

Comment Report: All Comments

Project: Fargo Moorhead Metro - Reach 4 Design by MVK

Review: DTR - Sponsor Review

Displaying 40 comments for the criteria specified in this report.

Id	Discipline	DocType	Spec	Sheet	Detail
5134244	Civil	Plans	n/a	n/a	n/a

Comment Classification: **Public (Public)**

Matthew Marosek 913-553-7709

Would be helpful to have stationing on the cover sheets as was done for Reach 5 and V2 of Reach 4.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Stationing has been added to the cover sheets for volumes 1 and 3 as was done for Reach 5 and V2 of Reach 4.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: May 09 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134247	Civil	Plans	n/a	n/a	n/a
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Comment Classification: **Public (Public)**

([Document Reference: V1, V2 & V3 G-002](#))

Troy Matsuura 719-439-8917

Suggest coordinating with Reach 1, Reach 2, and Reach 5 regarding how the channel is represented in the project location map. In Reach 4, the full channel width with hatching is shown in the project location 'bubble', while a line is shown as the representation of the channel in Reach 5.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The St. Paul team has indicated that a line (as shown in the Reach 4 plans) is to be used.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Aug 20 2013

1-1 Backcheck Recommendation Close Comment

Troy Matsuura

719-439-8917

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134249 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

([Document Reference: V1 G-003](#))

Matthew Marosek 913-553-7709

Index description for G-004 & G-005 is incorrect. Should read Volume 2 & Volume 3.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Non-concurred

While the information on sheets G-004 and G-005 refers to other volumes, the sheets themselves are still part of volume 1, which is why "VOLUME 1" appears in the title block of the sheet. The description in the drawing index has to match the description in the title block, so the two sheet descriptions should read "VOLUME 1".

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 04 2013

1-1 Backcheck Recommendation Close Comment

I understand, thank you for the explanation

Submitted By: [Matthew Marosek](#) (913-458-9318) Submitted On: Jun 25 2013

Current Comment Status: **Comment Closed**

5134252 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

([Document Reference: V1 & V3 General](#))

Matthew Marosek 913-553-7709

Are there Boring Plan sheets similar to those in V2 showing boring locations?

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation For Information Only

Volumes 1 and 3 only have one boring each, whereas volume 2 has several borings in the vicinity of the Rush River. Separate boring layout sheets don't make much sense for Volumes 1 and 3, and they would add unnecessary pages and file size to the plan set without adding much clarity. Boring locations are shown on the civil sheets CS101 and CS102 in both Volumes 1 and 3.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Aug 20 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134254 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

([Document Reference: V1 G-003](#))

Matthew Marosek 913-553-7709

Overlapping Text CS601

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The overlapping text in the description block for CS601 on sheet G-003 will be corrected before the next submittal.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 04 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134255 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

([Document Reference: V1 G-005](#))

Troy Matsuura 719-439-8917

Overlapping Text in row for S-500

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The overlapping text in the description box for S-500 of sheet G-005 will be corrected before the next submittal.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 04 2013

1-1 Backcheck Recommendation Close Comment

Troy Matsuura

719-439-8917

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134256 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
(**Document Reference: V1, V2, & V3 C101**)

Troy Matsuura 719-439-8917

Control Point 1407 AD not shown in plan

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The control points shown in the table will be updated in the next submittal. However, if a similar situation occurs with a control point falling out of the view of the page, an arrow notation with an approximate distance to the control point will be added to the border of the plan view.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Aug 20 2013

1-1 Backcheck Recommendation Close Comment

Troy Matsuura

719-439-8917

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134258 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
(**Document Reference: V1 CS201**)

Matthew Marosek 913-553-7709

There are no stations, elevations or labels for low flow channel, main channel, embedded levee and top of channel as is shown in V2 CS201

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

There was a server issue causing certain levels not to print on this sheet. The issue has been resolved, and the next submittal will include labels for the profiles shown on CS201.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: May 09 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek
913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134259 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
([Document Reference: V1 CS201](#))

Troy Matsuura 719-439-8917

Shouldn't the low flow channel, main channel, top of channel and embedded levee tie into the end of Reach 3 right at STA 350+00? (just like the "tie-in" between V2 and CR32 channel is shown at STA 413+47 in V2 CS201).

