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230 Clinton Street • Wauseon, Ohio 43567

Director of Law
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Director of Finance
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Police Chief
Kevin Chittenden

Fire Chief
Phil Kessler

Safety and Code Committee Agenda
Thursday, April 2, 2026
6:45 a.m.

1. Call meeting to order
2. Topics for consideration:
 - **Policy for Optic Fiber Standards**
3. General Discussion
5. Adjournment

The City of Wauseon Standards for Underground Fiber Optic/ Conduit/ Cable Installation in Public Right of Ways

Last Modified: March 18, 2026 –

Planning

EVERY JOB MUST BE WHITE LINED AND OR FLAGGED!

- Question – Do we want to make these standards for all franchise utilities of just fiber optics?
- Question – Do we want to push for aerial? If so - The City’s preferred location for fiber optic lines is aerial wherever possible unless specified otherwise by the WPW. It is the responsibility of the utility owner to coordinate co-location on existing or new poles with the appropriate pole owner(s). This option must be fully exhausted before the WPW will consider underground placement.
- All plans for underground fiber optic/conduit/ cable installation shall be reviewed by the Wauseon Department of Public Works (“WPW”) before installation. The location of all junction boxes, hand holes, etc., shall be noted on the plans. **All junction boxes, hand holes, etc., shall be below grade structure units. (Depending on utility, they may need above grade electrical cabinets)**
- Each permit will be for one Fiber Distribution Hub (FDH), a section of the city that is several blocks, a neighborhood, or a subdivision at one time as determined by the WPW.
- Each Contractor/Sub-Contractor/Installer shall be licensed and bonded to work in the City of Wauseon. What is the bonding requirement and for how much?
- No work shall be allowed until plans are approved and permits are issued.
- No permits shall be issued until a meeting with the city to confirm locations and understanding of the Standards for Aerial and Underground Fiber Optic/ Conduit/ Cable Installation. Sufficient time shall be allowed for the City of Wauseon to review these plans and issue a permit. If the City utilizes consulting services to review, assist, manage or inspect work associated with the permitting process, construction of the work, damage mitigation or other associated services, the applicant will be responsible for paying the associated fees charged to the City by the consultant. (Is this something the City would like to implement??)
- The underground utilities must be equipped with a tracing system to allow for underground detection. The utility service shall remain an active member of OUPS (Ohio 811) as required by Ohio Law. What is city’s standard for tracing system?
- The installer shall provide the city with a pre-construction plan identifying the address and locations of all proposed junction boxes, hand holes, etc.
- The Utility owner shall provide the city with a two(five?)-year maintenance bond to cover any damage that may result from their work. How much for the bond? Percentage of project cost?

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Safety & Coordination

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- Ohio Utility Protection Service (OUPS) permits will be restricted to 1,500 feet per day per utility company. These permits should be requested in a block-to-block, or from street address to street address format, with no more than 5 OUPS permits per day. (Can the City's locator's handle this amount?)
- The utility installer shall provide the city with a weekly schedule of activities on Thursday before the upcoming week. A map with information showing work locations and a map of the utilities to be installed shall be provided weekly, matching the work in the weekly schedule.
- The utility installer shall notify homeowners in affected neighborhoods a minimum of 7 days prior to commencement of construction. A representative wearing proper and identifiable attire will place city-approved door hangers along the routes with upcoming construction one week before work begins. The installer shall be responsible for the costs of the door hangers or other required notifications the WPW deems appropriate.
- Door hangers and other available literature will clearly identify the installer's a local person of contact and contact information for any questions or concerns homeowners may have before, during, and after construction. Construction personnel shall be accustomed to answering questions from curious homeowners. Literature will always be available from any crew working on this project.
- The installer should have on-site project management and provide the city with their contact information and the manager shall be present at all times of work activity.
- No more than three crews per on-site manager shall be allowed. This rule applies to contractors and sub-contractors alike.
- Road Crossings and installation of utilities shall be installed using the directional boring method. Applicants can file for an exception, but must provide information as to why an open cut is necessary. Exceptions may be granted by the city after reviewing and approving the request and supporting documentation. **Exceptions are not guaranteed.**
- No intersections, driveways, or points of access shall be blocked by the installer during all activities related to the installation of the fiber optic cable without prior authorization from the city and the owner of the property, if applicable. Ohio Manual of Uniform Traffic Control Devices, OMUTCD, shall be followed at all times (see link below):

(<https://www.dot.state.oh.us/roadway/omutcd/Documents/2012%20OMUTCD%20-%20Pt.%206.pdf>)

- If any roadway or lane closures are necessary, the installer shall notify the WPW 48 hours in advance of the closure.
- The applicant and it's sub-contractors shall be solely responsible for all site safety and shall comply with all OSHA safety standards for the work.
- In the event if the proposed installation must be located on private property, the applicant shall secure and record easement(s) as necessary with the private owners.

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Design

- To ensure that work is being done to city specifications (within the right-of-way and not impeding any city structures), junction boxes, hand holes, flowerpots, small vaults, ~~and~~ large vault locations, or any other associated appendicitis shall be marked and approved by the city

before the commencement of boring.

- There shall be a sufficient horizontal offset approved by the city between fiber optic cable and any city or county-owned utility.
- The design plans shall show all existing infrastructure as marked by OUPS design tickets.
- The design plans shall be overlaid on the most current aerial imagery utilized by the county GIS system.
- There shall be no less than an 18” horizontal offset of fiber optic cable behind any city-owned curb.
- The installer shall not locate any junction boxes within twenty (20) feet of any fire hydrant or the City of Wauseon Utility structure (water, sanitary, storm). If unable to maintain distance, the installer shall coordinate with a City of Wauseon official to determine what a reasonable distance will be.
- All vaults or junction boxes must be a minimum of 100’ from another existing vault/ junction box. In addition, no property shall have more than one vault or junction box.
- All vaults or junction boxes must be clearly labeled with the name and address of the utility owning the box.
- Fiber optic cable shall not be installed at a depth greater than 36” or less than 6”, unless approved by the City of Wauseon (Do we want to say no deeper than 18” or 24” to keep them shallow to minimize potential conflicts with service line & laterals?). In the event the installer must exceed the 36” limit, the installer shall immediately inform the WPW proper city official of any necessary depth variance. This shall include the address of the requested depth variance and the reason for the request. Installer shall not proceed with any directional boring outside of these standards until the city has addressed the issue and responded to the Installer. Installers should also call the proper city official WPW to provide notice of the request.
- Unless otherwise approved, the preferred location for underground facilities shall be at or near the City’s R/W line. It is acceptable to place the facility under existing sidewalks. (Is this something the City prefers?)
- All water services and gas mains shall be exposed, potholed, and daylighted for any crossing by fiber optic cable. Water mains should be prodded, exposed, or potholed to determine safe depth prior to crossing.
- Sewer lines and laterals shall be located, exposed, potholed, and daylighted for any crossings. If requested, the installer shall cctv sewer lines as directed by the WPW at the expense of the installer.
- The installer shall notify the appropriate agency/company of any crossing of a water main 12” or larger and any gas main at least 24 hours before the planned crossing.

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Installation

- No more than 1,500 feet per day of directional boring shall be allowed.
- Installer drilling crews shall only work in one (1) Fiber Distribution Hub (FDH) area at a time. Only installation, pulling, splicing, and restoration crews may work outside of the FDH area.
- Installer shall always maintain a copy of the approved right-of-way permit on-site.

- The permit holder shall provide a list of the site manager(s), all directional drillers and crews working that week, with the name of the company and an on-site subcontractor representative phone number.
- All Contractors/Subcontractors shall clearly display the name of the owner of the utility being installed on all project vehicles and equipment.
- On a weekly basis, Installer shall provide the city with signed bore logs and bore graphs for each push from beginning to end. These logs and graphs shall be in a format that is accessible and readable by the city and shall contain, at least, the following information: 1) Point of Entry Address; 2) Point of Exit Address; 3) Depth of bore at no more than 10 foot intervals; and, 4) an acknowledgement from the installer that the logs provided are a true and accurate representation of the boring that was completed.
- Unless a depth variance is previously approved by the city, in the event the bore logs or bore graphs show that boring occurred at a depth greater than thirty-six inches (36"), Installer shall provide the city with post-installation videos of the sewer system, the storm sewer system, the sanitary sewer laterals, and the storm laterals for the ten foot (10') area immediately preceding the reading and the ten foot (10') area immediately after the reading. This video must include tagging each lateral with the address it supplies and which manhole they used to camera the system. These videos must be provided to the city in a format the city can access.
- In the event of a hit or damaged service, main, and/or utility, the Installer shall notify the appropriate first responder immediately of the hit or damaged service, main, and/or utility. The installer shall next notify the appropriate agency/company of any hit service, main, and/or utility. ~~The installer shall be responsible for the sole cost and expense of repairs.~~
- The installer shall be solely responsible for all repairs and restoration of damage caused by their work in the R/W and on private property, including, but not limited to, utilities, lawns, sidewalks, driveways, sprinkler systems, landscaping, trees, flooding or ~~and~~ backups, and street trees any other damages as a result of the work.
- Upon completion of work in each FDH and prior to commencement of work in any other FDH, the completed FDH must be inspected by an authorized City of Wauseon employee to verify that all standards have been followed. If there are deficiencies, the installer must correct the deficiencies per the direction of the WPW in the completed FDH prior to commencing installation in any other FDH.
- If a permittee or installer has any open violations or deficiencies from other permits or projects the WPW will not approve any further applications.

