

Functional Classification

FUNCTIONAL CLASSIFICATION DEFINITIONS

Arterial

Arterials provide rapid movement and relatively unimpeded movement and carry high volumes of traffic over long distances. Their primary purpose is to move traffic. Access is a secondary concern. Access to these facilities should be denied except when access cannot be obtained from a lesser category street. Intersections should be limited to as few as possible and should occur primarily at junctions with arterials and major collectors. These facilities have four or six through lanes and a raised median. Turn lanes are provided at intersections for all movements on the arterial. Sidewalks, where provided, should be set back from these streets due to the high speeds. Airport Road, Rifle Silt Road, Colorado River Road, and Hardwick Bridge Road should be classified as arterials.

Collector

Collectors connect developed areas to the arterials and other developed areas. Therefore, they are important routes for moving traffic over long distances. The travel distances on Collector Streets are shorter than on Arterials, and accesses can be more closely spaced. These streets may provide direct access to adjacent facilities if lower category streets are not available. Collectors are two to four lanes wide and do not typically have raised medians. Access should be limited to as few points as possible. Parachute Creek Road, West Mamm Creek Road, Mamm Creek Road, Divide Creek Road, Grass Valley Road, Bilford Road, Four Mile Road, Old Highway 82, CMC Road, and Catherine Stone Road should be classified as Collectors.

Non-Residential Local Street

These facilities are designed to provide direct access to the abutting industrial, commercial, and office facilities. Turn lanes at intersections are not necessary due

Functional Classification

to low traffic volumes. Design speeds should be kept very low. All traffic using these facilities should have an origin or destination within the immediate area. Local streets should be designed to eliminate through traffic.

Residential Local Streets

Residential local streets serve a similar purpose as non-residential local streets. Residential local streets should also be designed to encourage short trip lengths and to discourage through traffic.

PROPOSED FUNCTIONAL CLASSIFICATION

The proposed functional classification of county roads is shown in Figure V-1. The functional classification will be used to identify existing deficiencies based on the proposed cross-section standards, traffic volumes, and level of service.

PROPOSED ROADWAY CROSS-SECTION STANDARDS

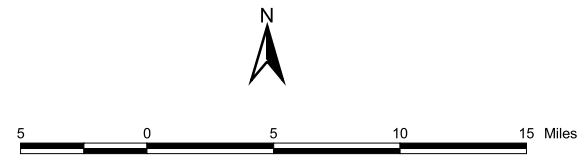
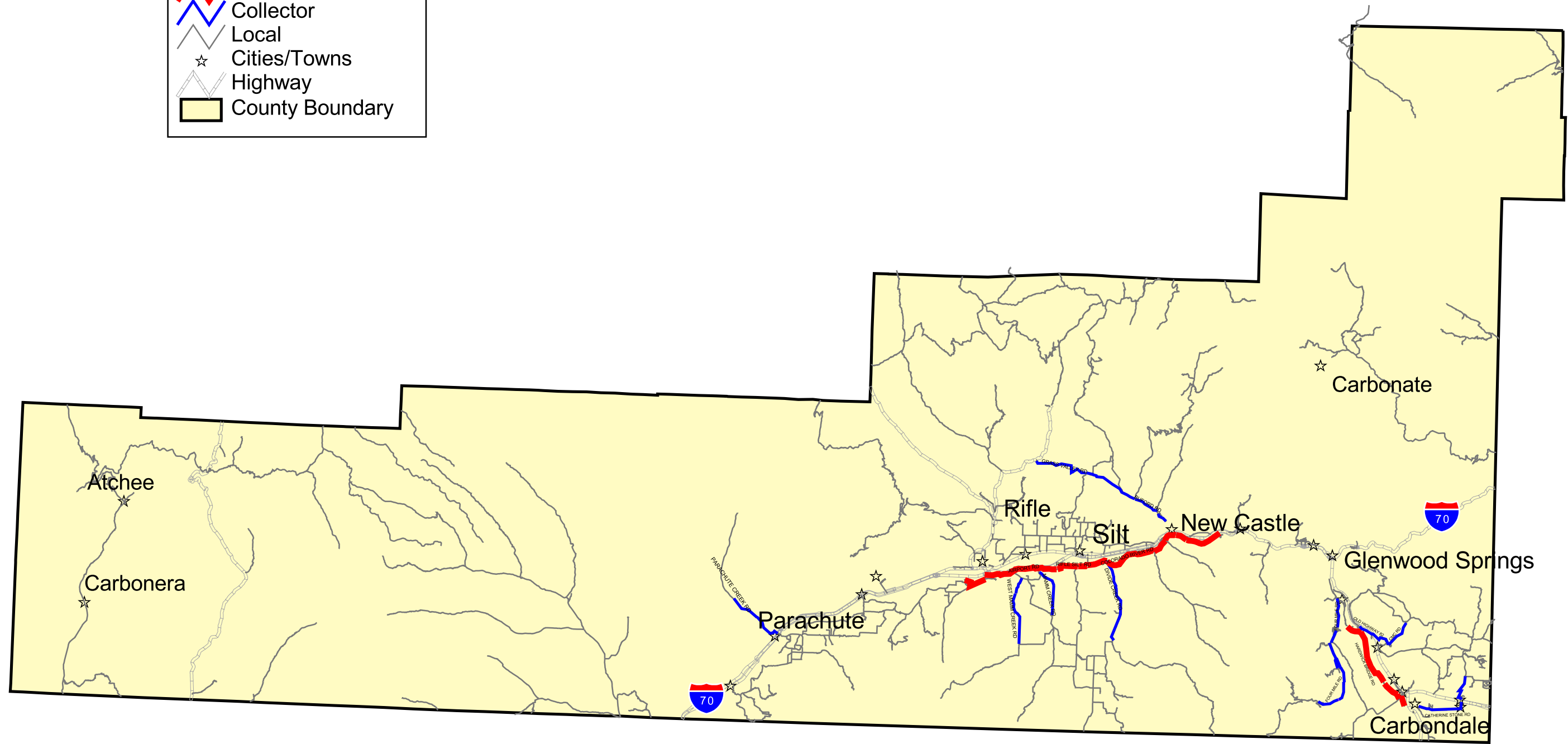
Typical street sections have been developed for each of the street categories discussed above. These sections are shown in Figure V-2.

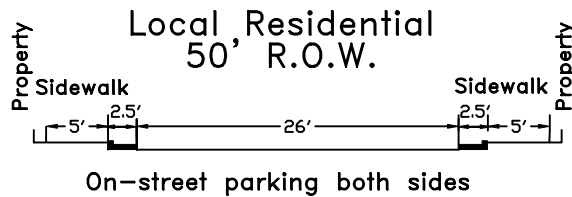
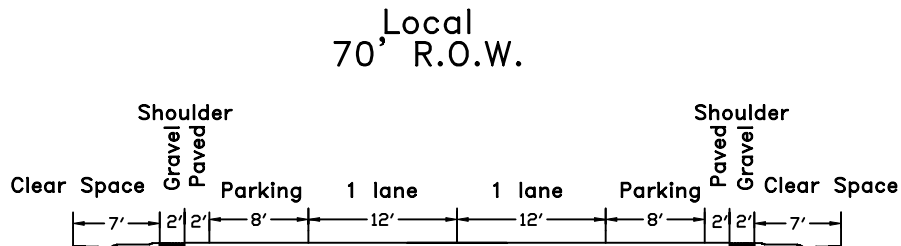
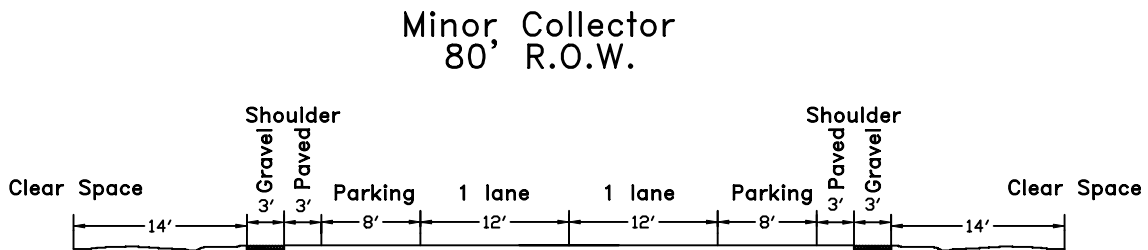
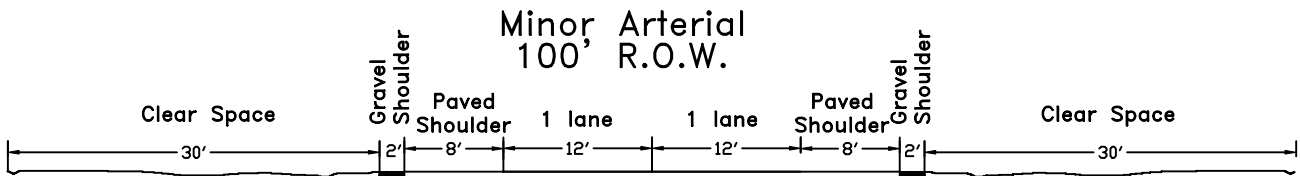
Figure V-1

Proposed Roadway Functional Classification

Road Classification

- Arterial (Red line)
- Collector (Blue line)
- Local (Grey line)
- Cities/Towns (Star symbol)
- Highway (Shield symbol)
- County Boundary (Yellow fill)





Not to Scale

Cross Sections
Garfield County Transportation Master Plan

Figure V-2
LSC # 045010

