

## APPLICATION

### Transportation Engineering Design Standards (TEDS)

### Exception Request

City File No.: TED- \_\_\_\_\_

Project: *American Furniture Warehouse*

Site Address: *North end of Maldonado Street*

Applicant: *American Furniture Warehouse Company*

Representative: *Tom Logue*

Date: *February 22, 2010*

Parent Project:

Project Name: *AMERICAN SUBDIVISION*

City File No.: *To be assigned*

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

Request #1 - 6.1.2.1 Reduce minimum centerline radius to 300 feet

*from 470*

Request #2 - 6.1.2.1 Reduce minimum approach tangent to 192 feet

*from 200*

2. Site Description

#### REQUEST #1 and # 2

A. Description: *See Attached*

B. Exception Considerations

1. How will the exception affect safety? *See Attached*
2. Have other alternatives been considered that would meet the standard?
3. *See Attached*
4. Has the proposed design been used in other areas? *See Attached*
5. Will the exception require CDOT or FHWA coordination? *No*
6. Is this a one-time exception or a request to change the TEDS manual? *One Time exception*

TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS)  
**DESIGN EXCEPTION REQUEST**  
AMERICAN SUBDIVISION  
FEBRUARY, 2010

**INTRODUCTION** – This request is prepared in response to Chapter 14 of the current TEDS manual and future land use applications for the American Subdivision. Additional information about the American Subdivision can be found in file number PRE-2009-229 in the City of Grand Junction's Public Works and Planning Department.

**LOCATION** – American Subdivision consists of 25.2 acres commonly located southeast of Base Rock Street (25 1/2 Road) and the Interstate 70 Business Loop in the City of Grand Junction as show on the accompanying EXHIBIT A.

**SURROUNDING LAND USE** – The surrounding land uses in the vicinity of the subject property are considered to be "high" intensity. The dominate land uses in the area of the requested Design Exception include; the Interstate 70 Business Loop, Gold's Gym and the Abby Carpet facilities. A large vacant parcel adjoins the west side of the existing Maldonado Street right-of-way. A 2008 air photo depicting Maldonado Street in relationship to the surrounding area can be found on EXHIBIT B.

**DEVELOPMENT PROPOSAL** – The ultimate short term objective is to redevelop most of the land in the proposed future subdivision as a 150,000 square foot showroom/warehousing facility that would be operated by the American Furniture Warehouse Company. A conceptual Site Development Plan for the new facility is depicted on the accompanying EXHIBIT C. The planned American Subdivision generally includes reconfiguring six existing subdivided lots and the dedication of a new roadway between the Interstate 70 business Loop and Base Rock Street, together with realigning the northern existing Maldonado Street right-of-way. In order to achieve this goal, several land use applications must occur:

Street and Easement Vacation Review and Acceptance  
TEDS Exception Request  
Final Plat Review and Acceptance  
Major Site Plan Review and Acceptance

Detailed engineering documents not only for the private "on-site" improvements, but planned public roadway and utility improvements will be provided for review and acceptance in the last two procedural phases.

**REQUESTED DESIGN EXCEPTION** – The area under consideration is part of existing street known as Maldonado Avenue that is proposed to be reconfigured at its intersection with a new roadway that will between the Interstate 70 Business Loop and Base Rock Street. EXHIBIT D illustrates the proposed geometry for the new roadways. EXHIBIT E illustrates AASHTO turning templates within the proposed street intersection that include a 50 foot combination unit vehicle. This exhibit also illustrates the minimum site distance that would be available. The proposed configuration can safely accommodate this vehicle while maintaining two lanes of traffic without encroaching on the adjoining curbwalk with adequate sight distances.

On July 17, 2004 the City adopted the *Grand Valley Circulation Plan* (GVCP). An updated plan is expected to be adopted sometime in April, 2010. The primary purpose of the GVCP serves to identify both major and minor routes for circulation and connectivity in the Grand Junction vicinity. A key component of the GVCP in the area surrounding the proposed subdivision indicates a new "major collector" connection across the property between the westbound and the separated eastbound lanes on the Interstate 70 Business Loop. EXHIBIT F is a reproduction of part the updated GVCP and indicates that Maldonado Street is classified as a "Minor Collector". A drawing illustrating the City of Grand Junction's typical minor collector street section is also shown on EXHIBIT F.

EXHIBIT G is a reproduction of two pages in chapter six of the July, 2003 *TEDS Manual*. The manual does not differentiate standard criteria between minor and major collector streets. The horizontal curve criterion for collector roadways in section 6.1.2.1 indicates a minimum centerline radius for a collector of: 470 feet and a minimum approach tangent at intersections of: 200 feet. This exception request is for consideration of a 300 foot centerline radius curve and a 172 foot approach tangent distance at the north end of the proposed Maldonado Street alignment. The exhibit indicates a 35 mph design speed for collector streets. Site distance requirements in section 4.2.7 are also included in this exhibit.

CASE STUDIES – Three Case Studies were conducted on various existing subdivisions platted between 1974 and 2005. EXHIBIT H includes; a graphic view of the subject street, obtained from the recorded final plat maps, and a 2008 air photo of the surrounding area. The Case Studies were selected based on the following:

- Classified as Collector streets on the GVCP.
- Located in a predominately non-residential neighborhood.
- A wide variety of geographic settings within the community.
- Have similar anticipated traffic volumes.
- Have a similar level of improvements.
- Have been continually used over a long period of time.

A visual onsite examination of each Case Study reveal that the configuration of each street functions well and that there are no apparent safety problems.

ALTERNATIVE – EXHIBIT I illustrate a design alternative that has been prepared in accordance with the required minimum 470 foot centerline radius and 200 foot approach tangent. In addition to the cost differential between the Proposed and Alternative conditions, approximately X,XXX square feet of land would be lost by the applicant.

A comparison between the proposed condition and the presented alternative is presented on the following table:

| COMPARISON TABLE             |          |          |         |             |          |         |
|------------------------------|----------|----------|---------|-------------|----------|---------|
| CATEGORY                     | PROPOSED |          |         | ALTERNATIVE |          |         |
|                              | Positive | Negative | Neutral | Positive    | Negative | Neutral |
| Vehicle Accessibility        |          |          | ✓       |             |          | ✓       |
| Applicants Desire            | ✓        |          |         |             | ✓        |         |
| Affect on Existing Utilities | ✓        |          |         |             | ✓        |         |
| Loss of Applicants Land Area | ✓        |          |         |             | ✓        |         |
| Cost Effectiveness           | ✓        |          |         |             | ✓        |         |

COST ANALYSIS – The purpose of this analysis is to provide a comparison between the proposed street configuration and the presented alternative. Each estimate and a summary are presented on the follows:

**PROPOSED STREET IMPROVEMENTS**

| ITEM | DESCRIPTION                   | UNIT | QUAN. | UNIT PRICE | TOTAL        |
|------|-------------------------------|------|-------|------------|--------------|
| 1    | Mobilization                  | LS   |       |            | \$1,000.00   |
| 2    | Clear Right-of-Way/Demolition | LS   |       |            | \$6,500.00   |
| 3    | Excavation                    | CY   | 1,950 | \$6.00     | \$11,700.00  |
| 4    | Sub-Grade Preparation         | SY   | 1,960 | \$2.00     | \$3,920.00   |
| 5    | Class 3 Sub-base              | TON  | 1,145 | \$20.00    | \$22,900.00  |
| 6    | Class 6 ABC                   | TON  | 1,230 | \$20.00    | \$24,600.00  |
| 7    | Hot Mixed Asphalt             | TON  | 425   | \$150.00   | \$63,750.00  |
| 8    | 7'-0" Curbwalk                | LF   | 576   | \$35.00    | \$20,160.00  |
| 9    | Concrete Flatwork             | SF   | 1,370 | \$5.00     | \$6,850.00   |
| 10   | Traffic Control Services      | DAY  | 10    | \$1,140.00 | \$11,400.00  |
| 11   | Traffic Control Signs         | EA   | 2     | \$500.00   | \$1,000.00   |
| 12   | Adjust Valves & Manholes      | EA   | 3     | \$500.00   | \$1,500.00   |
|      |                               |      |       |            | Sub-Total    |
|      |                               |      |       |            | \$175,280.00 |

