

CHAPTER 4 STREETS

4.01 General

Street design must provide for the maximum loading conditions anticipated. The width and grade of the pavement must conform to specific standards set forth herein for safety and uniformity.

4.02 Design Standards

The design of streets and roads shall depend upon their type and usage. The design elements of City streets shall conform to City Standards as set forth herein and current design practice as set forth in Sections 1.02 and 1.06. Standard design structures are shown on detail drawings at the end of this chapter. Alternate structures may be used based on the criteria as outlined in Section 4.14.

The layout of streets shall provide for the continuation of existing streets in adjoining subdivisions or of their proper projection when adjoining property is not subdivided. (See the table of the Minimum Street Design Standards).

- 4.02.1 Alignment: Alignment of major arterials, minor arterials, and collectors shall conform as nearly as possible with that shown in the Comprehensive Plan.
- 4.02.2 Grade: Street grade should conform closely to the natural contour of the land. In some cases a different grade may be required by the City Engineer. The minimum allowable grade shall be 0.5 percent. The maximum allowable grade shall be 8 to 10 percent, depending upon the street classification.
- 4.02.3 Width: The pavement and right-of-way width depend upon the street classification. Street widths shall be measured from face of curb to face of curb on streets with cement concrete curb.
- 4.02.4 Clear Zone: The clear zone shall be two (2) feet from the face of curb to the edge of the obstruction on streets that have a curb section. For all other locations, the clear zone shall conform to Section 1600.03 – Clear Zone of the W.S.D.O.T. Design Manual.
- 4.02.5 The General Notes found in the Standard Plan Section shall be included on any plans dealing with street design in addition to all applicable requirements in Section 1.06.

MINIMUM STREET DESIGN STANDARDS

DESIGN STANDARD	PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR/MINOR COLLECTOR	LOCAL ACCESS
MINIMUM RIGHT-OF-WAY	70' See Centralia Standard Drawing 4-05	70' See Centralia Standard Drawing 4-06	60' See Centralia Standard Drawing 4-07	60' See Centralia Standard Drawing 4-08
MINIMUM CURB TO CURB WIDTH	56'	44'	44'	36'
MINIMUM MAXIMUM GRADE	0.5% - 8.0%	0.5% - 10.0%	0.5% -10.0%	0.5% - 10.0%
CUL-DE-SAC RADIUS (FACE OF CURB)	N/A	48'	48'	48'
INTERSECTION CURB RADIUS	50'	50'	50'	30'
POSTED SPEED (MPH)	35	35	25	25
DESIGN SPEED (MPH)	40	40	30	30
MINIMUM CENTERLINE RADIUS	w/superelevation* per AASHTO w/o superelevation 600'	150'	150'	100'

4.03 Functional Classification

City streets are divided into principal arterial, minor arterial, major collector, minor collector, and local access streets in accordance with regional transportation needs and the functional use each serves. Function is the controlling element for classification and shall govern right-of-way, road width, and road geometrics. A list is available to assist the developer in determining the classification of a particular street. New streets will be classified by the City Engineer.

4.04 Naming and Addressing

Streets and roads shall be named according to specific criteria. "Avenues" shall run east-west. "Streets" shall run north-south and are named. "Drives" are irregular or diagonal streets over two grid blocks in length not conforming to the grid pattern. "Places" shall be north-south streets, parallel to but between streets. "Ways" shall be east-west streets parallel to but between avenues. "Courts" shall be cul-de-sacs which cannot be extended. Courts are to be named or numbered and carry the name or the number of the preceding street or avenue. "Loops" shall be small loop-type streets to carry the name of the street from which they originate. "Lanes" shall be private streets.

An address number will be assigned to all new buildings at the time the building permit is issued. It is then the owner's responsibility to see that the house/building numbers are placed clearly and visibly at the main entrance to the property or at the principle place of ingress.

The developer must check with the Community Development Department regarding the naming of streets and addressing. This should be done at the time the preliminary plat is submitted and again upon approval of the final plat. The Community Development Department will insure that the name assigned to a new street is consistent with the policies of the City.

4.05 Signing and Striping

Street signs are defined as any regulatory, warning, and guide signs. The developer is responsible for providing all traffic control signs. Traffic control signing shall comply with the provisions as established by the latest edition of the MUTCD.

Street signs, including poles and hardware, will be paid for by the developer but will be designed, furnished and installed by the City to establish uniformity. A written request must be submitted to the Engineering Department when signing is needed and the developer will be billed upon completion. Street name signs shall display street names and grid numbers. Street name signs for private roads shall have "Private Road" labeled on the sign below the street name.

4.06 Right-of Way

Right-of-way is determined by the functional classification of a street. See Table on Minimum Street Design Standards on Page 4-2 for minimum right-of-way widths for each classification of street.

Right-of-way requirements may be increased if additional lanes, pockets, transit lanes, bus loading zones, operational speed, bike lanes, utilities, schools or other factors are required as determined by the City Engineer.

Right-of-way shall be conveyed to the City on a recorded plat or by a right-of-way dedication warranty deed.

4.07 Private Streets

- 4.07.1 A private street is a private vehicular access provided for an access tract, easement, or other legal means to serve private property; privately owned and maintained.
- 4.07.2 Private streets shall serve no more than thirty lots or dwelling units on a dead end street. Additional lots or dwelling units are allowed if the private street has two or more accesses to a public street.
- 4.07.3 The minimum pavement width for a private street serving thirty or less lots on dwelling units shall be 26 feet. See Standard Plan 4-12.
- 4.07.4 The minimum pavement width for a private street serving more than thirty lots shall be 32 feet. See Standard Plan 4-11.
- 4.07.5 If a private street is longer than 150 feet, then it must have an approved turn around. The turn around must be in accordance with Standard Plans 4-13, 4-14, and 4-15.

- 4.07.6 The minimum grade shall be 0.5% and the maximum grade shall be 10.0% for a private street.
- 4.07.7 There shall be no parking allowed along any private street. The street must be accessible at all times for emergency and public service vehicle use. All private streets must be signed "No Parking Anytime" on both sides.
- 4.07.8 The private street shall not land lock any present or future parcels or obstruct public street circulation.
- 4.07.9 All private streets shall have a road maintenance agreement that has been approved by the City Engineer and recorded in the Lewis County Auditor's office. The maintenance agreement shall outline the maintenance and future reconstruction of the private street. This maintenance shall be by the private property owner, homeowner's association or other legal entity.
- 4.07.10 Acceptance of a private street as a public street will be considered only if the street meets all current applicable public street standards including right-of-way width, roadway width and frontage improvements.

4.08 Street Frontage Improvements

- 4.08.1
 - a. Except as otherwise set forth in 4.08 subsection b, Frontage Improvements are required on all public streets associated with subdivisions, commercial, industrial and multifamily developments. This includes R:4, R:8, R:15, R:20, C-1, C-2, C-3, LBD, H-1, M-1, M-2, and Port Master Plan Districts of our zoning ordinance. Frontage Improvements are also required on all new public streets created in these zoning districts by new platting.
 - b. Notwithstanding any other provision of Section 4.08, on non-functionally classified right-of-ways that are entirely within the Port Master Plan (PMP) zoning district, the typical roadway section and construction standards for these streets are contained in the Port of Centralia Industrial and Commercial Parks Master Plan, dated January 4, 2017, as amended.
 - c. Frontage improvements are required on all public streets designated as functionally classified on the map shown on Standard Plan 4-18 associated with a short subdivision (short plat) where more than two (2) lots will be created and will be contiguous to a lot that already has frontage improvements in all the zoning districts stated in 4.08.1a above.

