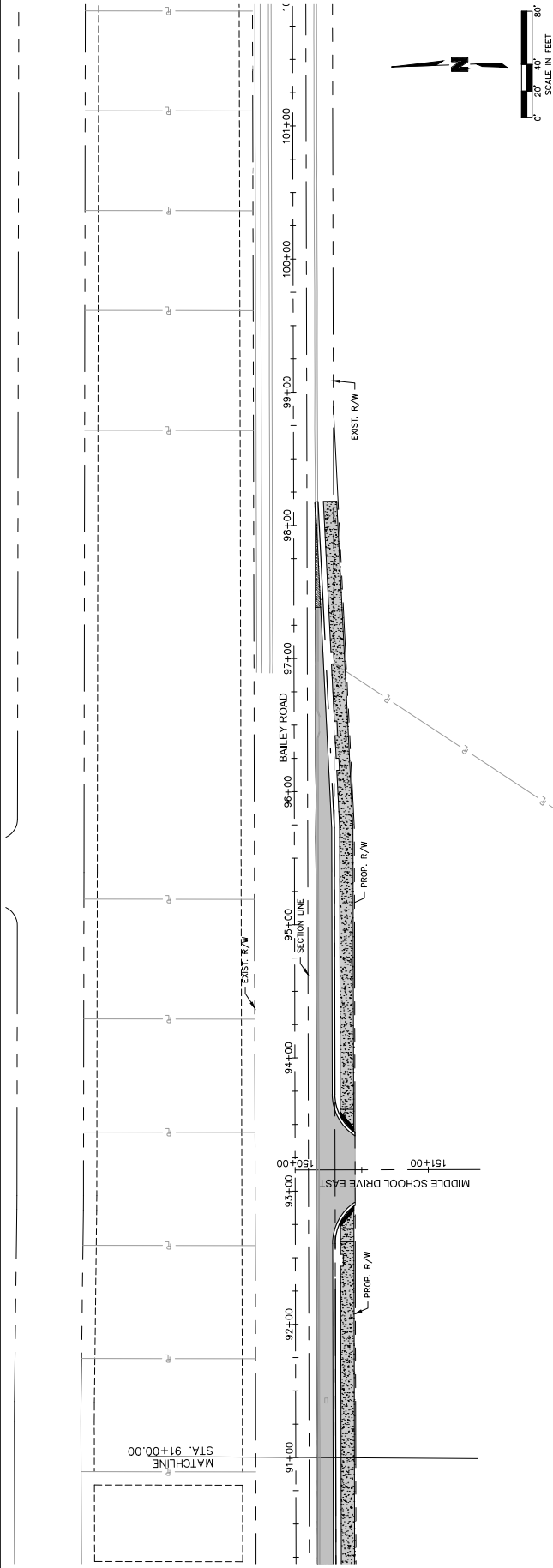
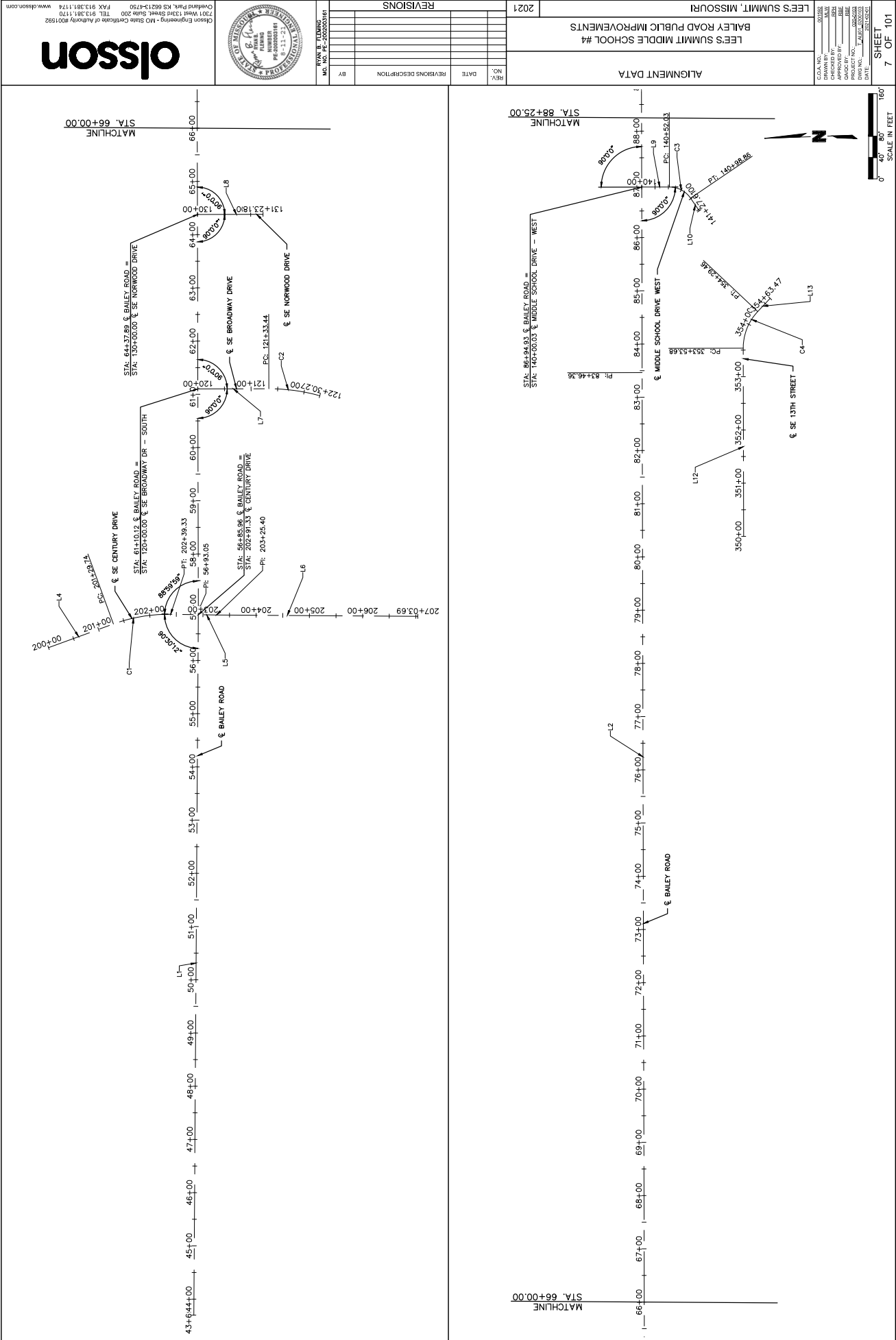
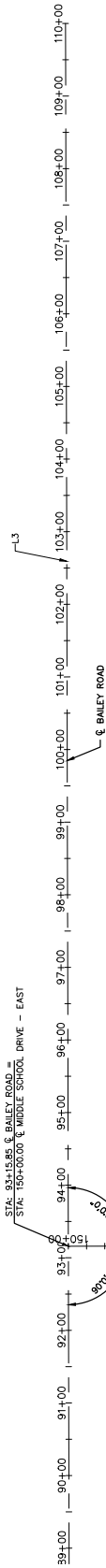








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CHECKED BY: J.M.		BY		REVISIONS DESCRIPTION		BY	
APPROVED BY: J.M.		DATE		DATE		DATE	
GRADE BY: J.M.		BY		REVISIONS DESCRIPTION		BY	
DATE: 8/25/2021		DATE		DATE		DATE	
7-AUG-2020		BY		REVISIONS DESCRIPTION		BY	
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20200201		BY		REVISIONS DESCRIPTION		BY	

[illegible]

uoss|o

SE 13TH STREET							
NO.	STATION	NORTHING	EASTING	LINE / CHORD BEARING	DELTA	TANGENT	RADIUS
L12	350+00.00	993399.5276	283122.9966	353.68°			
	350+00.00	993399.5276	283122.9966	353.68°	S88°07'44"E		
PC=	351+53.68	993398.7246	283156.4215				
PT=	351+95.50	993398.6774	283161.2713				
C4	351+95.50	993398.6774	283161.2713	75.78°	S66°25'14"E	39.81°	100.00'
PT=	352+29.46	993358.3624	283164.4717				
L13	354+65.47	993354.2128	283166.8146	34.01°	S44°42'43"E		

DRIVE STA. 301+60.38								
	NO.	STATION	NORTHING	EASTING	LENGTH	LINE/CHORD BEARING	DELTA	RADIUS
C8	PC	499+21.98	991553.4513	251529.6475				
	PT	499+61.06	991591.3071	251516.4053				
	P+M	500+00.00	991630.2036	25151522.3256	78.04'	N10°06'17"E	8°41'56"	514.00'

[illegible]

2021	LEES SUMMIT MIDDLE SCHOOL #4 BAILEY ROAD PUBLIC IMPROVEMENTS LEES SUMMIT, MISSOURI
------	--

C.O.A. NO.:	001992
DRAWN BY:	M.W.
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	020-0103
DWG NO.:	I GEN01-0200103
DATE:	2021-07-01

ADDITIONAL GENERAL NOTES:

- 1) ALL TREES TO BE GUARDED ARE MARKED THIS "X". SPARE ALL TREES THAT ARE MARKED AND (DO NOT DISTURB) ANY "T" TREES NOT MARKED AT ALL. EXCEPTIONALY GOOD TREES SHALL BE SPARED BY ADJUSTING BACKSLOPE LINES DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. ALL OPERATIONS AND ROOT ZONE PHYSICALLY PROTECTED PRIOR TO CONSTRUCTION PERMITS SHALL BE SUBSIDIARY TO OTHER END ITEMS.
- 2) THE CONTRACTOR SHALL FORTIFY ALL UTILITY CROSSINGS PRIOR TO THE START OF CONSTRUCTION OF THE NEW SANITARY SEWER MAINS. CONDUIT, AND ANY OTHER SURFACE ELEMENTS OF THE PROJECT. THIS SURVEY INFORMATION SHALL BE FORWARDED TO THE ENGINEER FOR REVIEW PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOT BEGIN CONSTRUCTION ON ANY SURFACE ELEMENT THAT IS SUBSIDIARY TO OTHER END ITEMS.

- [illegible]

- [illegible]



REVISIONS	
NO.	DESCRIPTION
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3	AS #37
4	AS #37
5	AS #37
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56	AS #37
57	AS #37

RECAPITULATION OF QUANTITIES	
ITEM NO.	ITEM DESCRIPTION
1	Mobilization
2	Clearing and Grubbing
3	Demolition and Removal
4	Pavement Asphaltic Surface (APWA Type 5-01) (2")
5	Pavement Asphaltic Surface (APWA Type 3-01) (2")
6	Pavement Asphaltic Base (APWA RC Type 5-01) (4")
7	Pavement Asphaltic Base (APWA RC Type 5-01) (5.5")
8	Pavement Asphaltic Base (APWA RC Type 5-01) (8")
9	Pavement Asphaltic Base (APWA RC Type 1-01) (10")
10	Concrete Base (MOOT Type 3) (4")
11	Aggregate Base (MOOT Type 3) (4")
12	Aggregate Base (MOOT Type 3) (6")
13	Aggregate Base (MOOT Type 3) (10")
14	Aggregate Base (MOOT Type 3) (12")
15	Geogrid (Tensar TX140)
16	Curb & Gutter (Type CG-1)
17	Concrete Driveway (6")
18	Concrete Driveway (8")
19	Concrete Sidewalk (4")
20	Concrete Sidewalk (6")
21	Concrete ADA Ramps
22	Detectable Warning Surface
23	Inlet (Curb) (5'x7')
24	Inlet (Curb) (8'x4')
25	Junction Box (10'x4')
26	Structure Modification
27	30" Pipe Collar
28	15" Storm Sewer (RCP Class III)
29	15" Storm Sewer (HDPE)
30	End Section (15" RC)
31	Erosion Control Devices
32	Traffic Signal Installation (Bailey & Century)
33	2" Conduit with Locate Cable and Pull String
34	Class I Fiber Optic Pull Box
35	Fiber Interface Panel with 250' Pigtail
36	Ethernet Switch, Transition with Separate Power Source
37	Single Mode Patch Cable
38	Temporary Traffic Control
39	Permanent Signing
40	Sign Post
41	Pavement Marking (4" Solid White Lane Line)
42	Pavement Marking (4" Solid Yellow Line)
43	Pavement Marking (12" Yellow Crosshatch Line)
44	Pavement Marking (24" White Stop Line)
45	Pavement Marking (6" White Crosswalk Line)
46	Pavement Marking (White Right Turn Arrow)
47	Pavement Marking (White Left Turn Arrow)
48	Connection to Existing Man
49	6" Water Line
50	6" 11.25 Bend
51	8" 90 Bend
52	Thrust Blocks

C.A.A. NO.	2020001687
DRAWN BY	Michael J. Leland
CHECKED BY	Michael J. Leland
APPROVED BY	Michael J. Leland
DATE	12/31/21

A. NO. 001592
OWN BY: M.W.
CKED BY: RPH
ROVED BY: RBE
C BY: RBE
JECT NO. 020-0103
NO.: T DEM01 0200103
2021-02-11

NOTE:

1. THESE DEMOLITION PLANS ARE THE ENGINEER'S BEST EFFORT TO IDENTIFY ALL ITEMS TO BE REMOVED. ADDITIONAL ITEMS FOUND DURING CONSTRUCTION WILL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "DEMOLITION AND REMOVAL."
2. STREET LIGHT RELOCATION BY OTHERS. CONTRACTOR SHALL COORDINATE WITH ENERGY (PHIL INGRAM 816-347-4339) FOR STREET RELOCATION.

BAILEY ROAD
IT, MISSOURI

BAILEY ROAD PUBLIC IMPROVEMENTS

BAILEY ROAD

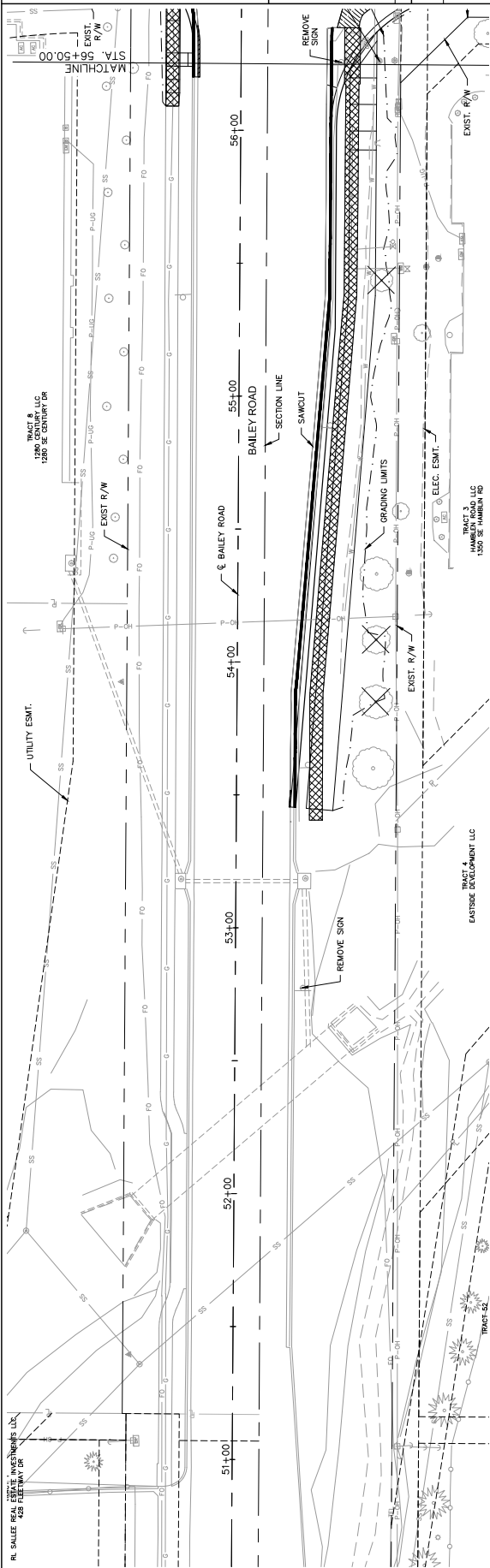
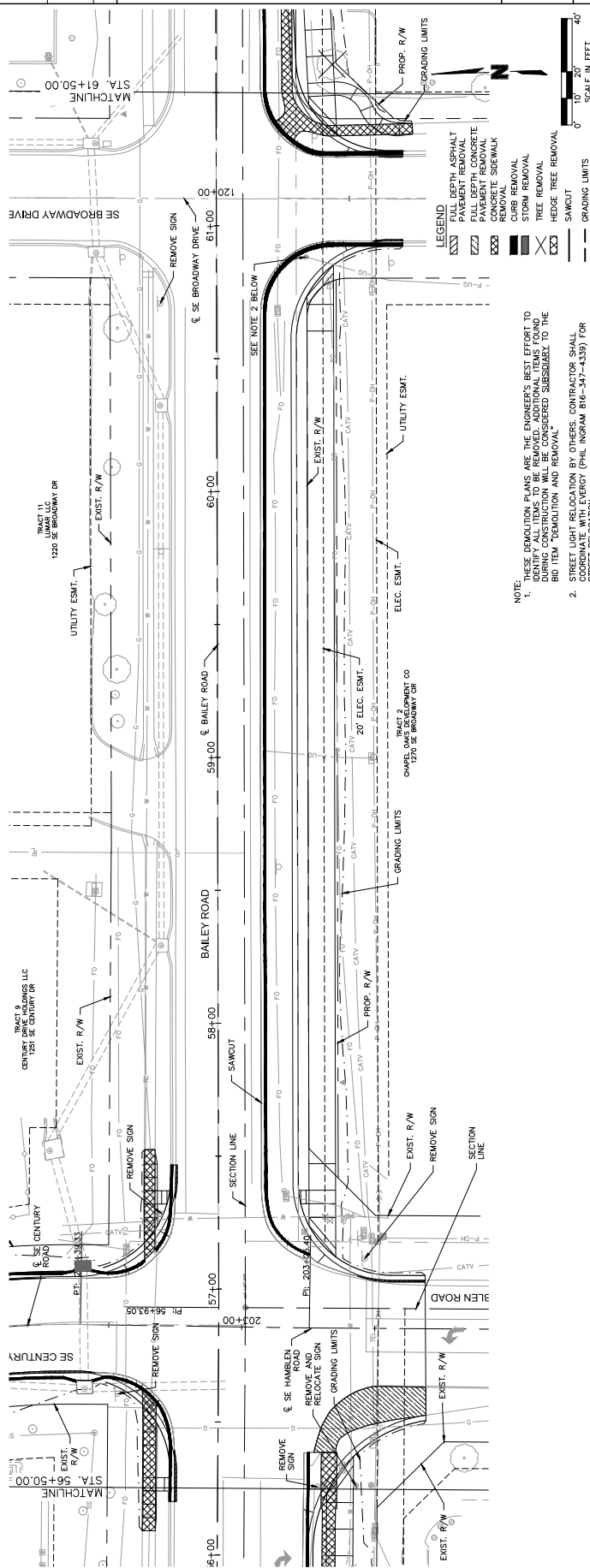
DEMOLITION & REMOVALS

REVISIONS

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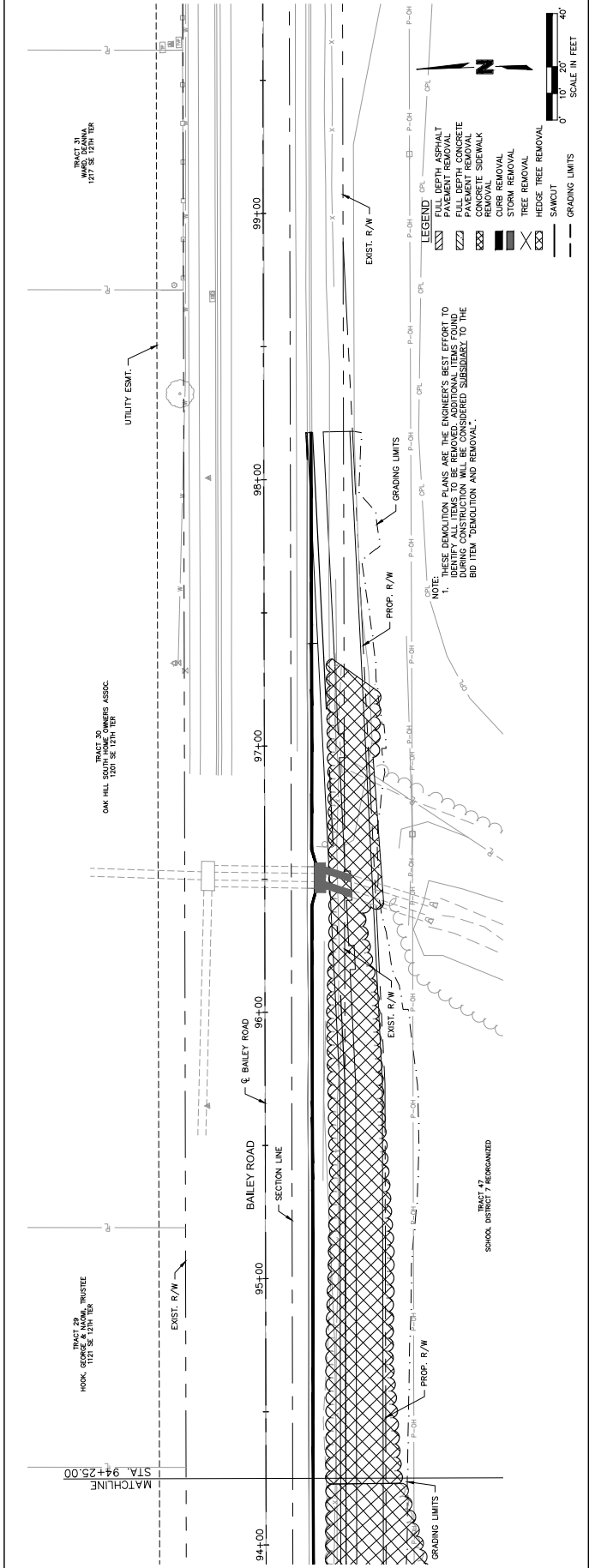
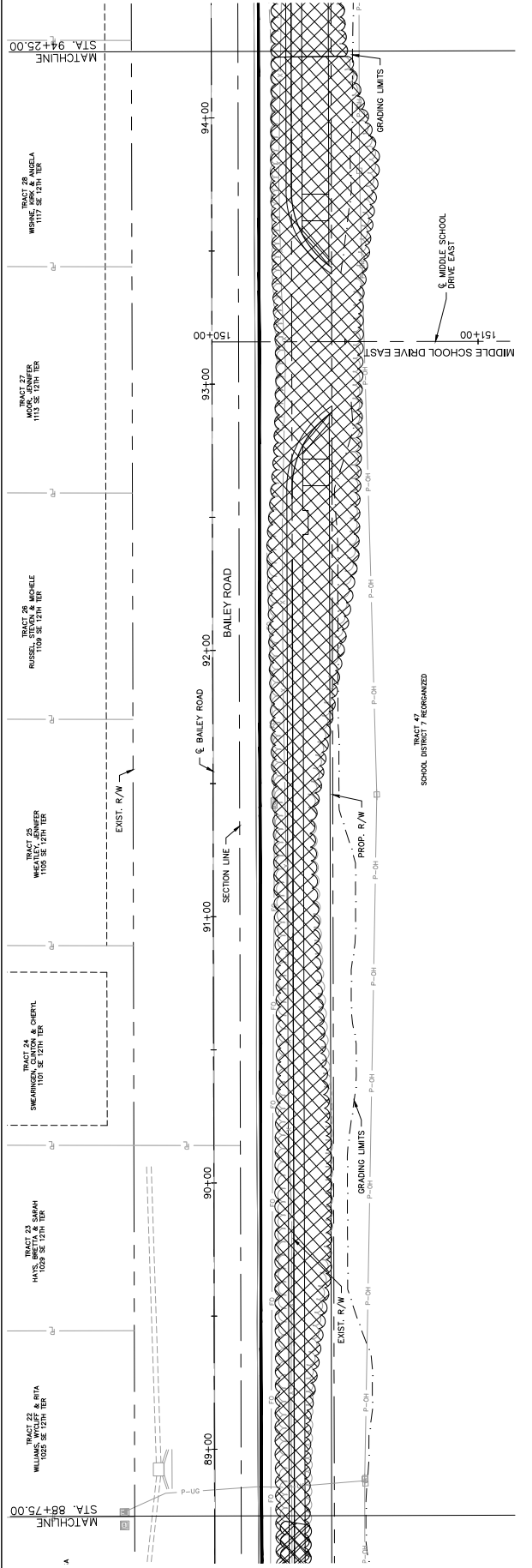
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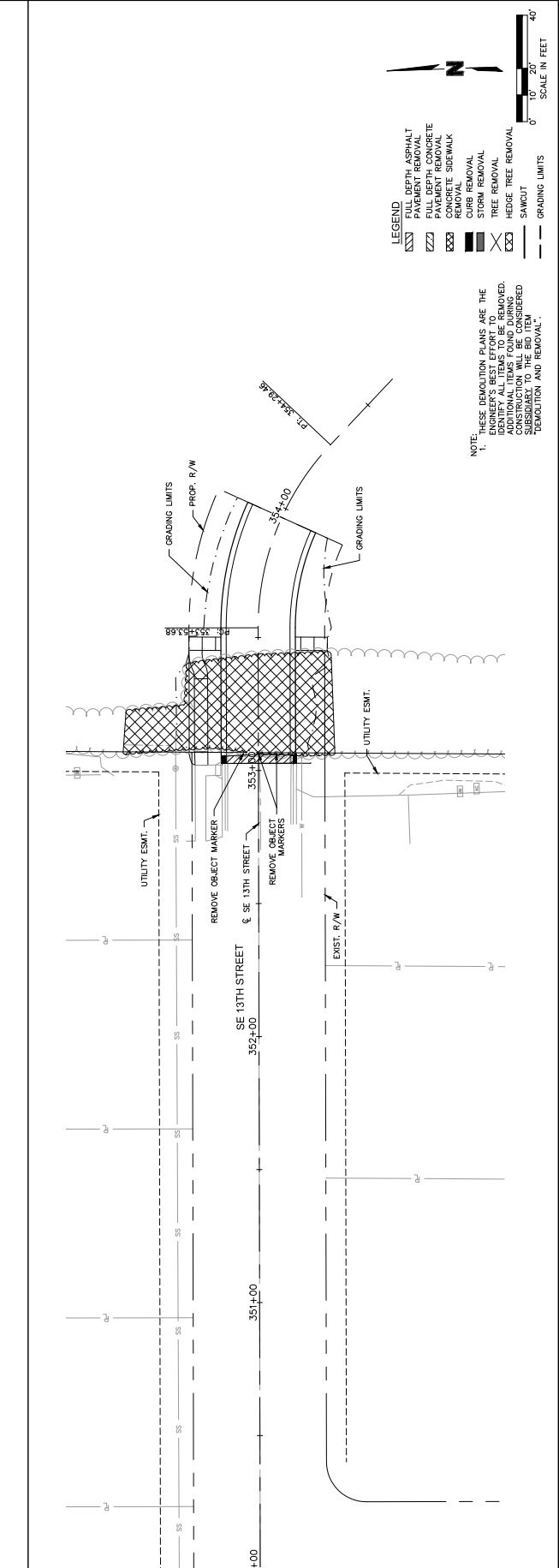
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	MIDDLE SCHOOL #4	
	BLIC IMPROVEMENTS	
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DEMOLITION	BAL	LEE'S SUMMIT	BALILEY ROAD PUL	LEE'S SUMMIT, MISSOURI
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C.O.A. NO.:	001592
DRAWN BY:	M.W.
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	020-0103
DWS NO.:	I DEM01_0200103
DATE:	2021-02-01

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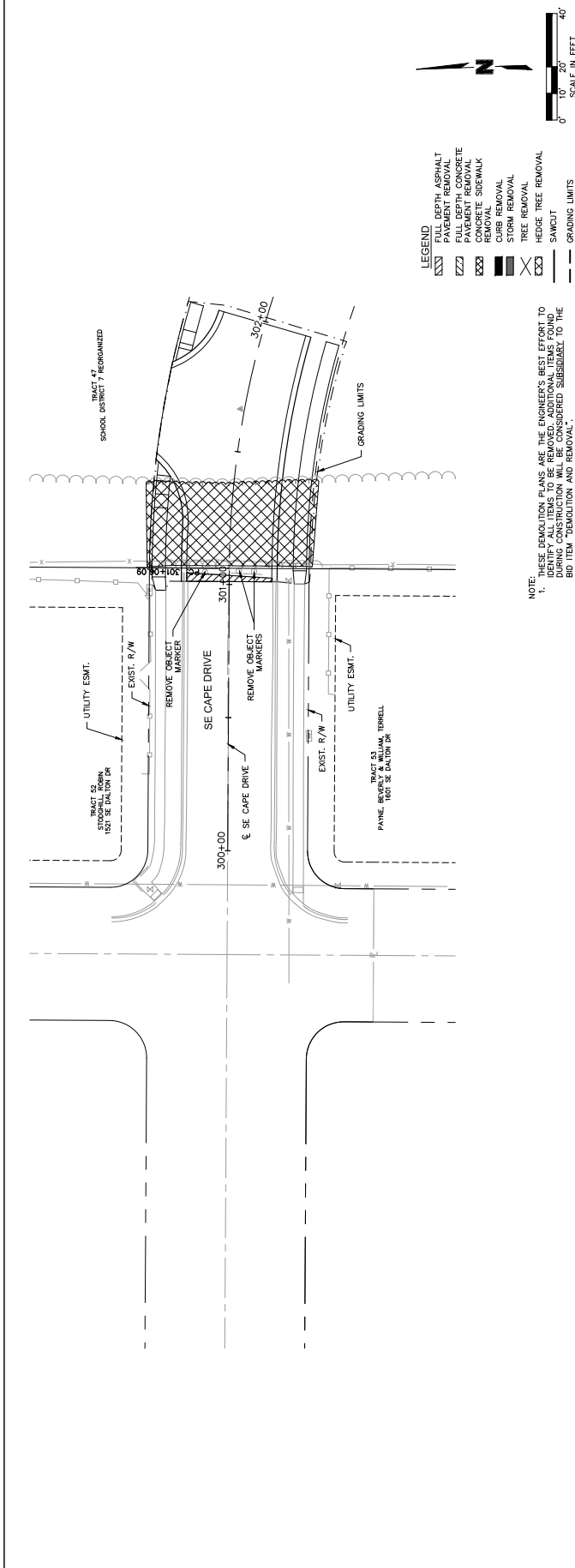
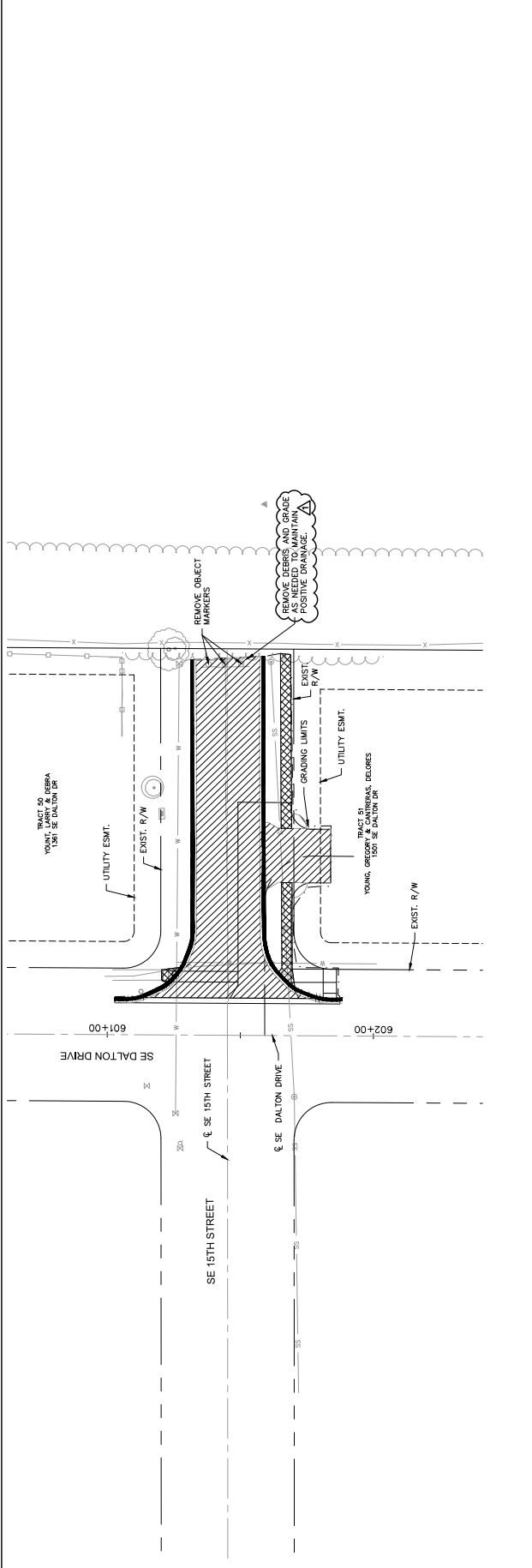




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BY	RPH
MO. NO. RE.	202000167

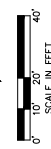
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LEE'S SUMMIT MIDDLE SCHOOL #4	
15TH STREET & CAPE DRIVE	
DEMOLITION & REMOVALS	

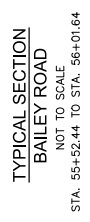
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DRAWN BY	DAVID E. JANSKY
CHECKED BY	DAVID E. JANSKY
APPROVED BY	DAVID E. JANSKY
DATE	08/25/2021



- LEGEND
- FULL DEPTH ASPHALT PAVEMENT REMOVAL
 - FULL DEPTH CONCRETE PAVEMENT REMOVAL
 - CONCRETE SIDEWALK REMOVAL
 - CURB REMOVAL
 - STORM REMOVAL
 - TREE REMOVAL
 - HEDGE TREE REMOVAL
 - SAWOUT
 - GRADING LIMITS

NOTE:
1. THESE DEMOLITION PLANS ARE THE ENGINEER'S BEST EFFORT TO SHOW THE AREAS TO BE DEMOLISHED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING CONDITIONS AND FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO BEGINNING CONSTRUCTION.



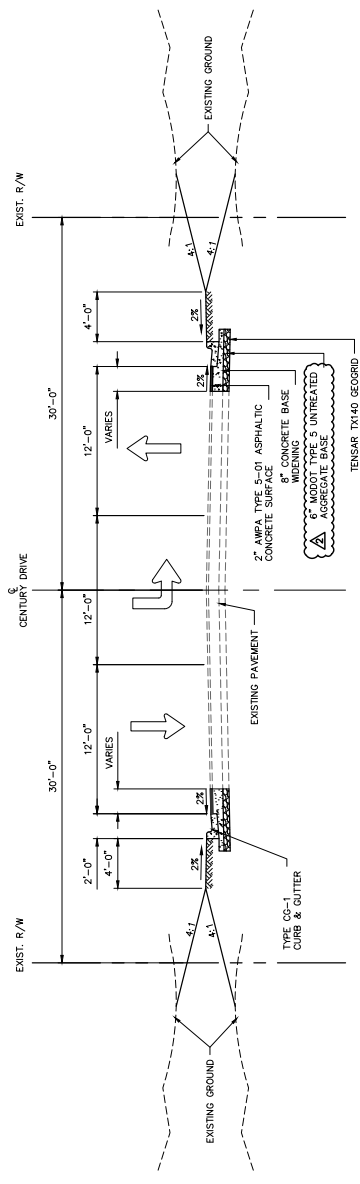




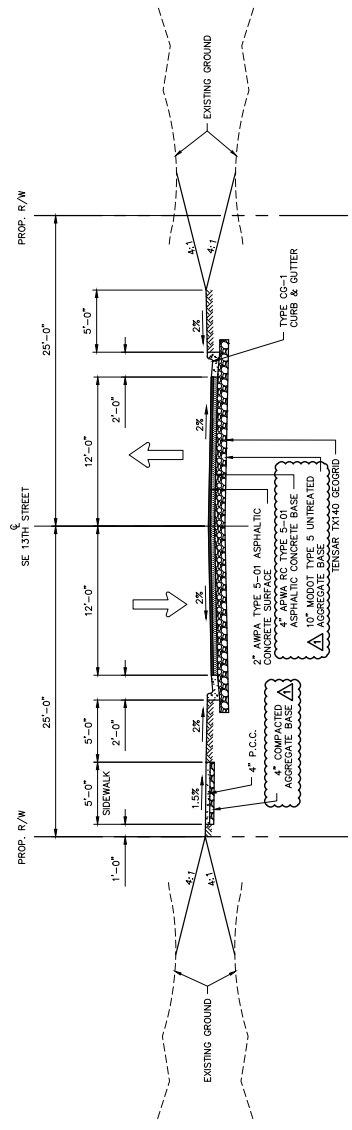
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2	11/08/2021	ASI #37	RPH

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	LEES SUMMIT MIDDLE SCHOOL #4 BAILEY ROAD PUBLIC IMPROVEMENTS
	TYPICAL SECTIONS

C.O.A. NO.:	001582
DRAWN BY:	N.W.
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	020-0103
DWG NO.:	TYP01 0200103
DATE:	2021-02-01



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SE CENTURY DRIVE
NOT TO SCALE
STA. 200+76.78 TO STA. 202+36.



