

Traffic Services Division

Material Submittal Memorandum

May 23, 2017

TO: Brian Shields, City Traffic Engineer
Brian Geiger, Civil Engineer II
Guy Alon, Civil Engineer, Sr.
Victor Godinez, Traffic Engineering Tech, Sr.
Ron Hyland, Transportation Project Inspector, Sr
Dennis Torrence, Transportation Project Inspector I
Greg Scharff, Public Works Superintendent
Tony Linz, Maintenance Crew Leader
Thuan Tran, Traffic Signal Specialist
John Hightower, Traffic Signal Specialist
Seth Walker, Street Lighting Technician
Rob Allen, Street Lighting Technician
Nik Soto, Traffic Control Technician
David Miller, Supervisory Civil Engineer
Dan White, Construction Inspector, Sr
Margaret Douglas, Construction Inspector II

Shawn Gottfredson, Supervisory Civil Engineer
Andrew Morrow, Civil Engineer, Sr.
Larry Killer, Traffic Engineering Tech, Sr.
Janet Luessenheide, Traffic Engineering Tech, Sr
Israel Barradas, Transportation Project Inspector I
Rich Profaizer, Mgr. Maintenance Operations
Sean Ruis, PW Maintenance Supervisor
Jeffrey Ruport, Traffic Signal Specialist
Justin Tate, Traffic Signal Specialist
Tony Cook, Street Lighting Technician
Tony Brenton, Street Lighting Technician
Jared Sakuvich, Traffic Control Technician
Robert White, Traffic Control Technician
Brandon Melius, Construction Inspector, Sr.
Mark Zarda, Construction Inspector II
Marvin Furgison, Inventory Control Clerk

Please forward this information on to other interested parties that are not listed above.

FROM: Bruce Wacker, Assistant City Traffic Engineer

RE: JCM Industries Fiber Optic Repair Coupling

REMARKS:

The JCM Industries Fiber Optic Repair Coupling has been approved for use on damaged fiber optic cable. This is approved for use only at the discretion of the City when it is not feasible to remove fiber cable to repair the conduit. This is for a case by case basis and not intended to be a blanket approved method for repairing / replacing damaged conduit.

The part numbers are as follows:

2": 101-0238-X

3": 101-0350-X

Where X is equal to the width of the clamp: 6", 7", 12", 15", 18", 24" or 30" depending on the length of repair required.