

# REVISION COMMENT SHEET

DATE: October 18, 2000

TO: Engineering

PROJECT: #73-82K Provincetowne PUD, 2<sup>nd</sup> Filing, – Final  
– LDGS

All comments must be received by **Steve Olt** in **Current Planning**  
no later than the staff review meeting:

**Wednesday, November 8, 2000**

No Comment

Problems or Concerns (see below or attached)

**\*\*PLEASE IDENTIFY YOUR REDLINES FOR FUTURE REFERENCE\*\***

Provincetowne Subdivision Filing 2

sheet 1 of 6

November 17, 2000

- ◆ Need all off-site easements turned into me (for non City property)
- ◆ Sight Distance easements have been highlighted on the utility plans. Please make sure that these are correctly reflected on the plat, site, landscape and utility plans. Some of the easements are reduced from what was shown, some are larger than what was shown, some that were shown are not needed and some are needed that were not shown.

Prior Redlined Sheets 73, 74, 77, 79, 80, and 81 were not returned. Please make sure to return all redlined sheets.

Highlighted comments are repeat comments. Highlighted and italic comments have been repeated twice.

#### Plat

1. Make corrections to maintenance guarantee language as shown.
2. Add the missing paragraph to the repair guarantee language.
3. From what I understand the City is not just the owner of the right-of-way to be dedicated, but also tract B. Adjust language as necessary.
4. Change signature dates to 2001.
5. Outlot J does not need to be a blanket emergency access easement as you have defined it.

(Continued on next page)

Date:

11/17/00

Signature:

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Plat  
 Utility

Site  
 Redline Utility

Drainage Report  
 Landscape

Other \_\_\_\_\_



6. Don't put proposed in front of the offsite easements - these should exist before the plat is filed.
7. See the plat for sight distance easements - some additional easements are needed and some portions of those shown are not needed. The sight distance easement for the southern leg of Crown Ridge Circle and Provincetowne Drive was discussed in our prior meetings, but nothing has been provided about what length you have provided or the justification for it. The sight distance easement for the northern leg of this intersection does not appear to meet the 400-ft sight distance requirement for a collector. To meet this it appears that a couple of the building envelopes need to be adjusted. What amount of sight distance easement is being provided for the driveway out of condo block 2? It doesn't meet standards - so what is it? An easement is needed for Crown Ridge Lane and its effect is based on the alignment of the proposed extension of the street.
8. It would help if you added notes to indicate that you need to see another sheet for the building envelope locations.
9. Indicate what types of easements exist within the tracts. Indicated on the first page, but label with each tract.
10. See plat for additional comments.

#### Utility Plans

See the sheets for the patching requirements. I have tried to mark all locations where they would be shown. Show the areas to be patched in accordance with the comments on the plans.

#### Sheet 1

11. Make corrections to general notes as shown.

#### Sheet 3

12. *The 6-ft sidewalk shall be constructed at the back of this row with a 10-ft parkway.*
13. Showing a utility connection into Trilby Road. This will need to be patched to standards.
14. If the curb along Trilby can not be removed cleanly then you will need to sawcut and patch to standards.
15. Where is the clay wall barrier to be placed?

#### Sheet 6

16. Not showing the median in the College Ave detail. The median will effect the patch area and the traffic control plan.
17. Will need to obtain a state highway utility cut permit for the cut into SH 287.

#### Sheet 8

18. The clay dike will probably need to be extended due to the possible drawdown of the wetland due to the proximity of the underdrain. The underdrain report indicates that the underdrain can effect areas up to 500 feet beyond the property lines. If extended onto the neighboring property then easements will be needed.
19. Show the off-site easement line for the easement in the southeast corner of the adjacent property.

#### Sheet 9

20. The underdrain location and the outfall pipes need to be shown in Tract A.

#### Sheet 10

21. Show the off-site easement lines.
22. Need to indicate that protection will be needed at the end of the curb returns between phases at the intersection of Provincetowne Drive and Heather Glen Lane due to drainage coming off the curb returns between phases.

#### Sheet 11

23. Remove the year in the note regarding the construction times for the construction buffer. It applies to any year this might be constructed.
24. Need to indicate that protection will be needed at the end of the curb returns between phases at the intersection of Province Road and Heather Glen Circle due to drainage coming off the curb returns between phases.

(continued on next page)

Sheet 12

25. Need to indicate that protection will be needed at the end of the curb returns between phases at the intersection of Province Road and Brittany Drive due to drainage coming off the curb returns between phases.

Sheet 16

26. Need to indicate where the transition from vertical curb to driveover is to occur.  
27. Need an intersection detail for the intersection of Trilby Road and Provincetowne Drive.  
28. Have some stations and or elevations that don't match.

Sheet 17

29. Need to indicate where the transition from vertical curb to driveover is to occur.  
30. The detail of the intersection of Provincetowne Drive and Heather Glen Circle shows a high point at the center of the curb return so the straight grade as shown on the profile can't be correct.  
31. Need midblock ped ramps across from the western ramp at the intersection of Provincetowne Drive and Heather Glen Circle.  
32. Need to indicate where the transition from vertical curb to driveover is to occur.  
33. Have some stations and or elevations that don't match.

Sheet 18

34. The detail of the intersection of Heather Glen Circle and Province Road shows a high point at the center of the curb return so the straight grade as shown on the profile can't be correct.  
35. Need midblock ped ramps across from the southern ramp at the intersection of Province Road and Heather Glen Circle.

Sheet 19

36. Public alley A - does not appear that you are meeting the 2% max requirement for 50 feet from Battsford Lane. Need to meet this or try for a variance.  
37. Need to indicate where the transition from vertical curb to driveover is to occur.  
38. Missing a slope.

Sheet 20

39. The width of the private access drives is labeled as 18' B-B. What does this mean? The stations provided indicate that the driveway width for the one I checked is 21.77 feet wide.  
40. Have some stations and or elevations that don't match.  
41. Need to show more of the intersection of Brittany Drive and Province Road being repaved. Per the profiles a portion of the curb is being removed and replaced. The pavement in this area will need to be replaced to meet the new proposed grades.  
42. Per a site visit it appears that the existing inlet on the south side may be right at the curb return location. Verify the inlet location and size to make sure it will not need to be moved.

