

29 Road & I-70 Interchange

*November Ballot
Issue*



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COUNTY**

History of the 29 Road Corridor



Project History

1950s

- 29 Road interchange identified in planning documents.
- City positioned preceding projects to support this vision.

1981

- Voters passed a 1 cent sales tax that included the interchange.
- Advanced preceding projects including the I-70 business loop bypass, the bridge over the river, and Riverside Parkway.

1990s

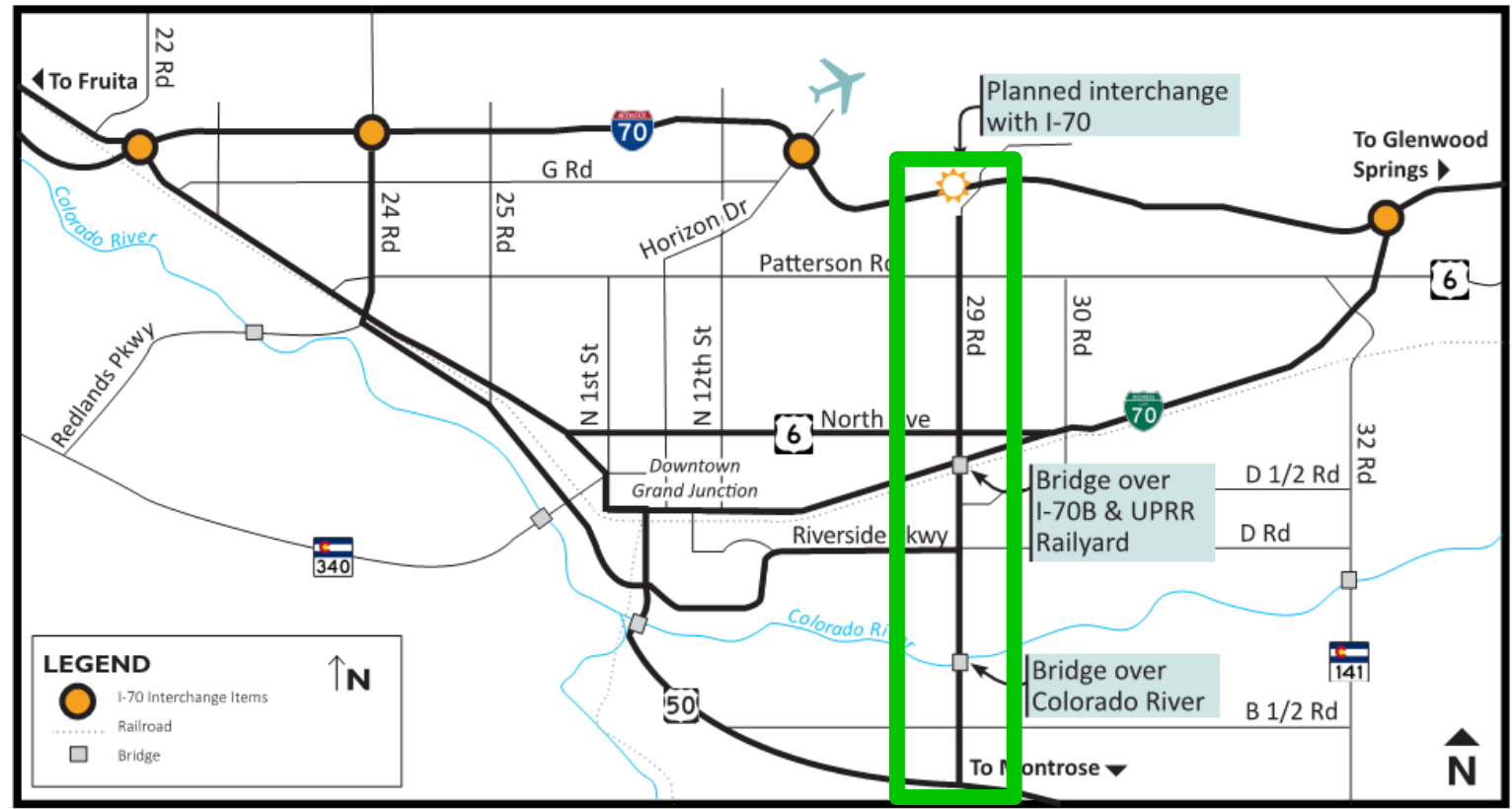
- The City and County reviewed 30 Road as an alternative.
- Failed ballot initiative that included 29 Road interchange.

