

To the Seattle Times,

None of the examples your readers mention are SDOT re-work. These are examples of a private design engineer making a design error, utility work, re-work by contractors and the normal process of SPU and SDOT working together to repair utilities and pave the resulting utility cut.

1. 30th Ave SW, just south of Brandon

*This is an example of a private design consultant making an error that SDOT caught in construction. The design engineer is responsible and we will pursue restitution from them for plan errors that were discovered and re-designed in the field.*

2. 18th and Madison

*There are two plated pavement openings at 1509-1515 E Madison Street. This is an example of utility work performed by Puget Sound Energy (PSE), the natural gas company. Utility work such as this is allowed by the Seattle Municipal Code, even after a recent repaving. These utility cuts will be restored per city standards.*

3. Madison St., from 43rd Ave East to 41st Ave East.

*Last year our crews repaired a sidewalk at 4020 E Madison around a telephone utility lid. The private utility was not able to adjust their lid during the first phase of the repair. We didn't want to keep the sidewalk closed to traffic while waiting for the utility to make the adjustment. We returned after the utility finished their work, to complete the repair.*

*In addition, in 2005 & 2006 SDOT crews repaired 1500 square feet of sidewalk on the 4200 block of Madison St. This work took place in the winter, so it took longer than usual, but was not re-done.*

4. Intersection of Boren and University Street on First Hill.

*This is an example of re-work by a private contractor. Boren Avenue was repaved by a contractor in 2008. Two curb ramps did not meet the project specifications and were replaced, before SDOT accepted the work. The private contractor paid for the re-work*

5. Ravenna and 23rd NE on 68th St.

*This is standard repair made by SDOT crews on a residential street, which took a few hours to complete. The original patch was properly installed. When there is additional settling of the repair, we will return to level it. This is the most cost effective way to maintain residential streets. People can report this type of pavement problem to 684-ROAD.*

6. California Ave SW and SW Thistle St.

*SDOT did not install new curb ramps at this location. Seattle Public Utilities completed a drainage repair job at this location in 2007. As is the city's standard practice, SDOT restored the pavement soon after, in September of the same year. No re-work was involved.*

7. California Ave SW and SW Othello St.

*What the citizen likely saw was Seattle Public Utilities and private development work and the subsequent pavement restoration.*