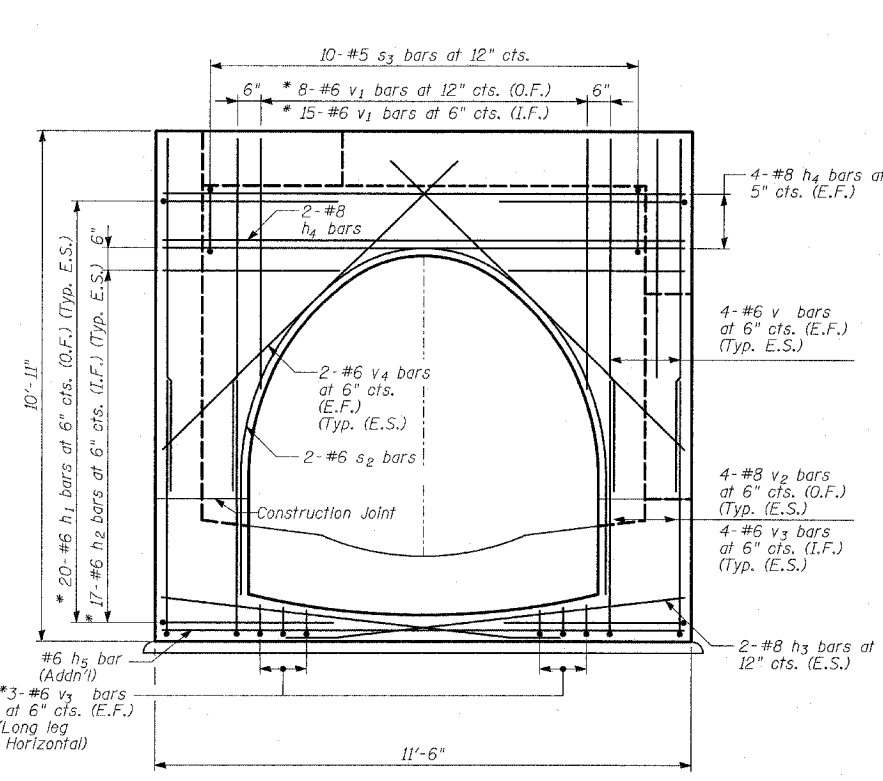
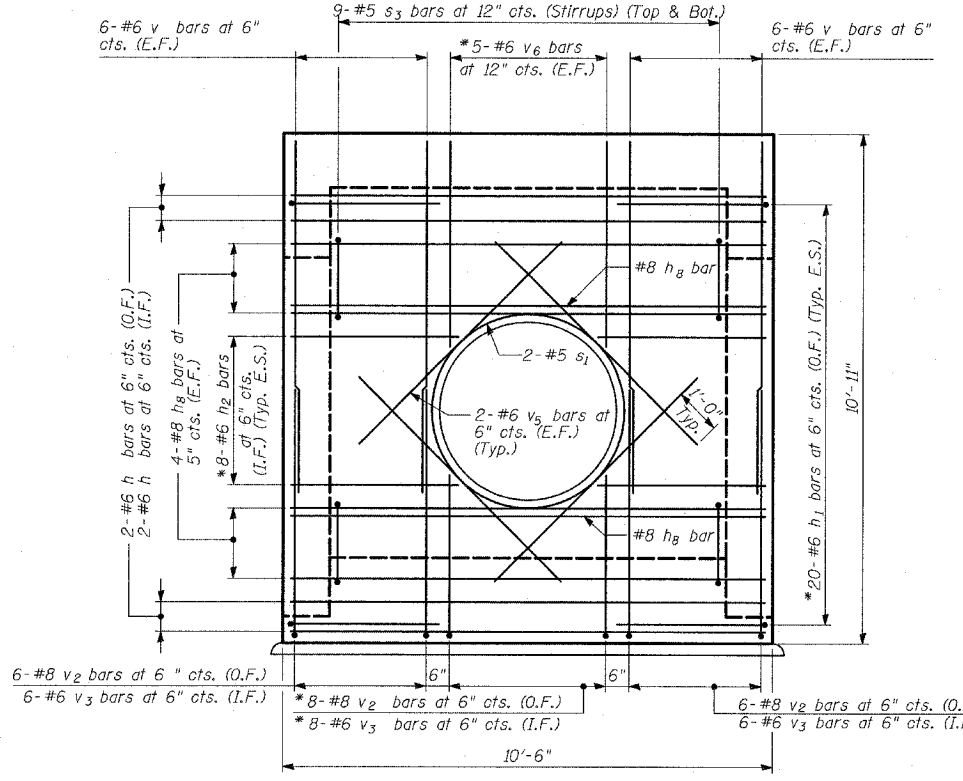


