

APPLICATION

Transportation Engineering Design Standards (TEDS)

Exception Request

City File No.: TED- 2008-358

Project: Morning View Heights Subdivision

Site Address: 2961, 2967, 2973 D Road

Applicant: B&G Development, LLC

Representative: Vista Engineering Corporation

Date: November 18, 2008

Parent Project:

Project Name: Morning View Heights – Preliminary Plan

City File No.: PP-2008-134

1. Referenced section in TEDS and a brief description of the request(s)

Request #1 - TEDs Section 5.1.4.2 reduce the required centerline radius of residential street section utilizing an “eyebrow” or corner cul-de-sac bulb (see Exhibit 1 attached).

Request #2 - TEDs Section 4.1.2 *Offsets* – reduce the required offset distance between the driveway from the Ephemeral Recourses site across 29 ½ Road and Debra Street (see Exhibit 1 attached).

2. Site Description

REQUEST #1 - TEDs Section 5.1.4.2 reduce the required centerline radius of residential street section utilizing an “eyebrow” or corner cul-de-sac bulb.

A. Description

B&G Development LLC requests an exception to TEDS Section 5.1.4.2 to reduce the centerline radius of the streets utilizing an “eyebrow” or corner cul-de-sac bulb. As shown on the attached exhibit there are six locations circled in this subdivision where we are requesting a reduction in the centerline radius of the residential street.

The cul-de-sac bulb concept has been utilized in a variety of configurations and geometrics. The configurations requested for this subdivision are indicated on the attached site plan. The general geometry for the cul-de-sac bulb is also attached.

It should be noted that the proposed cul-de-sac bulb design is common place in Grand Junction and has been utilized in Mesa County as well.

B. Exception Considerations

1. How will the exception affect safety?

Based upon past experience the cul-de-sac bulb has been an effective alternative to the required larger curve radius required by the TEDs manual. The bulb provides additional parking area and room to maneuver larger vehicles.

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

The only alternative currently in the standard for this application is the larger turning radius or a tapered street section. Either alternative makes reduces the number of usable lots in the subdivision.

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

Yes, the cul-de-sac bulb concept and geometry is common place around the valley.

4. Will the exception require CDOT or FHWA coordination?

No, neither CDOT nor FHWA will need to be consulted as the application of the concept is limited to either local residential or commercial roadways.

5. Is this a one-time exception or a request to change the TEDS manual?

This concept should definitely be a change to the TEDs Manual. To that end specific geometry is provided for review on the attached drawing.

REQUEST #2 – TEDs Section 4.1.2 *Offsets* – reduce the required offset distance between the driveway from the Epheneral Recourses, LLC site along the west side of 29 ½ Road and Debra Street.

A. Description

B&G Development LLC requests an exception to TEDS Section 4.1.2 *Offsets* to reduce the required offset between the Epheneral Recourses, LLC driveway along the west side of 29 ½ Road and Debra Street along the east side of 29 ½ Road. Section 4.1.2 states, "... the center of accesses and intersections not in alignment shall be offset a minimum of 50 feet on local commercial streets, offset 150 feet or greater on all collector streets and". 29 ½ road is classified as a minor collector in the TEDs manual.

As indicated on the attached drawing the separation between the center of the Epheneral Recourses, LLC driveway and the center of Debra Street is approximately 168 feet. This is greater than the required 150 feet and should be acceptable. However, through the comment and response phase of the preliminary plan application it has been pointed out that the distance should be measured from the edge of access to edge of access as it is in TEDs Section 4.1.1 *Spacing*.

The separation between the southern edge of the Epheneral Recourses, LLC driveway and the northern lip-of-curb of the Debra Street intersection is approximately 125 feet. This is less than the required 150 feet and would not be acceptable.

Therefore it is requested a TEDs exception be granted for the reduced offset between the two access points based upon the measurement from edge of access to edge of access.

B. Exception Considerations

1. How will the exception affect safety?

This exception should have no negative or detrimental effect on the overall safety to the traveling public along 29 ½ road. The offset distance either measured from the center of the access points (168 feet) or the edge of accesses (125 feet) is adequate.

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

The original layout for the subdivision indicated the entrance to the south via Morning View Way. The fire department required the entrance be moved further to the north for access reasons. There is not sufficient space to move the access point further to the north as it would be in conflict with the required corner clearances with D Road.

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

This exception is unique to this location. Certainly, exceptions have been granted on a case by case basis elsewhere.

4. Will the exception require CDOT or FHWA coordination?

No, neither CDOT nor FHWA will need to be consulted as the application of the concept is limited to either local residential or commercial roadways.

5. Is this a one-time exception or a request to change the TEDS manual?

This is a one-time exception to the TEDs manual.

VISTA ENGINEERING CORP.
CONSULTING ENGINEERS & LAND SURVEYORS

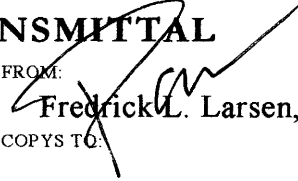
605 28¹/₄ ROAD, SUITE B
GRAND JUNCTION, COLORADO 81506
TELEPHONE: (970) 243-2242
FAX: (970) 243-3810

LETTER OF TRANSMITTAL

DATE:

November 19, 2008

FROM:


Fredrick L. Larsen, P.E.

