



City of Grand Junction
Public Works Department
250 North 5th Street
Grand Junction, CO 81501-2668
Phone: (970) 244-1555
FAX: (970) 256-4022

October 15, 2002

Mr. Chris Haggard, E.I.T.
Wolverton & Associates, Inc.
5300 Oakbrook Parkway, STE 150
Norcross, Georgia, 30093

RE: TEDS Exception from Minimum Curve Radius at 25 ½ Road & Cosby Avenue

Dear Chris;

Please find attached the committee's decision on the above request. You may use this decision to proceed through the development review process.

If you have any question concerning this decision, please feel free to contact the Development Engineer in charge of your project or me at (970) 256-4047.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael G. McDill". The signature is written in a cursive style.

Michael G. McDill, P.E.
City Engineer

C: Rick Dorris, Development Engineer (256-4034)



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DESIGN EXCEPTION #DE24-02

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Rick Dorris, Development Engineer

From: Mike McDill, City Engineer

Date: October 3, 2002

RE: Exception from Minimum Curve Radius at 25 1/2 Road & Cosby Avenue

DESCRIPTION OF THE SITUATION

Applicant is planning to construct Rimrock Mall. Part of this development includes the construction of 25 1/2 Road from the mall to Cosby Avenue. These two streets meet at a forty-five degree angle. The curb, gutter and sidewalk are already constructed along the east side at this location. The radius is about 75-feet at the flowline of this existing curb and gutter. There is an existing building about fifteen feet behind the curb on the inside of this curve. TEDS requires a minimum street centerline radius of 300-feet.

Their current plan proposes to extend the radius across the street to the west flowline and transition the street width to match the fully constructed portion of Cosby Avenue immediately southeast of the match point. This would create a centerline radius of only 95 feet.

The applicant requests exception from Section 5.1.4.2, *Curve Radii*.

Staff Recommendation

I recommend approval of the requested Design Exceptions to Section 5.1.4.2 to allow a reduced centerline radius at the connection of 25 1/2 Road and Cosby Avenue.

Recommended by: Michael G. Smith

Approved as Requested: ✓

Denied: _____

[Signature]

10/14/02
Date

[Signature]

10/14/02
Date

Ralph E. Blanchard

10/14/02
Date

FACSIMILE TRANSMITTAL FORM

ATTENTION: Rick Dorris FAX #: (970) 256-4031

COMPANY: City of Grand Junction

FROM: Chris Haggard

REFERENCE: Rimrock Marketplace - 25 1/2 Road TEDS Exception

DATE: 10/1/02 W&A PROJECT NO.: 95137

TOTAL NUMBER OF PAGES (INCLUDING THIS PAGE) 6

MESSAGE:

I have attached the TEDS exception you requested with displays. If this is not adequate or incomplete, please let me know.

Thank You.

Nick,
A recommend approval of this
If we improve Crosby with a 300'
project, then we should consider the 300'
radius. ~~But~~ I think the 300' radius would
pose impacts that this developer should not have
to incur (namely ROW from cabinet shop) considering
other improvements they are doing.
Truck

PLEASE CONTACT SENDER IF YOU DO NOT RECEIVE ALL PAGES.

October 1, 2002

Mr. Rick Dorris, P.E.
City of Grand Junction Development Engineer
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

RE: Traffic Engineering Design Standards (TEDS) Exception
Section 5.1.4.2, Curve Radius
25 ½ Road Extension to Crosby Avenue

Dear Mr. Dorris:

Please accept this letter on behalf of the developer (THF Realty) of the proposed project at Rimrock Marketplace. This letter outlines the developer's request for TEDS exception of the minimum curve radius as defined in section 5.1.4.2 of the TEDS manual.

Existing Conditions:

The existing section of 25 ½ road is built for approximately 500' to the north, but does not connect to anything. There is also existing curb and gutter on the east side of the road and the existing connection to Crosby Avenue does not meet section 5.1.4.2 of the TEDS manual.

Proposed Exception:

Due to the design constraints of providing a 300' radius curve for the transition from 25 ½ Road to Crosby Avenue, Wolverton and Associates proposes a radius of 95' for this intersection. The design constraints which cause this need for a design exception include: Excessive right of way impacts, Impacts to a building located on the property from which right of way would need to be attained, Additional construction costs due to the reconstruction of existing curb, gutter and sidewalk, and the relocation of utilities (sanitary sewer, telephone). See figure 1 for proposed design.

Exception Considerations

According to the Design Exception Process, there are 6 items that must be addressed in the staff review of the exception request. Each item is addressed below.

