

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Legend LSM13-2



CREATED BY:
BRET SIMONS
EMAIL:
bret.simons@aeg.cc

- AREA OF INTEREST
- LEE'S SUMMIT CITY BOUNDARY

0 8,750 17,500 Feet



| INI | BY | DATE | DESCRIPTION |
|-----|----|------------|----------------|
| | CN | 11/20/2021 | PERMIT DRAWING |
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Lee's Summit, MO
City Permit Plan View

ALL CONSTRUCTION IS PROPOSED AND SUBJECT TO RELOCATION WHEN OBJECTS ARE ENCOUNTERED THAT WILL INTERFERE WITH THE EXISTING INFRASTRUCTURE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.





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Legend LSM13-2

 AREA OF INTEREST

0 210 420 Feet



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Lee's Summit, MO
City Permit Plan View

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Legend LSM13-2

AREA OF INTEREST

GRIDS

0 210 420 Feet



N



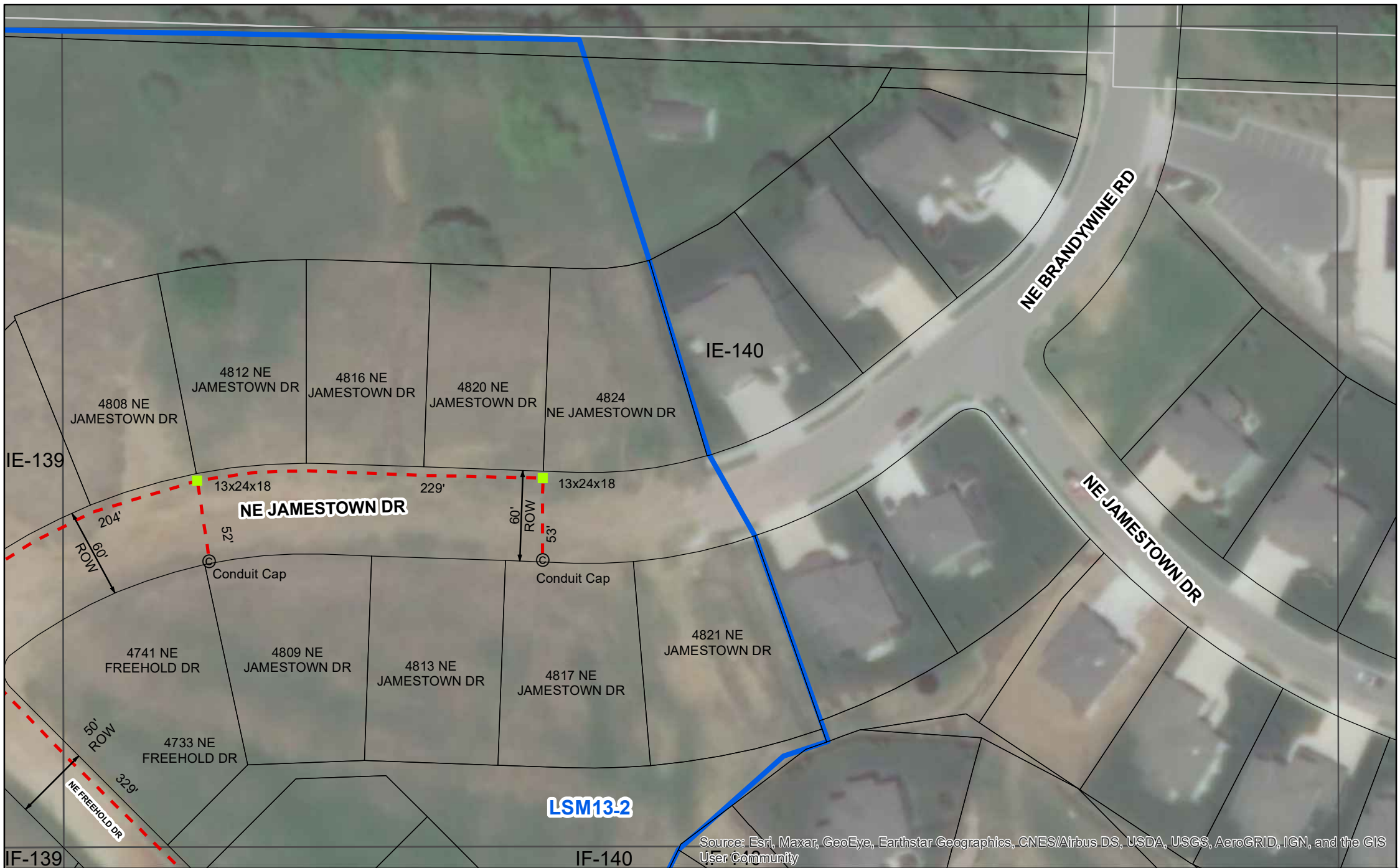
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Lee's Summit, MO
City Permit Plan View

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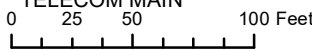




Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend LSM13-2

- AREA OF INTEREST
- ⊙ PROPOSED CAP LOCATION
- PROPOSED VAULT
- PROPOSED UG CONDUIT
- SPLICE/CLOSURE
- EXISTING UTILITIES**
- ELECTRIC MAIN
- GAS MAIN
- TELECOM MAIN
- SEWER MAIN
- WATER MAIN



| INI | BY | DATE | DESCRIPTION |
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Legend LSM13-2

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- Ⓢ PROPOSED CAP LOCATION
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- SPLICE/CLOSURE
- EXISTING UTILITIES**
- ELECTRIC MAIN
- GAS MAIN
- TELECOM MAIN
- SEWER MAIN
- WATER MAIN

0 25 50 100 Feet



| INI | BY | DATE | DESCRIPTION |
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Legend LSM13-2

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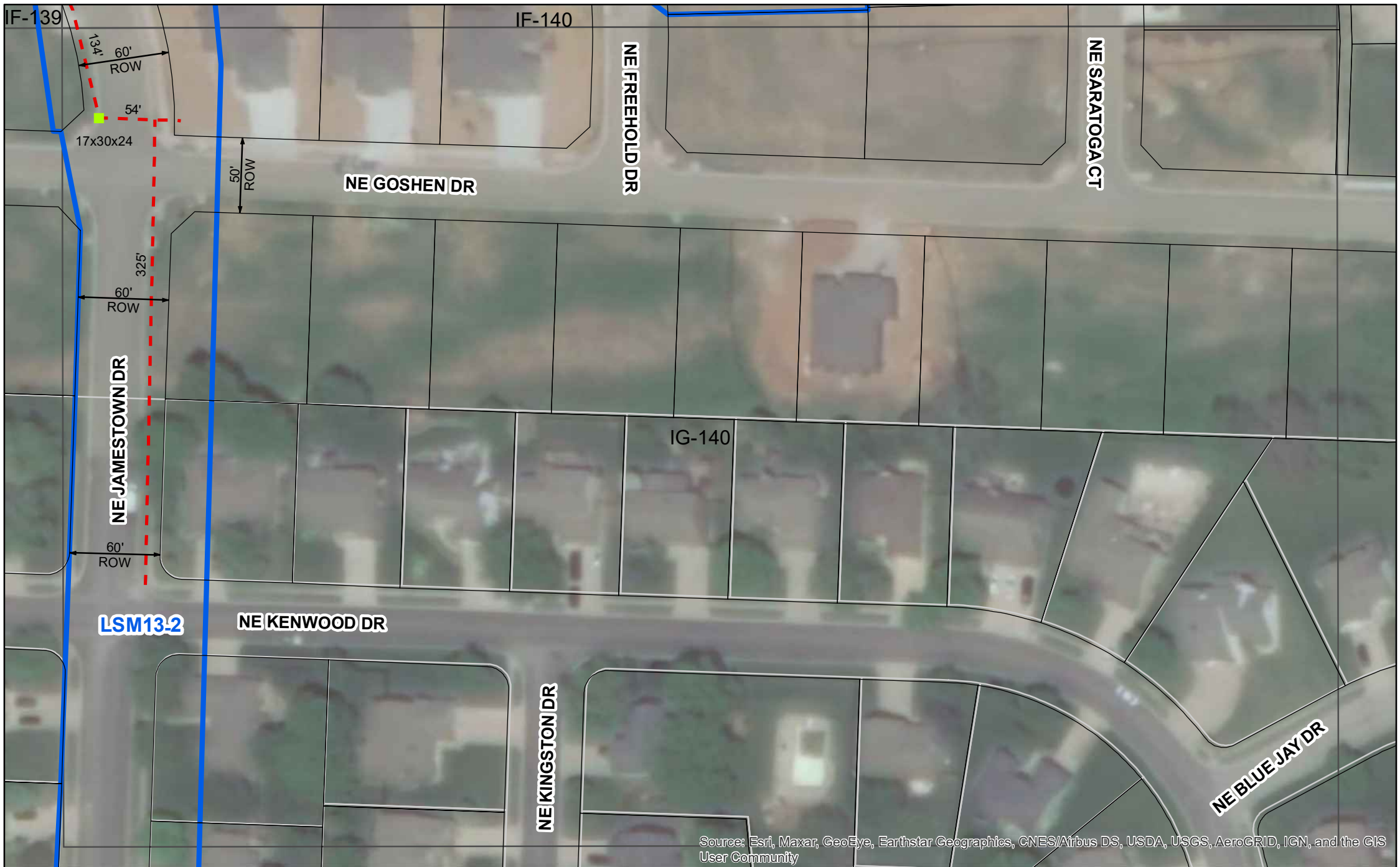
CREATED BY:
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EMAIL:
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Lee's Summit, MO
City Permit Plan View

