
DEVELOPMENT SERVICES

Date: Tuesday, January 07, 2025

To: MATT SCHLICHT
50 SE 30TH ST
LEES SUMMIT, MO 64082

From: Gene Williams, P.E.
Senior Staff Engineer

Application Number: PRSUBD20245707

Application Type: Public Infrastructure

Application Name: Oldham Village - Street and Storm, Sanitary, and Water

The Development Services Department received record drawing documents for this project and we have completed our review and offer the following comments listed below.

- See comments below to determine the required revisions and resubmit to the Development Services Department public portal located at devservices.cityofls.net. Digital documents shall follow the electronic plan submittal guides as stated below.
- Revised plans will be reviewed within ten (10) business days of the date received.

Traffic Review - Streets

Reviewed By: Erin Ralovo

Corrections

1. The sidewalk along the south/west side of Oldham from Jefferson to the fieldhouse should be a 10 FT multi-use path. Please change.

The 10 FT multi-use use is not consistently shown on all sheets. Specifically the Plan and Profile sheet for Oldham still shows a 5 Ft sidewalk. Additionally the Profiles need to be updated and the reference should be for a multi-use or Shared use path as the design is different from that of a sidewalk.

2. Plans should include demo of the driveway at the church property.

If the church drive is not being removed with these plans, please add a note to the plans that the north most entrance to the site should not be built until the church parking lot is build and the existing church drive is removed.

3. A traffic phasing plan will need to be included with plans, i.e. how will traffic be handled during construction and any detour routes that may be needed.

This is still not sufficient. You will need to show which roads will be closed when, which closures will be done at the same time and how the local traffic will access their homes. This can not be left to construction but should be worked out now as with any Capital Improvement project within the City.

4. The east/west leg of the intersection at Oldham and Fieldhouse should be named SW Fieldhouse Drive on both sides of Oldham. There can not be two intersection streets with the same name. The north/south leg of the "seven street" can remain SW Jefferson Street.

5. The sag vertical curve on Oldham Pkwy at Low PT Sta. 11+57.28 has a K Value below the minimum required of 49. Please adjust to as close to the minimum as possible.
6. There are some misc. notes at the bottom of the profiles that need to be cleaned up.
7. All public streets in this development should be concrete rather than asphalt. Please revise the profiles to reflect this.
8. No Streetlight plans were included with this submission.
9. No signal plans were included with this submission.

Engineering Review - Street and Storm

Reviewed By: Gene Williams, P.E.

Corrections

1. Refer to comment #1 in previous applicant letter. Sheet C.220: Scale is incorrect. Correction required.
2. Refer to comment #4 in previous applicant letter. Details for the ADA-accessible ramps were requested, but the response only identified a standard detail on Sheet C.601 which is not adequate. All ADA-accessible ramps shall be designed and detailed for each case. Correction required.
3. Refer to comment #5 in previous applicant letter. Detailing of the ADA-accessible route across intersections was requested, but not provided. All ADA-accessible routes across intersections shall be detailed with width, cross-slope, running slope and location. Particular care shall be taken to ensure ADA-accessible routes across intersections in the stop-controlled condition are less than 1.5% cross-slope, 5 foot minimum width. Correction required.
4. Index on cover sheet does not match the order or naming of the plans contained within the plan set. Correction required.
5. Sheet C.211 Detail 4: The ADA-accessible route shown at this location does not line-up with the north side of the street. Correction required.
6. Refer to comment #6 in previous applicant letter. Signage plan is still missing. It is not possible to perform a full review without the signage plan, as it makes the review of stop-controlled intersections difficult. Provide a signage plan for the resubmittal. Correction required.
7. Refer to comment #17 in previous applicant letter. A design for the 10 foot shared-use path was requested, but only a schematic was provided on Sheet C.100. This is not sufficient for design of the shared-use path. A complete design is required, including plan, profile, and typical section view. Correction required.
8. Refer to comment #19 in previous applicant letter. A drainage table and drainage area map was requested, but was not submitted within the plans. Correction required.
9. Refer to comment #22 in previous applicant letter. Rip rap design and dimension callouts and material callouts were requested, but the response to comments stated it is still "under design". No further review was conducted. Correction required.
10. Sheet C.301: There is still a smaller 36 inch pipe entering a larger 48 inch pipe below the crown of the 48 inch pipe. Correction required.
11. Refer to comment #25 in previous applicant letter. None of the typical sections provided for this project in regard to street construction is sufficient for arterial streets. The Design and Construction Manual requires the design to be completed with the aid of a geotechnical report based on actual sampling and based on Section 5203.11 of the Design and Construction Manual. Correction required.