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- A completed map of “as-built” drawings must be submitted prior to starting another FDH. These drawings must be in GIS format compatible with the GIS program the city is using.
- Material and equipment laydown area(s) must be approved by the WPW prior to being utilized.

Restoration

- When possible, restoration shall take place simultaneously alongside construction efforts. In all cases, restoration shall occur before proceeding to another section of fiber installation outside the immediate neighborhood.
- Disturbed grassy areas will be filled with topsoil, compacted, leveled, any rocks removed, re-seeded, and straw and fertilizer applied and watered until the grass is established to the satisfaction of the WPW.
- Every effort will be made to minimize surface disturbance.
- Disturbances in hardscape will put community safety as the top priority.
- All vaults, junction boxes, or flowerpots should have lids that are properly fastened so that they do not interfere with maintenance operations such as mowing or leaf collection.
- Openings within sidewalks, streets, or other hardscape will be immediately filled and compacted with approved materials following the placement of underground conduit(s).
- Resurfacing of hardscape will be scheduled at a time to reduce the inconvenience to the community.
- City permits and local building codes will be followed at all times.
- Any non or limited-English speaking staff shall carry a card with the name of the company, nature of work, and the immediate supervisor’s name and contact information in English.
- In the event an Installer is unable to meet any of these standards, the Installer and Utility Company shall immediately inform the proper city official of any issues or conflicts and shall not proceed with any directional boring outside of these standards until the city has addressed the issue and responded to the Installer.
- In addition to any remedies allowed through The City of Wauseon Codified Ordinances, any violation of these standards will result in an immediate Stop Work Order from the City of Wauseon and may also result in additional requirements and standards to be set by the city.
- Road repair standards for potholing, open trench, various drive types, curbs, ADA ramps, pavement painting, etc... - Can we reference this to what the City currently has or do we need to create?

DISCONTINUANCE OF OPERATIONS, ABANDONED AND UNUSED FACILITIES

- A provider who has discontinued or is discontinuing operation of any system in the city shall:
- Submit a written proposal to re-use its facilities in a manner that promotes the city’s goals of providing innovative and economic solutions to efficiently and economically utilize limited rights-of-way capacity. The proposal must be approved by the Director of Public Service, or
- Submit a written proposal for abandonment of facilities in place, indicating why good

engineering practice would support this type of solution. The proposal must be approved by the city, or

- Completely remove its entire system within a reasonable amount of time and in a manner acceptable to the city, or
- Require the provider to post a bond (does city want a cash or performance bond?) in an amount sufficient to reimburse the city for its reasonably anticipated costs to be incurred in removing the facilities.

Facilities of a provider who fails to comply and which remain unused, facilities shall be deemed to be abandoned. Abandoned facilities are deemed to be a nuisance. The city may exercise any remedies or rights it has at law or in equity, including, but not limited to: abating the nuisance; or taking possession of the facilities and restoring them to a useable condition subject to the finding of the PUCO pursuant to the requirements of Ohio .R.C. 4905.20 and 4905.21; or requiring removal of the facilities by the provider or by the provider's surety. If the city determines to require a provider to remove unused facilities in any rights-of-way, the city shall use reasonable efforts to direct that this removal occur in conjunction with other scheduled excavation of the rights-of-way. If the city abates the nuisance, it may take all action necessary to recover its costs to abate said nuisance, including but not limited to, those methods set forth in Ohio R.C. 715.261.

Removal or Relocation Required for City Project

- The permitted facility may need to be moved or removed at the Permittee/Provider's sole expense to accommodate construction of a public improvement project by the city or state.
- If Permittee/Provider fails to remove or relocate the Facility or portion thereof as requested by the city within one hundred and twenty (120) days of the city's notice, then the city shall be entitled to remove the Facility or portion thereof at Permittee/Provider's sole cost and expense, without further notice to Permittee/Provider.
- Permittee/Provider shall, within thirty (30) days following issuance of invoice for the removal or relocation of a Facility, or any portion thereof, reimburse the city for its reasonable expenses incurred in the removal or relocation (including, without limitation, overhead and storage expenses).

The City of Wauseon reserves the right to modify, alter, or change these standards at any time without prior notice.

Ordinance No. §15

Passed February 17, 2021

ORDINANCE ESTABLISHING STREET OPENING, ROAD CUT, AND BORING REGULATIONS AND STANDARDS WITHIN THE VILLAGE OF LUCKEY, OHIO

WHEREAS, pursuant to RC §723.01, *et. seq.*, the Council of the Village has the authority to regulate the use of the streets, curbs, sidewalks, and rights of way within the Village; and

WHEREAS, the Council of the Village of Luckey has determined that in order to preserve the public health, welfare, and safety, along with that of the motoring public, the promulgation of certain rules, regulations, and standards for street opening, road cuts, and road bores within the Village is necessary and appropriate, and

WHEREAS, after careful deliberation and consideration, the Council of the Village of Luckey has determined that it is necessary for the preservation of the public peace, health, and welfare that the Village enact such regulation.

IT IS THEREFORE ORDAINED BY THE COUNCIL OF THE VILLAGE OF LUCKEY, STATE OF OHIO, AS FOLLOWS:

SECTION 1. APPLICABILITY

A. The terms, conditions, rules, requirements, and procedures set-forth hereinbelow shall apply to all applications over, under, through, and adjacent to all streets, highways, alleys, and rights of way located within the Village or within any such area of the Village's jurisdiction.

B. Notwithstanding the foregoing, any such State highway shall be concurrently governed by the laws and rules of the State of Ohio.

SECTION 2. Definitions

The terms used herein shall be construed to comport with the typical use of such term, unless the context specifically indicates otherwise, then the meaning of such terms used in this Ordinance shall be as specified herein.

SECTION 3. Permit Required

A. No person, company, or other entity shall make any opening or excavation in or under a street, alley, sidewalk, or other public way or ground without first obtaining a permit therefor from the Village Zoning Inspector and making such deposit of money as may

be required by the street opening regulations of the Village. Permits shall be issued only to contractors or corporations covered by adequate public liability insurance.

B. Permits required by subsection (A) of this section shall be issued only on applications made in writing to the Zoning Inspector. Each application shall contain all information required by the Zoning Inspector. A permit shall be issued only after payment of the required permit fee(s) as established by Village Council. Such fee(s) shall be commensurate with the costs of administering permits, performing inspections, and other related services.

1. The state, the county, or any public utility corporation holding a franchise from the Village may obtain necessary street opening permits without prepayment, but shall be charged for necessary street restoration work and inspections.

2. A public utility corporation may be licensed by the Zoning Inspector on an annual basis to do its own restoration work in connection with the opening of streets for maintenance and construction work, but shall be charged a sufficient sum to cover inspection costs.

C. Exemptions from Permit

1. Any person performing work under this section and within any right-of-way shall be required to obtain all necessary permits except that work performed by the Village shall not require permits.

2. Emergency Work

There are times when emergency situations cause damage to utility facilities located in the highway right of way and work needs to be performed immediately to repair the damage. The type of work being performed is normally handled under the Village's permitting process and could not be started until the permit is approved. However, because the affected utility facilities need immediate fix, the utility can perform the work and a permit does not have to be in hand at the time.

A permit is not required for work considered emergency maintenance of utility facilities when damaged by a vehicle, weather related causes or other uncontrolled incident. For all emergency work performed on all highway rights of way, by or for the utility, the utility is responsible for installing and maintaining traffic control devices in accordance with the provisions of the Ohio Manual on Uniform Traffic Control Devices and immediately notifying the Village. In all cases, the emergency work needs to be performed in a prudent manner and a permit must be issued afterwards to address the situation which occurred.

3. Utility Maintenance

A. All utility companies perform day-to-day maintenance activity to ensure their systems provide good and efficient service to their customers. In accordance with this intent, all such utilities are hereby granted a non-perpetual license to perform such maintenance work consisting of the following:

Any work done to repair, replace, or maintain existing utility facilities within the Village right of way that does NOT involve pavement work. The work must be done within the same footprint as the original installation.

B. Utility work that is not covered by the license is as follows:

1. Maintenance work done that requires boring under pavement, open cuts in the pavement, and pavement milling will require individual right of way use permits and cannot be done under the license.
2. Maintenance work done outside of the footprint of the original installation, but still within road right of way, will require individual right of way use permits and cannot be done under the license.
3. Any work associated with the installation of additional utility facilities within the Village right of way will require individual right of way use permits and cannot be done under the license.

The license covers all maintenance activity and individual permits are not required. However, the utility must notify the Village on all maintenance work that will be performed and all of the work activity must meet the requirements that are generally outlined in a permit. The license remains in effect until the Village or the utility company make the decision to cancel or revoke the license.

