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TRAFFIC IMPACT STATEMENT
HAZEL GROVE ELEMENTARY
LEE'S SUMMIT, JACKSON COUNTY, MISSOURI

Prepared For:

LEE'S SUMMIT R-VII SCHOOL DISTRICT FACILITY SERVICES
502 SE Transport Road
Lee's Summit, Missouri 64081

Prepared By:

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February 18, 2026

Project No. C25D2528

Hazel Grove Elementary
Lee's Summit, Jackson County, Missouri
Project No. C25D2528

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TRAFFIC ANALYSIS

KAW VALLEY ENGINEERING, INC.

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February 18, 2026 **C25D2528**

Mr. Kyle Gorrell
Lee's Summit School District Facility Services
502 SE Transport Road
Lee's Summit, Missouri 64081

RE: TRAFFIC IMPACT STATEMENT
HAZEL GROVE ELEMENTARY
LEE'S SUMMIT, MISSOURI 64086

Dear Mr. Gorrell:

Kaw Valley Engineering, Inc. (KVE) has evaluated the Lee's Summit R-VII School District (LSR7) proposal to relocate Hazel Grove Elementary School approximately 1/2 miles south of the existing school to a 29.7-acre property in Summit Village Corporate Park. The purpose of this analysis is to provide strategies and recommendations to support development of the LSR7 property. This Traffic Impact Statement will also discuss the traffic impacts the new Hazel Grove Elementary may have on the adjacent streets. This report will be submitted to the City of Lee's Summit, Missouri in conjunction with the Preliminary Development Plan and Plat.

DEVELOPMENT DESCRIPTION

LSR7 operates the existing Hazel Grove Elementary School located at 2001 NE Blue Parkway, Lee's Summit, Missouri 64064. The school serves Kindergarten through Fifth Grade students. To align with current LSR7 building standards and allow for future growth in enrollment or adjustments in attendance boundaries, LSR7 is proposing to build a new elementary school on a 29.7-acre property in Summit Village Corporate Park and vacate the existing building. The subject property is generally bound by NW Colbern Road and the Unity Villa Apartments to the north, NW Blue Parkway and the Summit Village Corporate Park to the west, general business and light industrial uses in the Blue Parkway Business Center to the south, and undeveloped future parkland to the east.

ADJACENT ROADWAY CONDITIONS

The subject property can be accessed from NW Blue Parkway via Rosemary Court and has frontage on NW Colbern Road. Refer to the Hazel Grove Elementary School Preliminary Development Plan for an illustration of the subject property.

The NW Blue Parkway corridor is an important link for access to both Interstates 470 and Missouri Highway 350. Although the site does not abut the roadway, most of the traffic to and from the school is likely to gravitate to the corridor. NW Blue Parkway is a four-lane divided arterial. The posted speed limit is 40 mph along NW Blue Parkway, and the vertical and horizontal alignment lends itself to good sight lines.

The subject property has a single point of access to NW Blue Parkway via Rosemary Court through the Summit Village Corporate Park Subdivision. Rosemary Court is a two-lane, divided roadway that dead

ends at the subject property approximately 430' east of the Parkway. An auxiliary left turn lane is provided on the approach to NW Blue Parkway and the eastbound approach to an existing access drive in the Summit Village Corporate Park. The existing right of way is 100'. Although not posted, the assumed design speed of NW Rosemary Court is 20 mph.

The subject property has approximately 740' of frontage along NW Colbern Road. NW Colbern Road will be an important link for school traffic to access the site. Based on the Hazel Grove Elementary School attendance boundary, most school generated traffic should be expected to utilize the corridor to access residential areas along Lee's Summit Road to the northeast as well as subdivisions west of Missouri Highway 350. NW Colbern Road was recently improved as a four-lane divided arterial. The posted speed limit is 45 mph. The horizontal alignment along the property lends itself to good sight lines, but the vertical alignment of the road will limit potential locations for access to the property. The NW Colbern Road and NW Blue Parkway intersection was constructed as a two-lane roundabout providing flexibility to restrict turning movements at proposed access points.

KVE reviewed traffic counts available from the City of Lee's Summit and Missouri Department of Transportation (MoDOT). MoDOT has published counts for 2024 for both NW Blue Parkway and NW Colbern Road. In summary, the following traffic counts were available:

NW Blue Parkway

- ADT: 3,363 VPD
- AM Peak Hour Coinciding with Hazel Grove ES: 200 VPH+/- (50%NB/50%SB) Directional Split
- PM Peak Hour Coinciding with Hazel Grove ES: 260 VPH+/- (45% NB/55% SB) Directional Split

NW Colbern Road

- ADT: 4,974 VPD
- AM Peak Hour Coinciding with Hazel Grove ES: 275 VPH+/-(50% EB/50% WB) Directional Split
- PM Peak Hour Coinciding with Hazel Grove ES: 380 VPH+/- (52% EB/48% WB) Directional Split

Refer to the Appendix for the MoDOT Traffic Count Summary. Figure 1 presents the Existing A.M and P.M. Peak Hour Traffic Volumes and Distribution utilized for analysis. Traffic volumes of Rosemary Court were estimated using ITE Trip Generation rates for a 7000 SF Medical Office Building.

As designed, both NW Blue Parkway and NW Colbern Road could accommodate substantially higher traffic volumes in the future following good access management practices. Both corridors are currently underdeveloped and the timing of future projects in the immediate vicinity of the school site is unknown.

SUBJECT PROPERTY DEVELOPMENT PLAN

Elementary school programming typically requires a 15-to-20-acre site to build a school and provide ancillary spaces for outdoor education and recreation, traffic circulation and parking. Based on available public access to NW Blue Parkway via Rosemary Court, frontage on NW Colbern Road and natural barriers and environmentally sensitive areas along the east property line, the LSR7 design team has identified the southwest corner of the subject property as the preferred location for the new elementary school. It is recommended that LSR7 plans a private drive on the north side of the school to link NW Rosemay Court to NW Colbern Road and provide access to the school. It is KVE's understanding that Lee's Summit School District intends to partner with Lee's Summit Parks and Recreation to provide shared access to Hazel Grove Elementary and Park owned property abutting the east property line. It is recommended that the school access tees into the shared access south of NW Colbern Road to negate the need for inbound traffic to either facility from stopping on the roadway. This approach has been illustrated on the Hazel

Grove Elementary School Preliminary Development Plan. Private streets shall be designed to meet the City of Lee's Summit Design and Construction Manual and Fire Code as adopted and amended by the City. It is assumed the design speed will be 20 mph.

INTERSECTION, DRIVEWAY SPACING AND ACCESS MANAGEMENT

As it relates to adjacent public right of way, the fundamental concern that needs to be addressed for any site is proper planning of intersections and major site driveways to account for future traffic volumes and to follow access management best management practices. To maintain traffic operations and enhance safety, it is important that the proximity and functional area of adjacent intersections is accounted for. AASHTO states the driveways should not be situated within the functional boundary of at-grade intersections. This boundary is traditionally recognized as the physical limits of the intersection including the limits of auxiliary turn lanes but should also be expanded to include the functional area comprising of queues, reaction, and maneuvering distance as practical. Research has indicated that to enhance safety, the average driver should expect to clear an intersection or complete one maneuver prior to being expected to encounter another decision due to downstream traffic operations. Section 11 of The City of Lee's Summit Access Management Code includes standards to preserve the upstream and downstream functional area. Per preliminary discussions with the City of Lee's Summit staff, it anticipated that the access to NW Colbern Road will be restricted to right in right out. Therefore, this access should be located a minimum of 405' east of the existing access to the Unity Villa Apartments to accommodate deceleration and perception reaction time. These distances could be reduced assuming that vehicles using the access are likely to enter the school site at 10 mph or more. The access spacing should be increased as needed to address intersection sight-distance requirements. As noted above, it was recommended that the school access tees into NW Colbern Road access. KVE is recommending that the north edge of the school access drive is offset 165' south of the south edge of Colbern Road as measured along the shared access centerline. This separation will meet the requirements of Section 18 of the City of Lee's Summit Access Management Code. Lastly, it is recommended that the terminus of Rosemay Court is converted to a cul-de-sac in accordance with section 5203.13 of the City of Lee's Summit Design and Construction Manual to clearly differentiate the transition from City owned right of way to school district owned property. Minor approaches at these intersections should be stop controlled.

INTERSECTION SIGHT DISTANCE

The guidelines for sight distance analysis are based upon the design guidelines for intersection sight distance for at-grade intersections published in the American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highway and Streets, *2011 Edition.* Refer to the following table for the recommended sight distances for intersections and driveways with stop control on the minor approach.

Intersection (Driveway) Sight Distance				
Access Location and Turning Movement		Design Speed	AASHTO Recommended Distance Passenger Car	AASHTO Recommended Distance Single Unit Truck/Bus
Internal Intersections (Two Lane Section)	Left (Case B1)(Two Lane)	20	225'	280'
	Right (Case B2)	20	195'	250'
	Left from Major Rd (Case F)	20	165'	225'
Colbern Road (RIRO)	Right (Case B2)	45	430'	565'

The recommended intersection sight distance needs to be considered for all existing and proposed intersections and school driveways. The proposed roadway network within the subject property should be designed to meet the requisite sight distance along the entire roadway. It is recommended that the proposed connecting drive between NW Rosemary Court as well as any connection to NW Colbern Avenue is

designed in accordance with Section 5200 of the Lee's Summit Design and Construction Manual. It is recommended that the access drives and parking areas within subject property are lighted. To provide adequate intersection sight distance for the access to NW Colbern Road, it is recommended that the access drive is planned to be a minimum of 540' from the centerline of the Unity Villa Apartments access and 225' from the northwest property corner along NW Colbern Road. This spacing will mitigate the sight line restrictions at the top of the hill adjacent to the Unity Villa Apartments. Refer to the NW Colbern Road Access Exhibit attached to the appendix of this report.

School Driveways: One challenge that consistently impacts school operations is the impact that multiple egress lanes can have on sightlines. Vehicle demand on school driveways typically has a concentrated vehicle load at morning arrival and afternoon dismissal and the sightline for a right turning vehicle can be easily obstructed by a left turning vehicle at an unsignalized driveway leading to a higher probability of an incident with a vehicle on the mainline. Similarly, vehicles in auxiliary lanes on the main line can block sightlines for vehicles on side street approaches. Ideally all unsignalized school driveways would be constructed with a single egress lane, but due to traffic volumes this approach isn't always practical. To alleviate these concerns with the proposed site layout, it is recommended that movement through both parking lot loops is restricted to one-way. This will create adequate separation for traffic entering and exiting each loop and avoid competing vehicle movements in close proximity to each other. When these driveways are constructed, the approach grade on all driveways shall be limited to 3% or less within 25' of the roadway as practical. Care should be taken by the landscape architect to not locate landscaping or signage within the sight triangles at each driveway as well.

TRAFFIC PROJECTIONS

A trip generation analysis was completed to predict the number of vehicular trips that Hazel Grove Elementary is expected to generate during a typical school day. These trip generation estimates focus on the typical weekday A.M. and P.M. peak hours that coincide with morning arrival and afternoon dismissal. Vehicle trip generation estimates were determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual, *11th Edition*. The basis of the ITE Trip Generation Estimates was the current enrollment of 342. The Lee's Summit School District Facilities team has stated that the enrollment for this school will be stable in future years unless a change in attendance boundaries is adopted by the Board of Education. LSR7 has further stated that the new school will continue to be supported by 50 staff members and have 8 bus routes. These numbers would be scalable to building capacity of 552 students.

ITE Trip Generation: 11th Edition						
Land Use	**Students**	**ITE Code**	**Daily Traffic**	**AM Peak Hour**	**PM Peak Hour**	**PM Peak Hour Adjacent Street (4 PM to 6PM)**
Elementary School	**342**	**520**	**776**	**257**	**154**	**55**
	Enter		388	139	71	25
	Exit		388	118	83	30

HAZEL GROVE ELEMENTARY PEAK HOUR TRAFFIC DEMAND

To predict the arrival and departure rates as well as queueing at the new school, arrival and dismissal was observed at Hazel Grove Elementary on February 5, 2025. The February 2025 student enrollment at Hazel Grove Elementary was 342 students with a staff of 50. Morning Arrival was observed from 8:15 to 9:15 The building opened at 8:50 or twenty minutes prior to school. During the peak hour a total of 62 passenger vehicles (18% of enrollment) were observed using the car rider line. The peak departure rates were 60 vehicles (18% of enrollment) during a fifteen-minute period and 28 vehicles (8% of enrollment) in a five-minute period. During morning arrival, approximately 13 vehicles were in the car rider line before the school opened at 8:50. The peak queue was 24 vehicles but quickly dissipated once the building was opened. The following table is a summary of vehicle counts during morning arrival.

