

BOBPM Site Plan Submittal Comment Log

Comment #	Originator	ID	Date	Due	Comment	Response	Response Document Reference
Number	Firm	Topic	Received	Due	Any notes/action	Response	Reference Doc
1.0	Stantec	2.a	18-Mar-24	Closed	a.The water main loop near the south side of the proposed building is within the proposed fenced in area, which will restrict fire department emergency access to the fire hydrants and Department of Public Services maintenance access. This should be addressed.	Hydrants located on the inside of the fence for access off the emergency access lane. See grid sheets for details or C-E06-DWFW for example.	
2.0	Stantec	2.b	18-Mar-24		b.Some hydrants and valves are located at the bottom or sides of ditches. Valves should not be at the ditch bottoms and hydrants should be located 3 feet from the back of curb/edge of pavement, unless otherwise directed by the Fire Department.	Revised channel grading to located valves and hydrants at the top of the slope.	
3.0	Stantec	2.c	18-Mar-24	Closed	c.There are three water main stubs proposed for future connection. The two western stubs should end at the property line and the southeastern stub should extend to the eastern edge of the electric easement along the eastern property line.	Western stubs have been revised to the property line. Per conversations with city (MD and EZ) on 4/30 the southeast stub is to remain due to potential future grading.	
4.0	Stantec	2.d	18-Mar-24		d.The proposed sanitary sewer design is missing pipe segments and information. There appears to be both sanitary force main and gravity main proposed. Further information explaining the design shall be provided.	Correct. There is onsite gravity and force mains for domestic sanitary and domestic waste. We are still finalizing industrial and domestic flows with the Owner and will be updated on a future submittal.	
5.0	Stantec	2.e	18-Mar-24	Closed	e.Both the proposed public and private sanitary sewer should be shown and clearly delineated	Resolved, see grid G10	4/25/24 90% Shallow Utilities
6.0	Stantec	2.f	18-Mar-24	Closed	f.The private sanitary sewer should be extended to accommodate all applicable future private development on the proposed property.	Resolved, see all areas around Ring Road	4/25/24 90% Shallow Utilities
7.0	Stantec	2.g	18-Mar-24	Closed	g.A IPP sampling manhole shall be proposed, located as close to the public sanitary sewer connection as possible.	Resolved, see grid G10	4/25/24 90% Shallow Utilities
8.0	Stantec	2.h	18-Mar-24		h.The applicant's contractor shall follow the City of Marshall standard procedures, specifications, and details. This includes submittals, materials, field data collection, as-built, and project closeout requirements. These procedures, specifications, and details have recently been updated and will be forwarded to the applicant's engineer.	WA following standards and awaiting Stantec direction (MAEDA). 5/7 - Stantec following up with Eric (stantec) on the expectation of standards. WA is expecting to deliver the project per industry standards, if there are any further expectations Stantec will need to provide.	
9.0	Stantec	2.i	18-Mar-24	Closed	i.The applicant's engineer shall continue to coordinate with the City of Marshall and Stantec with regards to water main modelling and the planned sanitary sewer service areas to confirm both utilities are correctly sized and stubbed to the appropriate locations on the detailed design plans.	WT will continue to work with Stantec and the City of Marshall	
10.0	Stantec	2.j	18-Mar-24	Closed	j.The operation of the fire protection system shall be detailed and approved by the Marshall Fire Department.	SSOE meeting with the Fire Marshal this week of 4/29. This comment will be addressed in other submittal outside of Site Plan Approval.	
11.0	Stantec	2.k	18-Mar-24	Closed	k.The hydrants on the north side of the building will be private hydrants and are located within the fenced in area. It should be confirmed that these hydrants can be utilized by the Marshall Fire Department. It should also be noted that there are no hydrants proposed on the east or west sides of the building. It should be confirmed that this is acceptable to the Fire Department.	Resolved in plans over all, see example grid E05	4/25/24 90% Shallow Utilities
12.0	Stantec	2.l	18-Mar-24		l.A performance guarantee acceptable to the City of Marshall should be provided prior construction.	Meeting with City, Walbridge and Wade Trim being scheduled to define "performance guarantee". Confirm with Eric (stantec) to what these standards are - note to follow these unless deviation is request	
13.0	Stantec	3.a	18-Mar-24	Closed	a.Partial plans have been provided in this submittal. A complete utility plan should be developed such that a comprehensive review may be performed. This should include all proposed and future utilities, particularly the sanitary sewer, force main, storm sewer, private water main, and duct banks.	Previous Comment, Resolved with submission of grid plans.	
