

LEE'S SUMMIT, MO



UM	QTY	DESCRIPTION
FT.	1223	U072
FT.	200	U06
FT.	923	UD(1x1x1.25)
SQFT.	4	BM73
EA.	2	BD3
EA.	5	BM2C
EA.	2	BM2(5/8)(8)
EA.	4	HO-1
EA.	2	HBFO(72)
EA.	4	BM53
EA.	1	WUD
EA.	1	WUH
EA.	3	UH(24"x36")



\*NOT TO SCALE\*

STAKED BY/DATE:

DRAWN BY/DATE: C. HENRY (5/3/2023)

APPROVED BY/DATE:



PHONE: 816-361-8821  
FAX: 816-361-8821  
www.bluebirdnetwork.com



PROJECT:  
**MOBETTAH'S**  
**520 NW CHIPMAN RD**

PERMITS REQD  
☐ MODOT  
☐ COUNTY  
☒ CITY  
☐ OTHER

TAX DISTRICT:  
WORK ORDER: 23-1025-12  
PAR/COUNTY: JACKSON



EXCHANGE: LEE'S SUMMIT, MO  
ROUTE: MOBETTAHS LEE'S SUMMIT  
AS-BUILT POSTED:



EXIST. MNA CABLE, BURIED  
EXIST. MNA CABLE, CONDUIT  
EXIST. MNA CABLE, FIBER DROP

EXIST. TELEPHONE, AERIAL  
EXIST. TELEPHONE, BURIED  
PROPOSED FIBER OPTIC, AERIAL  
PROPOSED FIBER OPTIC, BURIED  
ELECTRIC, AERIAL  
ELECTRIC, BURIED  
FUTURE BUILD  
GAS, BURIED  
SANITARY SEWER  
STORM DRAIN  
WATER, BURIED  
FENCE  
GUARDRAIL  
STREAM, DITCH  
ROAD  
ROAD C/L AND NAME  
RAILROAD AND NAME  
RIGHT-OF-WAYS, EASEMENTS

PROPOSED HAND HOLE NO SPLICE  
PROPOSED HAND HOLE W/ SPLICE

FDP

BBN HH

H

Constructed

H

Proposed

H

Underway

Construction Callout

BBN Marker Sign

Bore Pit

Fiber Turn

General Note

Locate Pothole

Foreign Comm

Cabinet

HH

MH

Marker

Other/Unknown

Ped

Gas

Marker

Meter

Other/Unknown

Valve

Physical

Center Line

Exterior Wall

Fence Point

Hardscape Edge

Interior Wall

Row Marker

Sign

Pole

Light

Other/Unknown

Traffic

Utility

Power

Buried

Cabinet

Marker

Other/Unknown

Pedestal

Traffic Signal

Transformer

Sewer

Sanitary

Storm

Water

Hydrant

Marker

Meter

Other/Unknown

Sprinkler

Valve

Cluster

Obstacle Line

Comm

Gas

Power

Railroad

Sewer

Storm

Water

FDP

CONTACT INFORMATION:

STATE ONE-CALL ORGANIZATION:

811 MISSOURI

BLUEBIRD OSP ENGINEER (S):

DAVID FRAZIER (816) 807-0145

ADDITIONAL R/W INFORMATION:

RIGHT OF WAY DISCLAIMER

RIGHT OF WAY LINES HAVE BEEN SCALED FROM THE MOST CURRENT AND AVAILABLE CITY, COUNTY & STATE RESOURCES.  
STATE ROW MARKERS ARE PLOTTED ON WORKPRINTS WHEN VISIBLE DURING FIELD ENGINEERING.

HAND HOLE (NO SPLICE) INFORMATION

HAND HOLE (SPLICE) INFORMATION

UTILITIES NOTE

UTILITIES NOTE:  
GENERAL LOCATIONS OF UTILITIES ARE NOTED ON PRINTS. NOT ALL UTILITIES ARE SHOWN. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES BEFORE DIGGING.

