

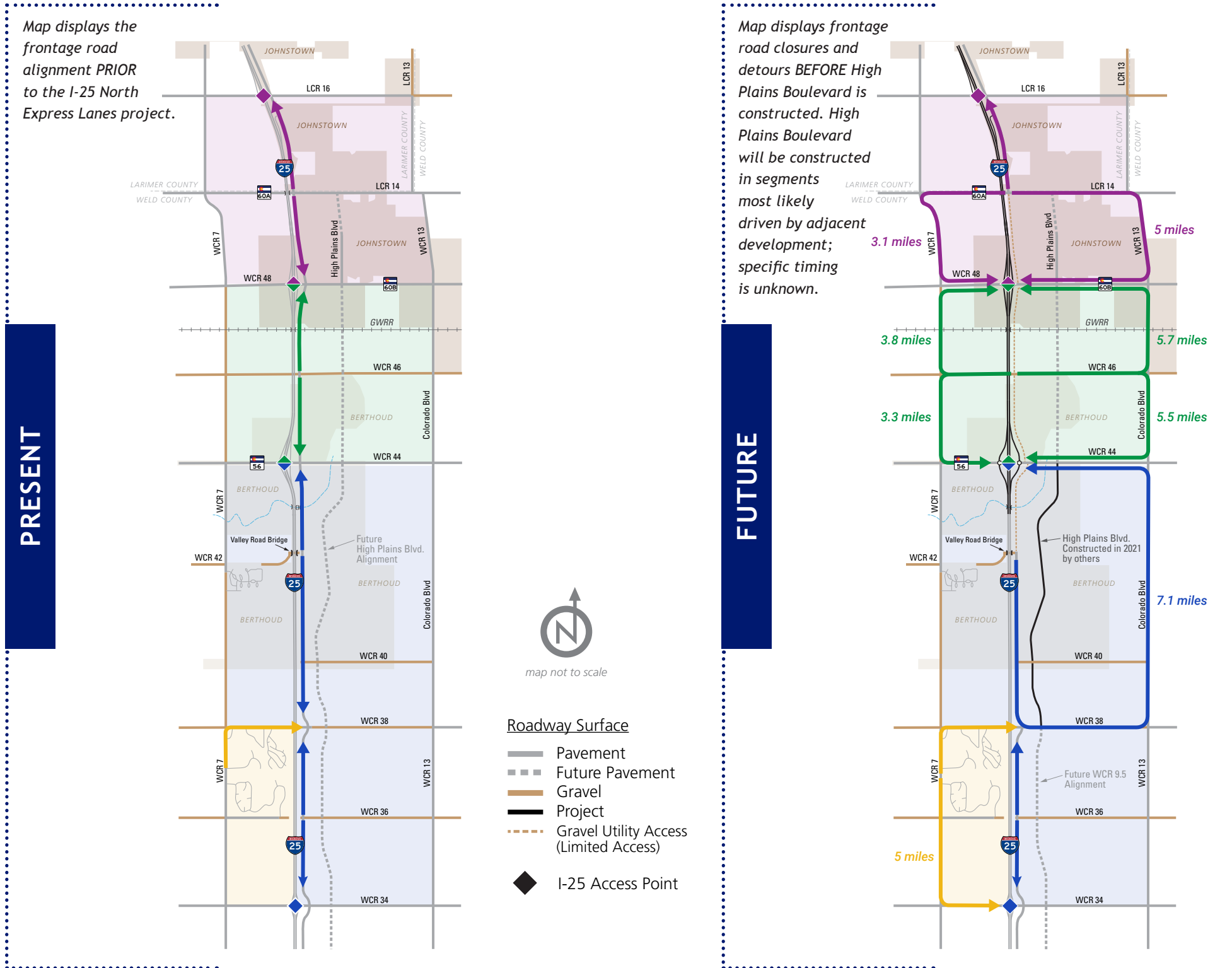
# Changes to Local Frontage Roads



**COLORADO**  
Department of Transportation



Motorists have likely noticed a series of permanent frontage road closures along I-25 North. Eventually, the frontage road will close permanently between Weld County Road 40 to Larimer County Road 14. These closures will not only allow for the expansion of I-25 North, but also a newer, safer north-south arterial called the High Plains Boulevard. The frontage road will remain open in a handful of places between Colorado Highway 66 and Weld County Road 40 and north of Larimer County Road 14.



## The Problem

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 interstate. Today, the frontage road handles more traffic and functions as a major north-south arterial, creating large safety concerns, problematic and confusing spacing between intersections, and development access issues. Some safety issues as supported by accident history and emergency management 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.
- The 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 minimum distance between interstate on- and off-ramps and the frontage road intersection, specifically at the Colorado Highway 56 and Colorado Highway 60 interchanges. 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 and efficiency of the interchange also suffers due to the multiple traffic signal phases that exist for the frontage road movements.