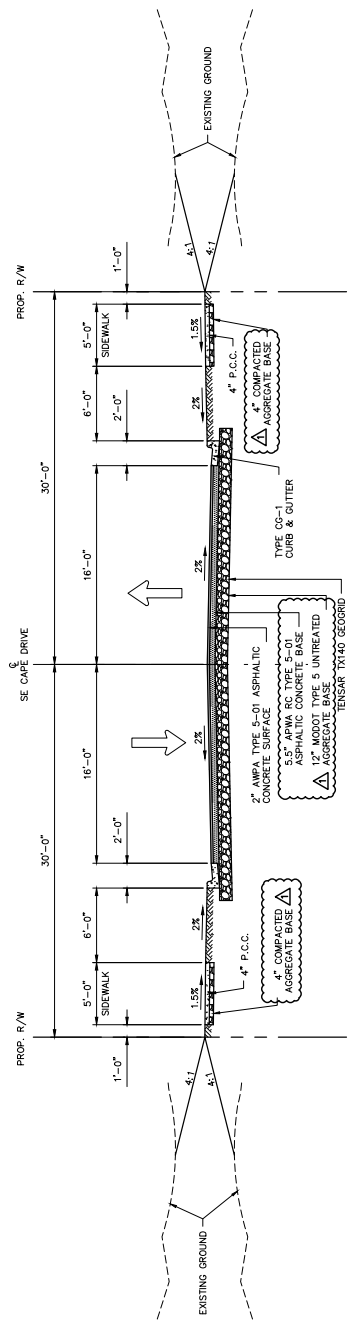
TYPICAL SECTION
SE 13TH STREET
NOT TO SCALE
STA. 353+02.70 TO STA. 353+35.



DATE		BY	REVISIONS
NO.	DATE	BY	REVISIONS
1	08/25/2021	ASJ	#29

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LEE'S SUMMIT MIDDLE SCHOOL #4	
BAILEY ROAD PUBLIC IMPROVEMENTS	
LEE'S SUMMIT, MISSOURI	

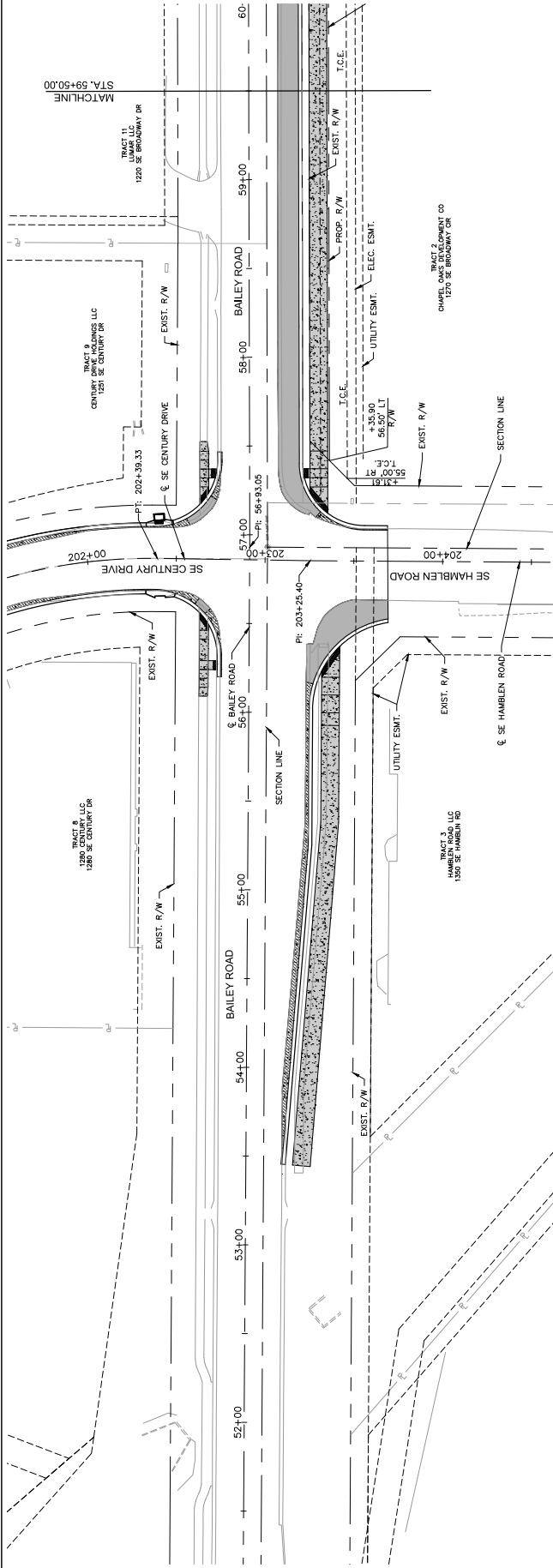
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DRAWN BY	SALE
CHECKED BY	SALE
APPROVED BY	SALE
SCALE	AS SHOWN
DATE	08/25/2021



TYPICAL SECTION
SE CAPE DRIVE
NOT TO SCALE
STA. 301+01.09 TO STA. 301+21.99

RIGHT OF WAY PLANS	BALILEY ROAD	LEE'S SUMMIT MIDDLE SCHOOL #4	BALILEY ROAD PUBLIC IMPROVEMENTS	LEE'S SUMMIT, MISSOURI
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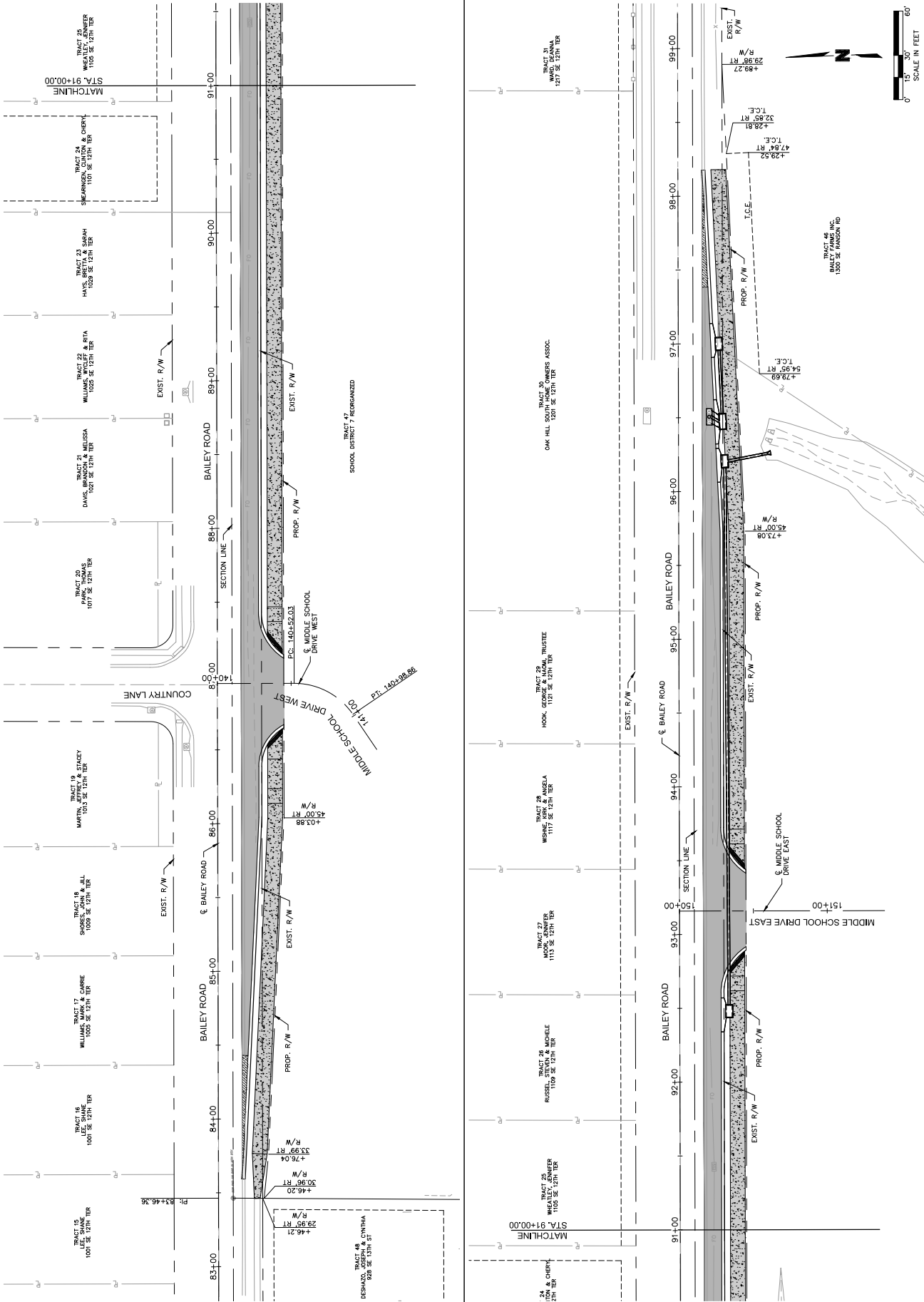
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 CHECKED BY: RPH
 APPROVED BY: RBE
 QA/QC BY: RBE
 PROJECT NO.: 020-0103
 DWG NO.: T ROW01-0200103
 DATE: 2021-02-21

BAILEY ROAD PUBLIC IMPROVEMENTS

2021

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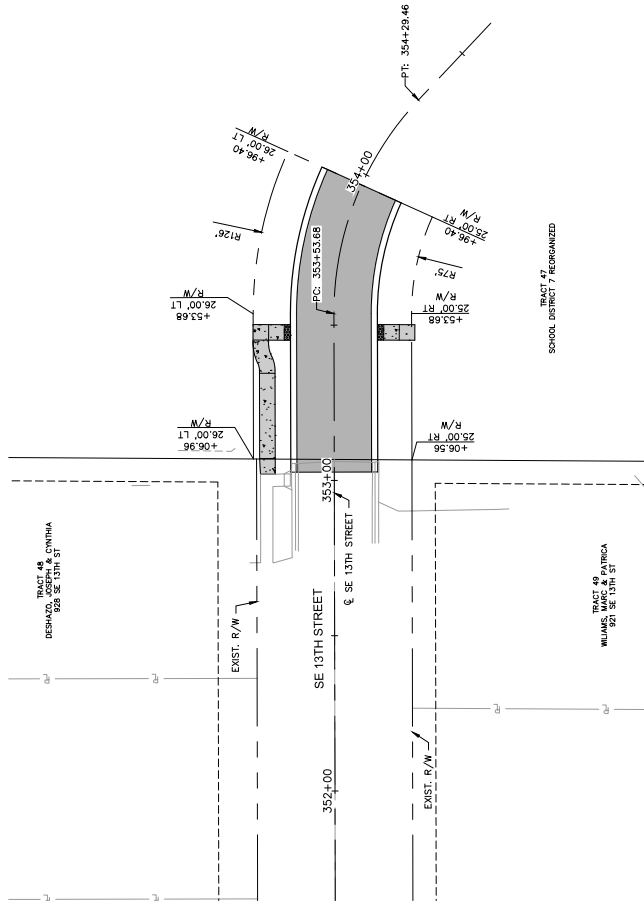
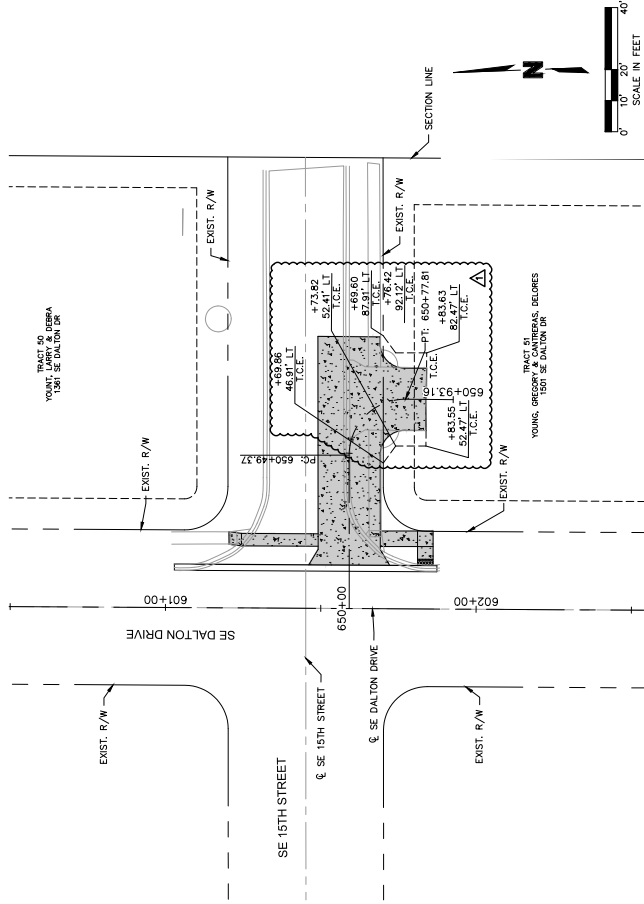


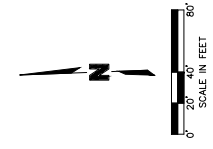
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CHECKED BY: RPH
APPROVED BY: RBE
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DWG. NO.: T-ROAD03-0200103
DATE: 2007-11-07

RIGHT OF WAY PLANS	BAILEY ROAD	LEES SUMMIT MIDDLE SCHOOL #4	BAILEY ROAD PUBLIC IMPROVEMENTS	LEES SUMMIT, MISSOURI
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RIGHT OF WAY PLANS
BAILEY ROAD[illegible]

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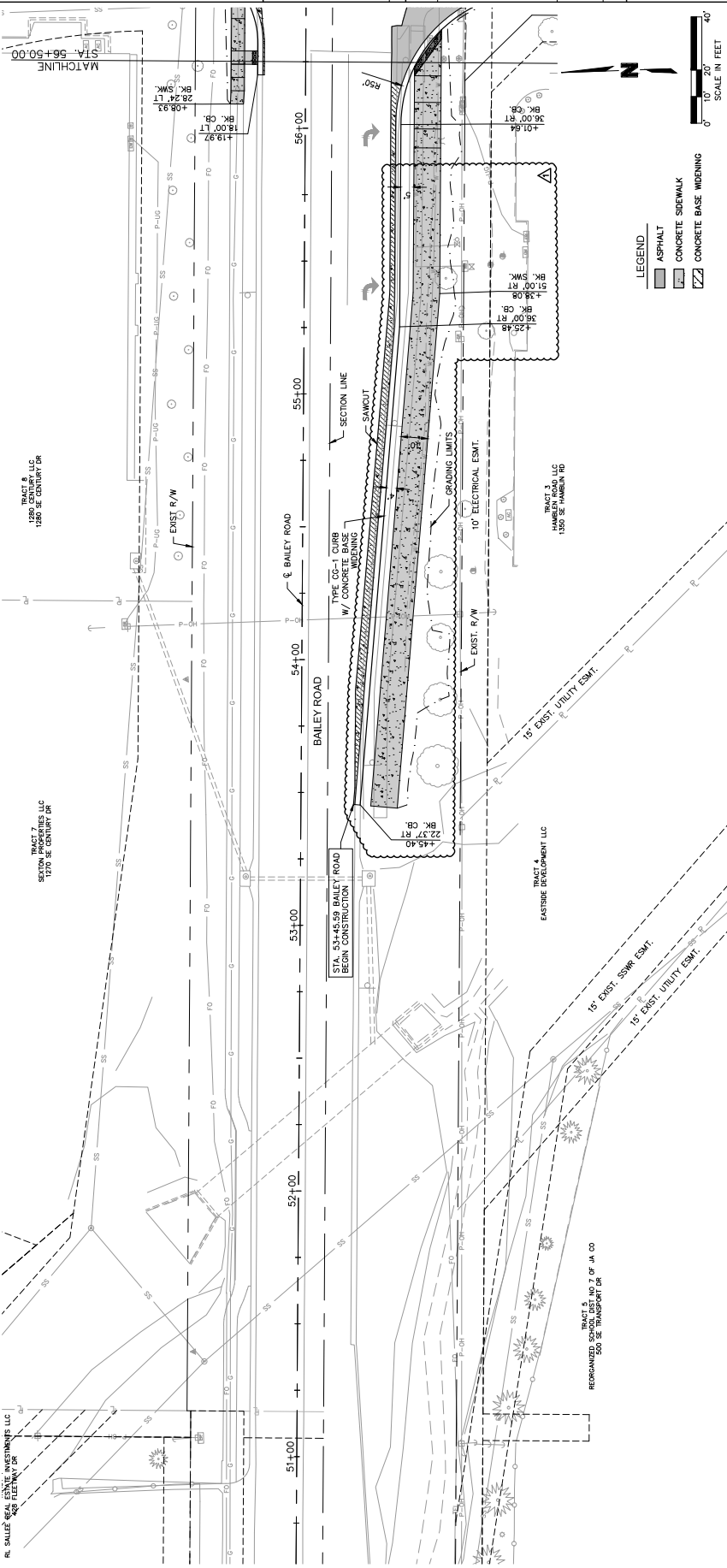
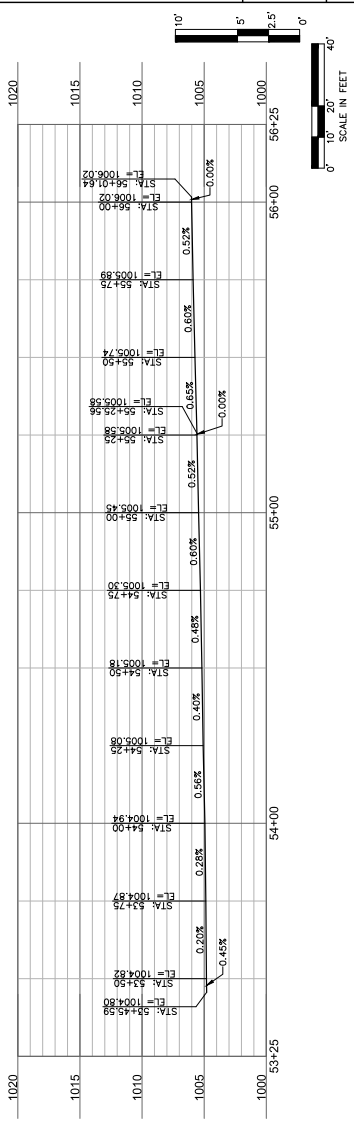


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CHECKED BY: RPH
APPROVED BY: RBE
QA/QC BY: RBE
PROJECT NO.: 020-0103
DWG NO.: T_RPP01_0200103
DATE: 2021-07-01

PLAN & EDGE OF PAVEMENT PROFILE
BAILEY ROAD
LEE'S SUMMIT MIDDLE SCHOOL #4
BAILEY ROAD PUBLIC IMPROVEMENTS
T, MISSOURI

[illegible]

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C.I.A. NO. 2020002
DRAWN BY: J. H. HARRIS
CHECKED BY: J. H. HARRIS
APPROVED BY: J. H. HARRIS
DATE: 08/25/2020
DWG NO. 2020002

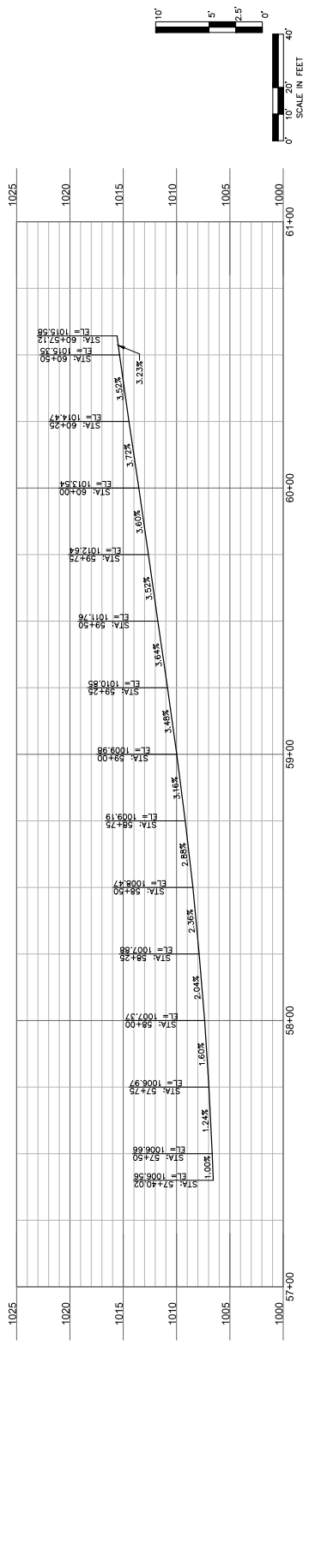
LEE'S SUMMIT, MISSOURI
BAILEY ROAD PUBLIC IMPROVEMENTS
BAILEY ROAD
PLAN & EDGE OF PAVEMENT PROFILE

REV.	NO.	DATE	REVISIONS DESCRIPTION	BY
2021				

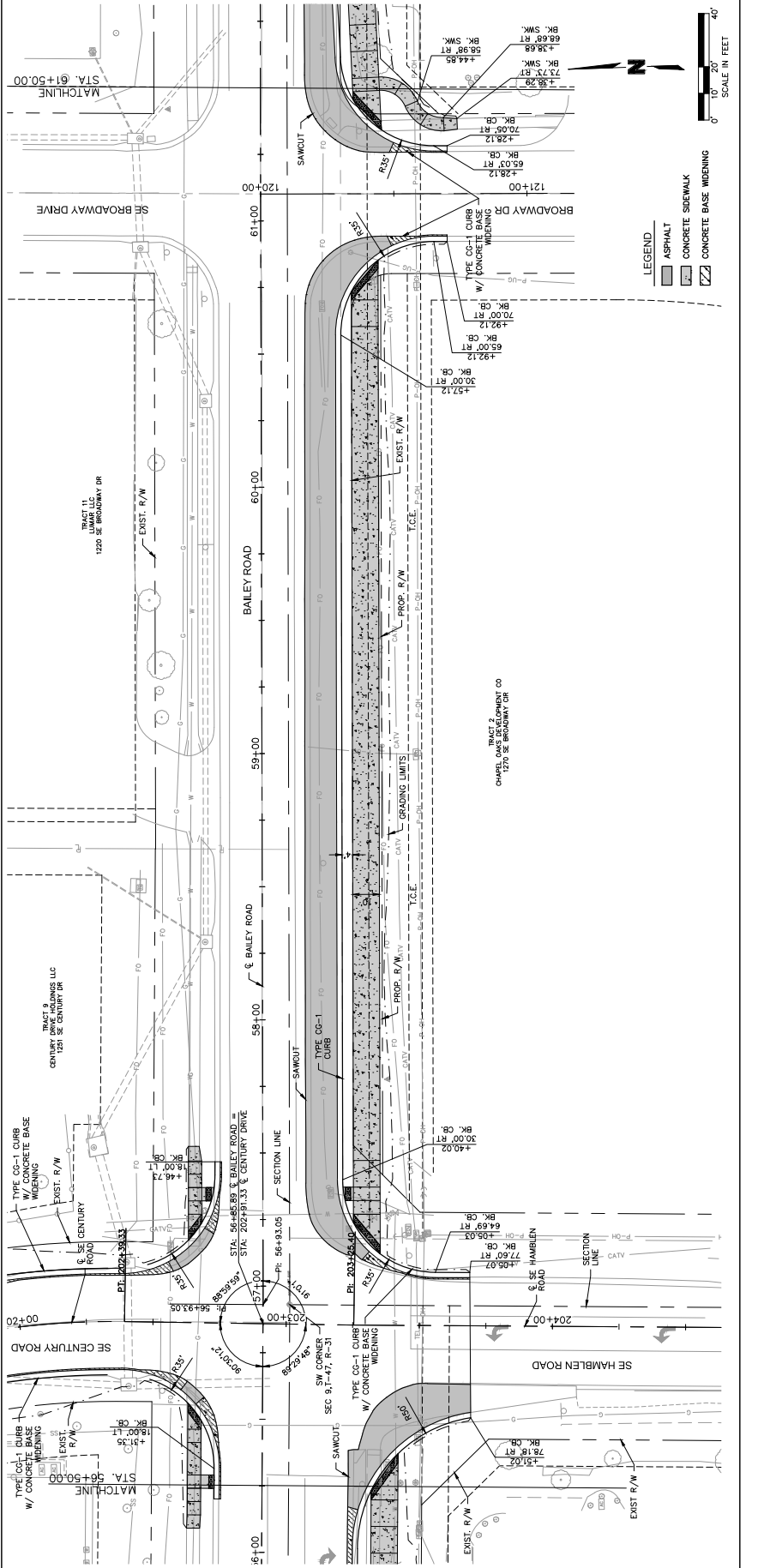
REV.	NO.	DATE	REVISIONS DESCRIPTION	BY
2021				



Olsson
Olsson Engineering - MO State Certificate of Authority #001592
7201 West 139th Street, Suite 200
FAX: 913.381.1170
www.olsson.com



BAILEY ROAD RIGHT EDGE OF PAVEMENT

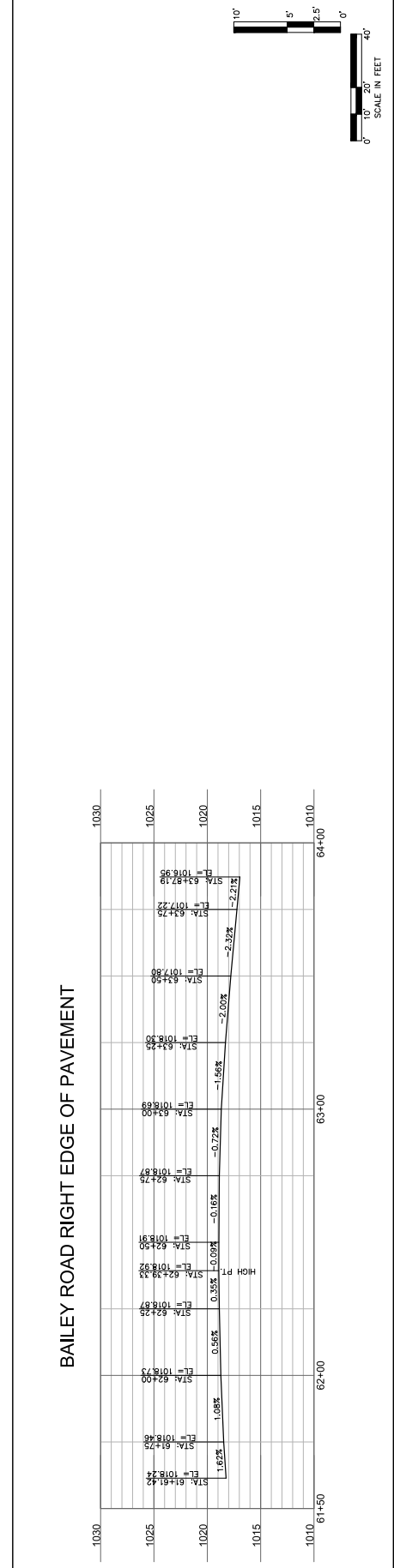
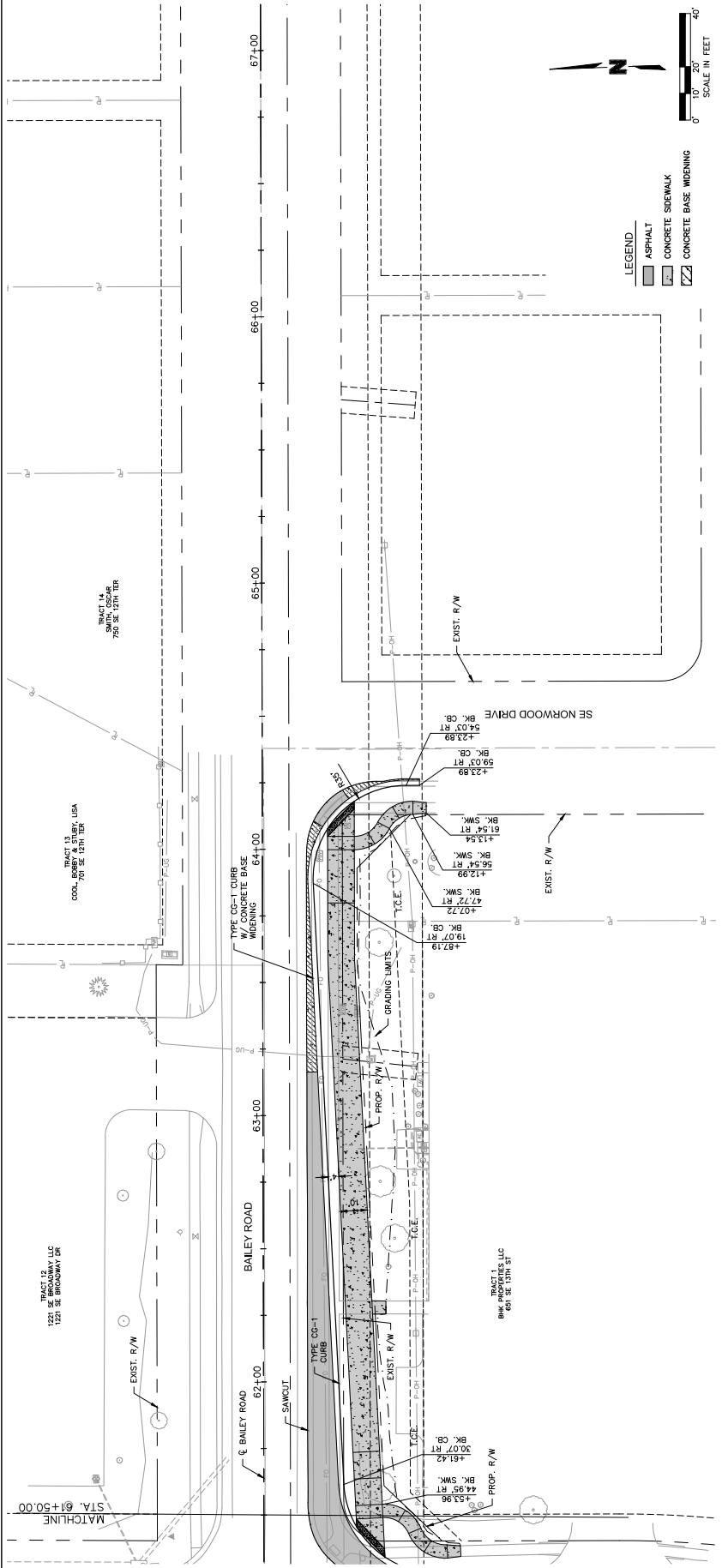


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2021	LEE'S SUMMIT, MISSOURI
	LEE'S SUMMIT MIDDLE SCHOOL #4
	BAILEY ROAD PUBLIC IMPROVEMENTS
	PLAN & EDGE OF PAYMENT PROFILE
	BAILEY ROAD

C.O.A. NO.:	001592
DRAWN BY:	M.W.
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	020-0103
DWG NO.:	T_RPP03_0200103
DATE:	2021-02-01

SHEET
26 OF 101

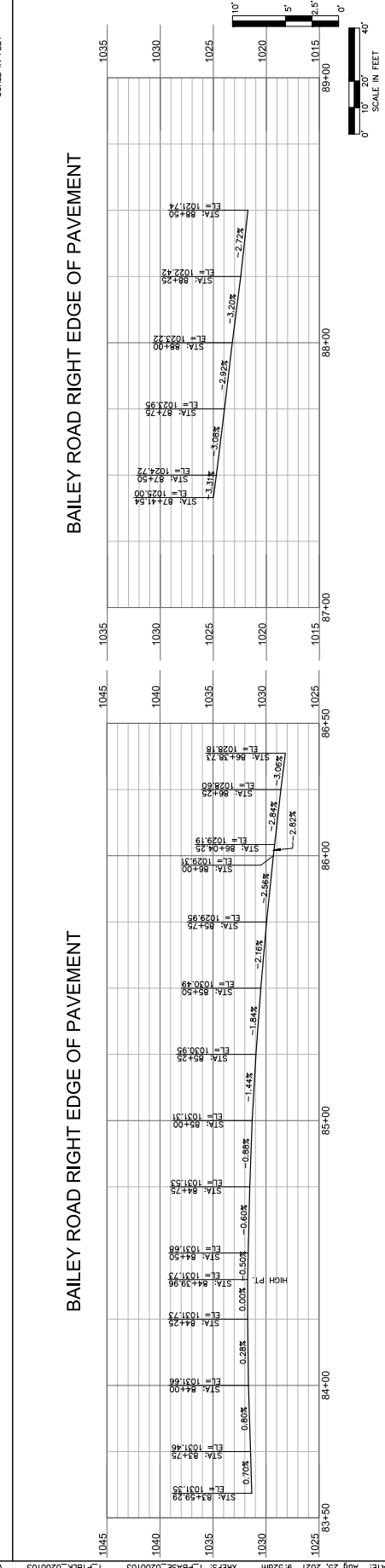
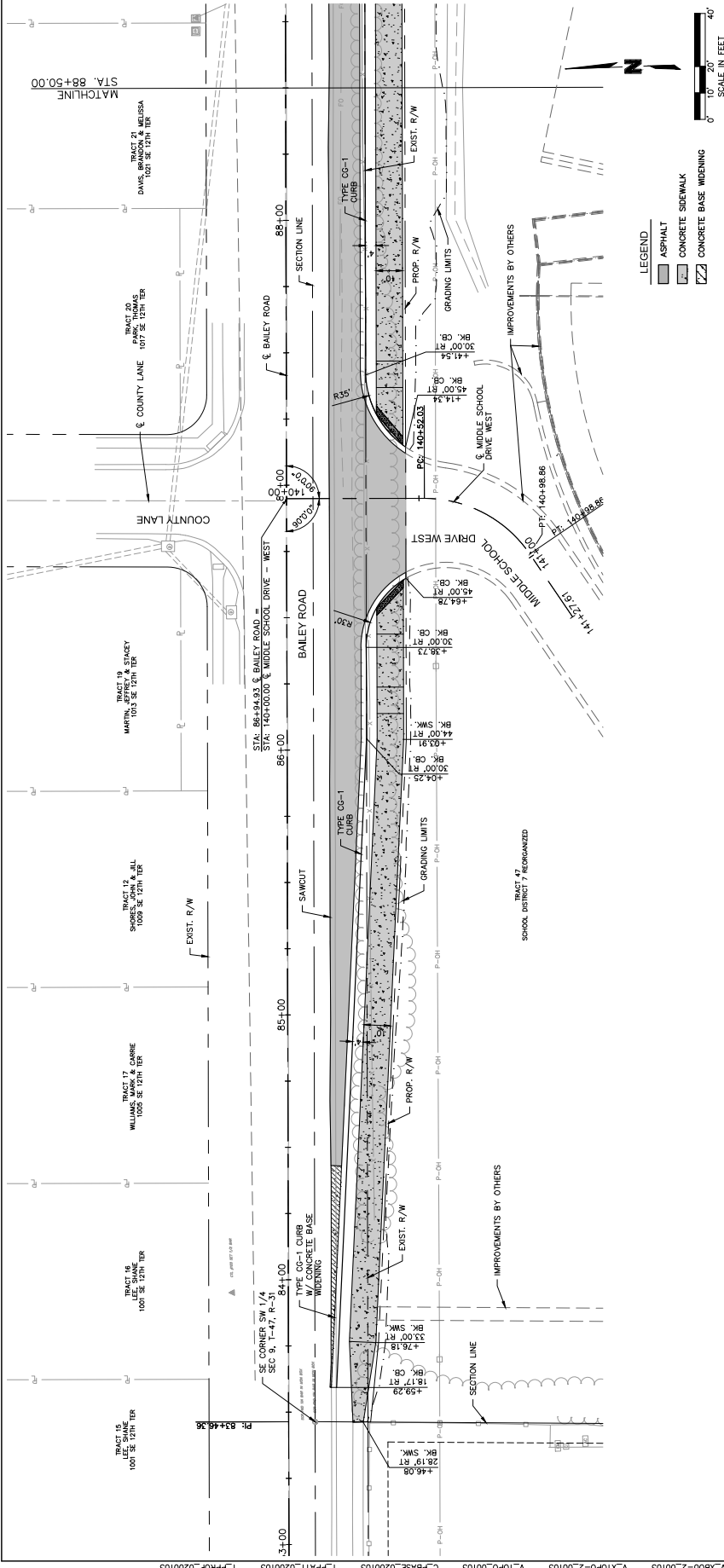


