

OSAGE
FIRST PLAT
PRYOR ROAD & HIGHWAY 150 PUBLIC ROADWAY IMPROVEMENTS

SECTIONS 25, 26, 35, & 36, TOWNSHIP 47N, RANGE 32W
IN LEE'S SUMMIT, JACKSON COUNTY, MO

LEGEND

▲CTL	SURVEY CONTROL POINT	☐	TRAFFIC SIGNAL BOX
▲	SURVEY BENCHMARK	⊙	TRAFFIC SIGNAL MANHOLE
▲TBM	SURVEY TEMPORARY BENCHMARK	⊙—☐☐	TRAFFIC SIGNAL POLE W/ ARM
☐GAR	GAS METER	☐☐☐	TRAFFIC SIGNAL POLE
⊙	GAS RISER	☐	TRAFFIC SIGNAL CONTROL BOX
⊙GR	GAS MANHOLE	☐	TRAFFIC SIGNAL PEDESTAL
☐GR	GAS REGULATOR	⊙	ELECTRIC MANHOLE
☐TYP	TELEVISION PEDESTAL	☐	ELECTRIC METER
☐	FIBER BOX	☐	ELECTRIC RISER
⊙	FIBER PEDESTAL	☐	ELECTRIC BOX
☐	CABLE BOX	☐	ELECTRIC CABINET
☐	CABLE VAULT	☐	ELECTRIC JUNCTION BOX
☐	TELEPHONE PEDESTAL	☐SPH	SPRINKLER HEAD
⊙	STORM MANHOLE	☐SCV	SPRINKLER CONTROL VALVE
☐	STORM GRATE	⊙	WATER METER PIT
⊙	SANITARY MANHOLE	⊙	FIRE HYDRANT
⊙YL	YARD LIGHT	☐	WATER METER
⊙LTP	LIGHT POLE	☐WV	WATER VALVE
☐	POWER POLE	☐FP	FLAG POLE
☐LPPP	POWER POLE W/ LIGHT	☐	SIGN
☐	GUY WIRE	☐	BOLLARD
☐BU	STUMP	☐	WOOD POST
☐	BUSH	☐	STEEL POST
☐	EVERGREEN TREE	☐COL	COLUMN
☐	DECIDUOUS TREE	☐	BORE HOLE

---	SECTION LINE
---	PROPERTY LINE
---	CENTER LINE
---	PROPOSED ROW LINE
---	EXISTING ROW LINE
---	UTILITY EASEMENT
---	EXISTING CONTOUR
---	EXISTING CONTOUR
---	PROPOSED MINOR CONTOUR
---	PROPOSED MAJOR CONTOUR
---	EXISTING TELEPHONE LINE
---	EXISTING SANITARY LINE
---	EXISTING STORM LINE
---	EXISTING GAS LINE
---	EXISTING WATER LINE
---	EXISTING CHAIN LINK FENCE
---	EXISTING OVERHEAD ELECTRIC
---	EXISTING PIPE LINE
---	GRADING LIMITS
---	TEMPORARY CONSTRUCTION EASEMENT
---	PROPOSED UTILITY OVERHEAD EASEMENT
---	PROPOSED SIDEWALK EASEMENT
---	PROPOSED PERMANENT DRAINAGE EASEMENT
---	PROPOSED CHAIN LINK FENCE
---	PROPOSED WOOD PRIVACY FENCE
---	EXISTING TREELINE

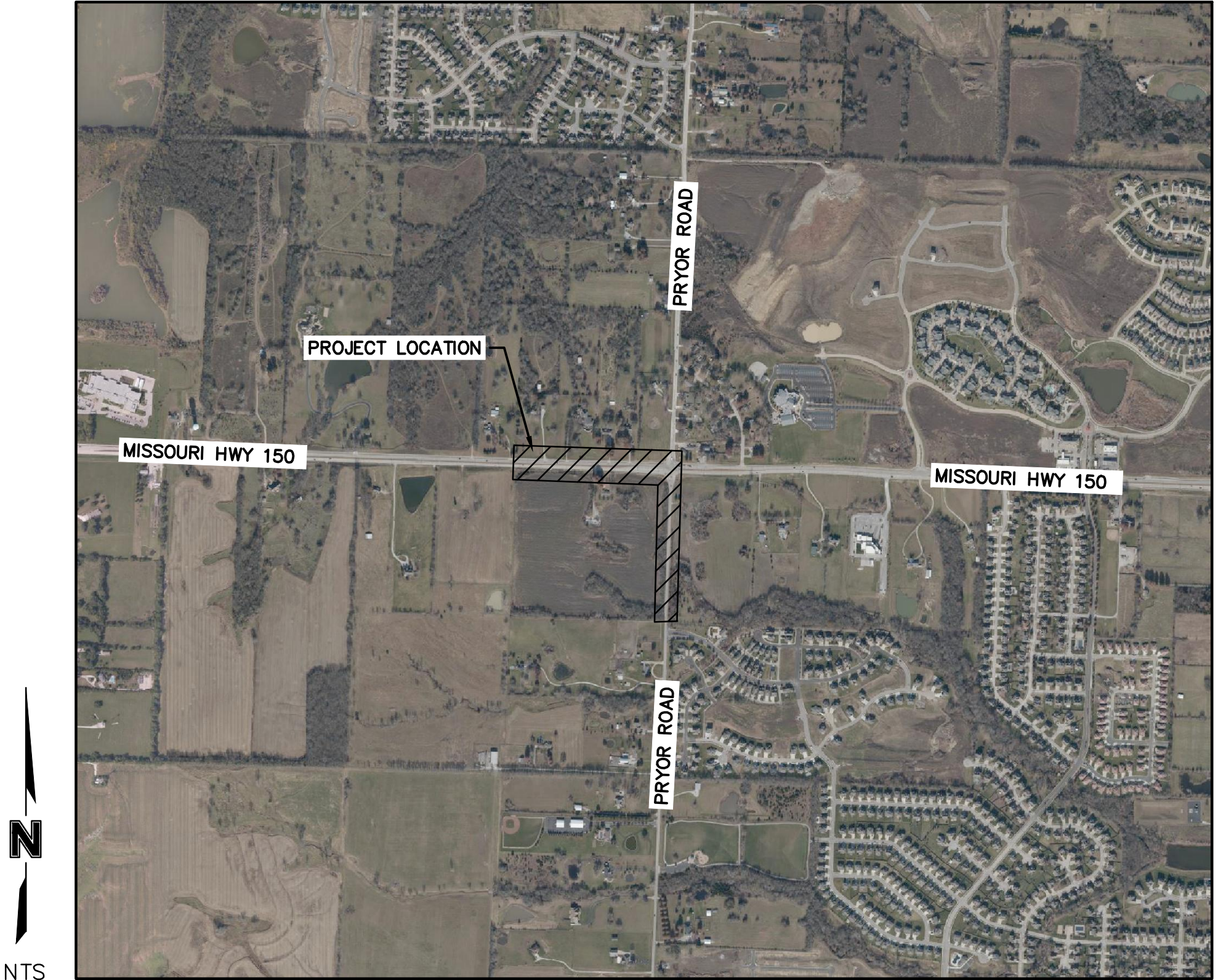
ABBREVIATION TABLE

M.G.	MATCH GRADE
BOC	BACK OF CURB
EOP	EDGE OF PAVEMENT
R/W	RIGHT-OF-WAY
D/E	DRAINAGE EASEMENT
S/E	SANITARY EASEMENT
S/W	SIDEWALK
T.C.E.	TEMPORARY CONSTRUCTION EASEMENT
U.O.H.E.	UTILITY OVERHEAD EASEMENT
P.D.E.	PERMANENT DRAINAGE EASEMENT
P.S.E.	PERMANENT SIDEWALK EASEMENT
P.U.E.	PERMANENT UTILITY EASEMENT
PROP.	PROPOSED
EXIST.	EXISTING
TYP.	TYPICAL
CONST.	CONSTRUCT
TBM	TEMPORARY BENCHMARK
C.P.	CONTROL POINT
D.N.D.	DO NOT DISTURB
U.I.P.	USE IN PLACE
ADJ.	ADJUST
EL.	ELEVATION
ESMT.	EASEMENT
BK.CB.	BACK OF CURB
BK.SWK.	BACK OF SIDEWALK



1-800-DIG-RITE or 811
www.mo1call.com

THE EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY NOT INCLUDE ALL LINES PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE TO CALL "1-800-DIG-RITE", AND COORDINATE FIELD LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO BEGINNING GRADING ACTIVITIES. !!STOP!! CALL BEFORE YOU DIG!!



LOCATION MAP

DESIGN/POSTED SPEED:
MO-HWY 150
OTHER PRINCIPAL ARTERIAL = 45 MPH

PRYOR ROAD
COMMERCIAL COLLECTOR = 35 MPH

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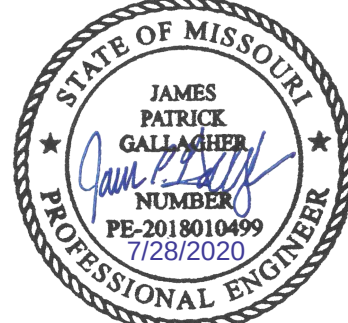
REVIEWED BY:

CITY OF LEE'S SUMMIT DATE

OLSSON HAS BEEN RETAINED TO PROVIDE AS-BUILT DRAWINGS FOR THIS PROJECT.

JAMES P. GALLAGHER, P.E.
CIVIL ENGINEER
MO# 2018010499
7/28/2020
DATE

☐ NOT FOR CONSTRUCTION
☒ REVIEWED FOR CONSTRUCTION

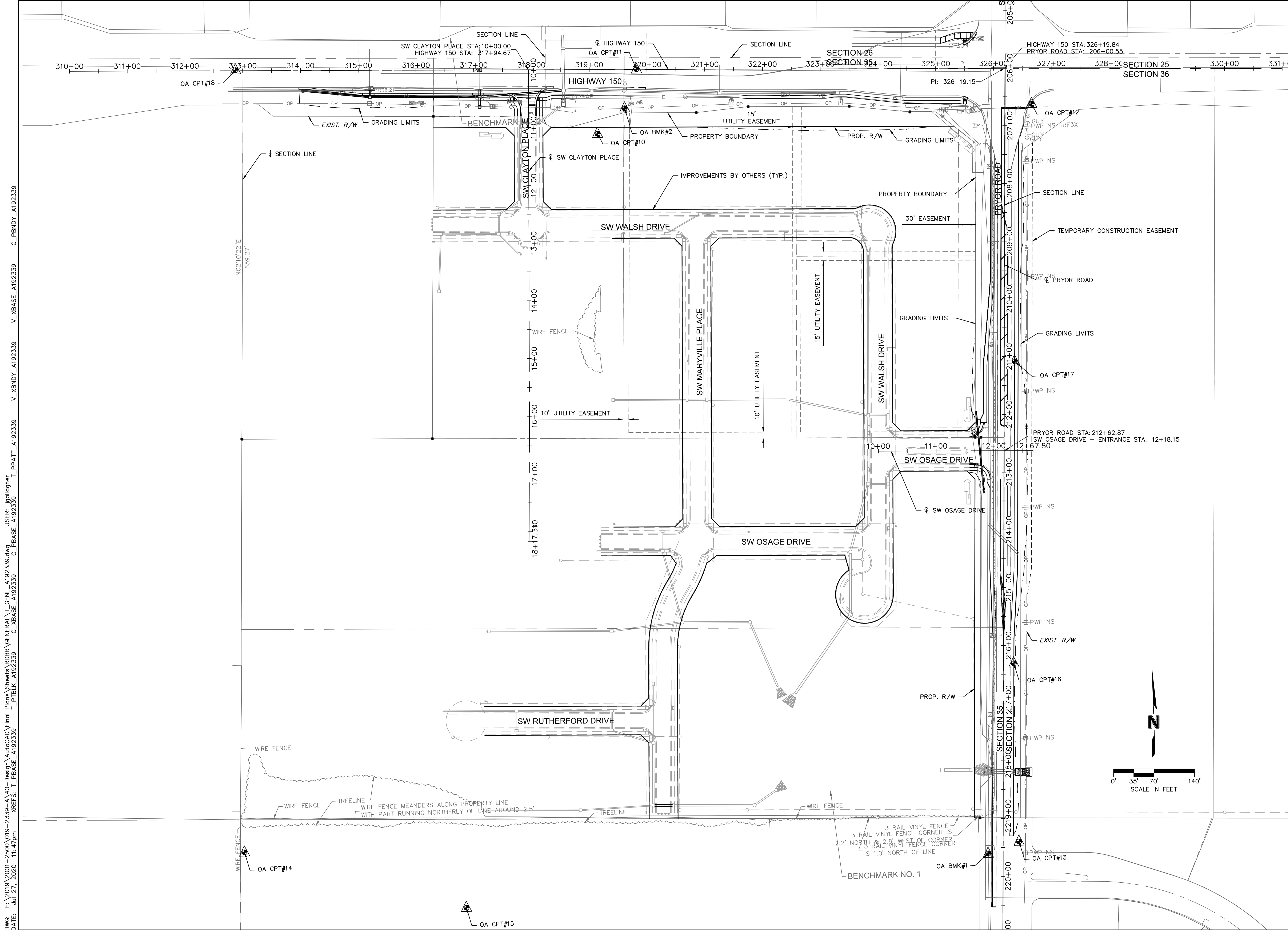


JAMES PATRICK GALLAGHER
PE-2018010499

REV. NO.	DATE	REVISIONS DESCRIPTION
1	2020.08.29	REVISIONS PER CITY COMMENTS

TITLE SHEET
HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS
LEE'S SUMMIT, MO
2020

drawn by: AKU
checked by: JFG
approved by: JFG
QA/QC by: RBC
project no.: T TTL A19-2339
drawing no.:
date: 2020.07.09



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GENERAL LAYOUT

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

2020

REVISIONS

REV. NO.	DATE	REVISIONS DESCRIPTION	BY
1	2020.06.29	REVISIONS PER CITY COMMENTS	

drawn by: AKU

checked by: JFG

approved by: JFG

QA/QC by: RBC

project no.: A19-2339

drawing no.: T_GENUL_A192339

date: 2020.07.09

SHEET

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STATE OF MISSOURI

JAMES PATRICK GALLAGHER

PE-2018010499

7/28/2020

PROFESSIONAL ENGINEER

JAMES PATRICK GALLAGHER

PE-2018010499

GENERAL NOTES:

1. THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY OF THE PLANS (APPROVED BY THE CITY OF LEES SUMMIT, MO.) AND (1) COPY OF THE APPROPRIATE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS AT THE JOB SITE AT ALL TIMES.

2. APWA "TECHNICAL SPECIFICATIONS" LATEST EDITION ALONG WITH APWA "SPECIFICATIONS AND CRITERIA" SHALL GOVERN CONSTRUCTION OF THE PROJECT. THE ONLY EXCEPTION IS AREAS OF THE PROJECT THAT ARE WITHIN MODOT RIGHT OF WAY.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS, OTHERWISE COMPLYING WITH ALL APPLICABLE REGULATIONS GOVERNING THE WORK.

4. CONSTRUCTION OF THE IMPROVEMENTS SHOWN OR IMPLIED BY THIS SET OF DRAWINGS SHALL NOT BE INITIATED OR ANY PART THEREOF UNDERTAKEN UNTIL THE DIRECTOR OF PUBLIC WORKS OR HIS AGENT IS NOTIFIED OF SUCH INTENT AND ALL REQUIRED PERMITS, PROPERTY ACQUISITIONS, SECURITY AND OTHER CONTRACT BONDS, AND CONTRACT AGREEMENTS ARE RECEIVED AND APPROVED BY THE CITY.

5. CONTRACTOR SHALL NOT BE ALLOWED TO WORK WEEKENDS OR HOLIDAYS WITHOUT REQUESTING PRIOR APPROVAL FROM THE CITY THREE WORKING DAYS IN ADVANCE.

6. PRIOR TO ORDERING PRECAST STRUCTURES, SHOP DRAWINGS ARE TO BE SUBMITTED TO THE DESIGN ENGINEER FOR APPROVAL.



1-800-DIG-RITE or 811
www.mo1call.com

7. ALL EXISTING UTILITIES INDICATED ON THE DRAWINGS ARE ACCORDING TO THE BEST INFORMATION AVAILABLE TO THE ENGINEER; HOWEVER ALL UTILITIES ACTUALLY EXISTING MAY NOT BE SHOWN. UTILITIES DAMAGED THROUGH THE NEGLIGENCE OF THE CONTRACTOR TO OBTAIN THE EXACT LOCATION OF SAME SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THEIR EXPENSE. ONE-CALL/DIG RITE (1-800-344-7483 AND 1-800-DIG-RITE).

8. ALL PRIVATELY OWNED UTILITIES IN CONFLICT WITH THESE IMPROVEMENTS SHALL BE RELOCATED BY THE APPROPRIATE UTILITY COMPANIES. UTILITY RELOCATIONS WILL BE COMPLETED PRIOR TO THE START OF CONSTRUCTION, WHEN PRACTICABLE.

9. CONSTRUCTION STAKING IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL SET THOSE STAKES NECESSARY TO CONSTRUCT THIS PROJECT IN ACCORDANCE WITH THE PLANS.

10. CONTRACTOR SHALL REMOVE THOSE TREES NECESSARY TO ACCOMPLISH THE GRADING WORK SHOWN HEREON. ALL TREES AND BRUSH FROM THE WORK SHALL BE COMPLETELY REMOVED FROM THE SITE BY THE CONTRACTOR. BURNING WILL NOT BE ALLOWED ON THE PROJECT.

11. ALL BACKFILL SHALL BE PLACED AND COMPACTED TO THE REQUIRED DENSITY AS INDICATED IN THE SPECIFICATIONS.

12. ALL ROADWAY EXCAVATION IN ROCK (SHALE, SANDSTONE OR LIMESTONE) WILL BE UNDERCUT NO LESS THAN 6" INCHES FOR THE FULL WIDTH OF THE ROADWAY AND BACKFILLED WITH SUITABLE SOIL OR GRANULAR MATERIAL. THERE WILL BE NO DIRECT PAYMENT FOR ROCK EXCAVATION. PAYMENT FOR ALL MATERIAL WILL BE MADE AT THE CONTRACT BID PRICE FOR UNCLASSIFIED EXCAVATION.

13. THE CONTRACTOR SHALL USE ADEQUATE DUST CONTROL MEASURES DURING ALL PHASES OF THE CONSTRUCTION TO MINIMIZE DUST ON SURROUNDING PROPERTIES AT THE CONTRACTOR'S EXPENSE.

14. WATER CAN BE OBTAINED BY RENTING A FIRE HYDRANT METER FROM THE CITY OF LEES SUMMIT, MO WATER UTILITIES DEPARTMENT.

15. DRIVEWAYS, SIDEWALKS, FENCES, SPRINKLER SYSTEMS AND OTHER AREAS DAMAGED BY THE CONTRACTOR SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN THAT EXISTING BEFORE DAMAGE OCCURRED. THIS WORK WILL NOT BE PAID FOR DIRECTLY, BUT IS CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

16. WHERE THE NEW STREET IS TO CONNECT TO AN EXISTING STREET ALL DETERIORATED OR CRACKED ASPHALT WITHIN TWO (2) FEET OF THE CONNECTION POINT SHALL BE REMOVED TO A DEPTH WHERE SOUND MATERIAL IS FOUND. IF FULL-DEPTH PAVEMENT REMOVAL IS REQUIRED, THE SUB-GRADE SHALL BE RE-COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698).

17. ALL EXISTING FENCING, DRIVEWAYS, SIDEWALKS AND OTHER ITEMS WITHIN THE CONSTRUCTION LIMITS DAMAGED OR REMOVED BY THE CONTRACTOR, SHALL BE REPLACED WITH NEW MATERIALS. ALL FENCE REPLACEMENT SHOULD BE RELOCATED TO THE PROPERTY LINES UNLESS THE EXISTING FENCE WAS LOCATED INSIDE THE PROPERTY LINES, THEN THE FENCE SHOULD BE REPLACED IN ITS ORIGINAL LOCATION. FENCE CORNERS OF FENCES TO BE RELOCATED AT THE ORIGINAL LOCATIONS SHALL BE REFERENCE OUT BY THE CONTRACTOR BEFORE REMOVAL. REMOVALS SHALL BE AS SHOWN ON THESE PLANS, OR APPROVED BY THE CITY PRIOR TO REMOVAL. REMOVALS NOT PRE-APPROVED WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

18. REMOVAL OF EXISTING STORM DRAINAGE STRUCTURES AND OTHER EXISTING PHYSICAL FEATURES OF THE EXISTING ROADWAY SHALL BE CONSIDERED INCIDENTAL AND REMOVED AS A SUBSIDIARY ITEM TO REMOVAL OF EXISTING STRUCTURES. ALL WASTE SHALL BE TRANSPORTED TO A CITY APPROVED DUMP SITE FOR DISPOSAL.

19. ALL EXISTING WATER VALVES, METERS, FIRE HYDRANTS AND BLOW-OFF ASSEMBLIES WITHIN THE LIMITS OF THE PROPOSED PAVEMENT SHALL BE RELOCATED OR ADJUSTED TO GRADE BY THE CONTRACTOR. WATER METERS SHALL BE RELOCATED SO THAT THEY ARE WITHIN THE PUBLIC RIGHT-OF -WAY, APPROXIMATELY ONE FOOT FROM RIGHT-OF WAY LINE. WATER SERVICE LINES AFFECTED BY METER RELOCATION AND/OR THE WATER MAIN RELOCATIONS SHOWN IN THESE PLANS SHALL BE RECONNECTED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY RESIDENTS OF ANY WATER SERVICE INTERRUPTIONS 48 HOURS PRIOR TO INTERRUPTING THE SERVICE. ANY SERVICE INTERRUPTIONS MUST BE RESTORED THE SAME DAY.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS AND SURVEY MONUMENTS WHICH HAVE BEEN DAMAGED OR DESTROYED BY THIS CONSTRUCTION OPERATION INCLUDING THOSE BURIED WITH EMBANKMENT OR REMOVED DURING EXCAVATION. SUCH IRONS AND MONUMENTS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR. REPLACEMENT OF PROPERTY IRONS AND MONUMENTS SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

21. THE TOP 6" OF ALL DISTURBED AREAS THAT ARE TO BE SEEDED OR SODDED SHALL BE OF MATERIAL SUITABLE FOR SUSTAINING GRASS. THE GRADED SURFACE SHALL BE MADE FREE OF ROCK, CONCRETE, BRICK, OR FRAGMENTS THEREOF, OR RUBBISH AND SHALL BE FINISHED TO THE LINES, GRADES, AND CROSS-SECTION INDICATED ON THE PLANS.

22. ALL EXISTING TRAFFIC CONTROL SIGNS REMOVED SHALL BE SALVAGED AND DELIVERED TO THE CITY OF LEES SUMMIT, MISSOURI MAINTENANCE YARD.

23. ALL WATERLINE MAINS, SANITARY SEWER MAINS AND STORM WATER DRAINAGE CROSSINGS UNDER PROPOSED STREET PAVEMENTS SHALL BE IN PLACE PRIOR TO THE PLACEMENT OF THE ASPHALT SURFACE OR BASE COURSES.

24. APPROPRIATE TRAFFIC CONTROL DEVICES, SIGNAGE, AND PAVEMENT MARKINGS SHALL BE ESTABLISHED AND MAINTAINED THROUGHOUT THE PROJECT IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND MUTCD.

25. HANDICAP RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ADA REQUIREMENTS AT ALL LOCATIONS WHERE POSSIBLE.

26. THE CONTRACTOR MUST REMOVE AT THEIR COST ANY BAD SUBSURFACE SOIL WHICH WOULD NOT BE ABLE TO SUPPORT ANY PROPOSED PUBLIC IMPROVEMENT. BACKFILL SHOULD BE ACCOMPLISHED IN ACCORDANCE WITH SECTIONS 2100 AND 2201 ENTITLED "GRADING AND SITE PREPARATION" AND "SUBGRADE PREPARATION."

27. ALL SIGNS INSTALLED, INCLUDING STOP SIGNS, KEEP RIGHT SIGNS AND OBJECT MARKERS ALONG WITH THE SIGN POSTS SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND APWA GUIDELINES.

28. SAWCUTS SHALL BE FULL DEPTH. THIS SHALL BE SUBSIDIARY TO PAVING ITEMS.

29. ALL EXISTING STRUCTURES WITHIN THE CONSTRUCTION LIMITS SHALL BE REMOVED, UNLESS OTHERWISE NOTED ON THE PLANS. THIS WORK SHALL BE PAID FOR UNDER THE BID ITEM "REMOVAL OF EXISTING STRUCTURES".

30. THE CONTRACTOR SHALL AT NO TIME LEAVE EQUIPMENT, MATERIALS OR DEBRIS WITHIN 4' OF TRAVELED WAY OR LOCATIONS THAT COULD OBSTRUCT INTERSECTION SIGHT DISTANCE, OBSTRUCT ANY EXISTING CAPACITY OF STORM SEWER SYSTEM, OR CAUSE FLOODING OR EROSION TO RESIDENCES.

31. THE CONTRACTOR SHALL POTHOLE AND SURVEY ALL UTILITY CROSSINGS PRIOR TO CONSTRUCTION OF ANY PORTION OF STORM SEWER, UNDERDRAINS, CONDUIT, AND ANY OTHER SUBSURFACE ELEMENTS OF THE PROJECT. THIS SURVEY INFORMATION SHALL BE FORWARDED TO THE ENGINEER FOR REVIEW. THE CONTRACTOR SHALL NOT BEGIN CONSTRUCTION ON ANY SUBSURFACE ELEMENT ON THE PROJECT WITHOUT THE APPROVAL OF THE ENGINEER. THIS ITEM SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

32. THE CONTRACTOR SHALL SUPPORT AND PROTECT ALL EXPOSED UTILITIES IN TRENCHES AND BRACE ALL POLES AS REQUIRED BY THE ENGINEER.

33. ALL REINFORCED CONCRETE PIPE SHALL BE CLASS III, UNLESS OTHERWISE NOTED ON THE PLANS.

34. KCMMB CONCRETE SHALL BE USED THROUGHOUT THE PROJECT.

35. CONTACT STEVE HOLLOWAY WITH THE MISSOURI DEPARTMENT OF TRANSPORTATION PERMITS AT 816-607-2186 AT LEAST 24 HOURS PRIOR TO BEGINNING WORK AND FOR REQUIRED INSPECTIONS ON PORTIONS IN THE MODOT RIGHT OF WAY.

36. ANY WORK PERFORMED WITHIN MODOT RIGHT OF WAY SHALL CONFORM TO MODOT STANDARDS AND SPECIFICATIONS. IN ADDITION, THE CONTRACTOR SHALL PROVIDE MATERIALS CERTIFICATION AND COMPACTION TESTING THAT COMPLIES WITH MODOT SPECIFICATIONS.

37. MISSOURI DEPARTMENT OF TRANSPORTATION WILL HAVE FIRST RIGHT OF REFUSAL TO SALVAGED MATERIALS SUCH AS LIGHT POLES AND TRAFFIC SIGNAL EQUIPMENT, ETC. THE CONTRACTOR SHALL COORDINATE WITH MODOT FOR A TIME AND LOCATION TO DELIVER THOSE ITEMS.

BEST MANAGEMENT PRACTICES:

1. PRIOR TO LAND DISTURBANCE ACTIVITIES, THE CONTRACTOR SHALL:

A. PRIOR TO BEGINNING EXCAVATION, THE CONTRACTOR SHALL INSTALL SILT FENCE ALONG THE CONSTRUCTION LIMITS TO DIVERT CLEAN WATER AWAY FROM THE DISTURBED SITE. THE CONTRACTOR AND THE ENGINEERS REPRESENTATIVE SHALL USE DISCRETION IN THE PLACEMENT OF THE SILT FENCE AS TO PREVENT FLOODING IN UNDESIRABLE LOCATIONS.

B. CONSTRUCT A STABILIZED ENTRANCE/PARKING/DELIVERY AREA AND INSTALL ALL PERIMETER SEDIMENT CONTROLS ON THE SITE.

C. INSTALL AND REQUEST THE INSPECTION OF THE PRE-CONSTRUCTION EROSION AND SEDIMENT CONTROL MEASURES DESIGNATED ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN. LAND DISTURBANCE WORK SHALL NOT PROCEED UNTIL THERE IS A SATISFACTORY INSPECTION.

D. TEMPORARY FENCING SHALL BE INSTALLED ALONG ALL TEMPORARY EASEMENTS AND MAINTAINED FOR THE DURATION OF THE PROJECT.

2. THE CONTRACTOR SHALL MINIMIZE THE AREA DISTURBED DURING EXCAVATION AND CONSTRUCTION OF THE STORM SEWER PIPES AND STRUCTURES. FOLLOWING THE CONSTRUCTION OF THE STORM SEWER LINE, THE CONTRACTOR SHALL INSTALL THE TEMPORARY DITCH CHECKS AT 100' INTERVALS WITHIN TWO WORKING DAYS AFTER CONSTRUCTION ACTIVITY HAS CEASED IN THAT AREA. THE TEMPORARY DITCH CHECKS SHALL REMAIN IN PLACE UNTIL SOD HAS BEEN PLACED ON THE DISTURBED AREAS. INLETS SHALL BE PROTECTED WITH SEDIMENT BARRIERS AS SHOWN ON THE DETAIL.

3. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF KC APWA CHAPTER 5100, SUCH AS:

THE CONTRACTOR SHALL SEED, MULCH, OR OTHERWISE STABILIZE ANY DISTURBED AREA WHERE THE LAND DISTURBANCE ACTIVITY HAS CEASED OR IS PLANNED TO CEASE FOR MORE THAN 21 DAYS.

THE CONTRACTOR SHALL PERFORM INSPECTIONS OF EROSION AND SEDIMENT CONTROL MEASURES AT LEAST ONCE PER WEEK AND WITHIN 24 HOURS FOLLOWING EACH RAINFALL EVENT OF 1/2" OR MORE WITHIN ANY 24-HOUR PERIOD.

THE CONTRACTOR SHALL MAINTAIN AN INSPECTION LOG INCLUDING THE INSPECTOR'S NAME, DATE OF INSPECTION, OBSERVATIONS AS TO THE EFFECTIVENESS OF THE EROSION AND SEDIMENT CONTROL MEASURES, ACTIONS NECESSARY TO CORRECT DEFICIENCIES, WHEN THE DEFICIENCIES WERE CORRECTED, AND THE SIGNATURE OF THE PERSON PERFORMING THE INSPECTION. THE LOG SHALL BE AVAILABLE FOR REVIEW BY THE CITY OF LEES SUMMIT AND THE STATE OF MISSOURI.

4. THE CONTRACTOR SHALL MAINTAIN INSTALLED EROSION AND SEDIMENT CONTROL DEVICES IN A MANNER THAT PRESERVES THEIR EFFECTIVENESS FOR PREVENTING SEDIMENT FROM LEAVING THE SITE OR ENTERING A SENSITIVE AREA SUCH AS A NATURAL STREAM CORRIDOR, AREAS OF THE SITE INTENDED TO BE LEFT UNDISTURBED, A STORM SEWER, OR AN ON-SITE DRAINAGE CHANNEL.

5. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING EROSION AND SEDIMENT CONTROL FOR THE DURATION OF A PROJECT. IF THE CITY DETERMINES THAT THE BMP'S IN PLACE DO NOT PROVIDE ADEQUATE EROSION AND SEDIMENT CONTROL AT ANY TIME DURING THE PROJECT, THE CONTRACTOR SHALL INSTALL ADDITIONAL OR ALTERNATE MEASURES THAT PROVIDE EFFECTIVE CONTROL.

6. THE CONTRACTOR MAY UTILIZE PUBLIC RIGHT-OF-WAY, PERMANENT DRAINAGE EASEMENTS AND TEMPORARY EASEMENTS FOR STAGING EQUIPMENT AND MATERIALS SO LONG AS TWO-WAY TRAFFIC AND ACCESS TO DRIVEWAYS IS MAINTAINED AT ALL TIMES.

7. EXCAVATED MATERIAL AND TOPSOIL STAGING SHALL NOT BE PERMITTED IN STREET RIGHT-OF-WAY AND SHALL BE CONFINED TO DRAINAGE EASEMENTS AND THOSE AREAS IDENTIFIED ON THIS PLAN. STOCKPILE AREAS SHALL BE PROTECTED WITH SILT FENCING TO PREVENT SOIL LOSS TO NEARBY STORM DRAINAGE SYSTEMS AND PROPERTY.

8. PROJECT SHALL BE CONSTRUCTED DOWNSTREAM TO UPSTREAM. THE AMOUNT OF DISTURBED AREA LEFT EXPOSED SHALL BE MINIMIZED.

9. ALL AREA INLETS AND CURB INLETS SHALL BE PROTECTED WITH TEMPORARY INLET SEDIMENT BARRIERS PRIOR TO TOP SLAB INSTALLATION AS WELL AS AFTER TOP SLAB INSTALLATION UNTIL SODDING AND PAVING IS COMPLETE.

10. SODDING SHALL OCCUR IN PHASES AS DEPICTED ON THIS PLAN. SOD SHALL NOT BE INSTALLED AFTER NOV. 15.

RECAPITULATION OF QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
1	Mobilization	Lump Sum	1
2	Clearing and Grubbing	Lump Sum	1
3	Demolition and Removal	Lump Sum	1
4	Contractor Construction Staking	Lump Sum	1
5	Unclassified Excavation	Cu. Yd.	5198
6	Compaction of Earthwork (All Types)	Cu. Yd.	2455
7	Asphaltic Concrete (Surface Course Type 5 or 6) (2")	Ton	721
8	Asphaltic Concrete (Base Course Type 5) (7 1/2")	Ton	669
9	Asphaltic Concrete (Base Course Type 5) (2")	Ton	167
10	Concrete Pavement (9")	Sq. Yd.	565
11	Milling	Sq. Yd.	3338
12	Type 5 Aggregate (4")	Sq. Yd.	646
13	Type 5 Aggregate (12")	Sq. Yd.	3456
14	Geogrid	Sq. Yd.	3456
15	Type CG-1 Curb and Gutter	Lin. Ft.	90
16	MoDOT Type B Curb and Gutter	Lin. Ft.	547
17	Field Inlet (4'x4')	Each	1
18	Field Inlet (6'x6')	Each	1
19	Curb Inlet (5'x3')	Each	2
20	Junction Box (3'x3')	Each	1
21	RCP (15")	Lin. Ft.	456.0
22	RCP (24")	Lin. Ft.	163.3
23	RCP (48")	Lin. Ft.	9.5
24	CMP (30")	Lin. Ft.	12.0
25	Flared End Section (15" RCP)	Each	2
26	Beveled Pipe End Treatment (3-30" CMP)	Each	2
27	Concrete Pipe Collar	Each	3
28	Concrete Sidewalk (4")	Sq. Ft.	5427
29	Concrete Sidewalk Ramp	Sq. Ft.	389
30	Detectable Warning Surface	Sq. Ft.	91
31	Edge Drain (4")	Lin. Ft.	437
32	Silt Fence	Lin. Ft.	1950
33	Biodegradable Log (9-Inch Class A)	Lin. Ft.	250
34	Inlet Protection	Each	10
35	Construction Entrance	Sq. Yd.	245
36	Sodding	Sq. Yd.	935.5
37	Seeding	Acre	2.38
38	Riprap (MoDOT Type 2)	Sq. Yd.	19.4
39	Pavement Marking	Lump Sum	1
40	Permanent Signing	Lump Sum	1
41	Temporary Traffic Control	Lump Sum	1
42	Street Lighting	Lump Sum	1
43	Traffic Signal Modification	Lump Sum	1
44	Signal Interconnect	Lump Sum	1

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STATE OF MISSOURI
JAMES PATRICK GALLAGHER
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PE-2018010499
7/28/2020

JAMES PATRICK GALLAGHER
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BY

REV. NO.

DATE

REVISIONS DESCRIPTION

1

2020.06.29

REVISIONS PER CITY COMMENTS

GENERAL NOTES & SUMMARY OF QUANTITIES

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

2020

LEE'S SUMMIT, MO

drawn by: AKU

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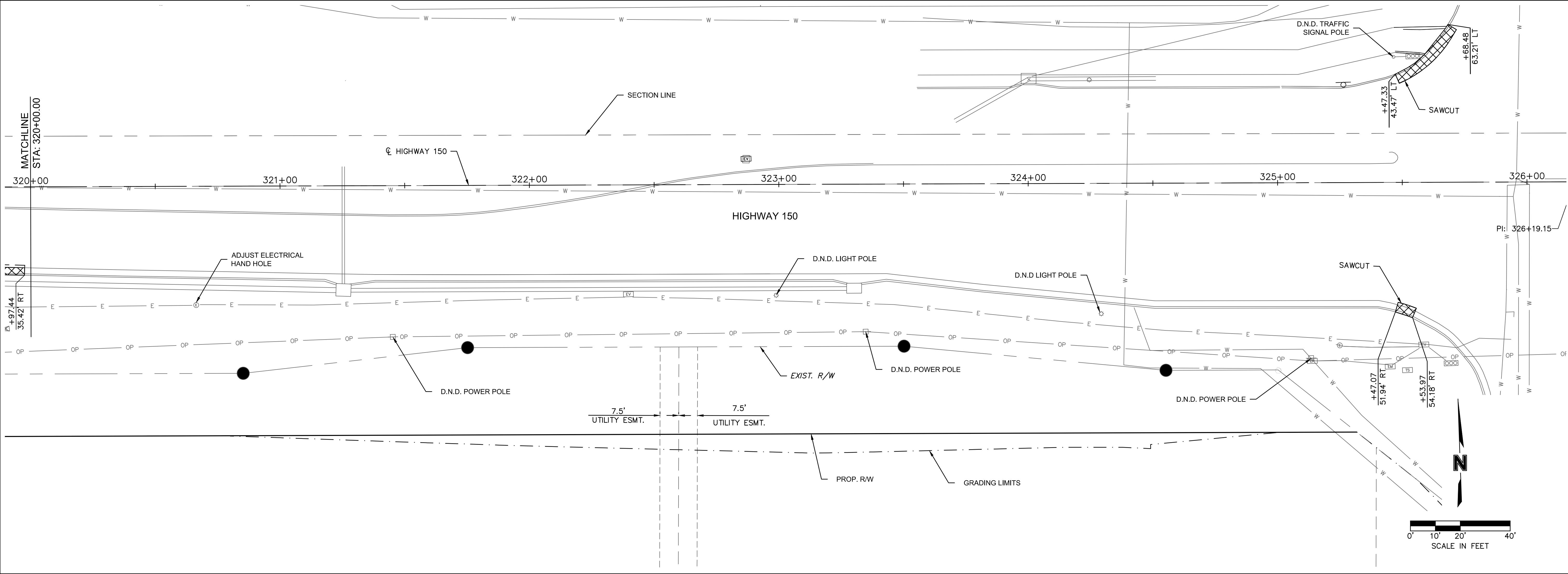
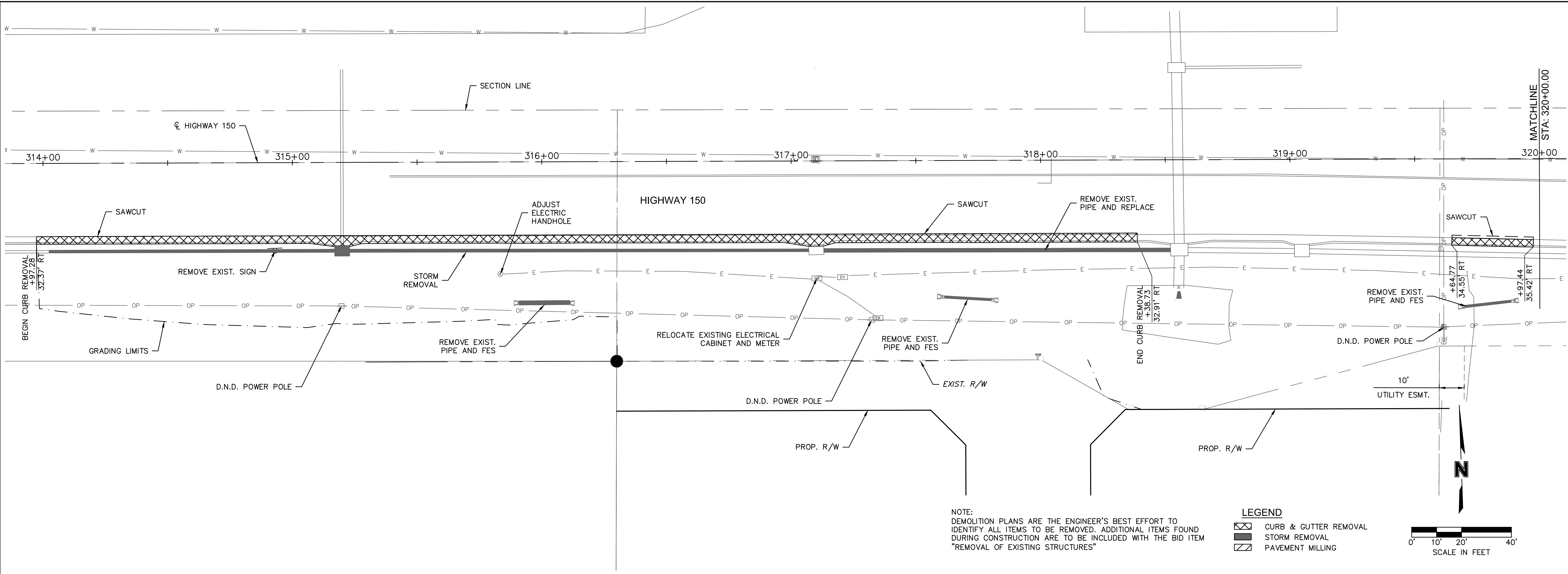
drawing no.: T_GENW_A192339

date: 2020.07.09

SHEET

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USER: jgallagher



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STATE OF MISSOURI
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PE-2018010499
7/28/2020
PROFESSIONAL ENGINEER

JAMES PATRICK GALLAGHER
PE-2018010499

REV.	NO.	DATE	DESCRIPTION	REVISIONS PER CITY COMMENTS
1		2020.06.29		

BY	DATE	DESCRIPTION

DEMOLITION & REMOVALS

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

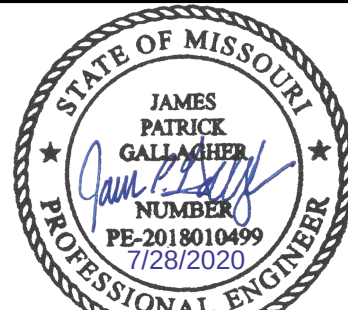
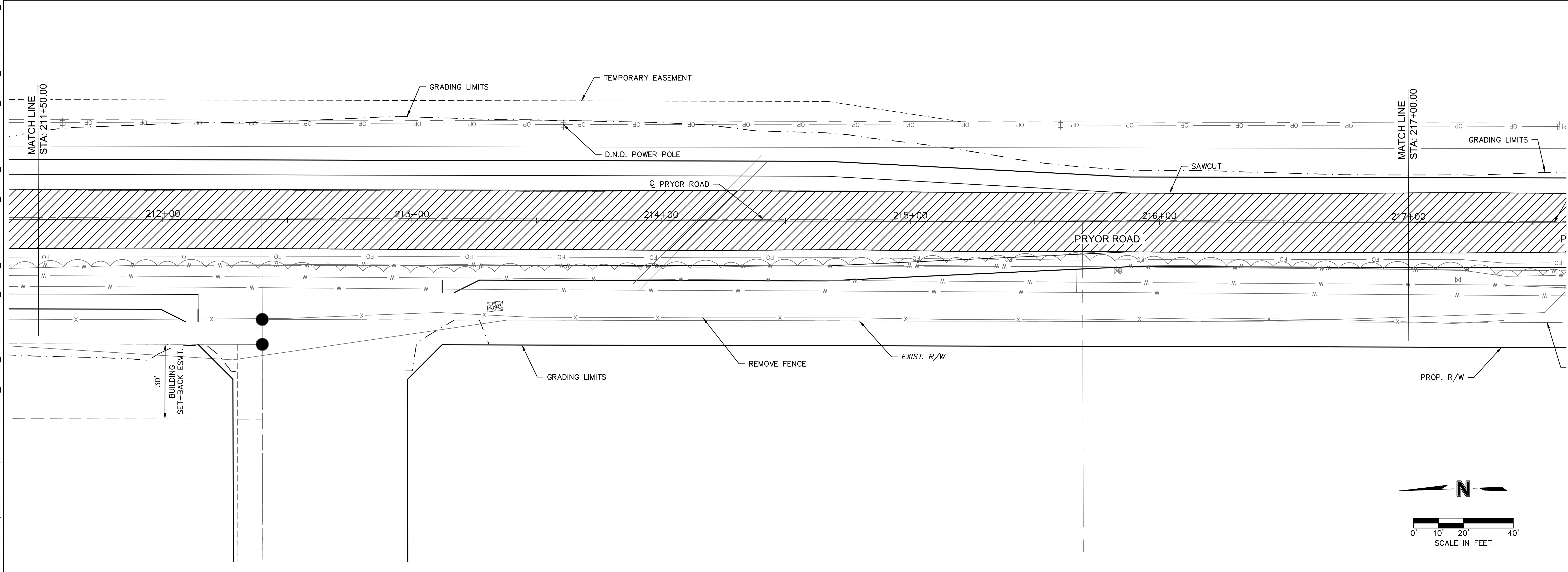
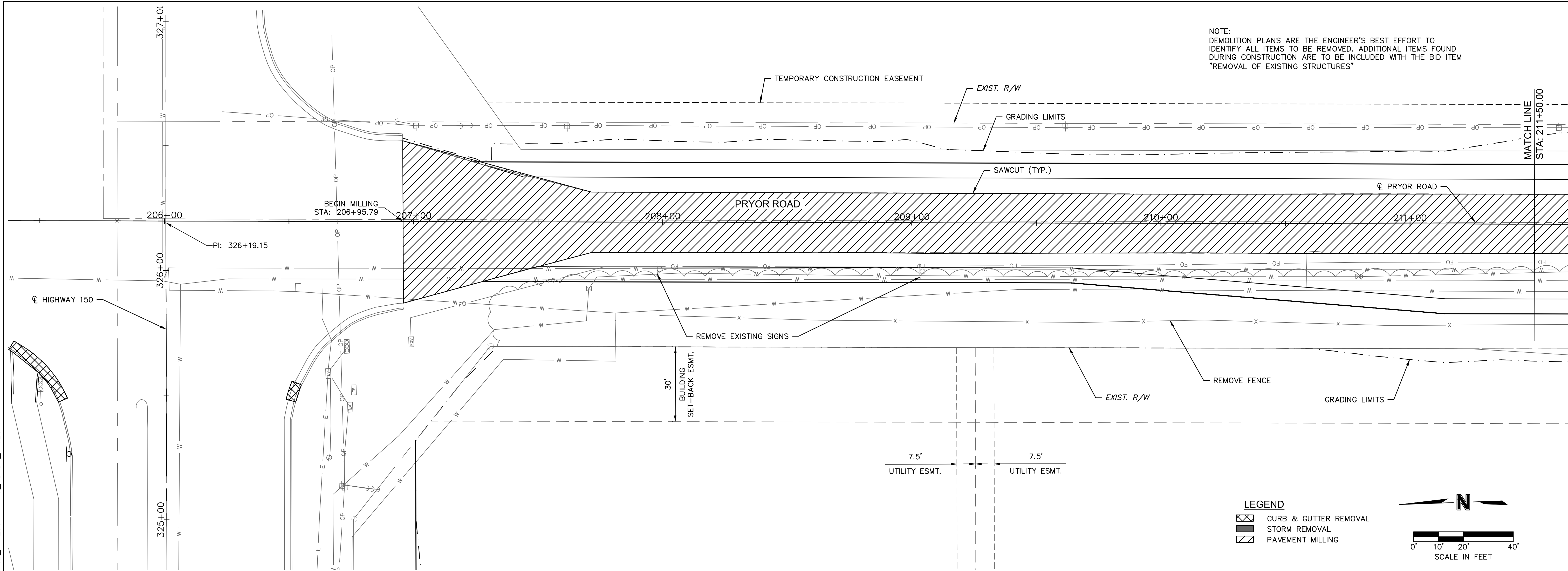
LEE'S SUMMIT, MO

2020

drawn by: AKU
checked by: JPG
approved by: JPG
QA/QC by: RBC
project no.: A192339
drawing no.: T_DEM_A192339
date: 2020.07.09

SHEET
5 of 63

NOTE:
DEMOLITION PLANS ARE THE ENGINEER'S BEST EFFORT TO
IDENTIFY ALL ITEMS TO BE REMOVED. ADDITIONAL ITEMS FOUND
DURING CONSTRUCTION ARE TO BE INCLUDED WITH THE BID ITEM
"REMOVAL OF EXISTING STRUCTURES"



JAMES PATRICK GALLAGHER
PE-2018010499

BY

[illegible]

DEMOLITION & REMOVALS

HIGHWAY 150 & PRYOR ROAD ROADWAY IMPROVEMENTS

LEE'S SUMMIT MO

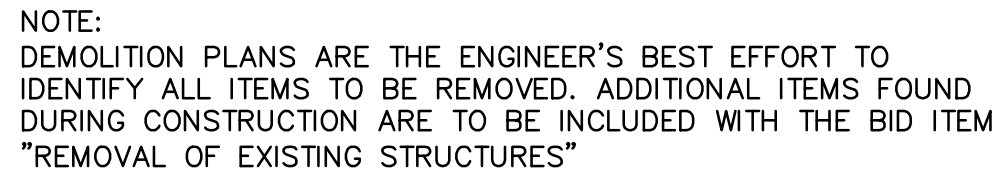
2020

drawn by: AKU
checked by: JPG
approved by: JPG
QA/QC by: RBC
project no.: A19-2339
drawing no.: T DEM A192339
date: 2020.07.09

SHEET

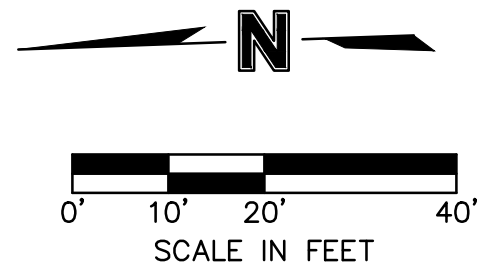
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Missouri Certificate of Authority #001592
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North Kansas City, MO 64116

TEL 816 361 1177 www.clccn.com



LEGEND

	CURB & GUTTER REMOVAL
	STORM REMOVAL
	PAVEMENT MILLING

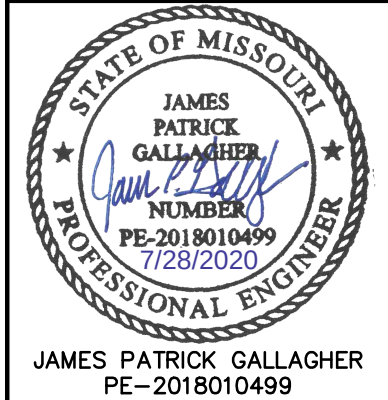
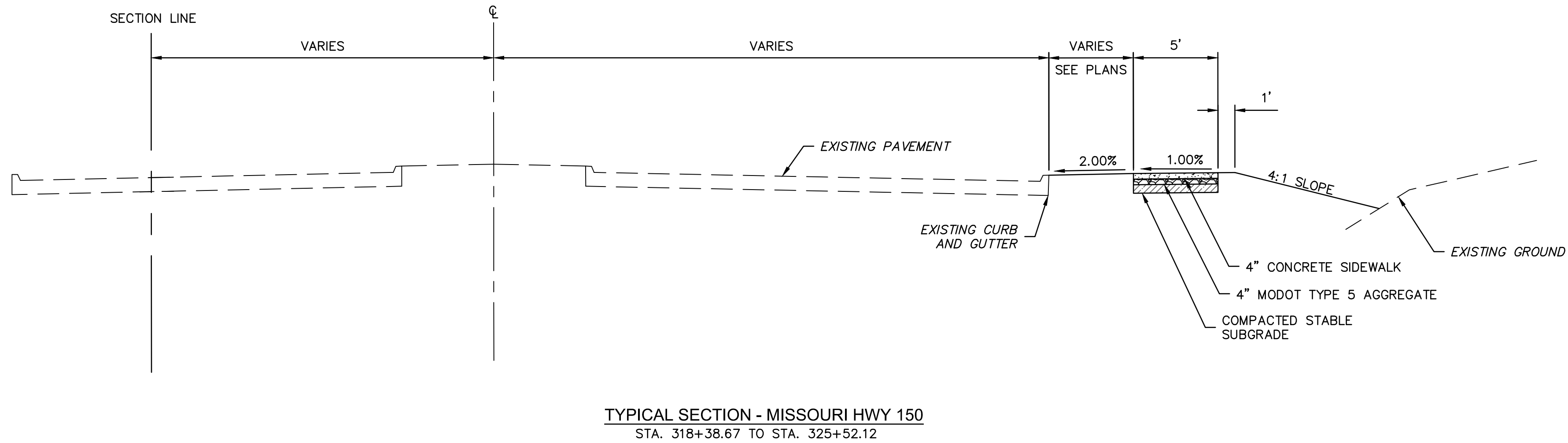
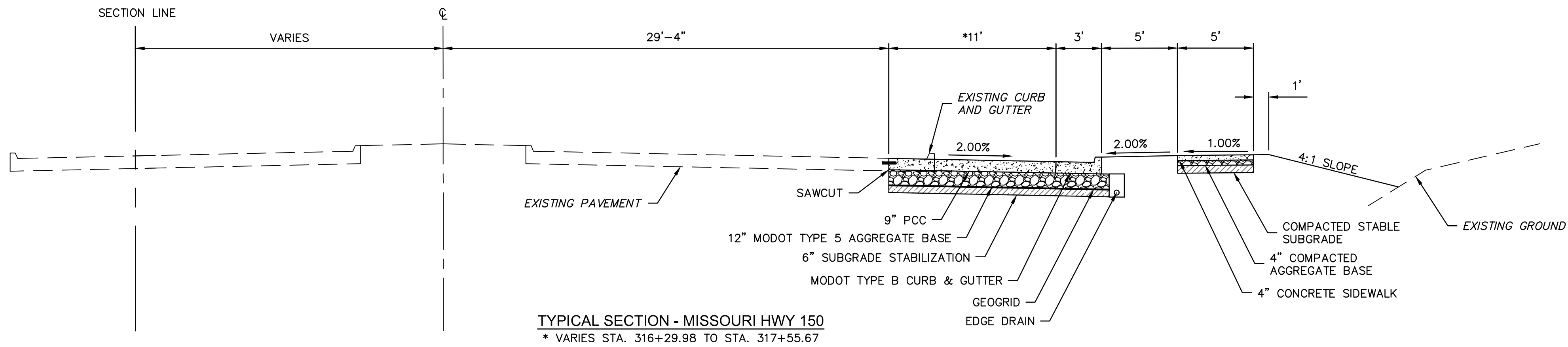
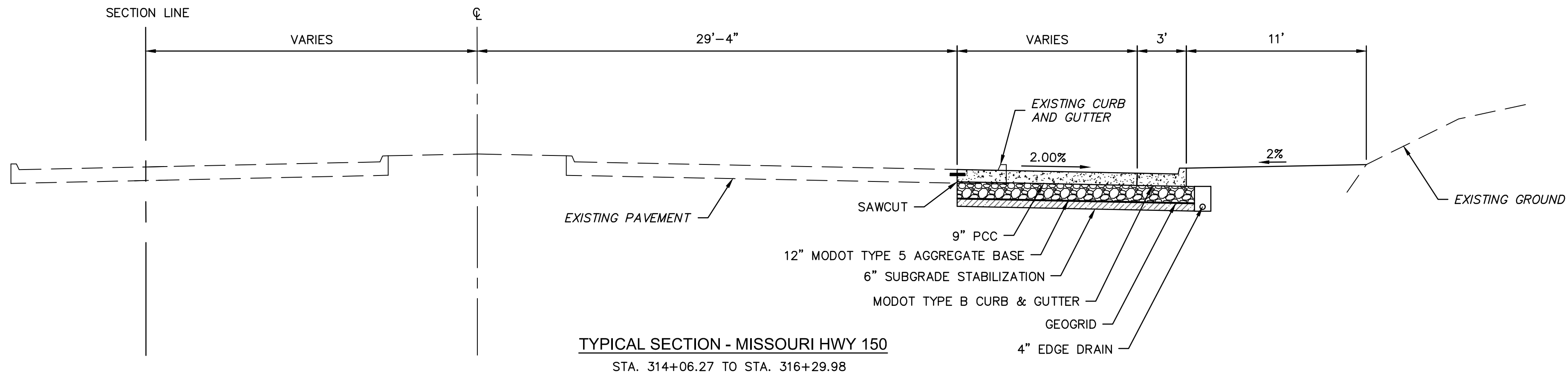


REV. NO.	DATE	REVISIONS DESCRIPTION	BY
1	2020.06.28	REVISIONS PER CITY COMMENTS	

DEMOLITION & REMOVALS	
HIGHWAY 150 & PRYOR ROAD ROADWAY IMPROVEMENTS	
LEE'S SUMMIT, MO	2020

drawn by: AKU
checked by: JPG
approved by: JPG
QA/QC by: RBC
project no.: A19-2339
drawing no.: T DEM A192339
date: 2020.07.09

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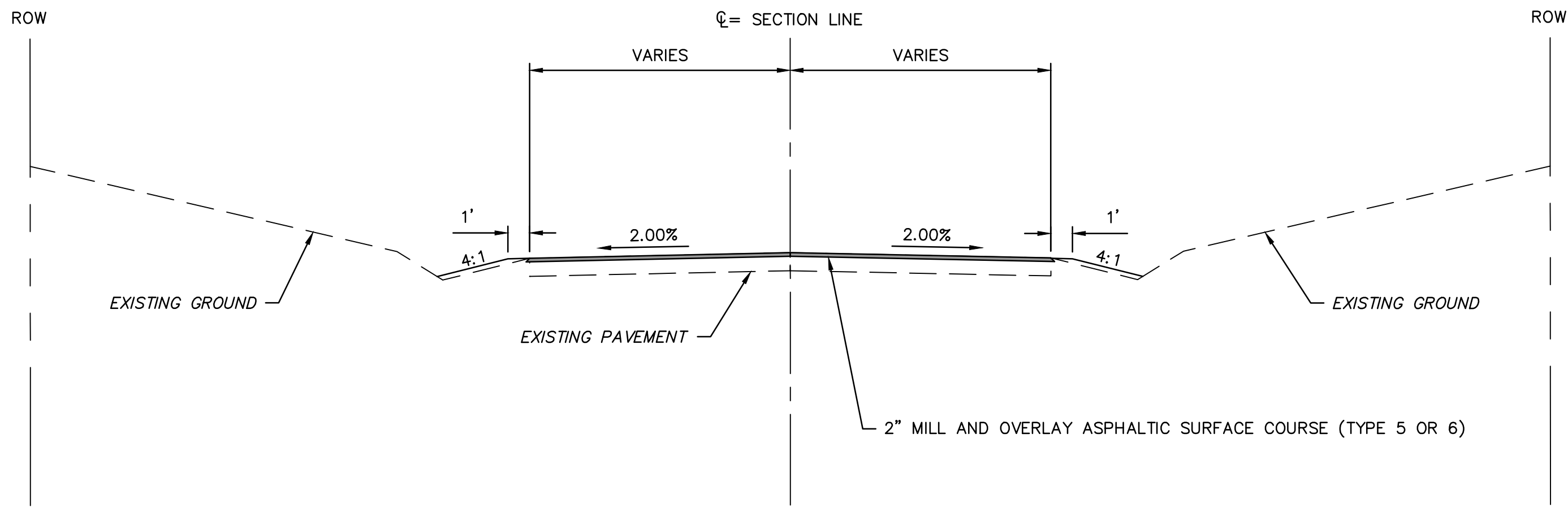
JAMES PATRICK GALLAGHER
PE-2018010499

REV. NO.	DATE	REVISIONS DESCRIPTION	BY
1	2020.06.29	REVISIONS PER CITY COMMENTS	

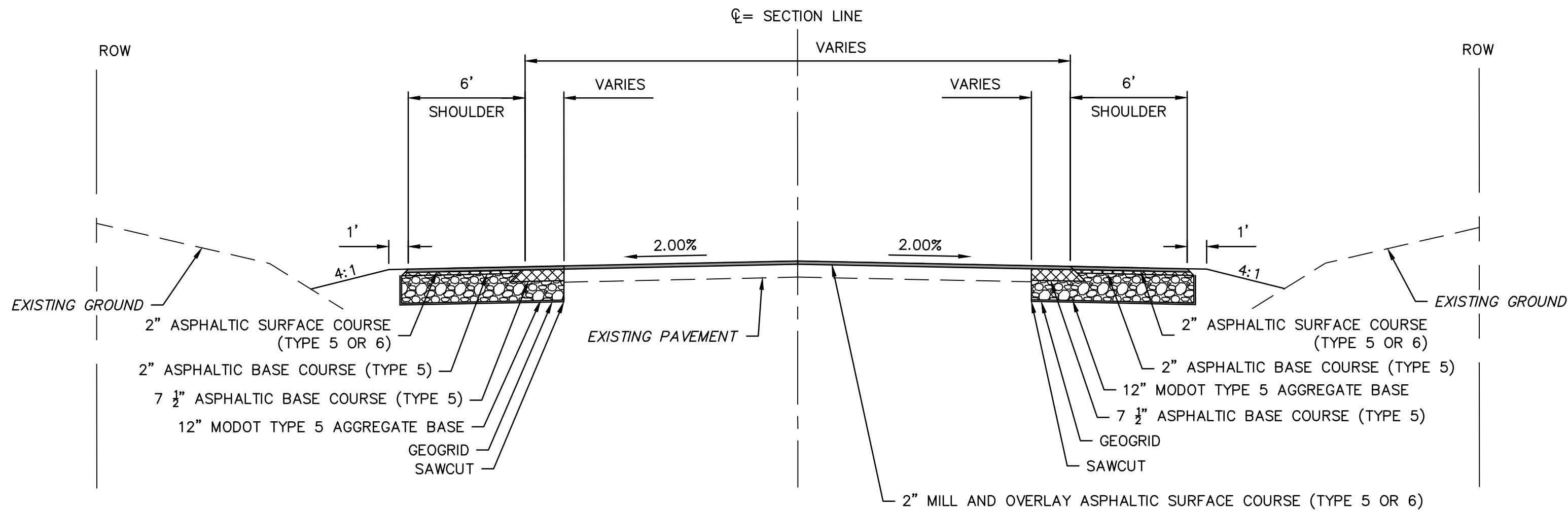
TYPICAL SECTIONS	2020
HIGHWAY 150 & PRYOR ROAD ROADWAY IMPROVEMENTS	
LEE'S SUMMIT, MO	

drawn by: AKU
checked by: JFG
approved by: JFG
QA/QC by: RBC
project no.: TYP A19-2339
drawing no.: TYP A192339
date: 2020.07.09

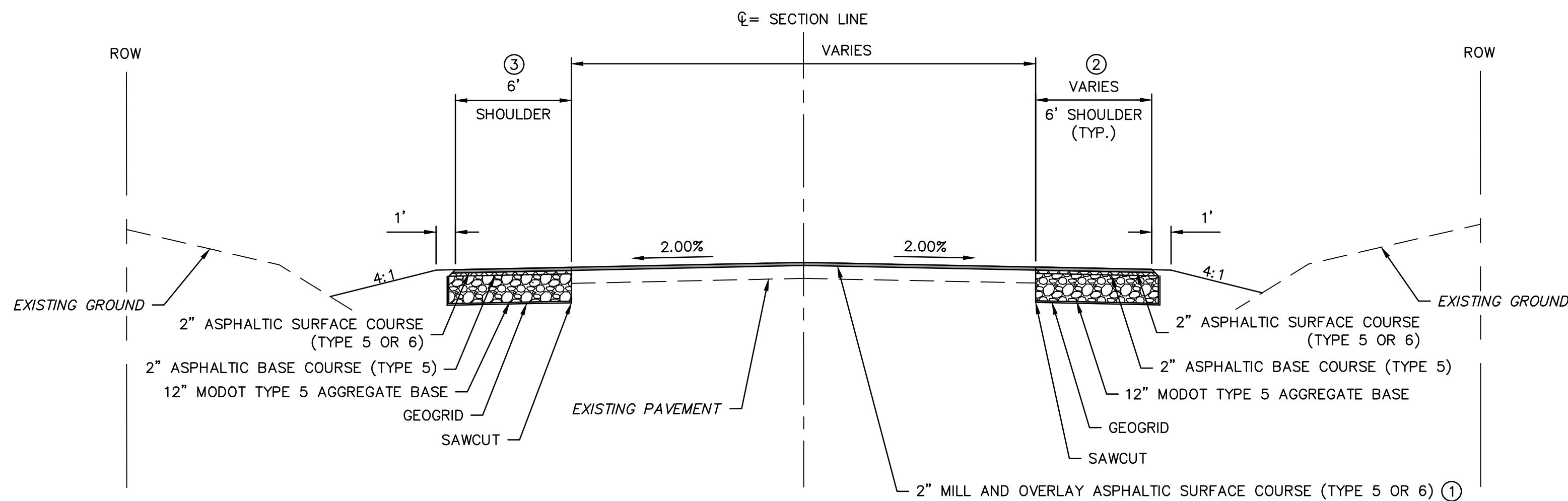
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DATE: Jul 27, 2020 11:50pm XREFS: T_PBASE_A192339 T_PPAIT_A192339 C_PBASE_A192339



TYPICAL SECTION - PRYOR ROAD
STA. 206+95.79 TO STA. 207+27.32



TYPICAL SECTION - PRYOR ROAD
STA. 207+27.32 TO STA. 215+88.36



TYPICAL SECTION - PRYOR ROAD
STA. 215+88.36 TO STA. 220+53.00

- ① END MILL AND OVERLAY AT STATION 218+98.63
② END RIGHT SHOULDER WIDENING AT STATION 220+53.00
③ END LEFT SHOULDER WIDENING AT STATION 219+29.98

TYPICAL SECTIONS

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

2020

drawn by: AKU
checked by: JFG
approved by: JFG
QA/QC by: RBC
project no.: A19-2339
drawing no.: T_TYP A192339
date: 2020.07.09

SHEET

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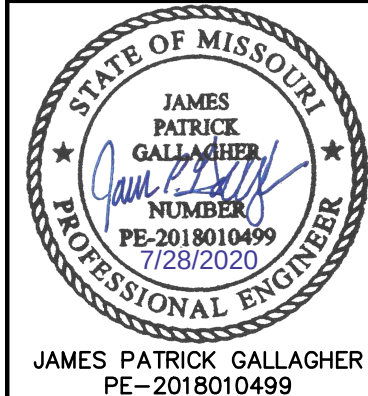
BY

REVISIONS DESCRIPTION
REV. NO. DATE

1 2020.06.29

REVISIONS PER CITY COMMENTS

REVISIONS

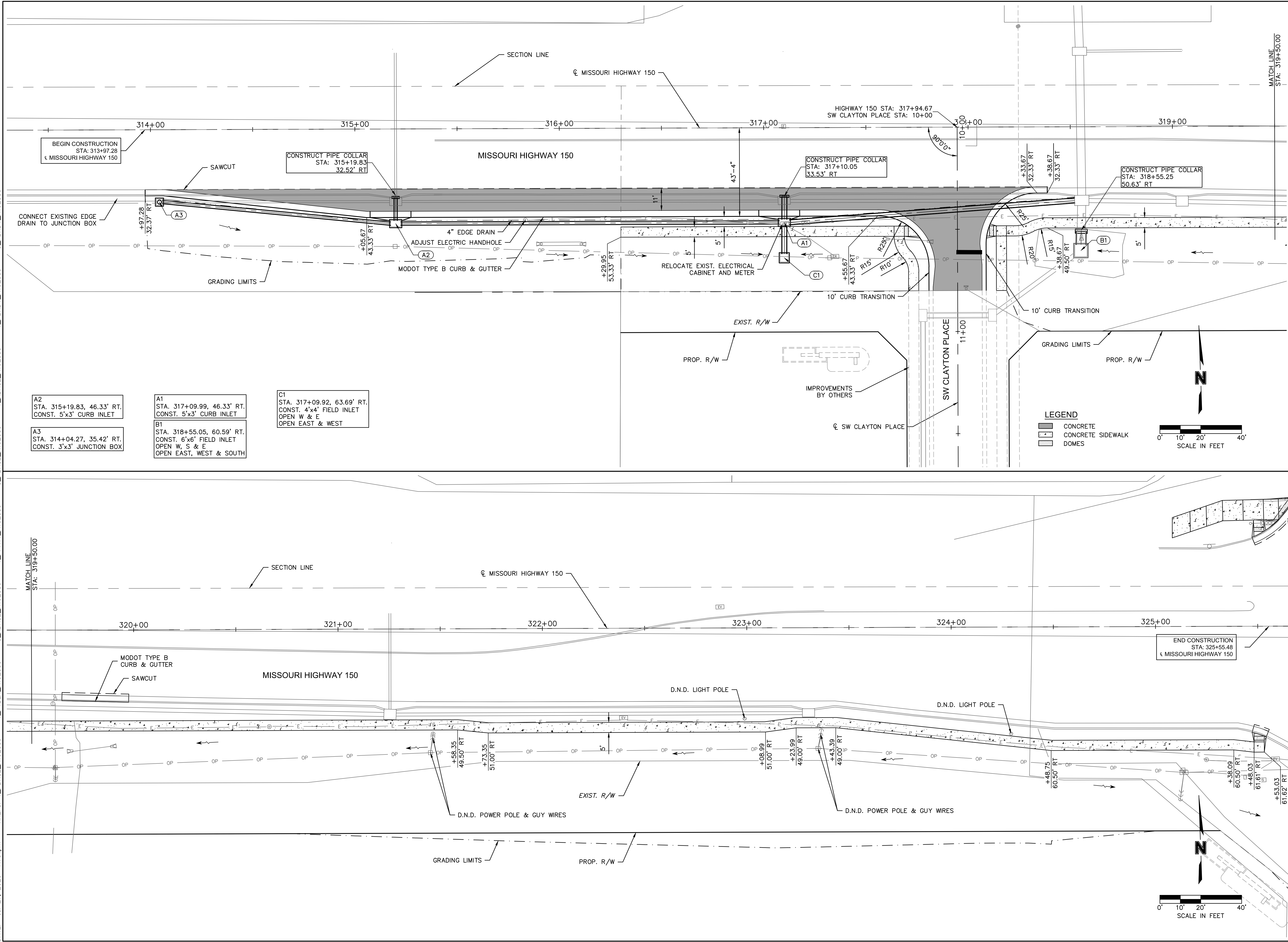


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DWG: F:\2019\2001-2500\019-2339-A110-Design\AutoCAD\Final Plans\Sheets\BDR\PLAN\T_RPP01_A192339.dwg USER: jgallagher
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DATE

REV. NO.

