

Financially-Constrained Transportation Plan

The ranking of projects was performed in Chapter IX. Projects on state highways were separated from city projects due to the funding mechanisms. Since it has been determined that none of the identified projects on state highways are likely to be funded by the state, these projects have been combined with the city projects. Each state highway project has been graded according to the same criteria used to evaluate city projects.

PRIORITIZED PROJECTS

The impact fee program is designed to collect fees that are tied to the cost of the infrastructure required by the development. Therefore, not all projects are eligible to be included in the impact fee program. Existing deficiencies should not be included since the new development did not cause the problems. The following projects have been identified as existing deficiencies and are not included in the prioritized project list.

- Intersection of 9th/Whiteriver/Morrow - street closure of Morrow and safety improvements to intersection.
- Intersection of US 6/SH 13/Whiteriver - safety improvements.
- Intersections of I-70 ramps with SH 13 - traffic control signals.

Note that capacity improvements to US 6/SH 13/Whiteriver fall under the state's jurisdiction and are separate from the excluded safety improvements.

Table XI-1 illustrates the city projects which have been identified as eligible for inclusion in the impact fee program. This is a prioritized list based upon the agreed-upon criteria.

Table XI-1		
Financially-Constrained Transportation Plan		
Project Identification	Project Cost	Cumulative Cost
Construct bridge and road from East Rifle Interchange to US 6	\$25,000,000	\$25,000,000
Roundabout - I/70 Westbound Ramps (increment over cost of signal)	\$600,000	\$25,600,000
Roundabout - I/70 Eastbound Ramps (increment over cost of signal)	\$600,000	\$26,200,000
Roundabout at Taughenbaugh/SH 13/Airport Road	\$850,000	\$27,050,000
Signalize SH 13 Bypass/US 6	\$250,000	\$27,300,000
Signalize SH 13/Whiteriver/24th	\$250,000	\$27,550,000
Redesign intersections of US 6/SH 13/Railroad/Whiteriver	\$2,000,000	\$29,550,000
Construct Fairway Avenue connection south of 24th Street to SH 13 Bypass	\$247,000	\$29,797,000
New Traffic Control Device at Airport/Rifle Retail Ventures/Hospital	\$200,000	\$29,997,000
Construct new road from CR 293 north to CR 233/CR 291 intersection	\$1,765,000	\$31,762,000
Extend 16th Street to Anvil View Road	\$591,000	\$32,353,000
Build a bypass east of Rifle from US 6 to SH 13	\$12,878,000	\$45,231,000
Extend Taughenbaugh Road south to County Road 332	\$103,000	\$45,334,000
Upgrade Airport Road between Taughenbaugh and Garfield County Airport	\$3,713,000	\$49,047,000
Build a new connection to the SH 13 bypass from Prefontaine (11th Street)	\$851,000	\$49,898,000
Upgrade CR 210, 294, and 293 from US 6 to CR 233	\$4,138,000	\$54,036,000
Upgrade the east extension of 3rd Street to US 6	\$249,000	\$54,285,000
Extend Acacia Avenue to Whiteriver Avenue	\$535,000	\$54,820,000
Upgrade shoulders on US 6 east and west	\$1,553,000	\$56,373,000
Extend Birch Avenue south from 7th Street to 3rd Street to US 6	\$1,089,000	\$57,462,000
Signalize SH 13/Railroad (replacement of existing signal)	\$250,000	\$57,712,000
Extend Park Avenue south to a new intersection with SH 13	\$650,000	\$58,362,000
Extend Park Avenue north to 16th Street	\$343,000	\$58,705,000
Realign 2nd Street to intersect Park Avenue south of 3rd Street	\$500,000	\$59,205,000
Note: Projects below the line are not included in the Financially-Constrained Plan		
Source: LSC, 2003		

FUNDING SHORTFALL

The difference between the estimated construction cost and the projected revenues determines whether there is a funding surplus or shortfall. Impact fee programs do not collect all of the necessary system costs. The projected revenues from the street improvement fund are \$14,964,000 through 2025. The total cost of improvements, shown in Table XI-1, is \$59,205,000. This does not include approximately \$600,000 to correct existing deficiencies. The difference between the cost of constructing the projects in the Preferred Plan and projected revenues is a shortfall of \$44,841,000. There are insufficient funds to complete the single highest priority project. If the bridge connection from over the Colorado Rifle from the East Rifle Interchange is excluded, the shortfall is \$19,841,000. The line on Table XI-1 indicates those projects above the line which could be completed with the projected revenues, excluding the connection to the east interchange.