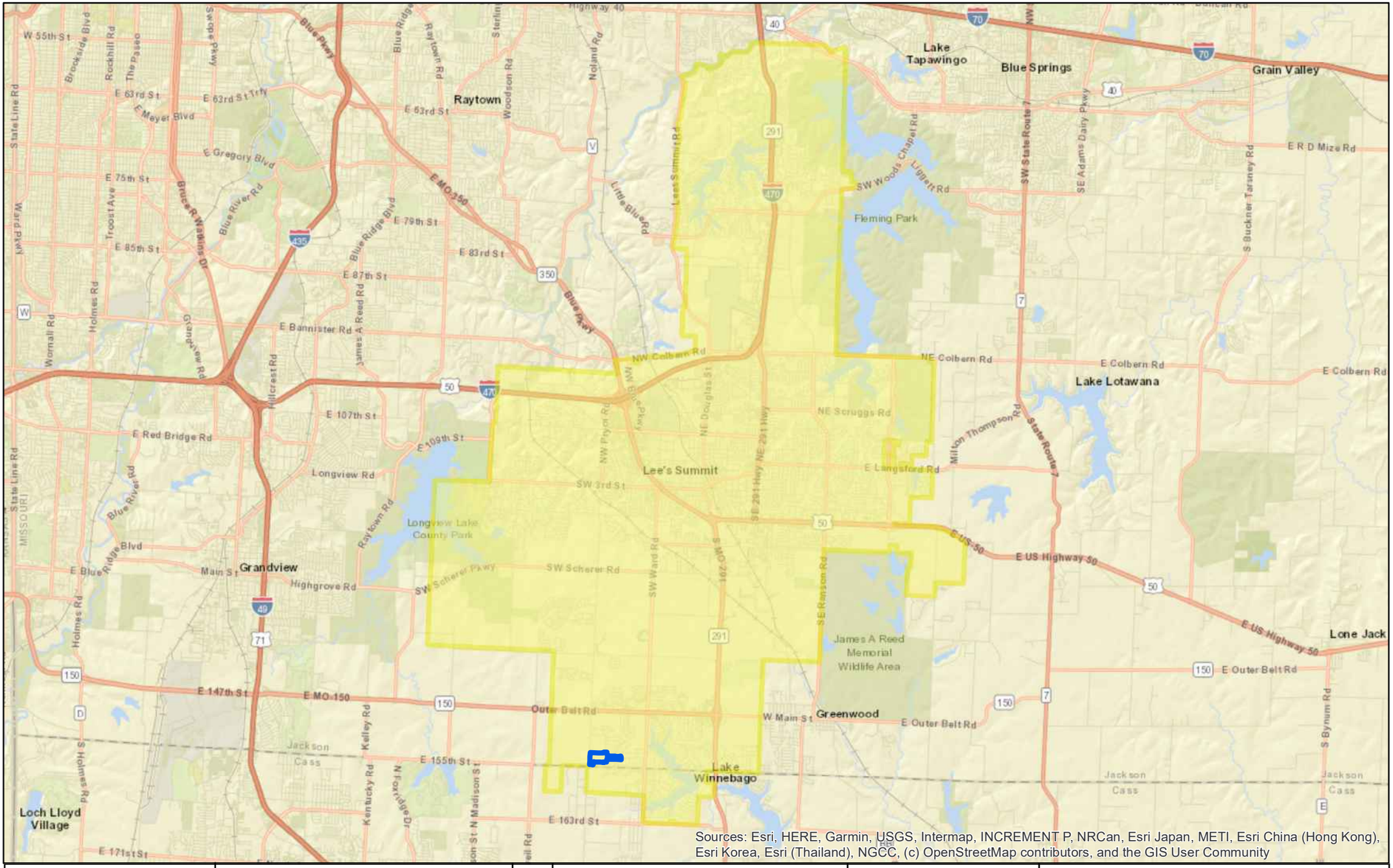

AEG

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

Legend LSM153-2

AREA OF INTEREST

LEES SUMMIT, MO CITY BOUNDARY

0 8,750 17,500 Feet

N

INI	BY	DATE	DESCRIPTION
	CN	3/20/2022	PERMIT DRAWING

Google Fiber

Lees 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.

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

AEG

CREATED BY:
Bret Simons
EMAIL:
bret.simons@aeg.cc

Legend LSM153-2

AREA OF INTEREST

0 75 150 300 Feet

N

INI	BY	DATE	DESCRIPTION
	CN	3/20/2022	PERMIT DRAWING

Google Fiber

Lees Summit, MO
City Permit Plan View

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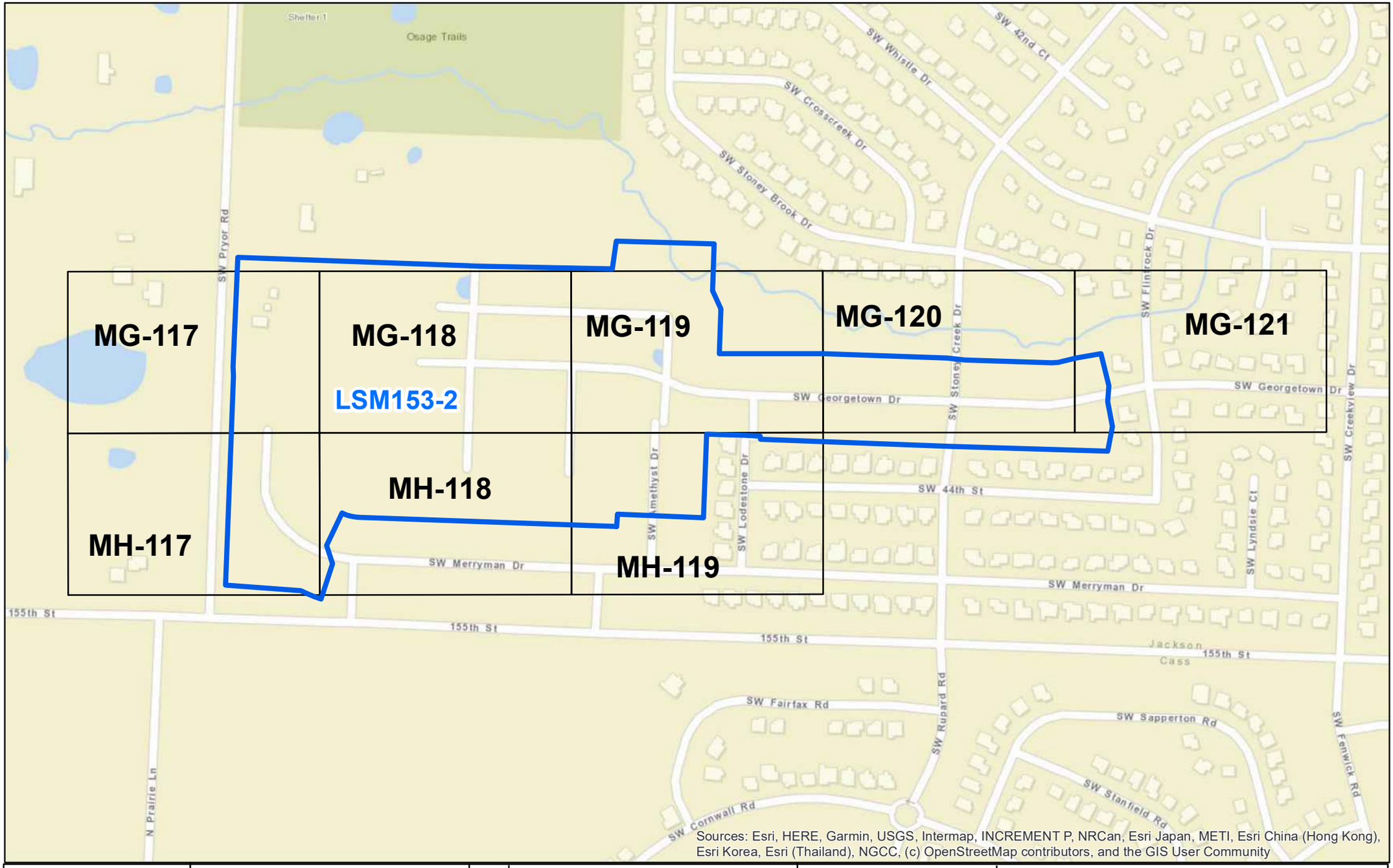

AEG

CREATED BY:
Bret Simons
EMAIL:
bret.simons@aeg.cc

Legend LSM153-2

AREA OF INTEREST

GRIDS

0 105 210 420 Feet

N

INI	BY	DATE	DESCRIPTION
	CN	3/20/2022	PERMIT DRAWING

Google Fiber

Lees Summit, MO
City Permit Plan View

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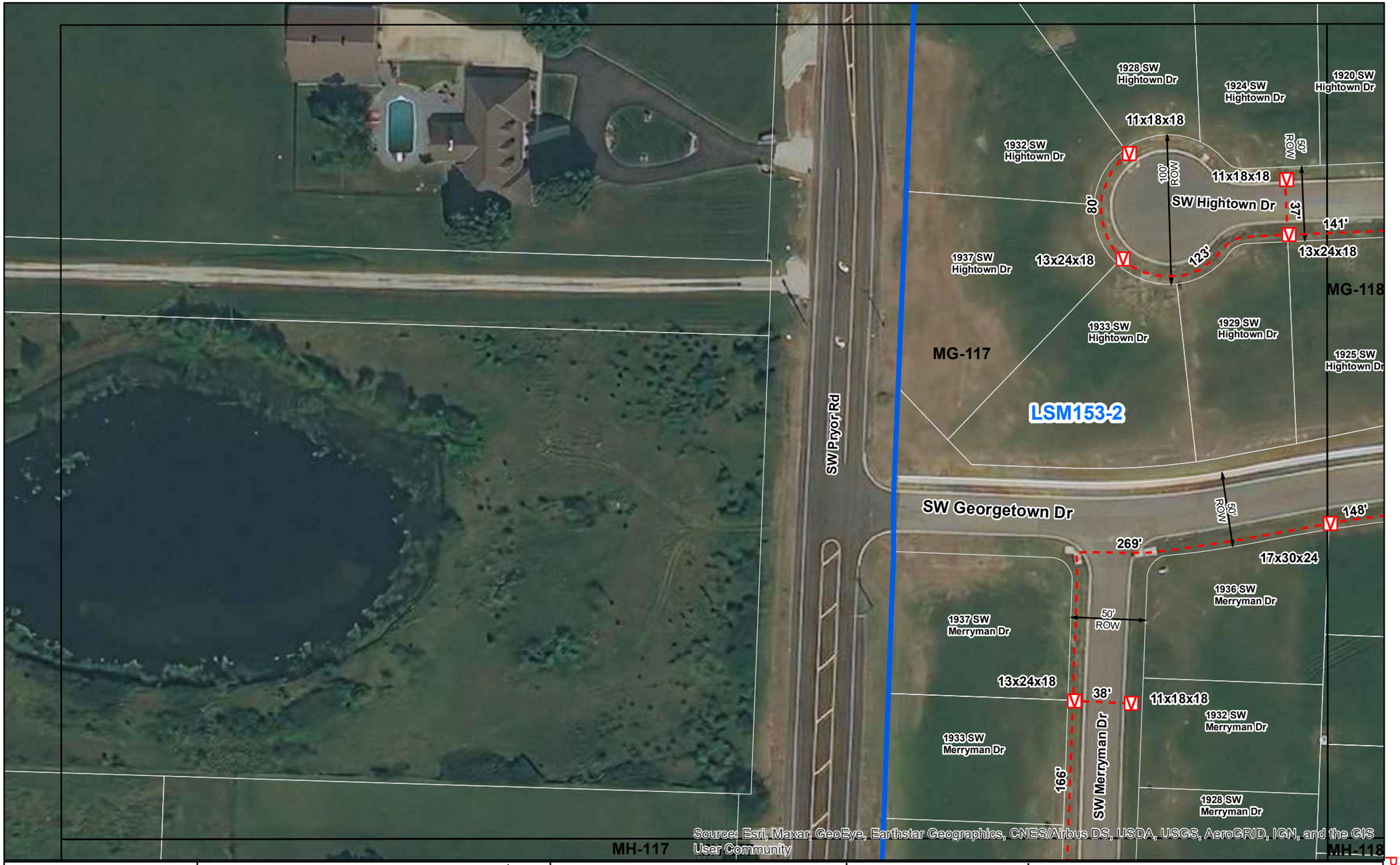

