September 14, 2001

Mr. Steve Olt  
City of Fort Collins  
Current Planning  
P.O. Box 580  
Fort Collins, CO 80522-0580

Re: Harmony Ridge P.U.D., Second Filing  
Project No. 0927-010

Dear Mr. Olt:

The following are the responses to the Engineering comment sheet dated 3/21/2001. Please refer to the response letter dated March 20, 2001 for the previous submittal. Many of the same comments were responded to at that time.

1. Redlines have been returned.

2. Acknowledged

3. The only plat attachment was the Planning and Zoning Board Certification approval which has been added.

4. Site lots have been changed.

5. Area is already an easement.

6. The Water District has been approached allowing the developer to plat easements and R.O.W. over their easement. We will provide a confirmation letter from the district prior to public hearing. The Water District easement will be modified within the boundaries of this plat.

7. Ditch Company signature block added to sheets 1 and 4.

8. Spot elevations indicate the beginning of the transition area.

9. Acknowledged, revised on plans.

10. The K value is correct. The curve ends at the center of the inlet with a tangent line of -0.50%. The grade has been added to the plans.

11. Drainage easement vacated with plat.
12. In the transition area, a negative cross slope is required for proper tie-in to adjoining street. With a pan, this is usually the case.

13. Acknowledged, revised on plans.

14. Stationing was started at the end of the tie-in street where construction was ended for Phase 1.

15. Acknowledged, revised on plans.

16. Acknowledged, revised on plans.

17. Acknowledged, revised on plans.

18. Acknowledged, revised on plans.

19. Acknowledged, revised on plans.

20. Acknowledged, revised on plans.

21. Acknowledged, revised on plans.

22. Acknowledged, revised on plans.

23. Placed riprap at the ends of the street flowlines and a 4’ sidewalk culvert at the end of the south flowline. North and south flowline drainage enter existing historic drainage outfalls.

24. This is a private street. Flares are not needed because the drive is 24’ wide.

25. See cover sheet of the Utility Plans for explanation. There is groundwater in only one of the bore sites.

26. Planner will address this comment.

27. Planner will address this comment.

28. Acknowledged

The following are the responses to the Stormwater comment sheet dated 3/21/2001. Please refer to the response letter dated March 20, 2001 for the previous submittal. Many of the same comments were responded to at that time.

1. Acknowledged, revised on plans.

2. Per a letter to Glen Schlueter on March 20, 2001 for the previous submittal, a variance is being requested for the runoff in Sub basin E1 that crosses the Trilby Lateral Ditch. The historic drainage pattern hasn’t been altered, the flow rate has decreased from historic, the historic concentration points
haven't changed and we believe the quality of runoff hasn't changed. I spoke with Gary Stadele, the president of the Trilby Lateral Ditch whose concern was sediment runoff into the ditch. We have added a 1 foot ditch inside of the silt fence to capture sediment during construction (see detail on grading sheets).

3. Cannot provide relief for the angle of the storm crossing the Trilby Lateral Ditch due to constraints between the retaining walls and the ditch easement. A ditch crossing detail was added on the detail sheet requiring a cut-off wall and encasement of the storm sewer.

4. Offsite drainage easement descriptions were added to the back of the drainage report. When the storm line leaves the drainage and utility easement it is still in the Trilby Lateral Ditch easement where it would be no matter where it crossed the ditch.

5. The outlet erosion protection for Line ST-2 has been calculated and riprap has been placed to reduce the outlet to non-erosive velocities. Historically, this swale drained 60% of this site which has not been significantly changed.

6. See street sheets for spot elevations.

7. Currently working with Trilby Lateral Ditch Company to receive approval.

8. Placed riprap at the ends of the street flowlines and a 4' sidewalk culvert at the end of the south flowline. North and south flowline drainage enter existing historic drainage outfalls.

9. The Fromme Prairie Way design was aligned with the street design to the north of this project. The roadway is then tapered to enter the parking lot below.

10. Acknowledged, revised on plans.


12. Acknowledged, revised on plans.

13. Planner will address this comment.

Sincerely,

TST, INC. CONSULTING ENGINEERS

Mike R. Jacobson