TO:

City of Grand Junction
250 North 5th Street
Grand Junction, Colorado 81501

COPYS TO:

ATTENTION:

Kent Harbert

ATTENTION:

TELEPHONE:

(970) 244-1445

FAX:

(970) 256-4022

REGARDING:

TEDs Exception Request

VISTA ENGINEERING CORP. PROJECT NUMBER:

4251.01-01

TRANSMITTED ARE:

- FOR APPROVAL
- FOR YOUR USE AS REQUESTED
- FOR SIGNATURE
- FOR REVIEW AND COMMENT
-

TRANSMITTED VIA:

- FACSIMILE - PAGES:
- HAND DELIVERY
- U.S. MAIL
- FEDEX
- PICKUP

ITEM:	DESCRIPTION:	NO. SHEETS:
1.	TEDs Exception Application and Exhibit	6 sets
2.		
3.		
4.		

NOTES/COMMENTS:

**TEDS EXCEPTION SUBMITTAL
DISTRIBUTION LIST**

File #: TED - 2008-358
Date of submittal: Nov 20, 2008
Site location: 2961, 2967, 2973 D Road
Parent Project:
Name: Morning View Heights Subdivision
File No.: FP - 2008-134 (Parent Project)

Distribution List:

Development Engineer: Kent Haubert
Planner: Brian Rusche
PW&P Director: Tim Moore
Planning Manager: Lisa Cox
Fire Department: Chuck Mathis
Transportation Engineer: Jody Kliska
Other: _____

2961-201-00 - 120/03
104
082

Date and Time of Development Review Meeting: 12-2-08 10:30 Am

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: 12-2-08 10:30 Am

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



PUBLIC WORKS & PLANNING DEPARTMENT
PLANNING DIVISION

Transportation Engineering Design Standards (TEDS) Exception Recommendation Form

Date: November 28, 2008

To: TEDS Review Committee

From: Kent Harbert, Development Engineer

Project Number: TED- 2008-358

Project Location: 2961, 2967 & 2973 D Road

Parent Project:

Name: Morning View Heights

File No.: FP-2008-134

Planner: Brian Rusche

TEDS Exception Request #1: TEDS 5.1.4.2 – request to reduce the centerline radius for residential streets and construct “eyebrows” or corner cul-de-sac bulbs at six locations in the proposed subdivision.

Comment: The applicant requests that this provision be a change to the TEDS manual. I heartily concur. This is the most common TEDS Exception that I have processed and there has never been an objection to granting the exception. In previous editions of TEDS a widened curve was allowed and a detail provided for tight-radius curves. I recommend that Jody Kliska, or her designee, prepare a detail or set of details of allowable configurations for tight-radius curves, to be used until the TEDS Manual is revised. Or a set of criteria could be prepared so the engineers designing streets would have some flexibility and the City would be assured of getting a safe roadway.

Recommendation:

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

TEDS Exception Request #2: TEDS 4.1.2 – Request for a reduction in the offset distance between the street exiting this subdivision, Debra Street, and an existing driveway on the west side of 29½ Road.

Comment: The minimum edge-to-edge distance between opposing streets or driveways is 150' in TEDS. The proposed configuration has a separation of 125'. The traffic to and from the driveway, which serves a gravel pit operation, will be almost exclusively to the north so there will not be conflicting turn movements. Although 29½ is classified as a Minor Collector on the Grand Valley Circulation Plan it will not see traffic volumes of that magnitude for several years, if not decades. By that time the gravel mining operation will have been completed and any new development on that property would be required to meet the spacing requirements.

Recommendation:

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

Brian Rusche - Re: TED-2008-358 Morning View Heights

From: Kent Harbert
To: Rusche, Brian
Date: 12/10/2008 8:57 AM
Subject: Re: TED-2008-358 Morning View Heights

The approval form has been signed by Greg and Tim. Chuck said he would sign it so I sent it over to him via interoffice mail but haven't received it back.

>>> Brian Rusche 12/09/2008 3:34 PM >>>
Kent,

I need confirmation that this TEDS exception has been approved. I also need a copy of the approval documents for my file.

Thanks in advance...

Brian Rusche
Senior Planner
City of Grand Junction
Public Works and Planning
(970) 256-4058



PUBLIC WORKS & PLANNING DEPARTMENT
PLANNING DIVISION

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

Project Number: TED- 2008-358

Site Location: Morning View Heights Subdivision

Applicant: B&G Development, LLC

Representative: Vista Engineering

Development Engr.: Kent Harbert

Parent Project:

Name: Morning View Heights Subdivision

File No.: PP-2008-134

Planner: Brian Rusche

TEDS Exception Request #1: TEDS 5.1.4.2 – request to reduce the centerline radius for residential streets and construct “eyebrows” or corner cul-de-sac bulbs at six locations in the proposed subdivision.

- Approved as requested. Approved for this project only. Change to the TEDS manual is being considered.
- Approved with the following modification(s):
- Denied.
- The following additional information is required before a decision can be made:

TEDS Exception Request #2: TEDS 4.1.2 – Request for a reduction in the offset distance between the street exiting this subdivision, Debra Street, and an existing driveway on the west side of 29½ Road.

- 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:

Teri Now

Date:

12-4-08

Planning Division:

[Signature]

Date:

12-4-08

Fire Department:

[Signature]

Date: