

ARBORIDGE DRIVE PUBLIC STREET AND STORM PLANS FOR ARBOR WALK WEST LEE'S SUMMIT

UTILITIES
Electric Service
Evergy
Nathan Michael
913-347-4310
Nathan.michael@evergy.com

Gas Service
Spire
Bobbie Saulsberry
816-969-2266
bobbie.saulsberry@spireenergy.com

Water/Sanitary Sewer
Water Utilities Department
1200 SE Hamblen Road
Lee's Summit, Mo 64081
Jeff Thorn
816-969-1900
jeff.thorn@cityofls.net

Street and Storm
City of Lee's Summit Public Works Dept
220 SE Green
Lee's Summit, MO 64063
816-969-1800

Communication Service
AT&T Carrie Cilke
816-703-4386
cc3527@att.com

Time Warner Cable
Steve Baxter
913-643-1928
steve.baxter@charter.com

Comcast
Ryan Alkire
816-795-2218
ryan.alkire@cable.comcast.com

Google Fiber
Becky Davis
913-725-8745
rebeccadavis@google.com



FLOODPLAIN NOTE:
SUBJECT PROPERTY IS SHOWN TO BE LOCATED IN "OTHER AREAS ZONE X" ON THE FLOOD INSURANCE RATE MAP FOR JACKSON COUNTY, MISSOURI AND INCORPORATED AREAS. COMMUNITY PANEL NO. 29095C0531G, REVISED JANUARY 20, 2017. "OTHER AREAS ZONE X" IS DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN". LOCATION DETERMINED BY A SCALED GRAPHICAL PLOT OF THE FLOOD INSURANCE RATE MAP.

UTILITY STATEMENT:

THE UNDERGROUND UTILITIES SHOWN HEREON ARE FROM FIELD SURVEY INFORMATION OF ONE-CALL LOCATED UTILITIES, FIELD SURVEY INFORMATION OF ABOVE GROUND OBSERVABLE EVIDENCE, AND/OR THE SCALING AND PLOTTING OF EXISTING UTILITY MAPS AND DRAWINGS AVAILABLE TO THE SURVEYOR AT THE TIME OF SURVEY. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHERMORE, THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES BY EXCAVATION UNLESS OTHERWISE NOTED ON THIS SURVEY.

SAFETY NOTICE TO CONTRACTOR
IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICE, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

WARRANTY/DISCLAIMER

THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME. HOWEVER, NEITHER SM ENGINEERING NOR ITS PERSONNEL CAN OR DO WARRANTY THESE DESIGNS OR PLANS AS CONSTRUCTED, EXCEPT IN THE SPECIFIC CASES WHERE SM ENGINEERING PERSONNEL INSPECT AND CONTROL THE PHYSICAL CONSTRUCTION ON A CONTEMPORARY BASIS AT THE SITE.

CAUTION- NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE CONTRACTOR SHALL EXPOSE EXISTING UTILITIES AT LOCATIONS OF POSSIBLE CONFLICTS PRIOR TO ANY CONSTRUCTION.

RELEASED FOR CONSTRUCTION
As Noted on Plan Review

Development Services Department
Lee's Summit, Missouri
11/27/2023

INDEX OF SHEETS

- C-1 COVER SHEET
- C-2 EXISTING CONDITIONS
- C-3 EXISTING CONDITIONS
- C-4 DEMOLITION PLAN
- C-5 LAYOUT PLAN
- C-6 GRADING PLAN
- C-7 STORM LINE A PLAN AND PROFILE
- C-8 STORM LINE B PLAN AND PROFILE
- C-9 EROSION CONTROL PLAN
- C-10 EROSION CONTROL DETAILS
- C-11 DETAILS
- C-12 DETAILS
- C-13 DETAILS
- C-14 TRAFFIC CONTROL
- C-15 TRAFFIC CONTROL DETAILS

DEVELOPER

CHRISTIE DEVELOPMENT ASSOCIATES LLC 7217 W 110TH STREET OVERLAND PARK, KS 66210
CONTACT: GARRETT FUGATE
PHONE: 913.649.4500
EMAIL: GARRET@CHRISTIEDEV.COM

ENGINEER

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5507 HIGH MEADOW CIRCLE
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SMCIVILENGR@GMAIL.COM
785.341.9747

SURVEYOR

SCHMIDT, BECK & BOYD
ENGINEERING, LLC
1415 SW TOPEKA BOULEVARD
TOPEKA, KANSAS 66612
PH: (785) 215-8630 / WWW.SBBENG.COM

PRSUBD20234377
PRCOM20233582



SAMUEL D. MALINOWSKY
PROFESSIONAL ENGINEER

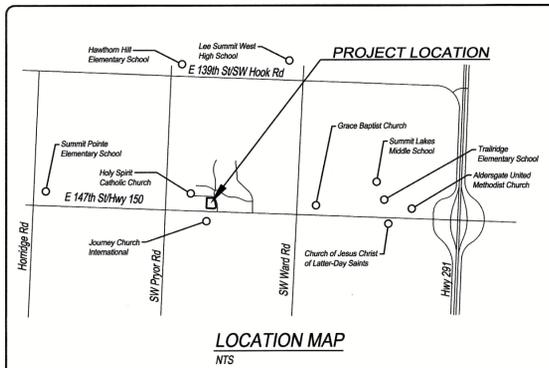
SM Engineering
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5507 High Meadow Circle
Manhattan Kansas, 66503
smcivilengr@gmail.com
785.341.9747

Drawings and/or Specifications are original proprietary work and property of the Engineer and intended specifically for this project. Use of items contained herein without consent of the Engineer is prohibited. Drawings illustrate best information available to the Engineer. Field verification of actual elements, conditions, and dimensions is required.

Revisions
8-29-23 CITY COMMENTS
10-3-23 CITY COMMENTS
10-25-23 CITY COMMENTS
11-3-23 CITY COMMENTS

ARBORIDGE DRIVE
IMPROVEMENTS
LEE'S SUMMIT, MO.

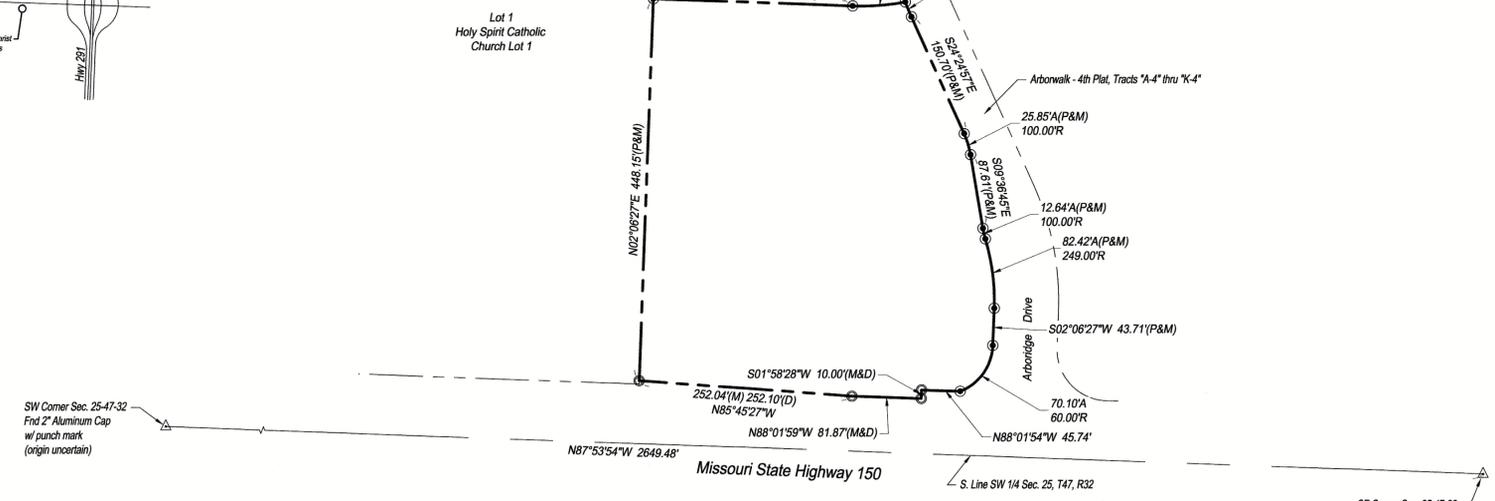
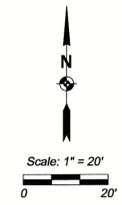
sheet
C1.0
Civil
COVER SHEET
permit
18 JULY 2023



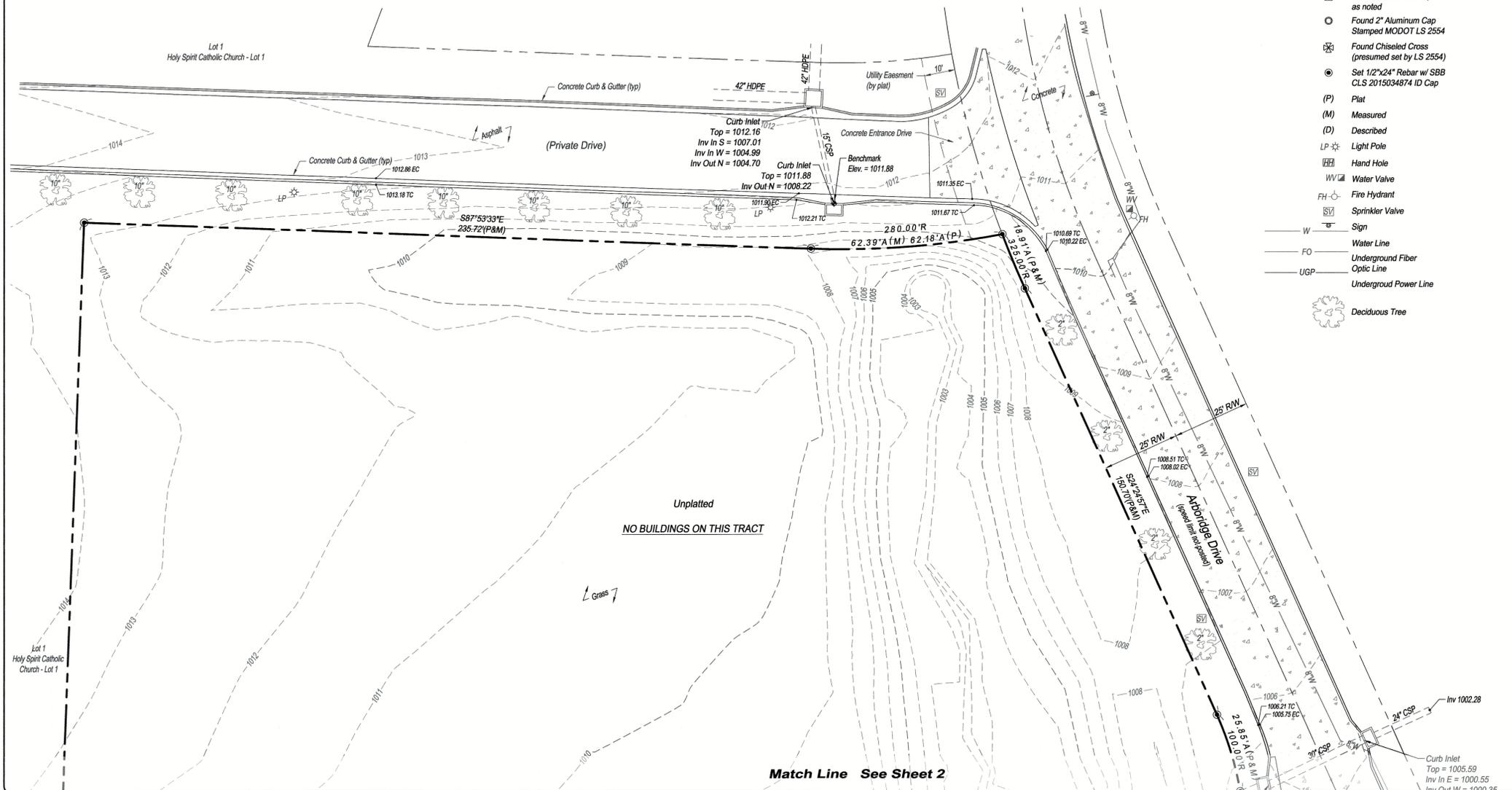
LOCATION MAP
NTS



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11/27/2023



Property Detail
Scale: 1" = 100'



LEGEND

	Found Section Corner, as noted
	Found 2" Aluminum Cap Stamped MODOT LS 2554
	Found Chiseled Cross (presumed set by LS 2554)
	Set 1/2"x24" Rebar w/ SBB CLS 2015034874 ID Cap
(P)	Plat
(M)	Measured
(D)	Described
LP	Light Pole
HH	Hand Hole
WV	Water Valve
FH	Fire Hydrant
SV	Sprinkler Valve
—	Sign
W	Water Line
FO	Undergroud Fiber
UGP	Optic Line
—	Undergroud Power Line
	Deciduous Tree

LEGAL DESCRIPTION:

All that part of the Southwest Quarter of Section 25, Township 47, Range 32, in Lee's Summit, Jackson County, Missouri, lying North of the North line of Missouri Highway 150, as presently established, lying West of the West line of SW Arboridge Drive as shown on the plat of ARBORWALK 4TH PLAT, a subdivision in Lee's Summit, Jackson County, Missouri, and lying South and East of Lot 1, HOLY SPIRIT CATHOLIC CHURCH - LOT 1, a subdivision in Lee's Summit, Jackson County, Missouri.

COMMITMENT FOR TITLE INSURANCE:

Issuing Office: Chicago Title Insurance Company
Order Number: KCC213333
Commitment Date: January 12, 2022 at 08:00 AM

SCHEDULE B, PART II EXCEPTIONS:

- Items 1 through 5 and 12 are standard exceptions, not plottable survey matters.
Items 6, 7 and 13 are tax related items, not plottable survey matters.
- Water line easement granted to the City of Lee's Summit, recorded June 25, 2001 as Document No. 200110048744. (Does not affect subject tract)
 - Right of way and easement granted to the State of Missouri by Warranty Deed recorded February 25, 2009 as Document No. 2009E017354. (This document describes the centerline of Missouri State Highway No. 150)(Is plotted hereon)(Easements and Right-of-Way taken by this document does not affect subject tract)
 - Right-of-Way Location Survey for MO State Highway 150 recorded July 9, 2009 as Document No. 2009E0068194, in Survey Book 33, Page 54 (This document is a survey of the proposed Right-of-Way of Missouri State Highway No. 150)(Is plotted hereon)
 - Any adverse claim based on the assertion that the boundary line of said Land is other than as shown on a survey designated as Job No. 23 1267 04, dated May 27, 2005, prepared by E.T. Archer Corporation d.b.a Archer Total Project Management. (Not a survey matter)

SURVEYOR'S NOTES:

- The bearing system for this survey is based on Missouri State Plane, West Zone, NAD 83.
 - Addresses shown on this survey were observed during the performance of the fieldwork.
 - According to the Flood Insurance Rate Map "FIRM" Community Map Number 29085C0513G, effective date January 20, 2017, this property is in Flood Zone "X", area determined to be outside the 0.2% annual chance floodplain.
 - Vertical datum shown on this survey is based on NAVD 88 datum.
- Chiseled square at center front face of curb inlet, located on South side of private drive along the North line of subject tract.
Elev. = 1011.88
- Chiseled square at the Northeast corner of concrete headwall for 6"x4" RCB, located near the SE corner of subject tract.
Elev. = 996.91
- Client did not provide a current zoning report for subject tracts.
 - The location of objects shown on this survey are those that were observable during the performance of the fieldwork. No research or investigation has been made with regards to any objects and/or potential encroachments that are underground.
 - Utilities were field located through Missouri One Call Ticket No. 213571736, dated December 23, 2021, and through observable field evidence. Water line location and size is shown as per GIS information provided by the City of Lee Summit.
 - Property ownership information and parcel lines are shown as per the Jackson County, Missouri on-line GIS map.

Reference Surveys:

- ALTANSPPS Land Title Survey (unsigned), by Jason Roundebush, PLS 2002014092, dated June 21, 2021.
- Right of Way Location Survey, by Gary R. Summers, RLS No. 2554, dated June 22, 2009.
- Subdivision plats of Arborwalk - 4th Plat, Tracts "A-4" thru "K-4" and Holy Spirit Catholic Church Lot 1.

CERTIFICATION
CASEY'S MARKETING COMPANY AND
CHICAGO TITLE INSURANCE COMPANY

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a), 8, 11 and 13 of Table A thereof. The field work was completed on January 5, 2022.

Date of Plat or Map: February 8, 2022

RICHARD T. SCHMIDT, P.S. 2628
SBB Engineering, LLC
101 South Kansas Avenue
Topeka, Kansas 66603
email: rick.schmidt@sbbeng.com
Corporate LS 2015034874



Rev.	By	Date	Description

PREPARED FOR:
Casey's Marketing Company
One SE Convenience Boulevard
Ankeny, Iowa 50021

SBB Engineering, LLC
transportation - site development - surveying
101 South Kansas Avenue
Topeka, Kansas 66603
Ph: (785) 215-9630 / www.sbbeng.com



SHEET TITLE:	ALTANSPPS LAND TITLE SURVEY
PROJECT LOCATION:	Northwest Corner Of Highway 150 And Arboridge Drive Lee Summit, Missouri 64081
SBB Proj. No.:	21-288
Drawn by:	JEM
Checked by:	RS
Date:	2/11/2022
Drawing No.:	Sh. 1 of 2

Match Line See Sheet 1

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Date of Plat or Map: February 11, 2022

RICHARD T. SCHMIDT, P.S. 2628
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101 South Kansas Avenue
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Corporate LS 2015034874



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Unplatted
NO BUILDINGS ON THIS TRACT

Total Area
3.96 Ac. ML

Overflow Structure
Top Grate = 1007.72
Top Structure = 1005.85
Inv Out SE = 997.42
Bottom Center = 996.28

Right-of-Way Location
(Doc. 2009E0068194 and
Deed Doc. 2009E017190)

Missouri State Highway 150
(RW Varies | 45 MPH)

Centerline Mo. State Hwy 150
(Doc. 2009E0017354)

Rev.	By	Date	Description

PREPARED FOR:
Casey's Marketing Company
One SE Convenience Boulevard
Ankeny, Iowa 50021

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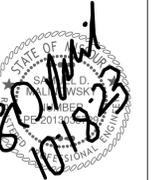
SHEET TITLE: ALTA/NSPS LAND TITLE SURVEY
PROJECT LOCATION: Northwest Corner Of Highway 150
And Arbridge Drive
Lee Summit, Missouri 64081

SBB Proj. No.:	21-288
Drawn by:	JEM
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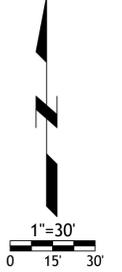
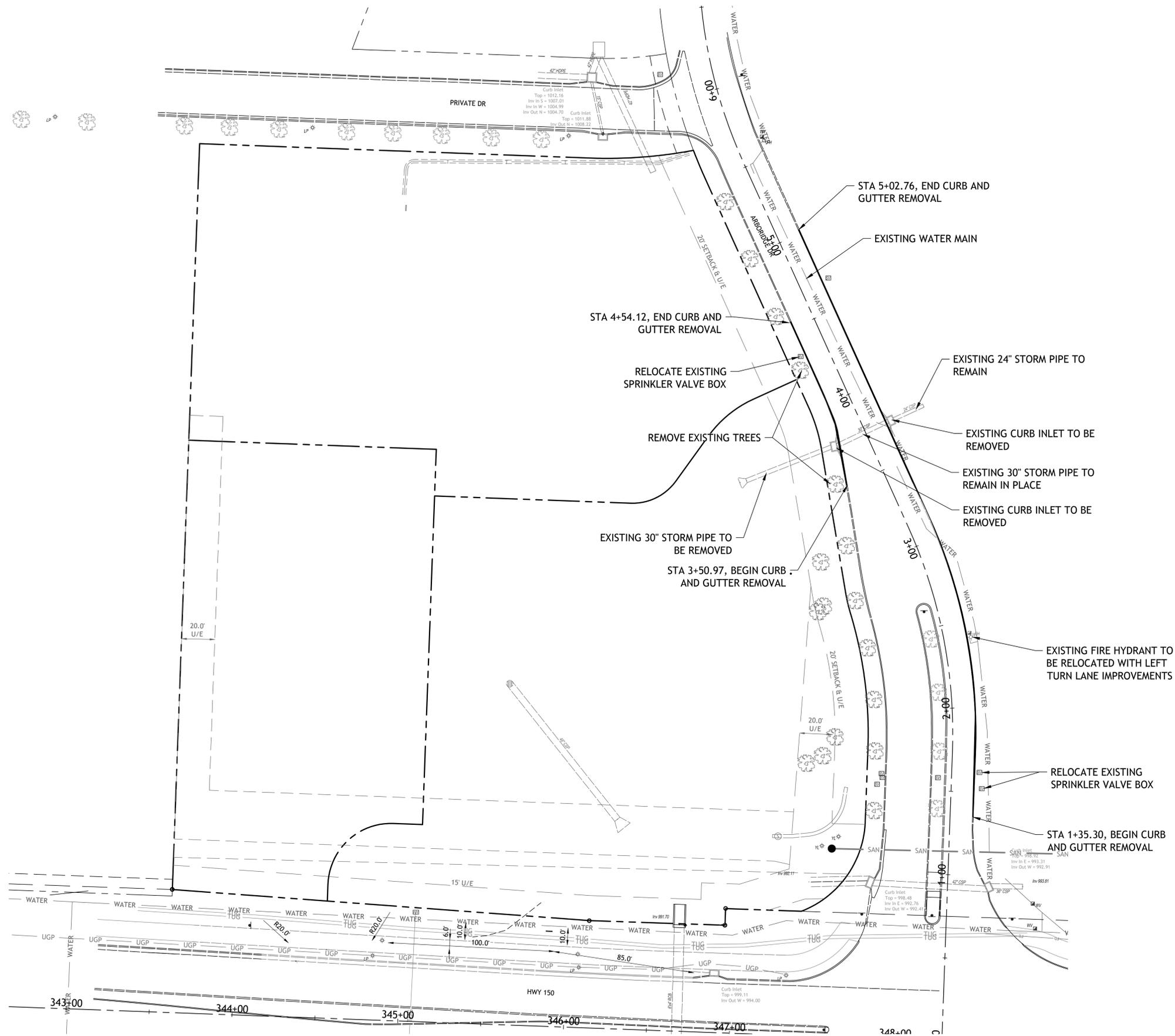
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Revisions
 8-29-23 CITY COMMENTS
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 10-18-23 CITY COMMENTS

