

# Grand Junction

October 25, 2007

Vista Engineering Corp.  
605 28 ¼ Road, Suite B  
Grand Junction CO 81506

Re: *Design Exception #19-07, 468½ and 470 25½ Road Site Plan*

Dear Sirs:

Please find attached the committee's decision for the above referenced request. This design exception was denied for the reasons listed on the attached.

If you have any questions, please feel free to contact the Development Engineer in charge of your project or Tim Moore, Public Works and Planning Director at 970.244.1557.

Sincerely,



Sue Mueller  
Sr. Administrative Assistant

Cc: Ken Fischer, Development Engineer  
Valley Developers, LLC  
File

**TO: TEDS Exception Committee**  
**FROM: Ken Fischer** *KF*  
**DATE: September 17, 2007**  
**SUBJECT: Second Request at 468½ & 470 25½ Road**

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Based on my review of this request, I'm recommending that the request be denied due to the following reasons:

1. In the near future, the Crosby connection with Main Street is expected to be completed which will produce heavier traffic flow onto 25½ Road to and from the Rimrock Avenue shopping area.
2. 25½ Road is a Minor Collector and requires a 150' clearance between access points. The proposed driveway onto 25½ Road is only spaced 78' from the driveway to the north and 90' from the driveway to the south.
3. The applicant's engineer has indicated that to access his property from the existing "cross access" easement to the north (Mercer Automotives) would not allow a WB-40 truck to maneuver through the Mercer property. While this may be correct, I'm not sure if a WB-40 truck is necessary for the use of the subject property.

The TEDS Exception Request marginally demonstrates a WB-40 truck maneuvering around the rear of the site which would allow the truck to pull back onto 25½ Road.

With further efforts from the City's staff, the attached figures show that a driver would need to make five tight maneuvers to turn the truck around.

4. In the distant future, due to an additional roadway to the north of the property connecting 25½ Road directly with I-70B, *this* may increase traffic past the proposed site.

# **DESIGN EXCEPTION REQUEST #2**

## **468½ & 470 25½ ROAD SITE PLAN 468½ & 470 25½ Road, Grand Junction, CO**



Prepared for:

**Valley Developers, LLC**  
3109 F Road  
Grand Junction, CO 81504  
(970) 261-4747

Prepared by:

**Vista Engineering Corp.**  
605 28¼ Road, Suite B  
Grand Junction, CO 81506  
(970) 243-2242

August 28, 2007  
VEC Job #4034.01-02

## DESIGN EXCEPTION REQUEST #2

**Project:** 468½ & 470 25½ Road Site Plan

**Site Address:** 468½ & 470 25½ Road, Grand Junction, CO 81501

**City File No.:** Has not been submitted yet, therefore none assigned as of this date.

**Applicant:** Valley Developer, LLC

**Representative:** Vista Engineering Corp.

**Date:** August 28, 2007

### 1. BRIEF DESCRIPTION OF THE REQUEST(S)

1. This Design Exception Request is a second request for a variance of the 150-ft. spacing between access points per Section 4.1.1 of the T.E.D.S. Manual in order to construct a shared driveway for the two lots referenced above. A previous request was made for this site, dated May 14, 2007, but was denied due to the existence of an ingress/egress access easement that was recorded across the adjacent parcel to the north.

### 2. SITE DESCRIPTION

The two lots that make up this request are located at 468½ and 470 25½ Road which are in the El Poso area of Grand Junction. These two parcels were platted in 1978 as Lots 15 and 16, respectively, in the 6 & 50 West Subdivision, Filing #2 and are located on the east side of 25½ Road approximately 260-feet north of where 25½ Road and Crosby Avenue connect with each other. Exhibit A of this request is a Location Map showing this site along with surrounding properties in the vicinity. Both of the lots are currently vacant, however, most recently they were used as a storage yard for a natural stone dealer which had their offices in the building on the adjoining lot to the south. Since the time of the first Design Exception Request, this office building and storage yard on the south side of this proposal has been sold to Air Compressor Service. Other surrounding properties include Mercer Automotive located on the north side of these lots and a recently approved office/warehouse project located to the east. To the west, across 25½ Road, is an unimproved 1.22-acre parcel which contains a single family residence in the northeast corner of the site.

According to the City of Grand Junction Transportation Map, 25½ Road is proposed to be classified as a Minor Collector. Current street improvements along 25½ Road in this area consist of 6.5-ft. monolithic vertical curb, gutter, and sidewalk on the east of the street and 7.5-ft. monolithic vertical curb, gutter, and sidewalk on the west side. The asphalt surface of the roadway was measured to be approximately 31.5-ft. in width. In the immediate vicinity, there are five driveways accessing onto 25½ Road. One for each of the adjoining parcels to the north and to the south, one for the single family site to the west, and another

## DESIGN EXCEPTION REQUEST #2

468½ and 470 25½ Road

August 28, 2007

Page 2

driveway to a undeveloped parcel further to the northwest. The fifth driveway is one that currently provides access into these two lots which is located along the frontage for 470 25½ Road. Included in this request is Exhibit B showing the proposed Site Plan for the development of 468½ and 470 25½ Road which shows these existing five driveways and how they are related to each other.

The separation between the driveway into 468½/470 and Air Compressor Service to the south was measured to be approximately 151-feet, which satisfies Section 4.1.1. of the T.E.D.S. Manual. The separation between the driveway into 468½/470 and the existing driveway for Mercer Automotive to the north, however, was measured to be just 70-feet, far short of the 150-ft. requirement in Section 4.1.1. To shift a new access into 468½/470 to improve the separation with Mercer Automotive creates a situation where the separation with the existing driveway into Air Compressor Service would no longer meet T.E.D.S.'s. Therefore, a Design Exception Request is required in order to obtain direct access from 25½ Road for 468½ and 470 25½ Road.

### 3. REQUEST #1

#### a. Description

As mention in Section #1, this Design Exception Request is for a variance in the 150-ft. spacing requirements as stated in Section 4.1.1. of the T.E.D.S. Manual. The two lots that make up 468½ and 470 25½ Road were platted to be just 50-feet in width and as such, these lots can not be improved separately, i.e. with separate access points, and meet Section 4.1.1. As Exhibit B indicates, it is proposed to provide a single access to these two lots by means of a shared driveway centered on the common lot line between the two parcels. However, due to the locations of the other existing driveways in this area, the 150-ft. spacing still cannot be met with this proposed shared driveway and several of the existing access points.

At the time of the first Design Exception Request, neither the Applicant nor their Representative were aware of the recorded ingress/egress access easement that exists from the Mercer Automotive parcel to the north property line of this site. Given the fact that it does exist, the Applicant understood the reason for the denial of the Design Exception Request and moved forward in trying to develop a site layout in order to meet this criteria. As was mentioned in the first Design Exception Request, negotiating the turning movements in and out of this site through Mercer Automotive would be a major concern. Turning templates were investigated for a variety of vehicles that would need to access this site. The required locations for the two proposed buildings would have to shift to the east increasing the front setback, equal to that of Mercer Automotive's building. The resulting turning movements investigated included a Single Unit truck and a WB-40 truck/trailer combination. The Single Unit truck movement can be satisfied, although without much margin for error, while the WB-40 truck /trailer cannot negotiate all of the turns that would be required to enter and exit the site. Exhibit C of this Design Exception Report presents the turning templates for these types of vehicles.

## DESIGN EXCEPTION REQUEST #2

468½ and 470 25½ Road

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These lots are located in a C-2 Zone district which would allow a variety of uses, however, given the type of uses in the area, it would be anticipated that these lots would be marketed more to contractors and trade shops that would want some indoor and outdoor storage. A Single Unit truck would be represented by a trash truck or a delivery truck, although construction vehicles such as concrete trucks or lumber trucks may possibly exceed this template. Contractors storing equipment and/or supplies often time need to haul these items using a trailer. This truck/trailer combination could easily be represented by a WB-40 truck movement. As seen from the second sheet in Exhibit C, this movement cannot be accomplished using the access easement from Mercer Automotive.

Persons buying commercial lots, such as these, do so with the expectation that they are going to get access from the roadway. These lay person would ask the question “why else would the City approve the subdivision?” The owner of these two parcels purchased these lots based on this expectation and, without doubt, at a market value of two commercial lots. It is this property owner’s opinion that his ability to market and lease, or sell, these lots will be greatly diminished by not having an access directly onto 25½ Road. In addition, the owner of Mercer Automotive has expressed his objections to accessing this lots through his parking lot as well as the owner to the south. The granting of this Design Exception Request would allow the development of these two lots consistent with the neighboring area without any impacts to the neighboring parcels. If denied, they could not be developed in the manner that the owner would like and, as such, would have an economic impact on this owner.

In review of this request it should be noted that there will not be any net increases in the number of driveways on this section of 25½ Road. It is being proposed to shift the existing driveway for these two lots south to improve the resulting spacing with Mercer Automotive to the north, from 70-feet to approximately 106-feet. Although this shift reduces the spacing with the driveway with Air Compressor Service to the south from 151-feet to roughly 115-feet, it does better center the new driveway between the two existing access points.

### **b. Exception Considerations**

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

As with the first Design Exception Request, it is felt that this exception would not compromise safety, in fact, this request may help in improving the safety if the ingress/egress easement were to be used. The front entry into the Mercer Automotive building faces west which would be directly adjacent to the ingress/egress traffic coming in and out of the proposed improvements for 468½ and 470 25½ Road. All of the customers, included those using the handicap parking space, for Mercer Automotive would have to negotiate crossing this access easement in order to reach the building. It appears that there is only the minimum of 25-ft. between the parking spaces and the sidewalk in front of the building. This would satisfy a typical parking lot, however, it could be argued that, per language contained on the Mercer Subdivision plat, the ingress/egress easement could be treated as a public right-of-way since it is intended to be used by “Tract owner(s), their guest(s), and invitee(s),

## DESIGN EXCEPTION REQUEST #2

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and also for use by public providers and utilities, including but not limited to, postal service, trash collection, fire, police and emergency vehicles and services." Section 3.2.1 of the T.E.D.S. Manual states that "*backing maneuvers in a public street shall not be approved except for single family or duplex residential uses on local streets.*"

Although the ingress/egress easement exists for providing legal access through the Mercer Automotive parcel, it is not felt that adequate provisions were designed into those site improvements to protect their customers for this condition and it would increase the potential for accidents to occur between pedestrians and vehicles. We would maintain that the safest situation would be to have vehicles entering and exiting the proposed improvements to 468½ and 470 25½ Road be separated from the pedestrians of Mercer Automotive in addition to the vehicle movements on that site as well. Providing a shared access onto 25½ Road would provide a safer solution to this condition.

Where is  
Turn Around  
Area in Proposed  
Developed Site

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

As mentioned, the Applicant has investigated using the recorded ingress/egress access easement for this site as stipulated in the comments received following the first Design Exception Request for this site. Notwithstanding the safety concerns that have just been addressed, there are concerns of providing adequate space for the necessary turning movements in and out of the site. As discussed in length in Section 3.a. of this Request, the anticipated turning movements identified in Exhibit C will be extremely difficult or not possible at all. It is strongly felt by the Applicant that C-2 lots in this area of town be able to provide access represented by these turning movements due to the interest that has been expressed by potential buyers or tenants.

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

Shared driveways is a common design element that is used both in the City of Grand Junction and Mesa County. It is used primarily for limiting access points on busy roadways or roadways that have the potential to see an increase in their traffic volumes. This use of installing a shared driveway will also be a benefit in this situation as well, although it may not be the primary use in this case. Therefore, although this request is for a design exception to the T.E.D.S. Manual, there will be the advantage having only one driveway, shared between the two lots, that will create no additional access points on 25½ Road which will tend to limit the number of conflicts with turning movements with other driveways.

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

No, this Design Exception Request will not require any coordination or approvals from CDOT or FHWA.

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

**DESIGN EXCEPTION REQUEST #2**

468½ and 470 25½ Road

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Page 5

The approval of the subdivision plat which created these 50-ft. wide lots pre-dates the T.E.D.S. Manual and with situations such as North Avenue, the reasoning for the criteria contained in Section 4.1.1. of the T.E.D.S. can be seen. Therefore, in the first Design Exception Request, the statement was made that it was felt that the spacing criteria in Section 4.1.1. was <sup>an</sup> appropriate as a design standard. However, in further review of the City of Grand Junction Land Development Code, the minimum lot width for a B-1, C-1, or a C-2 lot still remains at 50-feet. It would seem as though this type of a exception request will certainly come up again when there are 50-ft. wide lots possible but there is a driveway spacing requirement of 150-feet. From a planning standpoint, it would seem that these two distances should be relatively equal, especially in a C-2 Zone, in order to properly provide access into each lot without having to plat access easements across adjacent property. Difficult turning movements are a result and business owners, such as Mercer Automotive, are then impacted. Would there be any consideration to a suggestion that, in a C-2 Zone, the minimum lot width be increased to 100-feet and the driveway spacing be decreased to 100-feet as well?

**Recommended by:** \_\_\_\_\_

**Approved as Requested:** \_\_\_\_\_

**Approved as Modified:** \_\_\_\_\_

**More Information Needed:** \_\_\_\_\_

**Denied:** X

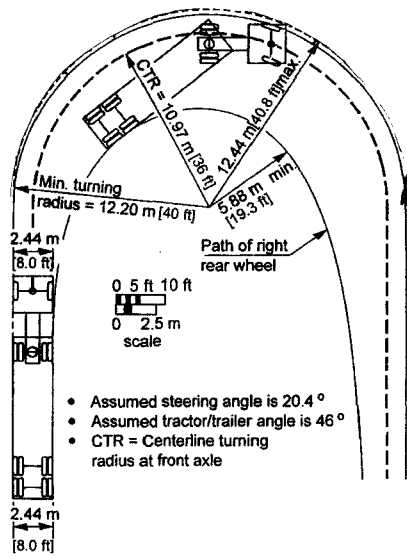
**Dated:** 10/4/07

*This TEDS Exception is denied based on the proximity of two existing driveways, an available cross access agreement, and the strong likely hood of increased traffic flow on 25.5 Road.*

*The increase traffic flow will be generated from the connection of Crosby & Main as well as a future connection of US 6 & 50 with 25½ Road to the north of the applicants property.*

\_\_\_\_\_  
*John W. [Signature]*  
\_\_\_\_\_  
*Tom [Signature]*  
\_\_\_\_\_  
*Lisa [Signature]*





• Assumed steering angle is  $20.4^\circ$   
 • Assumed tractor/trailer angle is  $46^\circ$   
 • CTR = Centerline turning radius at front axle

Minimum Turning Path for Intermediate Semitrailer (WB-12 [WB-40])  
 Design Vehicle

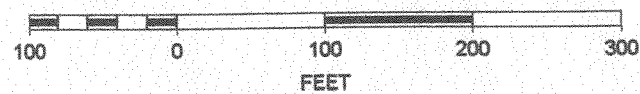
**Exhibit A**

# Location Map - 468-1/2 & 470 25-1/2 Road



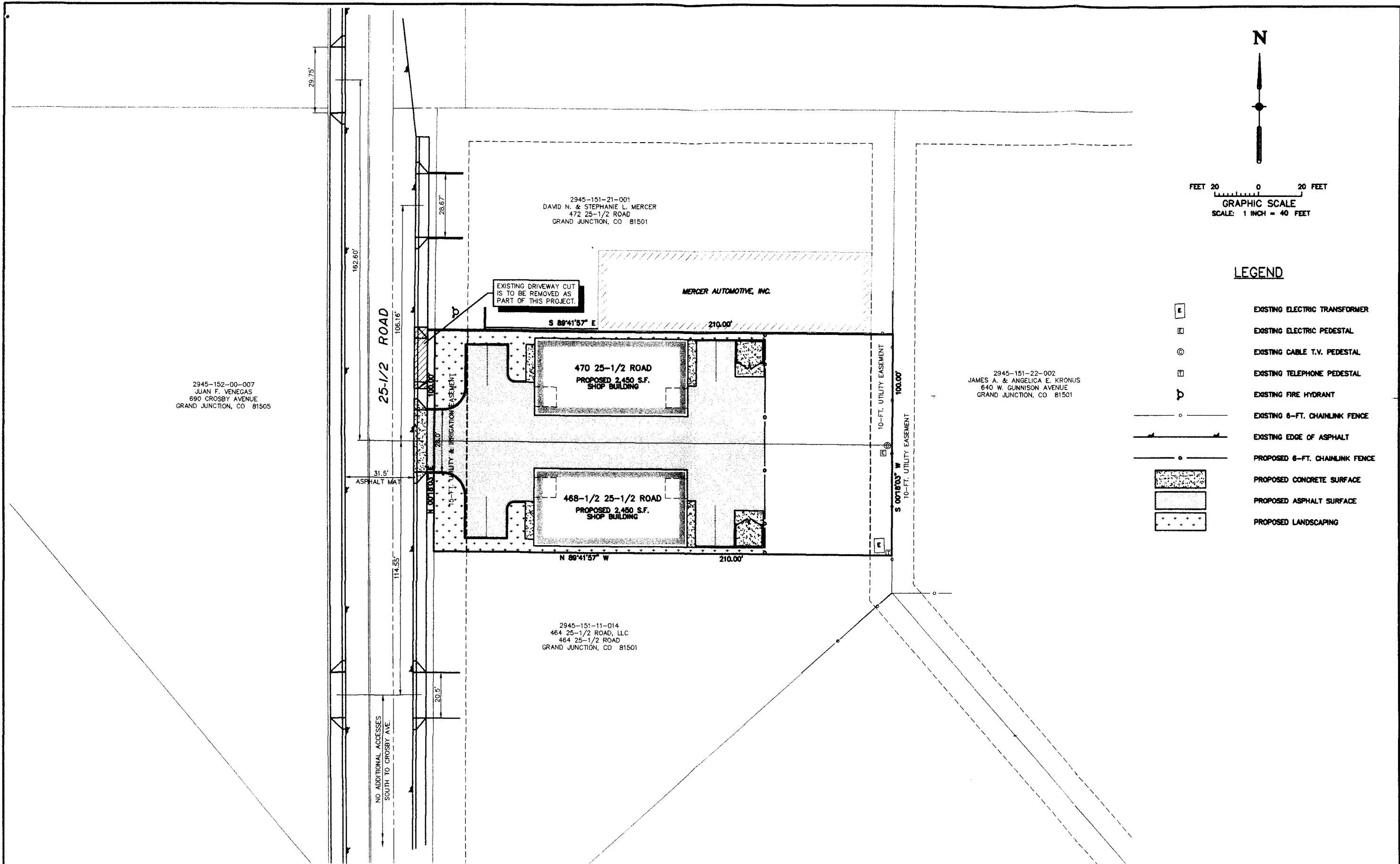
**PROJECT  
LOCATION**

SCALE 1 : 1,525



**Exhibit B**

\\Dean\PRESARIO (C)\Land Projects R2\4034.01-02\dwg\TEDS Exhibit.dwg, 4/18/2007 3:53:06 PM, Owner, FRANCES

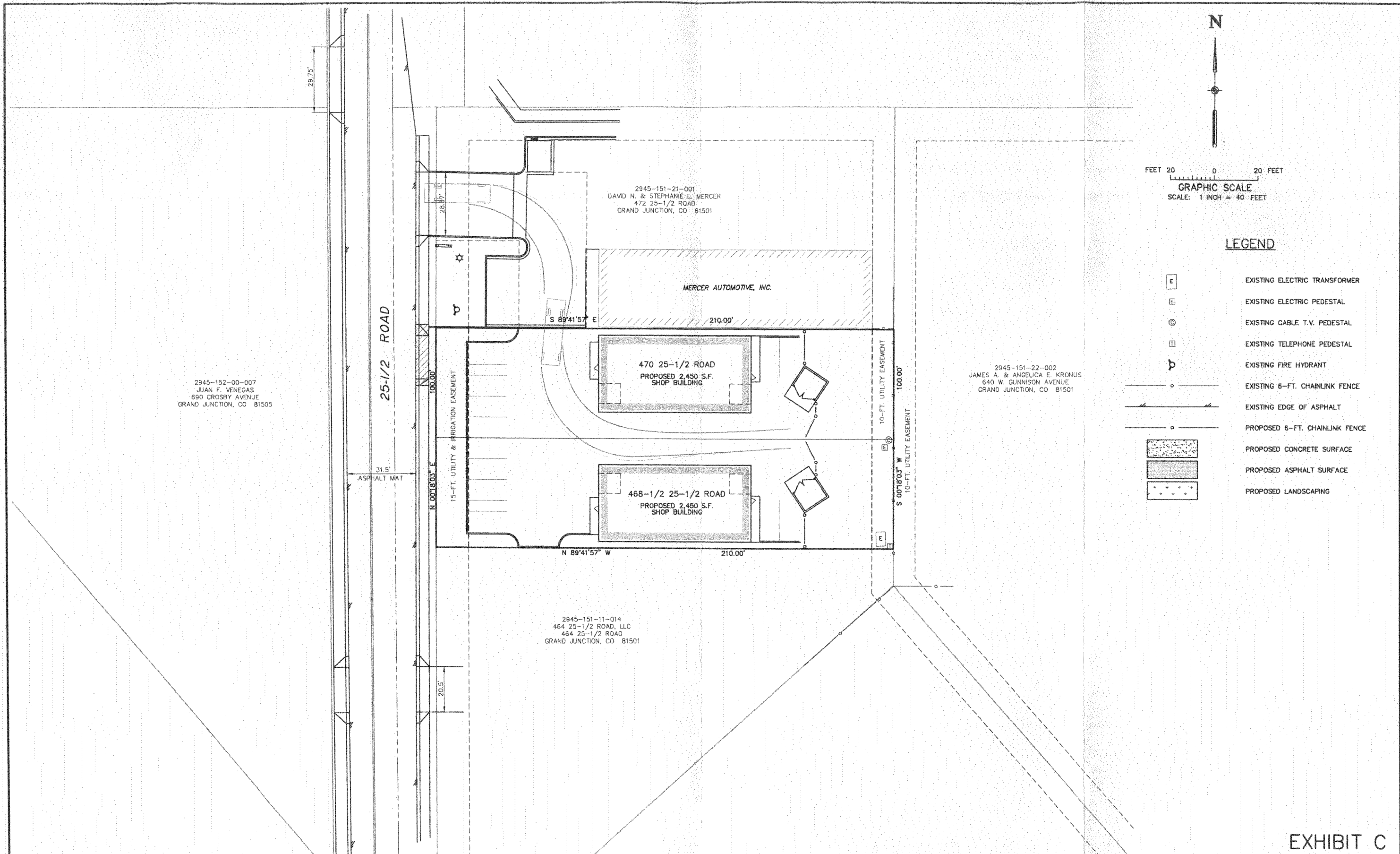


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| DRAWN BY:<br>D.E.C.    | REVIEWED: _____<br>DATE: _____ FOR _____                   | <b>VISTA ENGINEERING CORP.</b><br>CONSULTING ENGINEERS AND LAND SURVEYORS<br>806 28 1/4 ROAD, SUITE B • GRAND JUNCTION, CO 81508 • (970) 249-2242 | REVISION                      | DATE  | DESCRIPTION | BY | CVD | HELIG & KUCCEL, INC.<br>GRAND JUNCTION, COLORADO | SCALE:<br>1" = 40' | JOB NO:<br>4034-01-02 | DATE:<br>04-18-07 |  |
| DESIGNED BY:<br>D.E.C. | REVIEWED: _____<br>DATE: _____ FOR VISTA ENGINEERING CORP. |   | SHEET NO:<br><b>EXHIBIT B</b> | REQUEST FOR T.E.D.S. EXCEPTION<br>468-1/2 & 470 25-1/2 ROAD |             |    |     |  |                    |                       |                   |  |
| CHECKED BY:<br>D.E.C.  |  |   |                               |   |             |    |     |  |                    |                       |                   |  |



**Exhibit C**

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LEGEND

- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC PEDESTAL
- EXISTING CABLE T.V. PEDESTAL
- EXISTING TELEPHONE PEDESTAL
- EXISTING FIRE HYDRANT
- EXISTING 6-FT. CHAINLINK FENCE
- EXISTING EDGE OF ASPHALT
- PROPOSED 6-FT. CHAINLINK FENCE
- PROPOSED CONCRETE SURFACE
- PROPOSED ASPHALT SURFACE
- PROPOSED LANDSCAPING

EXHIBIT C

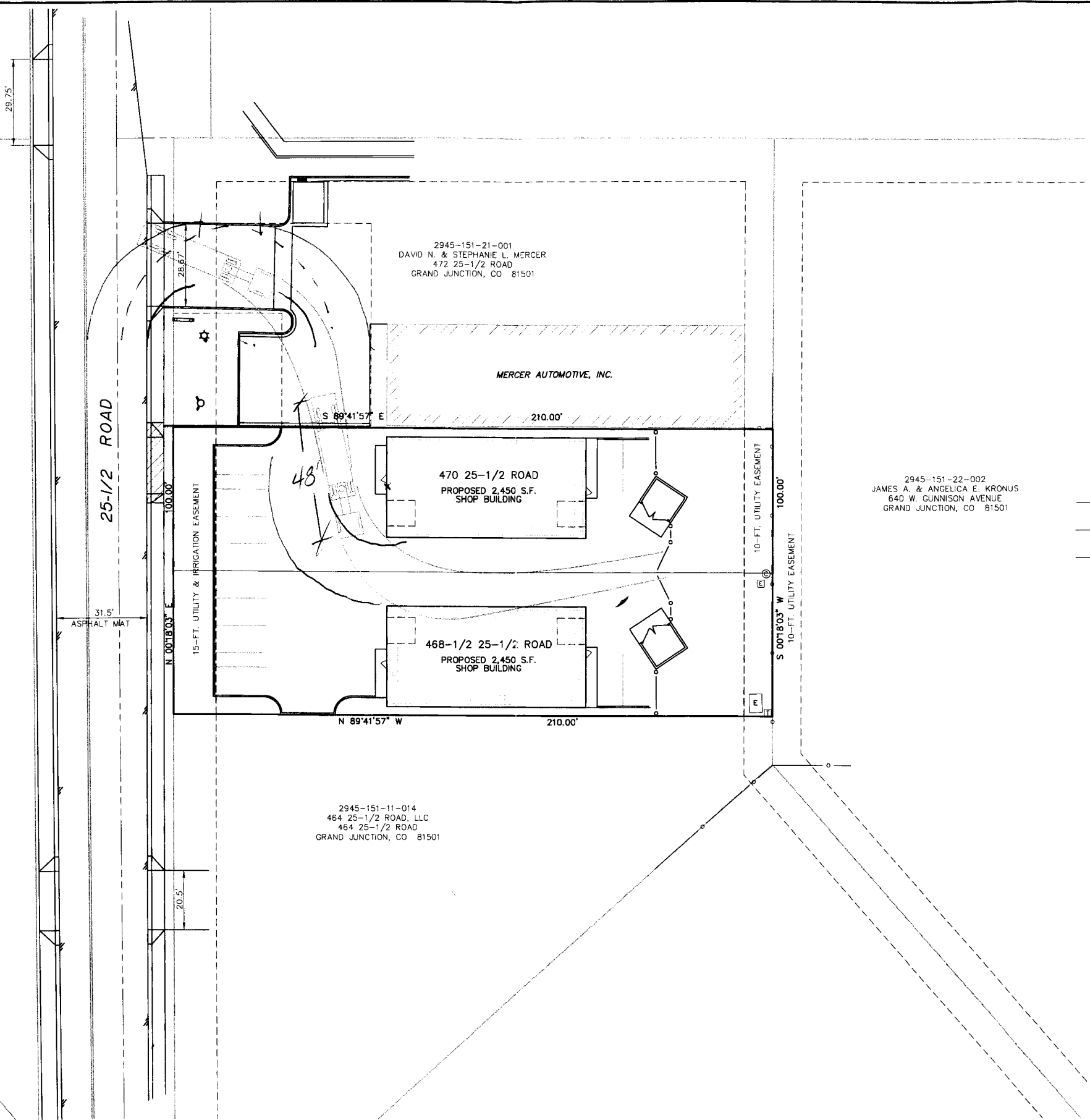
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|  |  | TURNING MOVEMENTS - SINGLE UNIT<br>468-1/2 & 470 25-1/2 ROAD  |  |  |   |   |  |



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*How's the truck exit from site?*

2945-152-00-007  
 JUAN F. VENEGAS  
 690 CROSBY AVENUE  
 GRAND JUNCTION, CO 81505



2945-151-21-001  
 DAVID N. & STEPHANIE L. MERCER  
 472 25-1/2 ROAD  
 GRAND JUNCTION, CO 81501

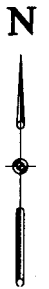
MERCER AUTOMOTIVE, INC.

470 25-1/2 ROAD  
 PROPOSED 2,450 S.F.  
 SHOP BUILDING

468-1/2 25-1/2 ROAD  
 PROPOSED 2,450 S.F.  
 SHOP BUILDING

2945-151-11-014  
 464 25-1/2 ROAD, LLC  
 464 25-1/2 ROAD  
 GRAND JUNCTION, CO 81501

2945-151-22-002  
 JAMES A. & ANGELICA E. KRONUS  
 640 W. GUNNISON AVENUE  
 GRAND JUNCTION, CO 81501



FEET 20 0 20 FEET  
 GRAPHIC SCALE  
 SCALE: 1 INCH = 40 FEET

**LEGEND**

- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC PEDESTAL
- EXISTING CABLE T.V. PEDESTAL
- EXISTING TELEPHONE PEDESTAL
- EXISTING FIRE HYDRANT
- EXISTING 6-FT. CHAINLINK FENCE
- EXISTING EDGE OF ASPHALT
- PROPOSED 6-FT. CHAINLINK FENCE
- PROPOSED CONCRETE SURFACE
- PROPOSED ASPHALT SURFACE
- PROPOSED LANDSCAPING

**EXHIBIT C**

|                        |   |   |   |                     |                          |                    |                       |                   |
|------------------------|---|---|---|---------------------|--------------------------|--------------------|-----------------------|-------------------|
| DRAWN BY:<br>D.E.C.    | REVIEWED _____<br>DATE: _____ FOR _____                   | <b>VISTA ENGINEERING CORP.</b><br>CONSULTING ENGINEERS AND LAND SURVEYORS<br>805 28 1/4 ROAD, SUITE B • GRAND JUNCTION, CO 81608 • (970) 243-2242 | REVISION<br>DATE<br>DESCRIPTION<br>BY<br>CHD          | EMERY WELSH         | GRAND JUNCTION, COLORADO | SCALE:<br>1" = 40' | JOB NO:<br>4034.01-02 | DATE:<br>08-17-07 |
| DESIGNED BY:<br>D.E.C. | REVIEWED _____<br>DATE: _____ FOR VISTA ENGINEERING CORP. |   | TURNING MOVEMENTS - WB40<br>468-1/2 & 470 25-1/2 ROAD | SHEET NO:<br>2 of 2 |                          |                    |                       |                   |
| CHECKED BY:<br>D.E.C.  |   |   |   |                     |                          |                    |                       |                   |

# Photos



View looking north along east side of 25 $\frac{1}{2}$  Road



View looking south along east side of 25 $\frac{1}{2}$  Road



View looking east at north property line common with Mercer Automotive



View looking southeast into Mercer Automotive site



View looking south along 25 1/2 Road at north side of Mercer Automotive

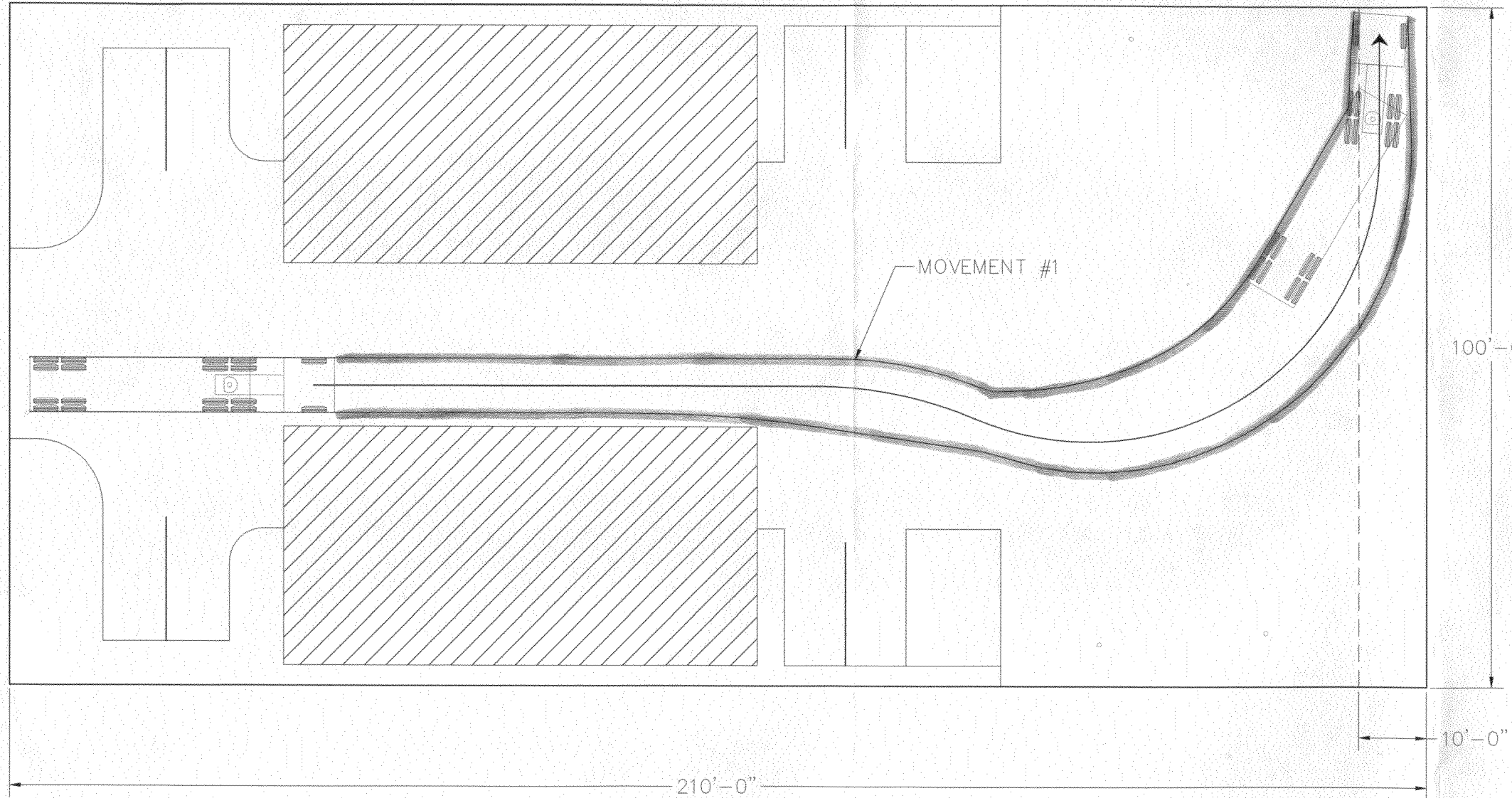


View looking north into parking area of Mercer Automotive

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leec, Tabloid

SEE SHEET XX

MATCH LINE



SEE SHEET XX

MATCH LINE

PROJECT NO. XXXX-FXXXX  
CONSTRUCTION NOTES

| REVISION | DESCRIPTION | DATE | DRAWN BY | DATE |
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| REVISION |             |      | XXX      | 2002 |
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| REVISION |             |      |          |      |
| REVISION |             |      |          |      |

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SCALE: 1" = 20'

**CITY OF**  
**Grand Junction**  
**COLORADO**

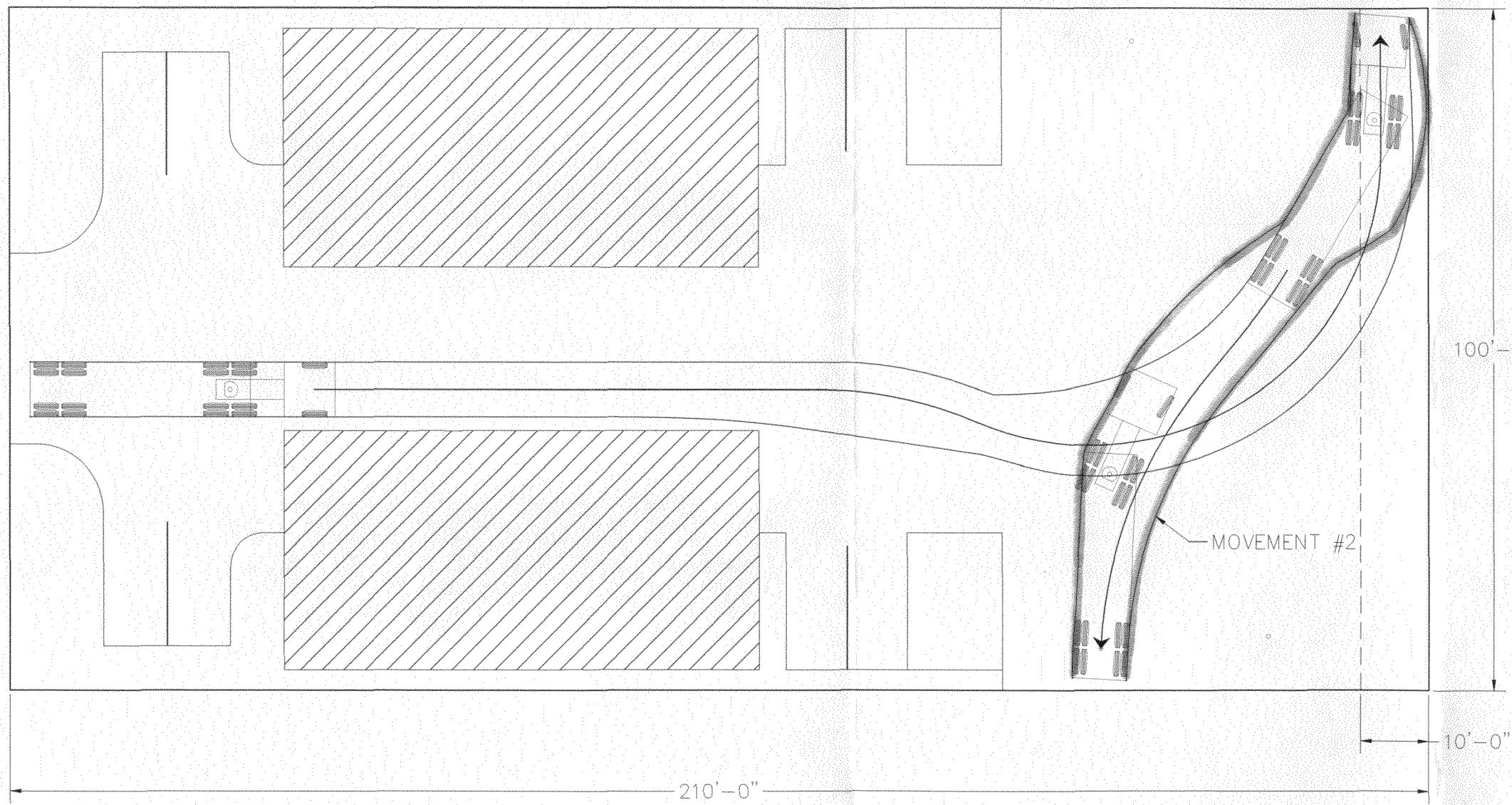
**PUBLIC WORKS  
AND UTILITIES  
ENGINEERING DIVISION**