**BILL OF MATERIAL**  
**JUNCTION CHAMBER 5**

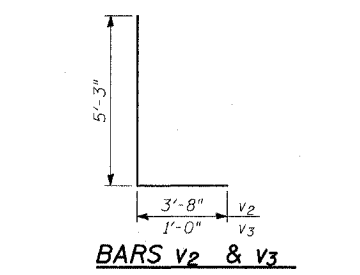
Bar	No.	Size	Length	Shape
a	23	#6	10'-2"	—
a <sub>1</sub>	23	#6	11'-6"	—
a <sub>2</sub>	4	#8	10'-2"	—
a <sub>3</sub>	4	#5	2'-10"	—
a <sub>4</sub>	12	#5	5'-4"	—
a <sub>5</sub>	16	#6	12'-2"	—
a <sub>6</sub>	11	#5	8'-2"	—
a <sub>7</sub>	4	#8	12'-0"	—
h	39	#6	10'-2"	—
h <sub>1</sub>	80	#6	8'-1"	L
h <sub>2</sub>	84	#6	5'-5"	—
h <sub>3</sub>	8	#8	8'-7"	—
h <sub>4</sub>	24	#8	11'-2"	—
h <sub>5</sub>	23	#6	11'-2"	—
h <sub>6</sub>	35	#6	12'-6"	—
h <sub>7</sub>	4	#8	13'-0"	—
h <sub>8</sub>	18	#8	10'-2"	—
h <sub>9</sub>	18	#5	6'-3"	—
v	88	#6	7'-7"	—
v <sub>1</sub>	46	#6	5'-5"	—
v <sub>2</sub>	57	#8	8'-11"	L
v <sub>3</sub>	81	#6	6'-3"	L
v <sub>4</sub>	16	#6	8'-10"	—
v <sub>5</sub>	16	#6	6'-2"	—
v <sub>6</sub>	10	#6	4'-5"	—
s	2	#5	12'-8"	○
s <sub>1</sub>	2	#5	15'-0"	○
s <sub>2</sub>	4	#6	18'-7"	○
s <sub>3</sub>	38	#5	4'-9"	□
Reinforcement Bars	Pound	10,670		
Concrete Structures	Cu. Yard	23		



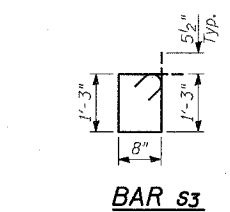
**SECTION B-B**  
(Opposite Wall Typical)



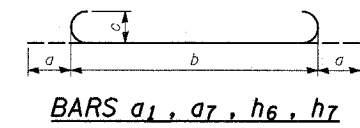
**SECTION E-E**



**BARS v<sub>2</sub> & v<sub>3</sub>**

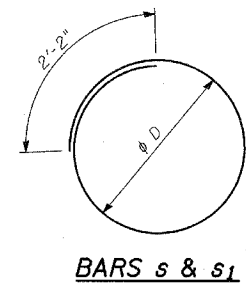


**BAR s<sub>3</sub>**



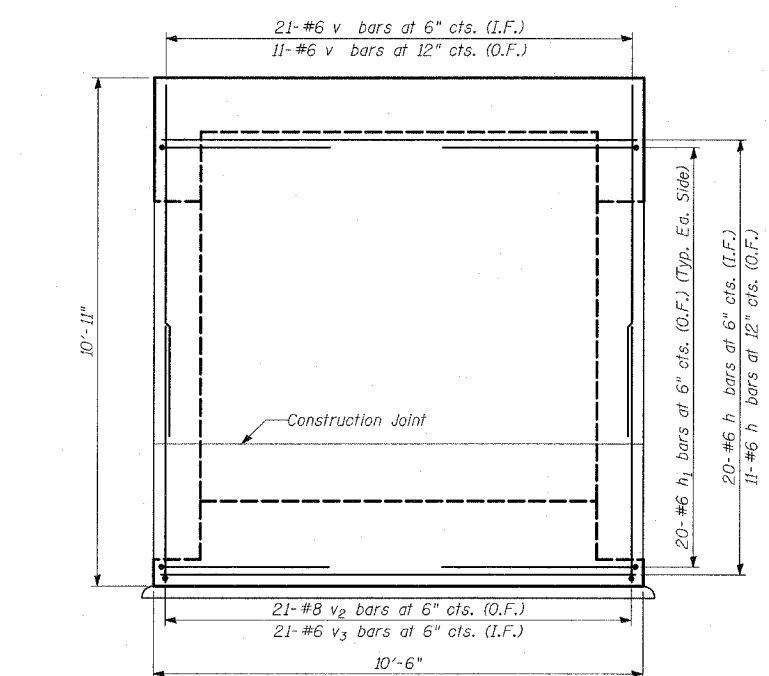
**BARS a<sub>1</sub>, a<sub>7</sub>, h<sub>6</sub>, h<sub>7</sub>**

Bar	a	b	c
a <sub>1</sub>	8"	10'-2"	6"
a <sub>7</sub>	11"	10'-2"	8"
h <sub>6</sub>	8"	11'-2"	6"
h <sub>7</sub>	11"	11'-2"	8"

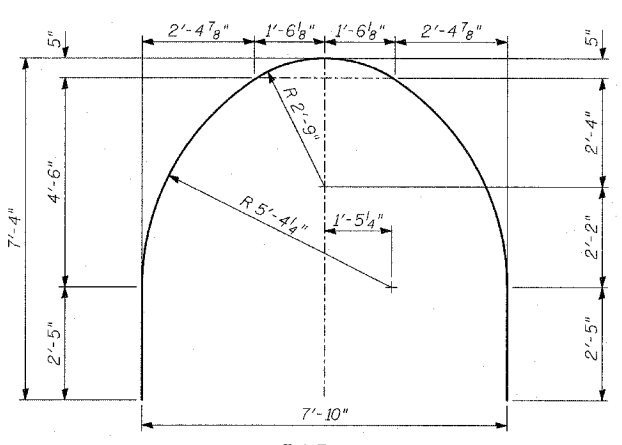


**BARS s & s<sub>1</sub>**

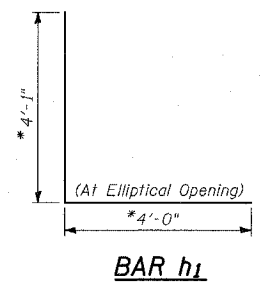
Bar	phi D
s	3'-4"
s <sub>1</sub>	4'-1"



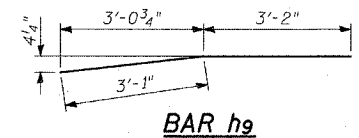
**SECTION D-D**



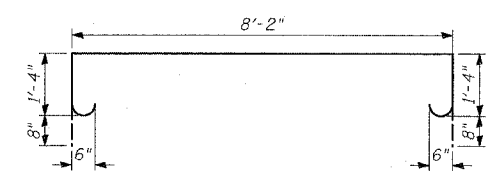
**BAR s<sub>2</sub>**



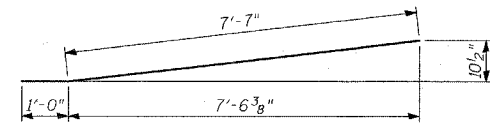
**BAR h<sub>1</sub>**



**BAR h<sub>9</sub>**



**BAR a<sub>5</sub>**



**BAR h<sub>3</sub>**

**NOTES:**

- All dimensions and elevations shall be field verified prior to construction.
- Concrete pipe sizes shall be coordinated with openings provided into junction chamber before pouring concrete.
- Manhole Frame, Ladder Rungs, and any Inserts installation shall be coordinated with Roadway Plans.
- Concrete cover for reinforcement steel to be 2" unless otherwise noted.
- All concrete edges shall be chamfered 1 inch.
- All lap splices marked on the drawings are minimum.
- Concrete Compressive Strength  $f_c' = 3,500$  psi.
- Steel Yield Strength = 60,000 psi.
- Work this Sheet with Sheets 1 and 2 of 3.
- The Bill of Material is shown for reference only. See Sheet 1 of 3 for Pay Items.
- All concrete edges shall be chamfered 1 inch.
- All lap splices marked on the drawings are minimum.
- Concrete Compressive Strength  $f_c' = 3,500$  psi.
- Steel Yield Strength = 60,000 psi.
- Work this Sheet with Sheets 1 and 2 of 3.
- The Bill of Material is shown for reference only. See Sheet 1 of 3 for Pay Items.

- \* Cut bars to fit in field.
- E.F. - denotes Each Face
- E.S. - denotes Each Side
- I.F. - denotes Inside Face
- O.F. - denotes Outside Face

**TYLIN INTERNATIONAL**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
**JUNCTION CHAMBER 62**  
**DETAILS 2**  
S.N. DESIGNED BY: TD, DE  
SCALE: DRAWN BY: DE  
DATE: MARCH 18, 2005 CHECKED BY: MI, TD