

May 14, 2019

City of Lee's Summit

Planning and Development
Attn: Sue Pyles, P.E.
220 SE Green Street
Lee's Summit, MO 64063

Re: Response to Review Comments – 1st Review
Summit Orchard Lot 4 Public Infrastructure Improvements
Application # PL2019144

Dear Sue,

We have updated the plans to address comments from the first review. Enclosed are 3 full size sets of plans and 1 copy of this comment response letter, along with a thumb drive containing the required digital copies.

Here is a summary of the review comments along with a response to each in red:

Engineering Review

1. Submit an Engineer's Estimate of Probable Construction Costs.

Engineer's Estimate attached

Traffic Review

1. Call out type of curb and gutter on the plans (CG-1) for the right turn lane along Ward.
Type CG-1 added to plan call
2. Add stationing/alignment detail and references to the plans (these were shown on the private improvements). Call out station/offsets, radii, and dimensions for each PC, PT, PI, curve, offset, width, etc.
A baseline has been added along Ward Road; station/offset calls added to key elements
3. Add a note to the plans that specifies all long line pavement markings shall be high build paint and all symbols, stop line, crosswalk lines and diagonals shall be preformed thermoplastic material in accordance with City specifications.
Note added as requested
4. Southbound Left-turn Lane Design along Ward:

The south end of the left-turn lane on Ward should have a radius transition to the northbound edge of

pavement and the north end of the median between the turn lane and adjacent southbound traffic should be moved south to open the turn lane entry while using pavement markings (yellow lines and diagonals/chevron) to extend the lane delineation. The northbound left-turn lane with limited access along Pryor at the Village Care (between Chipman and Peace Pkwy) or westbound left-turn lane with limited access along Chipman at Jacob may be examples to reference.

The southbound left-turn lane on Ward should use a reverse curve radius taper in lieu of the straight taper (consider a 300' RC design due to the offset in median location).

Turn lane and median modifications have been revised generally in conformance with the above suggestions

5. Median Island Design along Ward:

Remove the tie bars in the curb from the concrete median island.

Specify the color and pattern for stamped concrete (e.g. Brick Dark Red Color and Running Bond Pattern). Add Isolation Joints.

Tie bars removed, color and pattern specified, and isolation joints added as requested

6. The street light in the southbound median along Ward where the turn lane is proposed will need relocation to the median on the east side of the southbound left turn lane.

Street light has been moved to east side of median

7. Add signing for the southbound left-turn lane along Ward Road (object marker in the median for southbound traffic and symbolic No Left-turn, Do Not Enter and/or One Way signs for west facing traffic at the limited access southbound left turn lane opening.

Signage added as requested

8. Are the left-turn lane improvements/extension on Chipman at Donovan (westbound left) included in the Signal Plans for Donovan or do those improvements need to be added to these plans?

Improvements at Chipman-Donovan intersection will be included in the Signal Plans

9. Review pending Traffic Signal Plans for Chipman and Donovan.

Signal Plans are being prepared and will be submitted in approximately 2-3 weeks

10. Sheet C501, Note 2 on Pavement Widening should refer to contraction joints, not construction, and spacing at 15' max, not 15'-20'.

Note and spacing revised as requested

11. Sheet C501, Transverse Construction Joint Detail should be Transverse Contraction Joint Detail. D/4 should be D/3 and 3/4" Dia Dowel should be 1 1/4" with a length of 18", not 15". Use Epoxy Coated Bars. remove note reference to Lubricate One End.
12. Sheet C501, Keyed Construction Joint should be Transverse Isolation Joint. #4 Bar should be dowels.
13. Sheet C501, Longitudinal Joint Detail D/4 should be D/3 and use a #5 bar in lieu of #4.

All joint details have been replaced with the requested City Standard Joint

Sincerely,



Thomas P. Wooten, P.E.