



City Permit Plan View

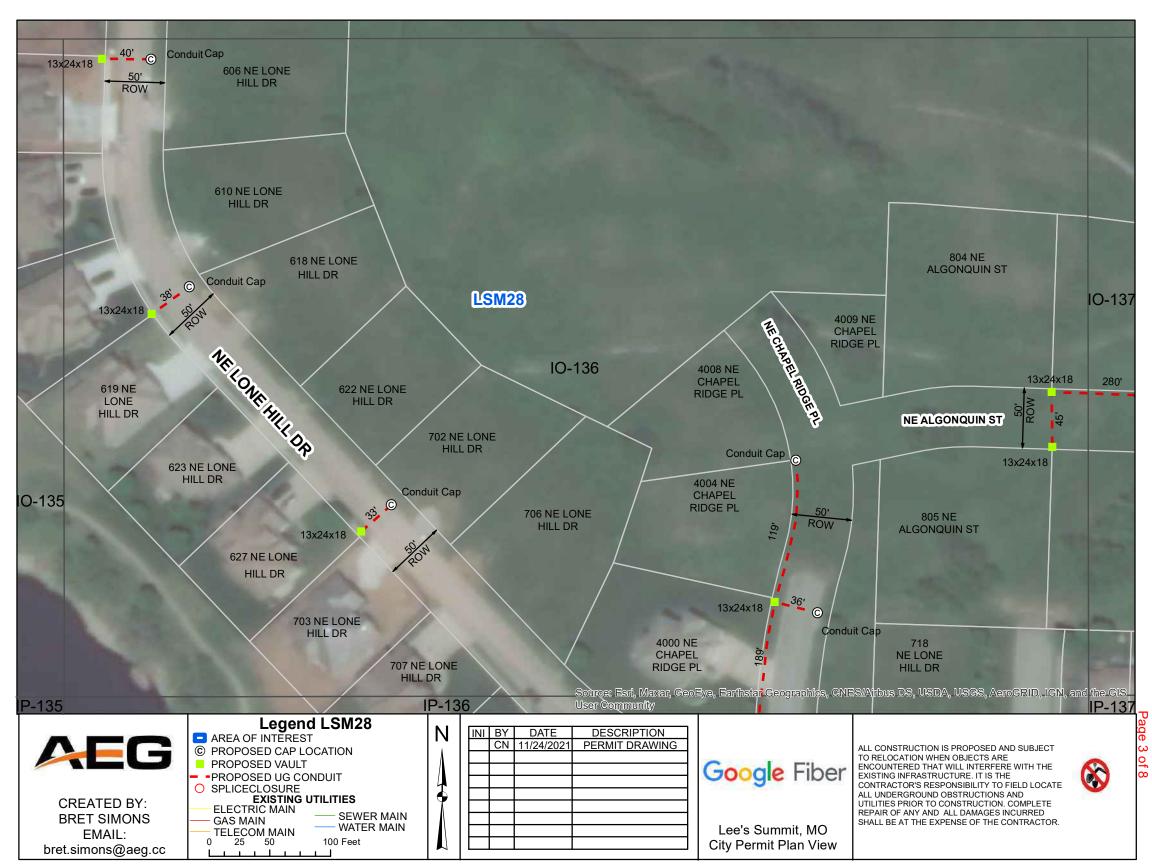
