

Date: Wednesday, July 17, 2019

To: KAW VALLEY ENGINEERING
2319 JACKSON
JUNCTION CITY, KS 66441

From: Sue Pyles, P.E.
Senior Staff Engineer

Application Number: PL2019009

Application Type: Engineering Plan Review

Application Name: STREETS OF WEST PRYOR - STREET, STORM, & ESC

The Development Services Department received plans for this project on July 9, 2019. We have completed our review and offer the following comments listed below.

- Resubmit three (3) full size sets of plans (no larger than 24"x36") folded to 8-½"x11", one (1) comment response letter, and one (1) digital copy following the electronic plan submittal guides as stated below.
- Revised plans will be reviewed within five (5) business days of the date received.

Engineering Review Corrections

1. There is a portion of the park improvements shown as a part of these plans. Please remove all park related items in this plan set and include in the Lowenstein Park FDP plans.
2. Add mid-block ADA ramps with detectable warnings for the added crosswalk west of the private drive.
3. Review all ADA ramps and verify that turning spaces, meeting slope requirements, are included wherever a turn from the sidewalk to the ramp is required. Please label all turning spaces in the same manner as ramps and landings are labeled.
4. Revise the detectable warnings on the SW corner of Lowenstein and Pryor heading north to be more straight across.
5. Revise the ADA ramp on the SW corner of Lowenstein and Pryor heading east to direct towards the crosswalk a bit more. I drew some ideas that I'll send under separate cover. These are just to show you the general intent, not to direct a revision.
6. Remove the cost information from the Summary of Quantities table, it should only include quantity information. Only include items that are a part of this plan set in the table.

7. Revise the overlapping text (ROW info and station) at Cross-Section 22+50.00.

Traffic Review Corrections

1. Move the proposed W11-2 (Pedestrian Warning Sign) and W16-9P sign assembly (collocated on same post) shown near Sta. 37+55, Left Side of Lowenstien Dr. for Westbound Traffic, to approximate Sta. 39+00 (reasonably separated from other proposed signs), Left Side of Lowenstien Dr. for Westbound Traffic. This should provide the desirable advance warning ahead of the crosswalk location and at least 50' of separation from the nearest westbound sign on same side of road (though more separation is preferred if available). This will also separate the warning sign assembly from any other signs (currently shown collocated with lane use sign which should not occur).
2. Move the proposed W11-2 (Pedestrian Warning Sign) and W16-9P sign assembly (collocated on same post) shown near Sta. 35+05, Right Side of Lowenstien Dr. for Eastbound Traffic, to approximate Sta. 34+00 (and reasonably separated from other proposed signs), Right Side of Lowenstien Dr. for Eastbound Traffic.
3. Move the proposed W11-2 (Pedestrian Warning Sign) and arrow sign assembly (collocated on same post) shown near Sta. 36+90, Left Side of Lowenstien Dr. for Westbound Traffic, to approximate Sta. 36+20, Left Side of Lowenstien Dr. for Westbound Traffic, adjacent to the proposed crosswalk and associated ramp for crossing Lowenstien Dr.
4. Delete the sign symbol shown on the plans near Station 22+80, Left Side of Lowenstien Dr., at Blacktwig. The signs were deleted with previous plan revisions, but the symbol is still shown.
5. Change the shown Type I crosswalk markings to Type II crosswalk markings (i.e. reference the typical mid-block crossing on the Std. Detail) near Sta. 36+25 across Lowenstien Dr. The 24" White Lines shall be thermoplastic material.

In order to calculate the Engineering Plan Review and Inspection Fee, a sealed Engineer's Opinion of Probable Construction Costs shall accompany your final submittal copies. The itemized estimate (material and installation) shall be sufficiently broken down and shall include the following items, as applicable.

- Public infrastructure, both onsite and offsite.
- Private street construction, including parking lots and driveways.
- Sidewalks located within the right-of-way.
- ADA accessible ramps.
- Sanitary sewer manholes and piping between manholes, including private mains.
- Connection of the building sanitary sewer stub to the public main.
- Waterlines larger than 2 inches in diameter, valves, hydrants, and backflow preventer with vault, if outside the building.
- Stormwater piping greater than 6 inches in diameter, structures, and detention / retention facilities - public or private.
- Water quality features installed to meet the 40-hour extended duration detention requirements.

- Grading for detention / retention ponds.
- Grading to establish proper site drainage.
- Utility infrastructure adjustments to finished grade (i.e. manhole lids, water valves, etc.).
- Erosion and sediment control devices required for construction.
- Re-vegetation and other post-construction erosion and sediment control activities.

Electronic Plans for Resubmittal

All Planning application and development engineering plan resubmittals shall include an electronic copy of the documents as well as the required number of paper copies.

Electronic copies shall be provided in the following formats

- Plats – All plats shall be provided in multi-page Portable Document Format (PDF).
- Engineered Civil Plans – All engineered civil plans shall be provided in multi-page Portable Document Format (PDF).
- Studies – Studies, such as stormwater and traffic, shall be provided in Portable Document Format (PDF).

Please contact me if you have any questions or comments.

Sincerely,

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cc: Development Engineering Project File