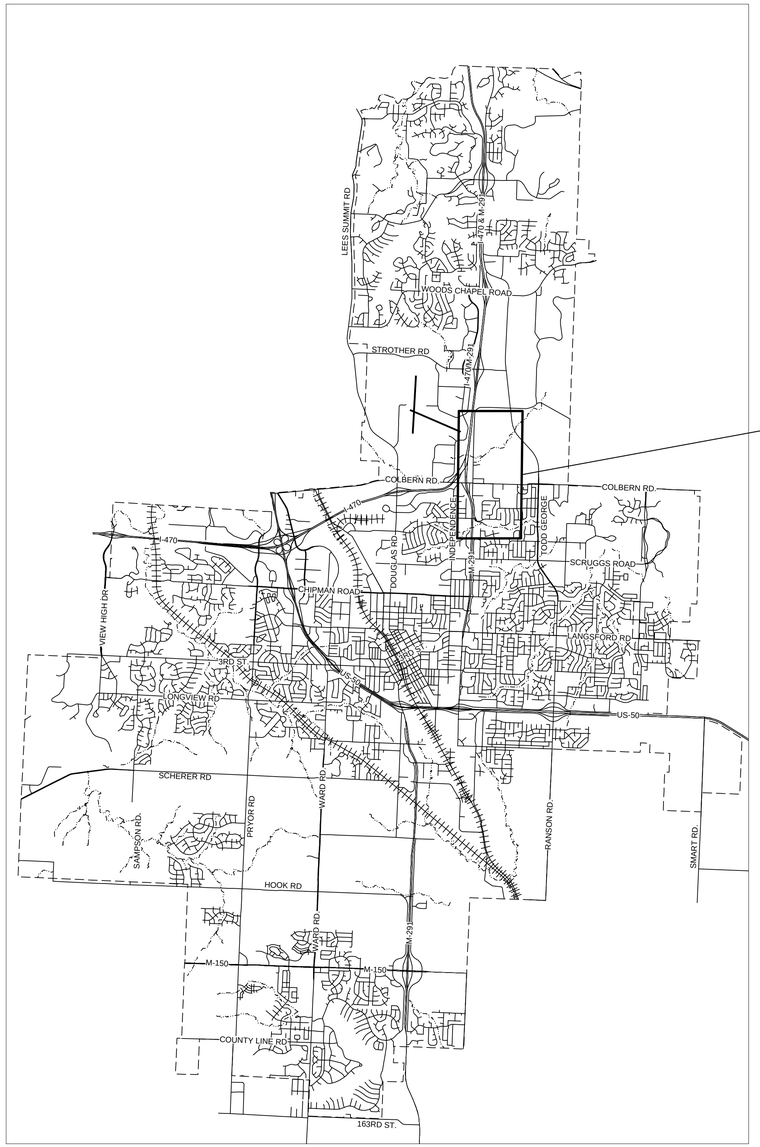
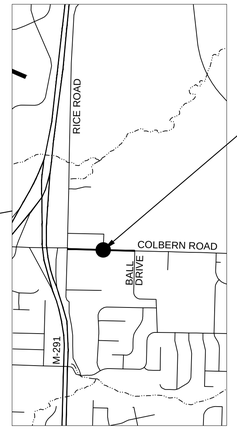
CITY OF LEE'S SUMMIT, MISSOURI
PUBLIC WORKS DEPARTMENT
TRAFFIC SIGNAL INSTALLATION
COLBERN ROAD AND RICE PARKWAY



LOCATION MAP
(NOT TO SCALE)



NORTH

STREET CLASSIFICATION
COLBERN ROAD = MAJOR ARTERIAL
RICE PARKWAY = INDUSTRIAL/COMMERCIAL COLLECTOR

CURRENT ADT
COLBERN ROAD = 16,000

POSTED SPEED = 40 MPH (COLBERN ROAD)

SHEET LIST TABLE

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15	POWER SUPPLY ASSEMBLY 120 VOLTS
16	TRAFFIC CONTROL DETAILS

UTILITY & GOVERNING AGENCY CONTACTS

AT&T
TIM BUSHART
TB2697@ATT.COM

EVERGY
STEPHEN JEFFERS, 816-363-9437
STEPHEN.JEFFERS@EVERGY.COM

COMCAST
JOHN MEADOWS, 816-918-3088
JOHNMEADOWS@COMCAST.COM

CONSOLIDATED COMMUNICATIONS
JOHN CASTILOW, 913-322-9785
JOHN.CASTILOW@EVERFASTFIBER.COM

GOOGLE
LAUREN MARCUCCI, 913-663-1900
LMARCUCCI@GOOGLE.COM

LSR7 - FIBER
KINZIE WOODERSON, 816-986-1050
KINZIE.WOODERSON@LEESUMMIT.K12.MO.US

LSR7 - TRANSPORTATION
KEITH HENRY, 816-986-2405
KEITH.HENRY@LEESUMMIT.K12.MO.US

SPECTRUM
KEVIN STEELE
KEVIN.STEELE@CHARTER.COM

SPIRE ENERGY
RICHI GARCIA, 816-507-0713
RICHI.GARCIA@SPIREENERGY.COM

UNITE PRIVATE NETWORKS
BRANDON MYER, 816-206-4257
BRANDON.MYER@UPNFIBER.COM

BLUEBIRD COMMUNICATIONS
314-237-2125

CITY WATER UTILITIES
816-969-1940

CITY STORMWATER - PW OPERATIONS
816-969-1870

CITY FIBER - ITS DEPARTMENT
BRYAN HALL, 816-969-1234

NOTE:

KNOWN UNDERGROUND UTILITIES IN THE VICINITY OF THE WORK ARE SHOWN ON THESE PLANS, ALTHOUGH OTHERS MAY EXIST. THE LOCATIONS SHOWN ARE BELIEVED TO BE REASONABLY CORRECT, BUT DO NOT PURPORT TO BE ABSOLUTELY SO. BEFORE STARTING WORK, THE CONTRACTOR SHALL GIVE NOTICE TO AND OBTAIN INFORMATION FROM EACH OWNER AND OPERATOR OF EXISTING UNDERGROUND FACILITIES IN ACCORDANCE WITH THE MISSOURI UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION STATUTE (RSMO CHAPTER 319.015 - 319.050).

MISSOURI ONE CALL SYSTEM, INC. 1-800-344-7483 STOP - CALL BEFORE YOU DIG!

NO.	REVISIONS	DATE	BY

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
805 PENNSYLVANIA AVE, SUITE 1300
KANSAS CITY, MO 64105
PHONE: 816-561-0500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

COVER SHEET

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

ORIGINAL ISSUE: 03/2025
KHA PROJECT NO. 268132006
SHEET NUMBER
1

GENERAL NOTES:

1. THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY OF THE PLANS (APPROVED BY THE CITY OF LEE'S SUMMIT) AND ONE (1) COPY OF THE APPROPRIATE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATION AT THE JOB SITE AT ALL TIMES.

2. 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 AND PROPERLY EXECUTED BONDS AND CONTRACT AGREEMENTS ARE RECEIVED AND APPROVED BY THE CITY.

3. THE CONSTRUCTION COVERED BY THESE PLANS SHALL CONFORM TO ALL APPLICABLE STANDARDS AND SPECIFICATIONS OF THE PUBLIC WORKS DEPARTMENT OF THE CITY OF LEE'S SUMMIT, MISSOURI, IN CURRENT USE. SPECIFICALLY, BUT NOT EXCLUSIVE TO:

   TRAFFIC SIGNAL SPECIFICATION: SECTION 2900
   TRAFFIC SIGNAL STANDARD DRAWINGS: DRAWINGS TS-1 THROUGH TS-9

4. ALL WORKMANSHIP AND MATERIALS SHALL BE SUBJECT TO THE INSPECTION AND APPROVAL OF THE PUBLIC WORKS DEPARTMENT OF THE CITY OF LEE'S SUMMIT, MISSOURI.

5. RIGHT-OF-WAY LIMITS AND EASEMENTS SHOULD BE CROSS CHECKED BY THE CONTRACTOR AND APPROVED BY THE FIELD INSPECTOR BEFORE UNDERTAKING ANY EXCAVATIONS TO THE SITE.

6. THE CONTRACTOR SHALL STAKE THE LOCATION OF ALL POLES, PULL BOXES, AND CONTROLLER CABINET BASE, THEN PROVIDE THE CITY ONE WEEK NOTICE PRIOR TO THE START OF CONSTRUCTION, AND SUBSEQUENT CONSTRUCTION ACTIVITIES, FOR INSPECTION AND APPROVAL. THE CONTRACTOR SHALL PROVIDE A WORK SCHEDULE, CONTACT NAMES, AND PHONE NUMBERS. NOTIFICATION AND COORDINATION SHALL BE WITH THE CITY'S TRAFFIC ENGINEER.

7. ALL LOCATIONS INDICATED IN DRAWINGS, INCLUDING CONDUIT RUNS ARE SUBJECT TO ADJUSTMENT TO CLEAR OBSTRUCTIONS AND TO MEET SITE CONDITIONS, IF ANY, BY THE CITY.

8. EXISTENCE AND LOCATION OF ANY UNDERGROUND OR OVERHEAD FACILITIES SHOWN ON THESE DRAWINGS OR REFERENCE TO ANY SOIL CONDITIONS, IF MADE, ARE APPROXIMATE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL SITE CONDITIONS AND LOCATE ALL UTILITIES, INCLUDING DEPTH, BEFORE STARTING CONSTRUCTION SO THAT ANY ADJUSTMENTS TO DESIGN CAN BE MADE PRIOR TO POLE ORDERING OR FABRICATION. IN ADDITION, THE CONTRACTOR SHALL AVOID DISRUPTION OF SERVICES PROVIDED BY THE UTILITIES AND SHALL ENSURE THAT PROPER CLEARANCES (OVERHEAD AND UNDERGROUND) ARE MAINTAINED FOR THE DURATION OF CONSTRUCTION. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES CAUSED BY FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UTILITIES.

9. THE CONTRACTOR SHALL COORDINATE WITH THE CITY TRAFFIC ENGINEER FOR ANY NECESSARY CHANGES TO THE TRAFFIC SIGNALS RESULTING FROM EXISTING UTILITIES OR OTHER CONSTRUCTION ISSUES.

10. ANY EQUIPMENT DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

11. SIGNAL EQUIPMENT SHALL NOT FORM AN OBSTRUCTION TO THE MOVEMENT OF PEDESTRIAN AND WHEELCHAIR TRAFFIC AND SHALL BE ADA ACCESSIBLE. WHERE SIDEWALKS ARE PRESENT, A MINIMUM CLEAR WIDTH OF 48 INCHES SHALL BE AVAILABLE FOR PEDESTRIAN AND WHEELCHAIR MOVEMENT. PULL BOXES SHALL NOT BE INSTALLED WITHIN SIDEWALK RAMPS.

12. CONDUITS TO BE PLACED OUTSIDE OF PAVED AREAS SHALL BE TRENCHED IN PLACE. ALL COMPACTION AND BACKFILL SHALL MEET CITY OF LEE'S SUMMIT REQUIREMENTS. AT THE OPTION OF THE CONTRACTOR, CONDUITS MAY BE BORED OUTSIDE PAVED AREAS. CONDUITS TO BE PLACED WITHIN THE LIMITS OF PAVEMENT SHALL BE BORED UNLESS OTHERWISE AUTHORIZED BY THE CITY TRAFFIC ENGINEER.

13. THE CONTRACTOR SHALL COORDINATE ALL ELECTRICAL POWER REQUIREMENTS AND CONNECTION ACTIVITIES WITH THE ELECTRIC UTILITY COMPANY, INCLUDING LOCATION OF THE METER, CIRCUITRY AND CONNECTION REQUIREMENTS, AND POWERING UP THE COMPLETE SYSTEM. THE CONTRACTOR IS REQUIRED TO REQUEST METER INSTALLATION AND PAY ALL ELECTRIC BILLS AND SERVICE FEES.

14. ALL DISTURBED SURFACES SHALL BE MADE GOOD TO MATCH EXISTING AT THE CONTRACTOR'S EXPENSE.

15. CONTRACTOR SHALL MAINTAIN VEHICLE AND PEDESTRIAN TRAFFIC AT ALL TIMES.

16. FINAL ACCEPTANCE SHALL BE DEFINED AS FINAL WRITTEN APPROVAL AND ACCEPTANCE BY THE CITY, INCLUDING COMPLETION OR CORRECTION OF ALL PUNCH LIST ITEMS AND THE TRAFFIC SIGNAL IS FULLY OPERATIONAL FOR A TIME PERIOD OF FIFTEEN (15) DAYS, WITHOUT ANY DEFICIENCIES, AS NOTED IN THE SPECIFICATIONS.

PROJECT SPECIFIC NOTES:

1. ANY WORK NOT COVERED BY THESE DRAWINGS OR SPECIFICATIONS SHALL BE SUBJECT TO THE CITY OF LEE'S SUMMIT DESIGN & CONSTRUCTION MANUAL.

2. THE CONTRACTOR SHALL CONTACT THE PUBLIC WORKS OPERATIONS DEPARTMENT (816-969-1870) TO PROGRAM THE SIGNAL CONTROLLER. THE CONTRACTOR SHALL PROVIDE AT LEAST 10 WORKING DAYS NOTICE PRIOR TO INITIATING FLASHING SIGNAL OPERATION.

3. THE NEW TRAFFIC SIGNAL SHALL FLASH YELLOW FOR COLBERN ROAD AND RED FOR RICE PARKWAY/PRIVATE DRIVEWAY FOR A PERIOD OF 7 CALENDAR DAYS PRIOR TO NORMAL SIGNAL OPERATION AND THE BEGINNING OF THE TEST PERIOD.

4. NEW SIDEWALKS AND CURB RAMPS WILL BE INSTALLED BY OTHERS.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL EQUIPMENT THAT IS NOT SALVAGED.

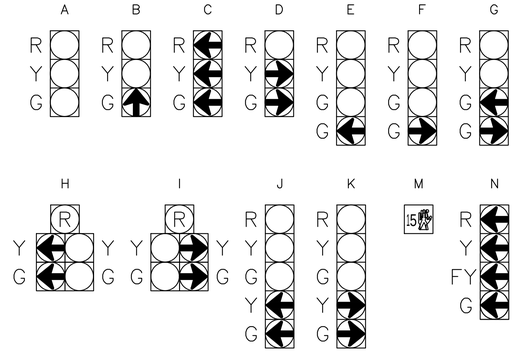
6. THE TOP 6" OF ALL BACKFILL AREAS SHALL BE TOPSOIL. ALL UNPAVED SURFACES DISTURBED BY CONSTRUCTION SHALL BE SODDED.

7. PAVEMENT MARKINGS AT THE INTERSECTION WILL BE INSTALLED BY OTHERS.

8. SINGLE LANE CLOSURES SHALL BE PERMITTED ON COLBERN ROAD DURING TIMES WHEN WORK IS IN PROGRESS BETWEEN 9:30 AM AND 3:00 PM.

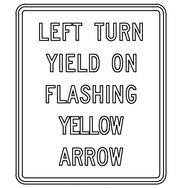
LEGEND

- OPTICALLY LIMITING TRAFFIC SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- TRAFFIC SIGNAL HEAD WITH BACKPLATE
- PEDESTRIAN SIGNAL HEAD
- STOP LINE
- LANE USE
- WOOD POLE
- MAST ARM POLE
- SIGNAL PEDESTAL POLE
- TRAFFIC CONTROLLER CABINET
- PULL BOX
- SPAN WIRE SIGNAL HEAD
- FIBER OPTIC PULL BOX
- POWER SUPPLY (DISCONNECT)
- SUGGESTED VEHICLE DETECTION ZONE
- INDUCTION LOOP DETECTOR
- PUSH BUTTON DETECTOR
- EMERGENCY VEHICLE PREEMPTION (EVP)
- SECONDARY SERVICE POINT
- EXISTING CONDUIT
- PROPOSED CONDUIT
- 71 SIGNAL FACE NUMBER
- 7 POST NUMBER
- 71 DETECTOR NUMBER
- 7 PULL BOX NUMBER
- PB24 PUSH BUTTON NUMBER
- COBRA HEAD LUMINAIRE
- VIDEO DETECTION CAMERA

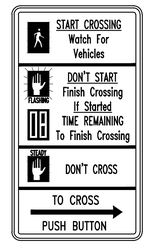


NOTE:
ALL INDICATIONS SHALL BE LED.

SIGN R10-12
24" X 30"



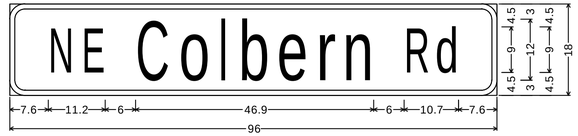
R10-12A
30" X 36"



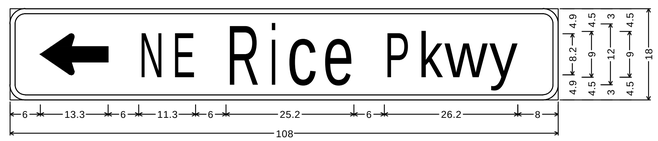
SIGN R10-3E
9" X 15"

NOTE:
SIGN R10-3E SHALL BE PROVIDED FOR EACH PUSH BUTTON. ARROWS SHALL BE ORIENTED AS INDICATED IN THE PEDESTRIAN PUSHBUTTON LOCATION DIAGRAM.

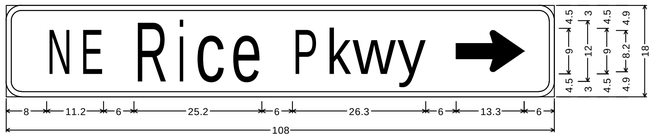
TYPICAL REGULATORY SIGN DETAIL



D3-1 (A)
18" X 96"



D3-1 (B)
18" X 108"



D3-1 (C)
18" X 108"

NOTE:
9" AND 12" SERIES "C", UPPERCASE/LOWERCASE WITH SILVER WHITE, HIGH INTENSITY LETTERS AND ¾" BORDER ON GREEN, HIGH INTENSITY BACKGROUND.

