



Date: June 15th, 2020

City of Lee's Summit, MO
Development Services
220 SE Green Street
Lee's Summit, MO 64063

**RE: Osage First Plat –
Street, Stormwater, Master Drainage Plan, and Erosion and Sediment Control**

We are responding to your comments dated April 2nd, 2020 and are submitting with this letter revised plans, as well as other required documents. Please find the original comments below; our responses are below in ***bold italics***.

If you have any questions or need additional information, please do not hesitate to contact us.

Thanks,

A handwritten signature in blue ink that reads "Brock Worthley".

Brock Worthley

Engineering Review

1. Please ensure the detention basin outlet structure elevations match what is shown in the drainage study. It appeared there were some minor discrepancies.

Basin outlet structure size corrected in the storm drainage study to 6'x6' inside.

Traffic Review – Corrections

1. The horizontal curve on Walsh Drive (northeast corner of the development) does not meet design criteria for 25 mph. Revise the curve to 25 mph or add a bulb per typ. partial cul-de-sac design for 90 degree turn (examples available if reference needed). As designed, there's inadequate sight distance and the sight triangle encroaches private property beyond City control for mitigations.

Curve radius adjusted and a partial cul-de-sac added to give maximum sight distance while keeping the buildable area of lots 5 and 6 at the minimum needed for the desired building size.

2. Tract D, median island, should be ROW.

Tract D label removed, and median island now shown in right of way.

3. C1 and C2 for Maryville Place need information.

Curve information added to the table.

4. Temp. Cul-de-sac needed at the end of Rutherford Dr. With temp. cul-de-sac, the end of road sign treatment is no necessary.

Temporary cul-de-sac added to the end of Rutherford Drive.

5. Recommend stop signs on NB and SB Walsh Dr. at Osage Dr. instead of stop sign on Osage Dr. This will be more typical of driver expectations entering the subdivision from Pryor Road.

Stop signs added to SW Walsh Drive and removed from Osage Drive entrance.

6. Remove the yield sign at the south end of Walsh Dr. Yield signs are not used and there's inadequate sight distance for yield condition. Revise intersection design per other comment. Add stop sign for eb Osage Dr. at Walsh Dr.

SW Walsh Drive cul-de-sac configuration revised. Yield sign removed from SW Walsh Drive and stop sign added on Osage Drive.