

Chapter 7 - Preferred Projects

The preferred project lists are all the projects that have been proposed by a variety of sources--local and state governments, individuals, and civic organizations--to implement the long-range vision for transportation in the Pikes Peak Region over the next 24 years (until 2025). The preferred projects are often thought of as a “wish list” of projects because the list has not yet met the test of fiscal limitations. While the preferred projects are not subject to any fiscal constraints, the projects listed need, nonetheless, to be feasible and realistic.

The preferred projects contains proposed multi-modal projects that were submitted by three sources:

1. State and local governments,
2. PPACG technical staff submitting projects to address known areas of congestion, and
3. Citizens--both as individuals and those belonging to various citizen groups.

Over 350 projects were submitted through this process. Many of these projects were the result of local planning efforts by member governments and were included in adopted transportation or comprehensive plans. Some projects were submitted to address specific transportation needs and are not necessarily supported by local governments.

Chapter 7 contains three separate lists of projects: projects submitted by member governments and the Colorado Department of Transportation (CDOT) (Figure 7-1), projects submitted by PPACG technical staff as part of the congestion mitigation modeling exercise (Figure 7-2), and projects submitted by citizens (Figure 7-3).

7.1 Projects Submitted by Member Governments and the Colorado Department of Transportation (CDOT)

Figure 7-1 (pages 93-122) presents the complete list of projects that were submitted by the PPACG member governments to be implemented over the next 24 years (2025). These projects include those identified in the *2002-2007 Transportation Improvement Program (TIP)* and scheduled for implementation over the next six years. Development of a preferred list of projects is consistent with the statewide planning process used by CDOT to identify all projects that are desired by local governments. Projects listed in Figure 7-1 are estimated to cost \$5.4 billion in 2001 dollars.

7.2 Projects Submitted by PPACG for Congestion Mitigation Analysis

Figure 7-2 (pages 123-124) is the list of projects identified by PPACG technical staff as congestion management system (CMS) projects, a federal requirement in the development of long-range transportation plans. The CMS system is described in detail in Chapter 5. Projects in Figure 7-2 were developed to address anticipated congestion observed through application of the PPACG traffic forecasting process. Through these efforts, PPACG staff used the travel demand and traffic models (TRANPLAN and TransCAD) to calculate the future congestion levels given the predicted population and

employment forecasts. Each project was tested in the future condition to evaluate the congestion relief that may be achieved if a particular roadway project were implemented by a local government

Projects contained in Figure 7-2 identified as “PPACG CMS” have not been adopted by local governments as projects they wish to pursue at this time. Given this fact, these projects are not included in the fiscally constrained portion of the *Destination 2025 Plan* and are not considered viable until such time as a local government proposes one of these projects for federal funding.

7.3 Projects Submitted by Citizens

Figure 7-3 (page 125) is the list of projects identified by citizens and civic organizations through the public involvement process for the *Destination 2025 Plan*. Projects in Figure 7-3 were presented through the various input processes such as public meetings, website and e-mails to PPACG staff to be included in the prioritization process described in Chapter 6.

As with projects contained in Figure 7-2, those contained in Figure 7-3 identified as “Citizen Requests” have not been adopted by local governments as projects they wish to pursue at this point in time. Given this fact, these projects are not included in the fiscally constrained portion of the *Destination 2025 Plan* and are not considered viable until such time as a local government proposes one of these projects for federal funding.

7.4 Table Descriptions

Each of the three figures below uses the same format to provide information on projects. Each table lists the projects alphabetically and uses the identical column headings. The following information provides details on each of the column headings.

- **Map Reference Number** – The map reference number corresponds to the map number on the set of maps attached to end of the plan document.
- **Project Name** – The project is normally named by its principal roadway. Roads with numeric names (e.g. 8th Street) are listed first, and then all other names are in alphabetical order.
- **Project Cost (in \$1,000)** – The estimated total cost (i.e. right-of-way, design and construction) of the project is expressed in thousands of dollars. For example, a project shown with costs of \$100, is estimated to be \$100,000. All projects costs are in constant year 2001 dollars. Projects with “Included in Project #” indicates the project costs are included with the specified project.
- **Entity** – The governmental entity requesting the project, or PPACG or citizen request.
- **Project Limits** – The beginning and end points of the project or some other description of the area covered by the project.
- **Full Project Description** – A detailed description of the scope and elements of the project.
- **Funding Source** – Project is funded either by the federal or state funding category, or as local ballot or private funding initiative.