	Yes
D	51 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, schools, and television studios.	N/A- only applicable if there are potential exterior areas of frequent human use
E ¹	71 (exterior)	Hotels, motels, time-share resorts, vacation rental properties, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.	Yes, along Patterson Road
F	NA	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, ship yards, utilities (water resources, water treatment, electrical), and warehousing.	Yes
G	NA	Undeveloped lands that are not permitted for development.	Yes

¹ Includes undeveloped lands permitted for this activity category.

Source: CDOT, 2015

Parks and Recreational Resources

The study area includes two existing parks: Darla Jean Park located on Darla Drive and Matchett Park located on Patterson Road. While Matchett Park has remained undeveloped since it was acquired in 1996, Grand Junction approved the Matchett Park Master Plan in 2014 and received grant funding for improvements to the park, which include a community recreation and aquatic center, sporting fields, festival pavilion, trails, bicycle paths, and

nature viewing areas. Grand Junction is currently working on a citywide Parks, Recreation, and Open Space Master Plan, which will be completed in 2021 and will prioritize improvements for parks, recreation facilities, and open spaces.

Other existing recreational facilities in the study area include neighborhood interconnecting trails that utilize sidewalks and other paved off-road shared paths for pedestrian and bicycle travel. There are also bicycle lanes in both directions of Patterson Road.

Outside of the study area and approximately 0.5 mile north of I-70, the majority of the land is owned and managed by the BLM. The area is referred to as the Grand Valley Off-Highway Vehicle Special Recreation Management Area and encompasses approximately 15 square miles bounded by 27 1/4 Road to the west and 32 Road to the east. The BLM's Resource Management Plan (2015) includes 29 Road as an access point for the Grand Valley SRMA, but according to BLM's online interactive map there are currently no recreational facilities, trails, or other designated points of interest in the area. The Resource Management Plan states that 29 Road offers opportunities for future development of recreation support facilities such as parking/unloading areas, restrooms, campsites, and event venues.

Impacts to public parks and recreational resources are generally under the jurisdiction of Section 4(f), which affords special protection to existing and planned parks, recreation areas, and wildlife/waterfowl refuges that are open to the public and affected by a federal transportation project. Potential recreational Section 4(f) properties that could be impacted by the preferred alternative in NEPA should be evaluated for Section 4(f) applicability. When FHWA determines that a project as proposed may use a Section 4(f) property, there are three methods available to approve the use; preparing a de minimis impact determination; applying a programmatic Section 4(f) evaluation; or preparing an individual Section 4(f) evaluation. If the preferred alternative impacts a Section 4(f) property, one of these processes will need to be completed.

Natural Environment

Prime and Unique Farmlands

Approximately 397 acres (36%) of the study area is classified as "prime farmland if irrigated." These areas occur within Matchett Park and throughout the eastern and southeastern portions of the study area. Much of the land in the southeastern study area is currently residential and would not qualify as prime farmland because it is not available for farming. Further evaluation of other lands identified as "prime farmland if irrigated" would be

required to determine if irrigation water is being applied. No unique farmland was identified in the study area.

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. Coordination with the Natural Resource Conservation Service should be part of further project development to be sure that changes resulting from a project are compatible with environmental regulations and the local planning offices. Additionally, ongoing conversations with property owners, businesses, and residents potentially affected will be a critical part of the project development process.

Water Quality

According to Colorado's Section 303(d) List (effective March 2, 2018), all tributaries to the Colorado River, including wetlands, are listed as impaired from the Government Highline Canal Diversion to a point immediately below Salt Creek. Within the study area, this includes Indian Wash (Waterbody ID: COLCLC13b_D) which is listed as impaired for aquatic life use due to selenium and iron. A total maximum daily load, which is a calculation for the maximum amount of pollutant allowed to enter an impaired waterbody, for this stream segment has not yet been developed.

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. As the project progresses, continued coordination will be required with local, state, and federal agencies to maintain water quality standards within the study area.

The wasteway at Indian Wash is designed to waste all water that drains within that reach of the Canal in case of an emergency. This will need to be fully considered by any modeling in this area during future design phases.

The Grand Valley Drainage District was created to facilitate and manage irrigation return flows and many of their drains are comingled with municipal separate storm sewer waters. Future NEPA and design phases will need to consider new separate storm sewer system facilities. In addition, new impervious surface from any alternative and potential impacts to Indian Wash and Fruitvale Drainage will need to be considered during NEPA and design phases.

Threatened and Endangered Species and Biological Resources

As described below, federal and state species lists were reviewed for potential presence in the study area. While additional information regarding biological resources, such as non-threatened and endangered species and noxious weeds were not included in the *Area Conditions Report*, next steps for these resources are included in this study.

Federally Listed Species

A review of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation system (USFWS, 2019) indicates that there is a potential for nine threatened and endangered species to occur, or potentially be affected by activities, in the study area:

- Yellow-billed Cuckoo (*Coccyzus americanus*)
- Bonytail Chub (*Gila elegans*)
- Colorado Pikeminnow (*Ptychocheilus lucius*)
- Humpback Chub (*Gila cypha*)
- Razorback Sucker (*Xyrauchen texanus*)
- Colorado Hookless Cactus (*Sclerocactus glaucus*)

No critical habitat exists within the study area for any federally listed species. However, the Colorado River is designated as critical habitat for the bonytail chub, Colorado pikeminnow, humpback chub, and razorback sucker. The Government Highline Canal extends through the study area and receives water diverted from the Colorado River. The study area is located within the Upper Colorado River Endangered Fish Recovery Program and water depletions in the basin may adversely affect these species. The USFWS has prepared a Programmatic Biological Opinion for Section 7 consultation related to water depletions in the Upper Colorado Basin.

Yellow-billed cuckoo use riparian wooded habitat with dense cover and Colorado hookless cactus occur primarily on alluvial benches along the Colorado and Gunnison Rivers, as well as other tributaries on gravelly or rocky surfaces or on river terrace deposits. Indian Wash, which has an intermittent flow, may not operate as suitable habitat for the cuckoo but should be considered for further review and potential future field surveys for both species.

State-Listed Species

According to the Colorado Natural Heritage Program Tracking List, 12 state-listed species were identified with the possible potential to occur in the study area:

- Northern Leopard Frog (*Lithobates pipiens*)
- Bonytail Chub (*Gila elegans*)
- Burrowing Owl (*Athene cunicularia*)
- Roundtail Chub (*Gila robusta*)
- American Peregrine Falcon (*Falco peregrinus anatum*)
- Long-nosed Leopard Lizard (*Gambelia wislizenii*)
- Ferruginous Hawk (*Buteo regalis*)
- Razorback Sucker (*Xyrauchen texanus*)
- Bald Eagle (*Haliaeetus leucocephalus*)
- Kit Fox (*Vulpes macrotis*)
- Humpback Chub (*Gila cypha*)
- Colorado Pikeminnow (*Ptychocheilus Lucius*)

There are white-tailed prairie dog (*Cynomys leucurus*) towns located within and adjacent to the study area. These towns are often utilized by burrowing owls for habitat. Although burrowing owls have not been observed in the area, there is potential for burrowing owls to be present. Colorado Parks and Wildlife recommends the following, which will also be documented during future NEPA process(es):

- If construction is to take place between March 1 and October 31, the area should be surveyed for the presence of burrowing owls prior to construction activities occurring. The owls are susceptible to being buried and killed in their holes by construction activity.
- If construction is to occur between November 1 and February 28, it is very unlikely owls would be present during construction. Burrowing owls are migratory and are rarely found in Colorado in the winter.

Section 7 of the Endangered Species Act

During subsequent NEPA process(es) and project development, comprehensive and updated special-status species lists will need to be obtained and, if appropriate, a field survey will need to be conducted for federal- and state-listed species. If species of concern are found to be within the study area, further coordination with the appropriate regulatory agencies must take place and suitable measures will need to be developed to avoid and/or minimize impacts to these sensitive resources.

Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act

In order to comply with these Acts, preconstruction and during construction surveys for nesting birds (including eagles and other raptors) should be done if any ground-disturbing

activities are planned during the nesting season. The nesting season varies by species but is generally from April 1 to August 31. If active nests are present, no-work buffers or other restrictions will likely be required around the nest during construction activities. The size of the buffer will be determined in coordination with Colorado Parks and Wildlife, USFWS, and CDOT biologists. There are suitable areas within the potential interchange area for red-tailed hawk nesting. Colorado Parks and Wildlife recommends survey of the potential nesting sites for nesting activity prior to construction activities occurring. Red-tailed hawk nesting activity occurs between February 15 and July 15. If eagles are expected to be present, additional surveys may be required to identify winter roosting sites, which may also require no-work buffers or other restrictions. Further guidance on required surveys can be found in Section 240 Protection of Migratory Birds of the *CDOT Standard Specifications for Road and Bridge Construction*.

Noxious Weeds

A noxious weed survey should be completed during an on-site reconnaissance survey. The survey should map noxious weed populations, and if recommended based on the results of the survey, an integrated noxious weed management plan may need to be prepared for the project.

Wetlands and Waters of the U.S.

According to the USFWS National Wetland Inventory, the study area contains numerous potential wetlands, including both palustrine emergent and palustrine scrub-shrub. Generally, palustrine emergent wetlands are dominated by emergent (herbaceous) vegetation and palustrine scrub-shrub wetlands are dominated by shrubs. The study area wetlands occur in topographic swales, roadside and irrigation ditches, and/or in association with streams.

Other potential waters of the U.S. identified in the study area include Indian Wash and Government Highline Canal. Indian Wash is an open channel with intermittent flow. Within the study area, Indian Wash meanders adjacent to agricultural land within Matchett Park and continues through residential areas before ultimately discharging to the Colorado River.

Government Highline Canal (Canal) is a manmade open channel with regulated flow and is operated by the Grand Valley Water Users' Association. Any impact from a future project on the Government Highline Canal system that adds to its regulatory obligations will not be permitted. The Canal is approximately 55 miles long and extends through the study area south of I-70, potentially impacted by both alternatives carried forward. Government

Highline Canal and portions of Indian Creek are classified by the National Wetland Inventory as riverine features.

In addition, the Canal is under the jurisdiction of the U.S. Bureau of Reclamation and is operated and maintained by the Grand Valley Water Users' Association. Any alternative, including the recommended alternative, that would result in the crossing of and potential impact to the Canal would need to align wherever crossing the Canal and/or Operations and Maintenance (O&M) roads and facilities. The O&M facilities include, but are not limited to, siphons, head gates, laterals, drains and the O&M Road. In addition, stormwater drainage from the proposed roads cannot be discharged into the Canal or O&M facilities. Any multimodal transportation connections associated with the recommended alternative, including trails along the Canal, as identified in the County's Master Trail and/or Transportation Plans will first need to consult with the U.S. Bureau of Reclamation, the Grand Valley Water Users' Association, Mesa County Irrigation District, and the Palisade Irrigation District. Current policy does not allow O&M roads or other facilities to be used by the public for recreation. Several provisions would need to be met before any new trails along O&M facilities would be considered.

Wetland delineations should be completed during the next phase of project development in the areas that could be impacted by project-related activities. Impacts to wetlands should be avoided where feasible. Due to their importance, impacts to water-related resources, specifically waters of the U.S. including wetlands, should be avoided. If avoidance is not feasible, best management practices should be implemented to reduce direct and indirect impacts to these resources.

If waters of the U.S. in the area of potential impacts are considered to be U.S. Army Corps of Engineers (USACE) jurisdictional, impacts would likely be permitted under a USACE Section 404 Nationwide Permit. Only the USACE has the authority to make final determinations regarding jurisdiction, permitting, and mitigation. CDOT mitigates all wetland impacts at a 1:1 ratio (up to or equal to USACE mitigation, not in addition) regardless of USACE jurisdictional status, or mitigation requirements.

ACTION PLAN

The PEL process is intended to provide the framework for the long-term implementation of the recommended alternative as funding is available and to be used as a resource for future NEPA documentation. Funding for the interchange construction has not been identified at this time. Identification of a recommended interchange location in this PEL study is consistent with the FHWA's objective of evaluating and selecting transportation solutions on a broad enough scale to provide meaningful analysis and next steps for further project development. However, the requirements of fiscal constraint must be satisfied for FHWA and CDOT to approve further NEPA documentation.

The next steps in the project development process are outlined and illustrated in **Figure 9**. These steps will be coordinated with CDOT and FHWA to ensure consistency with the interchange approvals and NEPA processes.

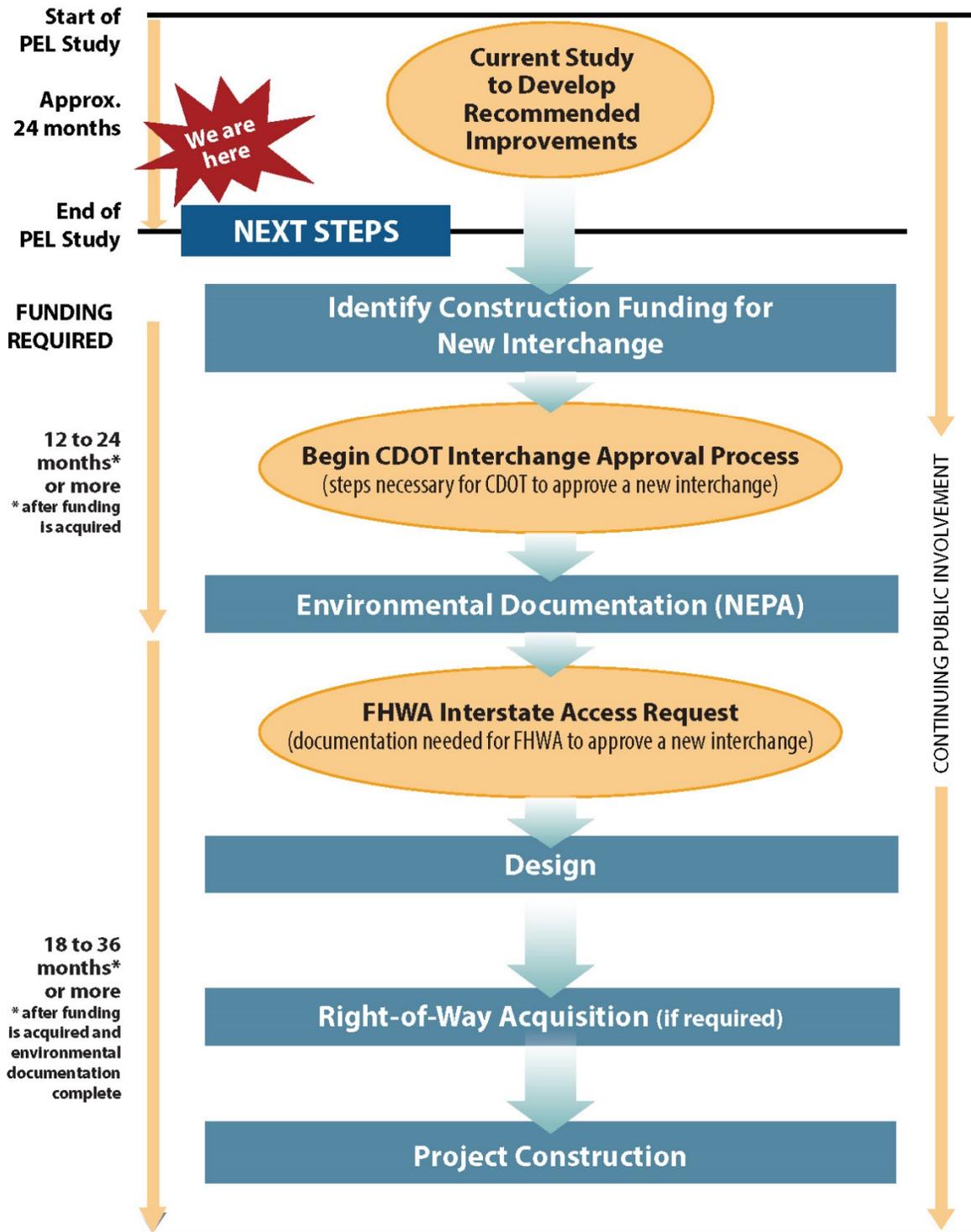
CDOT Interchange Approval Process

A new interstate interchange requires adherence to *CDOT Policy and Procedural Directive 1601 Interchange Approval Process*. The 1601 process is an established process to review and approve new interchanges or major improvements to existing interchanges that connect with the state or the federal-aid highway system.

The 1601 process can begin with Mesa County and the City of Grand Junction officially notifying CDOT of the project initiation. Following a pre-application meeting and Intergovernmental Agreement, the County and City may use many components of this PEL study as elements of the interchange System Level Study. This flow of information from the PEL study into the System Level Study is consistent with FHWA's policy that is intended to streamline and eliminate duplicate documentation for FHWA interchange access approval.

As described in the Study Recommendations section of this report, updated traffic and safety data, updated traffic forecasts, plus additional traffic and safety analysis will be required for the area surrounding the interchange, as well as the adjacent interchanges, to identify potential operational and safety benefits and impacts along I-70 as part of the NEPA process.

Figure 9. Project Implementation Process



Identification of the Preferred Alternative

The first steps in the NEPA process will focus on additional information or updates to baseline data (such as updating the traffic forecasts with the new GVMPO travel demand model and updating the safety evaluation with the most recent crash data) which will rapidly identify and document the preferred alternative. Utilizing the Purpose and Need and project goals developed with this PEL study, the two alternatives carried forward can be quickly screened with a Level 2 comparative screening. The Level 2 screening expands measures for each evaluation criterion from Level 1 screening and provides additional screening criteria based on the project goals. These measures can be a mix of qualitative and quantitative assessments, based on the criteria and the availability of data. The preliminary Level 2 comparative screening criteria that was developed as part of the overall alternatives evaluation with this PEL study are shown in **Table 6**.

Prior to starting the NEPA documentation, a PEL-to-NEPA Transition Memorandum will reference this PEL Report for the Purpose and Need, alternatives development, and Level 1 screening conducted during the PEL study, and will provide a brief summary of the Level 2 evaluation. This memo will substantiate the reason for proceeding into the NEPA documentation with one action alternative and the No Action Alternative.

The CDOT NEPA scoping process will utilize environmental data and analyses gathered during this PEL study to identify potential areas for supplemental environmental resource information or additional resources that were not assessed as part of this study, such as visual resources.

FHWA Interstate Access Request

Interchange conceptual layouts and design elements needed along I-70 and local connections for the preferred alternative will be refined during the development of the NEPA analysis and documentation.

As a new interchange, a full Interstate Access Request will be required for FHWA approval. The Interstate Access Request documentation may be completed and submitted during analysis for FHWA “acceptance”. Final approval for the new access cannot precede the completion of NEPA, but once NEPA is completed, approval of the access is granted if there are no changes in the interchange location or layout of the “accepted” concept.

Table 6. Preliminary Level 2 Evaluation Criteria

CATEGORY	CRITERIA
System Linkage	Ability of the alternative to provide improved connectivity with reduced out-of-direction travel for access between I-70 and central Grand Junction
	I-70 operations – future (2040) ramp merge/diverge and mainline operations (speed and density)
	Arterial road and interchange operations – future (2040) arterial and peak hour intersection operations (LOS and delay)
	I-70 safety – ability of the alternative to improve safety along I-70
	Arterial road safety – ability of the alternative to improve safety along the arterial roadway
	Multimodal connectivity – ability of the alternative to enhance local multimodal travel options
	Multimodal safety – ability of the alternative to address perception of comfort and safety for pedestrians and bicyclists along the arterial roadway
Access and Land Use	Ability of the alternative to provide consistency with adopted transportation and land use plans
	Ability of the alternative to avoid incompatible land use
	Ability for the alternative to be approved by the Grand Junction Regional Airport
	Ability of the alternative to improve access to existing and planned community resources (parks, churches, schools)
Community and Environment	Ability of the alternative to minimize impacts on community resources (parks, churches, schools)
	Relative property impacts based on potential right-of-way needs
	Ability of the alternative to access local and regional recreational facilities
	Ability of the alternative to avoid, minimize, and mitigate impacts on environmental resources: <ul style="list-style-type: none"> ■ Noise ■ Wetlands and waters of the US ■ Potential threatened and endangered species habitat ■ Previously identified and potential historic sites
Implementability	Potential major utility impacts
	Relative construction cost estimate (for comparison only)

APPENDIX A

Level I Screening Matrix

LEVEL I SCREENING MATRIX

Level I Evaluation Criteria		Alternatives				
		N/A	1	2	3	4
		No Action	I-70/Horizon Dr Interchange Improvements	New I-70/29 Rd Interchange	New Midpoint Interchange	I-70/I-70B (Clifton) Interchange Reconfiguration
System Linkage	Does the alternative improve local connectivity with a central north-south corridor with I-70 access?	NO Does not improve local connectivity	NO Does not provide a central north-south corridor	YES	YES	NO Does not provide a central north-south corridor
	Will the alternative improve regional connectivity with additional capacity and reduced delays along north-south arterials with I-70 access within the study area?	NO Does not provide additional capacity or reduced delays along north-south arterials	NO Would not provide additional capacity and would increase traffic volumes at Horizon Drive interchange	YES	YES	YES
	Will the alternative improve the ability for travelers to move through and around the region with acceptable traffic operations?	NO Does not improve traffic circulation with new north-south connection or added system capacity with improved operations	NO Does not improve traffic circulation with new north-south connection or added system capacity with improved operations	YES	YES	NO Does not improve traffic circulation with new north-south connection or added system capacity with improved operations
	Does the alternative improve truck movement efficiencies within the city?	NO Does not provide a new connection or added capacity for truck movements	NO Does not provide a new connection or added capacity for truck movements	YES	YES Provides new I-70 access, but must be designated as a new truck route	NO Does not provide a new connection or added capacity for truck movements
Enhanced Access for Adjacent Land Uses	Is the alternative consistent with (not in conflict with) adopted local and regional plans?	NO Local and regional plans include projects to improve I-70 access	YES	YES	YES New interchange at I-70 could be included in future updated local and regional plans	YES
	Does the alternative provide transportation infrastructure needed to support planned land use adjacent to and north of I-70?	NO Does not provide transportation infrastructure for planned land use	NO Provides transportation infrastructure with new connection, but circuitous major collector would not adequately support planned land use	YES	YES	YES
Results		Carried Forward: Baseline Comparison	Eliminated for this Project: Does not meet Purpose and Need - Does not enhance transportation network because it does not improve traffic operations with added capacity along central arterial connection to I-70; Does not improve truck efficiencies without new capacity or connection; Circuitous collector route around airport does not support planned land use as primary connection to I-70	Carried Forward, Recommended	Carried Forward, Not Recommended: While the alternative meets the Purpose and Need, it does not meet it to the same degree as Alternative 2 as it is not currently identified in adopted local and regional plans	Eliminated for this Project: Does not meet Purpose and Need - Does not enhance transportation network because it does not improve traffic circulation along central arterial connection to I-70; Does not improve truck efficiencies without new capacity or connection
Notes			Major collector connection from Horizon Drive may provide good secondary connection to planned land use		Interchange in vicinity of 30 Road would provide increased interchange spacing from Horizon Drive than an interchange in vicinity of 29 Road	Long, but direct, principal arterial connection from I-70B may provide good secondary connection to planned land use

Screening Result Categories:

Eliminated for this Project: Alternatives that did not meet the Purpose and Need were eliminated from further consideration as part of this project.

