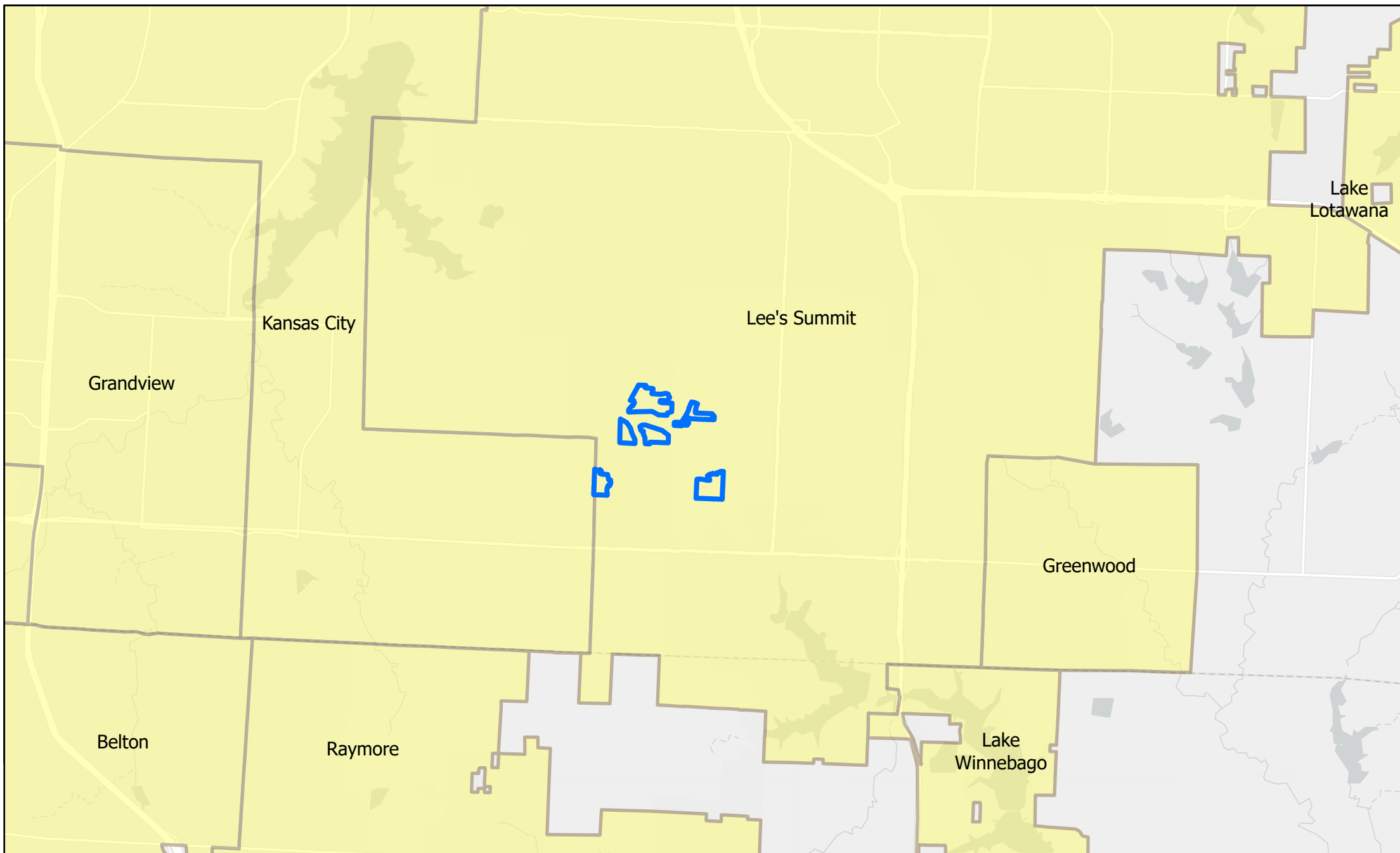




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Legend MCI137-E-LSM147-4

- AREA OF INTEREST
- CITY LIMITS

0 2,000 4,000 8,000 Feet



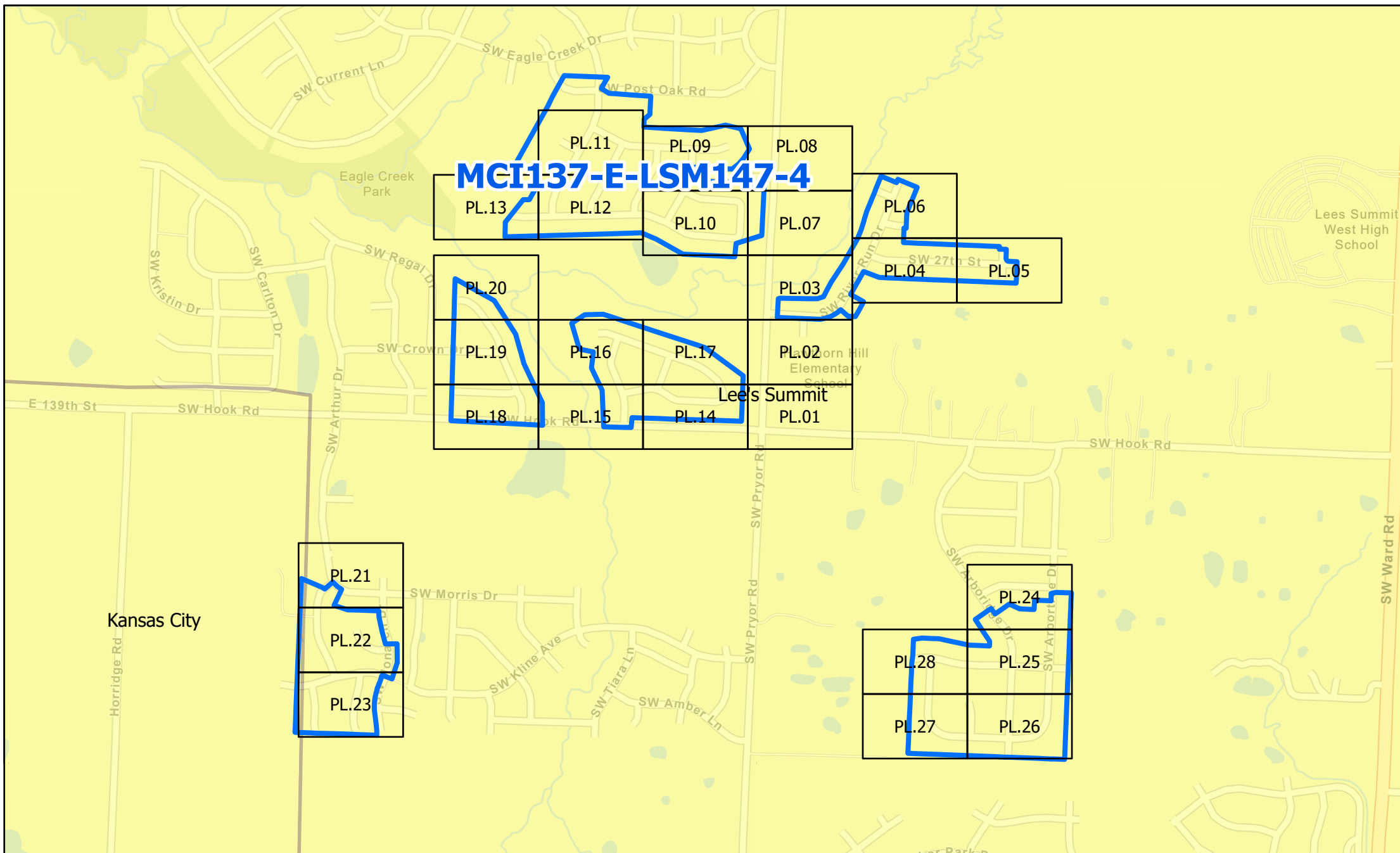
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Lee's Summit, MO
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- GRIDS
- AREA OF INTEREST
- MO CITY LIMITS

0 412.5 825 1,650 Feet



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- AREA OF INTEREST
- V PROPOSED VAULT
- EXISTING VAULT
- - - PROPOSED UG CONDUIT

