

CONDUIT RUN TRENCH PREPARATION

THESE INSTRUCTIONS COVER DESIGN AND CONSTRUCTION INFORMATION NECESSARY FOR THE LAY-OUT AND INSTALLATION OF CONDUIT RUNS.

SAFEGUARDING UNDERGROUND FACILITIES

IN ORDER TO SAFEGUARD THE UNDERGROUND FACILITIES OF BOTH THE CITY OF NAPERVILLE AND OTHERS, APPLICABLE INSTRUCTIONS AND PROCEDURES COVERING THE PROVISIONS OF ANY AGREEMENT BETWEEN THE CITY OF NAPERVILLE AND ANOTHER UTILITY CONCERNING INTERCHANGE OF INFORMATION AND CONSTRUCTION WORK PRACTICES SHALL BE FOLLOWED. BEFORE ANY SOIL IS DISTURBED, J.U.L.I.E. MUST BE NOTIFIED TO MARK ALL UTILITIES IN THE AREA OF THE TRENCH.

CONDUIT RUN LAYOUT

CONDUIT RUNS AND MANHOLES SHOULD BE LOCATED SO THAT THE RUN WILL FOLLOW AS NEARLY AS POSSIBLE A STRAIGHT LINE BETWEEN MANHOLES. IF OBSTRUCTIONS MAKE THIS IMPRACTICAL, THE RUN MAY BE CURVED AS NECESSARY.

CONDUIT RUNS BETWEEN MANHOLES SHALL HAVE AN OVERALL LENGTH FROM MANHOLE TO MANHOLE NOT TO EXCEED 475 FT. SPECIAL CASES INVOLVING LONGER LENGTHS MAY BE CONSIDERED BY THE ENGINEER, BUT ONLY IF SPECIALLY ORDERED CABLE REELS CAN ACCOMMODATE THIS LONG-PULL CONSTRUCTION.

A CONDUIT RUN MAY ENTER A STANDARD MANHOLE AT A MAXIMUM ANGLE OF 15° TO THE RESPECTIVE AXIS OF THE MANHOLE. IN CASES WHERE A LARGER ANGLE IS REQUIRED, THE MANHOLE SHALL BE REDESIGNED TO OBTAIN SATISFACTORY CABLE PULLING AND TRAINING CONDITIONS. IN LOCATIONS WHERE STREET LINES ARE NOT DETERMINED BY CURBS, SIDEWALKS OR BUILDINGS, THE EXACT POSITION OF THE CONDUIT RUN SHALL BE DETERMINED BY A SURVEY.

THE PROPOSED TRENCH MAY BE MARKED OFF BY MEANS OF A CHALK LINE IN UNPAVED TERRITORY AND BY A ROUTE IDENTIFICATION SPRAY PAINTED IN PAVED TERRITORY. BOTH SIDES OF THE TRENCH SHALL BE MARKED IF THE TRENCH IS TO BE DUG BY HAND. IF A MACHINE IS TO BE USED, ONLY ONE SIDE OF THE TRENCH NEED BE MARKED.

EXCAVATION

THE STANDARD WIDTH OF THE TRENCH SHALL BE EQUAL TO THE OVERALL WIDTH OF THE CONDUIT RUN AS SHOWN ON PAGE 6 FOR REGULAR FORMATIONS, AND SHALL BE ADJUSTED TO INCLUDE WHERE TRANSPOSITIONS ARE NECESSARY TO PASS OBSTRUCTIONS. THE SIDES OF THE TRENCH SHALL BE TRIMMED SMOOTHLY TO GIVE A UNIFORM THICKNESS OF CONCRETE AROUND THE CONDUIT. THE SIDES OF THE EXCAVATION SHALL BE SHORED IN ACCORDANCE WITH SAFETY REGULATING COMMISSION PRACTICES TO PREVENT CAVE-INS.