Carried Forward, Recommended: Alternative met the Purpose and Need to the highest extent in comparison to other Carried Forward alternatives. Will move into future NEPA study for further evaluation.

Carried Forward, Not Recommended: Alternative met the Purpose and Need, but to a lesser degree than other Carried Forward alternative. Can move into future NEPA study for further evaluation.

APPENDIX B

Resource Agency Coordination Summary

**29 Road Interchange at I-70 PEL Study
Resource Agency Tracking**

last updated 9/8/20

Agency Name	1st Outreach - Project Intro Letter Sent	Agency Comments	2nd Outreach - Environmental Scan Report Review Request	Agency Response Received?	Reminder Email Requesting Report Review	Agency Comments	3rd Outreach - Draft PEL Report/Study Recommendations Review Request	Reminder Email Requesting Report Review	Agency Response Received?	Agency Comments
City of Grand Junction Parks and Recreation	12/21/18 to Rob Schoeber		5/3/19 emailed letter to Rob Schoeber				7/8/20 email to Rob Schoeber	7/23/2020	7/24/20 from Allison Little on behalf of Department Director, Ken Sherbenou	<p>The GJ Parks & Rec Department is in full support of building alternative 2, the 29 road connection to I-70. This is well spaced from Horizon Drive, and fills a major gap to access a large chunk of the City and the County. Furthermore, the 29 road location aligns well with access to Montrose and the rest of the south western part of the state. For the Community's Parks and Recreation system that we manage for the public benefit, this road connection is critical. A major future cornerstone of our system, Matchett Park, is a short ¼ of a mile from this proposed connection to I70 at 29 Road. This is a 207 acre future park that will provide regional recreational amenities requiring easy and direct access. The model is Canyon View Park, which at 110 acres and directly connected to I70 via the 24 road exit. This is the other major regional park cornerstone of the system. A major reason why Canyon View has such immense service to the local population and the traveling population, is the accessibility enabled by the 24 road exit. Also, with Matchett being ¼ of a mile away from the interchange, the nature experience is preserved. This will be the focus for a good chunk of Matchett Park with its eastern portion devoted to significant natural, passive use areas. The Department is currently in the midst of a Parks, Recreation and Open Space Master Plan that will prioritize improvements. Full or partial development of Matchett Park is likely to emerge as a high priority.</p> <p>My only question is funding. I didn't see much explanation of funding to understand how much would be federal and how much would be local. Please clarify.</p> <p>Thanks for hearing this input and for your awesome work that is very important to the future of Grand Junction.</p>
Colorado Department of Public Health and Environment Water Quality Control Division	12/21/18 to Nathan Moore		5/3/19 emailed letter to Nathan Moore				7/8/20 email to Nathan Moore	7/23/2020	7/23/2020 from Nathan Moore	WQCD will not be providing comments, the owner and operator must ensure compliance with applicable environmental laws.
Colorado Department of Public Health and Environment Air Pollution Control Division	12/21/18 to Dena Wojtach	2/13/19 from Richard Coffin via email to Kevin King: I received a letter originally addressed to Dena Wojtach at the Department of Public Health and Environment. I am the appropriate contact within the Air Pollution Control Division to receive these materials. Can you please add me to the distribution list, per the contact information in my email signature? Richard Coffin Air Quality Planner Emerging Air Quality Issues Unit Air Pollution Control Division Colorado Department of Public Health and Environment P 303.692.3127 F 303.782.0278 4300 Cherry Creek Drive South, Denver, CO 80246-1530 richard.coffin@state.co.us	5/3/19 emailed letter to Richard Coffin				7/8/20 email to Richard Coffin	7/23/2020	7/27/2020 from Richard Coffin	Thanks again for sharing the report for review by the Air Pollution Control Division. At this time we have no major concerns or comments and we look forward to working with you as the planning process progresses. We anticipate that any air comments would focus primarily on the control of fugitive dust emissions during the construction phase of the project.
Colorado Department of Public Health and Environment Hazardous Materials and Waste Management Division	12/21/18 to Edward Smith		5/3/19 emailed letter to Edward Smith				7/8/20 email to Edward Smith		7/20/20 from Caren Johannes	Thank you for the opportunity to review the proposed interchange at 29 Road and Interstate 70. Based on my review of the document, our division would not have any authority on any of the specific issues raised in the proposal, and thus we do not have any comments on the proposal with regard to our authority. However, you should be in contact with the Water Quality Control Division with regard to the surface water and groundwater issues that may be associated with the proposed construction. If you have any questions or concerns, please do not hesitate to contact me
Colorado Historical Society	12/21/18 to Lisa Schoch for dist. to Steve Turner; 1/2/19 from Lisa Schoch to Jason O'Brien		5/3/19 emailed letter to Lisa Schoch for dist to SHPO	6/24/19 from Jason O'Brien	5/20/19 to Lisa Schoch 6/17/19 email to Lisa Schoch	<p>Thank you for the opportunity to review and comment on the "Environmental Overview" portion of the Area Conditions Report for the proposed 29th RD Interchange project.</p> <p>Our office understands that federal involvement may qualify the above project as an undertaking with the potential to impact historic properties. Please note that our comments are informational and should not be considered official review comments under Section 106 of the National Historic Preservation Act. Based on the provided information the historic context, background literature review, and methodology for the Area Conditions Report appears appropriate as is the acknowledgement that as the project proceeds additional information regarding potential cultural resources will need to be gathered and assessment of those resources will occur as the project proceeds.</p> <p>We look forward to continuing consultation concerning the above project.</p>	7/8/20 email to Lisa Schoch for dist to SHPO	7/23/2020	8/24/2020 letter from Dr. Holly K. Norton, (Steve Turner) SHPO	<p>At this time, we have no general concerns about the report or information contained therein. Our office looks forward to providing additional comments under Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800. Particularly, when consultation under Section 106 is initiated, we request CDOT clarify whether the defined "Study Area" (as outlined in this report) will act as the desired area of potential effects as defined in 36 CFR 800.16(d). We will provide comments upon receipt of that information. For this project we encourage CDOT to take advantage of consultation opportunities with local government and other interested groups in the Grand Junction area. Under 36 CFR 800.3 such parties are required to be notified of the undertaking and allowed the opportunity to comment. Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at 303-866-2673 or mitchell.schaefer@state.co.us.</p>

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Agency Name	1st Outreach - Project Intro Letter Sent	Agency Comments	2nd Outreach - Environmental Scan Report Review Request	Agency Response Received?	Reminder Email Requesting Report Review	Agency Comments	3rd Outreach - Draft PEL Report/Study Recommendations Review Request	Reminder Email Requesting Report Review	Agency Response Received?	Agency Comments
Colorado Parks & Wildlife, Northwest Region - Grand Junction	12/21/18 to Bob Morris	Via email on 1/7/19 from Albert Romero to Kevin King: I was forwarded your letter regarding the 29 Road Interchange at I-70. I wanted to touch base with you, and let you know that I will be your CPW contact for the project. I would be happy to review the PEL study materials and provide comments as needed. If you need to contact me directly, my cell phone number is 970-216-3847. I look forward to working with you Albert Romero District Wildlife Manager Northwest Region P 970.255.6154 F 970.255.6111 C 970.216.3847 711 Independent Ave., Grand Junction, CO 81505 albert.romero@state.co.us	5/3/19 emailed letter to Albert Romero	5/16/19 from Albert Romero		Thank you for the opportunity to review the draft Area Conditions Report for the 29 Road interchange at I-70 PEL Study. After review of the report, CPW has determined there is nothing to add at this time. CPW appreciates you keeping us involved in the process.	7/8/20 email to Albert Romero	7/23/2020	7/27/20 from Albert Romero	Thank you for the opportunity to provide comments on the 29 Road Interchange PEL Study Report. Colorado Parks and Wildlife (CPW) is familiar with the study area and has reviewed the PEL Study Report. After review of the report and visiting the study area, CPW has the following comments. •Active White-Tailed Prairie Dog towns exist within the study area at SE ¼ of Sec 31 TN1 R1E, S ½ of Sec 32 TN1 R1E and the north portion of Sec 6 T1S R1E between I-70 and the Highline Canal. •The delineated "potential interchange area" is adjacent to the observed prairie dog towns. •Although burrowing owls have not been observed in the area, there is potential for burrowing owls to be present. Burrowing owls are listed as a State Threatened Species by the State of Colorado, and prairie dog towns provide habitat for burrowing owls. Because burrowing owls use prairie dog towns and live in prairie dog holes, CPW recommends the following §If construction is to take place between March 1 and October 31, the area should be surveyed for the presence of burrowing owls prior to construction activities occurring. The owls are susceptible to being buried and killed in their holes by construction activity. §If construction is to occur between November 1 and February 28, it is very unlikely owls would be present during construction. Burrowing owls are migratory and are rarely found in Colorado in the winter. §The following link provides recommended survey protocol and actions to protect burrowing owls. https://cpw.state.co.us/Documents/WildlifeSpecies/LivingWithWildlife/RecommendedSurveyOwls.pdf There are two areas identified in the PEL study report, as potential nesting sites for migratory birds near the delineated "potential interchange area" at 29 Road and Interstate 70. The sites identified are suitable for red-tailed hawk nesting. CPW recommends survey of the potential nesting sites for nesting activity prior to construction activities occurring. Red-tailed hawk nesting activity occurs between February 15th and July 15th. No nesting activity was observed on July 17, 2020. CPW appreciates the opportunity to provide comments on the 29 Road Interchange PEL Study Report. Should you have any questions, please feel free to contact me at 970-216-3847.
Grand Junction Regional Airport	12/21/18 to Eric Trinklein	Erik Trinklein on project Technical Team	4/23/19 via email to Eric Trinklein (and TT members)				7/6/20 email to Dylan Heberlein (and other TT members)	Call with Airport reps on 7/23/2020	Email transmitting letter on 9/3/20 from Dylan Heberlein	Thank you for the opportunity to review the 29 Road Planning and Environmental Linkages (PEL) Draft Report. The Grand Junction Regional Airport Authority recognizes the future growth that will occur in the Grand Valley and is excited to be a partner with stakeholders to promote sustainable growth. Alternatives 2, 3 and 4 are compatible with the Airport as presented and the Airport supports those today. Unfortunately, due to the constraints of the protection area of the smaller southeastern runway (4/22), Alternative 1 is not currently compatible with the Airport and the Airport cannot support it at this time. Airport staff recognize Alternative 1 presents unique benefits to the community and, as a result, Authority staff will complete a feasibility study of reducing the constraints protecting Runway 4/22 to enable Alternative 1, which is estimated to take 18-24 months. We recognize that 24 months is a long time, which is why we want to be clear which alternatives are compatible with the Airport today should you choose to move forward with the project within the next 24 months. The Airport strives to be an economic partner and will continue to assist wherever it is helpful on the 29 Road Interchange Project.
Grand Valley Water Users Association	12/21/18 to whom it may concern 2/22/19 to Mark Harris	Email project mailing list request to add Mark Harris, General Manager on 2/20/19	5/3/19 emailed letter to Mark Harris	5/13/19 email from Mark Harris		Grand Valley Water Users Association - Contracting Entity for the Impacted Portion of the Government Highline Canal Page 30. Many of the Planned Multimodal Conditions illustrated in Figure 12 will require approval from at least the Bureau of Reclamation, the Grand Valley Water Users Association, Mesa County Irrigation District, and the Palisade Irrigation District. The current policy of all these organizations does not allow their facilities to be used for the purposes proposed on this plan. These are the City's lines, not ours. Any planning that assumes these conditions is inappropriate. Pages 44-45. Indian Wash serves as an administrative spill for the Government Highline Canal (GHC). Any planning assumptions impacting the use of Indian Wash would need to be reviewed. Page 55. Two potential Migratory Bird Nesting sites and one Wetland are identified in Figure 15. We need more information to make comments on how these areas were determined, but we have no plans to add such features to the GHC or related facilities. Page 57. It should be noted that no regulated water may be introduced into the GHC system, including drainage facilities. Page 63. Comments regarding Waters of the US and GHC related issues remain unsettled in some instances. Any impact on the GHC system that adds to its regulatory obligations or to those of its stockholder's will not be permitted.	7/8/20 email to Mark Harris	7/23/2020	7/23/20 from Mark Harris	The GVVUA has no further comments at this time. Thanks.
Mesa County Historical Society	12/21/18 to Priscilla Mangnall		5/3/19 emailed letter to Priscilla Mangnall				7/8/20 email to Priscilla Mangnall	7/23/2020		
Mesa County Irrigation District	12/21/18 to Dave Voorhees		5/3/19 mailed letter to Dave Voorhees				7/8/20 letter to Dave Voorhees	7/23/2020		

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Resource Agency Tracking**

last updated 9/8/20

Agency Name	1st Outreach - Project Intro Letter Sent	Agency Comments	2nd Outreach - Environmental Scan Report Review Request	Agency Response Received?	Reminder Email Requesting Report Review	Agency Comments	3rd Outreach - Draft PEL Report/Study Recommendations Review Request	Reminder Email Requesting Report Review	Agency Response Received?	Agency Comments
Palisade Irrigation District	12/21/18 to Dan Crabtree		5/3/19 emailed letter to Dan Crabtree	5/16/19 email from Dan Crabtree		<p>The Price Ditch is the District's main conveyance facility however it no longer physically crosses 29 Rd. The old right-of-way/easement may, but the Ditch itself essentially ends about 1.5 miles to the east.</p> <p>That being said, the District still serves several hundred customers along the 29 Rd. corridor via a lateral that is fed off of the Government Highline Canal. Any widening of 29 Rd will be impacted by the existing underground irrigation pipes and concrete delivery structures.</p> <p>There is a reach just north of F 1/2 Rd where the lateral splits and runs along both sides of 29 Rd for a short distance.</p> <p>The lateral crosses 29 Rd in two locations north of Patterson Rd.</p> <p>Maximum pipe size is 18" diameter.</p>	7/8/20 email to Dan Crabtree		7/9/20 email from Dan Crabtree	<p>I just finished reading the subject report and discovered something that I believe should be addressed. Probably a little late to the party, but ... stormwater and irrigation tailwater. I couldn't find any mention of it in the report, and the Drainage District wasn't included as a Resource Agency. For the I-70 interchange itself, it's probably not such a big deal. However, here's where I make the connection. Bear with me, it may be a windy road. The stormwater runoff from a portion of Brodick Way flows down McCaldon to Kaylee Ct and into a storm drain installed as part of the subdivision development. Here it combines with tailwater runoff from the small irrigated fields along the west end of F 1/2 and along 29 Rd. and enters the Grand Valley Drainage District's Erickson Drain, a piped facility. After crossing to the south of F 1/2 Rd it discharges into a small unincorporated, unmaintained (and I mean really unmaintained, like a jungle unmaintained) earthen drain/tail ditch behind the address of 648 North Court. (Palisade Irrigation District has been called out to this area because of property damage caused by non-maintenance of the ditch. As you know we are not a drainage entity and have no authority in this area). The open ditch then runs about 320 ft south of F 1/2 Rd to a point where it enters the GVDD's piped 29 Rd Drain. From there, the 29 Rd Drain runs southwest through the subdivision along Country Ct and finally turns parallel to 29 Rd and ends up in Indian Wash north of Patterson Rd.</p> <p>I've been told that the open ditch was to be piped as part of the 29 Rd Project. And... since it's located in the Study Area and ties into a facility on 29 Rd., which is planned to be widened, I'm suggesting that it should be addressed, or at least acknowledged, as part of the 29 Rd planning. As a side note, I'm a little confused as to how the City Planning allowed the construction of over 100 homes for which the stormwater flows into City underground storm drains and then discharges into this "unowned" unmaintained ditch. Granted there is a detention pond for a good portion of these homes but there are some areas that discharge directly to this location with no detention as described above. Perhaps I could be enlightened about that.</p>
U.S. Army Corps of Engineers Regulatory Division	12/21/18 to Susan Bachini Nall	Per phone call to Kevin King 2/13/19: Travis Morse will be in charge of the review under Susan Nall. His number is 970-243-1199.	5/3/19 emailed letter to Travis Morse for dist to Susan Bachini Nall				7/8/20 email to Travis Morse for dist to Susan Bachini Nall	7/23/2020	7/23/20 from Travis Morse	My previous comments remain true. It does not appear that there are any impacts proposed to waters of the U.S. If true, the Corps does not have a regulatory handle on this action.
U.S. Bureau of Land Management	2/21/19 to Andy Windsor and Chris Pipkin	Andy Windsor attended Public Meeting #1 on 2/28/19.	4/4/19 email to Andy Windsor (request for review of relevant text, not full report) 5/3/19 emailed letter to Andy Windsor	5/23/19 email from Andy Windsor	5/20/19 to Andy Windsor	Since the proposal will not include additional access to the BLM-administered public lands, we do not have any comments. The public will still have legal access to the recreation area north of the airport via 27 1/4 Road.	7/8/20 email to Andy Windsor	7/23/2020	8/28/20 from Andy Windsor	<p>I did present the project to our Interdisciplinary Team after our last correspondence and there were no issues identified.</p> <p>We would like to continue to be updated on the project as it moves forward.</p>
U.S. Bureau of Reclamation	2/22/19 to Melissa Werkmeister	Email project mailing list request sent by Melissa Werkmeister, Lands & Recreation Group Chief on 2/20/19	5/3/19 emailed letter to Melissa Werkmeister				7/8/20 email to Melissa Werkmeister	7/23/2020	7/27/20 from Melissa Werkmeister	<p>The Bureau of Reclamation submits the following comments regarding the 29 ROAD INTERCHANGE AT I-70 PEL STUDY - DRAFT RECOMMENDATIONS REVIEW REQUEST:</p> <ul style="list-style-type: none"> •Any Alternatives that would result in the crossing of the Government Highline Canal (GHC) have the potential to impact the GHC, and would need to align wherever crossing our Canal and Operations and Maintenance (O&M) roads and facilities. The facilities of the GHC include but are not limited to siphons, head gates, laterals, drains and the O&M Road. Measures would need to be taken to protect the GHC, which is a part of Reclamation's Grand Valley Project, which is a Federal facility under the jurisdiction and ownership of Reclamation and is operated and maintained by the Grand Valley Water Users' Association (GVWUA). •For Alternative 2, aligning 29 Road in a North-South direction across the GHC Canal would potentially have the least impact on the operation, maintenance and structural safety of the GHC and our O&M Roads, while providing for public safety. •Any proposals for G Road at or near 29 Road and the GHC need to be identified due to the potential to impact the GHC and our O&M Road in this area. All alternatives and designs need to fully address crossings and protection of the GHC and other affected Grand Valley Project features and O&M needs. •Any proposals for multimodal transportation connections associated with this action, including trails along the GHC as identified in the County's Master Trail and/or Transportation Plans will first need to consult with the Bureau of Reclamation, the GVWUA, Mesa County Irrigation District, and the Palisade Irrigation District. Current policy does not allow our O&M Roads or other facilities to be used by the public for recreation. Several provisions would need to be met before any new trails along our facilities would be considered. •Stormwater drainage from the proposed roads cannot be discharged into the GHC or drainage facilities. •The Wasteway at Indian Wash is designed to waste all the water that is in that reach of the GHC in case of an emergency. This needs to be fully considered by any modeling in this area. <p>Thank you for the opportunity to comment on this document.</p>