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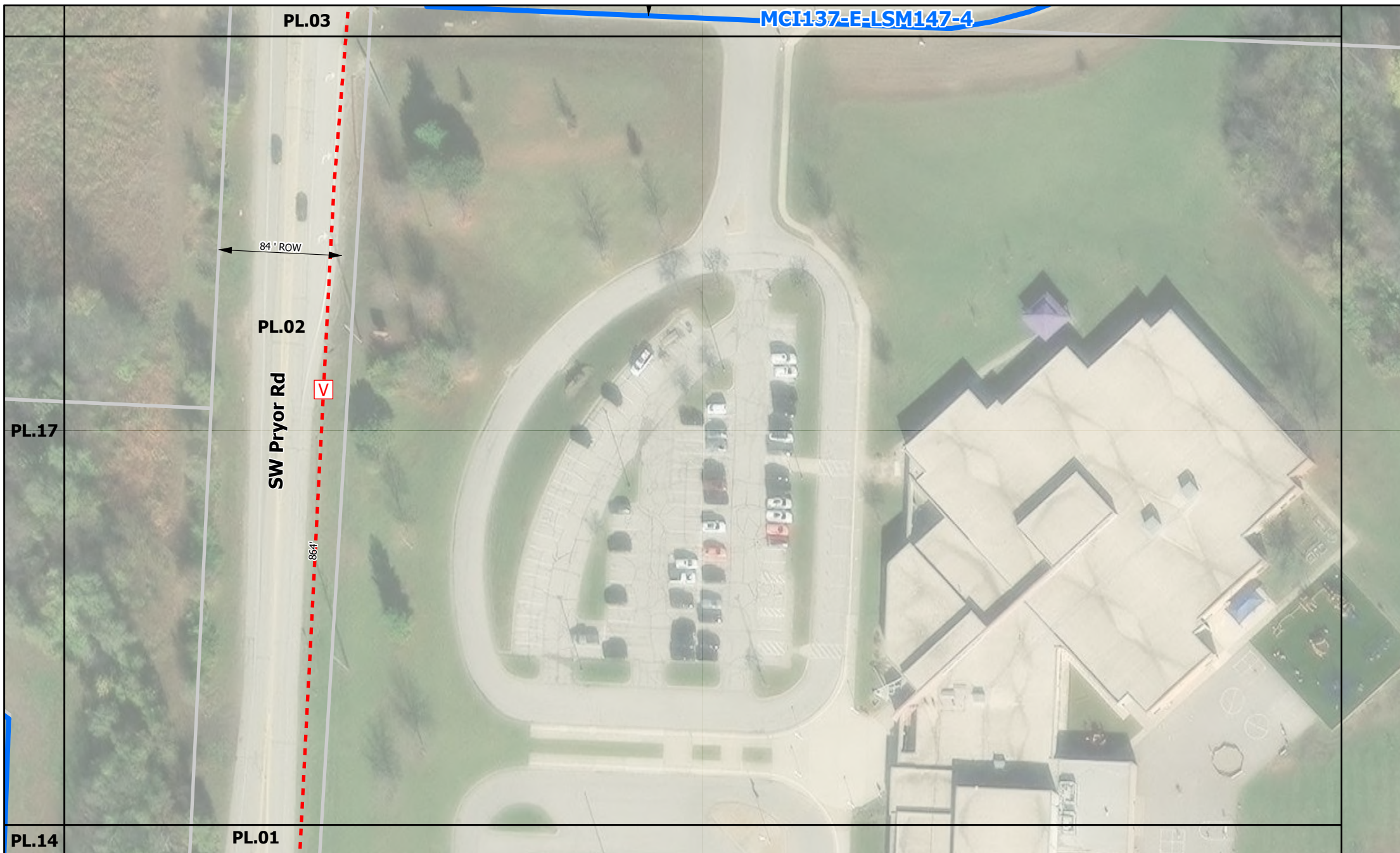
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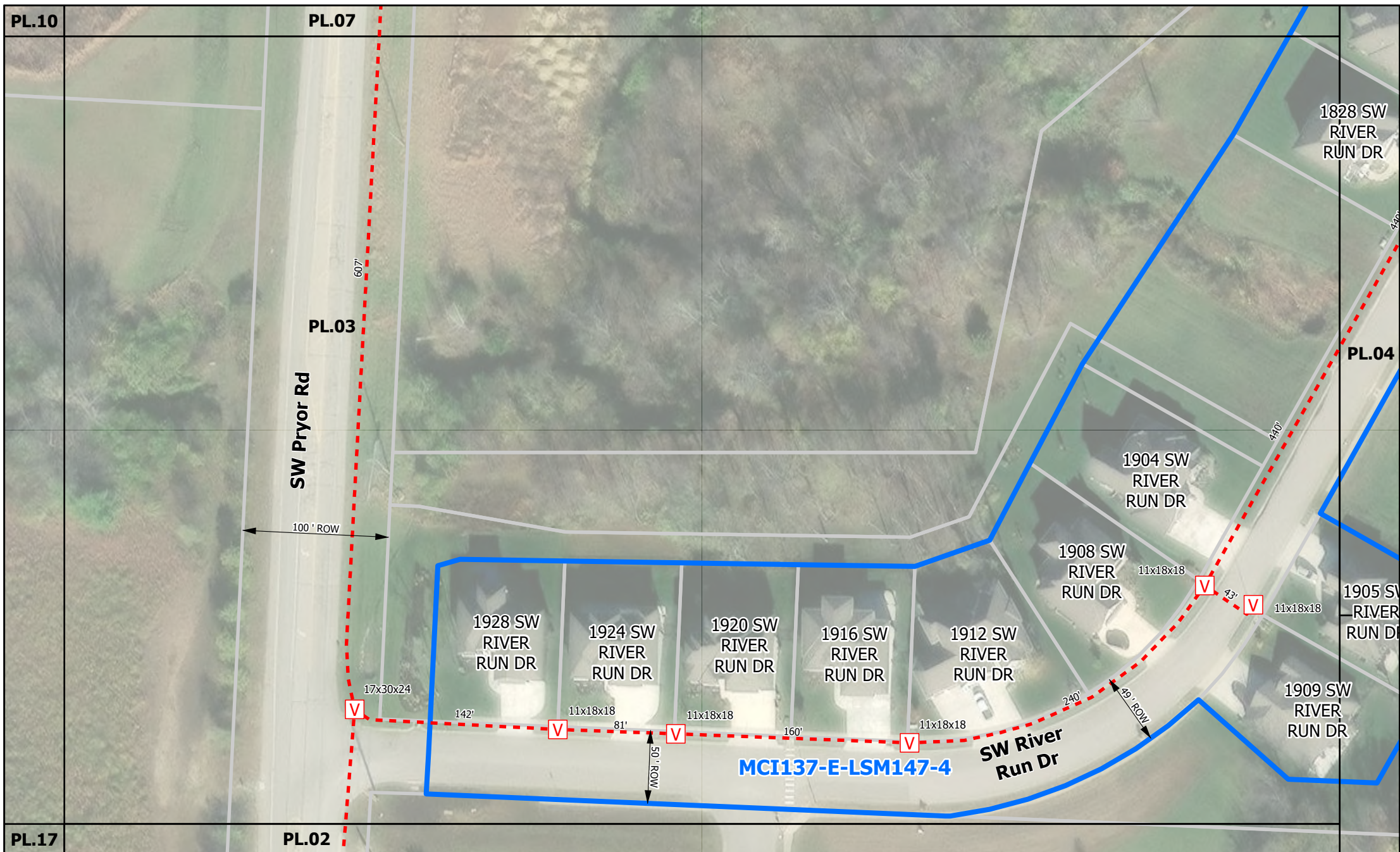
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Google Fiber

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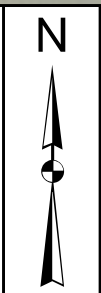


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AREA OF INTEREST
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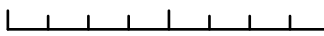
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AREA OF INTEREST

V PROPOSED VAULT

--- PROPOSED UG CONDUIT

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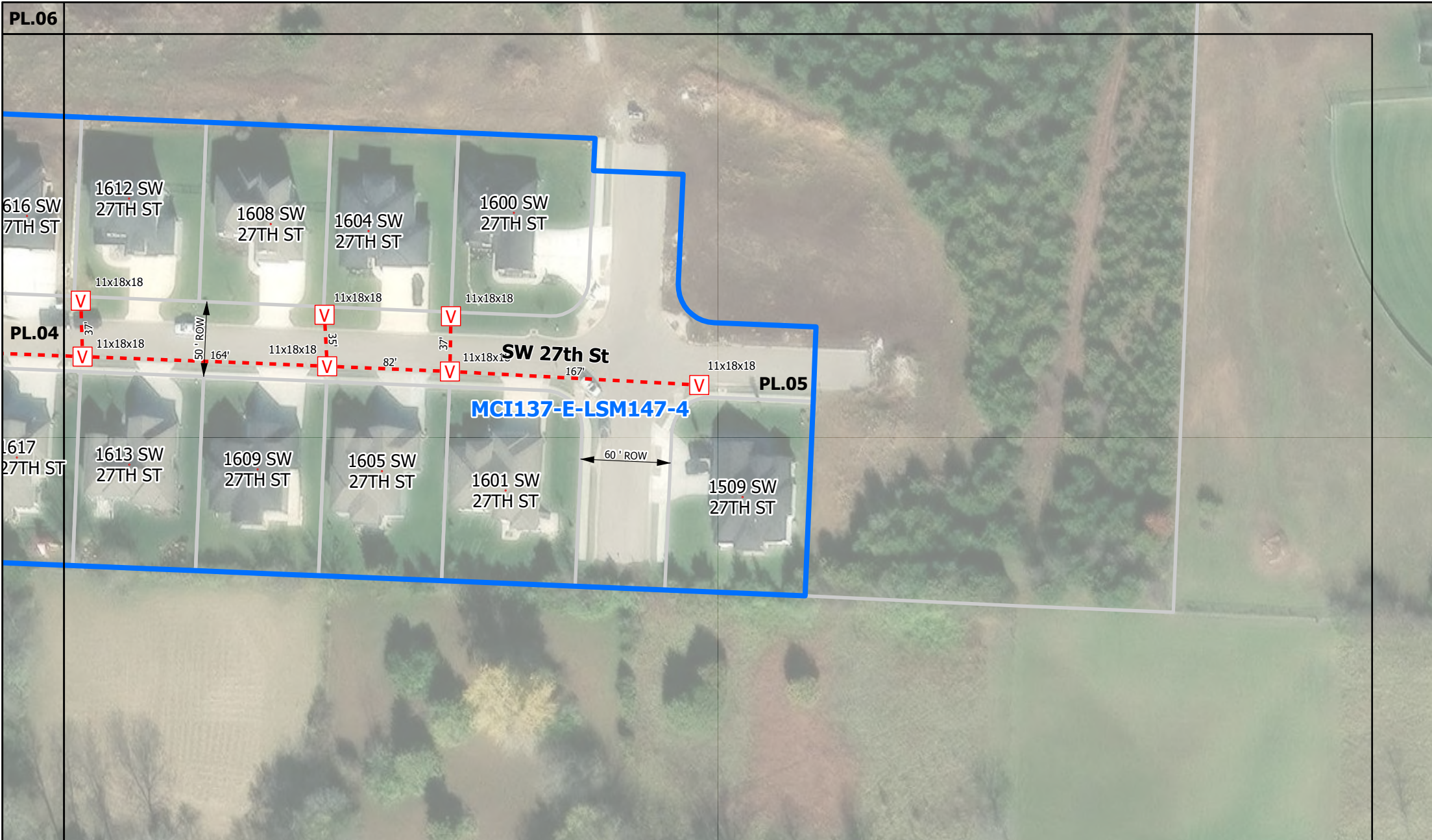
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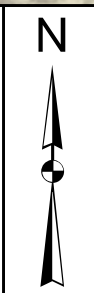


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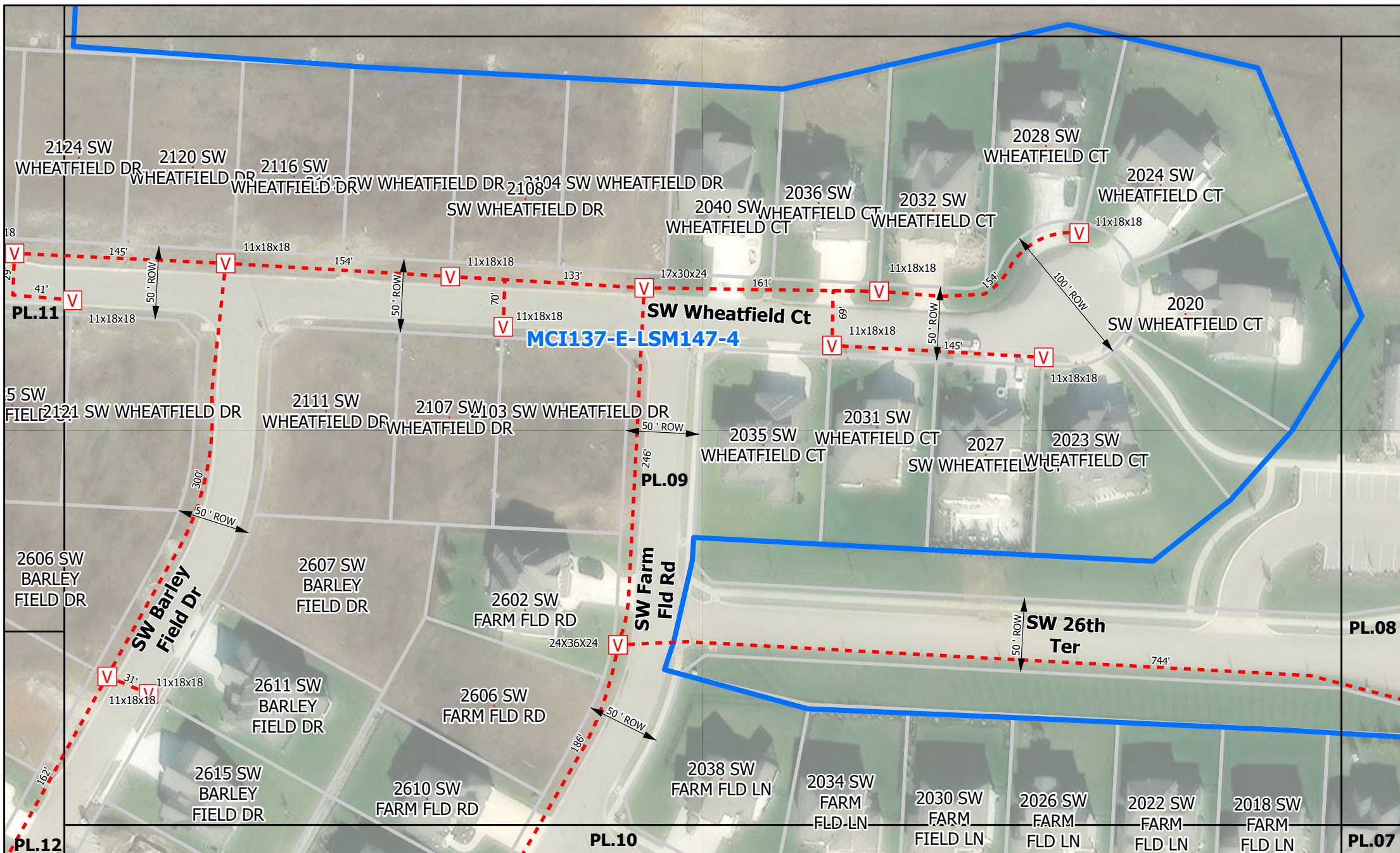
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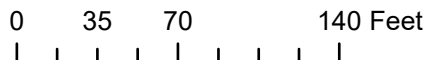


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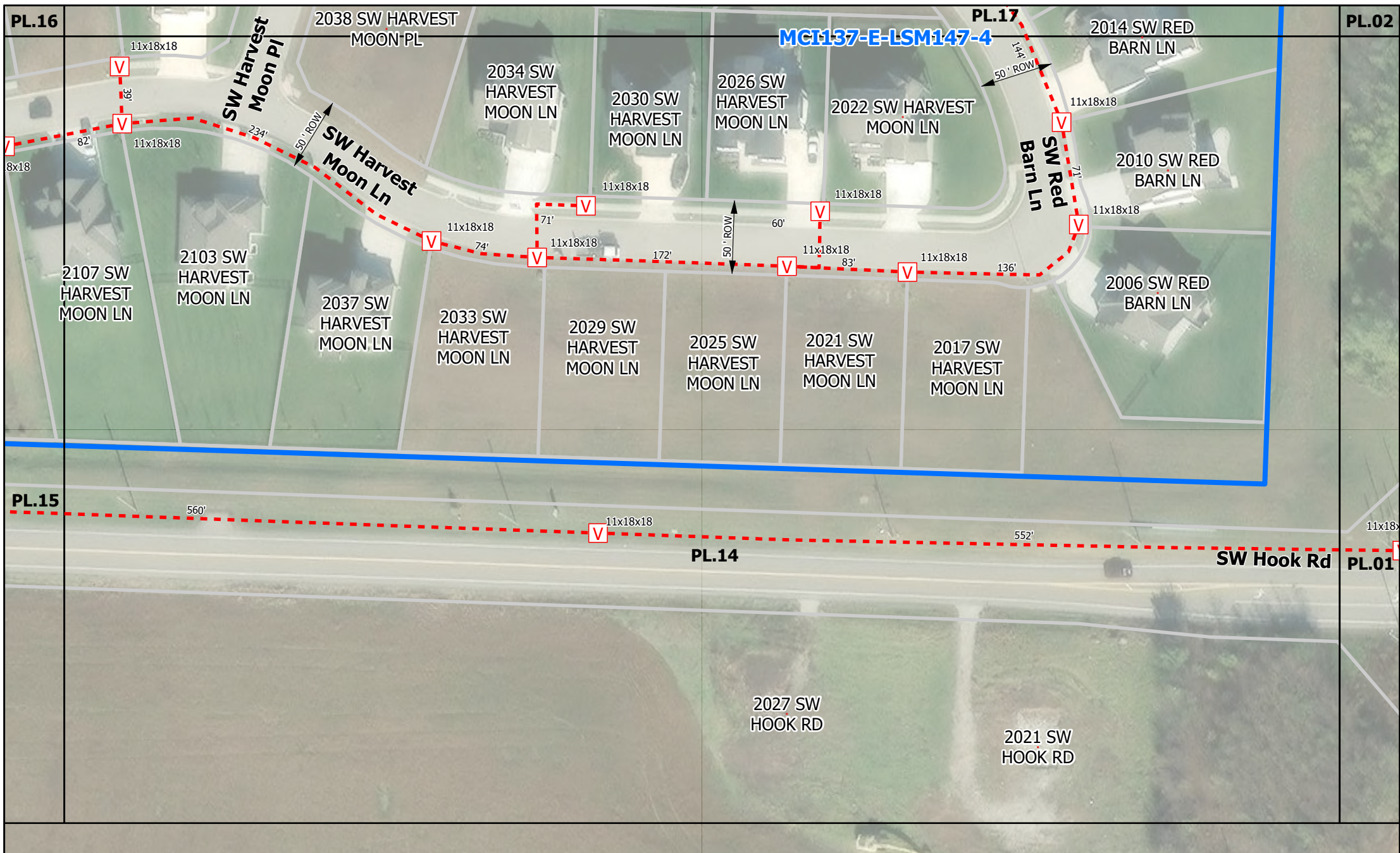
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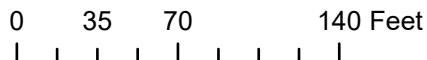


