

April 11<sup>th</sup>, 2018

From:

Brett Lester  
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To:

J. Terron Evertson, PE, CFM, DR  
County Engineer  
Williamson County, TX  
[tevertson@wilco.org](mailto:tevertson@wilco.org)  
(512) 943-3330

Terron,

As previously discussed, PINNACLE BUILDING CO., INC., is requesting a variance(s) to the Williamson County Order Adopting Minimum Infrastructure Requirements for Manufactured Home Communities (Adopted November 16, 1999), under Section IV (e) (3), titled Infrastructure Requirements. This variance(s) is required to relieve the economic hardship due to past County direction concerning the process of County Review and Approval of manufactured home developments within Williamson County and satisfies the spirit of 'unusual hardship' within the Williamson County Order Adopting Minimum Infrastructure Requirements for Manufactured Home Communities.

We request specific variance(s) to issues as discussed in the Williamson County Engineers Letter, dated April 10<sup>th</sup>, 2018, now attached as Exhibit A, for GLENWOOD PARK II, including but not limited to all variances and waivers addressed within the letter we specifically request the following variances from the Sections of the Williamson County Subdivision Regulations:

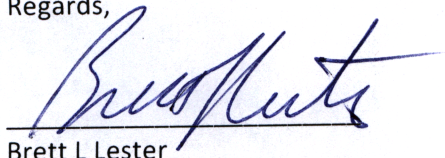
- Variance to Section B3.2
- Variance to Section B3.6.2
- Variance to Section B3.6.4
- Variance to Section B4.1
- Variance to Section B4.2
- Variance to Section B4.4
- Variance to Section B5.1
- Variance to Section B5.2
- Variance to Section B6.1
- Variance to Section B6.2
- Variance to Section B6.3
- Variance to Section B11.9

PINNACLE BUILDING CO., INC. hereby acknowledges and represents to Williamson County that it understands that:

1. In the event the herein requested variances are granted, that such variances will only be applicable to the GLENWOOD PARK II development and that all regulations of the Williamson County Order Adopting Minimum Infrastructure Requirements for Manufactured Home Communities will apply to all other developments developed by PINNACLE BUILDING CO., INC. in Williamson County unless the Williamson County Commissioners Court should otherwise grant specific a variance for a particular development in accordance with the Williamson County Order Adopting Minimum Infrastructure Requirements for Manufactured Home Communities. In the event the herein requested variances are granted, Williamson County will not be obligated or liable for the maintenance of any roadways, drainage or other improvements within the GLENWOOD PARK II development and that such obligations shall rest solely on PINNACLE BUILDING CO., INC, its successor, other governmental entity and/or the development's property/unit owner's association but, in on event, on Williamson County. Furthermore, PINNACLE BUILDING CO., INC. will place signs at each entrance to GLENWOOD PARK II notifying property owners and the public that all roadways within the development are not maintained by Williamson County; and
2. All other Manufactured Home Communities (other than a development which is granted a variance) in Williamson County constitute a Community that shall comply in all respects with Williamson County Order Adopting Minimum Infrastructure Requirements for Manufactured Home Communities and the Williamson County Engineering Guidelines, and an infrastructure development plan for approval of the such proposed subdivision shall be prepared and submitted to the Williamson County Engineer's Office in accordance with the terms and procedures set forth in the regulations.

PINNACLE BUILDING CO., INC requests to be on the APRIL 17<sup>TH</sup>, 2018 Commissioners Court Agenda. We appreciate the County's work on this issue.

Regards,



Brett L Lester



From: Adam Boatright adam.boatright@wilco.org  
Subject: Glenwood Park - Minimum Infrastructure Requirements for Manufactured Home Communities  
Date: April 10, 2018 at 4:11 PM  
To: Brett Lester blesterscb@gmail.com  
Cc: Terron Evertson tevertson@wilco.org

Brett,

Attached is our review letter for the Glenwood Park manufactured home development. Below are the County Road Standards that would require a variance request to be approved, prior to approval of the Infrastructure Development Plan. There is also a template attached for the variance request. Let me know if you have any questions.

**Comment:**

**Minimum centerline horizontal curve radius: 25 mph (local) Design Speed, Minimum Allowable Radius (AASHTO Fig 3-17) is 180 ft**

**Radii on Redondo Drive are currently 40'R, 40'R and 65'R. Meets a 14-18 mph design speed.**

**Roadway centerlines must meet at 90 degrees +/- 10 degrees at intersections. See the intersection of Allegria Drive and Cerca Run.**

B3.2

Unless otherwise stated in the Williamson County Subdivision Regulations, all roads shall be designed in accordance with the latest version of the Institute of Transportation Engineers "Urban Street Geometric Design Handbook", the latest version of the American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets" and the edition of the City of Austin's Transportation Criteria Manual (TCM) in effect as of the date of these regulations. Should there be a conflict between these publications, the more stringent value shall overrule. All references to "mountainous terrain" shall not apply to the County.

**Comment:**

**Local roads (RURAL): Typically, w/ ditches, >100' driveway spacing. Roadway cross section: 20 feet travel way with 4' paved shoulders or 18" ribbon curb.**

**Allegria Drive is currently 30 feet wide (12-18" of flex base)**

**Redondo Drive is currently 22-23 feet wide (8-12" of flex base)**

**Cerca Run is currently 24 feet wide (4-12" of flex base)**

**Pony Cove is currently 23-28 feet wide (4" of flex base)**

B3.6.2

The pavement cross section in a rural residential subdivision shall be 20 feet of travel way with four foot paved shoulders or a ribbon curb on both sides

**Comment:**

**For local roads, a minimum design speed 25 mph is required. Horizontal curves currently meet a 14-18 mph design speed.**

B3.6.4

The minimum design speed shall be 25 MPH.