DEPTH OF TRENCH

THE DEPTH OF THE TRENCH IN THE RUN IS GOVERNED BY THE MINIMUM DEPTH OF THE CONDUIT RUN BELOW THE STREET SURFACE OR ESTABLISHED GRADE, THE HEIGHT OF THE DUCT SECTION, AND THE PRESENCE OF OBSTRUCTIONS. AT THE APPROACH TO THE MANHOLE, THE MINIMUM DISTANCE FROM THE MANHOLE ROOF TO THE TOP DUCTS AND THE FANNING OF THE DUCTS AT THE DUCT ENTRANCE OF THE MANHOLE ALSO GOVERN THE DEPTH OF THE TRENCH.

IF CINDERS, SLAG, RUBBISH FILL OR OTHER MATERIAL HAVING POOR HEAT CONDUCTING PROPERTIES ARE UNCOVERED IN THE EXCAVATION, THE WIDTH AND DEPTH OF THE TRENCH SHALL BE INCREASED. THIS EXTRA SPACE IS TO PROVIDE FOR THE PLACING OF SPECIAL BACKFILL GRAVEL AROUND THE CONDUIT.

THE MINIMUM DISTANCE FROM THE TOP OF A CONDUIT RUN TO THE SURFACE OF A ROADWAY OR ESTABLISHED GRADE SHALL BE 2 FEET 6 INCHES EXCEPT WHERE THE CONDUIT PASSES UNDER A VIADUCT AND CAUSES A SUMP IN THE LINE. IN THIS CASE THE MINIMUM DISTANCE SHALL BE 3 FEET 0 INCHES. CONDUIT RUNS WHICH PASS UNDER RAILROAD SWITCH TRACKS, OR MAIN LINE TRACKS SHALL HAVE THE MINIMUM DISTANCE OF 4 FEET 2 INCHES BELOW THE TOP OF THE RAIL.

THE HEIGHT OF THE DUCT SECTION FOR VARIOUS STANDARD CONDUIT FORMATIONS OF DUCTS IS SHOWN ON PAGE 6, AND SHALL BE ADJUSTED FOR TRANSPOSITION SECTIONS.

THE MINIMUM DISTANCE FROM THE TOP OF THE DUCTS TO THE MANHOLE ROOF IS SPECIFIED ON THE MANHOLE DRAWINGS AND THE SEPARATION OF THE DUCTS AT THE MANHOLE DUCT ENTRANCE IS SHOWN ON THE MANHOLE STANDARDS. THIS WILL DETERMINE THE MINIMUM WIDTH AND DEPTH OF THE TRENCH AT THE MANHOLE.

OBSTRUCTIONS AFFECT THE DEPTH OF THE TRENCH IN THAT THE GRADE OF THE CONDUIT RUN MUST BE ADJUSTED TO AVOID THEM. THE ENTIRE TRENCH SHOULD BE OPENED BETWEEN MANHOLES BEFORE ANY CONDUIT IS LAID TO ASCERTAIN THE EXISTENCE AND POSITION OF ANY OBSTRUCTIONS.

WHEN THE REQUIRED DEPTH OF THE TRENCH IS KNOWN FOR ALL POINTS, THE GRADE MAY BE ESTABLISHED.

NAPERVILLE PUBLIC UTILITIES DEPARTMENT ELECTRIC STANDARDS	DUCTBANK CONSTRUCTION SPECIFICATION	DATE: 04-24-07 Page 1 of 12 C30-1900
--	--	--

GRADE

IN GENERAL ALL CONDUIT RUNS SHALL BE UNIFORMLY GRADED SO THAT WATER WILL DRAIN INTO THE MANHOLES FROM ANY POINT IN THE RUN. THE EXCEPTIONS TO THIS RULE ARE CONDUIT RUNS WHICH PASS UNDER RIVERS, VIADUCTS, AND ABNORMAL OBSTRUCTIONS IN THE RUN. IT IS ESSENTIAL THAT THE CONDUIT RUN SHALL BE UNIFORMLY GRADED SO THAT THERE WILL BE NO RIPPLES IN THE RUN.

