

NO. 24,04
September 21, 2004

Jim Langford
Thompson-Langford Corporation
529 25 ½ Road
Grand Junction, CO 81505

Re: Design Exception #DE 19-04 – Design Exception – Driveway Spacing – 29 Road Ave. (Walgreens)

Dear Jim:

Please find attached the committee's decision for the above referenced request. This design exception has been approved as modified. You may use this decision to proceed through the development review process for this exception.

If you have any questions concerning this decision, please feel free to contact the Development Engineer in charge of your project or Tim Moore at (970) 244-1557.

Sincerely,

Sandi Nimon

Sandi Nimon, Sr. Administrative Assistant
To Tim Moore, Public Works Manager
City of Grand Junction

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

DESIGN EXCEPTION #DE 19-04

To: Mark Relph, Public Works & Utilities Department
Kathy Portner, Community Development Department
Jim Bright, Grand Junction Fire Department

From: Tim Moore, Public Works Manager

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

Date: November 19, 2004

RE: Driveway Spacing – 29 Road & North Ave. (Walgreens)

DESCRIPTION OF THE SITUATION

The applicant, Walgreens, proposes to redevelop the northeast corner of 29 Road and North Avenue. Although the conceptual site plan submitted combines three existing lots, the parcel size prevents the placement of driveways at a spacing of 300 feet from the intersection as required by TEDS. The proposed site plan does eliminate two of the three existing driveways on North Avenue and one of the two existing driveways on 29 Road. The proposed access points are located the maximum distance possible from the intersection of North and 29 Road.

The proposed North Avenue driveway would be located approximately 280 feet from the intersection. The 29 Road access point proposed is approximately 235 feet from the intersection. TEDS would require a minimum spacing of 300 feet from the flow line of the intersection for both driveways.

The applicant completed a traffic analysis with the proposed access points which indicates at 2024 PM Peak Hour, the intersection will operate at LOS D, all movements are LOS D or better and the queuing on the north leg (southbound traffic) does not exceed 200 feet. As a result, the intersection should not block the proposed Walgreens access on 29 Road.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

The proposed site plan would eliminate three existing driveways, two on North Avenue and one on 29 Road. Although projected traffic volumes would increase as a result of development, staff does not believe safety will be compromised.

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

The number of alternatives available are limited. The applicant did explore a joint access to the north on 29 Road. The option would have offset the entrance from the entrance to the

convenience store opposite the site on 29 Road, and as a result, was eliminated as an alternative.

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

This design currently exists on North Avenue and in other areas of the City.

4. Will the exception require CDOT or FHWA coordination?

Yes, the applicant will need to obtain a DCOT Access Permit.

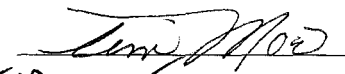
5. Is this a one-time exception or a manual revision?

This would be a one-time exception.

Staff Recommendation

Staff believes the driveway locations are the best possible solution given the constrictions of the site and recommends approval of the request to locate the two access points as described herein.

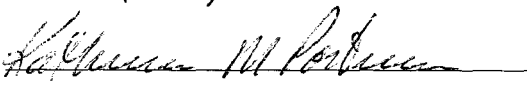
1. Provisions shall be made for vehicle cross access from this site to properties to the east and north. The specific locations of these cross access easements shall be determined through the site planning process.
2. The applicants request for a right in, right out access on North Avenue and a full movement access on 29 Road is approved as part of this Design Exception. If future traffic analyses indicate significant safety concerns as evidenced by increased numbers and severity of accidents, delays or impedance to the through movement function of North Avenue or 29 Road, access may be required to be modified to limit some of the access movements.

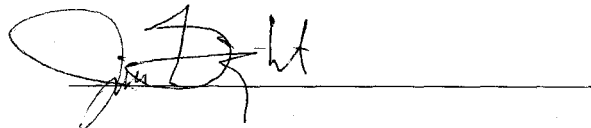
Recommended by: 

Approved as ^{MODIFIED} Requested: 

Denied: ^{MJR} 11/24/04

Dated: 



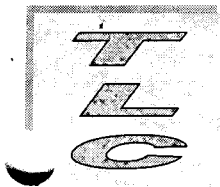


VE#19-04 29 Rd & North Ave. Walgreens – Driveway Spacing

TO: Tim Moore
CC:
FROM: Rick Dorris
DATE: November 8, 2004
SUBJECT: Walgreens TEDS exception at 29 Road and North Ave.

I recommend approval of this TEDS exception. It is removing several dangerous access points to these parcels.

I do recommend that we close the median in North Avenue to alleviate the opening near the east property line. This would cut off east bound access to the trailer park and westbound access to part of Western Implement but they have full-motion access further east. This would be a City expense under the new TCP ordinance.



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

November 01, 2004

Rick Dorris
City of Grand Junction
Engineering Department
250 N 5th Street
Grand Junction, CO 81501
Ph. (970) 256-4034
FAX (970) 256-4031
E-mail rickdo@ci.grandjct.co.us

Re: Walgreens, 29th and North Ave.
REQUEST FOR TEDS EXCEPTION
Driveway Location

Rick:

Per your suggestion, I am submitting herewith our request for a TEDS exception for the location of the Walgreen's driveways off both 29 Road and North Avenue and for the full movement we are requesting for the driveway off 29 Road. During our pre-application conference, you indicated that we were not in compliance with the TEDS manual with respect to Section 4.1.1 as it relates to spacing and movements for driveways close to arterial intersections.