C. Tree and Brush Removal, etc.

The utility shall apply for and receive an annual permit that will cover all future spraying, cutting, trimming, or removal of brush or trees on Village highway rights of way. After the permit is issued, the utility shall notify the Village in advance of each time these activities are scheduled to be performed. The work shall be performed in accordance with the provisions incorporated into the permit.

D. Conditions That Would Cause Revoking of the Permit

1. If the party to whom the permit is issued does anything contrary to the orders of the Village Zoning Inspector and, after due notice, fails to correct the work as ordered, the Village may, with or without notice, correct such work or remove such structure or material, and the party whom the permit is issued to shall reimburse the Village for any expenses incurred in correcting the work or removing the structure or materials.
2. At any time, a permit may be revoked or annulled by the Village Zoning Inspector for noncompliance with any of the conditions, restrictions, or regulations herein.
3. The granting of a permit does not, in any way, abridge the jurisdiction of the Village over the streets located therein. If, during any future work benefiting the traveling public, it becomes necessary for the Village to order

removal, reconstruction, relocation or repair of utility facilities or work performed under the permit, the removal, reconstruction, relocation or repair shall be wholly at the expense of the utility and be made as determined by the Village.

E. Permit Application Information Permit Requests

Regardless of whether the permit application for a crossing or longitudinal utility installation is being submitted by the permittee during a highway construction project or for an installation in the existing right of way, all of the information needed from the permittee for review and approval is the same. The permittee shall furnish the following:

1. General Information

- a. One copy of the permit plan and permit application.
- b. Specific highway location.
- c. Right of way plan or plan/profile sheet of the highway covering the permittee request

2. Permit Plan Information

- a. Centerline stationing of any highway crossing.
- b. A profile view and/or elevation points covering areas of possible conflict for both aerial and/or underground utility installations.
- c. The type of materials that will be used for the installation must be specified. For underground installations, this will include the type and size of pipe, conduit, cable, etc..
- d. Provide plans for the proposed installation, including profiles and representative cross sections, relating the installation to the highway stationing. Depending on the proposal, cross sections may not be required for an aerial installation.
- e. For underground installations, a profile shall be provided to address points of possible conflict with other subsurface features.

3. Construction

- a. Method of installation to be used.
- b. State the length of time necessary to install the facilities.
- c. If applicable, construction details for both excavation and backfilling of trenches shall be provided for all underground installations.
- d. If the installation affects any portion of the highway slopes, an explanation will be required as to the method and materials to be used for protecting the slope from erosion. When sheeting is used, the material details and construction method must be provided.

- e. All highway right of way which is disturbed by the proposed construction must be restored to the original or better condition.
- f. In some instances, the utility installation may affect trees or other types of mature growth. Where this occurs, selective tree removal or necessary tree trimming will be permitted. In these situations, plans must be provided showing the selective removal and/or trimming required along with schematic plan depicting the necessary replacement plants to be installed. However, it must be clearly documented in their plan that neither the facility nor the construction of the facility will be detrimental to the natural growth in the area of the proposed utility installation.
- g. The permittee shall place permanent markers (i.e. fluorescent markers, fluorescent pedestals) identifying the location of the underground utilities to avoid damage to the facility during Village seasonal maintenance activity. Non-metallic underground lines shall be accompanied by a trace wire, metallic tape or other method to locate and mark the underground facility.
- h. A review of necessary highway restoration processes must be made. This review shall include the restoration of drainage, fence, guardrail, right of way and the pavement/shoulder areas. In conjunction, consideration must also be given to the possible use of specific restoration materials such as permanent sheeting/shoring or control density backfill. Furthermore, an evaluation shall be made as to the use of full time inspection and/or the bonding of the applicant or the applicant's contractor.

4. Maintenance of Traffic

- a. A maintenance of Traffic Plan must be provided, including points of access for both the utility construction phase and future maintenance of the facility.

5. Bond Protection

- a. If the permit applicant is not a utility that submits a significant number of requests for use of the highway right of way or there is installation concerns regardless of what utility is requesting the permit, the Village can request the applicant provide a bond to cover any damage that may occur as a result of the installation.
- b. The bond amount will be established based on the physical characteristics of the roadway or bridge structure that has the potential for damage.
- c. The bond is to be in place for five (5) years from the completion date of the installation and, if the permit holder does not make any needed repairs, the funds will be used to cover any costs the Village uses to make those repairs.

SECTION 4. Standards Established

A. Boring Required

1. The installation of underground facilities by open cutting or trenching pavement will not be considered unless it is demonstrated that there is no reasonable alternative method available. Casing, pipe, or conduit crossings of the highway shall be installed by auguring, driving, boring, jacking, or tunneling without disturbing the pavement or paved shoulder.
2. Unless, upon the opinion of the Zoning Inspector, boring under the road and/or right of way is not practicable based upon geological conditions, all such excavations under any roadway within the Village shall be made by boring.

B. Open Trenching

1. If, upon the determination of the Zoning Inspector, an exception exists pursuant to paragraph A(1), above, any such open trenching of the roadway must adhere to the standards described herein.

C. Standards Generally

1. Location

a. All underground installations are permitted subject to the conditions outlined herein. Longitudinal lines may be permitted as long as the installation is located as close to the right of way line as possible. In cases of narrow rights of way and severe terrain features, consideration may be given to locating the utility between the ditch and pavement. In this regard, the utility facility shall be located so that the distance between the edge of the pavement (or paved or stabilized shoulder) and the inside edge of the trench is greater than the depth of the trench. Buried cable shall not be installed within the shoulder area where lines for highway lighting, illuminated signs or other installations are typically located.

2. Pipeline Design

Pipeline installations in a Village right of way cover a variety of products and the physical characteristics of the pipe, the product being moved by the pipeline and the pressure contained in the pipe varies significantly. The Village's permitting process for approving both crossings and longitudinal underground installations of these pipelines must meet the following design guidance.

a. Material Strength of Crossing Installation

Utilities crossing under a highway shall be of durable materials designed to meet conditions found at the site and shall be installed to preclude disturbing the roadway when performing maintenance or expansion operations.

b. Crossing Extensions

Conduits or casings shall extend beyond either the outer edge of the ditch or the embankment slope if a ditch is not present. When the highway is constructed in deep cut, conduit or casing may be terminated beyond the shoulders. Generally, open cutting of the median is prohibited. However, where there is extremely wide medians, traffic lanes at different elevations or other physical conditions that make a continuous bore impractical, opening of the median may be permitted. Since the open cutting of the median is primarily a safety issue, any request must be clearly justified by addressing construction, traffic control, and restoration issues.

c. Installation Protection

The grade of the crown of the pipeline, conduit, casing, or unprotected facility shall be established based on what product is been transferred. Additional depth of cover may be required to meet existing field conditions. In those instances where less than minimum cover is authorized, additional protection of the utility facility may be required.

d. "Public Utility" Requirements

A pipeline owned by a Gas Company that is defined as a "Public Utility" and provides natural gas that is fully regulated by the PUCO and sold to the general public must meet these following guidelines:

A gas pipeline of any size or pressure and made of any material (steel, iron, plastic, etc.), generally, will not need to be cased but the company must certify it meets all rules, regulations and pipeline inspection criteria contained in 49 CFR 192 and/or 49 CFR 195. If the pipeline installation is a crossing under an interstate or an interstate look-alike and is less than 12 feet in depth, the company must provide certification that the pipe design meets the "Class 4" requirements of 49 CFR 192 which establishes the thickness of the pipe. If the installation depth is 12 feet or more, the company must meet the "Class 3" design requirements. All other "Class Thickness" requirements associated with longitudinal and crossing installations will be based on the location description outlined in the Federal Code. If the District has some concerns about the physical location of a crossing installation, the "Class Thickness" can be established which meets the District's concerns. In addition, if the pipeline installation will be located within any fill material around Mechanically Stabilized Earth

(MSE) Walls or within two feet of any structure foundation (i.e. bridges, culverts, etc.), the pipeline must be cased. All other installation requirements must be met.

e. Oil & Gas Company and Interstate/Intrastate Pipeline Company Requirements

A pipeline owned by an Oil & Gas Company or an Interstate/Intrastate Pipeline Company must meet these following guidelines:

A gas and/or petroleum pipeline of any size or pressure and made of any material (steel, iron, plastic, etc.), generally, will not need to be cased but must meet all rules, regulations and pipeline inspection criteria contained in 49 CFR 192 and/or 49 CFR 195. If the pipeline installation is a crossing under an interstate or interstate look-alike and is less than 12 feet in depth, the company must provide certification that the pipe design meets the "Class 4" requirements of 49 CFR 192 which establishes the thickness of the pipe. If the installation depth is 12 feet or more, the company must meet the "Class 3" design requirements. All other "Class Thickness" requirements associated with longitudinal and crossing installations will be based on the location description outlined in the Federal Code. If the District has some concerns about the physical location of a crossing installation, the "Class Thickness" can be established which meets the District's concerns.

The company's design plans of the pipeline installation must be certified as meeting 49 CFR 192 and/or 49 CFR 195 regulations with an Ohio Registered Engineer's review stamp and signature. In addition, if the pipeline installation will be located within any fill material around Mechanically Stabilized Earth (MSE) Walls or within two feet of any structure foundation (i.e. bridges, culverts, etc.), the pipeline must be cased. All other installation requirements, as outlined in Section 8106 of the Department's Utility Manual, must be met.

If the pipeline company decides, on its own, to provide casing for the installation, the installation plan does not require two design engineering signatures but, as outlined, does require one signature that certifies the pipeline design meets all federal regulations.

f. Federal Criteria

The federal criteria which establishes the pipeline design is part of the gas and petroleum industries' licensing process and is applied to all pipeline size and material types. All of their installations are required to meet these standards and casing will not be needed unless the installation is close to an MSE wall or any structure.

3. Casing of Pipelines

Casing of an underground installation of a utility facility is a requirement that will be established by the Village based on what product the pipeline is carrying and the physical characteristics of where the installation is being made.

a. Oil, Gas, & Petroleum Pipelines

The thickness of pipelines that carry these products is controlled by the federal regulations. Because of the work this industry has done with FHWA and ASSHTO to protect the life expectancy of their pipelines, casing, for the most part, will not be required. However, the Village does require casing if the pipeline is within two feet of MSE walls or structures and, depending on other physical characteristics of where the pipeline is being installed, the Village can require casing if it is felt that such an installation has to be made in order to prevent damage to the roadway.

b. Water & Sanitary Sewer Pipelines

Pipelines of these types, particularly those that carry product under pressure, have to be cased. However, there are situations where the utility can provide pipelines of increased thickness and the Village can approve such an installation without casing.

4. Additional Guidance for Underground Utility Installations

These following items address design and location requirements for all types of pipeline and conduit installations:

a. Gallery Installation

For pipelines of the extreme importance to public convenience, safety, or business operations, galleries may be installed for the purpose of performing repair or replacement of pipelines and conduits. Galleries shall be designed so that most repairs or replacement of these utility facilities can be made without resorting to pulling the entire facility from the gallery. The gallery design shall include one or more entrance shafts of a size suitable for removal of one pipe or conduit section from the gallery. Shafts shall be sealed with a removal cap. Each cap shall have a manhole opening suitable for inspection access.

b. Casing & Gallery Material

Casings and galleries may be constructed of any materials permitted by the Village for use in roadway culverts, and shall be designed to meet all conditions found at the site.

c. Tunnels

Tunnels, if needed, shall be constructed of steel liner plates left in place or other materials acceptable to the Village. Voids remaining outside of the tunnel lining shall be filled with Portland cement grout. After installing the utility, the tunnel lining shall be filled with approved gravel aggregate or concrete rammed in place. Tunnel ends shall be sealed and provisions may be made for tunnel drainage if an outlet is available.

d. Pressure & Gravity Flow Pipeline Installation Requirements

Pipelines of any type carrying gas or liquid under pressure shall be equipped with valves which, when closed, will isolate the section of the line which includes the portion within the highway right of way. Gravity flow pipelines, such as sanitary sewers, shall be a type suitable for roadway culverts. Joints shall be compression type or an approved equivalent. Manholes should be located on gravity flow lines in a position that the facility can be inspected and cleaned without trespass on the right of way.

e. Underground Installation Determination

When a utility has an original position beneath a new highway improvement, a determination needs to be made regarding the need to strengthen or replace that existing facility. The determination shall be based on depth, strength and condition of the existing utility, the type of surrounding soil and the foundation soils. If a fill or surcharge is to be placed above an existing utility, a thorough investigation needs to be made and consideration given to installation of such treatments as a concrete cap, partial encasement, full encasement or replacement of the facility. If the determination indicates that it is feasible to leave an existing utility parallel under the pavement, extension for future service connections shall be made prior to the new pavement being placed.

5. Installations

The following situations related to the status of the right of way and physical characteristics of the installation location establishes how underground installations need to be made:

a. Embankment or Shallow Cut Installation

When the highway is currently located, or is to be constructed, on embankment or in a shallow cut, casing or galleries shall extend across the full width of the right of way. If significant savings would result, access is

not limited, safety is not compromised, and the Village approves, the casing or gallery may be terminated beyond the outer edge of the ditch flow lines, or the embankment slope if a ditch is not provided.

b. Deep Cut Installation

When the highway is currently located, or is to be constructed in a deep cut, casing or galleries shall extend across the roadway to include the effective width of the outside shoulders. Effective width is considered to be the offset distance between the edge of the pavement and the face of the guardrail as provided on the highway project. Overhead structures, either utility or highway, may be considered for the purpose of supporting utilities to span deep cuts when other locations prove difficult and costly.

6. Depth of Installations

The grade of the crown of conduit, casing or uncased pipeline facilities shall be established so that minimum depth of cover will be as follows:

	<u>Water Lines</u>	<u>Other Facilities</u>
a. Under pavement surfaces:	4 Feet	3 feet
b. Under sod ditches	3 feet	3 feet
c. Under paved ditch	2 feet	2 feet
d. Under other surfaces	3 feet	3 feet

e. Additional depth of cover may be required to meet existing field conditions. In those instances, where less than minimum cover is authorized, additional protection of the utility facility may be required.

D. Restoration of pavement.

1. Where openings have been or are to be made in a street, the permit shall direct the restoration of the street pavement in one of the following ways:

- a. The entire work of restoration, including both paving surface and paving base, may be performed directly by the Village Street Department after the permittee has completed the backfill;
- b. The paving surface may be installed by the Village Street Department after the permittee has made the backfill and installed the pavement base;
- c. The work may be done either completely as in subsection (1)(a) of this section or as to paving surface only as in subsection (1)(b) of this section, by a Village contractor duly authorized by a contract with the Village.

d. The entire work of restoration may be done by the permittee with the consent of the Village.

2. In all cases, the entire work shall be carried out under the direction and to the satisfaction of the Village and in accordance with the rules, regulations, and specifications approved by the Zoning Inspector. The permittee shall be responsible for the condition of all restorations made by him for a period of five years and upon notice shall repair any subsidence or defect therein. On failure to repair, the Village may make necessary repairs and charge the cost to the permittee.

E. Openings in newly paved surfaces.

1. Prior to the new paving or reconstruction or resurfacing of any street, the Village shall cause notices to be sent to all public utility corporations to install all necessary mains, conduits, service branches, and structures. Public utility corporations shall be allowed a reasonable time for completing the aforesaid installations before the new pavement or resurfacing is laid. The Zoning Inspector may require that similar notices be sent to abutting owners, in the same manner.

2. Thereafter, during the period of four years from the final completion and acceptance of the new pavement, no permit for making an opening in such pavement shall be issued to any person or department so notified if the need for making such opening could reasonably have been anticipated, except on payment of an additional charge in excess of the amount otherwise chargeable in the amount of two percent of the restoration cost for each month of the unelapsed part of the four-year period and in no event less than ten percent. Before a permit is issued for making an opening in such pavement, notice shall be given to the Zoning Inspector for his review. Such additional charges shall be payable whether restoration work is to be done by the Village or by the permittee. Such charges shall not be considered as penalties, but as compensation for loss of useful life caused by avoidable openings in new surfaces. The determination of the Zoning Inspector as to such charges shall be final.

F. Restoration of brick paving.

1. Where excavation within a street right-of-way involves the removal of brick paving or decoration, the permittee shall replace the same with brick in accordance with specifications provided by the Zoning Inspector.

G. General Provisions Applicable To All Permits

The following list of information is in place to provide guidance on how the permit applicant is to perform the work associated with the utility installation and how, if needed, the permit would be revoked.

1. Maintenance of Traffic Plan

The permittee is responsible for the development and design of a Maintenance of Traffic Plan any time work is proposed on the highway right of way. The permittee shall also be responsible for the implementation of the plan and the use of necessary traffic control devices or personnel in accordance with the approved plan. Furthermore, the traffic control plan and the use of traffic control devices must be in compliance with the Ohio Manual on Uniform Traffic Devices.

2. Traffic Control Responsibility

Under the Maintenance of Traffic Plan, the permit request must address factors which can also have an impact on the flow of traffic and safety within the permit work zone. Consideration must be given to the applicability of lane closures, maintaining two way traffic at all times and the use of uniformed patrol or other personnel to assist with the control of traffic.

All open trenches must be plated, temporarily backfilled or protected during hours of no construction in a manner that will not impede the plowing of snow or the safe flow of traffic.

Finally, work schedules must be addressed. It may be prudent or necessary to restrict work to off peak hours or take into consideration such concerns as rush hour traffic, local festivals, shift changes for companies, school schedules or holidays.

