



June 11, 2020

City of Lee's Summit
Development Services
4800 E 63rd Street
Kansas City, MO 64130

RE: Hook Farms 1st Plat
Engineering Plan Review

We are responding to your comments dated May 11, 2020 and June 1, 2020, and are submitting with this letter, the revised plans. Please find our responses to your plan markups below.

If you have any questions or need additional information, please do not hesitate to contact me by phone at (816) 442-6044 or by email at jsellers@olsson.com.

Thank You,

A handwritten signature in blue ink that reads "Julie Sellers".

Julie Sellers

Street, Storm, Mass Grading – PL2020110

1. Temporary swale #2 is shown with a slope less than 2.0%. This is not allowed by the Design and Construction Manual.

Response: Temporary swale #2 revised to provide 2.0% slope.

2. Temporary swale #3 is also less than 2.0%.

Response: Per discussions, swale #3 will remain as designed. This swale is located entirely off-site with no adjacent lots.

3. ADA-accessible routes at stop-controlled intersections are shown with a maximum cross slope of 2.0%. The maximum design slope in these instances is 1.5%. However, the details sheets appear to show acceptable cross-slopes, it is only on those sheets showing the plan and profile of the road where the cross-slope callouts are not correct.

Response: Notes revised to show 1.5% maximum slope.

4. The "design memo" for stormwater is not adequate for the final design. A final stormwater report is required, including the final study which discusses the peak attenuation waiver for stormwater, the results of the study, etc. It should also include any updated design within the report for the water quality basin.

Response: Drainage study revised to provide additional detail.

5. Common area tracts are shown within the right of way. This is not allowed and should also be changed on the final plat.

Response: Tract A has been removed from the plat.

6. There are discrepancies between what is shown in the plans, versus what is shown on the Final Plat. Please reconcile these discrepancies.

Response: Property lines and easements updated between both plans and plat.

7. Off-site easements for storm drainage must be acquired for areas that are not included with the plat.

Response: Off-site easements added where necessary. Easement documents are being created and will be submitted to the city once complete.

Traffic Review Comments

1. Extend sidewalk to connect with paved shoulder on Pryor Road.

Response: The sidewalk has been extended to the shoulder of Pryor Road and spot elevation details added to the intersection details sheet.

2. Curve data on some intersection details is missing.

Response: Curve data added to sheets missing the information.

3. Street Name Signs needed at the intersection of Hook Farm Drive and Farm Field Court. Post signs on the southwest/inside curve. Verify Street Names based on Plat Comments. Farm Field Court may not be a Court.

Response: Street name signs added to the intersection of Hook Farm Drive and Farm Field Court.

4. Verify a 39' Radius (to Back of Curb) typical dimension for the 'knuckle' on each end of Hook Farm Dr. could not be centered to provide a pavement area that is normally the same as a cul-de-sac, which is used in reference for consistent 'knuckle' designs in consideration of 25 mph road design criteria for a 90-degree horizontal curve. As designed, there is some minor deviations from this guidance, with a little less area than a typical cul-de-sac would otherwise provide. Similar acknowledgements to this exception and acceptance by the engineer (and note of non-precedent) were provided on the Osage project with the same situation due to an omission of correction during the preliminary approvals that significantly impacts layout if applied in Final plans.

Response: Due to the minimum required lot width of lots 15-21, and minimum required lot depth of lots 24 and 8, the cul-de-sac bulbs can neither be shifted westward to be entirely on one side of Hook Farm Drive, nor can they be continued on the east side of Hook Farm Drive to form a full bulb, without necessitating the reduction in number of lots.

Public Sanitary Sewer – PL2020109

1. Sanitary line #1 appears to be within the 100-year floodplain. Please see requirements for manholes placed within the 100-year floodplain. Will these manhole tops be elevated above the 100-year floodplain elevation? There is a maximum extension above grade of four (4) feet. If greater than the maximum, bolt-down watertight frame and lids shall be required in accordance with the Design and Construction Manual.

Response: Manhole 1-1 is within the floodplain and has been revised to include watertight frame with locking lid.

2. Concrete encasement beneath the stream for line #1 is also required, in addition to zinc-coated ductile iron pipe.

Response: 6" concrete encasement added to the profile view and zinc-coating called out.

3. Zinc-coated ductile iron pipe is required wherever ductile iron pipe is specified.

Response: Zinc-coating called out on ductile iron pipe

4. Sanitary line #1 is noted to include a backflow valve. What is the nature of this backflow valve?

Response: Backflow valve has been removed from the design.

5. No standard details were provided for the sanitary sewer connection including tracer wire, manholes, and frame and lids. These are required.

Response: Detail sheets added to the plan set.

6. A trenching and backfill detail was not shown.

Response: Trenching and backfill detail included on the detail sheets.

Public Water Main - PL2020108

1. The south connection point does not match what was shown on the Preliminary Development Plan. This new connection point is shown with a much longer overland route, rather than what was shown on the Preliminary Development Plan.

Response: This occurred due to a layout modification to the Farm Field Court cul-de-sac that was requested/discussed during pre-app meeting. With this change, the tract between Farm Field Court and Pryor Road was removed. Resulting from this change the water connection to Pryor was shifted to the south side of the property, into the tract between Hook Farms Drive and Pryor Road. This adds approx. 100 L.F. of pipe, but also makes the connection point farther south, away from the only other connection at 26th Terrace.

Erosion and Sediment Control - PL2020152

1. Please include a sheet index on the cover page.

Response: Sheet index added to cover page.

2. Please refer to "phase 1, 2, 3 and 4" as "project stage A, B, C and D".

Response: Phase numbering revised to match stage lettering.

3. An engineering estimate (EOOPCC), SWPPP, MDNR permit, and Floodplain permit (since partial work will be performed in the floodplain) will be required prior to permit issuance.

Response: Acknowledged. Engineers estimate included with resubmittal. Additional documents will be provided prior to permit issuance.

4. Please show J-hooks along silt fence, as applicable in ESC-03.

Response: J-hooks added to silt fence linework. Silt fencing replaced along east side of site with check dams in existing ditch.

5. Is the silt-fence intended to be removed after stage B or C? Please clarify/revise.

Response: All silt fence will be removed after Stage C.

6. Please make sure to include 6" rip rap in the estimate of quantities, on sheet C502.

Response: Riprap added to estimate of quantities.

7. Show and label the water lines along the east edge of the project and verify they will not be impacted by the proposed scope of work.

Response: Labels added to water mains along Pryor on Sheet C505. No work with this plat will bring the water mains out of design specifications.