



October 24, 2023

City of Lee's Summit, Missouri

Attn: Gene Williams, PE
City of Lee's Summit
220 SE Green Street
Lee's Summit, MO 64063

RE: PL2023143 – The Village at Discovery Park – Public Road Improvements

This letter provides responses to comments as provided and dated below. Thank you for your time, all approvals are acknowledged without comment below. Please note the following formatting conventions:

- General statements, descriptions, and quotes from previous communication of changes not in direct response to a comment shall be unformatted.
- *Comments as provided or described as well as possible shall be italicized.*
- **Responses to comments shall be bold.**

Sincerely,

A handwritten signature in blue ink, appearing to read "James Gallagher".

James Gallagher, PE

Engineering Review - Corrections • Gene Williams • Completed: 10/05/2023

- *Concrete Jointing Plans Sheets 23 through 27: Can the plans be a bit clearer in terms of where the longitudinal tied joints are located? As shown, the linetype is similar to the transverse contraction joint, and the joints closest to the existing pavement are shown overlapping a different line. We want to ensure there is no confusion in the field. Suggest labeling 1) transverse contraction joint, and 2) longitudinal contraction joint/construction joint in one (1) area of each sheet. This would eliminate the confusion. Please revise as appropriate.*
- **The plot style of longitudinal joints has been updated for better contrast with respect to the transverse contraction joints. “Longitudinal Contraction/Construction Joint (Typ.)” and “Transverse Contraction Joint (Typ.)” labels were added to each sheet.**

- *Concrete Jointing Plans Sheets 23 through 27: The legend shown at the bottom is calling out a "longitudinal tied joint". This does not correspond to the details shown on Sheet 33, which shows a "longitudinal contraction/construction joint". Please ensure the callout in the legend matches what is shown on Sheet 33. Also, suggest reference notes on Sheets 23 through 27 referring the user to the standard details. Please revise as appropriate.*
- **The legend has been updated to “Longitudinal Contraction/Construction Joint” to match Lee’s Summit’s typical pavement joint details. The following note has been added to sheets 23 through 27: “See city of Lee’s Summit typical pavement joint details on sheet 33 of 86.”**

Traffic Review - Corrections • Erin Ralovo • Completed: 10/05/2023

- *The reverse curve leading into the left turn lane should be 150 FT in total length.*
- **According to the left-turn lane standards, section 16.1.K of Lee’s Summit Access Management Code, “The introductory taper should be a reverse curve using a 150-foot radius for a single left-turn lane and 300-foot radii for a dual left-turn lane.” Section 16.1.H specifies the required storage lengths for arterial and collector streets, plus taper length, which is defined in section 16.1.K.**

A confirmation email was sent to Erin Ralovo on Friday, 10/06/2023. Erin responded via phone call and email on Wednesday, 10/11/2023, “Per our phone conversation the total length of the reverse curve should be 150 FT. The radii on the curves and the length of the tangent can be whatever is needed in order to accomplish this overall length.”

Based on the guidance received from the City of Lee’s Summit, the reverse curve leading into the left turn lane was updated to 500-foot radii for a minimum 150-foot total length.

- *The decorative concrete in the crosswalk is allowed but will not be maintained by the city in the future.*
- **The client shall maintain the decorative concrete and has been notified of this condition.**