

..DID: 10489  
..TXT: PSC NO: 214 ELECTRICITY LEAF: 72  
COMPANY: NIAGARA MOHAWK POWER CORPORATION REVISION: 4  
INITIAL EFFECTIVE DATE: 03/01/00 SUPERSEDING REVISION: 3  
STAMPS:  
CANCELLED by Supplement 8 effective 02/20/00  
RECEIVED: 11/19/99 STATUS: Cancelled EFFECTIVE: 03/01/00

## SERVICE CLASSIFICATION NO. 4

## APPLICABLE TO USE OF SERVICE FOR:

Traffic signals, caution signals and operating control equipment owned, installed and maintained by the State of New York, by municipal corporations and by duly constituted public agencies, public authorities, and public corporations where the Company has facilities appropriate to the unmetered service.

Effective March 1, 2000, this service classification is not available for new traffic signals, caution signals and operating control equipment installations. Effective March 1, 2005, this service classification is no longer available for traffic signals, caution signals and operating control equipment applied for service prior to March 1, 2000. Service Classification No. 4A is available for traffic control applications, replacing this Service Classification.

## CHARACTER OF SERVICE:

Continuous, alternating current, approximately 60 hertz, and at appropriate voltages designated by the Company.

## APPLICATION FOR SERVICE:

Written application for service upon Company's Form "TS" is required.

## DETERMINATION OF BILLING QUANTITIES:

A. The Company shall estimate the monthly use of the facility serviced hereunder based on the electrical ratings of all equipment installed and the anticipated monthly burning hours. The monthly charge shall be based on this estimate as of the first day of that billing cycle. The customer shall provide Company with thirty (30) days written notice prior to the customer increasing or decreasing the size or number of traffic signal equipment. Customer shall then pay for service in accordance with revised billing quantities computed by Company.

B. A signal-face of a stop and go signal is defined as a signal or portion of a signal designed to control traffic approaching from a single direction. Each signal-face consists of two or more lenses of which only one is illuminated at any one time with lamps installed having a capacity not exceeding 69 watts per lens, and a control mechanism other than the electromagnetic type.

C. Lamps simultaneously illuminating a second lens on the face of a stop and go signal will be considered one signal-face.

Issued by: Darlene D. Kerr, Executive Vice President, Syracuse, New York