GENERAL NOTES:

1. BURY MAINLINE CABLE MINIMUM DEPTH OF 36" UNLESS NOTED OTHERWISE.
2. BURY SERVICE ENTRANCE CABLE MINIMUM DEPTH OF 18" UNLESS OTHERWISE NOTED.
3. GENERAL LOCATION OF UTILITIES ARE NOTED ON PRINTS; HOWEVER NOT ALL UTILITIES ARE SHOWN. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES BEFORE DIGGING.
4. CONTACT THE LOCAL ONE-CALL ORGANIZATION 48 HOURS PRIOR TO CONSTRUCTION. TO REQUEST LOCATES, DIAL 811 OR 800-DIG-RITE ((800)-344-7483).
5. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS.
6. REPAIR ALL YARDS, DRIVEWAYS AND RIGHTS-OF-WAY TO ORIGINAL OR BETTER CONDITION.
7. MAINTAIN MINIMUM 12" SEPARATION FROM BURIED POWER.
8. CONTRACTOR TO PROVIDE GPS READINGS FOR HAND HOLES PLACED ON THIS PROJECT ON AS-BUILTS DRAWINGS.

TYPICAL MATERIALS & DETAIL OF FIBER HANDHOLE & SPLICE

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APPROVED BY/DATE:	NOT TO SCALE			520 NW CHIPMAN RD		TAX DISTRICT:		

# MINIMUM SAFETY REQUIREMENTS

## PPE

### NIGHTTIME FLAGGER PPE

Choose One  
– hard hats must be high visibility  
and reflective



Choose One  
-prescription



Choose One



Choose One



For nighttime activity, flaggers shall wear a high visibility/reflective hard hat; safety glasses; a Performance Class 3 top and a Class E bottom OR a Performance Class 2 top and a Class E bottom; and safety footwear.

### DAYTIME FLAGGER PPE

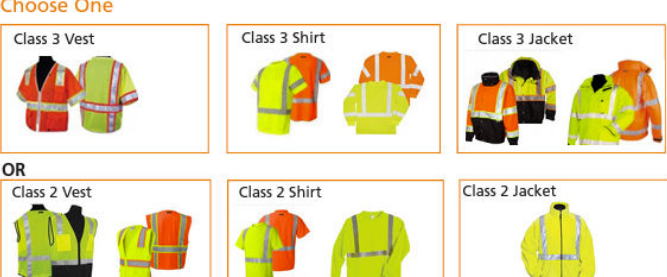
Choose One  
–hard hats must be high visibility



Choose One  
-prescription



Choose One



For daytime activity, flaggers shall wear a high visibility hard hat; safety glasses; a Performance Class 3 top OR a Performance Class 2 top; and safety footwear.

### DAYTIME WORKER PPE

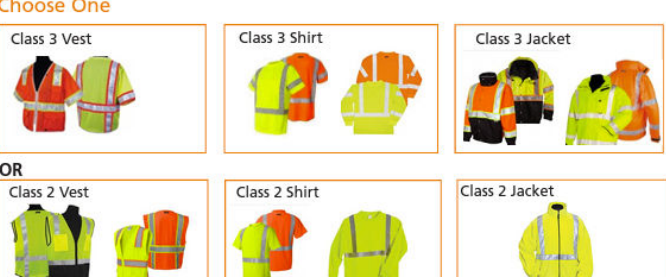
Choose One  
–hard hats may be any color or design



Choose One  
-prescription



Choose One



For daytime activity, workers shall wear a hard hat; safety glasses; a Performance Class 3 top OR a Performance Class 2 top; and safety footwear.

### NIGHTTIME WORKER PPE

Choose One  
–hard hats may be any color or design



Choose One  
-prescription



Choose One



For nighttime activity, workers shall wear a hard hat; safety glasses; a Performance Class 3 top OR a Performance Class 2 top and a Class E bottom; and safety footwear.

### INFRASTRUCTURE CONSIDERATIONS

-A pedestrian route should not be severed and/or moved for non-construction activities such as parking for vehicles and equipment.

-Unless an acceptable route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway.

-In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock worksites that will induce them to attempt skirting the worksite or making a midblock crossing.

-Access to transit stops should be maintained.

-A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian route. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use.

-Fencing should not create sight distance restrictions for road users. Fences should not be constructed of materials that would be hazardous if impacted by vehicles. Wooden railing, fencing, and similar systems placed immediately adjacent to motor vehicle traffic should not be used as substitutes for crashworthy temporary traffic barriers.

### WORKER SAFETY CONSIDERATIONS

A. Training — all workers should be trained on how to work next to motor vehicle traffic in a way that minimizes their vulnerability. Workers having specific TTC (Temporary Traffic Control) responsibilities should be trained in TTC techniques, device usage, and placement.

