

STORM SEWER GENERAL NOTES:

- PIPE LENGTHS SHOWN ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE OR TO THE CENTER OF TOE OF END SECTION. ALL PIPES SHALL BE FIELD STAKED TO THE CENTER OF THE INSIDE WALL FACE OF THE STRUCTURE.
- THE DIMENSION FOR ALL STRUCTURES ARE FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE.
- THE FIRST STRUCTURE DIMENSION SHOWN IS THE "L" DIMENSION AND THE SECOND IS THE "W" DIMENSION (SEE STORM SEWER STRUCTURE DETAILS).
- LOCATIONS OF NORTHINGS AND EASTINGS SHOWN ARE AS FOLLOWS:
 - THROATED AREA INLET: CENTER OF STRUCTURE
 - SETBACK CURB INLET: CENTER OF STRUCTURE
 - MODIFIED CURB INLET: CENTER OF STRUCTURE ALONG TOP OF CURB AT INLET
 - END SECTIONS: CENTER OF TOE OF END SECTION
- STORM SEWER PIPE SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED:
 - HIGH DENSITY POLYETHYLENE (HDPE) MEETING THE REQUIREMENTS FOR TEST METHODS, DIMENSIONS, AND MARKINGS FOUND IN AASHTO M294 AND ASTM F2306. JOINTS SHALL BE WATER TIGHT REINFORCED BELL & GASKETED SPIGOT TYPE.
- ALL PIPE SHALL BE PLACED IN TRENCH CONDITIONS. PLACE A MINIMUM OF 2 FEET OF FILL OVER PROPOSED PIPE BEFORE TRENCHING AND PIPE INSTALLATION. PROPOSED FILL SHALL BE PLACED IN ACCORDANCE WITH PROJECT REQUIREMENTS.
- UTILITY LINES AND STRUCTURES IN FILL AREAS BELOW PIPE GRADE SHALL NOT BE CONSTRUCTED UNTIL ALL CONSOLIDATION OF THE FILL IS COMPLETE AND SO APPROVED BY THE ON-SITE GEOTECHNICAL ENGINEER.
- ALL CURB INLETS AND OTHER STRUCTURES SET AT LOW POINTS ARE TO BE SET LEVEL. ALL OTHER CURB INLETS ARE TO BE SET WITH THE GRADE AT THE TOP OF CURB OR PAVEMENT. ALL CURB INLETS SHALL HAVE TOP SLABS SLOPING TOWARD THE PAVEMENT AT A 2% GRADE UNLESS OTHERWISE NOTED.
- PRECAST STRUCTURES MAY BE USED AT CONTRACTOR'S OPTION. ALL STORM STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED CONCRETE INVERT FROM INVERT IN TO INVERT OUT.
- ALL REINFORCING STEEL SHALL COMPLY WITH ASTM-A615 GRADE 60.
- THE LIDS OF ALL PRECAST STRUCTURES SHALL BE GROUTED TO THE TOP OF THE WALLS.
- ALL UNSUITABLE MATERIAL ENCOUNTERED DURING THE INSTALLATION OF STORM SEWER SHALL BE REMOVED AT CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL EXPOSE EXISTING UTILITIES AT LOCATIONS OF POSSIBLE CONFLICT AND POINTS OF CONNECTION PRIOR TO ANY CONSTRUCTION OF STORM SEWER.

DEMOLITION PLAN GENERAL NOTES

- EXISTING CONDITIONS SHOWN FOR DEMOLITION ARE CURRENTLY UNDER CONSTRUCTION. CONTRACTOR SHALL COORDINATE WITH ON-SITE CONSTRUCTION CREWS TO MINIMIZE DEMOLITION OF NEWLY COMPLETED INFRASTRUCTURE.
- CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL ITEMS ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT A REQUIRED PART OF THE PROPOSED PROJECT UPON COMPLETION.
- CONTRACTOR SHALL COORDINATE WITH OWNER ON SALVAGING AND DISPOSAL OF DEMOLISHED/REMOVED ITEMS.
- CONTRACTOR SHALL PROTECT OFFSITE IMPROVEMENTS (INCLUDING BUT NOT LIMITED TO SIDEWALKS, DRIVES, UTILITIES, CURBS, AND PAVING) SURROUNDING THE PROJECT BOUNDARY FROM DAMAGE DURING DEMOLITION ACTIVITY. ALL PAVEMENT REMOVALS SHALL BE SAWCUT WITH CLEAN FULL DEPTH CUTS ADJACENT TO EXISTING PAVEMENT TO REMAIN. CONTRACTOR SHALL INSTALL AND MAINTAIN PEDESTRIAN AND VEHICULAR TRAFFIC CONTROL SIGNAGE IN COMPLIANCE WITH THE MISSOURI DEPARTMENT OF TRANSPORTATION AND CITY OF LEE'S SUMMIT REQUIREMENTS. CONTRACTOR SHALL NOT OBSTRUCT ACCESS TO EXISTING BUSINESSES.
- CONTRACTOR SHALL INSTALL SAFETY FENCING SURROUNDING ALL EXCAVATIONS DURING DEMOLITION OF STRUCTURES. AREAS OF HEAVY EQUIPMENT USAGE FOR SITE GRADING AND GRUBBING, TREE REMOVAL AREAS, AND ANY OTHER AREAS WHERE PEDESTRIAN OR VEHICULAR TRAFFIC MAY ENCROACH. THIS FENCING SHALL BE INSTALLED NO LATER THAN THE END OF EACH WORKING DAY. CONTRACTOR SHALL REPAIR AND MAINTAIN FENCING IN AN ORDERLY MANNER. CONTRACTOR MAY RE-USE FENCING MATERIALS AFTER ALL DEMOLITION ACTIVITIES HAVE BEEN COMPLETED FOR THAT AREA OF WORK.

GRADING PLAN GENERAL NOTES:

- ALL TOPSOIL, VEGETATION, ROOT STRUCTURES, AND DELETERIOUS MATERIALS SHALL BE STRIPPED FROM THE GROUND SURFACE PRIOR TO THE PLACEMENT OF EMBANKMENTS.
- ALL DISTURBED AREAS THAT ARE NOT TO BE PAVED (GREEN SPACES) SHALL BE FINISH GRADED WITH A MINIMUM OF SIX INCHES OF TOPSOIL.
- FINISHED GRADES SHALL NOT BE STEEPER THAN 3:1.
- EXISTING GRADE CONTOURS SHOWN AT 1 FOOT INTERVALS. PROPOSED GRADE CONTOURS SHOWN AT 1 FOOT INTERVALS.
- HAUL OFF AND MATERIAL IMPORT SHALL NOT BE AN EXCLUDED ITEM IN THE BASE BID. ALL EXCAVATION SHALL BE CONSIDERED NON-CLASSIFIED. NO ADDITIONAL PAYMENT WILL BE MADE FOR ROCK EXCAVATION OR BLASTING.
- ALL DISTURBED AREAS ARE TO RECEIVE TOPSOIL (6"), SEED/SOD, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED. RE-SEEDING SHALL BE REQUIRED.
- WITHIN FORTY-EIGHT HOURS PRIOR TO ANY ASPHALT OR CONCRETE PAVING, THE SUBGRADE SHALL BE PROOF-ROLLED WITH A FULLY LOADED TANDEM WHEEL DUMP TRUCK AND OBSERVED BY THE ON-SITE GEOTECHNICAL ENGINEER. AREAS OF THE SUBGRADE WITH EXCESSIVE RUTTING AND/OR PUMPING SHALL BE RE-WORKED OR REMOVED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. FLY ASH OR GRANULAR MATERIAL MAY BE ADDED BY THE CONTRACTOR (AS APPROVED BY THE ON-SITE GEOTECHNICAL ENGINEER) TO STABILIZE THE SUBGRADE.
- REFERENCE GEOTECHNICAL REPORT FOR BUILDING PAD PREPARATION.
- CONTRACTOR SHALL OPERATE UNDER THE TERMS AND PERMITS INCLUDED IN THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED FOR THIS PROJECT AND PERMITTED THROUGH THE STATE OF MISSOURI. CONTRACTOR SHALL EMPLOY A QUALIFIED PERSON TO CONDUCT REGULAR INSPECTIONS OF THE SITE EROSION CONTROL MEASURES AND DOCUMENT SUCH INSPECTIONS IN THE SWPPP DOCUMENT MAINTAINED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL ADHERE ALL TERMS & CONDITIONS AS OUTLINED IN THE PERMIT FOR STORMWATER DISCHARGE ASSOCIATED WITH THE CONSTRUCTION ACTIVITIES AS ISSUED BY CITY OF LEE'S SUMMIT, MO AND THE MISSOURI DEPARTMENT OF NATURAL RESOURCES (MDNR).

GENERAL EROSION & SEDIMENTATION NOTES:

- THE STORMWATER POLLUTION PREVENTION PLAN IS COMPRISED OF THIS DRAWING, THE STANDARD DETAIL ATTACHMENTS INCLUDED IN SPECIFICATIONS, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
- ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORMWATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OR NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
- CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST OF OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
- BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
- PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
- CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
- GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
- ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
- SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
- RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
- ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS SITE MAP, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.
- DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY WILL BE STOPPED FOR AT LEAST 7 DAYS, SHALL BE TEMPORARILY STABILIZED. THESE AREAS SHALL BE STABILIZED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.
- DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE STABILIZED. THESE AREAS SHALL BE STABILIZED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE GRADING PLAN.
- IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE. ONLY USE INGRESS/EGRESS LOCATIONS AS PROVIDED.
- ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
- CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
- ON-SITE & OFFSITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.
- SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
- DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION AND SEDIMENT CONTROL MEASURES (SILT FENCES, ETC.) TO PREVENT EROSION AND POLLUTANT DISCHARGE.

EROSION & SEDIMENTATION CONTROL MAINTENANCE

ALL MEASURES STATED ON THIS SITE MAP, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR THE APPLICABLE PERMIT, WHICHEVER IS MORE STRINGENT, AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

- INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
- SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.
- THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXITS AS CONDITIONS DEMAND.
- THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AREA AS CONDITIONS DEMAND.

UTILITY NOTES:

- UTILITY CONSTRUCTION SHALL COMPLY WITH THE STANDARD SPECIFICATIONS, CODES AND DETAILS OF THE CITY OF LEE'S SUMMIT, MISSOURI AND ALL LOCAL UTILITY PROVIDERS.
- OPEN CUTTING OF EXISTING STREETS IS PROHIBITED. ALL PROPOSED UTILITY STREET CROSSINGS SHALL BE BORED UNDER STREETS UNLESS NOTED OTHERWISE.
- THE INFORMATION SHOWN ON THESE PLANS CONCERNING THE TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OF ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES FOR FIELD LOCATIONS OF ALL UNDERGROUND UTILITY LINES PRIOR TO ANY EXCAVATION AND FOR MAKING HIS OWN VERIFICATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. CONTRACTOR SHALL CONTACT THE UTILITY LOCATION SERVICE A MINIMUM OF 72 HOURS PRIOR TO ANY EXCAVATION TO FIELD LOCATE UTILITIES.
- IF DURING THE COURSE OF CONTRACTOR COORDINATION WITH ANY UTILITY THE NEED FOR AN EASEMENT IS REQUIRED CONTRACTOR TO NOTIFY ENGINEER IMMEDIATELY.
- CONTRACTOR TO INSTALL PROTECTIVE SLEEVES IN FOOTINGS IF NECESSARY FOR UTILITY CONNECTION WITH BUILDING. SEE STRUCTURAL AND MEP PLANS.
- CONTRACTOR SHALL CONTACT POWER PROVIDER TO INSPECT ELECTRIC CONDUIT INSTALLATION PRIOR TO BACKFILLING.
- ROOF DRAINS, POOL DRAINS, GUTTERS, AND DOWNSPOUTS SHALL NOT CONNECT TO SANITARY SEWER!
- THE CONTRACTOR IS OBLIGATED TO INSPECT FOR EXISTING CONDITIONS/INSTALLATIONS AND AVAILABLE INFORMATION PRIOR TO SUBMITTING A BID. REFER TO SPECIFICATIONS ALSO.
- EXISTING INSTALLATIONS SUCH AS WATER MAINS/LINES, GAS MAINS/LINES, SEWER MAINS/LINES, TELEPHONE LINES, POWER LINES, AND UTILITY STRUCTURES IN THE VICINITY OF THE WORK TO BE DONE) ARE INDICATED ON THE DRAWINGS ONLY TO THE EXTENT THAT SUCH INFORMATION HAS BEEN MADE AVAILABLE TO OR DISCOVERED BY THE ENGINEER IN PREPARING THE DRAWINGS. THERE IS NO GUARANTEE AS TO THE ACCURACY OR COMPLETENESS OF SUCH INFORMATION, AND ALL RESPONSIBILITY FOR THE ACCURACY AND COMPLETENESS THEREOF IS EXPRESSLY DISCLAIMED.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR LOCATING ALL EXISTING INSTALLATIONS.
- ANY DELAY, ADDITIONAL WORK, FEES OR EXTRA COST TO THE CONTRACTOR CAUSED BY OR RESULTING FROM DAMAGE TO OR MODIFICATION OF EXISTING INSTALLATIONS BY THE CONTRACTOR OR AFFECTED UTILITY COMPANY SHALL NOT CONSTITUTE A CLAIM FOR EXTRA WORK, ADDITIONAL PAYMENT OR DAMAGES.
- THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONSTRUCTION PRIOR TO SUBMITTING HIS BID. NO EXTRAS WILL BE PAID DUE TO UNANTICIPATED EXISTING CONDITIONS/INSTALLATIONS.

GENERAL SIDEWALK & SIDEWALK RAMP NOTES

- POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR). NO PONDING SHALL BE PRESENT IN THE PAR. ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/2 INCH.
- TURNING SPACE SHALL BE LOCATED ANYWHERE THE PAR CHANGES DIRECTION, AND IF THE APPROACHING WALK IS INVERSE GRADE.
- THE MAXIMUM CROSS SLOPE REQUIREMENTS FOR PERPENDICULAR CURB RAMPS AND BLENDED TRANSITIONS ADJACENT TO PEDESTRIAN STREET CROSSINGS ARE AS FOLLOWS: AT YIELD OR STOP CONTROL - 2%; WITHIN YIELD OR STOP CONTROL, OR WITH TRAFFIC SIGNALS - 5%; AT MIDBLOCK - NO GREATER THAN THE STREET GRADE;
- WHEN NOT ADJACENT TO PEDESTRIAN STREET CROSSINGS, PAR AND RAMP CROSS-SLOPE 1% DESIRED, 2% MAXIMUM.
- CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS AND AT THE TOP OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.
- ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL.
- ALL RAMP TYPES SHOULD HAVE A MINIMUM OF 3' RAMP LENGTH.
- DETECTIBLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MINIMUM OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE WIDTH OF SIDEWALK AND SHARED-USE PATHS. ARC LENGTH OF RADIAL DETECTABLE WARNINGS SHALL NOT BE GREATER THAN 20 FEET.
- RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 2" MINIMUM TO 9" MAXIMUM FROM BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 2" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.
- LONGITUDINAL JOINT SPACING TO MATCH WITH OF SIDEWALK (4' MIN.).
- ISOLATION JOINTS SHALL BE PLACED WHERE WALK ABUTS DRIVEWAYS AND SIMILAR STRUCTURES, AND 250' CENTERS MAX.
- SIDEWALK RAMPS SHALL BE LENGTHENED AS NEEDED TO PROVIDE COMPLIANT SLOPE (8.33% MAX.) BUT NEED NOT EXCEED 15' REGARDLESS OF RESULTING SLOPE.
- NO CASTING OR UTILITY BOXES SHALL BE ALLOWED IN RAMPS OR TURNING SPACES. CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING UTILITY BOXES AND COORDINATING WITH UTILITIES TO OBTAIN RAMP AND SIDEWALK COMPLIANCE.
- NEWLY CONSTRUCTED EXTERIOR ACCESSIBLE ROUTES SHALL NOT EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL OR 2% CROSS-SLOPE. WALKING SURFACES EXCEEDING 5% SLOPE IN THE DIRECTION OR TRAVEL OF CHANGES IN ELEVATION GREATER THAN 1/4" UNBEVELED OR 1/2" BEVELED MUST HAVE RAMPS COMPLYING WITH ICC A117.7 - 2009 AND 2010 ADA STANDARD SECTIONS 405.

GENERAL NOTES:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE PLANS IN THEIR POSSESSION AR THE MOST CURRENT VERSION ISSUED, AND PRESENT ON SITE AT ALL TIME. CURRENT PLANS PREPARED BY OWN, INC. MAY BE OBTAINED AT THE DIRECTION OF THE OWNER. DIRECT REQUESTS TO OWN, INC. MAY REQUIRE ADDITIONAL AUTHORIZATIONS, AGREEMENTS, AND/OR FEES. PLEASE CONTACT THE ENGINEER FOR MORE INFORMATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DEVIATIONS FROM THESE PLANS UNLESS WRITTEN APPROVAL FROM ENGINEER, OWNER, AND DEVELOPER.
- ALL WORK AND MATERIALS SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLETE THE WORK SHOWN IN THE PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS, PAYING ALL FEES, AND FOR OTHERWISE COMPLYING WITH ALL APPLICABLE REGULATIONS GOVERNING THE WORK.
- THE CONTRACTOR SHALL NOT ENGAGE IN ACTIVITIES THAT MAY ENCROACH ON WATERS OF THE U.S., INCLUDING WETLANDS, UNTIL ANY NECESSARY PERMITS MAY BE OBTAINED. THE CONTRACTOR SHALL REVIEW AND COMPLY WITH ALL CONDITIONS DESCRIBED IN THE PERMIT.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, THE SAFETY OF ALL PERSONS INCLUDING VISITORS AND THE GENERAL PUBLIC, AND PROPERTY DURING PERFORMANCE OF THE WORK.
- PRIOR TO COMMENCEMENT OF WORK THE CONTRACTOR SHALL NOTIFY AND COORDINATE WITH ALL UTILITY COMPANIES AND OBTAIN ANY RELEVANT INFORMATION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL BOUNDARY CORNERS AND SECTION CORNERS. ANY BOUNDARY CORNERS AND/OR SECTION CORNERS DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE RESET BY A LAND SURVEYOR LICENSED IN THE STATE OF MISSOURI, AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ADJACENT PROPERTIES AND SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT DAMAGE DURING CONSTRUCTION. THE CONTRACTOR IS ALSO RESPONSIBLE FOR REPAIRING ANY DAMAGE RESULTING FROM CONSTRUCTION ACTIVITIES.
- PRIOR TO MOVING OFF THE JOB THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER TO PERFORM A FINAL WALK-THROUGH OF THE CONSTRUCTION SITE.

RELEASED FOR CONSTRUCTION
As Noted on Plan Review

Development Services Department
Lee's Summit, Missouri
09/29/2025



8455 College Boulevard
Overland Park, KS 66210
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weareown.com

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COA# 00062

DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE

SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS		
NO.	DESCRIPTION	DATE
	CITY COMMENTS	09/12/2025
	CITY COMMENTS	09/24/2025

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO: _____

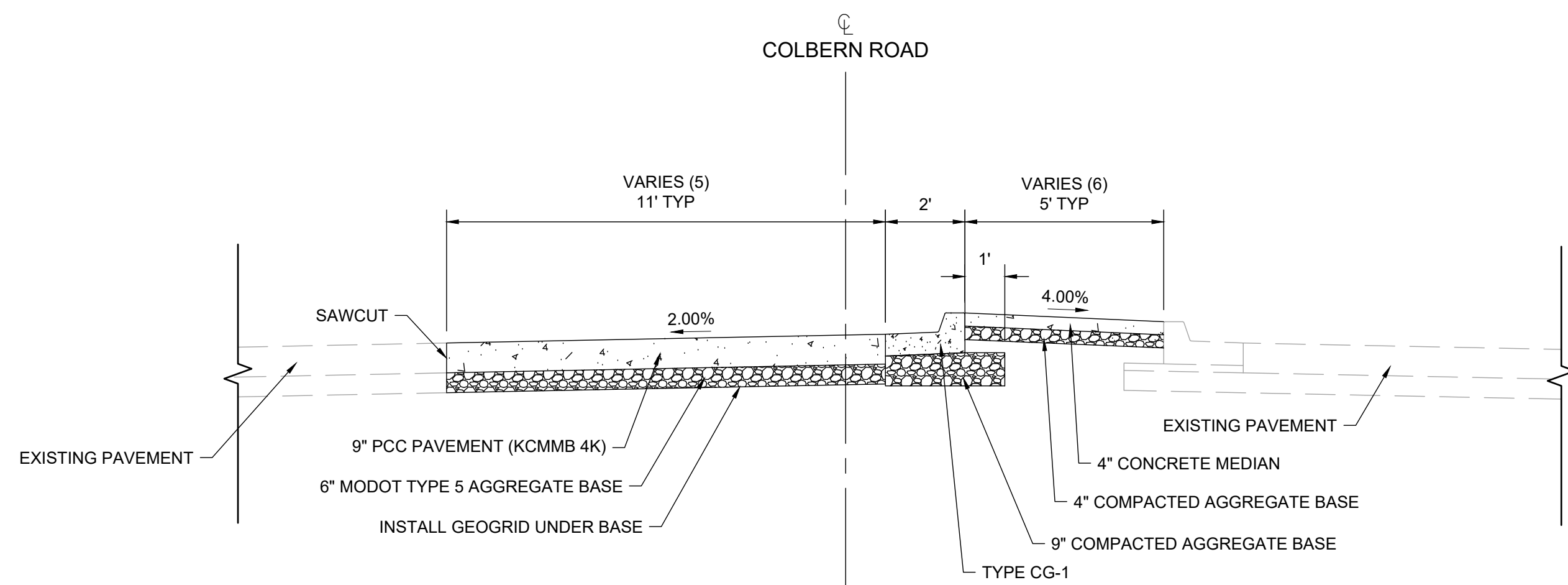
SHEET TITLE

GENERAL NOTES

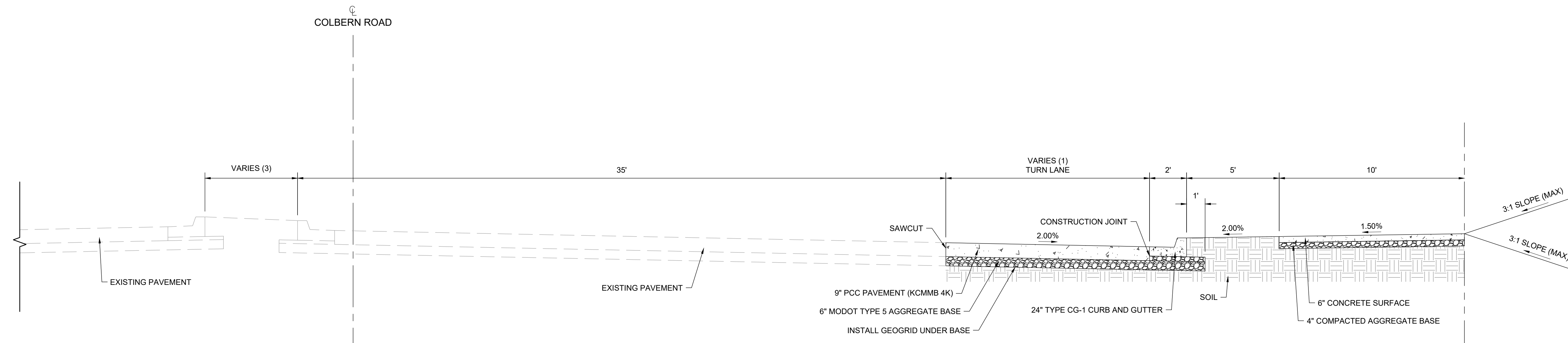
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C050

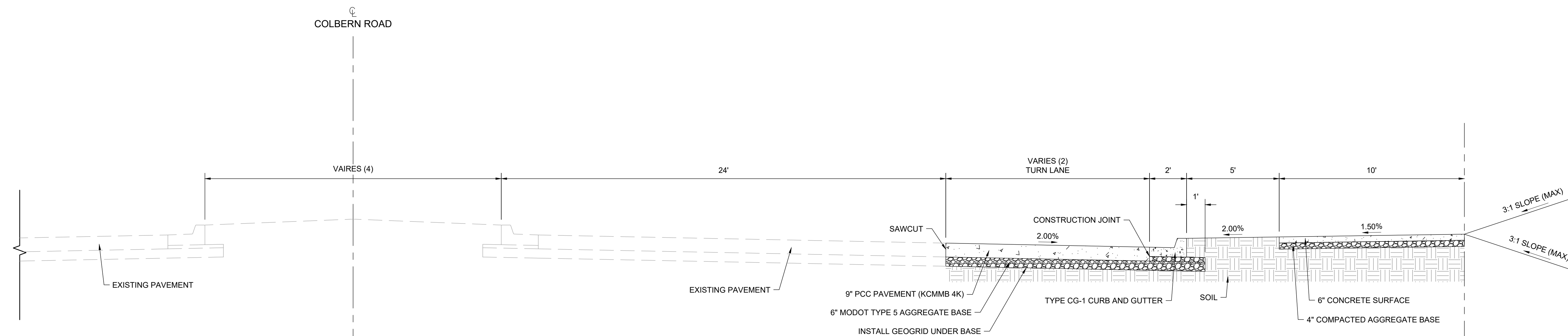
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TYPICAL SECTION - COLBERN RD
STA. 94+07.75 TO 97+07.83



TYPICAL SECTION - COLBERN RD
STA. 89.38.63 TO 92.74.80



TYPICAL SECTION - COLBERN RD
STA. 94+05.24 TO 98.54.24

- NOTES:
- (1) WIDTH VARIES 0 FEET TO 11 FEET FROM STATION 89+68.30 TO STATION 90+70.34.
 - (2) WIDTH VARIES 0 FEET TO 11 FEET FROM STATION 95+53.52 TO STATION 98+54.24.
 - (3) REMOVE MEDIAN AND CURB FROM STATION 92+74.80 TO STATION 93+09.78. RECONSTRUCT MEDIAN AND CURB AT STATION 92+74.80.
 - (4) REMOVE MEDIAN FROM STATION 93+54.71 TO STATION 97+07.83. CONSTRUCT MEDIAN FROM STATION 94+05.24 TO 97+07.83. WIDTH VARIES FROM 5 FEET TO 16 FEET FROM STATION 96+07.32 TO STATION 97+07.83.
 - (5) WIDTH VARIES 0 FEET TO 11 FEET FROM STATION 96+07.32 TO STATION 97+07.83.
 - (6) WIDTH VARIES 5 FEET TO 16 FEET FROM STATION 96+07.32 TO STATION 97+07.83.

RELEASED FOR CONSTRUCTION
As Noted on Plan Review

Development Services Department
Lee's Summit, Missouri

09/29/2025


OWN
Engineering beyond.