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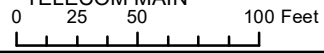




Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend LSM13-2

- AREA OF INTEREST
- PROPOSED CAP LOCATION
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| INI | BY | DATE | DESCRIPTION |
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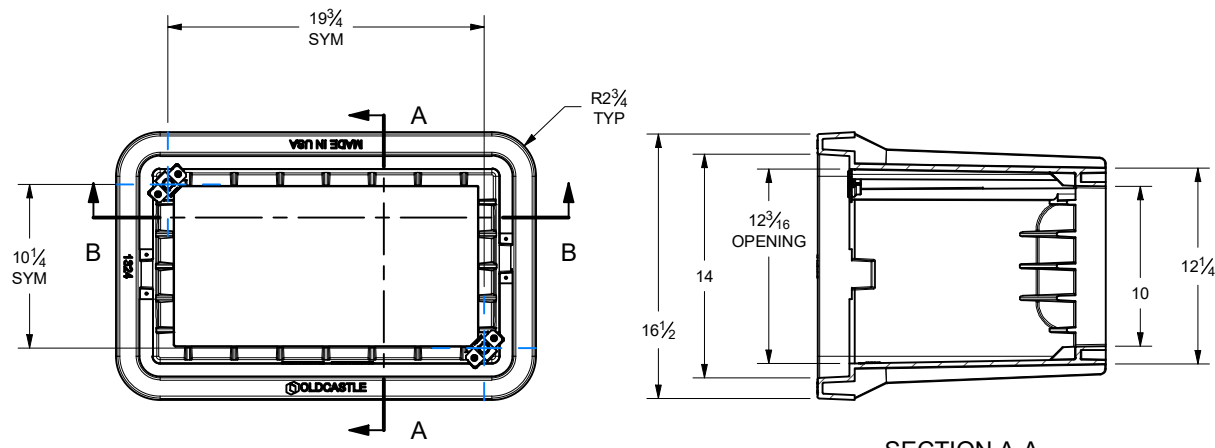
CREATED BY:
BRET SIMONS
EMAIL:
bret.simons@aeg.cc



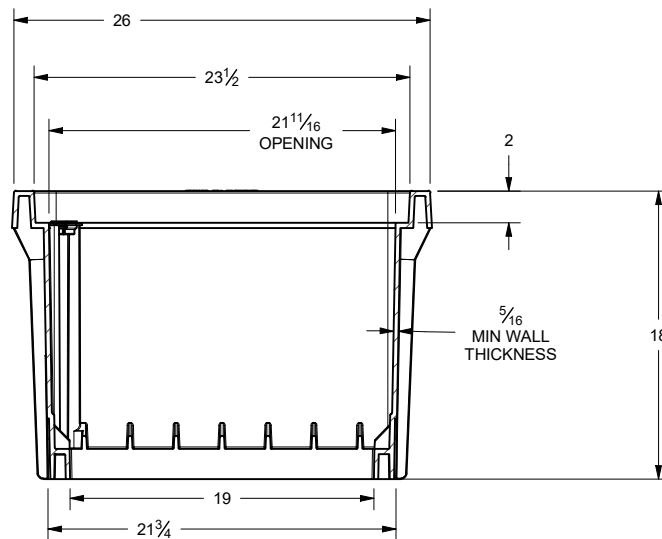
Lee's Summit, MO
City Permit Plan View

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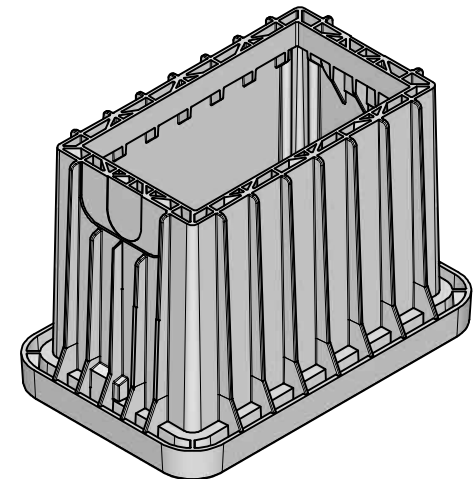
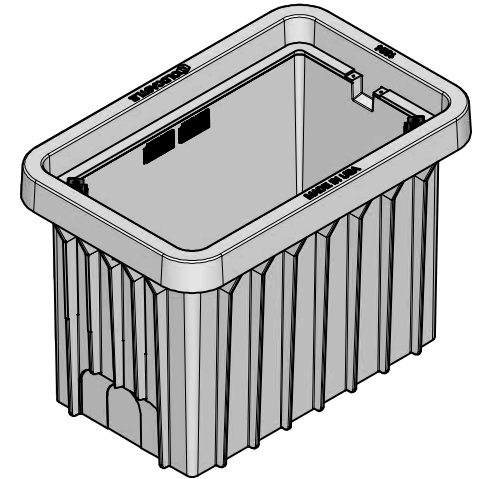




SECTION A-A







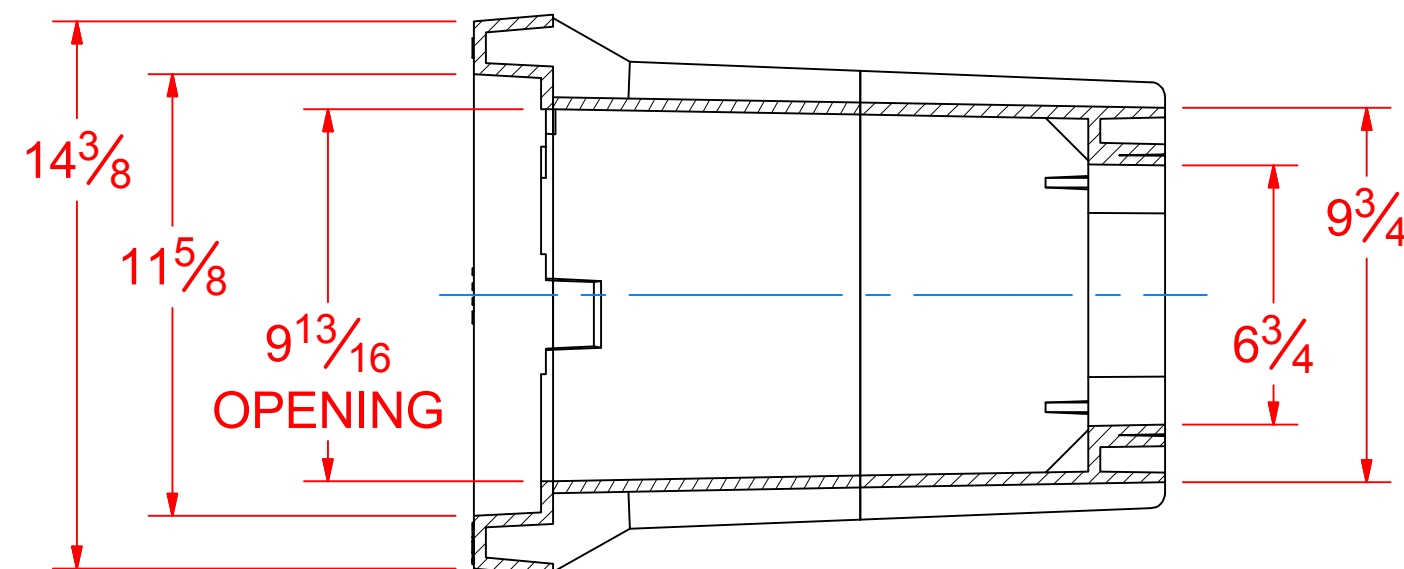
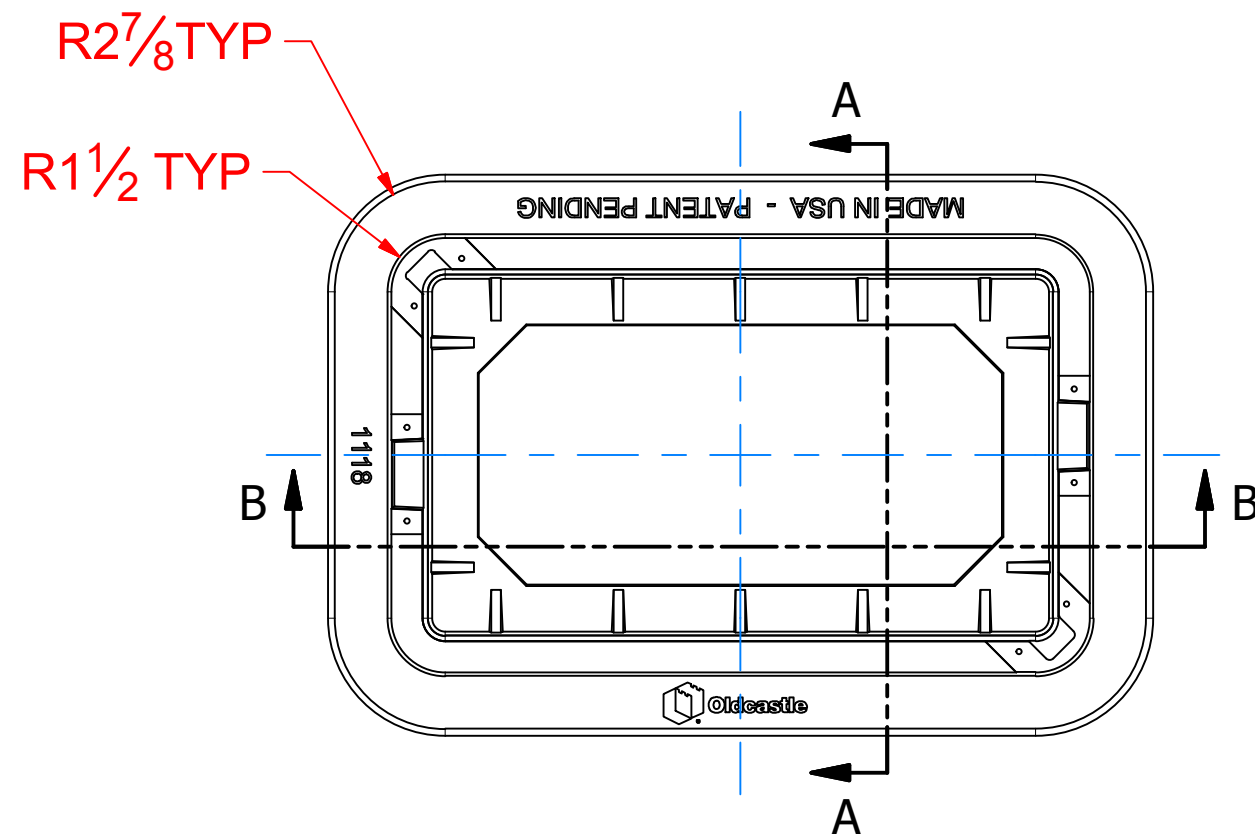
SECTION B-B



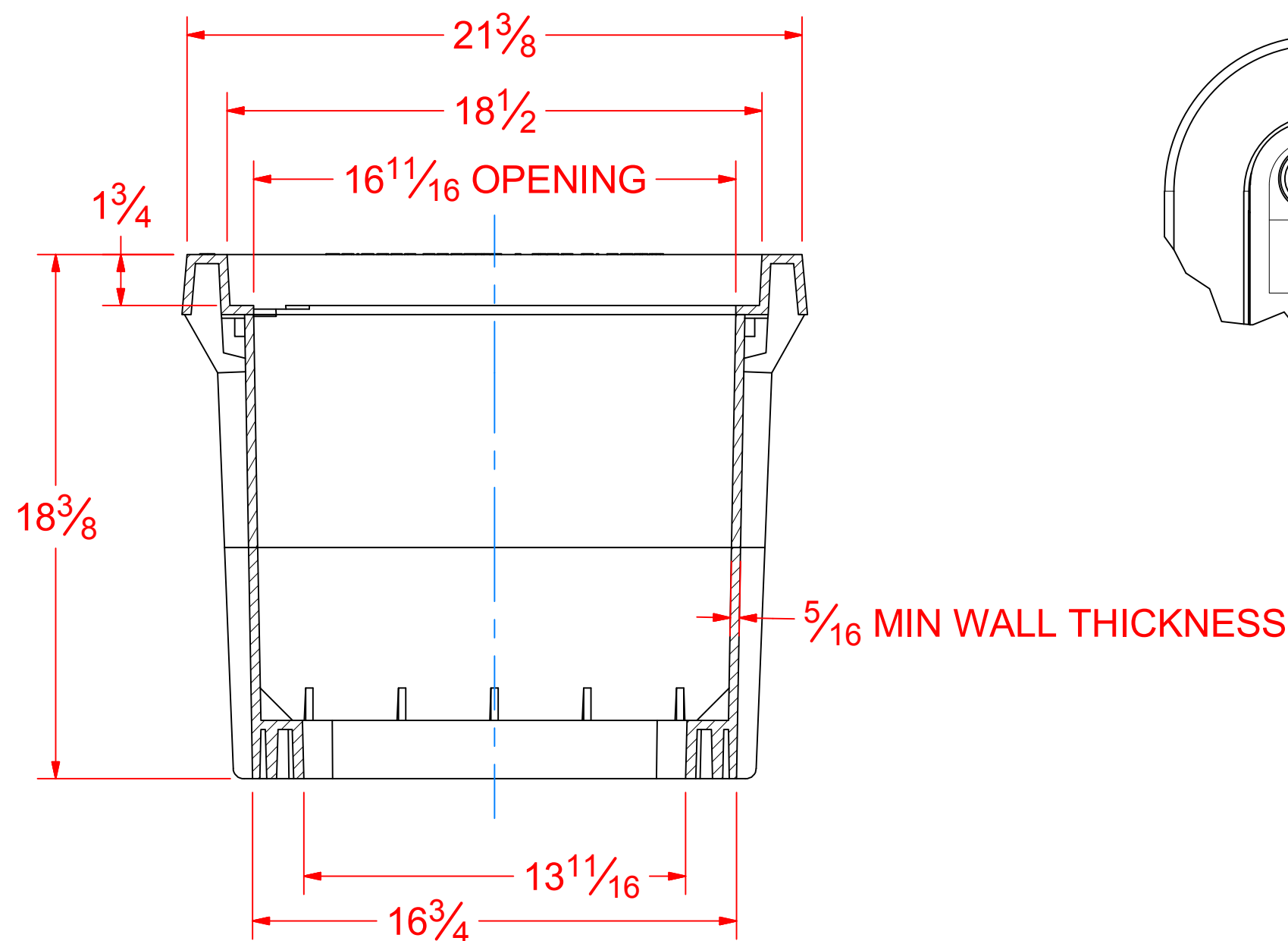
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EST. LID WEIGHT: 15.79 LBS | EST. BODY WEIGHT: 25.9 LBS

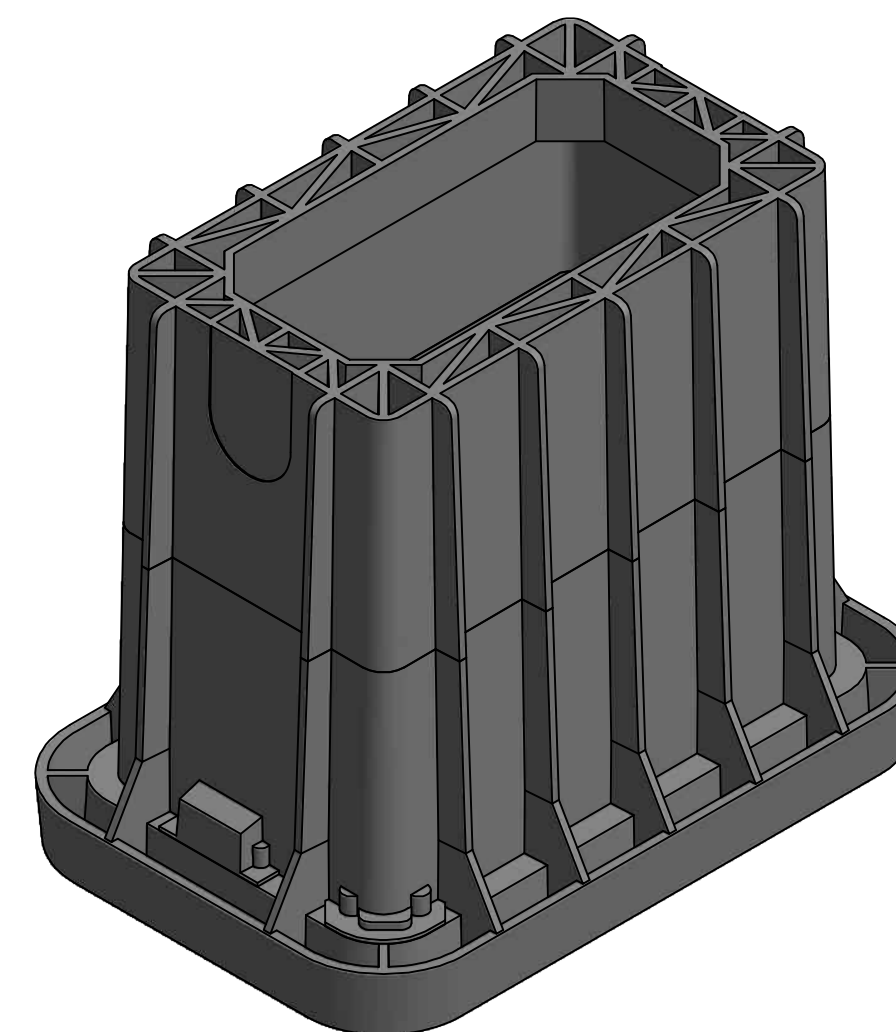
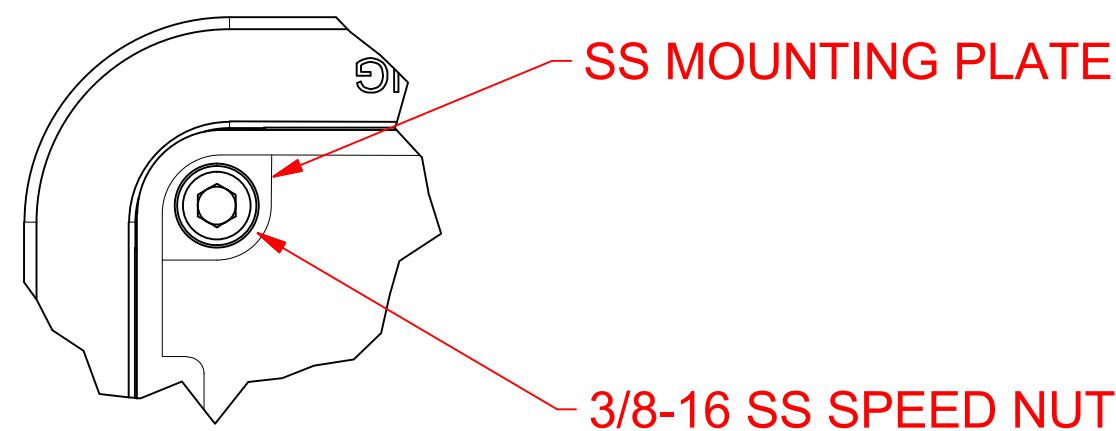
| | | | | | | | |
|---|--|---|--|------------|--|------------------------|----------------------|
| MATERIAL VARIES | | OES_PART_WEIGHT 41.69 LBS | THIS DOCUMENT IS THE PROPERTY OF OLDCASTLE INFRASTRUCTURE. IT IS CONFIDENTIAL, SUBMITTED FOR REFERENCE PURPOSES ONLY, AND SHALL NOT BE USED IN ANY WAY INJURIOUS TO THE INTERESTS OF, OR WITHOUT THE WRITTEN PERMISSION OF OLDCASTLE INFRASTRUCTURE. COPYRIGHT© 2019 Oldcastle Infrastructure All Rights Reserved | |  Oldcastle Infrastructure A CRH COMPANY | | |
| OES_TREATMENT/COATING | | PROJECTION | | | | | |
| OES_DRAWING_UNITS | |  | | | | | |
| GENERAL TOLERANCES | | | OES_DESCRIPTION | | | | |
| <div>IMPERIAL X.XXX = ± .005 X.XX = ± 0.01 X/X = ± 1/16 X° = ± 1° </div> <div>METRIC X.XX = ± 0.10 X.X = ± 0.5 X = ± 1 X° = ± 1° </div> <div>• ITEMS NOT DIMENSIONED CAN BE MANUFACTURED WITH 3D FILE USING THE FINER GENERAL TOLERANCE • DO NOT MEASURE OR CHANGE SCALE • REMOVE BURRS AND SHARP EDGES</div> | | | 1324-18 DL/LW UNIT, FLUSH COVER T15 GRAY, 2X 1/2-6 HEX AUGER CPBLT, 'GFBR' | | | | |
| | | | AUTHOR K LEITENBERGER | 11/20/2020 | SHEET SIZE A | OES_SKU 13246018 | REVISION NUMBER - |
| | | | CHECKED BY E LONG | 11/20/2020 | SCALE: 1/12 | FILE NAME: 0033599.idw | SHEET 2 OF 3 |



SECTION A-A



SECTION B-B



MATERIAL: BLENDED POLYPROPYLENE, GRAY

SKU SHOWN: 11182580

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1675 INDUSTRIAL DR.
NAPOLEON, OH 43545
419-592-2309

DRAWN
M MINCIN
CHECKED
E LONG
QA
MFG
ANN
DATE

TITLE
1118-18 GRAY T15 "GFBR" CPBLT -
HWPC111818T-T15 607
SIZE
C
SCALE
DWG NO
11186120
REV

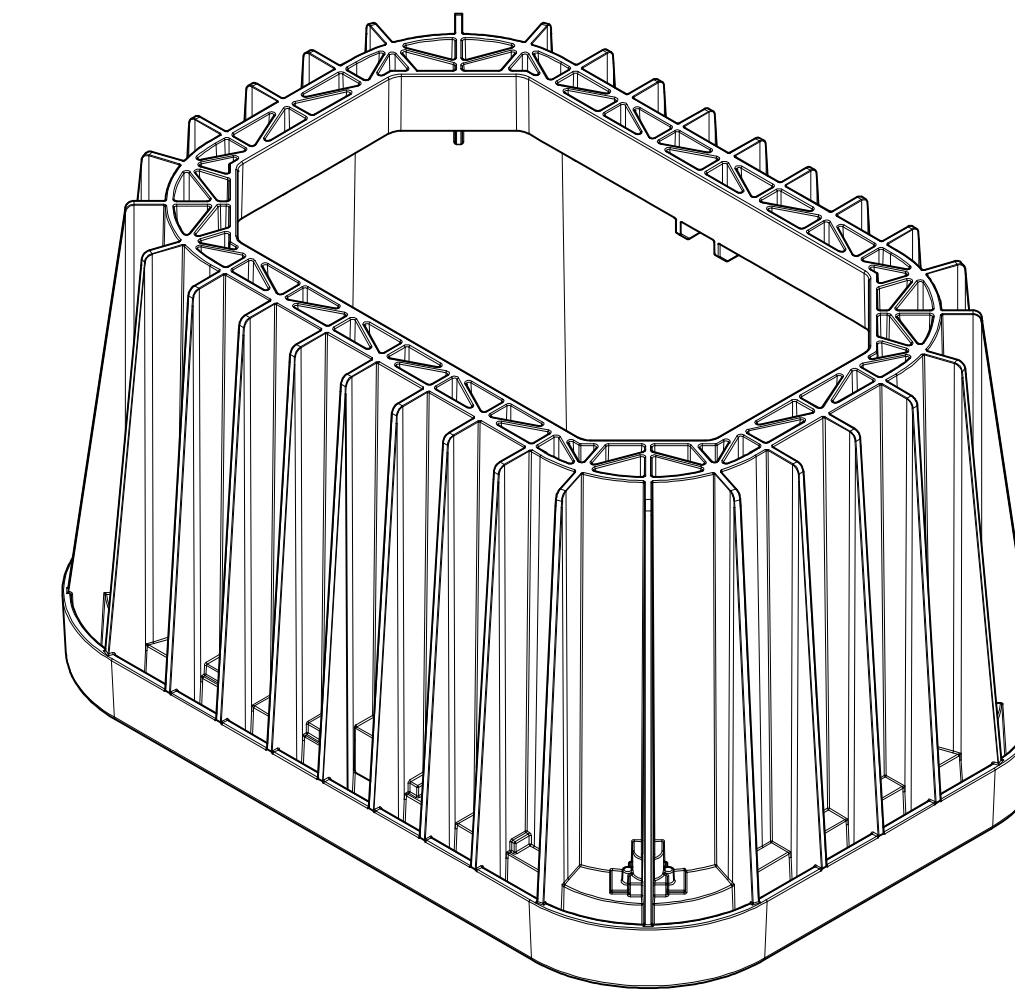
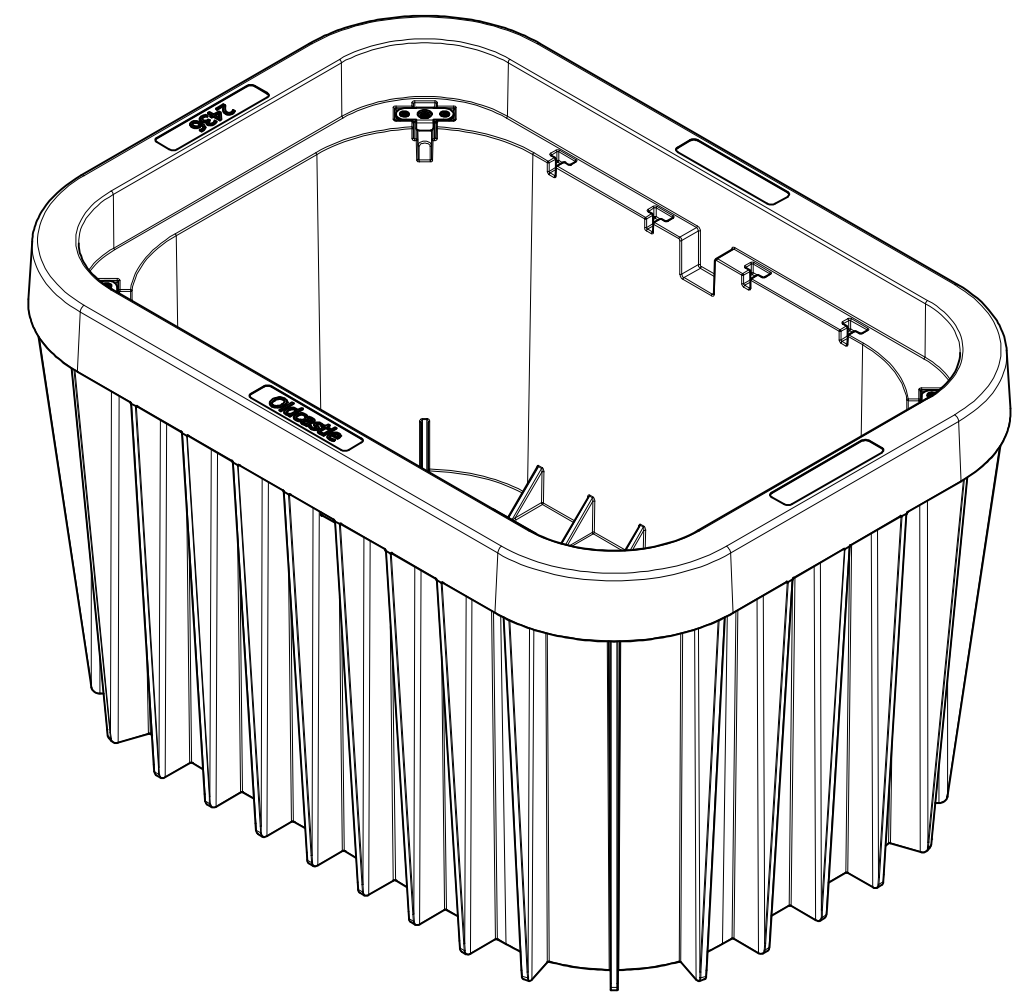
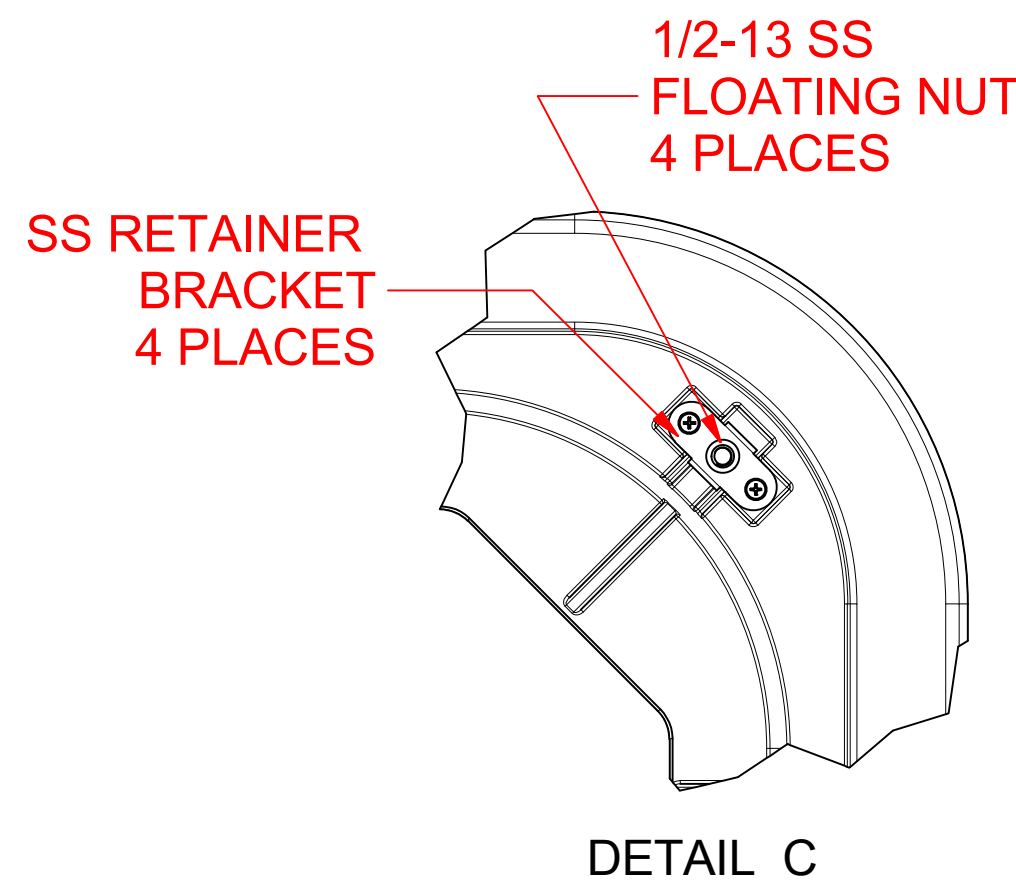
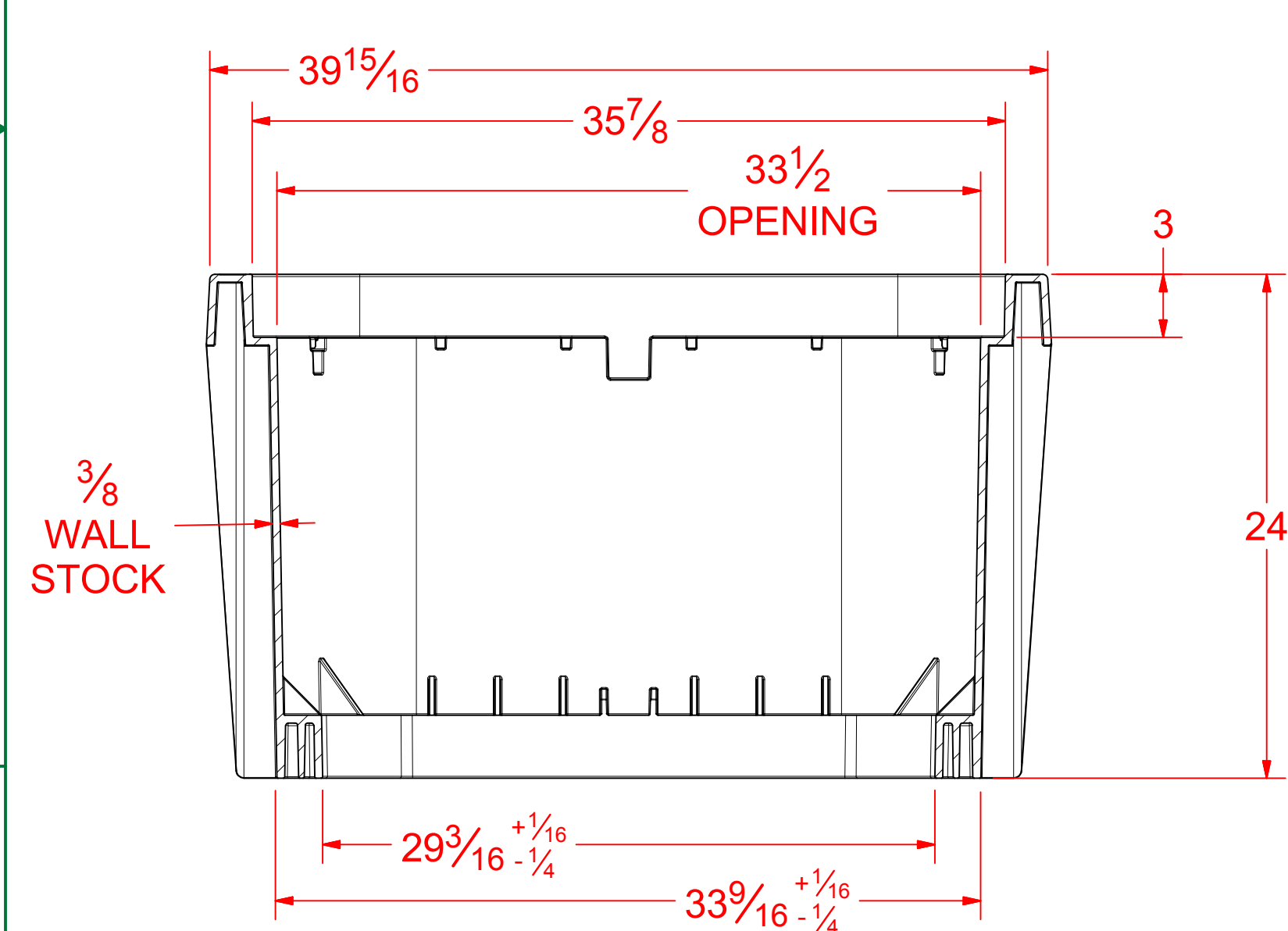
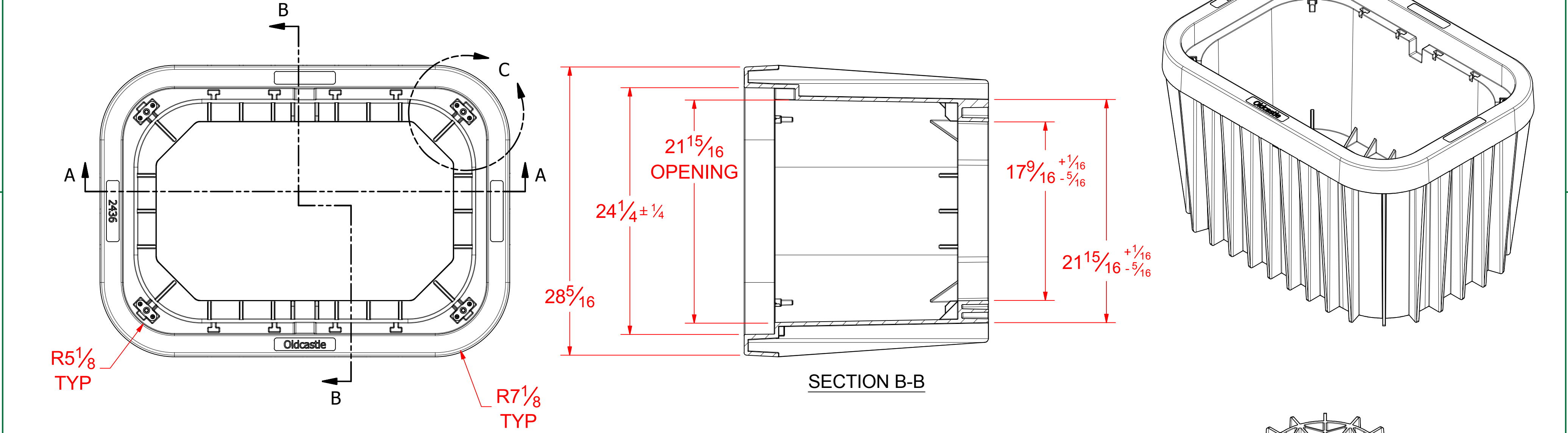
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.XX = ± 0.010
.X = ± 0.030
FRACTION = $\pm 1/8$
ANGLE = $\pm 1^\circ$

NOT RELEASED

CUSTOMER FORMAT DRAWING

BODY EST. WEIGHT: 16.3 LBS

THIS BODY MEETS OR EXCEEDS THE REQUIREMENTS OF ANSI/SCTE 77-2013, TIER-15 PERFORMANCE.



SECTION A-A

SECTION B-B

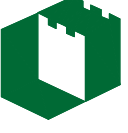
DETAIL C

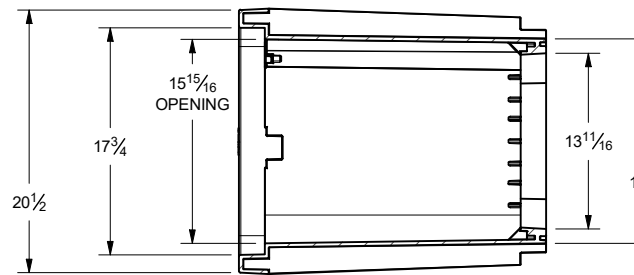
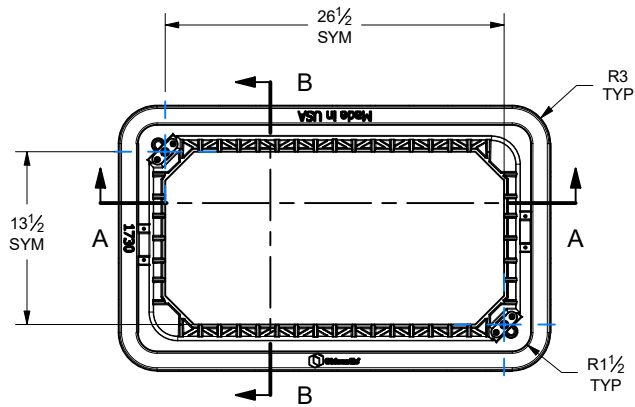
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CUSTOMER FORMAT DRAWING
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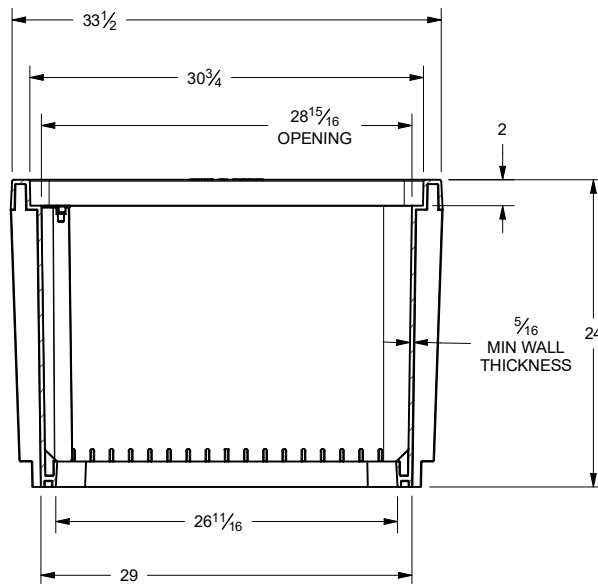
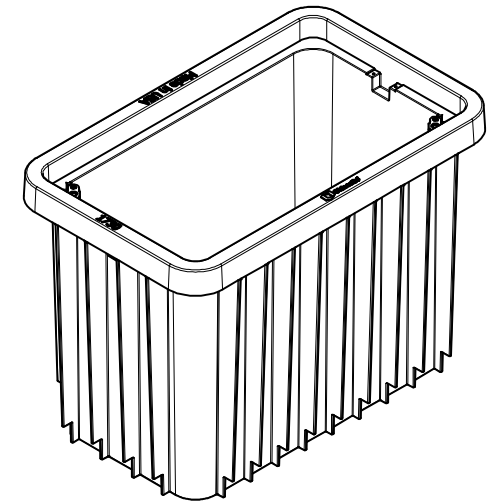
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UNLESS OTHERWISE SPECIFIED
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.X = ± 0.030
FRACTION = $\pm 1/16$
ANGLE = $\pm 1^\circ$

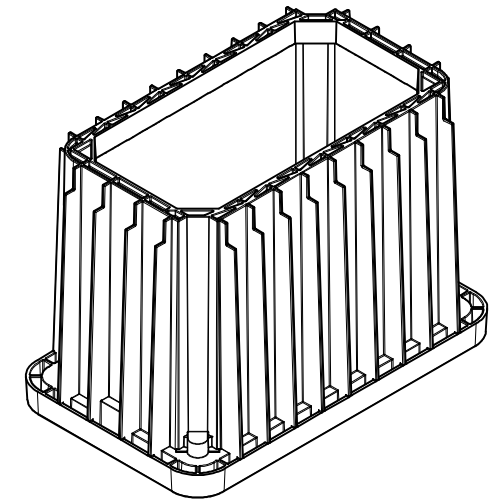
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| DRAWN | 4/26/2016 | TITLE | |
| M MINCIN | 4/26/2016 | 2436-24 DL-HSW BLACK-GRAY T15 0 | |
| CHECKED | 4/29/2016 | MSHL GFBR - 243624T DL-HSW T15 | |
| E LONG | 4/29/2016 | FIBERG 607 | |
| QA | 8/18/2016 | SIZE | |
| D LITTLE | 8/18/2016 | C | |
| MFG | 8/16/2016 | DWG NO | |
| P MASTERLASO | 8/16/2016 | 24366095 | |
| APPROVED | 10/20/2016 | SCALE | |
| T DANG | 10/20/2016 | SHEET 2 OF 3 | |



SECTION B-B



SECTION A-A



MATERIAL: BLENDED POLYPROPYLENE

CUSTOMER FORMAT DRAWING

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

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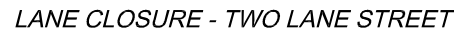
Oldcastle Infrastructure
A CRH COMPANY

OES DESCRIPTION

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

| | | | | |
|--------------------------|-----------|-----------------|------------------------|-----------------|
| AUTHOR K LEITENBERGER | 4/30/2020 | SHEET SIZE A | OES_SKU N/A | REVISION NUMBER |
| CHECKED BY E LONG | 4/30/2020 | SCALE: 1/15 | FILE NAME: 0030984.idw | SHEET 5 OF 6 |

| | | | |
|---|-----------------------|---|---------------|
|  | - Work Area |  | - Channelizer |
|  | - Sign |  | - Arrow Panel |
|  | - Barricade |  | - Flagger |
|  | - Direction of Travel | | |



** Install Signs Every 200 Feet Throughout the Closed Lane or As Needed*



| <i>Guidelines for Length of Longitudinal Buffer Space "B"</i> | |
|---|----------------------|
| <i>Speed Limit (mph)</i> | <i>Length (Feet)</i> |
| 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 |

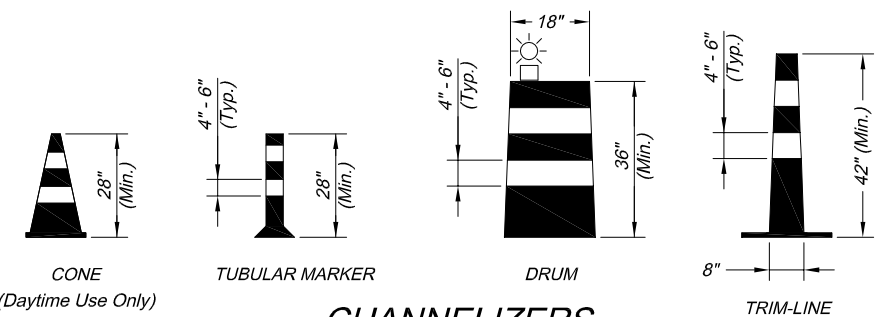
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|  |  |  |  |  |  |
| (A) W20-1 36" x 36" | (B) W20-2 36" x 36" | (C) W20-4 36" x 36" | (D) W20-5R 36" x 36" | (E) W20-7a 36" x 36" | (F) W1-4L 36" x 36" |
|  |  |  |  |  |  |
| (G) W4-2R 36" x 36" | (H) G20-2 36" x 18" | (I) R3-2 24" x 24" | (J) R4-7a 24" x 30" | (K) R11-2 48" x 30" | (L) R11-4 60" x 30" |



* Install Signs Every 200 Feet Throughout the Closed Lane or As Needed

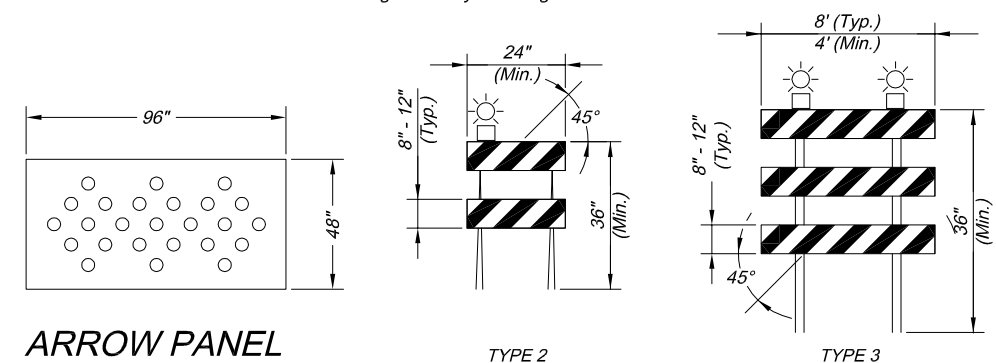


1. All signs, barricades, channelizers, markings and other traffic control devices shall conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
2. All traffic control devices shall be standard in size, shape, color, and message, in good condition, and retro-reflectORIZED. 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.



CHANNELIZERS

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



ARROW PANEL

BARRICADES

CITY OF LEE'S SUMMIT
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
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TRAFFIC CONTROL DETAILS

STANDARD DRAWING IC-1



Project:

| |
|------------------|
| Drawn By: JJW |
| Checked By: MP |
| Date: 12-10-2008 |
| Project No.: X |

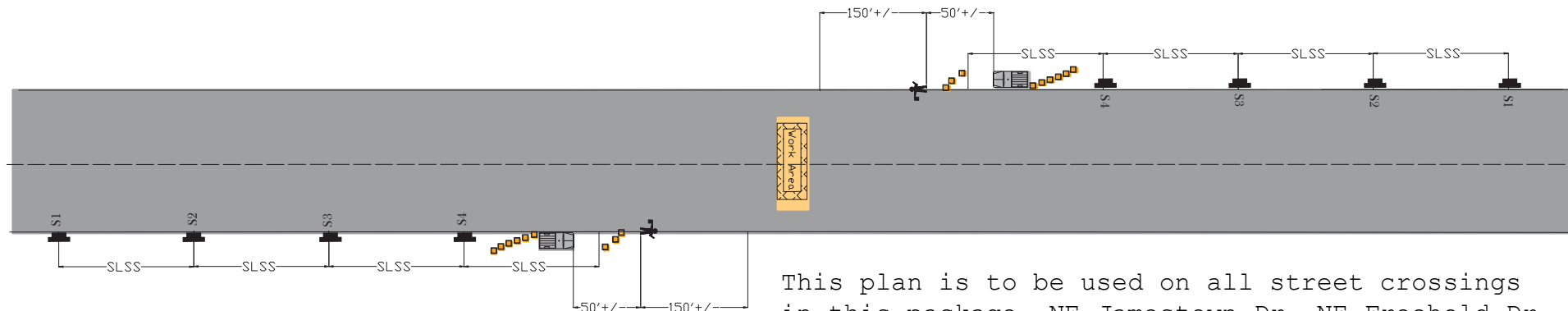
OF x



TRAFFIC CONTROL FOR UNDERGROUND INSTALLATION ACROSS ROADS

| | |
|--|------------------------------|
| S1 | UTILITY WORK AHEAD (W21-7) |
| S2 | MEN WORKING |
| S3 | 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 -GOOGLE FIBER / ATLANTIC ENGINEERING GROUP TO PULL NEW FIBER OPTIC CABLE THROUGH CONDUIT -CABLE WILL BE PULLED THROUGH EXISTING CONDUIT OR NEW CONDUIT WILL BE INSTALLED. TRAFFIC WILL BE STOPPED ONLY AS NEEDED. -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 Jamestown Dr, NE Freehold Dr, NE Goshen Dr.
See attached maps.



