

City of Grand Junction

Major Street Plan

Township 1 South, Range 1 East, Section 5 & 6
September, 1994

Area Description

This phase of the Grand Junction Major Street Plan (GJMSP) scheduled for three year implementation in the City, is generally described as Sections 5 and 6, Township 1 South, Range 1 East of the Ute Meridian; more specifically, the two square mile area located between 28 and 30 Roads north of Patterson Road and south of Interstate 70, known herein as the Plan Area. The development of a Major Street Plan for the urban area was approved as a task in 1994-1995 for the Grand Junction/Mesa County Area Metropolitan Planning Organization by both the Grand Junction City Council and the Mesa County Commissioners. It is intended for this Major Street Plan (MSP) to be included as a part of the overall GJMSP.

The existing developed street network within the Plan Area is shown on Exhibit A, which exhibit is incorporated by this reference as if fully set forth.

There are no existing park facilities within the plan area. A site owned by the City of Grand Junction and shown on Exhibit B and labeled as proposed park will be developed once the area is annexed into the City.

The Plan Area is located approximately one mile south and southeast of the Grand Junction Regional Airport known as Walker Field.

The Indian Wash drainage way, the Price Irrigation Ditch and the Government Highline Canal pass through the Plan Area and are shown on Exhibit C.

Public utilities are shown on Exhibit D.

The current zoning for the Plan Area is shown on Exhibit E.

Introduction

This Plan Area of the GJMSP has been identified as having significant growth potential. The Plan Area is characterized by an urban and urbanizing population requiring urban and suburban transportation capacity. It is the purpose of this phase of the GJMSP to develop a multi-modal transportation system plan that

addresses the present and future needs of the community by promoting coordinated, adjusted and harmonious development of the area. The process includes making adequate provisions for traffic, traffic safety, and traffic circulation, the promotion of safety from fire, flood water and other dangers to the community, the promotion of healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, the promotion of energy conservation and the provision of adequate public utilities and other public requirements which are or may be provided via the streets and highways planned for in the major street planning process. The plan and the planning process, once accomplished, will serve to promote the public health, safety and general welfare and will serve to enhance the effectiveness and efficiency of the citizens and the community.

The development of this plan includes reliance on technical studies and expertise such as the 1992 CRSS Road Needs Study conducted through the Grand Junction/Mesa County Metropolitan Planning Organization (MPO), the 1993 MPO Multi-Modal Plan, and the 1994 State mandated MPO 2015 Plan, presently in draft form. Future buildout calculations of the area are based upon current zoning and land uses in the study area, which are predominately residential in nature. The Plan Area is within the designated urban area of the MPO and is presently in part within the City of Grand Junction, with the balance of the area anticipated to be annexed in the near future.

The plan for the Plan Area identifies both the existing and future major roadways within the study area and assigns street classifications consistent with the current City of Grand Junction standards. Traffic projections at buildout based on technical studies and expertise is assumed to be the year 2015. These traffic projections were provided by the MINUTP computer program developed as part of the MPO's 1992 CRSS Roads Needs study. This computer program is a Transportation Planning Model based on land use, census data for households and employment, street capacities, population growth rates and traffic volumes for the urban area. MINUTP utilizes this data to model future traffic volumes for different street networks. The CRSS Study identified and assumed a connection of 29 Road to Interstate 70.

This plan for the Plan Area describes for planners, developers and citizens of the community a master plan for the physical development of the streets and street network for the area. The plan shows the general location of major streets and the classification of these streets which correlates to rights-of-way requirements. The plan further adopts a range of anticipated traffic volumes, and recognizes and provides for pedestrian circulation, street and walkway construction details, spacing of intersecting roadways and accesses.

Adoption of this MSP will benefit the community by establishing a network of streets to carry and disperse traffic, controlling access on arterials so orderly traffic flow is maintained, optimizing travel times to fulfill drivers' expectations of reaching their destinations in a timely manner, minimizing accidents and providing a safe and healthful distribution of population which is essential to maintaining the quality of life in our community and enhancing the wise and efficient use of land and public resources. The City street standards required by this MSP will protect the public safety by addressing such issues as street capacities, fire protection access, drainage, utility easements, parking and access.

The MSP will protect the public health by providing proper signal spacing and timing, which promotes a healthier environment by minimizing fuel consumption and expulsion of exhaust fumes from idling vehicles. The MSP also provides corridors for other multi-modal transportation systems, including pedestrian and bicycle, that further reduce the reliance on automobiles, thereby enhancing the air quality and public health.

Public welfare will be protected by allowing capital resources to be maximized and prioritized. Necessary public improvements identified within the MSP will be incorporated within the City-wide Capital Improvement Plan as conditions and available funds dictate. The MSP sets forth guidance for development by promoting convenient distributions of population and expenditures on infrastructure which will allow for the maximization of private and public funds. Public welfare will also be enhanced as part of the plan by requiring landscaping and aesthetic enhancements of roads and streets.

The lack of a plan would result in haphazard development without the necessary connections for a complete multi-modal transportation network, thereby jeopardizing the public health, safety and welfare.

Jurisdiction

Section 212 of Article 23 of Title 31 of the Colorado Revised Statutes grants authority to municipalities of this state to make and adopt a plan for the physical development of streets and roads located within the legal boundaries of the municipality and all lands lying within three miles of the municipal boundary. The MSP for the Plan Area is within three miles of the City of Grand Junction and is not within five miles of any other municipality.

Description of Streets

Patterson Road - Classified as a principal arterial, Patterson Road carries a significant portion of the east-west traffic in the urban area of the valley. Patterson Road is a vital link in the transportation system; it is essential to maintaining mobility and safety, even as traffic demands increase. Mobility and safety are maintained by the following:

- Maintaining traffic flow at the posted speed limit, 40 mph on the west segment and 45 mph on the east segment.
- Controlling access to the roadway by limiting uncontrolled access points.
- Limiting signalized intersections to one-half mile spacing and coordinating signals to maintain progression and traffic flow.

These three primary factors will determine how well or poorly Patterson will function and how safely. Accidents occur more frequently on facilities where there are variations in speeds and variations occur when there are numerous accesses for vehicles to enter and leave the traffic stream. Closely spaced and poorly timed traffic signals have a similar effect as traffic must start and stop with greater frequency.

Access controls will be achieved by implementing limited and consolidated access points, maintaining minimum spacing requirements between accesses, imposing turning restrictions, requiring construction of auxiliary turn lanes and medians.

Existing residential accesses will be allowed to continue as long as they serve only a single family residence. A change in the use of the property will require alternative access.

28 1/4 Road - Classified as a minor arterial, 28 1/4 Road serves as a north-south route from the business and commercial sector on North Avenue to the residential neighborhoods to the north. At its intersection with Patterson Road it is signalized. The intersection is located 3/4 of a mile from signalized intersections to the east and west and 1/2 mile from the intersection to the south.

28 1/4 Road is designed for traffic volumes from 8000 to 18,000 vehicles per day. This range numerically relates the level of service and carrying capacity of the street. Its standard design is two through lanes in each direction with a center median or two-way left-turn lane, where marked.

Intersection spacing shall be no less than 1/4 mile intervals and intermediate access points should be no closer than 300 feet

from intersections to allow stacking room for left-turning vehicles and to avoid conflicts.

Parcels which abut both Patterson and 28 1/4 Road are required to access the minor street and unless impractical, as determined by the City Engineer, provide through access to adjoining parcels to preserve the operating integrity of the major arterial.

Mobility is a primary function of 28 1/4 Road and maintaining speeds at the posted speed limit is important.

30 Road - Projected traffic volumes indicate this street will function as a minor arterial. The criteria discussed above for 28 1/4 Road also applies to this street. The street design of two through lanes in each direction with a center median or two-way left-turn lane, intersection spacing no less than 1/4 mile intervals, and intermediate access points no closer than 300 feet from intersections all apply to this street.

Parcels which abut both Patterson Road and 30 Road are required to access the minor street and provide through access to adjoining parcels.

Cortland Avenue, Ridge Drive (F 1/2 Road), Hawthorne Avenue, and 29 1/2 Road - These streets are classified as collectors and serve as the transition routes from mobility to accessibility. This is characterized by lower speeds and more access points than the arterial streets, local street connections are permitted with a minimum intersection spacing of 300 feet. Designed for traffic volumes ranging from 3000 to 8000 vehicles per day, these streets have one lane in each direction and are wide enough to have a center turn lane. Parking is prohibited and residential driveways are prohibited except where earlier planning has allowed them.

Collector streets carry traffic from the local residential streets to the arterial streets. They provide connection between parallel streets. For example, the extension of Ridge Drive provides a link between 28 Road and ultimately to 30 Road, accessing the intermediate north-south streets.

Ridge Drive through the Grandview Subdivision has been designed and approved as a boulevard with landscaped medians and access only at street intersections. This design is required as the street is extended east.

