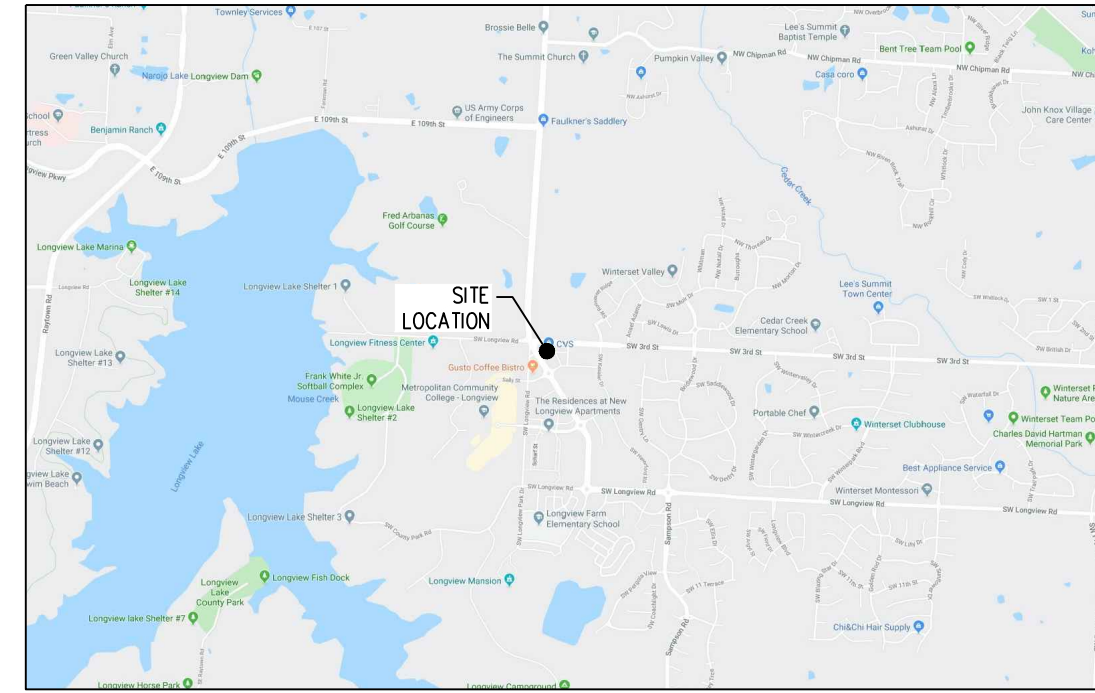


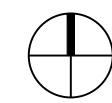


3351 SOUTH WEST 3RD STREET
LEE'S SUMMIT, MO 64081
CVS STORE NO. 4088

VICINITY MAP



MAP DATA © 2019 SOURCE FOR MAP
SITE DISTURBED AREA = 0.14 AC.



PREPARED BY



Foresite Group, Inc
2128 Moores Mill Rd.
Suite C
Auburn, AL 36830

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o | 334.887.6064
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VENDOR CONTACTS

PROPANE: AMERIGAS
19622 NE 69 HWY
LIBERTY, MO 64068

TEL: (816) 635-3440

GENERAL CONTRACTOR TO COORDINATE REMOVAL OR RELOCATION WITH
VENDOR AND PROGRAM MANAGER.



EX BUILDING ±13,027SF
STORE NUMBER: 4088

3351 SOUTH WEST 3RD STREET
LEE'S SUMMIT, MO 64081
PROJECT TYPE: HEALTH HUB

CS PROJECT NUMBER: 137319

ARCHITECT OF RECORD:

NORR, LLC
1631 ALHAMBRA BLVD.
SUITE 100
SACRAMENTO, CA 95816
CONTACT: STEPHEN GUINDON

CONSULTANT ENGINEER:



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CONSULTANT:

SEAL:



REVISIONS:

CLIENT COMMENTS 02/03/2020

DRAWING BY: JMR

CHECKED BY: BCB

DATE: 01/15/2020

JOB NUMBER: 188.132

TITLE:

CIVIL COVER SHEET

SHEET NUMBER:

C1

COMMENTS:

DRAWING INDEX

| | | |
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| ■ | C2 | GENERAL NOTES & SPECIFICATIONS |
| ■ | C3 | SITE SURVEY |
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| ■ | C9 | PAVING & CONSTRUCTION DETAILS (1 OF 2) |
| ■ | C10 | PAVING & CONSTRUCTION DETAILS (2 OF 2) |

TEAM MEMBERS

| | | | | |
|-----------------|---|---|---|---|
| OWNER: | W PHARMACY 1 DST 1 CVS DR. WOONSOCKET, RI 02895 | ARCHITECT: | NORR, LLC. 1631 ALHAMBRA BLVD., SUITE 100 SACRAMENTO, CA 95816 | CONTACT: STEPHEN GUINDON TEL: (916) 453-3815 |
| LANDLORD: | W PHARMACY 1 DST 1 CVS DR. WOONSOCKET, RI 02895 | SURVEYOR: | STRICK & COMPANY, INC. 806 S. CREEKSIDE DRIVE GARDNER, KS 66030 | CONTACT: JOSEPH B. STRICK TEL: (913) 890-4372 |
| CIVIL ENGINEER: | FORESITE GROUP, INC 2128 MOORES MILL RD SUITE C AUBURN, AL 36830 | CONTACT: WES THRASH TEL: (334) 887-6064 FAX: (334) 887-6024 | LOCAL ISSUING AUTHORITY: | CITY OF LEE'S SUMMIT DEVELOPMENT SERVICES 220 SE GREEN LEE'S SUMMIT, MO 64063 TEL: (816) 969-1200 |

THESE PLANS HAVE BEEN PREPARED FOLLOWING THE 2010
AMERICANS WITH DISABILITIES ACT AND CVS PHARMACY ADA
DESIGN GUIDELINES DATED 11/21/2014.

PER CSU05-18, THE FOLLOWING SCOPE OF WORK SHALL BE PERFORMED:

- REPAIR ANY MINOR PARKING LOT DAMAGE: SEE DEMO PLAN AND NEW PAVING LIMITS
- SEAL COAT PARKING LOT: SEAL COAT ENTIRE PARKING LOT
- RE-STRIPE PARKING LOT: RESTRIPE ENTIRE PARKING LOT
- REPLACE BROKEN CURB STOPS: NOT APPLICABLE
- PAINT ALL CURBS, CURB STOPS, AND BOLLARDS THAT ARE CURRENTLY PAINTED TO MATCH EXISTING: SEE SITE, GRADING, AND DRAINAGE PLAN FOR LIMITS OF CURB AND BOLLARD PAINTING.

DIVISION 01 – GENERAL REQUIREMENTS
GENERAL NOTES:

- DESIGN DATA PROVIDED IN ELECTRONIC FORMAT IS FOR INFORMATION PURPOSES ONLY AND SHOULD BE USED AT YOUR OWN RISK, AND IS PROVIDED WITHOUT REPRESENTATIONS AND WARRANTIES. ANY CONFLICT BETWEEN THE INFORMATION REFLECTED ON THE LATEST REVISION OF THE SEALED PLAN SHEETS AND THAT PROVIDED VIA ELECTRONIC FORMAT SHALL BE RESOLVED IN FAVOR OF THE SEALED PLAN SHEETS.
- UTILITIES: THERE MAY BE ADDITIONAL EXISTING UTILITIES NOT SHOWN ON THESE PLANS. EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE MANNER ONLY AND THE ENGINEER ASSUMES NO RESPONSIBILITY FOR LOCATIONS SHOWN. FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITHIN THE LIMITS OF CONSTRUCTION. NOTIFY THE OWNER AND ENGINEER IF DISCREPANCIES ARE FOUND THAT WILL AFFECT THE CONSTRUCTION PROJECT. PROTECT ALL EXISTING UTILITIES.
- TEMPORARY PROVISIONS: SEQUENCE THE WORK AND PROVIDE TEMPORARY MEASURES AS NEEDED TO MAINTAIN ACCESS TO THE SITE THROUGH ALL ENTRANCES AT ALL TIMES DURING CONSTRUCTION. TEMPORARY PROVISIONS MAY INCLUDE, BUT ARE NOT LIMITED TO: BARRICADES, FLASHING LIGHTS, FLAGMAN, TEMPORARY PAVEMENT, AND DIRECTIONAL SIGNAGE.
- EQUIPMENT STORAGE: DO NOT PARK EQUIPMENT OR STORE MATERIALS IN STATE, COUNTY, OR CITY RIGHT-OF-WAY.
- NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BETWEEN THE EXISTING CONDITIONS IN THE FIELD AND THE SURVEY SHOWN ON THE PLANS BEFORE PROCEEDING WITH ANY NEW CONSTRUCTION.
- ENSURE CORRECT HORIZONTAL AND VERTICAL ALIGNMENT OF ALL TIES BETWEEN PROPOSED AND EXISTING PAVEMENTS, CURB AND GUTTER, SIDEWALKS, WALLS, AND UTILITIES BEFORE BEGINNING WORK. NOTIFY ENGINEER IF DISCREPANCIES EXIST.

DIVISION 31 – EARTHWORK
SITE CLEARING:

1.) PROJECT CONDITIONS

- TRAFFIC: MINIMIZE INTERFERENCE WITH ADJOINING ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES DURING SITE-CLEARING OPERATIONS.
- UTILITY LOCATOR SERVICE: NOTIFY UTILITY LOCATOR SERVICE FOR AREA WHERE PROJECT IS LOCATED BEFORE SITE CLEARING.

2.) TREE AND PLANT PROTECTION

- REPAIR OR REPLACE TREES, SHRUBS, AND OTHER VEGETATION INDICATED TO REMAIN OR BE RELOCATED THAT ARE DAMAGED BY CONSTRUCTION OPERATIONS, IN A MANNER APPROVED BY ENGINEER.
- INTERRUPTING EXISTING UTILITIES: DO NOT INTERRUPT UTILITIES SERVING FACILITIES OCCUPIED BY OWNER OR OTHERS UNLESS PERMITTED UNDER THE FOLLOWING CONDITIONS AND THEN ONLY AFTER ARRANGING TO PROVIDE TEMPORARY UTILITY SERVICES ACCORDING TO REQUIREMENTS INDICATED:

- NOTIFY UTILITY OWNER NOT LESS THAN TWO DAYS IN ADVANCE OF PROPOSED UTILITY INTERRUPTIONS.
- DO NOT PROCEED WITH UTILITY INTERRUPTIONS WITHOUT UTILITY OWNER'S WRITTEN PERMISSION.
- POTHOLE EXISTING WATER LINES, UNDERGROUND ELECTRICAL LINES, GAS LINES, UNDERGROUND TELEPHONE LINES, FIBER OPTIC, AND ANY OTHER EXISTING UTILITY LINES WITHIN THE PROJECT LIMITS DURING SITE CLEARING AND DEMOLITION ACTIVITIES. SURVEY THE EXISTING UTILITY ELEVATIONS AND PROVIDE THE SURVEYED FIELD LOCATIONS AND DEPTHS TO THE ENGINEER FOR REVIEW. THESE EXISTING UTILITIES MAY REQUIRE RELOCATION.

EARTH MOVING

1.) GRADING

- GENERAL: UNIFORMLY GRADE AREAS TO A SMOOTH SURFACE, FREE OF IRREGULAR SURFACE CHANGES, COMPLY WITH COMPACTION REQUIREMENTS AND GRADE TO CROSS SECTIONS, LINES, AND ELEVATIONS INDICATED.
- PROVIDE A SMOOTH TRANSITION BETWEEN ADJACENT EXISTING GRADES AND NEW GRADES.
 - CUT OUT SOFT SPOTS, FILL LOW SPOTS, AND TRIM HIGH SPOTS TO COMPLY WITH REQUIRED SURFACE TOLERANCES.
 - LANDSCAPE ISLANDS: FILL ALL CURBED ISLANDS TO TOP OF CURB WITH TOPSOIL AND APPLY SEED AND MULCH UNLESS DRAWINGS INDICATE OTHERWISE. SLOPES: DO NOT CREATE CUT OR FILL SLOPES STEEPER THAN 2H:1V WITHOUT OBTAINING SPECIAL WRITTEN PERMISSION FROM THE ENGINEER OF RECORD.

DIVISION 32 – EXTERIOR IMPROVEMENTS

ASPHALT PAVING

1.) FIELD CONDITIONS

- ENVIRONMENTAL LIMITATIONS: DO NOT APPLY ASPHALT MATERIALS IF SUBGRADE IS WET OR EXCESSIVELY DAMP; IF RAIN IS IMMINENT OR EXPECTED BEFORE TIME REQUIRED FOR ADEQUATE CURE, OR IF THE FOLLOWING CONDITIONS ARE NOT MET:
- PRIME COAT: MINIMUM SURFACE TEMPERATURE OF 60 DEG F .
 - TACK COAT: MINIMUM SURFACE TEMPERATURE OF 60 DEG F .
 - SLURRY COAT: COMPLY WITH WEATHER LIMITATIONS IN ASTM D 3910.
 - ASPHALT BASE COURSE: MINIMUM SURFACE TEMPERATURE OF 40 DEG F AND RISING AT TIME OF PLACEMENT.
 - ASPHALT SURFACE COURSE: MINIMUM SURFACE TEMPERATURE OF 60 DEG F AT TIME OF PLACEMENT.

