



Application Number: PRSUBD20255336
Application Type: Phase 1 Construction Plans
Application Name: East Village Phase 1

TRAFFIC REVIEW

1. The Fiber, Signal and Lighting plans should be included with this submittal.
The Fiber, Signal and Lighting Plans are being prepared and will be ready around the end of January and will be submitted as a separate application.
2. Please include the Temporary Traffic Control Detail.
For this portion of the work the roadway is currently closed and will remain closed during construction. Temporary Traffic Control will be provided with the M-291 improvements.
3. The new signal should have a fiber connection to the signal at MO 291 signal.
Noted and will be provided
4. The turn lane improvements and any signal modifications along MO 291 are required with these improvements.
The Fiber, Signal and Lighting Plans are being prepared and will be ready around the end of January and will be submitted as a separate application.
5. An offset/green space should be provided between the sidewalk and the back of curb.
The sidewalk has been moved 5 feet from the curb and a Trail Easement will be provided by separate document.
6. The median and curb should extend all the way to the intersection of MO 291.
The median extending from M-291 will be continuous from the current end of median to the new signal. This median will be constructed with curb and gutter
7. The right turn lanes on both EB and WB Oldham need to have 150 FT tapers. A contoured curbline is needed on the WB side out of the Costco main entrance.
The EB right turn has been modified to provide a 150 foot straight taper. The WB right turn has been marked with stripping to indicate the turn lane
8. All medians should have radii, show the turning movements and consistently have round tapered noses.
All medians radii have been rounded and dimensioned. Turning movements have been provided by separate sheet and excluded from the main set.
9. The second plan view on C-102 is incomplete and broken. Please correct and clearly label.
These views are the sidewalk/trail grading along with ADA ramp details for the intersections. These views have been moved C.105 for clarity and labeled the sheet as "ADA Ramp Details"



10. The median at MO 291 materials should match the rest of the median along Oldham.
The median extension from M-291 will match in color, material and design.
11. If the median is to be stamped or stained concrete a spec needs to be provided.
Notes have been added on C.100 referencing the City specification for "Red" color and Stamped Pattern
12. The larger medians to the east should be grass or sod medians.
Median areas larger then 4 feet wide have been noted as "Sod" for now and will be landscaped in the future. Notes have been added to C.100 for installation of conduit for future irrigation lines.
13. . Straighten the curbline at the east end of the improvements and widen the median in order to eliminate with curves.
Curb line has been straightened and the end of road has been rounded and curbed to provide a delineation from Public vs Private roadway
14. The street section should match what was used on Oldham Parkway in Oldham Village.
The pavement section matches what was used on SW Oldham Parkway
15. . Lane widths should be measured from the front of gutterline not back of curb and they should match the widths at Mo 291.
Dimensions have been added to reflect lane widths without the curb sections
16. The medians shown should include curbs.
The median extension from M-291 will have curb and gutters all other road sections will have straight back curbs.
17. . Finished slopes on the sides of the road should be a maximum 4:1.
The finished slopes have been updated
18. Typical Sections for Sta. 5+59.97 -11+47.92 should have CG-1 curb in the medians.
The median extension from M-291 will have curb and gutters all other road sections will have straight back curbs.
19. . Please show turning movements for a snow plow at the end of Oldham Parkway to ensure that they are able to make the turn-around at the end. If not a bulb may be needed.
Turning movements for a snow plow have been provided under separate sheet
20. . A Signing Plan is needed.
Signing plan has been provided as C.111
21. . Please add the dashed left turn lines through the intersection at the Costco Entrance.
Lines have been added for left turn movements



22. . Please remove all straight arrows.
Straight arrows have been removed
23. . All stop bars should be a minimum of 4 FT behind the crosswalk.
Stop bars have been added
24. . Arrows, crosswalks, dotted lines and stop bars should all be Preformed Thermoplastic.
All markings have been noted as Preformed Thermoplastic
25. . Striping plans as shown are not constructable as submitted. Please add stations or dimensions needed to locate in the field.
Notes have been added to C.110
26. . Please make sure that all notations on the profile view are visible. There are some areas where the text overlaps.
All text has been reviewed and overlaps have been removed
27. . Please verify the Intersection Sight Distance is sufficient for the Right Turn Only looking east.
Sight Distance has been verified and has been provided under a separate sheet for review
28. Check the Sight distance looking west for Right Turn on Red for both NB and WB movements.
Sight Distance has been verified and has been provided under a separate sheet for review
29. Due to the incomplete nature of the plans, additional comments may be needed on future revisions.
Noted
30. . Any plans not submitted with this set, i.e. signal and lighting plans, will require the usual 2 week review period.
Noted

ENGINEERING REVIEW – STREET AND STORM

2. General:
- Submit an Engineer's Estimate of Probable Construction Costs.
 - **Provided for review**
 - Review plan set for line weights, line labeling, missing street names, unreadable fonts, overlapping text, text cut off, etc. There are many instances so won't list all out separately.
 - **Noted and corrected**
 - Include current standard details.
 - **All necessary standard details have been included**
3. Sheet C.102: Clearly show the right-of-way dimensions.
Dimensions for the right of way have been added



4. Sheets C.103-C.104: Clearly show that the aggregate base and compaction of native subgrade extends a minimum of one (1) foot beyond the back of curb on all typical sections.