**EXPECTED TURNING MOVEMENT  
FOR WB-40 TRUCKS**

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SEE SHEET XX

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CONSTRUCTION NOTES

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SCALE: 1" = 30'

**CITY OF Grand Junction COLORADO**

**PUBLIC WORKS AND UTILITIES ENGINEERING DIVISION**

**EXPECTED TURNING MOVEMENT FOR WB-40 TRUCKS**

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SEE SHEET XX

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SEE SHEET XX

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PROJECT NO. XXXX-FXXXX  
CONSTRUCTION NOTES

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SCALE: 1" = 20'

PLAN



PUBLIC WORKS  
AND UTILITIES  
ENGINEERING DIVISION

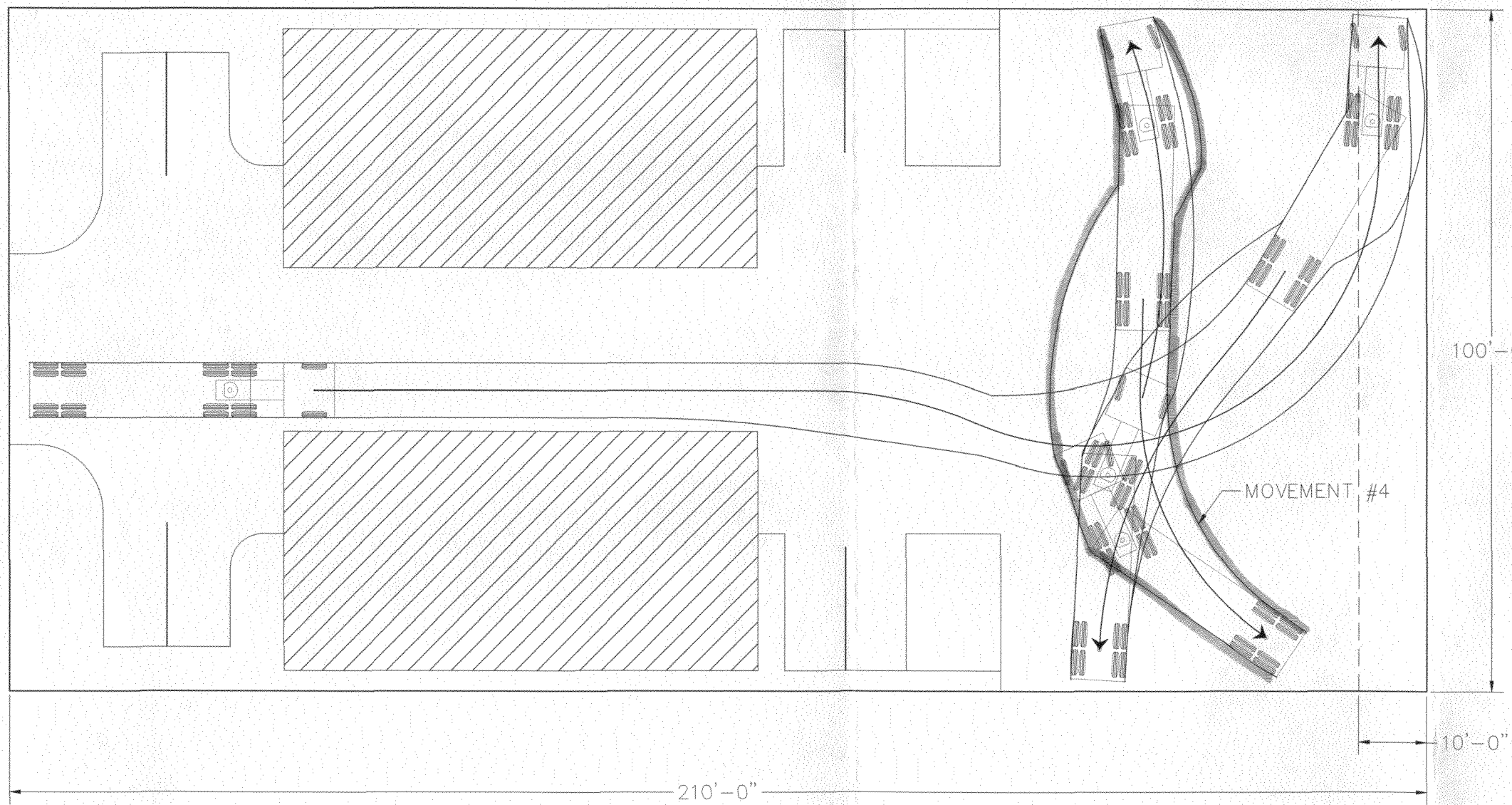
EXPECTED TURNING MOVEMENT  
FOR WB-40 TRUCKS



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leec, Tabloid

SEE SHEET XX

MATCH LINE



SEE SHEET XX

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PROJECT NO. XXXX-FXXXX  
CONSTRUCTION NOTES

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PUBLIC WORKS  
AND UTILITIES  
ENGINEERING DIVISION

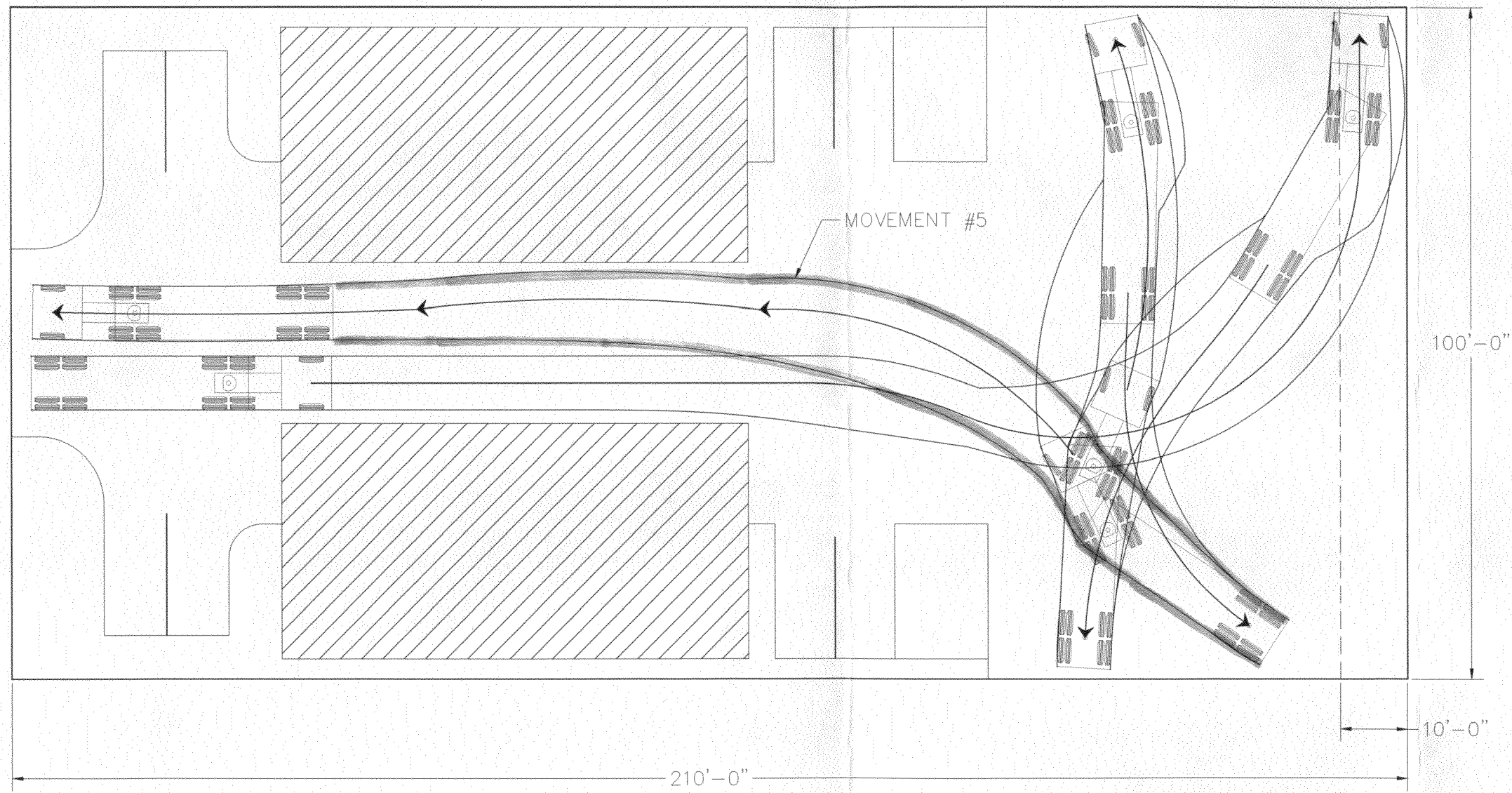
EXPECTED TURNING MOVEMENT  
FOR WB-40 TRUCKS

