



**City of Grand Junction**  
Department of Public Works and Utilities  
Engineering Division  
250 North Fifth Street  
Grand Junction, CO 81501-2668  
FAX: (970) 256-4011

August 18, 2003

Mr. Jim Langford  
Thompson – Langford Crop.  
529 25 ½ Road  
Grand Junction, CO 81505

COPY

RE: TEDS Exception No. 26-03, to Reduce Intersection Spacing and Tangent Length at 276 Linden Avenue.

Dear Jim;

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".

Michael G. McDill, P.E.  
City Engineer

C: Rick Dorris, Development Engineer (256-4034)  
Pat Cecil, Development Services Supervisor



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**DESIGN EXCEPTION #DE26-03**

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: August 6, 2003

RE: Request for Exception to Intersection Spacing and Tangent Length at David Street & B3/4 Road for the Property at 276 Linden Avenue (Housing Authority Site)

***DESCRIPTION OF THE SITUATION***

Applicant is planning to construct a new apartment complex along Linden Avenue at B3/4 Road. The project would complete Linden Avenue along its west frontage and relocate B3/4 Road to a new intersection an appropriate distance north of Highway 50. The applicant is proposing to terminate David Street into B3/4 Road a very short distance east of Linden. All of the streets involved are classified as local residential.

Linden is a direct link within this neighborhood to both Highway 50 and Unaweep Avenue. The applicant is proposing dedicated left and right turn lanes onto Linden to improve the stacking capability. Staff concurs that the tangent distance is less important due to the designated setback of the buildings.

The applicant requests exception from Section 5.2.5.2, *Spacing and Offsets for Residential Streets*, which states, "Where T-intersections are used, the centerlines of streets not in alignment shall be offset a minimum of 150 feet." The applicant also requests exception from the Horizontal curve Design Criteria Table in Section 5.1.4.2, *Curve Radii*, which requires a 75-foot tangent between residential intersections.

## **EXCEPTION CONSIDERATIONS**

**1. Will the exception compromise safety?**

This development has struggled to deal with all of its adjacent street restraints. After a dozen or more alternatives this one seems to most closely address all of the issues. The tangent requirement is to protect sight distances in single family residential neighborhoods. Due to the clear definition of building envelopes and landscaped areas, sight distances should not be a problem at this location.

In an effort to address the short stacking distances away from Linden Street, the development proposes dedicated right and left turn lanes. This should affectively double the staking within the short intersection interval. Although there will be some potential for accidents due to weaving in this area, it may be the best solution to the original problem of both Linden and B3/4 roads intersecting Highway 50 at the same point.

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

At least a dozen other alternatives have been presented by the applicant. This seems to be the best option available.

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

None to my knowledge.

**4. Will the exception require CDOT or FHWA coordination?**

No.

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

Any exception approved here should be considered a one-time exception due to the unique character of the property.

**Staff Recommendation**

I recommend approval of the requested Design Exceptions to Sections 5.1.4.2 and 5.2.5.2 to allow the proposed termination of David Street into B3/4 Road.

Recommended by: Michael H. McMill

Approved as Requested: ✓

Denied: \_\_\_\_\_

Date: 8/18/03

[Signature]

Kathleen M. Poole

[Signature]

# MEMORANDUM



## COPY

*Date: August 6, 2003*

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

*From: Sandi Nimon, Sr. Administrative Assistant*

*Sandi*

*Subj: DE26-03 Request for Exception to Intersection  
Spacing and Tangent Length at David Street and  
B  $\frac{3}{4}$  Road for the Property at 276 Linden Avenue  
(Housing Authority Site).*

*Please make your comments on the above design  
exception no later Friday, August 6, 2003.  
I would appreciate it!*


*Xc: Laura Lamberty, Development Engineer  
Pat Cecil, Development Services Supervisor*

*Sn*

# MEMORANDUM

## CITY OF GRAND JUNCTION ENGINEERING DEPARTMENT

TO: Mike McDill

FROM: Rick Dorris 

DATE: Juny 29, 2003

SUBJECT: 276 Linden – Another TEDS exception

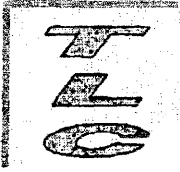
Our last courtesy review of the housing authority site plan said the road concept was fine with our recommendations of turning the “Y” intersection into a “T” intersection. They were also told to design the streets to meet TEDS. Jim Langford is now the consulting engineer for the project. He has identified to problems trying to meet TEDS. I met with Jim yesterday and agreed to try to FAST TRACK the TEDS exception regardless of which way it goes. According to Jim, the Housing Authority must have the entire project, buildings too, built out by October 2004 to retain their CHAFA grants.

The TEDS exception from Langford is attached along with a sketch of the intersection layout. This sketch shows both a roundabout and a “T” intersection.

George Miller says that the required 75’ tangent distance is not critical since there should be plenty of site distance. The 120’ spacing from Linden is however important since there will likely be cars staking on the main drive during peak hours.

I think they can create the 150’ spacing by flipping the building and the parking lot the would be impacted.

My conclusion would be to allow the tangent distance waiver since this is a high density development and won’t have the normal sight restricting fences prevalent in single family developments. Let me know if you need any more information.



**THOMPSON - LANGFORD CORPORATION**  
**ENGINEERS AND LAND SURVEYORS**

tlc@tlcwest.com  
Facsimile (970) 241-2845  
Telephone: (970) 243-6067  
529 25 1/2 Rd, Grand Junction, CO 81505

July 28, 2003

Rick Dorris, P.E.  
Engineering Division  
City of Grand Junction  
250 North 5<sup>th</sup> Street  
Grand Junction, CO 81501  
Ph. (970) 256-4034  
FAX (970) 256-4031

**RECEIVED**  
JUL 29 2003  
COMMUNITY DEVELOPMENT  
DEPT.

Re: Linden Ave. Development  
Grand Junction Housing Authority  
Street design exception

Rick:

In accordance with Section 14 of the TEDS Manual, we are requesting two exceptions for the Linden Avenue entrance to the Housing Authority project on Orchard Mesa.

Background:

The Housing Authority has been working with the City Planning Department in an effort to arrive at an acceptable plan for their project. After a review of the latest plan, the Planning Department sent the Housing Authority a list of review comments dated 6/27/03 in which they generally approved the concept plan, but wanted the streets to be modified to better meet TEDS criteria. The primary suggestion was to put 150' curves in the public street and instead of a "Y" intersection near Linden, the intersection was to be made into a "T" intersection.

Proposed Exception:

Upon making the changes suggested in the City review comments, we found that the tangent length at the Linden intersection was too short; 32' versus 75', and that the internal intersection for the branch going to the north is only 120' versus the TEDS minimum of 150'. The minimum tangent length is specified in Section 5.1.4.1 of the TEDS Manual, entitled Horizontal Alignment. The intersection spacing is specified in Section 5.2.5.2, entitled Local Residential Streets. We are asking that the 32' tangent and the 120' intersection spacing be approved for this project.

Alternative Designs Considered:

We considered three alternatives. The first was the "Y" intersection as submitted on the concept plan. The intersections would have still been less than 150 feet apart, but there would not have been a problem with tangent lengths. This you rejected when you reviewed the concept plan.

The second alternative was to follow the direction you gave in your response to our concept plan. That was to make the internal intersection a "T" intersection and make all curves have a minimum 150' radius. This resulted in the 32' tangent at the Linden intersection and the spacing problem of less than 150'.

The third alternative we tried was to replace the "Y" intersection with a "mini round-about". Even though the center of the round-about was less than 150' from the intersection with Linden Avenue, we thought that this might be treated differently than an standard intersection, allowing a shorter spacing. Also, by using the round-about, there was again no problem with the tangent length. Unfortunately, this did not work because the size of the round-about pushed the building setbacks into proposed building pads. The site is very tight and we were unable to shift the buildings to compensate for the encroachment.

Impacts of change:

Given the fact that this is a multifamily development where the street corridors will be much more open, as opposed to single family developments where the potential for blocking views around intersections is much greater, we feel the TEDS design criteria may not be as critical in this case as they would be in single family projects.

Given the options we have explored and the decreased potential for visual blocking of the intersection with this project, we are requesting that the City acknowledge and approve our alternate #2 with our tangent length and intersection spacing being shorter than specified in the TEDS manual.

Respectfully,



James E. Langford, PE & LS

JEL/iml



**From:** George Miller  
**To:** McDill, Mike  
**Date:** 7/29/03 3:53PM  
**Subject:** Fwd: Housing Authority project

>>> Rick Dorris 07/29/03 03:51PM >>>  
Jim,

I received the TEDS exception. Will get it up to McDill today. Mike will be back from vacation tomorrow.

I talked to George this AM. He is under the opinion that the tangent length is not critical but the intersection spacing is since this project will generate a significant amount of traffic in the peak hour. He thinks the stacking between intersections is necessary. Just to give you a heads up.

Business owners on the south side of B 3/4 have been calling George saying they have been told they won't have any access to the street. I don't think that is the case. I think they have been told it will be limited from what it is now. Can you please check into it and get back with me? The Empire is getting their ducks in a row to mount a rebellion and I don't think one is necessary, just some better communication.

Thanks,

Rick Dorris  
Development Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
voice 970-256-4034  
fax 970-256-4031  
email: [rickdo@ci.grandjct.co.us](mailto:rickdo@ci.grandjct.co.us)

**From:** Rick Beaty  
**To:** Sandi Nimon  
**Date:** 8/12/03 9:29AM  
**Subject:** Re: DE 26-03

I have reviewed DE 25-03, 26-03, 27-03, and 28-03. I concur with Mike McDill's recommendation for approval on all four of the above listed exceptions. I do have some concern over the street with for DE27-03; however, after going out and looking at the area it looks like the impact would be minimal on public safety.

Rickb

>>> Sandi Nimon 08/12/03 08:13AM >>>

Rick, you should not have 28. It has not been sent over yet. 29 was sent over yesterday, so it might not have been picked up yet. Since I accidently gave Bob two 26's, you are the missing link. Just throw the extra 25 away, I've already given Bob his extra copy. (Boy, I can't even make one little mistake without it trickling down). Oh well.

I am e-mailing you the 26 and 29, the exceptions, only. I am hard copying you 26 and you should get 29 today.

Sandi

>>> Rick Beaty 08/11/03 04:26PM >>>

Sandi:

I have (2) DE25-03s and one 27-03. I do not have 26-03, 29-03, 28-03.

Rickb

>>> Sandi Nimon 08/11/03 03:47PM >>>

My humble apologies. I accidently gave Bob two copies of DE26-03 and no copies of DE25-03, which makes me wonder if someone else was shorted a copy of DE26-03, Housing Authority Site. If you are, let me know. Again....I plan not to use the internal mailboxes in the City Clerk's office anymore for the Design Exceptions, given the quick turn around on these. Seems to be a delay in transit and, of course, it doesn't help if I don't give everyone the exceptions they need. You are right, Bob, you can't review them if you don't have them. Sorry.

