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Austin Civil Group, Inc.

Land Planning • Civil Engineering • Development Services

August 21, 2006

Mr. Eric Hahn
City of Grand Junction Community Development
250 North 5th Street
Grand Junction, CO 81501

Re: Request for TEDS Exception for Access Location

Dear Mr. Eric Hahn:

The purpose of this letter is to request an exception from *City of Grand Junction's Transportation Engineering Design Standards (TEDS) Section 4.1, Access Location*, for the sites located at 2502 & 2504 Hwy 6 & 50, in Grand Junction, Colorado.

Existing Site Conditions:

The 2502 & 2504 Hwy 6 & 50 sites are currently vacant land consisting of approximately 2.31 and 4.14 acres, respectively. The 2502 site has approximately 362-ft of street frontage along the east side of 25 Road, which is considered a Minor Arterial Street according to the Grand Valley Circulation Plan Street Classification. Currently the property directly west of the site takes access to 25 Road by (2) two driveway cuts located approximately 180-ft and 300-ft from the intersection of 25 Road and Highway 6 & 50. The property to the north gains access to 25 Road from a curb cut located approximately 53-ft north of the northern boundary line of the 2502 Highway 6 & 50 site.



Lot 1 & Lot 2 of Riverside Crossing Subdivision

336 main street • suite 203 • grand junction, colorado 81501 • 970-242-7540 phone • 970-255-1212 fax

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Proposed Site Improvements:

The applicant is proposing to adjust the common boundary line between the 2502 and 2504 Highway 6 & 50 parcels to create Lot 1, a 2.01-acre parcel on the west and Lot 2, a 4.09-acre parcel on the east. The primary reason for the lot line adjustment is to better accommodate vehicle circulation patterns and ensure proper setbacks from the proposed new building. In addition to the lot line adjustment, a major site plan review for Lot 2 requesting approval to construct an 9,785 square foot building with associated asphalt parking, utility infrastructure and landscaping. At this time Lot 1 will remain undeveloped.

Two accesses for Lot 1 and Lot 2 are currently being proposed. The first access will be a 29.50-ft shared driveway allowing entry to Lot 1 and Lot 2 off the Frontage Road. As a result of this development and the Redlands Parkway improvements the Frontage Road will no longer extend to 25 Road. The second access, running parallel with the northern boundary line of Lot 1, will provide a right turn lane off 25 Road and one-lane in and two-lane out ability. The right turn improvements will be constructed concurrently with City improvements along 25 Road.

As a result of providing the 25 Road access, the location and spacing does not meet TEDS requirements as identified in Section 4.1 of the TEDS Manual. Existing driveway cuts along 25 Road provide constraints that need to be taken into account as part of this exception request.

TEDS Requirements

25 Road is considered a Minor Arterial street that requires driveway offsets of 300 feet or greater and spacing from a signalized intersection to be 300 feet, according to TEDS Section 4.1.

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Alternative Access Options:

25 Road Access:

There are two options to address the 25 Road access regarding the proposed alignment and spacing. The first option is to align the access with one of the two adjacent accesses to the west. The second option is to remove the access completely.

The first option, aligning the access directly across from one of the two accesses to the west would result in two undesirable situations that again do not meet TEDS requirements. If access is re-aligned with the southern existing access the minimum spacing of 300-ft from a signalized intersection will not be satisfied. Secondly, re-aligning the proposed access with the existing northern access would put the access directly on the northern boundary line; existing grade would make constructability extremely tough and move access closer to existing access to the north.

The second option, removing the access completely, would limit access to one location along the Frontage Road, a Colorado State Highway, and inhibit proper onsite vehicle circulation patterns.

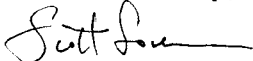
The applicant feels that proposed location of the 25 Road access provides the ideal situation for onsite traffic patterns and still maintain adequate spacing and safety along 25 Road. In addition, it provides a secondary access in the event of fire and one of the accesses is blocked.