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SEE SHEET XX

SEE SHEET XX

PROJECT NO. XXXX-FXXXX  
CONSTRUCTION NOTES



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MATCH LINE

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| DESIGNED BY | DATE |
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| APPROVED BY | DATE |
|             |      |

SCALE: 1" = 20'

**CITY OF Grand Junction COLORADO**

**PUBLIC WORKS AND UTILITIES ENGINEERING DIVISION**

**EXPECTED TURNING MOVEMENT FOR WB-40 TRUCKS**

*Morcer*

Subject Property

20' Side

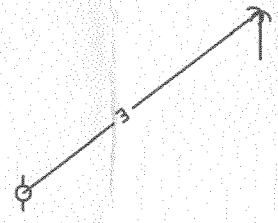
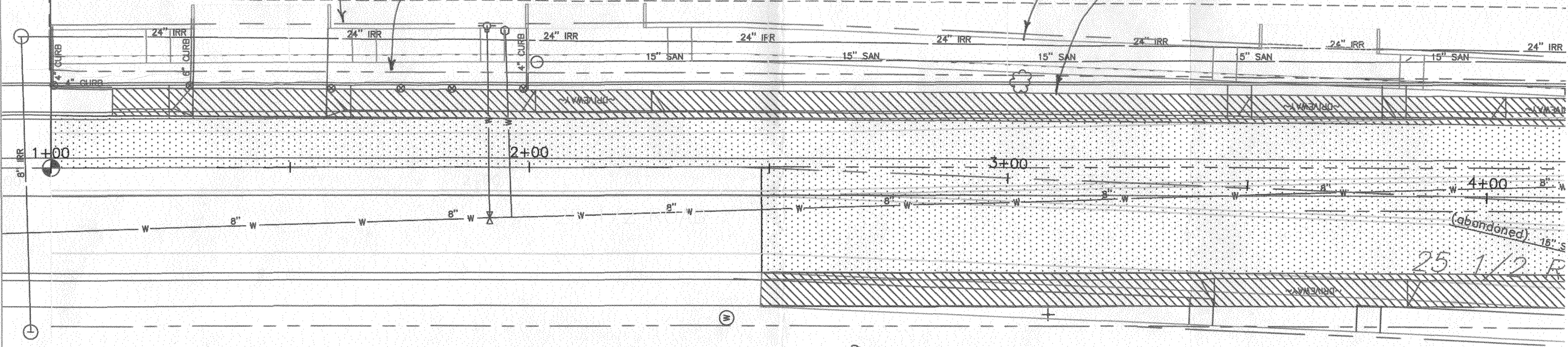
SIX ANI

PROPOSED R.O.W.

EXISTING R.O.W.

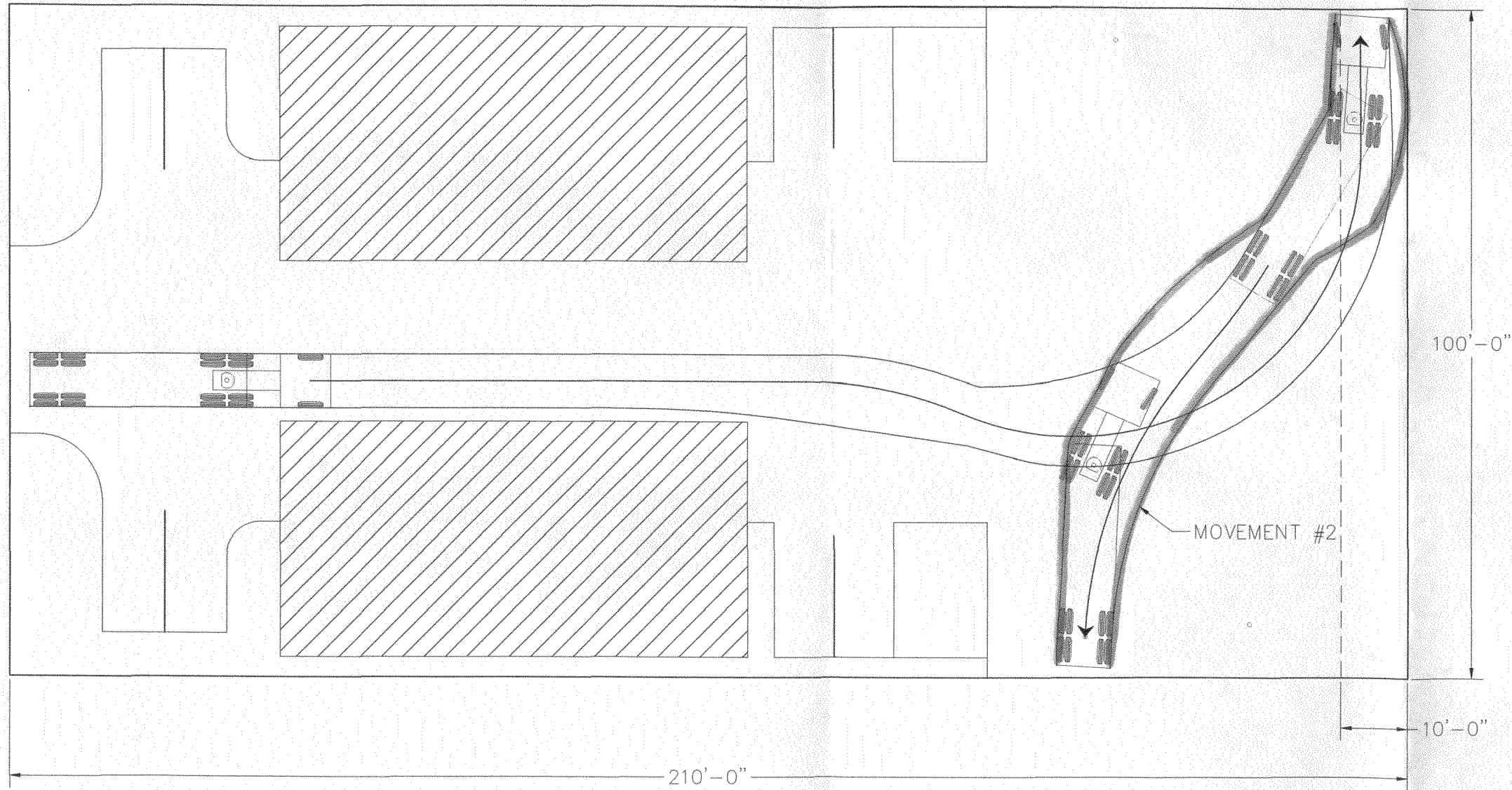
PROPOSED C, G & S

EXISTING C, G & S



H:\TurningMovement2.dwg, PLAN, 9/12/2007 3:41:22 PM,  
leec, Tabloid

SEE SHEET XX  
MATCH LINE



SEE SHEET XX  
MATCH LINE

PROJECT NO. XXXX-FXXXX  
CONSTRUCTION NOTES

| REVISION | DESCRIPTION | DATE | DRAWN BY | DATE |
|----------|-------------|------|----------|------|
| △        |             |      | XXX      | 2002 |
| △        |             |      |          |      |
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| SCALE: | PLAN      |
|--------|-----------|
|        | 0 5 10 20 |