Sheet 21

43. What are the existing grades in Province Road that are being tied into for Saddlebrook?  
44. How does the crown line go thru the elbow area? Does it stay in the middle?

Sheet 22

45. How does the crown line go thru the elbow area? Does it stay in the middle?

Sheet 23

46. Showing a driveway on lot 326 that is offset from the joint driveway on the other side of Brittany Drive. Since the joint driveway will have more traffic than a regular driveway it would be best if these driveway lined up. It appears that it work fine shifted.  
47. The patching in the intersection will need to tie into the new pavement. A narrow strip of existing paved surface will not work between the repaved area and the new pavement.

Sheet 24

48. Label the length of the drive.  
(continued on next page)

49. Looking at the detail of the cul-de-sac it appears that the dimension work so that there is enough room to pour the curbs that almost touching.
50. Have a point labeled as a T/C point and don't believe it is
51. Have a greater than allowed grade break.  
Sheet 25
52. Have some stations and or elevations that don't match.  
Sheet 25
53. Have some stations and or elevations that don't match.  
Sheet 26
54. Have some stations and or elevations that don't match.
55. The Flowlines on Colony Hills Court does not match the starting station on sheet 31. Need the information on how these two flowlines tie together in order to check the vertical curves and design.
56. Indicate where the flowline transition starts and ends on Benson Lane, for the transition from the narrow residential to the 52-foot section.
57. What is the slope that the curb returns tie into onto Brittany Drive?
58. The north arrow is incorrect for Benson Lane  
Sheet 28
59. Have some stations and or elevations that don't match.  
Sheet 29
60. Have some stations and or elevations that don't match.
61. Provide a VC for the curb return - the grade breaks are greater than would like to see.  
Sheet 31
62. Have some stations and or elevations that don't match.  
Sheet 32
63. How does the striping for Trilby Road work? Can the right turn lane function without some off-site paving? What will the interim turn lane and bike lane design be? Do they meet speed and turning volume requirements? May need to provide a taper.
64. Show where the Portner Road intersection is.
65. Add a note: See Southside Service Center PUD Phase One plans for the actual design of the northside of Trilby Road.
66. Will need to saw cut and mill a minimum of 6 feet into the existing pavement, more if you are not able to achieve adequate x-slopes with the 6 feet. Any pavement cuts need to along lane lines or the middle of a lane.
67. As the adjacent property develops will need to work out the striping transitions and median design.
68. Will need a type III barrier at the end of any pavement widening where a taper doesn't exist.
69. Have some stations and or elevations that don't match.  
Sheet 33
70. Need to show the existing curb and gutter and walk on the north side of the road where it exists. Need to show it in its future location per the Southside service center design for those areas where it does not exist.
71. Need to label the parkway and sidewalk width.
72. Need to indicate the proposed x-slopes and the centerline location.
73. Where you are adding onto the existing x-section need to cut a minimum of 6 feet into the existing pavement, more if you are not able to obtain adequate x-slopes where the existing and proposed tie together.
74. Both cross slopes - existing and new - need to be approximately the same value and all new cross slopes need to meet min criteria 9 or at least be relatively close). Have two cross sections that are acceptable.  
Sheets 34 - 37
75. Missing an intersection detail for Provincetowne Dr/ Trilby Road.
76. Provide all elevations where "X's" are located according to details D-18 and D-19. See redlined comments for more clarification.
- (Continued on next page)

77. When a cross pan is not used in an intersection, the elevation at the intersection of the extension of the two flowlines needs to be a minimum of .2 feet higher than the elevation at the curb line, otherwise a low spot is created.
78. Show how you re going to transition the crown out and go to a section that slopes all the way to one side. (Public Alley H/Colony Hills Court)
79. Public Alley H / Colony Hills - show how you are going to transition from crown out to the alley section.
80. Need to show what needs to be done to remove the island in Province Road to provide a full access to Saddlebrook Lane. Provide elevations at the crown and the flowline in this area to show how it will be built. Since the water tap connection requires a cut into the street, you will have to patch the entire street width, so elevations can be adjusted to meet design requirements.
81. Show how you plan on transitioning the crown out to alley section.
82. There are places where the x-slope is less than the min 2% requirement (even sloping the wrong direction) and there are places where you are exceeding the max 4% requirement. Ideally we would like the cross slope to be as close to 2% as possible so it allows us to do overlays in the future if necessary and not exceed the 4% max requirement. The typical cross sections that you have provided indicate that the x-slopes are to be 2%, but as indicated by most of your intersection detail the 2% is not being met - are you able to meet the 2% in the other areas? I did not check any random points not within an intersection.
83. Indicate where the transition from vertical curb to rollover curb is to occur. A note is fine as long as you also indicate which street has which type of curb.
84. Some of the alley intersection details show that the alley cross section is greater then allowed and some of them are less than the 2% min requirement. These need to be adjusted. There is even one sloping the wrong direction.
85. The adjustments needed may effect the profiles please adjust those as appropriate and necessary keeping in mind the standards for those that need to be met.
86. There are some grade problems with the street tie ins to Brittany Drive. What are the existing elevations out there? How are you changing them?

Sheet 38 -

87. Cleanout locations need to be shown or noted for the underdrain. (typical for all sheets showing the underdrain)
88. Identify the type of pipe to be used for the underdrain.(typical for all sheets showing the underdrain)
89. Identify that solid caps are to be placed on the ends of the underdrain. (typical for all sheets showing the underdrain)
90. Indicate that the min slope requirement for the underdrain is .5% and adjust the profiles as necessary.(typical for all sheets showing the underdrain).
91. Indicate when or where subdrain services are to be provided. Are they to be provided for every lot? Will need a clay barrier for any service that ties into a solid wall underdrain pipe.
92. Correct the underdrain as we discussed so that it does not show the underdrain tying into the inlet on Provincetowne Drive.
93. Sheet 49 shows the under drain to be extending on Private Drive A - Does it? It is not shown on sheet 41 Private drive A.
94. Sheet 52 shows the extension of an underdrain on Private Drive J. Is that true? It is not shown on sheet 43.
95. If the underdrain is intended to be extended west beyond the property line at sometime in the future, you will need to address the additional flows it will take and if it has capacity.
96. Please make sure page numbers for references on Private Drive J are correct.
97. Some of the page references are incorrect - I marked the ones I noticed - I did not check them all.
98. I have marked the sheets with the patching that is needed for the street cuts being made into existing streets.
99. See the locations marked for clay barriers - locations depend on where the pipe changes from perforated to solid.