Background:

Walgreen's submitted for formal pre-application meetings on three sites in Grand Junction, hoping to be able to move forward on two of the three. Unfortunately, two have the three have had to be dropped from consideration. The 7th and Patterson site was dropped due to poor access, signage limitations and the inability to have the "drive-thru" pharmacy option in that zone district. The 28^{3/4} Road and North Avenue site was dropped due to land costs and site development constraints leaving only the 29 Road and North Avenue site.

The City has recently reconstructed the intersection of 29 Road and North providing a right turn lane from North onto 29

Road and providing a median on 29 Road to channelize movements both onto North Avenue for traffic moving south and to channelize movements for traffic moving north on 29 Road needing to turn left into the convenience store / gas station business located at the northwest corner of the intersection.

On our conceptual plan, provided for your review prior to our formal pre-application conference, we proposed a right in, right out entrance off North Avenue, approximately 280' curb line to curb line from 29 Road, and a full movement entrance off 29 Road, approximately 235 feet curb line to curb line from North Avenue.

We have pushed these entrances as far away from the intersection as we feel is possible, leaving us short of the 300 foot spacing required in Section 4.1.1 of the TEDS Manual. The parcel size prevents us from gaining further separation. The combination of three lots making up this site presently has three entrances off North Avenue, and two entrances off 29 Road.

Alternatives Considered:

In proposing the exception described above and depicted on the attached exhibit, we have eliminated two of the three entrances off North Avenue and eliminated one of the two off 29 Road. The access points we have chosen to retain are the ones furthest away in both directions from the 29 and North Ave. Intersection.

We considered a joint access with the flag lot to the north, but to have done so would have offset our entrance from the entrance to the convenience store opposite our site on 29 Road.

Proposed Design:

We feel we need the full movement at the 29 Road access to effectively service the surrounding area. Without the full movement access on 29 Road, service to the south of North Avenue would be severely limited due to the difficulty in exiting the site onto North Avenue and crossing two very busy lanes of traffic before being able to enter the turn lane south to 29 Road. Further, customers approaching from the east on North Avenue would not be able to return from whence they came without detouring a considerable distance around and

through the adjacent neighborhoods to the northeast. The service area for this store would essentially be limited to areas immediately adjacent to or west of 29 Road and areas north of North Avenue.

Impacts of change:

We feel any adverse impacts to traffic flow would be minimal and acceptable. This has been demonstrated in a traffic impact study prepared by Michael Baker Jr., Inc. a copy of which is attached.

We are requesting that the City acknowledge and approve this request to allow us to reduce the spacings from the intersection to both access points, and to allow a full movement access directly aligned with the similar entrance to the convenience store immediately west of this site across 29 Road.

Respectfully,

A handwritten signature in black ink, appearing to read "James E. Langford". The signature is fluid and cursive, with a large initial "J" and "L".

James E. Langford, PE & LS

JEL/iml

PROPOSED FUTURE 5' R.O.W. TAKING

8' H CEDAR SCREEN FENCING

S89D54'03"E 329.00'

FULL ACCESS 40'

LANDSCAPE ISLAND

29TH RD. (7,695 A.D.T.)

N00D00'00"W 260.00'

PROPOSED BUILDING
14,820 S.F.
85 SPACES

LANDSCAPE ISLAND

S00D00'00"E 270.00'

PYLON SIGN W/ MANUAL READER BOARD

N89D54'03"W 319.00'

N00D00'00"E 10.00'

NORTH AVE. (21,007 A.D.T.)

N89D54'03"W 110.00'
40' (RIGHT IN/ RIGHT OUT)

PROPOSED FUTURE 5' R.O.W. TAKING

(25,551 A.D.T.)

SITE DATA
LOT AREA: 88,020± S.F., OR 2.02 ACRES
LANDSCAPE: 24,957± S.F. (28.3% OF LOT)

NOTE: THIS WILL BE A S.W. STYLE BUILDING

PROJECT NO. ON229
DATE: 07/22/04
REV: 08/24/04
REV: 09/07/04

75 PARKING SPACES REQUIRED
OPTION A

PROPOSED SITE PLAN
(NEC) 29TH ST & NORTH AVE.
GRAND JUNCTION, CO

CALLAHAN · GALLUP & Co.
· Architecture · Planning · Interior Design ·
9 East 4th Street · Suite 1000 · Tulsa, Oklahoma 74103
(918) 584-8855 · (918) 584-2880 FAX



BENCOR. LLC
COLORADO SPRINGS, CO.

Copyright © 2004 by CALLAHAN · GALLUP & Co.

Baker

Michael Baker Jr., Inc.
A Unit of Michael Baker Corporation

6955 Union Park Center
Suite 370
Salt Lake City, UT 84047

November 1, 2004

(801) 352-5965
FAX (801) 255-0404

Jim Langford
Thompson-Langford Corp
529 25½ Road, Suite B210
Grand Junction, CO 81505

Re: Traffic Analysis – Walgreens Proposed Access on 29 Road

Dear Mr. Langford:

I completed the traffic analysis for the proposed Walgreens access on 29 Road just north of North Avenue. Listed below is a summary of the work and results. More detailed information is provided in the attached pages.