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The profiles will be modified so that they all start exactly at station 350+00.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 25 2013

1-1 Backcheck Recommendation Close Comment

Troy Matsuura
719-439-8917

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134261 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
([Document Reference: V1 CS201](#))

Troy Matsuura 719-439-8917

Suggest showing the tie-in elevations and STA at 403+47 (similar to the "tie-in" between V2 and the CR32 channel is shown in V2 CS201). Coordinate CR32 bridge channel to match tie-in elevations.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The profiles on CS201 will be modified such that they all end exactly at station 403+47.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 25 2013

1-1 Backcheck Recommendation Close Comment

Troy Matsuura

719-439-8917

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134264 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
(Document Reference: V1 CS201, CS301)

Matthew Marosek 913-553-7709

Should there be notes consistent with those found in V2 CS201?

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Notes consistent with those found in volume 2 will be added to CS201 and CS301.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 25 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134266 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
(Document Reference: V1 CS202)

Troy Matsuura 719-439-8917

Suggest fixing STA overlapping text (e.g. LD 25+00).

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The overlapping text on CS202 has been corrected.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 04 2013

1-1 Backcheck Recommendation Close Comment

Troy Matsuura
719-439-8917

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134268 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
([Document Reference: V1 CS202 & CS203](#))

Matthew Marosek 913-553-7709
Sheet ID is incorrect. They both say CS201.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Sheet IDs have been corrected on CS202 and CS203. They now read "CS202" and "CS203", respectively.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 04 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek
913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134269 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
([Document Reference: V1 CS202 & CS203](#))

Matthew Marosek 913-553-7709
There should be station & elevation where the ditch ties into other reaches. Lines on CS202 are not labeled.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Stations, elevations, and line annotations were not showing up due to a print server issue. The issue has been resolved, and the next submittal will included stations and elevations at ditch tie-ins as well as line annotations.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 25 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134270 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

(**Document Reference: V1 CS501**)

Matthew Marosek 913-553-7709

This Sheet ID is mislabeled as CS301.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The sheet ID on CS501 has been corrected. It now reads "CS501."

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 04 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134271 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

(**Document Reference: V1 CS502 – CS504**)

Matthew Marosek 913-553-7709

Sheet Id's are mislabeled and the description box does not match the index on G003 & G004

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The sheet IDs on CS502-CS504 have been corrected. They now read "CS502", "CS503", and "CS504", respectively. The description boxes on G-003 and G-004 will be corrected before the next submittal so that it matches the sheet title in the title blocks of the sheets.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 04 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134272 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

(**Document Reference: V1 RR001, RR101, RR102**)

Matthew Marosek 913-553-7709

Please verify these Drawings are part of this plan set, if so please add to index.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The drawings are part of this volume, but they are not part of the construction drawings. They will be submitted separately in the next submittal package. No changes to the drawing index will be required.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 04 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134273 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

(**Document Reference: V2 G002**)

Matthew Marosek 913-553-7709

Index Text and General Legend line weights seem different than V1 & V3

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

V1 & V3 line weights will be adjusted to match V2 per Colby Bankston (MVK Civil Designer).

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Jul 12 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134275 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

([Document Reference: V2 G003](#))

Matthew Marosek 913-553-7709

Index Sheet reference descriptions are incorrect for G002 & G004, should be volume 1 and volume 3 respectively.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Non-concurred

While the information on sheets G-002 and G-004 refers to other volumes, the sheets themselves are still part of volume 2, which is why "VOLUME 2" appears in the title block of the sheet. The description in the drawing index has to match the description in the title block, so the two sheet descriptions should read "VOLUME 2".

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Jul 12 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134276 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

([Document Reference: V2 G003](#))

Matthew Marosek 913-553-7709

Index Sheet Reference ID's for CS502 – CS505 are incorrect.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Index Sheet Reference ID's for CS502 - CS505 have been corrected.

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Apr 22 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134277 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

([Document Reference: V2 CS102](#))

Matthew Marosek 913-553-7709

The right Section Cut (C/CS302) should say (D/CS303) and section cut (D/CS302) should say (E/CS303). Please verify.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Section Cut reference ID's have been corrected.