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**DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE**

SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS		
NO.	DESCRIPTION	DATE
1	CITY COMMENTS	09/12/2025
2	CITY COMMENTS	09/24/2025

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PROJECT NO: 24KC10016

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ISSUED DATE: 9/24/25

FIELD BOOK:

ISSUED BY:

LICENSE NO:

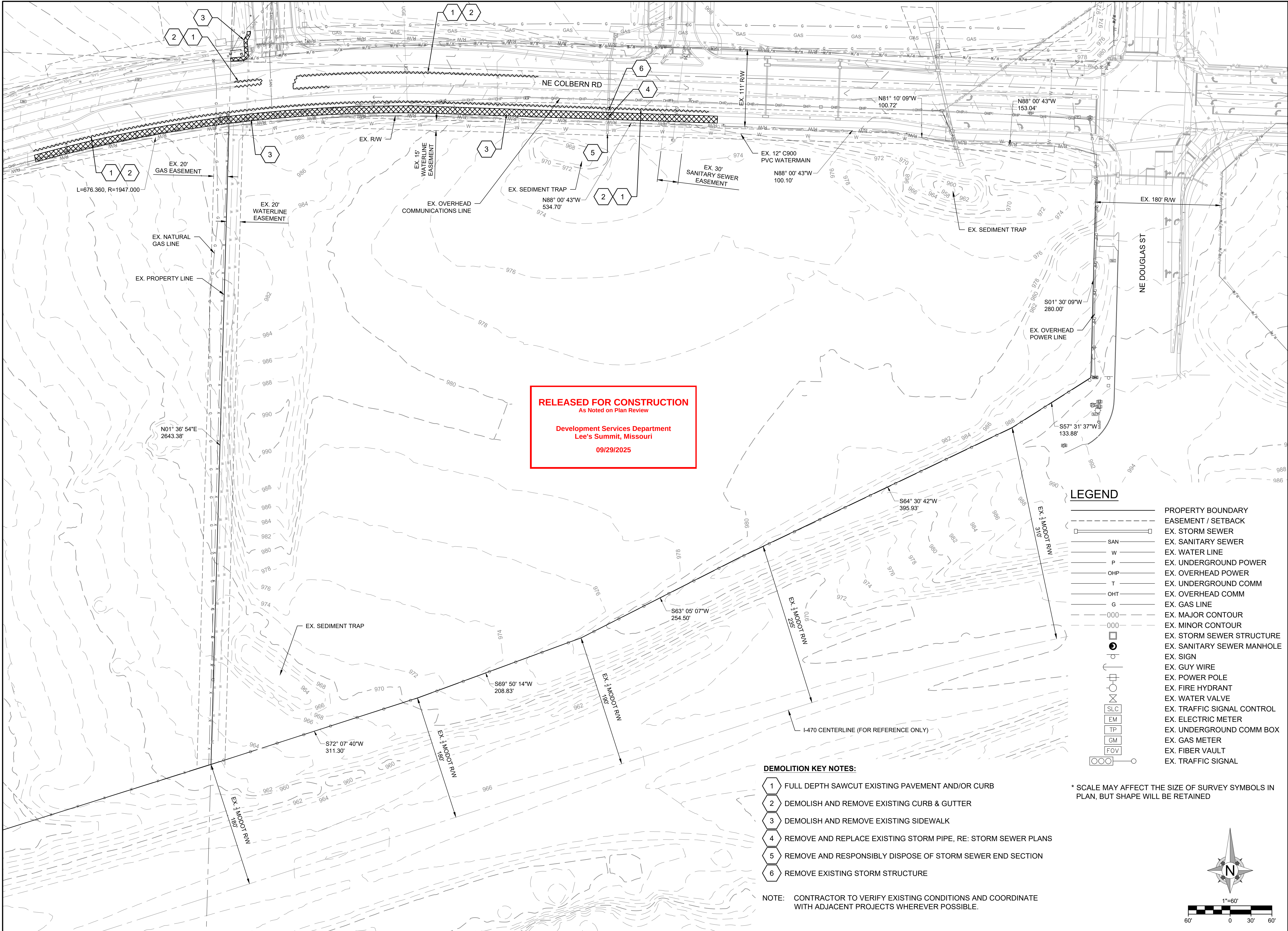
SHEET TITLE

**TYPICAL ROAD
SECTIONS**

SHEET NUMBER

C051

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**DISCOVERY
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ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

SHEET TITLE

**EXISTING
CONDITIONS &
DEMOLITION
PLAN**

SHEET NUMBER

C100

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Development Services Department
Lee's Summit, Missouri
09/29/2025



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FORMERLY ANDERSON ENGINEERING

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Engineering Corporation
COA# 00062

SW OF THE INTERSECTION OF NE
COLBURN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

[illegible]

PROJECT NO: 24KC10016

DRAWN BY: JGD

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ISSUED DATE: 9/24/25

FIELD BOOK:



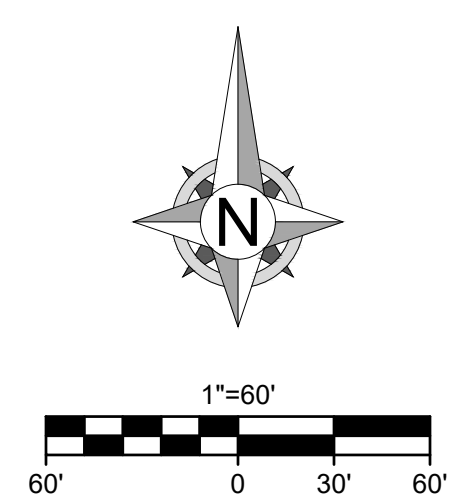
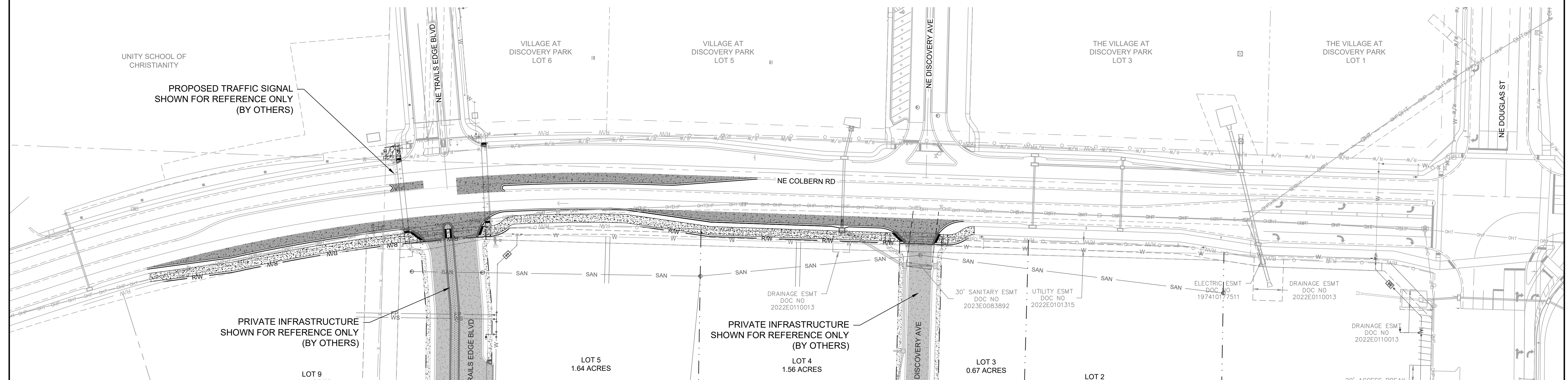
ISSUED BY:

LICENSE NO:

GENERAL LAYOUT

C101

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FORMERLY ANDERSON ENGINEERING

**DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE**

REVISIONS

DRAWING INFORMATION

STATE OF MISSOURI
JEFFERY W. BARTZ
NUMBER
PE-2012022594
09/24/2025
PROFESSIONAL ENGINEER

LICENSE NO:

ALIGNMENT DATA

C200

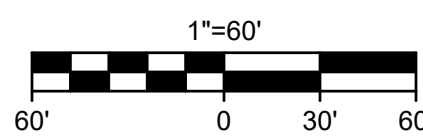
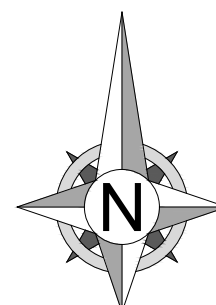
6 OF 37

NE DISCOVERY AVE.								
SEGMENT #	STATION	NORTHING	EASTING	LENGTH	LINE/CHORD DIRECTION	DELTA	TANGENT	RADIUS
L9	10+00.00	1011982.1756	2822969.3529	364.514	N01° 29' 01.17"E			

NE TRAILS EDGE BLVD									
SEGMENT #		STATION	NORTHING	EASTING	LENGTH	LINE/CHORD DIRECTION	DELTA	TANGENT	RADIUS
L6		10+00.00	1011882.3998	2822416.8281	107.125	N03° 01' 15.83"E			
L7		11+07.12	1011989.3756	2822422.4739	202.967	N00° 37' 01.59"E			
C3	PC= PI= PT=	13+10.09	1012192.3306	2822424.6599	19.235	N02° 08' 16.95"W	005° 30' 37"	9.62	200.000
L8		13+29.33	1012211.5443	2822423.9426	141.817	N04° 53' 35.49"W			

As Noted on Plan Review

09/29/2025





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SW OF THE INTERSECTION OF NE
COLBORN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

[illegible]

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



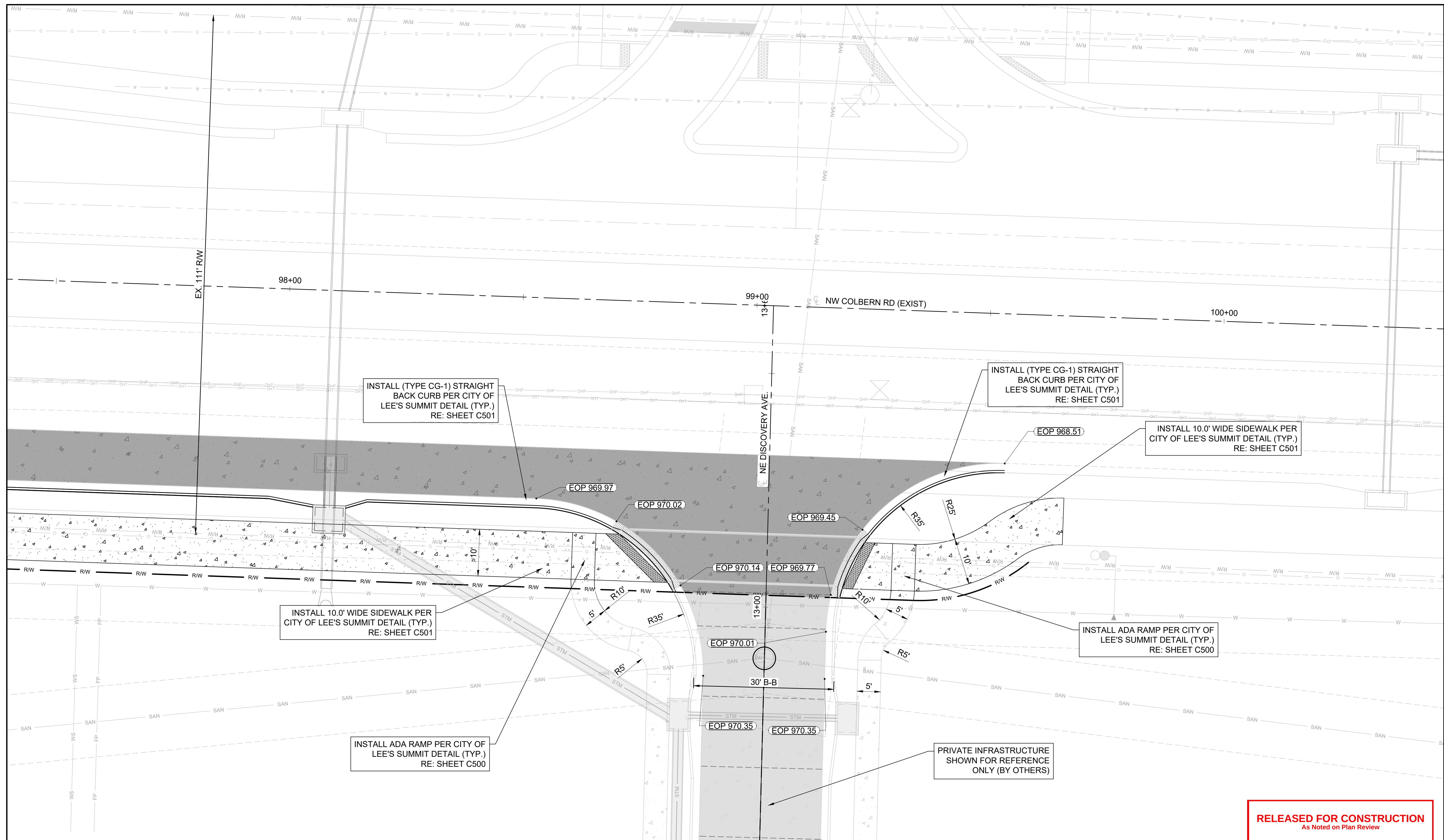
ISSUED BY:

LICENSE NO:

INTERSECTION DETAILS 1

C201

7 OF 37



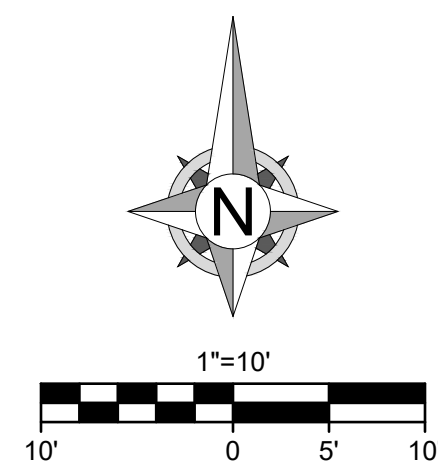
INTERSECTION OF NE DISCOVERY AVE & NW COLBERN RD

LEGEND

	PROP. STREET CENTERLINE		PROP. STREET PAVEMENT
	PROP. RIGHT-OF-WAY		PROP. 5' SIDEWALK
	PROP. UTILITY EASEMENT		
	PROP. BUILDING SETBACK	EOP = EDGE OF PAVEMENT	
	PROP. LOT LINE	B-B = BACK OF CURB TO BACK OF CURB	
	PROP. SANITARY SEWER		
	PROP. SANITARY SEWER		

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As Noted on Plan Review

Development Services Department
Lee's Summit, Missouri
09/29/2025





FORMERLY ANDERSON ENGINEERING

DISCOVERY CROSSING AT DISCOVERY PARK- PUBLIC INFRASTRUCTURE

REVISIONS

DRAWING INFORMATION

LICENSE NO:

INTERSECTION DETAILS 2

8 OF 37



 PROP. STREET CENTERLINE
 PROP. RIGHT-OF-WAY
 PROP. UTILITY EASEMENT
 PROP. LOT LINE
 PROP. SANITARY SEWER
 PROP. SANITARY SEWER



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SW OF THE INTERSECTION OF NE
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LEE'S SUMMIT, MO

[illegible]

PROJECT NO: 24KC10016
DRAWN BY: JGD
CHECK BY: JWb
ISSUED DATE: 9/24/25
FIELD BOOK:



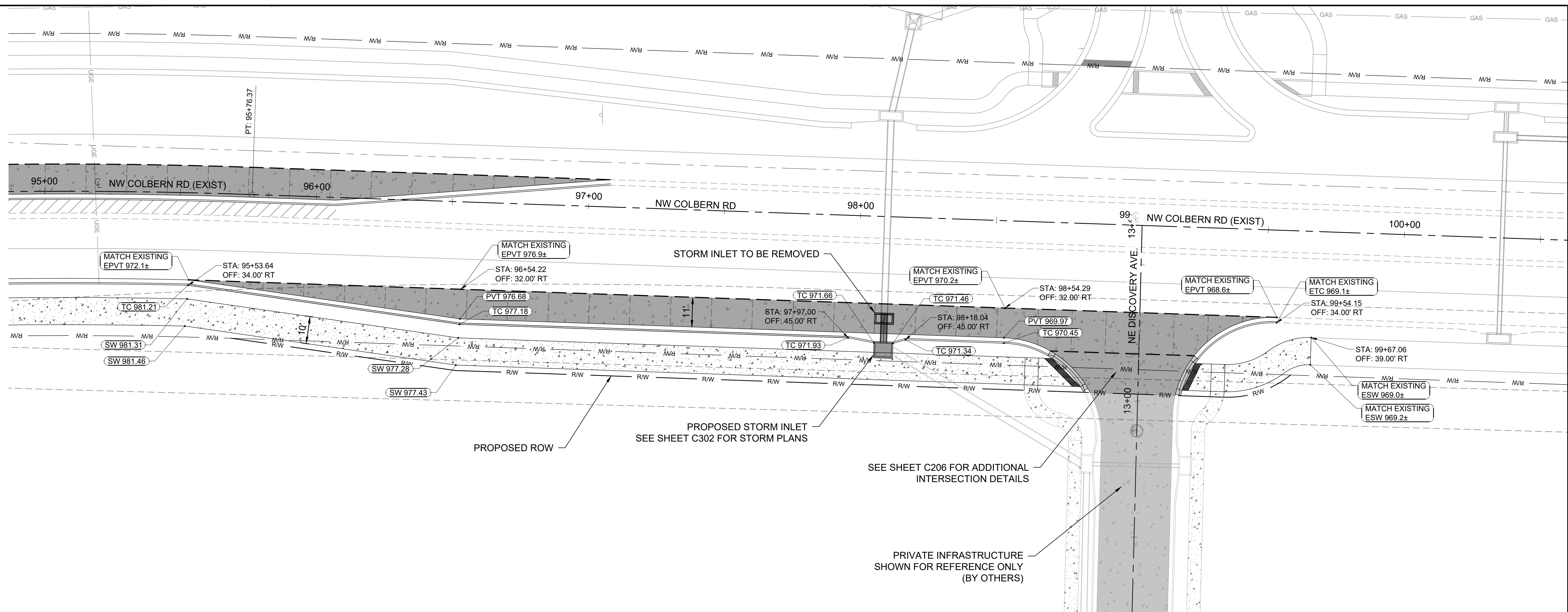
ISSUED BY:

LICENSE NO:

TURN LANE DETAILS 1

C203

OF 37

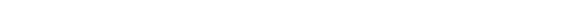
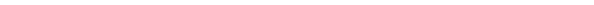
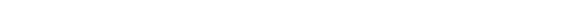
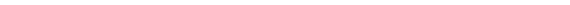


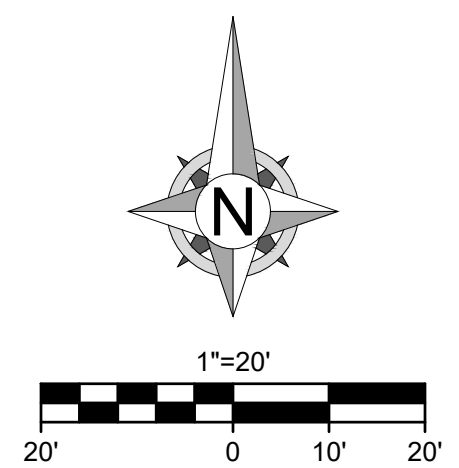
TURN LANE AT INTERSECTION OF NE DISCOVERY AVE & NW COLBERN RD

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**Development Services Department
Lee's Summit, Missouri
09/29/2025**

LEGEND

	PROP. STREET CENTERLINE		PROP. STREET PAVEMENT
 R/W 	PROP. RIGHT-OF-WAY		PROP. 5' SIDEWALK
	PROP. UTILITY EASEMENT	EOP = EDGE OF PAVEMENT	
	PROP. LOT LINE	B-B = BACK OF CURB TO BACK OF CURB	
 SAN 	PROP. SANITARY SEWER		
 STM 	PROP. SANITARY SEWER		





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SW OF THE INTERSECTION OF NE
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LEE'S SUMMIT, MO

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DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

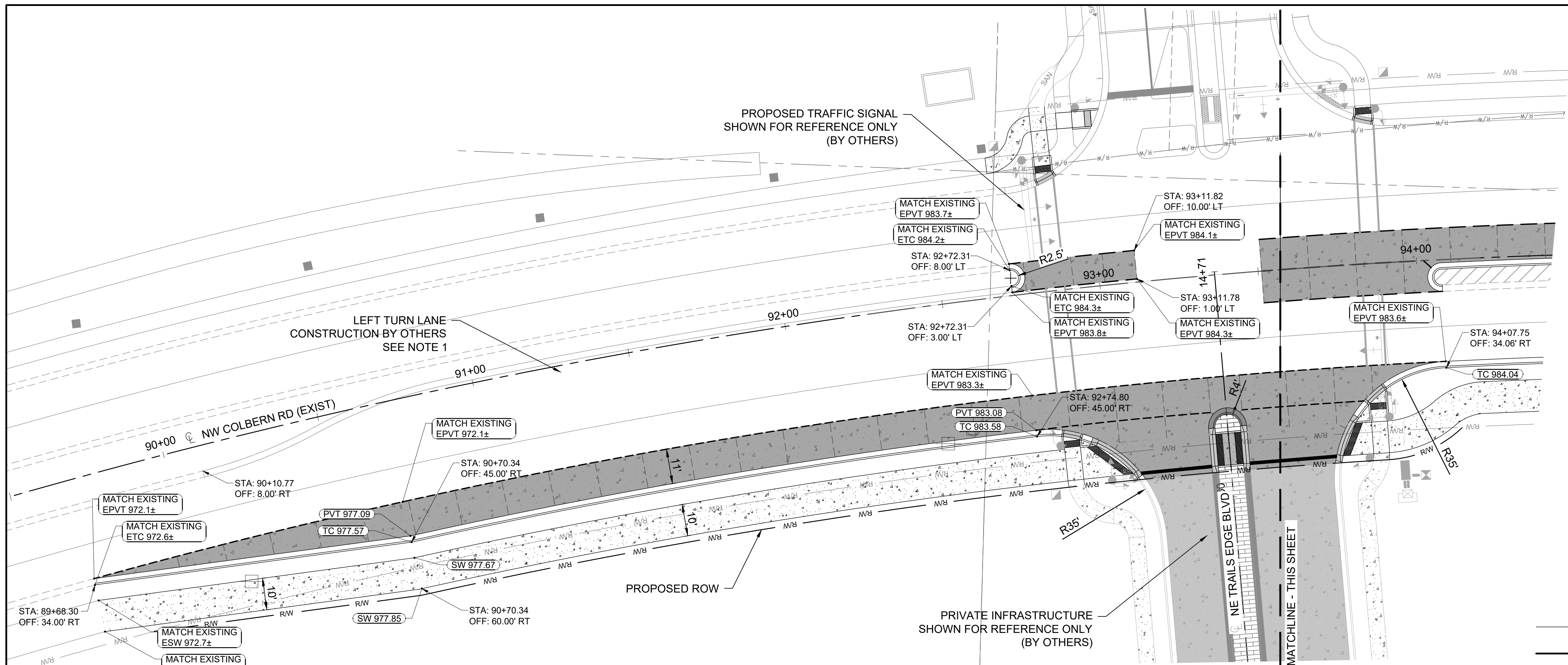
SHEET TITLE

TURN LANE DETAILS 2

SHEET NUMBER

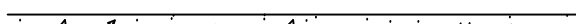
C204

10 OF 37



EASTBOUND RIGHT TURN LANE AT INTERSECTION
OF NE TRAILS EDGE BLVD & NW COLBERN RD

LEGEND

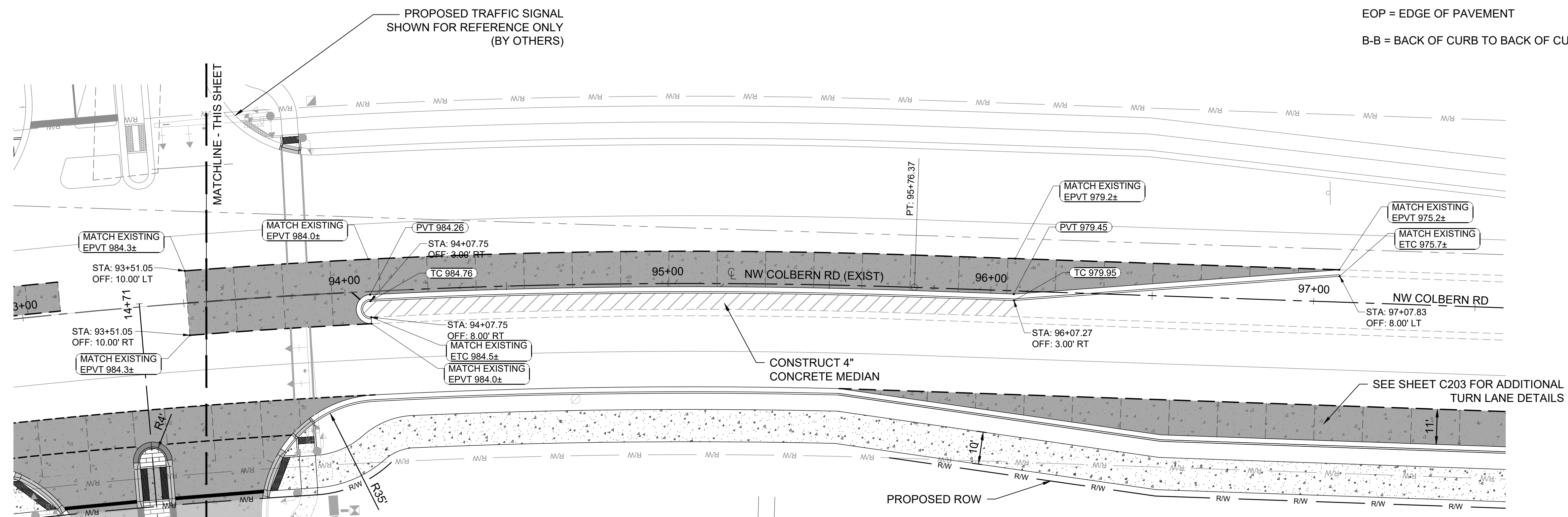
	PROP. STREET CENTERLINE
	PROP. RIGHT-OF-WAY
	PROP. UTILITY EASEMENT
	PROP. LOT LINE
	PROP. SANITARY SEWER
	PROP. SANITARY SEWER
	PROP. STREET PAVEMENT
	PROP. 5' SIDEWALK

EOP = EDGE OF PAVEMENT

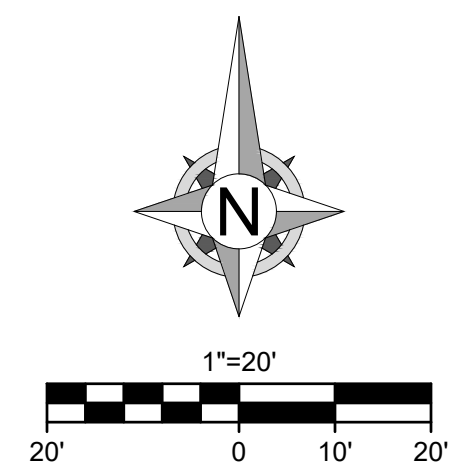
B-B = BACK OF CURB TO BACK OF CURB

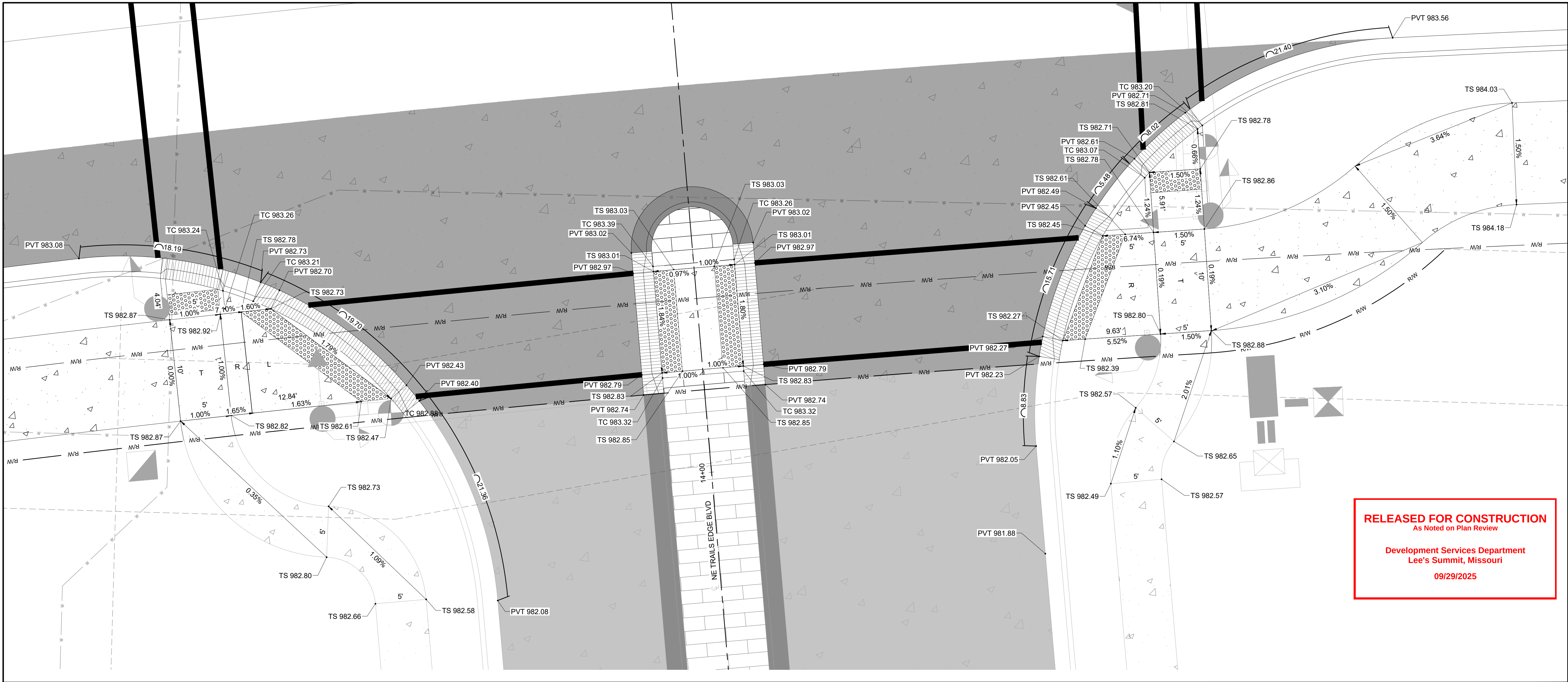
NOTES:

1. EASTBOUND LEFT TURN LANE CONSTRUCTION BY OTHERS. REFER TO PLANS PREPARED BY OLSSON DATED 10/24/2023 TITLED "COLBERN ROAD AND DOUGLAS STREET PUBLIC ROAD IMPROVEMENTS".



WESTBOUND LEFT TURN LANE AT INTERSECTION
OF NE TRAILS EDGE BLVD & NW COLBERN RD



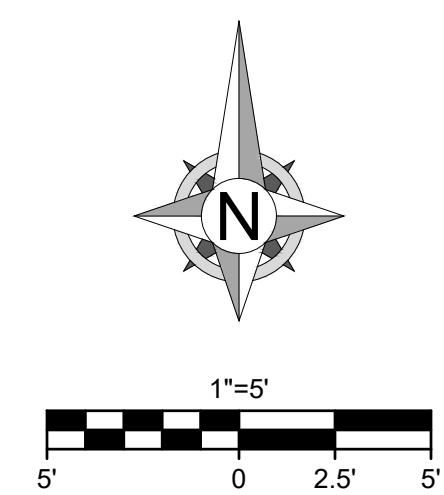


INTERSECTION OF NE TRAILS EDGE BLVD & NW COLBERN RD ADA RAMP DETAILS (SOUTH SIDE OF NW COLBERN RD)

LEGEND

	PROP. STREET CENTERLINE
	PROP. RIGHT-OF-WAY
	PROP. UTILITY EASEMENT
	PROP. BUILDING SETBACK
	PROP. LOT LINE
	PROP. SANITARY SEWER
	PROP. SANITARY SEWER

	PROP. STREET PAVEMENT
	PROP. 5' SIDEWALK
EOP = EDGE OF PAVEMENT	
B-B = BACK OF CURB TO BACK OF CURB	



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DISCOVERY CROSSING AT DISCOVERY PARK- PUBLIC INFRASTRUCTURE

SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS

NO.	DESCRIPTION	DATE
	CITY COMMENTS	09/12/2025
	CITY COMMENTS	09/24/2025

DRAWING INFORMATION

PROJECT NO: 24KC10016
DRAWN BY: JGD
CHECK BY: JWB
ISSUED DATE: 9/24/25
FIELD BOOK:



ISSUED BY:

LICENSE NO:

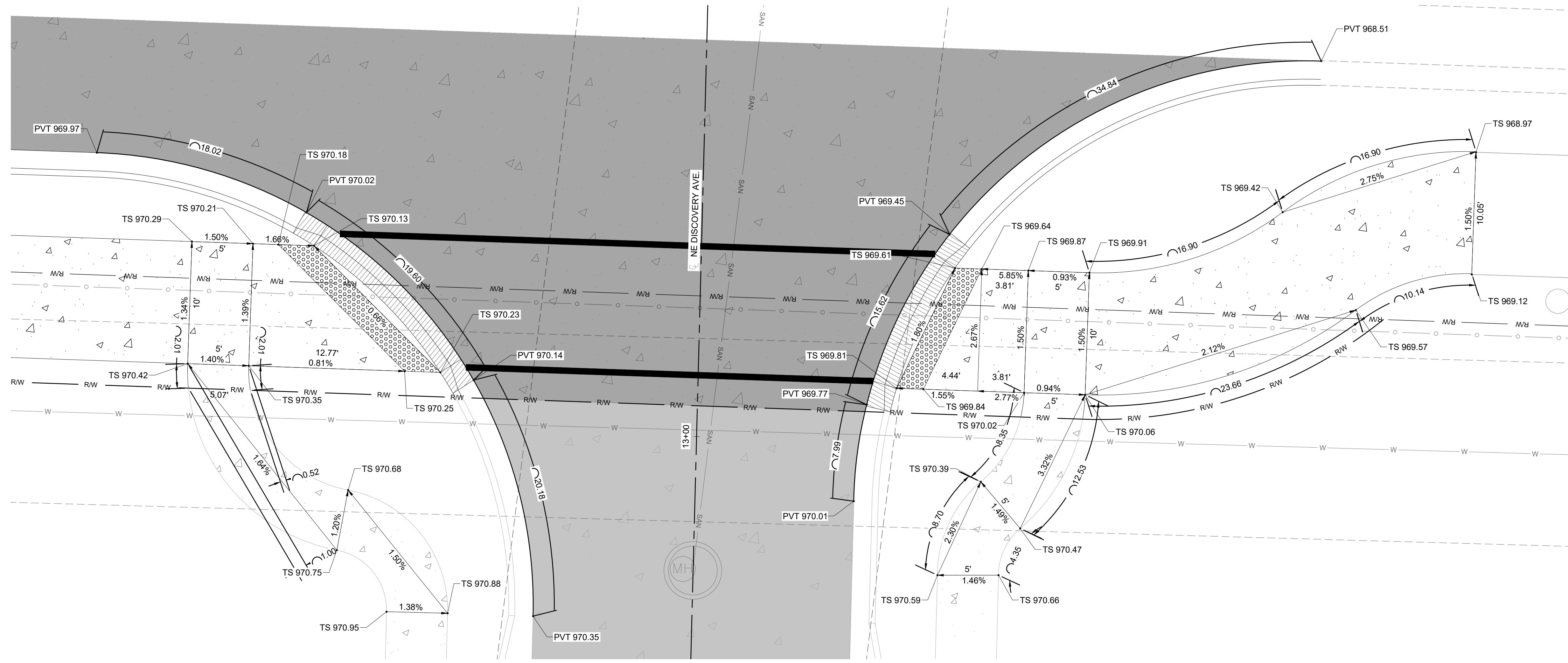
SHEET TITLE

**SIDEWALK ADA
RAMP DETAILS 5**

SHEET NUMBER

C205

11 OF 37



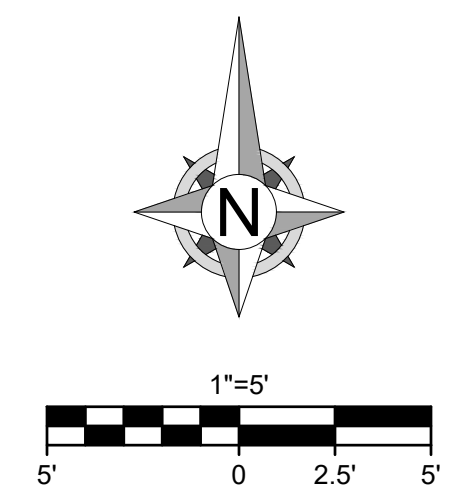
INTERSECTION OF NE DISCOVERY AVE & NW COLBERN RD ADA RAMP DETAILS

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Development Services Department
Lee's Summit, Missouri
09/29/2025

LEGEND

- | | | | |
|---------------|-------------------------|--|-----------------------|
| — — — — — | PROP. STREET CENTERLINE | | PROP. STREET PAVEMENT |
| — R/W — R/W — | PROP. RIGHT-OF-WAY | | PROP. 5' SIDEWALK |
| - - - - - | PROP. UTILITY EASEMENT | | |
| — — — — — | PROP. LOT LINE | | |
| — SAN — SAN — | PROP. SANITARY SEWER | | |
| — STM — STM — | PROP. SANITARY SEWER | | |
- EOP = EDGE OF PAVEMENT
B-B = BACK OF CURB TO BACK OF CURB




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**DISCOVERY
CROSSING AT
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PUBLIC
INFRASTRUCTURE**
SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS		
NO.	DESCRIPTION	DATE
1	CITY COMMENTS	09/12/2025
2	CITY COMMENTS	09/24/2025

DRAWING INFORMATION
PROJECT NO: 24KC10016
DRAWN BY: JGD
CHECK BY: JWB
ISSUED DATE: 9/24/25
FIELD BOOK:

ISSUED BY:
LICENSE NO: _____

SHEET TITLE
**SIDEWALK ADA
RAMP DETAILS 6**

SHEET NUMBER
C206
12 OF 37



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SW OF THE INTERSECTION OF NE
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LEE'S SUMMIT, MO

[illegible]

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



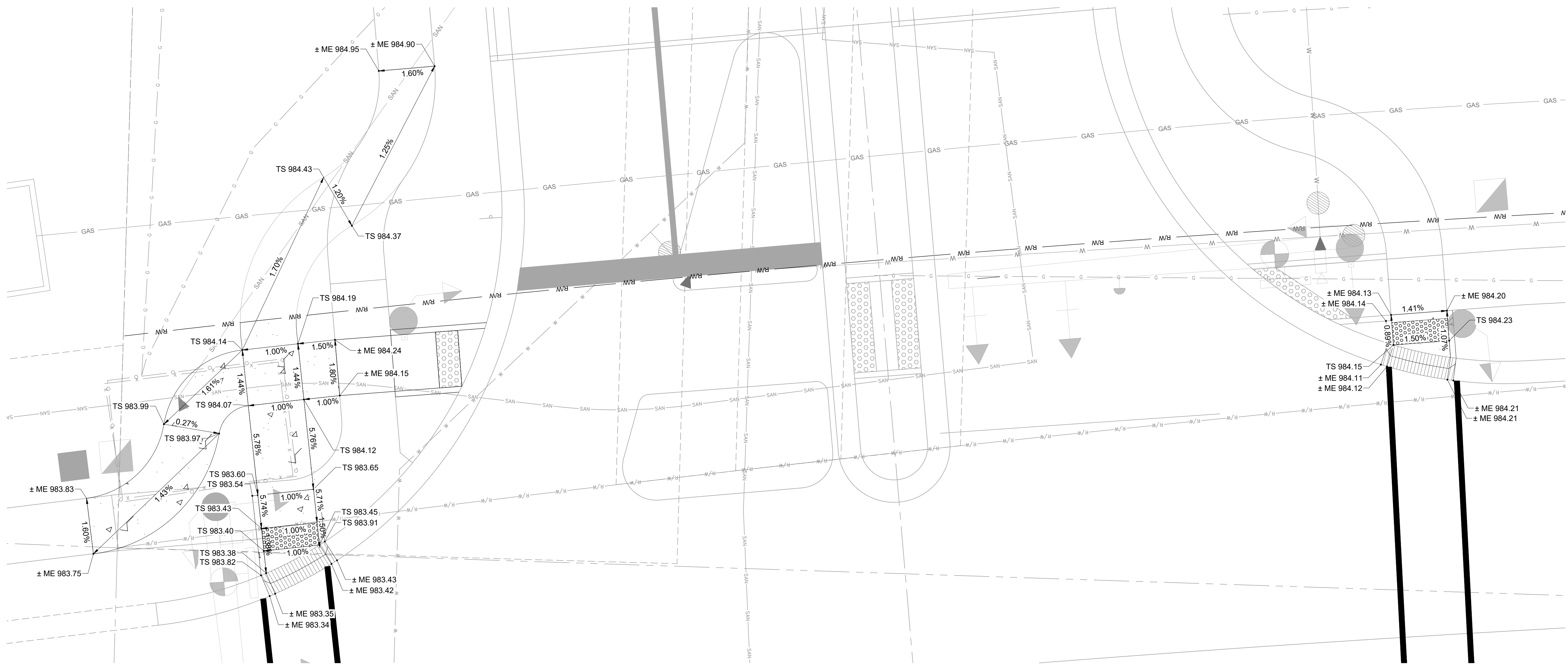
ISSUED BY:

LICENSE NO:

SIDEWALK ADA RAMP DETAILS 7

C207

13 OF 37



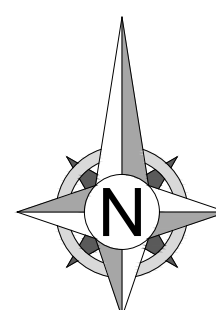
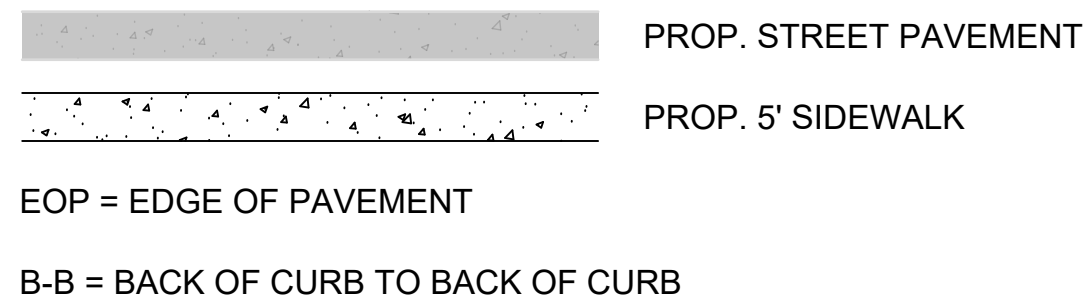
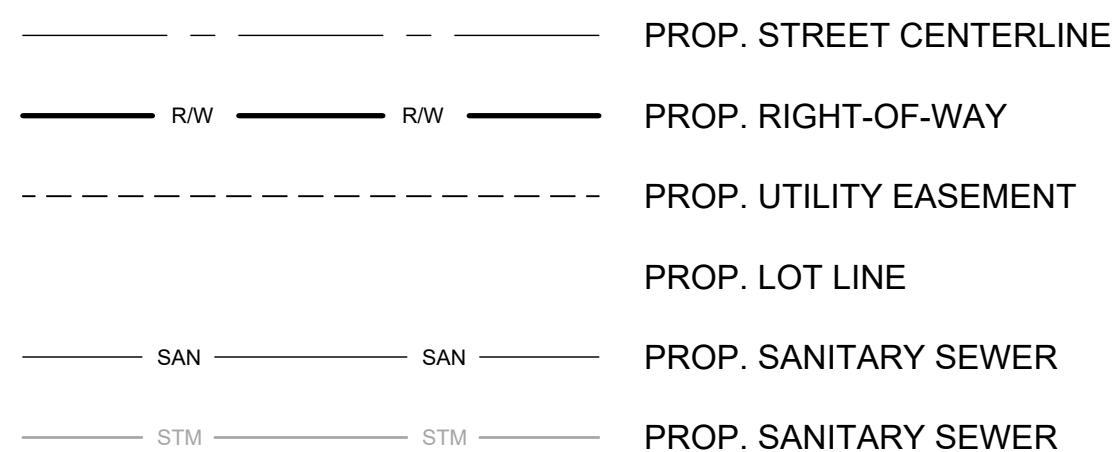
INTERSECTION OF NE TRAILS EDGE BLVD & NW COLBERN RD ADA RAMP DETAILS (NORTH SIDE OF NW COLBERN RD)

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09/29/2025

LEGEND



1"=5





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**DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE**

REVISIONS

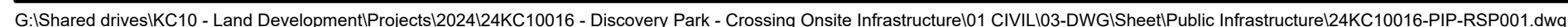
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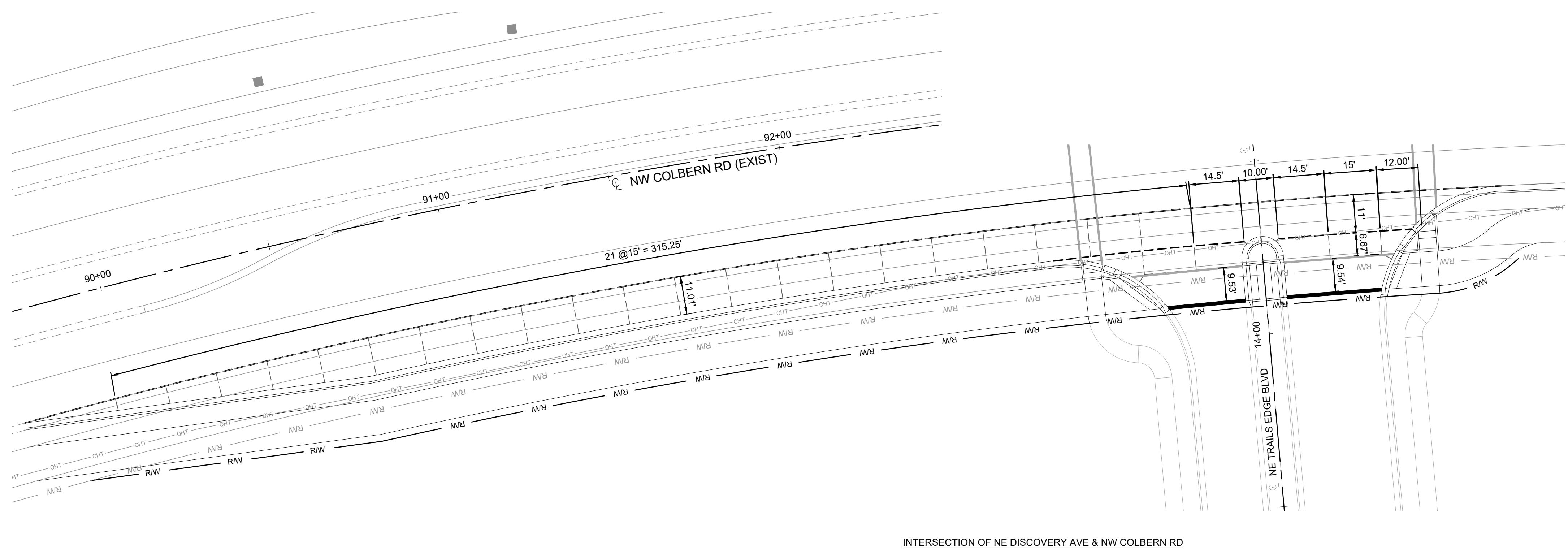
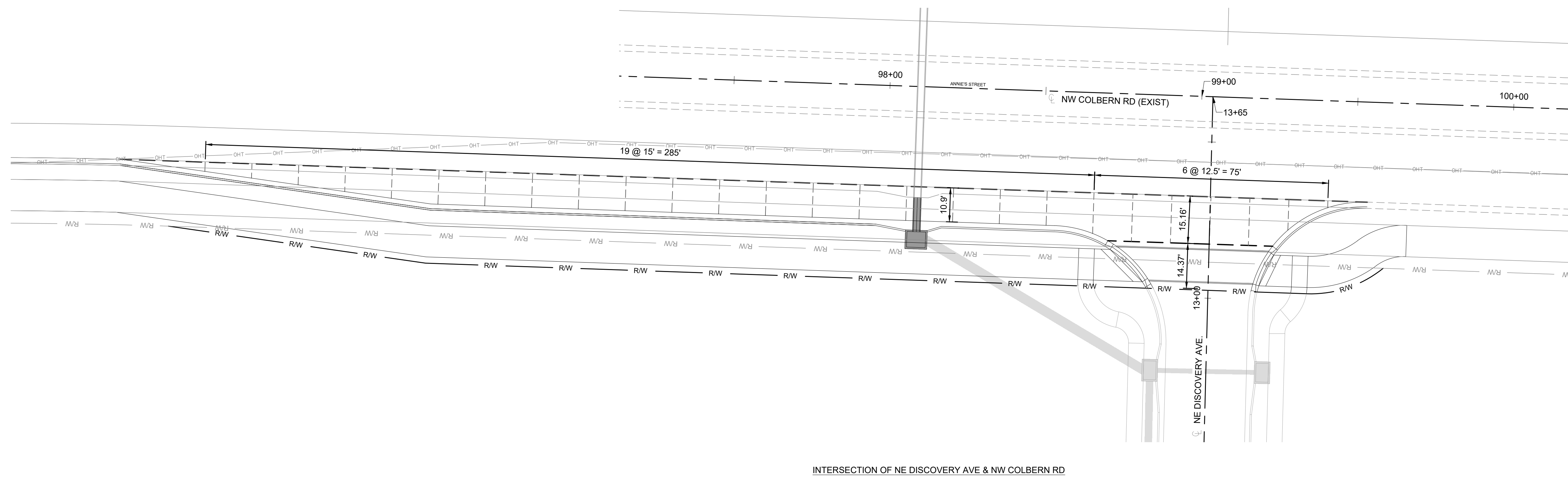
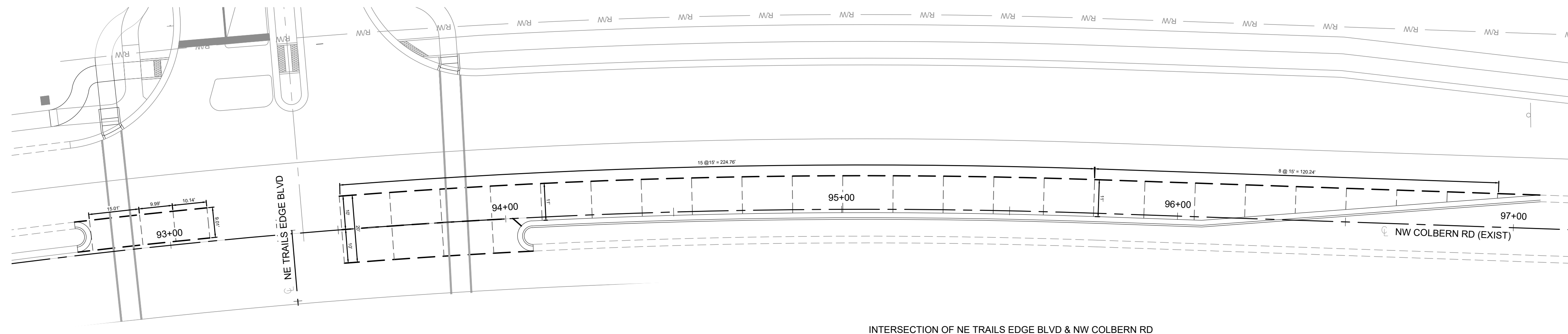
LICENSE NO-

STRIPING & SIGNAGE PLAN

C208

14 OF 37

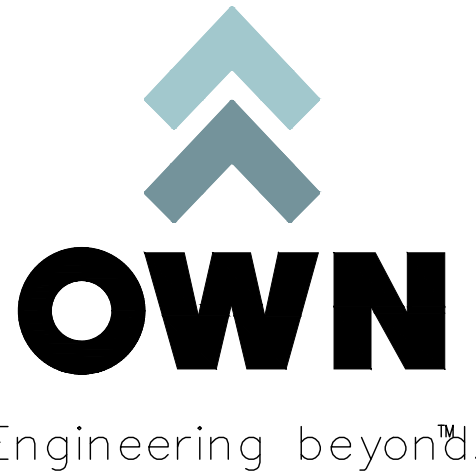




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DISCOVERY CROSSING AT DISCOVERY PARK- PUBLIC INFRASTRUCTURE

SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

[illegible]

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWb

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

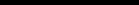
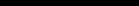


SHEET TITLE

**CONSTRUCTION
JOINT PLAN**

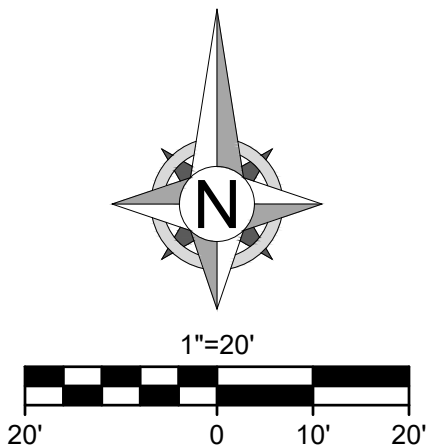
SHEET NUMBER
C209
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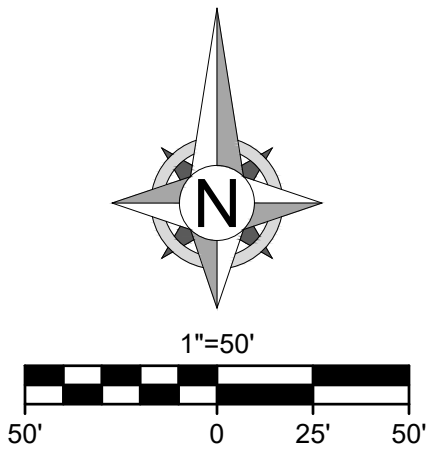
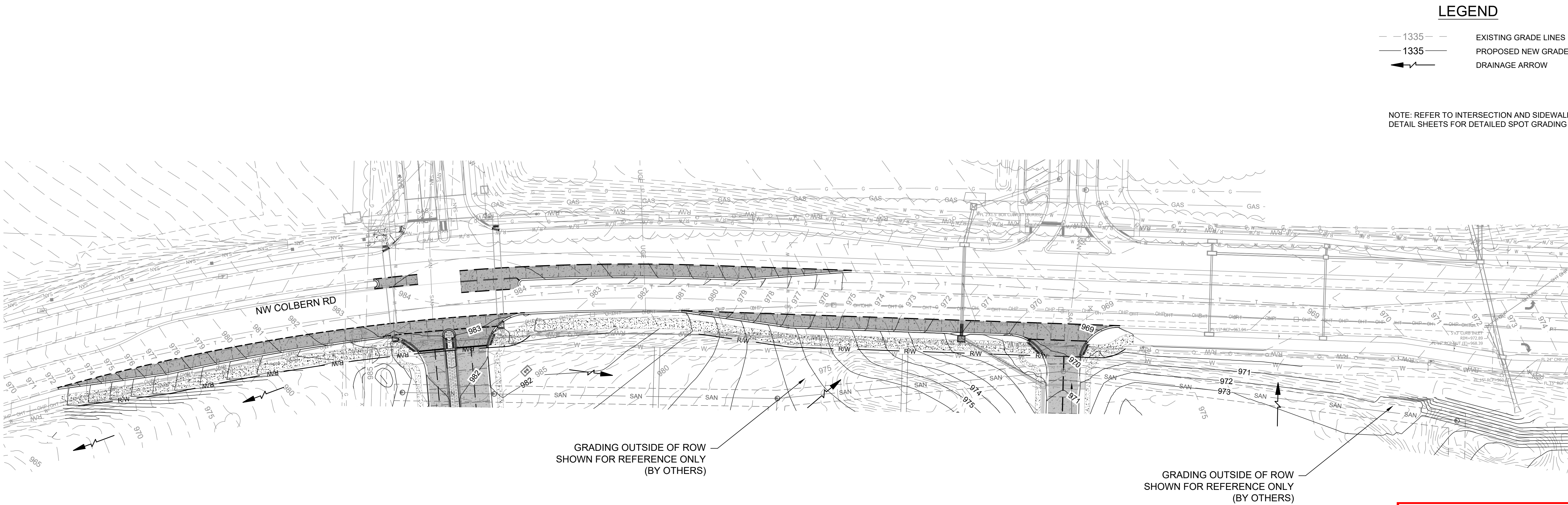
LEGEND

 LONGITUDINAL TIED JOINT
 TRANSVERSE CONTRACTION JOINT
 ISOLATION JOINT

NOTES:

1. ALTERNATE JOINT LAYOUTS ARE POSSIBLE. THE CONTRACTOR MAY PROPOSED AN ALTERNATE LAYOUT. IF SO, THE CONTRACTOR SHALL SUBMIT THE ALTERNATE DESIGN TO THE ENGINEER FOR APPROVAL NO LESS THAN 10 DAYS PRIOR TO PAVING.
2. CONTRACTOR IS RESPONSIBLE FOR LOCATION AND SEQUENCING OF ALL CONSTRUCTION JOINTS. LONGITUDINAL CONSTRUCTION JOINTS SHALL NOT BE CONSTRUCTED IN DRIVE LANES.






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**DISCOVERY
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PUBLIC
INFRASTRUCTURE**

SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS		
NO.	DESCRIPTION	DATE
1	CITY COMMENTS	09/12/2025
2	CITY COMMENTS	09/24/2025

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

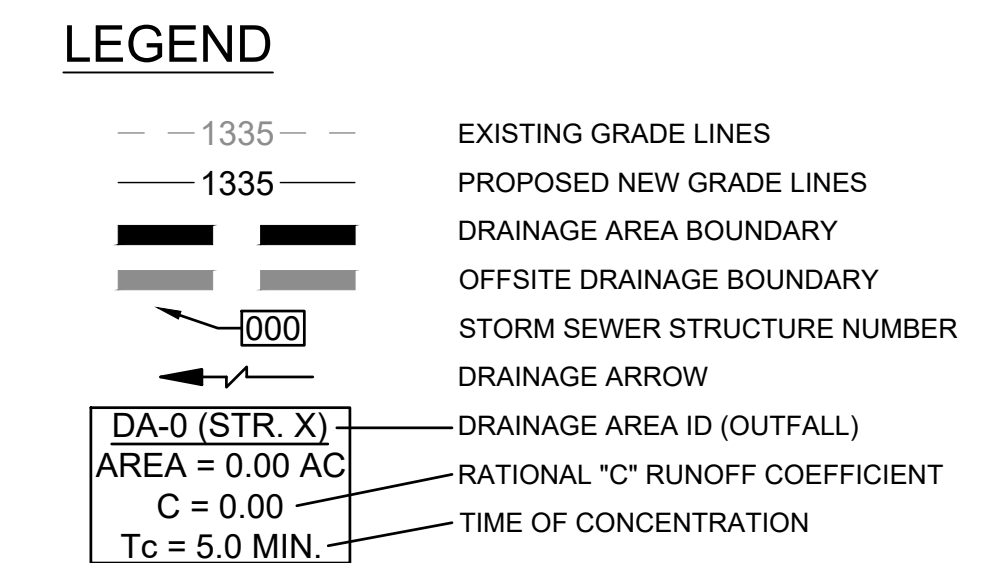
SHEET TITLE

GRADING PLAN

SHEET NUMBER

C300

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Development Services Department
Lee's Summit, Missouri
09/29/2025

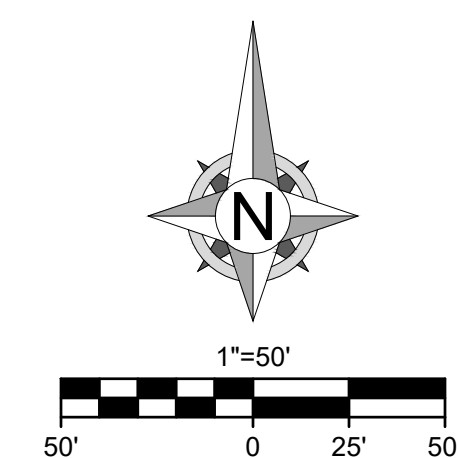


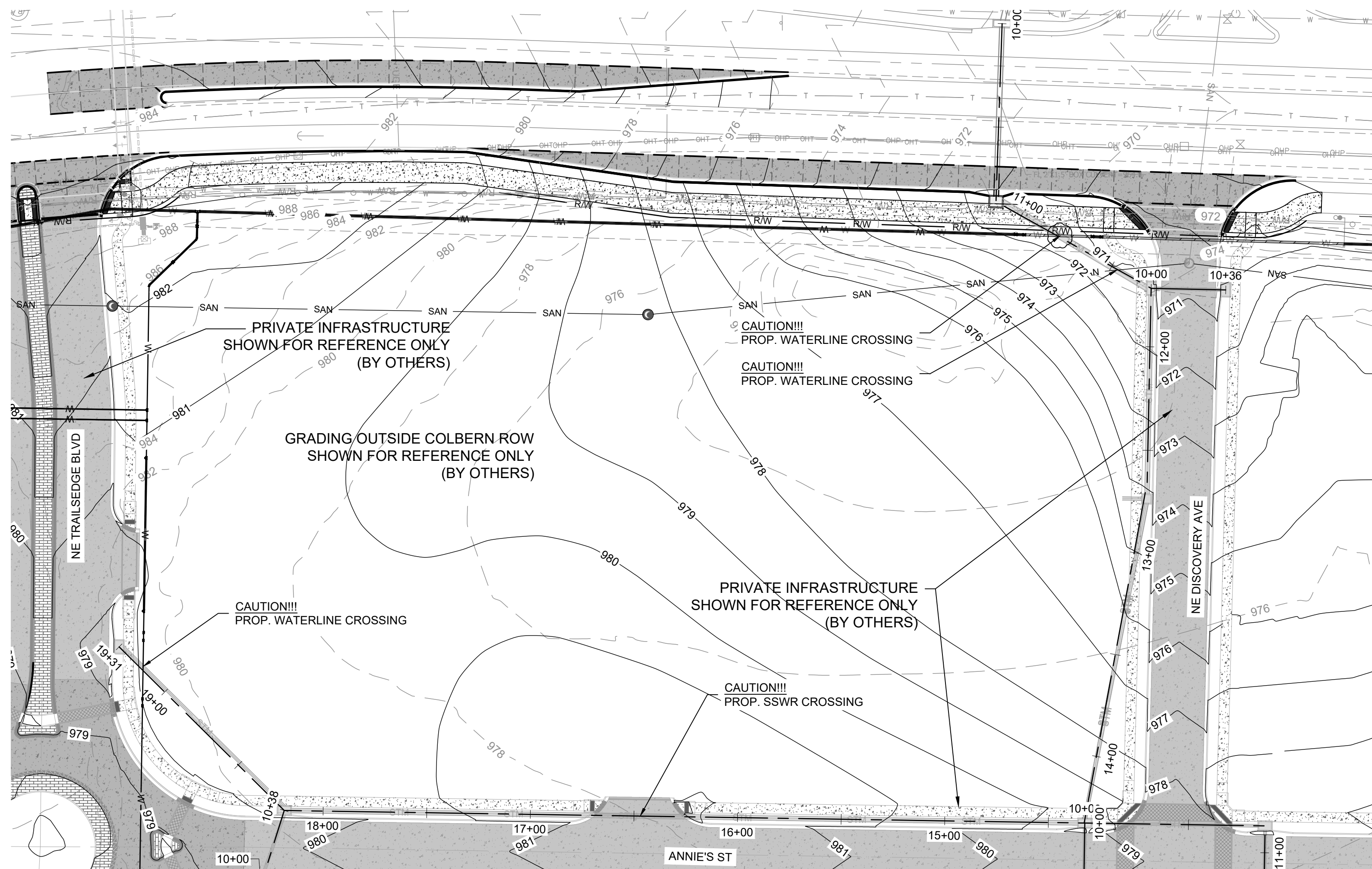
SW OF THE INTERSECTION OF NE
COLBURN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

[illegible]

LICENSE NO:

17 OF 37





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09/29/2025



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**DISCOVERY
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PUBLIC
INFRASTRUCTURE**

SW OF THE INTERSECTION OF NE
COLBURN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

[illegible]

DRAWING INFORMATION

PROJECT NO: 24KC10016

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ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

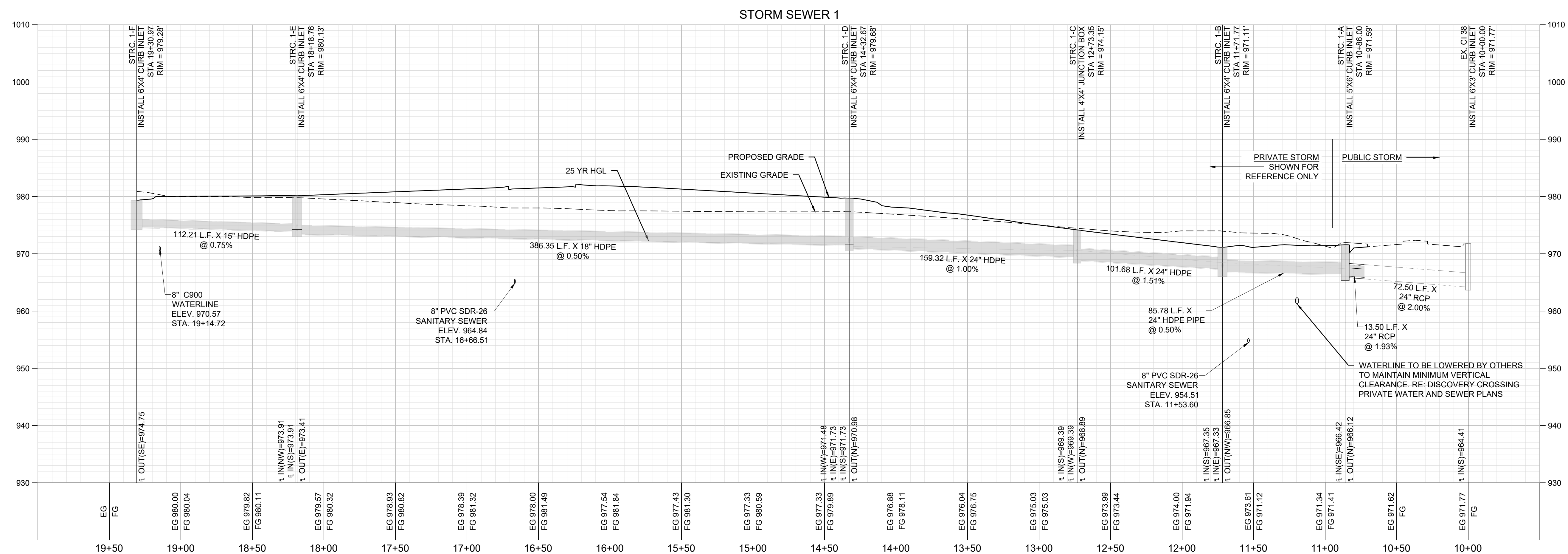
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STORM SEWER PLAN & PROFILE (LINE 1)

SHEET NUMBER

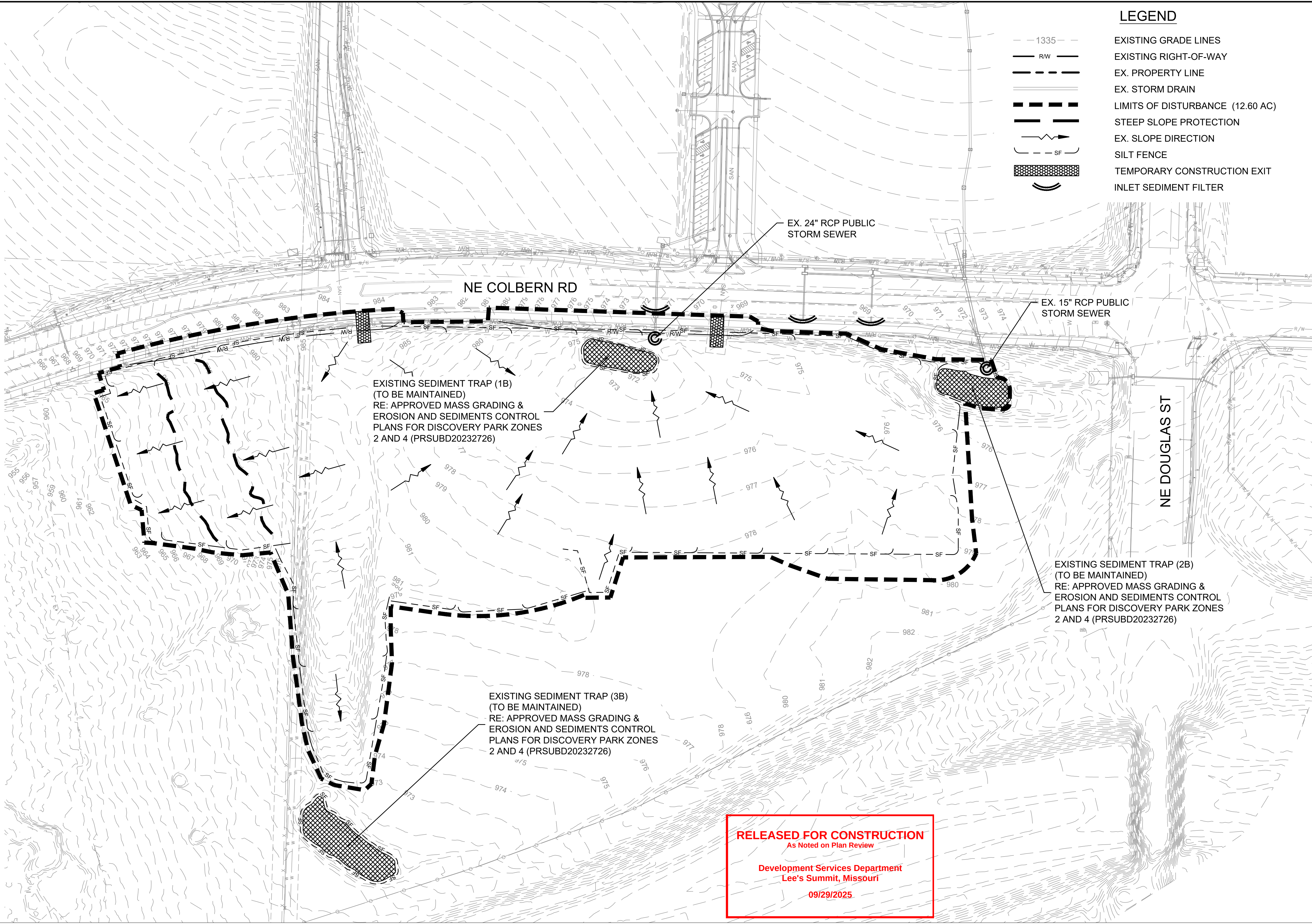
C302

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GENERAL NOTES:

1. THE STORMWATER POLLUTION PREVENTION PLAN IS COMPRISED OF THIS DRAWING ("EROSION CONTROL"), THE STANDARD DETAILS, ATTACHMENTS INCLUDED IN SPECIFICATIONS ("SWPPP"), PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORMWATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OR NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
3. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DIRECTED BY CONDITIONS AT NO ADDITIONAL COST OF OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
4. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FENDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
5. SITE MAP MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATER OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
6. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
7. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
8. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
9. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOATATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
10. DUST ON SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
11. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATER OF THE STATE.
12. ALL STORM WATER POLLUTION PREVENTION MEASURED PRESENTED ON THIS SITE MAP, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED AS SOON AS POSSIBLE.
13. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY WILL BE STOPPED FOR AT LEAST 14 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 7 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.
14. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE STABILIZED. THESE AREAS SHALL BE STABILIZED NO LATER THAN 21 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. STABILIZATION MAY CONSIST OF SEED, SOD, TOCK, PAVEMENT, STRUCTURE OR OTHER NON-ERODIBLE COVER.
15. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IS IS CARRIED OFF THE SITE. ONLY USED INGRESS/EGRESS LOCATIONS AS PROVIDED.
16. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
17. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT IN THE DETENTION POND AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
18. ON-SITE & OFFSITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.
19. SLOPES CONSISTING OF TOPSOIL, CLAY, OR SILT SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
20. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION AND SEDIMENT CONTROL MEASURES (SILT FENCES, ETC.) TO PREVENT EROSION AND POLLUTANT DISCHARGE.
21. CONTRSACTOR RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE. PONDING OF WATER WILL NOT BE ALLOWED ON SITE. IF NECESSARY, CONTRACTOR TO PROVIDE TEMPORARY SWALES OR PUMPING IN LOW POINT SUMP CONDITIONS UNTIL THE INSTALLATION OF STORM SEWER.



LEGEND

- 1335 — EXISTING GRADE LINES
- R/W — EXISTING RIGHT-OF-WAY
- - - EX. PROPERTY LINE
- - - EX. STORM DRAIN
- - - LIMITS OF DISTURBANCE (12.60 AC)
- - - STEEP SLOPE PROTECTION
- - - EX. SLOPE DIRECTION
- - - SILT FENCE
- - - TEMPORARY CONSTRUCTION EXIT
- - - INLET SEDIMENT FILTER

EROSION CONTROL & MAINTENANCE PLAN NOTES:

ALL MEASURES STATED ON THIS SITE MAP, AND IN THE STORMWATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR THE APPLICABLE PERMIT, WHICHEVER IS MORE STRINGENT, AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. AT A MINIMUM, THE CONTRACTOR SHALL FOLLOW THE REQUIREMENTS FOR GOOD HOUSEKEEPING, SPILL CONTROL AND EROSION AND SEDIMENT CONTROL AS SPECIFIED IN THE KANSAS CITY METROPOLITAN CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION SECTION 2150.
2. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IN THEY SHOWN SIGNS OF UNDERMINING OR DETERIORATION.
3. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED, AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDD AS NEEDED.
4. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHED ONE-THIRD THE HEIGHT OF THE SILT FENCE.
5. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXITS AS CONDITIONS DEMAND.
6. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AREA AS CONDITIONS DEMAND.
7. DRAINAGE SWALES WITH SLOPES STEEPER THAN 16% SHALL BE INSPECTED AFTER EACH RAINFALL EVENT. THESE CHANNELS AND SLOPES SHOULD BE TREATED WITH EROSION CONTROL FABRIC. IF THE CHANNELS OR SLOPES SHOW ANY SIGNS OF FAILURE, COORDINATE WITH THE ENGINEER TO DEVELOP A PLAN TO RE-STABILIZE THE FAILED AREA.

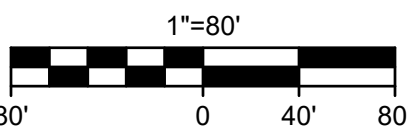
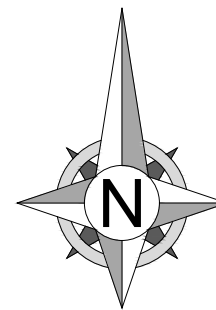
GRADING NOTES:

1. ALL TREES OUTSIDE OF LIMITS OF DISTURBANCE SHALL REMAIN. ONLY THOSE TREES WITHIN LIMITS OF DISTURBANCE THAT AREA IN THE AREA TO BE GRADED SHALL BE REMOVED.
2. ALL TOPSOIL, VEGETATION, ROOT STRUCTURES, AND DELETERIOUS MATERIALS SHALL BE STRIPPED FROM THE GROUND SURFACE PRIOR TO THE PLACEMENT OF EMBANKMENTS. CONTRACTOR SHALL OBTAIN THE ON-SITE GEOTECHNICAL REPRESENTATIVE'S ACCEPTANCE OF THE EXISTING GROUND SURFACE MATERIALS AND THE PROPOSED FILL MATERIAL PRIOR TO THE PLACEMENT OF FILL.
3. ALL PROPOSED CONTOUR LINES AND SPOT ELEVATIONS SHOWN ARE FINISH GRADE ELEVATIONS. CONTRACTOR SHALL ACCOUNT FOR PAVEMENT DEPTHS, BUILDING PADS, TOPSOIL, ETC. WHEN GRADING THE SITE.
4. ALL DISTURBED AREAS THAT SHALL BE FINISH GRADED WITH A MINIMUM OF FOUR INCHES OF TOPSOIL.
5. FINISHED GRADES SHALL NOT BE STEEPER THAN 3:1.
6. ALL GRADING WORK SHALL BE CONSIDERED UNCLASSIFIED. NO ADDITIONAL PAYMENTS SHALL BE MADE FOR ROCK EXCAVATION. CONTRACTOR SHALL SATISFY HIMSELF AS TO ANY ROCK EXCAVATION REQUIRED TO ACCOMPLISH THE IMPROVEMENTS SHOWN HEREIN.

SEQUENCE OF CONSTRUCTION:

SITE IMPROVEMENTS CONSIST OF GRADING OPERATIONS, ALONG WITH RE-ACTIVATING OF AN EXISTING SEDIMENT TRAP. WORK SHALL BE CONDUCTED AS FOLLOWS:

1. MAINTAIN/RECONSTRUCT EXISTING SEDIMENT TRAPS. EXCAVATE EXISTING SEDIMENT AS NEEDED TO REESTABLISH MIN. CLEANOUT VOLUME. REINFORCE SEDIMENT TRAP WITH SILT FENCE AS NEEDED.
2. INSTALL CONSTRUCTION VEHICLE ENTRANCE AND INSTALL PERIMETER SILT FENCE AND INLET PROTECTION TO EXISTING INLETS SURROUNDING THE LIMITS OF DISTURBANCE.
3. INSTALL WATTLES/BIODEGRADABLE LOG STEEP SLOPE PROTECTION AS SHOWN ON PLANS.
4. CONTRACTOR TO CONSTRUCT/MAINTAIN STORMWATER MANAGEMENT FACILITIES, SPECIFICALLY THOSE FEATURES RELATED TO DETENTION, PRIOR TO ANY LAND DISTURBANCE OF THE SITE AND PRIOR TO THE CONSTRUCTION OF ANY OTHER SITE DEVELOPMENT WORK AS NOT TO EFFECT DOWNSTREAM NEIGHBORS WITH UNDETAINED STORMWATER DISCHARGE.
5. AS GRADING OPERATIONS ARE COMPLETED, AREAS TO REMAIN INACTIVE FOR MORE THAN 14 DAYS SHALL BE STABILIZED WITH SEED AND COMPOST MULCH AND/OR STEEP SLOPE PROTECTION. SEE INTERMEDIATE EROSION CONTROL PLAN.



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**DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE**

SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS		
NO.	DESCRIPTION	DATE
1	CITY COMMENTS	09/12/2025
2	CITY COMMENTS	09/24/2025

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:

ISSUED BY:

LICENSE NO:

SHEET TITLE

**EROSION
CONTROL 1**

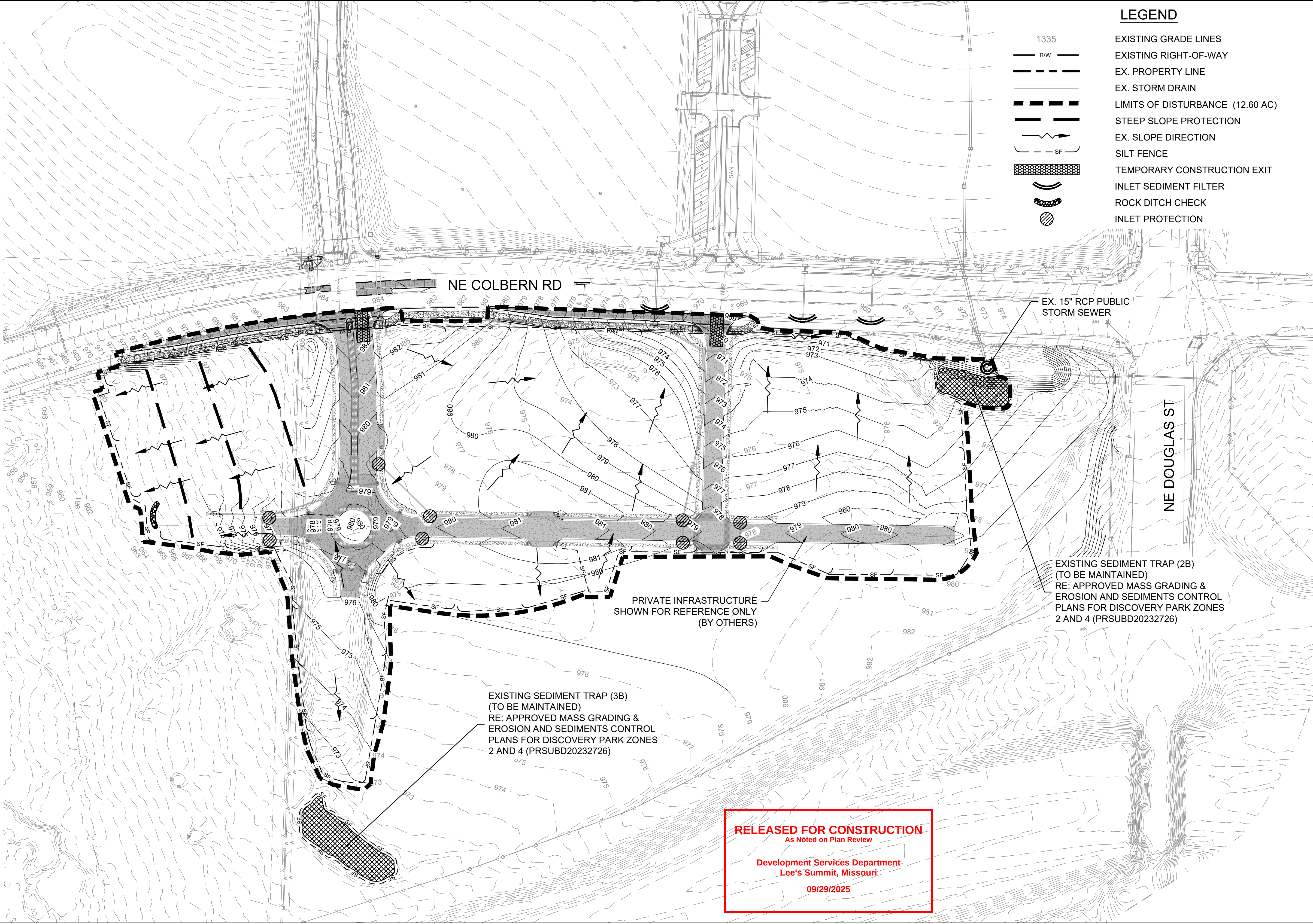
SHEET NUMBER

C400

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GENERAL NOTES:

1. THE STORMWATER POLLUTION PREVENTION PLAN IS COMPRISED OF THIS DRAWING ("EROSION CONTROL"), THE STANDARD DETAILS, ATTACHMENTS INCLUDED IN SPECIFICATIONS ("SWPPP"), PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORMWATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OR NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
3. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DIRECTED BY CONDITIONS AT NO ADDITIONAL COST OF OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
4. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FENDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
5. SITE MAP MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATER OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
6. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
7. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
8. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OF DISPOSED.
9. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOATATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
10. DUST ON SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
11. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATER OF THE STATE.
12. ALL STORM WATER POLLUTION PREVENTION MEASURED PRESENTED ON THIS SITE MAP, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED AS SOON AS POSSIBLE.
13. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY WILL BE STOPPED FOR AT LEAST 14 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 7 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.
14. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE STABILIZED. THESE AREAS SHALL BE STABILIZED NO LATER THAN 21 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. STABILIZATION MAY CONSIST OF SEED, SOD, TOCK, PAVEMENT, STRUCTURE OR OTHER NON-ERODIBLE COVER.
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LEGEND

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2. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOWN SIGNS OF UNDERMINING OR DETERIORATION.
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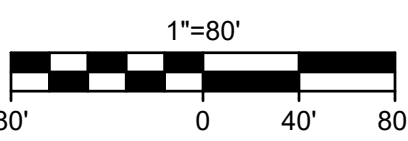
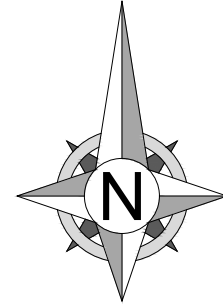
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SEQUENCE OF CONSTRUCTION:

SITE IMPROVEMENTS CONSIST OF FINISHING MASS GRADING ACTIVITIES, BUILDING CONSTRUCTION, PARKING LOT PAVING, PROPOSED SERVICE LINE UTILITY INSTALLATION, AND STORM SEWERS. WORK SHALL BE CONDUCTED AS FOLLOWS:

1. FINISH ANY MASS GRADING AND/OR STEEP SLOPE STABILIZATION ACTIVITIES THAT WERE NOT COMPLETED IN PHASE I.
2. BEGIN INSTALLING UNDERGROUND INFRASTRUCTURE STARTING WITH SANITARY SEWER, FOLLOWED BY STORM SEWER, THEN WATER LINE. REFERENCE APPROVED WATER & SANITARY INFRASTRUCTURE PLANS FOR DISCOVERY PARK CROSSING FOR MORE DETAIL ON UNDERGROUND INFRASTRUCTURE INSTALLATION. INSTALL INLET PROTECTION AND SLOPE INTERRUPT SILT FENCE ONCE PIPE BACKFILLING HAS BEEN COMPLETED.
3. AS PIPE INSTALLATION OPERATIONS ARE COMPLETED, AREAS TO REMAIN INACTIVE FOR MORE THAN 14 DAYS SHALL BE STABILIZED WITH SEED AND COMPOST MULCH AND/OR STEEP SLOPE PROTECTION. SEE FINAL STABILIZATION PLAN.
4. AS STORM SEWER INFRASTRUCTURE IS COMPLETED, INLET PROTECTION SHALL BE INSTALLED TO PROTECT EXISTING STORM SEWER INFRASTRUCTURE FROM HIGHLY CONCENTRATED DISCHARGE FLOWS.
5. ALL PHASE I AND PHASE II EROSION CONTROL MEASURES SHALL CONTINUE BEING REGULARLY INSPECTED AND MAINTAINED UNTIL FINAL STABILIZATION OF AT LEAST 70% OF THE DISTURBED SURFACE HAS BEEN MET THROUGH TEMPORARY SEEDING.
6. PHASE I EROSION CONTROL BMP'S MAY BE REMOVED UPON COMPLETION OF PAVING ACTIVITIES.





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**DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE**

SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS		
NO.	DESCRIPTION	DATE
1	CITY COMMENTS	09/12/2025
2	CITY COMMENTS	09/24/2025

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO: _____

SHEET TITLE

**EROSION
CONTROL 2**

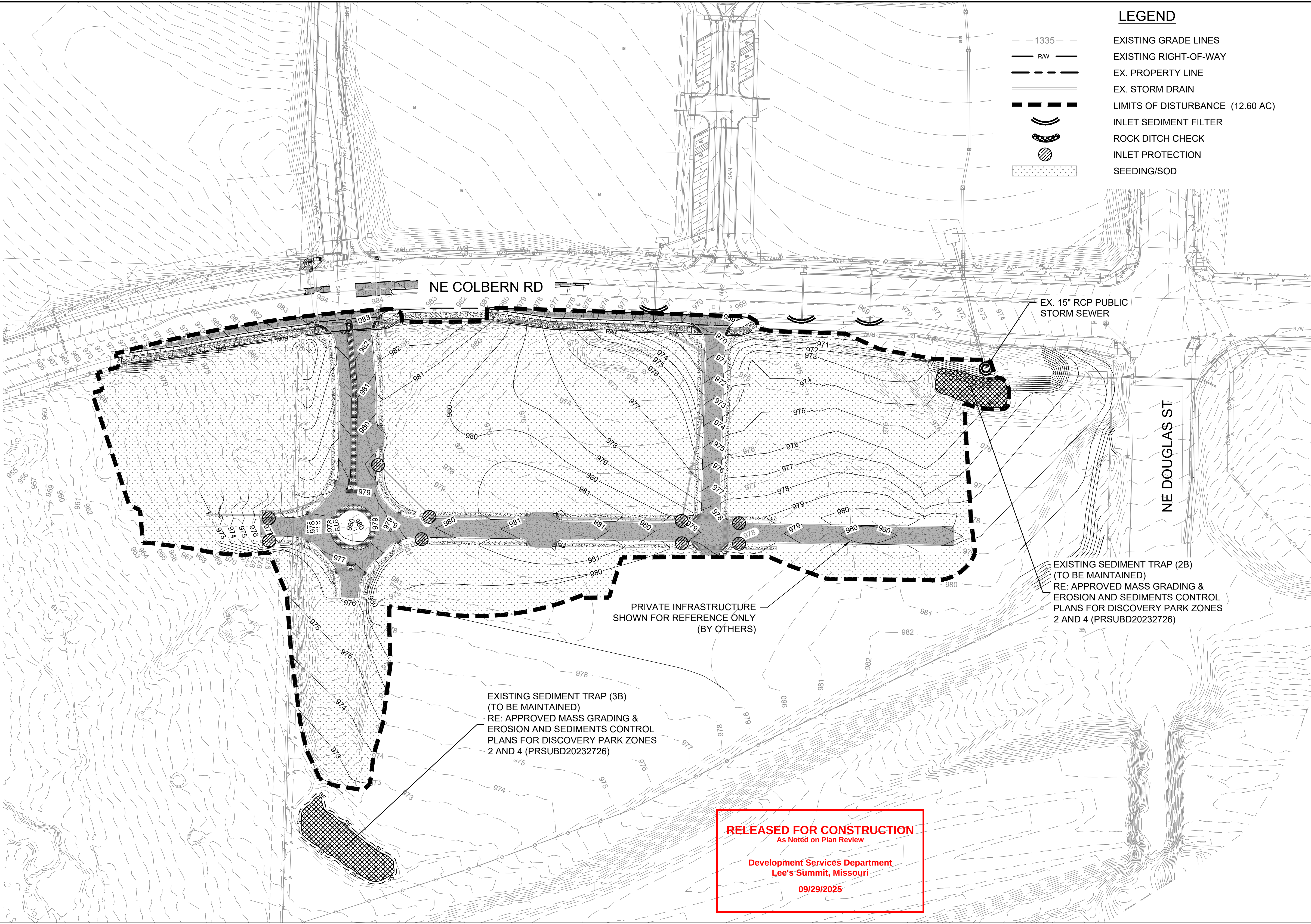
SHEET NUMBER

C401

22 OF 37

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2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORMWATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OR NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
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21. CONTRSACTOR RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE. PONDING OF WATER WILL NOT BE ALLOWED ON SITE. IF NECESSARY, CONTRACTOR TO PROVIDE TEMPORARY SWALES OR PUMPING IN LOW POINT SUMP CONDITIONS UNTIL THE INSTALLATION OF STORM SEWER.



EROSION CONTROL & MAINTENANCE PLAN NOTES:

ALL MEASURES STATED ON THIS SITE MAP, AND IN THE STORMWATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR THE APPLICABLE PERMIT, WHICHEVER IS MORE STRINGENT, AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. AT A MINIMUM, THE CONTRACTOR SHALL FOLLOW THE REQUIREMENTS FOR GOOD HOUSEKEEPING, SPILL CONTROL AND EROSION AND SEDIMENT CONTROL AS SPECIFIED IN THE KANSAS CITY METROPOLITAN CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION SECTION 2150.
2. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IN THEY SHOWN SIGNS OF UNDERMINING OR DETERIORATION.
3. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED, AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED AS NEEDED.
4. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHED ONE-THIRD THE HEIGHT OF THE SILT FENCE.
5. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXITS AS CONDITIONS DEMAND.
6. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AREA AS CONDITIONS DEMAND.
7. DRAINAGE SWALES WITH SLOPES STEEPER THAN 16% SHALL BE INSPECTED AFTER EACH RAINFALL EVENT. THESE CHANNELS AND SLOPES SHOULD BE TREATED WITH EROSION CONTROL FABRIC. IF THE CHANNELS OR SLOPES SHOW ANY SIGNS OF FAILURE, COORDINATE WITH THE ENGINEER TO DEVELOP A PLAN TO RE-STABILIZE THE FAILED AREA.