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2021	LEE'S SUMMIT, MISSOURI
	LEE'S SUMMIT MIDDLE SCHOOL #4
	BAILEY ROAD PUBLIC IMPROVEMENTS
	BAILEY ROAD
	PLAN & EDGE OF PAYMENT PROFILE

C.O.A. NO.:	001592
DRAWN BY:	M.W.
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	020-0103
DWG NO.:	T_RPP04_0200103
DATE:	2021-02-01

SHEET
27 OF 101

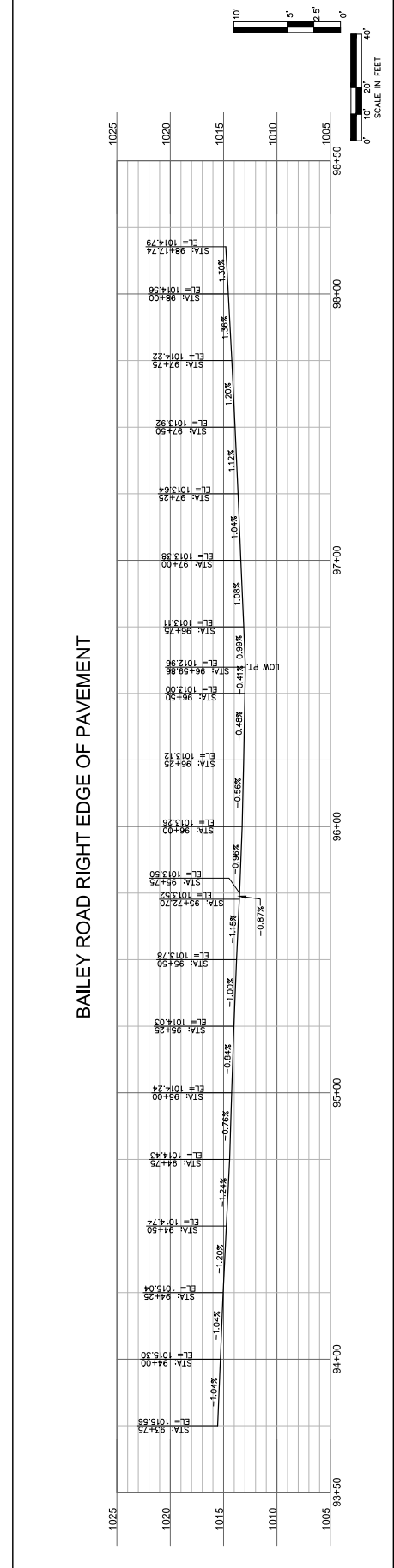
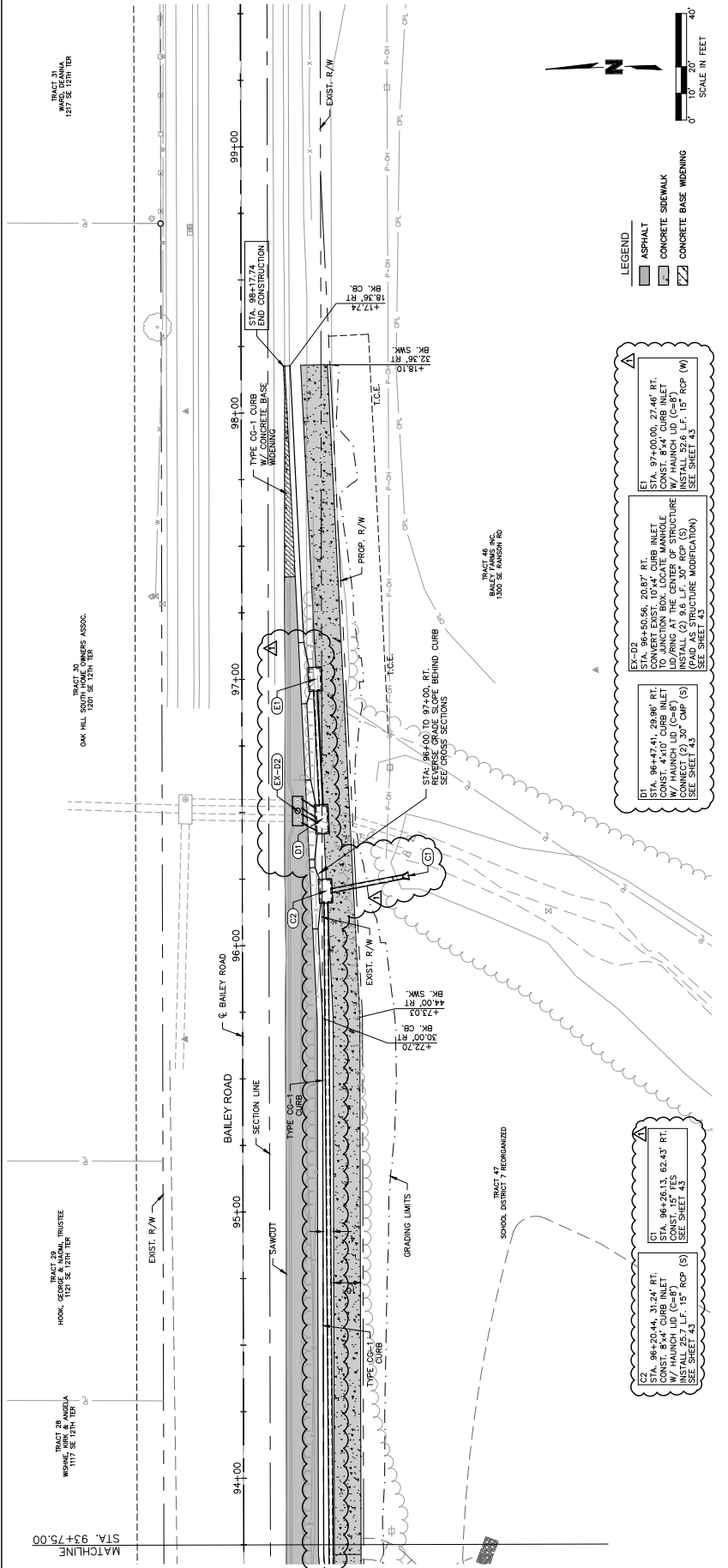


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PLAN & EDGE OF PAVEMENT PROFILE	LEE'S SUMMIT MIDDLE SCHOOL #4	LEE'S SUMMIT, MISSOURI	2021
BAILEY ROAD	BAILEY ROAD PUBLIC IMPROVEMENTS		

C.O.A. NO.:	001592
DRAWN BY:	M.W.
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	020-0103
DWG NO.:	T_RPP08_0200103
DATE:	2021-02-01

SHEET
29 OF 101

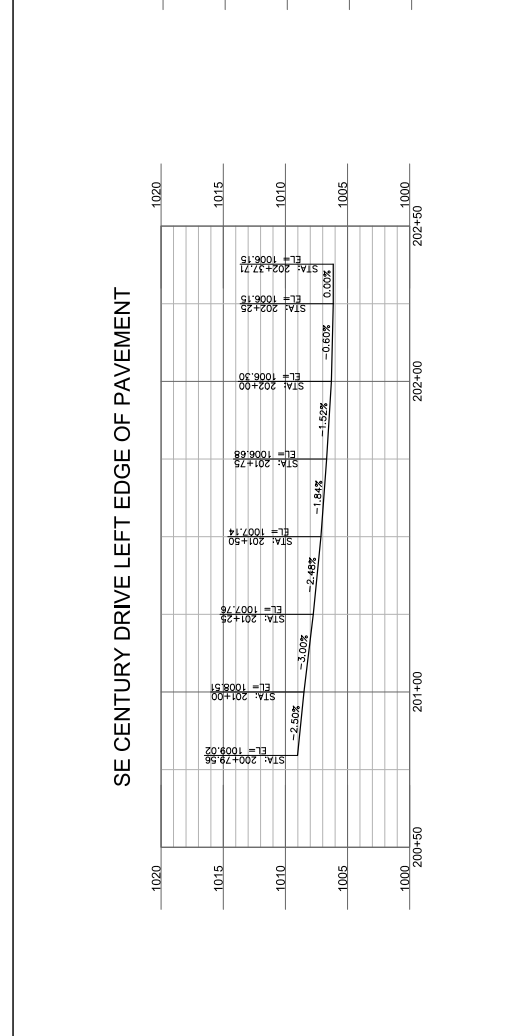
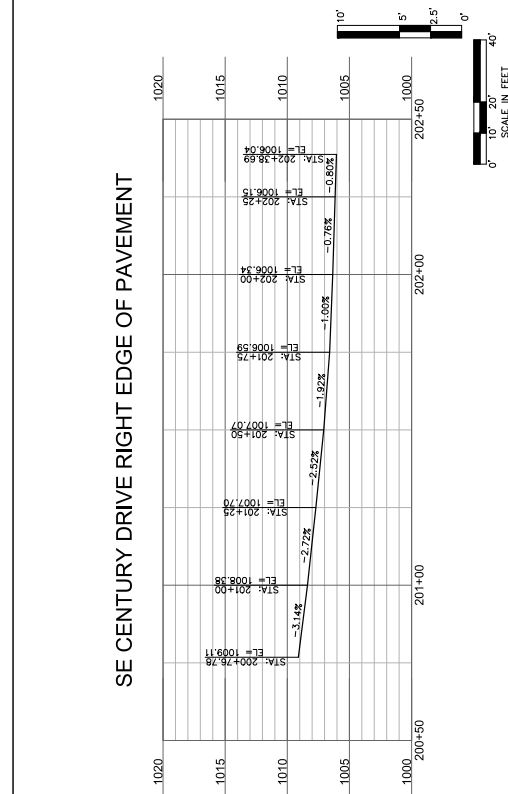
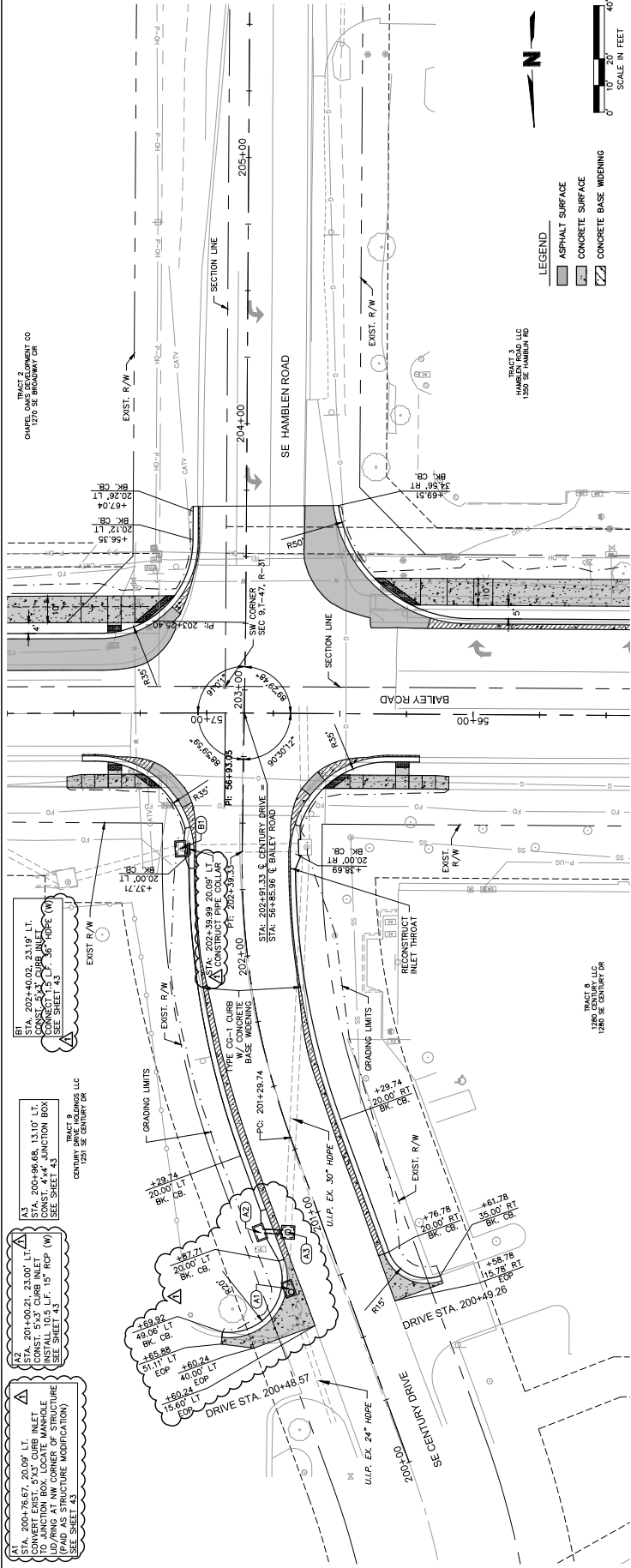


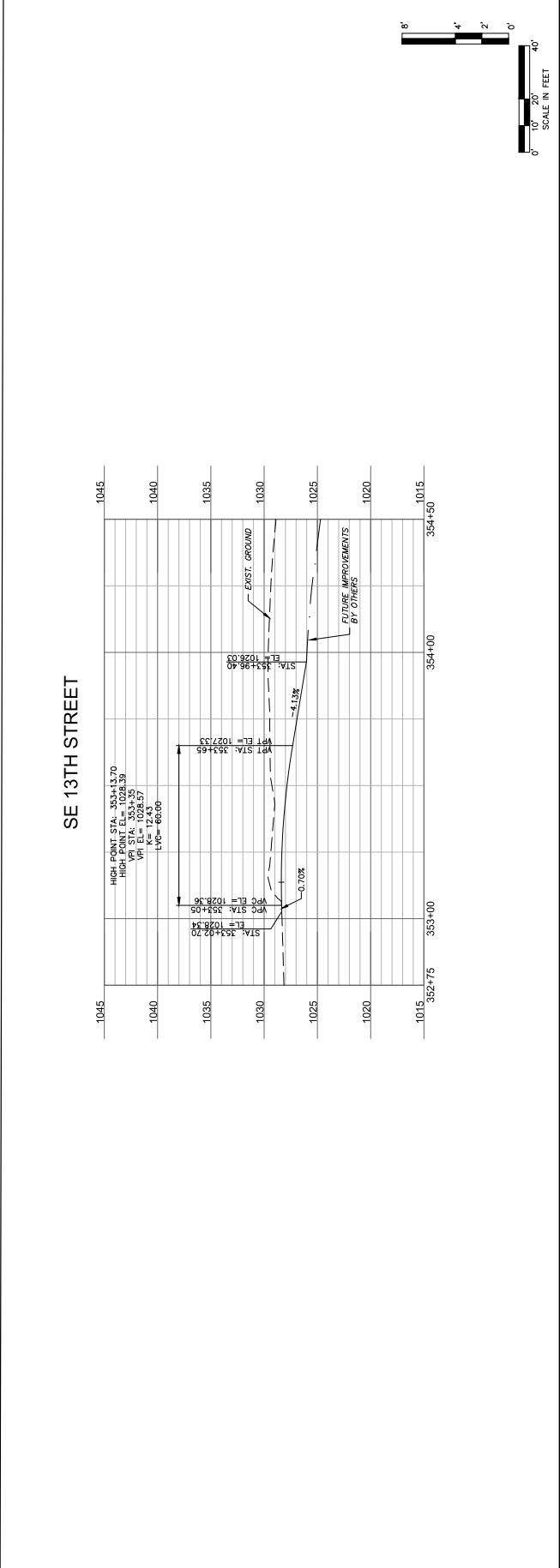
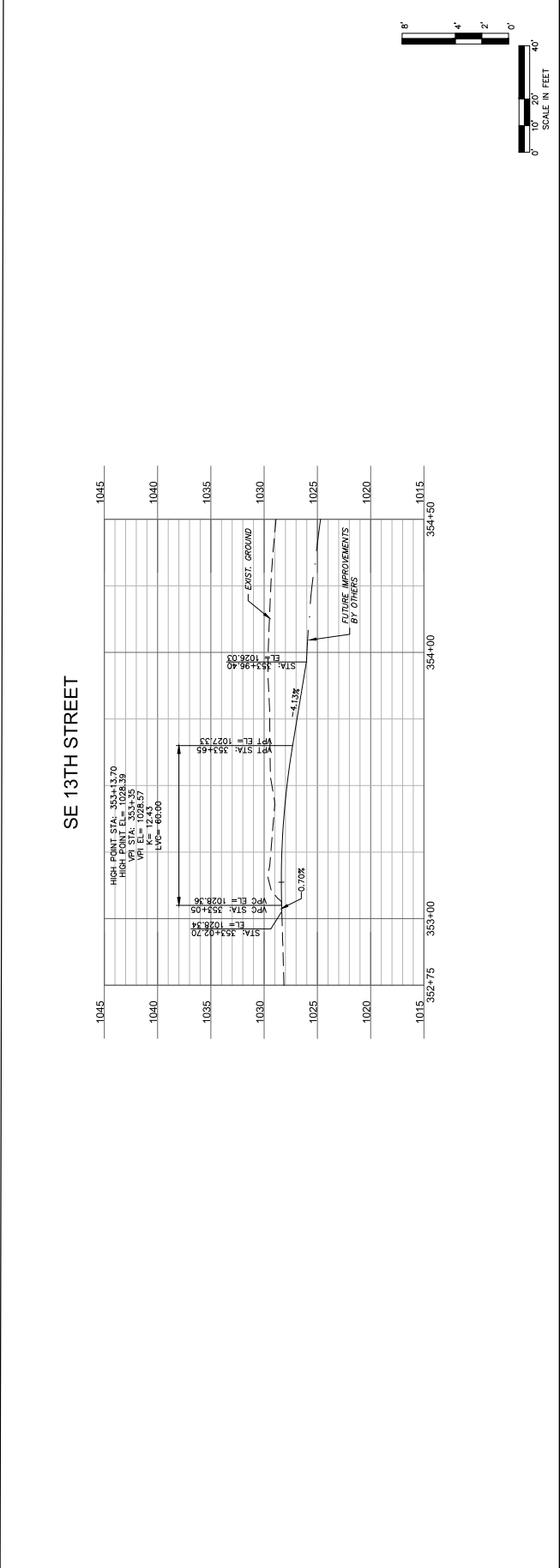
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	LEE'S SUMMIT MIDDLE SCHOOL #4
	BAILY ROAD PAVEMENT IMPROVEMENTS
	CENTURY DRIVE
	PLAN & EDGE OF PAVEMENT PROFILE

C.O.A. NO.:	001592
DRAWN BY:	M.W.
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	020-0103
DWG NO.:	T_RPP10_0200103
DATE:	2021-02-01

SHEET
30 OF 101

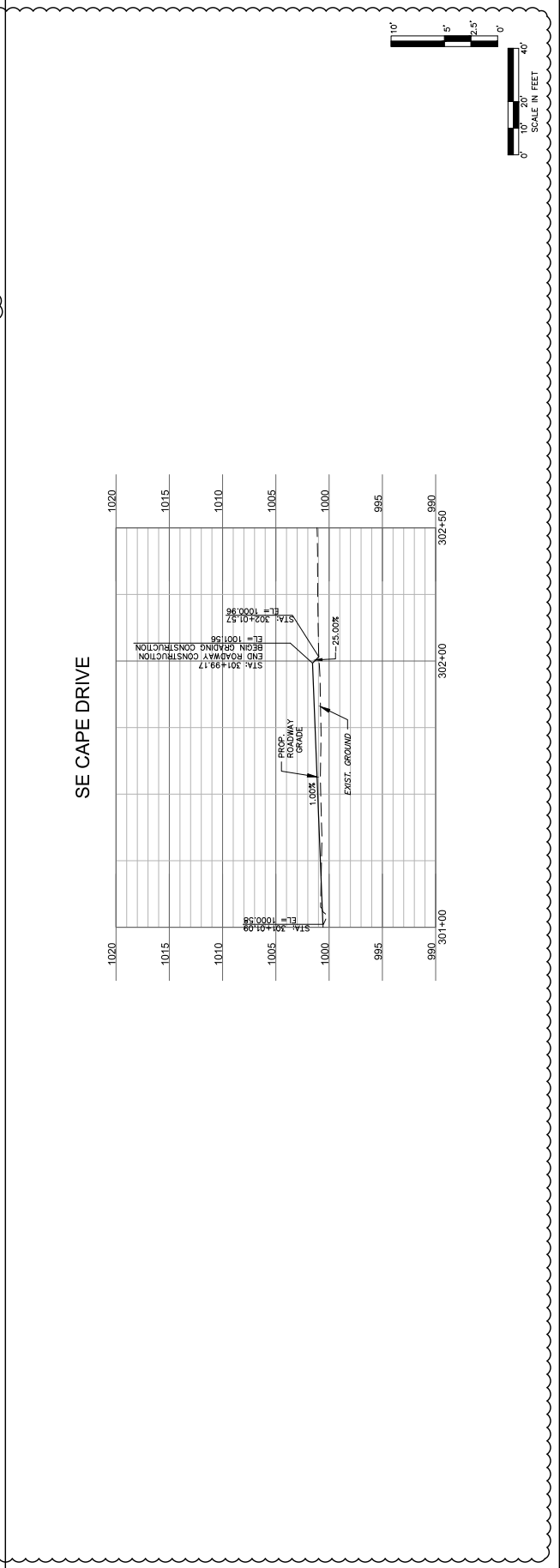
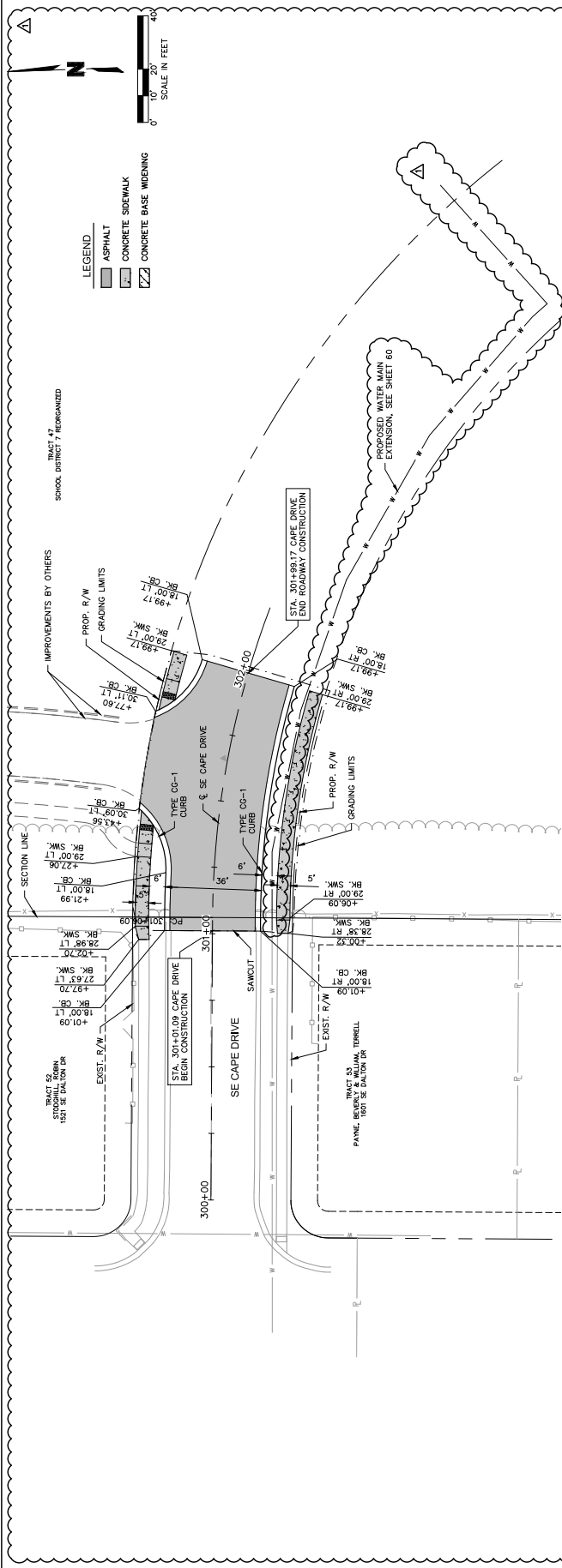


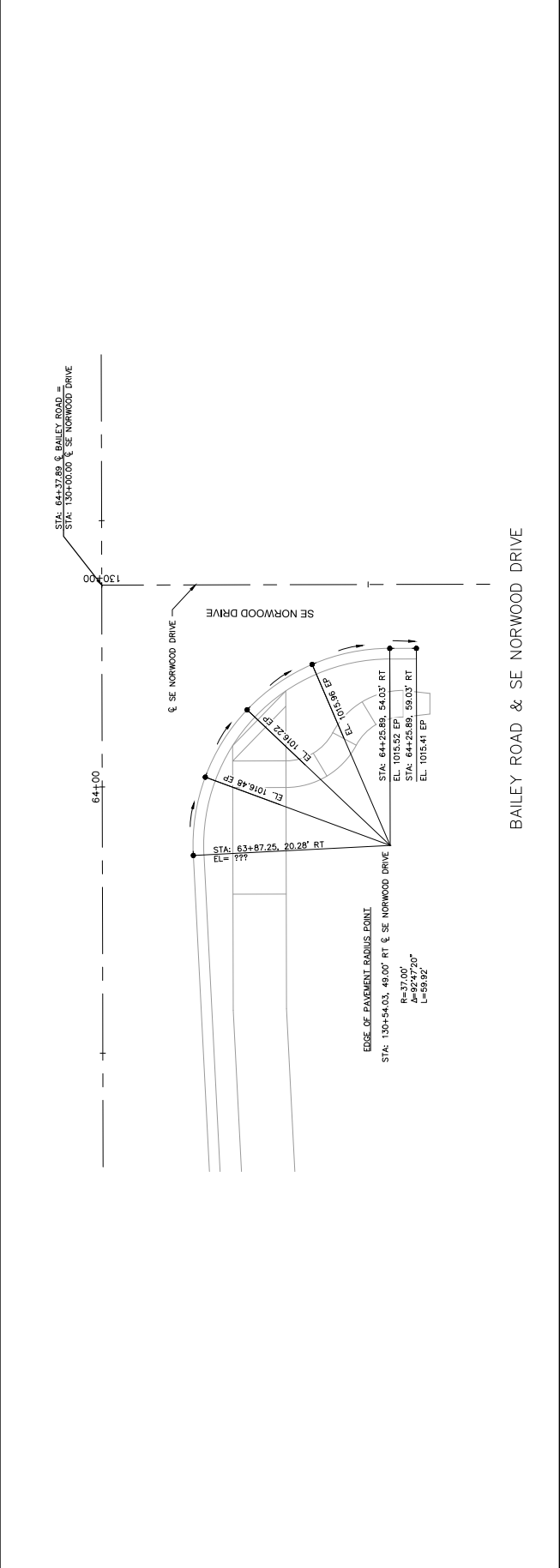


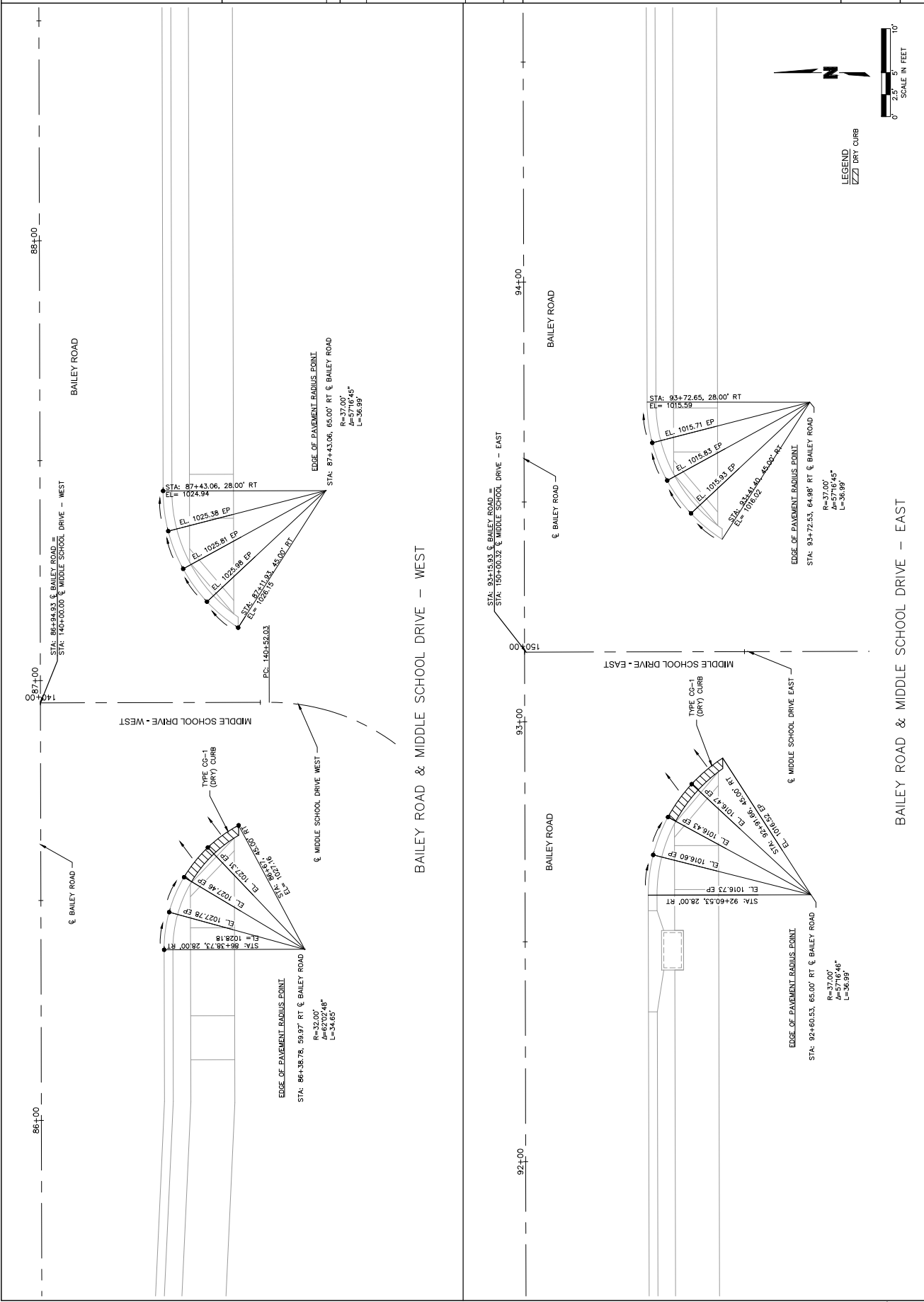
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2021	LEE'S SUMMIT, MISSOURI
	LEE'S SUMMIT MIDDLE SCHOOL #4
	BAILEY ROAD PUBLIC IMPROVEMENTS
	PLAN & PROFILE
	SE CAPE DRIVE

C.O.A. NO.:	001592
DRAWN BY:	M.W.
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	020-0103
DWG NO.:	T_RPP09_0200103
DATE:	2021-02-01







