F. A. RTE.	SECTION		COUNTY	TOTAL SHEETS	S-EET NO
90/94	2004-071RS		CODK	54	44
STA.			TO STA.	•	
FED. ROAD CEST. NO. T		ILLINOIS .		FED. AID PROJECT	

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NOTES :

- 1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
- 2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CTRCULAR JOINT SHALL BE MINIMUM 300 (12) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT
- 5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 50 (2) CLEARANCE.
- HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE

INTO PAVEMENT DIAMETER DIAMETER DIAMETER TO EDGE OF PAVEMENT. UP TO 200 (8) 1.1 m (3'-6'1) 1.2 m (4'-0") 1.5 m (5'-0") 3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS. > 200 (8) 4. ALL REINFORCED BARS SHALL BE EPOXY COATED. 1.2 m (4'-0") 1.4 m (4'-6") 1.5 m (5'-0") 360 (14) 6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR FRAMES FILLED WITH NON SHRINK GROUT. 7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION. 8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED. 9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT. VARIES 3.6 m (12'-0") TO 4.8 m (15'-0") (TYP.) VARIES 3.6 m (12'-0") TO 4.8 m (15'-0") (TYP.) 3 NO. 20 (6) DEFORMED INNER HOOP BAR TO EXTEND 75 (3) TYP. --BARS 450 (18) LONG INTO GUTTER (TYP.) 75 (3) TYP. - SUITABLE QUARTER-CIRCULAR FORM CONTRACTION DOWEL BAR No. 25 (8) (ON ONE SIDE) 450 (18) LONG SUITABLE SEMI-CIRCULAR FORM OUTER HOOP 75 (3) TYP 5 No. 20 (6) DEFORMED 2 BARS 450 (18) LONG L 75 (3) TYP. DETAIL D (USE WHEN FRAME AND GRATE AT DETAIL C 3.3 CONSTRUCTION JOINT) SEE SAWED CONTRACTION TUSE WHEN SEMI-CIRCLULAR FORM LESS THAN JOINT (TYP.) - SEMI-CIRCULAR NO. 20 (NO. 6) BAR PLACED @ PAVEMENT MIDPOINT --600 (24) TO CONTRACTION JOINT) NO. 15 (4) 300 (12") LONG BARS TO BE POUNDED INTO SUBGRADE AS CHAIRS MIN. 5 FOR OUTER HOOP INNER HOOP INNER HOOP MAY REST ON DOWEL BAR (TIE BAR AT LONGITUDINAL JOINT) BUT SHALL NOT INTERFERE IN THE ALIGNMENT. TRANSITION TAPER (3:1 TYP.) --INNER PAVEMENT MAY BE POURED MONOLITHICALLY SAW CUT OR EXPANSION JOINT WITH CURB & GUTTER 6 No. 20 (6) DEFORMED BARS EQUALLY SPACED DRILLED AND WITH 2 DOWEL BARS (TYP.) GROUTED IN PLACE 450 (18) LONG 75 (3) CLEARANCE (TYP.)

OUTER HOOP

REINFORCEMENT

SEMI CIRCULAR FORM

LEGEND: 0.6 m (2'-0") MIN. TYP. 2 No. 15 1200 (48) LONG - - - - - - - CASTING DETAIL A - SAW CUT OF -0.6 m RAD. (2'-0") TYP.

TRANSITION CURB & AND GUTTER INTO PARKWAY (PREFERRED BECAUSE PAVING OF MAINLINE NOT

INNER HOOP REINFORCEMENT

FRAME EXTENSION

DESIGNER NOTE:
THIS DETAIL IS TO BE USED

WHEN THE GUTTER FLAG IS

DETAIL B CURB & GUTTER FRAME & GRATE EXTENDING FRAME & GRATE EXTENDING TO MATCH CIRCULAR JOINT.

NAME T. MATOUSEK 04-25-02 P. LAFLEUR 08-27-02

2 No. 15 (4) 2.2 m (7'-0") TYP.

(INCHES) UNLESS OTHERWISE NOTED ILLINOIS DEPARTMENT OF TRANSPORTATION

ALL DIMENSIONS ARE IN MILLIMETERS

PCC PAVEMENT ROUNDOUTS AT **CURB AND GUTTER**

DATE 10/18/2002

DRAWN BY: TOM MATOUSEK CHECKED BY: A. ABBAS

BD-48 REVISION DATE: 10/02/00

DATE-TIME *DGN-SPEC* VI-BD48