
15153 WEST 32ND DRIVE, GOLDEN, COLORADO 80401 (303) 421 - 4165

June 28, 2013

Mr. Steve Krawczyk
Jefferson County Planning & Zoning Division
100 Jefferson County Parkway, Suite 3550
Golden, Colorado 80419-3550

RE: Pine Estates Property Access off CR 126 (Pine Valley Road)
Grading Permit 08-19543GP for Proposed 35+ acre Building Sites (3 Lot Plan)
Minor Variation Request of Left Turn Lane

Dear Mr. Krawczyk:

We would request, on behalf of the owners, Pine Estates, LLC (Bud Moore and Mark McManis), a minor variation from the Jefferson County Roadway Design & Construction Manual requirement for a left turn lane where a private drive to serve as a shared access intersects a major collector. In this instance, County Road 126 has recently been downgraded from a minor arterial to a major collector and the minor variation is being requested due to the following:

- * The applicant is proposing to develop 3 residential building sites of approximately 35 to 40 acres in size. The amount of traffic to be generated from the proposed sites is relatively minor. Additionally, traffic counts obtained from 2010 show that the ADT (Average Daily Trips) on Pine Valley Road to be 1610, which is at the lower traffic range for a collector (1,000 to 10,000 ADT).
- * The original plan for the logging operations was allowed without improving the intersection with a left turn lane. The applicant feels that construction traffic generated from developing 3 sites will be less of a traffic issue than the logging trucks going into and out of the site.
- * Traffic on Pine Valley Road is intermittent and average daily trips low enough that a left turn lane is not required to maintain traffic flow. The peak hour traffic volumes are directional so that any traffic turning left into the site will generally have little opposing traffic. Heavy traffic in both directions seldom occurs together during AM and PM peak hours as traffic patterns have AM traffic going toward HWY 285 and PM traffic coming down from HWY 285.
- * Sight distance is exceeds minimum requirements for the 35 MPH speed limit:
 - Right** Stopping Sight Distance exceeds 550 feet (350' minimum. req'd)
 - Left** Stopping Sight Distance exceeds 580 feet (430' minimum. req'd)

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* It is our opinion that traffic safety will not be compromised without a left turn lane for traffic volumes generated by the proposed 3 building sites. The applicant is not opposed to eventually constructing the intersection improvements, including the left turn lane requirements, but would like to postpone that requirement until after the 3rd building site is developed. The supporting conditions are:

- * More than adequate sight distance in both directions
- * Very low intermittent opposing traffic volumes on a rural road

* The left turn lane improvement requirement would or could be triggered once the development exceeds three building sites by either a building permit or Certificate of Occupancy or Grading Permit restriction as discussed in our meeting with staff.

* Because it is not definite how many lots will eventually be served by the access, it is difficult at this time to determine the left turn lane storage requirements (if any) until a more accurate development plan is proposed or implemented. At this time the traffic volumes do not warrant any storage length based on current traffic volumes and the nomograph in Section 3.7.4.1. of the Roadway Design and Construction Manual (copy attached).

There has been discussions with staff regarding on which mechanism to utilize to insure that the left turn lane improvements will be constructed when required by the number of parcels the applicants has proposed as the trigger, in this case three (3). One option is to require that the second phase of the Grading Permit, required to extend the road to access additional lots further into the property, be required to have a line item in the Exhibit A Cost Estimate for the left turn lane improvements. The applicant would then be required to put up the performance guarantee prior to obtaining the second phase Grading Permit. Another option would be to allow postponement of the left turn lane until a fourth building permit is applied for. It would be easy to track and confirm the number of building permits for this road, being a cul-de-sac. As a condition of obtaining the fourth building permit, the left turn lane improvements would have to be constructed. The applicant has also suggested Deed Restriction language, which may be more complicated than the two other options noted above.

Based on the foregoing analysis, we hope that the above circumstances constitute enough reasons to warrant your consideration of this minor variation. If there are any questions or if further information is needed, please advise or call.

Sincerely Yours,

Glenn M. Douglass, P.E.

cc: Bud Moore, Pine Estates, LLC
Mark McManis, Pine Estates, LLC