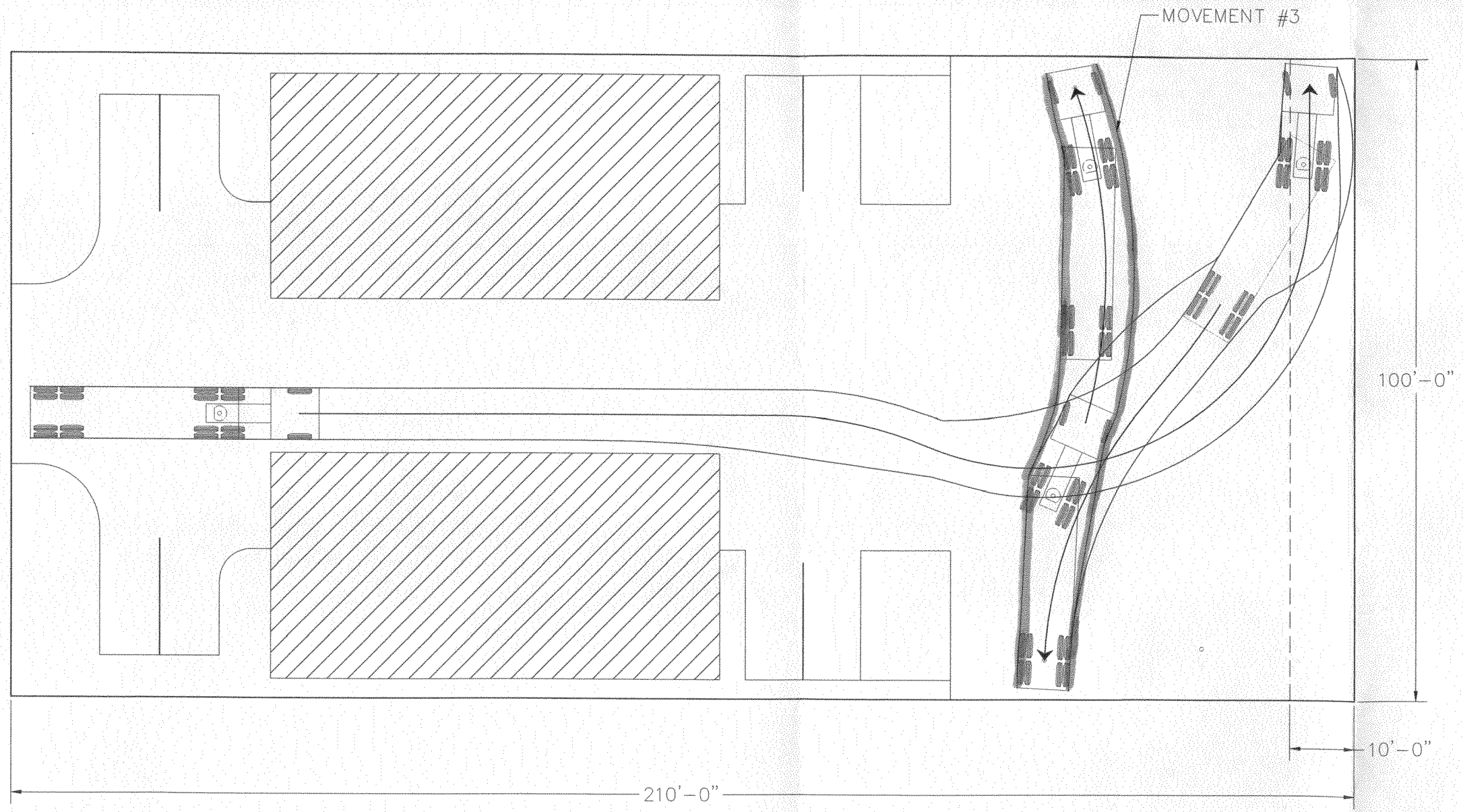


PUBLIC WORKS  
AND UTILITIES  
ENGINEERING DIVISION

EXPECTED TURNING MOVEMENT  
FOR WB-40 TRUCKS

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leec, Tabloid

SEE SHEET XX  
MATCH LINE



SEE SHEET XX  
MATCH LINE

PROJECT NO. XXXX-FXXXX  
CONSTRUCTION NOTES

| REVISION | DESCRIPTION | DATE | DRAWN BY | DATE | SCALE:   |
|----------|-------------|------|----------|------|----------|
| REVISION |             |      | XXX      | 2002 | PLAN<br> |
| REVISION |             |      |          |      |          |
| REVISION |             |      |          |      |          |
| REVISION |             |      |          |      |          |



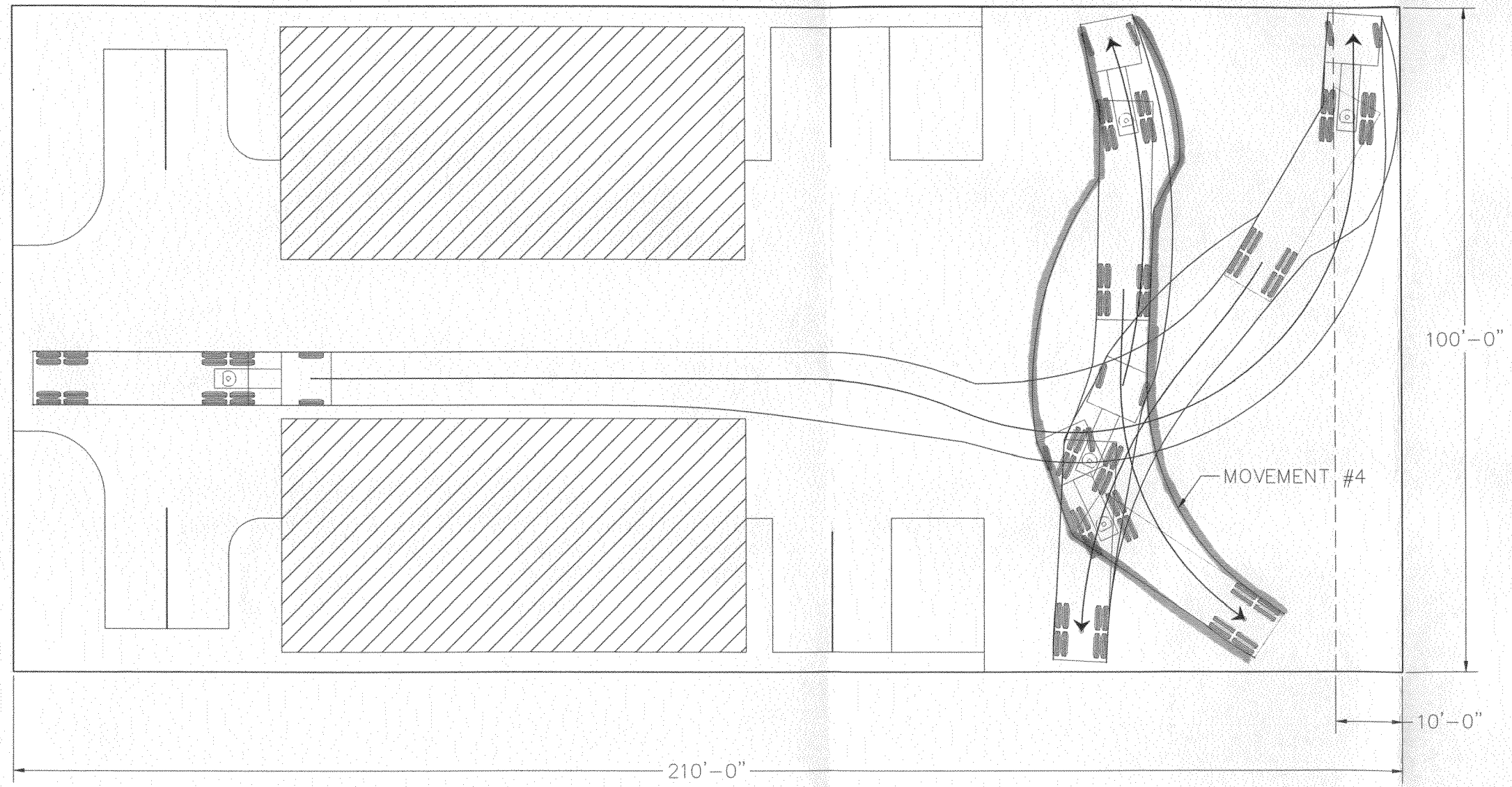
PUBLIC WORKS  
AND UTILITIES  
ENGINEERING DIVISION

EXPECTED TURNING MOVEMENT  
FOR WB-40 TRUCKS

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leec, Tabloid

SEE SHEET XX

MATCH LINE



SEE SHEET XX

MATCH LINE

PROJECT NO. XXXX-FXXXX  
CONSTRUCTION NOTES

| REVISION | DESCRIPTION | DATE | DRAWN BY | DATE |
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| △        |             |      | XXX      | 2002 |
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| DESIGNED BY | DATE | CHECKED BY | DATE | APPROVED BY | DATE |
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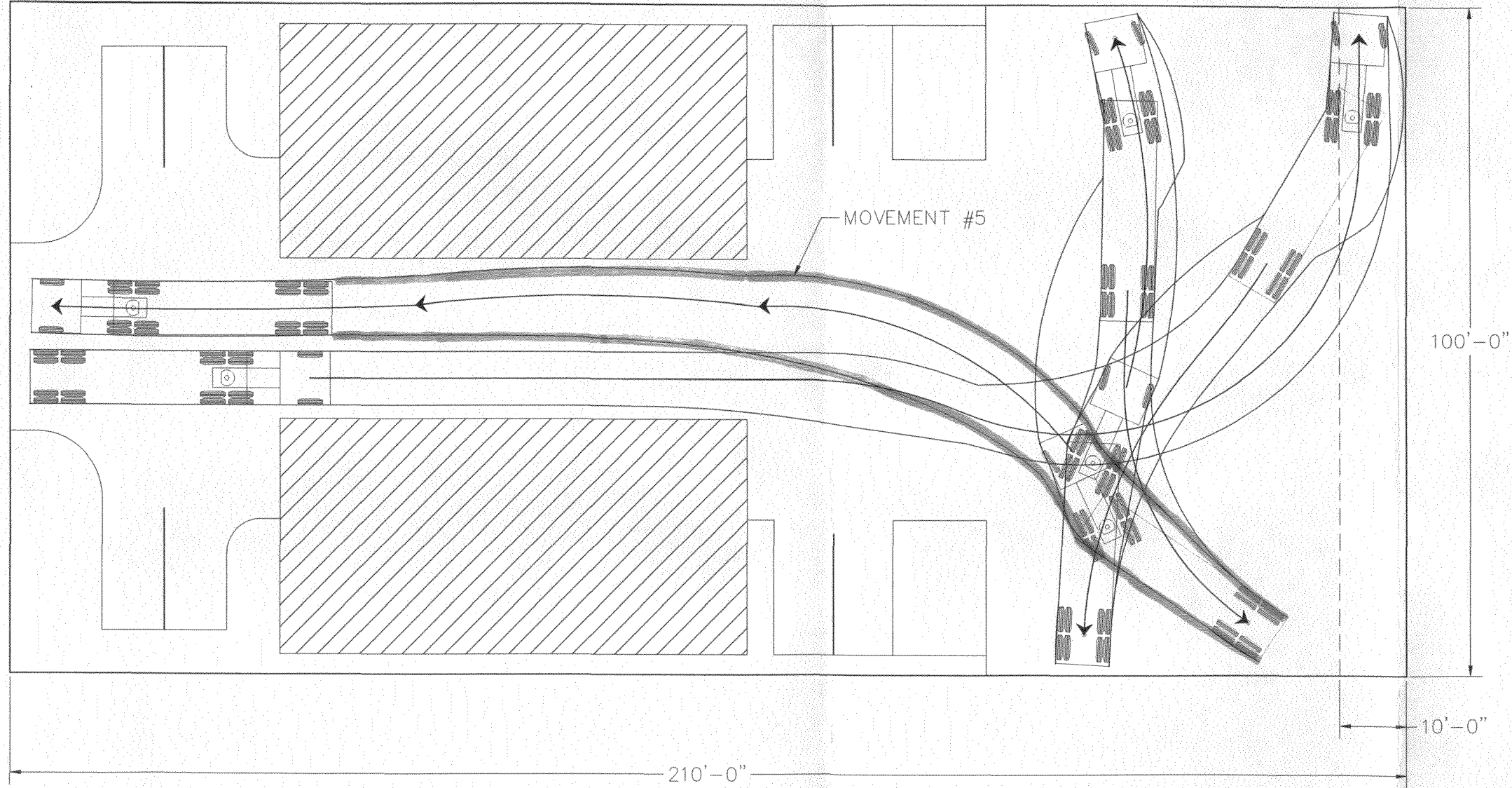
PUBLIC WORKS  
AND UTILITIES  
ENGINEERING DIVISION