14.0	Stantec	3.b	18-Mar-24	Closed	b.Water main stationing shall be shown in plan view on the utility plans for sheets F10, G10, and H10.	Addressed with previous EGLE submittal and in grid plans.	

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15.0	Stantec	3.c	18-Mar-24	Closed	c.Sheet C-E02-U: There are no valves currently shown between the two tees at STA 175+88 and 179+07. Isolation valves should be provided between the two tees to allow for potential repairs to the line between them without shutting off water to the hydrants.	Addressed, the valve is now shifted between both tees in stations mentioned	Sheet C-E02-U
16.0	Stantec	3.d	18-Mar-24	Closed	d.Sheet C-E05-U:	Sheet included - all crossings included in grid plans.	
17.0	Stantec	3.d.i	18-Mar-24	Closed	i.The storm crossings at STA 33+94, 36+04, 38+05, and 41+72 should be shown in plan view.	All crossings included in grid plans.	
18.0	Stantec	3.d.ii	18-Mar-24	Closed	ii.The proposed valves shall be shown.	Valve E05-DWV-01 included in grid plans.	
19.0	Stantec	3.e	18-Mar-24	Closed	e.Sheet C-E06-U:	see below	
20.0	Stantec	3.e.i	18-Mar-24	Closed	i.The storm crossings at STA 26+21, 28+23, and 30+23 should be shown in plan view.	All Storm crossings within E06-U and E05-U at these stations are reflected and designed now.	
21.0	Stantec	3.e.ii	18-Mar-24	Closed	ii.The proposed valves shall be shown.	The proposed valves are now displayed on the plans submitted. E06-DWV-01 in grid plans.	
22.0	Stantec	3.f	18-Mar-24	Closed	f.Sheet C-E07-U: the storm crossings at STA 16+38, 18+40, 20+40, 22+41, and 24+09 should be shown in plan view.	All Storm crossings within E07-U are reflected and designed now.	
23.0	Stantec	3.g	18-Mar-24	Closed	g.Sheet C-E08-U: the storm crossings at STA 6+58, 10+34, 12+36, and 14+36 should be shown in plan view.	All Storm crossings within E08-U are reflected and designed now.	
24.0	Stantec	3.h	18-Mar-24	Closed	h.Sheet C-E10-U: Two valves appear to be located in the curb line. These shall be relocated out of the curb.	Addressed and valves are out of curb line per latest design in grid plans.	
25.0	Stantec	3.i	18-Mar-24	Closed	i.Sheet C-G10-U:	See below	
26.0	Stantec	3.i.i	18-Mar-24	Closed	i.The master meter pit, associated water main, and valve shall be shown on this sheet.	This meter pit has shifted south and is now displayed with a details on sheet C-F10-U.	
27.0	Stantec	3.i.ii	18-Mar-24	Closed	ii.At the location of the master meter pit stub and the domestic water feed from the City, a tee is proposed, however the way the water main is drawn a cross should be proposed. It is recommended that these two east-west 16-inch water mains be offset and two separate tees be proposed.	Separated tees is now shown on design plans, as the water meter has shifted south into sheet C-F10-U.	
28.0	Stantec	3.j	18-Mar-24	Closed	j.Sheet C-J09-U: The proposed valves shall be shown.	N/A, J09-U is within Stantec design scope for Project 4. Proposed main shown for reference however see plans by others for details	
29.0	Stantec	3.k	18-Mar-24	Closed	k.The water main shall have a typical depth of 6 feet. Some profiles show the water main having depths deeper or shallower than necessary. This has been improved in some areas in this submittal, but several areas remain that can be improved. In general, the water main profiles should be revised to follow the proposed grade more closely at a consistent depth of 6 feet. Deep water main should only be proposed where necessary at utility crossings.	Profiles follow a 6' depth unless crossings dictate a deviation. See latest profiles in grid plans.	
