

Date: Thursday, April 16, 2020

To: OLSSON ASSOCIATES
1301 BURLINGTON, SUITE 100
NORTH KANSAS CITY, MO 64116

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

Application Number: PL2020089

Application Type: Engineering Plan Review

Application Name: OSAGE - M-150 AND PRYOR IMPROVEMENTS

The Development Services Department received plans for this project on March 31, 2020. 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. MoDOT approval of the plans is required prior to any work contained in the plan set. Please consider this requirement, since no portion of the project shown within the plans may be permitted until MoDOT approval is obtained. If the applicant desires to separate the plans according to City improvements versus MoDOT improvements, that is also an alternative.
2. Pryor Rd. improvements are shown terminating prior to the plat boundary (i.e., just north of the plat boundary). Is this the extent of the improvements? According to City policy regarding interim road standards, the improvements should extend to the plat boundary. If others are performing the work to include the extension of these interim road standards to the plat boundary, how is this being coordinated with this project?
3. A separate traffic control permit shall be obtained from Public Works for all work within City right of way. This temporary traffic control permit application is available online, and should include a temporary traffic control plan. No comments related to the traffic control plan are being provided, so it may be better to remove them from the plan set, and clearly state that a separate permit be obtained so there is no confusion.
4. After extending the interim road standards to the southern plat boundary, an analysis of the existing culvert must be performed to determine whether simple extension of the culvert will increase the hydraulic grade line due to predominant outlet control in the culvert. In addition, an analysis of

the overall physical condition of this culvert should be conducted. It may be necessary to remove and replace this culvert based on these analyses.

Traffic Review - Corrections

1. Submit documentation of MoDOT review and approval for improvements within State ROW (e.g. M150).
2. Remove the crosswalk marking and stop line on Clayton Place; unless required by MoDOT. City will not maintain these markings approaching state highway and are normally not installed on local roads unless the crosswalk is a shared-use path (greenway). Stop Sign and Street Name Signs and Post for Clayton Place should be City Standards.
3. Sidewalk on Osage should connect to the paved shoulders on Pryor.
4. Notes regarding signs, markings and traffic control need to include compliance with City Standards and Specifications except for M150 (and MoDOT ROW). Pavement markings on City ROW shall be noted High Build Paint with exception of any symbol, stop line, crosswalk line, or diagonal; which shall be preformed thermoplastic.
5. Pryor Road shoulders should be 6', not 5' wide.
6. Pavement Marking plan should include dimensions of lane width references. The reverse curves associated with turn lanes also need more detail (e.g. radii, PRC).

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,

/Signed by Gene Williams

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cc: Development Engineering Project File