

REV	DATE	DESCRIPTION	BY
A	05/15/24	ISSUED FOR REVIEW	BP

I HEREBY CERTIFY THAT THESE DRAWINGS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND CONTROL, AND TO THE BEST OF MY KNOWLEDGE AND BELIEF COMPLY WITH THE REQUIREMENTS OF ALL APPLICABLE CODES.

TASK NAME

**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
**1" = 30'-0"**

SHEET TITLE  
**DESIGN LAYOUT**

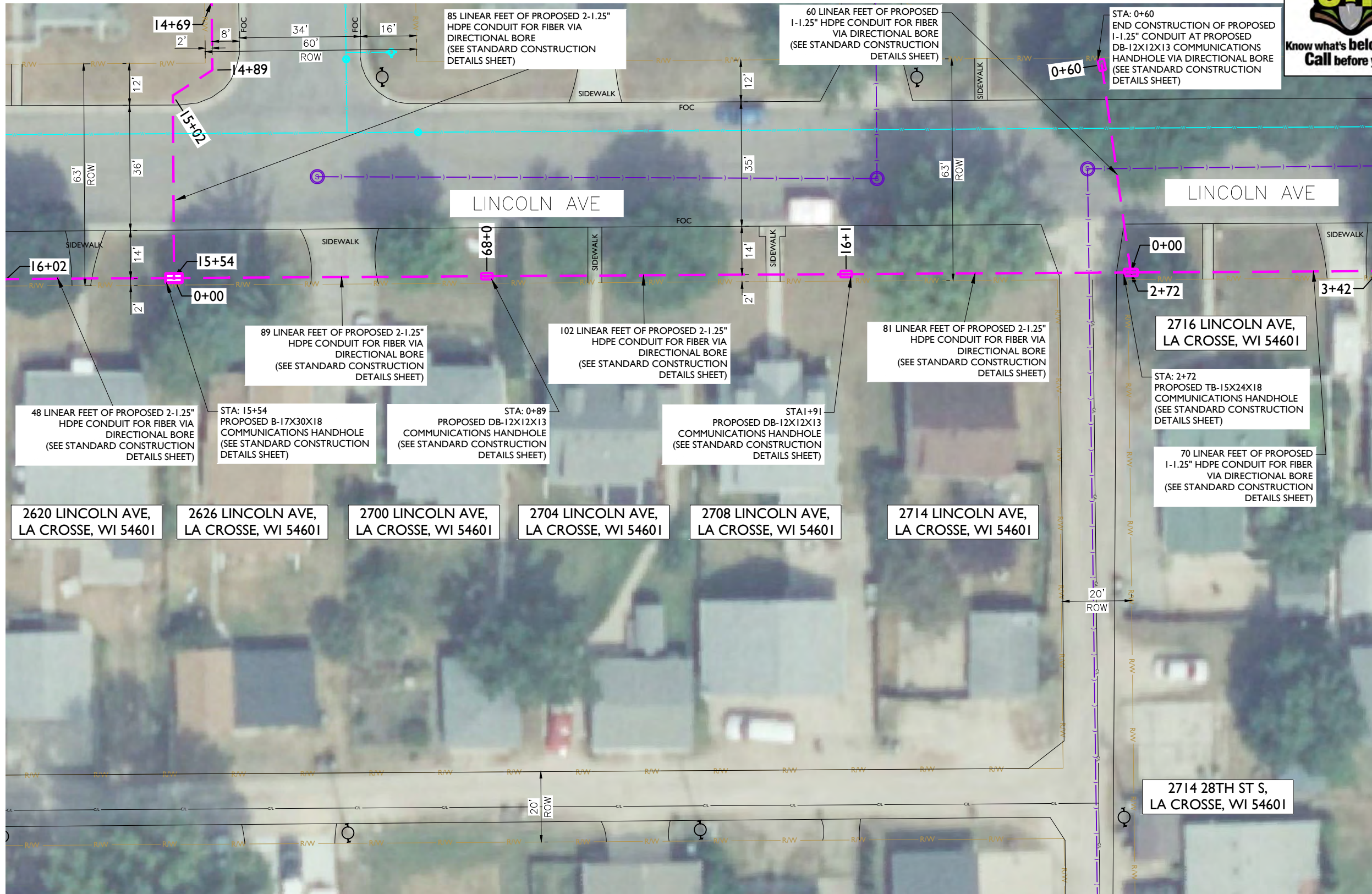
GRID NUMBER

SHEET NUMBER  
**C-045**

- NOTE:**
- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
  - BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
  - MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

- NOTE:**
- METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.





**metronet**  
3701 COMMUNICATIONS WAY  
EVANSVILLE, IN, 47715

**Fullerton**  
DESIGN DEVELOP CONSTRUCT  
1100 E. WOODFIELD ROAD, SUITE 500  
SCHAUMBURG, ILLINOIS 60173  
TEL: 847-908-8400  
COA# 3620-11  
www.fullerton-us.com

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**WILC006**

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**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
**1" = 30'-0"**

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
SHEET NUMBER  
**C-046**

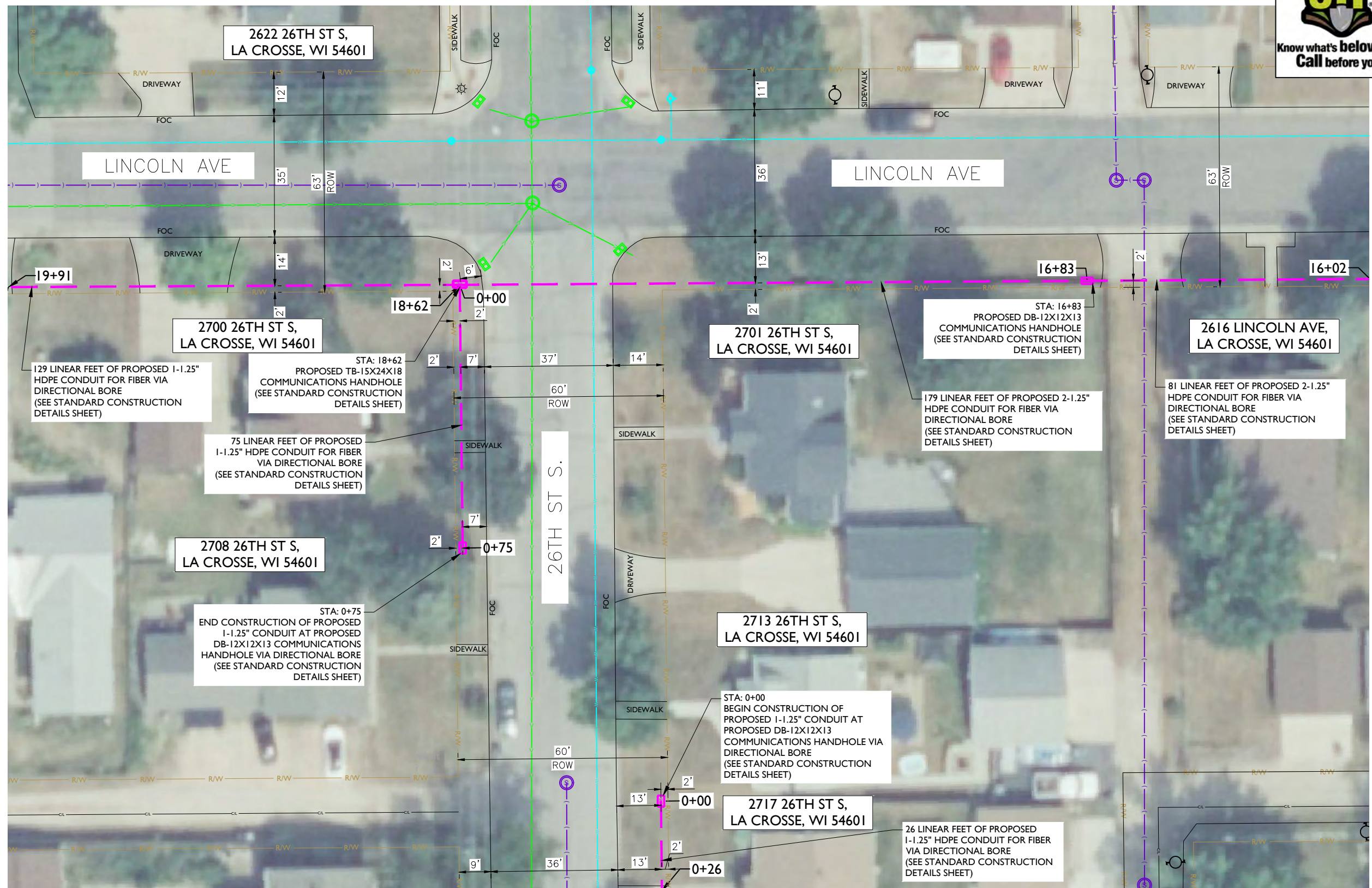
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TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

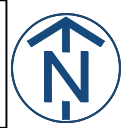
GRID NUMBER  
SHEET NUMBER  
**C-047**

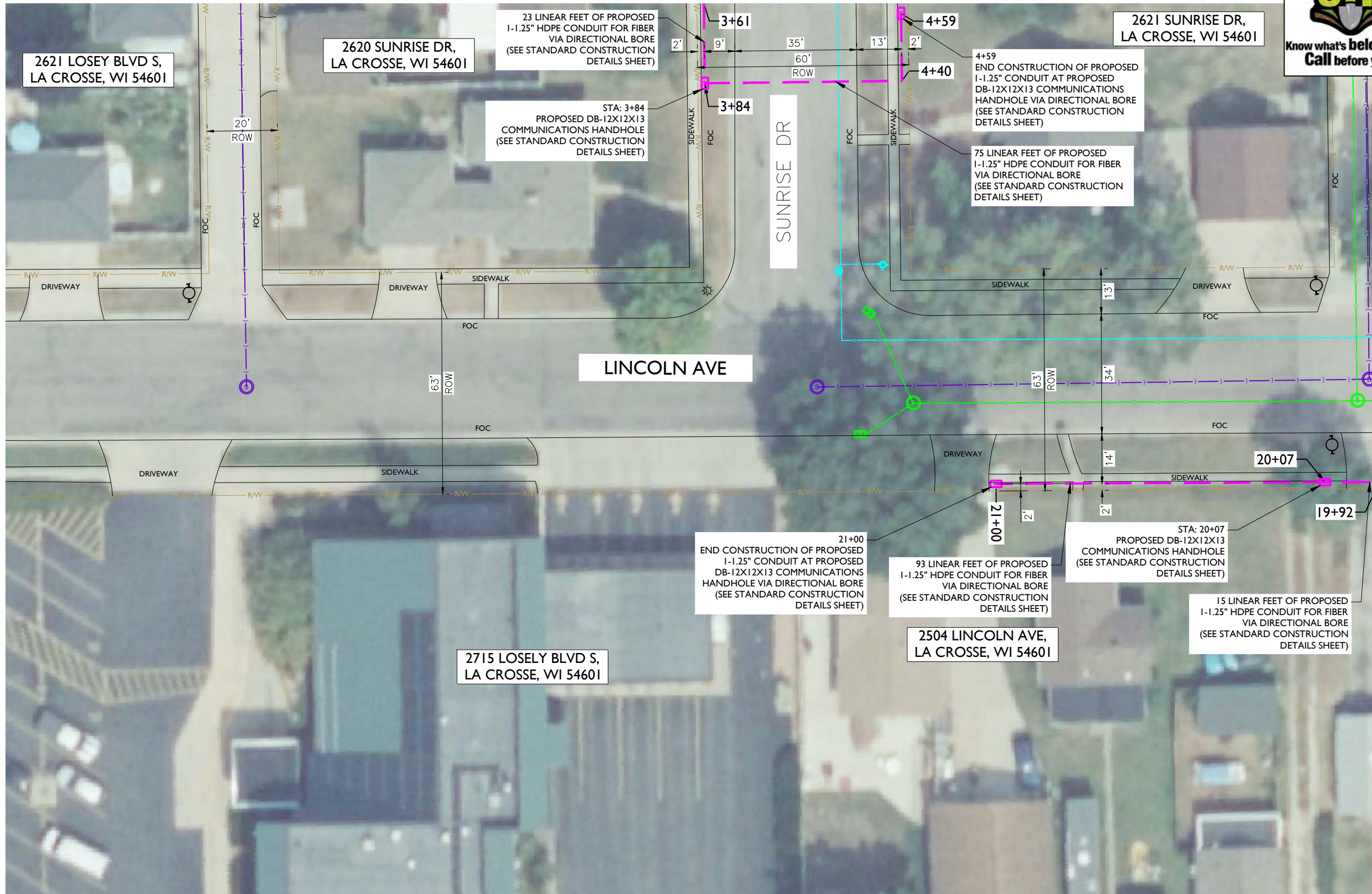
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**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER

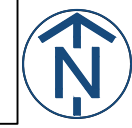
SHEET NUMBER  
**C-048**

**NOTE:**

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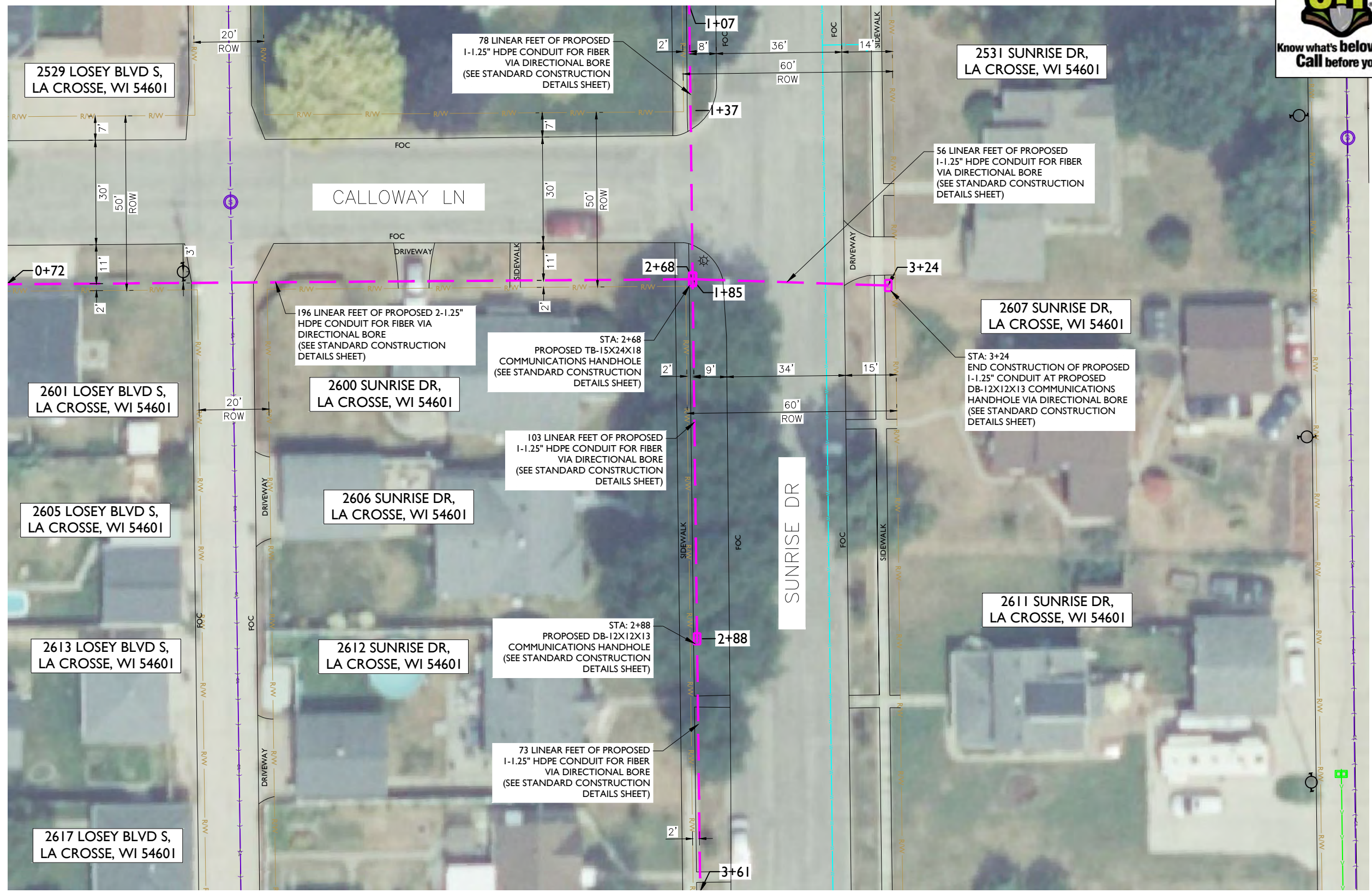




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TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

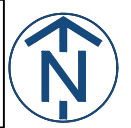
GRID NUMBER  
 SHEET NUMBER  
**C-049**

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
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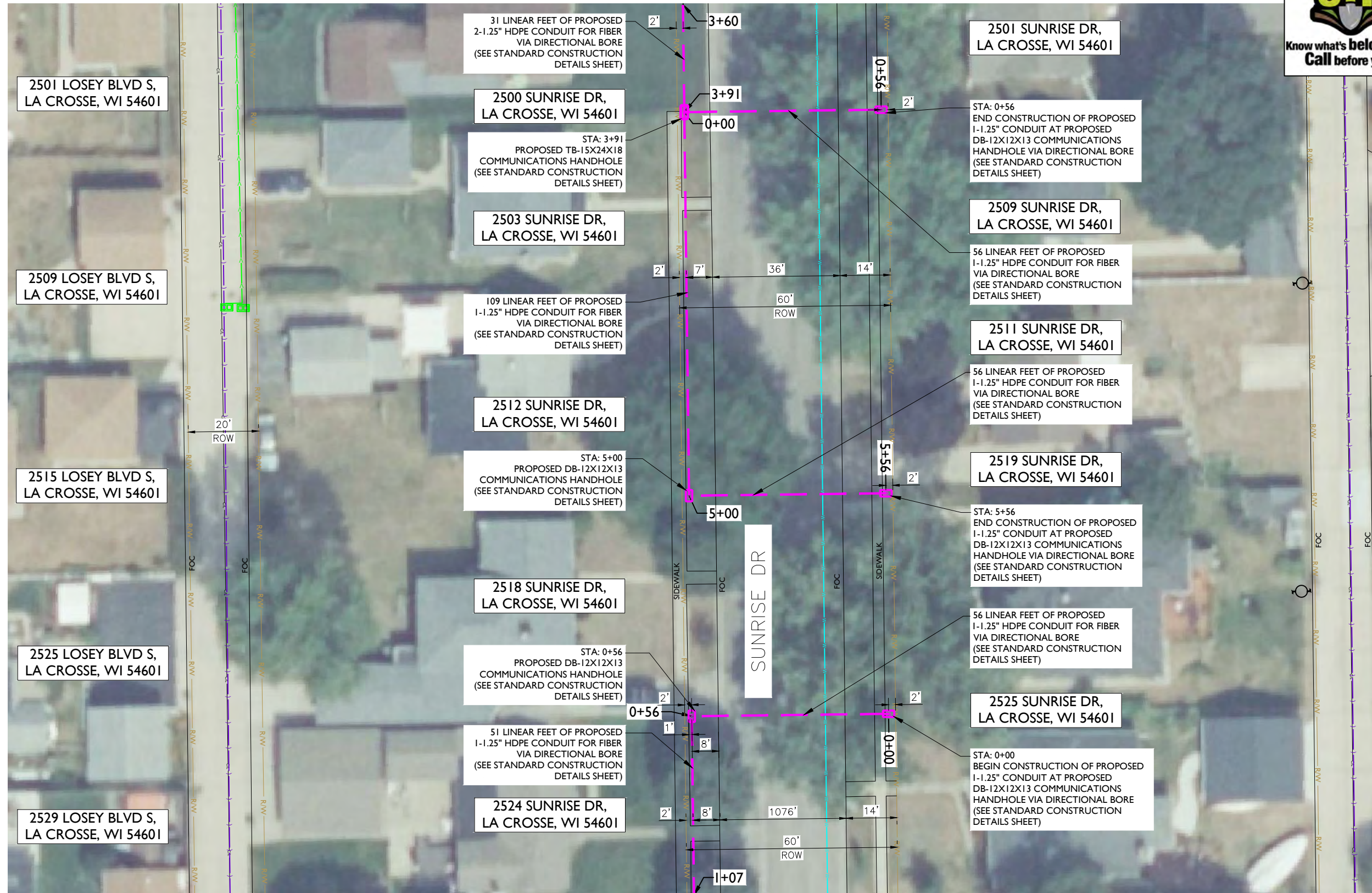




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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
SHEET NUMBER  
**C-050**

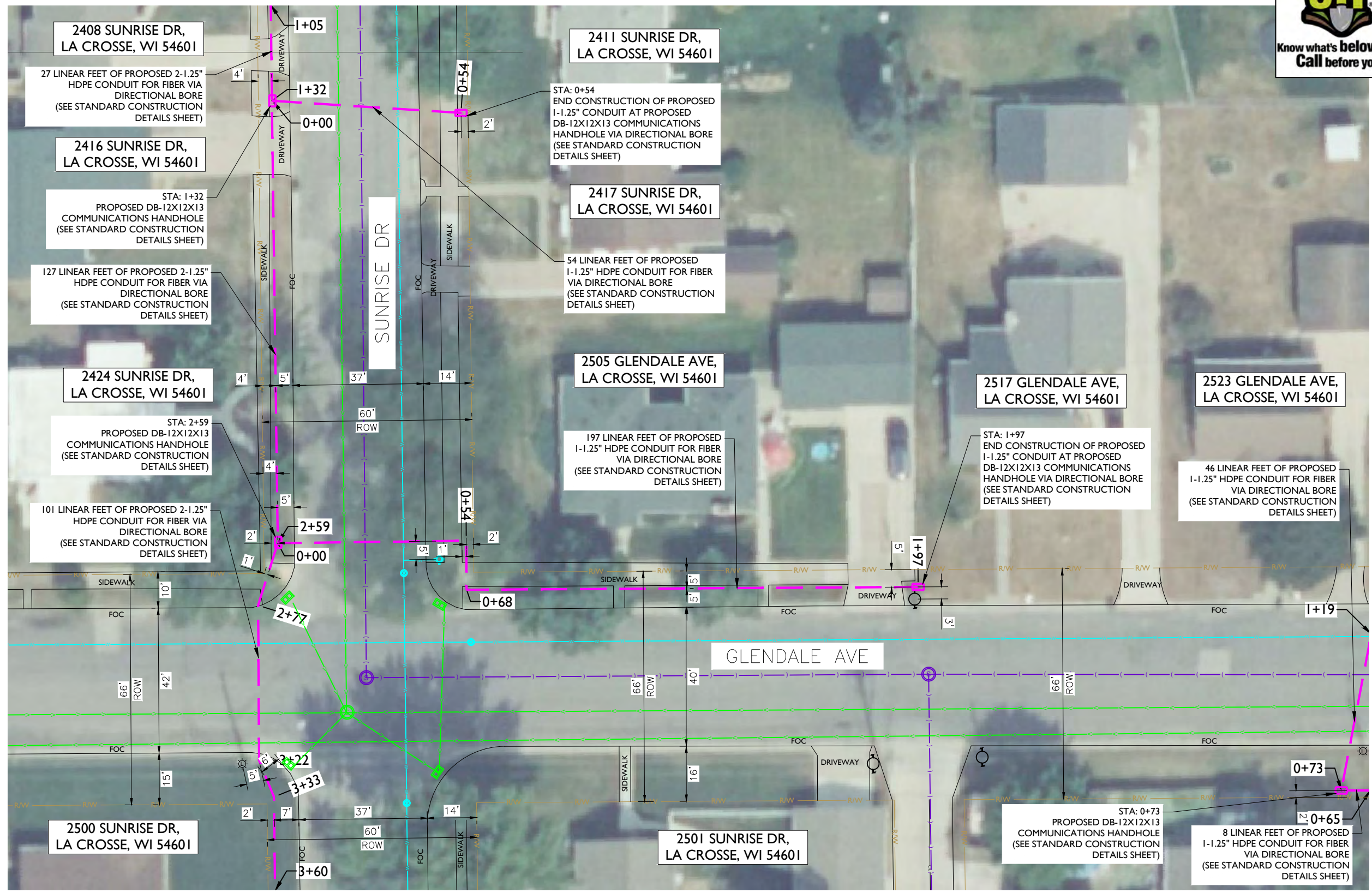
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TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER

SHEET NUMBER  
**C-051**

NOTE:

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NOTE:

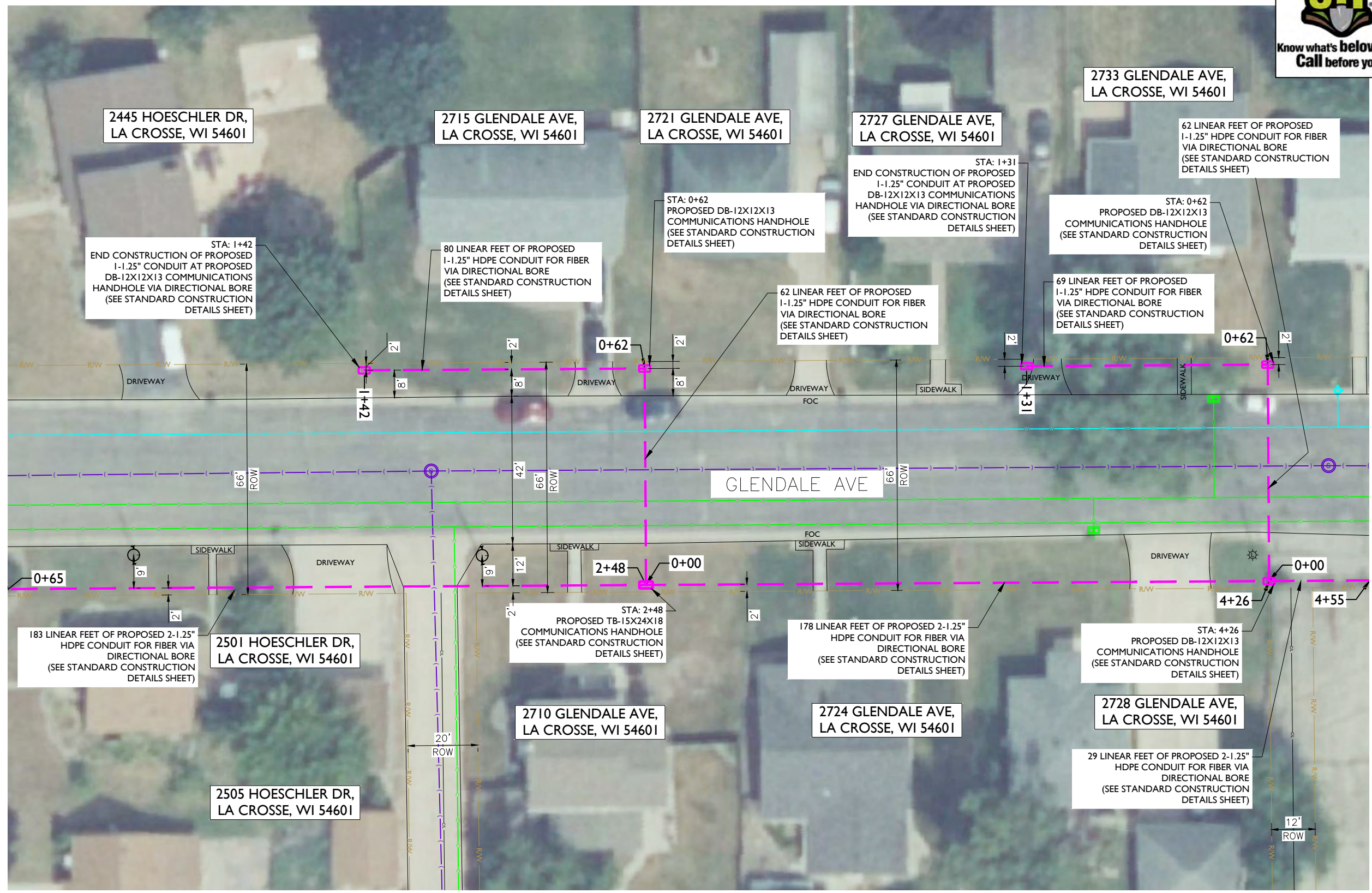
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**WILC006**

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**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
 SHEET NUMBER  
**C-052**

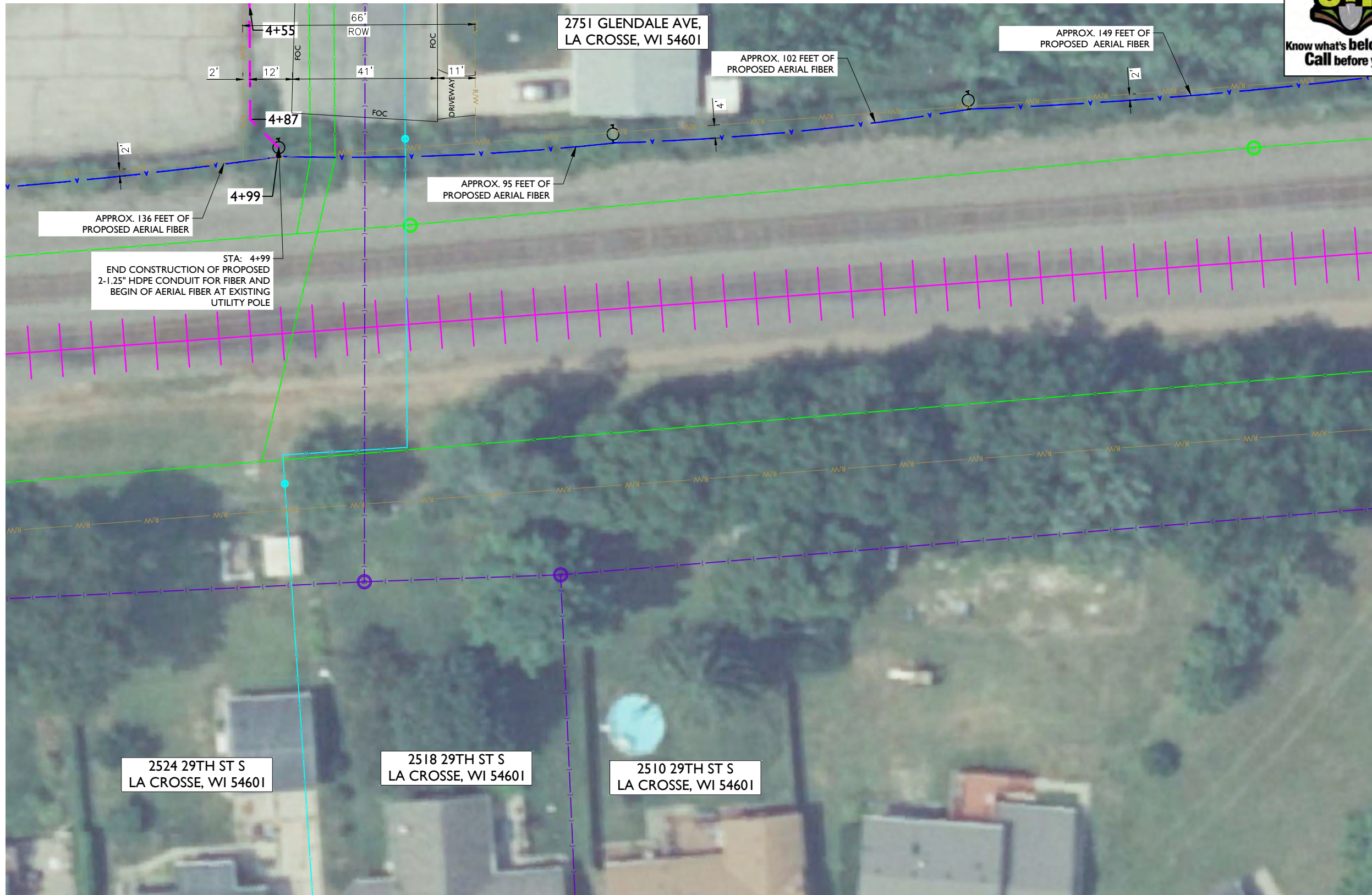
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**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

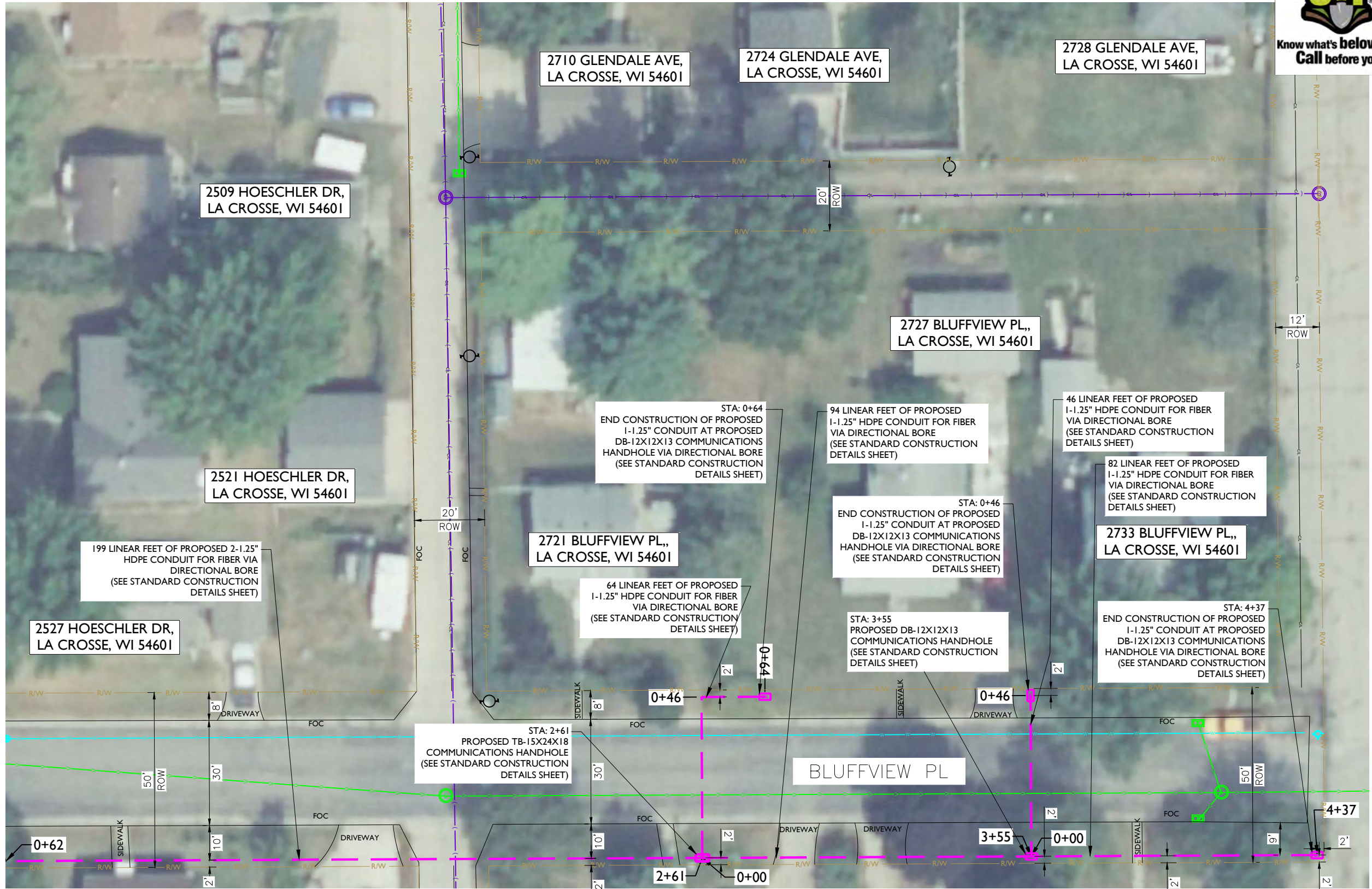
GRID NUMBER  
 SHEET NUMBER  
**C-053**

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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
SHEET NUMBER  
**C-054**

**NOTE:**

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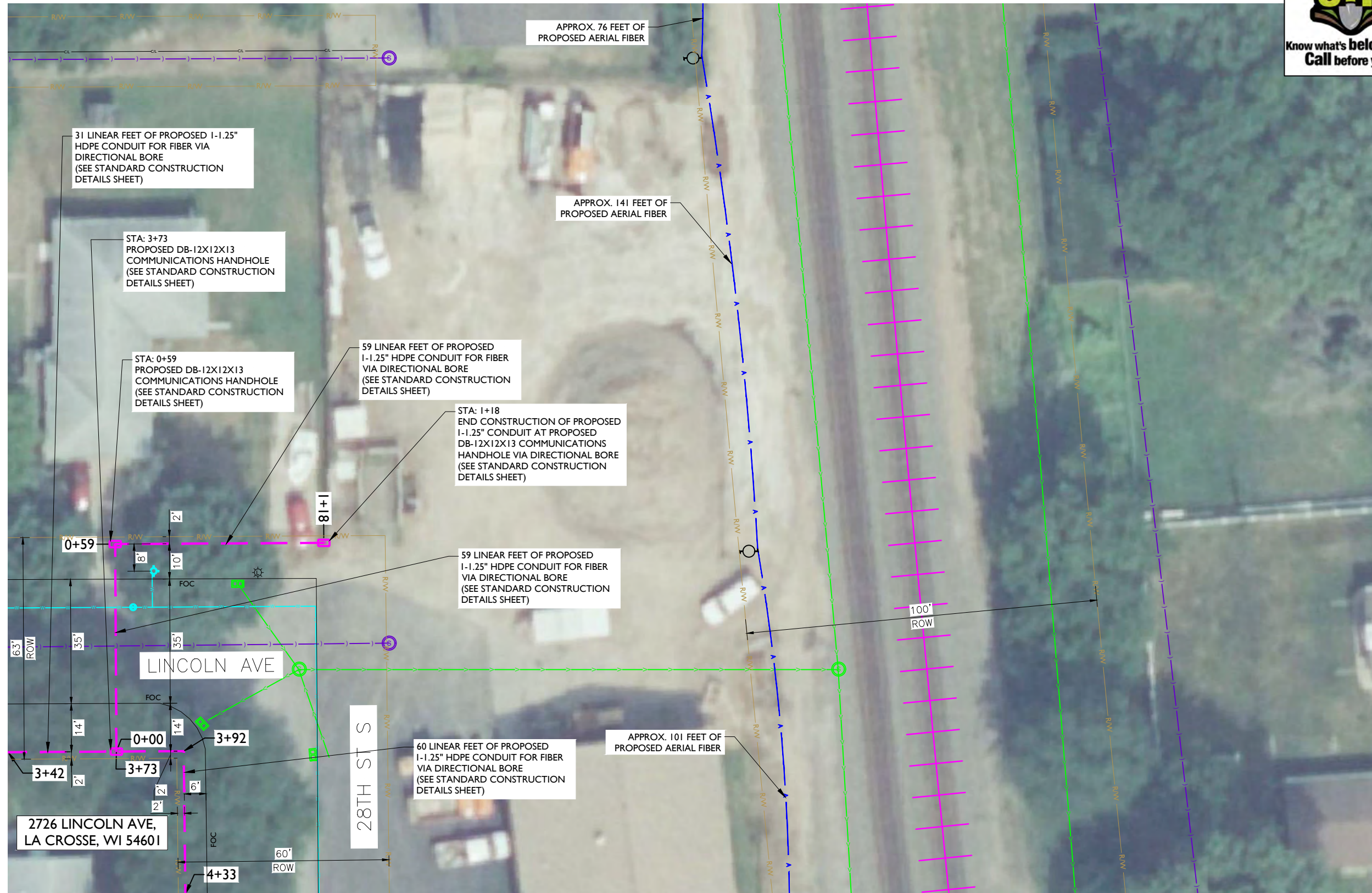




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**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

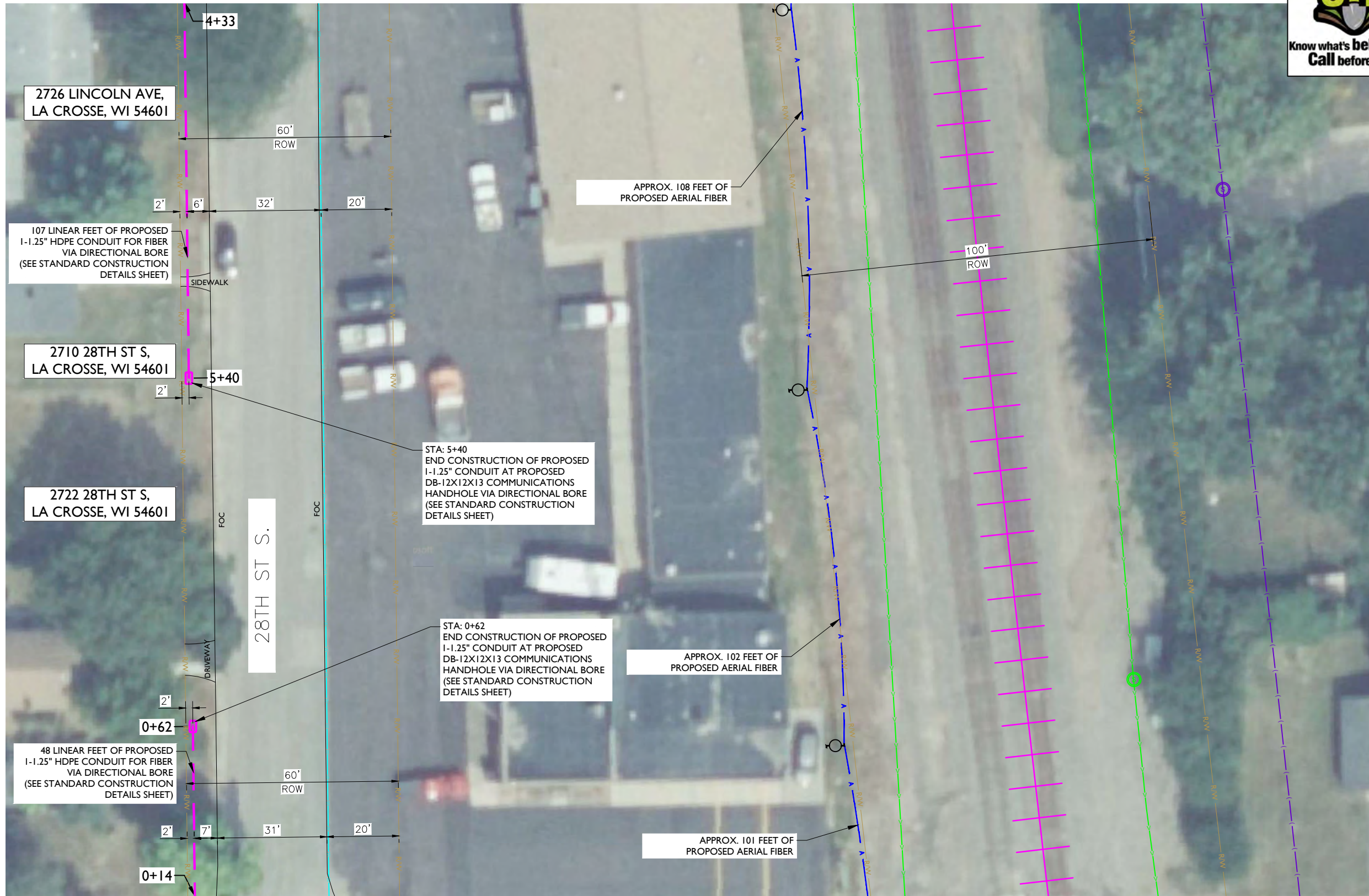
GRID NUMBER  
 SHEET NUMBER  
**C-055**

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**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
SHEET NUMBER  
**C-056**

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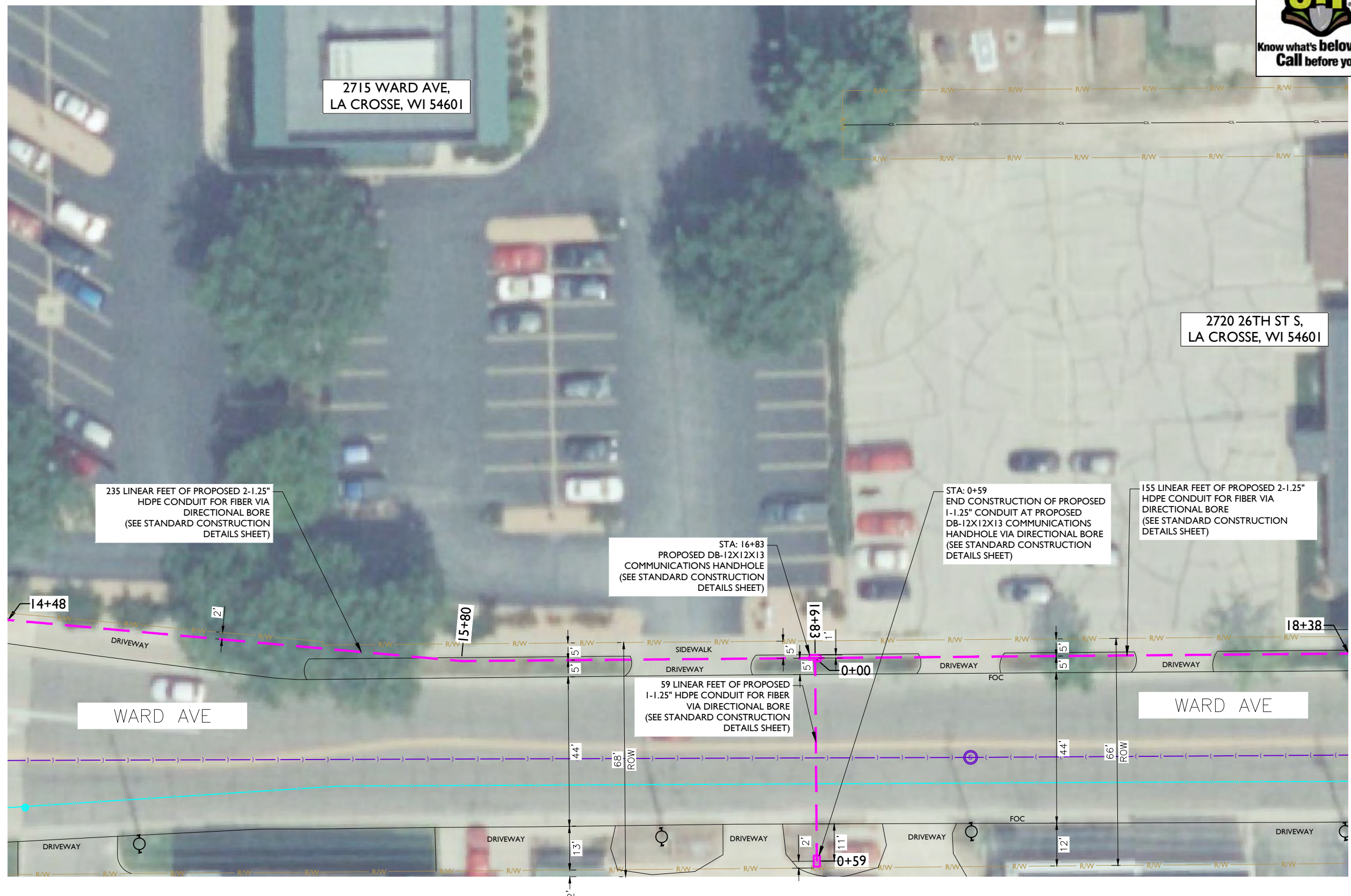




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TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
 SHEET NUMBER  
**C-057**

NOTE:

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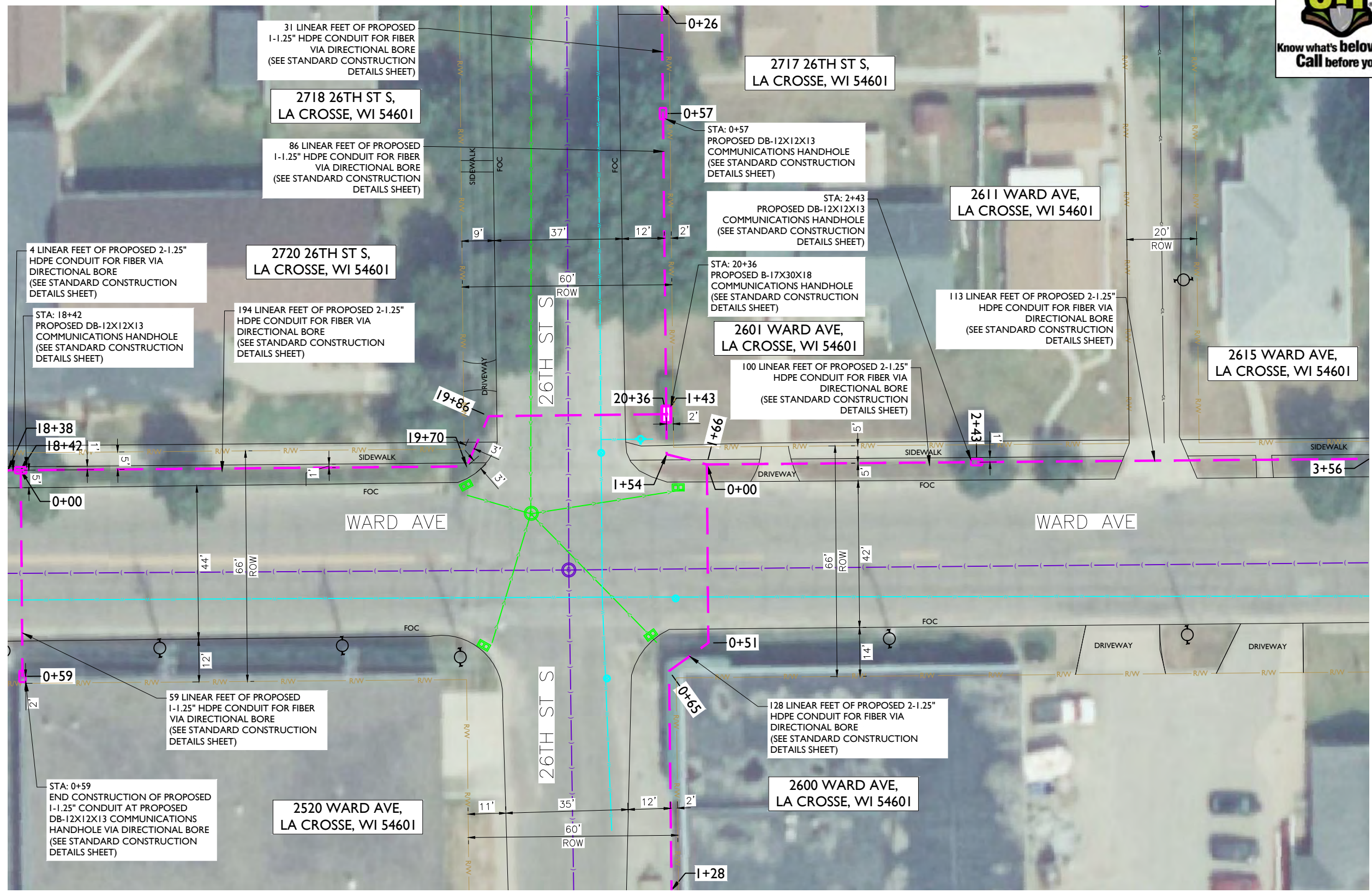




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**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

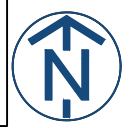
GRID NUMBER  
 SHEET NUMBER  
**C-058**

**NOTE:**

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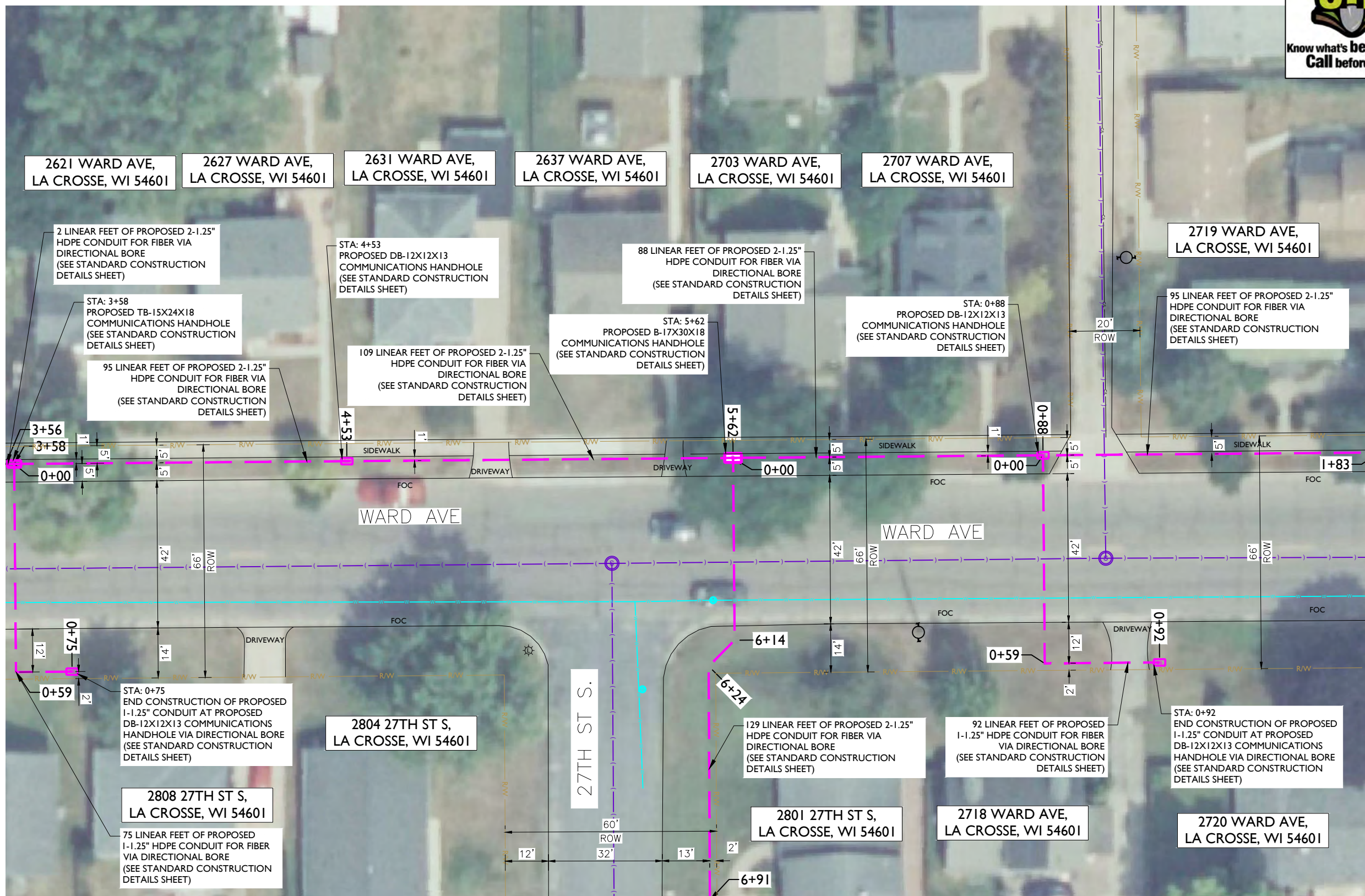


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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
SHEET NUMBER  
**C-059**

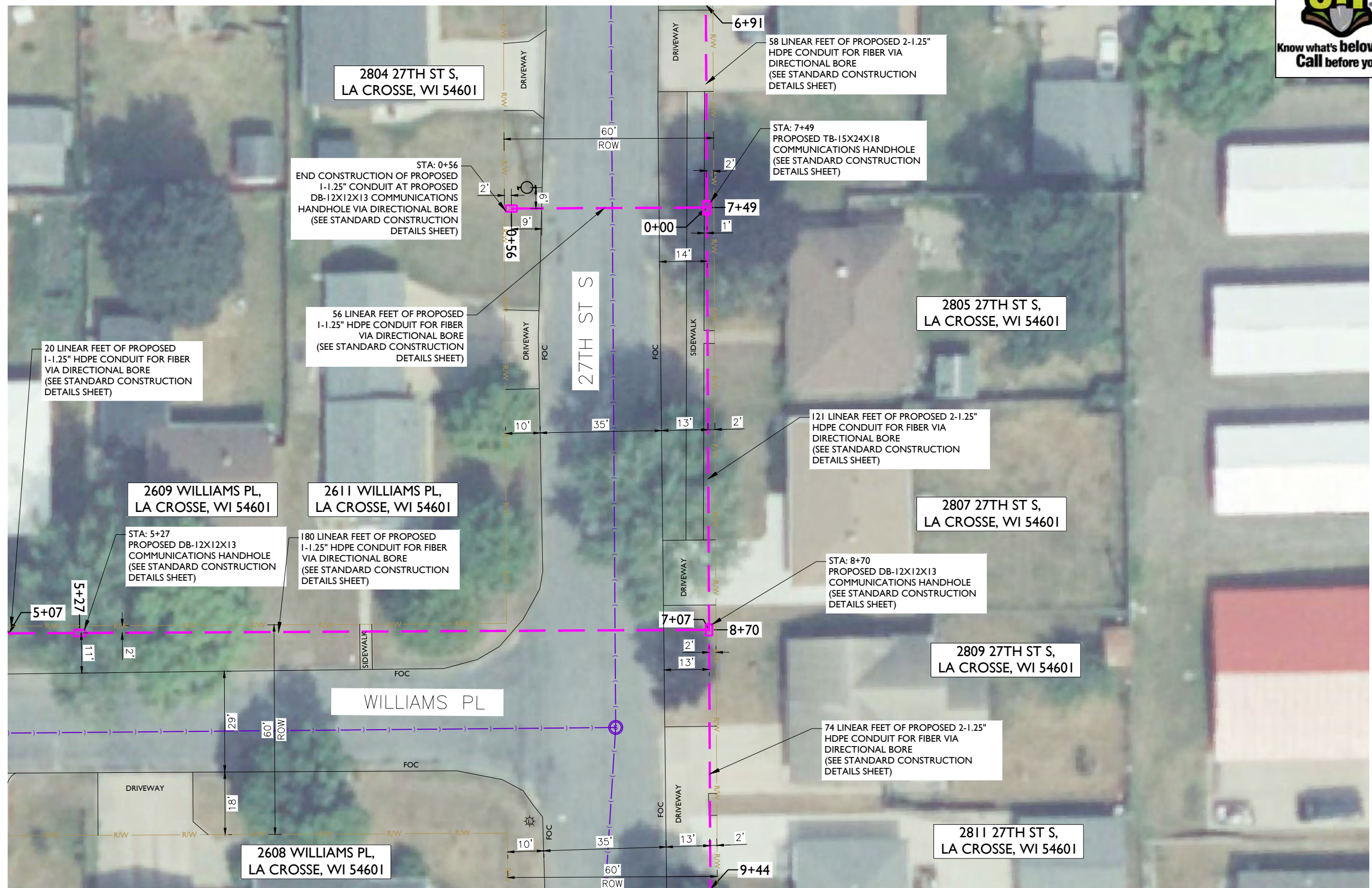
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TASK NAME  
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**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
C-060

**NOTE:**

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- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**  
METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.



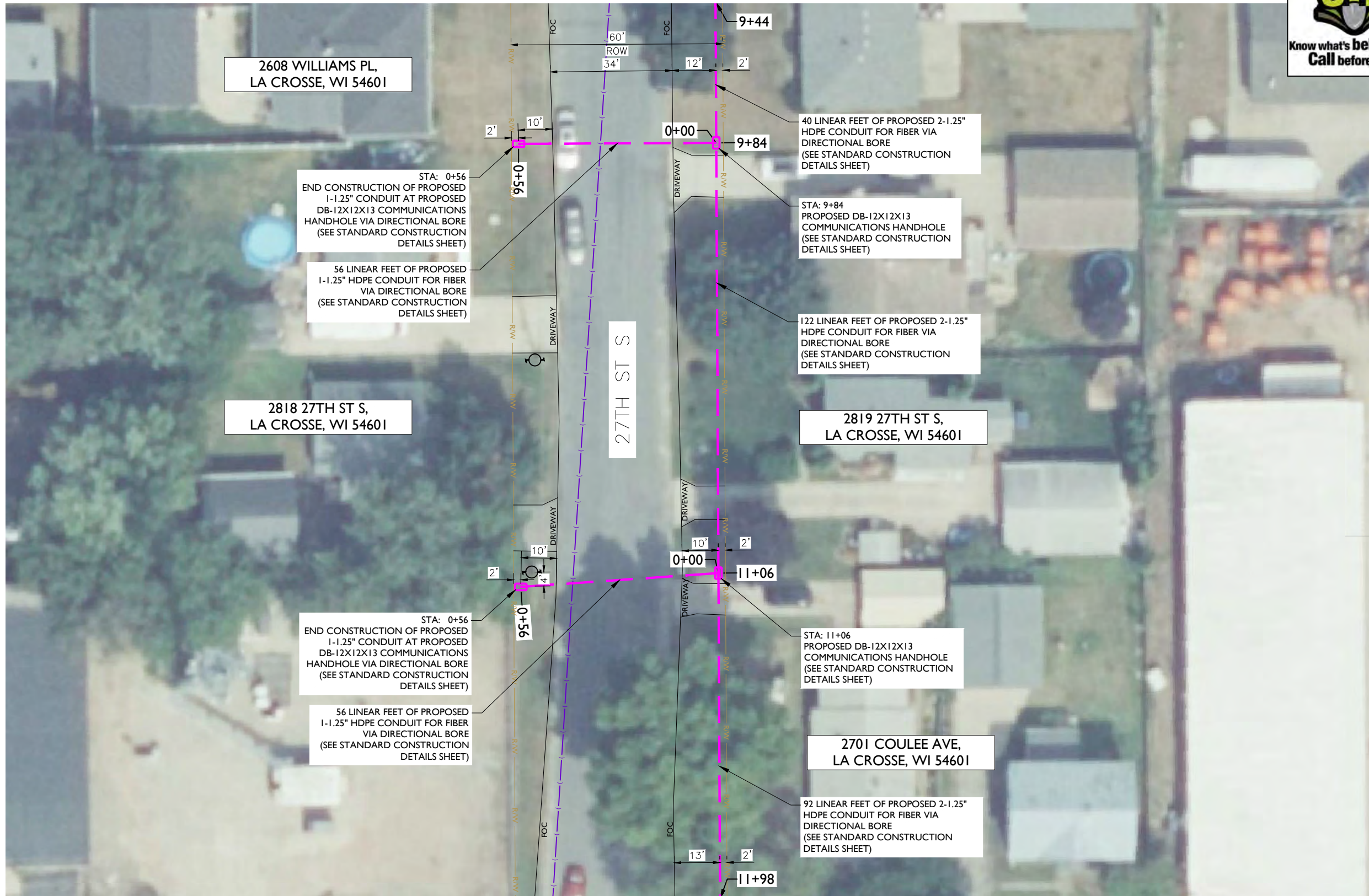




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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT  
 PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER

SHEET NUMBER  
**C-061**

NOTE:

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

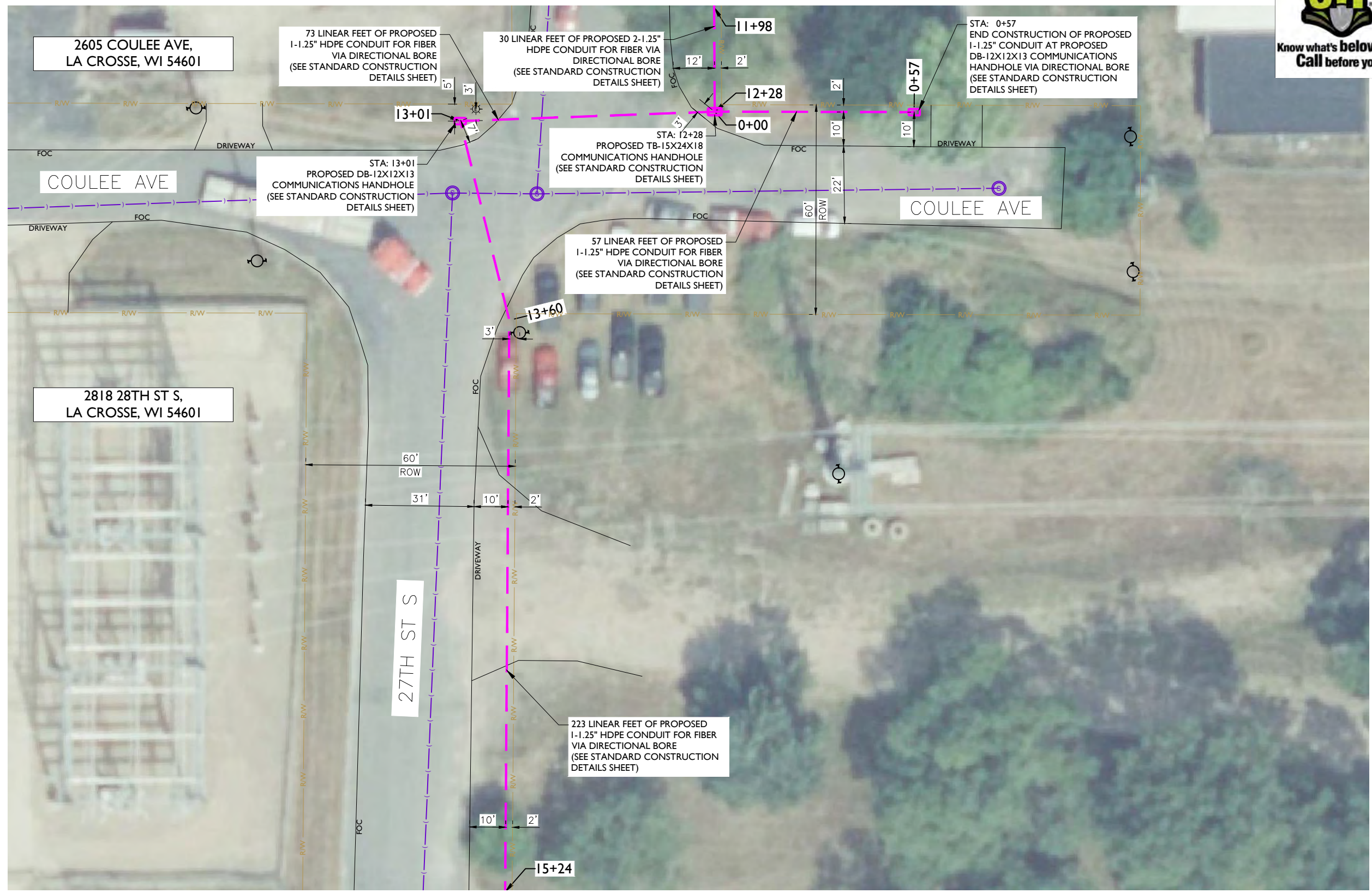
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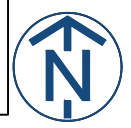
TASK NAME	WILC006
TASK DESCRIPTION	FIBER OPTIC CONDUIT PLACEMENT
PROJECT AREA	LA CROSSE, WI, USA
SHEET SCALE	1" = 30'-0"
SHEET TITLE	DESIGN LAYOUT
GRID NUMBER	
SHEET NUMBER	C-062

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**

METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.

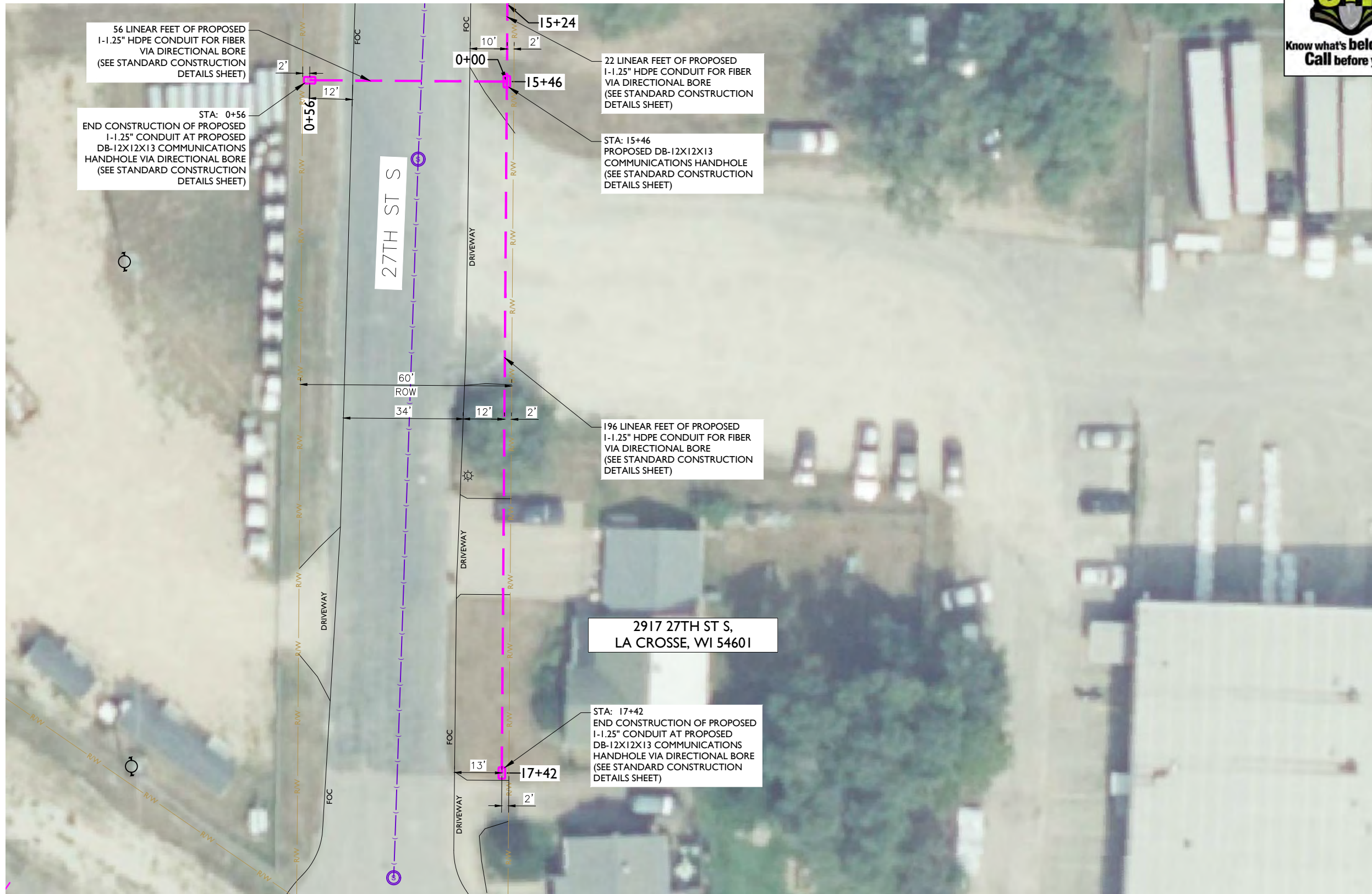




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A	05/15/24	ISSUED FOR REVIEW	BP

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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
SHEET NUMBER  
**C-063**

- NOTE:
- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
  - BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
  - MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

- NOTE:
- METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.

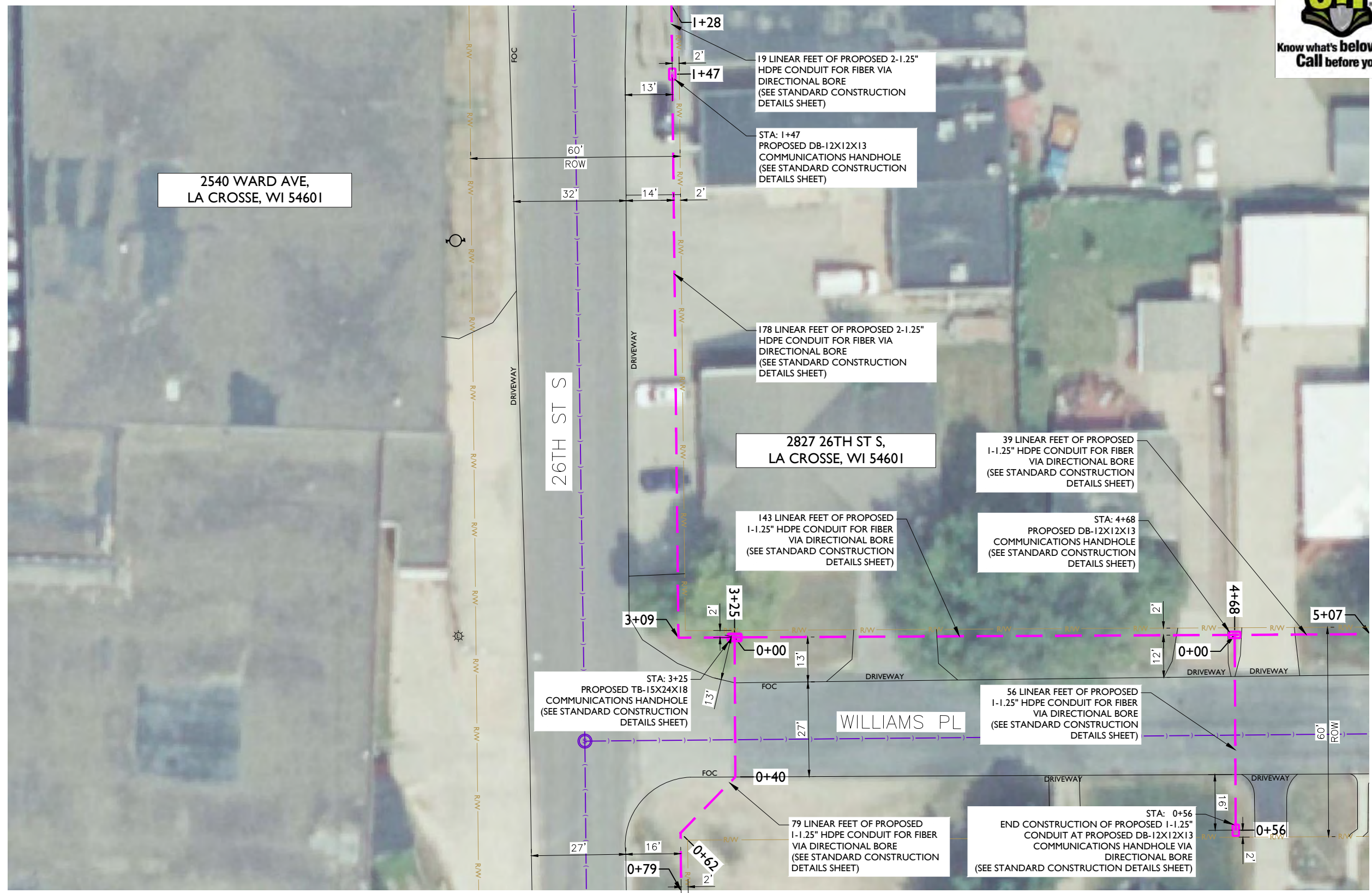




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 LA CROSSE, WI 54601

2827 26TH ST S,  
 LA CROSSE, WI 54601

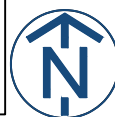
WILLIAMS PL

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**

METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.



REV	DATE	DESCRIPTION	BY
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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER

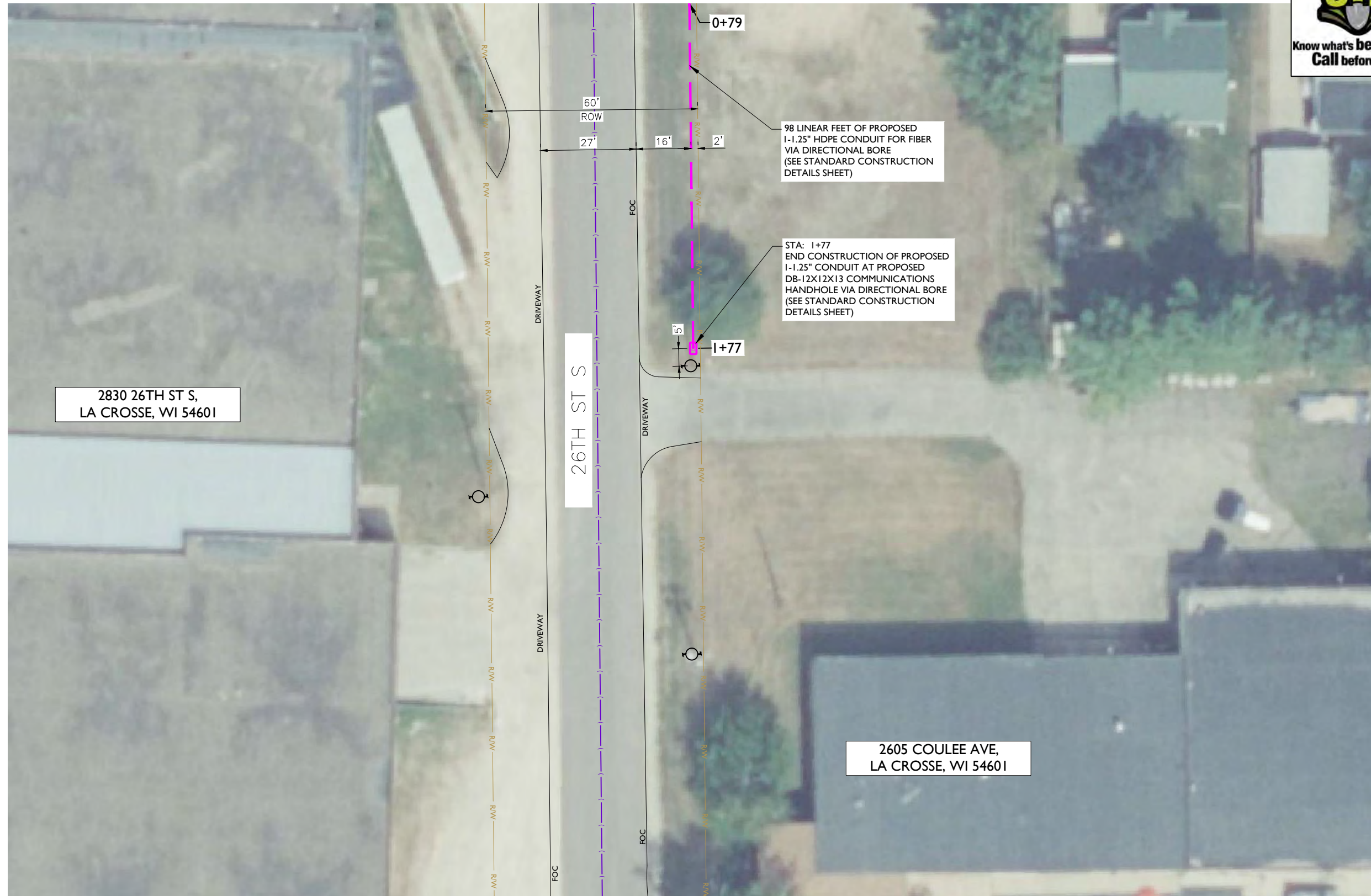
SHEET NUMBER  
**C-064**



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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

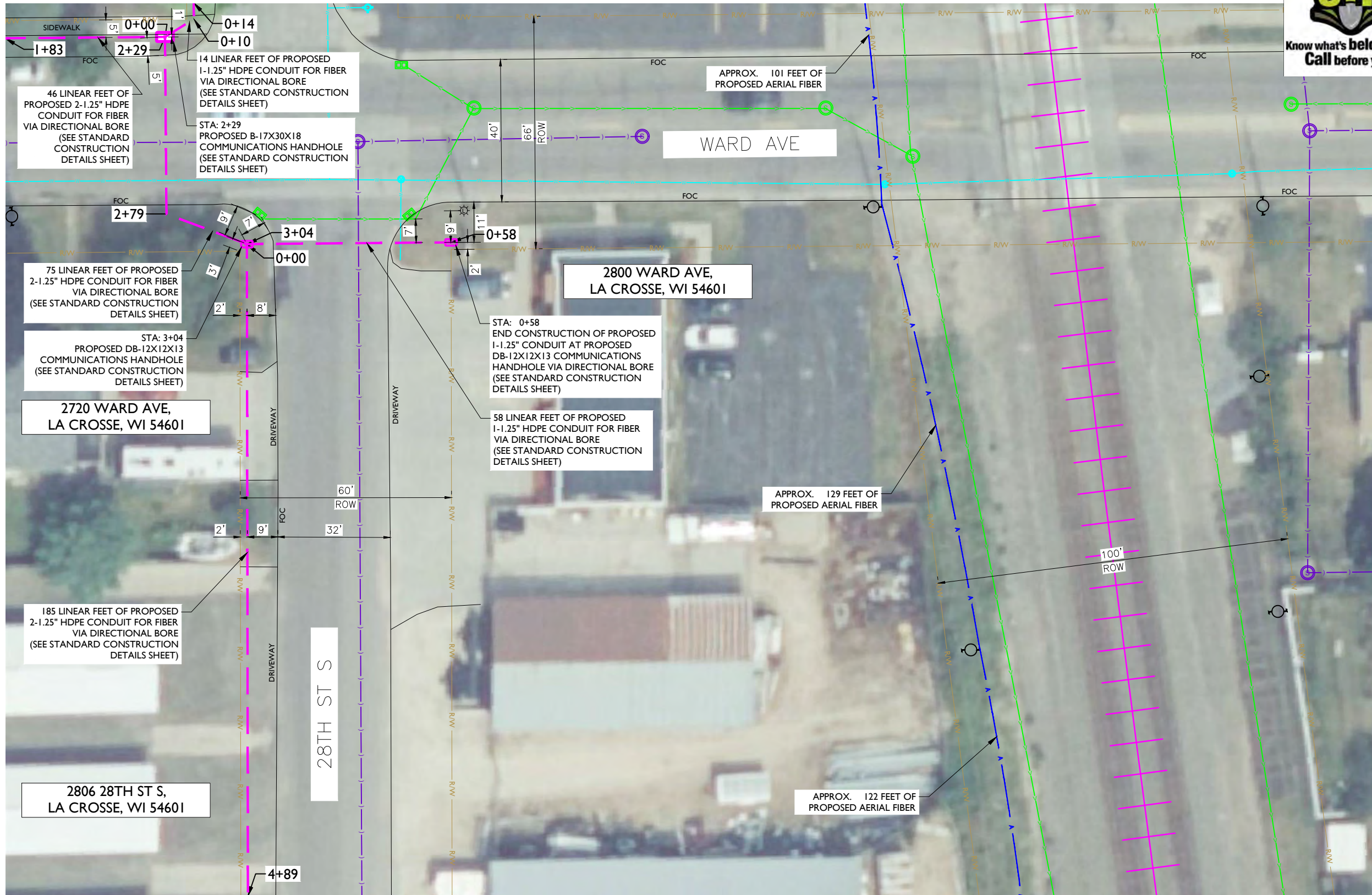
GRID NUMBER

SHEET NUMBER  
**C-065**

- NOTE:
- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
  - BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
  - MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

- NOTE:
- METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.





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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
 SHEET NUMBER  
**C-066**

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:** MINIMUM CLEARANCE REQUIRED 20' ABOVE THE HIGHWAY

**NOTE:** METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.

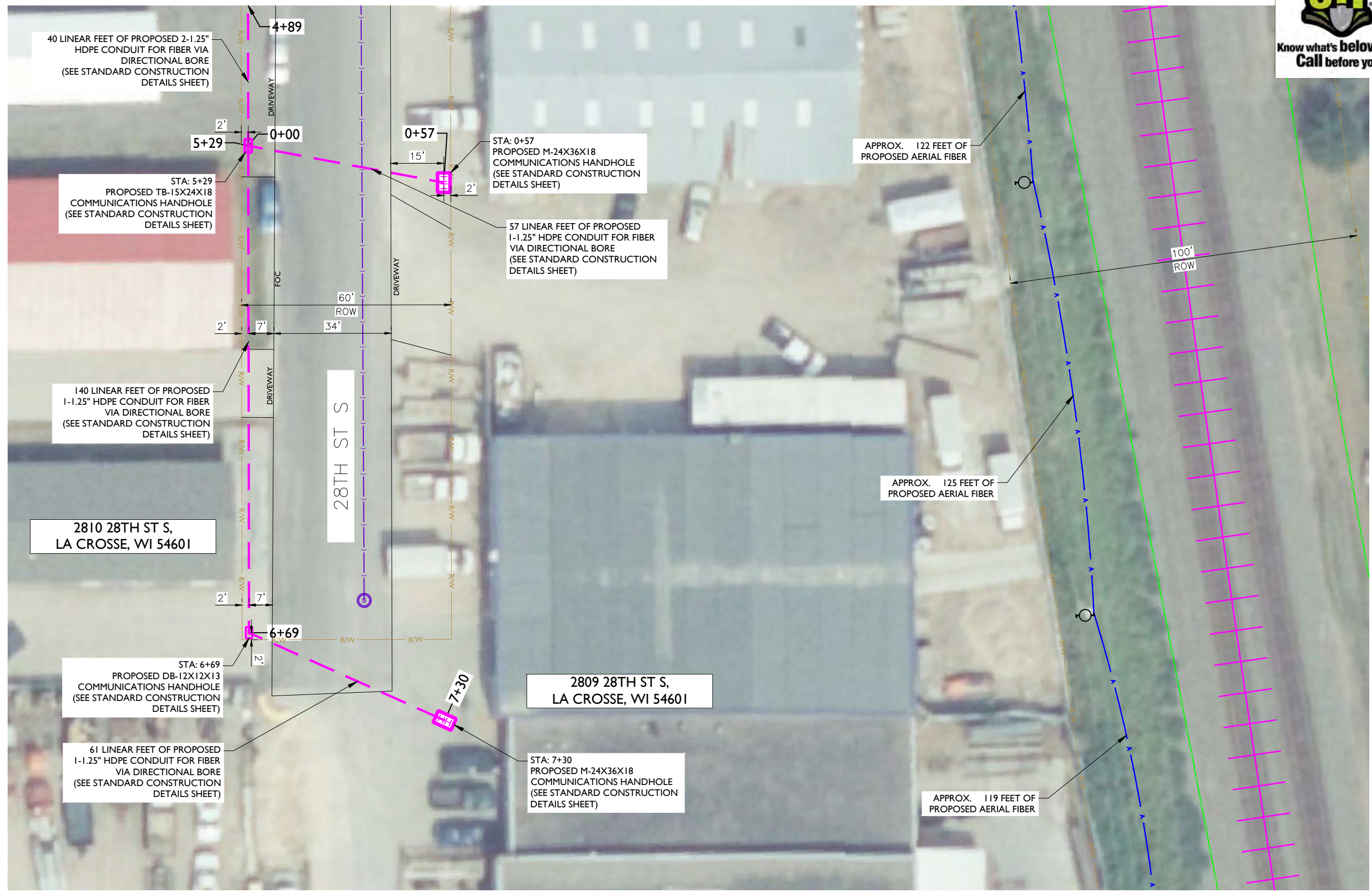




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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER

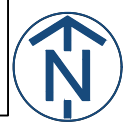
SHEET NUMBER  
**C-067**

**NOTE:**

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- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**

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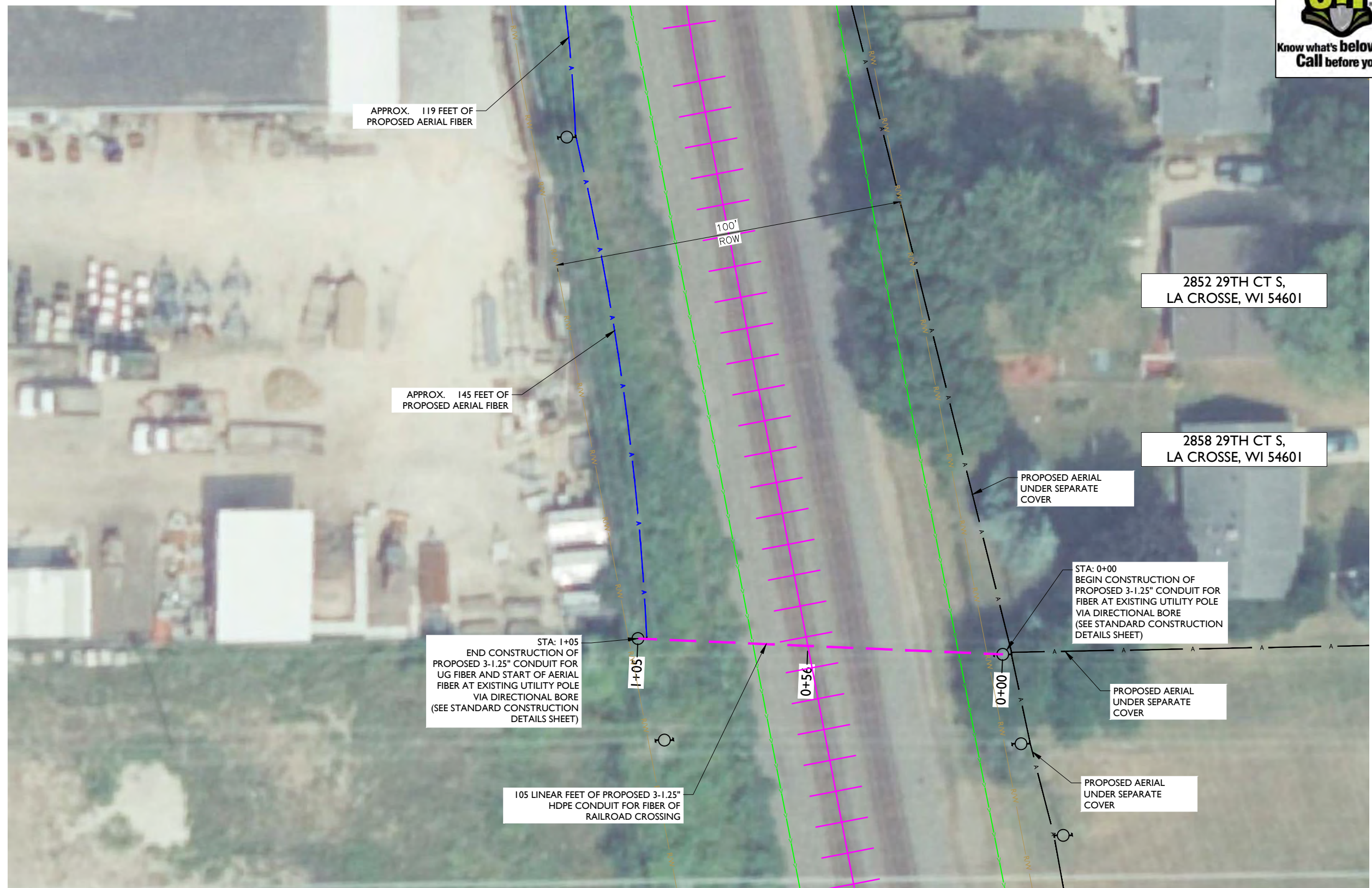




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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER

SHEET NUMBER  
**C-068**

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**

METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.



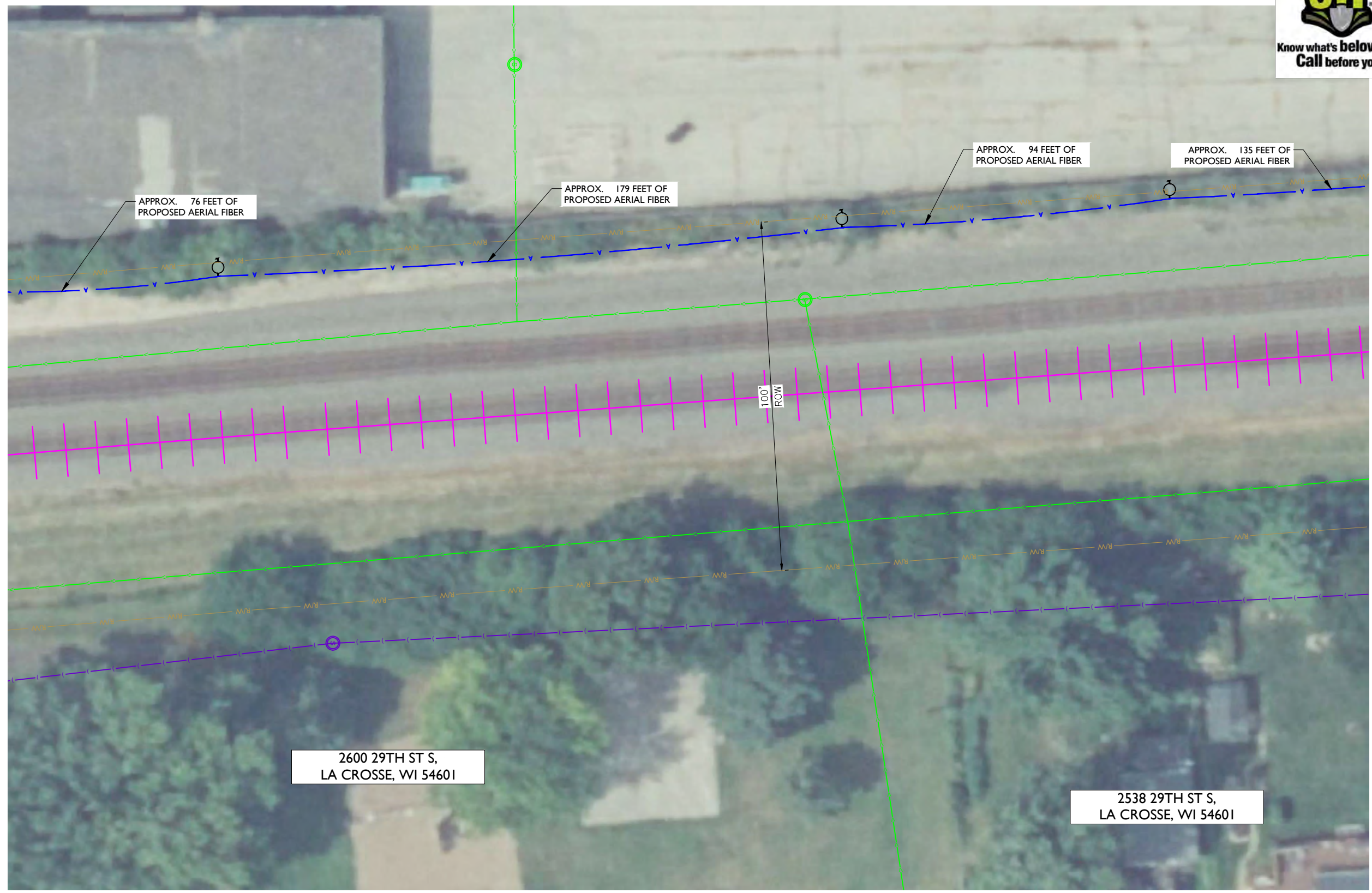




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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
 SHEET NUMBER  
**C-069**

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**

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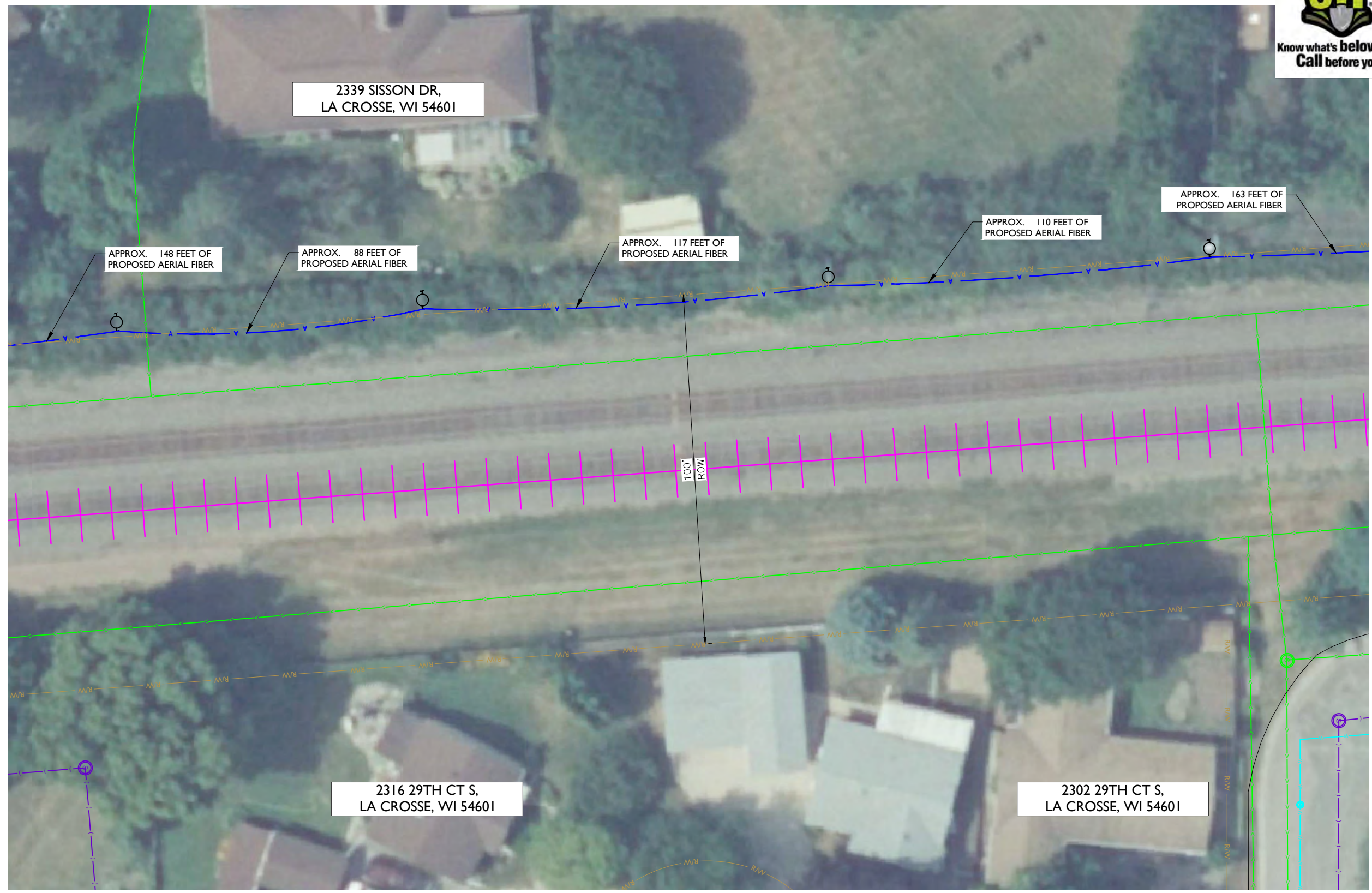




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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER

SHEET NUMBER  
**C-070**

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**  
 METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.





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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
SHEET NUMBER  
**C-071**

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**

METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.

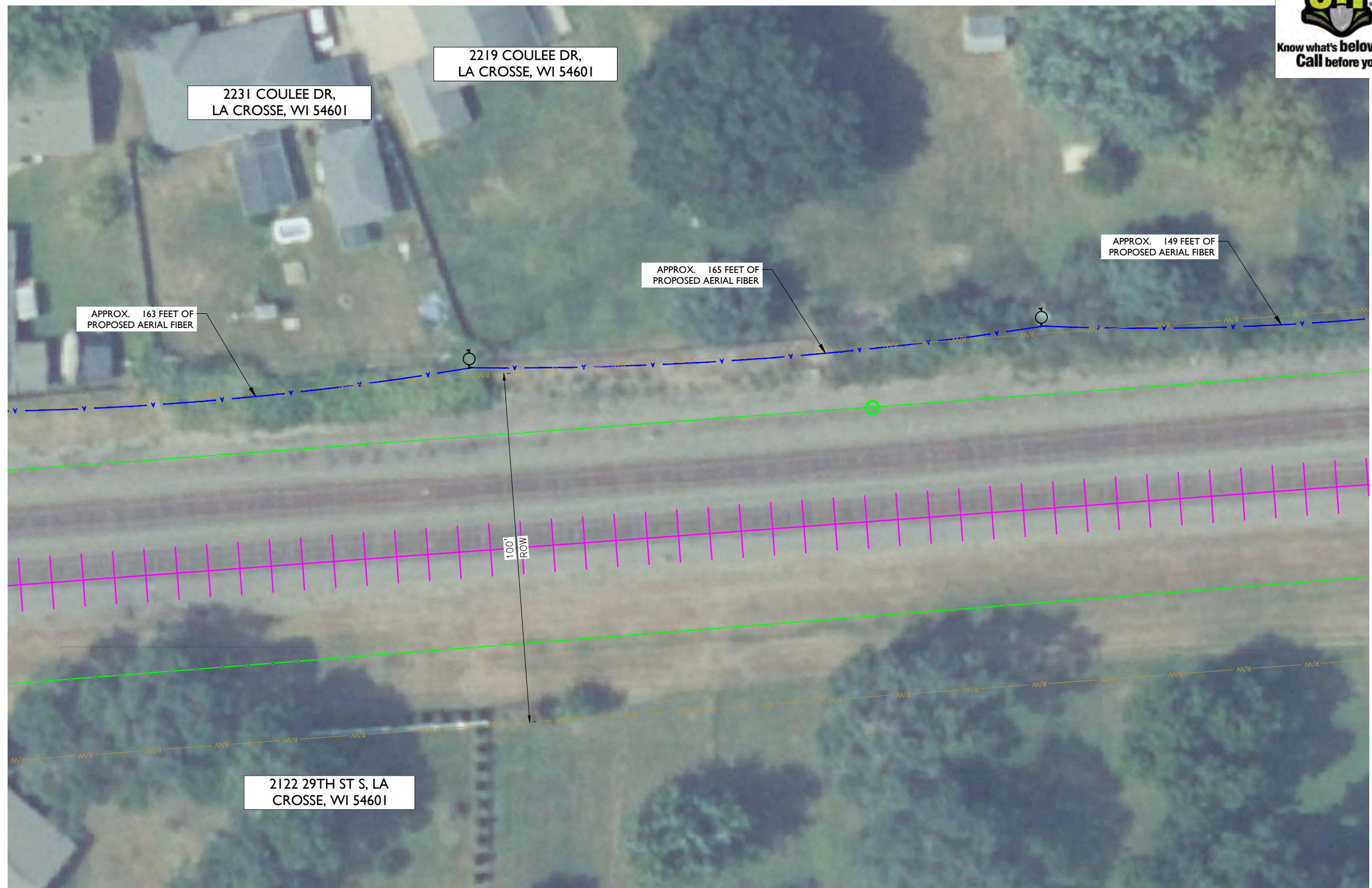




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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER

SHEET NUMBER  
**C-072**

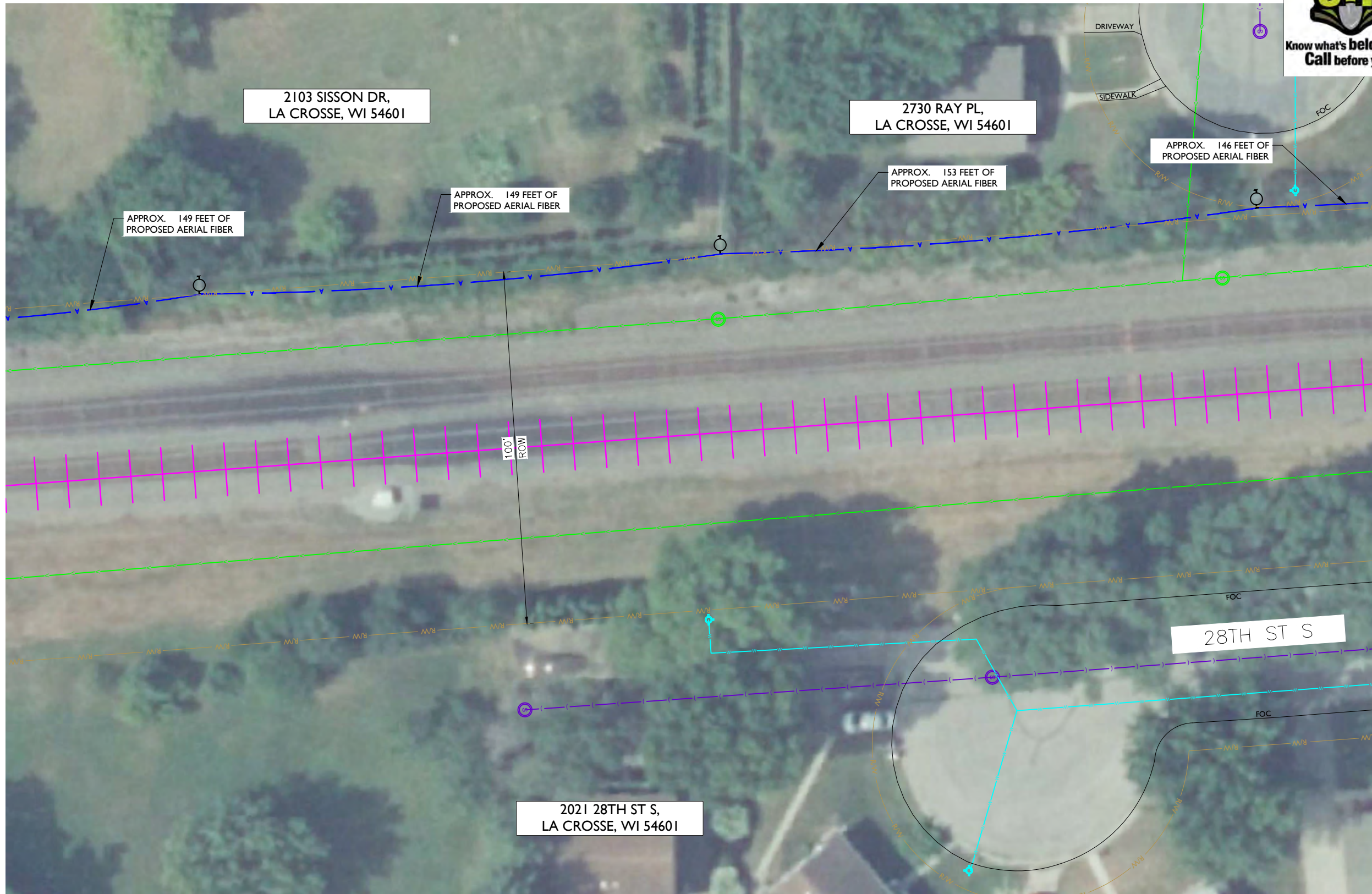
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- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**

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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
 SHEET NUMBER  
**C-073**

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**  
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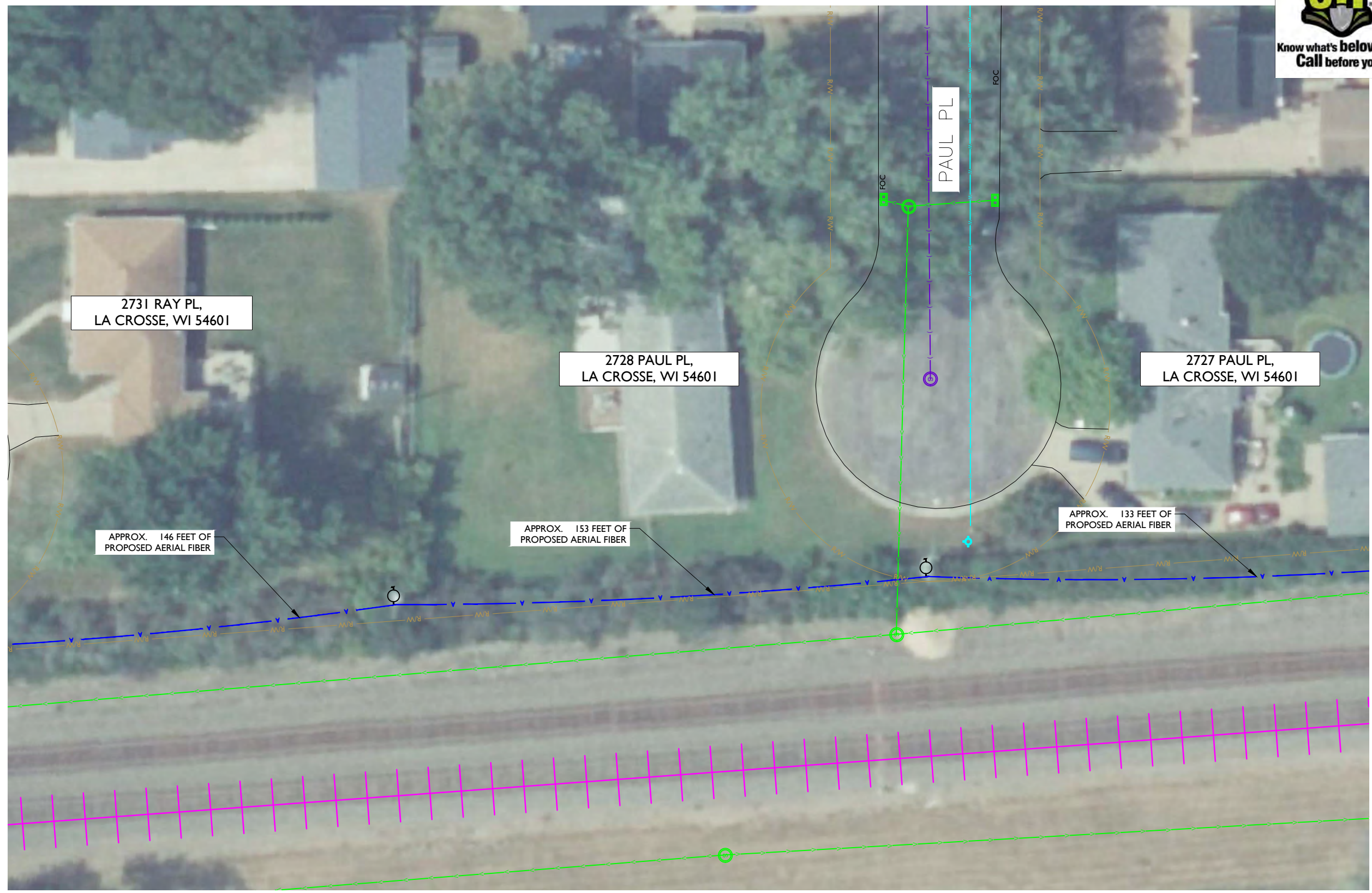




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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
 SHEET NUMBER  
**C-074**

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**

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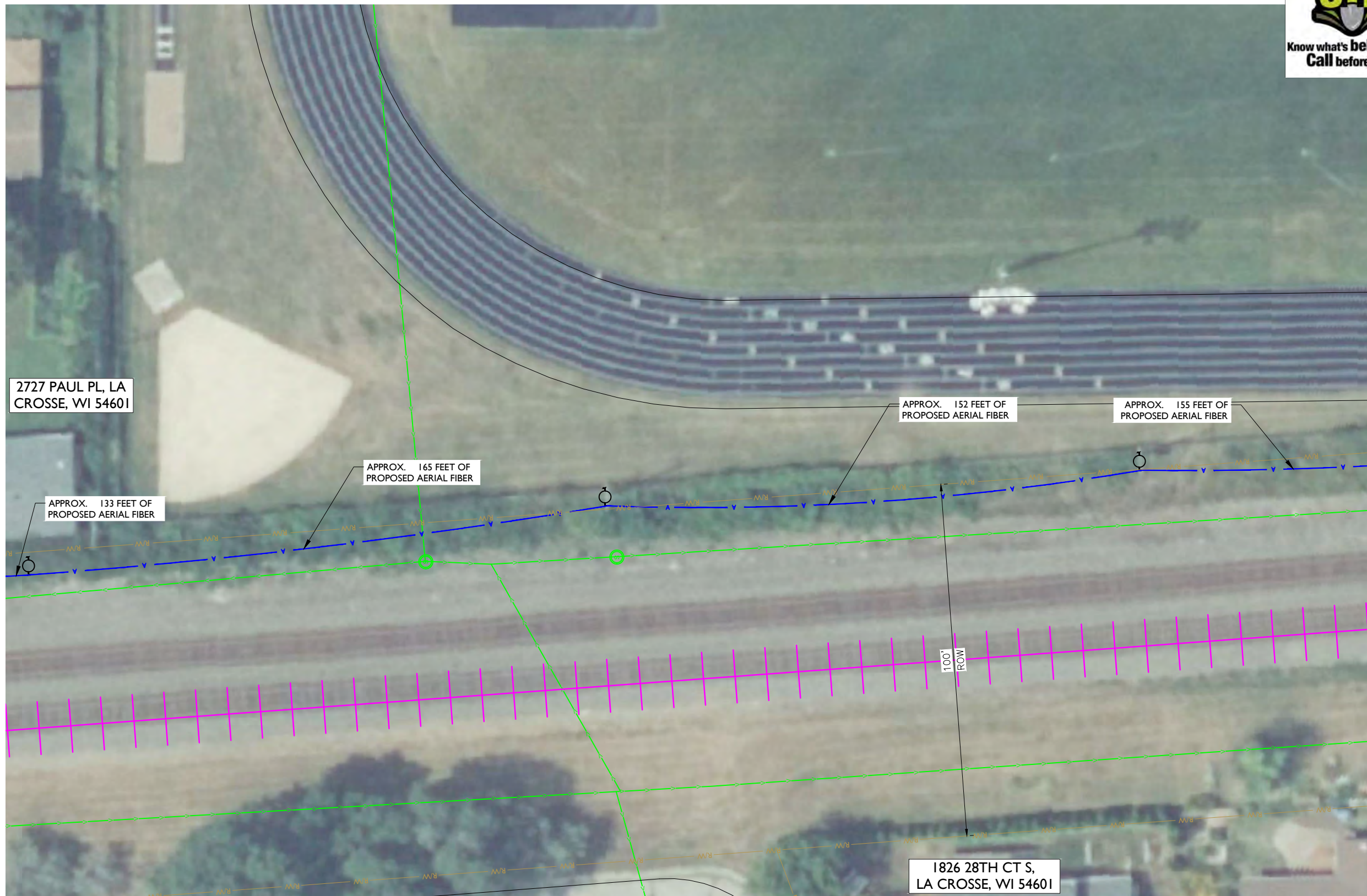




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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER

SHEET NUMBER  
**C-075**

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
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**NOTE:**  
METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.

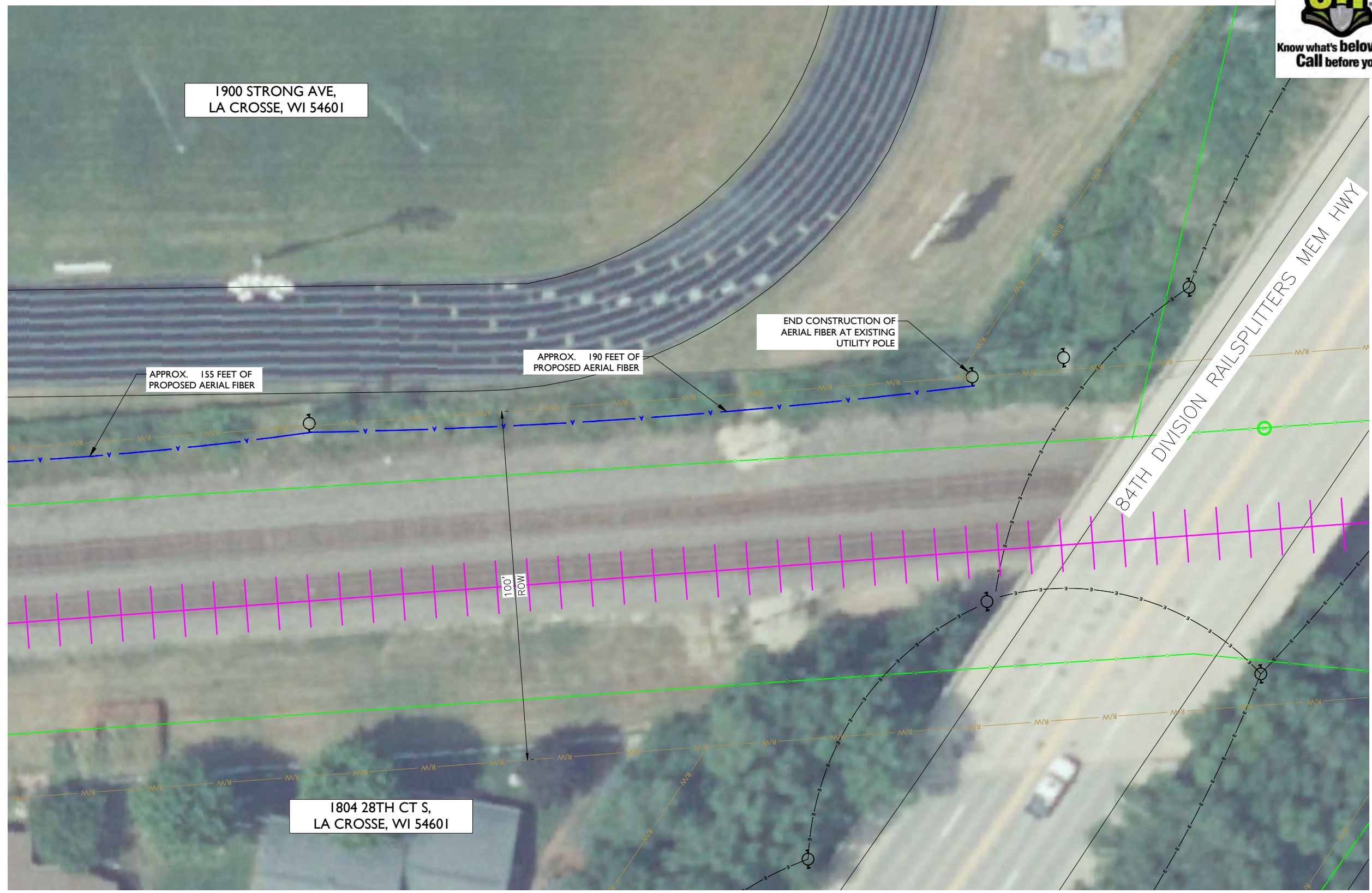




**metronet**  
 3701 COMMUNICATIONS WAY  
 EVANSVILLE, IN, 47715



1100 E. WOODFIELD ROAD, SUITE 500  
 SCHAUMBURG, ILLINOIS 60173  
 TEL: 847-908-8400  
 COA# 3620-11  
 www.fullerton-us.com



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A	05/15/24	ISSUED FOR REVIEW	BP

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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 1" = 30'-0"

SHEET TITLE  
**DESIGN LAYOUT**

GRID NUMBER  
 SHEET NUMBER  
**C-076**

**NOTE:**

- PROPOSED CONDUIT SHALL AVOID EXISTING SEEPAGE BEDS
- BURY AT 24" MIN. UNDER SOFT SURFACE-BURY AT 36" MIN. UNDER HARD SURFACE
- MAINTAIN 1' FROM BACK OF SIDEWALK, WHEN APPLICABLE.

**NOTE:**

METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.



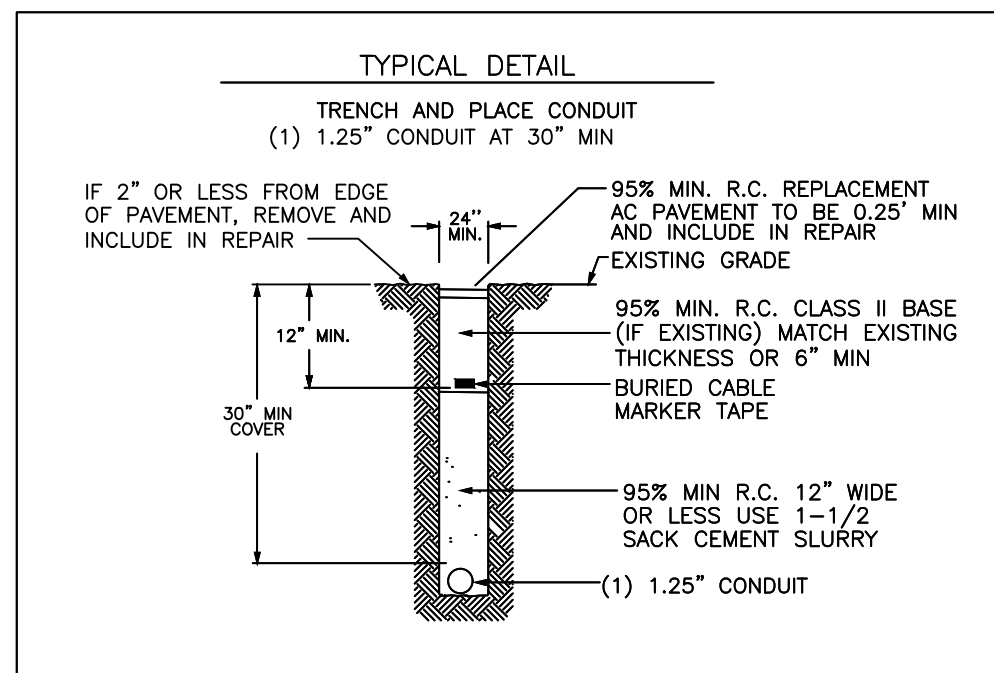
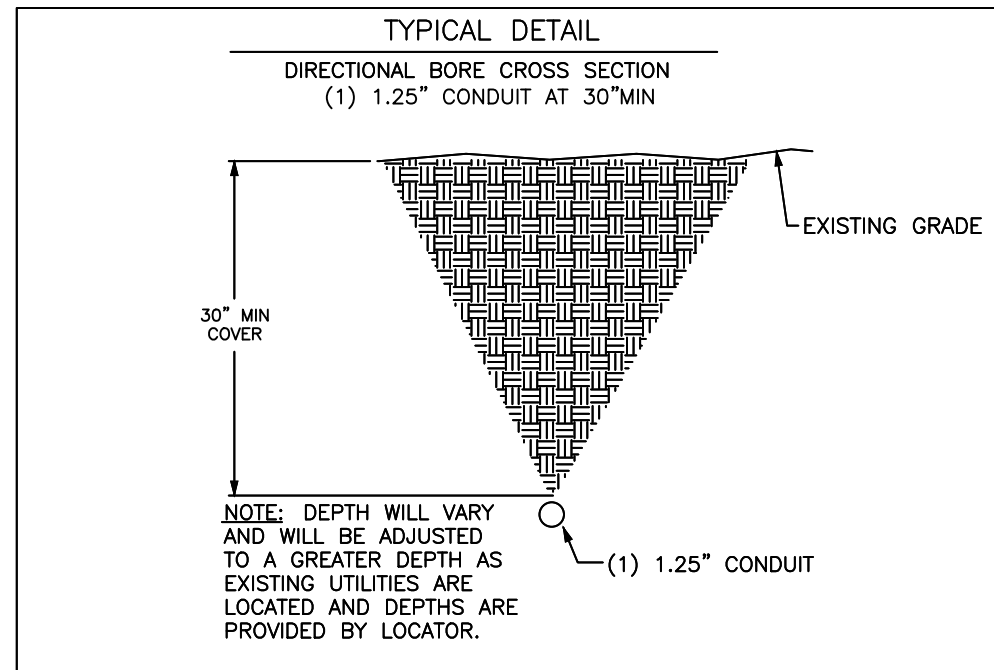


**ADDITIONAL NOTES:**

1. EXCEPT AS OTHERWISE NOTED, CONTRACTOR SHALL MAINTAIN A MINIMUM OF 24 INCHES OF SEPARATION FROM EXISTING UTILITIES.
2. CONTRACTOR SHALL POTHOLE EACH UTILITY TO DETERMINE SIZE, LOCATION, AND DEPTH PRIOR TO CROSSING.
3. CONTRACTOR IS CAUTIONED TO PROTECT SEWER MANHOLES, CATCH BASINS, LATERALS AND INLETS.
4. CONTRACTOR WILL PROVIDE BARRICADING TO INSURE CORRECT TRAFFIC CONTROL WHILE MAINTAINING VEHICULAR TRAFFIC AT ALL TIMES.
5. RESTORATION TO BE IN COMPLIANCE WITH APPLICABLE PERMITTING AGENCIES.
6. BONDING AND GROUNDING PER NESC.

**PUBLIC UTILITY NOTE:**

CONTRACTOR SHALL NOTIFY ALL PUBLIC UTILITY COMPANIES (GAS, ELECTRIC, TELEPHONE, SEWER, WATER, ETC) PRIOR TO COMMENCING ANY CONSTRUCTION. THESE COMPANIES WILL LOCATE, ON THE GROUND, THE LOCATION OF ALL CONDUITS, DUCTS, UNDERGROUND PIPING, ETC., ADJOINING & CROSSING PROPOSED CONSTRUCTION.



REV	DATE	DESCRIPTION	BY
A	05/15/24	ISSUED FOR REVIEW	BP

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TASK NAME

**WILC006**

TASK DESCRIPTION

**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA

LA CROSSE, WI, USA

SHEET SCALE

N.T.S.

SHEET TITLE

**DETAILS**

GRID NUMBER

SHEET NUMBER

**D-1**



TECHNICAL SPECIFICATIONS

Grade Level Box BULK 7 Series



Now with SHIELD X Covers



channell.com

FEATURES

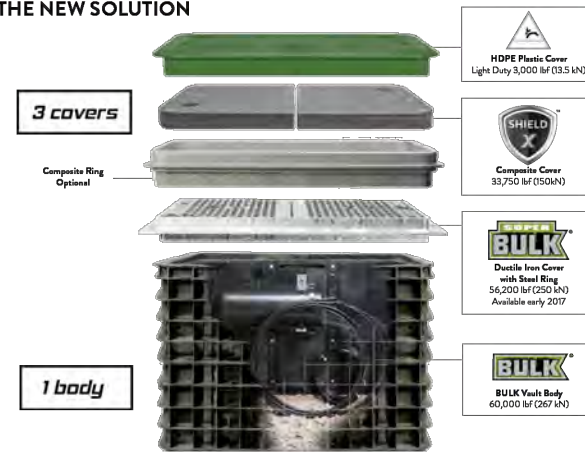
- Upgradeable
- Lightweight/Strong (TIER 22)
- Patented Anti-Slip Technology
- Anti-Seize Bolt Technology
- Industry Leader in Anti-Trip Hazard Prevention
- Superior Fatigue Resistance (EST)<sup>™</sup>
- Vertical and Horizontal Rib Design
- Embedded Vertical Racking
- Reduced Installation Cost
- Highest Load Rating to Weight Ratio in the Industry

TESTING CRITERIA

- Covers meet or exceed:
- EST<sup>™</sup> 3 Million Cycles
  - Telcordia GR-902-CORE
  - Western Underground Committee Guide 3.6
  - ANSI/SCTE 77 2013-TIER 22
  - EN124 Class A15/B125
- Bodies meet or exceed:
- Telcordia GR-902-CORE
  - Western Underground Committee Guide 3.6
  - ANSI/SCTE 77 2013-TIER 22
  - EN124 Class A15/B125/C250
  - ASTM-457
  - AASHTO M-306 (H-20/25)
  - AS3996-Class B/C

BULK 7 Series TECHNICAL SPECIFICATIONS

THE NEW SOLUTION

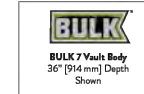
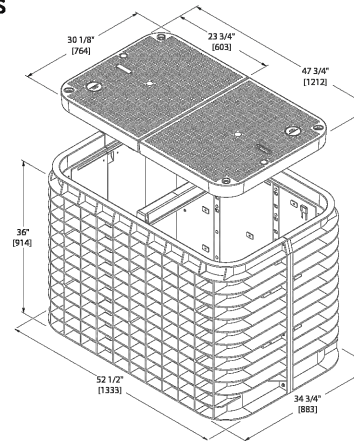


SPECIFICATION	PROOF LOAD	PRODUCTS
<b>AMERICAS</b>		
Pedestrian/Light Duty	3,000 lbf (13.5 kN)	BULK 7
ANSI/SCTE 77 TIER 22	33,750 lbf (150 kN)	BULK 7
AASHTO M-306-10 H 20	40,000 lbf (178 kN)	BULK 7
AASHTO M-306-10 H 25	50,000 lbf (222.4 kN)	BULK 7
ASTM-457	46,000 lbf (205 kN)	BULK 7
<b>EMEA</b>		
Pedestrian/Light Duty	2,250 lbf (10 kN)	BULK 7
EN 124 Class B125	28,100 lbf (125 kN)	BULK 7
EN 125 Class C125	56,200 lbf (250 kN)	BULK 7
<b>APAC</b>		
Pedestrian/Light Duty	3,370 lbf (15 kN)	BULK 7
AS3996-Class B	18,000 lbf (80 kN)	BULK 7
AS3996-Class C	33,750 lbf (150 kN)	BULK 7

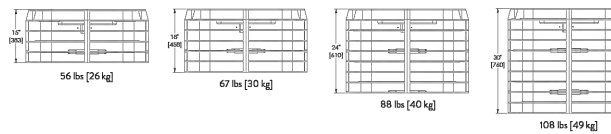
BULK 7 Series TECHNICAL SPECIFICATIONS

BODY SPECIFICATIONS

Cover Weight (Type 92 Cover) 50 lbs [23 kg]  
 Pit Weight 129 lbs [59 kg]  
 Assembled Weight 229 lbs [105 kg]



ADDITIONAL BODY DEPTHS



TECHNICAL SPECIFICATIONS

Grade Level Box BULK 4 Series



Now with SHIELD X Covers



channell.com

FEATURES

- Upgradeable
- Lightweight/Strong (TIER 22)
- Patented Anti-Slip Technology
- Anti-Seize Bolt Technology
- Industry Leader in Anti-Trip Hazard Prevention
- Superior Fatigue Resistance (EST)<sup>™</sup>
- Vertical and Horizontal Rib Design
- Embedded Vertical Racking
- Reduced Installation Cost
- Highest Load Rating to Weight Ratio in the Industry

TESTING CRITERIA

- Covers meet or exceed:
- EST<sup>™</sup> 3 Million Cycles
  - Telcordia GR-902-CORE
  - Western Underground Committee Guide 3.6
  - ANSI/SCTE 77 2013-TIER 22
  - EN124 Class A15/B125
- Bodies meet or exceed:
- Telcordia GR-902-CORE
  - Western Underground Committee Guide 3.6
  - ANSI/SCTE 77 2013-TIER 22
  - EN124 Class A15/B125/C250
  - ASTM-457
  - AASHTO M-306 (H-20/25)
  - AS3996-Class B/C

BULK 4 Series TECHNICAL SPECIFICATIONS

THE NEW SOLUTION

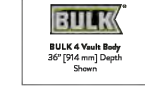
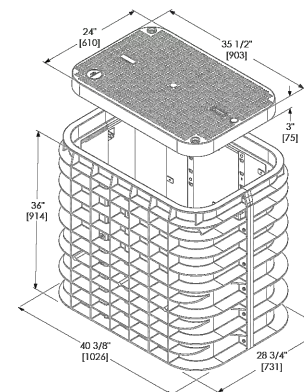


SPECIFICATION	PROOF LOAD	PRODUCTS
<b>AMERICAS</b>		
Pedestrian/Light Duty	3,000 lbf (13.5 kN)	BULK 4
ANSI/SCTE 77 TIER 22	33,750 lbf (150 kN)	BULK 4
AASHTO M-306-10 H 20	40,000 lbf (178 kN)	BULK 4
AASHTO M-306-10 H 25	50,000 lbf (222.4 kN)	BULK 4
ASTM-457	46,000 lbf (205 kN)	BULK 4
<b>EMEA</b>		
Pedestrian/Light Duty	2,250 lbf (10 kN)	BULK 4
EN 124 Class B125	28,100 lbf (125 kN)	BULK 4
EN 125 Class C125	56,200 lbf (250 kN)	BULK 4
<b>APAC</b>		
Pedestrian/Light Duty	3,370 lbf (15 kN)	BULK 4
AS3996-Class B	18,000 lbf (80 kN)	BULK 4
AS3996-Class C	33,750 lbf (150 kN)	BULK 4

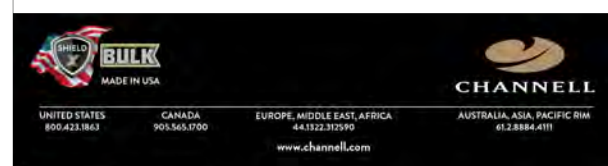
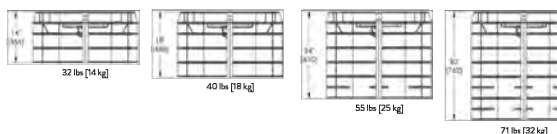
BULK 4 Series TECHNICAL SPECIFICATIONS

BODY SPECIFICATIONS

Cover Weight 50 lbs [23 kg]  
 Pit Weight 82 lbs [37 kg]  
 Assembled Weight 132 lbs [60 kg]



ADDITIONAL BODY DEPTHS



3701 COMMUNICATIONS WAY  
 EVANSVILLE, IN, 47715



1100 E. WOODFIELD ROAD, SUITE 500  
 SCHAUMBURG, ILLINOIS 60173  
 TEL: 847-908-8400  
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TASK NAME

WILC006

TASK DESCRIPTION  
 FIBER OPTIC CONDUIT  
 PLACEMENT

PROJECT AREA

LA CROSSE, WI, USA

SHEET SCALE

N.T.S.

SHEET TITLE

DETAILS

GRID NUMBER

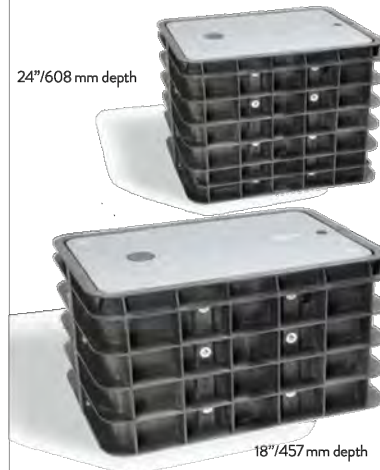
SHEET NUMBER

D-2



TECHNICAL SPECIFICATIONS

Grade Level Box BULK ③ Series



Now with SHIELD X Covers

FEATURES

- Upgradeable
- Lightweight/Strong (TIER 22)
- Patented Anti-Slip Technology
- Anti-Seize Bolt Technology
- Industry Leader in Anti-Trip Hazard Prevention
- Superior Fatigue Resistance (EST)<sup>™</sup>
- Vertical and Horizontal Rib Design
- Embedded Vertical Racking
- Reduced Installation Cost
- Highest Load Rating to Weight Ratio in the Industry

TESTING CRITERIA

Covers meet or exceed:

- EST<sup>™</sup> 3 Million Cycles
- Telcordia GR-902-CORE
- Western Underground Committee Guide 3.6
- ANSI/SCTE 77 2013-TIER 22
- EN124 Class A15/B125

Bodies meet or exceed:

- Telcordia GR-902-CORE
- Western Underground Committee Guide 3.6
- ANSI/SCTE 77 2013-TIER 22
- EN124 Class A15/B125/C250
- ASTM-457
- AASHTO M-306 (H-20/25)
- AS3996-Class B/C

BULK ③ Series TECHNICAL SPECIFICATIONS

THE NEW SOLUTION

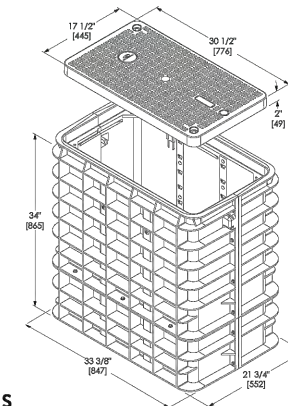
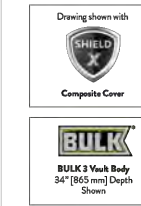


SPECIFICATION	PROOF LOAD	PRODUCTS
<b>AMERICAS STANDARDS</b>		
Pedestrian/Light Duty	3,000 lbf (13.5 kN)	BULK 3 Youth Body
ANSI/SCTE 77 TIER 22	33,750 lbf (150 kN)	SHIELD X Composite Cover
AASHTO M-306-10 H 20	40,000 lbf (178 kN)	BULK 3 Dual-Inn Cover with Steel Ring
AASHTO M-306-10 H 25	50,000 lbf (222.4 kN)	BULK 3 Youth Body
ASTM-457	46,000 lbf (205 kN)	BULK 3 Youth Body
<b>EMEA STANDARDS</b>		
Pedestrian/Light Duty	2,250 lbf (10 kN)	BULK 3 Youth Body
EN 124 Class B125	28,100 lbf (125 kN)	SHIELD X Composite Cover
EN 125 Class C125	56,200 lbf (250 kN)	BULK 3 Dual-Inn Cover with Steel Ring
<b>APAC STANDARDS</b>		
Pedestrian/Light Duty	3,370 lbf (15 kN)	BULK 3 Youth Body
AS3996-Class B	18,000 lbf (80 kN)	SHIELD X Composite Cover
AS3996-Class C	33,750 lbf (150 kN)*	BULK 3 Dual-Inn Cover with Steel Ring

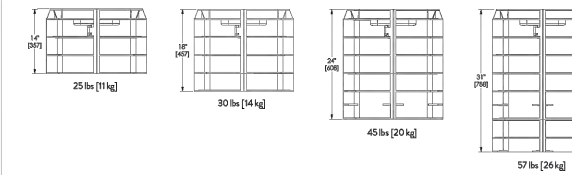
BULK ③ Series TECHNICAL SPECIFICATIONS

BODY SPECIFICATIONS

Cover Weight 26 lbs [12 kg]  
 Pit Weight 63 lbs [29 kg]  
 Assembled Weight 89 lbs [41 kg]



ADDITIONAL BODY DEPTHS



3701 COMMUNICATIONS WAY  
 EVANSVILLE, IN, 47715



1100 E. WOODFIELD ROAD, SUITE 500  
 SCHAUMBURG, ILLINOIS 60173  
 TEL: 847-908-8400  
 COA# 3620-11  
 www.fullerton-us.com

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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
 LA CROSSE, WI, USA

SHEET SCALE  
 N.T.S.

SHEET TITLE  
**DETAILS**

GRID NUMBER

SHEET NUMBER  
**D-3**

**SGLB-0** NEW SIGNATURE SERIES GRADE LEVEL BOX WITH **SELFLOCK** PROTECTION



**SELFLOCK**

The New Signature Series SGLB High Density Polyethylene (HDPE) grade level box line come standard with Logo Disk and the Patented **SELFLOCK** automatic locking mechanism.

**FEATURES**

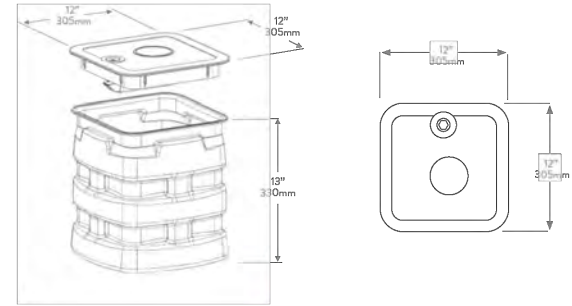
- 13" (330mm) Depth
- No bolts to be lost, misplaced, or not installed back into the unit

- Captive bolt device, that opens with a ¼ turn
- Press/Push lid closed, and it will automatically lock in place (with an audible "click")
- Protects your investment, and ensures the needed protection for your network
- Eliminates the risk of lids floating off, being throw by lawnmowers (i.e. reduces potentially liability)

**SIMPLE AND WORRY FREE PROTECTION**



**DIMENSIONS**



WORLDWIDE HEADQUARTERS: Channell Commercial Corporation, Rockwall, TX, United States • Tel 800.423.1863 • Fax 951.296.2322  
 CANADA: Channell Canada, Inc., Mississauga, ON, Canada • Tel 905.565.1700 • Fax 905.565.8282  
 EUROPE, MIDDLE EAST, AFRICA: Channell Ltd., Dartford, United Kingdom • Tel 44.1322.312590 • Fax 44.1322.508490  
 AUSTRALIA, ASIA, PACIFIC RIM: Channell Pty. Ltd., Seven Hills, NSW, Australia • Tel 61.2.8884.4111 • Fax 61.2.8814.8841

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040822 FRT

**metronet**  
 3701 COMMUNICATIONS WAY  
 EVANSVILLE, IN, 47715

**Fullerton**  
 DESIGN DEVELOP CONSTRUCT

1100 E. WOODFIELD ROAD, SUITE 500  
 SCHAUMBURG, ILLINOIS 60173  
 TEL: 847-908-8400  
 COA# 3620-11  
 www.fullerton-us.com

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**SGLB-2** SIGNATURE SERIES GRADE LEVEL BOX WITH **SELFLOCK** PROTECTION



**SELFLOCK**

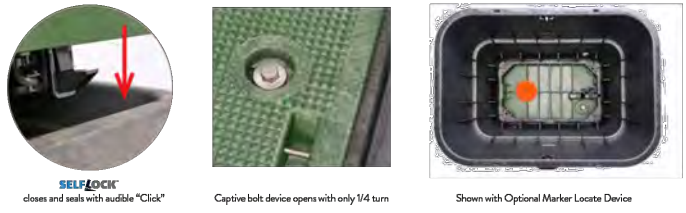
The Signature Series SGLB-2 High Density Polyethylene (HDPE) grade level box line comes standard with Customizable Logo Disk and the Patented **SELFLOCK** automatic locking mechanism.

**FEATURES**

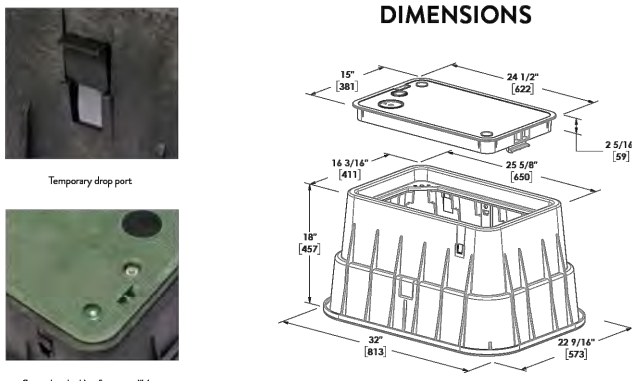
- Designed for Greenbelt/Pedestrian applications
- Captive bolt device, that opens with a ¼ turn

- No bolts to be lost, misplaced, or not installed back into the unit
- Press/Push lid closed, and it will automatically lock in place (with an audible "click")
- Secondary lock option
- Temporary drop port
- Protects your investment, and ensures the needed protection for your network
- Eliminates the risk of lids floating off, being thrown by lawnmowers (i.e. reduces potential liability)

**SIMPLE AND WORRY FREE PROTECTION**



**DIMENSIONS**



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022634

TASK NAME

WILC006

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA

LA CROSSE, WI, USA

SHEET SCALE

N.T.S.

SHEET TITLE

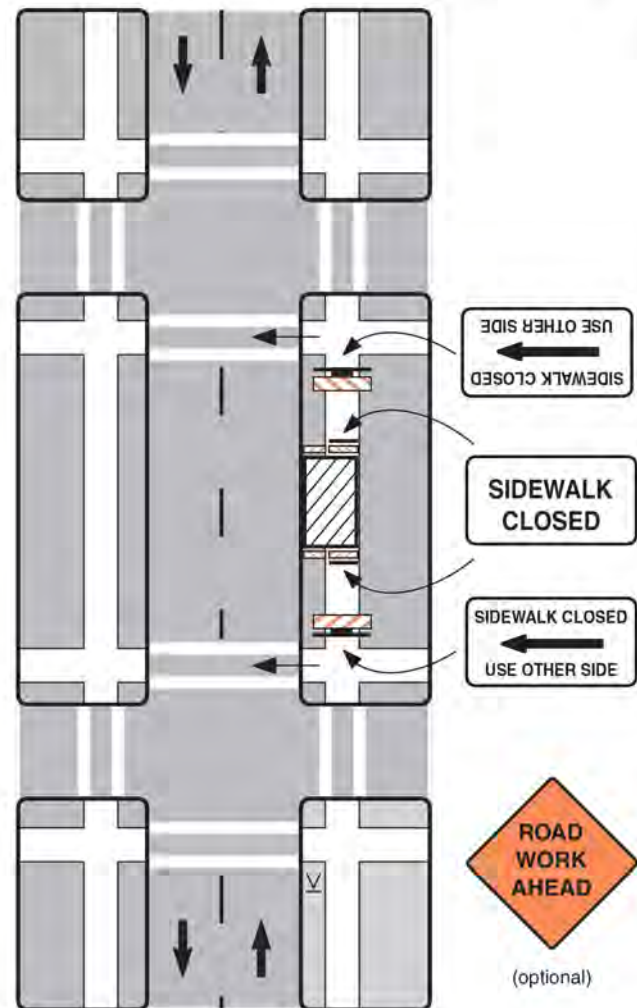
DETAILS

GRID NUMBER

SHEET NUMBER

D-4

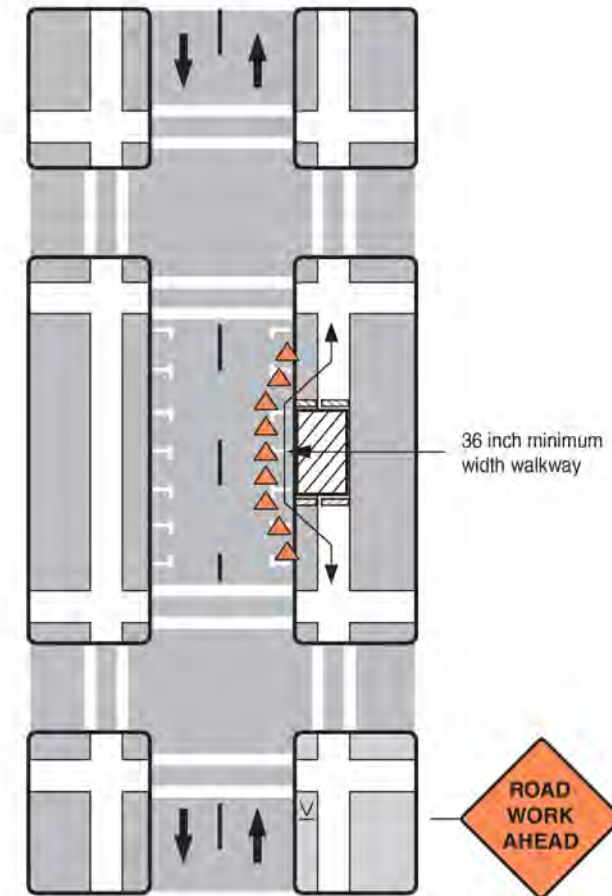
**Sidewalk Closure  
(Pedestrian Detour)**



**Notes**

1. Additional advance warning may be necessary.
2. Only the traffic control devices related to pedestrians are shown. Other devices may be needed to control traffic on the streets such as lane closure signs, ROAD NARROWS or LANE NARROWS signs.
3. For nighttime closures, Type A flashing warning lights may be used on barricades supporting signs and closing walkways.
4. Audible devices should be considered to alert pedestrians with visual disabilities of closings and crosswalk changes.

**Sidewalk Closure  
(Pedestrian Walkway Provided)**



**Notes**

1. Additional advance warning may be necessary.
2. Only the traffic control devices related to pedestrians are shown. Other devices such as lane closure signs, ROAD NARROWS or LANE NARROWS signs may be needed to control traffic on the streets.
3. For nighttime closures, Type A flashing warning lights may be used on barricades supporting signs and closing walkways. Type C or Type D steady-burn lights may be used on channelizing devices separating the temporary walkway from vehicular traffic.
4. Where high speeds are likely, a barrier should separate the temporary walkway from vehicular traffic. Refer to Section 6D.01 of Part 6 of the MUTCD for information on barriers.
5. Signs may be placed along a temporary walkway to guide pedestrians; for example, Keep Right or Keep Left signs.
6. Pedestrian walkways should be ADA accessible (i.e., ramps, surfaces).

REV	DATE	DESCRIPTION	BY
A	05/15/24	ISSUED FOR REVIEW	BP

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TASK NAME	<b>WILC006</b>
-----------	----------------

TASK DESCRIPTION	<b>FIBER OPTIC CONDUIT PLACEMENT</b>
------------------	--------------------------------------

PROJECT AREA	LA CROSSE, WI, USA
--------------	--------------------

SHEET SCALE	N.T.S.
-------------	--------

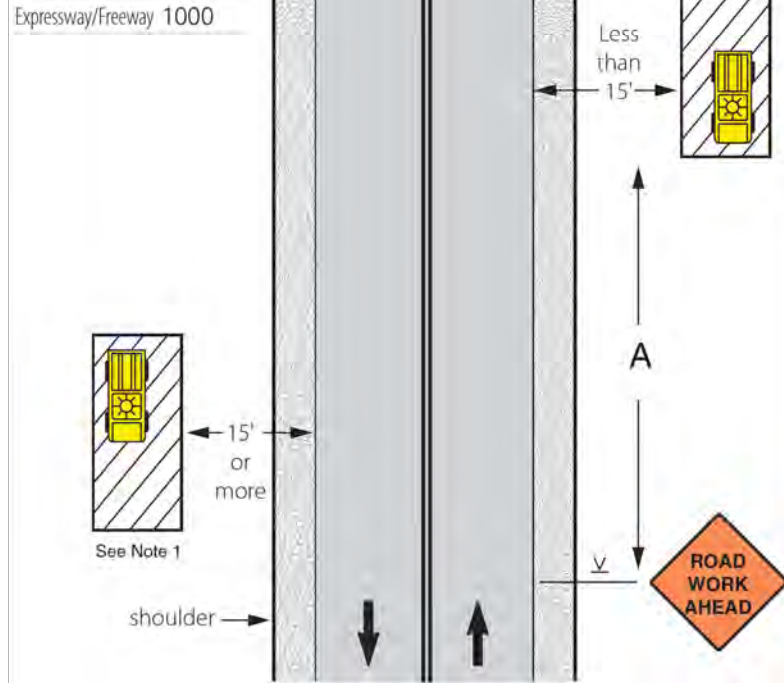
SHEET TITLE	<b>TRAFFIC CONTROL STANDARD DETAILS</b>
-------------	---

GRID NUMBER	
-------------	--

SHEET NUMBER	<b>TCP-1</b>
--------------	--------------

### Work Beyond the Shoulder

Speed Limit (mph)	Sign Spacing A (ft)
25-30	200
35-40	350
45-55	500
Expressway/Freeway	1000



#### Notes

- The warning sign may be omitted where the work area is behind a guard rail, more than 2' behind a curb, 30' or more from the edge of a freeway/expressway, or 15' or more from the edge of any other roadway.
- For short-term, short-duration, or mobile operations, the warning sign may be omitted if a vehicle with activated high intensity light is used. On State Roads, the warning sign can be omitted if the duration of work is less than 60 minutes and activated high intensity lights are used.
- The ROAD WORK AHEAD sign may be replaced with other appropriate signs such as SHOULDER WORK, UTILITY WORK AHEAD, SURVEY CREW, MOWING AHEAD or WORKERS.

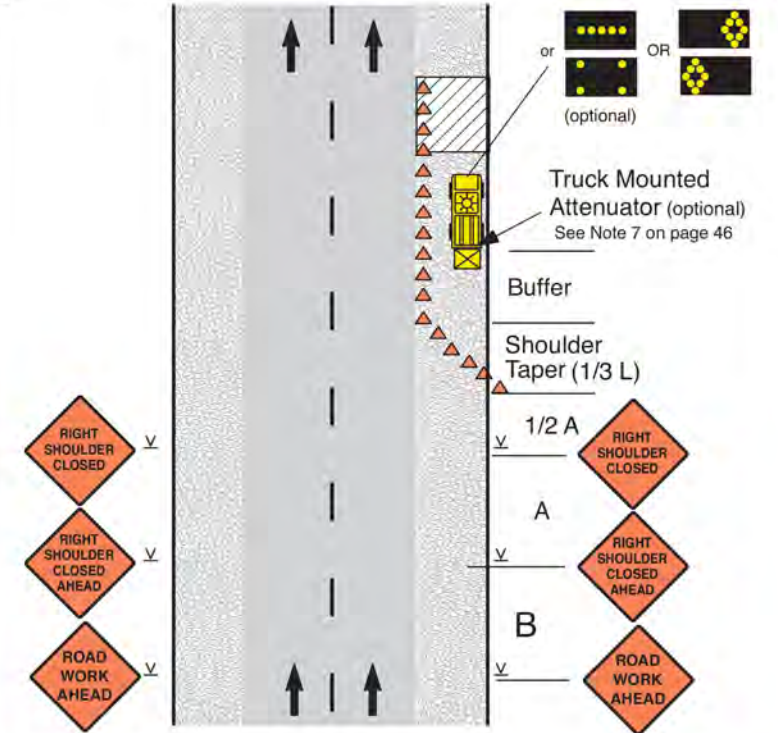
### Work on Shoulder or Parking Lane on Two-Lane Two-Way Road

Speed Limit (mph)	Sign Spacing A (ft)	Sign Spacing B (ft)	Shoulder Taper (ft) 10' shoulder	Buffer (ft)
25	200	400	35	155
30	200	400	50	200
35	350	700	70	250
40	350	700	90	305
45	500	1500	150	360
50	500	1500	170	425
55	500	1500	185	495

#### Notes

- Encroachment into the traffic lane is allowable, but a 10-foot minimum travel lane width should be maintained. A lane closure should be considered if there is encroachment on roads with speeds greater than 35 mph, or for other conditions where workers, equipment, or the work activity would benefit from the lateral buffer (see pages 22 and 23).
- If there is encroachment into the traffic lane, a ROAD NARROWS sign may be used instead of SHOULDER WORK. For roads with low volume, the SHOULDER WORK or ROAD NARROWS sign can be omitted.
- For short duration work, the channelizing devices may be omitted if a vehicle with activated high intensity lights is used. For short duration work with no lane encroachment, the signs may also be omitted.
- WORKERS, UTILITY WORK AHEAD, SHOULDER WORK AHEAD, or SURVEY CREW signs may be used instead of SHOULDER WORK or ROAD WORK AHEAD.
- When work area is at least 2' from traffic lane on roads with low volume and speeds of 35 mph or less, the sign on opposite side can be omitted.

### Shoulder or Parking Lane Closed on Divided or One-Way Roadway



#### Notes

- SHOULDER CLOSED signs should be used on limited-access highways where there is no opportunity for disabled vehicles to pull off the traveled way.
- For short-term stationary work, one SHOULDER CLOSED warning sign can be omitted.
- For short duration work, the channelizing devices can be omitted if a vehicle with activated high intensity lights is used. For short duration work with no lane encroachment, the signs can also be omitted.
- UTILITY WORK AHEAD, SURVEY CREW or WORKERS signs can be used instead of the ROAD WORK AHEAD signs shown.
- If the parking lane is used as a traffic lane follow the lane closure layout. See page 32.

Speed Limit (mph)	Sign Spacing A (ft)	Sign Spacing B (ft)	Shoulder Taper (ft) 10' shoulder	Buffer (ft)
35	350	350	70	250
40	350	350	90	305
45	1000	1000	150	360
50	1000	1000	170	425
55	1000	1000	185	495
60	1000	1500	200	570
65	1000	1500	220	645
70	1000	1500	235	730

REV	DATE	DESCRIPTION	BY
A	05/15/24	ISSUED FOR REVIEW	BP

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TASK NAME	<b>WILC006</b>
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TASK DESCRIPTION	<b>FIBER OPTIC CONDUIT PLACEMENT</b>
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PROJECT AREA	LA CROSSE, WI, USA
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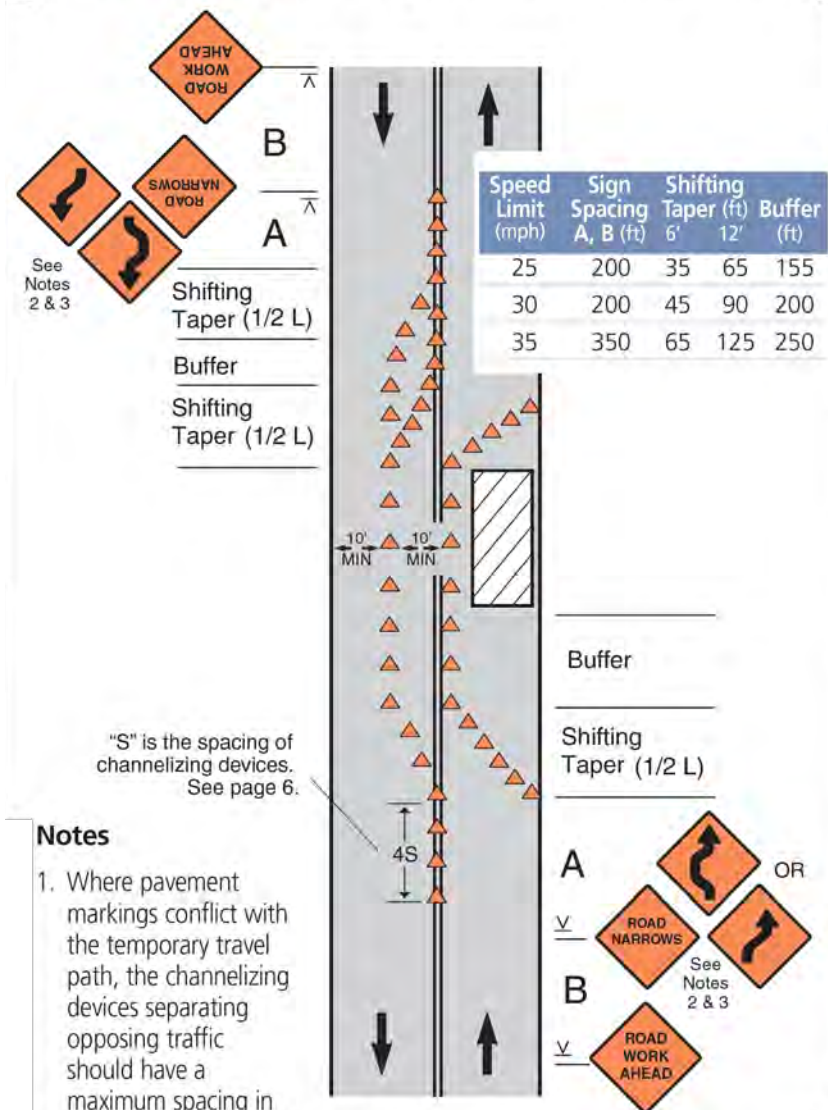
SHEET SCALE	N.T.S.
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SHEET TITLE	<b>TRAFFIC CONTROL STANDARD DETAILS</b>
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GRID NUMBER	
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SHEET NUMBER	<b>TCP-2</b>
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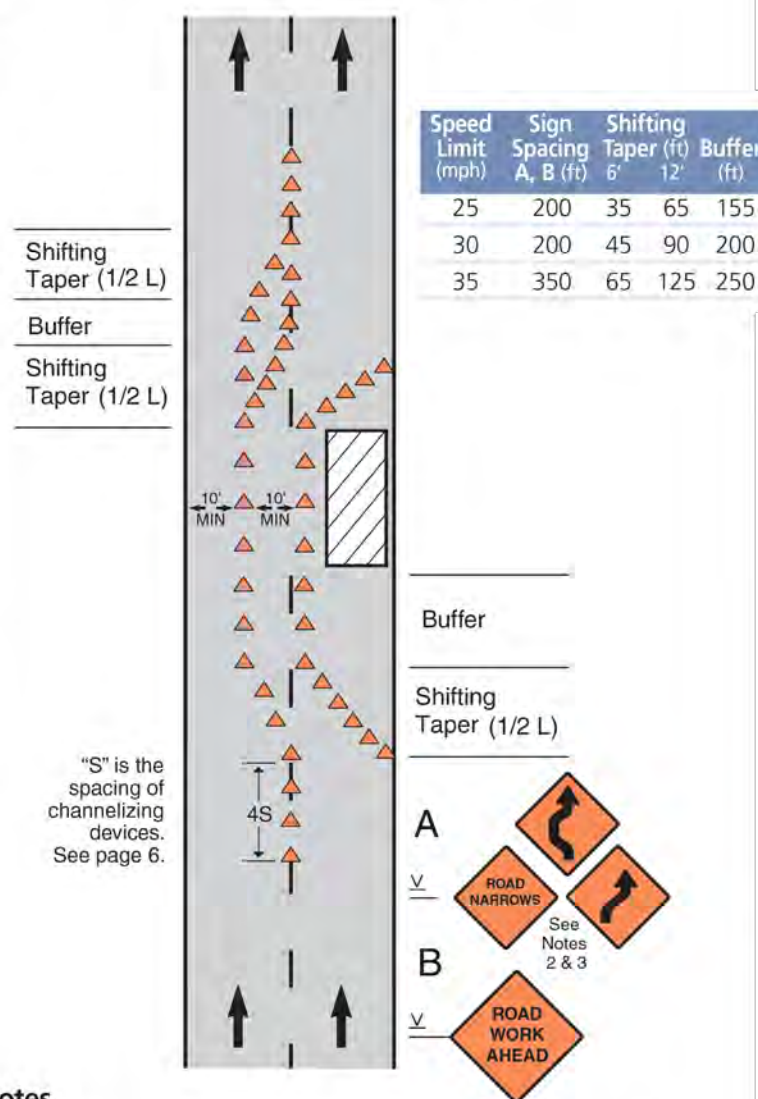
### Work in Travel Lane (Maintaining Two-Way Traffic, 35 mph or Less)



#### Notes

- Where pavement markings conflict with the temporary travel path, the channelizing devices separating opposing traffic should have a maximum spacing in feet of 1/2 the speed limit in mph.
- The ROAD NARROWS or Reverse Curve/Turn sign is optional on roads with low volume or where the lane shift requires only a minor deviation in the travel path. The Reverse Curve/Turn sign is appropriate for larger deviations in the travel path.
- If the tangent is more than 600', the Reverse Curve/Turn sign should be used instead of the Double Reverse Curve sign.
- If speeds are 30 mph or less, Reverse Turn signs shall be used

### Work in Travel Lane on Divided or One-Way Roadway (35 mph or Less)



#### Notes

- Where pavement markings conflict with the temporary travel path, the channelizing devices separating opposing traffic should have a maximum spacing in feet of 1/2 the speed limit in mph.
- If the tangent is more than 600 feet, the Reverse Curve/Turn sign should be used instead of the Double Reverse Curve sign.
- If speeds are 30 mph or less, Reverse Turn signs shall be used instead of Reverse Curve.

metronet

3701 COMMUNICATIONS WAY  
EVANSVILLE, IN, 47715

Fullerton  
DESIGN DEVELOP CONSTRUCT

1100 E. WOODFIELD ROAD, SUITE 500  
SCHAUMBURG, ILLINOIS 60173  
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COA# 3620-11  
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TASK NAME

WILC006

TASK DESCRIPTION

FIBER OPTIC CONDUIT  
PLACEMENT

PROJECT AREA

LA CROSSE, WI, USA

SHEET SCALE

N.T.S.

SHEET TITLE

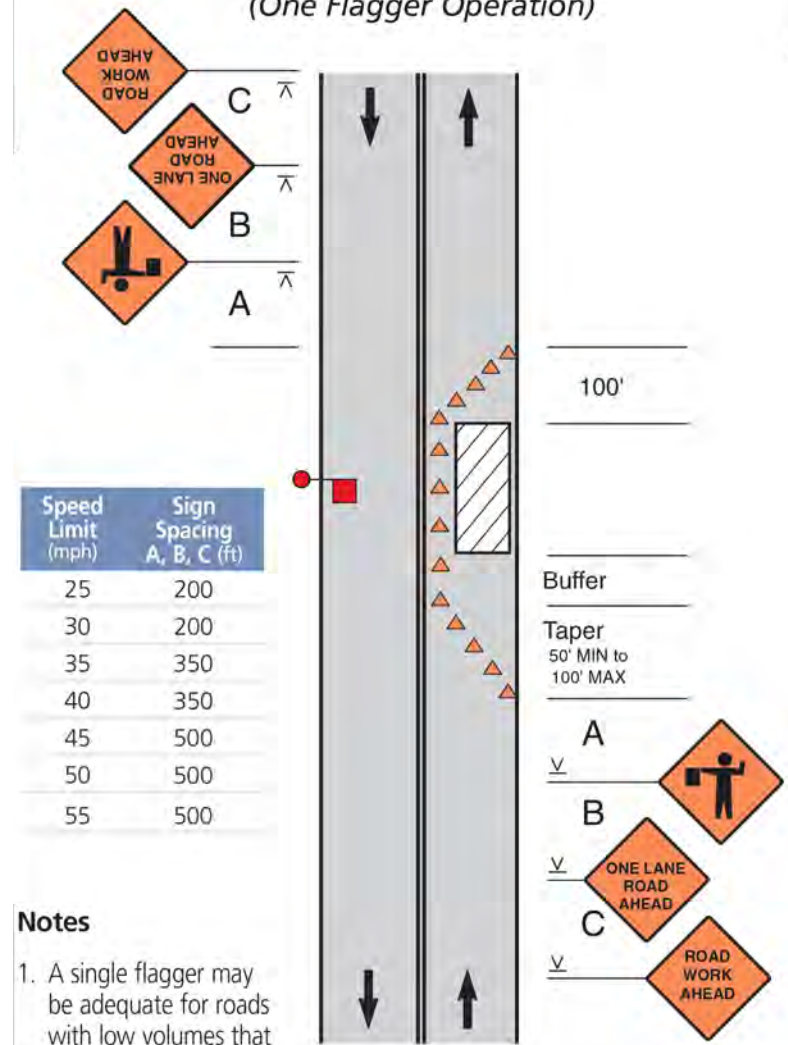
TRAFFIC CONTROL  
STANDARD DETAILS

GRID NUMBER

SHEET NUMBER

TCP-3

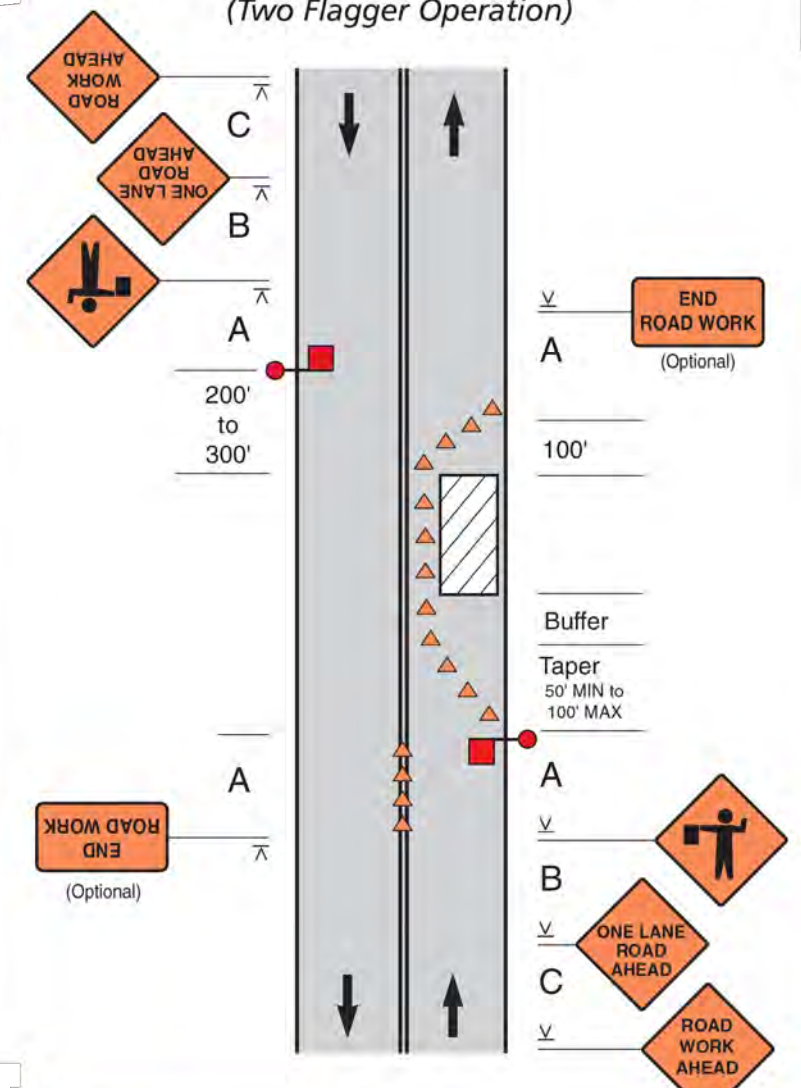
### Lane Closure on a Two-Lane Road with Low-Volume (One Flagger Operation)



Speed Limit (mph)	Sign Spacing A, B, C (ft)
25	200
30	200
35	350
40	350
45	500
50	500
55	500

- Notes**
1. A single flagger may be adequate for roads with low volumes that have short, straight work areas. Where one flagger is used, the flagger should be visible to approaching traffic from both directions.
  2. Set the buffer area lengths based on space at the site. The total length of the temporary traffic control zone must be short enough that drivers can see approaching traffic or flagger beyond the work area.
  3. The flagger shall use approved flagging procedures according to the MUTCD and as shown on page 57.
  4. For short duration work, the ROAD WORK AHEAD sign may be omitted.

### Lane Closure on a Two-Lane Road (Two Flagger Operation)



Speed Limit (mph)	Sign Spacing A, B, C (ft)	Buffer (ft)
25	200	155
30	200	200
35	350	250
40	350	305
45	500	360
50	500	425
55	500	495

- Notes**
1. The flaggers shall use approved flagging procedures according to the MUTCD and as shown on page 57.
  2. For short duration work, the ROAD WORK AHEAD sign may be omitted.
  3. Pilot cars, Automated Flagger Assistance Device or temporary traffic signals may be used if sight distance is low.

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A	05/15/24	ISSUED FOR REVIEW	BP

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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
N.T.S.

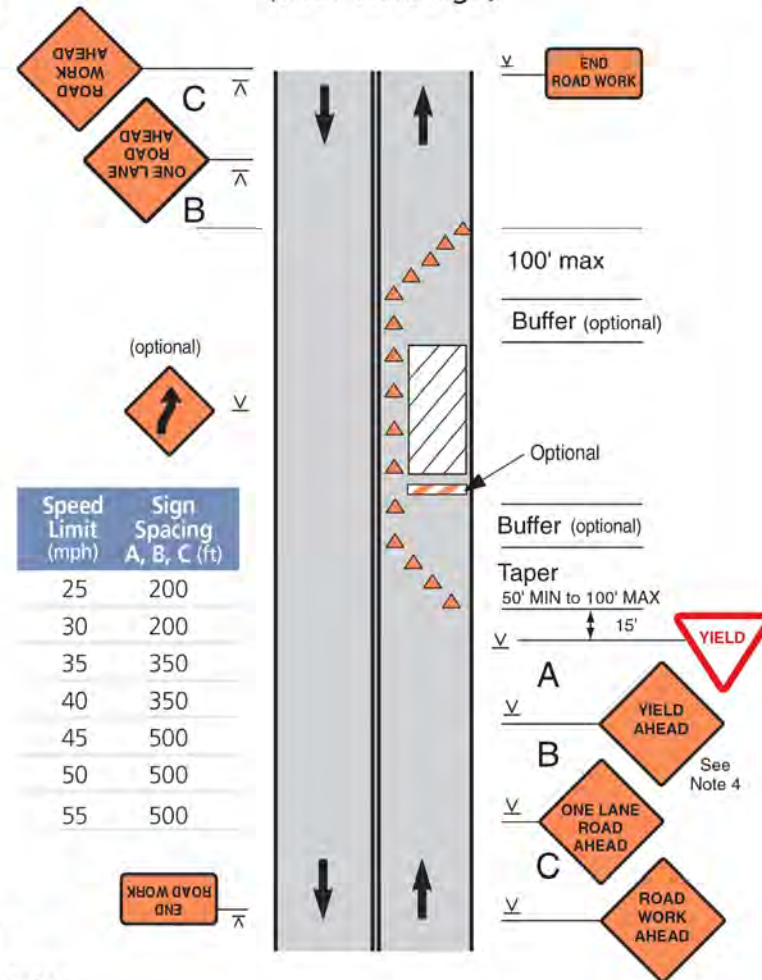
SHEET TITLE  
**TRAFFIC CONTROL STANDARD DETAILS**

GRID NUMBER

SHEET NUMBER  
**TCP-4**



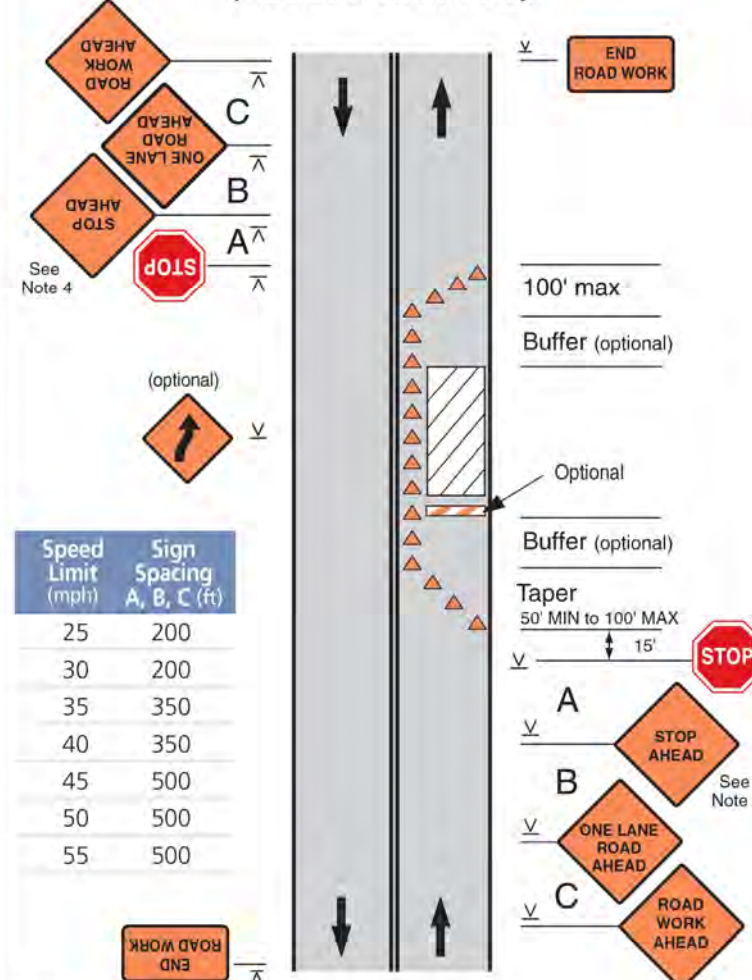
### Lane Closure on a Two-Lane Local Road with Low Volume (with Yield Sign)



#### Notes

1. This layout may be used when volume is low, work area short, sight distance good, and traffic can see beyond the work area.
2. This layout shall not be used on a state highway, connecting highway or any other roadway officially designated as a "through" highway.
3. The YIELD sign shall only be used with permission from the authority having jurisdiction over the roadway.
4. Set the buffer area lengths based on space at the site. The total length of the temporary traffic control zone must be short enough that drivers can see approaching traffic beyond the work area.
5. YIELD AHEAD symbol sign may be used.

### Lane Closure on a Two-Lane Road with Stop Signs (ADT Less Than 1000)



#### Notes

1. Consider using this layout when ADT is less than 1000, work area is short, sight distance good, and traffic can see beyond the work area. It could be appropriate for ADT above 1000 if limited to off-peak hours.
2. STOP signs shall only be used with permission from the authority having jurisdiction over the roadway.
3. Determine buffer area length based on space at the site. Total length of the temporary traffic control zone must be short enough that drivers from both directions can see approaching traffic beyond the work area.
4. Stop Ahead symbol sign may be used.
5. On State Roads use the appropriate WisDOT Standard design detail or consult with a WisDOT Regional Work Zone engineer.

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A	05/15/24	ISSUED FOR REVIEW	BP

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TASK NAME
WILC006

TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

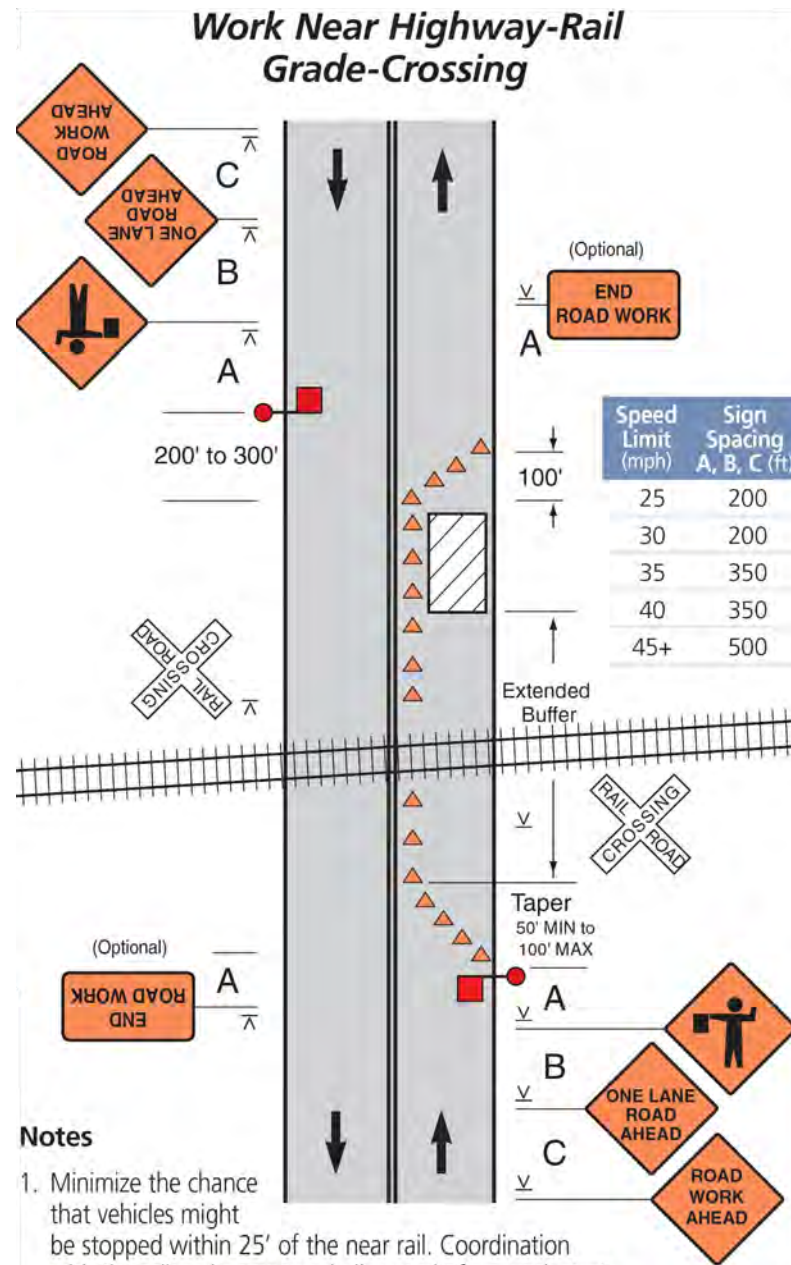
PROJECT AREA
LA CROSSE, WI, USA

SHEET SCALE
N.T.S.

SHEET TITLE
TRAFFIC CONTROL STANDARD DETAILS

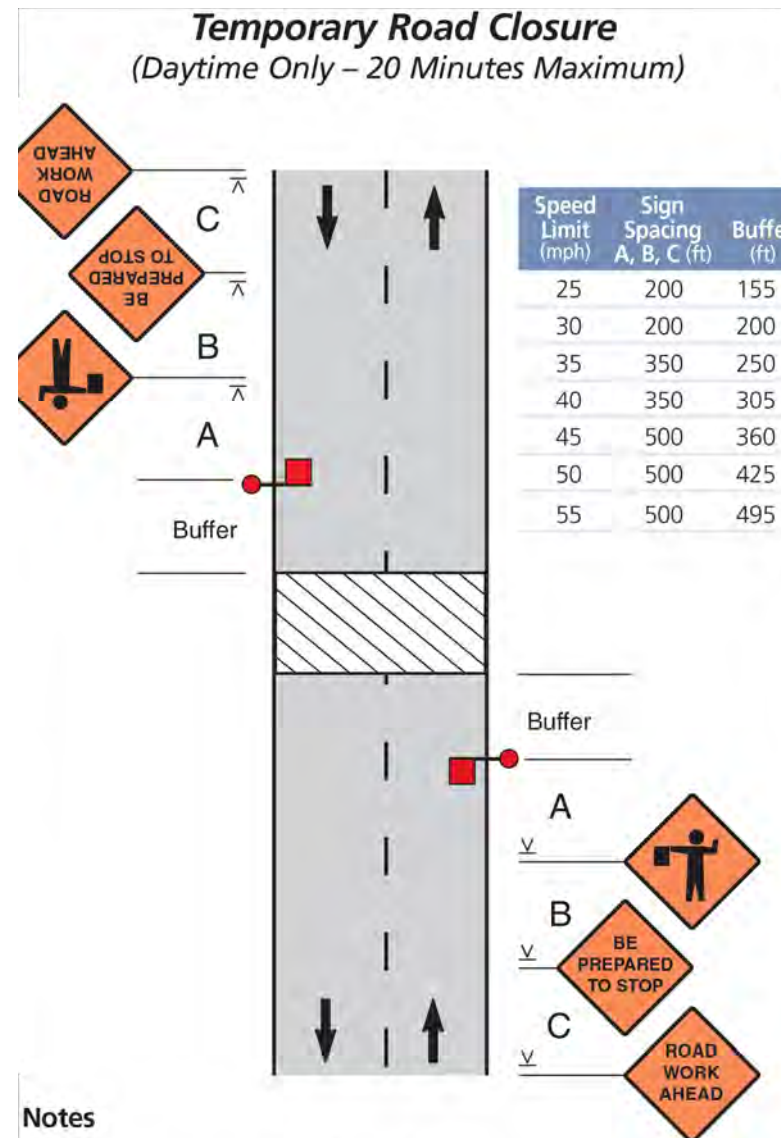
GRID NUMBER

SHEET NUMBER
TCP-5



**Notes**

1. Minimize the chance that vehicles might be stopped within 25' of the near rail. Coordination with the railroad company shall occur before work starts.
2. If queuing of vehicles across active rail tracks cannot be avoided, a flagger shall be provided at the highway-rail grade crossing to prevent vehicles from stopping within the crossing.
3. The flaggers shall use approved flagging procedures according to the MUTCD and as shown on page 57.
4. For short duration work, the ROAD WORK AHEAD sign may be omitted.



**Notes**

1. Conditions represented are for work which requires closings during daytime hours only.
2. This application is intended for a planned temporary closing not to exceed 20 minutes.
3. Flaggers or uniformed officers shall be used for this application.
4. The flagger should stop the first vehicle from the shoulder as shown. After stopping the first vehicle if the view of the flagger is obstructed, then he/she should move toward the centerline to stop additional traffic.
5. Flaggers shall use approved flagging procedures according to the MUTCD and as shown on page 57.

REV	DATE	DESCRIPTION	BY
A	05/15/24	ISSUED FOR REVIEW	BP

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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

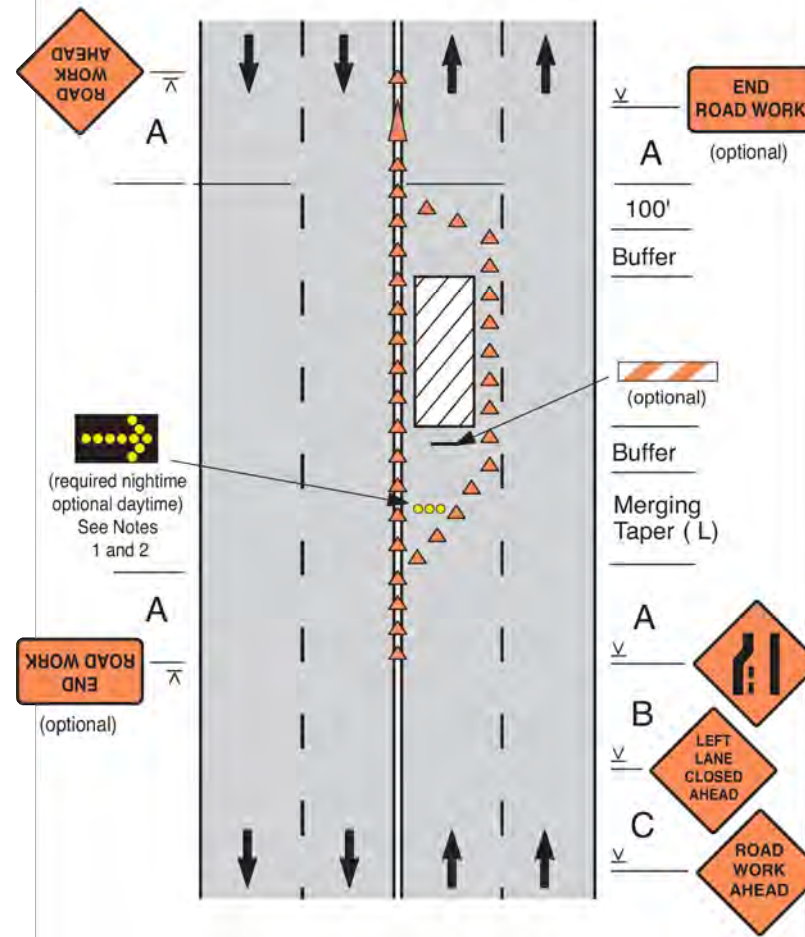
SHEET SCALE  
N.T.S.

SHEET TITLE  
**TRAFFIC CONTROL STANDARD DETAILS**

GRID NUMBER

SHEET NUMBER  
**TCP-6**

### Lane Closure on a Four-Lane Undivided Roadway

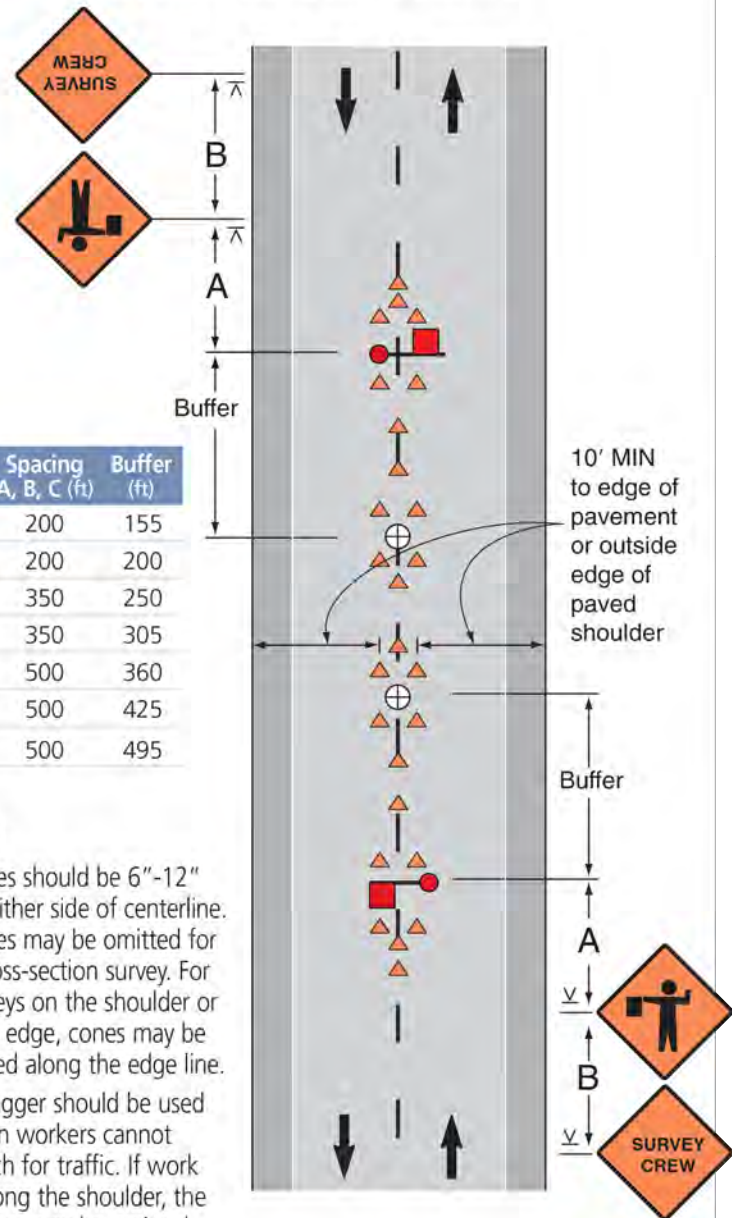


#### Notes

1. An arrow board is optional based on traffic volume, speed, and visibility. Generally, it is a good practice on roads with speeds of 35 mph or greater. When used, it should be placed near the beginning of the taper or on a vehicle in the work area.
2. If an arrow board is not used, a Large Arrow sign or directional indicator barricades in the taper can be used for added guidance.

Speed Limit (mph)	Sign Spacing A, B, C (ft)	Merging Taper (ft) for 12' lane	Buffer (ft)
25	200	125	155
30	200	180	200
35	350	245	250
40	350	320	305
45	500	540	360
50	500	600	425
55	500	660	495

### Surveying Along Centerline of Road with Low Volume



Limit (mph)	Spacing A, B, C (ft)	Buffer (ft)
25	200	155
30	200	200
35	350	250
40	350	305
45	500	360
50	500	425
55	500	495

#### Notes

1. Cones should be 6"-12" on either side of centerline. Cones may be omitted for a cross-section survey. For surveys on the shoulder or road edge, cones may be placed along the edge line.
2. A flagger should be used when workers cannot watch for traffic. If work is along the shoulder, the flagger may be omitted.
3. For surveying on the centerline of a road with high-volume, one lane shall be closed using layouts shown on page 26.
4. A high-level warning device may be used to protect a surveying device, such as a target on a tripod.
5. ROAD WORK AHEAD signs may be used in place of SURVEY CREW signs.

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TASK NAME

WILC006

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

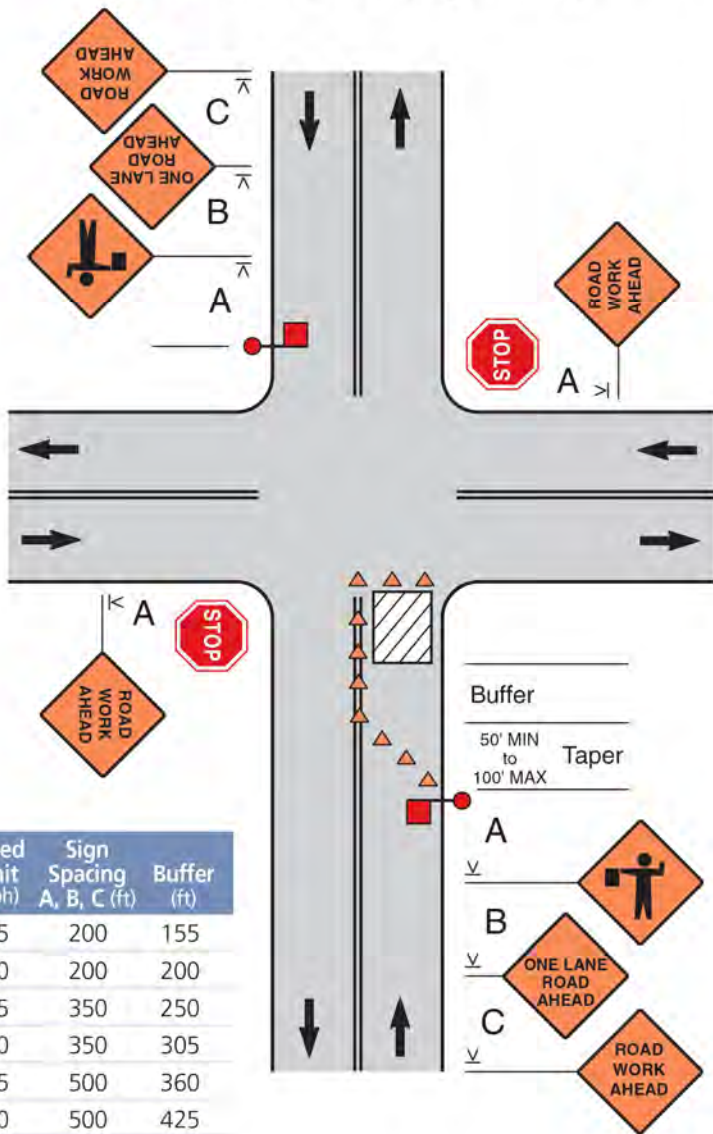
SHEET SCALE  
N.T.S.

SHEET TITLE  
**TRAFFIC CONTROL STANDARD DETAILS**

GRID NUMBER

SHEET NUMBER  
TCP-7

**Lane Closure in Advance of an Intersection**  
(Work Area on the Through Road)

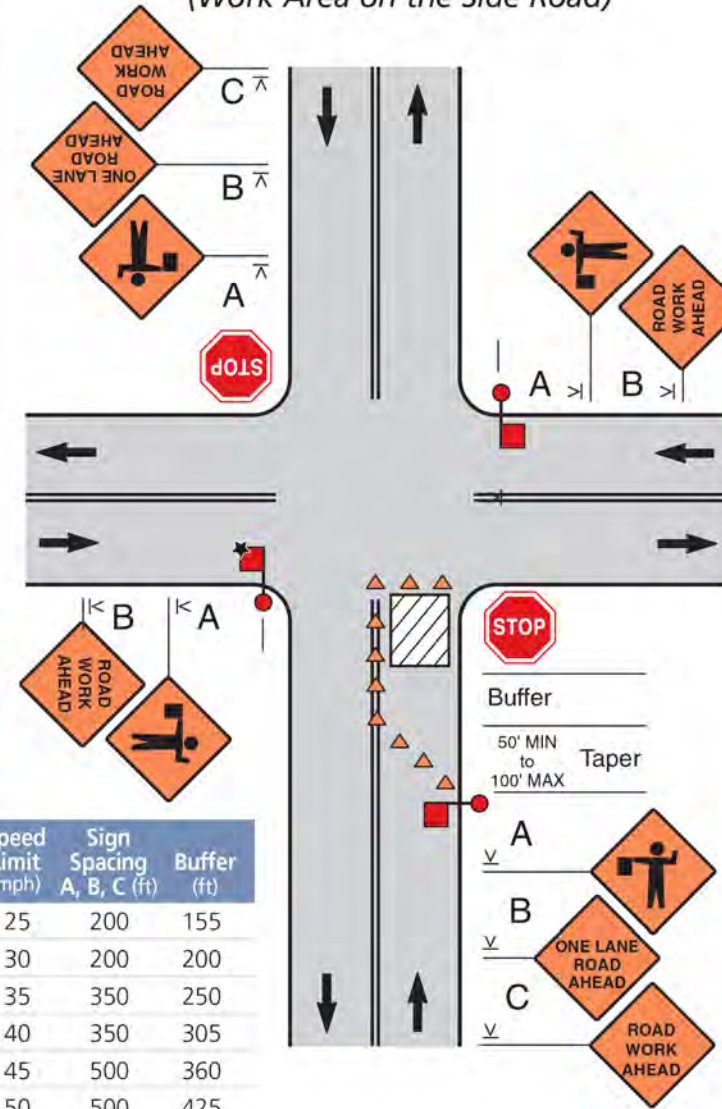


Speed Limit (mph)	Sign Spacing A, B, C (ft)	Buffer (ft)
25	200	155
30	200	200
35	350	250
40	350	305
45	500	360
50	500	425
55	500	495

**Notes**

- Depending on traffic conditions, consider additional traffic control on the side road approaches, such as flaggers and appropriate signs.
- The flaggers shall use approved flagging procedures according to the MUTCD and as shown on page 57.

**Lane Closure in Advance of an Intersection**  
(Work Area on the Side Road)



Speed Limit (mph)	Sign Spacing A, B, C (ft)	Buffer (ft)
25	200	155
30	200	200
35	350	250
40	350	305
45	500	360
50	500	425
55	500	495

**Notes**

- Depending on traffic conditions, consider additional traffic control, such as flaggers and appropriate signs.
- The middle flagger has the best view of traffic from all directions and would normally be *lead flagger* and coordinate the other flaggers.
- The flaggers shall use approved flagging procedures according to the MUTCD and as shown on page 57.
- A temporary STOP sign on the main street can also be used.

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TASK NAME

WILC006

TASK DESCRIPTION

FIBER OPTIC CONDUIT  
PLACEMENT

PROJECT AREA

LA CROSSE, WI, USA

SHEET SCALE

N.T.S.

SHEET TITLE

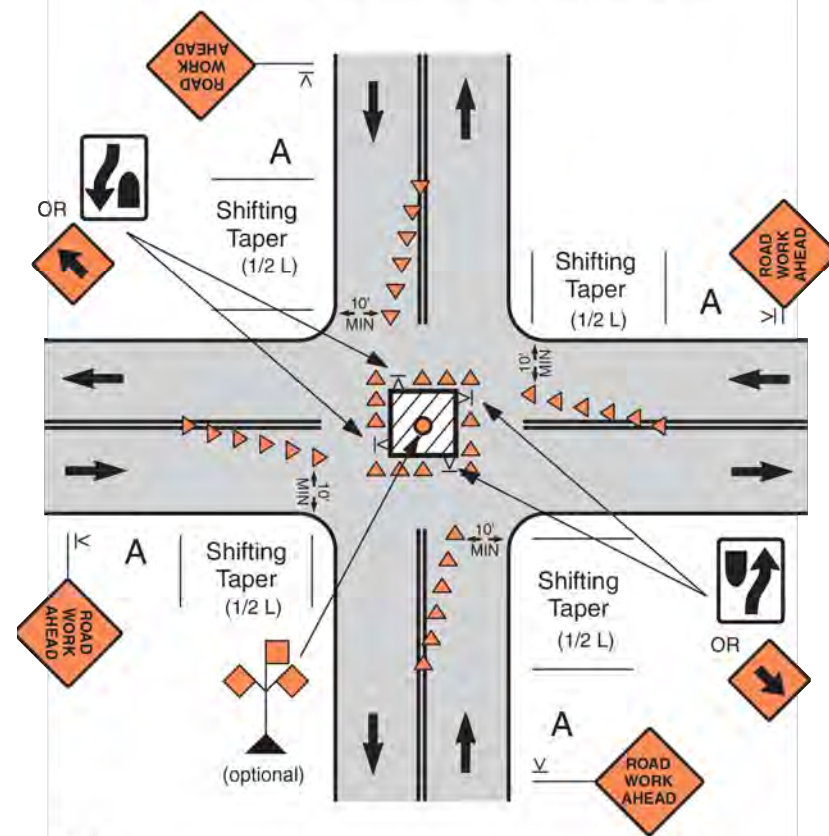
TRAFFIC CONTROL  
STANDARD DETAILS

GRID NUMBER

SHEET NUMBER

TCP-8

### Closure in the Center of an Intersection



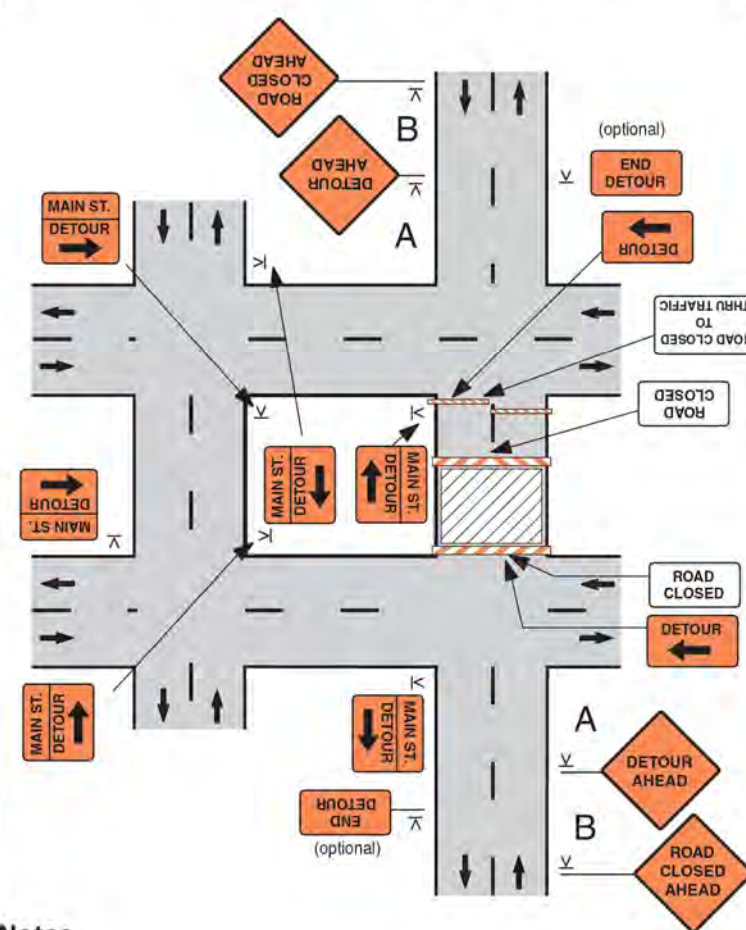
#### Notes

1. Consider additional advance warning signs such as ROAD NARROWS or Reverse Curve/ Turn. The Reverse Curve/ Turn sign is appropriate for larger deviations in the travel path.
2. Left turns may be prohibited as required by traffic conditions. Unless the streets are wide, it may be physically impossible to turn left, especially for large vehicles.
3. For short duration work, the channelizing devices may be eliminated if a vehicle with activated high intensity lights is positioned in the work space.

Speed Limit (mph)	Sign Spacing A, B (ft)	Shift 5' shift	Shift 10' shift
25	200	30	55
30	200	40	75
35	350	55	105
40	350	70	135
45	500	115	225
50	500	125	250
55	500	140	275



### Street Closure with Detour



#### Notes

1. This layout should be used for streets and roads without posted route numbers. See figure 6H-8 and 6H-9 of the MUTCD Part 6 for closing and detouring a numbered highway.
2. When a side road intersects the roadway within the work zone, place Type III barricades and ROAD CLOSED signs at the intersections, and provide advance signing of the closure on the side road approaches.
3. A street name sign may be mounted with the DETOUR sign and should be used if a local road is detoured onto a state highway. If used, the street nameplate goes above the DETOUR sign.
4. A DETOUR sign with an advance turn arrow may be used in advance of a turn and should be used on multilane streets.
5. DETOUR signs may be located on the far side of intersections.

Speed Limit (mph)	Sign Spacing A, B (ft)
25-30	200
35-40	350
45-55	500

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TASK NAME

WILC006

TASK DESCRIPTION

FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA

LA CROSSE, WI, USA

SHEET SCALE

N.T.S.

SHEET TITLE

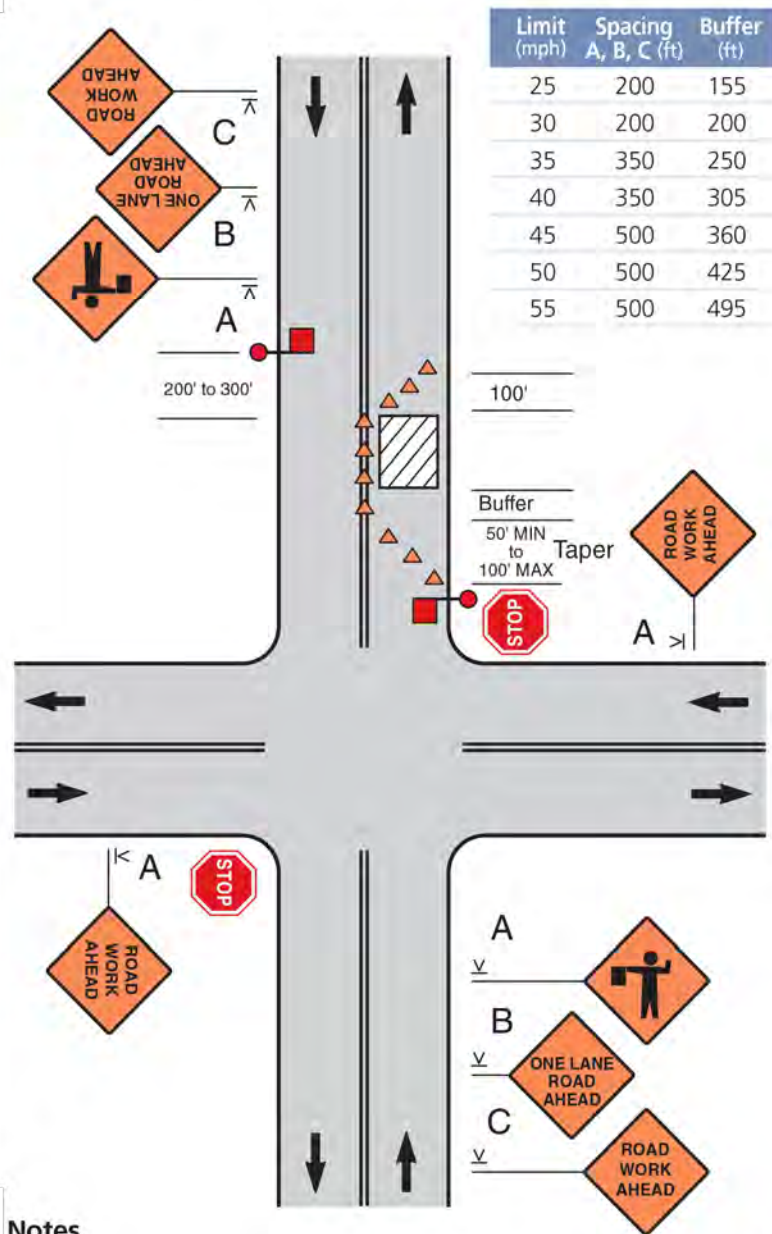
TRAFFIC CONTROL STANDARD DETAILS

GRID NUMBER

SHEET NUMBER

TCP-9

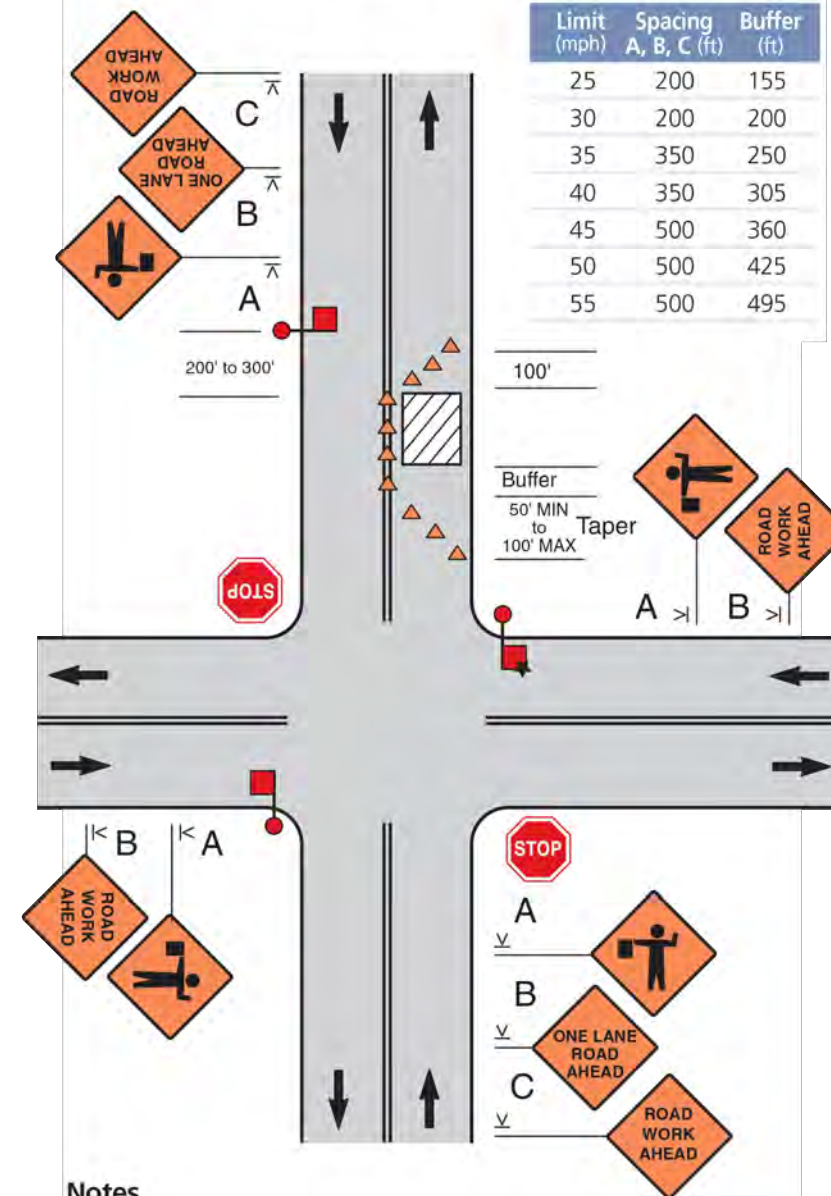
### Lane Closure Beyond an Intersection (Work Area on the Through Road)



#### Notes

- Depending on traffic conditions, consider additional traffic control, such as flaggers and appropriate signs.
- The flaggers shall use approved flagging procedures according to the MUTCD and as shown on page 57.

### Lane Closure Beyond an Intersection (Work Area on the Side Road)



#### Notes

- Depending on traffic conditions, consider additional traffic control, such as flaggers and appropriate signs.
- The middle flagger would normally be *lead flagger* and would coordinate the other flaggers.
- The flaggers shall use approved flagging procedures according to the MUTCD and as shown on page 57.

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TASK NAME

WILC006

TASK DESCRIPTION

FIBER OPTIC CONDUIT  
PLACEMENT

PROJECT AREA

LA CROSSE, WI, USA

SHEET SCALE

N.T.S.

SHEET TITLE

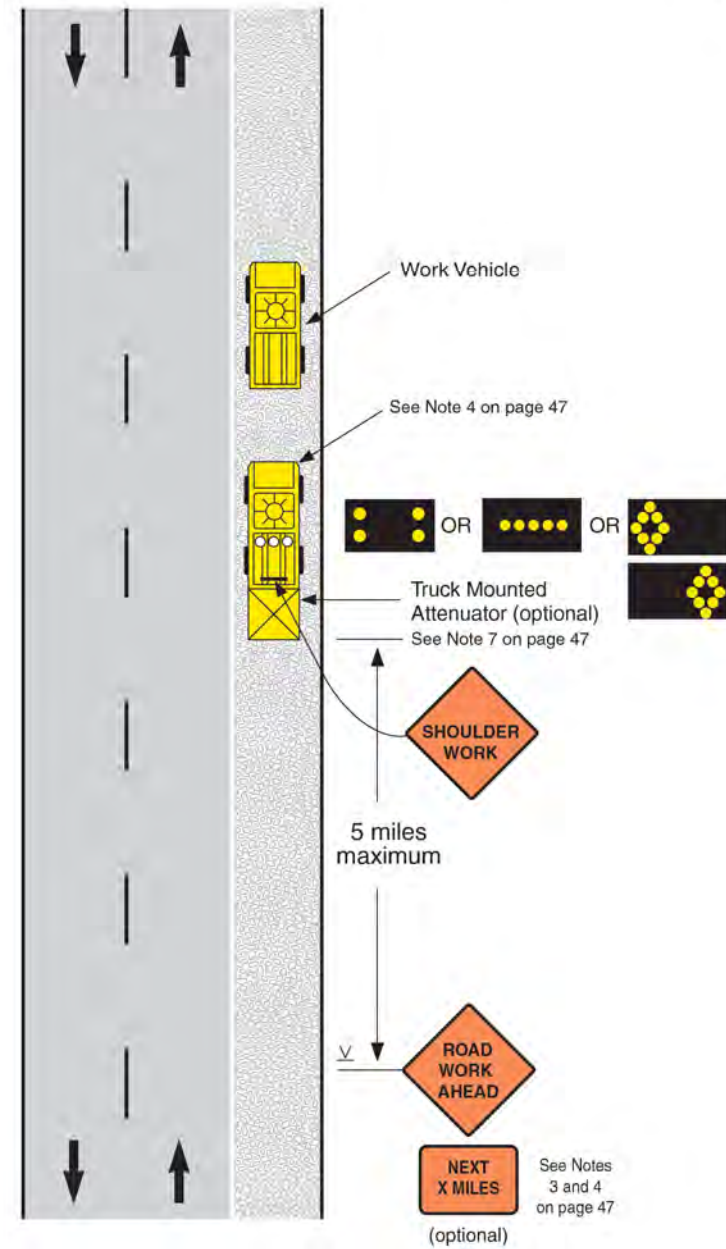
TRAFFIC CONTROL  
STANDARD DETAILS

GRID NUMBER

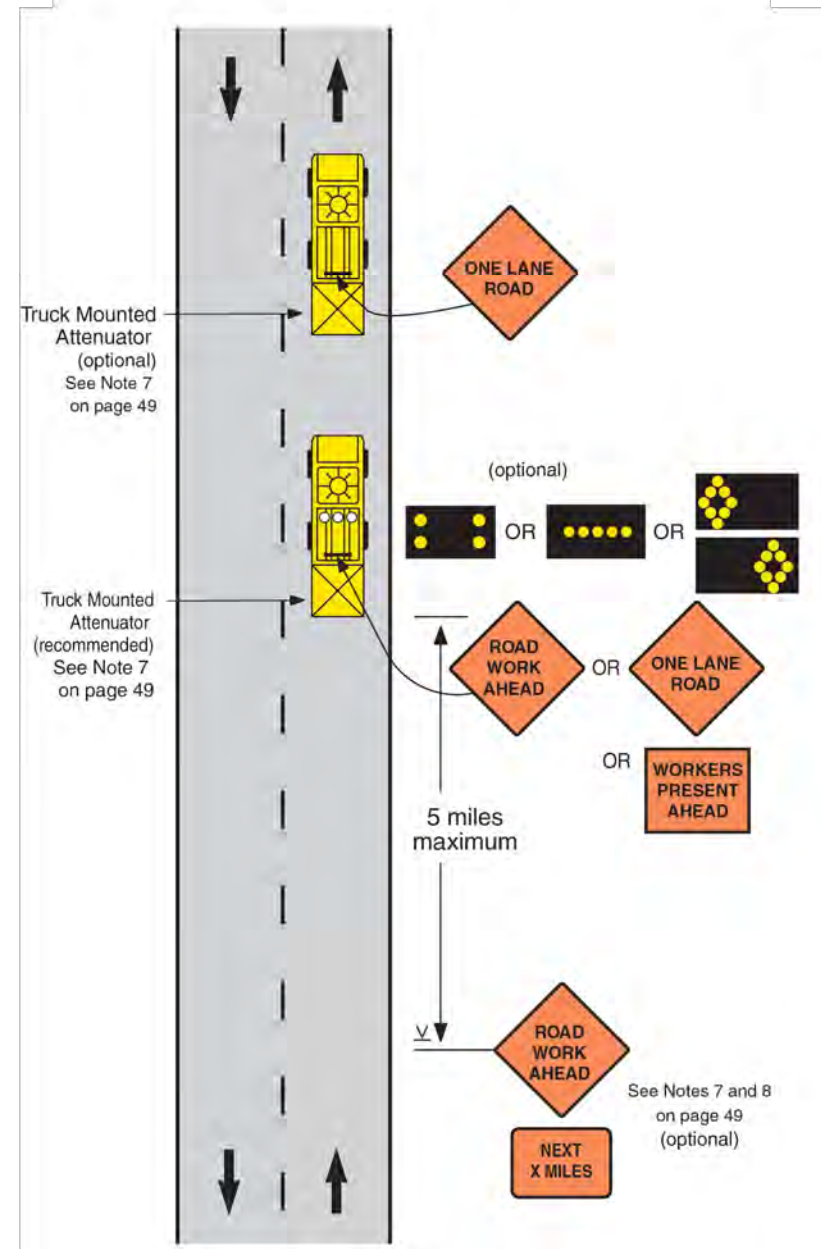
SHEET NUMBER

TCP-10

### Mobile Operation on the Shoulder



### Mobile Operation on a Two-Lane Road



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TASK NAME  
**WILC006**

TASK DESCRIPTION  
**FIBER OPTIC CONDUIT PLACEMENT**

PROJECT AREA  
LA CROSSE, WI, USA

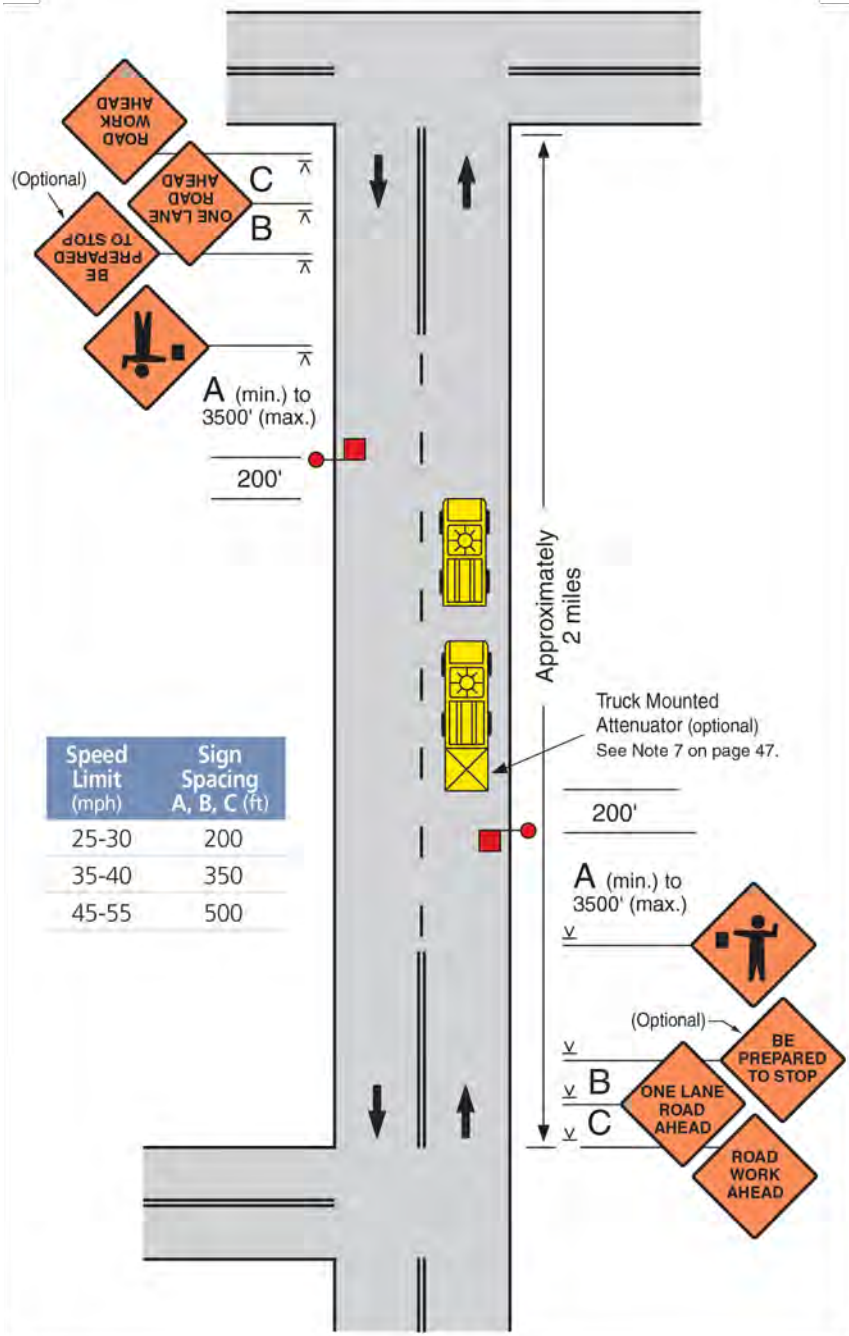
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SHEET TITLE  
**TRAFFIC CONTROL STANDARD DETAILS**

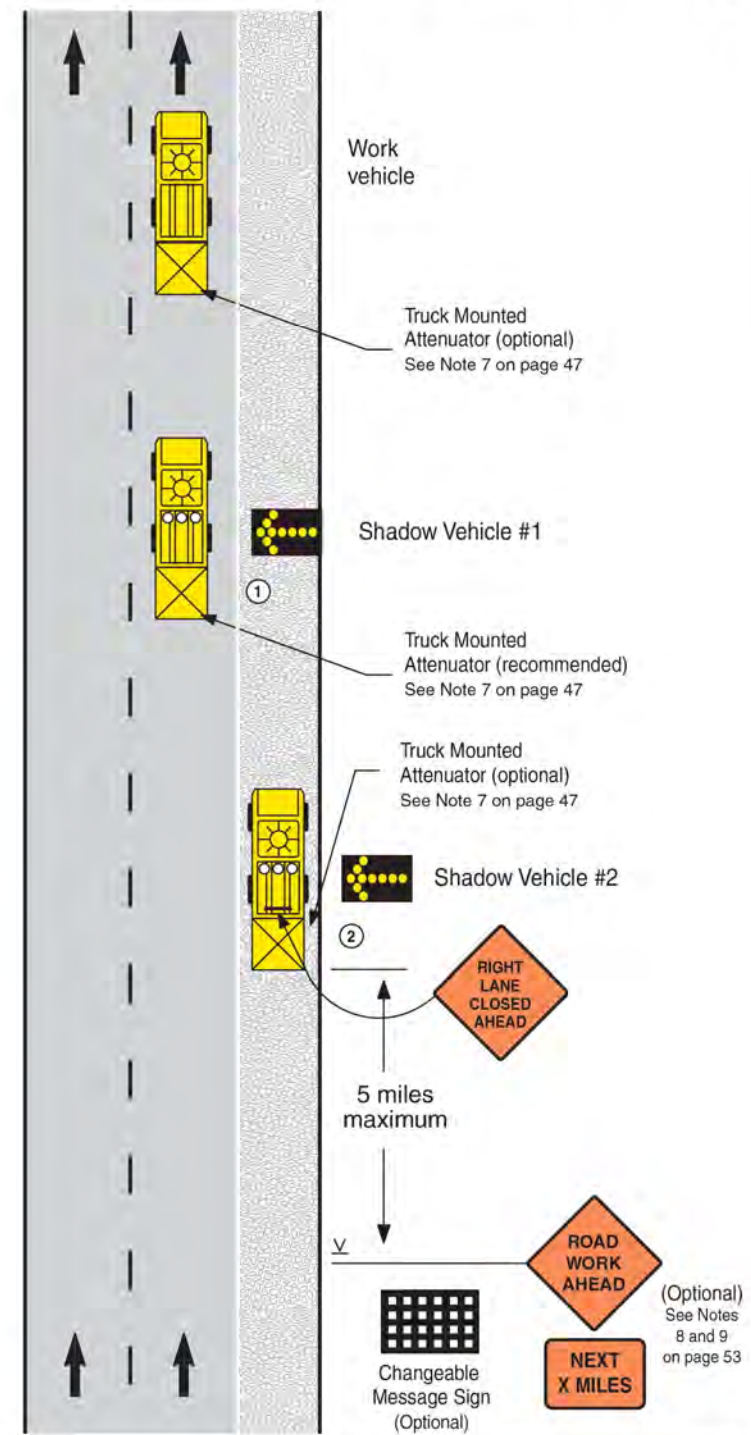
GRID NUMBER

SHEET NUMBER  
**TCP-11**

### Mobile Operation on a Two-Lane Road Using Flaggers (Traveling at less than 3 mph)



### Mobile Operation on a Multi-Lane Road



### Flagging Procedures



To stop traffic



Traffic proceed



To alert and slow traffic

#### Properly trained flaggers

- give clear messages to drivers as shown
- allow time and distance for drivers to react
- never stand in moving traffic lane
- coordinate with other flaggers

#### Properly equipped flaggers use

- approved sign paddles
- approved safety vest, shirt or coat
- brightly colored hat for better visibility
- retroreflective night equipment

#### Proper flagging stations have

- good approach sight distance
- high visibility to traffic
- illumination at night

#### Proper advance warning

- always use warning signs
- allow reaction distance from signs
- remove signs when not flagging

Flags should only be used in emergency situations. Flags used for signaling shall be a minimum of 24" x 24", red in color and mounted on a staff about 3' long.

See the **Flagger's Handbook** for more information on flagging procedures.  
Transportation Information Center-LTAP  
University of Wisconsin-Madison  
[epd.wisc.edu/tic](http://epd.wisc.edu/tic)

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TASK NAME

WILC006

TASK DESCRIPTION  
FIBER OPTIC CONDUIT  
PLACEMENT

PROJECT AREA  
LA CROSSE, WI, USA

SHEET SCALE  
N.T.S.

SHEET TITLE  
TRAFFIC CONTROL  
STANDARD DETAILS

GRID NUMBER

SHEET NUMBER  
TCP-12