EXPECTED TURNING MOVEMENT  
FOR WB-40 TRUCKS

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leec, Tabloid

SEE SHEET XX

MATCH LINE

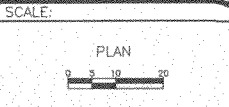


SEE SHEET XX

MATCH LINE

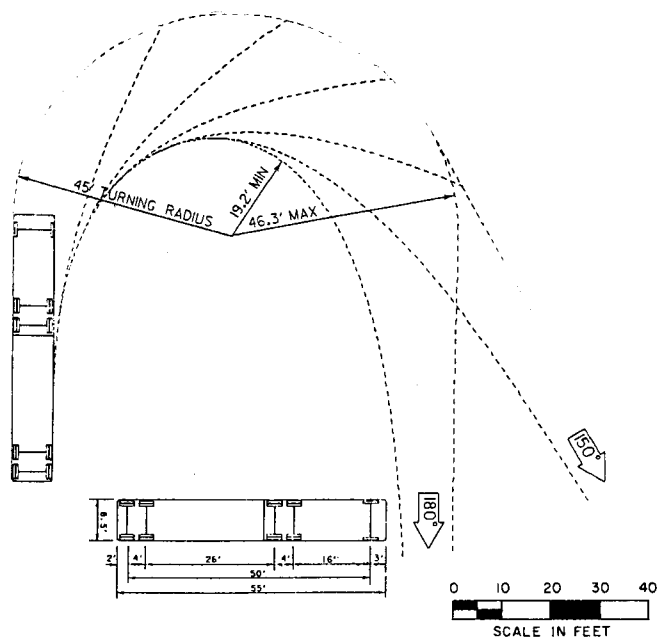
PROJECT NO. XXXX-FXXXX  
CONSTRUCTION NOTES

| REVISION | DESCRIPTION | DATE | DRAWN BY | DATE | SCALE |
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| △        |             |      | XXX      | 2002 |       |
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PUBLIC WORKS  
AND UTILITIES  
ENGINEERING DIVISION

EXPECTED TURNING MOVEMENT  
FOR WB-40 TRUCKS

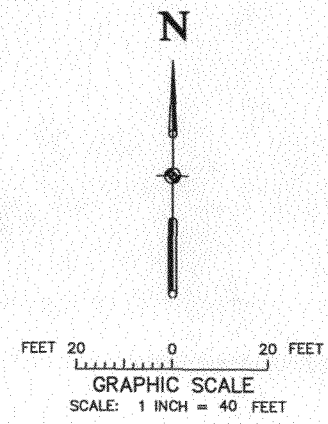
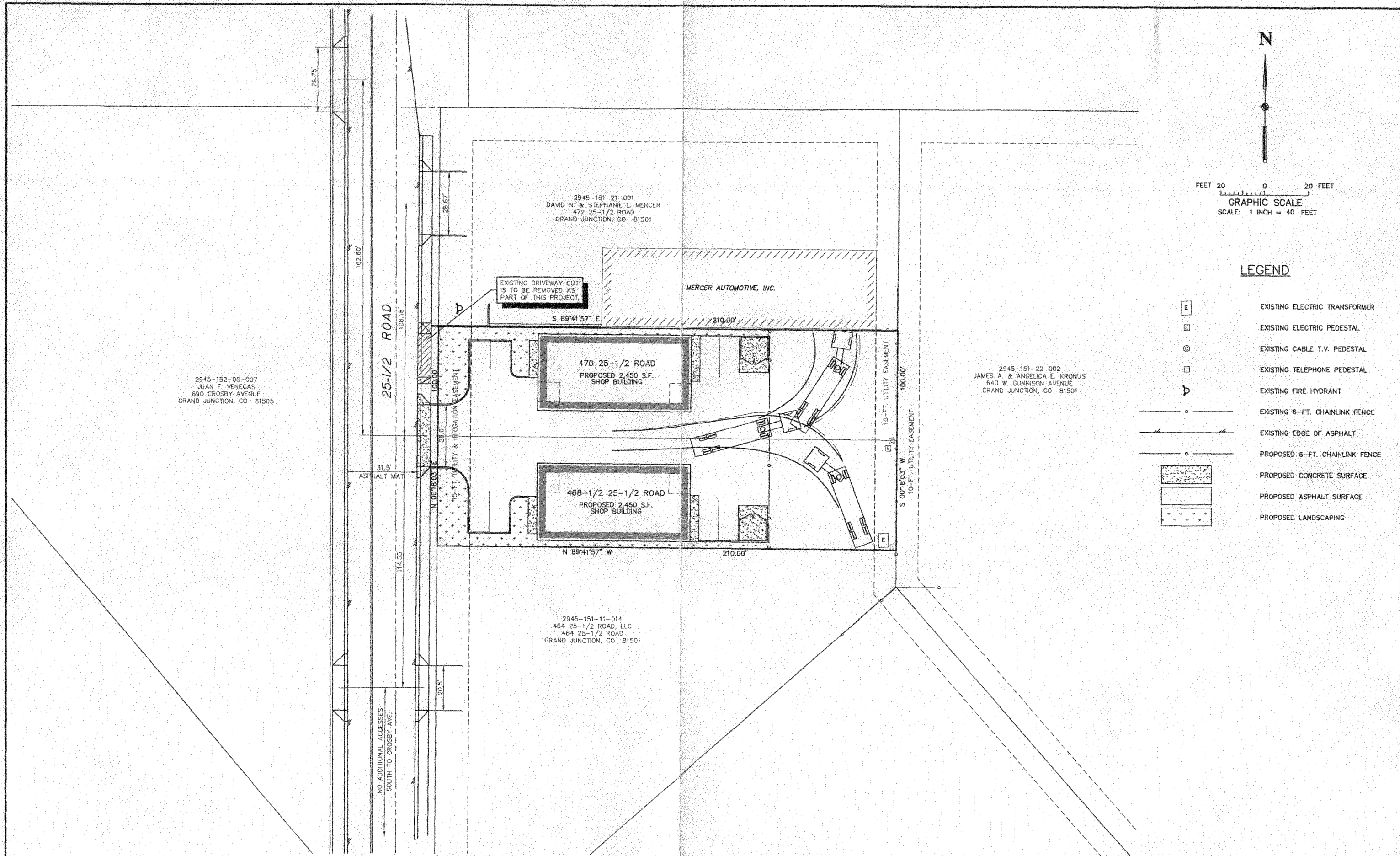


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







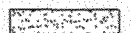
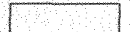

Figure II-6. Minimum turning path for WB-50 design vehicle.



\\Frances\c\SDSKPROJ\4034.01-02\dwg\TEDS Exhibit.dwg, 9/11/2007 10:03:51 AM, David Chase, Acrobat Distiller, David



**LEGEND**

-  EXISTING ELECTRIC TRANSFORMER
-  EXISTING ELECTRIC PEDESTAL
-  EXISTING CABLE T.V. PEDESTAL
-  EXISTING TELEPHONE PEDESTAL
-  EXISTING FIRE HYDRANT
-  EXISTING 6-FT. CHAINLINK FENCE
-  EXISTING EDGE OF ASPHALT
-  PROPOSED 6-FT. CHAINLINK FENCE
-  PROPOSED CONCRETE SURFACE
-  PROPOSED ASPHALT SURFACE
-  PROPOSED LANDSCAPING

|                        |   |
|------------------------|---|
| DRAWN BY:<br>D.E.C.    | REVIEWED _____<br>DATE: _____ FOR _____                   |
| DESIGNED BY:<br>D.E.C. | REVIEWED _____<br>DATE: _____ FOR VISTA ENGINEERING CORP. |
| CHECKED BY:<br>D.E.C.  |   |

**VISTA ENGINEERING CORP.**  
 CONSULTING ENGINEERS AND LAND SURVEYORS  
 806 28 1/4 ROAD, SUITE B • GRAND JUNCTION, CO 81508 • (870) 249-2242

| REVISION | DATE | DESCRIPTION | BY | CHKD |
|----------|------|-------------|----|------|
|          |      |             |    |      |
|          |      |             |    |      |
|          |      |             |    |      |

EMERY WELSH  
 GRAND JUNCTION, COLORADO  
**REQUEST FOR T.E.D.S. EXCEPTION #2**  
**468-1/2 & 470 25-1/2 ROAD**

|                                 |                       |                   |
|---------------------------------|-----------------------|-------------------|
| SCALE:<br>1" = 40'              | JOB NO:<br>4034.01-02 | DATE:<br>09-11-07 |
| SHEET NO:<br><b>ADDENDUM #1</b> |                       |                   |