

Engineering has reviewed the plans for the Renaissance Market project submitted February 26, 2018 and have the following comments.

1. No further comments from Stormwater review.

Below are comments from Construction Management's review. Comments must be addressed before construction release.

2. Provide spot grades on new curb line along Sir Tyler.
3. It is unlikely that the new curbline will coincide completely with a sawcut on the existing edge of pavement and therefore some kind of wedging may be needed. Similar to MCO, you may need to mill 1' ++ into travel lane in order to blend the pavement surfaces. Probably need a note for contractor to verify consistency of road cross slopes.
4. The high-visibility crosswalk that is shown is the older version. Please change to the special emphasis high-vis (ATTACHED) which includes parallel lines and 2-5' spacing between the 24" bars.
5. I don't believe the Stop bars and Stop signs are consistent with the rest of the path along MCO. Do we need to discuss internally?
6. What is the existing pavement marking removal method? (We are limited on grinding)
7. Sheet C10.1a – Sta 1+20 adding lane width dimension would be good.
8. Sheet C10.1a – Sta 0+90 indicate 4' min. separation from crosswalk to stop bar.
9. Sheet C10.1 – perhaps I missed a note, but what is planned for the 2 JB's under the roadway on the twin culverts. Do those get MHs or be treated as blind junctions.
10. Is it possible to extend curbing across the MUP crossing at Sir Tyler/MCO to help cars from turning/dragging across the edge of path? (I realize this is not in conformance with the rest of MCO but does make good design).