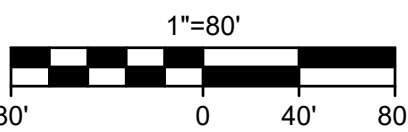
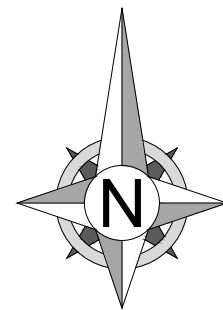
GRADING NOTES:

1. ALL TREES OUTSIDE OF LIMITS OF DISTURBANCE SHALL REMAIN. ONLY THOSE TREES WITHIN LIMITS OF DISTURBANCE THAT AREA IN THE AREA TO BE GRADED SHALL BE REMOVED.
2. ALL TOPSOIL, VEGETATION, ROOT STRUCTURES, AND DELETERIOUS MATERIALS SHALL BE STRIPPED FROM THE GROUND SURFACE PRIOR TO THE PLACEMENT OF EMBANKMENTS. CONTRACTOR SHALL OBTAIN THE ON-SITE GEOTECHNICAL REPRESENTATIVE'S ACCEPTANCE OF THE EXISTING GROUND SURFACE MATERIALS AND THE PROPOSED FILL MATERIAL PRIOR TO THE PLACEMENT OF FILL.
3. ALL PROPOSED CONTOUR LINES AND SPOT ELEVATIONS SHOWN ARE FINISH GRADE ELEVATIONS. CONTRACTOR SHALL ACCOUNT FOR PAVEMENT DEPTHS, BUILDING PADS, TOPSOIL, ETC. WHEN GRADING THE SITE.
4. ALL DISTURBED AREAS THAT SHALL BE FINISH GRADED WITH A MINIMUM OF FOUR INCHES OF TOPSOIL.
5. FINISHED GRADES SHALL NOT BE STEEPER THAN 3:1.
6. ALL GRADING WORK SHALL BE CONSIDERED UNCLASSIFIED. NO ADDITIONAL PAYMENTS SHALL BE MADE FOR ROCK EXCAVATION. CONTRACTOR SHALL SATISFY HIMSELF AS TO ANY ROCK EXCAVATION REQUIRED TO ACCOMPLISH THE IMPROVEMENTS SHOWN HEREIN.

SEQUENCE OF CONSTRUCTION:

SITE IMPROVEMENTS CONSIST OF PAVING STREETS, RE-ESTABLISHING GROUND COVER VEGETATION, DEACTIVATING SEDIMENT TRAP 4B, REMOVING SILT FENCE, AND REMOVING INLET PROTECTION. WORK SHALL BE COMPLETED IN THE SEQUENCE AS FOLLOWS:

1. REMOVE CONSTRUCTION ENTRANCE/EXIT AS ROADS ARE PAVED.
2. INSTALL CURB, ROAD PAVEMENT, AND REQUIRED SIDEWALKS. ADJUST SILT FENCE AS NECESSARY TO PREVENT MUD AND SILT FROM FLOWING LONG DISTANCES.
3. SEED AND/OR SOD ALL DISTURBED AREAS ONCE FINISHED GRADE HAS BEEN ACHIEVED. MAINTAIN SILT FENCE AND INLET PROTECTION UNTIL VEGETATIVE COVER HAS BEEN ESTABLISHED OVER 70% OF THE TOTAL DISTURBED AREA.
4. AS ALL DISTURBED AREAS ARE STABILIZED WITH VEGETATIVE COVER, STORM SEWER INLET PROTECTION, SILT FENCE, AND SEDIMENT TRAP CAN BE REMOVED UPON CITY INSPECTION AND APPROVAL. ENSURE ENTIRE SITE IS STABILIZED PRIOR TO DEACTIVATION ON EROSION CONTROL.





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**DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE**

SW OF THE INTERSECTION OF NE
COLBURN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

[illegible]

DRAWING INFORMATION

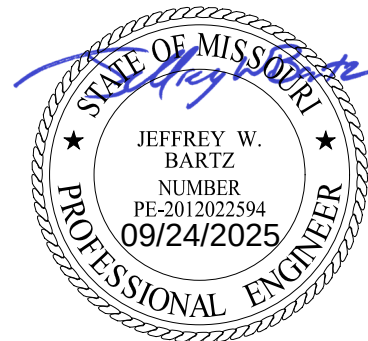
PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

SHEET TITLE

ADA RAMP DETAILS

SHEET NUMBER

C500

24 OF 37

[illegible]

3-D VIEW TYPE M SIDEWALK/SHARED-USE RAMP

3-D VIEW SIDEWALK/SHARED-USE RAMP AT DRIVEWAY

TYPE M SIDEWALK/SHARED-USE RAMP

SECTION A-A

SECTION B-B

SECTION C-C

CURB & GUTTER DETAIL AT RAMP

LEGEND

- R SIDEWALK RAMP
- TS TURNING SPACE
- DETECTABLE WARNING SURFACE
- T TRANSITION

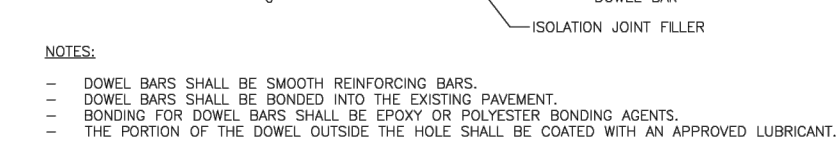
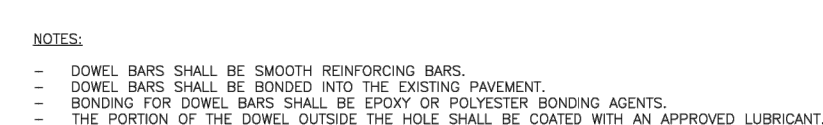
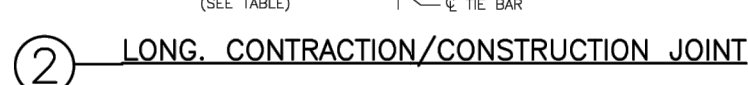
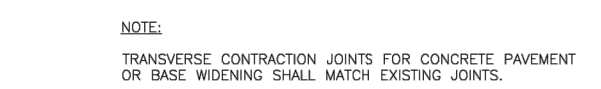
SIDWALK/SHARED USE RAMP AT DRIVEWAY WITH ADJOINING CURB

SIDWALK/SHARED-USE PATH & SIDEWALK/SHARED-USE RAMP NOTES:

- CURB RAMP OPENING, NOT INCLUDING FLARES, SHALL MATCH EXISTING SIDEWALK WIDTH AND OPENING SHALL BE AT LEAST 48" WIDE.
- USE 18" LONG #4 EPOXY COATED TIE BARS @ 24" O.C. EMBED THE BARS 9" IN EACH DIRECTION.
- ALL RAMPS, SIDEWALKS, SHARED-USE PATHS SUBGRADE MUST BE OF STABLE, COMPACTED EARTH AND SHALL BE OVERLAYED WITH 4" COMPACTED DENSE GRADED AGGREGATE BASE.
- LONGITUDINAL JOINT SPACING TO MATCH WIDTH OF SIDEWALK.
- ISOLATION JOINTS SHALL BE PLACED WHERE WALK ABUTS DRIVEWAYS AND SIMILAR STRUCTURES, AND 100' CENTERS MAX.
- ADA MAXIMUM RAMP SLOPE = 8.33%
ADA MAXIMUM CROSS SLOPE = 2.00%
- ROADWAY EXCEPTION:** WHERE EXISTING ROAD PROFILE GRADE DOES NOT ALLOW RAMP TO MEET RAMP SLOPE REQUIREMENT OF 8.33% OR LESS, THE RAMP SHALL BE EXTENDED TO A LENGTH OF 15 FEET TO MATCH EXISTING SIDEWALK. CROSS SLOPE OF RAMP SHALL BE 1.5%, $\pm 0.5\%$.
- TURNING SPACES SHALL BE 1.5%, $\pm 0.5\%$ SLOPE IN ANY DIRECTION. TURNING SPACES SHALL HAVE A MINIMUM 4'x4' TURNING AREA. TURNING SPACES, WITH A SIDEWALK CURB, SHALL HAVE A 5' TURNING AREA PERPENDICULAR TO THE SIDEWALK CURB.
- FOR RETROFIT WORK, SLOPES TO BE DETERMINED IN FIELD BY CONTRACTOR AND APPROVED BY CITY INSPECTOR.
- RAMP EXTENSION AREA SHALL NOT BE USED AS TRANSITION TO EXISTING SIDEWALK. ANY TRANSITIONS REQUIRED TO MATCH RAMPS TO EXISTING SIDEWALK SHALL REQUIRE REMOVAL AND REPLACEMENT OF ADDITIONAL SIDEWALK LENGTHS. THE RAMP AREA - SIDEWALK TRANSITION LENGTH SHALL BE EQUAL TO OR GREATER THAN THE WIDTH OF THE EXISTING SIDEWALK. RAMP EXTENSIONS SHALL BE A CONTINUOUS SLOPE.
- ALL SIDEWALK AND RAMP CONSTRUCTION SHALL MEET CURRENT PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAG).

Project: STANDARD DETAILS
CITY OF LEE'S SUMMIT, MO
LEE'S SUMMIT, JACKSON COUNTY, MO
Sheet Name: ADA RAMP RETROFIT DETAIL

Drawn By: MIF
Checked By: CN
Date: 06/20/2023
Proj. #: GEN-3B



PCCP THICKNESS (P)	DOWEL SIZE	TIE BAR SIZE	DOWEL SPACING	TIE BAR SPACING	MAX. TRAN. SPACING	MAX. LONG. SPACING
6"	N/A	#5 x 30"	N/A	30" CTRS.	12'	12'
7"	1" x 18"	#5 x 30"	12" CTRS.	30" CTRS.	14'	14'
8"	1 1/4" x 18"	#5 x 30"	12" CTRS.	30" CTRS.	15'	14'
≥9"	1 1/2" x 18"	#5 x 30"	12" CTRS.	30" CTRS.	15'	15'

GENERAL NOTES:

- THE FINAL POSITION OF ALL DOWELS AND THE BARS SHALL BE PERPENDICULAR TO THE PLANE OF THE JOINT AND PARALLEL TO THE SURFACE OF THE PAVEMENT AND PARALLEL TO EACH OTHER.
- ALL DOWELS & THE BARS SHALL BE EPOXY COATED.
- DOWEL BARS SHALL BE PLACED AT 9 INCHES FROM LONGITUDINAL JOINTS.
- DOWEL BARS SHALL BE PLACED AT 12 INCHES FROM TRANSVERSE JOINTS.
- PANEL LENGTH TO WIDTH RATIO SHALL NOT EXCEED 1.25 TO 1.
- DOWEL BASKET SHIPPING WIRE SHALL NOT BE CUT.
- CONTRACTOR SHALL SUBMIT PROJECT SPECIFIC JOINTING PLAN AT LEAST TWO WEEKS BEFORE PAVING OPERATIONS.
- IN ADVANCE WITH 2208-4.0, ALL JOINTS SHALL BE SEALED, INCLUDING CURB & GUTTER.

IS LEE'S SUMMIT
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Project: STANDARD DETAILS
CITY OF LEE'S SUMMIT, MO
LEE'S SUMMIT, JACKSON COUNTY, MO

Drawn By: M/J
Checked By: GMB
Date: 08/2023
Proj. #:

GEN-10

RELEASED FOR CONSTRUCTION
As Noted on Plan Review

As Noted on Plan Review

Development Services Department
Lee's Summit, Missouri

09/29/2025



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**DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE**

SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS

[illegible]

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWE

ISSUED DATE: 9/24/25

FIELD BOOK:



LICENSE NO:

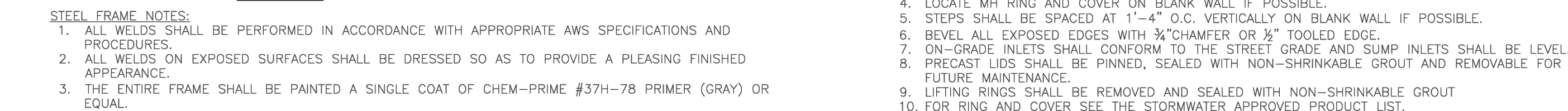
SHEET TITLE

PAVEMENT JOINT DETAILS

SHEET NUMBER

C502

26 OF 37



STM-1



*COVER AND FRAME MODEL INFORMATION REFER TO THE STORMWATER APPROVED PRODUCT LIST.



Date: 05/2021
Drawn By: MJF
Checked By: DL

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWb

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

SHEET TITLE

**STORM SEWER
DETAILS 1**

SHEET NUMBER

C503

27 OF 37



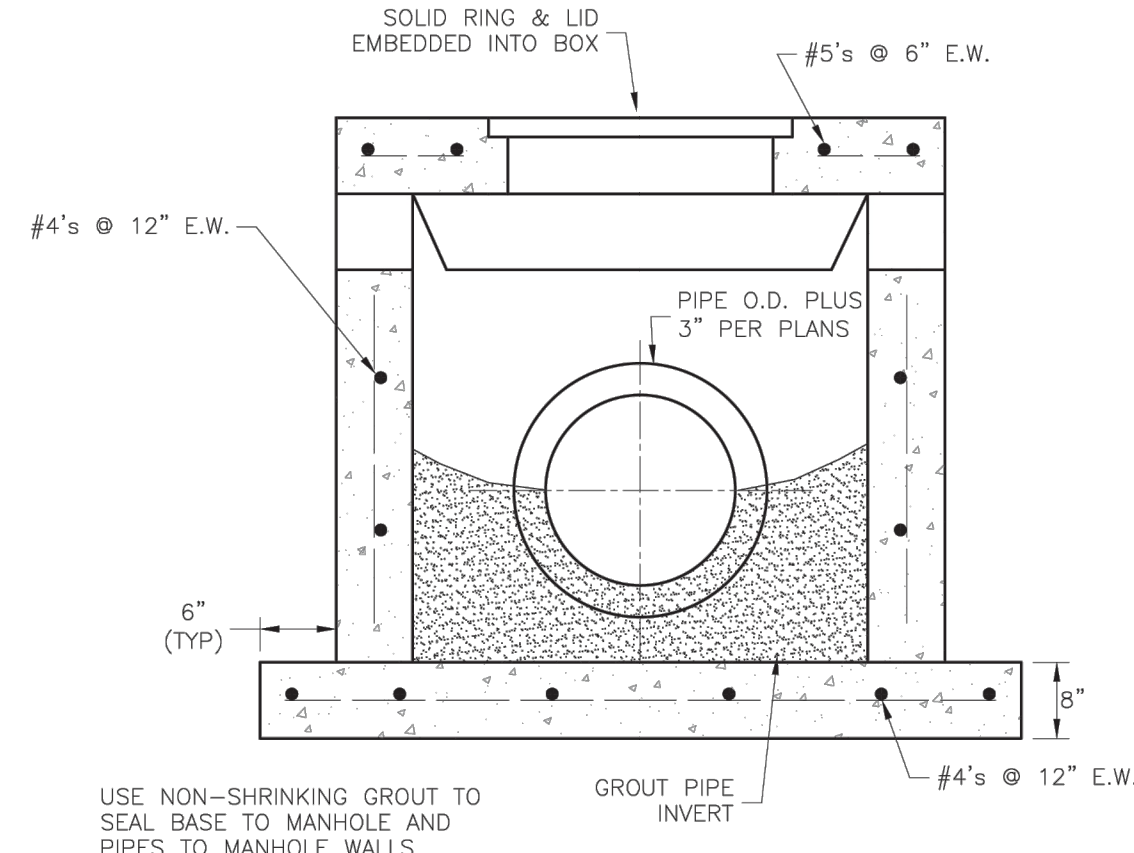
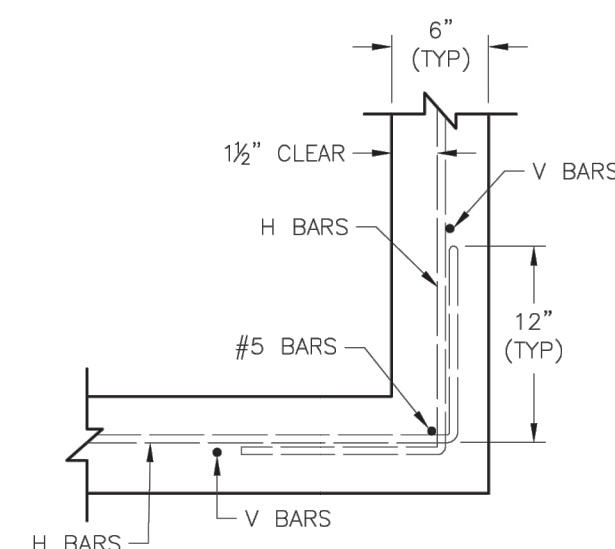
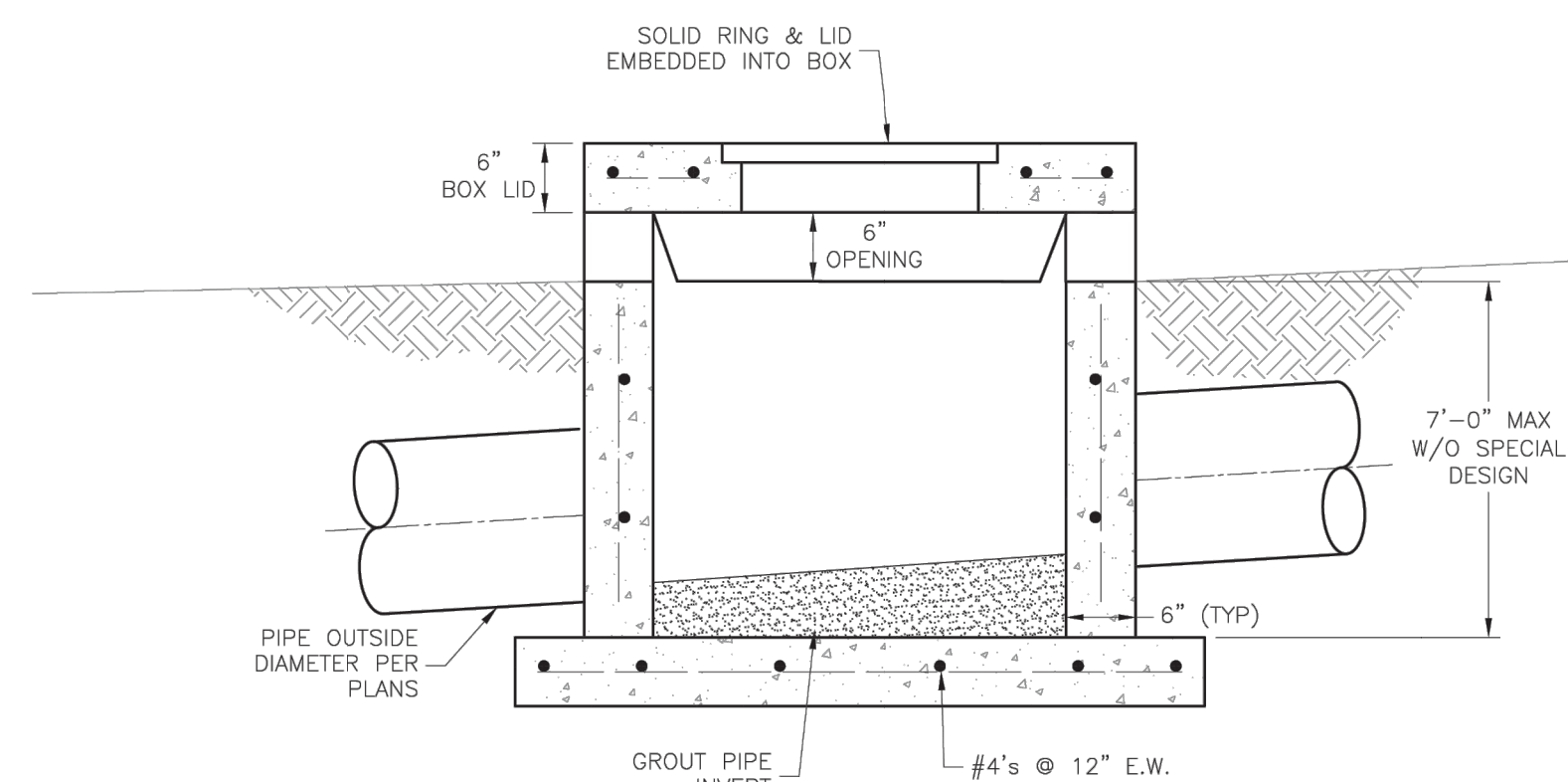
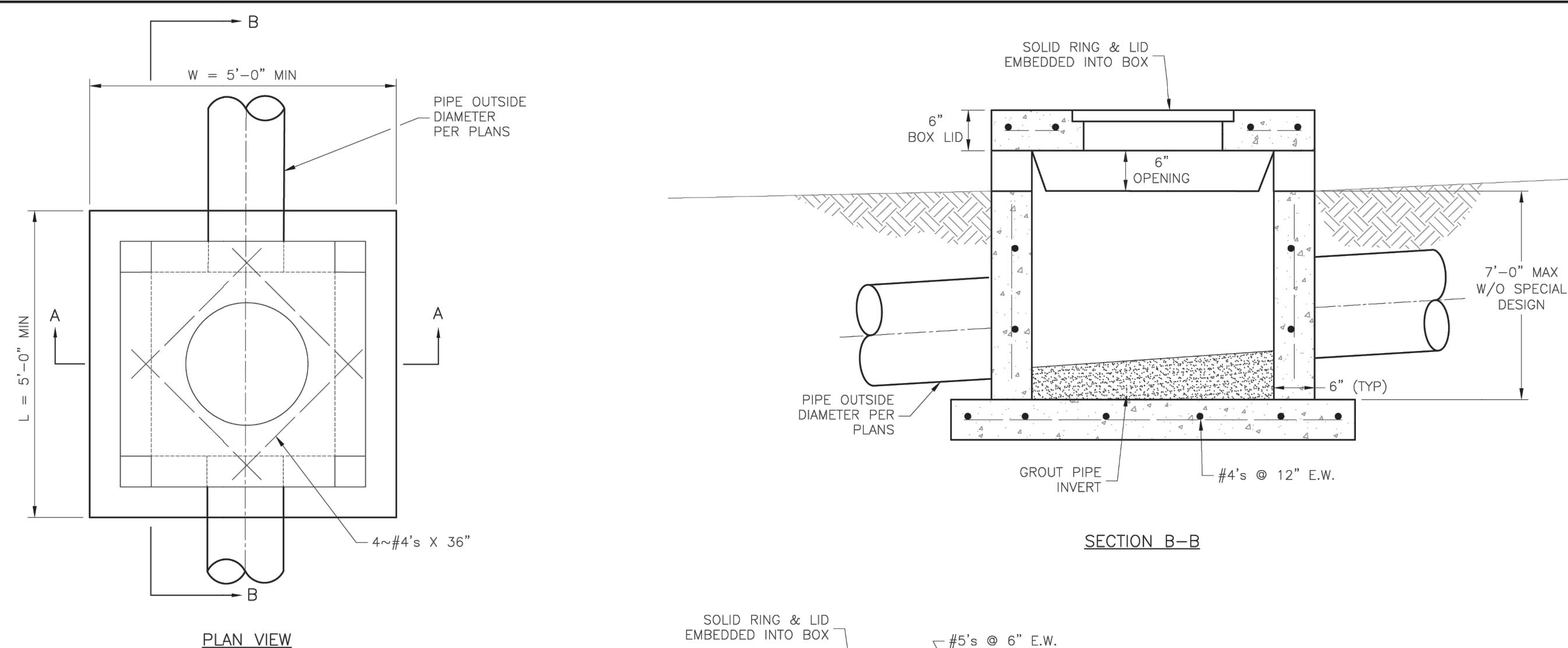
REINFORCING		
BARS	BAR SIZE	SPACING (IN.)
H	4	12
V	4	12
L	5	6
W	5	6

1. GENERAL NOTES:
 1. LOCATE RING AND COVER ON BLANK WALL.
 2. USE 3/4" CHAMFER STRIP OR 1/2" R EDGER TOOL ON ALL EXPOSED CONCRETE CORNERS.
 3. STEPS REQUIRED AT 16" O.C. WHEN DEPTH FROM TOP OF CASTING TO INVERT EXCEEDS 4' ON BLANK WALL IF POSSIBLE.
 4. BOXOUTS WILL NOT BE ALLOWED TO PROJECT THROUGH THE WALLS OF THE STRUCTURE, AND THE MINIMUM DISTANCE BETWEEN BOXOUTS IS 6".
 5. THE MINIMUM REINFORCING SHALL BE 1 H-BAR OVER A PRECAST BOXOUT PIPE AND 2 H-BARS OVER A PRECAST BOXOUT.
 6. PRECAST SLIDS SHALL BE PINNED, SEALED WITH NON-SHRINKABLE GROUT AND REMOVABLE FOR FUTURE MAINTENANCE.
 7. REINFORCING OF COVERS IN STREETS REQUIRE SPECIAL DESIGN.
 8. FOR RING AND COVER SEE THE STORMWATER APPROVED PRODUCT LIST.

STM-3



Date: 05/2021
Drawn By: MJF
Checked By: DL



- GENERAL NOTES:

1. LOCATE RING AND COVER OVER OUTLET ON BLANK WALL.
2. USE $\frac{3}{4}$ " CHAMFER ON ALL EXPOSED CONCRETE CORNERS.
3. FLOOR OF INLET GROUDED AND SHAPED TO MATCH PIPE INVERT TO PROVIDE SMOOTH FLOW.
4. STEPS REQUIRED AT 16' O.C. WHEN DEPTH FROM TOP OF CASTING TO INVERT EXCEEDS 3' ON BLANK WALL IF POSSIBLE.
5. BOXOUTS WILL NOT BE ALLOWED TO PROJECT THROUGH THE CORNERS OF THE STRUCTURE.
6. THE MINIMUM REINFORCING SHALL BE 1 H-BAR OVER A CAST-IN-PLACE PIPE AND 2 H-BARS OVER A PRECAST BOXOUT.
7. SHOW FIELD INLET ORIENTATION ON PLANS PLUS NUMBER AND SIZE OF OPENINGS.
8. PRECAST LIDS SHALL BE PINNED, SEALED WITH NON-SHINKABLE GROUT AND REMOVABLE FOR FUTURE MAINTENANCE.
9. FOR RING AND COVER SEE THE STORMWATER APPROVED PRODUCT LIST.

LS LEE'S SUMMIT
MISSOURI

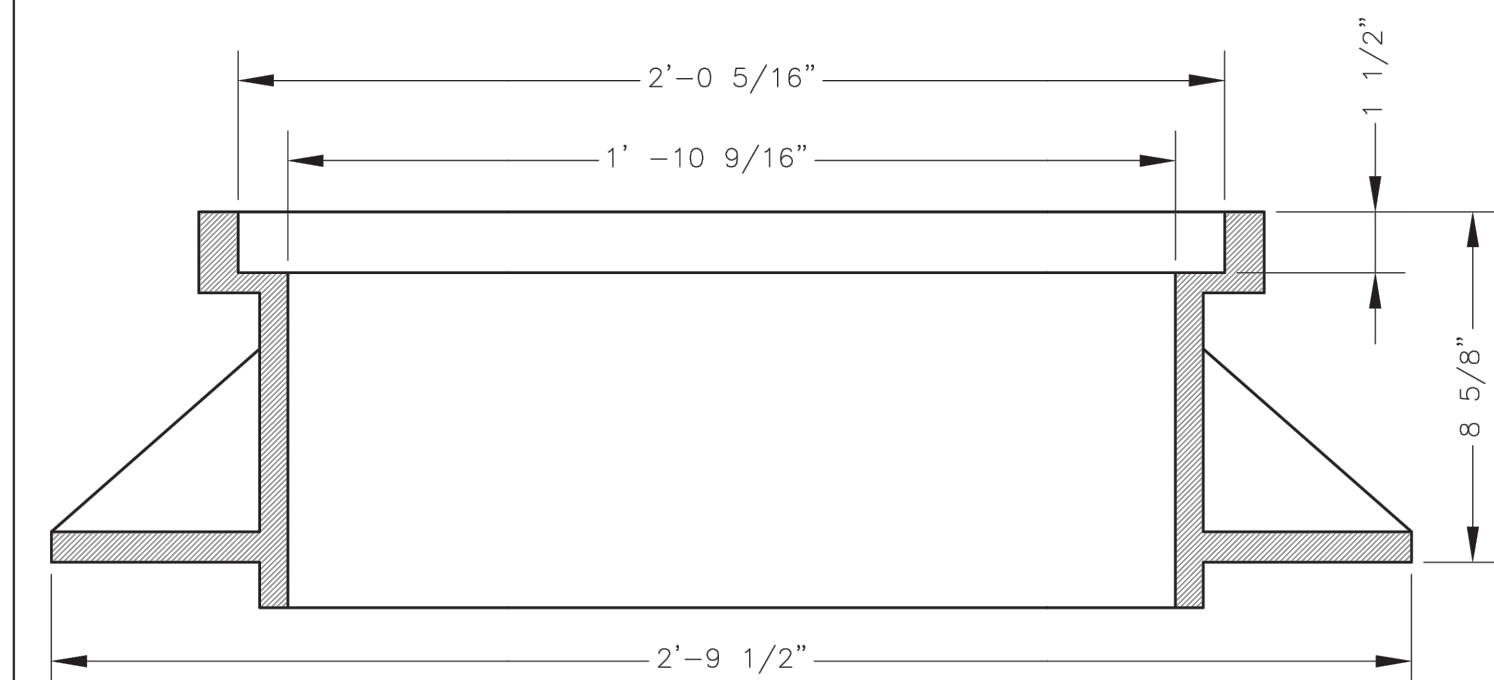
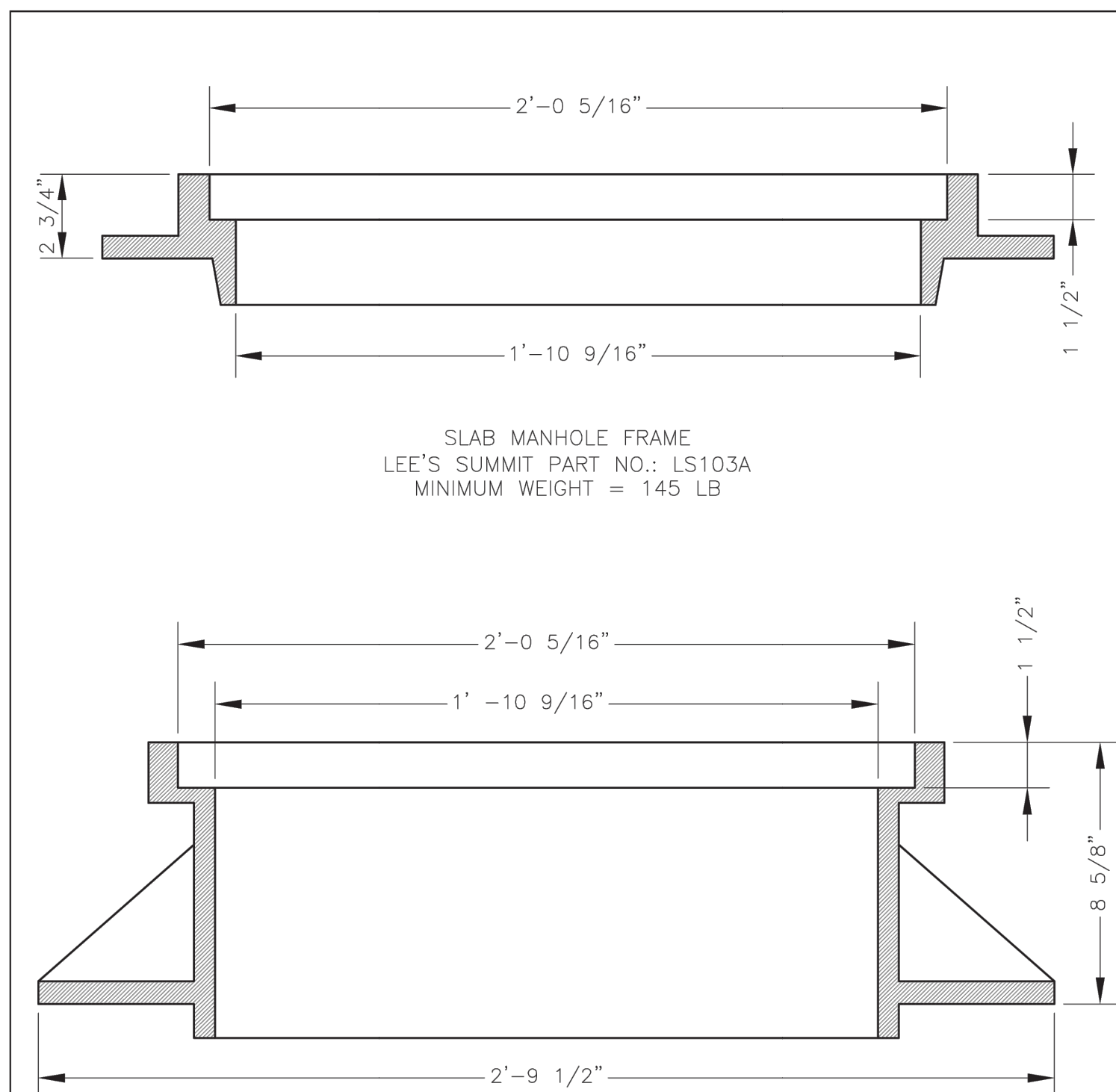
PUBLIC WORKS ENGINEERING DIVISION | 220 SE GREEN STREET | LEE'S SUMMIT, MO 64063

STANDARD DETAILS
OF LEE'S SUMMIT, M
MIT, JACKSON COUN

FIELD INLET DETAIL

Drawn By: MJF
Checked By: DL
Date: 05/2021
Proj. #:

STM-2



*COVER AND FRAME MODEL INFORMATION REFER TO THE STORMWATER APPROVED PRODUCTS LIST.