REVISIONS DESCRIPTION

REVISIONS PER CITY COMMENTS

PLANS

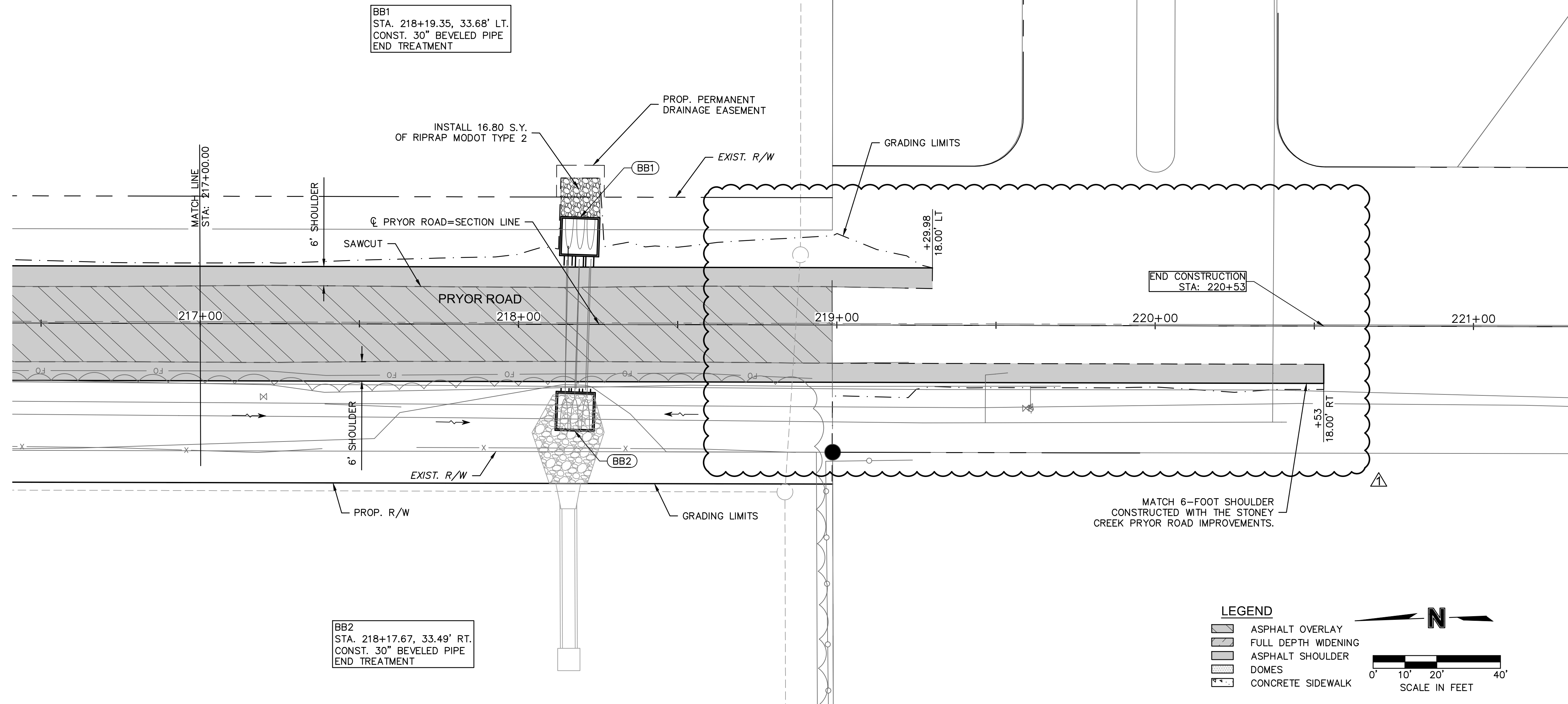
HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

2020

LEE'S SUMMIT, MO

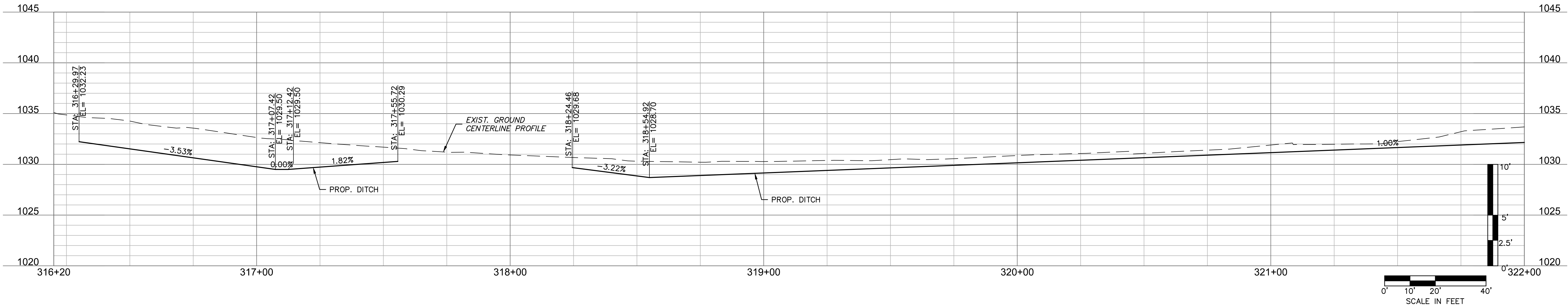
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drawing no.: T_RPP01_A192339
date: 2020.07.09

SHEET
10 of 63

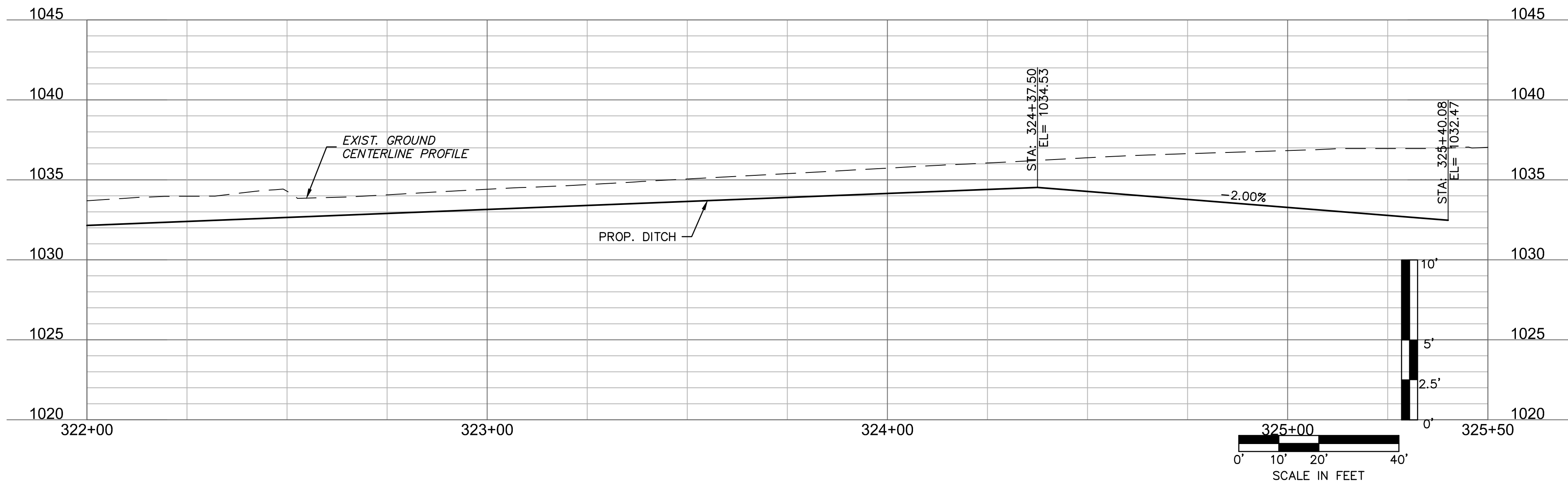


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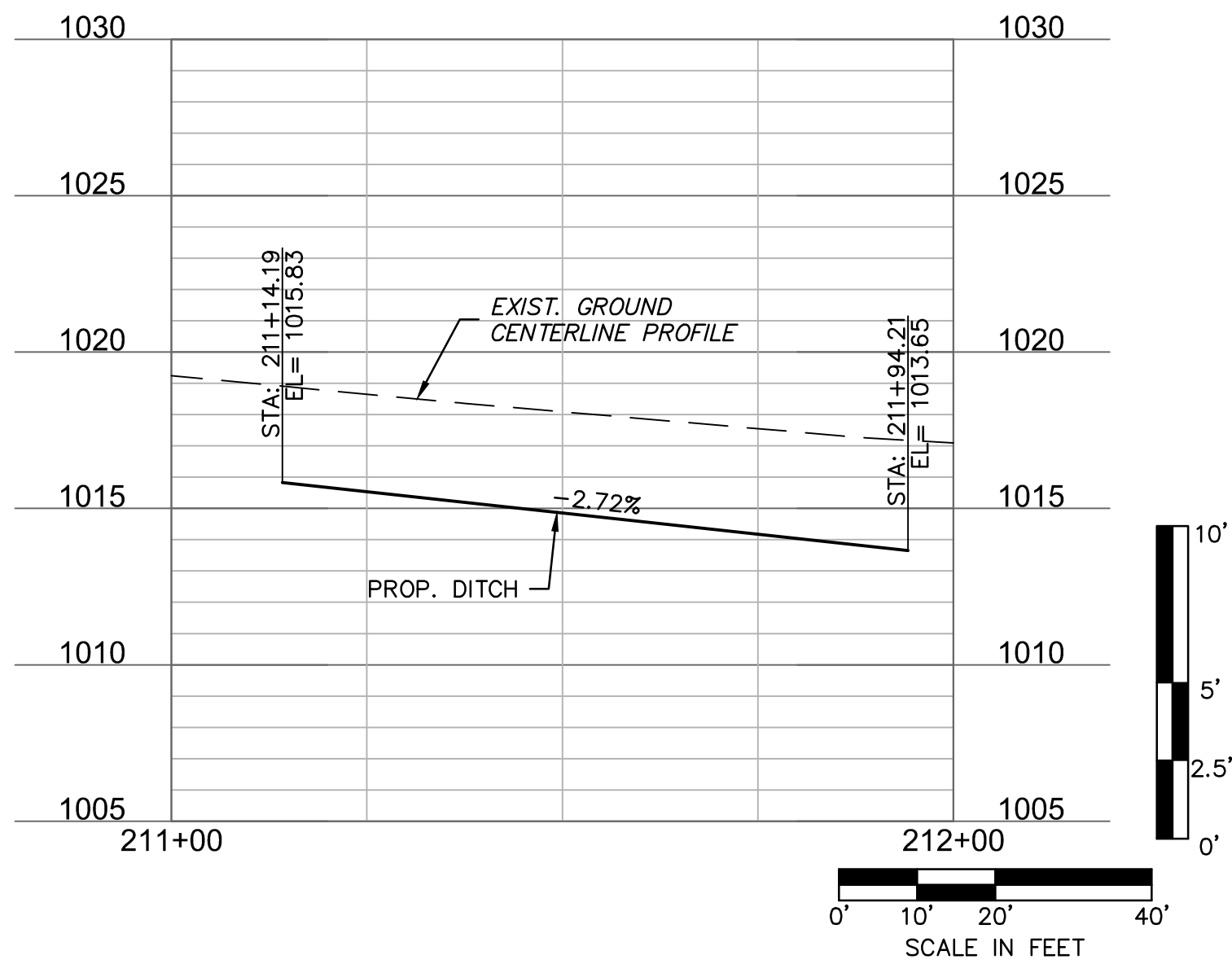
HIGHWAY 150 (DITCH PROFILES)



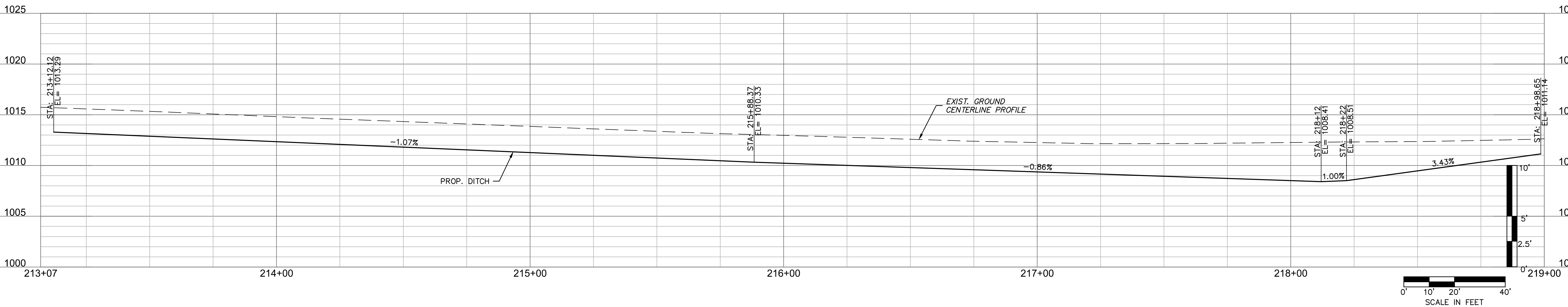
HIGHWAY 150 (DITCH PROFILE)



PRYOR ROAD (DITCH PROFILE)



PRYOR ROAD (DITCH PROFILE)



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BY		REVISIONS	
REV. NO.	DATE	REVISIONS DESCRIPTION	REVISIONS PER CITY COMMENTS
1	2020.06.29		

DITCH PROFILES

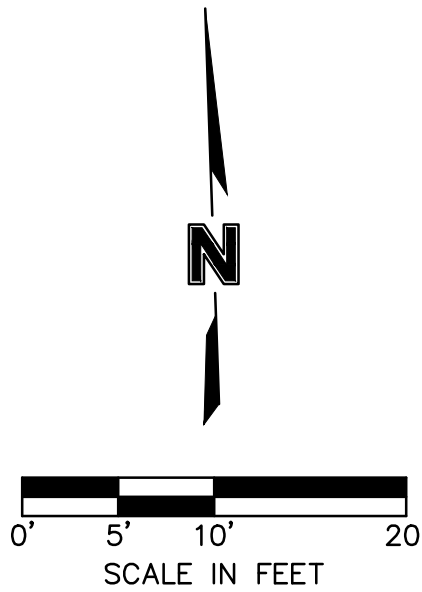
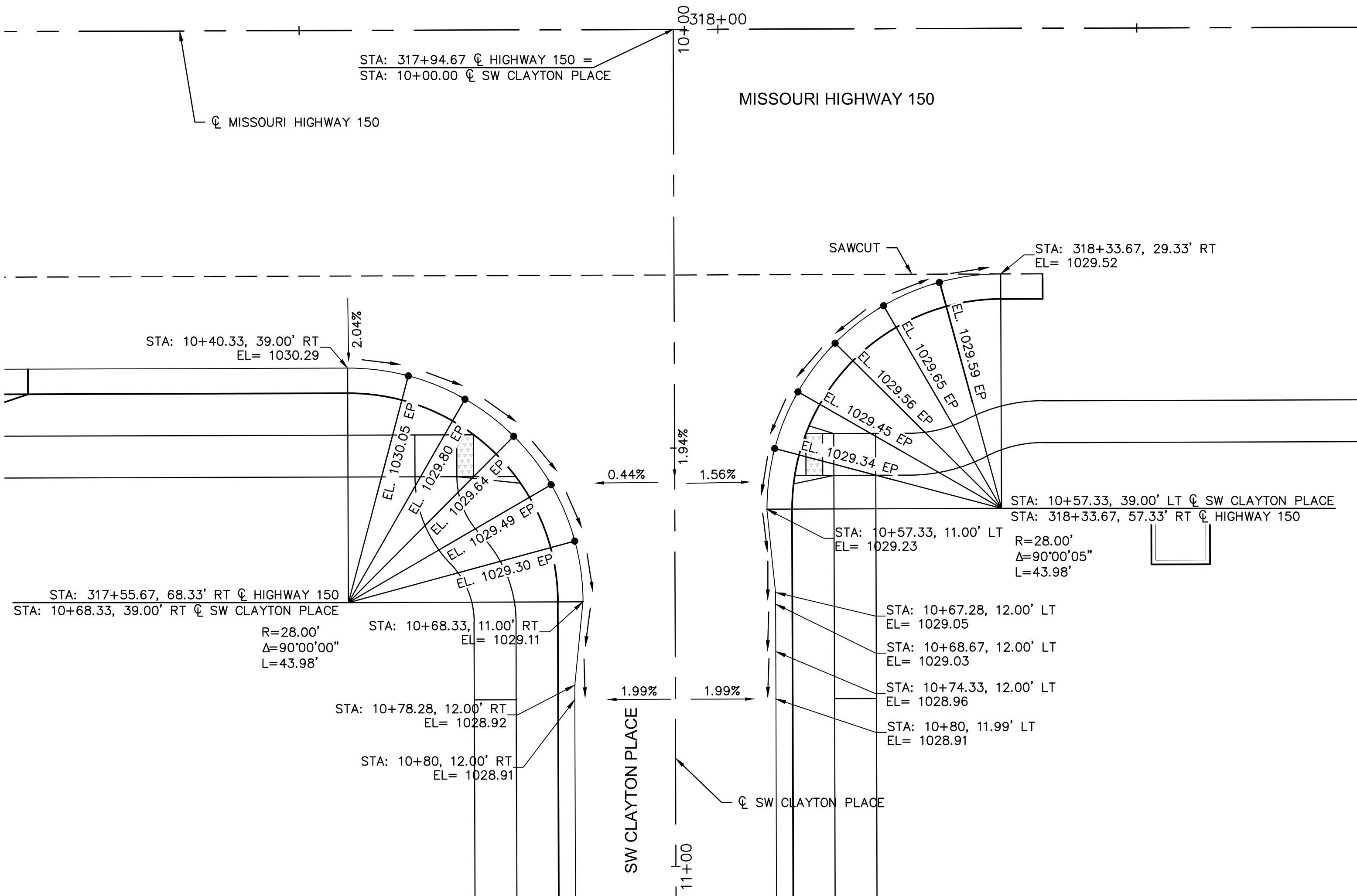
HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

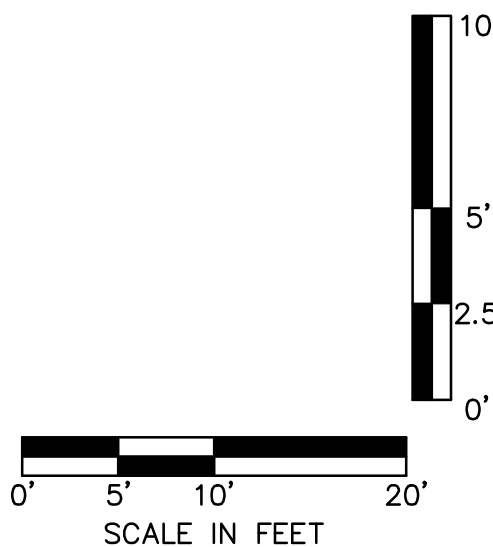
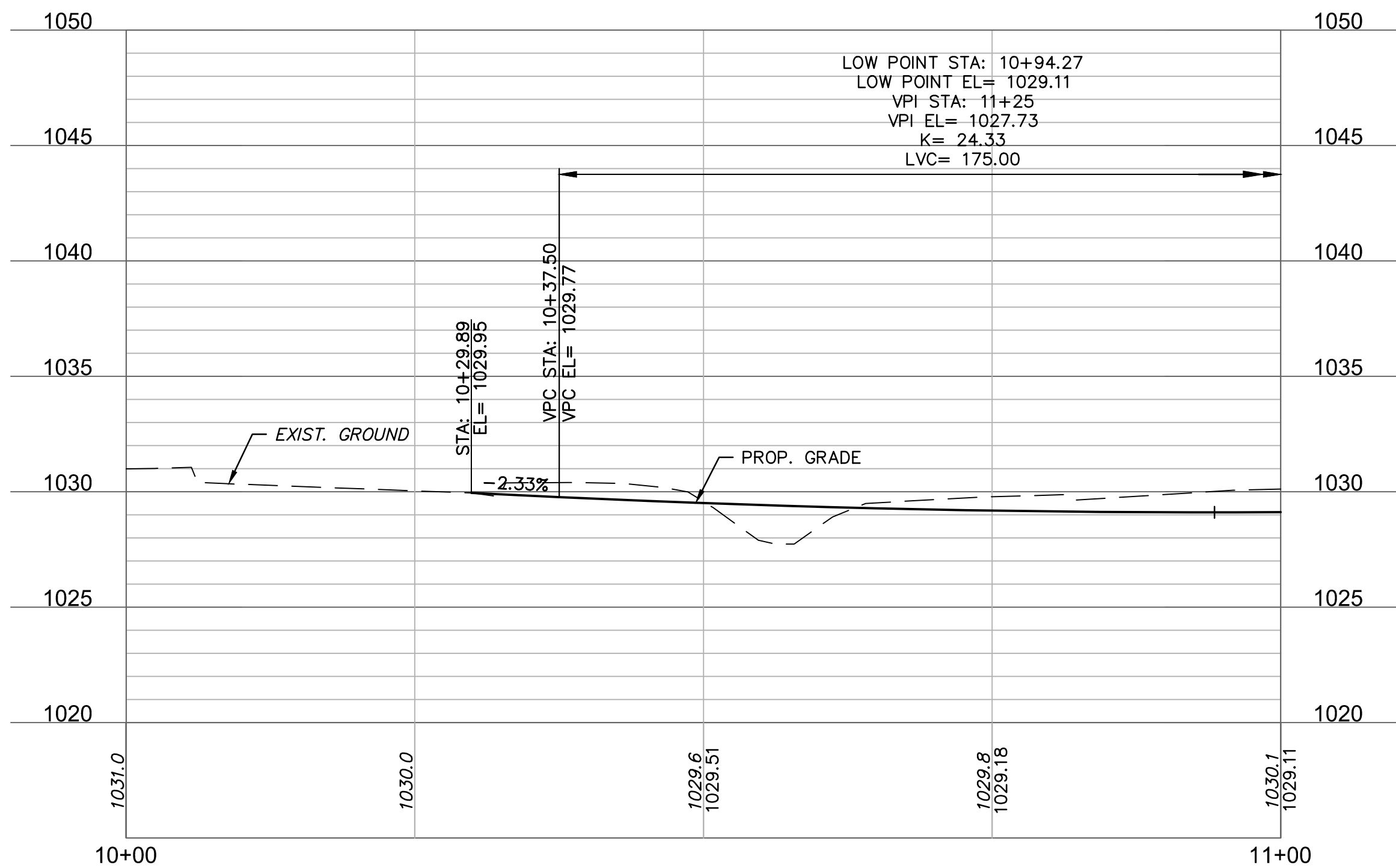
drawn by: AKU
checked by: JPG
approved by: JPG
QA/QC by: RBC
project no.: A19-2339
drawing: DITCH_PROF_A192339
date: 2020.07.09

SHEET
13 of 63

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DATE: Jul 27, 2020 11:53pm XREFS: T_PBASE_A192339 T_PTBK_A192339 C_PBASE_A192339
USER: jgallagher



SW CLAYTON PLACE (10+00 - 11+00)



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REV. NO.

DATE

REVISIONS DESCRIPTION

REVISIONS PER CITY COMMENTS

INTERSECTION LAYOUTS

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

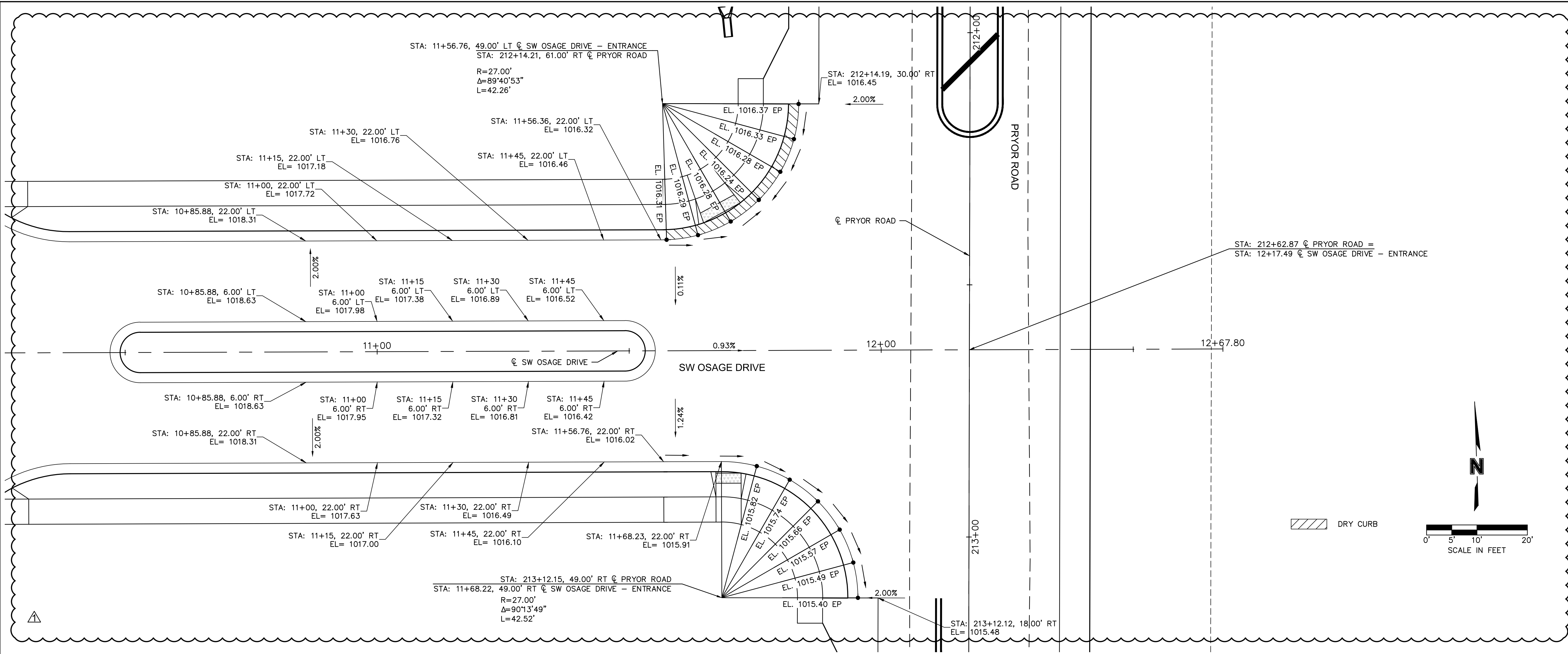
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date: 2020.07.09

2020

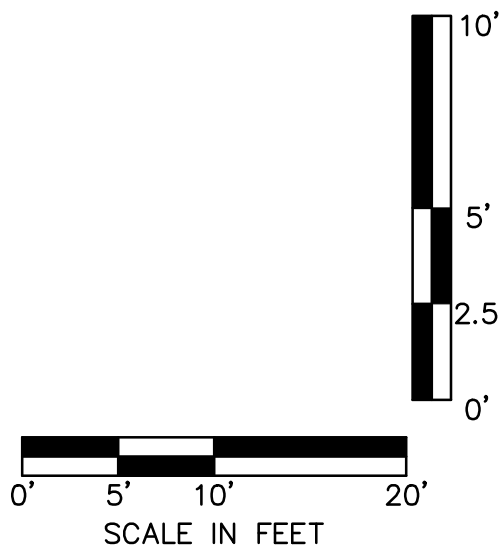
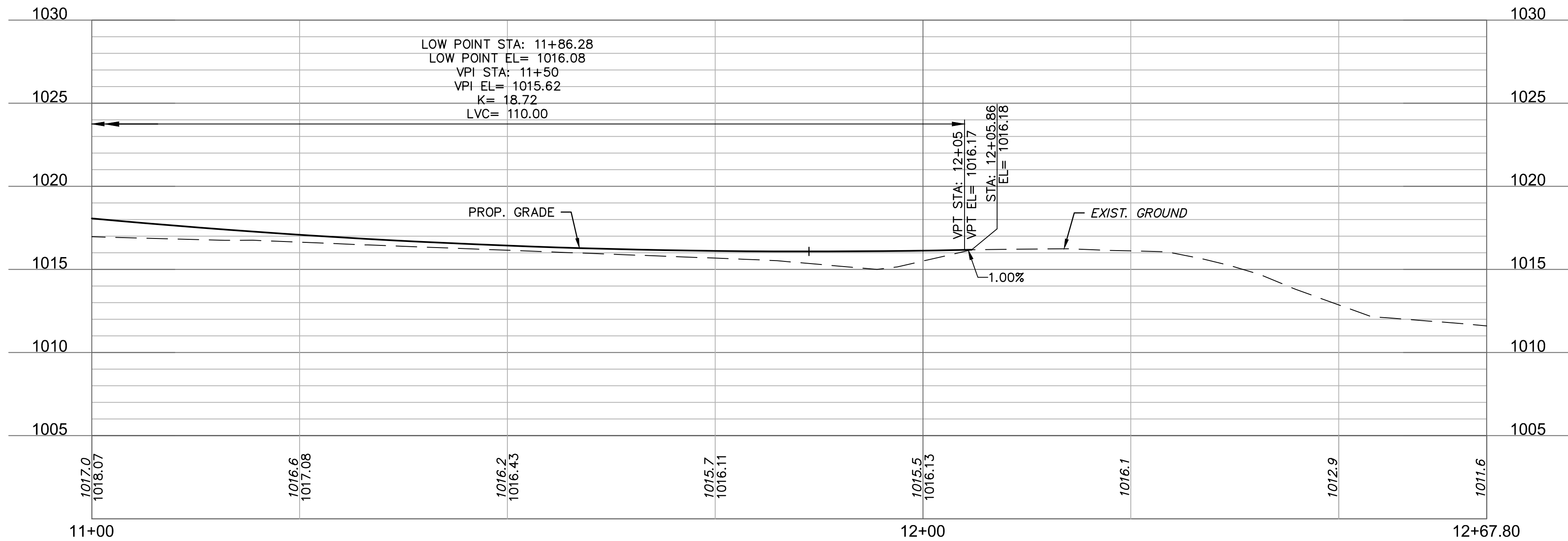
SHEET

14 of 63

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USER: jgallagher



SW OSAGE DRIVE - ENTRANCE (11+00 - 12+67.80)



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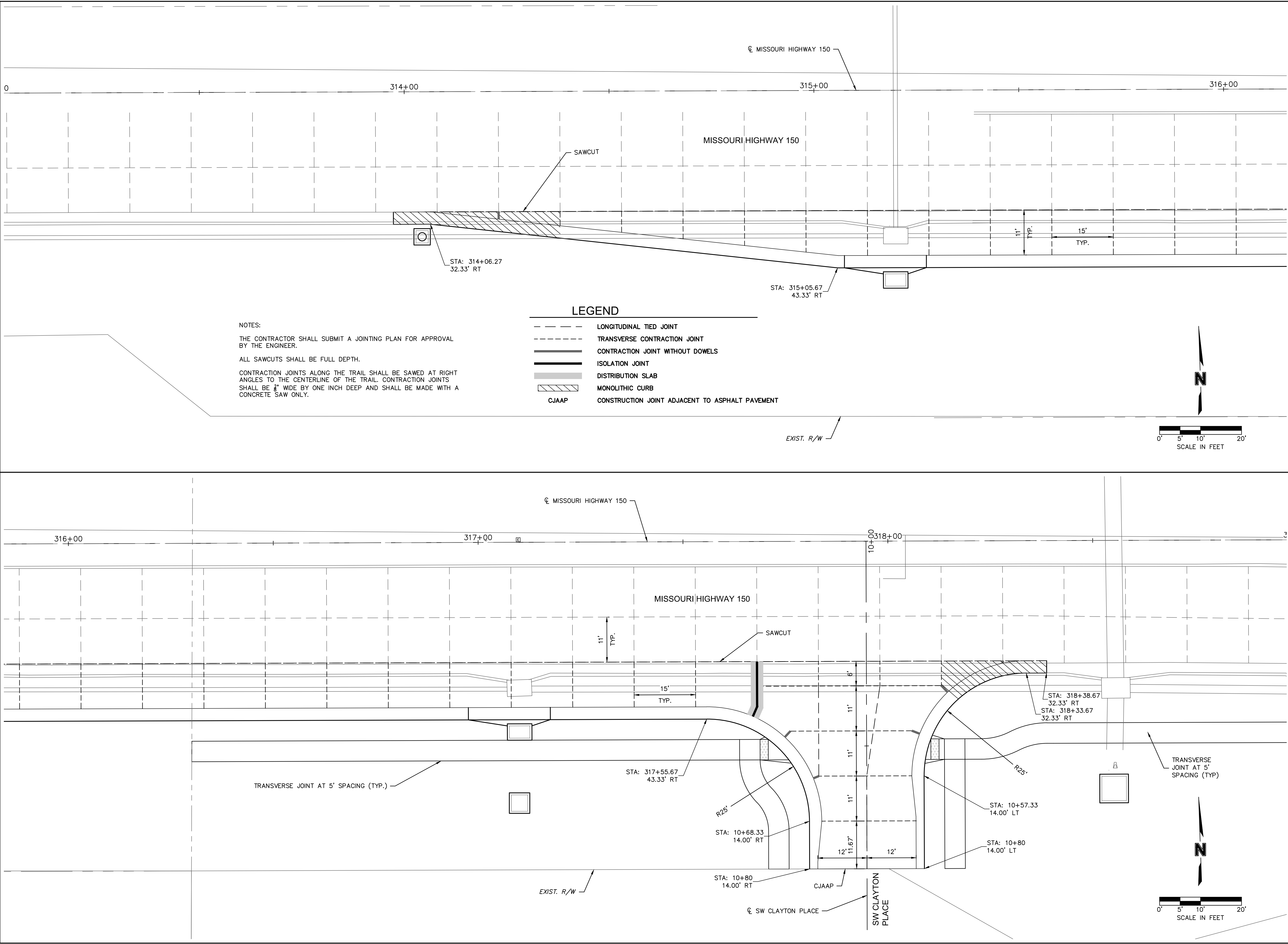
REV.	NO.	DATE	REVISIONS DESCRIPTION
1		2020.06.29	REVISIONS PER CITY COMMENTS

INTERSECTION LAYOUTS	2020
HIGHWAY 150 & PRYOR ROAD ROADWAY IMPROVEMENTS	
LEE'S SUMMIT, MO	

drawn by: AKU
checked by: JFG
approved by: JFG
QA/QC by: RBC
project no.: A19-2339
drawing no.: T_INT01_A192339
date: 2020.07.09

SHEET
15 of 63

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DATE: Jul 27, 2020 11:56pm USER: jgallagher
T_PFILE: A192339 T_PBASE: A192339 XREFS: T_PBASE: A192339



NOTES:

THE CONTRACTOR SHALL SUBMIT A JOINTING PLAN FOR APPROVAL BY THE ENGINEER.

ALL SAWCUTS SHALL BE FULL DEPTH.

CONTRACTION JOINTS ALONG THE TRAIL SHALL BE SAWED AT RIGHT ANGLES TO THE CENTERLINE OF THE TRAIL. CONTRACTION JOINTS SHALL BE $\frac{1}{4}$ " WIDE BY ONE INCH DEEP AND SHALL BE MADE WITH A CONCRETE SAW ONLY.

- LEGEND**
- LONGITUDINAL TIED JOINT
 - TRANSVERSE CONTRACTION JOINT
 - CONTRACTION JOINT WITHOUT DOWELS
 - ISOLATION JOINT
 - DISTRIBUTION SLAB
 - MONOLITHIC CURB
 - CJAAP CONSTRUCTION JOINT ADJACENT TO ASPHALT PAVEMENT

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PE-2018010499

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REVISIONS

REV. NO.	DATE	REVISIONS DESCRIPTION
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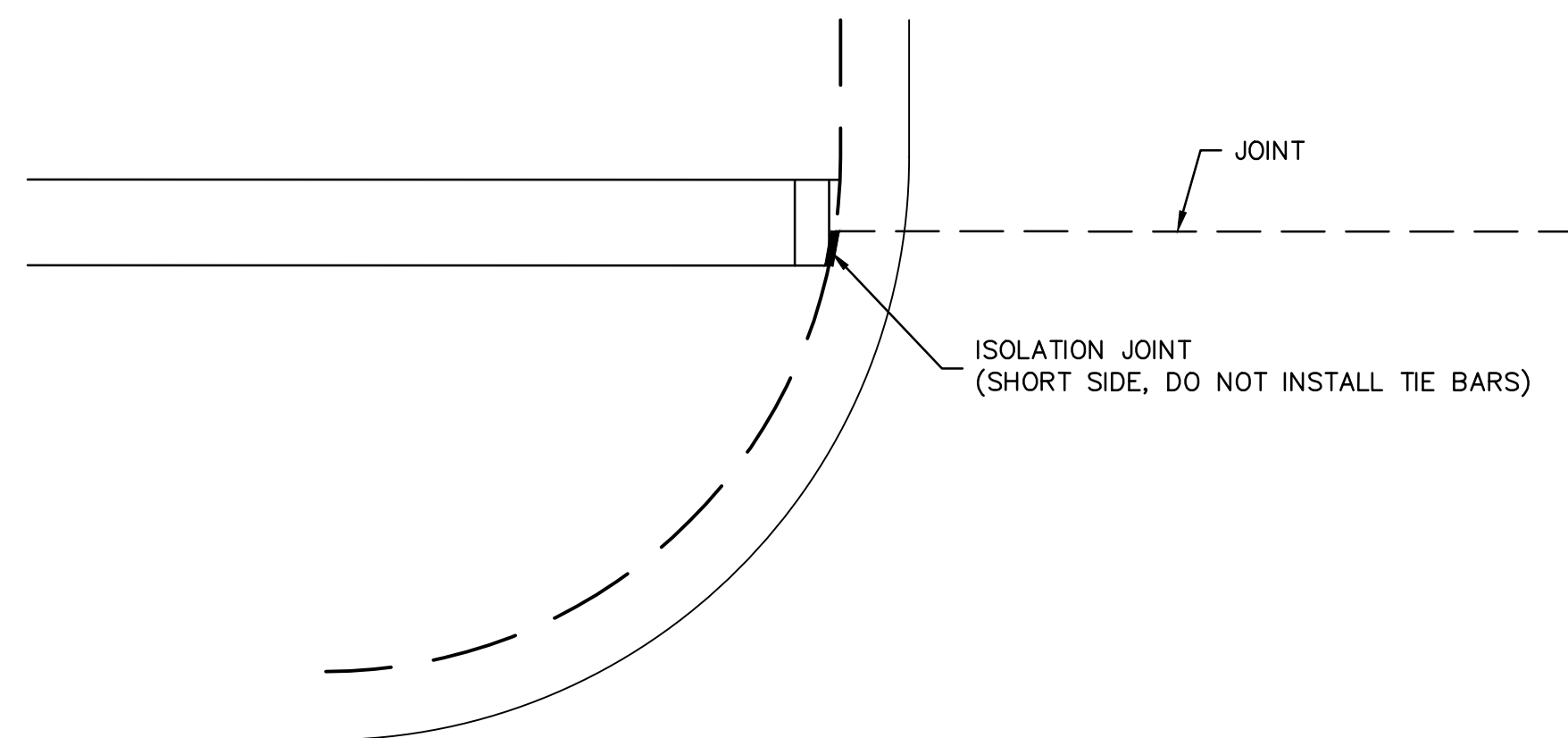
CONCRETE JOINTING LAYOUT

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

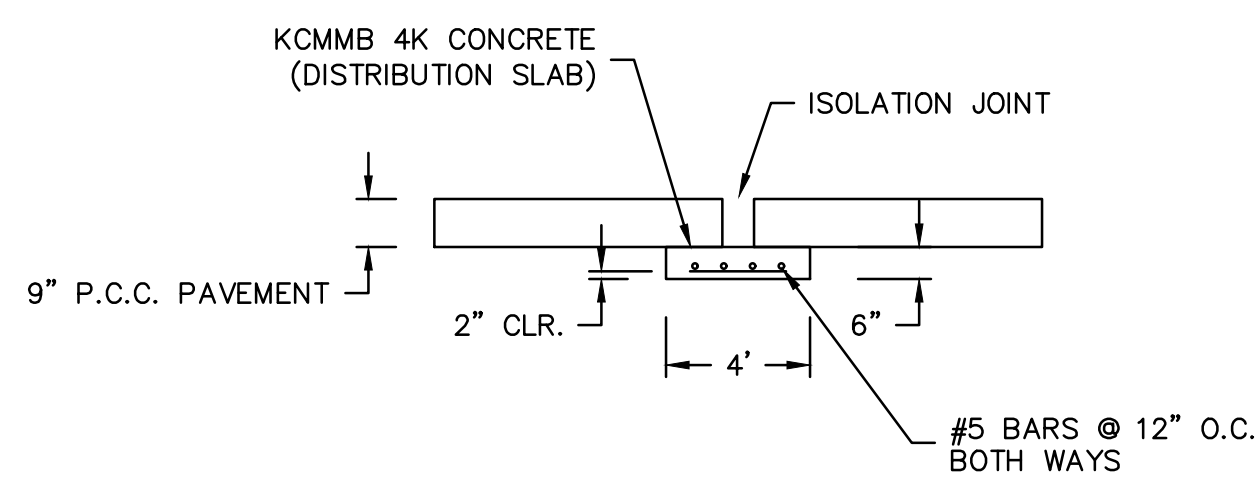
LEE'S SUMMIT, MO

drawn by: AKU
checked by: JPG
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QA/QC by: RBC
project no.: A19-2339
drawing no.: T_JNT_A192339
date: 2020.07.09

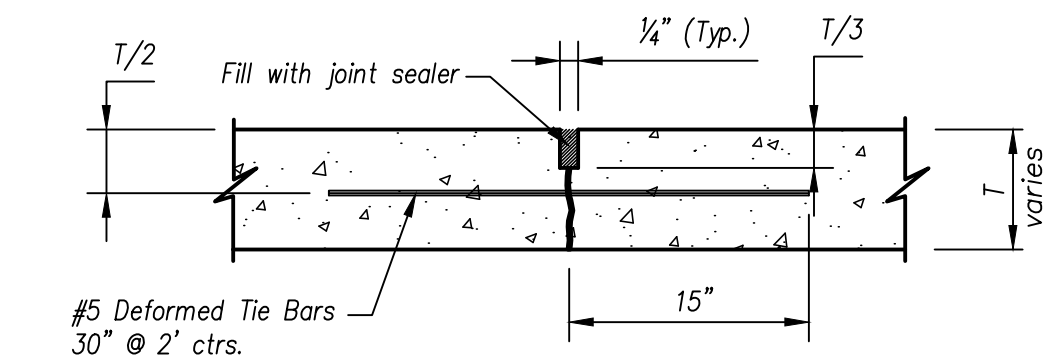
SHEET
18 of 63



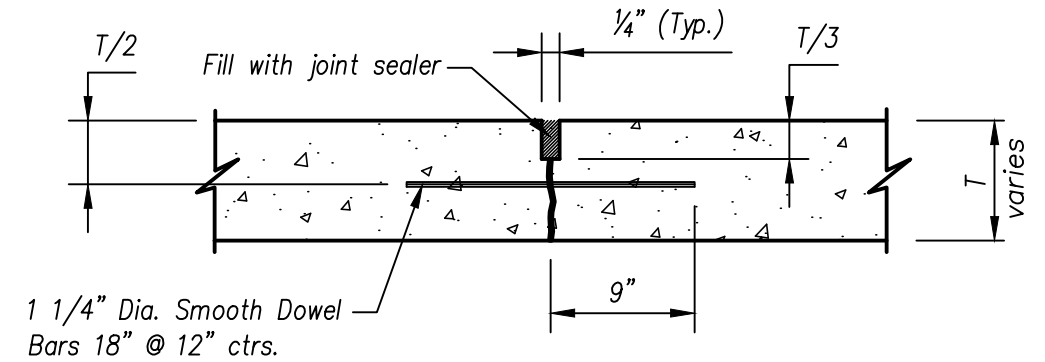
CONCRETE JOINT ADJACENT
TO SIDEWALK RAMP
*APPLIES TO ALL LOCATIONS THAT A
JOINT INTERSECTS WITH A SIDEWALK RAMP



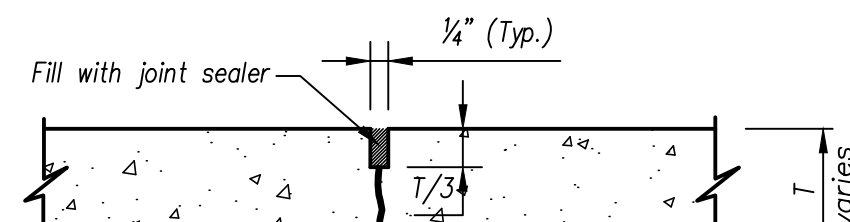
DISTRIBUTION SLAB DETAIL



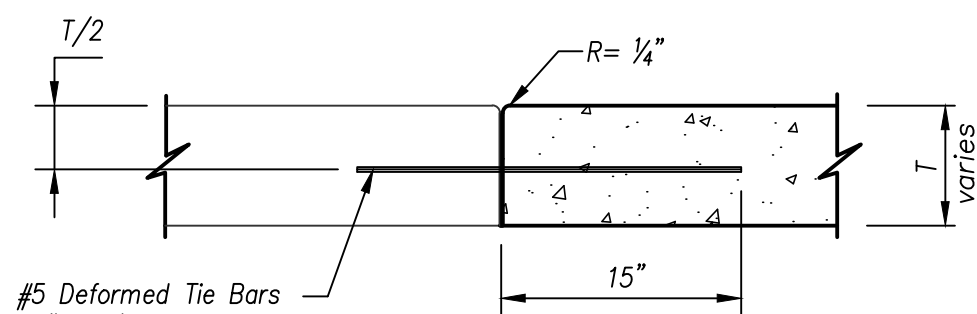
Logitudinal Tied Joint



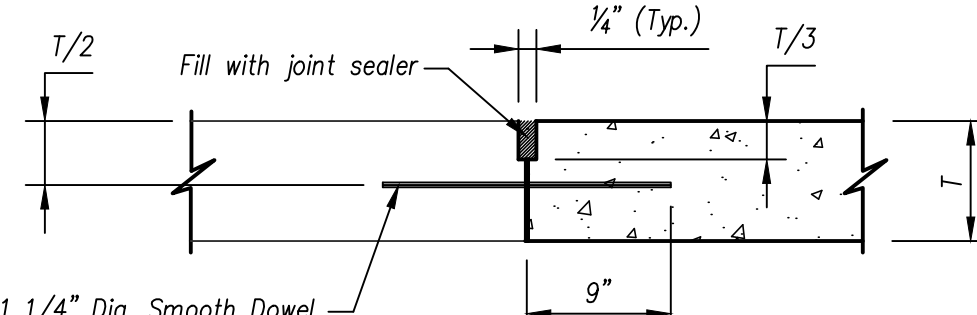
Transverse Contraction Joint



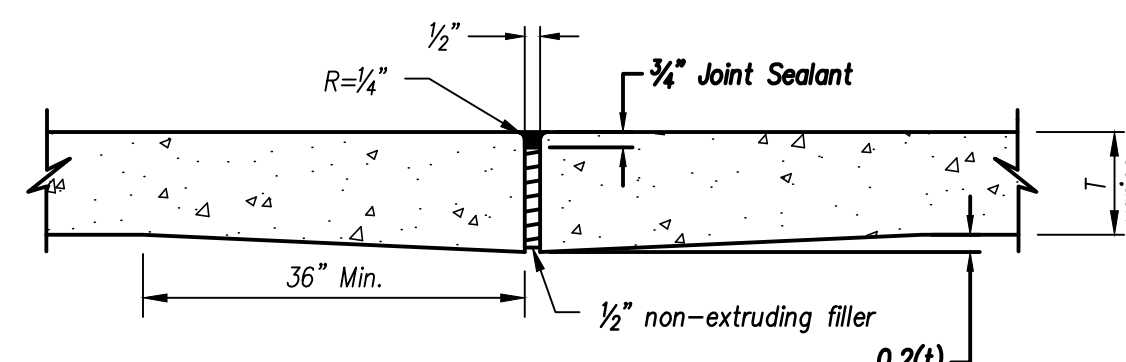
Contraction Joint Without Dowels



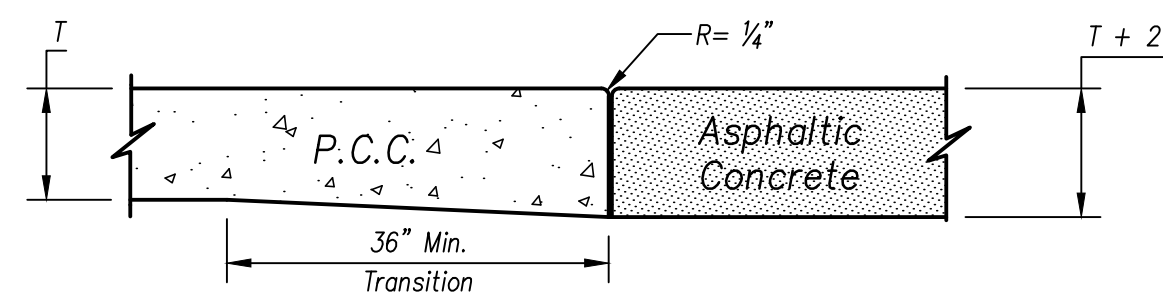
Longitudinal Construction Joint



Transverse Construction Joint



Isolation Joint



Construction Joint Adjacent to Asphalt Pavement

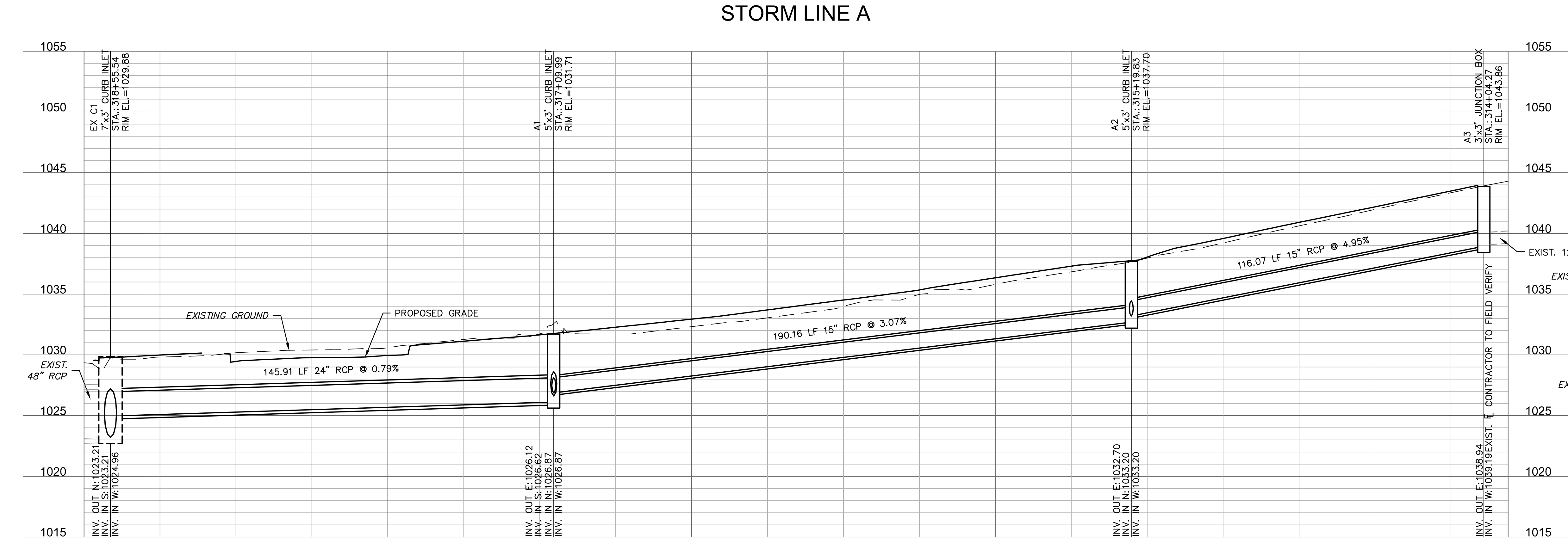
Joint Details

Note: Tie bars shall not be less than 12" from end of Dowel Bars.