AEG

CREATED BY:
Bret Simons
EMAIL:
bret.simons@aeg.cc

Legend LSM153-2

- AREA OF INTEREST
- PROPOSED VAULT
- PROPOSED UG CONDUIT
- ROW Distance
- ELECTRIC MAIN
- GAS MAIN
- SEWER MAIN
- TELECOM MAIN
- WATER MAIN

0 35 70 140 Feet

N

INI	BY	DATE	DESCRIPTION
	CN	3/20/2022	PERMIT DRAWING

Google Fiber

Lees Summit, MO
City Permit Plan View

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Legend LSM153-2

- AREA OF INTEREST
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- GAS MAIN
- SEWER MAIN
- TELECOM MAIN
- WATER MAIN

0 35 70 140 Feet

N

INI	BY	DATE	DESCRIPTION
	CN	3/20/2022	PERMIT DRAWING

Google Fiber

Lees Summit, MO
City Permit Plan View

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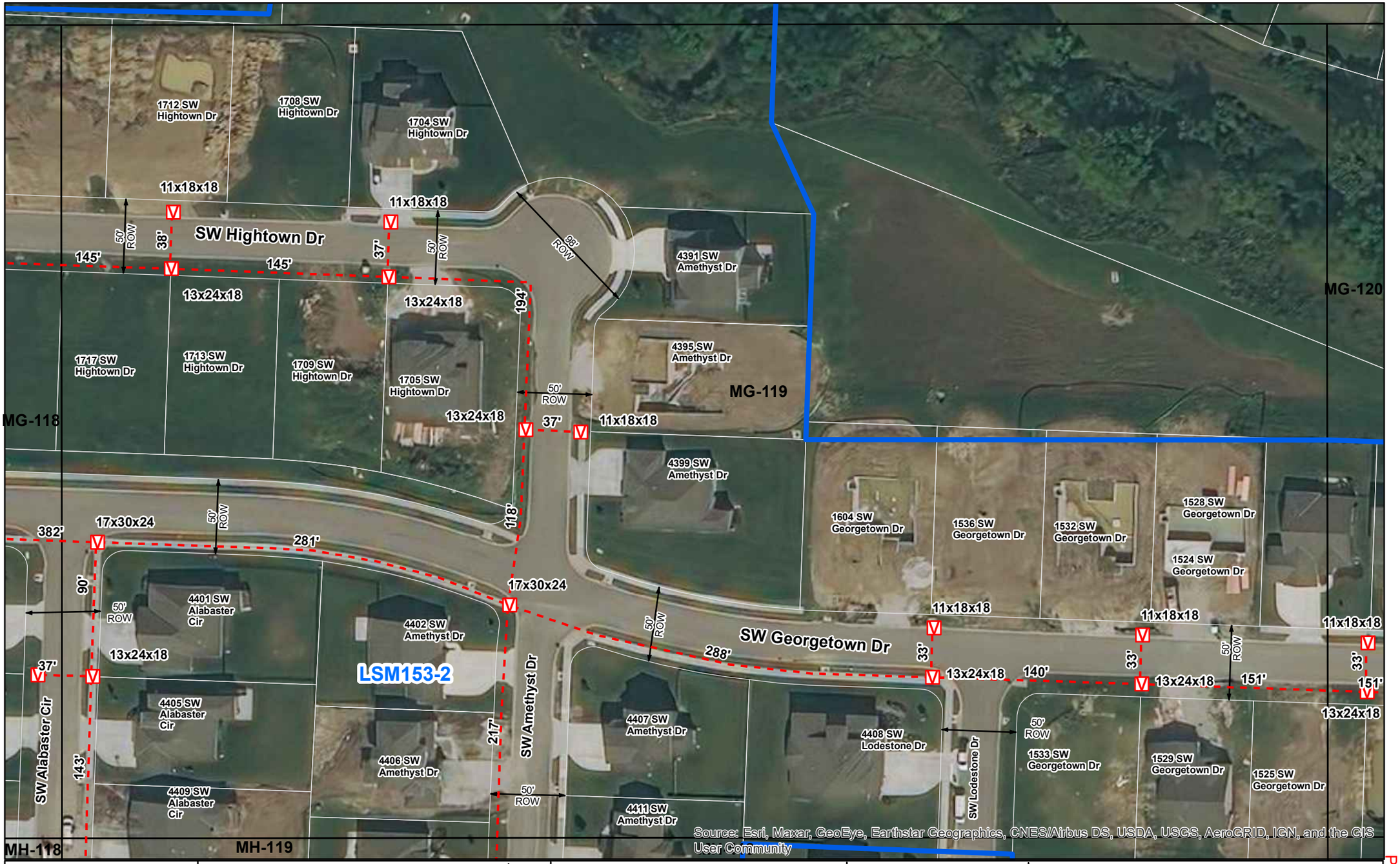

AEG

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EMAIL:
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Legend LSM153-2

- AREA OF INTEREST
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INI	BY	DATE	DESCRIPTION
	CN	3/20/2022	PERMIT DRAWING

Google Fiber

Lees Summit, MO
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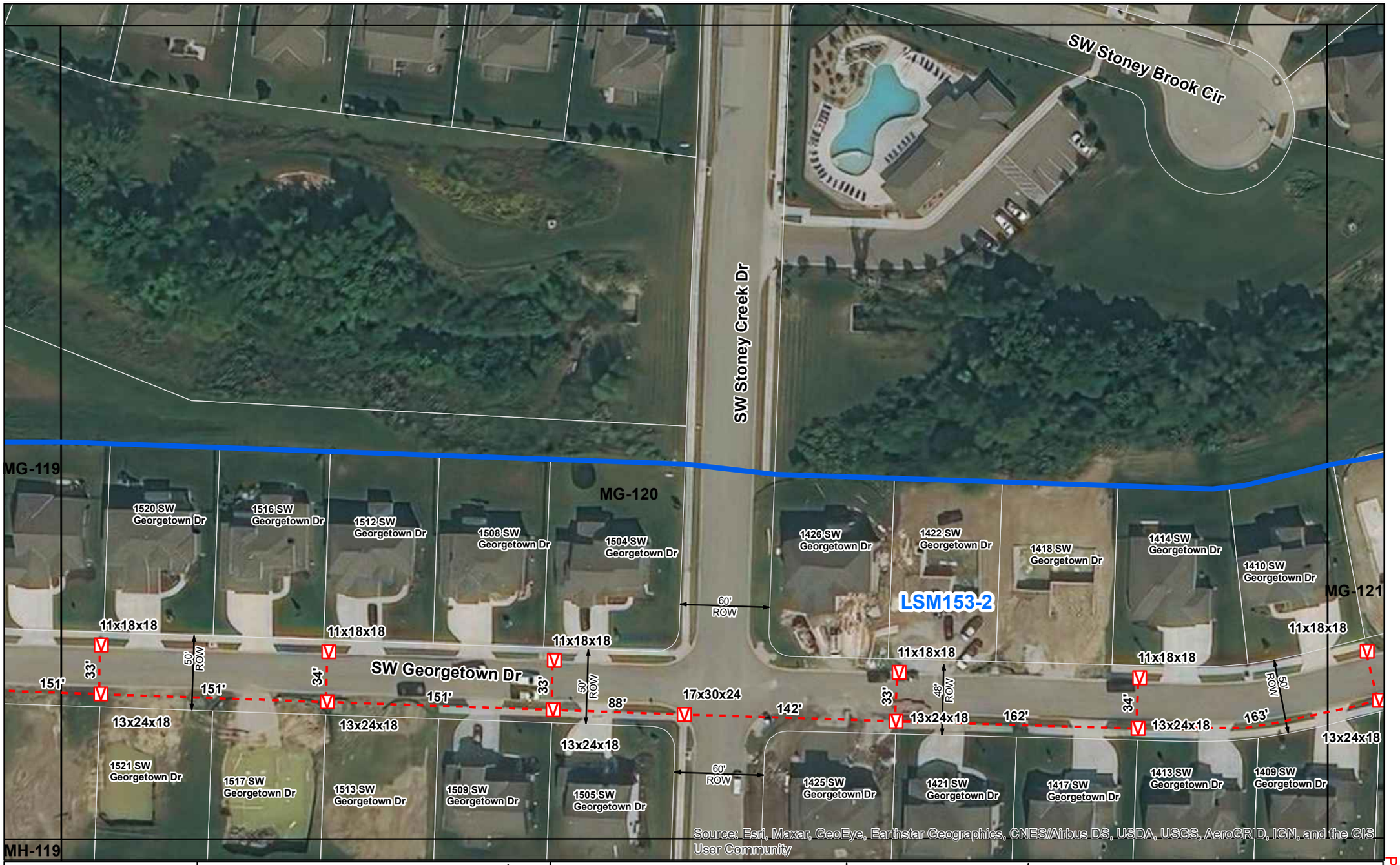

AEG

CREATED BY:
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bret.simons@aeg.cc