LEE'S SUMMIT
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PUBLIC WORKS ENGINEERING DIVISION | 220 SE GREEN STREET | LEE'S SUMMIT, MO 64063

STORM MANHOLE FRAME DETAIL

Date: 05/2021

Drawn By: MJ

Checked By: D

DWG-7

RELEASED FOR CONSTRUCTION
As Noted on Plan Review

Development Services Department
Lee's Summit, Missouri
09/29/2025

[illegible]

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

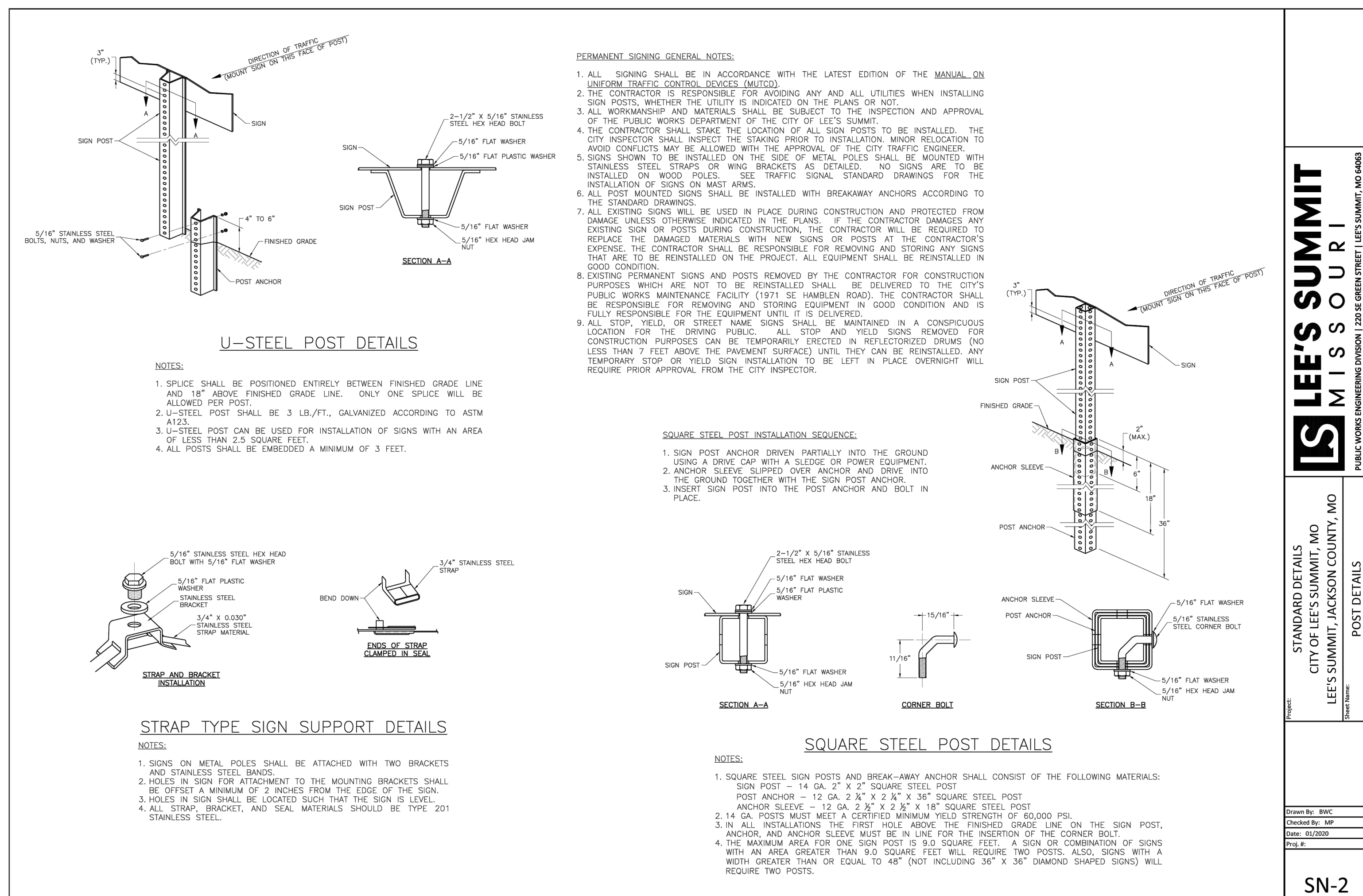
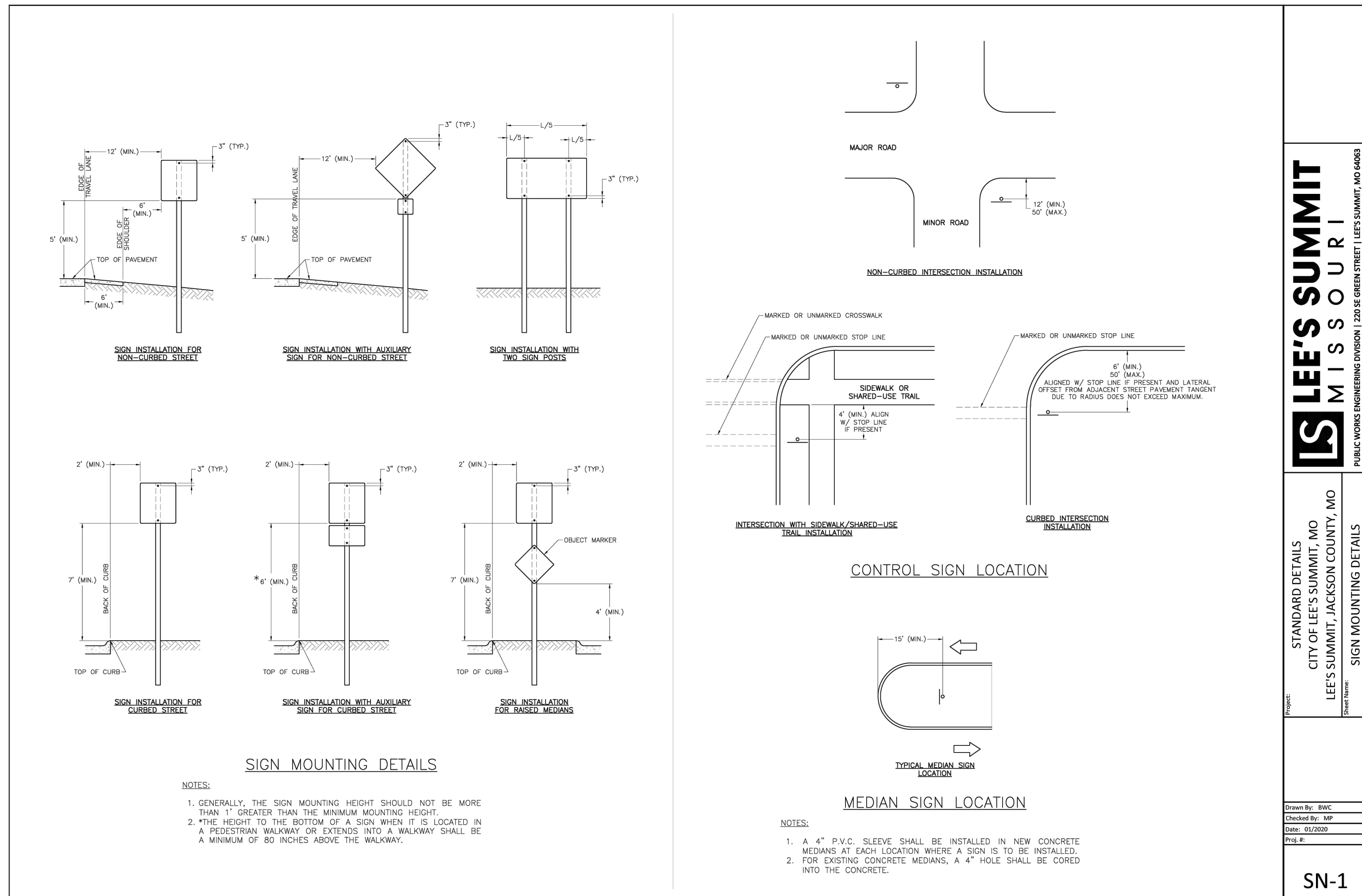
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STORM SEWER DETAILS 2

SHEET NUMBER

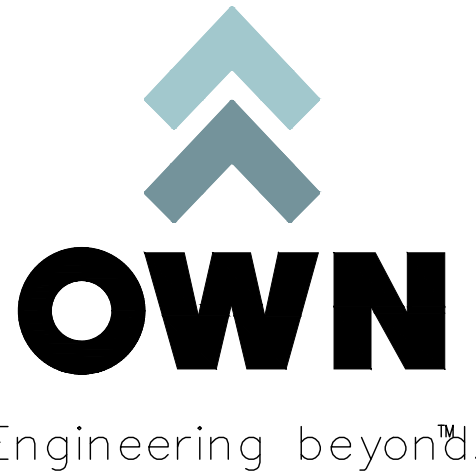
C504

28 OF 37



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Development Services Department
Lee's Summit, Missouri
09/29/2025



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DISCOVERY CROSSING AT DISCOVERY PARK- PUBLIC INFRASTRUCTURE

SW OF THE INTERSECTION OF NE
COLBURN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

[illegible]

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

SHEET TITLE

SIGN POST & MOUNTING DETAILS

SHEET NUMBER

C505

29 OF 37



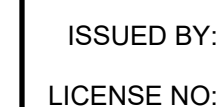
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**DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE**

THE INTERSECTION OF NE
RN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

[illegible]

PROJECT NO: 24KC10016
DRAWN BY: JGD
CHECK BY: JWV
ISSUED DATE: 9/24/25
FIELD BOOK:



CONSTRUCTION ENTRANCE DETAILS

C507

The diagram illustrates a cross-section of a stormwater management system. From left to right, the components are:

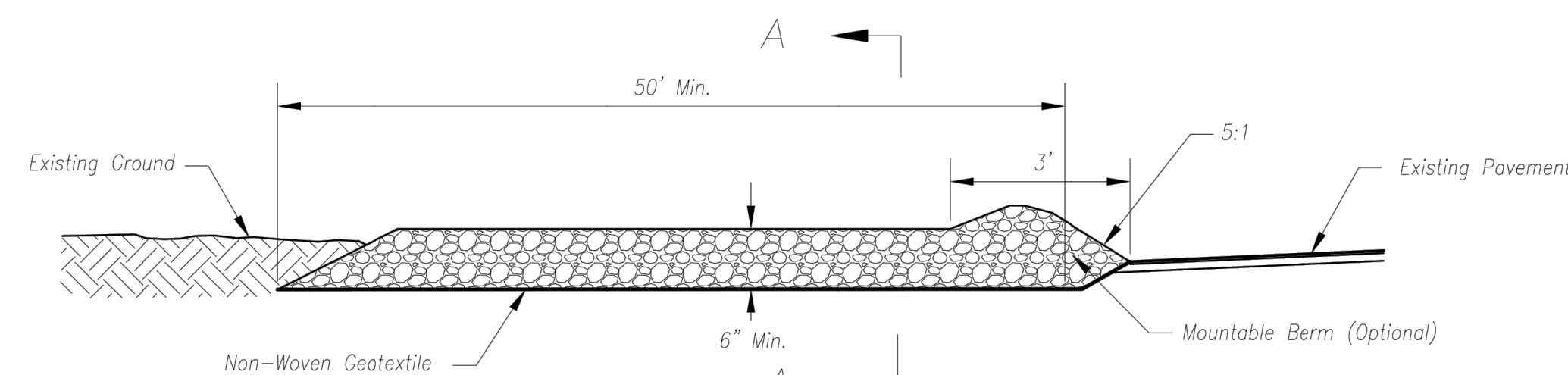
- Existing Ground:** The surface on the left side of the structure.
- 2-3" Coarse Aggregate:** A layer of aggregate material, shown with a stippled pattern, extending from the existing ground into the structure.
- Washrack / Rumble Strip (Optional):** A central component shown with vertical lines, designed for cleaning debris from the pavement.
- Positive drainage to Sediment Trapping Device:** A dashed line indicating the path for water flow towards the right.
- Existing Pavement:** The surface on the right side of the structure.

Dimensions and specifications are provided:

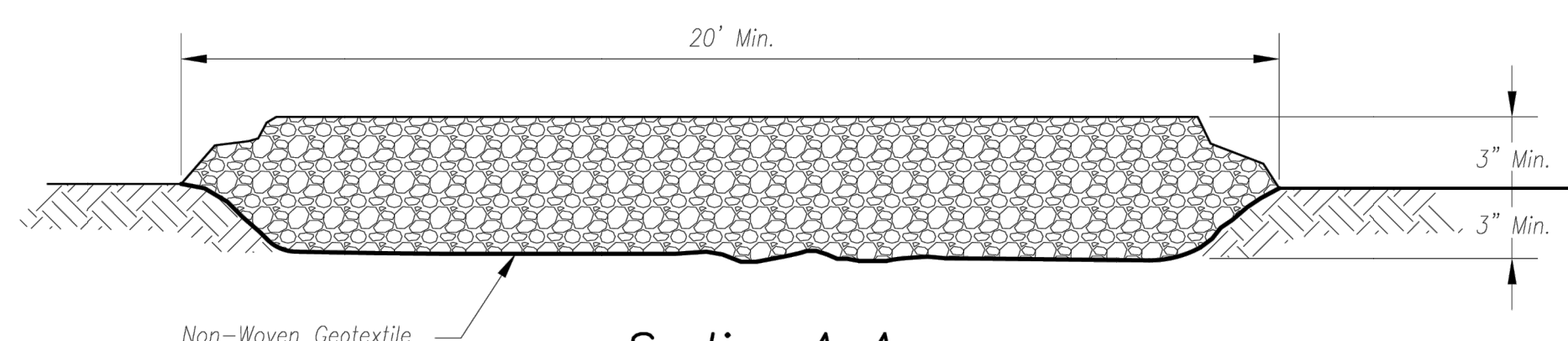
- 50' Min.:** The total length of the structure.
- 20' Min.*:** The width of the aggregate layer on the left side.
- 10' Min.:** The width of the aggregate layer on the right side.
- 10' Min.:** The width of the central washrack area.

* - Must extend full width of ingress and egress operation

Plan View
Not to Scale



Side Elevation
Not to Scale



Section A-A
Not to Scale

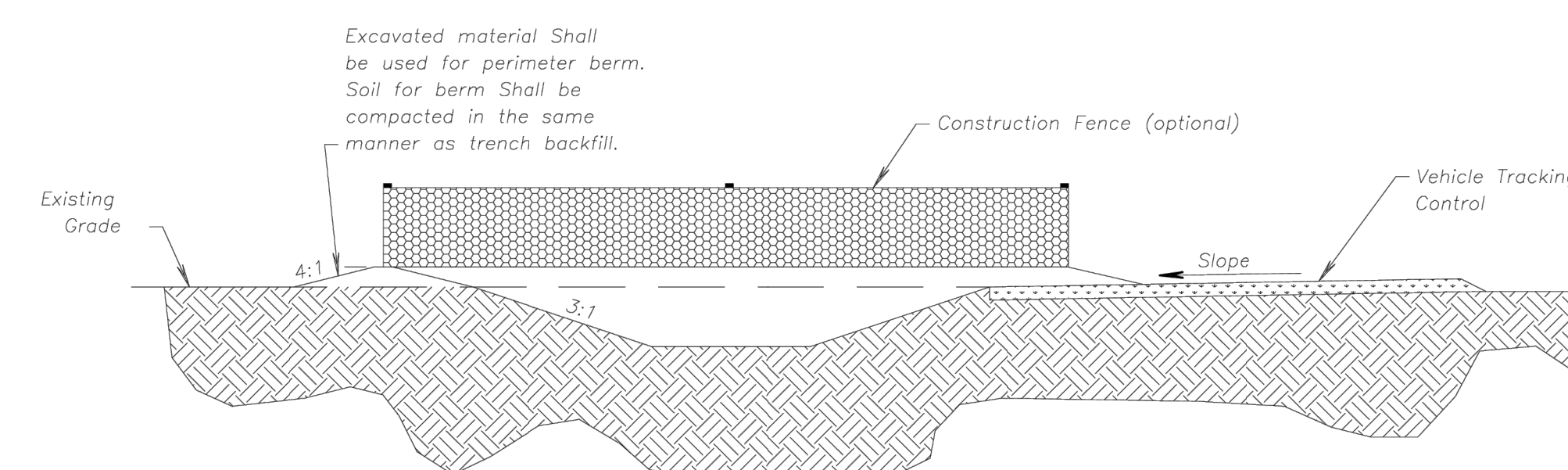
1. Avoid locating on steep slopes, at curves on public roads, or downhill of disturbed area.
2. Remove all vegetation and other unsuitable material from the foundation area, grade, and crown for positive drainage.
3. If slope towards the public road exceeds 2%, construct a 6- to 8-inch high ridge with 3H:1V side slopes across the foundation approximately 15 feet from the edge of the public road to divert runoff from it.
4. Install pipe under the entrance if needed to maintain drainage ditches along public roads.
5. Place stone to dimensions and grade as shown on plans. Leave surface sloped for drainage.
6. Divert all surface runoff and drainage from the entrance to a sediment control device.
7. If conditions warrant, place geotextile fabric on the graded foundation to improve stability.

1. Reshape entrance as needed to maintain function and integrity of Installation. Top dress with clean aggregate as needed.

CONSTRUCTION ENTRANCE

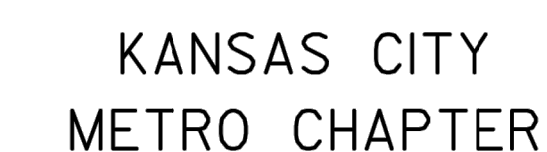
1. Concrete washout areas shall be installed prior to any concrete placement on site.
2. Concrete washout area pit shall include a flat subsurface pit sized relative to the amount of concrete to be placed on site. The slopes leading out of the subsurface pit shall be 3:1. The vehicle tracking pad shall be sloped towards the concrete washout area.
3. Vehicle tracking control is required at the access point to all concrete washout areas.
4. Signs shall be placed at the construction site entrance, washout area and elsewhere as necessary to clearly indicate the location(s) of the concrete washout area(s) to operators of concrete truck and pump rigs.
5. A one-piece impervious liner may be required along the bottom and sides of the subsurface pit in sandy or gravelly soils.

1. Concrete washout materials shall be removed once the materials have filled the washout to approximately 75% full.
2. Concrete washout areas shall be enlarged as necessary to maintain capacity for wasted concrete.
3. Concrete washout water, wasted pieces of concrete and all other debris in the subsurface pit shall be transported from the job site in a water-tight container and disposed of properly.
4. Concrete washout areas shall remain in place until all concrete for the project is placed.
5. When concrete washout areas are removed, excavations shall be filled with suitable compacted backfill and topsoil, any disturbed areas associated with the installation, maintenance, and/or removal of the concrete washout areas shall be stabilized.



CONCRETE WASHOUT

AMERICAN PUBLIC WORKS ASSOCIATION

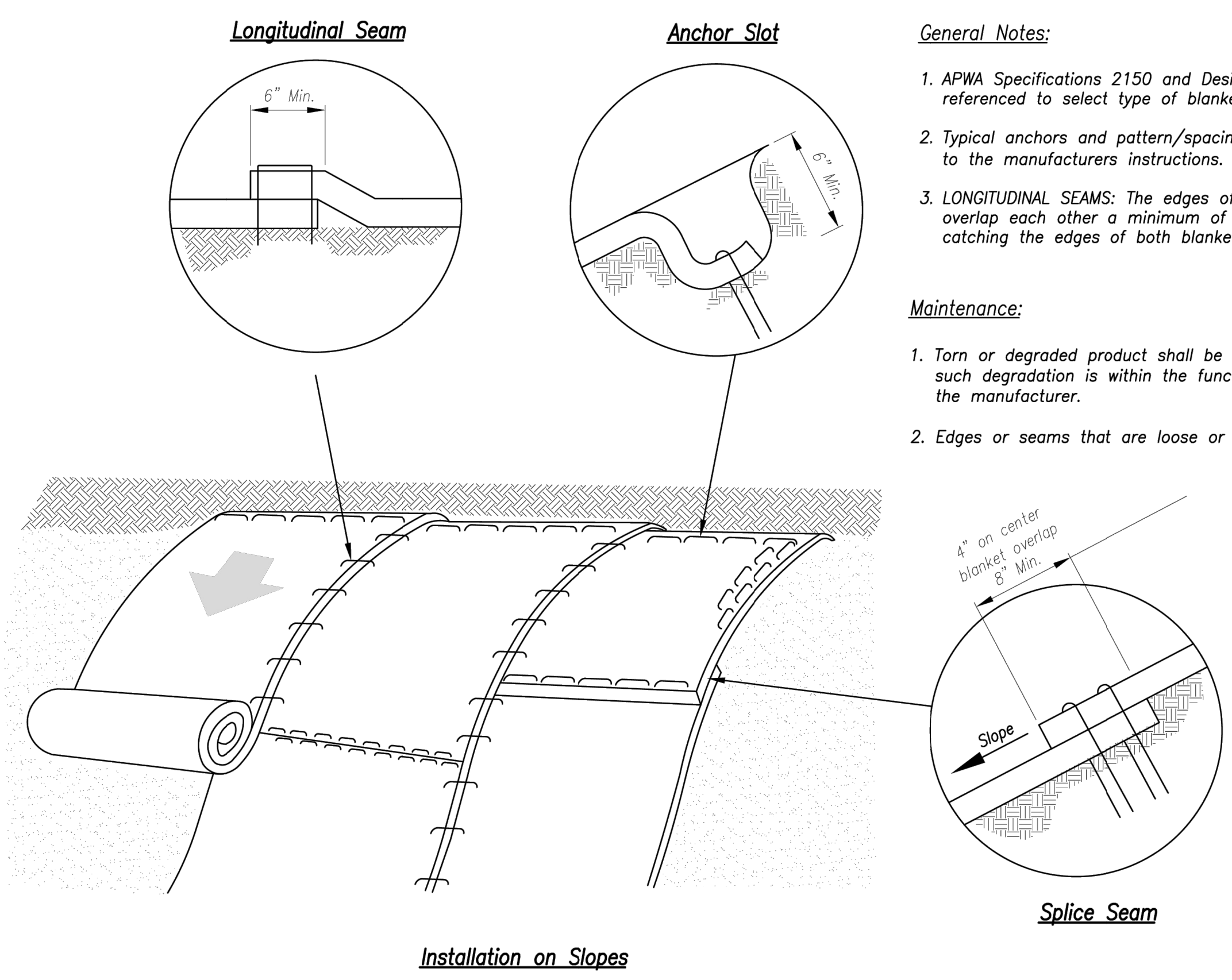


CONSTRUCTION ENTRANCE
AND CONCRETE WASHOUT

STANDARD DRAWING NUMBER ESC-01

ADOPTED:
10/24/2016

Construction Entrance modified from 2015 Overland Park Standard Details for Erosion and Sediment Control; Concrete Washout modified from 2009 City of Great Bend Standard Drawings.

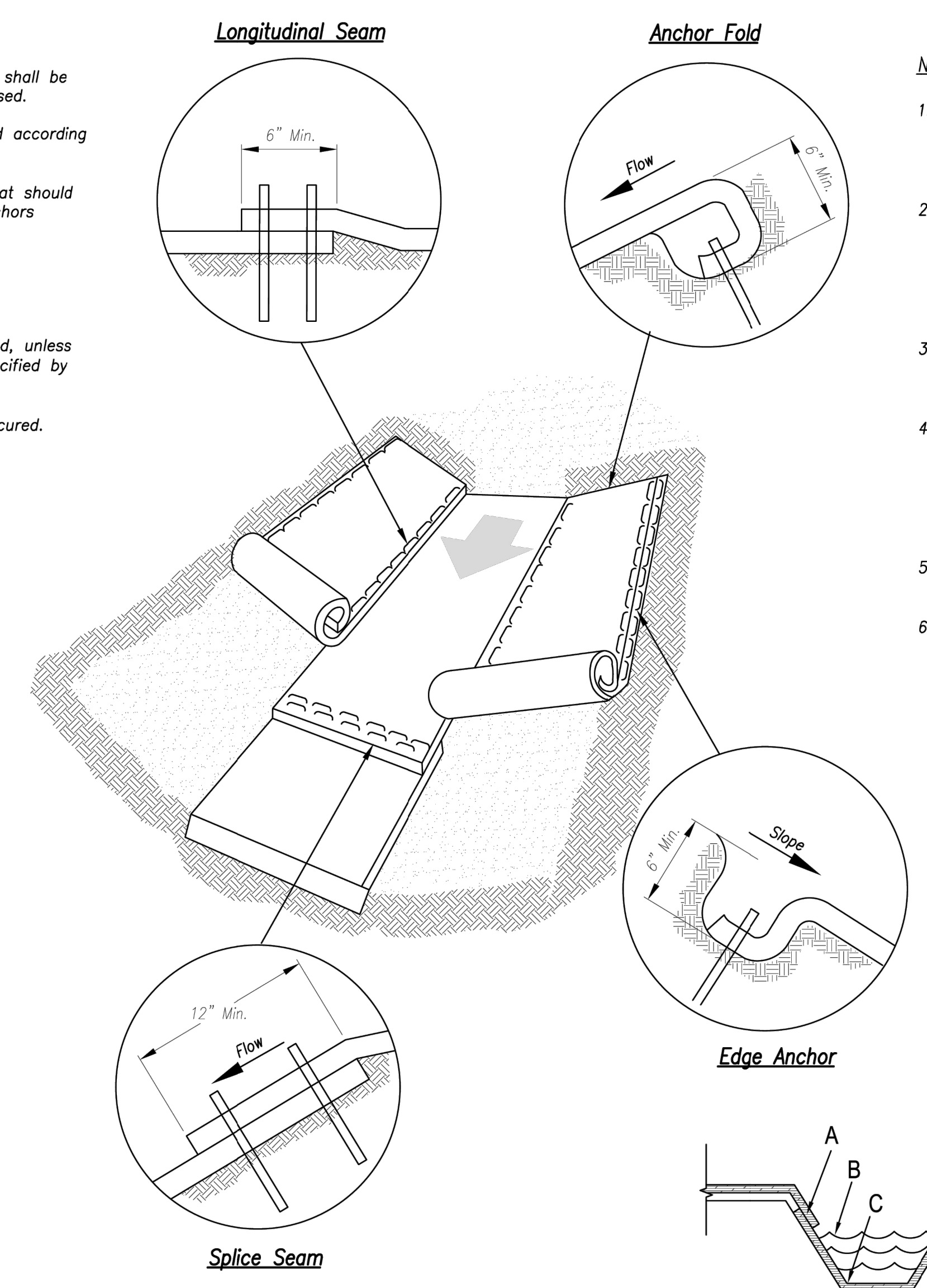


General Notes:

1. APWA Specifications 2150 and Design Guidance 5100 shall be referenced to select type of blanket or mat to be used.
2. Typical anchors and pattern/spacing shall be installed according to the manufacturers instructions.
3. LONGITUDINAL SEAMS: The edges of the blanket or mat should overlap each other a minimum of 6 inches, with anchors catching the edges of both blankets.

