



April 16, 2021

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

**RE: PL2021017  
Engineering Plan Review  
Hook Farms 2<sup>nd</sup> Plat – Street, Storm and Master Drainage Plan**

We are responding to comments dated April 8, 2021 and are submitting with this letter the revised plans. Please find our responses to the comments in bold 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](mailto:jsellers@olsson.com).

Thank You,

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

Julie Sellers

---

#### **Engineering Review – Gene Williams**

1. Wings are shown on the ADA-accessible ramps. Please remove the wings, and either show grading to the sidewalk, or a straight curb which tapers to zero towards the top of the ramp. Nick Heiser is familiar what we need concerning this issue.  
**The wings have been removed from the ADA ramps and curb transitions revised to be 2 ft wide as shown on the standard detail. A note has also been added to the intersection detail sheets referring to the 2 ft wide transition.**
2. Sheet C128: A turning space with the minimum 4 by 4 foot dimension shall be provided at the top of the ramp on the east side of the street. A portion of the angled sidewalk may be designed as a turning space using the proposed geometry. Other geometries may be considered if grading will not allow.  
**This ADA ramp and sidewalk layout has been adjusted so a turning space can be accommodated. Extra dimensions and elevation labels have been added to the sheet.**

3. Ensure the ADA-accessible ramp details show the extent of the construction. Suggest a lighter lineweight to denote ramp to be installed by homebuilder, along with a legend or notes denoting the lineweight representation.

**A hatch has been added over the curb ramps to show which components of the ramp need to be installed by the contractor.**

4. The MBOE table was completely removed from the plans. Are there any lots that would require an MBOE(s) to be established, based on the engineer's recommendation?

**Per conversations with the city, a table will be added to the Master Drainage Plan noting which lots will require an MBOE and as-built grading plan, but elevations will not be provided until the plans are ready to be as-built.**

5. It appears the storm system was not designed for gravity flow (i.e., at or below the crown of the pipe) for the 100 year event. Although not required to be designed to this standard, an overflow route would need to be established for any stormwater that surcharges out of the top of the inlet in such an event, and MBOEs established for affected lots. Please confirm no surcharging above the top of any structure occurs for the 100 year event. This may have a bearing on the MBOE issue discussed in the above comment.

**Most of the pipes will become surcharged during the 100-year storm so MBOEs will be established for all downhill lots with a swale, lots adjacent to the detention basin and lots adjacent to the stream. See the Master Drainage Plan for a table showing which lots will require an MBOE. Swale 1 grading and F.I. 2-1's top has been adjusted so that the 100-year storm will have a better overflow path.**

#### **Traffic Review – Gene Williams**

1. Please see previous comment letter concerning street naming. Planning apparently attempted contacting Brock Worthley concerning an acceptable street name, and removing any reference to "Circle". The name shall be Hook Farm Dr.

**All street name labels for SW Hook Farm Circle have been changed to SW Hook Farm Drive. The Water, Sanitary and Site Disturbance plans have been resubmitted to reflect this change as well. Please refer us to a specific sheet number if we missed one.**

2. Please provide justification for the offset ADA-accessible ramp shown on Sheet C124. Unless specific justification is provided, the City does not feel this offset ADA-accessible route across the street is warranted.

**Per previous discussions with Mike Anderson regarding ADA ramps, the ramps may be offset as long as the edges of the ramps are aligned with each other. Due to the ADA ramp being on the uphill side of lot 61, where the driveway will most likely be set, we are trying to keep the ramp as close to the lot line as possible to avoid potential conflicts with the driveway location.**