Legend LSM153-2

- AREA OF INTEREST
- PROPOSED VAULT
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INI	BY	DATE	DESCRIPTION
	CN	3/20/2022	PERMIT DRAWING

Google Fiber

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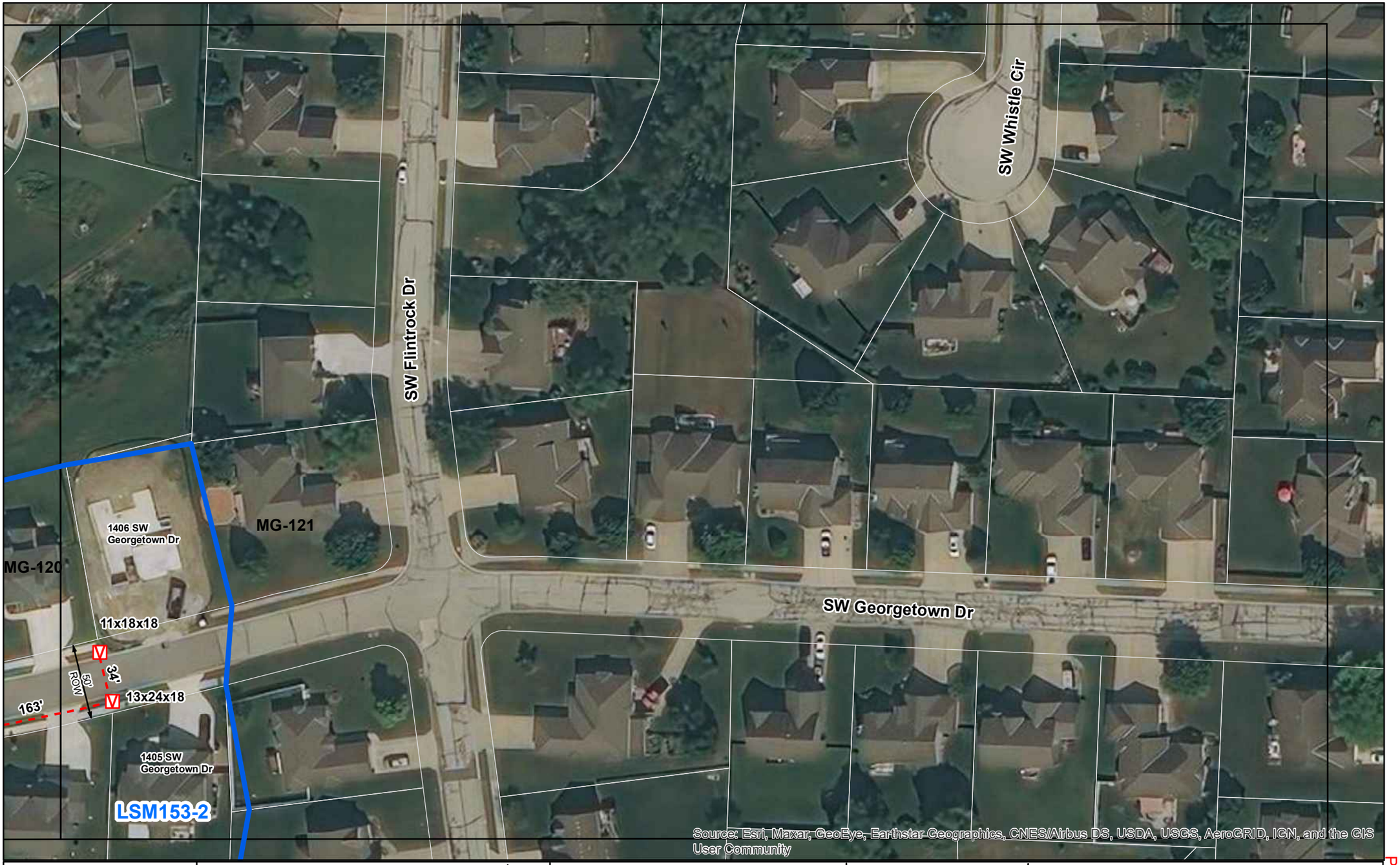

AEG

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Legend LSM153-2

- AREA OF INTEREST
- PROPOSED VAULT
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- WATER MAIN

0 35 70 140 Feet

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INI	BY	DATE	DESCRIPTION
	CN	3/20/2022	PERMIT DRAWING

Google Fiber

Lees Summit, MO
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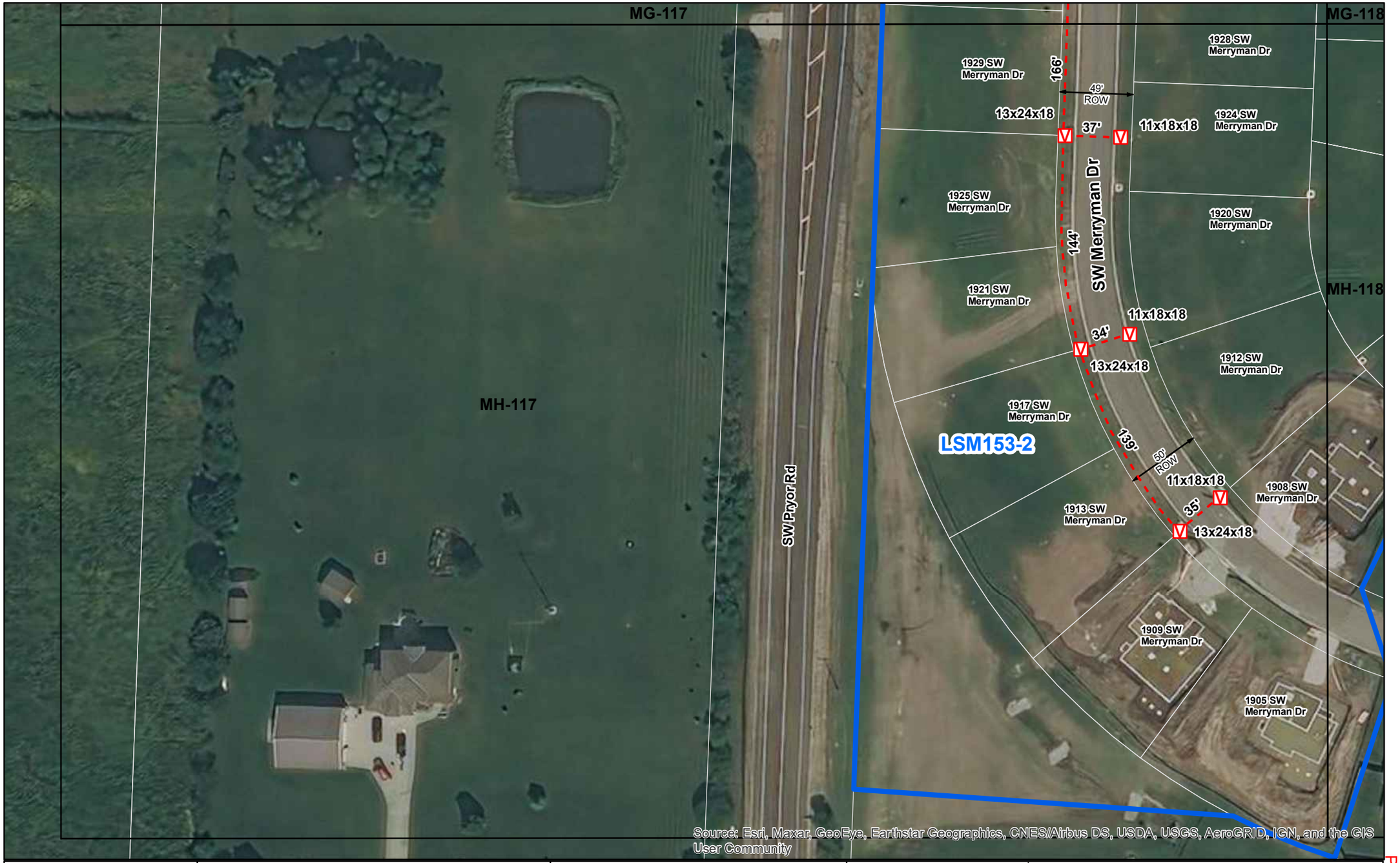

AEG

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Bret Simons
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Legend LSM153-2

- AREA OF INTEREST
- PROPOSED VAULT
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INI	BY	DATE	DESCRIPTION
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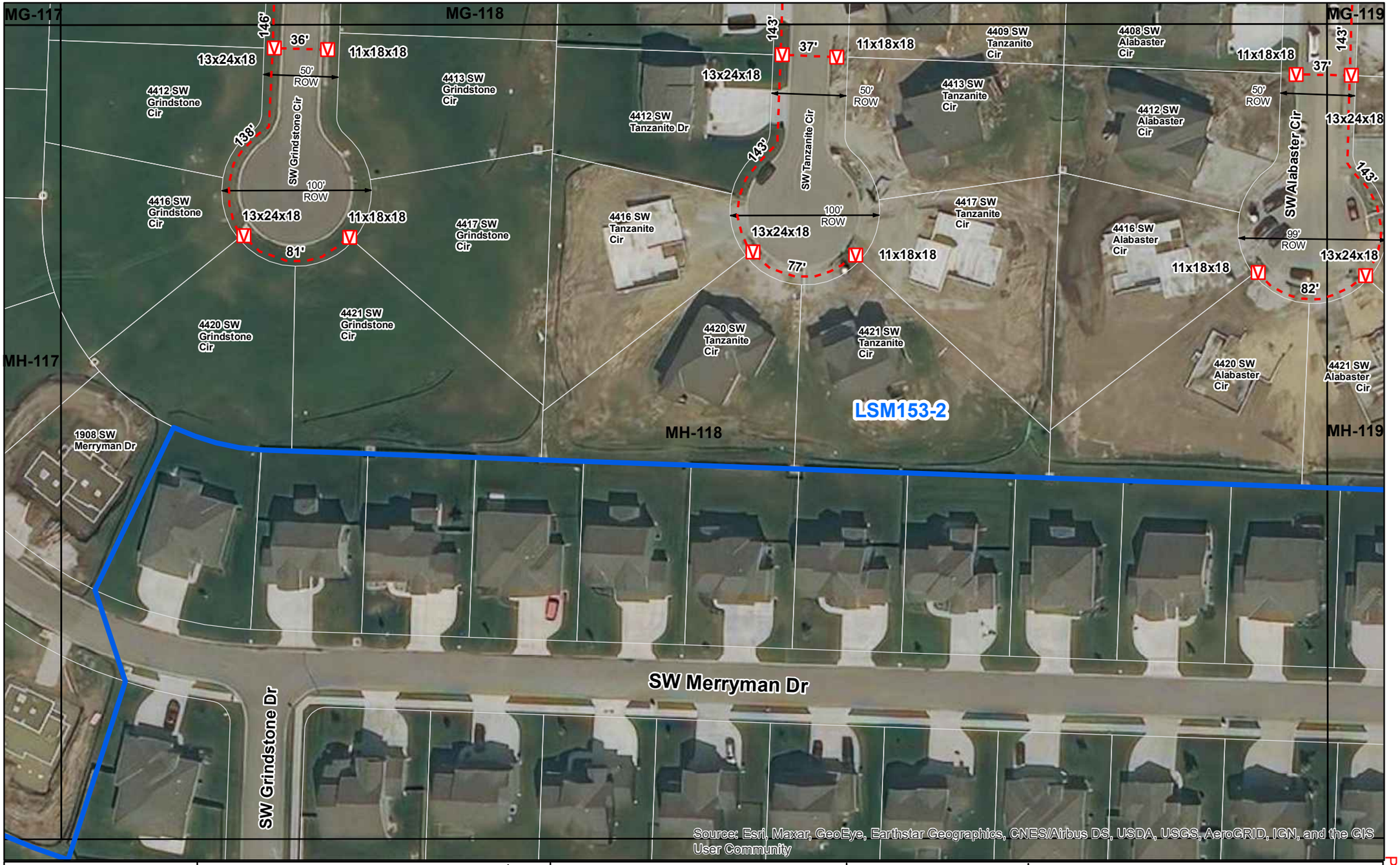

