



I-25/US 34 Interchange Project Update

PROJECT STATUS OVERVIEW

To date the Project Team has completed:

- Data collection including topographic surveys, updated traffic counts and forecasts, safety statistics, and existing structure inventories and conditions.
- An extensive Value Engineering process that identified enhancements to the conceptual design of the I-25/US 34 interchange.

The Project Team is now in a position to communicate the updated interchange concept that is advancing to the next phase of outreach and design.

Funding has not yet been identified for construction. Project Development activities are advancing to increase project readiness for future funding opportunities.

FEEDBACK WE'VE HEARD – ENHANCEMENTS WE'VE MADE

\$300M+ for EIS baseline concept is high – new concept reduces cost by \$70M

Vertical scale/visibility to properties is a concern – new concept reduces height by 20'+

Access to properties/local roadways is important – new concept allows more local access

US 34 is an important regional facility – new concept has more future traffic capacity

US 34 is important for local mobility – new concept has no stops on US 34

MEET THE PROJECT TEAM

The project team is comprised of CDOT Leadership and consultant support from AECOM and partner subconsultants.

CDOT Project Team

Corey Stewart – North Program Engineer

James Flohr – Resident Engineer

Richard Christy – Project Manager

AECOM Project Team

Alan Eckman – Project Manager

Corey Lang – Technical Manager

Subconsultant Partners: FHU, TJ&Company,
105 West, EES, BDG Engineering, Yeh &
Associates