30.0	Stantec	3.l	18-Mar-24	Closed	l.All hydrants and valves should be shown graphically and labelled in profile view.	All hydrants and valves are shown graphically and labelled in profile view	
31.0	Stantec	3.m	18-Mar-24		m.Hydrant finished grades should be provided in both plan and profile.	Finished grade for hydrants displayed in plan sheets with the latest grid plans. This information isn't included in profiles to remove redundancy.	
32.0	Stantec	3.n	18-Mar-24		n.The water main should be labelled with the type and class of material and length between fittings and structures in the profiles.	Water main type, material, size, and length all included in plan view for grid plans. Profiles label size and material only to avoid potential for redundant labels.	
33.0	Stantec	3.o	18-Mar-24	Closed	o.All structures and fittings, including vertical/horizontal bends, shall be labelled with stationing, size, and type of structure or fitting in the profiles.	This is reflected in each profile in the latest grid plans.	
34.0	Stantec	3.p	18-Mar-24	Closed	p.Each utility crossing shall be labelled with the size of both pipes, the top and bottom of pipe elevations, and the clearance between the utilities. A minimum of 18 inches of vertical clearance shall be provided. This has been done for some crossings in this submittal, but not all.	Latest grid plans includes labels in profiles defining crossings min separation as well as type of crossing.	
35.0	Stantec	3.q	18-Mar-24	Closed	q.Sheet C-302-DW: the crossing with the 18'x7' box culvert should be shown at STA 46+00, either here or on sheet C-303-DW. The location of the matchline may need to be shifted.	Culvert shown on C-303-DW in latest grid plans.	
36.0		3.r		Closed	r.Sheet C-306-DW: the 24-inch storm crossing at approximately STA 129+18 should be shown in profile "L."	There is no longer storm pipe located within this Profile	

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37.0		3.s		Closed	s.Sheet C-308-DW:	See below	
38.0	Stantec	3.s.i	18-Mar-24	Closed	i.The 18-inch storm crossing at approximately STA 167+49 should be shown in profile "O."	There is no longer an 18" storm pipe crossing the water main here, the rest of the storm crossings are shown in the latest grid plans Profile O.	
39.0	Stantec	3.s.ii	18-Mar-24	Closed	ii.Valve E02-DPV-02 will likely need to be relocated due to the 18-inch storm crossing.	Aforementioned valve is now located between Tees in E02 and not in conflict with the storm crossing. Name updated to E02-DWV-02.	
40.0	Stantec	3.s.iii	18-Mar-24	Closed	iii.The box culvert crossing at STA 172+76 in profile "P" should be labelled with the size and invert elevation of the box culvert.	This culvert is no longer located here but all culverts within Domestic Water profiles are now labeled in latest grid plans.	
41.0	Stantec	3.t	18-Mar-24	Closed	t.Sheet C-310-DW: the storm crossings at STA 20+40 and 22+41 in profile "T" are currently shown going through the water main. This shall be revised.	The storm crossings in Profile T all reflect 18" minimum vertical clearance now.	
42.0		3.u		Closed	u.Sheet C-311-DW:	See below.	
43.0	Stantec	3.u.i	18-Mar-24	Closed	i.The storm sewer crossings at STA 24+09, 26+21, 28+23, and 30+23 in Profile "U" and STA 36+04, 38+05, and 41+72 in Profile "V" are currently shown going through the water main. This shall be revised.	All storm crossings in Profile U reflect 18" minimum vertical clearance now updated in latest grid plans.	
44.0	Stantec	3.u.ii	18-Mar-24	Closed	ii.The storm crossings at STA 33+94 in profile "U" and 43+14 in profile "V" shall be shown.	All storm crossings in Profiles U & V are shown now in latest grid plans.	
45.0		3.v			v.Sheet C-312-DW:	See Below.	
46.0	Stantec	3.v.i	18-Mar-24	Closed	i.The crossings with the 18'x7' box culvert shall be shown in profiles "Y" and "Z."	THe 18x7 culvers are now shown and with minimum vertical clearance in (now labeled) Profiles BB/CC	
47.0	Stantec	3.v.ii	18-Mar-24	Closed	ii. The hydrants shall be shown in labelled in profiles "Y" and "Z."	Labels included in profiles Y and Z. See latest grid plans.	