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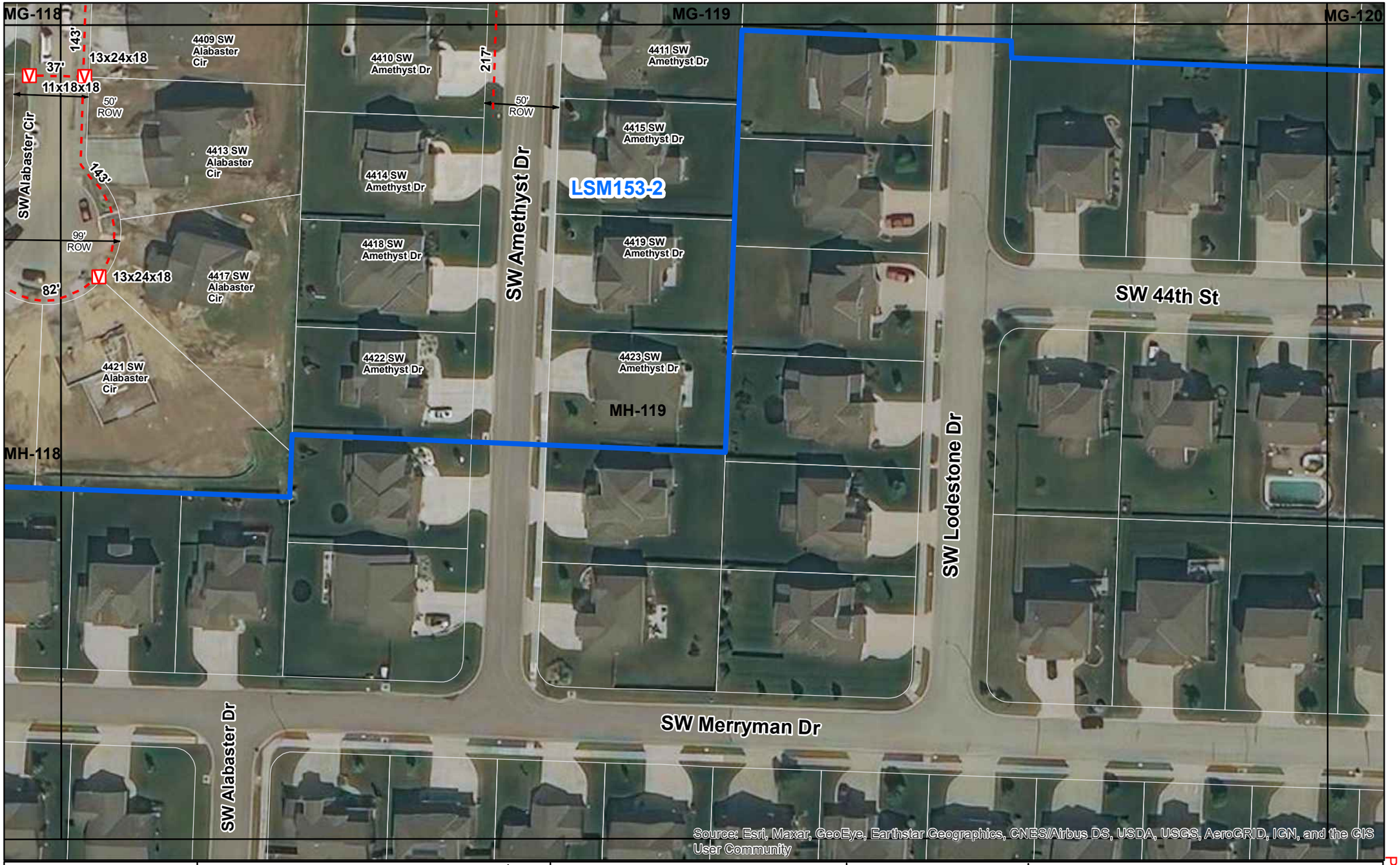

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Legend LSM153-2

- AREA OF INTEREST
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INI	BY	DATE	DESCRIPTION
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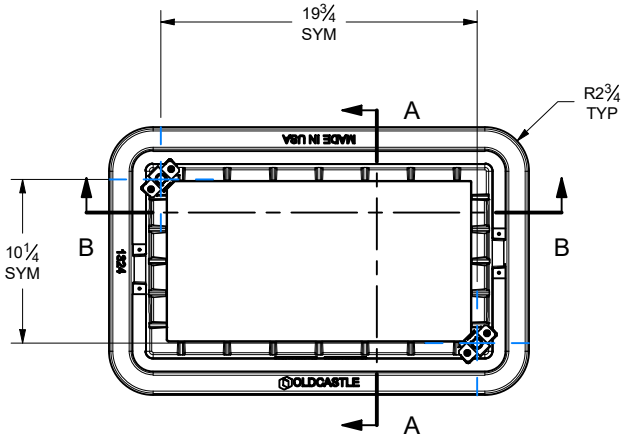
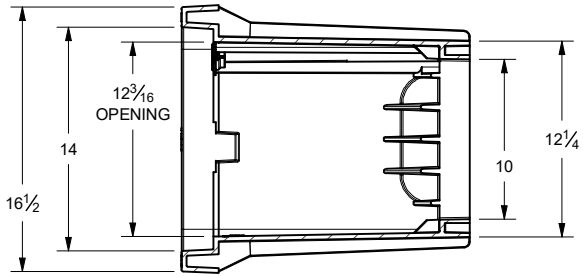
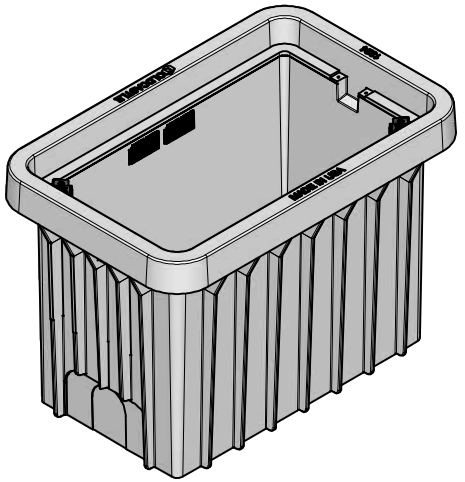
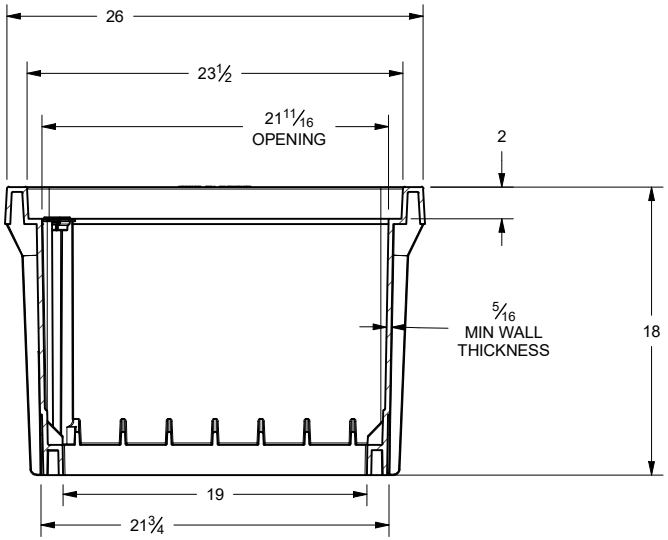


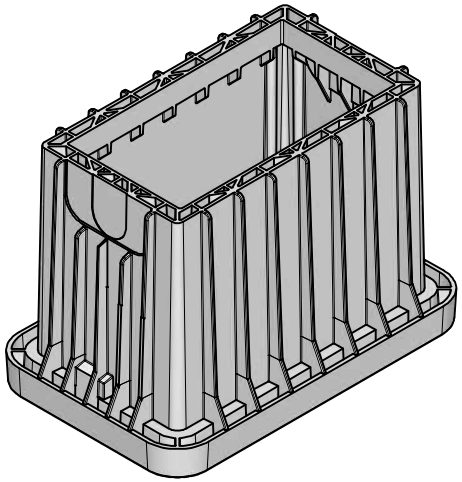


SECTION A-A





SECTION B-B



CUSTOMER FORMAT DRAWING

TOTAL EST. UNIT WEIGHT: 41.69 LBS

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

MATERIAL: VARIES	OES_PART_WEIGHT: 41.69 LBS
OES_TREATMENT/COATING:	PROJECTION
OES_DRAWING_UNITS:	

Oldcastle Infrastructure
A CRH COMPANY

GENERAL TOLERANCES

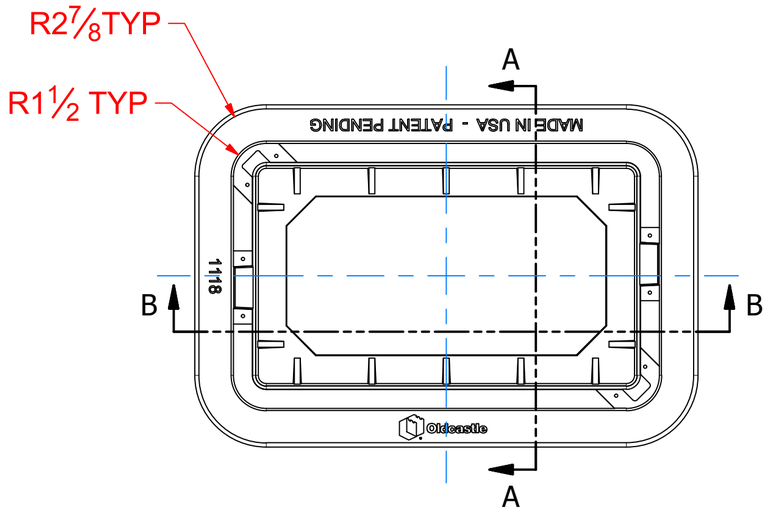
IMPERIAL	METRIC
X.XXX = ± .005	X.XX = ± 0.10
X.XX = ± 0.01	X.X = ± 0.5
X/X = ± 1/16	X = ± 1
X° = ± 1°	X° = ± 1°
63	1.6