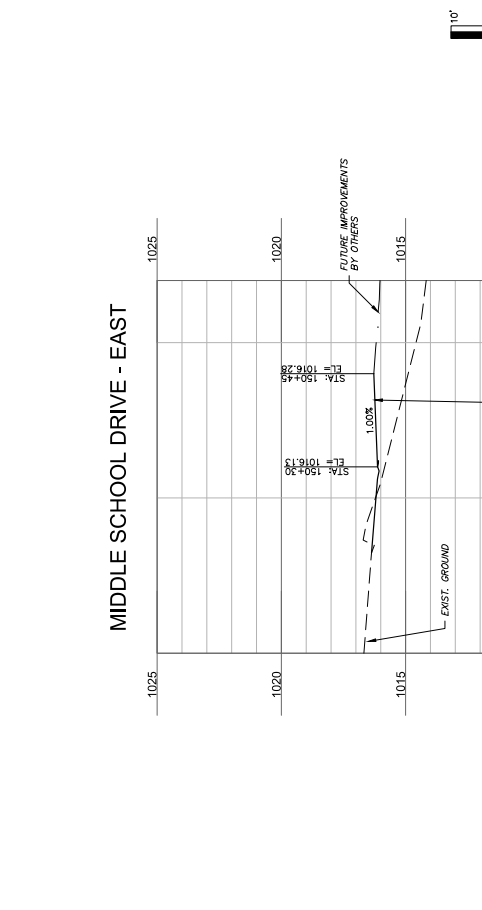
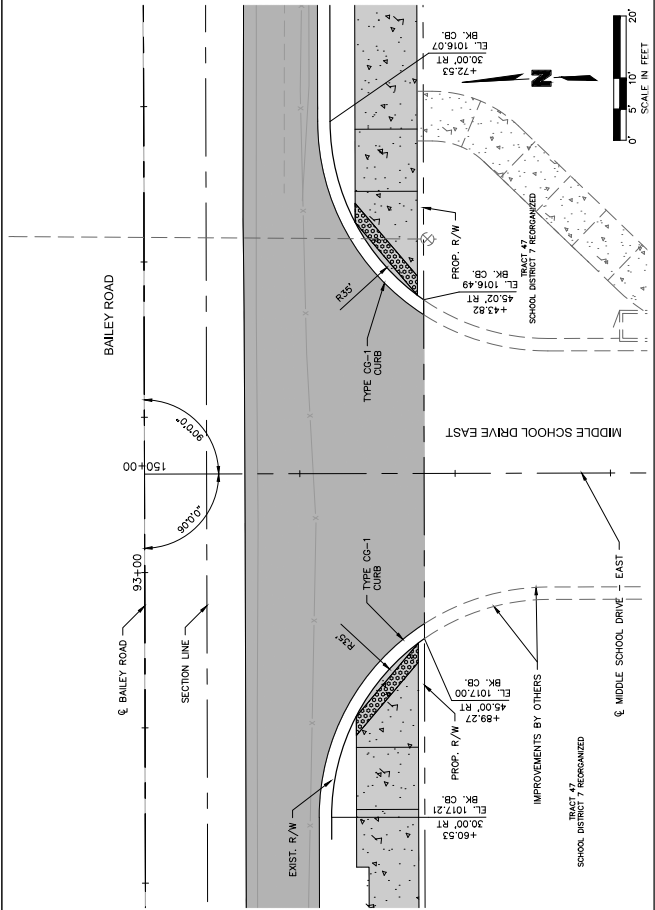
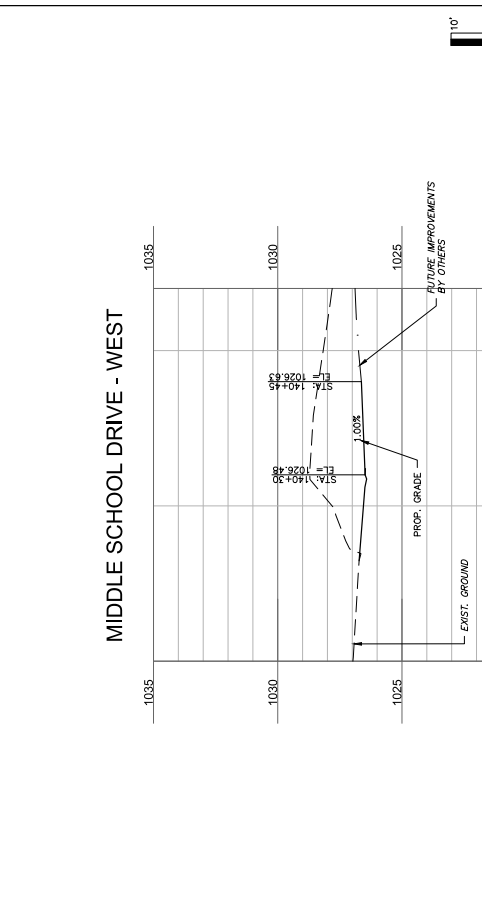
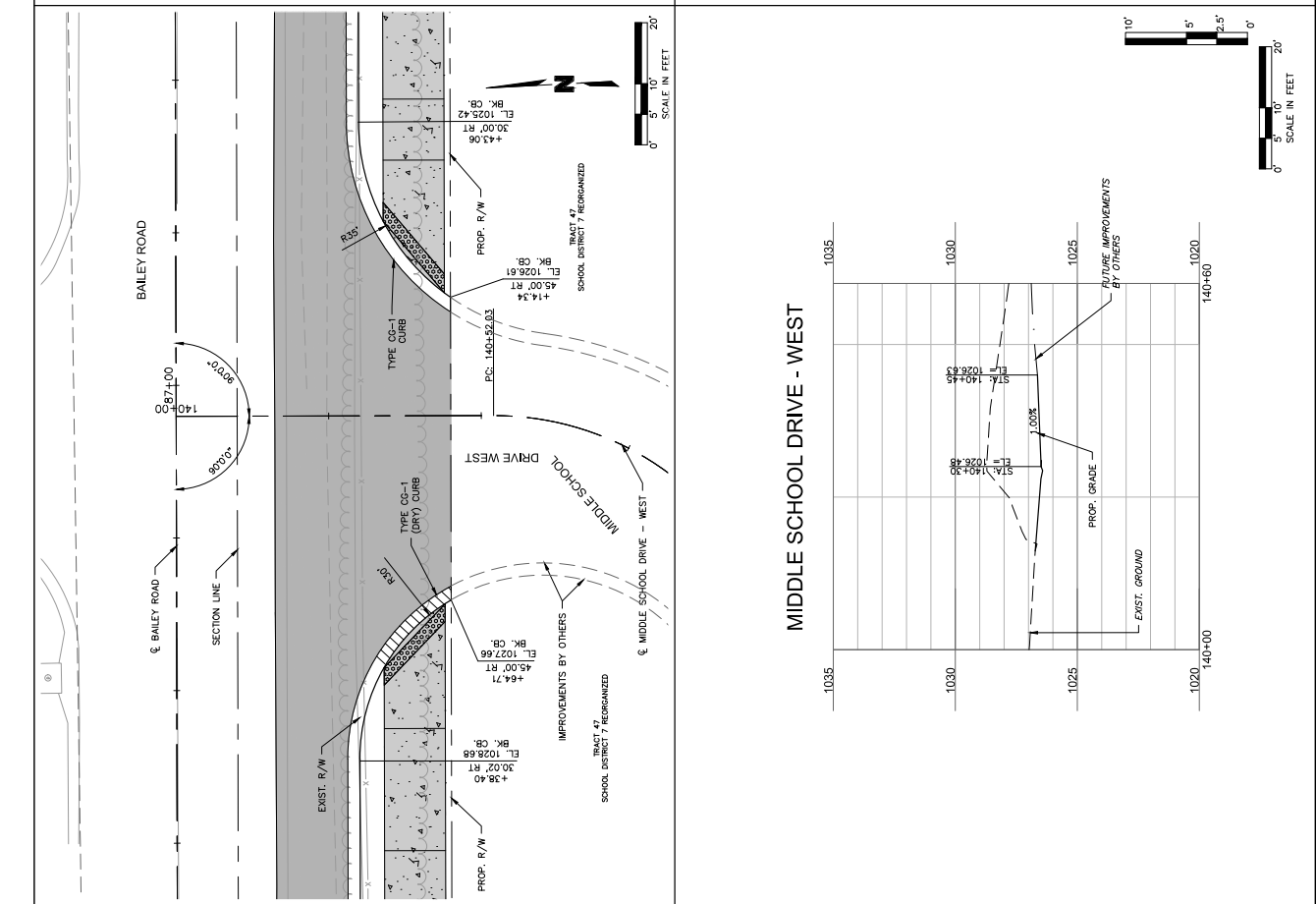


SE CAPE DRIVE & MIDDLE SCHOOL DRIVE

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2021	LEES SUMMIT, MISSOURI
	LEES SUMMIT MIDDLE SCHOOL #4 BAILEY ROAD PUBLIC IMPROVEMENTS
	INTERSECTION LAYOUTS

C.O.A. NO.:	001592
DRAWN BY:	N.W.
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	020-0103
DWG NO.:	T INT01_0200103
DATE:	2021-02-01



C.O.A. NO.:	001592
DRAWN BY:	M.W.
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	020-0103
DWG NO.:	T-PORV 0200103
DATE:	2021-02-01

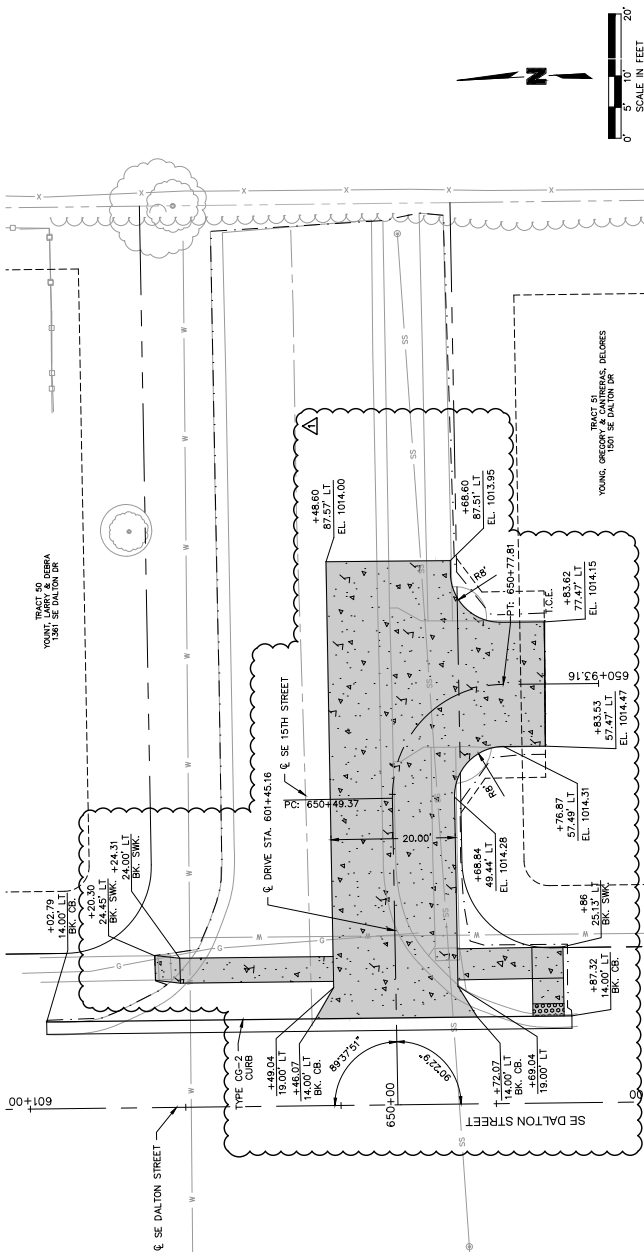
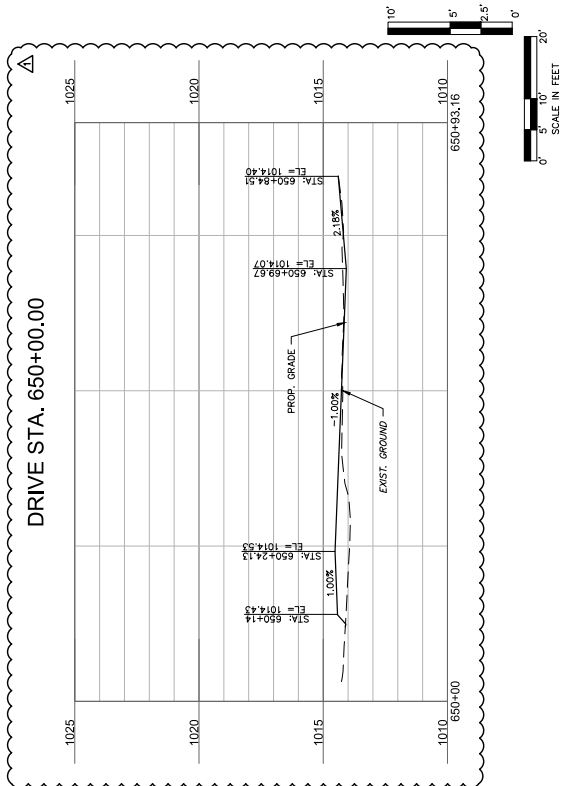
SHEET
38 OF 101

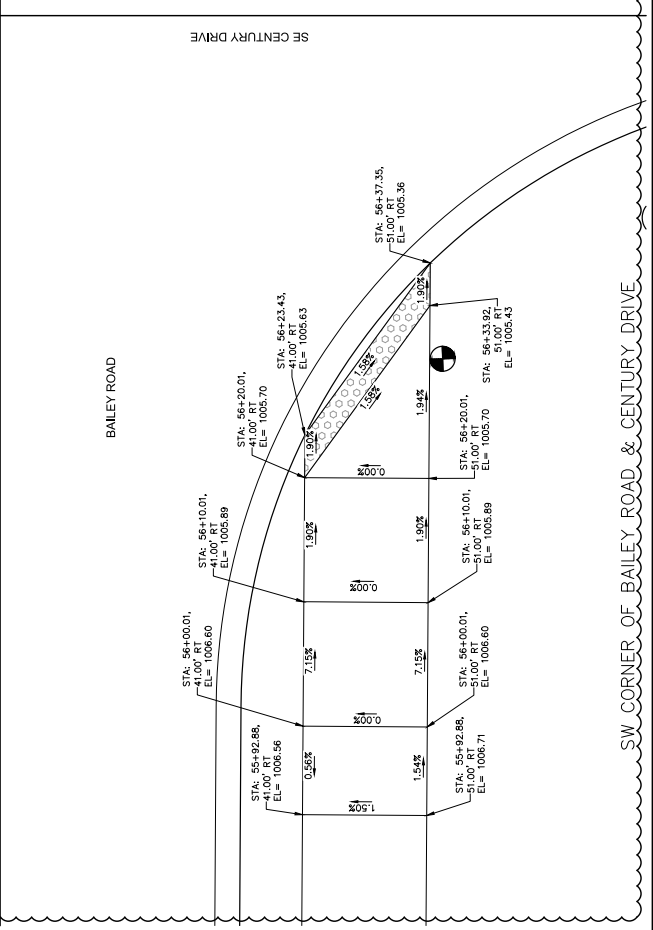
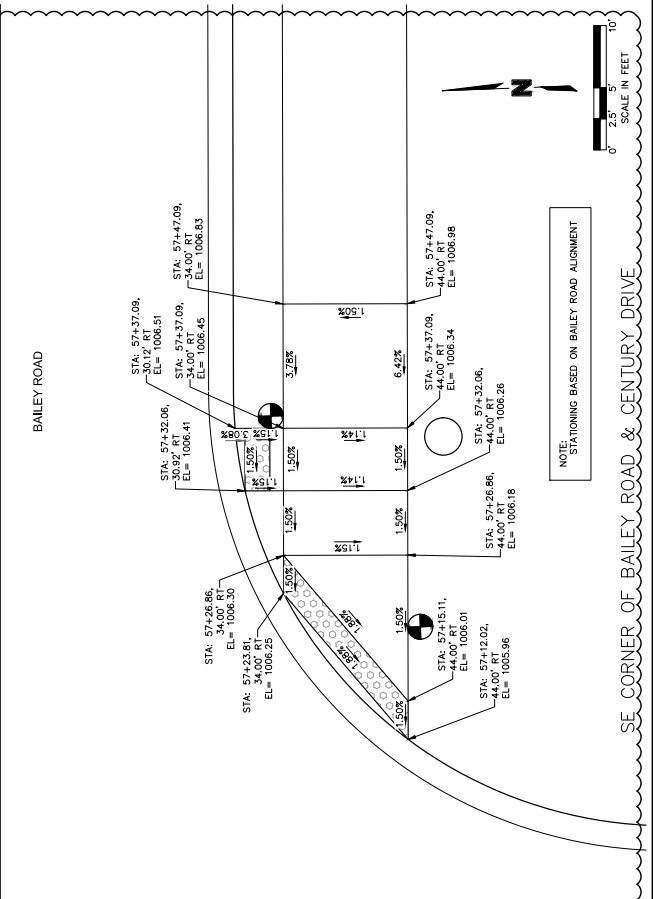
DRIVEWAY LAYOUT

LEES SUMMIT MIDDLE SCHOOL #4
BAILEY ROAD PUBLIC IMPROVEMENTS
ST. LOUIS, MISSOURI

2021[illegible]

olsson



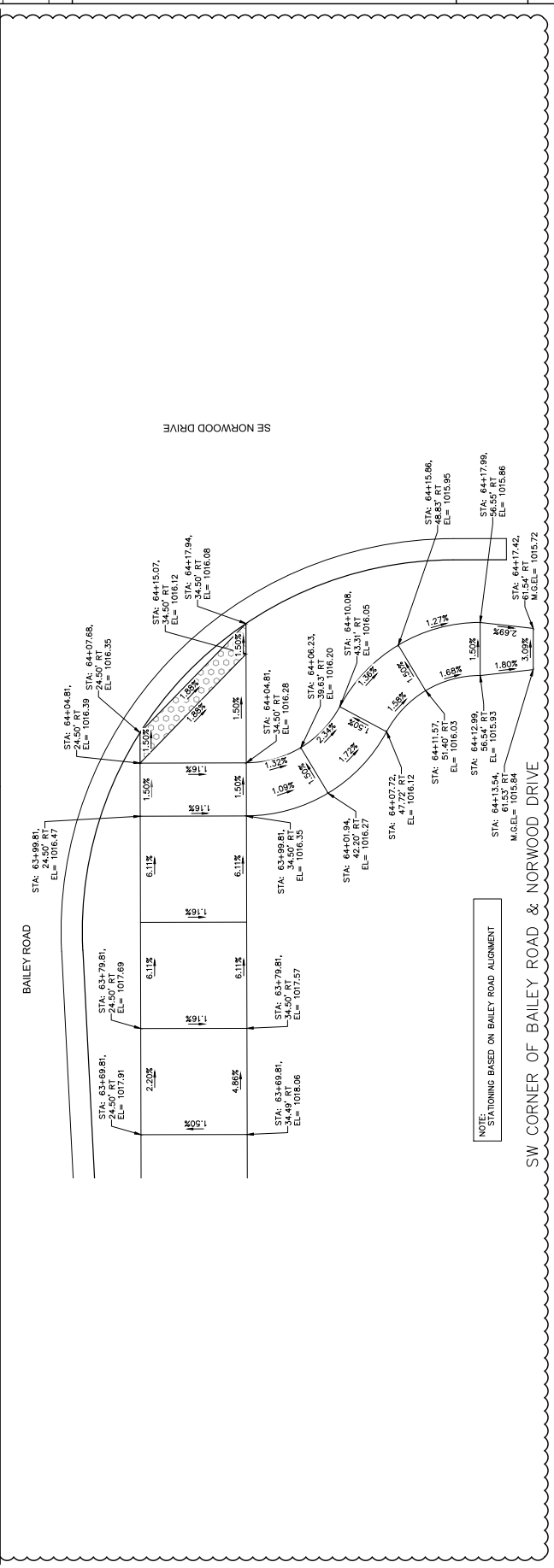
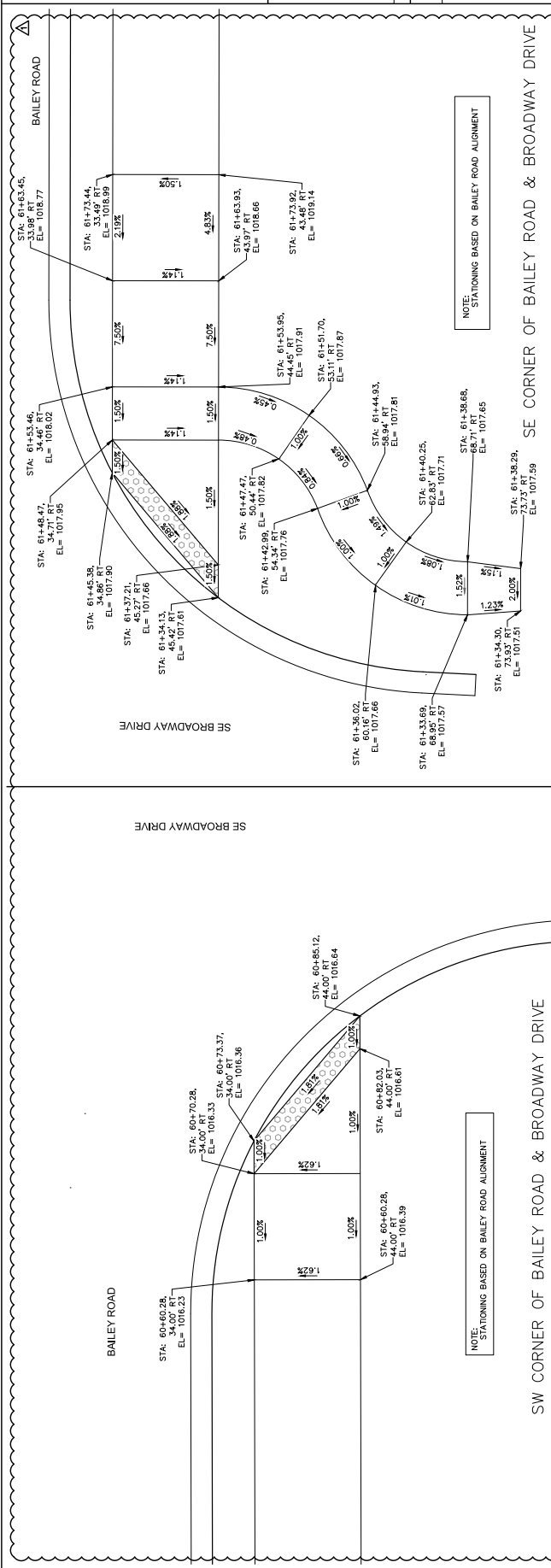


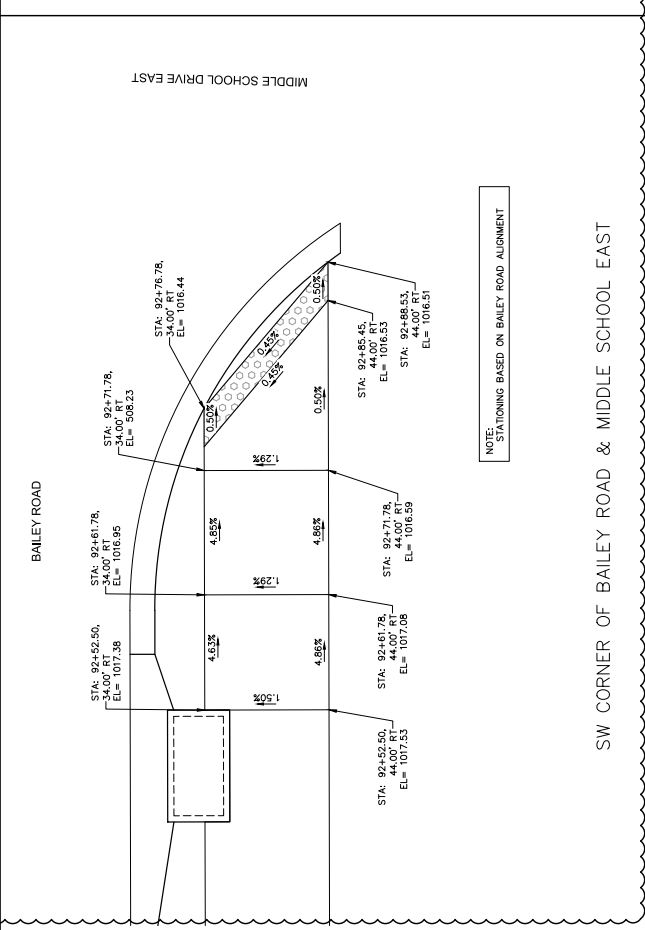
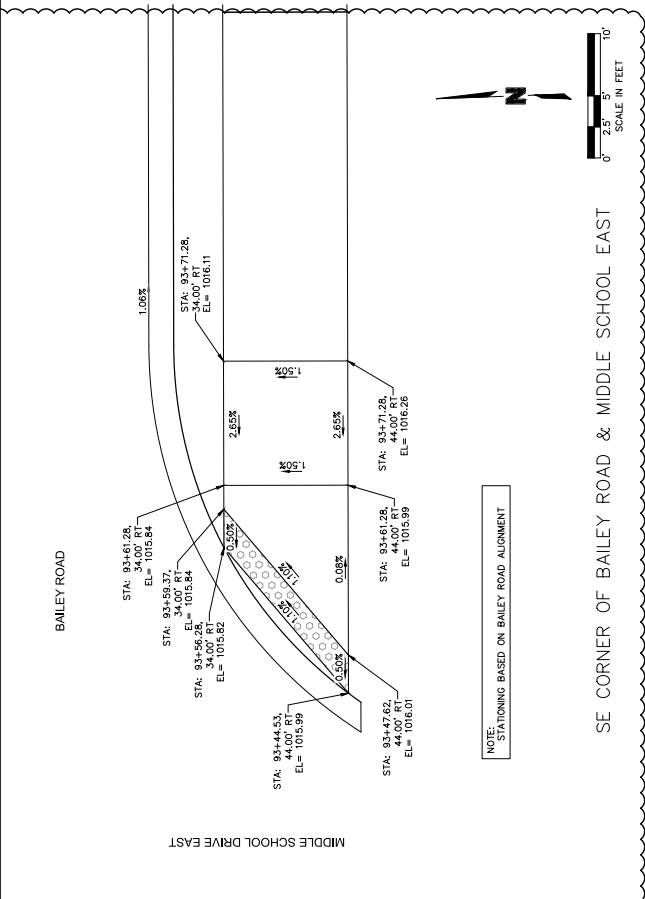
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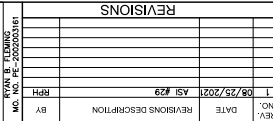
2021	LEES SUMMIT, MISSOURI LEES SUMMIT MIDDLE SCHOOL #4 BAILEY ROAD PUBLIC IMPROVEMENTS SIDEWALK LAYOUTS
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C.O.A. NO.: 001592
DRAWN BY: M.W.
CHECKED BY: RPH
APPROVED BY: RBE
QA/QC BY: RBE
PROJECT NO.: 020-0103
DWG NO.: SWNG01_0200103_LS
DATE: 2021-02-01

SHEET
40 OF 101

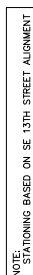
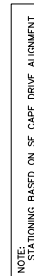
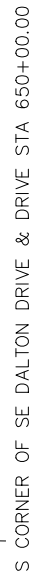


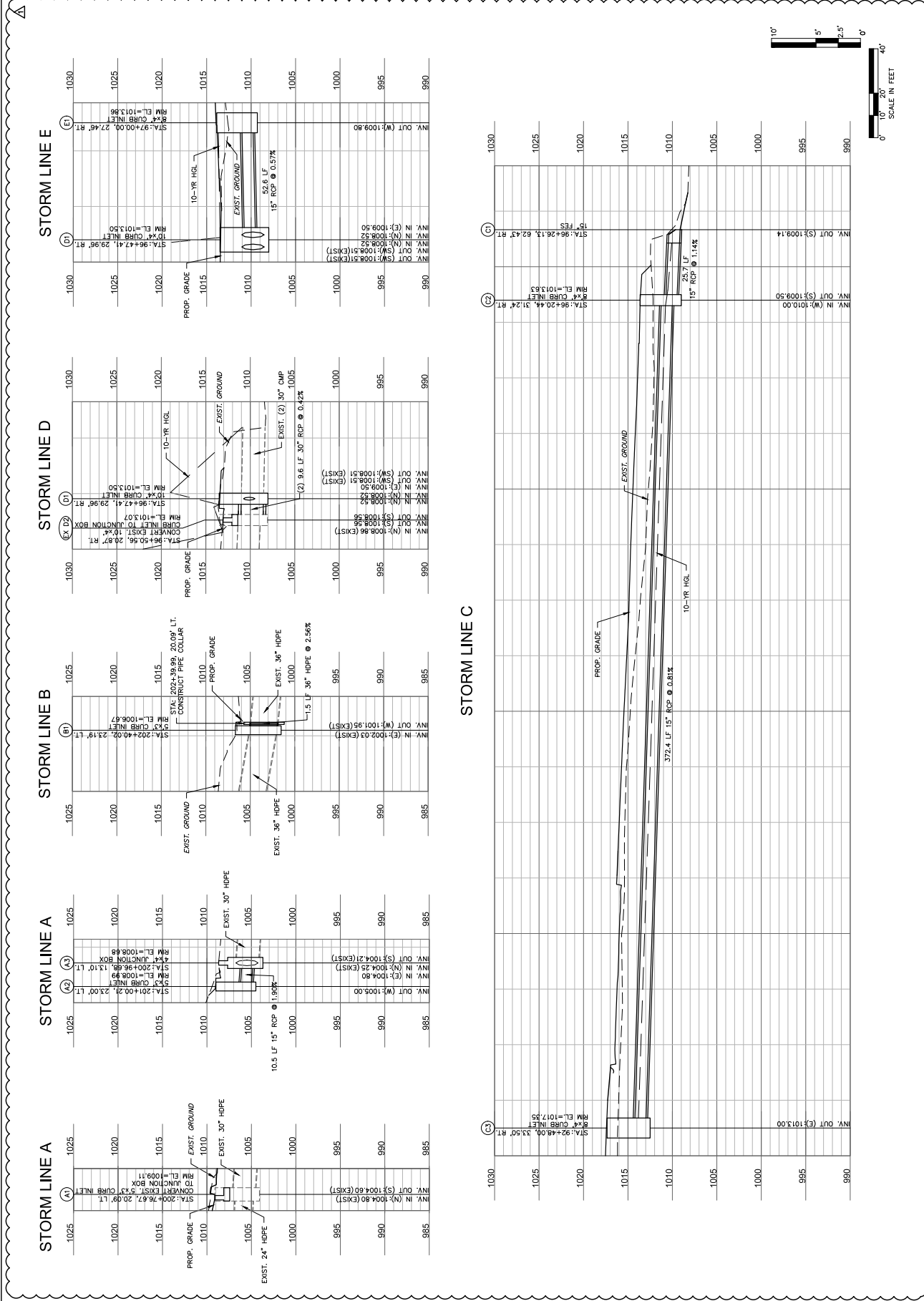


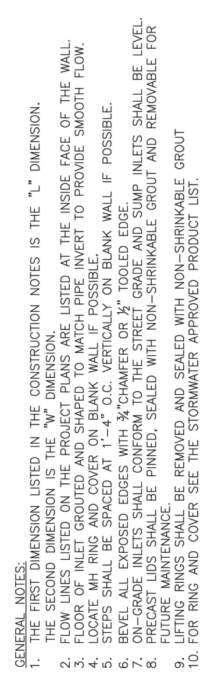


C.O.A. NO.:	001592
DRAWN BY:	MLW
CHECKED BY:	RPH
APPROVED BY:	RBE
QA/QC BY:	RBE
PROJECT NO.:	02030103
DWG NO.:	T SWK01_0200103_LS
DATE:	2021-02-01

SHEET
42 OF 101







STEEL FRAME NOTES:

1. ALL WELDS SHALL BE PERFORMED IN ACCORDANCE WITH APPROPRIATE AWS SPECIFICATIONS AND PROCEDURES.
2. ALL WELDS ON EXPOSED SURFACES SHALL BE DRESSED SO AS TO PROVIDE A PLEASING FINISHED APPEARANCE.
3. THE ENTIRE FRAME SHALL BE PAINTED A SINGLE COAT OF CHEM-PRIME #37H-78 PRIMER (GRAY) OR EQUAL.

STEEL FRAME NOTES:

1. ALL WELDS SHALL BE PERFORMED IN ACCORDANCE WITH APPROPRIATE AWS SPECIFICATIONS AND
2. PROTECTIVE SURFACES SHALL BE DRESSED SO AS TO PROVIDE A PLEASING FINISHED APPEARANCE.
3. THE ENTIRE FRAME SHALL BE PAINTED A SINGLE COAT OF CHEM-PRIME #37H-78 PRIMER (GRAY EQUAL).

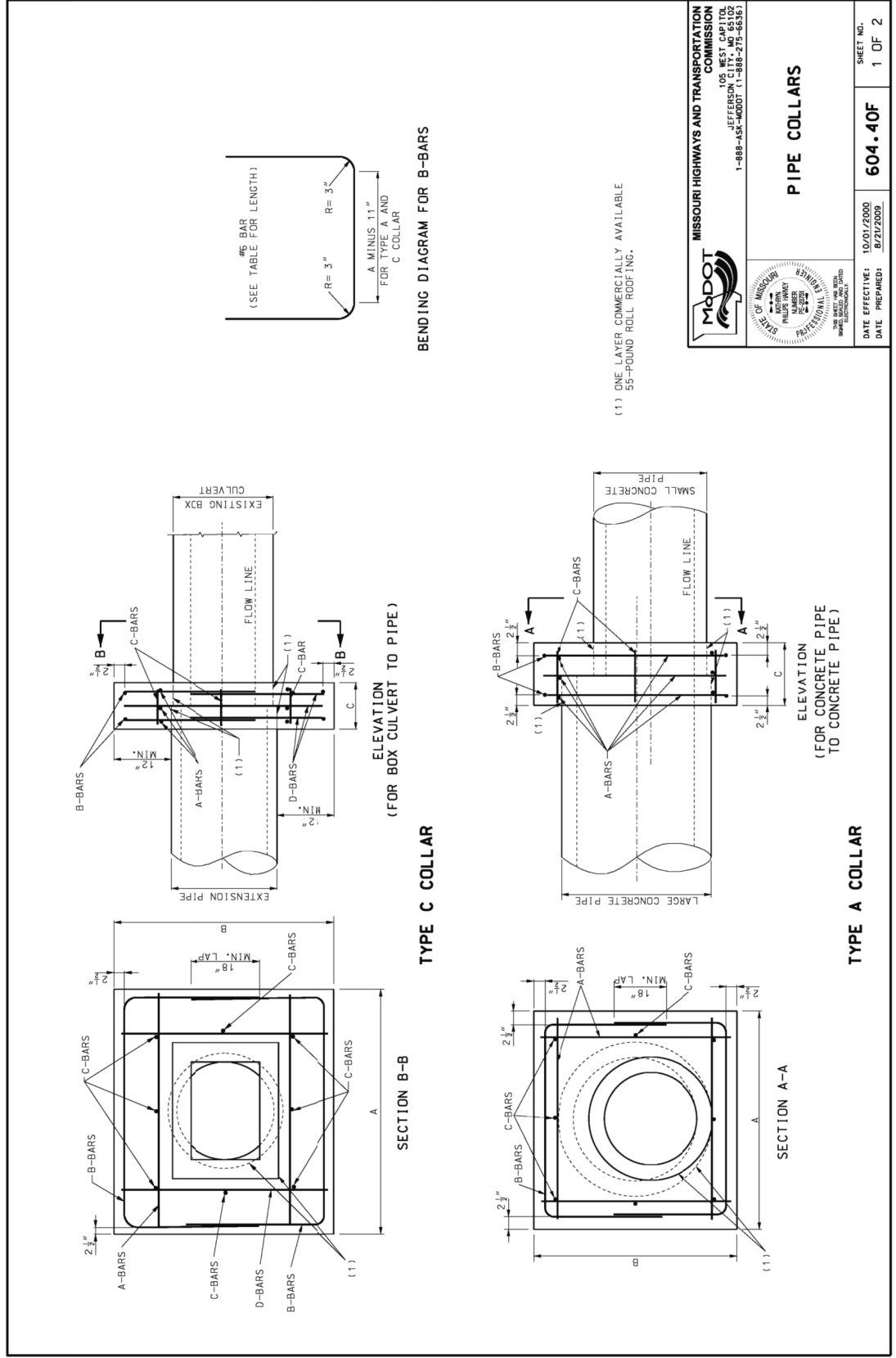
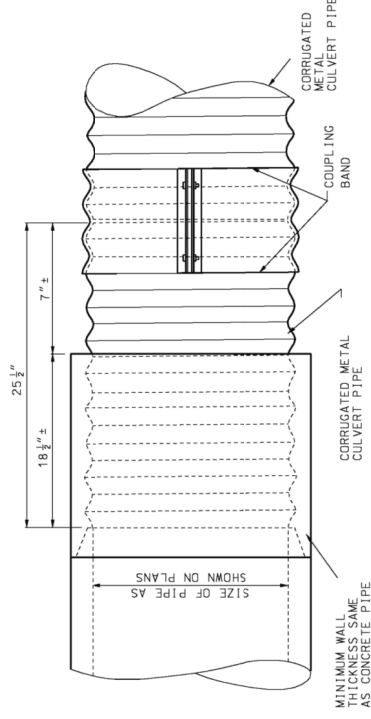


TABLE OF DIMENSIONS									
SIZE OF PIPE		DIMENSIONS			LENGTH OF BARS			QUANTITIES	
PIPE (IN.)	SMALL (IN.)	A B		C (FT.-IN.)	A (#s) (FT.-IN.)	B (#s) REQUIRED (FT.-IN.)	C (#s) REQUIRED (FT.-IN.)	CONCRETE (CU. YD.)	STEEL (LBS.)
		1	2						
12	12	2-8	1-0	1-0	2-5	5-10	0-9	0-21	70
15	12	3-0	1-0	1-0	2-9	6-6	0-9	0-27	77
15	15								
18	15	3-3	1-0	1-0	3-0	7-0	0-9	0-33	84
18	18								
21	15	3-6	1-0	1-0	3-3	7-6	0-9	0-36	90
21	18							0-34	90
24	18	3-10	1-0	1-0	3-6	8-2	0-9	0-44	97
24	24							0-40	97
30	18	4-5	1-4	1-4	4-2	9-4	1-0	0-71	114
30	30							0-66	114
36	30	5-0	1-4	1-4	4-9	10-6	1-0	0-88	128
36	36							0-79	128
42	30	5-7	1-4	1-4	5-4	11-8	1-0	1-05	142
42	42							0-88	142
48	36	6-2	1-4	1-4	6-0	12-10	1-0	1-22	158
48	48							1-03	158
54	42	7-1	1-8	1-8	6-9	14-8	1-6	2-02	181
54	54							1-76	181
60	48	7-8	1-8	1-8	7-5	15-10	1-6	2-27	196
60	60							1-97	196
66	54	8-3	2-0	2-0	8-0	17-0	1-9	3-04	210
66	66							2-85	210
72	60	8-10	2-0	2-0	7-7	18-2	1-9	3-36	225
72	72							3-16	225
72	72							2-93	225

