



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

April 21, 2003

Mr. Rick Taggart
Pyramid Printing
1119 N. First Street
Grand Junction, CO 81501

RE: TEDS Exception No. 09-03, to Maintain Access onto Patterson Road

Dear Mr. Taggart;

Please find attached the committee's decision on the above request. The Review Committee approved this request with the following conditions:

1. The access will be right-in, right-out only.
2. A right turn deceleration lane will be designed and built in full conformance with TEDS.
3. A center median to preclude any left turns designed and built in full conformance with TEDS.
4. Functional and adequate access will be provided to the Xcel property to allow removal of that access onto Patterson.
5. The property will be platted to preserve functional frontage onto Foresight Circle East with the understanding that traffic demands and accident history on Patterson could eventually require the closure of this driveway.

With the submittal of plans showing these improvements, you may use this decision to proceed. 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".

Michael G. McDill, P.E.
City Engineer

C: Laura Lamberty, Development Engineer (256-4155)
Pat Cecil, Development Services Supervisor



City of Grand Junction
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DESIGN EXCEPTION #DE09-03

To: Mark Relph, Director of Public Works & Utilities
Thru: Tim Moore, Public Works Manager
Copy to: Laura Lamberty, Development E.I.T.
Pat Cecil, Development services Supervisor
From: Mike McDill, City Engineer
Date: April 16, 2003
RE: Request to Maintain Existing Access onto Patterson Road

DESCRIPTION OF THE SITUATION

Applicant is planning to subdivide one lot into two at the above location. The proposal is to divide an existing lot that presently fronts on to Foresight Circle so that one (Lot 1) continues to front onto Foresight while the new lot (Lot 2) fronts onto Patterson. The current proposal includes an "Ingress and Egress Easement" through Lot 1 to provide secondary access to Lot 2. As the attached plan shows, one driveway currently exists along the north side of Patterson Road for the existing lot. There is a second driveway immediately adjacent to this property to the west and a third driveway to the Xcel substation just to the east of the property.

In November of 2002 the applicant proposed to close the Xcel drive and combine the other two into a single right-in right-out access. The current application proposes to add a right-turn deceleration lane and center median on Patterson Road leave the Xcel driveway in place and combine the other two driveways into a single right-in right-out access.

Section 3.2.2, *Provision for Access*, requires all primary access to "be on the lower order street." As stated in the original review memorandum, this standard expects that every newly subdivided lot front and access onto the development's internal street system. Otherwise all developments would face their first row of lots onto the adjacent major street, which they are required to upgrade as a condition of development approval. Although this is only a two lot development, there is a lower order street available and access to it is limited only by property owner's

previous choice of how to situate the first building. This subdivision should include a flag extension of Lot 2 up to Foresight Circle that would provide access and frontage on that street.

According to George Miller's e-mail dated 11-09-02, which reviewed the original proposal, "Even the provision of restricted movement access, with a dedicated right turn lane and an adjacent median, do not guaranty an accident free condition...." In fact we can be assured that there will be a measurable increase in accidents over the present non-use of this access.

The applicant requests exception from Section 3.2.2., *Provision of Access*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

This portion of Patterson Road is classified as a major arterial. It is the primary arterial street between the Interstate Highway 70 and I-70B and extends the full length of the City. This is easily the most heavily traveled east-west roadway in the valley.

Any access onto this stretch of Patterson Road will increase the potential for accidents and seriously affect the capacity of this critical link. Initial modeling results from the F1/2 corridor Study indicate that this particular stretch of Patterson Road will become THE most congested portion of roadway in the western valley as the area to the west continues to develop. Every time a vehicle slows to enter the proposed access, it will reduce the capacity of that lane and create the potential for a rear-end accident. An accident will close that lane for an hour or more. As per George Miller's e-mail, all of these movements could take place on Foresight Circle with no affect at all on the major flow on Patterson Road.

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

This is the least dangerous of the various alternatives provided by the applicant. The best option is still to close all three of the accesses onto Patterson and make all of the access for this property from Foresight Circle East, as it was originally intended.

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

There are similar accesses elsewhere along Patterson Road. As traffic continues to increase on Patterson, the City will eventually be faced with the unpleasant task of closing, or at least further limiting all of these accesses.

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.