TELECOM MAIN

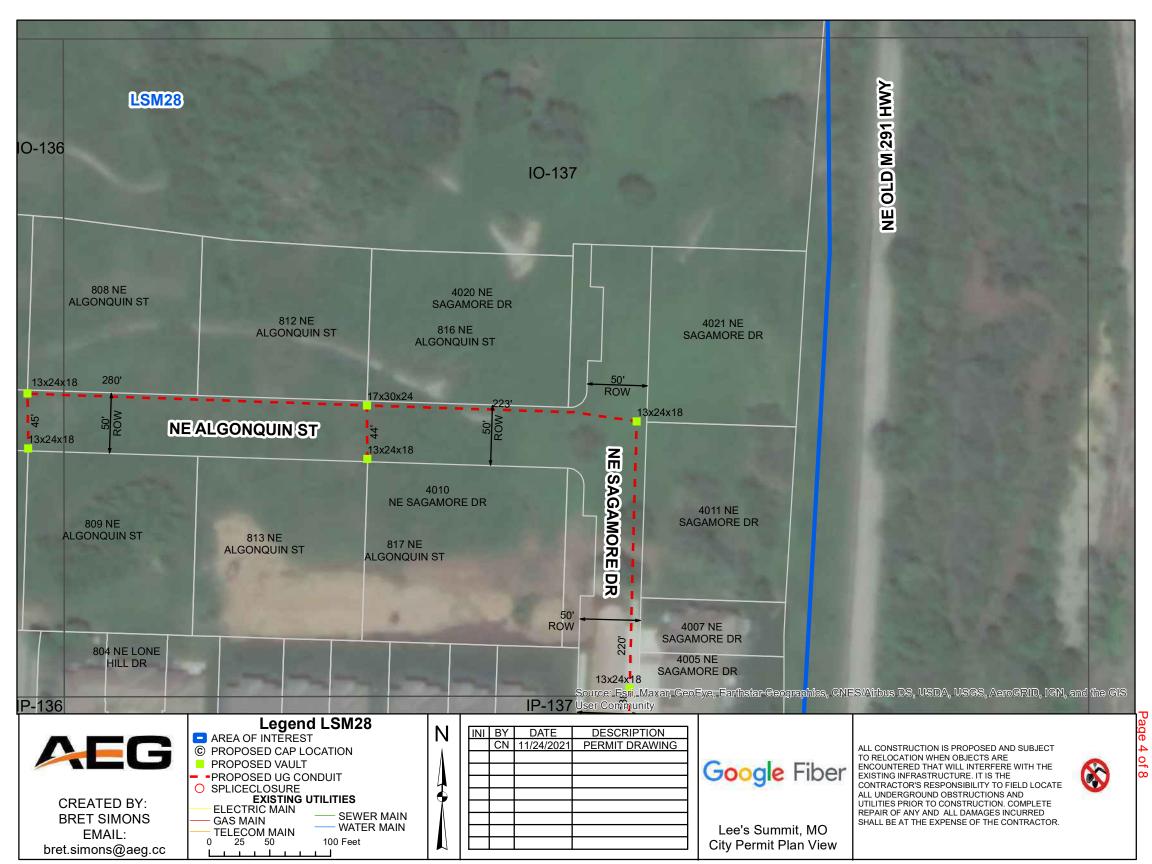
100 Feet

EMAIL:

bret.simons@aeg.cc

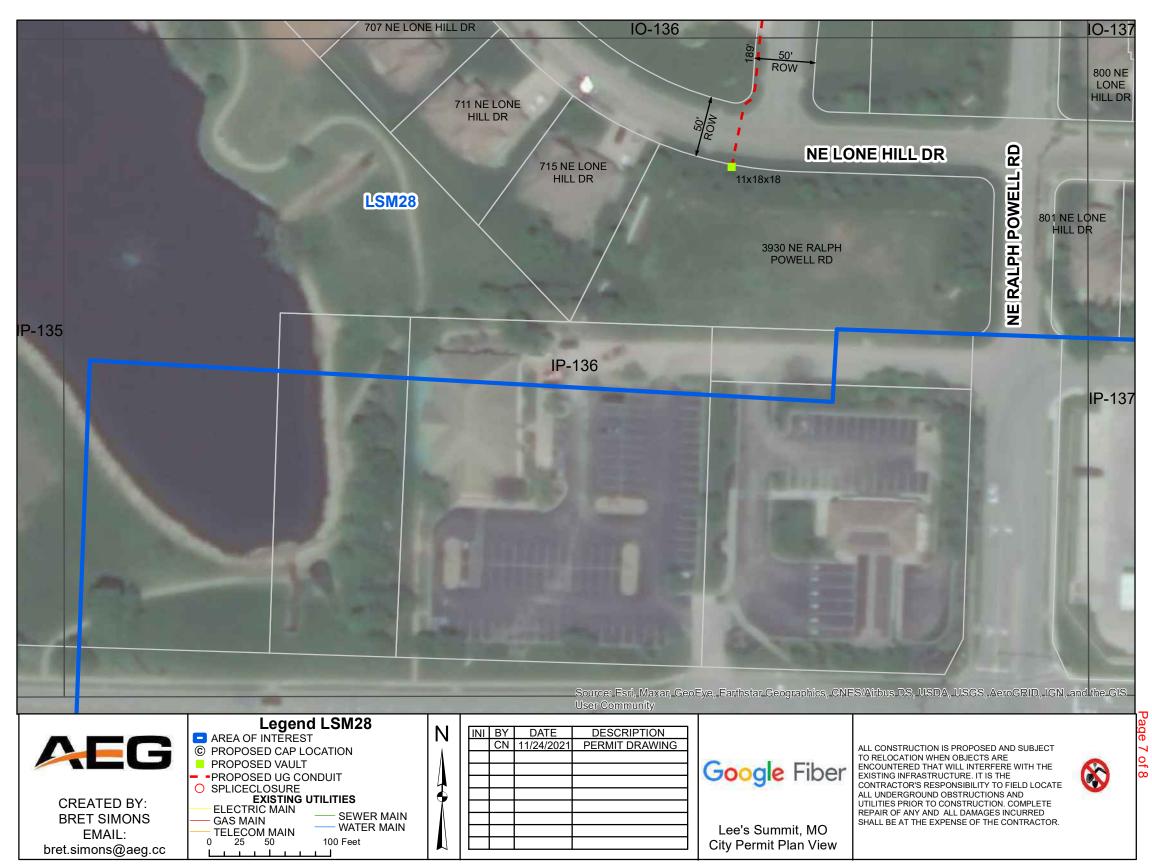














**TELECOM MAIN** 

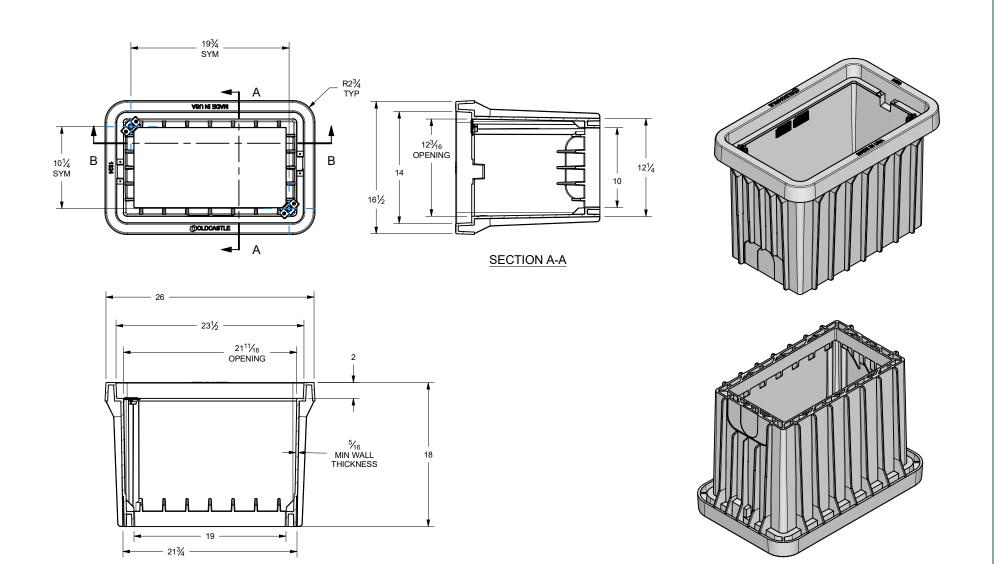
100 Feet

EMAIL:

bret.simons@aeg.cc

Lee's Summit, MO

City Permit Plan View

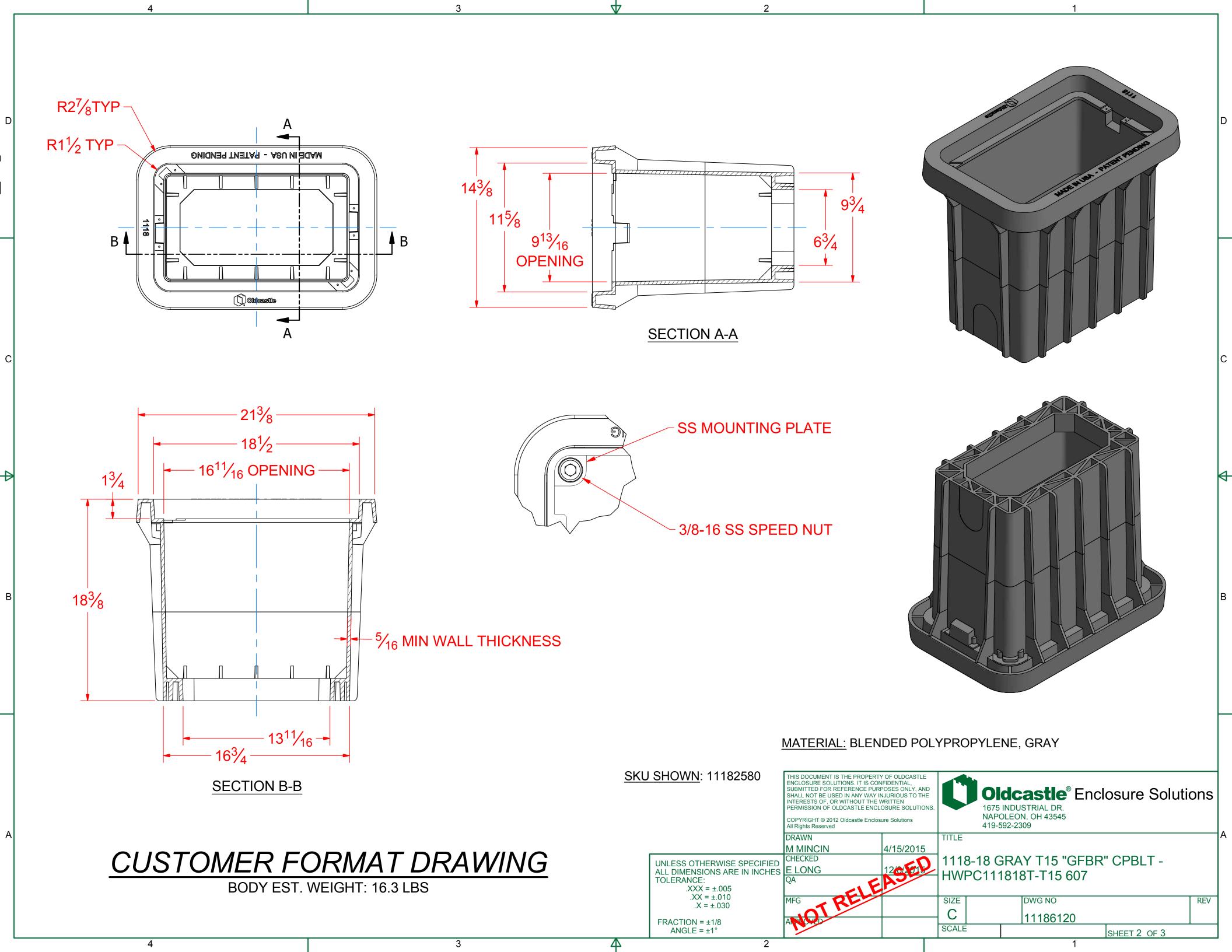


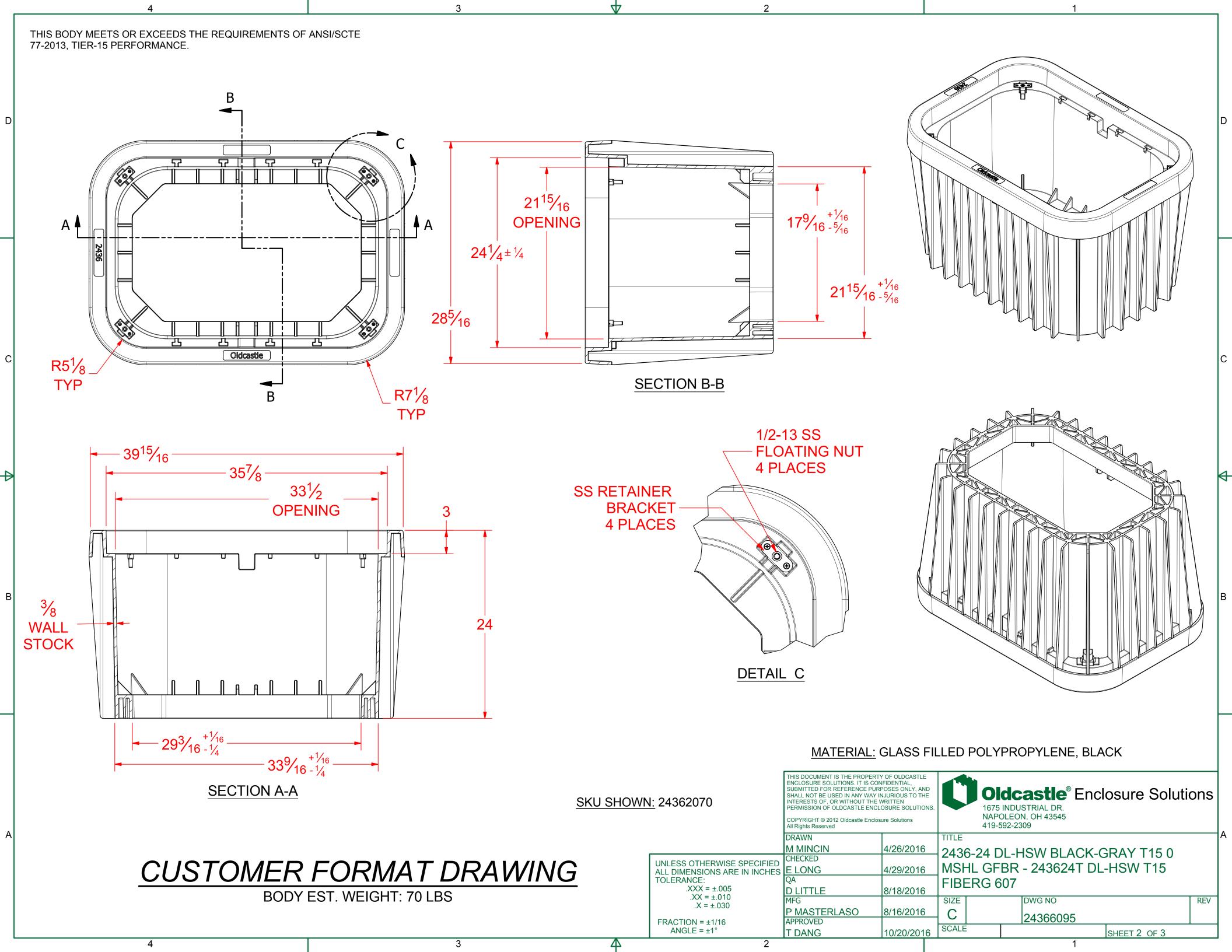
# CUSTOMER FORMAT DRAWING

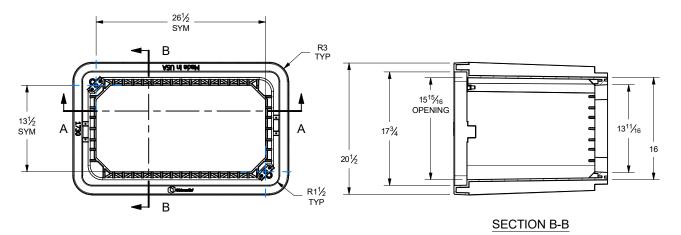
SECTION B-B

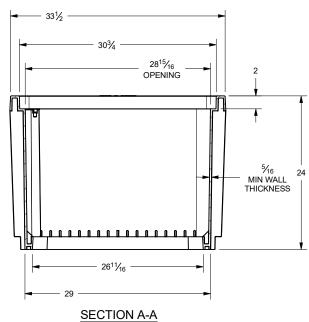
TOTAL EST. UNIT WEIGHT: 41.69 LBS
EST. LID WEIGHT: 15.79 LBS | EST. BODY WEIGHT: 25.9 LBS

VARIES 41.69 LBS OES_TREATMENT/COATING PROJECTION OES_DRAWING_UNITS	THIS DOCUMENT IS THE PROPERTY OF QUOASITE.  PRETERIOR IT IS COMPENTING, SUBMITTEE FOR REFERENCE PURPOSES ONLY, AND SHALL NOT BE USED IN ANY WAY NURROUND TO THE EMBERS OF, OR WITHOUT THE WATERLY PERMISSION OF CUDICASTLE OF COMPANY.  COPYRIGHT D 2019 Oldcastle Infrastructure AI Rights Reserved  Oldcastle Infrastructure  A CRH COMPANY.
MPERIAL   METRIC   OITEMS NOT DIMENSIONED CAN	OES, DESCRIPTION 1324-18 DL/LW UNIT, FLUSH COVER T15 GRAY, 2X 1/2-6 HEX AUGER CPBLT, 'GFBR'
63 1.6 EDGES	AUTHOR K LEITENBERGER 11/20/2020 A 13246018



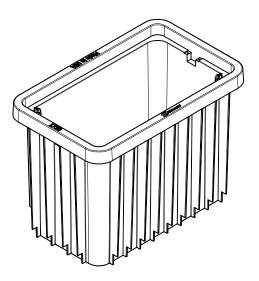


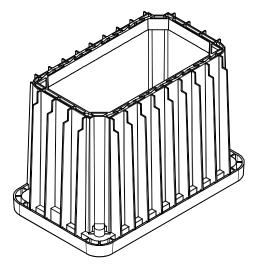






TOTAL EST. UNIT WEIGHT: 62.17 LBS
EST. LID WEIGHT: 20.87 LBS | EST. BODY WEIGHT: 41.3 LBS





#### MATERIAL: BLENDED POLYPROPYLENE

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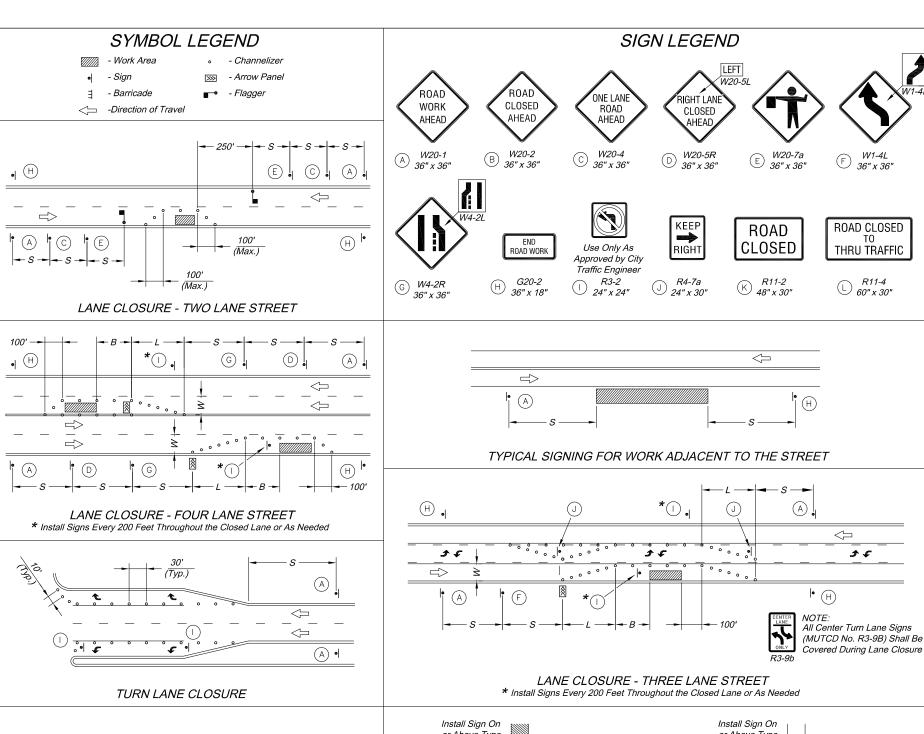
Oldcastle Infrastructure

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OES\_DESCRIPTION

1730-24 DL/LW FLSH COVER, T15 - MULTI SKU

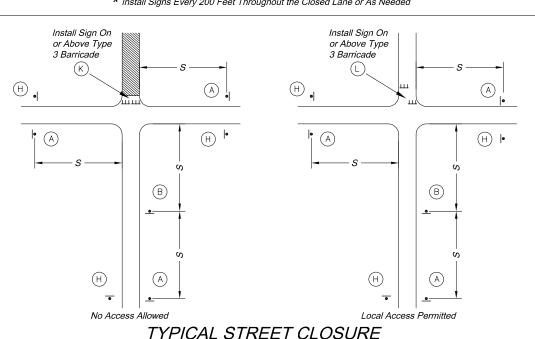
AUTHOR		SHEET SIZE	OES_	SKU		REVISION NUMBER
K LEITENBERGER	4/30/2020	Δ	NI/Z	Δ		
CHECKED BY			1 4//	1		
FLONG	4/30/2020	SCALE: 1/1	15	FILE NAME: 0030984.idw	SH	EET 5 OF 6



Sign Sp.	acing "S"		Taper Dimensions (Feet)			
Speed Limit		Speed Limit	Minimum Taper Length "L", per Lane Width "W"		Minimum Number of	
(mph)	(1 001)	(mph)	10	11	12	Channelizers
25	100	25	105	115	125	6
30 - 35	250	30	150	165	180	7
≥ 40	350	35	205	225	245	8
		40	270	295	320	9
		45	450	495	540	13