Hazel Grove Elementary AM Arrival - Peak Hour (February 5, 2026)		
Time (AM)	Ingress	Egress
8:15-8:30	0	0
8:30	1	0
8:35	1	0
8:40	3	0
8:45	8	0
8:50	**11**	**0**
8:55	**20**	**28**
9:00	**10**	**23**
9:05	6	**9**
9:10	2	2
9:15	0	0
Peak Hour Total	62	62
Peak 15 Min	41	60
Peak 5 Min	20	28

Afternoon dismissal was observed from 3:30 to 4:15. During that time a total of 49 passenger vehicles were observed using the car rider line. Vehicles began to arrive thirty minutes prior to dismissal and 44 (13% of enrollment) of the vehicles were in the car rider line before the school dismissed at 4:00 but quickly dissipated after dismissal. The following table is a summary of vehicle counts during afternoon dismissal. The standing queues and vehicles serviced during afternoon dismissal should be expected to fluctuate at different times of the year.

Hazel Grove Elementary PM Dismissal - Peak Hour (February 5, 2026)			
Time (AM)	Ingress	Egress	Observed Queue
3:30	5	0	5
3:35	8	0	13
3:40	6	0	19
3:45	8	0	27
3:50	7	0	34
3:55	4	0	38
4:00	7	16	44 Max
4:05	4	29	
4:10	0	4	
4:15	0	0	
4:15	0	0	
Peak Hour Total	49	49	
Peak 15 Min	22	49	
Peak 5 Min	8	29	

Using the observed arrival and dismissal patterns at Hazel Grove Elementary and the ITE Trip Generation estimates. Traffic demand by mode was determined. The following table is the Projected Traffic Demand Summary during morning arrival and afternoon dismissal.

Existing Hazel Grove Elementary School - Traffic Demand Summary

Morning Arrival Peak Hour Estimates / Students:		342		
Staff/Visitor	Bus	Car Rider Line		
	(66% Student Ridership)	Total (18% of Enrollment)	Peak Fifteen Minutes (12% of Enrollment)	Peak Five Minutes (8% of Enrollment)
50	8	62	41	28

Afternoon Dismissal Peak Hour Estimates / Students:		342	
Staff/Visitor	Bus	Car Rider Line	Peak Queue
	(66% Student Ridership)	Total (14% of Enrollment)	(13% of Enrollment)
50	8	49	44

The results of this Audit at the existing Hazel Grove Elementary School indicate that the ITE Trip Generation Estimates are conservative. This is likely due to the higher-than-average bus ridership rates at Hazel Grove Elementary School. The following table outlines the anticipated traffic demand Hazel Grove Elementary School will generate based on school demographics, bus ridership and schedule.

Projected Enrollment: **342**
No. of Buses: **8**
Bus Ridership: **66%**
No. of Staff (Provided by LSR7): **50**
Recommended Parking Spaces: **120**
Parking Percentage Enrollment: **See Parking Demand Calculations**

Traffic Demand Summary - ITE Trip Generation Manual

User	Student Enrollment	AM Peak Hour (Arrival) - Enter*	AM Peak Hour (Arrival) - Exit*	PM Peak Hour (Dismissal) - Enter **	PM Peak Hour (Dismissal) - Exit**
Visitor/Car Rider Line	**342**	**62**	**62**	**49**	**49**
Staff (50 Full Time / Part Time)		50	0	0	30
Bus (66% Ridership)		8	8	8	8
Totals		190		144	

*Car Rider Line Arrival - 18% Enrollment

**Car Rider Line Dismissal - 14% of Enrollment

It is recommended that the car rider line and parking lot have capacity to stage a minimum of 55 vehicles at current enrollment to account for seasonal fluctuations. It is recommended that the car rider line and parking lot has space dedicated for approximately 80 vehicles at building capacity.

HAZEL GROVE ELEMENTARY SITE PLAN

The Hazel Grove Elementary School Site plan should be organized to allow for separate car rider and bus loading zones. Based on the projected traffic demand, 2000 LF of pavement or excess parking should be dedicated to managing queuing during morning arrival and afternoon dismissal at full capacity. Queuing adjacent to parking areas or along access drives could be permitted as long as it is not detrimental to mobility and access to the school or the adjacent properties. To meet the traffic demands during morning arrival and afternoon dismissal, a two-lane roadway with adequate width to accommodate an additional lane for queuing is recommended along the car rider route. Typically, a 37’ cross section with an effective pavement width of 33’ is sufficient to meet these requirements unless the circulation path is one way. Double loading the car rider line and providing a separate point of ingress is typically the most economical approach to managing traffic.

As shown on the Traffic Management Plan, the proposed site configuration separates the car rider queue and the bus queue loading zones with different points of ingress to the site. To maximize queueing, car riders should utilize the NW Colbern Road Access and loop the east parking lot. It is anticipated that most car riders will enter from NW Colbern Road, however some may enter from Rosemary Court. A small percentage of parents accessing the car rider loop from NW Rosemay Court should have a negligible impact on functionality of the traffic management plan. At current enrollment, adequate space should be available to single load the car rider line once vehicles are on campus. Double loading the car rider line increases queuing capacity to 79 cars. Excess parking can also be used to support afternoon dismissal. Buses should utilize NW Rosemary Court to access the loading zone looping the west parking lot. This access strategy will limit conflicts with incoming car riders. There is available queuing space for 10 full size buses. LSR7 could consider angling buses approximately 15 degrees and staging buses in a sawtooth configuration if additional capacity is needed. It is anticipated that most staff will use the west parking lot and enter the site via Rosemary Couty to avoid conflicts with the car rider line. It is assumed that the east parking lot will primarily be used for visitors during the day and for after hours care and other community activities and events during evenings.

The City of Lee's Summit stipulates that a minimum of two parking stalls shall be provided per classroom. The building has classroom space for four sections per grade requiring a minimum of 48 parking stalls. The Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition is an informational report that samples parking demand for various land uses. This Manual includes data collected at Elementary Schools. The variable used by ITE were stalls per students. The observed parking demand using these variables is presented in the following table. The average and 85th percentile were reported. These values do not include spaces for vehicles queued in the car rider line during morning arrival and afternoon dismissal.

ITE Parking Generation: Land Use 520 - Elementary School

Average Peak Period Parking Demand	Rate	Students	Parking Stalls
Vehicles Per Student	0.17	552	94
85th Percentile	0.21	552	116

Using the ITE Parking Generation Manual, it is recommended that LSR7 incorporates 110 to 120 parking stalls into the site layout to address parking needs at full capacity. Parking lot geometric design shall meet the City of Lee's Summit Section 8.620 of the City of Lee's Summit Unified Development Ordinance. It is recommended that the access drive adjacent to parking stalls has a minimum effective pavement width of 24' to support greater maneuverability from parking stalls. Site drives shall have a minimum pavement width of 24' to support two way traffic operations. The effective pavement width shall be a minimum of 26' wide exclusive of curb and gutter 20' feet either side of fire hydrants and adjacent to structures exceeding 30' in height. Drive approaches should be improved with a minimum 20' corner radii (25' preferred) if intended to support emergency vehicles, buses and small delivery vehicles. Corner radii in the parking field should be a minimum of 8'.

Due to the proximity to residential areas within ½ mile of the property, the number of walkers and bikers is negligible. However, pedestrian connectivity to both NW Blue Parkway and NW Colbern Road with limited crossings on site has been proposed. Crosswalks should be well marked and signed. Bike Racks have been illustrated on the northeast side of the school.

TRIP DISTRIBUTION

Based on the current district boundaries, it is assumed that the traffic generated by Hazel Grove Elementary would predominantly utilize the NW Colbern Road corridor during morning arrival and afternoon dismissal. Refer to the following table for the anticipated trip distribution.

Hazel Grove Elementary Trip Distribution	
Direction	HGE Site
To/From South on NW Blue Parkway	5%
To/From South on NW Blue Parkway	5%
To/From West Via NW Colbern Road	40%
To/From East Via NW Colbern Road	50%
Total	100%

Traffic will be assigned to access points based upon the recommended traffic management plan. Figure 2 presents the Proposed A.M and P.M. Peak Hour Traffic Volumes and Distribution.

AUXILIARY TURN LANE WARRANT ANALYSIS

Auxiliary turn lanes are recommended to improve safety as well as capacity at on-grade intersections. Several Transportation Research Board (TRB) reports include guidance on establishing a warrant analysis to determine if auxiliary turn lanes and tapers at driveways and intersections are needed based upon speed, opposing, advancing, and turning volumes on the primary roadway. The safety benefit associated with auxiliary turn lanes is realized by removing slow or stopped vehicles from through lanes. Section 16 of the City of Lee's Summit Access Management Code utilizes prescriptive auxiliary turn lane standards based upon the classification of the roadway and the number of vehicles turning into the property. These standards were used to determine if an auxiliary right turn lane would be warranted on NW Colbern Road at the proposed access point. Section 16 stipulates that auxiliary right turn lanes are required on Minor Arterial Roads with more than 60 right turning vehicles projected in the peak hour and Major Arterial Roads with more than 30 right turning vehicles. The NW Colbern Road access will predominantly be used by parents accessing the car rider line and staff/visitor parking in the east parking lot. Depending on the City's classification of NW Colbern Road, this threshold may be exceeded during morning arrival and afternoon dismissal. An auxiliary right-turn lane at the NW Colbern Road access has not been illustrated on the Development Plan, but could be implemented if required by the City of Lee's Summit. Refer to the NW Colbern Road Eastbound Right Turn Lane Exhibit for an illustration of this improvement.

CAPACITY AND QUEUING ANALYSIS (CAQA)

The peak hour traffic volumes at the study intersections were analyzed to determine the operational characteristics during the peak hours coinciding with morning arrival and afternoon dismissal during a typical school day for the following scenarios:

- Existing Conditions
- Proposed Conditions

These peak hours do not necessarily coincide with the traditional peak hours of the adjacent street network. Currently Hazel Grove Elementary's AM Peak Hour is between 8:30 and 9:30 AM and the PM peak Hour is between 3:30 and 4:30. The 15 minutes prior to and after school start and dismissal times are the heaviest.

The study intersections were analyzed using procedures and methodology outlined in the Highway Capacity Manual 7th Edition (HCM) produced by the Transportation Research Board. The intersections were

evaluated using Level-of-Service (LOS). An intersection operational analysis is typically quantified by the LOS experienced by drivers. LOS ranges from 'A' to 'F'. LOS 'A' represents free flow movement of traffic and minimal delay. LOS 'F' is usually an indication of congested conditions and excessive delay. Intermediate grades indicate incremental increases in congestion and delay. The LOS deemed acceptable varies by community and facility type. LOS of 'E' of 'F' are often acceptable for low or moderate traffic volumes such as private driveways or intersections where signalization warrants are not met or a traffic signal may be undesirable. The criteria for LOS as defined by delay for an unsignalized and signalized intersection is listed in the following table.

	Level-of-Service: Delay Threshold	
Level-of-Service	Unsignalized Intersection	Signalized Intersection
(LOS)	Approach Delay (Sec/Veh)	Approach Delay (Sec/Veh)
A	0-<10	0-<10
B	10-<15	10-<20
C	15-<25	21-<35
D	25-<35	35-<55
E	35-<50	55-<80
F	>50	>80

A queuing analysis was also performed for the study intersections. This type of analysis is used to determine if the proposed driveways and intersections are adequately spaced, if there are potential conflicts with the access points, and determine if dedicated turning lanes or additional length to turning lanes may be required. Results are presented as the 95th Percentile Queue for unsignalized intersections and 50% queue at signalize intersections. Moreover, the 50th/95th Percentile Queue is a measurement of the expected length (queue) of traffic that would develop because of traffic control at an intersection. The 95th percentile was used to account for traffic fluctuations. The results of the analyses as well as recommendations for improvements to the study intersections are listed below for each of the scenarios evaluated.

CAQA: EXISTING CONDITIONS

For this study, KVE analyzed the impacts to the NW Blue Parkway and NW Rosemary Court intersection. The existing traffic volumes are illustrated on Figure 1. Peak Hour Factors were assumed to be 0.85. The results of the analysis are summarized in the following Table.