Maintenance:

1. Torn or degraded product shall be repaired or replaced, unless such degradation is within the functional longevity specified by the manufacturer.
2. Edges or seams that are loose or frayed shall be secured.

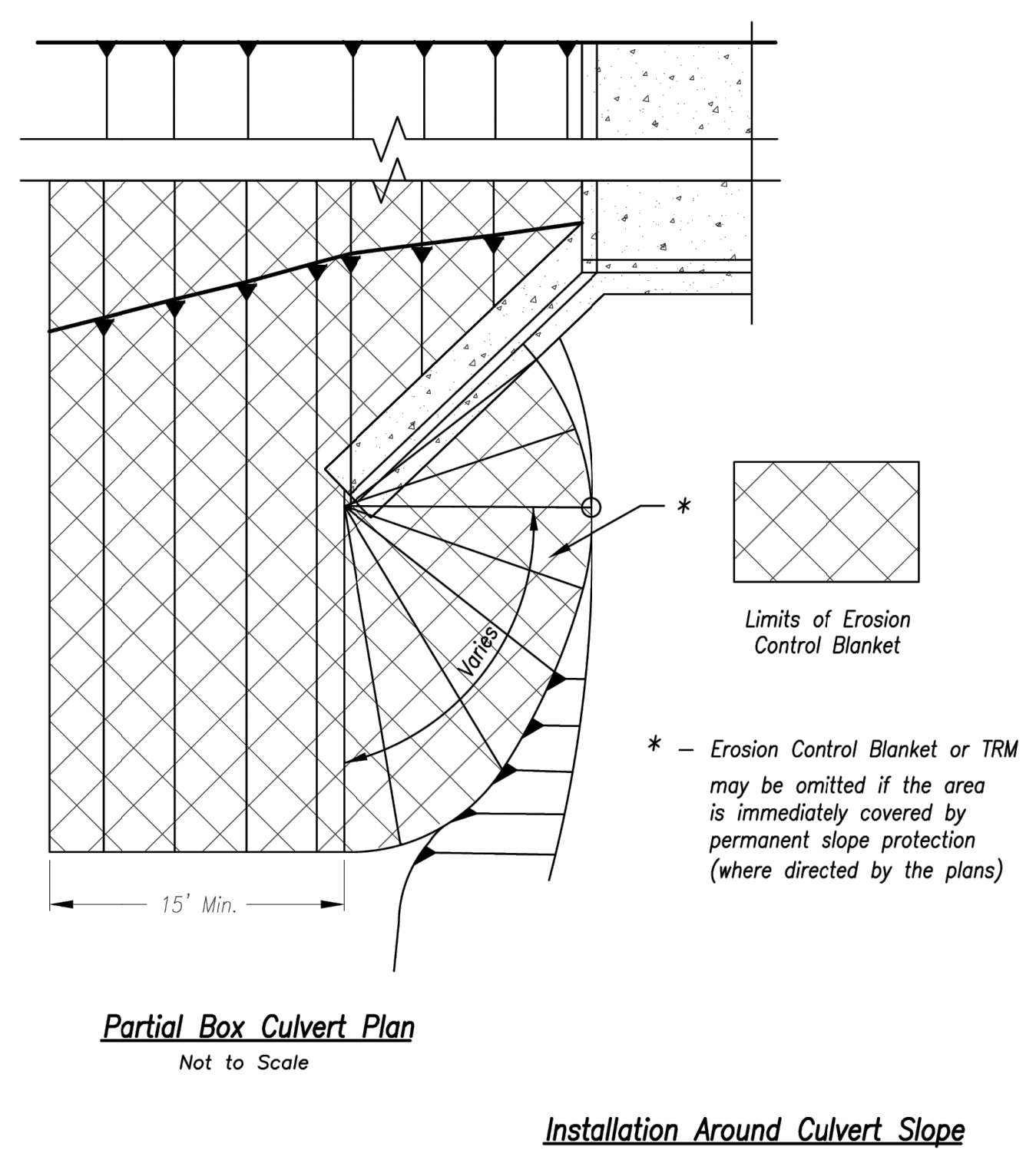


Notes for Installation in Channels:

1. Erosion Control Blankets and TRMs shall be laid in the direction of the flow, with the first course at the centerline of channel, where applicable. In order for the mat to be in contact with the soil, lay the mat loosely, avoiding stretching.
2. ANCHOR FOLD: The top of the mat should be folded under, buried and secured with wood or other approved anchors placed 6 inches apart. The top edge of the mat should be buried in a slot 6 inches wide x 6 inches deep, anchored in the bottom of the slot, backfilled, and the mat folded over the top as shown in detail.
3. SPLICE SEAM: When splices are necessary, overlap end a minimum of 12 inches in direction of water flow. Stagger splice seams.
4. CHECK SLOTS: Establish check slots transverse to slope every 30 feet. The slots should be 6 inches wide x 6 inches deep. The mat shall be cut to a length 12 inches beyond the slot. The top of the downstream mat shall be slotted in, secured and buried similar to the edge anchor fold. The upstream mat shall then cover the slot and be anchored as shown.
5. EDGE ANCHORS: Lay outside edge of mat into trench at top of the slope and anchor.
6. TERMINUS: The bottom edge of the mat shall be anchored.

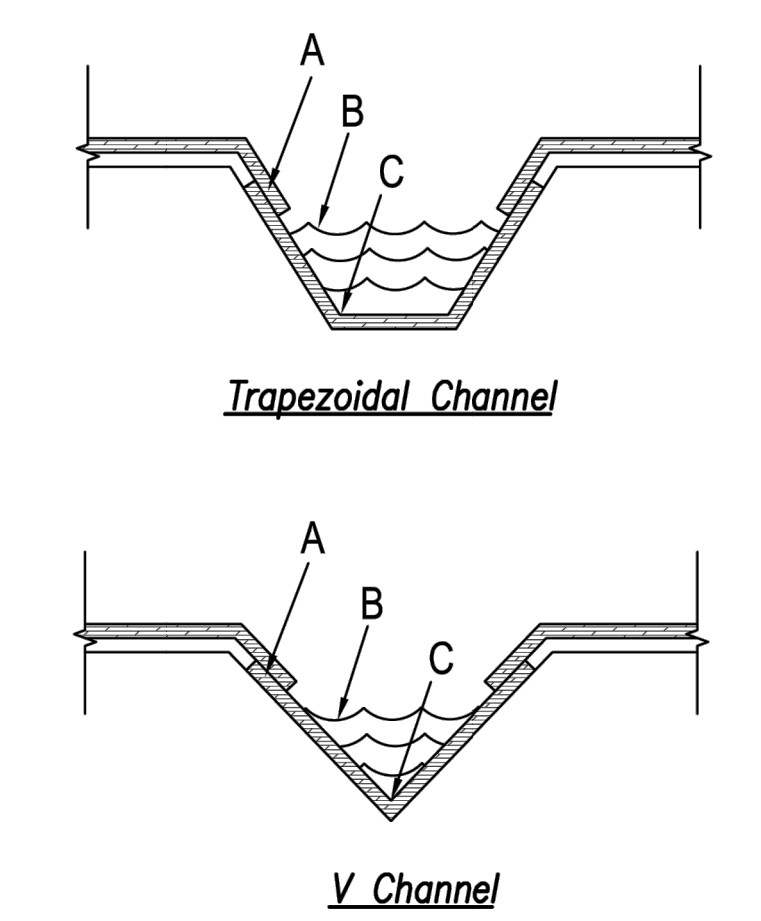
RELEASED FOR CONSTRUCTION
As Noted on Plan Review

Development Services Department
Lee's Summit, Missouri
09/29/2025



Notes for Installation on Slopes:

1. Erosion Control Blankets and TRMs shall be laid in the direction of the slope. In order for blanket to be in contact with the soil, lay blanket loosely, avoiding stretching.
2. ANCHOR SLOTS: The top of the blanket should be "slotted in" at the top of the slope and anchored in place with anchors 6 inches apart. The slots should be 6 inches wide x 6 inches deep with the blanket anchored in the bottom of the slot, then backfilled, tamped and seeded.
3. SPLICE SEAM: When splices are necessary, overlap end a minimum of 8 inches in direction of water flow. Stagger splice seams.
4. TERMINAL FOLD: The bottom edge of the blanket shall be turned under a minimum of 4 inches, then anchored in place with anchors 9 inches apart.



Critical Points:

A – Overlaps and seams;

B – Projected water line;

C – Channel bottom / side slope vertices;

Modified from 2015 Overland Park Standard Details for Erosion and Sediment Control.

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KANSAS CITY
METRO CHAPTER

EROSION CONTROL BLANKETS
AND TURF REINFORMENT MATS

STANDARD DRAWING
NUMBER ESC-02
ADOPTED:
10/24/2016

Engineering beyond.

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DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE

SW OF THE INTERSECTION OF NE
COLBURN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS		
NO.	DESCRIPTION	DATE
1	CITY COMMENTS	09/12/2025
2	CITY COMMENTS	09/24/2025

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:

ISSUED BY:

LICENSE NO:

SHEET TITLE

STEEP SLOPE
PROTECTION
DETAILS

SHEET NUMBER

C508

32 OF 37

**DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE**

SW OF THE INTERSECTION OF NE
COLBURN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS

[illegible]

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

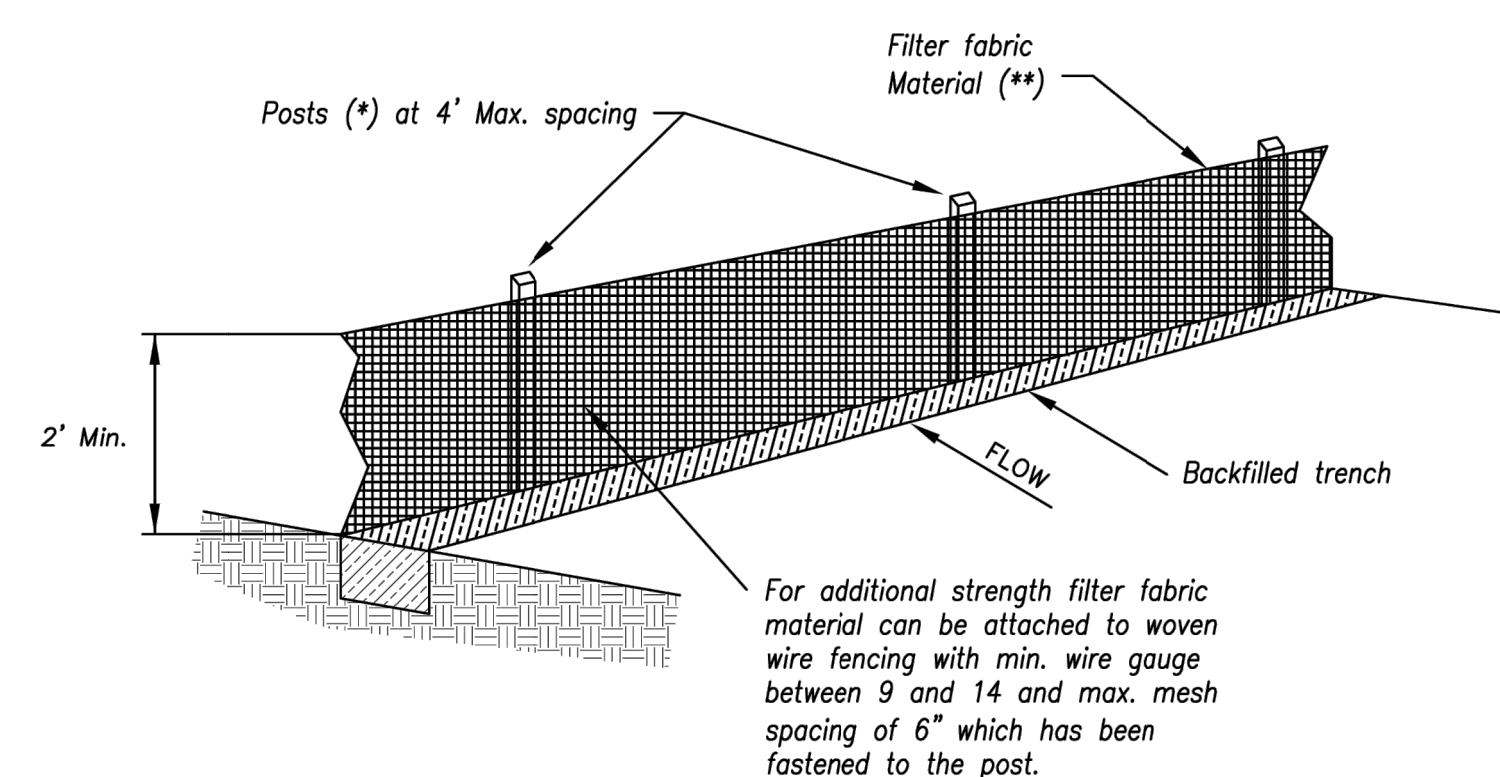
SHEET TITLE

SILT FENCE DETAILS

SHEET NUMBER

C509

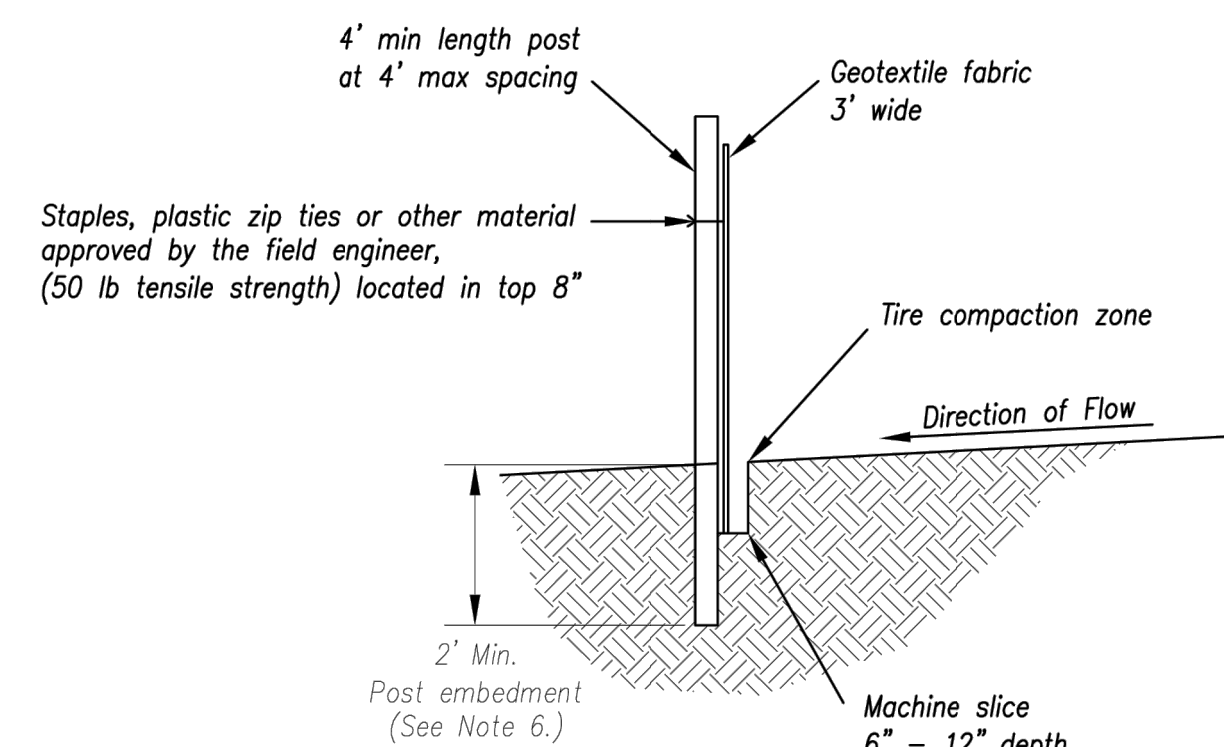
33 OF 37



(*) POSTS

- MIN. LENGTH 4'
- HARDWOOD 1 $\frac{3}{16}$ " x 1 $\frac{3}{16}$ "
- NO.2 SOUTHERN PINE 2 $\frac{5}{8}$ " x 2 $\frac{5}{8}$ "
- STEEL 1.33 LB/FT

(**) - Geotextile Fabric shall meet the requirements of AASHTO M288



SILT FENCE DETAILS

Not to Scale

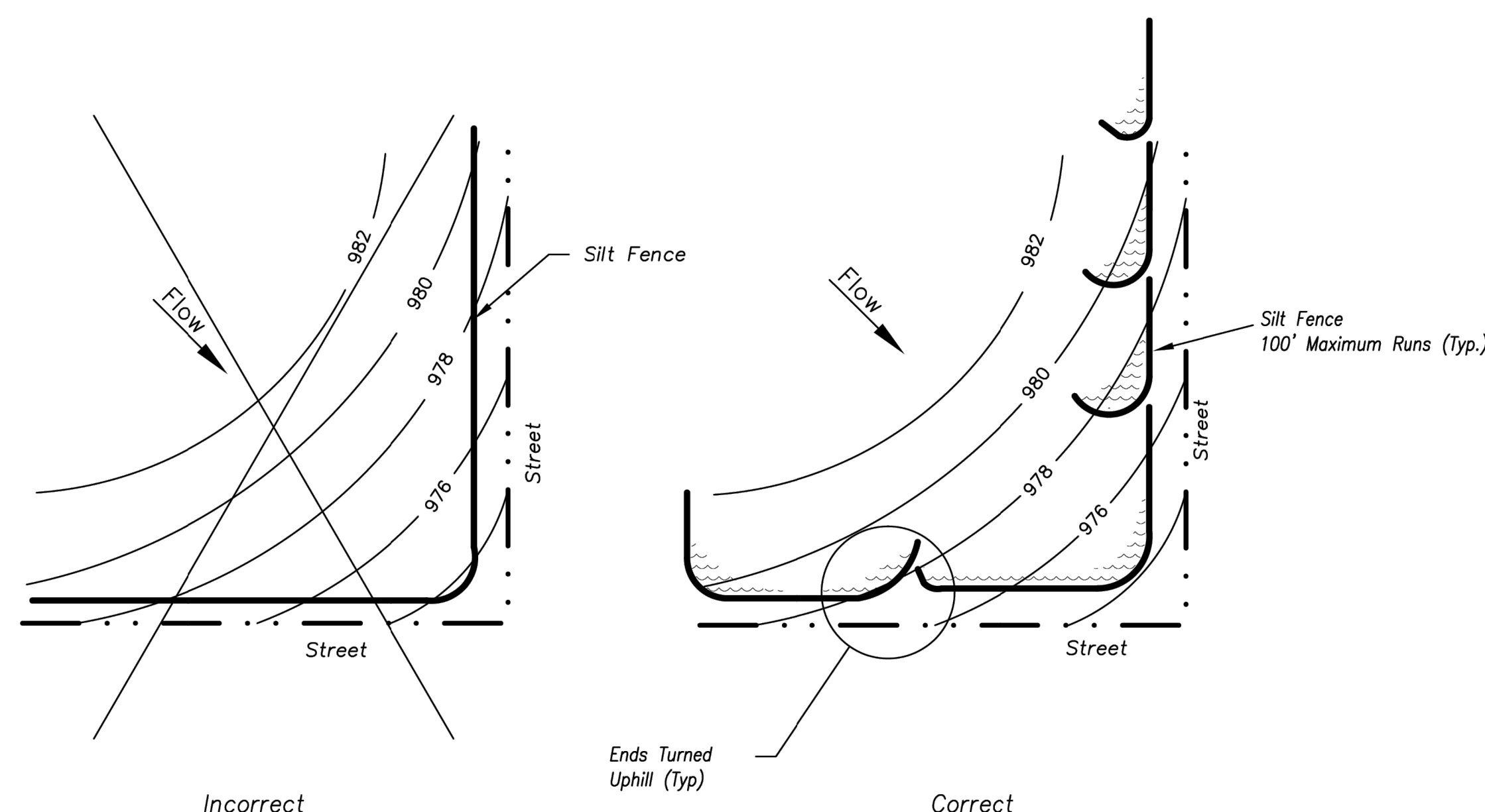
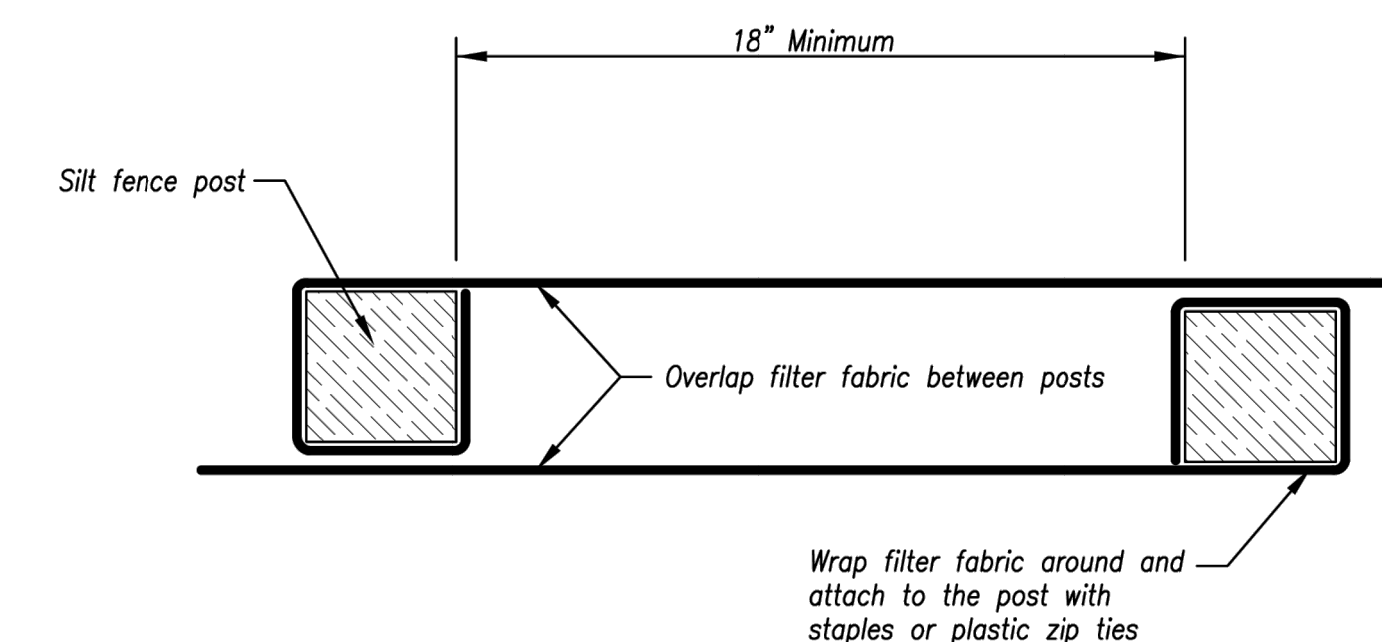
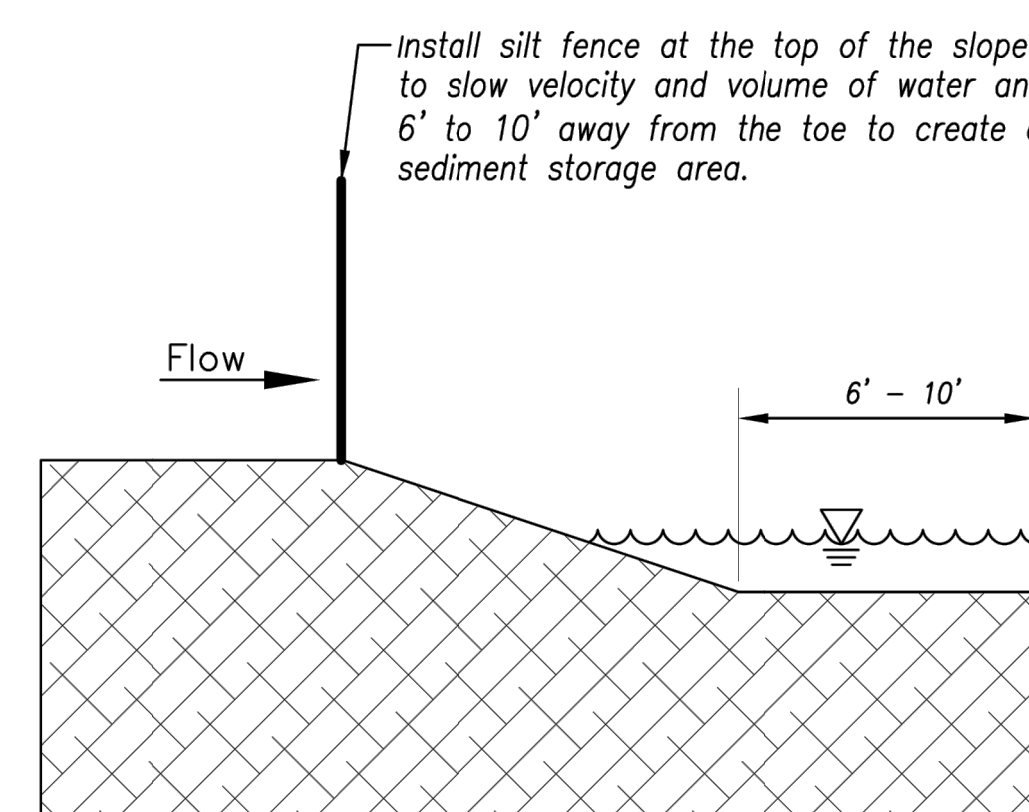


Figure A

SILT FENCE LAYOUT

Not to Scale



JOINING FENCE SECTIONS

Not to Scale

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KANSAS CITY
METRO CHAPTER

SILT FENCE

STANDARD DRAWING NUMBER ESC-03

ADOPTED:
10/24/2016

Modified from 2015 Overland Park Standard Details
for Erosion and Sediment Control



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DISCOVERY CROSSING AT DISCOVERY PARK- PUBLIC INFRASTRUCTURE

REVISIONS

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



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LICENSE NO:

LICENSE NO:

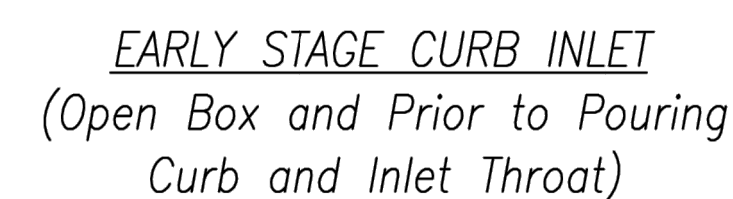
CURB INLET PROTECTION DETAILS

C510

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09/29/2025



Notes:

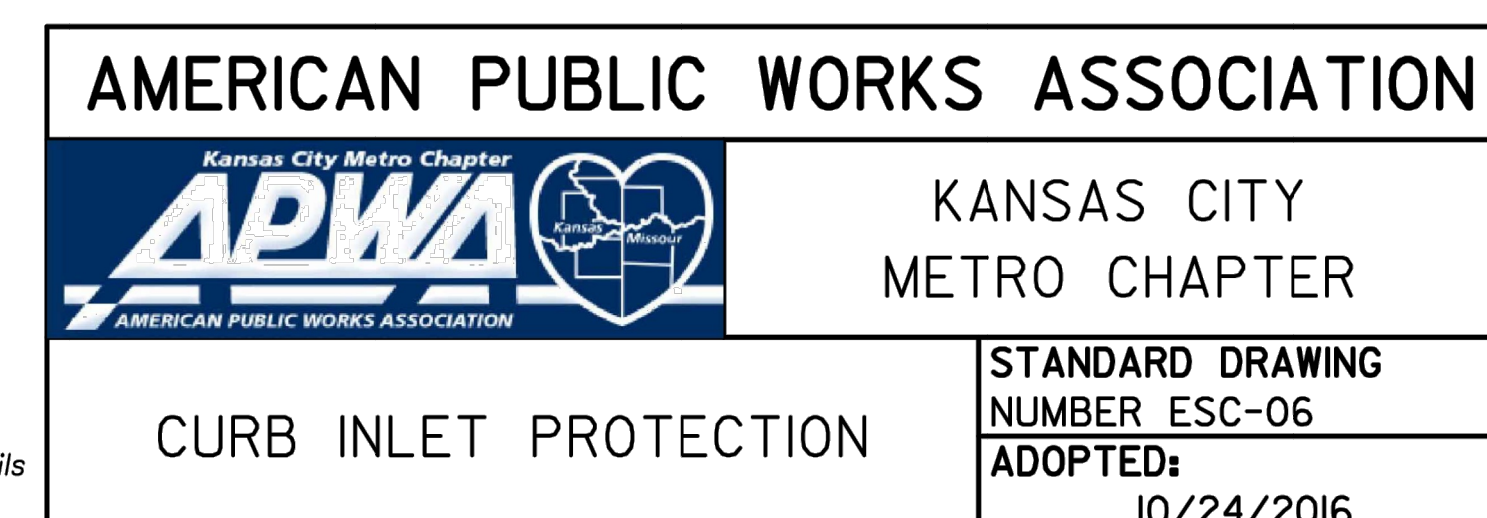
1. Immediately following inlet construction and prior to construction of curb and inlet throat, protect inlet opening by installing 2" X 10" (min.) board wrapped in silt fence. Structures shall have excavated storage area on all four sides to allow settling of sediment (Early Stage Curb Inlet).
2. When inlet is completed and curb poured, filter socks or approved equal should be used (Late Stage Curb Inlet). Straw wattles are not approved for curb inlet use.
3. Contractor to field verify ponding water shall not create a traffic hazard.

