FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6'' (1,1 m)	4′-0″ (1.2 m)	5'-0" (1.5 m)
> 8" (200) T0 14" (360)	4′-0′′ (1.2 m)	4′-6″ (1.4 m)	5′-0″ (1.5 m)

TOM MATOUSEK

- A. ABBAS

01-04-99

CHECKED

DATE

PLOT SCALE = 50,0000 ' / IN.

PLOT DATE = 3/19/2009

REVISED - T. MATOUSEK 10-02-00

REVISED - T. MATOUSEK 04-25-02

REVISED - P. LAFLEUR 08-27-02

DESIGNER NOTE: THIS DETAIL IS TO BE USED WHEN THE GUTTER FLAG IS

LEGEND:

\pw\_work\PWIDOT\PARAYNCAL\dØ120880

FILE NAME =

## NOTES:

- 1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
- TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
- 3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
- 4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
- 5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
- 6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.

TOTAL SHEETS NO.

LAKE 25 18

CONTRACT NO. 60F42

344

TO STA.

44RS-1

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

BD-48

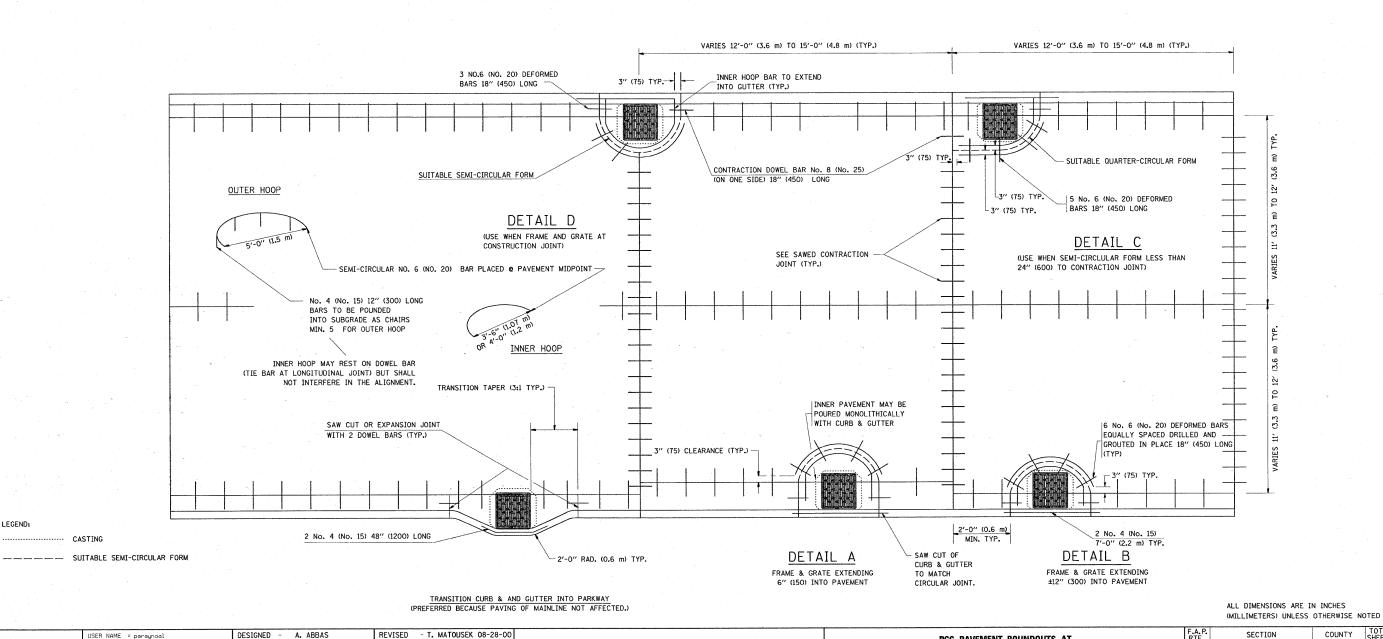
- 7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
- 8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
- 9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.

PCC PAVEMENT ROUNDOUTS AT

**CURB AND GUTTER** 

SHEET NO. 1 OF 1 SHEETS STA.

SCALF: NONE



STATE OF ILLINOIS

**DEPARTMENT OF TRANSPORTATION**