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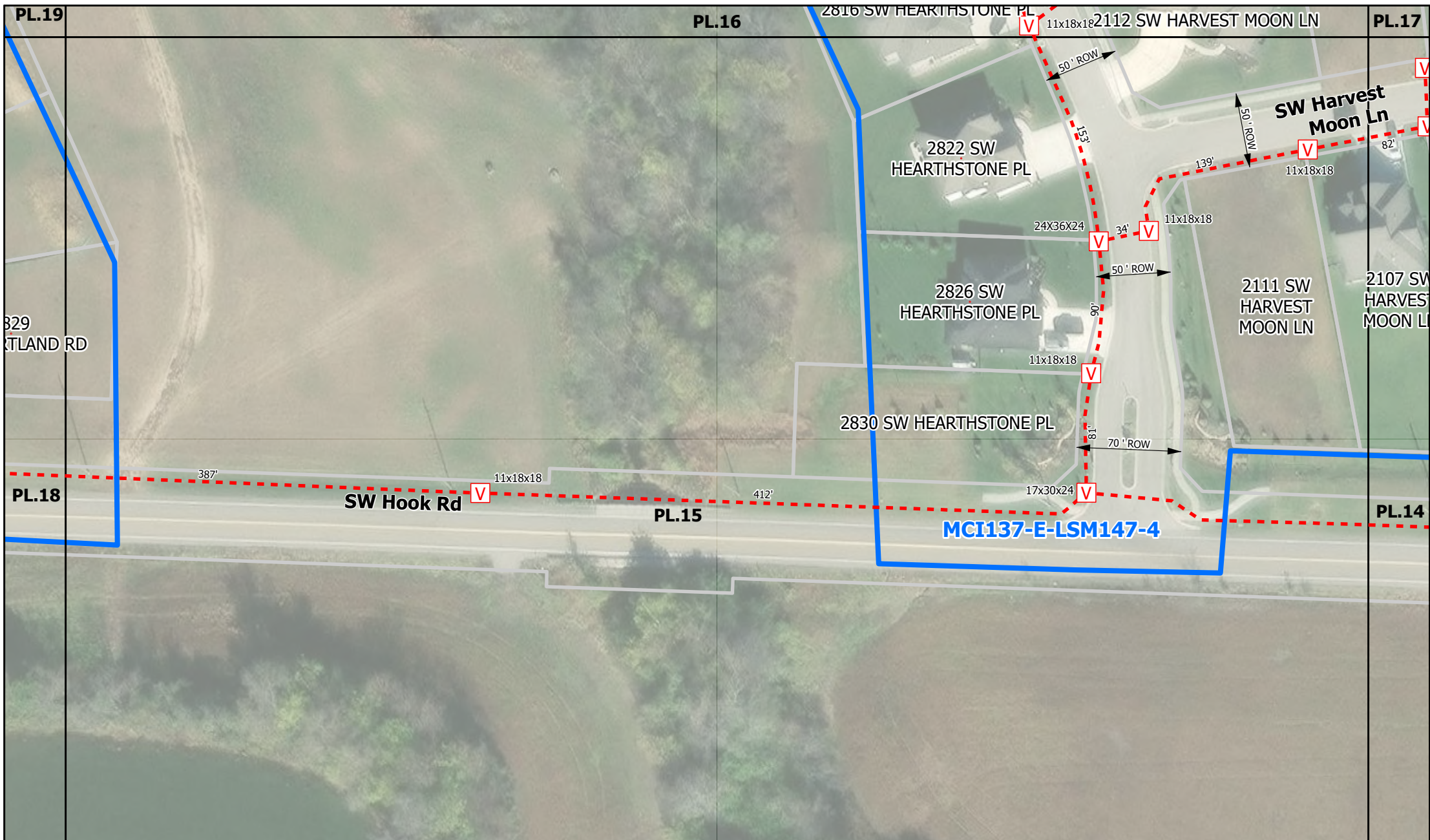
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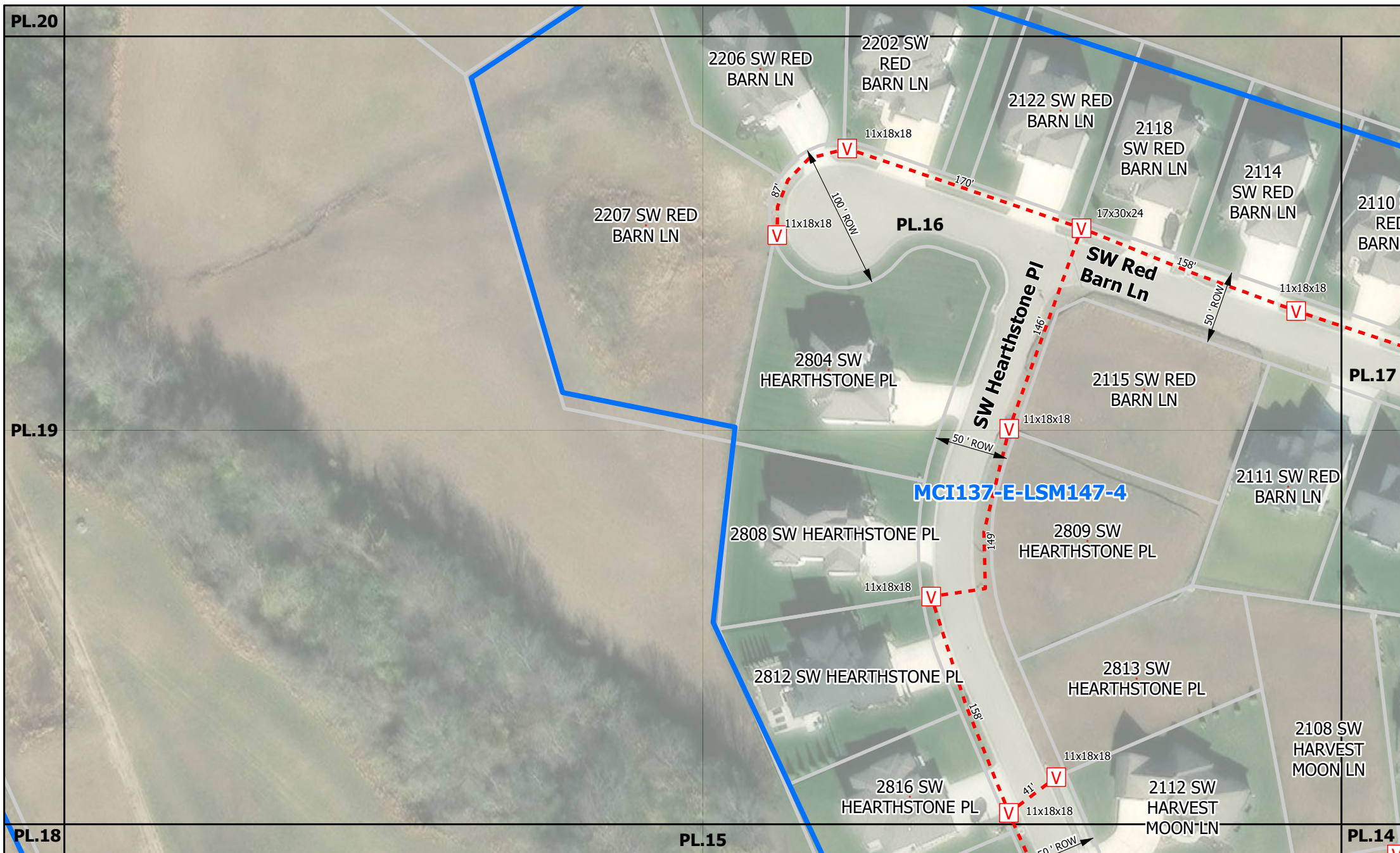
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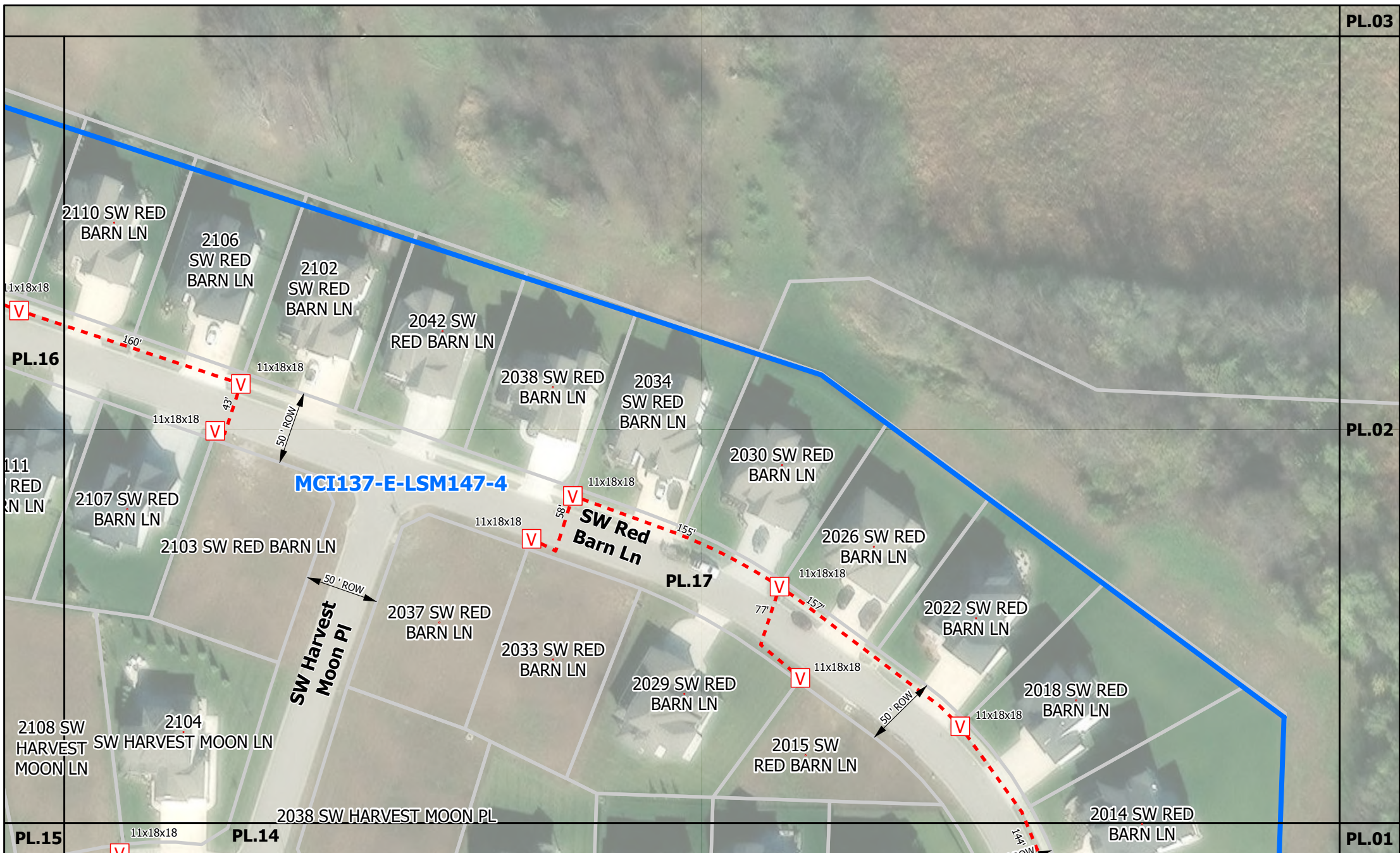
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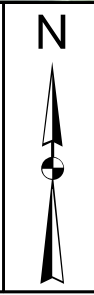
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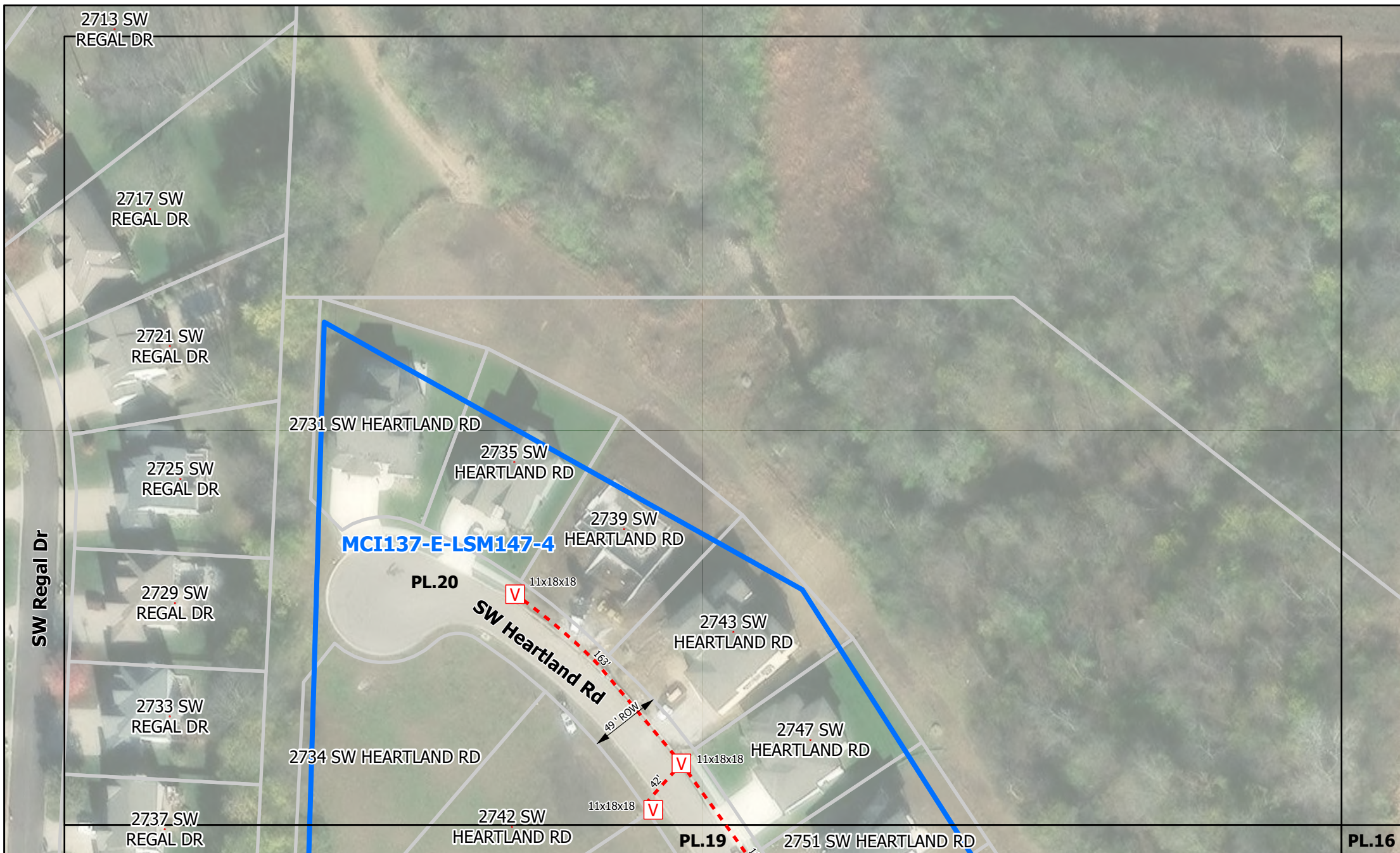