Work Performed:

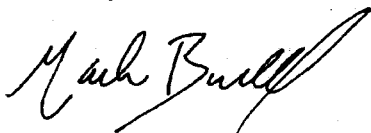
- Existing traffic counts at the following locations provided by Thompson-Langford:
 - North Avenue & 29 Road
 - 29 Road & proposed Walgreens access
- Travel Model data (years 2000 and 2030) provided by Ken Simms, RTPO
- Used Model to project year 2024 traffic volumes at the two locations listed above
- Used ITE Trip Generation manual to estimate Walgreens traffic volumes

Results:

- Year 2024 PM Peak Hour (with Walgreens built) traffic analysis at North Ave and 29 Road showed the following:
 - Overall intersection delay is 39 seconds (LOS D)
 - All movements are LOS D or better
 - **Queuing on the North leg (southbound traffic) does not exceed 200 feet**

The proposed Walgreens access on 29 Road is just over 200 feet north of the North Avenue and 29 Road intersection. This means that the queuing from the intersection should not block the proposed Walgreens access. Please call me at (801) 352-5965 if you have questions.

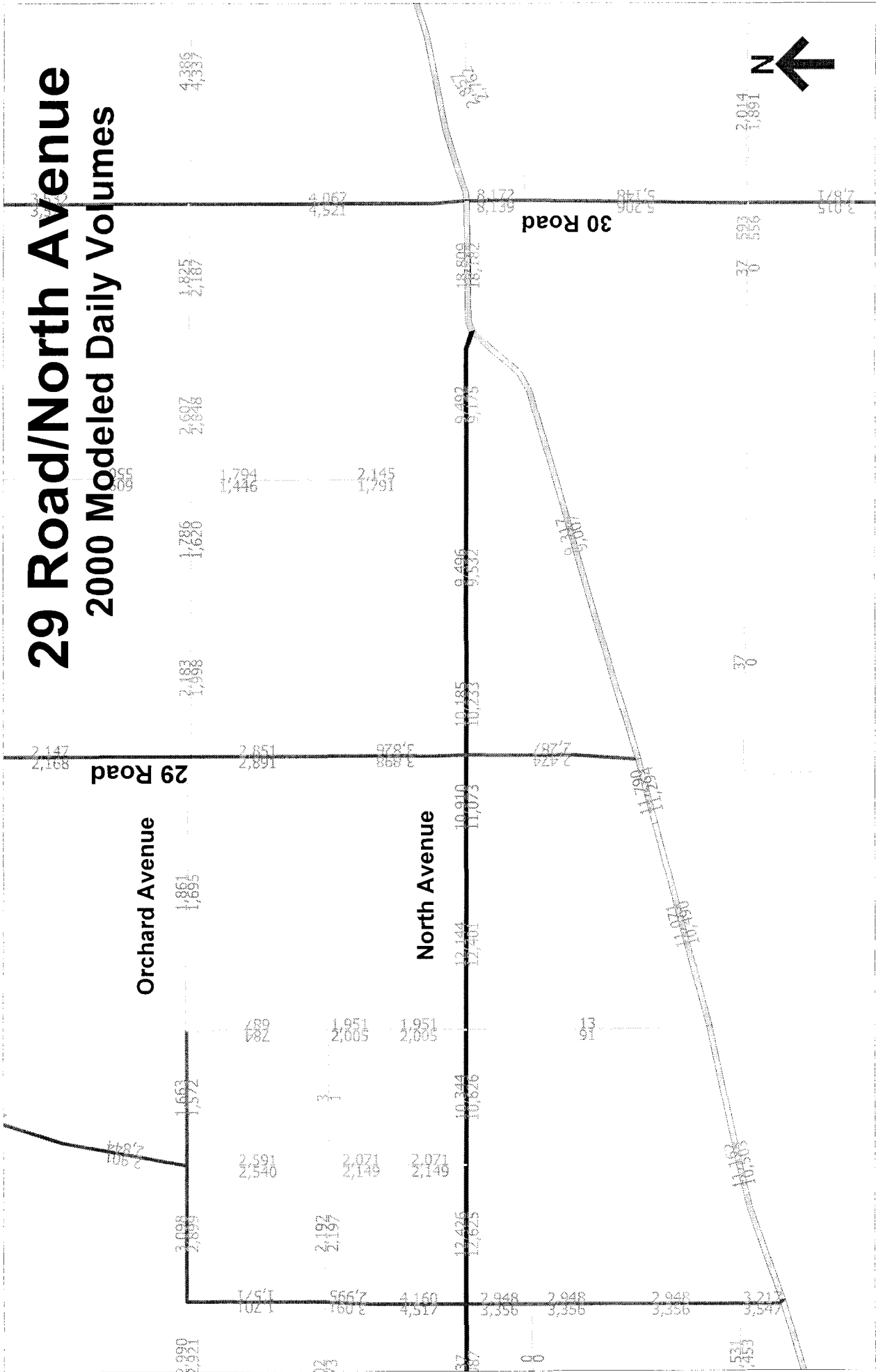
Sincerely,



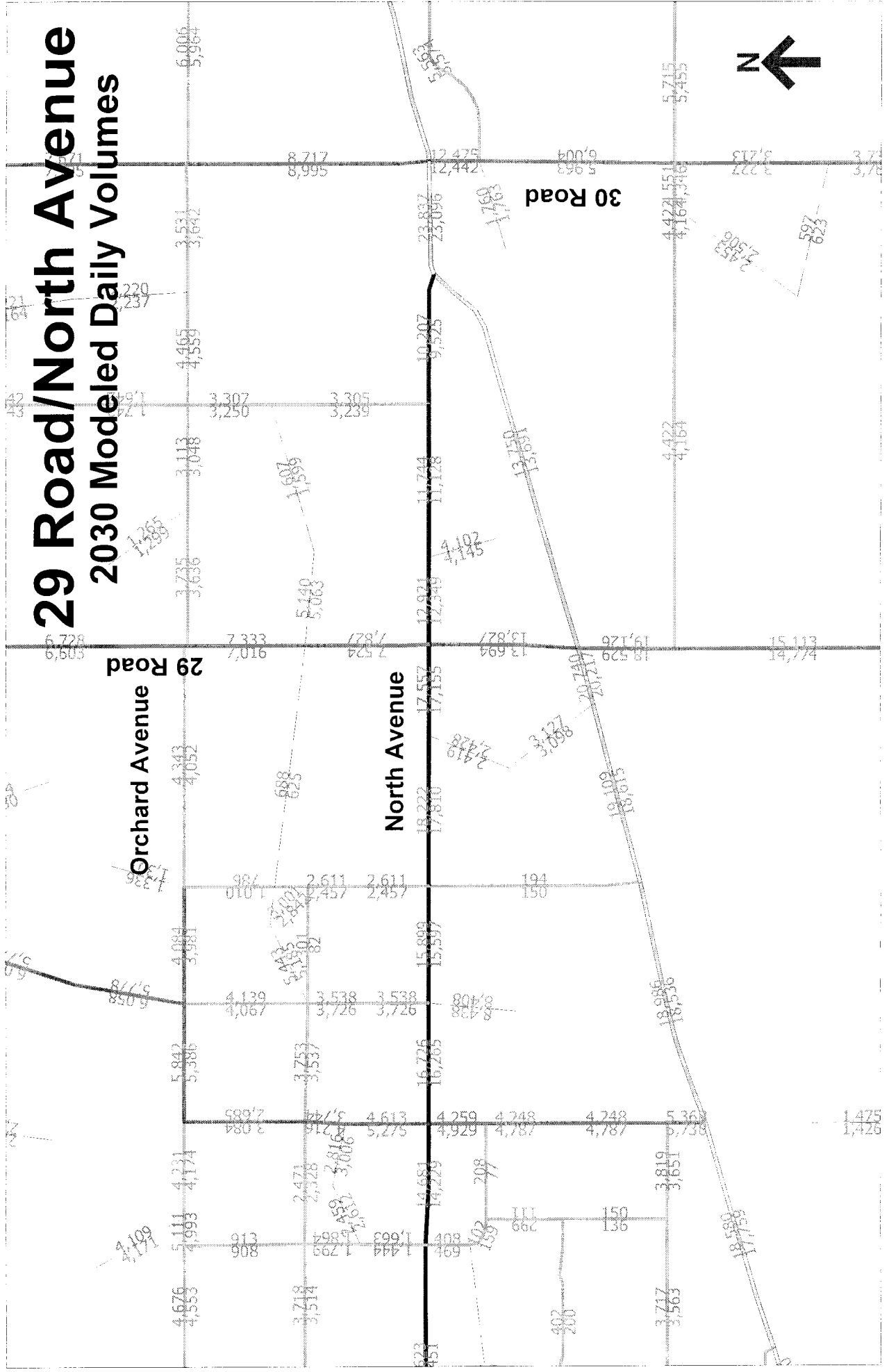