**ARBORIDGE DRIVE
 IMPROVEMENTS**
 LEES SUMMITT, MO.

sheet
C4.0
 Civil
 DEMOLITION PLAN
 permit
 18 JULY 2023



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Lee's Summit, Missouri

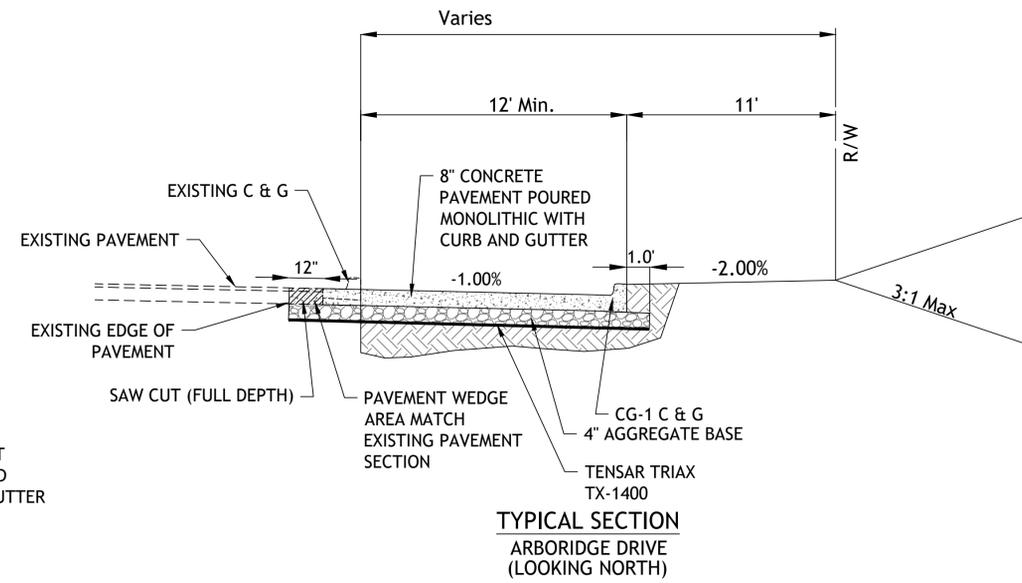
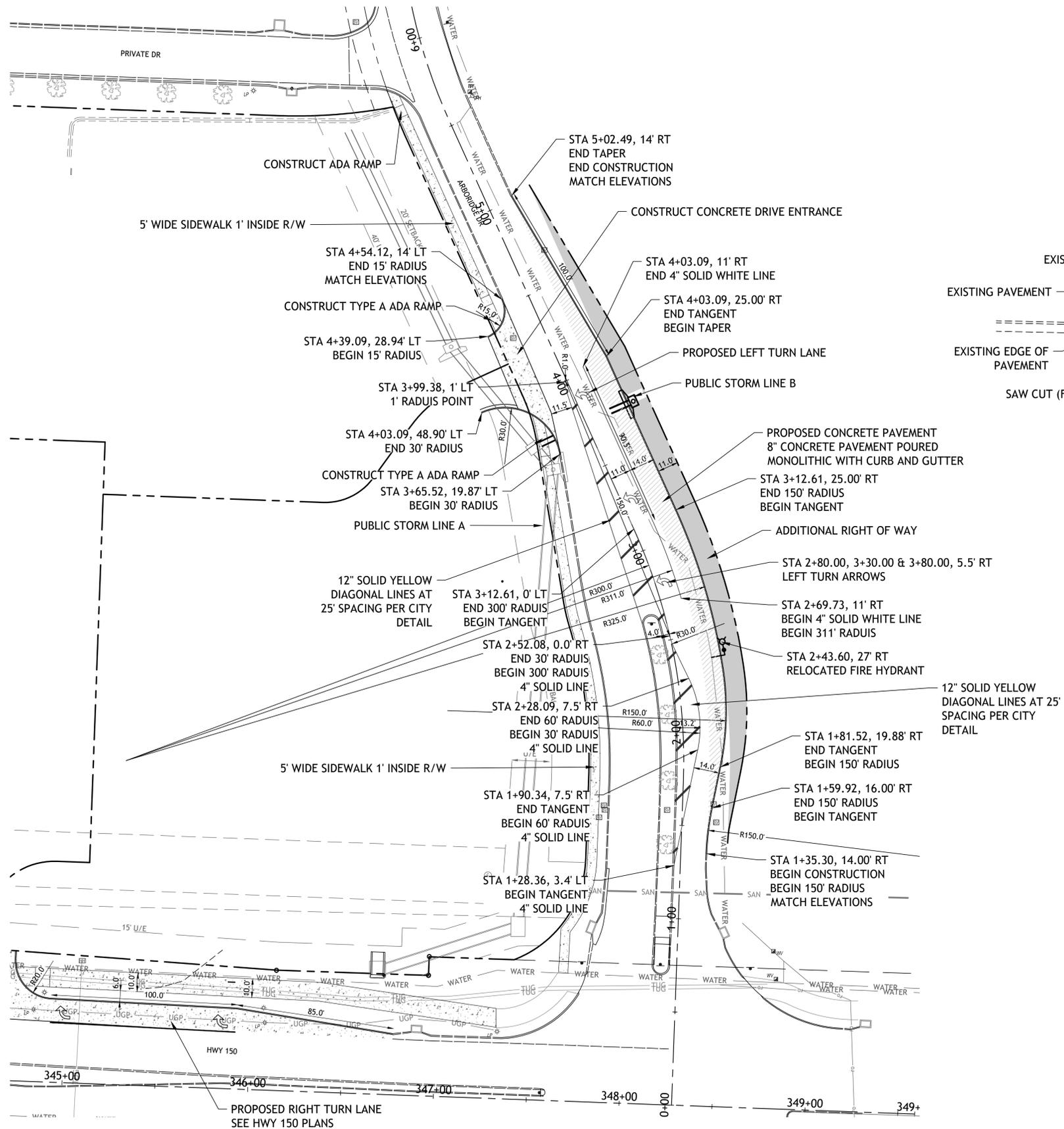
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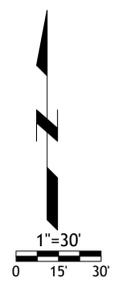
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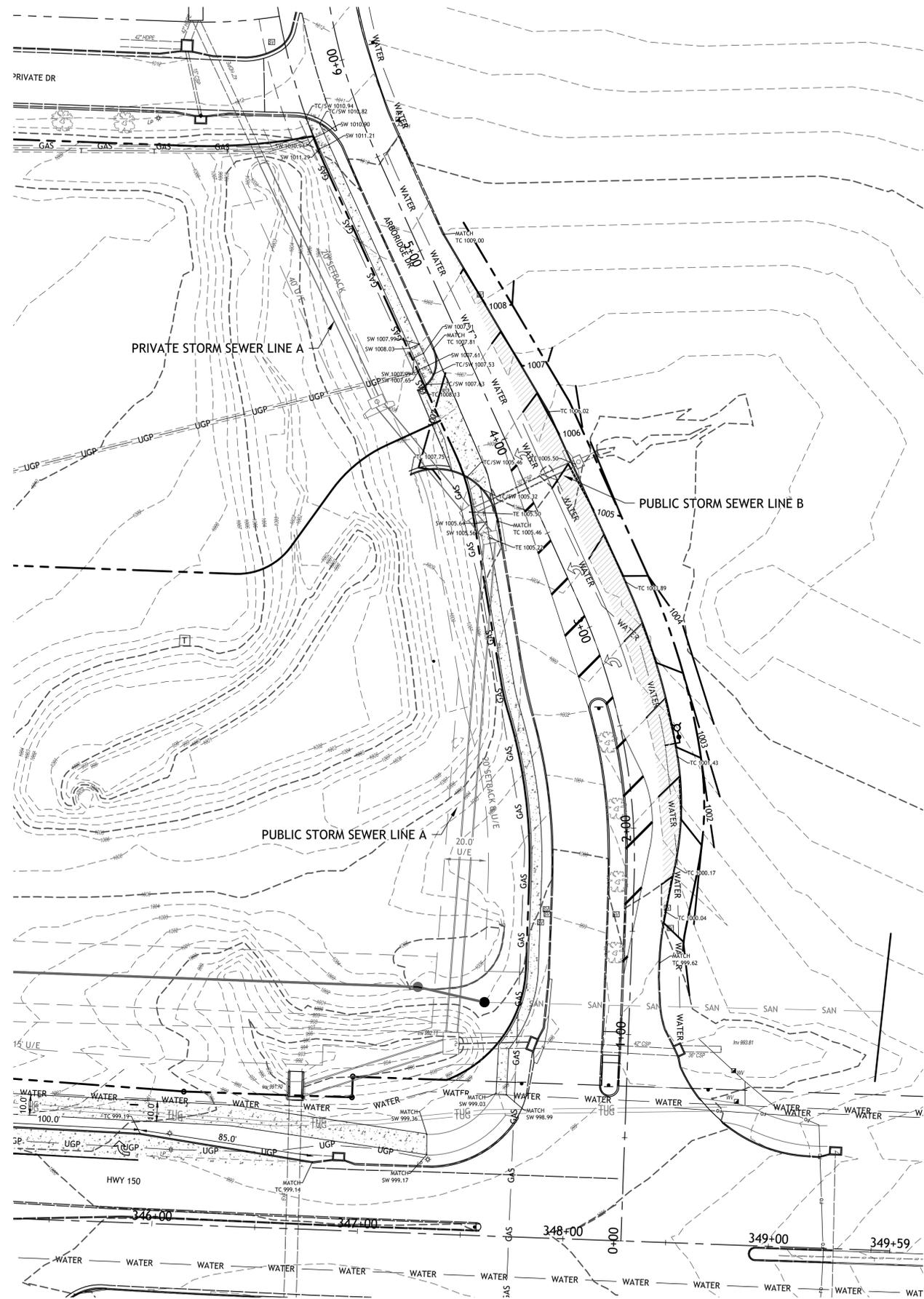


- NOTE
- TURN ARROWS SHALL BE PRE-FORMED THERMOPLASTIC PER CITY SPECIFICATIONS
 - LONGITUDINAL STRIPING MATERIAL SHALL BE HIGH BUILD PAINT PER CITY OF LEE'S SUMMIT SPECIFICATIONS

ARBORIDGE DRIVE IMPROVEMENTS
LEES SUMMIT, MO.

sheet
C5.0
Civil
OVERALL LAYOUT
permit
18 JULY 2023





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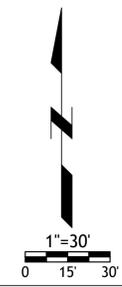
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ARBORIDGE DRIVE IMPROVEMENTS
 LEES SUMMITT, MO.

sheet
C6.0
 Civil
 GRADING
 permit
 18 JULY 2023



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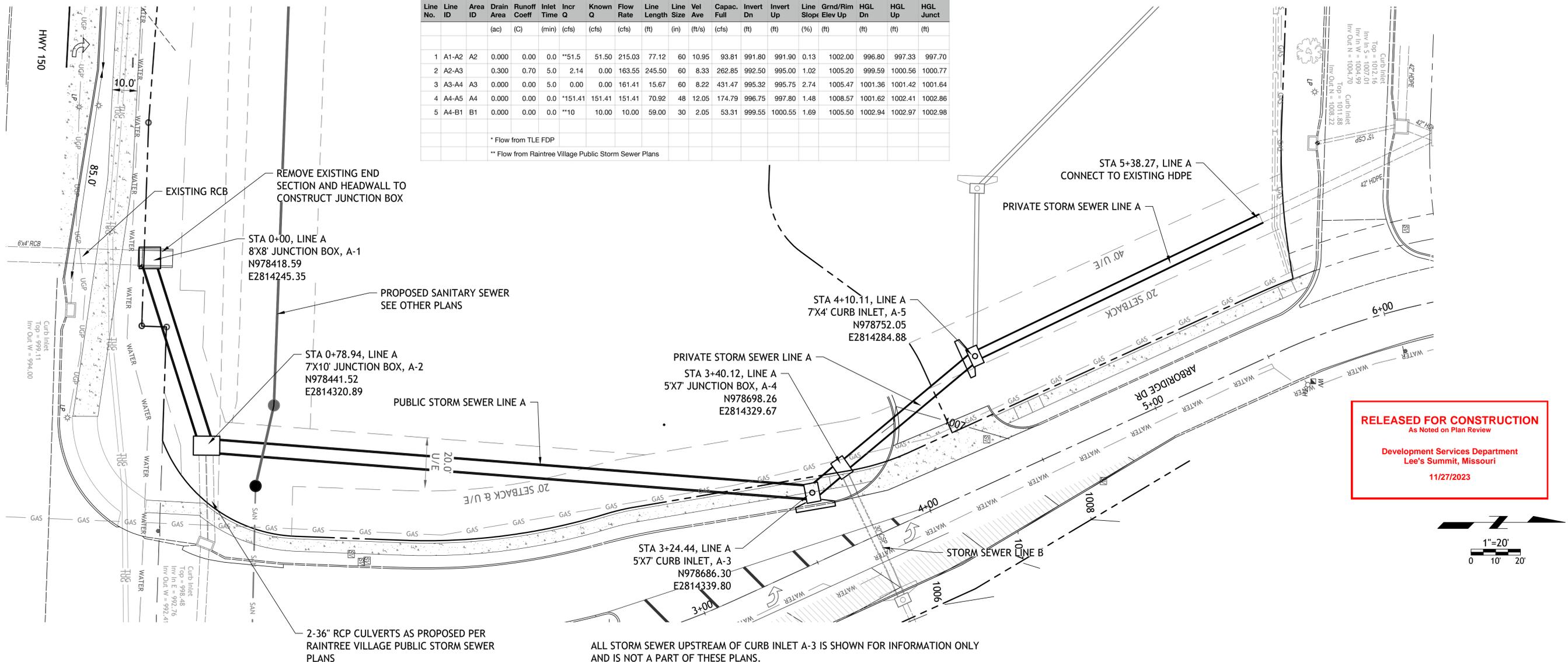


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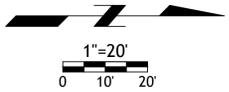
100 Year Calculations

Line No.	Line ID	Area ID	Drain Area (ac)	Runoff Coeff (C)	Inlet Time (min)	Incr Q (cfs)	Known Q (cfs)	Flow Rate (cfs)	Line Length (ft)	Line Size (in)	Vel Ave (ft/s)	Capac. Full (cfs)	Invert Dn (ft)	Invert Up (ft)	Line Slope (%)	Grnd/Rim Elev Up (ft)	HGL Dn (ft)	HGL Up (ft)	HGL Junct (ft)
1	A1-A2	A2	0.000	0.00	0.0	**51.5	51.50	215.03	77.12	60	10.95	93.81	991.80	991.90	0.13	1002.00	996.80	997.33	997.70
2	A2-A3		0.300	0.70	5.0	2.14	0.00	163.55	245.50	60	8.33	262.85	992.50	995.00	1.02	1005.20	999.59	1000.56	1000.77
3	A3-A4	A3	0.000	0.00	5.0	0.00	0.00	161.41	15.67	60	8.22	431.47	995.32	995.75	2.74	1005.47	1001.36	1001.42	1001.64
4	A4-A5	A4	0.000	0.00	0.0	**151.41	151.41	151.41	70.92	48	12.05	174.79	996.75	997.80	1.48	1008.57	1001.62	1002.41	1002.86
5	A4-B1	B1	0.000	0.00	0.0	**10	10.00	10.00	59.00	30	2.05	53.31	999.55	1000.55	1.69	1005.50	1002.94	1002.97	1002.98

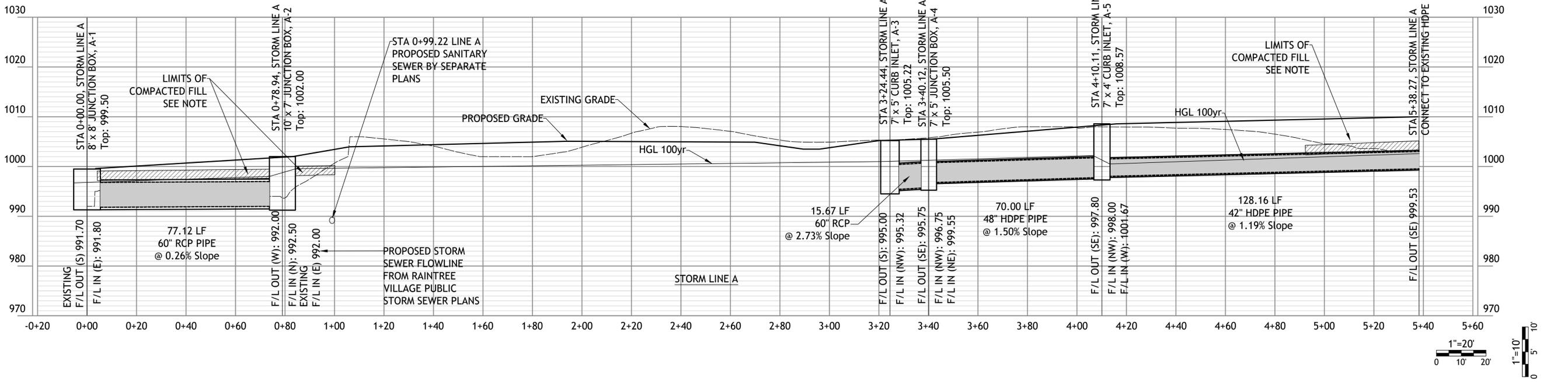
* Flow from TLE FDP
** Flow from Raintree Village Public Storm Sewer Plans



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ALL STORM SEWER UPSTREAM OF CURB INLET A-3 IS SHOWN FOR INFORMATION ONLY AND IS NOT A PART OF THESE PLANS.