48.0	Stantec	3.v.iii	18-Mar-24	Closed	iii.The 8-inch x 6-inch reducer shall be labelled in profile "Z."	Reducer is now labelled in the applicable profiles (BB and CC) in latest grid plans.	
49.0	Stantec	3.w	18-Mar-24		w.The master meter pit designs should be provided for review.	Meter house design in development. Plans to follow with next submission on "Shallow Utilities" where that scope is contained.	
50.0	Stantec	3.x	18-Mar-24		x.The water main system details, specifications, and materials shall be approved by the Department of Public Services.	Details included in latest grid plans. Specs provided with these comment responses.	Refer to sheets C-516 & C-517
51.0	Stantec	3.y	18-Mar-24		y.The detailed design plans shall contain the necessary information, details, and specifications sufficient for Michigan Department of Environment, Great Lakes, and Energy (EGLE) Act 399 permitting. Water main and appurtenance quantities will be required for the permit application and should be shown on the plan.	Refer to sheet G-110- total MAEDA domestic water quantities placed on this sheet.	
52.0	CoM - Police	1.0	10-Apr-24	Attach	We would like to know the projected increase in traffic volume and density in the area of the plant along with Michigan Ave through the downtown area	Refer to the Blue Oval Battery Park External Network Traffic Analysis draft report dated April 3, 2024. Projected traffic volumes in the required study area are shown in Appendix D (Current Build Volumes) and Appendix F (Future Build Volumes).	BOBP External Traffic Analysis (4/3/2024)
53.0	CoM - Police	2.0	10-Apr-24	Closed	We would like see the potential projected increase in traffic accidents as it relates to the increase in traffic volume and density	A predictive safety analysis was not included as part of the study. This will come from MDOT impact study (D Neubauer)	N/A
54.0	CoM - Police	3.0	10-Apr-24	Attach	We would still like to see the projected peaks and flow analysis based on the anticipated employee and semi traffic combined with the final layout of the roadways and intersections	Refer to the Blue Oval Battery Park External Network Traffic Analysis draft report dated April 3, 2024. The Current Build employee and truck volumes are shown in Figures 6 and 7. Future Build employee and truck volumes are shown in Figures10 and 11.	BOBP External Traffic Analysis (4/3/2024)

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55.0	CoM - Police	4.0	10-Apr-24		The new site plan changes part of the drive from public to private and it is unclear on the site plan how public traffic is being controlled and delineated from private traffic	Put together exhibit to outline security, property ownership, easement, site access/fencing. Combine fire/employee access, easement, and any security highlights. "Property, Ownership, Easement, and Access Exhibit - POEA Exhibit" develop from site plan submittal C2.0-4 (overall and .1-.4 quad sheets)	
56.0	CoM - Police	5.0	10-Apr-24		There are no gates nor fences on the plan that provides access control from the public roadway to the private roadways	Correct. The Ring Road will not be access controlled with gates, the roads are open to public traffic. The fence line represents the property line. Refer to G-122.	
57.0	CoM - Police	6.0	10-Apr-24		The site plan and internal traffic study shows the main truck entrance to be located at the northeast entrance. The previous plan showed the main truck entrance on the eastside, which is a straight eastbound entrance from I-69. We would like clarification on the main truck entrance and what designated route they will be asked to take (I-94 to Michigan Ave vs. I-69 to Michigan Ave)	Refer to G-104. The primary truck entrance has been revised to show truck traffic coming from the east down the C-Drive approach and into the site.	
58.0	CoM - Police	7.0	10-Apr-24		The study did show a right turn lane on Michigan for eastbound trucks, but additional information is needed to identify left hand turns for semi-trucks along Michigan Ave	MDOT will be designing the improvements to Michigan Ave., which include a boulevard section. It is our understanding MDOT will provide indirect left turn cross-overs for the entrance drives in accordance with their design standards.	
59.0	CoM - Police	8.0	10-Apr-24		Another concern that remains from the first site plan is that there is no identified or designated transportation (bus, car pool) drop off areas	Refer to G-104 and G-127 that shows employee travel paths and wayfinding signs. The Final Grading and Paving plans will include wayfinding signing for visitors, bus traffic and main entrance drop off areas.	