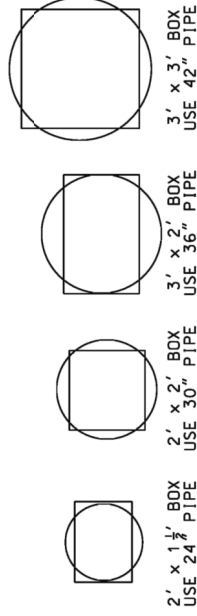
TABLE OF DIMENSIONS

TABLE OF DIMENSIONS

BOX SIZE (IN.)	DIMENSIONS			LENGTH OF BARS				QUANTITIES		
	A (FT.-IN.)	B (FT.-IN.)	C (FT.-IN.)	A (NO.) Ø REQUIRED (FT.-IN.)	B (NO.) Ø REQUIRED (FT.-IN.)	C (NO.) Ø REQUIRED (FT.-IN.)	D (NO.) Ø REQUIRED (FT.-IN.)	CONCRETE (CU.YD.)	3 STEEL (LBS.)	
2 x 1½	24	5-1	4-9	1-0	4-10	10-4	0-9	4-6	0.65	124
2 x 2	30	5-3	5-3	1-4	5-0	11-0	1-0	5-0	0.93	134
3 x 2	36	6-1	5-10	1-4	5-0	12-5	1-0	5-7	1.16	151
3 x 3	42	6-5	6-5	1-4	6-0	13-4	1-0	6-0	1.29	162



TYPE B COLLAR
(FOR CONCRETE PIPE TO
CORRUGATED METAL PIPE)



PIPE PLACEMENT

PIPE COLLARS



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)



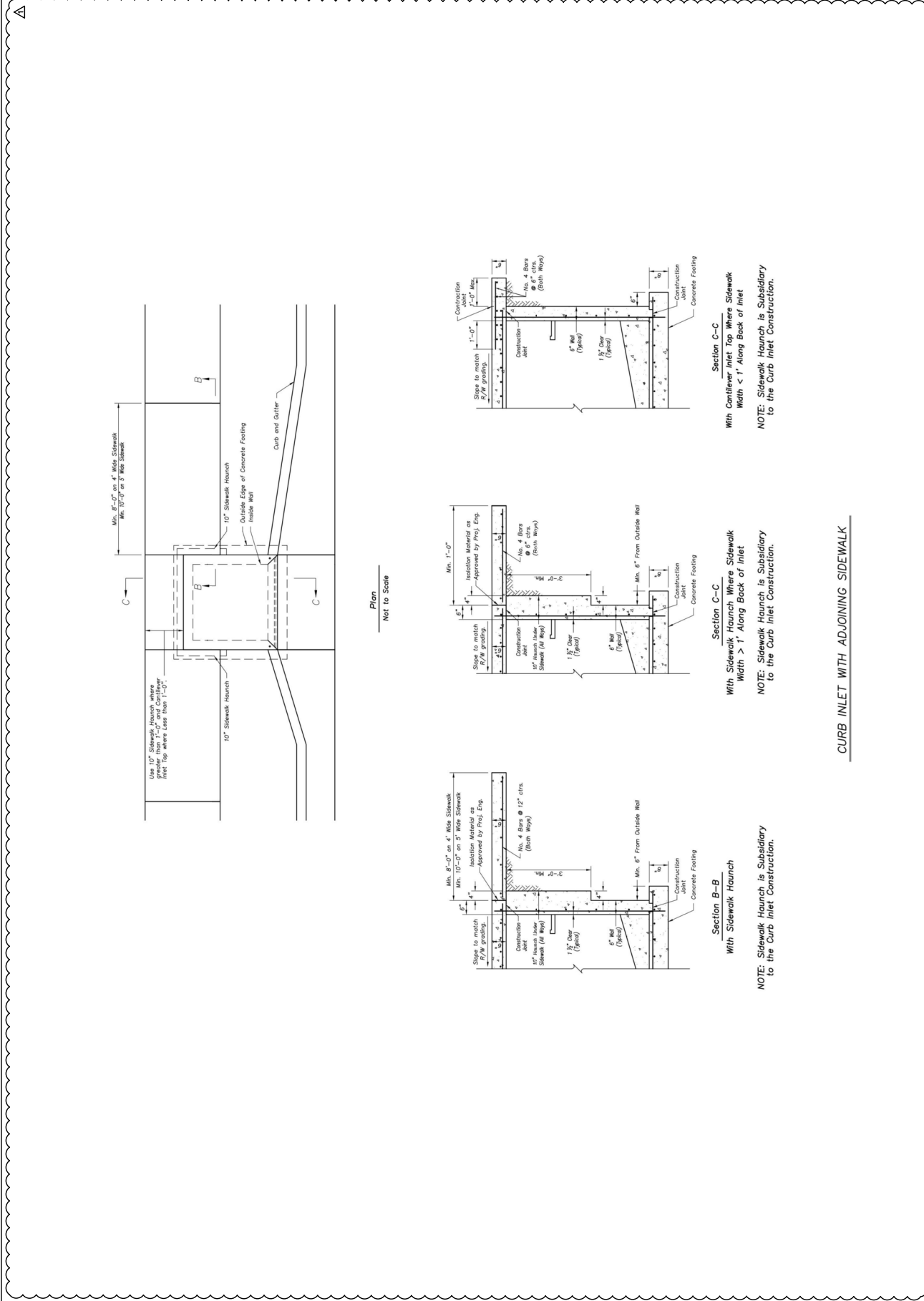
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DATE PREPARED:	8/21/2009		

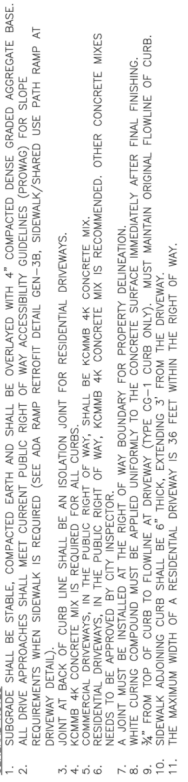


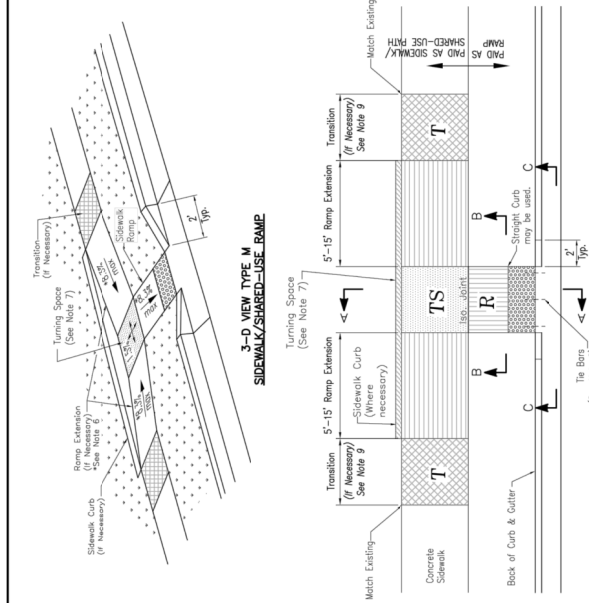
REVISIONS	
REV.	DATE
1	08/25/2021
BY	ASJ #29
CHKD	
DATE	
DESCRIPTION	
BY	
CHKD	
DATE	
DESCRIPTION	

2021	LEE'S SUMMIT MIDDLE SCHOOL #4 BAILEY ROAD PUBLIC IMPROVEMENTS
2021	LEE'S SUMMIT, MISSOURI

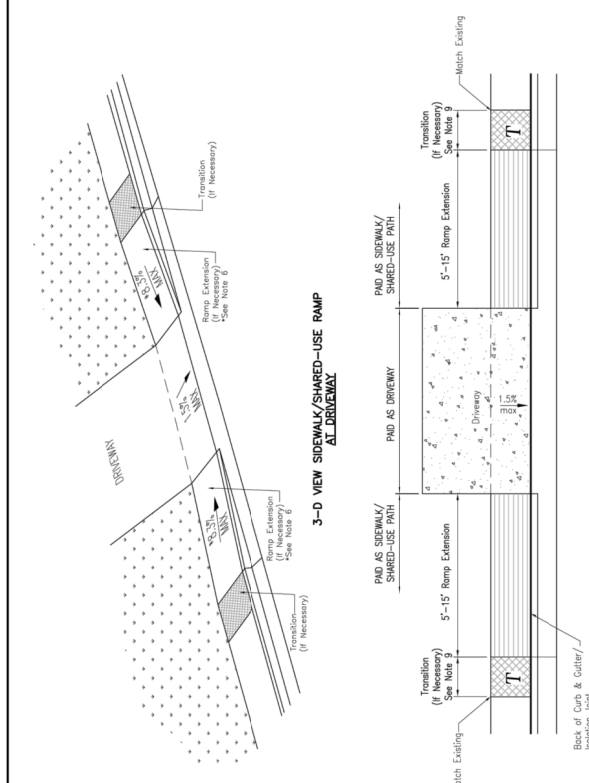
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CHECKED BY	ASJ
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DATE	08/25/2021





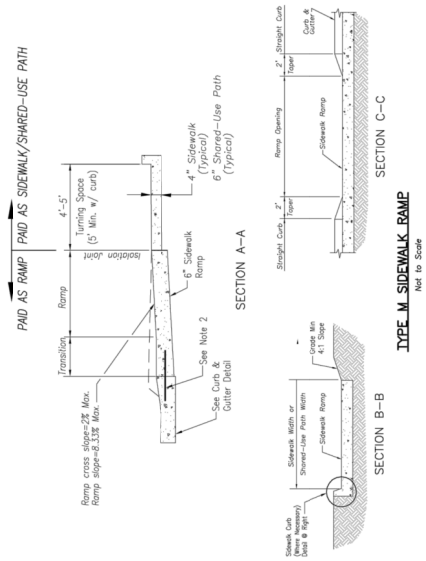


3-D VIEW TYPE M
WALK/SHARED-USE RAMP



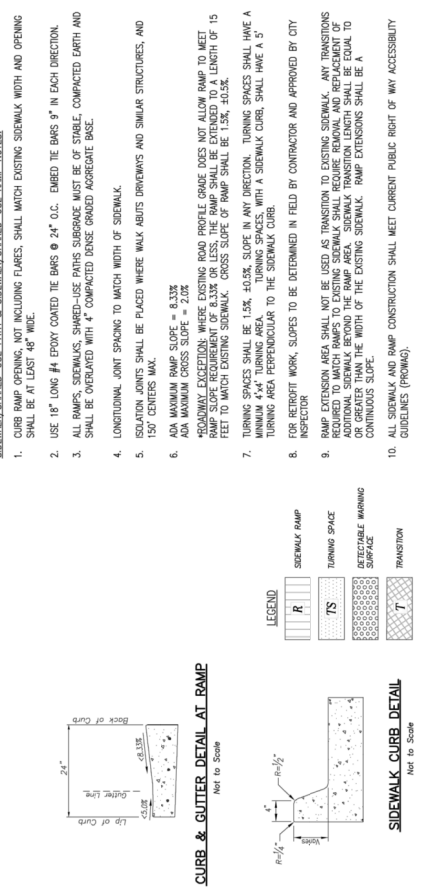
3-D VIEW SIDEWALK/SHARED-USE RAMPS

TYPE M SIDEWALK/SHARED-USE RAMP



TYPE M SIDEWALK RAMP

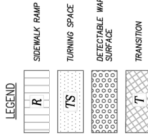
SIDEWALK/SHARED USE RAMP
AT DRIVEWAY WITH ADJOINING CLIFF



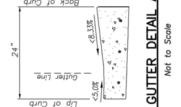
SIDEWALK CURB DETAIL

SIDEWALK/SHARED-USE PATH & SIDEWALK/SHARED-USE RAMP NOTES:

1. CURB RAMP OPENING, NOT INCLUDING FLARES, SHALL MATCH EXISTING SIDEWALK WIDTH AND OPENING SHALL BE AT LEAST 4' WIDE.
2. USE 18" LOWWAL #1 FRYON CONCRETE TO EMBANK TO THE BARS 2" IN EACH DIRECTION.
3. ALL RAMPS, SIDEWALKS, SHARED-USE PATHS SUBGRADE MUST BE OF STABLE, COMPACTED EARTH AND SHALL BE OVERLAPPED WITH 4" COMPACTED SUBGRADE AGGREGATE BASE.
4. LONGITUDINAL JOINT SPACING TO MATCH WIDTH OF SIDEWALK.
5. SOLUTION JOINTS SHALL BE PLACED WHERE ADJUTS DRIVEWAYS AND SIMILAR STRUCTURES, AND 150' CENTERED MAX.
6. MAX. ALLOWED SLOPE = 1:12
7. MAX. ALLOWED CROSS SLOPE = 2:100
8. *ROADWAY EXCEPTION: WHERE EXISTING ROAD PROFILE GRADE DOES NOT ALLOW RAMP TO MEET RAMP SLOPE REQUIREMENT OF 8:12X OR LESS, THE RAMP SHALL BE EXTENDED TO A LENGTH OF 15 FEET TO MATCH EXISTING SIDEWALK CROSS SLOPE. SLOPE OF RAMP SHALL BE 1:32, 40:32.
9. TURNING SPACES SHALL BE 1:32, 40:32. SLOPE IN ANY DIRECTION. TURNING SPACES SHALL HAVE A MINIMUM 5' X 5' TURNING AREA. TURNING SPACES, WITH A SIDEWALK CURB, SHALL HAVE A 5' TURNING AREA PERPENDICULAR TO THE SIDEWALK CURB.
10. FOR RETROFIT WORK, SLOPES TO BE DETERMINED IN FIELD BY CONTRACTOR AND APPROVED BY CITY.
11. RAMP EXTENSION AREA SHALL NOT BE USED AS TRANSITION TO EXISTING SIDEWALK. ANY TRANSITIONS REQUIRED TO MATCH RAMPS TO EXISTING SIDEWALK SHALL REQUIRE RAMP AND REPLACEMENT OF SIDEWALK BEYOND THE RAMP AREA. SIDEWALK TRANSITION LENGTH SHALL BE EQUAL TO THE WIDTH OF THE EXISTING SIDEWALK. RAMP EXTENSIONS SHALL BE A CONTINUOUS SLOPE.
12. ALL SIDEWALK AND RAMP CONSTRUCTION SHALL MEET CURRENT PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROVA).



CURB & GUTTER DETAIL AT RAMP



GEN-3B

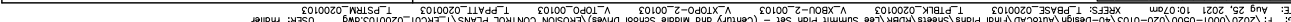
Drawn By: MJF
Checked By: DL
Date: 04/17
Proj. #:

STANDARD DETAILS
Y OF LEE'S SUMMIT, MO
MMIT, JACKSON COUNTY, MO
A RAMP RETROFIT DETAIL

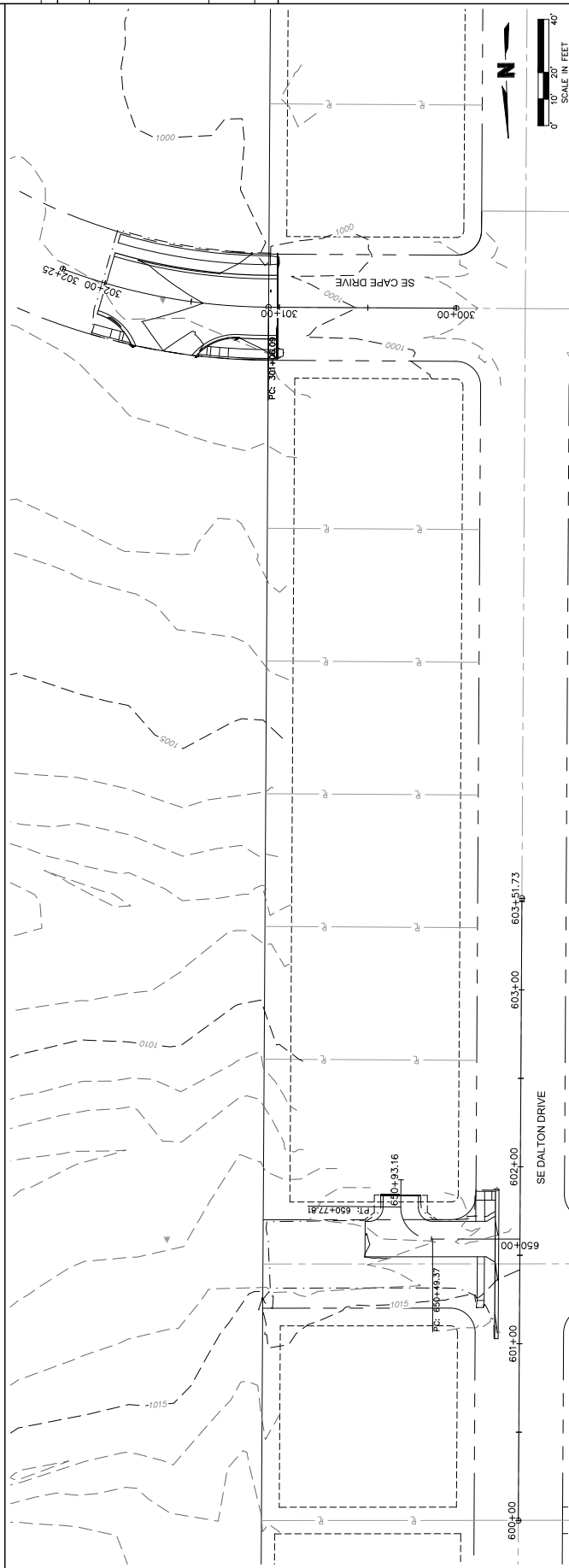
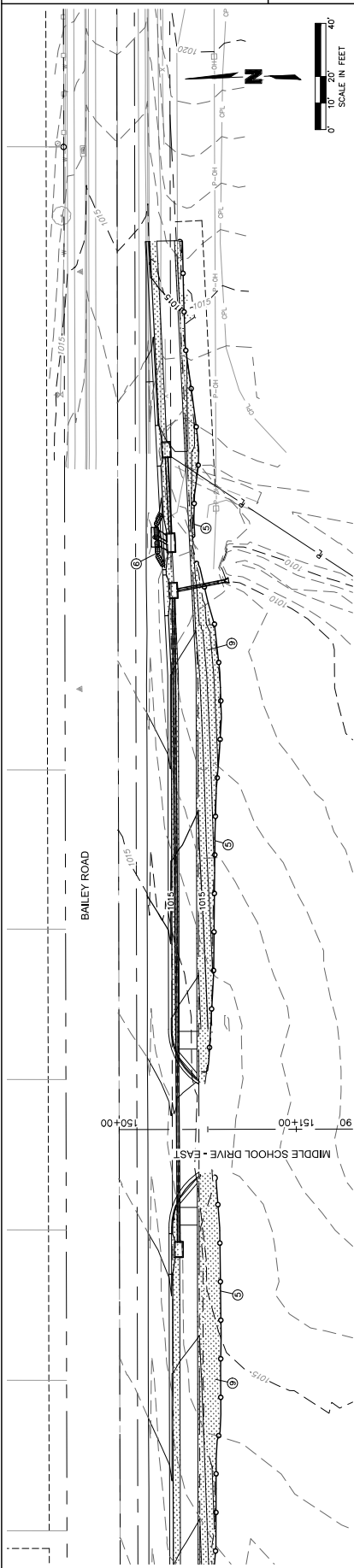
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E: Aug 25, 2021 10:07am XREFS:

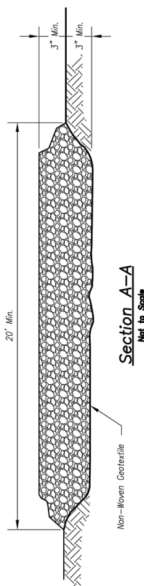


EROSION AND SEDIMENT CONTROL STAGING CHART				
PROJECT STAGE	EROSION CONTROL PLAN BMP REFERENCE NO.	BMP DESCRIPTION	REMOVE AFTER STAGE	NOTES:
I - STORM SEWER INSTALLATION PRIOR TO ROADWAY GRADING	1	STAGING AREA	III	
	2	TEMPORARY CONSTRUCTION ENTRANCE	III	
	3	CONCRETE WASHOUT	III	
	4	TEMP. ROCK CURB FOR BIO LOSS	IV	INSTALL BEFORE STORM SEWER INSTALLATION
	5	SILT FENCE FOR BIOGRADABLE LOSS (9)	IV	
	6	CURB INLET PROTECTION	III	PER CURB INLET DETAIL
II - ROADWAY GRADING & SWALE GRADING	7	TEMP. ROCK DITCH CHECK AND/OR BIO LOSS	IV	PER DETAIL SHEET XX
	8	CURB INLET/AREA INLET PROTECTION	N/A	GRAVEL FILTER BAGS
	9	SOB	N/A	
	III - STABILIZE SITE			

LEGEND

- SILT FENCE
- INLET PROTECTION
- TEMPORARY ROCK DITCH CHECKS
- CONSTRUCTION ENTRANCE
- CONCRETE WASHOUT
- SOD

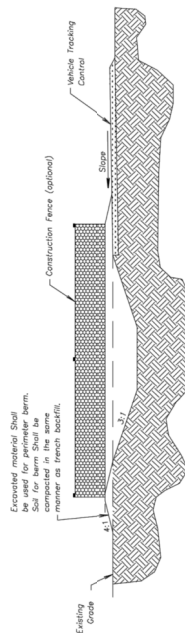
DATE: Aug 25, 2021 10:08am XREFS: TPBASE-0200103 TPTBLK-0200103 VXB0U-2-00103 VXTPO-2-00103 VXTPO-00103 TPAAT-0200103 TPTSTM-0200103



Maintenance for Construction Entrance:

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

CONCRETE WASHOUT

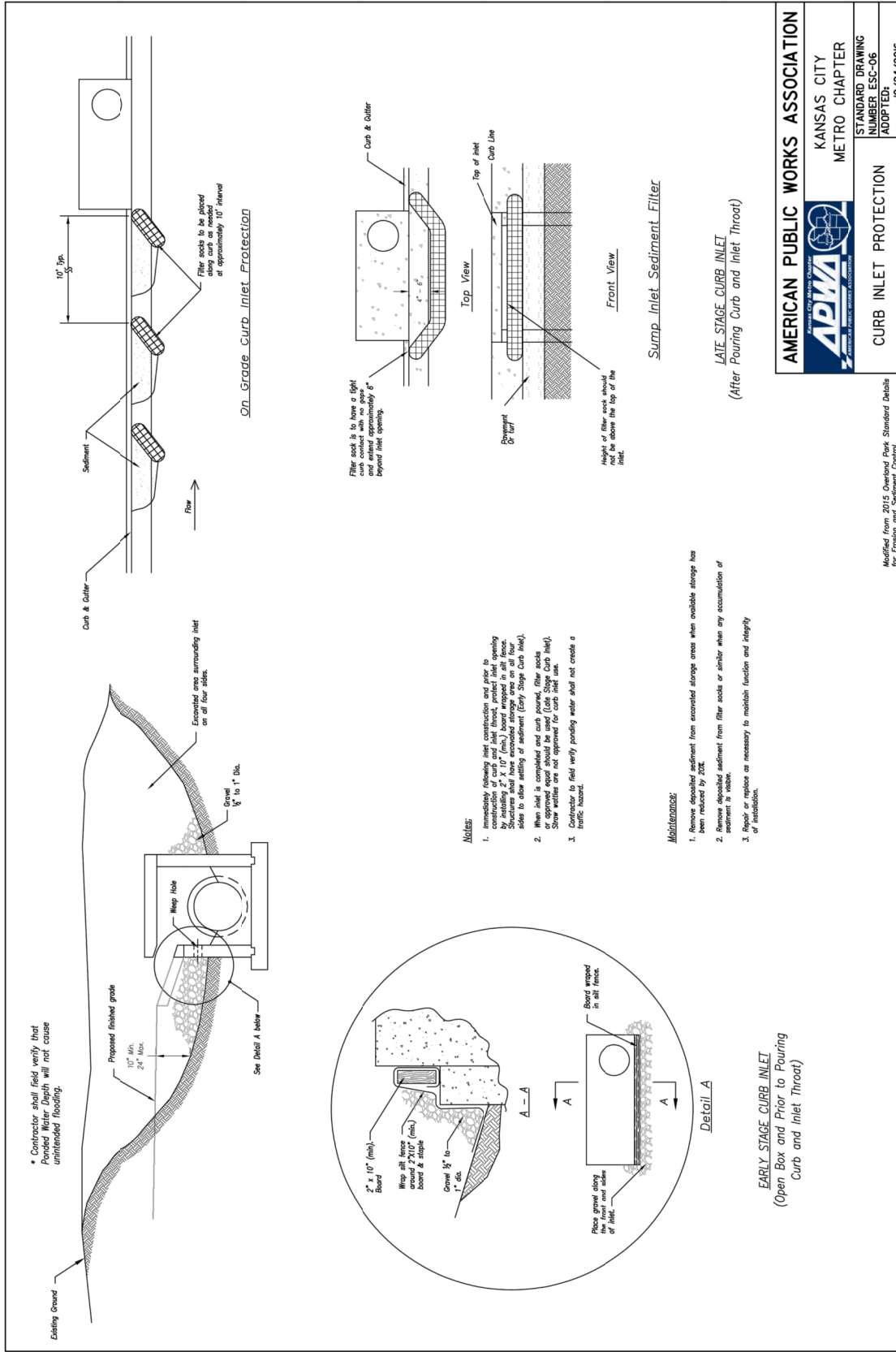


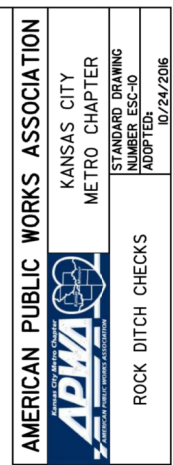
Notes for Concrete Washout:

- [illegible]

Maintenance for Concrete Washout:

1. Concrete without materials shall be removed after the materials have been filled without to approximately 75% full.
2. Concrete without areas shall be subjected to maximum in vehicles capacity for tested concrete.
3. Concrete without water, washed (holes of concrete and all other debris in the substructure) shall be transported from the job site in a water-tight container and disposed of properly.
4. Concrete without areas shall remain in place until all concrete for the project is placed.
5. When concrete without areas are removed, excavations shall be filled with suitable compressed boulds and topped, any disturbed areas shall be compacted and covered with a 2" layer of gravel or more of the concrete without areas shall be stabilized.





[illegible]

2021	LEES SUMMIT MIDDLE SCHOOL #4 BAILEY ROAD PUBLIC IMPROVEMENTS	LEES SUMMIT, MISSOURI
	EROSION CONTROL DETAILS	

G.O.A. NO.: 001592
DRAWN BY: M.W.
CHECKED BY: RPH
APPROVED BY: RBE
DADC BY: RBE
PROJECT NO.: 020-0103
DWG NO.: ERCOTLD1-0200004
DATE: 2021-02-01

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Notes:

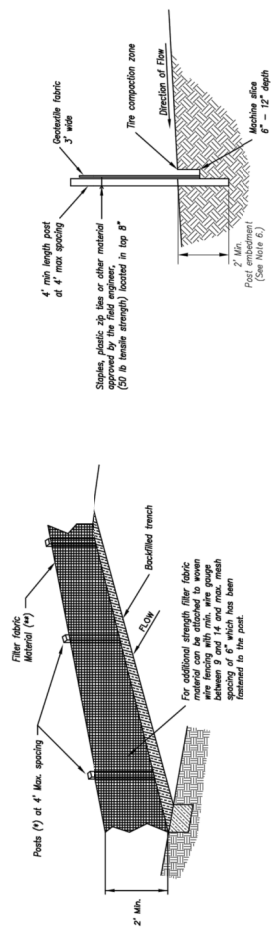
1. In order to contain water, the ends of the sill fence must be turned uphill (figure 4A).
2. Long perimeter runs of sill fence must be broken into segments into several smaller segments to minimize water concentrations (figure 4A).
3. Long slopes should be broken up with intermediate rows of sill fence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

Maintenance;

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

SILT FENCE DETAILS

Not to Scale



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

(*) POSIS

- MIN. LENGTH 4"
- HARDWOOD 1 $\frac{3}{8}$ " x 1 $\frac{3}{8}$ "
- NO.2 SOUTHERN PINE 2 $\frac{5}{8}$ " x 2 $\frac{5}{8}$ "
- STEEL 1.33 LB/FT

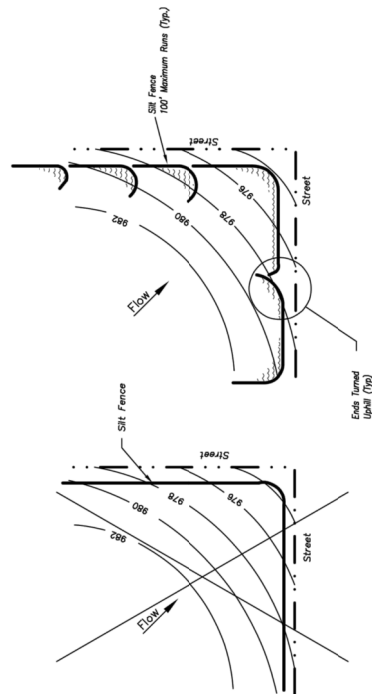
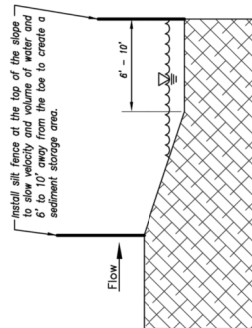
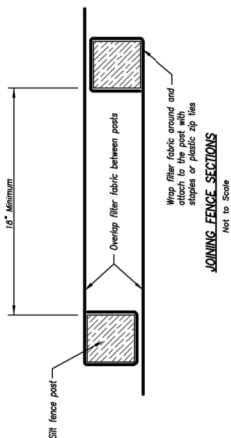


Figure A

SILT FENCE LAYOUT

not to Scale

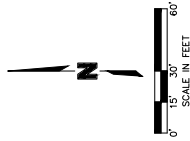
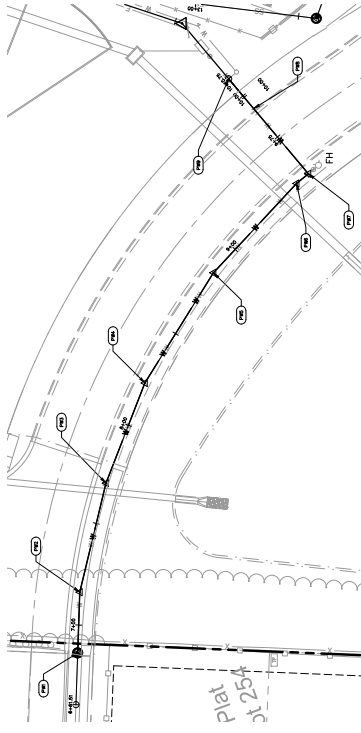
Modified from 2015 Overland Park Standard Details for Erosion and Sediment Control.

SILT FENCE	NUMBER ESC-03 ADOPTED: 10/24/2016
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AMERICAN PUBLIC WORKS ASSOCIATIONKANSAS CITY
METRO CHAPTER

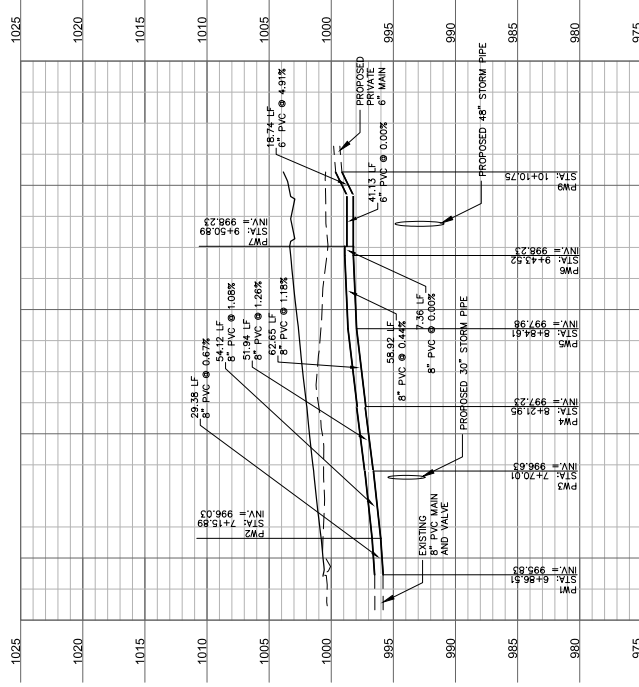
STANDARD DRAWING
NUMBER ESC-03

ADOPTED:
10/24/2016



GENERAL NOTES:

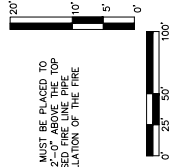
1. ALL CONSTRUCTION SHALL CONFORM TO THE LATEST STANDARDS AND SPECIFICATIONS OF THE AMERICAN PUBLIC WORKS ASSOCIATION - KANSAS CITY METROPOLITAN CHAPTER (APWA-KC) AND THE CITY OF LEE'S SUMMIT, MO, EXCEPT WHERE SHOWN OTHERWISE. NOTIFY ENGINEER OF DISCREPANCIES
2. PIPE AND FITTING MATERIALS USED IN THE CONSTRUCTION OF WATER MAINS SHALL BE POLYVINYL CHLORIDE (PVC) AWWA C900 AND AWWA C905.

CAPE DRIVE PUBLIC WATER MAIN EXTENSION (6+50 - 11+00)

ID	DESCRIPTION	STRUCTURES
PW1	CONNECT TO EXISTING VALE 6+86.51, 0.00' CAPE DRIVE PUBLIC WATER MAIN EXTENSION INV IN = 996.03 (6" PVC) INV OUT = 996.23 (6" PVC) N: 991537.851; E: 233144.379	
PW2	11.25 BEND WITH THURST BLOCK 7+15.89, 0.00' CAPE DRIVE PUBLIC WATER MAIN EXTENSION INV IN = 996.03 (6" PVC) INV OUT = 996.23 (6" PVC) N: 991536.851; E: 233147.740	
PW3	11.25 BEND WITH THURST BLOCK 7+70.01, 0.00' CAPE DRIVE PUBLIC WATER MAIN EXTENSION INV IN = 996.03 (6" PVC) INV OUT = 996.62 (6" PVC) N: 991524.226; E: 233153.371	
PW4	11.25 BEND WITH THURST BLOCK 8+21.95, 0.00' CAPE DRIVE PUBLIC WATER MAIN EXTENSION INV IN = 997.23 (6" PVC) INV OUT = 997.28 (6" PVC) N: 991505.415; E: 233157.786	
PW5	11.25 BEND WITH THURST BLOCK 8+44.55, 0.00' CAPE DRIVE PUBLIC WATER MAIN EXTENSION INV IN = 997.98 (6" PVC) INV OUT = 997.98 (6" PVC) N: 991472.553; E: 233162.991	
PW6	11.25 BEND WITH THURST BLOCK 9+50.89, 0.00' CAPE DRIVE PUBLIC WATER MAIN EXTENSION INV IN = 998.23 (6" PVC) INV OUT = 998.23 (6" PVC) N: 991432.925; E: 233176.120	
PW7	90 BEND WITH THURST BLOCK, REDUCER, AND STANDARD FIRE HYDRANT ASSEMBLY 9+50.89, 0.00' CAPE DRIVE PUBLIC WATER MAIN EXTENSION INV IN = 998.23 (6" PVC) INV OUT = 998.23 (6" PVC) N: 991426.516; E: 233160.811	
PW8	11.25 BEND WITH THURST BLOCK 9+92.01, 0.00' CAPE DRIVE PUBLIC WATER MAIN EXTENSION INV IN = 998.23 (6" PVC) INV OUT = 998.23 (6" PVC) N: 991425.903; E: 233172.306	
PW9	CONTINUE TO PRIVATE MAIN 10+10.75, 0.00' CAPE DRIVE PUBLIC WATER MAIN EXTENSION N: 991445.015; E: 233172.659	

LEGEND

COMPACTED FILL MUST BE PLACED TO A MINIMUM OF 2'-0" ABOVE THE TOP OF THE PROPOSED FIRE LINE PIPE PRIOR TO INSTALLATION OF THE FIRE LINE PIPE.