Mark Bunnell, P.E.
Traffic Engineer

Attachment

29 Road/North Avenue 2000 Modeled Daily Volumes



29 Road/North Avenue 2030 Modeled Daily Volumes



Model Volumes and Annual Growth Rates (AGR)

Walgreens - North Ave and 29 Road

Intersection	Year	North Leg		East Leg		South Leg		West Leg		Eastbound			Westbound			Northbound			Southbound			
		SB	NB	WB	EB	NB	SB	EB	WB	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
North Ave & 29 Road	2000	3898	3826	10185	10233	2287	2474	11073	10910													
	2030	7524	7827	12921	12349	13827	13694	17155	17557	23.1%	36.5%	40.4%	35.0%	44.9%	20.0%	46.5%	20.7%	32.7%	28.3%	31.4%	40.3%	
	AGR	2.2%	2.4%	0.8%	0.6%	6.2%	5.9%	1.5%	1.6%	1.7%	1.1%	2.6%	2.5%	1.2%	1.3%	2.9%	4.3%	2.5%	1.1%	4.1%	1.8%	

Notes:

Blue: 30 year compound annual growth rate (AGR) - by leg and direction

Green: 30 year compound annual growth rate (AGR) - combination of leg and direction; Example - EB LT (1.7%) combines West Leg EB and North Leg NB

Yellow: Based on % of total by direction; Example - NB LT (46.5%) is West Leg WB divided by sum of West Leg WB, North Leg NB, and East Leg EB

Peak Hour Traffic Volumes
Walgreens - North Ave and 29 Road

AM Peak Hour		Eastbound			Westbound			Northbound			Southbound			Total
		LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
North Ave & 29 Road	Year 2004 Base	55	299	39	52	711	68	30	50	30	63	105	101	1603
	Model AGR	1.7%	1.1%	2.8%	2.5%	1.2%	1.3%	47%	21%	33%	28%	31%	40%	
	Year 2024 Base	78	371	68	85	909	88	170	76	119	118	131	168	2381
	Project Traffic	4			1	2			3		2	1	2	15
	Year 2004 Total	59	299	39	53	713	68	30	53	30	65	106	103	1618
	Year 2024 Total	82	371	68	86	911	88	170	79	119	120	132	170	2396
29 Road & Project Access	Year 2004 Base	9	0	9	0	0	0	52	121	0	0	260	24	475
	Year 2024 Base	9	0	9	0	0	0	52	190	0	0	408	24	692
	Pass-by Trips				2		2		-3	3	3	-3		4
	"New" Trips				5		1			7	1			14
	Year 2004 Total	9	0	9	7	0	3	52	118	10	4	257	24	493
	Year 2024 Total	9	0	9	7	0	3	52	187	10	4	405	24	710

Eastbound		Westbound		Northbound		Southbound		TOTAL	
IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
393	392	831	842	110	173	269	196	1603	1603
1.5%	0.6%	0.8%	1.6%	6.2%	2.4%	2.2%	5.9%		
526	444	974	1156	365	279	417	613	2282	2492

PM Peak Hour		Eastbound			Westbound			Northbound			Southbound			Total
		LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
North Ave & 29 Road	Year 2004 Base	175	814	43	42	691	54	44	98	64	83	57	95	2260
	Model AGR	1.7%	1.1%	2.8%	2.5%	1.2%	1.3%	47%	21%	33%	28%	31%	40%	
	Year 2024 Base	247	1011	74	69	883	70	318	142	224	103	114	147	3402
	Project Traffic	11			4	6			8		8	4	6	47
	Year 2004 Total	186	814	43	46	697	54	44	106	64	91	61	101	2307
	Year 2024 Total	258	1011	74	73	889	70	318	150	224	111	118	153	3449
29 Road & Project Access	Year 2004 Base	26	0	11	0	0	0	68	259	0	0	224	25	613
	Year 2024 Base	26	0	11	0	0	0	68	391	0	0	353	25	874
	Pass-by Trips				8		8		-8	8	8	-8		16
	"New" Trips				18		5			19	4			46
	Year 2004 Total	26	0	11	26	0	13	68	251	27	12	216	25	675
	Year 2024 Total	26	0	11	26	0	13	68	383	27	12	345	25	936

Eastbound		Westbound		Northbound		Southbound		Southbound	
IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
1032	961	787	830	206	327	235	142	2260	2358
1.5%	0.6%	0.8%	1.6%	6.2%	2.4%	2.2%	5.9%		
1382	1089	922	1140	684	527	364	444	3352	3200

Project Trip Generation Calculations

Walgreens - North Ave and 29 Road

ITE Land Use Code	Land Use Description	Size (SF)	Period	Base Trip Generation ¹						Pass-by Trips ²				Total "New" Trips		
				Trip Gen. (per 1000 SF)	TOTAL	% In	% Out	IN	OUT	Pass-by %	TOTAL	IN	OUT	TOTAL	IN	OUT
881	Pharmacy/Drugstore with Drive-Through Window (Walgreens)	14.49	Weekday (ADT)	88.16	1277	50%	50%	639	638	49%	626	313	313	651	326	325
			AM Peak Hour (7-9 am)	2.66	39	57%	43%	22	17		19	11	8	20	11	9
			PM Peak Hour (4-6 pm)	8.62	125	49%	51%	61	64		61	30	31	64	31	33

Notes:

1. Source: ITE Trip Generation, 6th Edition.
2. Source: ITE Trip Generation Handbook, Table 5.24



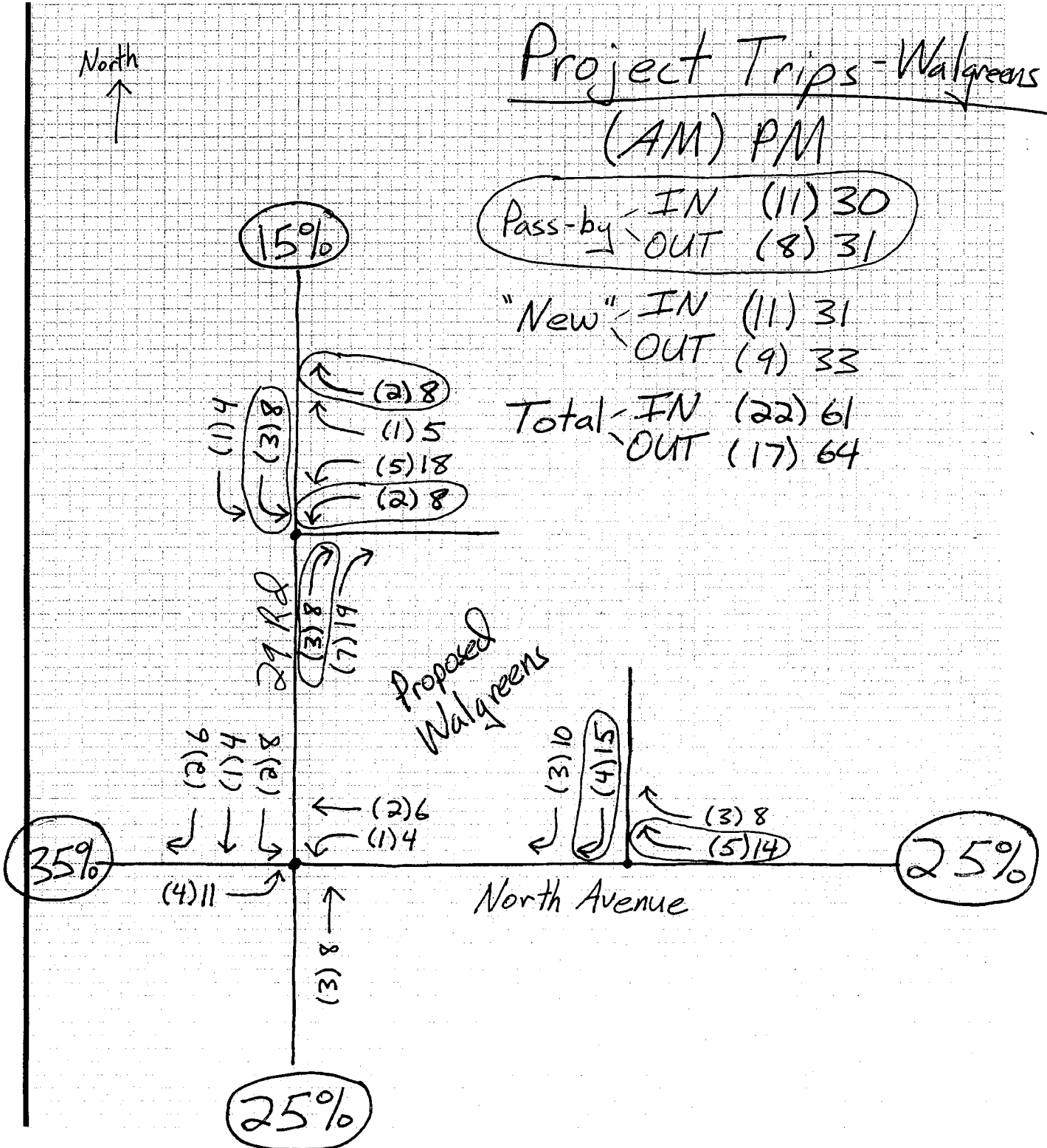
North
↑

Project Trips - Walgreens (AM) PM

Pass-by	IN	(11) 30
	OUT	(8) 31

"New"	IN	(11) 31
	OUT	(9) 33

Total	IN	(22) 61
	OUT	(17) 64



Walgreens @ North Ave & 29 Road
 Year 2024 WITH Project
 PM Peak Hour

11/01/04
 11:09:50

SIGNAL2000/TEAPAC[Ver 2.60.06] - Capacity Analysis Summary

Intersection Averages for Int # 1 - - North Ave & 29 Road
 Degree of Saturation (v/c) 0.71 Vehicle Delay 39.3 Level of Service D+

Sq 68	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
LD/LD						
	*		* +	^	^	
	*		* +	++++	++++	
	>		< +	<++++	<++++	
			v	****	^	^
North	<+	<* + +>	+ +>	v	++++	****
	+	* + +	+ +	++++>	++++	++++>
	+	* + +	+ +	++++	v	++++
	G/C=0.100	G/C=0.030	G/C=0.190	G/C=0.120	G/C=0.166	G/C=0.139
	G= 10.0"	G= 3.0"	G= 19.0"	G= 12.0"	G= 16.6"	G= 13.9"
	Y+R= 3.5"	Y+R= 3.5"	Y+R= 5.0"	Y+R= 3.5"	Y+R= 5.0"	Y+R= 5.0"
	OFF= 0.0%	OFF=13.5%	OFF=20.0%	OFF=44.0%	OFF=59.5%	OFF=81.1%

C=100 sec G= 74.5 sec = 74.5% Y=25.5 sec = 25.5% Ped= 0.0 sec = 0.0%

Lane Group	Width/Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	Queue Model 1
------------	-------------	----------	----------	-----------------------	--------	--------	-----	-----------	-----	---------------

SB Approach 39.6 D+

RT	12/1	0.213	0.180	50	271	147	0.516	38.7	*D+	177 ft
TH	12/1	0.199	0.180	61	323	126	0.376	36.8	D+	145 ft
LT	24/2	0.180	0.090	1	289	118	0.383	43.7	*D+	78 ft

NB Approach 37.5 D+

RT	12/1	0.243	0.245	220	384	215	0.554	34.7	C	246 ft
TH	12/1	0.208	0.245	264	457	160	0.350	31.6	C	171 ft
LT	24/2	0.211	0.155	1	529	338	0.637	42.2	*D+	221 ft

Planned Double Lefts

WB Approach 40.2 D+

RT	12/1	0.186	0.312	342	485	67	0.138	24.9	C+	63 ft
TH	24/2	0.340	0.312	807	1102	946	0.858	41.1	D+	642 ft
LT	10/1	0.188	0.110	1	161	78	0.429	43.2	*D+	99 ft