29 Road Interchange at I-70 PEL Study
Resource Agency Tracking

last updated 9/8/20

Agency Name	1st Outreach - Project Intro Letter Sent	Agency Comments	2nd Outreach - Environmental Scan Report Review Request	Agency Response Received?	Reminder Email Requesting Report Review	Agency Comments	3rd Outreach - Draft PEL Report/Study Recommendations Review Request	Reminder Email Requesting Report Review	Agency Response Received?	Agency Comments
U.S. Environmental Protection Agency Region 8	12/21/18 to Lisa Lloyd		5/3/19 emailed letter to Lisa Lloyd				7/9/20 email to Matt Hubner	7/23/2020	7/27/20 from Julie Ann Smith in support of Matt Hubner	<p>EPA appreciates the opportunity to review the July 2020 Draft 29 Road Interchange at I-70 Planning and Environmental Linkages Study Report. Based on our cooperating agency review we have the following comments and recommendations:</p> <p>EPA understands that the Report reflects an important nexus between transportation forecasting/planning process and NEPA to the public and stakeholders, and as such, it is necessary that key concepts for a future NEPA analysis are accurately defined and explained in this report. Under NEPA, the No Action alternative is necessarily included as a baseline because it provides a benchmark, enabling decisionmakers to compare the magnitude of environmental effects of the range of action alternatives under consideration. In other words, meeting the Purpose and Need for agency action is not a "threshold" or "standard" by which to judge whether the No Action will be carried through detailed alternatives analysis in an EIS. EPA suggests deleting the first sentence on Line 15, page 12, for purposes of accuracy under the statute and being clear about the NEPA process from the onset. Such clarification will allow for transparency in the process for alternatives flowing from transportation planning into the review of action alternatives for the EIS.</p> <p>As a complement to the above suggested change, EPA recommends that the sentence beginning with "The No Action alternative is included..." on lines-15-16, page 12, be edited with the addition of "...under NEPA (40 CFR §1502.14)." This proposed edit would provide a direct, accurate statement regarding the purpose of No Action in relation to the action alternatives carried forward through detailed analysis in an EIS.</p> <p>EPA recognizes that the draft PEL Study Report is an essential building block in determining scope of future environmental review under NEPA, particularly in identifying potentially affected natural resources and community stakeholders. We note that this draft Report does not contemplate visual resource impacts in its overview of potential effects to resources within the project area. EPA suggests that visual resources be considered within the scope of analysis under NEPA to demonstrate proper consideration of all potential effects from construction of a highway infrastructure project. While the proposed 29 Road Interchange at I-70 may be consistent with immediately surrounding visual elements, it would be beneficial to decision makers and the public to understand why this resource area was not considered a necessary focus for impacts analysis under NEPA.</p>
U.S. Fish and Wildlife Service - ES/CFO	12/21/18 to Alison Deans Michael for dist to Susan Linner		5/3/19 emailed letter to Alison Deans Michael for dist to Susan Linner	5/13/19 letter from Leslie Ellicood for Drue DeBerry, via Alison Deans Michael		<p>Based on the authority conferred to the U.S. Fish and Wildlife Service (Service) by the Fish and Wildlife Act of 1956 (916 U.S.C. 742(a)-754); Fish and Wildlife Coordination Act (FWCA - 16 U.S.C. 661-667(e)); National Environmental Policy Act of 1969 (NEPA - 42 U.S.C. 4321-4347); Department of Transportation Act (49 U.S.C. 1653(±)), and; Endangered Species Act of 1973, as amended (ESA - 50 CFR §402.14), as well as multiple Executive Orders, policies and guidelines, and interrelated statutes to ensure the conservation and enhancement of fish and wildlife resources (e.g., Migratory Bird Treaty Act (MBTA - 16 U.S.C. 703), and Bald and Golden Eagle Protection Act (BGEPA - 16 U.S.C. 668)), the Service reviewed your May 3, 2019, request to review the 29 Road Interchange at I-70 Planning and Environmental Linkages Study in Grand Junction, Mesa County, Colorado. The purpose of the study is to define the need and an overall vision for the future 29 Road and I-70 interchange.</p> <p>According to your report, habitats for the Yellow-billed Cuckoo (<i>Coccyzus americanus</i>), bonytail chub (<i>Gila elegans</i>), Colorado pikeminnow (<i>Ptychocheilus lucius</i>), humpback chub (<i>Gila cypha</i>), razorback sucker (<i>Xyrauchen texanus</i>), and Colorado hookless cactus (<i>Sclerocactus glaucus</i>), are present in or near the project area.</p> <p>In addition, critical habitat for the Yellow-billed cuckoo has been proposed along the Colorado River south of the project area, and critical habitats for the razorback sucker and Colorado pikeminnow have been designated along the Colorado River south of the project area. As you are likely aware, impacts to these and potentially other species and their critical habitats will need to be re-evaluated once an alternative has been chosen.</p> <p>Further, we appreciate your commitment to conducting surveys for raptors and nesting birds, if warranted, before and during construction. We also appreciate your commitment to applying no-work buffers in accordance with the Colorado Department of Transportation's (CDOT) Specification 240, Protection of Migratory Birds, and to coordinating with the Service, Colorado Parks and Wildlife, and CDOT on minimizing impact to nesting birds.</p> <p>Thank you for the opportunity to comment. If the Service can be of further assistance, please contact Alison Deans Michael of my staff at 303 236-4758.</p>	7/8/20 email to Kristin Salamack for dist to Susan Linner	7/23/2020	7/27/20 from Krisin Salamack	<p>Thank you for the opportunity to review the PEL study report for the 29th Rd Interchange at I-70. My comments are in keeping with the comments from Alison Michael on the 5/13/2019 letter. I'd like to add some guidance specific to potential future field surveys for yellow-billed cuckoo and Colorado hookless cactus which are the most likely terrestrial species to have suitable habitat. Yellow-billed cuckoo use riparian wooded habitat with dense cover and Colorado hookless cactus occur primarily on alluvial benches along the Colorado and Gunnison Rivers as well as other tributaries on gravelly or rocky surfaces or on river terrace deposits. According to the PEL study report, the Indian Wash occurs within the study area. Since the study indicates this Wash has an intermittent flow, which indicates it may not operate as suitable habitat for the cuckoo, it should be looked at closely for both of these species when determining land within the study area that may have suitable habitat and could be considered for further review and potential future field surveys.</p> <p>These are the extent of my comments at this stage.</p>
Grand Valley Drainage District	N/A		N/A				7/10/20 email to Tim Ryan	7/23/2020	7/23/20 from Scott Godfrey	<p>The District's review comments are:</p> <ol style="list-style-type: none"> 1. There is no reference to the long standing, (cited in the Williams 2000 study), drainage infrastructure deficiencies in the 29 Rd study area. Grand Valley Drainage District was created to facilitate and manage irrigation return flows. However, many of our drains are comingled with MS4 waters. Improvements, or as recommended, new separate storm sewer system facilities are not addressed in the report. 2. Also the report does not address impacts to the District's services in the Study Recommendations; Interchanges at 29 Rd and 30 Rd. These interchanges and the related increase in impervious surfaces will have significant impacts to both of the Drainage systems that the District refers to as the Indian Wash drainage and the Fruitvale drainage. The concept that these drains are seasonal or solely used for surface water is a misnomer. These systems carry a significant amount of their flows from ground water seep that is a year round phenomenon, and is not diminished by stormwater detention, but are significantly increased by the influx of undetained MS4 water during storm events.
Ute Water District	12/21/18 to whom it may concern	Email project mailing list request sent by David Priske, District Engineer on 2/20/19	5/3/19 emailed letter to David Priske	5/7/19 via email from Dave Priske		Took a quick 20k foot look at the report. I don't think the District has any comments regarding this phase of the study.	7/8/20 email to David Priske	7/23/2020	7/24/20 from Dave Priske	District Staff have reviewed the Draft Area Conditions Report for the 29 Road Interchange at I-70 PEL Study. At this time, the District has no specific comments to add; we support this project from a transportation access improvement view. The District appreciates you keeping us involved in the process.

APPENDIX C

Public Comments

Public Meeting #1 Summary of Comments

The first public meeting for the 29 Road Interchange at I-70 Planning and Environmental Linkages (PEL) Study was held on February 28, 2019 at the Faith Heights Church in Grand Junction. This meeting was held from 4:00 – 6:00 PM in an open house format, with no formal presentation. Attendees were invited to learn about the study and give input regarding existing conditions. Approximately 125 members of the public attended the meeting.

To advertise the meeting, a postcard mailer was sent to nearly 3,000 property owners in the area, a news release was sent to the project email list and local media outlets, advertised on KREX news, and local agency partners distributed information on their websites, to their email list serves, and through social media.

Following is a summary of comments submitted from the beginning of the project through March 31, 2019. Comments were compiled from various sources, including those submitted via email and the project web page surrounding the meeting, and on comment forms and project team member notepads during the meeting.

Do you agree with the draft project Purpose and Need elements? What do you think the purpose of a new 29 Road interchange and any other transportation improvements recommended by this study should be?

Project Support

- I agree with the draft project purpose and need elements.
- I am in favor of building an interstate interchange at 29 Road. Let's build it!
- Build it.
- It is a needed change.
- Please complete this project. It has been needed for years.
- I definitely agree! This project is LONG OVERDUE. We need a new connection to I-70.
- I'm not opposed to it.
- I'm excited by the potential for improved convenience of access, not only to I-70 but also for sidewalks, bike paths along 29 Road.
- Yes. Yes. Widen and streamline 29 Road.
- Overall, I think a new interchange would be positive and help with access and traffic flow.
- I'd like to see it happen soon!
- Get it done.
- Hope project moves forward.

- Build it and people will travel more effective.
- It looks very promising — have to see how the plans develop.
- After attending the Public Meeting #1 Overview, it was educational to learn the master plan of the intersection project. Having lived in Grand Junction my entire life, it is a project that is desperately needed and a long time coming. Knowing that funding is always a major hurdle, it should be made clear to the parties involved for the funding options how important this project is to the future of the Grand Junction area and the positive impact it will have for future growth and economic development.
- We need this interchange. It's right in the middle of Grand Junction and would make it so much more convenient get to North Avenue to get to Orchard Mesa to get to Highway 50. I vote Yes to a 29 Road interchange.
- The need for a route connecting I-70 to Highway 50 has been an existence since the 60's. This project has been begged for for decades. At this point, with the eastern side of Grand Junction needing revitalization before it totally dries up, the need for 29 Road connection with I-70 is even more crucial. Completion of a 29 Road connection with I-70 will bring much need commerce into the area, increased tourism traffic, increased consumers headed towards points south on Hwy 50 and more efficient traffic flow north and south. Please do everything possible to make this long needed addition a reality.
- I am very excited that planning has FINALLY commenced for the 29 Road link to I-70! I live on the south side of Patterson just west of 29 Road, and I work on Horizon Drive. Turning left into heavy traffic on Patterson Road every day is difficult and dangerous! It would make life so much easier and less stressful if I could turn right onto Patterson and then left at the traffic light on 29 Road and be able to access I-70 to get to work on Horizon Drive. I wish this had been done decades ago!
- I like the idea of a 29 Road interchange at I-70 as long as residents who live in that area have all their concerns addressed. Growth is inevitable in our valley and access to 6 & 50 to Delta via 29 Road would be a boon to many. Along with other pro reasons for the development, I would hope it might bring more interest in revitalizing North Avenue east of 12th Street by having more business interest in that area. Right now it seems to be the forgotten child in the city.
- What a relief to receive a card in the mail about the 29 Road Interchange with I-70. This 29 Road and I-70 interchange has been sorely needed by the citizens of Mesa County and ALL TRAVELERS needing direct access from I-70 & 29 Road to Fruitvale, North Avenue, the Walmart area shopping, Orchard Mesa, and of course, Hwy 50 south to Delta/Montrose and beyond. Frankly, I'm very surprised that this project was not completed at least fifteen years ago! It's been obvious that this is a NEEDED exit from I-70 to service many thousands of locals and visitors to the Western Slope. With its completion, the use of the bridge on 29 Road over the Colorado River will see the increased use for which it was built. After completion, the savings in time, fuel, and yes, patience, would be HUGE. We cannot say strongly enough that this project should be put on the fast-track much sooner than later.
- I fully support the proposed 29 Road interchange. If approved, it will not only provide an additional link to I-70, but encourage economic growth. Businesses can take advantage of the undeveloped land north of the interstate paving way for future growth for the city. As a resident

who has to get around through Patterson Road to access I-70 via the business loop, having a 29 Road interchange would help me reduce 10 minutes of travel time. Furthermore, even after the construction of the 29 Road interchange, I presume the majority of commuters traveling west from Palisade will frequently still use the I-70B Clifton exit as a means to reach Highway 50. However, commuters traveling east from Horizon Drive in addition to many residents and tourists coming from GJ regional airport, will realize the benefit of a direct route to Hwy 50 from 29 Road interchange, which saves travel time, instead of long way detours via Hwy 50 GJ exit, or I-70B Clifton exit.

- Agree - would improve Matchett Park & Rec Center access off I-70 and take pressure off Patterson Road and Horizon Drive.
- It would reduce traffic on Horizon Drive and 27 ½ Road and provide direct access to I-70B and Highway 50.
- The city of Grand Junction needs to prepare for its future growth and transportation is key to that overall need. We know the city will continue to grow. We don't know where the millions of people living on our three coasts who will be displaced as the seas rise will want to live but all inland cities like Grand Junction need to prepare. So my take is that the purpose of the new 29 Road Interchange must be to prepare for increased volumes of transportation. I commend the results of this study.
- To save energy moving traffic from point A to point B. Today we burn a tremendous amount of energy. Stop and go. Example: before when we stopped at a stop light and we wanted to turn right we had to wait for the light to turn green. Now we can turn right on red.
- The existing conditions seem to strongly confirm the need for the project. The potential issues, if any, are not immediately obvious to a layman like me.
- As our airport connects with more cities directly the traffic volumes in and out of the airport will grow rapidly. Several main arteries are already stressed with airport traffic and the new road into the airport is an essential need. This new airport artery is a brilliant addition and is a tribute to those who proposed it.

Residential Impact Concerns

Traffic Impacts

- What is projected increase of highway traffic count on 29 Road south North Avenue? There is a lot of residential impact. Access to Hwy 50 is already available on Exit 37.
- Looks like traffic on N. 29 Road (north of F 1/2 Road) will increase from 500 to 26,000 cars per day. Residents off Brodick Road will not be able to get out of their neighborhood and onto 29 Road with this amount of cars. There is no other way (at this time) to get out of this neighborhood. Cars at stop signs at F 1/2 Road would also have a tough time trying to get onto 29 Road.
- When the interchange is in, the area to the north will expand causing a lot of truck traffic on the residential area of 29 Road.
- Concern that this project will bring increased traffic to the area where people are walking in the neighborhoods.

- It is going to cause too much noise.
- Noise will be an issue.
- We have a house on 29 1/2 Road. It is a nice country road where people enjoy the quiet and walk their dogs. I'm concerned what new traffic and noise impact might be with the new interchange and would like to see the traffic study impact to include 29 1/2 Road. Thanks.
- Some impact from extra traffic but I think we can live with it.
- I heard comments from other attendees regarding traffic and noise — increased traffic, more noise. The project will affect 29 Road residences.
- I already know that I cannot stop this project, but needs to have some way to slow people down also. Too many people use it as a race track to get to the desert already.

Right of Way

- I would like to know if/how much they plan to widen the street? We have a gravel area in front of our house that I am sure they are going to take some of it for this project.
- Concern regarding the amount of room 29 Road improvements would require and encroachment into yards.
- Will 29 Road be widened onto my property? Will there be barriers put up for traffic noise?

Property Values

- I was wondering if there will be any study on the impact of residential property values for the homes in the study area.
- As a property owner who backs up to 29 Road I have a serious concern in regards to the loss of value to a home I have owned for 20+ years. What is the plan to compensate those who will lose value with the increase in traffic?

Multiple Concerns/Other

- I question the need for this project given that the Clifton exit is 2 miles or so east and also connects directly to Hwy 50. I appreciate what's been built so far on 29 Road, but if it's designed to be a major thoroughfare why wasn't it designed to be a 4-lane road rather than 2 lanes? From Patterson north to I-70 I don't see how it's possible to have 4 lanes and so you have a high volume of traffic, including trucks, going through a 2 lane residential area. I know this has been in the planning stages for a number of years, but I don't see that you've done any planning for what the effects of this project might be for residents along 29 Road. Unless I get much better information I'm opposed to this project.
- Living on 29 Road, I would like to see more about what is being done to protect my home value, sound issues, traffic coming through my front yard, etc.
- I think it makes sense but living on 29 Road makes me very nervous.
- I feel that there is no consideration for residents who want a quiet neighborhood to live and raise children.
- An interchange will bring thieves, vandals and transients into the neighborhoods along 29 Road.

Please share your thoughts regarding existing conditions and/or issues in the project study area.

- I live near [info redacted] Patterson and Partee, one block from 29 Road and I have been waiting years for this project that started at Highway 50 to be finished. I look forward to this being completed. Traffic on my residential street has been impacted only because traffic cannot turn east onto Patterson without going to the 29 Road exit so they make a u-turn on Partee. Please take into account the amount of traffic on 29 Road and change the light for north and south traffic so that it stays green longer. That actually needs to occur now.
- Patterson very busy. 29 Road moderately busy. Project long overdue.
- Has the new residential area east of 29 Road been considered?

School Concerns

- I am concerned about the school that is on 29 Road. My house faces 29 Road and my address looks like it would have a 29 Road address. I would like to make sure there are going to be sidewalks from at least the school to Patterson Road. I see kids walking on the street all the time and I am afraid someone is going to get ran over.
- I was unable to make the public meeting, but I am concerned about the volume of traffic and the effect on subdivisions along 29 Road. Most subdivisions do not have a second exit onto Patterson. In the morning and afternoon the traffic is very congested with parents shuttling their children to the Charter school near the canal. It is very difficult during those time to enter 29 Road. When the traffic accessing I-70 is added to this school traffic it will be impossible for the residents to access 29 Road and Patterson. Some can access Patterson via Partee, but trying to turn left without a stop light is very hazardous. I have lived on Bonito for over 50 years and am very concerned about the large increase in traffic. When I walk my dog in the morning or afternoon during the school start/end time I cannot cross 29 Road on foot.
- What's planned for Brodick Way which is across from Independence Academy? It's already difficult to get onto 29 Road from Brodick Way during school drop off and pick up time and then to add traffic from I-70 could make it next to impossible to get onto 29 Road.
- Worried about school traffic.
- Concerned about excessive speed, especially with school.
- Many folks commented on the school and kids and traffic. However, have heard from others that only two kids currently walk to school.
- The school will fight school property acquisition.
- Right now we need sidewalks all the way to Patterson Road. The road needs to be repaired and more turn lane space put it in at Patterson Road to accommodate the school traffic.
- We own a house on Darla Drive and are against a 29 Road interchange at I-70. Why would you want to put an interchange to I-70 in a residential area and on a road where two schools are located? The traffic on 29 Road is already bad in the morning and afternoon when school starts and finishes.

What suggestions do you have regarding a new 29 Road interchange at I-70?

Bicycle and Pedestrian Accommodations

- At the public open house meeting on February 28, it was mentioned that as part of this proposed development 29 Road would be expanded to five lane from Patterson Road to I-70. This road would also include bike lanes "and/or" a detached paved multi-modal trail. I put "and/or" in quotes because I wasn't able to catch if the plan was for a detached trail and bike lanes, or just one or the other. It's very possible that this hasn't even been determined yet. I'd like to provide the perspective of a long time local cyclist [affiliated with Mesa County Bicycling Alliance]: The users of a detached trail are not the same group of cyclists who prefer a bike lane, and in fact, due the speed differential, are actually incompatible. Detached trails attract slower moving traffic, commonly including walkers and children, while more experienced utility and recreation cyclists much prefer bike lanes due to the increased safety at intersections and the ability to travel more quickly (also bike lanes tend to be better maintained, but that's another story). Given that this project includes a frontage road on the north side of I-70 that connects to H Road at the airport, I anticipate that this portion of 29 Road will be very popular with utility and recreation cyclists. It will allow cyclists in the eastern part of Grand Junction to much more easily go to and from norther Grand Junction and the farm roads in the Fruita area. Therefore, I strongly recommend that both bike lanes and detached (or attached) paved multi-modal trails be included in the design for 29 Road, and that at least bike lanes be included for the entire length of the frontage road that accesses H Road. Thank you.
- Will there be any projection/recommendations for increased public transportation and safe bike lanes in the study area?
- Hope it includes bike lanes.
- Keep bike lanes on 29 Road, keep the bike lanes south or north clean.
- I would welcome the 29 Road interchange IF it includes pedestrian and bicycle amenities/improvements. Right now it is deplorable!!
- Hikers, bikers, and school children need walkways, paths, and accommodations.

School-related Improvements

- Pedestrian improvements/bicycle access for schools. Particularly if traffic will increase due to the interchange.
- Need light at school intersection.
- Need turn lane to accommodate school traffic, when they get out in the afternoon.
- Today the traffic from Independence Academy and Walnut Estates have a conflict at the intersection with 29 Road. We need a stoplight/turn signal, and sidewalks.

29 Road Improvements within the Study Area

- Stoppages and slow down on 29 Road need to be minimized. 29 Road should be planned as a 5 lane road and all necessary easements obtained even if only 3 lanes are initially built. The study should make sure the existing property owners along 29 Road are dealt with fairly.

- Need to widen 29 Road. Should lessen Patterson Road traffic.
- Need to widen 29 Road.
- Link it to H Road and airport.
- 29 Road will need traffic calming elements (like Horizon) and lower speed limits.
- Largest concern for 29 Road being calmed and lower speed (30-35 mph).
- No roundabouts please those things are confusing and dangerous!

Other

- Hopefully the final design and improvements will not impinge on the Grand Valley Power Facility, including the solar farm.
- Build it and they will come.
- Be sure to prepare for a huge volume of truck, auto and bus traffic. I believe the volume will be greater than anticipated.
- Like every proposal there will be those who oppose it and will seek cutbacks. If forced to make some cutbacks I strongly suggest that the new airport road must not be cut. I also suggest that rather than cut any part of the proposal it would be better to stretch out the construction time frame because every part of it is needed.

General suggestions and comments

29 Road Improvements Outside of the Study Area

- I just want to know if 29 Road will be 4 laned all the way through to Highway 50? If that's not part of the plan, you are only asking for increased disaster. As somebody that drives 29 Road every day, there are major issues when it transitions from four lanes to two lanes at the Riverside and 29 Road intersection. During heavy volume times of transit traffic 29 Road can be backed up from the Riverside intersection all the way to the 6 and 50 overpass. Has anyone actually gone out and done a study on the amount of vehicles that utilize 29 Road on the southern end? I believe it could be a huge asset to Mesa County if it's done properly. Thank you for all your time and energy and effort being put into this matter.
- First, why not finish 29 Road (4-lane) from D Road to Highway 50? Second, 4 lane 29 Road from North Avenue to Patterson Road. Third, finish 29 Road, 4 lane from Patterson including an interchange. You should not start at I-70 and go to Patterson Road will contribute massively to more congestion on the whole length of 29 Road.

Improve Other Roadways

- The same type of planning was done for North Avenue. Stage 1 of that project was supposed to address issues that were at the top of the list of most importance... being traffic congestion, speeding, installation of bike lanes.... And after millions were spent, all we got was an oversized sidewalk and some plants. Now not only is North Avenue as unsafe as it was before, but now the sidewalk is unsafe as well. I have been hit by people racing down the sidewalk while I was walking....and cars now zoom off North Avenue into and out of business parking lots...without a

care as they cut across the sidewalk. This project has not reduced the speeds, or the congestion, or given more access with bike lanes to get students and citizens out of cars and onto bikes in the heart of the city.... So why would this new 29 Road be any different.... follow up and fix the failed project on North Avenue, then I would give this new project my blessing to move forward.

- G Road should be 5 laned from Hwy 6 & 50 all the way to 29 Road. We badly need another east - west corridor.
- Simply widen 29 Road and build a frontage road to Horizon Drive utilizing the existing 29 Road/I-70 Bridge. No exit is necessary. Just build "G" Road or one frontage road to connect Horizon Drive to Clifton. Make I-70 a toll road from DeBeque to Utah and build up enough money to pay cash for the improvements. Privatize I-70 and allow tolls. Reduce traffic on Patterson Road – it's already too much!
- A lot of interest in seeing F 1/2 Road completed through to the east and west.
- Issues with no connection across F ½ Road to the east. Would like sub-divide property, but can't without that.
- Why don't you expand the current interchanges of 32 Road and 24 Road to truck traffic and make those 4 lane roads. They are already in place and would cause the taxpayers a lot less to upgrade. (D Road to Highway 50) and all 24 Road.
- Freight from Utah to Denver, going to Delta and Montrose can easily use 32 Road interchange. Why isn't 32 Road completed (4-lane) from D Road to Highway 50?
- Need road repair, sidewalks to Patterson Road.
- The interchange will add to the congestion that already exists on Patterson Road. Your study said 11,800 cars/day below Patterson on 29 Road.
- Why are improvements/paving upgrades being completed on Riverside when 29 Road is such a mess?

Zoning and Commercial Development

- Multiple comments have been made regarding future commercial zoning south of the interstate adjacent to the residential zoning.
- Please make certain, wherever possible, that future development minimizes non-arid tolerant landscaping. The Colorado River is already oversubscribed.
- Concerned about commercial development at interchange.
- I would like to see all commercial zoning north of I-70; not south of I-70 close to school and neighborhoods. We don't want gas stations, etc. in this area.
- Sewer and water and utilities to the proposed commercial development are a key problem.
- I can't see the need for an interchange. It will only benefit business above I-70, without the necessary roads to Highway 50.

Cost and Funding

- How much funding is now approved and designated for this interchange from the Fed. Hwy. Trans. and CO. Trans. departments? What is the plan to get this money approved for construction? What is the timeframe for getting this money? Thank you.
- The study appears fairly complete — you have touched on numerous areas of concern. Just didn't hear anything about COST!!
- I feel that this project will cost taxpayers millions at the expense of the current residents of the area.
- Who will pay for the interchange and improvements to 29 Road to US 50?

Public Involvement

- Info share was good at the meeting. Will continue to follow progress of development.
- Very informative and helpful to talk to people involved in it.
- If you do another meeting have oral presentations along with a “map browsing” line. Your last meeting was too confusing and crowded. Give some handout copies of the proposal. The last meeting would have been more informative with handouts. If this proposal is needed you need to do a better job of selling it.
- A separate meeting for residents impacted.

Other

- You don't really care what we think!!
- Some items which need studied are: 1) Why is this interchange needed? 2) How is this to be funded? A public vote? 3) Will noise and light pollution be controlled? 4) How will traffic from proposed schools, community center, and residents be incorporated? 5) Where will people go who exit the new 29 Road interchange?

Meeting Notes

PROJECT:	29 Road Interchange at I-70 PEL Study
PURPOSE:	Independence Academy Charter School Presentation
DATE HELD:	April 29, 2019
LOCATION:	Independence Academy
ATTENDING:	Kevin King, Sean Yeates (Mesa County); Trent Prall, Paul Jagim (City of Grand Junction); Stacy Tschuor, Leah Langerman (DEA); Approximately 50 audience members, including Independence Academy Board and members of the community
COPIES:	Project Team, Technical Team

Summary of discussion following PowerPoint presentation regarding 29 Road Interchange PEL Study:

Q: What are CDOT's thoughts on the project? Are they involved and do they agree an interchange is needed?

A: The City and County are working closely with CDOT and FHWA through the entire process. This study is being done to determine the purpose and need for an interchange and determine which configuration may be preferred.

Q: Are you talking about a fully-funded grant agreement?

A: It will be difficult for the Federal government or CDOT to pay 100% of the interchange project. They may partner with the City and County, but it is not likely either would fund it alone.

Q: What do you expect this interchange to do to property values in this area?

A: Homes immediately adjacent to a five-lane arterial may be less desirable for residents, but the intent is to implement design features to make the roadway as friendly as possible, such as using 11-foot-wide lanes to lower speeds. Home values in the nearby neighborhoods could increase with attractive connectivity to I-70 to travel in all directions. It may become a very desirable location for commuters to live to avoid traffic on other roads and interchanges.

C: There was a bond to build the 29 Road overpass, which matures in 2040. That bond pays a very high rate of interest. To complete this project, you will need more money than you got in the original bond, because that money is no longer there.

R: The City took out a bond for the 29 Road interchange at I-70B (\$80 M in 2004-2005, which was approved in November 2003). \$5M of that was allocated to study the 29 Road interchange and to begin purchasing right-of-way. It was all envisioned to be part of an internal City loop. The Riverside Parkway project started at the time of astronomical construction cost increases. The \$5M was put back into Riverside Parkway construction. Riverside Parkway was 100% funded by the City. That was a City decision. The debt is set to be paid off in 2024. The City and County are looking at other alternatives to fund the 29 Road interchange project. Another bond would require voter approval.

C: Follow-up audience member comment: It would be very important that all of Mesa County, not just the City, bonds. My concern about this whole thing is that the City moves money to other areas other than the roads. Concerned about money being put into Three Rivers Convention Center.

R: The City is very much about transparency so funding information is publicly available.

Q: A few years ago there was talk about continuing F ½ Road to 32 Road. Is the long term plan to take it further east?

A: I believe that is shown on the Grand Valley Circulation Plan. F ½ is planned to tie into Matchett Park as soon as funding becomes available.

Q: The Clifton exit and Horizon exit don't seem to have a lot of traffic. If CDOT doesn't think and interchange is needed here, why does the County think so?

A: This study is being done to determine if an interchange is needed at 29 Road. The goal is providing better local roadway connectivity and alternative access points to the interstate. Horizon Drive does get fairly busy and as the vacant land develops, the congestion will increase. If all the money was in the bank, it would take at least five years to construct the 29 Road interchange. The City and County want to proactively address and plan for connectivity needs. Also, one interchange serving the airport is a bit of a security issue. It will be helpful for them to have more points of access.

Q: Are there any plans to include improvements to the intersection at 29 Road and Patterson Road? The southbound left turn lane isn't long enough.

A: This study will evaluate how that intersection functions and determine how to address short and long term needs there.

Q: We just had an election and voted on a tax increase. Where was that money slated to go? Now that it failed, what is Plan B?

A: A portion of the proposed sales tax increase was for this interchange and 29 Road improvements, as well as other projects around the city such as backbone roads like 26 Road and 26 ½ Road. The funding plan is using a three-legged stool approach. The first leg was sales tax. The second leg is using existing resources, such as repurposing funds from the old Riverside Parkway bond. Also, TABOR excess funds are being used to improve the City's pavement index until 2022. After 2022, these funds could be moved and used for transportation capacity. The third leg involves increasing transportation impact fees when development comes in. Transportation impact fees haven't been increased in the City since 2008. The City feels that development should pay their share. As a replacement to the failed quarter-cent tax, the City will look at taking TABOR excess funds that are currently being used on pavement index until 2022 to go to transportation capacity. The second and third options will require voter approval.

Q: There are a number of developments going in along 29 ½ Road between Patterson Road and G Road. This is a farm to market road without sidewalks. Are there any plans to improve 29 ½ Road?

A: The quarter-cent sales tax would have paid for that type of project, and transportation impact fees could also help with this. This isn't currently in the five-year Capital Improvement Plan.

Q: How much is the fee developers pay for new homes?

A: Palisade implemented increased fees. Fruita and Grand Junction are considering doing the same. The impact fee is currently \$2,500 per home, but is proposed to increase to over \$6,000.

Q: There are now about 4,000 cars per day on 29 Road, and this project would increase that to 24,000. What are the safety measures you'll consider for kids walking to school?

A: Both cross section options include a detached seven- to eight-foot-wide sidewalk, with additional space for bike lanes. Curb, gutter and sidewalk would be on both sides of the road, and there would also be intersection improvements.

Q: Will 29 Road be a trucking route?

A: Trucks will be able to travel on this route. However, it will need to be determined the type of truck route designation, primary or secondary, to be put on 29 Road.

Q: What are some of the intersection improvements you'd look at for kids? Just a crosswalk on a trucking route is not enough – we have elementary kids and two schools.

A: Even in other locations where there is a traffic signal for school crossings, crossing guards are often used to facilitate safe crossings. The City is investing in safe routes to school. Making sure all user groups can be safe is a big consideration.

Q: How many trucks travel north from Orchard Mesa/50 to 29 Road now? It could be a gauge of how many trucks will use the new interchange.

A: This project has done some origin destination data collection. The team will look at the data on this by the next public meeting.

Q: We looked at putting our school (Independence Academy) at Matchett Park, and were told that the school would have to fund some traffic signals. Is that the same case for these improvements?

A: Transportation impact fees were proposed to help cover the traffic signals. The City is not currently planning to ask Independence Academy to pay any portion of F ½ Parkway. F ½ Parkway would be a three lane collector – not a very large facility.

Q: Would the speed limit change on 29 Road if there is an interchange?

A: It wouldn't be faster than 40 mph. It is possible to keep speeds at 40 mph and not higher by striping lanes at 11 feet wide, which creates a visual restriction and slower speeds. Bike lanes and medians can also help change the character of the roadway to a slower speed.

Q: On 29 ½ Road, two new subdivisions are being built with no curb and gutter. Why won't the new developments have curb and gutter, when our subdivision was required to have it?

A: Different policies were in place about 20 years ago, when those older homes were built. There is now a concern with the amount of fill that would be used to construct curb and gutter potentially causing a flood risk. Around 2003 or 2004, the City stopped requiring curb and gutter from developers, thinking the City could implement it more efficiently if they did larger stretches at once rather than having smaller sections being constructed by developers.

Summary of comments received on comment forms submitted by presentation attendees:

Existing Conditions/Issues in the Study Area

- I feel that a “left on green only” light that is long enough to get all the cars through would help the congestion in the mornings and afternoons. Please fix the light!
- What construction would take place first, second, third, etc. and timeframe?
- Can City proceed with any construction without Federal or State or City funding? City ballot turned down money for road and interchange. Colorado voted no road money recently.

Suggestions for a New 29 Road Interchange at I-70

- Don't do it. Take care of existing roads. We have Horizon and Clifton interchanges. The recent vote against the tax for roads that 29 Road Interchange was a big part of should let you know that the people of Grand Junction do not want this interchange.
- I feel like we need this interchange. We have been promised this for years and the funds have been diverted. You already started this at Highway 50 and 29 Road so it's time to finish. Homeowners and schools knew of these plans way before schools and homes were built. So you need to consider what has been in place for many years! As long as vehicles follow speed limits and children use bike lanes should be good. Go for it.

General Suggestions and Comments

- Post process, timeframe, funding requirements in paper and on website. Thank you.

Summary of Comments Received Between Public Meetings #1 and #2

Following is a summary of comments submitted via email and the project web page from April 1, 2019 through May 27, 2020.

Comments

Project Support

- The Grand Junction Regional Airport needs another airport access point.
- When evaluating interstate exit configurations the team should consider the possible distraction of the landing lights from planes as they approach runway end 29. A diamond might be less distraction for drivers than any circular patterns like a cloverleaf.
- I am all for the completion of the project, been hoping it will start soon.
- The sooner, the better!

Project Opposition

- Really bad idea. Simple. Won't get used that much because the way Highway 50 is angled. Think about it.
- The 29 Road access is simply going to dump more traffic on Patterson Road, and will not serve to reduce congestion along that corridor. Additionally, the county needs to spend less time and money on this unneeded corridor, and more money cleaning up the self created trash dumps scattered throughout the valley. Doing so would make it a much more pleasant area in which to live and improve the existing traffic corridors that are already in place but not traveled due to the poor condition of the neighborhoods. For example, North Avenue is a fine traffic corridor, and if the city and county would conduct "in fill" practices and redevelopment in the areas from 30 Road to 28 Road, perhaps the traffic wouldn't be so heavy and condensed elsewhere in the valley. Instead, they continue to over develop around the mall creating terrible congestion. Ditto for Patterson Road. How about a fix and expansion of 1st Street from Patterson to North? How about an expansion of G Road from Horizon Drive to 22 Road?

Property Impacts

- The concept plans of the interchange that show the proposed locations of the on/off ramps indicate that the location of the east-bound onramp going through an existing Grand Valley Power electrical substation. The relocation of this substation is not feasible, and the onramp will need to be located farther west to avoid this parcel.
- I understand we really do need an interchange on 29 Rd. If you look up my address on G Rd, you'll see that there is a two lane street in front of my house. I do NOT want G Rd to become a busier thoroughfare as in putting G Rd through to 30 Rd. We don't have sidewalks here and this area is a well known walking loop due to the lack of traffic around here. Plus, my house was built in 1947 and is much closer to the street. Not to mention that I'm one of the few people around here that

is still on septic. Widening the street will inevitably get into my leach field. Oh, and I can't tap into the city sewer system because it doesn't come down the street this far. The last I was told from the city is that if my septic system is affected, I will have to pay the city to bring the sewer down and have to pay to tap in as well (which will obviously bankrupt me and I'll lose the house. Period. So, if the street is widened, does that mean I'll be bought out for the project? Also, based on the initial interchange design, it shows that the end of the e/b acceleration ramp goes behind my house. I think the noise and additional traffic will be absolutely unbearable. I have more issues, but I figure this is a good start. Many thanks for your time.

Public Meeting #2 Summary of Comments

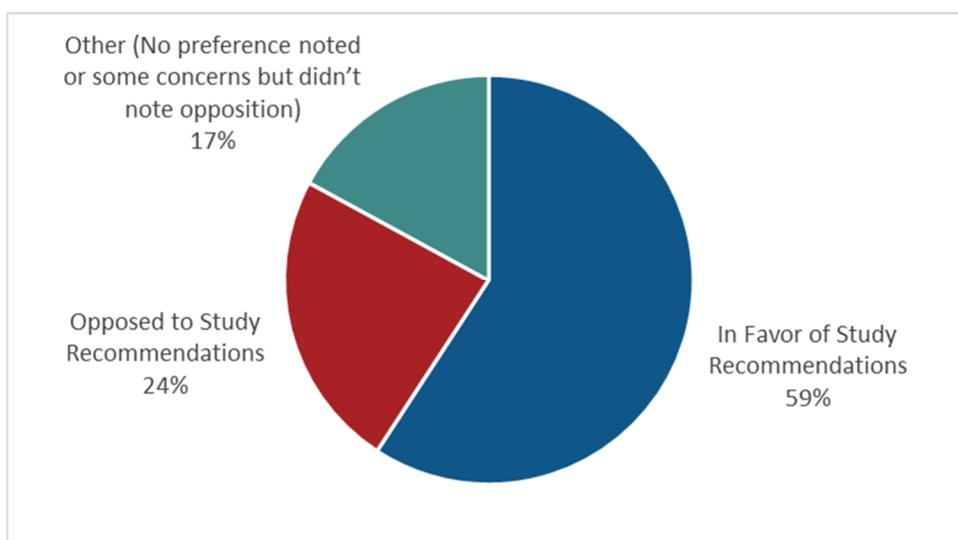
The second public meeting for the 29 Road Interchange at I-70 Planning and Environmental Linkages (PEL) Study was held online to provide a safe, convenient way for community members to engage during the COVID-19 pandemic. The goal of this public engagement point was to provide an update regarding the study progress and obtain public feedback regarding the draft study recommendations.

A video containing public meeting graphic displays was posted to the project web page for a three week-long comment period (August 6 – 27, 2020). During this timeframe, the video was viewed 575 times. The video provided a study overview, described the alternatives developed and the alternatives evaluation process, presented the draft study recommendations, and outlined next steps. The video will remain on the project web page and continues to garner views.

Voiceover narration provided an easy way for people to watch and/or listen, and each graphic “slide” of the video had the narration text written on the side of the screen for those who are hearing impaired or would prefer to read the summary. For those without internet access, hard copies of the graphics and on-screen text were available at the Mesa County Central Services Building for pick-up, along with printed comment forms. Viewers were invited to comment on the draft recommendations through the project web page’s comment form.

This public engagement opportunity was advertised through an email blast to the project mailing list, news release to encourage TV and print media coverage, and City of Grand Junction and Mesa County communication channels. The County advertised on their social media accounts and blog, sent messages to newsletter subscribers, and made the invitation to participate a spotlight feature on their home page.

Following is a listing of comments submitted through the project web page and emails during the public comment period of August 6 – 27, 2020, organized by the requested subjects and general themes. Of the 76 people submitting comments, the majority of commenters were in favor of the study recommendations, as seen in the sentiment analysis pie chart.



Please provide feedback regarding the alternatives development and evaluation.

- I support the addition of access to I-70 from 29 Road.
- I agree the 29 Road interchange is the best option.
- I primarily agree with the I-70/29 Road Interchange option.
- We have always been for the 29 Road Interchange. We believe it is much needed as our population grows.
- I'm glad the evaluation shows the value of a new interchange at 29 or 30 Road. This will be a welcome change.
- A North - South corridor is already in place with the 29 Road bridge over the Colorado River and the Union Pacific rail corridor. Alternative 2 is the only reasonable solution from a cost standpoint and functionality. Alternatives 1, 3 and 4 are unreasonable.
- The process seems reasonable although it has taken forever.
- Anything to lighten the traffic on 27 1/2 Road between Patterson and Horizon Dr. Drivers have a hard time trying to enter 27 1/2 Road from our subdivisions and with a round about going in on 27 1/2 Road and G Road it's going to get worse.
- Thank you for providing it to us to see the thought process.
- The video only covered the process.....not the potential positives and negatives. This is like asking people to comment on a new movie...based only on a video of how they hired the actors. There is nothing there to give feedback on.
- I don't see any of the alternatives as viable.
- Will any of the improvements identified in Alternative 1 be pursued further to make access improved from the airport to 29 Road other than on I-70? Once upon a few reviews ago, the modeling indicated that lanes would needed to be added to I-70 between Horizon Drive and a 29 Road interchange. Is that still the case or did something change?
- I attended the February 2019 public meeting. I have read the information on this site, and I watched the accompanying video. The discussion seems to be just about which of the two alternatives to proceed with, not why any such improvement is really necessary. The planners seem to be prioritizing potential "economic growth" over liveable communities, and the rapid transportation of motorized vehicles over people. There isn't any discussion of the non-quantifiable costs involved, such as degradation of the quality of the affected neighborhoods. Making Grand Junction into a less liveable community will have adverse economic costs as well. Haven't you people learned anything from the mistakes made in places like Denver? Further, in regard to this process, I find it condescending that the City and County would simply say to us 'here are your two choices, decide' without honestly considering the option of not building an interchange at all. It has the appearance that the City and County are determined to spend the money no matter what the public says.

- I am writing you to voice my concerns about the 29 Road I-70 Interchange project. I have been familiarizing myself with the plans and would like to know more about the process and timeline and why you feel this interchange is needed. My concerns and issues are as follows:
 - » Has a study or assessment been made to show the necessity and impacts of this project? Do the benefits outweigh the negative impacts and the cost?
 - » Where's the funding? The scale of the project will require extensive funds.
- Based on our observations, adding an interchange at either location would alleviate a lot of traffic currently going through 27 1/2, Patterson, and G Road. That would help traffic in those areas considerably.

Do you agree with the study's recommended alternative? Please provide comments regarding both alternatives below.

Carried Forward, Recommended: New I-70/29 Road Interchange with North Connection (including 29 Road improvements between I-70 and Patterson Road)

Benefits/In Favor

- Yes, a new I-70 interchange is needed.
- I agree with the 29 Road option. I work on 29 1/2 Road but have to use the interstate to get to and from work every day. This improvement would be wonderful as I have to access the interstate through Clifton or Horizon at this time. I would much rather be able to go down 29 Road.
- I agree this is a real necessity in Grand Junction. There is so much traffic congestion on Patterson Road during peak travel times. I live in the north east part of town and have always wished for a 29 Road exit to and from the interstate.
- I think this project will provide an essential North South connection to I-70 between 32 Road and Horizon Drive. This is vital to relieve future traffic circulation issues on the main East West roadways such as Patterson Road and North Avenue.
- Agree.
- I think this would be great. It would be nice to have a connection to I-70 between Horizon and Clifton.
- Yes, we agree with this recommendation.
- Agree with this I-70/29 road interchange this makes the most sense and least intrusive changes.
- Go for it!! Long overdue!
- I believe that this would be the best plan.
- I am very supportive of this measure to move forward as an additional option to connect with I-70 and even the airport and future expansion as it may happen for this area.
- Great idea - congestion in and around North Avenue is affecting safety of motorists and pedestrians.
- I agree and look forward to the completion of this project. It is one long in coming, to be sure.

- This drive route option not only provides another good access to the airport but it serves as a route for handling internal access for those centrally located between Clifton and Horizon drive. It also provides a good access point for commercial vehicles to North Avenue and even the industrial zone south of North Avenue and near 29 Road. The four quadrants surrounding the I-70 entrance/exit points on both sides will provide for additional commercial and vendor operations.
- I have lived in the 29 Road north Grand Junction area for the last 15+ years and have longed for the 29 Road/I-70 interchange. It is a much needed connection to I-70 that would help alleviate a lot of traffic from East Grand Junction to the Mall area along Patterson/F Road. It's not beneficial for a large population between 28 1/2 Road and 31 Road to use the Clifton I-70 interchange or the Horizon I-70 interchange for getting across town. You might as well stay on F Road. This will change that. Plus it will give a quick exit to the east and also complete the loop south from I-70 to Hwy 50.
- Our family feels this proposed exit/interchange would help to alleviate the excessive traffic congestion that plagues Grand Junction. Hopefully, as alluded to, this would be the first of other implemented solutions to assist with traffic flow.
- Yes. I think the interchange with I-70 and 29 Road is essential.
- Yes the I-70/29 Road Interchange is needed. Concentrated traffic at Horizon Drive and 32 Road lead to excess traffic, noise, pollution and accidents.
- Looks like the best choice for a much needed I-70 interchange. Plan looks good from the interstate to Patterson but what about the connection at Highway 50? It will have a big impact on that neighborhood.
- I just moved here from Denver and this is the first I have heard about it, but I support making this area more accessible.
- 29 Road is an artery of our community. Connecting it to I-70 would greatly benefit our community. A must.
- I would be in favor of going forward with the 29 Road interchange and would vote to fund this if it came up in an election ballot measure. I am in favor of this option.
- Please get this project started. This is the most direct way for persons travelling from Orchard Mesa to get to the Interstate. Even though I don't live there, it will take the burden off of Horizon Drive.
- Long overdue! please build it now.
- Yes. This really needs to be done!
- Agree. Alternate of adding an exit at 29 Road makes the most sense and will making getting across the valley much easier. Often trips from north west Grand Junction to Orchard Mesa are difficult. Transportation in the region could benefit from increased use of I-70 and adding this exit will help that.
- Yes, the recommended alternative sounds good. An interchange at 29 Road would be awesome! This is what this area of town needs to make the freeway easier to access.
- If are going to build it, this one is probably preferable.

