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July 5, 2019
A14D7067-1

Dawn Bell
Project Manager, Development Center
220 SE Green Street
Lee's Summit, MO 640653

**RE: Streets of West Pryor
NW Lowenstein Drive & NW Black Twig Lane Improvements
Third Submittal Comment Response to Second Submittal Comments**

Kaw Valley Engineering, Inc. (KVE) has received review comments dated June 12, 2019 regarding the above referenced project. KVE, with input provided by Drake Development, LLC where required, has prepared the following in response to the comments (in red):

Planning Review

Sue Pyles
(816) 969-1245

Senior Staff Engineer
sue.pyles@cityofls.net

Engineering Review

1. Sheet 1:
 - Update the month in the project title. **Revised as requested.**
 - Include a Summary of Quantities table on this sheet or elsewhere within the plan set. **Revised as requested.**
2. Sheet 3: Retaining walls are not permitted within public easements. As discussed, either relocate walls outside of platted easements or adjust easements by vacation to remove walls from easements. **Revised easements as requested, removed retaining wall on Lot 2. Vacation and re-dedication to be provided under separate cover.**
3. Sheet 6: Detectable warnings are only required when crossing a public street. Please remove from the private entrance on this sheet and at all other private entrances throughout the rest of the plan set. **Revised as requested.**
4. Sheets 13A-13D:
 - The specific details of the ADA-accessible sidewalk ramps must include, at a minimum, the design details specified in Section 5304.8 of the Design and Construction Manual. Elevation call-outs, although required, are not sufficient. Other

design details specified in this section are required, including slope call-outs which comply with the criteria listed in Table LS-5, and section views specified in 5304.8. **Revised as requested.**

- Please revise the design parameters included in the Legend, they do not meet City requirements. **Revised as requested.**
- 5. Sheets 15-21: Include the design HGL in the Plan view. **Revised as requested.**
- 6. Sheet 15: Indicate L x W for the proposed riprap at D-1, not just total square yards. **Revised as requested.**
- 7. Sheet 17: Provide energy dissipation at F-1. **Revised as requested.**
- 8. Sheets 35-46: Review cross-sections for overlapping text, such as the R/W callout that overlaps with the Sta.22+50 label. **Revised as requested.**
- 9. Prior to approval of this plan set, SUBMIT an Engineer's Estimate of Probable Construction Costs or the contract amount from the project contract documents. This must be an itemized list of unit prices and quantities, with quantities matching the approved plan set. **Provided under separate cover.**

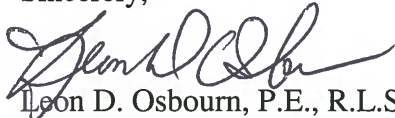
Traffic Review

1. Pavement Markings: All 6" White (Dashed and Solid) lines shall be thermoplastic. All 12" Yellow lines shall be thermoplastic. **Revised as requested.**
2. The W11-2 (ped warning signs) should be removed from the intersection of Blacktwig and Lowenstien (3locations). **Revised as requested.**
3. The 6" Solid White Crosswalk lines along Lowenstien at the two private driveways should be removed (two locations). **Revised as requested.**
4. R1-1 Stop Signs are recommended at the private drive approaches to Lowenstien (may be included in the private road plans in lieu of the public road plans). **Included in Private Road plans as requested.**
5. The right-turn arrows on the westbound approach to Lowenstien intersection at Pryor Road need to be revised (private drive at Summit Woods) to eliminate the revised lane alignment conflicts. Suggest just removing the right-turn arrows and leaving the existing left-turn arrows. Potentially include a lane use sign for left-turn only and thru/right lane on this westbound approach. **Revised as requested.**
6. Right Turn lane and intersection improvements on Pryor Road north of Lowenstien (e.g. Summit Woods Xing) have been included in separate plan submittal. **Revised as requested.**

7. A Type II crosswalk should be marked across Lowenstien at the commercial driveway(s) intersection just west of Pryor Road where the W11-2 Ped Warning signs indicate a mid-block (uncontrolled) crossing is located. The crosswalk is probably best located on the west side of this intersection. If so, the W11-2 sign on the north side should be moved to the crosswalk location on the NW corner. There should also be advance crosswalk warning signs with Ahead supplemental sign for this crosswalk in each direction of travel along Lowenstien Drive. **Revised as requested.**

Kaw Valley Engineering, Inc. would like to thank you for your assistance thus far and please do not hesitate to contact us at (785) 762-5040 for any additional information.

Sincerely,



Leon D. Osbourn, P.E., R.L.S.
President

LDO:jt:bt

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