STREET NAME SIGN DETAILS

No.	REVISIONS	DATE	BY

Kimley»Horn

8565 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: 816-561-6565
WWW.KIMLEY-HORN.COM

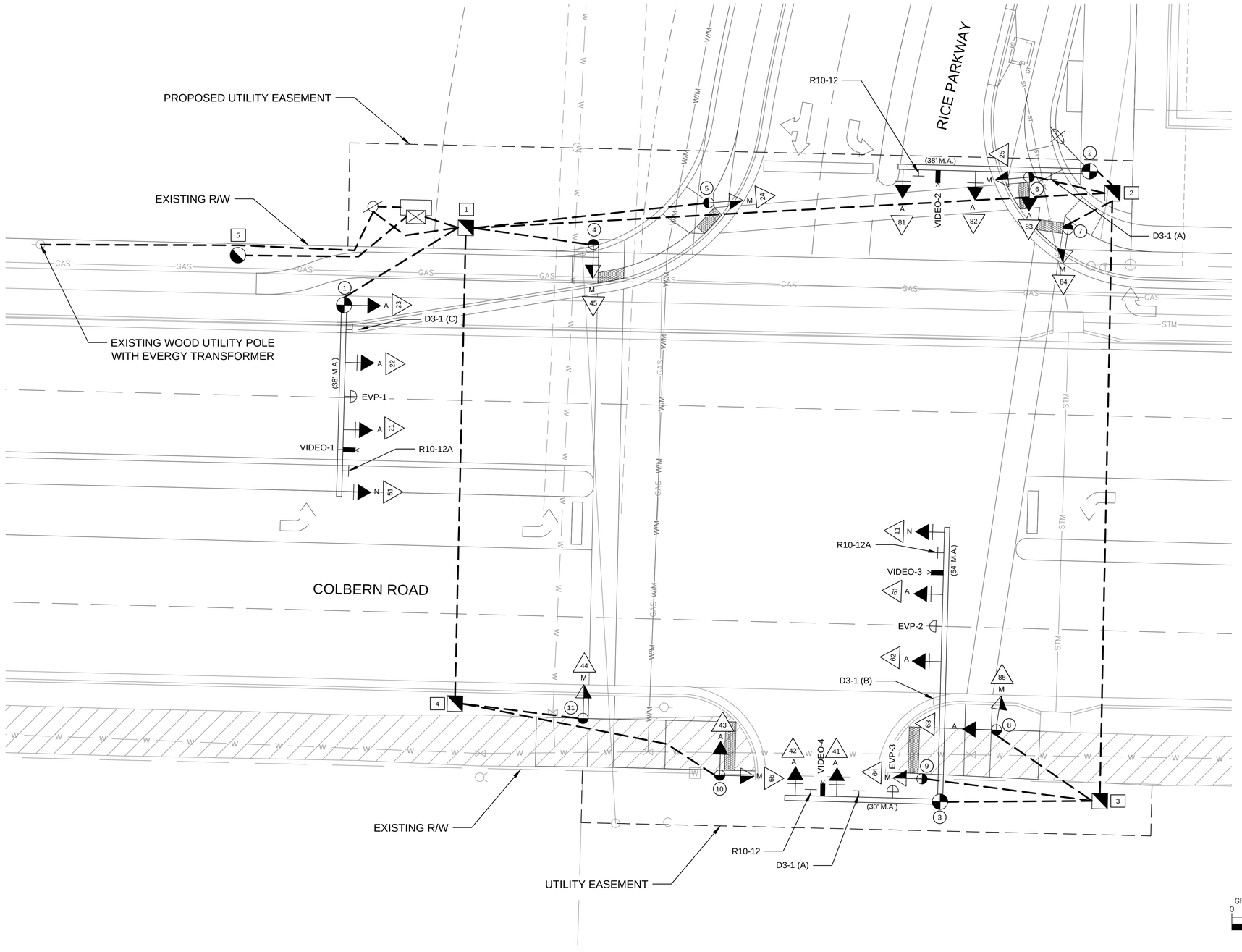
SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

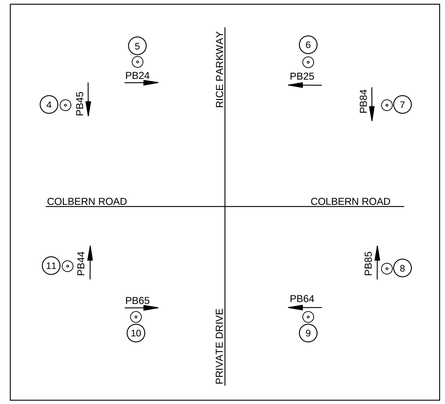
GENERAL NOTES

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

ORIGINAL ISSUE: 03/2025
KHA PROJECT NO. 268132006
SHEET NUMBER
2

NOTE:
INTERCEPT EXISTING CITY FIBER OPTIC CABLE AND CONDUIT AND INSTALL BOX 5. SPLICE 6-CT SMFO GATOR PATCH TERMINATION CABLE TO EXISTING FIBER OPTIC CABLE INSIDE BOX 5. ROUTE TERMINATION CABLE TO SIGNAL CONTROLLER.





PEDESTRIAN PUSHBUTTON LOCATION DIAGRAM

NO.	REVISIONS	DATE	BY

Kimley»Horn

816 FERNSVILVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: 816.607.0550
WWW.KIMLEY-HORN.COM

SCALE:	AS NOTED
DESIGNED BY:	JJW
DRAWN BY:	CNH
CHECKED BY:	JJW

TRAFFIC SIGNAL PLAN

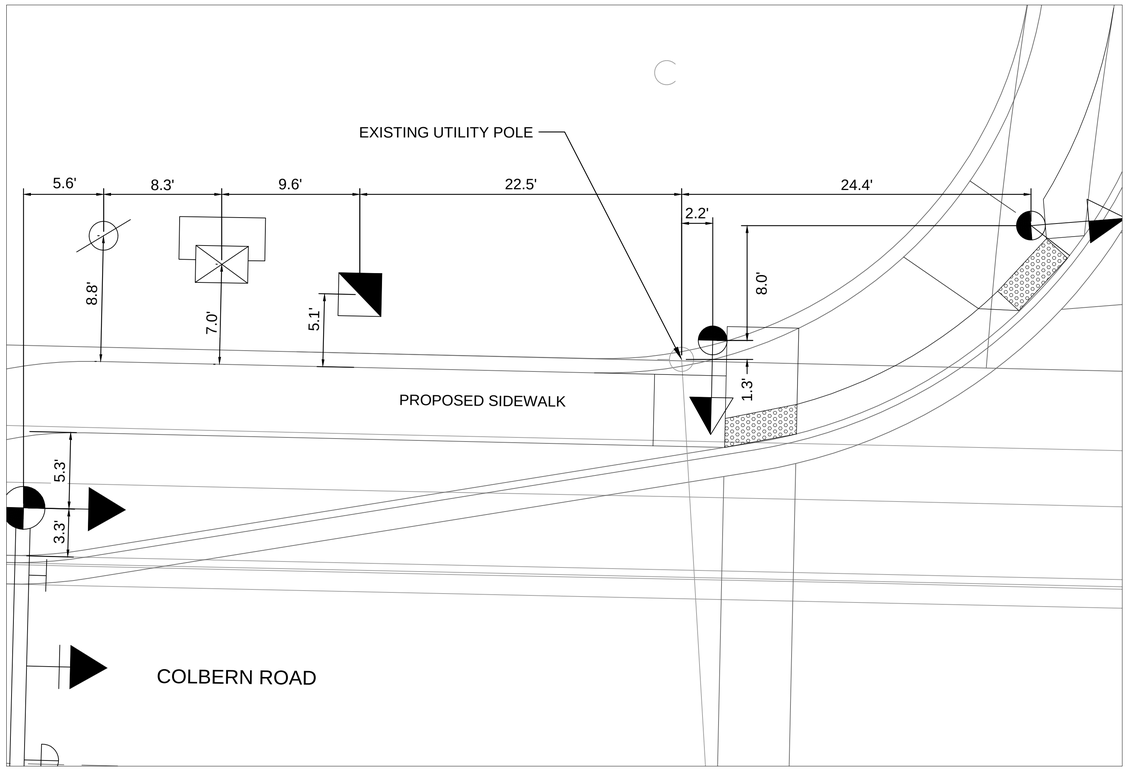
COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

ORIGINAL ISSUE: 03/2025

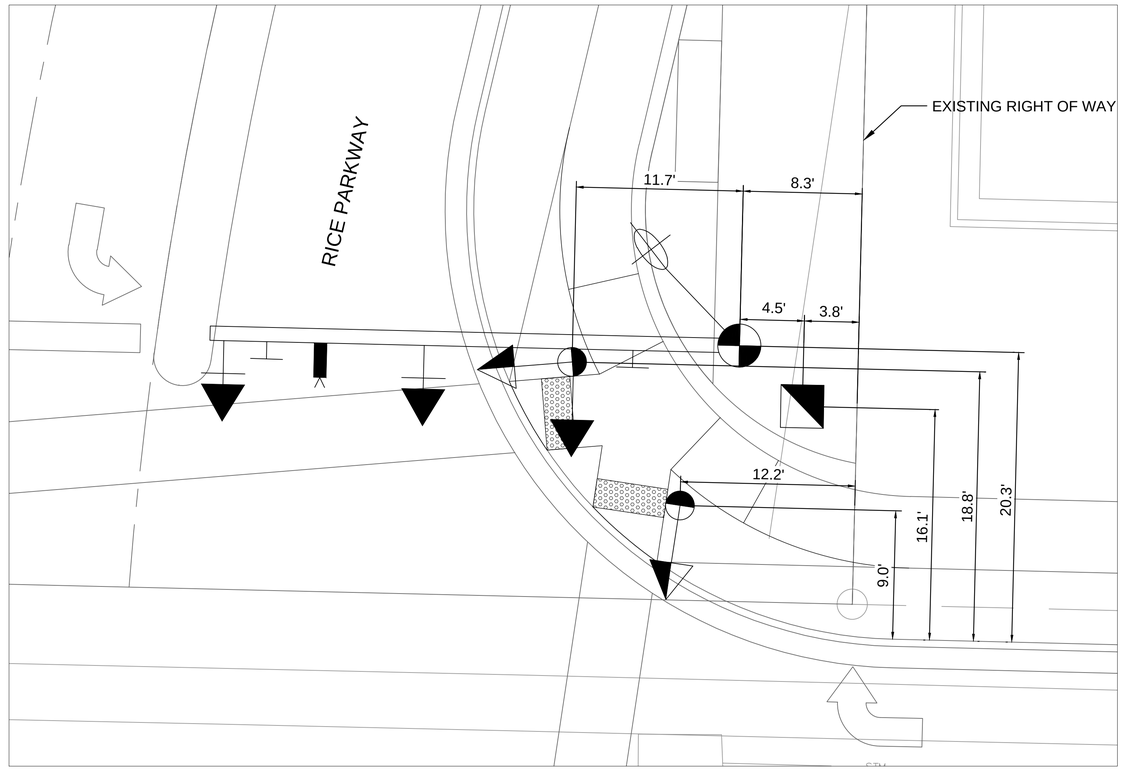
KHA PROJECT NO. 268132006

SHEET NUMBER

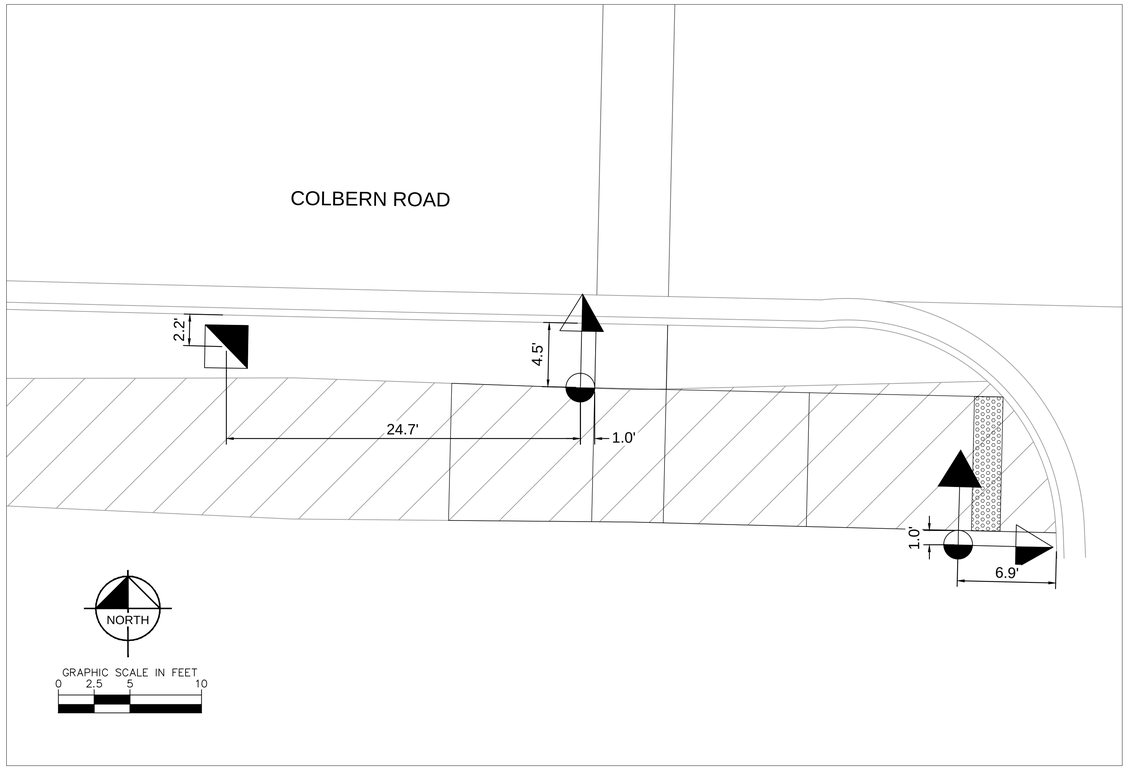
3



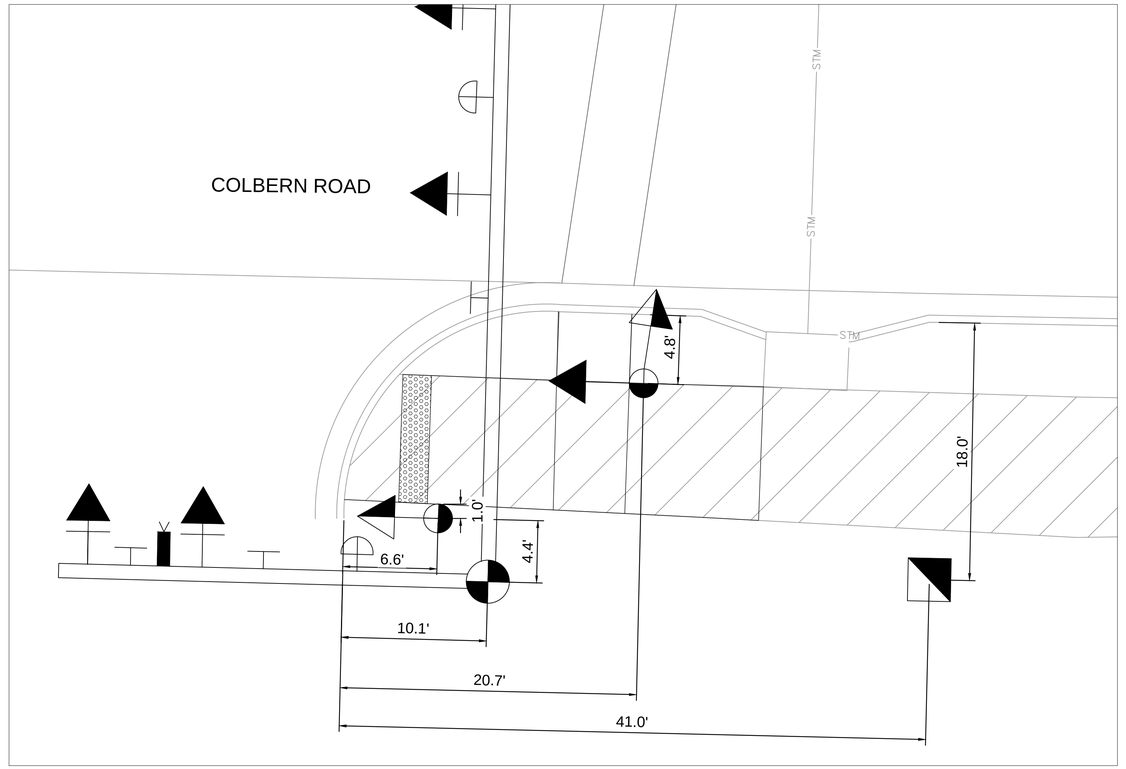
NW CORNER



NE CORNER



SW CORNER



SE CORNER

No.	REVISIONS	DATE	BY

Kimley»Horn

8955 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: 816-607-0555
WWW.KIMLEY-HORN.COM