EB Approach 39.4 D+

RT	12/1	0.188	0.345	405	537	71	0.132	22.6	C+	64 ft
TH	24/2	0.367	0.345	972	1221	1076	0.881	40.1	*D+	739 ft
LT	10/1	0.158	0.129	218	379	274	0.714	40.8	*D+	321 ft

Walgreens @ North Ave & 29 Road
 Year 2024 WITH Project
 PM Peak Hour

11/01/04
 11:13:36

SIGNAL2000/TEAPAC[Ver 2.60.06] - Summary of Parameter Values

Intersection Parameters for Int # 1 - - North Ave & 29 Road

METROAREA	NonCBD					NETWORK	North	200	35	2	2	6	10	0	Def	No
LOS Targets	35	80	5			NETWORK	East	0	0	0	0	0	0	0	Def	No
	90	100	5			NETWORK	South	0	0	0	0	0	0	0	Def	No
Priorities	5	11	0	0	0	NETWORK	West	0	0	0	0	0	0	0	Def	No
						NODELOCATION				5000				5000		

Approach Parameters

APPLABELS	SB	WB	NB	EB
GRADES	0.0	0.0	0.0	0.0
PEDLEVELS	0	0	0	0
BIKEVOLUMES	0	0	0	0
PARKINGSIDES	None	None	None	None
PARKVOLUMES	20	20	20	20
BUSVOLUMES	0	0	0	0
RIGHTTURNONREDS	15	7	22	7
UPSTREAMVC	0.00	0.00	0.00	0.00

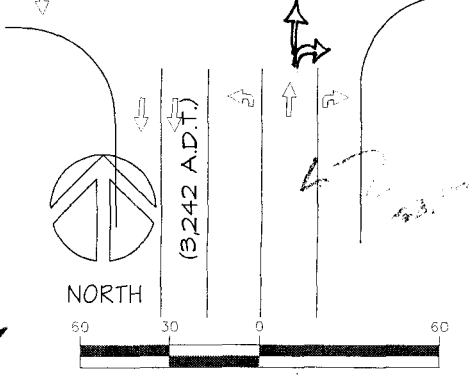
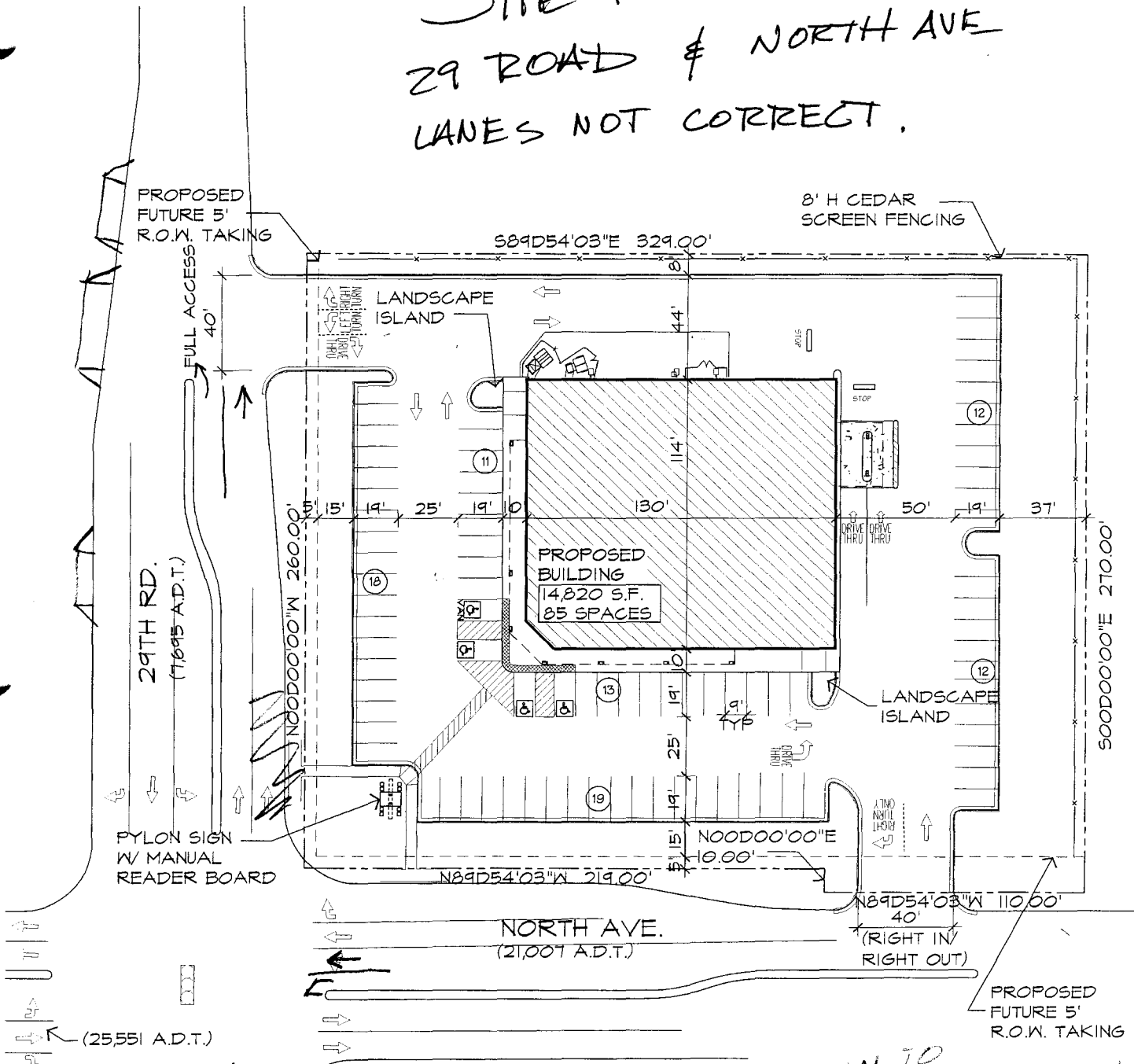
Movement Parameters

MOVLABELS	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
VOLUMES	153	118	111	70	889	73	224	150	318	74	1011	258
WIDTHS	12.0	12.0	24.0	11.5	24.0	10.0	12.0	12.0	24.0	11.5	24.0	10.0
LANES	1	1	2	1	2	1	1	1	2	1	2	1
GROUPTYPES	Norm	Norm	Norm	Norm	Norm	Norm	Norm	Norm	Norm	Norm	Norm	Norm
UTILIZATIONS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRUCKPERCENTS	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
PEAKHOURFACTORS	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
ARRIVALTYPES	3	3	3	3	3	3	3	3	3	3	3	3
ACTUATIONS	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No	Yes
REQCLEARANCES	5.0	5.0	3.5	5.0	5.0	3.5	5.0	5.0	3.5	5.0	5.0	3.5
MINIMUMS	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
STARTUPOST	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
ENDGAIN	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
STORAGE	150	0	100	100	0	150	150	0	175	175	0	150
INITIALQUEUE	0	0	0	0	0	0	0	0	0	0	0	0
IDEALSATFLOWS	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
FACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DELAYFACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
NSTOPFACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
SATURATIONFLOWS	1583	1863	3433	1557	3539	1652	1583	1863	3433	1557	3539	1652

Phasing Parameters

SEQUENCES	68	ALL										
PERMISSIVES	Yes	Yes	Yes	Yes			LEADLAGS		Lead	Lead		
OVERLAPS	No	No	No	No			OFFSET		0.00	1		
CYCLES	100	100	5				PEDTIME		0.0	0		
GREENTIMES	9.96	3.02	19.00	12.04	16.61	13.88						
YELLOWTIMES	3.50	3.50	5.00	3.50	5.00	5.00						
CRITICALS	3	9	1	6	11	12						

SITE PLAN GOOD
 29 ROAD & NORTH AVE
 LANES NOT CORRECT.



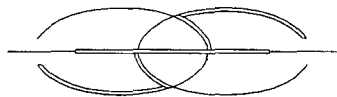
NOTE: THIS WILL BE A S.W. STYLE BUILDING

75 PARKING SPACES REQUIRED
 OPTION A

PROPOSED SITE PLAN
 (NEC) 29TH ST & NORTH AVE.
 GRAND JUNCTION, CO

MEDIAN TO BE INSTALLED
 SIMILAR TO SHOWN
 SITE DATA
 LOT AREA: 88,020± S.F. OR 2.02 ACRES
 LANDSCAPE: 24,957± S.F. (28.3% OF LOT)

PROJECT NO. ON229
 DATE: 07/22/04
 REV: 08/24/04
 REV: 09/07/04



CALLAHAN · GALLUP & Co.
 · Architecture · Planning · Interior Design ·
 9 East 4th Street · Suite 1000 · Tulsa, Oklahoma 74103
 (918) 584-8855 · (918) 584-2880 FAX

BENCOR. LLC
 COLORADO SPRINGS, CO.

Copyright © 2004 by CALLAHAN · GALLUP & Co.

From: Jody Kliska
To: Rick Dorris
Date: 11/2/2004 8:12:36 AM
Subject: Re: Fwd: Walgreens - Traffic Analysis for proposed access to 29 Road

Yes, he analyzed it based on the Transcad model for 2030, which shows a substantial proportion of traffic coming up 29 Road and turning either onto the business loop or North Avenue. They will be submitting for a TEDs exception shortly.

>>> Rick Dorris 11/1/2004 5:59:19 PM >>>

I assume this is okay with you given the drastic change things will have in the near future.

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

>>> Jody Kliska 11/1/2004 2:37:58 PM >>>

FYI

>>> "Mark Bunnell" <mbunnell@mbakercorp.com> 11/1/2004 11:30:55 AM >>>

Jody,

Attached is the traffic analysis for the proposed Walgreens access to 29 Road.

Pages 1-2: Peak hour traffic counts
Pages 3-4: Model data from Ken Simms
Page 5: Annual growth rate (AGR) calculations from model data
Page 6: Existing and future peak hour traffic volumes
Page 7: Trip generation calculations
Page 8: Diagram showing trip distribution and assignment
(including pass-by trips)
Pages 9-10 Signal 2000 results for "Year 2024 WITH Project" condition

The analysis showed that southbound queuing at North Ave & 29 Road should not back up beyond the 200 foot raised median. The overall intersection LOS is D, with all movements operating at LOS D or better.

Please call me to discuss when you get a moment.

Thanks,

Mark Bunnell
Michael Baker Jr.
(801) 352-5965