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Apr 22 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134278 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

([Document Reference: V2 CS201 & CS202](#))

Matthew Marosek 913-553-7709

Elevations at interfaces should be coordinated with Bridge Channel Design (WP07) and Volume 3. Elevations are different than the CR32 channel 90% design.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation For Information Only

The only interface elevation that is different between Volume 2 and the CR32 Bridge Design is for the embedded levee. See comment ID: 5008640 for the CR32 90% review. AE response to the comment was that "a transition will be added to the levee profile" in order to meet the Volume 2 embedded levee interface elevation.

Volume 3 shall also provide transitions to meet Volume 2 interface elevations for the

embedded levee, top of channel, and left/right drainage ditches.

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Apr 22 2013

1-1 Backcheck Recommendation Open Comment

Matthew Marosek
913-553-7709

Comment response is acceptable, but inconsistencies remain between Vol 2 and Vol 3 sheets CS201, sta 456+00 for embedded levee top elevation and top of channel elevation.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

2-0 Evaluation Concurred

Vol 3 has updated their plan set to transition the embedded levee and top of channel elevations to match those shown in Vol 2.

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Nov 13 2013

Backcheck not conducted

Current Comment Status: **Comment Open**

5134279	Civil	Plans	n/a	n/a	n/a
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Comment Classification: **Public (Public)**
([Document Reference: V2 CS402](#))

Matthew Marosek 913-553-7709
Overlapping text at station M24+00

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Overlapping text has been corrected.

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Apr 22 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek
913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134280	Civil	Plans	n/a	n/a	n/a
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Comment Classification: **Public (Public)**
([Document Reference: V2 CS501](#))

Matthew Marosek 913-553-7709

What sheet is Detail 6 referenced from? Unable to locate it. Please verify.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Detail 6 has been referenced back to the profile sheet (CS201) where the ends of the project about the embedded levee from the CR32 reach and the existing spoil banks adjacent to the Rush River.

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Jul 11 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek
913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134281	Civil	Plans	n/a	n/a	n/a
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Comment Classification: **Public (Public)**
([Document Reference: V2 CS502](#))

Matthew Marosek 913-553-7709

Detail (x/CS102) is not identified on sheet CS102. Please identify on CS102.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Reference (x/CS102) has been removed and detail is now shown as a stand-alone, non-referenced detail.

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Apr 22 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek
913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134282	Civil	Plans	n/a	n/a	n/a
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Comment Classification: **Public (Public)**
([Document Reference: V2 CS503](#))

Matthew Marosek 913-553-7709

Detail (CS102) is not identified on sheet CS102. Please identify on CS102 and update detail with an ID.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Reference (CS102) has been removed and detail is now shown as a stand-alone, non-referenced detail.

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Apr 22 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134283	Civil	Plans	n/a	n/a	n/a
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Comment Classification: **Public (Public)**
([Document Reference: V2CS504, CS505](#))

Matthew Marosek 913-553-7709

difficult to tell where details are coming from? It is not referenced to or from any other drawing. Please verify and update.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

CS504 and CS505 are standard details drawings developed for the Fargo project where existing farm field ditches/swales are intercepted by the left and right bank drainage ditches. At the 65% submission, no such field ditches/swales had been identified; however, the two detail drawings were left in the set as place holders. If no field ditches requiring the details are identified during future analyses the drawings will be removed for the 95% submission. If field ditches are identified, additional information will be added to the 95% plan set.

Submitted By: [Michael Hanks](#) (314-331-8252) Submitted On: Apr 22 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134284	Civil	Plans	n/a	n/a	n/a
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Comment Classification: **Public (Public)**
(Document Reference: V3 G004)

Matthew Marosek 913-553-7709

Index Sheet Descriptions for G003, G004 and G005 are incorrect.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Non-concurred

The description is the title of the sheet. While the sheets you are talking about contain information about other volumes, the sheets themselves are part of volume 3, which is why "VOLUME 3 - ..." is shown in the sheet title block. Since the description in the drawing index must match the sheet title, Volume 3 must be present in the sheet description.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 25 2013

1-1 Backcheck Recommendation Close Comment

I understand, thank you for the explanation.

