Street light pole and fixture:

- The street light pole shall be similar to American Electric 113 series cobra head design with a high efficiency multi-tap ballast.
- The ballast shall be wired for 240 volts.
- Power door type fixtures shall not be installed.
- The lights shall be designed for 150-watts for street mounted lights and 250-watts for intersection mounted lights.
- Any lights installed in commercial areas shall be 400-watts.

Access:

- Each observation “window” shall be properly repaired within 10 days of its opening, regardless of the number of times that the window is opened.
- No observation window shall be allowed to fall more than three inches below the roadway surface during times that the roadway is open to vehicular traffic.
- A gravel filled observation window shall be placed above the sand, 12 inches but not more than 36 inches from the finished grade, unless otherwise approved.

Easements:

- The contractor shall be responsible for locating all utilities that might be located within the project area. This includes underground water, sewer and electrical features.

Existing Utilities:

- The contractor shall be responsible for protecting all utilities that might be located within the project area.
- Each observation “window” shall be protected by proper traffic control barricades. Construction materials or equipment shall not be stored on roadways occupied by any part of the street light installation or construction activities.
- All utilities that will be crossed by the proposed street light circuit shall be exposed and crossing coordinates shall be provided for by contacting the City of Elgin, Department of Public Works.

Directional Boring:

- In the event that directional boring is used then the electrical cable shall be installed in a continuous PVC conduit or uniduct.
- PVC conduit or uniduct shall be installed as one continuous piece between light poles or the power source and the light pole.
- If one conduit is not used for electrical cable at this time then it shall be located adjacent to and parallel to the back of the adjoining roadway curb or edge of pavement.
- The two conduit stubs shall be located to align with the proposed path of the electrical service. The anchor bolts shall be installed so that the base casting of the street light pole is parallel to the back of the adjoining roadway curb or edge of pavement.
- If no curb exists then the stubs shall be lined up with the proposed path of the electrical service. The anchor bolts shall be installed so that the base casting of the street light pole is parallel to the back of the adjoining roadway curb or edge of pavement.

Street light pole:

- The street light pole shall be mounted on a concrete foundation that includes reinforcing wire as shown on an attached drawing.
- The foundation shall meet or exceed the minimum requirements specified by the American Concrete Institute.
- The foundation shall be backfilled with undisturbed earth. The concrete foundation shall include reinforcing wire as shown on an attached drawing.
- The top of the form shall be placed to allow for the placement of a smooth uniform finish along at least the top 18 inches of the foundation.

Electrical installation:

- No underground splices shall be permitted. All splices shall be made in either concrete hand holes approved by the engineer or in the service hand hole in the street light pole. All splices shall be made with split bolt or compression fittings.
- The splice shall be covered with a heat shrink cap with factory applied waterproof sealant.

Lighting systems:

- Lighting systems operated by a central lighting controller shall provide a disconnect means appropriately sized to the needs of the system.
- Disconnects shall be installed in the base of each pole.
- The disconnect shall be used to turn off the lights in the event that lightning or vehicle headlights do not cause the photocell to turn the light off.
- Fuses shall be installed in the pole disconnects according to the needs of the system.

Furnishings:

- The street light pole base is parallel to the back of the curb or edge of pavement.