

November 21st, 2024

Gene Williams – Senior Staff Engineer
City of Lee's Summit, MO
220 SE Green St
Lee's Summit, MO 64063

RE: PRSUBD20245195: Cobey Creek 2nd Plat Public Infrastructure

OWN, Inc. has received Lee's Summit Development Services Department comments dated October 31st, 2024 and has the following responses:

Traffic Review – Streets (Erin Ralovo)

1. Improvements along 150 HWY should be included with this submittal. MoDOT will have to give final approval but the staff will need to review as well.
OWN Response: Approved HWY 150 plans have been included with this submittal. Ref. HWY 150 – MoDOT Approval Email, HWY 150 – Permit Process Email, MoDOT HWY 150 Widening Plans
2. Speed Limit sign at Sta. 4+28.73 should be 25 MPH not 15.
OWN Response: The speed limit sign has been revised to 25 mph. Ref. C210
3. The merge lane for northbound traffic seems unnecessary. A single lane with a wider island may be a better fit.
OWN Response: The merge lane is built for a future widening for development from the south or development of the commercial lots. Merge lane to be striped out until future expansion. Ref. C213
4. Divided Road sign at Sta. 5+69.76 should be a Keep Right (R4-7).
OWN Response: The Keep Right (R4-7) sign has been revised. Ref. C211
5. Stop Sign at Sta. 6+72.45 should be removed.
OWN Response: Stop Sign at Sta. 6+72.45 has been removed. Ref. C211
6. Stop signs on side streets should also have street name signs (D-3)
OWN Response: Stop signs on side streets have been revised to have street name signs. Ref. C211 & C212
7. Both Sta. 1+83.32 4" solid white are pointing to the wrong lines.
OWN Response: The notes calling out the 4" solid white lines have been revised. Ref. C213
8. The striped out lane should have 24" chevrons not 18".
OWN Response: The striped-out lane chevron sizes have been revised from 24" to 18". Ref. C213

9. The through arrows going NB are not needed.

OWN Response: Through arrows going NB have been removed. Ref. C213

Engineering Review – Street and Storm (Gene Williams)

1. Stormwater manhole lid shall meet new requirement for lettering. Standard detail to be sent separate from this applicant letter. Corrections required.

OWN Response: Stormwater manhole lid detail has been revised to meet the new requirement. Ref. C702

2. Sheet C051: All asphaltic concrete to be KCMMB mix. Correction required.

OWN Response: Asphalt concrete revised to be KCMMB mix. Ref. C051 & C052

3. Typical Pavement Section Views: Recommend a re-review by the engineer for the most up-to-date design criteria for residential local access, and residential collector. Design criteria is shown on Table LS-2 of the most up-to-date version of the table within Section 5200 of the Lee's Summit Design and Construction Manual. Some criteria became less stringent, others more. Most changes are related to aggregate thickness, which mostly were decreased from the past version of the Design and Construction Manual. Correction required.

OWN Response: Aggregate base thickness has been updated to the values in Table LS-2 of the design criteria. Ref. C051 & C052.

4. Recommend removing the light blue, blue, and purple phasing lines from Sheet C101. These plans are for Cobey Creek 2nd Plat, and Sheet C101 should concentrate on the 2nd plat/phase rather than showing the entire phasing of the project. Recommend "graying-out". Correction required.

OWN Response: The 3rd, 4th, and 5th plat areas have been "grayed out". Ref. C101

5. Master Drainage Plan was missing the basement type for each lot (e.g., walkout, daylight, or standard). Correction required.

OWN Response: Basement type for each lot has been provided. Ref. C104

6. Sheet C501: A cross-hatched area representing what is shown in the legend to be a drainage swale does not appear to make sense. Correction required.

OWN Response: The cross hatching on drainage swale has been revised. Ref. C501 & C502

7. Offsite existing elevation contours shown on Sheet C104 do not appear to match what is shown on Sheet C500 "Inlet Drainage Area". Reviewing Sheet C500, it would appear additional inlets and pipe are needed. Reviewing other sheets, it would appear this is not necessary. Evaluate and correct if necessary.

OWN Response: The existing contours on sheet C104 & C500 have been updated to match. A proposed drainage swale has been added at the rear of lots 79 – 91 to ensure all offsite runoff is captured in inlets. Ref. C104 & C500

8. There are mid-block crossings shown on the plans with 1.5% maximum cross-slope callouts. This may introduce a bump in the road, and is not desired. Mid-block crossings can match existing grade as long as the running slope does not exceed 5%. Evaluate and revise as appropriate.

OWN Response: Mid block crossing slopes have been revised to match the proposed road slope to not introduce a bump. Ref. C403, C406, C407, C408, C409, C410

9. The existing north detention basin shall include a detailed design showing how the basin will be converted to a sediment basin. This shall include any skimmer(s) to be installed, sizing of the skimmers, installation of the skimmers, block-offs of the existing outlet structure water quality orifices, etc. Correction required.