Roadway section has been updated and notes have been updated to reflect this extension

5. Sheets C.201-C.202: Label existing and proposed grade lines and ensure there are no gaps.

Labels have been added to the profile view for existing and proposed

6. Sheet C.203:

- Revise line weights and/or types so that drainage area delineation can be seen easier. As shown, all lines blend together.

- **Line weights have been updated to improve delineation**

- Relocate the drainage calculations to the following sheet. There is adequate room and that sheet has all of the structures labeled.

- **Drainage table has been moved to C.300**

7. Sheets C.301-C.302:

- Include cardinal direction in Profile view structure label.

- **Directions have been added to all flowlines**

- A 0.5' drop through the inlets connecting Lines 2 and 3 to Line 1. Revise in all Profile views.

- **Due to the low slopes of the storm lines the downstream lines were increased in size to accommodate the drop and matching crowns**

- The crowns of the pipes entering Inlet 1-3 are lower than the crown of the pipe exiting the inlet. Please revise.

- **Due to the low slopes of the storm lines the downstream lines were increased in size to accommodate the drop and matching crowns**

- Show and label the design HGL in all Profile views.

- **HGL lines have been added to all profile views**

ENGINEERING REVIEW – WATER

1. Label the street name and M-291 on all applicable sheets.

Street names and M-291 has been labeled on all sheets

2. Name of the plan set should be better defined. Suggest East Village Phase 1 Water Main Extension- Oldham Pkwy.

Sheet set name has been updated

3. Sheet C501: 1) north arrow does not make sense. 2) title of sheet is "Utility Plan - North", which implies a "Utility Plan - South". Eliminate the "North" from the title.

North arrow has been correct and sheet title has been updated



4. Sheet C502:

- 1) Line 1 is too long. See subsequent comment below.
Noted and per Water Utilities this will be allowed due to the temporary nature of this situation and Water Utilities will flush the line on a regular basis
- 2) A bold line is shown below the proposed 12 inch main and is undefined. Is this a property line? If so, grey out and label as property line,
The property line has been grayed and labeled
- 3) Fire hydrants at a maximum spacing of 300 feet are required. Ensure they meet the 20 foot setback from intersection point of curvature rule.
Additional fire hydrants have been provided and setback from the intersection has been verified
- 4) The tee at sta 3+64 should be a 12x12 inch tee with 12 inch gate valves on each leg, three (3) total.
Tee and valves have been updated
- 5) The record drawing for the 12" main along 291 Highway shows the water main was installed deep. The connection point of Line 1 may be deeper than what is shown on sheet C.502. Line 3 may not be necessary. Suggest providing sufficient instructions on the plans in the form of notes to pothole this line prior to construction, and if necessary, remove the pipe and install new as shown, or alternatively, to leave in place subject to approval of City.
Notes have been added and contractor will verify depth. The roadway is providing a large cut through that section so the development was trying to avoid a surprise.
- 6) north arrow is not correct.
Updated north arrow

5. Sheet C503:

- 1) what does the straight bold line between Line 3 connection points along M-291 represent?
We are showing an existing "jog" in the line at that location.
The bold line has been removed and the existing line from the west has been provided to illustrate the location of the jog
- 2) Line 3 is shown as a "jog" in the line, Isn't the "jog" in the line at the intersection of M-291 and Oldham Pkwy, an existing feature to be removed and abandoned? If so, provide notes stating the existing main will be removed.
Based on the field work, existing plans and GIS data it appear the line can be connected near the existing valve cluster and the along line that will be removed is the section being replaced.
- 3) linework to south of Line 1 needs to be defined. Is this a property line? If so use a different lineweight to differentiate between proposed improvements and existing features such as property lines.
The property line has been greyed and labeled
- 4) what is the greyed-out feature shown parallel to line 3 on the north diagonal? If a retaining wall, 15 feet separation is required from any portion of retaining wall, including tie backs, geogrid, or other structural members of the retaining wall.
This was an existing line that has been removed and all other lines have been greyed. There is not a retaining wall in that area



- 5) Line 2 sta 2+96 shows a fire hydrant in offset fashion, but the notes and leader show an inline fire hydrant. Reconcile
The fire hydrant is intended to be offset to allow for future extension of the main
 - 6) fire hydrants were missing along Oldham Pkwy. 300 foot maximum spacing for commercial areas is required.
Fire hydrants have been added
 - 7) sta 3+64 Line 1 needs three (3) valves at the tee, not two (2), and should be 12x12 tee, not an 8x8 tee. Three (3) gate valves are required at this tee
Valves and Tee notes have been updated to reflect this arrangement
 - 8) Line 3 detail shows an undefined bold line to the south of Line 1. Is this a property line? If so, grey out and label as a property line,
The property line has been greyed and labeled
 - 9) There are two (2) instances where the proposed water main is greater than 7 feet depth as measured to top of pipe.
The grading has been updated to reflect depths not to exceed 7 feet
 - 10) You are missing the bend callouts where Line 3 connects to the existing main and further to the east, including magnitude of the bends.
Bends have been included
6. Length of the water main along Oldham is too long. Only that which is necessary to serve the last lot 4-story multi-family shown on the PDP should be shown.
- Noted and per Water Utilities this will be allowed due to the temporary nature of this situation and Water Utilities will flush the line on a regular basis**