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COLORADO
Department of Transportation

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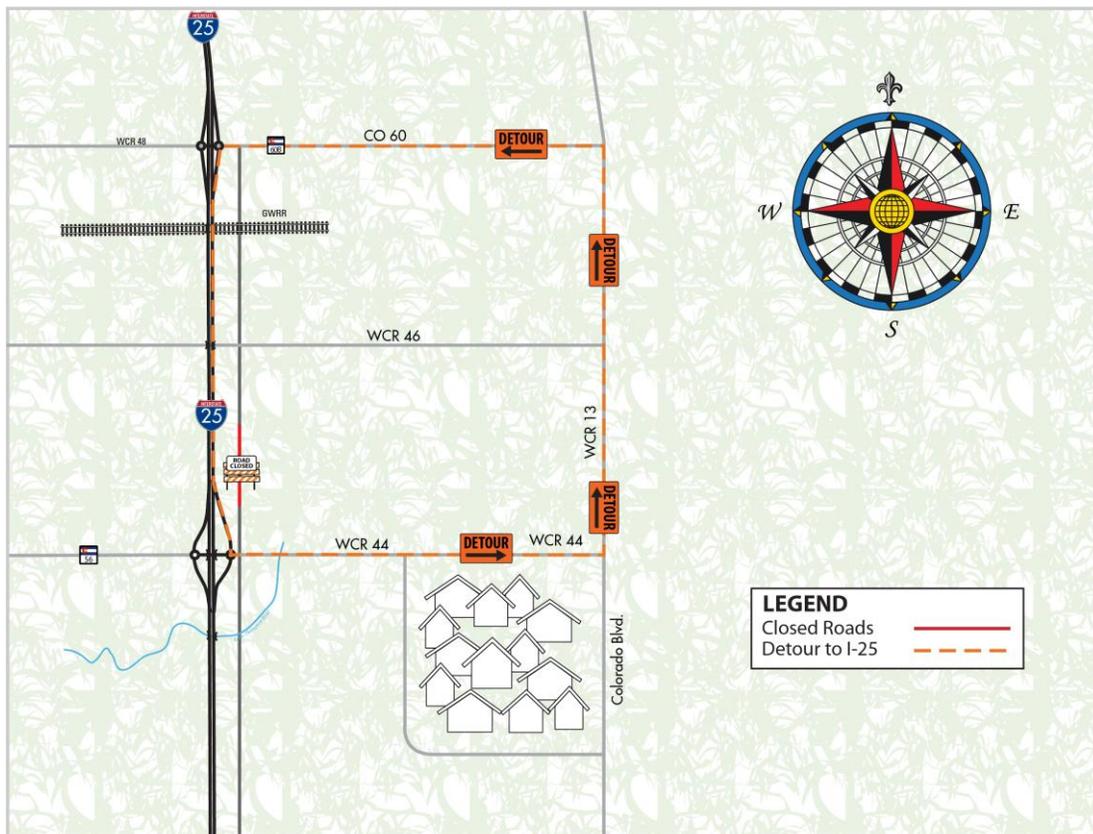
I-25 North Frontage Road near Berthoud to close Jan. 6

Part of vision to improve north-south travel in northern Colorado

BERTHOUD – The first of the frontage road closures near the Berthoud exit on North I-25 will begin Jan. 6 as the work continues to add an Express Lane in each direction of the interstate from Berthoud to Fort Collins.

As the project continues to ramp up, a full closure of the I-25 frontage road between Colorado Highway 56/Weld County Road 44 to WCR 46 will begin on Jan. 6. This closure will be permanent and is the first phase of a larger frontage road closure plan. All properties and utility companies will have access maintained to their property.

The frontage road between Larimer County Road 14 and Colorado Highway 402 will remain in place due to the number of business accesses.



CDOT's I-25 Frontage Road Vision

When I-25 was built in the 1960s, the old highway was turned into the current frontage road so that property owners could maintain access to their land. It was never intended to be an alternate through route adjacent to the highway. Today, the frontage road handles more traffic and functions as a major north-south arterial, creating large safety concerns and development access issues. Some safety issues as supported by accident history include:

- The close proximity between the frontage road and I-25 sometimes makes it difficult to decipher if oncoming cars are on the highway or the frontage road and what speed they are traveling at, especially at night. Motorists pulling onto the frontage road have a difficult time deciphering these cars and sometimes pull out in front of a vehicle on the frontage road because they thought it was on I-25, creating dangerous high-speed collisions.
- I-25 speed limit in much of northern Colorado is 75 mph with a minimum clear zone of 30 feet on either side of the interstate. The clear zone is the space outside of a highway that is designed to hold traffic accidents and emergency responders without impacting traffic flows. For much of the corridor, the frontage roads are within or close to the clear zone of I-25, creating dangerous head-to-head conditions if cars were to leave the interstate and inadvertently travel into oncoming frontage road traffic.
- Some vehicles illegally “jump off” I-25 when congestion exists to use the frontage road. This situation is unsafe and burdens law enforcement when they are busy dealing with the cause of the congestion.
- The current frontage road alignment does not adhere to the required minimal distance between interstate on- and off-ramps and the frontage road intersection, as is the case at the Colorado Highway 60 interchange. The close proximity of the intersections causes driver confusion, especially drivers who want to turn right on red coming from the off-ramp and are in direct conflict of north/south movements from the frontage road. The functionality of the interchange also suffers due to the multiple traffic signal phases that exist for the frontage road movements.

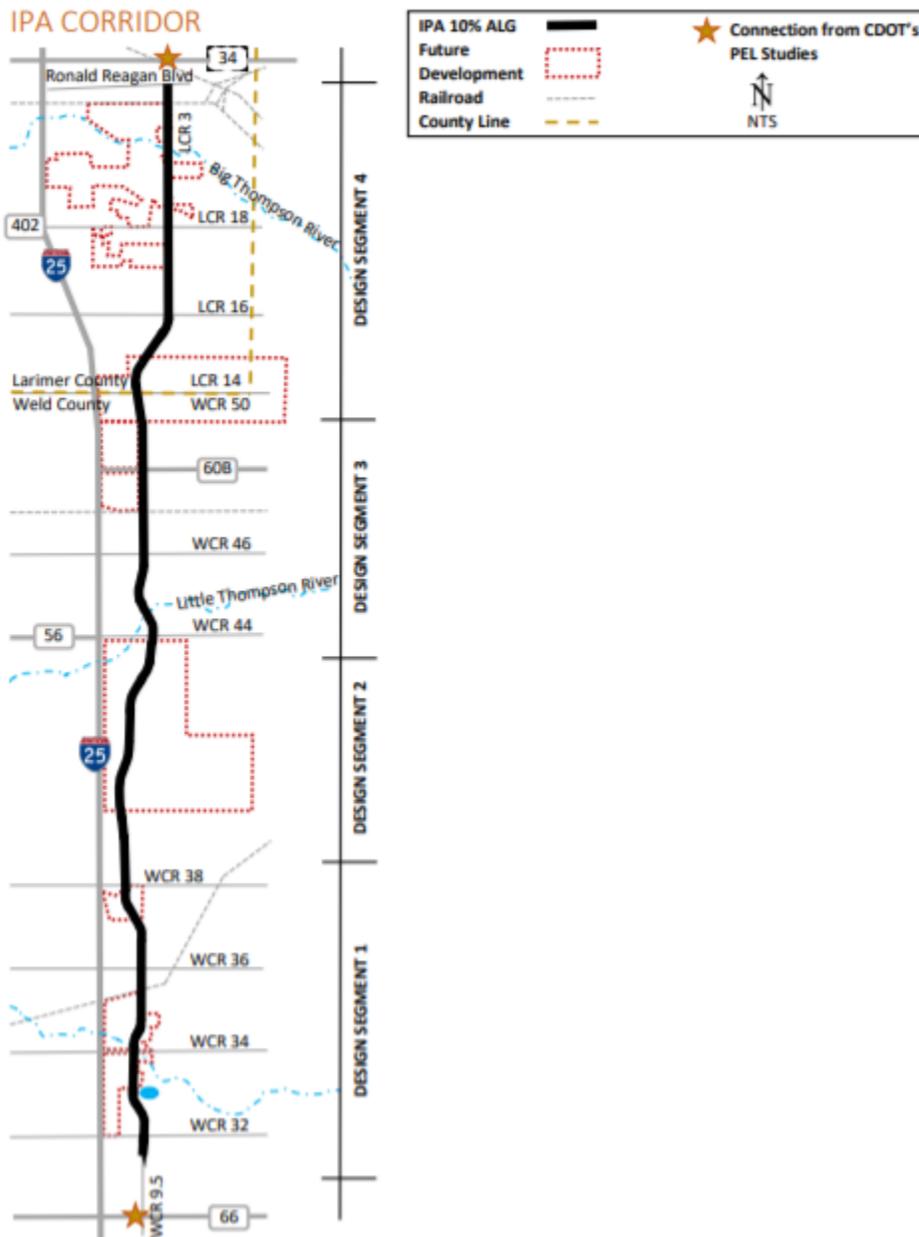
Community leaders, emergency management and transportation agencies have identified this problem and recognize the transportation network is at a pivotal moment to provide a guiding vision that will encourage safe and efficient traffic flow. While much of the land adjacent to I-25 is currently agriculture, a unique opportunity exists to leverage impending development and partnerships to help drive a new north/south road approximately ½ mile to the east of I-25, deemed the I-25 Parallel Arterial that will better serve the overall system than the frontage road is able.

An advisory committee has been formed for the IPA that includes members from Berthoud, Johnstown, Larimer County, Loveland, Mead and Weld County. The committee is working together to determine road alignment, design criteria and corridor characteristics including design speeds, typical roadway templates, drainage standards and right-of-way needs. The I-25 Parallel Arterial will eventually extend from Colorado Highway 66 to US 34 in Northern Colorado when it is fully constructed.

This map below displays an estimated alignment and design concept for the IPA project.

I-25 Parallel Arterial (IPA)

Preliminary Design Summary



Additionally, I-25 is being widened from CO 56 to Colorado Highway 14 to accommodate an express lane in each direction and reconstruct interchanges. During the design process, the I-25 project team evaluated the function, impact and cost of improving the frontage roads, specifically focusing on what's best for the overall transportation system and knowing the functional life would suffer in the future due to the increase of traffic. This evaluation presented an opportunity to work with the IPA team to globally identify a transportation solution, as well as cut down the I-25 widening right-of-way needs by approximately 143 acres between Colorado Highway 66 and Larimer County Road 14.

The I-25 project from Berthoud to Johnstown (Segment 6) is currently under construction. As part of the design and construction process, this team has been coordinating with property owners adjacent to I-25, determining how best to minimize right-of-way impacts, strategizing current and future regional transportation flows and networks, ensuring access is maintained, and evaluating how best to use project resources while minimizing future waste. Part of the strategy involves strategically closing down sections of the frontage road so the frontage road land can be used for I-25 widening.

Organically as development occurs and/or through the Express Lane expansion of I-25, strategic sections of the frontage road will be closed from Colorado Highway 66 to Ronald Reagan Boulevard and portions of the IPA will be constructed. All frontage road closures will be messaged ahead of time with press releases and updates on [CDOT's website](#).

The frontage road was not designed or intended to handle the traffic volumes it now holds or would have in the future due to northern Colorado's growth. Ultimately, the IPA will provide a safer, more comprehensive north-south alternative that will help keep drivers safe and alleviate some of the congestion on I-25.

Communities along the I-25 North corridor are expanding rapidly, contributing to major economic growth in Northern Colorado. CDOT will support this growth by delivering the I-25 North Express Lanes. This project aims to improve safety along this busy stretch of I-25 as part of CDOT's [Whole System – Whole Safety](#) initiative. In the section of I-25 between Berthoud and Johnstown, this project will:

- Increase highway capacity by adding an Express Lane in each direction
- Improve infrastructure by reconstructing interchanges
- Improve safety by replacing eight aging bridges and the Great Western Railroad crossing to improve geometric deficiencies (bridge clearance, horizontal curves, etc.)
- Improve mobility by adding Express Bus Service (Bustang) throughout the corridor along with carpool and transit facilities
- Increase technology by incorporating the use of intelligent transportation systems
- Improve drainage through major utility improvements

During construction, two lanes of traffic on I-25 will be maintained in each direction during peak travel times, but drivers can expect overnight lane closures in the area. In addition, lane and shoulder widths will be minimized and speed limits will be reduced. Please pay attention and follow posted signage.

PROJECT INFORMATION: For additional information about this project, call the project information line at [720-593-1996](tel:720-593-1996), email the team at northi25expresslanes@gmail.com, or visit the project website and sign up for updates at codot.gov/projects/north-i-25. For information on travel conditions, visit COTrip.org, sign up for [CDOT Alerts](#), or call 511. Updates are also available via Twitter [@ColoradoDOT](https://twitter.com/ColoradoDOT) and be sure to “Like” our Facebook page at facebook.com/coloradodot.

REMEMBER: SLOW FOR THE CONE ZONE

The following tips are to help you stay safe while traveling through maintenance and construction work zones.

- Do not speed in work zones. Obey the posted speed limits.
- Stay Alert! Expect the unexpected.
- Watch for workers. Drive with caution.
- Don't change lanes unnecessarily.
- Avoid using mobile devices such as phones while driving in work zones.
- Turn on headlights so that workers and other drivers can see you.
- Be especially alert at night while driving in work zones.
- Expect delays, especially during peak travel times.
- Allow ample space between you and the car in front of you.
- Anticipate lane shifts and merge when directed to do so.
- Be patient!

WHOLE SYSTEM. WHOLE SAFETY.

To heighten safety awareness, CDOT recently announced its [Whole System – Whole Safety](#) initiative. This project takes a systematic statewide approach to safety combining the benefits of CDOT's

programs that address driving behaviors, our built environment and the organization's operations. The goal is to improve the safety of Colorado's transportation network by reducing the rate and severity of crashes and improving the safety of all transportation modes. The program has one simple mission—to get everyone home safely.

ABOUT CDOT

CDOT has approximately 3,000 employees located at its Denver headquarters and in regional offices throughout Colorado, and manages more than 23,000 lane miles of highway and 3,429 bridges. CDOT also manages grant partnerships with a range of other agencies, including metropolitan planning organizations, local governments and airports. It also administers Bustang, the state-owned and operated interregional express service. Gov. Polis has charged CDOT to further build on the state's intermodal mobility options.

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