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DATE: Nov 16, 2021 3:14pm USER: thobbs

CONSTRUCTION PHASING:



GENERAL NOTES:

- 1) AS WITH ALL CONSTRUCTION ACTIVITIES, TRAFFIC SITUATIONS ARE SUBJECT TO CHANGE. THE CONTRACTOR SHALL BE AWARE THAT ALL TEMPORARY TRAFFIC CONTROL SHALL CONFORM TO THE STANDARDS OUTLINED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.), SEE SHEET 75 FOR MINIMUM TAPER LENGTHS, TEMPORARY SIGNAGE, AND OTHER TRAFFIC CONTROL REQUIREMENTS.

2) ALTERNATE TRAFFIC CONTROL MAY BE USED AS NEEDED AT THE APPROVAL OF THE ENGINEER.

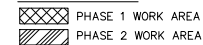
PHASE 1:

PHASE 1  
CLOSE TRAFFIC ON EXISTING MAIN STREET BETWEEN NW VICTORIA DRIVE AND NE TUDOR ROAD. DETOUR TRAFFIC ON NE DOUGLAS STREET AND NW VICTORIA DRIVE.  
CONSTRUCT NEW MAIN STREET FROM SOUTH OF NW VICTORIA DRIVE TO THE NORTH RETURN OF REALIGNED NW SLOAN STREET. REMOVAL OF EXISTING MAIN STREET  
BETWEEN TUDOR ROAD AND TIE-IN SOUTH OF VICTORIA DRIVE. CLOSE MEDIAN AT EXISTING MAIN STREET ALONG TUDOR ROAD. SEE SHEET 75 FOR TEMPORARY TRAFFIC  
CONTROL REQUIREMENTS.

PHASES 2:

PHASES 2:  
CLOSE TRAFFIC ON NW SLOAN STREET BETWEEN NE SYCAMORE STREET AND TUDOR ROAD. DETOUR TRAFFIC ON NE DOUGLAS STREET. CONSTRUCT REALIGNED MAIN STREET  
AND NW SLOAN STREET. SEE SHEET 75 FOR TEMPORARY TRAFFIC CONTROL REQUIREMENTS.

## PHASING LEGEND



C.O.A. NO.: \_\_\_\_\_  
 DRAWN BY: ARJANA  
 CHECKED BY: XXO  
 APPROVED BY: RRR  
 QA/QC BY: RRR  
 PROJECT NO.: 021-04151  
 DWG NO.: T PTC 02104151  
 DATE: 2021-10-12

SHEET  
71 OF 105

TRAFFIC CONTROL PLAN	SCANNELL DEVELOPMENT LEE'S SUMMIT LOGISTICS NORTHWEST CORNER OF TUDOR ROAD AND MAIN STREET
TRAFFIC CONTROL PHASING	
LEE'S SUMMIT, MISSOURI	
2021	

[illegible]

SHANNON LEA JEFFRIES  
PE - 2008000069

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Classon Engineering - MO State Certificate of Authority #001592  
1301 West 133rd Street, Suite 200 TEL 913.381.1170  
Overland Park, KS 66213-4750 FAX 913.381.1174 [www.classon.com](http://www.classon.com)

DWG: F:\2021\04001-04500\021-04157\40-Design\AutoCAD\Final\Plant\Sheets\MOBR\T\_PTC\_02104157.dwg  
DATE: Nov 16, 2021 3:14pm  
XREFS: T\_PTBK\_02104157 V\_XTPHC\_02104157 C\_PROW\_02104157 C\_PRASE\_02104157 T\_PPAIT\_02104157 V\_XBOL\_02104157 T\_PSTRM\_02104157 T\_AERL\_02104157



GENERAL NOTES:

