

**Date:** Wednesday, January 27, 2021

**To:** Sam Malinowsky  
SM Engineering

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

**Application Number:** PL2021012

**Application Type:** Engineering Plan Review

**Application Name:** Whataburger Decel Lane

The Development Services Department received plans for this project on January 13, 2021. We have completed our review and offer the following comments listed below.

- Resubmit 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. Submit an Engineer's Estimate of Probable Construction Costs. **Estimate attached**
2. These plans reflect information from the current plat. Lot 5 is in the process of being replatted. The new plat has been approved and is scheduled to be recorded within the next week or so. If the revised plat has been recorded prior to City approval of this project, then the plan set will need to be revised to match the new plat. **Survey in the plans reflects the new platted lots**
3. Show location of all oil/gas wells, or indicate none are present, and cite the source. **Note added to Sheet C2.0**
4. Remove the approval signature block for the City. A stamp will be provided electronically when approved. **Done**
5. Sheet C2.0: Revise Construction Note 3 to state the following: "...all construction shall follow the City of Lee's Summit Design and Construction Manual as adopted by Ordinance 5813. Where discrepancies exist between these plans and the Design and Construction Manual, the Design and Construction Manual shall prevail." **Done**
6. Sheet C5.0:
  - The curb and gutter detail or pavement detail must show that the aggregate base and compaction of native subgrade extends a minimum of one (1) foot beyond the back of curb. **Detail has been revised**

- The geogrid specified isn't on the current Public Works Approved Products List. Please revise. **Revised**
- The typical section indicated looking north, but I believe it is looking south. Please revise. **Done**

7. Sheet C6.0:

- As designed, the ADA Ramps must have Turning Spaces rather than landings where they connect to the commercial entrance. Revise to a Turning Space with 1.5% maximum slope in all directions. **Done**
- Alternatively, the north ramp type could be revised to connect in a straight line configuration from the sidewalk. **Ramps revised to line up**
- Please clarify what the TC and SW elevations are referring to. **Legend has been added**

8. Sheet C7.0:

- Please include a title block and sheet number. **Done**
- Please label the Proposed Grade Line. **Done**
- Please Specify the connection to be core drilled. **Done**
- Include specific information (sawcut for top removal, dowel requirements, etc.) for the conversion from curb inlet to junction box. **Detail has been added**
- Clarify if the existing and proposed top elevations for the structure being converted are the same. **Done**
- Include F/L In (E) and F/L Out (S) at JB A-1. **Flowlines added**

9. Include City standard details for MH Frame and Cover. **Details added to Sheets C10.0 and C11.0**

### Traffic Review - Corrections

1. The entrance on Lot 1 "Hallam's" shall be removed and not replaced. This lot was acquired by the adjacent owner with alternative access available; the existing access does not conform to the Access Management Code and shall be removed. It is not an existing driveway in use.  
**Driveway is not being shown to not replace**
2. The RT Arrow spacing shall be revised to comply with City Standard Details for Pavement Markings; 30' from the end of the turn lane to the back of the arrow and 10' from the beginning/entry of the turn lane (referenced from point of full lane width) to the back of the arrow. This likely only requires two arrows; arrow spacing shall not exceed 80' and otherwise be equally spaced if more than two arrows required. Turn Arrow station (no offset needed, to be centered in lane) shall be from the back edge of the arrow for reference. Material for turn arrows shall be specified as Pre-Formed Thermoplastic per City Specifications. **Spacing has been revised and materials specified**
3. Plans shall clearly detail the pavement section for RT Lane as a monolithic concrete with curb. The portion of CG-1 on the north side of the driveway shall transition to the monolithic section prior to the sidewalk ramp. There also needs to be a detailed transition near Sta. 6+60 from the monolithic curb section to existing CG-1. **The curb on the north side will be monolithic and on the south will be CG-1**
4. Sidewalk (6') shall be referenced from the back of curb, not face of curb. **Detail revised**

5. Dimension (or provide station/offset) to identify the extents of removal for curb, sidewalk, etc.  
**Stations have been shown**
6. Pavement Marking - Lane line shall be 4" solid white, not yellow. Longitudinal Line Material shall be specified as High Build Paint per City Specifications. **Color has been revised and material specified**
7. Traffic Control Plan. Reference (and/or include) City Standard Details. TTC shall comply with City Standards and Specifications and MUTCD. The entry taper is inadequate for the 45 mph speed limit and shall be extended accordingly. Check spacing in proximity to nearest traffic signal intersection to the north. Sidewalk closure shall be posted at the Mulberry/St. Lukes intersection with directional detour for pedestrians to cross at the intersection for sidewalk on the east side of Douglas.  
**Traffic control plan has been revised to reflect the intersection to the north**

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**

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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,

Sue Pyles, P.E.  
Senior Staff Engineer  
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Sue.Pyles@cityofls.net

cc: Development Engineering Project File