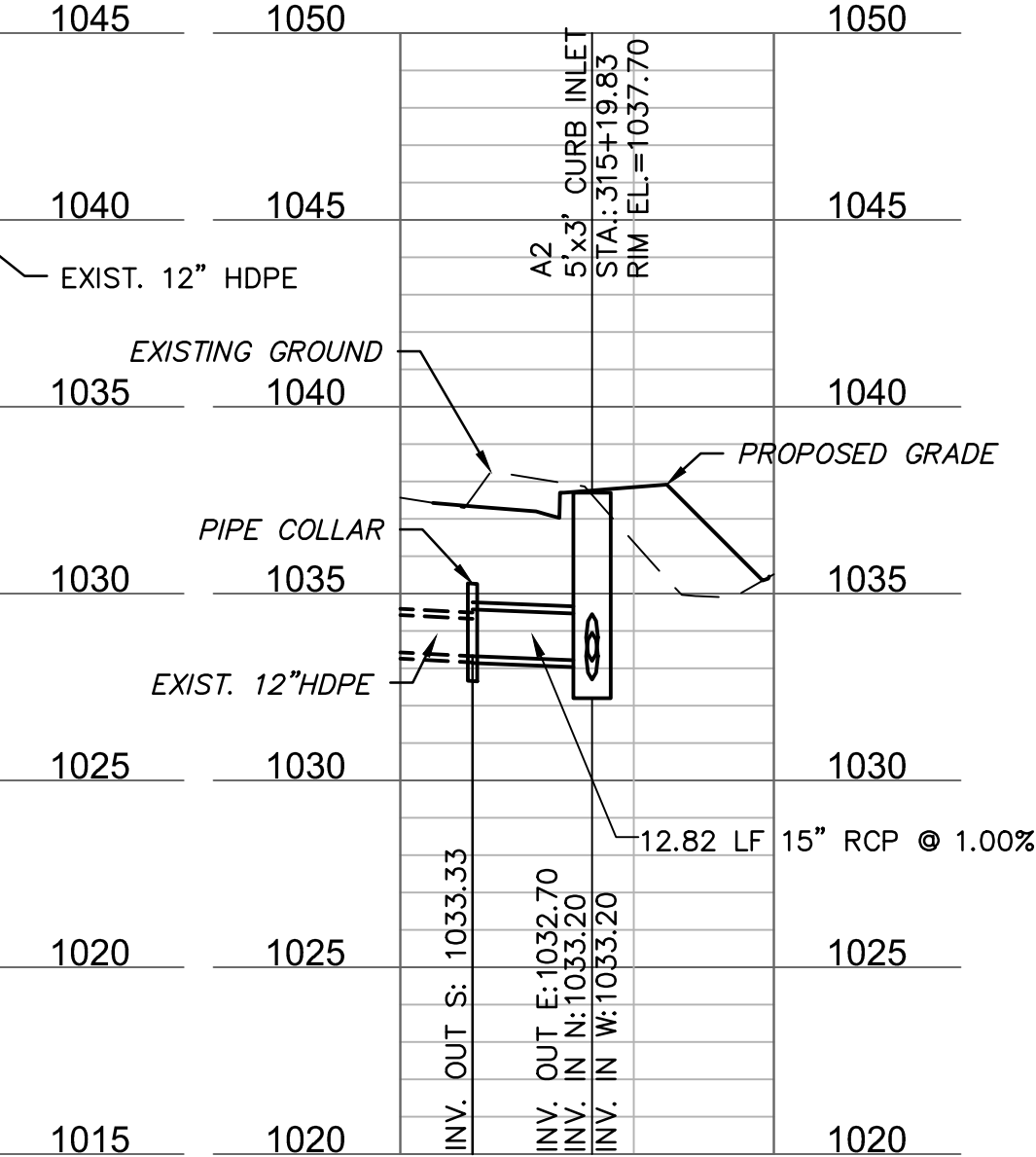
REV. NO.	DATE	REVISIONS DESCRIPTION	BY
1	2020.06.29	REVISIONS PER CITY COMMENTS	

CONCRETE JOINTING DETAILS			
HIGHWAY 150 & PRYOR ROAD ROADWAY IMPROVEMENTS			

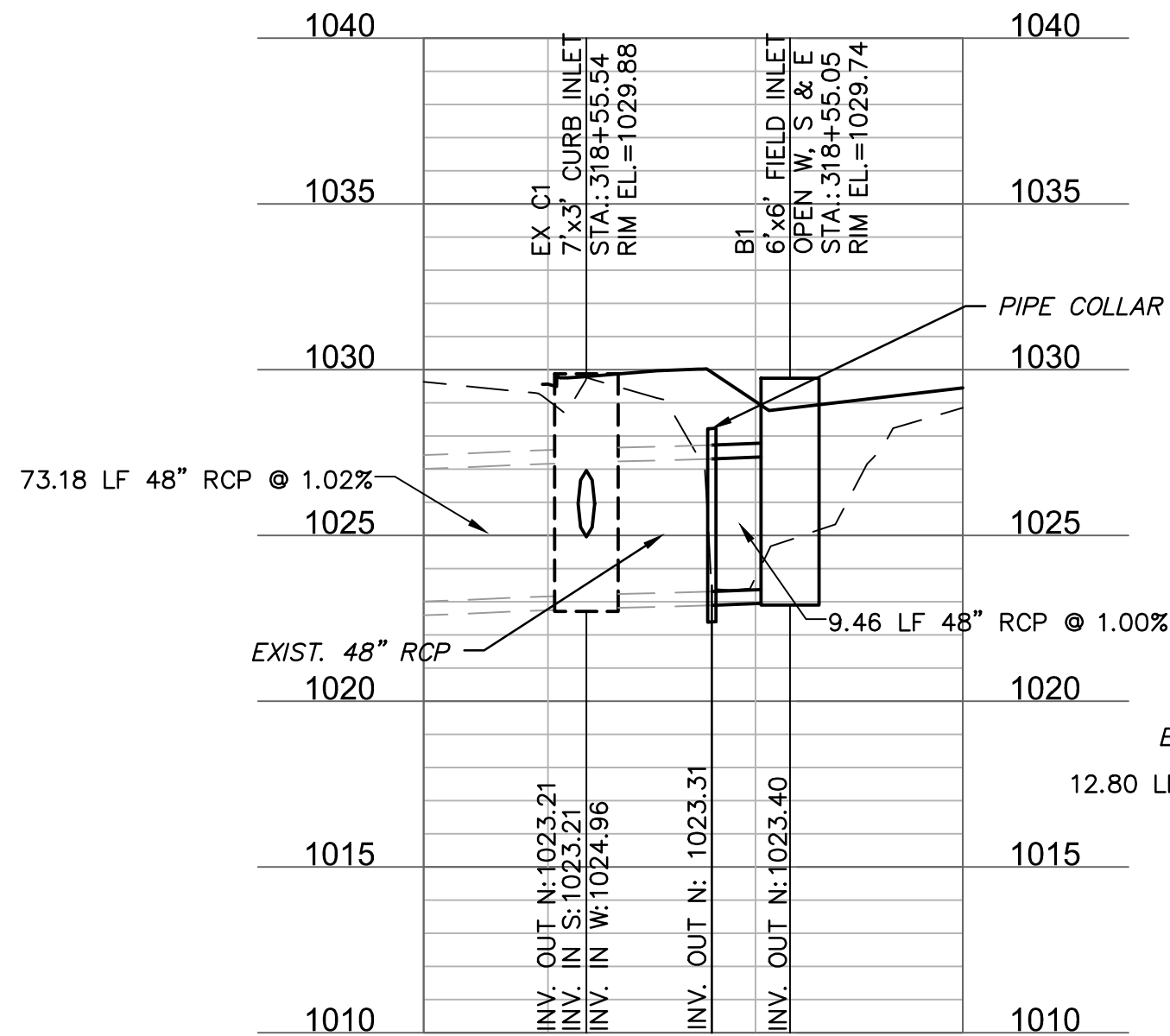
drawn by: _____ AK
checked by: _____ JF
approved by: _____ JF
QA/QC by: _____ RE
project no.: _____ A19-23
drawing no.: _____ T JNT A1923
date: _____ 2020.07.



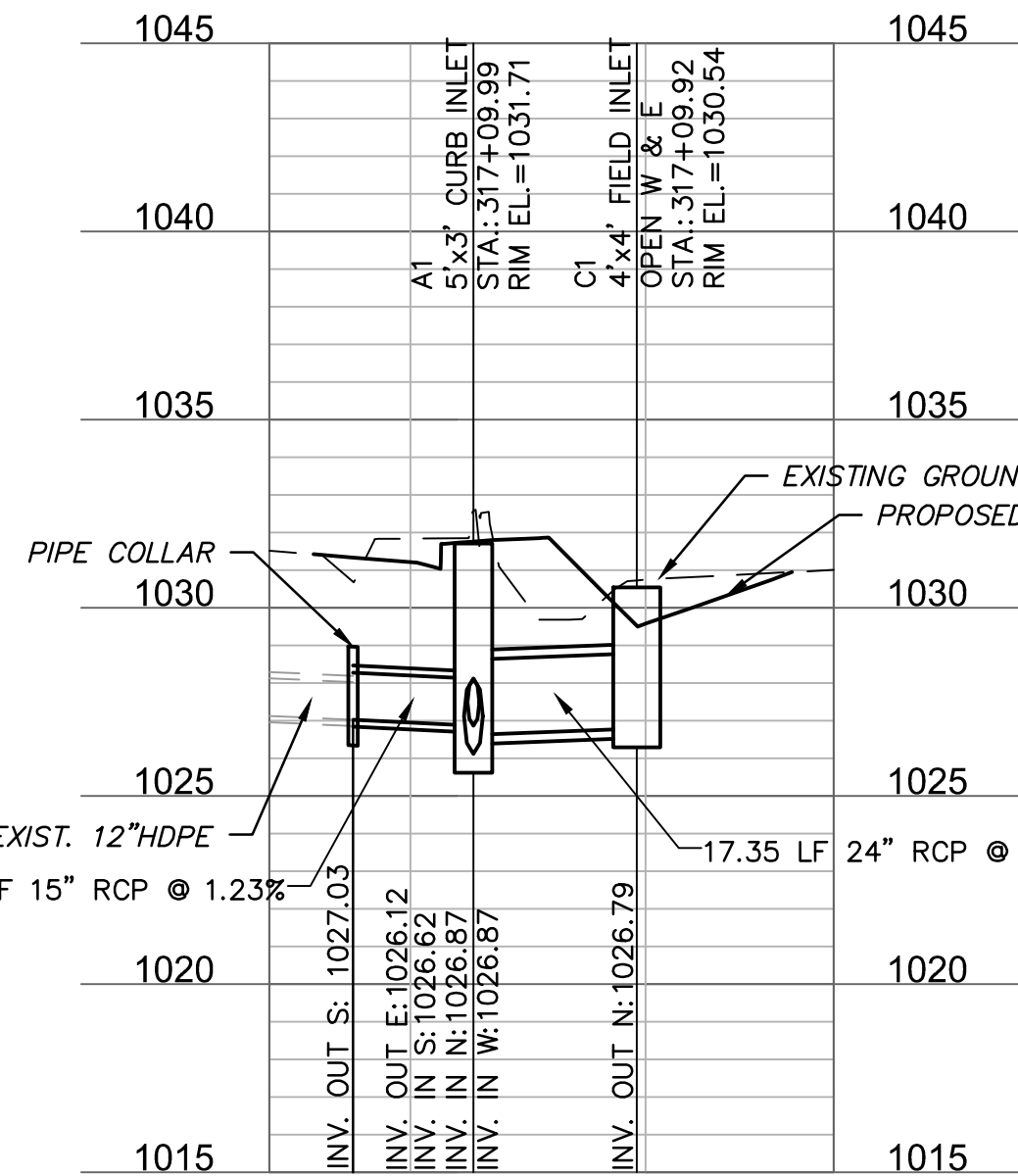
STORM LINE D



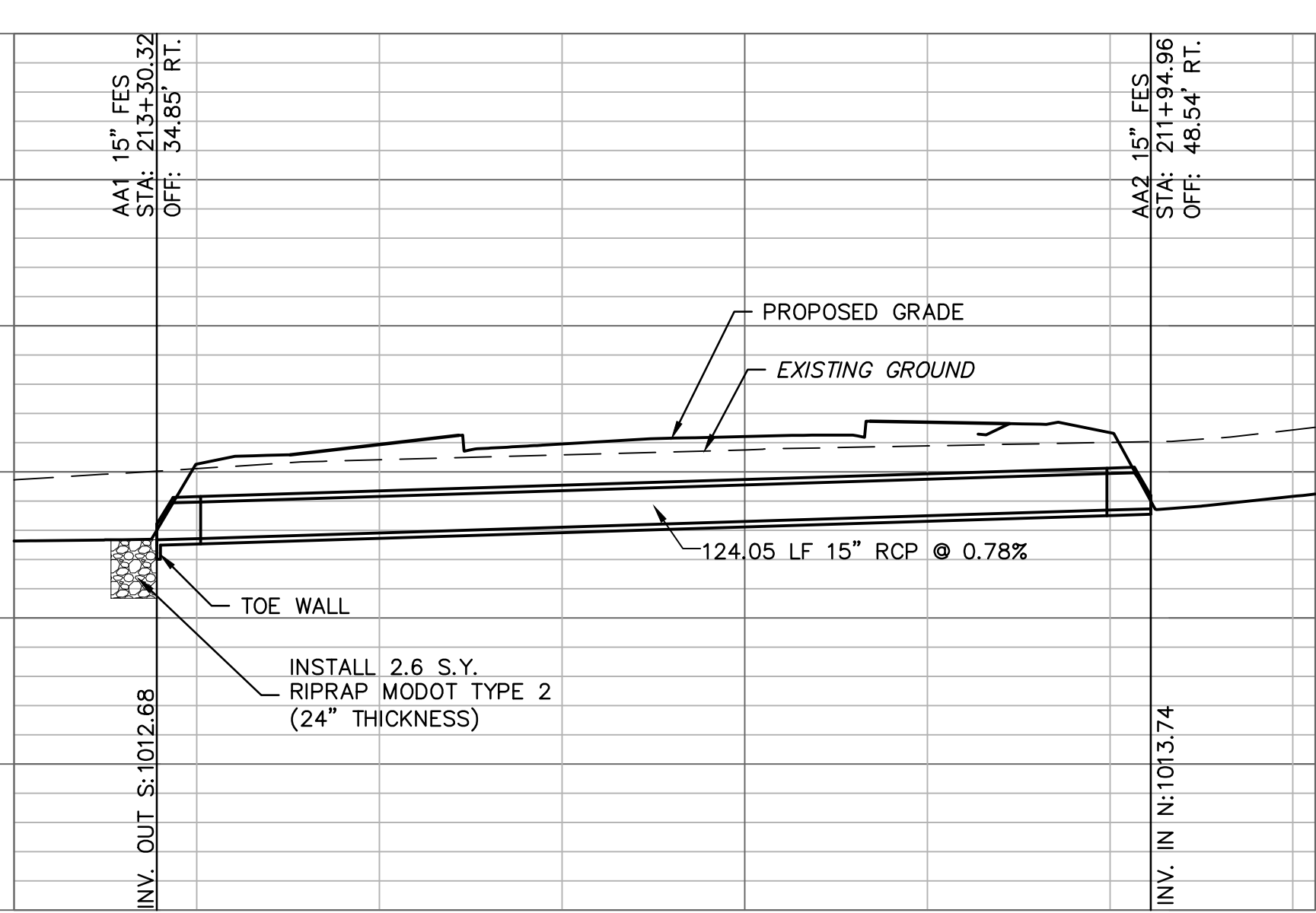
STORM LINE B



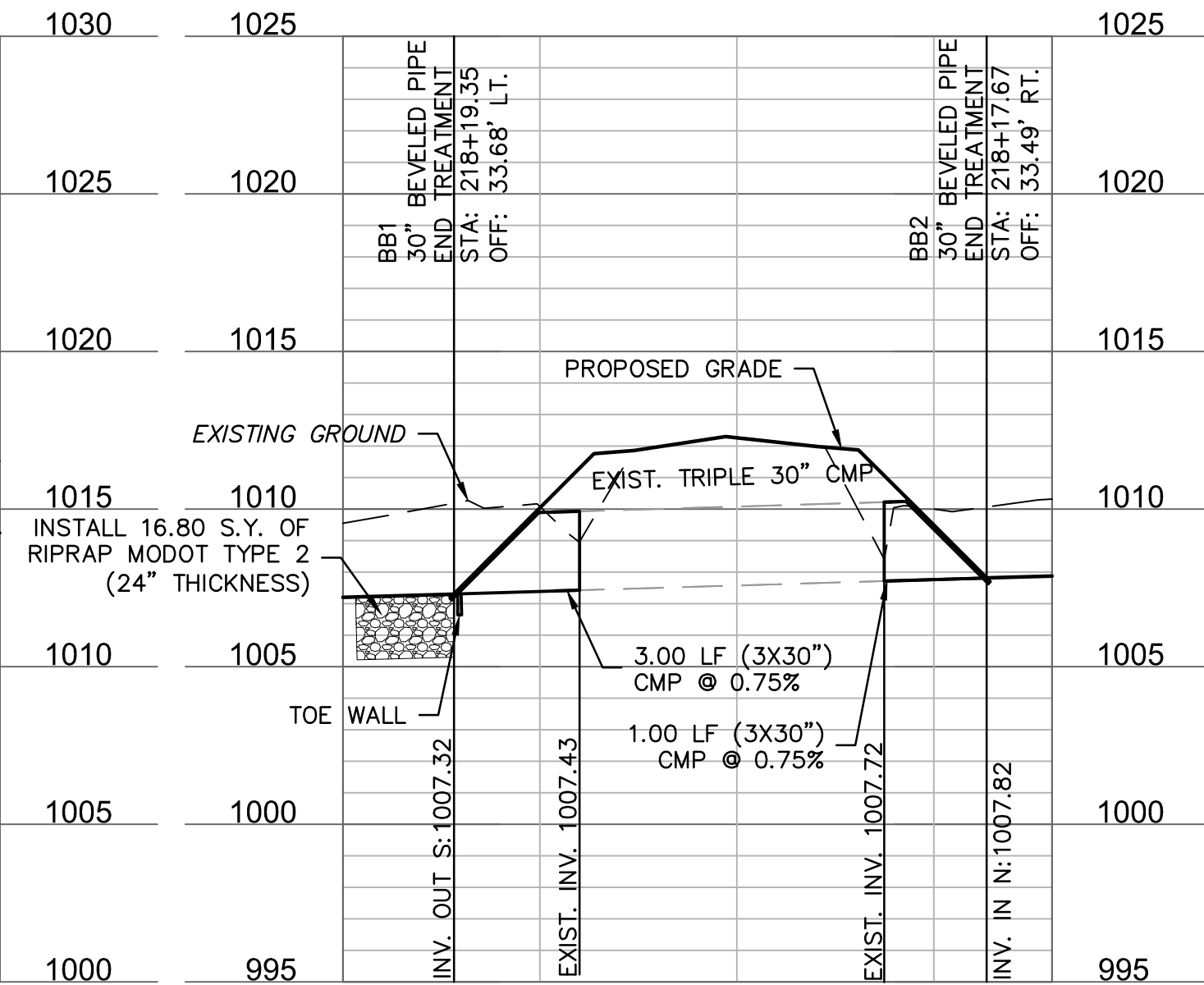
STORM LINE C



CULVERT CROSSING

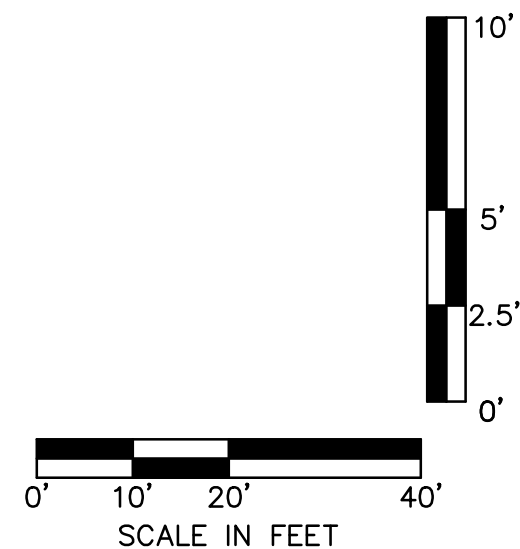


TRIPLE CULVERT CROSSING



CONTRACTOR TO FIELD VERIFY EXISTING FLOWLINES

NOTE: CONTRACTOR TO FIELD VERIFY EXISTING FLOWLINES AND TO CLEAN EXISTING TRIPLE 30" CMP CULVERT



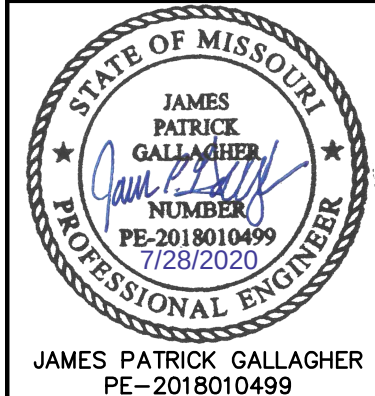
STORM SEWER PROFILES

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

drawn by: AKU
checked by: JPC
approved by: JPC
QA/QC by: RBC
project no.: A19-2339
drawing no.: I_STM_A192339
date: 2020.07.09

SHEET
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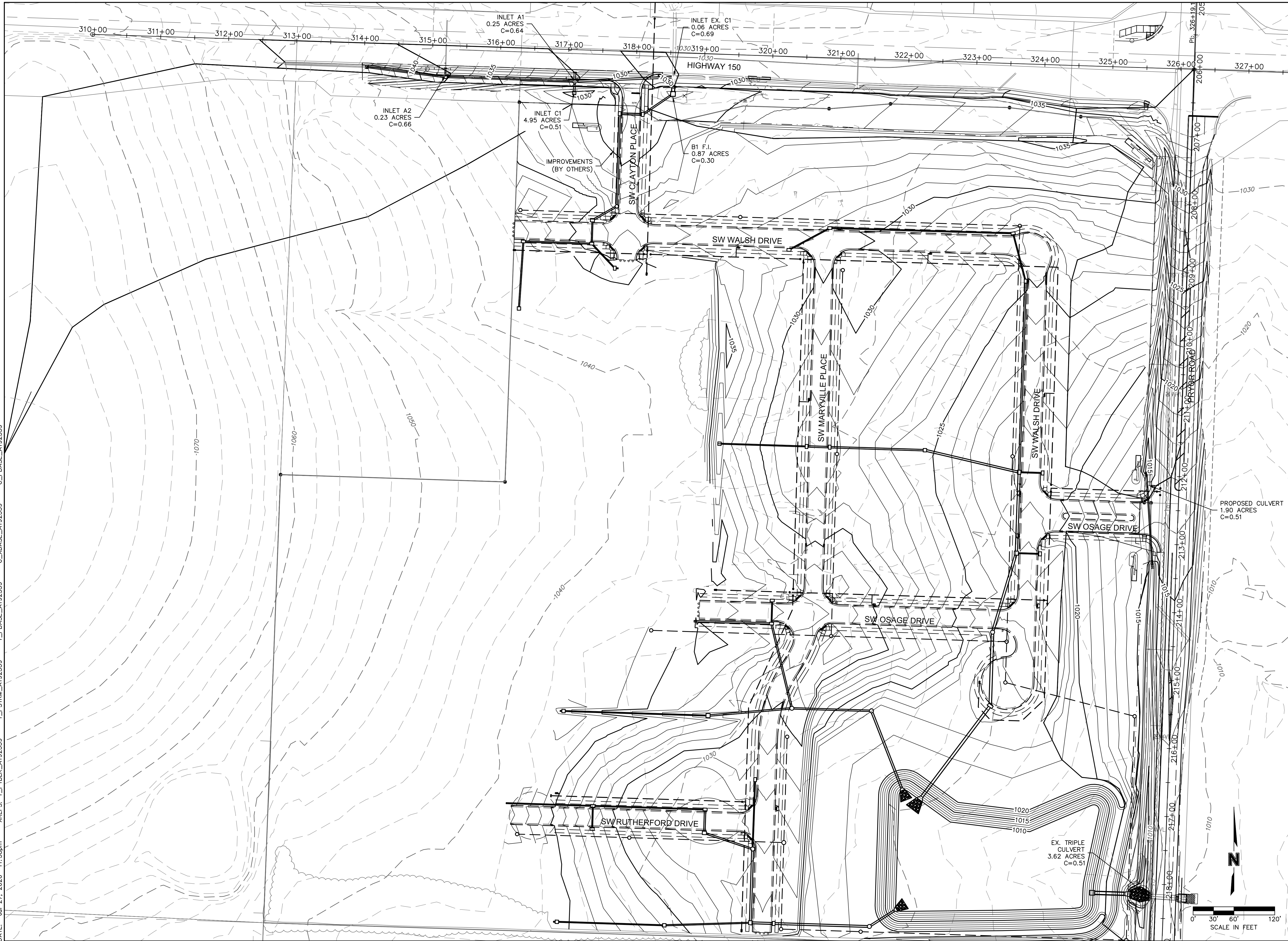
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DWG: F:\2019\2001-2500\019-2339-A 40-Design\AutoCAD\Final Plans\Sheets\ROBR\STORM SEWER PROFILES\T_PDRN_A192339.dwg
DATE: Jul 27, 2020 11:58pm XREFS: T_PTRM_A192339 T_PBASE_A192339 C_XBASE_A192339 C_PBASE_A192339 USER: jgallagher



DRAINAGE MAP

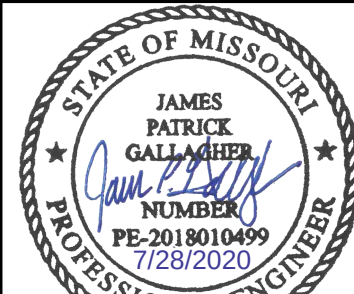
HIGHWAY 150 & PRYOR ROAD ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

2020

BY

REV. NO.	DATE	REVISIONS DESCRIPTION	BY
1	2020.06.29	REVISIONS PER CITY COMMENTS	



JAMES PATRICK GALLAGHER
PE-2018010499

Olsson

Olsson - Civil Engineering
Missouri Certificate of Authority #001592
1301 Burlington Street
North Kansas City, MO 64116

REVISIONS

drawn by: AKU
checked by: JPG
approved by: JPG
QA/QC by: RBC
project no.: A19-2339
drawing no.: T PDRN A192339
date: 2020.07.09

SHEET
1 of 63

USER: jgallagher
C_PBASE_A192339

PDRN_A192339.dwg
C_XBASE_A192339

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DWG: _____
DATE: _____

10 Year Storm Calculations																									
Label	Inlet Area (acres)	System Drainage Area (acres)	Upstream Inlet C	System CA (acres)	Inlet Tc (min)	Spread / Top Width (ft)	Depth (Gutter) (in)	System Intensity (in/h)	Capacity (Design) (cfs)	Flow (cfs)	Diameter (in)	Length (User Defined) (ft)	Manning's n	Invert (Start) (ft)	Invert (Stop) (ft)	Slope (Calculated) (%)	Flow / Capacity (Design) (%)	Velocity (ft/s)	Headloss Coefficient	Headloss (ft)	Elevation (Rim) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Elevation (Rim)-HGL (In) (ft)	Notes
A1	0.25	6.00	0.64	3.34	5.00	6.50	1.50	5.00	20.17	16.83	24.00	145.90	0.013	1026.12	1024.96	0.80	83.50	7.19	0.40	1.24	1031.71	1027.60	1026.36	4.11	C.I.
A2	0.23	1.40	0.66	0.71	5.00	6.70	1.60	7.35	11.31	5.26	15.00	190.20	0.013	1032.70	1026.87	3.07	46.50	9.05	0.40	5.75	1037.70	1033.63	1027.88	4.07	C.I.
A3	(N/A)	0.40	(N/A)	0.19	0.00	(N/A)	(N/A)	8.73	14.36	1.40	15.00	116.10	0.013	1038.94	1033.20	4.95	9.70	7.43	0.20	5.60	1043.86	1039.41	1033.81	4.45	JUNCTION BOX
B1	0.87	0.90	0.30	0.26	15.40	(N/A)	(N/A)	5.11	126.49	20.89	48.00	24.50	0.013	1023.40	1023.21	0.78	16.50	7.44	0.40	-0.04	1029.74	1025.11	1025.16	4.63	FIELD INLET
C1	4.17	4.20	0.51	2.13	16.05	(N/A)	(N/A)	5.00	22.39	10.73	24.00	17.40	0.013	1026.79	1026.62	0.98	47.90	7.05	1.00	0.08	1030.54	1027.96	1027.88	2.58	FIELD INLET

100 Year Storm Calculations																									
Label	Inlet Area (acres)	System Drainage Area (acres)	Upstream Inlet C	System CA (acres)	Inlet Tc (min)	Spread / Top Width (ft)	Depth (Gutter) (in)	System Intensity (in/h)	Capacity (Design) (cfs)	Flow (cfs)	Diameter (in)	Length (User Defined) (ft)	Manning's n	Invert (Start) (ft)	Invert (Stop) (ft)	Slope (Calculated) (%)	Flow / Capacity (Design) (%)	Velocity (ft/s)	Headloss Coefficient	Headloss (ft)	Elevation (Rim) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Elevation (Rim)-HGL (In) (ft)	Notes
A1	0.250	6.00	0.64	3.28	5.00	8.90	2.10	8.97	20.17	29.63	24.00	145.90	0.013	1026.12	1024.96	0.795	146.90	9.43	0.40	2.59	1031.71	1029.40	1026.82	2.31	C.I.
A2	0.23	1.40	0.66	0.58	5.00	8.80	2.10	15.16	11.31	7.47	15.00	190.20	0.013	1032.70	1026.87	3.066	66.10	9.85	0.40	3.83	1037.70	1033.79	1029.96	3.91	C.I.
A3	(N/A)	0.40	(N/A)	0.15	(N/A)	(N/A)	(N/A)	15.282	14.36	1.93	15.00	116.10	0.013	1038.94	1033.20	4.945	13.50	8.16	0.20	5.44	1043.86	1039.49	1034.06	4.37	JUNCTION BOX
B1	0.87	0.90	0.30	0.26	15.40	10.20	2.40	9.12	126.49	37.53	48.00	24.50	0.013	1,023.40	1,023.21	0.78	29.70	8.77	0.40	-0.03	1029.74	1,025.85	1,025.88	3.89	FIELD INLET
C1	4.17	4.20	0.51	2.13	16.05	35.60	8.50	8.98	22.39	19.25	24.00	17.40	0.013	1,026.79	1,026.62	0.98	86.00	6.13	1.00	0.13	1,030.54	1,030.08	1,029.96	0.46	FIELD INLET

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JAMES PATRICK GALLAGHER
PE-2018010499

drawn by: _____ AKU checked by: _____ JPC approved by: _____ JPC CADD by: _____ RBC project no.: _____ A19-2339 drawing no.: T PDRN A192339 date: 2020.07.09				2020		REVISIONS	
STORM SEWER CALCULATIONS				REV. NO.	DATE	REVISIONS DESCRIPTION	BY
				1	2020.06.29	REVISIONS PER CITY COMMENTS	
HIGHWAY 150 & PRYOR ROAD ROADWAY IMPROVEMENTS							
LEE'S SUMMIT, MO							

SHEET

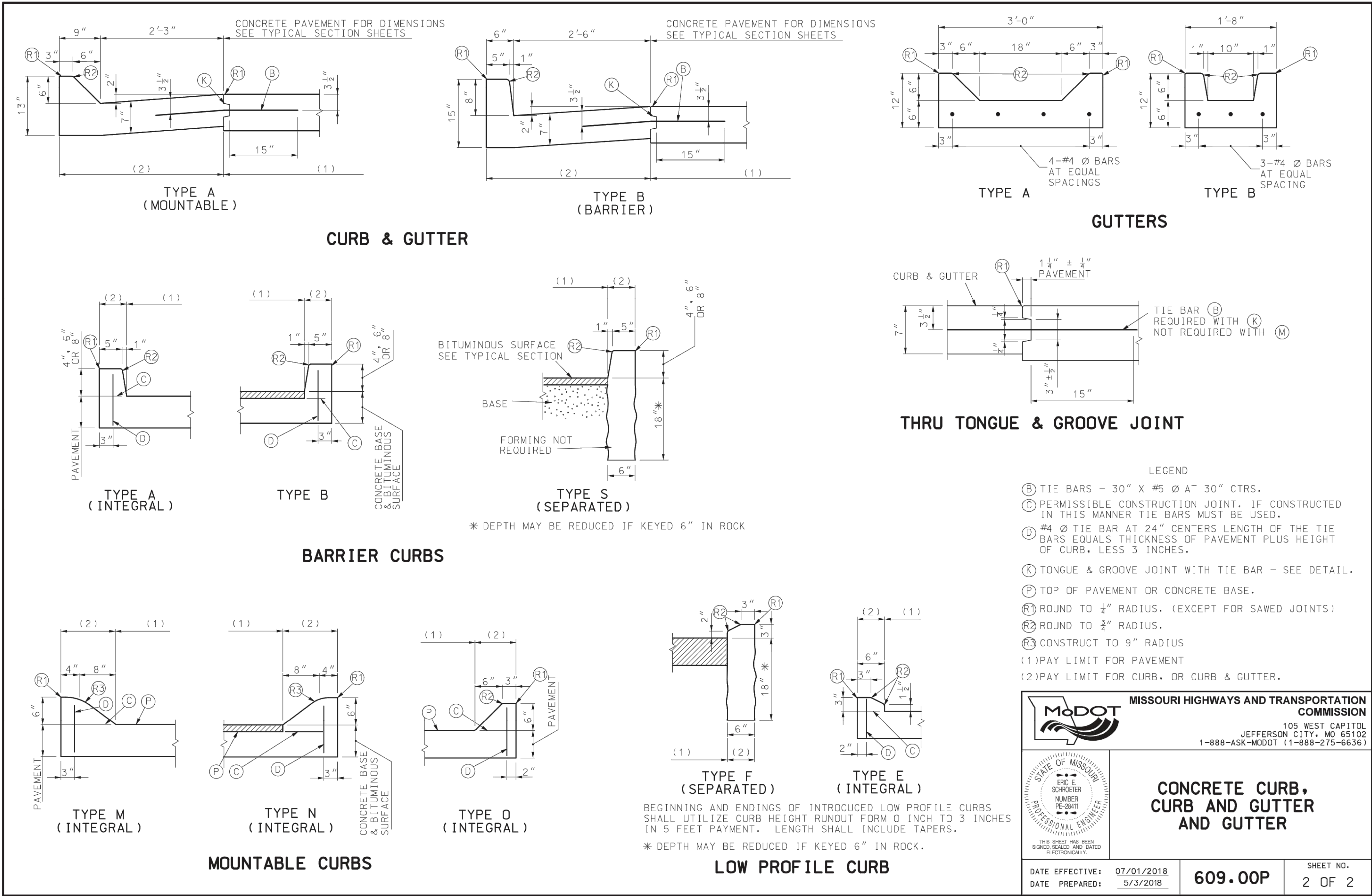
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GEN-2

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IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

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JAMES PATRICK GALLAGHER
PE-2018010499
7/28/2020
PROFESSIONAL ENGINEER

JAMES PATRICK GALLAGHER
PE-2018010499

REV. NO.	DATE	REVISIONS DESCRIPTION
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BY

REVISIONS

2020

STANDARD DETAILS

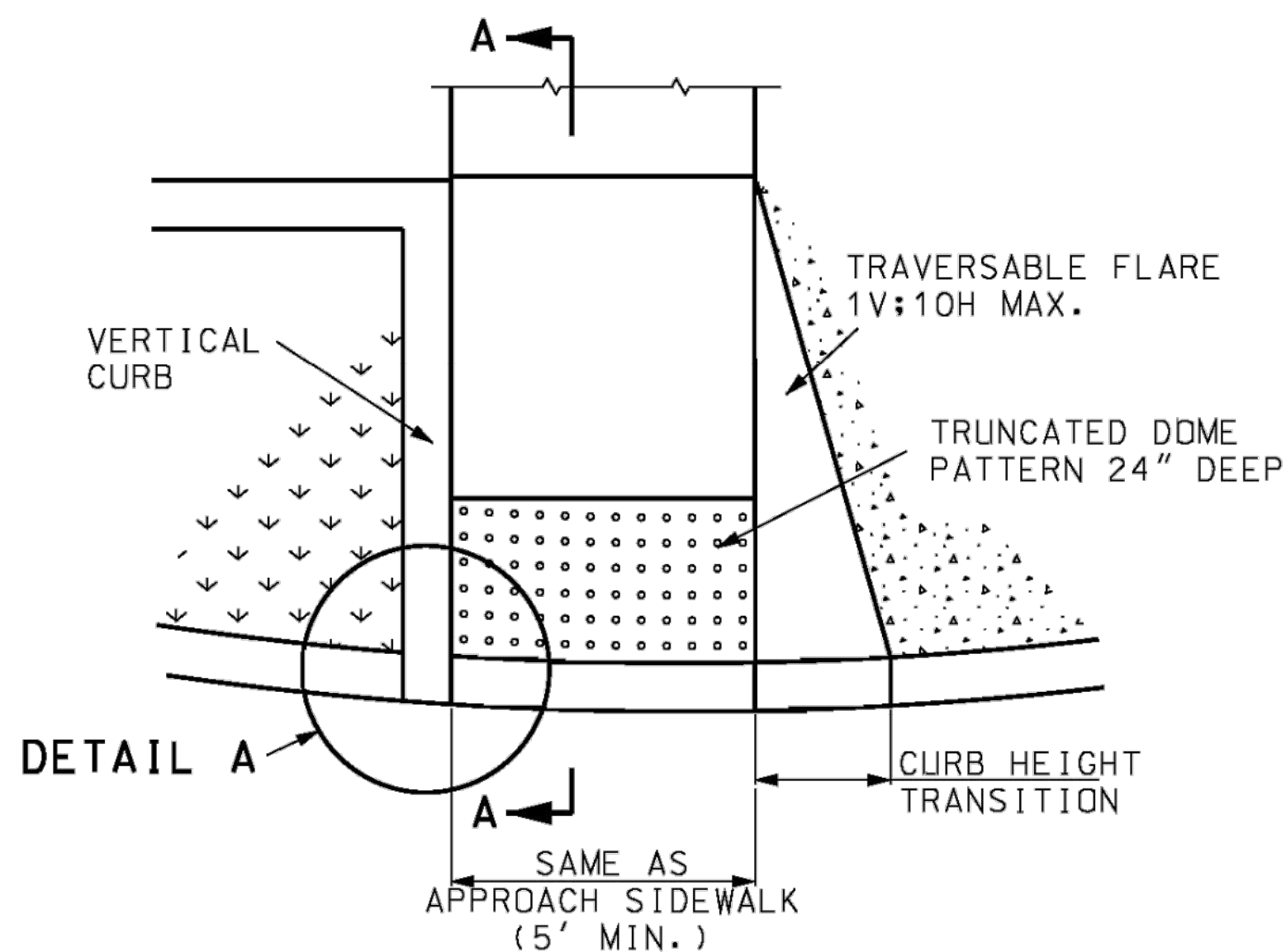
HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

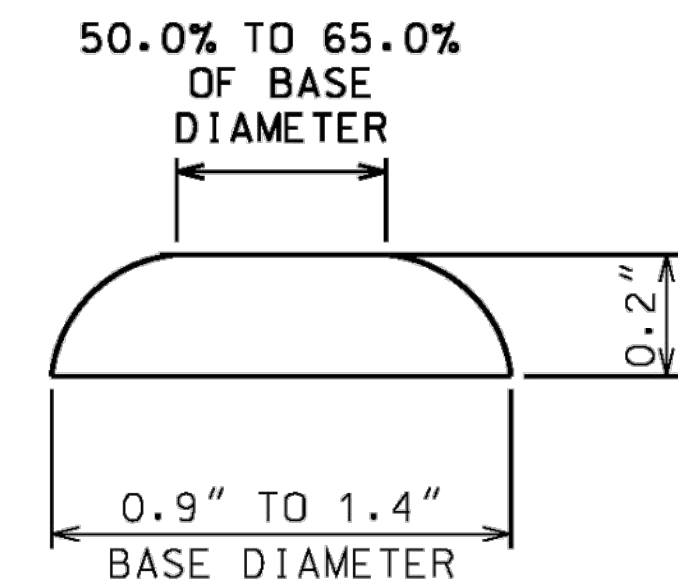
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checked by: JPG
approved by: RBC
QA/QC by: RBC
project no.: A19-2339
drawing no.: T_DTL_A192339
date: 2020.07.09

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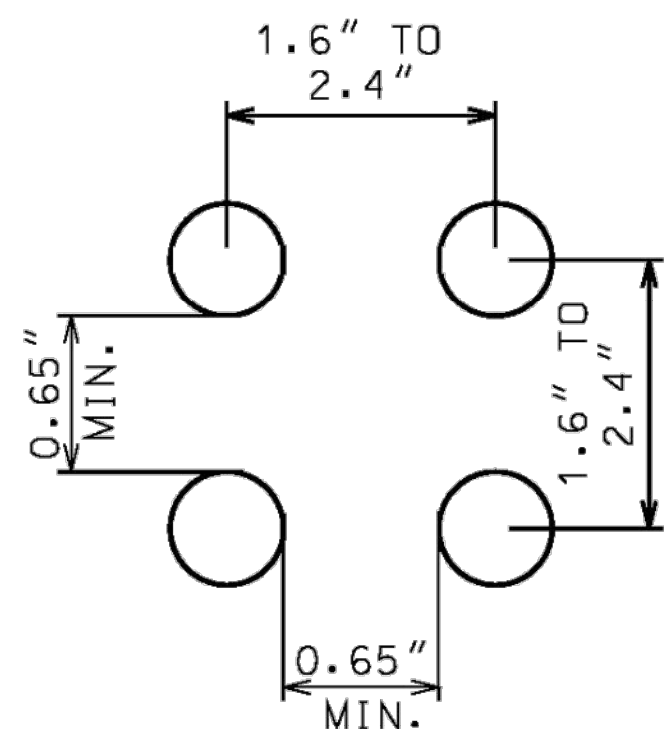
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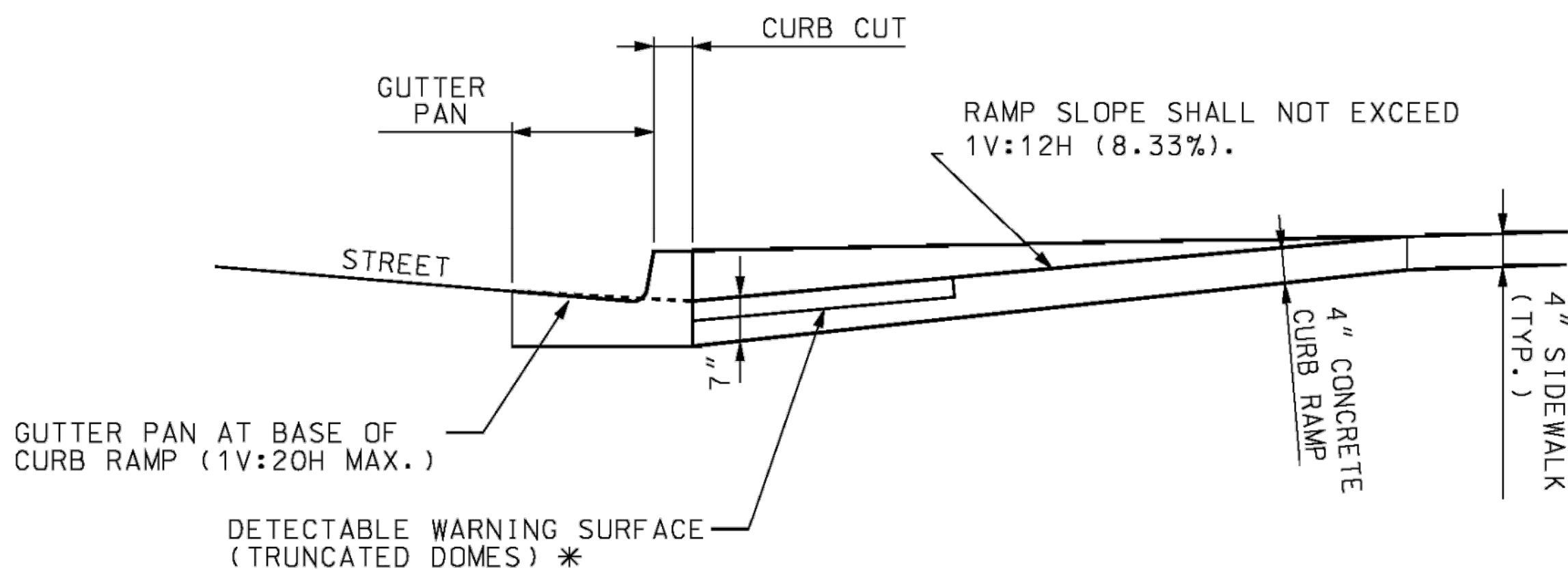
CURB RAMP DETAIL



TRUNCATED DOMES
CROSS SECTION



TRUNCATED DOMES
SPACING



SECTION A-A

* SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. THE CONCRETE BORDER SHALL NOT EXCEED 2 INCH PER SIDE.

GENERAL NOTES:

ALL AREAS OF THE PEDESTRIAN ACCESS ROUTE MUST BE COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT - GUIDELINES FOR ACCESSIBLE PUBLIC RIGHTS OF WAY". EXCEPTIONS MUST BE APPROVED BY THE ENGINEER. ALL OTHER AREAS OF NON-COMPLIANCE SHALL BE REMOVED AND CORRECTED AT THE CONTRACTOR'S EXPENSE.

THE SURFACES OF PEDESTRIAN ACCESS ROUTES AND ELEMENTS, AND SPACES REQUIRED TO CONNECT TO PEDESTRIAN ACCESS ROUTES, SHALL BE FIRM, STABLE, SLIP RESISTANT, AND SHALL NOT POND WATER.

SIDEWALK, RAMP AND LANDING CROSS SLOPES SHALL BE 1.00% TO FACILITATE DRAINAGE (2.00% MAX.).

THE CROSS SLOPE OF THE CONTINUOUS PEDESTRIAN ACCESS ROUTE THROUGH ENTRANCES, ALLEYS, AND SIDEROAD CONNECTIONS WITH STOP OR YIELD CONTROL SHALL BE 1.00% TO FACILITATE DRAINAGE (2.00% MAX.).

WHERE PEDESTRIAN ACCESS ROUTES ARE CONTAINED WITHIN PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL, THE CROSS SLOPE OF THE PEDESTRIAN ACCESS ROUTE SHALL BE 5.00% MAXIMUM.

WHERE PEDESTRIAN ACCESS ROUTES ARE CONTAINED WITHIN MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE OF THE PEDESTRIAN ACCESS ROUTE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.

30"x 48" CLEAR SPACE SHALL BE PROVIDED CENTERED ON THE PEDESTRIAN PUSH BUTTON.

BEYOND THE BOTTOM GRADE BREAK OF A CURB RAMP, A CLEAR SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

SIDE FLARES OF CURB RAMP, IN THE PATH OF PEDESTRIAN TRAVEL (TRAVERSABLE), SHALL NOT EXCEED A SLOPE OF 1V:10H. SIDE FLARES OUTSIDE THE PEDESTRIAN PATH (NONTRAVERSABLE) MAY BE VERTICAL.

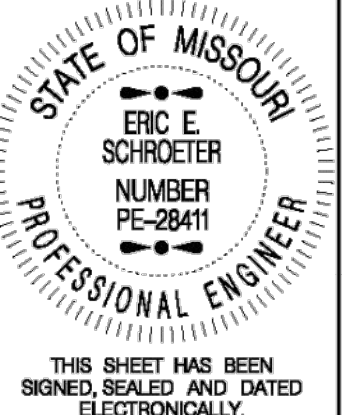
TRANSITION FROM SIDEWALK OR CURB RAMP TO GUTTER TO ROADWAY SHALL BE FLUSH.

DETECTABLE WARNING SURFACES (TRUNCATED DOMES) SHALL BE PREFORMED AND INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS. STAMPED CONCRETE WILL NOT BE ACCEPTED.

THE DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. TRUNCATED DOMES SHALL SPAN THE FULL WIDTH OF THE RAMP OR LANDING 24" DEEP.

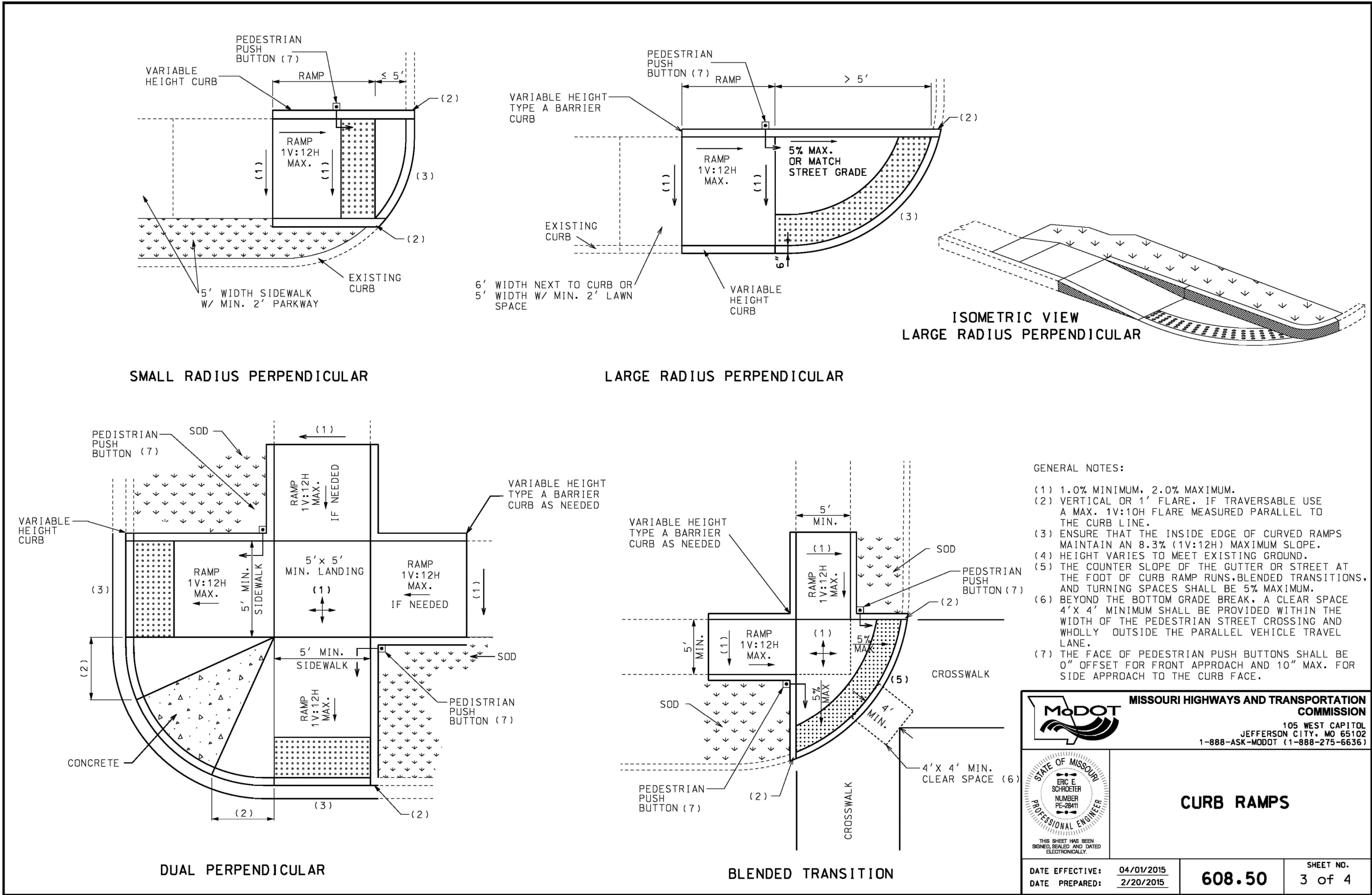
DETECTABLE WARNING SURFACES SHALL BE ALIGNED PERPENDICULAR OR RADIAL TO THE BREAK BETWEEN THE RAMP, LANDING OR BLENDED TRANSITION, AND THE STREET.

WHERE THE BOTTOM GRADE BREAK OF A CURB RAMP IS LESS THAN 5' FROM THE BACK OF CURB, DETECTABLE WARNINGS SHALL BE LOCATED ON THE RAMP SURFACE AT THE BACK OF THE CURB. WHERE THE GRADE BREAK IS GREATER THAN 5' FROM THE BACK OF CURB, THE DETECTABLE WARNING SHALL BE LOCATED ON THE LOWER LANDING.

 MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	
105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	
CURB RAMPS	
DATE EFFECTIVE: 04/01/2015	SHEET NO. 1 of 4
DATE PREPARED: 5/29/2015	608.50

REVISIONS	
REV. NO.	DESCRIPTION
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STATE OF MISSOURI
JAMES PATRICK GALLAGHER
NUMBER
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PE-2018010499

REV.	NO.	DATE	REVISIONS DESCRIPTION
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STANDARD DETAILS

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

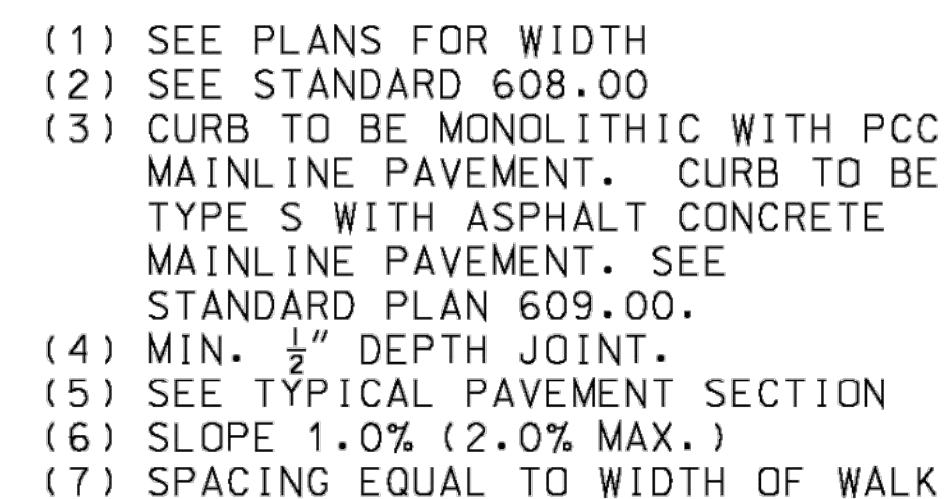
LEE'S SUMMIT, MO

2020

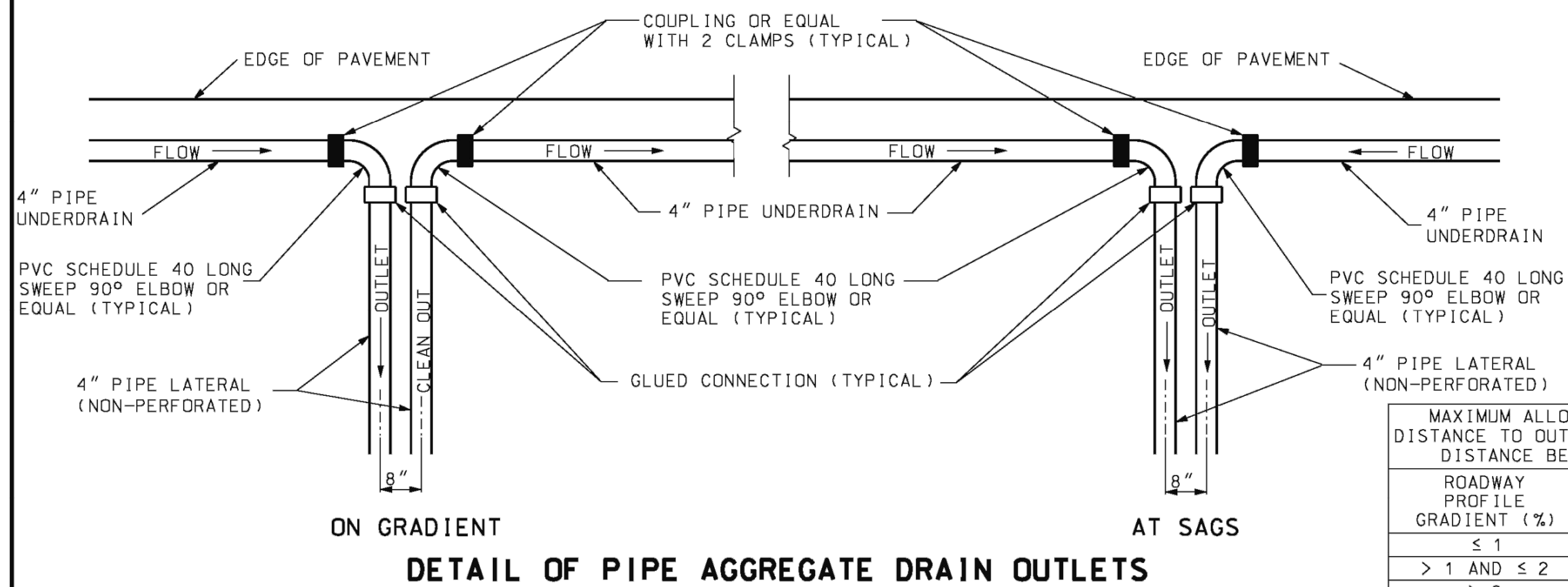
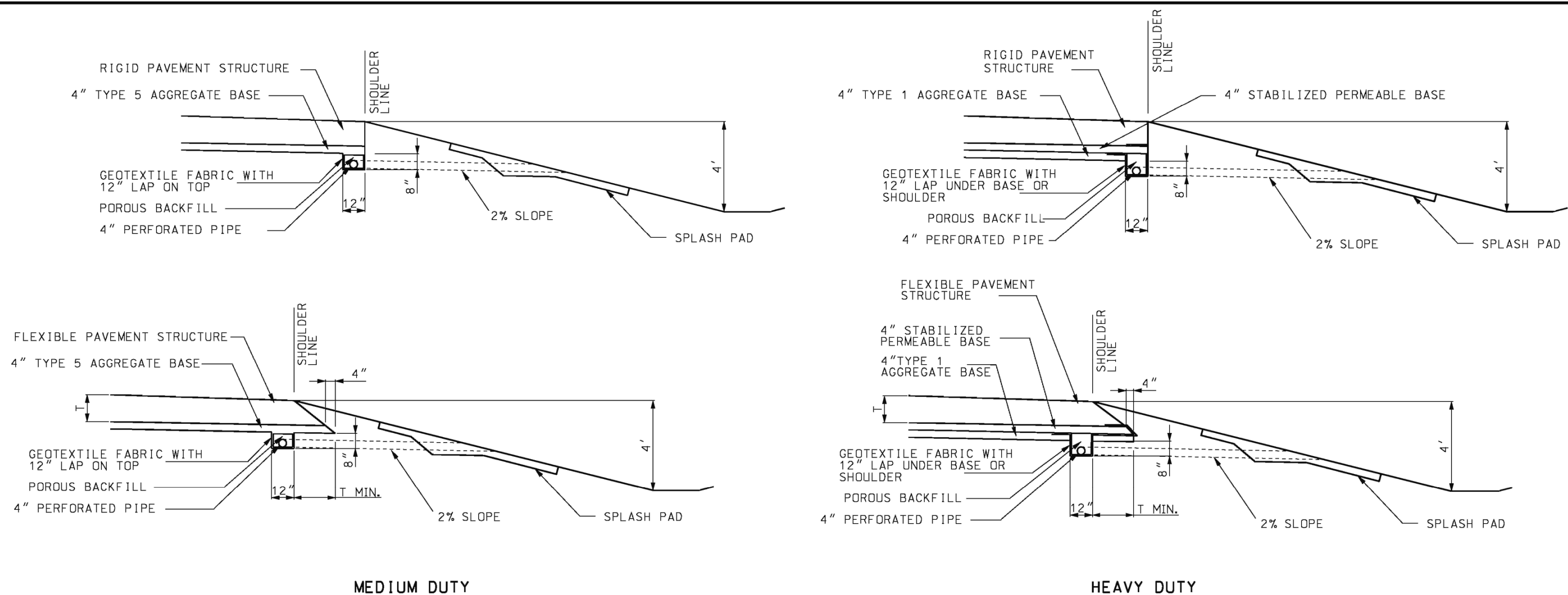
REVISIONS

drawn by: AKU
checked by: JFG
approved by: JFG
QA/QC by: RBC
project no.: A19-2339
drawing no.: T_DTL_A192339
date: 2020.07.09

SHEET
27 of 63



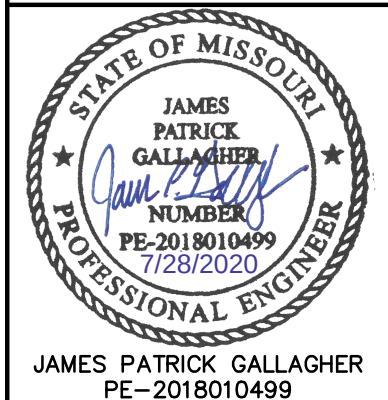
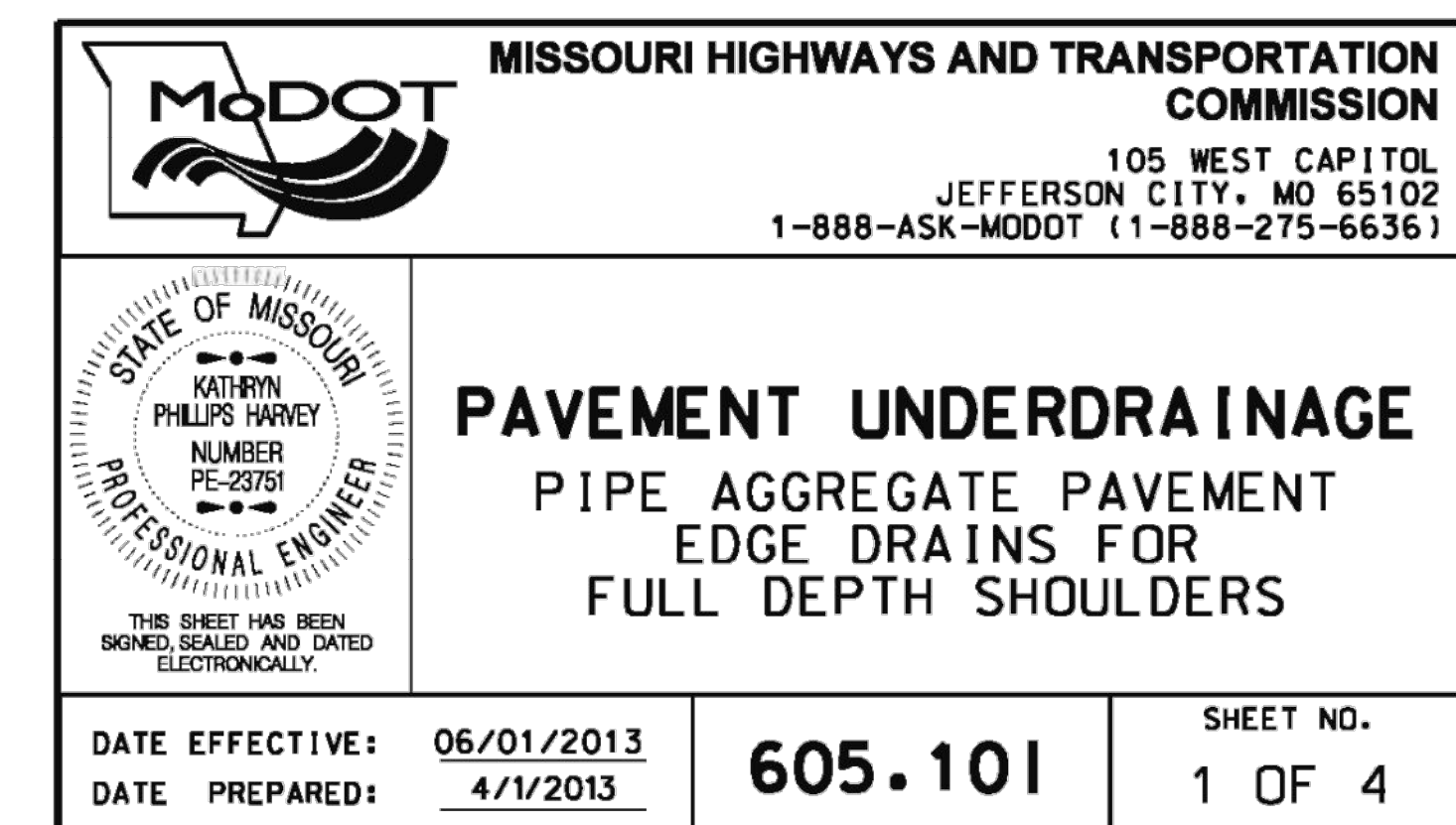
SHEET
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GENERAL NOTES:

ON SUPERELEVATED CURVES PLACE LONGITUDINAL
UNDERDRAIN ON LOW SIDE ONLY.