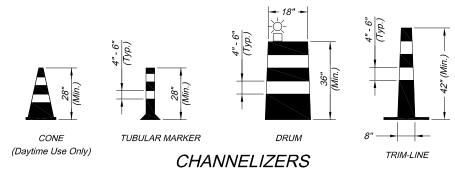
Guidelines for Length of Longitudinal Buffer Space "B"		
Speed Limit (mph)	Length (Feet)	
25	35	
30	55	
35	<i>85</i>	
40	120	
45	170	

Maximur	Maximum Channelizer Spacing			
Speed	Within	Outside		
Limit	Taper	Taper		
(mph)	(Feet)	(Feet)		
25	25	50		
30	30	60		
<i>35</i>	35	70		
40	40	80		
45	45	90		

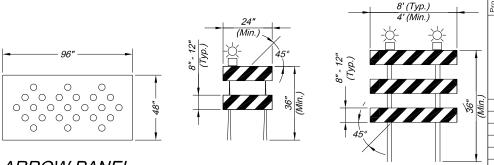


### **GENERAL NOTES:**

- 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)
- 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.
- 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.
- 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.
- Trim-lines are the City's preferred channelizing device. Cones may not be used at nighttime
- Traffic control devices not in use or not applicable shall be either covered or removed from the work area.
- 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
- 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
  - 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.



NOTE: White Bands On Barricades and Channelizers Shall Be Made From High Intensity Sheeting Material.



TYPE 2

ARROW PANEL

**BARRICADES** 

TYPE 3

 $\mathcal{O}$ DETAIL

CONTROL

TRAFFIC

Checked By: MP Date: 12-10-2008

Project No.: X x OF x

## TRAFFIC CONTROL FOR UNDERGROUND INSTALLATION **ACROSS ROADS**

S1	UTILITY WORK AHEAD (W21-7)				
S2	MEN WORKING				
<b>S</b> 3	BE PREPARED TO STOP (W20-7B)				
S4	FLAGGER AHEAD (W20-7A)				
*	FLAGGER/SPOTTER STATION				
	PROTECTIVE VEHICLE				

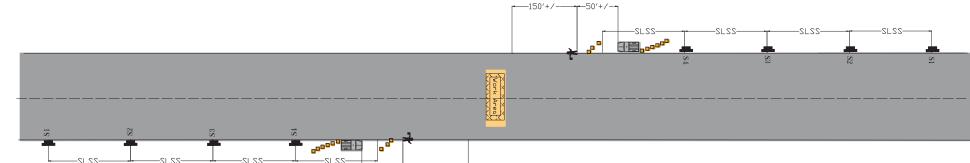
#### NOTES:

-DAYLIGHT USE ONLY

- -FLAGGER COMMUNICATION SHALL BE REINFORCED WITH RADIOS
- -24" FLAGGING PADDLES REQUIRED ON THE HIGHWAY -FOR USE ON WET OR DRY PAVEMENT ONLY -NOT FOR USE IN FOGGY CONDITIONS

- -GODGLE FIBER / ATLANTIC ENGINEERING GROUP TO PULL NEW FIBER OPTIC CABLE THROUGH COONDUIT
- CONDUIT WILL BE PULLED THROUGH EXISTING CONDUIT OR NEW CONDUIT WILL BE INSTALLED. TRAFFIC WILL BE STOPPED ONLY AS
- -FLASHERS TO BE USED ON PROTECTIVE VEHICLE
- -TO INSTALL UNDERGROUND CONDUIT AND FIBER USE SPOTTERS AND SIGNS TO BE PLACED ON RESPECTIVE SIDES OF ROADS
- -TRAFFIC DELAYS TO BE KEPT TO A MINIMUM, +/- 3 MINUTES MAX

SLSS			
SPEED LIMIT	SIGN SPACING		
60/70 MPH	1000′ +/-		
50/55 MPH	500′ +/-		
40/45 MPH	350′ +/-		
0/35 MPH	200′ +/-		



This plan is to be used on all street crossings in this package. NE Lone Hill Dr, NE Independence Ave, NE Wenonga Pl, NE Troon Dr, NE Sienna Pl, NE Chapel Ridge Pl, NE Algonquin St, NE Sagamore Dr. See attached maps.