SCALE:	AS NOTED		
DESIGNED BY:	JJW	DRAWN BY:	CNH
		CHECKED BY:	JJW

DIMENSION PLAN

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

ORIGINAL ISSUE: 03/2025

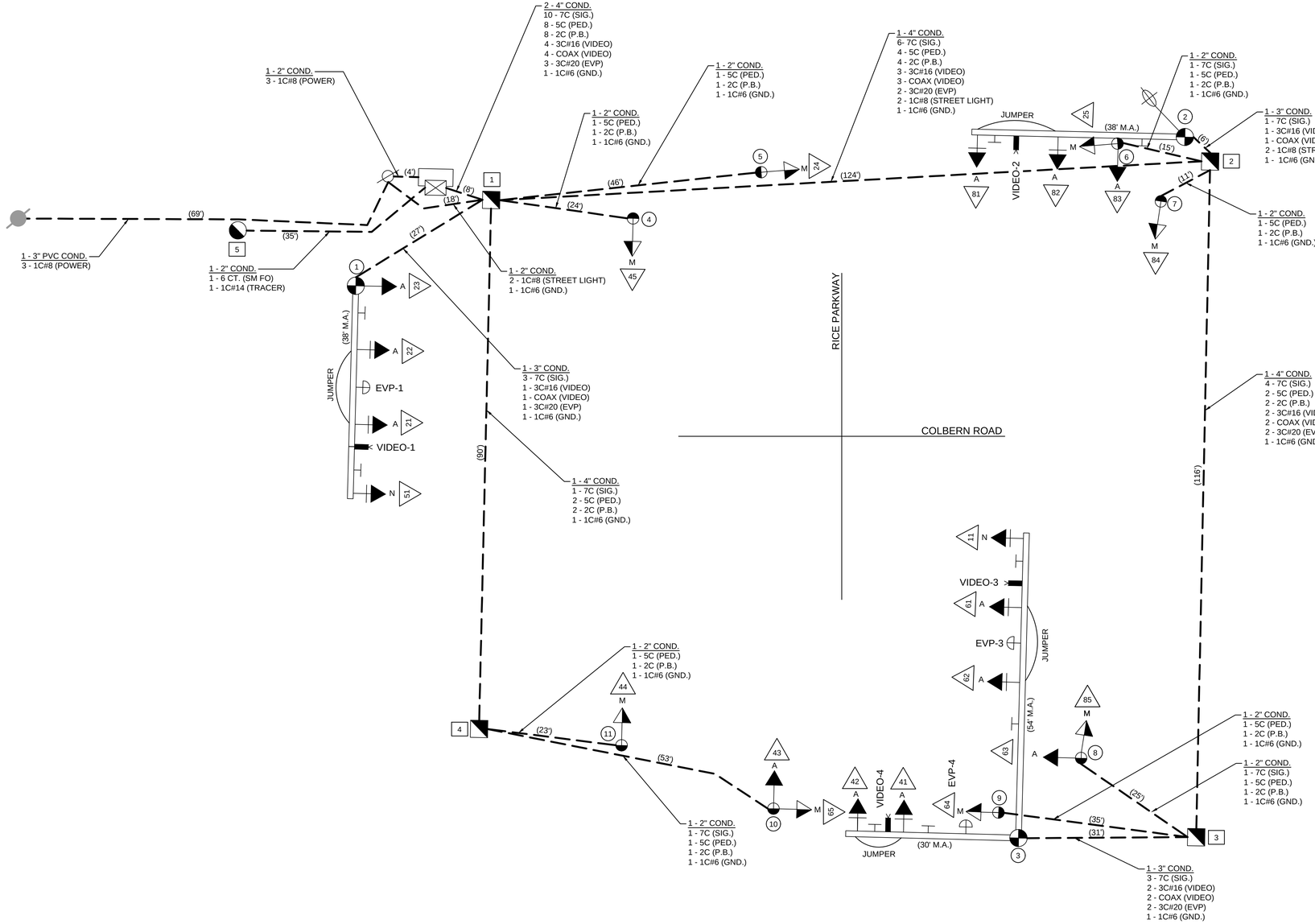
KHA PROJECT NO. 268132006

SHEET NUMBER

4

LEGEND

- EVP - EMERGENCY VEHICLE PREEMPTION
- GND - GROUND
- SM FO - SINGLE-MADE FIBER OPTIC CABLE
- PED - PEDESTRIAN SIGNAL HEAD
- P.B. - PUSHBUTTON
- SIG - VEHICLE SIGNAL HEAD



SEQUENCE

Ø1+Ø5	Ø2+Ø6	Ø4+Ø8					

PHASE DIAGRAM

Ø1	Ø2 PED	Ø4 PED	
Ø5	Ø6 PED	Ø8 PED	

OUTPUT FILE ASSIGNMENTS

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

1	2	3	4	5	6	7	8	9	10	11	12	13	14
			VIDEO DETECTION								PED Ø2	PED Ø4	FLH
											PED Ø6	PED Ø8	STOP TIME

FLASHING OPERATIONS

EMERGENCY	SCHEDULED
FY-NONE	FY-Ø1,Ø2,Ø5,Ø6
FR-ALL Ø's	FR-Ø4, Ø8

POWER SUPPLY

LOCATION	POWER SUPPLY TYPE	CIRCUIT BREAKER TRIP RATINGS		
		SERVICE DISCONNECT (2-POLE)	TRAFFIC SIGNAL (1-POLE)	LIGHTING (1-POLE)
NW CORNER	1-CIRCUIT	40 AMP	30 AMP	15 AMP

WIRING AND PHASING GENERAL NOTES:

1. THE OUTBOARD SIGNAL HEAD (FURTHEST ON THE MAST ARM FROM THE POLE) FOR EACH PHASE SHALL EACH BE SERVED BY ONE 7C#14 CABLE EXTENDING FROM THE HEAD BACK TO THE CONTROLLER. EACH OF THE REMAINING SAME PHASE VEHICLE SIGNAL HEADS LOCATED ON THE MAST ARM SHALL BE CONNECTED TO LIKE PHASE SIGNAL HEADS VIA A 7C#14 CABLE CONNECTED WITHIN THE SIGNAL HEAD TERMINAL BOX. A MAXIMUM OF THREE VEHICLE HEADS MAY BE JOINED TOGETHER, ANY ADDITIONAL SIGNAL HEADS WOULD REQUIRE A SEPARATE CABLE EXTENDING FROM THE HEAD BACK TO THE CONTROLLER.
2. NO CABLE SPLICES ARE ALLOWED, INCLUDING AT THE BASE OF THE POLE AND INSIDE THE PULL BOXES, EXCEPT FOR STREET LIGHTING CABLES.
3. GROUND RODS SHALL BE INSTALLED ADJACENT TO EACH CONCRETE BASE. ALL GROUND RODS SHALL BE TIED TOGETHER USING 1C#6 AWG BARE SOLID COPPER WIRE TO BOND THE SYSTEM.

NO.	REVISIONS	DATE	BY

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
806 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: (816) 945-7500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

WIRING & PHASING DIAGRAM

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL

LEE'S SUMMIT, MO

ORIGINAL ISSUE: 03/2025

KHA PROJECT NO. 268132006

SHEET NUMBER

5

POLES

POLE NO.	PEDESTAL POLE HEIGHT (FEET)			MAST ARM LENGTH (FEET)				INCLUDED ANGLE	SIGNAL HEAD SPACING*				LIGHTING				REMARKS
									A	B	C	D	MOUNTING HEIGHT	15,000 LUMEN CLASS 1 LED LUMINAIRES	BRACKET ARM LENGTH		
	4	8	15	30	38	54			E	F	G	H			10'	15'	
1					1				11'	13'	12'						
2					1				22'	14'			30'	1		1	
3						1		90°	27'	13'	12'						
				1					20'	8'							
4		1															
5		1															
6			1														
7		1															
8			1														
9		1															
10			1														
11		1															
TOTALS		5	3	1	2	1								1		1	

*NOTE:
SIGNAL HEAD SPACING (FEET) MAY BE ADJUSTED TO
SITE CONDITIONS AS APPROVED BY THE PROJECT INSPECTOR.

SIGNS

SIGN	LEGEND	NO.	S.F.	TOTAL S.F.
R10-12	LEFT TURN YIELD ON GREEN	2	5	10
R10-12A	LEFT TURN YIELD ON FLASHING YELLOW ARROW	2	7.5	15
D3-1(A)	COLBERN ROAD	2	12	24
D3-1(B)	RICE PARKWAY (L)	1	13.5	13.5
D3-1(C)	RICE PARKWAY (R)	1	13.5	13.5
TOTAL				76

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.

SIGNAL CONDUIT

FROM	TO	3" PVC	2" HDPE	3" HDPE	4" HDPE
XFMR	⌀	69'			
⌀	☒		4'		
⌀	1		18'		
☒	1				16'
1	①			27'	
1	④		24'		
1	⑤		46'		
1	2				124'
2	②			6'	
2	⑥		15'		
2	⑦		11'		
2	3				116'
3	③			31'	
3	⑧		25'		
3	⑨		35'		
1	4				90'
4	⑩		53'		
4	⑪		23'		
1	5		35'		
SUBTOTAL (FEET)		69'	286'	64'	346'
BID TOTAL (FEET)		70'	300'	70'	350'

CONTROLLER AND EQUIPMENT

	TOTALS
CABINET AND ACCESSORIES: NEMA TYPE P TS1 CABINET FIBER OPTIC READY	1
CONTROLLER: TYPE 3608 M 60 EAGLE EPAC COMPLETE PER PLANS, INCLUDING SOFTWARE, NTCIP REV 4.57	1
EMERGENCY VEHICLE DETECTION SYSTEM (COMPLETE): GTT	1
VIDEO DETECTION SYSTEM (COMPLETE)	1
1-CIRCUIT POWER SUPPLY (UTILITY ENCLOSURE PEDESTAL)	1
GROUND RODS	
PUSHBUTTON DETECTORS	8

INTERCONNECT EQUIPMENT

	TOTALS
FIBER OPTIC DISTRIBUTION UNIT: GATOR PATCH OR CORNING WALL-MOUNTABLE INTERCONNECT CENTER	1
FIBER OPTIC DATA LINK SWITCH: CISCO, ANTARIAM COMTROL, OR TRANSITION SWITCH WITH SEPARATE POWER SUPPLY	1
FIBER OPTIC SPLICE ENCLOSURE: THINCOL FIBER OPTIC SPLICE ENCLOSURE	1

CABLE

FROM	TO	GROUND	POWER/LIGHTING				CONTROL TYPE 20-1			EMERGENCY VEHICLE DETECTION CABLE	VIDEO DETECTION		REMARKS
		#6	1c-10	3c-4	3c-6	1c-8	2c-14	5c-14	7c-14	m-138	3c#16	COAX	
☒	①								286'	85'	95'	95'	
☒	②								226'		205'	205'	
☒	③								1,110'	692'	713'	689'	
☒	④						55'	56'					
☒	⑤						77'	78'					
☒	⑥						176'	177'	195'				
☒	⑦						172'	173'					
☒	⑧						308'	309'	327'				
☒	⑨						318'	319'					
☒	⑩						180'	181'	221'				
☒	⑪						150'	151'					
XFMR	⌀					320'							
⌀	☒					60'							
⌀	②		486'										
SYSTEM		642'											
SUBTOTAL (FEET)		642'	486'			380'	1,286'	1,293'	2,365'	774'	1,013'	1,013'	
BID TOTAL (FEET)		650'	500'			400'	1,350'	1,400'	2,400'	850'	1,100'	1,100'	

SIGNAL HEADS

NO. POLE	NO. FACE	HEAD TYPE	OPT. LIMITED	LOUVERS	BACKPLATE	INDICATIONS: 12" LED'S R	Y	G	R←	Y←	G←	G↑	Y→	G→	WALK	FLASH DON'T WALK	W/DW	COUNTDOWN INDICATIONS	VISORS TYPE: TUN.	CUT AWAY	SECTIONS MOUNTING: 1 P	S	M	2 P	S	M	3 P	S	M	4 P	S	M	5 P	M	6 P	M
1	51	N			1				1	2	1								4											1					
	21	A			1	1	1												3									1							
	22	A			1	1	1												3									1							
	23	A				1	1												3						1									
2	81	A			1	1	1												3									1							
	82	A			1	1	1												3									1							
3	11	N			1				1	2	1								4											1					
	61	A			1	1	1												3									1							
	62	A			1	1	1												3									1							
	41	A			1	1	1												3									1							
	42	A			1	1	1												3									1							
4	45	M																1			1														
5	24	M																1			1														
6	25	M																1			1														
	83	A				1	1	1											3						1										
7	84	M																1			1														
8	63	A				1	1	1											3						1										
	85	M																1			1														
9	64	M																1			1														
10	43	A				1	1	1											3						1										
	65	M																1			1														
11	44	M																1			1														
TOTALS					10	12	12	12	2	4	2							8	44		8			4		8			2						

P - POLE MOUNTED SIGNAL HEAD
M - MAST ARM MOUNTED SIGNAL HEAD
S - SPAN WIRE MOUNTED SIGNAL HEAD

BASES AND PULL BOXES

NO. POLE	NO. PULL BOX	BASES: B10	B13	C	EV	POWER SUPPLY	CONC. (C.Y.)	PULL BOXES: CLASS 1	CLASS 2	CLASS 3	FIBER OPTIC
1			1				3.40				
2			1				3.40				
3			1				3.40				
4				1			0.44				
5				1			0.44				
6				1			0.44				
7				1			0.44				
8				1			0.44				
9				1			0.44				
10				1			0.44				
11				1			0.44				
	1									1	
	2									1	
	3								1		
	4							1			
	5										1
CONTR.					1		2.00				
POWER						1	1.00				
TOTALS			3	8	1	1	16.72	1	1	2	1

FIBER OPTIC INTERCONNECT CONDUIT & CABLE

FROM	TO	2" CONDUIT HDPE (ORANGE)	2" CONDUIT GRS	6-COUNT FIBER OPTIC TERMINATION CABLE (EACH)	#14 STRANDED COPPER TRACER WIRE	PULL STRING	REMARKS
☒	5	35'		1	35'	35'	
SUBTOTAL (FEET)		85'		1	85'	85'	
BID TOTAL (FEET)		100'		1	100'	100'	

NO.	REVISIONS	DATE	BY

Kimley»Horn

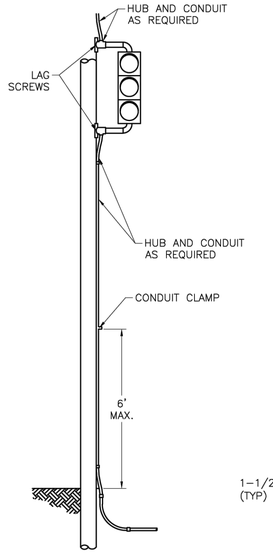
805 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: 816-561-5500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

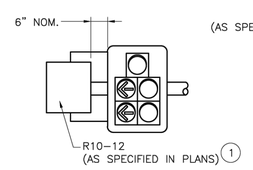
SUMMARY OF SIGNAL QUANTITIES

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

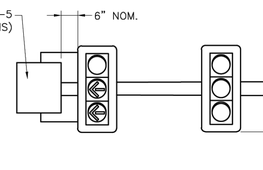
ORIGINAL ISSUE: 03/2025
KHA PROJECT NO. 268132006
SHEET NUMBER 6



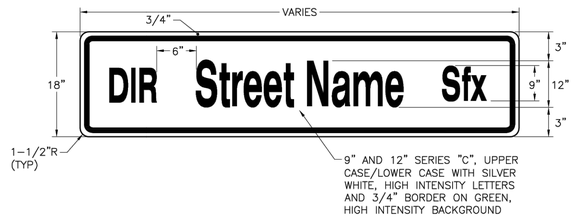
WOOD POLE MOUNTING



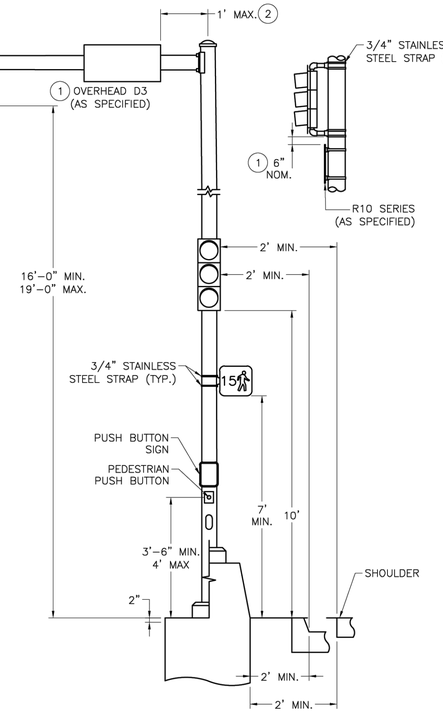
OR



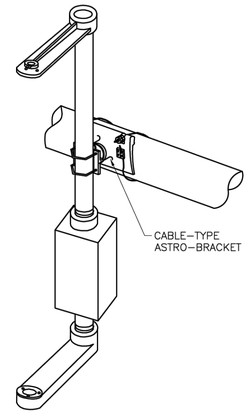
1. NO SIGN IN EXCESS OF 15.0 SQUARE FEET SHALL BE INSTALLED ON POSTS OR MAST ARMS. SIGNS EXCEEDING 6.0 SQUARE FEET SHALL BE LOCATED SO THAT THE EDGE OF THE SIGN IS NO MORE THAN 12" FROM THE CENTERLINE OF THE POST. D3 SERIES SIGNS AS WELL AS SIGNS INSTALLED ON THE POST SHALL BE MOUNTED WITH A STRAP TYPE SIGN SUPPORT. R10 SERIES SIGNS INSTALLED ON THE MAST ARM SHALL BE MOUNTED WITH AN ASTRO-BRACKET ASSEMBLY.
2. POST/POLE AND MAST ARM CAPS SHALL BE MADE OF METAL MATERIAL.



OVERHEAD D3 SIGN

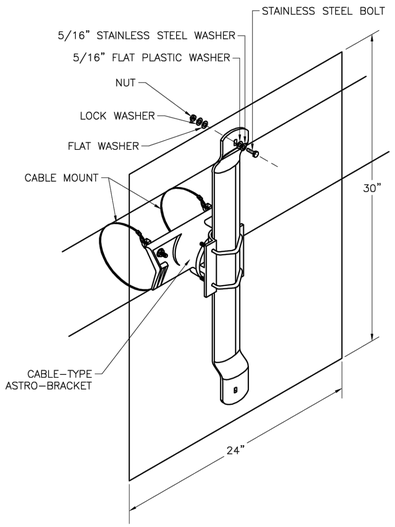


MAST ARM POLE MOUNTING

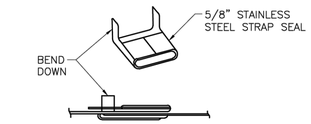


SIGNAL HEAD MAST ARM MOUNTING DETAIL

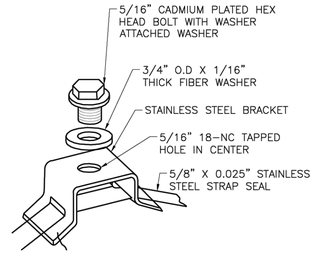
ASTRO-BRAC TERMINAL COMPARTMENT BRACKET ASSEMBLY ONLY CABLE TYPE ASTRO-BRAC WILL BE ALLOWED, NO BANDS.