Summary of Results: Capacity & Queuing Analysis							
Existing Conditions:							
		AM Peak Hour (Arrival)			PM Peak Hour (Dismissal)		
Intersection	Movement	LOS	Delay (sec/veh)	95% Queuing (*veh)*	LOS	Delay (sec/veh)	95% Queuing (*veh)*
NW Colbern Road and Access	Northbound						
NW Rosemary Court and NW Blue Parkway	Westbound Left	A	9.6	0.0	A	10.0	0.0
	Westbound Right	A	8.6	0.0	A	8.7	0.0
	Southbound Left	A	7.5	0.0	A	7.5	0.0

Field observation and analysis indicate that all movements at these intersections with existing traffic control are operating at an acceptable LOS with minor delays.

CAQA: PROPOSED CONDITIONS

KVE reanalyzed the NW Blue Parkway and NW Rosemary Court as well as the proposed right in/right out access on NW Colbern Road. The proposed traffic volumes are illustrated on Figure 2. Peak Hour Factors were adjusted to account for the condensed traffic demand during arrival and dismissal. The results of the analysis are summarized in the following Table.

Summary of Results: Capacity & Queuing Analysis							
Existing Plus Proposed Conditions							
		AM Peak Hour (Arrival)			PM Peak Hour (Dismissal)		
Intersection	Movement	LOS	Delay (sec/veh)	95% Queuing (*veh)*	LOS	Delay (sec/veh)	95% Queuing (*veh)*
NW Colbern Road and Access	Northbound	A	9.3	0.2	A	9.8	0.5
NW Rosemary Court and NW Blue Parkway	Westbound Left	B	11.0	0.1	B	10.5	0.1
	Westbound Right	A	8.9	0.2	A	9.4	0.4
	Southbound Left	A	7.6	0.2	A	7.6	0.0

With the construction of the new elementary school, analysis indicates that the NW Blue Parkway and NW Rosemay Court intersection will continue to operate at an acceptable LOS. Minor increases in delays will be experienced due to the added traffic volumes. Similarly, the northbound approach to NW Colbern Road will also operate at an acceptable LOS with minimal delay. As additional development occurs along the NW Colbern and NW Blue Parkway Corridors, level of service should be expected to degrade.

RECOMMENDED IMPROVEMENTS

Based upon the analysis results described above, the following improvements would be recommended to allow for the study intersections to continue to operate safely and at an acceptable LOS through the design year.

Hazel Grove Elementary School

1. A Preliminary Development Plan has been prepared for the subject property illustrating the proposed lot configuration and street network. At minimum this street network shall include connectivity from NW Rosemary Court to the east to NW Colbern Road to the north.
2. It is recommended that the connection to NW Colbern Road is designed as a right in /right out access. The centerline of this drive shall be a minimum of 540' from the centerline of the Unity Villa Apartments access and 225' from the northwest property corner adjacent to NW Colbern Road to provide adequate spacing and intersection sight distance for vehicles entering and exiting the property. It is recommended that the northbound approach is stop controlled.
3. The City of Lee's Summit should be consulted to discuss requirements for an eastbound right turn lane on NW Colbern Road at the proposed access point. The arterial classification of NW Colbern Road is unknown and the projected number of right turning vehicles in the peak hour is nearing the prescriptive thresholds for auxiliary right turn lanes as outlined in Section 16 of the City of Lee's Summit Access Management Code. If an auxiliary right turn lane is required, this turn lane shall have a minimum full width length of 150' with a 12.5:1 taper. Recommended lane width shall be 11' to 12' as required by the City. The existing roadside trail and utilities would need to be relocated to accommodate the turn lane.
4. It is recommended that the school access drive tees into the shared access drive 165' south of the NW Colbern Road as illustrated on the development plan to meet the driveway throat separation

requirements outlined in Section 18 of the City of Lee's Summit Access Management Code. It is recommended that school access drive (northeast bound approach) is stop controlled.

5. It is recommended that the existing terminus of NW Rosemary Court is converted to a cul-de-sac meeting the design criteria as outlined in Section 5200 of the city of Lee's Summit Design and Construction Manual. This inscribed diameter of the Cul-de-sac should be a minimum of 39' in accordance with DCM Section 5203.13. It is recommended that minor approaches are stop controlled.
6. It is recommended that the LSR7 implements a traffic management plan to ease congestion and preserve mobility on campus and the adjacent street network during drop off/pick up periods.
7. It is recommended that separate loading zones are dedicated for buses and the car rider traffic line. The traffic management plan should incorporate 2000 LF of pavement or excess parking should be dedicated to managing queuing during morning arrival and afternoon dismissal.
8. It is recommended that LSR7 provides 120 parking stalls as illustrated on the development plan. Parking lot geometric design shall meet the City of Lee's Summit Section 8.620 of the City of Lee's Summit Unified Development Ordinance.
9. At minimum, the roadway network within the subject property should be designed to meet APWA standards and Fire Code Requirements as adopted and amended by the City of Lee's Summit, Missouri. At minimum, two-way site access drives should be based on a 28' cross section to provide an effective pavement width of 24' feet of driving surface with curb and gutter. If abutting parking areas, the access drive should provide a minimum effective pavement width of 24' to support greater maneuverability from parking stalls. The effective pavement width shall be a minimum of 26' wide exclusive of curb and gutter 20' feet either side of fire hydrants and adjacent to structures exceeding 30' in height. Drive approaches should be improved with a minimum 20' corner radii (25' preferred) if intended to support emergency vehicles, buses and small delivery vehicles. Corner radii in the parking field should be a minimum of 8'. It is recommended that roadways within the subject property are lighted.
10. The street network within the subject property shall be designed to meet the minimum intersection sight distance requirements as outlined in this report based on a design speed of 20 mph.
11. It is recommended the approach grade on all driveways should be limited to 3% or less within 25' of the roadway as practical. Care should be taken when placing landscaping or other site features such as monument signs near driveways to preserve sight lines.
12. Onsite traffic control shall be installed in accordance with the latest version of the Manual of Uniform Traffic Control Devices.
13. LSR7 shall incorporate pedestrian connectivity to NW Colbern Road and NW Blue Parkway. Crosswalks should be well marked and signed. It is recommended that limited bicycle parking is provided.

CONCLUSION

We appreciate the opportunity to be of service to you on this project. If you have any questions or require additional information, please contact us via email at wood@kveng.com or at (913) 894-5150.

Respectfully submitted,
Kaw Valley Engineering, Inc.

STATE OF MISSOURI
DAVID D. WOOD
NUMBER
PE-2011037427
PROFESSIONAL ENGINEER
2-18-2026

David D. Wood, P.E., PTOE
Principal

cc./ Incite Design Studio
\\VMLX-FILE\Projects\C25_2528\DSN\Traffic\20260218 Traffic Impact Statement HGE.docx

HAZEL GROVE ELEMENTARY SCHOOL
SUMMIT VILLAGE CORPORATE SITE
PRELIMINARY DEVELOPMENT PLAN
LEE'S SUMMIT, MO 64086
SECTION 25 - TOWNSHIP 48 NORTH - RANGE 32 WEST

UTILITY CONTACTS:

SANITARY SEWER:
WATER UTILITIES SERVICE CENTER
1200 SE HAMBLEN ROAD
LEE'S SUMMIT, MO 64081
PHONE: (816) 969-1900

WATER:
WATER UTILITIES SERVICE CENTER
1200 SE HAMBLEN ROAD
LEE'S SUMMIT, MO 64081
PHONE: (816) 969-1900

GAS:
SPIRE GAS
PHONE:800-585-1234

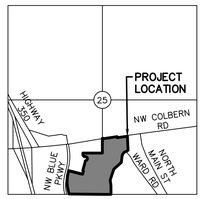
COMMUNICATION:
TELECOMM
AT&T – (800) 464–7928
GOOGLE FIBER – (877) 454–6959

ELECTRICAL:
EVERGY
PHONE: (888) 471–5275

PREPARED BY:
KAW VALLEY ENGINEERING, INC.
14700 W 114TH TERR.
LENEXA, KANSAS 66215
PHONE: (913) 894–5150
CONTACT: DAVID WOOD
EMAIL: wood@kveng.com

DEVELOPER:
LEE'S SUMMIT SCHOOL DISTRICT
502 SE TRANSPORT RD,
LEE'S SUMMIT, MO 64081
PHONE: (816) 986–2421
CONTACT: KYLE GORRELL
EMAIL: kyle.gorrell@lsr7.net

OWNER:
UNITY REALTY, LLC.
1901 NW BLUE PARKWAY,
UNITY VILLAGE, MO 64065
PHONE: 816–251–3511
CONTACT: GUY SWANSON
EMAIL: swansongs@unityonline.org



VICINITY MAP
SEC 25 – TWP 48N – RNG 32W
NOT TO SCALE

0 50 100 200
SCALE: 1" = 100'
CONVERGENCE ANGLE
ESTABLISHED FROM JA-98.

SITE DATA:

1. ZONING REQUIREMENTS: PMIX – PLANNED MIXED USE
   A. BUILDING SETBACKS:
      FRONT: 30'
      SIDE: 30'
      BACK: 30'
   B. MAXIMUM HEIGHT: 38'-3" GYM/33' CLASSROOM WING
2. LAND USE: AN ELEMENTARY SCHOOL IS A PERMITTED USE WITH AN APPROVED DEVELOPMENT PLAN.
3.
   A. LAND AREA:
      TOTAL AREA: 1,293,667 SF OR 29.699 AC
   B. LAND COVER:
      PROPOSED IMPERVIOUS COVERAGE: 436,585 SF OR 10.023 AC
      DENSE TREES TO REMAIN/
      EXISTING VEGETATION: 1,010,047 SF OR 23.187 AC
      ESTABLISHED TURF: 283,620 SF OR 6.511 AC
4. BUILDING
   GROSS SQUARE FOOTAGE: 78,159 SF
   GROUND FLOOR AREA: 56,118 SF
   FLOOR AREA RATIO: .043
5. VEHICLE PARKING:
   REQUIRED STALLS FOR ELEMENTARY SCHOOL:
   48 PARKING STALLS (2 STALL PER CLASSROOM)
   PROPOSED VEHICLE PARKING: 120 PARKING STALLS (5 ADA)

PROPOSED LEGEND

- CONCRETE CURB AND GUTTER
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- ASPHALT PAVING
- GRAVEL PAVING
- SOFT PLAY PLAYGROUND
- TURF
- STORM WATER MANAGEMENT BASIN
- PROJECT AREA (APPROXIMATE LIMITS OF DISTURBANCE)
- LIMITS OF DRAINAGE COURSE/STREAM

SURVEYOR'S RECOMMENDED DESCRIPTION:

ALL THAT PART OF A TRACT OF LAND DESCRIBED IN A MISSOURI SPECIAL WARRANTY DEED FOUND IN INSTRUMENT NO. 2013E0047288 (ALL DOCUMENTS MENTIONED HEREON ARE AS FILED IN THE JACKSON COUNTY RECORDER OF DEEDS OFFICE), LYING IN THE SOUTHWEST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 48 NORTH, RANGE 32 WEST, OF THE FIFTH PRINCIPAL MERIDIAN IN THE CITY OF LEE'S SUMMIT, JACKSON COUNTY, MISSOURI, DESCRIBED BY KENNETH J. DEDRICK, PS–2571, ON THIS 19TH DAY OF DECEMBER 2025 AS FOLLOWS:

BEGINNING AT A 5/8" REBAR IN CONCRETE MARKING THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 86°15'31" WEST (THIS AND ALL THE FOLLOWING BEARINGS ARE BASED ON THE MISSOURI STATE PLANE COORDINATE SYSTEM 1983 (2003) WEST ZONE) (NORTH 86°15'11" WEST DEED) ON THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 560.88 FEET (ALL DISTANCE REFERENCES ARE IN U.S. SURVEY FEET) TO A 1/2" REBAR WITH LS–214F CAP; THENCE DEPARTING SAID SOUTH LINE NORTH 03°44'29" EAST, A DISTANCE OF 559.06 FEET TO A 1/2" REBAR WITH LS–214F CAP BEING A POINT ON THE EAST RIGHT–OF–WAY LINE OF NORTHWEST ROSEMARY COURT AS DEDICATED BY A RIGHT–OF–WAY DEED AS FILED IN INSTRUMENT NO. 2017E0061615; THENCE NORTH 17°37'39" EAST (NORTH 17°37'56" EAST RECORD) ON SAID EAST RIGHT–OF–WAY LINE, A DISTANCE OF 90.31 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING THE NORTHEAST CORNER OF SAID RIGHT–OF–WAY DEED; THENCE NORTH 66°44'48" WEST (NORTH 66°44'31" WEST RECORD) ON THE NORTH RIGHT–OF–WAY LINE OF SAID NORTHWEST ROSEMARY COURT, A DISTANCE OF 19.67 FEET TO A CHISELED "+" MARKING THE SOUTHEAST CORNER OF LOT 2, SUMMIT VILLAGE CORPORATE PARK, LOTS 1 AND 2, A RECORDED SUBDIVISION AS FILED IN BOOK I–171, AT PAGE 42 (PLAT); THENCE DEPARTING SAID NORTH RIGHT–OF–WAY LINE NORTH 17°52'01" EAST (NORTH 17°52'19" EAST PLAT) ON THE EAST LINE OF SAID LOT 2, A DISTANCE OF 291.89 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING AN ANGLE POINT IN SAID EAST LINE; THENCE NORTHEASTERLY AND NORTHWESTERLY ON A NON–TANGENT CURVE TO THE LEFT, ON SAID EAST LINE, HAVING AN INITIAL TANGENT BEARING OF NORTH 88°03'08" EAST, A RADIUS OF 59.00 FEET, A DELTA ANGLE OF 200°58'59" AND AN ARC LENGTH OF 206.96 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING AN ANGLE POINT IN SAID EAST LINE; THENCE NORTH 39°50'12" WEST (NORTH 39°49'54" WEST PLAT) ON SAID EAST LINE, A DISTANCE OF 58.31 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING AN ANGLE POINT IN SAID EAST LINE; THENCE NORTH 03°01'44" EAST (NORTH 03°02'02" EAST PLAT) ON SAID EAST LINE, A DISTANCE OF 6.01 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING THE SOUTHWEST CORNER OF A MEMORANDUM OF LEASE AS FILED IN BOOK 1724, AT PAGE 653 AND AN ASSIGNMENT OF LEASE AS FILED IN BOOK I–667, AT PAGE 867; THENCE DEPARTING SAID EAST LINE SOUTH 87°28'15" EAST ON THE SOUTH LINE OF SAID LEASE, A DISTANCE OF 513.75 FEET (510 FEET DEED) TO A 1/2" REBAR WITH LS–214F CAP MARKING THE SOUTHEAST CORNER OF SAID LEASE; THENCE NORTH 02°31'45" EAST ON THE EAST LINE OF SAID LEASE, A DISTANCE OF 450.62 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT ON THE SOUTH LINE OF COLBERN ROAD BEING AT STATION 39+38.89 AND OFFSET 64.00 FEET TO THE RIGHT; (THIS AND THE FOLLOWING TWELVE COURSES ARE ON THE SOUTH RIGHT–OF–WAY LINE OF SAID COLBERN ROAD AS ESTABLISHED BY COLBERN ROAD RECONSTRUCTION PROJECT PERFORMED BY GARVER, PROJECT NO. 17177041, CITY PROJECT NO. F.A.P. STP–3301(527), A RIGHT–OF–WAY DEED AS FILED IN INSTRUMENT NO. 2022E0086752, A RIGHT–OF–WAY DEED AS FILED IN INSTRUMENT NO. 2022E0086756, AND A RIGHT–OF–WAY DEED AS FILED IN INSTRUMENT NO. 2022E0086758) THENCE DEPARTING SAID EAST LINE NORTH 84°44'20" EAST, A DISTANCE OF 36.40 FEET TO A POINT ON SAID SOUTHEAST QUARTER BEING AT STATION 39+75.29 AND OFFSET 64.00 FEET TO THE RIGHT; THENCE CONTINUING NORTH 84°44'20" EAST, A DISTANCE OF 19.76 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 39+95.05 AND OFFSET 64.00 FEET TO THE RIGHT; THENCE NORTH 61°03'35" WEST, A DISTANCE OF 16.53 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 39+81.38 AND OFFSET 54.71 FEET TO THE RIGHT; THENCE NORTH 84°43'45" EAST, A DISTANCE OF 107.08 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 40+88.46 AND OFFSET 54.69 FEET TO THE RIGHT; THENCE SOUTH 61°13'55" EAST, A DISTANCE OF 16.64 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 41+02.25 AND OFFSET 64.00 FEET TO THE RIGHT; THENCE NORTH 84°44'20" EAST, A DISTANCE OF 41.62 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 41+43.87 AND OFFSET 64.00 FEET TO THE RIGHT; THENCE SOUTH 05°15'40" EAST, A DISTANCE OF 6.00 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 41+43.87 AND OFFSET 70.00 FEET TO THE RIGHT; THENCE NORTH 84°44'20" EAST, A DISTANCE OF 36.13 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 41+80.00 AND OFFSET 70.00 FEET TO THE RIGHT; THENCE SOUTH 87°39'59" EAST, A DISTANCE OF 90.80 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 42+70.00 AND OFFSET 82.00 FEET TO THE RIGHT; THENCE SOUTH 79°37'08" EAST, A DISTANCE OF 103.85 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 43+70.00 AND OFFSET 110.00 FEET TO THE RIGHT; THENCE SOUTH 82°41'08" EAST, A DISTANCE OF 133.20 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 45+00.00 AND OFFSET 139.00 FEET TO THE RIGHT; THENCE SOUTH 84°38'29" EAST, A DISTANCE OF 81.39 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 45+80.00 AND OFFSET 154.00 FEET TO THE RIGHT; THENCE NORTH 84°44'20" EAST, A DISTANCE OF 93.33 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT BEING AT STATION 46+73.33 AND OFFSET 154.00 FEET TO THE RIGHT, SAID POINT BEING ON THE WEST LINE OF A DEED OF DEDICATION AS FILED IN INSTRUMENT NO. 2013E0084364; (THIS AND THE FOLLOWING SEVEN COURSES ARE ON THE WEST LINE OF SAID DEED OF DEDICATION) THENCE SOUTH 00°30'32" WEST (SOUTH 00°30'27" WEST DEED), A DISTANCE OF 342.57 FEET TO A 1/2" REBAR WITH LS–214F CAP; THENCE SOUTH 66°03'09" WEST (SOUTH 66°03'04" WEST DEED), A DISTANCE OF 131.49 FEET TO A 1/2" REBAR WITH LS–214F CAP; THENCE SOUTH 34°55'49" WEST (SOUTH 34°55'44" WEST DEED), A DISTANCE OF 89.13 FEET TO A 1/2" REBAR WITH LS–214F CAP; THENCE SOUTH 10°21'47" WEST (SOUTH 10°21'42" WEST DEED), A DISTANCE OF 207.37 FEET TO A 1/2" REBAR WITH LS–214F CAP; THENCE SOUTH 51°38'05" WEST (SOUTH 51°38'00" WEST DEED), A DISTANCE OF 278.15 FEET TO A 1/2" REBAR WITH LS–214F CAP; THENCE SOUTH 21°18'37" WEST (SOUTH 21°18'32" WEST DEED), A DISTANCE OF 318.83 FEET TO A 1/2" REBAR WITH LS–214F CAP; THENCE SOUTH 03°51'33" EAST (SOUTH 03°51'38" EAST DEED), A DISTANCE OF 165.85 FEET TO A 1/2" REBAR WITH LS–214F CAP; THENCE SOUTH 02°52'20" WEST (SOUTH 02°52'15" WEST DEED), A DISTANCE OF 239.64 FEET TO A 1/2" REBAR WITH LS–214F CAP MARKING A POINT ON THE SOUTH LINE OF SAID SOUTHEAST QUARTER; THENCE DEPARTING SAID WEST LINE NORTH 87°07'40" WEST (NORTH 87°07'45" WEST DEED) ON SAID SOUTH LINE, A DISTANCE OF 240.28 FEET TO THE POINT OF BEGINNING.

THE SOUTH RIGHT–OF–WAY LINE OF COLBERN ROAD PER THE DOCUMENTS ARE AMBIGUOUS IN THEIR DESCRIPTIONS, THE RESOLUTION WAS OBTAINED BY HOLDING THE STATION AND OFFSETS FROM SAID COLBERN ROAD RECONSTRUCTION PROJECT. THE CENTERLINE OF SAID COLBERN ROAD IS DESCRIBED AS FOLLOWS:

COMMENCING AT 5/8" REBAR IN CONCRETE MARKING THE SOUTHEAST CORNER SAID SOUTHWEST QUARTER; THENCE NORTH 03°02'34" EAST ON THE EAST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1627.92 FEET TO THE INTERSECTION OF SAID EAST LINE AND SAID CENTERLINE BEING AT STATION 39+84.63; THENCE SOUTH 84°44'20" WEST, A DISTANCE OF 307.87 FEET TO A POINT OF TANGENCY BEING AT STATION 36+76.76 BEING THE POINT OF BEGINNING; THENCE NORTH 84°44'20" EAST ON SAID CENTERLINE, A DISTANCE OF 2927.20 FEET TO A POINT BEING AT STATION 66+03.96, SAID POINT BEING 1998.59 FEET NORTH 02°20'16" EAST OF A 5/8" REBAR IN CONCRETE MARKING THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER, SAID POINT BEING THE POINT OF TERMINUS.

THIS DESCRIPTION WAS CREATED WITH THE BENEFIT OF GROUND SURVEY PERFORMED, DECEMBER 3, 2025 (KVE PROJECT C25S2528) AND CONTAINS 1,293,667 SQUARE FEET OR 29.699 ACRES MORE OR LESS, INCLUDING 45,044 SQUARE FEET OR 1.034 ACRES OF APPARENT EXISTING RIGHT–OF–WAY FOR WARD ROAD.

HORIZONTAL AND VERTICAL DATUM:

UNLESS OTHERWISE NOTED THE COORDINATES SHOWN HEREON ARE GROUND COORDINATES
BASED ON THE MISSOURI STATE PLANE, WEST ZONE (NAD 1983/2003) (NAVD 1988)
CAF: 0.99999276
1 METER = 3.28083333 U.S. SURVEY FEET
GROUND COORDINATES X COMBINED ADJUSTMENT FACTOR (CAF) = GRID COORDINATES
SCALED AROUND 0,0

JA–98 (PID–095098)

NORTHING: 310381.520 (GRID)(METERS)	1018317.41 (GROUND)(U.S. SURVEY FEET)
EASTING: 856629.081 (GRID)(METERS)	2810477.61 (GROUND)(U.S. SURVEY FEET)
ELEV = 234.59 (METERS)	799.18 (U.S. SURVEY FEET)

PROJECT BENCH MARKS:

BM–60
CHISELED SQUARE ON THE SOUTHEAST CORNER OF A CURB INLET ON THE SOUTH SIDE OF COLBERN ROAD AND 152'± WEST OF WARD ROAD.
ELEV = 942.02

BM–61
CHISELED "III" ON THE SOUTH SIDE OF A SANITARY SEWER MANHOLE ON THE NORTH SIDE OF WARD ROAD AND NORTHEAST OF A UTILITY POLE (LABELED KCPL 884223) WITH TRANSFORMER.
ELEV = 902.96

BM–62
CHISELED SQUARE ON THE NORTHEAST CORNER OF A CURB INLET ON THE NORTH SIDE OF NORTHWEST ROSEMARY COURT 25'± WEST OF ACCESS ROAD TO SUMMIT EYE CENTER.
ELEV = 949.39

BM–63
CHISELED SQUARE ON TOP OF THE EAST CURB FOR NORTHBOUND BLUE PARKWAY AT THE END OF THE CURB LINE, 145'± NORTH OF NORTHWEST ASTOR STREET.
ELEV = 970.55

BM–64
CHISLED "III" ON NORTH RIM OF A SANITARY SEWER MANHOLE ON THE SOUTH LINE OF SITE.
ELEV = 935.42

LINE TABLE

LINE	BEARING	LENGTH
L1	N 84°44'20" E	56.16'
L2	N 61°03'35" W	16.53'
L3	N 84°43'45" E	107.08'
L4	S 61°13'55" E	16.64'
L5	N 84°44'20" E	41.62'
L6	S 05°15'40" E	6.00'
L7	N 84°44'20" E	36.13'
L8	S 87°39'59" E	90.80'
L9	S 79°37'08" E	103.85'
L10	S 82°41'08" E	133.20'
L11	S 84°38'29" E	81.39'
L12	N 84°44'20" E	93.33'

PROJECT CONTROL:

CP #200
1/2"x24" REBAR W/ CONTROL POINT CAP
NORTHING: 1011497.868 (GROUND)
EASTING: 2816944.678 (GROUND)
ELEV = 937.40

CP #201
1/2"x24" REBAR W/ CONTROL POINT CAP
NORTHING: 1011252.604 (GROUND)
EASTING: 2817364.015 (GROUND)
ELEV = 908.04

CP #202
1/2"x24" REBAR W/ CONTROL POINT CAP
NORTHING: 1011116.479 (GROUND)
EASTING: 2817487.361 (GROUND)
ELEV = 897.33

CP #203
1/2"x24" REBAR W/ CONTROL POINT CAP
NORTHING: 1010801.674 (GROUND)
EASTING: 2816270.048 (GROUND)
ELEV = 951.12

CP #204
1/2"x24" REBAR W/ CONTROL POINT CAP
NORTHING: 1010594.013 (GROUND)
EASTING: 2815775.083 (GROUND)
ELEV = 963.83

CP #205
1/2"x24" REBAR W/ CONTROL POINT CAP
NORTHING: 1009972.931 (GROUND)
EASTING: 2815776.251 (GROUND)
ELEV = 970.79

CP #206
1/2"x24" REBAR W/ CONTROL POINT CAP
NORTHING: 1009952.821 (GROUND)
EASTING: 2816138.015 (GROUND)
ELEV = 961.37

LEGEND:

- MONUMENT FOUND ORIGIN UNCERTAIN UNLESS OTHERWISE NOTED
- CONTROL POINT
- SECTION CORNER
- 1/2"x24" REBAR W/LS 214F CAP SET (UNLESS NOTED OTHERWISE)
- BENCHMARK
- (2)OU — OVERHEAD UTILITY LINE (# OF LINES)
- PULL BOX
- LIGHT POLE
- UTILITY POLE
- UTILITY POLE W/ LIGHT
- UTILITY POLE W/ TRANSFORMER
- GUY ANCHOR
- G — UNDERGROUND GAS
- GTS — GAS CATHODIC PROTECTION TESTING STATION
- W — WATER LINE
- WATER LINE GATE VALVE
- FIRE HYDRANT
- FOC — FIBER OPTIC CABLE SIGN
- FOC — UNDERGROUND FIBER OPTIC CABLE
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- S — SANITARY SEWER LINE
- CMP — CORRUGATED METAL PIPE
- RCB — REINFORCED CONCRETE BOX
- PVC — POLYVINYL CHLORIDE PIPE
- HDPE — HIGH DENSITY POLYETHYLENE
- STREET/TRAFFIC SIGN
- B/B — BACK TO BACK OF CURB MEASUREMENT
- E/E — EDGE TO EDGE OF ASPHALT
- DECIDUOUS TREE
- TREE LINE
- WIRE FENCE
- 939 — EXISTING GRADE 1' CONTOUR
- 950 — EXISTING GRADE 5' CONTOUR

CAUTION – NOTICE TO CONTRACTOR

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

WARRANTY / DISCLAIMER

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

SAFETY NOTICE TO CONTRACTOR

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

THERE IS NO PHYSICAL EVIDENCE OF OIL OR GAS WELLS ON THE SUBJECT PROPERTY. THERE IS NO RECORD OF A PERMITTED OIL OR GAS WELL ON THE MDNR MISSOURI GEOLOGICAL SURVEY.

811 Know what's below. Call before you dig.

DAVID D. WOOD
ENGINEER
MO # 2011037427
PROJ. NO. C25_2528 DSN: DDW
CFN: 2528TS DWN: NJN
14700 WEST 114TH TERRACE
LENEXA, KANSAS 66215
PH. (913) 894–5150
lx@kveng.com | www.kveng.com
KAW VALLEY ENGINEERING
KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY MISSOURI STATE CERTIFICATE OF AUTHORITY # 000842. EXPIRES 12/31/27

incite Design Studio
architects building relationships

Architect
INCITE DESIGN STUDIO
110 WEST 18TH STREET
KANSAS CITY, MO 64108
816.979.3500

Civil
KAW VALLEY ENGINEERING, INC.
8040 N. OAK TRAFFICWAY
KANSAS CITY, MO 64118
816.468.5858

Landscape Architect
LAND3 STUDIO
317 SE MAIN ST.
LEE'S SUMMIT, MO 64063
816.207.6019

Food Service
DENNIS G. GLORE, INC.
P.O. BOX 200
EUREKA, MO 63025
636.938.7887

Structural
STAND STRUCTURAL ENGINEERING, INC.
8234 ROBINSON ST.
OVERLAND PARK, KS 66204
913.214.2169

Mech., Plumb., Elec., Telecom.
HENDERSON EMC
8345 LENEXA DRIVE, SUITE 300
LENEXA, KS 66214
913.742.5000

DAVID D. WOOD

License
MO #2011037427

Cert. of Authority
#000842
KAW VALLEY ENGINEERING, INC.

STATE OF MISSOURI — DAVID D. WOOD — NUMBER PE-2011037427 — PROFESSIONAL ENGINEER — 2-18-2026

HAZEL GROVE ELEMENTARY SCHOOL

NW ROSEMARY COURT
LEE'S SUMMIT, MO 64086

Project Phase
PRELIMINARY DEVELOPMENT PACKAGE

Project Number
26-107

Issue Date
02.18.2026

Revision No.	Description	Date Issued

Area Plan

Sheet Name
PRELIMINARY DEVELOPMENT PLAN

Sheet Number
C0.0

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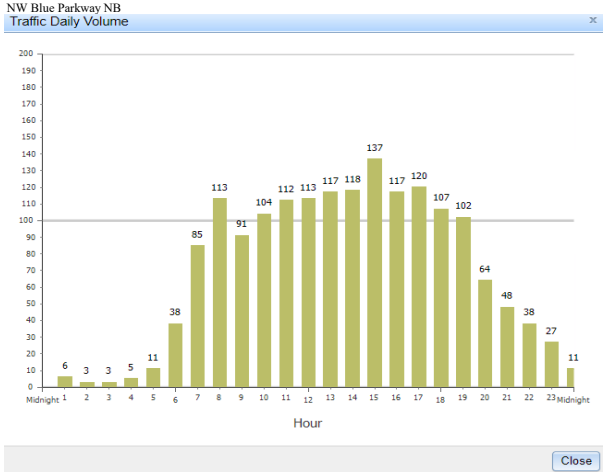
Traffic Impact Study: Hazel Grove Elementary School
Kaw Valley Engineering, Inc.
Project #: C25D2528

Traffic Count Summary: NW Blue Parkway

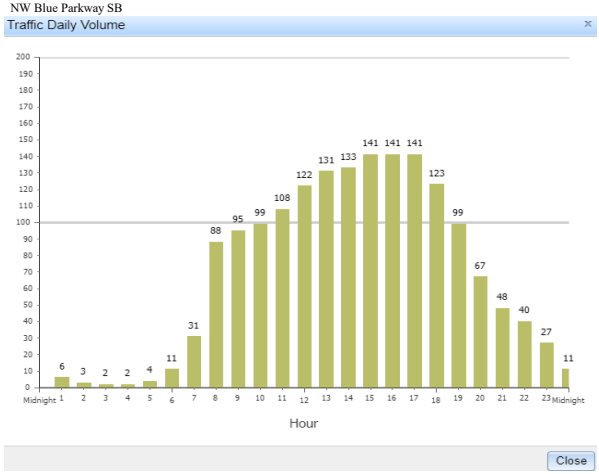
2024 Hourly Counts - NW Blue Parkway*			
	NB	SB	Total
12:00-1:00 AM	6	6	12
1:00-2:00 AM	3	3	6
2:00-3:00 AM	3	2	5
3:00-4:00 AM	5	2	7
4:00-5:00 AM	11	4	15
5:00-6:00 AM	38	11	49
6:00-7:00 AM	85	31	116
7:00-8:00 AM	113	88	201
8:00-9:00 AM	91	95	186
9:00-10:00 AM	104	99	203
11:00-11:00 AM	112	108	220
11:00-12:00 PM	113	122	235
12:00-1:00 PM	117	131	248
1:00-2:00 PM	118	133	251
2:00-3:00 PM	137	141	278
3:00-4:00 PM	117	141	258
4:00-5:00 PM	120	141	261
5:00-6:00 PM	107	123	230
6:00-7:00 PM	102	99	201
7:00-8:00 PM	64	67	131
8:00-9:00 PM	48	48	96
9:00-10:00 PM	38	40	78
11:00-11:00 PM	27	27	54
11:00-12:00 AM	11	11	22
	1690	1673	3363

*Source: Missouri Department of Transportation

NW Blue Parkway NB



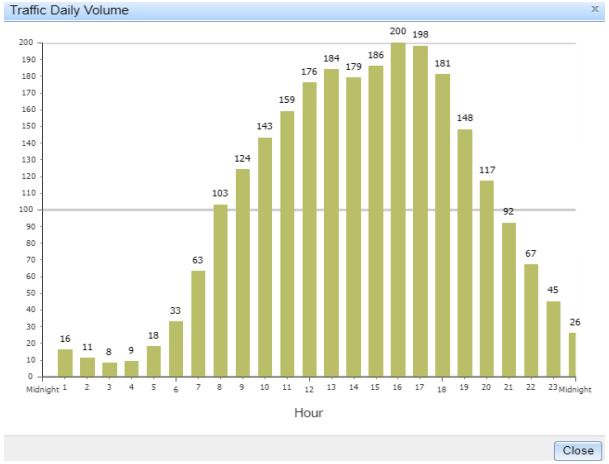
NW Blue Parkway SB



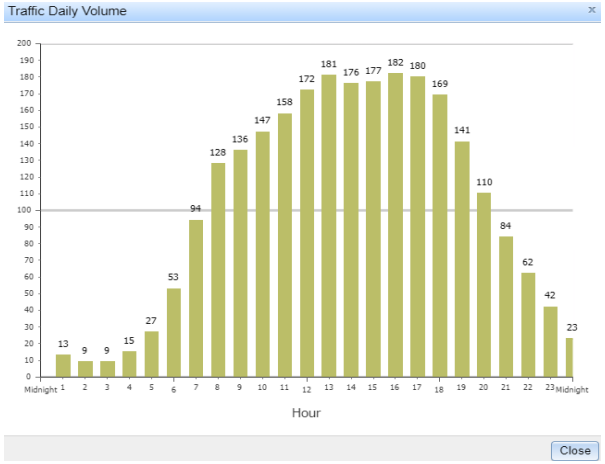
2024 Hourly Counts - NW Colbern Road*			
	EB	WB	Total
12:00-1:00 AM	16	13	29
1:00-2:00 AM	11	9	20
2:00-3:00 AM	8	9	17
3:00-4:00 AM	9	15	24
4:00-5:00 AM	18	27	45
5:00-6:00 AM	33	53	86
6:00-7:00 AM	63	94	157
7:00-8:00 AM	103	128	231
8:00-9:00 AM	124	136	260
9:00-10:00 AM	143	147	290
11:00-11:00 AM	159	158	317
11:00-12:00 PM	176	172	348
12:00-1:00 PM	184	181	365
1:00-2:00 PM	179	176	355
2:00-3:00 PM	186	177	363
3:00-4:00 PM	200	182	382
4:00-5:00 PM	198	180	378
5:00-6:00 PM	181	169	350
6:00-7:00 PM	148	141	289
7:00-8:00 PM	117	110	227
8:00-9:00 PM	92	84	176
9:00-10:00 PM	67	62	129
11:00-11:00 PM	45	42	87
11:00-12:00 AM	26	23	49
	2486	2488	4974

*Source: Missouri Department of Transportation

NW Colbern Road EB



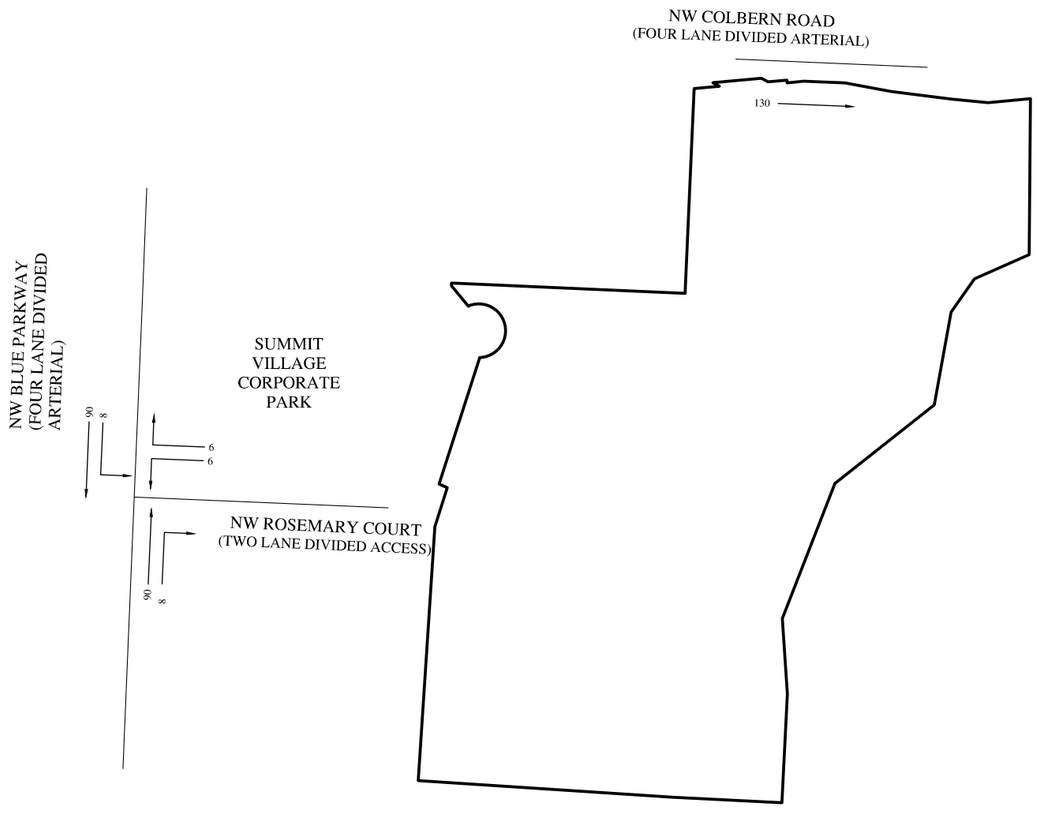
NW Colbern Road WB



LEGEND

245 ← EXISTING TRAFFIC COUNTS ESTIMATED FROM MODOT 2024 TRAFFIC COUNTS AND ITE TRIP GENERATION ESTIMATE FOR A MEDICAL OFFICE BUILDING

AM PEAK HOUR
8:30 TO 9:30



PM PEAK HOUR
3:30 TO 4:30

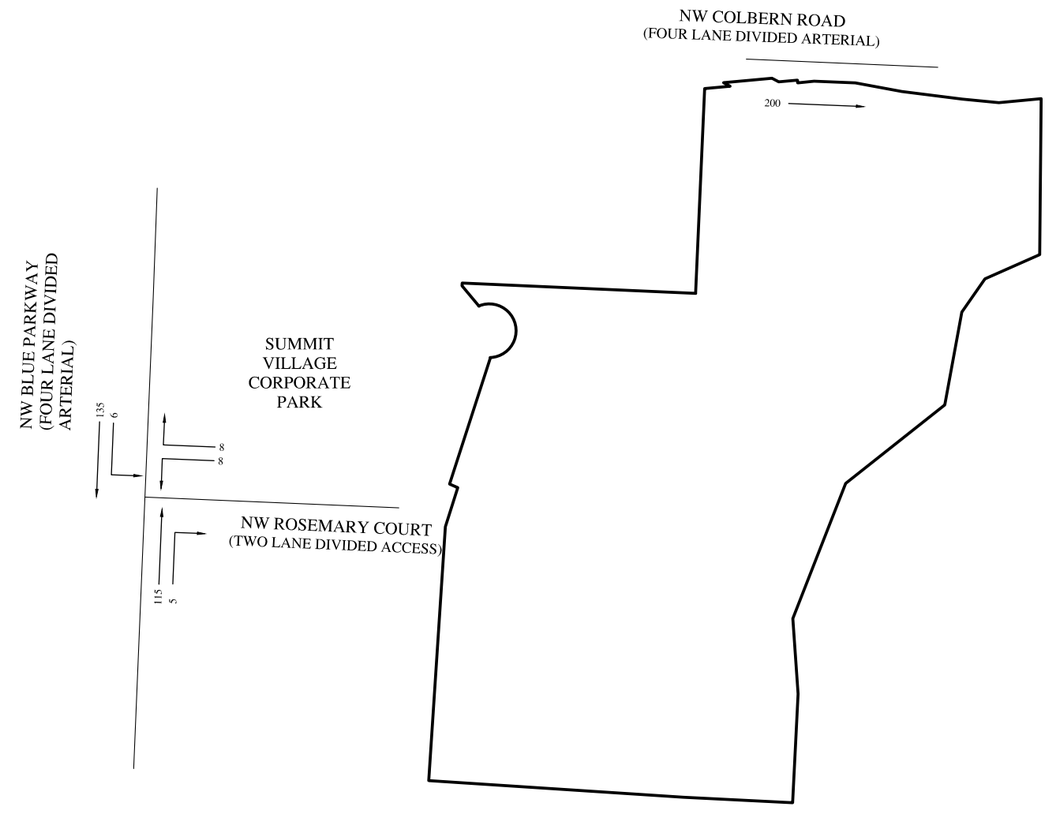


FIGURE "1"

PROJECT #: C25D2528

HAZEL GROVE ELEMENTARY SCHOOL

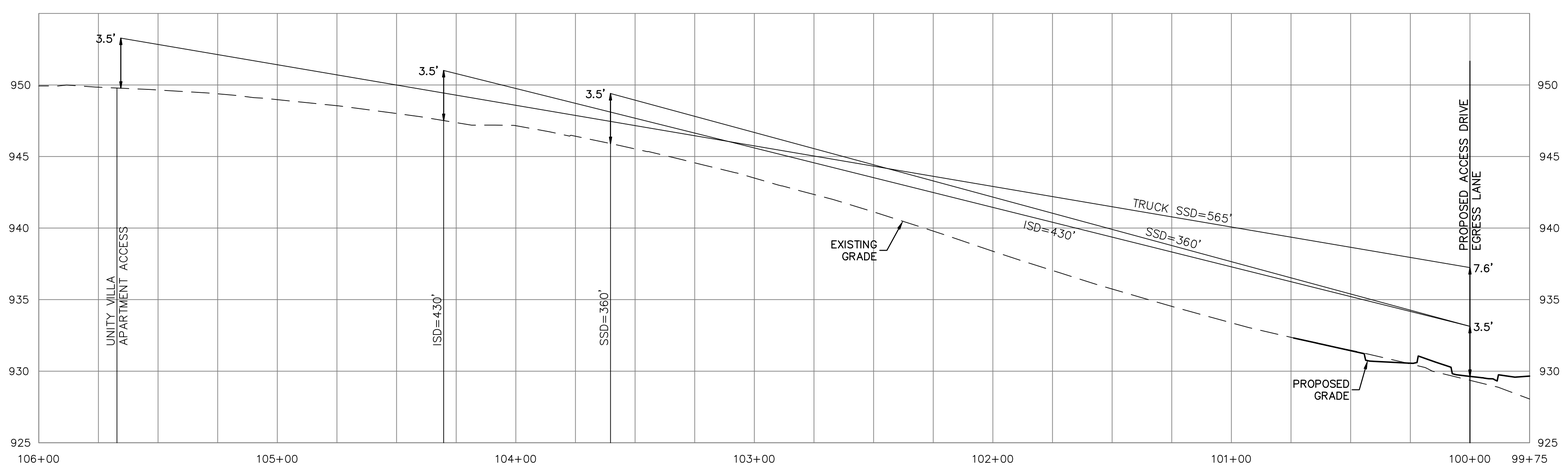
LEE'S SUMMIT, MISSOURI

EXISTING AM/PM PEAK HOUR TRAFFIC VOLUME AND DISTRIBUTION DIAGRAM
SCALE: N.T.S.

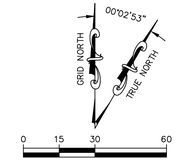
FIGURE-1.dwg

14700 W. 114TH TERRACE
LENEXA, KANSAS 66215
PH. (913) 894-5150
lx@kveng.com | www.kveng.com
KAW VALLEY ENGINEERING

NW COLBERN ROAD ACCESS
RIGHT IN/RIGHT OUT



NW COLBERN ROAD SIGHT LINES
DESIGN SPEED 45 MPH



SCALE: 1" = 30'
VERTICAL SCALE: 1" = 5'
CONVERGENCE ANGLE
ESTABLISHED FROM JA-98.

CAUTION – NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
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811 Know what's **below.** **Call** before you dig.

DAVID D. WOOD
ENGINEER
MO # 2011037427

PROJ. NO. C25_2528 DSN: DDW
CFN: 2528TMP DWN: NJN

14700 WEST 114TH TERRACE
LENEXA, KANSAS 66215
PH. (913) 894-5150
lx@kveng.com | www.kveng.com

KAW VALLEY ENGINEERING

KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY MISSOURI STATE CERTIFICATE OF AUTHORITY # 000842. EXPIRES 12/31/27

incite Design Studio
architects building relationships

Architect
INCITE DESIGN STUDIO
110 WEST 18TH STREET
KANSAS CITY, MO 64108
816.979.3500

Civil
KAW VALLEY ENGINEERING, INC.
8040 N. OAK TRAFFICWAY
KANSAS CITY, MO 64118
816.468.5858

Landscape Architect
LAND3 STUDIO
317 SE MAIN ST.
LEE'S SUMMIT, MO 64063
816.207.6019

Food Service
DENNIS G. GLORE, INC.
P.O. BOX 200
EUREKA, MO 63025
636.938.7887

Structural
STAND STRUCTURAL ENGINEERING, INC.
8234 ROBINSON ST.
OVERLAND PARK, KS 66204
913.214.2169

Mech., Plumb., Elec., Telecom.
HENDERSON ENGINEERS
8345 LENEXA DRIVE, SUITE 300
LENEXA, KS 66214
913.742.5000

DAVID D. WOOD

License
MO #2011037427

Cert. of Authority
#000842
KAW VALLEY ENGINEERING, INC.

STATE OF MISSOURI
DAVID D. WOOD
NUMBER
PE-2011037427
PROFESSIONAL ENGINEER
2-18-2026

HAZEL GROVE ELEMENTARY SCHOOL

NW ROSEMARY COURT
LEE'S SUMMIT, MO 64086

Project Phase
PRELIMINARY DEVELOPMENT PACKAGE

Project Number
26-107

Issue Date
02.18.2026

Revision No.	Description	Date Issued

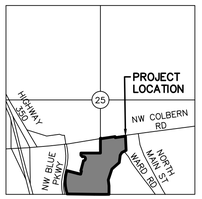
Area Plan

Sheet Name
NW COLBERN ROAD ACCESS EXHIBIT

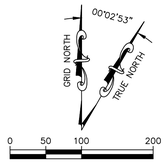
Sheet Number
C9.0

in • cite *v.* to provoke thought

I:\WLK-FS EPROJECTS\C25_2528\C3D\DWG\2528TMP.DWG



VICINITY MAP
SEC 25 – TWP 48N – RNG 32W
NOT TO SCALE



CONVERGENCE ANGLE
ESTABLISHED FROM JA–98.

PREPARED BY:
KAW VALLEY ENGINEERING, INC.
14700 W 114TH TERR.
LENEXA, KANSAS 66215
PHONE: (913) 894–5150
CONTACT: DAVID WOOD
EMAIL: wood@kveng.com

OWNER:
UNITY REALTY, LLC.
1901 NW BLUE PARKWAY,
UNITY VILLAGE, MO 64065
PHONE: 816–251–3511
CONTACT: GUY SWANSON
EMAIL: swansongs@unityonline.org

DEVELOPER:
LEE'S SUMMIT SCHOOL DISTRICT
502 SE TRANSPORT RD,
LEE'S SUMMIT, MO 64081
PHONE: (816) 986–2421
CONTACT: KYLE GORRELL
EMAIL: kyle.gorrell@lsr7.net

HAZEL GROVE ELEMENTARY SCHOOL
SUMMIT VILLAGE CORPORATE SITE
PROPOSED IMPROVEMENT AND TRAFFIC MANAGEMENT PLAN
LEE'S SUMMIT, MO 64086
SECTION 25 - TOWNSHIP 48 NORTH - RANGE 32 WEST

HAZEL GROVE ELEMENTARY SCHOOL
PLANNED ENROLLMENT: 342 STUDENTS
BUILDING CAPACITY: 552 STUDENTS
PROPOSED STAFF: 50 FULL TIME/PART TIME
CURRENT BUS RIDERSHIP (STUDENTS): 226 OF 342 STUDENTS (66%)
BUS CAPACITY: 10 FULL SIZE BUSES
EXISTING HAZEL GROVE ELEMENTARY SCHOOL SERVICED BY 8 FULL SIZE BUSES

RECOMMENDED PARKING FOR CAPACITY: 110–120 STALLS (5 ADA STALLS)
RECOMMENDATION BASED ON ITE PARKING GENERATION MANUAL, 4TH EDITION. LAND USE IS ITE CODE 520.
AVERAGE PEAK PERIOD PARKING DEMAND: 0.17 VEHICLES PER STUDENT – 94 STALLS
85TH PERCENTILE: 0.21 VEHICLES PER STUDENT – 116 STALLS

PROVIDED PARKING: 120 STALLS FOR STAFF/VISITORS (5 ADA)

CAR RIDERSHIP (STUDENTS):

AM ARRIVAL:
ESTIMATED RATIO OF 18% VEHICLES TO ENROLLMENT: 62 VEHICLES DURING MORNING ARRIVAL
PEAK 15 MINUTE ARRIVAL RATIO OF 12% VEHICLES TO ENROLLMENT: 41 VEHICLES
PEAK 5 MINUTE ARRIVAL RATIO OF 8% VEHICLES TO ENROLLMENT: 28 VEHICLES
ANTICIPATED QUEUE AT ARRIVAL: 7% VEHICLES TO ENROLLMENT: 24 VEHICLES

PM DISMISSAL:
ESTIMATED RATIO OF 14% OF VEHICLES TO ENROLLMENT: 49 VEHICLES DURING AFTERNOON DISMISSAL
ESTIMATED 13% VEHICLES TO ENROLLMENT STANDING QUEUE PRIOR TO DISMISSAL: 44 VEHICLES
RECOMMENDED CAPACITY: 53 VEHICLES BETWEEN PRIMARY CAR RIDER LINE AND EXCESS PARKING
80± VEHICLES AT BUILDING CAPACITY

PEDESTRIAN (STUDENTS)
NEGLIGIBLE STUDENT POPULATION DUE TO PROXIMITY TO RESIDENTIAL DENSITY WITHIN ½ MILE OF PROPOSED SCHOOL.

* DELIVERIES AND RECEIVING SUPPORTS SINGLE UNIT BOX TRUCKS (SU–40) AND TRUCK AND TRAILER (WB–62) WITH ACCESS TO/FROM NW ROSEMARY COURT.

PROPOSED LEGEND

- CONCRETE CURB AND GUTTER
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- ASPHALT PAVING
- GRAVEL PAVING
- SOFT PLAY PLAYGROUND
- TURF
- STORM WATER MANAGEMENT BASIN
- PROJECT AREA (APPROXIMATE LIMITS OF DISTURBANCE)
- LIMITS OF DRAINAGE COURSE/STREAM

CIRCULATION LEGEND

- BUS DROP–OFF
- PARENT DROP–OFF/PICK–UP

LEGEND:

- MONUMENT FOUND ORIGIN UNCERTAIN UNLESS OTHERWISE NOTED
- CONTROL POINT
- SECTION CORNER
- 1/2"x24" REBAR W/LS 214F CAP SET (UNLESS NOTED OTHERWISE)
- BENCHMARK
- (2) OU — OVERHEAD UTILITY LINE (# OF LINES)
- PULL BOX
- LIGHT POLE
- UTILITY POLE
- UTILITY POLE W/ LIGHT
- UTILITY POLE W/ TRANSFORMER
- GUY ANCHOR
- G — UNDERGROUND GAS
- GTS — GAS CATHODIC PROTECTION TESTING STATION
- W — WATER LINE
- WATER LINE GATE VALVE
- FIRE HYDRANT
- FOC — FIBER OPTIC CABLE SIGN
- FOC — UNDERGROUND FIBER OPTIC CABLE
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- S — SANITARY SEWER LINE
- CMP — CORRUGATED METAL PIPE
- RCB — REINFORCED CONCRETE BOX
- PVC — POLYVINYL CHLORIDE PIPE
- HDPE — HIGH DENSITY POLYETHYLENE
- STREET/TRAFFIC SIGN
- B/B — BACK TO BACK OF CURB MEASUREMENT
- E/E — EDGE TO EDGE OF ASPHALT
- DECIDUOUS TREE
- TREE LINE
- WIRE FENCE
- 939 — EXISTING GRADE 1' CONTOUR
- 950 — EXISTING GRADE 5' CONTOUR

DOCK AND SERVICE AREA DETAIL
SCALE: 1" = 30'

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ACCESS:
ACCESS TO SUBJECT PROPERTY IS AVAILABLE FROM ROSEMARY COURT AND COLBERN ROAD. ACCESS TO NW COLBERN ROAD IS PREPARED TO BE RIGHT IN/RIGHT OUT. REFER TO THE PROPOSED IMPROVEMENT AND TRAFFIC MANAGEMENT PLAN FOR ADDITIONAL INFORMATION.

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

Know what's **below.** **Call** before you dig.

PROJ. NO. C25_2528 DSN: DDW
CFN: 2528TRAF DWN: NJN
DAVID D. WOOD
ENGINEER
MO # 2011037427
14700 WEST 114TH TERRACE
LENEXA, KANSAS 66215
PH. (913) 894–5150
ix@kveng.com | www.kveng.com
KAW VALLEY ENGINEERING

KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY MISSOURI STATE CERTIFICATE OF AUTHORITY # 000842. EXPIRES 12/31/27

incite Design Studio
architects building relationships

Architect
INCITE DESIGN STUDIO
110 WEST 18TH STREET
KANSAS CITY, MO 64108
816.979.3500

Civil
KAW VALLEY ENGINEERING, INC.
8040 N. OAK TRAFFICWAY
KANSAS CITY, MO 64118
816.468.5858

Landscape Architect
LAND3 STUDIO
317 SE MAIN ST.
LEE'S SUMMIT, MO 64063
816.207.6019

Food Service
DENNIS G. GLORE, INC.
P.O. BOX 200
EUREKA, MO 63025
636.938.7887

Structural
STAND STRUCTURAL ENGINEERING, INC.
8234 ROBINSON ST.
OVERLAND PARK, KS 66204
913.214.2169

Mech., Plumb., Elec., Telecom.
HENDERSON ENGINEERS
8345 LENEXA DRIVE, SUITE 300
LENEXA, KS 66214
913.742.5000

DAVID D. WOOD

License
MO #2011037427

Cert. of Authority
#000842
KAW VALLEY ENGINEERING, INC.

STATE OF MISSOURI
DAVID D. WOOD
NUMBER
PE-2011037427
PROFESSIONAL ENGINEER
2-18-2026

HAZEL GROVE ELEMENTARY SCHOOL

NW ROSEMARY COURT
LEE'S SUMMIT, MO 64086

Project Phase
PRELIMINARY DEVELOPMENT PACKAGE

Project Number
26-107

Issue Date
02.18.2026

Revision No.	Description	Date Issued

Area Plan

Sheet Name
PROPOSED IMPROVEMENT AND TRAFFIC MANAGEMENT PLAN

Sheet Number
C0.5

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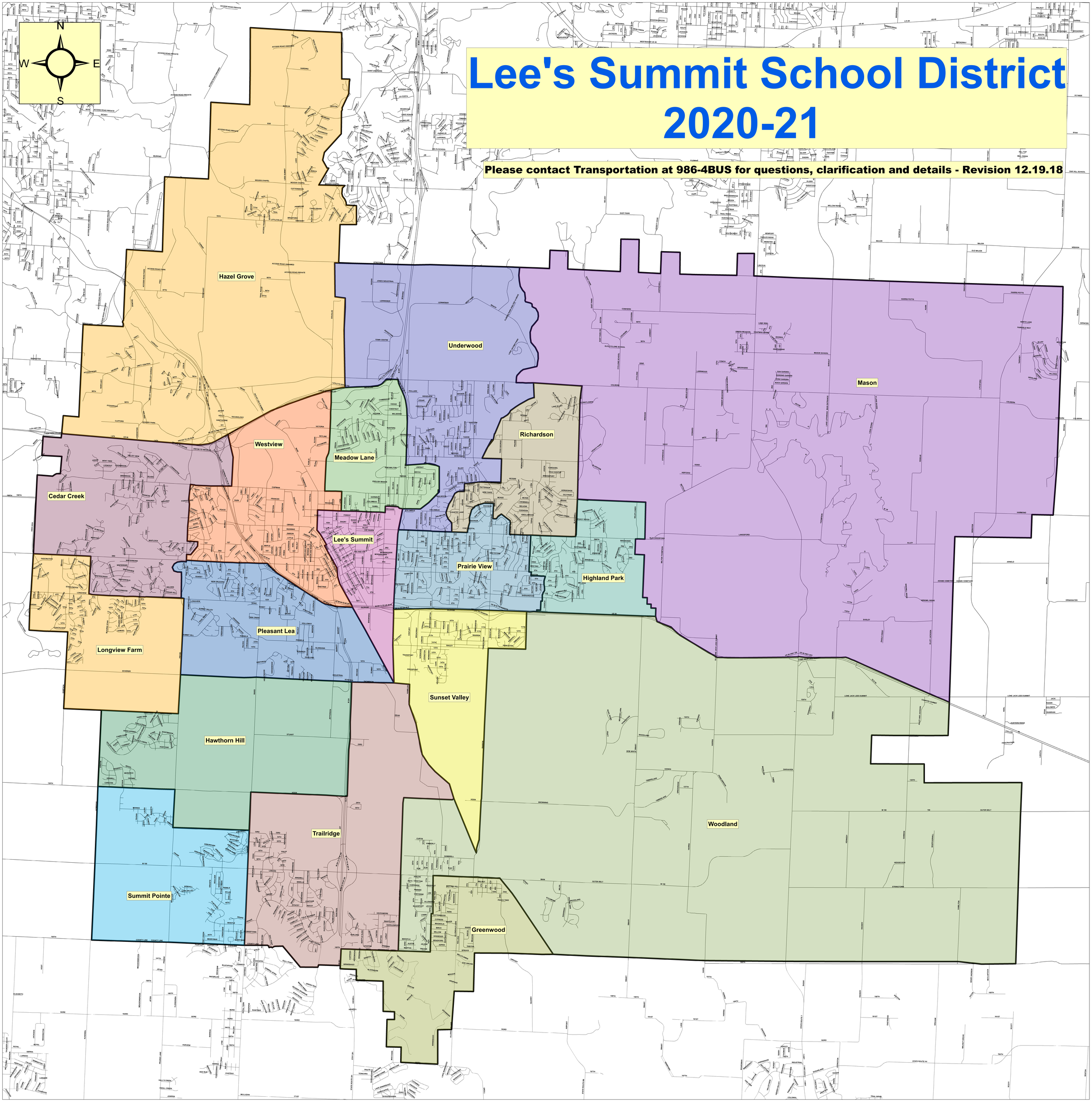
V:\KAW_FILES\PROJECTS\C25_2528\C02\ACDSM-2528TRAF.DWG

Lee's Summit School District
2020-21

Please contact Transportation at 986-4BUS for questions, clarification and details - Revision 12.19.18



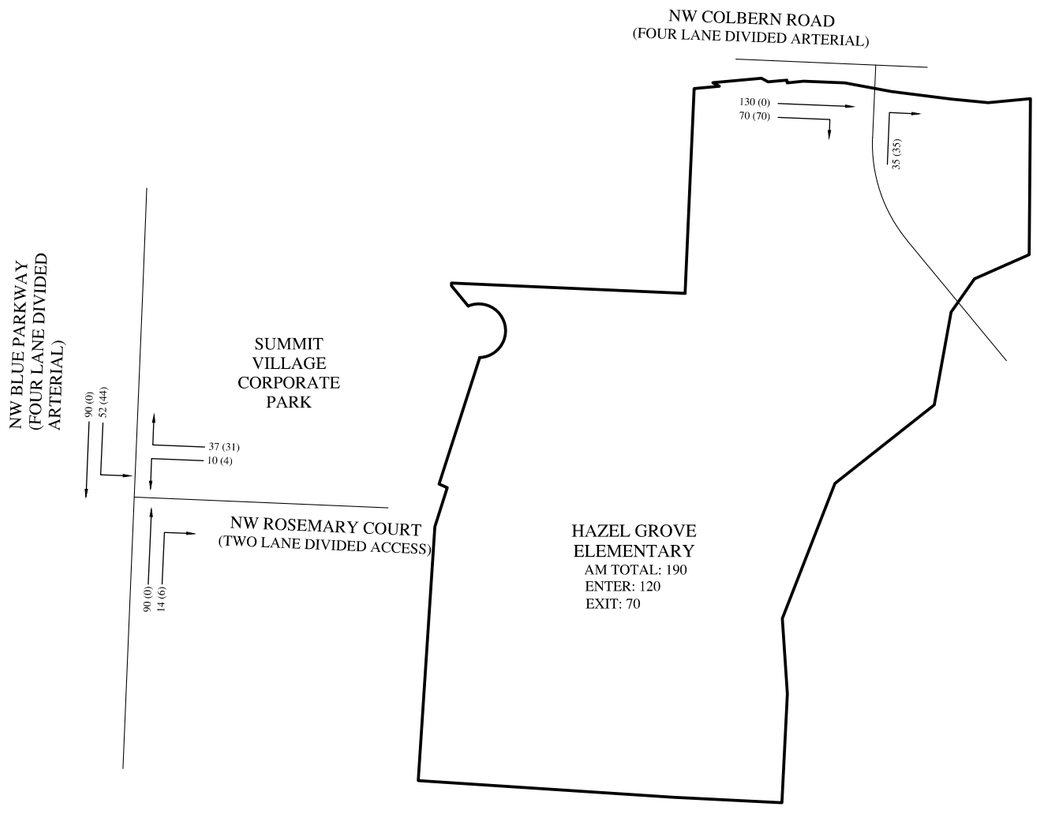
Hazel Grove Elementary Trip Distribution	
Direction	HGE Site
To/From South on NW Blue Parkway	5%
To/From South on NW Blue Parkway	5%
To/From West Via NW Colbern Road	40%
To/From East Via NW Colbern Road	50%
Total	100%