2.) ASPHALT MATERIALS

- REFER TO PROJECT DRAWINGS FOR REQUIRED ASPHALT MATERIAL DESIGN.
- AGGREGATES SHALL MEET THE REQUIREMENTS OF THE LOCAL DEPARTMENT OF TRANSPORTATION.
- RECLAIMED ASPHALT PAVEMENT (RAP) SHALL NOT BE USED IN THE MIX DESIGN.

3.) SURFACE PREPARATION

- GENERAL: IMMEDIATELY BEFORE PLACING ASPHALT MATERIALS, REMOVE LOOSE AND DELETERIOUS MATERIAL FROM SUBSTRATE SURFACES. ENSURE THAT PREPARED SUBGRADE IS READY TO RECEIVE PAVING. SAWCUT EXISTING PAVEMENT TO THE JOINED TO PROVIDE VERTICAL FACES BETWEEN NEW AND EXISTING SURFACES.
 - EMULSIFIED ASPHALT PRIME COAT: APPLY UNIFORMLY OVER SURFACE OF COMPACTED UNBOUND-AGGREGATE BASE COURSE AT A RATE OF 0.10 TO 0.30 GAL./SQ. YD. PER INCH DEPTH . APPLY ENOUGH MATERIAL TO PENETRATE AND SEAL, BUT NOT FLOOD, SURFACE. ALLOW PRIME COAT TO CURE.
- IF PRIME COAT IS NOT ENTIRELY ABSORBED WITHIN 24 HOURS AFTER APPLICATION, SPREAD SAND OVER SURFACE TO BLOT EXCESS ASPHALT. USE ENOUGH SAND TO PREVENT PICKUP UNDER TRAFFIC. REMOVE LOOSE SAND BY SWEEPING BEFORE PAVEMENT IS PLACED AND AFTER VOLATILES HAVE EVAPORATED.
 - PROTECT PRIMED SUBSTRATE FROM DAMAGE UNTIL READY TO RECEIVE PAVING.
 - TACK COAT: APPLY UNIFORMLY TO SURFACES OF EXISTING PAVEMENT AT A RATE OF 0.02 TO 0.08 GAL./SQ. YD. .
- ALLOW TACK COAT TO CURE UNDISTURBED BEFORE APPLYING HOT-MIX ASPHALT PAVING.
 - AVOID SMEARING OR STAINING ADJOINING SURFACES, APPURTENANCES, AND SURROUNDINGS. REMOVE SPILLAGES AND CLEAN AFFECTED SURFACES.

4.) PLACING HOT-MIX ASPHALT

- MACHINE PLACE HOT-MIX ASPHALT ON PREPARED SURFACE, SPREAD UNIFORMLY, AND STRIKE OFF. PLACE ASPHALT MIX BY HAND IN AREAS INACCESSIBLE TO EQUIPMENT IN A MANNER THAT PREVENTS SEGREGATION OF MIX. PLACE EACH COURSE TO REQUIRED GRADE, CROSS SECTION, AND THICKNESS WHEN COMPACTED.
- PLACE HOT-MIX ASPHALT BASE COURSE IN NUMBER OF LAYS AND THICKNESSES INDICATED.
- PLACE HOT-MIX ASPHALT SURFACE COURSE IN SINGLE LIFT.
- SPREAD MIX AT A MINIMUM TEMPERATURE OF 250 DEG F .
- BEGIN APPLYING MIX ALONG CENTERLINE OF CROWN FOR CROWNED SECTIONS AND ON HIGH SIDE OF ONE-WAY SLOPES UNLESS OTHERWISE INDICATED.
- REGULATE PAYER MACHINE SPEED TO OBTAIN SMOOTH, CONTINUOUS SURFACE FREE OF PULLS AND TEARS IN ASPHALT-PAVING MAT.
- PLACE PAVING IN CONSECUTIVE STRIPS NOT LESS THAN 10 FEET WIDE UNLESS INFILL EDGE STRIPS OF A LESSER WIDTH ARE REQUIRED.

5.) JOINTS

- CONSTRUCT JOINTS TO ENSURE A CONTINUOUS BOND BETWEEN ADJOINING PAVING SECTIONS. CONSTRUCT JOINTS FREE OF DEPRESSIONS, WITH SAME TEXTURE AND SMOOTHNESS AS OTHER SECTIONS OF HOT-MIX ASPHALT COURSE.
- CONSTRUCT SMOOTH TRANSITIONS BETWEEN NEW AND EXISTING PAVING SECTIONS.

6.) COMPACTION

- GENERAL: BEGIN COMPACTION AS SOON AS PLACED HOT-MIX PAVING WILL BEAR ROLLER WEIGHT WITHOUT EXCESSIVE DISPLACEMENT. COMPACT HOT-MIX PAVING WITH HOT, HAND TAMPERS OR WITH VIBRATORY-PLATE COMPACTORS IN AREAS INACCESSIBLE TO ROLLERS. COMPLETE COMPACTION BEFORE MIX TEMPERATURE COOLS TO 185 DEG F .
- INITIAL LIFT: AVERAGE OF 92% OF MAXIMUM THEORETICAL DENSITY.
 - TOP SURFACE LIFT: AVERAGE OF 93% OF MAXIMUM THEORETICAL DENSITY.
 - TOLERANCE: +2.0%, -1.0% OF ANY INDIVIDUAL TEST.
- FINISH ROLLING: FINISH ROLL PAVED SURFACES TO REMOVE ROLLER MARKS WHILE HOT-MIX ASPHALT IS STILL WARM.
 - ERECT BARRICADES TO PROTECT PAVING FROM TRAFFIC FOR AT LEAST 24 HOURS AFTER PLACEMENT FOR THE BINDER COURSE, AND AT LEAST 72 HOURS AFTER PLACEMENT FOR THE FINAL WEARING SURFACE.
 - IF THE AMBIENT AIR TEMPERATURE IS IN EXCESS OF 90 DEGREES FAHRENHEIT DURING THE 72 HOUR PROTECTION PERIOD, THE PAVEMENT SURFACE SHALL BE FLOODED WITH WATER TO RAPIDLY COOL THE PAVEMENT AT LEAST ONCE PER DAY.

CONCRETE PAVING

1.) PROJECT CONDITIONS

- TRAFFIC CONTROL: MAINTAIN ACCESS FOR VEHICULAR AND PEDESTRIAN TRAFFIC AS REQUIRED FOR OTHER CONSTRUCTION ACTIVITIES.

2.) STEEL REINFORCEMENT

- PLAIN-STEEL WELDED WIRE REINFORCEMENT: ASTM A 185/A 185M, FABRICATED FROM AS-DRAWN STEEL WIRE INTO FLAT SHEETS.
- REINFORCING BARS: ASTM A 615/A 615M, GRADE 60 ; DEFORMED.
- JOINT DOWEL BARS: ASTM A 615/A 615M, GRADE 60 PLAIN-STEEL BARS. CUT BARS TRUE TO LENGTH WITH ENDS SQUARE AND FREE OF BURRS.
- BAR SUPPORTS: BOLSTERS, CHAIRS, SPACERS, AND OTHER DEVICES FOR SPACING, SUPPORTING, AND FASTENING REINFORCING BARS, WELDED WIRE REINFORCEMENT, AND DOWELS IN PLACE. MANUFACTURE BAR SUPPORTS ACCORDING TO CRS'S "MANUAL OF STANDARD PRACTICE" FROM STEEL WIRE, PLASTIC, OR PRECAST CONCRETE OF GREATER COMPRESSIVE STRENGTH THAN CONCRETE SPECIFIED, AND AS FOLLOWS:

3.) CONCRETE MATERIALS

- CEMENTITIOUS MATERIAL: USE CEMENTITIOUS MATERIALS, OF SAME TYPE, BRAND, AND SOURCE THROUGHOUT PROJECT.
 - NORMAL-WEIGHT AGGREGATES: ASTM C 33, UNIFORMLY GRADED. PROVIDE AGGREGATES FROM A SINGLE SOURCE.
- MAXIMUM COARSE-AGGREGATE SIZE: 1 INCH NOMINAL.
 - FINE AGGREGATE: FREE OF MATERIALS WITH DELETERIOUS REACTIVITY TO ALKALI IN CEMENT.
- 4.) RELATED MATERIALS
- JOINT FILLERS: ASTM D 1751, ASPHALT-SATURATED CELLULOSIC FIBER IN PREFORMED STRIPS.
- 5.) WHEEL STOPS
- MATCH EXISTING WHEEL STOPS. IF PRECAST, AIR-ENTRAINED CONCRETE, 2500-PSI MINIMUM COMPRESSIVE STRENGTH. PROVIDE CHAMFERED CORNERS AND DRAINAGE SLOTS ON UNDERSIDE AND FIBERS FOR ANCHORING TO SUBSTRATE. IF POLYMER, MATCH CVS SPECIFICATION.
 - IF NONE, USE CVS PREFERRED POLYMER WHEELSTOPS PER CVS SPEC.

6.) SIDEWALKS

- SIDEWALKS: SLOPE SIDEWALKS AWAY FROM BUILDING WITH A 1.5% CROSS-SLOPE UNLESS DRAWINGS INDICATE OTHERWISE.

7.) PREPARATION

- REMOVE LOOSE MATERIAL FROM COMPACTED SUBBASE SURFACE IMMEDIATELY BEFORE PLACING CONCRETE.

8.) STEEL REINFORCEMENT

- GENERAL: COMPLY WITH CRS'S "MANUAL OF STANDARD PRACTICE" FOR FABRICATING, PLACING, AND SUPPORTING REINFORCEMENT.
- CLEAN REINFORCEMENT OF LOOSE RUST AND MILL SCALE, EARTH, ICE, OR OTHER BOND-REDUCING MATERIALS.
- ARRANGE, SPACE, AND SECURELY TIE BARS AND BAR SUPPORTS TO HOLD REINFORCEMENT IN POSITION DURING CONCRETE PLACEMENT. MAINTAIN MINIMUM COVER TO REINFORCEMENT.
- INSTALL WELDED WIRE REINFORCEMENT IN LENGTHS AS LONG AS PRACTICABLE. LAP ADJOINING PIECES AT LEAST ONE FULL MESH, AND LACE SPLICES WITH WIRE. OFFSET LAPS OF ADJOINING WIDTHS TO PREVENT CONTINUOUS LAPS IN EITHER DIRECTION.
- ZINC-COATED REINFORCEMENT: USE GALVANIZED-STEEL WIRE TIES TO FASTEN ZINC-COATED REINFORCEMENT. REPAIR CUT AND DAMAGED ZINC COATINGS WITH ZINC REPAIR MATERIAL.

9.) JOINTS

- GENERAL: FORM CONSTRUCTION, ISOLATION, AND CONTRACTION JOINTS AND TOOL EDGES TRUE TO LINE, WITH FACES PERPENDICULAR TO SURFACE PLANE OF CONCRETE. CONSTRUCT TRANSVERSE JOINTS AT RIGHT ANGLES TO CENTERLINE UNLESS OTHERWISE INDICATED.
- WHEN JOINING EXISTING PAVING, PLACE TRANSVERSE JOINTS TO ALIGN WITH PREVIOUSLY PLACED JOINTS UNLESS OTHERWISE INDICATED.
- ENSURE FORMS PROVIDE CORRECT HORIZONTAL AND VERTICAL ALIGNMENT BETWEEN NEW AND EXISTING PAVEMENTS, SIDEWALKS, CURB AND GUTTER, ETC.
- CONSTRUCTION JOINTS: SET CONSTRUCTION JOINTS AT SIDE AND END TERMINATIONS OF PAVING AND AT LOCATIONS WHERE PAVING OPERATIONS ARE STOPPED FOR MORE THAN ONE-HALF HOUR UNLESS PAVING TERMINATES AT ISOLATION JOINTS.
- CONTINUE STEEL REINFORCEMENT ACROSS CONSTRUCTION JOINTS UNLESS OTHERWISE INDICATED. DO NOT CONTINUE REINFORCEMENT THROUGH SIDES OF PAVING STRIPS UNLESS OTHERWISE INDICATED.
- PROVIDE TIE BARS AT SIDES OF PAVING STRIPS WHERE INDICATED.
- KEYED JOINTS: PROVIDE PREFORMED KEYWAY-SECTION FORMS OR BULKHEAD FORMS WITH KEYS UNLESS OTHERWISE INDICATED. EMBED KEYS AT LEAST 1-1/2 INCHES INTO CONCRETE.
- DOWELED JOINTS: INSTALL DOWEL BARS AND SUPPORT ASSEMBLIES AT JOINTS WHERE INDICATED. LUBRICATE OR COAT WITH ASPHALT ONE-HALF OF DOWEL LENGTH TO PREVENT CONCRETE BONDING TO ONE SIDE OF JOINT.
- ISOLATION JOINTS: FORM ISOLATION JOINTS OF PREFORMED JOINT-FILLER STRIPS ABUTTING CONCRETE CURBS, CATCH BASINS, MANHOLES, INLETS, STRUCTURES, OTHER FIXED OBJECTS, AND WHERE INDICATED.

- LOCATE EXPANSION JOINTS AT INTERVALS OF 30 FEET UNLESS OTHERWISE INDICATED.
 - EXTEND JOINT FILLERS FULL WIDTH AND DEPTH OF JOINT.
 - TERMINATE JOINT FILLER NOT LESS THAN 1/2 INCH OR MORE THAN 1 INCH BELOW FINISHED SURFACE IF JOINT SEALANT IS INDICATED.
 - PLACE TOP OF JOINT FILLER FLUSH WITH FINISHED CONCRETE SURFACE IF JOINT SEALANT IS NOT INDICATED.
 - FURNISH JOINT FILLERS IN ONE-PIECE LENGTHS. WHERE MORE THAN ONE LENGTH IS REQUIRED, LACE OR CLIP JOINT-FILLER SECTIONS TOGETHER.
 - DURING CONCRETE PLACEMENT, PROTECT TOP EDGE OF JOINT FILLER WITH METAL, PLASTIC, OR OTHER TEMPORARY PREFORMED CAP. REMOVE PROTECTIVE CAP AFTER CONCRETE HAS BEEN PLACED ON BOTH SIDES OF JOINT.
 - CONTRACTION JOINTS: FORM WEAKENED-PLANE CONTRACTION JOINTS, SECTIONING CONCRETE INTO AREAS AS INDICATED. CONSTRUCT CONTRACTION JOINTS FOR A DEPTH EQUAL TO AT LEAST ONE-FOURTH OF THE CONCRETE THICKNESS, AS FOLLOWS:
- GROOVED JOINTS: FORM CONTRACTION JOINTS AFTER INITIAL FLOATING BY GROOVING AND FINISHING EACH EDGE OF JOINT WITH GROOVING TOOL TO A 1/4-INCH RADIUS. REPEAT GROOVING OF CONTRACTION JOINTS AFTER APPLYING SURFACE FINISHES. ELIMINATE GROOVING-TOOL MARKS ON CONCRETE SURFACES.
 - SAWED JOINTS: FORM CONTRACTION JOINTS WITH POWER SAWS EQUIPPED WITH SHATTERPROOF ABRASIVE OR DIAMOND-RIMMED BLADES. CUT 1/8-INCH- WIDE JOINTS INTO CONCRETE WHEN CUTTING ACTION WILL NOT TEAR, ABRADE, OR OTHERWISE DAMAGE SURFACE AND BEFORE DEVELOPING RANDOM CONTRACTION CRACKS.
 - DOWELED CONTRACTION JOINTS: INSTALL DOWEL BARS AND SUPPORT ASSEMBLIES AT JOINTS WHERE INDICATED. LUBRICATE OR COAT WITH ASPHALT ONE-HALF OF DOWEL LENGTH TO PREVENT CONCRETE BONDING TO ONE SIDE OF JOINT.
- EDGING: AFTER INITIAL FLOATING, TOOL EDGES OF PAVING, GUTTERS, CURBS, AND JOINTS IN CONCRETE WITH AN EDGING TOOL TO A 1/4-INCH RADIUS. REPEAT TOOLING OF EDGES AFTER APPLYING SURFACE FINISHES. ELIMINATE EDGING-TOOL MARKS ON CONCRETE SURFACES.

PAVEMENT MARKINGS

PART 1 – GENERAL

1.1 SUMMARY

- SECTION INCLUDES:

- PAINTED MARKINGS APPLIED TO ASPHALT AND CONCRETE PAVEMENT.
- MARKING/STRIPING REMOVAL METHODS FOR ASPHALT AND CONCRETE PAVEMENT.
- SEALCOATING AND/OR SLURRY SEALS APPLIED TO ASPHALT AND CONCRETE PAVEMENT.

1.2 DEFINITIONS

- SHOT-BLASTING: SMALL METAL BEADS CHIP AWAY PAINT OR ETCH THE CONCRETE SURFACE WITH A SELF-CONTAINED VACUUM.
- GRINDING: REMOVAL METHOD THAT GRINDS DOWN EXISTING SURFACE.
- SEALCOATING AND/OR SLURRY SEALS: A LIQUID THAT IS APPLIED TO ASPHALT TO PROTECT IT FROM OXIDATION AND THE DAMAGE CAUSED BY WINTER CRACKING, AS WELL AS UV RAYS AND TRAFFIC.

- SEALCOAT: HAS A DENSE "LIQUID" CONSISTENCY.
- SLURRY: SEAL IS A COARSER AGGREGATE.

1.3 PREINSTALLATION MEETINGS

- PREINSTALLATION CONFERENCE: CONDUCT CONFERENCE AT PROJECT SITE.

- REVIEW METHODS AND PROCEDURES WITH CVS CPM RELATED TO MARKING PAVEMENT INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING
- PAVEMENT AGING PERIOD BEFORE APPLICATION OF PAVEMENT MARKINGS.
- REMOVE LOOSE MATERIAL FOR PROTECTING PAVEMENT MARKINGS, INCLUDING RESTRICTION OF TRAFFIC DURING INSTALLATION PERIOD.
- DRYING TIME SHOULD FOLLOW MANUFACTURES RECOMMENDED DRY TIMES AND PRACTICES OR OBTAIN CVS CPM APPROVAL IN WRITING IF DEVIATING.
- CONFIRM WITH CVS CPM IF JUST RE-STRIPING (PAINTING OVER EXISTING LINES) IS ALLOWED OR REMOVING EXISTING PEELING PAINT THAT WOULD JEOPARDIZE THE FINISH QUALITY OF THE POINT SURFACE.

1.4 ACTION SUBMITTALS

- PRODUCT DATA: FOR EACH TYPE OF PRODUCT (PAINT, SEALCOAT, SLURRY SEAL, ETC.)

- INCLUDE TECHNICAL DATA AND TESTED PHYSICAL, PERFORMANCE PROPERTIES, MIXING, PREPARATION, AND APPLICATION INSTRUCTION.
- LEED SUBMITTALS:
- PRODUCT DATA FOR CREDIT IEQ 4.2: FOR INTERIOR, FIELD-APPLIED, PAVEMENT-MARKING PAINTS, DOCUMENTATION INCLUDING PRINTED STATEMENT OF VOC CONTENT.
- PREFERRED LEED PAINT FORMULA ONLY TO BE USED ON APPLICABLE PROJECTS. GENERAL CONTRACTOR MUST CONFIRM AND OBTAIN APPROVAL FROM CVS CPM.

1.5 QUALITY ASSURANCE

- REGULATORY REQUIREMENTS: COMPLY WITH MATERIALS, WORKMANSHIP, AND OTHER APPLICABLE REQUIREMENTS OF CVS/PHARMACY, OR AUTHORITY HAVING JURISDICTION, FOR PAVEMENT-MARKING WORK.
- MEASUREMENT AND PAYMENT PROVISIONS AND SAFETY PROGRAM SUBMITTALS INCLUDED IN STANDARD SPECIFICATIONS DO NOT APPLY TO THIS SECTION.

1.6 FIELD CONDITIONS

- ENVIRONMENTAL LIMITATIONS: PROCEED WITH PAVEMENT MARKING ONLY ON CLEAN, DRY SURFACES AND AT A MINIMUM AMBIENT OR SURFACE TEMPERATURE OF 40 DEG F FOR ALKYL MATERIALS, 55 DEG F FOR WATER BASED MATERIALS, AND NOT EXCEEDING 95 DEG F, OR PER MANUFACTURE'S RECOMMENDATION.

PART 2 – PRODUCTS

2.1 MANUFACTURERS

- SHERWIN WILLIAM'S SETFAST ACRYLIC LATEX TRAFFIC MARKING PAINT (TM 2161) OR EQUIVALENT PRODUCT THAT MEETS MATERIAL SPECIFICATIONS BELOW. IF WORKING ON LEED PROJECT PREFERRED SPEC IS SHERWIN WILLIAMS SETFAST LOW VOC ACRYLIC TRAFFIC PAINT (TM 5627) OR EQUIVALENT.

2.2 PAVEMENT-MARKING MATERIALS

- PAVEMENT-MARKING PAINT:

- ALKYL-RESIN, LEAD AND CHROMATE FREE, COMPLYING WITH AASHTO M 248.
- MP1 #32, ALKYL TRAFFIC-MARKING PAINT.
- LATEX, WATERBORNE EMULSION, LEAD AND CHROMATE FREE, COMPLYING WITH FS TT-P-1952.
- MP1 #97, LATEX TRAFFIC-MARKING PAINT.

- ONLY TO BE USED WHEN REQUIRED BY LOCAL JURISDICTION.

- AASHTO, TYPE 1 (MADE WITH 100% RECYCLED GLASS), ROUNDNESS 75 TO 80 PERCENT TRUE SPHERE BY WEIGHT.
- ALL PAVEMENT MARKING WITH D.O.T RIGHT-OF-WAY SHALL BE THERMOPLASTIC AND IN ACCORDANCE WITH D.O.T SPECIFICATIONS.

2.3 SEALCOATING AND/OR SLURRY SEALS

- CONTRACTOR SHALL CONFIRM WITH CVS CPM IF SEALCOATING REQUIRED BASED UPON PAVEMENT MARKINGS REMOVAL TYPE USED AND FIELD CONDITIONS OF EXISTING PAVING.
 - TYPE II AND TYPE III ARE THE PREFERRED TYPES OF SEALCOAT/ SLURRY SEALS. CONTRACTOR SHALL CONFIRM WITH CVS CPM WHICH TYPE TO USE AND OBTAIN APPROVAL IN WRITING TO DEVIATE FROM THE PREFERRED METHODS.
 - TYPES OF SEALCOAT/ SLURRY SEALS
- TYPE I (FINEST): (2.36 MM (NO. 8)), FOR SMALL CRACKS, MOSTLY FOR LOW TRAFFIC.
 - TYPE II (GENERAL): COARSER THAN TYPE I (6.4 MM (0.25)), FOR MODERATE TRAFFIC AND MOST COMMON TYPE.
 - TYPE III (COARSE): MOST COARSE TYPE, FOR SEVERE DEFECTS.
 - MICROSURFACING: SAME INGREDIENTS AS THE ABOVE COMBINED WITH POLYMER ADDITIVES.

PART 3 – EXECUTION

3.1 EXAMINATION

- VERIFY THAT PAVEMENT IS DRY AND IN SUITABLE CONDITION TO BEGIN PAVEMENT MARKING ACCORDING TO MANUFACTURER'S WRITTEN INSTRUCTIONS.
- PROCEED WITH PAVEMENT MARKING ONLY AFTER UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED.

3.2 PAVEMENT MARKING

- ALLOW PAVING TO AGE FOR A MINIMUM OF 30 DAYS BEFORE STARTING PAVEMENT MARKING.
- SWEEP AND CLEAN SURFACE TO ELIMINATE LOOSE MATERIAL AND DUST.
- APPLY PAINT WITH MECHANICAL EQUIPMENT TO PRODUCE PAVEMENT MARKINGS, OF DIMENSIONS INDICATED, WITH UNIFORM, STRAIGHT EDGES.

- APPLY GRAPHIC SYMBOLS AND LETTERING WITH PAINT-RESISTANT, DIE-CUT STENCILS, FIRMLY SECURED TO PAVEMENT. MASK AN EXTENDED AREA BEYOND EDGES OF EACH STENCIL TO PREVENT PAINT APPLICATION BEYOND THE STENCIL. APPLY PAINT SO THAT IT CANNOT RUN BENEATH THE STENCIL.
- BROADCAST GLASS BEADS UNIFORMLY INTO WET MARKINGS AT RATE OF 6 LB/GAL.

3.3 PROTECTING AND CLEANING

- PROTECT PAVEMENT MARKINGS FROM DAMAGE AND WEAR DURING REMAINDER OF CONSTRUCTION PERIOD.
- CLEAN SPILLAGE AND SOILING FROM ADJACENT CONSTRUCTION USING CLEANING AGENTS AND PROCEDURES RECOMMENDED BY MANUFACTURER OF AFFECTED CONSTRUCTION.