60.0	CoM - Police	9.0	10-Apr-24		There are limited internal crosswalks, sidewalks, and no bicycle lanes are outlined in plan	Refer to the plan sheets C-E05 to C-E08-S. There is sidewalk adjacent to the north side of the parking lot. There are no bicycle lanes planned.	
61.0	CoM - Police	10.0	10-Apr-24		A clear map of roadway access control and a comprehensive non-motorized plan is still recommended to enhance the safety and security of internal traffic on the site.	Refer to G-104. A non-motorized plan has not been completed for the site. However, traffic generation for this type of facility show no walking or bicycling trips for this land use. This distribution was approved by MDOT and used for the site traffic impact analysis.	
62.0	CoM - Police	11.0	10-Apr-24		Access control is still a concern as public and private property line is not clearly outlined on the site plan. The only visual access control consists of a fence around the main building	The Ring Road will be open to public traffic so visitors can enter the site and gain access thru the main entrance. Signing guiding visitors, truck deliveries, etc. will be provided in the final grading and paving plans in July 2024.	
63.0	CoM - Police	12.0	10-Apr-24		A security and access control plan are recommended to help identify and manage risk on the BlueOval Site.	The Owner Security team will engage the fire chief to discuss details of this plan for the plant operations.	
64.0	Progressive AE	1	24-Apr-24	Closed	The proposed site is in the I-3 Industrial and Manufacturing Complex District under Section 8.0 of the City of Marshall Zoning Ordinance. Following is our analysis of the site in comparison to the requirements of the Zoning Ordinance.	Acknowledged, no response required	
65.0	Progressive AE	8.10.3	24-Apr-24	Closed	Industrial and Manufacturing Complex District (Special Land Uses Required)	Acknowledged, no response required	
66.0	Progressive AE	8.10.4	24-Apr-24	Closed	Industrial and Manufacturing Complex District (Accessory Permitted Uses Required)	Acknowledged, no response required	

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67.0	Progressive AE	8.18	24-Apr-24	Closed	An entry sign is shown on Drawing L1.6 and labeled 'DRAFT.' The Applicant should verify that this sign is the design they intend to use. The sign is proposed for the two (2) north entrances and the east entrance. Those locations should also be verified with regards to property and road ownership.	Refer to G-127. Additional feedback will be needed from Ford to finalize what the signage will be. This will be addressed in the final grading and paving plans in July. note to follow these unless deviation is request	
68.0	Progressive AE	8.21.1	24-Apr-24	Closed	Corner clearance requirements at Right-of-Way intersections	Refer to G-122. Corners for 3 public road access points have been added.	
69.0	Progressive AE	8.24	24-Apr-24		Section details requirements for fencing. The Applicant needs to design and detail fences and gates throughout the development. This will include layout and product details.	Security fencing and gate details will be included in the Final Site Grading and Paving Plans submittal in July. Site Fencing currently in the contract is property line fence that was included in the MAEDA mass grading scope.	
70.0	Progressive AE	8.25	24-Apr-24	Closed	The Applicant needs to provide further detailing of the plans, including dimensions, to demonstrate compliance with the requirements of this section.	This will be finalized in the Final Site Grading and Paving Plans. Expected submittal in Late-July	
71.0	Progressive AE	8.26.8	24-Apr-24	Closed	Design and Irrigation Standards	This will be finalized in the Final Site Grading and Paving Plans. Expected submittal in Late-July	
72.0	Progressive AE	8.27	24-Apr-24	Closed	Pedestrian connectivity is required and outlined in this section. This has not yet been provided or explained.	5/7 - EZ Best practice and this will be addressed at a future time if desired	Comment Response Log
73.0	Progressive AE	2	24-Apr-24	Closed	Pedestrian Access Plan: Development of pedestrian circulation on the campus is needed between buildings to ensure that roadways are not used for pedestrian circulation.	5/7 - EZ Best practice and this will be addressed at a future time if desired	Comment Response Log
74.0	Progressive AE	2	24-Apr-24	Closed	Multimodal Access Plan for Employees: The Applicant should consider multimodal access for employees from the east and from the west to the plant to ensure employment of those using bicycles or walking, if feasible.	5/7 - EZ Best practice and this will be addressed at a future time if desired	Comment Response Log
75.0	Progressive AE	2	24-Apr-24	Closed	Future Rail Spur South of the Ring Road: The Applicant should explain whether the rail spur is intended to be used and, if so, how the rail spur will be accessed for transport of materials.	Space protected for future use, will be developed at a later time.	Comment Response Log
76.0	Progressive AE	2	24-Apr-24	Closed	Project Phasing: Provide the City with understanding of how the project will be phased. Will all of the Ring Road be constructed at one (1) time? Will all connector roads be constructed?	Ring road- and all public access roads - will be completed by the end of 2024. However, the Ring road may not be open for use until 2026. Internal site access roads will not be completed until 2025.	Comment Response Log
77.0	Progressive AE	2	24-Apr-24	Closed	Entry roads and parking lots should be designed with curb and gutter in areas to ensure protection of the landscape from vehicles and protection of pedestrians on sidewalk.	This will be finalized in the Final Site Grading and Paving Plans. Expected submittal in Late-July	
78.0	Progressive AE	3	24-Apr-24		In the Public Review Meeting on April 5, 2024, there was discussion about the likely use of the east Ring Road connection by trucks accessing from the east. The Applicant should consider the routing on site for this. This loading may result in heavy crossover utilization at the Ring Road/truck gate intersection.	Refer to G-104 and G-127. This drive entrance will remain as a secondary truck entrance and signed to accept only right turns (trucks coming from the west).	
