

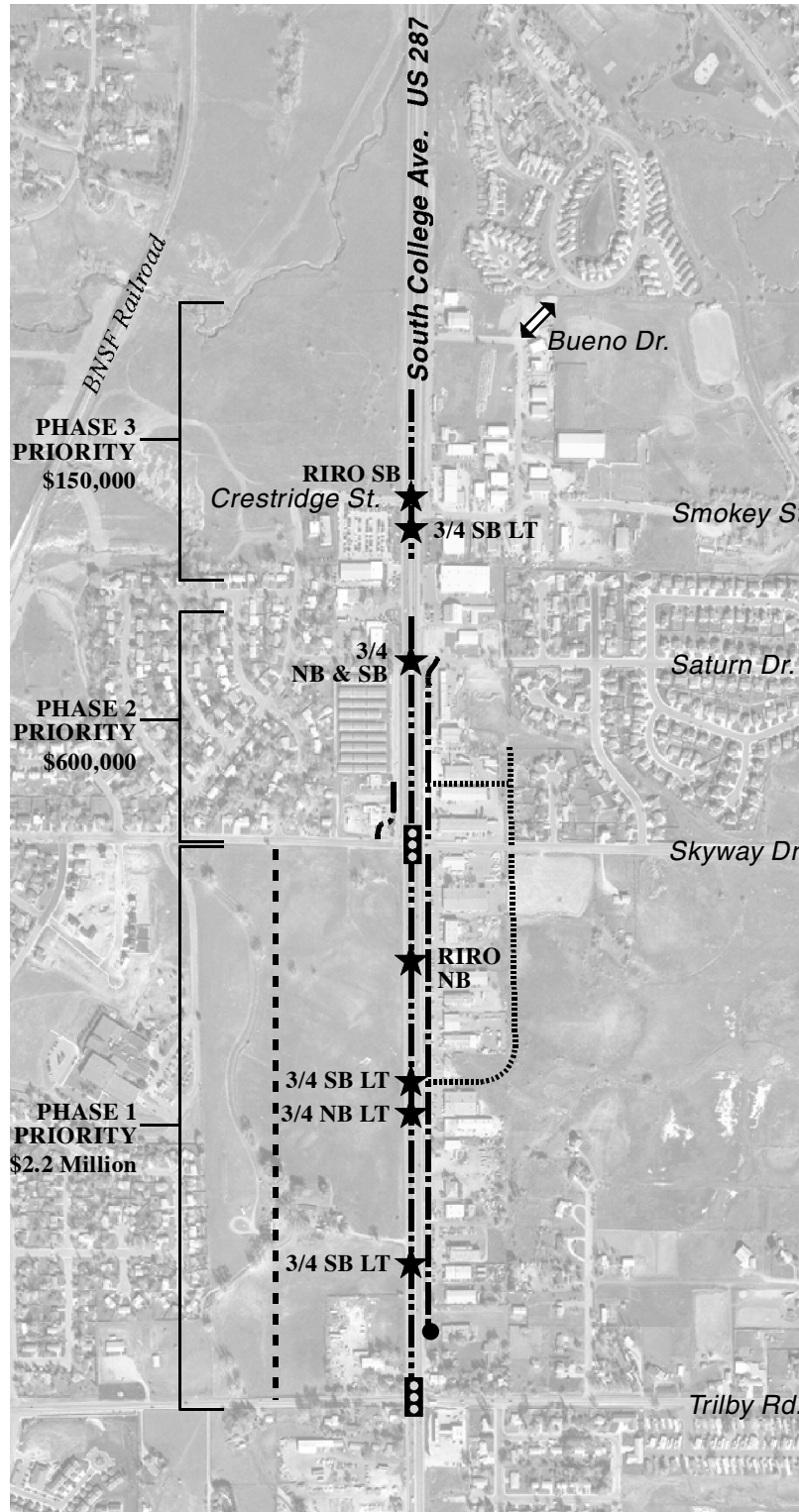
## 6.0 OPINION OF PROBABLE COSTS

Conceptual opinions of probable costs (Year 2001 dollars) have been prepared on a more detailed segment-by-segment basis for both the Short-Term and Long-Range plans. 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 and construction but does not include right-of-way acquisitions or displacements/relocations:

- ▶ Traffic Signals - \$300,000 each.
- ▶ Private Access Reconstruction - \$3,000 each.
- ▶ Median Construction - \$100 per lineal foot.
- ▶ Major Arterial Construction - \$5,000,000 per mile.
- ▶ Arterial Construction - \$4,250,000 per mile.
- ▶ Minor Arterial Construction - \$3,000,000 per mile.
- ▶ Collector Street Construction (Parallel Street System) - \$2,000,000 per mile.
- ▶ Local Street Construction - \$1,000,000 per mile.

The per-mile construction costs for the Major Arterial, Arterial, Minor Arterial, Collector and Local streets were furnished by the City of Fort Collins. Table 6-1 presents the estimated total cost (in Year 2001 dollars) for all recommended improvements, divided into four sections.