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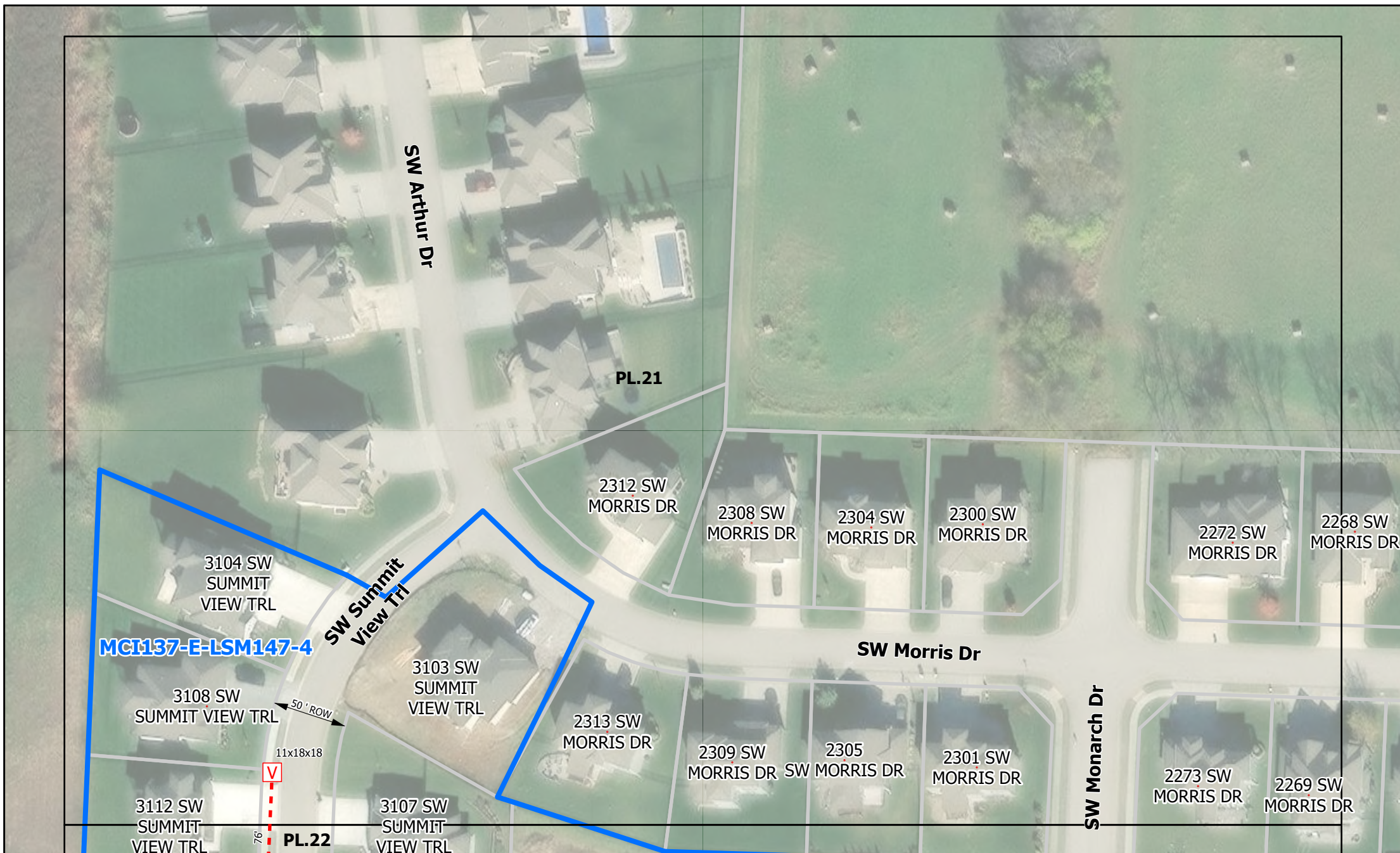
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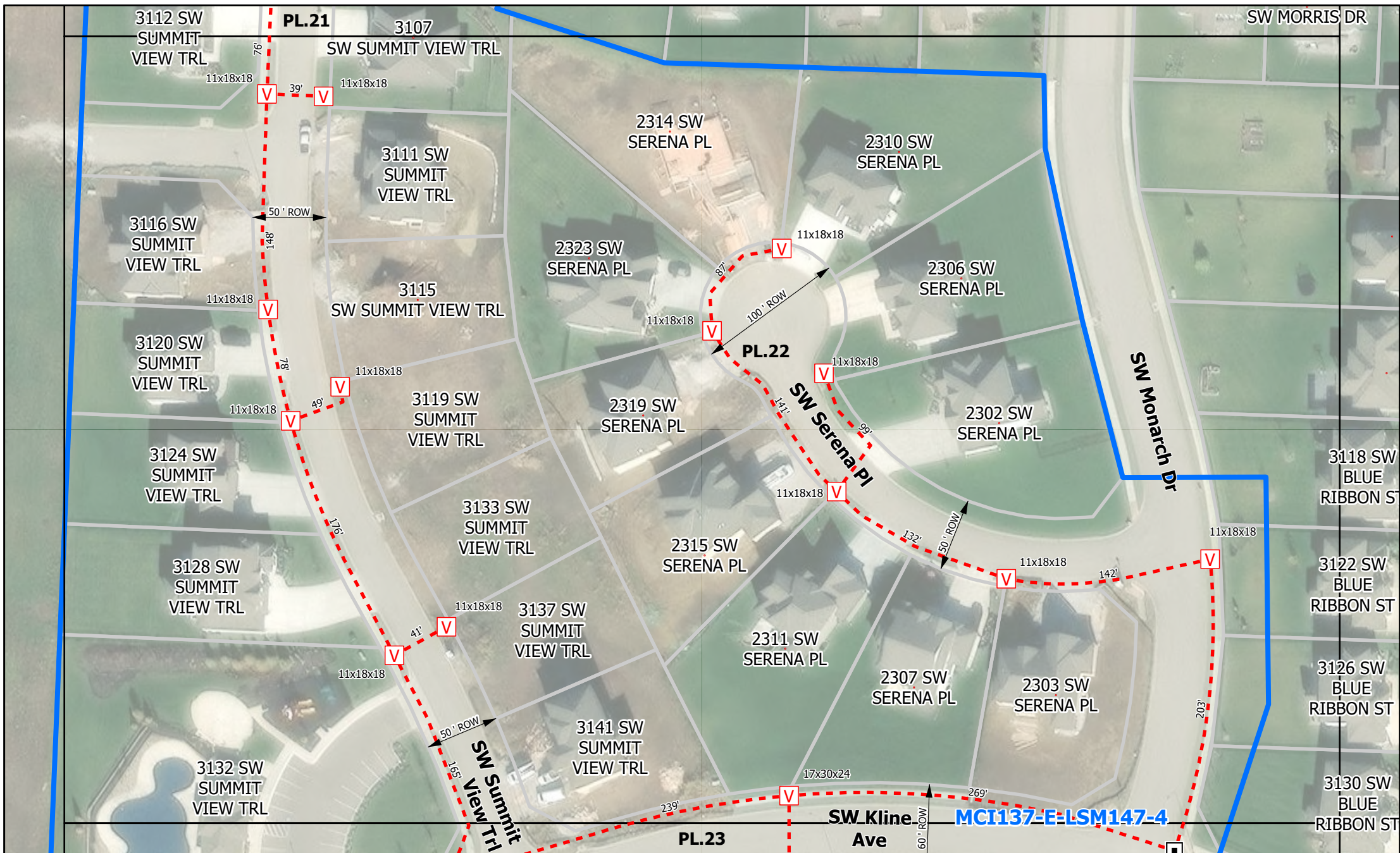
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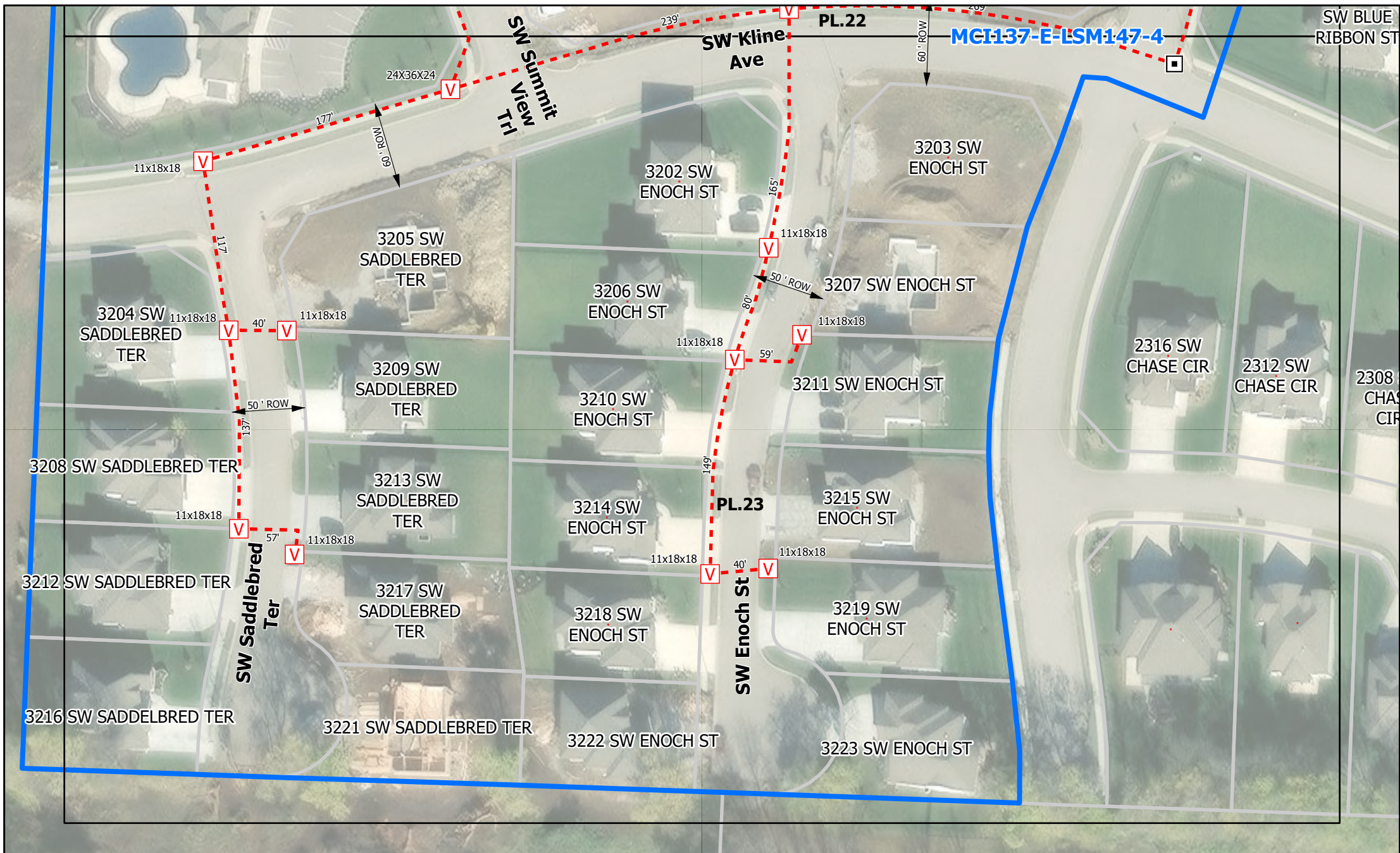
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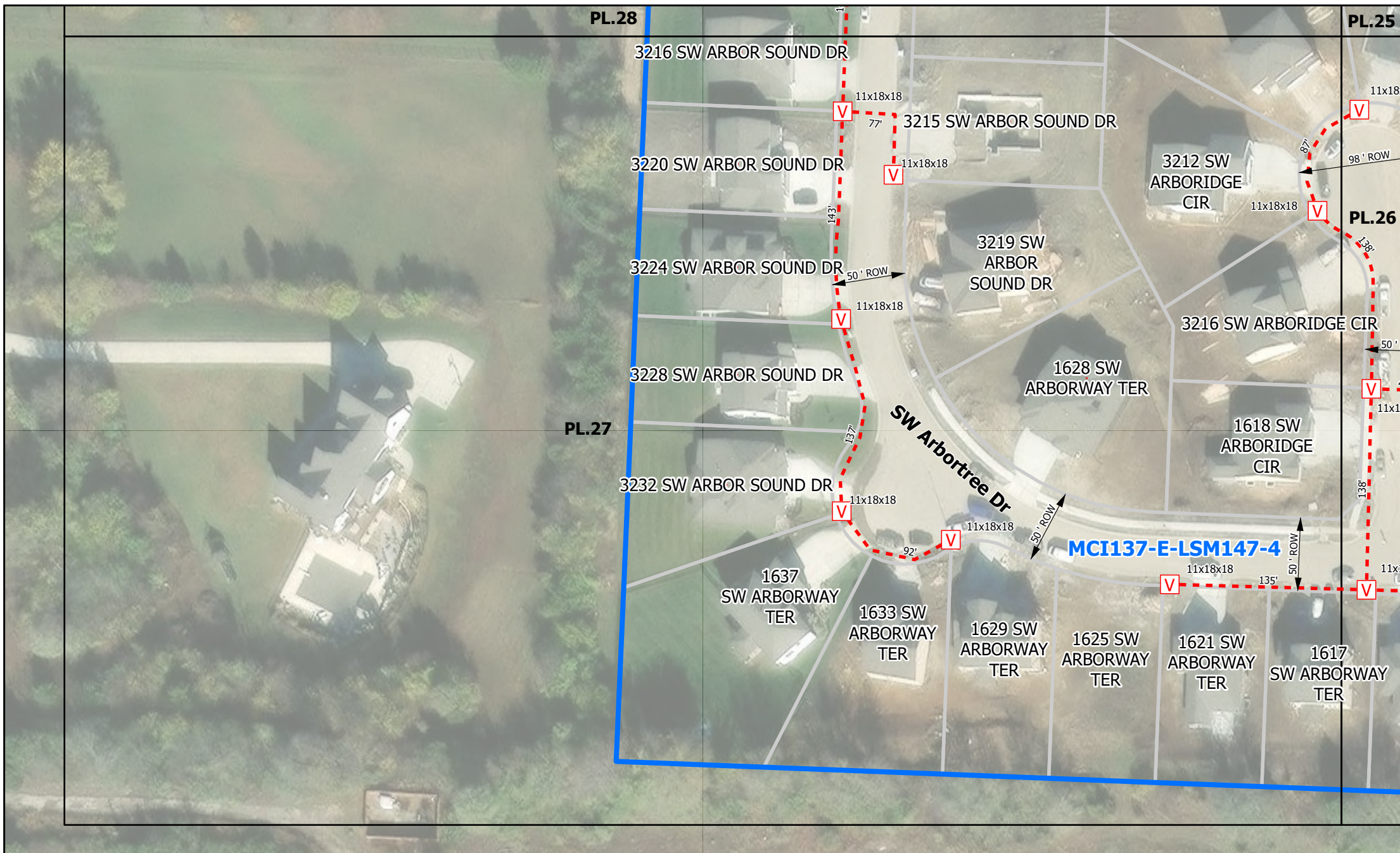
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Figure 6B-1. Component Parts of a Temporary Traffic Control Zone

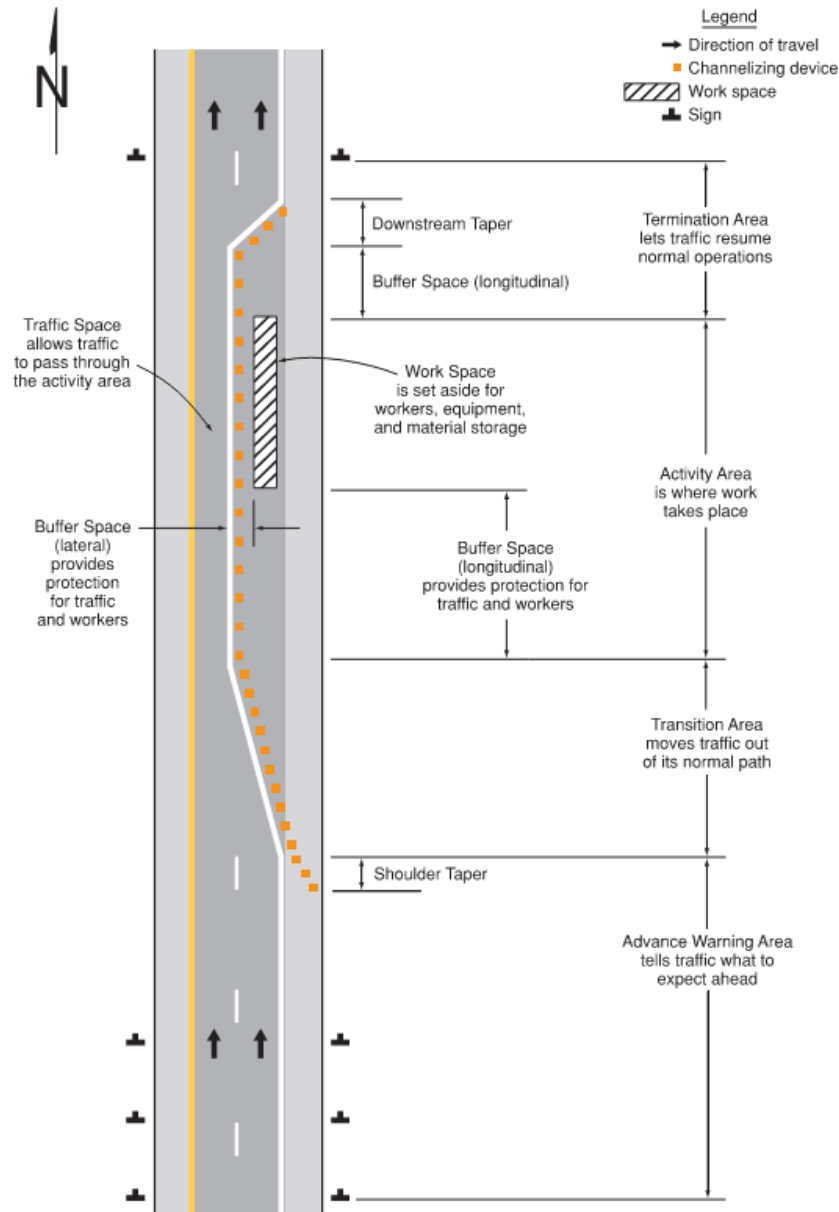


Table 6B-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	Distance between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by the highway agency or owner of site roadways open to public travel.

** The column headings A, B, and C are the dimensions shown in Figures 6P-1 through 6P-54. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Table 6P-2. Meaning of Symbols on Typical Application Diagrams

	Arrow board		Shadow vehicle
	Arrow board support or trailer (shown facing down)		Sign (shown facing left)
	Changeable message sign or support trailer		Surveyor
	Channelizing device		Temporary barrier
	Crash cushion		Temporary barrier with warning light
	Direction of temporary traffic detour		Traffic or pedestrian signal
	Direction of travel		Truck-mounted attenuator
	Flagger		Type 3 barricade
	High-level warning device (Flag tree)		Warning light
	Longitudinal channelizing device		Work space
	Luminaire		Work vehicle
	Pavement markings that should be removed for a long-term project		



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NOTE:
ALL LANE CLOSURES REQUIRE A RIGHT-OF-WAY CONSTRUCTION PERMIT. TRAFFIC CONTROL MEASURES AND DETOUR ROUTES MUST BE CONFIRMED WITH THE RIGHT-OF-WAY INSPECTOR.

INI	BY	DATE	DESCRIPTION



TYPICAL TRAFFIC CONTROL



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. 2' CLEARANCE REQUIRED BETWEEN SUBSTRUCTURE AND BORE. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

[illegible]

Notes for Figure 6P-11—Typical Application 11
Lane Closure on a Two-Lane Road with Low Traffic Volumes

1. Positive protection devices may be used per Section 6M.02.
2. This TTC zone application may be used as an alternate to the TTC application shown in Figure 6P-10 (using flaggers) when the following conditions exist:
 - a. Vehicular traffic volume is such that sufficient gaps exist for vehicular traffic that must yield.
 - b. Road users from both directions are able to see approaching vehicular traffic through and beyond the worksite and have sufficient visibility of approaching vehicles.
3. The Type B flashing warning lights may be placed on the ROAD WORK AHEAD and the ONE LANE ROAD AHEAD signs whenever a night lane closure is necessary.

Diagram illustrating the Typical Application 13 for a road work zone. The diagram shows a two-lane road with a center turn lane. A hatched area indicates a closed lane. A buffer space (optional) is shown before the work zone. The sequence of signs from upstream to downstream is: W20-1 (ROAD WORK AHEAD), W3-4 (BE PREPARED TO STOP) (optional), and W20-7 (ROAD WORK AHEAD). The sequence of signs from downstream to upstream is: W20-7 (ROAD WORK AHEAD), W3-4 (BE PREPARED TO STOP) (optional), and W20-1 (ROAD WORK AHEAD). A north arrow is shown in the top right corner.

Notes for Figure 6P-13—Typical Application 13
Temporary Road Closure

7. When used, the *BE PREPARED TO STOP* sign should be located before the *Flagger symbol* sign.

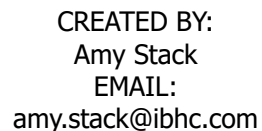
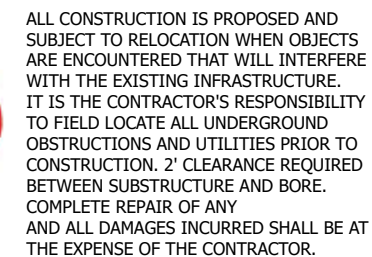
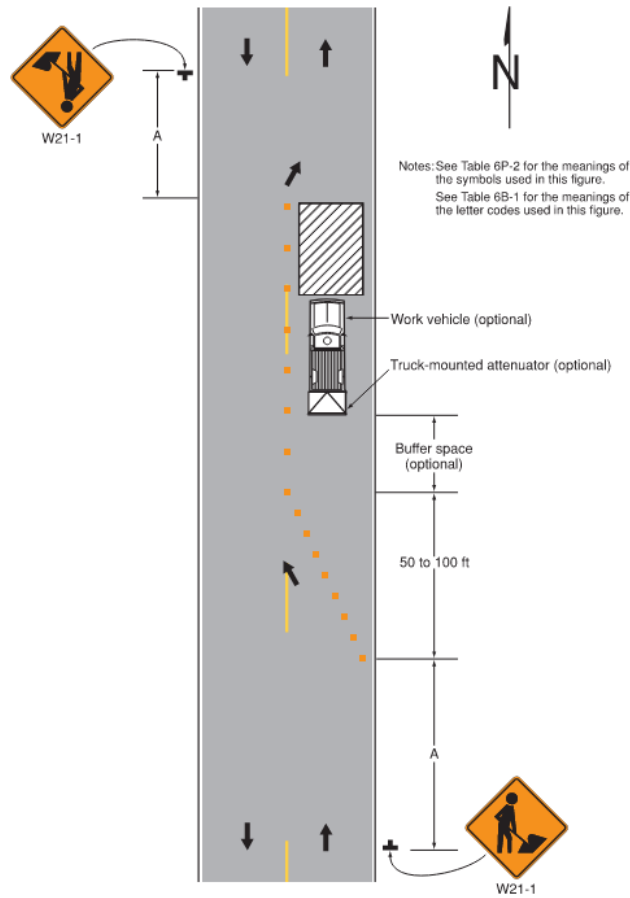
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Figure 6P-18. Lane Closure on a Minor Street (TA-18)



Typical Application 18

Notes for Figure 6P-18—Typical Application 18
Lane Closure on a Minor Street

Standard:

1. This TTC shall be used only for low-speed facilities having low traffic volumes.

Option:

2. Where the work space is short, where road users can see the roadway beyond, and where volume is low, vehicular traffic may be self-regulating.

Standard:

3. Where vehicular traffic cannot effectively self-regulate, one or two flaggers shall be used as illustrated in Figure 6P-10.

Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. A truck-mounted attenuator may be used on the work vehicle and the shadow vehicle.
6. Positive protection devices may be used per Section 6M.02.



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NOTE:
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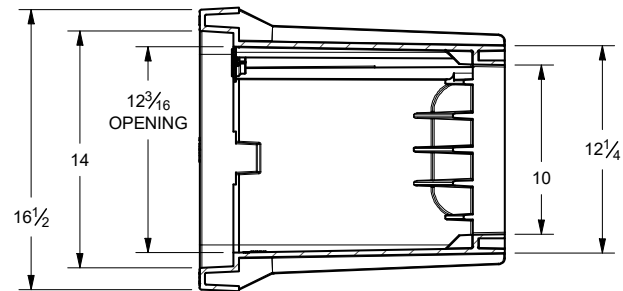
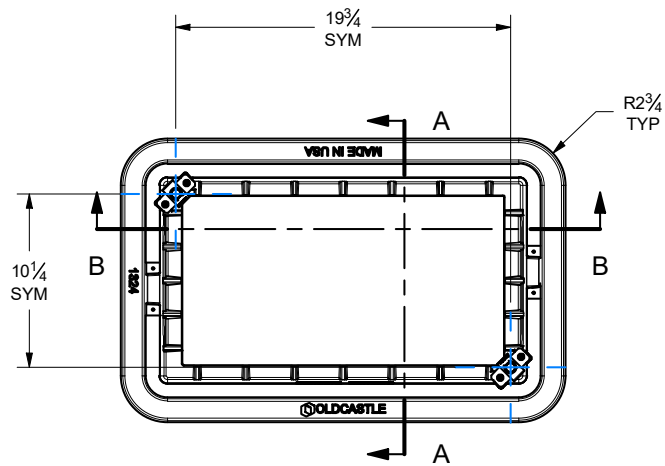
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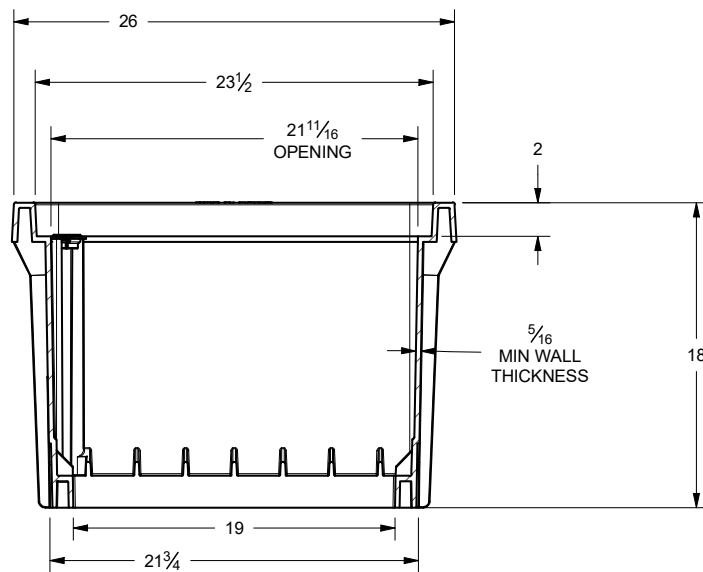
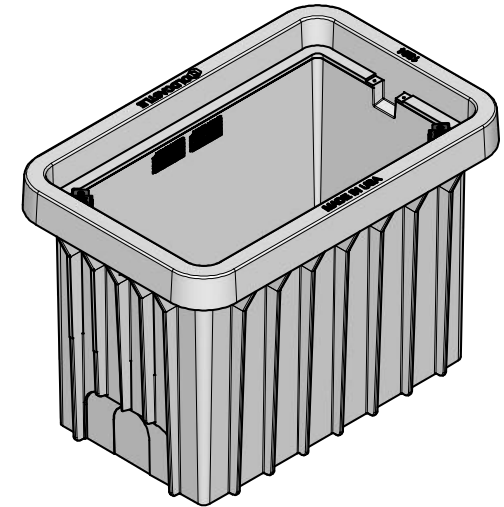
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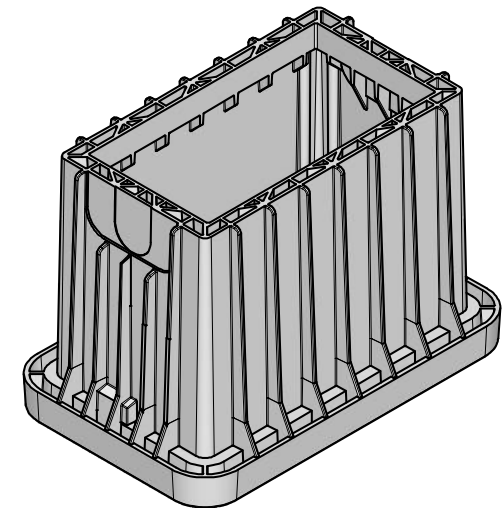
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SECTION A-A



SECTION B-B



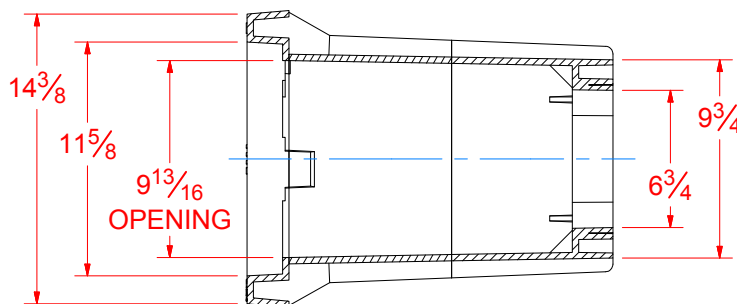
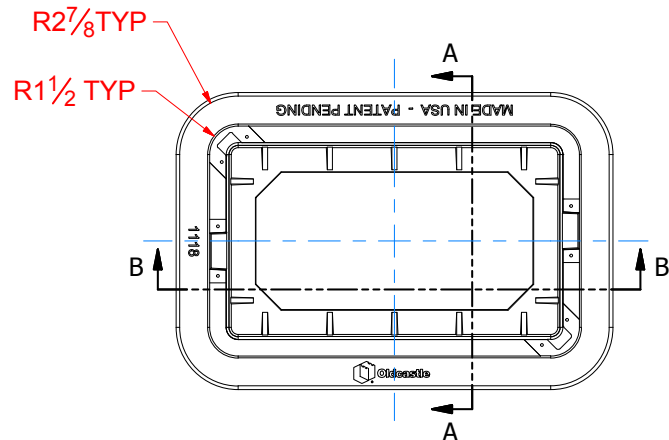
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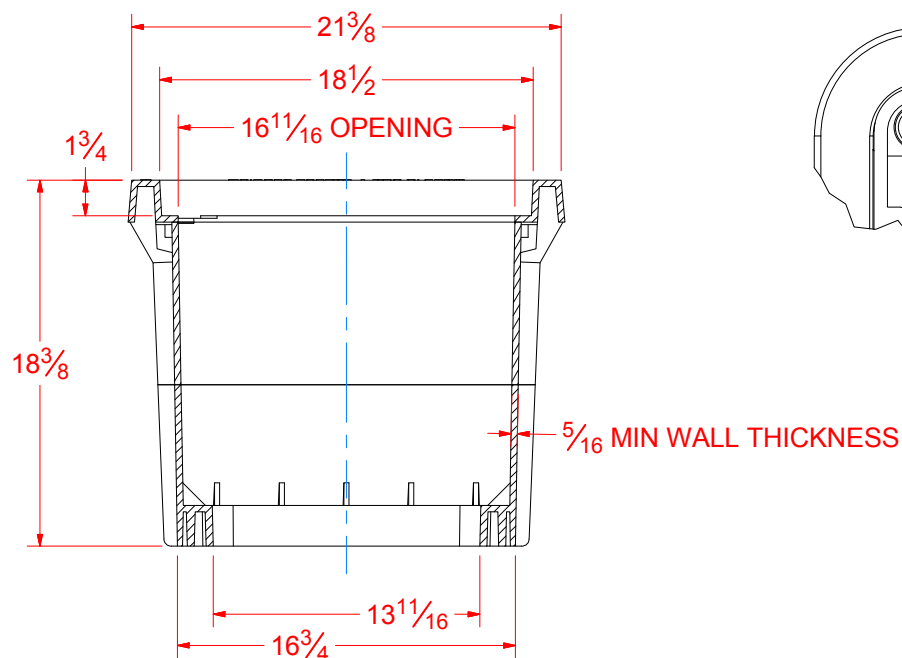
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GENERAL TOLERANCES			OES_DESCRIPTION 1324-18 DL/LW UNIT, FLUSH COVER T15 GRAY, 2X 1/2-6 HEX AUGER CPBLT, 'GFBR'				
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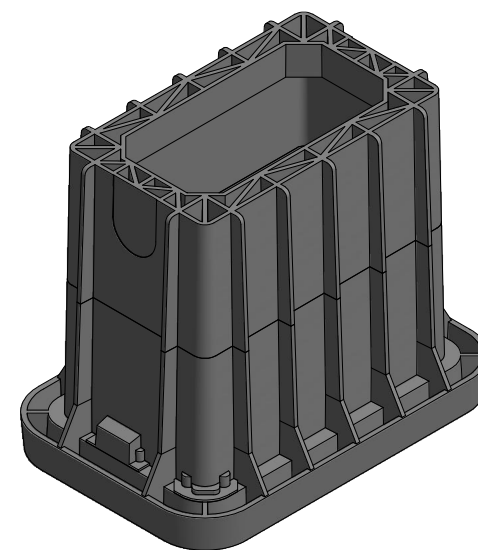
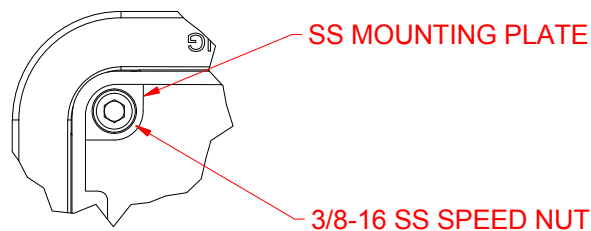
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SECTION A-A



SECTION B-B



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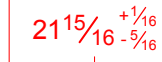
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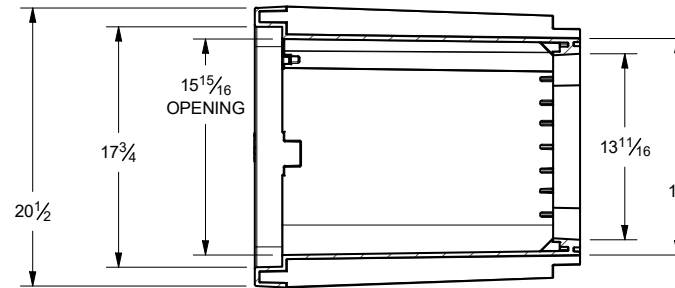
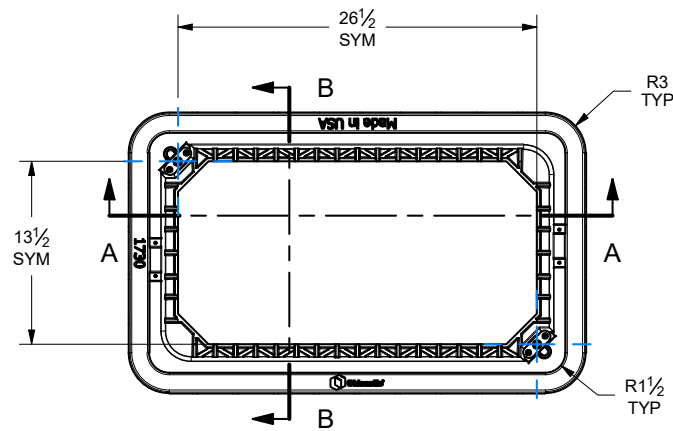
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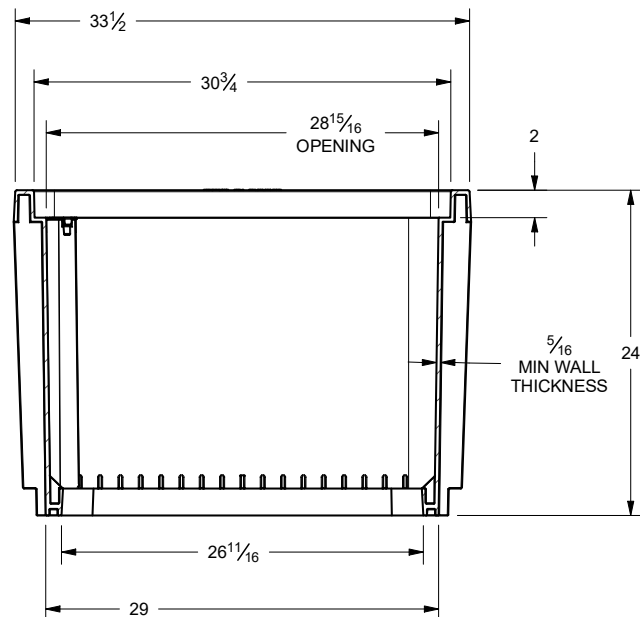
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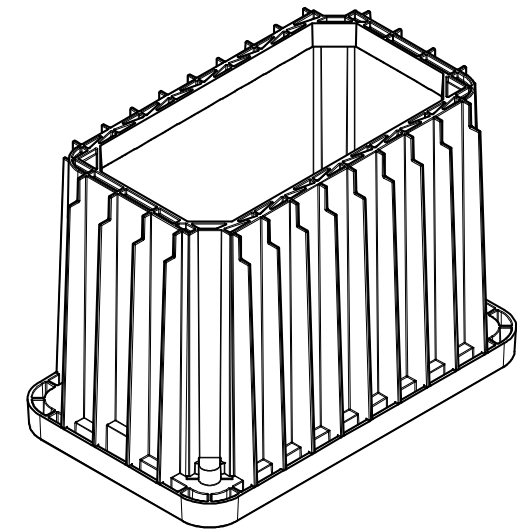
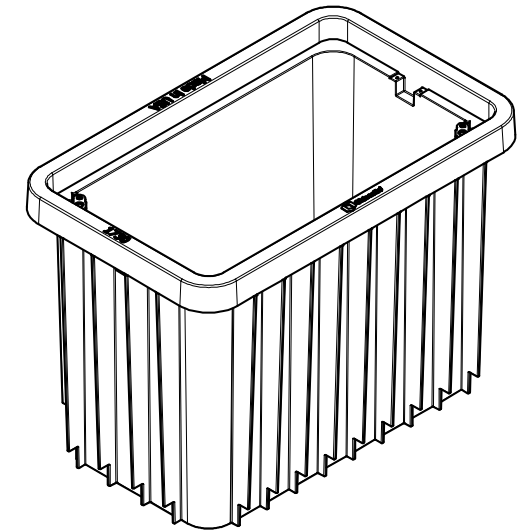




SECTION B-B



SECTION A-A



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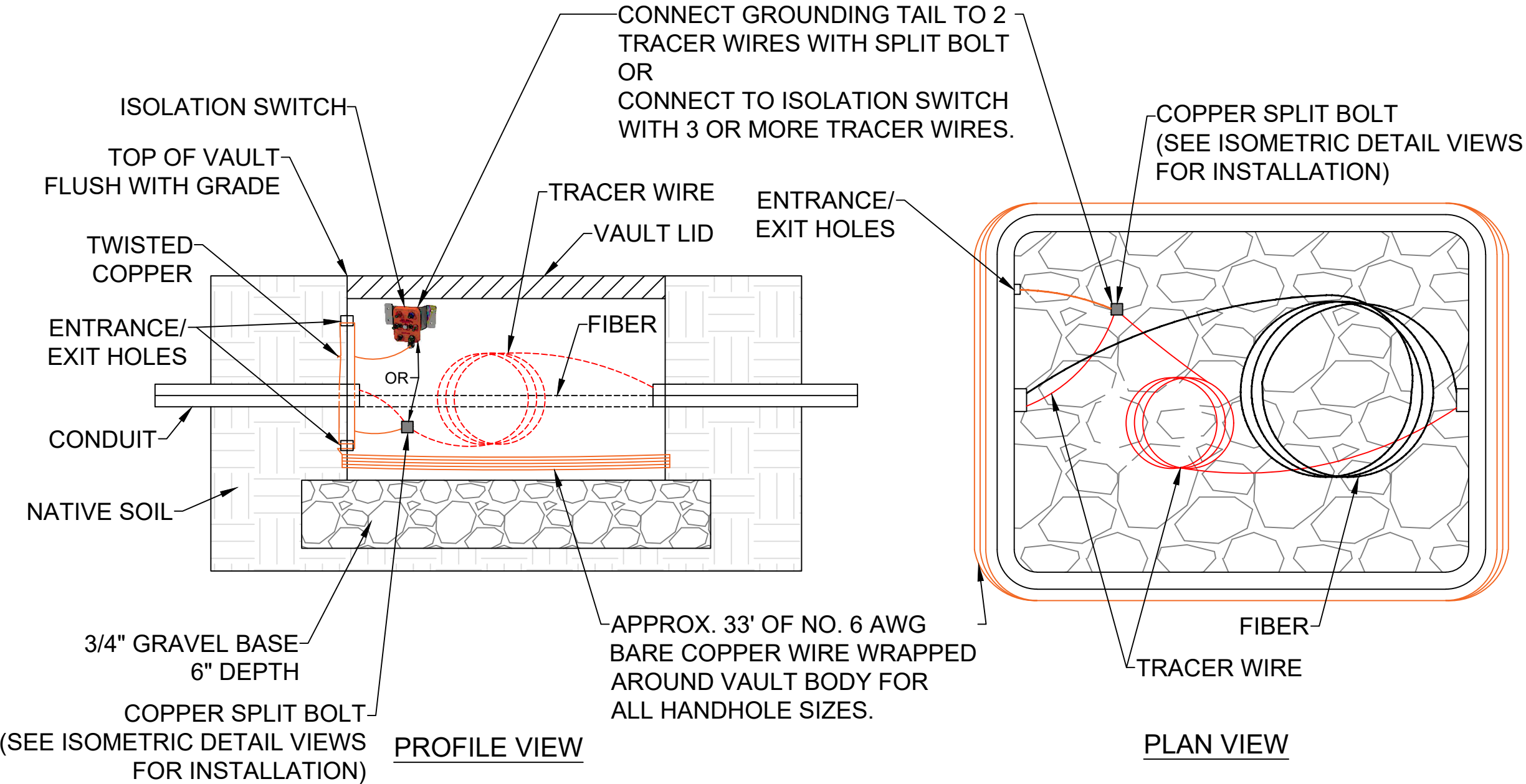
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1. **GFIBER ISOLATION SWITCH = GPN 1154497-01.** INSTALL ISOLATION SWITCH IN EACH RN1, RN2 CLOSURE LOCATIONN IN HANDHOLES WHERE TRACER WIRE LEAVES IN 3 OR MORE DIRECTIONS & AT F1 OR F2 SLACK LOOP HANDHOLES NO FURTHER THAN 800' APART. NOT REQUIRED IN DROP VAULTS. CONNECT THE GROUND WIRE LEAD TO THE ISOLATION SWITCH GROUNDING LUG, & EACH OF THE TRACER WIRES TO A DIFFERENT ISOLATION LUG. OR;
AT PASS-THRU HANDHOLES WHERE TRACER WIRES LEAVE IN 1 OR 2 DIFFERENT DIRECTIONS AND IS LOCATED LESS THAN 800' FROM THE LAST ISOLATION SWITCH, CONNECT TRACER WIRES TO GROUND WIRE LEAD WITH A SPLIT BOLT.



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