- 4.08.2 Standard Detail 4-18 is a map that shows the functional classified streets and the school walk routes.
- 4.08.3 Frontage improvements include reconstruction of the half width of an existing street, curb, gutter, sidewalk, storm drainage, street lighting, traffic signal modification, utility relocation or installation, undergrounding of franchised utilities, landscaping and irrigation, all per these guidelines.
- 4.08.4 Frontage improvement plans shall be prepared by a licensed civil engineer registered in the State of Washington.
- 4.08.5 At a minimum, all frontage improvements shall be made across the full frontage of the property being developed from centerline to right-of-way line. For developments on an existing street, the existing street will be reconstructed from the centerline of the street to the new curb and gutter. The reconstruction shall conform to the appropriate street section detail.
 - 4.08.5.1 On streets with existing curb and gutter, roadway reconstruction from centerline may be waived by the City Engineer at their discretion if the roadway width, condition and stormwater system meets current standards.
 - 4.08.5.2 On streets with existing curb and gutter and sidewalk, roadway reconstruction from centerline, curb and gutter and sidewalk improvements may be waived partially or in their entirety by the City Engineer at their discretion if the roadway width and sidewalk, including any applicable driveway entrances and sidewalk access ramps meet current standards.

4.09 Cul-de-sac

Streets designed to have one end permanently closed shall have a cul-de-sac conforming to these standards on and the International Fire Code on the dead end. No parking will be allowed within the cul-de-sac.

4.10 Medians

A median shall be in addition to, not part of, the specified roadway width. Medians shall be designed so as not to limit turning radius or sight distance at intersections.

Landscaping and irrigation shall be installed when directed by the City Engineer.

4.11 Intersections

4.11.1 Traffic control will be as specified in the current edition of the MUTCD or as modified by the City Engineer as a result of appropriate traffic engineering studies.

4.11.2 Street intersections shall be laid out so as to intersect as nearly as possible at right angles. Sharp angled intersections shall be avoided. For reasons of traffic safety, a "T" intersection (three-legged) is preferable to the crossroad (four-legged) intersection for local access streets. For safe design, the following types of intersection features should be avoided:

1. Intersections with more than four (4) intersecting streets;
2. "Y" type intersections where streets meet at acute angles;
3. Intersections adjacent to bridges and other sight obstructions;
4. In no case shall the angle of intersection be less than 75 degrees nor greater than 105 degrees. The preferred angle of intersection is 90 degrees.

4.11.3 Spacing between adjacent intersecting streets, whether crossing or "T", should be as follows:

When highest classification involved is:	Minimum centerline offset should be:	Maximum centerline offset should be:
Major Arterial	350 feet	No Maximum
Minor Arterial	300 feet	No Maximum
Major Collector	200 feet	1500 feet
Minor Collector	200 feet	1000 feet
Local Access	150 feet	500 feet

When different class streets intersect, the higher standard shall apply on curb radii. Deviations to this may be allowed or required at the direction of the City Engineer.

4.11.4 On sloping approaches at an intersection, landings shall be provided with grade not to exceed one-foot difference in elevation for a distance of 30 feet approaching any arterial or 20 feet approaching a collector or local access street, measured from nearest right-of-way line (extended) of intersecting street.

4.12 Driveways

4.12.1 General

1. Details of driveway sections are located in the standard drawings at the end of Chapter 5 "Sidewalks and Curbs".
2. At the time of new construction or redevelopment of an existing development all abandoned driveway areas on the same frontage shall be removed and the curbing and sidewalk or shoulder and ditch section shall be properly restored.
3. All driveway connections through the concrete sidewalk shall be constructed of Class 4000 Portland Cement Concrete and shall be subject to the same testing and compaction requirements as curb, gutter, and sidewalk construction. Driveway entrances where no curb, gutter and sidewalk exist and are not required for the development of the lot shall be asphalt instead of concrete.
4. Joint-use driveways serving two adjacent parcels may be built on their common boundary upon formal written agreement by both property owners and approval of the City. The agreement shall be a recorded easement for both parcels of land specifying joint usage. If done during platting process, the easement shall show on the face of the plat.
5. Grade breaks, including the tie to the roadway, shall be constructed as smooth vertical curves. The maximum change in driveway grade shall be 8 percent within any 10 feet of distance on a crest and 10 percent within any 10 feet of distance on a sag vertical curve.
6. No commercial driveway shall be approved where backing onto the sidewalk or street, or any portion of the public right-of-way will occur. This does not apply to alleys where backing may be allowed.
7. The minimum width of a driveway shall be ten feet and the maximum width shall be 30 feet. Any deviation from this requirement must be approved by the Site Plan Review Committee and the City Engineer. If the driveway is longer than 150 feet then the width of the driveway must meet the requirements outlined in the International Fire Code for a fire access road.
8. The minimum spacing between driveway accesses shall be 125 feet. If the lot widths do not allow for this minimum spacing then the driveways will

be at the extremes of the lots so that the maximum possible spacing is obtained. Driveways on opposite sides of the street can be built directly across from one another.

9. All driveways must be placed a minimum of 100 feet from the right-of-way line of an intersecting public street. If the lot width does not allow this minimum requirement to be met then the driveway shall be built at the extreme of the property to provide the maximum spacing possible between the driveway and the intersection.
10. Only one driveway will be allowed for each tract of property separately owned that has less than 150 feet of frontage on a public street.
11. No more than two driveways shall be allowed for each tract of property separately owned that has more than 150 feet of frontage on a public street. For purposes of such limitation properties which are continuous to each other and are owned by the party shall be considered to be one tract of property. If the property has access to two (2) or more public streets (i.e., corner property) only one driveway shall be allowed off each street and the maximum limit of two (2) driveways per tract of property separately owned would still apply. Any deviation from the number of driveways allowed per this section to accommodate unusual circumstances must be approved by the SPRC.
12. Driveways giving direct access onto arterials may be denied if alternate access is available.
13. Driveways from private streets shall meet all the same requirements listed above for public streets.
14. Driveway surface shall be asphalt or concrete for the first 200 feet from the adjoining roadway surface except as indicated below:
 - a. Asphalt is required within the right of way where no curb/gutter and sidewalk is present or required. See Standard Detail
 - b. Pervious concrete, pervious asphalt, paver blocks or other low impact development materials may be used if approved as part of the stormwater plan approval for a development.

Gravel driveways are not allowed.

4.13 Sight Obstruction

The sight distance area is a clear-view triangle formed on all intersections by extending two (2) lines of specified length (A) and (B), from the center of the intersecting streets along the centerlines of both streets and connecting those endpoints to form the hypotenuse of the triangle. See Standard Drawing 4-17 at the end of this chapter. The area within the triangle shall be subject to said restrictions to maintain a clear view on the intersection approaches. In addition, regulatory signs must be visible to approaching traffic in accordance with the requirements of this Section at a minimum or greater extent as determined by the City Engineer.

All landscaping and the planting in the public right-of-way shall be in accordance with City of Centralia Parks Department tree ordinance and the clear view requirements.

4.13.1 Stop or Yield Controlled Intersection

Providing adequate sight distance from a street or driveway is one of the most important considerations in ensuring safe streets and driveway operation. The intersection site distances given in the table below applies to all intersections and driveways with an ADT greater than 20.

SIGHT DISTANCE
(FT)

Operating speed (mph)	Intersection Sight Distance			Stopping Sight Distance
	2 Lanes	4+ Lanes	Principal Arterial 2+ Lanes	
20	210	230	230	125
25	255	280	300	150
30	310	340	375	200
35	355	390	470	250
40	410	450	575	325

Other factors such as vertical and horizontal curves and roadway grades also need to be taken into account. Such factors can require necessary modification to the

intersection sight distance given in the table above. Contact the City Engineer for guidance.

Sight distance measured from a point on the minor road or driveway 15 feet from the edge (extended) of the major road pavement (or nearest traffic lane if parking is permitted) and measured from a height of eye at 3.50 feet on the minor road to height of object 4.25 feet on the major road.

4.13.2 Uncontrolled Intersection

Speed Limit (mph)	Sight Distance (Ft)	
	(A) Major Street	(B) Minor Street
20	90	90
25	110	110
30	130	130
35	155	155
40	180	180

4.13.3 The vertical clearance area within the sight distance triangle shall be free from obstructions to a motor vehicle operator's view between a height of 3 feet and 7 feet above the existing surface of the street.

4.13.4 Exclusions: Sight obstructions that may be excluded from these requirements include: fences in conformance with the Guidelines, utility poles, regulatory signs, trees trimmed from the base to a height of 7 feet above the street, places where the contour of the ground is such that there can be no cross visibility at the intersection, saplings or plant species of open growth habits and not in the form of a hedge which are so planted and trimmed as to leave at all seasons a clear and unobstructed cross view, buildings constructed in conformance with the provisions of appropriate zoning regulations and pre-existing buildings.

4.14 Surfacing Requirements

The following are the surfacing requirements for each application listed. These designs are based on Washington stabilimeter subgrade R-value of 5. Alternate structures will be

accepted based on soil tests to determine the actual Washington stabilimeter R-value. Soil tests and a completed design by a licensed engineer for each road classification shall accompany plans submitted if other than the structures shown below are used.

One soil sample per each 500 LF of centerline with three (3) minimum per project representative of the roadway subgrade shall be taken to determine a statistical representation of the existing soil conditions.

Soil tests shall be performed by an engineering firm specializing in soils analysis.

The soils report, signed and stamped by a soils engineer licensed by the State of Washington, shall be based on actual soils tests and submitted with the plans. All depths indicated are a minimum compacted depth.

4.14.1 Principal Arterial Streets:

Surfacing:	6" Class ½-inch PG64-22 Hot Mix Asphalt Concrete
Top Course:	2" Crushed Surfacing Top Course
Base:	2' Ballast

Alternate:

Surfacing:	6" Class ½-inch PG64-22 Hot Mix Asphalt Concrete
Top Course:	7" Asphalt Treated Base (ATB)
Base:	2' Crushed Surfacing Base Course

4.14.2 Minor Arterial Streets:

Surfacing:	4" Class ½-inch PG64-22 Hot Mix Asphalt Concrete
Top Course:	2" Crushed Surfacing Base Course
Base:	2' Ballast

Alternate:

Surfacing:	4" Class ½-inch PG64-22 Hot Mix Asphalt Concrete
Top Course:	7" Asphalt Treated Base (ATB)
Base:	2' Crushed Surfacing Base Course

4.14.3 Minor/Major Collection Streets:

Surfacing:	4" Class ½-inch PG64-22 Hot Mix Asphalt Concrete
Top Course:	2" Crushed Surfacing Top Course
Base:	16" Ballast

Streets

Alternate:

Surfacing: 4" Class ½-inch PG64-22 Hot Mix Asphalt Concrete
Top Course: 5" Asphalt Treated Base (ATB)
Base: 2' Crushed Surfacing Base Course

4.14.4 Local Access Streets:

Surfacing: 3" Class ½-inch PG64-22 Hot Mix Asphalt Concrete
Top Course: 2" Crushed Surfacing Top Course
Base: 8" Ballast

Alternate:

Surfacing: 3" Class ½-inch PG64-22 Hot Mix Asphalt Concrete
Top Course: 3" Asphalt Treated Base (ATB)
Base: 2' Crushed Surfacing Base Course

4.14.5 Sidewalks:

Surfacing: 4" Commercial Concrete
Base: 1" Crushed Surfacing Top Course or well graded sand
Surfacing: Asphalt: Asphalt sidewalks will not be permitted unless otherwise approved by the City Engineer.

4.14.6 Driveway:

Surfacing: 6" Class 4000 Concrete
Base: 1" Crushed Surfacing Top Course or well graded sand

4.14.7 Class I Bikeway:

Surfacing: 4" Commercial Concrete
Base: 1" Crushed Top Course

Alternate:

Surfacing: 2.50" Class B Asphalt Concrete
Base: 4" Ballast

4.15 Temporary Street Patching

Temporary restoration of trenches shall be accomplished by using 2-inch Class B Asphalt Concrete Pavement when available or 2-inch medium-curing (MC-250) Liquid Asphalt (cold mix), U.P.M., 2-inch Asphalt Treated Base (ATB), or steel plates.

ATB used for temporary restoration may be dumped directly into the trench, bladed and rolled. After rolling, the trench must be filled flush with asphalt concrete pavement to provide a smooth riding surface. Prior to beginning street trenching work, the contractor shall ensure that temporary patching material is stockpiled at the project site, both for completing and maintaining the temporary patching.

All temporary patches shall be maintained by the contractor and shall be made permanent within three (3) working days in accordance with Section 4.16 and the trench restoration details at the end of this Chapter. Patches that are not properly maintained will be identified by the City and repaired by the City at the developer's/contractor's expense.

4.16 Trench Backfill and Restoration

Trench restoration shall be either by a patch or by patch plus overlay as required by the City.

4.16.1 All trench and pavement cuts shall be made by spade bladed jackhammer or saw cuts. The cuts shall be a minimum of 1-foot outside the trench width.

4.16.2 All trenching shall be backfilled with materials conforming to City of Centralia Standard Details. The trench shall be compacted to 95 percent maximum density.

No native backfill shall be used for trench backfill except in trench areas behind the back of the sidewalk. The use of native material for trench backfill outside the roadway section must be approved by the City Engineer prior to use.

Backfill compaction shall be performed in compliance with WSDOT/APWA Standard Specifications.

Replacement of the asphalt concrete or Portland Cement Concrete pavement shall be to WSDOT/APWA Standard Specifications.

4.16.3 Tack shall be applied to the existing pavement and edge of cut and shall be emulsified asphalt grade CSS-1 as specified in Section 9-02.1(6) of the WSDOT/APWA Standard Specifications. Tack coat shall be applied as specified in Section 5-04 of the WSDOT/APWA Standard Specifications.

4.16.4 Asphalt concrete Class $\frac{1}{2}$ -inch PG64-22 shall be placed on the prepared surface by an approved paving machine and shall be in accordance with the applicable requirements of Section 5-04 of the WSDOT/APWA Standard Specifications, except that longitudinal joints between successive layers of asphalt concrete shall be displaced laterally a minimum of 12 inches unless otherwise approved by the City Engineer. Fine and coarse aggregate shall be in accordance with City of Centralia Standard Details. Asphalt concrete over 2 inches thick shall be placed in equal lifts not to exceed 3 inches each.

All street surfaces, walks or driveways within the street trenching areas affected by the trenching shall be feathered and shimmed to an extent that provides a smooth-riding connection and expeditious drainage flow for the newly paved surface. Shimming and feathering as required by the City Engineer shall be accomplished by raking out the oversized aggregates from the asphalt mix as appropriate.

Surface smoothness shall be per Section 5-04.3(13) of the WSDOT/APWA Standard Specifications. The paving shall be corrected by removal and repaving of the trench only.

4.16.5 All joints on trenching or overlays shall be sealed using rubberized asphalt as specified in the WSDOT/APWA Standard Specifications, Section 9-04.2 (AASHTO M173).

4.16.6 When trenching within the roadway, shoulder(s) shall be restored to original or better condition.

4.16.7 The final patch shall be completed as soon as possible and shall be completed within three (3) days after first opening the trench. This time frame may be adjusted if delays are due to inclement paving weather, or other adverse conditions that may exist. However, delaying of final patch or overlay work is allowable only subject to the City Engineer's approval. The City Engineer may deem it necessary to complete the work within the three (3) days time frame and not allow any time extension. If this occurs, the contractor shall perform the necessary work as directed by the City Engineer.

4.16.8 If the trench is parallel with the street then a minimum of one-half the street will be replaced with the cut at the centerline of the street. If any damage occurs beyond centerline then the entire width of the street shall be replaced for the length of the trench or to the limits of the damage.

4.16.9 The maximum number of trench cuts transverse to the street for one development shall be two. If in unusual circumstances additional are required then the entire street will be planed and paved full width for entire property frontage.

4.16.10 Any surfaces that are damaged due to construction activities must be replaced after construction is complete. Damage includes but is not limited to: Heavy trucks hauling materials to and from the site, equipment damaging roadways and/or sidewalks, etc.

4.17 Staking

All surveying and staking shall be performed by the design engineer or a licensed land surveyor. The engineer or surveyor directing such work shall be licensed by the State of Washington.

A pre-construction meeting shall be held with the City prior to commencing staking. All construction staking shall be inspected by the City prior to construction.

The minimum staking of streets shall be as follows:

1. Stake centerline alignment every 25 feet (50 feet in tangent sections) with cuts and/or fills to subgrade.
2. Stake top of ballast and top of crushed surfacing at centerline and edge of pavement every 25 feet.
3. Stake top back of curb at a consistent offset every 25 feet for vertical and horizontal alignment.
4. Staking shall be maintained throughout construction.

4.18 Testing

Testing shall be required at the developer's/contractor's expense. The testing shall be ordered by the developer or contractor and the chosen testing lab shall be approved by the City. Testing shall be done on all materials and construction as specified in the WSDOT/APWA Standard Specifications and with the frequency as specified herein.

In addition the City shall be notified before each phase of street construction commences (i.e., staking, grading, ballast, base, top course, and surfacing).

4.19 Traffic Control Devices

All traffic control devices shall conform to the MUTCD.

In new subdivisions, the developer shall provide and install all the required traffic control devices after final plat approval. The City will assume maintenance of the traffic control devices after approval for new Public roadways.

For private streets the street name signs shall have the words "Private Street" in one-inch letters below the street name sign. Maintenance of the traffic control devices on private roads will be the responsibility of the property owner.

4.20 Right-of-Way Deviations

The right-of-way and street widths required by these Guidelines may need to be modified to accommodate special situations not foreseen when the Guidelines were developed. These special circumstances could include but are not limited to physical features, environmental considerations or historical considerations. Typically deviations will be limited to areas already platted with substandard right-of-way widths. Any deviation from the guidelines shall be approved by the SPRC. The Committee will only consider deviation recommended by the City Engineer. If a developer wants to request consideration of a deviation a written request with support documentation of the special circumstance to the City Engineer. If a deviation is approved by the SPRC there shall be a written record made of the decision.

4.21 Roadway Section Deviations

The roadway sections required by these Guidelines may need to be modified to accommodate special conditions not foreseen when the Guidelines were developed. These special circumstances could include, but are not limited to, existing physical features, environmental considerations, historical considerations or stormwater treatment requirements. A deviation will not be considered if it is strictly for economic reasons.

If a developer would like to request a deviation from the standard roadway section required by these Guidelines, then the developer must make a written request to the City Engineer prior to submitting civil plans for review. The request from the developer shall include a drawing showing the proposed roadway section along with a written narrative outlining the conditions that make the standard section unworkable and how the proposed alternative will address the issues caused by using the standard section. Once the City Engineer receives the request for roadway section deviation, the City Engineer will review the request for completeness. After the City Engineer's review, the request will either be scheduled for review by the Site Plan Review Committee (SPRC) or returned to the developer for the correction. All requests for a deviation will be presented to the SPRC once the City Engineer indicates the deviation has sufficient information to make a decision.

Once the deviation request is deemed complete, the request will be scheduled for consideration at a SPRC meeting. The SPRC will hear the request and then make a decision. If the decision is to deny the request, it is final and the developer will have to proceed with

the project using the appropriate standard roadway section. If the decision is to approve the request, then the developer will be allowed to proceed with the submittal of the civil plans for approval, using the alternative roadway section that was approved.

The roadway section deviation process outlined in this Section of the Guidelines is to modify the standard roadway sections. This process cannot be used to eliminate any of the requirements of the Guidelines. For example, this process cannot be used to try to eliminate the requirement for a pedestrian facility. It could be used to change the location of where the walkway would be located or the construction requirements for the walkway.

**CITY OF CENTRALIA
TESTING AND SAMPLING FREQUENCY GUIDE**

ITEM	TYPE OF TESTS	MINIMUM NO.	FREQUENCY
GRAVEL BORROW	GRADING & SE	1 EACH	1 - 4000 TON
SAND DRAINAGE BLANKET	GRADING	1 EACH	1 - 4000 TON
CSTC	GRADING, SE & FRACTURE	1 EACH	1 - 2000 TON
CSBC	GRADING, SE & FRACTURE	1 EACH	1 - 2000 TON
BALLAST	GRADING, SE & DUST RATIO	1 EACH	1 - 2000 TON
BACKFILL/SAND DRAINS GRADING		1 EACH	1 - 2000 TON
GRAVEL BACKFILL FOR:			
FOUNDATIONS	GRADING, SE & DUST RATIO	1 EACH	1 - 1000 TON
WALLS	GRADING, SE & DUST RATIO	1 EACH	1 - 1000 TON
PIPE BEDDING	GRADING, SE & DUST RATIO	1 EACH	1 - 1000 TON
DRAINS	GRADING	1 EACH	1 - 100 TON
PCC STRUCTURES: (Sidewalk, curb and gutter, foundations)			
COARSE AGGREGATE	GRADING	1 EACH	1 - 1000 TON
FINE AGGREGATE	GRADING	1 EACH	1 - 500 TON
CONSISTENCY	SLUMP	1 EACH	1 - 100 CY
AIR CONTENT	AIR	1 EACH	1 - 100 CY
CYLINDERS (28 DAY)	COMPRESSIVE STRENGTH	2 EACH	1 - 100 CY
CEMENT	CHEMICAL & PHYSICAL CERTIFICATION	1	1 - JOB
ASPHALT CEMENT CONCRETE:			
BLEND SAND	SE	1 EACH	1 - 1000 TON
MINERAL FILLER	S.G. & PI, CERTIFICATION	1	1 - JOB
COMPLETED MIX	FRACTURE, SE, GRADING, ASPHALT CONTENT	1 EACH	1 - 1000 TON
	COMPACTION	2 EACH	5 - 400 TON
ASPHALT TREATED BASE:			
COMPLETED MIX	SE, GRADING, ASPHALT CONTENT	1 EACH	1 - 1000 TON
	COMPACTION	1 EACH	5 - Control Lot*
ASPHALT MATERIALS	CERTIFICATION	1	1 - JOB
RUBBERIZED ASPHALT	CERTIFICATION	1	1 - JOB
COMPACTION TESTING:			
EMBANKMENT	COMPACTION	1 EACH	1 - 500 LF
CUT SECTION	COMPACTION	1 EACH	1 - 500 LF
CSTC	COMPACTION	1 EACH	1 - 500 LF
CSBC	COMPACTION	1 EACH	1 - 500 LF

Streets

BALLAST
TRENCH BACKFILL

COMPACTION
COMPACTION

1 EACH
1 EACH

1 - 500 LF
1 - 500 LF

SE = Sand Equivalency

* A control lot shall be a normal day's production. For minor quantities of 200 tons or less per day, a minimum of two (2) gauge readings shall be taken.

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