79.0	Progressive AE	3	24-Apr-24		Additionally, the "West Entrance" shown at 13 Mile Road should be used for emergency access only. All regular traffic will need to utilize the two (2) new proposed entrance drives/roads.	Refer to C-H01-S. There will be a temporary gravel drive approach with a locked gate to be used for emergency access only.	
80.0	Progressive AE	4	24-Apr-24	Action	Fully engineered road plans that meet AASHTO design guidelines, including: o Roadway grading and stormwater designs. o Pavement markings and traffic signage. o Signalization designs.	Refer to attached basis of design guidelines the Ring Road was deisgned to meet. A traffic signal will be required at the intersection of C Drive and Battery Drive East, to be included in the final grading and paving plans in July.	add attachment to submittal: Ring Road Design Criteria v2.pdf

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81.0	Progressive AE	4	24-Apr-24		Coordination with MDOT on: o C-Drive layout and integration with the Ring Road layout. o Layout of the connector roads at Michigan Avenue. o Traffic studies and uses of the connector roads, as noted above in the Section 3 Traffic.	These items are being coordinate with MDOT. Currently, there will be temporary approaches to the 2 Michigan Ave. drives maintained until MDOT construction takes place. MDOT has received our plans for the C-Drive intersection with proposed geometry to meet our design.	
82.0	Progressive AE	4	24-Apr-24		Coordination with the City and Calhoun County Road Department on Ring Road layout integration with 13 Mile Road.	Refer to C-H01-S. There will be a temporary gravel drive approach with a locked gate to be used for emergency access only.	
83.0	Progressive AE	4	24-Apr-24	Closed	Development of easements and cross-access agreements for the private roadway system. Of note are the connector roads that connect Michigan Avenue and the Ring Road. The roads now pass through property, which is understood to be MAEDA property.	Refer to G-122, public road right of ways for the 2 access drives are identified.	
84.0	Progressive AE	4	24-Apr-24	Closed	An understanding of how Ford will enforce traffic regulations on the private roads.	The site security provider will enforce traffic regulations on the ring road. Ford has had initial discussions with Fire and Police about protocol in general and will specify at a later date.	Comment Response Log
85.0	Progressive AE	4	24-Apr-24	Closed	Development of entry way landscaping and entry sign branding, such that the public understand the roadway are part of the BOBPM.	Refer to sheet G-127. Additional feedback is being reviewed by Ford on this draft plan. This will be addressed in the final grading and paving plans in July.	Comment Response Log
86.0	Progressive AE	4	24-Apr-24		Provide access routes to and around the storm ponds for City maintenance activities.	Refer to G-122	
87.0	Progressive AE	6	24-Apr-24	Closed	(Stormwater) The report needs to be updated and resubmitted to reflect the new site plan submittal. The report should include clear documentation of the assumptions used for the north parcels, which are now understood to be owned by MAEDA, so that future development conditions are understood.	submitted updated SIA on 5/1/24	
88.0	Progressive AE	6	24-Apr-24	Closed	We have not yet granted a letter of compliance for the stormwater collection system, part of which is known as the Deep Storm Network. We have received documents and reports regarding that system, however those reports were preliminary and now need to be updated to meet the revised site plan and revised storm system layout. Submittal of this information is needed as soon as possible.	submitted updated SIA on 5/1/24	
89.0	Progressive AE	6	24-Apr-24	Closed	The Applicant will need to provide documentation from EGLE on the necessity of an NPDES permit and the requirements under such permit for the site.	The plan is to submit a notice of intent is being submitted in 2025 based on the permit timing requirements prior to start up.	Comment Response Log
90.0	Progressive AE	7	24-Apr-24		Wade Trim provided an easement map on April 12, 2024, which outlines easements for roadways and utilities. Additional comments will be forthcoming about easements and property ownership interests. To aid in that review, the map should be revised and resubmitted with additional labeling of the purpose and width for each of the easements.	Refer to G-122 thru 126 for additional dimensioning and labeling.	
