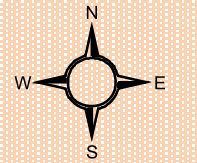


# MESA COUNTY TRANSPORTATION PLAN RURAL ELEMENT (Northwest Grand Valley)

## Road and Street Functional Classifications for Right-of-Way and Access

Figure 4-5



### Conformance

The roads classified "Local Road - Illustrative" as shown in the Legend at right are intended to serve as a guide for implementation of the Transportation Goals and Standards shown elsewhere on this map and in Section 4.5 of the Mesa County Road Access Policy.

Adherence to the exact alignment of the Illustrative Local Roads shown on the map is not required, however, adherence to the Transportation Goals and Policies, including, but not limited to access management and interconnectivity must be clearly demonstrated in any land use proposals submitted to Mesa County.

### LEGEND

- FUNCTIONAL CLASSES**
- Arterial
  - Arterial-Proposed
  - Major Collector
  - Major Collector-Proposed
  - Minor Collector
  - Minor Collector-Proposed
  - Unclassified Roads
  - State Highways
  - Local Road - Illustrative
  - Streams, Canals, Drainages
  - Urban Growth Boundary
  - Unclassified Roads

### Transportation Goals

The sequence of land development does not occur in a predictable order, rendering it difficult to depict on maps the exact alignment of all future roads, particularly those internal to a subdivision or smaller geographic areas. As a result, roads depicted on the maps identify all classifications of roads including some local roads. Absent their depiction on transportation plans, local roads shall also meet the goals and standards set forth in the Mesa County Standard Specifications for Road and Bridge Construction including the Road Access Policy Appendix, the Mesa County Land Development Code and, within the Urban Growth Boundary, the access standards in the City of Grand Junction TEDS manual.

Local road networks and land development patterns shall not detract from the efficiency of adjacent higher order roads. Management of access to higher volume roads, both public and private and driveways is necessary to ensure that efficiency and safety are not compromised. Key factors are minimizing the number of major road intersections while selectively placing them to obtain optimum safety and efficiency.

One strategy for achieving this goal is to require developments to construct stub roads to adjacent properties in locations that provide appropriate circulation for all parcels based on adopted transportation plans and access management plans/policies. This strategy will allow multiple independent developments to have a common interconnected local road system while minimizing the number of points required for access to the major road system.

Subdivisions and other development shall be designed to continue and/or create an integrated system of roads and trails that provide for efficient movement of pedestrians, bicycles, and automobiles to and from adjacent development. Design will allow for through movement of general traffic thus avoiding isolation of residential areas and over-reliance on arterial and collector roads for local short distance travel.

### Transportation Standards

The applicant for any development application under Chapter 3 of the Mesa County Land Development Code involving the creation of additional lots or parcels on a property that abuts or contains an alignment of any road classification and identified on a transportation plan as needed for potential road purposes is subject to a requirement for dedication of sufficient right-of-way to meet no less than one-half (1/2) of the road right-of-way for the road classification shown in the transportation plan at the time of approval of a land use application. In addition, right-of-way dedication may be required for Conditional Use Permits or site plans.

Future roads shown on transportation plan maps serve to illustrate the general alignment of the road. There will be many cases where a straight road is neither reasonable nor feasible. Depending upon specific site conditions, right-of-way dedication may be required that is not centered on the illustrated alignment. Such off-alignment dedications may require more right-of-way than that required in paragraph 1 above.

The minimum right-of-way width is determined by the functional classification of a road as depicted on the Transportation Plan maps in the Policy. Examples of site specific conditions include topographical constraints such as hills, canals, wetlands and drainages. Avoidance of such constraints is considered a safety benefit.

Property Line Adjustment applications are subject to requests for right-of-way dedication when it is determined that such dedication is needed to improve roadway safety or capacity on roads abutting the properties involved.

Pursuant to section 7.17.2 of the Mesa County Land Development Code, right-of-way dedication and improvements, in addition to that necessary for the circulation of the individual development, will be required when a connection to the internal roads of a subdivision is needed to provide access to adjacent parcels and/or for neighborhood circulation. Landlocked parcels or parcels whose frontage will not meet access spacing standards are examples of circumstances that may require stub roads.

