

September 2, 2020

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

RE: PL2019024 – Paragon Star Street & Storm Plan Review

We have received your comments dated July 23, 2020 for the above referenced project. Our responses follow each comment.

## Engineering Review

1. Sheet 9: Refer to sheet 21 for the ADA-accessible sidewalk ramp details for the ramps located at the Sta. 28+75 View High Parkway.

**GBA Response:** Note referring to Sheet 21 has been added.

2. Sheet 15: Please label the dashed line shown parallel to the proposed private water line approximate stations 0+90 to 2+30.

**GBA Response:** Dashed line is a utility easement and has been labeled.

3. Sheet 21: Many aspects of the ADA-accessible sidewalk ramp design do not meet city requirements. Please review Section 5304.8 and Table LS-5 in the Design and Construction Manual and revise to meet those requirements.

**GBA Response:** Sidewalk ramp grades have been adjusted to meet 7.5% and 1.5% cross slope requirements.

4. Proposed Grading on Sheet 23 near Bore B-103, Sheet 25 near Bores B-11 & B-14 extends beyond the Limits of Disturbance boundary.

**GBA Response:** Limits of Disturbance on Sheet 23 has been corrected and a graphic error on Sheet 25 related to the contours of grading with this set of plans has been corrected.

5. Sheet 25: It appears that there are some kind of limits, as well as proposed sidewalk, associated with other projects shown dark as if included in this project near the River Road & Paragon Pkwy roundabout. Please clarify.

**GBA Response:** Paragon Pkwy and future development linework has been scaled back.

6. Sheets 33-34: Please revise Lines 500 & 600 as needed so the design HGL is within the pipe.

**GBA Response:** Line 500 was approved by the Mass Grading Plan and has been constructed. The only addition to Line 500 in this plan set is Structure 501A, which was accounted for when designing Line 500 earlier. Line 600 has been adjusted so the design HGL is within the pipe.

## Traffic Review

1. Roundabout Design information (Speed Check) was submitted for one of three roundabouts. Other roundabout design information should be submitted. Although the design table report indicates acceptable design, there were a few design concerns to note: Several entry speeds were in excess of

the design speed and had more than a 12 mph deviation from circulating speed. This may indicate a larger roundabout is needed and/or more entry deflection for certain approaches.

**GBA Response:** Calculations resubmitted with all three roundabouts. Roundabouts revised to provide 12mph deviation from circulating speed.

2. The crosswalk on Paragon Parkway at the View High roundabout appears too close to the circulating lane and yield line for a single vehicle to queue without conflict. Can this crosswalk be moved towards the east to create sufficient separation to minimize pedestrian and vehicle conflicts. Though on private roadways, similar crosswalk separation recommendations should be reviewed at the other roundabout crosswalk locations.

**GBA Response:** Crosswalks revised to minimize pedestrian conflicts.

3. The SE corner of the View High roundabout may need a larger radius. The WB-67 could not make the right turn and WB-40 required all lanes for the movement. It's likely trucks will try the movement from the right-turn lane and overrun the curb and roadside areas. If the radius cannot be increased, consider truck restrictions on Paragon Pkwy.

**GBA Response:** A WB-67 will enter the roundabout and make a right turn from the right through lane, avoiding overrun of roadside areas. Trucks may also enter the Paragon Parkway by entering the roundabout and traversing the roundabout 270 degrees to enter Paragon Parkway. Increasing the right turn radius is not an option due to restrictions by the bridge and the floodway. Truck restrictions will be discussed with the owner.

A truck apparently cannot make the turn from eastbound View High Pkwy to southbound River Road. Consider a larger roundabout radius, curb return radius or modifications to the south splitter island.

**GBA Response:** Roundabouts revised to provide truck turning. As the WB-67 is the secondary design vehicle, mountable pavers are utilized for the truck turning movements.

4. Marking and Signing notes pertaining to jurisdictional standards may include information that advises View High Drive, though portions within City of Lee's Summit, are maintained by KCMO by executed agreement and in such case the KCMO standards/specifications should be followed.

**GBA Response:** Note has been added to plans.

We believe we have addressed all comments on this project. If you have any additional questions or concerns, please feel free to contact us.

Sincerely,

GEORGE BUTLER ASSOCIATES, INC.

Clint Loumaster, P.E.