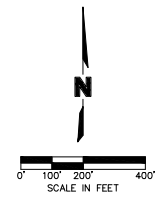
- 1) CURB WORK AT EXISTING MAIN STREET AND TUDOR ROAD TO BE CONDUCTED SEPARATELY FROM MEDIAN CLOSURE WORK AT EXISTING MAIN STREET AND TUDOR ROAD. WORK NOT TO BE CONDUCTED AT THE SAME TIME. REFERENCE LEE'S SUMMIT STANDARD DETAIL TC-1 FOR TYPICAL LANE CLOSURE DETAIL. ONE LANE OF THROUGH TRAFFIC IN EACH DIRECTION TO BE MAINTAINED ALONG TUDOR ROAD.
- 2) REFERENCE LEE'S SUMMIT STANDARD DETAIL TC-1 FOR TYPICAL SIGN SPACING FOR DETOUR ROUTE.

LEGEND

- Sign
- Type III Barricade
- Phase 1 Work Area

SIGN LEGEND

- ROAD WORK AHEAD
- DETOUR AHEAD
- DETOUR
- ROAD CLOSED
- END ROAD WORK
- END DETOUR
- ROAD CLOSED AHEAD
- MAIN STREET
- SIDWALK CLOSED AHEAD
- SIDWALK CLOSED
- DETOUR
- MAIN ST CLOSED NORTH OF TUDOR FOLLOW DETOUR
- W20-1
- W20-2
- M4-9(L)
- M4-9(R)
- M4-9(S)
- R11-2
- G20-2
- M4-8a
- R3-1
- R3-1
- W20-3
- SP-2
- R9-11(L)
- R9-11(R)
- SP-3
- M4-9b(L)
- M4-9b(R)
- W1-6(L)
- W1-6(R)



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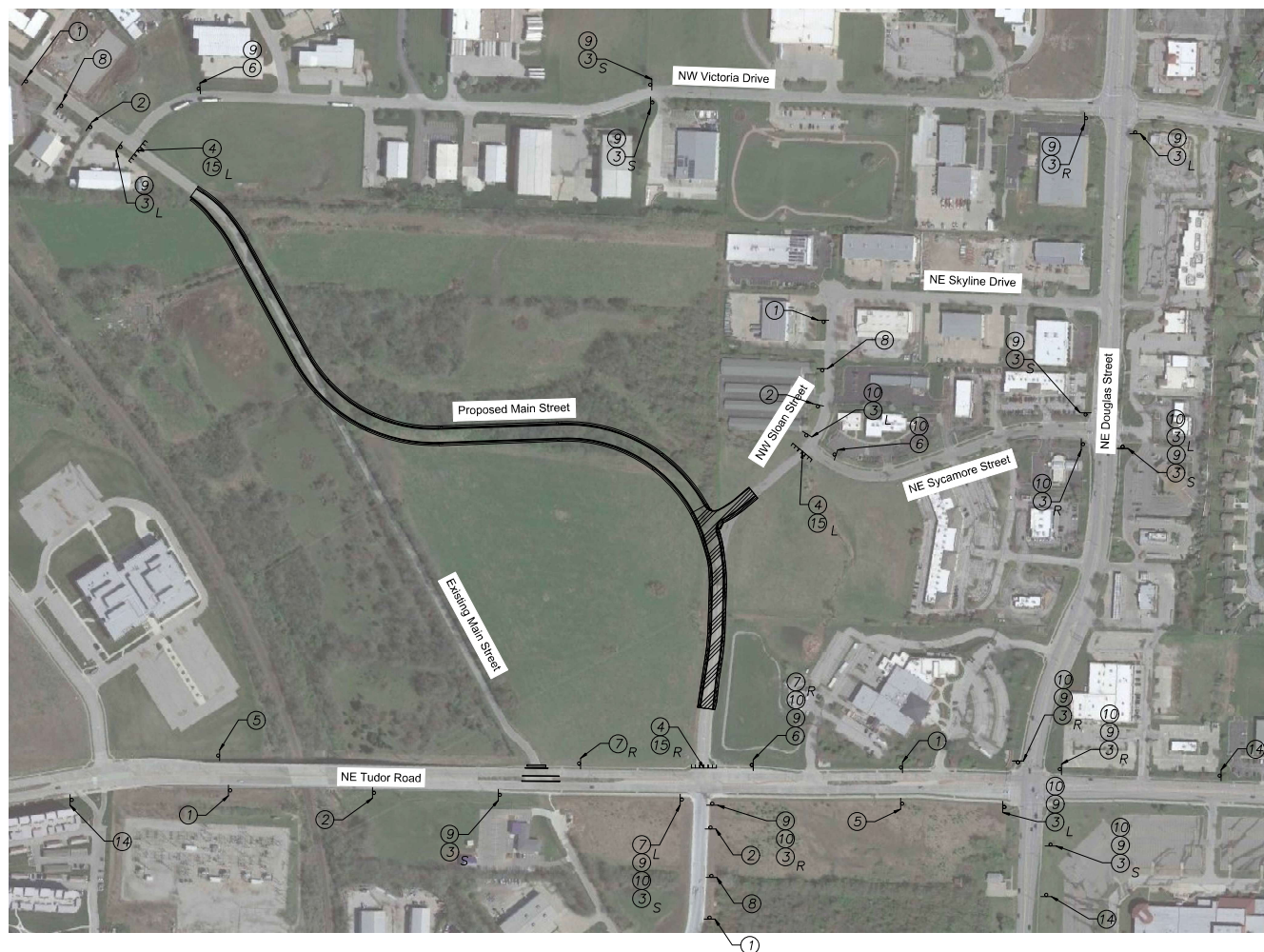


