







- Construct a raised median on Link Lane to restrict access between the highway and the frontage road. The raised median is an interim improvement that would be removed when the frontage road is relocated away from the highway.
- Construct a raised median island in the intersection at Airpark Drive to restrict the access to only $\frac{3}{4}$ movements as an interim improvement. Access to the frontage road on the south side of the highway would eventually be closed.
- Create a new $\frac{3}{4}$ movement access approximately mid-point between Airpark Drive and Timberline Road on the north side of the highway.
- Restrict access to $\frac{3}{4}$ movements to/from the south side of the highway approximately mid-point between Airpark Drive and Timberline Road.
- Provide a public street connection to Timberline Road approximately 475 feet south of Mulberry Street. The new connection would create a four-legged intersection at the location of an existing “T” intersection on Timberline Road at the existing median opening.

Timberline Road to I-25

This is the easterly section of the corridor and it is entirely within Larimer County. The improvements documented in this section are a direct result of recommendations included in the I-25/SH14 Interchange Area Study plan that was approved by the North Front Range in September, 1999. The work of the project team mirrored these recommendations; however, in some cases, they were expanded upon. Following is a list of improvements that should be undertaken.

- Develop a six-lane roadway between Timberline Road and I-25.
- Relocate the frontage road intersections along both the north and south sides of Mulberry Street a minimum of 150 feet from the state highway. By doing so, additional space will allow for vehicle movements at these two intersections to operate in a more safe manner while also providing more stacking distance for vehicles waiting to access the highway.
- Close the median at the Summit View Drive intersection and limit movements to/from Summit View Drive to right-in/right-out only. An interim improvement would be to restrict movements to $\frac{3}{4}$ (left-in, right-in, right-out).
- Close the median at the Dawn Drive intersection and eliminate movements to/from the highway.
- Install new traffic signals at the Greenfields Court and Stockton Avenue/John Deere Road intersections with Mulberry Street.
- Evaluate the potential to construct a grade-separated pedestrian crossing near the Canal Drive and Centro Way intersections along the Frontage Road system.

- Ultimately reconstruct the I-25 interchange area to convert the interchange from a cloverleaf interchange to a diamond interchange. Interim improvements have been identified in the I-25/SH 14 Interchange Area Study that will improve safety and provide additional capacity.

5.7 Cost Estimates

Conceptual level cost estimates (Year 2000 dollars) have been prepared on a more detailed segment-by-segment basis. Since the improvement recommendations are conceptual in nature, detailed cost estimates were not prepared. The following basis was used to develop conceptual cost estimates, which includes design, construction and construction observation but does not include right-of-way acquisitions or displacements/relocations:

- Interchange Reconstruction - \$7,076,000
- Traffic Signals - \$150,000 each.
- Private Access Reconstruction - \$2,000.
- Median Construction - \$80 per lineal foot.
- Collector Street - \$1,500,000 per mile.
- Connector Street System - \$500,000 per mile.
- Bridge Construction - \$75 per square foot
- Box Culvert Construction - \$500 per lineal foot.
- Left Turn Lane Construction - \$200,000 each.
- Expansion to a Six-Lane Facility - \$1,250,000 per mile.

Table 5-4 presents the estimated total cost (in Year 2000 dollars) for all recommended improvements in each section. The costs per section are broken down into smaller segments for better clarity.

Table 5-4
Conceptual Opinion of Probable Costs By Section

| Corridor Section | Total Cost Estimate ¹ |
|--|----------------------------------|
| Riverside Avenue to Link Lane | \$7,802,000 |
| Link Lane to Timberline Road | \$3,875,000 |
| Timberline Road to Greenfields Court | \$6,479,000 |
| Greenfields Court to I-25 | \$10,009,000 |
| Entire Corridor | \$28,165,000 |
| ¹ Cost estimates do not include cost for right-of-way acquisitions or displacement/relocations. All cost estimates are Year 2000 dollars. | |

Although the cost information provided in Table 5-4 provides a **conceptual level estimate** for the project as a whole, estimates of cost for the improvements listed in Sections 5.3.1 were also developed. By estimating cost for specific improvements, The agencies will have a mechanism for allocating funds to these projects. These cost estimates should be reviewed and updated as appropriate on an annual basis in order to reflect inflation. These improvements have been prioritized by level of importance and the project listed and associated cost is provided in Table 5-5. These improvements are also graphically summarized on Figure 5-16.

Table 5-5
Conceptual Opinion of Probable Costs by Project

| Project Description | Conceptual Cost Estimates |
|---|-------------------------------------|
| <p><i>High Priority</i></p> <ul style="list-style-type: none"> - Widen Mulberry Street to/ six lanes between Riverside Avenue and Link Lane \$792,000 - New bridge over the Poudre River \$5,721,000 - Add second EB and WB left turn lanes at Lemay; access restrictions/frontage road improvements at 12th Street \$817,000 - Median construction at Link Lane \$19,000 - Median construction at Airpark Drive \$9,000 - Frontage road connection, SE corner at Timberline Road \$237,000 - 3/4 movement access at Summit View Drive \$579,000 - Frontage road improvements and signalization at Greenfields Court ¹ \$3,034,000 - Intersection improvements, signalization at John Deere Road/Stockton Avenue intersection \$975,000 | |
| <p><i>Medium Priority</i></p> <ul style="list-style-type: none"> - Frontage road improvements at Link Lane \$323,000 - South side frontage road improvements adjacent to Fort Collins Nursery \$208,000 - Pedestrian crossing at Canal Drive/Centro Way \$475,000 | |
| <p><i>Low Priority</i></p> <ul style="list-style-type: none"> - Widen Mulberry Street to six lanes between Link Lane and I-25 \$3,300,000 - Frontage road improvements/driveway refinement, Riverside Avenue to I-25 \$2,978,000 - South frontage road improvements at 12th Street - North Frontage road improvements at Airpark Drive \$146,000 - 3/4 movement to Airpark Drive/Close access to south frontage road \$219,000 - Frontage road connection to Countryside Drive \$83,000 - Frontage road connection to Industrial Drive \$134,000 - Add EB and WB second left turn lanes at Timberline - Restrict movements to RIRO at Summit View Drive \$174,000 - I-25 interchange improvements \$735,000 | <p>\$131,000</p> <p>\$7,076,000</p> |
| TOTAL | \$28,165,000 |
| <p>¹ Traffic signal completed in Spring of 2000.</p> | |

