

January 18, 2008

Tom Logue
Thomas A. Logue Land Development Company
537 Fruitwood Drive
Grand Junction CO 81504

Re: Design Exception #24-07 – Trail Side Subdivision

The TED's Exception Committee has approved your request as modified. Please see notation on 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: Kent Harbert, Development Engineer
Adam Olsen, Planner
File

December 17, 2007

Mr. Tim Moore, P.E., Director
City of Grand Junction
Public Work & Planning Department
250 North Fifth Street
Grand Junction, CO 81501

Via: Hand Delivery

RE: TRAIL SIDE SUBDIVISION

Dear Tim:

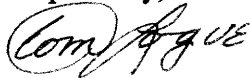
Attached is a Design Exception Request for the proposed Trail Side Court street geometry in Trail Side Subdivision.

The request is in response to the Development Review Engineer's Preliminary Plan review comments requiring a minimum 150 foot centerline street radius.

We welcome the chance to meet with you and any other staff members to personally discuss our request and answer any questions that may arise.

We also would like to take this opportunity to thank you in advance for your prompt response to our request.

Respectfully,



Tom Logue

Attachments: Design Exception Request, 10 pages

xc: Ankarlo Hildav, LLC.
Richard Atkins, P.E., Atkins and Associates, Inc.

DEC 17 2007

**TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS)
DESIGN EXCEPTION REQUEST
TRAIL SIDE SUBDIVISION
December, 2008**

INTRODUCTION – This request is prepared in response to Chapter 14 of the current TEDS manual and Review Comments to the Preliminary Plan application for the Trail Side Subdivision. Additional information about the Trail Side Subdivision can be found in file number 2007-321 in the City of Grand Junction's Public Works and Planning Department.

LOCATION – The Trail Side Subdivision consists of 9.15 acres located approximately 600 feet south of D Road west of 31 5/8 Road in the Pear Park Area in the City of Grand Junction.

REQUESTED DESIGN EXCEPTION – The area under consideration is a proposed street ending in a cul-de-sac known as Trail Side Court. The specific area of concern is highlighted on the accompanying Exhibit A, Proposed Conditions.

The request will allow for the future construction of Trail Side Court in conformance with Figure 8, Horizontal Curves for Local Residential Streets, found within the *1995 Transportation Engineering Design Standards* manual (Exhibit B). The City's Development Review Engineer is requesting a 150 foot minimum centerline radius for the subject street.

Exhibit C illustrates AASHTO turning templates within the proposed street configuration that include a 30 foot single unit vehicle and a 40 foot combination unit vehicle. The proposed configuration can safely accommodate these vehicles while maintaining two lanes of traffic without encroaching on the adjoining rollover curbswalks.

Six Case Studies were conducted on various existing subdivisions platted between 2000 and 2005 that have a street configuration similar to the requested street geometry. Exhibit D includes; a graphic view obtained from the recorded final plat map, the street and subdivision name, date of platting and an estimate of the Average Daily Trips (ADT) that would travel through subject street alignment. A visual onsite examination of each Case Study revealed that the configuration of each street functions well and that there are no apparent safety problems. A summary of the Case Studies depicted on Exhibit C follows:

- 2 are located in the Pear Park Area.
- 2 are located in the Northwest Area.
- 2 are located in the Orchard Mesa Area.
- ADT's range between 40 and 240.
- All are constructed to current Local Street Standards.
- Adjoining average lot size is approximately 7,500 square feet.
- 4 were constructed after the adoption of the current TEDS manual.

ALTERNATIVE – Exhibit D illustrates a design alternative that has been prepared in accordance with the requested minimum 150 foot centerline radius. The alternative results in two less building sites and approximately 289 square yards of additional paved area. Overall utility and drainage improvements for the alternate are basically unchanged in relationship to the proposed configuration. A comparison between the proposed condition and the presented alternative is presented on the following table:

COMPARISON				
CATEGORY	PROPOSED (44 sites)		ALTERNATIVE (42 sites)	
	Positive	Negative	Positive	Negative
Safety	✓		✓	
Speed Control	✓			✓
Approval Time	✓			✓
Total Units	✓			✓
Cost Effectiveness (see Cost Analysis)	✓			✓

COST ANALYSIS – The purpose of this analysis is to provide an understanding of what the true cost will be for the future home buyers in the event that the requested exemption is not allowed. In order to illustrate the impact to a future home buyer, the following costs estimates for the additional paving that would be required if the exemption is not granted follows:

ITEM	PROPOSED (44 sites)	ALTERNATIVE 42 (sites)
Asphalt Pavement	\$141,120	\$148,680
Aggregate Base Material	35,800	37,720
TOTAL	\$176,920	\$186,400
Cost Per Lot	\$4,021	\$4,438

Indirect Costs applied to each lot follows:

ITEM	PROPOSED (44 sites)	ALTERNATIVE 42 (sites)
Direct Cost	\$4,021	\$4,438
Holding Cost	402	444
Sub-total	\$4,423	\$4,882
Lot sale commission	310	342
Sub-total	\$4,733	\$5,224
House sale commission	331	366
TOTAL DIRECT & INDIRECT COST	\$5,064	\$5,590

Over the term of a 30 year fixed rate mortgage at 6.5 percent the homeowner would pay the following for pavement and base:

	PROPOSED (44 sites)	ALTERNATIVE 42 (sites)
Loan Amount	\$5,064	\$5,590
Monthly Payment	\$32	\$35
Total	\$11,523	\$12,720

If each of the future homeowners within Trail Side Subdivision invested the \$3.00 per month additional mortgage expense for the additional street surfacing at a 10 percent return, compounded monthly, for 30 years they would have \$298,364 cash in hand.

SUMMARY – Following are justifications for acceptance of the requested Design Exemption:

1. Access by emergency service vehicles is not compromised as demonstrated by the accompanying Turning Templates.
2. The request will result in reduced vehicle speed in comparison to the presented alternative design.
3. Traffic volumes using the proposed street configuration are less than 100 ADT.
4. The request will result in a cost savings to the future residents within the development.
5. Time savings for review of the submitted application will happen. Additional rounds of review comments will most likely occur if the alternate is selected.
6. The proposed configuration has been successfully used in other areas of the community.
7. The proposed configuration has been constructed several instances since the initial adoption of the TEDS manual in November, 2001.
8. The community will realize a cost savings in future street surface maintenance costs.

APPENDIX

Exhibit A – Proposed Conditions

Exhibit B – Fig. 8, 1995 TEDS Manual (2 pages)

Exhibit C – AASHTO Turn Templates

Exhibit D – Case Studies

Exhibit E – Alternative

TED-2007-367

Recommended by: Trent Harbert

Approved as Requested: ~~X~~

Approved as Modified: X - 59' centerline radius

More Information Needed:

Denied:

Dated: JAN. 16, 2008

Lisa E Cox

Charles McElis (GJFD)

Trent Harbert