**DOMESTIC WATER**

| ITEM | DESCRIPTION              | UNIT | QUAN. | UNIT PRICE | TOTAL                |
|------|--------------------------|------|-------|------------|----------------------|
| 1    | Mobilization             | LS   |       |            | \$1,000.00           |
| 2    | 8" PVC Water Main        | LF   | 254   | \$30.00    | \$7,620.00           |
| 3    | 6" PVC Water Main        | LF   | 113   | \$28.00    | \$3,164.00           |
| 4    | Join Existing Water Main | EA   | 1     | \$472.00   | \$472.00             |
| 5    | Fire Hydrant Assembly    | EA   | 1     | \$3,760.00 | \$3,760.00           |
| 6    | Traffic Control Services | DAY  | 10    | \$600.00   | \$6,000.00           |
|      |                          |      |       |            | Sub-Total            |
|      |                          |      |       |            | \$21,016.00          |
| 1    | Design Services          |      |       |            | \$23,500.00          |
| 2    | Construction Staking     |      |       |            | \$4,000.00           |
| 3    | Compliance Testing       |      |       |            | \$4,000.00           |
|      |                          |      |       |            | Sub-Total            |
|      |                          |      |       |            | \$31,500.00          |
| 4    | 15 percent Contingency   |      |       |            | \$34,170.00          |
|      |                          |      |       |            | <b>PROJECT TOTAL</b> |
|      |                          |      |       |            | <b>\$261,966.00</b>  |

**ALTERNATIVE STREET IMPROVEMENTS**

| ITEM | DESCRIPTION                   | UNIT | QUAN. | UNIT PRICE | TOTAL        |
|------|-------------------------------|------|-------|------------|--------------|
| 1    | Mobilization                  | LS   |       |            | \$1,000.00   |
| 2    | Clear Right-of-Way/Demolition | LS   |       |            | \$6,500.00   |
| 3    | Excavation                    | CY   | 2,620 | \$6.00     | \$15,720.00  |
| 4    | Sub-Grade Preparation         | SY   | 2,625 | \$2.00     | \$5,250.00   |
| 5    | Class 3 Sub-base              | TON  | 1,535 | \$20.00    | \$30,700.00  |
| 6    | Class 6 ABC                   | TON  | 1,645 | \$20.00    | \$32,900.00  |
| 7    | Hot Mixed Asphalt             | TON  | 575   | \$150.00   | \$86,250.00  |
| 8    | 7'-0" Curbwalk                | LF   | 767   | \$35.00    | \$26,845.00  |
| 9    | Concrete Flatwork             | SF   | 1,370 | \$5.00     | \$6,850.00   |
| 10   | Traffic Control Services      | DAY  | 21    | \$1,140.00 | \$23,940.00  |
| 11   | Traffic Control Signs         | EA   | 2     | \$500.00   | \$1,000.00   |
| 12   | Adjust Valves & Manholes      | EA   | 3     | \$500.00   | \$1,500.00   |
|      | Sub-Total                     |      |       |            | \$238,455.00 |

**DOMESTIC WATER**

| ITEM | DESCRIPTION              | UNIT | QUAN. | UNIT PRICE | TOTAL       |
|------|--------------------------|------|-------|------------|-------------|
| 1    | Mobilization             | LS   |       |            | \$1,000.00  |
| 2    | 8" PVC Water Main        | LF   | 354   | \$30.00    | \$10,620.00 |
| 3    | 6" PVC Water Main        | LF   | 118   | \$28.00    | \$3,304.00  |
| 4    | Join Existing Water Main | EA   | 1     | \$472.00   | \$472.00    |
| 5    | Fire Hydrant Assembly    | EA   | 1     | \$3,760.00 | \$3,760.00  |
| 6    | Traffic Control Services | DAY  | 14    | \$600.00   | \$8,400.00  |
|      | Sub-Total                |      |       |            | \$26,556.00 |

|   |                        |  |  |  |             |
|---|------------------------|--|--|--|-------------|
| 1 | Design Services        |  |  |  | \$31,800.00 |
| 2 | Construction Staking   |  |  |  | \$5,300.00  |
| 3 | Compliance Testing     |  |  |  | \$5,300.00  |
|   | Sub-Total              |  |  |  | \$42,400.00 |
| 4 | 15 percent Contingency |  |  |  | \$46,100.00 |

**PROJECT TOTAL**

**\$353,511.00**

| <b>SUMMARY</b>                        |              |
|---------------------------------------|--------------|
| Alternative Street Improvements       | \$353,511.00 |
| Alternative R.O.W Acquisition Cost    | \$5,300.00   |
| Total Alternative Street Improvements | \$358,811.00 |
| Proposed Street Improvements          | \$261,966.00 |
| TOTAL DIFFERENCE                      | \$96,845.00  |

SUMMARY – This request is one of several that must be obtained prior beginning development of the American Furniture Warehouse facility. Given the number of site development applications that will be processed after this request, the applicant understands that they have a continuing duty to inform the Community Development Department of any substantial modifications to any aspect of the site development features proposed within this document that may affect acceptance of this request.

Following are justifications for acceptance of the requested Design Exemption:

1. TEDS does not differentiate between minor and major collector street designations.
2. Access by emergency service vehicles is not compromised.
3. Access by oversized vehicles is not compromised.
4. The Proposed Conditions meets the minimum site distance requirements.
5. The request will result in a \$96,845.00 construction cost savings.
6. The request will require obtaining additional land for right-of-way from others.
7. The proposed configuration has been successfully used in other areas of the community.