REVISIONS
BY
DATE
REV. NO.
DESCRIPTION

TRAFFIC CONTROL PLAN  
PHASE 1 DETOUR PLAN  
SCANNELL DEVELOPMENT LEE'S SUMMIT LOGISTICS  
NORTHWEST CORNER OF TUDOR ROAD AND MAIN STREET  
LEE'S SUMMIT, MISSOURI

C.O.A. NO. 1  
DRAWN BY: ASJ/AMW  
CHECKED BY: JBE  
APPROVED BY: JBE  
DATE: 2021-10-12  
SHEET 72 OF 105





GENERAL NOTES:


1) REFERENCE LEE'S SUMMIT STANDARD DETAIL TC-1 FOR TYPICAL SIGN SPACING FOR DETOUR ROUTE.

LEGEND

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$\neg$     *Sign*

⌌ *Type III Barricade*

 Phase 2 Work Area

### SIGN LEGEND



① W20-1



② W20-2



(3)<sub>L</sub> M4-9(L)  
 (3)<sub>R</sub> M4-9(R)  
 (3)<sub>S</sub> M4-9(S)



④ R11-2



END  
ROAD WORK



⑥ M4-8a

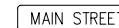


⑦<sub>R</sub> R3-1

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⑧ W20-3



⑨ SP-1



⑩ SP-2



⑪. R9-11(L)

(11)  $R9-11(R)$



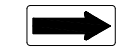
⑫ R9-9



⑬<sub>L</sub> M4-9b(L)  
⑬<sub>R</sub> M4-9b(R)

