

Stakeholder Outreach - City of Westminster Standards & Specifications Update

June 13, 2019

COMMENT NO.	SECTION NUMBER	COMMENT	COMMENT BY	ACCEPT / DISMISS	WESTMINSTER RESPONSE	DATE OF RESPONSE	DATE COMMENT RESOLVED
1	2.00.00	This will affect the yield of steeper sites, or require additional retaining walls. Standard is 4:1 for mowed areas (where not 3:1).	Home Builders Association	Dismiss	The standard will remain as proposed.	6/5/2019	6/5/2019
2	2.00.00	Max slope of 5:1 not called out. Why change from 4:1?	Martin Martin	Accept	The maximum slope in this Chapter is 4:1. The City will check the document for inconsistencies.	5/30/2019	6/10/2019
3	2.10.05	Section 2.10.05 not shown.	Martin Martin	Dismiss	Section 2.10.05 is not part of the proposed Chapter.	5/30/2019	6/5/2019
4	2.21.00	Section 2.21.00 not shown.	Martin Martin	Dismiss	The Soil Preparation (previously 2.21.00) sections were revised to Section 2.20.02 to be consistent will the formatting of all Chapters.	5/30/2019	6/5/2019
5	2.23.00	Section 2.23.00 not shown.	Martin Martin	Dismiss	The Fertilizer (previously 2.23.00) sections were revised to Sections 2.30.03 and 2.40.03 to be consistent will the formatting of all Chapters.	5/30/2019	6/5/2019
6	3.54.02	Gate Valves In written description the gate valves are specified as either C509 (full body cast iron) or C515 (thin wall ductile iron). In the approved types the Mueller 2360 (C509) and the AVK Series 45 (C509) are listed. Both manufacturers have been casting the C515 models for years as standard and the C509 are only available in limited numbers as special order. The models are Mueller A2361 and AVK Series 65.	Core and Main	Accept	The standard will be revised to include updated C515 and C509 models.	5/28/2019	6/10/2019
7	3.60.02	Service Saddles 85-5-5-5 brass is specified. The 2014 Low lead or no lead brass standard says you can no longer use that. Only AY McDonald and Mueller double strap bronze saddles are specified. Most manufacturers and utilities specify either double strap stainless steel or controlled OD saddles for PVC applications because of over torque or point loading.	Core and Main	Accept	The standard will be revised to include the double strap stainless steel service saddles. The City deems the double strap more suitable for PVC applications.	5/28/2019	6/10/2019
8	3.60.03	Brass Service Materials Again, 85-5-5-5 is specified incorrectly.	Core and Main	Accept	The standard will be revised.	5/28/2019	6/10/2019
9	3.60.05	Corporation stops and couplings Again, 85-5-5-5 is specified incorrectly	Core and Main	Accept	The standard will be revised.	5/28/2019	6/10/2019
10	3.60.07	Service Couplings Chart shows that Mueller H15403 compression couplings are not available in 1-1/2" and 2". They are available and exactly like the 3/4' and 1" sizes.	Core and Main	Accept	The standard will be revised to allow the 1-1/2" and 2" compression couplings.	5/28/2019	6/10/2019
11	3.62.01	Is it true that all cathodic protection materials are "Made in USA Only". Is this requirement for cathodic protection equipment only?	Core and Main	Accept	The standard will be revised.	5/28/2019	6/10/2019