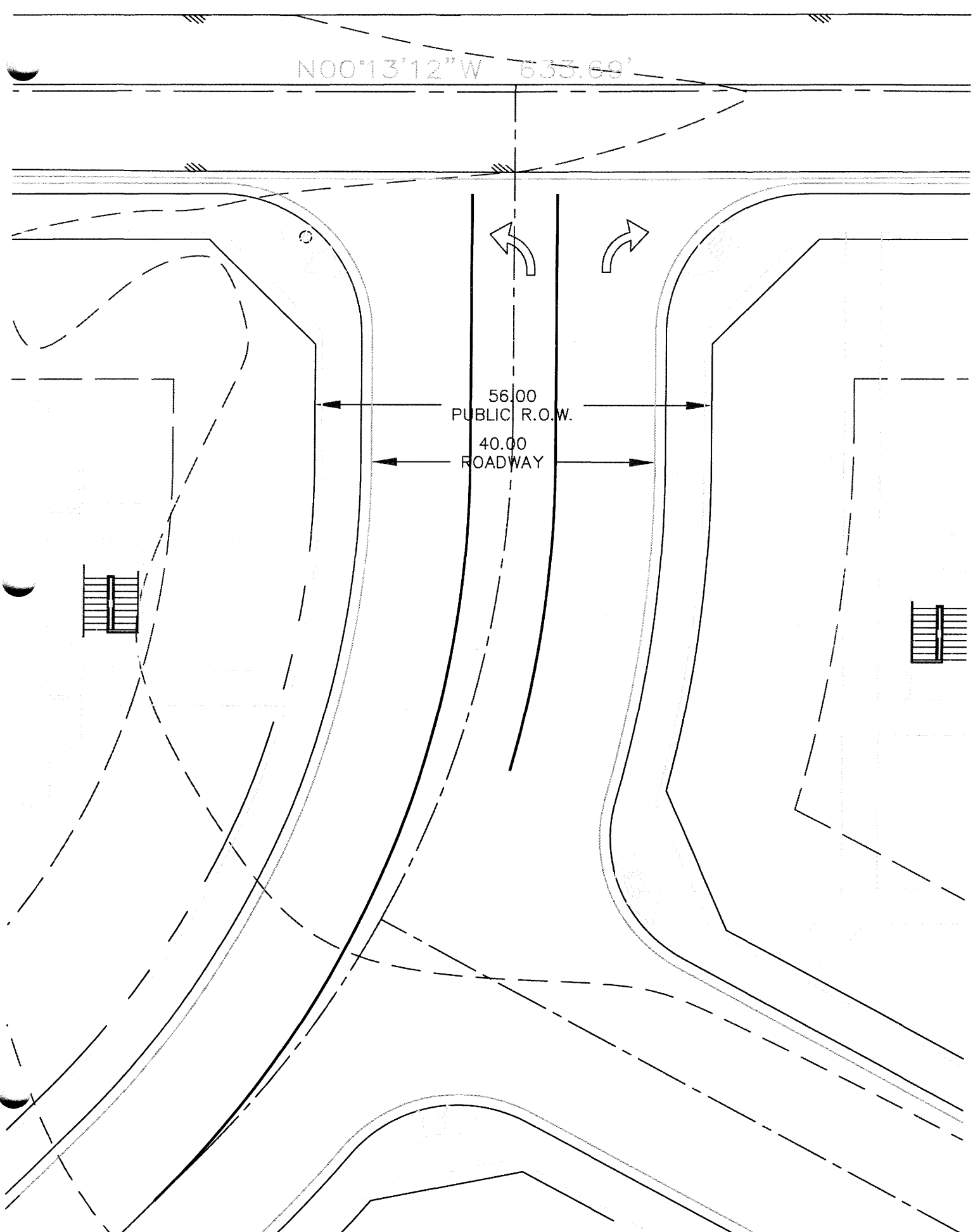
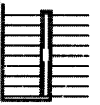
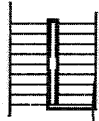
You all should have the following outstanding exception numbers by now.  
25-03, 26-03, 27-03, and 29-03. Mike is working 28-03, so you should have that soon.

Sandi

**CC:** Bob Blanchard; Mark Relph

N00°13'12"W 653.69'