**BRET SIMONS** EMAIL: bret.simons@aeg.cc Legend

CONE PLACEMENT

SIGNAGE PLACEMENT

SIGNS AND CONES MOVE AS WORK **PROGRESSES** 



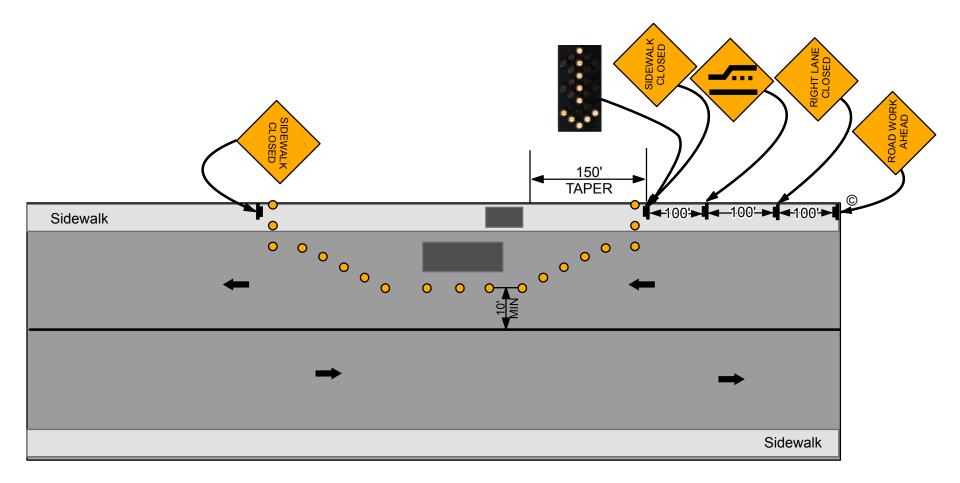
ROAD DATA NOT AVAILABLE FOR

NEW DEVELOPMENT. TRAFFIC CONTROL

PLANS ARE BASED ON PROBABLE LAYOUT.

TRAFFIC CONTROL ALONG ROADS WITH SIDEWALKS

\*\*\*REMOVE NOTE WHEN NOT APPLICABLE\*\*\*

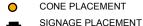


This plan is to be used on all 2 lane roads with sidewalks in this package. NE Lone Hill Dr, NE Independence Ave, NE Wenonga Pl, NE Troon Dr, NE Sienna Pl, NE Chapel Ridge Pl, NE Algonquin St, NE Sagamore Dr. See attached maps.



Legend

CONSTRUCTION VEHICLE



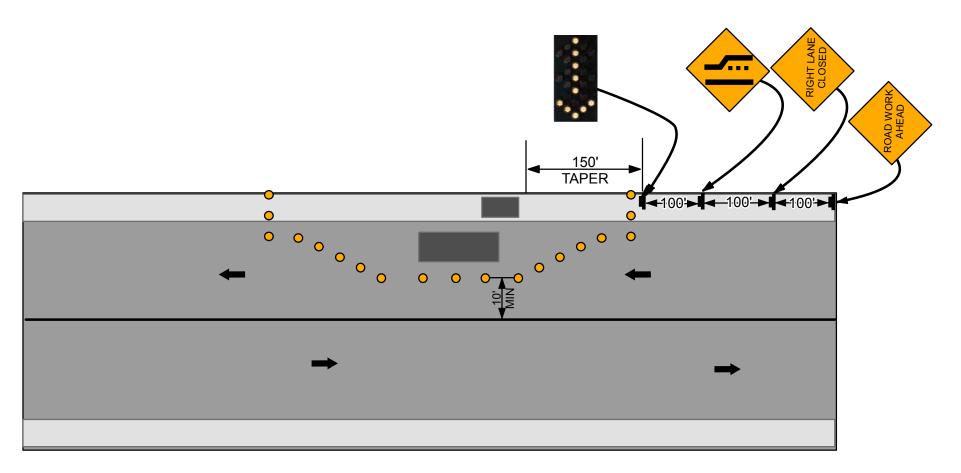
SIGNS AND CONES MOVE AS WORK

**PROGRESSES** 



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# TRAFFIC CONTROL ALONG ROADS



This plan is to be used on all 2 lane roads in this package. NE Lone Hill Dr, NE Independence Ave, NE Wenonga Pl, NE Troon Dr, NE Sienna Pl, NE Chapel Ridge Pl, NE Algonquin St, NE Sagamore Dr. See attached maps.



Legend

CONSTRUCTION VEHICLE
CONE PLACEMENT

SIGNAGE PLACEMENT

SIGNS AND CONES MOVE AS WORK PROGRESSES



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