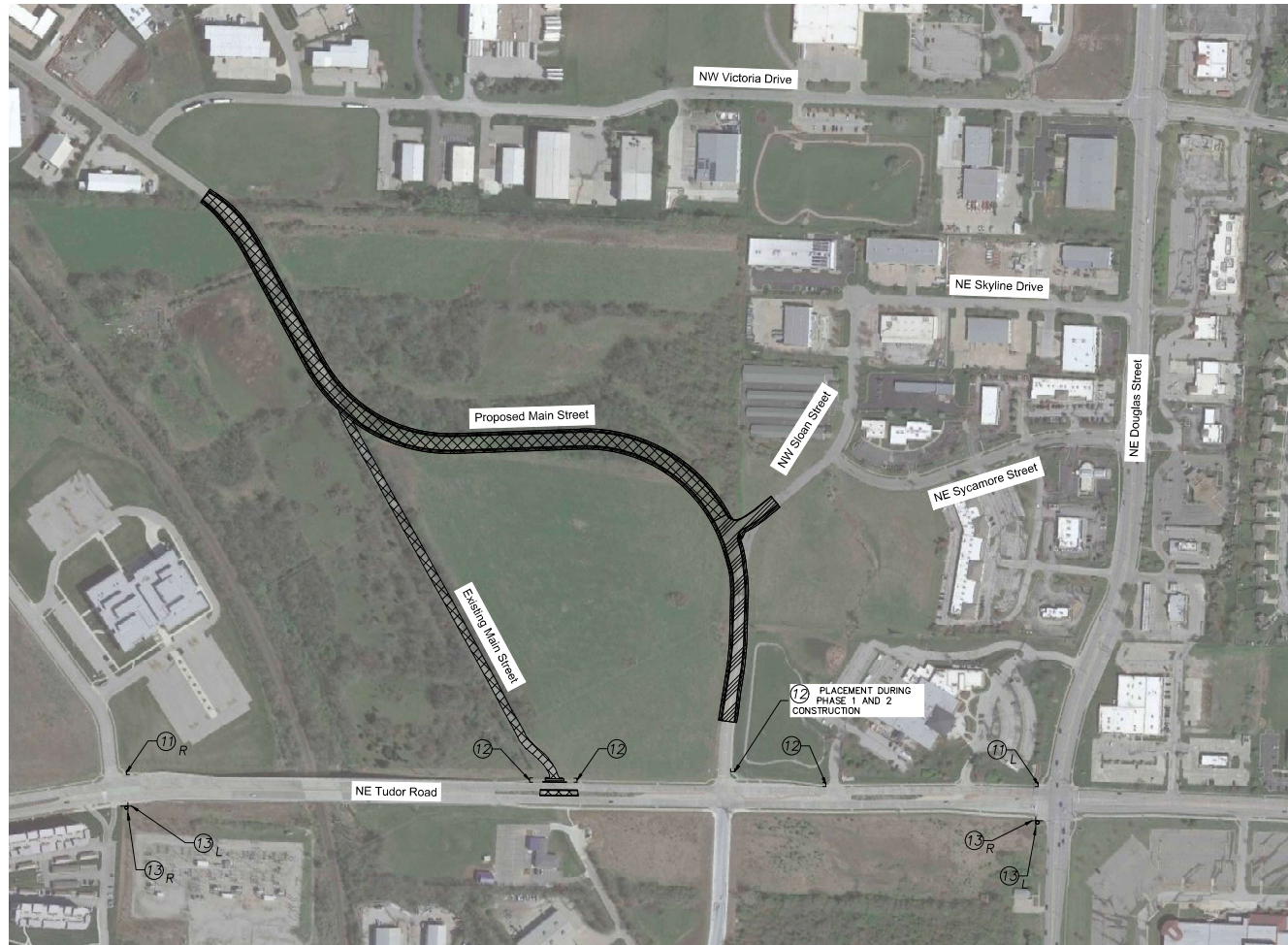


⑭ SP-3



(15)<sub>L</sub> W1-6(L)  
 (15)<sub>R</sub> W1-6(R)





GENERAL NOTES:

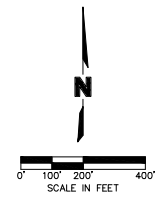
- 1) PHASE 1 DETOUR FOR PEDESTRIAN TRAFFIC ALONG THE NORTH SIDE OF TUDOR ROAD AT EXISTING MAIN STREET. DETOUR TO BE IN PLACE UNTIL CONTINUOUS SIDEWALK SECTION IS PROVIDED ALONG THE NORTH SIDE OF TUDOR ROAD AT EXISTING MAIN STREET. WHEN SIDEWALK NETWORK IS COMPLETE AND WORK ZONE DOES NOT INTERFERE WITH PEDESTRIAN ROUTE, PEDESTRIAN DETOUR CAN BE REMOVED.
- 2) SIDEWALK CLOSED SIGNAGE TO BE PROVIDED IN NORTHEAST QUADRANT OF TUDOR ROAD AND SLOAN STREET DURING PHASE 1 AND 2 CONSTRUCTION.

LEGEND

- Sign
- Type II Barricade
- Phase 1 Work Area
- Phase 2 Work Area

SIGN LEGEND

- ROAD WORK AHEAD
  - DETOUR AHEAD
  - DETOUR
  - ROAD CLOSED
  - END ROAD WORK
  - END DETOUR
  - ROAD CLOSED AHEAD
  - MAIN STREET
  - SIDWALK CLOSED AHEAD
  - SIDWALK CLOSED
  - MAIN ST CLOSED NORTH OF TUDOR FOLLOW DETOUR
  - DETOUR
- ① W20-1  
② W20-2  
③<sub>L</sub> M4-9(L)  
③<sub>R</sub> M4-9(R)  
③<sub>S</sub> M4-9(S)  
④ R11-2  
⑤ G20-2  
⑥ M4-8a  
⑦<sub>L</sub> R3-1  
⑦<sub>R</sub> R3-1  
⑧ W20-3  
⑨ SP-1  
⑩ SP-2  
⑪<sub>L</sub> R9-11(L)  
⑪<sub>R</sub> R9-11(R)  
⑫ SP-3  
⑬<sub>L</sub> M4-9b(L)  
⑬<sub>R</sub> M4-9b(R)  
⑭ SP-3  
⑮<sub>L</sub> W1-6(L)  
⑮<sub>R</sub> W1-6(R)



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REVISIONS DESCRIPTION	DATE	REV. NO.

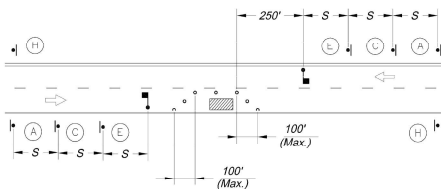
TRAFFIC CONTROL PLAN  
PEDESTRIAN DETOUR PLAN  
SCANNELL DEVELOPMENT LEE'S SUMMIT LOGISTICS  
NORTHWEST CORNER OF TUDOR ROAD AND MAIN STREET  
LEE'S SUMMIT, MISSOURI

C.O.A. NO. \_\_\_\_\_  
DRAWN BY: ARJ/AMW  
CHECKED BY: JMK  
APPROVED BY: BBE  
DATE: 11/16/21  
PROJECT NO.: 02104157  
DWG NO.: T\_PTC\_02104157  
DATE: 2021-11-16

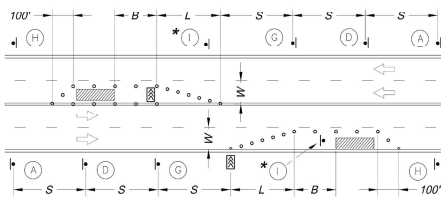


## SYMBOL LEGEND

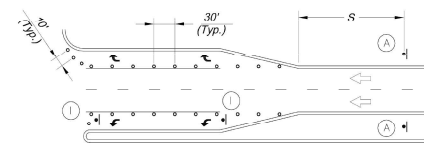
- Work Area
- Sign
- Barricade
- Direction of Travel
- Channelizer
- Arrow Panel
- Flagger



LANE CLOSURE - TWO LANE STREET



LANE CLOSURE - FOUR LANE STREET  
\* Install Signs Every 200 Feet Throughout the Closed Lane or As Needed