91.0	Progressive AE	7	24-Apr-24		Access to the detention pond from the Ring Road will be needed. The easement map noted above shows easements that may be intended for that purpose. That added labeling will help to clarify if this is the intent.	Refer to G-122 thru 126 for additional dimensioning and labeling.	
92.0	Progressive AE	7	24-Apr-24		At the northeast corner of the Ford Blue Oval property, the property limits are shown at a 90-degree corner outside of the curve of the Ring Road. We recommend that the corner be curved to match the layout of the road and to allow for a more developable parcel to the northeast	Refer to G-122, the NE corner has been revised.	

BOBPM Shallow Utilities 90% Submittal Comment Log

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1.0	City of Marshall	2.a	29-Apr-24		a. Multiple watermain valves and hydrants are on the slopes and in the flow lines of stormwater ditches - this is not acceptable.	Addressed, see updated plans.	
2.0	City of Marshall	2.b	29-Apr-24		b. Ring road review will be on the construction components only - traffic flow review is on hold pending previous conversations on coordination with MDOT. As such, traffic parameters like number of lanes, stacking depths, etc will not be reviewed.	Acknowledged. Received comments from City of Marshall Police, Fire, and Progressive AE on traffic items from the Site Plan.	
3.0	City of Marshall	2.c	29-Apr-24		c. Ring road/Access Drives - the plans show an asphalt option and concrete option - which is being constructed?	Alternate bids are being obtained and selection will be made after cost are evaluated.	
4.0	City of Marshall	2.d	29-Apr-24		d. Please provide documents outlining the construction testing programs for both the watermain and the road(s).	Specifications has been included in the submittal for water main and road testing programs.	
5.0	Stantec	1.0	5/8/2024 - Draft		1. Several valves are located at the bottom of proposed ditches. These valves shall be relocated.	Addressed, see updated plans.	
6.0	Stantec	2.0	5/8/2024 - Draft		2. Horizontal bends have been added to the south end of the proposed water main loop to provide separation from storm sewer structures. The water main, storm sewer, and/or the grading should be revised such that no unnecessary fittings are proposed.	Addressed, minimized use of fittings where possible.	
7.0	Stantec	3.0	5/8/2024 - Draft		3. The private sanitary sewer should be extended to accommodate all applicable future private development on the proposed property.	Sanitary sewer lines have been run to accommodate all known and future development on the property.	
8.0	Stantec	4.0	5/8/2024 - Draft		4. The anticipated flow and firm capacity of the sanitary sewer pump station upstream of the connection to the City of Marshall sewer shall be provided.	We are still finalizing industrial and domestic flows with the Owner and will be updated on a future submittal.	
9.0	Stantec	5.0	5/8/2024 - Draft		5. Confirmation shall be provided verifying that the discharge from the proposed wastewater plant meets the requirements of the City of Marshall's Industrial Pretreatment Program.	We are still finalizing industrial flows with the Owner as well as industrial waste water pretreatment and will be updated on a future submittal.	
10.0	Stantec	6.0	5/8/2024 - Draft		6. Profiles should be provided for the proposed water main to the meter houses.	Water main profiles have been revised to include connections to the meter houses.	