3.4 PAVEMENT MARKING REMOVAL

- GENERAL NOTES: OLD MARKINGS MUST BE COMPLETELY REMOVED WITH NO RESIDUAL PAINT MARKINGS BEING OBSERVED PRIOR TO NEW SEAL COAT AND/OR STRIPING. THE PROCESS SHOULD NOT CAUSE EXCESSIVE NOISE, DEBRIS, OR DISRUPTION TO CVS/PHARMACY CUSTOMERS. BLACK OUT PAINT WILL NOT BE USED TO COVER OLD STRIPING. GRINDING AND SHOT BLASTING ARE THE PREFERRED METHODS FOR STRIPING/MARKING REMOVAL, BUT SAND-BLASTING AND WATERBLASTING MAY BE ALLOWED IF APPROVED BY CVS CPM AND REMOVE THE OLD PAINT ENTIRELY. PLEASE SEE BELOW FOR APPROVED REMOVAL METHODS.
 - SHOT-BLASTING: MARKING REMOVAL BY METAL BEADS AT A HIGH SPEED.
- VACUUM MUST FULLY RECOVER ALL BEADS AND DEBRIS.
 - SAND-BLASTING: MARKING REMOVAL BY SAND AT A VERY HIGH SPEED.
- SAND MUST BE RECOVERED.
 - GRINDING:
- DUST AND GRINDING DEBRIS MUST BE COMPLETELY RECOVERED.
 - WATERBLASTING/HIGH PRESSURE WATER OR STEAM OR SUPERHEATED WATER:
- AT LEAST 90 PSI
 - DEBRIS MUST BE RECOVERED.

3.5 SEALCOATING AND/OR SLURRY SEALS

- USE SEALCOAT PRODUCT FROM ASMA MEMBER, WHICH MEETS THEIR STRICT STANDARD SPECIFICATION. GENERAL CONTRACTOR RESPONSIBLE FOR APPROPRIATE AND CLEAN APPLICATION. FOLLOW MANUFACTURER'S RECOMMENDED DRY TIME BEFORE PAINTING NEW SURFACE.



EX BUILDING ±13,027SF

STORE NUMBER: 4088

3351 SOUTH WEST 3RD STREET
LEE'S SUMMIT, MO 64081

PROJECT TYPE: HEALTH HUB

CS PROJECT NUMBER: 137319

ARCHITECT OF RECORD:

NORR, LLC
1631 ALHAMBRA BLVD.
SUITE 100
SACRAMENTO, CA 95816
CONTACT: STEPHEN GUINDON

CONSULTANT ENGINEER:

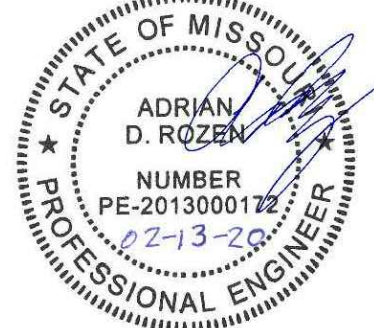
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CONSULTANT:

SEAL:



REVISIONS:

CLIENT COMMENTS 02/03/2020

DRAWING BY: JMR

CHECKED BY: BCB

DATE: 01/15/2020

JOB NUMBER: 188.132

TITLE:

GENERAL NOTES &
SPECIFICATIONS

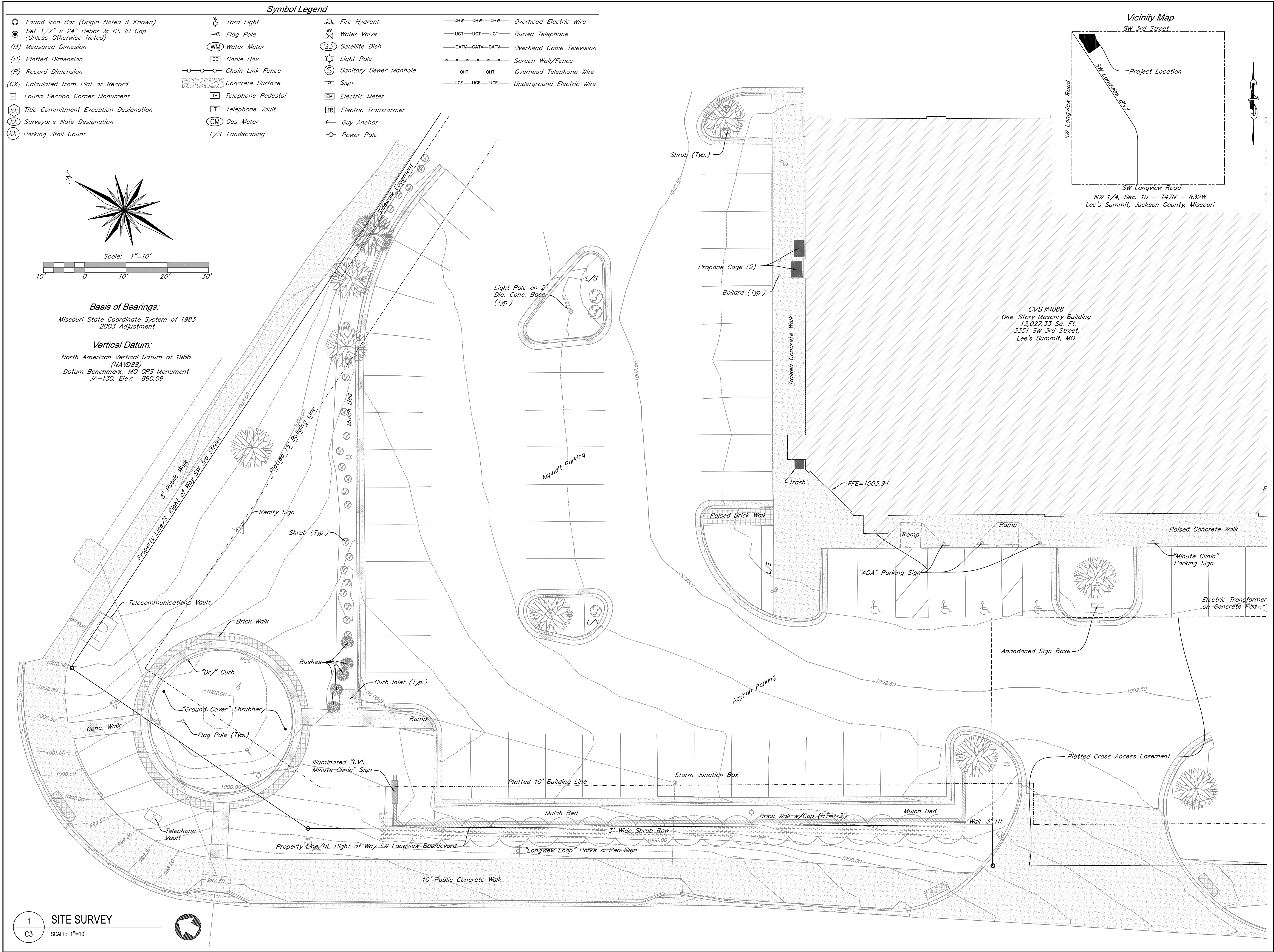
SHEET NUMBER:

* IF CONFLICTS EXIST BETWEEN THESE NOTES AND NOTES ON PLAN SHEETS, DEFER TO NOTES ON PLAN SHEETS.

* THESE NOTES AND SPECIFICATIONS ONLY APPLY IN THE EVENT THERE ARE NO JURISDICTIONAL SPECIFICATIONS.

C2

COMMENTS:



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CONSULTANT:

STRICK
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REVISIONS:

DRAWING BY: JMR

CHECKED BY: BCB

DATE: 01/10/2020

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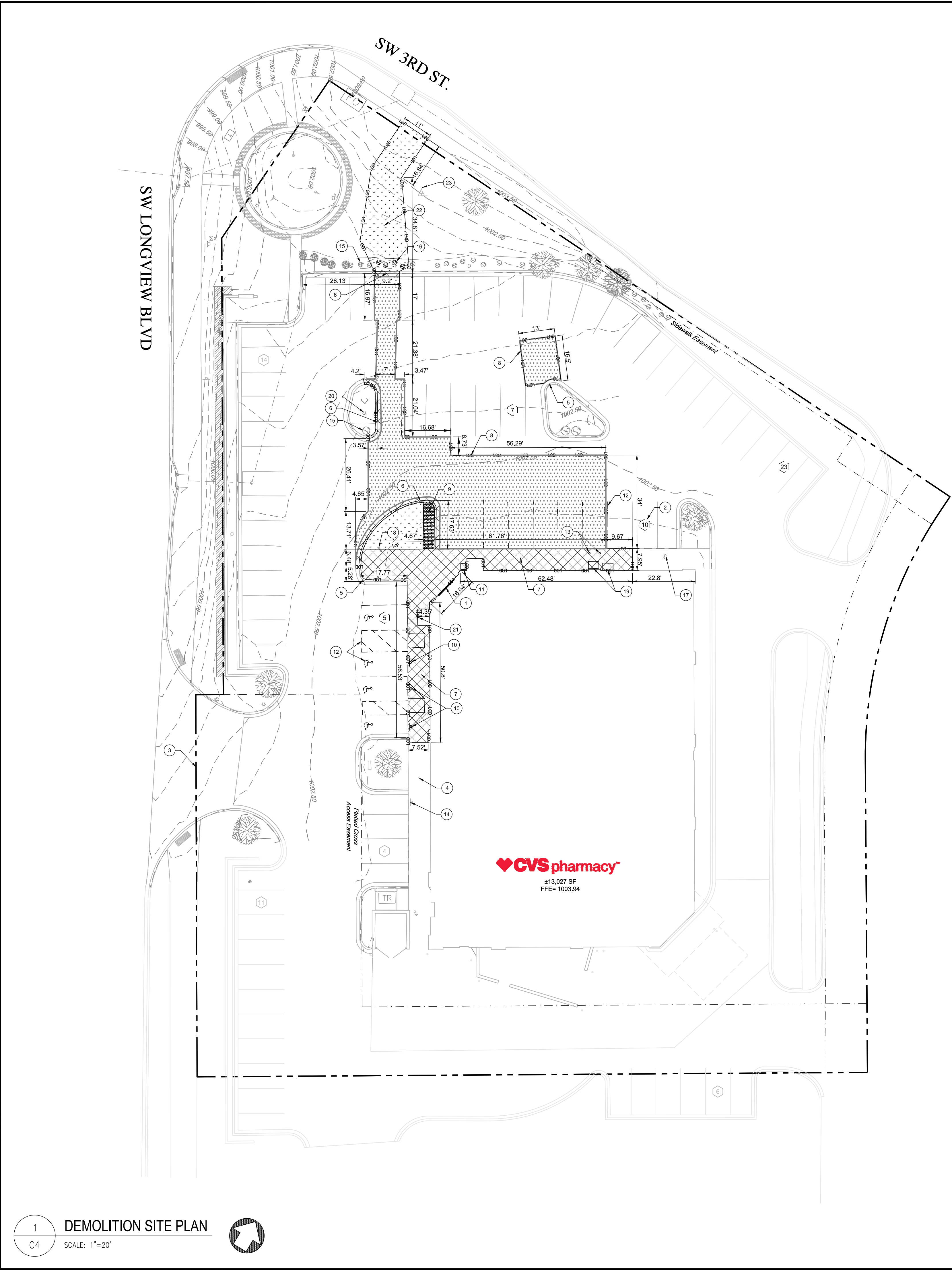
TITLE:

SITE SURVEY

SHEET NUMBER:

C3

COMMENTS:



GENERAL NOTES:

1) ALL CONSTRUCTION RELATED PERMITS DURING THE CONSTRUCTION PHASE OF THIS PROJECT ARE THE RESPONSIBILITY OF THE CONTRACTOR.