3. Conditions of the Permit

- a. Except as authorized under the permit, no excavation shall be made or obstacles placed within the limits of the highway in such a manner as to interfere with travel over the road
- b. If any grading or other work done under the permit interferes with the drainage of the highway in any manner, catch basins and outlets shall be constructed to properly handle the highway drainage.
- c. All the work contemplated under the permit shall be done under the supervision and to satisfaction of the Village and the entire expense shall be borne by the party to whom the permit is issued.
- d. Upon completion of the work under the permit, the highway is to be left clear of all rubbish, excess materials, temporary structures or equipment. In addition, all parts of the highway right of way is to be restored to a condition which is equal to, or better than, that which originally existed.
- e. The permit applicant will abide by current State and/or local laws pertaining to storm water pollution prevention and/or erosion control.
- f. The right is reserved by the Village to appoint an inspector who shall represent the interests of the Village during the installation of the facility. Any compensation arranged for such inspection service shall be paid wholly by the permit holder.
- g. Prior to any excavation in the highway right of way, the permit holder must contact the Ohio Utilities Protection Service (OUPS) and the Oil and Gas

Producers Underground Protection Service (OGPUPS) and request all existing underground utility facilities be marked.

- h. The acceptance of a permit, or the performance of any work under the permit, constitutes an agreement between the Village and the party to whom the permit is granted. Compliance with all conditions and restrictions included with the permit is mandatory.

4. Ancillary Conditions Under the Permit

- a. At the discretion of the Zoning Inspector, a Performance Bond may be a prerequisite to the issuance of a permit.
- b. The issuance of a permit is not a substitute for satisfying the rights of any other party who may have an interest in the underlying fee.
- c. The party to whom the permit is issued shall be responsible for all damages to persons or property due to, or resulting from, any work performed under the permit.
- d. When highway improvement contracts are awarded by the Village at or near the area covered by the permit, the party to whom the permit is issued shall cooperate with the highway contractor.

SECTION 5. Costs/Fees

A. In addition to any other fees imposed, the permit fee for a permit issued hereunder for auguring, driving, boring, jacking, or tunneling without disturbing the pavement or paved shoulder shall be \$100.00.

B. In addition to any other fees imposed, the permit fee for a permit issued hereunder which includes the trenching or cutting of the roadway shall be \$1,000.00.

SECTION 6. Indemnification

Any person obtaining a permit pursuant to this chapter agrees as a condition of the permit to indemnify the Village and hold the Village harmless from any expenses, including but not limited to attorney's fees, litigation costs, and judgments, incurred as a result of claims made for damages arising out of the permitted activity.

SECTION 7. Appeals

Appeals concerning the interpretation or application of administration of this Ordinance may be taken by any person aggrieved or by any officer or bureau of the legislative authority of the Village affected by any decision hereunder of the Zoning Inspector. Such appeals shall be taken within twenty (20) days after the decision, by filing with the Zoning Inspector and with the Village Council, a notice of appeal specifying the

grounds upon which appeal is being taken. The Zoning Inspector shall transmit to the Village Council all of the papers constituting the record upon which the action appealed from was taken.

SECTION 8. Penalty

It shall be unlawful to locate, erect, construct, reconstruct, enlarge, change, maintain, make any opening or excavation in or under a street, alley, sidewalk, or other public way or ground without first obtaining a permit therefor in violation of any regulation in or any provisions of this Ordinance or any amendment or supplement thereto adopted by the Council. Any person, firm, or corporation violating any regulation in or any provision of this Ordinance or any amendment or supplement thereto, shall be deemed guilty of a fourth degree misdemeanor, and upon conviction thereof, shall be subject to fines and or jail. Each and every day during which such illegal location, erection, construction, reconstruction, enlargement, change, maintenance or use is continued may be deemed a separate offense.

The Zoning Inspector, the legal representative of the municipality, or any adjacent or neighboring property owner who would be especially damaged by such violation, in addition to other remedies provided by law, may institute injunction, mandamus, abatement, or any other appropriate action, actions, proceedings or proceeding to prevent, enjoin, abate, or remove such unlawful location, erection, construction, reconstruction, enlargement, change, maintenance, or use.

SECTION 9. Adoption of ODOT Policy

For any type of work contemplated hereunder that involves a State Highway, the Village hereby adopts the Ohio Department of Transportation's Policy for Accommodation of Utilities (the version effective as of the enactment date hereof) and appoints the Village Zoning Inspector as its representative for all matters concerning the same.

SECTION 10. Replacement Ordinance:

The Ordinance shall replace and supersede any and all other parts of ordinances inconsistent or conflicting with any part of this Ordinance, which are hereby repealed to the extent of such inconsistency or conflict.


SECTION 11. Effective Date:

This Ordinance shall become effective from and after its passage at the earliest period allowed by Law.


SECTION 12. Public Meetings:

All formal actions of Council relating to the adoption of this Ordinance and all deliberations of Council and any of its committees leading to such action were held in meetings open to the public, as required by Law.

Passed: 02 / 17 / 2021

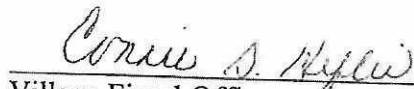


President of Council



Mayor

Attest:



Village Fiscal Officer

Approved:

Village Solicitor

PERMIT TO WORK IN VILLAGE OF LUCKEY ROAD RIGHT-OF-WAY

Applicant Information

Applicant Name: _____

Mailing Address: _____

Phone/Fax/Email: _____

Contractor Name: _____

Contractor Phone/Fax/Email: _____

Location of Proposed Work in Right of Way

Address or other description of location: _____

Description of Proposed Work:

Start Date: _____

Finish Date: _____

Applicant agrees to follow all rules, requirements, and specifications as particularly set forth in Lucey Ord. 815 regarding road bores, open cuts, and/or excavation within the Village rights of way. Additionally, prior to any excavation in a Village of Lucey road right-of-way, the Utilities Protection Service (OUPS) must be notified in accordance with ORC Sections 3781.25 to 3781.32 (and/or any other applicable law or regulation) by calling (800) 362-2764. Notification must also be made to the Ohio Oil and Gas Producers Underground Protection Service (OGPUPS) by calling 1-800-925-0988.

Open cutting of pavement is not permitted unless approved below. Unless otherwise required by the Village, any excavation within five (5) feet of the existing pavement edge shall be backfilled with 304 stone or approved equal.

Personnel or vehicles working within the Village right-of-way shall comply with the current Ohio Manual of Uniform Traffic Control Devices and item 614 (Maintaining Traffic) of the Ohio Department of Transportation Construction and Material Specifications.

The berm must be restored and sloped away from the road surface to ensure proper surface drainage.

It is the duty of the Applicant to ensure that all work performed and materials used are in accordance with the Village of Lucey's standards and specifications.

This Permit may be revoked for any non-compliance of the terms set forth herein or other cause.

Indemnification: Inconsideration of the mutual promises and covenants set-forth herein, Applicant hereby:

1. Indemnifies and saves the Village of Lucey harmless from any and all claims, losses, or liabilities arising out of the work permitted herein; and
2. Agrees that the Village of Lucey may revoke this permit for any non-compliance of its terms or other cause, at the sole discretion of the Village of Lucey; and
3. Agrees to promptly restore any disturbed right of way to its original condition; and
4. Waives and releases the Village of Lucey from any and all claims whatsoever; and
5. Agrees to remain liable for any costs of additional restoration deemed necessary by the Village.

Applicant agrees that he or she has read and understands all terms and conditions of this Permit.

Applicant Signature _____ Date _____

Approval: This application is approved subject to any additional conditions listed below:

Open cutting of pavement permitted: **YES NO** _____

Specified backfill required: **YES NO** _____

Other conditions: _____

Authorized by: _____ Date: _____



APPLICATION FOR PERMIT TO WORK WITHIN
ROAD RIGHT-OF-WAY (ROW)

Application is hereby made by:

Company Name: _____

Address: _____

Contact person: _____

Phone number: _____

Email: _____

Project Description:

WE AGREE TO THE FOLLOWING CONDITIONS UPON ISSUANCE OF THE PERMIT:

1. To restore all disturbed surfaces to their original condition and adhere to the specifications or restrictions as outlined below.
2. To keep the disturbance to road surface and shoulder at a minimum. Trenches within the road and shoulder areas will be backfilled with ODOT approved gravel and tamped, so that settlement of the material is minimized. If settlement does occur within one year of backfilling, additional suitable material will be put into place and compacted.
3. All road crossings where said road is hard surfaced (blacktop, concrete etc.) will be made using the bore method unless further permission is granted from The Village of Bluffton regarding cutting the pavement. If an open cut is permitted, the road surface at the trench will be replaced with material of the type that was removed, and the new surface will conform with the grade of the undisturbed surface. Fees for this work are listed below.

PERMIT FEES:

Road Bore/Bore within Right-of-Way: \$5.00 per linear foot with a \$500.00 minimum Fee. Total Bore distance: _____ ft.

Road Cut: \$10.00 per sq. ft. with a \$1,000.00 minimum Fee.
Total Road Cut Area: _____ sq. ft.

4. Traffic will be maintained at all times, unless permission is granted by the Village of Bluffton to close the road. Any necessary lights, signs, barricades, and/or flagmen and watchmen will be placed on the job for the protection of traffic at all times, day and night, during the time this

work is being done and that any instructions given by the Village of Bluffton as to handling of traffic will be fully complied with.