11.0	Stantec	7.0	5/8/2024 - Draft		7. If duct banks will be proposed on site, their locations should be shown in the plan and profiles.	Preliminary routing of underground electric is provided in the plans. Profiles will be in a future submittal once routing alignments have been finalized with the Owner.	
12.0	Stantec	8.0	5/8/2024 - Draft		8. Sheets G-110 – G-114:		
13.0	Stantec	8.a	5/8/2024 - Draft		a. Several of the profile callouts reference the wrong profiles later in the plan set. All profile labels on these sheets should be reviewed for accuracy and revised as necessary.	Addressed, see updated plans.	
14.0	Stantec	8.b	5/8/2024 - Draft		b. It would be helpful if the water main sizes were labeled on these sheets.	Addressed, see updated plans.	
15.0	Stantec	9.0	5/8/2024 - Draft		9. There are many grading sheets that either have missing hydrant finished grade/rim elevations, missing hydrant/valve symbols, or elevation leaders pointing to the wrong locations, including but not limited to sheets D09-D10, E03-E09, F01, G01, H01-H03, H05-H07, H09 and J09.	Addressed, see updated plans.	
16.0	Stantec	10.0	5/8/2024 - Draft		10. Sheet C-304-DW: the water main appears to be deeper than necessary from STA 79+00 to STA 91+00. The water main should be proposed closer to 6 feet deep.	Addressed, see updated plan.	
17.0	Stantec	11.0	5/8/2024 - Draft		11. Sheet C-308-DW: The box culvert crossing at STA 165+00 in profile "O" should be labelled with the size and invert elevation of the box culvert.	Addressed, see updated plan.	
18.0	Stantec	12.0	5/8/2024 - Draft		12. Sheet C-310-DW: The sanitary sewer crossing around STA 19+50 and the fire water crossing around STA 18+75 should be shown.	Addressed, see updated plan.	
19.0	Stantec	13.0	5/8/2024 - Draft		13. Sheet C-312-DW:		
20.0	Stantec	13.a	5/8/2024 - Draft		a. In Profile "Z", 16" Valve in Well H02-DWV-02 should be located on a flat section of water main.	Addressed, see updated plan.	
21.0	Stantec	13.b	5/8/2024 - Draft		b. In Profile "AA", the proposed plug should be labeled as 12", rather than 16".	Addressed, see updated plan.	
22.0	Stantec	13.c	5/8/2024 - Draft		c. In Profile "CC", the hydrant number should be corrected to D02, rather than E02.	Addressed, see updated plan.	
23.0	Stantec	14.0	5/8/2024 - Draft		14. Sheet C-313-DW:		
24.0	Stantec	14.a	5/8/2024 - Draft		a. In Profile "DD", the sanitary sewer crossing should be shown and the storm sewer crossing should be removed.	Addressed, see updated plan.	

Comment #	Originator	Comment ID	Comment Date	Due Date	Comment	Response	Response Document Reference
Number	Firm	Topic	Received	Due	Any notes/action	Response	Reference Doc
25.0	Stantec	15.0	5/8/2024 - Draft		15.Sheets C-520 – C- 531: A method for bypassing the proposed meters shall be shown such that water can stay in service in the event the meters need to be maintained or replaced.	Addressed, see updated plan C-520.	
26.0	Stantec	16.0	5/8/2024 - Draft		16.The water main system details, specifications, and materials:	Addressed, see updated plan.	
27.0	Stantec	16.a	5/8/2024 - Draft		a.The 16-inch valves shall be butterfly valves in boxes to be consistent with other City 16-inch valves.	Addressed, see updated plan.	
28.0	Stantec	17.0	5/8/2024 - Draft		17.The applicant's contractor shall follow the City of Marshall standard procedures, specifications, and details. This includes submittals, materials, field data collection, as-built, and project closeout requirements. These procedures, specifications, and details have recently been updated and will be forwarded to the applicant's engineer. It should be noted that it is the developer's responsibility to prepare record set plans in coordination with the City of Marshall's inspectors.	Addressed, see specifications.	
29.0	Stantec	18.0	5/8/2024 - Draft		18.A performance guarantee acceptable to the City of Marshall should be provided prior construction.	Meeting with City, Walbridge and Wade Trim being scheduled to define "performance guarantee". Confirm with Eric (stantec) to what these standards are - note to follow these unless deviation is request	