(continued on next page)

Sheet 76 and 77

100. Label the cross sections of all streets.
101. Label the enhanced crosswalks as well.
102. Need a striping plan for Trilby.
103. Clarify the existing striping east of Brittany on Province Road. What is the width of the median and are there any lanes defined in this location. What exists here will help to dictate what occurs west of here.
104. Missing the key on the second sheet.

Sheet 78

105. You show no phasing of the water and sewer lines on the utility sheets. Need to show how you intend to phase these utilities if you do not plan to build then all at once.
106. Add a note indicating that you need to provide type III barriers at the curb returns for streets that are not within the phase being constructed.
107. Areas where drainage from Phase I will need to be accommodated. Show these areas being constructed with Phase I.
108. Provide riprap at the end of street returns that have drainage coming off of them between phases. Need to prevent the undermining of the curb, gutter and pavement that you put in place.
109. Clarify when portions of Provincetowne Court and Heather Glen Circle are to be built.

Sheet 80

110. There are two sheet 80's and not all the details on one sheet are on the other.
111. Change note #2 on the underdrain bedding detail. Remove the not from this statement. Ownership, operation and maintenance of the underdrain system is not the responsibility of the homeowners association. It is the responsibility of the developer who will more than likely pass on that responsibility to the homeowners association. So yes the ownership, maintenance, operation and repair of the subdrain system is the homeowners' responsibility.
112. Provide detail #4 (see attached)

Sheet 81

113. Detail of the watermain connection to College Ave. Where is the median at? Will need to cut and patch at lane lines or at the center of a lane. Where are the lane lines in relation to your work?

Sheet 82

114. Clarify what the transitions are on the x-sections
115. The midblock enhanced x-walk material is to be determined by the City inspector.
116. Need detail for ramps where the streets turn into the alleys. At the end of Colony Hills Lane and Colony Hills Court.
117. Modify the midblock ramp detail as shown and label as such.

Sheet 83

118. Provide a detail for outfall curb. This is what is used for the medians.
119. Provide detail #4 (see attached)
120. Make changes to the new driveway approach detail. Also need to provide a detail of how the rollover curb that is being shown for the drives is to tie into this detail.
121. For the street intersection details need to specify the transition length, if the length is consistent at all intersections, then label it on this detail. If the length varies, it will need to be labeled separately at each intersection.
122. Don't need the new driveway approach detail for rollover curb as it only works for attached walk and all walk here is detached. Use detail for vertical curb for both.
123. See other changes on sheet.

See Plans for additional comments that may not have been mentioned.

\*Keith, please see engineering <sup>copy</sup> site plan.



City of Fort Collins

# PROJECT COMMENT SHEET

## Current Planning

DATE: March 28, 1997      DEPT: Eng Pvmnt

PROJECT: #73-82T Provincetowne P.U.D., 2nd Filing -  
Preliminary (LDGS)

PLANNER: Mike Ludwig

All comments must be received by: Wednesday, April 23, 1997

AS PART OF THE FINAL SOILS REPORT SUBMITTAL,  
ENGINEERING MUST RECEIVE A COMPLETE TRAFFIC  
STUDY AND SOILS INVESTIGATION FOR ALL PUBLIC  
STREETS, AND IMPROVEMENTS TO EXISTING PUBLIC  
STREETS.

Date:

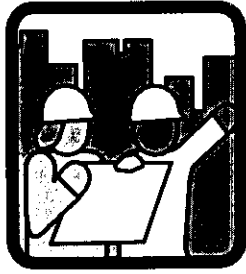
4-23-97

Signature

KEITH MEYER

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- PLAT
- SITE
- LANDSCAPE
- UTILITY



# REVISION COMMENT SHEET

DATE: August 1, 2000 TO: **Engineering**

PROJECT: #73-82K Provincetowne P.U.D., 2<sup>nd</sup> Filing –  
Final (LDGS)

All comments must be received by **Steve Olt in Current Planning**  
no later than the staff review meeting:

**Wednesday, August 23, 2000**

No Comment

Problems or Concerns (see below or attached)

**\*\*PLEASE IDENTIFY YOUR REDLINES FOR FUTURE REFERENCE\*\***

Provincetowne Subdivision Filing 2 sheet 1 of 10 September 1, 2000

- ◆ Need all off-site easements turned into me (for non City property)
- ◆ Sight Distance easements have been highlighted on the utility plans. Please make sure that these are correctly reflected on the plat, site, landscape and utility plans. Some of the easements are reduced from what was shown, some are larger than what was shown, some that were shown are not needed and some are needed that were not shown. Please note the extent of the easements may change on Battsford Lane and Benson Lane once these streets are shown with there correct widths, additional changes may occur with any geometry changes or fixes that are done.

Groundwater investigation and recommendations for an underdrain system

1. Provide a summary cover letter that is signed and stamped by a licensed engineer.
2. Provide a Background section addressing the following: What is the site currently? Is it hilly, flat? What is the general layout? How does it slope? What kind of soil exists here? How does it effect things?
3. Provide a Hydrologic Properties section addressing the following: What is the hydraulic conductivity? How was this obtained? What is the design flow rate(s) that were determined?
4. Provide a Groundwater Quality section addressing the following: What does the ample yield? What was it tested for? Does it exhibit any undesirable characteristics that might relate to past land use practices or contamination? Provide the analytical results.