**Comment:**

**Include the following Williamson County roadway construction requirements in the general notes on the construction plans.**

B4.1

A preconstruction meeting shall be scheduled prior to the start of construction. The Design Engineer, Owner, Contractor, Subcontractors, and County Engineer shall attend this meeting.

All roads are to be constructed in accordance with the construction documents as approved by the County Engineer and in accordance with the specifications found in the current version of the "Texas Department of Transportation Manual Standard Specifications for Construction of Highways, Streets, and Bridges" unless otherwise stated on the construction documents approved by the County Engineer.

#### B4.2

All materials shall be sampled and tested by an Independent Testing Laboratory in accordance with the construction documents approved by the County Engineer. The Owner shall pay for all testing services and shall furnish the County Engineer with certified copies of these test results. The County Engineer must approve the test results prior to constructing the next course of the roadway structure. Any material which does not meet the minimum required test specifications shall be removed and recompacted or replaced unless alternative remedial action is approved in writing from the County Engineer.

#### B5.2

The subgrade shall be inspected and approved by an Independent Testing Laboratory and a certified copy of all inspection reports furnished to the County Engineer, who must approve the report prior to application of the base material. All density test reports shall include a copy of the work sheet showing the percentage of the maximum dry (Proctor) density. The number and location of all subgrade tests shall be determined by the County Engineer.

#### B6.1

Base material shall conform to Item 247 of the current edition of the TxDOT Standard Specifications for Construction, "Flexible Base". The base material shall be Type A Grade 1, Type A Grade 2, or as approved by the County Engineer.

#### B6.2

Each layer of base course shall be tested for in-place dry density and measured for compacted thickness. The number and location of all base test samples shall be determined by the County Engineer.

#### B6.3

The base shall be prepared and compacted to achieve a minimum of 98% of the maximum (Proctor) dry density or as approved by the County Engineer upon recommendation by the testing laboratory. The maximum lift shall not exceed six inches. The base must be inspected and approved by an Independent Testing Laboratory and a certified copy of the test results furnished to the County Engineer for approval. Prior to the placement of the first lift of base, the stockpile shall be tested for the specifications found in Item 247 Table 1 and the result furnished to the County Engineer for approval.

#### **Comment:**

**All pavements are to be designed by a Registered Professional Engineer. The design shall be based on a 20-year design life and in conjunction with recommendations based upon a soils report of samples taken along the proposed roadways. Pavements are to be designed by a Registered Professional Engineer. The design shall be based on a 20-year design life and in conjunction with recommendations based upon a soils report of samples taken along the proposed roadways.**

#### B4.4

All pavements are to be designed by a Registered Professional Engineer. The design shall be based on a 20-year design life and in conjunction with recommendations based upon a soils report of samples taken along the proposed roadways. Test borings shall be placed at a maximum spacing of 500 feet or other sampling frequency approved by the County Engineer based on recommendations provided by the geotechnical engineer. The soils report and pavement design shall be submitted to the County Engineer for review. The pavement design must be approved by the County Engineer prior to or concurrently with the review and approval of the construction plans. In addition to the basis of the pavement design, the soils report shall

contain the results of sampled and tested subgrade for plasticity index, pH, sulfate content, and maximum density.

**Comment:**

**Include the following in the general notes on the construction plans. "WHEN THE PLASTICITY INDEX (PI) OF THE SUBGRADE IS GREATER THAN 20, A SUFFICIENT AMOUNT OF LIME SHALL BE ADDED AS DESCRIBED IN ITEM 260 OF THE CURRENT EDITION OF THE TXDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION UNTIL THE PI IS LESS THAN 20. IF THE ADDITION OF LIME AS DESCRIBED IN ITEM 260 IS NOT FEASIBLE, AN ALTERNATE STABILIZING DESIGN SHALL BE PROPOSED AND SUBMITTED TO THE COUNTY ENGINEER FOR APPROVAL."**

B5.1

The preparation of the subgrade shall follow good engineering practices as directed by the County Engineer in conjunction with recommendations outlined in the geotechnical report. When the Plasticity Index (PI) is greater than 20, a sufficient amount of lime shall be added as described in Item 260 of the current edition of the TxDOT Standard Specifications for Construction until the PI is less than 20. If the addition of lime as described in Item 260 is not feasible, an alternate stabilizing design shall be proposed and submitted to the County Engineer for approval. The subgrade shall be prepared and compacted to achieve a dry density per TxDOT Item 132. In addition, proof rolling may be required by the County Engineer.

**Comment:**

**Provide roadside ditches or revise the road cross section to comply with App. B11.9.**

B11.9

Roadside ditches may be eliminated within a rural subdivision provided that the road has 18-inch ribbon curbs, the roadway surface has an adequate cross slope, and the overall drainage patterns throughout the subdivision remain as in an undeveloped state

Please contact this office with any questions regarding this review.

Thanks,

Adam D. Boatright, PE  
Williamson County Road & Bridge  
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[adam.boatright@wilco.org](mailto:adam.boatright@wilco.org)

