

## **RATE TS--SCHEDULE FOR TRAFFIC SIGNAL SERVICE**

### **Availability**

This rate is no longer available. All new traffic signal installations from the effective date of this tariff will be billed under rate MS. The traffic signals under this tariff will remain on this tariff until such time as Customer makes improvements or modifications. At the time of these improvements or modifications, customer is required to install the necessary equipment to allow Company to meter all traffic and flasher signals at the controlled intersection. These traffic and flasher signals will then be billed under Rate MS.

Available for service to the traffic signal system belonging to any municipality, the State of Indiana, or any other agency legally authorized to own, operate and maintain a traffic signal system in conjunction with the regulation of traffic at "controlled intersections" of public streets or highways.

### **Character of Service**

Alternating current, sixty Hertz, single-phase, at approximately 120 volts or 120/240 volts.

### **Rate\***

Customer shall be billed on a monthly basis for each signal connected to Company's system based upon the estimated monthly kilowatt-hour consumption for each signal times \$0.056328 per kilowatt-hour.

### **Ownership of Traffic Signal System**

The traffic signal system shall be installed, erected and maintained by Customer without any cost to Company and shall, except for such of its equipment or facilities as Company may license and grant for use by Customer, consist of all equipment beyond the point of connection of Company's service lines with Customer's signal system, including all cables, wires, conductors, conduits, poles, posts, lamps, signals, brackets, reflectors, lenses, timers, relays, time clocks, switches and safety devices.

### **Facilities Furnished by Company**

When requested by Customer, in order to provide efficient and economical installation of a traffic signal system, Company will permit Customer to occupy space on its poles or posts for mounting signals, span wires, conductors, wires, signals, timers or other appurtenant parts of the signal system when such use of Company's facilities will not jeopardize the safety of the employees of Company or the rendering of other utility service by Company. Where such use is granted, Customer will be required to execute a facility license agreement covering such use of Company's facilities.

### **Change in Traffic Signals**

In the event that Customer desires to make any change that will result in (a) an increase in the number and/or size of lamps used in traffic signals, (b) a change of any existing point of connection between a "controlled intersection" of Customer and Company's service lines, or (c) a transfer of the location of a "controlled intersection" of Customer to another point, written notice of such change shall be given to Company at least ten (10) days before the making of such change.

### **Optional Metered Service**

Optional metered service under the appropriate rate schedule will be provided if, because of the uniqueness of the "controlled intersection," the average monthly kilowatt-hour consumption cannot be practically estimated.

### **Liability**

Company will not, and may not be required to, assume or acknowledge any liability for any damages or injuries to or death of any person, or any damages to property which may have resulted from the failure, for any reason or cause, of any lamp or lamps to be lighted or to be operated.

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\*Subject to: Standard Contract Rider No. 60—Fuel Cost Adjustment

Standard Contract Rider No. 62—Qualified Pollution Control Property Revenue Adjustment

Standard Contract Rider No. 63—SO<sub>2</sub> and NO<sub>x</sub> Emission Allowance Adjustment

Standard Contract Rider No. 64—Merger Savings Credit

Standard Contract Rider No. 66—Demand Side Management Adjustment

Standard Contract Rider No. 67—Recovery of Preapproved Purchased Power Costs to  
Meet Retail Customer Peak Load Requirements  
(Purchased Power Tracker)

Standard Contract Rider No. 68—Midwest ISO Management Cost and Revenue Adjustment

Standard Contract Rider No. 70—Summer Reliability Adjustment

Standard Contract Rider No. 71—Clean Coal Operating Cost Revenue Adjustment