(Continued on next page)

Date: 9/4/00

Signature: *S. Wankoff*

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Plat       Site       Drainage Report       Other \_\_\_\_\_  
 Utility       Redline Utility       Landscape





5. Provide a Natural Area section addressing the following: Discuss how sensitive habitat within the area might be affected by the dewatering and /or outfall of such system.
6. Provide information on any registered wells with in the area. Are there any? Are they affected? At what distance can groundwater levels be affected by the drawdown of the underdrain?
7. Provide a Method of Analysis section addressing the following: Identify and provide information on the method of analysis. What is the drainable depth used to quantify inflow rates? What depth to impermeable bedrock was used? Recharge rates used? How were these obtained? Min basement floor elevation - what was considered for the calculations? Outfall elevation requirements?
8. Provide a Results of Analysis section addressing the following: What is the peak seasonal inflow rate? What are the min/ max slope requirements?
9. When referencing the soils report use the actual title of the report. This way we would be able to find the report in the future if we know the name.
10. The min pipe size that we have accepted for these systems is 8 inch. Please identify the type of pipe to be used.
11. The above mentioned information is needed in order to determine if the system meets the City of Fort Collins Criteria for Engineered Subdrain Systems. See Criteria list attached.
12. Underdrain bedding detail 1 - It is not clear where the filter fabric is to be placed. Please use a heavy line or a hand drawn looking line to indicate the filter fabric location.
13. Underdrain cleanout detail 2 - The underdrain pipe needs to be 8 inches min. Indicate that the riser is to be a solid pipe. The clean out needs to have a standard sewer clean-out cap with a metal protective cover over it and shall all lie beneath the pavement section. We do not allow the cleanout to extend up through the pavement section.
14. Underdrain services detail 3 - ADS is not allowed within the row. Can use ADS once the pipe is beyond the row. Need to show this in the detail if desire to change to ADS once beyond the row.

#### Site/landscape Plans

1. See comments on the Plans.

#### Plat

1. The plat needs to be numbered separately. (Sheets 1-6 of 6)
2. Signature blocks are not necessary on the plat.
3. The name of the plat needs to be the same as the utility plans.
4. Use dashed lines for easements to distinguish them from property lines.
5. Building envelopes absolutely cannot encroach into an easement
6. Please provide labels or a key on every sheet.
7. I would suggest including all of the natural area within this plat. That would allow for the dedication on easements in these areas on the plat. This area would then be platted, can indicate that the tracts are to be maintained by the city. This would allow for the adjustment of the easements as necessary through the review process and not require the separate processing currently required.
8. See Plat for additional comments.

#### Sheet 3 of 89

9. Update the notice of other documents.

#### Sheet 5 of 89

10. Sight easements and Emergency access easements will be required in several places. Please see redlined comments for more details.
11. "Building Block" should be labeled as "Building Envelope" as appropriate.
12. Please show the boundaries of the detention easement.

(Continued on next page)

13. Do not show easement lines through building envelopes.
14. Battsford lane is to be a 45 foot row from Candlewood Drive to Colony Hills Lane and then transition to the 52 foot section.
15. The utility easement on Tract A also needs to be a drainage easement if the subdrain is to go through there.

Sheet 6 of 89

16. Building envelopes cannot cross easement lines.
17. The boundary along Brittany drive should include the vacated area. Please show this on this sheet.

Sheet 7 of 89

18. The 20' Access easement also needs to be a utility easement. Please see redlined comments for clarification.
19. Show the changes in width of all easements.
20. Label the South Fort Collins water district easement.
21. Show the drainage easement in Outlot 1

Sheet 8 of 89

22. I would suggest that the property between the east property edge and Lemay Ave be included in the plat as a Tract and indicated that it is to be owned and maintained by the city. This will allow you to dedicate the easements needed in this area with the plat. If this is done, 7.5' of right-of-way needs to be dedicated along here. Please see redlines for more clarification.

Utility Plans

Sheet 1 of 89

23. Title should read "Utility Plans for Provincetowne Subdivision Filing 2."
24. The signature block needs to be enlarged.
25. Update general notes as shown.

Sheet 9 of 89

26. Please show the new property boundary along Trilby.
27. *The 6 ft sidewalk shall be constructed at the back of this row with a 10 ft parkway.*
28. *Show type III barricades at the driveway entries into Tract A.*
29. Keep all manholes out of the sidewalk.
30. Please indicate the location of the under drain. Also include where the cleanouts are to be located. If only at the manhole locations, just a note will suffice.
31. Easement boundaries need to be shown. Is the pond is located within the easement. Do the utilities between buildings have enough easement width?
32. A sheet(s) need to be provided that show all of the building envelopes, as well as all of the utilities in this area.
33. Building envelopes need to be included on this sheet to verify that the envelope does not encroach into the wetland buffer building setback.
34. How are you going to install the 18 inch sewer along the western property line with out disturbing the adjacent ditch on the neighboring property?

Sheet 10 of 89

35. Provide water stubs, including valves into the commercial property at this time.
36. A drainage Easement in Tract A needs to be defined on the plat.
37. Clay barriers are needed for underdrain.
38. If the underdrain ties into the manhole along Brittany drive, you need to show that the underdrain will not be surcharged with drainage flows in storm drain.

(Continued on next page)

39. Crosswalk needs to be painted along Brittany Drive, and shown on this sheet.
40. The trail alignment shown in Outlot C is different than that shown on the site plans. Also need to connect the sidewalk from Colony Hills Lane and Colony Hills Court out to the sidewalk in outlot C.

## Sheet 11 of 89

41. *The midblock crossing on Province Road and Brittany Drive - is there enough room to provide the ramp transitions and the inlet transitions?*

## Sheet 14 of 89

42. *Will there be any off-site grading to accommodate the sidewalk on Trilby in the correct location?*
43. *Not showing any grading occurring with the off-site temporary turnaround at the end of Crown Ridge Lane. There will at least be grading for the pipe section and the swale. Need to show this. If it goes outside of the temporary turnaround easement boundary will need to get additional grading easements.*

## Sheet 15 of 89

44. The underdrain location and the outfall pipes need to be shown in Tract A.

## Sheet 16 of 89

45. Not all of the grading fits into the proposed easement on the west side of Provincetowne Drive.
46. Show all the easement lines.
47. Parking spaces within the cul-de-sac (Rosemont Court) need to be concrete.