OWN Response: Sediment Basin Plan has been added showing skimmer sizing, outlet structure block-offs, and skimmer details. Ref. C603

10. A note shall be provided on the erosion and sediment control plan in bold lettering that states "SEDIMENT BASIN CONVERSION TO OCCUR PRIOR TO ANY CONSTRUCTION ACTIVITIES" or equivalent language. Correction required.
OWN Response: Sediment basin note has been added to erosion control sheets. Ref. C600, C601, C602, C603
11. Master Drainage Plan: Label finished elevation contours to the extent they can be understood (i.e., not all need be labeled, only to the extent that others can be interpolated). Correction required.
OWN Response: Finished elevation contour labels have been added to the Master Drainage Plan. Ref. C500
12. Sheet C400: Notes on bottom left hand corner are incomplete with the "xxxx" designation. Correction required.
OWN Response: Note on sheet C400 has been revised.
13. Sheet C401: The truncated domes on bottom right exceed the maximum 5.0 feet distance to back of curb. Correction required.
OWN Response: The truncated domes have been revised. Ref. C401
14. ADA-accessible routes across intersections: Ensure non-stop controlled intersections match road grade (max 5%) to eliminate any bump (i.e., change in grade) at the non-stop controlled intersection. It appears all ADA-accessible routes across intersections were designed with 1.5% cross-slope, which is not desirable for non-stop controlled intersections. Correction required.
OWN Response: Mid block crossing slopes have been revised to match proposed road slope as to not introduce a bump. Ref. C403, C406, C407, C408, C409, C410
15. Many of the notes for the ADA-accessible routes across streets and intersections state "5.00 ft. max". This should be called out as 5.00 feet, not "max". Correction required.
OWN Response: ADA-accessible routes at intersections have been revised to 5.00'. Ref. C401-C412
16. SWPPP is required prior to formal approval. Correction required.
OWN Response: SWPPP has been included with this submittal. Ref. SWPPP

Engineering Review - Water (Gene Williams)

1. Sheet C201: Change Line 2-FF to "PROP 12" WATER". Correction required.
OWN Response: Water main label has been revised to "PROP 12" WATER". Ref. C201
2. Sheet C202: The limits of the casing pipe appear to extend to the 12" water main running along HWY 150 at Sta. 1+15.00. The casing pipe should start north of the butterfly valve. Correction required.
OWN Response: The limits of the casing pipe have been revised to stop north of the gate valve. Ref. C202
3. Sheet C202: Three (3) valves are required at all tees. There should be three valves installed at the tee at Sta. 1+00. Correction required.
OWN Response: Three valves have been installed at the tee at Sta. 1+00. Ref. C202
4. Sheet C204: Why move the 12" water main to the west side of Sunset Ridge? There is room to place the 12" water main in the 15' UE on the east side of Sunset Ridge, and avoids jogs and reducers. Correction required.
OWN Response: Running the water main west of Sunset Ridge reduces total street crossings as only 4 water service lines have to cross under the street. If the water main is east of Sunset Ridge then 11 water service lines have to cross under the street. This pattern will continue with the construction of future phases as well. Ref. C201
5. Overview Sheet: Label all street names on overview sheet. Correction required.
OWN Response: All streets have been labeled. Ref. C201

6. Overview Sheet C201: Line FF is mislabeled as an 8 inch line. This should be a 12 inch line. Correction required.
OWN Response: Water main label has been revised to "PROP 12" WATER". Ref C201
7. Sheet C202: Gate valves are desired for 12 inch lines. Butterfly valves should only be used for valves larger than 12 inch. Correction required.
OWN Response: All 12" lines have been revised to call out Gate Valves. Ref. C202, C203, C204, C205, & C207
8. An MDNR permit shall be required prior to formal approval. Informational comment.
OWN Response: Acknowledged.

Engineering Review - Sanitary (Gene Williams)

1. Label all street names on the general overview sheet. Correction required.
OWN Response: All streets have been labeled. Ref. C301
2. Please label existing manholes with the official City manhole number. Connection point of line D is 58-063. Line H is 58-067. Line B is 58-051. Correction required.
OWN Response: Existing manholes have been labeled with the official City manhole number. Ref. C302, C304, & C305
3. Relocate manhole H-3 to not exceed 400 feet in length from the next manhole H-4. Correction required.
OWN Response: Manhole H-3 has been relocated so that no pipe run exceeds 400 ft. Ref. C305
4. Eliminate manhole H-2 and direct connect to existing City manhole 58-067. Correction required.
OWN Response: Manhole H-2 is left to remain to allow for the storm line and sanitary main crossing to be greater than a 45 degree angle. Ref. C305
5. Line B appears to be located in an easement that is too narrow. Required width is twice the depth assuming the line is centered within the easement. Correction required on plans and plat.
OWN Response: A proposed 20' sewer easement from the ROW has been added to allow for the depth of the sewer line. Ref. C304
6. An MDNR permit shall be required for this project. Informational comment.
OWN Response: Acknowledged.

Please feel free to contact me with any additional questions or comments.

Thank you,



Jeff Bartz, P.E.
OWN, Inc.

Encl: Street and Storm Plans_REV1
Sanitary Sewer Plans_REV1
Water Main Plans_REV1
Cobey Creek SWPPP

HWY 150 – Permit Process Email
HWY 150 – MoDOT Approval Email
MoDOT HWY 150 Widening Plans