1. If granted, will the exception compromise safety?
No, safety will not be compromised if the exception is granted. The proposed improvements will increase safety by adding curb and gutter and a wider roadway. The proposed radius is also flatter than the existing radius.
2. Have other alternatives been considered that would meet current standards?
There were two alternates considered for this intersection.
 - A. *The first alternate would be to place a 300' radius curve in at the centerline of the road. This would require right of way from the property owner to the east and could require the purchase of a building located close to the existing right of way as well as utility relocation and reconstruction of existing curb, gutter and sidewalk.*
 - B. *The second alternative would be to make the intersection a "T" intersection where both movements would have a stop sign and turn at a 90 degree angle. This would require considerable right of way from the property owner to the west and would require much more pavement reconstruction. See figures 2 and 3 for alternates considered.*
3. Has the proposed design been used in other areas – locally, state, or national?
Yes, there are many locations which use a tighter curve than the required standard. Many of these curves have signs which indicate a slower speed through the curve.
4. Will the exception require CDOT or FHWA coordination?
No, the exception will not require the involvement of CDOT or FHWA.

5300 Oakbrook Parkway ♦ Suite 150 ♦ Norcross, Georgia 30093 ♦ 770-447-8999 ♦ 770-447-9070 Fax
www.wolverton-assoc.com

Page 2
Mr. Dorris
October 1, 2002

5. Is this a one-time exception based upon unique circumstances – location, topography, traffic flow, etc?

Yes, this is a one-time exception based upon the constraints surrounding the subject property.

6. If not a one-time exception, is a manual revision needed?

No, a manual revision is not suggested in conjunction with this exception request.

Wolverton and Associates has chosen to provide a design which minimizes right of way impacts and allows for a free flow movement through the intersection. There will be warning signs and required striping added to facilitate the safe movement of traffic through the intersection. The need for new pavement, curb and gutter, and sidewalk has also been minimized. The only change in this design from the existing design is the additional pavement and the extension of 25 ½ Road towards the development. The extra pavement will be striped out so that only two lanes of traffic will remain upon completion of the project.