## Plan and Profile sheets in general

48. Show all inlet locations.
49. Provide stations and elevations at all PC's on the plan view. *Provide curb return data for every street.*
50. Provide curb return profiles and info for every intersection. Needs to be provided on at least one sheet that shows the intersection. Need to see how the curb returns tie into the street and that minimum grades are maintained when flow is to go around the curb return.
51. *Need to provide a design for Trilby Road (both sides) for the improvements necessary along the frontage of the property as well as a design for 1000 feet beyond the end of the improvements.*
52. Need to indicate where the transitions from vertical curb to driveover curb occur.
53. *A maximum slope of 2% is required at an intersection from the row of the intersected street for 125 feet from an arterial and 50 feet from a collector and a local. Section 1.02.03.05. This is not being met on all of the streets. See plans for noted areas.*
54. *For cul-de-sacs provide high point elevation and the location of the high point if it is not in the center.*
55. *Need to show what needs to be done to remove the island in Province Road to provide a full access to Saddlebrook Lane. Provide elevations at the crown and the flowline in this area to show how it will be built. Since the water tap connection requires a cut into the street, you will have to patch the entire street width, so elevations can be adjusted to meet design requirements.*
56. All alleys that are considered public should be labeled as 'Public Alley' not private drive.
57. *Maximum grade change of .4% is allowed without the use of a vertical curve. Vertical curves need to be designed in accordance with the design speed for the roadway. In accordance with ASHTO the minimum k values are: For a local Road (30mph design speed) min k=30 for a crest curve and min k=40 for a sag curve. For a collector road (40 mph design speed) min k= 60 for both a crest and a sag curve. For an arterial road (50 mph design speed) min k=110 for a crest curve and min k=90 for a sag curve. For an alley (15 mph design speed) min k=10 for a crest curve and min k= 20 for a sag curve. These need to be met they are currently not being met in all locations.*
58. Provide sight distance easements as noted on the plans.

(Continued on next page)

59. When the right flowline is on top in the plan view it needs to be shown as the top profile. Throughout the plans the stationing switches from right to left and left to right as well as having the right flowline move from the top to the bottom of the street on the plan view. It is preferred that the stationing always goes from left to right, but is not currently in our standards. At a minimum need to make sure that what ever flow line is shown on top in the plan view is the profile that is shown on top. They need to correspond.
60. Show cross-pan locations on the profiles.

## Sheet 21 of 89

61. Please provide the driveway widths or provide stations for these to indicate the width of the drives.
62. The parkway width on a connector street is 6', not 5'.
63. "Private Drive A" should be "Public Alley A."
64. Not meeting vertical curve design requirements - not meeting minimum k values.
65. Provide curb return profiles for all street intersections.
66. Indicate whether grades are for curb return or cross section grades.
67. When the right flowline is on top in the plan view it needs to be shown as the top profile.
68. The sight distance easements that are needed impact the building location. Building containing units 59-63 needs to be moved west out of the sight distance easement.

## Sheet 22 of 89

69. Show cross-pan locations and curb return grades.
70. Not meeting vertical curve design requirements - not meeting minimum k values.
71. Provide curb return profiles for all street intersections.
72. When the right flowline is on top in the plan view it needs to be shown as the top profile.
73. Indicate driveway stations and widths.

## Sheet 23 of 89

74. Indicated which station down below corresponds to which station above on the profile.
75. Show all grade breaks.
76. With a grade break of greater than 0.40%, the grades need to be adjusted, or a vertical curve should be provided.
77. Show cross-pan locations and curb return grades.
78. Not meeting vertical curve design requirements - not meeting minimum k values.
79. Provide curb return profiles for all street intersections.
80. Switch the right and left flowline profiles, making the right flowline on the top, since this is the way it is laid out on the plan view.
81. Provide high point elevations and locations, and check to see that it meets the max/min. requirements all throughout the cul-de-sac.
82. The radius of the curve entering the cul-de-sac in accordance with the detail is to be 50 feet not the 25.5 ft radius shown.

## Sheet 24 of 89:

83. Change the name of Private Drive A to Public Alley A.
84. Make sure elevations on profile match down below on the flowlines.
85. Curb return grades and profile need to be provided on this sheet or on the Provincetowne Dr. profile.
86. Show cross-pan locations and curb return grades.
87. Not meeting vertical curve design requirements - not meeting minimum k values.
88. Provide curb return profiles for all street intersections.
89. Not meeting the 2% max requirement at intersections.

(Continued on next page)

Sheet 25 of 89:

90. Make sure elevations correspond.
91. Don't both streets have vertical curb? Why is a transition needed?
92. Show what the existing grade being tied into is.
93. The minimum slope for a cross-pan is 0.60%

Sheet 26 of 89:

94. Provide the high point elevation and the location (if not centered) within all Cul-de-sacs.
95. Show all inlets on flowlines.
96. Show cross-pan locations and curb return grades.
97. Provide curb return profiles for all street intersections.
98. Switch the right and left flowline profiles, making the right flowline on the top, since this is the way it is laid out on the plan view.

Sheet 27 of 89:

99. Show all inlets on flowlines.
100. Not meeting the 2% maximum grade requirement at an intersection.
101. The cul-de-sac will not have a crown line. It will all slope to the outside. No drainage facilities are provided within the island.

Sheet 28 of 89:

102. Show the future alignment that is being designed for at the end of Brittany Drive.
103. Section 1.02.03.04 is not being met at the intersection of Saddlebrook and Brittany. Not within the required 80 degrees.
104. Show how you propose to tie into existing grade at the end of the improvements. Is the end of proposed construction also the property line?
105. Show all inlets on profiles.
106. Switch the right and left flowline profiles, making the right flowline on the top, since this is the way it is laid out on the plan view.

Sheet 29 of 89:

107. The limits of the concrete drive need to be shown.
108. Label the width of the drive and length.
109. The parking area within the cul-de-sac needs to be concrete in accordance with detail D-23.
110. Not meeting vertical curve design requirements - not meeting minimum k values.
111. Switch the right and left flowline profiles, making the right flowline on the top, since this is the way it is laid out on the plan view.
112. The cul-de-sac will not have a crown line. It will all slope to the outside. No drainage facilities are provided within the island.

Sheet 30 of 89:

113. Please show how the crown will be transitioned out at the intersection with the alley.
114. The private drive should be labeled as a public alley.
115. A 100' minimum tangent between curves is required. This is not being provided.
116. Show cross-pan locations and curb return grades.
117. Not meeting vertical curve design requirements - not meeting minimum k values.
118. Provide curb return profiles for all street intersections.
119. Not meeting max 2% slope at intersections.
120. Label the public alleys as public alleys not private drives.

