

APPLICATION INSTRUCTIONS

**Transportation Engineering Design Standards (TEDS) Exception
Request**

Submit six (6) copies of the application and associated drawings using the following instructions.

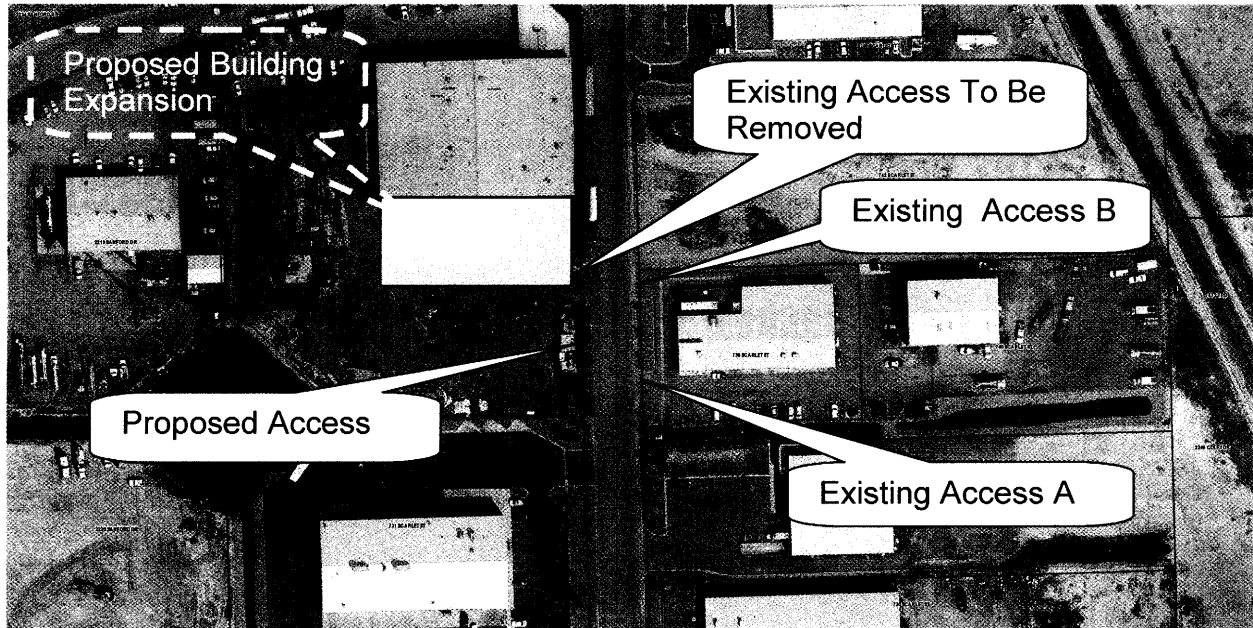
City File No.: SPR-2008-248 (2701-313-06-002) ASSESSOR
Project: Schauenburg Expansion
Site Address: 2233 Sanford Drive -(139 Scarlet St) ASSESSOR
Applicant: Marflor Realty, LLC, John Kelleher
Representative: Austin Civil Group
Date: 02/12/2009
Parent Project:
Project Name: Schauenburger Expansion
City File No.: TED-2009-044

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

SEE NEXT PAGE

Request : An exception from the *City of Grand Junction's Transportation Engineering Design Standards (TEDS) Section 4.1, Access location*, which requires driveways shall be spaced a minimum of 50-ft apart, is being requested for this project.

The site is site located at 2233 Sanford Drive, in Grand Junction, Colorado. The access spacing variance is being requested to relocate their existing driveway south to account for a proposed building addition. The existing and proposed driveway access is located on Scarlet Street, as depicted in the photo below:



A. Description

The site is located at the intersection of Sanford Drive and Scarlet Street , both of which are industrial streets. These streets are low volume industrial streets that only service the existing industrial subdivision and industrial users.

Schauenburg, the current property owner, is proposing to add an additional 26,000 of manufacturing space to their current facility. The expansion area is proposed to extend south of their current building, as depicted in the photo above. They currently have an existing access onto Scarlet Drive for their service deliveries and shipping. This access is proposed to be relocated south approximately 60-ft to accommodate the building expansion.