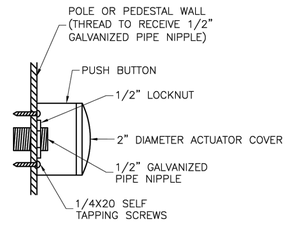
MAST ARM SIGN MOUNTING DETAIL



ENDS OF STRAP CLAMPED IN SEAL



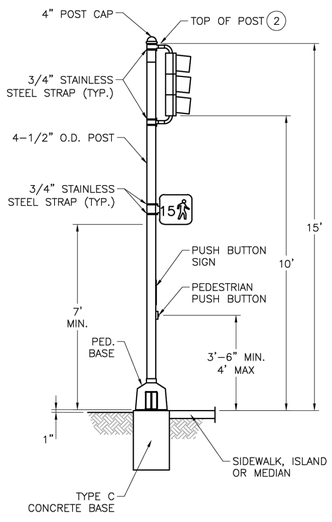
STRAP TYPE SIGN SUPPORT

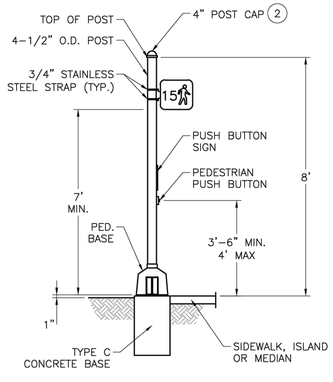


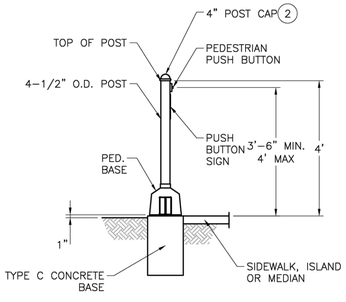
PUSH BUTTON NOTES:

1. PUSH BUTTONS SHALL INCLUDE TWO MOUNTING BRACKETS EACH AND BE OF THE TYPE AS NOTED IN THE PLANS.
2. PUSH BUTTONS SHALL BE ADA APPROVED AND WEATHERPROOF, MOUNTED.

PUSH BUTTON MOUNT DETAIL







PEDESTAL POST MOUNTINGS

GENERAL NOTES:

1. ALL POST WIRE OUTLETS SHALL BE DEBURRED AND EQUIPPED WITH BUSHINGS.
2. BACKPLATES NOT SHOWN IN MOUNTING DIAGRAMS FOR CLARITY. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
3. 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 POWER SUPPLY GROUND BUSS IN CONTROLLER CABINET.
4. LEADS FROM PEDESTRIAN SIGNAL LAMPS ARE CONNECTED TO THE SIGNAL HEAD TERMINAL COMPARTMENT.
5. ALL SIGNALS SHALL BE MOUNTED VERTICALLY UNLESS OTHERWISE NOTED ON THE TRAFFIC SIGNAL PLANS.
6. SPAN WIRE MOUNTED SIGNALS SHALL HAVE A DISCONNECT HANGER.
7. SIGNAL HEADS ON MAST ARMS SHALL BE TILTED FORWARD FROM THE TOP 3 TO 7 DEGREES FROM VERTICAL.
8. IF A SIGN EXCEEDS 42" IN LENGTH, TWO SUPPORTS ARE REQUIRED AND IF A SIGN EXCEEDS 96" IN LENGTH, THREE SUPPORTS ARE REQUIRED.
9. MAST ARM MOUNTED SIGNALS SHALL HAVE A TERMINAL COMPARTMENT.
10. SIDE-MOUNTED OPTICALLY LIMITING HEADS SHALL HAVE A MINIMUM POST CLEARANCE OF 5-1/2".
11. SYMBOL FOR PEDESTRIAN LENSES SHALL HAVE A MINIMUM HEIGHT OF 11"
12. 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. PUSH BUTTON SIGNS SHALL BE AS SPECIFIED IN THE PLANS.
13. SIGNAL APPURTENANCES 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.
14. SEE STANDARD DRAWING TS-3 FOR BASE DETAILS.

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

NO.	REVISIONS	DATE	BY

Kimley»Horn

8565 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: (816) 607-0600
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

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

Sheet Name: SIGNAL HEAD MOUNTING DETAILS

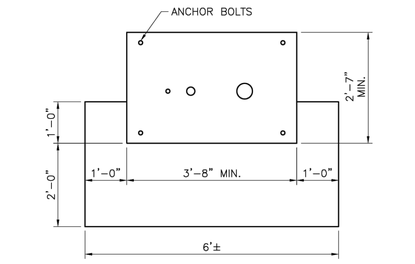
Drawn By: BWC
Checked By: MP
Date: 01/2020
Proj. #:

TS-1

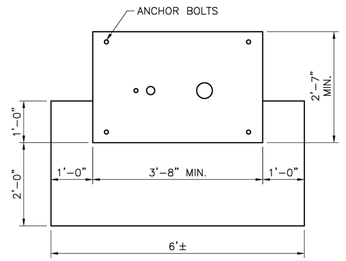
SIGNAL HEAD MOUNTING DETAILS

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

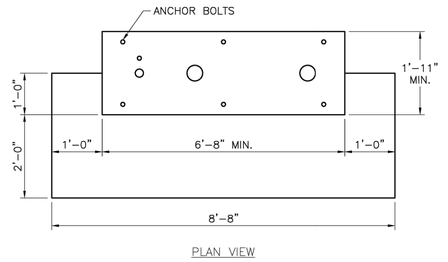
ORIGINAL ISSUE: 03/2025
KHA PROJECT NO. 268132006
SHEET NUMBER 7



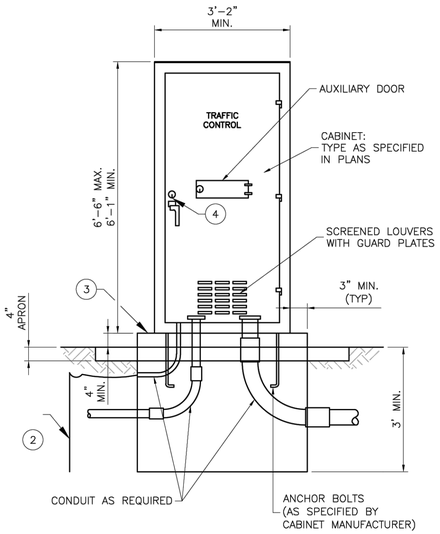
PLAN VIEW



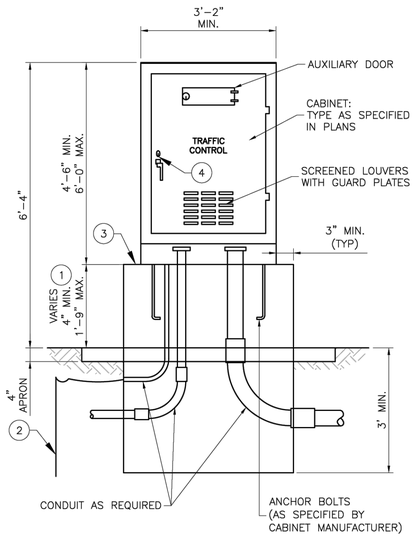
PLAN VIEW



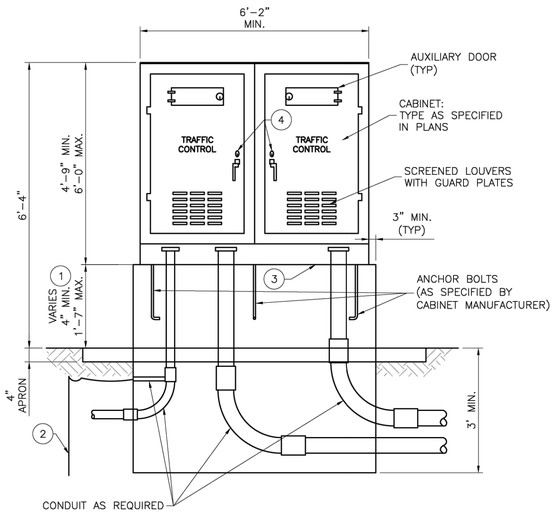
PLAN VIEW



FOR CONTROLLER CABINETS WITH HEIGHTS FROM 6'-1" TO 6'-6" TYPE E



FOR CONTROLLER CABINETS WITH HEIGHTS FROM 4'-4" TO 6'-0" TYPE EV



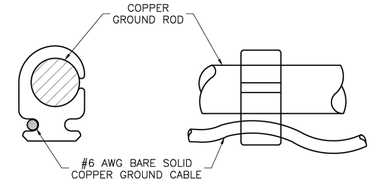
DOUBLE

CONTROLLER CABINETS AND BASE TYPES

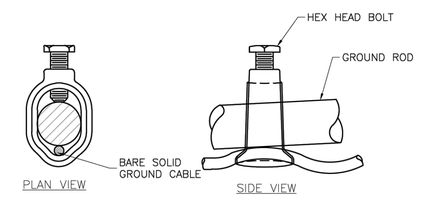
1. DIMENSION VARIES ACCORDING TO CABINET HEIGHT.
2. GROUND ROD, 3/4" DIA. X 8' MIN. IF SUBSURFACE CONDITIONS EXIST WHICH PROHIBIT THE PLACEMENT OF THE GROUND ROD IN A VERTICAL POSITION, THE ROD MAY BE DRIVEN AT AN OBLIQUE ANGLE NOT TO EXCEED 45 DEGREES FROM VERTICAL OR BURIED IN A TRENCH AT LEAST 30 IN. DEEP. CONNECTION TO GROUND ROD SHALL BE CLAMP TYPE AS DETAILED.
3. LIFETIME SILICONE CAULK BETWEEN CABINET AND BASE.
4. #2 CORBIN LOCK.

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.



CRIMP STYLE



CLAMP STYLE

GROUND ROD CLAMP CONNECTION DETAIL

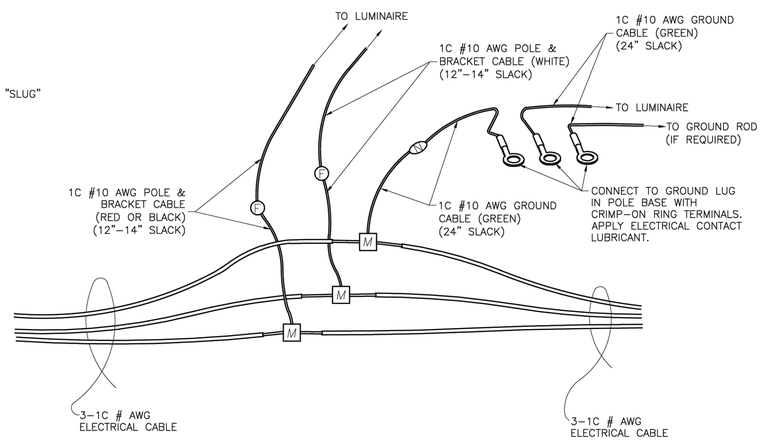
GROUND ROD CLAMP SHALL BE SUBSIDIARY TO GROUND ROD.

LEGEND

- (M) MULTI-TAP ELECTRICAL CONNECTOR
- (F) BREAK-AWAY FUSED ELECTRICAL CONNECTOR WITH 8 AMP FUSE
- (N) BREAK-AWAY NON-FUSED ELECTRICAL CONNECTOR WITH GROUND "SLUG"

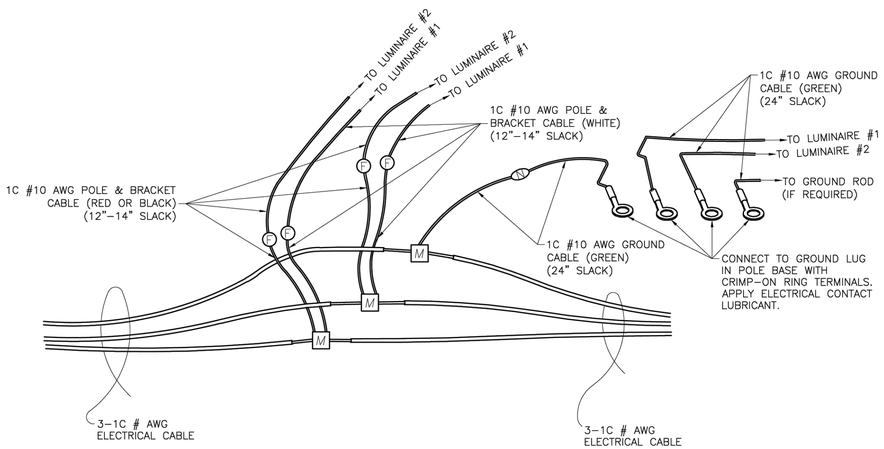
GENERAL NOTES:

1. RED CABLES SHALL BE CONNECTED TO WEST OR NORTH ORIENTED LUMINAIRE. BLACK CABLES SHALL BE CONNECTED TO EAST OR SOUTH ORIENTED LUMINAIRE.
2. THE SPECIFIED CABLE SLACK SHALL BE PROVIDED ON EACH SIDE OF THE FUSED AND UN-FUSED CONNECTORS.
3. ADDITIONAL SLACK SHALL BE PROVIDED FOR THE #4 AWG CABLE SUCH THAT WHEN EXTENDED UPWARD, THE TOP OF THE MULTI-TAP CONNECTORS ARE NO LESS THAN 1" AND NO MORE THAN 3" ABOVE THE TOP OF THE HAND HOLE OPENING.



ELECTRICAL CONNECTOR KIT SCHEMATIC

(SINGLE LUMINAIRE)



ELECTRICAL CONNECTOR KIT SCHEMATIC

(TWIN LUMINAIRES)

LEE'S SUMMIT MISSOURI

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

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

Sheet Name: CONTROLLER CABINET & BASE DETAILS

Drawn By: BWC
Checked By: MP
Date: 01/2020
Proj. #:

TS-2

NO.	REVISIONS	DATE	BY

Kimley»Horn

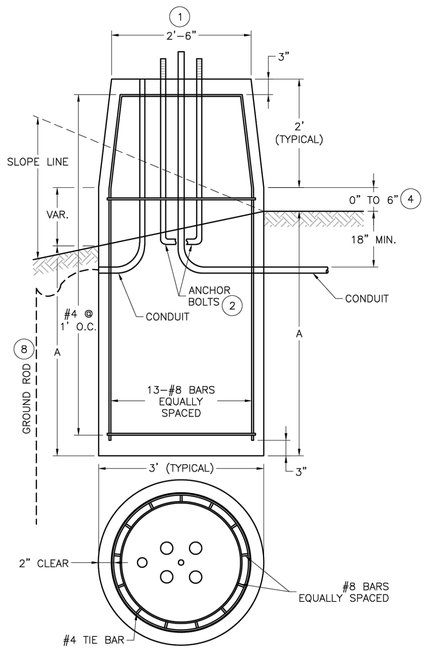
1855 PRESIDENTIAL AVE, SUITE 1300
KANSAS CITY, MO 64105
PHONE: 816-945-7500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

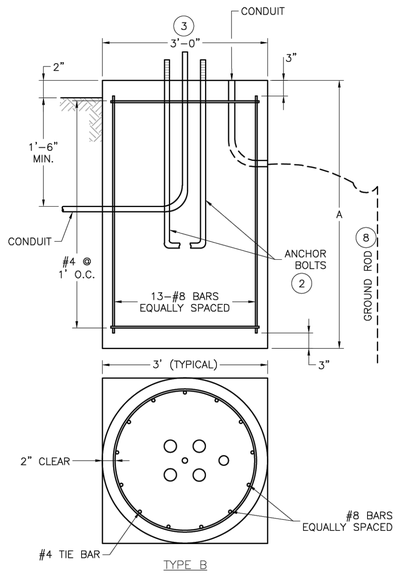
CONTROLLER CABINET & BASE DETAILS

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

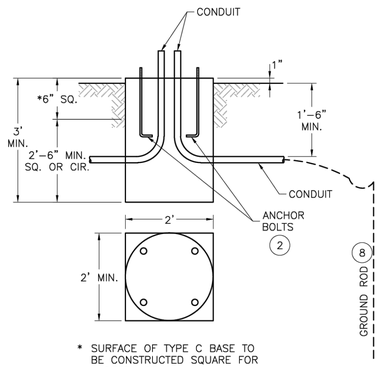
ORIGINAL ISSUE: 03/2025
KHA PROJECT NO. 268132006
SHEET NUMBER 8



TYPE A



TYPE B



* SURFACE OF TYPE C BASE TO BE CONSTRUCTED SQUARE FOR A DEPTH OF 6"

TYPE C

POST BASES

POST BASES		
POST TYPE	ARM LENGTH (FT.)	BASE TYPE
B, BL, C & CL	8 – 14	A–8 OR B–8
B, BL, C & CL	15 – 34	A–10 OR B–10
B, BL, C & CL	35 – 54	A–13 OR B–13

ARM LENGTH DETERMINED BY LENGTH OF LONGEST ARM FOR TYPE B & BL SIGNAL POSTS.

BASE TYPE A OR B DETERMINED BY LOCATION OF POST BASE.

SPECIAL DESIGN REQUIREMENTS:

SIGNAL STRUCTURES WHICH WILL EXCEED THE DIMENSION LIMITS SHOWN ON STANDARD DRAWING TS–5 SHALL HAVE ITS POST BASE DESIGNED BY A PROFESSIONAL ENGINEER AND APPROVED BY THE CITY ENGINEER (OR DESIGNEE). A SET OF DRAWINGS INCLUDING 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, RSMO) AND SHALL INCLUDE A TITLE BLOCK OR SUMMARY SHEET WHICH LISTS AND CERTIFIES THAT THE FOUNDATION WILL MEET THE DESIGN CRITERIA.

