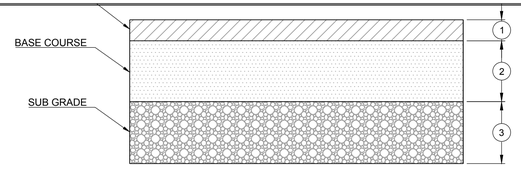
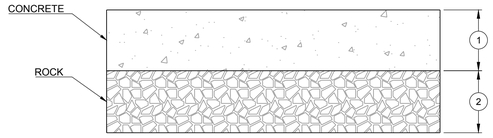


PARKING AREAS	DRIVE AREAS	HEAVY DUTY DRIVE AREAS
1 2" - KCAPWA TYPE 5	1 2" - KCAPWA TYPE 5	1 2" - KCAPWA TYPE 5
2 4" - KCAPWA TYPE 5	2 5.5" - KCAPWA TYPE 5	2 7" - KCAPWA TYPE 5
3 6" - GRANULAR BASE OR 9" FLYASH TREATED SUBGRADE	3 6" - GRANULAR BASE OR 9" FLYASH TREATED SUBGRADE	3 6" - GRANULAR BASE OR 9" - FLYASH TREATED SUBGRADE

The pavement subgrades be proofrolled and the moisture content and density of the top 12 inches of subgrade be checked within two days prior to commencement of actual paving operations. If any significant event, such as precipitation, occurs after proofrolling, the subgrade should be reviewed by qualified personnel immediately prior to placing the pavement. The subgrade should be in its finished form at the time of the final review.

7.0-1 TYPICAL - ASPHALT PAVEMENT SECTION

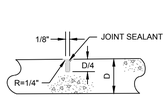
NOT TO SCALE



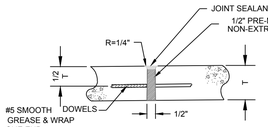
DRIVE AND PARKING AREAS	TRASH AREA
1 6" - 4000 PSI PCC PAVEMENT	1 8" - 4000 PSI PCC PAVEMENT
2 4" - 3/4" CLEAN ROCK	2 4" - 3/4" CLEAN ROCK

7.0-2 TYPICAL - CONCRETE PAVEMENT SECTION

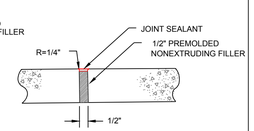
NOT TO SCALE



TYPE 1



TYPE 2



TYPE 3

NOTES:

1. TYPE 1 JOINTS MAY BE CONSTRUCTED WITH A GROOVING TOOL OR WITH A CONCRETE SAW AFTER THE CONCRETE IS SET.
2. TYPE 1 JOINTS SHALL BE SPACE TO EQUAL THE WIDTH OF THE SIDEWALK.

NOTES:

1. TYPE 2 JOINTS SHALL BE PLACED @ ALL P.C.'s, P.T.'s AND TRANSITIONS, AND WHERE NEW WALK TIES INTO EXISTING WALK.
2. SMOOTH BARS SHALL BE 24" LONG.

NOTE:

1. TYPE 3 JOINTS SHALL BE PLACED WHERE NEW CONCRETE ABUTS EXISTING CONCRETE AND IN AREAS WHERE DOWEL BARS ARE NOT REQUIRED BY THE ENGINEER.

7.0-3 TYPICAL - CONCRETE PAVEMENT JOINT DETAILS

NOT TO SCALE

Cimarron LED

Cimarron LED

Applications

- Spaulding's most popular area site lighting fixture newly designed with the most advanced LED lighting technology to deliver energy efficiency, safety and security to meet today's outdoor site lighting needs.

Features

- Cimarron LED incorporates a unique vertically-finned die-cast housing that optimizes heat transfer to keep the fixture cool and maximize component life
- Multiple LED configurations with over 26,000 lumens
- DesignLights Consortium (DLC) listed
- Design flexibility is optimized with 32 high brightness LED light engine configurations in IES type II, III, IV and V distributions enables mounting heights from 15ft to over 35ft
- Maintenance free housing designed to IP65 and 60,000 hours life
- Energy control option uses less than 50% of the energy of an equivalent HID at full brightness
- Internal self-monitoring sensor detects above-tolerance temperatures and automatically reduces heat load to preserve LED life
- Mounting versatility with choice of traditional straight, architectural upswept die-cast aluminum or mast arm fitter designs
- Optional vandal resistant guard provides additional protection when necessary
- 20KA surge protection with an end of life LED indicator

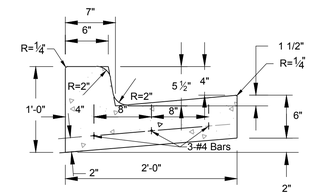
Certifications

- DesignLights Consortium (DLC) qualified
- UL1598A
- CSA
- Wet listed
- IDA

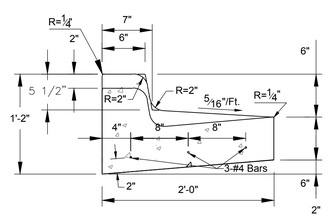
FIXTURES MOUNTED AT 25'
FIXTURE TO MATCH LOT 1 FIXTURES

2 TYPICAL PARKING LOT LIGHT

NOT TO SCALE



TYPE B CURB



TYPE B DRY CURB

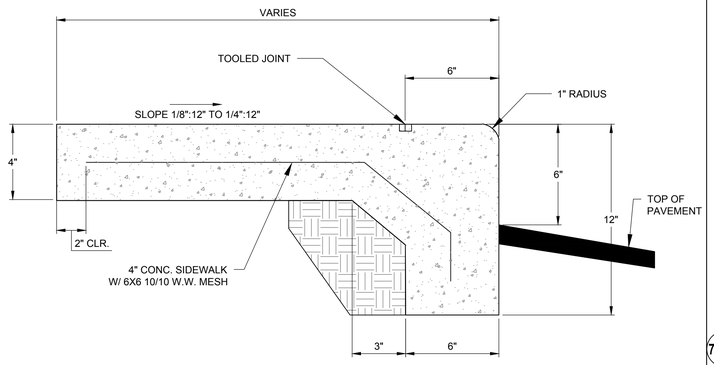
NOTE: in transitions, water shall flow from the gutter of Type "B" curb to the lip of Type "B-Dry" curb at 0.5% min. slope.

NOTES:

1. Standard Specifications for State Road and Bridge Construction, Kansas Department of Transportation, latest edition, are incorporated except as otherwise noted.
2. 1/2" pre-molded expansion joints shall be placed at points of curvature, curb returns, curb inlets, and at 250' centers. Contraction joints shall be 2" deep, and placed at 15' intervals equally spaced between expansion joints. KCMMB-4K concrete will be used throughout unless noted otherwise.
3. Steel reinforcement may be omitted from curb & gutter placed on a minimum of 4" of asphaltic concrete.

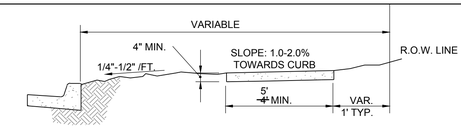
7.0-5 TYPICAL CONCRETE CURB DETAILS

NOT TO SCALE



7.0-6 TYPICAL - INTERGRAL CONCRETE WALK/CURB DETAIL

NOT TO SCALE

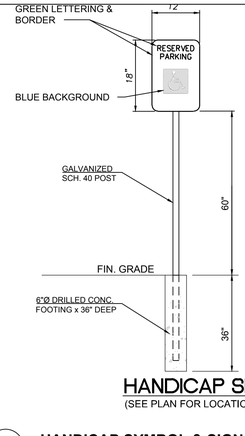


NOTES:

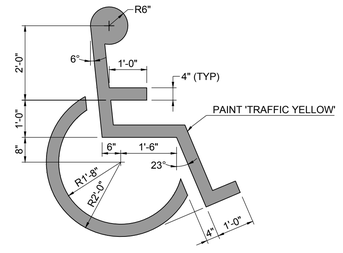
1. JOINTS SHALL BE FORMED AT RIGHT ANGLES TO THE ALIGNMENT OF THE SIDEWALK AND TO THE DEPTHS INDICATED BELOW.
2. THE SIDEWALK SHALL BE MARKED OFF INTO SQUARE STONES BY CONTRACTION JOINTS. CONTRACTION JOINTS SHALL BE ONE-EIGHTH (1/8) INCH WIDE BY ONE (1) INCH DEEP AND MAY BE FORMED BY TOOLING OR BY USE OF A CONCRETE SAW.
3. EXPANSION JOINTS SHALL BE FORMED BY A ONE-HALF (1/2) INCH THICK PREFORMED JOINT FILLER, EXTENDING THE FULL DEPTH OF THE SLAB, AND SECURED SO THAT THEY ARE NOT MOVED BY DEPOSITING AND COMPACTING THE CONCRETE AT THESES JOINTS. 3/4" JOINT FILLER WILL BE USED WHEN SPACING EXCEEDS 100'.
4. EXPANSION JOINTS SHALL BE PLACED WHERE SIDEWALK ABUTS OTHER STRUCTURES AND SHALL NOT BE SPACED MORE THAN 50 FEET APART ON STRAIGHT RUNS FOR HAND LAID SIDEWALK AND NOT MORE THAN 200 FEET APART ON STRAIGHT RUNS FOR MACHINE LAID SIDEWALKS.

7.0-9 TYPICAL CONCRETE SIDEWALK DETAIL

NOT TO SCALE



HANDICAP SIGN
(SEE PLAN FOR LOCATION)



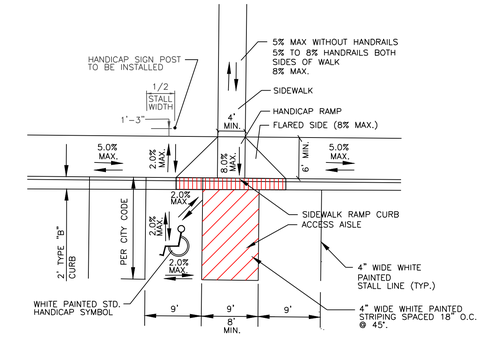
HANDICAPPED PARKING SYMBOL

NOTE:SYMBOL TO BE CENTERED IN PARKING SPACE AND ORIENTED AS ILLUSTRATED ON PLANS.

HANDICAPPED ACCESSIBLE SIGN SHALL MEET THE REQUIREMENTS AS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES - SIGN R7-8.

7.0-10 HANDICAP SYMBOL & SIGNAGE DETAILS

NOT TO SCALE



7.0-11 TYPICAL VAN ACCESSIBLE SPACE AND ACCESS AISLE

NOT TO SCALE

SCHLAGEL & ASSOCIATES, P.A.
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WWW.SCHLAGELASSOCIATES.COM
Kansas State Certificates of Authority
#E-296 #LA-29 #LS-54

OAKVIEW STORAGE
PRELIMINARY DEVELOPMENT PLAN
NE DOUGLAS ROAD AND NW VICTORIA DRIVE
LEE'S SUMMIT, MISSOURI

REVISION DATE	DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	

DRAWN BY: SCH
CHECKED BY: SCH
DATE PREPARED: 3-2-18
PROJ. NUMBER: 17-135

SITE DETAILS

SHEET
C3.0
PLAN REVIEW/BID SET