Although the cost information provided in Table 6-1 provides a **conceptual level estimate** for the project as a whole, the Short-Term and Long-Range improvements were prioritized into groups of improvements so that the City will have a mechanism for identifying funding needed for these projects. These improvements have been prioritized by level of importance, and the project listing and associated costs are provided in Table 6-2 (Short-Term) and Table 6-3 (Long-Range). For both the Short-Term and Long-Range improvements, a phasing priority structure has been assigned. The estimate for the Long-Range plan assumes that the Short-Term improvements have been constructed. These cost estimates should be reviewed and updated as appropriate on an annual basis in order to reflect inflation. The prioritized improvements and associated cost are graphically summarized on Figures 6-1 (Short-Term) and 6-2 (Long-Range).



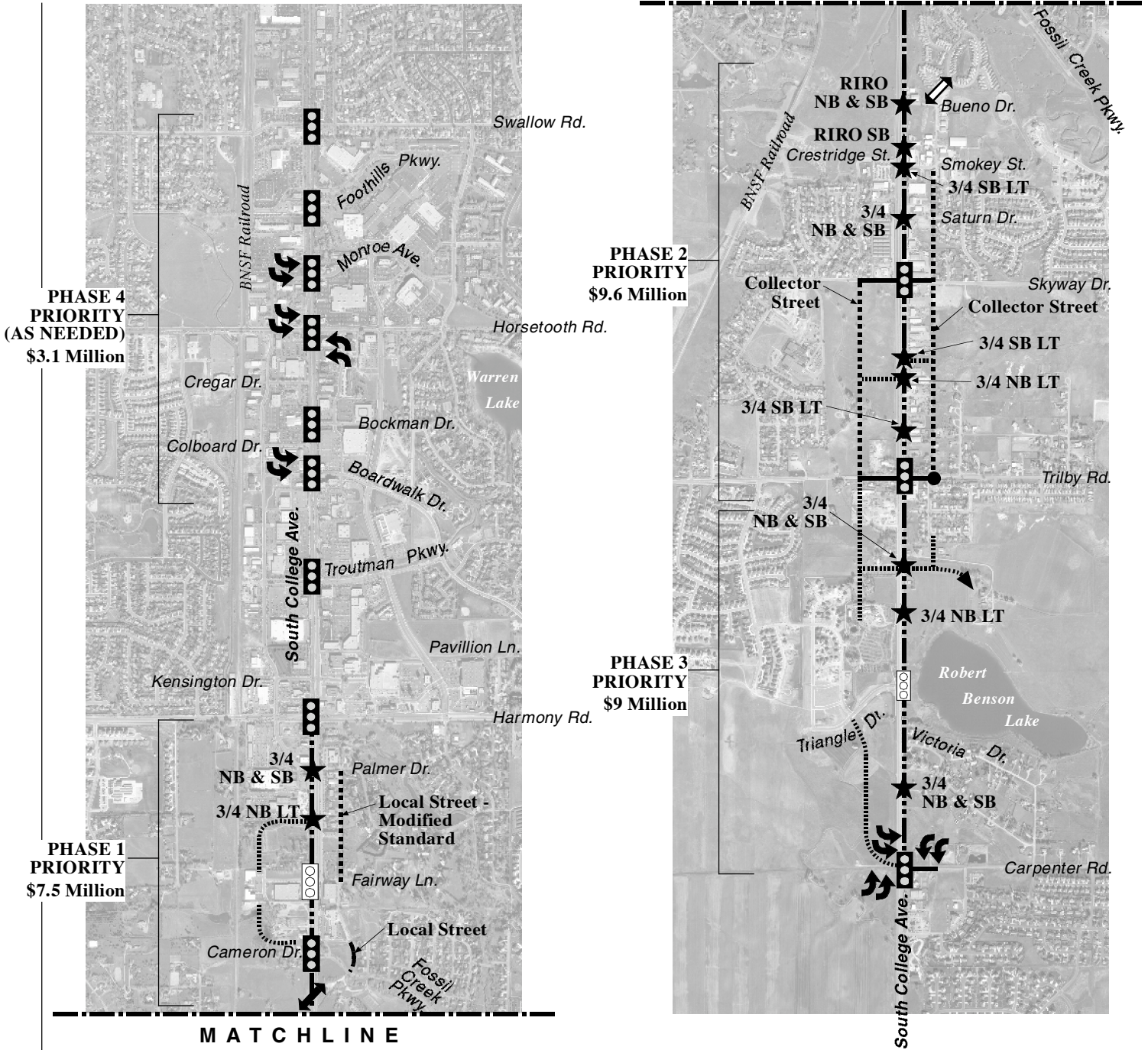
**LEGEND**

- |             |                             |             |   |
|-------------|-----------------------------|-------------|---|
| — · — · — · | = Construct Raised Median   | — · — · — · | = Redefine Frontage Road                    |
| - - - - -   | = Construct Parallel Street | ●           | = Cul-de-Sac                                |
| .....       | = Access Circulator         | ↔           | = Potential Bicycle / Pedestrian Connection |
| ★           | = Access Restrictions       | <b>RIRO</b> | = Right-In / Right-Out                      |
| ⊞           | = Existing Traffic Signal   | <b>LT</b>   | = Inbound Left Turn                         |