STEEL & CONCRETE REQUIREMENTS FOR POST BASES				
BASES		#8 STEEL BAR		CONC. C.Y.
TYPE	A (10)	LENGTH	WEIGHT LBS (11)	
A–8	8'–0"	9'–6"	399	2.53
A–10	10'–0"	11'–6"	481	3.06
A–13	13'–0"	14'–6"	604	3.84
B–8	8'–0"	7'–6"	317	2.09
B–10	10'–0"	9'–6"	400	2.62
B–13	13'–0"	12'–6"	523	3.40
C*				0.44

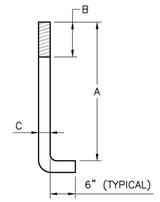
(10) SOIL DEPTH, NO ROCK (11) INCLUDE #4 TIE BAR

* SURFACE OF TYPE C BASE TO BE CONSTRUCTED SQUARE FOR A MINIMAL DEPTH OF 6".

BASE EMBEDMENT IN SOLID ROCK			
SOLID ROCK ENCOUNTER POINT	REQUIRED EMBEDMENT FOR BASE TYPE		
	A–8 B–8	A–10 B–10	A–13 B–13
AT SURFACE	4'–6"	4'–9"	5'–9"
AT ONE–FOURTH NORMAL DEPTH	3'–6"	4'–0"	5'–0"
AT ONE–HALF NORMAL DEPTH	3'–0"	3'–3"	3'–3"
AT THREE–FOURTHS NORMAL DEPTH	1'–3"	1'–3"	1'–0"

1. REQUIRED EMBEDMENT DEPTHS CAN BE INTERPOLATED BETWEEN ENCOUNTER POINTS FOR OTHER SOLID ROCK ENCOUNTER DEPTHS.
2. NORMAL LENGTHS FOR ANCHOR BOLTS AND REINFORCING STEEL WILL BE REQUIRED.
3. CORE DRILL HOLES FOR ANCHOR BOLTS AND REINFORCING STEEL IN SOLID ROCK SHALL BE PROVIDED. CORE DRILL HOLES SHALL BE TWICE THE DIAMETER OF THE ANCHOR BOLT AND REINFORCING STEEL DIAMETER AND TO WITHIN 3 INCHES OF THE NORMAL BASE DEPTH.
4. IF SOIL, SHALE, GRAVEL, FRACTURED ROCK, OR VOIDS ARE ENCOUNTERED DURING CORE DRILLING, THE ROCK SHALL BE REMOVED TO THE POINT OF ENCOUNTER.
5. ANCHOR BOLTS AND REINFORCING STEEL SHALL BE GROUTED IN THE CORE DRILL HOLES WITH NON–SHRINK GROUT HAVING A MINIMUM STRENGTH OF 9,000 POUNDS IN 24 HOURS.
6. STRAIGHT ANCHOR BOLTS OF THE LENGTH SHOWN IN THE ANCHOR BOLT TABLE UNDER THE COLUMN "BOLT LENGTH"ARE ADEQUATE FOR USE IN GROUTED CORE DRILLED HOLES. NO HEAT INDUCED ALTERATION OR BENDING OF ANCHOR BOLTS WILL BE PERMITTED.

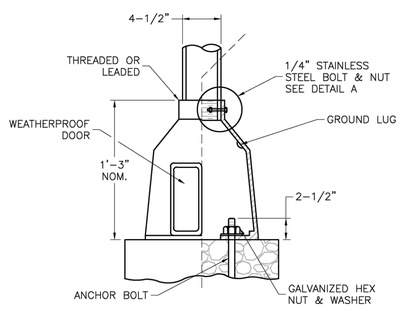
1. IF BOLT CIRCLE IS 22 INCHES OR GREATER, USE TYPE B BASE. IF TYPE B BASE IS USED ANYWHERE, ALL TYPE B, BL, C, AND CL POSTS SHALL HAVE TYPE B BASE. BASE PLATE SHALL STAY WITHIN THE TOP OF THE POST BASE DIAMETER.
2. ANCHOR BOLT DIMENSIONS ARE SHOWN ON THE MANUFACTURER'S APPROVED DRAWINGS.
3. MAXIMUM BOLT CIRCLE DIAMETER IS 26". BASE PLATE SHALL STAY WITHIN THE TOP OF THE POST BASE DIAMETER.
4. 0" TO 6" VARIATION IN BASE HEIGHT IS FOR OBTAINING 16'–0" CLEARANCE. 0.13" C.Y. CONCRETE AND 3 LBS. REINFORCING STEEL PER 6".
5. POSTS SHALL BE FURNISHED WITH INDIVIDUAL NUT COVERS.
6. EXPANSIVE GROUT SHALL BE USED BETWEEN THE POST BASE PLATE AND CONCRETE BASE.
7. PLATE AND BOLT SIZES SHALL BE SHOWN ON FABRICATORS SHOP DRAWINGS AND SHALL BE SUBJECT TO APPROVAL.
8. 3/4" X 8' MINIMUM GROUND ROD. 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 TS–2.



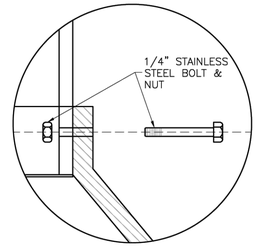
BOLT LENGTH	VERT HT. A	THREAD LEN. B	DIA. C
INCHES	INCHES	INCHES	INCHES
19	17	1.50	0.625
57	51	7.00	1.250
79	73	7.50	1.500
94	88	8.00	1.750
121	115	8.50	2.000
120	114	9.00	2.250
146	140	9.50	2.500

NOTE:
ALL ANCHOR BOLTS SHALL BE FULLY GALVANIZED.

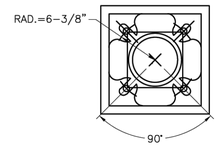
ANCHOR BOLT



SQUARE BOLT CIRCLE

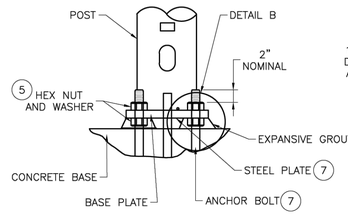


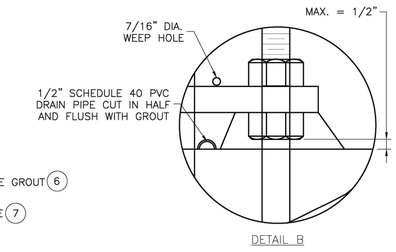
DETAIL A



BOLT CIRCLE (PLAN VIEW)

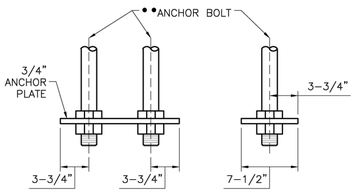
CAST BASE



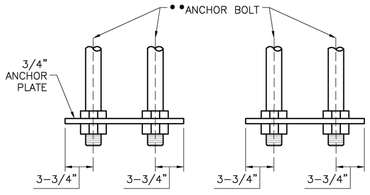


DETAIL B

STEEL PLATE AND ANCHOR BASE



HEX NUT OR 5/16" FILLET WELD ALL AROUND BOTH SIDES TWO BOLTS PER PLATE



HEX NUT OR 5/16" FILLET WELD ALL AROUND BOTH SIDES FOUR BOLTS PER PLATE

OPTIONAL STEEL PLATE FOR ANCHOR BOLTS

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

NO.	REVISIONS	DATE	BY

Kimley»Horn

816 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: 816-945-7500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

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

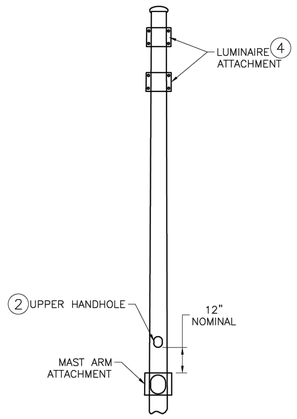
Drawn By: BWC
Checked By: MP
Date: 01/2020
Proj. #:

TS-3

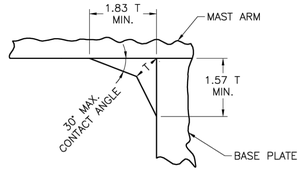
POST BASE DETAILS

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

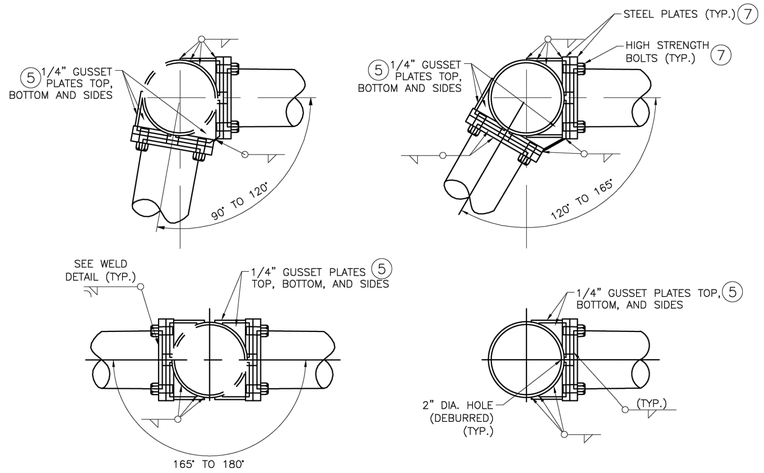
ORIGINAL ISSUE: 03/2025
KHA PROJECT NO. 268132006
SHEET NUMBER 9



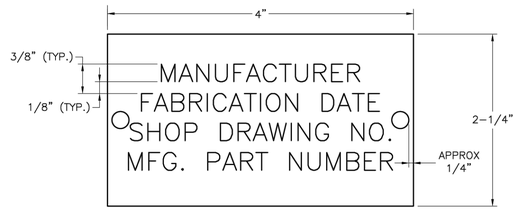
TYPE BL AND CL POSTS



WELD DETAIL



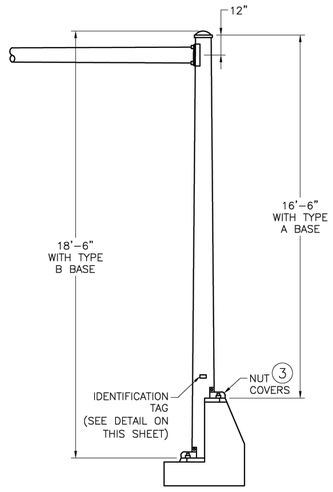
ARM ATTACHMENTS



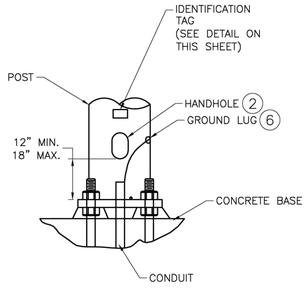
NOTE:

TAG SHALL BE ALUMINUM OR STAINLESS STEEL AND ATTACHED TO POLE OR MAST ARM USING TWO RIVETS OR STAINLESS STEEL DRIVE SCREWS. ID TAG HOLES SHALL BE DRILLED PRIOR TO GALVANIZING.

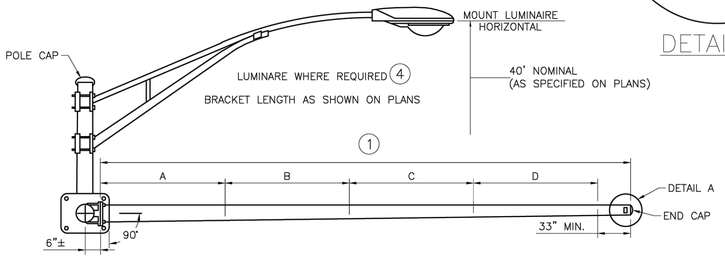
IDENTIFICATION TAG



POLE BASE WITH TYPE A AND B POST

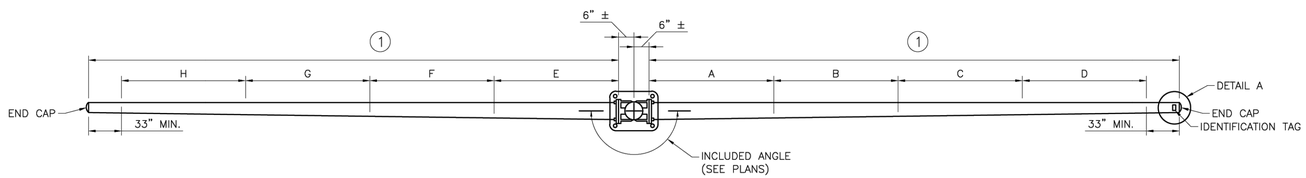


POLE BASE



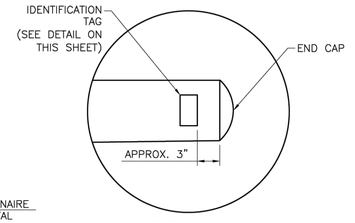
NOTE:
A, B, C, AND D – SIGNAL SPACING AS SHOWN ON THE TRAFFIC SIGNAL PLANS.

TYPE C AND TYPE CL (WITH LUMINAIRE)



NOTE:
A, B, C, D, E, F, G AND H – SIGNAL SPACING AS SHOWN ON THE TRAFFIC SIGNAL PLANS.

TYPE B AND TYPE BL (WITH LUMINAIRE)



DETAIL A

(1) ARM LENGTHS SHALL NOT EXCEED 54 FEET. SEE TRAFFIC SIGNAL PLANS FOR DIMENSIONS.

(2) HANDHOLES SHALL BE APPROXIMATELY 4" X 6–1/2". HANDHOLE FRAME SHALL BE REINFORCED SO THAT THE POLE STRENGTH IS NOT REDUCED.

(3) POSTS SHALL BE FURNISHED WITH INDIVIDUAL NUT COVERS.

(4) SEE STREET LIGHTING STANDARD DETAILS FOR TYPICAL BRACKET ARM MOUNTING FOR TYPE BL AND TYPE CL POSTS.

(5) ANY OPENINGS BETWEEN TOP AND SIDE GUSSET PLATES SHALL BE SEALED WITH LIFETIME CAULK AT TIME OF INSTALLATION.

(6) POST SHALL BE GROUNDED FROM GROUND LUG IN POST WITH #6 AWG BARE COPPER WIRE TO CONDUIT SYSTEM. GROUND LUG SHALL BE 90° OR 180° FROM THE HANDHOLE.

(7) PLATE AND BOLT SIZES SHALL BE SHOWN ON FABRICATORS SHOP DRAWINGS AND SHALL BE SUBJECT TO APPROVAL.

GENERAL NOTES:

ARMS SHALL BE RAKED UP 0.25" PER FOOT MINIMUM. ARMS SHALL BE PROVIDED WITH A PERMANENT MARKING INDICATING PROPER ORIENTATION FOR INSTALLATION.

TO DETERMINE LEFT OR RIGHT ON TYPE B OR C SIGNAL POST, VIEWING POSITION SHALL BE FROM THE CENTER OF THE INTERSECTION BEING CONTROLLED AND FACING THE SIGNAL INVOLVED.

LEE'S SUMMIT MISSOURI

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

NO.	REVISIONS	DATE	BY

Kimley»Horn

© 2025 KIMLEY-HORN & ASSOCIATES, INC.
806 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: 816-561-5660
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

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

Sheet Name: TUBULAR STEEL POST DETAILS

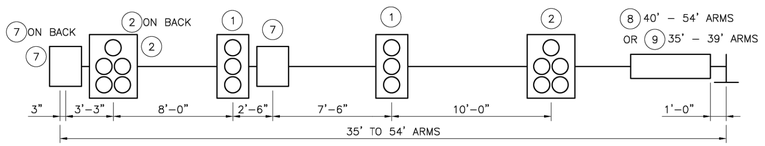
Drawn By: BWC
Checked By: MP
Date: 01/2020
Proj. #:

TS-4

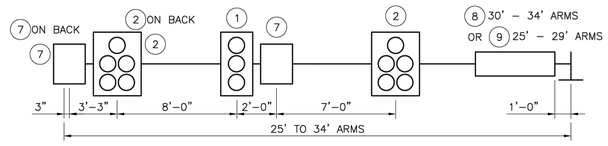
TUBULAR STEEL POST DETAILS

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

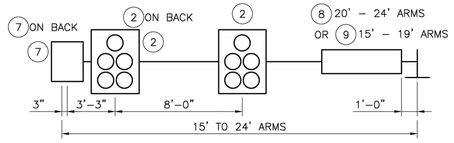
ORIGINAL ISSUE: 03/2025
KHA PROJECT NO. 268132006
SHEET NUMBER 10



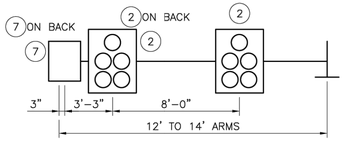
MAST ARM LOADING
(35' TO 54' ARMS)



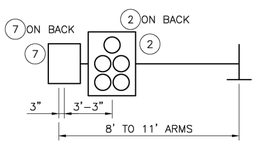
MAST ARM LOADING
(25' TO 34' ARMS)



MAST ARM LOADING
(15' TO 24' ARMS)



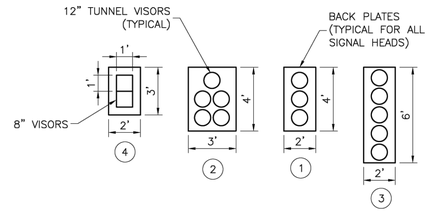
MAST ARM LOADING
(12' TO 14' ARMS)



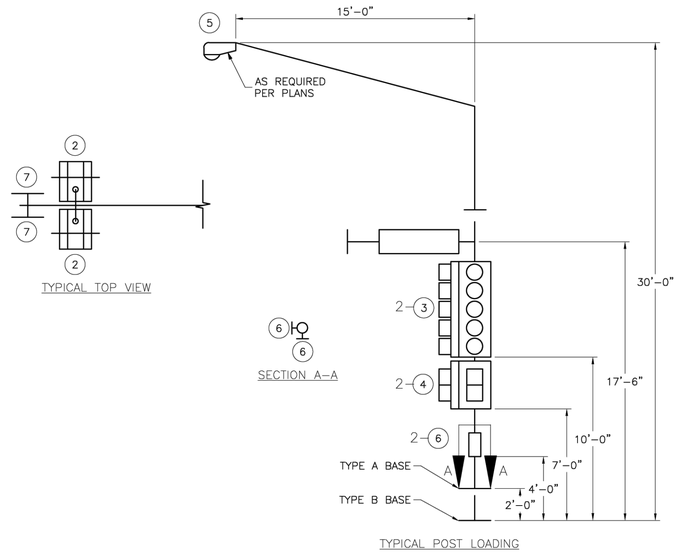
MAST ARM LOADING
(8' TO 11' ARMS)

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	30" X 36" SIGN	27.0	7.5	N/A
8	120" X 18" SIGN	25.0	15.0	N/A
9	96" X 16" SIGN 96" X 16" SIGN 96" X 28" SIGN	18.0 20.0 31.0	10.7 12.0 18.7	N/A N/A N/A

OL – OPTICALLY LIMITED
* MOUNTING HARDWARE INCLUDED



TRAFFIC SIGNAL HEAD TYPES



TYPICAL POST LOADING

NOTE:
ATTACHMENT LOCATIONS ARE FOR STRUCTURAL DESIGN PURPOSES ONLY. ACTUAL LOCATIONS ARE SHOWN ON THE PLANS.