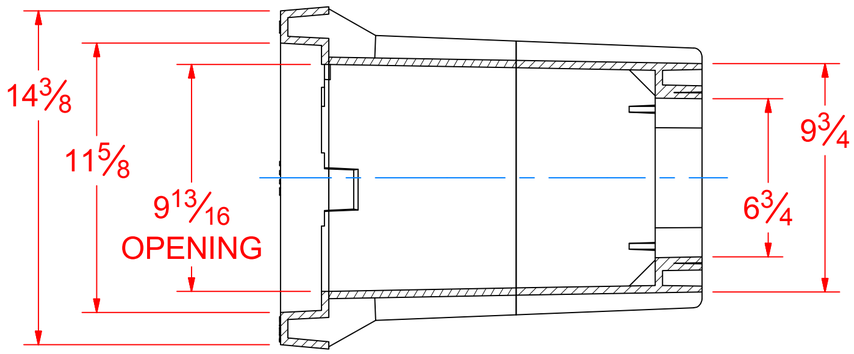
- ITEMS NOT DIMENSIONED CAN BE MANUFACTURED WITH 3D FILE USING THE FINER GENERAL TOLERANCE
- DO NOT MEASURE OR CHANGE SCALE
- REMOVE BURRS AND SHARP EDGES

OES_DESCRIPTION

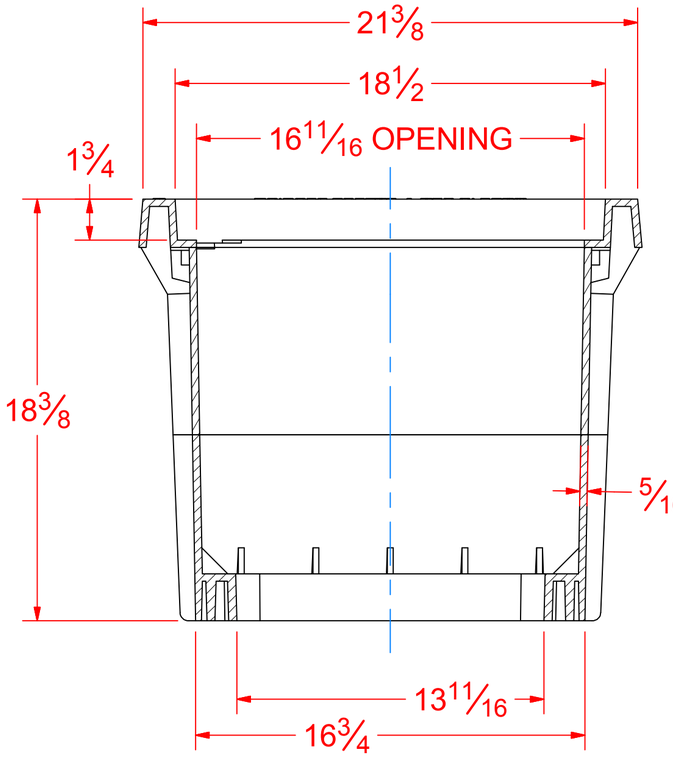
1324-18 DL/LW UNIT, FLUSH COVER T15 GRAY, 2X 1/2-6 HEX AUGER CPBLT, 'GFBR'

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

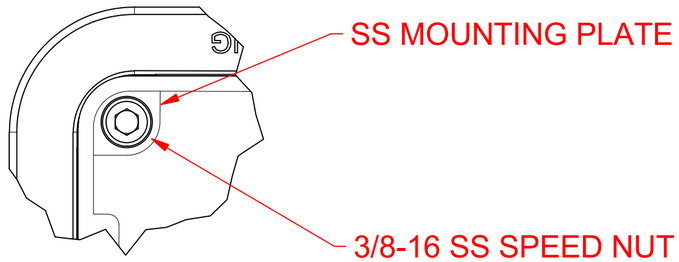


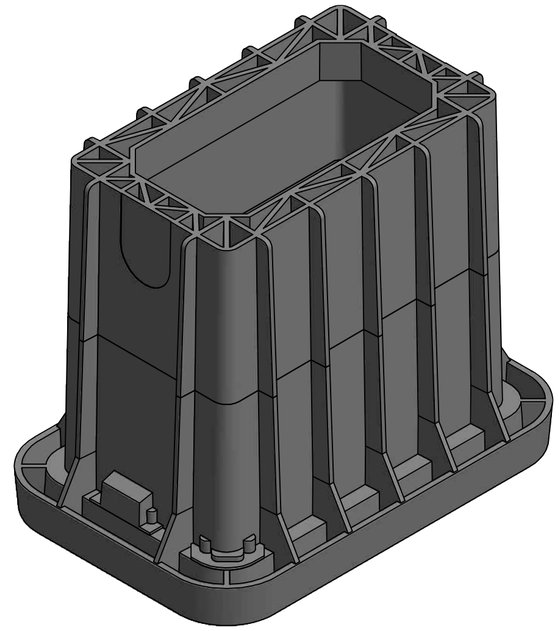


SECTION A-A



SECTION B-B





MATERIAL: BLENDED POLYPROPYLENE, GRAY

SKU SHOWN: 11182580

CUSTOMER FORMAT DRAWING

BODY EST. WEIGHT: 16.3 LBS

UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS ARE IN INCHES
TOLERANCE:
.XXX = ±.005
.XX = ±.010
.X = ±.030

FRACTION = ±1/8
ANGLE = ±1°

DRAWN	M MINCIN	4/15/2015
CHECKED	E LONG	12/4/2014
QA		
MFG		
APPROVED		

NOT RELEASED

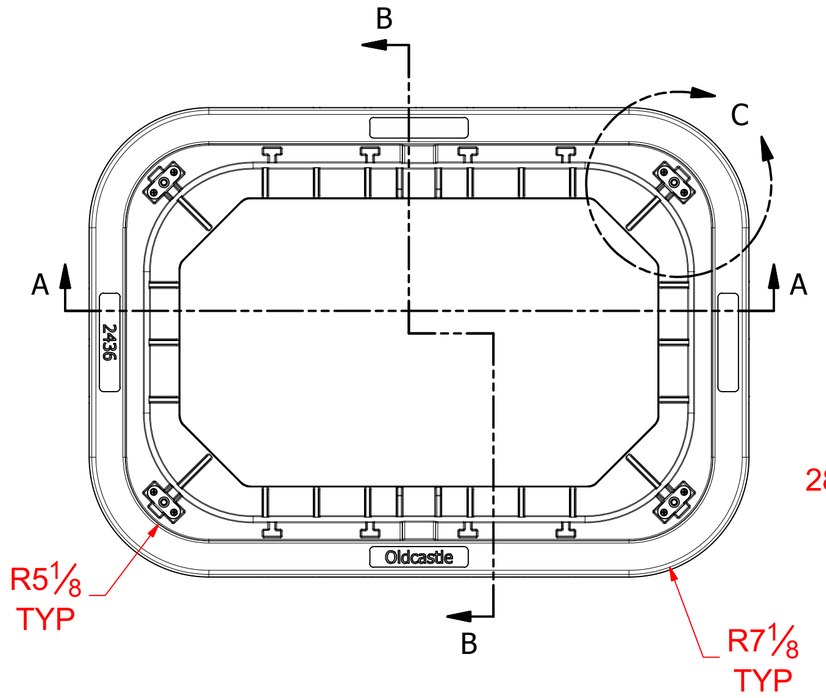
Oldcastle® Enclosure Solutions
1675 INDUSTRIAL DR.
NAPOLEON, OH 43545
419-592-2309

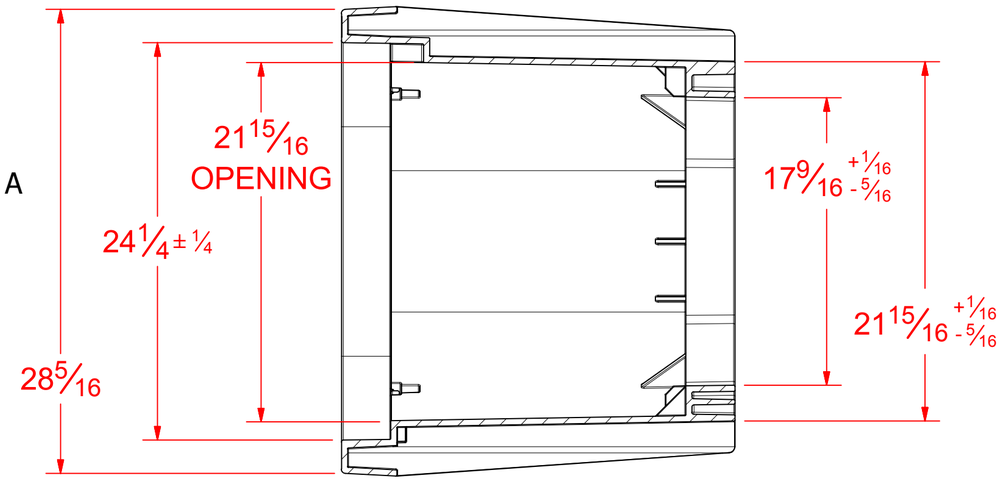
TITLE: 1118-18 GRAY T15 "GFBR" CPBLT - HWPC111818T-T15 607