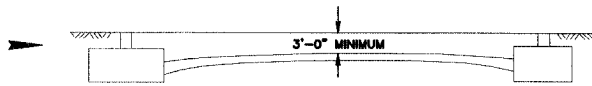
THE MINIMUM GRADE FOR A CONDUIT RUN SHALL BE 1 INCH PER 100 FT. ALL GRADES SHALL BE ESTABLISHED WITH A LEVEL BY THE CONTRACTOR'S ENGINEER AND MARKED BY WOODEN GRADE STAKES ON THE CENTER LINE OF THE BOTTOM OF THE TRENCH. THE STAKES SHALL BE SET 5 FT. APART WHEN CONCRETE CONDUIT IS TO BE INSTALLED AND 10 FT. APART FOR PLASTIC CONDUIT ALONE.

THE TOP OF THE GRADE STAKE SHALL INDICATE THE TOP SURFACE OF THE BOTTOM CONDUIT CONCRETE ENCASEMENT.

AFTER THE GRADE OF THE CONDUIT RUN HAS BEEN ESTABLISHED BY MEANS OF THE GRADE STAKES, THE BOTTOM OF THE TRENCH SHALL BE TRIMMED 3 INCHES BELOW THE TOP OF THE STAKES EXCEPT WHERE THE TRENCH CROSSES A RAILROAD TRACK. IN SUCH CASES THE BOTTOM SHALL BE TRIMMED 6 INCHES BELOW THE TOP OF THE STAKES. TRENCHES WHICH HAVE BEEN DUG TOO DEEP AND THEN PARTIALLY REFILLED SHALL BE TAMPED SOLID AFTER REFILLING BEFORE POURING THE CONCRETE ENCASEMENT.

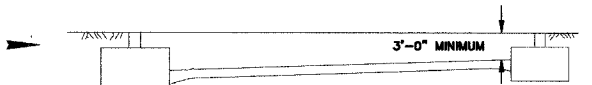
DOUBLE SLOPE GRADING

THE MOST DESIRABLE METHOD OF GRADING A CONDUIT RUN BETWEEN MANHOLES IS ILLUSTRATED IN THE SKETCH SHOWN BELOW. THE MINIMUM DISTANCE FROM THE TOP OF THE CONDUIT RUN TO THE STREET SURFACE IS 3 FT. 0 INCHES, AT THE CENTER OF THE RUN. FROM THERE THE RUN FALLS IN A DOUBLE SLOPE AND DRAINS TOWARD BOTH MANHOLES.



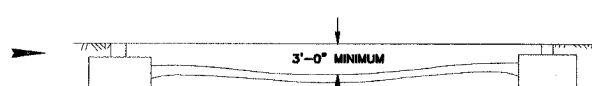
SINGLE SLOPE GRADING

WHERE THE STREET LEVEL SLOPES FROM ONE MANHOLE TO THE OTHER, OR WHERE OBSTRUCTIONS WILL NOT PERMIT DOUBLE SLOPE GRADING, THE CONDUIT RUN SHALL BE GRADED IN ONLY ONE DIRECTION AS SHOWN.



GRADING UNDER VIADUCT OR LARGE OBSTRUCTIONS

A CONDUIT RUN, WHICH IS TO BE INSTALLED UNDER A VIADUCT WHERE THE STREET GRADE IS DEPRESSED, OR UNDER A LARGE OBSTRUCTION, MAY BE GRADED WITH A SUMP IN THE LINE AS SHOWN, PROVIDED THAT THE SINGLE SLOPE GRADING METHOD IS NOT PRACTICAL OR ECONOMICAL. THE TOP OF THE RUN SHALL BE AT LEAST 3 FT. BELOW STREET GRADE TO PREVENT FREEZING. IF THE STREET GRADE IS LEVEL UNDER THE VIADUCT THIS RULE DOES NOT APPLY.



NAPERVILLE PUBLIC UTILITIES DEPARTMENT ELECTRIC STANDARDS	DUCTBANK CONSTRUCTION SPECIFICATION	DATE: 04-24-07 Page 2 of 12 C30-1900
--	--	--

CONDUIT RUN INSTALLATION MONOLITHIC METHOD

APPLICATION

- THIS STANDARD COVERS THE PROCEDURE TO BE FOLLOWED WHEN INSTALLING CONCRETE ENCASED CONDUIT BY THE MONOLITHIC METHOD. THIS METHOD CONSISTS OF BUILDING UP THE LAYERS OF CONDUIT ON SPACERS AND THEN POURING THE CONCRETE ENCASEMENT IN A MONOLITHIC MASS.

GENERAL

THE SIZE AND TYPE OF CONDUIT IS GIVEN ON M30-1500 BUT SHALL BE SPECIFIED FOR EACH JOB ON THE INSTALLATION DRAWINGS.

SPLIT CONDUIT, IF AVAILABLE, MAY BE USED TO REBUILD OR CHANGE THE LOCATION OF EXISTING DUCTS THAT CONTAIN CABLES.

ALL CONDUIT TRENCHES SHALL BE DUG WITH A 100 FOOT HEADWAY TO ALLOW FOR VERTICAL ADJUSTMENTS.

INSTALL ALL TRENCHES AS PER OSHA STANDARDS FOR OPEN CUTTING THE GROUND.

ALL CONDUIT WITH BROKEN ENDS SHALL BE CUT, AND USED WHENEVER POSSIBLE.

TRENCH PREPARATION

THE PREPARATION OF THE TRENCH FOR CONDUIT RUNS SHALL BE AS PRESCRIBED ON PAGE 1 OF THIS STANDARD, WHERE SWAMPY OR UNSTABLE SOIL IS ENCOUNTERED, CONDUIT SHALL BE PLACED ON A CONCRETE BASE, LAYING THE CONDUIT AFTER THE CONCRETE IS LEVELED AND STARTS TO SET. AT THIS POINT THE BASE OF THE CONCRETE WILL SUPPORT THE CONDUIT AND PERMIT THE BASE SPACERS TO BE DEPRESSED AND TO FIND AN EVEN BEARING WHILE THE BASE CONCRETE IS STILL YIELDING. THE BASE CONCRETE IS BY VOLUME: 1 PART PORTLAND CEMENT, 3 PARTS #2 TORPEDO SAND, AND 5 PARTS 3/4 INCH TO #4 GRAVEL (NOT CRUSHED STONE).

IF THE CONDUIT DOES NOT REST ON UNDISTURBED EARTH WITHIN 3 FEET OF THE MANHOLE OR VAULT, BRIDGE THE GAP TO THE UNDISTURBED EARTH WITH A 6 INCH BASE OF REINFORCED CONCRETE. THIS CONCRETE SHALL BE A "DENSE SHEATHING" (PAGE 5) WITH #4 REINFORCING BARS ON 6 INCH CENTERS, 3 INCHES FROM THE BOTTOM.

CONCRETE MIX FOR CONDUIT ENCASEMENT (SHEATHING)

(a) READY-MIXED

READY MIXED CONCRETE DELIVERED TO THE JOB SHALL BE SPECIFIED AS 3000 POUNDS PER SQUARE INCH MINIMUM (AT 28 DAYS) CONCRETE. THE COARSE AGGREGATE SHALL BE PEA GRAVEL. THE FINE AGGREGATE SHALL BE #2 TORPEDO SAND. SLUMP AT POINT OF DELIVERY SHALL NOT BE MORE THAN 4 INCHES NOR LESS THAN 2 INCHES.

MINIMUM CEMENT CONTENT SHALL BE 3 1/2 BAGS OF TYPE I PORTLAND CEMENT PER CUBIC YARD. FLY ASH SHALL BE INCORPORATED INTO THE MIX ON THE BASIS OF 20 POUNDS PER SACK OF CEMENT. INCLUDE AIR ENTRAINMENT AGENT TO ENTRAIN BETWEEN 4 PERCENT AND 6 PERCENT OF AIR IN THE CONCRETE.

EXCEPT AS OTHERWISE DESIGNATED IN THIS STANDARD, ANY READY-MIXED CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF SPECIFICATIONS FOR READY-MIXED CONCRETE (ASTM C84 LATEST EDITION).

READY-MIXED CONCRETE SHALL BE PLACED WITHIN 1 HOUR AFTER WATER HAS BEEN ADDED TO THE MIX.

(b) BATCH-MIXED

WHEN THE CONCRETE IS MIXED ON THE JOB, A PRE-BAGGED CEMENT MIX CONSISTING BY WEIGHT OF 70 PERCENT PORTLAND CEMENT AND 30 PERCENT FLY ASH SHALL NORMALLY BE USED. THE CONCRETE MIX PROPORTIONS BY VOLUME (RODDED SATURATED SURFACE DRY BASIS) SHALL BE: 1 PART OF PRE-BAGGED MIX (1 BAG IS 1 CUBIC FOOT), 3 1/2 PARTS OF #2 TORPEDO SAND, AND 2 1/2 PARTS PEA GRAVEL. MAXIMUM WATER CONTENT, INCLUDING FREE SURFACE MOISTURE IN AGGREGATES, SHALL NOT EXCEED 7 GALLONS PER BAG OF CEMENT MIX. SLUMP SHALL BE AS SPECIFIED ABOVE UNDER READY-MIXED CONCRETE.

IN THE EVENT THAT THE PRE-BAGGED CEMENT MIX IS NOT AVAILABLE, 1 BAG OF TYPE I PORTLAND CEMENT SHALL BE SUBSTITUTED FOR 1 BAG OF THE CEMENT MIX. WATER CONTENT, SLUMP, AND THE CONCRETE MIX PROPORTIONS SHALL REMAIN AS STATED IN THE PRECEDING PARAGRAPH.

THE AGGREGATES SHALL BE MEASURED BEFORE BEING PUT IN THE MIXER, AND SHALL BE IN SUCH PROPORTIONS THAT ONE FULL BAG OF CEMENT WILL BE USED IN EACH BATCH. ALL CONCRETE SHALL BE MIXED FOR A MINIMUM OF TWO MINUTES IN A MACHINE MIXER.

HAND MIXING SHALL NOT BE DONE EXCEPT BY THE SPECIAL PERMISSION OF THE ENGINEER. NO MORTAR OR CONCRETE SHALL BE "RETEMPERED" EITHER BY REMIXING OR BY THE ADDITION OF ANY MATERIALS OR ADMIXTURES. THE DRUM OF THE MIXER SHALL BE COMPLETELY EMPTIED BEFORE RECEIVING MATERIALS FOR THE SUCCEEDING BATCH. CONCRETE THAT HAS OBTAINED ITS INITIAL SET BEFORE BEING PLACED SHALL BE DISCARDED AND NOT USED ON THE JOB.

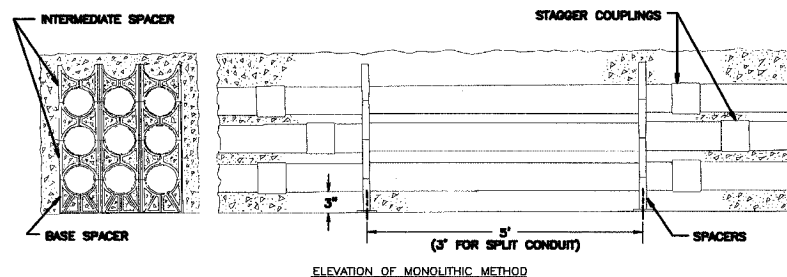
COLD WEATHER CONCRETING (BELOW 40° F)

INGREDIENTS OF CONCRETE POURED WHEN THE SURROUNDING AIR IS BELOW 40° F SHALL BE HEATED SO THAT THE TEMPERATURE OF THE CONCRETE AFTER PLACEMENT IS NEITHER LOWER THAN 55° F NOR GREATER THAN 65° F. PLUG ENDS OF CONDUIT RUN TO PREVENT AIR CIRCULATION. PROTECT CONCRETE FROM FREEZING FOR A MINIMUM OF 48 HOURS.

WHEREVER POSSIBLE, ALL CONCRETE MATERIALS AND ALL REINFORCEMENT, FORMS, FILLERS AND GROUND WITH WHICH CONCRETE IS TO COME IN CONTACT SHOULD BE FREE FROM FROST.