Staff Recommendation

I recommend denial of the requested Design Exceptions to Section 3.2.2 to allow a driveway access onto Patterson Road. We should not be approving subdivisions that are sure to cause future problems when another option exists. If any approval is considered, it should include a properly designed deceleration lane and curbed median that is in full compliance with TEDS.

It appears there are options available to develop this site within the standards. If this site has too limited of access from Foresight Circle for this use, it may not be the best location for this type of business.

Recommended by: *Mitchell H. ...*

Approved as Requested: _____

Approved as Modified: ✓

Denied: _____

[Signature]
[Signature]
Katherine Blawie

**TEDS Exception Application Comment (Transportation Engineering) 11-19-02
2525 Foresight Cir. – Request to access to Patterson Rd.**

Background:

Applicant requests access to a higher order adjacent roadway, to ensure business success. This site currently has existing access to Foresight Cir. (at the north end of the Parcel), and has probable access easement to the northwest, also to Foresight Cir., as well as existing curb cuts to Patterson Ave. Current proposed use (non-retail printing) is described as very low volume, and typically non- peak hour in nature.

Response:

Accident impacts to flow would be much more severe on Patterson than on Foresight, even with Patterson geometry improvements. As this parcel fronts both Patterson and Foresight, TEDS dictates that site access be taken from the lower order road (see TEDS 3.2.2 and 3.2.4). In defense of this perspective, and its application in this case, Patterson currently carries about 28,000 vehicles per day, and serves as a Principal Arterial. Foresight volumes are estimated to be less than 2,000 vehicles per day. Any delay to Patterson flow would be massive, in comparison, to a Foresight delay with respect to service of the general populace of the City. Even a restricted movement (right-in right-out) access onto Patterson could still increase accident probability higher than a Foresight access point. Additionally, geometric movement restrictors, such as medians, can, in themselves, produce higher accident potential, when placed in isolated locations.

“Indirect” site access will neither impair business success, nor unduly delay site related traffic. There are numerous, successful, less accessible sites (such as Gene Taylor’s Sporting Goods) that do a thriving, higher volume business without the benefit of either direct access or high site visibility. Additionally, a Foresight approach route will add, at most 1,500 additional travel feet for the site’s staff, client, and support trips (and less if access was taken from Foresight to the west of the property).

In conclusion, I don’t feel the expressed, perceived detriments described for this site, by taking access from Foresight, outweigh the potential detrimental impacts that could occur to Patterson flows. As stated above, potential Patterson flow impacts far exceed those of Foresight, with the occurrence of any accident. Even the provision of restricted movement access, with a dedicated right turn lane and an adjacent median, do not guarantee an accident free condition, and an isolated median section, such as what would be required here, may even contribute to accident potential. Furthermore, the expressed threat to business success portrayed by a Foresight access route are not reflected by successful, indirectly accessed businesses elsewhere in the City. Additionally, Foresight access would, at most, add only a few seconds travel time to site arrival and departure times beyond those offered by Patterson access, and Foresight offers excellent connection to adjacent full movement access points, and adjacent signalized intersections, equal to, or perhaps superior to egress options offered by a direct Patterson link.

From: George Miller
To: McDill, Mike
Date: 3/26/03 9:05AM
Subject: Comments 1-20-03 Pyramid Printing 2525 Foresight Cir.Submittal

Mike, for response, you'd asked me to evaluate the right turn deceleration lane design of this submittal.

I'll respond with respect to current and proposed future TEDS standards for this type of lane. The plan shows that the decel taper to be approx. 30' long, and the decel/storage lane is approx. 90' long.

For a 40mph condition, current TEDS standards would require a 30:1 taper decel taper (360' long). The proposed TEDS standard would allow a taper length similar to that used for a left turn lane; 90' long. For both present and proposed standards, this use would probably only need a 50' long storage lane.

So, present standards would require a 360' long taper with a 50' storage lane. Proposed standards would require a 90' long taper also with a 50' storage lane.

This submittal details an access that has been discouraged previously, so, if I may, I'd like to comment on the proposal. I've attached the previously submitted comment on this issue (dated 11-19-02), and would also like to present that, according to current TEDS standard 6.2.8, unsignalized intersections on a principal arterial must be T intersections and spaced a minimum of 600' apart.

Additionally, I would wish to add that I believe it to be of utmost importance, in the interest of future Patterson traffic flow management, to diminish, not expand our access point quantity on this principal arterial.