(Continued on next page)

## Sheet 31 of 89:

121. Show all inlets on flowlines.
122. Show cross-pan locations and curb return grades.
123. Not meeting vertical curve design requirements - not meeting minimum k values.
124. Provide curb return profiles for all street intersections.
125. Not meeting the 2% maximum requirement at intersections.
126. Indicate the width and location of the driveway.
127. Battsford Lane is to be a narrow residential street from Candlewood Drive to Colony Hills Lane and then widens out to the 52 foot row section. This is not what is shown. Need to include proper transitions and information to accomplish this transition.
128. Change names from Private Drive to Public Alley.

## Sheet 32 of 89:

129. The left Flowline station on Colony Hills Court does not match the starting station on sheet 36. Need the information on how these two flowlines tie together in order to check the vertical curves and design.
130. Private Drive E shall remain titled Private Drive E
131. Private Drive C, D, G and H should all be labeled as public alleys
132. Show how you plan on transitioning the crown out to alley section.
133. Indicate where the flowline transition starts and ends on Benson Lane, for the transition from the narrow residential to the 52 foot section.

## Sheet 33 of 89:

134. Private Drive C and G should be labeled as Public Alleys.
135. The left flowline station does not tie to the starting station on sheet 36.
136. Provide a minimum 15' radius curve at the corner of Public Alley H and Public Alley G to get water around the corner and keep the area clean.
137. The flowline profile needs to be taken around the corner, not to the centerline.
138. When the right flowline is on top in the plan view it needs to be shown as the top profile.

## Sheet 34 of 89:

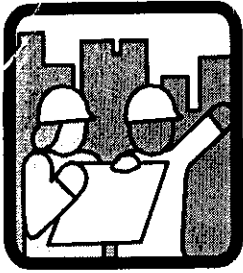
139. Not meeting the 2% maximum slope requirement at intersections.
140. Show cross-pan locations and curb return grades.
141. Not meeting vertical curve design requirements - not meeting minimum k values.
142. Provide curb return profiles for all street intersections.
143. When the right flowline is on top in the plan view it needs to be shown as the top profile.
144. Have a sight distance problem from the driveway for condo area 2. Try to establish as large as possible sight distance easement. May want to look at the possibility of moving the drive and/ or the building.
145. The angle of intersection of Crown Ridge Circle and Provincetowne Drive (north intersection) is not within the 80 degree requirement.

## Sheet 35 of 89:

146. Show alignment of future street design.
147. Show the boundary of the wetlands and show that the street extension does not affect the wetlands.
148. Need to show how you are going to tie everything into the existing grade at the end of the street improvements.
149. Show the pipe that is needed for the temporary turnaround.
150. When the right flowline is on top in the plan view it needs to be shown as the top profile.

(Continued on next page)





# REVISION COMMENT SHEET

DATE: May 3, 2000

TO: Engineering

PROJECT: #73-82K Provincetowne PUD, Final Compliance  
- LUC

All comments must be received by **Steve Olt** no later than the staff review meeting:

**Wednesday, May 17, 2000**

No Comment

Problems or Concerns (see below or attached)

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**\*\*PLEASE IDENTIFY YOUR REDLINES FOR FUTURE REFERENCE\*\***

Provincetowne Subdivision, filing 2

(sheet 1 of 4)

May 16, 2000

Provide a hydrologic report for the subdrain system that is needed per the soils report. Response letter said that easements have been submitted to the City. All easements being granted by parties other than the City need to be submitted to me. I have not seen any of these. Do you know who in the City owns the portion of Province Road that needs to be dedicated? This will need to be done prior to this project starting.

Plat

- All outlots that have trails running through them also need to be access easements.
  - Outlot J and K it should be listed as Emergency Access not fire access.
  - For the condo blocks - need to locate the buildings on the plat. Provide building envelopes with ties to the property line. We need to know where the buildings are to be.
  - Need to indicate who is to own and maintain Tract A and Tract B until they are developed.
  - When is outlot I to be dedicated to the City? If it is before the plat is filed then the City will need to sign the plat as an owner.
  - Need to dedicate an additional 12 feet for the right turn lane on Trilby Road.
  - Identify what the tracts and outlots are on the individual sheets.
- (continued on next page)

Date: *5/17/00*

Signature: *S. Weisheit*

CHECK HERE IF YOU WISH TO RECEIVE COPIES OF REVISIONS

- Plat       Site       Drainage Report       Other \_\_\_\_\_  
 Utility       Redline Utility       Landscape





- Need to show and label the emergency access drives thru the condo blocks.
- Need to provide information on which the sight distance easements can be located and label them on the sheets. Not all the site distance easements that are shown on the site plans are shown on the plat. Once these are shown on the utility plans I will check the intersections again to verify what is being shown.
- ~~May~~ of the curb returns are shown as 25.00-ft radii when they should be 20.00 ft.
- Why is an easement in Tract A indicated as being dedicated by separate document when it is within the plated area?
- The utility easement adjacent to ~~Timberline~~ Road needs to be a 15-foot utility easement.
- Colony hills Court and the alley across Benson Lane are to line up. An offset of these streets was not approved. The site plans show them as lining up.
- No radius shall be provided between outlot N and Colony hills Court. This is a private drive it will have a driveway cut and sight distance easements provided as necessary to protect the view.
- Add a note to indicate the reception number for the right-of-way proposed for vacation and indicate that the area was retained as utility and drainage easements. I have received the documents for this. I can not take the vacation to city council until this project has gotten final approval.
- Need to describe the area on Outlot J that is the emergency access easement. Only the drive area needs to be emergency access easement.
- The radii at the entry necks on the cul-de-sacs need to be 50 ft in accordance with our standard details not the small radii shown.
- Provide a radius at the NW intersection of Provincetowne Court and Provincetowne Drive and at the SE intersection of Heather Glen Circle and Province Road.
- The offsite temporary turnaround should be referred to as such and not access easements as identified on the plans.
- See additional comments on the documents.