B. Temporary Traffic Barriers — temporary traffic barriers should be placed along the work space depending on factors such as lateral clearance of workers from adjacent traffic, speed of traffic, duration and type of operations, time of day, and volume of traffic.

C. Speed Reduction — reducing the speed of vehicular traffic, mainly through regulatory speed zoning, funneling, lane reduction, or the use of uniformed law enforcement officers or flaggers, should be considered.

D. Activity Area — planning the internal work activity area to minimize backing-up maneuvers of construction vehicles should be considered to minimize the exposure to risk.

E. Worker Safety Planning — a trained person designated by the employer should conduct a basic hazard assessment for the worksite and job classifications required in the activity area. This safety professional should determine whether engineering, administrative, or personal protection measures should be implemented. This plan should be in accordance with the Occupational Safety and Health Act of 1970, as amended, "General Duty Clause" Section 5(a)(1) - Public Law 91-596, 84 Stat. 1590, December 29, 1970, as amended, and with the requirement to assess worker risk exposures for each job site and job classification, as per 29 CFR 1926.20 (b)(2) of Occupational Safety and Health Administration Regulations, General Safety and Health Provisions.

F. Safety Apparel — All workers within right of way shall wear approved ANSI/ISEA 107 Performance Class 2 or 3 safety apparel and more specifically as shown in the figure above (PPE).

### TRAFFIC CONSIDERATIONS

-Movement by work vehicles and equipment across designated pedestrian paths should be minimized and, when necessary, should be controlled by flaggers

-Staging or stopping of work vehicles or equipment along the side of pedestrian paths should be avoided, since it encourages movement of workers, equipment, and materials across the pedestrian path.

-All traffic control shall comply with the minimum standards found in the 2009 Manual on Uniform Traffic Control Devices (MUTCD), or latest edition.

-If a significant potential exists for vehicle incursions into the pedestrian path, pedestrians should be rerouted or temporary traffic barriers should be installed.

-All traffic control devices and signage should be in good condition prior to use.

-If a TCP (Traffic Control Plan) is in place, it must be followed at all times.

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DRAWN BY/DATE: C. HENRY (5/3/2023)

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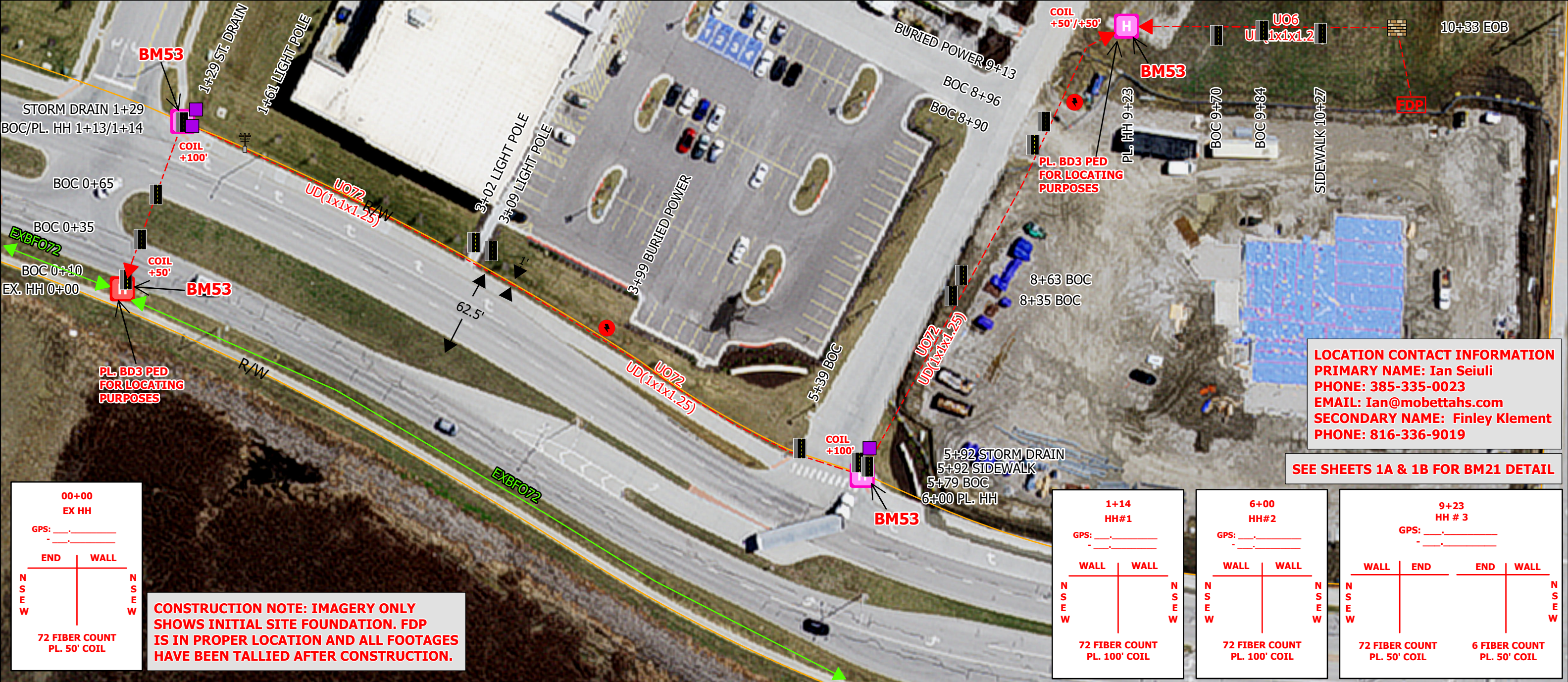


