



## Interchange improvements ahead

In 1963, when I-25 grew northward to connect with US 34 to Loveland, John F. Kennedy was President and agriculture was the mainstay of the town of 12,000. The cloverleaf design for the occasional vehicles getting on and off the freeway worked well.

Since then, Loveland's population has grown more than five-fold and the I-25/US 34 interchange area has become a busy part of Loveland -- the volume of traffic has outgrown the cloverleaf

design. With speeds of 75 mph and more, a constant flow of vehicles using the same piece of roadway to enter and exit the freeway has become a safety issue.

That's about to change. Construction has begun for \$8.7 million in major improvements for the interchange.

Two "leaves" of the cloverleaf design will disappear. Two existing ramps will be reconstructed and widened, plus new traffic lights will be installed on both sides of the bridges over the freeway. Both northbound and southbound acceleration lanes for entering I-25 will be extended as well.

The entire interchange will also receive some aesthetic improvements with landscaping and lighting, with further visual improvements intended in future years.

Motorists will be enjoying the improvements by Thanksgiving.

### For the motorist

Currently, two leaves of the cloverleaf are used for entering the freeway and two for exiting, with entry and exit roadway sections being shared under the bridges. While exiting motorists are using the shared section and braking, entering motorists are pressing hard on the accelerator.

During busy times, multiple vehicles with a variety of braking and accelerating characteristics - cars, trucks, semis, motorcycles, etc. - are engaged in this slow down/speed up choreography. Frazzled nerves, close calls and accidents occur.

The new design will separate the on/off traffic. Exiting and entering traffic will each have its



own roadway sections to slow down or speed up. No more sharing.

Entering the freeway will change very little. Eastbound US 34 motorists heading south toward

Denver will continue to use the current entry ramp while northbound motorists will continue to use the existing cloverleaf loop, but with an extended acceleration lane. Westbound US 34 motorists heading north will use the existing ramp while southbound drivers heading to Denver will use the existing leaf, again with an extended acceleration lane.

For exiting I-25, the exit leaves will be eliminated. The existing ramps will be re-built and widened to allow traffic to exit and then travel either east or west on US 34.

The intersection of the ramps and US 34 will be controlled by traffic signals.

The new interchange will be simpler, less stressful and far safer.



### 13 Things You Should Know About the Interchange Improvements at I-25 and US 34

**SAFER  
ROAD  
AHEAD**

1. The cloverleaf interchange has been in service since the early 1960s. Before that, it was a large traffic circle called a rotary.
2. Currently at the interchange, 40,000 vehicles per day use US 34 and 70,000 vehicles per day use I-25. By 2020, those numbers will increase to 66,000 and 86,000, respectively.
3. The improvements focus on safety, especially the sections on I-25 and US 34 where vehicles are entering and exiting using the same stretch of roadway. Bottlenecks and accidents can result.
4. On I-25, the project will remove two loop ramp exits, reconstruct two off-ramps and lengthen entry acceleration lane. On US 34, two traffic signals will be added.
5. The majority of work will be complete by Thanksgiving 2010, with almost all of the work done with traffic flowing. Closures will be limited to nights.
6. Cost of construction and management for the project is \$8.75 million.
7. Several contractors will be heavily involved in the construction, thereby supporting and creating many jobs.
8. No debt will be incurred. All project funding already exists, the result of Centerra developments.
9. Landscaping improvements will make the interchange more visually attractive. Future additional aesthetic improvements are possible but not currently scheduled.
10. Future I-25 improvements will remove the other two loop ramps and have directional ramps. Future US 34 improvements will include interchanges at Rocky Mountain Avenue and Centerra Parkway.
12. Future improvements will bring total cost to \$350 million or more and will be built in phases and design has not begun.
13. Your patience during the project will be greatly appreciated and you'll be rewarded with a safer, smoother flowing and far less stressful interchange.

**Enjoy a 2-minute video overview of the I-25/US 34 interchange project at [www.cityofloveland.org](http://www.cityofloveland.org)**