2000s

- 29 Road planned as 4-lane major arterial roadway; with lighting, medians, bike lanes, detached sidewalks, underground utilities.
- Land use planning/development along 29 Road supports this vision.

Project Purpose

- ▶ City and County partnered on transportation projects already constructed.
- ▶ The 29 Road interchange is one of the final elements to provide important connections.



Need for and Benefit of New Interchange



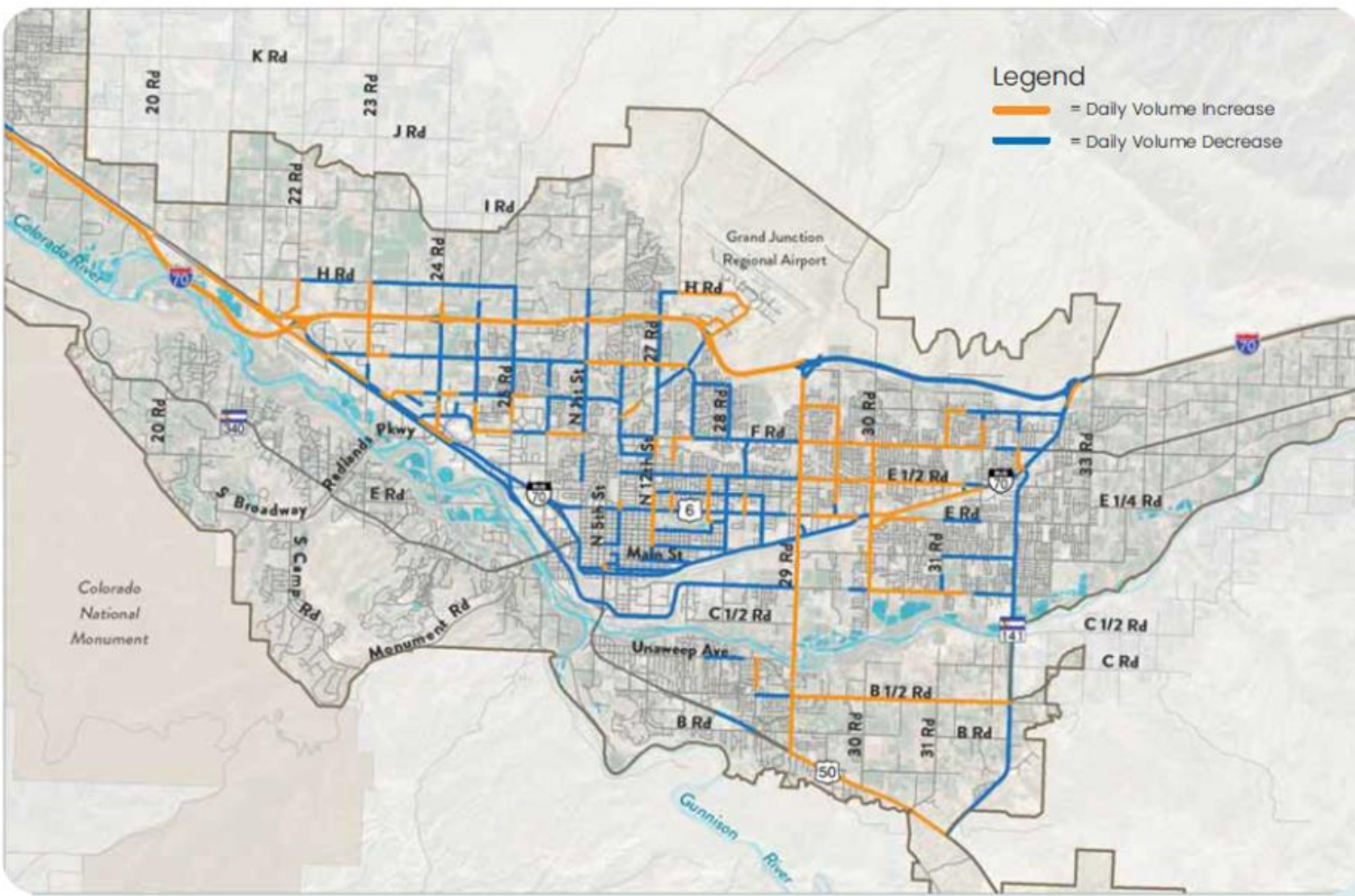
Project Purpose

Enhance the eastern Grand Junction Area transportation network between I -70 Business Loop East Interchange and Horizon Drive Interchange to:

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

Benefits of New Interchange

- ▶ Provides improved local and regional connectivity
 - ▶ Less dependent on limited regional transportation network connectivity with access to/from I-70
 - ▶ Long-Term Money Savings – Extends the functional longevity of the existing transportation system connecting to I-70
- ▶ Improves access to I-70
 - ▶ Reduces local street congestion – Access to Matchett Park from I-70
 - ▶ Provides transportation infrastructure needed to accommodate projected and regional traffic demands
- ▶ New bike and pedestrian safety improvements on 29 Road



Existing

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

2045 No-Action

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

2045 Preferred

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

What Matters

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

How will the interchange change traffic across the Grand Junction Area?

Approvals and Next Steps



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Activities Completed To Date

- ▶ Planning & Environmental Linkage Study—2021
- ▶ CDOT & FHWA Agreed on
 - ▶ Interchange Need
 - ▶ Type of Interchange
 - ▶ Effects on I-70
- ▶ Public Meeting - June 2023, Summer 2024
- ▶ 29 Road Improvements Identified

Interchange Prioritization

- ▶ Has been a significant priority for decades
- ▶ City and County have been working together to make progress



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Approvals & Funding

- ▶ CDOT Transportation Commission to approve new interchange in August
- ▶ Identify funding opportunities
 - ▶ Maximize federal grant programs
 - ▶ Already received \$2.0M from Congressionally directed spending

Interchange Element	Capital Costs
29 Road Interchange	\$62,000,000
29 Road Improvements (I-70 to Patterson Road)	\$18,000,000
Total	\$80,000,000