**APPENDIX**

EXHIBIT A – Location Map

EXHIBIT B – Surrounding Land Use Map

EXHIBIT C – Site Development Concept Plan Map

EXHIBIT D – Proposed Condition

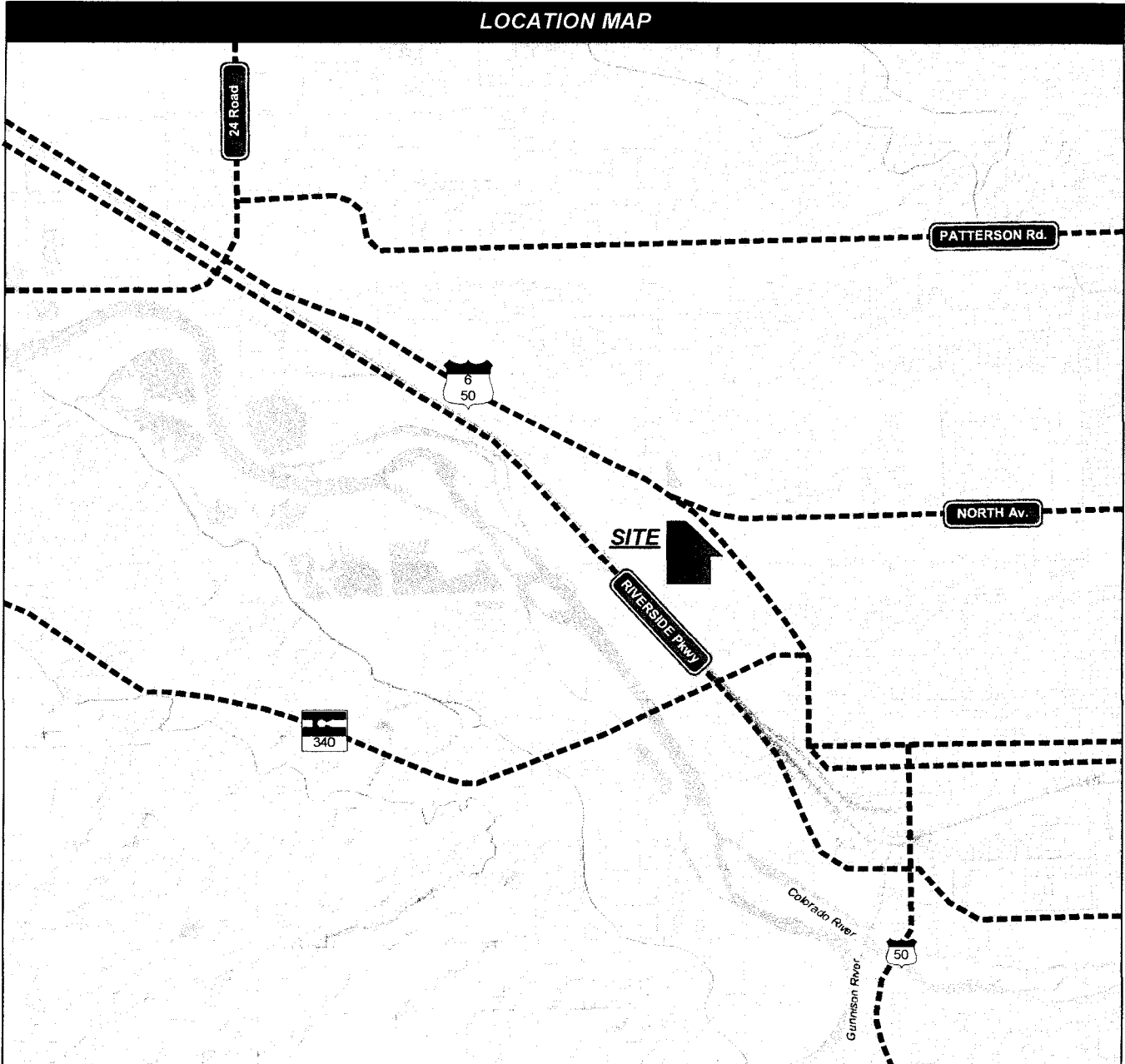
EXHIBIT E (2 sheets) – AASHTO Turn Template and Sight Distance

EXHIBIT F – Street Classification Map and Section

EXHIBIT G –TEDS (2 sheets) Section 6.1.2.1, Horizontal Alignment

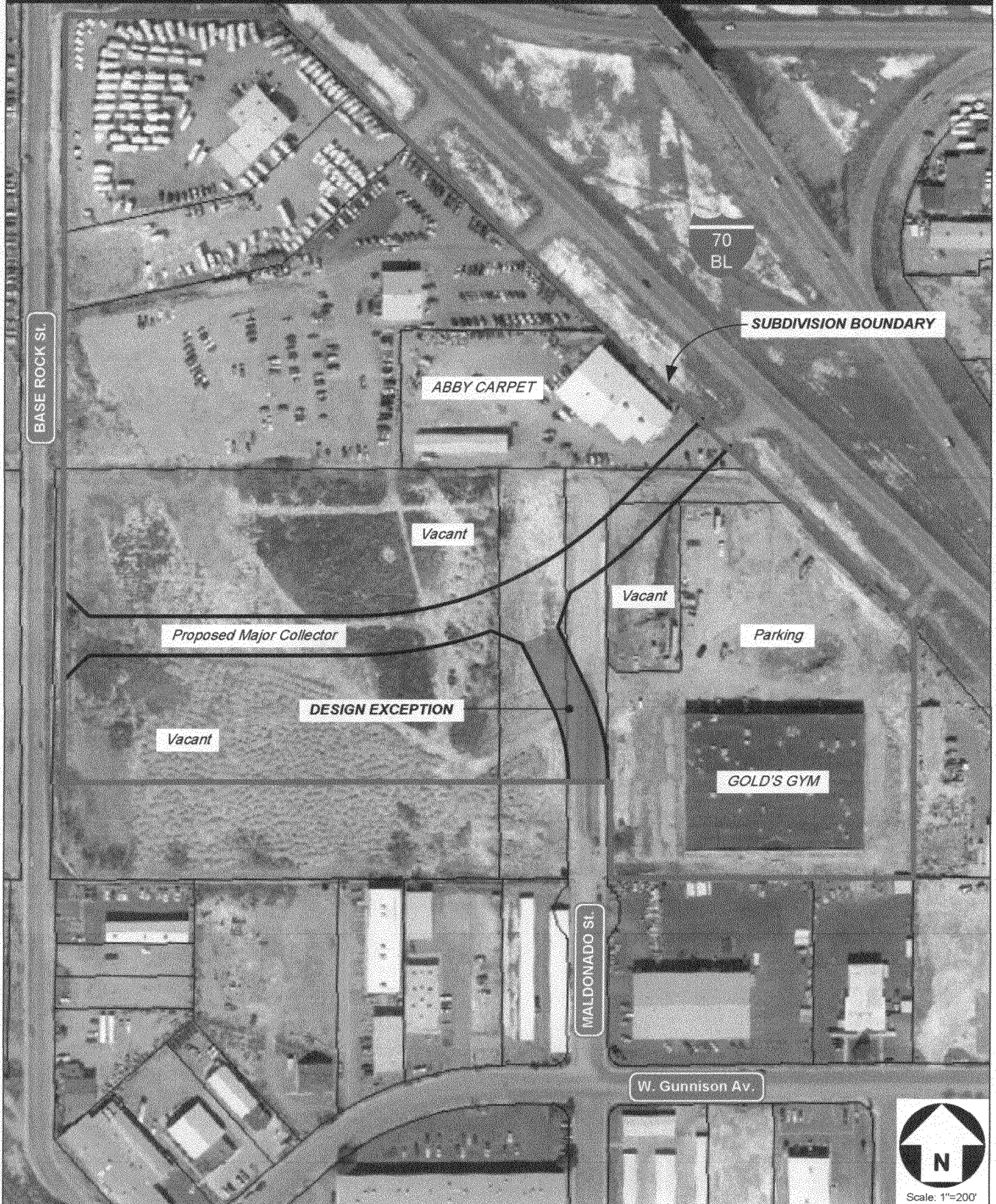
EXHIBIT H – Case Studies

EXHIBIT I – Alternative Condition

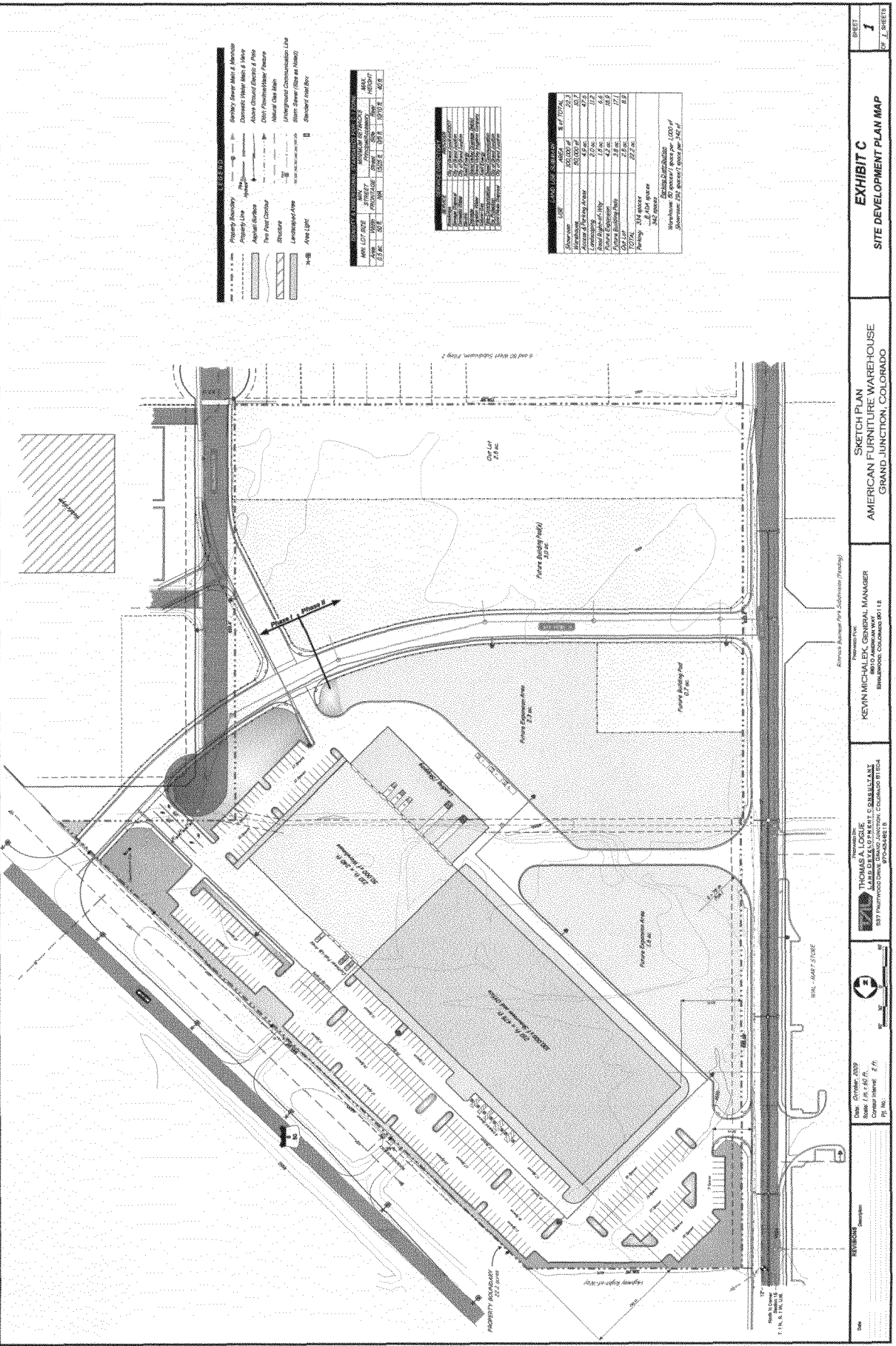




SURROUNDING LAND USE MAP



Plot Date: 2/23/2010



**PROPERTY DATA**

APR 12 2010 10:30 AM

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DRAWN BY: [Blank]

CHECKED BY: [Blank]

PROJECT NO.: [Blank]

SHEET NO.: [Blank]

TOTAL SHEETS: [Blank]

**EXHIBIT C**

**SKETCH PLAN**

**AMERICAN FURNITURE WAREHOUSE**

**GRAND JUNCTION, COLORADO**

PROPOSED TO: [Blank]

GENERAL MANAGER: [Blank]

PROJECT NO.: [Blank]

DATE: [Blank]

SCALE: [Blank]

COUNTY: [Blank]

FILE NO.: [Blank]

**REVISIONS**

No. Description

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**THOMAS A. LOUIE**

REGISTERED ARCHITECT

837 FRONTWOOD DRIVE, GRAND JUNCTION, COLORADO 81504

PHONE: (970) 244-4111

FAX: (970) 244-4112

WWW.TALARCHITECTS.COM

**KEVIN MICHALBK, GENERAL MANAGER**

10000 AMERICAN WAREHOUSE

GRAND JUNCTION, COLORADO 81505

**EXHIBIT C**

**SKETCH PLAN**

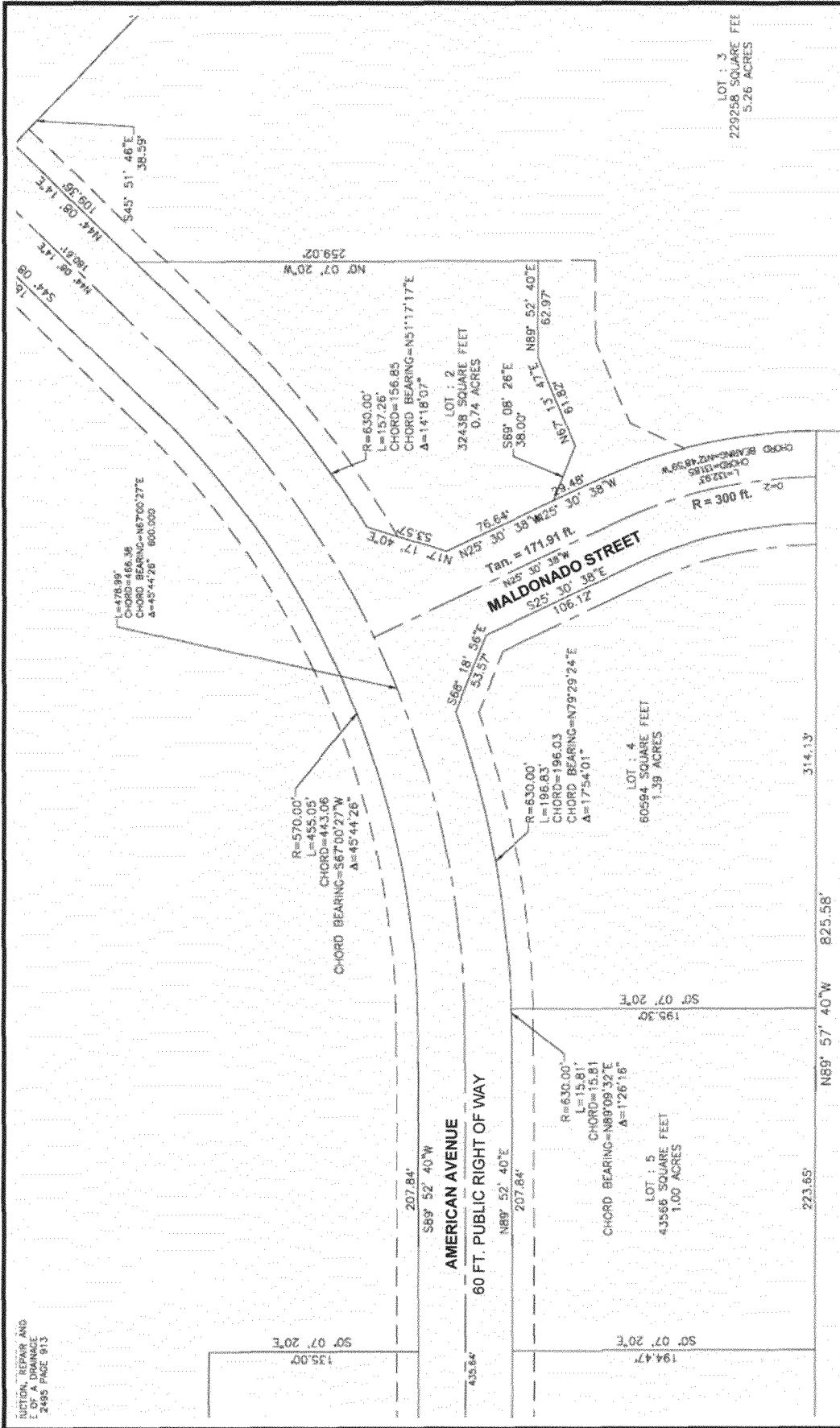
**AMERICAN FURNITURE WAREHOUSE**

**GRAND JUNCTION, COLORADO**

BRIEF: [Blank]

SHEET NO. **1**

OF **3** SHEETS



**EXHIBIT D**  
 Proposed Condition  
 SHEET 1 OF 1

**TEDS DESIGN EXCEPTION**  
**AMERICAN SUBDIVISION**  
 GRAND JUNCTION, COLORADO

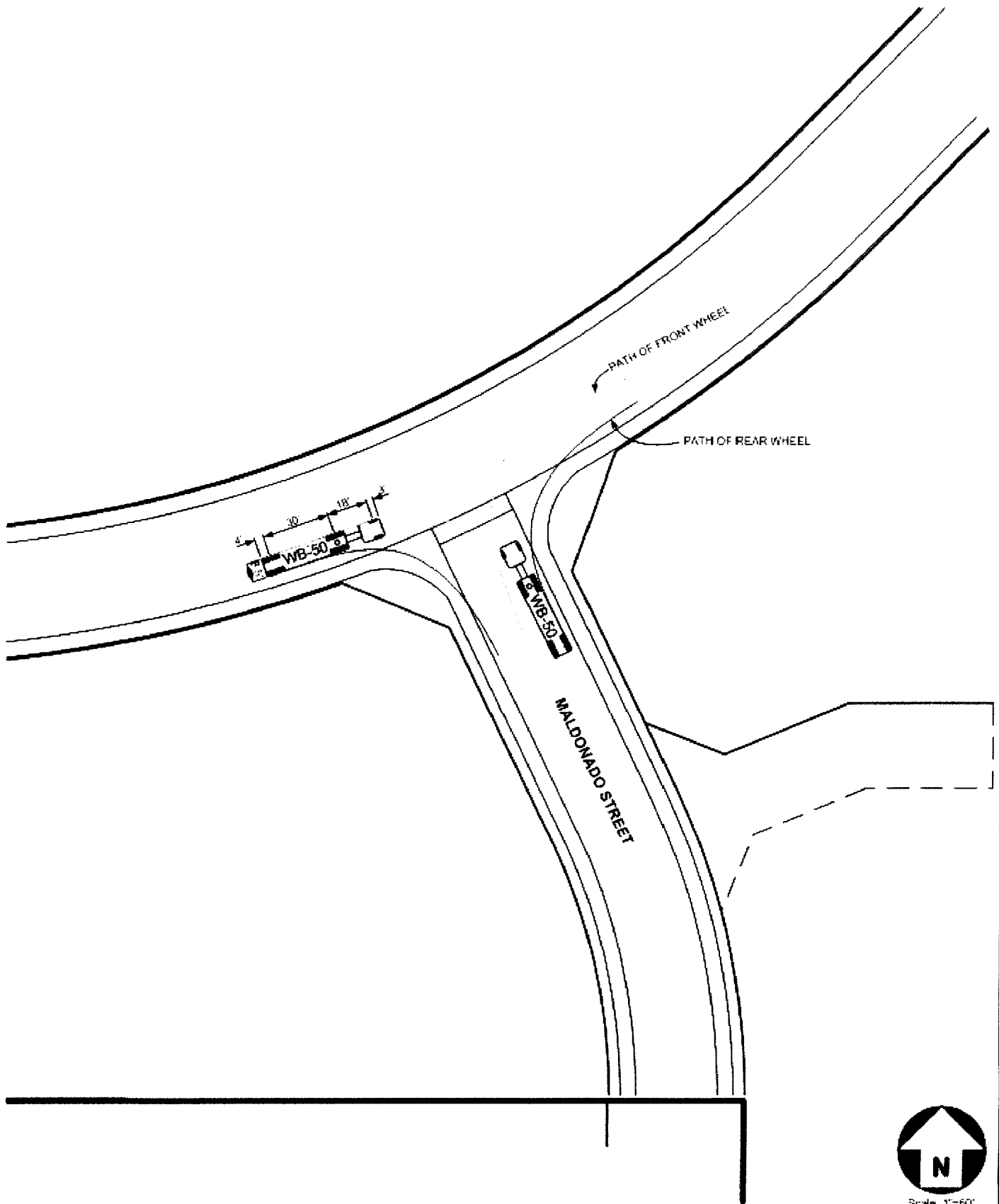
**AMERICAN FURNITURE WAREHOUSE CO.**  
 8810 AMERICAN WAY  
 ENGLEWOOD, COLORADO 80112

**THOMAS A. LOGUE**  
 LAND DEVELOPMENT CONSULTANT  
 537 Fruitwood Drive, Grand Junction, Colorado 81501  
 970-249-1515

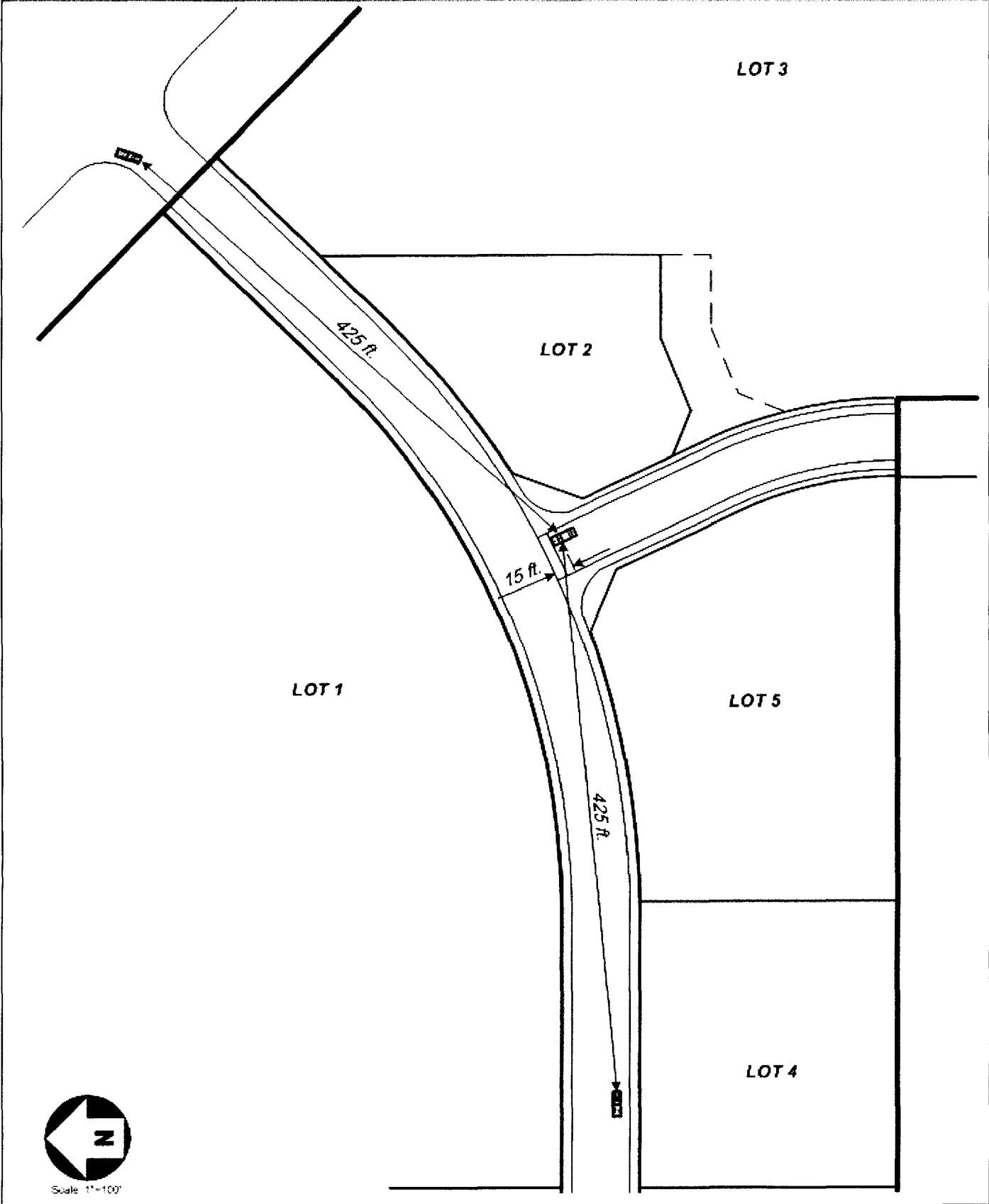
PREPARED BY: THOMAS A. LOGUE  
 PREPARED FOR: AMERICAN FURNITURE WAREHOUSE CO.