CONSTRUCT OUTLETS AT LOW POINT OF SAG CURVE.

[illegible]

REVISIONS

2020

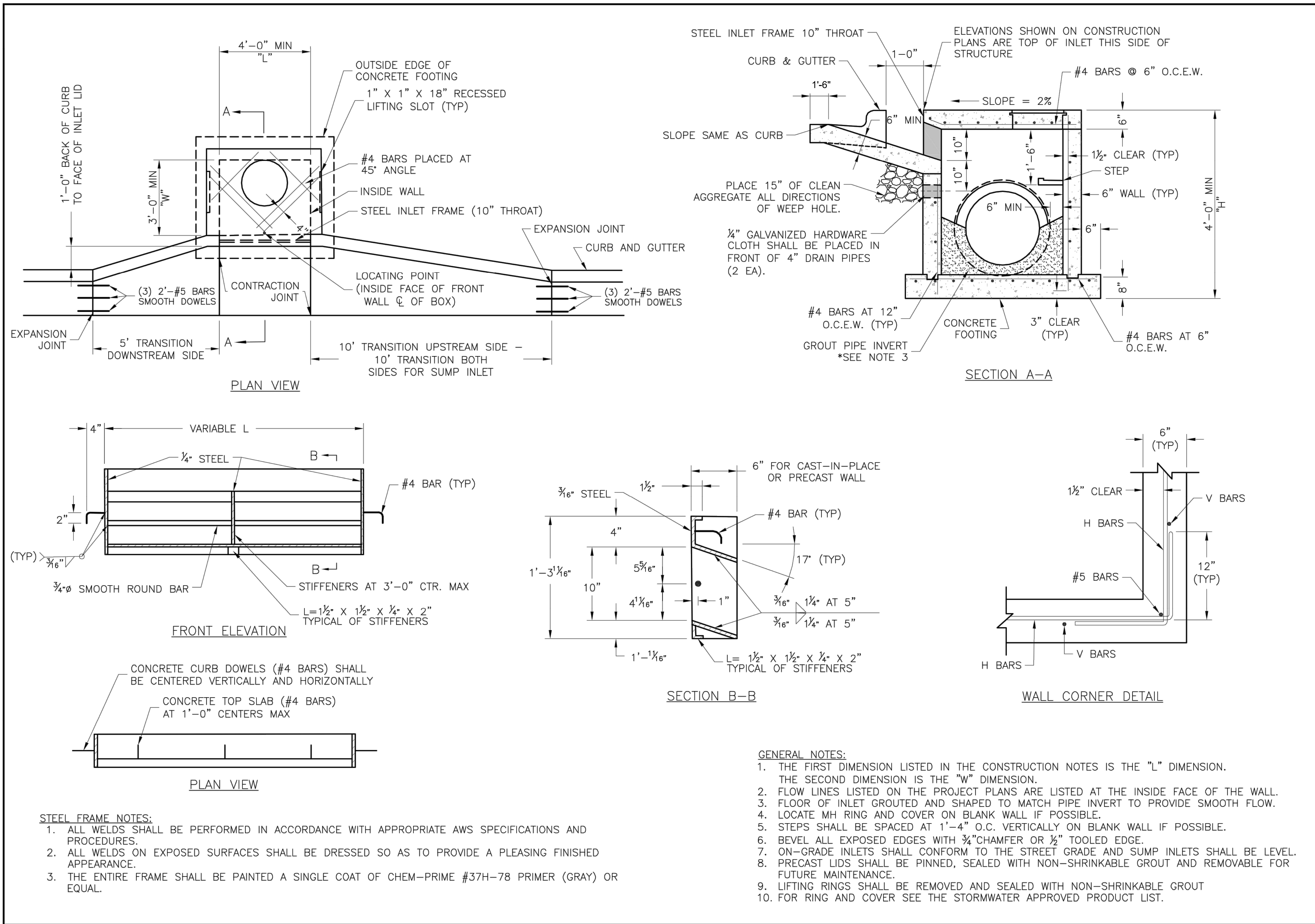
STANDARD DETAILS

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

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LEE'S SUMMIT

MISSOURI

STANDARD DETAILS

CITY OF LEE'S SUMMIT, MO

LEE'S SUMMIT, JACKSON COUNTY, MO

CURB INLET DETAIL

Project:

Sheet Name:

Drawn By: MJF

Checked By: DL

Date: 04/17

Proj. #:

STM-1

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

REV.	NO.	DATE	REVISIONS DESCRIPTION
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STATE OF MISSOURI

JAMES PATRICK GALLAGHER
Professional Engineer
PE-2018010499
7/28/2020

STORM SEWER DETAILS

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

drawn by: AKU

checked by: JFG

approved by: JFG

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project no.: A19-2339

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date: 2020.07.09

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

STM-6

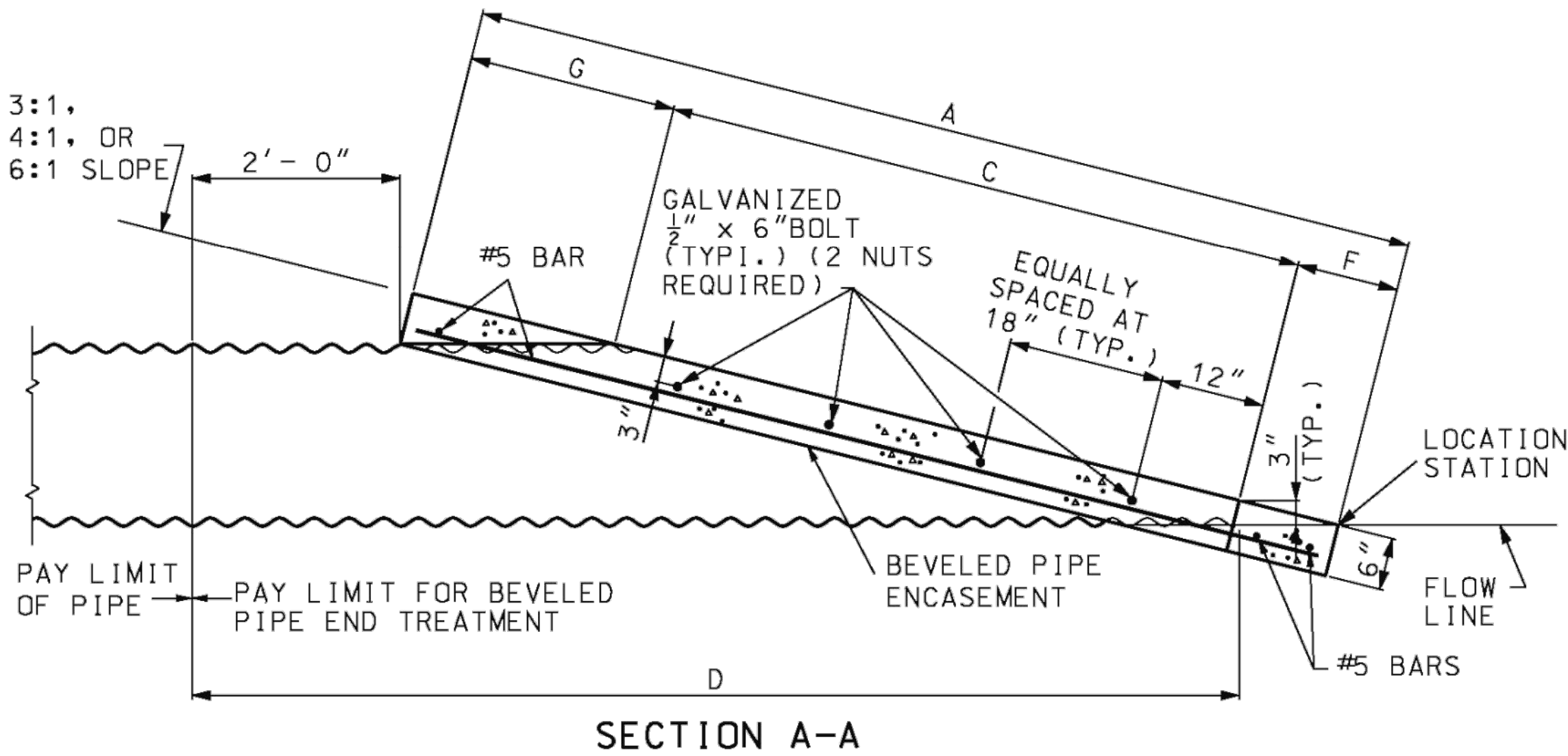
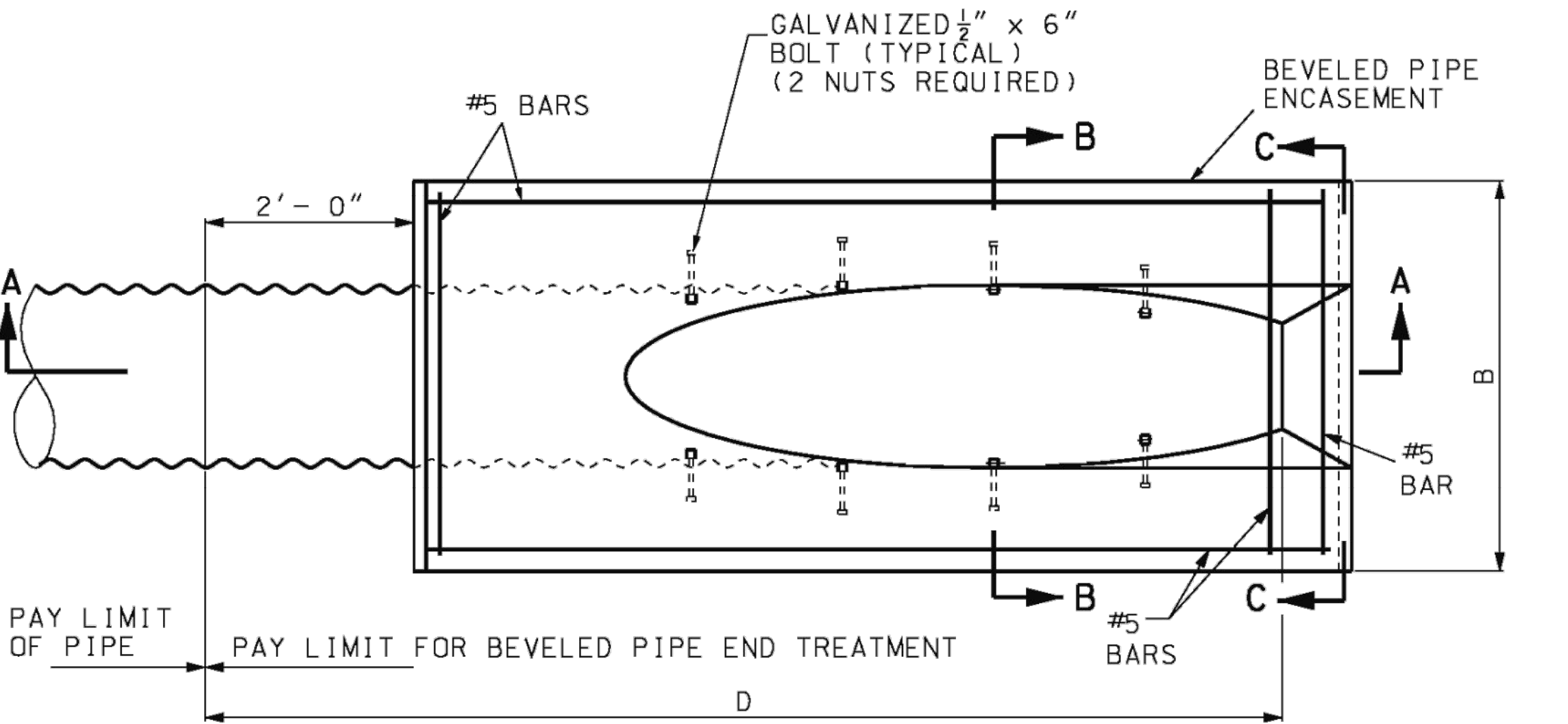
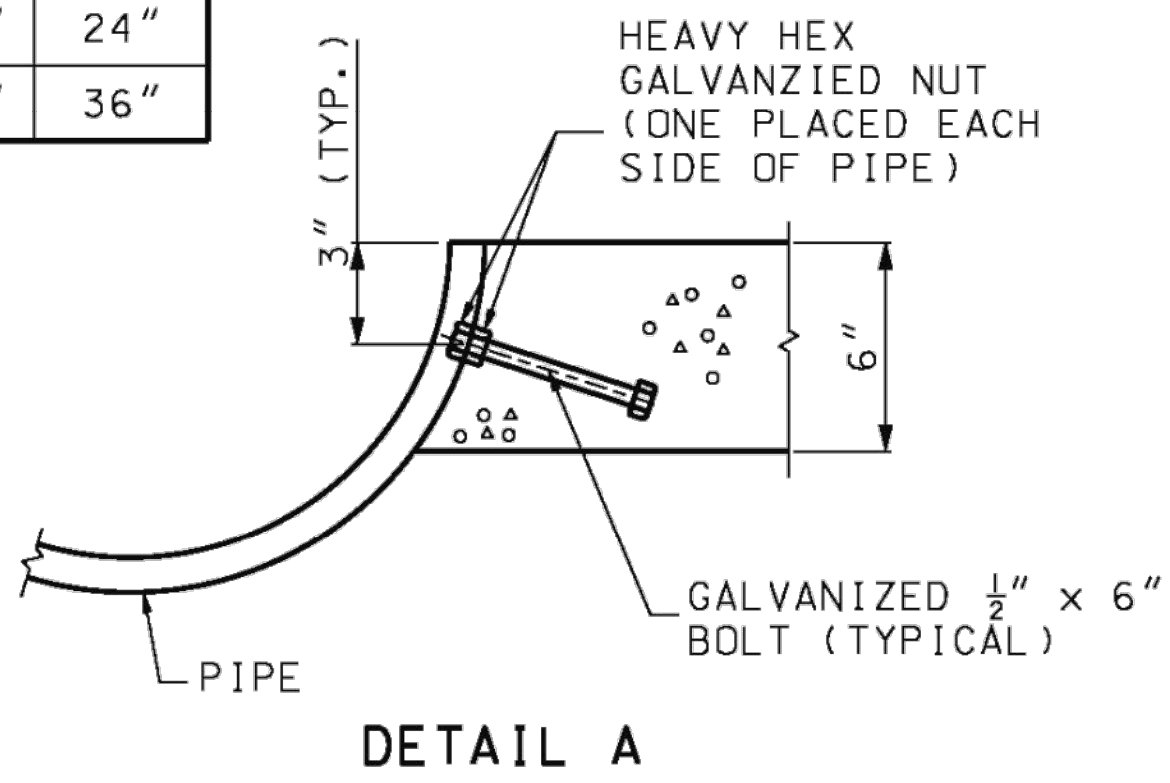
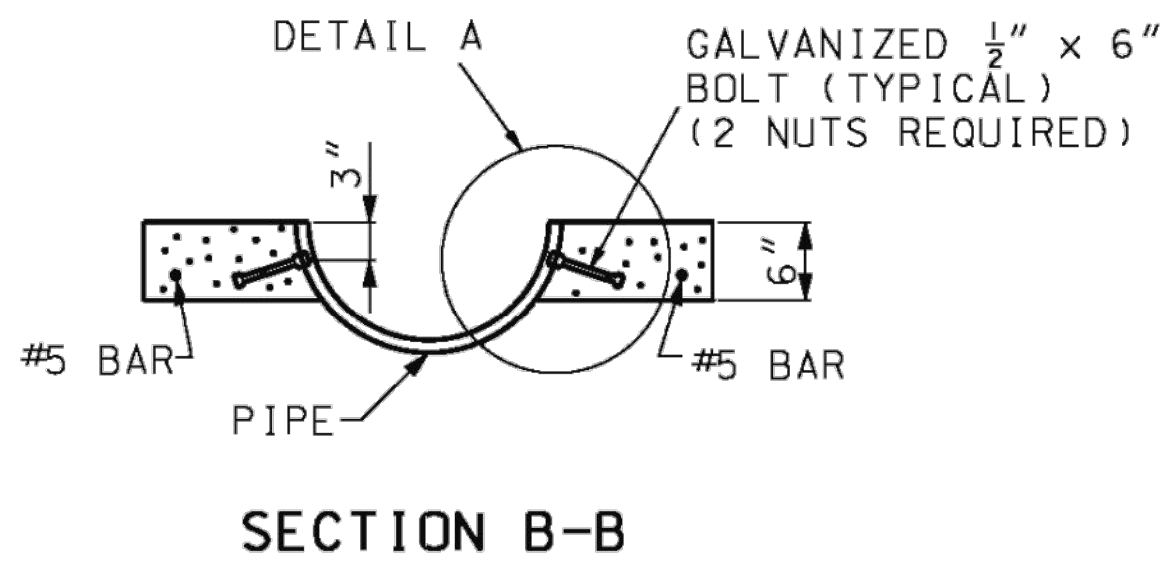


SEE SHEET 33 FOR ADDITIONAL
INFORMATION.

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DATE: Jul 27, 2020 11:59pm
USER: jgallagher
XREFS: T_PTBLC_A192339

BEVELED PIPE ENCASEMENT DETAILS								
PIPE DIAMETER	SLOPE	A	B	C	D	E	F	G
15"	3:1	5'-5½"	3'-3"	3'-2"	6'-7"	1	9½"	18"
	4:1	7'-2"		4'-1½"	8'-1¼"	2	12½"	24"
	6:1	10'-7¼"		6'-1"	11'-1½"	3	18¼"	36"
18"	3:1	6'-3"	3'-6"	3'-11½"	7'-4"	2	9½"	18"
	4:1	8'-2¼"		5'-1¾"	9'-1"	3	12½"	24"
	6:1	12'-1½"		7'-7¼"	12'-7½"	4	18¼"	36"
21"	3:1	7'-½"	3'-9"	4'-9"	8'-1"	3	9½"	18"
	4:1	9'-2¾"		6'-2¼"	10'-1¼"	3	12½"	24"
	6:1	13'-7¾"		9'-1½"	14'-1½"	5	18¼"	36"
24"	3:1	7'-10"	4'-0"	5'-6½"	8'-10"	3	9½"	18"
	4:1	10'-3"		7'-2½"	11'-1"	4	12½"	24"
	6:1	15'-2"		10'-7¾"	15'-7½"	6	18¼"	36"
27"	3:1	8'-7½"	4'-3"	6'-4"	9'-7"	4	9½"	18"
	4:1	11'-3½"		8'-3"	12'-1¼"	5	12½"	24"
	6:1	16'-8¼"		12'-2"	17'-1½"	7	18¼"	36"
30"	3:1	9'-5"	4'-6"	7'-1½"	10'-4"	4	9½"	18"
	4:1	12'-3¾"		9'-3¼"	13'-1"	6	12½"	24"
	6:1	18'-2½"		13'-8¼"	18'-7½"	8	18¼"	36"
33"	3:1	10'-2¼"	4'-9"	7'-10¾"	11'-¾"	5	9½"	18"
	4:1	13'-4¼"		10'-3¾"	14'-1¼"	6	12½"	24"
	6:1	19'-8¾"		15'-2½"	20'-1½"	9	18¼"	36"
36"	3:1	10'-11¾"	5'-0"	8'-8¼"	11'-10"	5	9½"	18"
	4:1	14'-4½"		11'-4"	15'-1"	7	12½"	24"
	6:1	21'-3"		16'-8¾"	21'-7½"	10	18¼"	36"
42"	3:1	12'-6¾"	5'-6"	10'-3¼"	13'-4"	6	9½"	18"
	4:1	16'-5¼"		13'-4¾"	17'-1¼"	8	12½"	24"
	6:1	24'-3½"		19'-9¼"	24'-7½"	13	18¼"	36"
48"	3:1	14'-1¾"	6'-0"	11'-10¼"	14'-10"	7	9½"	18"
	4:1	18'-6"		15'-5½"	19'-1¼"	10	12½"	24"
	6:1	27'-4"		22'-9¾"	27'-7½"	15	18¼"	36"
54"	3:1	15'-8¾"	6'-6"	13'-5¼"	16'-4"	8	9½"	18"
	4:1	20'-6¾"		17'-6¼"	21'-1¼"	11	12½"	24"
	6:1	30'-4½"		25'-10¼"	30'-7½"	17	18¼"	36"
60"	3:1	17'-3¾"	7'-0"	15'-¼"	17'-10"	9	9½"	18"
	4:1	22'-7½"		19'-7"	23'-1¼"	12	12½"	24"
	6:1	33'-5"		28'-10¾"	33'-7½"	19	18¼"	36"



GENERAL NOTES:

CONCRETE USED IN CONSTRUCTION OF THE BEVELED PIPE ENCASEMENT SHALL BE CLASS B CONCRETE OR AN APPROVED COMMERCIAL MIX MEETING REQUIREMENTS OF SECTION 501 OF THE STANDARD SPECIFICATIONS.

REINFORCING STEEL USED IN CONSTRUCTION OF THE BEVELED PIPE ENCASEMENT SHALL MEET THE REQUIREMENTS OF SECTION 1036 OF THE STANDARD SPECIFICATIONS.

BEVELED PIPE ENCASEMENT MAY BE USED WITH EITHER POLYETHYLENE OR CORRUGATED METALLIC COATED STEEL PIPE.

THE PRICE BID PER EACH FOR "BEVELED PIPE END TREATMENT" SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL MATERIALS AND INSTALLATION OF THE BEVELED PIPE SECTION AND BEVELED PIPE ENCASEMENT AS SHOWN OR AS DIRECTED BY THE ENGINEER.

THE ½" x 6" BOLT AND NUTS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 (ASTM A153) SPECIFICATIONS. LOW CARBON STEEL ANCHOR BOLTS SHALL MEET ASTM A307.

BEVELED PIPE SHALL BE DRILLED AT LOCATIONS SHOWN ON PLANS FOR PLACEMENT OF ½" x 6" GALVANIZED BOLTS. THE ½" x 6" GALVANIZED BOLTS SHALL BE "DOUBLE NUTTED" AS SHOWN AND PLACED IN THE VALLEY OF PIPE CORRUGATIONS.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)			
BEVELED PIPE END TREATMENT FOR HIGHWAYS		SHEET NO. 1 OF 2	
DATE EFFECTIVE: 07/01/2004 DATE PREPARED: 12/16/2008		732.05C	

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CULVERT DETAILS	HIGHWAY 150 & PRYOR ROAD ROADWAY IMPROVEMENTS	2020
LEE'S SUMMIT, MO		

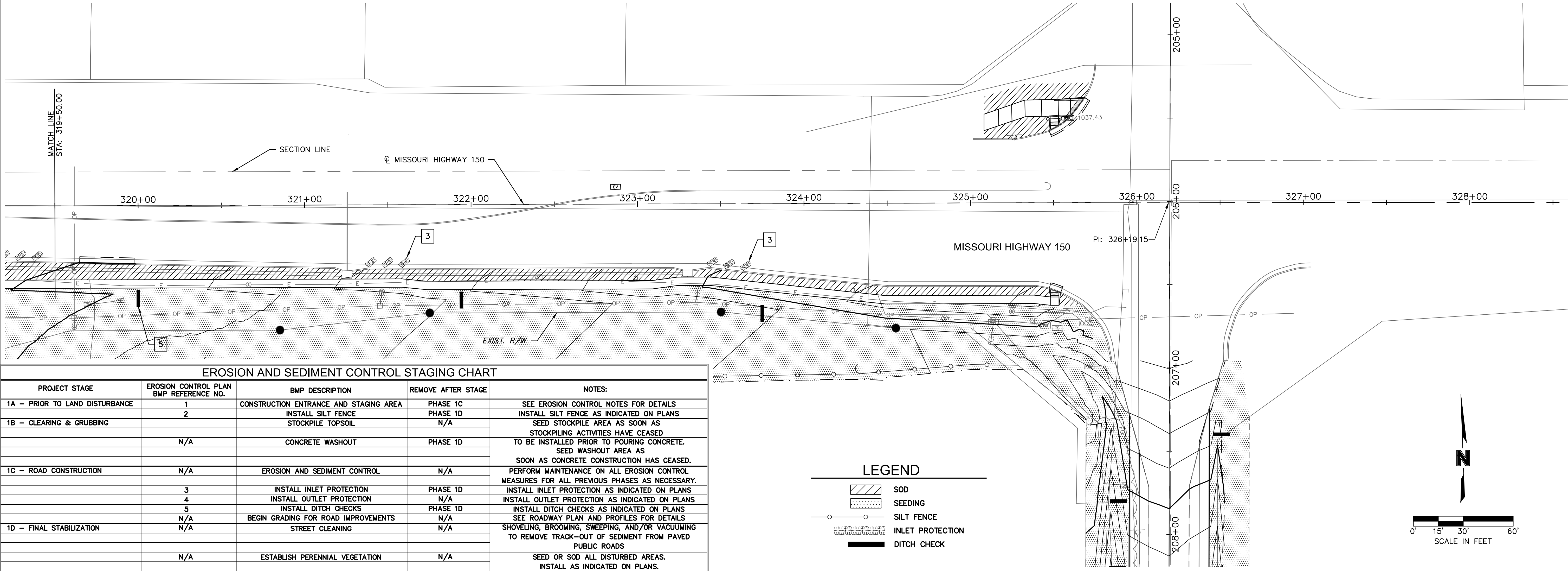
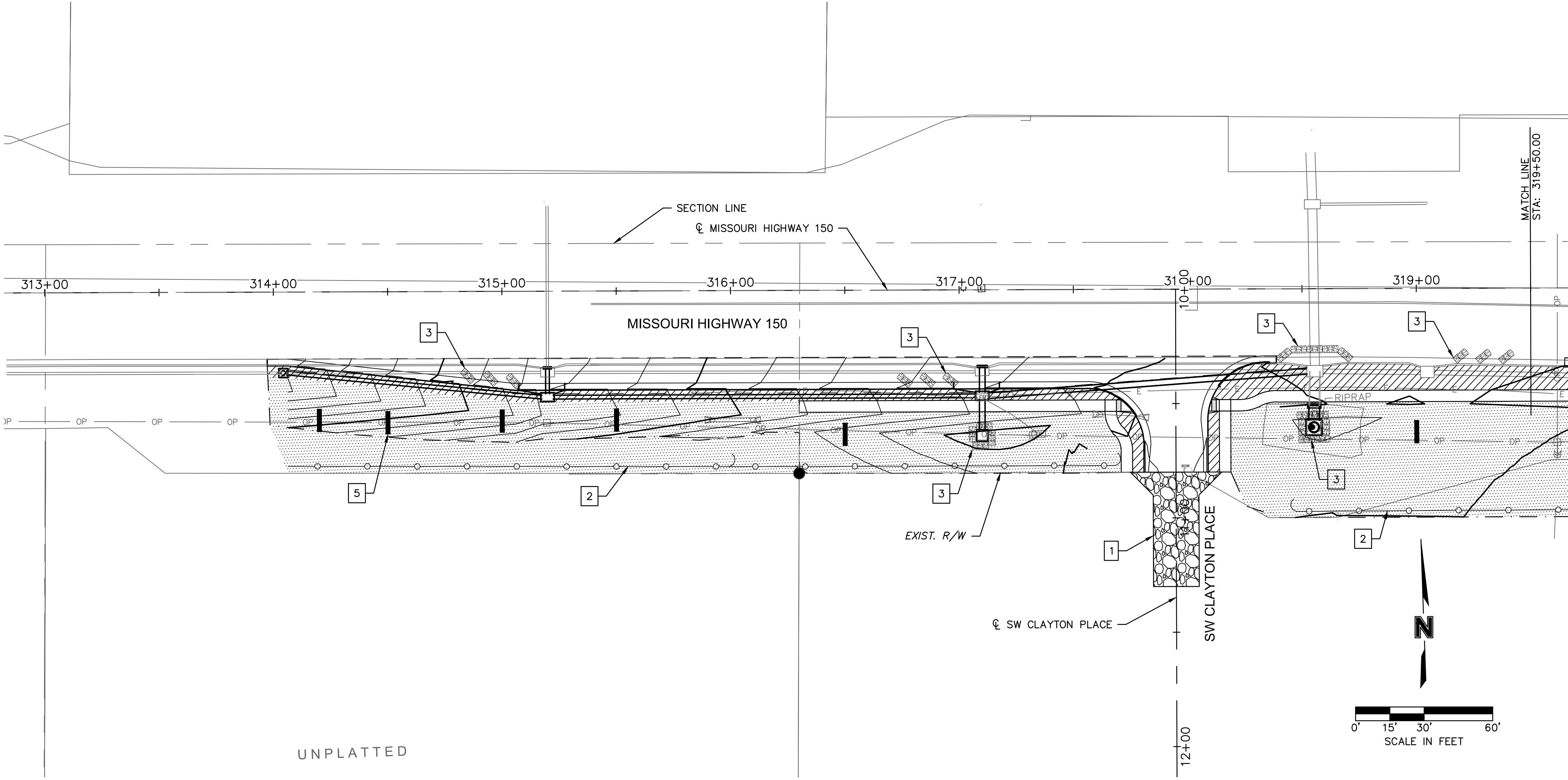
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checked by: JPG
approved by: JPG
QA/QC by: RBC
project no.: A19-2339
drawing no.: T_DTL_A192339
date: 2020.07.09

SHEET 33 of 63

DWG: F:\2019\2001-2500\019-2339-A19-Design\AutoCAD\Final Plans\Sheets\EROSION_CONTROL\T.ERC-A192339.dwg USER: jgalagher
DATE: Jul 28, 2020 12:00pm XREFS: T_PBASE-A192339 T_PDRWK-A192339 T_PSTRM-A192339 C:\BASE-A192339

EROSION CONTROL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL EROSION & SEDIMENT CONTROL MEASURES AND PRACTICES THROUGHOUT THE PROJECT INCLUDING ANY AND ALL FINES ASSOCIATED WITH EROSION CONTROL VIOLATIONS.
2. EROSION CONTROL IS THE CONTRACTOR'S RESPONSIBILITY. THIS PLAN SHOULD BE USED AS A GUIDE AND REPRESENTS THE MINIMUM EROSION CONTROL DEVICES REQUIRED.
3. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED IF DEEMED NECESSARY BY ON SITE INSPECTION.
4. CONTRACTOR IS RESPONSIBLE FOR INSPECTING AND REPAIRING ALL EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAINFALL EVENT.
5. THE CONTRACTOR SHALL PROVIDE ANY FURTHER EROSION CONTROL MEASURES IN ADDITION TO THOSE LISTED TO ENSURE THAT SILT WILL NOT LEAVE THE PROJECT CONFINES.
6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AFTER COMPLETION OF CONSTRUCTION AND ONLY WHEN AREAS HAVE BEEN STABILIZED WITH A HEALTHY STAND OF PERMANENT VEGETATION.
7. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING SILT FROM SITE IF NOT REUSABLE ON-SITE AND ASSURING PLAN ALIGNMENT AND GRADE IN ALL DITCHES AT COMPLETION OF CONSTRUCTION.
8. THE CONTRACTOR SHALL ENSURE THAT ALL DRAINAGE STRUCTURES, FLUMES, PIPES, ETC. ARE CLEANED OUT AND WORKING PROPERLY AT TIME OF ACCEPTANCE.
9. THE CONTRACTOR SHALL PROVIDE ANY TEMPORARY STABILIZATION AS REQUIRED.
10. THE CONTRACTOR SHALL PROVIDE A TEMPORARY CONSTRUCTION ENTRANCE/EXIT FOR VEHICULAR TRAFFIC AT LOCATION SHOWN.
11. ALL EROSION CONTROL DEVICES SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND DESIGN CRITERIA OF THE ENGINEERING DIVISION, DEPARTMENT OF PUBLIC WORKS, CITY OF SPRINGFIELD, MISSOURI.
12. REFERENCE DETAILS THIS SHEET FOR TYPICAL EROSION CONTROL DEVICE INSTALLATION.
13. THE CONTRACTOR WILL BE REQUIRED TO CLEAN THE STREETS OF DEPOSITED MUD AS FREQUENTLY AS NEEDED AS DETERMINED BY THE ENGINEER TO KEEP THEM USABLE AND TO CONTROL DUST.
14. PRIOR TO GRADING ACTIVITIES, CONTRACTOR MUST HAVE TEMPORARY BMP'S INSPECTED BY THE CITY.
15. AREAS STRIPPED OF VEGETATION THAT ARE LEFT EXPOSED FOR MORE THAN 14 DAYS SHALL BE TEMPORARILY SEEDED OR MULCHED TO PREVENT EROSION. IF MULCHED, CONTRACTOR SHALL CRIMP THE MULCH INTO THE EXPOSED GROUND.
16. THE CONTRACTOR SHALL PROTECT ALL STORM SEWER STRUCTURES WITH COMPOST FILTER SOCK IN LIEU OF GRAVEL FILTER BAGS UNTIL GRASS IS ESTABLISHED.
17. ALL DISTURBED AREAS NOT RECEIVING OTHER PERMANENT STABILIZATION SUCH AS PAVEMENT, ROOFS, SOD, ETC., SHALL BE SODDED OR SEEDED AND MULCHED, ACCORDING TO THE STANDARD SPECIFICATIONS AND DESIGN CRITERIA OF THE ENGINEERING DIVISION, DEPARTMENT OF PUBLIC WORKS, CITY OF LEE'S SUMMIT, MISSOURI.
18. CONTRACTOR IS RESPONSIBLE FOR PHASED INSTALLATION OF EROSION CONTROL BMP'S IN ORDER TO PREVENT SEDIMENT FROM BREACHING THE LIMITS OF DISTURBANCE.



EROSION AND SEDIMENT CONTROL STAGING CHART

PROJECT STAGE	EROSION CONTROL PLAN BMP REFERENCE NO.	BMP DESCRIPTION	REMOVE AFTER STAGE	NOTES:
1A - PRIOR TO LAND DISTURBANCE	1	CONSTRUCTION ENTRANCE AND STAGING AREA	PHASE 1C	SEE EROSION CONTROL NOTES FOR DETAILS
1B - CLEARING & GRUBBING	2	INSTALL SILT FENCE	PHASE 1D	INSTALL SILT FENCE AS INDICATED ON PLANS
		STOCKPILE TOPSOIL	N/A	SEED STOCKPILE AREA AS SOON AS STOCKPILING ACTIVITIES HAVE CEASED
	N/A	CONCRETE WASHOUT	PHASE 1D	TO BE INSTALLED PRIOR TO POURING CONCRETE. SEED WASHOUT AREA AS SOON AS CONCRETE CONSTRUCTION HAS CEASED.
1C - ROAD CONSTRUCTION	N/A	EROSION AND SEDIMENT CONTROL	N/A	PERFORM MAINTENANCE ON ALL EROSION CONTROL MEASURES FOR ALL PREVIOUS PHASES AS NECESSARY.
	3	INSTALL INLET PROTECTION	PHASE 1D	INSTALL INLET PROTECTION AS INDICATED ON PLANS
	4	INSTALL OUTLET PROTECTION	N/A	INSTALL OUTLET PROTECTION AS INDICATED ON PLANS
	5	INSTALL DITCH CHECKS	PHASE 1D	INSTALL DITCH CHECKS AS INDICATED ON PLANS
	N/A	BEGIN GRADING FOR ROAD IMPROVEMENTS	N/A	SEE ROADWAY PLAN AND PROFILES FOR DETAILS
1D - FINAL STABILIZATION	N/A	STREET CLEANING	N/A	SHOVELING, BROOMING, SWEEPING, AND/OR VACUUMING TO REMOVE TRACK-OUT OF SEDIMENT FROM PAVED PUBLIC ROADS
	N/A	ESTABLISH PERENNIAL VEGETATION	N/A	SEED OR SOD ALL DISTURBED AREAS. INSTALL AS INDICATED ON PLANS.

LEGEND

- SOD
- SEEDING
- SILT FENCE
- INLET PROTECTION
- DITCH CHECK

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STATE OF MISSOURI

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7/28/2020

REV. NO.	DATE	REVISIONS DESCRIPTION
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EROSION CONTROL PLAN

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

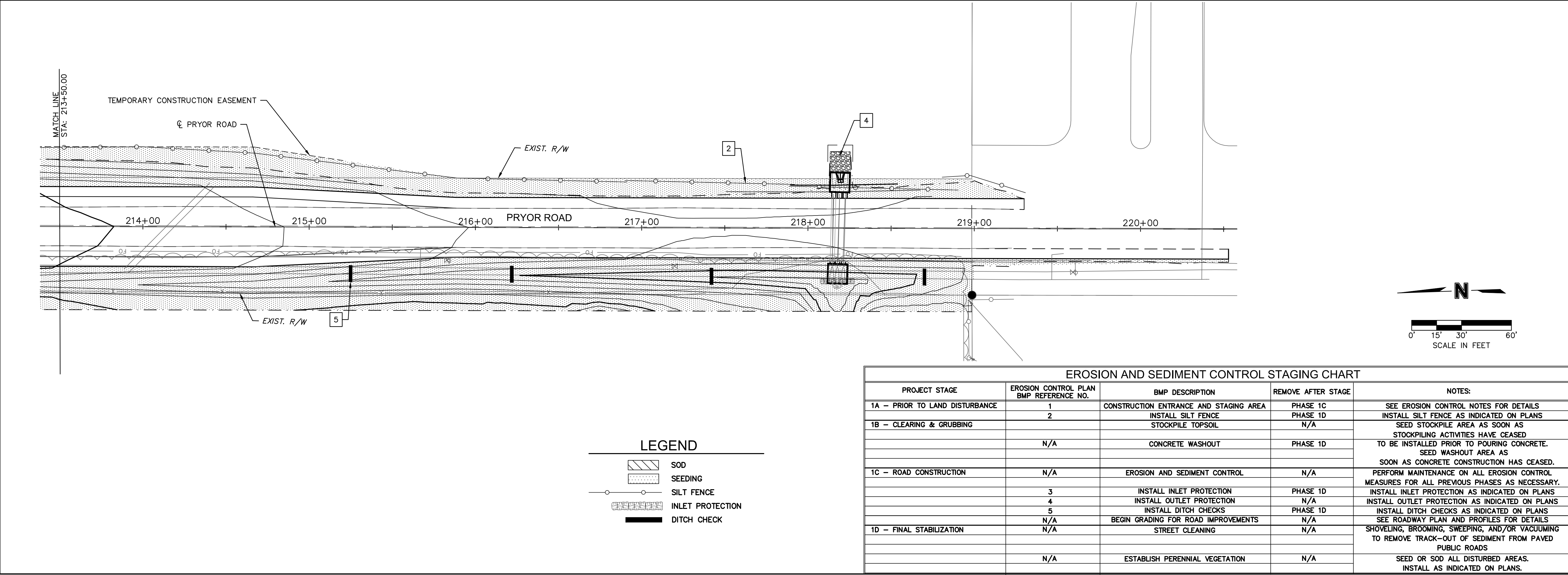
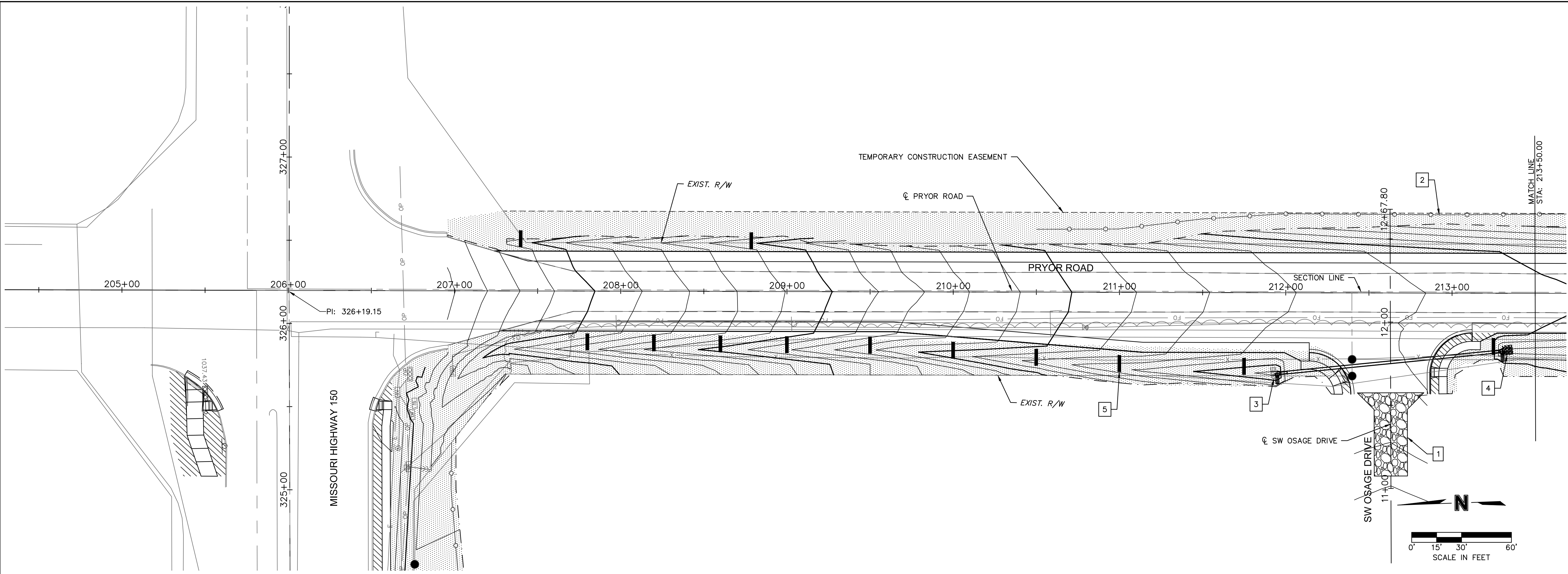
LEE'S SUMMIT, MO

2020

drawn by: AKU
checked by: JPG
approved by: JPG
QA/QC by: RBC
project no.: A19-2339
drawing no.: T.ERC A192339
date: 2020.07.09

SHEET
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DWG: F:\2019\2001-2500\019-2339-A140-Design\AutoCAD\Final Plans\Sheets\BDR\EROSION_CONTROL\T_ERC-A192339.dwg USER: jgallagher
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PROFESSIONAL ENGINEER

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BY

REVISIONS

EROSION CONTROL PLAN

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

REV. NO.

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project no.:

drawing no.:

date:

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JPG

RBC

A19-2339

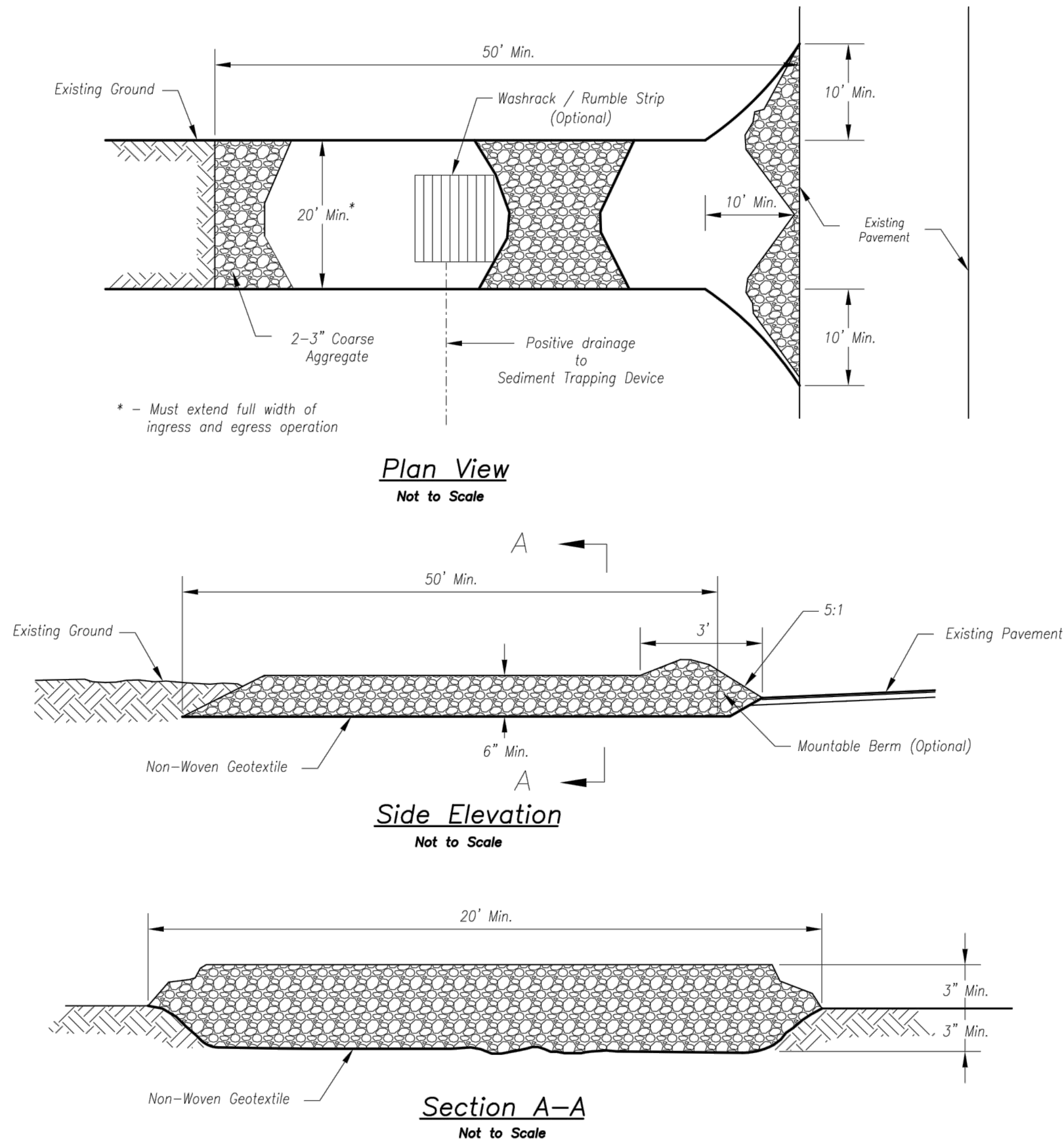
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Notes for Construction Entrance:

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

Maintenance for Construction Entrance:

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

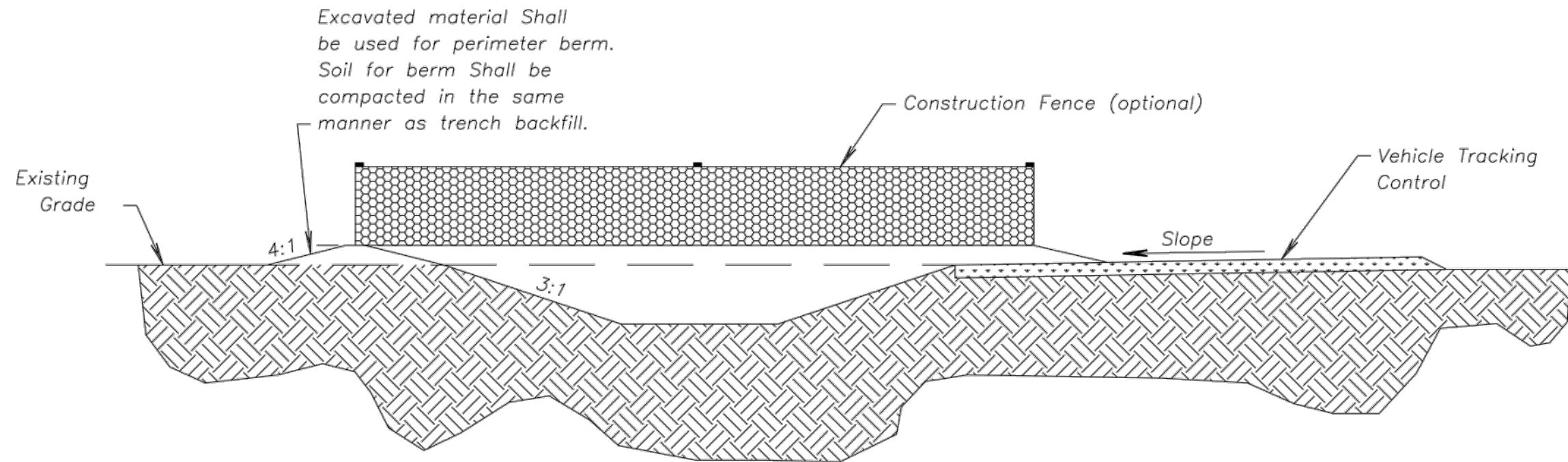
CONSTRUCTION ENTRANCE

Notes for Concrete Washout:

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

Maintenance for Concrete Washout:

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



CONCRETE WASHOUT

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

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KANSAS CITY
METRO CHAPTER

CONSTRUCTION ENTRANCE
AND CONCRETE WASHOUT

STANDARD DRAWING
NUMBER ESC-01
ADOPTED:
10/24/2016

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PE-2018010499

BY

REVISIONS

2020

EROSION CONTROL DETAILS

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

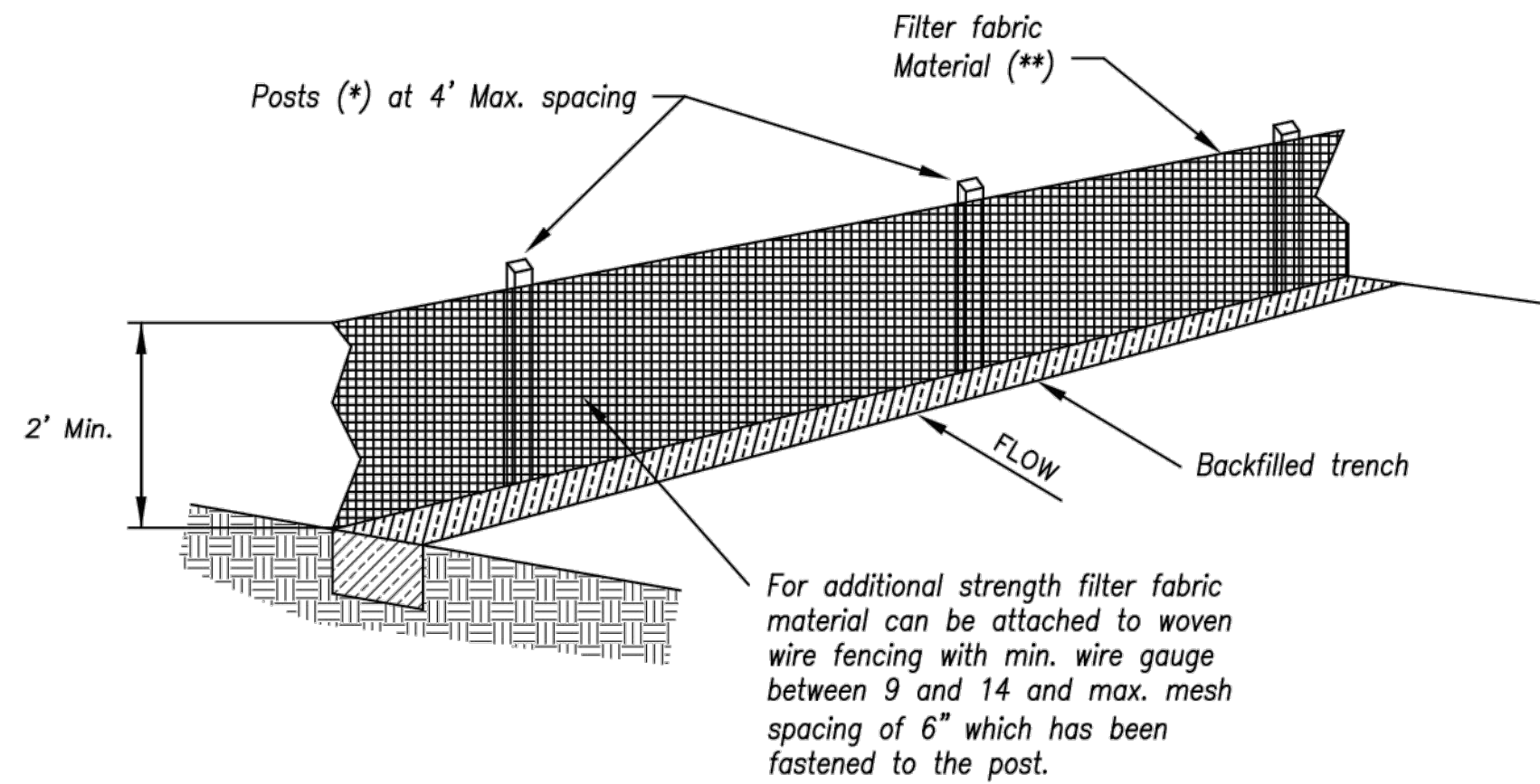
LEE'S SUMMIT, MO

SHEET
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REV. NO. 1
DATE 2020.06.29
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checked by: JPC
approved by: JPC
QA/QC by: RBC
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drawing no.: T_EFC_A192339
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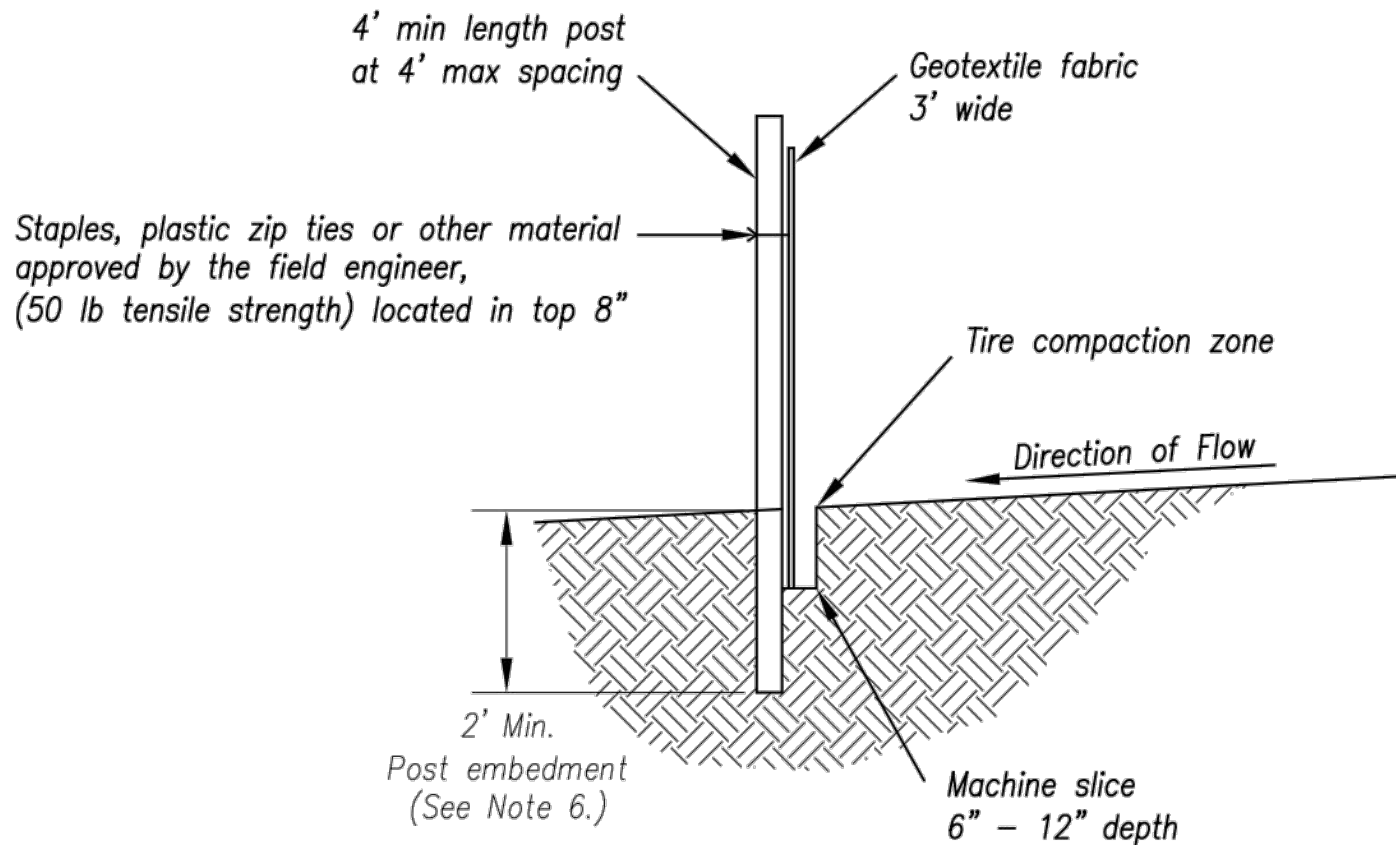
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- (*) POSTS
- MIN. LENGTH 4'
 - HARDWOOD 1 3/8" x 1 3/8"
 - NO.2 SOUTHERN PINE 2 5/8" x 2 5/8"
 - STEEL 1.33 LB/FT

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

SILT FENCE DETAILS
Not to Scale



Notes:

1. In order to contain water, the ends of the silt fence must be turned uphill (Figure A).
2. Long perimeter runs of silt fence must be limited to 100'. Runs should be broken up into several smaller segments to minimize water concentrations (Figure A).
3. Long slopes should be broken up with intermediate rows of silt fence to slow runoff velocities.
4. Attach fabric to upstream side of post.
5. Install posts a minimum of 2' into the ground.
6. Trenching will only be allowed for small or difficult installation, where slicing machine cannot be reasonably used.

Maintenance:

1. Remove and dispose of sediment deposits when the deposit approaches 1/3 the height of silt fence.
2. Repair as necessary to maintain function and structure.