12. Refer to comment #25 in the previous applicant letter. In addition to a engineered design of the pavement based on a geotechnical report, all pavements shall include either chemically-stabilized subgrade or geogrid in the design of the base layer. Correction required.

13. Regardless of the design of the arterial street pavement sections, the asphaltic concrete or portland cement concrete sections shall be KCM MB mix. Correction required.

14. It is difficult to determine how the 10 foot shared-use path can be constructed in a way that complies with ADA. For instance, the schematic view of the shared-use path shows the path ends at the top of the retaining wall. How will the path connect to the park? Corrections required.

15. Inlet 2-1 to 1-5 storm line should be private, not public. Change the label of field inlet 2-1 to private. Correction required.

16. Are you proposing a straight cantilever retaining wall with no banter? Informational comment?

17. Go through the plans and correct north arrows that are not correct. I found instances where the north arrow was not aligned correctly. Corrections required.

18. Cost estimate required prior to formal approval. Informational comment.

Engineering Review - Streetlight **Reviewed By: Gene Williams, P.E.** **Corrections**

26. Streetlight plans and traffic signal plans were missing. Correction required.

Engineering Review - Water **Reviewed By: Gene Williams, P.E.** **Corrections**

1. 1. Sheet C502: The connection point does not appear to have changed because it is still shown on the east side of Jefferson. Correction required.

2. Sheet C502: There appears to be less than 18" minimum separation. There are other storm crossings near sta. 3+50, 6+60 7+40 and 10+20 not shown in the profile. Correction required.

3. Sheet C.502: The tee at Sta. 2+79 was not changed to a cross. Change this to a cross. Correction required.

4. Sheet C.502: Line 2 was moved south so it is out of the street. The tee at Sta. 10+48.78 needs a corrected station. The 8" valve should be (E). The 12" valve should be (S). Correction required.

5. Sheet C.502: Line 4 should have 3 valves at the tee. Correction required.

6. Sheet C.503: It is difficult to see the location of the utility easement on this sheet for much of the water main. Correction required.

7. Sheet C.503: The water main is above the storm between Sta. 13+00 and Sta. 14+00. These lines need to be separated. Can a junction box be installed to move the storm closer to the street?

8. Sheet C.503: Add the Strom crossing near Sta. 22+00 to the profile. Correction required.

9. Sheet C.504: Line 3, eliminate the bends at sta 1+53.5 and 1+66.63 and exstend the water main northeast to the bend near sta 4+50. In other words, eliminate the jog. Correction required.

10. Sheet C.504: Label the stationing and bend near sta 4+50. Correction required.

11. Sheet C.504: Change the 8x8 inch tee stationing to match the stationing in line 2. Correction required.
12. Sheet C.505: Add storm crossing near stations 0+15, 3+00, 4+65 and 5+50 to the profile. Add sewer crossing near Sta. 2+50 to the profile. Corrections required.
13. Sheet C.504: Label the fitting near Sta. 0+30. Correction required.
14. Sheet C.505: The alignment at 63+34.44 appears to line-up with the Jefferson St. water main. Make the connection with a bend to eliminate the tee and valve. Correction required.
15. Sheet C.505: The segment of pipe on Line 5 is mostly less than 1200 foot radius of curvature from sta 1+00 and up, and thus needs fittings. Correction required.
16. A cost estimate is required prior to formal approval. Informational comment.

Engineering Review - Sanitary

Reviewed By: Gene Williams, P.E.

Corrections

6. Lot 1 appears to be unserved by sanitary sewer. Response to comments states this lot is to be used for a parking lot, but this cannot be guaranteed if a new owner purchases this lot. Sanitary sewer service should be extended to serve Lot 1. Correction required.
7. Move manhole B-1 outside the limits of the intersection. Place it outside the limits of the wheeltrack area. The main issue is the manhole is still shown within the limits of the intersection, and needs to be moved. Correction required.
11. Utility crossings are not shown in profiles. Correction required.
14. Manhole A-5 is shown below finish grade on Sheet C.404. Correction required.
19. Has there been any discussion with City of Lee's Summit Parks Department on the placement of the new sanitary sewer on Park's property? Shared-use path? We have had no discussions with Parks concerning this sanitary sewer line installation. Recommend meeting with Parks. Informational comment.
21. Estimate required prior to formal approval. Informational comment.

Please contact me if you have any questions or comments.

Sincerely,

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Senior Staff Engineer
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cc: Development Engineering Project File