LEGEND

PROPOSED PEAK HOUR VOLUME

245 (40%) DISTRIBUTION

AM PEAK HOUR
8:30 TO 9:30



PM PEAK HOUR
3:30 TO 4:30

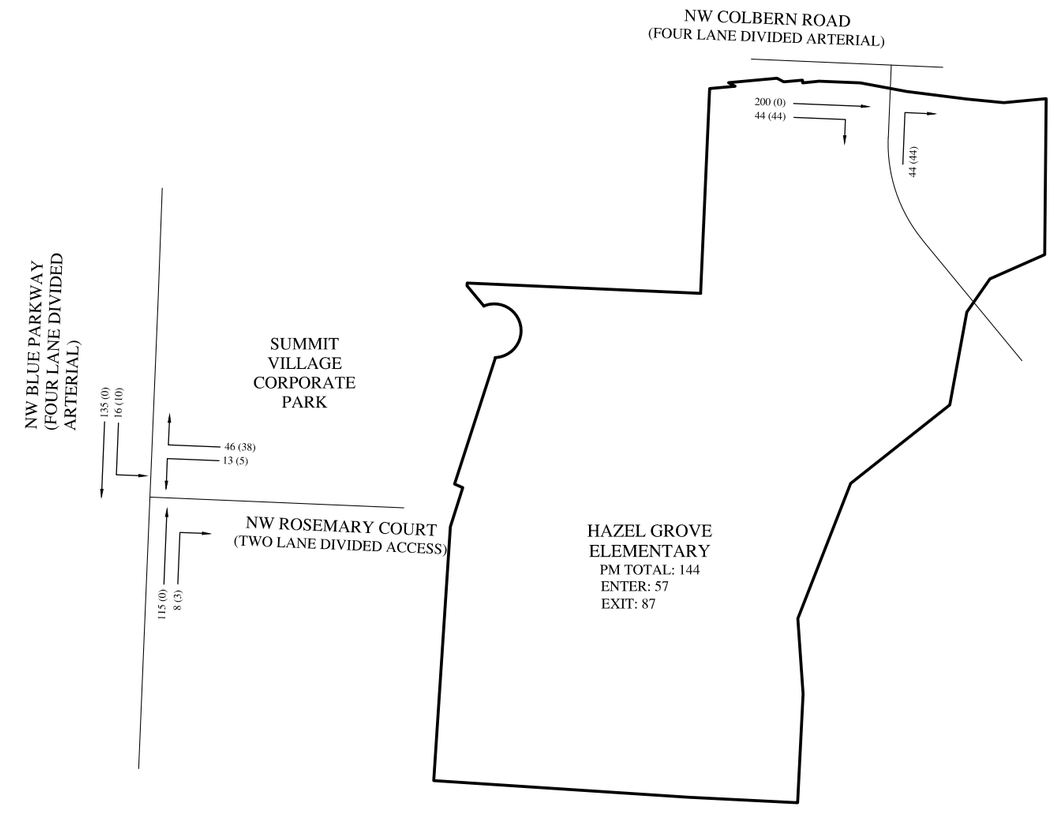


FIGURE "2"

PROJECT #: C25D2528

HAZEL GROVE ELEMENTARY SCHOOL

LEE'S SUMMIT, MISSOURI

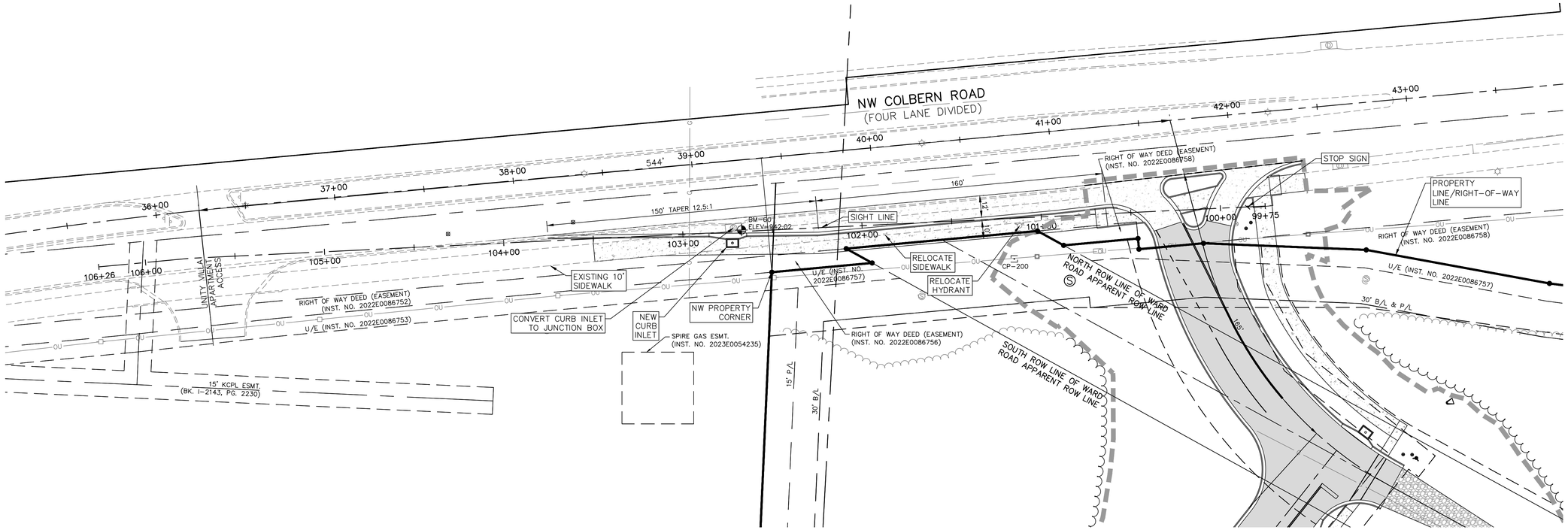
SOUTH SITE (RAVEN AND TABITHA) - PROPOSED AM/PM PEAK HOUR TRAFFIC VOLUME AND DISTRIBUTION DIAGRAM

SCALE: N.T.S.

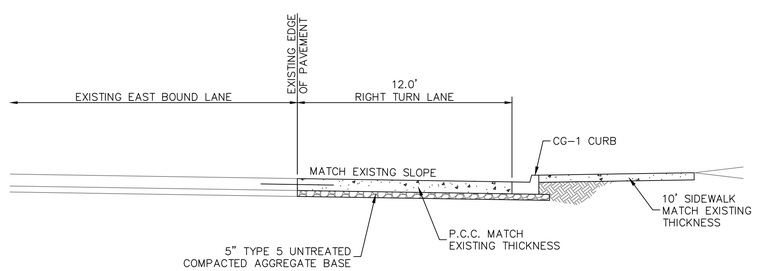
FIGURE-2.dwg

14700 W. 114TH TERRACE
LENEXA, KANSAS 66215
PH. (913) 894-5150
lx@kveng.com | www.kveng.com

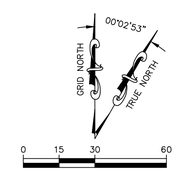
KAW VALLEY ENGINEERING



NW COLBERN ROAD ACCESS
EASTBOUND RIGHT TURN LANE EXHIBIT



TYPICAL CROSS SECTION
NOT TO SCALE



SCALE: 1" = 30'
CONVERGENCE ANGLE
ESTABLISHED FROM JA-98.

CONSTRUCTION NOTES:

1. PROVIDE 1-1/4"x18" DOWEL BARS AT 12" CENTERS THRU CONTRACTION JOINTS.
2. REFER TO MODOT STANDARD DETAIL 502.05S FOR ADDITIONAL REQUIREMENTS

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THE CONTRACTOR SHALL EXPOSE EXISTING UTILITIES AT LOCATIONS OF POSSIBLE CONFLICTS PRIOR TO ANY CONSTRUCTION.

WARRANTY / DISCLAIMER

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SAFETY NOTICE TO CONTRACTOR

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

Know what's **below.**
Call before you dig.

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CFN: 2528TMP-ALT DWN: NJN

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STATE OF MISSOURI
DAVID D. WOOD
NUMBER
PE-2011037427
PROFESSIONAL ENGINEER
2-18-2026

HAZEL GROVE ELEMENTARY SCHOOL

NW ROSEMARY COURT
LEE'S SUMMIT, MO 64086

Project Phase
PRELIMINARY DEVELOPMENT PACKAGE

Project Number
26-107

Issue Date
02.18.2026

Revision No.	Description	Date Issued

Area Plan

Sheet Name
NW COLBERN ROAD EASTBOUND RIGHT TURN LANE EXHIBIT

Sheet Number
C9.1

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Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	6	90	8	8	90
Future Vol, veh/h	6	6	90	8	8	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	265	0	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	7	106	9	9	106

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	182	58	0	0	115	0
Stage 1	111	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	790	996	-	-	1471	-
Stage 1	902	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	785	996	-	-	1471	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.13	0	0.61
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	785	996	1471	-
HCM Lane V/C Ratio	-	-	0.009	0.007	0.006	-
HCM Ctrl Dly (s/v)	-	-	9.6	8.6	7.5	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	8	115	5	6	135
Future Vol, veh/h	8	8	115	5	6	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	265	0	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	9	135	6	7	159

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	232	71	0	0	141	0
Stage 1	138	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	736	978	-	-	1439	-
Stage 1	874	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	732	978	-	-	1439	-
Mov Cap-2 Maneuver	732	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.35	0	0.32
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	732	978	1439	-
HCM Lane V/C Ratio	-	-	0.013	0.01	0.005	-
HCM Ctrl Dly (s/v)	-	-	10	8.7	7.5	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	37	90	14	52	90
Future Vol, veh/h	10	37	90	14	52	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	265	0	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	85	70	70	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	57	106	20	74	106

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	317	63	0	0	126	0
Stage 1	116	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	651	989	-	-	1458	-
Stage 1	896	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	618	989	-	-	1458	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.31	0	3.13
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	618	989	1458	-
HCM Lane V/C Ratio	-	-	0.025	0.058	0.051	-
HCM Ctrl Dly (s/v)	-	-	11	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0.2	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	70	0	0	0	35
Future Vol, veh/h	130	70	0	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	60	92	92	92	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	153	117	0	0	0	58

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	135
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	889
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	889
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	9.33
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	889	-	-
HCM Lane V/C Ratio	0.066	-	-
HCM Ctrl Dly (s/v)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	46	115	8	16	135
Future Vol, veh/h	13	46	115	8	16	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	265	0	-	-	230	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	40	40	85	70	70	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	115	135	11	23	159

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	266	73	0	0	147	0
Stage 1	141	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	701	974	-	-	1433	-
Stage 1	871	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	689	974	-	-	1433	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.48	0	0.95
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	689	974	1433	-
HCM Lane V/C Ratio	-	-	0.047	0.118	0.016	-
HCM Ctrl Dly (s/v)	-	-	10.5	9.2	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.4	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	44	0	0	0	44
Future Vol, veh/h	200	44	0	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	70	92	92	92	35
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	235	63	0	0	0	126

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	149
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	871
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	871
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	9.83
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	871	-	-
HCM Lane V/C Ratio	0.144	-	-
HCM Ctrl Dly (s/v)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-