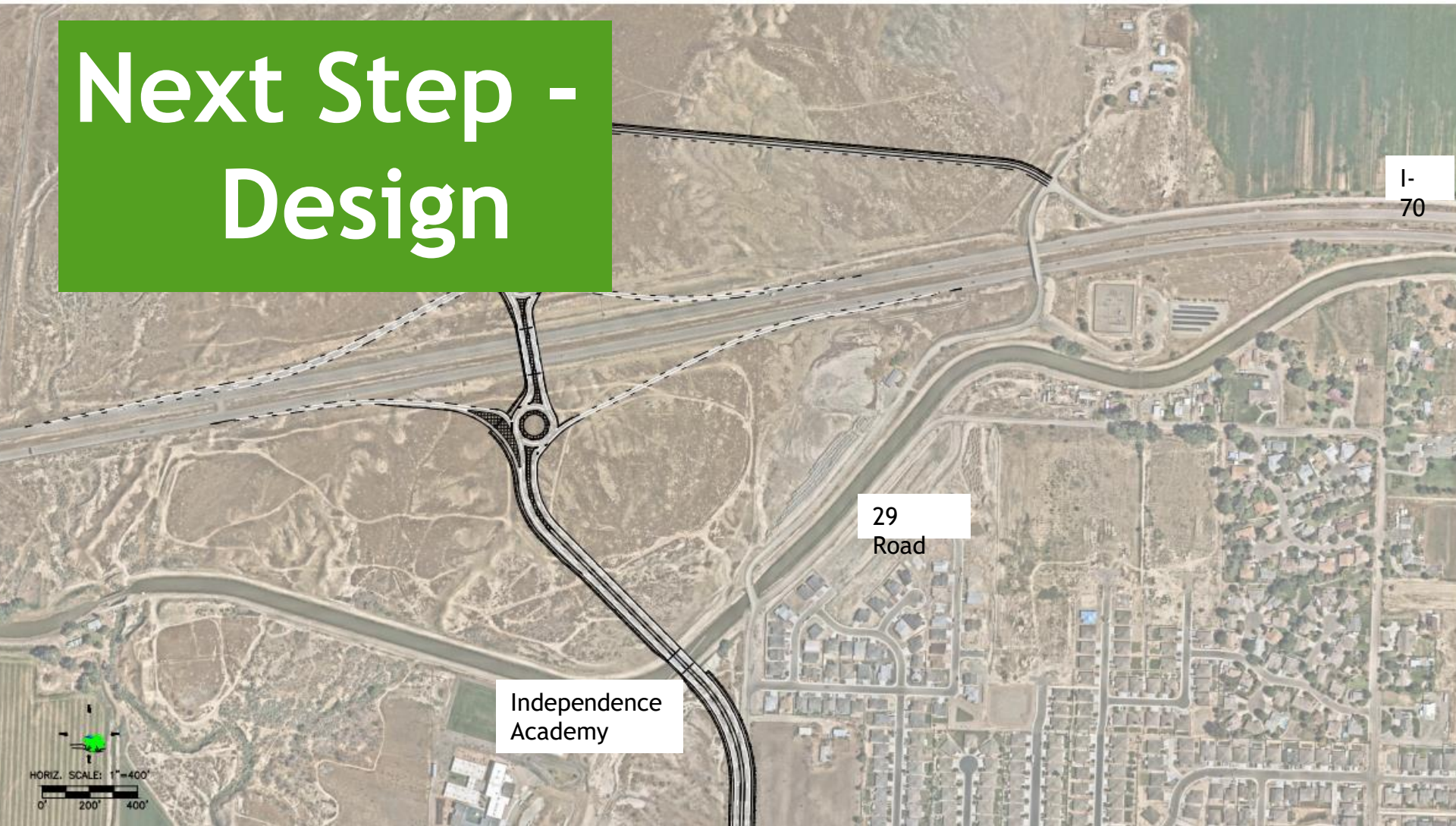
Interchange Design



Interchange Design

- ▶ Latest costs from construction across the state
- ▶ Long-term costs continue to increase, important to maximize current conditions
- ▶ New interchange and 29 Road improvements could reduce the accelerated need for system-wide improvements
- ▶ Already committed substantial resources to advance the project
- ▶ Continued environmental documentation

Next Step - Design



29 Road Corridor Improvements



29 Road Improvements

- ▶ Four-lanes with turn lanes needed on 29 Road
- ▶ Significant improvements to bicycle and pedestrian safety
- ▶ Separates vehicles from bicycles and pedestrians
- ▶ Utilized the Urban Trails Committee for recommendations
- ▶ As developments have been approved, the corridor was planned with this vision to minimize right-of-way impacts

29 Road Improvements

29 Road Optimized Cross-section

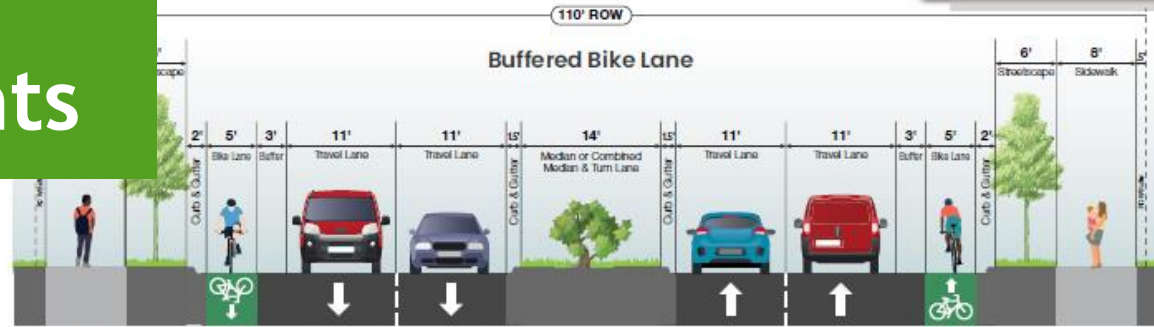
- ▶ Minimized ROW acquisition
- ▶ Sidewalks
- ▶ Dedicated bicycle facility



29 Road Improvements

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

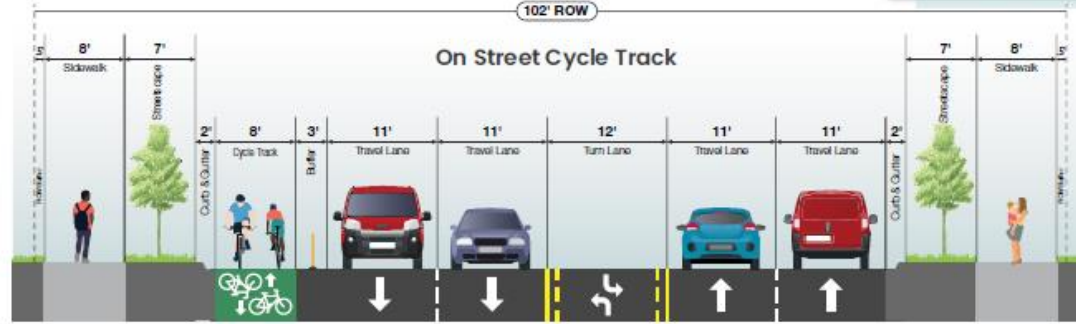
Buffered Bike Lane



Retains most design elements but has the highest impact on ROW. The project team reviewed the impacts to the 29 Road corridor, and retained key design elements, while decreasing the impact to residents and business along 29 Road.

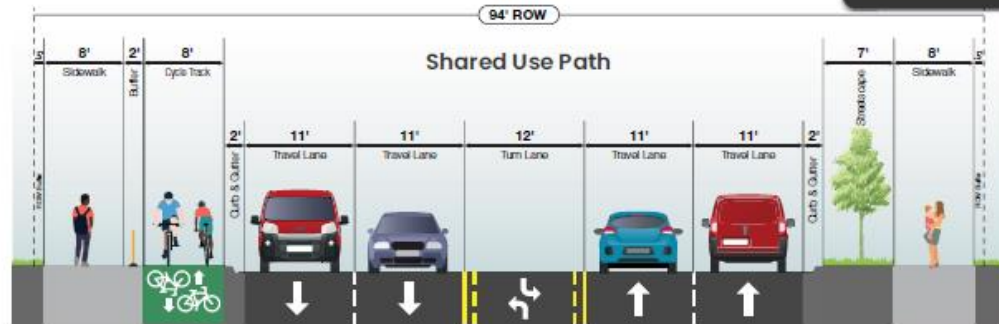
It is important to retain bicycle accommodations on the west side for future Matchett Park connectivity.

On Street Cycle Track



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

Shared Use Path



Retains some design elements and has the least impact on ROW. A shared use path option further reduces ROW impacts and provides comfort for casual cyclists by grade separating bike and vehicle traffic. A buffer separates pedestrians and cyclists, improving comfort and safety for all users.

Potential Right-Of-Way Impacts



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

29 Road Intersections Improvements

29 Road and F ½ Road

- ▶ Roundabout
- ▶ Provides access to Matchett Park

29 Road and Patterson

- ▶ Improvements are required
- ▶ Requires 29 Road cross section to finalize
- ▶ Will present at next Public Meeting

Thank you!