The proposed driveway access would be located approximately 20-ft north of "Existing Access A" and 21-ft south of Access B. The proposed location of the driveway location is critical for Schauenburg because it allows semi-

trucks to pull parallel to the south end of the building on the proposed concrete apron for fork-lift access to load and unload materials from the new expansion area, and leaves the area along the south property line available for outdoor storage and an overhead crane.

B. Exception Considerations

1. How will the exception affect safety?

TEDS 50-ft spacing criteria for driveways is there to try and minimize confusion for drivers exiting private property onto the public street. The confusion results from drivers not knowing exactly which driveway a vehicle is wanting to turn into.

Scarlet Street is a local industrial street which has low traffic volumes and low speeds. Because of these factors, there is any safety advantage between 20-ft or 50-ft. Further, the turning movements into and out of the Schauenburg access on Scarlet is used primarily for semi-trucks which will use this access an average of 10 trips per week.

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

The existing access location cannot be maintained because the proposed building expansion extends over the existing access.

The proposed driveway could be located to align with Existing Access A location across the street, but in doing so, impacts their outdoor hoist / crane location and creates safety concerns for the fork lift access of loading and unloading materials.

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

There are approximately four other access points on Scarlet and Sanford that are not across from one another and do not meet spacing requirements.

4. Will the exception require CDOT or FHWA coordination?

No.

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

This is a one-time exception, but it should City Staff should consider this for a permanent change when the access locations are on low volume, industrial streets.

March 13, 2009

Mark Austin
Austin Civil Group
336 Main Street, Suite 203
Grand Junction, CO 81501

Re: TEDS Exception-2009-044 – Schauenburg Expansion

The TED's Exception Committee has approved your request as submitted.

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: Greg Moberg, Planning Svcs. Supvr.
Judith Rice, Planning Technician
File

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

Project Number: **TED-2009-044**

Site Location: 2233 Sanford Drive

Applicant: John Kelleher – Marflor Realty, LLC

Representative: Austin Civil Group – Mark Austin

Development Engr.: Kent Harbert

Parent Project:

Name: Schauenburg Expansion

File No.: SPR-2008-248

Planner: Judith Rice

TEDS Exception Request: TEDS 4.1.1 – Request to waive the requirement to maintain a minimum separation of 50' between driveways on a commercial street.

Approved as requested.

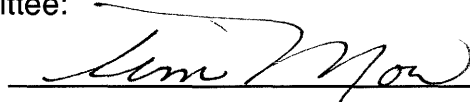
Approved with the following modification(s):

Denied.

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

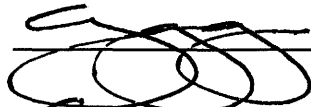
TEDS Review Committee:

Public Works:




Date: 3-9-09

Planning Division:



Date: 3-9-09

Fire Department:

 for: Chuck Platt

Date: 3-9-09

Transportation Engineering Design Standards (TEDS) Exception Recommendation Form

Date: March 2, 2009

To: TEDS Review Committee

From: Kent Harbert, Development Engineer

Project Number: **TED-2008-044**

Project Location: 2233 Sanford Drive

Parent Project:

Name: Schauenburg Expansion

File No.: SPR-2008-248

Planner: Judith Rice

TEDS Exception Request #1: TEDS 4.1.1 – Request to waive the requirement to maintain a minimum separation of 50' between driveways on a commercial street.

Comment: The proposed driveway is onto Scarlet Drive which is a low volume, low speed commercial street. The driveway spacing requirements these types of commercial streets is proposed to be removed when the TEDS manual is updated.

The spacing of driveways is not easily controlled in established areas, such as this, where an existing building is expanding. It is desirable to allow the business to expand in a way that does not unduly complicate their operations, which would be the case if the driveway is located elsewhere.

Recommendation:

Approve as requested.

Approve with the following modification(s): _____

Deny.

Hold until the following additional information is submitted and reviewed: