

RECEIVED

Kittitas County
Department of Public Works

APR 30 2007

VARIANCE REQUEST

KITTITAS COUNTY
DEPT. OF PUBLIC WORKS

To be completed by applicant

Name: BRAD TAYLOR

Date of application: 3/27/07

Developer

Agent for Developer

Address: P.O. BOX 278

CLEWUM WA 98922

Daytime phone: 509 674-5297

Associated Project/Development: TAYLOR SHORT PLAT SP 06-90

Request (be specific): THE PROPOSED TWO LOT SHORT PLAT
WILL ACCESS FROM THE LAMBERT ROAD WHICH
CURRENTLY SERVES SIX SINGLE FAMILY RESIDENCES. THE
ROAD WILL BE WIDENED TO 16' WITH INTERVISIBLE
TURNOUTS AS SHOWN ON THE ATTACHED MAP.

Reason for request: KCRS REQUIRE A ROADWAY WIDTH OF
20' FOR A LOCAL ACCESS ROAD WITH AN ADT OF
LESS THAN 150 VEHICLES. WITH THE ADDITIONAL LOT
CREATED, THE ADT IS ESTIMATED AT 50-60.
THE ROADWAY HAS BEEN IMPROVED BY AND
WILL BE MAINTAINED BY THE PROPERTY OWNERS.

List of supporting documents attached: KCRS TABLE 4-1,
TAYLOR SHORT PLAT ROAD PLAN, DRIVEWAYS
AND FIRE APPARATUS TURNAROUND PLAN,
APPENDIX D FOR FIRE APPARATUS ROADS.

Attach map.

Brad Taylor
Signature of applicant

VARIANCE REQUEST

(Continued)

To be completed by Department of Public Works

Date to be completed: _____

Findings of fact: _____

Conditional Approval

Denial

Conditions of approval: _____

Public Works Director

Date

APPEAL

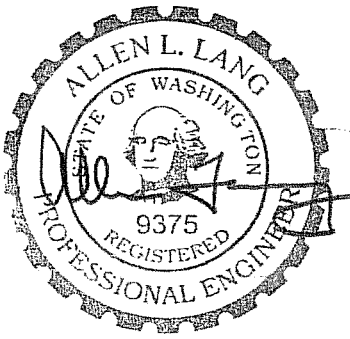
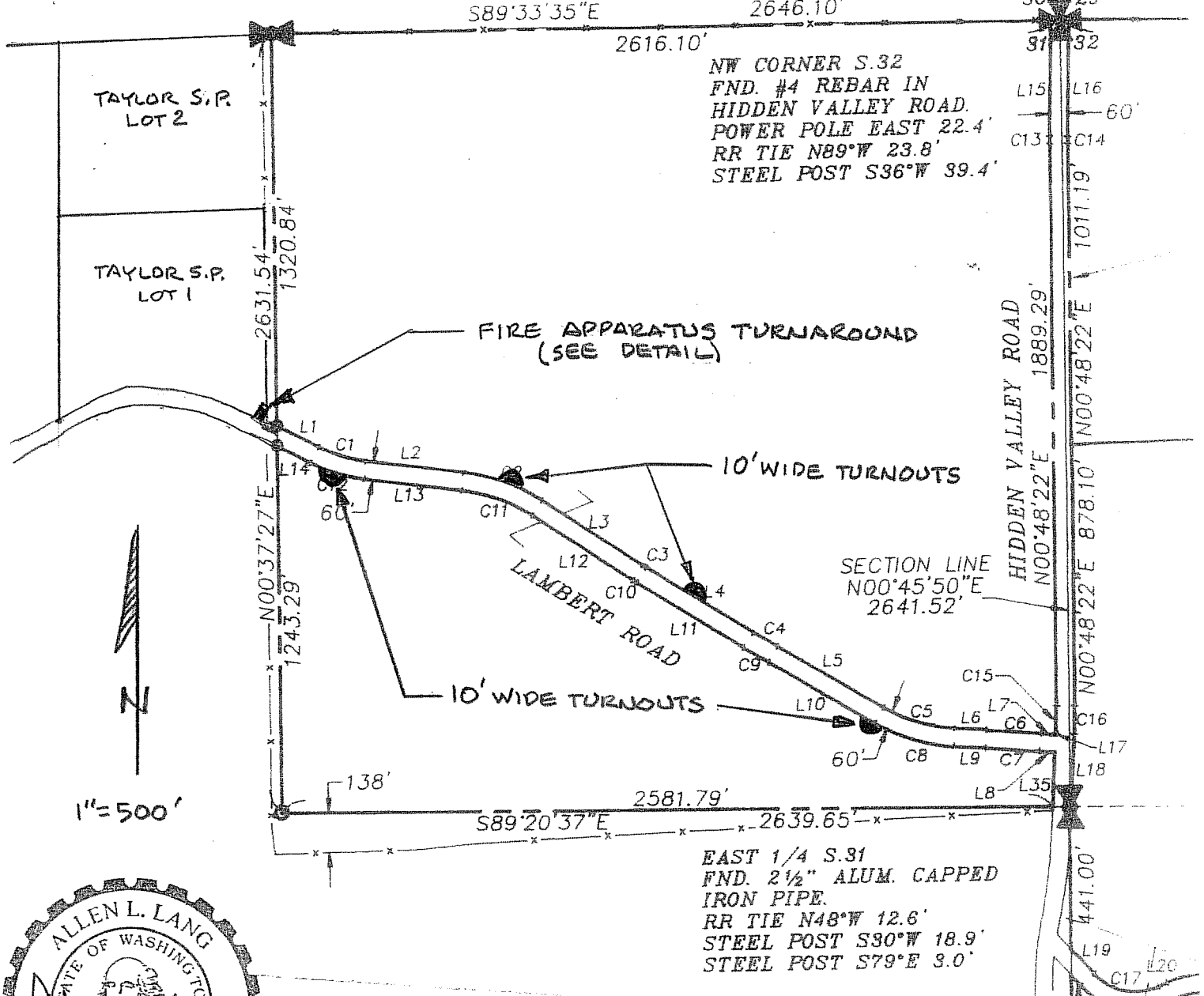
Date Appealed: _____

Board of County Commissioners Hearing Date: _____

**Table 4-1
Rural Road Minimum Design Standards**

| Design Elements | Local Access | | | | Arterial | | | | | | | | |
|---|---|----------|---------------|----------|-------------------------|----------|----------|---------------------|----------|----------------|-------------------------|---------------|-----------|
| | Shouldered | | | | Principal Shouldered | | | Minor Shouldered | | | Collector Shouldered | | |
| | ADT <150 | ADT <250 | ADT >250 <400 | ADT >400 | DHV < 200 | DHV >200 | DHV <100 | DHV 100 to 200 | DHV >200 | ADT 400 to 750 | DT 751 to 10C | DHV 100 to 20 | DHV > 200 |
| Minimum Dedicated Right-of-way | | | | 60 | 120 | 120 | 80 | 80 | 80 | 100 | 100 | 100 | 100 |
| Minimum Easement | 60 | 60 | 60 | | | | | | | | | | |
| Private/Public Access | Private | Public | Public | Public | Public | Public | Public | Public | Public | Public | Public | Public | Public |
| Private/Public Maintenance | Private | Private | Private | Public | Public | Public | Public | Public | Public | Public | Public | Public | Public |
| Design Speed | 40 | 40 | 40 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 |
| Roadway Width | 20 | 22 | 24 | 26 | 36 | 40 | 32 | 36 | 40 | 26 | 28 | 34 | 40 |
| Lane Width | | | | | | | | | | | | | |
| (A) Exterior | 10 | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 11 | 12 |
| (B) Interior | | | | | 11 | 11 | 11 | 11 | 11 | 11 | 10 | 11 | 11 |
| (C) 2-Way Left Turn | | | | | 11 | 11 | 11 | 11 | 11 | 11 | 10 | 11 | 11 |
| (D) Exclusive Turn | | | | | 11 | 11 | 11 | 11 | 11 | 11 | 10 | 11 | 11 |
| (E) Parking | | | | | | | | | | | | | |
| Shoulder Width | 0 | 0 | 1(unpaved) | 2 | 6 | 8 | 4 | 6 | 8 | 2 | 3 | 6 | 8 |
| Minimum Centerline Radius | 215 | 215 | 295 | 550 | 1200 | 1200 | 850 | 850 | 850 | 850 | 850 | 850 | 850 |
| Minimum Centerline Radius (Mtns) | 60 | 60 | 250 | 250 | 850 | 850 | 550 | 550 | 550 | 550 | 550 | 550 | 550 |
| Minimum Tangent between Curves or at Intersections | 50 | 50 | 150 | 250 | 400 | 400 | 400 | 400 | 400 | 400 | 400 | | |
| Minimum Corner Site Distance | 300 | 300 | 300 | 410 | 620 | 620 | 510 | 510 | 510 | 510 | 510 | 510 | 510 |
| Design Stopping Site Distance | 200 | 200 | 200 | 425 | 570 | 570 | 570 | 570 | 570 | 570 | 570 | 570 | 570 |
| Maximum Super-elevation ft/ft | 0 | 0 | 0 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 |
| Maximum Grade % | 15 | 15 | 15 | | | | | | | | | | |
| Flat | | | | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Rolling | | | | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Mountainous | 15 | 15 | 15 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Minimum Grade % | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Clear Zone/Side Slopes | AASHTO | | | | | | | | | | | | |
| Ditch Slope (inside slope) | Slopes steeper than 4:1 should only be used when achieving a 4:1 slope is impractical | | | | | | | | | | | | |
| Minimum Structural Number (SN) | 0.44 | 0.55 | 0.88 | 2.43 | 4.39 | 4.84 | 3.21 | 3.21 | 3.21 | 2.43 | 3.75 | 3.75 | 3.75 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

This table represents a summation of WSDOT and AASHTO design guides. Sound Engineering judgement is required for the design of any road
 ADT is calculated based on potential lots allowed by zoning and an assigned value of 10 trips per day for a single family resident in accordance with data from The Institute of Transportation Engineers (ITE), current edition
 EDITORIAL COMMENT: A paving threshold with an ADT of 250 meets minimum guidance based upon national averages for maintenance, accidents and AASHTO guidance. .
 Comments from the public on gravel roads both private and public indicate a threshold of 150 would be more appropriate
 The Minimum Numbers are for planning purposes only and should be verified by calculation based on friction and superelevation requirements by AASHTO Design Guides



TAYLOR SHORT PLAT ROAD PLAN

REVISED 11-10-08

NOTES:

- 1.) LAMBERT ROAD SHALL BE 16' WIDE GRAVEL SURFACE WITH TURNOUTS AS SHOWN.
- 2.) FIRE APPARATUS TURNAROUND SHALL BE 70' DEEP X 20' WIDE HAMMERHEAD.

Encompass Engineering & Surveying

214 Pennsylvania Ave.

Cle Elum, Washington 98922

Phone: (509) 674-7433 Fax: (509) 674-7419

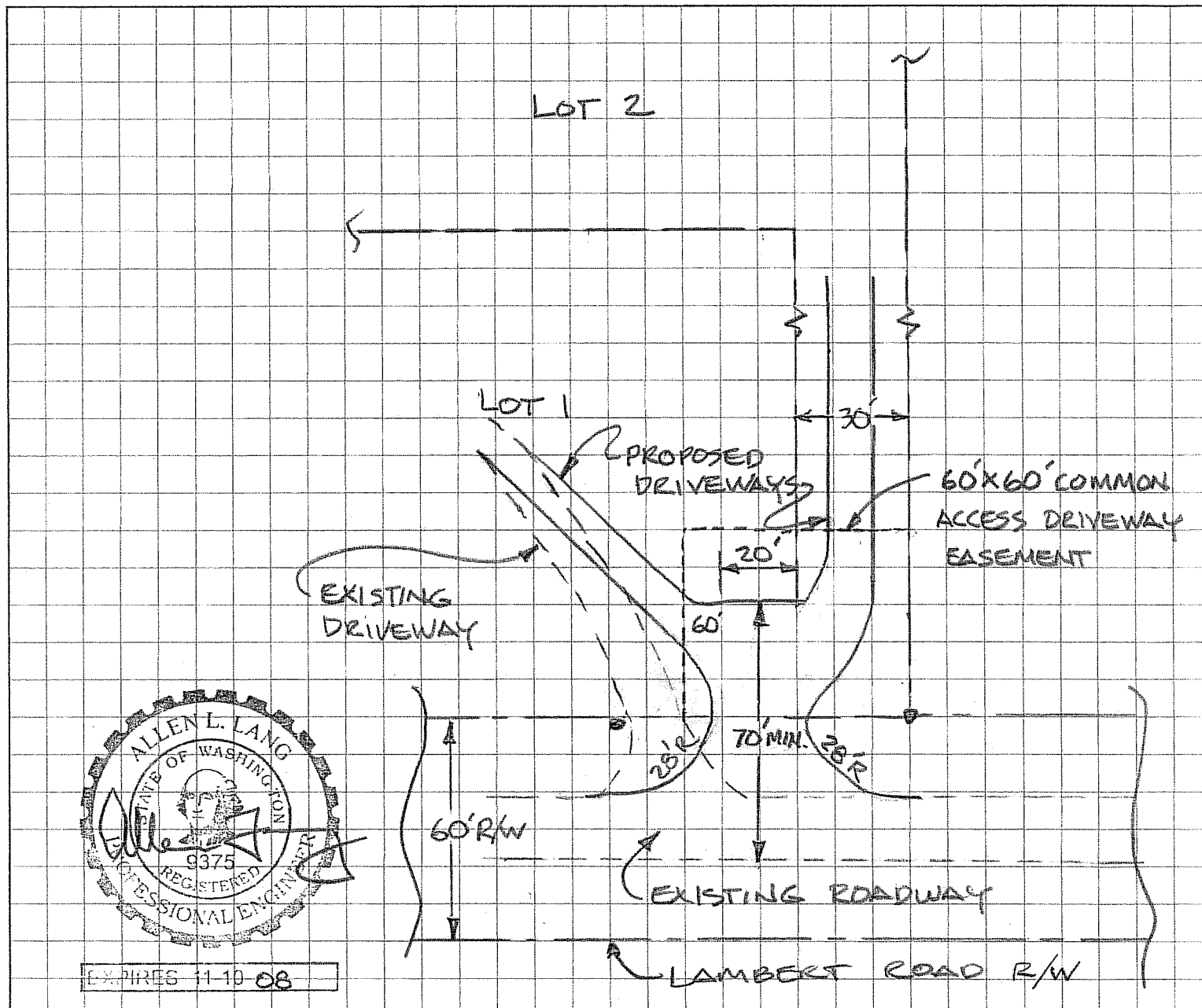
JOB TAYLOR SHORT PLAT

SHEET NO. _____ OF _____

CALCULATED BY AL DATE 3/07

CHECKED BY _____ DATE _____

SCALE 1" = 40' SCALE



PROPOSED DRIVEWAYS AND FIRE APPARATUS TURNAROUND

NOTES

- 1.) MAXIMUM GRADE IN TURNAROUND AREA SHALL NOT EXCEED 5%
- 2.) AREA TO BE SURFACED WITH CRUSHED ROCK PER KCRS.

Brendan Larsen
962-7000

APPENDIX D

FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance.

SECTION D101 GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*.

SECTION D102 REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

SECTION D103 MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm). See Figure D103.1.

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as approved by the fire chief.

D103.3 Turning radius. The minimum turning radius shall be determined by the fire code official.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

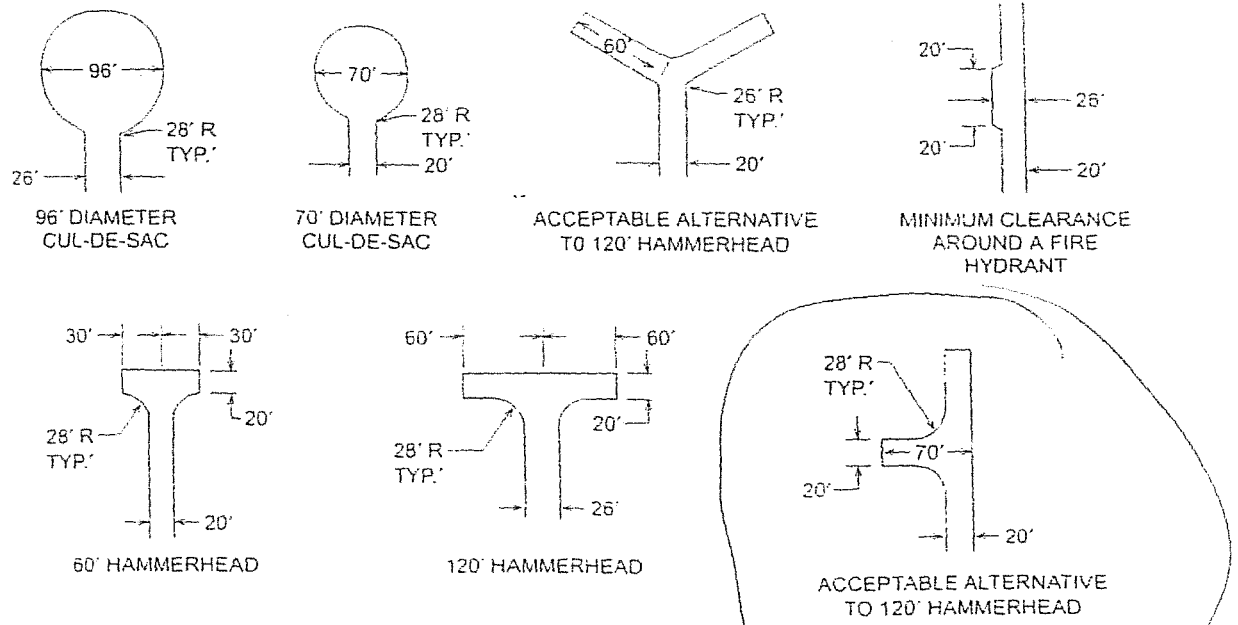
TABLE D103.4
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

| LENGTH (feet) | WIDTH (feet) | TURNAROUNDS REQUIRED |
|---------------|--------------|--|
| 0-150 | 20 | None required |
| 151-500 | 20 | 120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1 |
| 501-750 | 26 | 120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1 |
| Over 750 | | Special approval required |

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).



For SI: 1 foot = 304.8 mm

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND