

January 18, 2008

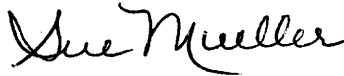
Kent Shaffer
Rolland Engineering
405 Ridges Blvd.
Grand Junction CO 81503

Re: Design Exception #25-07 – Mountain Cement Company

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: Ken Fischer, Development Engineer
File

*discussed
at Dev. Rev.*

DESIGN EXCEPTION REQUEST 25-07

Project: Mountain Cement Facility

Site Address: 2740 D Road (approximately)

City File Number _____

Applicant: Casey Mendenhall – Mountain Cement Company

Representative: Rolland Engineering

Date: December 12, 2007

1. BRIEF DESCRIPTION OF THE REQUEST

Request for an exception to the TEDS standard 4.1.3, access offset spacing for an access location onto D Road for new Mountain Cement site development.

2. SITE DESCRIPTION

The project site is situated in the SE ¼ of the SW¼ section 13 T1S, R1W of the Ute Meridian, on the north side of D Road near the D Road Riverside Parkway intersection.

The property is owned by Union Pacific Railroad (UPRR) and is intended to be leased from them. The property is vacant and is currently used by UPRR for access to their rail lines.

The proposed cement bulk storage facility will be used to unload and store cement products from rail cars and the loading of semi-trucks for distribution. The driveway would be used for the ingress and egress of these semi-trucks to the site for loading. All proposed improvement associated with this facility including the driveway will be placed in a lease agreement with UPRR and maintained by Mountain Cement Company.

3. REQUEST

a. Description

Based in part by discussions in a general meeting on 11-05-07 for this project. A TEDS exception is requested to allow a private driveway access to be located on the north side of D Road (currently classified as a minor arterial), approximately 345 feet east from the Riverside Parkway intersection.

TEDS section 4.1 access spacing standards states that for arterial roadways, driveways shall be no closer than 150 feet from an unsignalized intersection, have a minimum spacing of 300 feet from driveways on the same side of the road and aligned with or be spaced 300 feet from driveways on the opposite side of the road.

The preferred alternative (Exhibit B) does not meet the 300 foot spacing for driveways on the opposite side of the street. As shown, the new driveway would be aligned with an existing driveway on the south side of D Road but would be spaced only 73 feet west from another recently constructed driveway on the south side of D Road.

Granting this exception request will provide a shorter approach and departure distance for semi-trucks being loaded by nearly 500 feet. Additionally the preferred alternative will allow more separation from railroad operations and minimize the required leased area from UPRR compared with the other alternative considered (Exhibit A).

b. Exception Considerations

1. Will the exception compromise safety?

In our estimation the exception should not compromise safety. The preferred design allows the best arrangement for left turn stacking for the conflicting driveways. With the construction of the Riverside Parkway Project, this section of D Road is only ½ mile long. Traffic volumes should lower to levels below the minor arterial classification and therefore have shorter driveway spacing standards.

The driveway for which the conflict exists was recently constructed as a part of the Riverside Parkway Project. The vacant parcel that this driveway provides access to is on the corner and has an access constructed to the Riverside Parkway and appears to be owned by the City of Grand Junction.

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

As discussed above, the other alternative considered (Exhibit A) would meet the driveway spacing and alignment criteria but causes hardships in the areas of distance to loading facility, conflict with existing UPRR access roads and more confined semi-truck turning movement area.

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

No known instances of new driveways being constructed closer than the standards allow.

4. Will the exception require CDOT or FHWA coordination?

No.

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

One-time exception.

Recommended by: KEN FISCHER

Approved as Requested:

Approved as Modified: X include Curb, Gutter
Exhibit B

More Information Needed:

Denied:

Dated: 1-16-08

Tom Moe

Charles Morris (GJFD)

Timothy

Recommended by: KEN FISCHER

Approved as Requested:

Approved as Modified: include Curb, Gutter
Exhibit B

More Information Needed:

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Dated: 1-16-08

Tom Mow

Charles Morris (GJFD)

Lisa E Cox

TO: TEDS Exception Committee
FROM: Ken Fischer *KF*
DATE: January 8, 2008
SUBJECT: Request at 2740 D Road, Mountain Cement Company

Based on my review of this request, I'm recommending the request for an access opposite of 2733 D Road's access be accepted based on the following reasons:

1. The TEDS Exception request is due to a recently built driveway on D Road that access parcel # 2945-242-00-941. This access was built as part of improvements for Riverside Parkway. The access violated TEDS since it was built by the City approximately 50 feet from the 2733 D Road driveway. TEDS requires a spacing of 300 feet for driveways on arterials.
2. The applicant indicates that there would be approximately 20 trucks per day with a few employees or roughly 45 Average Daily Trips(ADTs) spread out throughout the day. Since the ADTs are low and the traffic occurs throughout the day, there should be minimal impact to the peak traffic flow on D Road.

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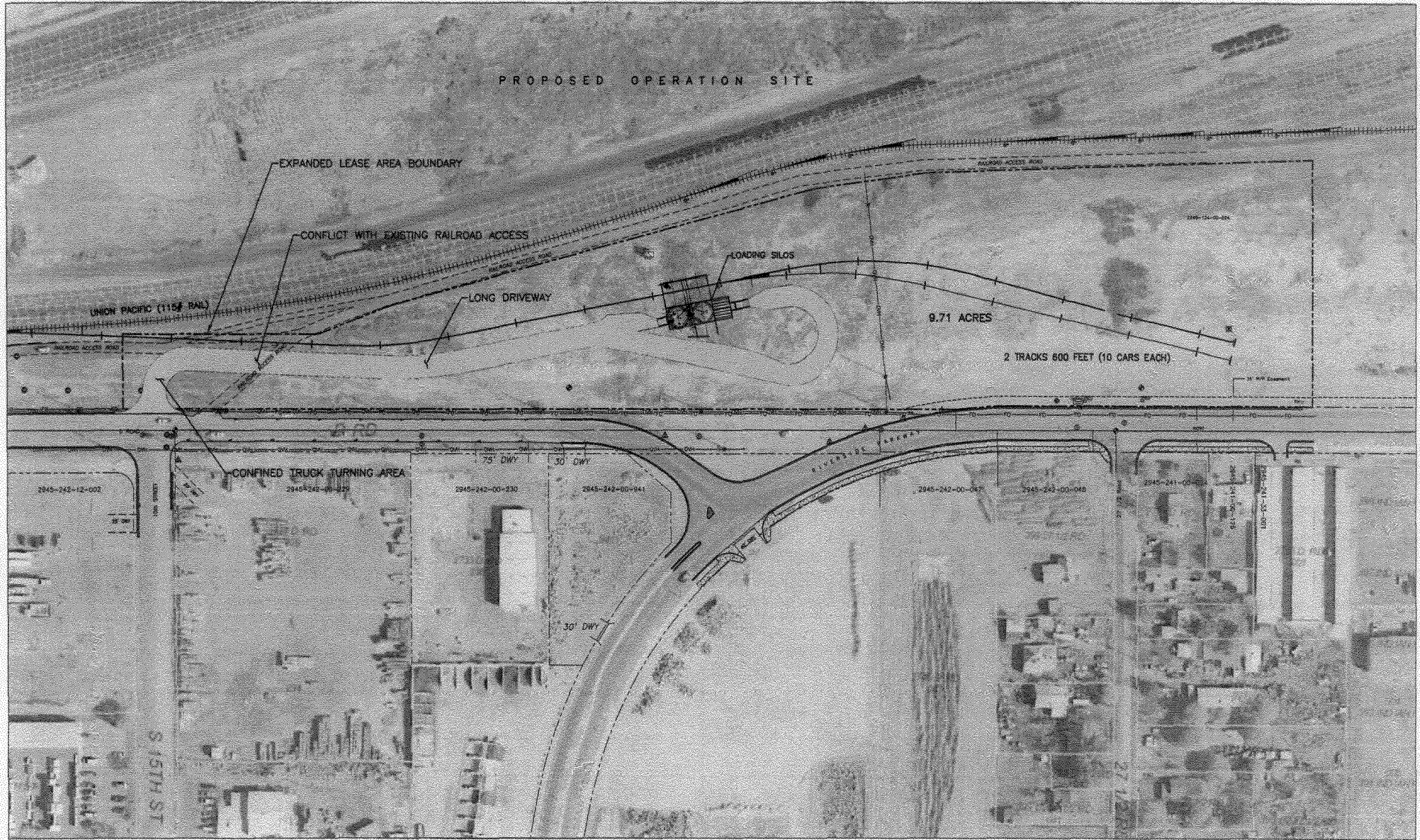


EXHIBIT A