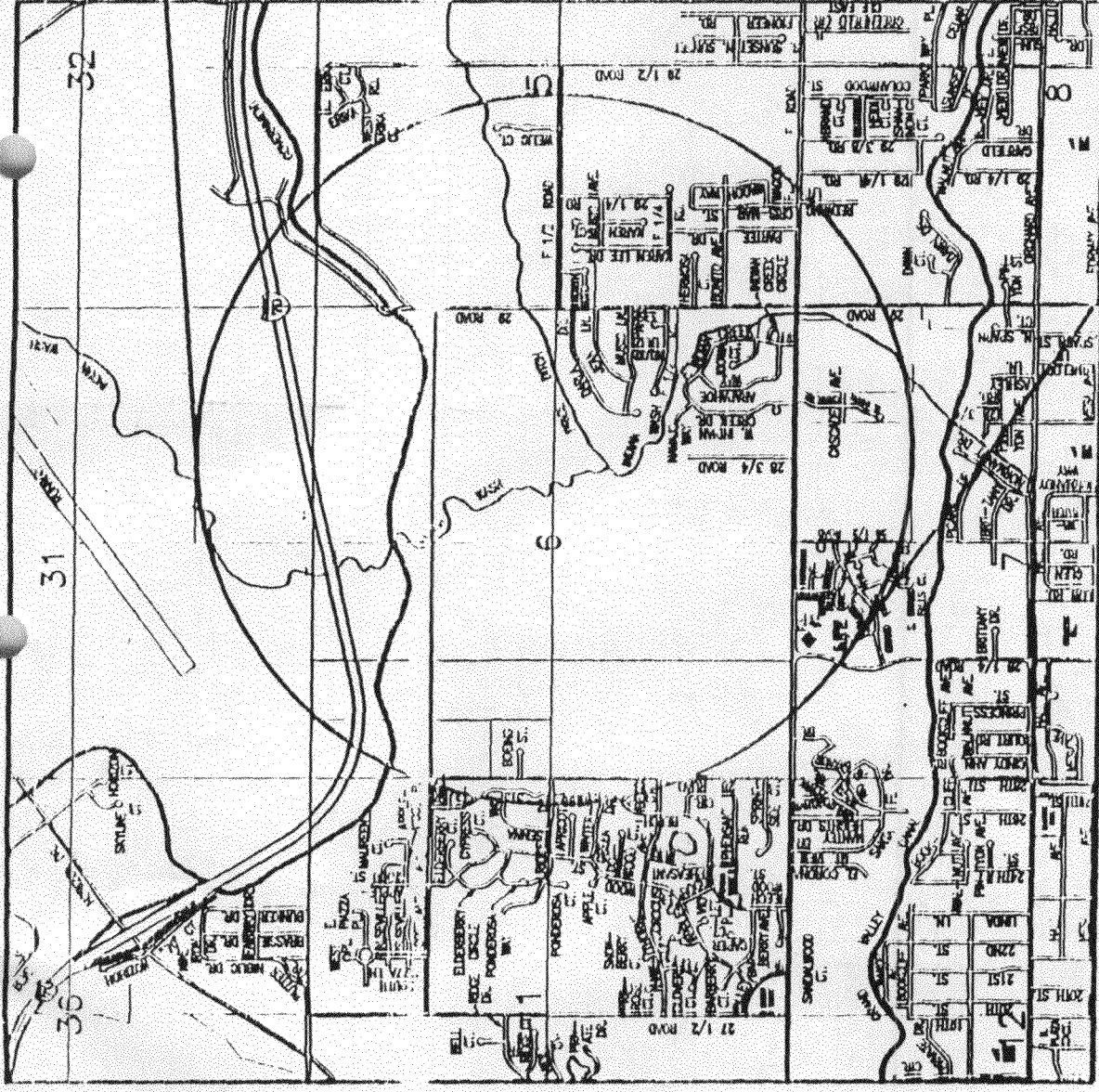
Projected Traffic Volumes

Traffic volumes are projected through the year 2015 for the following sections:

Patterson Road

West of 28 Road	36500 ADT
West of 28 1/4 Road	34000 ADT
East of 28 1/4 Road	33900 ADT
East of 29 Road	34300 ADT
East of 29 1/2 Road	31000 ADT
East of 30 Road	24300 ADT
28 1/4 Road	
South of Patterson	16600 ADT
North of Patterson	14000 ADT
28 Road	3100 ADT
Ridge Drive (F 1/2 Road)	
West of 28 1/4 Road	1800 ADT
East of 28 1/4 Road	4000 ADT
East of 29 Road	7800 ADT
East of 30 Road	8000 ADT
29 Road	
South of Patterson	10000 ADT
North of Patterson	23000 ADT
29 1/2 Road	
South of Patterson	8500 ADT
North of Patterson	3000 ADT
30 Road	
South of Patterson	10200 ADT
North of Patterson	9500 ADT

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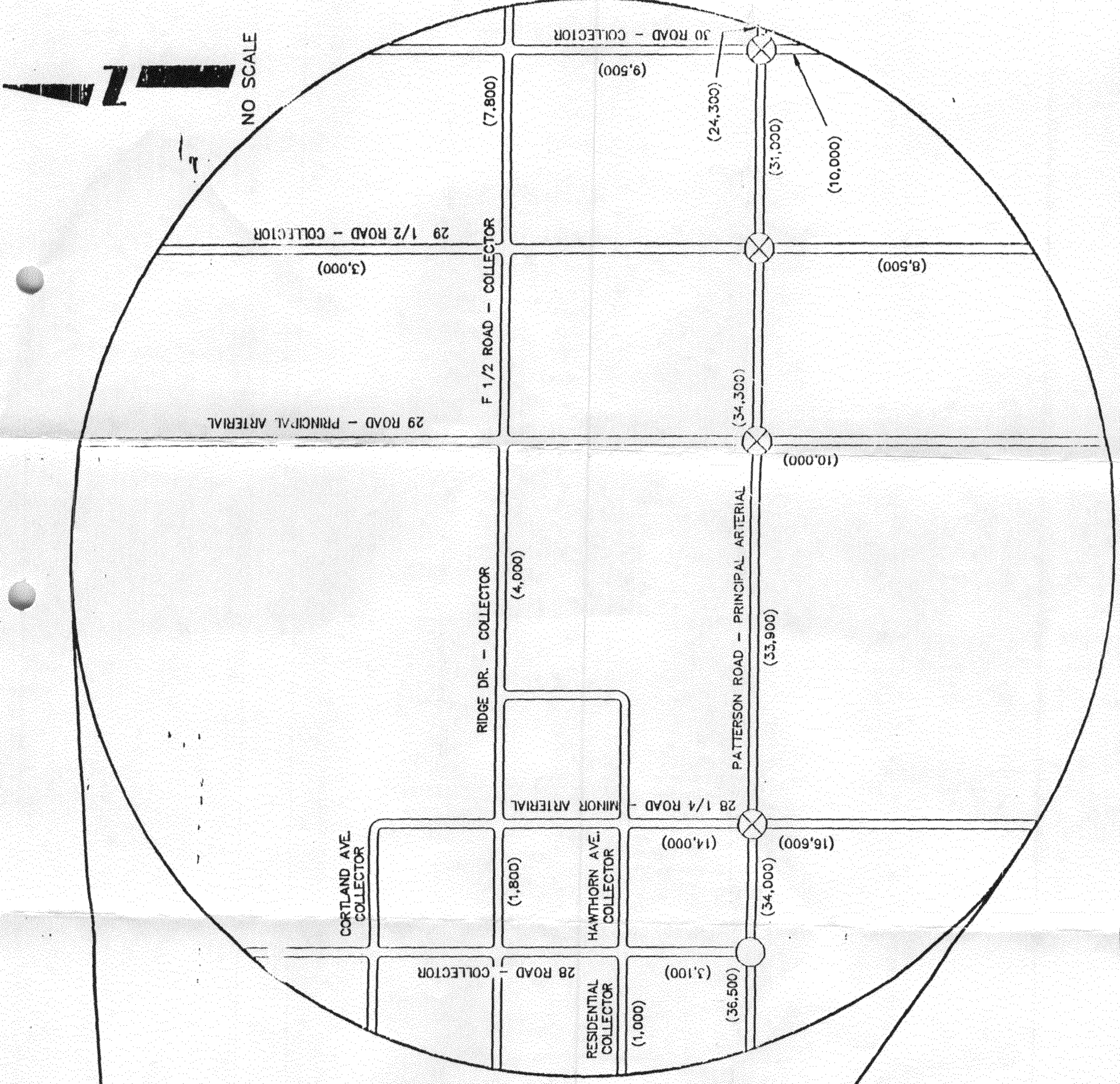


LOCATION MAP

MAJOR STREET PLAN
 TOWNSHIP 1 SOUTH - RANGE 1 EAST
 SECTIONS 5 AND 6 - UTE MERIDIAN

- ⊗ EXISTING SIGNAL LOCATION
- POTENTIAL SIGNAL LOCATION

(33,900) PROJECTED TRAFFIC VOLUMES FOR YEAR 2015



NO SCALE

EXHIBIT "A"



