

- 1) Page 2, Table 2:

Construction revised to 'Pervious concrete parking strips on **Lewis Street**' (not Main St.);

Auxiliary Evaluation revised to 'PaveDrain concrete block system on **Main Street**' (not Lewis St.).

- 2) Page 3, Figure 1. Project location. Caption

As Revised: On Lewis Street the blue denotes the permeable concrete parking strips and sidewalks. On Main Street the yellow is the PaveDrain® permeable block parking strips.

Original: On Main Street the yellow denotes the permeable concrete parking strips and the blue the permeable concrete sidewalks.

- 3) Page 12, **Construction Challenges** paragraph:

As revised: *Construction of the project was not without challenges. Figure 22 shows a void under the SR 203 mainline that was uncovered during the excavation of the parking strip on the east side between Main and Fremont Streets. Jeff Uhlmeier, State Pavements Engineer, observed the void and recommended to the City of Monroe that the pavement above the void be removed and the base materials compacted prior to the paving of the HMA filler strip between the parking strip and SR 203 mainline. The cost of this fix was out of the scope of the contract and after a discussion with WSDOT it was decided that someone from Maintenance would be sent out to suggest a solution. Maintenance suggestion was that the contractor should try to fill the void with gravel, which was done, and that the State crews would come out and fix the depressed and cracked area of pavement. At the time of the writing of this report the depressed and cracked pavement has not been fixed (Figure 23).*

Original: *Construction of the project was not without challenges. Figures 22 shows a void under the SR 203 mainline that was uncovered during the excavation of the parking strip on the east side between Main and Fremont Streets. Jeff Uhlmeier, State Pavements Engineer, observed the void and recommended to the City of Monroe that the pavement above the void be removed and the base materials compacted prior to the paving of the HMA filler strip between the parking strip and SR 203 mainline. This apparently did not happen and as a result a depression and crack has formed in the mainline pavement due to the lack of support by the base (Figure 23).*