#### Site and Landscape plans

- The driveway cuts for the private drives need to be shown as driveway cuts not the radius drives as shown.
- Need to show sidewalk on the north side of Province Road where you are building the new roadway. Are there existing handicap ramps on the northern corners of the Brittany Drive Province Road intersection? If not need to provide them.
- For streets with vertical curb and gutter (connectors) need to show the driveway locations so they can be built when the curb and gutter is put in.
- Need to build the sidewalk and street improvements to the property line at the end of Brittany Drive.
- Need to show the portions of the driveways adjacent to lots 238, 239, and 241 that are to be a min of 20 wide concrete drive built to hold a fire truck. Need to indicate the requirements of this on the site plan.
- The parking area in the Rosemont court cul-de-sac needs to be shown as concrete.
- Are lots 261 and 262 limited to taking vehicular access off of Heather Glen Lane?
- See additional comments on the plans.

#### Utility Plans

- On streets that have vertical curb and gutter, need to locate the driveway cuts on the plans so they can be built with the curb and gutter and road section.
- Provide city signature block on all sheets.
- Correct the general notes as shown.
- Need to be consistent in the type of handicap ramp used – use directional ramps or corner ramps not a combination of both.

#### Utility sheets

- Show all the patches needed for the utility cuts. Min patch width on an arterial is 10 feet and 8 feet on a Collector. All patches need to be perpendicular and/or parallel to the roadway and joints are only allowed in the center of a travel lane or on the lane line per the Street Repair and Reconstruction Standards and Guidelines.

(continued on next page)

- An additional 12 feet of row to accommodate the right turn lane off of Trilby is needed. The 6 ft sidewalk shall be constructed at the back of this row with a 10 ft parkway.
- All driveways need to be shown as driveway cuts with concrete to the property line.
- Need to show the underdrain design on these plans.
- Show type III barricades at the driveway entries into Tract A.
- There needs to be ramps at all of the alley intersections. The straight across walk is acceptable, just need to provide a detail for this type of ramp and the alley intersection.
- Is there to be any connection from the trail system to Colony Hills Court or Colony Hills Lane?
- Need to show the driveway cuts for the driveways to serve lots 238, 239, 240, 241 and 242 and show and label the portion of the driveway that is to be 20 feet in width and the weight that it needs to support. (PFA requirement)
- The inlet on Provincetowne Drive between lot 238 and 248 on the west side is shown in the middle of a future intersection. How will the drainage work when that occurs?
- The row at the intersections of Provincetowne Court and Provincetowne Drive (NW corner) and Heather Glen Circle and Province Road (SE corner) needs to have a radius and ramps provided.
- The midblock crossing on Province Road and Brittany Drive – is there enough room to provide the ramp transitions and the inlet transitions?
- The temporary turn around at the end of Brittany Drive will not have curb and gutter as shown. The road section will need to be built to the property line and then a gravel road base turnaround or asphalt turn around provided.
- Are there existing ramps on the north side of the intersection of Province Road and Brittany Drive? If not they need to be provided.

#### Grading Plans

- Will there be any off site grading to accommodate the sidewalk on Trilby in the correct location?
- Not showing any grading occurring with the off-site temporary turnaround at the end of Crown Ridge Lane. There will at least be grading for the pipe section and the swale. Need to show this. If it goes outside of the temporary turnaround easement boundaries will need to get additional grading easements.
- Will also need to provide off-site easements for grading on the west side of Provincetowne Drive and on the south side of Province Drive to accommodate the grading as shown.
- The grade lines along the common boundary with the 1<sup>st</sup> filing do not appear to tie together.
- Not showing any grade lines for Province Court or Heather Glen Circle. Need to show these grading lines and will need to provide easements if the grading goes beyond the plated boundaries.

#### Plan and Profile Sheets

- Need to provide flowline profiles for the streets and public alleys for both sides.
- Provide curb return date for every street intersection.
- The curb return radii for street and public alley intersections shall be the parkway width (r= parkway width for the street) See attached detail. Instead of providing radius curves at with the row, can as per the drawing provide a triangle of row labeled sight area.
- Need to provide a design for Trilby Road (both sides) for the improvements necessary along the frontage of the property as well as a design for 1000 ft beyond the end of the improvements.
- Show the sight distance easements on the street plans as well as the overall utility plans so they can be checked.
- Need an additional 12 feet of row dedicated for the right turn lane shown onto Provincetowne Drive.
- Provide driveway cuts with concrete to property line at all driveways. Show this not just note it.
- Indicate the flowline to flowline width of the street not the back of curb to back of curb width.
- Need to indicate where the transitions from vertical curb to driveover curb occur.
- Provide intersection elevations in accordance with details D-18 and D-19 including the transition elevation and distances (if not standard).
- Maximum grade change allowed is .4% without the use of a vertical curve. Vertical curves need to be designed in accordance with the design speed for the roadway. The minimum k values are: For a local road min k=30 for crest curve and min k=40 for a sag curve. For a collector road min k=60 is 60 for a crest and sag condition. For an arterial road the min k = 110 for a crest curve and the min k= 90 for a sag curve.

(continued on next page)

- A maximum slope of 2% is required at an intersection from the row of the intersected street for 125 feet from an arterial and 50 feet from a collector and a local. Section 1.02.03.05.
- On Provincetowne Drive and Province Road provide information on where the transitions on the width starts and ends.
- For the cul-de-sacs provide high point elevation and the location of the high point if it is not in the center.
- It looks like most of the alleys will need to have cross-pans which are not shown. Min x-slope on a x-pan is .6%
- Provide curve data for the cul-de-sac, islands, and eyebrows.
- Need to show what needs to be done to remove the island in Province road to provide full access to Saddlebrook Lane. Provide elevations at the crown and the flowline in this area to show how it will be built. Since the water tap gets cut into the street will have to patch the entire street width so elevations can be adjusted to meet design requirements.
- Need to provide a design for 500 feet beyond the dead end of Brittany Drive and Crown Ridge Lane. Section 1.02.03.06.b.
- Colony Hills Court and the alley across Benson Lane are to line up. The offset of these roads was not accepted.