LEGEND

| | |
|--|--|
| | CONCRETE SIDEWALK, CONCRETE PAVERS, AND/OR CURB AND GUTTER TO BE REMOVED |
| | ASPHALT PAVING TO BE REMOVED |
| | LANDSCAPING TO BE REMOVED |
| | PROPERTY LINE |
| | LIMITS OF DISTURBANCE |

DEMOLITION NOTES:

- 1) ALL NEW WORK SHOWN IN THESE SHEETS SHALL COMPLY WITH APPLICABLE STATE, FEDERAL, AND LOCAL BUILDING AND UTILITY INSTALLATION CODES.
- 2) ALL MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH MISSOURI DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR ROADS AND STRUCTURES EXCEPT IN CASES WHERE, WITHIN CITY OF LEE'S SUMMIT JURISDICTION, THE CITY STANDARD SPECIFICATIONS ARE MORE STRINGENT.
- 3) THERE MAY BE ADDITIONAL UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR LOCATIONS SHOWN, AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE LIMITS OF CONSTRUCTION AND TO NOTIFY THE OWNER IN CASE OF DISCREPANCIES THAT AFFECT THE CONSTRUCTION PROJECT.
- 4) THE CONTRACTOR IS RESPONSIBLE FOR NOTIFICATION OF AND LIAISON WITH UTILITY COMPANIES IN THE PROCESS OF LOCATION AND RELOCATION OF AND TIE-IN TO PUBLIC UTILITIES.
- 5) CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE THAT MAY OCCUR TO ANY ADJACENT STRUCTURES OR PROPERTY, OR ANY EXISTING STRUCTURES WITHIN LIMITS OF CONSTRUCTION THAT ARE DESIGNATED ON THE PLANS TO REMAIN, AND SHALL REPAIR OR REPLACE SUCH DAMAGED PROPERTY TO THE PROPERTY OWNER'S SATISFACTION AT NO COST TO THE OWNER.
- 6) THE CONTRACTOR SHALL NOT DEVIATE FROM THESE PLANS AND SPECIFICATIONS WITHOUT THE PRIOR WRITTEN CONSENT OF THE ENGINEER.
- 7) THE CONTRACTOR SHALL SEQUENCE THE WORK AND PROVIDE TEMPORARY MEASURES AS NECESSARY TO MAINTAIN ACCESS TO THE SITE THROUGH ALL ENTRANCES AT ALL TIMES DURING CONSTRUCTION. TEMPORARY PROVISIONS MAY INCLUDE, BUT ARE NOT LIMITED TO: BARRICADES, FLASHING LIGHTS, FLAGMAN, TEMPORARY PAVEMENT, AND DIRECTIONAL SIGNAGE AS NECESSARY TO ACCOMPLISH THE WORK.
- 8) COORDINATE WITH CITY OF LEE'S SUMMIT AS REQUIRED DURING ALL DEMOLITION AND NEW CONSTRUCTION ACTIVITIES.
- 9) ALL ITEMS DESIGNATED FOR REMOVAL SHALL BE LEGALLY DISPOSED OF, OFF SITE.
- 10) DEMOLISH PORTION OF EXISTING CONCRETE AS NECESSARY FOR NEW WORK. DEMOLISH TO NEAREST CONTROL JOINT.
- 11) ALL TREE LIMBS TO BE TRIMMED TO AT LEAST 84" ABOVE SIDEWALK/PAVEMENT AND/OR ADA COMPONENT TO PROVIDE CLEAR HEAD SPACE ALONG ACCESSIBLE ROUTE.
- 12) THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE APPROPRIATE DEMOLITION AND CONSTRUCTION-RELATED PERMITS FROM THE GOVERNING AGENCY PRIOR TO DEMOLITION AND CONSTRUCTION OF THE SITE.
- 13) IRRIGATION LINES AND HEADS SHALL BE LOCATED PRIOR TO GRADING. IRRIGATION LINES AND HEADS SHALL BE REPLACED OR RELOCATED WHEN NECESSARY DUE TO GRADING FOR NEW SIDEWALK/CURBS OR NEW LANDSCAPE PLACEMENT.
- 14) CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IN COUNTY, CITY OR STATE RIGHT-OF-WAY, AND MUST BE STORED WITHIN SITE.

NOTES BY SYMBOL:

- 1) EXISTING BUILDING ENTRANCE
- 2) EXISTING PARKING SPACES NUMBER
- 3) EXISTING PROPERTY LINE
- 4) EXISTING SIDEWALK (TO REMAIN, TYP.)
- 5) EXISTING CURB AND GUTTER (TO REMAIN, TYP.)
- 6) PORTION OF EXISTING CURB AND GUTTER (TO BE SAWCUT, REMOVED, AND REPLACED, TYP.)
- 7) PORTION OF EXISTING CONCRETE SIDEWALK (TO BE SAWCUT, REMOVED, AND REPLACED, TYP.)
- 8) EXISTING ASPHALT PAVING (TO BE SAWCUT, REMOVED, AND REPLACED, TYP.)
- 9) EXISTING BRICK PAVERS (TO BE SAWCUT AND REMOVED, TYP.)
- 10) EXISTING POLE MOUNTED ACCESSIBLE SIGNAGE (TO BE DEMOLISHED, TYP.)
- 11) EXISTING TRASH CONTAINER (TO BE TEMPORARILY RELOCATED FOR SIDEWALK REMOVAL AND RESET TO ORIGINAL LOCATION AFTER SIDEWALK REPLACEMENT)
- 12) CONTRACTOR SHALL USE ASPHALT GRINDER TO ERADICATE EXISTING PAVEMENT STRIPING PER CVS SPEC UPDATE CSU02-15 FOR NEW STRIPING CONFIGURATION (TYP.)
- 13) EXISTING BOLLARD (TO BE REMOVED AND REPLACED)
- 14) EXISTING "MINUTE CLINIC" PARKING SIGN (TO REMAIN AND TO BE STRAIGHTENED UP)
- 15) EXISTING SHRUBS (TO REMAIN, TYP.)
- 16) EXISTING SHRUBS AND LANDSCAPING (TO BE REMOVED AND REPLACED, TYP.)
- 17) EXISTING CLEANOUT (TO REMAIN, TYP.)
- 18) EXISTING CLEANOUT (TO REMAIN AND BE ADJUSTED TO PROPOSED GRADE)
- 19) EXISTING PROPANE STORAGE RACK (TO BE TEMPORARILY RELOCATED FOR SIDEWALK REMOVAL AND RESET TO ORIGINAL LOCATION AFTER SIDEWALK REPLACEMENT. COORDINATE WITH VENDOR OR CVS PROGRAM MANAGER FOR TEMPORARY RELOCATION)
- 20) EXISTING LIGHT POLE (TO REMAIN)
- 21) EXISTING WALL-MOUNTED ACCESSIBLE SIGNAGE (TO BE DEMOLISHED AND HOLES TO BE FILLED, TYP.)
- 22) EXISTING LANDSCAPING TO BE REMOVED AND REPLACED OUTSIDE OF NEW CONCRETE SIDEWALK LIMITS. SOD DISTURBED AREAS ADJACENT TO NEW SIDEWALK TO MATCH EXISTING. ANY IRRIGATION LINES OR HEADS WITHIN LIMITS OF LANDSCAPE REMOVAL/ REPLACEMENT SHALL BE RELOCATED OR REPLACED (TYP.)
- 23) EXISTING SIGN (TO REMAIN)



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CONSULTANT:

SEAL:



REVISIONS:

CLIENT COMMENTS 02/03/2020

DRAWING BY: JMR

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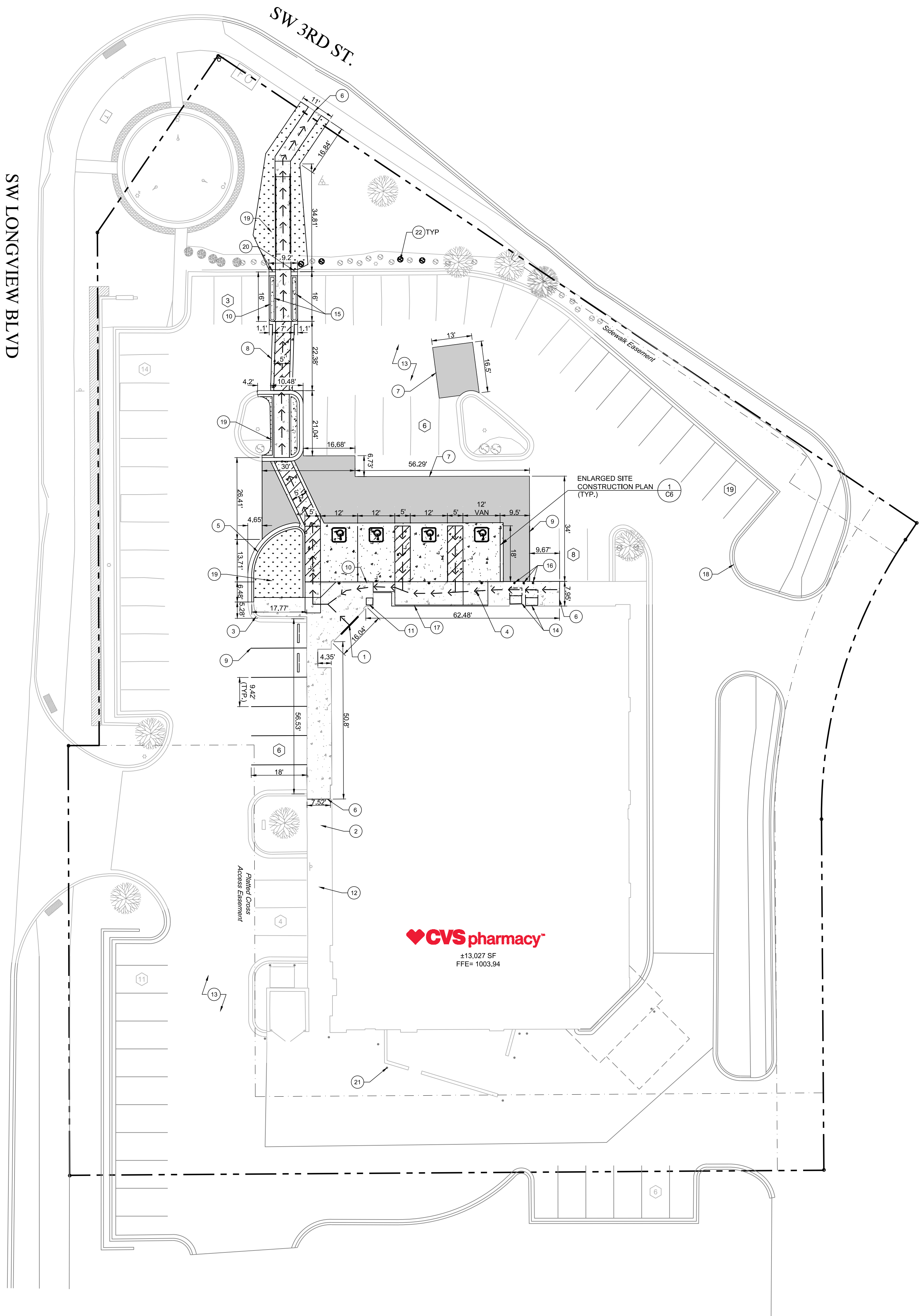
TITLE:

DEMOLITION SITE PLAN

SHEET NUMBER:

C4

COMMENTS:



GENERAL NOTES:

- ALL PROPOSED DIMENSIONS USED TO SHOW THE GEOMETRIC LAYOUT OF THE PROPOSED PARKING LOT ARE SHOWN AT THE FACE OF CURB. ALL PROPOSED DIMENSIONS USED TO SHOW THE GEOMETRIC LAYOUT OF THE PROPOSED IMPROVEMENTS ARE GIVEN AT THE OUTSIDE FACE OF THE BUILDING CORNERS. ALL CURB RADI ARE GIVEN AT THE FACE OF CURB.
- CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING CONDITIONS IN THE FIELD AND THE SURVEY SHOWN ON THE PLANS BEFORE PROCEEDING WITH ANY NEW CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR CORRECT HORIZONTAL AND VERTICAL ALIGNMENT OF ALL TIES BETWEEN PROPOSED AND EXISTING PAVEMENTS, CURB AND GUTTER, SIDEWALKS, WALLS, AND UTILITIES.
- CONTRACTOR SHALL CONFIRM ALL EXISTING SLOPES FOR ACCESSIBLE ROUTES AS WELL AS THE ACCESSIBLE PARKING STALLS AND ACCESSIBLE AISLES WITH A 2' SLOPE METER TO CONFIRM MAXIMUM SLOPES ARE NOT EXCEEDED.
- CONTRACTOR IS REQUIRED TO PROVIDE AS-BUILT SPOT ELEVATIONS BY A LICENSED SURVEYOR ALONG THE ACCESSIBLE ROUTES SHOWN ON THIS PLAN EVERY 10' IN ORDER TO CONFIRM MAXIMUM (1.5%) CROSS-SLOPE AND MAXIMUM (4.5%) SLOPES IN THE DIRECTION OF TRAVEL. IN ADDITION, SPOT ELEVATIONS ARE REQUIRED ON ALL CORNERS AND MIDPOINTS OF ACCESSIBLE PARKING STALLS AND ACCESSIBLE AISLES TO CONFIRM MAXIMUM (1.5%) SLOPES ARE NOT EXCEEDED IN ALL DIRECTIONS. THIS INFORMATION SHALL BE PROVIDED, A MINIMUM OF 2 WEEKS BEFORE STORE TURNOVER.
- AT ADJOINING MATERIALS THERE IS TO BE A SMOOTH AND LEVEL TRANSITION OF NO MORE THAN 1/4" VERTICAL CHANGE.
- TRIM PLANTINGS TO AT LEAST 84" ABOVE SIDEWALK AND/OR ACCESSIBLE PARKING SPACES AND ACCESS AISLE TO PROVIDE CLEAR HEAD SPACE ALONG ACCESSIBLE ROUTE.
- NEW PAVEMENT STRIPING PER CVS SPEC UPDATE CSU02-15. CONTRACTOR SHALL ALLOW A MINIMUM OF 1 WEEK FOR CONCRETE TO CURE BEFORE FINAL STRIPING.
- IN GENERAL, ITEMS SHOWN AS BOLD LINEWORK REPRESENT PROPOSED FEATURES TO BE CONSTRUCTED AS PART OF THIS PROJECT, UNLESS NOTED OTHERWISE. SIMILARLY, SHADED LINEWORK REPRESENTS EXISTING FEATURES OR ITEMS SHOWN FOR INFORMATIONAL PURPOSES ONLY.
- REFER TO ARCHITECTURAL PLANS FOR BUILDING INFORMATION.
- SAFE VEHICULAR AND PEDESTRIAN TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.