C.O.A. NO.: 001592
 DRAWN BY: RPH
 CHECKED BY: RBE
 APPROVED BY: TMP
 QAUD BY: RBE
 PROJECT NO.: 020-0103
 DWG NO.: C-UTL06-0200103
 DATE: 2021-12-11

[illegible]

PUBLIC WATER MAIN EXTENSION (CAPE DRIVE) PLAN & PROFILE	LEE'S SUMMIT MIDDLE SCHOOL #4 BAILEY ROAD PUBLIC IMPROVEMENTS	LEE'S SUMMIT MISSOURI	2021
--	--	-----------------------	------

C.O.A. NO.: 001592
DRAWN BY: RPH
CHECKED BY: RBE
APPROVED BY: TMP
QA/QC BY: RBE
PROJECT NO.: 020-0103
DWG NO.: C-UTL06-0200103
DATE: 2007-4-27

PUBLIC WATER MAIN EXTENSION (CAPE DRIVE)
STANDARD DETAILS
LEE'S SUMMIT MIDDLE SCHOOL #4
BAILEY ROAD PUBLIC IMPROVEMENTS
JUNIOR, MISSOURI

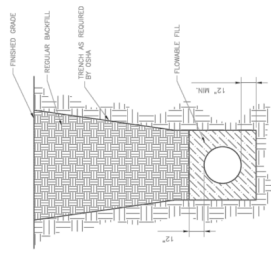
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olsson



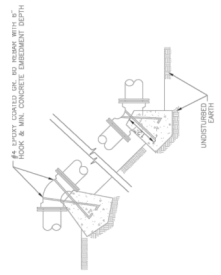
NOTES:

1. FLOWABLE FILL SHALL MEET THE REQUIREMENTS OF THE CITY OF LEE'S SUMMIT DESIGN AND CONSTRUCTION MANUAL.
2. REGULAR BACKFILL ABOVE THE TRENCH CHECK SHALL BE FREE OF DEBRIS, ORGANIC MATTER, AND STONES > 6" IN ANY DIMENSION.
3. TOP OF FLOWABLE BACKFILL SHALL EXTEND 3" ABOVE THE TOP OF THE PIPE.



NOTES:

1. ALL BENDS WITHOUT RESTRAINED JOINTS SHALL HAVE CONCRETE THRUST BLOCKS INSTALLED FOR RESTRAINT.
2. MEGA LUGS MAY BE USED ONLY IN CONJUNCTION WITH CONCRETE THRUST BLOCKING.
3. BEARING MUST BE AGAINST UNDISTURBED SOIL.
4. DO NOT COVER JOINTS OR BOLTS. (PLEASE ADD PAGE 17) WITH CONCRETE.

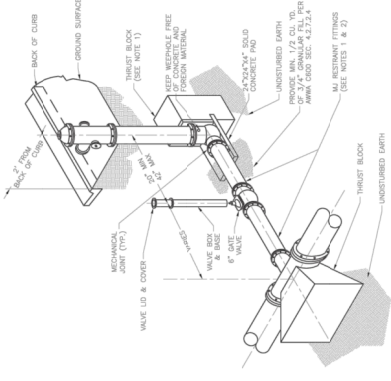


NO. DATA (INCHES)	REQUIRED CONCRETE VOLUME (CUBIC FEET)	
	120 TYP. PLUG	40 BEND
8	2.8	11.25
10	3.5	14.06
12	4.2	16.8
14	4.9	19.6
16	5.6	22.4
18	6.3	25.2
20	7.0	28.0
22	7.7	30.8
24	8.4	33.6



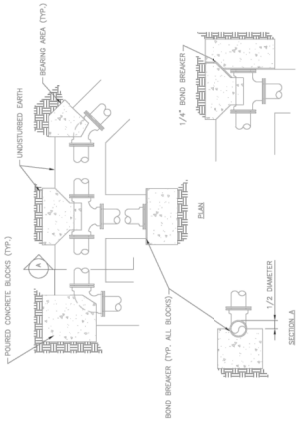
NOTES:

1. ALL BENDS WITHOUT RETRANDED JOINTS SHALL HAVE CONCRETE THRUST BLOCS INSTALLED FOR RESTRAINT.
2. WEGA LUGS MAY BE USED ONLY IN CONJUNCTION WITH CONCRETE THRUST BLOCCING.
3. BEARING AREA MUST BE AGAINST UNDISTURBED SOIL.



NOTES:

1. WHEN RETAINER GLANDS ARE USED IN LIEU OF MECHANICAL JOINT (MJ) RESTRAINT FITTINGS, HORIZONTAL TURNSET BLOWES ARE REQUIRED



NOM. DIA. (INCHES)	REQUIRED CONCRETE BEARING AREA (SQUARE FEET - SF)					
	180 TIE, PLUG	90 TIE	45 BEND	22.5 BEND	11.25 BEND	
8	6.7	6.7	4.0	4.0	4.0	
10	10.1	10.1	6.0	6.0	6.0	
12	13.1	18.5	10.0	5.1	4.0	
14	15.8	26.7	14.4	7.4	4.0	
16	20.7	34.8	18.8	10.0	5.0	
18	25.7	43.8	23.2	12.5	6.3	
20	30.7	53.7	27.6	15.0	8.3	
24	38.7	67.7	35.2	18.8	10.3	
	REST. ¹ / ₂	REST. ¹ / ₂	REST. ¹ / ₂	REST. ¹ / ₂	REST. ¹ / ₂	
	REST. ¹ / ₂	REST. ¹ / ₂	REST. ¹ / ₂	REST. ¹ / ₂	REST. ¹ / ₂	

00103
THIRTEEN

20=0103\ XR



	STATION	O/S
③	56+22.93	22.0' LT.
③	56+34.08	31.8' LT.
③	57+15.03	44.2' LT.
④	57+20.71	29.5' LT.
⑥	57+38.03	22.0' LT.
④	57+29.98	33.0' LT.
⊗	57+15.83	64.5' RT.
⊞	57+21.93	64.5' RT.
∅	57+20.35	60.0' RT.

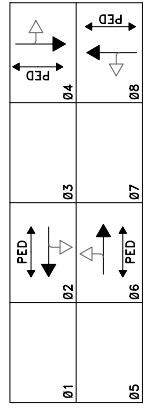
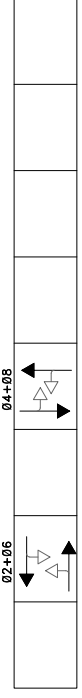


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LEES SUMMIT, MISSOURI	2021
LEES PUBLIC MIDDLE SCHOOL #4	
WIRING DIAGRAM	
BAILEY ROAD & CENTURY DRIVE	
PUBLIC ROAD IMPROVEMENTS	

C.O.A. NO.:	001592
DRAWN BY:	JRC
CHECKED BY:	JAB
APPROVED BY:	SLJ
QA/QC BY:	THE
PROJECT NO.:	020-0103
DWG NO.:	F 383 02030
DATE:	8/25/2021

SEQUENCE



PHASE DIAGRAM

OUTPUT FILE ASSIGNMENTS

FR1		Ø1	Ø2	PED Ø2	Ø3	Ø4	MONITOR	
							PED Ø4	
FR2								
FR3		Ø5	Ø6	PED Ø6	Ø7	Ø8	PED Ø8	
FR4								

[illegible]

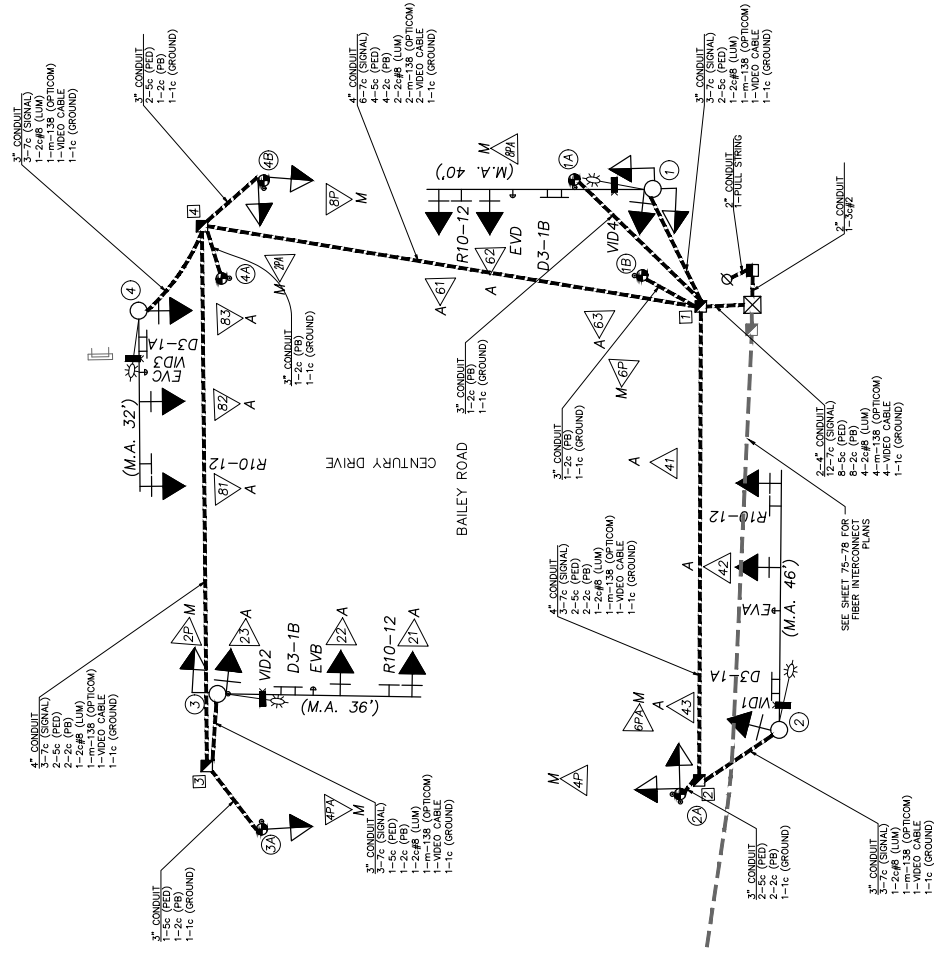
FLASHING		OPERATIONS
EMERGENCY		SCHEDULED
FY-No ϕ 's		FY-No ϕ 's
FR-All ϕ 's		FR-All ϕ 's

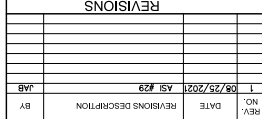
POWER SUPPLY			
LOCATION	Power Supply Type	CIRCUIT BREAKER TRIP RATINGS	
		SERVICE DISCONNECT (2-POLE)	TRAFFIC SIGNAL (1-POLE) LIGHTING (2-POLE)
SE CORNER	2-Circuit	40 AMP	40 AMP 15 AMP

Wiring and Phasing General Notes

1. All signals heads shall be served by one 7c6g4 cable extending from the head back to the controller. No cable splices are allowed, including at the base of the pole and inside pull boxes. Most arm heads shall not be jumpered, so that additional 7c can be used for left–turn signal head if needed in the future.
2. A continuous 1c6g6 AWG bare solid copper ground wire shall be provided in addition to ground rods. All grounding and ground rods shall be tied together using 1c6g6 AWG bare solid copper wire to bond the system.

WIRING DIAGRAM





SIGNAL HEAD SPACING	LUMINAIRES												REMARKS
	SIGNAL HEAD SPACING				LUMINAIRES				LUMINAIRES				
	A	B	C	D	Arm Length	Bracket Type	Mounting Height	150W	240V	250W			
FEDESTAL HEIGHT (feet)	E	F	G	H									
4' 8" 15' 12' 35' 40' 46'													
1	1	1	28.3'	9.0'	1.5'	CL	30'	1**					
1A	1												
1B	1												
2	1	1	28.2'	14.9'	10'	CL	30'	1**					
2A	1												
3	1	1	21.1'	12.7'	10'	CL	30'	1**					
3A	1												
4	1	1	15.6'	15.1'	10'	CL	30'	1**					
4A	1												
4B	1												
TOTALS	3	3	1	1	1							4**	

*NOTE: Signal head spacing (feet) to be adjusted to site conditions and approved by the project inspector.
**Cobra-head luminaires w/280 watt H.P.S. equivalent

could need minimum 4,200 watt inc.: equivalent
led lamp.

[illegible]

P – Pole Mounted Signal Head

NOTE : THE TRAFFIC SIGNAL SYSTEM SHALL BE COMPLETE AND THE CONTRACTOR SHALL FURNISH AND INSTALL ALL EQUIPMENT AND MATERIALS NECESSARY FOR THE SATISFACTORY OPERATION OF ELECTRICAL APPARATUS AND FOR COMPLETE OPERATION OF THE TRAFFIC SIGNAL SYSTEM WHETHER SPECIFICALLY MENTIONED OR NOT.

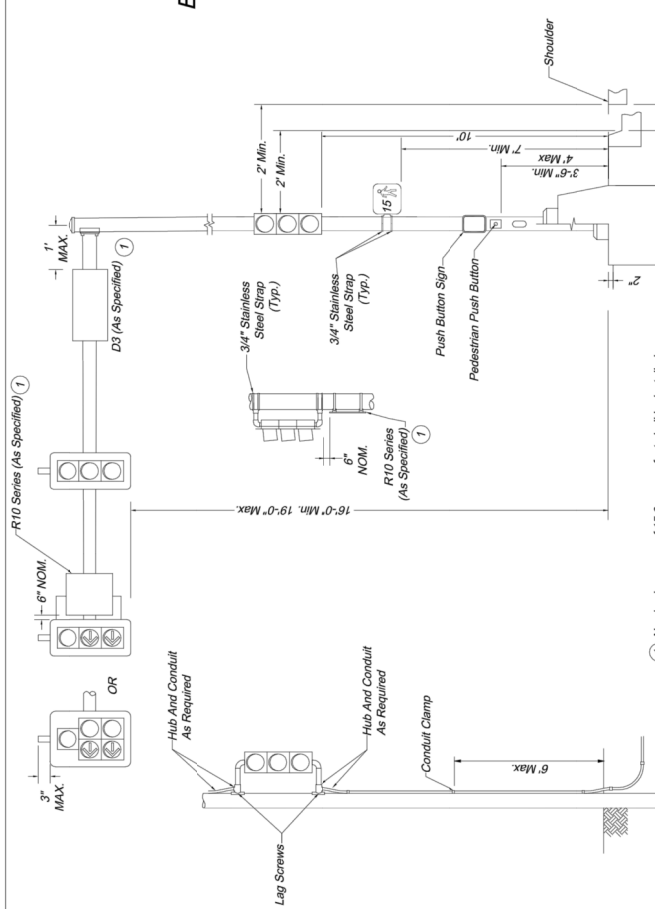
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1888

FROM	TO	Dig.	BORED	TRENCHED			IN EXISTING TRENCH			
			4"	2"	2 1/2"	3"	4"	2"	2 1/2"	4"
1	1	5'		15'						13'
2	2	6'		14'			13'			
3	3	7'								
4	4	8 1/2'								
5	5	9'								
6	6	10'								
7	7	11'								
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206	206	210'								
207	207	211'								
208	208	212'								
209	209	213'								
210	210									

DET. NO.	PHASE	PUSH BUTTON	OPTICOM NTIP	VIDEO CAMERAS	LOOP (6x6)	LOOP (SIZE)	TOTALS	
							6	4
EVA							1	
EWB							1	
EWG							1	
EXD							1	
P2	2	1						
P2A	2							
P4	4	1						
P4A	4	1						
P6	6	1						
P6A	6	1						
P8	8	1						
P8A	8	1						
VID1					1			
VID2					1			
VID3					1			
VID4					1			

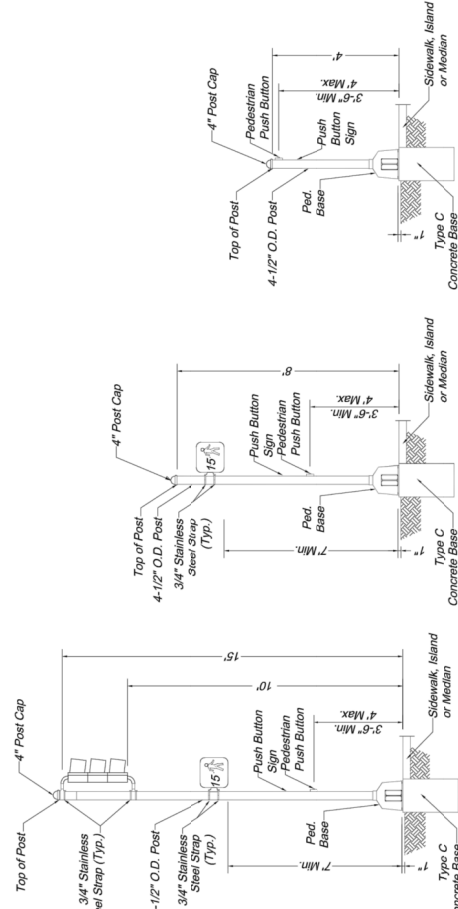
***NOTES:**
1. Push buttons shall be APS compatible



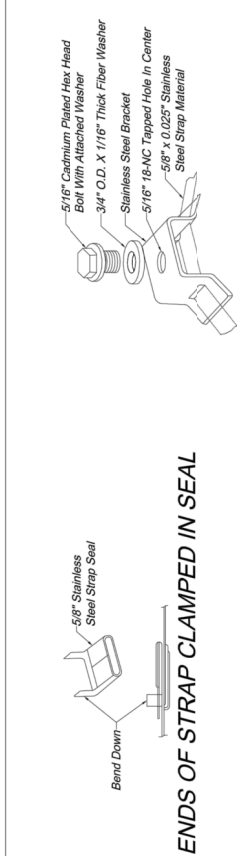
WOOD POLE MOUNTING

① No sign in excess of 15.0 square feet shall be installed on posts or mast arms. Signs exceeding 6.0 square feet shall be located so that the edge of the sign is no more than 12" from the top of the post. No sign shall be installed on the mast arm support. R10 series signs installed on the mast arm shall be mounted with an Astro-Bracket assembly.

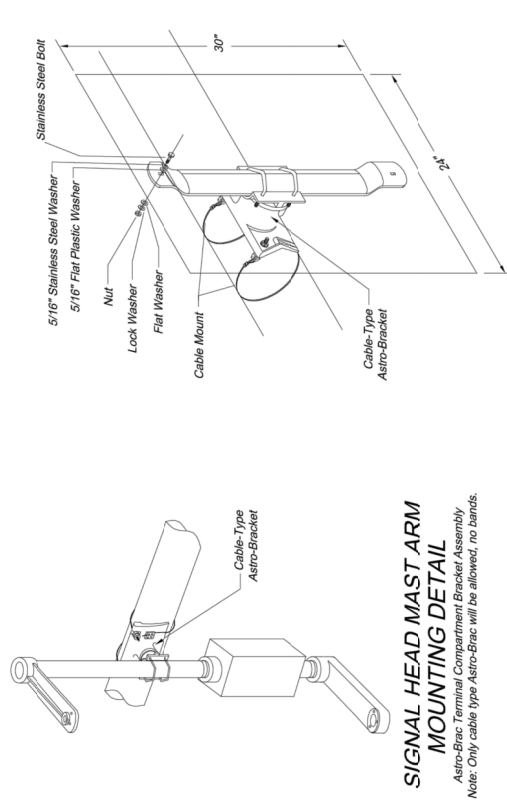
MAST ARM POLE MOUNTING



PEDESTAL POST MOUNTINGS



STRAP TYPE SIGN SUPPORT

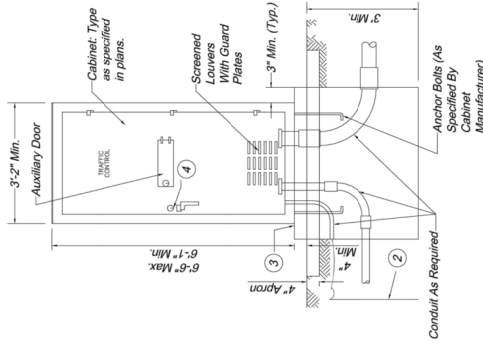
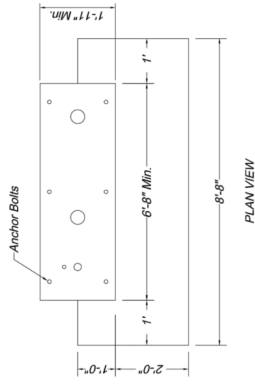
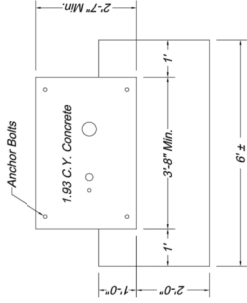
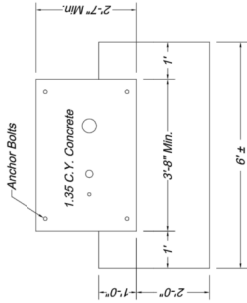


SIGNAL HEAD MAST ARM MOUNTING DETAIL

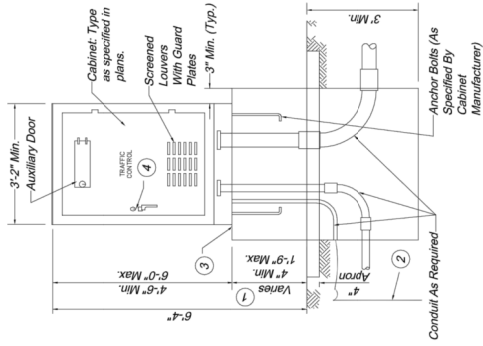
Astro-Brac Terminal Compartment Bracket Assembly
Note: Only cable type Astro-Brac will be allowed, no bands.

MAST ARM SIGN MOUNTING DETAIL

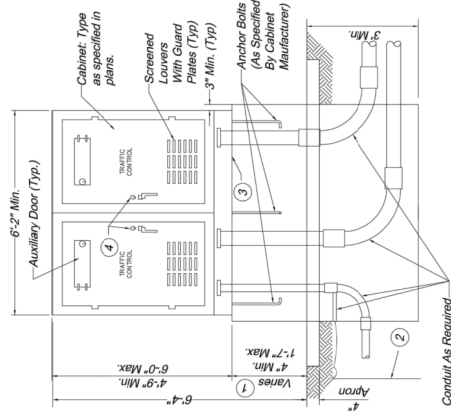
General Notes:
All post wire outlets shall be deburred and equipped with bushings.
Backplates not shown in mounting diagrams for clarity.
Posts shall be grounded with #6 AWG bare copper wire from grounding bushing on conduit to grounding lug in post base if steel conduit is used. If non-metallic conduit is used, provide #6 AWG wire from grounding lug in post to ground supply ground bus in controller cabinet.
Leads from pedestrian signal lamps are connected to the signal head terminal compartment.
All signals shall be mounted vertically unless otherwise noted on the traffic signal plans.
Span wire mounted signals shall have a disconnect hanger.
Signal heads on mast arms shall be tilted forward from the top 3 to 7 degrees from vertical.
If a sign exceeds 42" in length, two supports are required; and if a sign exceeds 95" in length, three supports are required.
Mast arm mounted signals shall have a terminal compartment.
Side-mounted optically limiting heads shall have a minimum post clearance of 5-1/2".
Symbol for pedestrian lenses shall have a minimum height of 11".
Push button signs shall be mounted directly above the actuator, except for locations on 4' pedestals the sign shall be located directly below the actuator.
Signal appearances shall have a horizontal clearance no less than 2' from the face of a vertical curb or from the outside edge of a shoulder, except signals located in a median island.
See standard drawing TS-3 for base details.



For Controller Cabinets With
Heights From 1' To 6'-5"
TYPE E

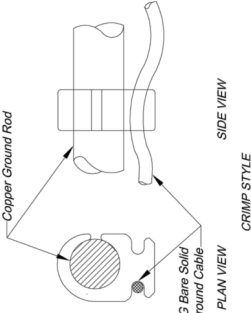
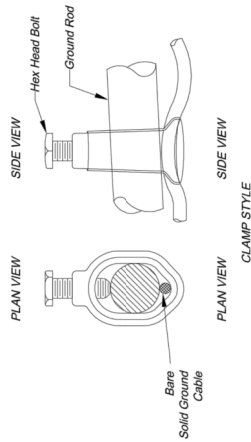


For Controller Cabinets With
Heights From 4' To 6'-0"
TYPE EV



DOUBLE

CONTROLLER CABINETS AND BASE TYPES



GROUND ROD CLAMP CONNECTION DETAIL

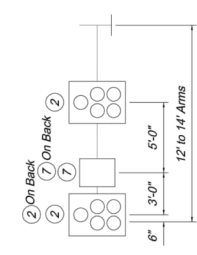
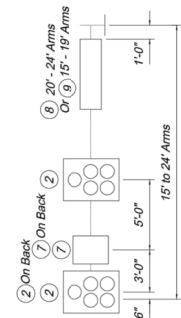
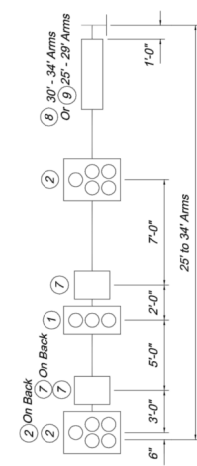
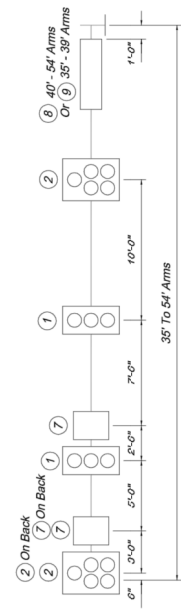
Ground rod clamp shall be subsidiary to ground rod.

General Notes:

Traffic signal controller cabinet shall be oriented with the back of the controller cabinet facing the intersection, such that when the door is open the signal head indications can be viewed while looking inside the cabinet.

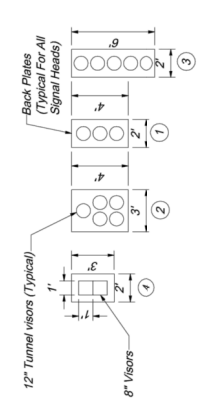
- 1 Dimension varies according to cabinet height.
- 2 Ground rod, 3/4" dia. x 8' min. If subsurface conditions exist which prohibit the placement of the ground rod in a vertical position, the rod may be driven at an oblique angle not to exceed 45 degrees from vertical or buried in a trench at least 30 in. deep. Connection to ground rod shall be clamp type as detailed.
- 3 Lifetime silicone caulk between cabinet and base.
- 4 #2 carbon lock.





TYPICAL TOP VIEW

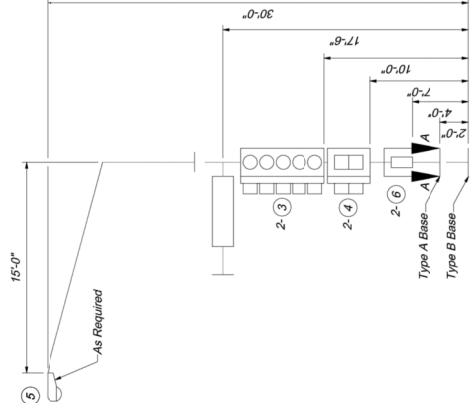
MAST ARM LOADING



Item No.	Description	Weight (Lbs.)	Proj. Area (Sq. Ft.)	Surface Area (Sq. Ft.)
1	3-Section OL Head	60.0	8.0	32.5
2	5-Section OL Head	100.0	12.0	47.5
3	Vert. 5-Section OL Head	100.0	12.0	50.5
4	2-Section OL Head	40.0	6.0	23.0
5	150 Watt Luminaire	30.0	1.0	3.5
6	9" X 18" Sign	2.0	1.1	N/A
7	24" X 30" Sign	27.0	5.0	N/A
8	120" X 18" Sign	25.0	15.0	N/A
9	96" X 18" Sign	19.0	19.7	N/A
	96" X 18" Sign	20.0	12.0	N/A
	96" X 28" Sign	31.0	18.7	N/A

OL - Optically Limited
*Mounting Hardware Included

SECTION A-A



TYPICAL POST LOADING

Structural Design Requirements:

Structural supports shall be designed and fabricated to withstand their own loading and the attachment loading shown on this drawing or on the plans, whichever is greater. Structural members include posts, mast arms and luminaires bracket arms, as required.

Design of the structural supports shall be based on AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 1994 or latest revision with these exceptions.

Minimum Design Wind Speed of 80 MPH at 30 Feet Above Ground.

Loads	Percent of Allowable Stress*
Group I - DL	100
Group II - DL + W	133
Group III - DL + W + Ice + 0.5(W**)	133

*No load reduction factors shall be applied in conjunction with these increased allowable stresses.

**W to be computed on the basis of the wind pressure formula, 25 PSF (1197 Pa) minimum for W for Group III.

Signal structures which will exceed the dimension limits shown shall be designed by a professional engineer*** based on AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 2001, 4th Edition, including any interim with the criteria noted below:

- Minimum Basic Wind Speed 90 MPH at 30 Feet Above Ground
- Fatigue Category I
- Steel Design A36
- Structures specifically designed for truck induced wind gusts.
- Shall be specifically designed to resist periodic galloping forces.

***A set of shop drawings including weld procedure specifications and design computations shall be submitted for record and reference. The submitted drawings and calculations shall be signed and sealed by a professional engineer in accordance with the laws relating to architects and professional engineers (Chapter 327, KSMO) and shall include a professional engineering stamp which lists and certifies that the product meets all of the specified design criteria.

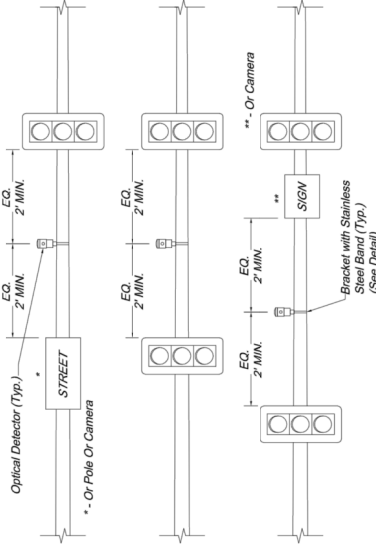
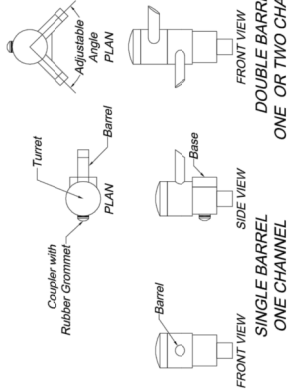
For Type B and BL posts, ice and dead loading shall be based on the combined effect of design loading on each arm. Wind loading is applied as described in section 12.5(b) of the AASHTO Standard Specifications for Structural Supports, 1994 or latest version.

General Notes:

Attachment locations are for structural design purposes only. Actual locations are shown on the plans.

MINIMUM DESIGN LOADING FOR POST AND MAST ARM ATTACHMENTS





- Emergency Vehicle Detection Notes:**
- The detector cable shall be continuous from the optical detector to the traffic signal controller. No splices shall be allowed.
 - The contractor shall label the optical detector cable in all pull boxes by channels as indicated on the plans. This shall be accomplished with aluminum tags attached to the cable with aluminum wire. No direct payment shall be made for this work.
 - Opticon shall be mounted inside the controller cabinet. Unless otherwise indicated on the plans, the placement of the optical detectors shall be centered between the signal heads and/or signal head and sign located on the mast arms. Further information on optical detector placement is shown in the details. The final placement of the optical detector may be adjusted for line of sight requirements.
 - The equipment manufacturer shall be responsible for providing onsite technical assistance to the contractor in final placement of the optical detectors, as well as in all the aspects of the system installation.
 - Preemption sequences and timings shall be developed by the equipment supplier. Timings shall be marked up on the timing sheets from the specific model of controller at each intersection and shall be reviewed by the City prior to installation by the supplier. Preemption sequences shall use an arrow pointing to the right to indicate the occurrence of "Yellow Traps" at intersections with protected/permitted left-turn phasing.
 - Preempts are to be assigned as follows unless otherwise indicated in the plans:

Direction	Preempt No.	Channel
Northbound	1	A
Eastbound	2	C
Westbound	4	D

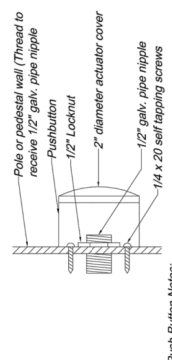
7. The Contractor shall install the equipment consistent with the equipment manufacturer's recommended installation procedures and interface diagrams in a neat and workmanlike manner. Emergency Vehicle Detection System shall be provided and installed by the contractor and shall consist of all detectors, processors, mounting brackets, etc for a fully operational system.

OPTICAL DETECTOR

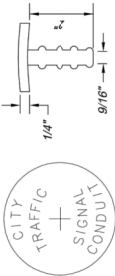
Video Detection Notes:

- The video detection system shall consist of video cameras(s), video detection processor (VDP), cables, brackets, and all other materials necessary for a fully functional system.
- The video detection system shall include software that detects vehicles in multiple lanes of each direction using only one video camera. Detection Zones (DZ) shall be defined using only a video menu and a pointing device to define and place zones on a video image. Up to 24 DZ per camera shall be available.
- The actual number and location of DZ shall be determined in the field by the City Traffic Engineer. The City reserves the right to have additional zones programmed or modify those shown based on the field programming period completed prior to turning on the signal.
- Video cameras are to be mounted as shown on the traffic signal plans. If the camera is mounted on a Type B or C pole, the camera shall be mounted directly to the mast arm and the camera is mounted on a Type B or C pole, the camera shall be mounted on the mast arm using a 6-foot riser.
- Video camera placement, adjustment, setup and initial programming shall be at the direction of the manufacturer's representative. The manufacturer's representative shall assist with identifying optical camera locations, system setup, programming, and turn-on.

VIDEO DETECTION

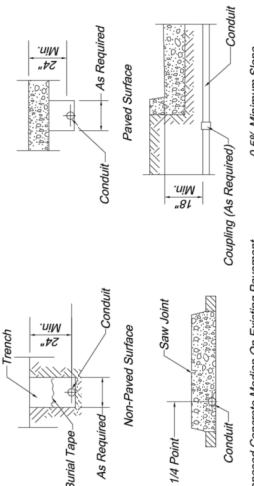


PUSH BUTTON MOUNT DETAIL



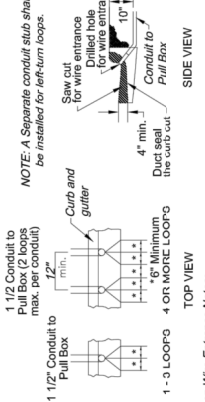
CONDUIT MARKER

- Conduit Marker Notes:**
- Wherever a conduit passes beneath a curbed street, aluminum conduit markers shall be installed in the curb immediately over the conduit location. Conduit markers shall be furnished by the contractor as detailed and shall be installed in the top of the curb by drilling the curb and epoxying the conduit marker in place. Conduit markers shall be flush with the curb. Conduit markers shall be subsidiary to conduit.