#### Signing and striping plan

- If my comments on this plan conflict with traffic operations - traffic operations comments should rule.
- Need to indicate all locations where no parking signs are to be provided. I have marked the curb in red for those streets that restrict parking.
- Provincetowne Drive needs to have a center turn lane from Trilby to Candlewood Drive. Check with traffic operations if this should be turn bays or a reversible left or both. Show the painted out island opposite this turn lane and the no parking in this transition area. This is shown on the site plan – as the distances were worked out on that.
- Need to determine the lane transitions and the transition lengths for the transition from medianized road to that with a combined parking bike lane on Province Road. This has not been worked out yet. At this scale I was unable to determine what it would be. But need to determine where on street parking will be allowed.
- Need to show the signage/ striping required by PFA for the emergency access drives.
- The signage shown on this plan doesn't necessarily match that shown on the site plan.
- We normally do not place speed limit signs within a residential neighborhood. I imagine that the only roads that will have speed limit signs are Provincetowne Drive and Province Road.

#### Details

- The details for the curb, gutter and sidewalk and the street intersection details are old. Use the more current details. I have noted the changes that need to be made to bring them up to current standards or just use the correct details.
- Provide details for: Directional ramps. Standard detached sidewalk ramp detail. Midblock detached ramp detail. Single directional ramp detail – for drives and at alley ways. Driveover curb detail. Driveway approach details D-15 and D-15. Details D-18 and D-19. Details D-23 and D-25.
- On the standard cross sections – indicate what the flowline to flowline width is and indicate which streets fall under which standard. Not sure the private drives will work with drainage to one side. Private drives are not allowed to put concentrated flow across the sidewalk.
- See attached detail for the enhanced midblock crossing.

#### Phasing

- Need to dedicate the temporary turn arounds for Phases 1 and 2 on the plat.
- Show the Phase 4 line so that it reflects the requirement to construct the connection between Provincetowne Drive and Province Road.



# Affordable Housing Comment Sheet

Current Planning

**DATE:** January 14, 2000

**TO:** Engineering

**PROJECT:** #73-82K Provincetowne, 2<sup>nd</sup> Filing, Final –  
LDGS

All comments must be received by **Steve Olt** no later than the staff review meeting:

**February 2, 2000**

Provincetowne PUD, 2<sup>nd</sup> filing (sheet 1 of 2) January 31, 2000  
Site Plan

- The phasing plan
    1. Phase 1 – Candlewood Drive and Benson Lane will need to be built as a part of Phase 1 as well as a temporary turnaround at the end of Provincetowne Drive.
    2. Phase 2 – A temporary turnaround will need to be provided at the end of Province Road.
    3. Phase 3 – The cul-de-sacs (Provincetowne Court and Heather Glen circle) need to be shown as a part of Phase 3. They are not shown as a part of any phase.
    4. The phasing needs to be shown on the utility plans
  - Need to build all the pieces of sidewalk (trails) within in the plan boundaries or put up the money for the future construction of these links that as shown as future trail connections.
  - Need to provide concrete to the property line at all driveways.
  - Use current sight distance easement language
  - Note says that public row includes “private drives/fire access lanes”. This is not true. Those are easements not row.
  - The set back for a side-loaded garage still needs to be 20 feet from the face of the garage to the property line/row line.
  - On the set back for sideyard – need to change the reference “side yard to street” do not reference “to street” can reference street side or adjacent to the street. But want to make it clear that you do not measure to the street.
- (continued on next page)

Date: 2/2/2000

Signature: *Shirley A. Wanhoff*

CHECK HERE IF YOU WISH TO RECEIVE COPIES OF REVISIONS

Plat       Site       Drainage Report       Other \_\_\_\_\_  
 Utility       Redline ~~Utility~~ Site       Landscape  
    *Plat*

- Need to show and provide the sidewalk connection to Lemay Ave from the common open space on the south side of Parcel D and along Province Road.
- Parcel D – indicate that for the parking standards that there is on street parking both sides. Need to indicate that the exception to that is Province Road. There is no parking on province road.
- Need to show what is being done to prevent daily through traffic from getting from Rosemont Court to Provincetowne Drive via the private drive.
- Do not show the future road intersection on sheet 5 and 6. Not showing all the other future road intersections, so there is no need to show this one.
- Parcel G1 and G2 – note 3 – garage placement needs to be “at 9 ft or a minimum of 20 feet” not 18 as indicated. This also needs to be indicated on the setback chart. Note 4 – For a garage set at 9ft the fence would need to be placed no closer than 8 feet to the alley. For a garage set at 20 feet the fence can be placed as close as 3 feet from the alley.
- Showing parking on both sides of Batsford Lane between Colony Hills Lane and Candlewood Drive. This section of road is a narrow residential and only has parking on one side of the street.
- Parking can be provided on the south side of Benson Lane between Provincetowne Drive and Colony Hills Lane.
- Need to show the temporary turnaround on Crown Ridge Lane.
- Parcel H – Provide sidewalk connections as shown.

## Plat

- Use the current dedication statement, attorney certification, and sight distance easement language.
- Note regarding allowable encroachments into setbacks it is more appropriate to place this on the site plan where the set backs are shown.
- Need to identify who is to own and maintain the private drives.
- Need to label the easements on each sheet and identify what the tracts are.
- Trilby Road – 57.5 feet of ½ row is needed. If 50 feet exist need to dedicate 7.5 more feet. A 15-foot utility easement is needed along the arterial (Trilby).
- Need to submit Row vacation requests for the curb return(s) on Brittany Drive. We vacated some curb returns in 1993, but I don't think they were these ones. See attached information on row vacations and the areas that were vacated
- May need to dedicate easements by separate document where the area adjacent to the roadway is not being platted. This is if the utilities need easements in these areas to serve this development.
- Indicating a portion of row to be dedicated by the City of Fort Collins. Who in within the city owns this? Why wasn't it included with everything else?
- Need to dedicate the drive areas in front of lots 267- 274, 327-331, and 233-238 as emergency access easements (only the drive area).
- Add note: Temporary turnaround by separate document.
- Outlot I is labeled as future development. I thought this area was to be the park?
- If tract B is to be developed you will need to vacate the blanket easements with a replat of the area or by going through the vacation process with the City.
- In the condo area are these lots or building envelopes? If they are envelopes then the easements can not encroach onto these as shown.
- Show the temporary turn around easement on Crown Ridge Lane.
- Provide emergency access easements through the condo area as has been previously discussed.
- The driveway behind lots 206- 215 is not a public alley this is a private driveway.
- Label sight distance easements.
- See additional comments on the plans.

No comments are being provided on the utility plans at this time.