

**Right-of-Way Standards Development - Chapter 3 Review**  
**Stakeholders Committee**  
**Date: April 25, 2017**

<b>Comment No.</b>	<b>Page/Section</b>	<b>Reviewer</b>	<b>Reviewer's Comment</b>	<b>Response</b>	<b>Response By</b>
1	general	jsd	In general, there are many references to deviations allowed by the City Engineer, Engineering Review Manager, or both. For consistency, one authority should be used and could be further clarified as City Engineer or Designee. That way, a developer has one decision maker to discuss the matter through.	This topic is being discussed by the City management, the stakeholder's opinion will be shared with them.	Janet Mayer
2	general	jsd	From previous discussions, stakeholders were concerned with too many locations where subjective interpretations to the standards exist. For example, Section 3.1.C.3.a.ii calls for interpretation by the ERM to allow the use of easements if only access is through an adjacent parcel....suggest making this an acceptable practice instead of subject to ERM review. There are several other locations in the spec where additional requirements may be added by City engineer or ERM	This item will be moved on to the standards committee for discussion.	Janet Mayer
3	pg 3-2	jsd	new, 30' wide residential driveways acceptable?	This item will be moved on to the standards committee for discussion. Will change to either 20' or 25'.	Janet Mayer
4	pg 3-3 Item F	jsd	What criteria will be used to determine requirement by ERM to build intersections?	This item will be moved on to the standards committee for discussion.	Janet Mayer
5	pg 3-3 Item G	jsd	Language by City Engineer or ERM is far too subjective.	This item will be moved on to the standards committee for discussion.	Janet Mayer
6	pg 3.4 D	jsd	are there instances where extruded asphalt curbs are acceptable? If not, delete.	This item will be moved on to the standards committee for discussion.	Janet Mayer
7	pg 3.4E	jsd	Delete as there are no rural road sections in SeaTac	Connections to rural sections still occur within the City so this language should remain.	Janet Mayer

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8	pg 3.7 Section 3-5 last paragraph	jsd	Need to discuss as the paragraph causes some subjective interpretation of standards. Recommend referencing DOJ guidance of the ADA requirements for alterations.	Will add additional ADA language.	Janet Mayer
9	3-1, 3.1 A.	ngk	It is helpful to review Chapters with proposed figures.	The City did not have the staff to prepare the figures until recently so we are behind schedule in their preparation. As they are completed, they will be brought to the stakeholders committee for review.	Janet Mayer
10	3-1. 3.1 B.	ngk	bullets 2 & 3 are related to existing driveways. This section is labeled as New Driveways Requirements. Suggest to move these bullets to Section 3.1.D.	This item will be moved on to the standards committee for discussion.	Janet Mayer
11	3-1. 3.1 B.	ngk	Bullet 4, why the City accept other IDR related surface?	This topic will be covered in chapter 4 - surfacings.	Janet Mayer
12	3-1. 3.1 B.	ngk	Bullet 5, it can difficult for single residence owner to determine the pipe size. Is the City concern about the pipe materials?	Engineering the pipe size is not always required. If there is an upstream/downstream pipe in the vicinity, an equivalent or larger pipe size is acceptable. Pipe material will be designated in chapter 7.	Janet Mayer
13	3-1. 3.1 B.	ngk	Bullet 6, how about existing runoff from private properties onto public right-of-way? Is the City put the responsibility back to the property owners?	Existing runoff from private properties onto public right-of-way is permissible, new development may not increase the runoff.	Janet Mayer
14	3-2, 3.1.C.3	ngk	What is the definition of the driveway width? Drivable width or drivable width + ramps?	The driveway width is the drivable width plus the wings. The driveway detail will illustrate the location of the dimension.	Janet Mayer
15	3-2, 3.1.C.3	ngk	For commercial driveway, unless there is a technical reasons, it may be easier to set the separation from property line to 10', rather than 9'. It is easier to remember.	Will change if not in code. This item will be moved to standards committee for discussion.	Janet Mayer

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16	3-2, 3.1.C.3,a	ngk	I assume the City has a figure to illustrate the "joint-use" driveway.	Yes, there will be.	Janet Mayer
17	3-2, 3.1.C.4	ngk	Smooth "vertical curve" can be interpreted as a technical term, and requires design. Is that what the City mean?	The level of design varies for driveways, in general they should be designed with smooth curves, rather than abrupt grade breaks to prevent bottoming out of vehicles.	Janet Mayer
18	3-2, 3.1.C.1	ngk	Suggest to reduce the max width to 20'. It is very difficult to design a residential driveway to 30' and meet all the vertical grade requirement. A typical property lot, says 75' wide frontage with a 30' wide driveway, will perform like a 2-way street intersection or loop driveway. This will create a lot of conflict points.	This item will be moved on to the standards committee for discussion. Will change to either 20' or 25'.	Janet Mayer
19	3-3, 3.2	ngk	Bullet No. 4, will the City allow cul-de-sac with no sidewalk if the connecting streets have shoulders?	Sidewalk required in urban sections, not rural sections.	Janet Mayer
20	3-3, 3.2	ngk	any consideration for street furniture, such as tree, tree wells, utility poles, metal lids?	This topic will be covered in chapter 5 - Roadside Features	Janet Mayer
21	3-4, 3.3 B	ngk	Does the City really want smooth troweled finish and lightly brushed with a soft brush? This type of finishes in Pacific NW with the rainfall can be very slippery.	This item will be moved on to the standards committee for discussion. Make reference to WSDOT standards.	Janet Mayer
22	3-4, 3.3E	ngk	suggest to include gutter and sidewalk when wraps around the radius. Is asphalt transition ramp acceptable?	Yes, will add language to include curb/gutter/sidewalk around radius, asphalt ramps may be used to transition to a non-sidewalk section.	Janet Mayer
23	3-5, 3.3.E3	ngk	Need to define the edge of traveled way.	This term is defined in chapter 1.	Janet Mayer
24	3.4	ngk	suggest to follow WSDOT standard to place joints with utilities boxes or vaults.	Will incorporate.	Janet Mayer
25	General	ngk	Maybe I missed it, any mention about sidewalk concrete color?	No, we do not specify concrete color. This item will discussed at the standards committee meeting.	Janet Mayer

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26	3-5, 3.5	ngk	What is the City preference to place detectable warning tile on curved ramps?	The City follows ADA recommendations for placement of detectable warnings on curved ramps.	Janet Mayer
27	3-8, 3.9	ngk	How wide is a "full-width" paved shoulder ?	This item will be moved on to the standards committee for discussion.	Janet Mayer