MINIMUM DESIGN LOADING FOR POST AND MAST ARM ATTACHMENTS

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, LUMINARIES AND TRAFFIC SIGNALS, 2015 OR LATEST REVISION WITH THESE EXCEPTIONS AND SPECIFICATIONS.

MINIMUM DESIGN WIND SPEED OF 90 MPH AT 30 FEET ABOVE GROUND.
GROUP LOADING:

LOADS	PERCENT OF ALLOWABLE STRESS*
GROUP I – DL	100
GROUP II – DL + W	133
GROUP III – DL + 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, 2015, 6TH EDITION, INCLUDING ANY INTERIM WITH THE CRITERIA NOTED BELOW:

- ULTIMATE DESIGN WIND SPEED
- SERVICE DESIGN WIND SPEED
- FATIGUE CATEGORY I
- MEAN RECURRENCE INTERVAL 700 YEARS
- 50 YEAR DESIGN LIFE.
- SHALL NOT BE 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, RSMO) AND SHALL INCLUDE A TITLE BLOCK OR SUMMARY SHEET 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 1.2.5(B) OF THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS, 2015 OR LATEST VERSION.

GENERAL NOTES:

ATTACHMENT LOCATIONS ARE FOR STRUCTURAL DESIGN PURPOSES ONLY. ACTUAL LOCATIONS ARE SHOWN ON THE PLANS.

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

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

Sheet Name: TUBULAR STEEL POST DESIGN LOADING REQUIREMENTS

Drawn By: BWC
Checked By: MP
Date: 01/2020
Proj. #:

TS-5

NO.	REVISIONS	DATE	BY

Kimley»Horn

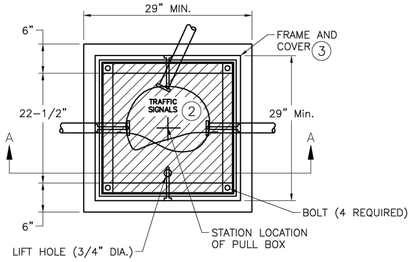
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
806 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: 816-561-5555
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

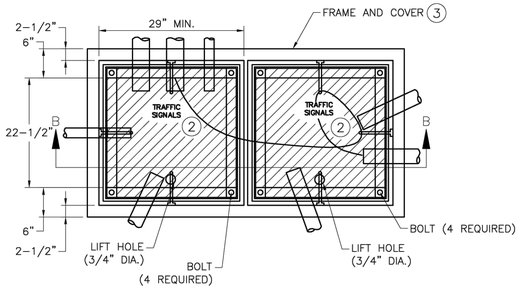
COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

TUBULAR STEEL POST LOADING REQUIREMENTS

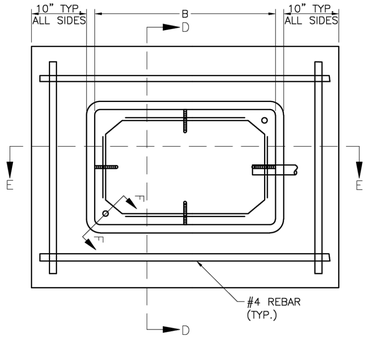
ORIGINAL ISSUE: 03/2025
KHA PROJECT NO. 268132006
SHEET NUMBER
11



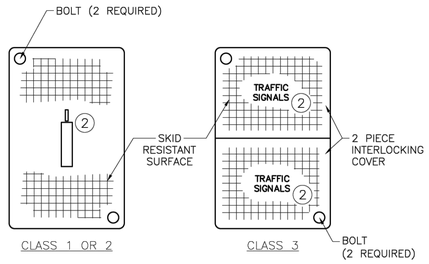
PLAN VIEW



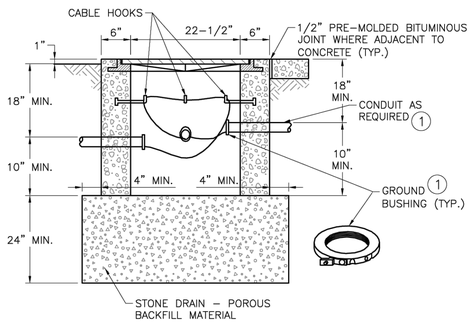
PLAN VIEW



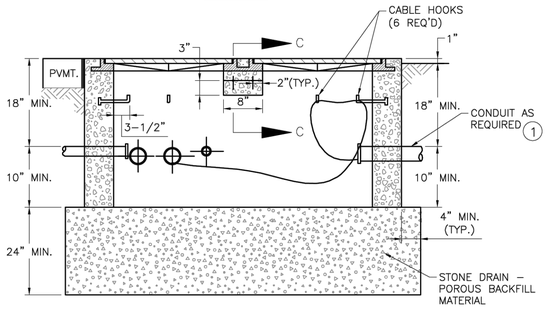
PLAN VIEW



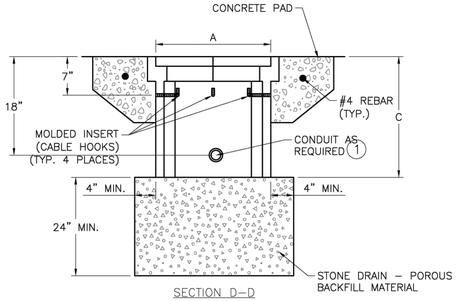
PREFORMED PULL BOX COVER



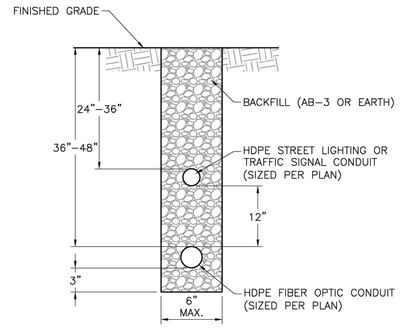
SECTION A–A
TYPE I DRAIN



SECTION B–B
TYPE A DOUBLE CONCRETE PULL BOX



SECTION D–D



TRENCH DETAIL

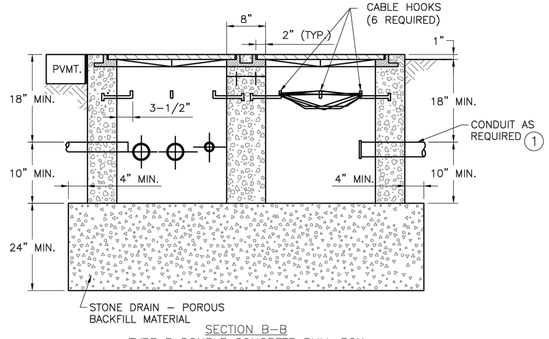
SINGLE CONCRETE PULL BOX

1. ALL METAL CONDUITS SHALL BE ELECTRICALLY BONDED BY A GROUND BUSHING AND #6 AWG BARE COPPER WIRE. FOR PVC, ALL GROUND WIRES SHALL BE CONNECTED.
2. SIGNAL PULL BOX COVERS SHALL BE EMBOSSED "TRAFFIC SIGNALS" OR HAVE COVER LABEL (APPLIED WITH EPOXY).
3. PULL BOX FRAMES AND COVERS SHALL BE CAST IRON AND THE FOLLOWING MINIMUM DIMENSIONS:

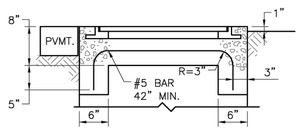
FRAME SIZE:	29" X 29"
OPENING SIZE:	22 1/2" X 22 1/2"
FRAME HEIGHT:	4–1/4"
FRAME WEIGHT:	120 LBS.
COVER SIZE:	22–5/8" X 22–5/8"
COVER THICKNESS:	3/4"
COVER WEIGHT:	140 LBS.

GENERAL NOTES:

1. ALL DIMENSIONS SHOWN ARE NOMINAL.
2. BOLT CLEANOUT DETAIL SHALL BE APPROVED BY THE CITY TRAFFIC ENGINEER.
3. ALL CONCRETE SHALL BE 3,000 PSI MINIMUM, AND SHALL BE SUBSIDIARY TO THE PULL BOX.
4. PAVEMENT AND SUBGRADE SHALL BE AS SHOWN ON PLANS.
5. STONE DRAIN MATERIAL SHALL BE 1/2" – 3/4" CLEAN ROCK.
6. LIFT OPENING REQUIRED ON ALL COVERS.
7. PREFORMED BOX WALLS MAY BE EITHER FLARED OR VERTICAL.
8. IF AN EXTENSION IS USED WITH A PREFORMED BOX, THE LIP OF THE EXTENSION MAY BE INTERIOR OR EXTERIOR. THE EXTENSION SHALL BE COMPATIBLE AND FROM THE SAME MANUFACTURER.
9. IF PREFORMED PULL BOXES ARE SPECIFIED, THE CONTRACTOR MAY USE THE STANDARD CONCRETE PULL BOX IN LIEU OF THE CLASS 1 OR 2 PREFORMED PULL BOX OR THE DOUBLE CONCRETE PULL BOX, TYPE A, IN LIEU OF THE CLASS 3 PREFORMED PULL BOXES.

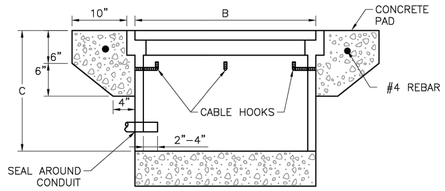


SECTION B–B
TYPE B DOUBLE CONCRETE PULL BOX



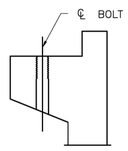
SECTION C–C

DOUBLE CONCRETE PULL BOX



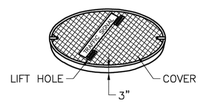
SECTION E–E

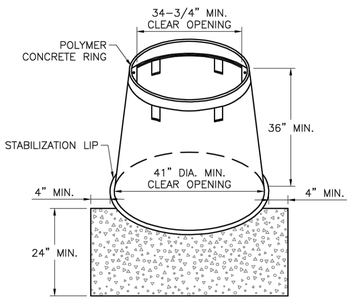
NUMBER OF ENTERING CONDUCTORS	CLASS	PREFORMED PULL BOX MINIMUM DIMENSIONS		
		A	B	C
< 23	1	17"	30"	20"
23 – 68	2	24"	36"	24"
> 68	3	30"	48"	24"



SECTION F–F
TYPICAL BOLT CLEANOUT

PREFORMED PULL BOX





FIBER OPTIC PULL BOX DETAIL

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

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
800 PENNSYLVANIA AVE, SUITE 1300
KANSAS CITY, MO 64105
PHONE: (816) 561-5555
WWW.KIMLEY-HORN.COM

NO.	REVISIONS	DATE	BY

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

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

Sheet Name: PULL BOX DETAILS

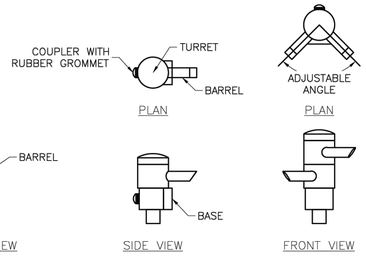
Drawn By: BWC
Checked By: MP
Date: 01/2020
Proj. #:

TS-6

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

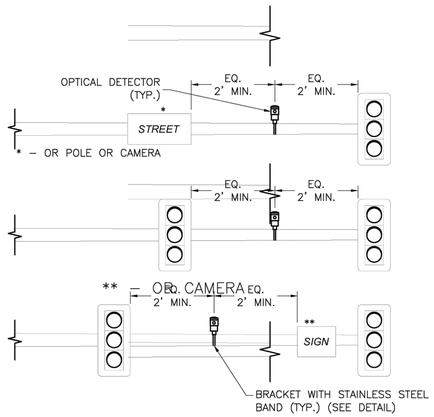
PULL BOX DETAILS

ORIGINAL ISSUE: 03/2025
KHA PROJECT NO. 268132006
SHEET NUMBER
12



SINGLE BARREL ONE CHANNEL

DOUBLE BARREL ONE OR TWO CHANNEL



WHEN MULTIPLE DETECTOR UNITS ARE MOUNTED ON THE SAME MAST ARM, THEY SHALL BE SPACED APPROXIMATELY 12 INCHES APART.

EMERGENCY VEHICLE DETECTION NOTES:

1. THE DETECTOR CABLE SHALL BE CONTINUOUS FROM THE OPTICAL DETECTOR TO THE TRAFFIC SIGNAL CONTROLLER. NO SPLICES SHALL BE ALLOWED.
2. 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.
3. OPTICOM 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.
4. 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.
5. 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 SUBMITTED FOR REVIEW BY THE CITY PRIOR TO IMPLEMENTATION BY THE SUPPLIER. PRE–EMPTION SEQUENCES SHALL USE AN ALL RED INTERVAL OR OTHER METHODS TO PREVENT THE OCCURRENCE OF "YELLOW TRAPS" AT INTERSECTIONS WITH PROTECTED/PERMITTED LEFT–TURN PHASING.
6. PREEMPTS ARE TO BE ASSIGNED AS FOLLOWS UNLESS OTHERWISE INDICATED IN THE PLANS:

DIRECTION	PREEMPT NO.	CHANNEL
NORTHBOUND	1	A
SOUTHBOUND	2	B
EASTBOUND	3	C
WESTBOUND	4	D

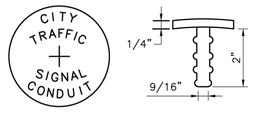
7. THE CONTRACTOR SHALL INSTALL THE EQUIPMENT CONSISTENT WITH THE EQUIPMENT MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES AND INTERFACE DIAGRAMS IN A NEAT AND WORKMANLIKE MANNER. EMERGENCY VEHICLE DETECTION SYSTEM SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR AND SHALL CONSIST OF ALL DETECTORS, PROCESSORS, MOUNTING BRACKETS, ETC FOR A FULLY OPERATIONAL SYSTEM.

OPTICAL DETECTOR

RADAR/VIDEO DETECTION NOTES:

1. THE RADAR/VIDEO DETECTION SYSTEM SHALL CONSIST OF VIDEO CAMERA(S), VIDEO DETECTION PROCESSOR (VDP), CABLES, BRACKETS, AND ALL OTHER MATERIALS NECESSARY FOR A FULLY FUNCTIONAL SYSTEM.
2. 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.
3. 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.
4. VIDEO CAMERAS ARE TO BE MOUNTED AS SHOWN ON THE TRAFFIC SIGNAL PLANS. IF THE CAMERA IS MOUNTED ON A TYPE BL OR CL POLE, THE CAMERA SHALL BE MOUNTED DIRECTLY TO THE LUMINAIRE BRACKET ARM. IF 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.
5. VIDEO CAMERA PLACEMENT, ADJUSTMENT, SETUP AND INITIAL PROGRAMMING SHALL BE AT THE DIRECTION OF THE MANUFACTURERS REPRESENTATIVE. THE MANUFACTURERS REPRESENTATIVE SHALL ASSIST WITH IDENTIFYING OPTICAL CAMERA LOCATIONS, SYSTEM SETUP, PROGRAMMING, AND TURN–ON.

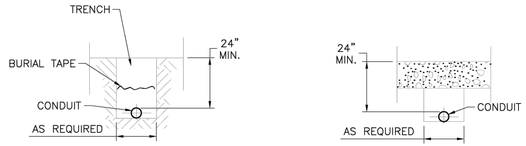
RADAR/VIDEO DETECTION

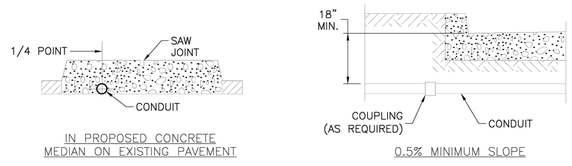


CONDUIT MARKER NOTES:

1. 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 MARKER

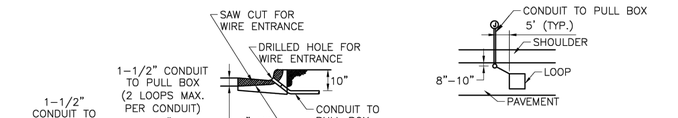




CONDUIT LOCATION NOTES:

1. CONDUIT SHALL BE INSTALLED TO DRAIN, AND IF METALLIC ALL ENDS SHALL BE THREADED AND CAPPED.
2. THE CONTRACTOR SHALL NOTIFY THE CITY OF LEE'S SUMMIT, DEPARTMENT OF PUBLIC WORKS TRAFFIC DIVISION AT (816) 969–1807 FOR INSPECTION OF THE CONDUIT INSTALLATION. AT LEAST 24 HOURS NOTICE SHALL BE PROVIDED. THE CONDUIT SHALL NOT BE COVERED UNLESS INSPECTED AND APPROVED BY THE ENGINEER OR HIS AUTHORIZED REPRESENTATIVE, SO AS TO ENSURE PROPER DEPTH, CORRECT CONDUIT MATERIAL AND PROPER CONDUIT END TREATMENT AS DESCRIBED ABOVE.

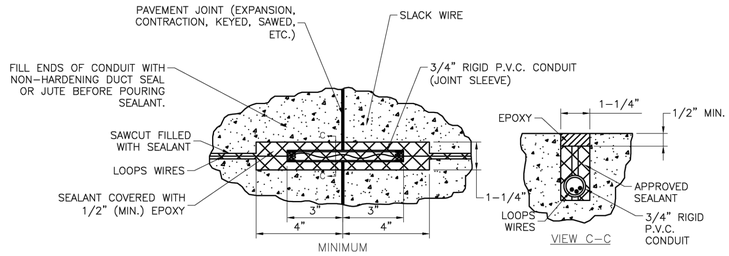
CONDUIT LOCATIONS



LOOP WIRE ENTRANCE NOTES:

1. SAW CUT IN THE CURB AND GUTTER SECTION AND CONDUIT ENTRANCE TO BE SEALED WITH A PLIABLE, NON–HARDENING DUCT SEALANT PRIOR TO APPLICATION OF LOOP SEALANT. NO LOOP SEALANT SHALL BE APPLIED IN THE CURB AND GUTTER SECTION OR AT CONDUIT ENTRANCE.
2. GROUT AROUND CONDUIT INSERTED INTO CURB OR PAVEMENT SECTION.
3. EACH LOOP SHALL HAVE A SEPARATE LEAD–IN–SAW CUT TO THE LOOP WIRE ENTRANCE IN THE CURB OR AT THE EDGE OF PAVEMENT.

LOOP WIRE ENTRANCE DETAIL



JOINT CROSSING DETAIL

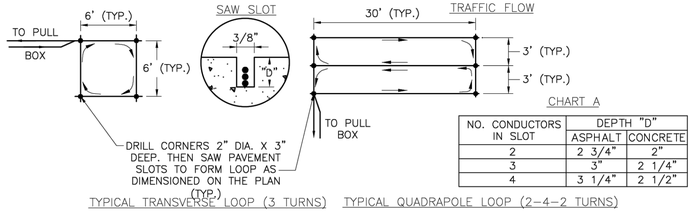


CHART A

NO. CONDUCTORS IN SLOT	DEPTH "D"	
	ASPHALT	CONCRETE
2	2 3/4"	2"
3	3"	2 1/4"
4	3 1/4"	2 1/2"

TYPICAL LOOP DETAIL

LOOP DETECTION NOTES:

1. QUADRAPOLE 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.
2. 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.
3. SLOT IN PAVEMENT FOR LOOPS TO BE CUT $\frac{3}{8}$" WIDE AT MINIMUM DEPTH "D" AS INDICATED IN CHART A. SLOT IN PAVEMENT FOR LEAD SHALL BE $\frac{1}{2}$" WIDE AT MINIMUM DEPTH "D". FILL SLOTS WITH AN APPROVED ASPHALT SEALER (ASPHALT PAVEMENT) OR AN APPROVED ELASTIC EPOXY SEALANT (CONCRETE PAVEMENT) TO WITHIN $\frac{3}{8}$" OF PAVEMENT SURFACE.
4. OTHER THAN SOLDERED TYPE SPLICE OR SPLICE MADE WITH WIRE NUTS AT THEIR JUNCITON, 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.
5. 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.
6. ALL LOOPS SHALL BE WET CUT WITH EQUIPMENT APPROVED BY THE CITY TRAFFIC ENGINEER.
7. 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.
8. 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.
9. 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 OF THE DETECTOR AMPLIFIER. LOOP SHALL BE PLACED IN SAWED SLOTS IN A FIGURE EIGHT MANNER WITH DEVICE WHICH WILL NOT DAMAGE THE WIRE INSULATION. LEAD–IN CABLE SHALL BE 2–1C #14 AWG TWISTED.

LOOP DETECTION

No.	REVISIONS	DATE	BY

Kimley»Horn

805 PENNSYLVANIA AVE, SUITE 1300
KANSAS CITY, MO 64105
PHONE: (816) 560-6274
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

LEE'S SUMMIT MISSOURI

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

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

Sheet Name: CONDUIT & DETECTION DETAILS

Drawn By: BWC
Checked By: MP
Date: 01/2020
Proj. #:

TS-7

CONDUIT & DETECTION DETAILS

COLBERN ROAD & RICE PARKWAY
TRAFFIC SIGNAL
LEE'S SUMMIT, MO

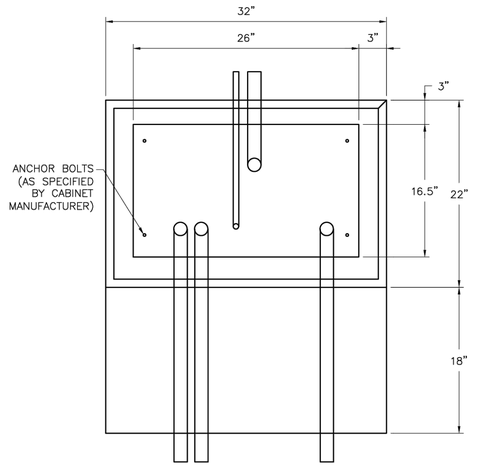
ORIGINAL ISSUE: 03/2025

KHA PROJECT NO. 268132006

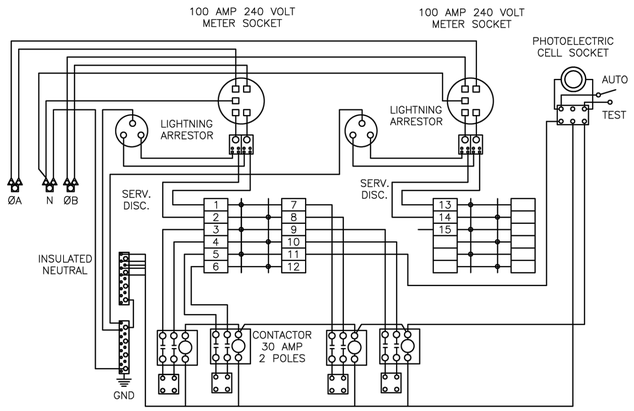
SHEET NUMBER 13

GENERAL NOTES:

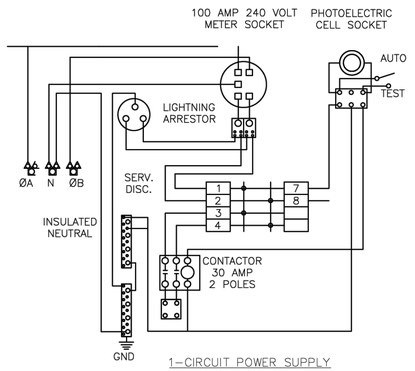
1. PHOTOELECTRIC CELL SHOULD BE ORIENTED TO THE NORTH OR EAST.
2. SEAL AROUND JOINT BETWEEN CABINET AND BASE WITH LIFETIME SILICONE CAULK.
3. ALL EXPOSED EDGES OF THE BASE SHOULD HAVE A 1" CHAMFER.
4. IF BASE IS ADJACENT TO A TRAFFIC SIGNAL CONTROLLER, RAISED PORTION OF BASE (ABOVE FINISHED GRADE) SHOULD BE CONSTRUCTED TO THE SAME HEIGHT AS THE SIGNAL CONTROLLER BASE.
5. THE STREET ADDRESS WITH THE POWER SUPPLY NUMBER BELOW IT SHOULD BE LABELED ON THE UPPER PORTION OF THE CABINET FACING THE STREET. THE CONTRACTOR WILL SUPPLY AND INSTALL LABELS FOR THE CABINETS.



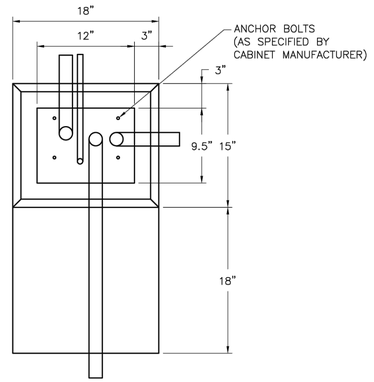
PLAN VIEW



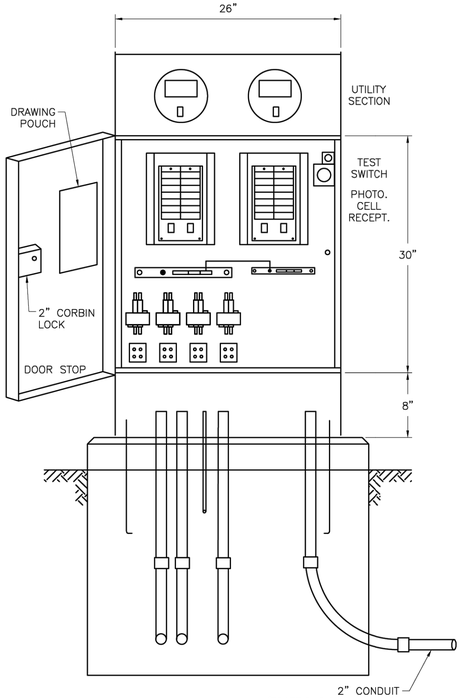
DUAL METER POWER SUPPLY
WIRING SCHEMATIC



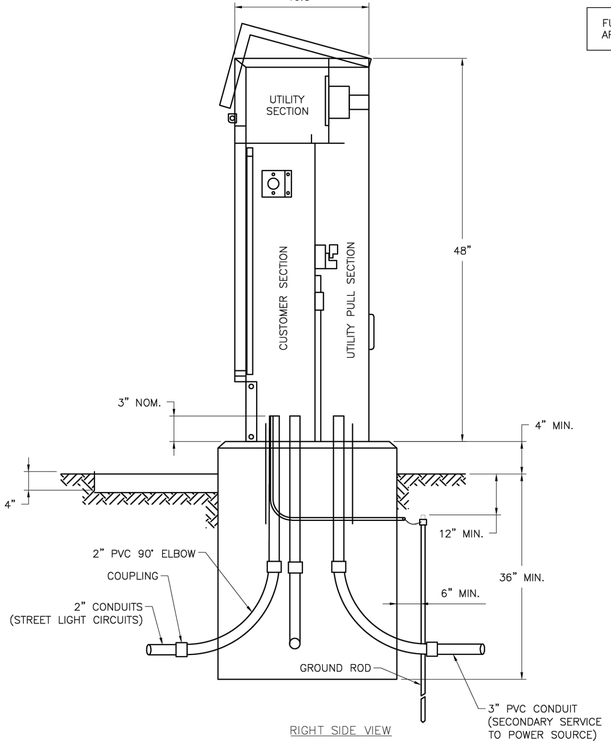
1–CIRCUIT POWER SUPPLY
WIRING SCHEMATIC



PLAN VIEW



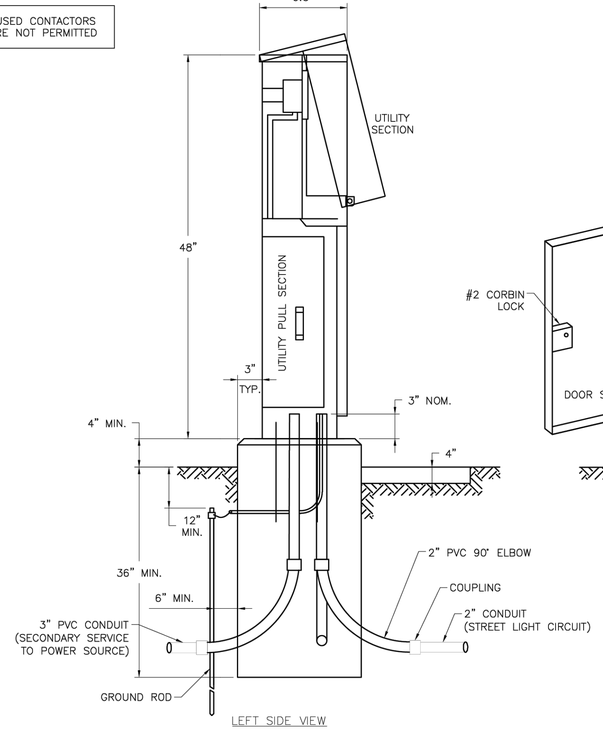
FRONT VIEW



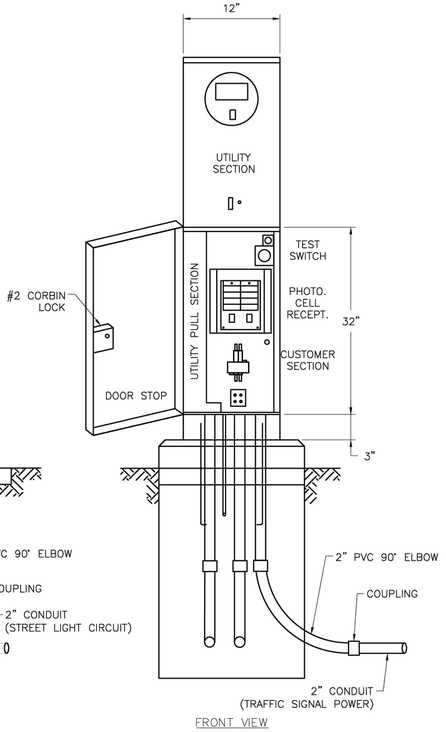
RIGHT SIDE VIEW

DUAL METER POWER SUPPLY

FUSED CONTACTORS
ARE NOT PERMITTED



LEFT SIDE VIEW



FRONT VIEW

1 – CIRCUIT POWER SUPPLY

NO.	REVISIONS	DATE	BY

Kimley»Horn

865 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: 816-561-6500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

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

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

Sheet Name:
POWER SUPPLY ASSEMBLY DETAILS

Drawn By: BWC
Checked By: MP
Date: 01/2020
Proj. #:

TS-8

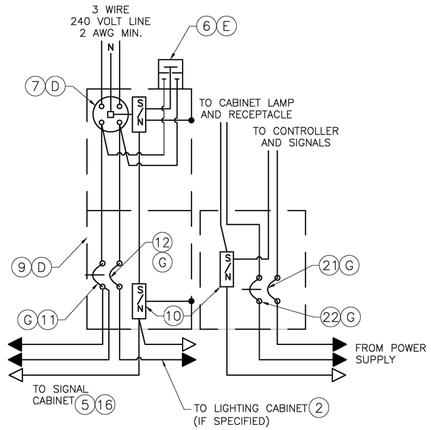
POWER SUPPLY
ASSEMBLY

COLBERN ROAD &
RICE PARKWAY
TRAFFIC SIGNAL
LEE'S SUMMIT, MO

ORIGINAL ISSUE:
03/2025

KHA PROJECT NO.
268132006

SHEET NUMBER
14

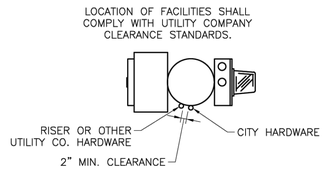


OVERHEAD SERVICE POWER SUPPLY WIRING
SCHEMATIC SIGNALS AND/OR LIGHTING

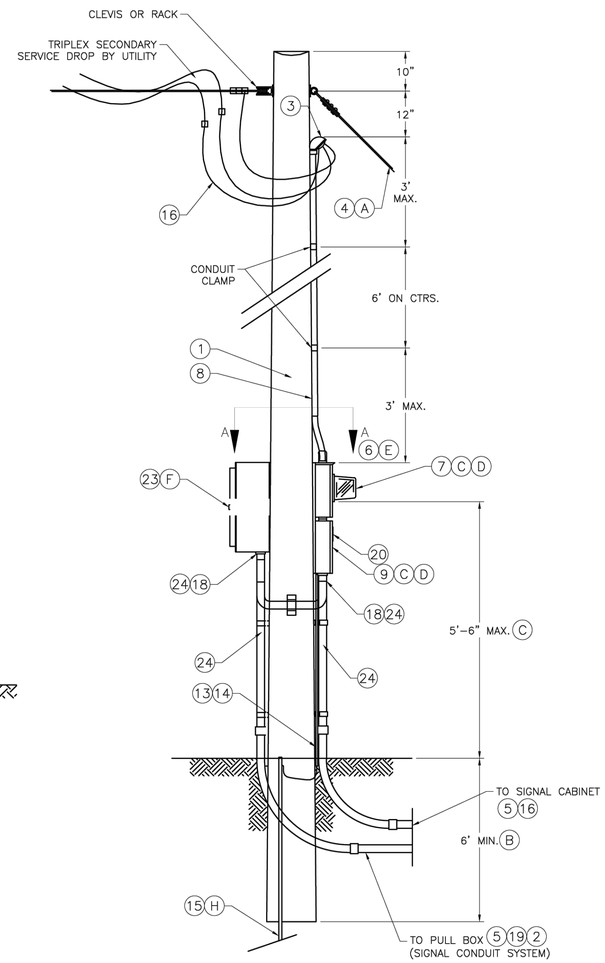
SECONDARY SERVICE CONNECTION DETAILS

NOTES:

1. 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.
2. CONTRACTOR SHALL INSTALL CONDUIT IN A TRENCH TO WITHIN 24" OF PEDESTALS OR PAD MOUNT TRANSFORMERS AND LEAVE A 36" X 36" X 36" ACCESS HOLE IN THE GROUND. CONTRACTOR SHALL KEEP OPEN TRENCH COVERED AND PROMPTLY BACKFILL ACCESS HOLE WHEN SERVICE IS COMPLETED.



SECTION A–A



OVERHEAD SERVICE POWER SUPPLY
TEMPORARY SPAN WIRE SIGNAL ONLY

	LIST OF MATERIALS
ITEM	DESCRIPTION
1	SERVICE POLE 30' MIN., CLASS IV WOOD, CONTRACTOR PROVIDED, CITY OWNED. *
2	#8 AWG MIN. CABLE, 600 VOLT *
3	SERVICE ENTRANCE HEAD
4	GUY CABLE, AS REQUIRED
5	2" MIN. RIGID CONDUIT WITH PREFORMED ELBOWS
6	LIGHTNING ARRESTOR, VALVE TYPE, 2 POLE, 650 VOLT
7	240 VOLT METER SOCKET, 100 AMP FOR SIGNALS
8	2" MIN. RIGID CONDUIT
9	SERVICE DISCONNECT BOX, LOCKING, RAINTIGHT, NEMA 4
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	TYPE B AUXILIARY BREAKER, 15 AMP
23	LIGHTING CONTROL CABINET
24	2" STEEL CONDUIT (MIN.)
*	SEE PLANS

NOTES:

(A) SERVICE POLE SHALL BE GUYED WHEN SPAN OF OVERHEAD WIRE EXCEEDS 50 FEET.

(B) INCREASE 1 FOOT FOR EACH 5 FEET ABOVE 50 FEET.

(C) 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.

(D) SCHEMATIC DIAGRAM SHALL BE MOUNTED ON INSIDE OF DOOR.

(E) UTILITY COMPANY SHALL DECIDE IF LIGHTING ARRESTERS ARE TO BE CONNECTED ONT HE LOAD SIDE OR LINE SIDE OF THE METER. THE UTILITY COMPANY SHALL ALSO DECIDE IF THE LIGHTING ARRESTER IS TERMINATED IN THE METER OR DISCONNECT CABINET. IF TERMINATED IN THE DISCONNECT CABINET, IT SHALL BE INSTALLED ON THE CONNECT CABINET.

(F) IF LIGHTING IS SPECIFIED, INSTALL LIGHTING CONTROL ON POWER SUPPLY.

(G) BREAKERS SHALL CONFORM TO THE STANDARD SPECIFICATIONS.

(H) 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 BURIED IN A TRENCH AT LEAST 30 IN. DEEP. CONNECTION TO GROUND ROD SHALL BE CLAMP TYPE AS DETAILED ON STANDARD DRAWING TS–2.

GENERAL NOTES:

1. FOR CABLE TYPES AND INSTALLATION, SEE STANDARD SPECIFICATIONS.
2. THE TYPE OF POWER SUPPLY ASSEMBLY IS SHOWN ON THE PLANS OR IS DESIGNATED ON THE CONTRACT.
3. THE UTILITY COMPANY SHALL BE NOTIFIED 30 DAYS PRIOR TO THE DATE OF SERVICE WILL BE REQUIRED.
4. ALL OPENINGS IN ANY UTILITY ENCLOSURE, SERVICE BOX, OR METER SHALL BE COVERED AND SEALED WITH LIFETIME SILICONE CAULK.
5. CONTRACTOR TO PROVIDE SUFFICIENT NUMBER OF GROUND ROD(S) AS REQUIRED FOR MAXIMUM OF 25 OHMS RESISTANCE TO GROUND.
6. ALL MATERIALS REQUIRED EXCLUDING REFERENCED ITEMS AS SHOWN ON DRAWING SHALL BE INCLUDED IN PRICE BID FOR POWER SUPPLY ASSEMBLY.

NO.	REVISIONS	DATE	BY

Kimley»Horn

1855 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: (816) 607-5900
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

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

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

Sheet Name: POWER SUPPLY ASSEMBLY (120 VOLTS) DETAILS

Drawn By: BWC
Checked By: MP
Date: 01/2020
Proj. #:

TS-9

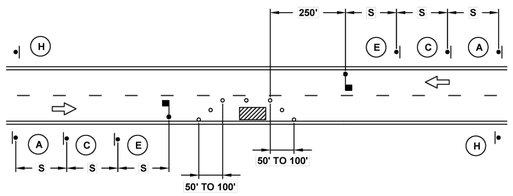
POWER SUPPLY ASSEMBLY 120 VOLTS

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

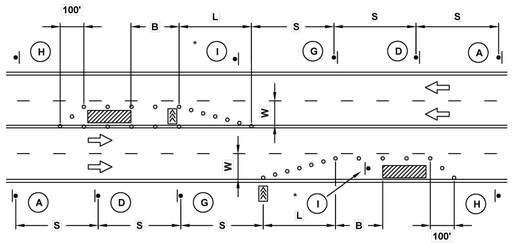
ORIGINAL ISSUE: 03/2025
KHA PROJECT NO. 268132006
SHEET NUMBER 15

SYMBOL LEGEND

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

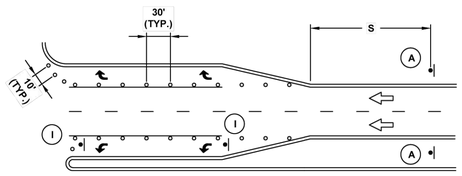


LANE CLOSURE - TWO LANE STREET

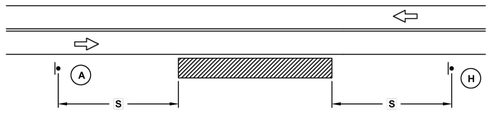


LANE CLOSURE - FOUR LANE STREET

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



TURN LANE CLOSURE



TYPICAL SIGNING FOR WORK ADJACENT TO THE STREET

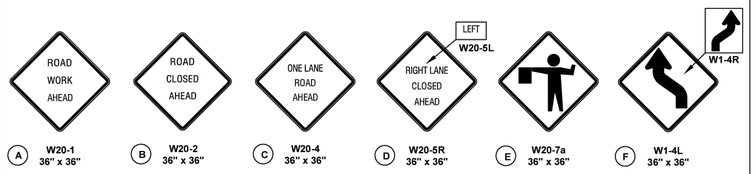
GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE "B"	
SPEED LIMIT (MPH)	LENGTH (FEET)
25	35
30	55
35	85
40	120
45	170

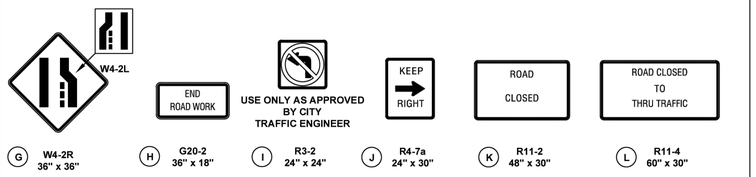
MAXIMUM CHANNELIZER SPACING		
SPEED LIMIT (MPH)	WITHIN TAPER (FEET)	OUTSIDE TAPER (FEET)
25	25	50
30	30	60
35	35	70
40	40	80
45	45	90

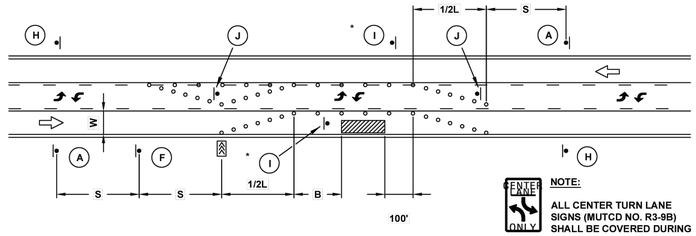
TAPER DIMENSIONS (FEET)				
SPEED LIMIT (MPH)	MINIMUM TAPER LENGTH "L", PER LANE WIDTH "W"			MINIMUM NUMBER OF CHANNELIZERS
	10	11	12	
25	105	115	125	6
30	150	165	180	7
35	205	225	245	8
40	270	295	320	9
45	450	495	540	13

SIGN SPACING "S"	
SPEED LIMIT (MPH)	SPACING (FEET)
25	100
30-35	250
≥ 40	350

SIGN LEGEND





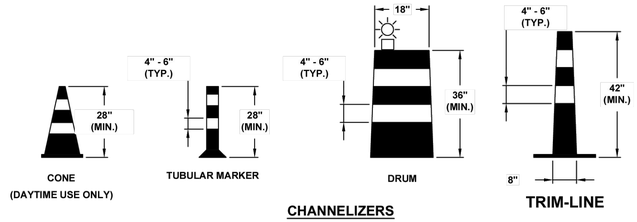


NOTE:

ALL CENTER TURN LANE SIGNS (MUTCD NO. R3-9B) SHALL BE COVERED DURING LANE CLOSURE

LANE CLOSURE - THREE LANE STREET

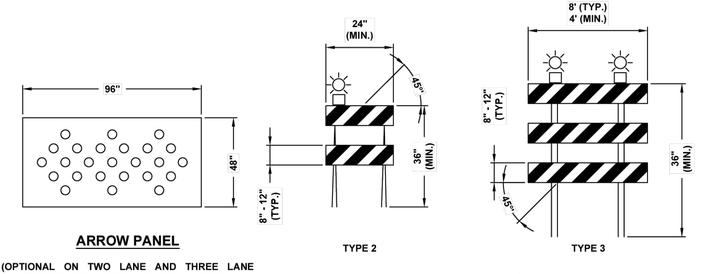
*INSTALL SIGNS EVERY 200 FEET THROUGHOUT THE CLOSED LANE OR AS NEEDED



CHANNELIZERS

NOTE:

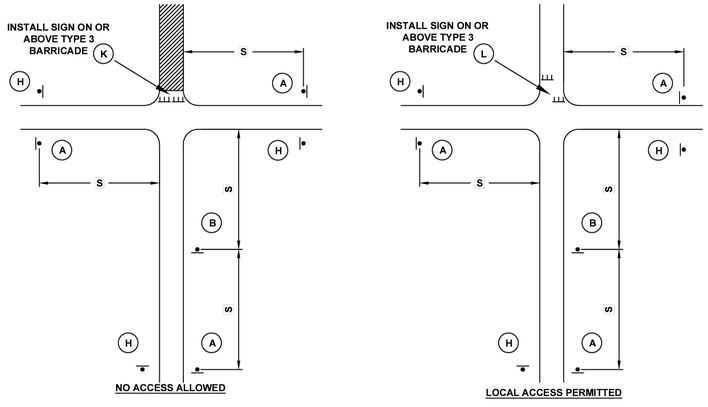
WHITE BANDS ON BARRICADES AND CHANNELIZERS SHALL BE MADE FROM HIGH INTENSITY SHEETING MATERIAL.



BARRICADES

GENERAL NOTES:

1. ALL SIGNS, BARRICADES, CHANNELIZERS, MARKINGS AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL TRAFFIC CONTROL DEVICES SHALL BE STANDARD IN SIZE, SHAPE, COLOR, AND MESSAGE, IN GOOD CONDITION, AND RETRO-REFLECTORIZED. ALL SIGNS SHALL BE SECURELY MOUNTED WITH HEIGHT AND LATERAL LOCATION AS DESCRIBED IN THE MUTCD.
3. WARNING LIGHTS SHALL BE USED ON BARRICADES IN PLACE AT NIGHT AND ON WARNING SIGNS WHICH ALERT DRIVERS ABOUT A CHANGE IN ALIGNMENT, TRAFFIC CONTROL, LANE CLOSURE, OR ROAD CLOSURE.
4. FLAGGERS SHALL BE USED WHERE INDICATED ON THE PLANS, WHERE CONSTRUCTION VEHICLES INTERACT WITH NORMAL TRAFFIC, OR WHERE CONSTRUCTION ACTIVITIES IMPOSE A RESTRICTION ON TRAFFIC, AS DIRECTED BY THE CITY TRAFFIC ENGINEER. WHERE FLAGGERS ARE USED, ADVANCE SIGNING SHALL BE ERECTED AS SHOWN IN THE DETAILS OR AS SPECIFIED IN THE MUTCD. FLAGGERS SHALL MEET THE REQUIREMENTS IN THE MUTCD IN REGARD TO CHARACTER, TRAINING, ATTIRE, AND BEHAVIOR.
5. TRIM-LINES ARE THE CITY'S PREFERRED CHANNELIZING DEVICE. CONES MAY NOT BE USED AT NIGHTTIME.
6. TRAFFIC CONTROL DEVICES NOT IN USE OR NOT APPLICABLE SHALL BE EITHER COVERED OR REMOVED FROM THE WORK AREA.
7. THE CONTRACTOR SHALL USE BARRICADES, STREET PLATES, OR FENCING AS NEEDED TO EFFECTIVELY SHIELD PEDESTRIAN AND VEHICULAR TRAFFIC FROM EXPOSED OBJECTS, EXCAVATIONS, AND CONSTRUCTION ACTIVITIES.
8. ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND SIDE STREETS UNLESS NOTED OTHERWISE ON THE PLANS.
9. NO STREET SHALL BE CLOSED WITHOUT THE APPROVAL OF THE CITY TRAFFIC ENGINEER. THE CONTRACTOR SHALL NOTIFY THE CITY TRAFFIC ENGINEER AT LEAST 7 DAYS IN ADVANCE OF ANY STREET CLOSURE. IF A DETOUR ROUTE AROUND THE CLOSURE IS TO BE PROVIDED, ALL DETOUR SIGNING SHALL BE AS SHOWN ON A PLAN APPROVED BY THE CITY TRAFFIC ENGINEER.
10. CONSTRUCTION VEHICLES PARKED ALONG STREETS SHALL BE LOCATED WITHIN THE WORK AREA (TRAFFIC CONTROL) OR WHERE OTHERWISE NORMALLY PERMITTED. CONSTRUCTION MATERIALS, INCLUDING TRAFFIC CONTROL AND VEHICLES SHALL NOT RESTRICT SIGHT DISTANCE FOR VEHICLES EXITING AT STREETS OR DRIVES.
11. CONSTRUCTION MATERIALS SHALL BE KEPT OFF OF SIDEWALKS, CONSOLIDATED IN ONE LOCATION WITHIN CITY RIGHT-OF-WAY, AND REMOVED DAILY UNLESS OTHERWISE APPROVED BY THE INSPECTOR. DIRT, MUD, AND OTHER CONSTRUCTION DEBRIS ON STREETS AND SIDEWALKS SHALL BE REMOVED IMMEDIATELY.
12. THE CONTRACTOR SHALL NOT PERFORM ANY WORK THAT WILL RESTRICT VEHICULAR TRAFFIC IN ANY WAY BETWEEN THE HOURS OF 7:00 A.M. AND 9:00 A.M. OR 4:00 P.M. AND 6:00 P.M. MONDAY THROUGH FRIDAY UNLESS OTHERWISE INDICATED IN THE SPECIFICATIONS.
13. ALL TRAVEL LANES SHOULD BE AT LEAST 11 FEET WIDE UNLESS OTHERWISE AUTHORIZED BY THE CITY TRAFFIC ENGINEER. A "NARROW LANES" SIGN SHALL BE INSTALLED IN ADVANCE OF A LANE WIDTH REDUCTION TO LESS THAN 11 FEET.
14. ALL EDGE DROP-OFFS OF MORE THAN 2 INCHES AND LESS THAN 4 INCHES SHOULD BE PROTECTED BY A WEDGE OR BARRIER AND ALL EDGE DROP-OFFS GREATER THAN 4 INCHES SHALL HAVE EDGE PROTECTION (SEE TRAFFIC CONTROL SPECIFICATIONS FOR EDGE TREATMENT REQUIREMENTS).
15. THE "WORKERS" SYMBOLIC SIGN (MUTCD NO. W21-1A) MAY BE USED INSTEAD OF THE "ROAD WORK AHEAD" SIGN FOR WORK WITH A DURATION OF 12 HOURS OR LESS. THE "END ROAD WORK" SIGN IS NOT REQUIRED TO BE INSTALLED AFTER THE "WORKERS" SIGN.
16. NO TRAFFIC SIGNAL SHALL BE ALTERED OR MODIFIED IN ANY WAY WITHOUT A PLAN APPROVED BY THE CITY TRAFFIC ENGINEER.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL TRAFFIC CONTROL DEVICES ON AN AROUND-THE-CLOCK BASIS, WHETHER OR NOT WORK IS ACTIVELY BEING PURSUED AND ANY DEFICIENCIES NOTED SHALL BE CORRECTED IMMEDIATELY.
18. THE TRAFFIC CONTROL REQUIREMENTS SHOWN ON THESE PLANS ARE MINIMUM REQUIREMENTS ONLY AND DO NOT ATTEMPT TO ADDRESS IN DEPTH THE VARIETY OF SITUATIONS THAT MAY OCCUR ONCE CONSTRUCTION HAS STARTED. IN NO WAY DO THE REQUIREMENTS SHOWN ON THESE PLANS RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY FOR SELECTING THE PROPER TRAFFIC CONTROL DEVICES AND IMPLEMENTATION PROCEDURES THAT WILL ASSURE THE SAFETY OF DRIVERS, PEDESTRIANS, AND WORKERS AT ALL TIMES.
19. SHOULD THE CONTRACTOR FAIL TO ENFORCE THE TRAFFIC CONTROL PLAN OR FAIL TO CLEAN, REPLACE OR OTHERWISE MAINTAIN THE TRAFFIC CONTROL DEVICES WHEN DIRECTED TO DO SO BY THE CITY TRAFFIC ENGINEER OR REPRESENTATIVE, THE CITY MAY TAKE ONE OR MORE OF THE FOLLOWING ACTIONS:
    - A. EMPLOY ANOTHER AGENCY TO CORRECT DEFICIENCIES IN TRAFFIC CONTROL DEVICES AND DEDUCT THE COST FROM THE CONTRACTOR'S PAY ESTIMATE.
    - B. STOP THE WORK UNTIL DEFICIENCIES ARE CORRECTED.
    - C. SUSPEND ALL PAY ESTIMATES UNTIL DEFICIENCIES ARE CORRECTED, OR
    - D. PLACE THE CONTRACTOR IN DEFAULT.



TYPICAL STREET CLOSURE

REV	DESCRIPTION	DATE

LEE'S SUMMIT MISSOURI

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

PROJECT: STANDARD DETAILS
PUBLIC WORKS ENGINEERING
LEE'S SUMMIT, JACKSON COUNTY, MISSOURI

SHEET NAME: TRAFFIC CONTROL DETAILS

DRAWN BY:	CNS
CHECKED BY:	MJF
DATE:	05/13/2024
PROJECT #:	---.-

TC-1

Kimley»Horn

805 PENNSYLVANIA AVE, SUITE 150
KANSAS CITY, MO 64105
PHONE: (816) 560-6620
WWW.KIMLEY-HORN.COM

NO.	REVISIONS	DATE	BY

SCALE: AS NOTED
DESIGNED BY: JJW
DRAWN BY: CNH
CHECKED BY: JJW

COLBERN ROAD & RICE PARKWAY TRAFFIC SIGNAL
LEE'S SUMMIT, MO

TRAFFIC CONTROL DETAILS

ORIGINAL ISSUE: 03/2025

KHA PROJECT NO. 268132006

SHEET NUMBER

16