SIZE	DWG NO	REV
C	11186120	

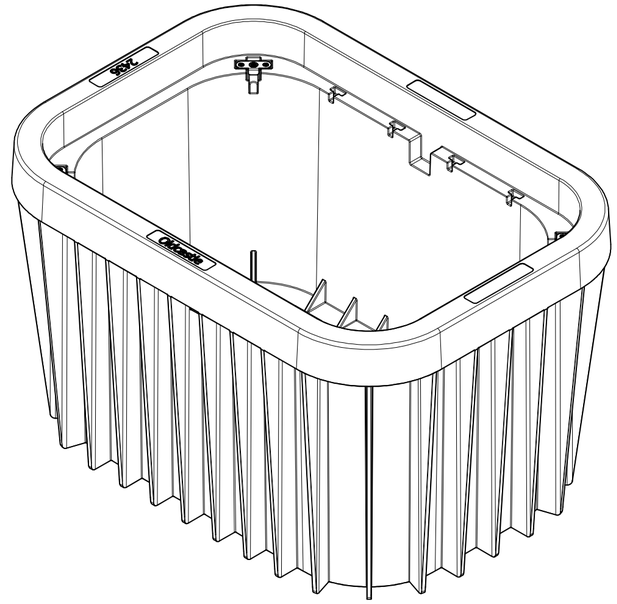
SCALE

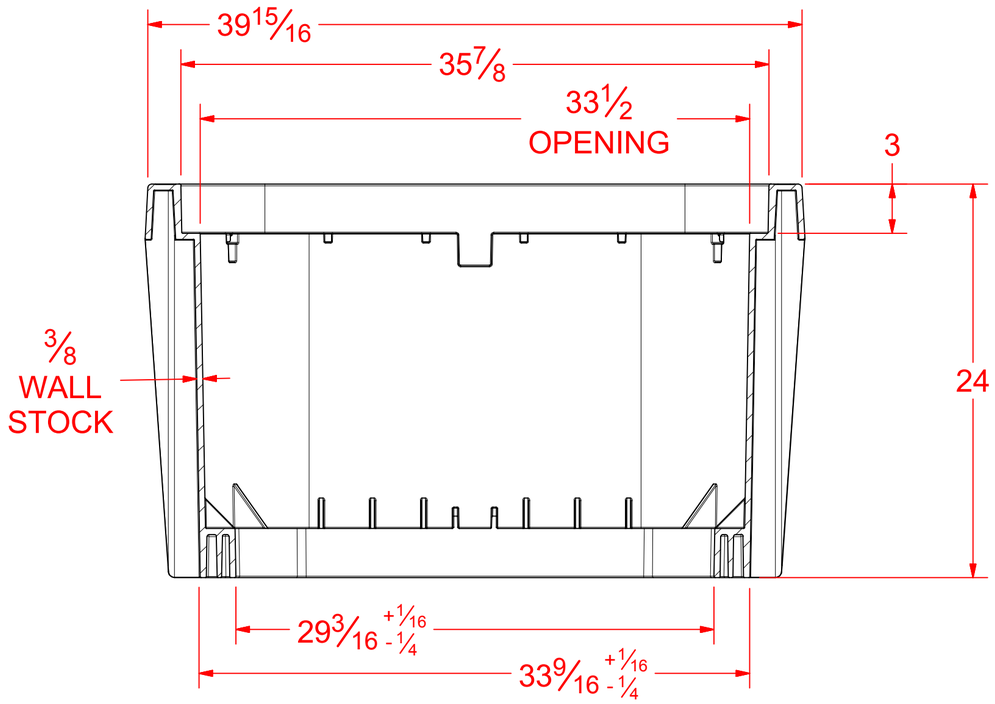
THIS BODY MEETS OR EXCEEDS THE REQUIREMENTS OF ANSI/SCTE 77-2013, TIER-15 PERFORMANCE.



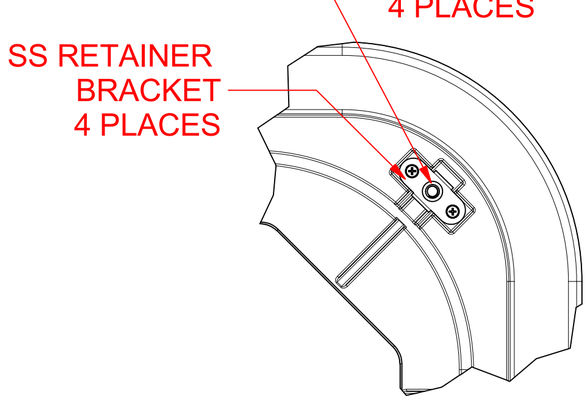


SECTION B-B

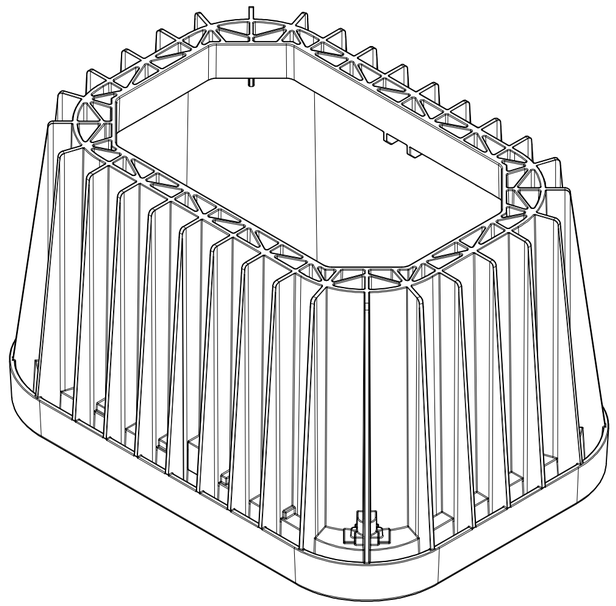




SECTION A-A



DETAIL C



MATERIAL: GLASS FILLED POLYPROPYLENE, BLACK

SKU SHOWN: 24362070

CUSTOMER FORMAT DRAWING

BODY EST. WEIGHT: 70 LBS

Oldcastle® Enclosure Solutions
1675 INDUSTRIAL DR.
NAPOLEON, OH 43545
419-592-2309

UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN INCHES TOLERANCE:
.XXX = ±.005
.XX = ±.010
.X = ±.030

FRACTION = ±1/16
ANGLE = ±1°

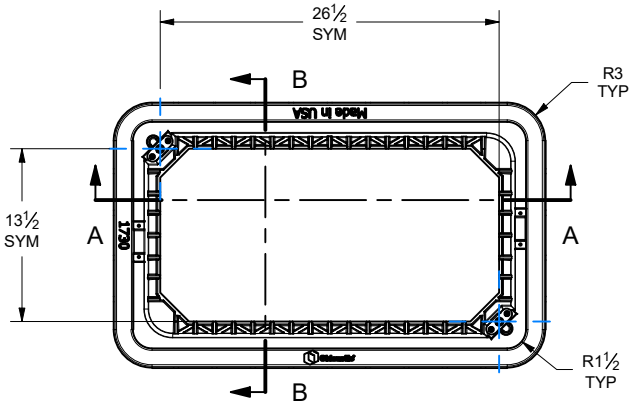
DRAWN	M MINCIN	4/26/2016
CHECKED	E LONG	4/29/2016
QA	D LITTLE	8/18/2016
MFG	P MASTERLASO	8/16/2016
APPROVED	T DANG	10/20/2016

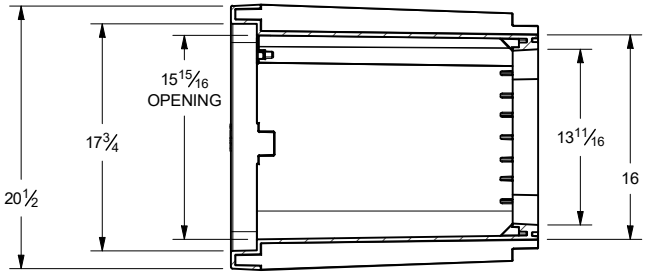
TITLE
2436-24 DL-HSW BLACK-GRAY T15 0
MSHL GFBR - 243624T DL-HSW T15
FIBERG 607

SIZE	DWG NO	REV
C	24366095	

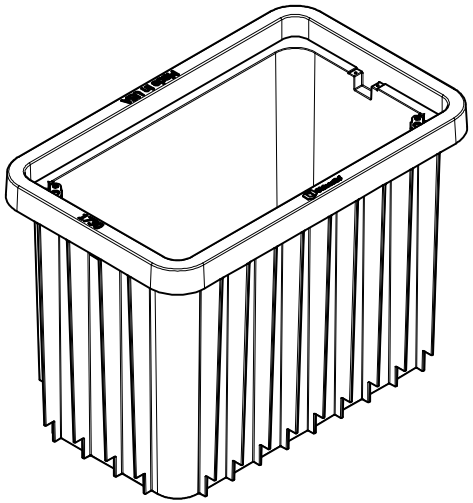
SCALE

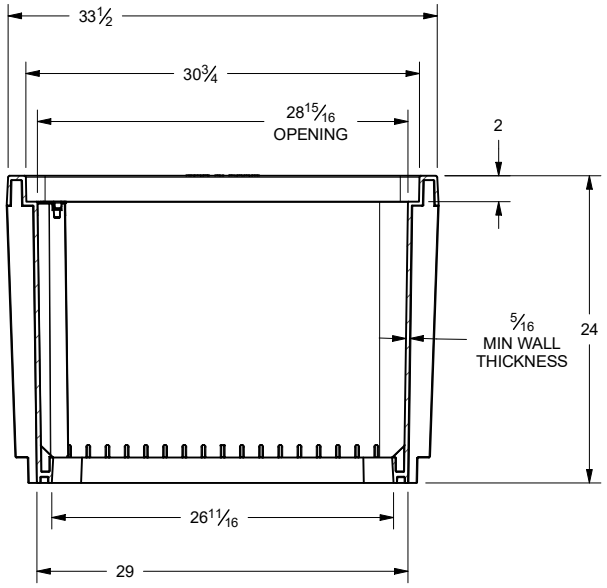
SHEET 2 OF 3



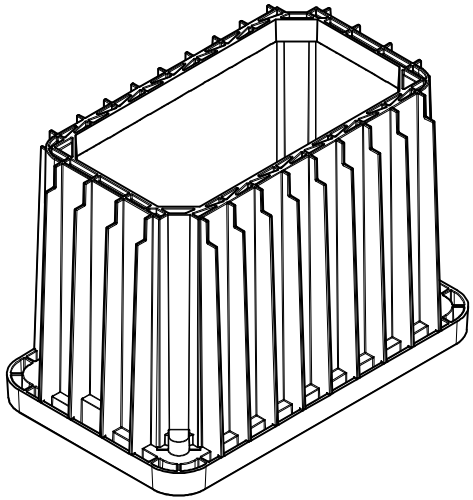


SECTION B-B





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

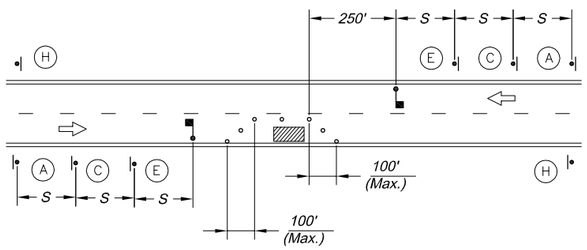
Oldcastle Infrastructure
A CRH COMPANY

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

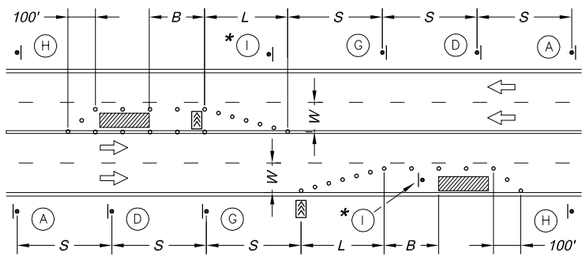
AUTHOR		SHEET SIZE	OES_SKU	REVISION NUMBER
K LEITENBERGER	4/30/2020	A	N/A	
CHECKED BY				
E LONG	4/30/2020	SCALE: 1/15	FILE NAME: 0030984.idw	SHEET 5 OF 6