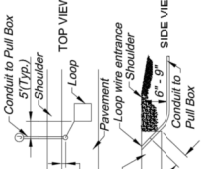


CONDUIT LOCATIONS

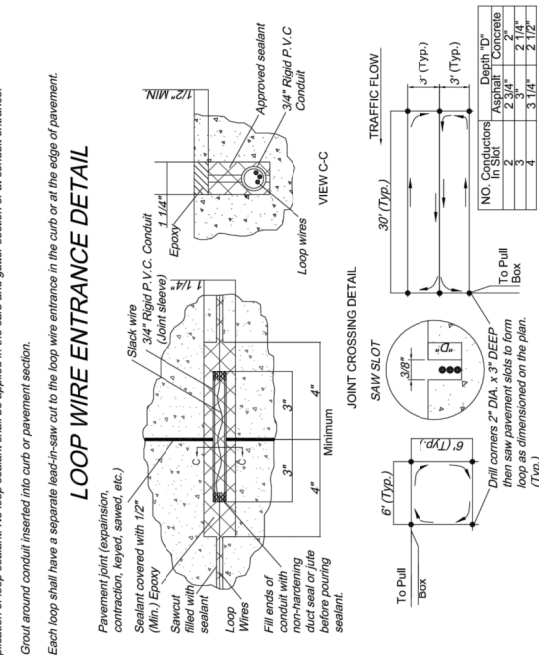
CURBED SECTION



NON - CURBED SECTION



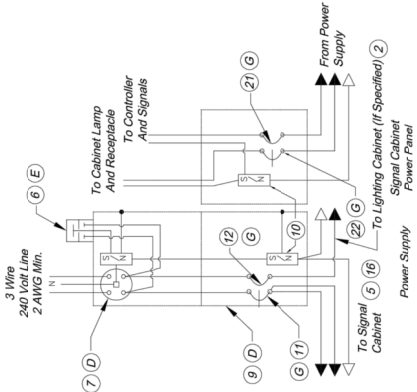
LOOP WIRE ENTRANCE DETAIL



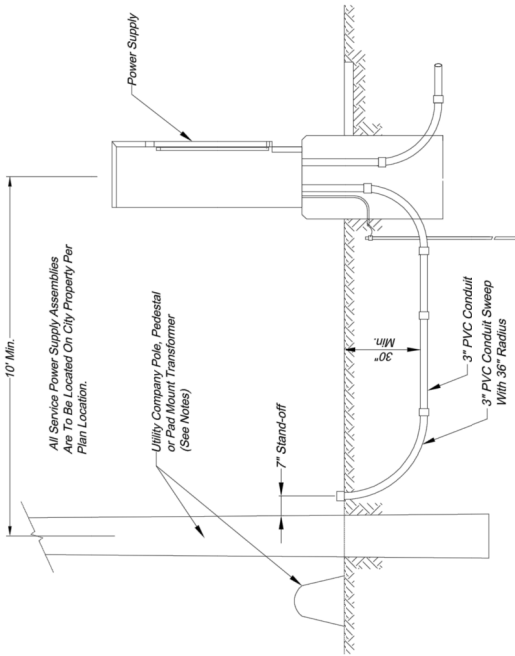
- Loop Detection Notes:**
- Quadrupole loop to be one continuous wire placed in two turns. All loops to be wound in same direction, with start and end clearly marked at pull box.
 - Transverse loop to be one continuous wire placed in three turns. All loops to be wound in same direction, with start and end clearly marked at pull box.
 - Slot in pavement for loops to be cut 3/4" wide at minimum depth "D" as indicated in Chart A. Slot in pavement for lead shall be 3/4" wide at minimum depth "D". Fill slots with an approved asphalt sealer (asphalt pavement) or an approved elastic epoxy sealant (concrete pavement) to within 3/8" of pavement surface.
 - Other than soldered type splice or splice made with wire nuts at their junction, feeder cable and loop wire shall be of continuous run with no splices. All connections to be watertight with approved splice kits. Watertight connections shall extend to and encompass each outer jacket of the detector feeder and loop wire cables.
 - All leads for individual loops to be kept separate and loop wire between the loop and the feeder cable connection shall be twisted three turns per foot.
 - All loops shall be wet cut with equipment approved by the City Traffic Engineer.
 - Where loops are to be installed on projects involving either asphalt pavement construction or milling and overlay of an existing asphalt pavement, loops shall be installed in the base course prior to placement of the asphalt surface course.
 - If existing loops are to be abandoned and new loop installed, abandoned loop wires shall be removed or cut completely through along all slots parallel to vehicle flow.
 - Loops shall be #14 AWG stranded wire in pvc duct made up of 2 non-twisted turns in single slot or as recommended by manufacturer. If the wire is to be used in a figure eight manner with device which will not damage the wire insulation. Lead-in cable shall be 2-1/2 #14 AWG twisted.

LOOP DETECTION



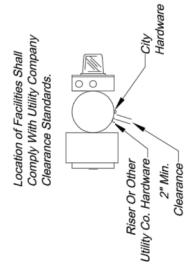


OVERHEAD SERVICE POWER SUPPLY
WIRING SCHEMATIC
SIGNALS AND/OR LIGHTING

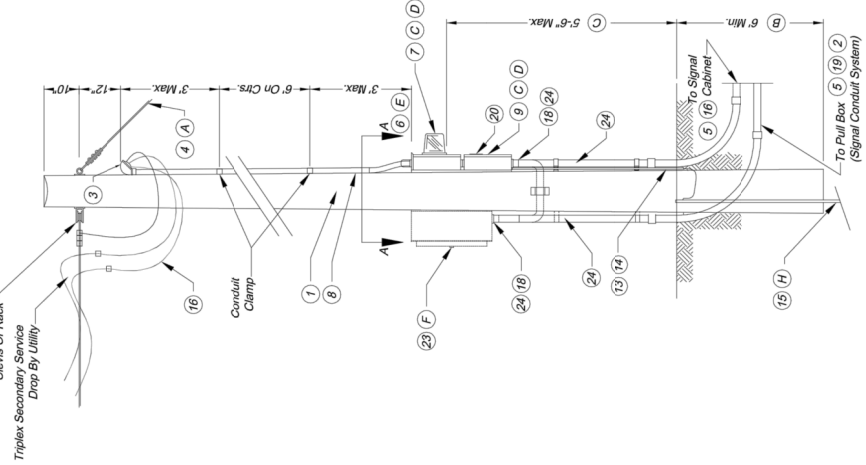


SECONDARY SERVICE CONNECTION DETAILS

- NOTES:
- Contractor shall install a conduit stub 24" to 6" above ground at utility poles. Conduit shall be stubbed to the side of the pole that will allow a direct run up the pole to the transformer without crossing other utility lines or cables. The end of the conduit shall be capped.
 - Contractor shall install conduit in a trench to within 24" of pedestals or pad mount transformers and leave a 36" x 48" access hole in the ground. Contractor shall keep open trench covered and promptly seal off access hole when service is completed.



SECTION A-A



OVERHEAD SERVICE POWER SUPPLY
TEMPORARY SIGNAL ONLY

Item	LIST OF MATERIALS	Description
1	Service pole 30' min., Class IV wood, Contractor provided, City owned. *	
2	2" AWG Min. Cable, 600 volt	
3	Service disconnect box	
4	City cable, as required	
5	2" min. rigid conduit with preformed elbows	
6	Lighting arrester, Valve type, 2 pole, 650 volt	
7	240 volt meter socket, 100 amp for signals	
8	2" min. rigid conduit box, Locking, Rainlight, NEMA 4	
9	Signal cabinet, 200 amp minimum	
10	Insulated, Groundable neutral, 200 amp minimum	
11	Signal breaker, Single pole, 40 amp min., Type A or B	
12	Lighting breaker, Single pole, 40 amp, Type A or B	
13	Metal conduit, 1/2"	
14	Ground wire, #2 AWG min.	
15	Ground rod, 3/4" x 8' min.	
16	2" AWG min. cable, 600 volt	
17	Reserved	
18	Threaded conduit hub with sealing washers	
19	Lighting cables *	
20	Weatherproof adhesive label (signals) vinyl raised lettering	
21	Type B controller and signal breaker, as specified.	
22	Lighting arrester, 15 amp	
23	Lighting cable, 1/2"	
24	2" Steel Conduit (minimum)	
*	See plans	

Notes

- Service pole shall be guyed when span of overhead wire exceeds 50'.
- Increase 1 foot for each 5 feet above 50 feet.
- Service disconnect boxes and meter boxes shall be aluminum or stainless steel. All hardware, hinges, catches, etc. shall be stainless steel. Meter socket and other equipment shall be U.L. approved, and conform to the requirements of the utility company providing power.
- Schematic diagram shall be mounted on inside of door.
- Utility company shall decide if lightning arresters are to be connected on the back or line side of the meter. The utility company shall also decide if the lightning arrester is terminated in the meter or disconnected cabinet. If terminated in the disconnect cabinet, it shall be installed on the connect cabinet.
- If lighting is specified, install lighting control on power supply.
- Breakers shall conform to the standard specifications.
- If subsurface conditions exist which prohibit the placement of the ground rod in vertical position, the rod may be driven at an oblique angle not to exceed 45 degrees from vertical or buried in a trench at least 30 in. deep. Connection to ground rod shall be clamp type as detailed on standard drawing 1S-2.

General Notes:

- For cable types and installation. See standard specifications.
- The type power supply assembly is shown on the plans or is designated on the contract.
- The utility company shall be notified 30 days prior to date service will be required.
- All openings in any utility enclosure, service box, or meter shall be covered and sealed with lifetime silicone caulk.
- Contractor to provide sufficient number of ground rods (as required for maximum of 25 Ohms resistance to ground).
- All materials required excluding reference items as shown on drawing shall be included in price bid for power supply assembly.



CITY OF LEE'S SUMMIT
PUBLIC WORKS DIVISION
ENGINEERING DIVISION
220 SE GREEN STREET
LEE'S SUMMIT, MISSOURI 64063
PHONE: (816) 969-1800 FAX: (816) 969-1809

POWER SUPPLY ASSEMBLY
240/120 VOLT SERVICE
STANDARD DRAWING TS-9

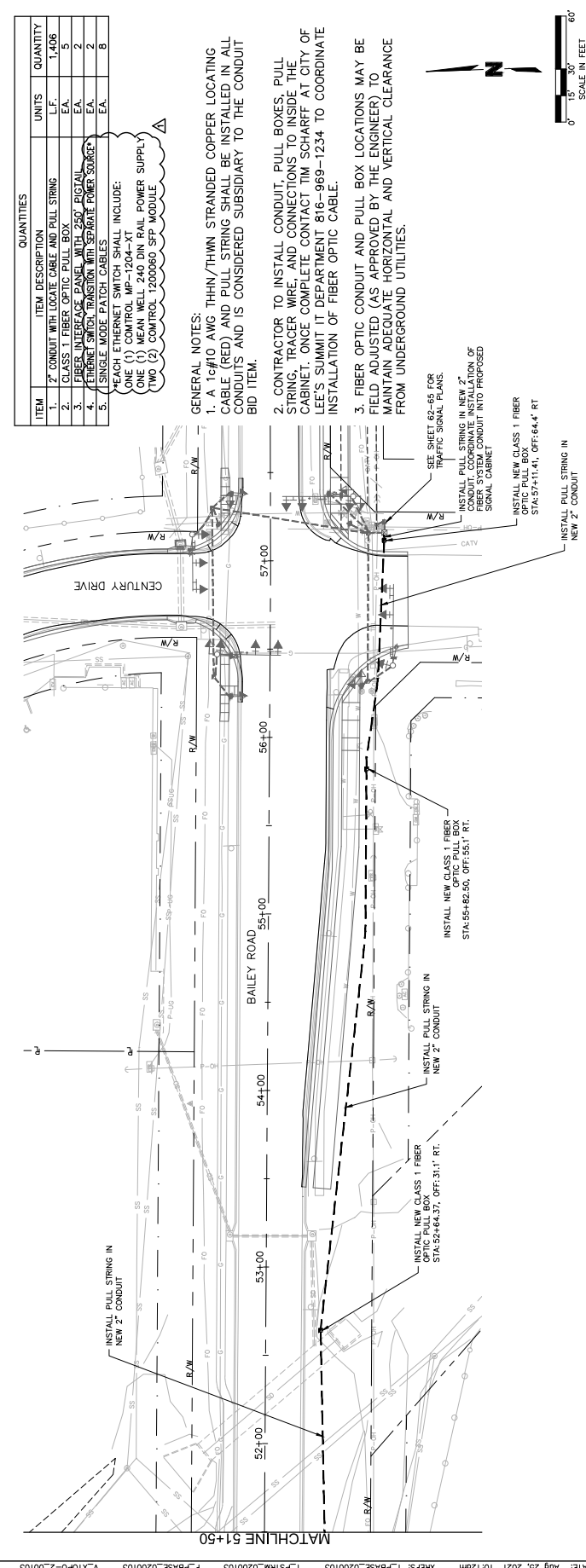
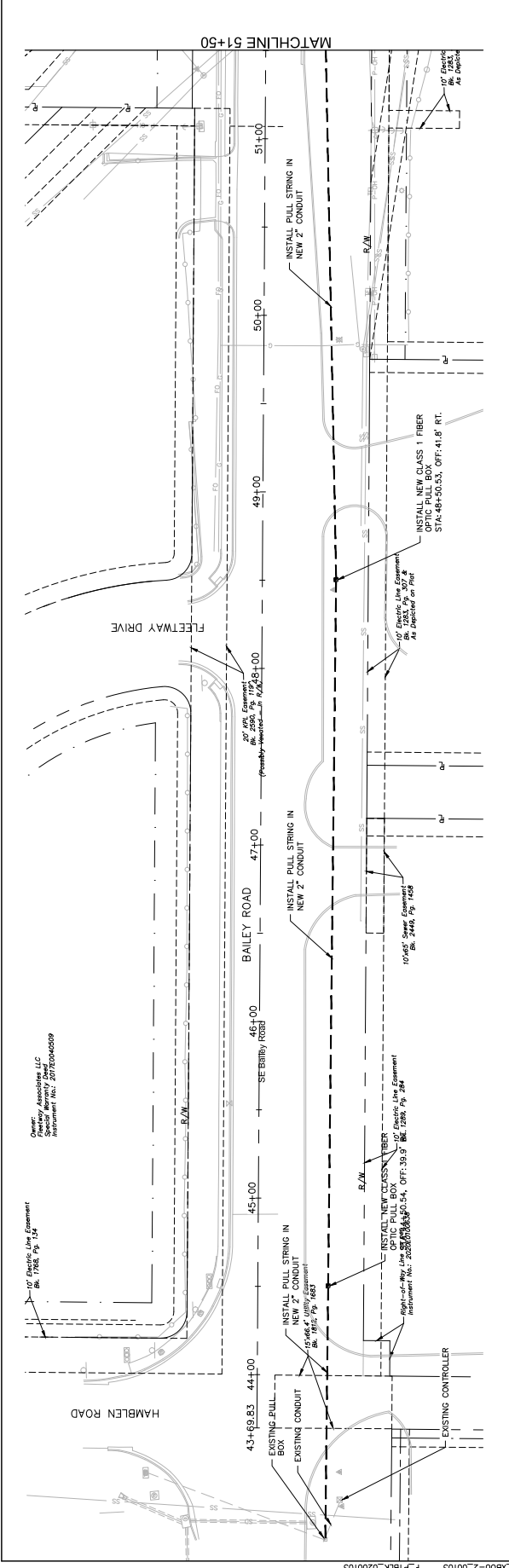
Drawn By: AS
Checked By: MP
Date: 09/25/2009
Project#



REVISIONS	
NO.	REVISIONS DESCRIPTION
1	AS #29
2	DATE 08/25/2021
3	BY JAB

2021	LEE'S SUMMIT, MISSOURI
LEE'S SUMMIT MIDDLE SCHOOL #4	
PUBLIC ROAD IMPROVEMENTS	
BAILEY ROAD	
FIBER INTERCONNECT	

C.I.A. NO.	2020002
DRAWN BY	JAB
CHECKED BY	JAB
APPROVED BY	JAB
DATE	08/25/2021
DATE	08/25/2021

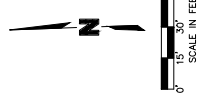


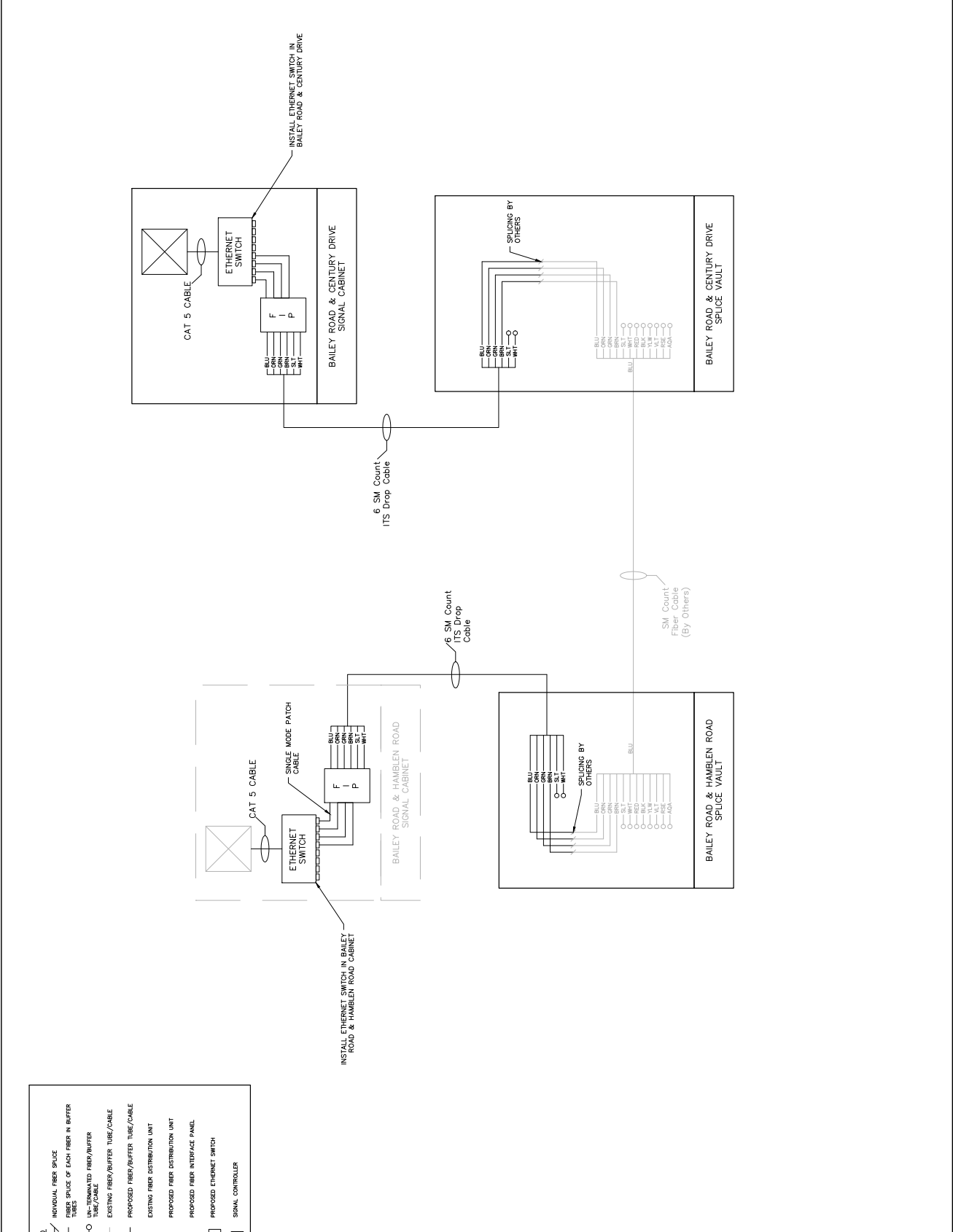
ITEM	QUANTITIES	UNITS	QUANTITY
1. 2\"/>		L.F.	1,406
2. CLASS 1 FIBER OPTIC PULL BOX		E.A.	5
3. FIBER INTERCONNECT PULL BOX		E.A.	2
4. SINGLE MODE PATCH CABLES		E.A.	2
5. EACH ETHERNET SWITCH SHALL INCLUDE:		E.A.	8

ONE (1) CONTROL MP-1204-XT
TWO (2) CONTROL 1200060 SFP MODULE

GENERAL NOTES:

1. A 1c#10 AVG. THHN/THWN STRANDED COPPER LOCATING CABLE (RED) AND PULL STRING SHALL BE INSTALLED IN ALL CONDUITS AND IS CONSIDERED SUBSIDIARY TO THE CONDUIT BID ITEM.
2. CONTRACTOR TO INSTALL CONDUIT, PULL BOXES, PULL STRING, TRACER WIRE, AND CONNECTIONS TO INSIDE THE CABINET. ONCE COMPLETE CONTACT TIM SCHARFF AT CITY OF LEE'S SUMMIT AT DEPARTMENT 816-969-1234 TO COORDINATE INSTALLATION OF FIBER OPTIC CABLE.
3. FIBER OPTIC CONDUIT AND PULL BOX LOCATIONS MAY BE FIELD ADJUSTED (AS APPROVED BY THE ENGINEER) TO MAINTAIN ADEQUATE HORIZONTAL AND VERTICAL CLEARANCE FROM UNDERGROUND UTILITIES.



[illegible]

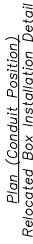
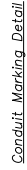
olsson

Proposed	
①	Type 1 Fiber Optic Service Box
②	Type 2 Fiber Optic Service Box
③	Traffic Signal Controller
④	HDPE Fiber Optic Conduit (sized per plan)
—FO—	
①	Type 1 Fiber Optic Service Box
②	Type 2 Fiber Optic Service Box
③	Traffic Signal Controller
④	HDPE Fiber Optic Conduit (sized per plan)
—FO—	

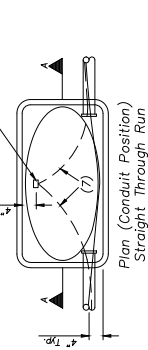


Ethernet Switch / Expansion Module		Port Assignments	
	Ethernet Switch		
Port No.	Assigned Equipment		
1	Speed Controller		
2	Manufacturing Management Unit (MMU)		
3	Emergency Vehicle Pre-emption (EVP)		
4	Battery Backup / UPS		
5	Presence Detector Interface Module		
6	Advanced Radar Interface Module		
7	Advanced Radar Detector Interface Module		
8	Video Detection		
	Expansion Module		
Port No.	Assigned Equipment		
1	Flashing School Buses		
2	Ignition		
3	Speed		
4	Spire 2		
5	CCTV Camera 1 Pad Injector		
6	CCTV Camera 2 Pad Injector		
7	Spire 1		
8	Spire 4		

Ethernet Switch & Power Supply Details
(with Ethernet Switch / Expansion Module Assignments)

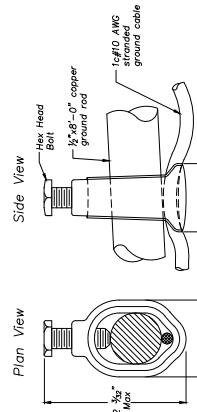


6. The TCO service box and cover shall be rated for no less than 22,500 lbs test load (Type 19) load per ANSI/SCIE-77.
7. The TCO service box shall be constructed of 1/2" thick glass and special bonded together with a polymer and reinforced with continuous woven glass strands. The material must have the following mechanical properties:
 - Compressive Strength = 1,000 psi ASTM C-09/0430
 - Tensile Strength = 1,700 psi ASTM C-96/0638/03/243
8. A 1/2" thick tempered glass shall be used for the TCO service box.
9. The TCO service box shall be constructed between 36" and 48" and shall be 4" centered off the edge of the service box wall. The fiber shall be 1/2" centered off the edge of the service box wall. The fiber and 18" wall, layer of 1/2" clear crushed rock shall be constructed below the service box for drainage purposes.
10. The TCO service box shall have a 1/2" thick paper locating cable.
11. The Type 2 fiber box shall have a tear-patch locating cover.

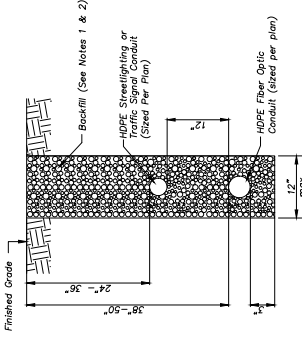
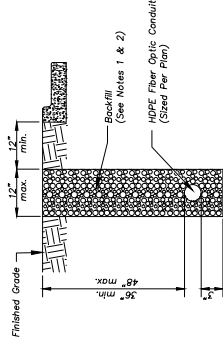


Box Type	Approximate Dimensions (inches)						
	A	B	C	D	E	F	
Type 1 Fiber	35 5/8	24	3	24	22 1/4	33 7/8	
Type 2 Fiber (8)	47 5/8	30 1/8	3	24	28 1/8	45 5/8	

Fiberglass Reinforced Polymer Concrete Fiber Optic Service Box Details



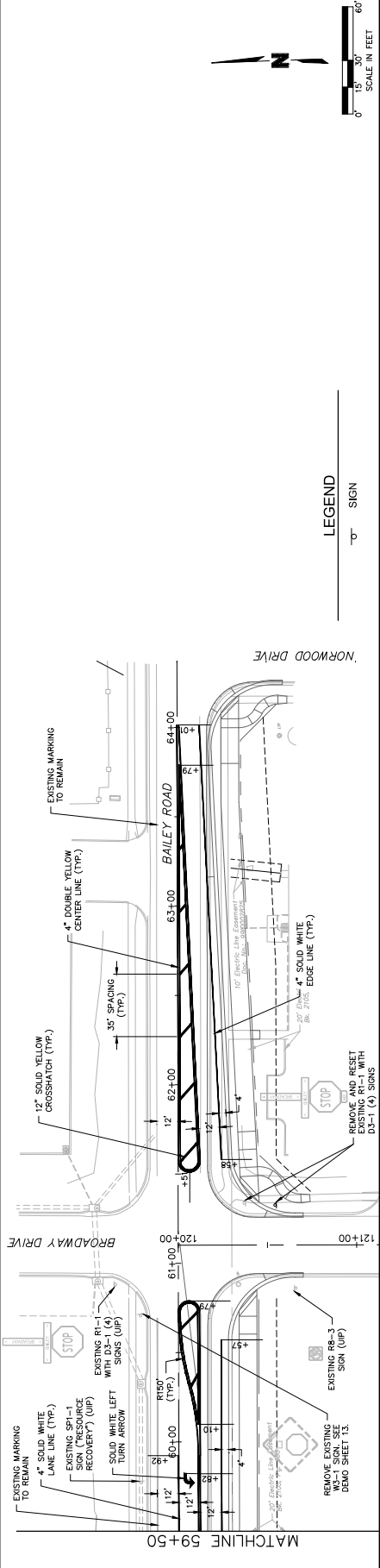
Ground Rod Clamp Connection Detail

Trench w/Multiple
Conduits in Unpaved
Areas

Trenching in Unpaved Areas

Trenching Details

- Notes:
1. All trenches for conduit under proposed paved surfaces shall be backfilled with flowable fill.
 2. Backfill in unpaved areas shall be earth or AB-3 and free of rubble and rock. Conduits shall be pitched to drain.
 3. If multiple conduits are installed, they shall have a minimum of 12" horizontal or vertical separation between them.

[illegible]

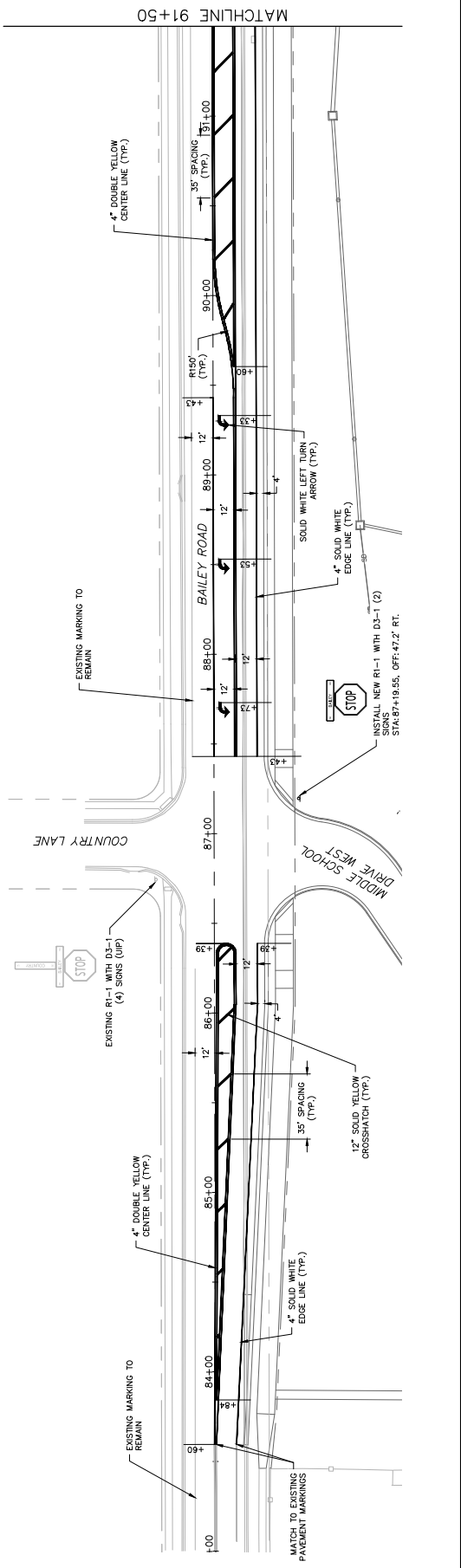
DWG: \\ite-oma-sa\k\c\projects\20\0001\20-0103\40-Design\AutoCAD\Final Plns\Sheets\F\PTBLK\20200103 V_XBOU_00103 V_TPO_00103 V_XTOPO-2_00103 V_XBOU-2_00103 F_SAS_0200103.dwg
 USER: tholler
 DATE: Aug 26, 2021 10:13am
 XREFS: T_PSTRM_20200103 F_PBASE_20200103 F_PBASE_20200103 F_PBLK_20200103
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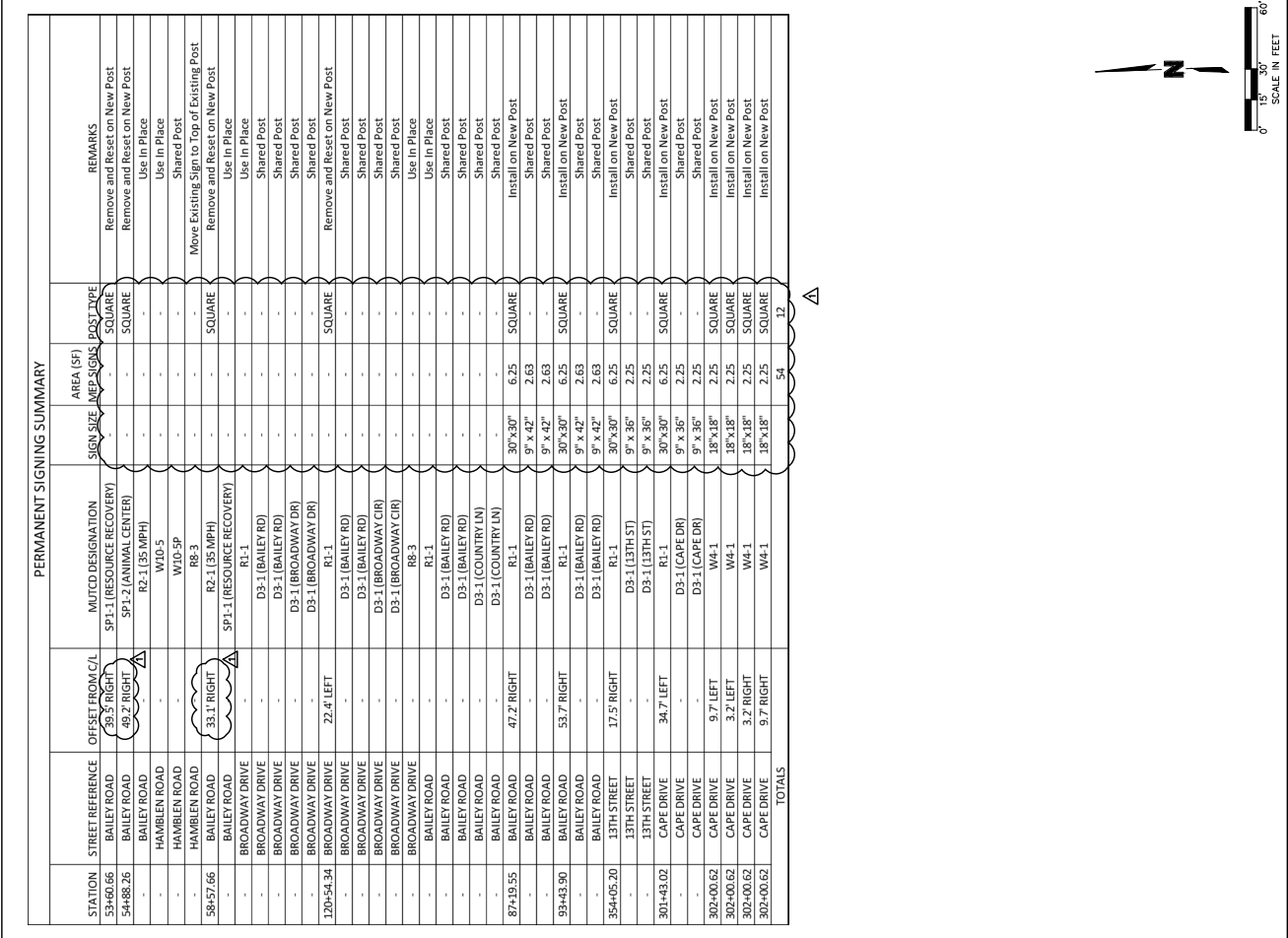
C.O.A. NO.: 001592
DRAWN BY: JRC
CHECKED BY: JAB
APPROVED BY: SLL
QA/QC BY: THE
PROJECT NO.: 020-0103
DWG NO.: F-98-0803
DATE: 8/24/2021

PAVEMENT MARKING AND SIGNING PLAN
BAILEY ROAD
LEE'S SUMMIT MIDDLE SCHOOL #4
PUBLIC ROAD IMPROVEMENTS
CITY OF LEES, MISSOURI

[illegible]

olsson

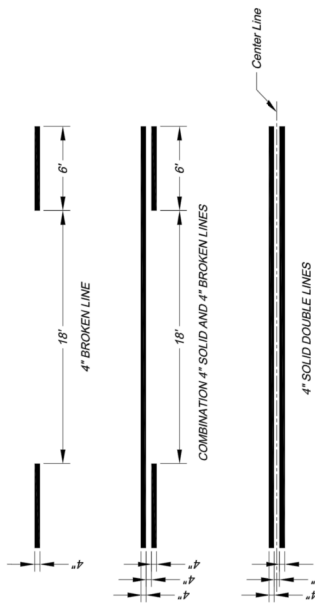




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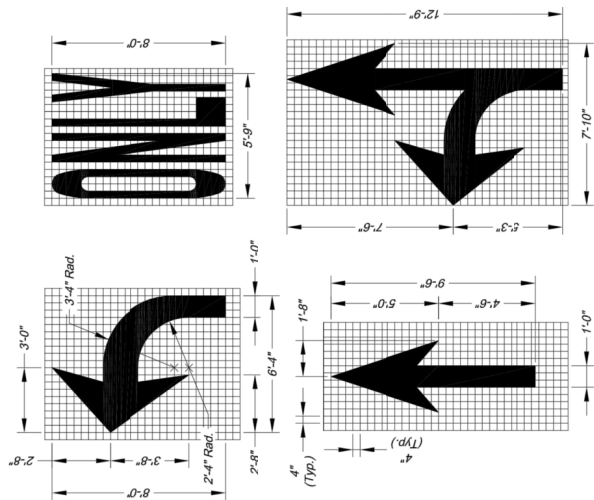
PAVEMENT MARKING AND SIGNING PLAN	LEES SUMMIT MIDDLE SCHOOL #4	LEES SUMMIT, MISSOURI	2024
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C.O.A. NO.: 001592
DRAWN BY: JRC
CHECKED BY: JAB
APPROVED BY: SLL
QA/QC BY: THE
PROJECT NO.: 020-0103
DWG NO.: F-98-0003
DATE: 8/24/2021



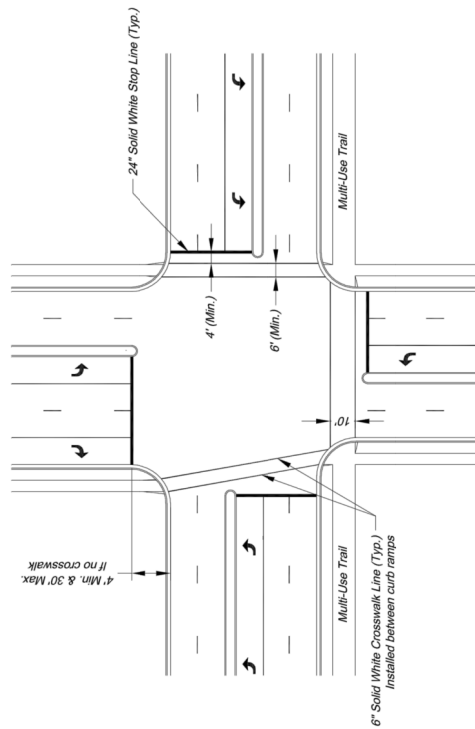
NOTES:

1. All edge line, center line, and lane line pavement markings shall be 4" wide unless otherwise noted.
2. Edge lines shall be continuous solid white or yellow lines. Right side edge lines shall be solid white. Median or left side edge lines on divided roadways are to be solid yellow. Edge lines and center lines shall be continuous across driveways.