BRET SIMONS
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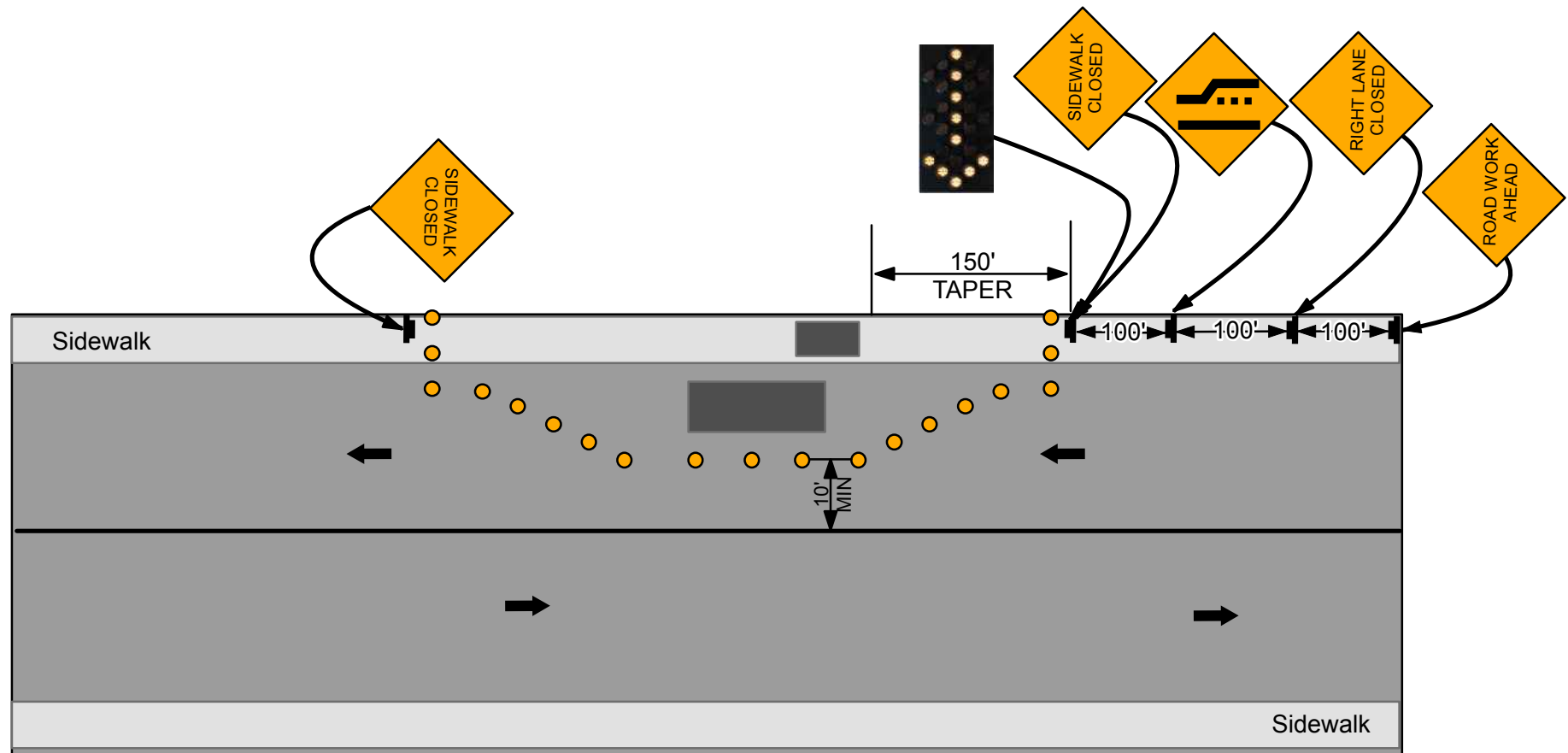
Legend

-  CONE PLACEMENT
-  SIGNAGE PLACEMENT

SIGNS AND CONES
MOVE AS WORK
PROGRESSES



TRAFFIC CONTROL ALONG ROADS WITH SIDEWALKS






This plan is to be used on all 2 lane roads with sidewalks in this package. NE Jamestown Dr, NE Freehold Dr, NE Goshen Dr.
See attached maps.



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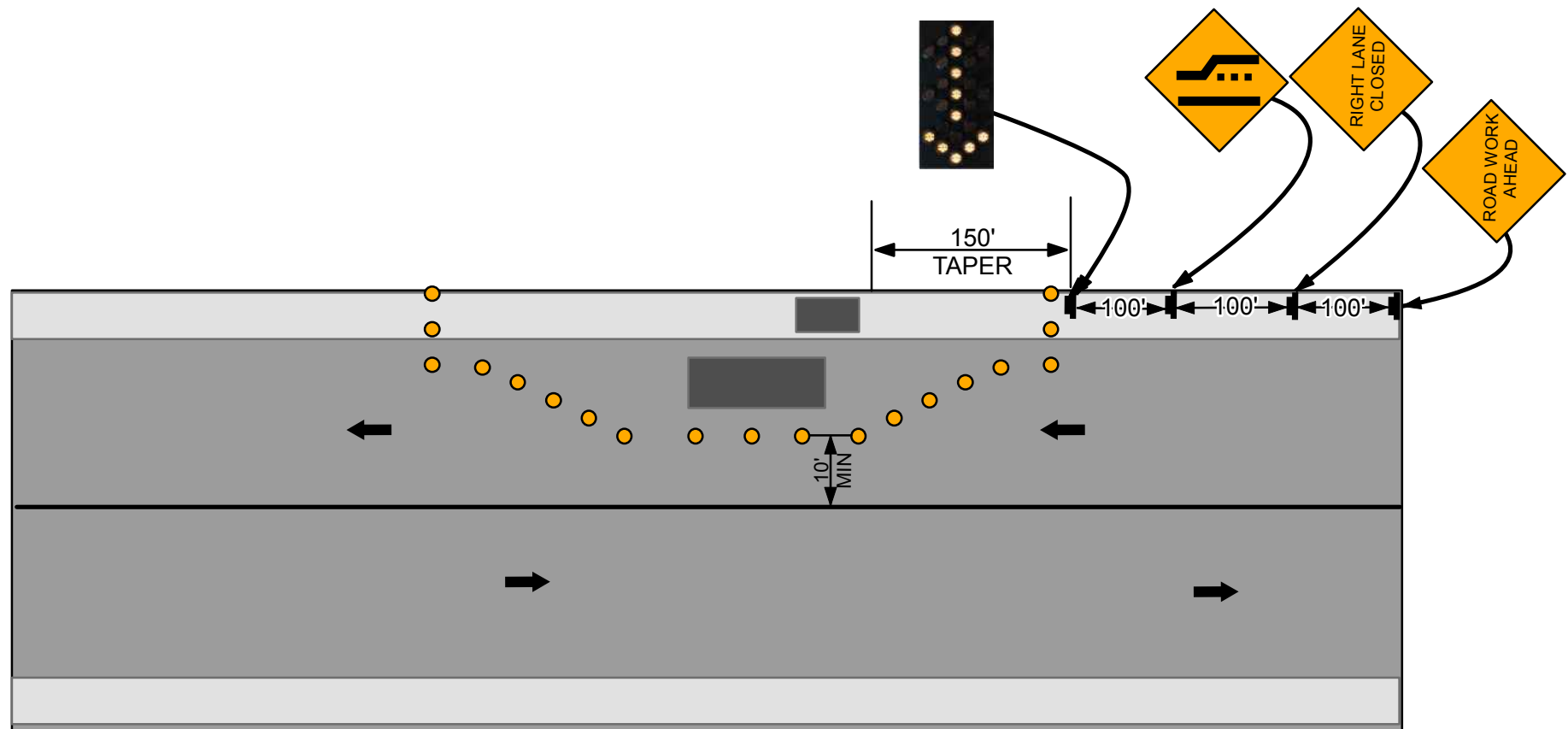
Legend

-  CONSTRUCTION VEHICLE
-  CONE PLACEMENT
-  SIGNAGE PLACEMENT

SIGNS AND CONES
MOVE AS WORK
PROGRESSES



TRAFFIC CONTROL ALONG ROADS






This plan is to be used on all 2 lane roads in this package. NE Jamestown Dr, NE Freehold Dr, NE Goshen Dr. See attached maps.



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Legend

-  CONSTRUCTION VEHICLE
-  CONE PLACEMENT
-  SIGNAGE PLACEMENT

SIGNS AND CONES
MOVE AS WORK
PROGRESSES