Thanks, Mike. Please let me know if you need this submittal packet returned to you.

CC: Kliska, Jody

FAX TRANSMISSION



PYRAMID PRINTING

1119 N. First Street • Grand Junction, CO 81501 • Tel: 970/245-7784
Toll Free: 888/245-7784 • Fax: 970/242-0725

Date January 23rd Time 5:10 PM From E. [unclear]

To Mark [unclear]

Company _____

Total Pages 2 Please proof Urgent Please Reply
(including cover sheet) Please advise if you do not receive all pages

Mark

To help us in preparing for
our discussion tomorrow I prepared
this brief letter to serve as
an overview. We will
bring all the drawings tomorrow.

[Signature]
[Signature]



PYRAMID PRINTING

January 23, 2003

Mark Relph
Public Works and Utilities Director
City of Grand Junction
250 N. 5th Street, Rm. 245
Grand Junction, CO 81501
United States of America

Dear Mark,

Thank you, for taking the time to review our sub-division project again. I think you know by now that an entrance on Patterson Rd. is critical to the project's success. At the same time we understand that traffic is already very heavy along this thoroughfare and you are trying to control further growth.

At our last meeting we at Pyramid Printing agreed to develop further options that your team could review. At the same time you requested some specifics on consistency with respect to other properties along this business corridor. As we addressed these two challenges it became evident that they were very much intertwined.

To be more specific two of the newest properties along Patterson are the new Re/Max retail development and Community Hospital's Surgical Center. Both of these properties have incorporated deceleration lanes into their entrances. Both of them, however, are quite short in relationship to regulation that was referenced in our meeting. In the case of Community Hospital, their lane measures 187' from the sidewalk on the east end of the lane to the center of the turn in entrance. The Re-Max deceleration lane, using the same method measures 148'.

On our property we propose incorporating a 150' deceleration lane into the subdivision plan. With this we have three different approaches for the entrance itself; we will bring drawings of each of these options to the meeting. While I have not been successful to date in talking with Public Service, I am confident we can get them to relinquish their cur by building an entry to their station from our parking lot which would be fully paved.

In our discussions I made mention of how critical a Patterson entrance is to our out of town customers. I also indicated that over a period of time this need would become less critical. Accordingly, I would propose that we enter into five year "sunset agreement". If after this period of time the City develops a uniform approach to closing entrances for businesses along this corridor that Pyramid Printing will agree to follow this regulation.

Thank you again for your help, I look forward to our meeting tomorrow.

Sincerely,

Rick Taggart

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pyramid@pyramidprinting.com

February 26, 2003

Mr. Rick Taggert
Pyramid Printing
1119 N. First Street
Grand Junction, CO 81501

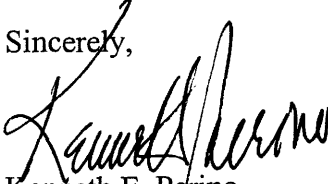
Foresight Professional Plaza Condominium Association
2532 Patterson Road, Suite 10
Grand Junction, CO 81505

Dear Mr. Taggert,

I have shown the draft plans you left with me to the majority of the owners in the condominium association. Specifically these were "Driveway Concept 4 Pyramid Printing" and "Driveway Concept 5 Pyramid Printing". In these drawings, we would lose our Patterson Road curb cut in lieu of a shared curb cut further west, with an entrance to our property on the west end of our parking lot through your property.

The consensus is that the access to our property in either of these scenarios would be very confusing to our customers and clients and would be a significant hindrance to our day to day activities. We feel it might even be unsafe as people slow down in traffic and try to figure out how to enter our parking lot. The proposed plan would interrupt and damage our underground irrigation system, which is in place for our city mandated landscaping. Our traffic in your parking lot may at times be bothersome for you as would cut-through traffic from Burkey Street to your lot be troublesome for us. We feel our property value would be degraded by virtue of the loss of easy, direct, and obvious access to our property.

We certainly welcome you as a new neighbor. However we feel there are probably better solutions to the issue of safe, direct access for you and your customers to your property. Therefore our decision is to not support any change to our existing curb cut access.

Sincerely,

Kenneth E. Perino
President, FPPCA



PYRAMID PRINTING

March 10, 2003

Mark Relph
Public Works and Utilities Director
City of Grand Junction
250 N. 5th Street, Rm. 245
Grand Junction, CO 81501
United States of America

Dear Mark,

Thank you for taking the time on such short notice to review our project on Patterson Road. As a follow up to our conversation, the purpose of this letter is to make a formal request for an exception to Chapter 14 of the City of Grand Junction Transportation Engineering Design Standards for the property with its present address of 2527 Foresight Circle. Also this letter incorporates a brief history of our requests on the sub division of the property, as well as, specifics on what we at TOT LLC and Pyramid Printing have agreed to. Enclosed with this letter is the progression of the drawings since our initial request and a letter detailing the stance of the Foresight Professional Plaza Condominium Association, the property to our immediate east

In late August we submitted an initial request for an exception from the present TEDS regulations for our sub division project. The drawings we included at that time combined the existing cut on the property with the drive that accesses the Thermo Assembly property to our west. It was stated at that time that we would enter into a cross access agreement with this firm along with exploring with Xcel Energy the potential of closing their cut and utilizing the improved drive. The drive illustrated at that time had full access in and out both east and west. This request was denied in favor of the entry on Foresight Circle.

In October we submitted a revised request with an explanation from myself that the entry on Patterson was critical to our resort customers and that our rationale for buying the land was its location and the ease it provided to out of town customers. The illustrations we presented at this time restricted the exit on the drive to west only. This request was again denied, however, we did begin a more productive dialogue with yourself and staff as a result of this request. In particular you challenged my team to explore further options.

In January we came back with a third request for an exception, this request incorporated a deceleration lane into the entry of the drive while maintaining a west exit only to the drive. When this option was presented you requested that I meet with our neighbors to the east and explore if there was any chance that we could combine our entrance with theirs. I in turn met with Dr. Ken Peroni the President of this condo project and presented a drawing of a joint access. He reviewed this proposal with his members and replied to me on February 26th (letter attached) that this approach would not work for his constituents.

During this same period I contacted Mr. Wade Haerie of Xcel Energy to explore the new entrance concept and the elimination of their cut to further reduce access to Patterson. Wade indicated that they would be amenable to the concept and he would have his real estate division contact me. As in the case of Thermo Assembly we will move forward to enter into a cross access agreement to successfully conclude this matter.

With the above as background I would like to request the granting of an exception to the TEDS regulation per the drawing included. As a description the entrance will have a 150' deceleration lane with entry from both east and west. It is my understanding that we may have to build an appropriate curbing structure in the median lane

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March 10, 2003

of Patterson to direct the eastbound traffic. The exit will be west only. The final drive will incorporate the elimination of the existing drive for Thermo Assembly plus eliminate the Xcel Energy cut. We will create with these 2 partners the proper documentation on this subject as the City requires.

Mark, thank you again for working so closely with us on this project, I know it has been a difficult process but your diligence on our behalf is very much appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Taggart", with a stylized flourish at the end.