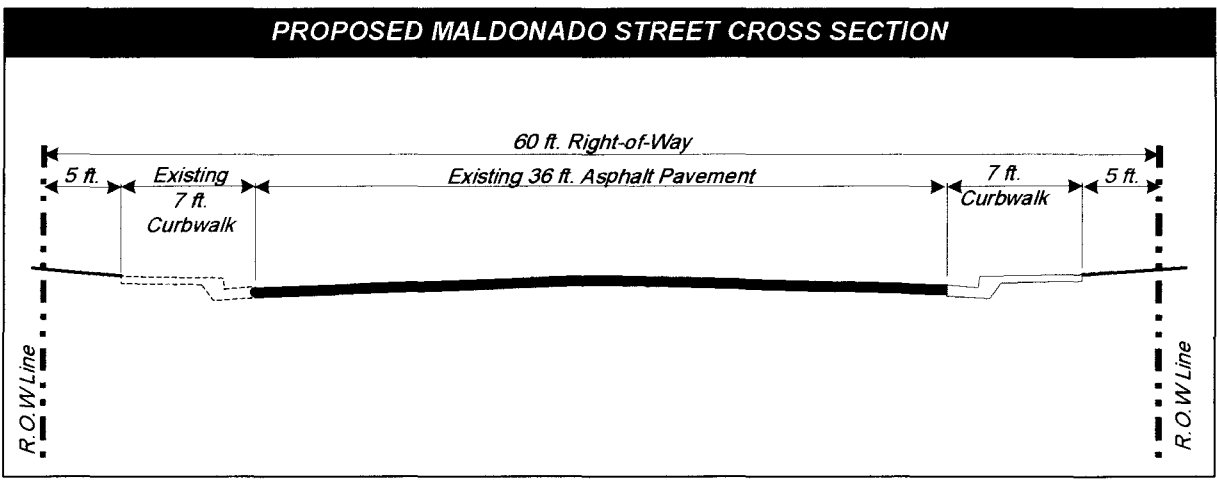
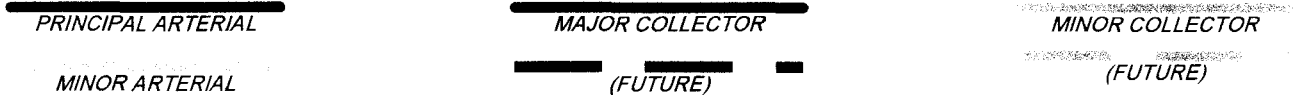
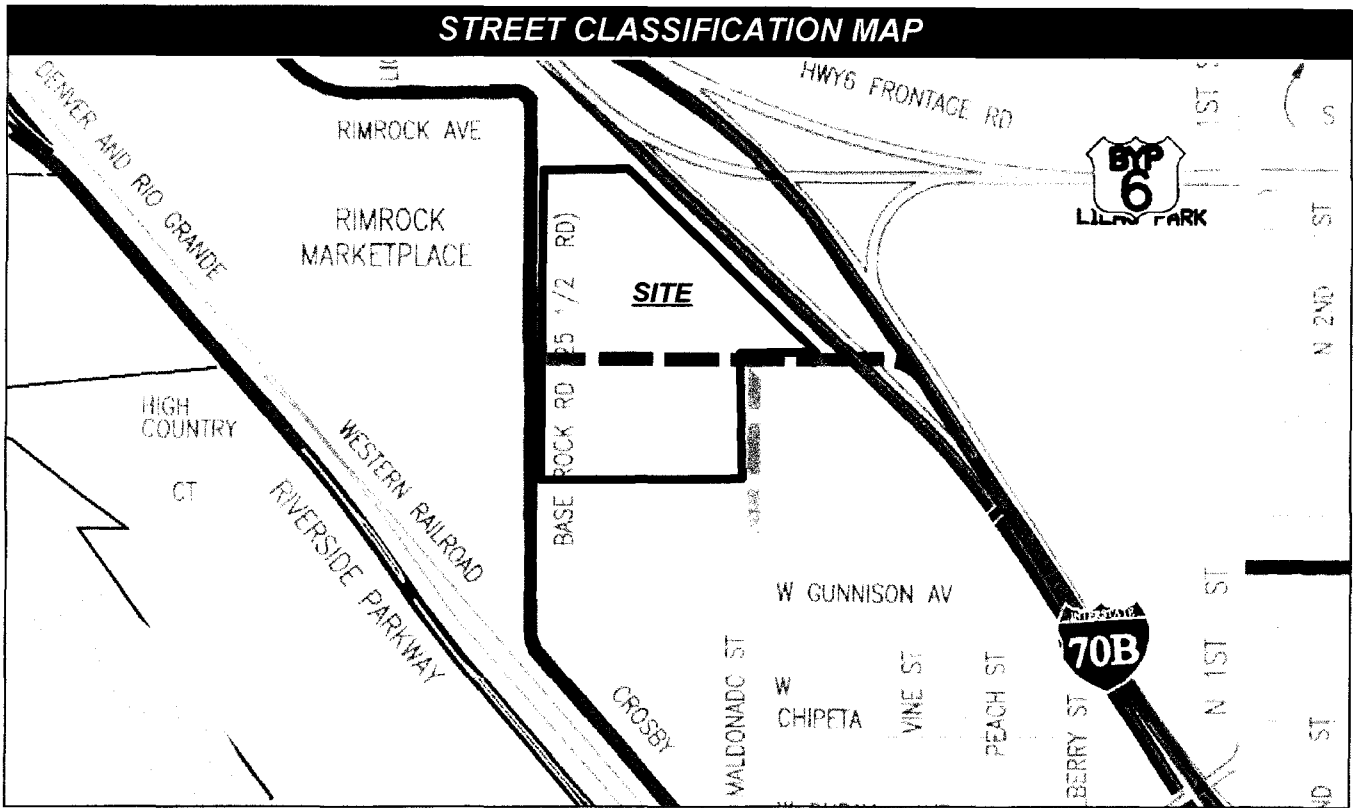
Date: February, 2010  
 Scale: 1 in. = 60 ft.