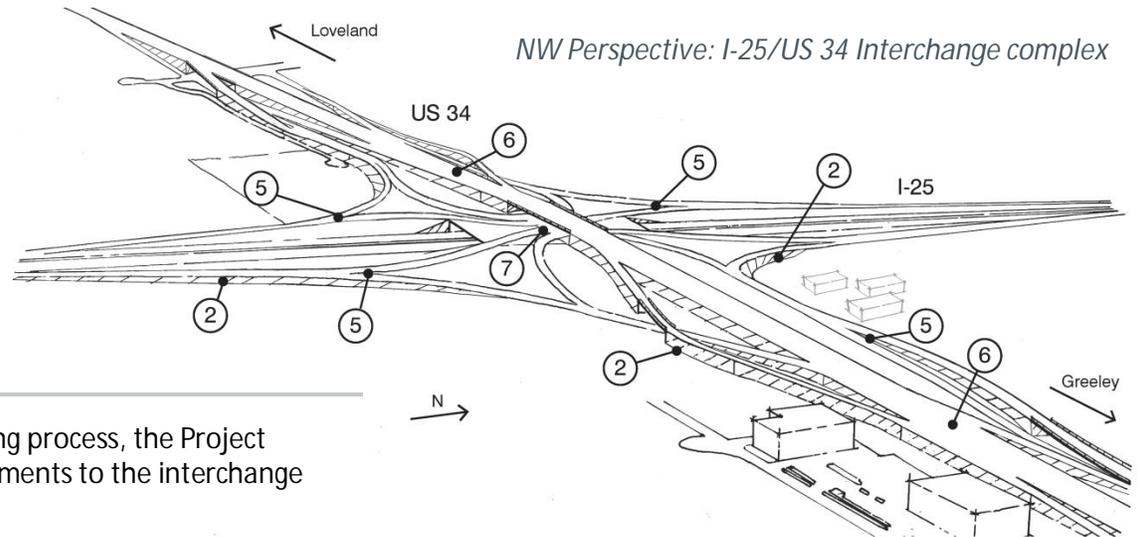
DISCOVER MORE AT

www.coloradodot.info/projects/NorthI-25



I-25/US 34 Interchange Project Update

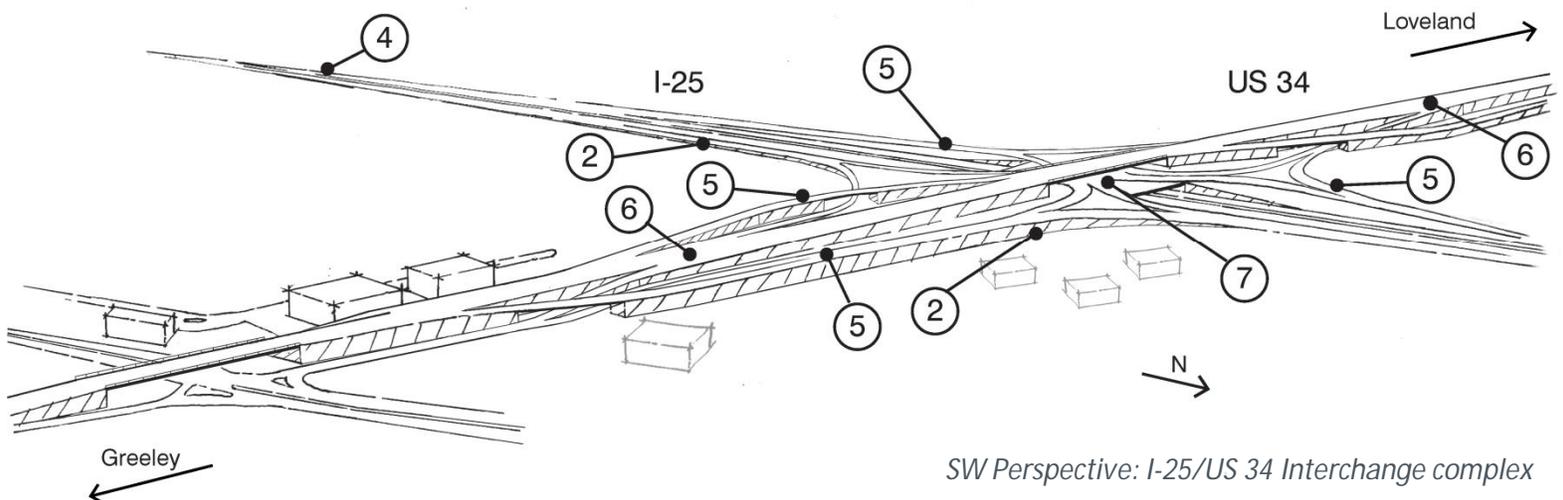
I25/US 34 DESIGN IN PROGRESS



Through the Value Engineering process, the Project Team has identified enhancements to the interchange that achieve the following:

- 1 Substantially less capital cost (preliminary estimates of \$70M in savings).
- 2 Reduces wall height and length in front of private properties.
- 3 Reduces interchange overall height by 20+ feet and increases visibility to adjacent commercial properties.
- 4 Reduces size of Big Thompson bridge and environmental footprint.
- 5 Allows all ramp grades to be no steeper than 4% for improved operations of heavy trucks.
- 6 Reduces weaving and stops/delays on US 34.
- 7 Less driver confusion—no duplicate destination ramps.

The Project Team is excited to communicate these enhancements to the agencies, stakeholders, and property owners in the project vicinity.



DISCOVER MORE AT

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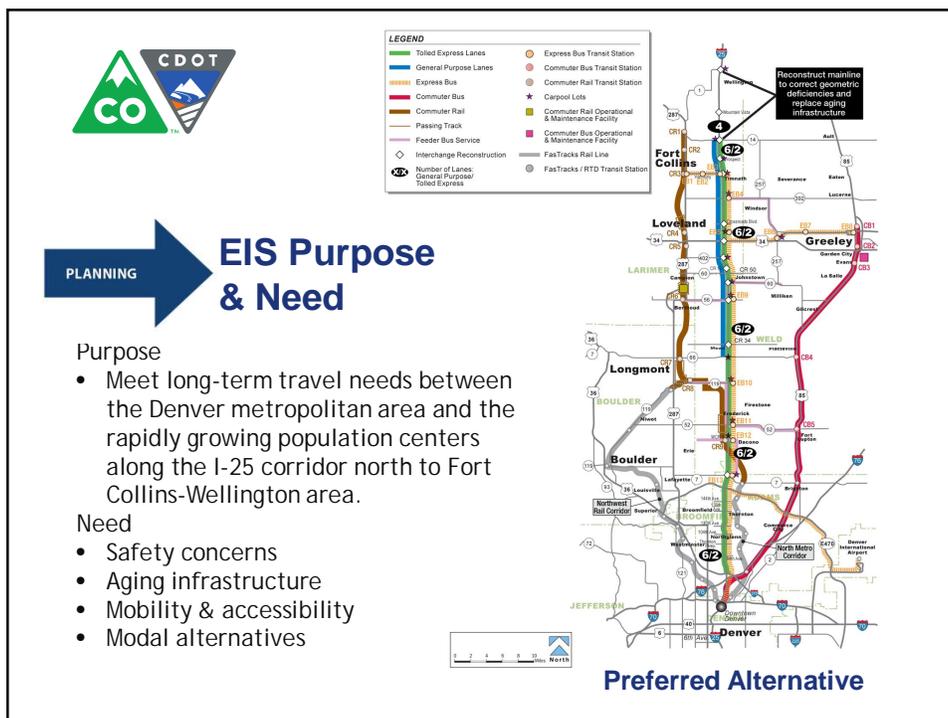
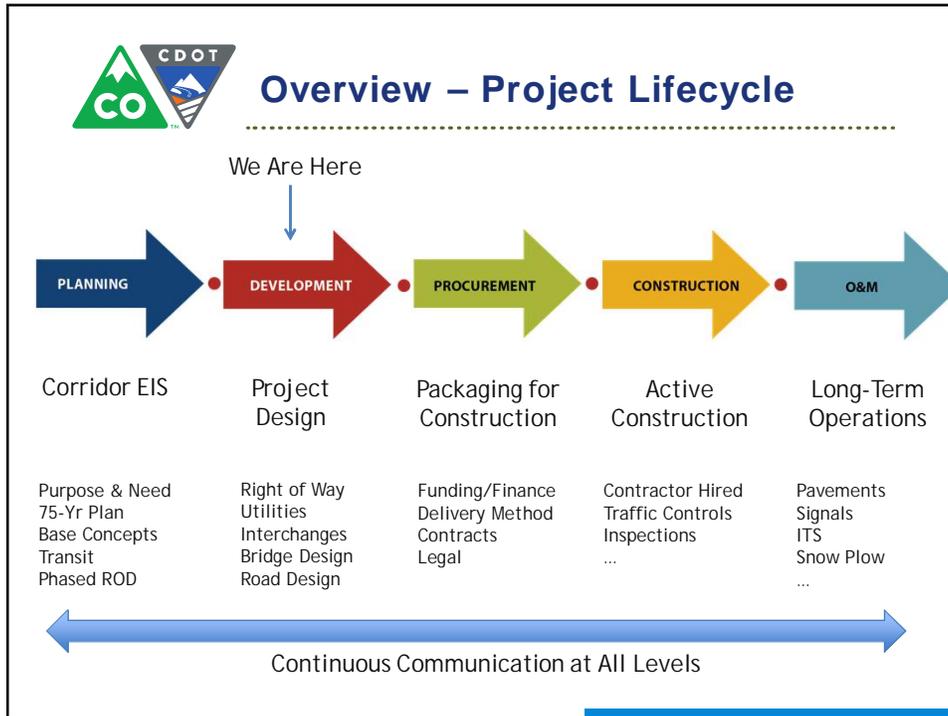
**I-25/US 34 Interchange
Loveland City Council Update 3/25/2014**

