

## **FOX RIVER TROLLEY MUSEUM SPECIFICATION: WORKING NEAR TROLLEY WIRE SYSTEM**

**Description.** This work shall consist of the following: working on over or around the trolley wire system.

**General.** Any work performed by the Contractor between or immediately adjacent to and outboard of the tracks shall be planned, arranged and scheduled in such a manner as to assure that no construction equipment or materials will come into contact with any components of the DC trolley wire system. Construction equipment having the capability in any manner to reach to and contact any elements of the trolley wire system shall not operate any closer than ten feet from the nearest element of the energized trolley wire system. No part of any construction equipment shall at any time during the project be extended over energized trolley wire systems regardless of the height of the equipment above the wires.

**Coordination.** The Contractor shall coordinate and make arrangements with the Museum for the DC system to be de-energized during approved work windows if he elects to work closer than 10 feet to normally energized elements of the DC trolley wire system with equipment having the ability to reach the system. The Museum will only consider requests by the Contractor to de-energize its trolley wire system when it will not create any potential for disruptions in its train service. Requests for review and approval of track outages with DC trolley wire system de-energization must be made in writing to the Museum a minimum of seven days in advance of the day it is needed.

**Work Windows.** Work windows with the trolley wire system de-energized will be based on the published schedule that is current for the Museum during project construction. Beginning times for work windows with de-energized tracks must account for the time required to remove power from the system after the last train prior to the power shutdown leaves the electrified section of the trolley wire system servicing the section of project site track. Ending times for work windows with de-energized track must account for the time required to apply power to the system before the first train after the power shutdown arrives at the electrified section of the trolley wire system servicing that section of project site track. Both the power-up and power-down procedures are estimated to consume up to one hour each of the potential track outage window.

Due to the potential for stray electrical current to create safety hazards, the Contractor shall avoid all contact by personnel, equipment, and/or materials with the structures supporting the DC trolley wire system.