Figure 6-1

**Project Priority and  
Conceptual Opinion of Probable Costs  
Short-Term Access Control Plan**





**LEGEND**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>— = Construct Major Arterial Street Section</li> <li>- - - = Construct Parallel Street</li> <li>..... = Access Circulator</li> <li>★ = Access Restrictions</li> <li>⬢ = Existing Traffic Signal</li> <li>⬢ = Proposed / Potential New Traffic Signal</li> <li>↩ = Develop Left Turn Lanes</li> <li>— = New Public Street</li> </ul> | <ul style="list-style-type: none"> <li>— = Reconstruct Existing Street</li> <li>● = Neighborhood Entry Feature</li> <li>↔ = Pedestrian Underpass</li> <li>↔ = Potential Bicycle / Pedestrian Connection</li> <li><b>RIRO</b> = Right-In / Right-Out</li> <li><b>LT</b> = Inbound Left Turn</li> </ul> |
|--|---|

Figure 6-2

**Project Priority and  
Conceptual Opinion of Probable Costs  
Long-Range Access Control Plan**



The Short-Term improvements do not include costs for right-of-way purchases or property displacement or relocations. The Short-Term improvements do include the construction of medians, curb and gutter, private access connections caused by the construction of medians, and driveway re-construction. The Long-Range improvements include all of the items associated with the cost of Major Arterial, Arterial, Minor Arterial, Collector and Local streets as defined in the Larimer County Urban Area Street Standards. Costs for these improvements were furnished by the City.

**Table 6-1 Conceptual Opinion of Probable Costs By Section**

Corridor Section	Total Cost Estimate <sup>1</sup>
<b>Short-Term Plan</b>	
Phase 1 – Trilby Road to Skyway Drive	\$2,200,000
Phase 2 – Skyway Drive to Saturn Drive	\$600,000
Phase 3 – Saturn Drive to Bueno Drive	\$150,000
<b>Entire Corridor</b>	<b>\$2,950,000</b>
Corridor Section	Total Cost Estimate <sup>1</sup>
<b>Long-Range Plan</b>	
Phase 1 – Fossil Creek Parkway to Harmony Road	\$7,500,000
Phase 2 – Trilby Road to Bueno Drive	\$9,600,000
Phase 3 – Carpenter Road to Trilby Road	\$9,000,000
Phase 4 – Boardwalk Drive to Swallow Road	\$3,100,000
<b>Entire Corridor</b>	<b>\$29,200,000</b>
<sup>1</sup> Cost estimates do not include cost for right-of-way acquisitions or displacement/relocations. All cost estimates are Year 2001 dollars.	

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## 7.0 IMPLEMENTATION

The improvements recommended in the Access Control Plan Update represent both Short-Term and Long-Range plans and, as such, will be implemented over time as traffic and safety needs arise and as funding allows. Future funding for implementation will require participation from both public and private sources. The designs shown in these plans are schematic concept alignments. Detailed engineering drawings of exact roadway alignments and other access related improvements will be conducted as project funding is identified and will consider constraints due to natural features, storm drainage, floodplain issues and other topographic features. The recommended improvements could be implemented by several means:

- ▶ Re-development by Property Owner - When a property re-develops to a new land use (commensurate with changes in traffic volumes), or when an existing property owner wishes to modify access or the property frontage, the governing agency can require the property owner to implement the improvements identified in the Access Control Plan Update.
- ▶ City, County or CDOT Capital Improvement Funds - Larger scale projects could be constructed as capital improvement funds become available from the governing agencies.
- ▶ Metropolitan Planning Organization - In addition to funds that may be available from local or state agencies, monies could be available through the North Front Range Transportation & Air Quality Planning Council that would provide construction opportunities for larger scale projects.

In order to ensure that these improvements can be implemented in the future, it is important that the Access Control Plan Update be adopted by each of the governing entities in the corridor and that they be used in all transportation and land use planning which could affect US 287. Therefore, the US 287 Access Control Plan Update should be adopted through an Intergovernmental Agreement between CDOT, Larimer County and the City of Fort Collins.

Since conditions may change over time, a key element of the IGA is a specified process for modifying the plan in the future. This process calls for the creation of an Advisory Committee comprised of one representative from each of the signatories of the IGA. Amendment requests would be reviewed by the Committee and changes could be made only with the affirmative vote of all signatories. The Advisory Committee will review the Access Control Plan Update and IGA at least every three years for needed updates and will adjust project cost estimates annually to reflect inflation. This process should ensure continuing coordination between the agencies and is consistent with the other access plans within the City of Fort Collins Growth Management Area such as for North College Avenue (US 287) and Mulberry Street (State Highway 14).