Maintenance:

1. Remove deposited sediment from excavated storage areas when available storage has been reduced by 20%.
2. Remove deposited sediment from filter socks or similar when any accumulation of sediment is visible.
3. Repair or replace as necessary to maintain function and integrity of installation.



LATE STAGE CURB INLET
(After Pouring Curb and Inlet Throat)





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**DISCOVERY
CROSSING AT
DISCOVERY PARK-
PUBLIC
INFRASTRUCTURE**

[illegible]

PROJECT NO: 24KC10016

CHECK BY: JWB

ISSUED DATE: 9/24/25

LICENSE NO:

AREA INLET PROTECTION DETAILS

C511

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SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

[illegible]

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



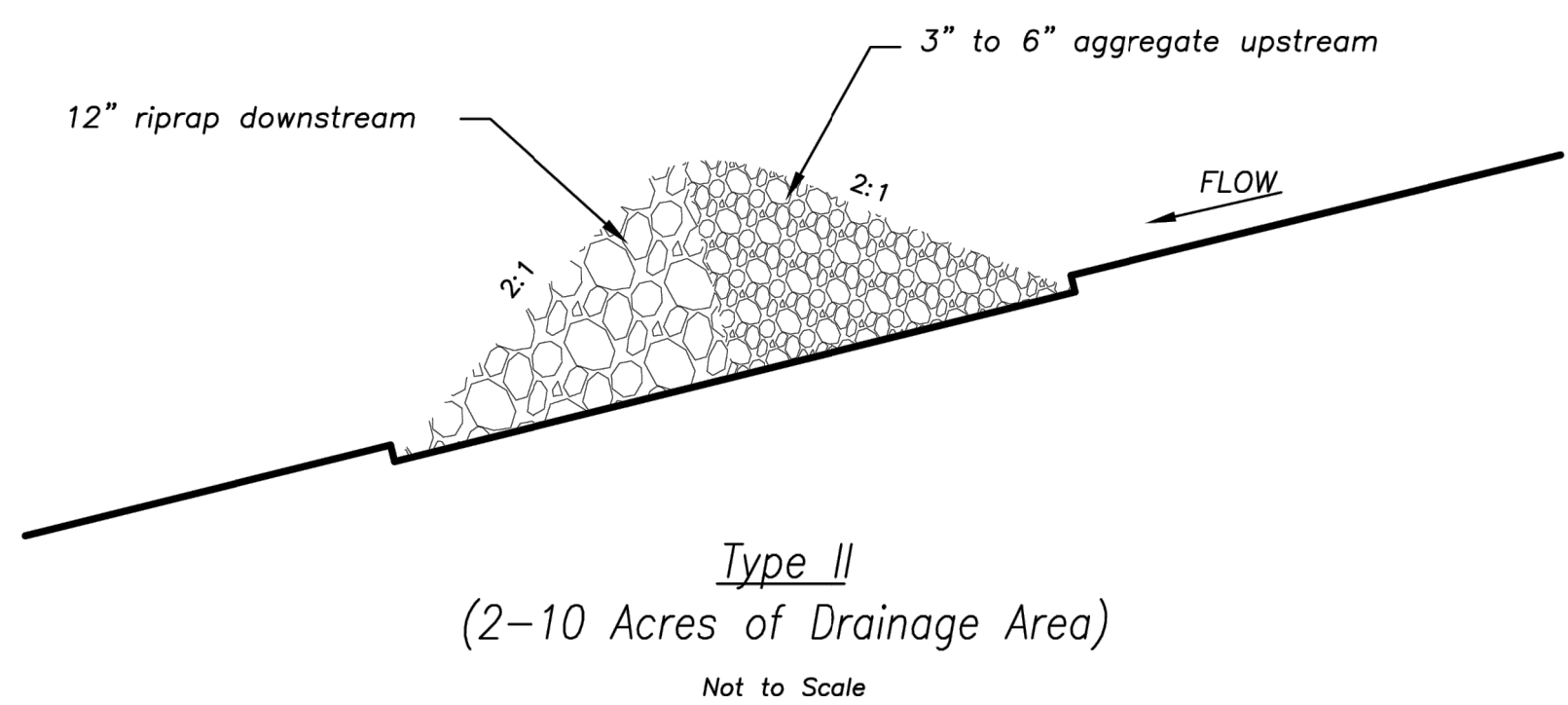
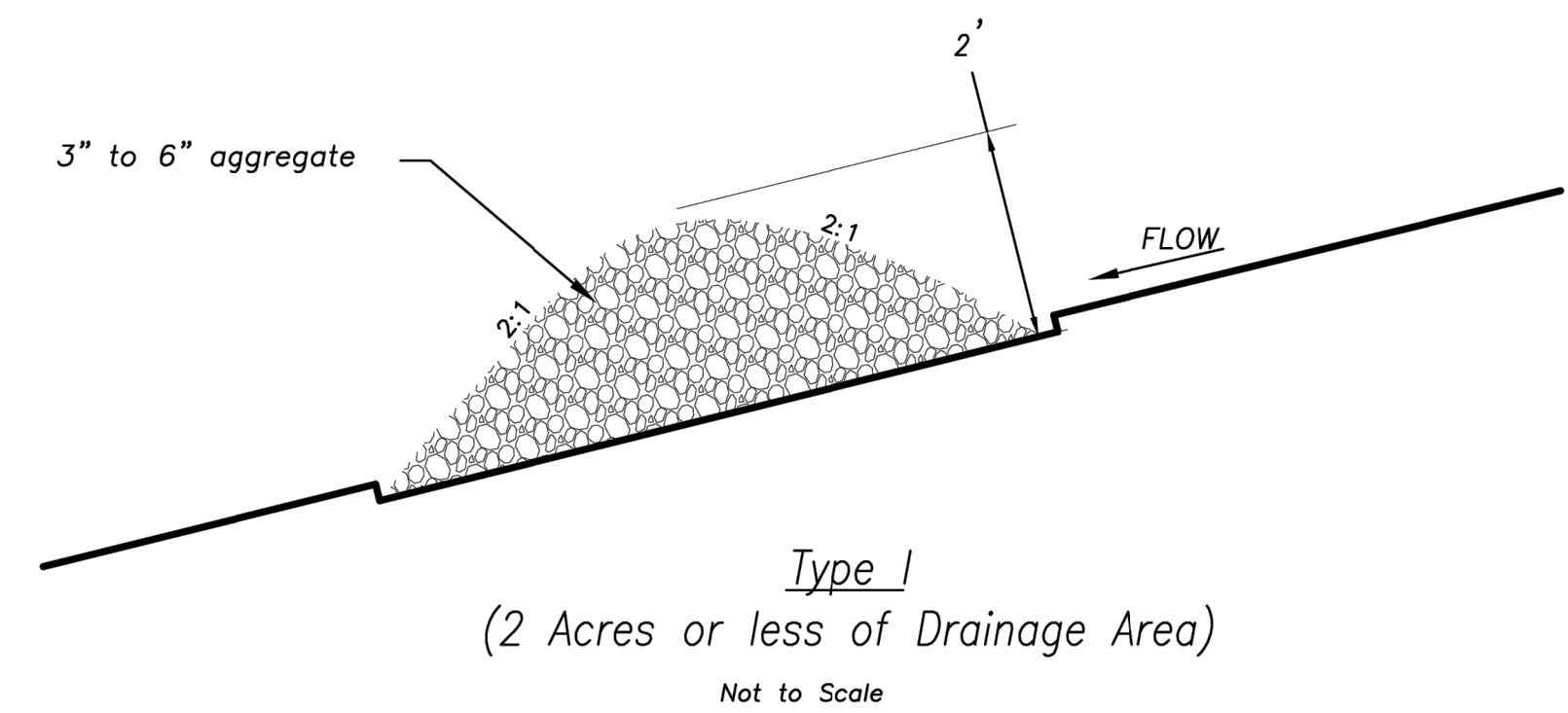
ISSUED BY:

LICENSE NO:

ROCK DITCH CHECK DETAILS

C512

6 OF 37

ROCK DITCH CHECK

<u>Temporary Rock Ditch Check Spacing</u>	
<i>Ditch Centerline Slope (%)</i>	<i>Spacing Interval (Feet)</i>
5.0	60
6.0	50
7.0	43
8.0	36
9.0	33
10.0	29

Note: Use this spacing only for Rock Ditch Checks.

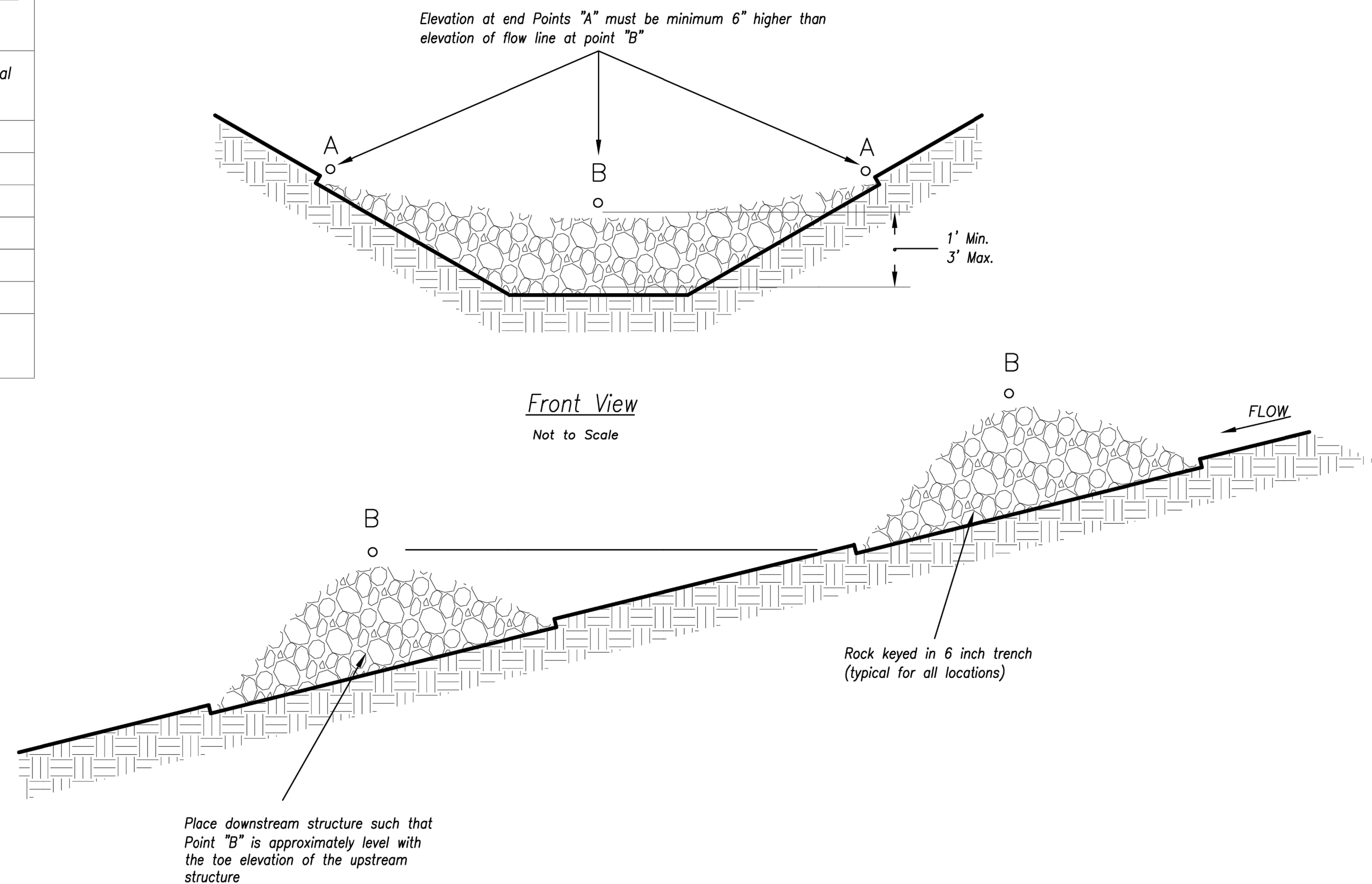
Notes:

1. Rock check dams shall be used only for drainage areas less than 10 acres unless approved by the City Engineer.
2. Use rock checks only in situations where the ditch slope exceeds 6%.

Maintenance:

1. Remove and dispose of sediment deposits when the deposit approaches $\frac{1}{2}$ the height of the ditch check.
2. Replace and reshape as necessary to maintain function and integrity of installation.

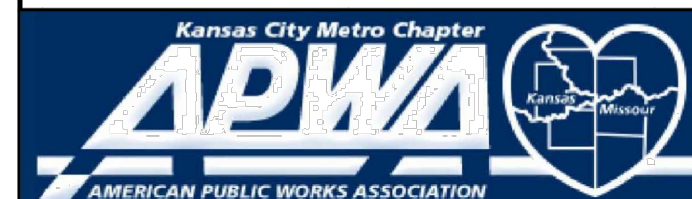
Modified from 2015 Overland Park Standard Details
for Erosion and Sediment Control.



Spacing Between Check Dams (all types)

Not to Scale

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METRO CHAPTER

ROCK DITCH CHECKS

STANDARD DRAWING NUMBER ESC-10

10/24/2016

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DISCOVERY CROSSING AT DISCOVERY PARK- PUBLIC INFRASTRUCTURE

SW OF THE INTERSECTION OF NE
COLBERN RD & NE DOUGLAS RD
LEE'S SUMMIT, MO

REVISIONS

[illegible]

DRAWING INFORMATION

PROJECT NO: 24KC10016

DRAWN BY: JGD

CHECK BY: JWB

ISSUED DATE: 9/24/25

FIELD BOOK:



ISSUED BY:

LICENSE NO:

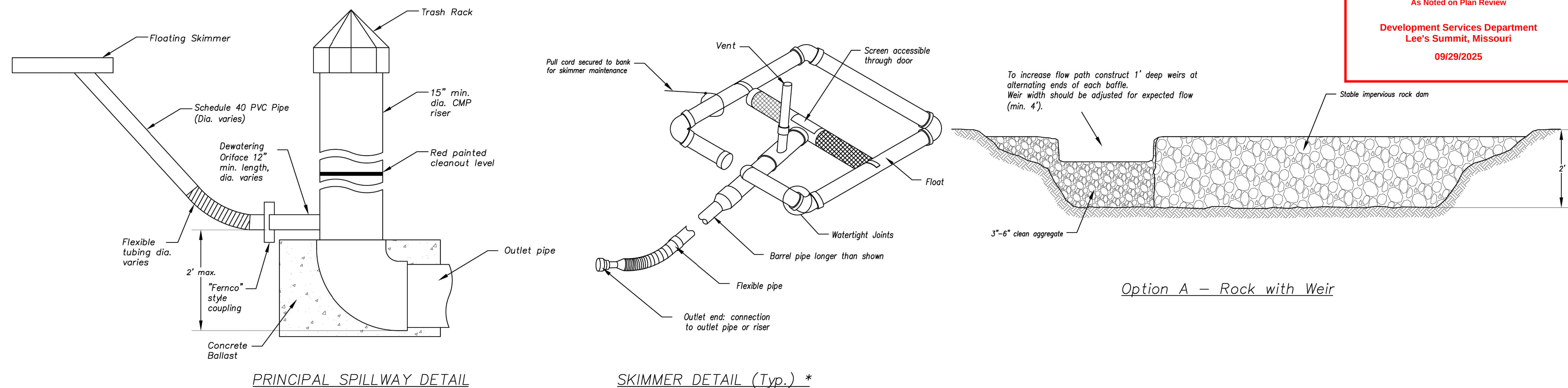
SHEET TITLE

SEDIMENT BASIN DETAILS

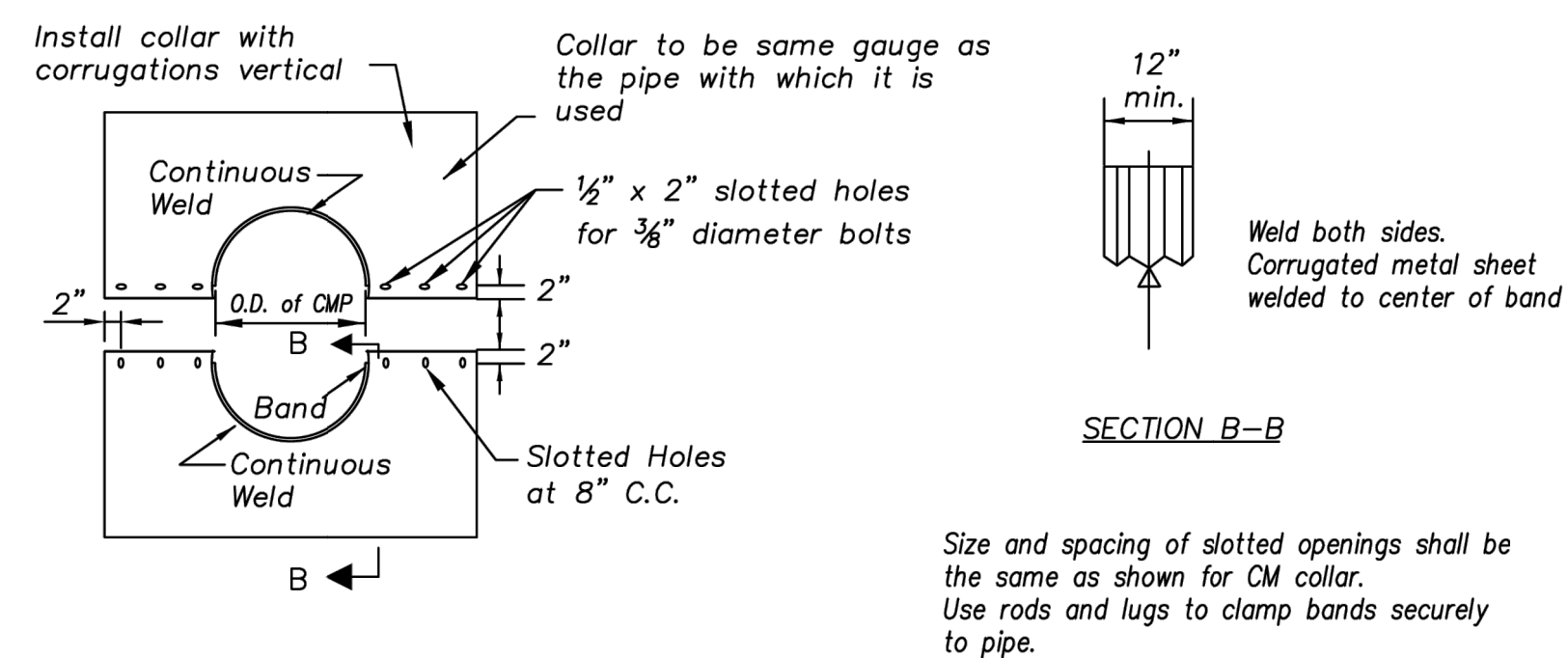
SHEET NUMBER

C513

7 OF 37

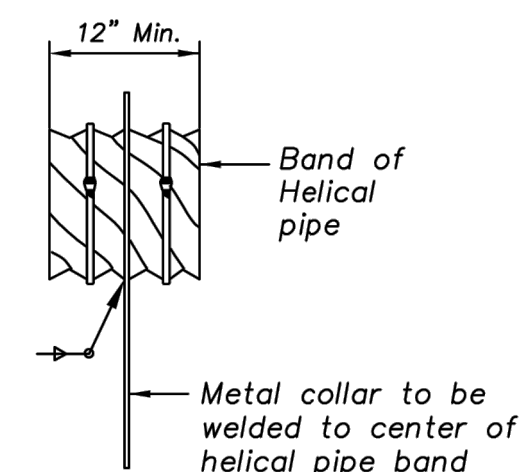


Option A – Rock with Weir

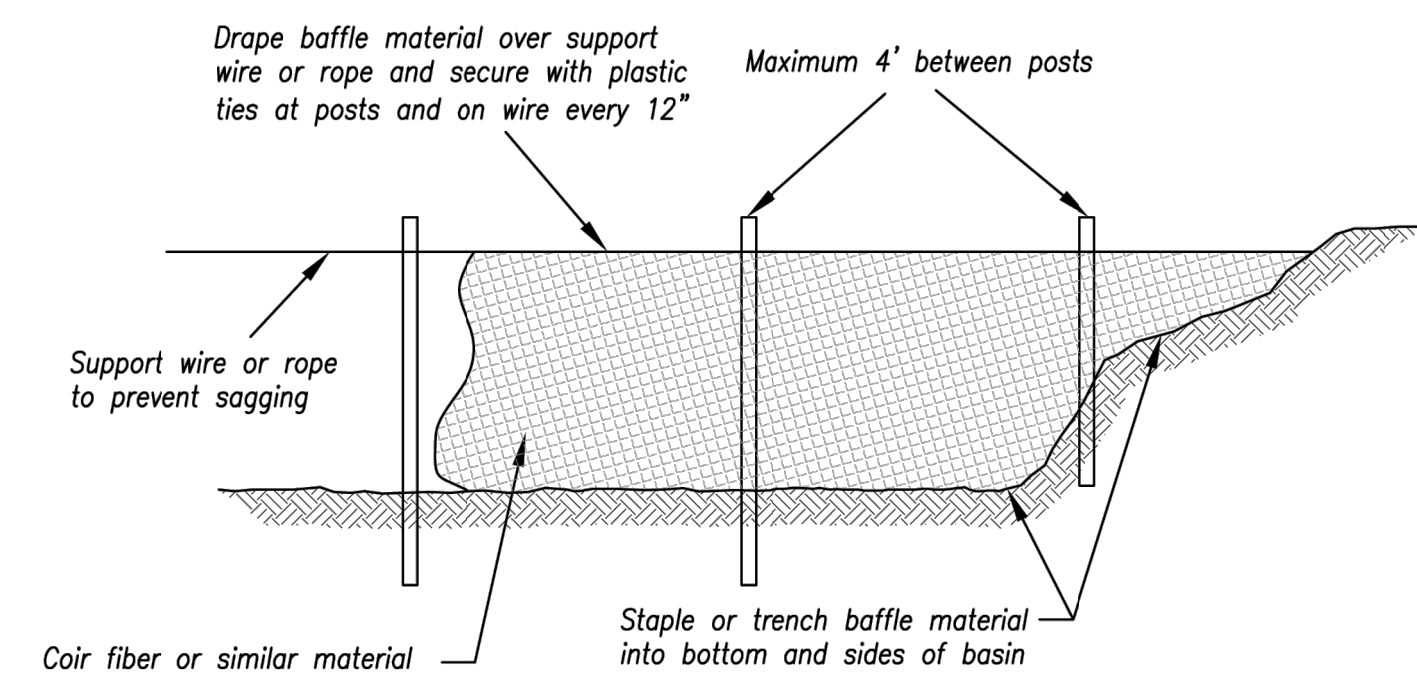
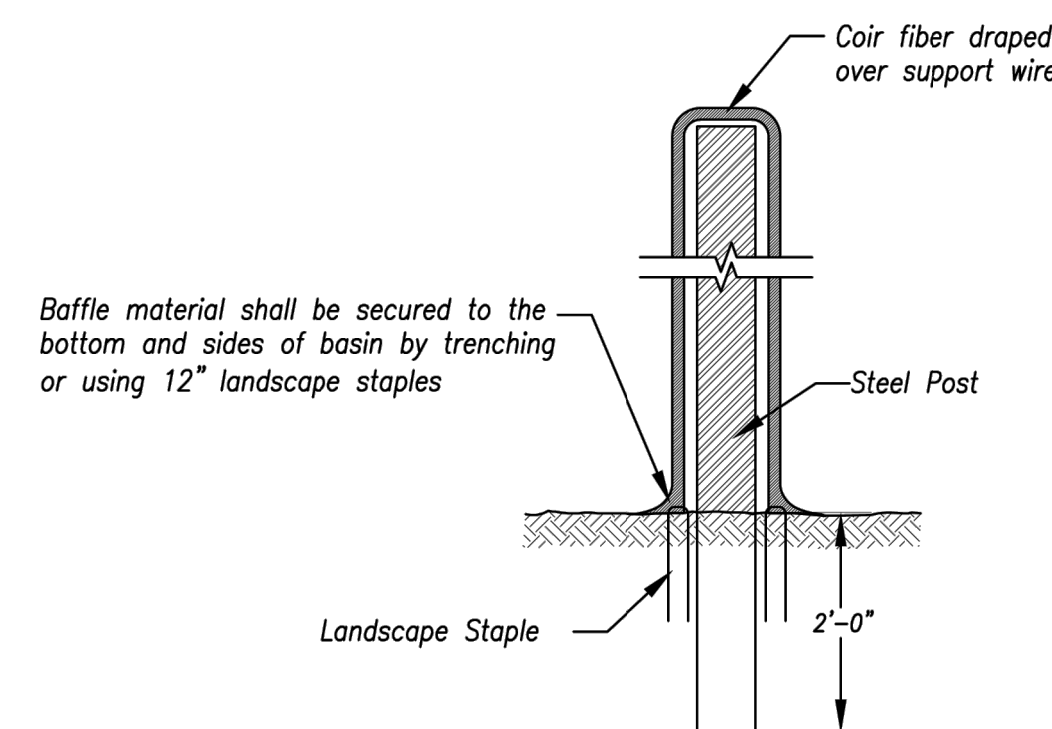


SECTION B-B

Size and spacing of slotted openings shall be the same as shown for CM collar.
Use rods and lugs to clamp bands securely to pipe.



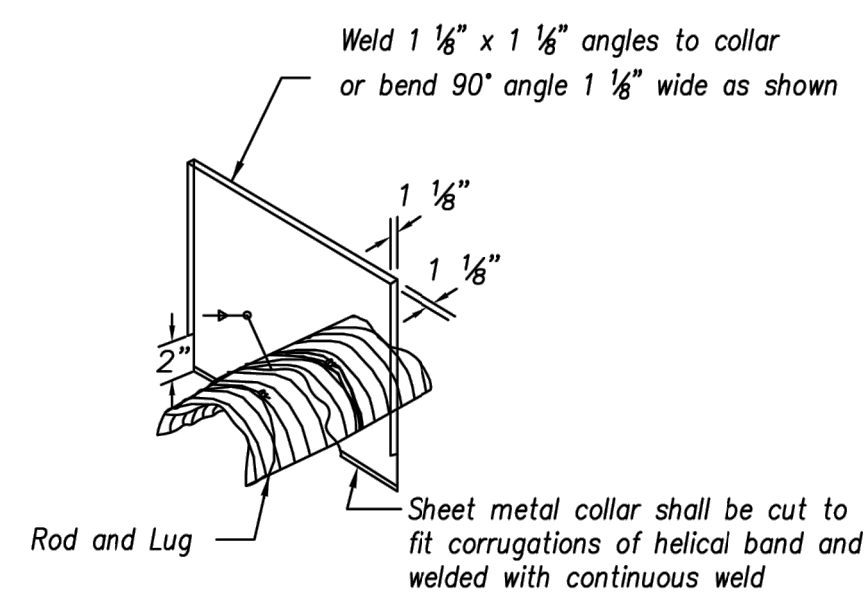
PARTIAL ELEVATION



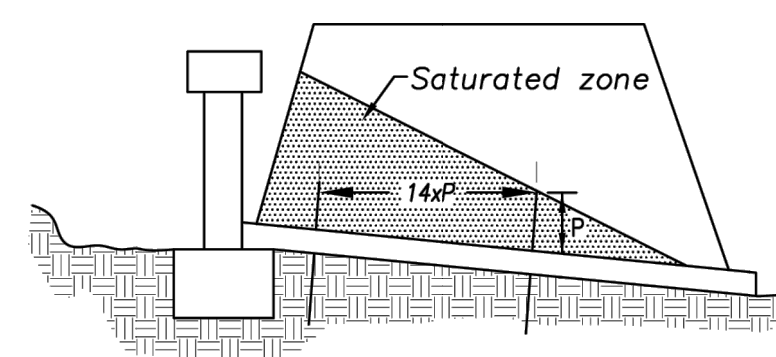
Option B – Coir Fiber Material

BAFFLE DETAILS

Not to Scale



ISOMETRIC VIEW



ANTI-SEEPAGE COLLAR LOCATIONS

CORRUGATED METAL
ANTI-SEEPAGE COLLAR DETAIL

Not to Scale

Anti-Seepage Collar Notes:

1. Connections between the anti-seepage collar and the barrel must be watertight.
2. P = projection distance. Sized as required to achieve at least a 10% increase in seepage length.
3. $14xP$ = Max. spacing between collars.
4. Collars shall generally be placed in the middle third of the embankment, and within the saturated zone.
5. All materials to be in accordance with construction material specifications.
6. When specified on the plans, coating of collars shall be in accordance with construction material specifications.
7. Unassembled collars shall be marked by painting or tagging to identify matching pairs.
8. The lap between the two half sections and between the pipe and connecting band shall be caulked with asphalt mastic at the time of installation.
9. Each collar shall be furnished with two (2) $\frac{1}{2}$ " diameter rods with standard tank lugs for connecting the collars to the pipe.
10. For bands and collars, modification of the details shown may be used providing equal water tightness is maintained and detailed drawings are Submitted and approved by the Engineer prior to delivery.
11. Two other types of anti-seep collars are:
 - a. Corrugated metal, similar to above, except shop welded to a 4 ft. section of the pipe and connected to the pipe with connecting bands.
 - b. Concrete, 6 inches thick, formed around the pipe with #3 rebar spaced 15".

Modified from 2015 Overland Park Standard Details
for Erosion and Sediment Control.

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SEDIMENT BASIN - DETAILS	STANDARD DRAWING NUMBER ESC-12 ADOPTED: 10/24/2016	