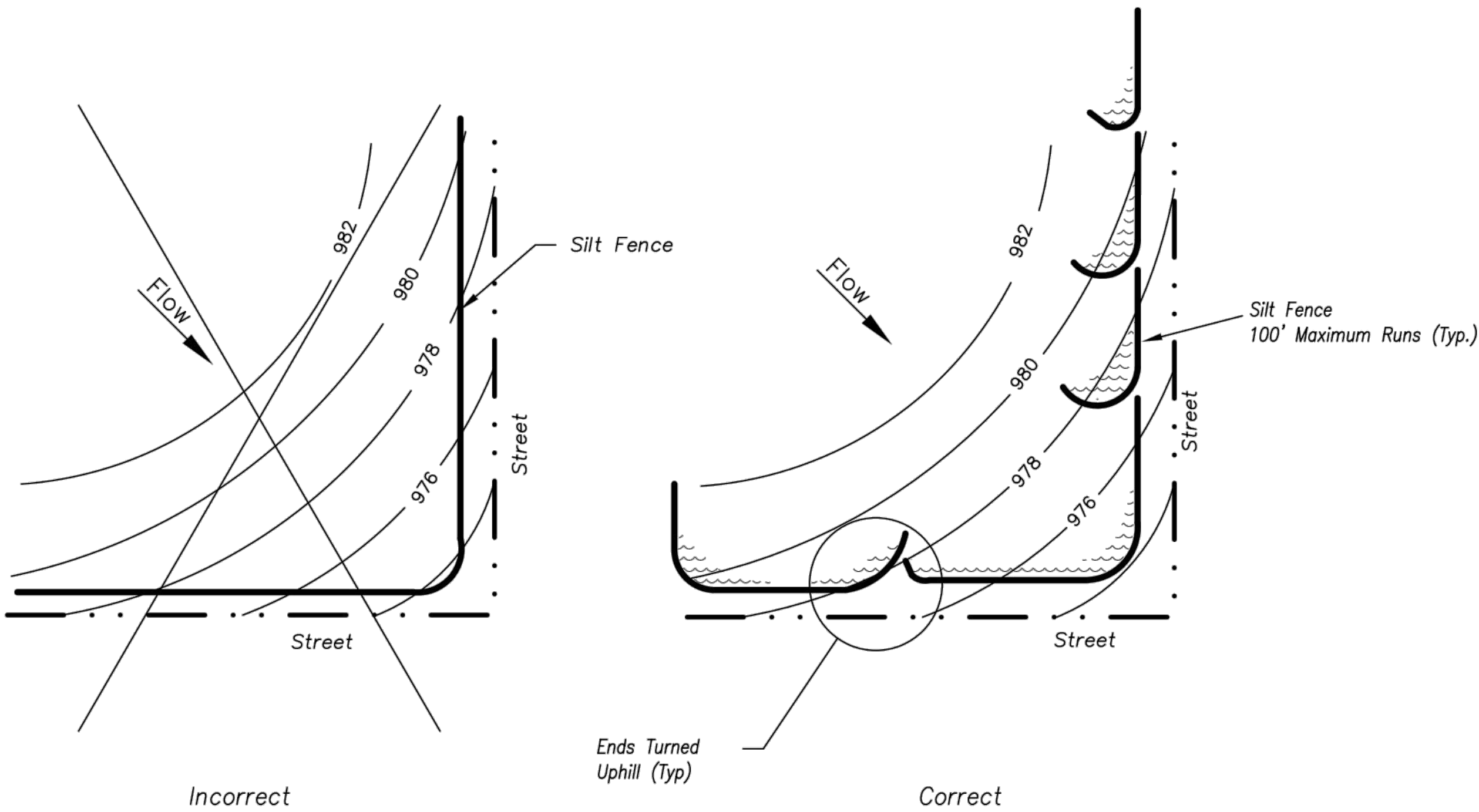
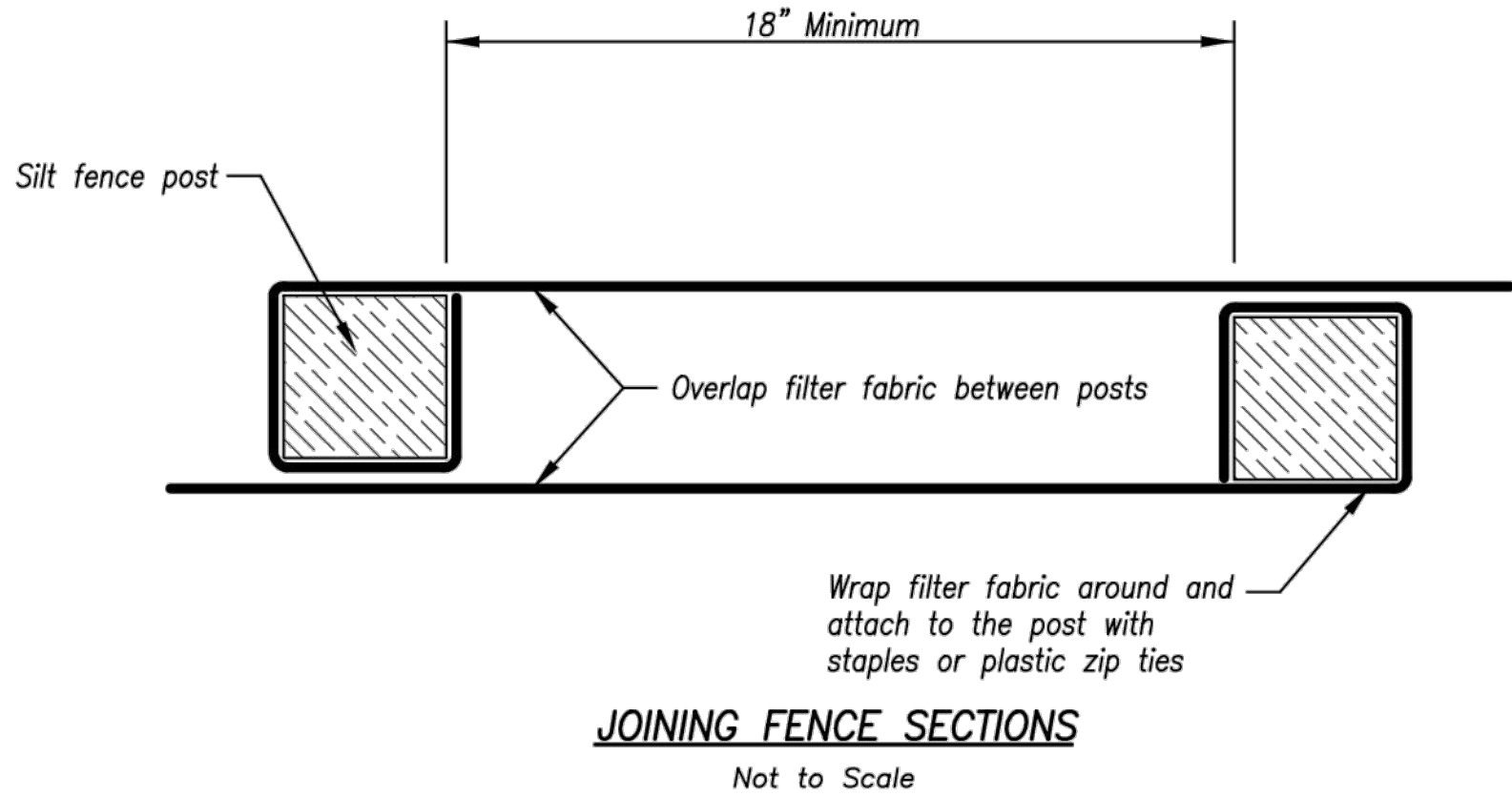
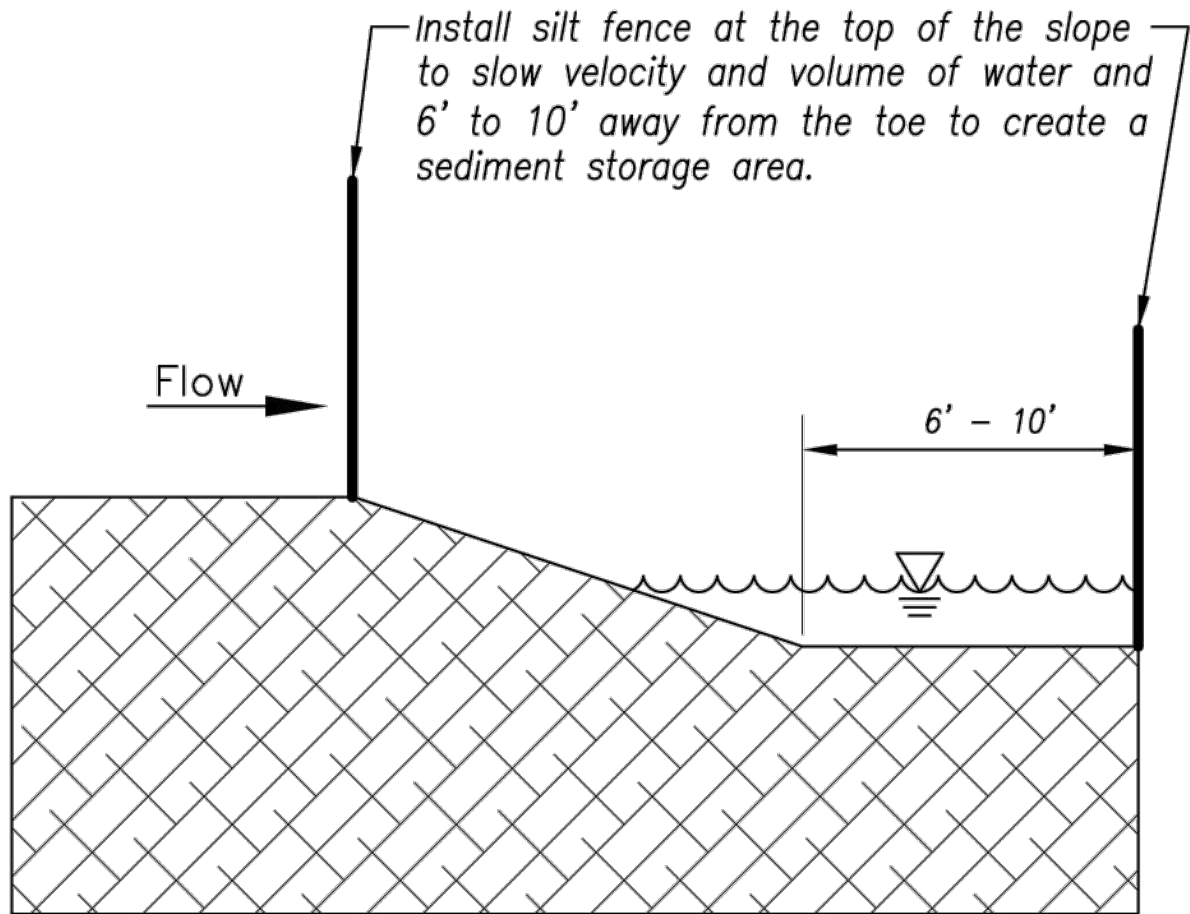


Figure A

SILT FENCE LAYOUT
Not to Scale



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STANDARD DRAWING
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ADOPTED:
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SILT FENCE

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EROSION CONTROL DETAILS

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

2020

LEE'S SUMMIT, MO

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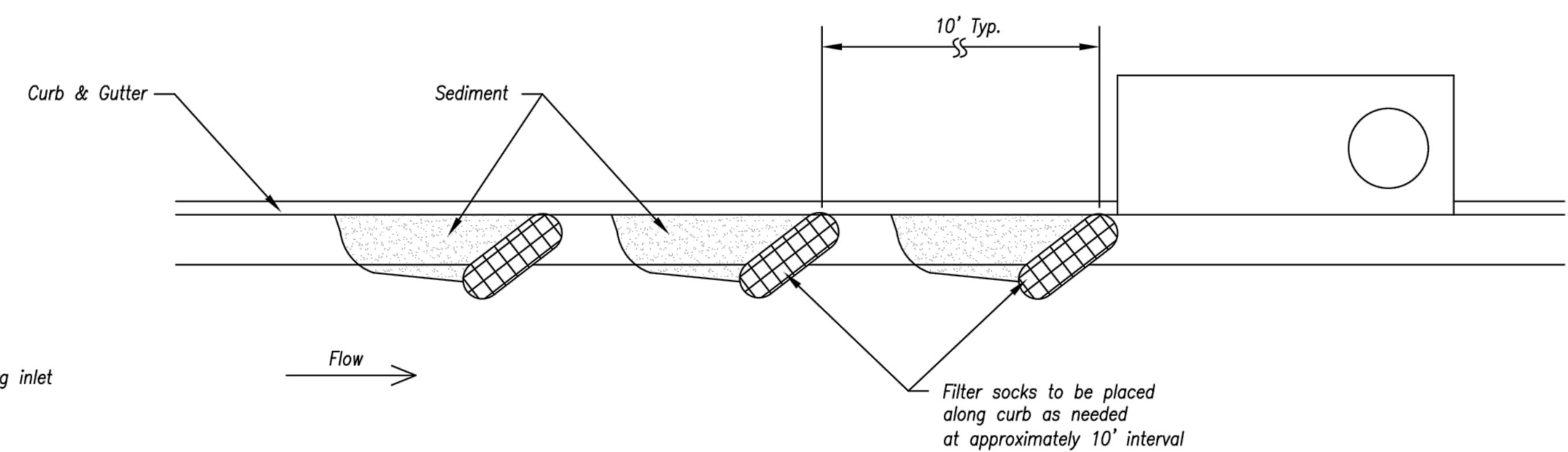
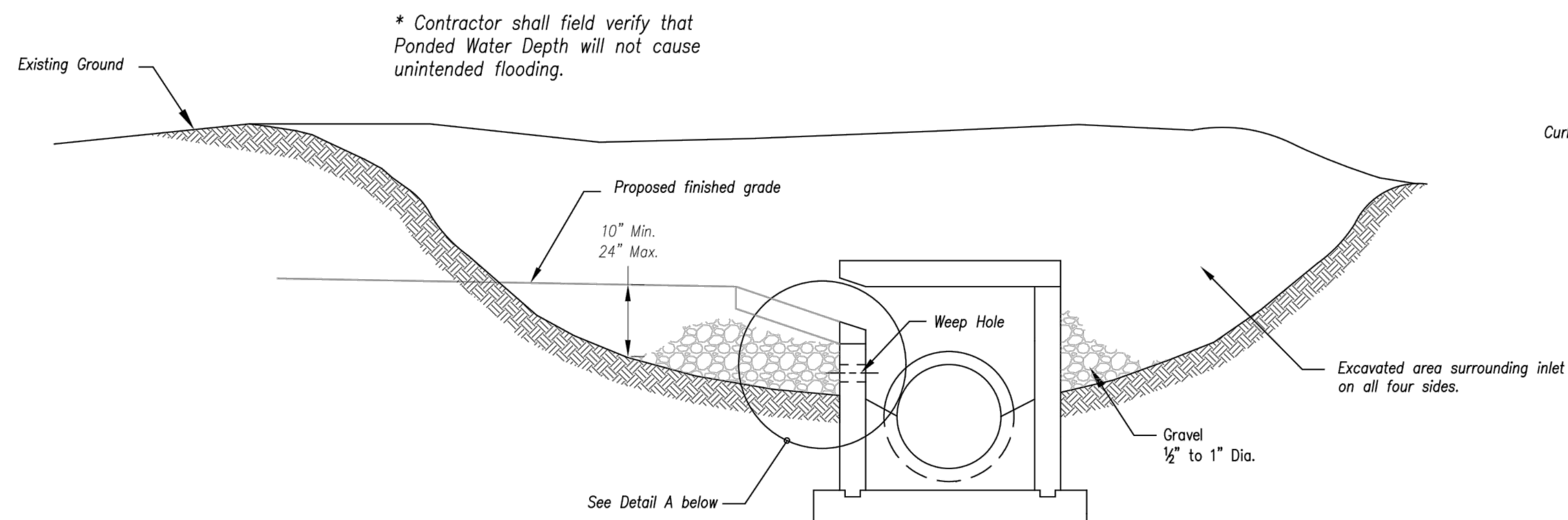
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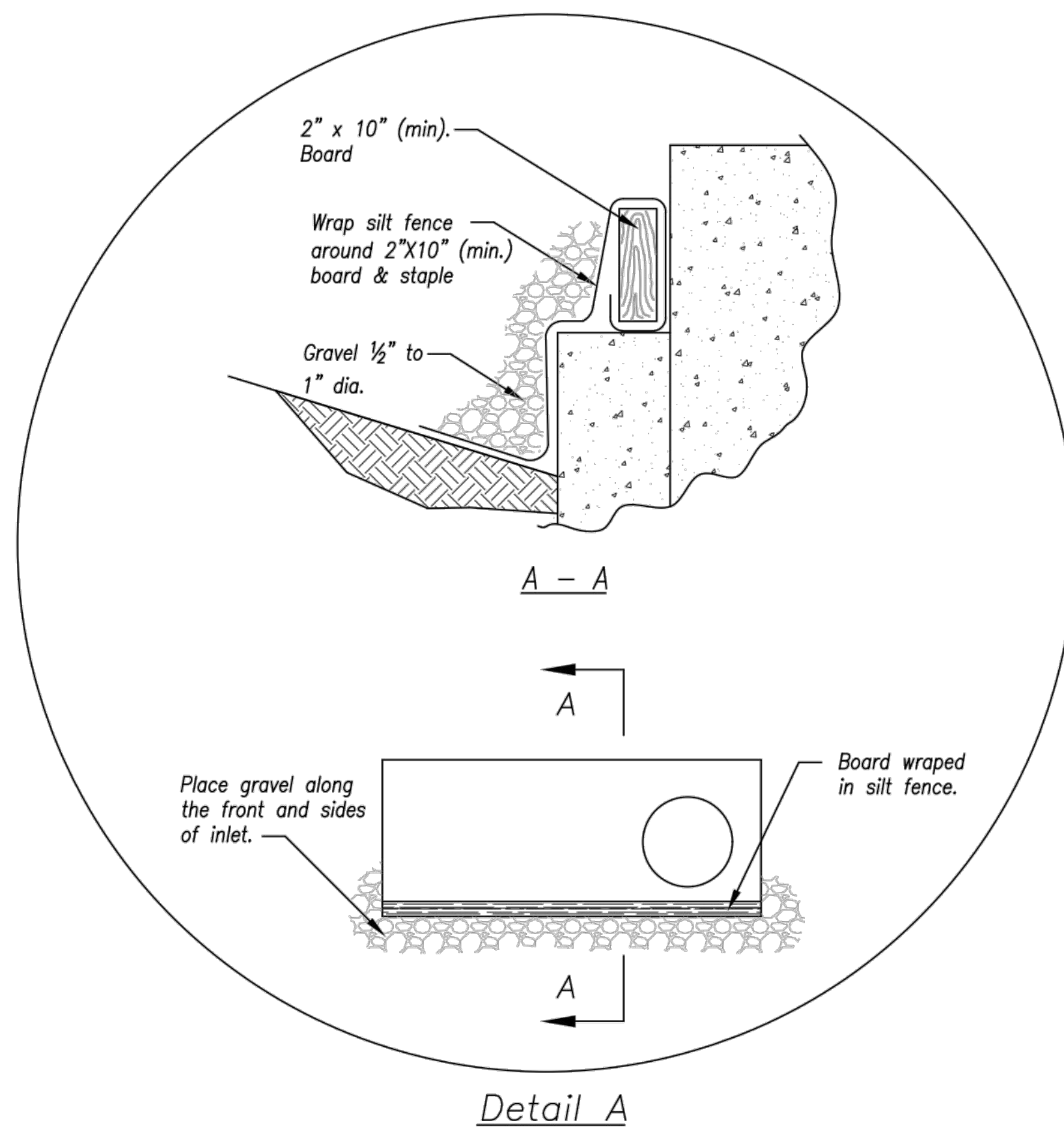
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SHEET

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On Grade Curb Inlet Protection



EARLY STAGE CURB INLET
(Open Box and Prior to Pouring
Curb and Inlet Throat)

- Notes:

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

2. When inlet is completed and curb poured, filter socks or approved equal should be used (Late Stage Curb Inlet). Straw wattles are not approved for curb inlet use.

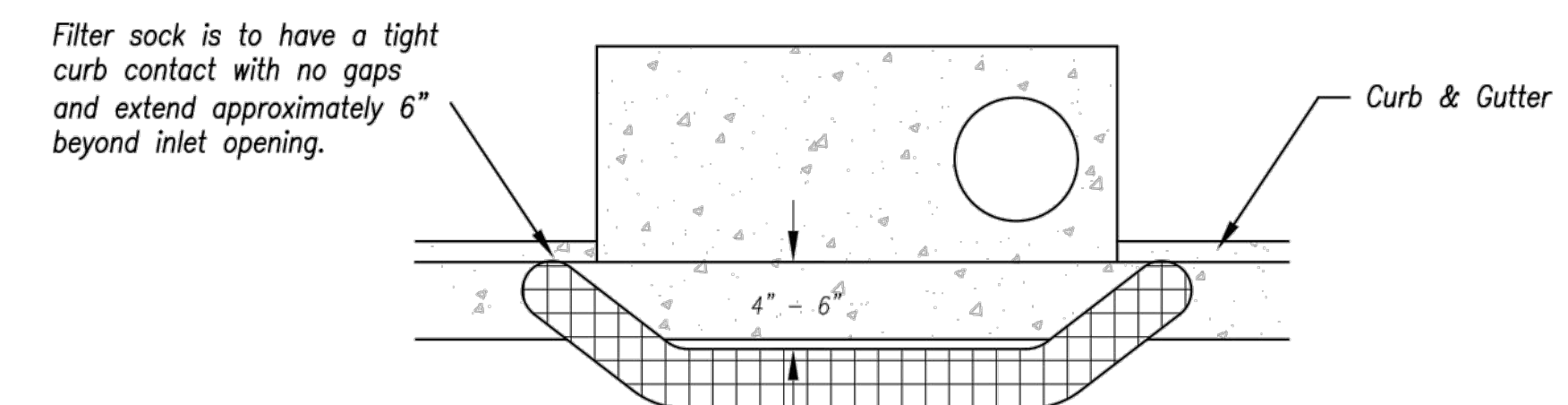
3. Contractor to field verify ponding water shall not create a traffic hazard.

Maintenance:

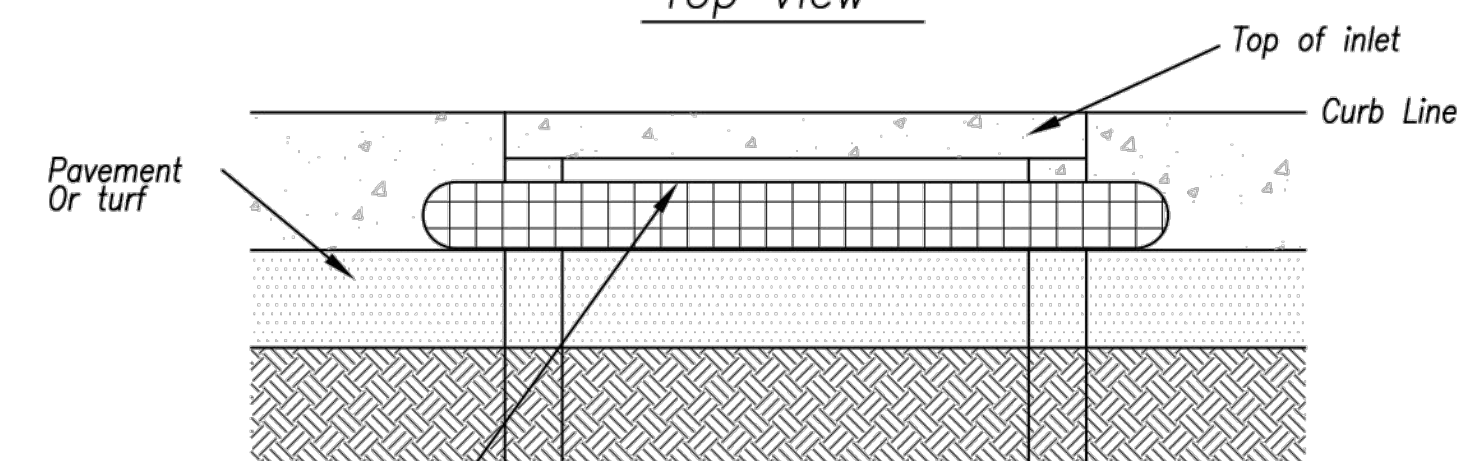
1. Remove deposited sediment from excavated storage areas when available storage has been reduced by 20%.
2. Remove deposited sediment from filter socks or similar when any accumulation of sediment is visible.
3. Repair or replace as necessary to maintain function and integrity of installation.

2. Remove deposited sediment from filter socks or similar when any accumulation of sediment is visible.

3. Repair or replace as necessary to maintain function and integrity of installation.



Top View



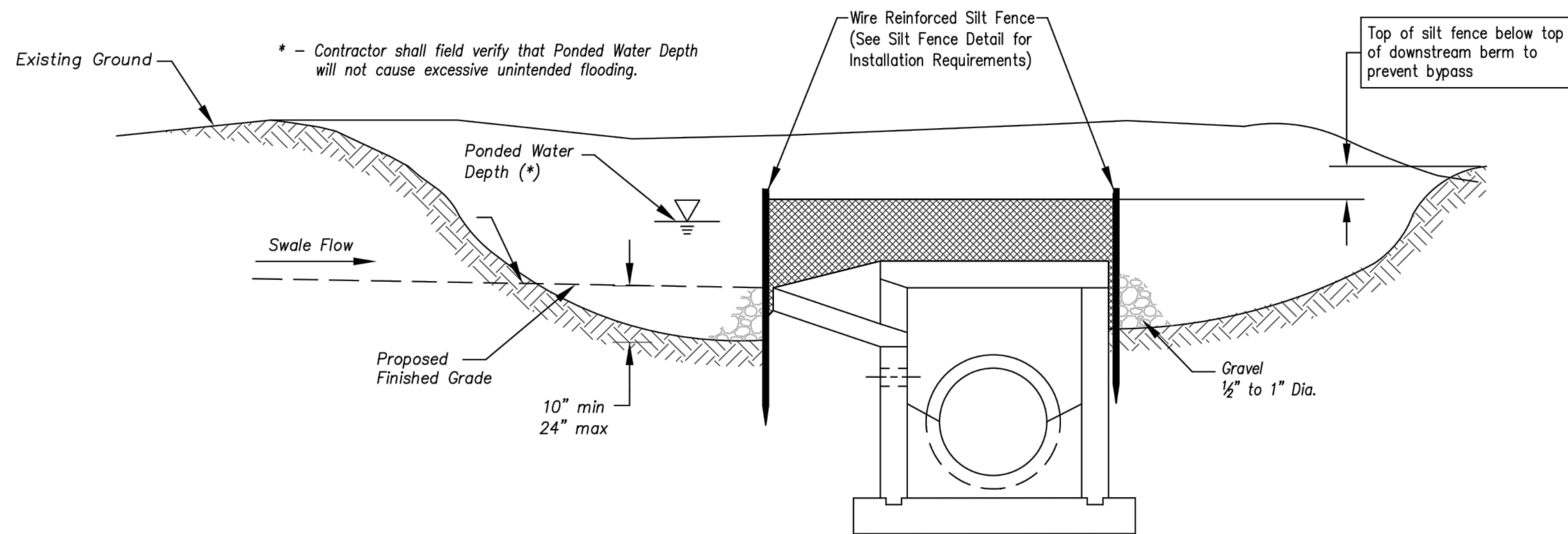
Front View

Sump Inlet Sediment Filter

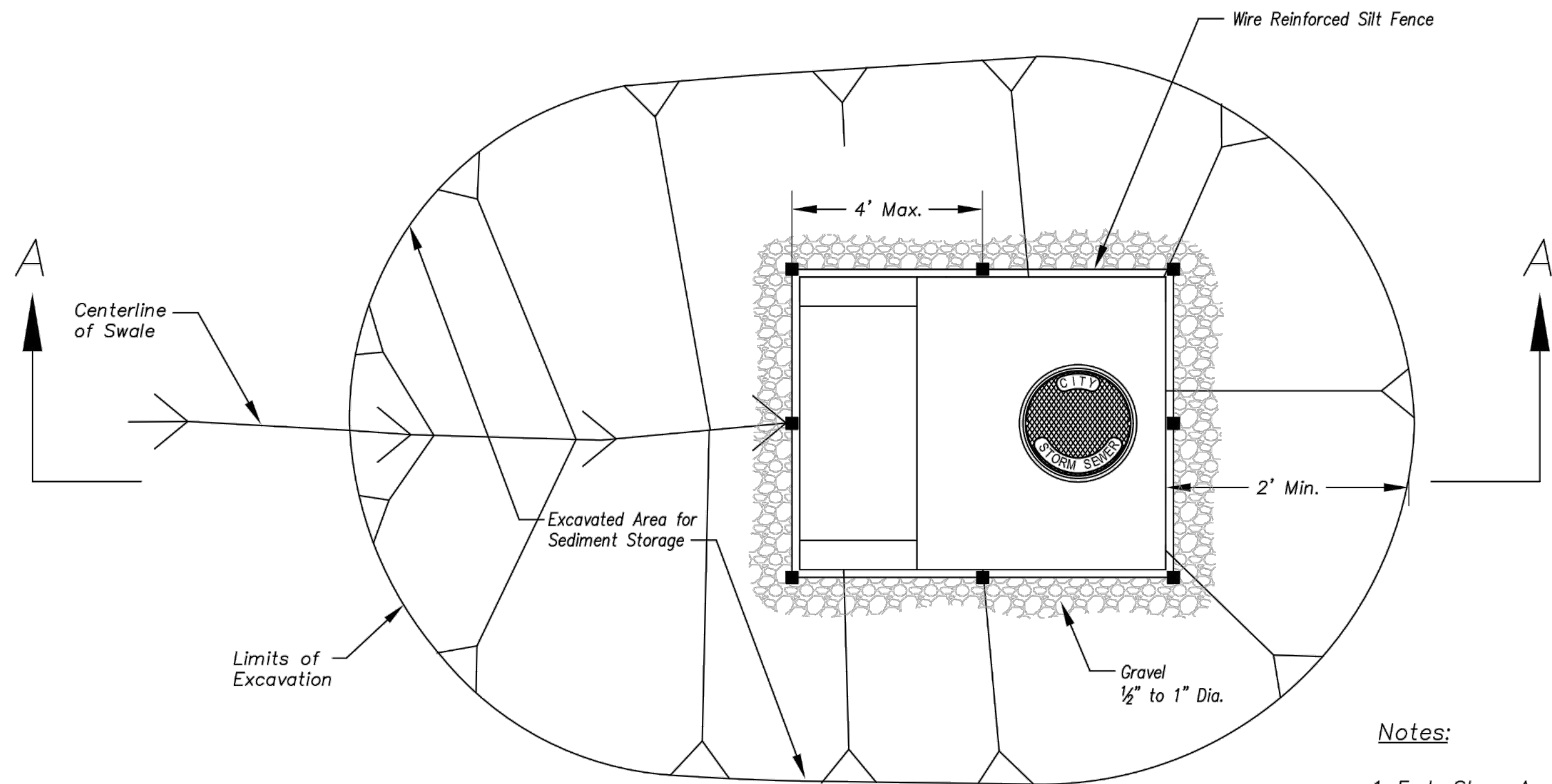
LATE STAGE CURB INLET
(After Pouring Curb and Inlet Throat)

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CURB INLET PROTECTION	STANDARD DRAWING NUMBER ESC-06 ADOPTED: 10/24/2016

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Section A-A
Not to Scale



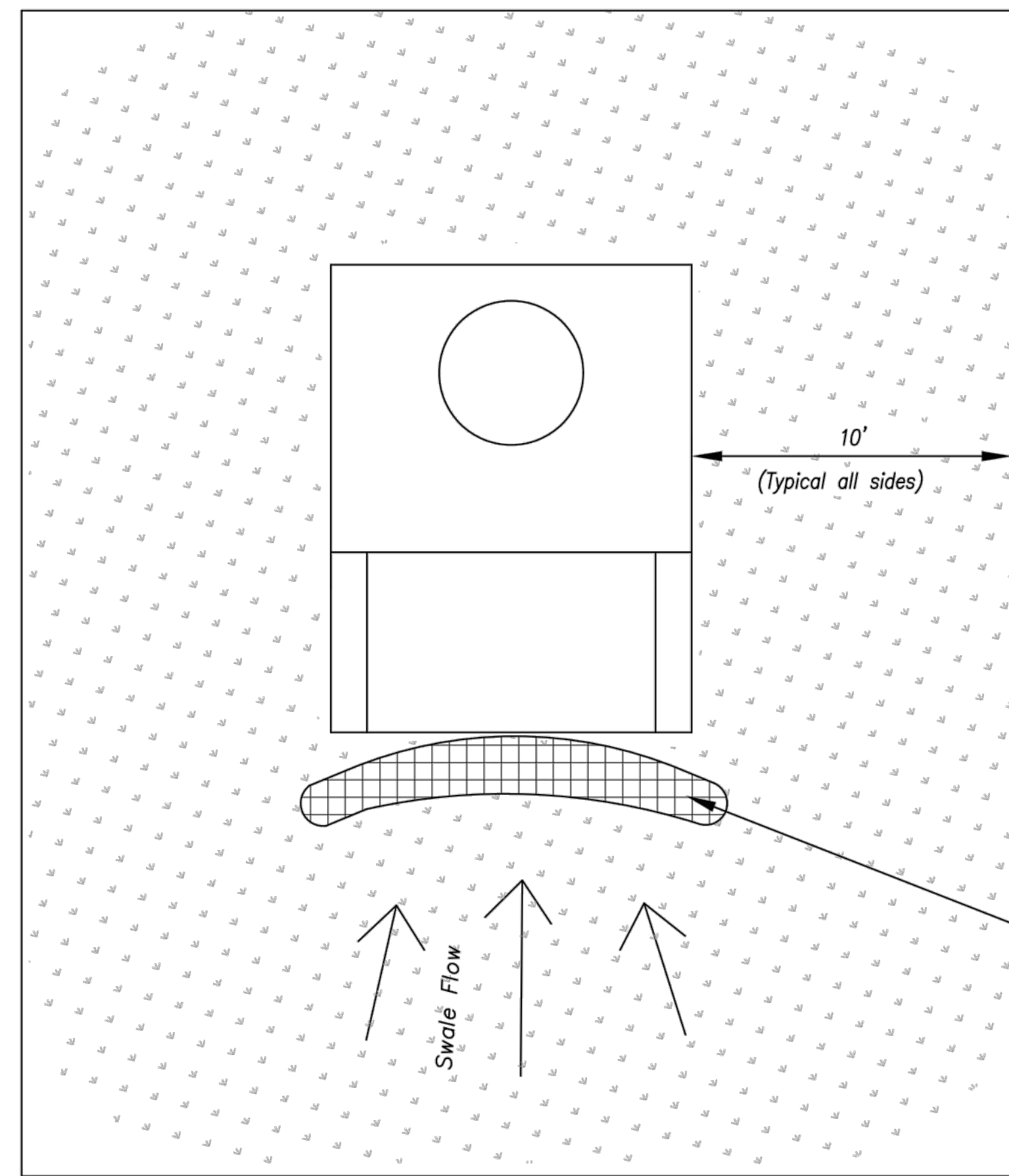
Plan
Not to Scale

EARLY STAGE AREA INLET
(All open boxes and inlets not at final grade)

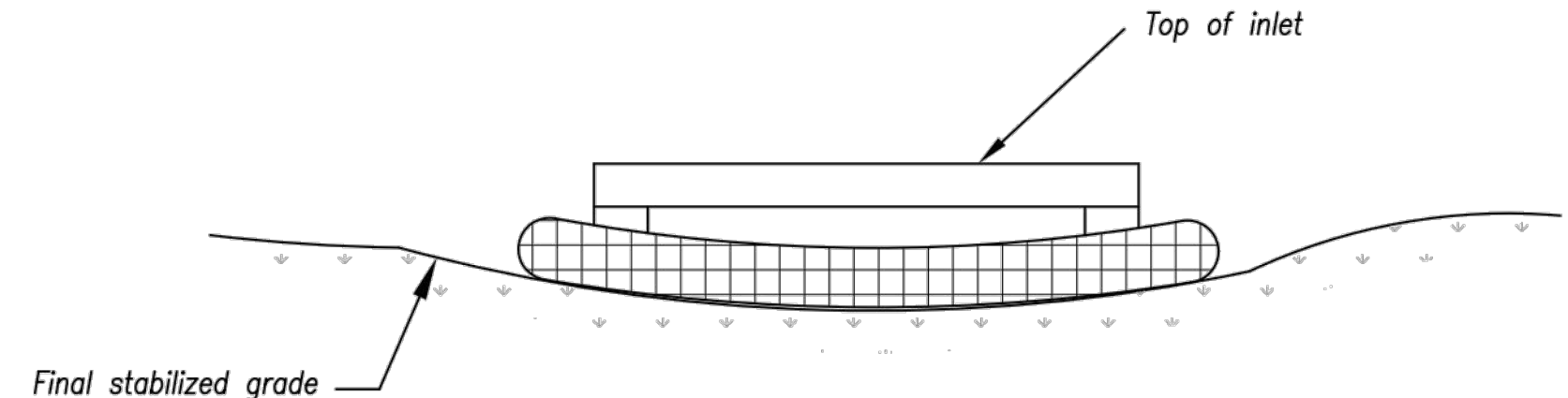
Notes:

1. Early Stage Area Inlet Sediment Barrier to be installed immediately after inlet or junction box is constructed.
2. Silt fence shall remain in place until excavated area is removed and Late Stage Area Inlet is being installed.
3. Backfill excavated area ONLY after final grading of the site. Stabilization of the site is to immediately follow.
4. Wire reinforced silt fence may be used in place of silt fence attached to wood frame.

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



Plan
Not to Scale



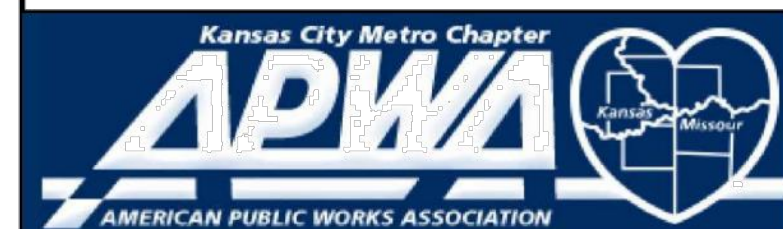
Front View

LATE STAGE AREA INLET
(Area inlets at final grade and existing inlets)

Maintenance:

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

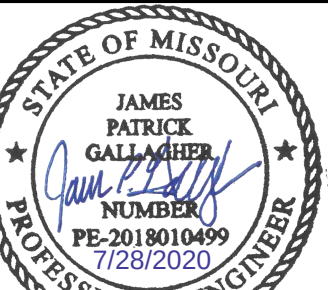
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KANSAS CITY
METRO CHAPTER

AREA INLET AND
JUNCTION BOX PROTECTION

STANDARD DRAWING
NUMBER ESC-07
ADOPTED:
10/24/2016



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PE-2018010499

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2020.06.29

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REVISIONS PER CITY COMMENTS

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2020

EROSION CONTROL DETAILS

HIGHWAY 150 & PRYOR ROAD

ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

drawn by: AKU

checked by: JPG

approved by: RBC

QA/QC by: RBC

project no.: A19-2339

drawing no.: T_EFC_A192339

date: 2020.07.09

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1. Stakes shall be 4' (min.) long and one of the following materials:
 - a. Hardwood - 1 $\frac{3}{8}$ " x 1 $\frac{3}{8}$ ";
 - b. Southern Pine (No. 2) - 2 $\frac{3}{8}$ " x 2 $\frac{3}{8}$ ";
 - c. Steel U, T, L, or C Section - .95 lbs. per 1'-0";
 - d. Synthetic - same strength as wood stakes.
2. Cross pieces shall be of same material as stakes.
3. Attach fence fabric securely on 6" centers (max.).
4. Use of high flow material is acceptable.
5. Refer to plan sheets to estimate the length of silt fence required.
6. Use support fencing when tributary area is greater than 2.4 acres or when ditch gradient is greater than 2 percent.
7. Silt fence sliced in to a 6" minimum depth.
8. Elevation at tie in points shall be a minimum of 4" higher than the center.



Alternative Type
Ditch Check Spacing



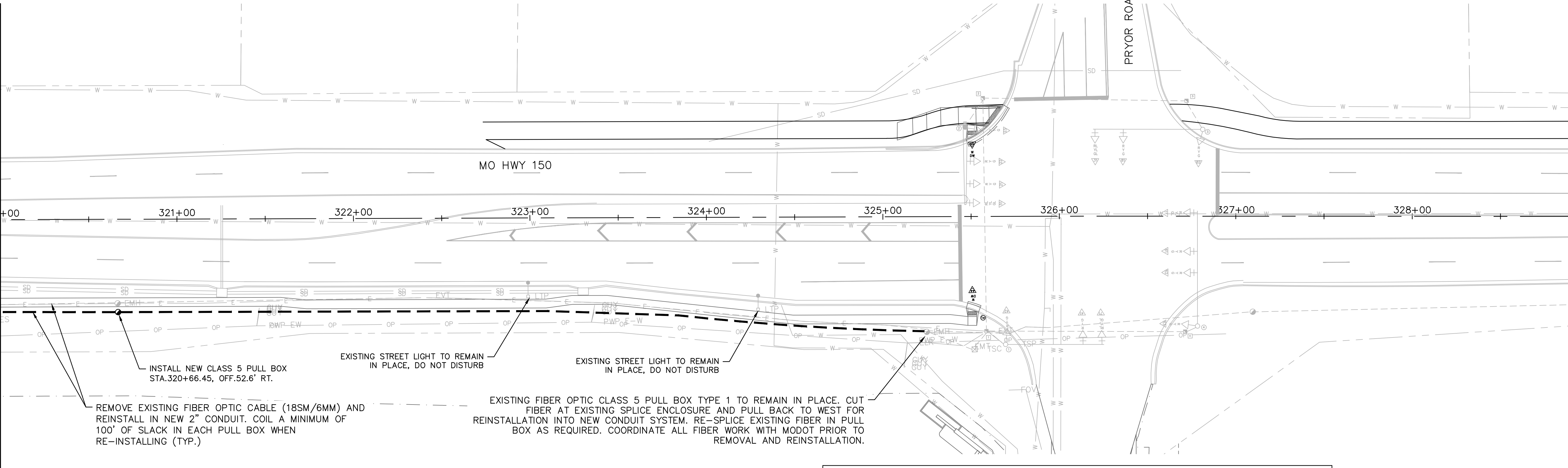
1. Use as many biodegradable log sections as necessary to ensure water does not flow around end of ditch check.
2. Overlap sections a minimum of 18"
3. Stakes shall be per manufacturer's instructions. Length of stakes shall be a minimum of 2 times the diameter of the log or 24" minimum.
4. Use Erosion Control (Class 1) (Type C) as the downstream apron when directed by the Engineer.
5. Use 9" diameter logs when used with Erosion Control (Class 2) (Any Type) channel lining. Smaller diameter logs may be used with Erosion Control (Class 2) (Any Type) channel lining as directed by the Engineer.



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 Kansas City Metro Chapter APWA AMERICAN PUBLIC WORKS ASSOCIATION	KANSAS CITY METRO CHAPTER
SILT FENCE AND WATTLE/ BIODEGRADABLE LOG DITCH CHECKS	STANDARD DRAWING NUMBER ESC-09 ADOPTED: 10/24/2016

DWG: F:\2019\2001-2500\019-2339-A\40-Design\AutoCAD\Final Plans\Sheets\TTC\STREET LIGHTING PLAN\F LOT_92339.dwg USER: jcolligher
DATE: Jul 28, 2020 12:01pm XREFS: T_PBASE_A192339 C_PBASE_A192339 F_PBASE_A192339 F_TBLK_A192339

MATCHLINE 320+00.00



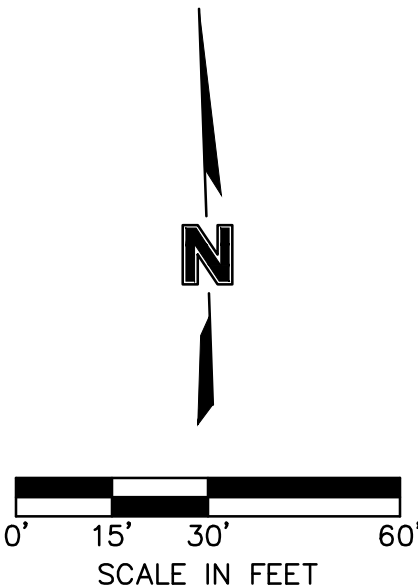
LIGHTING AND INTERCONNECT LEGEND			
	CONTROLLER		PREFORMED PULL BOX CLASS 1
	CONTROLLER (EXISTING)		EXISTING CLASS 5 PULL BOX
	EXISTING POWER SOURCE		PROPOSED CLASS 5 PULL BOX
	EXISTING 250W HPS W/45' MOUNTING HEIGHT TYPE AT POLE		CONDUIT PUSHED
	TWIN ARM 250W HPS LUMINAIRES W/45' MOUNTING HEIGHT TYPE AT POLE		CONDUIT EXISTING
			CONDUIT TRENCHED

LIGHTING MODIFICATION SUMMARY OF QUANTITIES*			
ITEM	ITEM DESCRIPTION	UNITS	QUANTITY
1.	REMOVE AND RESET EXISTING CONTROL CENTER	LUMP SUM	1
2.	SUPPLY AND INSTALL CLASS 1 PULL BOX	EACH	1
3.	INSTALL 2" LIGHTING CONDUIT WITH CABLE (LIKE KIND)	LF	110'

*NOTE: FOR INFORMATION PURPOSE ONLY, STREET LIGHTING SHALL BE BID AS LUMP SUM.

INTERCONNECT MODIFICATION SUMMARY OF QUANTITIES*			
ITEM	ITEM DESCRIPTION	UNITS	QUANTITY
1.	REMOVE AND RE-SPLICE EXISTING FIBER OPTIC CABLE IN EXISTING PULL BOX	LUMP SUM	1
2.	SUPPLY AND INSTALL CLASS 5 PULL BOX	EACH	2
3.	INSTALL 2" INTERCONNECT CONDUIT AND RELOCATE 24CT CABLE	LF	1,500'

*NOTE: FOR INFORMATION PURPOSE ONLY, SIGNAL INTERCONNECT SHALL BE BID AS LUMP SUM



MATCHLINE 320+00.00

LIGHTING PLANS AND INTERCONNECT PLANS
150 HIGHWAY

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

2020

REV. NO.

REVISIONS DESCRIPTION

BY

DATE

REVISIONS

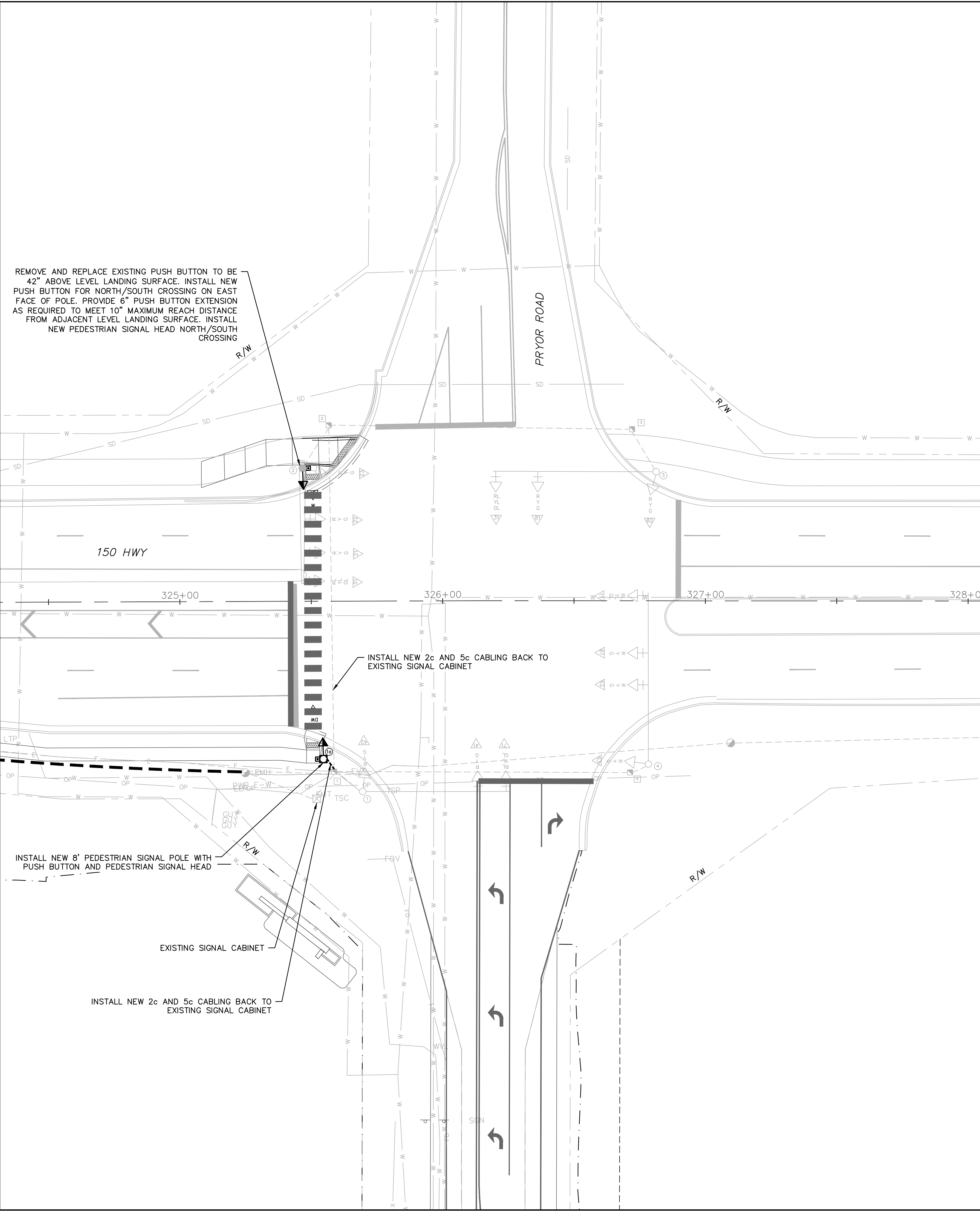


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North Kansas City, MO 64116
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SHEET
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DWG: F:\2019\2001-2500\019-2339-A140-Design\AutoCAD\Final Plans\Sheets\ITC\SIGNAL DESIGN\F_TRS-92339.dwg USER: jgallagher
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TRAFFIC SIGNALS LEGEND			
	CONTROLLER		PUSH BUTTON DETECTOR
	CONTROLLER (EXISTING)		PREFORMED PULL BOX TYPE 1
	JUNCTION BOX		PREFORMED PULL BOX TYPE 2
	POWER SOURCE		PULL BOX TYPE 1
	POWER SUPPLY		PULL BOX TYPE 2
	WOOD POST		ITS PULL BOX TYPE 2
	SIGNAL HEAD (OPT LIM CONV)		ITS PULL BOX TYPE 5
	SIGNAL HEAD (OPT LIM)		VIDEO DETECTOR
	SIGNAL HEAD (PEDESTRIAN)		EXISTING DETECTOR
	SIGNAL HEAD (STANDARD)		15' ARM 400W H.P.S.L.
	BIKE SIGNAL HEAD (STANDARD)		VIDEO DETECTION ZONE
			RADAR DETECTION ZONE
			CCTV CAMERA
			EXISTING CCTV CAMERA
			RADAR DETECTOR
			EXISTING RADAR DETECTOR
			CONDUIT MEDIAN
			CONDUIT PUSHED
			CONDUIT BRIDGE
			CONDUIT EXISTING
			CONDUIT TRENCHED
			TYPE C BASE
			TYPE C MAST ARM A BASE
			EXISTING TYPE C BASE
			EXISTING TYPE C MAST ARM A BASE
			EXISTING SIGNAL HEAD (STANDARD)
			EXISTING SIGNAL HEAD (PEDESTRIAN)
			EXISTING PULL BOX TYPE 1
			WIRELESS DEVICE
			EXISTING WIRELESS DEVICE

- R

RED BALL
- Y

YELLOW BALL
- G

GREEN BALL
- RL

RED LEFT ARROW
- YL

YELLOW LEFT ARROW
- GL

GREEN LEFT ARROW
- YR+

YELLOW RIGHT ARROW
- GR+

GREEN RIGHT ARROW
- S

STRAIGHT GREEN ARROW
- S*45

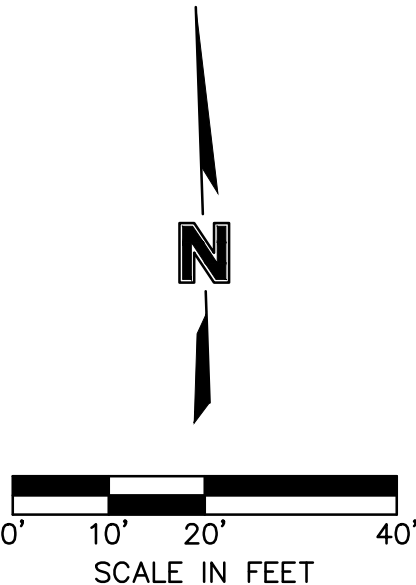
STRAIGHT GREEN ARROW MOUNTED AT 45° ANGLE
- W

PEDESTRIAN INDICATIONS SHALL BE LED
- DW

COUNTDOWN TYPE.

ALL 12" LENS WITH
TUNNEL VISOR

150 HIGHWAY & PRYOR ROAD



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BY	
REVISIONS DESCRIPTION	
DATE	
REV. NO.	

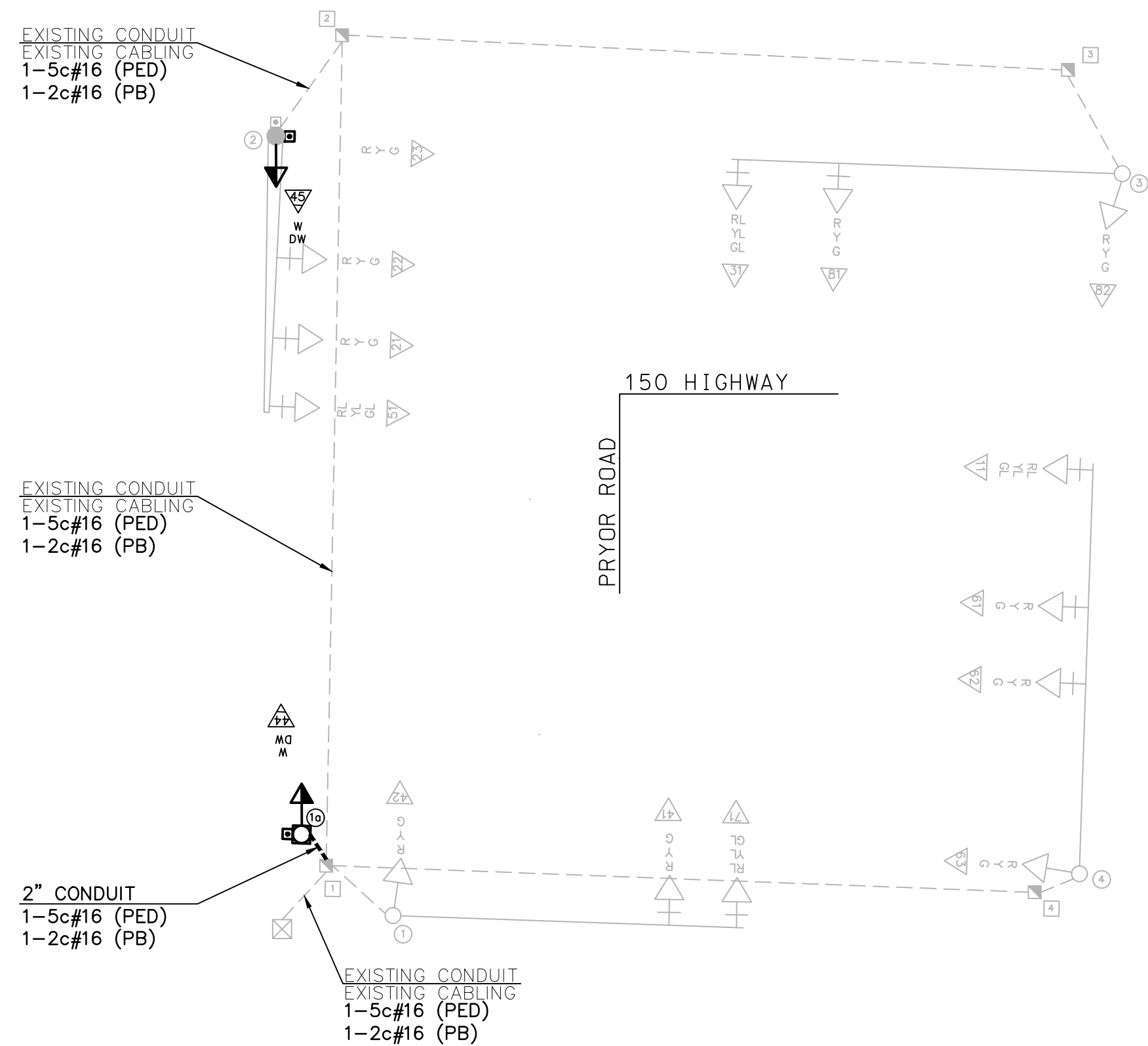
TRAFFIC SIGNAL PLAN
150 HWY & PRYOR ROAD

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

drawn by: JRC
checked by: JSS
approved by: JSS
QA/QC by: JSS
project no.: A19-2339
drawing no.:
date: 2.12.2020

SHEET
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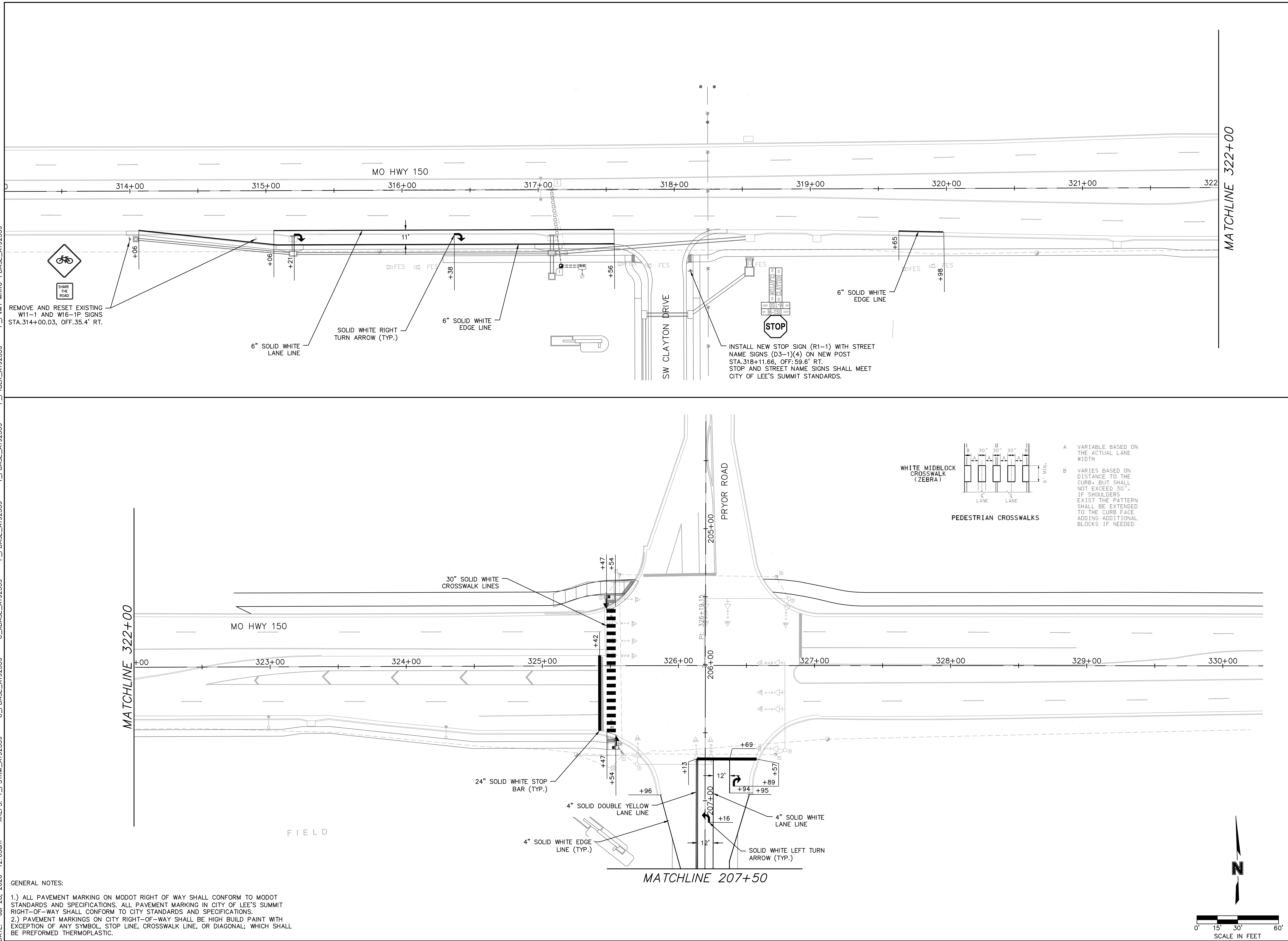
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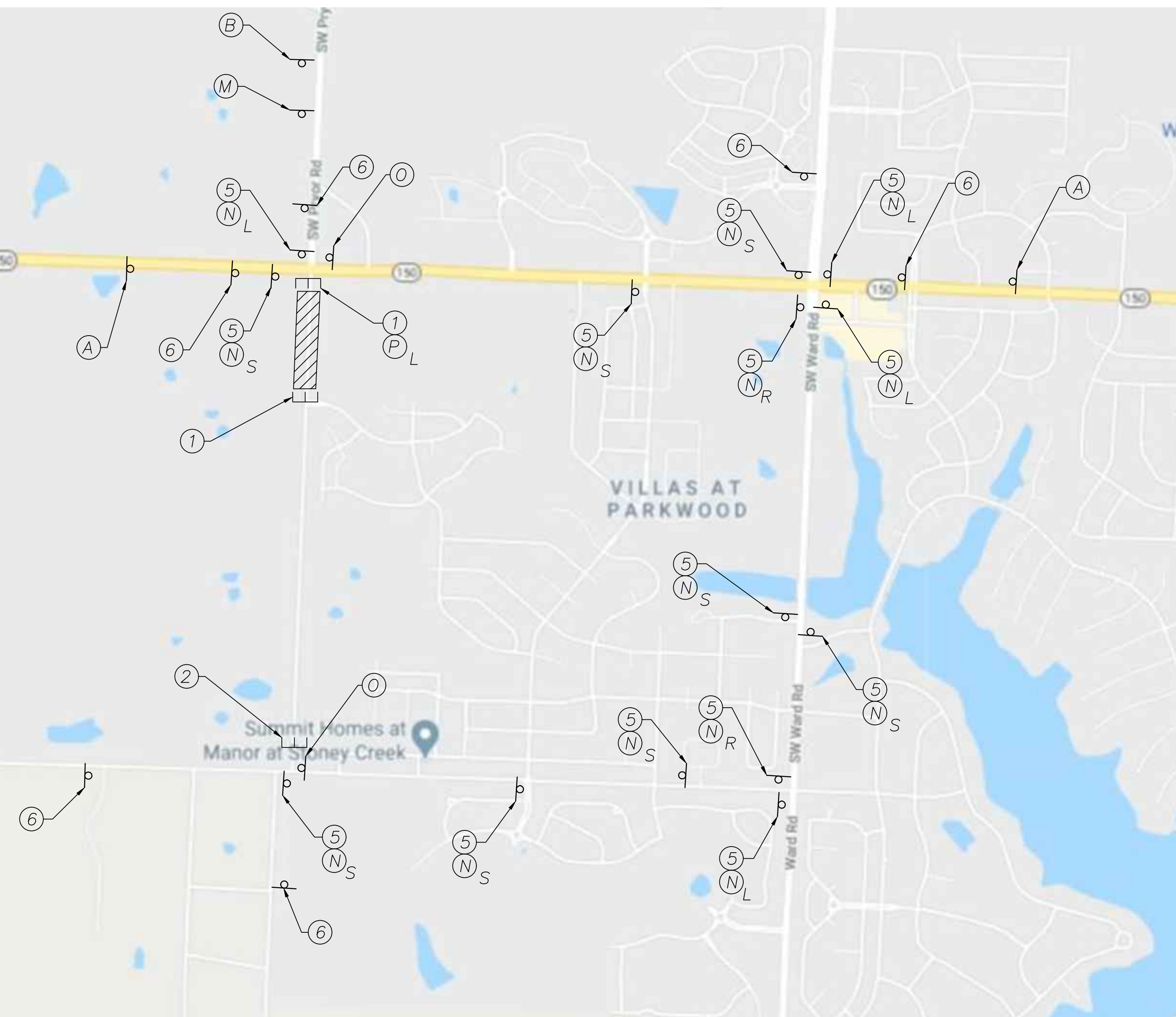
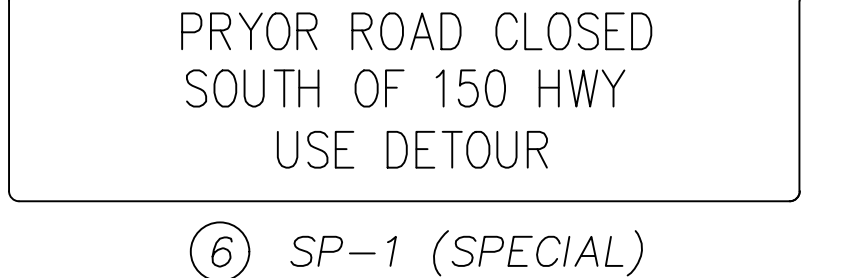
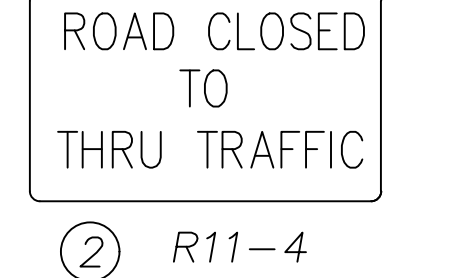
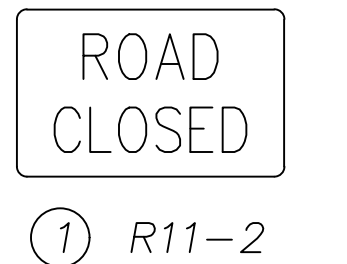
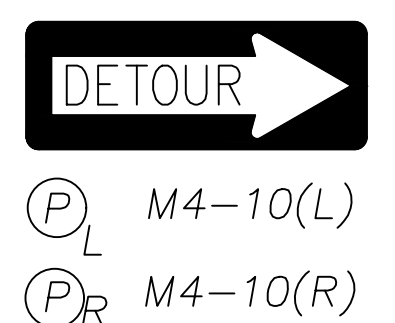
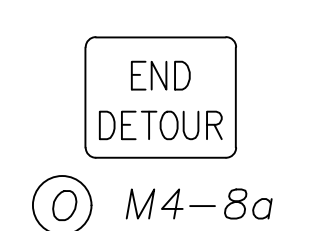
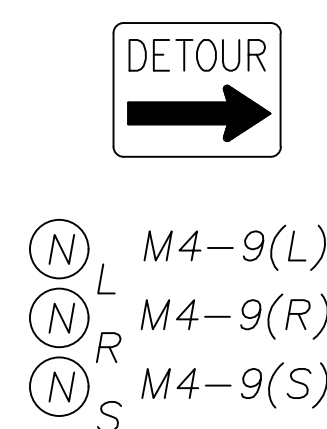
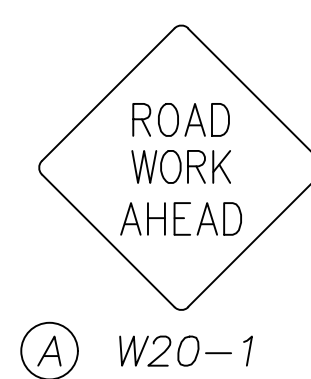
REMARKS
ALL LENGTHS AND SPACINGS ARE IN FEET UNLESS OTHERWISE INDICATED.
* ITEMS FOR WHICH SEPARATE PAYMENT WILL NOT BE MADE.
** SEE STANDARD PLANS 902.10 AND 902.30 FOR CONCRETE REQUIREMENTS ON BASES.
*** USE D3-16 FOR ONE LINE. USE D3-18 FOR TWO LINE.
SIGNAL STRUCTURES WHICH WILL EXCEED THE DIMENSION LIMITS SHOWN ON STANDARD PLAN SHEETS IN SECTION 902 AND ANY OTHER INSTALLATION WHERE THE DETAILS OF CONSTRUCTION ARE NOT FURNISHED IN THE CONTRACT PLANS, SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER IN ACCORDANCE WITH THE 2001 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION, AND LATEST INTERIMS. THE STRUCTURE SHALL BE DESIGNED AS IMPORTANT CATEGORY I FOR FATIGUE WITH A 50-CAR DESIGN LIFE. THE CONTRACTOR SHALL SUBMIT A SET OF SHOP DETAIL DRAWINGS INCLUDING WELD PROCEDURE SPECIFICATIONS AND DESIGN COMPUTATIONS FOR MODOT RECORDS AND REFERENCE. THE SUBMITTED DRAWINGS AND CALCULATIONS SHALL BE SIGNED AND SEALED IN ACCORDANCE WITH THE LAWS RELATING TO ARCHITECTS AND PROFESSIONAL ENGINEERS (CHAPTER 327, RSMO.), AND SHALL INCLUDE A TITLE BLOCK OR SUMMARY SHEET WHICH LISTS AND CERTIFIES THAT THE PRODUCT MEETS ALL OF THE SPECIFIED DESIGN CRITERIA.