LEGEND

- PROPOSED ASPHALT PAVING
- PROPOSED CONCRETE PAVING
- PROPOSED CONCRETE SIDEWALK
- PROPERTY LINE
- → → → →

ACCESSIBLE ROUTE (DELINEATION ONLY. DO NOT STRIPE)
- #

PARKING COUNT
- ACCESSIBLE SIGNAGE

SITE DATA

| | |
|------------------------------|-----------------------------|
| TOTAL SITE AREA: | ±1.68 AC. |
| DISTURBED AREA: | 0.14 AC. (6005.36 S.F.) |
| TOTAL GROUND FLOOR AREA: | ±13,027 S.F. |
| PARKING REQUIRED: | 66 SPACES (5/1000 S.F.) |
| EXISTING PARKING PROVIDED: | 80 SPACES |
| PROPOSED PARKING PROVIDED: | 77 SPACES |
| ACCESSIBLE PARKING REQUIRED: | (3 REGULAR, 1 VAN) 4 SPACES |
| ACCESSIBLE PARKING PROVIDED: | (3 REGULAR, 1 VAN) 4 SPACES |

NOTE:
SEE GRADING PLAN FOR ELEVATIONS. ACCESSIBLE SPACES AND ACCESS AISLES ARE DESIGNED AT 1.5% BUT SHALL NOT EXCEED 2% SLOPE IN ANY DIRECTION.

NOTES BY SYMBOL:

- EXISTING BUILDING ENTRANCE
- EXISTING SIDEWALK (TO REMAIN, TYP.)
- EXISTING CURB AND GUTTER (TO REMAIN, TYP.)
- CONTRACTOR SHALL FILL EXPANSION JOINTS ALONG ACCESSIBLE ROUTES WITH JOINT SEALANT. MAX 1/4" JOINT DEPTH 1/2" WIDE (TYP.)
- PROPOSED CURB AND GUTTER TO MATCH EXISTING (TYP.)
- TIE PROPOSED SIDEWALK TO EXISTING SIDEWALK, PROVIDE FLUSH AND LEVEL CONNECTION (TYP.)
- TIE PROPOSED ASPHALT PAVEMENT INTO EXISTING ASPHALT PAVEMENT WITH FLUSH AND LEVEL TRANSITION (TYP.)
- TIE PROPOSED CONCRETE PAVEMENT INTO EXISTING ASPHALT PAVEMENT WITH FLUSH AND LEVEL TRANSITION (TYP.)
- PROPOSED PAVEMENT STRIPING PER CVS SPEC UPDATE CSU02-15 (TYP.)
- THE FACE AND TOP 6" OF TAPERED CURB AND ALL NEW CURB ADJACENT TO NEW CONCRETE PAVING TO BE PAINTED OSHA YELLOW (TYP.)
- EXISTING TRASH CONTAINER TO BE RESET AT ORIGINAL LOCATION
- CONTRACTOR SHALL PRESSURE WASH THE EXISTING ON-SITE SIDEWALKS AFTER EXTERIOR WORK IS COMPLETE
- SEAL COAT AND RESTRIPE ENTIRE PARKING LOT NOT AFFECTED BY ADA REMEDIATION PER CSU02-15
- EXISTING PROPANE STORAGE RACK TO BE RESET TO ORIGINAL LOCATION ON PROPOSED CONCRETE SIDEWALK. MINIMUM 36"x48" CLEAR FLOOR SPACE IN FRONT OF PROPANE CAGE
- PROPOSED 2' WIDE CONCRETE CURB ON BOTH SIDES OF PROPOSED ACCESSIBLE ROUTE (TYP.)
- (3) NEW BOLLARDS IN FRONT OF PROPANE. MAINTAIN MIN. 36" BETWEEN BOLLARDS AND PROPANE RACK
- CONTRACTOR SHALL PROVIDE 4" WIDE CURB ADJACENT TO BUILDING WHERE SIDEWALK IS LOWERED FOR ACCESSIBLE ROUTE
- PORTION OF SITE IS SKETCHED IN FROM AERIAL FOR ESTIMATING QUANTITIES OF SEAL COAT AND RESTRIPE. SEE SHEET C3 FOR ACTUAL SURVEY LIMITS
- SOD DISTURBED AREAS TO MATCH EXISTING (TYP.)
- PROPOSED CURB SHALL TAPER FROM FULL HEIGHT TO 0' OVER 1' (TYP.)
- EXISTING BOLLARDS TO BE PAINTED OSHA YELLOW TO MATCH EXISTING (TYP.)
(2 AT TRANSFORMER, 2 AT DUMPSTER, 4 AROUND COMPACTOR, 2 AT GAS METER, 2 AT DRIVE-THRU
- PROPOSED SHRUBS TO MATCH EXISTING (TYP.)



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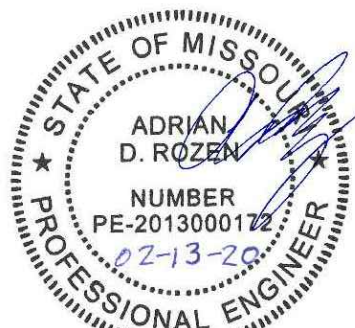
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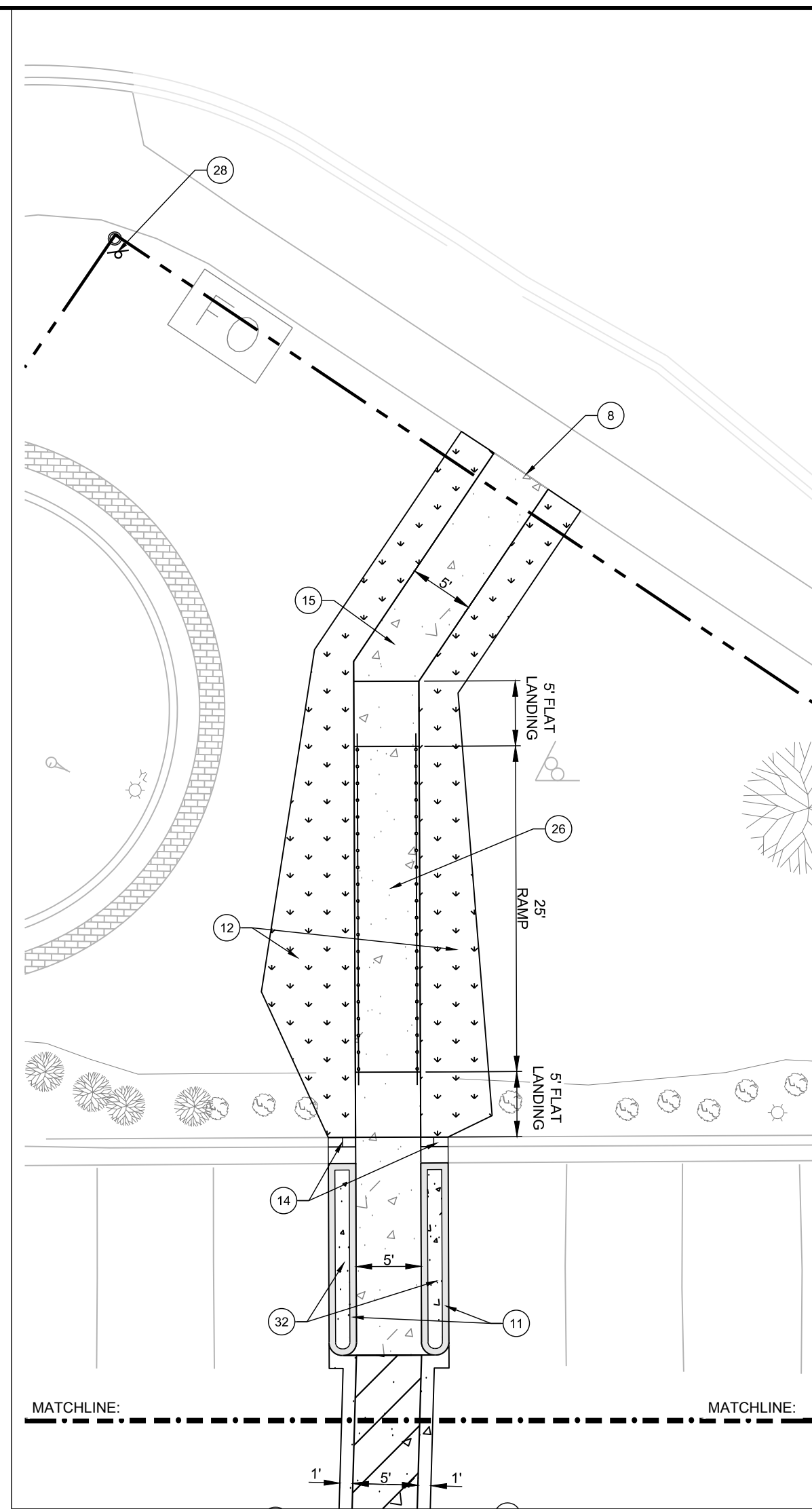
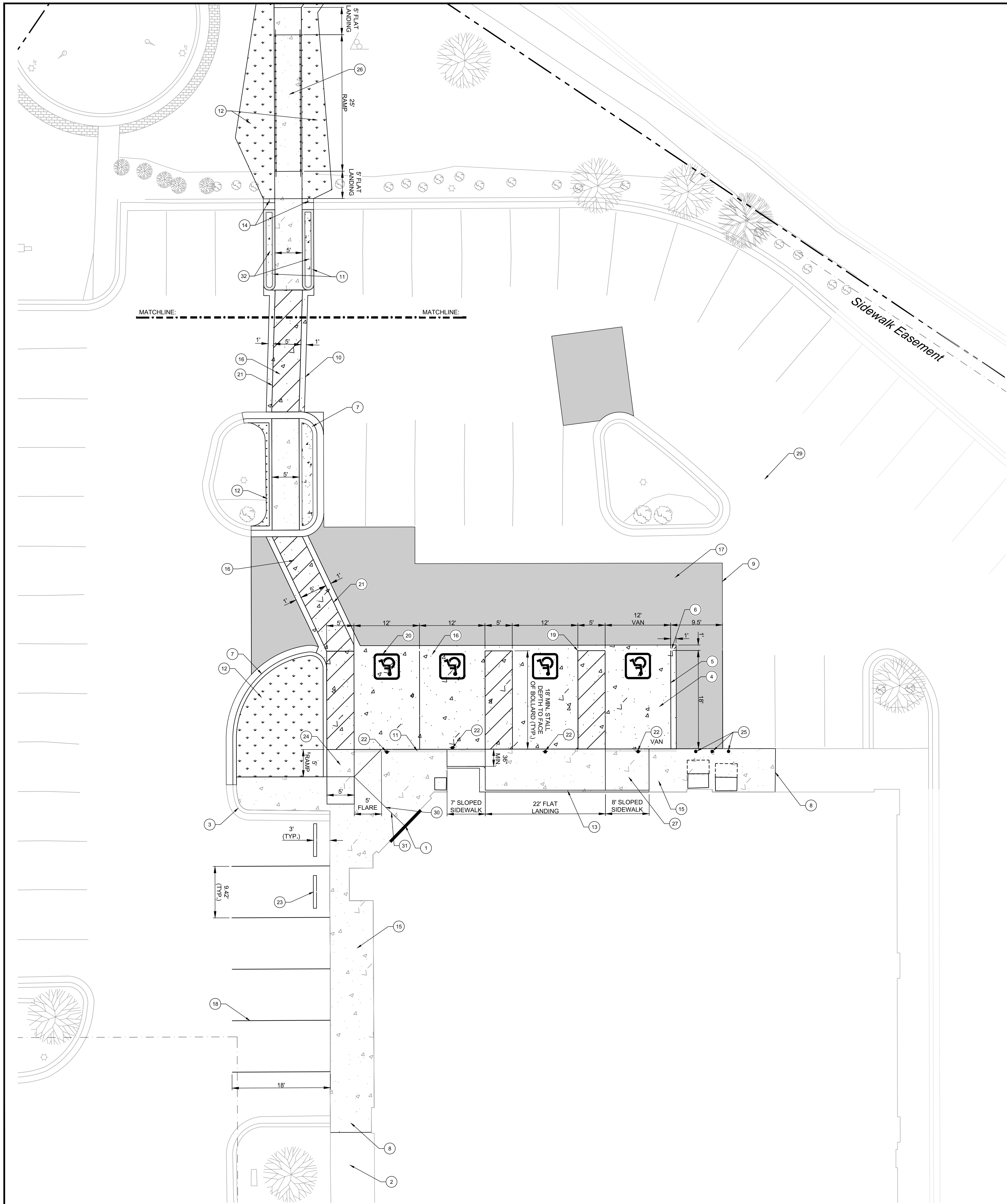
JOB NUMBER: 188.132