Rick Taggart

TOT Subdivision
 Lot Two
 1.84 Acres
 2525 Foresight Circle

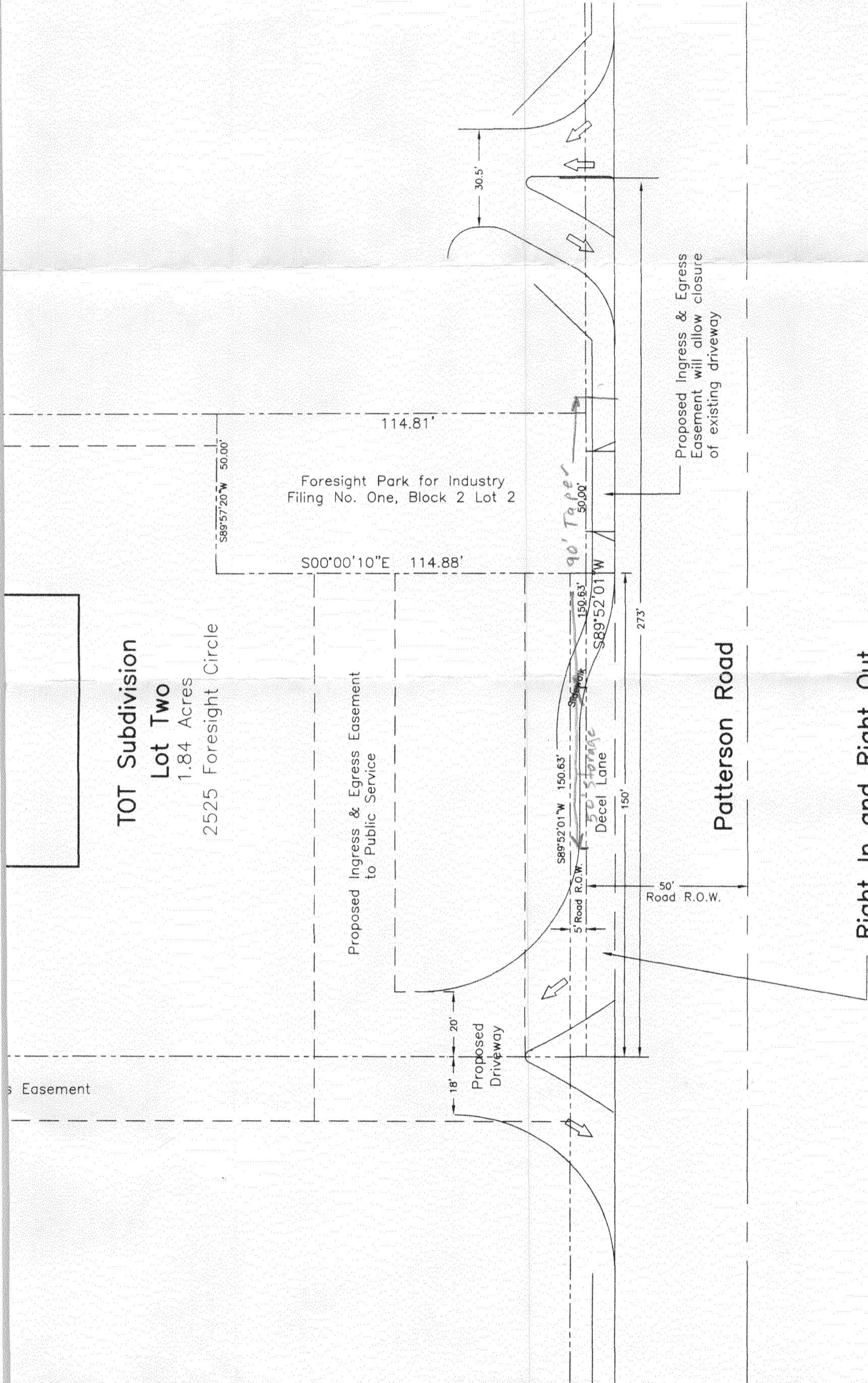
Foresight Park for Industry
 Filing No. One, Block 2 Lot 2

Proposed Ingress & Egress Easement
 to Public Service

Patterson Road

Right In and Right Out
 with Deceleration Lane

Note: Patterson Road median design will be
 modified per City specification as necessary



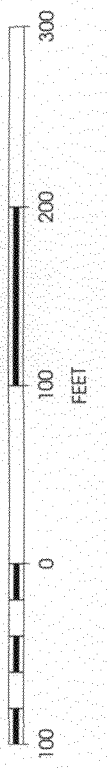


PATTERSON ROAD

PATTERSON ROAD

COMMERCE BLVD

SCALE 1 : 1,264



1/2 ROAD

CON ROAD

24 1/2 ROAD



FORESIGHT CIR

PATERSON

PATERSON ROAD

25 ROAD

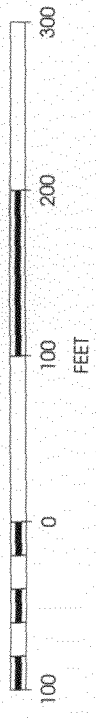
25 ROAD

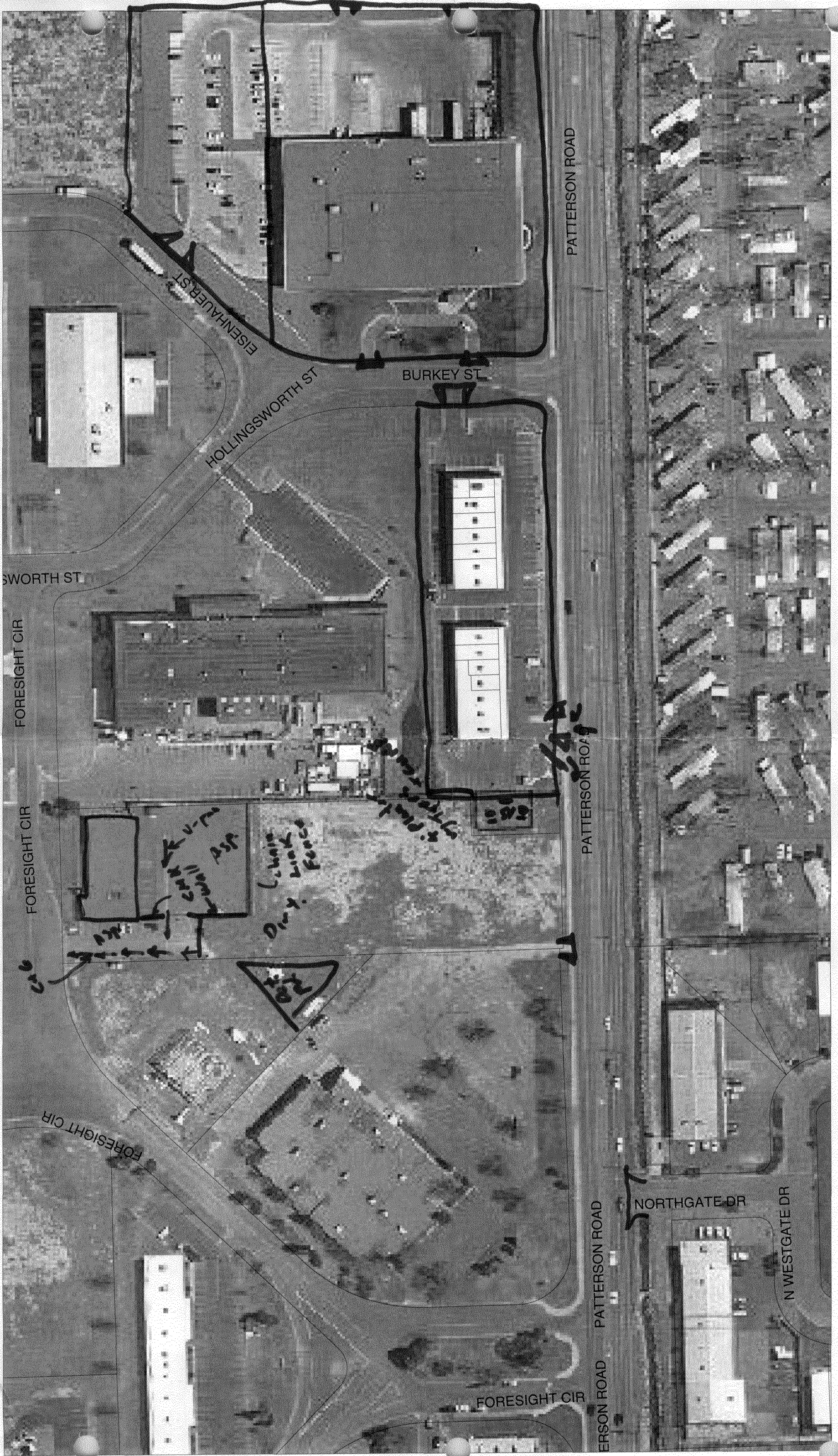
25 ROAD

PATERSON ROAD

COMMERCE BLVD

SCALE 1 : 1,355





EISENHAEUER ST

HOLLINGSWORTH ST

BURKEY ST

PATTERSON ROAD

SWORTH ST

FORESIGHT CIR

FORESIGHT CIR

PATTERSON ROAD

FORESIGHT CIR

PATTERSON ROAD

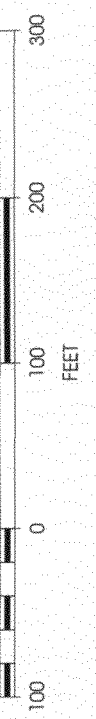
NORTHGATE DR

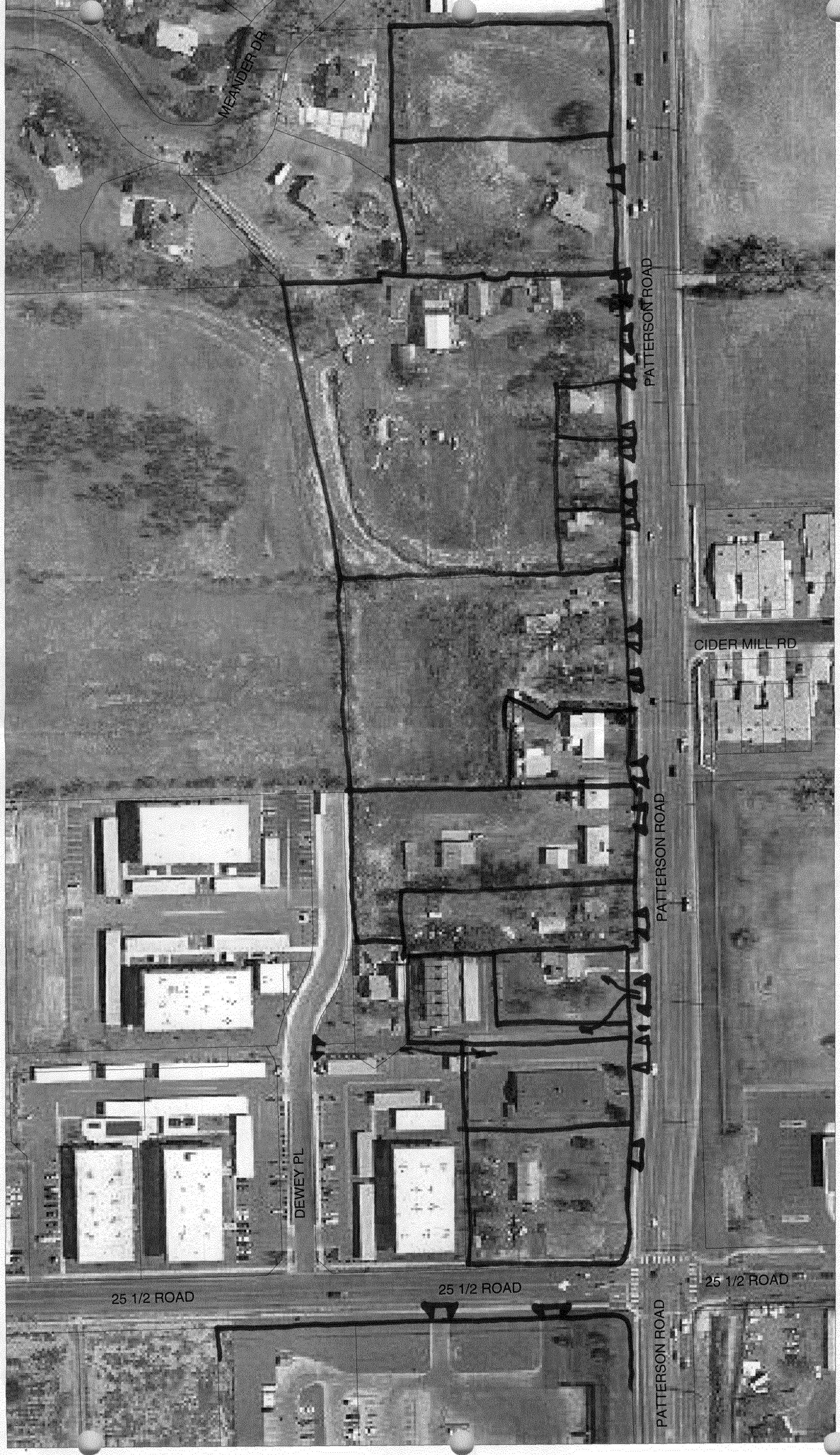
N WESTGATE DR

FORESIGHT CIR

ERSON ROAD

SCALE 1 : 1,355





MEANDER DR

PATERSON ROAD

CIDER MILL RD

PATERSON ROAD

DEWEY PL

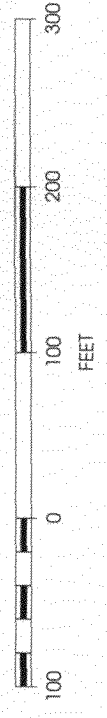
25 1/2 ROAD

25 1/2 ROAD

25 1/2 ROAD

PATERSON ROAD

SCALE 1 : 1,355





SCALE 1 : 1,355