SYMBOL LEGEND

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

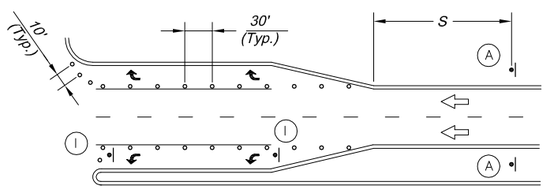


LANE CLOSURE - TWO LANE STREET



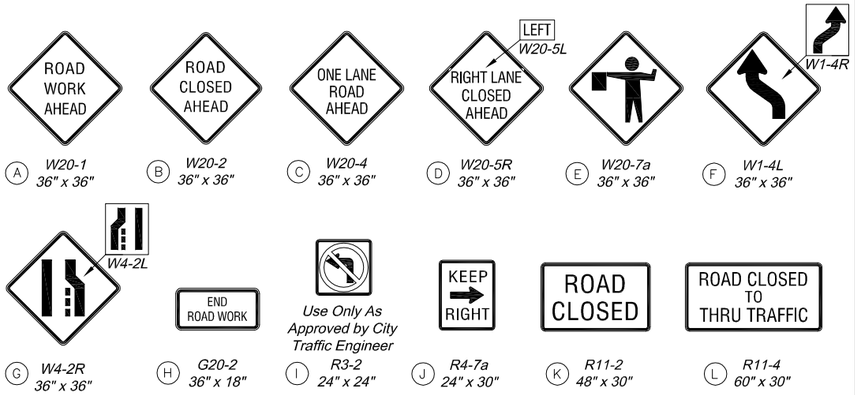
LANE CLOSURE - FOUR LANE STREET

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

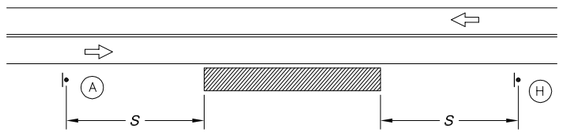


TURN LANE CLOSURE

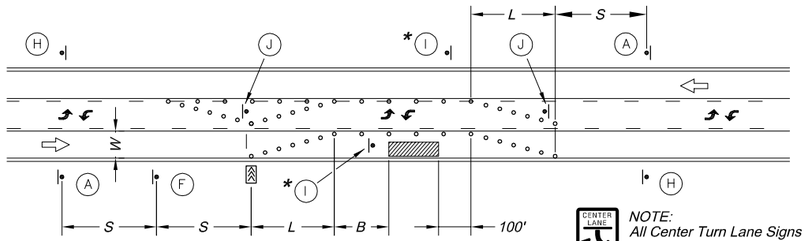
SIGN LEGEND



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"



TYPICAL SIGNING FOR WORK ADJACENT TO THE STREET



CENTER LANE ONLY
R3-9b

NOTE:
All Center Turn Lane Signs (MUTCD No. R3-9B) Shall Be Covered During Lane Closure

LANE CLOSURE - THREE LANE STREET

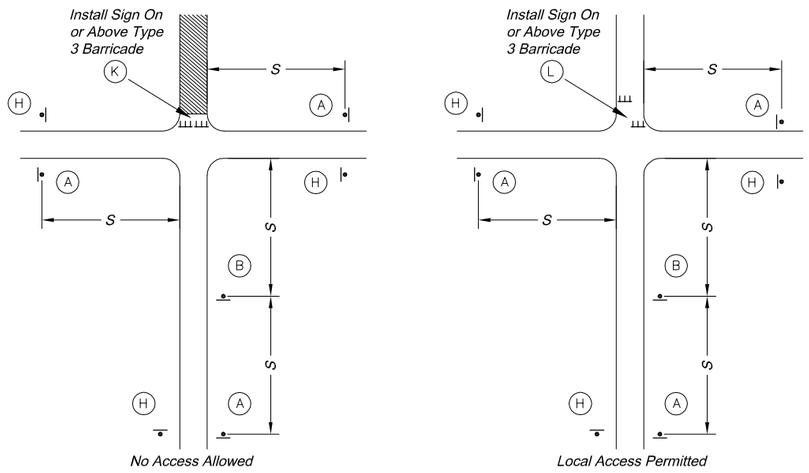
* Install Signs Every 200 Feet Throughout the Closed Lane or As Needed

Sign Spacing "S"	
Speed Limit (mph)	Spacing (Feet)
25	100
30 - 35	250
≥ 40	350

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

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

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



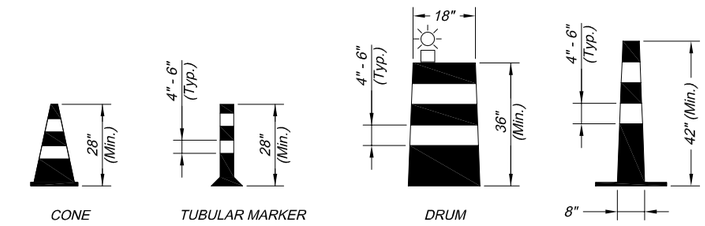
No Access Allowed

Local Access Permitted

TYPICAL STREET CLOSURE

GENERAL NOTES:

1. All signs, barricades, channelizers, markings and other traffic control devices shall conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
2. All traffic control devices shall be standard in size, shape, color, and message, in good condition, and retro-reflectorized. All signs shall be securely mounted with height and lateral location as described in the MUTCD.
3. Warning lights shall be used on barricades in place at night and on warning signs which alert drivers about a change in alignment, traffic control, lane closure, or road closure.
4. Flaggers shall be used where indicated on the plans, where construction vehicles interact with normal traffic, or where construction activities impose a restriction on traffic, as directed by the City Traffic Engineer. Where flaggers are used, advance signing shall be erected as shown in the details or as specified in the MUTCD. Flaggers shall meet the requirements in the MUTCD in regard to character, training, attire, and behavior.
5. Trim-lines are the City's preferred channelizing device. Cones may not be used at nighttime.
6. Traffic control devices not in use or not applicable shall be either covered or removed from the work area.
7. The Contractor shall use barricades, street plates, or fencing as needed to effectively shield pedestrian and vehicular traffic from exposed objects, excavations, and construction activities.
8. Access shall be maintained to all driveways and side streets unless noted otherwise on the plans.
9. No street shall be closed without the approval of the City Traffic Engineer. The Contractor shall notify the City Traffic Engineer at least 7 days in advance of any street closure. If a detour route around the closure is to be provided, all detour signing shall be as shown on a plan approved by the City Traffic Engineer.
10. Construction vehicles parked along streets shall be located within the work area (traffic control) or where otherwise normally permitted. Construction materials, including traffic control and vehicles shall not restrict sight distance for vehicles exiting at streets or drives.
11. Construction materials shall be kept off of sidewalks, consolidated in one location within City right-of-way, and removed daily unless otherwise approved by the Inspector. Dirt, mud, and other construction debris on streets and sidewalks shall be removed immediately.
12. The Contractor shall not perform any work that will restrict vehicular traffic in any way between the hours of 7:00 a.m. and 9:00 a.m. or 4:00 p.m. and 6:00 p.m. Monday through Friday unless otherwise indicated in the specifications.
13. All travel lanes should be at least 11 feet wide unless otherwise authorized by the City Traffic Engineer. A "Narrow Lanes" sign shall be installed in advance of a lane width reduction to less than 11 feet.
14. All edge drop-offs of more than 2 inches and less than 4 inches should be protected by a wedge or barrier and all edge drop-offs greater than 4 inches shall have edge protection (see Traffic Control Specifications for edge treatment requirements).
15. The "Workers" symbolic sign (MUTCD No. W21-1a) may be used instead of the "Road Work Ahead" sign for work with a duration of 12 hours or less. The "End Road Work" sign is not required to be installed after the "Workers" sign.
16. No traffic signal shall be altered or modified in any way without a plan approved by the City Traffic Engineer.
17. The Contractor shall be responsible for maintaining all traffic control devices on an around-the-clock basis, whether or not work is actively being pursued and any deficiencies noted shall be corrected immediately.
18. The traffic control requirements shown on these plans are minimum requirements only and do not attempt to address in depth the variety of situations that may occur once construction has started. In no way do the requirements shown on these plans relieve the Contractor of his responsibility for selecting the proper traffic control devices and implementation procedures that will assure the safety of drivers, pedestrians, and workers at all times.
19. Should the contractor fail to enforce the traffic control plan or fail to clean, replace or otherwise maintain the traffic control devices when directed to do so by the City Traffic Engineer or representative, the City may take one or more of the following actions:
    - A) Employ another agency to correct deficiencies in traffic control devices and deduct the cost from the Contractor's pay estimate,
    - B) Stop the work until deficiencies are corrected,
    - C) Suspend all pay estimates until deficiencies are corrected, or
    - D) Place the Contractor in default.