TITLE: OVERALL SITE CONSTRUCTION PLAN

SHEET NUMBER:

C5

COMMENTS:



LEGEND

- PROPOSED ASPHALT PAVING
- PROPOSED CONCRETE PAVING
- PROPOSED CONCRETE SIDEWALK
- PROPERTY LINE
- ACCESSIBLE SIGNAGE

NOTES BY SYMBOL:

- EXISTING BUILDING ENTRANCE
- EXISTING SIDEWALK (TO REMAIN, TYP.)
- EXISTING CURB AND GUTTER (TO REMAIN, TYP.)
- ALL EXPANSION JOINTS WITHIN ACCESSIBLE PARKING AND/OR ACCESS AISLES SHALL BE FILLED WITH JOINT SEALANT (TYP.)
- ACCESSIBLE SPACES SHALL BE DELINEATED BY 4" BLUE STRIPED LINES (TYP.)
- CONCRETE PAVING SHALL EXTEND MINIMUM 1' BEYOND LIMITS OF ACCESSIBLE PARKING SPACES (TYP.)
- PROPOSED CURB AND GUTTER TO MATCH EXISTING (TYP.)
- TIE PROPOSED SIDEWALK TO EXISTING SIDEWALK, PROVIDE FLUSH AND LEVEL CONNECTION (TYP.)
- TIE PROPOSED ASPHALT PAVEMENT INTO EXISTING ASPHALT PAVEMENT WITH FLUSH AND LEVEL TRANSITION (TYP.)
- TIE PROPOSED CONCRETE PAVEMENT INTO EXISTING ASPHALT PAVEMENT WITH FLUSH AND LEVEL TRANSITION (TYP.)
- THE FACE AND TOP 6" OF TAPERED CURB AND ALL NEW CURB ADJACENT TO NEW CONCRETE PAVING TO BE PAINTED OSHA YELLOW (TYP.)
- PROPOSED SOO LANDSCAPING (TO MATCH EXISTING, TYP.)
- CONTRACTOR SHALL PROVIDE 4" WIDE CURB ADJACENT TO BUILDING WHERE SIDEWALK IS LOWERED FOR ACCESSIBLE ROUTE
- PROPOSED CURB SHALL TAPER FROM FLUSH TO FULL HEIGHT OVER 1' (SEE DETAIL 10/C9)
- CONCRETE SIDEWALK (TYP.), (SEE DETAIL 1/C9)
- STANDARD-DUTY CONCRETE PAVEMENT (TYP.), (SEE DETAIL 2/C9)
- STANDARD-DUTY ASPHALT PAVEMENT (TYP.), (SEE DETAIL 6/C9)
- PAVEMENT STRIPING (TYP.), (SEE DETAIL 8/C9)
- ACCESSIBLE STRIPING (TYP.), (SEE DETAIL 4/C9)
- INTERNATIONAL SYMBOL OF ACCESSIBILITY/ PARKING SPACE MARKING (TYP.) (SEE DETAIL 3/C9)
- CROSSWALK STRIPING (TYP.), (SEE DETAIL 7/C9)
- BOLLARD ACCESSIBLE SIGNAGE (TO BE CENTERED ON STALL, TYP.) (SEE DETAIL 5/C9)
- (2) NEW WHEELSTOPS, SET SO TIRE SIDE IS 3' FROM FACE OF CURB AND SECURE TO PAVEMENT (TYP.) (SEE DETAIL 13/C9)
- ACCESSIBLE CURB RAMP WITH FLARE AND RETURN CURB (SEE DETAIL 11/C9)
- SURFACE-MOUNTED BOLLARD (TYP.), (SEE DETAIL 9/C9)
- ACCESSIBLE RAMP WITH HANDRAILS (SEE DETAIL 1/C10)
- ACCESSIBLE PARALLEL SLOPED SIDEWALK AND FLAT LANDING (SEE DETAIL 12/C9)
- PROPOSED POLE MOUNTED ACCESSIBLE ROUTE SIGNAGE (SEE DETAIL 2/C10)
- CONTRACTOR SHALL USE CRACK SEAL AT LARGE PAVEMENT CRACKS THROUGHOUT ENTIRE PARKING LOT (TYP.)
- PROPOSED EXPANSION JOINT CENTERED ON DOOR. DOWEL EXPANSION JOINT WITH #4@18" O.C. (18' LONG, 6" EMBED, GREASE END OF ROD @ 2ND POUR SIDE)
- CONTRACTOR SHALL PROVIDE PHASING PLAN FOR NEW SIDEWALK INSTALLATION TO KEEP ONE SIDE OF DOOR OPEN AT ALL TIMES
- PROPOSED 6" TALL CURBED CONCRETE ISLANDS ON BOTH SIDES OF ACCESSIBLE ROUTE



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CONSULTANT:

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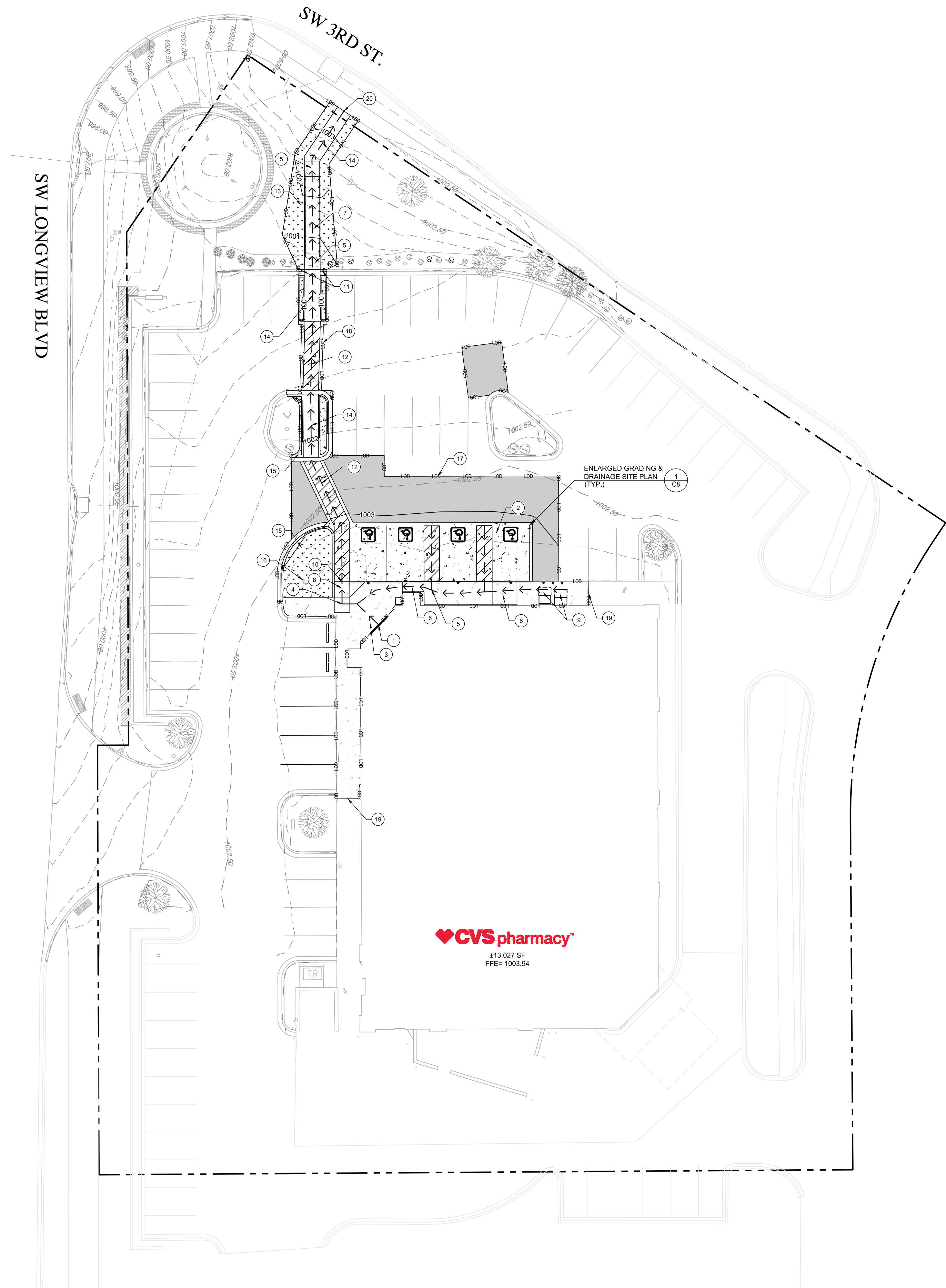
DATE: 01/15/2020

JOB NUMBER: 188.132

TITLE: ENLARGED SITE CONSTRUCTION PLAN

SHEET NUMBER: C6

COMMENTS:



GENERAL NOTES:

- 1) ALL SPOT ELEVATIONS SHOWN ARE AT THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- 2) PROPOSED SIDEWALKS ALONG ADA ROUTE SHALL BE BUILT WITH A 1.5% MAXIMUM CROSS-SLOPE AWAY FROM THE BUILDING.
- 3) LANDSCAPING INCLUDING TREES, SHRUBS, MULCH, AND SOD SHALL BE REPLACED TO ACCOMMODATE NEW SIDEWALK CONNECTION.
- 4) IRRIGATION LINES AND HEADS SHALL BE LOCATED PRIOR TO GRADING. IRRIGATION LINES AND HEADS SHALL BE REPLACED OR RELOCATED WHEN NECESSARY DUE TO GRADING FOR NEW SIDEWALK OR NEW LANDSCAPE PLACEMENT.
- 5) CONTRACTOR TO CHECK SPOT GRADES AT AREAS OF NEW AND ADJACENT EXISTING PAVING PRIOR TO BEGINNING CONSTRUCTION TO VERIFY THAT COMPLIANCE WITH SLOPE LIMITS CAN BE MET.
- 6) 4' SLOPE LEVELS ARE NOT ACCEPTABLE FOR CONFIRMING REQUIRED SLOPES.

LEGEND

- | | |
|--|----------------------------|
| | PROPOSED ASPHALT PAVING |
| | PROPOSED CONCRETE PAVING |
| | PROPOSED CONCRETE SIDEWALK |

NOTES BY SYMBOL:

- 1) EXISTING BUILDING ENTRANCE
- 2) ACCESSIBLE PARKING STALLS AND ACCESS AISLES (1:67 (1.5%) MAXIMUM SLOPE IN ALL DIRECTIONS, TYP.)
- 3) FLAT LANDING (MIN. WIDTH OF DOOR X 5' OUT FROM DOOR) IN FRONT OF DOOR 1:67 (1.5%) IN ALL DIRECTIONS ON PROPOSED CONCRETE SIDEWALK.
- 4) 5'X5' MIN. FLAT LANDING 1:67 (1.5%) MAXIMUM SLOPE IN ALL DIRECTIONS (TYP.)
- 5) FLAT LANDING 1:67 (1.5%) MAXIMUM SLOPE IN ALL DIRECTIONS (TYP.)
- 6) ACCESSIBLE PARALLEL SLOPED SIDEWALK, MAXIMUM 1:22 (4.5%) SLOPE IN DIRECTION OF TRAVEL AND 1:67 (1.5%) MAX CROSS-SLOPE
- 7) ACCESSIBLE RAMP WITH HANDRAILS, MAXIMUM 1:13 (7.7%) SLOPE IN DIRECTION OF TRAVEL AND 1:67 (1.5%) MAX CROSS SLOPE
- 8) ACCESSIBLE CURB RAMP WITH FLARE AND CURB RETURN, MAXIMUM SLOPE 1:13 (7.7%) IN DIRECTION OF TRAVEL, MAXIMUM 1:67 (1.5%) CROSS-SLOPE, MAX FLARE 1:12 (8.33%)
- 9) MINIMUM 36"X48" CLEAR FLOOR SPACE IN FRONT OF PROPANE STORAGE RACK (1:67 (1.5%) MAX SLOPE IN ALL DIRECTIONS ON PROPOSED SIDEWALK
- 10) TRANSITION AT BOTTOM OF RAMP TO BE FLUSH WITH 1:67 (1.5%) MAXIMUM SLOPE IN ALL DIRECTIONS
- 11) PROPOSED CURB SHALL TAPER FROM FULL HEIGHT TO 0" OVER 1'
- 12) PROPOSED ACCESSIBLE ROUTE ON NEW CONCRETE PAVEMENT 1:22 (4.5%) MAXIMUM SLOPE IN DIRECTION OF TRAVEL AND 1:67 (1.5%) MAXIMUM CROSS-SLOPE
- 13) LANDSCAPE DISTURBED AREAS TO MATCH EXISTING LANDSCAPING. ANY IRRIGATION LINES OR HEADS WITHIN LIMITS OF LANDSCAPE REMOVAL/REPLACEMENT SHALL BE RELOCATED, REPLACED, OR LOWERED TO ACCOMMODATE NEW IMPROVEMENTS (TYP.)
- 14) PROPOSED ACCESSIBLE ROUTE ON NEW CONCRETE SIDEWALK 1:22 (4.5) MAXIMUM SLOPE IN THE DIRECTION OF TRAVEL AND 1:67 (1.5%) MAXIMUM CROSS-SLOPE (TYP.)
- 15) SOD DISTURBED AREAS TO MATCH EXISTING (TYP.)
- 16) EXISTING CLEANOUT TO BE ADJUSTED TO PROPOSED GRADES
- 17) TIE NEW ASPHALT PAVEMENT INTO EXISTING ASPHALT PAVEMENT WITH FLUSH AND LEVEL TRANSITION (TYP.)
- 18) TIE NEW CONCRETE PAVEMENT INTO EXISTING ASPHALT PAVEMENT WITH FLUSH AND LEVEL TRANSITION (TYP.)
- 19) TIE PROPOSED SIDEWALK TO EXISTING SIDEWALK, PROVIDE FLUSH AND LEVEL CONNECTION (TYP.)
- 20) TIE NEW CONCRETE SIDEWALK INTO EXISTING CONCRETE SIDEWALK AT EXISTING GRADE. CONTRACTOR SHALL COORDINATE TIE IN GRADE PRIOR TO SIDEWALK PLACEMENT TO CONFIRM ACCESSIBILITY DESIGN GRADES SHOWN CAN BE MET (TYP.)