LEGEND
T - TOP MOUNT
S - SIDE MOUNT
C - SPANWIRE MOUNT
B - MAST ARM MOUNT

CONDUIT (WITH #14 TRACER WIRE)															CABLE												
FROM	TO	CENTER TO CENTER DISTANCE	LOOP DET.	TRENCH				PUSHED			MEDIAN			ON STRUCTURE			REMARKS	FROM	TO	CENTER TO CENTER DISTANCE	POWER		CONTROL				SYSTEM GROUND
				1"	2"	3"	4"	2"	3"	4"	2"	3"	4"	2"	3"								2c #16	5c #16	7c #16	3c #16	SOLID 1c#16
PB	1A	5'		6'													CB	44	20'				44'				34'
																	CB	PB45	20'			43'					
																	CB	45	165'				195'				185'
																	CB	PB44	165'				194'				
SUBTOTALS				6'													SUBTOTALS					237'	239'				219'
TOTALS				6'													TOTALS					237'	239'				219'

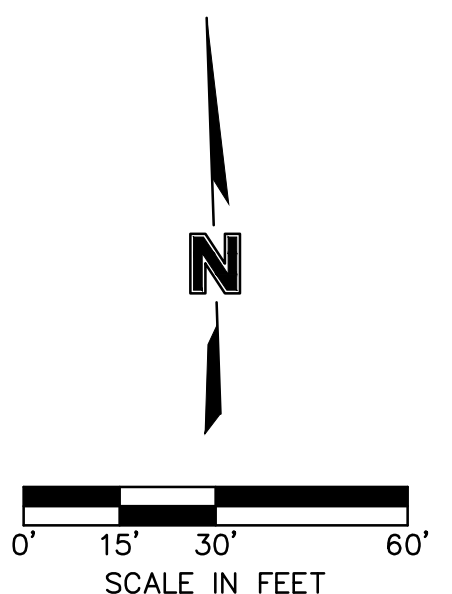
150 HIGHWAY & PRYOR ROAD
INTERSECTION





SIGN LEGEND

GENERAL NOTES:
1.) CONTRACTOR SHALL OBTAIN ALL NECESSARY TEMPORARY TRAFFIC CONTROL PERMITS FROM MODOT AND THE CITY OF LEE'S SUMMIT. FOR CITY PER MITTING, A REGISTERED USER MUST SUBMIT AN APPLICATION TO THE PUBLIC WORKS DEPARTMENT BY PROVIDING A COMPLETED APPLICATION AND TRAFFIC CONTROL PLAN SHEETS TO PUBICWORKS@CITYOFLS.NET



BY _____

REVISIONS DESCRIPTION

DATE _____

REV. NO.

REVISIONS

2020

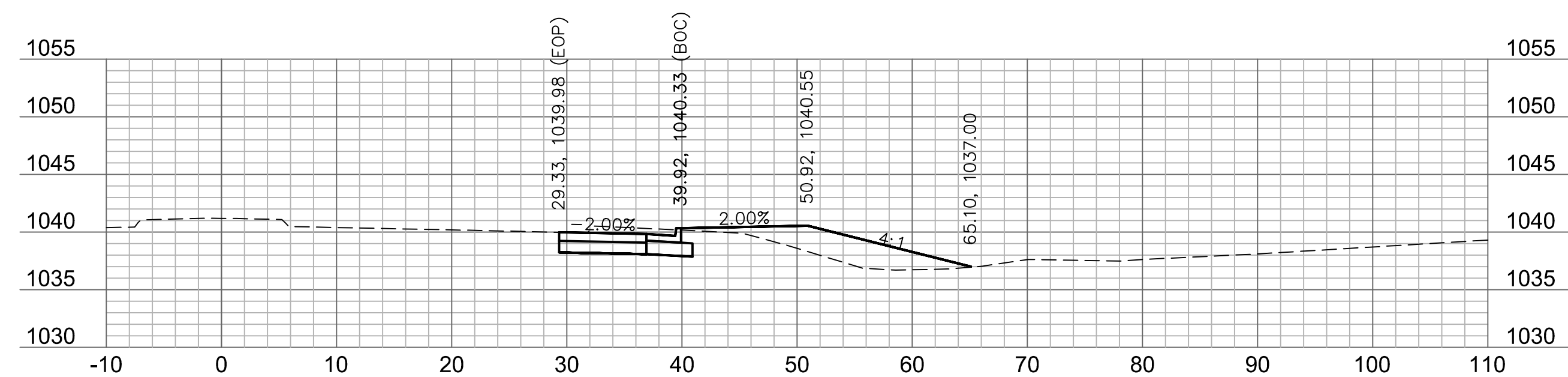
TRAFFIC CONTROL PLAN

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

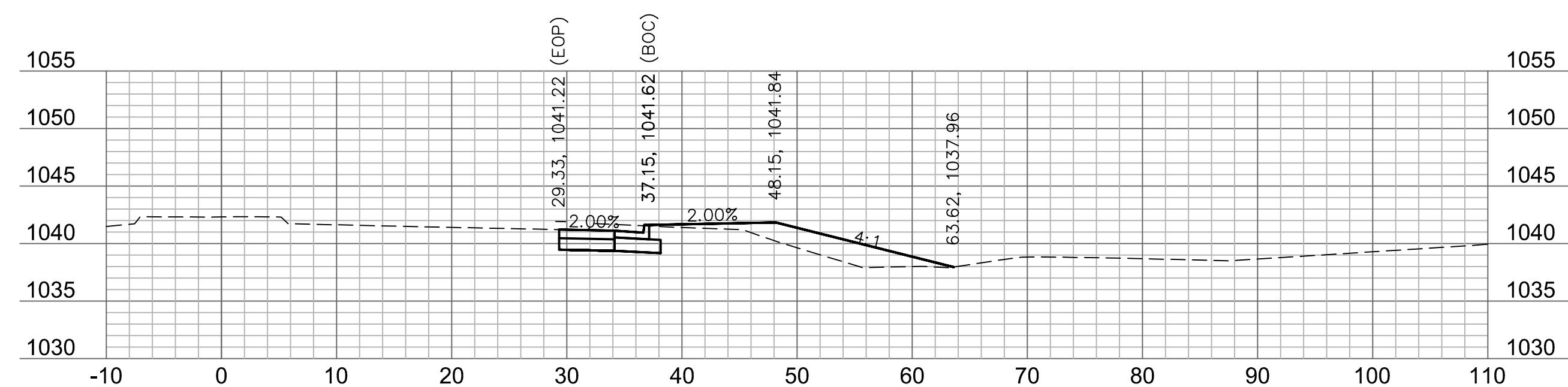
LEE'S SUMMIT, MO

drawn by: _____ JRC
checked by: _____ JSS
approved by: _____ JSS
QA/QC by: _____ JSS
project no.: _____ A19-2339
drawing no.: _____
date: _____ 2.12.2020

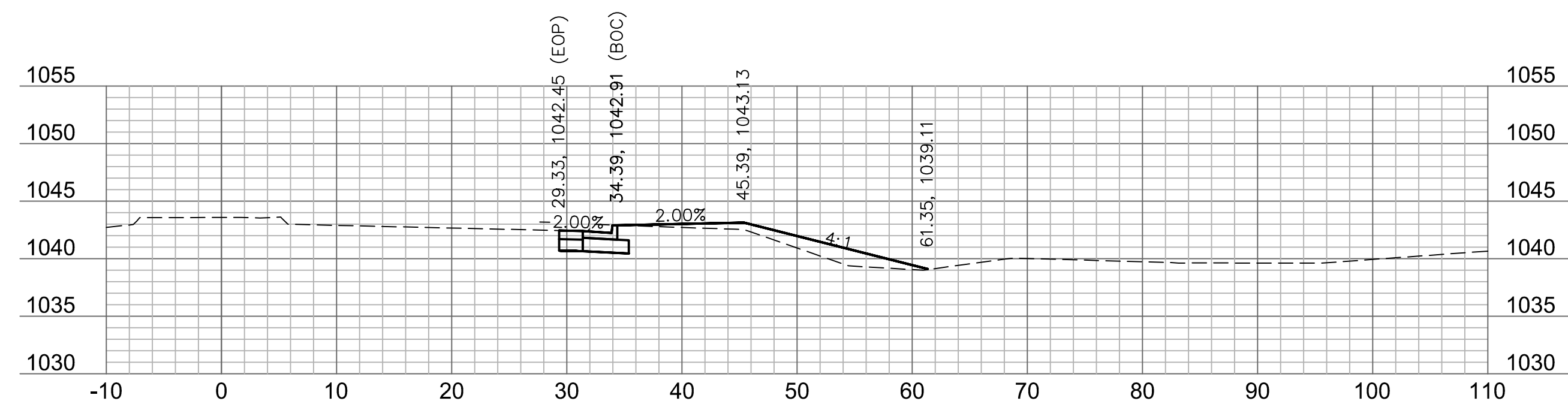
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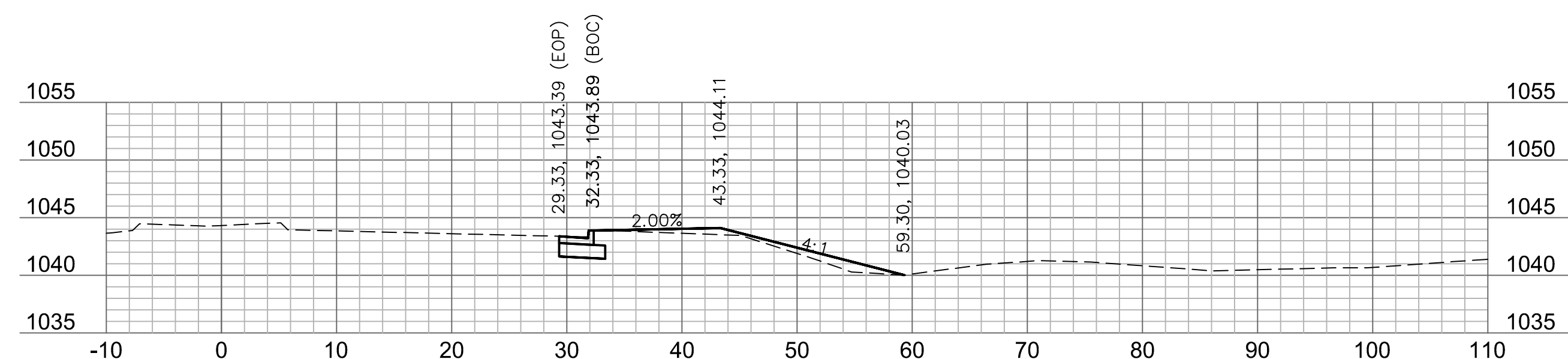
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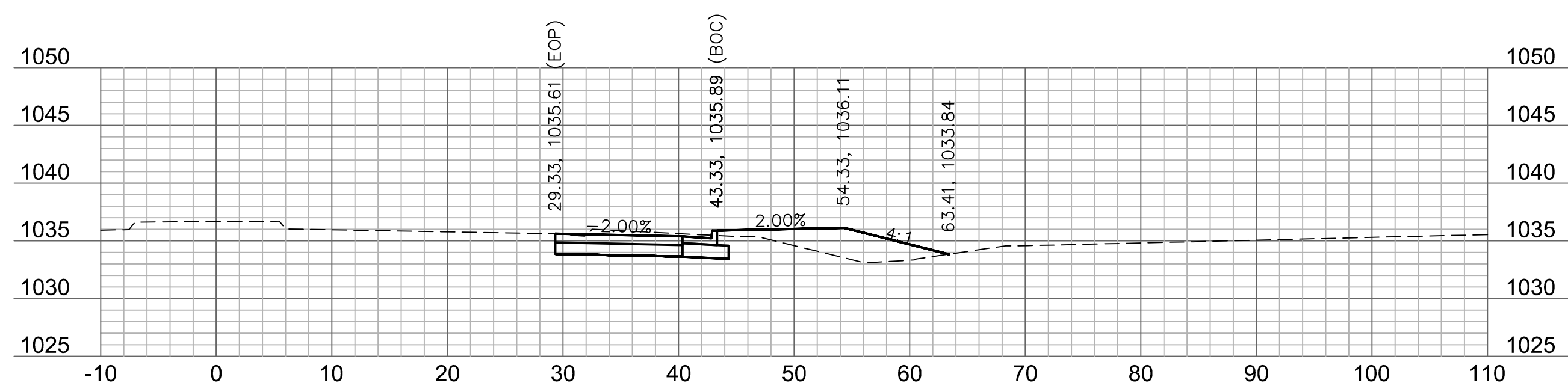
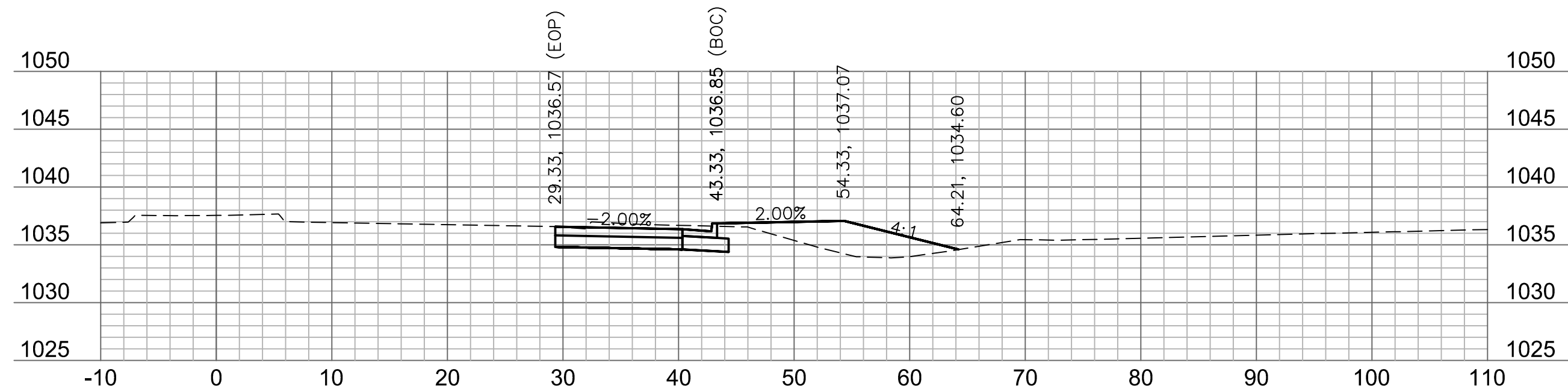
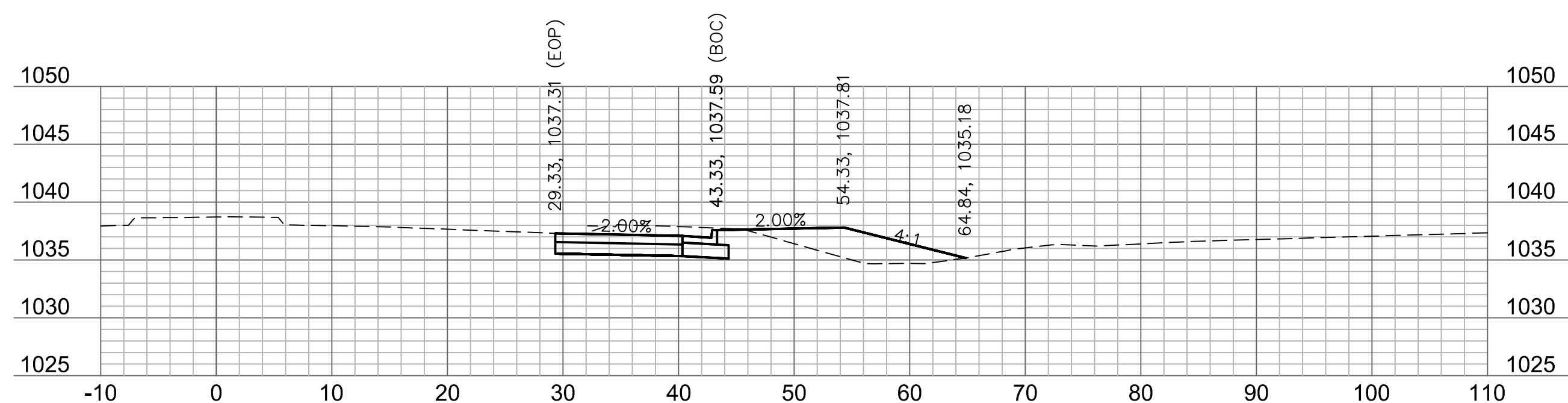
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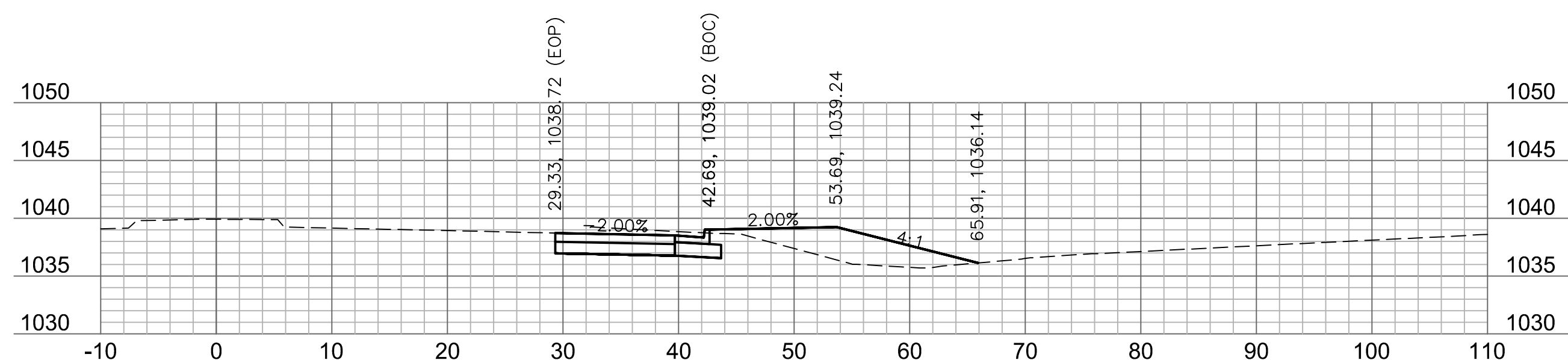
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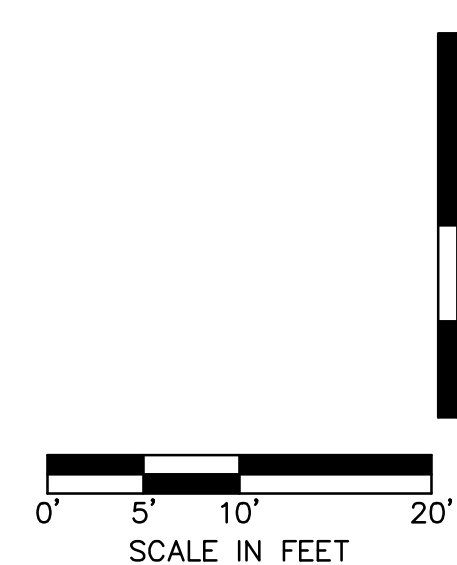
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 $315+75$  $315+50$ 

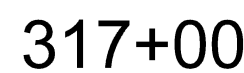
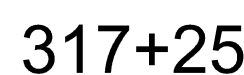
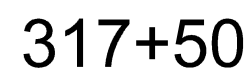
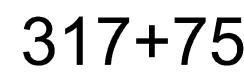
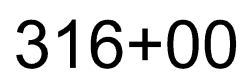
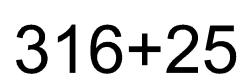
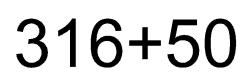
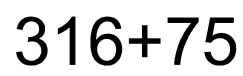
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315+00



USER: jgallagher

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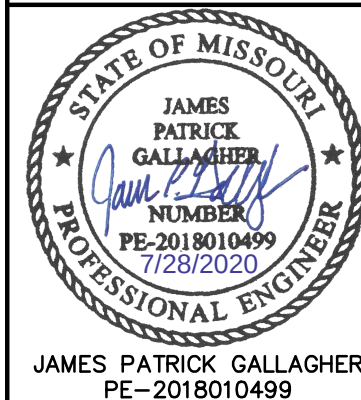
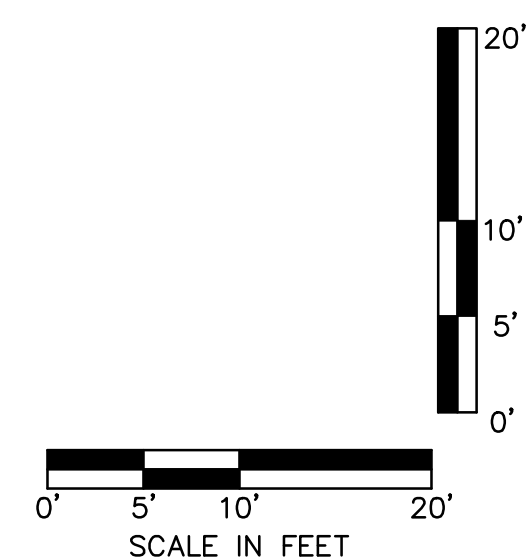
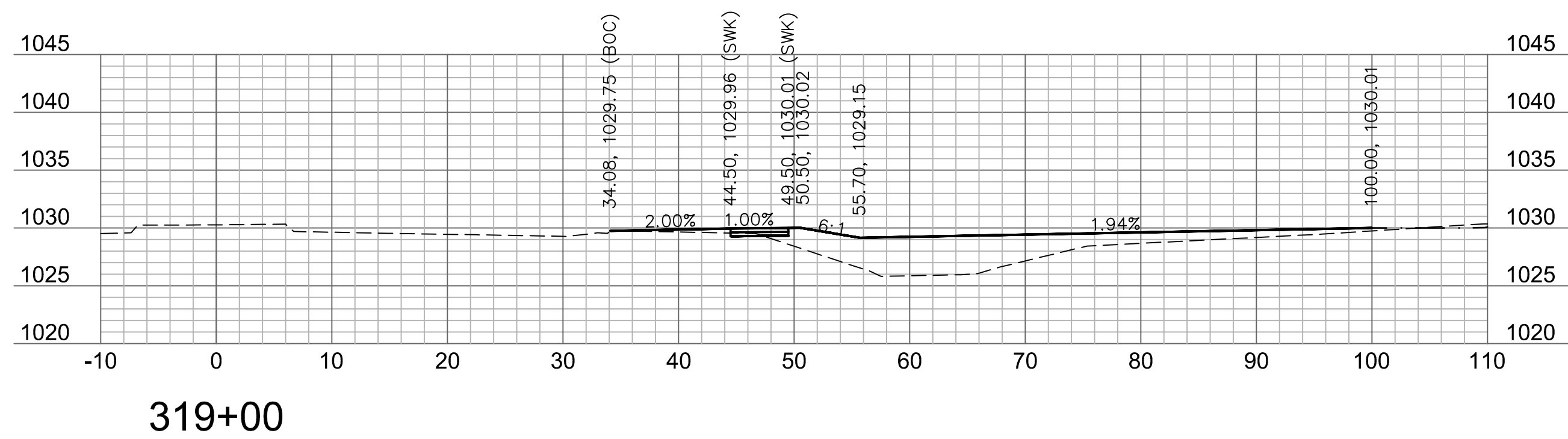
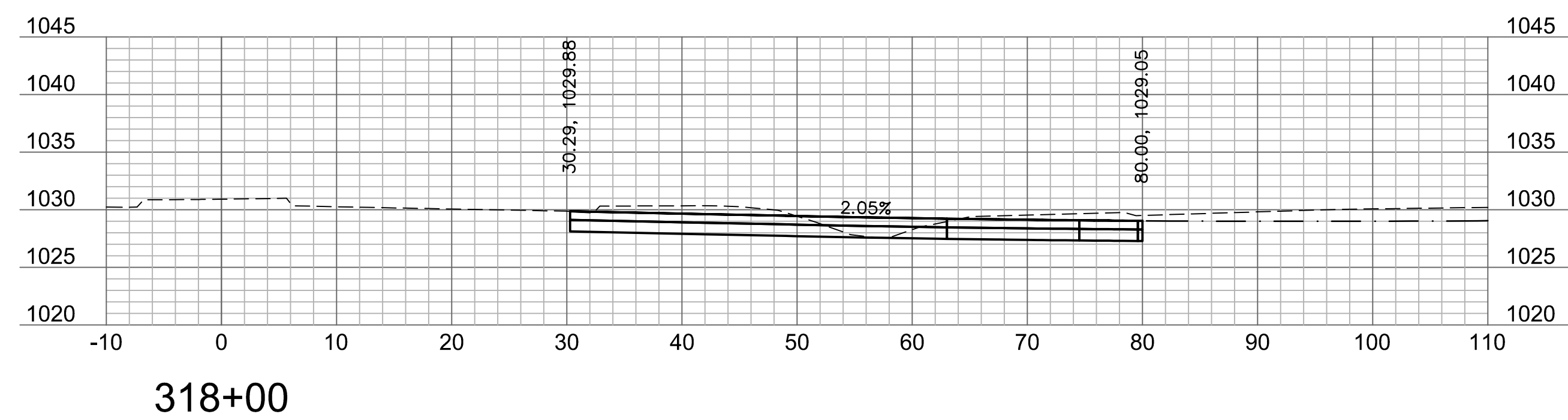
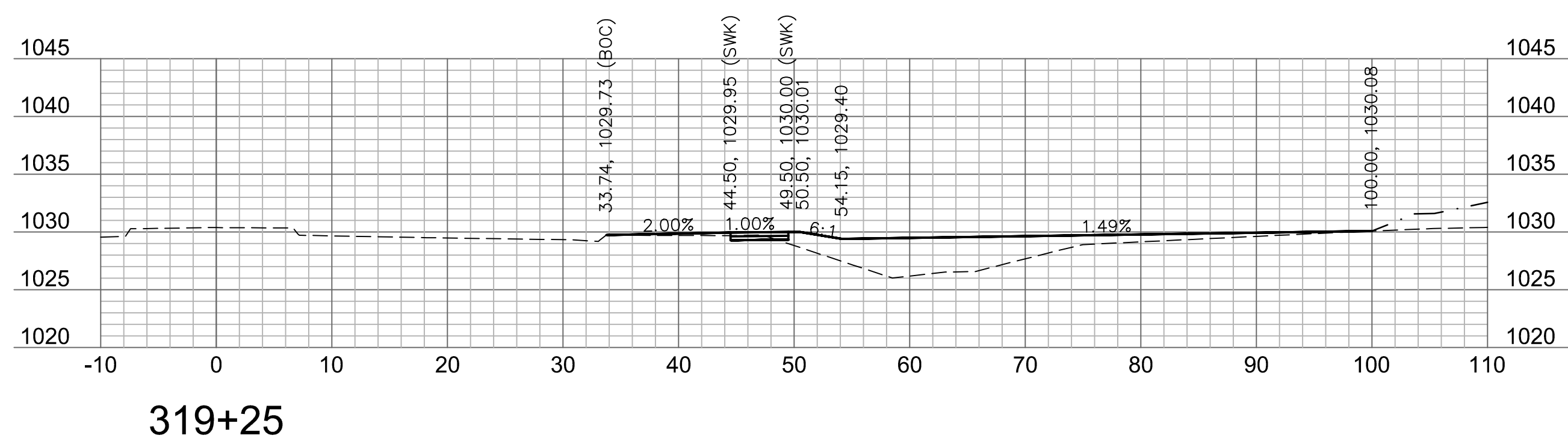
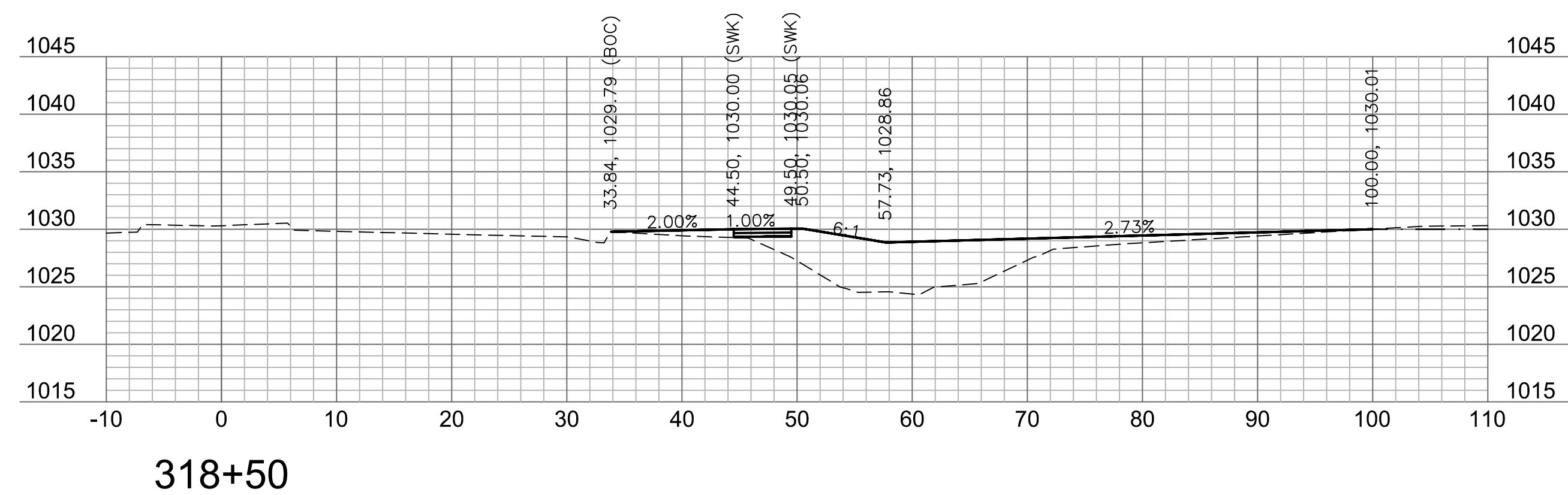
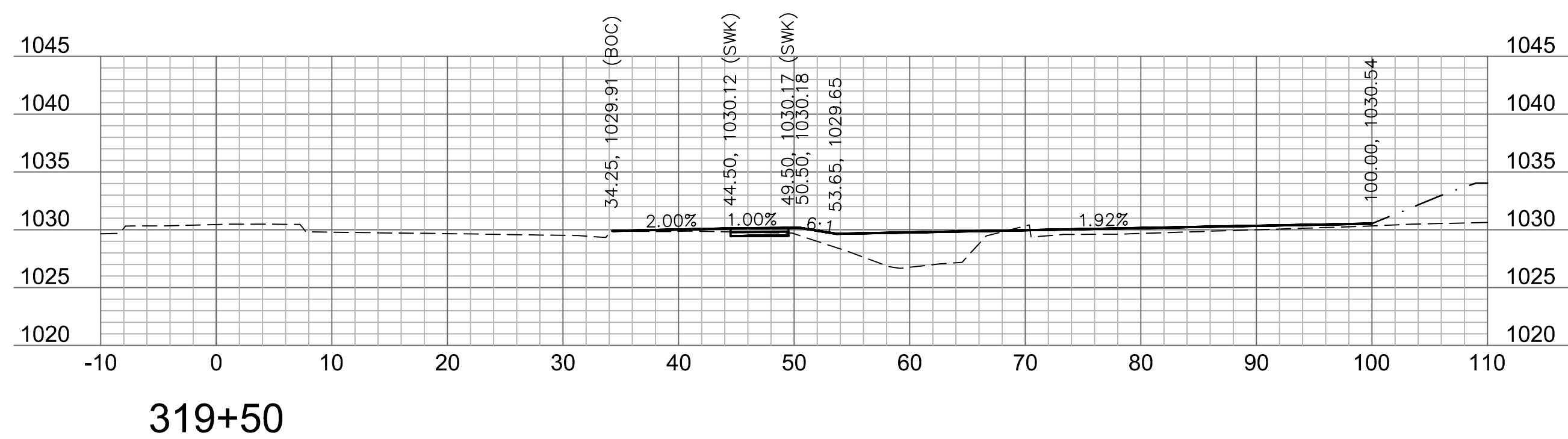
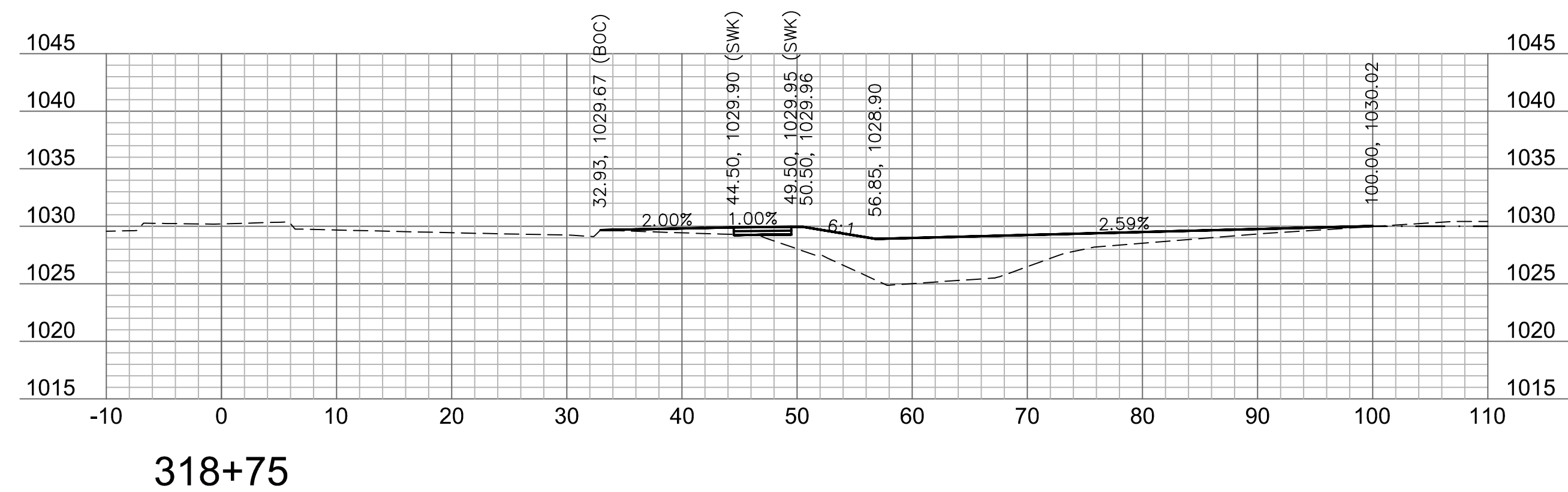
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drawing no.:	T XSC A192339
date:	2020.07.09

SHEET
51 of 63

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DATE: Jul 28, 2020 12:05am XREFS: T_PTBULK_A192339 USER: jgallagher

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HIGHWAY 150 CROSS SECTION	2020
HIGHWAY 150 & PRYOR ROAD ROADWAY IMPROVEMENTS	LEE'S SUMMIT MO

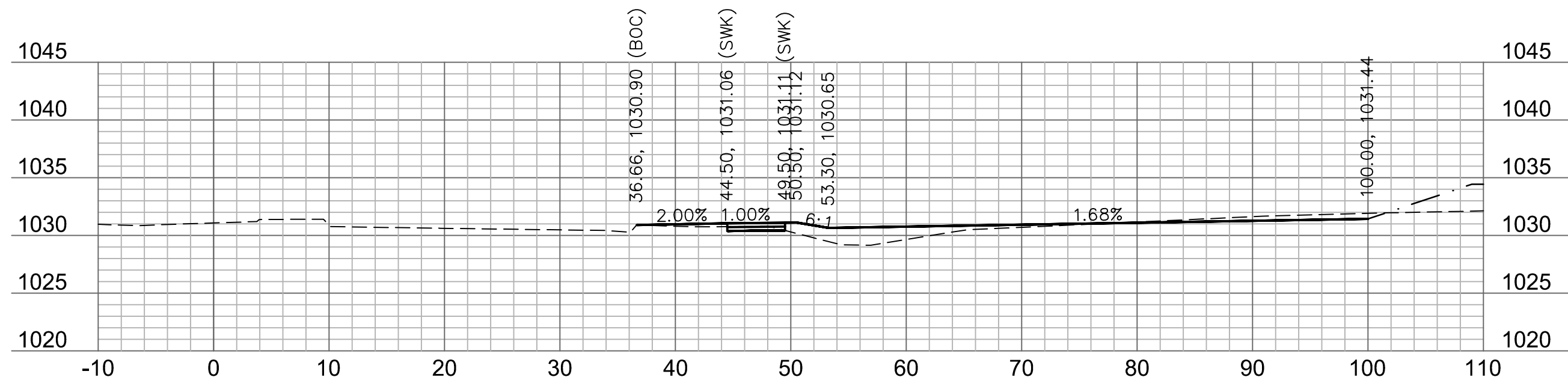
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project no.: A19-2339
drawing no.: T XSC A192339
date: 2020.07.09

SHEET
52 of 63

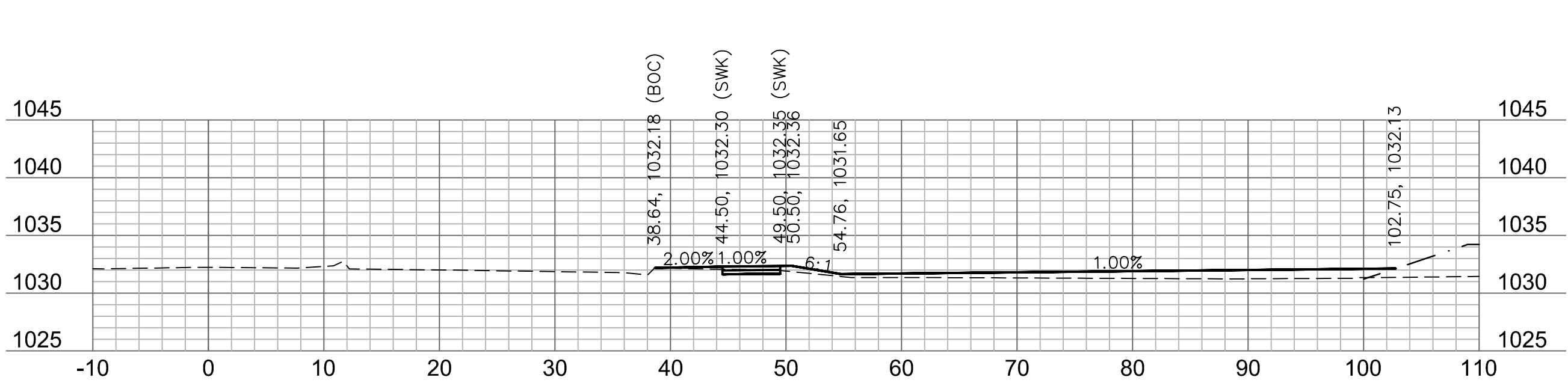
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1301 Burlington Street
North Kansas City, MO 64116

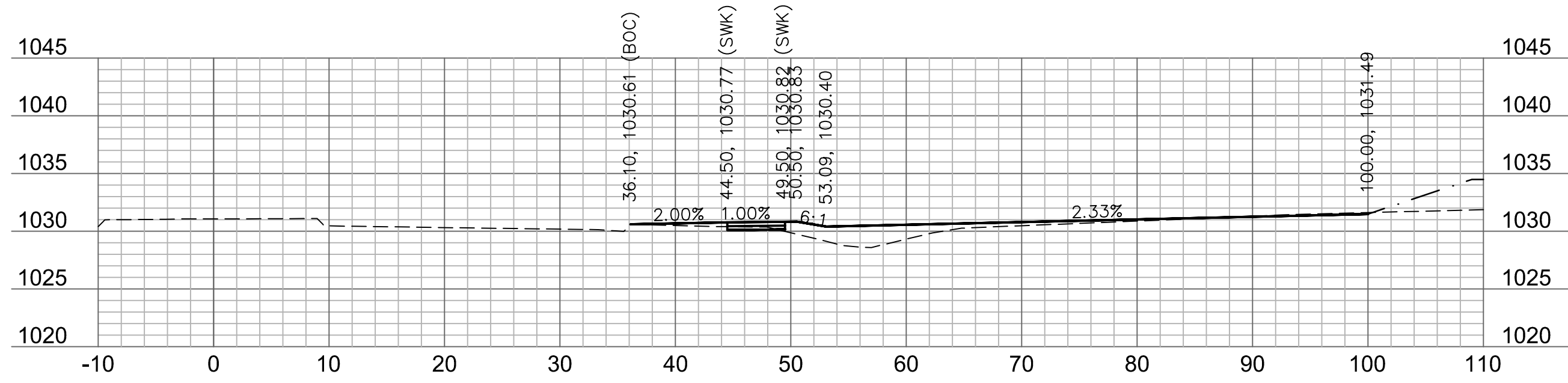
TEL 016 361 1177 www.clcc.co.uk



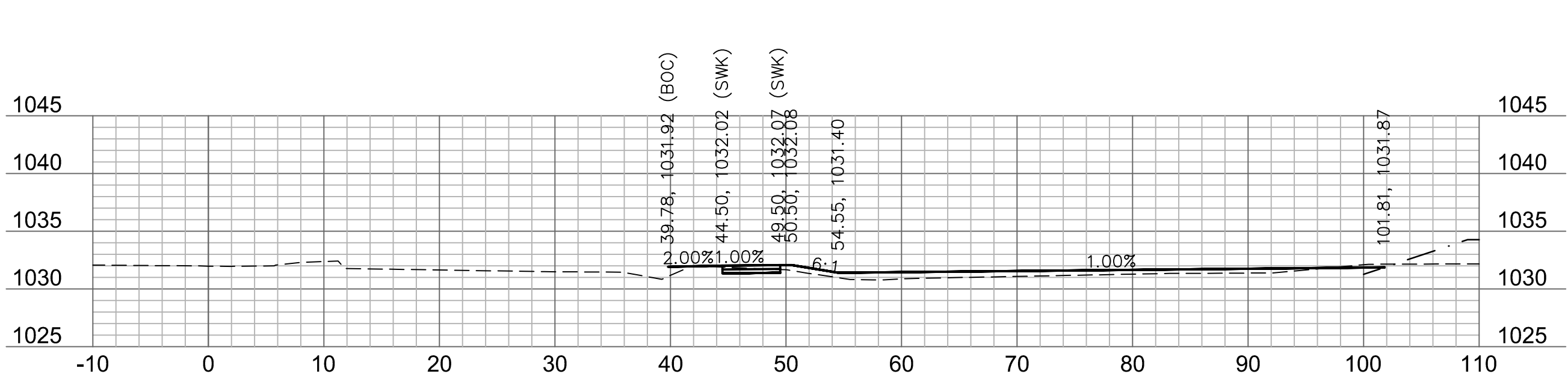
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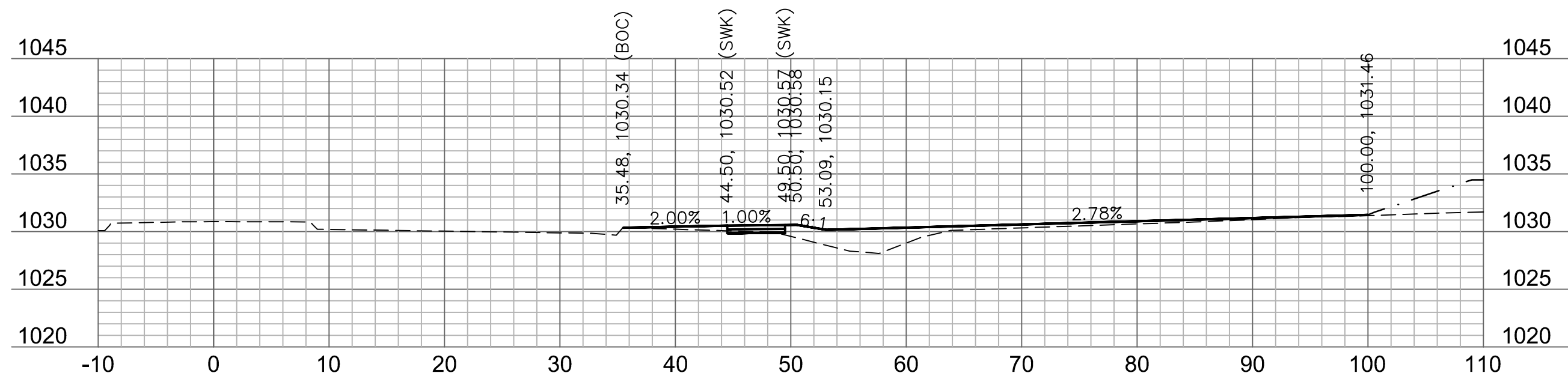
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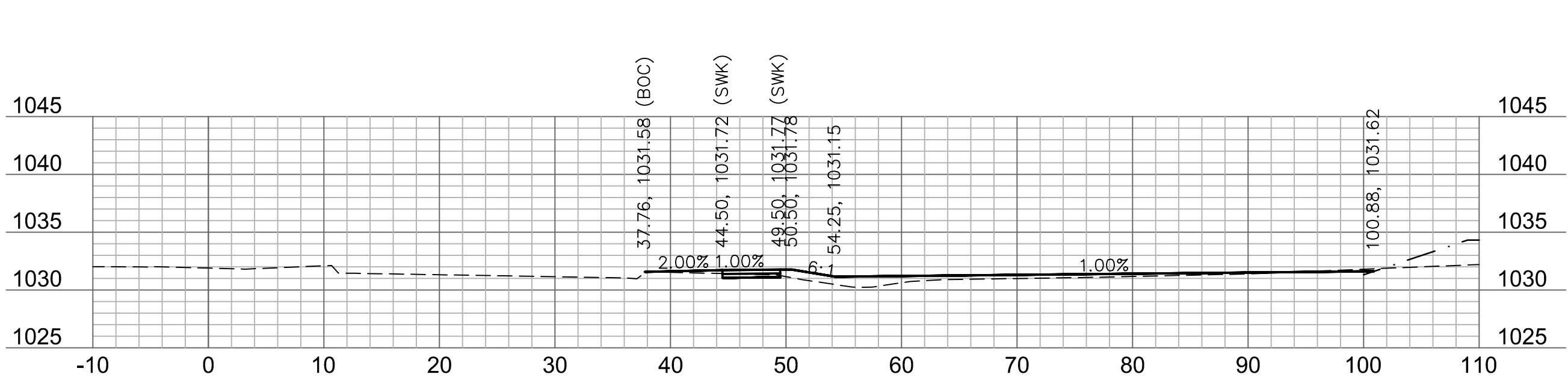
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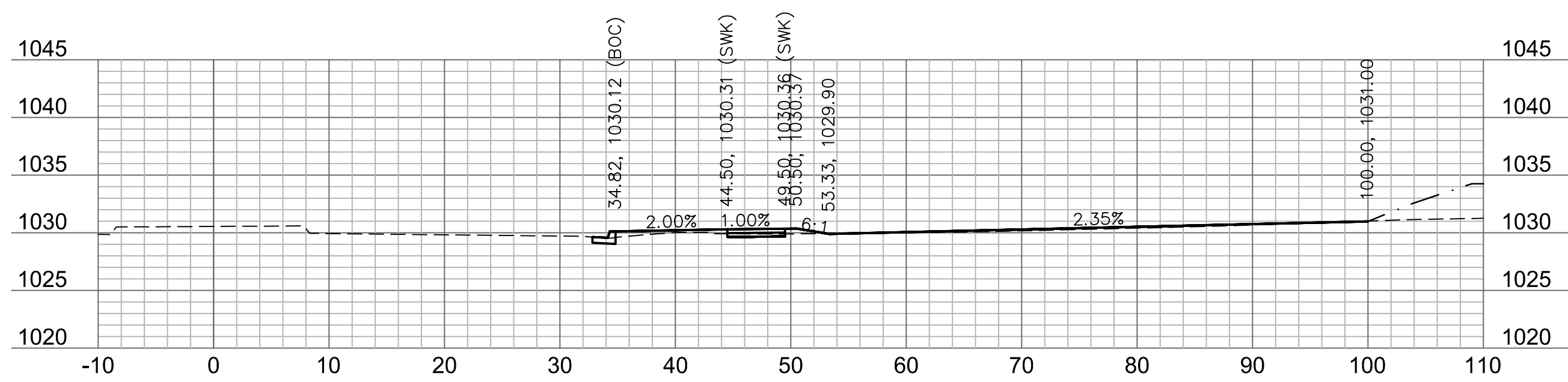
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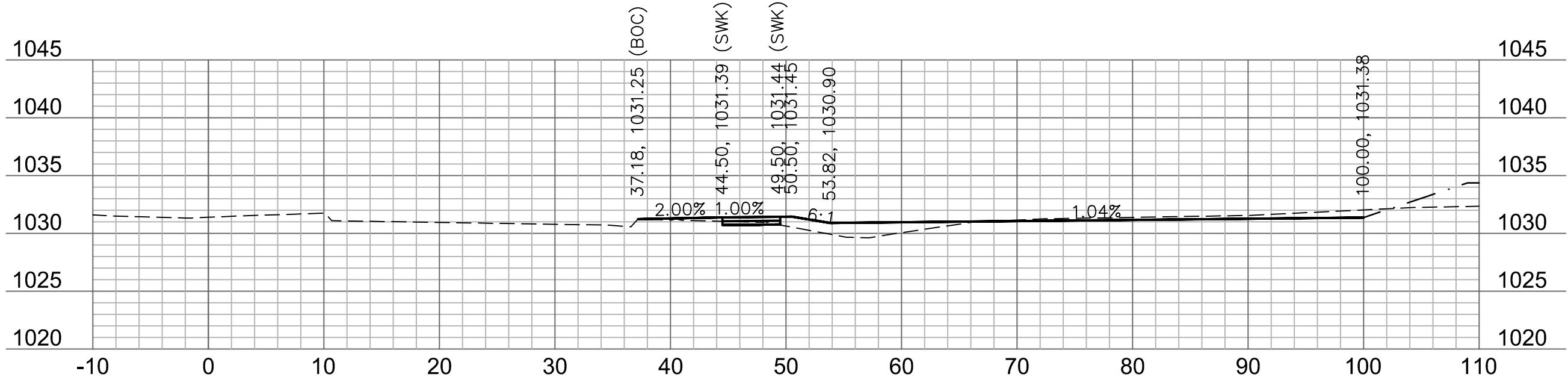
320+00



321+00



319+75



320+75



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STATE OF MISSOURI
JAMES PATRICK GALLAGHER
PE-2018010499
7/28/2020
PROFESSIONAL ENGINEER

JAMES PATRICK GALLAGHER
PE-2018010499

BY

REVISIONS

REV. NO.	DATE	REVISIONS DESCRIPTION
1	2020.06.29	REVISIONS PER CITY COMMENTS

HIGHWAY 150
CROSS SECTION

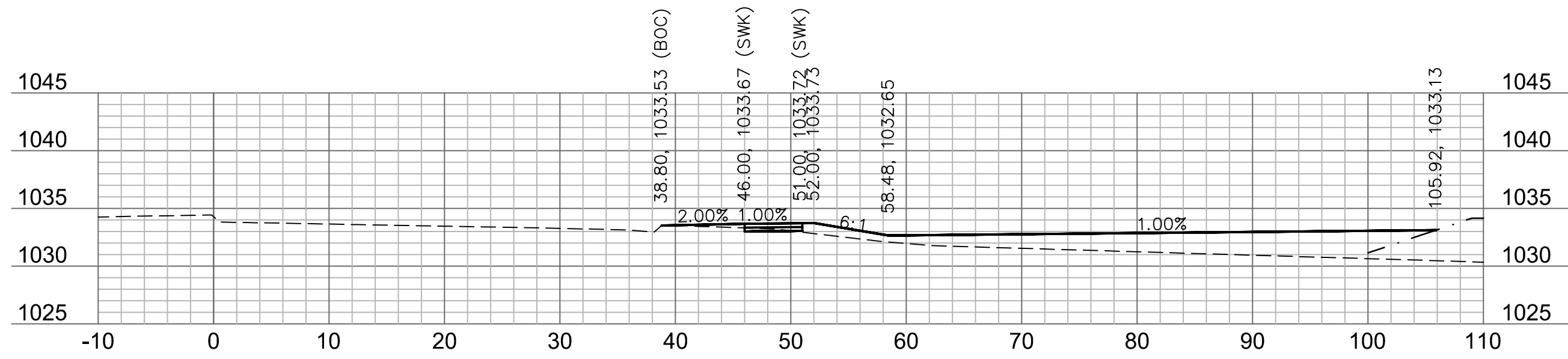
HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

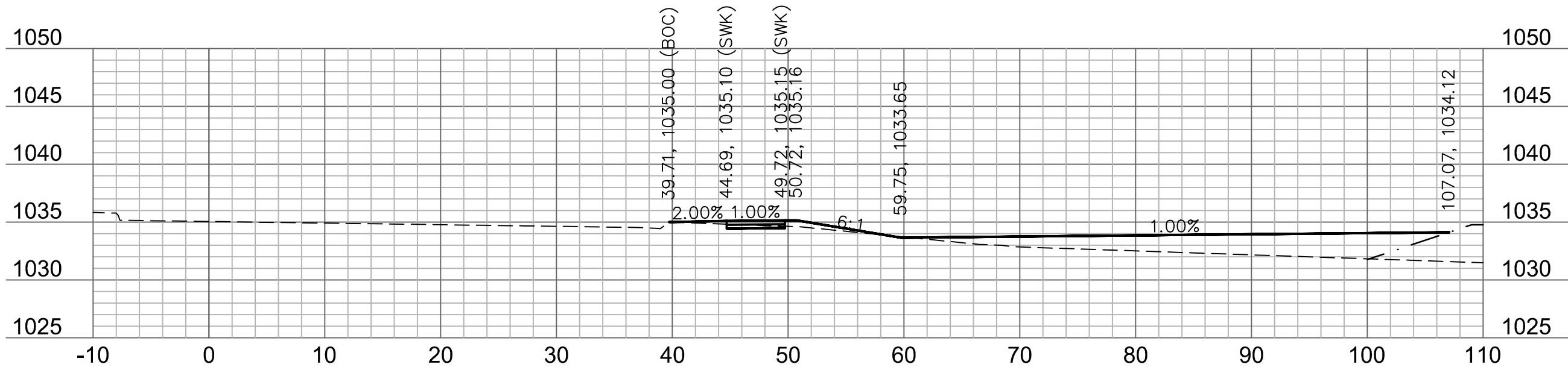
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checked by: JFG
approved by: JFG
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project no.: T_XSC_A19-2339
drawing no.: T_XSC_A19-2339
date: 2020.07.09

