

**TEDS EXCEPTION SUBMITTAL
DISTRIBUTION LIST**

→ approved
7/22/08

High Meadows Subdivision

Site location: 248 28 Road

DATE of submittal Found in Submittal 7/16/08

File #: TED - 2008-217

Public Works & Planning Development Engineer Kent Harbert

Public Works & Planning Director Tim Moore

Public Works & Planning Manager Lisa Cox

Fire Department Chuck Mathis

Transportation Engineer Jody Kliska

Other: (Planner) Lori Bowers

Date and Time of Development Review Meeting: _____

To be scheduled at least seven days after review packet distribution date.

Place: Conference Room 135, Planning Division, City Hall, 250 N. 5th Street

Committee Meeting: 7/29/08

Attendance is expected of all agencies involved with the TEDS Exception process

2943-303-00-213 = 248 28 Rd = 6.66
2943-303-00-242 = 2823 Btz = 6.79
2943-303-00-226 = N/A = 4.18

TEDS Exception Request Application

Project: High Meadows Subdivision
Site Address: 248 28 Road
City File Number: PP-2007-320
Applicant: High Meadows LLC
Representative: Ciavonne, Roberts, & Assoc.
Date: June 26, 2008

REQUEST:

A. Description – High Meadows Subdivision LLC requests an exception to TEDS Section 5.1.4.2 to reduce the centerline radius of the streets. As shown on the attached exhibit there are three locations in this subdivision where we request to reduce the centerline radius of the street. Locations A and C basically cul de sacs with a road running through the bulb rather than just a dead end. Location B is a tapered corner that is specifically designed to meet all the goals and intentions of the TEDS manual that provides healthy site lines and enough room for a trailered vehicle and/or emergency services to easily operate within the right of way. Both designs proposed here in High Meadows Subdivision are quite common in The City of Grand Junction. For example, within a ½ mile radius of the site there are more than 28 locations where the corners on roads like the ones proposed here are already implemented and used without issue. City of Grand Junction Staff verbally acknowledges this issue as something that is widely accepted, but the a TEDS exception must be requested until the TEDS manual can be revised.

Benefits of approving the TEDS exception include but are not limited to:

- Efficient layouts that allow density requirements of the Zoning and Growth Plans to be met.
- Adding the ‘bulbs’ provide a cul-de-sac like atmosphere that reduces traffic directly in front of yards and driveways which is viewed as major safety benefit by many homeowners with children or pets.
- Utility installation becomes more cost effective by requiring less manholes. Lower development costs lead to more affordable housing.
- The proposed designs provide a safer level of speed control that a larger radius does not.
- Mitigation of the unique shape of the site that provides consistency in lot size and character of the subdivision.

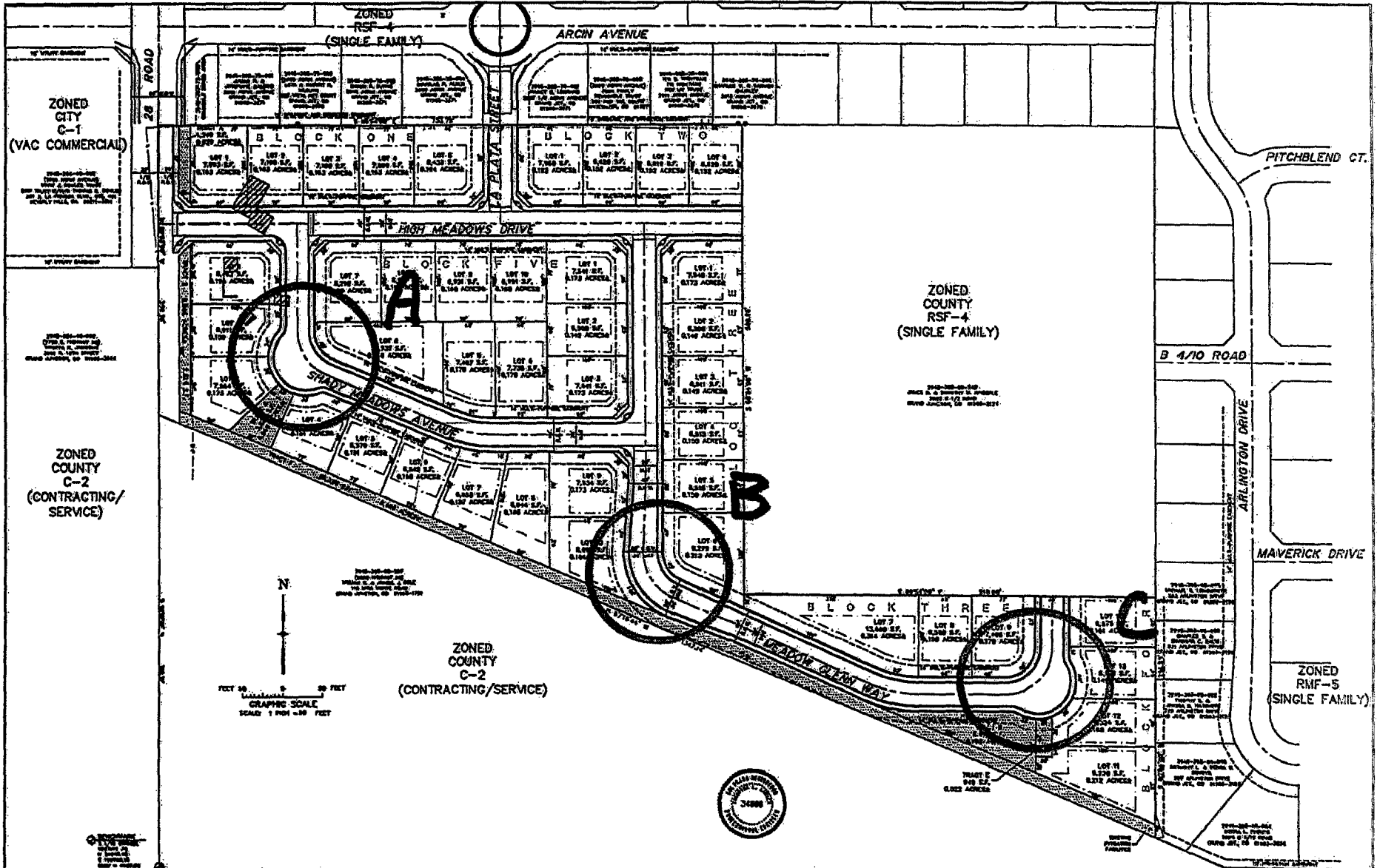
B. Exception Considerations

1. How will the exception affect safety? Safety will be improved. The proposal will reduce traffic speeds by tightening the turning radius without compromise to sight lines. The proposal also creates a cul de sac atmosphere that separates children

playing, driveway ingress/egress and on-street parking from the main drive aisle of the road.

2. Have other alternatives been considered? Yes. The applicant has pursued buying adjacent properties to make the subdivision work without needing a TEDS exception, but the unique shape of the site hinders our ability to meet TEDS. The proposed exceptions have been approved and implemented in over 28 locations within a ½ mile of the site.
3. Has the proposed design been used in other areas? Yes. Both proposed designs can be found through-out the valley. They can be found in over 28 locations within ½ mile radius of the site. The City of Grand Junction Staff verbally acknowledges that the proposals should be added to the revisions of the TEDS manual, but until that day comes we are required to request a TEDS exception.
4. Will the exception require CDOT or FHWA coordination? No.
5. Is this a one time exception or a request to change TEDS manual? Although we feel, and City Staff seems to agree, that this should be changed in the TEDS Manual, this request is for a one time exception so we can move forward as soon as possible.

Thank you for your consideration of this request.



SHEET NO. <u> 1 </u> DATE <u> 11/15/11 </u> DRAWN BY <u> F.L.L. </u> CHECKED BY <u> F.L.L. </u> DESIGNED BY <u> F.L.L. </u> P.L.L.	VISTA ENGINEERING CORP. CONSULTING ENGINEERS AND LAND SURVEYORS ONE 28 1/2 ROAD, SUITE 2 • GRAND JUNCTION, CO 81505 • 970-249-8242	PREPARED BY <u> M.H. SCAROW, E.L.E. </u> DATE <u> 11/15/11 </u> CHECKED BY <u> M.H. SCAROW, E.L.E. </u> DATE <u> 11/15/11 </u>	PROJECT NO. <u> 11111 </u> SHEET NO. <u> 1 </u> TOTAL SHEETS <u> 4 </u>	PRELIMINARY PLAN HIGH MEADOWS SUBDIVISION	GRAND JUNCTION, COLORADO CASE NO. <u> 11111 </u> FILE NO. <u> 11111 </u> DATE <u> 11/15/11 </u>
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PUBLIC WORKS & PLANNING DEPARTMENT
PLANNING DIVISION

Transportation Engineering Design Standards (TEDS) Exception Approval / Denial Form

Project Number: **TED-2008-217**

Project: High Meadows Subdivision

Applicant: High Meadows LLC

Representative: Ciavonne, Roberts & Assoc.

Development Engr.: Kent Harbert

Planner: Lori Bowers

TEDS Exception Request #1: TEDS 5.1.4.2 – Reduce the centerline radius on three curves in the High Meadows Subdivision

Approved as requested.

Approved with the following modification(s):

Denied.

The following additional information is required before a decision can be made:

TEDS Review Committee:

Public Works:

Tom Mow

Date: 7-21-08

Planning Division:

Lisa E Cox

Date: 7/22/08

Fire Department:

Charles Mathis

Date: 7/21/08



PUBLIC WORKS & PLANNING DEPARTMENT
PLANNING DIVISION

Transportation Engineering Design Standards (TEDS) Exception Recommendation Form

Date: July 21, 2008

To: TEDS Review Committee

From: Kent Harbert, Development Engineer *Kent*

Project Number: **TED-2008-217**

Primary Project: High Meadows Subdivision (PP-2007-320)

Planner: Lori Bowers

TEDS Exception Request #1: TEDS 5.1.4.2 – Reduce the centerline radius on three curves in the High Meadows Subdivision

Comment: The use of curves with smaller than 150' radii is a common practice which can be accomplished with a widened travel area through the curve or with the addition of a partial cul-de-sac on the exterior of the curve. Both of these methods have been incorporated in this subdivision.

Recommendation:

- Approve as requested.
- Approve with the following modification(s):
- Deny.
- Hold until the following additional information is submitted and reviewed: