metronet™

TASK NAME: WILC033

TASK DESCRIPTION: FIBER OPTIC CONDUIT PLACEMENT

SITE LOCATION: LACROSSE, WI, USA

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

PROJECT INFORMATION

TASK NAME:	WILC033
TASK DESCRIPTION:	FIBER OPTIC CONDUIT PLACEMENT
SITE LOCATION:	– LACROSSE, WI, USA
SITE TYPE:	UNDERGROUND FIBER–OPTIC CONSTRUCTION
JURISDICTION:	LACROSSE, WI, USA
APN:	–
ZONING CLASSIFICATION:	–
OCCUPANCY TYPE:	–
CONSTRUCTION TYPE:	–
APPLICANT:	METRO FIBERNET, LLC
ADDRESS:	3701 COMMUNICATIONS WAY EVANSVILLE, IN, 47715
CONTACT:	TARAN WELCHLIN
PHONE:	(608) 606–2043
EMAIL:	TARAN.WELCHLIN@METRONET.COM

NOTE: DRAWING SCALES ARE FOR 11"x17" SHEETS UNLESS OTHERWISE NOTED

PROJECT CONSULTANTS

PROJECT MANAGER:	FULLERTON ENGINEERING CONSULTANTS, LLC
ADDRESS:	1100 E. WOODFIELD ROAD, SUITE 500
CONTACT:	MICHELLE KAMINSKI
PHONE:	(616) 262–5967
EMAIL:	MKAMINSKI@FULLERTONENGINEERING.COM
ENGINEER:	FULLERTON ENGINEERING CONSULTANTS, LLC
ADDRESS:	1100 E. WOODFIELD ROAD, SUITE 500 SCHAUMBURG, ILLINOIS 60173
EOR:	DAN SMITH, P.E.
PHONE:	847–908–8521
EMAIL:	DSMITH@FULLERTONENGINEERING.COM
POWER COMPANY:	
PHONE:	
TELEPHONE COMPANY:	
PHONE:	

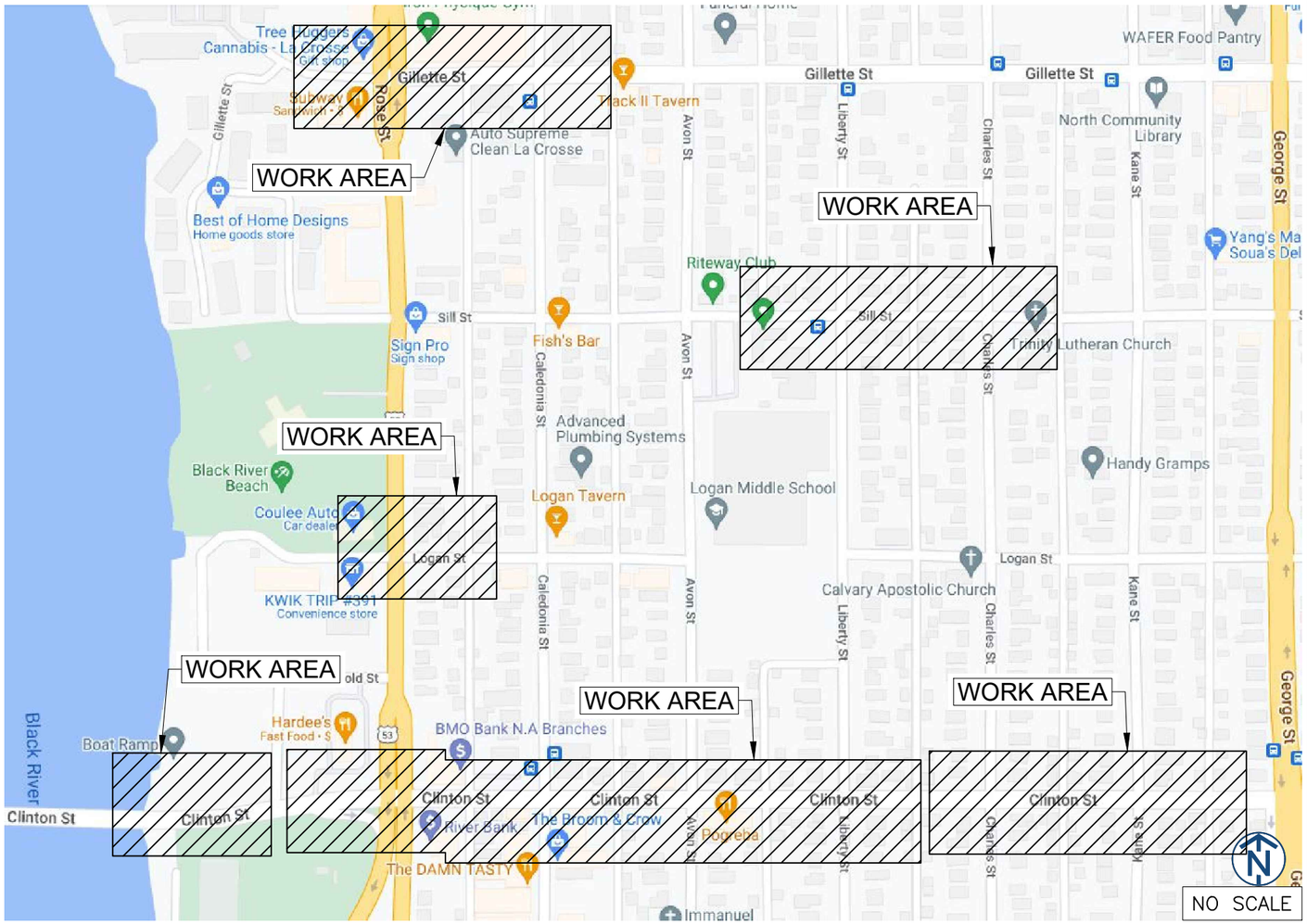
SCOPE OF WORK

THE SCOPE OF WORK CONSISTS OF:
INSTALLATION OF:

- 3,297' OF DIRECTIONAL BORE PATH
- 7,758' OF 1.25" CONDUIT
- (1) L-HANDHOLE 30X48X24
- (4) M-HANDHOLE 24X36X18
- (4) B-HANDHOLE 17X30X18(UTILITY BOX)
- (1) DB-HANDHOLE 12X12X13 (DROP BOX)

- ALL MATERIAL SHALL BE INSTALLED BY THE CONTRACTOR, UNLESS STATED OTHERWISE.

SITE LOCATION MAP



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FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

SHEET SCALE
N.T.S.

SHEET TITLE
TITLE SHEET

GRID NUMBER

SHEET NUMBER
T-1

PROJECT# 2023.0119.0000

SHEET NUMBER	SHEET TITLE
T-1	TITLE SHEET
T-2	SHEET INDEX
T-3	LEGEND
GN-1	GENERAL NOTES
MAP-1	MAP
C-001	DESIGN LAYOUT
C-001	DESIGN LAYOUT
C-002	DESIGN LAYOUT
C-003	DESIGN LAYOUT
C-004	DESIGN LAYOUT
C-005	DESIGN LAYOUT
C-006	DESIGN LAYOUT
C-007	DESIGN LAYOUT
C-008	DESIGN LAYOUT
C-009	DESIGN LAYOUT
C-010	DESIGN LAYOUT
C-011	DESIGN LAYOUT
C-012	DESIGN LAYOUT
D-1	DETAILS
D-2	DETAILS
D-3	DETAILS
D-4	DETAILS
TCP-1	TRAFFIC CONTROL STANDARD
TCP-2	TRAFFIC CONTROL STANDARD
TCP-3	TRAFFIC CONTROL STANDARD
TCP-4	TRAFFIC CONTROL STANDARD
TCP-5	TRAFFIC CONTROL STANDARD

SHEET NUMBER	SHEET TITLE

REV. NO	REVISION	DATE:

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3701 COMMUNICATIONS WAY
EVANSVILLE, IN, 47715

Fullerton
DESIGN DEVELOP CONSTRUCT

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T-2

PROJECT# 2023.0119.0000

LEGEND

PROPOSED

- PROPOSED OPEN CUT TRENCH
- PROPOSED DIRECTIONAL BORE
- PROPOSED BORE PIT
- LHH — PROPOSED L-HANDHOLE(30X48X24)
- HH — PROPOSED M-HANDHOLE(24X36X18)
- B — PROPOSED B-UTILITY BOXES(17X30X18)
- TB — PROPOSED TERMINAL BOXES(13X24X15)
- DB — PROPOSED DROP BOXES(11X11X12)

SEWER

- EXISTING SEWER MAIN
- EXISTING SEWER MAIN (ABANDON)
- EXISTING STORM SEWER MAIN
- S — EXISTING STORM MANHOLE
- S — EXISTING SEWER MANHOLE
- EXISTING SEWER CATCH BASIN
- EXISTING SEWER INLET

WATER

- EXISTING WATER MAIN
- EXISTING WATER MAIN (ABANDON)
- EXISTING WATER SHUT OFF
- FC — EXISTING FIRE CISTERN MANHOLE
- EXISTING WATER CAP
- W — EXISTING WATER MANHOLE
- EXISTING WATER VALVE
- EXISTING WATER METER
- EXISTING FIRE HYDRANT
- EXISTING WATER REDUCER

GAS

- EXISTING GAS MAIN
- EXISTING GAS MAIN (DEAD)
- EXISTING GAS CAP
- EXISTING GAS REDUCER
- EXISTING GAS MANHOLE
- EXISTING GAS VALVE
- EXISTING GAS METER

DEO/ELECTRIC

- EXISTING DEO/ELECTRIC
- SLC — EXISTING STREET LIGHT CONTROL BOX
- TLC — EXISTING TRAFFIC LIGHT CONTROL BOX
- L — EXISTING STREET LIGHT HANDHOLE
- T — EXISTING TRAFFIC LIGHT HANDHOLE
- C — EXISTING RED LIGHT CAMERA POLE
- L — EXISTING STREET LIGHT POLE
- T — EXISTING TRAFFIC LIGHT POLE
- P — EXISTING DEO POLE
- E — EXISTING ELECTRIC MANHOLE
- EXISTING ELECTRIC HANDHOLE
- F — EXISTING RED LIGHT FLASH POLE

COMMUNICATIONS

- ATT — EXISTING AT&T
- ATT — EXISTING AT&T (ABANDON)
- CO — EXISTING COMMUNICATIONS
- MCI — EXISTING MCI
- SP — EXISTING SPRINT
- SN — EXISTING SUNESYS
- VZ — EXISTING VERIZON
- UF — EXISTING CITY FIBER
- A — EXISTING AT&T MANHOLE
- CO — EXISTING COMMUNICATIONS MANHOLE
- MCI — EXISTING MCI
- SP — EXISTING SPRINT/NEXTEL MANHOLE
- SN — EXISTING SUNESYS MANHOLE
- VZ — EXISTING VERIZON MANHOLE

MISCELLANEOUS

- EXISTING FENCE
- EXISTING CONSTRUCTION FENCE
- EXISTING GUARDRAIL
- R/W — EXISTING PROPERTY LINE/ R.O.W.
- EXISTING BIKE RACK
- EXISTING TREE
- EXISTING BUSH
- EXISTING STREET SIGN POST
- B — EXISTING POST/BOLLARD
- EXISTING GROUND LIGHT
- EXISTING UTILITY POLE
- EXISTING STANDPIPE
- ADA — EXISTING ADA RAMP
- ? — EXISTING MISCELLANEOUS MANHOLE
- G — EXISTING GARBAGE CAN
- PD — EXISTING PARK DISTRICT MANHOLE
- M — EXISTING MONITORING WELL
- F — EXISTING FIRE ALARM
- P — EXISTING STREET PARKING PAY BOX
- EXISTING PEDESTAL
- M — EXISTING MAILBOX
- N — EXISTING NEWSPAPER BOX
- EXISTING PHONE
- S — EXISTING SPRINKLER CONTROL BOX
- S — EXISTING SPRINKLER VALVE
- H — EXISTING SUPPORT COLUMN

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T-3

PROJECT# 2023.0119.0000

1. THE ENCLOSED DESIGN MAY IMPLY EXISTING UTILITIES. THE UTILITIES HAVE NOT BEEN FIELD VERIFIED FOR LOCATION. THEREFORE, ALL UTILITIES IMPLIED WITHIN THIS DOCUMENT ARE TO BE REFERRED TO AS A "REFERENCE TOOL". IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND/OR IT'S SUBCONTRACTOR TO VERIFY THESE UTILITIES USING ANY AND ALL METHODS AND INSTRUMENTS AVAILABLE IF/WHEN NECESSARY. FULLERTON CANNOT IN GOOD FAITH GUARANTEE UTILITY LOCATIONS. ANY AND ALL DOCUMENTATION ON EXISTING UTILITIES HAS BEEN IMPLIED UTILIZING INFORMATION RETRIEVAL PROCESSES FROM EACH JURISDICTION INVOLVED (STATE, COUNTY AND/OR MUNICIPALITY, TO INCLUDE OTHERS).

2. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO ENSURE ALL CONDUITS ARE PLACED WITHIN THE GIVEN & DEDICATED SPACE LICENSED FOR THIS PARTICULAR CLIENT. FULLERTON ENGINEERING CONSULTANTS, INC. (FULLERTON) WAS NOT RETAINED FOR THE PURPOSE OF SUPPORTING A SURVEY OF THE AREA AND PROPERTY BOUNDARIES, THEREFORE FULLERTON CAN NOT AND WILL NOT SUPPORT THE ACCURACY OF ANY IMPLIED BOUNDARY (I.E. PUBLIC WAY, PRIVATE PROPERTY, EASEMENT ETC.) NOR IS IT TO BE ASSUMED THAT THE SALE OF PROPERTIES HAS NOT OCCURRED DURING & AFTER FULLERTON'S RESPONSIBILITIES FOR THIS PROJECT HAVE PAST. ALL BOUNDARIES, EASEMENTS, PROPERTY LINES, ETC. ARE TO BE USED AS A GUIDELINE OR REFERENCE AND SHOULD NOT BE TAKEN LITERALLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE ASSOCIATED BOUNDARIES SURVEY STAKED IF SO QUESTIONED. ALL ASPECTS OF BOUNDARIES IMPLIED HEREIN, HAVE BEEN DERIVED THROUGH AVAILABLE MEDIA SUCH AS BUT NOT LIMITED TO (SIDWELL, GOOGLE EARTH PRO. MUNICIPAL, STATE, COUNTY, GIS, AND OTHER RECORD TYPES). FULLERTON DOES NOT AGREE NOR DISAGREE WITH THE ABOVE-MENTIONED RECORDS AS THEY ARE USED JUST A REFERENCE TOOL.

3. ALL BURIED OBSTRUCTIONS KNOWN BY FULLERTON ARE SHOWN ON THE CONSTRUCTION DRAWINGS. ANY AND ALL OTHERS ENCOUNTERED DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROTECT.

4. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES 48 HOURS PRIOR TO CONSTRUCTION ACTIVITY.

5. SHORING MAY BE REQUIRED AND SHALL COMPLY TO O.S.H.A. STANDARDS.

6. ALL BURIED CONDUIT/CABLE WILL BE PLACED AT MINIMUM 30"-48" COVER UNLESS SPECIFIED OR OTHERWISE NOTED ON THE CONSTRUCTION DRAWINGS.

7. ANY AND ALL IMPROVEMENTS, IF DAMAGED, SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION. THIS INCLUDES BUT IS NOT LIMITED TO: ASPHALT, CONCRETE PAVEMENT, CURBS, GUTTERS, SIDEWALKS, DRAINAGE DITCHES, EMBANKMENTS, SHRUBS, TREES, GRASS SOD, ETC..

8. ALL FIBER INSTALLATIONS SHALL OBSERVE A MINIMUM DYNAMIC BEND RADIUS OF 20X THE CABLE DIAMETER FOR ALL OSP FIBER SHEATHS AND 15X THE CABLE DIAMETER FOR ALL ISP FIBER SHEATHS. ADDITIONALLY, ALL INSTALLATIONS SHALL OBSERVE A MINIMUM STATIC BEND RADIUS OF 15X THE CABLE DIAMETER FOR ALL OSP FIBER SHEATHS AND 10X THE CABLE DIAMETER FOR ALL ISP FIBER SHEATHS. IF THE MANUFACTURER'S SPECIFICATIONS FOR BEND RADIUS ARE GREATER, THEN THEY SHALL BE FOLLOWED.

9. ALL NEW METALLIC AERIAL STRAND SHALL BE BONDED/GROUNDED (PREFERABLY TO THE POWER COMPANY NEUTRAL) PER LOCAL REQUIREMENTS. AT A MINIMUM, THE BONDING/GROUNDING PATTERN SHALL BE THE FIRST AND LAST POLE OF A RUN AND EVERY TENTH POLE IN THE RUN. SHOULD ONE OF THESE DESIGNATED POLES SUPPORT A POWER TRANSFORMER, THE POLES ON EITHER SIDE OF SAID POLE SHALL BE BONDED/GROUNDED AND THE PATTERN SHOULD CONTINUE EVERY TENTH POLE FROM THAT STARTING POINT.

10. ALL AERIAL FIBER OPTIC CABLES SHALL BE SECURELY LASHED TO AERIAL STRAND BY METHOD OF MECHANICAL LASHING CARRIAGE OR APPROVED EQUAL.

11. ALL FIBER OPTIC CABLES INSTALLED BELOW GRADE SHALL BE OF AN ARMORED VARIETY WITH METALLIC INNER SHEATH, OR BE PLACED WITH A METALLIC LOCATING WIRE TO FACILITATE FUTURE LOCATING SERVICES.

12. ALL CONDUIT OR DUCT CONSTRUCTION SHALL INCLUDE THE PLACEMENT OF PULLING TAPE OF SUFFICIENT SIZE AND GRADE TO FACILITATE THE INSTALLATION OF THE SPECIFIED FIBER TYPE THROUGH CONDUIT BEING UTILIZED (JETLINE USE TO BE APPROVED BY CLIENT).

13. ALL FUSION SPLICING SHALL BE COMPLETED BY A QUALIFIED FIBER SPLICER IN A CLEAN TEMPERATURE CONTROLLED TRUCK, TRAILER, OR SHELTER SPECIFICALLY TOOLED OR DESIGNED FOR THE PURPOSE OF FUSION SPLICING FIBER OPTIC CABLES IN A FIELD ENVIRONMENT.

14. ALL MECHANICAL SPLICES AND FACTORY ENDS SHALL BE KEPT CLEAN AND FREE FROM DUST, DIRT, OILS, AND SMEARS. CARE SHOULD BE TAKEN TO MATCH POLISH TYPES ON FACTORY ENDS.

15. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL CORRECTIONS TO WORK IDENTIFIED AS UNACCEPTABLE BY CLIENT, ENGINEER, OR INSPECTOR, DURING SITE INSPECTION ACTIVITIES AND/OR AS A RESULT OF TESTING. CONTRACTOR SHALL ALSO PROVIDE ALL AS-BUILT INFORMATION UPON COMPLETION OF INSPECTION.

16. CONTRACTOR SHALL KEEP THE SITE FREE FROM ACCUMULATING WASTE MATERIAL, DEBRIS, AND TRASH. AT THE COMPLETION OF THE WORK, CONTRACTOR SHALL REMOVE FROM THE SITE ALL REMAINING RUBBISH, IMPLEMENTS, TEMPORARY FACILITIES, AND SURPLUS MATERIALS. CONTRACTOR TO RETURN SITE TO PREVIOUS OR BETTER CONDITION.

17. DRAWINGS ARE INTENDED TO SHOW DESIGN INTENT. CONTRACTOR SHALL PROVIDE MATERIALS AND LABOR AS REQUIRED TO PRODUCE A COMPLETE AND FUNCTIONING SYSTEM WHILE MEETING ALL CODES AND SPECIFICATIONS. MODIFICATIONS MAY BE REQUIRED TO SUIT JOB DIMENSIONS OR CONDITIONS. SUCH MODIFICATIONS SHALL BE INCLUDED IN THE WORK. SAID DESIGN IS INTENDED TO AVOID DISRUPTION OF ANY HANDICAP RAMPS OR STRUCTURES AS DESCRIBED PER THE AMERICANS WITH DISABILITIES ACT OF 1990.

18. CONTRACTOR SHALL WORK WITH CLIENT TO IDENTIFY ALL CONTRACTOR SUPPLIED MATERIALS TO CONSTRUCT NETWORK PER SPECIFICATIONS.

19. THE CONTRACTOR SHALL PROVIDE ALL MATERIAL, EQUIPMENT, LABOR, INSTALLATION, RESTORATION, UTILITY RELOCATION CHARGES, JOB SITE DELIVERY COSTS AND INCIDENTALS TO COMPLETE THE DESCRIBED OR ILLUSTRATED WORK UNDER THIS CONTRACT.
20. ANY CHANGE-ORDER REQUEST MUST BE PRESENTED IN WRITING TO THE OWNER'S REPRESENTATIVE AND APPROVED PRIOR TO PROCEEDING WITH THE REQUESTED CHANGE.
21. THE ENGINEER WILL NOT BE RESPONSIBLE NOR ASSUME ANY LIABILITY FOR NEGLIGENT ACTS OR ERRORS OF OMISSIONS OF ANY CONTRACTOR, ANY SUBCONTRACTOR, OR ANY OF THE PERSONS (EXCEPT ENGINEER'S OWN EMPLOYEES) AT THE PROJECT SITE OR OTHERWISE PERFORMING ANY OF THE WORK OF THE PROJECT. ANY CONTRACTOR OR SUBCONTRACTOR, AS WELL AS THE ENGINEER, WILL BE RESPONSIBLE FOR HIS OWN SAFETY PROGRAM. NEITHER THE PROFESSIONAL ACTIVITIES OF THE ENGINEER, NOR THE PRESENCE OF THE ENGINEER OR HIS OR HER EMPLOYEES AND SUB-CONSULTANTS AT THE CONSTRUCTION SITE, SHALL RELIEVE ANY CONTRACTOR OF HIS OR HER OBLIGATIONS, DUTIES AND RESPONSIBILITIES INCLUDING, BUT NOT LIMITED TO, CONSTRUCTION MEANS, METHODS, SEQUENCE, TECHNIQUES OR PROCEDURES NECESSARY FOR PERFORMING, SUPERINTENDING OR COORDINATING ALL PORTIONS OF THE WORK OF CONSTRUCTION IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND ANY HEALTH OR SAFETY PRECAUTIONS REQUIRED BY ANY REGULATORY AGENCIES. THE ENGINEER AND HIS OR HER PERSONNEL HAVE NO AUTHORITY TO EXERCISE ANY CONTROL OVER ANY CONSTRUCTION CONTRACTOR OR OTHER ENTITY OR THEIR EMPLOYEES IN CONNECTION WITH ANY HEALTH OR SAFETY PRECAUTIONS.
22. ALL MATERIALS INSTALLED WITHIN THE LIMITS OF THIS PROJECT SHALL BE IN CONFORMANCE WITH STANDARD RECOMMENDATIONS OF THE NATIONAL ELECTRIC MANUFACTURER'S ASSOCIATION (NEMA) AND THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI).
23. THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND COMPLY WITH THE REQUIREMENTS OF ALL AGENCIES HAVING JURISDICTION OVER THE WORK AND SHALL COORDINATE HIS WORK WITH THE WORK PERFORMED BY OTHERS FOR THE PURPOSE OF INSTALLATION. THIS INCLUDES, BUT IS NOT LIMITED TO, ALL WORK WITH ALL PUBLIC AND PRIVATE UTILITIES AS WELL AS CITY AND STATE AGENCIES.
24. CONTRACTOR SHALL RECORD THE LOCATION AND ELEVATION OF ALL UTILITIES ENCOUNTERED, AND INSTALLATION OF NEW WORK, AS THE WORK PROGRESSES AND SHALL PREPARE RECORD DRAWINGS (RED-LINES) BASED ON HIS RECORDS. AS A PART OF THE RECORD DRAWINGS, CONTRACTOR SHALL ALSO PROVIDE HORIZONTAL AND VERTICAL CONFIGURATION OF CONDUITS WHERE MULTIPLE CONDUITS ARE INSTALLED. THESE RECORDS ARE TO BE SUPPLIED TO FULLERTON ENGINEERING AT COMPLETION OF WORK.
25. MAINTAIN MORE THAN 2'-0" VERTICAL CLEARANCE AND MORE THAN 4'-0" HORIZONTAL CLEARANCE BETWEEN EXISTING SEWER OR SEWER STRUCTURES AND UTILITY. IF CITY SEWER FACILITIES ARE DAMAGED DURING CONSTRUCTION, IT MUST BE REPORTED TO CITY ENGINEERING SECTION AND MUST BE REPAIRED BY A LICENSED DRAIN LAYER UNDER THE SUPERVISION OF THE MASON INSPECTOR.
26. NO STORAGE OF EQUIPMENT OR MATERIALS IN THE ROADWAY IS PERMITTED UNLESS THE CONTRACTOR OBTAINS WRITTEN PERMISSION FROM THE CITY, STATE, AND/OR GOVERNING BODY.
27. CONTRACTOR RESPONSIBLE FOR OBTAINING AND PROVIDING REVIEW AND DESIGN OF ANY AND ALL SHORING SYSTEMS PRIOR TO CONSTRUCTION.
28. THE ENGINEER SHALL BE NOTIFIED FOR DISPOSITION OF SITUATIONS WHERE THE CONDUIT CANNOT MAINTAIN SEPARATIONS PER PLAN.
29. THE CONTRACTOR IS RESPONSIBLE FOR THE RESTORATION OF THE AREAS DISTURBED BY CONSTRUCTION ACTIVITIES. CONTRACTOR IS TO PAY ALL FEES AND OBTAIN ALL PERMITS FOR RESTORATION. CONTRACTOR IS TO RESTORE ALL DAMAGED STRUCTURES AND UTILITIES TO THE SATISFACTION OF THE FACILITY OWNER OR THE GOVERNING BODY, IN THE EVENT THAT DAMAGE OCCURS.
30. USE EXTREME CAUTION NEAR ALL GAS FACILITIES DURING CONSTRUCTION AND RELATED EXCAVATION ACTIVITIES, HAND EXCAVATION IS REQUIRED TO VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF GAS MAIN(S) PRIOR TO CROSSING AND WORKING WITHIN 3 FEET OF ALL GAS FACILITIES. A MINIMUM OF 3 FEET HORIZONTAL EDGE TO EDGE CLEARANCE IS REQUIRED FOR GAS MAINS WITH DIAMETERS OF 16 INCHES OR SMALLER, AND 5 FEET EDGE TO EDGE CLEARANCE FOR GAS MAINS WITH DIAMETERS 18 INCHES AND LARGER IN DIAMETER. THE USE OF CONCRETE, FLOW FILL, OR THE LIKE IS PROHIBITED WITHIN 24 INCHES OF ALL GAS FACILITIES, NOR SHALL IT ENCASE ANY GAS FACILITY. SAND IS TO BE USED AS A BUFFER BETWEEN FLOWABLE FILL AND ALL GAS FACILITIES, ANY DAMAGE TO GAS FACILITIES SHALL BE THE RESPONSIBILITY OF THE INSTALLING UTILITY AND THEIR CONTRACTORS.

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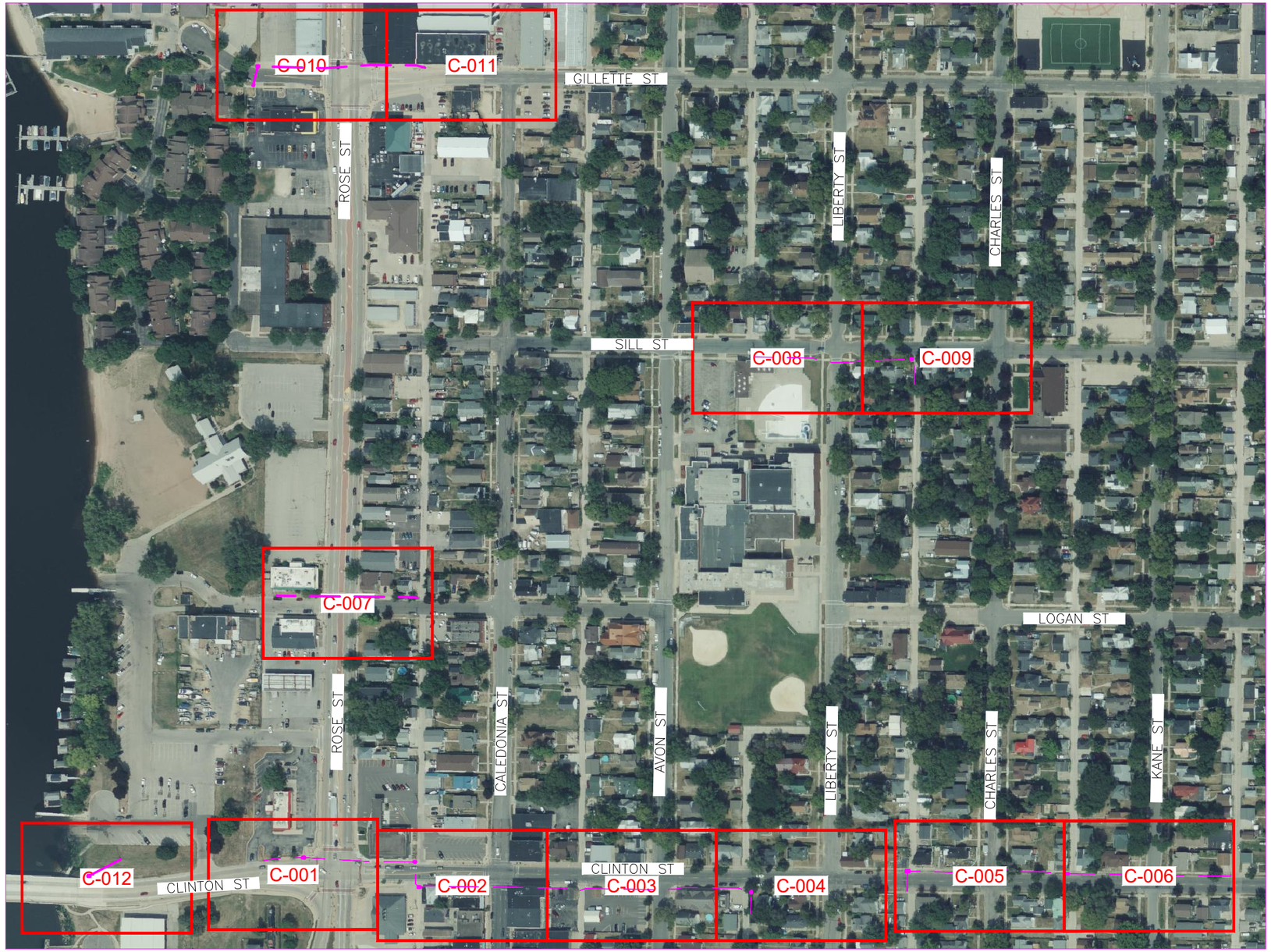
PROJECT# 2023.0119.0000



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GRID NUMBER

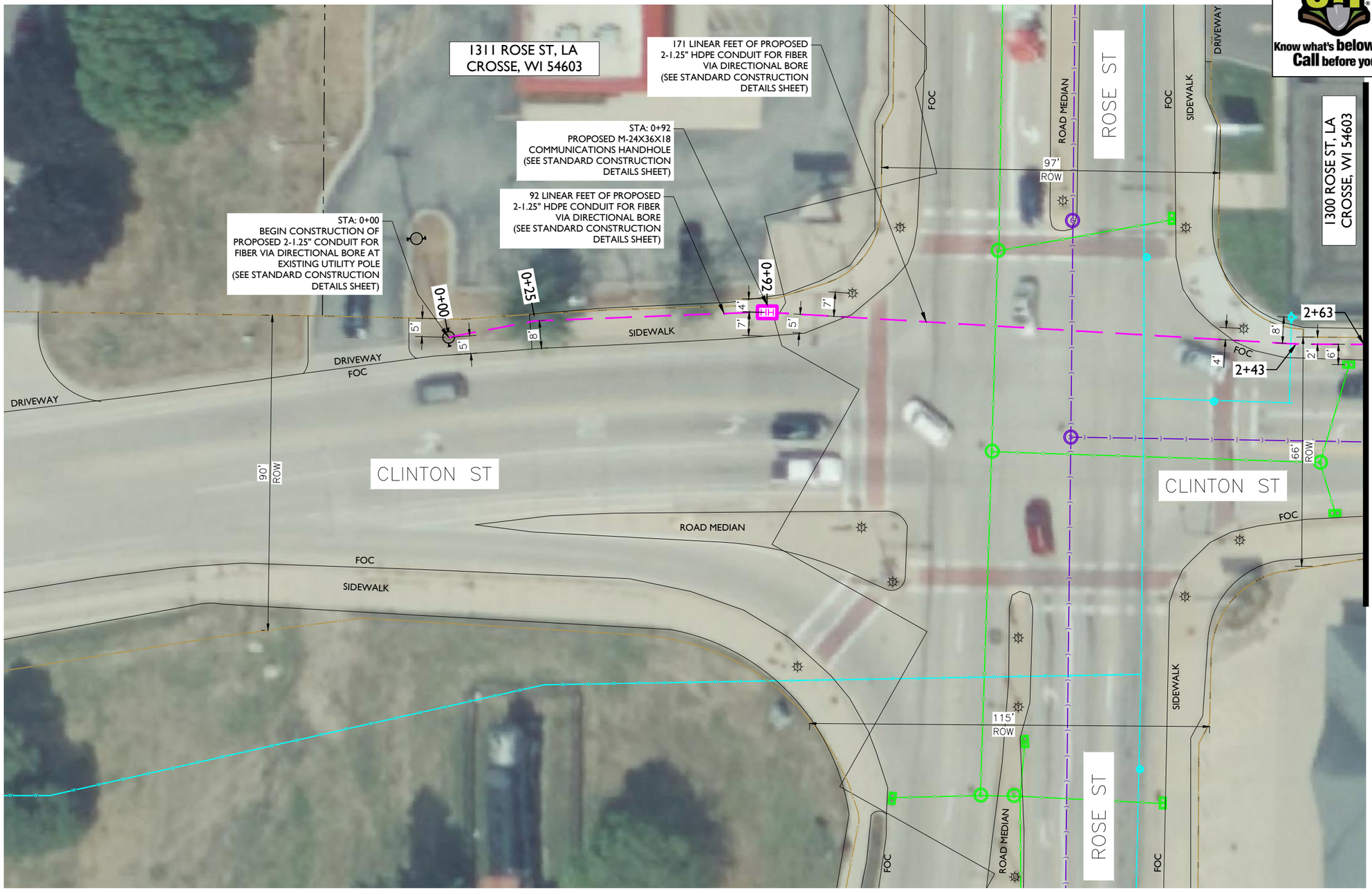
SHEET NUMBER
MAP-1

PLANSET

11"x17" SCALE: NTS
24"x36" SCALE: NTS

I

PROJECT# 2023.0119.0000



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:
PRIOR TO CONSTRUTION ALL STREET LIGHT WIRING MUST BE PROPERLY LOCATED

NOTE:
20' MINIMUM CLEARANCE REQUIRED ABOVE HIGHWAYS

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

811 Know what's below. Call before you dig.

metronet
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PROJECT AREA
LACROSSE, WI, USA

SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-001

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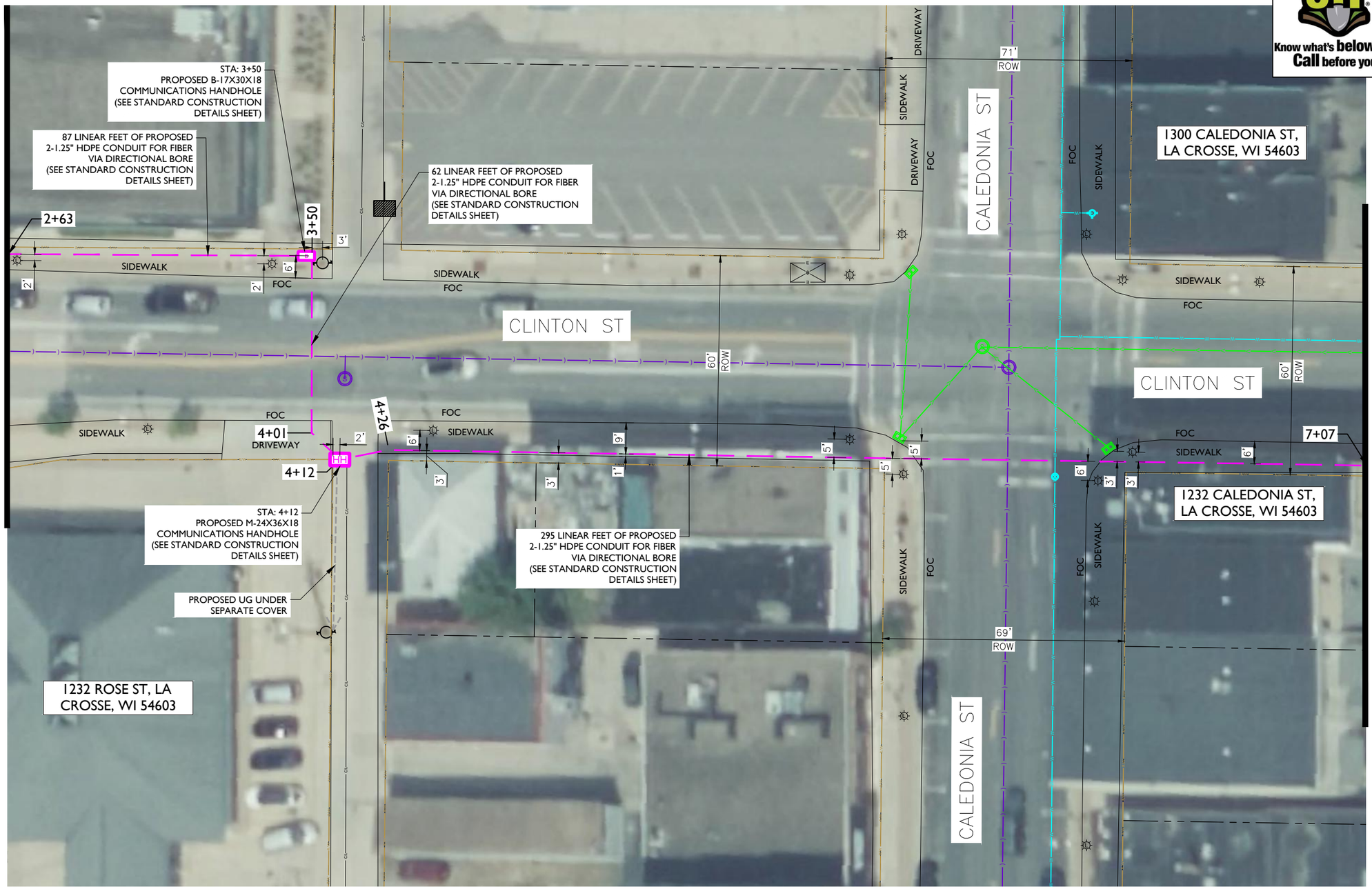

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METRONET WILL MAINTAIN 5' CLEARANCE FROM EXISTING INLETS, MANHOLES, VALVES, AND FIRE HYDRANTS & 7.5' CLEARANCE FROM MANHOLES AND CATCH BASINS.

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EVANSVILLE, IN, 47715

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TEL: 847-908-8400
COA# 3620-11
www.fullerton-us.com

REV	DATE	DESCRIPTION	BY
A	06/27/24	ISSUED FOR REVIEW	JS

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TASK NAME
WILC033

TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

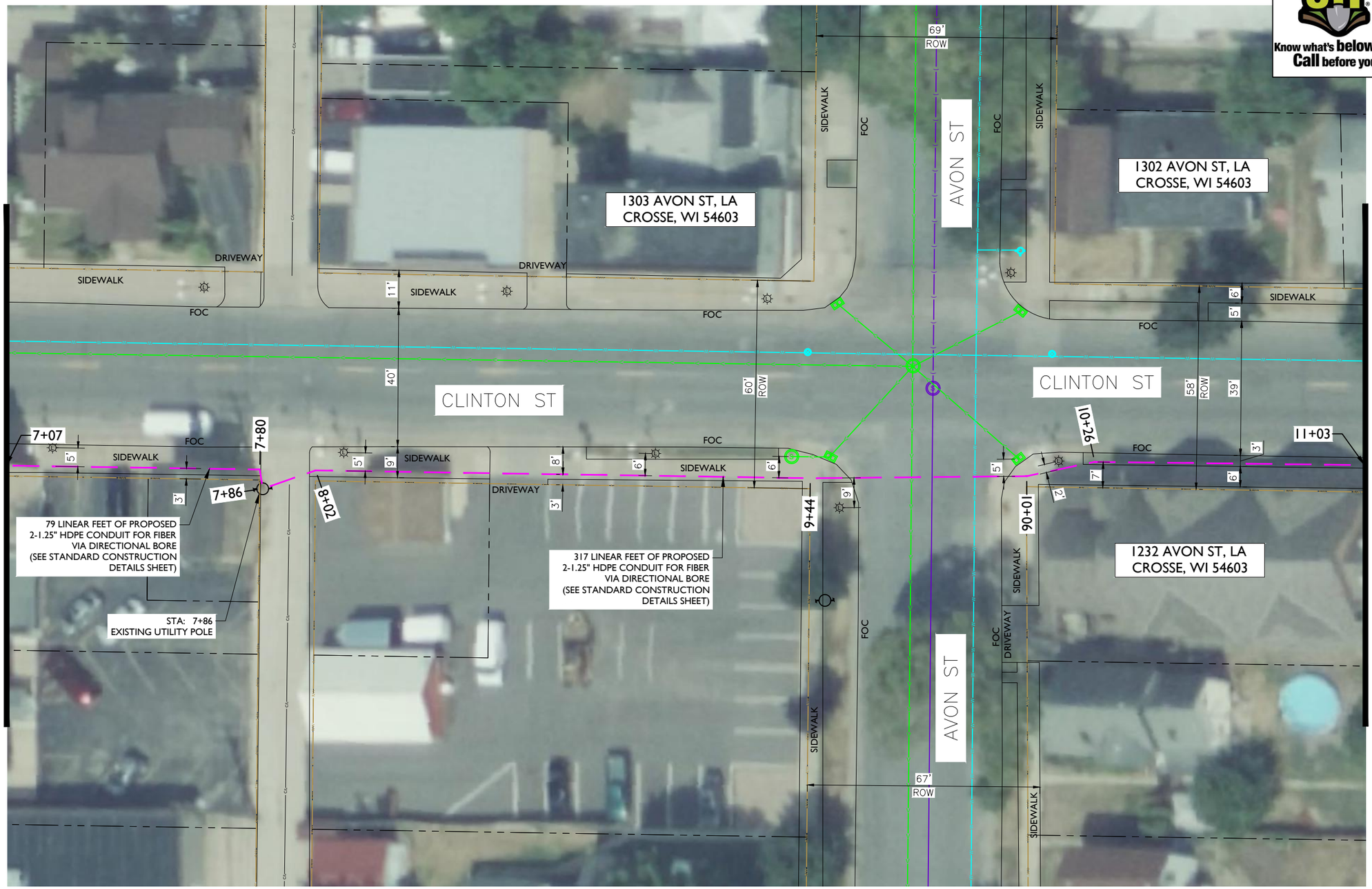
SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-002

PROJECT# 2023.0119.0000



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FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

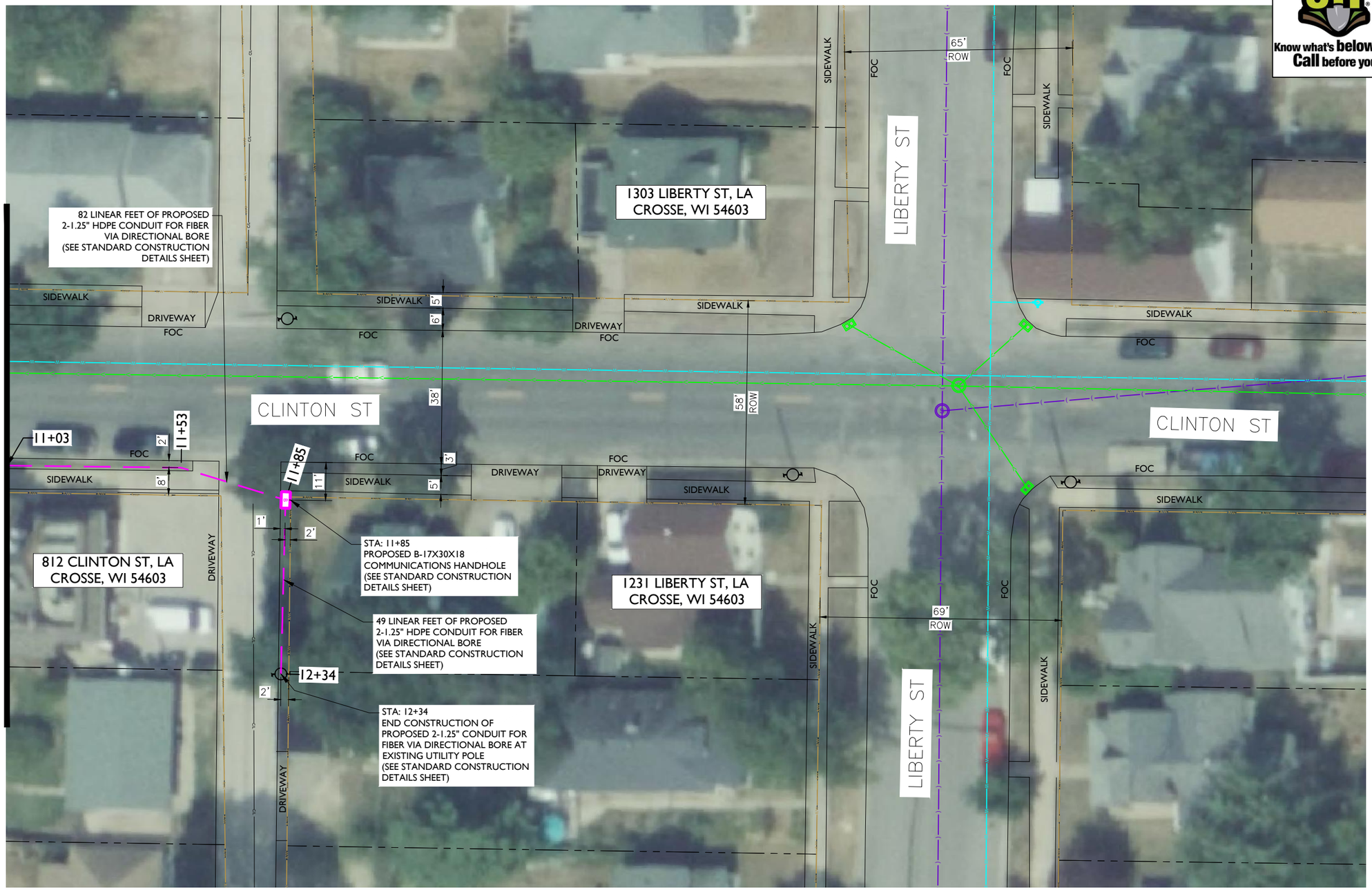
SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-003

PROJECT# 2023.0119.0000



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TASK NAME
WILC033

TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

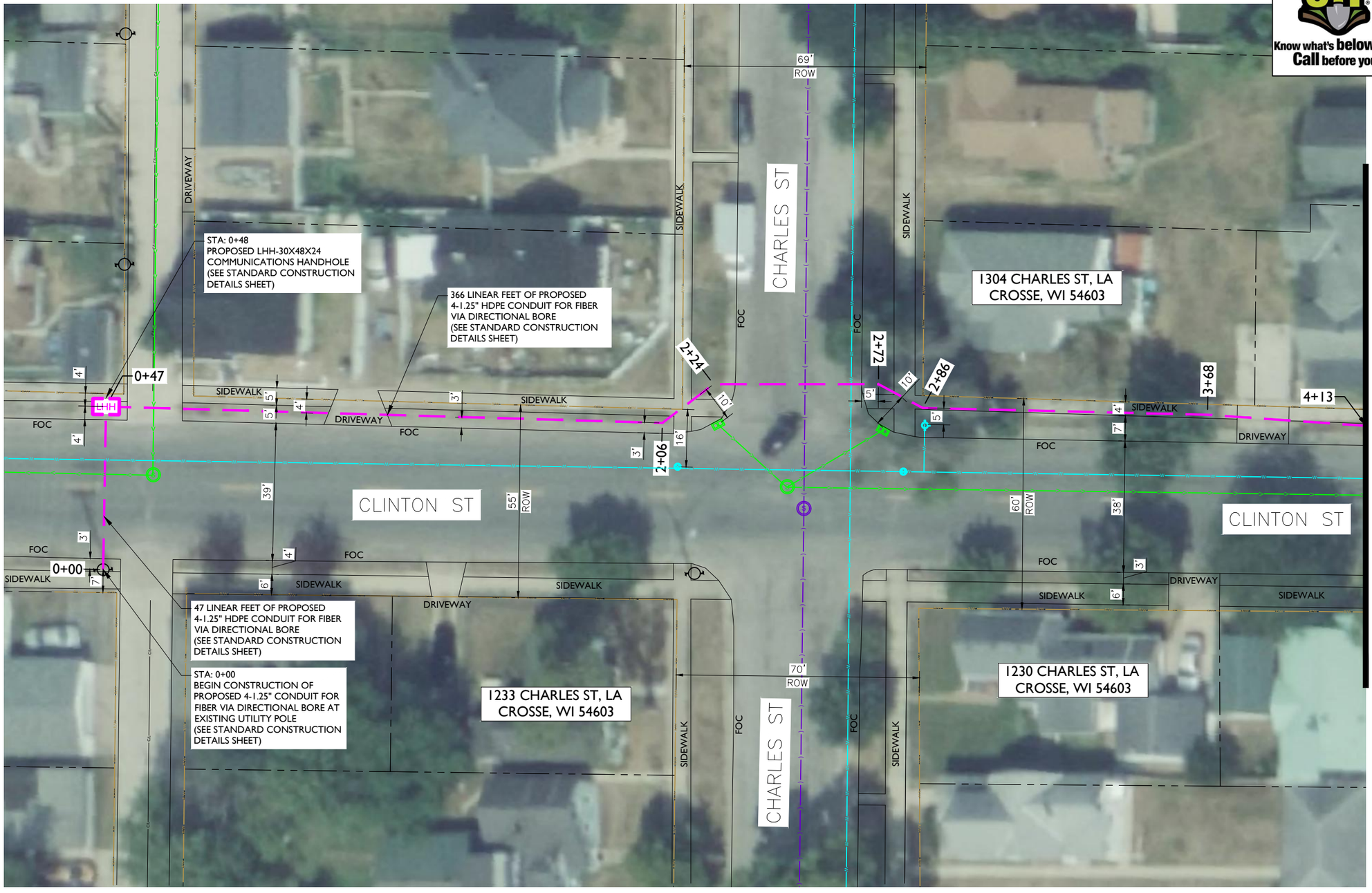
SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-004

PROJECT# 2023.0119.0000



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TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

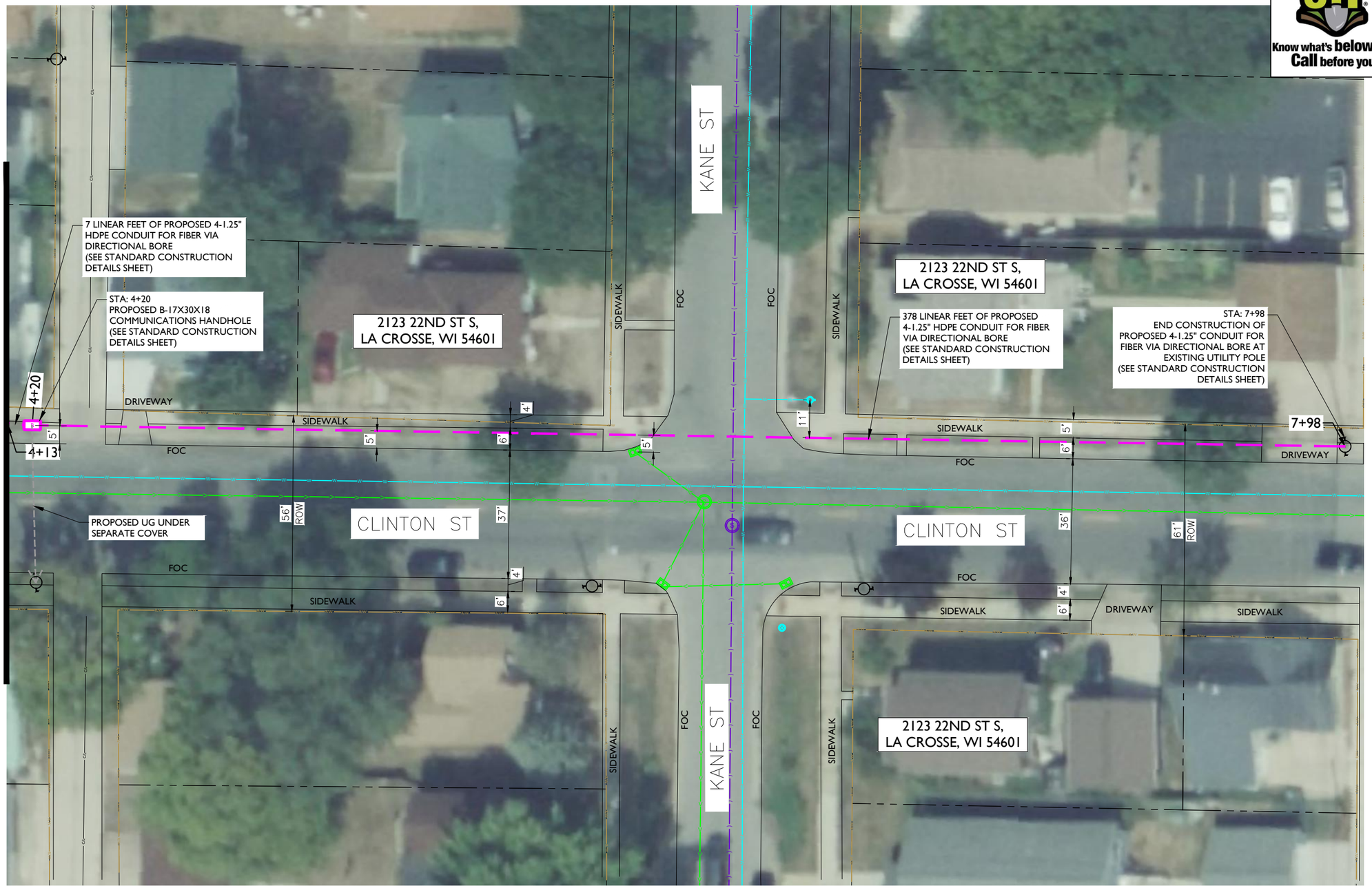
SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-005

PROJECT# 2023.0119.0000



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TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

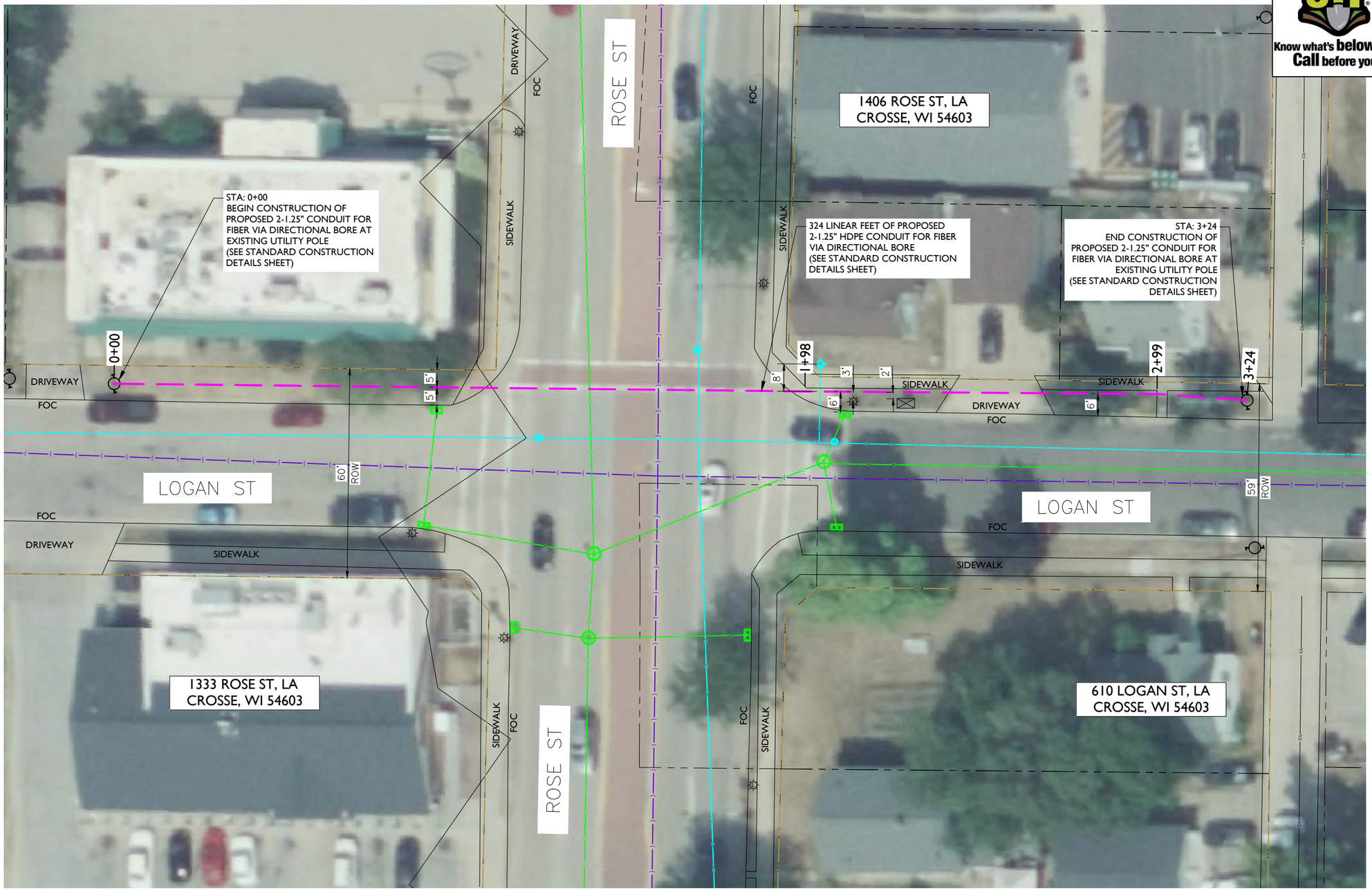
SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-006

PROJECT# 2023.0119.0000



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TASK NAME
WILC033

TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

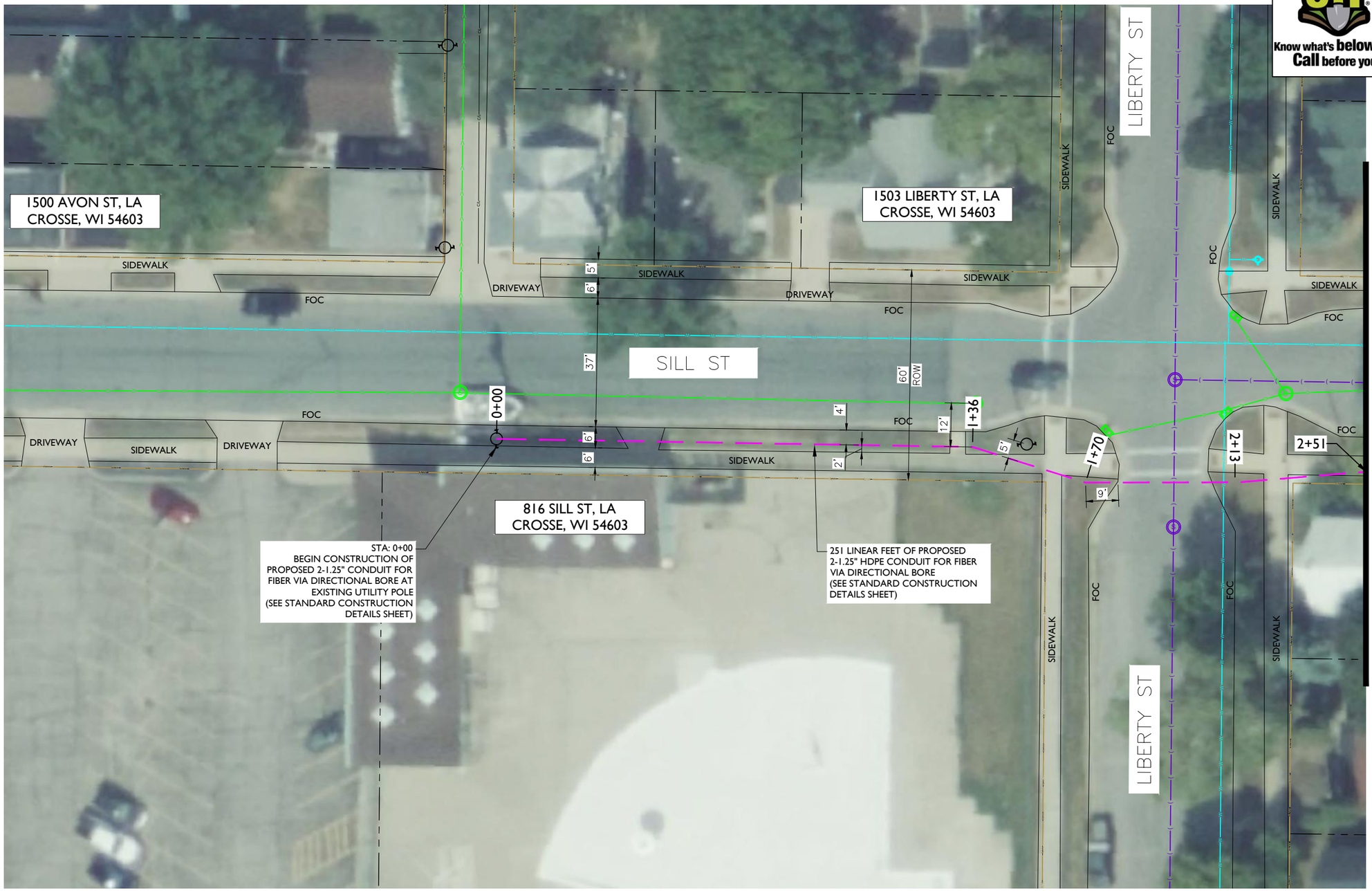
SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-007

PROJECT# 2023.0119.0000



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TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

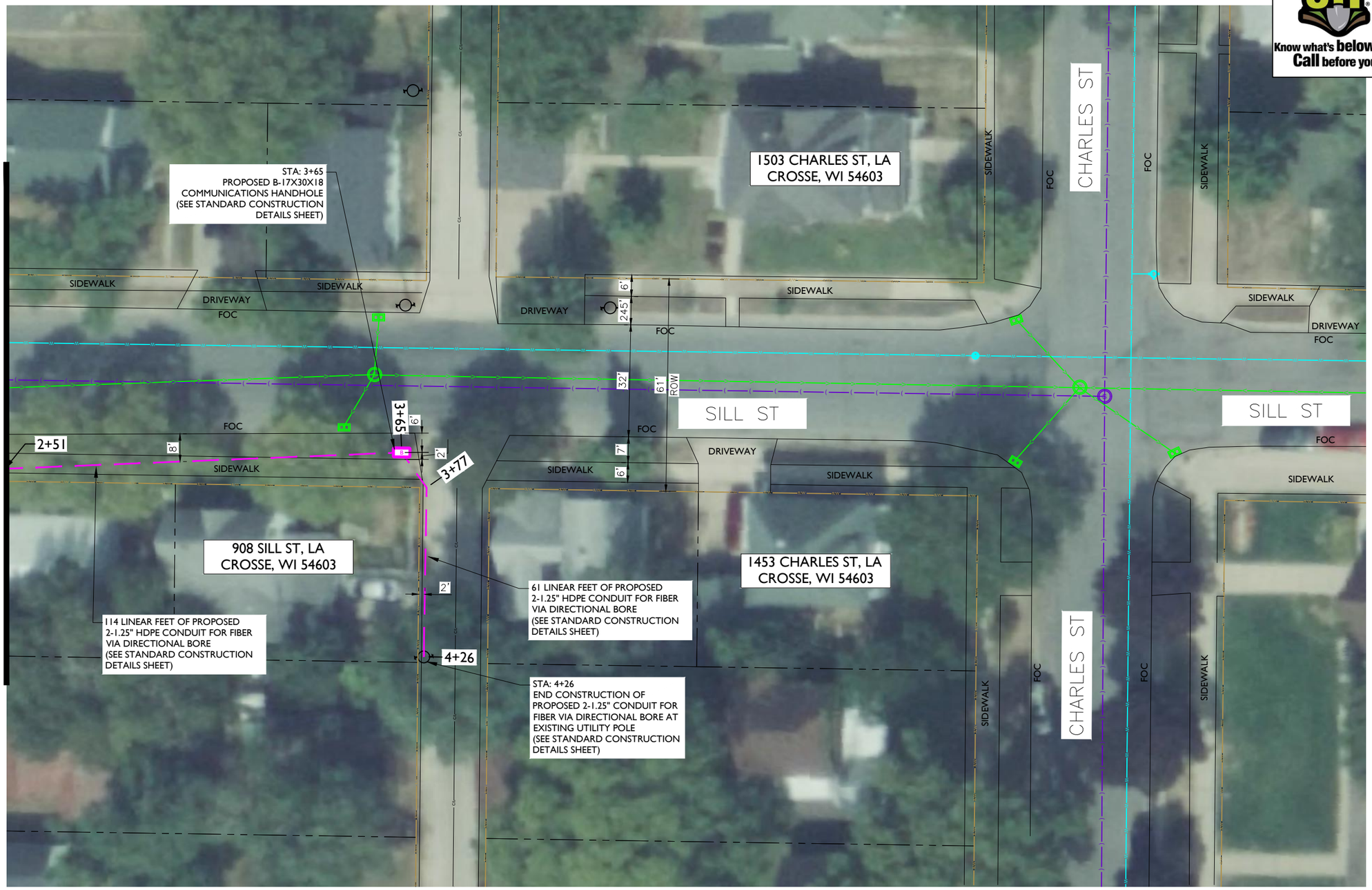
SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-008

PROJECT# 2023.0119.0000



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WILC033

TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

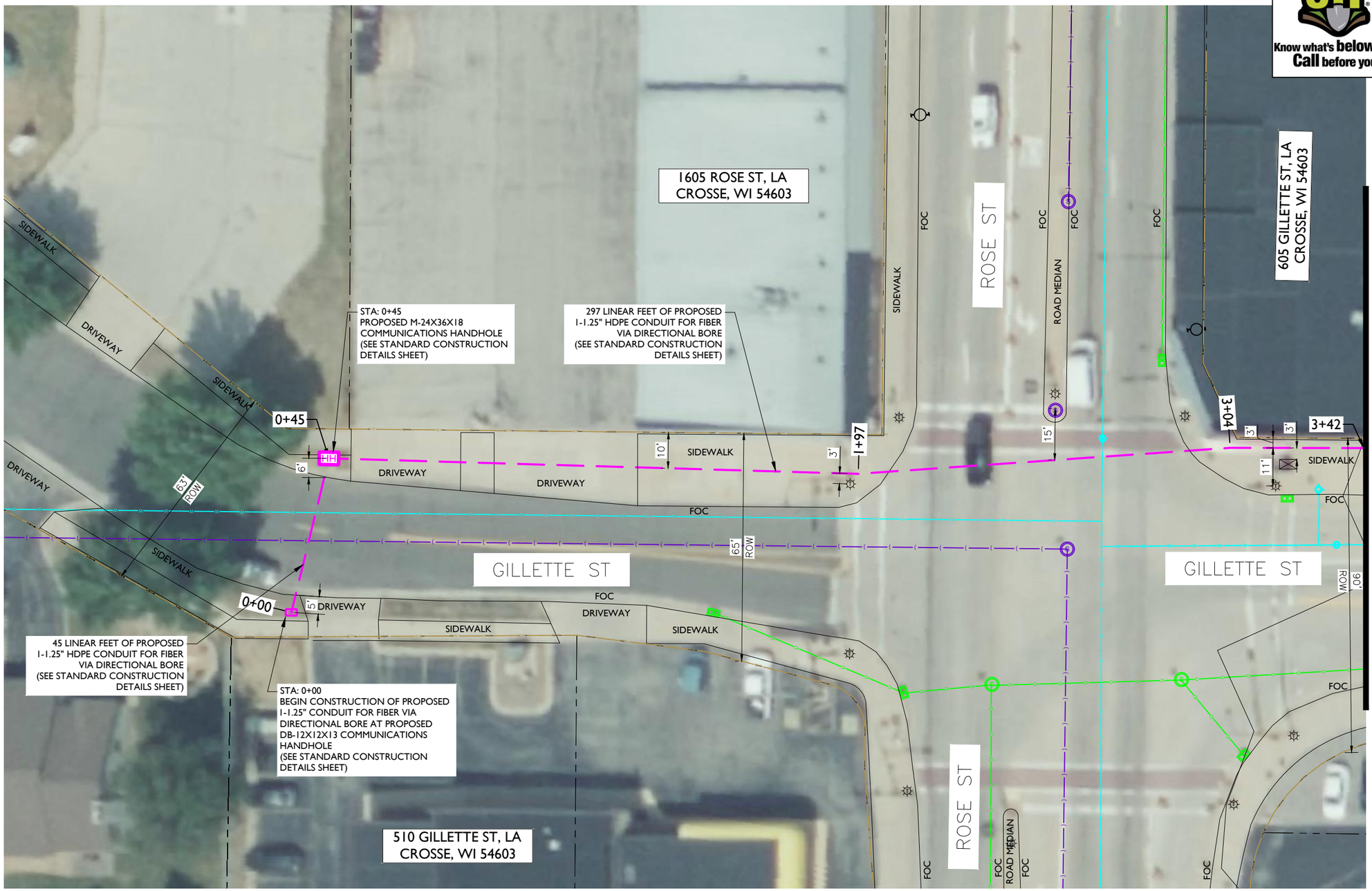
SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-009

PROJECT# 2023.0119.0000



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TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

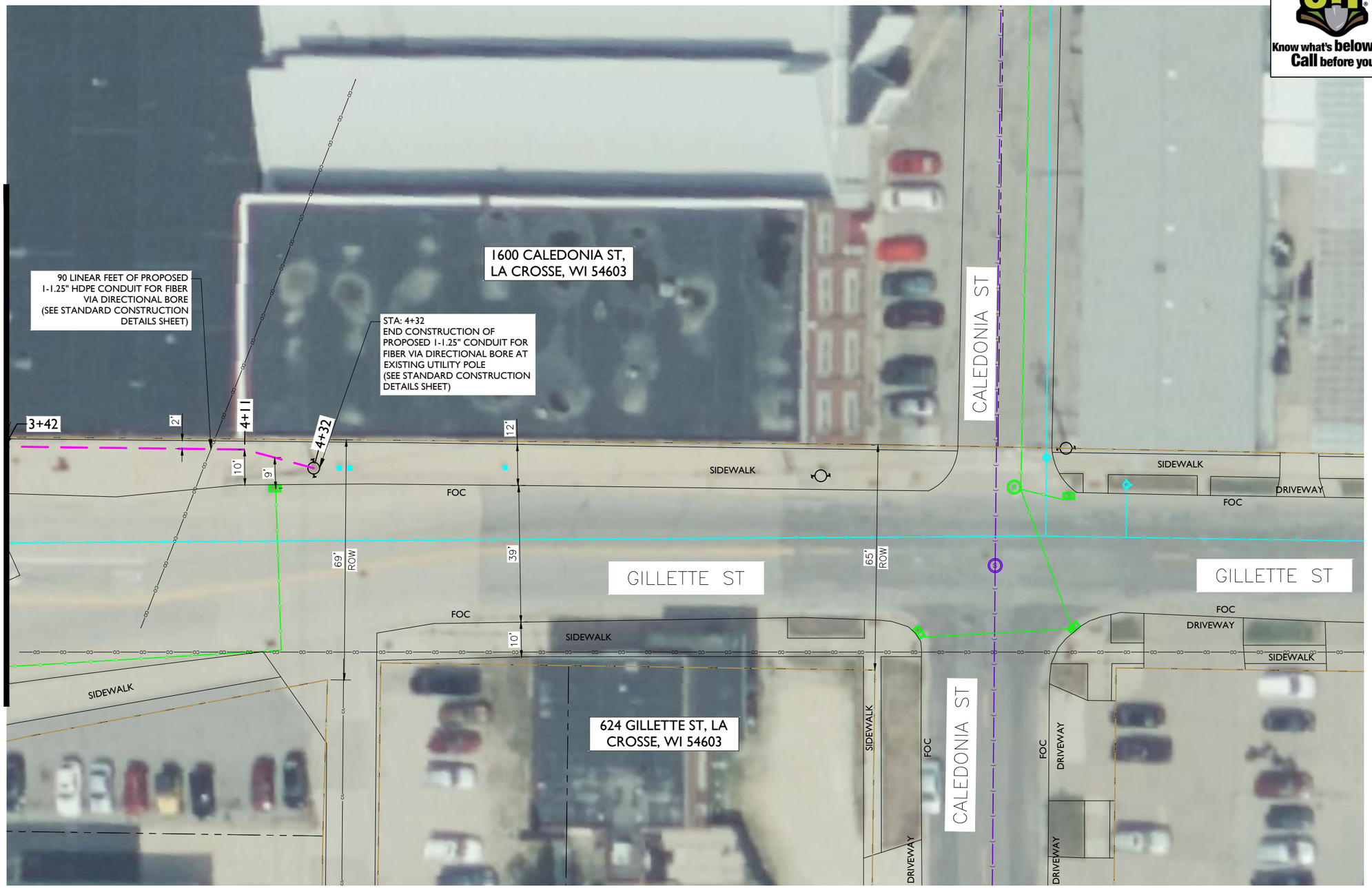
SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-010

PROJECT# 2023.0119.0000



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PROJECT AREA
LACROSSE, WI, USA

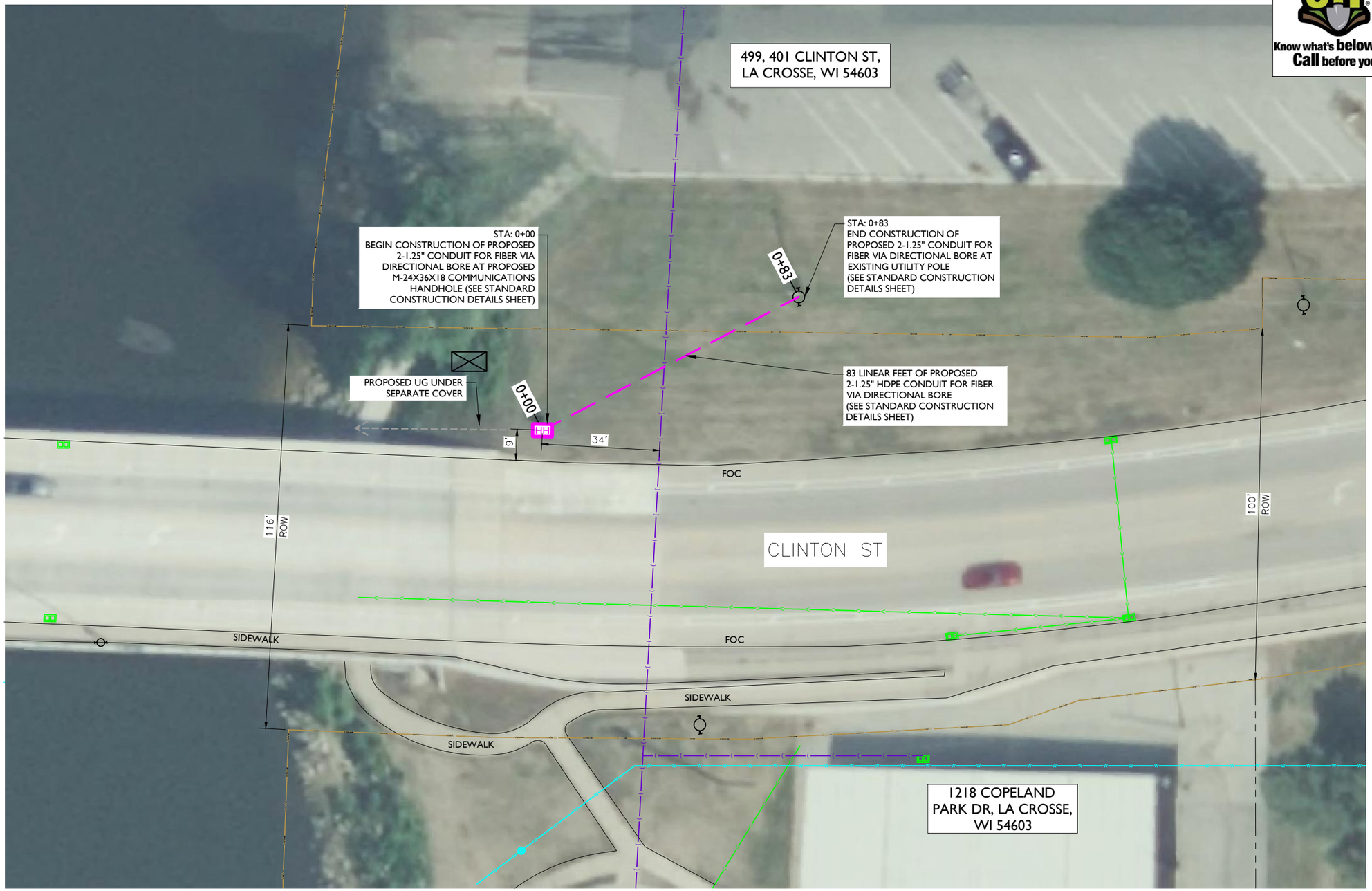
SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-011

PROJECT# 2023.0119.0000



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FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

SHEET SCALE
1" = 30'-0"

SHEET TITLE
DESIGN LAYOUT

GRID NUMBER

SHEET NUMBER
C-012

PROJECT# 2023.0119.0000

ADDITIONAL NOTES:

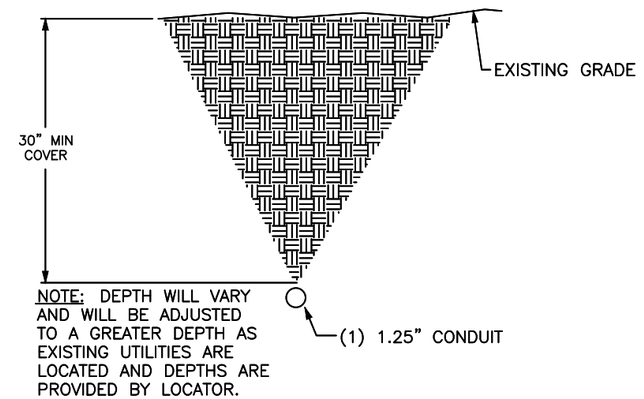
1. EXCEPT AS OTHERWISE NOTED, CONTRACTOR SHALL MAINTAIN A MINIMUM OF 24 INCHES OF SEPARATION FROM EXISTING UTILITIES.
2. CONTRACTOR SHALL POTHOLE EACH UTILITY TO DETERMINE SIZE, LOCATION, AND DEPTH PRIOR TO CROSSING.
3. CONTRACTOR IS CAUTIONED TO PROTECT SEWER MANHOLES, CATCH BASINS, LATERALS AND INLETS.
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 PERMITING 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.

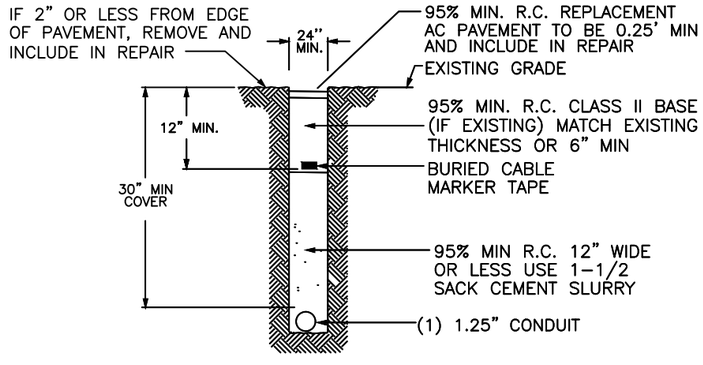
TYPICAL DETAIL

DIRECTIONAL BORE CROSS SECTION
(1) 1.25" CONDUIT AT 30"MIN



TYPICAL DETAIL

TRENCH AND PLACE CONDUIT
(1) 1.25" CONDUIT AT 30" MIN



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TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

SHEET SCALE
N.T.S.

SHEET TITLE
DETAILS

GRID NUMBER

SHEET NUMBER
D-1

PROJECT# 2023.0119.0000

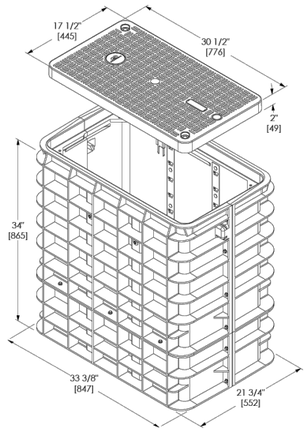
BULK 3 Series — TECHNICAL SPECIFICATIONS

BODY SPECIFICATIONS

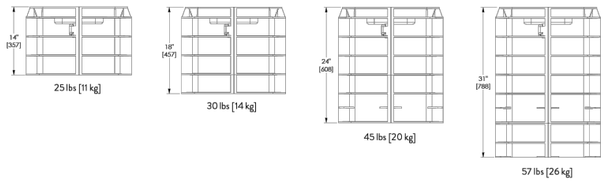
Cover Weight	26 lbs	[12 kg]
Pit Weight	63 lbs	[29 kg]
Assembled Weight	89 lbs	[41 kg]

Drawing shown with SHIELD X Composite Cover

BULK 3 Vault Body
34" [865 mm] Depth Shown



ADDITIONAL BODY DEPTHS



SHIELD X BULK MADE IN USA — CHANNELL

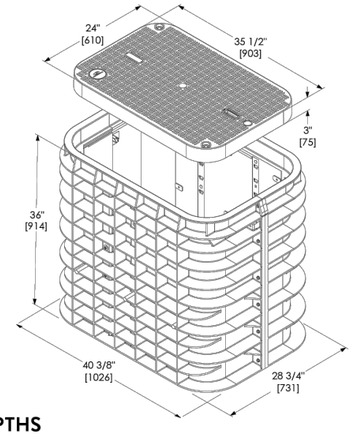
BULK 4 Series — TECHNICAL SPECIFICATIONS

BODY SPECIFICATIONS

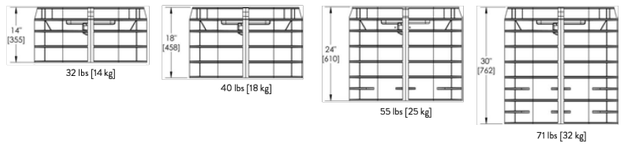
Cover Weight	50 lbs	[23 kg]
Pit Weight	82 lbs	[37 kg]
Assembled Weight	132 lbs	[60 kg]

Drawing shown with SHIELD X Composite Cover

BULK 4 Vault Body
36" [914 mm] Depth Shown



ADDITIONAL BODY DEPTHS



SHIELD X BULK MADE IN USA — CHANNELL

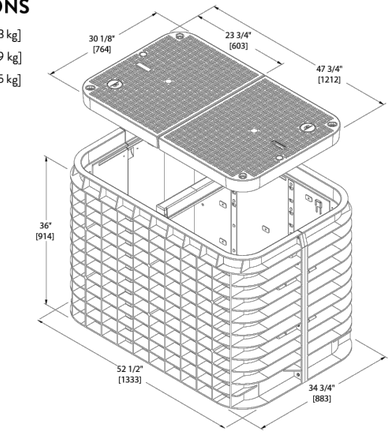
BULK 7 Series — TECHNICAL SPECIFICATIONS

BODY SPECIFICATIONS

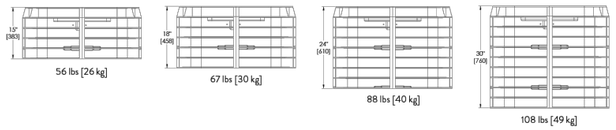
Cover Weight (Split 1/2 Cover)	50 lbs	[23 kg]
Pit Weight	129 lbs	[59 kg]
Assembled Weight	229 lbs	[105 kg]

Drawing shown with SHIELD X Composite Cover

BULK 7 Vault Body
36" [914 mm] Depth Shown



ADDITIONAL BODY DEPTHS



SHIELD X BULK MADE IN USA — CHANNELL

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EVANSVILLE, IN, 47715

Fullerton DESIGN DEVELOP CONSTRUCT
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SCHAUMBURG, ILLINOIS 60173
TEL: 847-908-8400
COA# 3620-11
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A	06/27/24	ISSUED FOR REVIEW	JS

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TASK NAME
WILC033

TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

SHEET SCALE
N.T.S.

SHEET TITLE
DETAILS

GRID NUMBER

SHEET NUMBER
D-2

PROJECT# 2023.0119.0000

CHANNELL

DATA SHEET

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

SELFLOCK™

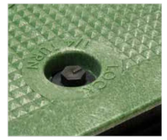
The New Signature Series SGLB High Density Polyethylene (HDPE) grade level box line come standard with Logo Disk and the Patented SELFLOCK™ automatic locking mechanism.

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 be lawnmowers (i.e. reduces potentially liability)**

SIMPLE AND WORRY FREE PROTECTION

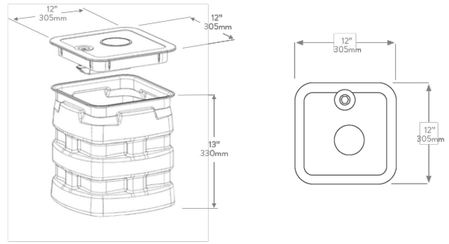
SELFLOCK™ closes and seals with audible "Click"



Captive bolt device opens with only 1/4 turn

Shown with Optional Marker Locate Device

DIMENSIONS



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EUROPE, MIDDLE EAST, AFRICA: Channell Ltd., Dartford, United Kingdom • Tel 44.1322.312590 • Fax 44.1322.508490
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040822 FRT

CHANNELL

DATA SHEET

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

SELFLOCK™
closes and seals with audible "Click"

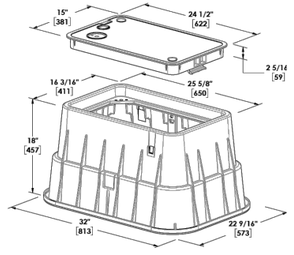
Captive bolt device opens with only 1/4 turn

Shown with Optional Marker Locate Device

Temporary drop port

Secondary locking feature utilizing optional bolts

DIMENSIONS



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DESIGN DEVELOP CONSTRUCT
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SCHAUMBURG, ILLINOIS 60173
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TASK NAME
WILC033

TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

SHEET SCALE
N.T.S.

SHEET TITLE
DETAILS

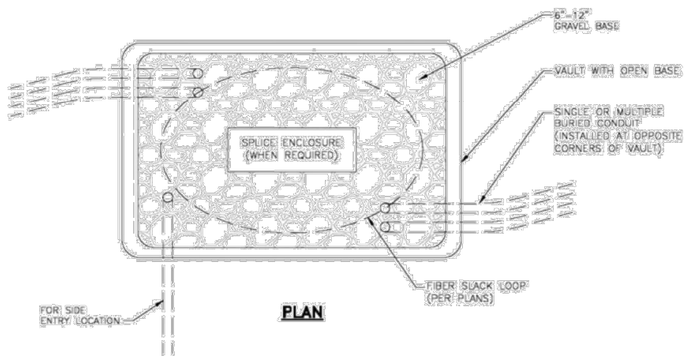
GRID NUMBER

SHEET NUMBER
D-3

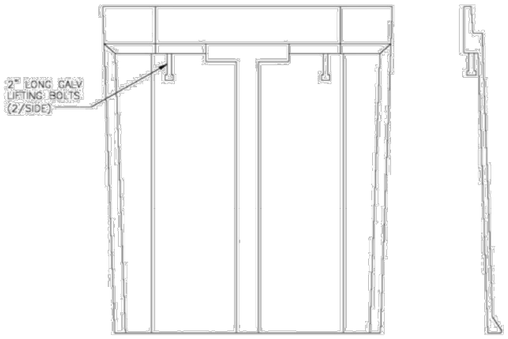
PROJECT# 2023.0119.0000

NOTES:

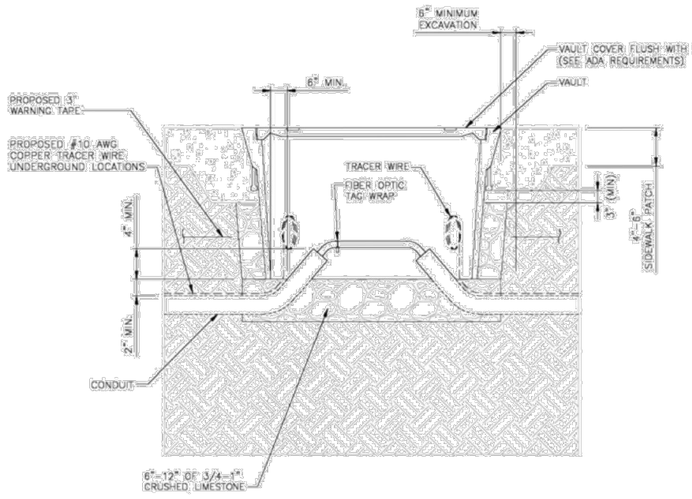
1. CALL FOR LOCATES AT LEAST 72 HOURS IN ADVANCE OF ANY CONSTRUCTION FOR MARKINGS.
2. FOR LABEL AND TAG INFORMATION SEE DRAWING OSP 16.
3. THE VAULT W/ BOTTOM ENTRY ELEVATION VIEW SHOWN BELOW ONLY INDICATES THE BACK FILL REQUIREMENTS NECESSARY FOR VAULTS PLACED IN SIDEWALKS, ETC. (WHERE THEY NEED TO COMPLY WITH ADA REQUIREMENTS). TO ENSURE COMPLIANCE WITH CURRENT ADA REQUIREMENTS, THE HEIGHT OF THE BACK FILL IS SHOWN HELD DOWN TO ALLOW CONCRETE TO FLOW DOWN AND AROUND THE LIFTING LUGS/BOLTS WHICH WILL SERVE AS DOWELS INTO THE FINISHED CONCRETE SLAB.



PLAN



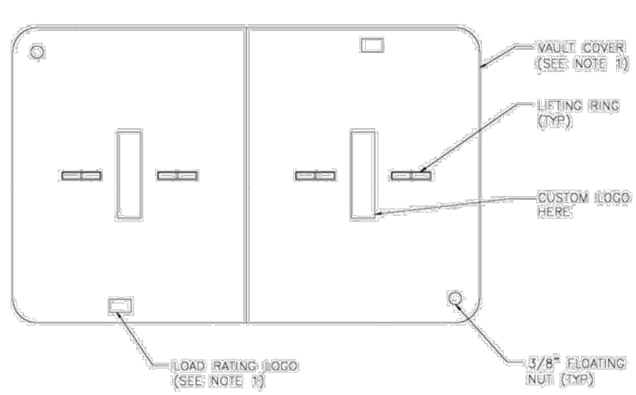
SIDE VIEW



VAULT W/ BOTTOM ENTRY

NOTE:

1. ENCLOSURES, BOXES AND COVERS ARE REQUIRED TO MEET OR EXCEED ALL TESTS PROVISIONS OF THE MOST CURRENT ANSI/SCTE 77-2007 "SPECIFICATIONS FOR UNDERGROUND INTEGRITY" FOR TIER 15 OR BETTER.



VAULT LID

ADA REQUIREMENTS:

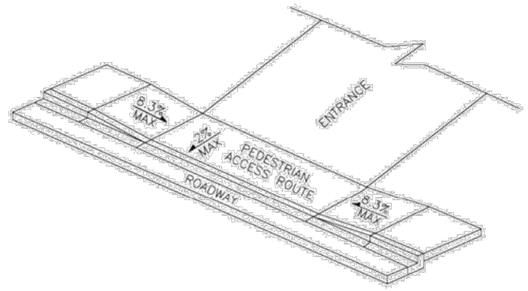
SURFACE LEVEL CRITERIA: NO HEIGHT DIFFERENTIALS WITH A LIP GREATER THAN ¼ IN HEIGHT. EXCEPTIONS: A HEIGHT DIFFERENTIAL BETWEEN ¼ AND ½ IS ACCEPTABLE IF IT IS BEVELED AT A 2:1 SLOPE, OR A HEIGHT DIFFERENTIAL GREATER THAN ½ IS ACCEPTABLE IF IT IS RAMPED WITH A SLOPE OF 8.33% (1V:12H) OR LESS.

UTILITY COVERS SHALL HAVE A SLIP RESISTANT TOP, AS MUCH AS POSSIBLE, AND MEET CHANGES IN LEVEL CRITERIA AS STATED ABOVE.

LIFT HOLES FOR UTILITY COVERS SHALL NOT HAVE AN OPENING GREATER THAN ½". PLUGGING OF HOLES GREATER THAN ¼ WITH A MATERIAL APPROVED BY THE ENGINEER IS ACCEPTABLE AS LONG AS IT IS FLUSH WITH THE COVER SURFACE.

A LEVEL PEDESTRIAN ACCESS ROUTE (PAR) OR WALKWAY SHALL BE PROVIDED ACROSS COMMERCIAL AND RESIDENTIAL ENTRANCES, MEETING THE FOLLOWING CRITERIA:

- THE WALKWAY IS AT MINIMUM 3' WIDE.
- CROSS SLOPE OF WALKWAY IS 2% OR LESS.
- WALKWAY IS AT THE SAME GRADE AS THE ADJACENT ROADWAY.
- THE WALKWAY DOES NOT HAVE TO BE MARKED, BUT PROVIDES A STRAIGHT LINE BETWEEN THE ADJOINING SIDEWALKS OR RAMPS.
- THERE IS NOT AN ABRUPT TRANSITION FROM THE DRIVEWAY TO THE ROADWAY FOR VEHICLES, I.E., VEHICLES WILL NOT BOTTOM OUT WHEN DRIVING OVER THE TRANSITION.



PEDESTRIAN ACCESS ROUTE

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TASK NAME
WILC033

TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

SHEET SCALE
N.T.S.

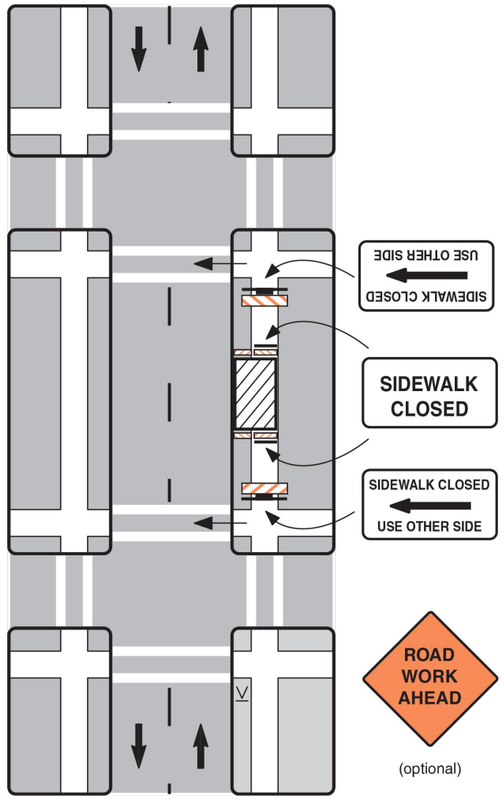
SHEET TITLE
DETAILS

GRID NUMBER

SHEET NUMBER
D-4

PROJECT# 2023.0119.0000

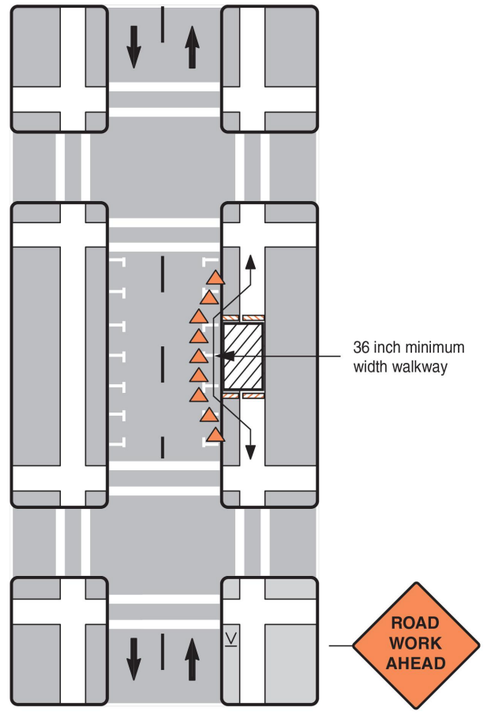
Sidewalk Closure
(Pedestrian Detour)



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.01of 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).

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TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

SHEET SCALE
N.T.S.

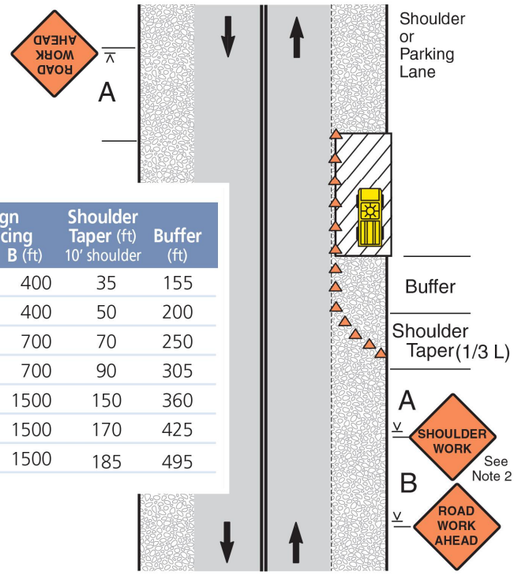
SHEET TITLE
TRAFFIC CONTROL STANDARD DETAILS

GRID NUMBER

SHEET NUMBER
TCP-1

PROJECT# 2023.0119.0000

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

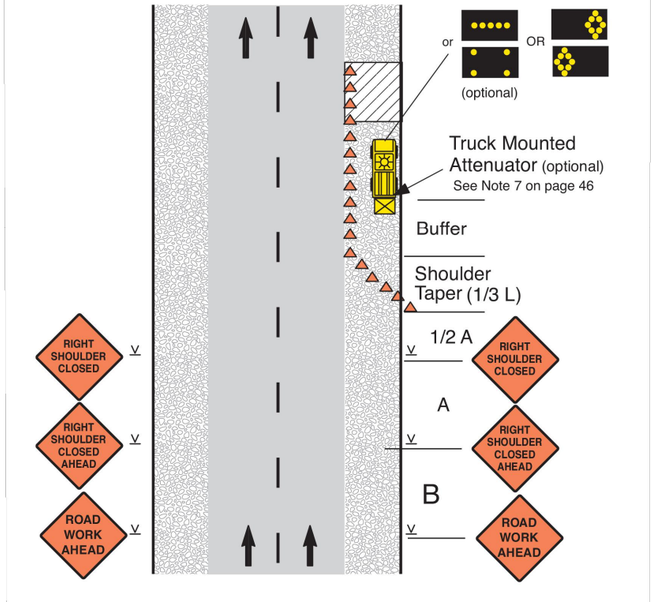


Speed Limit (mph)	Sign Spacing A	Sign Spacing B (ft)	Shoulder Taper (ft) 10' shoulder	Buffer (ft)
25	200	400	35	155
30	200	400	50	200
35	350	700	70	250
40	350	700	90	305
45	500	1500	150	360
50	500	1500	170	425
55	500	1500	185	495

Notes

1. 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).
2. 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.
3. 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.
4. WORKERS, UTILITY WORK AHEAD, SHOULDER WORK AHEAD, or SURVEY CREW signs may be used instead of SHOULDER WORK or ROAD WORK AHEAD.
5. 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

1. SHOULDER CLOSED signs should be used on limited-access highways where there is no opportunity for disabled vehicles to pull off the traveled way.
2. For short-term stationary work, one SHOULDER CLOSED warning sign can be omitted.
3. 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.
4. UTILITY WORK AHEAD, SURVEY CREW or WORKERS signs can be used instead of the ROAD WORK AHEAD signs shown.
5. If the parking lane is used as a traffic lane follow the lane closure layout. See page 32.

Speed Limit (mph)	Sign Spacing A	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

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TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

SHEET SCALE
N.T.S.

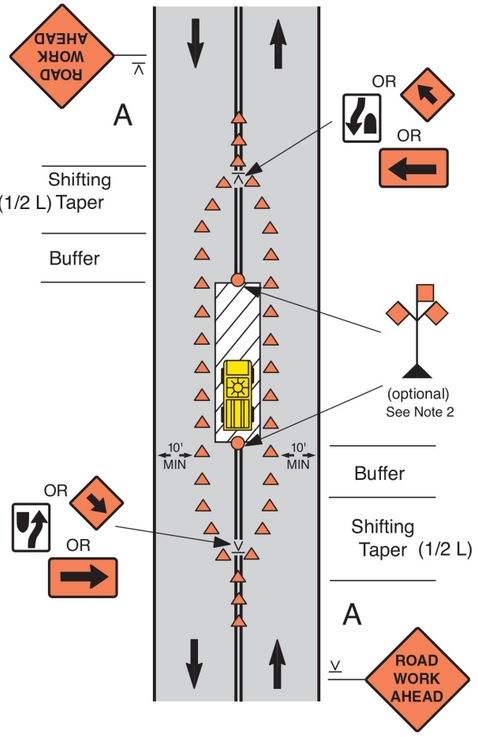
SHEET TITLE
TRAFFIC CONTROL STANDARD DETAILS

GRID NUMBER

SHEET NUMBER
TCP-2

Work in Center of Road

(Maintaining Two-Way Traffic, 35 mph or Less)



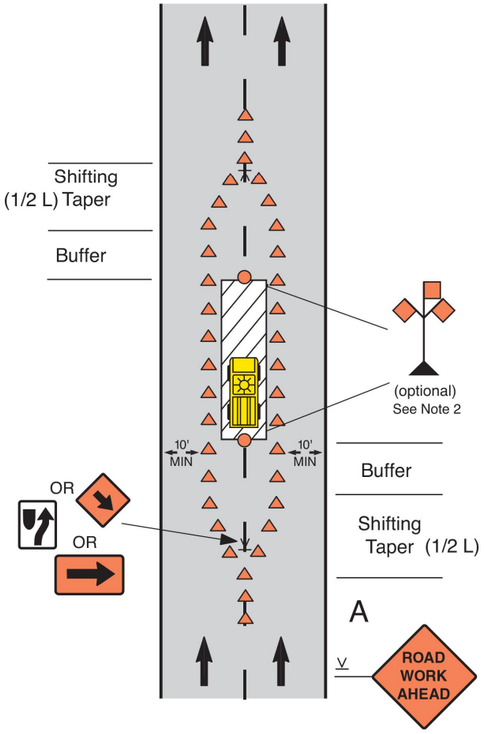
Notes

1. Additional advance warning signs can be used such as ROAD NARROWS or Reverse Curve/Turn signs. The Reverse Curve/Turn sign is appropriate for larger deviations in the travel path.
2. Channelizing devices and high level warning devices may be eliminated on roads with low volumes if a work vehicle with activated high intensity lights is used.
3. The Large Arrow sign can be used instead of the Keep Right or Down Arrow sign where space permits.

Speed Limit (mph)	Sign Spacing A, B (ft)	Shifting Taper (ft) 5′	Shifting Taper (ft) 10′	Buffer (ft)
25	200	30	55	155
30	200	40	75	200
35	350	55	105	250

Work in Center of Road on Divided or One-Way Roadway

(35 mph or Less)



Notes

1. Additional advance warning signs can be used such as ROAD NARROWS or Reverse Curve/Turn signs. The Reverse Curve/Turn sign is appropriate for larger deviations in the travel path.
2. Channelizing devices and high level warning devices may be eliminated on roads with low volumes if a work vehicle with activated high intensity lights is used.
3. The Large Arrow sign can be used instead of the Keep Right or Down Arrow sign where space permits.

Speed Limit (mph)	Sign Spacing A, B (ft)	Shifting Taper (ft) 5′	Shifting Taper (ft) 10′	Buffer (ft)
25	200	30	55	155
30	200	40	75	200
35	350	55	105	250

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TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

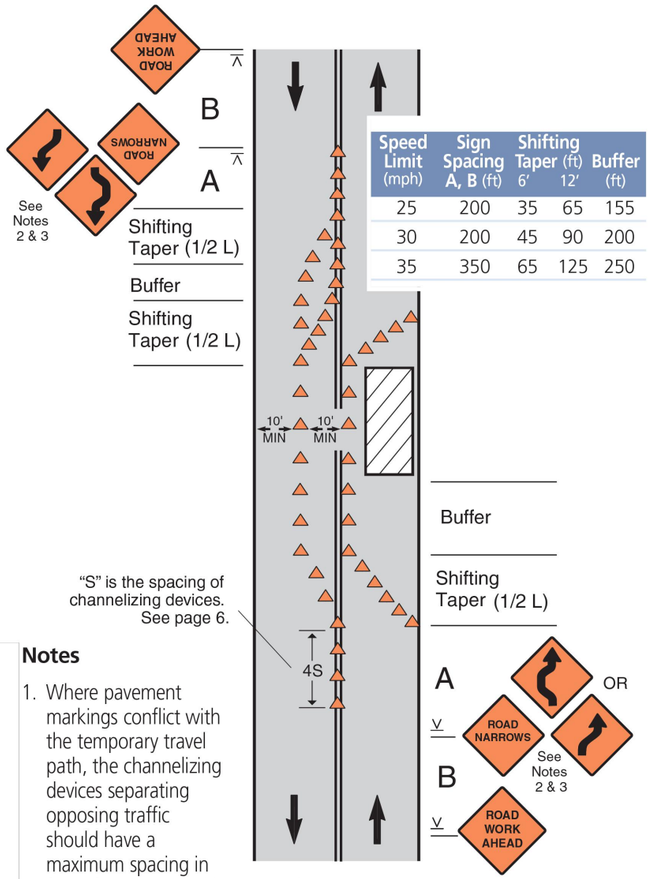
SHEET SCALE
N.T.S.

SHEET TITLE
TRAFFIC CONTROL STANDARD DETAILS

GRID NUMBER

SHEET NUMBER
TCP-3

Work in Travel Lane
(Maintaining Two-Way Traffic, 35 mph or Less)

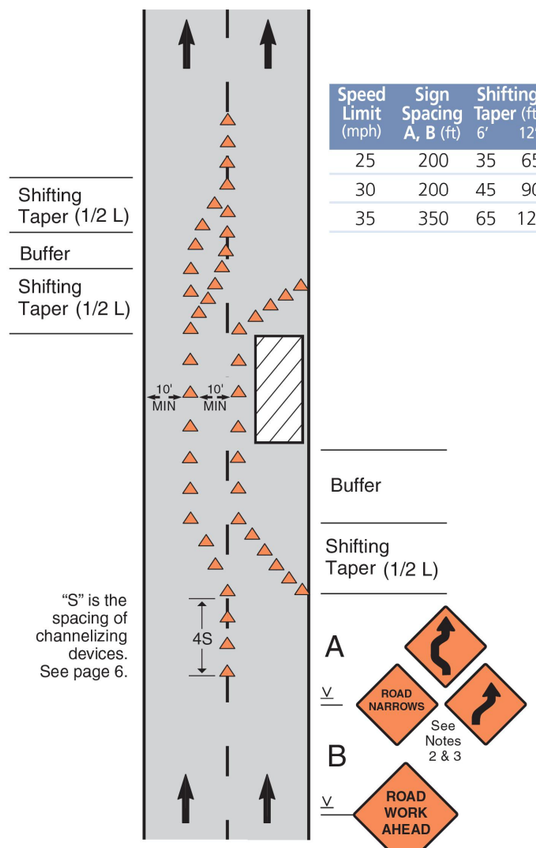


Speed Limit (mph)	Sign Spacing A, B (ft)	Shifting Taper (ft) 6'	12'	Buffer (ft)
25	200	35	65	155
30	200	45	90	200
35	350	65	125	250

Notes

1. 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.
2. 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.
3. If the tangent is more than 600', the Reverse Curve/Turn sign should be used instead of the Double Reverse Curve sign.
4. If speeds are 30 mph or less, Reverse Turn signs shall be used instead of Reverse Curve.

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



Speed Limit (mph)	Sign Spacing A, B (ft)	Shifting Taper (ft) 6'	12'	Buffer (ft)
25	200	35	65	155
30	200	45	90	200
35	350	65	125	250

Notes

1. 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.
2. If the tangent is more than 600 feet, the Reverse Curve/Turn sign should be used instead of the Double Reverse Curve sign.
3. If speeds are 30 mph or less, Reverse Turn signs shall be used instead of Reverse Curve.

metronet
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FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

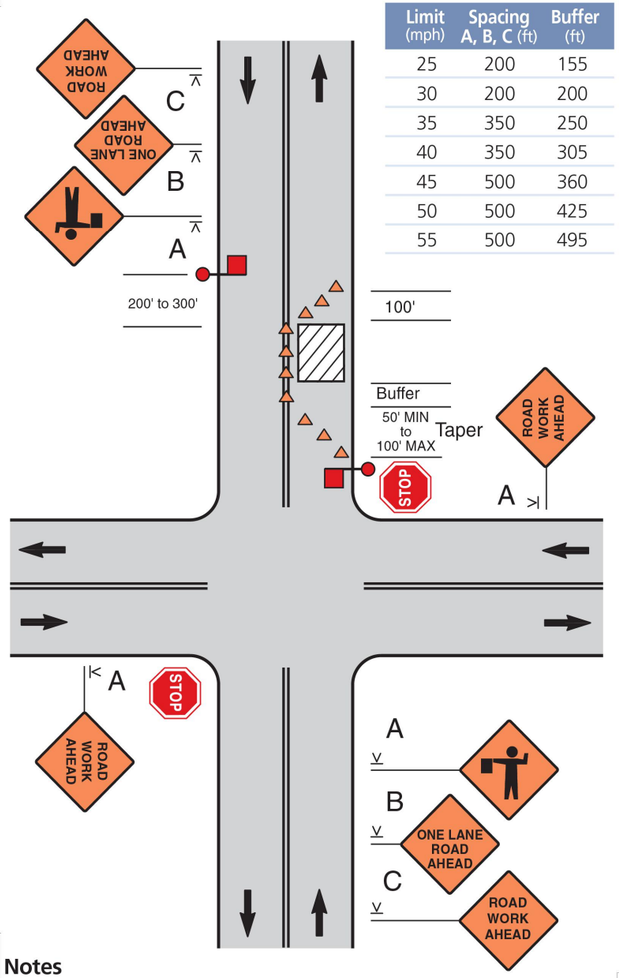
SHEET SCALE
N.T.S.

SHEET TITLE
TRAFFIC CONTROL STANDARD DETAILS

GRID NUMBER

SHEET NUMBER
TCP-4

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

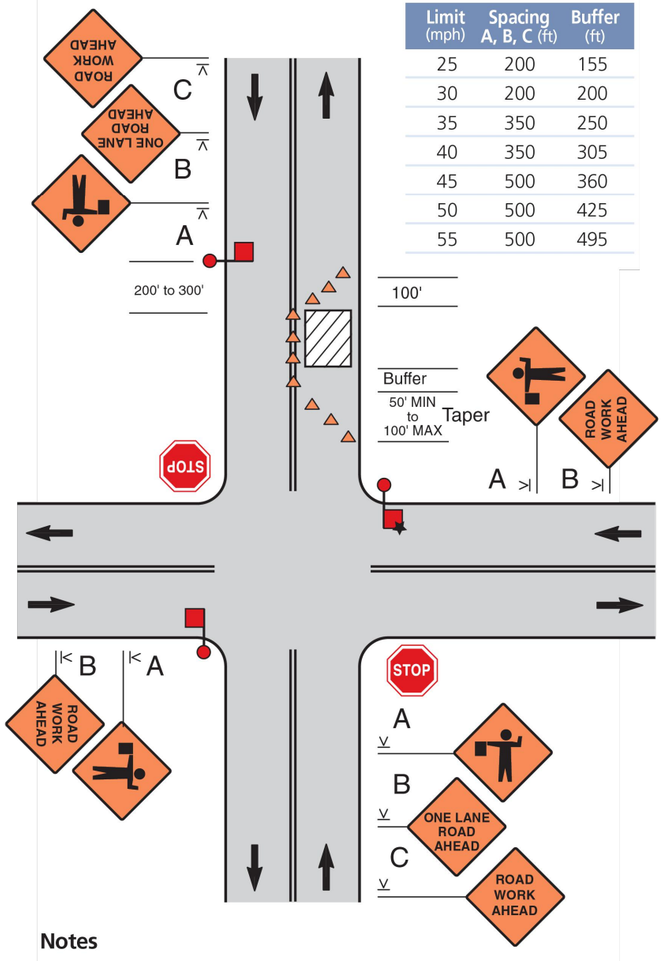


Limit (mph)	Spacing A, B, C (ft)	Buffer (ft)
25	200	155
30	200	200
35	350	250
40	350	305
45	500	360
50	500	425
55	500	495

Notes

1. Depending on traffic conditions, consider additional traffic control, such as flaggers and appropriate signs.
2. 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)



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

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REV	DATE	DESCRIPTION	BY
A	06/27/24	ISSUED FOR REVIEW	JS

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
WILC033

TASK DESCRIPTION
FIBER OPTIC CONDUIT PLACEMENT

PROJECT AREA
LACROSSE, WI, USA

SHEET SCALE
N.T.S.

SHEET TITLE
TRAFFIC CONTROL STANDARD DETAILS

GRID NUMBER

SHEET NUMBER
TCP-5