5. All mailboxes, signs, yards, driveways, drainage structures, fences, ditches, sidewalks, or other pertinent property damaged or removed during initial construction or future maintenance will be replaced or repaired as good as or better than existing.
6. To notify all property owners within the construction area at least (5) working days before work begins.
7. To notify the Village of Bluffton of any encountered drainage tiles. All drainage tiles encountered will be repaired or replaced.
8. To assume the responsibility for and to save the Village of Bluffton, as signed below, harmless from any and all claims arising from the work performed. For personal injuries and property damages due to the direct sole negligence of the applicant, and to defend any actions arising therefrom. *Proof of liability insurance is required.
9. If in the future, improvements or relocations are made to any of the above portions of roads, it will be the financial responsibility of the applicant or successors to move or relocate such installations at the request of the Village of Bluffton.
10. To notify all utilities in the right-of-way two (2) working days prior to construction by calling the Ohio Utilities Protection services at 1-800-362-2764 for notification of members utilities. Non-members must be called directly.
11. To notify The Village of Bluffton at least two (5) working days before starting construction.
12. The undersigned Governing Authority will not be held liable for damage to the company's facilities covered by this permit unless such damage is due to the negligence of the Governing Authority.

Engineered prints of the proposed project are required.

Total Permit Fees: _____

Applicant Signature _____ Date _____

Printed _____

Title _____

Permission to do this work under the conditions stated in the above application is hereby granted by the Village of Bluffton.

Approved by

Signature _____ Date _____

Printed _____

Title _____



1/20/26

To Whom It May Concern:

This letter authorizes TrueNet Communications to act in all matters pertaining to permitting and pole attachment requests on behalf of Brightspeed's operating entities (formerly CenturyLink) in the until 2028, or formally notified in writing.

This document of authorization does not limit the power of TrueNet Communications to act on CenturyLink/Brightspeed's behalf in matters relating to the application of permits for CenturyLink/Brightspeed.

Therefore, by the existence of this instrument, we hereby authorize TrueNet Communications to act on our behalf in the above-stated manner.

Please reach out to Evan Rednour directly if you have any questions.

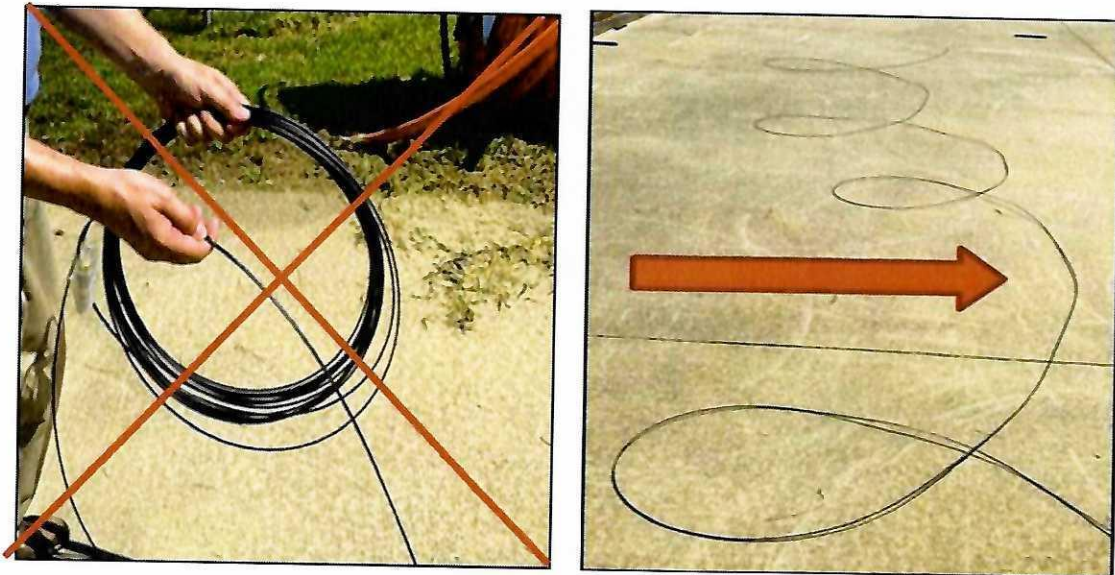
Sincerely,

Evan Rednour

Evan Rednour
Manager, Engineering & Construction
1 980-376-1808
brightspeed.com |

Aerial Placement: Non-Stranded

Preparing the jumper must be done with care. Hand coils should be rolled out during deployment as shown in the photo below to minimize twists and make it significantly easier to route the cable at terminals and to form slack loops. If hand coils are deployed by peeling off one loop at a time, it will create twists in the cable when it is deployed making it much more difficult to route and neatly manage the cable slack.



The Pushlok jumpers were designed to be installed in self-support mode using an Allied 906 or MACLEAN Ind LLC Drop clamp FO stainless steel black SI-0972BSL or equivalent attached to a wooden pole via a J-hook or a through-bolt and ram's head style clamp. Installation of the J- hook does not require any drilling. This method can be used where pole agreements permit.

The P-clamp designed for use with the Corning Pushlok jumpers are an Allied Bolt Part number 906 and the MACLEAN IND. LLC Drop Clamp FO stainless steel black SI-0972BSL. Both are a three-piece elongated drop wire clamp that is designed to work with Corning Cable Systems SST™ Drop Cable, ROC™ Drop Cable, Pushlok jumpers. Manually tensioning Pushlok ROC Jumper to a maximum of 40 lb. At no time should a come-a-long, rope and pulley or any other mechanical assist device be used to tension the jumper. All tensioning must be done manually.

The construction print may show which aerial spans exceed this requirement and may need new strand installed or an alternative design, i.e., bury. These situations require discussion between the Brightspeed engineer and the Contractor to determine the best and most cost-effective option.

150 ft (NESC Heavy)

Illinois	Indiana	Kansas	Michigan
Missouri	New Jersey	Ohio	Oklahoma
Pennsylvania	North Texas	Virginia (Northwest)	Wisconsin

255 ft (NESC Medium)

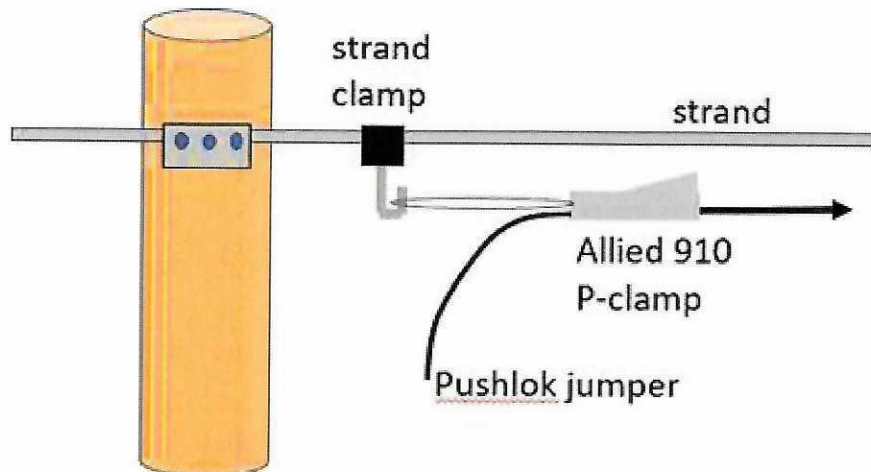
Alabama (Northern)	Arkansas (Northern)	Louisiana (Northern)	Mississippi (Northern)
North Carolina	South Carolina	Tennessee	Virginia (Central & North)

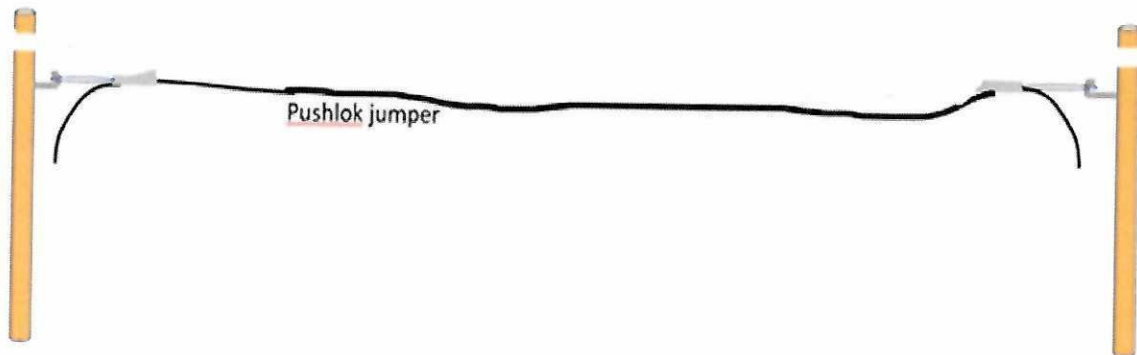
330 ft (NESC Light)

Georgia (Southern)	Louisiana (Southern)	Mississippi (Southern)	Texas (Southern)
--------------------	----------------------	------------------------	------------------

Due to the small size and lightweight composition of the jumper it is recommended it not be lashed/over lashed using a mechanical lashing tool. Installation of this product **MUST** be done per manufacturer’s requirements as defined within this document and/or manufacture documentation, utilizing the MACLEAN INDUSTRIES LLC Drop Clamp FO Stainless Steel Black SI-0972BSL or Allied 906 p-clamps or equivalent. **The recommended maximum installation tension for the dielectric ROC Pushlok jumper in self-support mode is 40 lb. installation tension.**

P-clamps easily attach to either a J-hook or strand clamp:





NOTE: Pushlok jumpers connect the EVOLV terminals utilizing factory installed Pushlok connectors on each end. Because Brightspeed utilizes seven (7) standard jumper sizes, there will always a measurable amount of jumper slack to manage.

Aerial Placement - Stranded

Where strand is available or required and approved to place (due to long span length), it is necessary to place a mid- span strand clamp to attach the jumper in both directions and reduce potential sagging due the span length.

In addition, the use of strand clamps versus J-hooks may be advantageous when congestion at the pole makes it difficult to install a J-hook; and may avoid a potential pole attachment fee. A mid-span strand clamp can be used where additional support is required i.e., driveways and side streets utilizing two P-clamps at the mid-span clamp location.

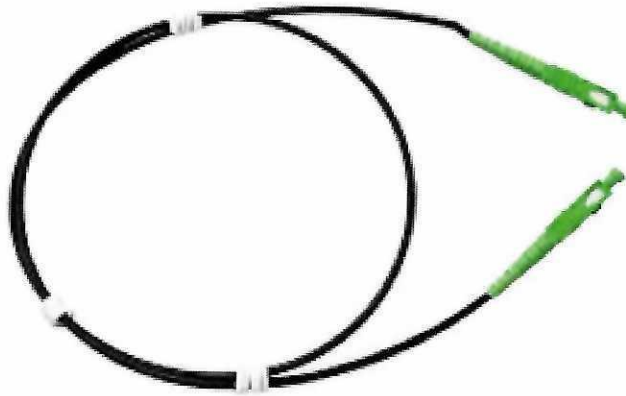
Where multiple jumpers exist, all must be tensioned to be uniform and match existing aerial plant.

Notes:

- It may be necessary to consult your Regional Contract Administrator and/or the current joint use agreement for clarification on attachment types.
- Span lengths may vary state to state, but it is recommended the maximum span length not exceed 175 feet without approval from the Fiber Build Team engineer. If encountered, consult with local engineer or Build Team Engineering SME. Additionally, drop length cannot exceed NESC Loading Requirements for each state.



MDU to MDU Toneable SCA Flat Drop (replace Jumpers)



1F Toneable SCA to SCA, 75ft

PN – FSH-41-001-CCB-CCB 0075F

Material Code – 1509043

1F Toneable SCA to SCA, 150ft

PN – FSH-41-001-CCB-CCB 0150F

Material Code – 1509045

1F Toneable SCA to SCA, 300ft

PN – FSH-41-001-CCB-CCB 0300F

Material Code – 1509048

1F Toneable SCA to SCA, 500ft

PN – FSH-41-001-CCB-CCB 0500F

Material Code – 1509052

1F Toneable SCA to SCA, 800ft

PN – FSH-41-001-CCB-CCB 0800F

Material Code – 1509053

1F Toneable SCA to SCA, 1000ft

PN – FSH-41-001-CCB-CCB 1000F

Material Code – 1509054

1F Toneable SCA to SCA, 1500ft

PN – FSH-41-001-CCB-CCB 1500F

Material Code – 1509055

1F Toneable SCA to SCA, 2000ft

PN – FSH-41-001-CCB-CCB 2000F

Material Code – 1509056

The manufacturer of this fiber is **Clearfield, Inc.**. The part number provided refers to their **FieldShield FLATdrop** product line. [↗](#)

Manufacturer Specifications

Clearfield's official spec sheets for the **FSH-41-001** series (Toneable FLATdrop) list the following technical details: [↗](#)

- **Cable Type:** Toneable Flat Drop (includes a 24 AWG copper wire for tracing).
- **Fiber Type:** Singlemode G.652.D / G.657.A1 (Bend-Insensitive).
- **Connectors:** SC/APC to SC/APC (represented by the "CCB-CCB" code).
- **Sub-unit:** 900 μm Small Form Factor (SFF) or 3.0 mm Ruggedized.
- **Outer Jacket:** Peelable black UV-resistant jacket (8.3 mm x 4.7 mm).
- **Operating Temp:** -40°F to 176°F (-40°C to 80°C).
- **Installations:** Aerial, Direct Bury, and Conduit. [↗](#)

Part Number Breakdown

The part number follows Clearfield's standard configuration for pre-terminated drops: [↗](#)

- **FSH:** FieldShield FLATdrop Series.
- **41:** Refers to the toneable cable construction with a specific sub-unit (likely 900μm SFF).
- **001:** 1-Fiber count.
- **CCB-CCB:** Connector codes for SC/APC on both ends.
- **(Length)F:** Total assembly length in feet (e.g., 0075F, 1000F).

Direct Spec Sheet Links

You can access the official manufacturer data sheets and manuals here:

- [FieldShield FLATdrop Data Sheet](#)
- [FieldShield FLATdrop Installation Manual](#) [↗](#)

Would you like the specific **ordering guide** to see how other connector types (like LC or MPO) change the part number?

FieldShield® FLATdrop



Application

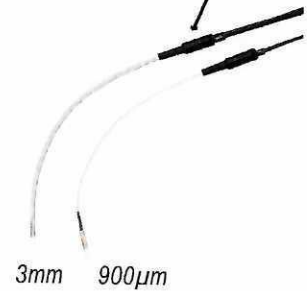
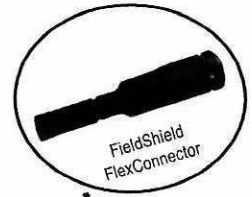
In addition to our industry standard fiber flat drop, Clearfield offers additional FieldShield FLATdrop options designed to save contractors and installers time and space in almost any deployment environment. The peelable outer sheath of FieldShield FLATdrops allow for easy access to the inner fiber elements (900um) and each offer a large selection of connector types in a pre-connectorized solution while allowing for up to 100 feet of compact fiber slack storage.

Clearfield's suite of flat drop solutions effectively meet the unique needs of your network deployment.

- **FieldShield Small Form Factor FLATdrop 900µm Peelable** is a uniquely smaller footprint flat drop solution for the access portion of a FTTH or FTTB network. The small format handles more easily than traditional flat drop, allowing for less coiled storage space in outdoor storage. When the jacket is snipped and easily peeled away, the exposed 900µm subunit stores neatly on the compact FieldShield slack reel.

This small form factor FLATdrop is enabled with a pushable SC connector, allowing for placing and pushing through an existing pathway, in addition to the traditional deployments of direct bury or placing aerially.

- **FieldShield FLATdrop 3mm Peelable** is a drop cable solution for the access network such as FTTH and FTTB. By simply peeling back the outer jacket to expose the 3mm sub-unit, storage of excess cable is easily managed and stored on FieldShield slack reels.



All FieldShield FLATdrop cables are factory preconnectorized for fast terminal connection. At the access point, when utilizing YOURx-Terminal, simple plug-and-play connectivity is achieved by incorporating a 10mm FieldShield FlexConnector. For use with standard TAP Boxes, FLATdrop breakouts secure into multi-purpose strain relief access points.

Suite of products options includes:

- jacket construction in either toneable or non-toneable
- up-jacketing with or without a rip cord (in 3mm version)

Drop Types				
		Standard Flat Drop	FieldShield Peelable FLATdrop (With and Without Rip Cords)	FieldShield Peelable Small Form Factor FLATdrop
Coil Diameter		12"	12"	8"
Slack Footprint of Sub-Unit		N/A	100+ ft.	100+ ft.
Sheath Jacket Dims		8.3 mm x 4.7 mm	8.3 mm x 4.7 mm	5.4 mm x 3 mm
Sub-Unit		250µm	3mm	900µm
Recommended P-Clamp		021716	021716	022751
Connector Types	SC/APC			
	SC/UPC	X	X	X
	HFOC	X	X	X
	Pushable		X	X
Deployment Environment	Aerial	X	X	X
	Buried	X	X	X
	Conduit	X	X	X

09/03/2025
VERSION 1.01

ALWAYS OBSERVE AND IMPLEMENT SAFETY BEFORE, DURING AND AFTER AT WORK SITE. YOU ARE WORKING ON LIVE OPTICAL CIRCUITS, PROTECT YOUR EYES, DO NOT LOOK INTO PORTS OR CONNECTED JUMPERS. JUMPERS SHOULD ONLY BE HAND TIGHTENED, IN EXCESS OF 40LBS OF PULL WILL CAUSE DAMAGE TO FIBER.

CONSTRUCTION MUST TEST TERMINAL 0-0 LIGHT LEVELS AND SEND TEST RESULTS TO THE MDU PROJECT MANAGER. ACCEPTABLE LIGHT LEVEL IS -13 TO -29.