NAPERVILLE PUBLIC UTILITIES DEPARTMENT ELECTRIC STANDARDS	DUCTBANK CONSTRUCTION SPECIFICATION	DATE: 04-24-07 Page 3 of 12 C30-1900
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LAYING CONDUIT



CONDUIT INSTALLATION

THE STANDARD ARRANGEMENT AND SEPARATION OF DUCTS AND THE THICKNESS OF CONCRETE SHEATHING SHALL BE AS SHOWN ON PAGE 7 FOR CONDUIT RUNS UNDER MAIN LINE RAILROAD TRACK, OR ON PAGE 8 OF THIS STANDARD FOR ALL OTHER LOCATIONS. IF SPECIAL ARRANGEMENTS ARE REQUIRED, THE SECTIONAL OUTLINE OF THE DUCTS SHALL BE SHOWN ON THE INSTALLATION DRAWINGS. TRANSPOSITION OF THE DUCTS, MADE NECESSARY BY OBSTRUCTIONS, SHALL BE MADE FOLLOWING THIS STANDARD, BUT SHALL BE DONE ONLY WHEN SPECIFIED ON THE DRAWINGS OR WHEN SPECIALLY AUTHORIZED BY THE ENGINEER AFTER UNFORESEEN OBSTRUCTIONS ARE UNCOVERED.

THE FIRST LAYER OF THE CONDUIT SHALL BE LAID ON PLASTIC 6 INCH BASE SPACERS (DPU-E #285-199-00170) HORIZONTALLY LOCKED, WHICH WILL PROVIDE A 3-INCH LAYER OF CONCRETE BELOW THE CONDUIT. THEY SHALL BE PLACED AT INTERVALS OF APPROXIMATELY 5 FEET. ALL OF THE SUCCEEDING LAYERS ARE PLACED ON PLASTIC 6 INCH INTERMEDIATE SPACERS (DPU-EF #285-199-00180) VERTICALLY LOCKED TO PREVIOUSLY PLACED SPACERS. THE CONDUIT COUPLINGS SHALL BE STAGGERED SO THAT NO COUPLING IS IN-LINE WITH THE COUPLING ON AN ADJACENT CONDUIT. WHEN THE REQUIRED LAYERS OF CONDUIT ARE BUILT UP, THE ENTIRE ASSEMBLY SHALL BE BRACED TO PREVENT LATERAL AND VERTICAL MOVEMENT. WHEN THE INSTALLATION OF SPLIT DUCT IS SPECIFIED, PLACE SPACERS AT THREE FOOT INTERVALS.

THE CONCRETE SHALL BE THOROUGHLY SPADED AND PULLED IN AND AROUND THE CONDUIT PACKAGE. BRACING SHALL BE REMOVED WHEN CONCRETE HAS STARTED TO SET AND THERE IS NO FURTHER DANGER THAT DUCTS WILL FLOAT OR MOVE OUT OF ALIGNMENT. HOLES LEFT BY BRACING SHOULD THEN BE FILLED WITH GROUT.

IN FORMATIONS GREATER THAN 4 DUCTS HIGH, THE PREFERRED PRACTICE IS TO INSTALL THE FORMATION IN TWO LAYERS WITH THE CONCRETE BEING POURED IN 2 STEPS. THIS WILL PREVENT THE SPACERS FROM SPREADING OUT UNEVENLY AND CREATING UNEVEN VARIANCES IN CLEARANCES BETWEEN CONDUITS. THIS PROCEDURE WILL ALSO ENSURE THAT THERE IS A CONCRETE ENVELOPE AROUND EVERY DUCT AND DECREASE VERTICAL DROP TO THE LOWEST POSSIBLE DISTANCE WHEN POURING THE CONCRETE.

UNFINISHED CONSTRUCTION

IF THE CONDUIT RUN MUST BE TEMPORARILY LEFT UNFINISHED DURING CONSTRUCTION, CONDUIT SHALL BE CLOSED WITH PLASTIC CONDUIT PLUGS. IF THE CONDUIT RUN IS TO BE DEAD-ENDED, FOR COMPLETION AT SOME FUTURE TIME, THE END OF EACH CONDUIT SHALL BE PLUGGED AND STAGGERED APPROXIMATELY 3 INCHES FROM THE ADJACENT CONDUIT. THE END OF THE CONCRETE SHEATHING SHALL BE STEPPED BACK APPROXIMATELY 6 INCHES FOR EACH HORIZONTAL ROW OF CONDUIT. THE ENDS OF THE INSTALLED CONDUIT SHALL EXTEND BEYOND THE SHEATHING TO PERMIT CONNECTION TO FUTURE CONDUIT.

IN INSTANCES WHERE THE CONDUIT ENDS MAY NOT BE EASILY LOCATED, INSTALL AN ELECTRONIC MARKER BALL (DPU-EF #284-199-00250) TO ASSIST IN LOCATION. AFTER THE CONDUIT IS INSTALLED, BACKFILL THE HOLE COVERING THE CONDUIT ENDS APPROXIMATELY 6 TO 12 INCHES AND INSERT MARKER IN HOLE ABOVE THE CONDUIT END. LAY MARKER ON FLAT GROUND AND CONTINUE BACKFILLING, INSURING THAT THE MARKER STAYS IN A HORIZONTAL POSITION SO THAT IT MAY BE LOCATED BY THE LOCATOR TOOL.

TRANSPOSING AROUND OBSTRUCTIONS

WHEN SMALL OBSTRUCTIONS ARE ENCOUNTERED, AND IT IS NOT ECONOMICAL OR DESIRABLE TO INSTALL THE CONDUIT RUN BELOW THE OBSTRUCTION, THE CONDUIT PACKAGE MAY BE TRANSPOSED. IN SUCH AN OPERATION, A 1-INCH SPACE SHALL BE LEFT ABOVE AND BELOW, BETWEEN THE CONCRETE SHEATH AND THE OBSTRUCTION, A 6 INCH GAP SHALL BE LEFT AROUND UTILITIES THAT ARE OBSTRUCTIONS. EACH PORTION OF THE TRANSPOSED CONDUIT SECTION SHALL BE INSTALLED AS A DOUBLE REVERSE CURVE USING A MINIMUM RADIUS OF 300 FEET.

THE SPACE BETWEEN THE TWO PORTIONS OF THE TRANSPOSED SECTION SHALL BE COMPLETELY FILLED WITH CONCRETE TO

NAPERVILLE PUBLIC UTILITIES DEPARTMENT ELECTRIC STANDARDS	DUCTBANK CONSTRUCTION SPECIFICATION	DATE: 04-24-07 Page 4 of 12 C30-1900
--	--	--

WF# INFORMATION		CITY OF NAPERVILLE/DEPARTMENT OF PUBLIC UTILITIES - ELECTRIC			
WF# 59481 WASHINGTON ST. 75TH TO OLYMPUS DR. EAST SIDE	JOB 1 EU-73	CALL J.U.L.I.E. 48 HRS. PRIOR TO CONSTRUCTION			
WF# 59482 75TH WASHINGTON ST. TO OLYMPUS DR. NORTH SIDE	JOB 2 EU-73	75TH ST. AND WASHINGTON ST. ROAD IMPROVEMENTS		MAP NO.: --	GAD FILE: 2056270001036.DWG
WF# 59484 75TH WASHINGTON ST. TO CLYDE DR. SOUTH SIDE	JOB 3 EU-73	PROJECT DESCRIPTION: TRENCH SECTION DETAILS		DRAWN BY: JK, PM	PRODUCT NO. EU12-08-03
WF# 59485 WASHINGTON ST. 75TH TO BAILEY RD. EAST SIDE	JOB 4 EU-73	DATE: 4-01-08	WORK REQUEST NO. 56270	SCALE: NTS	COMPLETED BY: --
ISSUED BY: ENGINEER		APPROVED BY: RPS	REVISION: 1	SHEET 36 OF 73	