NOTES:

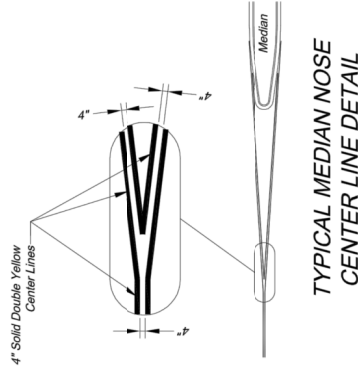
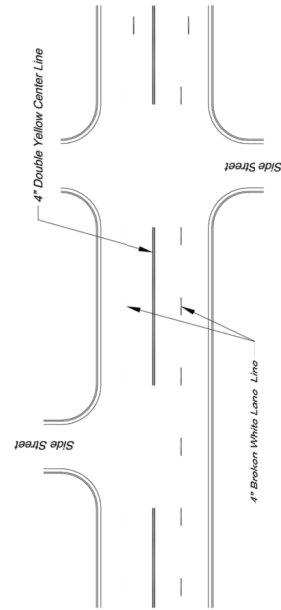
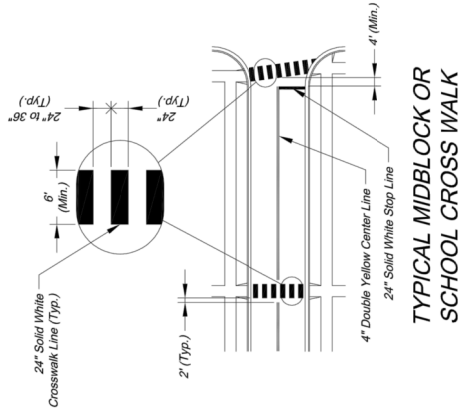
1. All arrow and symbol markings shall be white, and shall be centered in their respective traffic lanes.
2. Right-turn and combination right-turn/straight arrows are reverse of arrows shown.



TYPICAL INTERSECTION MARKINGS

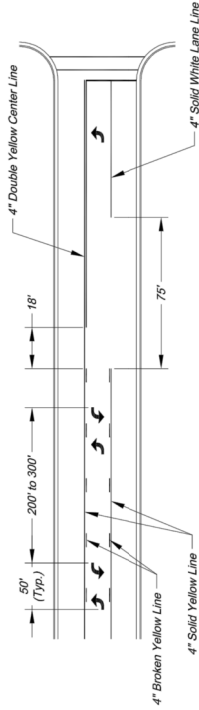
NOTES:

1. Transverse crosswalk lines shall be installed such that the distance between lines is at least 6 or 10 feet.
2. Stop lines are required at signalized intersections, on multi-lane stop controlled approaches, or in front of crosswalks at controlled intersections.

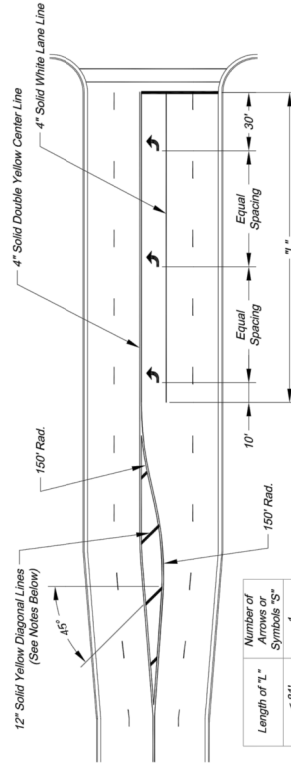


PAVEMENT MARKING GENERAL NOTES:

1. All pavement markings shall be in accordance with the latest edition of the *Manual on Uniform Traffic Control Devices (MUTCD)* published by the U.S. Department of Transportation, Federal Highway Administration.
2. All words and symbols shall conform to the latest edition of *Standard Alphabets for Highway Signs and Pavement Markings* printed by the U.S. Department of Transportation, Federal Highway Administration.
3. Permanent markings, either temporary or permanent are required at all times if the roadway is open to traffic.
4. Contractors shall not place any markings that conflict with existing markings shall be completely removed. Permanent shall not leave the road surface soiled with any image that misleads the driver. Any excess damage or staining of pavement shall be repaired at the Contractor's expense.
5. The proposed permanent markings shall be laid out by the Contractor in advance of the marking installation. Markings shall not be applied until the layout has been approved by the City Traffic Engineer.
6. Markings shall be applied on all unobstructed arterial streets, and any other undivided street with more than two lanes and/or a speed limit of 30 mph or more.
7. Edge lines shall be marked on all non-curb-ed streets.

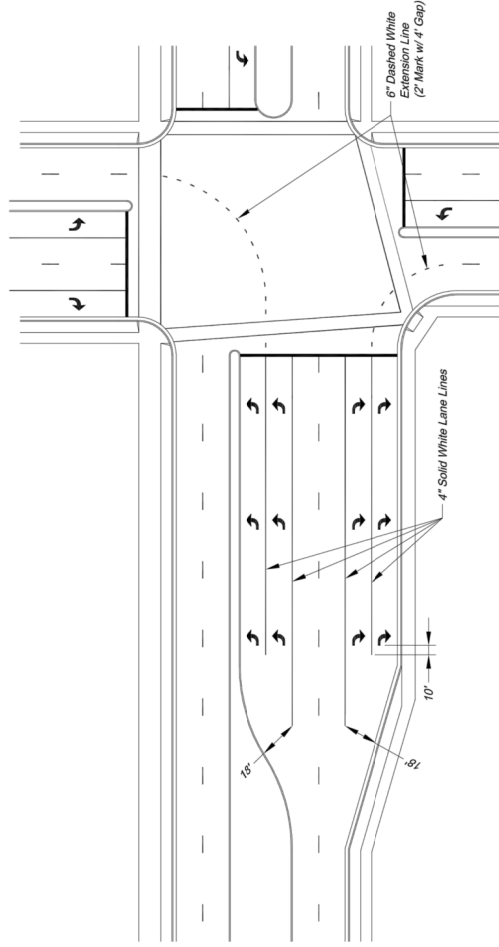


TYPICAL MARKINGS FOR TWO-WAY LEFT-TURN LANE



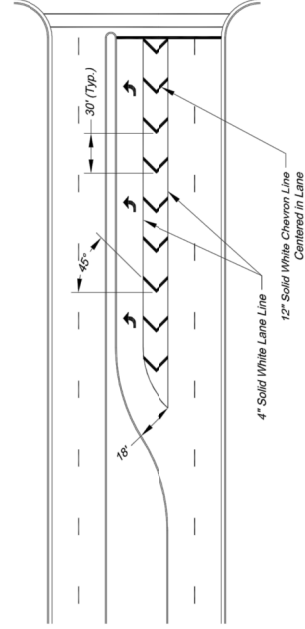
TYPICAL TURN LANE MARKINGS

- NOTES:
1. Diagonal lines are required between centerlines if the width of the area between the center lines is greater than 12' and/or the length of the area between center lines is greater than 250'.
 2. Diagonal lines shall be 45 degrees, equal to the posted speed limit.
 3. Equal Spacing is calculated as $(L - 40) / (S - 1)$.
 4. When a through lane of traffic terminates as a mandatory turn lane, Arrow and "ONLY" symbols should be marked in the turn lane, in alternating order. The first and last symbols should be Arrows.



TYPICAL DUAL TURN LANE MARKINGS

- NOTE:
1. Dashed extension lines shall not extend through crosswalks.



TYPICAL STRIPED OUT TURN LANE MARKINGS



CITY OF LEE'S SUMMIT
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
220 SE GREEN STREET
LEE'S SUMMIT, MISSOURI 64063
PHONE: (816) 969-1800 FAX: (816) 969-1809

Project: _____
Sheet Name: INTERSECTION MARKING DETAILS
STANDARD DRAWING PM-2

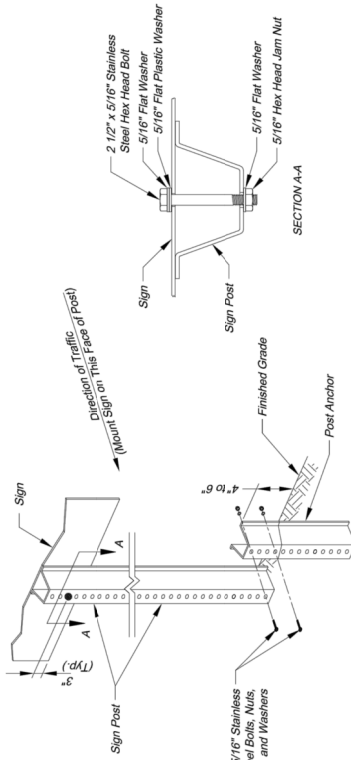
Drawn By: AS
Checked By: JW
Date: 09/09/2009
Project# _____

2 OF 2

84

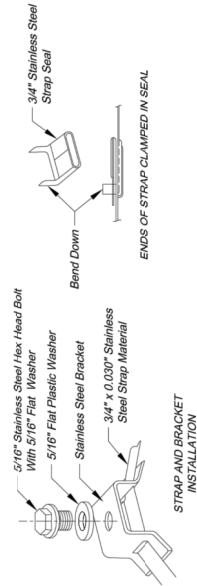
PERMANENT SIGNING GENERAL NOTES:

1. All signing shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
2. The Contractor is responsible for obtaining all permits and utilities when installing sign posts which are located on the plane or not.
3. All signs shall be installed in accordance with the City of Lee's Summit Public Works Department's Signage Manual.
4. The Contractor shall stake the location of all sign posts to be installed. The City Inspector shall inspect the staking prior to installation.
5. Signs shown to be installed on the side of metal poles shall be mounted with stainless steel straps or wing brackets as detailed. No signs are to be installed on wood poles. See Traffic Signal Standard Drawings for the installation of signs on mast arms.
6. All post mounted signs shall be installed with breakaway anchors according to the Standard Drawings.
7. All existing signs will be used in place during construction and protected from damage unless otherwise indicated in the plans. If the Contractor desires to remove any signs, they shall be removed and replaced with new signs of the same type and size at the Contractor's expense. The Contractor shall be responsible for removing and storing any signs that are to be reinstalled on the project. All equipment shall be reinstalled in good condition.
8. Existing permanent signs and posts removed by the Contractor for construction purposes which are not to be reinstalled shall be delivered to the City's Public Works Maintenance Facility (1971 SE Hamblen Road). The Contractor shall be responsible for removing and storing equipment in good condition and is fully responsible for the equipment until it is delivered.
9. All Stop, Yield, or street name signs shall be maintained in a conspicuous location for the driving public. All Stop and Yield signs removed for construction purposes can be temporarily erected in reflectorized drums (no less than 7 feet above the pavement surface) until they can be reinstalled. Any temporary Stop or Yield sign installation to be left in place overnight will require prior approval from the City Inspector.



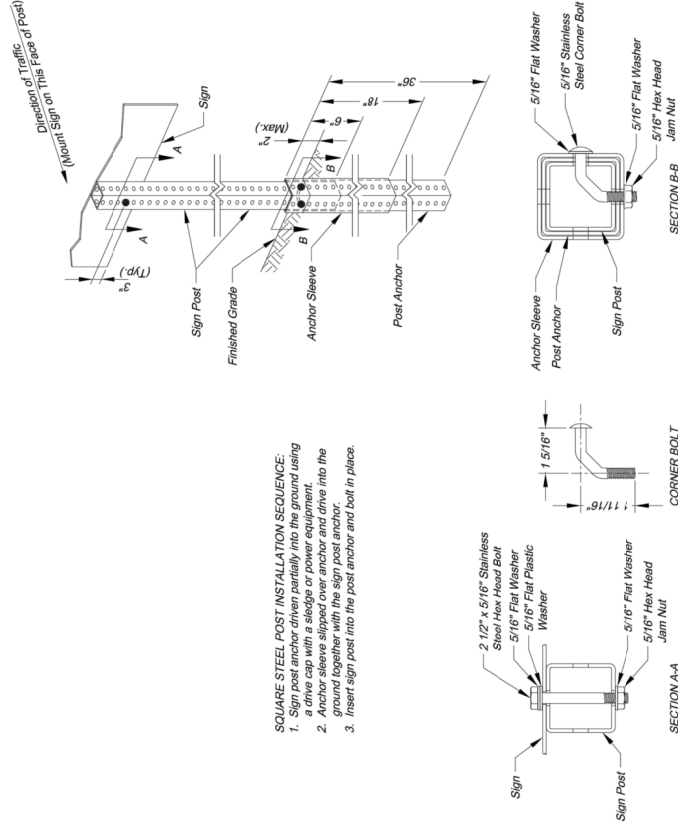
U-STEEL POST NOTES:

1. All signs shall be installed entirely between finished grade line and 18" above finished grade line. Only one splice will be allowed per post.
2. U-Steel post shall be 3 lb./ft., galvanized according to ASTM A123.
3. U-Steel post can be used for installation of signs with an area of less than 2.5 square feet.
4. All posts shall be embedded a minimum of 3 feet.



STRAP TYPE SIGN MOUNTING NOTES:

1. Signs on metal poles shall be attached with two brackets and stainless steel bands.
2. Holes in sign for attachment to the mounting brackets shall be offset a minimum of 2 inches from the edge of the sign.
3. Holes in sign shall be located such that the sign is level.
4. All strap, bracket, and seal materials should be Type 301 stainless steel.



SQUARE STEEL POST INSTALLATION SEQUENCE:

1. Sign post anchor driven partially into the ground using a drive cap with a sledge or power equipment.
2. Anchor sleeve slipped over anchor and drive into the ground until the anchor is flush with the post.
3. Insert sign post into the post anchor and bolt in place.

SQUARE STEEL POST NOTES:

1. Square steel sign posts and break-away anchor shall consist of the following materials:
 - Sign Post - 14 Ga. 2" x 2" Square Steel Post
 - Post Anchor - 12 Ga. 2 1/2" x 2 1/2" x 38" Square Steel Post
 - Anchor Sleeve - 12 Ga. 2 1/2" x 2 1/2" x 18" Square Steel Post
2. 14 Gauge posts must meet a certified minimum yield strength of 60,000 psi.
3. In all installations the first hole above the finished grade line on the sign post, anchor, and anchor sleeve must be in line for the insertion of the corner bolt.
4. The maximum area for sign post is 0.0 square feet. A sign combination of signs with a maximum area of 0.0 square feet per sign shall be used. Signs with a width greater than 36" (not including 36" x 36" diamond shaped signs) will require two posts.



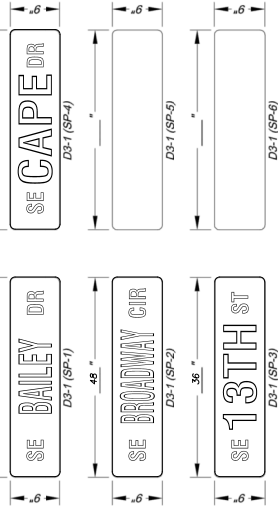
STANDARD ABBREVIATION LISTS

Named Streets		Numbered Streets			
Avenue	AVE	First	Second	Third	ST
Boulevard	BLVD				ND
Circle	CIR				RD
Creek	CR				TH
Court	CT				
Crossing	XING				
Drive	DR				
Highway	Hwy				
Lane	LN				
Parkway	Pkwy				
Place	PL				
Road	RD				
Street	ST				
Terrace	TER				
Trail	TRL				
Way	WAY				

STREET NAME SIGN QUANTITIES

Sign Designation	Sign Size	Sign Area (Sq. Ft.)	Sign Number	Quantity (Sq. Ft.)
D3-1 (BAILEY RD)	9" x 42"	2.63	4	10.50
D3-1 (BROADWAY CIR)	9" x 48"	3.00	0	0.00
D3-1 (13TH ST)	9" x 36"	2.25	2	4.50
D3-1 (CAPE DR)	9" x 36"	2.25	2	4.50

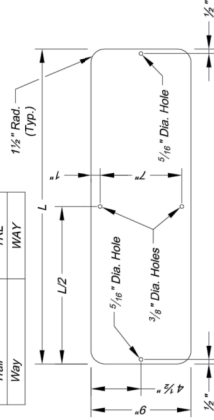
UPDATED QUANTITY TABLE
09/25/2021



PROJECT SIGN DETAILS

STREET NAME SIGN BLANK DETAILS

For Mounting on Square Steel Posts





uossjo

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LEES SUMMIT, MISSOURI	2021
LEES SUMMIT MIDDLE SCHOOL #4 PUBLIC ROAD IMPROVEMENTS	
TRAFFIC CONTROL PLAN	

C.O.A. NO.: 001592
DRAWN BY: JRC
CHECKED BY: JAB
APPROVED BY: SLL
QA/QC BY: THE
PROJECT NO.: 020-0103
DWG NO.: 5.106 (0003)
DATE: 8/24/2021



PHASING LEGEND

- PHASE 1 WORK AREA
PHASE 2 WORK AREA
PHASE 3 WORK AREA



NOT TO SCALE

CONSTRUCTION PHASING:

GENERAL NOTES:

- 1) SEE SHEET 89 FOR MINIMUM TAPER LENGTHS, TEMPORARY SIGNAGE, AND OTHER TRAFFIC CONTROL REQUIREMENTS.
- 2) DURING ALL PHASES OF CONSTRUCTION, CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC (ONE LANE EACH DIRECTION) ON ALL ADJACENT ROADWAYS WITH 10' MINIMUM LANE WIDTHS.

PHASE 1:

CONSTRUCT BAILEY ROAD IMPROVEMENTS. SHIFT TRAFFIC TO NORTH HALF OF BAILEY ROAD AND MAINTAIN TWO-WAY TRAFFIC (ONE LANE EACH DIRECTION) ON BAILEY ROAD AND ON ALL SIDES STREETS. MAINTAIN 10' MIN. LANE WIDTH. SEE SHEET 89 FOR TAPER, TEMPORARY SIGNAGE, AND OTHER TRAFFIC CONTROL REQUIREMENTS.

PHASES 2A AND 2B:

CONSTRUCT CENTURY DRIVE IMPROVEMENTS ONE HALF AT A TIME (E.G. WEST HALF, THEN EAST HALF). MAINTAIN TWO-WAY TRAFFIC (ONE LANE EACH DIRECTION) ON CENTURY DRIVE WITH 10' MIN. LANE WIDTH.

PHASE 3:

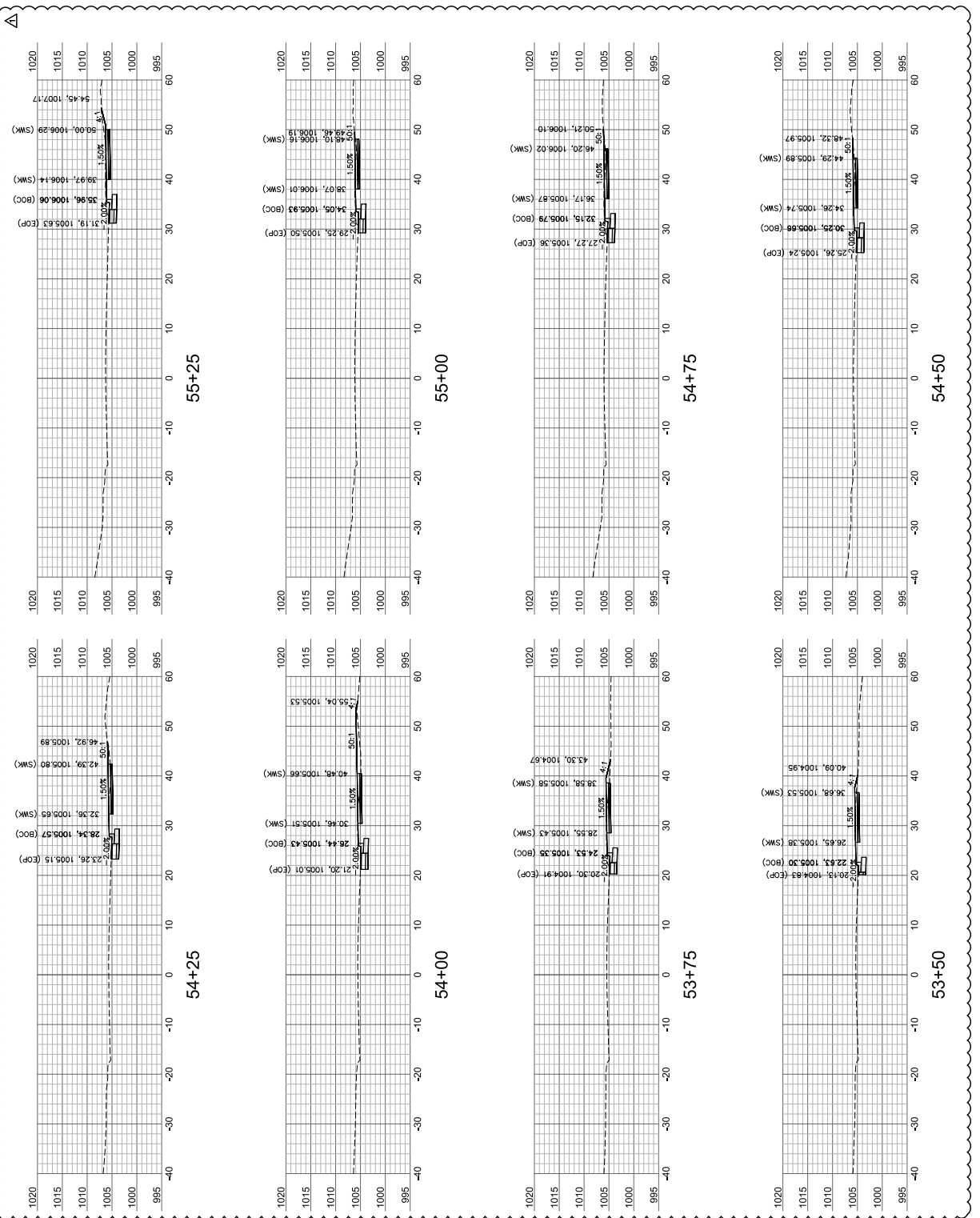
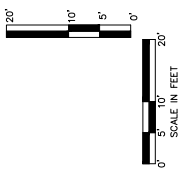
CONSTRUCT MIDDLE SCHOOL ROADWAY CONNECTIONS WITH 13TH STREET, 15TH STREET, AND CAPE DRIVE. SEE "TYPICAL STREET CLOSURE (NO ACCESS ALLOWED)" DETAIL ON SHEET 89 FOR SIDE STREET AND MAINLINE TRAFFIC CONTROL REQUIREMENTS. NOTE, PHASE 3 WORK MAY BE CONSTRUCTED SIMULTANEOUSLY WITH PRECEDING PHASE IF DESIRED.

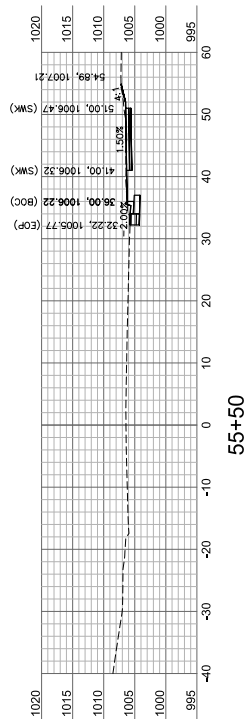


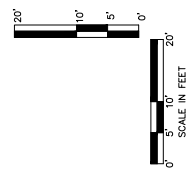
REVISIONS	
REV.	DATE
1	08/25/2021
ASR #29	
BY	RPW
MO. NO. RE.	202000103

CROSS SECTIONS	
BAILEY ROAD	
LEE'S SUMMIT MIDDLE SCHOOL #4	
BAILEY ROAD PUBLIC IMPROVEMENTS	
2021	

C.A.A. NO.	202000103
DRAWN BY	DAVID L. TENNYSON
CHECKED BY	DAVID L. TENNYSON
APPROVED BY	DAVID L. TENNYSON
DATE	08/25/2021









CROSS SECTIONS

BAILEY ROAD

LEE'S SUMMIT MIDDLE SCHOOL #4

BAILEY ROAD PUBLIC IMPROVEMENTS

LEE'S SUMMIT, MISSOURI

2021

REV.	NO.	DATE	REVISIONS DESCRIPTION	BY

DATE: 10/25/2021
MO. NO. RE: 202000103

CROSS SECTIONS

BAILEY ROAD

LEE'S SUMMIT MIDDLE SCHOOL #4

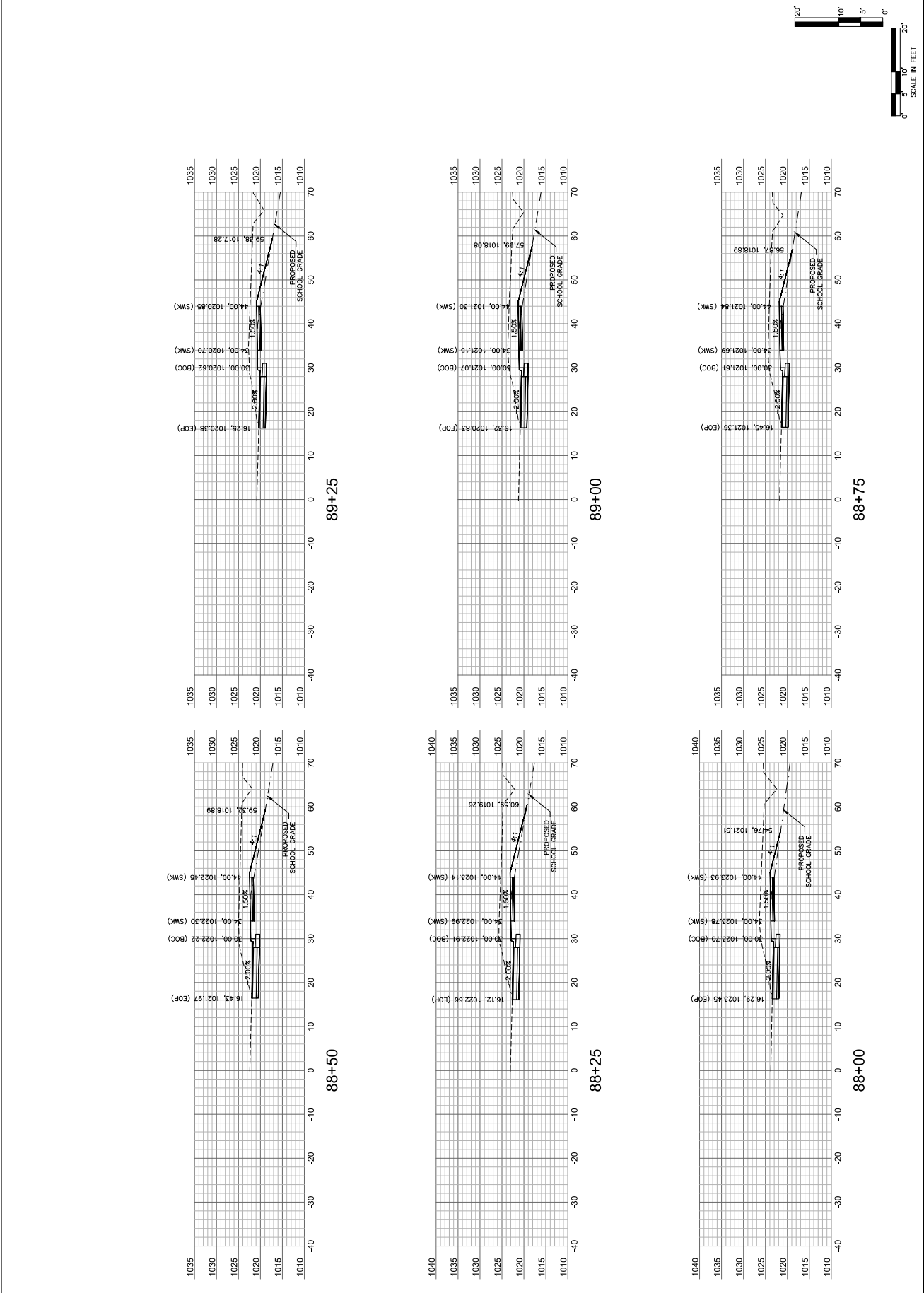
BAILEY ROAD PUBLIC IMPROVEMENTS

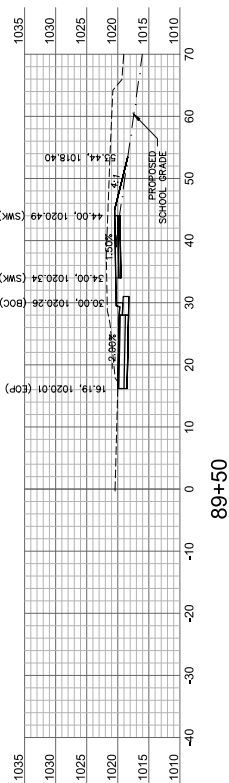
LEE'S SUMMIT, MISSOURI

2021

REV.	NO.	DATE	REVISIONS DESCRIPTION	BY

DATE: 10/25/2021
MO. NO. RE: 202000103



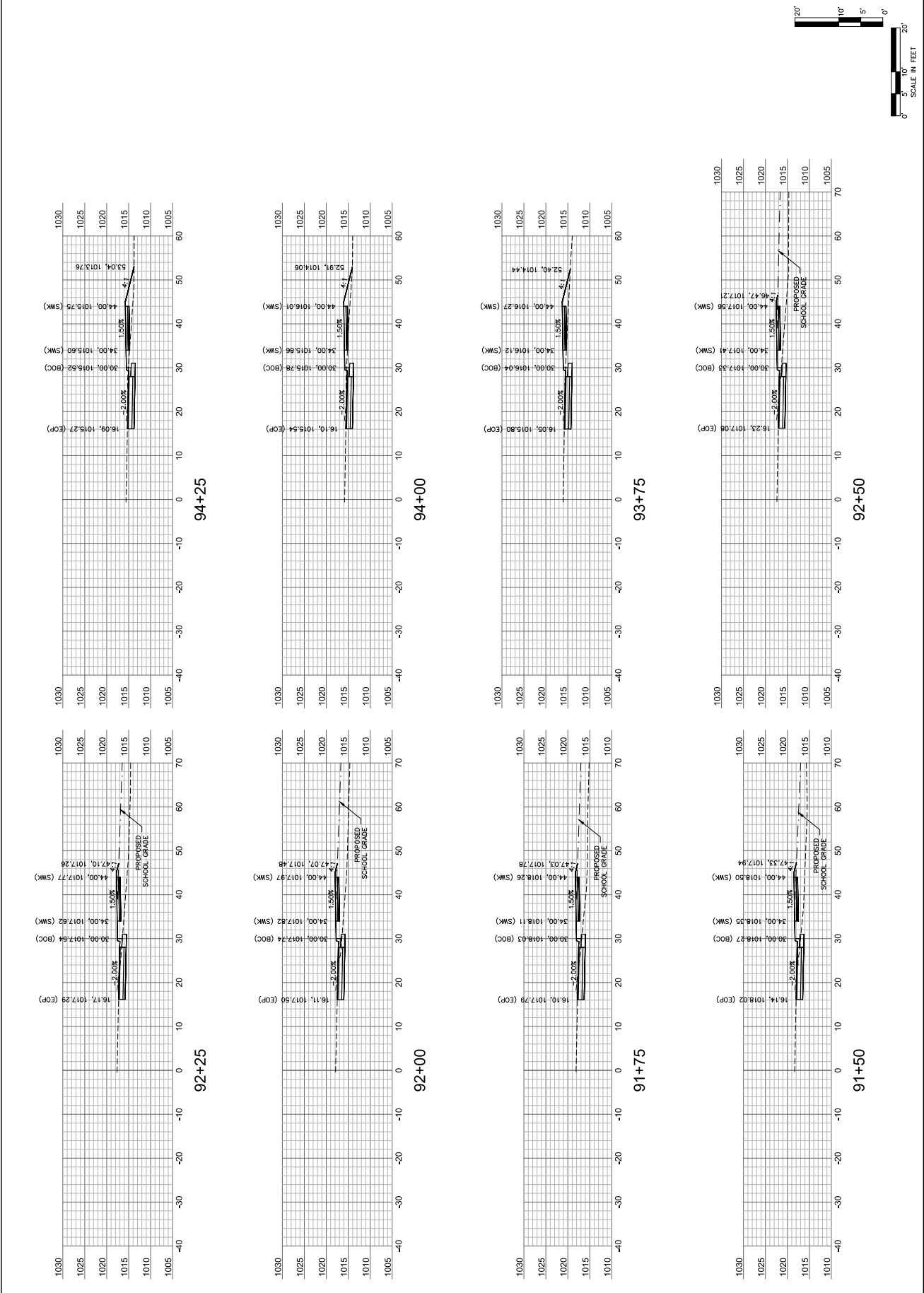


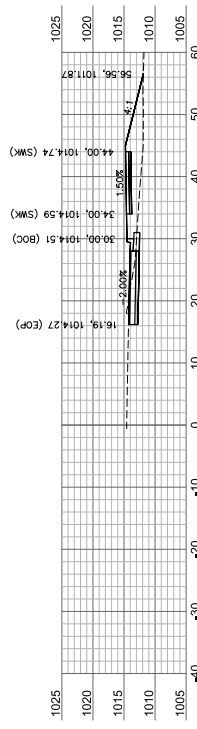
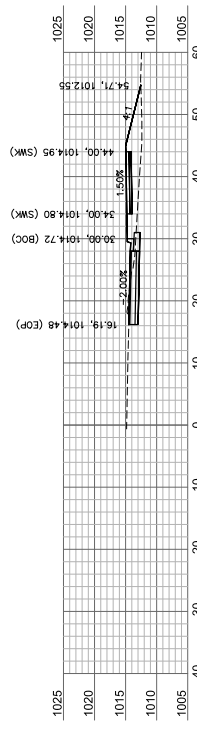
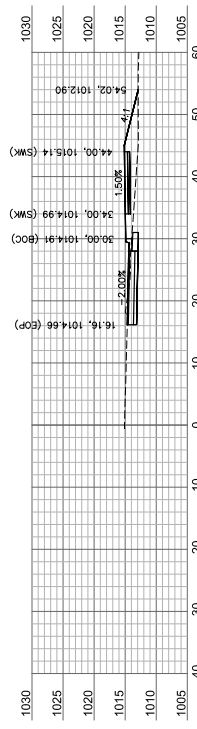
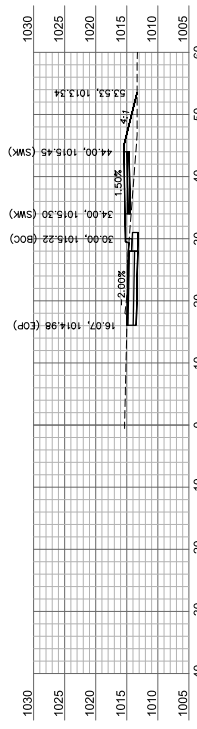
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BAILEY ROAD	CROSS SECTIONS	LEES SUMMIT MIDDLE SCHOOL #4	BAILEY ROAD PUBLIC IMPROVEMENTS	LEES SUMMIT, MISSOURI	2024
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C.O.A. NO.: 001582
 DRAWN BY: N.W.
 CHECKED BY: RPH
 APPROVED BY: RBE
 QADC BY: RBE
 PROJECT NO.: 020-0103
 DWG NO.: T XSC01 0200103
 DATE: 2021-02-01

SHEET
98 OF 101



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REVISIONS			
REV. NO.	DATE	REVISION DESCRIPTION	BY

2021	SE CENTURY DRIVE CROSS SECTIONS	LEE'S SUMMIT MIDDLE SCHOOL #4 BAILEY ROAD PUBLIC IMPROVEMENTS	LEE'S SUMMIT, MISSOURI
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C.S.A. NO.	202002
DRAWN BY	123456
CHECKED BY	123456
APPROVED BY	123456
DATE	12/31/2020

