



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 13, 2005

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: Vectra Bank, Rae Lynn and Patterson Rd.
REQUEST FOR TEDS EXCEPTION
Rae Lynn Horizontal Alignment

Rick:

I am submitting herewith our request for a TEDS exception for the centerline alignment of Rae Lynn Street. You should find attached an exhibit depicting our proposed alignment. The design as shown on the attached exhibit for the completion of Rae Lynn out to Patterson Road is not in compliance with the TEDS manual with respect to Section 4.1.3 as it relates to corner driveway clearance or Section 5.1.4.2 as it relates to curve radii or intersection approach tangents.

Background:

During our formal pre-application conference, it was mentioned that the centerline of Rae Lynn needed to align with the entry that was currently be planned for the American National Bank site on the south side of Patterson Road. Had we not had to align with this intersection, we would have been able to comply with Section 5.1.4.2.

We were also told in the pre-application conference that the entry to the Stop'n Save would have to be redesigned to come off the new alignment of Rae Lynn rather than directly off Patterson Road as is the current situation.

RECEIVED
JUL 13 2005
COMMUNITY DEVELOPMENT
DEPT.

DESIGN EXCEPTION #DE 17-05

To: Mark Relph, Director of Public Works & Utilities
Bob Blanchard, Director of Community Development
Rick Beaty, Fire Chief

From: Tim Moore, Public Works Manager

Copy to: Rick Dorris, Development Engineer

Date: July 27, 2005

RE: Corner Driveway Clearance & Curve Radii – Vectra Bank

DESCRIPTION OF THE SITUATION

The construction of the new Vectra Bank at 24 Road and Patterson Rd. will require the extension of Rae Lynn Street from Patterson Road. The site is constrained on three sides by existing facilities. The exceptions requested are for a reduction of the centerline Radii of 300 feet in TEDS to 200 feet and the corner driveway clearance from 100 feet in TEDS to 61 feet as shown on the attached site plan.

Section 4.1.1 Spacing requires 150-ft. of separation for an access location from the flow line of a Minor Arterial Street. G Road is classified as a Minor Arterial Street. Additionally, Section 4.1.2 Offsets, requires access locations to be aligned on opposite sides of the street or offset by a minimum of 50 feet. The applicant requests an exception for both sections of the TEDS manual.

EXCEPTION CONSIDERATIONS

- 1. Will the exception compromise safety?**
Staff does not believe the current situation presents a safety issue.
- 2. Have other alternatives been considered that would meet the standard?**
The applicant considered aligning the west access point with 15th Street. The grade at the north side of this intersection approximately 10 feet higher than G Road.
- 3. Has the proposed design been used in other areas?**
The condition currently exists on this site, and in other areas of the community.

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

Staff recommends approval of the TEDS Exception as proposed.

Recommended by: _____

Approved as Requested: X

Approved as Modified: _____

Denied _____

Dated: 7-27-05

[Signature]

[Signature]

[Signature]

VE#17-05 Vectra Bank

August 3, 2005

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

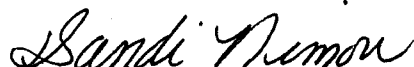
Re: Design Exception #DE 17-05 – Corner Driveway Clearance and Curve Radii –
Vectra Bank

Dear Jim:

Please find attached the committee's decision for the above referenced request. This design exception has been approved as requested. 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, Sr. Administrative Assistant
To Tim Moore, Public Works Manager
City of Grand Junction

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

The end of Rae Lynn is fixed at the north, having been constructed with the recently completed Holiday Inn project. It is fixed at the south given the recently approved site plan for the American National Bank.

The TEDS Manual requires 300' horizontal curves with an approach tangent to Patterson Road of 100'. The distance between our north boundary and the flowline of Patterson road is only 252', therefore there insufficient distance to meet the TEDS requirements. The Stop'n Save has a car wash adjacent to it's west property line which prevents our moving the new entry further away from the intersection.

Alternatives Considered:

All the design constraints were dictated to us; the road had to be extended, the connection points on the north and south were given and the driveway to the Stop'n Save had to be relocated. Given these constraints, the only variables were the lengths of the centerline radii on Rae Lynn and the length of the approach tangent to Patterson Road. There were no variations of these criteria which would meet TEDS. We did look at various lengths of centerline radii, but any radii longer than the ones we chose only made the situation worse by interfering with our entry into the bank site.

Proposed Design:

We feel the choice we have made best fits the design constraints we were given at the pre-application conference, and provides the best design possible for the entry into the bank site.

There is insufficient distance between the north and south design points to use 300' radii curves. Since we could not meet the TEDS criteria, we chose the longest radii we could that would allow us to have a tangent section in front of our driveway into the bank site. The radii we chose for the reverse curves were 200'. This left us with an approach tangent of only 18' versus the 100' required by TEDS.

The new entry into the Stop'n Save was moved as far north as possible without conflicting with the pad in front of the car wash. The location gives us 61' from the flowline of Patterson to the flowline of the entry versus the 100' required by TEDS.

Impacts of change:

We felt the shorter centerline curve radii and the shorter approach tangent were acceptable because Rae Lynn Street is not a through street, which will reduce it's use. The access out to Patterson will most likely be less traveled than the access from Holiday Inn directly out to 24 Road. We felt the same applied to the access into the Stop'n Save.

We are requesting that the City acknowledge the constraints as presented to us in the pre-application conference and approve our design as the best possible solution given those constraints.

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



Memorandum

TO: Tim Moore
FROM: Rick Dorris 
DATE: July 19, 2005
SUBJECT: Vectra Bank TEDS exception

I recommend approval for the TEDS exception for this project since they are constrained on three sides by existing facilities. Their exception states that Rea Lynn isn't a through street and that traffic should be small. This is true now but eventually it will extend to Leland and maybe F ½ Road. Still, the volumes should be low enough and sight distance great enough to allow safe travel at Patterson.