NO SCALE

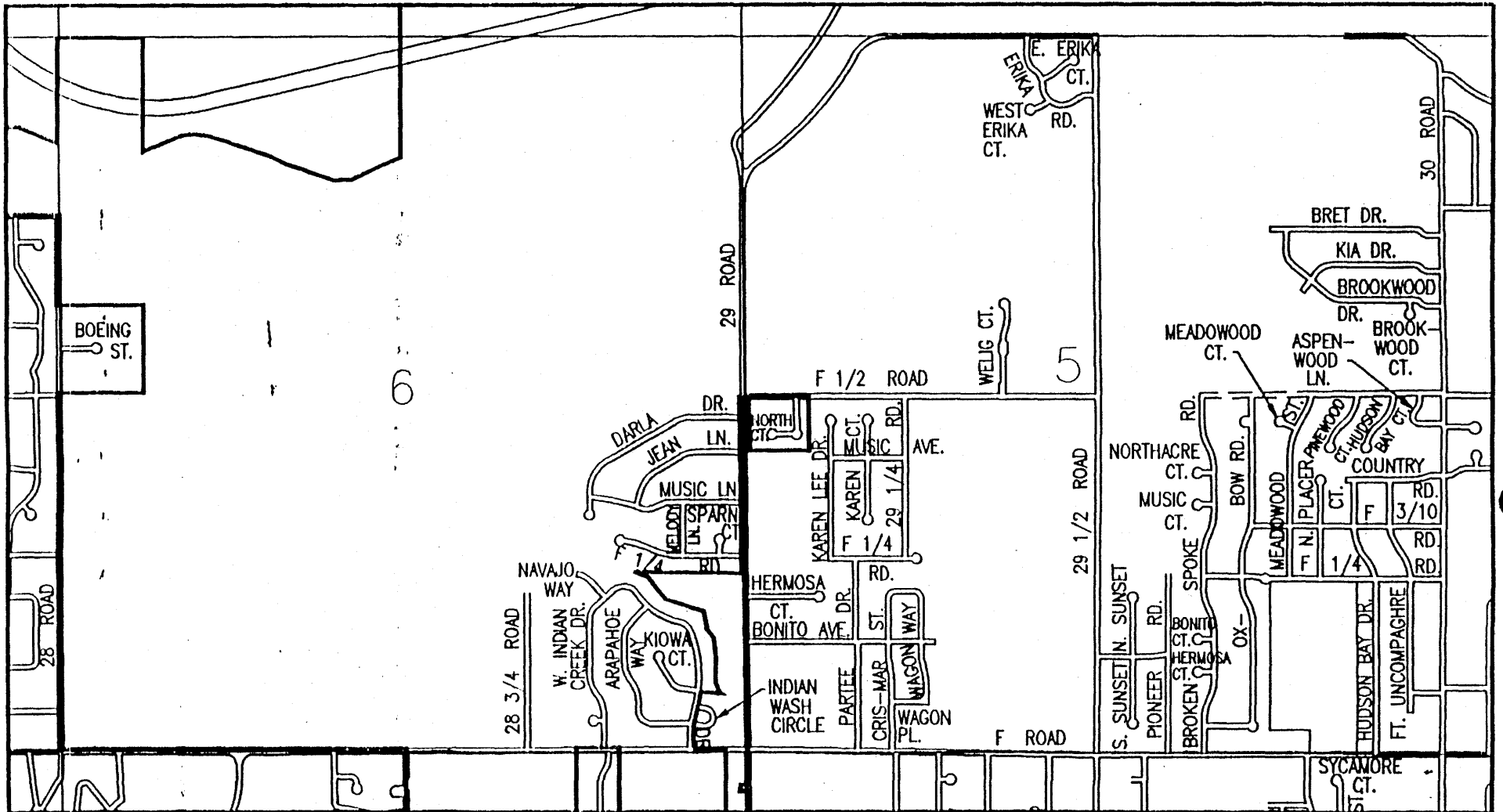
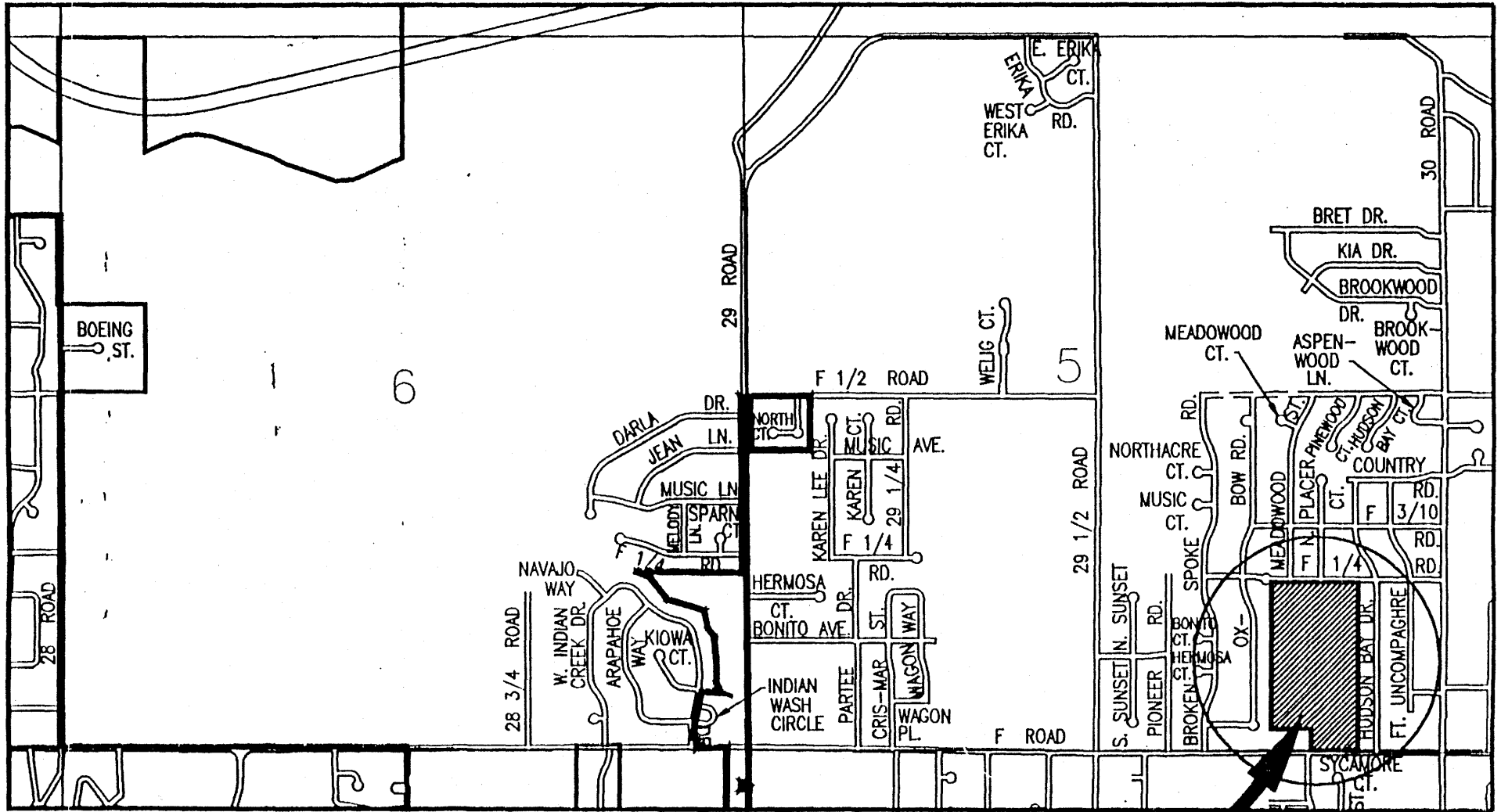


EXHIBIT "B"



NO SCALE



PROPOSED PARK SITE

EXHIBIT "C"



NO SCALE

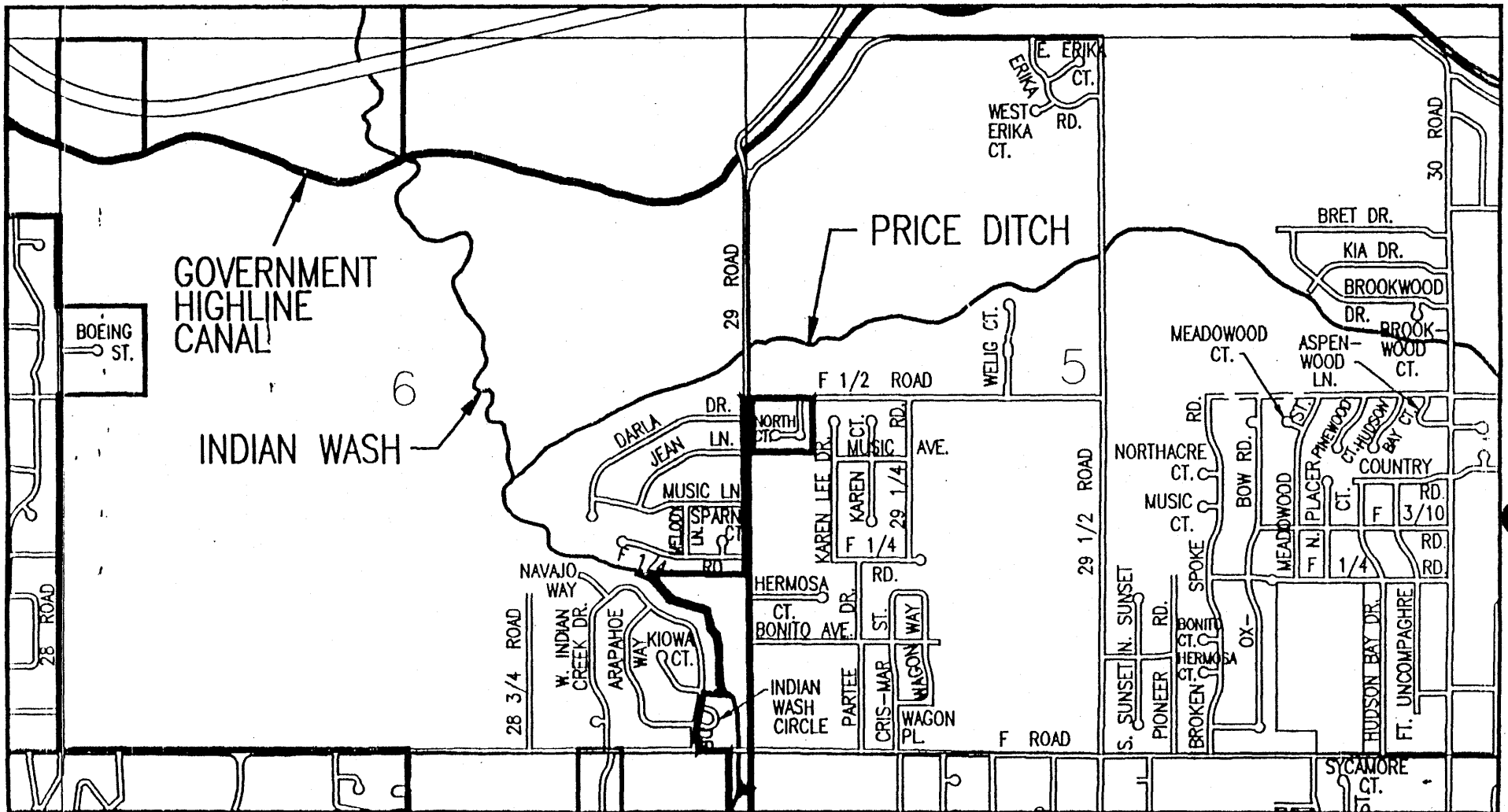
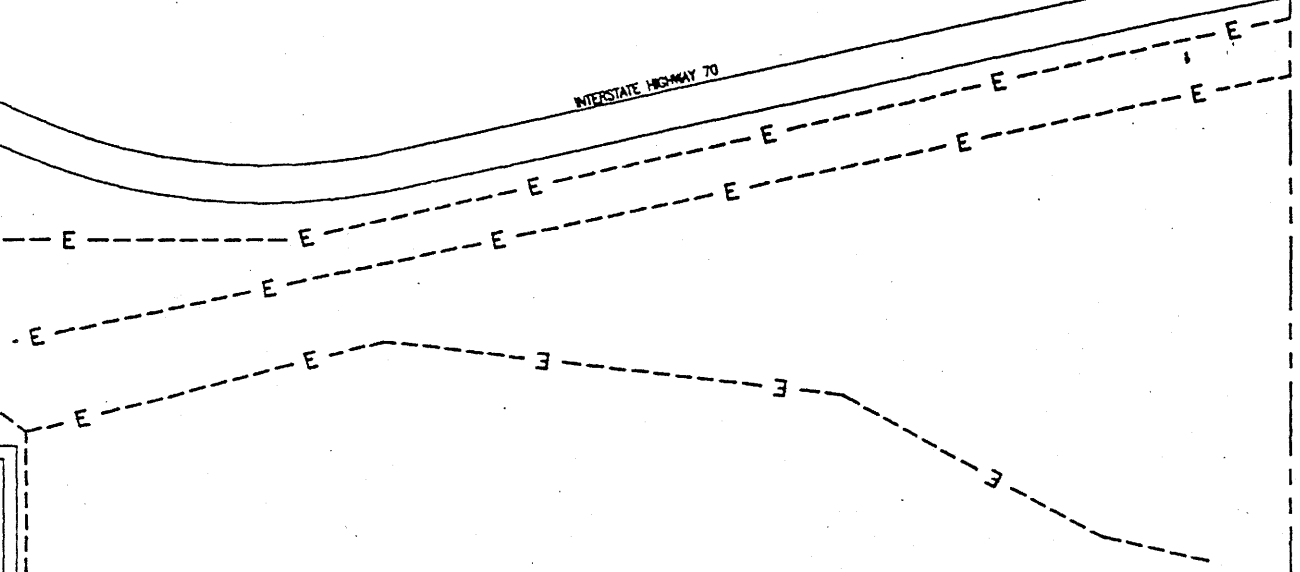
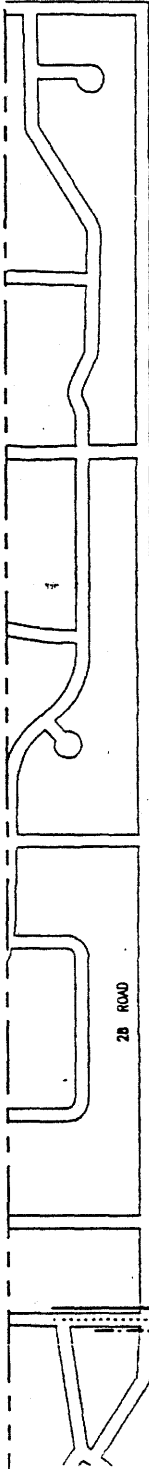


EXHIBIT "D" (1)



LEGEND

- W ——— EXISTING WATER LINE
- G EXISTING GAS LINE
- - - S - - - EXISTING SEWER LINE
- - - P - - - EXISTING POWER LINE/CABLE



6

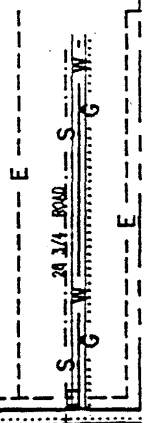
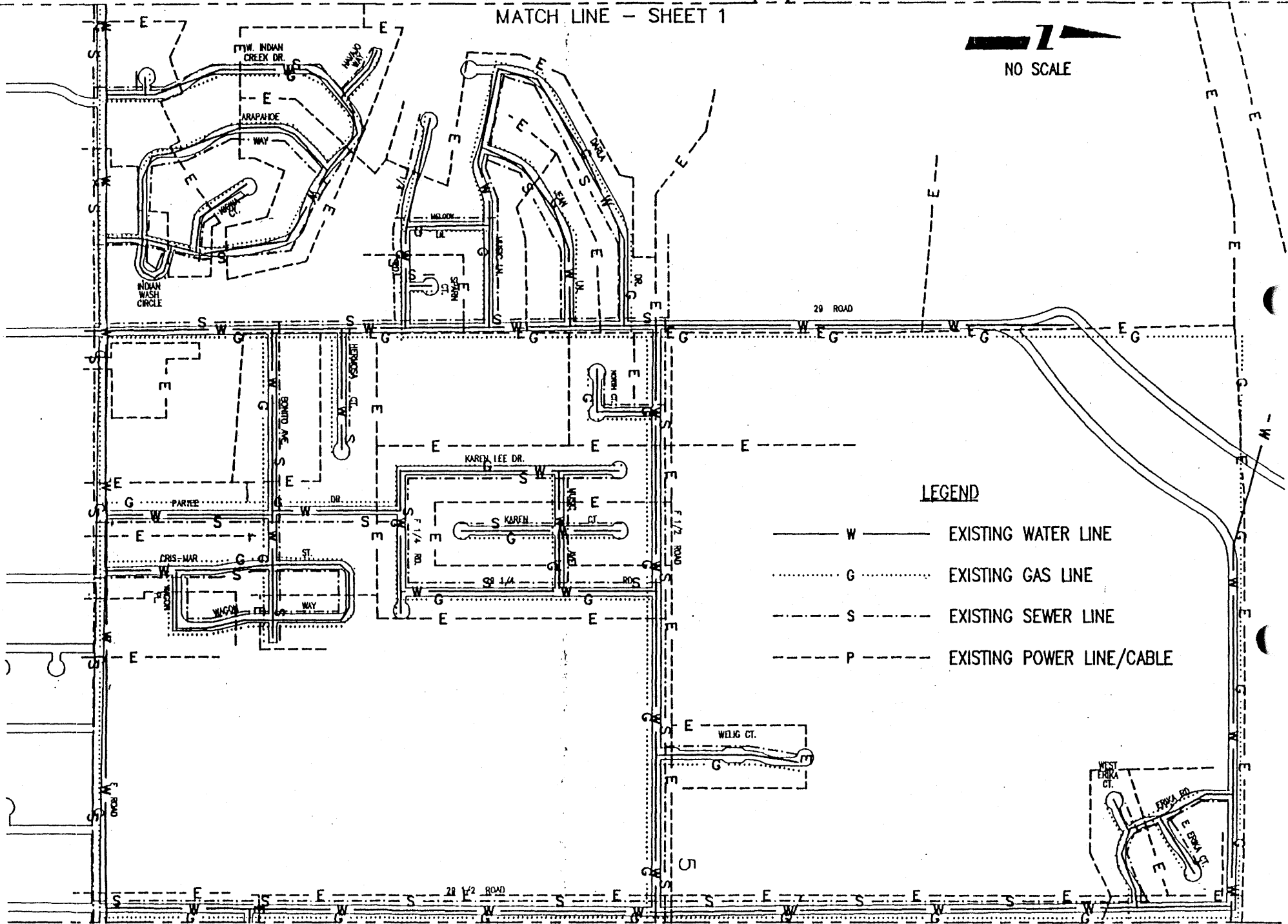