ARBORIDGE DRIVE IMPROVEMENTS
LEES SUMMITT, MO.

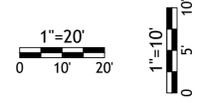
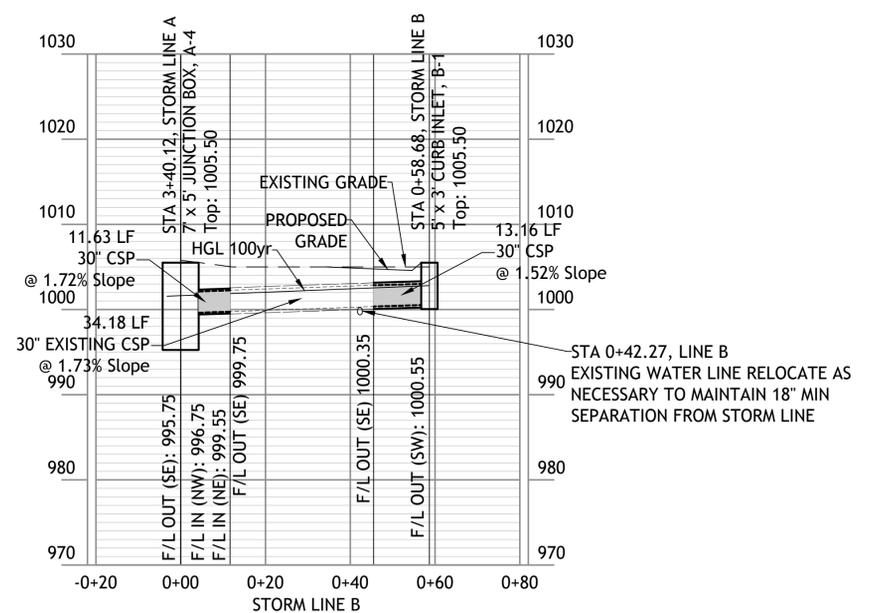
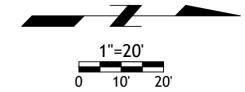
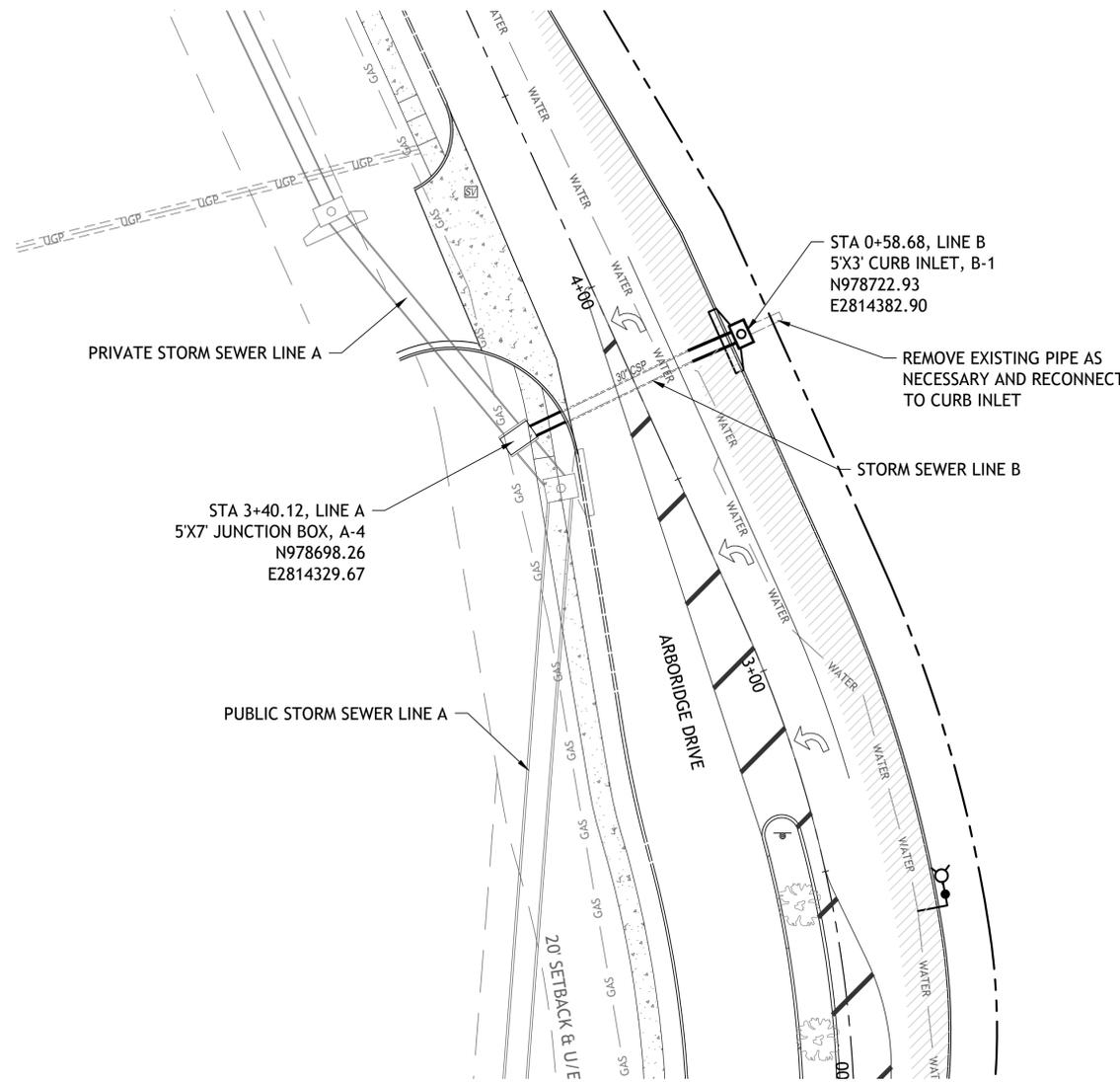
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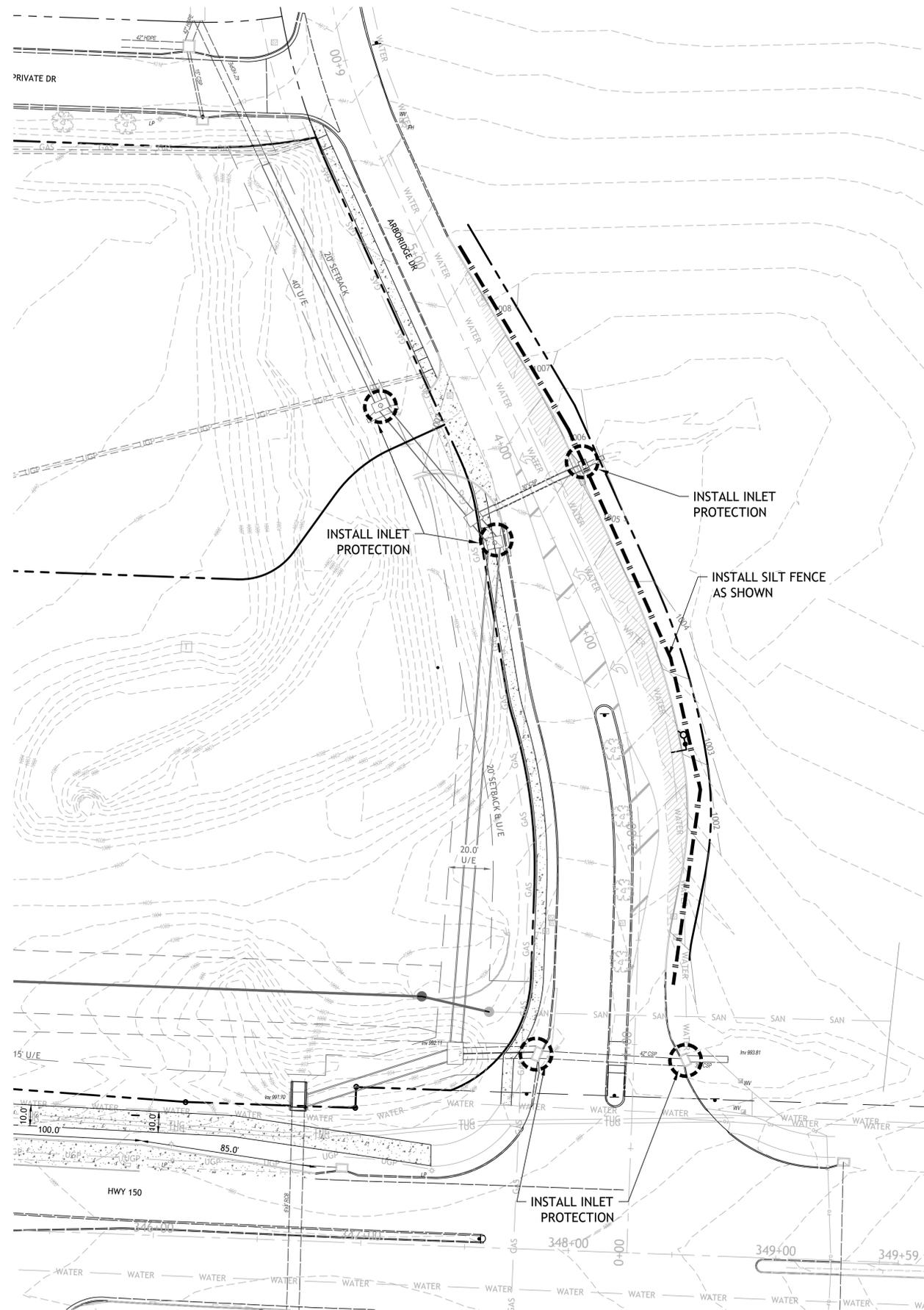
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 LEES SUMMITT, MO.

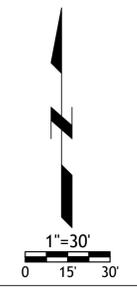
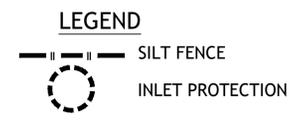


- NOTES:
- Prior to Land Disturbance activities, the following shall occur:
 - Identify the limits of construction on the ground with easily recognizable indications such as construction staking, construction fencing and placement of physical barriers or other means acceptable to the City Inspector and in conformance with the erosion and pollution control plan;
 - Construct a stabilized entrance/parking/staging area;
 - Install perimeter controls and protect any existing stormwater inlets;
 - Request an initial inspection of the installed Phase I pollution control measures designated on the approved erosion and pollution control plan. Land disturbance work shall not proceed until there is a passed inspection
 - The site shall comply with all requirements of the MoDNR general requirements
 - Immediate initiation of temporary stabilization BMPs on disturbed areas where construction activities have temporarily ceased on that portion of the project site if construction activities will not resume for a period exceeding 14 calendar days. Temporary stabilization may include establishment of vegetation, geotextiles, mulches or other techniques to reduce or eliminate erosion until either final stabilization can be achieved or until further construction activities take place to re-disturb the area. This stabilization must be completed within 14 calendar days;
 - Inspection of erosion and sediment control measures shall be performed to meet or exceed the minimum inspection frequency in the MoDNR General Permit. At a minimum, inspections shall be performed during all phases of construction at least once every 14 days and within 24 hours of each precipitation event.
 - An inspection log shall be maintained and shall be available for review by the regulatory authority;
 - The erosion and pollution control plan shall be routinely updated to show all modifications and amendments to the original plan. A copy of the erosion and pollution control plan shall be kept on site and made available for review by the regulatory authority.
 - Temporary seeding shall only be used for periods not to exceed 12 months. For final stabilization, temporary seeding shall only be used to establish vegetation outside the permanent seeding or sodding dates as specified in the Standard Specifications. Final stabilization requires a uniform perennial vegetative cover with a density of 70% over 100% of disturbed area.
 - Erosion and pollution control shall be provided for the duration of a project. All installed erosion and pollution control BMPs shall be maintained in a manner that preserves their effectiveness. If the City determines that the BMPs in place do not provide adequate erosion and pollution control at any time during the project, additional or alternate measures that provide effective control shall be required.
 - Concrete wash or rinse water from concrete mixing equipment, Tools and/or ready-mix trucks, etc. may not be discharged into or be allowed to run to any existing water body or portion of the storm water system. One or more locations for concrete washout will be designated on site, such that discharges during concrete washout will be contained in a small area where waste concrete can solidify in place. Proper signage will be installed to direct users to the concrete washout. Concrete washouts must be handled prior to pouring any concrete.
 - Silt fences and sediment control BMPs which are shown along the back of curb must be installed within two weeks of curb backfill and prior to placement of base asphalt. Exact locations of these erosion control methods may be field adjusted to minimize conflicts with utility construction. However, anticipated disturbance by utility construction shall not delay installation.
 - Required sediment basins and traps shall be installed as early as possible during mass grading. Sediment basins and traps shall be cleaned out when the sediment capacity has been reduced by 20% of its original design volume.
 - All manufactured BMPs such as erosion control blankets, TRMs, biodegradable logs, filter socks, synthetic sediment barriers and hydraulic erosion control shall be installed as directed by the manufacturer.
 - The above requirements are the responsibility of the permittee for the site. Responsibility may be transferred to another party by the permittee, but the permittee shall remain liable by the City of Lee's Summit if any of the above conditions are not met.

RELEASED FOR CONSTRUCTION
As Noted on Plan Review

Development Services Department
Lee's Summit, Missouri
11/27/2023

- EROSION CONTROL NOTES**
- PROTECT ALL STORM INLETS AND DRAINAGE CONVEYANCE FROM CONSTRUCTION DEBRIS AND SEDIMENT
 - DO NOT WASH CONCRETE TRUCKS INTO THE STORM SYSTEM.
 - DO NOT ALLOW SEDIMENT TO LEAVE CONSTRUCTION SITE.
 - KEEP ALL ROADS FREE FROM CONSTRUCTION DEBRIS AND SEDIMENT.



SM Engineering
SME
5507 High Meadow Circle
Manhattan Kansas, 66503
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Revisions
8-29-23 CITY COMMENTS
10-3-23 CITY COMMENTS
10-25-23 CITY COMMENTS
11-3-23 CITY COMMENTS

ARBORIDGE DRIVE IMPROVEMENTS
LEES SUMMITT, MO.

sheet
C9.0
Civil
EROSION CONTROL
permit
18 JULY 2023

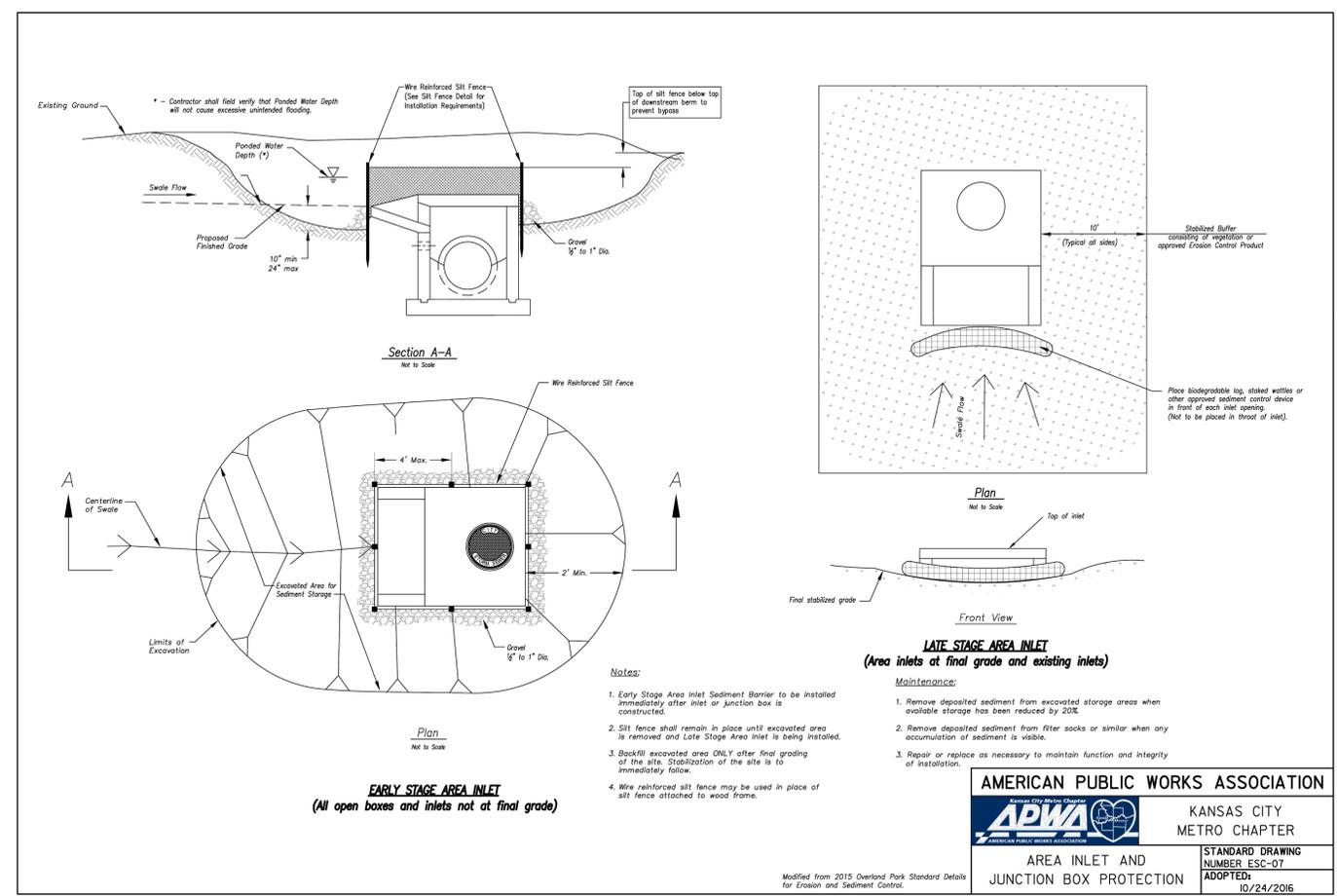
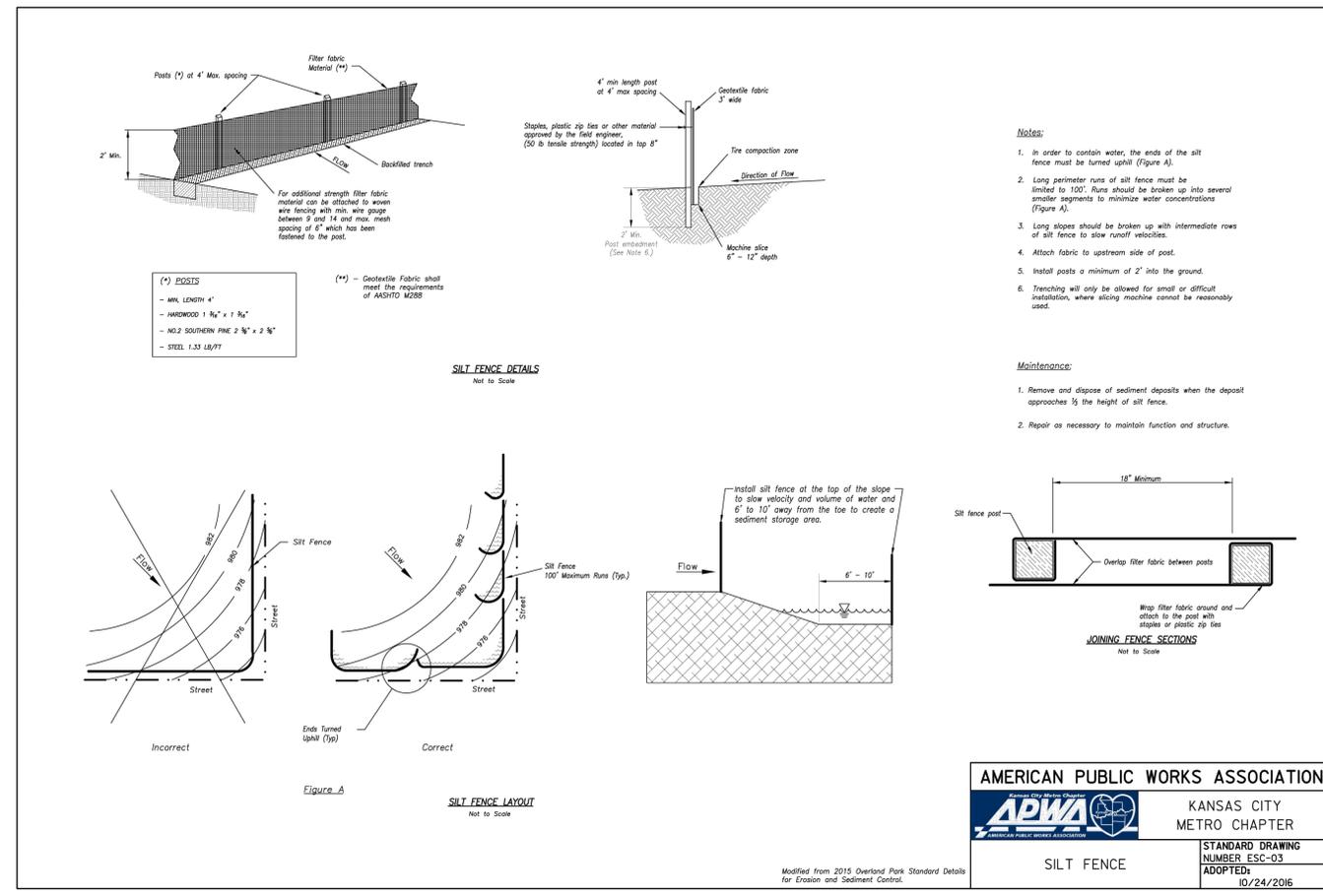
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Development Services Department
Lee's Summit, Missouri
11/27/2023

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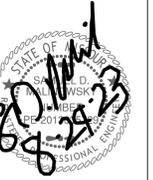


Revisions
8-29-23 CITY COMMENTS



ARBORIDGE DRIVE IMPROVEMENTS
LEES SUMMIT, MO.

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Revisions
8-29-23 CITY COMMENTS

1 TRANSVERSE CONTRACTION JOINT

NOTE:
TRANSVERSE CONTRACTION JOINTS FOR CONCRETE PAVEMENT OR BASE WIDENING SHALL MATCH EXISTING JOINTS.

2 LONG CONTRACTION/CONSTRUCTION JOINT

3 TRANSVERSE CONSTRUCTION JOINT

NOTES:
- DOWEL BARS SHALL BE SMOOTH REINFORCING BARS.
- DOWEL BARS SHALL BE BONDED INTO THE EXISTING PAVEMENT.
- BONDING FOR DOWEL BARS SHALL BE EPOXY OR POLYESTER BONDING AGENTS.
- THE PORTION OF THE DOWEL OUTSIDE THE HOLE SHALL BE COATED WITH AN APPROVED LUBRICANT.

4 TRANSVERSE ISOLATION JOINT

NOTES:
- DOWEL BARS SHALL BE SMOOTH REINFORCING BARS.
- DOWEL BARS SHALL BE BONDED INTO THE EXISTING PAVEMENT.
- BONDING FOR DOWEL BARS SHALL BE EPOXY OR POLYESTER BONDING AGENTS.
- THE PORTION OF THE DOWEL OUTSIDE THE HOLE SHALL BE COATED WITH AN APPROVED LUBRICANT.

5 LONG CONSTRUCTION JOINT (CURB & GUTTER)

NOTE:
- JOINT NOT NEEDED IF CURB & GUTTER IS MONOLITHICALLY POURED.

POOP THICKNESS (P)	DOWEL SIZE	TI BAR SIZE	DOWEL SPACING	TI BAR SPACING	MAX. FINAL SPACING	MAX. LONG. SPACING
6"	1/2"	#5 x 30"	N/A	20" CTRS.	12"	12"
7"	3/4"	#5 x 30"	12" CTRS.	30" CTRS.	14"	14"
8"	1.25" x 18"	#5 x 30"	12" CTRS.	30" CTRS.	15"	14"
24"	1.5" x 18"	#5 x 30"	12" CTRS.	30" CTRS.	15"	10"

TABLE

GENERAL NOTES:
- THE FINAL POSITION OF ALL DOWELS AND TI BARS SHALL BE PERPENDICULAR TO THE PLANE OF THE JOINT AND PARALLEL TO THE SURFACE OF THE PAVEMENT AND PARALLEL TO EACH OTHER.
- DOWEL BARS SHALL BE PLACED AT 8 INCHES FROM LONGITUDINAL JOINTS.
- TI BARS SHALL BE PLACED AT 12 INCHES FROM TRANSVERSE JOINTS.
- DOWEL BRACKET SHIPPING WIFE SHALL NOT BE CUT.
- CONTRACTOR SHALL SUBMIT PROJECT SPECIFIC JOINTING PLAN AT LEAST TWO WEEKS BEFORE PAVING OPERATIONS.
- IN ACCORDANCE WITH 2208.4.0, ALL JOINTS SHALL BE SEALED, INCLUDING CURB & GUTTER.

JOINT SPACING/INTERSECTION DETAIL

LEE'S SUMMIT MISSOURI

STANDARD DETAILS
CITY OF LEE'S SUMMIT, MO
LEE'S SUMMIT, JACKSON COUNTY, MO
TYPICAL PAVEMENT JOINT DETAILS

Drawn By: MJP
Checked By: GMB
Date: 05/2021
Proj. #:
GEN-9

SLAB MANHOLE FRAME
LEE'S SUMMIT PART NO.: LS103A
MINIMUM WEIGHT = 145 LB

STANDARD 24" MANHOLE FRAME
LEE'S SUMMIT PART NO.: LS101A
MINIMUM WEIGHT = 250 LB

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

LEE'S SUMMIT MISSOURI
PUBLIC WORKS ENGINEERING DIVISION | 230 SE GREEN STREET | LEE'S SUMMIT, MO 64063

DATE: 04/17
DRAWN BY: MJP
CHECKED BY: DL
STM-7

RELEASED FOR CONSTRUCTION
As Noted on Plan Review
Development Services Department
Lee's Summit, Missouri
11/27/2023

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

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

LEGEND

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

SIDEWALK/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 TIE BARS 6" IN EACH DIRECTION.
- ALL RAMP, SIDEWALK, SHARED-USE PATHS SUBGRADE MUST BE OF STABLE COMPACTED EARTH AND SHALL BE OVERLAPPED WITH 4" COMPACTED EARTH OR 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' CENTER TO CENTER.
- ADA MAXIMUM RAMP SLOPE = 8.33%
ADA MINIMUM CROSS SLOPE = 2.08%
*ADDITIONAL 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 10 FEET TO MATCH EXISTING SIDEWALK. CROSS SLOPE OF RAMP SHALL BE 1.0% ADA.
- TURNING SPACES SHALL BE 1.0% ADA 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 RAMP TO EXISTING SIDEWALK SHALL REQUIRE REMOVAL AND REPLACEMENT OF ADDITIONAL SIDEWALK BEYOND 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 (DWMAS).

TYPE A SIDEWALK/SHARED-USE RAMP

TYPE B SIDEWALK/SHARED-USE RAMP

SIDEWALK CURB DETAIL

CONTRACTION JOINT

ISOLATION JOINT

CURB & GUTTER DETAIL AT RAMP

LEE'S SUMMIT MISSOURI

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

Drawn By: MJP
Checked By: DL
Date: 05/2021
Proj. #:
GEN-3A

STRAIGHT CURB (TYPE C-1)

DOWELLED CURB (TYPE DC)

STRAIGHT BACK CURB & GUTTER (TYPE CG-1)

ROLL BACK CURB & GUTTER (TYPE CG-2)

STRAIGHT BACK DRY CURB & GUTTER (TYPE CG-1 DRY)

ROLL BACK DRY CURB & GUTTER (TYPE CG-2 DRY)

CURB & GUTTER DETAIL AT RAMP (ADA SLOPE REQUIREMENTS)

CURB REPLACEMENT DETAIL

GENERAL NOTES

- 3/4" ISOLATION JOINTS WITH 3 (2"-#5 BAR) SMOOTH DOWELS SHALL BE PLACED AT RADIUS POINTS AND AT 150' INTERVALS. THESE DOWEL BARS SHALL BE GREASED AND WRAPPED ON ONE END WITH EXPANSION TUBES.
- 3" DEEP CONTRACTION JOINTS SHALL BE INSTALLED AT APPROXIMATELY 10' INTERVALS. THESE JOINTS SHALL PASS ACROSS THE ENTIRE CURB SECTION.
- CONCRETE FILL SHALL HAVE UNIFORM AND SMOOTH FINISH.
- KCMB 4K CONCRETE SHALL BE USED FOR ALL CURB.
- ASPHALTIC CONCRETE SURFACE COURSE SHALL CONFORM TO STANDARD SPECIFICATIONS SECTION 2205.2.
- CURBS FOR NEW STREETS SHALL BE BUILT ON ASPHALT OR AGGREGATE BASE AS SHOWN IN TYPICAL SECTION DETAIL.
- WHITE CURING COMPOUND MUST BE APPLIED UNIFORMLY TO THE CONCRETE SURFACE IMMEDIATELY AFTER FINAL FINISHING.
- ALL DOWELS & TIE BARS SHALL BE EPOXY COATED.

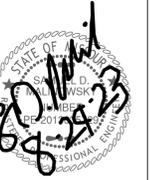
LEE'S SUMMIT MISSOURI

STANDARD DETAILS
CITY OF LEE'S SUMMIT, MO
LEE'S SUMMIT, JACKSON COUNTY, MO
CURB & GUTTER DETAIL

Drawn By: MJP
Checked By: DL
Date: 05/2021
Proj. #:
GEN-4

ARBORIDGE DRIVE IMPROVEMENTS
LEE'S SUMMIT, MO.

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Revisions
 8-29-23 CITY COMMENTS

TYPICAL LINE DETAILS

NOTES:
 1. ALL EDGE LINE, CENTER LINE, AND LANE LINE PAVEMENT MARKINGS SHALL BE 4" WIDE UNLESS OTHERWISE NOTED.
 2. EDGE LINES SHALL BE CONTINUOUS SOLID WHITE OR YELLOW LINES. RIGHT SIDE EDGE LINES SHALL BE SOLID WHITE. MEDIAN OR LEFT SIDE EDGE LINES ON DIVIDED ROADWAYS ARE TO BE SOLID YELLOW. EDGE LINES AND CENTER LINES SHALL BE CONTINUOUS ACROSS DRIVEWAYS.

TYPICAL INTERSECTION MARKINGS

NOTES:
 1. TRANSVERSE CROSSWALK LINES SHALL BE INSTALLED SUCH THAT THE DISTANCE BETWEEN LINES IS AT LEAST 6 FEET OR 10 FEET.
 2. STOP LINES ARE REQUIRED AT SIGNALIZED INTERSECTIONS, ON MULTI-LANE STOP CONTROLLED APPROACHES, OR ADVANCE OF CROSSWALKS AT CONTROLLED INTERSECTIONS.

TYPICAL MARKINGS FOR FOUR-LANE UNDIVIDED ROADWAY

TYPICAL MEDIAN NOSE CENTER LINE DETAIL

ARROW AND SYMBOL DETAILS

NOTES:
 1. ALL ARROW AND SYMBOL MARKINGS SHALL BE WHITE, AND SHALL BE CENTERED IN THEIR RESPECTIVE TRAFFIC LANES.
 2. RIGHT-TURN AND COMBINATION RIGHT-TURN/STRAIGHT ARROWS ARE REVERSE OF ARROWS SHOWN.

PAVEMENT MARKING GENERAL NOTES:
 1. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
 2. ALL WORDS AND SYMBOLS SHALL CONFORM TO THE LATEST EDITION OF STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS PRINTED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.
 3. PAVEMENT MARKINGS, EITHER TEMPORARY OR PERMANENT ARE REQUIRED AT ALL TIMES IF THE ROADWAY IS OPEN TO TRAFFIC.
 4. ALL PAVEMENT MARKINGS THAT CONFLICT WITH THE DESIRED MARKINGS SHALL BE COMPLETELY REMOVED. REMOVALS SHALL NOT LEAVE THE ROAD SURFACE SCARRED WITH AN IMAGE THAT MISLEADS TRAFFIC. ANY EXCESS DAMAGE OR SCARRING OF PAVEMENT SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
 5. THE PROPOSED PERMANENT MARKINGS SHALL BE LAID OUT BY THE CONTRACTOR IN ADVANCE OF THE MARKING INSTALLATION. MARKINGS SHALL NOT BE APPLIED UNTIL THE LAYOUT HAS BEEN APPROVED BY THE CITY TRAFFIC ENGINEER.
 6. CENTER LINES SHALL BE MARKED ON ALL UNDIVIDED ARTERIAL STREETS, AND ANY OTHER UNDIVIDED STREET WITH MORE THAN TWO LANES AND/OR A SPEED LIMIT OF 30 MPH OR MORE.
 7. EDGE LINES SHALL BE MARKED ON ALL NON-CURBED STREETS.

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

STANDARD DETAILS
 CITY OF LEE'S SUMMIT, MO
 LEE'S SUMMIT, JACKSON COUNTY, MO
 PROJECT NAME: ROADWAY MARKING DETAILS

Drawn By: BWC
 Checked By: MJP
 Date: 05/2023
 File #: PM-1

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

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

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

TYPE A SIDEWALK/SHARED-USE RAMP

TYPE B SIDEWALK/SHARED-USE RAMP

SIDEWALK/SHARED-USE PATH & SIDEWALK/SHARED-USE RAMP NOTES:
 1. CURB RAMP GRADING, NOT INCLUDING FLARES, SHALL MATCH EXISTING SIDEWALK WIDTH AND OPENING SHALL BE AT LEAST 48" WIDE.
 2. USE 18" LONG #4 EPOXY COATED BARS @ 24" O.C. EMBED THE BARS 3" IN EACH DIRECTION.
 3. ALL RAMP, SIDEWALKS, SHARED-USE PATHS SHOULD BE OF STABLE, COMPACTED EARTH AND SHALL BE OVERLAYED WITH 4" COMPACTED DENSE GRADED AGGREGATE BASE.
 4. LONGITUDINAL JOINT SPACING TO MATCH WIDTH OF SIDEWALK.
 5. ISOLATION JOINTS SHALL BE PLACED WHERE WALK ABUTS DRIVEWAYS AND SIMILAR STRUCTURES, AND 100' CENTERS MAX.
 6. ADA MAXIMUM RAMP SLOPE = 8.33%
 ADA MAXIMUM CROSS SLOPE = 2.08%
 *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% +/- 0.03%.
 7. TURNING SPACES SHALL BE 1.5% +/- 0.03% 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.
 8. FOR RETROFIT WORK, SLOPES TO BE DETERMINED IN FIELD BY CONTRACTOR AND APPROVED BY CITY INSPECTOR.
 9. RAMP EXTENSION AREA SHALL NOT BE USED AS TRANSITION TO EXISTING SIDEWALK. ANY TRANSITIONS REQUIRED TO MATCH RAMP TO EXISTING SIDEWALK SHALL REQUIRE REMOVAL AND REPLACEMENT OF ADDITIONAL SIDEWALK BEYOND 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.
 10. ALL SIDEWALK AND RAMP CONSTRUCTION SHALL MEET CURRENT PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAG).

SIDEWALK CURB DETAIL

JOINT DETAILS

CURB & GUTTER DETAIL AT RAMP

CONSTRUCTION JOINT

ISOLATION JOINT

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

STANDARD DETAILS
 CITY OF LEE'S SUMMIT, MO
 LEE'S SUMMIT, JACKSON COUNTY, MO
 PROJECT NAME: ADA RAMP RETROFIT DETAIL

Drawn By: MJP
 Checked By: DL
 Date: 05/2023
 File #: GEN-3A

RELEASED FOR CONSTRUCTION
 As Noted on Plan Review
 Development Services Department
 Lee's Summit, Missouri
 11/27/2023

SIDEWALK/SHARED-USE PATH DETAIL

GENERAL NOTES:
 1. SUBGRADE MUST BE OF STABLE, COMPACTED EARTH AND SHALL BE OVERLAYED WITH 4" COMPACTED DENSE GRADED AGGREGATE BASE.
 2. 1.5% CROSS SLOPE MUST BE MAINTAINED THROUGH DRIVEWAYS.
 3. KOMOMO 4x4 CONCRETE MIX SHALL BE REQUIRED FOR ALL SIDEWALKS/SHARED-USE PATHS.
 4. ALL SIDEWALK/SHARED-USE PATHS SHALL MEET CURRENT PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAG).
 5. AN ISOLATION JOINT SHALL BE PLACED AT A MAXIMUM OF 100 FT. CONSTRUCTION JOINTS SHALL BE PLACED THE SAME WIDTH OF SIDEWALK/SHARED-USE PATHS, BUT NO GREATER THAN 10 FT.
 6. AN ISOLATION JOINT SHALL BE PLACED WHERE THE SIDEWALK/SHARED-USE PATHS MEETS A RESIDENTIAL DRIVEWAY.
 7. SHARED-USE PATHS WIDTH SHALL BE 10 FT. WIDE.
 8. SIDEWALK/SHARED-USE PATHS FINISHING SHALL BE FULL BROOM FINISH OR AS DIRECTED BY CITY INSPECTOR.
 9. WHITE CURING COMPOUND MUST BE APPLIED UNIFORMLY TO THE CONCRETE SURFACE IMMEDIATELY AFTER FINAL FINISHING.

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

Date: 05/2023
 Drawn By: MJP
 Checked By: DL

GEN-2

TYPICAL MARKINGS FOR TWO-WAY LEFT-TURN LANE

TYPICAL TURN LANE MARKINGS

TYPICAL DUAL TURN LANE MARKINGS

TYPICAL STRIPED OUT TURN LANE MARKINGS

NOTE:
 1. DASHED EXTENSION LINES SHALL NOT EXTEND THROUGH CROSSWALKS.

LENGTH OF "L" NUMBER OF ARROWS OR SYMBOLS "S"

LENGTH OF "L"	NUMBER OF ARROWS OR SYMBOLS "S"
< 81'	1
81' - 120'	2
121' - 200'	3
201' - 280'	4
281' - 360'	5
361' - 440'	6

NOTE:
 1. DIAGONAL LINES ARE REQUIRED BETWEEN CENTERLINES IF THE WIDTH OF THE AREA BETWEEN THE CENTER LINES IS GREATER THAN 12' AND/OR THE LENGTH OF THE AREA BETWEEN CENTER LINES IS GREATER THAN 250'.
 2. DIAGONAL LINES SHOULD BE SPACED AT 5' INCREMENTS, EQUAL TO THE POSTED SPEED LIMIT.
 3. EQUAL SPACING IS CALCULATED AS (L - 40) / (S - 1).
 4. WHEN A THROUGH LANE OF TRAFFIC TERMINATES AS A MANDATORY TURN LANE, ARROW AND "ONLY" SYMBOLS SHOULD BE MARKED IN THE TURN LANE, IN ALTERNATING ORDER. THE FIRST AND LAST SYMBOLS SHOULD BE ARROWS.

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

STANDARD DETAILS
 CITY OF LEE'S SUMMIT, MO
 LEE'S SUMMIT, JACKSON COUNTY, MO
 PROJECT NAME: INTERSECTION MARKING DETAILS

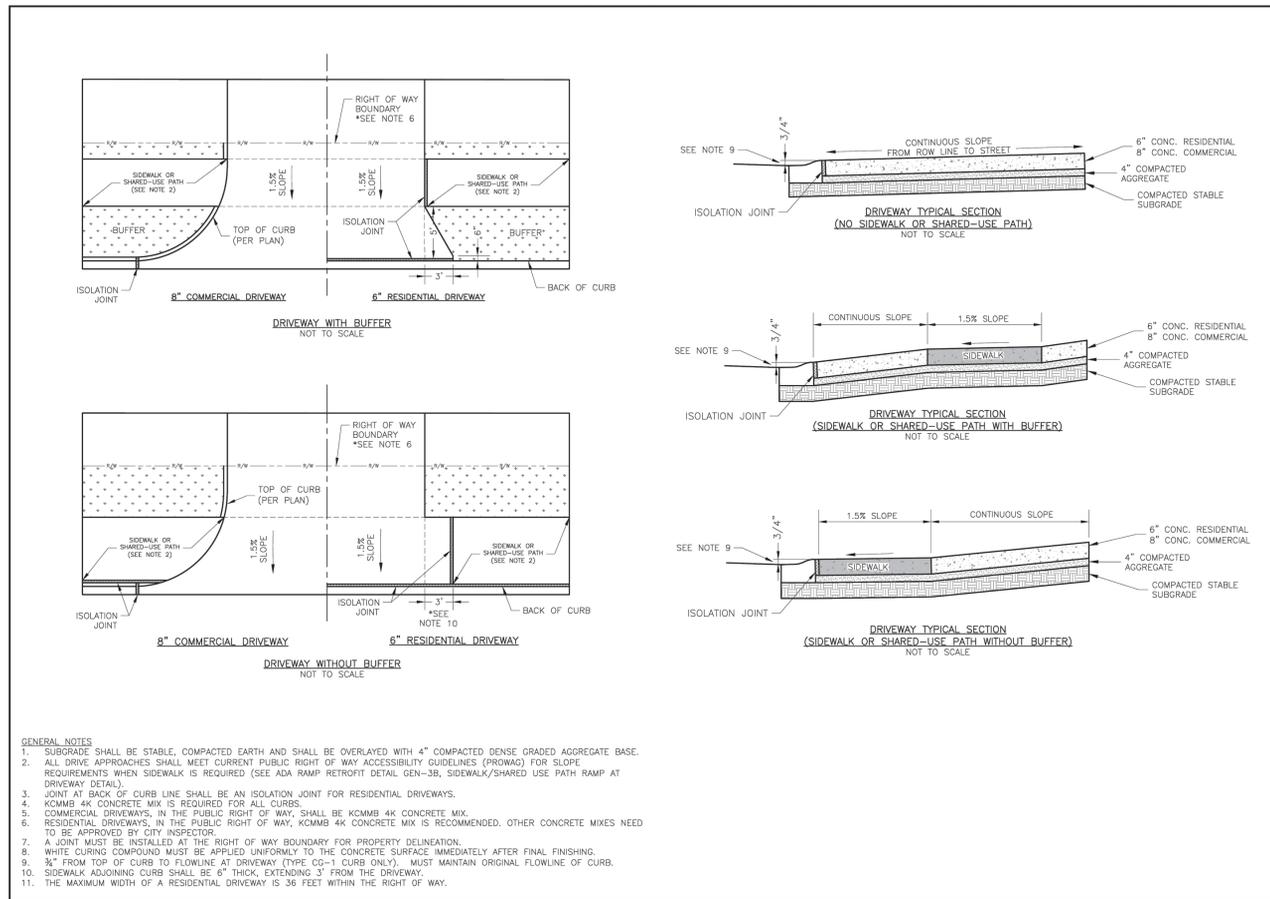
Drawn By: BWC
 Checked By: MJP
 Date: 05/2020
 File #: PM-2

ARBORIDGE DRIVE IMPROVEMENTS
 LEE'S SUMMIT, MO.

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Revisions
 8-29-23 CITY COMMENTS

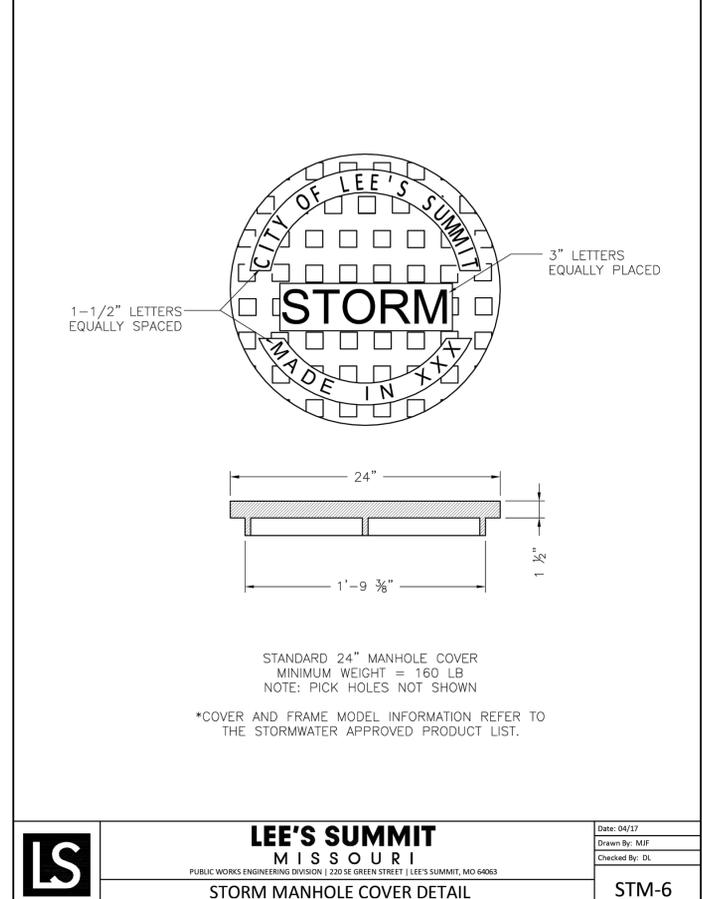


LEE'S SUMMIT MISSOURI
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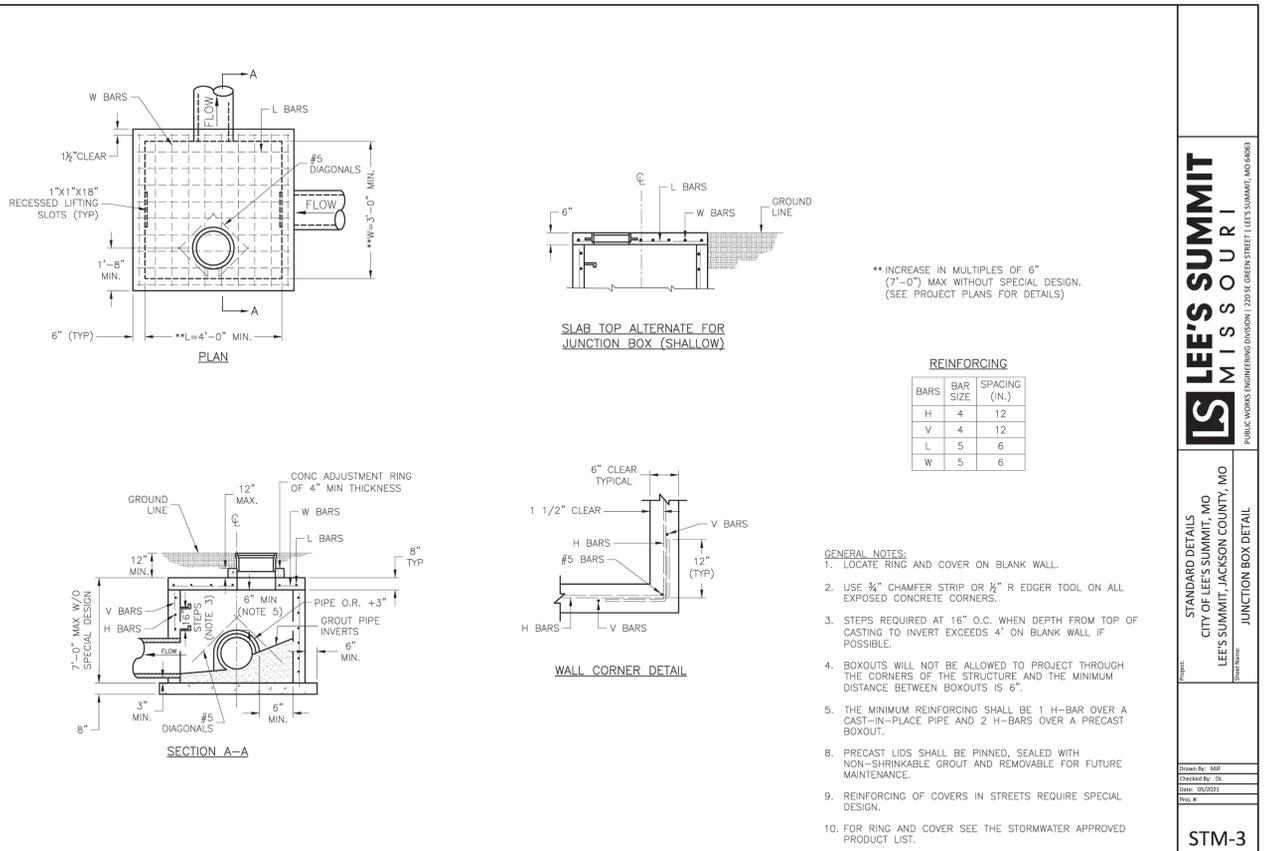
STANDARD DETAILS
 CITY OF LEE'S SUMMIT, MO
 LEE'S SUMMIT, JACKSON COUNTY, MO

Drawn By: MJP
 Checked By: DL
 Date: 05/2021
 Proj #:

GEN-1



RELEASED FOR CONSTRUCTION
 As Noted on Plan Review
 Development Services Department
 Lee's Summit, Missouri
 11/27/2023

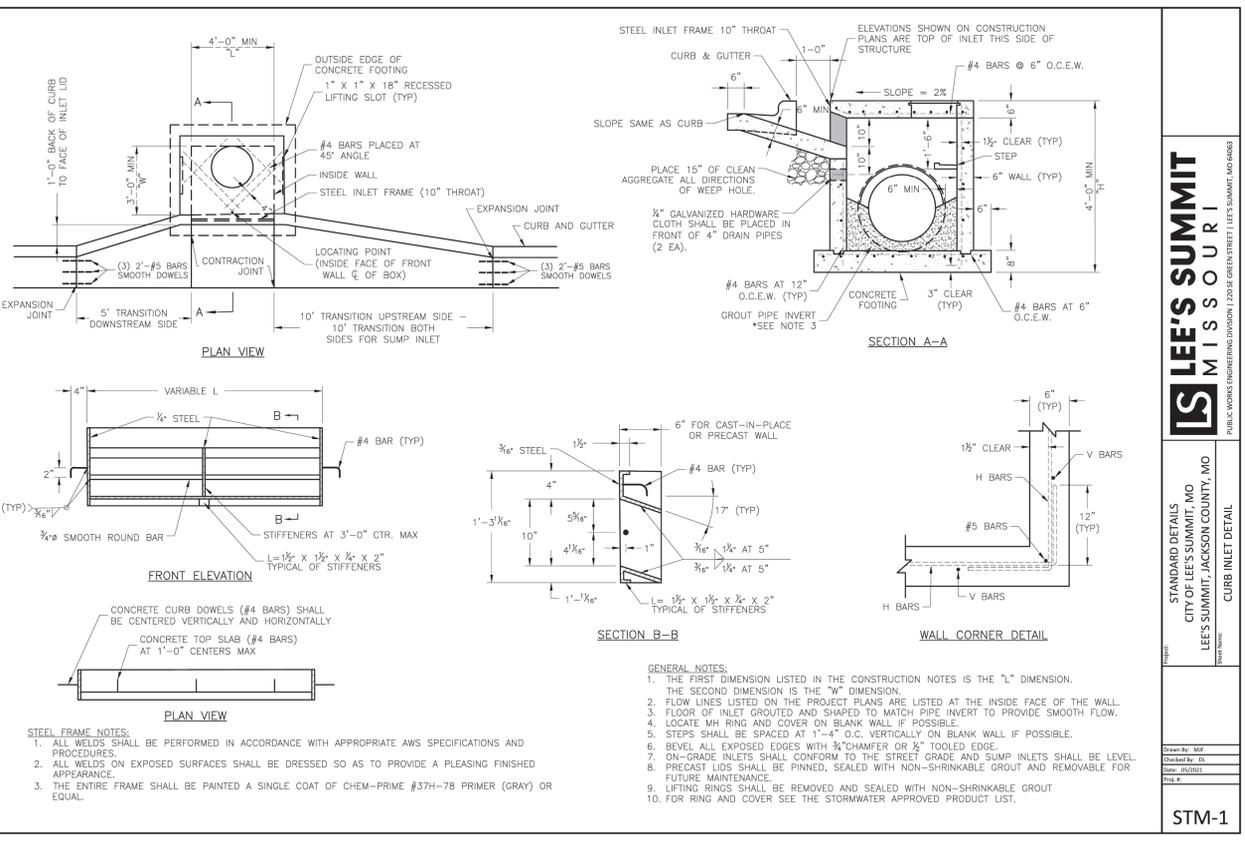


LEE'S SUMMIT MISSOURI
 PUBLIC WORKS ENGINEERING DIVISION | 1200 SE GREEN STREET | LEE'S SUMMIT, MO 64083

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

Drawn By: MJP
 Checked By: DL
 Date: 05/2021
 Proj #:

STM-3



ARBORIDGE DRIVE IMPROVEMENTS
 LEE'S SUMMIT, MO.

RELEASED FOR CONSTRUCTION

As Noted on Plan Review

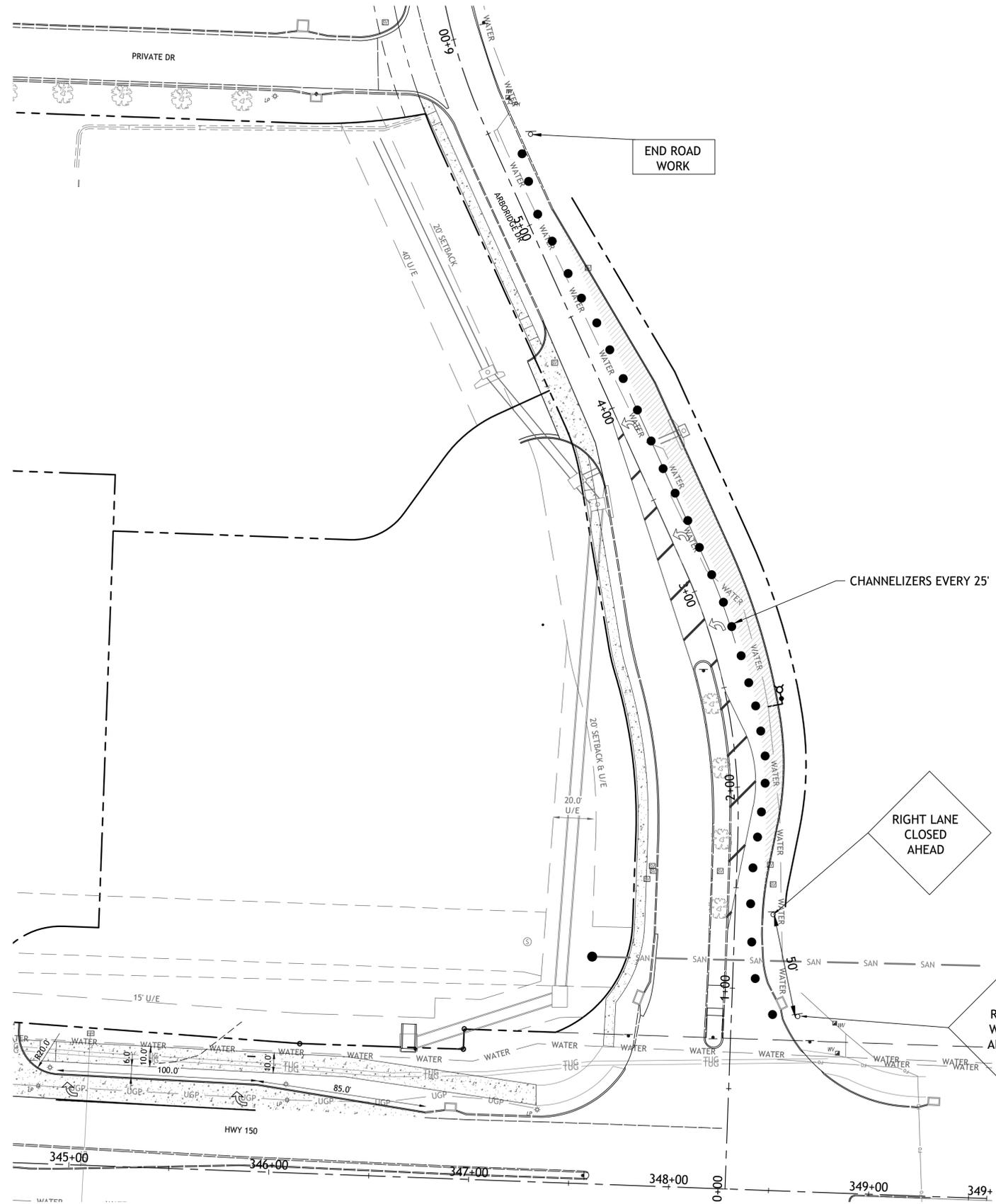
Development Services Department
Lee's Summit, Missouri

11/27/2023

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Revisions
8-29-23 CITY COMMENTS
10-3-23 CITY COMMENTS
10-25-23 CITY COMMENTS
11-3-23 CITY COMMENTS



END ROAD WORK

NOTE:
CONTRACTOR TO SHIFT TRAFFIC CONTROL TO WEST SIDE AS NECESSARY

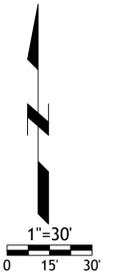
2 LANES OF TRAFFIC TO BE MAINTAINED AT ALL TIMES.

CHANNELIZERS EVERY 25'

RIGHT LANE CLOSED AHEAD

ROAD WORK AHEAD

ARBORIDGE DRIVE
IMPROVEMENTS
LEES SUMMIT, MO.



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Revisions
8-29-23 CITY COMMENTS

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

Project: POLE AND LUMINAIRE DETAILS
CITY OF LEE'S SUMMIT, MO
LEE'S SUMMIT, JACKSON COUNTY, MO
Sheet Name: TRAFFIC CONTROL DETAILS

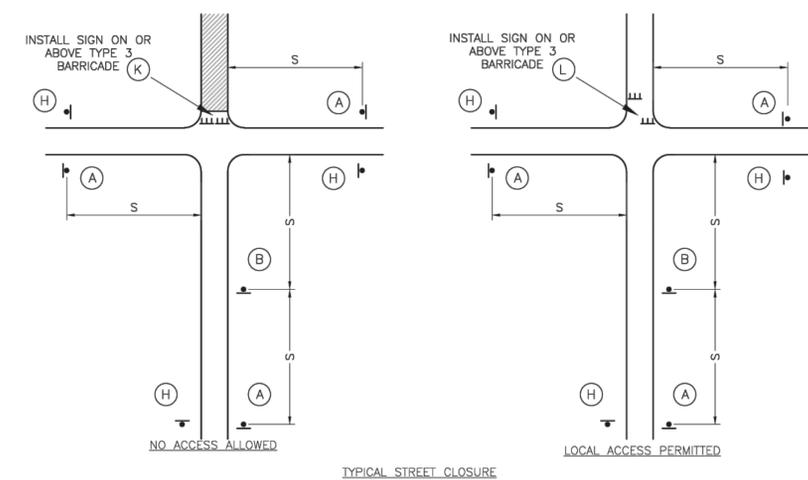
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Date: 01/2020
Proj. #:

TC-1

ARBORIDGE DRIVE
IMPROVEMENTS
LEE'S SUMMIT, MO.

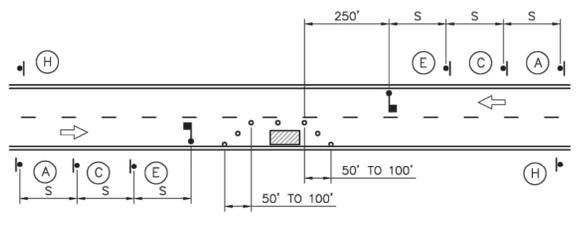
GENERAL NOTES:

- 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-REFLECTORIZED. 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 ERCTED 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 TO 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.

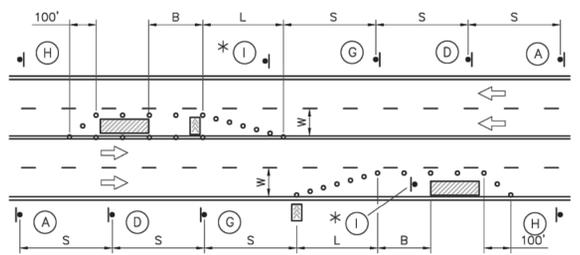


SYMBOL LEGEND

- WORK AREA
- SIGN
- BARRICADE
- DIRECTION OF TRAVEL
- CHANNELIZER
- ARROW PANEL
- FLAGGER

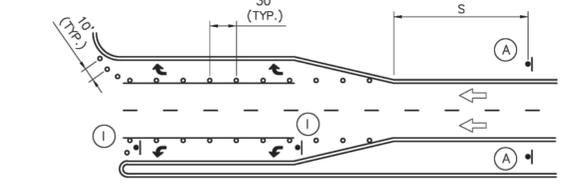


LANE CLOSURE - TWO LANE STREET

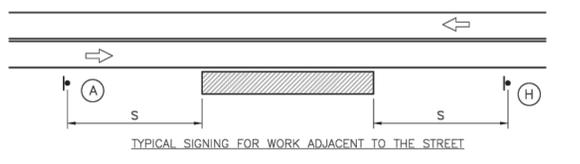


LANE CLOSURE - FOUR LANE STREET

*INSTALL SIGNS EVERY 200 FEET THROUGHOUT THE CLOSED LANE OR AS NEEDED



TURN LANE CLOSURE

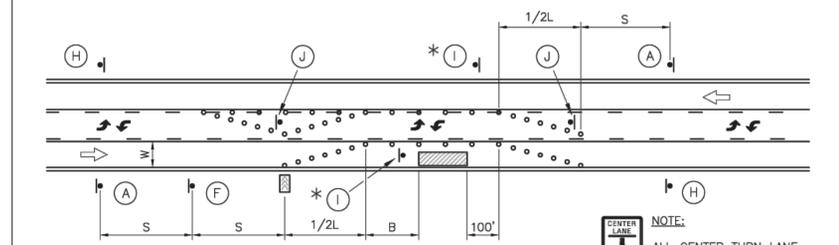
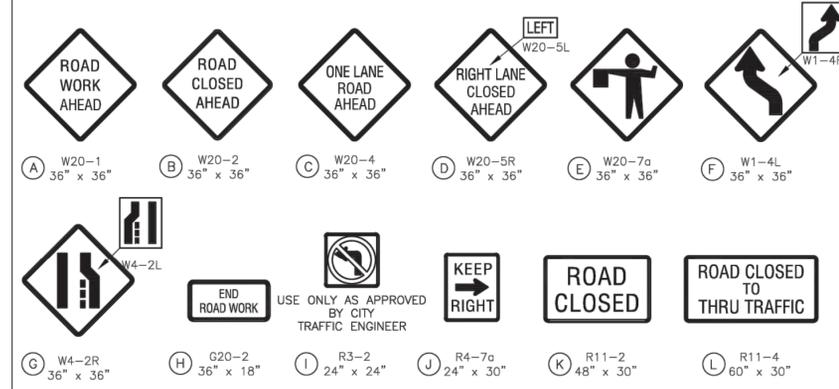


TYPICAL SIGNING FOR WORK ADJACENT TO THE STREET

GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE "B"		MAXIMUM CHANNELIZER SPACING		
SPEED LIMIT (MPH)	LENGTH (FEET)	SPEED LIMIT (MPH)	WITHIN TAPER (FEET)	OUTSIDE TAPER (FEET)
25	35	25	25	50
30	55	30	30	60
35	85	35	35	70
40	120	40	40	80
45	170	45	45	90

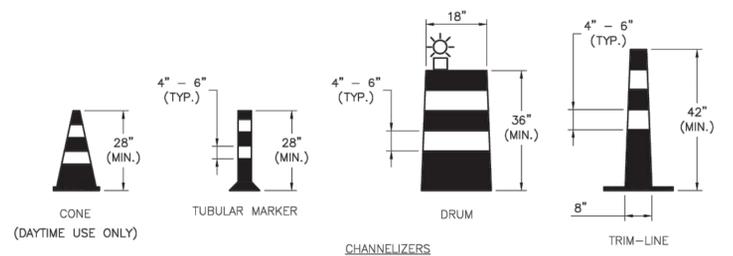
TAPER DIMENSIONS (FEET)				SIGN SPACING "S"	
SPEED LIMIT (MPH)	MINIMUM TAPER LENGTH "L", PER LANE WIDTH "W"			SPEED LIMIT (MPH)	SPACING (FEET)
	10	11	12		
25	105	115	125	25	100
30	150	165	180	30-35	250
35	205	225	245	40	350
40	270	295	320		
45	450	495	540		

SIGN LEGEND

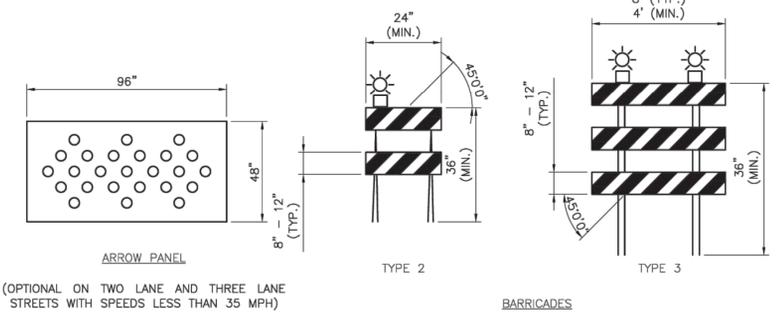


LANE CLOSURE - THREE LANE STREET

*INSTALL SIGNS EVERY 200 FEET THROUGHOUT THE CLOSED LANE OR AS NEEDED



NOTE: WHITE BANDS ON BARRICADES AND CHANNELIZERS SHALL BE MADE FROM HIGH INTENSITY SHEETING MATERIAL.



(OPTIONAL ON TWO LANE AND THREE LANE STREETS WITH SPEEDS LESS THAN 35 MPH)

BARRICADES

TYPICAL STREET CLOSURE