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## A Comprehensive Solution

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 to implement a long-term plan that will encourage safe and efficient traffic flow. A unique opportunity exists to leverage impending development and partnerships to help build a new north/south road approximately ½ mile to the east of I-25, deemed High Plains Boulevard, that will better serve the overall system than the frontage road is able.

An advisory committee was formed for the High Plains Boulevard that included members from Berthoud, Johnstown, Larimer County, Loveland, Mead and Weld County. The committee worked together to determine road alignment, design criteria and corridor characteristics including design speeds, typical roadway templates, drainage standards and right-of-way needs. High Plains Boulevard will eventually extend from Colorado Highway 66 to US 34 in northern Colorado when it is fully constructed. This new highway will give commuters an alternative north-south option through northern Colorado besides I-25.

## Evolving Detours

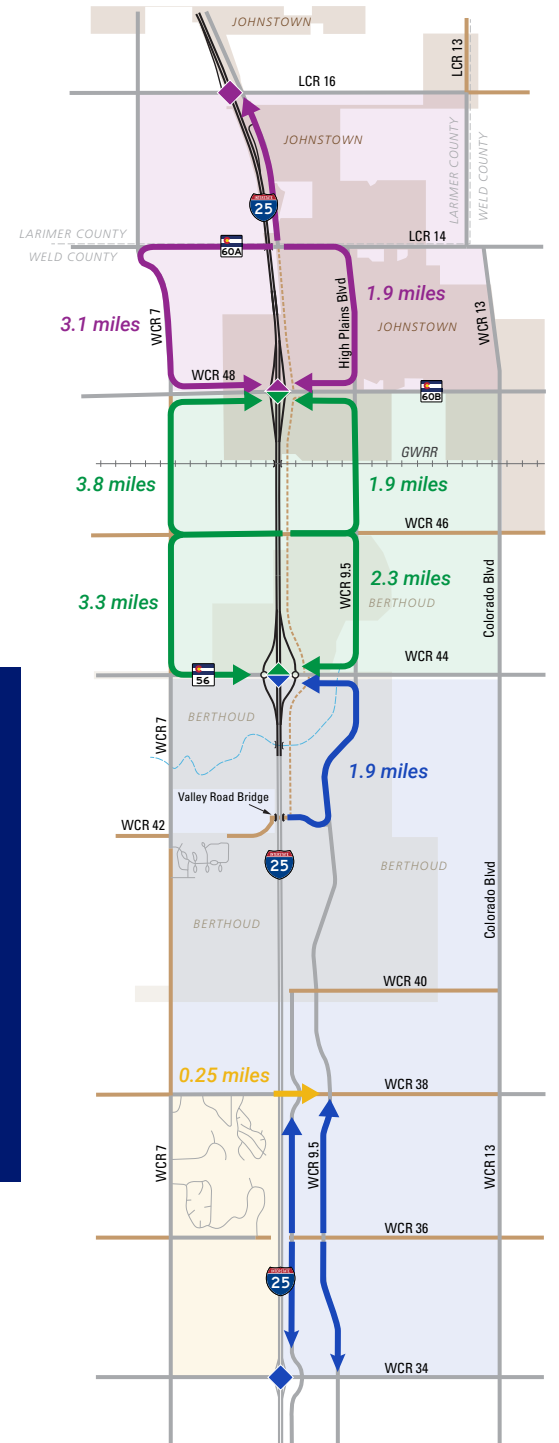
Construction of High Plains Boulevard will begin in 2021, on the stretch from Weld County Road 38 to Colorado Highway 56/ Weld County Road 44. Over time, the full boulevard will be built out, and it will extend from CO 66 to US 34. Until then, there will be several local detours throughout the area as each section of the frontage road begins to close. These detours are shown on the previous page in the Future map.

When the I-25 North Express Lanes project is complete, only property owners and utility companies will have access to certain portions of the frontage road. The section of frontage road between Larimer County Road

14 to Colorado Highway 402 will become a local Johnstown road and will remain open to service various businesses that exist in this section.

Travelers can use local roads (Colorado Blvd, County Line Road, etc.) during the time between the frontage road closures and completion of High Plains Boulevard segments. The High Plains Boulevard construction timing will vary section by section and will most likely be driven by development in the area. The first section between WCR 38 and CO 56 is projected to be completed by late 2021.

Map displays future I-25 access, once the High Plains Boulevard project is **COMPLETE**.



map not to scale

- Roadway Surface
- Pavement
  - - - Future Pavement
  - Gravel
  - Project
  - - - Gravel Utility Access (Limited Access)
  - ◆ I-25 Access Point

### **i** FOR MORE INFORMATION

**For the I-25 North Express Lanes Project, please visit:**  
<https://www.codot.gov/projects/north-i-25/johnstown-to-fort-collins>

**For the High Plains Boulevard Project, please visit:**  
[https://www.weldgov.com/departments/public\\_works/transportation\\_planning/high\\_plains\\_boulevard](https://www.weldgov.com/departments/public_works/transportation_planning/high_plains_boulevard)



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