224 S DETROIT ST, BELLEFONTAINE, OH

BLLF0HXA

B-185871

MDU


224 S DETROIT ST


5 TOTAL UNITS


ECD : 09/25/2025


OVERBUILD PERCENTAGE: 0%	
THIS JOB WILL PLACE A TOTAL OF (2) 300' JUMPERS AND (1) 8P 70-30 EVOLVE TERMINAL.	
PLACED AER FOOTAGE	0'
PLACED UG FOOTAGE	0'
PLACED BUR FOOTAGE	0'
CCID	35325
WO#	114534



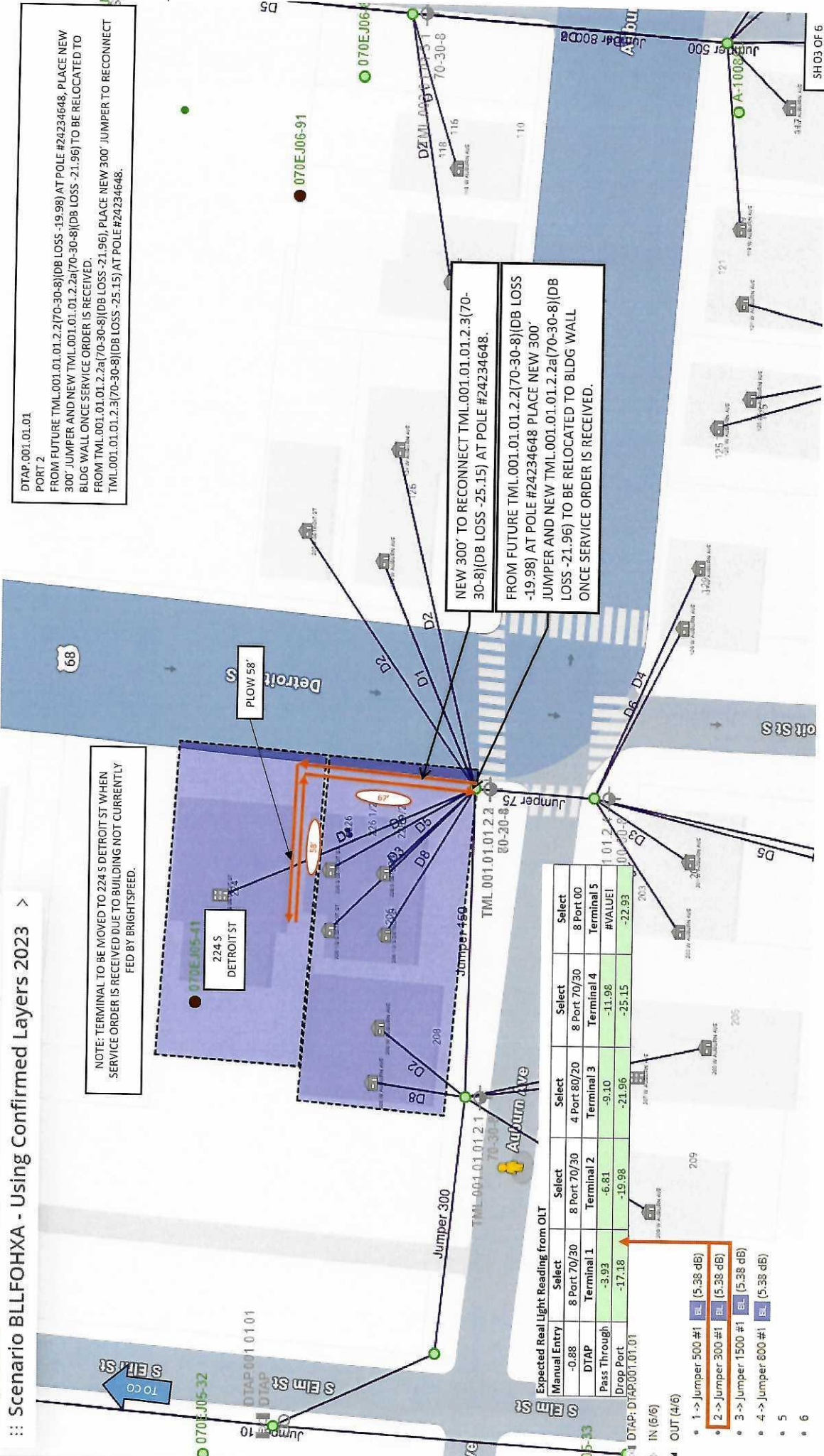
Proposed: 

Existing: 

Removal: 

Terminal: 

Scenario BLLFOHXA - Using Confirmed Layers 2023 >



NOTE: TERMINAL TO BE MOVED TO 224 S DETROIT ST WHEN SERVICE ORDER IS RECEIVED DUE TO BUILDING NOT CURRENTLY FED BY BRIGHTSPEED.

DTAP.001.01.01
PORT 2
FROM FUTURE TML.001.01.01.2.2(70-30-8)(DB LOSS -19.98) AT POLE #24234648, PLACE NEW 300' JUMPER AND NEW TML.001.01.01.2.2a(70-30-8)(DB LOSS -21.96) TO BE RELOCATED TO BLDG WALL ONCE SERVICE ORDER IS RECEIVED.
FROM TML.001.01.01.2.2a(70-30-8)(DB LOSS -21.96), PLACE NEW 300' JUMPER TO RECONNECT TML.001.01.01.2.3(70-30-8)(DB LOSS -25.15) AT POLE #24234648.

NEW 300' TO RECONNECT TML.001.01.01.2.3(70-30-8)(DB LOSS -25.15) AT POLE #24234648.
FROM FUTURE TML.001.01.01.2.2(70-30-8)(DB LOSS -19.98) AT POLE #24234648 PLACE NEW 300' JUMPER AND NEW TML.001.01.01.2.2a(70-30-8)(DB LOSS -21.96) TO BE RELOCATED TO BLDG WALL ONCE SERVICE ORDER IS RECEIVED.

Expected Real Light Reading from OLT

Manual Entry	Select	Select	Select	Select	Select
-0.88	8 Port 70/30	8 Port 80/20	4 Port 70/30	8 Port 70/30	8 Port 00
DTAP	Terminal 1	Terminal 3	Terminal 2	Terminal 4	Terminal 5
Pass Through	-3.93	-9.10	-6.81	-11.98	#VALUE!
Drop Port	-17.18	-21.96	-19.98	-25.15	-22.93
DTAP: DTAP001.01.01					

- IN (6/6)
- OUT (4/6)
- 1 -> Jumper 500 #1 [BL] (5.38 dB)
- 2 -> Jumper 300 #1 [BL] (5.38 dB)
- 3 -> Jumper 1500 #1 [BL] (5.38 dB)
- 4 -> Jumper 800 #1 [BL] (5.38 dB)
- 5
- 6

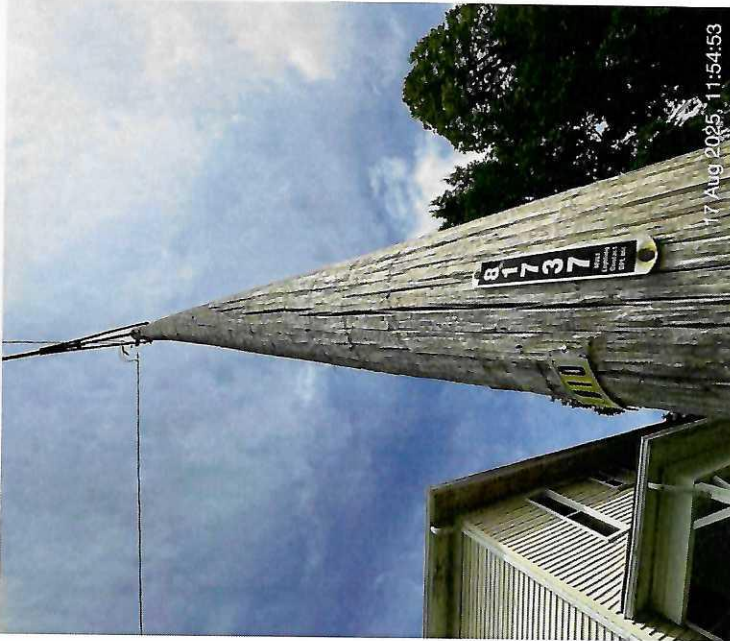
224 S DETROIT ST

TERMINAL TO BE MOVED TO 224 S DETROIT ST
WHEN SERVICE ORDER IS RECEIVED
DUE TO BUILDING NOT CURRENTLY FED BY BRIGHTSPEED.

POLE #24234648

228 S Detroit St Bellefontaine OH

⊙ 192°S (T) ● 17 N 265456 4471207 ±13ft ▲ 1225ft



224 S Detroit St Bellefontaine OH

⊙ 60°NE (T) ● 40°21'31"N, 83°45'44"W ±22ft ▲ 1236ft



UNIT IN THE BACK

224 S Detroit St Bellefontaine OH

⊙ 48°NE (T) ● 40°21'31"N, 83°45'44"W ±9ft ▲ 1225ft

