

**Right-of-Way Standards Development - Chapter 4 Review**  
**Standards Committee**  
**Date: 06-09-2017**

<b>Comment No.</b>	<b>Page/Section</b>	<b>Reviewer</b>	<b>Reviewer's Comment</b>	<b>Response</b>	<b>Response By</b>
1	Table 4-1	JD	Local and Private Streets - Use one 3" lift rather than 2 - 2" lifts	Local streets will be 3" HMA over 6" CSBC. Private streets will be 2" HMA over 4" CSBC	JMM
2	Table 4-1	JD	Use either one or the other - CSBC or CSTC, not both.	CSBC will be used to refer to all crushed surfacing.	JMM
3	Table 4-1	JD	Should shoulders have to meet the same standards as roadways?	Yes, unless for maintenance or utility work - then existing can be matched.	JMM
4	4-1/ Table 4-1	CIL	revise sidewalk CSTC thickness from 2" to 4" to reduce settlement etc. over time	2" is sufficient base for sidewalks.	JMM
5	Table 4-1	EP	Remove notes #1 and #3.	Will remove.	JMM
6	Table 4-1	Standards Comm.	Remove rock shoulder from table.	Not needed, will remove.	JMM
7	4.2	JD	Porous pavement should not be used in driveway aprons - poor strength.	A thicker section will be required in driveways	JMM
8	4-3 / 4.3.1	CJA	Do we want a minimum 2" overlay	Yes, remove prelevel, change to 2" overlay.	JMM
9	4.3.1	EP	Remove "and cracking" in fourth sentence	Will remove.	JMM
10	4.3	JD	Item #4 should be modified/eliminated	#4 will be removed.	JMM
11	4-6/4.4	CIL	add "as determined by professional engineer (PE) or geologist (PG)" to first sentence (or phrase similar to 4.5)	Section refers to section 4.5 which specifies the need for a licensed engineer. Will not duplicate here.	JMM
12	7/4.5	CIL	revise such that all pavement design (rigid & flexible is by PE or PG)	Add "flexible" to first sentence.	JMM
13	7/4.5	CIL	revise PE requirement to professional engineer, the term is defined in CH 1	Remove "civil" and "registered in the State of Washington" since it duplicates definition language.	JMM
14	6/4.6	CIL	add section for pervious concrete? Or create pervious pavement section with sub sections for each pavement type	This section will require reworking - possibly reference WSDOT.	JMM

**Right-of-Way Standards Development - Chapter 4 Review**  
**Standards Committee**  
**Date: 06-09-2017**

15	6/4.6	CIL	add "The City allows the use of WSDOT's General Special Provisions (GSPs) for Porous Hot Mix Asphalt (PHMA), Porous Warm Mix Asphalt (PWMA), and Pervious Concrete (PConcrete) developed by the Construction Materials Committee of the American Public Works Association (APWA) Washington dated March 9, 2016." taken from pg10 of COS addendum to KCRDS	See comment #13	JMM
16	6/4.6	CIL	add "pervious pavement designs shall be prepared by a professional engineer and based on soil parameters reflecting actual field or laboratory tests, and a traffic loading analysis. A subsurface investigation (per Section 5.2.1 and Appendix C, section C.1.3 of Surface Water Design Manual) .Soil used for the design analysis shall be representative of the native subgrade conditions.	See comment #13	JMM
17	6/4.6	CIL	should cement concrete walk with silva cell remain preferred alternative to pervious concrete? If so develop specifications and details for this configuration, perhaps in ch 7? See COS addendum to KCRDS pg 11	See comment #13	JMM
18	6/4.6	CIL	general note: cross check with 2016 WDOT/APWA GSPs and KCSWDM	See comment #13	JMM
19	9/4.6	CIL	If installed and maintained per spec Pconcrete and PHMA/PWMA (per WSDOT/APWA GSPs) are ADA compliant. This section would apply mostly to pervious pavers which are not included in the approved surfaces of Ch3. Consider revision prohibiting pervious pavement for curb ramps	See comment #13	JMM
20	4.7B	JD	Utility adjustments - not in favor of lowering valves for grinding and then raising after paving. Prefers just one adjustment up.	City prefers this method. Will need to be clear in specs that adjustments will be paid to lower and raise utilities.	JMM

**Right-of-Way Standards Development - Chapter 4 Review**  
**Standards Committee**  
**Date: 06-09-2017**

21	9 / 4.7 C	CJA	I looked in the WSDOT spec and they did not talk about use of this style of paver being acceptable "5-04.3(3)C Pavers"	Remove reference to truck mounted pavers.	JMM
22	10/4.8	CIL	add or incorporate into 4.6 "Existing permeable pavements must use steel plates for temporary patching. Permeable pavement shall be replaced in kind where feasible. Patching porous asphalt with conventional asphalt is acceptable if it is less than 10 percent of the total facility area and does not impact the overall facility function. Take appropriate precautions during pavement repair and replacement efforts to prevent clogging of adjacent surfaces" (taken from pg 11 of COS addendum to KCRDS)	Will add except for third sentence.	JMM
23	4.9	JD	1st Paragraph - last sentence should not be a requirement.	Will remove.	JMM
24	11/4.9	CIL	add statement that pavement marking shall conform to MUTCD requirements	Will revisit this section and rewrite.	JMM
25	11/4.9	CIL	add spacing criteria for RPMs to clarify & supplement MUTCD guidance. Clarify road classification where RPMs supplement painted markings and roads marked with only RPMs	Eric P's inspection group will revisit this and provide input.	JMM
26	11/4.9	CIL	remove this section " When removal of existing pavement markings are required a full-width overlay must be performed to remove any reflections of the old markings."	Will remove.	JMM
27	11 / 4.9 8th Paragraph	CJA	Spelling correction "work" should be "word"	Will correct	JMM
28	11 / 4.9 9th Paragraph	CJA	do we want to define "wide lines" striping for bike lanes or refer to MUTCD	This section will be re-written.	JMM
29	General Comment	JD	Add asphalt performance grade to material specs.	Will add to definition in chapter one and will be listed on standard drawing.	JMM

**Right-of-Way Standards Development - Chapter 4 Review**  
**Standards Committee**  
**Date: 06-09-2017**

30	General Commment	JD	Pavement sections should detail structure by specific road classifications, principal, collector, minor arterials, etc..... For reconstruction and repairs.	See standard detail for street repairs in City of SeaTac Addendum to Road Standards. These details will be included in new standards.	JMM