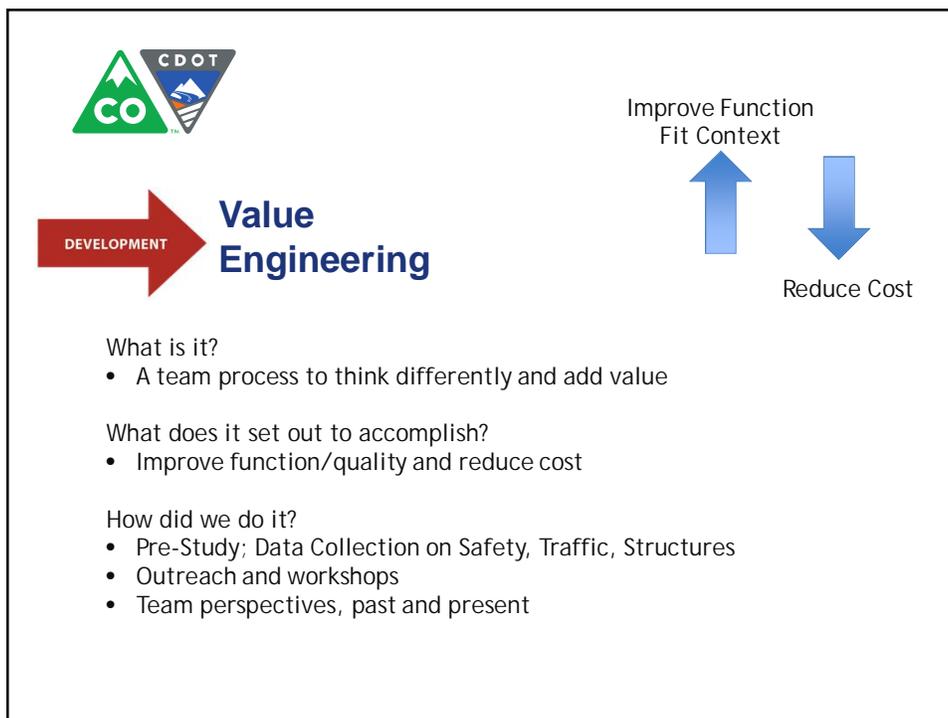
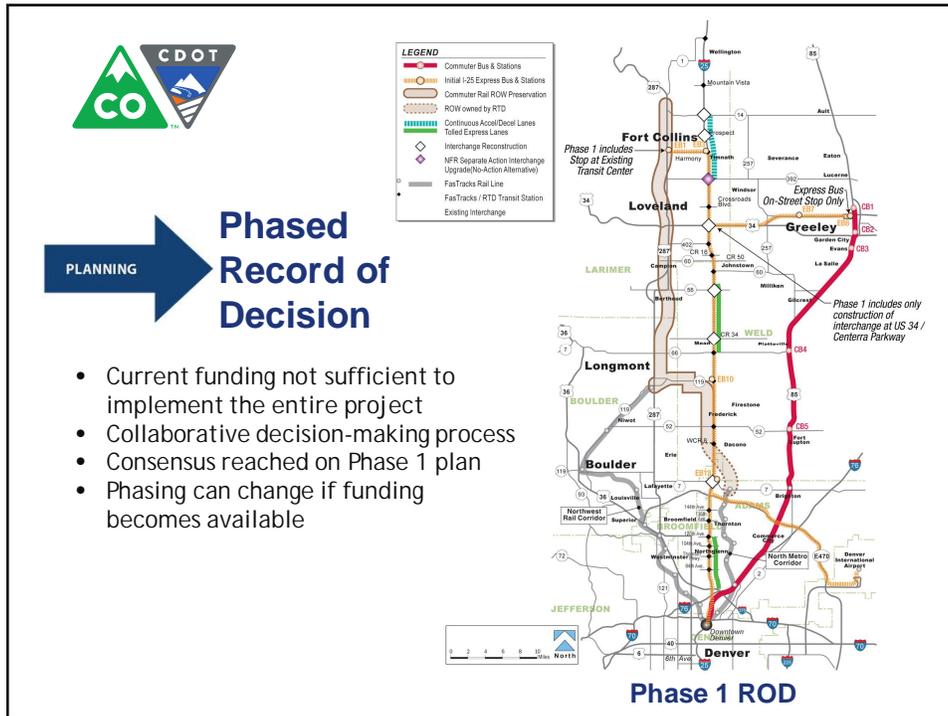


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Agenda

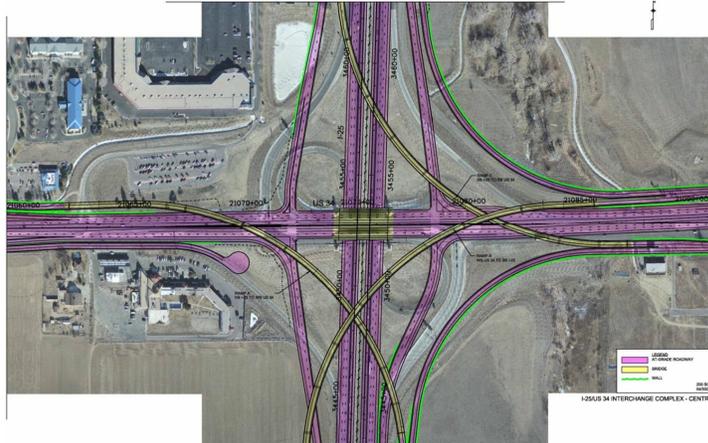
- Overview of Project Life Cycle
- Value Engineering Process
- Local Roadway Network Integration
- Bicycle/Pedestrian and Transit Integration
- Next Steps
- Q/A







Understanding Baseline Concept

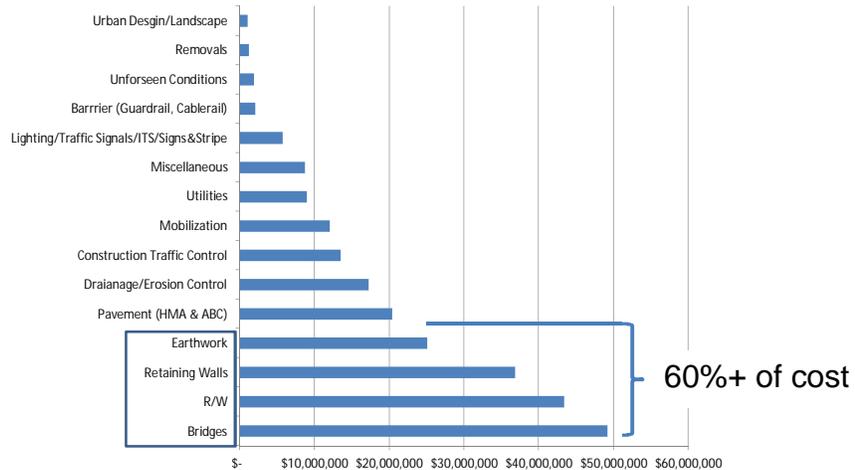


- Dual Ramp Configuration
- Ramp Grades and Height
- Weaving on US 34



Understanding Baseline Concept

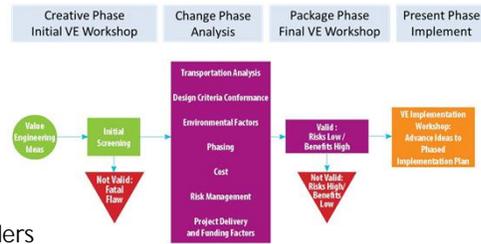
EIS Preferred Alternative Construction Cost



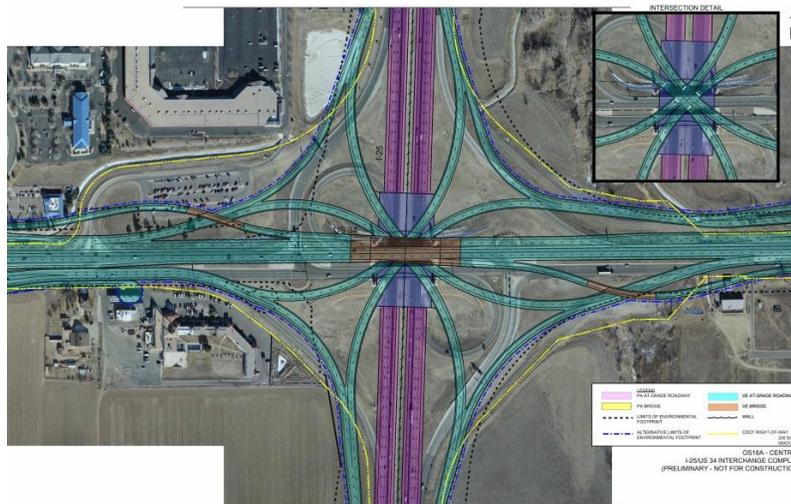


The Value Engineering Process

- Outreach with Agencies/Stakeholders
- Generated ideas to improve operations/reduce cost
- Reduced and combined ideas
- Explored
 - Pros/Cons
 - Phasing/Costs
 - Operational Benefits
 - Longevity
 - Risks and Next Steps
- Outreach with Agencies/Stakeholders

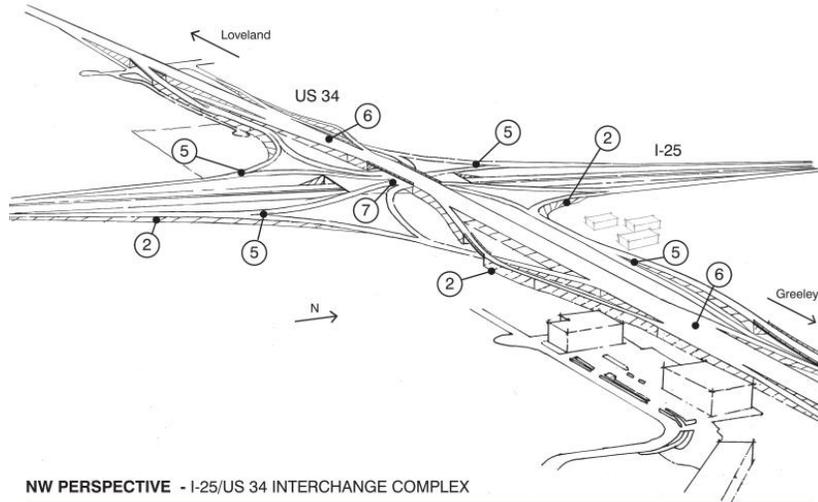


Updated Interchange Concept





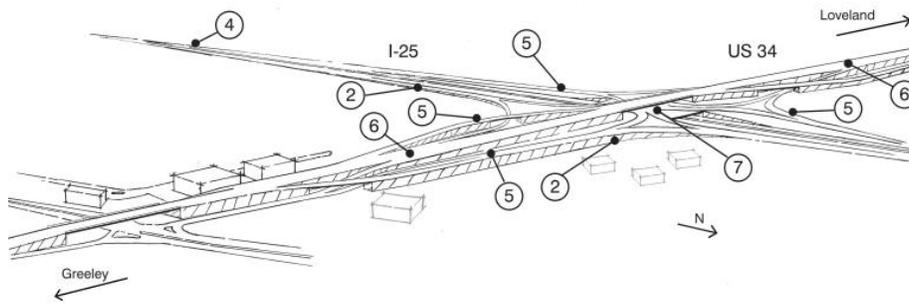
Updated Interchange Concept



NW PERSPECTIVE - I-25/US 34 INTERCHANGE COMPLEX



Updated Interchange Concept



SW PERSPECTIVE - I-25/US 34 INTERCHANGE COMPLEX

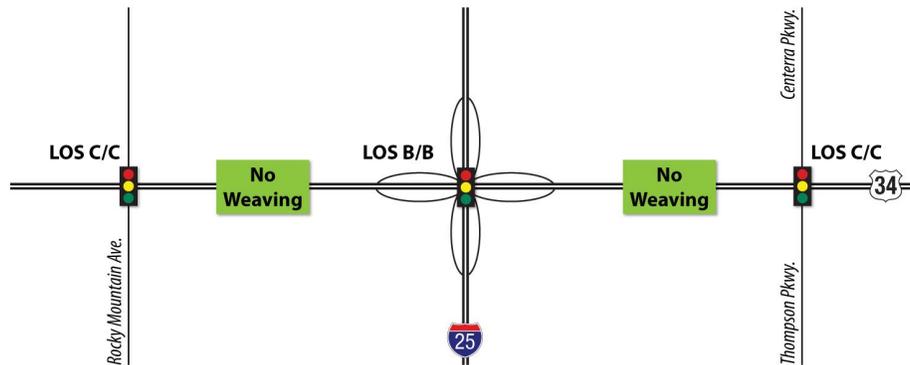


Benefits of Updated Interchange Design

- Reduces height and increases visibility
- Reduces Big Thompson bridge and environmental footprint
- All ramp grades improved operations for heavy trucks
- Reduces weaving and stops/delays on US 34
- Less driver confusion/no duplicate destination ramps
- Additional future capacity
- Substantially less capital cost, 25%



Updated Interchange Concept



Longevity
Additional capacity remaining beyond 2035.



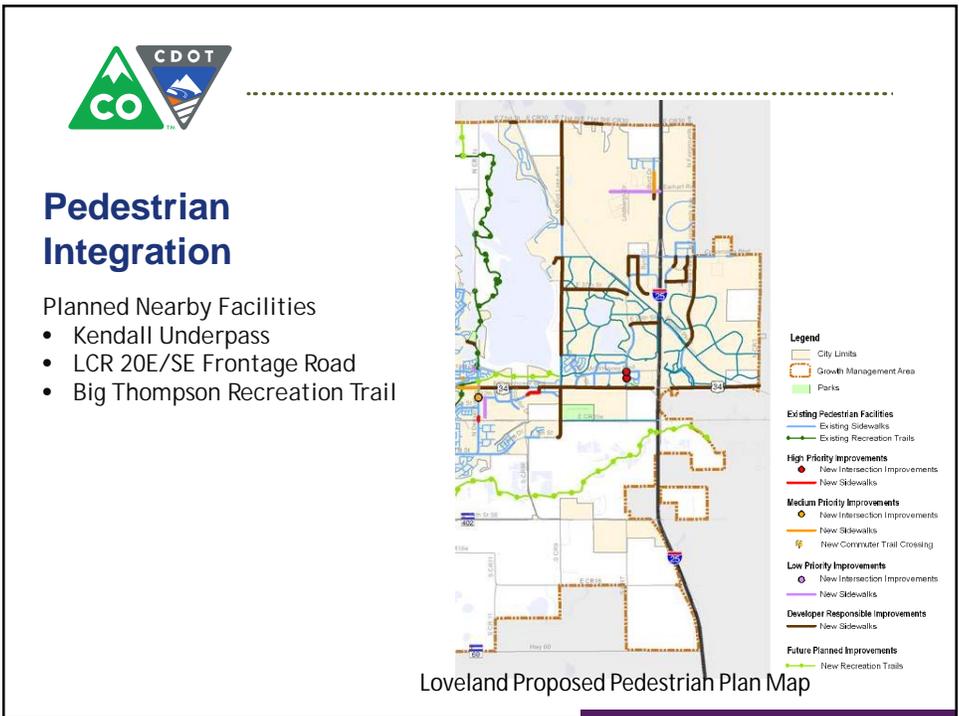
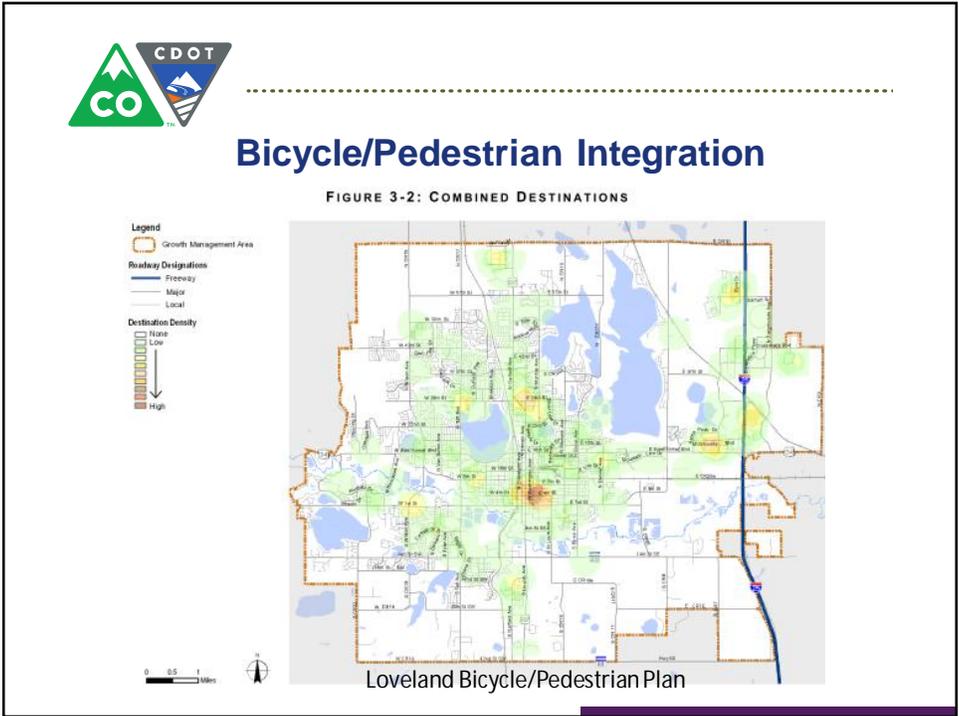
Concept Video of Operations

Local Roadway Network Integration

- Planned Nearby Facilities
- Kendall Pkwy Underpass
 - Kendall Pkwy Extension to US 34 and Boyd Lake Ave



Kendall Parkway Underpass Study, 2013





Bicycle Integration

Planned Nearby Facilities

- Kendall Underpass
- NW Frontage Road
- LCR 20E/SE Frontage Road
- Big Thompson Recreation Trail



- Legend**
- City Limits
 - City Management Area
 - Parks
- Existing Bicycle Facilities**
- Existing Bike Lanes
 - Existing Bike Routes
 - Existing Street Shoulders (4 ft. or Width or Greater)
 - Existing Recreation Trails
- High Priority Improvements**
- New Bike Lanes
 - Enhanced Bike Lanes
- Medium Priority Improvements**
- New Bike Lanes
 - Enhanced Bike Lanes
 - New Commuter Trails
 - New Commuter Trail Crossing
- Low Priority Improvements**
- Enhanced Bike Lanes
 - Commuter Trail
- Future Planned Improvements***
- New Bike Lanes
 - Enhanced Bike Lanes
 - Enhanced Bike Routes
 - New Shoulder Widening
 - New Shared Use Trails by Others
 - New Recreation Trails
- *Loveland Parks & Recreation, Larimer County, CDOT, Public Works Dept.

Loveland Proposed Bicycle Plan Map



Transit Integration

Near-Term Express Bus (CDOT Division of Transit and Rail Project)

- Continue using existing Park-N-Ride location at I-25/US 34
 - Potential Park-N-Ride modifications to allow for buses

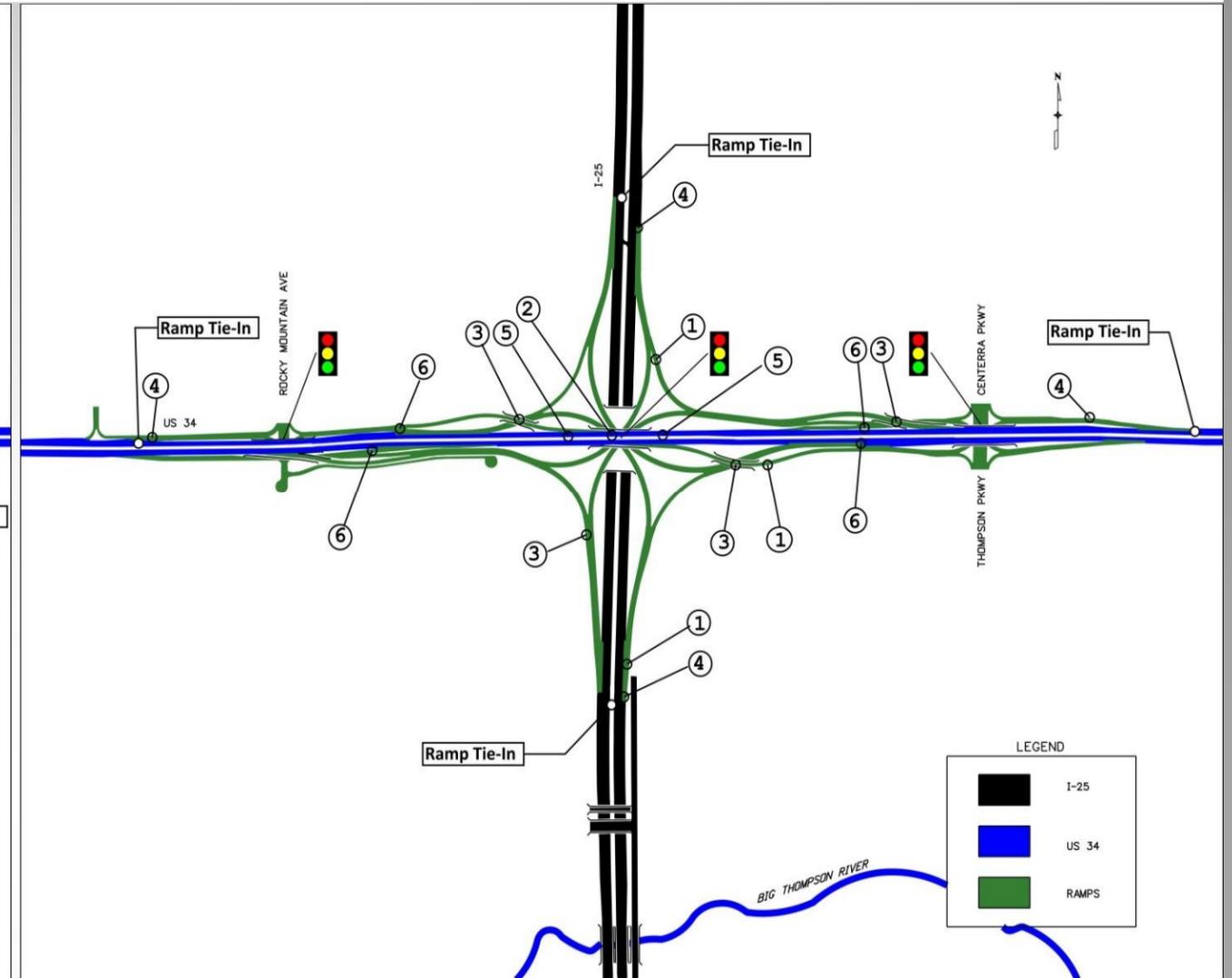
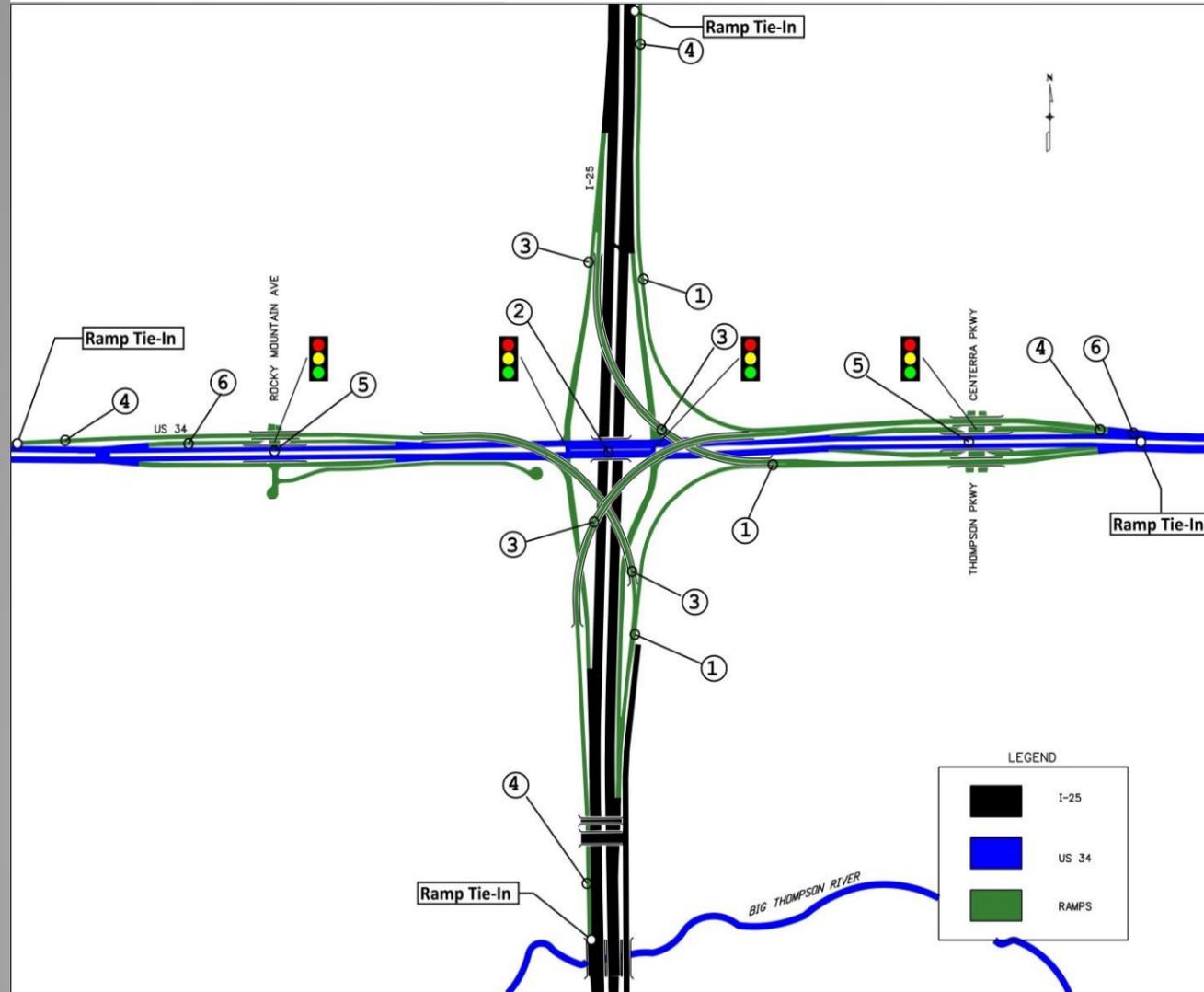
Long-Term Express Bus

- Use EIS identified Express Bus Stop on I-25 between US 34/Crossroads, near proposed Kendall Pkwy Underpass
 - Could be operated with or without I-25 Bus Slip Ramps, although I-25 Bus Slip Ramps would provide highest bus efficiency



Next Steps / QA

- Continue design for better understanding of R.O.W., utilities, costs, phasing and packaged implementation.
- Complete the FHWA documentation and procedures to advance the design concept
- Work with local agencies, property owners/ developers to continue to refine details and define partnerships
- Seek funding and phased implementation opportunities



Challenges of Baseline Concept

1. Height of walls, vertical scale, and visibility to properties
2. Multiple ramp exit/entry from I-25 and US 34
3. Long (over 1-mile) and steep single lane ramps on elevated structures
4. Length of ramps causes increased footprint, difficulty in maintaining road access, and higher Right of Way costs
5. Signals/stops on US 34 causes higher emissions and safety concerns
6. Weaving and signals on US 34 constrain future capacity
7. High cost - over \$300M

Benefits of Updated Concept

1. Reduced walls and overall height of interchange by over 20 feet
2. Less driver confusion - no duplicate ramps
3. Shorter and reduced grade ramps with fewer structures
4. Shorter ramps reduce footprint, maintain better road access, and lower Right of Way costs
5. No signals/stops on US 34 with reduced emissions and improved safety
6. Reduces weaving and signals on US 34 and allows additional future capacity
7. Reduces cost by Approx.. \$70M