- Yes build ASAP. Having access to future Matchett Park will be extremely beneficial.
- Yes, I agree with this alternative. It will provide excellent access to many points in the city.
- I'm so happy that this is finally happening!!!! We've needed this for more than 15 years.
- Great job on this presentation. We welcome this project! We live near 29 Road and Patterson, and through this means more traffic in our area, we thoroughly agree with the need for "better" traffic flow in the greater GJ area! The 29 Road interchange with I-70 will provide a tremendous benefit to our area. (Plus...if you can arrange for a Cracker Barrel Restaurant to be placed near the new interchange, then life will be good!! May capitalism do its work!) Again - great job, everyone! Your hard work is appreciated.
- I have reviewed the attached update and watched the short video. I am highly in favor of the proposed 29 Road interchange to connect with I-70.
- It seems like this one was preferred because of an already determined preference. It makes sense to choose this option for many reasons.
- I agree with the recommended alternative.
- Although I live off 29 Road, and the result will mean more traffic going past, I think this is the best choice given the fact that the road goes all the way to I-70 already.
- I have wanted an I-70/29 Road Interchange for decades! I wish it had been done years ago!
- I think that the I-70/29 Road Interchange is long overdue. It should also help reduce the congestion on Patterson.
- As a 20 year resident of Darla Jean subdivision I support this project. This project is long overdue.
- I agree that 29 Road is the better option.
- Yes it would be nice, but have 30 Road would be great as well.
- I like using 29 Road when I go into town, from Whitewater, and this would also be the most direct route off of I-70 for truckers either going East on Hwy 50 or coming into town from Hwy 50 Delta/Montrose to get onto I-70. This always seemed like an unfinished project after the river bridge was put in at 29 Road.
- Seems to be the best option.
- The 29 Road interchange seems to be the absolute logical choice. 29 Road already runs from Hwy 50 all the way to Patterson Road and above, which would make the interchange a straight through access point across the valley. I-70/29 Road is a much better choice than 30 Road. It also would have much less impact on residents that are located on those two roads. To minimize impact on local residents, 29 Road is the best choice.
- If I read the slides correctly, one of the reasons for not recommending the midpoint interchange is because it would need to be designated a truck route. What kind of truck traffic is anticipated? Is 29 Road currently designated a truck route? If it were signed a truck route from the state highways at either end, does that imply CDOT ownership or responsibility? Also, truck route designation seems to be in conflict with the stated goal of improving pedestrian and bicycle access, especially given the school in close proximity to the new interchange and the designated school walking routes for the neighborhood.

- The I-70/29 Road interchange has long been needed to relieve congestion on Patterson and facilitate east west traffic in GJ. Sooner the better, traffic congestion continues to grow on Patterson Avenue.

Concerns or Opposed

- This will cause too much traffic on 29 Road. I live on Texas and it is difficult to make a left hand turn on 29 Road during rush hour. Also nobody stops on 29 Road when children are walking home. Several times I have seen them run across the 29 Road on the crosswalk because cars are not stopping. With any type of big truck traffic or increased road use this is a nightmare.
- Too much noise, increase air pollution in a higher populated area.
- I am not in favor of this recommendation. The impact on the communities along 29 Road would be subject to noise, traffic congestion and possibly property damage. We enjoy the quiet of our neighborhood.
- I disagree.
- I am greatly worried about the added traffic on 29 Road. I ride my bike along this road extensively to commute to work, and see this proposed change as a huge hinderance to this activity. 30 Road already appears to be set up for additional traffic, at least up to F 3/4 road. It is unclear from your presentation why this alternative was eliminated. It appears to be better developed, wider, and less of an impact on owner properties. 29 Road has numerous homes right on the proposed improvements. I am thinking particularly of the home on corner of 29 and F 1/2 and the homes off of Bonito and Hermosa. This seems to be an added expense to the project that using 30 Road would not incur.
- No, there isn't any funding for it and it is not necessary. If you want to improve the traffic into Grand Junction, put a concrete wall along the south side of I-70 between Clifton exit and pull out before Palisade. It's someone's special interest.
- My concern is the amount of traffic south of Patterson as trucks and large vehicles use this to access Hwy 50. There should be a weight limit south of Patterson so these don't use the 29 Road bridge.
- It seems that the City of Grand Junction continues to not listen to its residents and taxpayers. The need to link I-70 to Hwy 50 is done by Hwy 141 which does not go through residential neighborhoods (or school zones) and is better equipped to handle heavy traffic, is maintained by the state and offers easy access to fuel stations and food for travelers and truckers. Risking the safety of children and residents for a truck route that is not needed should not be a priority for the Grand Valley.
- I live near 29 Road and it sounds dreadful, there's too much traffic on Patterson at this time, and 29 is a narrow road, I like the idea of 30 Road much better as it spreads it out.
- We live on 29 Road. We are both 80 years old and have a reverse mortgage. If we are put out of our home we would have no place to live. My husband is on oxygen and all that extra traffic fouling the air would be very bad for his lungs. Another consideration is the school on 29 Road. Traffic is backed up for blocks as there are no school buses for the 300 students.
- No, I disagree.

- The proposed route along 29 Road between I-70 and Hwy 50 would cut off approximately 3 miles compared to the existing route at 32 Road. It is not a good idea to put a truck route through 29 Road. Near the north end you are cutting through neighborhoods that will be negatively impacted such a route. There are neighborhoods close to 29 Road along much of its route that will be negatively impacted by the increased truck traffic. It would be no faster than the existing route on 32 Road because of the reduced speeds on 29 Road. There are four schools within about a quarter mile of 29 Road. A truck route is not appropriate. I must ask who exactly in Grand Junction is going to benefit from further carving up the city with major roads. Only the land owners on I-70. Shame on you if you really think this is what Grand Junction needs.
- While at first I thought this would be a good thing when I realized traffic on 29 Road would go from 500 to 26,000 vehicles a day I realized this will threaten the neighborhoods on either side of 29 Road. Noise, traffic, pollution and a reduction of walk-able neighborhoods are the main downsides to this project. Not to mention wasting taxpayer funds on a project that is a duplication of current access. The 32 Road exit is much better suited to carry the type of commercial traffic to Highway 50. Also, the Horizon Drive exit which is one and half miles west and already has accommodations for travelers in place. Plus after a dismal year of Covid it seems important to support the business on Horizon Drive and continue the support in the upcoming years. Considering the above factors there is no real need to have 29 Road connect to Highway 50, 32 Road already does that quite nicely and it is 4 lanes with several center turn lanes. 29 Road presently does not have these features in place, which will either require widening or result in bumper to bumper traffic from I-70 all the way to Highway 50. When coming from the west, the I-70 business loop provides direct access to Highway 50. So, why do the city/Mesa Co. want to do this project? Is it the possibility that the land at the 29 Road and I-70 junction could profit the city and or county? I understand that public budgets are squeezed right now, but is sacrificing the comfort and safety of the local citizenry the right way to resolve the present shortfall? 29 Road with one lane in each direction and a single turn lane will never be able to handle this much traffic. Children going to and from Nisley Elementary School and Bookcliff Middle school will need pedestrian crossings which will make timing of lights to facilitate traffic flow impossible. God help anyone that trying exit their neighborhood and turn across traffic, or trust thier kids to walk back and forth from school safely. Putting several large truck stops off the I-70 interchange will mean 29 Road will become the main throughfare to access highway 50. I'm not sure the people that live along 29 Road are comfortable with a lot more truck traffic in their area. Presently the people north of Patterson on 29 Road have a quiet existence, which will disappear once this project is built. Truck stops in winter are noisy pollution filled areas as truckers' idle engines all night to stay warm and keep engines from freezing up. This project is a solution in search of a problem. There already are 2+ ways to access Highway 50, 32 Road in Clifton is a mere 3 miles to the east. Horizon Blvd to the west is only 1 1/2 miles to the west. This project is total duplication! brought on by access to free federal highway funds. The city professes to want to help Horizon Blvd businesses, but what do they think this will do to traffic and business along that corridor? Scrap this project, it's not needed and will ruin the neighborhoods along 29 Road forever. Total waste of taxpayer money.
- I do not agree with the proposal for the New I-70/29 Road interchange. I do not want huge commercial trucks driving through our neighborhood along with all the other traffic it will bring. We have two schools on 29 Road and it will not be safe for the children to walk or ride their bikes on 29 Road anymore. The amount of noise and pollution it will bring is heavily underestimated. I

live on a corner of 29 Road and I believe my property value will go down. It definitely won't go up. I think the city should improve the existing interchanges.

- The traffic exiting I-70 will have nowhere to go increasing traffic on Patterson. I do not want I-70 traffic any closer. Patterson and 29 Road are already over used. The I-70 exit is not necessary.
- Why spend millions of dollars on a unnecessary interchange in a residential neighborhood with schools next to 29 road. Putting an interchange will increase unnecessary traffic, reduce safety measures for our children, and cause chaos for all. During the school year, school traffic is backed up on 29 Road north of Patterson from Independence Academy Charter school entrance completely to F Road between 7:30-8:30am and between 3:30-4:30pm. This school does not offer a bussing system, therefore children who attend this school from pre-K to 8th grade must be dropped off and picked up by a private vehicle. This school has roughly 500 students, plus staff members. There are several bus stops along the way of 29 Road north of Patterson. Bussing systems to other elementary, middle and high schools will temporarily delay traffic as well. Safety is always a concern in my eyes. I feel like I currently live in a safe neighborhood, with minimal noise. With an interchange brings transients, out of towners and others unfamiliar with the area. With there being two schools on 29 Road, it would be very easy for a child to be abducted from a school play yard or a bus stop and the criminal will hop on the interstate and never be seen again with OUR children. There are several bus stops along the way of 29 Road, children who also walk to and from school daily on a safe path, will deem no longer safe if this interchange is built. I live off 29 Road, there is no reason why another interchange need built with one 3 miles East and 3 miles West of us. It does not take very much extra time to access these, my husband and I both work in Fruita and we do not want this. Truckers have simple access from the interchange off 32 Road to Highway 50, no need to build an alternative route. It is undesirable to bring commercial trucks in our neighborhoods. There is no extra room on 29 Road for these truckers to pull over for a flat tire or to map a route. Most of our neighborhood side streets are not large enough to allow these large 18 wheelers who are lost, to allow for them to turn around in a cul-de-sac. We need to focus our money elsewhere on updating roads and interchanges instead of building a new one that is not sensible. If I wanted to live next to an interstate interchange, I would have bought elsewhere. Our children are our priority, and for parents to not feel safe letting their kids walk or ride their bike to school, play in the neighborhood, or even enjoy an evening stroll is not fair to us.
- This alternative is not acceptable. It would be highly disruptive to communities between Patterson Road and I-70 and would adversely affect all of the communities along the entire length of 29 Road. The increased traffic on 29 Road would effectively divide the city between east and west (more than it already is). We've all watched eastern Grand Junction deteriorate over the last few decades, this would only hasten the process.

Carried Forward, Not Recommended: New Midpoint Interchange with North Connection (including 30 Road improvements between I-70 and Patterson Road)

Benefits/In Favor

- 30 Road needs improvement whether or not there is a midpoint interchange.
- Given the negative impacts and issues of putting an I-70 interchange at 29 Road, the Midpoint Interchange Alternative should continue to be considered. 29 Road is close to Horizon Drive.

- I am located very close to 29 Road and Patterson. I already hear traffic at night and would prefer for it not to become louder. Also concerned with future business growth in that area which could play into further air pollution and noise. I live in a newer subdivision and was not aware of these plans 10 years ago when I bought the property. Therefore I am in favor of moving this to 30 Road, which happens to be where I lived prior to my last move. There are less homes in that area and it is a short distance from I-70B and I-70 to impact less area.
- Having this option midway between horizon and the business loop exits makes a lot of sense. Perhaps it didn't get selected because there seems to be an already established bias for 29 Road. Perhaps they should be compared more equitably without the bias for 29 Road.
- We prefer this option as safer for the community considering the proximity to schools on 29 Road.
- This would be appreciated to assist with positive traffic flow in this specific area.
- Definitely needed.
- I would like to see improvement on 30 Road and create an intersection. This would be a great idea.

Concerns or Opposed

- This just doesn't seem as convenient, and after watching the video, it looks more impactful.
- The location of 30 Road doesn't make sense to invest this type of funding because it doesn't connect to I-50/regional traffic and has much more residential neighborhoods along it than 29 Road.
- I do not believe that this would help anything at all.
- Not nearly effective as a 29 Road interchange.
- I agree this isn't a good alternative.
- No, again, it's someone's special interest.
- This is a dumb idea. Why is it even considered?
- The 30 Road option does not make sense to me, as it does not offer a direct route between I-70 and Hwy 50/Orchard Mesa.
- This would make 30 Road and I-70B even more dangerous.
- No.
- Do not add 30 Road at this time.
- I-70/29 Road Interchange much better location.
- Unnecessary.
- This is a viable consideration, but I agree that 29 Road makes more sense.
- This looks like it would be added costs to continue 30 Road to I-70.
- This would be dumb. 29 Road already has a straight shot to I-70. 29 road needs improvement from Patterson to G road. West Side walks are non-existent from F to F ¼.

- The 29 corridor makes more sense.
- Not the best choice. Would entail having to cross connect with other roadways instead of the straight through ability of 29 Road.
- I do not agree with this proposal either.
- I am not advocating for a 30 Road interchange, particularly with the lack of infrastructure along 30 Road for peds and bikes and all of the back out driveways. I am curious about the implication of providing improved access to BLM recreation lands north of I 70. Does this mean consideration of the north frontage road improvements beyond the existing?
- Like the 29 Road alternative, this project is not desirable for the same reasons.

Please provide input, issues, or concerns that should be considered as the project moves forward with the next phases of project development.

- No concerns. The sooner this can happen, the better!
- Please make improvements to 29 Road now. It's dangerous for kids going to schools. Improve 29 to the canal today! A frontage road to Horizon may be useful.
- Development continues along Patterson further dumping traffic on this busy road. Get this done and move up the priority!

Intersection Treatments

- No more roundabouts.
- No stinking roundabouts!
- No roundabouts!!
- I have a concern about roundabouts. Would prefer a center turn lane.
- I suggest a roundabout at Patterson and 29 Road. And reduced speed limits on North Avenue from 29 Road to 1st Street.
- There are already 11 stop lights between F Road and eastbound Highway 50. Please consider roundabouts for additional intersections. They are much more efficient.
- I am a bit concerned about the right in, right out portion.
- I would not recommend right in right out in the intersections as this would be a traffic nightmare during school hours and heavy traffic. Northbound traffic attempting to turn right in to Darla Jean would have to yield and be backed up all the way to Patterson.
- Please, for the love of God, make the turn light when you are going east on Patterson and turning north on 29 Road a little longer during school days! You are lucky to get 3 cars through, and there is so much traffic trying to get to the school. I know it needs to be controlled, but I find it ridiculous that the 3rd car is racing through the light when it changes. Please have someone look at that. There has to be a way to get another couple cars through at least. Thank you for letting me voice my one gripe! Thank you for all you guys are doing.

- Insure that you make enough turn lanes for Orchard and Patterson due to more people using that route.
- Please don't be overly creative and find ways to short the budget by not having all 4 on/off ramps like the 29 Road bridge at I-70 Business Loop, or lane switch overs...

Improvements to 29 Road South of Patterson

- If the recommended I-70/29 Road interchange is going to be implemented, we should consider improvements to the intersections of 29 and North Avenue too. There is a Walgreens and post office on that intersection and a Walmart nearby-- increased traffic would most likely utilize those stores more and the parking lot entrances/exits should not interfere with traffic flow. The same goes for the Safeway on Patterson & 29 Road. Bike lane/path improvement should be integrated into the project, especially since the Bike Path is cut off by 29 Road. there should be a safe alternative to biking on 29 Road to connect to Unawep or C 1/2 Road to eventually get to Eagle Rim Park or Colonias Park to join the bike path again. If the project improving 29 Road is going to increase traffic, we should consider a bike path bridge over 29th and extension of the path along the river to those parks.
- If this alternative is selected, there should be improvements to 29 Road thru to Hwy 50. I can see where this new interchange would provide a straight route from I-70 to Hwy 50 and would increase the traffic south of Patterson by a large amount. Perhaps closing some intersections such as Pinyon and 29 Road would be in order.
- Lane additions will be needed from Patterson to the North Avenue to accommodate the traffic. Having one lane from Patterson to North Avenue is already taxing, especially with two schools (i.e. Bookcliff and Nisley) traffic and with the expected increase of traffic from this proposal would need to be accounted for.
- Careful development of businesses at Hwy 50 and reduce impact on the homes there from noise and increased safety issues.
- The project needs to address 29 Road from Hwy 50 to River Road, increase to 4 lanes. 29 Road between Patterson and North needs to increase to 4 lanes. Consideration should be given to both left and right turn lanes. Right turn lanes are so important to keep traffic moving. The whole of 29 Road should be 4 lanes minimum.
- Traffic should be limited south of Patterson and over the 29 Road bridge. This interchange will increase the volume and size of traffic linking I-70 and Hwy 50.
- Considering traffic going south towards Montrose, as well as the south side of the city/Orchard Mesa, are the 2 lanes between Patterson and North Ave enough for estimated traffic? My concern is that it will get congested through there, especially around Orchard Avenue, where I have seen young children walking to go to school (Bookcliff Middle and Nisley Elementary). I realize it's not possible to add lanes there due to existing homes, I'm just curious if that area has been evaluated for safety in regards to possible congestion.

Property and/or Neighborhood Impacts

- Find a way to appease the residents along 29 Road north of F Road. They will have the greatest opposition to this project because of traffic and noise.

- As a resident of the area I believe creating five lanes between Patterson Road and the proposed Interstate Exchange would cause many problems for all residents that border 29 Road. The entire strip on both sides of 29 Road is residential. Several streets have only one outlet which is to 29 Road. Then there is Independence Academy. Twice a day traffic backs up as parents line up to drop off and pick up students. 29 Road should only be widened to three lanes. If the county wants a five lane access, they should widen 24 Road where only commercial and agricultural properties line the road. Thank you.
- How is road widening going to happen by canal and new home shelter? Residents from I-70 south will lose sidewalks and yards thru area.
- Concerns are the Safety of our children and anyone walking or riding their bikes on 29 Road. The heavy traffic, noise and making our neighborhood not a safe and inviting place to live anymore. Our property values going down. I do not want to lose any acreage on my property because of this.
- Just how much all that road construction is going to effect people's commutes. I know there isn't much that can be done about that... But my step kids go to Independence Academy, and that is already a s*** show to get in and out of. So I hope it can all be done as smoothly as possible....
- I am concerned about the amount of traffic that will result from this project. When school is in session it is hard to enter 29 Road from a side street in the morning and afternoon, Also, it is a problem for neighborhoods that do not have another exit access other than 29 Road.

School/Pedestrian/Bicyclist Safety

- Definitely needs to allow safe walking and biking routes.
- I am also worried about pedestrian travel. 29 Road has needed some major improvements for pedestrians for years, especially for children who go to the two schools along that road. If this interchange is not done on 29 road, do you have plans to at least address biking and pedestrian needs along this road?
- Please consider the impact on the schools, shopping and churches in the 29 Road area with the increase of traffic. Right now the kids can walk to Nisley Elementary or Bookcliff Middle schools safely. There is also considerable pedestrian traffic along 29 Road due to the low income and homeless housing units where the residents don't have transportation available.
- Will these road improvements present a danger to citizens especially children?
- There is a school on 29 Road, North of Patterson, Independence Academy and I worry about sending additional traffic through a school zone. The concern is for the children, but also for traffic getting backed in the morning and after school during drop off and pick up times.

Environmental Considerations

- The video did not really touch on the environmental factors. Are there any, such as, migration patterns for birds, etc. it would negatively impact?
- Please keep in mind irrigation and drainage (stormwater and irrigation) issues during the planning and design process. Some say that drainage improvements along the 29 Road corridor have been delayed until 29 Road is improved. Also, there are Palisade Irrigation District underground pipelines on both sides of 29 Road in various locations as well as irrigation crossings.

- With continued drought in the region, will tree/shrub planters be wide enough to support long term health? And will tree species that are more adaptive be installed? CSU Extension no longer recommend planting ash trees. What does CPW think, does this impact any wildlife?

Multiple Topics

- I live on Hermosa Court, just off 29 Road and these are my comments about developing 29 Road access to Interstate 70. It's a bad idea for the neighborhoods east and west of 29 Road which already have enough problems from traffic and noise especially during morning/evening rush hour during the week and also weekends and holidays when people are taking their ORVs out to the desert. One of my questions is: who really wants this road expanded? I haven't heard a single citizen, especially from this neighborhood clamoring for this. Are there any people other than city planners who want this? There should be a public vote before we spend millions of dollars and endure years of road construction. Speaking of expansion, the PEL says you will reduce the 29 Road cross-section from 110' to 90'. Funneling all the traffic coming from North Avenue/Patterson I-70 together onto a smaller road, and adding the City's favorite traffic feature - roundabouts, will only make the congestion worse and increases the chance of accidents. Another question is where are you going to get the money from? You have not identified any funding and this project will be very expensive. Federal, state and local budgets will be severely impacted for the next few years because of Coronavirus. Matchett Park should be completed first before any 29 Road to I-70 development. Why do you need another north/south road in this area? Your PEL document says there is a need for one, but you haven't given any reasons why this is necessary. The 32 Road access to I-70 is only 3 miles away and it's in a commercial zone with wider roads that can accommodate faster speeds. That access also better serves Orchard Mesa East out to Whitewater and Delta. From 27 1/2 Road to Horizon Drive better serves that west neighborhoods with access to I-70 and is about the same distance as any 29 Road access. The PEL document says that 29 road access will enable land use north of I-70 but it doesn't really detail what those uses will be. Housing and businesses are not going to be built north of I-70 near 29 Road. Recreation? Most of the recreation resources are East towards Palisade and Grand Mesa area or west towards Fruita and the BookCliffs and the National Monument. Under PEL goals it says you want to enhance "multimodal travel" which I'm guessing means bikes and walking but it seems like you're also trying to encourage more commercial truck travel on 29 Road given reasons listed on the PEL screening matrix. Who wants to walk/bike on 29 Road next to big trucks barreling up and down it? And where would people walk/bike to? If people want to walk or bike anywhere it would be towards the west towards Matchett Park or south towards North Avenue. Lastly, under your screening matrix, you didn't provide any proof of why 29 Road to I-70 is a good idea. All you did is say any other route is not acceptable.
- As a resident in one of the subdivisions off of 29 Road there are numerous concerns I have with this development:
 - » Safety. There are two schools on 29 Road and bus stops. Within the past couple of years several children have been hit (or nearly hit) either crossing the street to/from their school or while getting off the school bus. Increased non-local traffic will only increase the likelihood of more unfortunate accidents and increased frustration of drivers that will come off the interstate into school zones.
 - » Home values. As a resident I am very concerned about the effect an interchange will have on home values. Placing an interchange/truck route in a residential neighborhood would

undoubtedly decrease home values with the increased traffic, noise, pollution and a decreased neighborhood feel.