AASHTO TURN TEMPLATE



SIGHT DISTANCE





- Principal Arterial (No On Street Parking)
- Minor Arterial (No On Street Parking)
- Collector (No On Street Parking)
- D ½ Road Section (No On Street Parking)
- D Road Section (No On Street Parking)
- G Road Section

**6.1.2 Alignments**

**6.1.2.1 Horizontal Alignment**

Streets shall extend to the boundary lines of the land to be subdivided. Proposed streets with widths different from existing streets to which they are being connected must be transitioned using pavement transition taper standards.

All designs shall be based on the Horizontal Curve Design Criteria.

**Horizontal Curve Design Criteria**

| Design Criteria                                     | Major <sup>1</sup> |                  |
|---|--------------------|------------------|
|   | Collector          | Arterial         |
| Min. Design Speed (mph)                             | 35                 | 40               |
| Min. Center <sup>2</sup> Line Radius (ft)           | 470                | SEE <sup>4</sup> |
| Min. Horizontal Sight Distance (ft)                 | 250                | 325              |
| Min. Reverse Curve Tangent (ft)                     | 200                | 200              |
| Min. Approach <sup>3</sup> Tangent at Intersections | 200                | 300              |

<sup>1</sup> These criteria are to be used without super-elevation.

<sup>2</sup> Radii shown are based on the street having a crown section with a pavement cross-slope of 2% on each side of the crown. For minimum radii required for other cross

slopes or where super-elevation is provided and approved, see Exhibit 3-40 in "A Policy on Geometric Design of Highways and Streets," AASHTO, 2001 Edition.

- 3 Where a curved road approaches an intersection, these tangent sections must be provided on the approach to the intersection to provide for adequate sight distance for traffic control devices at the intersection.
- 4 The maximum super-elevation rate allowed is e 6%. Where super-elevation is used, runoff lengths shall conform to Exhibit 3-41 in "A Policy on Geometric Design of Highways and Streets," AASHTO, 2001 Edition.

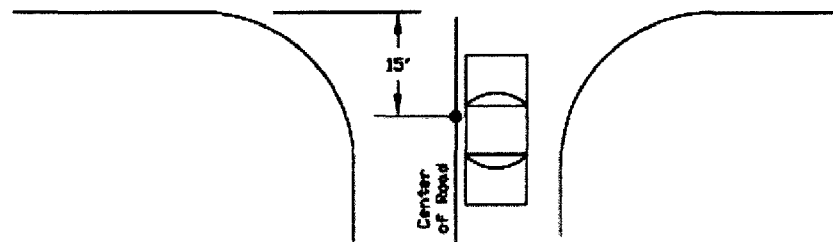
### Sight Distance Design Standards

(ref. "Institute of Transportation Engineers Handbook," 5th Ed., 1999)

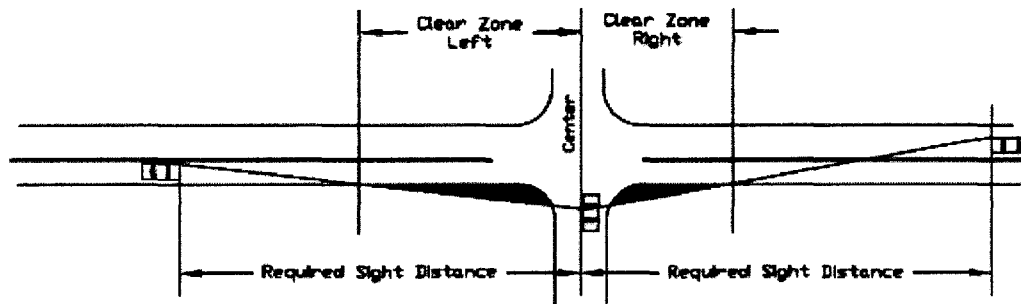
Dark areas represent mandatory Sight Distance clear zones, which vary by posted regulatory speed limit.

Clear zones apply to all driveways and intersections. They are defined by a line between a driver's view point 15' away from the edge of travel lane of the crossing roadway.

Measure from Driver's View Point (15' from the edge of travel lane)

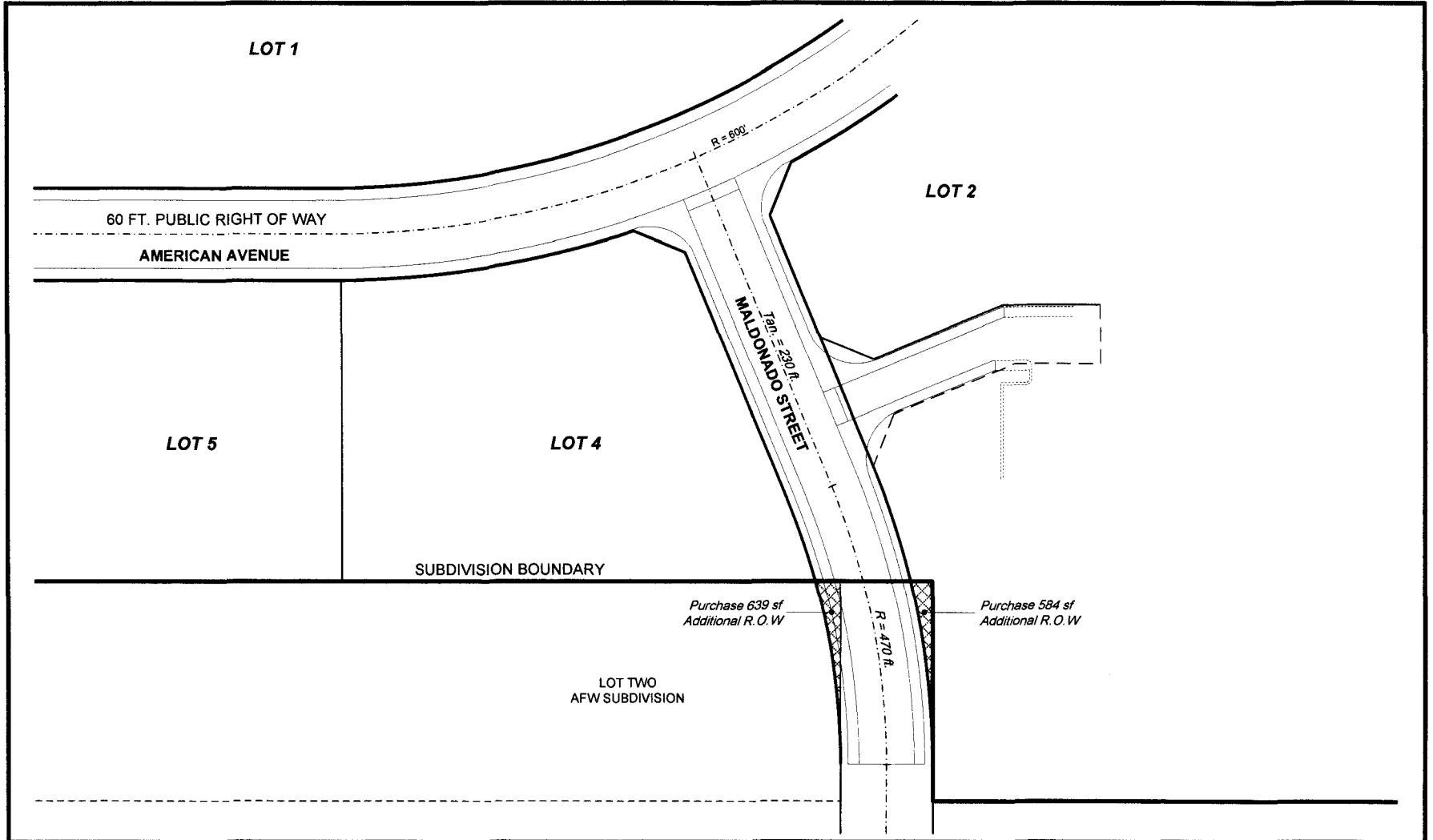


Clear Zone Overview (shaded area is to be clear of sight obstructions from 2.5' to 8' H. above the road). Length varies by posted speed limit.