EX BUILDING ±13,027SF

STORE NUMBER: 4088

3351 SOUTH WEST 3RD STREET
LEE'S SUMMIT, MO 64081

PROJECT TYPE: HEALTH HUB

CS PROJECT NUMBER: 137319

ARCHITECT OF RECORD:

NORR, LLC
1631 ALHAMBRA BLVD.
SUITE 100
SACRAMENTO, CA 95816
CONTACT: STEPHEN GUINDON

CONSULTANT ENGINEER:

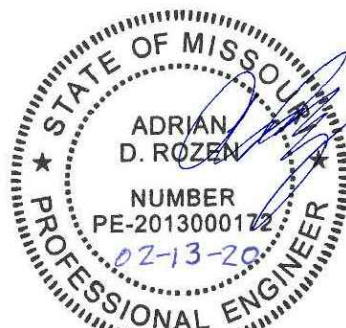
FORESITE
group

Foresite Group, Inc
2128 Moores Mill Rd.
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SEAL:



REVISIONS:

CLIENT COMMENTS 02/03/2020

DRAWING BY: JMR

CHECKED BY: BCB

DATE: 01/15/2020

JOB NUMBER: 188.132

TITLE: GRADING & DRAINAGE
SITE PLAN

SHEET NUMBER:

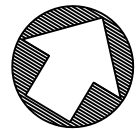
C7

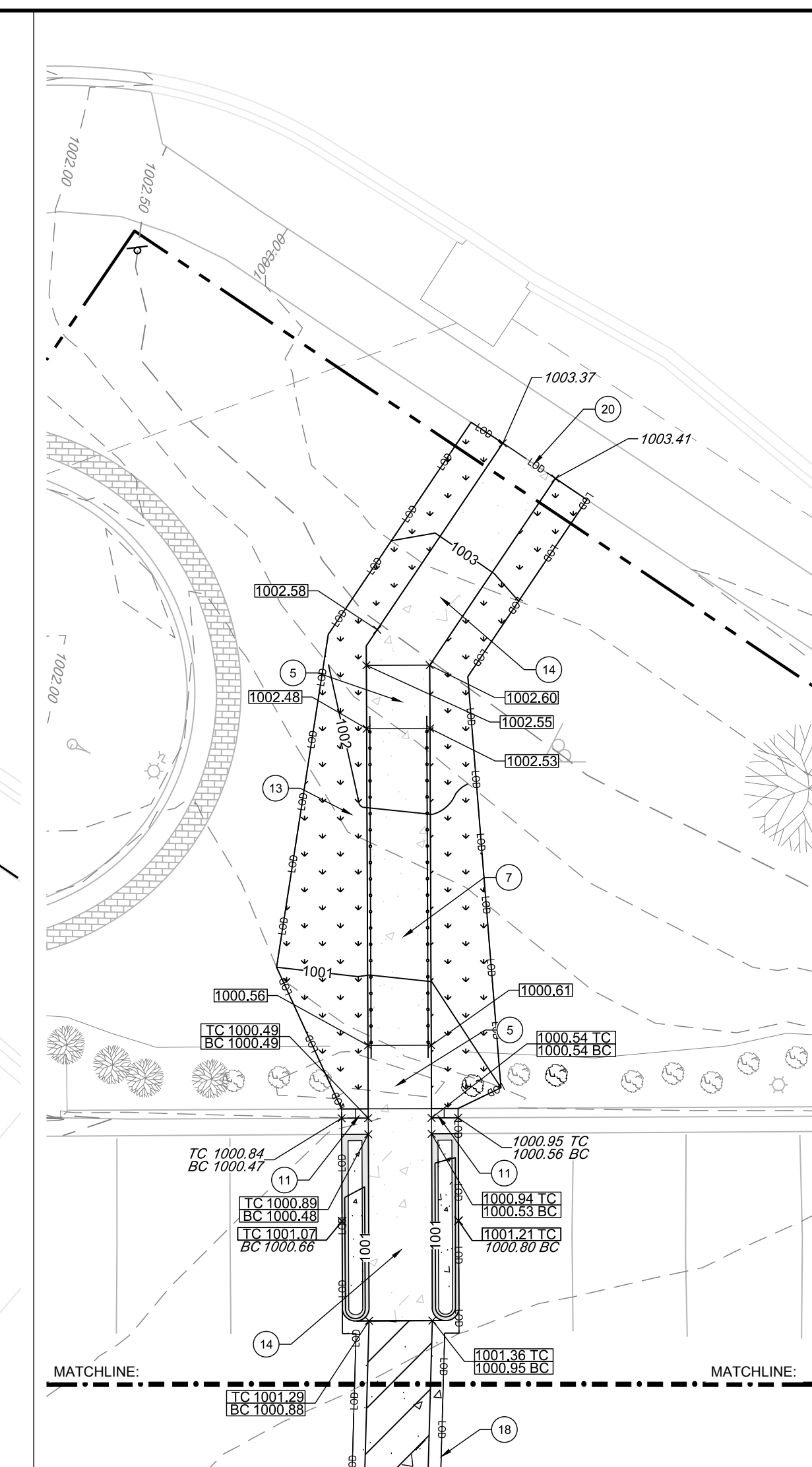
COMMENTS:

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C7

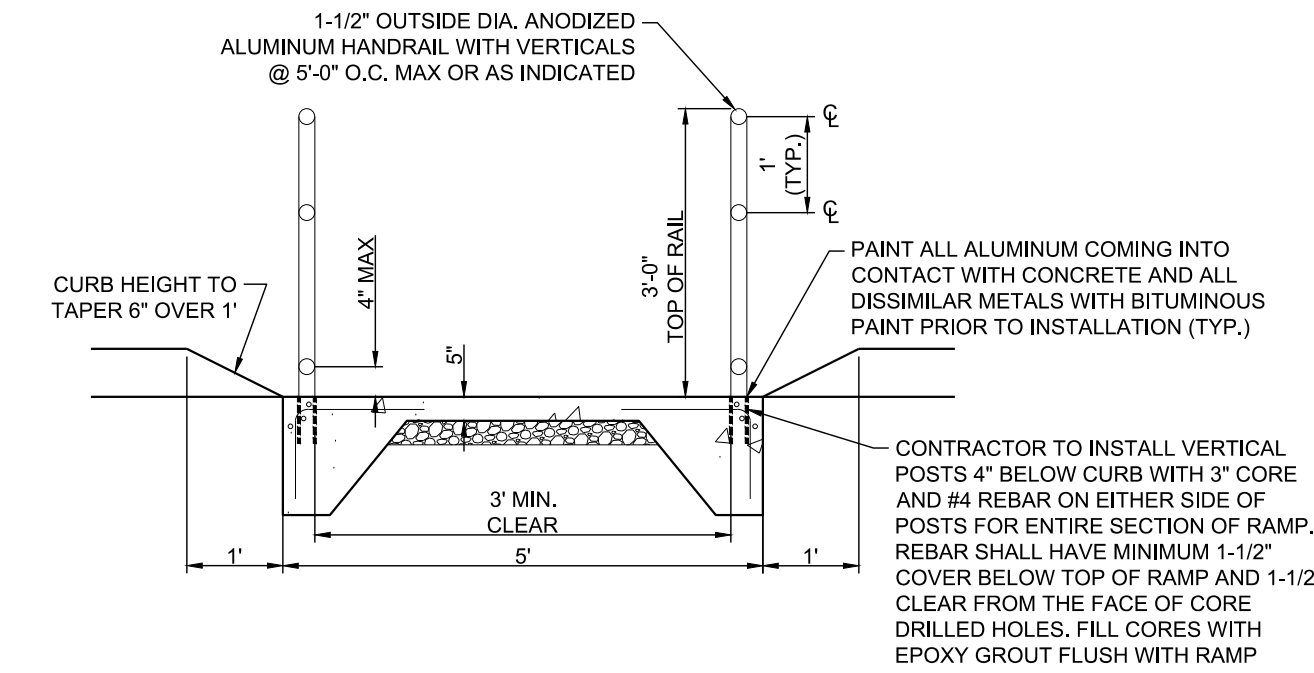
GRADING & DRAINAGE SITE PLAN

SCALE: 1"=20'

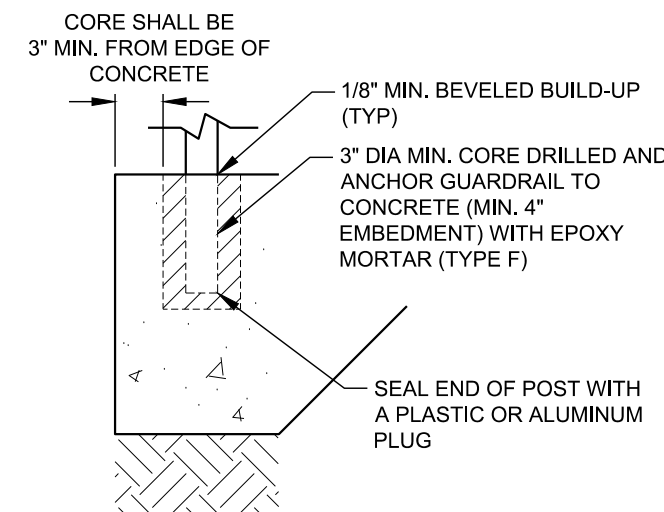




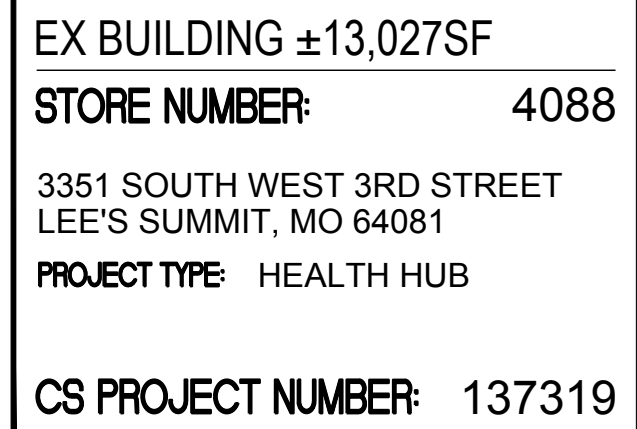
COMMENTS:



1 ACCESSIBLE RAMP WITH HANDRAILS
C10 NOT TO SCALE



TYPICAL HANDRAIL DETAIL




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SEAL:



ADRIAN
D. ROZEN
NUMBER
PE-2013000172
6-2-13-20

| | |
|-----------------|---|
| REVISIONS: | |
| CLIENT COMMENTS | 02/03/2020 |
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| | |
| DRAWING BY: | JMR |
| CHECKED BY: | BCEB |
| DATE: | 01/15/2020 |
| JOB NUMBER: | 188-132 |
| TITLE: | PAVING & CONSTRUCTION DETAILS (2 OF 2) |
| SHEET NUMBER: | C10 |
| COMMENTS: | |