Attached drawings depict proposed improvements and existing constraints.

I believe this addresses all access options available for this project. If you have any additional questions or concerns, please give me a call at 242-7540.

Sincerely,

Austin Civil Group, Inc.



Scott Sorensen
Project Designer

Attachments: As stated

August 28, 2006

Austin Civil Group, Inc.
Scott Sorensen, Project Engineer
336 Main Street, Suite 203
Grand Junction, CO 81501

Re: Design Exception 31-06 – Riverside Crossing-Access Location

Dear Mr. Sorensen:

Please find attached the committee's decision for the above referenced request. This design exception has been approved as explained in Attachment A. 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, Public Works Manager at (970) 244-1557.

Sincerely,



Sandi Nimon,
Sr. Administrative Assistant

Xc: Eric Hahn, Development Engineer (244-1443)

DESIGN EXCEPTION #31-06

To: Mark Relph, Director of Public Works & Utilities
Sheryl Trent, Assistant to the City Manager
Jim Bright, Acting Fire Chief

From: Tim Moore, Public Works Manager

Copy to: Eric Hahn

Date: August 23, 2006

RE: 25 & I-70B Riverside Crossing – Access Location

DESCRIPTION OF THE SITUATION

The applicant desires to adjust a lot line and construct a shopping center and restaurants on two lots at the NE corner of 25 Road and Hwy 6 & 50. Proposed access to the site will be from the frontage road and from 25 Road.

Site Description:

The proposed access on 25 Road (classified as a Minor Arterial) is at the northern edge of the site, in order to maintain maximum spacing from the signalized intersection of 25 Road and Hwy 6 & 50. This is the best location for the access, and the access is necessary to accommodate the proposed use of the site, but it is located less than 300' from existing adjacent and opposing accesses on 25 Road. 300' is the minimum access spacing and offset required on Minor Arterials by TEDS 4.1.1 and 4.1.2..

EXCEPTION CONSIDERATIONS

- 1. Will the exception compromise safety?**
Staff does not believe the exception will compromise safety.
- 2. Have other alternatives been considered that would meet the standard?**
Yes. It is possible to limit the access to the site to the frontage road only, but such an access configuration causes additional problems at the point where the frontage road accesses the highway. Also, it is anticipated that a median will eventually be constructed on the highway, blocking left turns, which will cause the 25 Road access to become necessary for exiting patrons who wish to travel east on the highway.

3. **Has the proposed design been used in other areas?**
Yes, other exceptions to this TEDS requirement have been allowed.
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 exception requested.

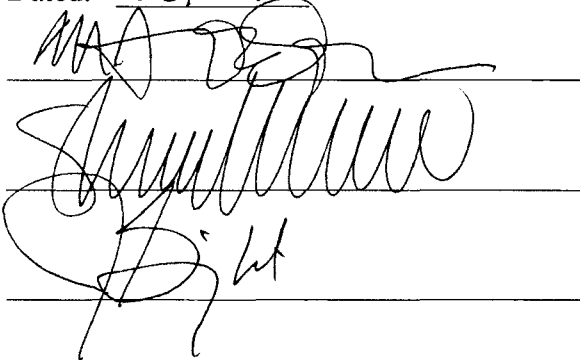
Recommended by: _____

Approved as Requested: _____

Approved as Modified: X *-SEE ATTACHMENT "A"*

Denied _____

Dated: 08/23/06



DE# 31-06 - 25 & I-70B Riverside Crossing -- Access Location

Attachment A
August 23, 2006

Riverside Crossing Subdivision - Lots 1 & 2

The committee approved the location of the 25 Road access point, but directed staff to re-evaluate the impacts to 25 Road resulting from the full movement access requested as part of this subdivision in conjunction with the surrounding existing business access points. The committee also discussed that at such time that traffic levels and/or accident rates increase on 25 Road or emergency service are impacted by traffic congestion at this location as defined by the City's Transportation Engineer, this TEDS Exceptions may be modified or terminated.