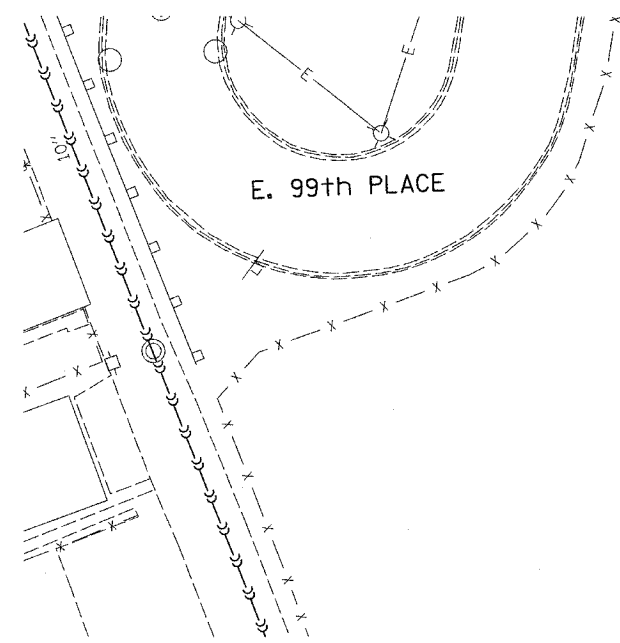




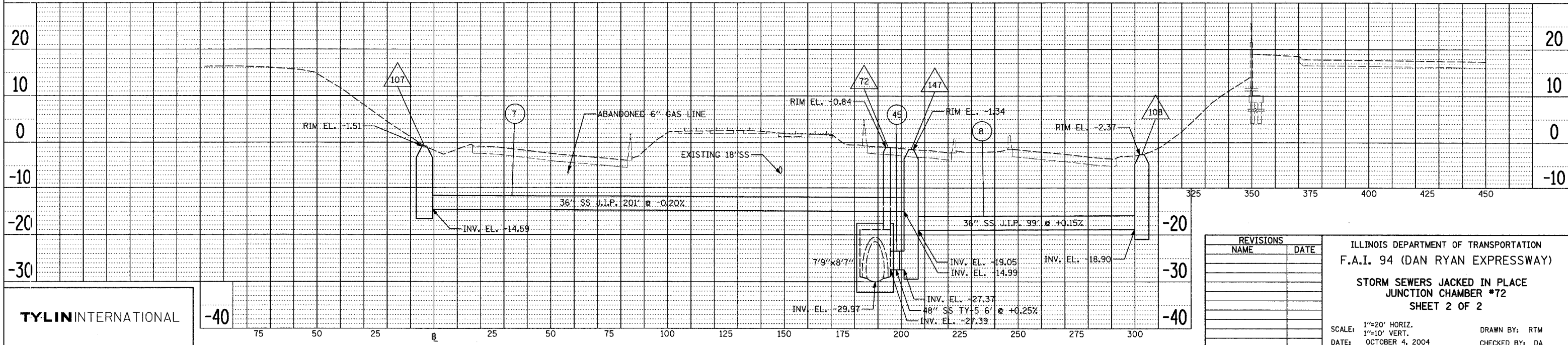
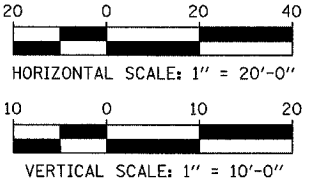
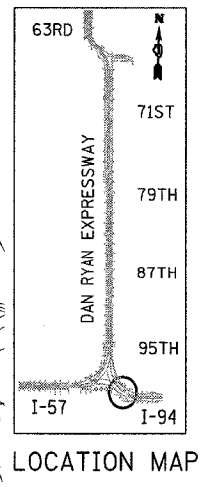
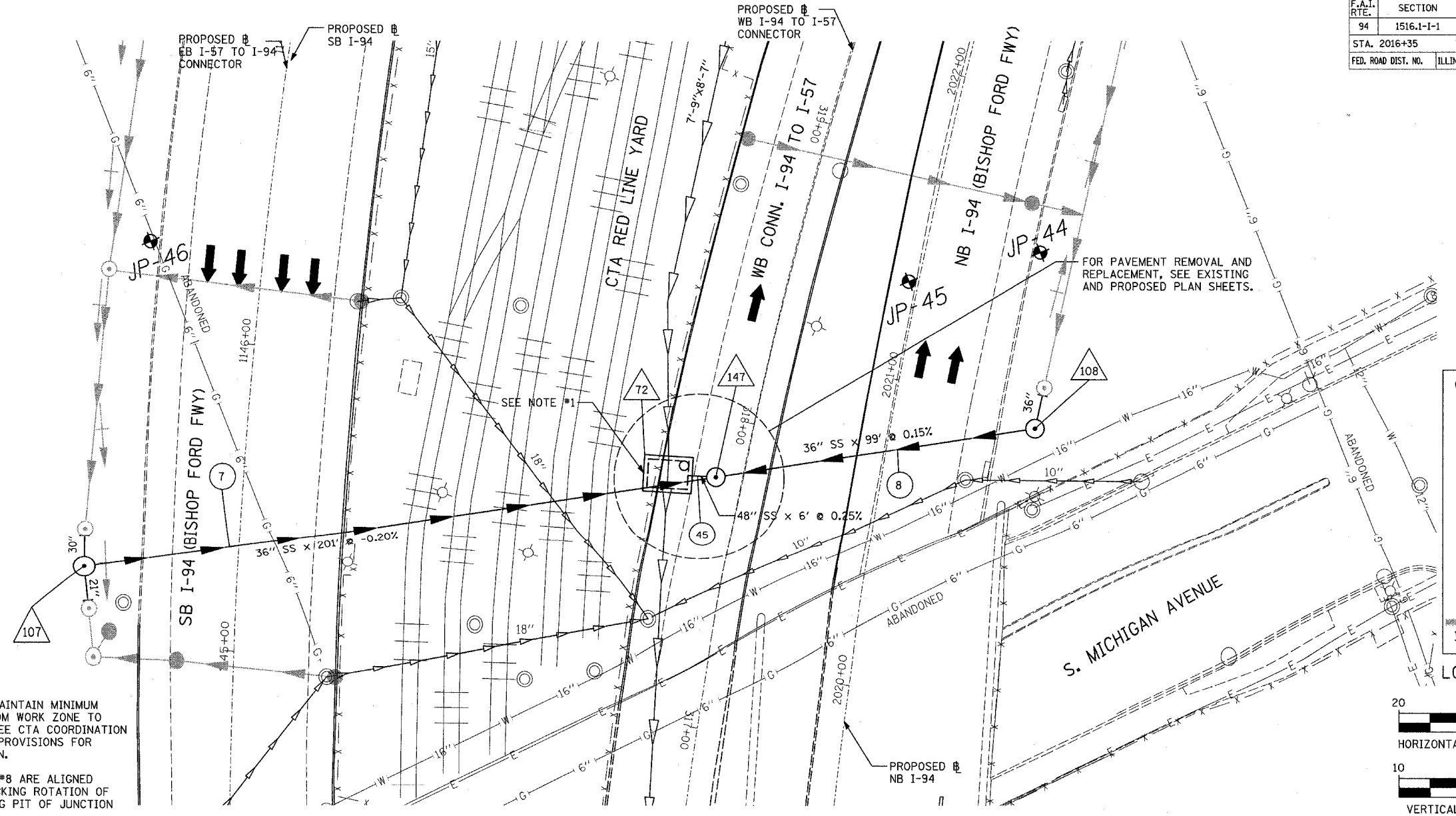
DATE	
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- LEGEND:**
- ▲ PROPOSED STORM SEWER
 - ▬ FUTURE STORM SEWER
 - ▬ FUTURE DRAINAGE SWALE
 - ▬ EXISTING MAIN DRAIN
 - ▬ EXISTING STORM SEWER
 - ▬ EXISTING COMBINED SEWER
 - XX PROPOSED STORM SEWER NUMBER
 - XX PROPOSED STRUCTURE NUMBER
 - 8" 8' PLUGGED STORM SEWER STUBS
 - ➔ TRAFFIC MOVEMENT
 - ⊕ SOIL BORING LOCATION SEE BORING LOGS FOR DESCRIPTION

- NOTES:**
- CONTRACTOR MUST MAINTAIN MINIMUM 7'-2" CLEARANCE FROM WORK ZONE TO C OF CTA TRACK. SEE CTA COORDINATION UNDER THE SPECIAL PROVISIONS FOR FURTHER INFORMATION.
 - J.I.P. SEWERS #7 & #8 ARE ALIGNED TO ALLOW FOR A JACKING ROTATION OF 180° FOR THE JACKING PIT OF JUNCTION CHAMBER #72.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 STORM SEWERS JACKED IN PLACE
 JUNCTION CHAMBER #72
 SHEET 2 OF 2

SCALE: 1"=20' HORIZ.
 1"=10' VERT.
 DATE: OCTOBER 4, 2004

DRAWN BY: RTM
 CHECKED BY: DA

TYLIN INTERNATIONAL

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