EXHIBIT "D" (2)

MATCH LINE - SHEET 1



NO SCALE



LEGEND

- W — EXISTING WATER LINE
- G EXISTING GAS LINE
- - - S - - - EXISTING SEWER LINE
- - - P - - - EXISTING POWER LINE/CABLE

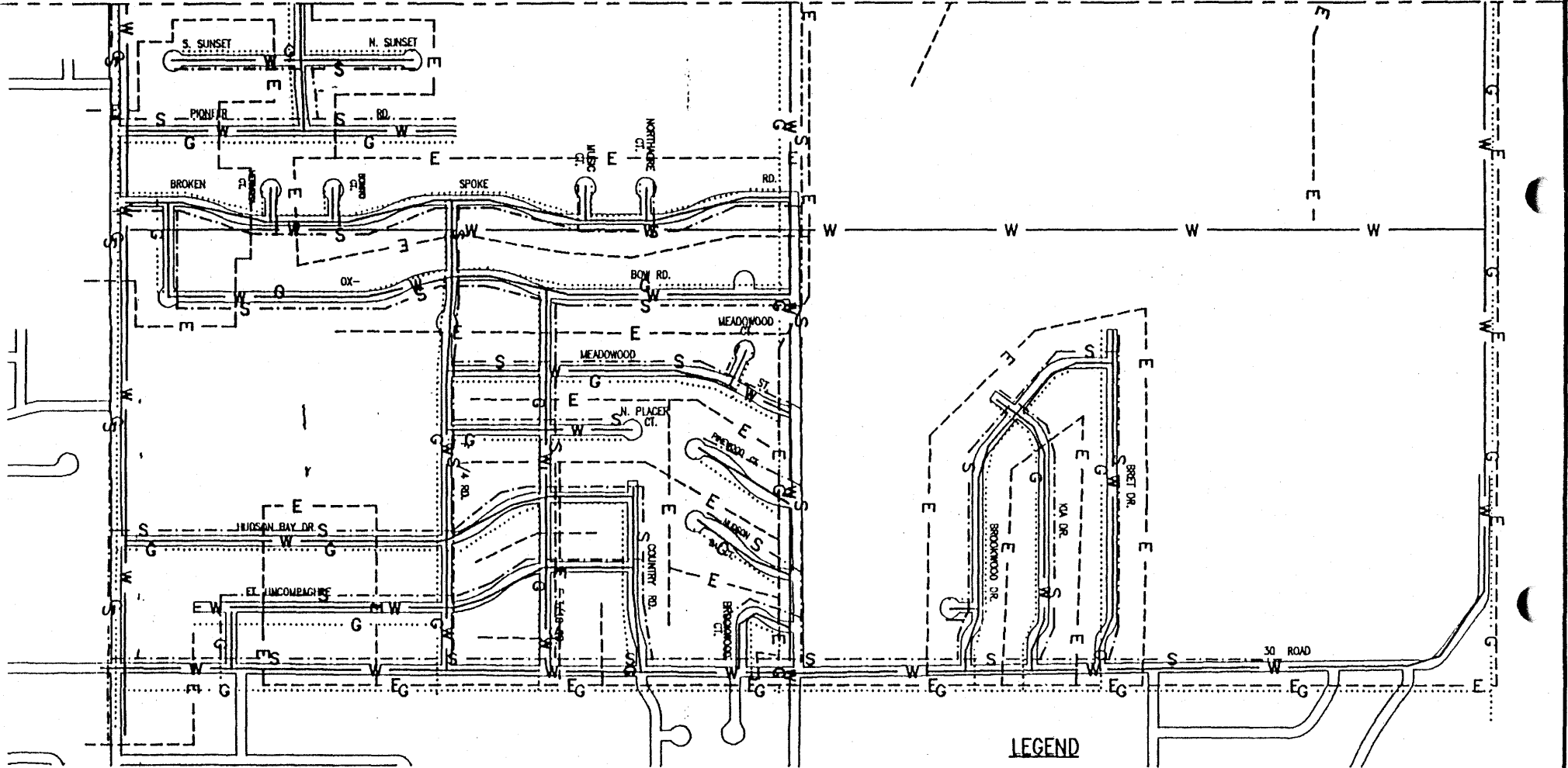
MATCH LINE - SHEET 3

EXHIBIT "D" (3)



NO SCALE

MATCH LINE - SHEET 2



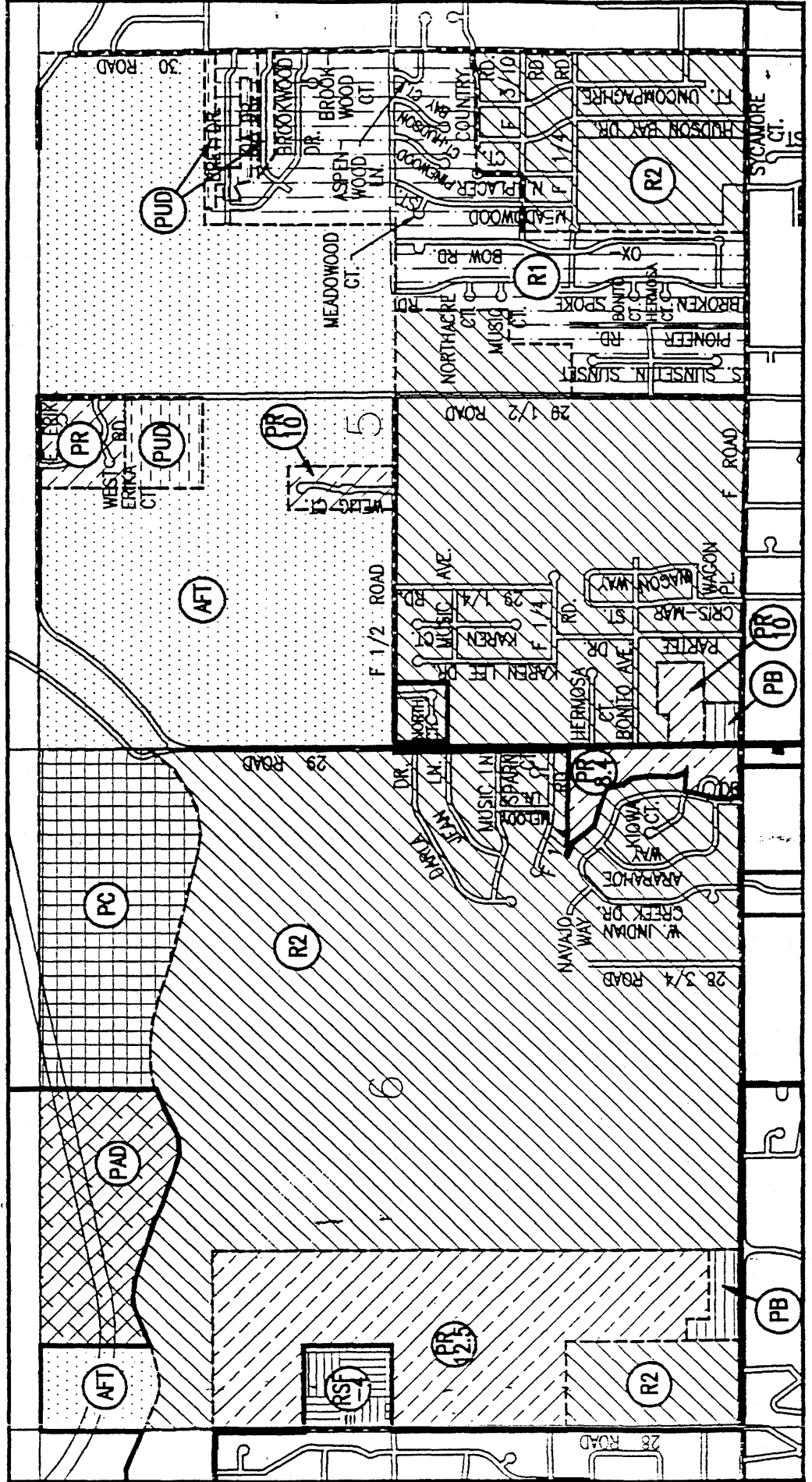
LEGEND

- W — EXISTING WATER LINE
- G EXISTING GAS LINE
- - - S - - - EXISTING SEWER LINE
- - - P - - - EXISTING POWER LINE/CABLE

EXHIBIT "E"



NO SCALE





City of Grand Junction, Colorado
250 North Fifth Street
81501-2668
FAX: (303) 244-1599

DATE: September 15, 1994
TO: Property Owners and Interested Individuals
FROM: Mark J. Relph, Public Works Manager *MR*
City of Grand Junction Public Works & Utilities
Department
RE: Proposed Major Street Plan

The City of Grand Junction Planning Commission will hear public comment on Tuesday, October 4, 1994, at 7:PM in the City/County Auditorium, 520 Rood Avenue, on a proposal for a Major Street Plan from 28 to 30 Roads, north of Patterson Road to Interstate 70. The purpose of the Plan is to set forth, for future development, the conceptual location of a major street network along with other requirements such as rights-of-way width, traffic signal spacing, street capacities and access limitations.

A copy of the plan is available for public inspection at the Public Works and Community Development Departments located at 250 North 5th Street and can be examined during regular office hours from 8:AM to 5:PM. Written comments can be submitted to the City of Grand Junction Public Works Department, 250 North 5th Street until September 27, 1994.

Attached is a copy of the proposed street network for the plan area. If you have additional questions, please feel free to call the Public Works Department at 244-1554.

Thank you.

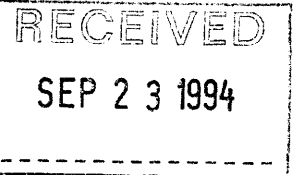
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GRAND JUNCTION ONCOLOGY GROUP

520 PATTERSON ROAD
GRAND JUNCTION, COLORADO 81506
(303) 242-2136 (303) 243-7260
FAX (303) 243-7262

Kenneth M. Matchett Jr., M.D.
Donna L. McFadden, M.D.



R. Kim Gibson, M.D.
JoAnne F. Virgilio, D.O.

September 19, 1994

Grand Junction Public Works Dept.
205 North 5th Street
Grand Junction, Co. 81501

Dear Gentilepersons:

I am in receipt of your Memo dated September 15, 1994 to property owners and interested individuals regarding the major street plan for the area previously known as Matchett Farms.

My mother and I are in complete agreement with developing 29 Road as a principal arterial. We are hopeful that you will make this an access route to I-70 and thereby alleviate some of the high speed through traffic on Patterson Road and particularly traffic at 7th & Patterson Road where St. Mary's Hospital is located and which is a very dangerous intersection. We would not oppose the development of 29 Road in any way and might work with the City in developing this arterial.

However, considering the proposed F $\frac{1}{2}$ Road through our property, we oppose this vigorously. This road would go across property that we now own, splitting our property in two lots which we currently farm and use for Equestrian training. It is my plan to retire from the practice of medicine sometime in the next 15 years but continue farming the area North and East of the proposed F $\frac{1}{2}$ Road and use the area North and South of F $\frac{1}{2}$ Road as part of our Equestrian training facility. We have no plans to sell any more land since my father's death and planned only to sell the land already sold or optioned.

The F $\frac{1}{2}$ Road arterial that you propose would be difficult to put through Spring Valley to 27 $\frac{1}{2}$ Road because there are houses built in the way. It also would run directly over the house of our neighbors, Mr. & Mrs. Ed Chase, who have built just to the South of our home. This really makes no sense to us. It would seem more important to construct an F $\frac{1}{2}$ Road between 28 and 28 $\frac{1}{2}$ Road providing access to the proposed subdivision.



GRAND JUNCTION ONCOLOGY GROUP

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September 19, 1994

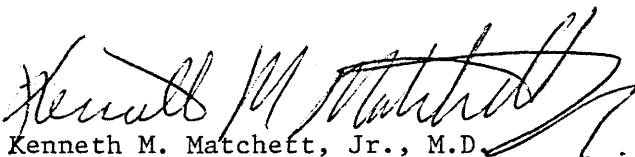
Page Two

Twenty-eight and a half Road would have to be constructed North to 27½ Road as well as another stop light placed at 28½ Road at F Road. This would encourage the high speed traffic to use 29 Road and I-70 and decrease the dangerous speeds you have recorded on Patterson Road.

It is always hard to predict the future but unless some unforeseen event comes along that would drastically change our minds, we would not relinquish any of our currently owned property for F½ Road improvement and the City would have to take this to condemnation. I have spent the last twenty years carefully grooming much of this area for an Equestrian course and plan to turn this into a major Equestrian Training Center in the near future.

I hope you will take these comments seriously. I would tell you as well that upon father's death, we had the farm appraised as required by law and the appraisal returned at \$13,500.00 per acre. Had the City had the foresight to purchase this property nine months ago at \$10,000.00 per acre it would have profited both financially and aesthetically.

Yours Sincerely,



Kenneth M. Matchett, Jr., M.D.

KMM:cb

SEP 23 1994

DATE: September 22, k994
TO: City of Grand Junction Public Works & Utilities Dept.
FROM: Edwin Chase
2885 F 1/2 Road
RE: Proposed Major Street Plan

I am writing this letter to object to the proposed plan of building F 1/2 road from 28 to 29 roads.

Approximately 5 years ago we purchased this property on F 1/2 road, There were no right of ways or easements shown on the Title Insurance. I went to the Mesa County Engineering Dept. and was told that F1/2 Road did not exist between 28 and 29 and that due to Indian Wash it would not be feasible to build a road through and there were no plans to ever build.

As I was building a concrete, earth covered house and wanting to go back into the hillside as far as possible, I built the house as close to the property line as the side set back would allow.

Now if F 1/2 Road were to be extended as proposed in the Major Street Plan a portion fo my house (about 5') would be within the street.

As an alternate to this plan I would like to propose that F 1/2 road not be built between 28 3/4 and 29 roads, but a road be built on the north side of the Govt. Canal from 29 road West to possibly connecting with G road by using a slight curve along the South side of I 70. North - South connectors could be at 28 and 28 1/4, 28 1/2 or 28 3/4 roads from F 1/2 road or Hawthorn Ave. North to connect with this new road.

This new road could also serve as a Frontage road if this area were ever to be developed.

Thank You.

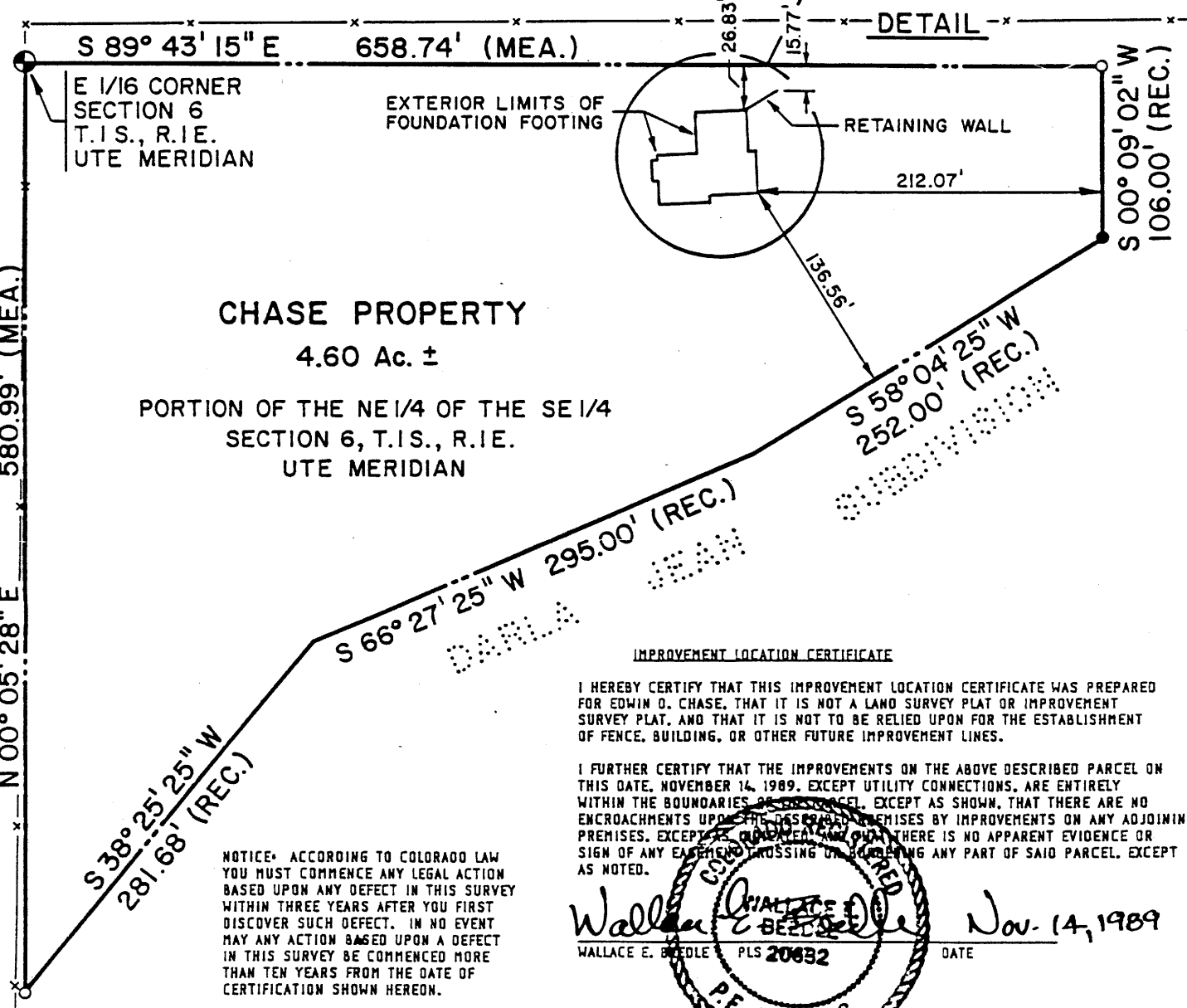
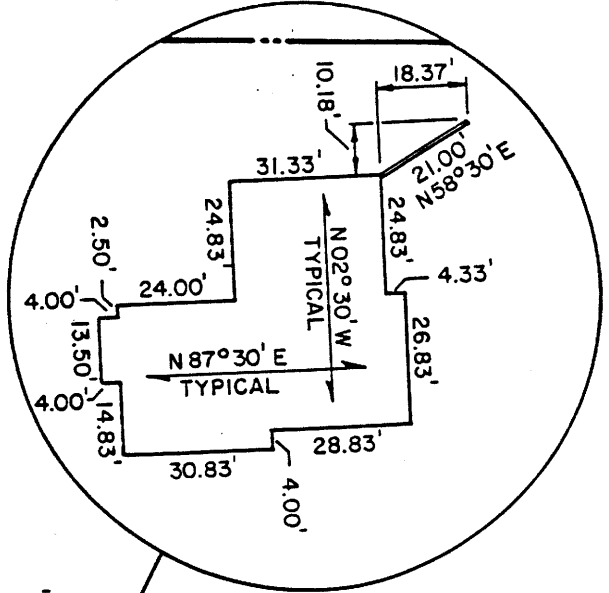
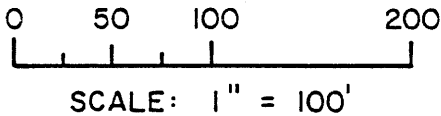
copy: Mark J. Relph