Submitted By: [Matthew Marosek](#) (913-458-9318) Submitted On: Jun 25 2013

Current Comment Status: **Comment Closed**

5134285	Civil	Plans	n/a	n/a	n/a
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Comment Classification: **Public (Public)**
(Document Reference: V3 CS201, CS202, CS203)

Matthew Marosek 913-553-7709

Elevations should line up with adjoining reaches and there should be labels on the lines and showing stationing and elevation as is in V2.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Annotations on these sheets did not show up due to a print server issue. The issue has been resolved, and the next submittal will include stations, elevations, and annotations for all the profiles shown on sheets CS201, CS202, and CS203.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 25 2013

1-1 Backcheck Recommendation Open Comment

Matthew Marosek
913-553-7709

Comment response is acceptable, but inconsistencies remain between Vol 2 and Vol 3 sheets CS201, sta 456+00 for embedded levee top elevation and top of channel elevation.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Open**

5134286 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
(Document Reference: V3 CS203)

Matthew Marosek 913-553-7709

At Station RD64+00 the exterior containment berm appears to transition into the existing ground? At which stationing and elevation does this occur? There is not a corresponding containment berm in the adjoining Reach 5 ditch profile. Please verify.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The containment berms are set 2 feet above the 10 yr 24 hr storm water elevation. The corresponding elevation is very close to the natural ground at the end of volume 3. This issue will be coordinated with Reach 5, and the next submittal will contain stations and elevations for the containment berm.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 25 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek
913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134287 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
(Document Reference: V3 CS301)

Matthew Marosek 913-553-7709

Should the drawing have similar notes as in V2?

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Notes consistent with those shown in volume 2 will be included on sheet CS301 in the next submittal.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 25 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek
913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134289 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
([Document Reference: V3 CS301](#))

Matthew Marosek 913-553-7709

Left maintenance road on the B typical section does not show slope. Please verify that this is correct.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Slope has been added to the crown of the EMB over the structure (section B in the 65% plans, section C in the 95% plans).

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Aug 20 2013

1-1 Backcheck Recommendation Close Comment

Matthew Marosek
913-553-7709

The comment response is acceptable and change has been verified that slopes were added to details on CS501.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134290 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**
([Document Reference: V3 CS301](#))

Matthew Marosek 913-553-7709

The drawings references in the typical section symbols do not reference these typicals. Please reference these sections on sheet CS101 and CS102.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Section annotations will be added to sheets CS101 and CS102 for the typical sections shown on this page.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 25 2013

1-1 Backcheck Recommendation Open Comment

Matthew Marosek
913-553-7709

The comment response is acceptable, but CS102 shows 2 sections (B & C) and there is a Section C on both CS301 and CS302. Please clarify sections on both CS301 and CS302.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

2-0 Evaluation Concurred

The section on the bottom of CS301 has been correctly relabeled as "B" and the section on CS302 has been replaced with the correct "C" section.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Nov 08 2013

Backcheck not conducted

Current Comment Status: **Comment Open**

5134291 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

(Document Reference: V3 CS405)

Matthew Marosek 913-553-7709

Please show where section cuts on sheets CS308 and CS309 are taken from.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Cross section cut symbols will be added to CS405.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Aug 20 2013

1-1 Backcheck Recommendation Open Comment

Matthew Marosek

913-553-7709

The comment response is acceptable, but proposed change has not been made.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Open**

5134292 Civil Plans n/a n/a n/a

Comment Classification: **Public (Public)**

(Document Reference: V3 CS502 – CS504)

Matthew Marosek 913-553-7709

Sheet Identifications and descriptions do not match to index. Please correct.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

The sheet identifications and titles on sheets CS502 - CS504 have been corrected. They now correspond to the info shown in the drawing index.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Jun 25 2013

1-1 Backcheck Recommendation **Close Comment**

Matthew Marosek

913-553-7709

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Oct 31 2013

Current Comment Status: **Comment Closed**

5134293 Civil Technical Report n/a n/a n/a

Comment Classification: **Public (Public)**

([Document Reference: Appendix D1: D.3.3., Fig D-1](#))

Rob Kenyon (204-478-3227)

Drained Shear Strengths

Just a Comment that most of the excavations will be in below the effective normal stress of 1.5 tsf, such all data does essentially fit the shear strength envelope defined by 14 degrees and 50 psf cohesion.