| Cross Street Posted Speed Limit | Required Sight Distance | Clear Zone Length Left | Clear Zone Length Right |
|---------------------------------|-------------------------|------------------------|-------------------------|
| 20 MPH                          | 200 FT                  | 108 FT                 | 74 FT                   |
| 25 MPH                          | 275 FT                  | 148 FT                 | 101 FT                  |
| 30 MPH                          | 350 FT                  | 188 FT                 | 129 FT                  |
| 35 MPH                          | 425 FT                  | 229 FT                 | 157 FT                  |
| 40 MPH                          | 500 FT                  | 269 FT                 | 184 FT                  |
| 45 MPH                          | 575 FT                  | 310 FT                 | 212 FT                  |
| 50 MPH                          | 650 FT                  | 350 FT                 | 239 FT                  |
| 55 MPH                          | 725 FT                  | 390 FT                 | 267 FT                  |





Date: February, 2010  
Scale: 1 in. = 60 ft.



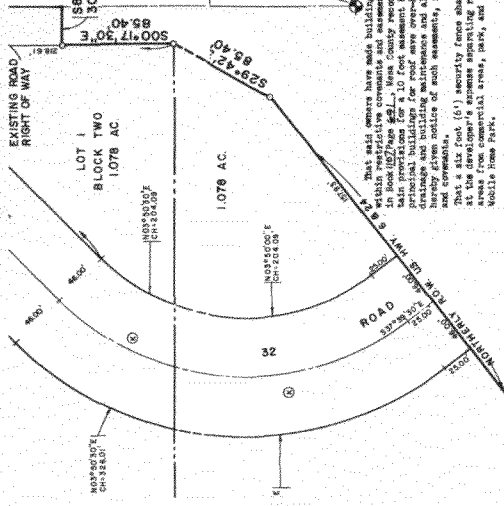
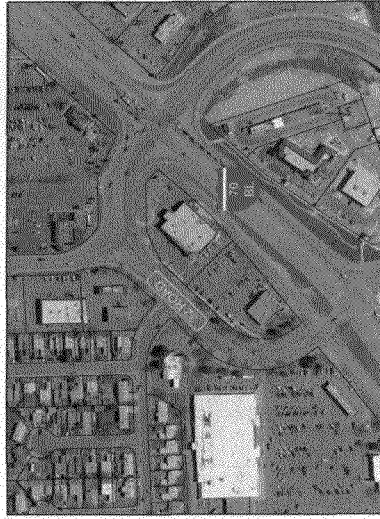
PREPARED BY:  
**THOMAS A. LOGUE**  
LAND DEVELOPMENT CONSULTANT  
537 Fruitwood Drive, Grand Junction, Colorado 81501  
970-434-8215

PREPARED FOR:  
**AMERICAN FURNITURE WAREHOUSE CO.**  
8810 AMERICAN WAY  
ENGLEWOOD, COLORADO 80112

**TEDS DESIGN EXCEPTION**  
**AMERICAN SUBDIVISION**  
GRAND JUNCTION, COLORADO

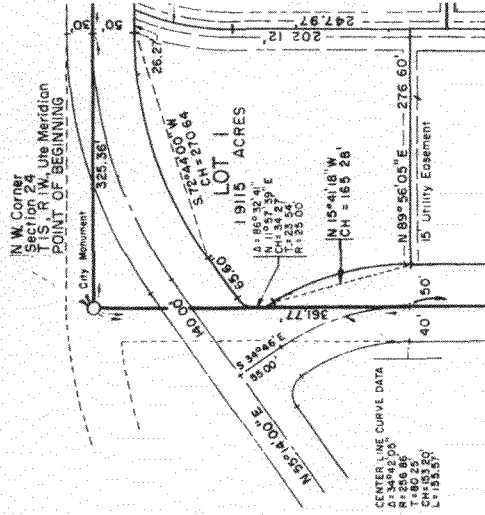
**EXHIBIT I**  
**Alternative Condition**

CASE STUDY 1



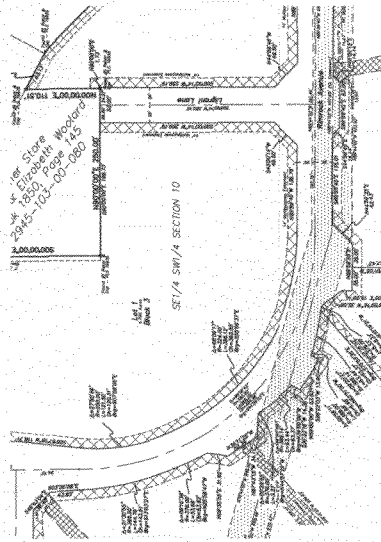
Street Name: 32 ROAD at L-70 B (Major Collector)  
 C.L. Radius = 200 ft.  
 Subdivision Name: CLIFTON VILLAGE  
 Approach Tan: 53 ft.

CASE STUDY 2



Street Name: 12 TH STREET at D ROAD (Minor Collector)  
 C.L. Radius: 256.86 ft.  
 Subdivision Name: COLORADO WEST DEVELOPMENT PARK  
 Approach Tan: 63 ft.

CASE STUDY 3



Street Name: RIMROCK AVENUE (Major Collector)  
 C.L. Radius: 350 ft.  
 Subdivision Name: RIMROCK MARKET PLACE 2 SUBDIVISION  
 Approach Tan: 26 ft.



Date: February, 2010  
 Scale: N.T.S.



THOMAS A. LOGUE  
 LAND DEVELOPMENT CONSULTANT  
 237 FRUITWOOD DRIVE, GRAND JUNCTION, COLORADO 81501  
 9704548215

TEDS DESIGN EXCEPTION  
 AMERICAN SUBDIVISION  
 GRAND JUNCTION, COLORADO

EXHIBIT H  
 Case Studies

March 18, 2010

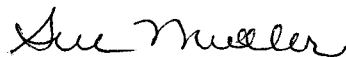
Tom Louge  
537 Fruitwood Drive  
Grand Junction CO 81504

*Re: TEDS Exception 2010-019 – American Furniture Warehouse*

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

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: Rick Dorris, Development Engineer  
Lori Bowers, Sr. Planner  
File

**RECEIVED**  
MAR 19 2010  
COMMUNITY DEVELOPMENT  
DEPT.

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

Project Number: TED- 2010-019

Site Location: North end of Muldanado

Applicant: American Furniture Warehouse

Representative: Tom Louge

Development Engr.: Rick Dorris

Parent Project:

Name: American Furniture Warehouse

File No.: SS-2009-252

Planner: Lori Bowers

---

TEDS Exception Request #1: TEDS section 6.1.2.1, reduce centerline radius to 300' from 470'.

Approved as requested.

Approved with the following modification(s):

Denied.

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

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TEDS Exception Request #2: TEDS section 6.1.2.1, reduce approach tangent from 200' to 172'

- 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:      | <u>Jim Mow</u>        | Date: <u>3-10-10</u>   |
| Planning Division: | <u>Lisa Cox</u>       | Date: <u>3-10-2010</u> |
| Fire Department:   | <u>Charles Mathis</u> | Date: <u>3-10-2010</u> |