- » Traffic. While the intent is to help travelers get to where they need to be, I believe it will have the opposite effect for those who routinely use 29 Road. If you have ever driven 29 Road during dropoff or pick up time for the schools you would know that traffic becomes backed up onto Patterson Road or nearly to F ½ Road. For example, I was driving home last week and it took 10 minutes from me to get to Patterson Road to my street which is less than half a mile from Patterson Road. I believe the interchange would cause an increase in this traffic problem as cars would be forced to bottleneck at the Patterson and 29 Road intersection where widening the road appears problematic. While you may argue that this interchange would help with the school traffic, I don't believe it would, and it is not a tradeoff that most parents would want, safety comes first.
- » Funding. In the last election, funding for the 29 Road Interchange was voted down. It would be fiscally irresponsible for the local government to prioritize funding on 29 Road to accommodate an interchange when there are many roads that are not in good repair throughout the city that could use those funds. We are still in a global pandemic that will have crippling economic effects for years to come resulting in budget cuts and reduced tax revenue, conservative spending should be adhered to.
- » Development. In the article that was published in The Sentinel, it mentions the need for the Interchange for the development north of I70 off 29 Road. North of I70 is minimally used BLM land (primarily by OHVs), airport property and some private land along the frontage road. Overall it is a rather barren wasteland, and I have a hard time buying that there is going to be economic development that will benefit the community. It was also cited in the article that it would be beneficial for the development of Matchett Park, which was also voted down in the last election.
- As a concerned community member my hope is that due diligence has been done in selecting this project. Have any of the below alternatives been considered?
 - » Upgrade the existing interchanges.
 - » Fix the roundabouts on Horizon Drive to accommodate truck traffic.
 - » Focus attention on more pedestrian and bicycling facilities. I would like to clear up the meaning of my comment about more pedestrian and bicycling facilities. I was speaking of more of these facilities for the entire valley, not 29 Road specifically.
 - » If you proceed with the project here are some of the negative impacts and concerns.
 - Some concerns for 29 Road that have been stated are the negative impact on new and old neighborhoods and the two schools and a church.
 - This project will have effects on the environment and wildlife in the area.
 - Children's safety. There are two schools on 29 Road. Other safety issues including walkers, District 51 buses, etc.
 - It's undesirable to bring commercial truck traffic by neighborhoods. Neighborhoods will be dealing with noise and light pollution, air quality issues

and congestion. Their quality of life will change dramatically. What concessions do you usually make for this kind of traffic for the neighborhoods?

- Our community has a great feel, sense of community and a small town flavor. Developments put that culture at risk. It's important to be smart and thoughtful with growth. This project has the potential to change the character of Grand Junction that many in the community value.
- Having a canal close to the interstate causes more issues and expense.
- Our priorities should be the maintenance and safety of I-70 and our local roads.
- Grand Valley Power's substation and solar farm southeast corner of 29 Road bridge over I-70.
- Significant overhead power and communication lines along 29 Road.
- Changes to canal may require hydraulic modelling for the channel.
- As for details:
 - » F½ intersection could use of roundabout or a light. Noting the volume of traffic for the Independence Academy (and having family who attend there), I would suggest a traffic light. A roundabout would potentially be too congestive during morning and afternoon pickups making F½ westbound entrance difficult.
 - » Brodick Way is a very sticky wicket making the solution most difficult. Virtually all westbound traffic in the morning turns south bound. Many a kind north bound soul stops and yields to a few cars turning, but this then backs up the north bound I.A. traffic flow. Having a light here may be too close to the F½ light and a roundabout may also be too congestive. Obviously, traffic flows from that subdivision will increase with growth. A light may allow for a better traffic pulse.
 - » The amount of landfill for the Northwest portion of 29 Road. near Bonita is massive, and I often ponder this as I drive by.
 - » The private land impact would appear to be less than another options, thus, making this the best option, right?
 - » I totally concur with the 5 lane plan where possible. This will definitely aid in traffic flow.
 - » The bike lanes would be most helpful in the overall connectivity flow of the valley.
 - » Life Academy's school start and traffic flow seems to be synced differently with Independence Academy, but I'm sure those who attend there would have a better view of the congestion issues.
 - » With the increase in residential homes in this area, this interchange is a welcomed addition easing cross town movement. Currently, I sometimes back track to Clifton interchange in order to avoid traffic congestion on Patterson.
 - » Thank you for all the hard work and perseverance. As noted, this is a very needful and vital project for our community.

Please provide general suggestions and comments regarding this study

General Support

- Fully support - looking forward to getting it done.
- Please get it done sooner than later! It's been long awaited.
- Great plan using a corridor that is almost all there anyway.
- I would like to see this project move forward as quickly as possible.
- Been looking forward to this for a long time. The area of town around 29 Road needs this boost, and it is one the area has been waiting on for a long time.
- Would like to see progress soon and expected it long ago.
- This interchange is needed. As someone who drives to Rifle and Denver on a regular basis, would make access to I-70 much closer, and keep me off Patterson Road, which continues to grow with traffic as the valley grows.

Project Not Needed/Should Direct Funds to Other Things

- This did not really address need. Bottom line before the investment is made is how will this improve the lives of County and City citizens. I don't think it will. Will cause more through traffic from 50 to I 70. We want people to stop and stay awhile, and spend money, not speed through town. Also what is this planned development north of I-70. Have not heard of any plans.
- I was under opinion voters said NO in 2019 election, what had changed?
- Project is a solution in search of a problem. Nobody wants it, nobody needs it. The voters spoke. Why can't you listen to them? This project is unneeded and unwanted, and will end up as our small version of the Embarcadero Freeway in San Francisco or the Alaskan Way Viaduct in Seattle. What money the City does have is much better spent elsewhere. Use the money allocated for this slick study to actually do something needed, like improving access to the growing residential area north of I-70 or segregated bike lanes.
- As alluded to above, the basic premise for pursuing this project is flawed and counterproductive. The City of GJ and Mesa County are proposing to sacrifice the liveability of communities all along 29 Road and elsewhere in the City in exchange "growth". Such economic growth is not assured and any that does occur will be trivial compared to the loss of quality of life in Grand Junction. At the public meeting in 2019, representatives from the City admitted that traffic going to and from Hwy 50 and I-70 will continue to use Hwy 50 on the west and Hwy 141 on the east, so this project would do little to improve such connectivity. Instead, it will just funnel local traffic into the 29 Road corridor. It'll just split the city in half and accomplish nothing. From the perspective of the City of GJ as a whole, not just from the viewpoint of a few business interests, this is a terrible idea. The thinking seems to be that improving motorized vehicle traffic flow, even through neighborhoods, is a desirable goal in and of itself. Why? Why is it worth making communities less hospitable, noisier, even less walkable, and dangerous for children just so others can drive to I-70 three minutes quicker? The thinking needs to be about what is best for the city as a whole, not just what is most convenient for a few drivers. Cities are made of people, not cars.

- This project was put to the voters in 2019 and they rejected it. Let it die already. Quit paying consultants money to tell the City and County only what they want to hear and start listening to the people who live here and will be adversely affected by this project.
- No, it's another special interest for the city/county. Place that infrastructure money into new city snow removal, snow plows, shop personnel, drivers. Patch the pot holes on I-70 business loop, Patterson and North Avenue. Tearing up 29 Road and I-70 is a boondoggle and will cause traffic noise and air pollution to established housing. The infrastructure money can be spent on schools. It should be spent there on health and safety. 2018 group labeled it transportation. In 2018, the group was probably considering the river front project, colon river recreation, bosai, and all the tourists they would attract! Lol now, we have Covid, and there will be something else, so put the money into winter equipment. Supplies, labor, and the concrete fence.

Improvement Suggestions Outside Study Area

- Personally I have been in this valley for 38 yrs and I have often wondered why many of our North/South roads are not connected to I-70 and I-70B automatically. I don't think they should be in just a few locations otherwise traffic congestion, noise and air pollution are unavoidable. Frontage roads along both highways can accommodate directing traffic to on and off ramps. Our current frontage roads are confusing as some don't continue the length of the highways so there is a lot of stops and starts. Thank goodness we do have the 29 Road bridge to 6 & 50 as that was long overdue. Thanks for allowing input.

Other

- Thank you for the presentation and the opportunity to respond and give input.
- Need to provide a more detailed map.
- Graphic on p 23 is miss labeled. F 1/4 is labeled as Music. Music is one street north.
- CDOT is worthless and they cannot manage highways to save themselves whatsoever. Look at how they manage the roads between GJ and Delta and GJ and Palisade. If we have to rely on CDOT engineers then we are screwed (i.e. highways described above are the example). We need reliable engineers to provide a meaningful design.

APPENDIX D

North Airport Local Roadway Connection Concept

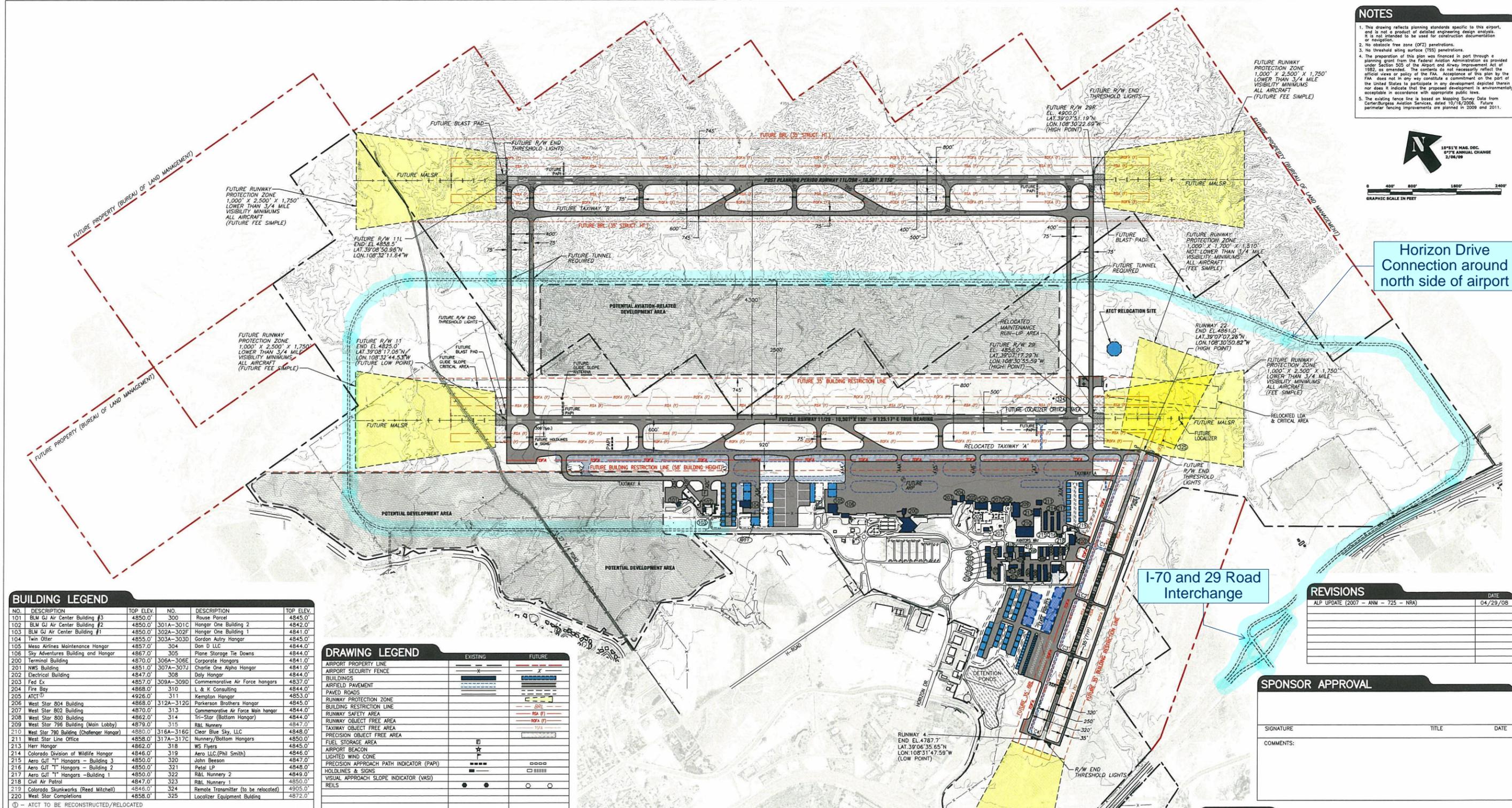
NOTES

- This drawing reflects planning standards specific to this airport, and is not a product of detailed engineering design analysis. It is not intended to be used for construction documentation or final design.
- No obstacle free zone (OFZ) penetrations.
- No threshold ending surface (TES) penetrations.
- The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 553 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted thereon nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.
- The existing fence line is based on Mapping Survey Data from Carter/Burgess Aviation Services, dated 10/16/2006. Future perimeter fencing improvements are planned in 2009 and 2011.



Horizon Drive Connection around north side of airport

I-70 and 29 Road Interchange



BUILDING LEGEND

NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
101	BLM GJ Air Center Building #3	4850.0'	300	Rouse Parcel	4845.0'
102	BLM GJ Air Center Building #2	4850.0'	301A-301C	Hanger One Building 2	4842.0'
103	BLM GJ Air Center Building #1	4850.0'	302A-302F	Hanger One Building 1	4841.0'
104	Twir Otter	4855.0'	303A-303D	Gordon Autly Hangar	4845.0'
105	Mesa Airlines Maintenance Hangar	4837.0'	304	Don O LLC	4844.0'
106	Sky Adventures Building and Hangar	4867.0'	305	Plane Storage Tie Downs	4844.0'
200	Terminal Building	4870.0'	306A-306E	Corporate Hangars	4841.0'
201	NWS Building	4851.0'	307A-307J	Charlie One Alpha Hangar	4841.0'
202	Electrical Building	4847.0'	308	Doly Hangar	4844.0'
203	Fed Ex	4857.0'	309A-309D	Commemorative Air Force hangars	4837.0'
204	Fire Bay	4868.0'	310	L & K Consulting	4844.0'
205	ATCT	4926.0'	311	Kempston Hangar	4853.0'
206	West Star 804 Building	4868.0'	312A-312G	Parkerson Brothers Hangar	4845.0'
207	West Star 802 Building	4870.0'	313	Commemorative Air Force Main hangar	4844.0'
208	West Star 800 Building	4862.0'	314	Tri-Star (Bottom Hangar)	4844.0'
209	West Star 796 Building (Main Lobby)	4879.0'	315	R&L Nunery	4847.0'
210	West Star 782 Building (Challenger Hangar)	4850.0'	316A-316G	Clear Blue Sky, LLC	4848.0'
211	West Star Line Office	4858.0'	317A-317C	Nunery/Bottom Hangars	4850.0'
213	Herr Hangar	4862.0'	318	WS Flyers	4845.0'
214	Colorado Division of Wildlife Hangar	4846.0'	319	Aero LLC (Phil Smith)	4846.0'
215	Aero GJT "T" Hangars - Building 3	4850.0'	320	John Beeson	4847.0'
216	Aero GJT "T" Hangars - Building 2	4850.0'	321	Patrol LP	4848.0'
217	Aero GJT "T" Hangars - Building 1	4850.0'	322	R&L Nunery 2	4849.0'
218	Civil Air Patrol	4847.0'	323	R&L Nunery 1	4850.0'
219	Colorado Skunkworks (Reed Mitchell)	4846.0'	324	Remote Transmitter (to be relocated)	4905.0'
220	West Star Composites	4858.0'	325	Localizer Equipment Building	4872.0'

① - ATCT to be RECONSTRUCTED/RELOCATED

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	---	---
BUILDINGS	---	---
AIRFIELD PAVEMENT	---	---
PAVED ROADS	---	---
RUNWAY PROTECTION ZONE	---	---
BUILDING RESTRICTION LINE	---	---
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
TAXIWAY OBJECT FREE AREA	---	---
PRECISION OBJECT FREE AREA	---	---
FUEL STORAGE AREA	---	---
AIRPORT BEACON	---	---
LIGHTED WIND CONE	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
HOLDLINES & SIGNS	---	---
VISUAL APPROACH SLOPE INDICATOR (VASI)	---	---
REILS	---	---

RUNWAY DATA

ITEM	RUNWAY 11/29		RUNWAY 04/22		POST PLANNING PERIOD RUNWAY 11L/29R	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	1/2 MILE/1 MILE	1/2 MILE/1/2 MILE	1/2 MILE/1/2 MILE	1/2 MILE/1/2 MILE	1/2 MILE/1/2 MILE	1/2 MILE/1/2 MILE
PART 77 APPROACH TYPE	PRECISION/NON-PRECISION	PRECISION/PRECISION	VISUAL/VISUAL	NON-PRECISION/NON-PRECISION	N/A	PRECISION/PRECISION
PART 77 APPROACH SLOPES	50:1/50:1	SAME	20:1/20:1	SAME	N/A	50:1/50:1
RUNWAY LENGTH & WIDTH	10,501' x 150'	SAME	5,501' x 75'	SAME	N/A	10,501' x 150'
PAVEMENT TYPE	ASPHALT	SAME	ASPHALT	SAME	N/A	ASPHALT
PAVEMENT STRENGTH (X 1,000 LBS.)	110 SW/180 DW/260 DT	SAME	26 SW/26 DW	SAME	N/A	110 SW/180 DW/260 DT
RUNWAY LIGHTING	HIR	SAME	MIRL	SAME	N/A	HIRL
RUNWAY MARKING	PRECISION	SAME	VISUAL	NON-PRECISION	N/A	PRECISION
NAVIGATIONAL AIDS (ELECTRONIC)	CAT I ILS/LDA/GPS	CAT I ILS/WAAS LPV	N/A	GPS	N/A	CAT I ILS, GPS
VISUAL AIDS (LIGHTING)	PAPI, RVR, MALSR/VASI, REIL	SAME/MALSR	PAPI, REIL	PAPI, REIL/PAPI, REIL	N/A	MALSR, RVR/MALSR, RVR
AIRPORT REFERENCE CODE	D-III	D-IV	B-II	SAME	N/A	D-IV
EFFECTIVE GRADIENT % (PER AVIATION DATA SHEET)	0.36%	0.29%	1.3%	SAME	N/A	0.40%
MAXIMUM GRADIENT	1.13%	0.29%	1.37%	SAME	N/A	0.40%
LINE OF SIGHT	CRITERIA MET	SAME	CRITERIA MET	SAME	N/A	CRITERIA MET
RUNWAY END COORDINATES (NAD 83)	LAT 39°08'05.89"N / LON 108°32'39.62"W	LAT 39°08'17.06"N / LON 108°32'44.53"W	LAT 39°06'35.65"N / LON 108°31'47.59"W	LAT 39°07'28.13"N / LON 108°31'38.75"W	LAT 39°08'50.96"N / LON 108°32'11.84"W	LAT 39°07'51.19"N / LON 108°30'22.69"W
RUNWAY END ELEVATION (NAVD 88)	4822.9' / 4861.4'	4825.0' / 4856.0'	4787.7' / 4861.0'	SAME	N/A	4858.5' / 4900.0'
RUNWAY HIGH/LOW POINT ELEVATION	4861.4' / 4822.9'	4854.0' / 4825.0'	4861.0' / 4787.7'	SAME	N/A	4900.0' / 4858.5'
TOUCHDOWN ZONE ELEVATION (TDZE)	4833.0' / 4861.4'	4833.0' / 4856.0'	4825.0' / 4861.0'	SAME	N/A	4900.0'
RWY SAFETY AREA WIDTH	500'	SAME	150'	SAME	N/A	500'
RWY SAFETY AREA BEYOND R/W END	1000' / 1000'	SAME	300' / 300'	SAME	N/A	1000' / 1000'

AIRPORT DATA

LOCATION - COUNTY	EXISTING		FUTURE	
	EXISTING	FUTURE	EXISTING	FUTURE
TOWNSHIP/RANGE	T.1 NORTH/R.1 EAST	SAME	T.1 NORTH/R.1 EAST	SAME
AIRPORT ELEVATION (AMSL) NAVD 88	4861.0'	SAME	4861.0'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT 39°07'20.69"N / LON 108°31'36.25"W	SAME	LAT 39°07'28.13"N / LON 108°31'38.75"W	SAME
AIRPORT REFERENCE CODE	D-III(11/29)/B-IV(22)	SAME	D-IV/SAME	SAME
NPSA SERVICE LEVEL/ROLE	COMM. SERVICE	SAME	COMM. SERVICE	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	92.1°F	SAME	92.1°F	SAME
AIRPORT & TERMINAL NAVAIDS	BEACON	ALL EXISTING PLUS R/W 11/29 - ILS, MALSR/GPS RVR	R/W 29 - LDA/ME, GPS	R/W 29 - ILS, MALSR/GPS RVR
CRITICAL AIRCRAFT (11/29)	CRJ-200/B-727-300	SAME	B-757	SAME
WINGSPAN (FEET)	66.6/108	SAME	124.8	SAME
UNDERCARRIAGE WIDTH (FEET)	10.4/19	SAME	24	SAME
APPROACH SPEED	141/138	SAME	135	SAME
MAXIMUM TAKE-OFF WEIGHT (LBS.)	53,000/209,500	SAME	255,000	SAME
CRITICAL AIRCRAFT (4/22)	CITATION 550	SAME	SAME	SAME
WINGSPAN (FEET)	52.2	SAME	52.2	SAME
UNDERCARRIAGE WIDTH (FEET)	12.6	SAME	12.6	SAME
APPROACH SPEED	112	SAME	112	SAME
MAXIMUM TAKE-OFF WEIGHT (LBS.)	14,800	SAME	14,800	SAME

REVISIONS

NO.	DATE	DESCRIPTION
1	04/29/08	ALP UPDATE (2007 - ANM - 725 - NRA)

SPONSOR APPROVAL

SIGNATURE	TITLE	DATE

COMMENTS:

GRAND JUNCTION REGIONAL AIRPORT
GRAND JUNCTION, COLORADO

Figure F2 | **AIRPORT LAYOUT PLAN FUTURE**

Barnard Dunkelberg & Company

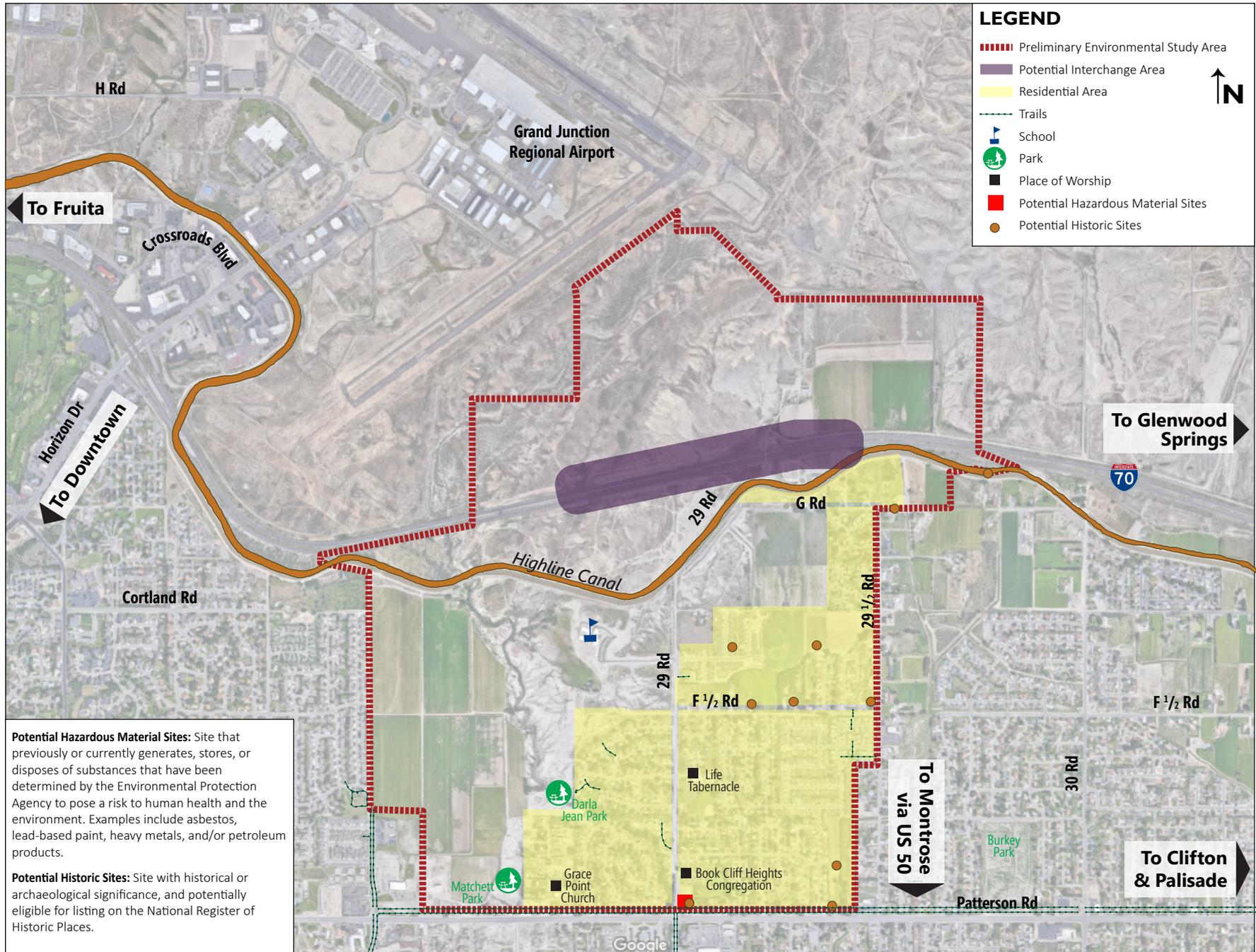
DATE: NOV 2009
SCALE: 1" = 800'
SHEET NO. F.5

11/29A: 1558 East 15th Street, Tulsa, Oklahoma 74120, 918.585.8844
DENVER: 1743 Wazee Street, Suite 400, Denver, Colorado 80202, 303.626.8844

APPENDIX E

Environmental Resources

BUILT ENVIRONMENT CONDITIONS



NATURAL ENVIRONMENT CONDITIONS



APPENDIX F

Agency Support Documentation



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

Digitally signed by
JOHN M CATER
Date: 2021.05.19
14:36:45 -06'00'

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



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,

A handwritten signature in blue ink, appearing to read 'Michael Goolsby', is written over a light blue horizontal line.

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	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ Presentation January 9, 2019 ▪ Presentation February 13, 2019
Grand Junction City Council Workshop	<ul style="list-style-type: none"> ▪ Presentation January 14, 2019
Mesa County Board of County Commissioners Meeting	<ul style="list-style-type: none"> ▪ Presentation January 15, 2019
Grand Junction Regional Airport Board	<ul style="list-style-type: none"> ▪ Update April 4, 2019



CDOT and Local Agency Leadership	<ul style="list-style-type: none"> Coordination meeting February 26, 2020
Associated Members for Growth and Development	<ul style="list-style-type: none"> 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:

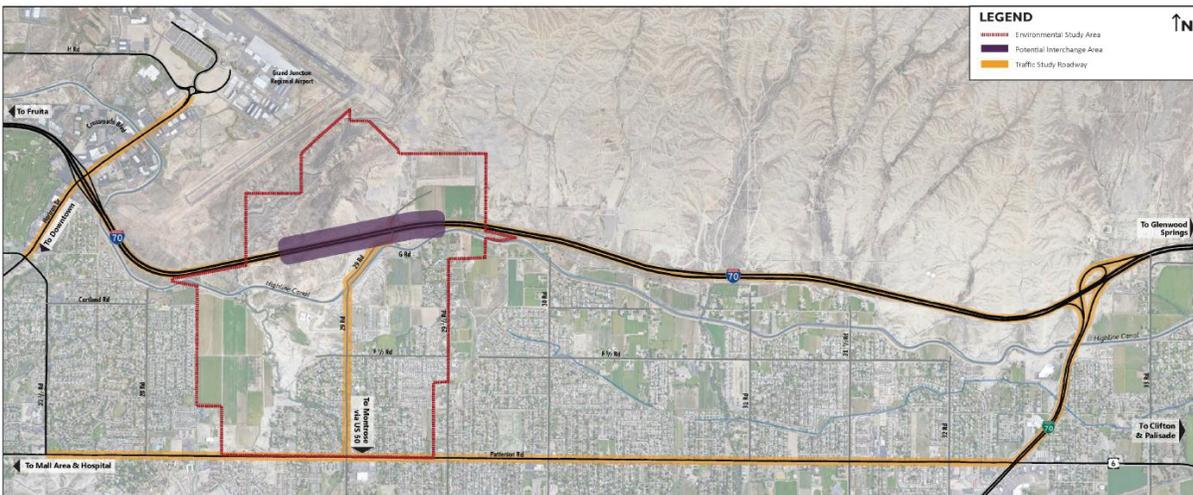
- Truck traffic and designation of 29 Road as a truck route,
- School children, pedestrian, and bicyclist safety along 29 Road, and
- Traffic congestion along 29 Road.

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

Figure 1. Study Area





COLORADO

BOARD OF COUNTY COMMISSIONERS

District 1 - John Justman 970-244-1605
District 2 - Scott McInnis 970-244-1604
District 3 - Rose Pugliese 970-244-1606

P.O. Box 20,000 544 Rood Avenue Grand Junction, Colorado 81502-5010 mcbocc@mesacounty.us Fax (970) 244-1639

November 2, 2020

Mike Goolsby, Region Transportation Director
Colorado Dept. of Transportation, Region III
222 S. 6th St.
Grand Junction, CO 81501

Re: Letter of Support for 29 Road Interchange at I-70 Planning and Environmental Linkage ("PEL")
Study Recommendations

Dear Mr. Goolsby:

The Mesa County Board of County Commissioners is proud to have implemented the Planning and Environmental Linkage Study in partnership with the City of Grand Junction. An intersection on I-70 at 29 Road has long been identified in many local and regional plans to enhance local and regional connectivity. We have spent considerable time and resources preparing 29 Road for this project, including bridging the Colorado River, constructing an overpass over the railroad, and improving 29 Road to function as an arterial connection.

The PEL Study has been completed in accordance with Federal Highway Administration guidelines and included public and technical team involvement that helped shape the study recommendations. We fully support the study and hope to advance the recommendations to the fulfillment of this important transportation improvement.

Thank you for your consideration of these comments.

Sincerely,

Scott McInnis, Chair
Board of County Commissioners

Rose Femia Pugliese
Commissioner

John Justman
Commissioner

cc: Jeff Bellen, Area Engineer, Federal Highway Administration
Dave Cesark, CDOT Region III Environmental Manager
Trent Prall, P.E., Public Works Director, City of Grand Junction
Stacy Tschuor, P.E., David Evans and Associates

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. 64-20

A RESOLUTION IN SUPPORT OF THE ADOPTION OF THE PLANNING AND ENVIRONMENTAL LINKAGES STUDY FOR AN INTERCHANGE AT 29 ROAD AND I-70

Recitals.

In accordance with the Colorado Constitution, the Charter of the City of Grand Junction and the laws and ordinances thereof, the City is authorized to make land use and development decisions for projects within its jurisdiction and as a related and equal matter, is responsible for planning transportation projects, plans and proposals. Consistent with that authority, the City desires to improve transportation facilities for 29 Road between Patterson Road and I-70 in order to provide the desired services for the City of Grand Junction residents and businesses.

The City has been an active participant in the 29 Road at I-70 Interchange Planning and Environmental Linkages (PEL) Study (Study) together with Mesa County, Colorado Department of Transportation, the Mesa County Regional Transportation Planning Office, and the Federal Highway Administration collectively referred to as Project Agencies.

The Project Agencies have committed to work to complete the National Environmental Policy Act (NEPA) requirements, which when completed will determine the specific improvements to be planned for 29 Road and I-70.

Following completion of the Study, the Project Agencies will continue to work cooperatively to secure funding from all available sources including but not limited to local, federal, state, private, and developer sources and will take appropriate actions to implement the Study improvements.

The Study will be used as a planning and guidance document for the next phase of environmental planning for the interchange.

NOW, THEREFORE, BE IT RESOLVED THAT The City Council of the City of Grand Junction, Colorado expresses its support for and adopts the Planning and Environmental Linkages Study prepared by Mesa County in conjunction with the other Project Agencies for an Interchange at 29 Road and I-70 together with its associated recommendations.

PASSED and ADOPTED this 4th day of November 2020.



C.E. "Duke" Wortmann
President of the Council

ATTEST:



Wanda Winkelmann
City Clerk





Mesa County Regional Transportation Planning Office

November 4, 2020

Shaun Cutting, Program Delivery Team Leader
Colorado Division
Federal Highway Administration
U.S. Department of Transportation
12300 West Dakota Avenue, Suite 180
Lakewood, Colorado 80228

Support for the 29 Road Interchange Planning and Environmental Linkages (PEL) Study Process

The staff at the Grand Valley MPO (GVMPO) was included as a full participant in the 29 Road Interchange Planning and Environmental Linkages Study process. Our involvement in the study on the Technical Team and through frequent Project Team meetings provided us the opportunity to review project analyses and documents as well as to provide essential traffic projections from the Mesa County Regional Travel Model.

We appreciate the efforts of all Technical Team members and their respective agencies. The PEL study was completed in accordance with FHWA guidelines, and included Colorado Department of Transportation (CDOT) and FHWA staff at key intervals.

Coordination with state and federal environmental resource agencies, consistent with PEL guidelines, also provided information that aided the study process.

Study efforts included extensive and meaningful public and stakeholder involvement, which helped shape the study recommendations.

The GVMPO looks forward to participating in future phases of study, including rigorous evaluation of alternatives, required to satisfy the National Environmental Policy Act and CDOT's Policy Directive 1601 process.

Thank you for your time, attention, and participation in the study process.

Sincerely,

Dana Brosig, Director
Grand Valley MPO

CC: Stacy Tschuor, David Evans and Associates, Inc.



Leah Langerman
Public Involvement Coordinator
Transportation Business Unit
1600 Broadway, Suite 800
Denver, CO 80202

Dear Leah,

Thank you for the opportunity to review the 29 Road Planning and Environmental Linkages (PEL) Draft Report. The Grand Junction Regional Airport Authority recognizes the future growth that will occur in the Grand Valley and is excited to be a partner with stakeholders to promote sustainable growth.

Alternatives 2, 3 and 4 are compatible with the Airport as presented and the Airport supports those today. Unfortunately, due to the constraints of the protection area of the smaller southeastern runway (4/22), Alternative 1 is not currently compatible with the Airport and the Airport cannot support it at this time. Airport staff recognize Alternative 1 presents unique benefits to the community and, as a result, Authority staff will complete a feasibility study of reducing the constraints protecting Runway 4/22 to enable Alternative 1, which is estimated to take 18-24 months.

We recognize that 24 months is a long time, which is why we want to be clear which alternatives are compatible with the Airport today should you choose to move forward with the project within the next 24 months. The Airport strives to be an economic partner and will continue to assist wherever it is helpful on the 29 Road Interchange Project.

If you have any questions or need any further information, please contact me at 720-273-9185.

Sincerely,



Dylan Heberlein
Director of Operations, Grand Junction Regional Airport Authority

APPENDIX G

PEL Questionnaire

Federal Highway Administration – PEL Questionnaire

December 30, 2020

This questionnaire is intended to act as a summary of the Planning process and ease the transition from the planning study to a NEPA analysis. Often, there is no overlap in personnel between the planning and NEPA phases of a project, and much (or all) of the history of decisions, etc, is not passed along. Different planning processes take projects through analysis at different levels of detail. Without knowing how far, or in how much detail a planning study went, NEPA project teams often re-do work that has already been done.

Planning teams need to be cautious during the alternative screen process; alternative screening should focus on purpose and need/corridor vision, fatal flaw analysis and possibly mode selection. This may help minimize problems during discussions with resource agencies. Alternatives that have fatal flaws or do not meet the purpose and need/corridor vision cannot be considered viable alternatives, even if they reduce impacts to a particular resource. This questionnaire is consistent with 23 CFR 450 (Planning regulations) and other FHWA policy on Planning and Environmental Linkage process.

Instructions: These questions should be used as a guide throughout the planning process. The questionnaire should be filled out as the study progresses. It is a beneficial tool to keep leadership and program managers up to date on a study's progress. When a PEL study (i.e. corridor study) is started, this questionnaire will be given to the project team. Some of the basic questions to consider are: "What did you do?", "What didn't you do?" and "Why?". When the team submits the study to FHWA for review, the completed questionnaire will be included with the submittal. FHWA will use this questionnaire to assist in determining if an effective PEL process has been applied before NEPA processes are authorized to begin. The questionnaire should be included in the planning document as an executive summary, chapter, or appendix.

I. Background:

a. What is the name of the PEL document and other identifying project information (e.g. subaccount or STIP numbers)?

29 Road Interchange at I-70 PEL Study – Planning & Environmental Linkages (PEL) Study Report

b. Who is the lead agency for the study? (FHWA, FTA, CDOT, Local Agency)

Mesa County and City of Grand Junction were the lead agencies for the study.

c. Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were conducted. (Include project start date and end date).

Planning to enhance local and regional connectivity for residential and commercial areas surrounding downtown Grand Junction began in the 1980s and in the early 2000s design and construction began for projects to build the transportation network. The I-70/29 Road interchange is one of the final elements to provide improved transportation connectivity.

The timeline for this PEL study:

- Study began – September 2018
- Final Area Conditions Report (June 2019)
- Purpose and Need Statement – November 2019
- Final Planning & Environmental Linkages (PEL) Study Report – September 2020
- Study concluded – October 2020

d. Provide a description of the existing transportation corridor, including project limits, length of study corridor, modes, number of lanes, shoulder, access control and surrounding environment (urban vs. rural, residential vs. commercial, etc.)

The traffic study roadways lie within the City of Grand Junction and unincorporated Mesa County. Traffic volumes were studied along I-70, 29 Road, Patterson Road, and at the adjacent Horizon Drive and I-70B interchanges. Environmental conditions were studied for the area surrounding a potential 29 Road interchange location, between CDOT mile post (MP) 32.7 and MP 33.5.

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.

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.

There is a traffic signal at the intersection of 29 Road and Patterson Road, and 29 Road widens to include right and left turn lanes at the intersection. All other intersections along 29 Road within the study area are two-way stops with 29 Road having priority.

e. Who was the sponsor of the PEL study? (CDOT, Local Agency [name the local agency], Other)

Mesa County and City of Grand Junction

f. Who was included on the study team (Name and title of agency representatives, PMT, TWG, consultants, etc.)?

- **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:** Mesa County and City of Grand Junction Project Team members; FHWA representatives; 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)
- **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)

g. List the recent, current or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?

An interchange at 29 Road has long been identified in many local and regional plans to enhance local and regional connectivity, as part of a larger plan to provide connections in and around Grand Junction. The I-70/29 Road interchange is shown in the current Grand Junction Circulation Plan and Grand Junction Regional Airport Master Plan, is included as an alternative in the Grand Valley 2045 Regional Transportation Plan. The existing and planned population and employment growth utilized for this study are consistent with the current local and regional land use plans.

The Final Area Conditions Report (June 2019) includes summaries of the planning studies and plans that were reviewed to determine if their recommendations would influence this study or future projects, including:

- Grand Junction Circulation Plan (2018), Grand Junction
- Grand Valley Transit Strategic Plan (2018), Mesa County
- Grand Valley Regional Transportation Plan Update (2014), Mesa County
- Mesa County Coordinated Transit and Human Services Transportation Plan (2014), Mesa County
- Grand Junction Regional Airport Master Plan (2009), Grand Junction Regional Airport
- Wildlife Hazard Management Plan (2008), Grand Junction Regional Airport

Several of the studies provided usable data and recommendations for transportation improvements that were considered during the alternatives development and screening, including the evaluation and recommendations for the new I-70 interchange at 29 Road in the regional and local transportation and land use plans.

Land use forecasts utilized by the PEL study are from the 2040 Mesa County Regional Transportation Model (MCRTM) available at the beginning of the study. Grand Valley MPO recently updated the MCRTM to extend projections to 2045 and update land use projections. The MCRTM takes into account future population, employment and economic forecasts as well as other variables, including land use, estimates of future activity from local governments, and travel demands from outside of Mesa County. The Office of the State Demographer provides forecasts for population, statewide and by county. The forecast for Mesa County in 2045 is 225,529 persons. This compares closely with the forecast from the last planning cycle of 225,223 in 2040. Consequently, the MCRTM shows similar travel forecast results for 2045 as it did for 2040 with the model used for this PEL study.

New connections and capacity improvements in the “Existing + Committed” projects in the Grand Valley 2040 Regional Transportation Plan, excluding the widening of 29 Road from Patterson Road with a new interchange at I-70, are listed below. These projects are in the 2040 MCRTM utilized by this study.

Existing and Committed Projects Included in No Action Alternative

CORRIDOR SEGMENT	LANES	FORECAST YEAR
I-70B – Rimrock Avenue to 1st and Grand	Four lanes with median	2020
24 Road – Patterson Road to I-70	Five lanes	2020
22 Road – New facility across UPRR and US 6 to River Road	Three lanes	2030
F 1/2 Road Parkway – I-70B east to 25 Road/Patterson Road	Four lanes with median	2040
23 ½ Road – F 1/2 to G Road	Three lanes	Post 2040

2. Methodology used:

- a. Did the Study follow the FHWA PEL Process? If the Study was conducted by another US DOT Agency, provide a crosswalk table to demonstrate how the FHWA Process was utilized.**

The study followed the FHWA PEL Process, outlined in the CDOT PEL Handbook (2016).

- b. How did the Study meet each of the PEL Coordination Points identified in 23 USC 168?**

FHWA coordination occurred at the following official coordination points in the process.

- **Coordination Point #1 Determining the Reason for the PEL Study** - Mesa County and City of Grand Junction representatives met with CDOT staff prior to kicking off the study to determine that a PEL study was the appropriate next step in the planning process for this project.
- **Coordination Point #2 Purpose and Need** – Review and input for Purpose and Need Statement by CDOT and FHWA May through November 2019 with approval via CDOT and FHWA communication in November 2019.

- **Coordination Point #3 Alternatives Screening** – Review and input of Level 1 screening with approval of screening recommendations by CDOT and FHWA via meeting in May 2020.
- **Coordination Point #4 PEL Document** – Review of Draft PEL Study Report with approval of report via Technical Team meeting in July 2020.

In addition, CDOT and FHWA representatives attended Technical Team meetings for presentation of study materials and overall project updates.

c. What NEPA terminology/language was used and how did you define them? (Provide examples or list)

- **Purpose and Need Statement** – statement clarifying the expected outcome of the project and defining the problems to be addressed by the project
- **No Action Alternative** – alternative that would leave the transportation system as it is currently without any improvements, except those already committed by a government or an agency or those with identified funds for construction
- **Alternatives Development and Screening** – process of identifying potential options and evaluating whether the options meet the project purpose, need, and goals
- **Carried Forward** – screening result indicating that the alternative meets the project purpose and need and may be evaluated further in the next level of evaluation
- **Recommended** – screening result indicating that the alternative meets the project purpose and need and is selected to advance to a future NEPA study
- **Not Recommended** – screening result indicating that the alternative is removed from consideration for further evaluation for the project due to comparatively negligible benefits and/or higher impacts than other options
- **Eliminated** – screening result indicating that the alternative does not meet the purpose and need established within this study

d. How do you see these terms being used in NEPA documents?

These terms will continue to be used in the same manner in future NEPA documents. The term “Recommended Alternative” can be used to refer to the recommendations from the alternatives evaluation conducted in the PEL study when identifying the Preferred Alternative in the Alternatives chapter of a future NEPA document or when referencing PEL report recommendations for the NEPA documentation of the project phase.

- e. What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by CDOT and the local agency, with buy-in from FHWA, USACE, and USFWS.**

Subject matter experts from the consultant team made determinations based on professional judgment, which were vetted with the Project Team, then the Technical Team (TT). As the study's decision-making group, the TT was made up of technical and leadership representatives of Mesa County, City of Grand Junction, CDOT, Grand Valley MPO, Grand Junction Airport, Federal Aviation Administration (FAA), and FHWA. These agencies provided input at these milestones:

- TT Meeting April 30, 2019: Area Conditions
- TT Meeting October 11, 2019: Purpose and Need
- TT Meeting December 11, 2019: Level 1 Evaluation Results
- TT Meeting #7 July 16, 2020: Action Plan

- f. How should the PEL information below be presented in NEPA?**

The PEL study information should be presented in NEPA in a similar fashion as it was used in the PEL Study Report. The NEPA study should build on the purpose and need and goals developed by the PEL study. Additional detail will be available as the design progresses and data needs updated. The environmental overview and resource agency input should be used to scope for the NEPA evaluation.

3. Agency coordination:

- a. Provide a synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.**

The study was coordinated with local, state and federal resource agencies, including:

- Bureau of Land Management
- City of Grand Junction Parks and Recreation
- Colorado Department of Public Health and Environment Air Pollution Control Division
- Colorado Department of Public Health and Environment Hazardous Materials and Waste Management Division
- Colorado Department of Public Health and Environment Water Quality Control Division
- Colorado Historical Society State Historic Preservation Officer
- Colorado Parks and Wildlife Northwest Region – Grand Junction

- Grand Junction Regional Airport
- Grand Valley Drainage District
- Grand Valley Water Users Association
- Mesa County Historical Society
- Mesa County Irrigation District
- Palisade Irrigation District
- U.S. Army Corps of Engineers Regulatory Division – Colorado West Branch
- U.S. Bureau of Reclamation, Western Colorado Area Office
- U.S. Environmental Protection Agency Region 8
- U.S. Fish and Wildlife Service Colorado Field Office
- Ute Water Conservancy District

Information was distributed to representatives at these resource agencies at three points during the study. Early in the study, a letter and study area map were mailed as an introduction to the PEL study process and confirmation of preferred contact information was requested. A second letter requested review of the Draft Area Conditions Report related to their specific resource(s). The final letter provided a link to the Draft PEL Study Report documenting the draft study recommendations to facilitate review of potential resource impacts and next steps required for future NEPA processes.

A summary matrix of the resource agency coordination and input is included in Appendix B of the Final PEL Study Report.

b. What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved in the PEL study? This includes all federal agencies if the study is being led by a local agency or transit oriented study seeking to utilize the FHWA PEL Process.

The study included the formation of a Technical Team that met frequently to provide technical input and guidance. Members of the Technical Team kept their respective elected officials updated. The Technical Team included staff from:

- Mesa County
- City of Grand Junction
- Grand Valley MPO
- CDOT
- FHWA
- Grand Junction Regional Airport
- FAA

c. What steps will need to be taken with each agency during NEPA scoping?

- **Mesa County** – will be a financial partner and lead agency, leading efforts on local roadway and multimodal connections
- **City of Grand Junction** – will be a financial partner and lead agency, leading efforts on local roadway and multimodal connections
- **Grand Valley MPO** – will be involved with regionally significant projects and may facilitate financing if awarded regional funding
- **CDOT** – will be involved with oversight and approvals of projects involving I-70
- **FHWA** – will be involved with oversight and approvals of projects involving I-70 and federally funded projects
- **Grand Junction Regional Airport** – will be involved with oversight and approvals of projects impacting the airport properties or operations
- **FAA** – may serve as a cooperating agency and will be involved with oversight and approvals of projects impacting the airport properties or operations

4. Public coordination:

a. Provide a synopsis and table of coordination efforts with the public and stakeholders.

Public and Stakeholder Coordination Overview

ORGANIZATION	OUTREACH
General Public	<ul style="list-style-type: none"> ▪ 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 ▪ 29 Road and I-70 PEL Study was updated throughout the study
Grand Valley MPO Technical Advisory Committee	<ul style="list-style-type: none"> ▪ Presentation January 9, 2019 ▪ Presentation February 13, 2019
Grand Junction City Council Workshop	<ul style="list-style-type: none"> ▪ Presentation January 14, 2019
Mesa County Board of County Commissioners Meeting	<ul style="list-style-type: none"> ▪ Presentation January 15, 2019
Grand Junction Regional Airport Board	<ul style="list-style-type: none"> ▪ Update April 4, 2019
CDOT and Local Agency Leadership	<ul style="list-style-type: none"> ▪ Coordination meeting February 26, 2020
Associated Members for Growth and Development Meeting	<ul style="list-style-type: none"> ▪ Presentation September 2, 2020

5. Corridor Vision/Purpose and Need:

a. What was the scope of the PEL study and the reason for doing it?

Mesa County and the City of Grand Junction, in coordination with the Grand Valley MPO 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 to enhance local and regional connectivity, as part of a larger plan to provide connections in and around Grand Junction. Mesa County and the City of Grand Junction partnered on transportation projects to support this vision 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 with this study to determine the best way to provide enhanced access to I-70 northeast of downtown Grand Junction.

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.

b. What is the vision for the corridor?

The recommendations in the PEL study provide a continuous north-south arterial corridor with connections to key east-west corridors to enhance the transportation network with improved travel choices for residents, visitors, and businesses in central, southeast, and downtown Grand Junction. Additional redundancy in the arterial transportation network, specifically related to north-south continuity through the city and I-70 freeway access, will also improve the ability for travelers to move through and around the city with acceptable traffic operations after a disruptive event or changing conditions.

The recommended transportation infrastructure will support existing and planned population and employment growth shown in current local and regional land use and transportation plans, which were adopted through comprehensive planning processes with public and stakeholder involvement. Enhanced access to the area adjacent to and north of I-70 has been included in transportation and land use plans for decades.

c. What were the goals and objectives?

Goals of enhanced access to/from I-70 between Horizon Drive and I-70B are to:

- Be consistent with local and regional plans
- Improve network capacity
- Improve safety for all modes

- Balance local access and regional mobility
- Enhance local multimodal travel options along planned Active Transportation Corridors
- Avoid, minimize, or mitigate environmental impacts
- Complement local community surroundings and context

d. What is the PEL Purpose and Need statement?

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 central north-south arterial corridor with access to/from I-70; and
- Provide transportation infrastructure needed to support planned land use adjacent to and north of I-70.

e. What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?

This Purpose and Need statement addresses the overall I-70 interchange project. If a phase of the project moves forward separately, the Purpose and Need statement may need to be focused to address the specific needs at that location. Individual project elements that advance out of the Recommended Alternative should address the overall purpose identified in the Final PEL Study Report.

6. Range of alternatives considered, screening criteria and screening process:

a. What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)

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

The Alternatives Evaluation section of the Final PEL Study Report includes the description of the alternatives, criteria, and a summary of the evaluation.

b. How did you select the screening criteria and screening process?

The screening criteria were developed to screen alternatives using the primary elements of the project Purpose and Need. The process was developed to identify and evaluate alternatives that meet the Purpose and Need for consideration with future NEPA processes.

c. For alternative(s) that were screened out, briefly summarize the reasons for eliminating or not recommending the alternative(s). (During the initial screenings, this generally will focus on fatal flaws)

The No Action and four action alternatives were evaluated against the Purpose and Need screening criteria. During the screening process, alternatives were eliminated if the concept had a fatal flaw or did not meet the Purpose and Need. The Level 1 screening results are summarized below. The complete Level 1 screening matrix can be found in Appendix A of the Final PEL Study Report.

Level I Screening Results

ALTERNATIVE	LEVEL I SCREENING RESULT	EXPLANATION
No Action	Carried Forward	<ul style="list-style-type: none"> Used for Baseline Comparison in NEPA
Alternative 1 – I-70/Horizon Drive Interchange Improvements and New North Connection	Eliminated for this Project	<ul style="list-style-type: none"> Does not enhance transportation network because it does not improve traffic operations with added capacity along central arterial connection to I-70 Does not improve truck efficiencies without new capacity or connection Circuitous collector route around airport does not support planned land use as primary connection to I-70
Alternative 2 – New I-70/29 Road Interchange with North Connection	Carried Forward and Recommended	<ul style="list-style-type: none"> This alternative is recommended as it meets the Purpose and Need to the highest degree
Alternative 3 – New Midpoint Interchange with North Connection	Carried Forward	<ul style="list-style-type: none"> While the alternative meets the Purpose and Need, it does not meet it to the same degree as Alternative 2 as it is not currently identified in adopted local and regional plans
Alternative 4 – I-70/I-70B (Clifton) Interchange Reconfiguration and New North Connection	Eliminated for this Project	<ul style="list-style-type: none"> Does not enhance transportation network because it does not improve traffic circulation along central arterial connection to I-70 Does not improve truck efficiencies without new capacity or connection

d. How did the team develop Alternatives? Was each alternative screened consistently?

A variety of alternative concepts were identified for consideration, focusing on the project Purpose and Need, in coordination with the study Technical Team. Each alternative was screened against the Level 1 screening criteria, which was developed using the primary elements of the project Purpose and Need, in coordination with the study Technical Team.

e. Which alternatives were recommended? Which should be brought forward into NEPA and why?

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 process(es). 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 with its inclusion in existing adopted local and regional plans. Due to the long history of planning for a new I-70 interchange at 29 Road, it is anticipated an interchange at that 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.

f. Did the public, stakeholders, and agencies have an opportunity to comment during this process? Summarize the amount of public interest in the PEL Study.

Throughout the PEL study, the public had ongoing and accessible opportunities to participate and provide input to inform the study. Input was solicited at public and community meetings with comment forms, and through the project website. All meeting materials were posted on the project web page. Comments were shared by the project staff and the Technical Team and considered during the alternatives development and evaluation. Public comments were collected and posted in public meeting summaries, which were also posted to the project website. Main comment themes gathered from the public outreach are summarized below.

The public meeting summaries are included in Appendix C of the Final PEL Study Report. The Agency and Public Coordination section in the Final PEL Study Report provides more information regarding the study coordination efforts with the public and stakeholders.

Public Comment Themes

SOURCE	COMMENT THEME
Surrounding Public Meeting #1	<ul style="list-style-type: none"> ▪ Strong agreement with Purpose and Need elements. The interchange is needed. ▪ This project is long awaited and should be funded. ▪ The project will bring improved travel efficiency and needed connections. ▪ The project could benefit the economy and prepares the city for future growth. ▪ Characteristics of neighborhoods surrounding the project may be changed and residential impacts could occur due to increased traffic, trucks, and noise. ▪ Concern that this project may increase traffic on Patterson Road. ▪ Traffic calming measures need to be implemented. ▪ Pedestrian safety is important. ▪ Include bike lanes or facilities that promote safe pedestrian travel (especially near the school). ▪ Need a signalized intersection at Independence Academy. ▪ 29 Road will need widened and traffic calming measures added. ▪ Many suggestions for other roadway improvements around the city in addition to a 29 Road interchange. ▪ Concern regarding commercial development (at the interchange south of I-70) near homes and Independence Academy.
Independence Academy School Board & Community Meeting	<ul style="list-style-type: none"> ▪ Need additional bond money designated for this project. ▪ Morning and afternoon congestion should be fixed with traffic signal improvements. ▪ Don't do the project and fix existing roads instead. ▪ Consider plans for the 29 Road interchange that have been in place for many years. The interchange is needed.

SOURCE	COMMENT THEME
Project Web Page Between Public Meetings	<ul style="list-style-type: none"> ▪ Support for the project beginning quickly. ▪ Funds should be spent on other projects in the County instead. ▪ The project will improve airport connections but landing lights may distract drivers. ▪ Concern that new access to 29 Road will add additional traffic to nearby roadways. ▪ Concern that the project will impact the Grand Valley Power substation.
Surrounding Public Meeting #2	<ul style="list-style-type: none"> ▪ Majority of commenters support the study’s recommended alternative (New I-70/29 Road Interchange with North Connection). <ul style="list-style-type: none"> - Positive outcomes anticipated, including improved access and reduced congestion. - 29 Road interchange is long overdue and necessary for the community. - Best option of all the alternatives presented. ▪ Concerns of those opposed to study recommendations: <ul style="list-style-type: none"> - Impacts along 29 Road with truck traffic, school/bicyclist/pedestrian safety issues, and added congestion. - Don’t want neighborhood character change, including increased noise/pollution. - Don’t agree with the need for a new interchange and/or it should not be a funding priority. ▪ Need improvements to 29 Road south of Patterson with new interchange. ▪ Need for safe walking and bicycling facilities, especially for children. ▪ Mixed reviews for the New Midpoint Interchange with North Connection. <ul style="list-style-type: none"> - Support due to improved access and avoiding impacts to 29 Road. - May be less convenient and more impactful than a 29 Road interchange.

g. Were there unresolved issues with the public, stakeholders and/or agencies?

The second public meeting had a three-week-long comment period for viewing the virtual meeting information and submitting comments. Of the 76 people submitting comments, the majority of commenters were in favor of the study recommendations. 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.

CDOT expressed concern for safety and operational impacts to I-70 traffic with a new interchange on I-70, particularly between 29 Road and Horizon Drive. CDOT staff requested additional evaluation of the impacts of the new interchange I-70 and potential mitigation measures for impacts to I-70 traffic, including auxiliary lanes, collector/distributor roads, and/or additional local roadway connections between Horizon Drive and 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.

7. Planning assumptions and analytical methods:

a. What is the forecast year used in the PEL study?

2040 was the forecast year used in the PEL study, which was the current Mesa County Regional Transportation Model (MCRTM) available at the beginning of the study. Grand Valley MPO recently updated the MCRTM to extend projections to 2045. Traffic forecasts for the area will need to be updated as the project moves into NEPA.

b. What method was used for forecasting traffic volumes?

The horizon year for this study is 2040, consistent with the horizon year for the Grand Valley Transportation Plan that was current at the beginning of the study. The 2040 MCRTM was used to develop 2040 traffic forecasts for the study area roadways, with and without a new interchange at I-70/29 Road. Due to the complexity of real-world travel behavior, the travel demand model is not expected to provide precise traffic volume forecasts. To improve the reliability of forecasts, a post-processing adjustment of the 2040 traffic volumes was performed. The adjustment methodology compared the existing year model traffic volumes to actual traffic counts in the study area. The 2040 traffic forecasts were adjusted based on factors and/or differences for model versus actual traffic volumes.

The 2040 GVMPO model includes the transportation network with the “Existing + Committed” projects in the Grand Valley 2040 Regional Transportation Plan, which includes the 29 Road interchange at I-70, widening 29 Road to four through lanes. In order to evaluate the difference in area traffic volumes and operations with and without the I-70/29 Road interchange, the 2040 GVMPO model was also run with the interchange removed from the transportation network.

Forecasting and traffic analysis methods and results are discussed in further detail in the Operations Mobility section of the Area Conditions Report and the Study Recommendations section of the Final PEL Study Report.

c. Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long-range transportation plan?

The 2040 MCRTM was the travel demand model for most current regional long-range transportation plan available at the beginning of the study. The project Purpose and Need and goals are consistent with the Grand Junction Circulation Plan and the travel demand and land use assumptions in the Grand Valley Regional Transportation Plan and Grand Junction Comprehensive Plan that were current at the beginning of the study.

d. What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs and network expansion?

Grand Valley MPO recently updated the MCRTM to extend projections to 2045. A comparison to the updated MCRTM shows similar travel forecast results for 2045 as it did for 2040 with the model used for this PEL study. Traffic forecasts for the area will need to be updated as the project moves into NEPA.

8. What pieces of the PEL can transfer directly to the NEPA phase of a project?

- Purpose and Need Statement
- Environmental Overview information in the Area Conditions Report
- Alternatives development and screening results
- Public input and comments
- Environmental Resource Agency input and information regarding next steps

9. Resources (wetlands, cultural, etc.) reviewed. For each resource or group of resources reviewed, provide the following:

a. In the PEL study, at what level of detail were the resources reviewed and what was the method of review?

An environmental overview was prepared as part of the PEL study to identify resources early in the planning process. The environmental overview, included in the Area Conditions Report, 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.

b. Is this resource present in the area and what is the existing environmental condition for this resource?

The resources described below were assessed for presence in the study area surrounding I-70 and 29 Road. The Environmental Overview section of the Area Conditions Report contains detailed environmental resource information and mapping for these resources.

- **Air Quality** – Study area is located within the Western Slope monitoring region and is within an attainment status for all National Ambient Air Quality Standard criteria pollutants.
- **Community and Social Resources** – There are two schools, two churches, and two parks located within the study area and no environmental justice (minority, low income, or limited-English proficient) populations located in the study area.
- **Floodways and 100-year Floodplains** – There are no designated floodways or floodplains within the study area; however, there is a designated floodplain south of Patterson Road.
- **Hazardous Materials** – One potential hazardous material facility, a gas station, was identified in the study area.
- **Historic Resources** – There are no properties listed on the National Register of Historic Places (NRHP). A total of nine historic properties have been previously recorded within the study area, including eight residential properties and one irrigation ditch. The ditch, the Government Highline Canal, was found to be eligible for the NRHP in 1985.
- **Noise** – Activity Categories B (residential), C (community resources), E (hotels/restaurants/offices), F (agricultural/industrial), and G (undeveloped lands) are present within the study area.
- **Parks and Recreational Resources** – The study area includes two existing parks: Darla Jean Park located on Darla Drive and Matchett Park located on Patterson Road.
- **Prime and Unique Farmlands** – Approximately 36% of the study area is classified as “prime farmland if irrigated”.
- **Water Quality** – Indian Wash is listed on the 303(d) list as impaired for aquatic life use due to selenium and iron.
- **Threatened and Endangered Species and Biological Resources**
 - » Potential for nine federally threatened and endangered species to occur in the study area
 - » No critical habitat exists within the study area for federally threatened and endangered species
 - » Potential for 12 state-listed species to occur in the study area

- **Wetlands and Waters of the U.S.** – Wetlands in the study area occur in topographic swales, roadside and irrigation ditches, and/or in association with streams. Potential non-wetland waters of the U.S. include Indian Wash and Government Highline Canal.

c. What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?

The Environmental Summary section of the Final PEL Study Report contains discussion of potential resource impacts and potential mitigation requirements for the resources reviewed for the study. 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.
- Don't agree with the need for a new interchange and/or it should not be a funding priority.
- **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.

d. How will the data provided need to be supplemented during NEPA?

Additional analysis will be required during NEPA to examine the new potential resource impacts and new potential mitigation requirements. 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. Refer to the Action Plan section of the Final PEL Study Report for more information on the transition of the project from the PEL study into NEPA.

10. List resources that were not reviewed in the PEL study and why? Indicate whether or not they will need to be reviewed in NEPA and explain why.

The following resources were not reviewed in the PEL study and may need to be evaluated in NEPA depending on the NEPA class of action and the context of the Preferred Alternative and project location:

- Geologic Resources and Soil
- Water Quality
- Vegetation and Noxious Weeds
- Land Use
- Paleontology
- Archaeology
- Utilities
- Environmental Justice
- Economic Resources
- Energy
- Right-of-Way
- Visual Resources

11. Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where it can be found.

Cumulative impacts were not considered in the PEL study. They will be considered during future NEPA processes.

12. Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.

The PEL study did not describe mitigation strategies other than identifying next steps to be considered for each resource. The discussion of next steps will inform scoping and schedule at the initiation of future NEPA processes.

13. What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?

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. Published documentation resulting from the PEL process is posted on the

Mesa County website. Applicable aspects of the I 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.

I4. Are there any other issues a future project team should be aware of?

a. Examples: Utility problems, access or ROW issues, encroachments into ROW, problematic land owners and/or groups, contact information for stakeholders, special or unique resources in the area, etc.

Through the process of completing the PEL study, CDOT expressed concern for safety and operational impacts to I-70 traffic with a new interchange on I-70, particularly between 29 Road and Horizon Drive. The planning-level analysis completed for this study showed that constructing a new interchange on I-70 in the vicinity of 29 Road will not create operational issues well beyond the planning horizon. However, future project development to define the specific location of the new interchange and the interchange layout with lane configurations for the ramps and I-70 design should consider more detailed traffic analysis with microsimulation software to identify specific operational issues and potential mitigation measures.

With a new interchange connection at 29 Road, the 2040 traffic forecasts developed for the PEL study show a substantial increase in I-70 traffic between Horizon Drive and 29 Road. In addition to the consideration of auxiliary lanes or a collector/distributor road along I-70 to mitigate potential impacts to freeway traffic from short ramp-to-ramp trips, a local roadway connection from 29 Road to Horizon Drive may be considered with future project development. The Grand Junction Circulation Plan shows a new major collector roadway from the Horizon Drive/Crossroads Boulevard intersection, around the south side of the Grand Junction Airport, to connect north of the I-70/29 Road interchange.

During the PEL study, the Grand Junction Airport and FAA Technical Team representatives noted the difficulties to obtain airport and FAA approvals for a new non-airport roadway on airport property, and the restrictions for any new roadways in an airport Runway Protection Zone. They also noted that, due to planned airport development, a new local roadway should not be planned to connect to Horizon Drive at the H Road roundabout. To minimize airport property impacts, a new local connection between Horizon Drive and 29 Road north of I-70 and south of the airport may be located within CDOT right-of-way, but the roadway would still cross within the future Runway Protection Zone. Due to the constraints of the Runway Protection Zone, the Grand Junction Airport Authority cannot support that Horizon Drive connection alignment at

this time. However, Authority staff plan to complete a feasibility study of reducing the constraints of the runway protection for the Horizon Drive connection.

Other potential new local roadway connections, north or south of I-70, may be considered during future project development, if needed to mitigate operational or safety impacts due to local traffic on I-70 between interchanges.

More detailed discussions of considerations for further assessment during future NEPA processes and project development are included in the Study Recommendations – Recommended Alternative section in the Final PEL Study Report.

I 5. Provide a table of identified projects and/or a proposed phasing plan for corridor build out.

The Final PEL Study Report includes an Action Plan section that outlines the next steps in the project development process for a new interchange on I-70. The project implementation process, including adherence to the CDOT Policy and Procedural Directive 1601 Interchange Approval Process, will be coordinated with CDOT and FHWA to ensure consistency with the interchange approvals and NEPA process.

I 6. Provide a list of what funding sources have been identified to fund projects from this PEL?

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.