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12	3.63.07	Meter Yokes Meter Yokes (Setters) Again, 85-5-5-5 is specified incorrectly. Mueller ¾" and 1" setters are shown with a "pack joint" rather than a compression joint. For the correct setter with a ball valve inlet the number is B-2474.	Core and Main	Accept	The standard will be revised.	5/28/2019	6/10/2019
13	3.63.08	All 1-1/2" and 2" setters are shown as 18" high. While in principle this is a non-issue, in practice all other Colorado utilities that we can reference use a 12" height setter. This means that the 18" setters are somewhat nonstandard and special order for all intents and purposes.	Core and Main	Accept	The standard will be revised. The City's Utilities Operations Division verified the actual dimensions on the 1-1/2" and 2" setters currently in stock. The dimension for the height should be 12" not the 18" shown in the detail. The correct part number for the setter is P-2474N.	5/28/2019	6/10/2019
14	3.63.10	Meter Pit Domes or Covers - We do not believe Ford Castings are any longer available. We would recommend either Star, Sigma and/or Castings. Most all are acceptable in most other utilities.	Core and Main	Accept with Exceptions	The standard will be revised to no longer require Ford Castings. However, the City prefers Vestal or AY McDonald domes and covers, and will be revised accordingly.	5/28/2019	6/10/2019
15	5.24.01	Reinforcement should be shown in city detail.	Martin Martin	Dismiss	The reinforcement size and spacing is shown on Standard Detail ST-1.	6/5/2019	6/5/2019
16	5.24.03	Is this barrel section heights or full barrel?	Home Builders Association	Accept for Clarification	Section 5.24.03 refers to precast manhole sections. Per the standard, barrel sections shall not exceed 48".	6/5/2019	6/5/2019
17	5.45.05	Section 5.45.05 not shown	Martin Martin	Dismiss	Section 5.45.05 (Mortar) was removed from the proposed Standards & Specifications. The intent of this section is to patch the barrel section joints. The City is now requiring non-shrink grout instead of mortar per Section 5.24.05.	6/5/2019	6/5/2019
18	6.04.00	Section 6.04.00 not shown	Martin Martin	Dismiss	Section 6.04.00 (City Capital Improvement Projects) was removed from this Chapter. There is language referring to Capital Improvement Projects in Chapter 1, Section 1.05.00. Capital Improvement Projects include their own set of Standards & Specifications within the contract documents.	6/5/2019	6/5/2019
19	6.11.04	Section 6.11.04 not shown	Martin Martin	Dismiss	Section 6.11.04 (Pavement Evaluation Report) was removed from this Chapter. The City no longer requires this report.	5/15/2019	5/15/2019
20	6.12.01	This is a significant deviation from current criteria that will change the right-of-way width from 54" to 59".	Home Builders Association	Accept for Clarification	The right-of-way requirement for local streets with attached walks remains has not changed from the required 53-feet. The right-of-way required for the local streets with detached sidewalks increased from 57-feet to 59-feet in the proposed Standards & Specifications. This additional two feet includes a 1-foot buffer from the back of sidewalk to	6/5/2019	6/5/2019
21	6.12.01	What about rolled curb in residential develop.?	Martin Martin	Accept for Clarification	The Standard Detail R9 allows for a 4" mountable curb & gutter without the 15" radius at the top of curb. This detail is less onerous on the concrete formers.	6/5/2019	6/5/2019
22	6.17.01	This is a significant deviation from current criteria that will result in considerable addition of storm sewer.	Home Builders Association	Dismiss	The standard will remain as proposed. The 0.25% increase to the minimum vertical grade will have a de minimis effect on the runoff time of concentration and flow. Therefore, the effects on the storm sewer will also be de minimis. Additionally, this will help to prevent ponding in the roadways more than the previous 0.5% vertical grade.	6/5/2019	6/5/2019

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23	6.17.01	Any special cases where 0.5% would be allowed.	Martin Martin	Accept for Clarification	Section 1.09.00 describes the conditions in which a variance may be granted by the City Engineer. It is the Developer or Contractors responsibility to provide evidence that a variance is warranted.	6/5/2019	6/5/2019
24	6.17/02	PROWAG controls	Martin Martin	Dismiss	Respectfully noted. The standard will remain as proposed.	6/5/2019	6/5/2019
25	6.2.00 (D)	This is not common and will likely add more expenses to development.	Home Builders Association	Dismiss	Respectfully noted. The standard will remain as proposed.	6/5/2019	6/5/2019
26	6.20.00	City should be aware of conflicts using PROWAG	Martin Martin	Dismiss	Respectfully noted. The standard will remain as proposed.	6/5/2019	6/5/2019
27	6.23.00	This should be section 6.22.00	Martin Martin	Dismiss	The Chapter has been re-formatted to be consistent with the rest of the document. Section 6.22.00 is in regards to Deceleration Lanes.	6/5/2019	6/5/2019
28	6.34.02	Remove restrictive language regarding approval to use concrete pavement and allow for design and evaluation of concrete pavement options. Recommend following MGPEC's 2019 Design Standards for guidance on inputs for Table 6.34.02. Also recommend allowing CDOT's design program (AASHTOWare Pavement ME) and corresponding guidance for heavier traffic areas.	American Concrete Pavement Association	Dismiss	The standard will remain as proposed. In the City's experience most developers do not want to pay the more expensive initial cost of concrete payment. In addition, , concrete roadways are not preferred by water and waste water utility owners, because of the added complications with mainline repairs and failures.	5/16/2019	6/5/2019
29	6.40.00	Add minimum smoothness requirements for concrete and asphalt pavement - recommend utilizing CDOT's Section 105.07 as a guide.	American Concrete Pavement Association	Dismiss	Smoothness requirements are not applicable to municipal streets. Smoothness requirements are usually applied on higher speed roadways (highways & interstates). Westminster's highest posted speed limit is 45 MPH. Additionally, it is not practical to meet smoothness specifications with valve's, manholes, and other utility devices in the roadway.	5/15/2019	6/5/2019
30	6.46.01	Geo-Tech recommendation?	Martin Martin	Accept for Clarification	Section 6.11.03 does require a pavement design report for all roadway construction in the City. However, this section details the miniumum requirements.	6/5/2019	6/5/2019
31	6.48.00	Restore concrete pavement subsections as in 1999 version and update current practices with the assistance of the concrete pavement industry. Recommend utilizing current CDOT & MGPEC guidance as additional resources.	American Concrete Pavement Association	Dismiss	See response to Comment No. 28	5/16/2019	6/5/2019
32	6.71.00	Geo-Tech recommendation?	Martin Martin	Dismiss	This Section refers to the minimum requirements for base course in private streets and parking lots.	6/5/2019	6/5/2019
33	7.32.04	Recommend including ASTM C494 to address most other admixtures typically utilized - water reducers, etc.	American Concrete Pavement Association	Accept with Exceptions	Language will be added to the Chapter 7 regarding admixtures; however, it will follow Section 711 of CDOT's Standard Specificatoins for Road and Bridge Construction. Section 7.11.03 requires conformance to AASHTO M 194 for chemical admixtures.	5/15/2019	6/5/2019

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34	7.32.05	Fly ash (or an alternative supplementary cementitious material - SCM) should be required in any concrete that may be exposed to deicing chemicals. Research over the last several years has demonstrated that SCMs reduce the damage that can be caused by deicing chemicals. This applies not only to concrete pavement, but also to curb, gutter, ramps, sidewalk, and other concrete flatwork. Please refer to the FHWA Tech Brief entitled Chemical Deicers and Concrete Pavement: Impacts and Mitigation (FHWA-	American Concrete Pavement Association	Accept	Language will be added to the Chapter 7 requiring fly ash in all concrete located in the right-of-way.	5/15/2019	6/5/2019
35	12.01.02	All improvements including roadway grades?	Martin Martin	Accept for Clarification	The standard will remain as proposed. However, typically the City is more concerned with Westminster utilities and the horizontal alignment of right-of-way items in the as-constructed drawings.	6/5/2019	6/5/2019
36	12.01.03(B)	What constitutes "Field Test"?	Martin Martin	Accept	The standard will be revised to remove the term "field test" from this section	5/16/2019	6/10/2019
37	12.02.01	Significant change from the previous 1-year warranty period.	Home Builders Association	Dismiss	The standard will remain as proposed. The City has required a two-year warranty period on the Public Improvement Agreement and Landscape and Private Improvement Agreement for many years.	5/16/2019	6/5/2019
38	12.04.07(A)	Max width of crack before replacement?	Martin Martin	Accept for Clarification	Cracks greater than 1/8" will be replaced. The standard will be revised to provide more clarification.	5/16/2019	6/10/2019
39	EC-1	The straw wattle details are based off of an old CDOT detail utilizing 24" stakes crisscrossed and the wattles are not trenched into the ground. Please reconsider as this is not industry standard.	Home Builders Association - Stormwater Mgt Committee	Dismiss	The detail will remain as proposed. The trench detail is called out in the Note #5.	5/30/2019	6/10/2019
40	EC-8	The VTC is 9" depth when 6" is the industry standard.	Home Builders Association - Stormwater Mgt Committee	Dismiss	The detail will remain as proposed. The detail was modified from the Urban Drainage and Flood Control District (UDFCD), the regional authority on drainage and erosion control measures.	5/30/2019	6/10/2019
41	EC-17	The blanketing detail on a per lot appears that it should be in place during active construction. If this is the case, it could cause trip hazards on an active site and potential safety issues.	Home Builders Association - Stormwater Mgt Committee	Dismiss	The detail will remain as proposed. The erosion control blanket is use to stabilize disturbed slopes and swales to prevent erosion and establish seed. This is an industry standard product.	5/30/2019	6/10/2019