Sincerely,



Chris Haggard, E.I.T.
Project Engineer

Enclosures

Cc: Kenton Griffin, Wolverton and Associates



50+00

EXIST R/W

9.7' W BOUNDARY

25' 1/4 ROAD

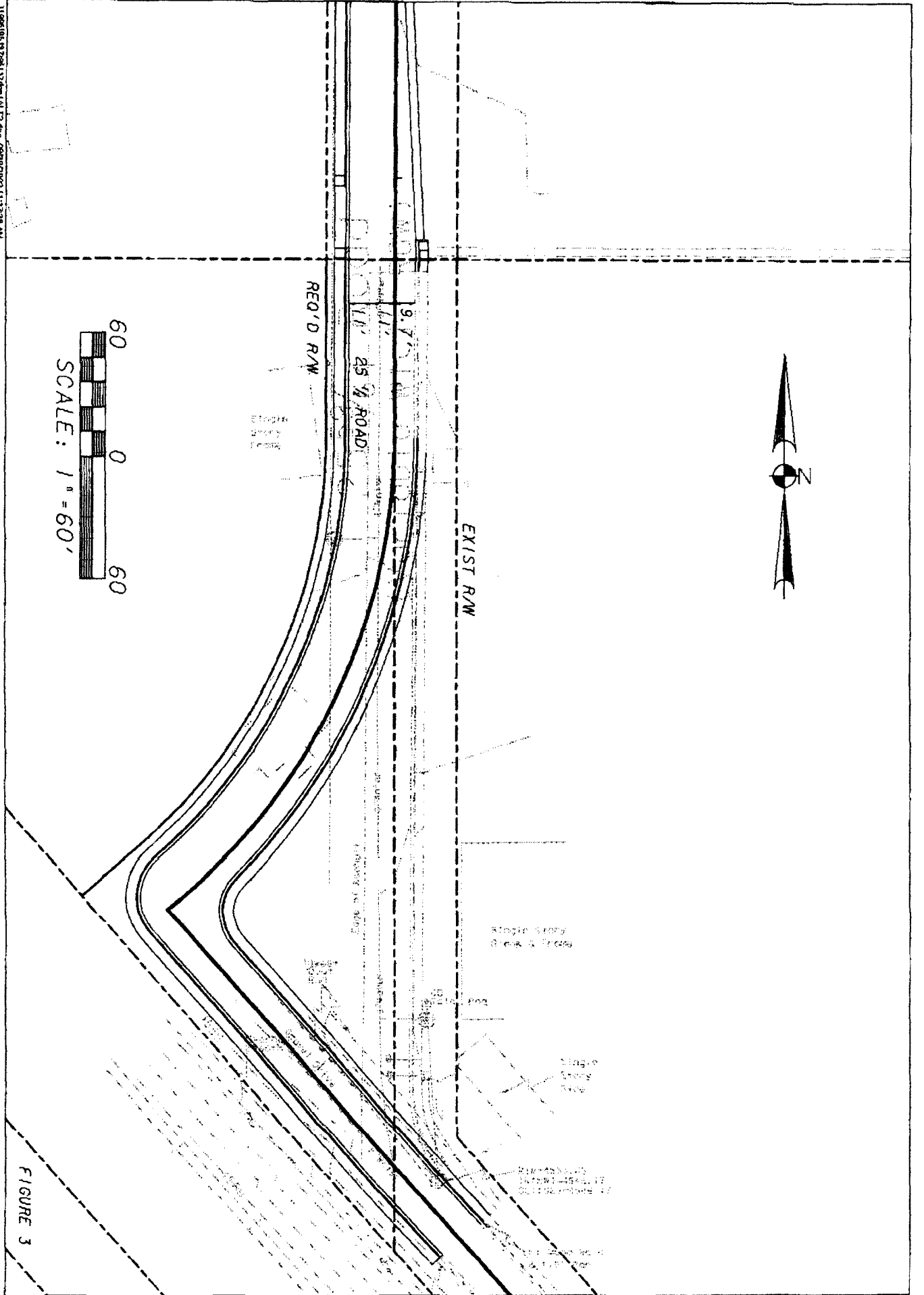
REQ'D R/W

Curve Data
K - KCB7
Δ - 40° 37' 46" (LT)
D - 60' 18' 41"
T - 35.20'
L - 67.40'
R - 95.00'
PI STA - 50+84.76
PI X - 86812.4460
PI Y - 37714.5070



SCALE: 1" = 60'

FIGURE 1



From: Rick Beaty
To: Bob Blanchard; Mark Relph
Date: 10/8/02 9:10AM
Subject: Re: TEDS Exception - 25 ½ Road and Crosby Avenue

The exception meets the requirements for review and I am in support of approval.

Rickb

>>> Bob Blanchard 10/04/02 06:48PM >>>

I support Mike's recommendation of approval for this exception.

CC: Mike McDill; Sandi Nimon

From: Bob Blanchard
To: Mark Relph; Rick Beaty
Date: 10/4/02 6:48PM
Subject: TEDS Exception - 25 ½ Road and Crosby Avenue

I support Mike's recommendation of approval for this exception.

CC: Mike McDill; Sandi Nimon

MEMORANDUM



Date: October 3, 2002

*To: Bob Blanchard, Community Development
Rick Beaty, Fire Department*

From: Sandi Nimon, Sr. Administrative Assistant

Sandi

*Subj: Design Exception DE24-02 Exception from Minimum
Curve Radius at 25 ½ Road and Cosby Avenue.*

*Please review the attached Design Exception, send your
recommendations to Mark Relph and copy me no later than
Tuesday, October 8, 2002.*

sn

10/14/02

*I support the exception as recommended by staff
& supported by Rick Beaty & Bob Blanchard.*

A handwritten signature in black ink, appearing to be "Mark Relph", written over a horizontal line.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

Because there are no other streets intersecting at or near the point that these two streets meet, proper signing should eliminate any safety concerns with the proposed configuration.

2. Have other alternatives been considered that would meet the standard?

The applicant proposed two other options that would comply with TEDS. The first would require removal of the existing building and acquiring additional right-of-way along the east side. This option would create a long tail of unusable property between the street and the railroad and add no particular benefit.

The second option would curve 25 ½ Road to the southwest until it was perpendicular to the extension of Cosby Avenue. This alignment would require considerably more right-of-way from the property to the west and a similar unusable strip along the east side. It would also require traffic to come to almost a complete stop to make the turn at the new intersection.

3. Has the proposed design been used in other areas?

The same condition exists at the south end of Cosby Avenue, where it meets Main Street. There are many other similar situations along West Independent Avenue, River Road and South Broadway south of Highway 340. Although they are not ideal, these other angled connections do not generally create serious accident sites.

4. Will the exception require CDOT or FHWA coordination?

No.

5. Is this a one-time exception or a manual revision?

This would be a one-time exception.