And a question, do the shear stresses plotted on D-1 represent peak deviator stresses? or large strain stresses (post peak)? In an unloading scenario (channel) large strain or post peak strengths likely do represent the actual stress –strain condition in the channel.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation **For Information Only**

All the shear strength envelopes used in the design of the diversion channel are based on ultimate (post-peak) failure criteria which is equated to 15% strain.

Submitted By: [Heather Sibley](#) (601-631-5917) Submitted On: May 03 2013

1-1 Backcheck Recommendation **Close Comment**

Rob Kenyon (204-478-3227):

Thank you. The response directly addresses this question. The issue is considered CLOSED.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Nov 06 2013

Current Comment Status: **Comment Closed**

5134294 Civil Technical Report n/a n/a n/a

Comment Classification: **Public (Public)**

([Document Reference: Appendix D1: D.4.3 Seepage](#))

Rob Kenyon (204-478-3227)

Piezometers

Question. Are there any details available on the piezometer installations and readings? You mention a downward gradient. Was that measured by installing vertical strings of piezometer nests? Or how was that achieved?

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

All instrumentation locations along the ND Diversion are nested sets of vibratory wire piezometers. This will be clarified in the write-up.

Submitted By: [Heather Sibley](#) (601-631-5917) Submitted On: May 03 2013

1-1 Backcheck Recommendation Close Comment

Rob Kenyon (204-478-3227):

The question has been answered and the change has been verified. Issue is considered CLOSED.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Nov 06 2013

Current Comment Status: **Comment Closed**

5134300	Civil	Plans	n/a	n/a	n/a
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Comment Classification: **Public (Public)**
([Document Reference: Vol3 – CS301](#))

Rick Carson (204) 896-1209

Topsoil in LFC bed

Same comment as in previous reviews – placement of topsoil in LFC seems unnecessary and ineffective. No vegetation will grow, and washout by flow is highly probable, so why install it?

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Topsoil will not be placed on the bottom of the low flow channel. It has been removed from the plans.

Submitted By: [Colby Bankston](#) (601-631-5327) Submitted On: Aug 20 2013

1-1 Backcheck Recommendation Close Comment

Rick Carson (204) 896-1209:

The comment response is acceptable and the change has been verified. Recommend also that top soil be removed from bottom of exterior drainage ditch details on CS501.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Nov 06 2013

Current Comment Status: **Comment Closed**

5134303	Civil	Plans	n/a	n/a	n/a
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Comment Classification: **Public (Public)**
([Document Reference: Vol 3 – CS309 and S500](#))

Rick Carson (204) 896-1209

Guard rail at Drop Structure Impact basins

Minor detail, but the rails around the Winnipeg Floodway are designed for easy removal at the end of the summer season, and prior to the flood season so as not to create an impediment to flow in the

channel. Is this the plan for the FMM Diversion?

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation For Information Only

Yes, handrails are designed to be removable.

Submitted By: [Marneshia Richard](#) (601-631-7055) Submitted On: May 06 2013

1-1 Backcheck Recommendation Close Comment

Rick Carson (204) 896-1209:

The comment response is acceptable. Note – design for this structure should follow updated Reach 1 inlet structure design (by St. Paul District staff).

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Nov 06 2013

Current Comment Status: **Comment Closed**

5134304	Civil	Technical Report	n/a	n/a	n/a
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Comment Classification: **Public (Public)**

([Document Reference: Reach 4 – Appendix C](#))

Rick Carson (204) 896-1209

Missing figures

Missing Figures C.9 and C.10.

Submitted By: [Matthew Marosek](#) (913-458-9318). Submitted On: Apr 15 2013

1-0 Evaluation Concurred

Figures C.9 and C.10 have been added to appendix C.

Submitted By: [Jonathan Boone](#) (601-631-5502) Submitted On: Aug 20 2013

1-1 Backcheck Recommendation Close Comment

Rick Carson (204) 896-1209:

The comment response is acceptable and change has been verified.

Submitted By: [John Glatzmaier](#) (651-365-8526) Submitted On: Nov 06 2013

Current Comment Status: **Comment Closed**

Public / SBU / FOUO

Patent 11/892,984 [ProjNet](#) property of ERDC since 2004.