CONE (Daytime Use Only)

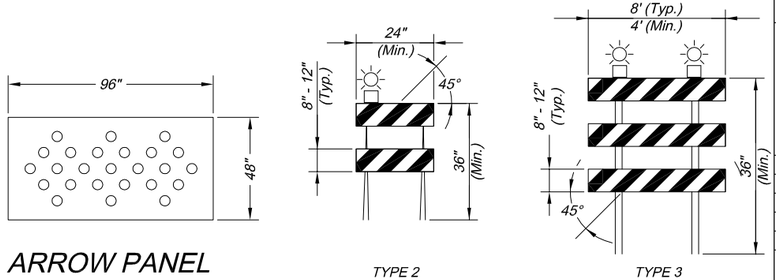
TUBULAR MARKER

DRUM

TRIM-LINE

CHANNELIZERS

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



ARROW PANEL

TYPE 2

TYPE 3

BARRICADES

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

Project:

TRAFFIC CONTROL DETAILS

Sheet Name: STANDARD DRAWING TC-1

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

x OF x

X

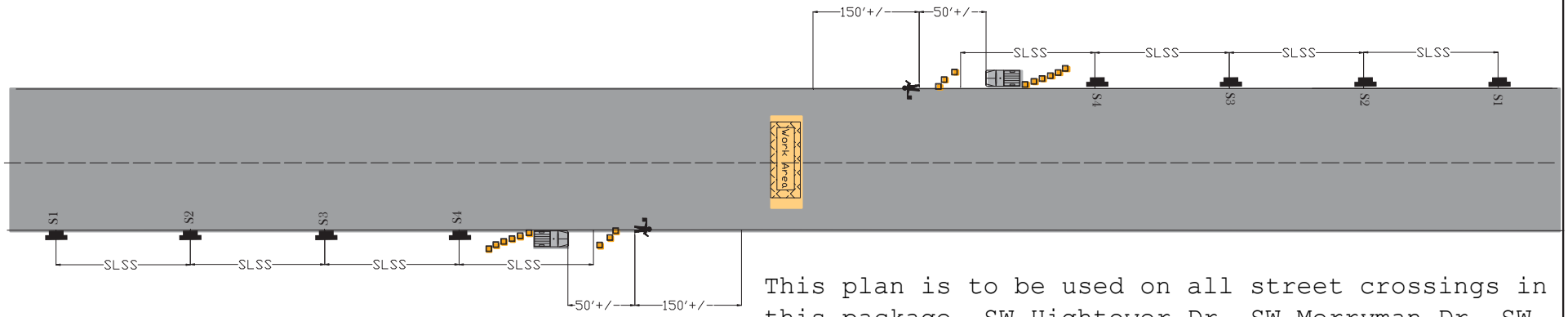
TRAFFIC CONTROL
FOR UNDERGROUND INSTALLATION
ACROSS ROADS

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 COONDUIT
-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. SW Hightower Dr, SW Merryman Dr, SW Georgetown Dr, SW Grindstone Dr, SW Tansanite Cir, SW Alabaster Cir, SW Amethyst Dr, SW Lodestone Dr, SW Stoney Creek Dr.
See attached maps.

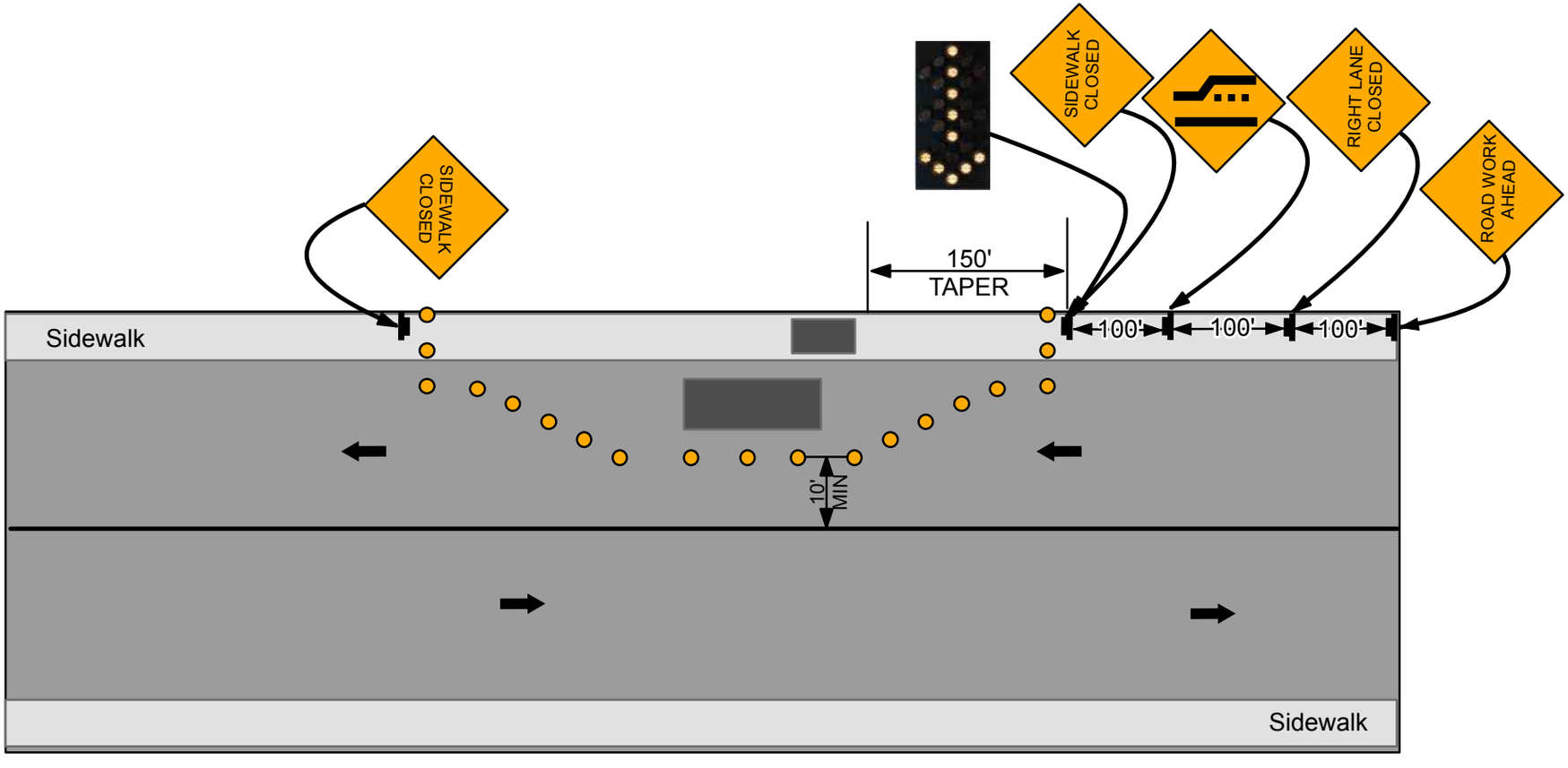
BRET SIMONS
EMAIL: bret.simons@aeg.cc

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. SW Georgetown Dr, SW Alabaster Dr, SW Amethyst Dr.
See attached maps.

Legend

- CONSTRUCTION VEHICLE
- CONE PLACEMENT
- SIGNAGE PLACEMENT

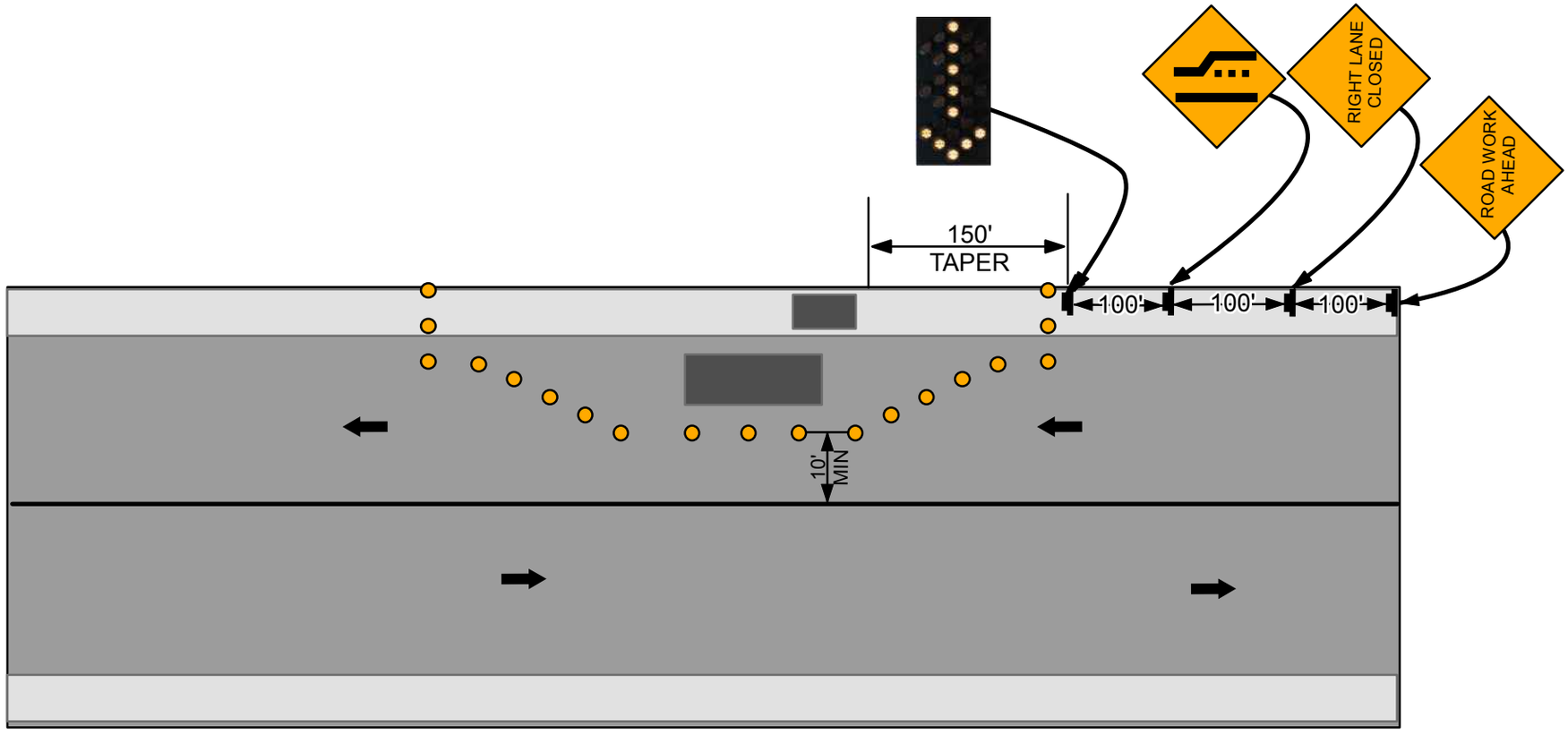
SIGNS AND CONES MOVE AS WORK PROGRESSES

AEG

BRET SIMONS
EMAIL: bret.simons@aeg.cc

MCI

TRAFFIC CONTROL
ALONG ROADS



This plan is to be used on all 2 lane roads in this package. SW Hightower Dr, SW Merryman Dr, SW Georgetown Dr, SW Grindstone Dr, SW Tansanite Cir, SW Alabaster Cir, SW Amethyst Dr, SW Lodestone Dr, SW Stoney Creek Dr.
See attached maps.

Legend

- CONSTRUCTION VEHICLE
- CONE PLACEMENT
- SIGNAGE PLACEMENT

SIGNS AND CONES
MOVE AS WORK
PROGRESSES

AEG

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MCI