56.00  
PUBLIC R.O.W.  
40.00  
ROADWAY



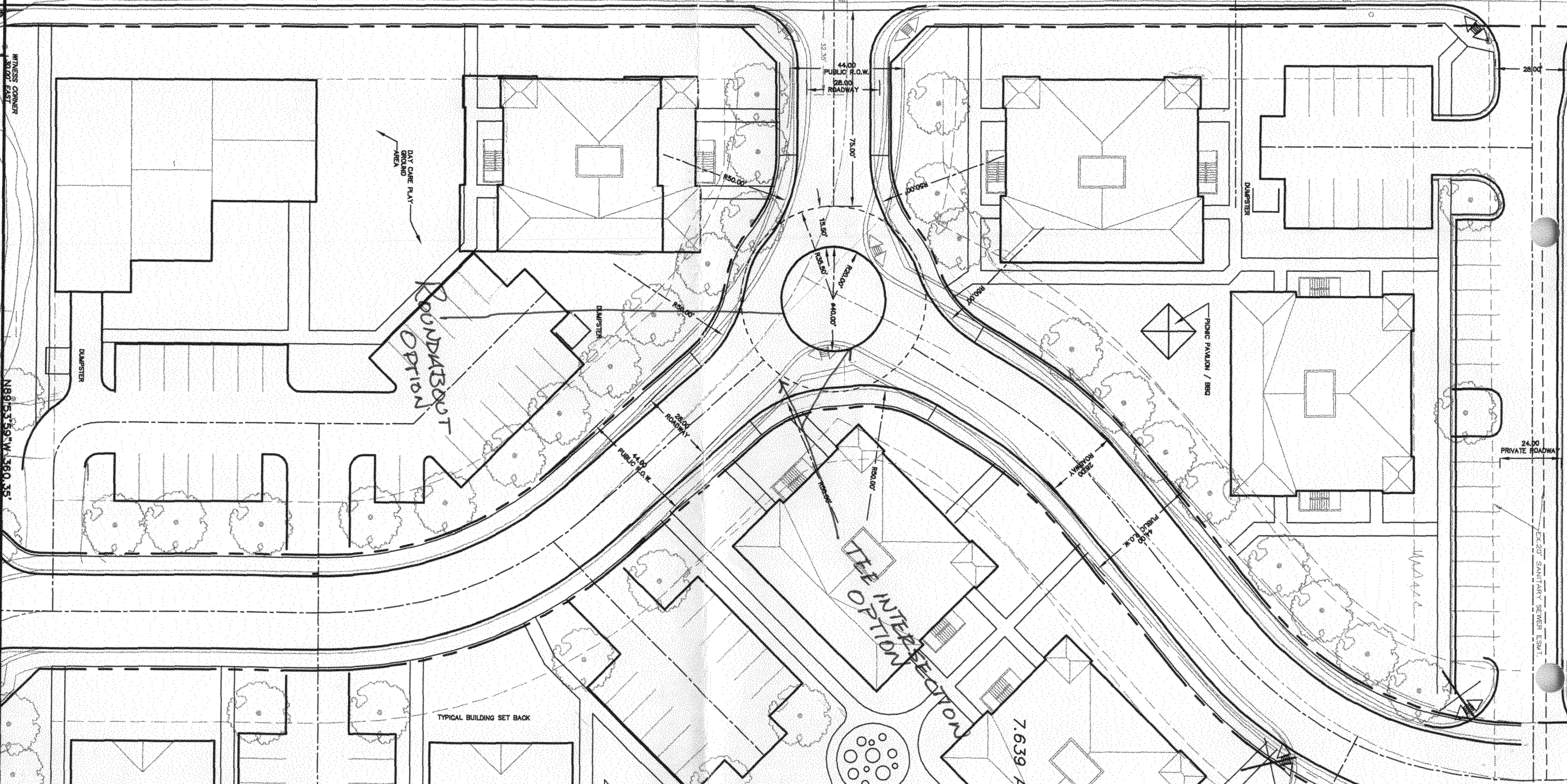
HIGHWAY

11'-40"

LINDEN AVENUE

N00°13'12"W 633.69'

LINDEN AVENUE



ROUNDABOUT OPTION

TEE INTERSECTION

TYPICAL BUILDING SET BACK

B-3

7.639 A

24.00 PRIVATE ROADWAY

24.00 SANITARY SEWER EAST

WILSONS CORNER  
30.00 EAST

N89°53'50"W 160.35'

28.00

**From:** Bob Blanchard  
**To:** Mark Relph; Rick Beaty  
**Date:** 8/12/03 1:36PM  
**Subject:** TEDS Exceptions

25-03 - Commercial Drive

Support approval of the exception to the spacing. However, I'm grappling with the offset issue.....it's true that support of the exception validates the actions of an individual who bought a building (and had it delivered) before having development approval and we are not in the business of varying regulatory standards because of a bad business decision, but I have to wonder if the traffic counts might allow a different look at whether this might be ok or not. Additionally, I'm not inclined to further bad planning practices but it does appear that other businesses along Commercial have less than appropriate spacing or even total access across their lot frontage. Could existing conditions be used to justify?

I guess I'm waffling and will go with the decisions of Rick and Mark on the spacing issue. However, I'm also cc'ing Kathy and will give her the application in case a meeting is appropriate while I'm gone.

26-03 - Linden Avenue

Support approval of the exception

27-03 - Bass Street

Support approval of the exception

29-03 - G ½ Road

Support approval of the exception

**CC:** Kathy Portner; Mike McDill; Sandi Nimon