SHEET
53 of 63

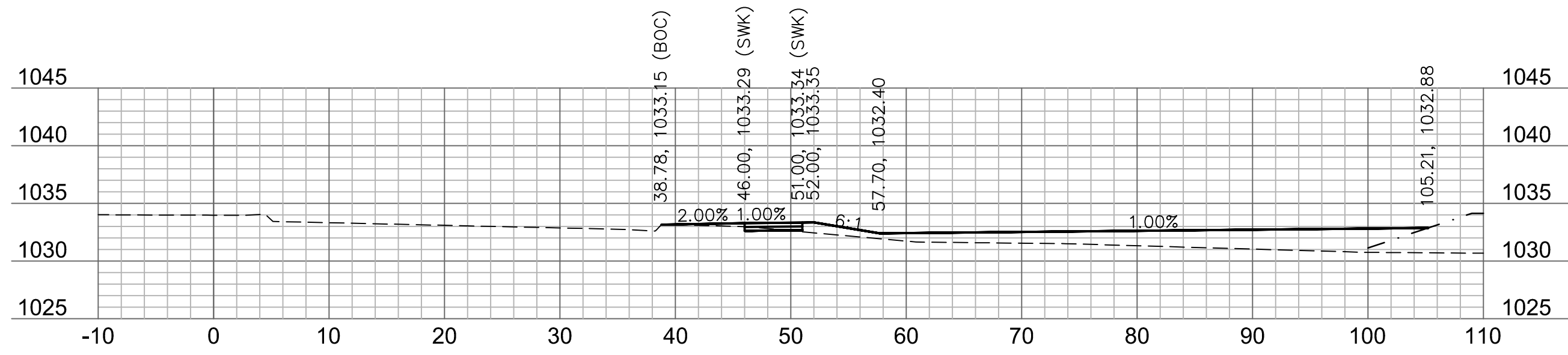
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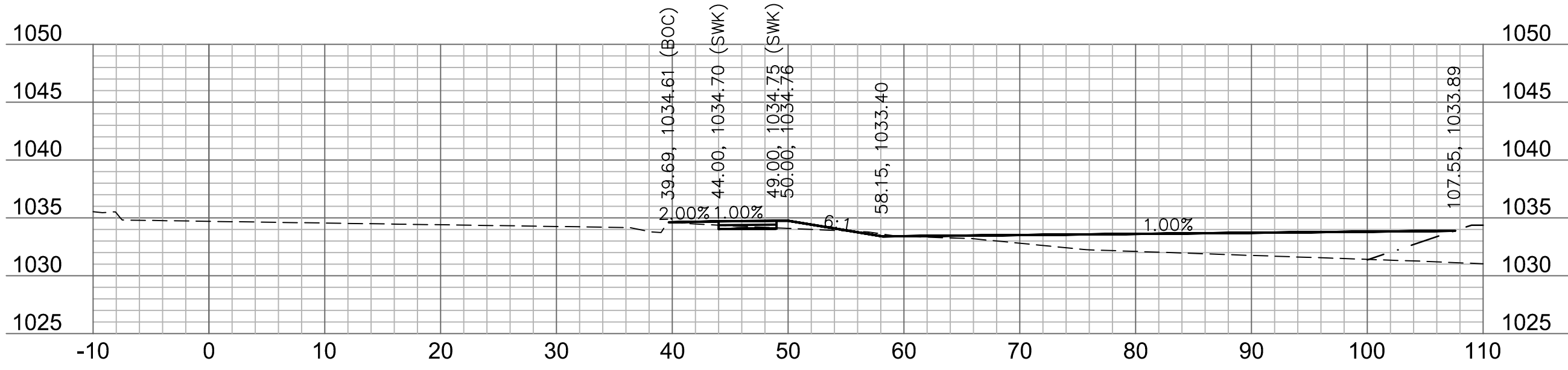
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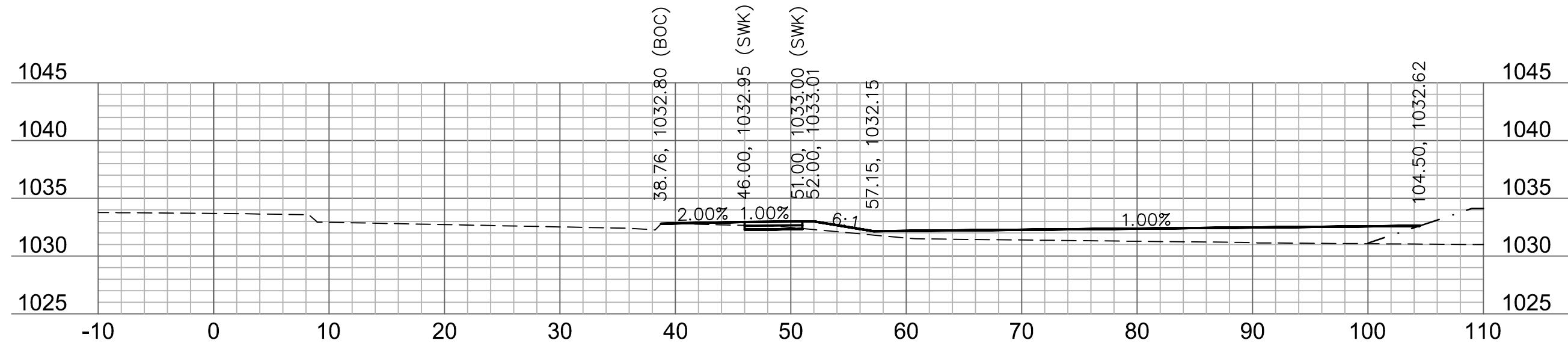
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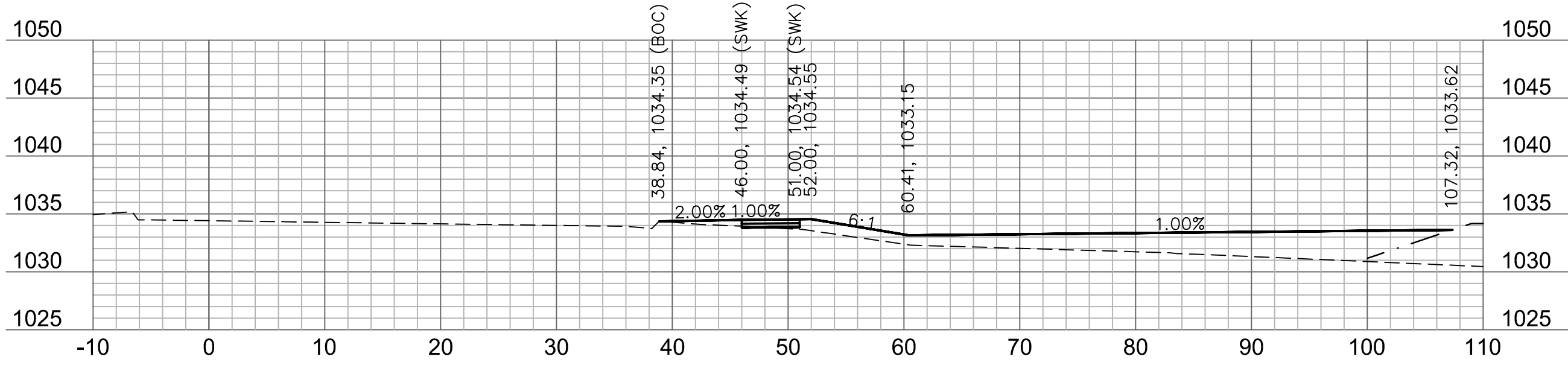
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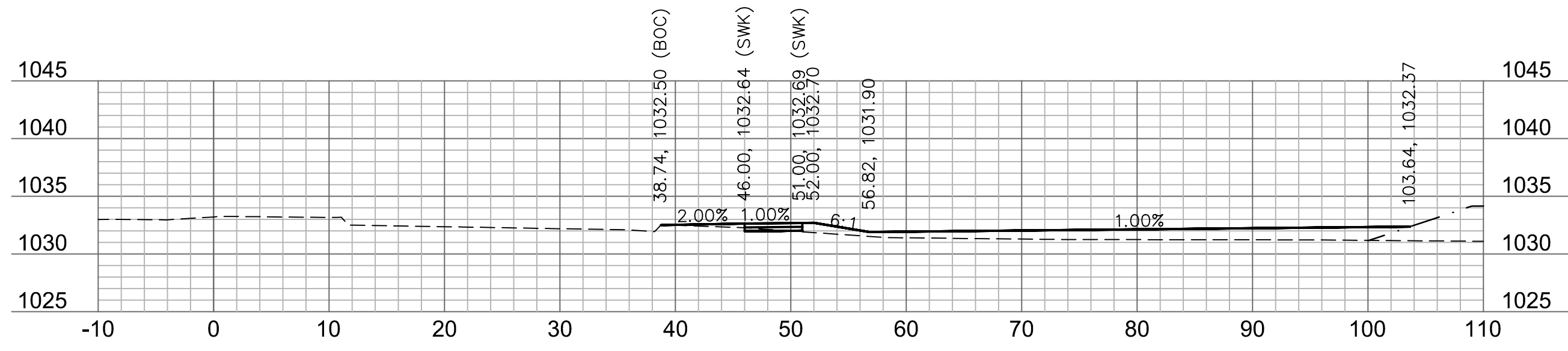
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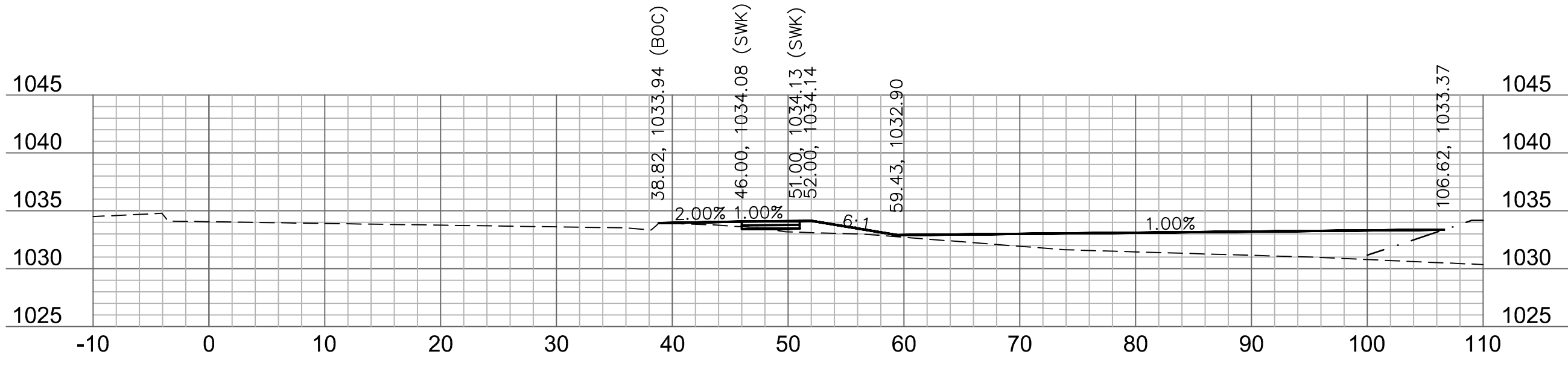
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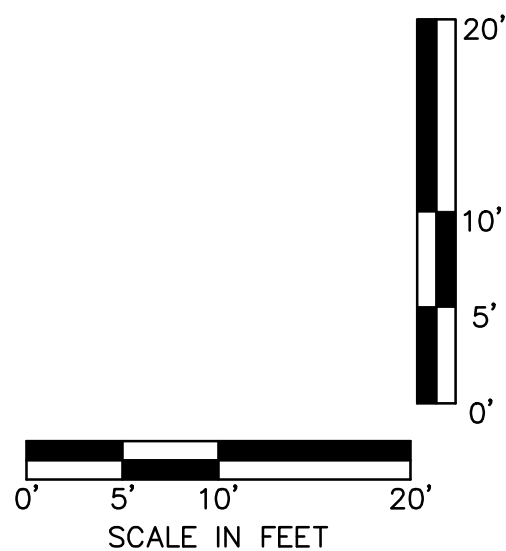
323+00



321+75



322+75



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STATE OF MISSOURI
JAMES PATRICK GALLAGHER
PE-2018010499
7/28/2020
PROFESSIONAL ENGINEER

JAMES PATRICK GALLAGHER
PE-2018010499

REV.	NO.	DATE	REVISIONS DESCRIPTION	BY
1		2020.06.29	REVISIONS PER CITY COMMENTS	

HIGHWAY 150
CROSS SECTION

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

drawn by: AKU

checked by: JFG

approved by: JFG

QA/QC by: RBC

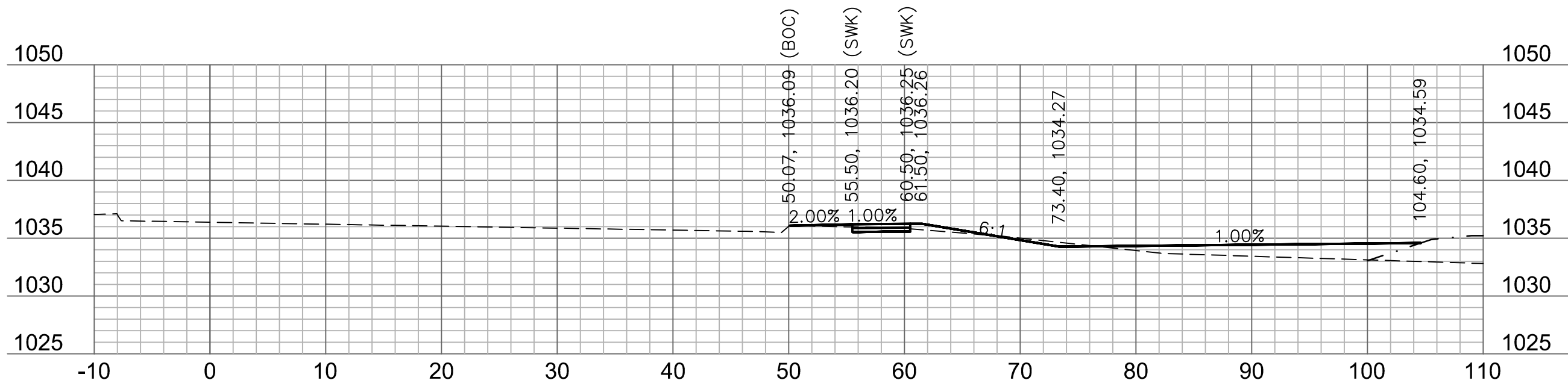
project no.: T_XSC_A19-2339

drawing no.: T_XSC_A19-2339

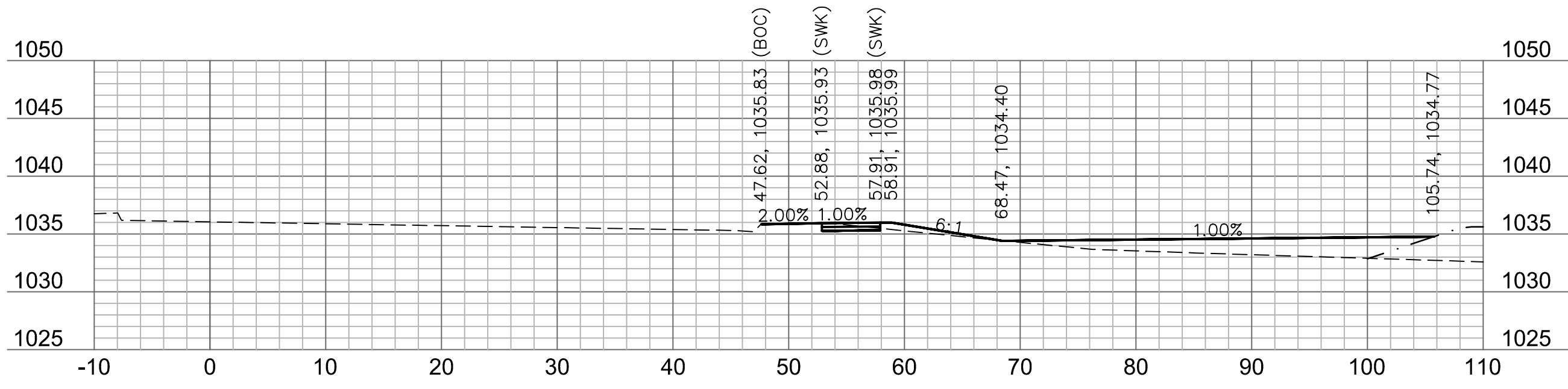
date: 2020.07.09

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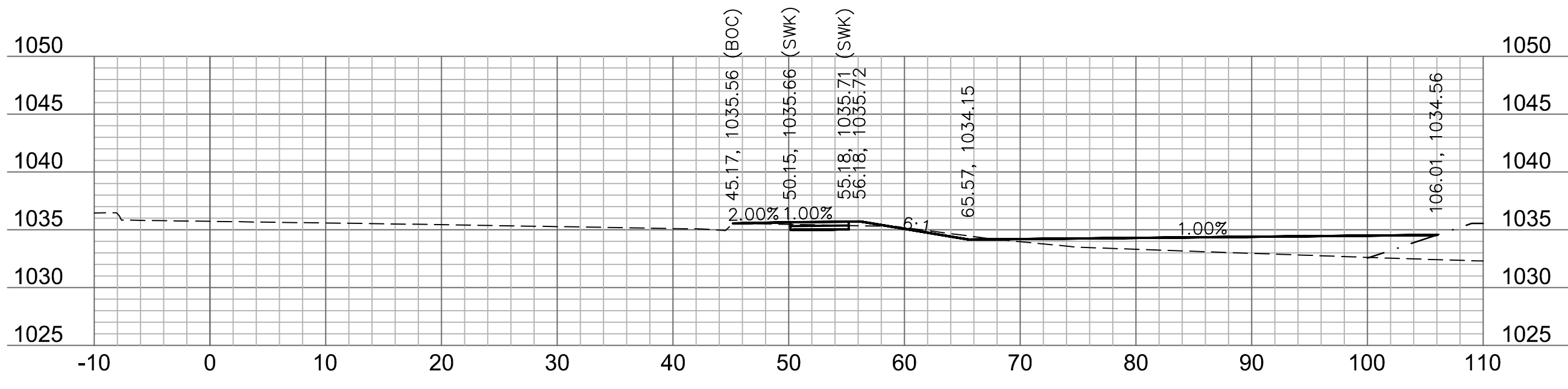
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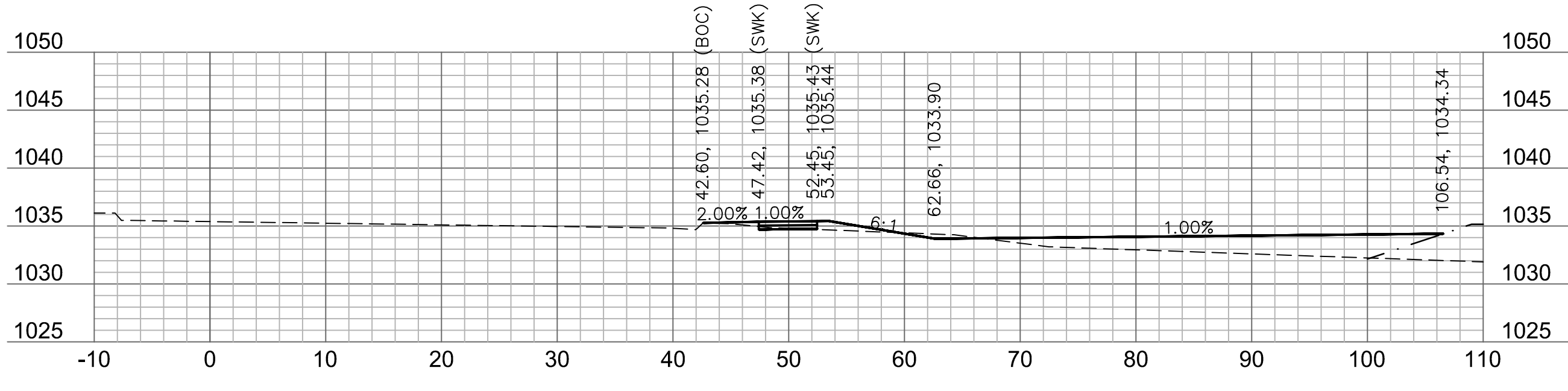
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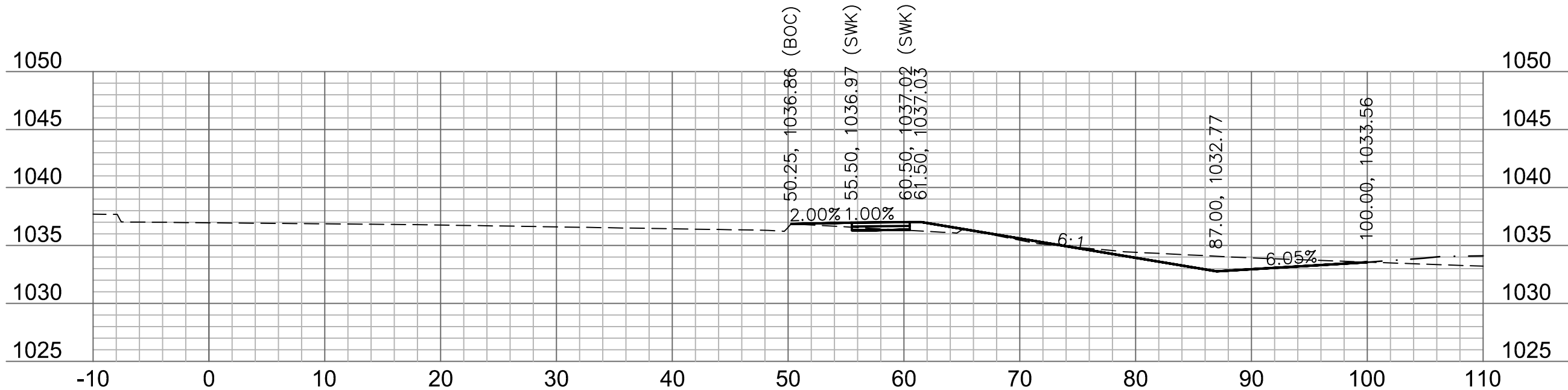
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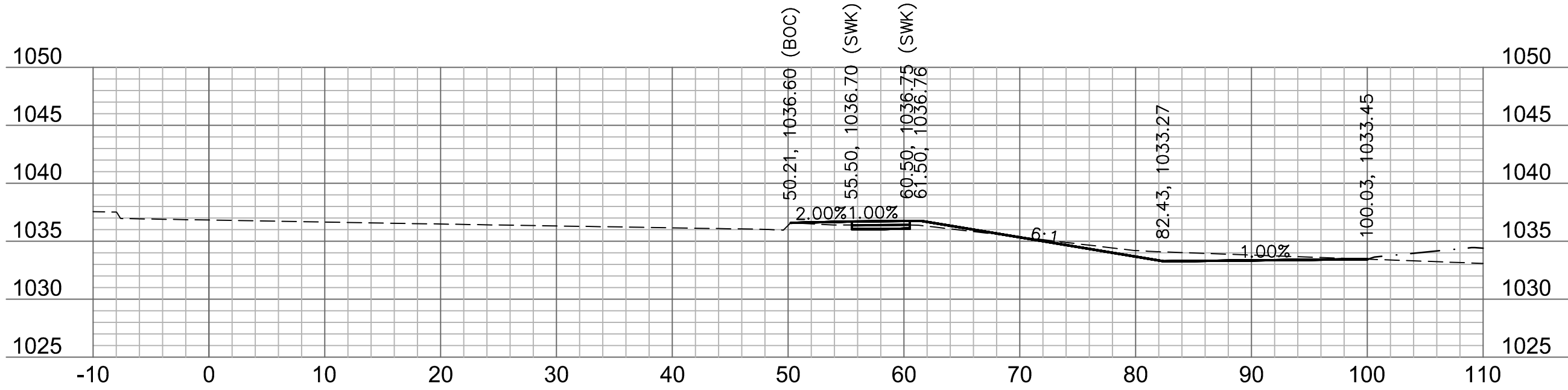
324+00



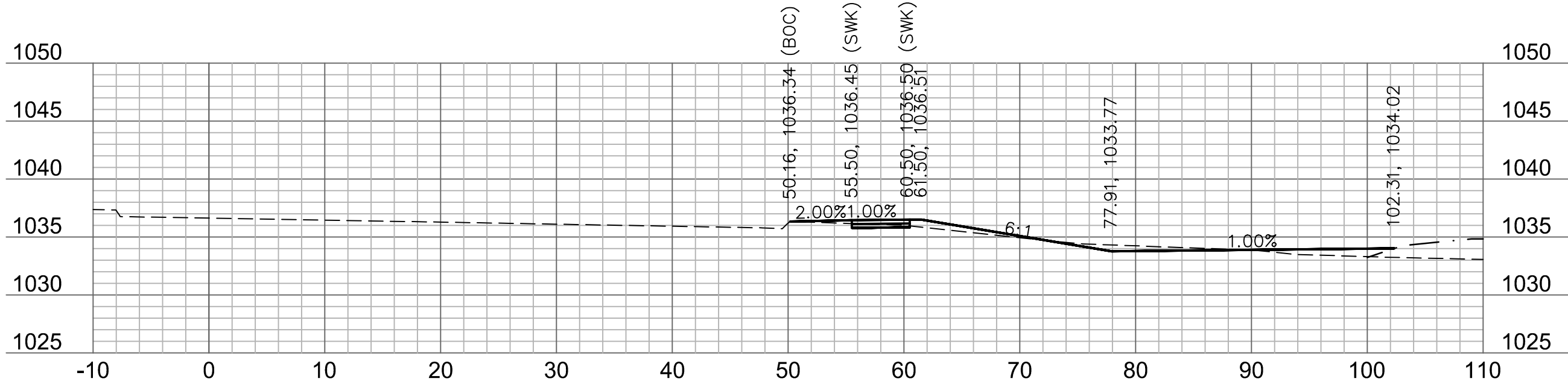
323+75



325+25



325+00



324+75



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REVISIONS DESCRIPTION

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2020

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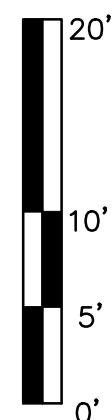
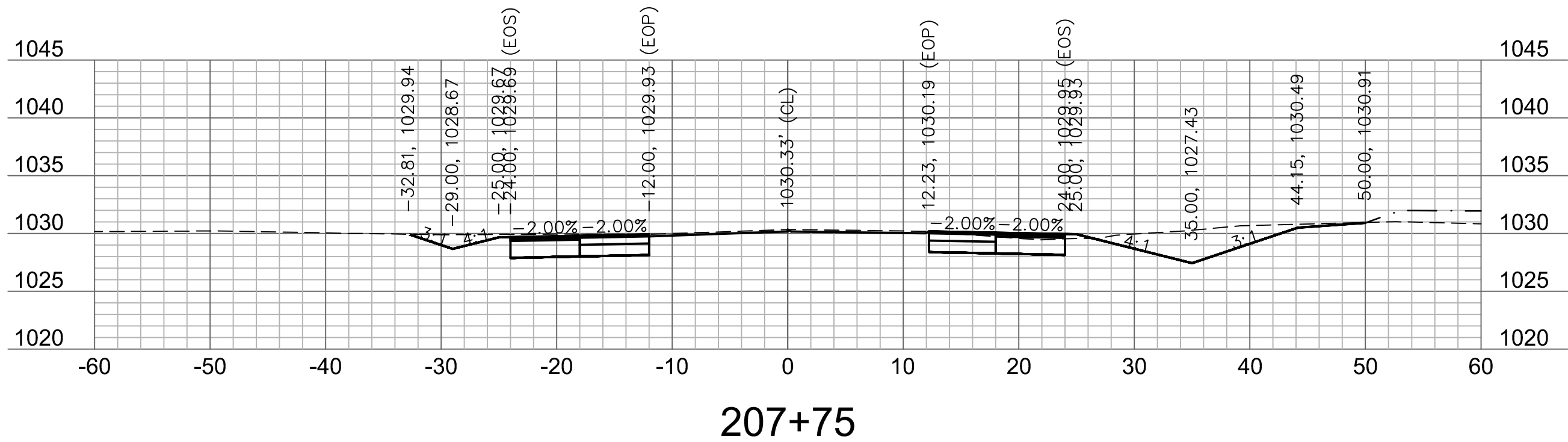
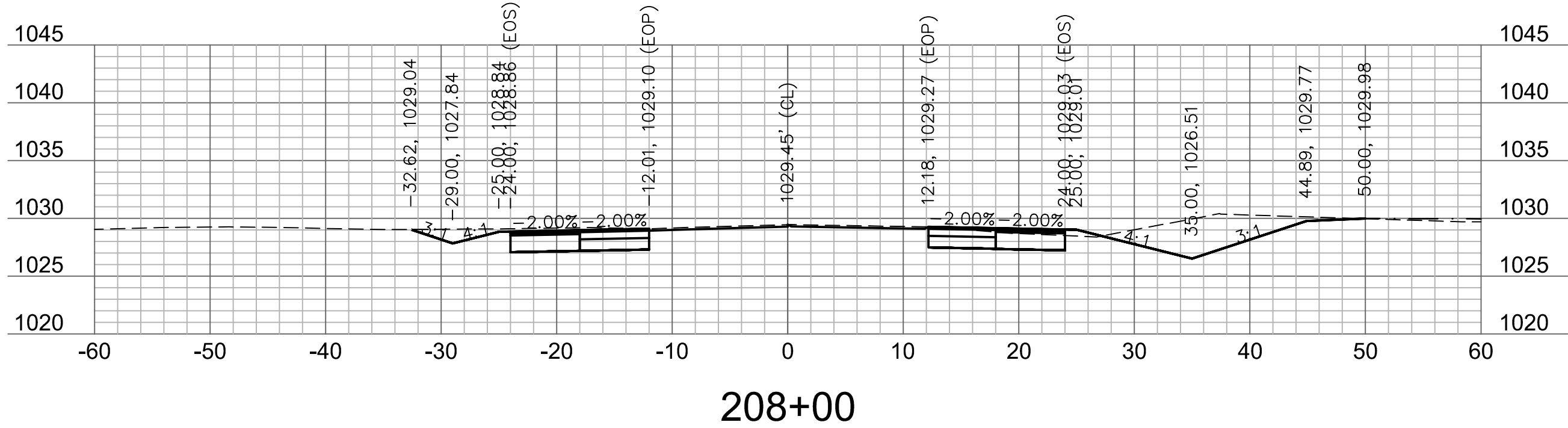
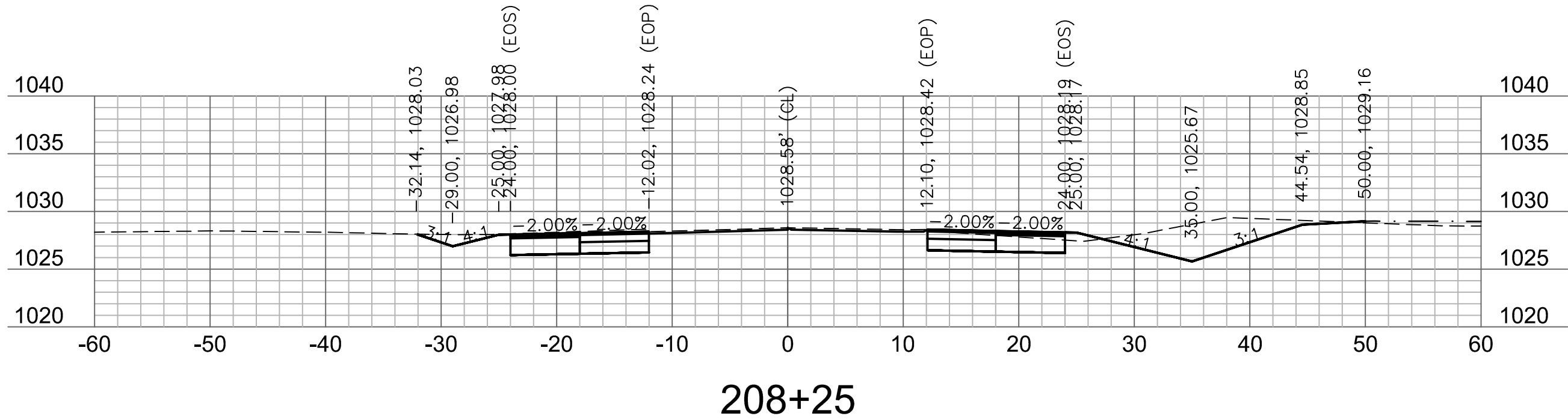
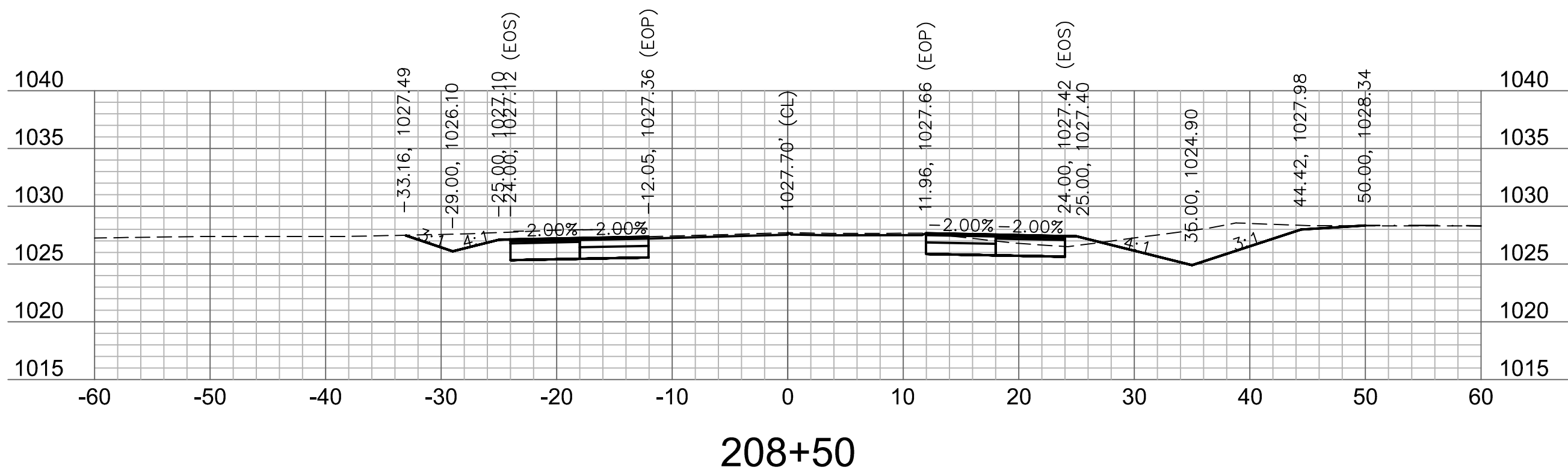
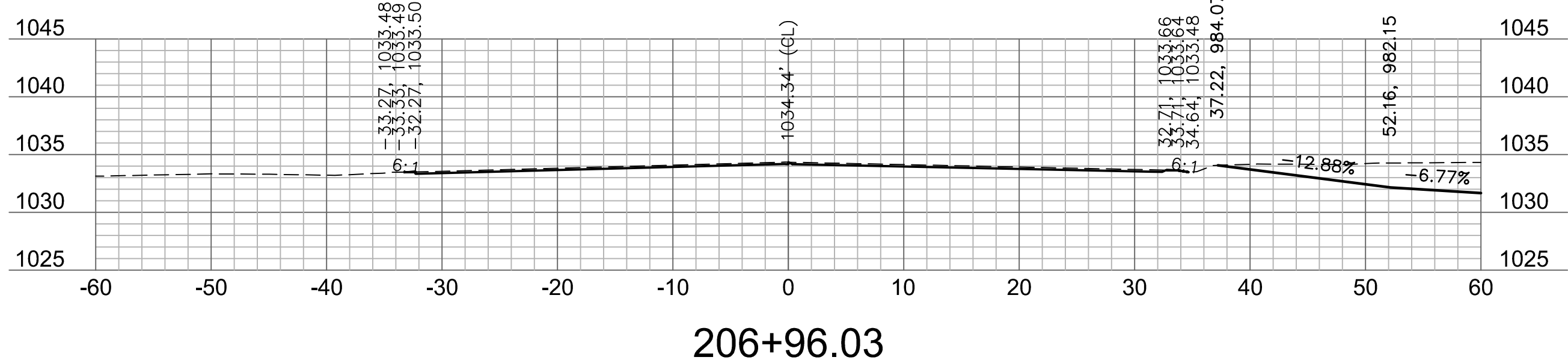
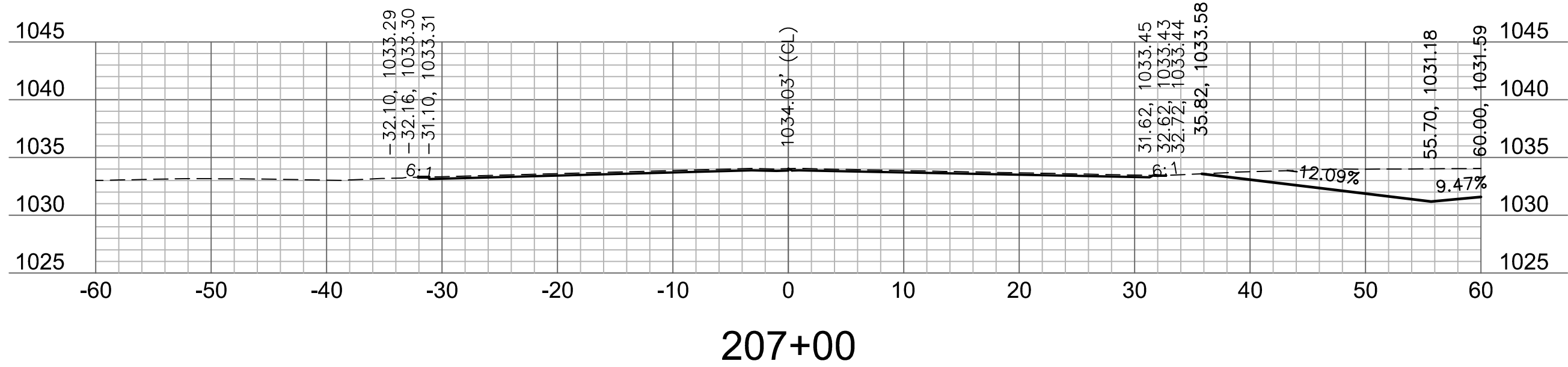
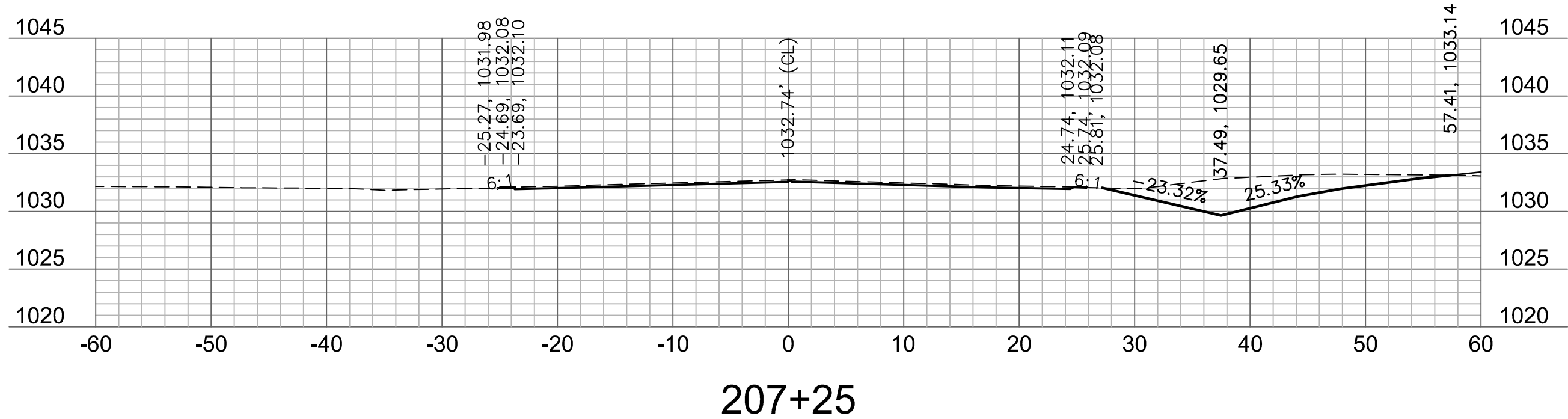
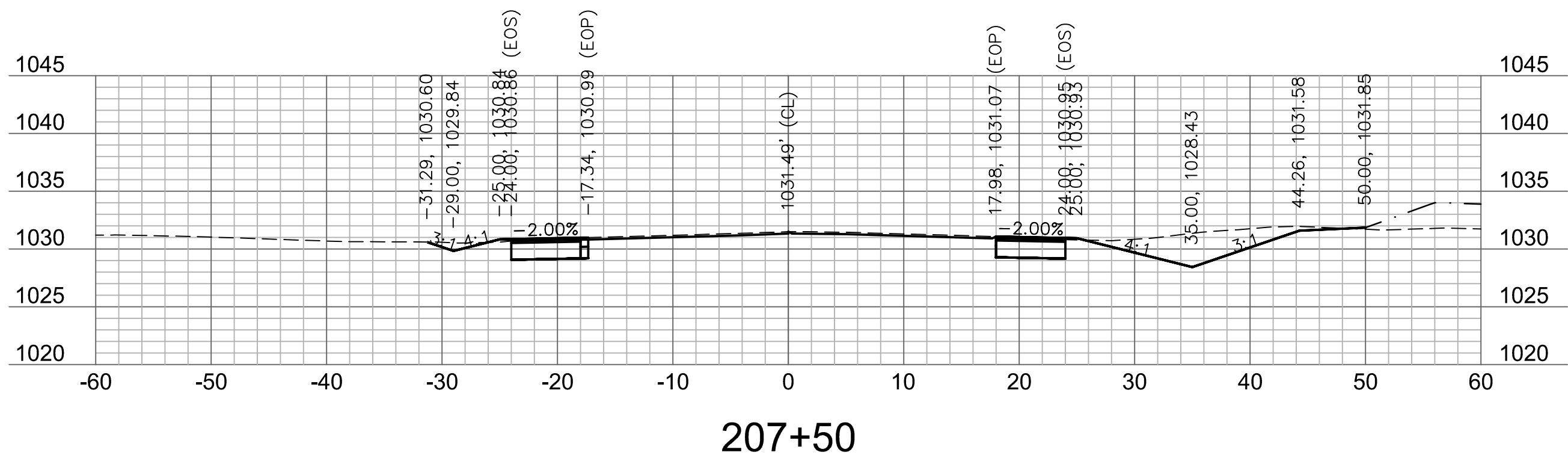
HIGHWAY 150
CROSS SECTION

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

drawn by: AKU
checked by: JFG
approved by: JFG
QA/QC by: RBC
project no.: A19-2339
drawing no.: T_XSC_A192339
date: 2020.07.09

SHEET
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drawn by: AKU
checked by: JPC
approved by: JPC
QA/QC by: RBC
project no.: A19-2339
drawing no.: T_XSC_A192339
date: 2020.07.09

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PRYOR ROAD
CROSS SECTION
HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS
LEE'S SUMMIT, MO

2020

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REV. NO.

DATE

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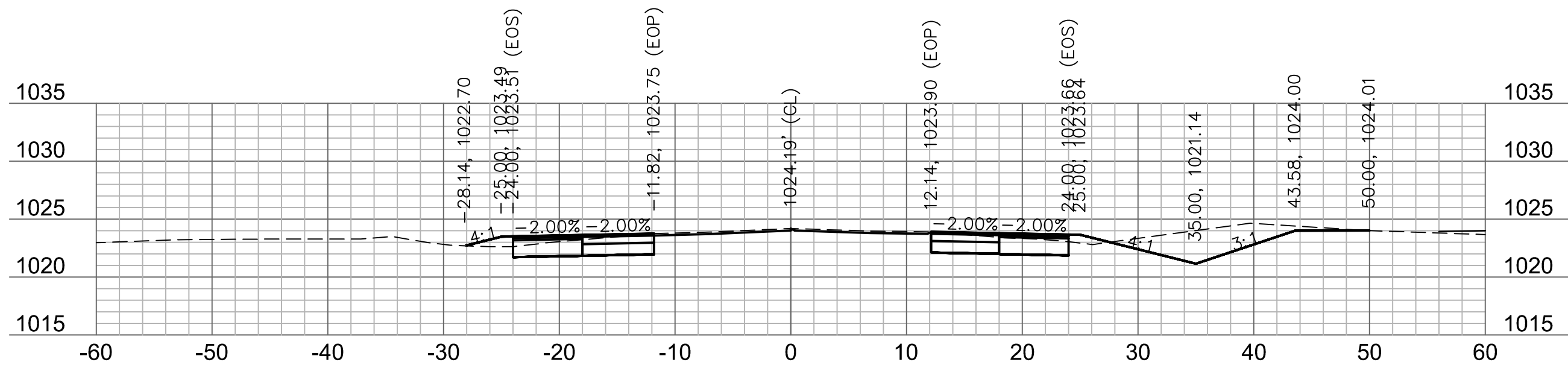
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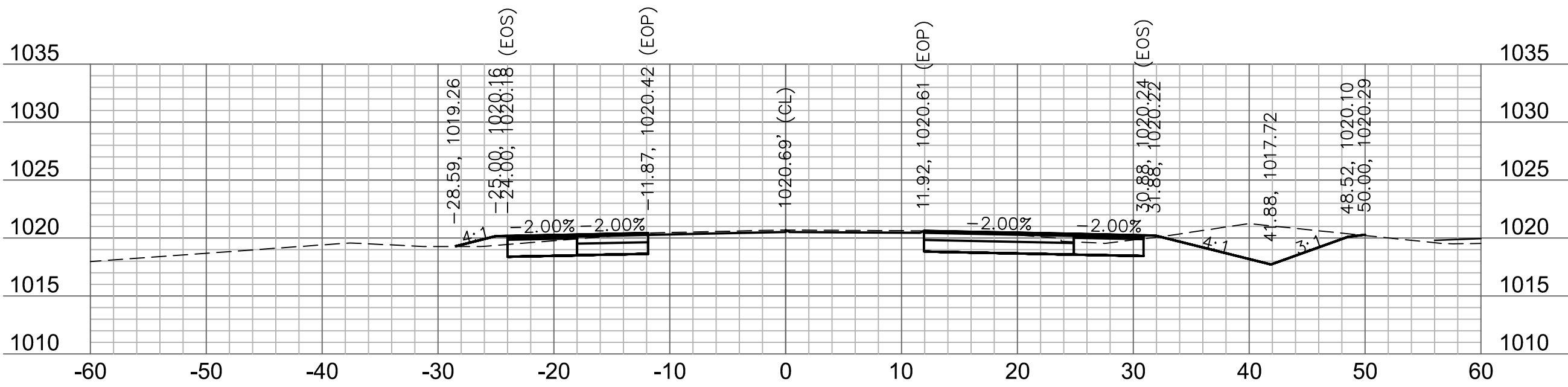
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DATE

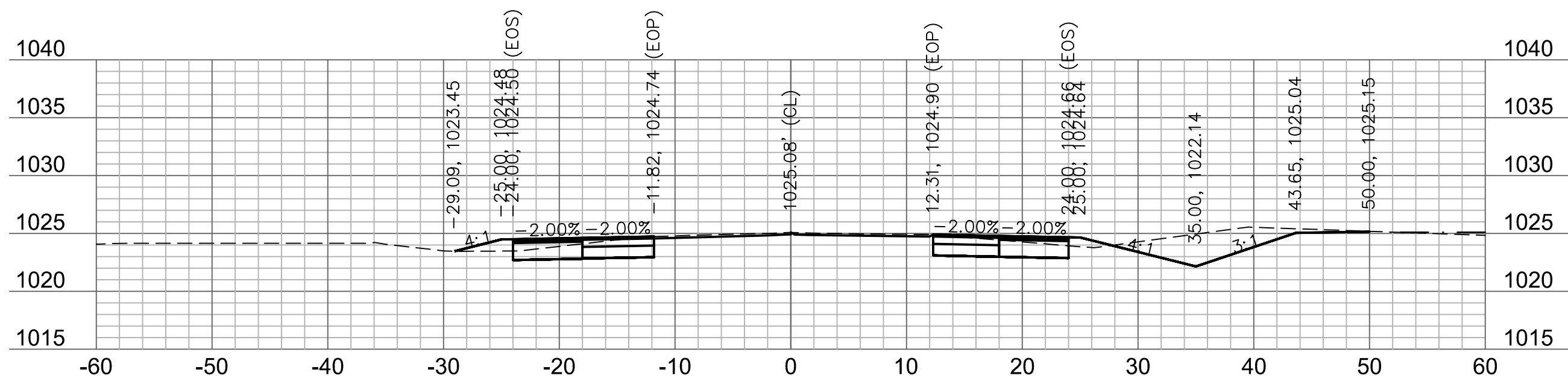
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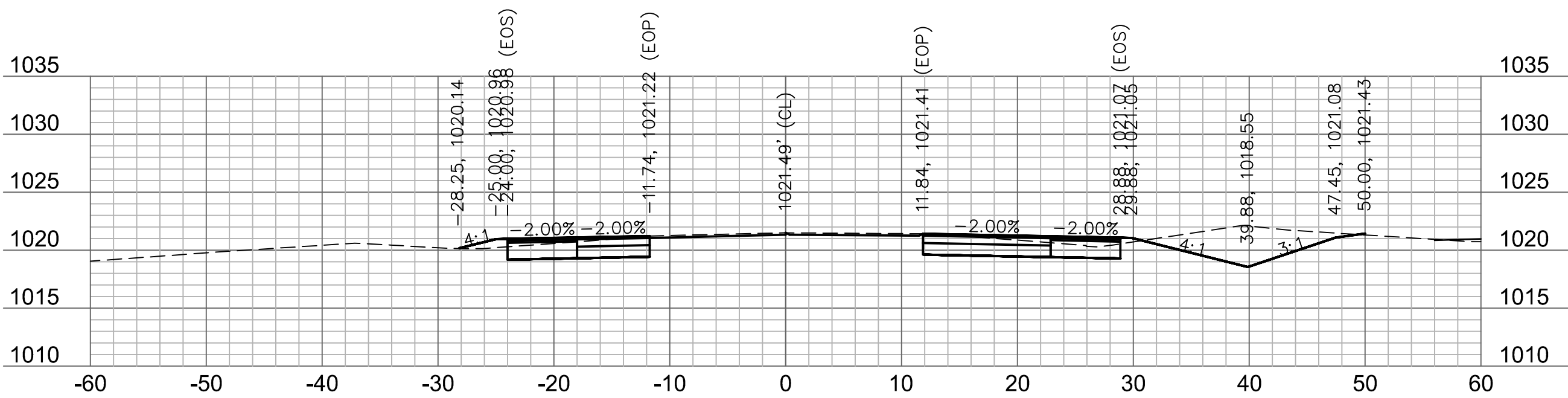
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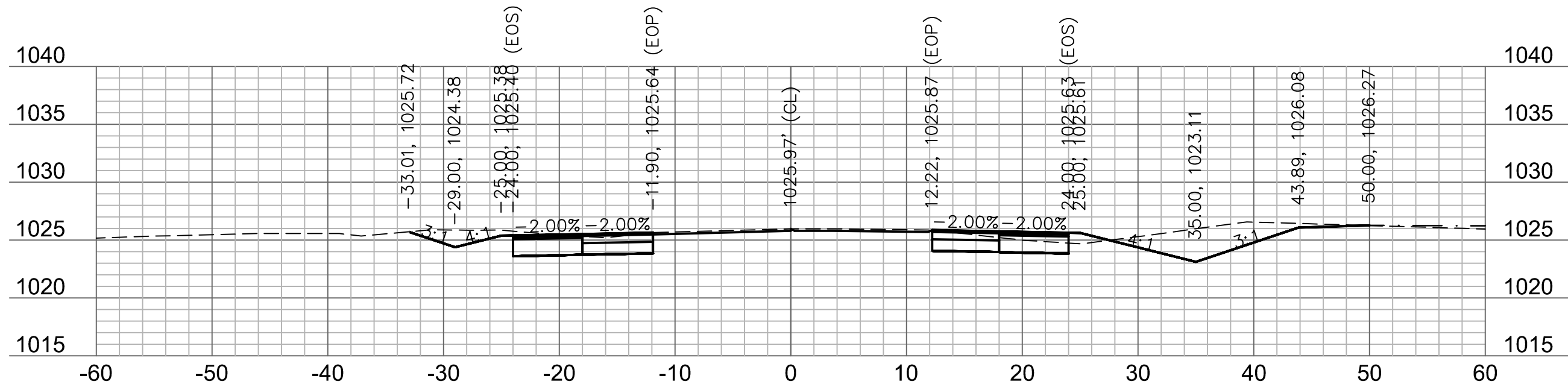
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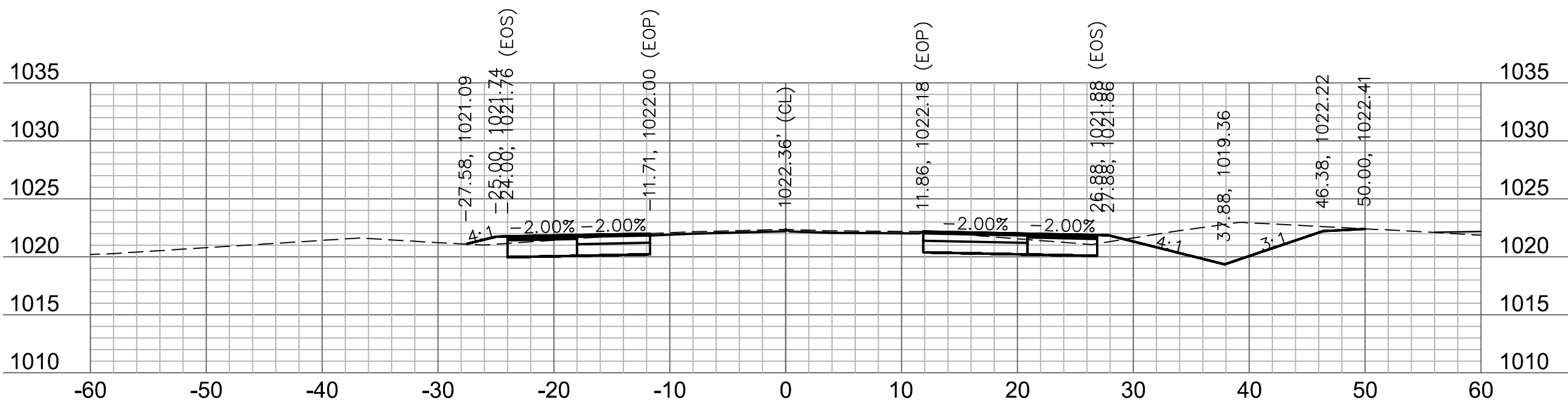
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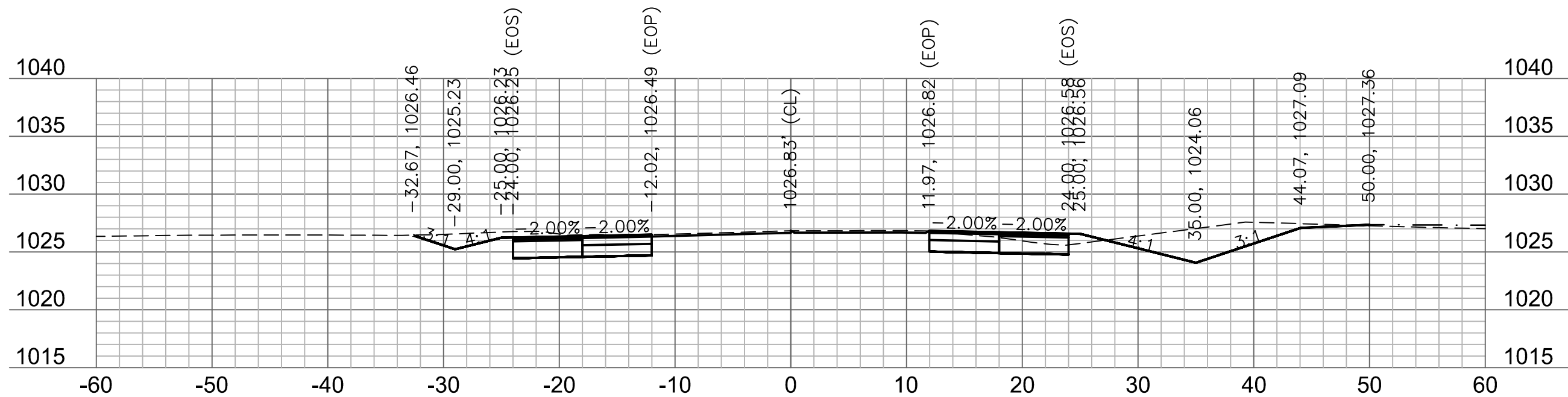
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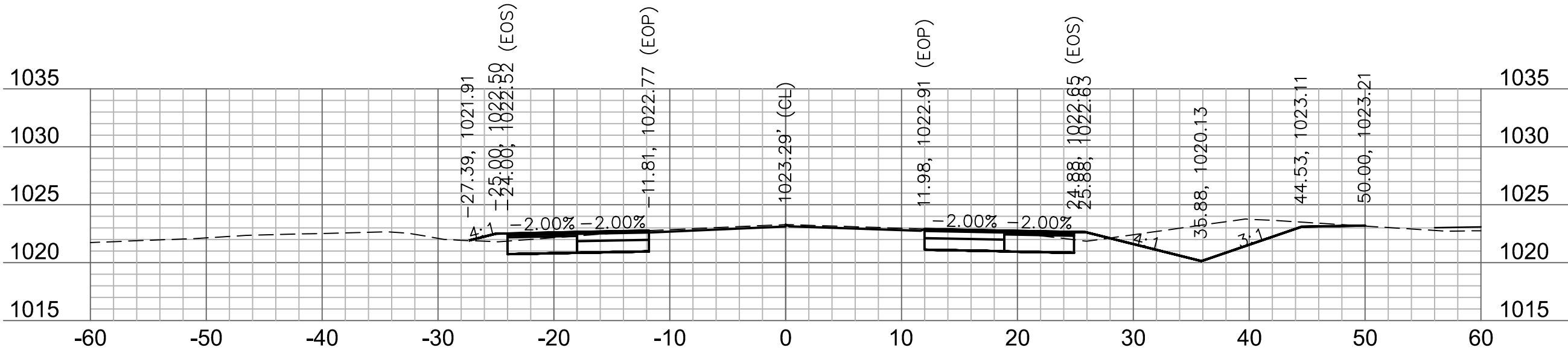
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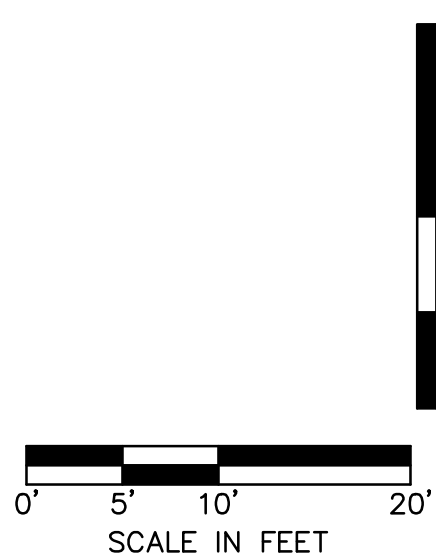
210+00



208+75



209+75



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STATE OF MISSOURI
JAMES PATRICK GALLAGHER
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728/2020
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JAMES PATRICK GALLAGHER
PE-2018010499

REV. NO.	DATE	REVISIONS DESCRIPTION	BY
1	2020.06.29	REVISIONS PER CITY COMMENTS	

PRYOR ROAD
CROSS SECTION

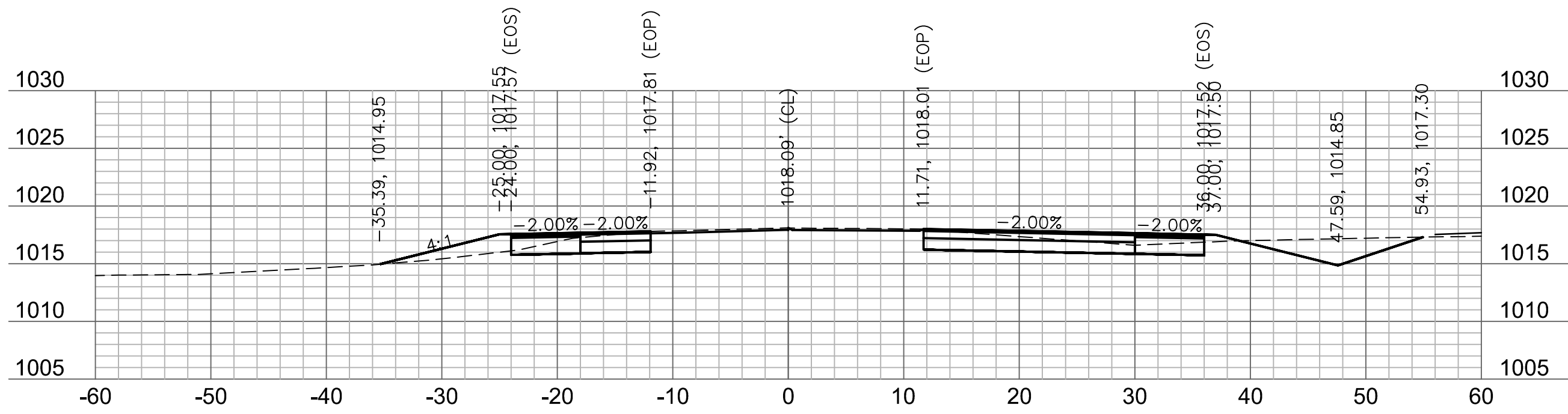
HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

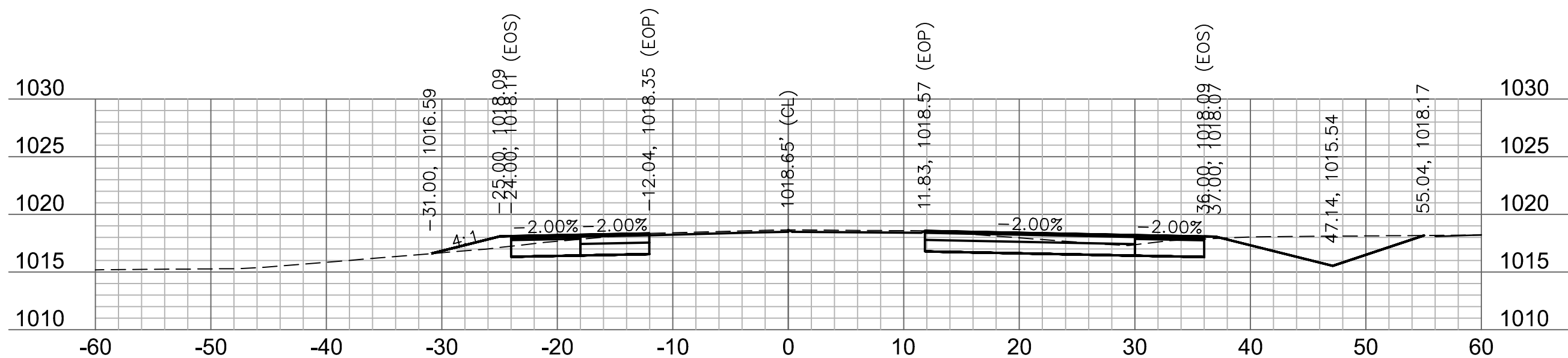
drawn by: AKU
checked by: JFG
approved by: JFG
QA/QC by: RBC
project no.: A19-2339
drawing no.: T_XSC_A192339
date: 2020.07.09

SHEET
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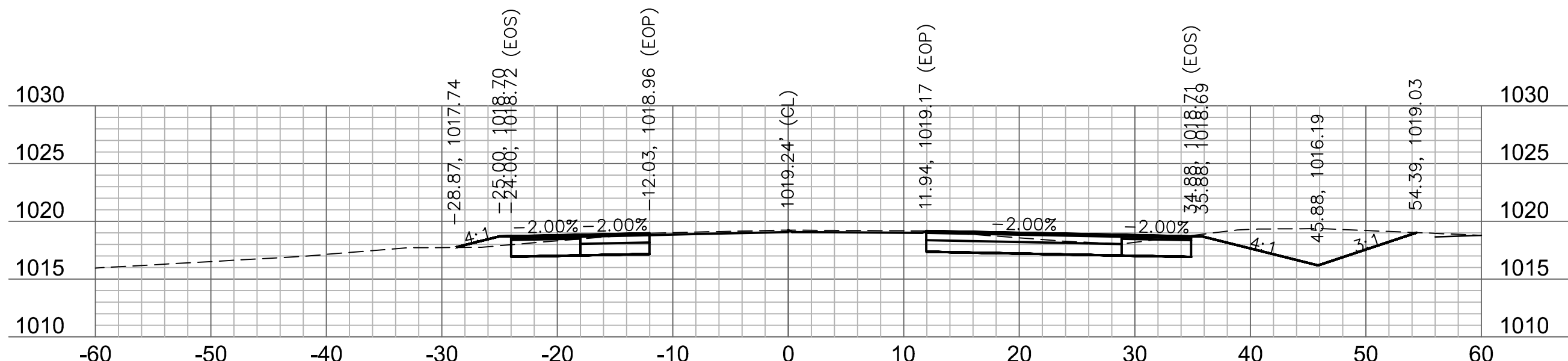
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DATE: Jul 28, 2020 12:06pm XREFS: T_FBL_A192339



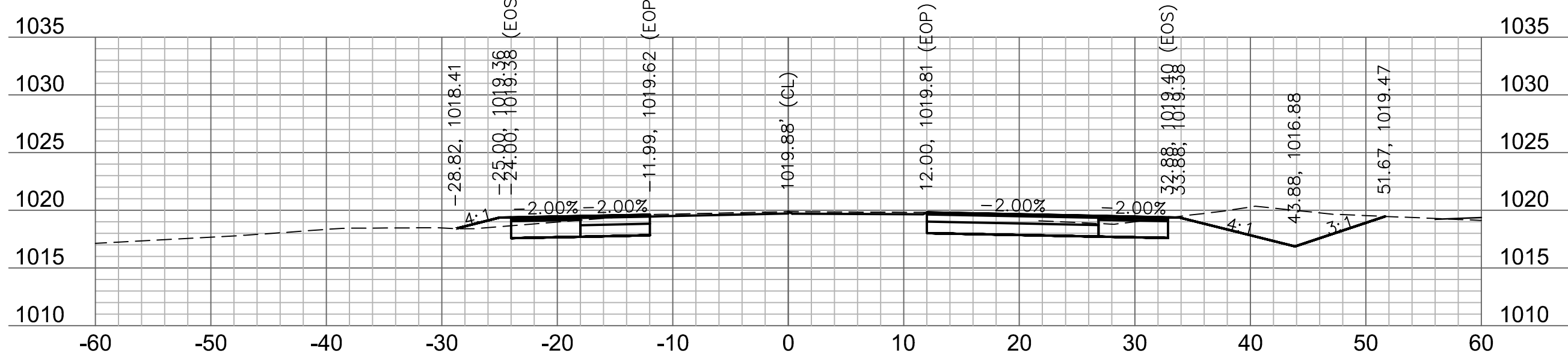
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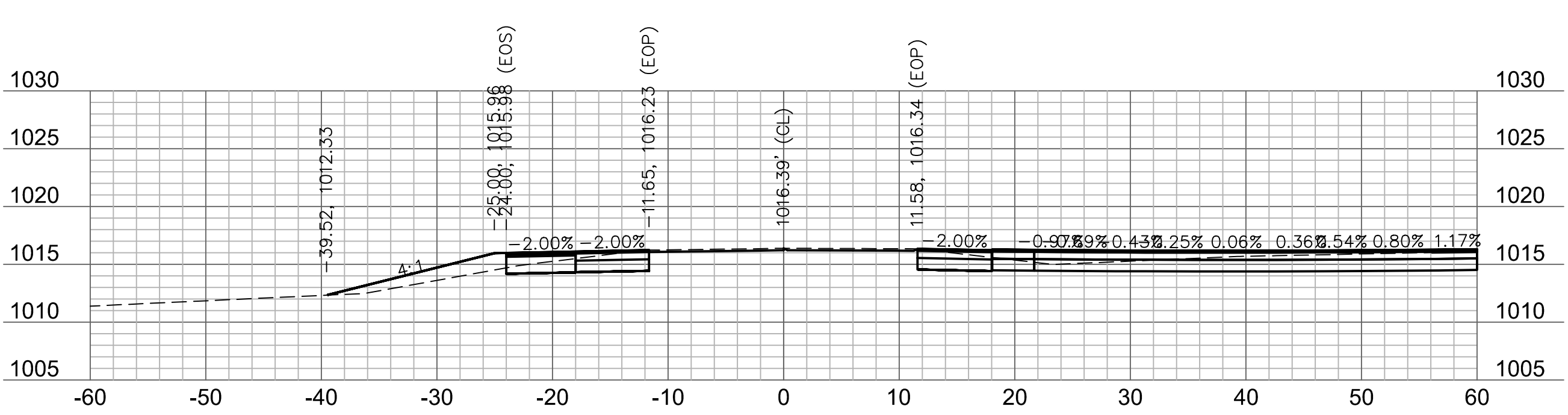
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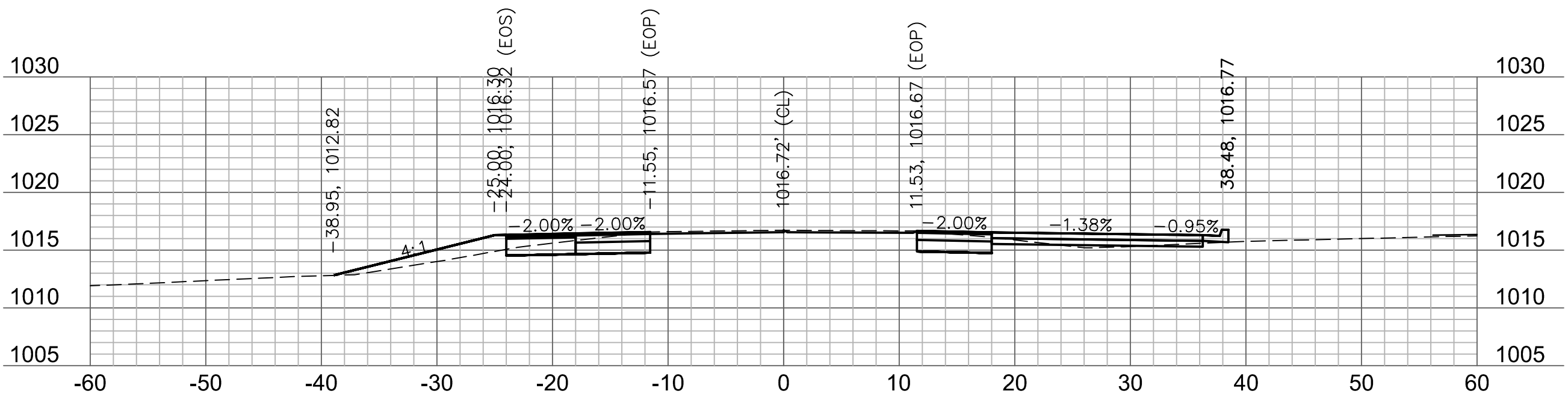
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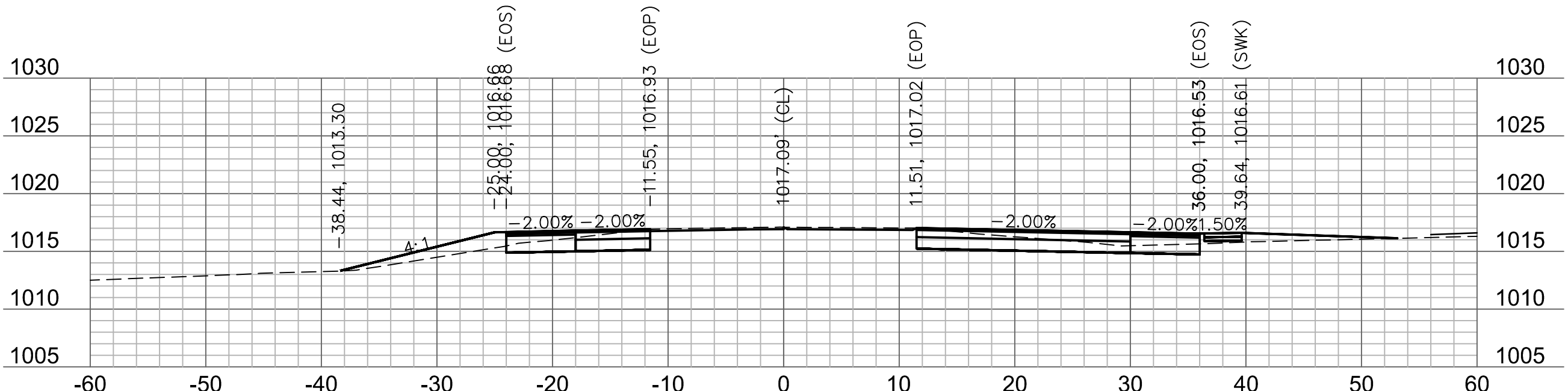
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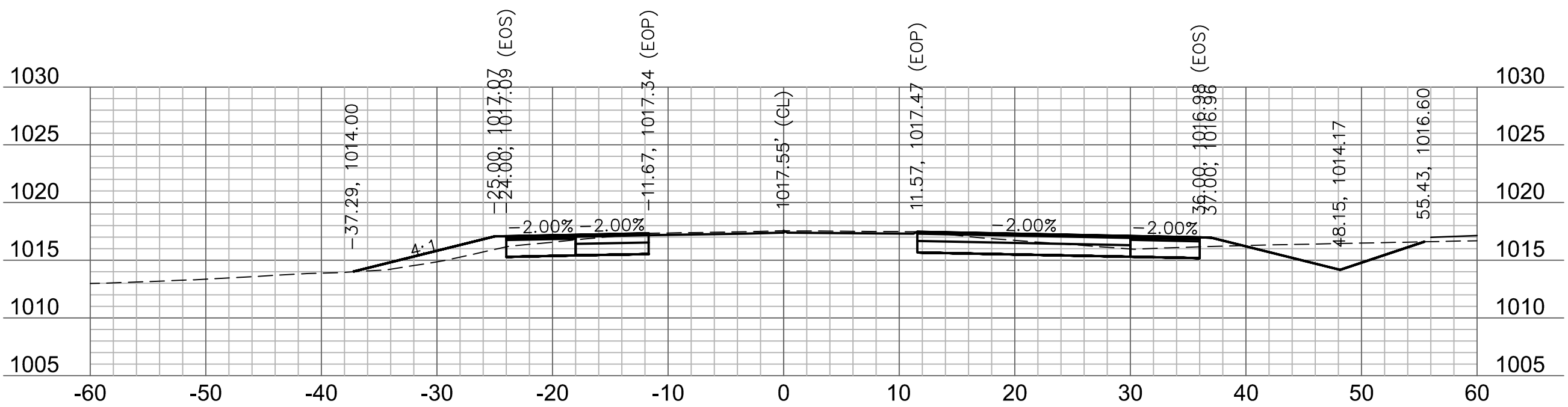
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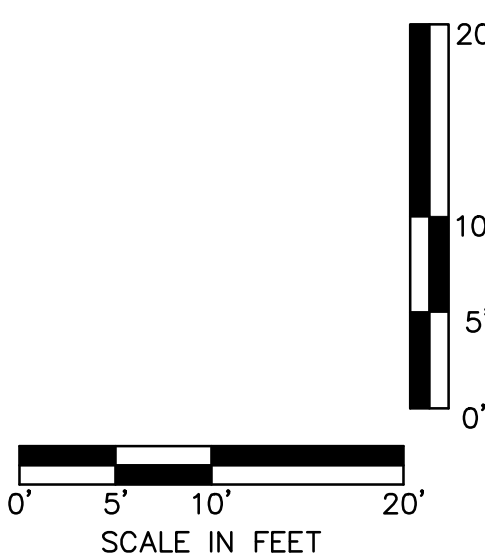
212+25



212+00



211+75



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STATE OF MISSOURI
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7/28/2020
PROFESSIONAL ENGINEER

BY

REV. NO.

DATE

REVISIONS DESCRIPTION

REVISIONS PER CITY COMMENTS

HIGHWAY 150
CROSS SECTION

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

drawn by: AKU

checked by: JPC

approved by: JPC

QA/QC by: RBC

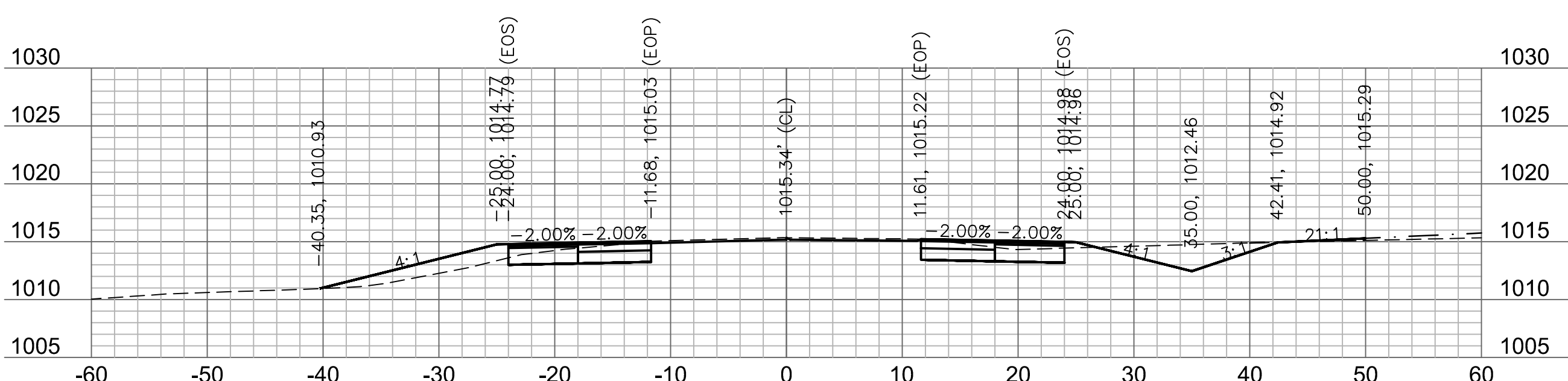
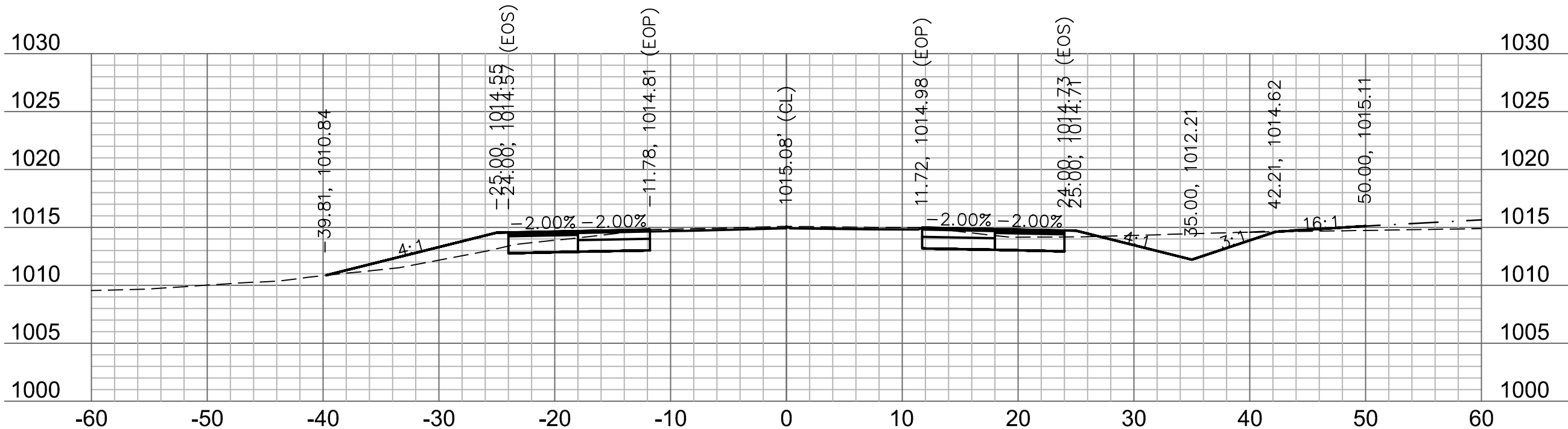
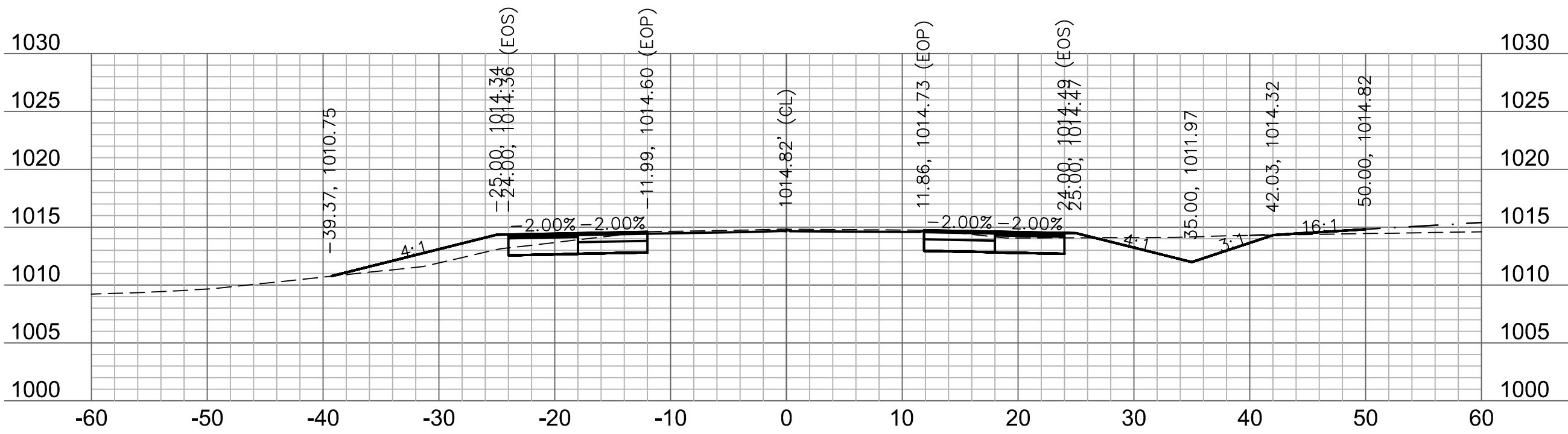
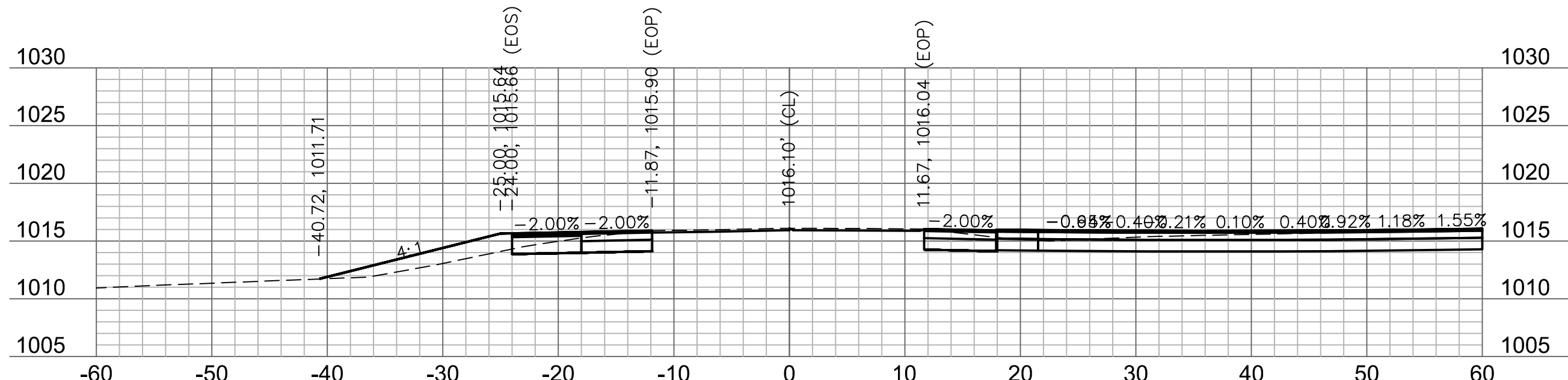
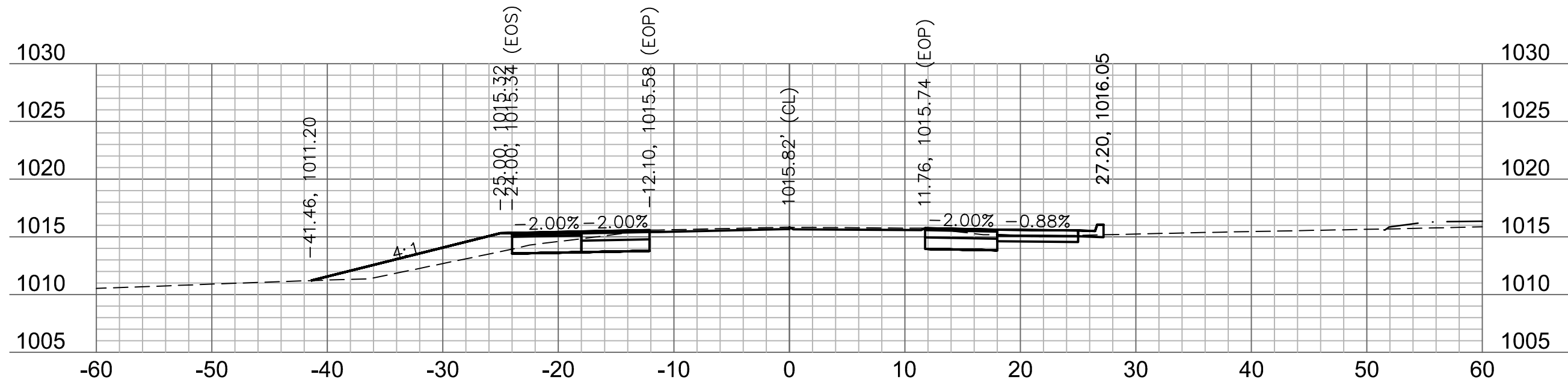
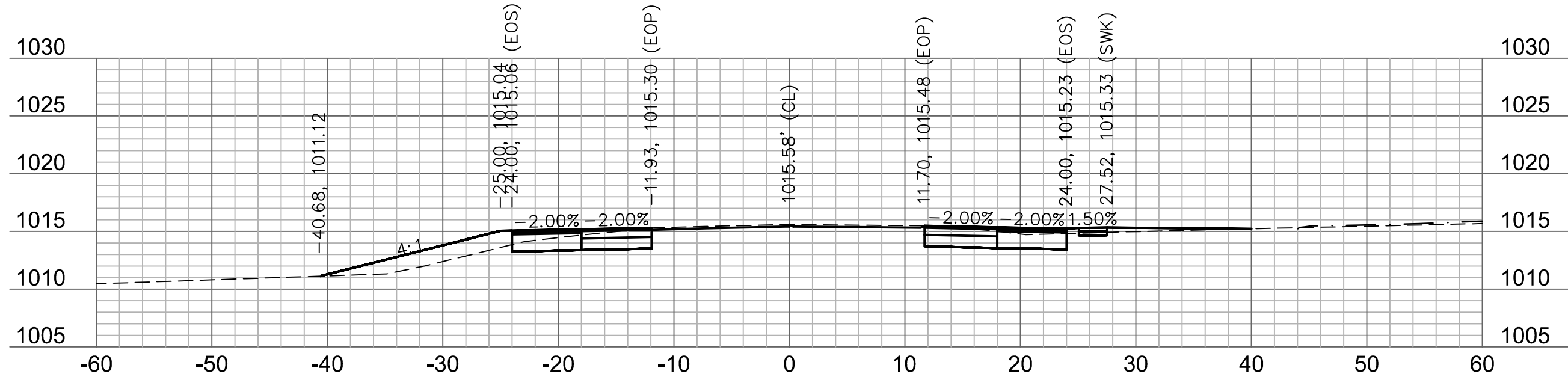
project no.: A19-2339

drawing no.: T_XSC_A192339

date: 2020.07.09

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REV. NO.	DATE	REVISIONS DESCRIPTION	BY
1	2020.06.29	REVISIONS PER CITY COMMENTS	

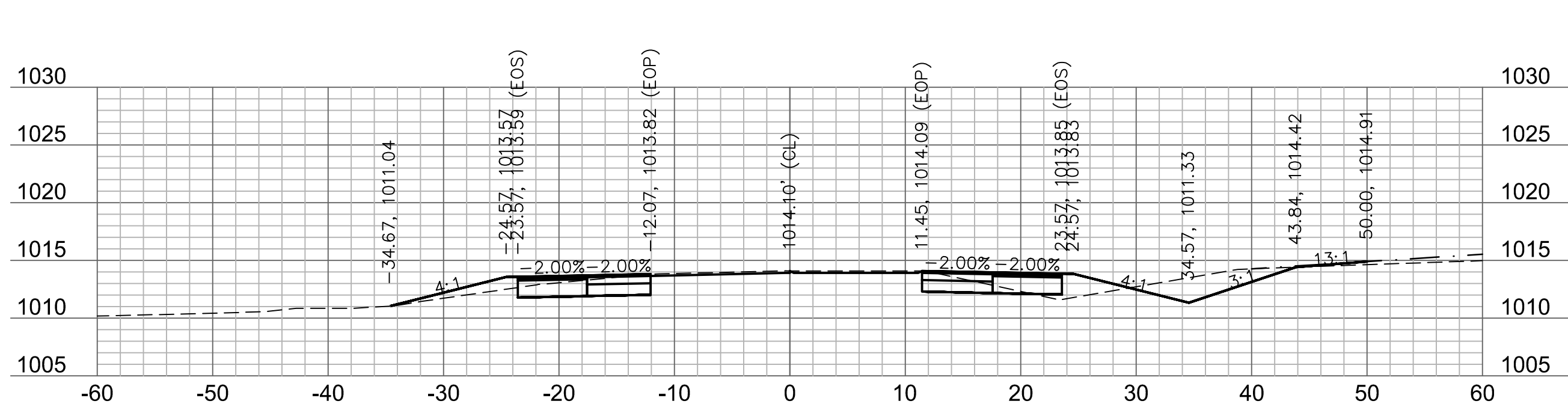
PRYOR ROAD
CROSS SECTION

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

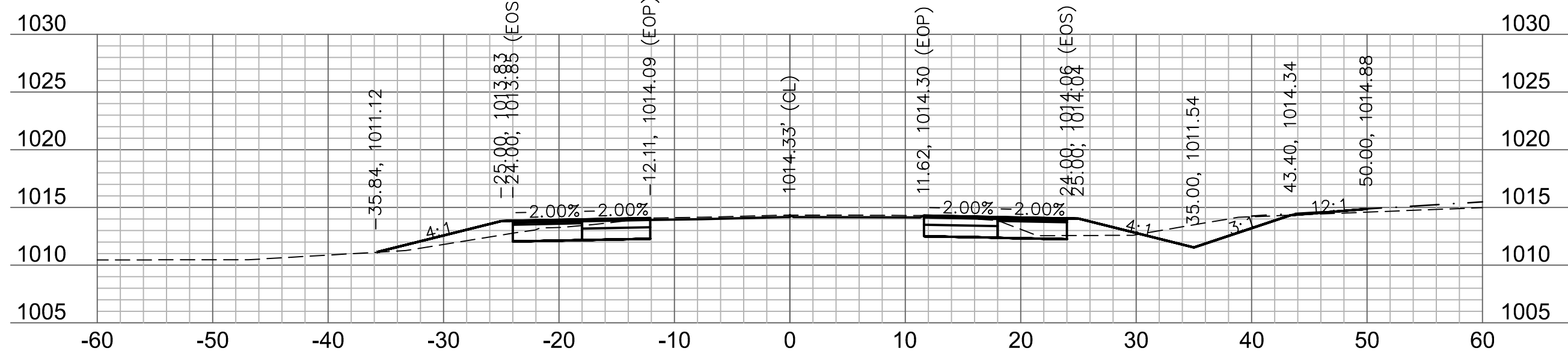
LEE'S SUMMIT, MO

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QA/QC by: RBC
project no.: T_XSC_A19-2339
drawing no.:
date: 2020.07.09

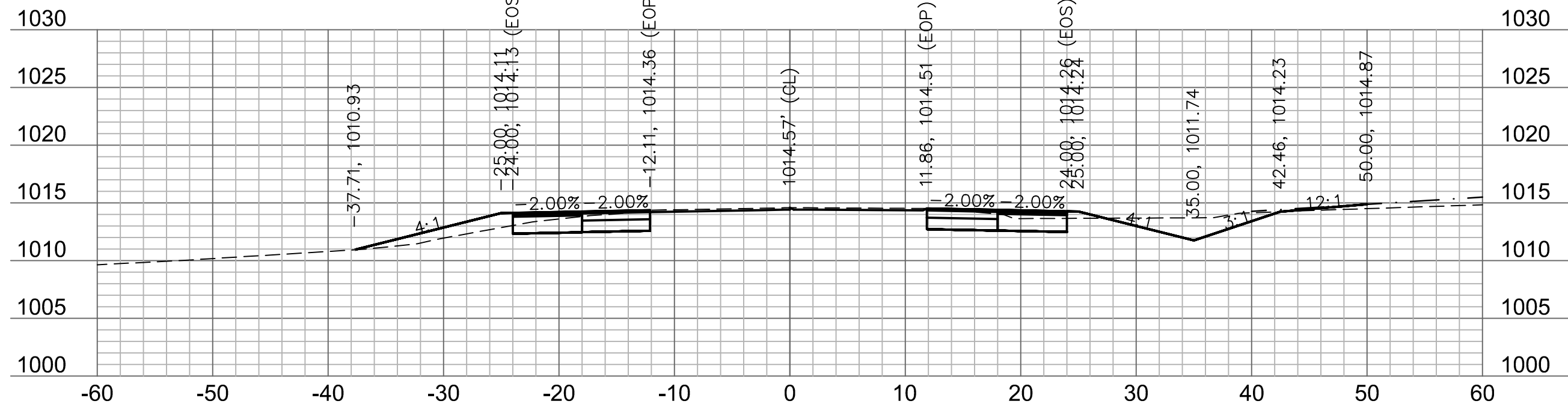
SHEET
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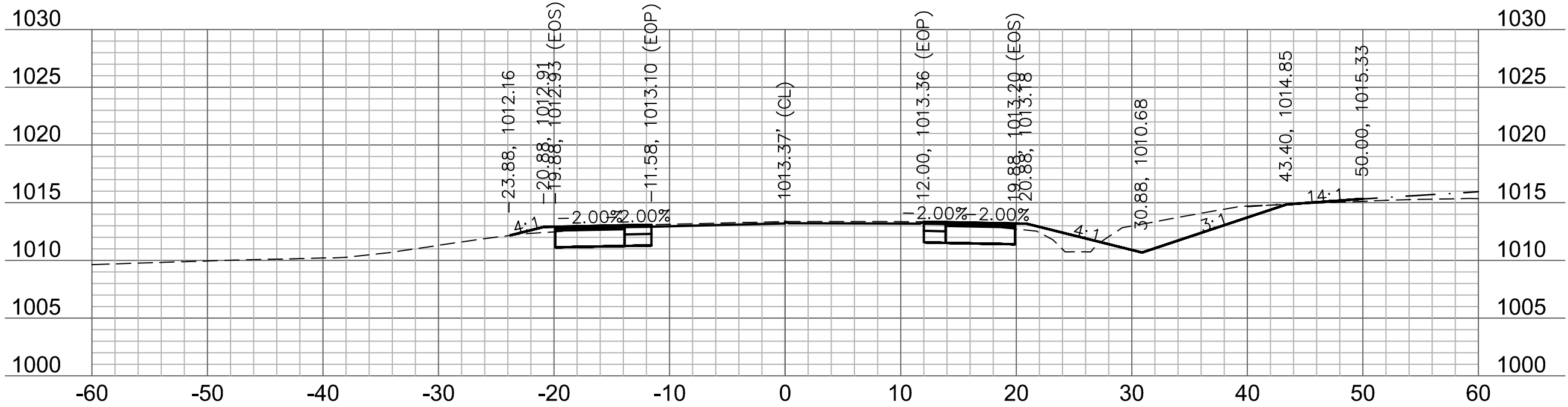
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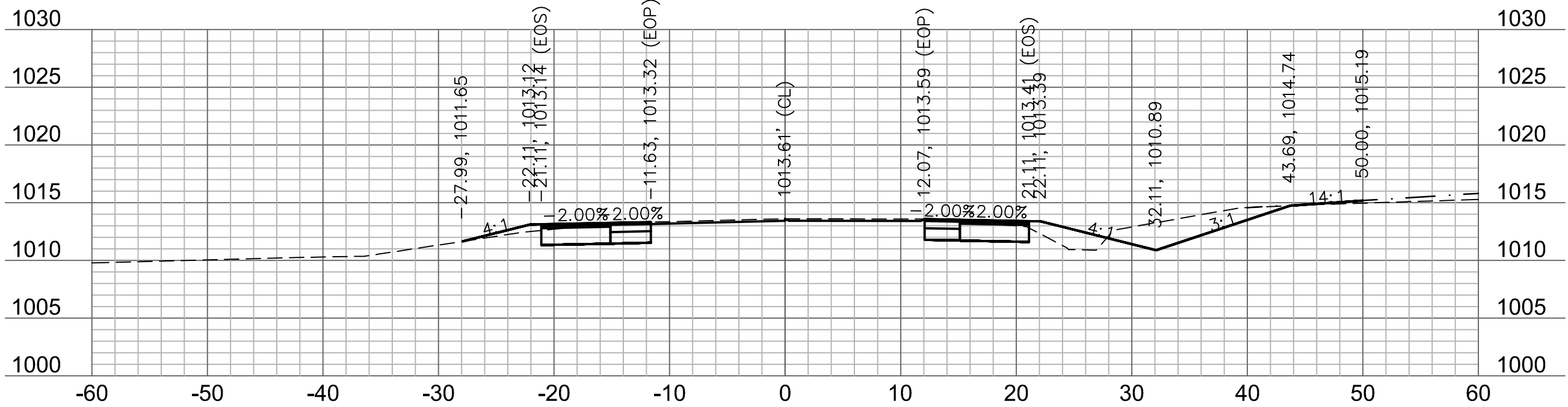
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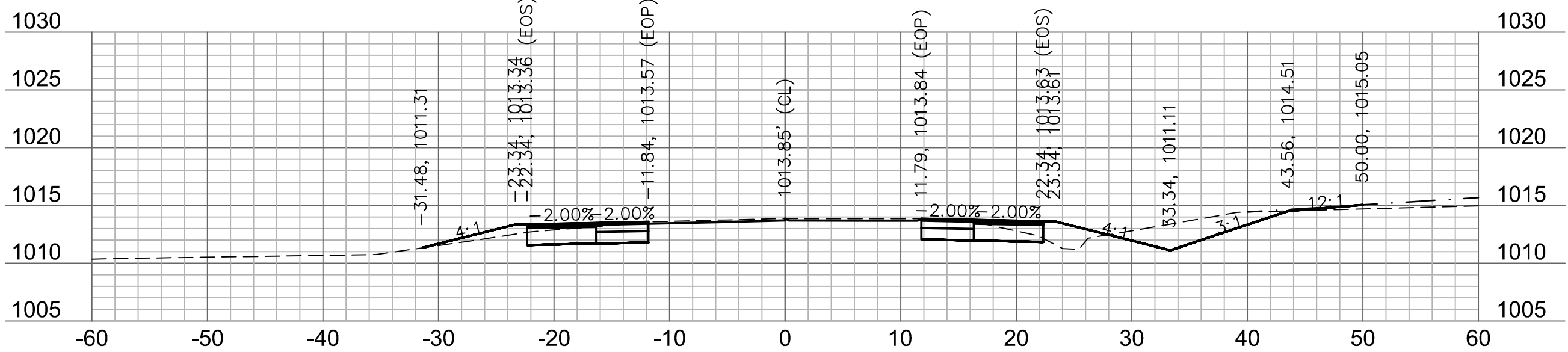
214+25



215+50



215+25



215+00



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STATE OF MISSOURI

JAMES PATRICK GALLAGHER
PE-2018010499
7/28/2020

James Patrick Gallagher
Professional Engineer
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7/28/2020

BY

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REVISIONS DESCRIPTION

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REVISIONS

PRYOR ROAD
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HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

drawn by: AKU

checked by: JPG

approved by: RBC

QA/QC by: RBC

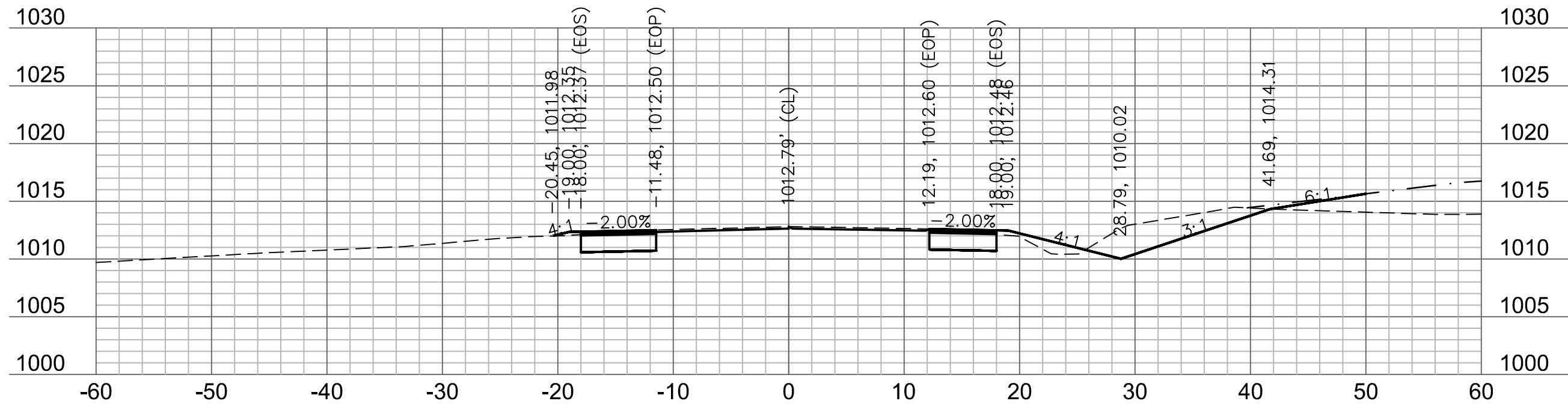
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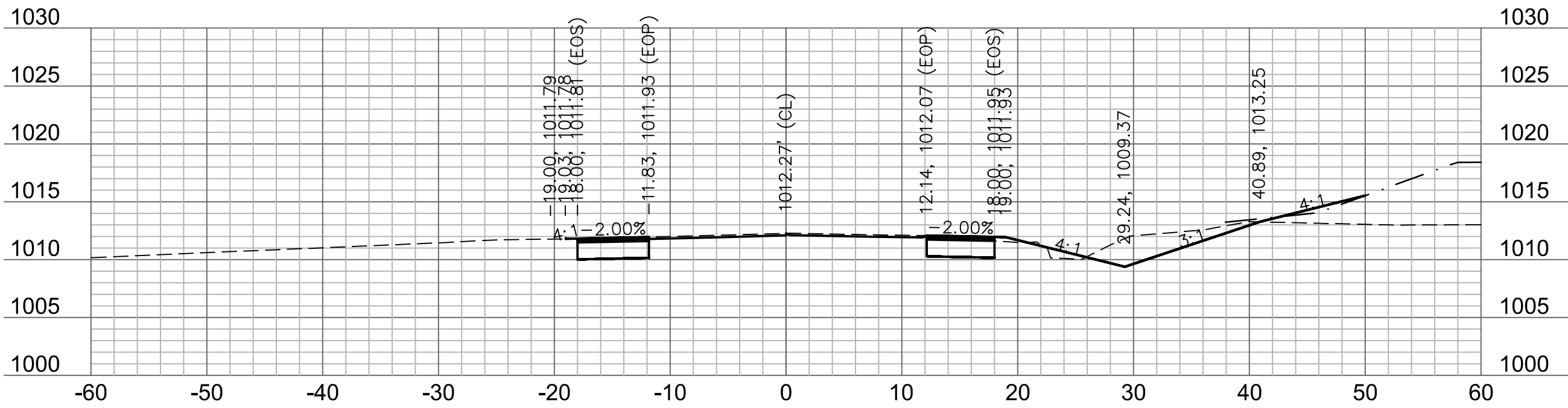
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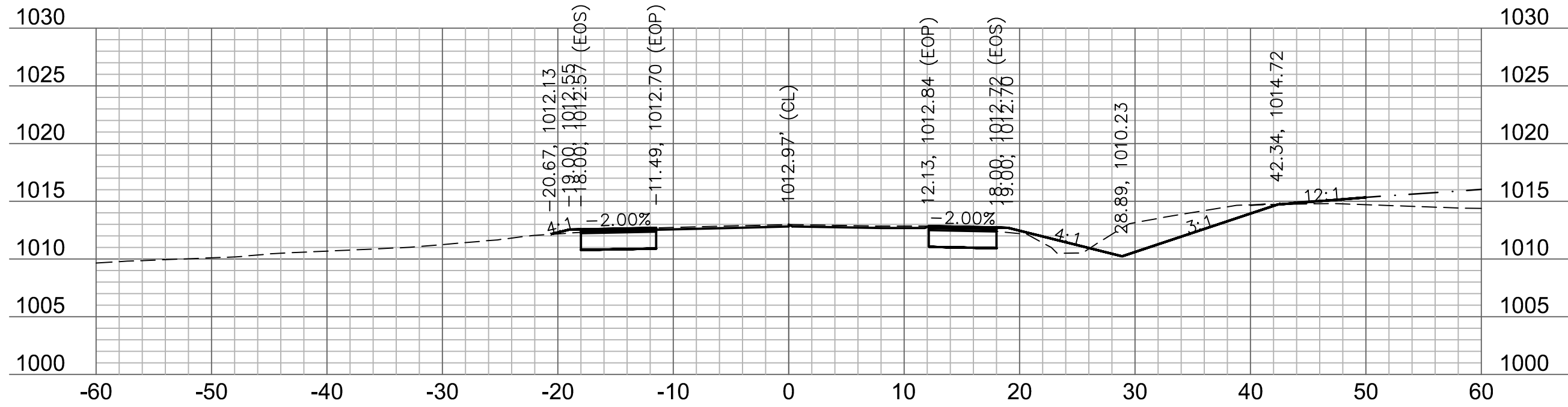
60 of 63



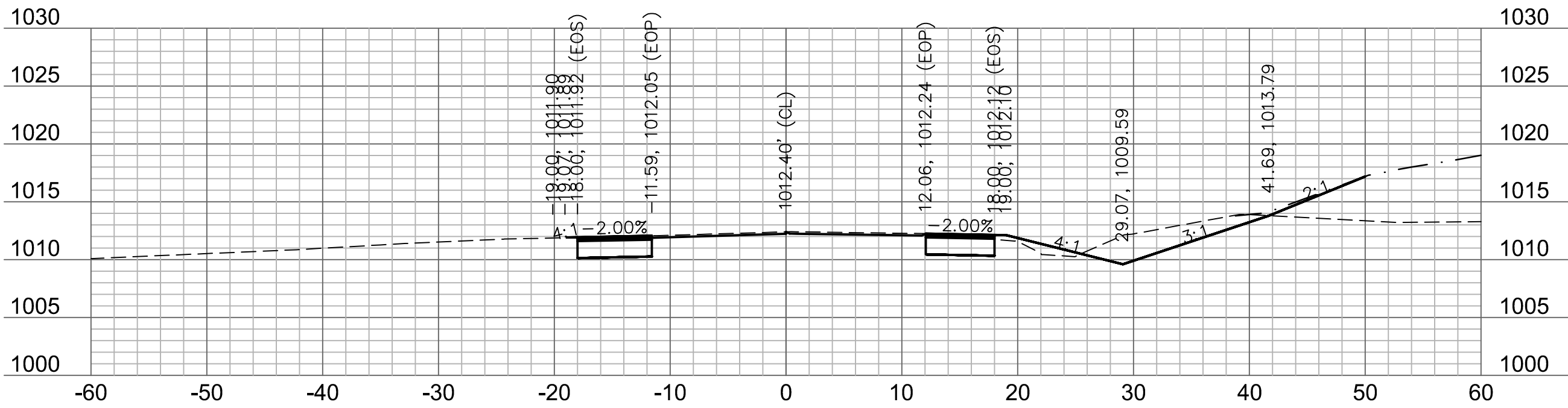
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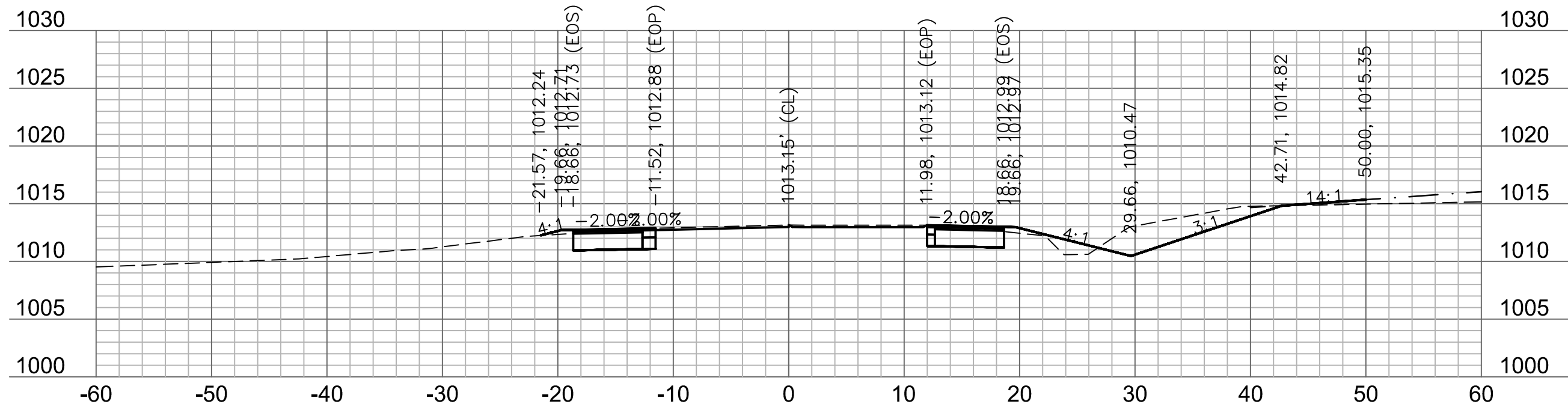
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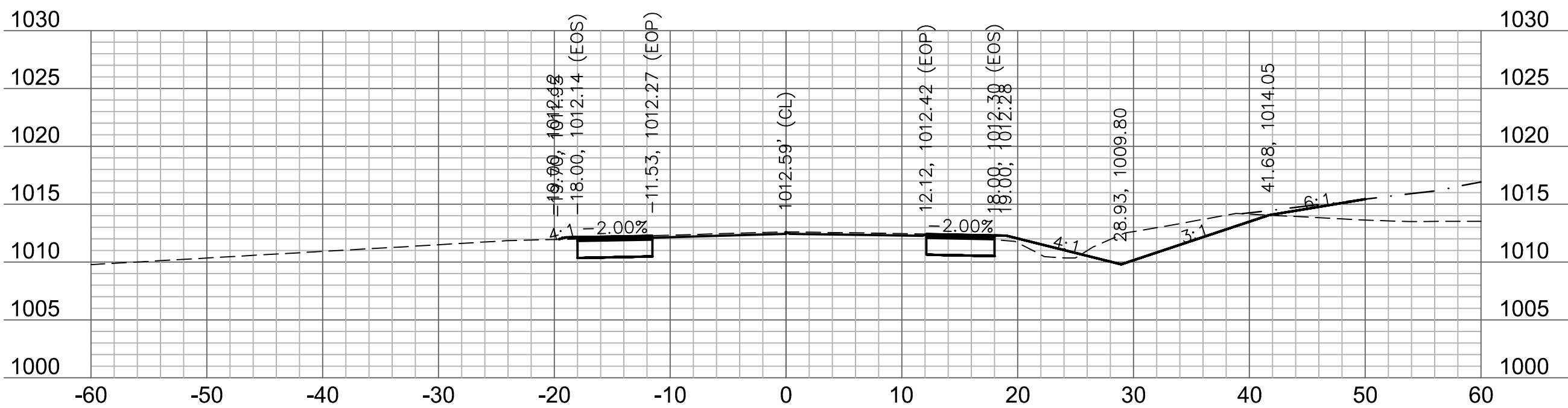
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215+75



216+50



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REV. NO. 1
DATE 2020.06.29
REVISED PER CITY COMMENTS

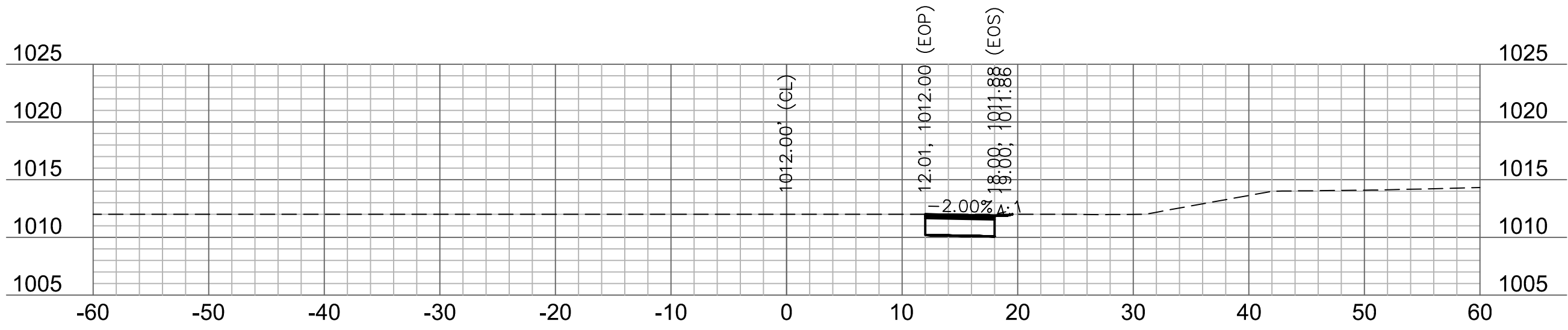
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HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS
LEE'S SUMMIT, MO

2020

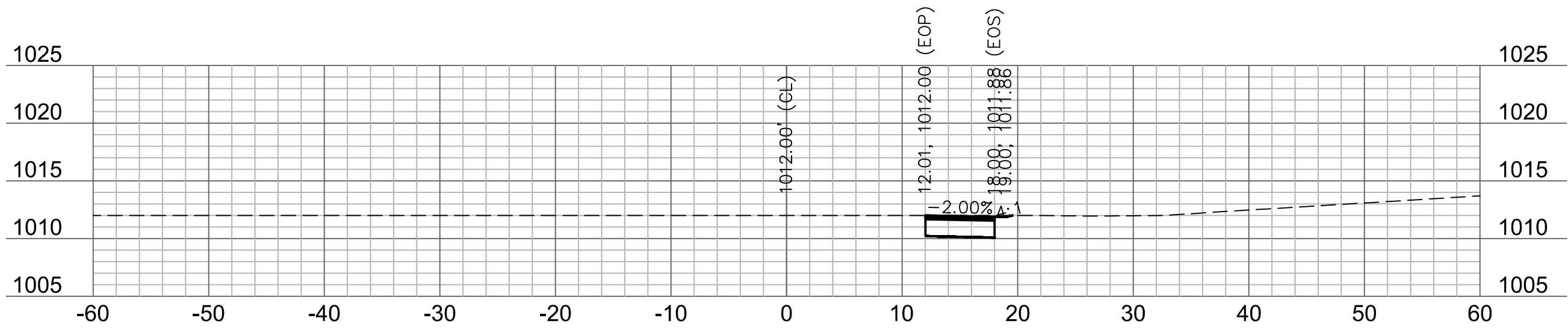
drawn by: AKU
checked by: JFG
approved by: JFG
QA/QC by: RBC
project no.: T_XSC_A19-2339
drawing no.: T_XSC_A19-2339
date: 2020.07.09

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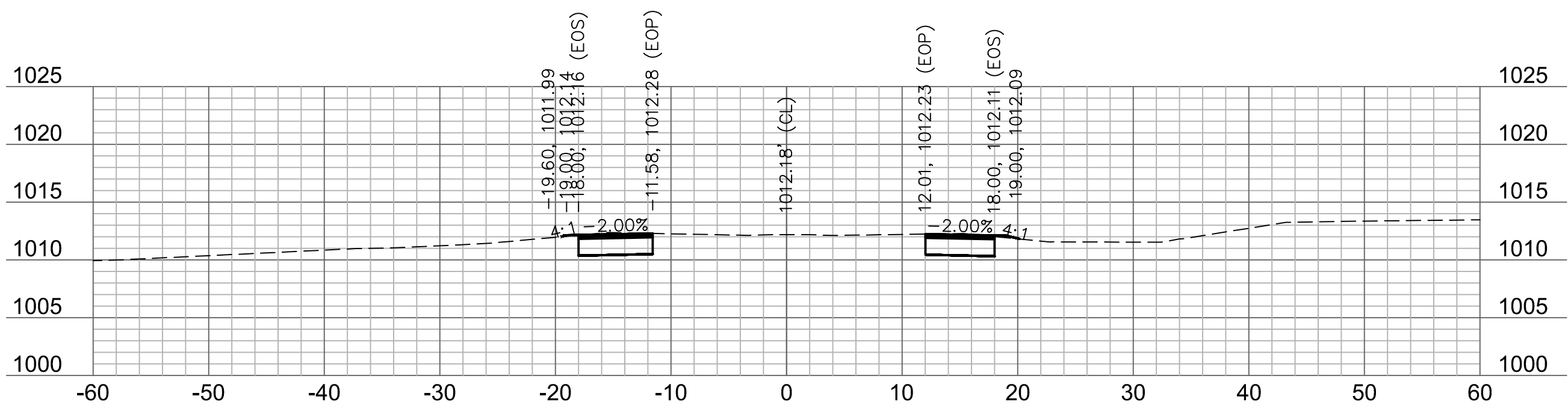
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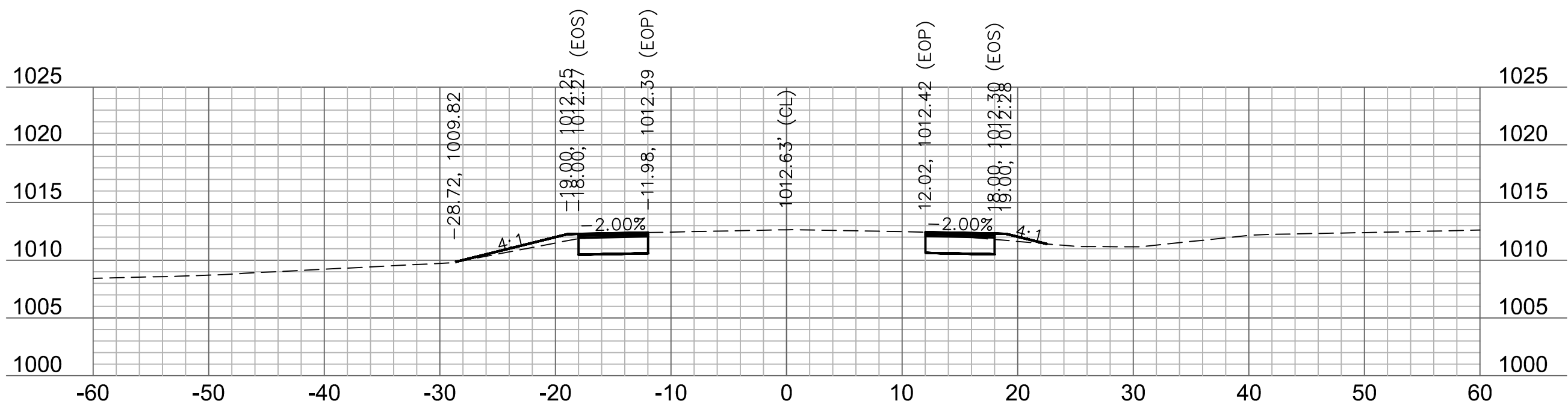
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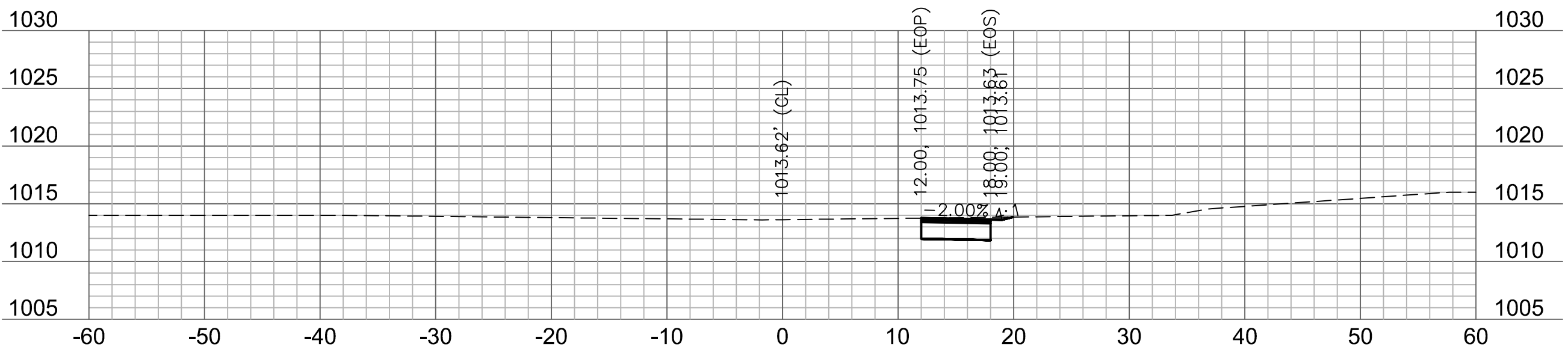
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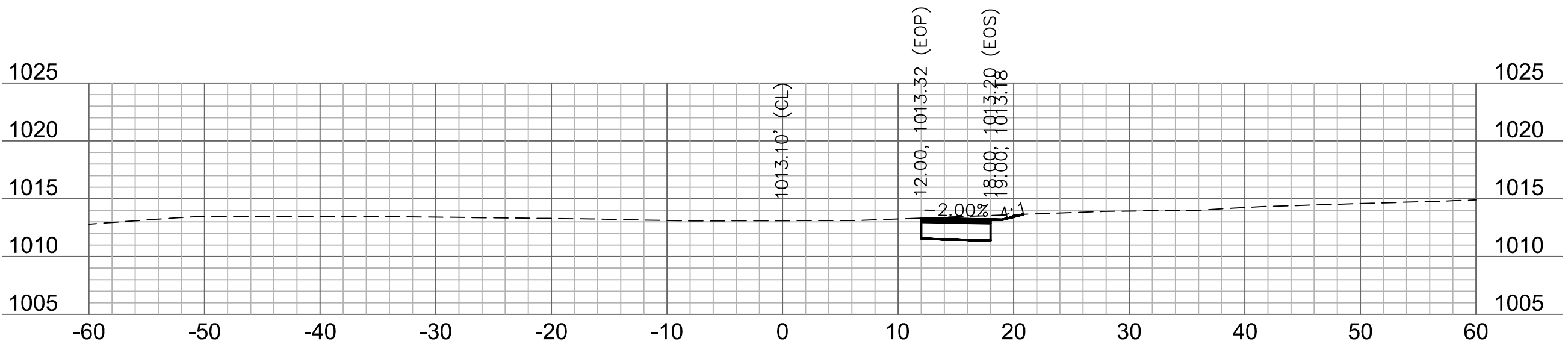
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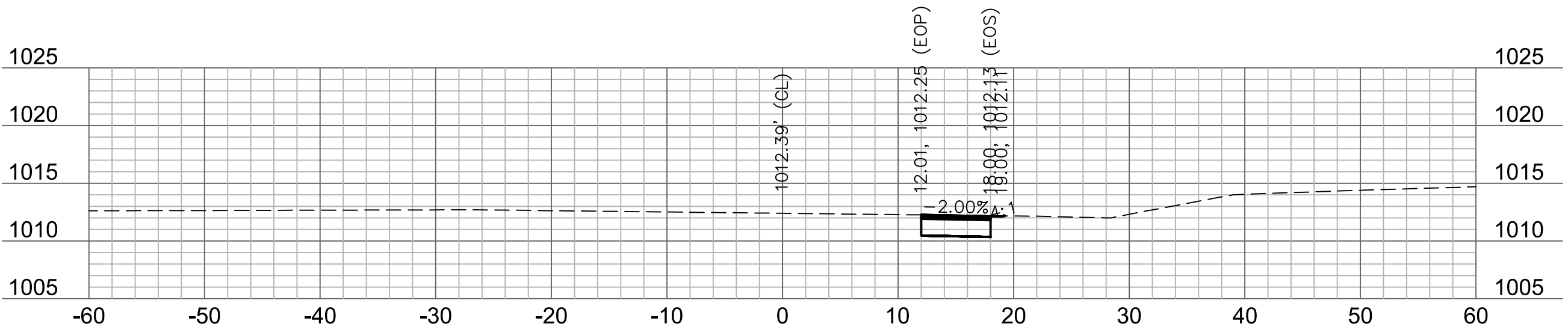
219+00



220+50



220+25



220+00



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JAMES PATRICK GALLAGHER
NUMBER
PE-2018010499
7/28/2020
PROFESSIONAL ENGINEER

JAMES PATRICK GALLAGHER
PE-2018010499

BY

REV. NO.

DATE

REVISIONS DESCRIPTION

REVISIONS PER CITY COMMENTS

PRYOR ROAD
CROSS SECTION

HIGHWAY 150 & PRYOR ROAD
ROADWAY IMPROVEMENTS

LEE'S SUMMIT, MO

2020

drawn by: AKU
checked by: JFG
approved by: JFG
QA/QC by: RBC
project no.: T_XSC_A19-2339
drawing no.: T_XSC_A19-2339
date: 2020.07.09

SHEET

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