EXCHANGE: LEE'S SUMMIT, MO

ROUTE: MOBETTAHS LEE'S SUMMIT

AS-BUILT POSTED:





**LOCATION CONTACT INFORMATION**  
**PRIMARY NAME:** Ian Seiuli  
**PHONE:** 385-335-0023  
**EMAIL:** Ian@mobettahs.com  
**SECONDARY NAME:** Finley Klement  
**PHONE:** 816-336-9019

**SEE SHEETS 1A & 1B FOR BM21 DETAIL**

00+00  
EX HH

GPS: \_\_\_\_\_  
- - - - -

ENDWALL

NSEWNSEW

72 FIBER COUNT  
PL. 50' COIL

**CONSTRUCTION NOTE: IMAGERY ONLY  
SHOWS INITIAL SITE FOUNDATION. FDP  
IS IN PROPER LOCATION AND ALL FOOTAGES  
HAVE BEEN TALLIED AFTER CONSTRUCTION.**

1+14  
HH#1

GPS: \_\_\_\_\_  
- - - - -

WALLWALL

NSEWNSEW

72 FIBER COUNT  
PL. 100' COIL

6+00  
HH#2

GPS: \_\_\_\_\_  
- - - - -

WALLWALL

NSEWNSEW

72 FIBER COUNT  
PL. 100' COIL

9+23  
HH # 3

GPS: \_\_\_\_\_  
- - - - -

WALLENDENDWALL

NSEWNSEWNSEWNSEW

72 FIBER COUNT  
PL. 50' COIL

6 FIBER COUNT  
PL. 50' COIL

HH #	UO6	UO72	UD(1x1x1.25)		BM53	BD3	BM2C	BM2(5/8)(8)	BM73								HO-1	HBFO(72)	WUD	UH(24"x36")	WUH
EX HH					1	1	3	1									2	1	1		1
HH 1		214	114		1															1	
HH 2		586	486		1															1	
HH 3		423	323		1	1	2	1									2	1		1	
FDP	200								4												
TOTALS	200	1223	923		4	2	5	2	4								4	2	1	3	1

STAKED BY/DATE:

DRAWN BY/DATE: C. MAIZE (5/8/2023)

APPROVED BY/DATE:



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- BM21 DETAIL**
- IN KITCHEN SHOWN TO THE LEFT, PL. RACK MOUNTED FDP & NID AS SHOWN. CONNECT TO 110 V AC POWER.
  - AT STA. 10+33, EXPOSE CONDUIT AND PL. 4' SCH. 40 PVC RISER. CONNECT TO BLDG. USING PVC SWEEP & LB ACCESS. REMOVE AND REPLACE ANY CONCRETE AS NEEDED.
  - CORE NEW BLDG. ENTRY, VERIFY OTHER SIDE IS SAFE PRIOR TO DRILLING.
  - PL. FLEX DUCT FROM NEW BLDG. ENTRY TO FDP LOCATION SHOWN TO THE LEFT.
  - PULL 6-CT. PRETERM FIBER FROM HH AT STA. 9+23 THRU CONDUIT, RISER, FLEX DUCT, AND CONNECT TO FDP.

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