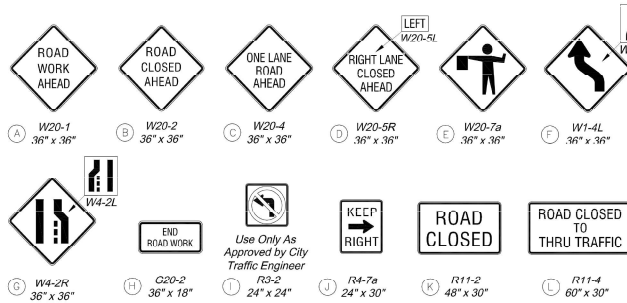
TURN LANE CLOSURE

Sign Spacing "S"		Taper Dimensions (Feet)				
Speed Limit (mph)	Spacing (Feet)	Speed Limit (mph)	Minimum Taper Length "L", per Lane Width "W"			Minimum Number of Channelizers
25	100	25	105	115	125	6
30 35	260	30	160	165	180	7
≥ 40	350	35	205	225	245	8
		40	270	295	320	9
		45	450	495	540	13

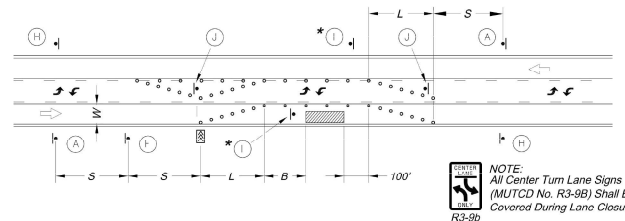
Guidelines for Length of Longitudinal Buffer Space "B"	
Speed Limit (mph)	Length (Feet)
25	35
30	55
35	85
40	120
45	170

Maximum Channelizer Spacing		
Speed Limit (mph)	Within Taper (Feet)	Outside Taper (Feet)
25	25	50
30	30	60
35	35	70
40	40	80
45	45	90

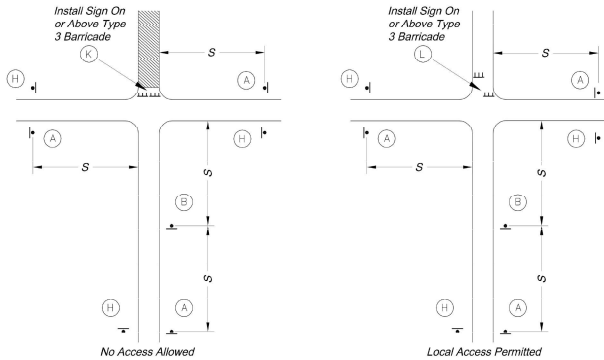
## SIGN LEGEND



TYPICAL SIGNING FOR WORK ADJACENT TO THE STREET



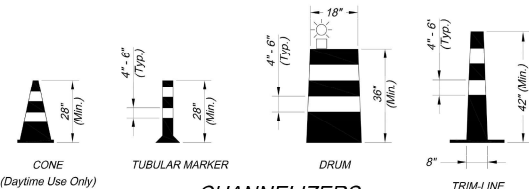
LANE CLOSURE - THREE LANE STREET  
\* Install Signs Every 200 Feet Throughout the Closed Lane or As Needed



TYPICAL STREET CLOSURE

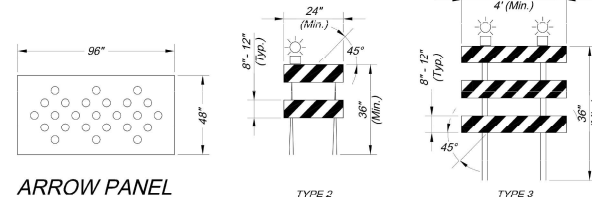
## GENERAL NOTES:

- All signs, barricades, channelizers, markings and other traffic control devices shall conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
- All traffic control devices shall be standard in size, shape, color, and message, in good condition, and retro-reflective. All signs shall be securely mounted with height and lateral location as described in the MUTCD.
- Warning lights shall be used on barricades in place at night and on warning signs which alert drivers about a change in alignment, traffic control, lane closure, or road closure.
- Flaggers shall be used where indicated on the plans, where construction vehicles interact with normal traffic, or where construction activities impose a restriction on traffic, as directed by the City Traffic Engineer. Where flaggers are used, advance signing shall be erected as shown in the details or as specified in the MUTCD. Flaggers shall meet the requirements in the MUTCD in regard to character, training, attire, and behavior.
- Trim-lines are the City's preferred channelizing device. Cones may not be used at nighttime.
- Traffic control devices not in use or not applicable shall be either covered or removed from the work area.
- The Contractor shall use barricades, street plates, or fencing as needed to effectively shield pedestrian and vehicular traffic from exposed objects, excavations, and construction activities.
- Access shall be maintained in all driveways and side streets unless noted otherwise on the plans.
- No street shall be closed without the approval of the City Traffic Engineer. The Contractor shall notify the City Traffic Engineer at least 7 days in advance of any street closure. If a detour route around the closure is to be provided, all detour signing shall be as shown on a plan approved by the City Traffic Engineer.
- Construction vehicles parked along streets shall be located within the work area (traffic control) or where otherwise normally permitted. Construction materials, including traffic control and vehicles shall not restrict sight distance for vehicles exiting at streets or drives.
- Construction materials shall be kept off of sidewalks, consolidated in one location within City right-of-way, and removed daily unless otherwise approved by the Inspector. Dirt, mud, and other construction debris on streets and sidewalks shall be removed immediately.
- The Contractor shall not perform any work that will restrict vehicular traffic in any way between the hours of 7:00 a.m. and 9:00 a.m. or 4:00 p.m. and 6:00 p.m. Monday through Friday unless otherwise indicated in the specifications.
- All travel lanes should be at least 11 feet wide unless otherwise authorized by the City Traffic Engineer. A "Narrow Lanes" sign shall be installed in advance of a lane width reduction to less than 11 feet.
- All edge drop-offs of more than 2 inches and less than 4 inches should be protected by a wedge or barrier and all edge drop-offs greater than 4 inches shall have edge protection (see Traffic Control Specifications for edge treatment requirements).
- The "Workers" symbolic sign (MUTCD No. W21-1a) may be used instead of the "Road Work Ahead" sign for work with a duration of 12 hours or less. The "End Road Work" sign is not required to be installed after the "Workers" sign.
- No traffic signal shall be altered or modified in any way without a plan approved by the City Traffic Engineer.
- The Contractor shall be responsible for maintaining all traffic control devices on an around-the-clock basis, whether or not work is actively being pursued and any deficiencies noted shall be corrected immediately.
- The traffic control requirements shown on these plans are minimum requirements only and do not attempt to address in depth the variety of situations that may occur once construction has started. In no way do the requirements shown on these plans relieve the Contractor of his responsibility for selecting the proper traffic control devices and implementation procedures that will assure the safety of drivers, pedestrians, and workers at all times.
- Should the contractor fail to enforce the traffic control plan or fail to clean, replace or otherwise maintain the traffic control devices when directed to do so by the City Traffic Engineer or representative, the City may take one or more of the following actions:
  - Employ another agency to correct deficiencies in traffic control devices and deduct the cost from the Contractor's pay estimate.
  - Stop the work until deficiencies are corrected.
  - Suspend all pay estimates until deficiencies are corrected, or
  - Place the Contractor in default.



CHANNELIZERS

NOTE: White Bands On Barricades and Channelizers Shall Be Made From High Intensity Sheeting Material.



ARROW PANEL

BARRICADES

CITY OF LEE'S SUMMIT  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION  
223 SE GREEN STREET  
LEE'S SUMMIT, MISSOURI 64063  
PHONE: (816) 869-1800 FAX: (816) 969-1909



Project: MAIN STREET/NW SLOANNE TUDOR ROAD  
TRAFFIC CONTROL DETAILS  
Sheet Name: STANDARD DRAWING TC-1

Drawn By: JMW  
Checked By: MP  
Date: 12-10-2008  
Project No.: X