enclosure: copy of improvement location certificate.



LEGEND

- ⊕ BLM BRASS CAP
- FOUND BARE REBAR
- FOUND 5/8" REBAR WITH PLASTIC CAP MARKED L.S. 8873



CHASE PROPERTY

4.60 Ac. ±

PORTION OF THE NE 1/4 OF THE SE 1/4 SECTION 6, T.1.S., R.1.E. UTE MERIDIAN

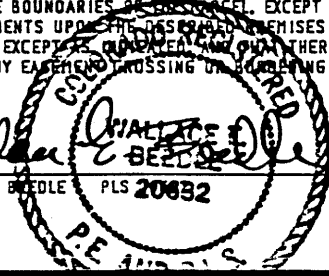
IMPROVEMENT LOCATION CERTIFICATE

I HEREBY CERTIFY THAT THIS IMPROVEMENT LOCATION CERTIFICATE WAS PREPARED FOR EDWIN O. CHASE, THAT IT IS NOT A LAND SURVEY PLAT OR IMPROVEMENT SURVEY PLAT, AND THAT IT IS NOT TO BE RELIED UPON FOR THE ESTABLISHMENT OF FENCE, BUILDING, OR OTHER FUTURE IMPROVEMENT LINES.

I FURTHER CERTIFY THAT THE IMPROVEMENTS ON THE ABOVE DESCRIBED PARCEL ON THIS DATE, NOVEMBER 14, 1989, EXCEPT UTILITY CONNECTIONS, ARE ENTIRELY WITHIN THE BOUNDARIES OF THE PARCEL, EXCEPT AS SHOWN, THAT THERE ARE NO ENCROACHMENTS UPON THE DESCRIBED PREMISES BY IMPROVEMENTS ON ANY ADJOINING PREMISES, EXCEPT AS SHOWN, AND THAT THERE IS NO APPARENT EVIDENCE OR SIGN OF ANY EASEMENT CROSSING OR AFFECTING ANY PART OF SAID PARCEL, EXCEPT AS NOTED.

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON A DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

Wallace E. Beedle
Wallace E. Beedle PLS 20632 DATE Nov. 14, 1989



BANNER ASSOCIATES, INC.
2777 CROSSROADS BOULEVARD
GRAND JUNCTION, CO. 81506

IMPROVEMENT LOCATION CERTIFICATE
2885 F1/2 ROAD
GRAND JUNCTION, COLORADO

SEP 27 1994

September 27, 1994

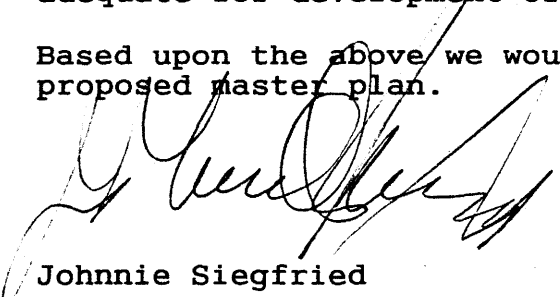
Mark Relph, Public Works Manager
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

RE: Proposed Major Street Plan

The owners of Ptarmigan Investments Inc. object to the proposed major street plan.

The enclosed colored drawing shows the three separate ownerships and forms of ownership involved in the current Matchett Village PUD proposal. This proposal will be before the County Commission on October 4, 1994. If only one access north of Patterson is allowed, or if the proposal is denied, the city master road plan will deny reasonable access to parcel "C." Without approval of the PUD, parcel "B," owned fee-simple by the Matchett family may or may not be developed bought or sold. Consequently access can not be assured at any reasonable time in the future. Access through parcel "A" will be available only when that parcel is developed and would require around 1,500 feet of road and improvements in order to gain access to parcel "C." This circumstance will also preclude access to the Matchett homeplace for other than the existing driveway access which would not be adequate for development of the property.

Based upon the above we would appreciate a reconsideration of the proposed master plan.



Johnnie Siegfried

September 28, 1994

TO: Planning Commission
FROM: Jody Kliska, Development Engineer
RE: Major Street Plan Staff Report

The following is a major street plan for the two square mile area between 28 Road and 30 Road north of Patterson Road and south of I-70. It is intended to become a part of the major street plan which will be developed by the Grand Junction/Mesa County Metropolitan Planning Organization during the next year.

This document is intended as a master plan for the physical development of the streets and street network of the area. Now is an opportune time to have a plan in effect because the area still has many large, undeveloped tracts with a potential for fairly dense development.

Adoption of this plan will benefit the community in the following ways:

Establish a network of streets to carry and disperse traffic.

Control access on arterial streets so orderly traffic flow is maintained.

Optimize travel times to fulfill drivers' expectations of reaching their destinations in a timely manner.

Minimize accidents by distribution of traffic over a network of streets.

Provide proper signal spacing and timing, which promotes a healthier environment by minimizing fuel consumption and expulsion of exhaust fumes from idling vehicles.

Allow necessary public improvements identified in the plan to be prioritized and incorporated in the city-wide Capital Improvements Plan.

Provide connections for a complete multi-modal transportation system.

Public input on the plan was sought by sending the map and a letter to 57 owners of large tracts of land in the plan area. To date, three written responses have been received. The objections appear to be based on the perceived road alignments shown on the plan map.

The plan does show straight lines to represent the road network. However, road alignments which deviate from the straight line will be considered and incorporated at the time of detailed design. The Public Works Department will accept and encourage curvilinear designs which meet or exceed accepted engineering geometric standards. Every effort will be made to work with affected homeowners at the time of design and construction. This plan is intended to serve as a long-range projection of street needs, and the timing will be determined by how quickly the area develops.

City of Grand Junction
250 N. 5th St.
Grand Junction, CO
81501

RECEIVED GRAND JUNCTION
PLANNING DEPARTMENT
OCT 07 1994

October 5, 1994

Att'n: Planning Commission

RE: Major Street Plan
#156-94

We wish to register our strong opposition specifically to the eastward extension of Cortland Ave. (F3/4 Rd) by the so-called Cortland Ave. Collector.

This projection of Cortland Ave. eastward would put the northern edge of this street approximately 28 feet south of our house (676 28 Rd.). It would also probably impinge on my septic tank leach field, eliminate our access road, and destroy some very large shade trees.

In general, I cannot see the need for development in this area as there are still many tracts available within the city limits or environs for expansion.

We have lived in Grand Junction for 29 years and have recently put our total savings into remodeling this property. We believe the City should try to preserve the current life-style for property owners and not consider the postulated developments and developers as premier.

Very truly yours,

John R. Ellis
John R. Ellis

Joan A. Ellis
Joan A. Ellis

Recorded BK 2107 Page 541-555
16 99332
2:16 p.m. 10/27/94

NOTICE

I, John Elmer, Chairman of the Planning Commission of the City of Grand Junction, hereby certify that the attached document titled: City of Grand Junction Major Street Plan - Township 1 South, Range 1 East, Section 5 and 6, September, 1994 has been duly adopted by the Grand Junction Planning Commission and is a part of the City of Grand Junction's Comprehensive Plan, pursuant to the provisions of C.R.S. 31-23-201, et seq.

Date of Adoption: October 11, 1994

John Elmer

John Elmer, Chairman
Grand Junction Planning Commission

Date: 10/27/94



ATTESTED BY:

Stephanie Nye

Stephanie Nye, City Clerk
City of Grand Junction



Grand Junction Community Development Department
Planning • Zoning • Code Enforcement
250 North Fifth Street
Grand Junction, Colorado 81501-2668
(303) 244-1430 FAX (303) 244-1599

MEMORANDUM

TO: Mesa County
Grand Junction Rural Fire District
Ute Water
Central Grand Valley Sanitation District
Central Grand Valley Pest Control District
Grand Junction Drainage District
Grand Valley Water Users

FROM: City of Grand Junction, Community Development Department

DATE: November 14, 1994

RE: Major Street Plan

Attached is a copy of the major street plan for the two square mile area between 28 Road and 30 Road north of Patterson Road and south of I-70. This plan was adopted by the Grand Junction Planning Commission on October 11, 1994. It is intended to become a part of the major street plan for the MPO boundary area which will be developed by the Grand Junction/Mesa County Metropolitan Planning Organization during the next year.

This document is a master plan for the physical development of the streets and street network of the area. The plan does show straight lines to represent the road network. However, road alignments which deviate from the straight line will be considered and incorporated at the time of detailed design.

The plan is submitted to you for your information to assist you in the review of projects and planning for future infrastructure needs in the area. If you have any questions please contact Kathy Portner, Planning Supervisor at 244-1446 or Mark Relph, Public Works Manager at 244-1539.



file in Major Street Plan

GRAND JUNCTION DRAINAGE DIST.

722 23 ROAD P.O. BOX 55246 GRAND JUNCTION, CO 81505
(303) 242-4343

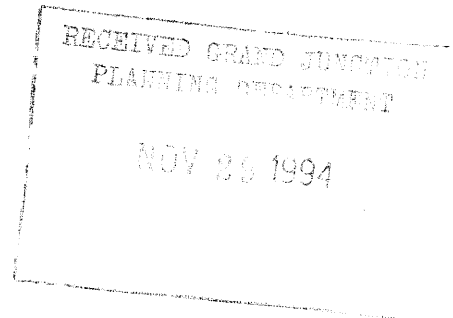
#156-94

November 28, 1994

To: Mr. Mark Relph, P.E. Public Works Manager
✓Kathy Portner, Planning Supervisor

From: John L. Ballagh, Manager *John*

Re: Major Street Plan, 28 to 30 F Road to I-70

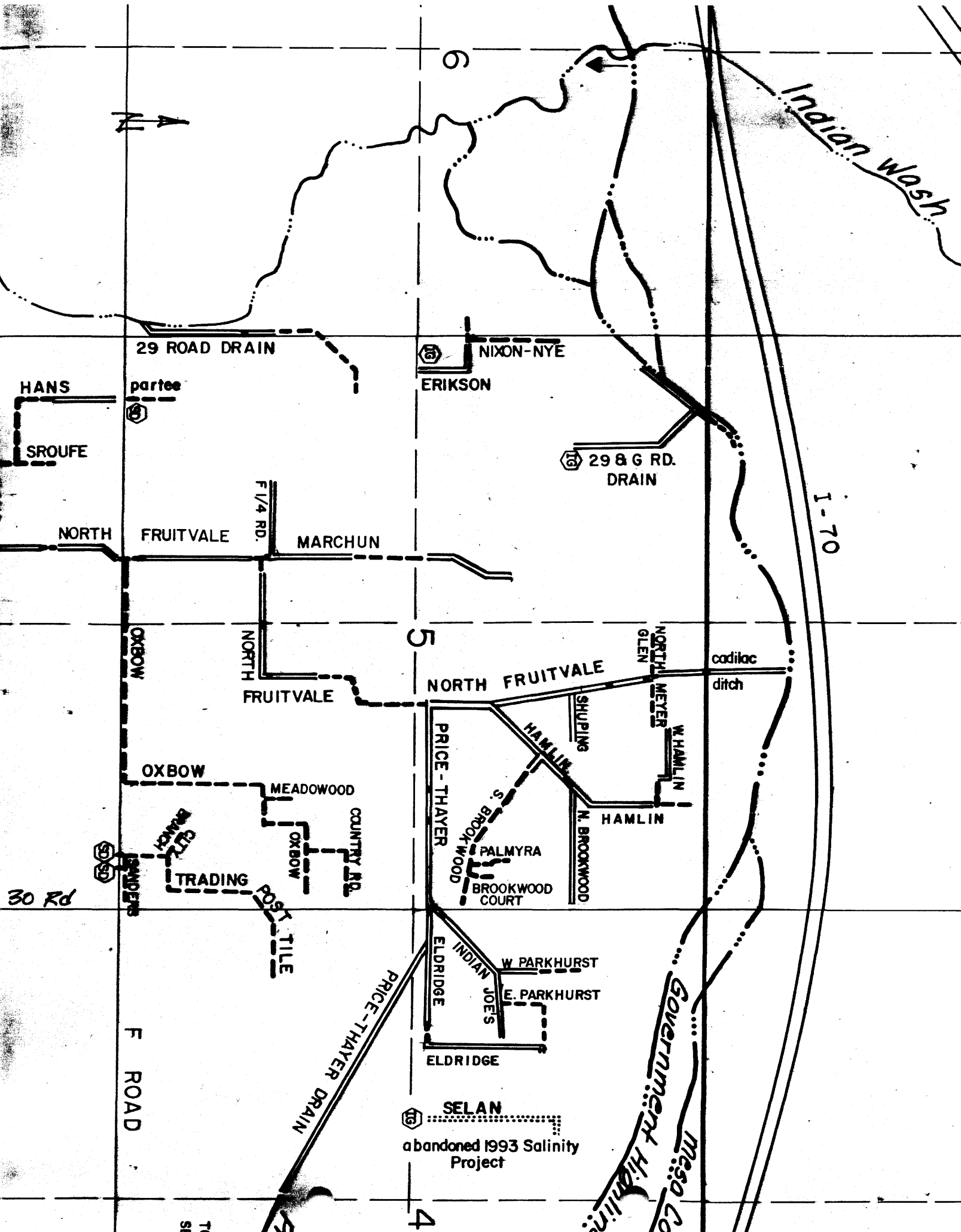


The idea of a Master Street Plan is great. It allows other agencies as well as developers to plan ahead. Major streets can be either alignments to plan for or obstacles to avoid.

The most accurate information available should be used in planning alignments for the major streets. The Drainage District exists in only a part of the study area. Roughly, the lands south of I-70 and east of Indian Wash, a natural drainage way, are in the Grand Junction Drainage District. The supporting data, shown in exhibits "A" through "E" does not show any of the large or small Grand Junction Drainage District open or tiled drains. The enclosed map has the District maintained drains identified. Should this Master Street Plan be updated the additional information should be helpful.

The position of the Board of Directors of the Grand Junction Drainage District is that piped (called "tiled") drains are preferred to be in road right-of-way. Historically the District did not mind where the tile easements were. Rear lot and side lot easements are significantly harder to access for normal maintenance of pipelines (the "tiles") and are avoided where ever possible. Hence, the proposed alignment and designation of F 1/2 Road as a collector between 28 Road and 30 Road results in a portion of the PRICE-THAYER DRAIN being in the proposed right-of-way. The drain does drain a considerable area and can carry significant flows. What is of more importance is the size of the existing open drain. There is a huge "v" ditch west of 30 Road to approximately 29 5/8. In fact there has been some study of the area as a site for regional detention of surface runoff from storm events.

The use of streets and major roads as parts of the drainage system is not mentioned. The designation of certain streets as either minor or major drainways will definitely effect the District. Our plans for upgrading systems could be negated by a late date road design for a particular street to be used to convey surface runoff to one point rather than to another point. Consideration of surface water management can result in a more compatible plan.



Indian Wash

I-70

29 ROAD DRAIN

NIXON-NYE
ERIKSON

29 & G RD.
DRAIN

HANS
SROUFE

NORTH FRUITVALE
MARCHUN

F/1/4 RD.

5

NORTH FRUITVALE
CADILAC
ditch

OXBOW

MEADOWOOD
OXBOW
COUNTRY RD.

NORTH FRUITVALE

NORTH MEYER
W. HAMLIN

OXBOW
CITY BRANCH
TRADING
POST TILE

PRICE-THAYER
HAMLIN
S. BROOKWOOD
PALMYRA
BROOKWOOD COURT
N. BROOKWOOD

30 Rd

F ROAD

ELDRIDGE
INDIAN
W PARKHURST
E. PARKHURST
JOE'S

SELAN
abandoned 1993 Salinity Project

Government Highline

Meso Low

4

TON SEL

