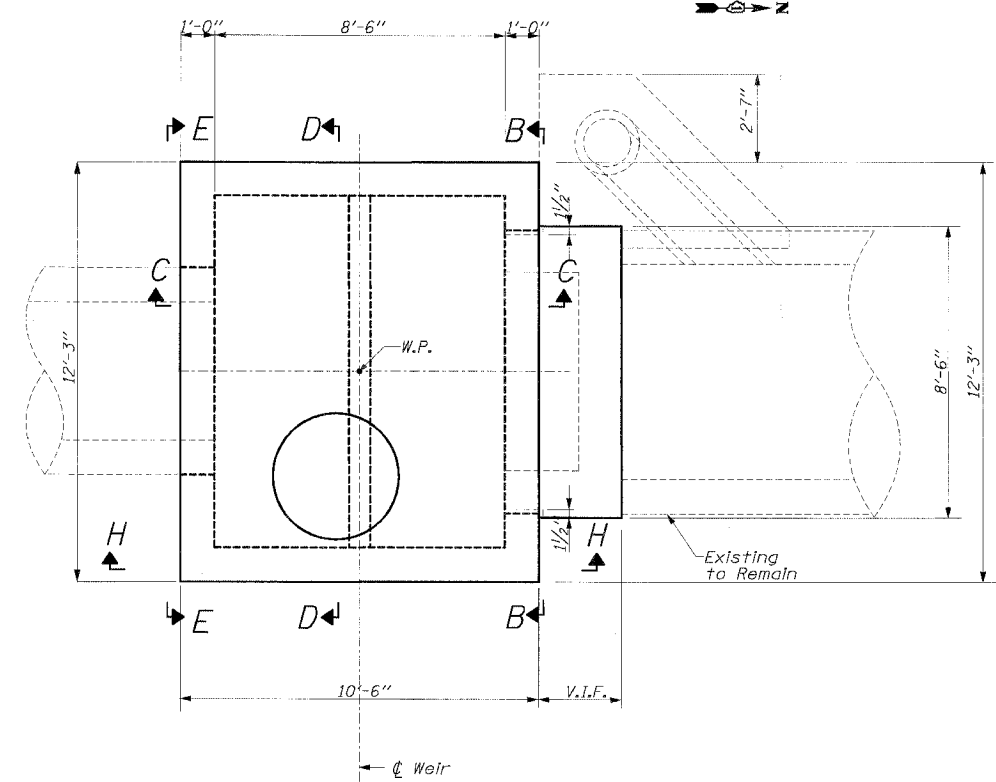
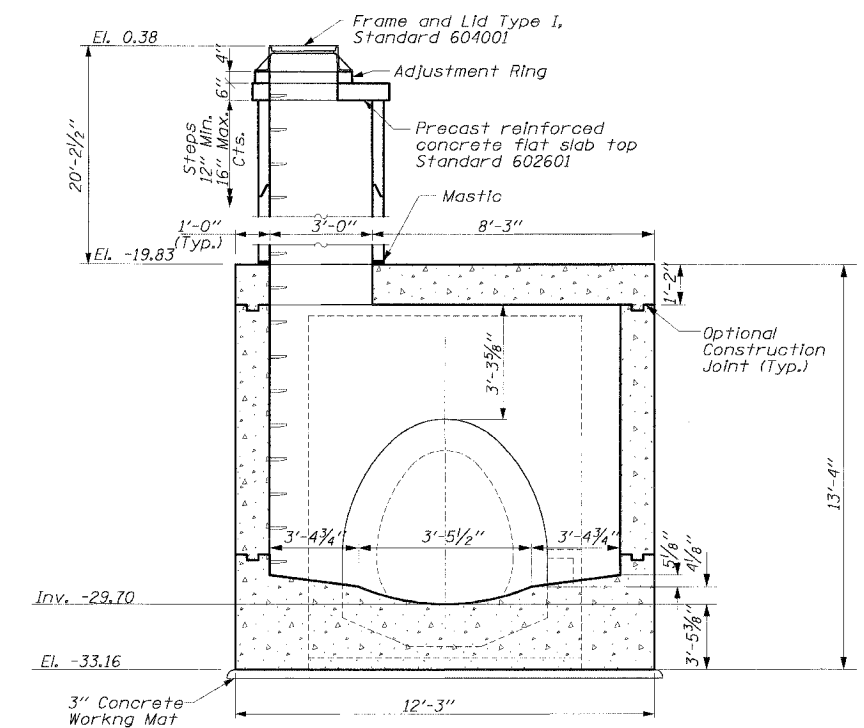


**REMOVAL PLAN**  
(Reinforcement Not Shown For Clarity)



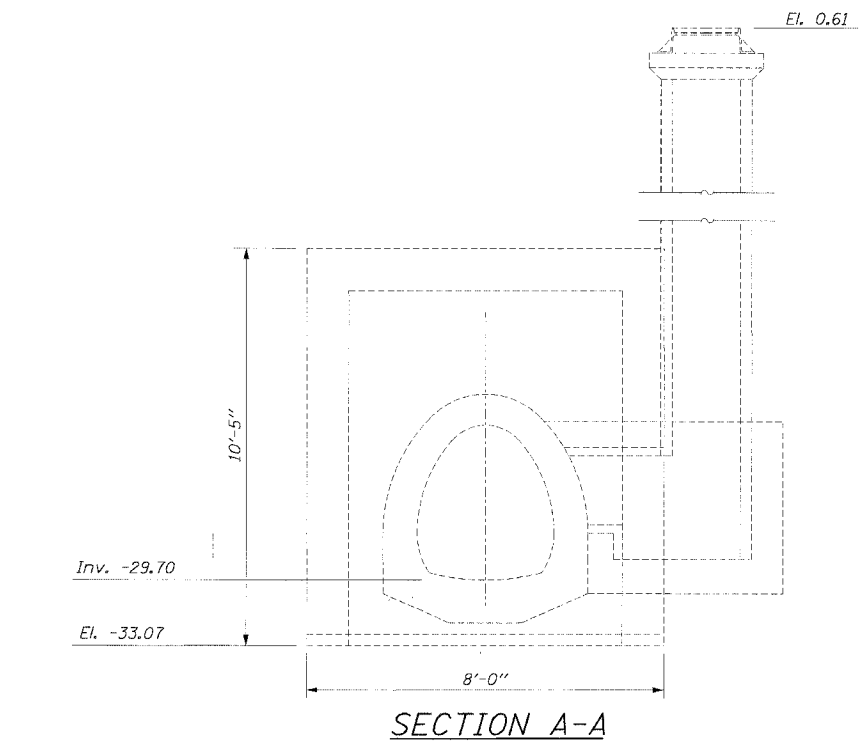
**PLAN**  
(Reinforcement Not Shown For Clarity)



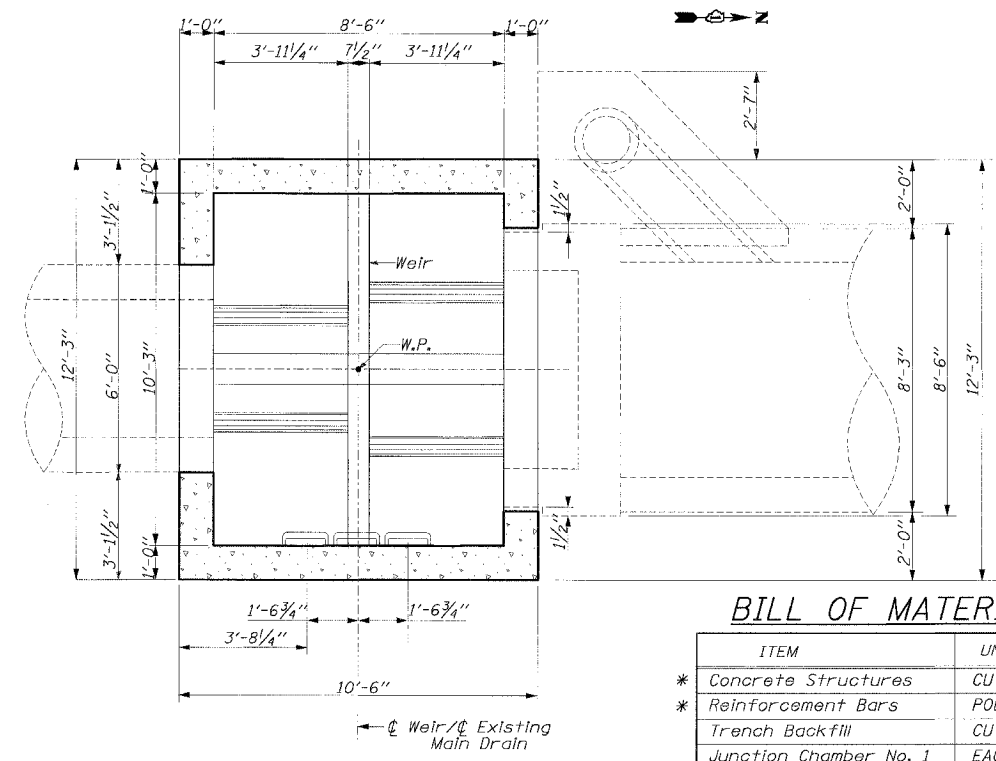
**SECTION D-D**

**NOTES:**

- For additional information, see Standard Specifications.
- For reinforcement details, see the following 3 Sheets.
- All pipe openings are based on wall C ASTM C76, coordinate openings with pipe supplier.
- For Station and Offset, see "Drainage Schedules".
- The maximum width of excavation is the width of the junction chamber plus 4 feet, and the maximum length is the length of the junction chamber plus 4 feet. Excavation outside the maximum dimensions specified will not be measured for payment.
- The design of the braced excavation is the responsibility of the Contractor. The Contractor shall submit drawings and design for the braced excavation to the Engineer for approval. The braced excavation design and drawings shall be signed and sealed by an Illinois licensed Structural Engineer, submitted and approved prior to the start of any work. The Engineer's approval shall not relieve the Contractor from the sole responsibility of the structural integrity of the braced excavation system.
- Removal of any existing concrete is included with the pay item Junction Chamber No. 1.
- Contractor to verify existing dimensions in field prior to ordering materials.



**SECTION A-A**



**SECTIONAL PLAN**

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
* Concrete Structures	CU YD	25
* Reinforcement Bars	POUND	15,540
Trench Backfill	CU YD	267
Junction Chamber No. 1	EACH	1
Braced Excavation	CU YD	372

\* For information only. Cost included with pay item Junction Chamber No. 1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 JUNCTION CHAMBER 4-01  
 GENERAL PLAN AND ELEVATION

SCALE: DATE: 7/7/05  
 DRAWN BY: JRW  
 CHECKED BY: EL

06/24/2005 04:25:23 PM