

MEMORANDUM



Date: April 29, 2003

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

From: Sandi Nimon, Sr. Administrative Assistant Sandi

*Subj: DE16-03- Request to Reduce Access Spacing at St.
Mary's Hospital East Campus*

*Please make your comments on the above design
exception no later than Friday, May 2, 2003.
I would appreciate it!*

sn

APPROVED AS REQUESTED

[Signature]
5/1/03



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

DESIGN EXCEPTION #DE16-03

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Rick Dorris, Development Engineer
Pat Cecil, Development Services Supervisor

From: Mike McDill, City Engineer

Date: April 29, 2003

RE: Request to Reduce Access Spacing at St. Mary's Hospital East Campus

DESCRIPTION OF THE SITUATION

Applicant is planning to construct employee parking lots along Bookcliff Avenue and Little Bookcliff Drive. The surrounding lots are fully developed along both sides of both of these streets. There are many properties with existing driveways located closer than 150 feet apart along the opposite side of both of these streets. The proposal is to locate the new driveway onto Bookcliff opposite one of the existing driveways on the south side. Bookcliff Avenue is designated as a Minor Collector Street on the Grand Valley Circulation Plan. The location opposite the existing driveway meets TEDS for this street.

The proposed access on Little Bookcliff Drive is located opposite and only 125 feet from an existing "entrance only" driveway. Little Bookcliff Drive is designated as a Local Street on the Grand Valley Circulation Plan. Section 4.1.1, *Spacing*, requires, "...access spacing shall be 150' or greater...."

This criterion should continue to be seriously considered along all major streets (arterials and major collectors). Spacing along local streets is recommended to be reduced to only 50 feet in the proposed TEDS revisions.

The applicant requests exception from Section 4.1.1, *Spacing*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

This plan will conform to the proposed new TEDS requirements. No significant safety issue should result in the requested location.

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

No. The applicant did not investigate any other options for the proposed development of these parcels.

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

Yes. We have already approved other fifty foot separations, based on the anticipated revision.

4. Will the exception require CDOT or FHWA coordination?

No.

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

This would be in anticipation of the TEDS revisions.

Staff Recommendation

I recommend approval of the requested Design Exceptions to Section 4.1.1 to allow proposed location of the new access along the west side of Little Bookcliff Drive.

Recommended by: Michael J. Wood

Approved as Requested: ✓

Denied: _____

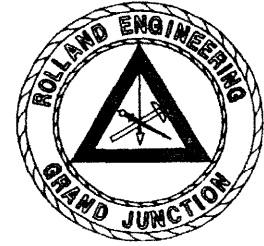
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ROLLAND ENGINEERING

405 RIDGES BOULEVARD, SUITE A
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E-Mail: rolleng@attbi.com



April 24, 2003

City of Grand Junction
City Engineer
Mr. Michael G. McDill, P.E.
250 N. 5th Street
Grand Junction, CO 81501

RE: St. Mary's Hospital East campus Employee Parking Expansion Project
TEDS Design Exception – Access spacing

Dear Mike,

This letter is presented as a formal request for a design exception to the City of Grand Junction TEDS manual for the above referenced project and as allowed for in Chapter 14 of said manual.

As part of the proposed site improvements of the parking expansion project, two existing access locations were to be modified to provide access to the proposed parking lot. During a general meeting on the Parking Expansion project with City staff, an issue was identified with the proposed access locations relative to existing accesses on the opposite side of the street on both Bookcliff Avenue and Little Bookcliff Drive. The spacing distance is less than the required minimum 150 feet (measured from centerline to centerline as stated in TEDS chapter 4, section 4.1.1) at either proposed access location.

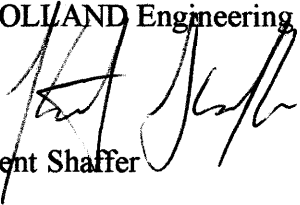
In the case of the proposed access on Bookcliff Avenue, it was decided that an alternate onsite alignment be adopted that will align the access with an existing one on the opposite side of the street. We believe this eliminates the need for a design exception request for that proposed access.

On the Little Bookcliff proposed access, a field investigation revealed that the conflicting access that is 125 feet to the north functions as an entrance only driveway to a row of 8 diagonal parking spaces with a separate exit only driveway 60 feet north of the entrance driveway (see exhibit page 3). Based on this historical use, there should be no exiting turning movements to be in conflict with. The distance to the next closest access to the south is more than the required 150 feet.

Additionally, Traffic Engineer Jody Kliska mentioned proposed changes to the TEDS manual in regards to access spacing on local commercial streets. The proposed change states a minimum of 50 ft spacing measured from edge of access to edge of access will be allowed.

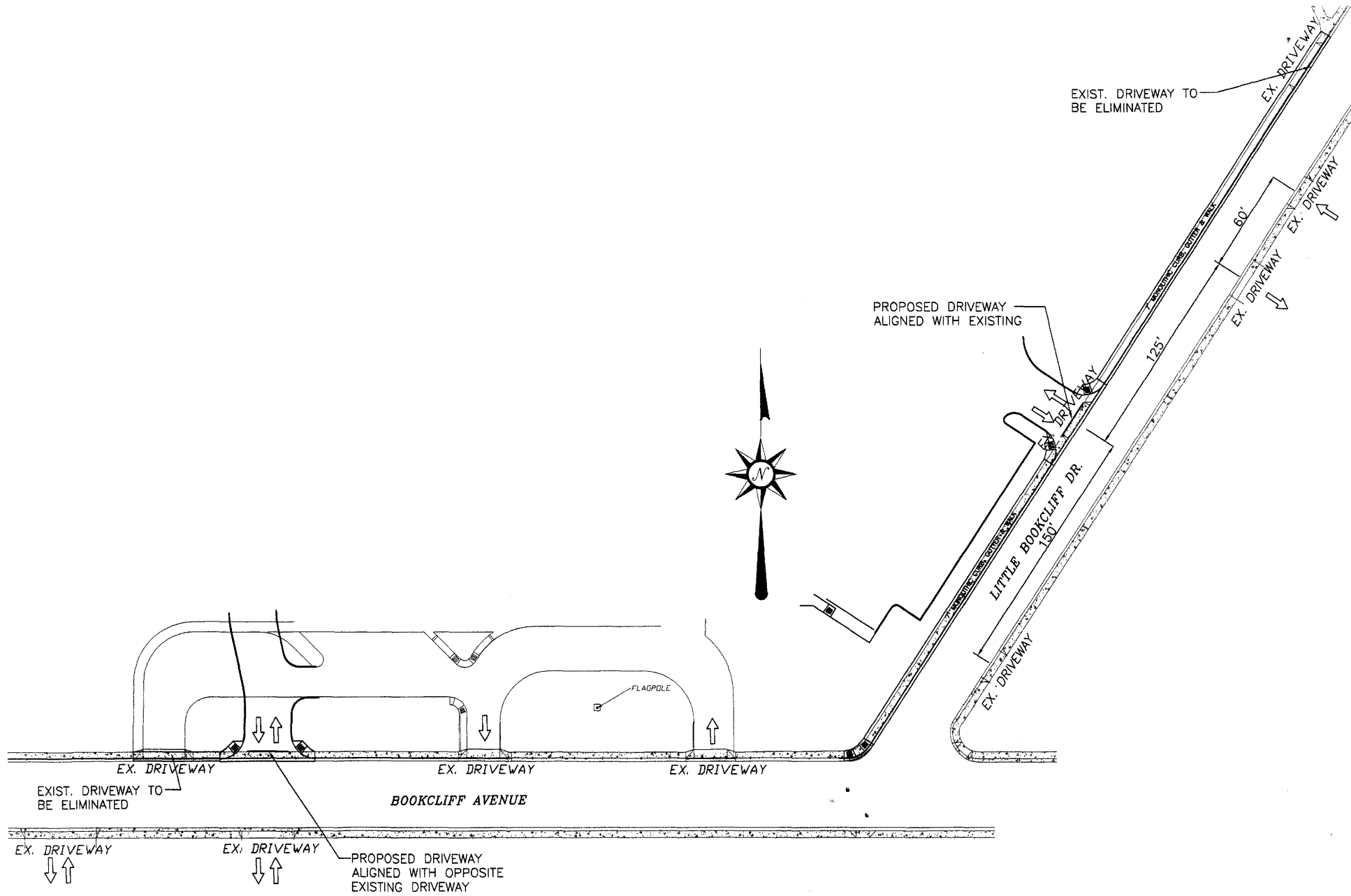
Because of these design changes and findings, no other alternatives were investigated. We would like this design exception be considered for the reasons stated above.

Sincerely,
ROLI/AND Engineering



Kent Shaffer

Cc: Robert D. Jenkins Architect



EXHIBIT