CITY OF DETROIT
MICHIGAN
DEPARTMENT OF PUBLIC SERVICE

PLAN AND PROFILE OF PROPOSED

BRIDGE REPLACEMENT PROJECT
NO. BW 206
JOB NO. PARTS 1 & 2

REPLACEMENT OF THE CENTRAL AVENUE
BRIDGE OVER LOOP CANAL

INDEX OF SHEETS

MDOT STANDARD PLANS

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GUARDRAIL APPROACH TERMINAL TYPES 1B & 1T	R-61B
SODDING & SEEDING	R-100B
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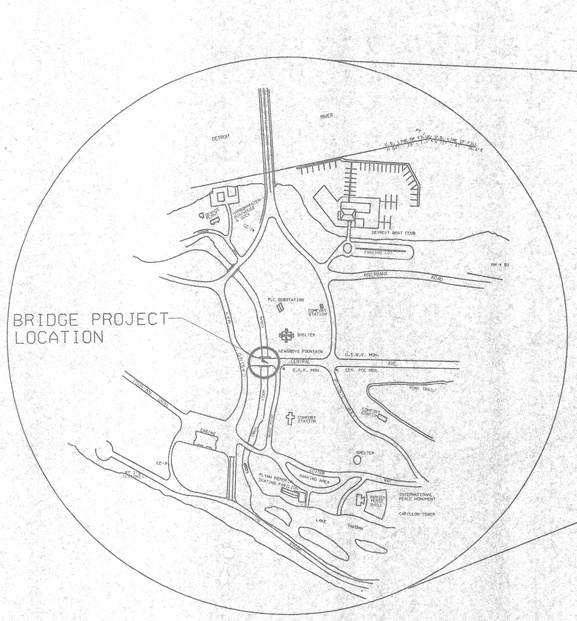

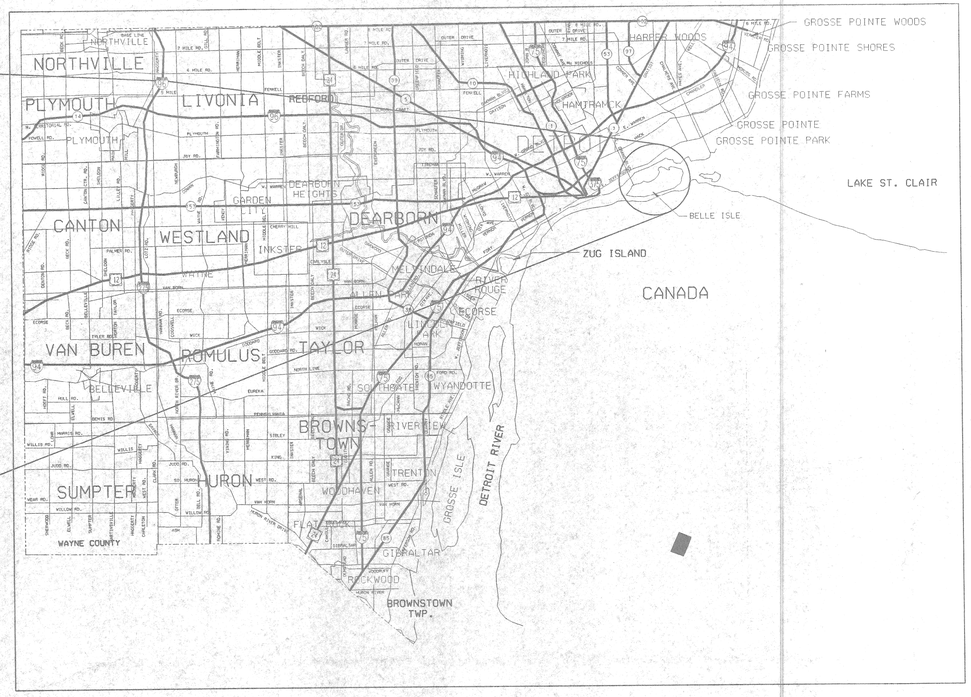

THE CITY OF DETROIT
SPERAMVS MELIOPA
ABSVRGET CINERIBVS
MICHIGAN

STATE OF MICHIGAN
OLUWOLE CLIFFORD TALABI
ENGINEER
No. 39220
PROFESSIONAL ENGINEER

72 HOURS
(3 WORKING DAYS)
BEFORE YOU DIG
CALL MISS DIG
800-482-7171
(TOLL-FREE)

THE DESIGN OF THIS STRUCTURE IS BASED ON CURRENT AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES MS-18 LOADING. LIVE LOAD PLUS IMPACT DEFLECTION DOES NOT EXCEED 1/1000 OF THE SPAN LENGTH. THE LOAD FACTOR METHOD OF DESIGN WAS USED FOR THIS STRUCTURE.

EXCEPT WHERE OTHERWISE INDICATED ON THESE PLANS THE PROPOSAL AND SUPPLEMENTAL SPECIFICATIONS CONTAINED HEREIN, ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION 1996 EDITION.

THE STATIONING AS SHOWN ON THESE PLANS FOR THE INTERSECTION OF THE CENTERLINE OF BRIDGE AND ROADWAY CENTERLINE IS BELIEVED TO BE CORRECT. IT SHALL, HOWEVER, BE CHECKED AT THE TIME OF STARTING CONSTRUCTION, AND IF THE STATIONING SHOWN ON THE PLANS IS INCORRECT, IT SHALL BE REPORTED TO THE DESIGN OFFICE, AND THE STRUCTURE SHALL BE STAKED OUT USING THE ACTUAL INTERSECTION OF THE CENTERLINE AS THE CONTROL POINT.

ALL EXPOSED CONCRETE CORNERS SHOWN SQUARE ON THE PLANS SHALL BE BEVELED WITH 13 mm TRIANGULAR MOLDINGS EXCEPT AS OTHERWISE NOTED.

THE DESIGN OF THE STRUCTURAL MEMBERS IS BASED ON MATERIAL OF THE FOLLOWING GRADES AND STRESSES:

CONCRETE: GRADE S2,	f'c = 21 MPa	PRESTRESSED CONCRETE f'c = 35 MPa
CONCRETE: GRADE D	f'c = 28 MPa	PRESTRESSED STRANDS f's =1860MPa
STEEL REINFORCEMENT:	f'y =400 MPa	PRESTRESSED BEAM STIRRUPS f'y = 300 MPa

ALL DIMENSIONS ON THESE PLANS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN. ELEVATIONS, COORDINATIONS, AND CURVE ALIGNMENT DATA ARE IN METERS. STATIONS ARE IN KILOMETERS & METERS.

REVISIONS				
100% COMPLETED 10-30-00	DSGN BY	K.O.	-99	
	DR'N BY	A.A.	-99	
	CK'D BY	F.T.	-99	
	APP'D BY	F.T.	-99	

SNELL ENVIRONMENTAL GROUP, INC. A DLZ Company
151 W. CONGRESS, STE 328, DETROIT, MICHIGAN 482226
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FEMI TALABI & ASSOCIATES INC.
615 GRISWOLD, SUITE 800, DETROIT, MICHIGAN, 48226

DETROIT Making it better for you

CITY OF DETROIT MICHIGAN | CENTRAL AVE. | TITLE SHEET

SCALE NOT TO SCALE
PROJECT NO. 9810
SHEET NO. 1 OF 10

FILE NAME: 01TITLE.DGN

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UTILITIES

AMERITECH ROOM 101 4000 ALLEN RD. ALLEN PARK, MI. 48101 DAVE BUCIENSKI PHONE No.: (313) 389-9819	TELEPHONE
CITY OF DETROIT WATER & SEWER DEPT. 735 RANDOLPH ST. DETROIT, MI. 48226 PHONE No.: (313) 224-4800	WATER & SEWAGE
DETROIT EDISON ROOM 607 G.O. 2000 SECOND AVE. DETROIT, MI. 48226 JOHN SQUIRES PHONE No.: (313) 235-6597	ELECTRIC
MICHIGAN CONSOLIDATED GAS CO. DRAFTING CLERK MAIN REPLACEMENT TEAM NOBLE SECOND FLOOR 3200 HOBSON DETROIT, MI. 48201 PHONE No.: (313) 577-7236	GAS
CITY OF DETROIT PUBLIC LIGHTING DEPT. 9449 GRIENELL DETROIT, MI 48213 PHONE NO (313) 267-7306	ELECTRIC

EXISTING STRUCTURE

ONE SPAN STEEL STRUCTURE BUILT IN 1940. 14640mm CLEAR ROADWAY BRIDGE NO. 206

BENCH MARKS

B.M. # 1 — ELEV. 31.185m
- ARROW ON TOP OF FIRE HYDRANT 114300 + EAST OF THE ℄ OF FOUNTAIN DRIVE AND 3048 SOUTH CURB OF GRAND PRIX PIT. ROAD

B.M. #2 — ELEV. 30.465m
- TOP OF EAST BOLT OF LIGHT POLE AT SOUTHWEST CORNER OF THE INTERSECTION OF GRAND PRIX ROAD & CASINO WAY

B.M. #252 — ELEV. 30.975m
- 1524 NORTH OF NORTH CURB OF CENTRAL AVE. AND 13411 EAST OF BRIDGE OVER LOOP CANAL IT IS A STANDARD CITY OF DETROIT MONUMENT

WITNESSES

REFERENCE PT. A STA. 10+000.000		(P.K. NAIL)
N 36 32' 25" E	400m MAPLE	44.316m
S 55 21' 00" E	LIGHT POLE	68.185m
S 36 27' 10" W	LIGHT POLE	32.788m
N 68 59' 20" W	375m POLE	39.244m
REFERENCE PT. B STA. 10+015.235		**(P.K. NAIL)**
N 22 24' 20" E	400m MAPLE	31.998m
S 43 19' 20" E	LIGHT POLE	61.151m
S 46 20' 40" W	LIGHT POLE	46.473m
N 80 37' 15" W	375m PINE	51.470m

STA. 9+984.750 TO 10+000 50mm TOPSOIL SURFACE FURN. 100m² SODDING CL. @ 100m@BOTH SIDES)

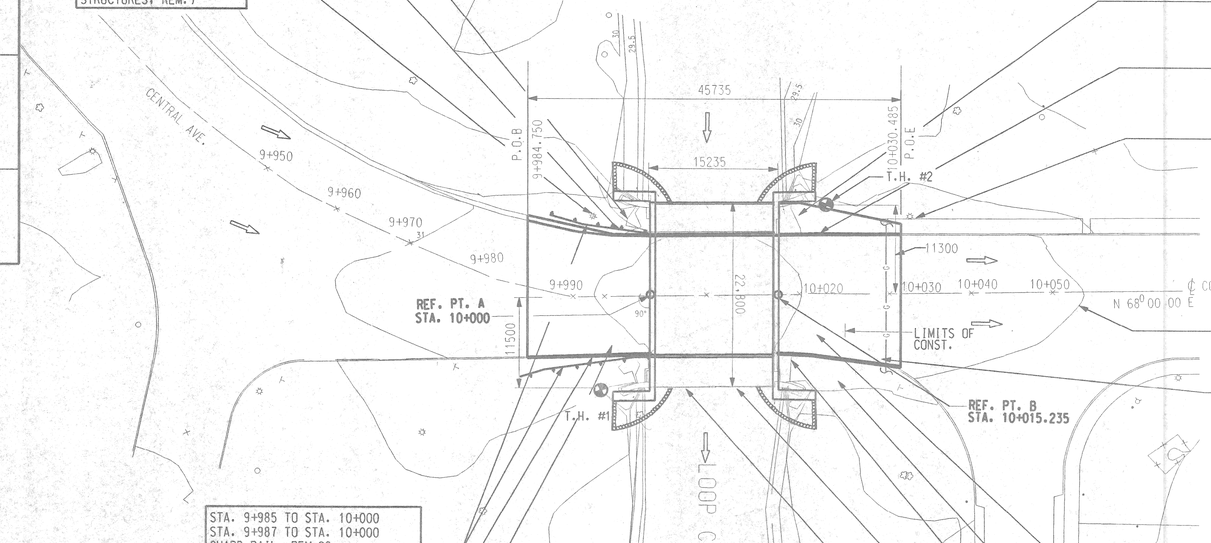
STA. 9+984.750 TO 10+000
CURB. REM. 15.250m
MISC. CURB CONC. DETAIL CD. 15.250m

EXIST LIGHT STD. REMOVE AND REPLACE (INCLUDED IN PAY ITEM STRUCTURES, REM.)

STA. 10+015.000 TO STA. 10+030.485
SIDEWALK REM. 61m²
SIDEWALK CONC. 100mm 61m²

STA. 10+015.000 TO STA. 10+030.485
CURB REM. 15.25m
MISC. CURB CONC.
DETAIL CD. 15.25m

EX. LIGHT STANDARD REMOVE AND REPLACE (INCLUDED IN PAY ITEM STRUCTURES, REM.)

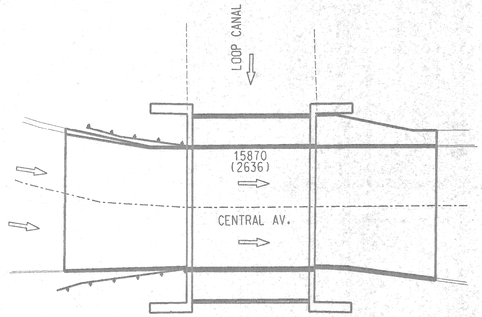


PLAN OF SITE
SCALE: 1:400
CONTOUR= .500m

STA. 9+985 TO STA. 10+000
STA. 9+987 TO STA. 10+000
GUARD RAIL, REM 28m
GUARD RAIL ANCHORAGE
BRIDGE DET. T-1 2 EACH

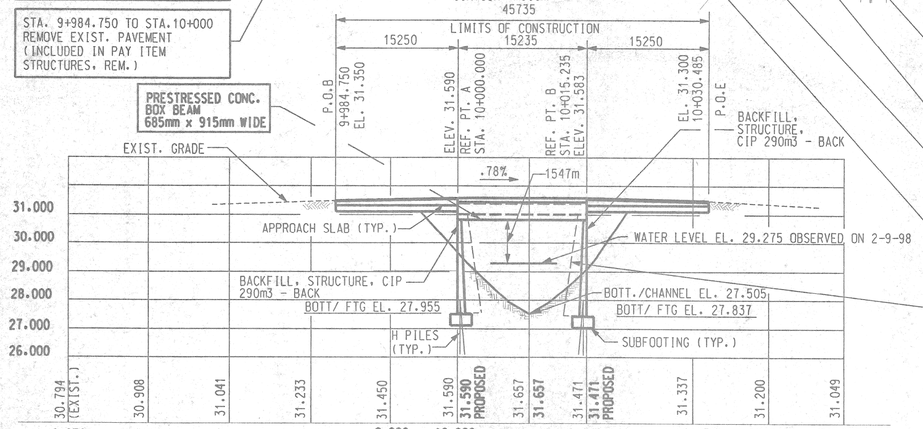
STA. 9+984.750 TO STA.10+000
CURB. REM. 15.25m
MISC. CURB DETAIL CD. 15.25m

STA. 9+984.750 TO STA.10+000
REMOVE EXIST. PAVEMENT
(INCLUDED IN PAY ITEM
STRUCTURES, REM.)



2020 ESTIMATED TRAFFIC DISTRIBUTION

LEGEND
(000) DESIGN HOURLY VOLUME
0000 AVERAGE DAILY TRAFFIC
⟹ DIRECTIONAL TRAFFIC.



PROFILE ALONG ℄ CENTRAL AVE.
SCALE: VERT. 1:100
HORIZ. 1:400

STA. 10+015.235 TO STA. 10+030.485
REMOVE EXIST. PAVEMENT
(INCLUDED IN PAY ITEM
STRUCTURES, REM.)

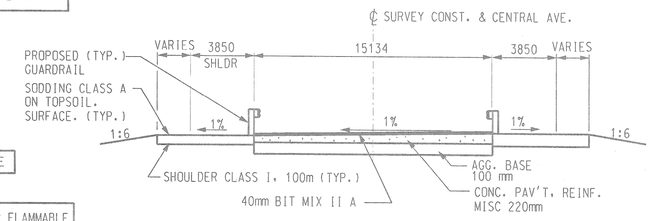
STA. 10+015.000 TO STA. 10+030.485
TOPSOIL SURFACE FURN. 50mm 120m²
SODDING, CL A 120m²(BOTH SIDES)

STA. 10+015.235 TO STA. 10+030.485
CURB. REM. 15.250m
MISC. CURB CONC. DETAIL CD. 15.250m

EXIST. STRUCTURE TO BE REMOVED

PROPOSED REPLACEMENT CENTRAL AVE. BRIDGE CITY BW 206

EXIST. STRUCTURE



PROPOSED APPROACH SECTION
N.T.S. (LOOKING UP STATION)

NOTES:

THE WORK COVERED BY THESE PLANS INCLUDES CONSTRUCTION OF THE PROPOSED BRIDGE, PLACING RIP-RAP TO THE LIMITS SHOWN AND APPROACH WORK.

THE CONTRACTOR SHALL LOCATE ALL ACTIVE UNDERGROUND UTILITIES PRIOR TO STARTING WORK AND SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO ENSURE THAT THOSE UTILITIES NOT REQUIRING RELOCATION WILL NOT BE DISTURBED.

CENTRAL AVE. TRAFFIC IS TO BE DETOURED OVER OTHER EXISTING ROADS.

PLAN ELEVATIONS REFERS TO CITY OF DETROIT DATUM.

WATER LEVEL IS SUBJECT TO CHANGE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING A DETERMINATION OF WATER LEVELS THAT MAY EXIST DURING CONSTRUCTION.

MEASURES SHALL BE TAKEN TO PREVENT DEBRIS FROM FALLING FROM THE STRUCTURE. IF DEBRIS FALLS INTO THE WATERWAY, IT SHALL BE REMOVED WITHIN 24 HOURS. SINCE DISTURBANCE OF THE WATERWAY BOTTOM MAY BE AS HARMFUL AS THE DEBRIS ITSELF, THE PREVENTIVE MEASURES MUST BE EFFECTIVE.

IMMEDIATELY AFTER THE CONSTRUCTION OF AN ABUTMENT IS COMPLETED, SODDING AND SLOPE PROTECTION SHALL BE PLACED ON THE ADJACENT EMBANKMENT SLOPES.

CONTRACTOR SHALL COORDINATE WITH CITY OF DETROIT PUBLIC LIGHTING DEPARTMENT (PLD) FOR THE REMOVAL AND REPLACEMENT OF EXISTING LIGHT STANDARD. PLD WILL PROVIDE THE NEW LIGHT STANDARDS AND ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH PLD STANDARDS.

THE CONTRACTOR SHALL REMOVE AND REPLACE THE APPROACH PAVEMENT ON EACH SIDE UP TO THE FIRST TRANSVERSE JOINT IN THE EXISTING PAVEMENT. PAVEMENT REMOVAL LIMITS SHALL BE A MINIMUM OF 15.25m AND A MAXIMUM OF 21.35m.

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REVISIONS				
	DSGN BY	K.Q.	-	
	DR'N BY	A.A.	-	
	CK'D BY	F.T.	-	
	APP'D BY	F.T.	-	

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CENTRAL AVE.

GENERAL PLAN OF SITE

SCALE NOT TO SCALE
PROJECT NO. 9810
SHEET NO. 2 OF 10

FILE NAME: 02SITE .DGN

TEST HOLE TB-#R-1

LOCATION STATION 9+993.751 11500 RT.

CENTRAL AVE. OVER LOOP CANAL

ELEV. GROUND SURFACE ELEVATION 30.750 m

ELEV.	DESCRIPTION
30.750	LOOSE MOIST BLACK TOPSOIL FIRM MOIST VARIEGATED SILTY CLAY FIRM MOIST VARIEGATED OXIDIZED SILTY CLAY WITH TRACE OF SAND & GRAVEL
29.230	STIFF MOIST VARIEGATED SILTY CLAY WITH TRACE OF SAND & GRAVEL
27.660	BOTT. OF CONCRETE (ABUT A) EL. 27.955 ESTIMATED TOTAL SCOUR LIMIT ABUT. A (EL. 27.505 +/-) FIRM MOIST GRAY SILTY CLAY WITH TRACE OF SAND & GRAVEL
26.180	PLASTIC MOIST GRAY SILTY CLAY WITH TRACE OF SAND
24.650	MIN. PILE PENETRATION EL. 24.000 PLASTIC MOIST GRAY SILTY CLAY WITH TRACE OF SAND
23.130	
21.610	
20.080	FIRM MOIST GRAY SILTY CLAY WITH TRACE OF SAND & GRAVEL
18.560	
17.050	SOFT MOIST GRAY SILTY CLAY WITH TRACE OF SAND
15.510	
13.990	PLASTIC MOIST GRAY SILTY CLAY WITH TRACE OF SAND
12.460	
10.940	
9.420	
7.890	FIRM MOIST GRAY SILTY CLAY WITH TRACE OF SAND
6.370	
4.840	
3.320	FIRM MOIST GRAY SILTY CLAY
1.790	
0.270	STIFF MOIST GRAY SILTY CLAY

CONTINUED

ELEV.

CONTINUED

ELEV.	DESCRIPTION
0.270	
-1.250	ESTIMATED PILE TIP EL. -1.25 END OF BORING
-2.780	
-4.300	
-5.830	
-7.350	

WATER SEEPAGE AT: 4.27 m.
WATER LEVEL AT COMPLETION:
6.10 m (INSIDE HOLLOWSTEM AUGERS
& WASH ROTARY)

BORING DATE 06/30/98

TEST HOLE TB-#R-2

LOCATION STATION 10+026.111 11300 LT.

CENTRAL AVE. OVER LOOP CANAL

ELEV. GROUND SURFACE ELEVATION 30.750m

ELEV.	DESCRIPTION
30.750	LOOSE MOIST BLACK TOPSOIL MEDIUM COMPACT MOIST FINE SAND WITH OCCASIONAL BRICKS & GLASS-FILL FIRM MOIST VARIEGATED SILTY CLAY WITH TRACE OF SAND & GRAVEL
29.230	BOTTOM OF CONCRETE (ABUT B) EL. 27.837 ESTIMATED TOTAL SCOUR LIMIT ABUT. B (EL. 27.505 +/-) FIRM MOIST VARIEGATED SILTY CLAY WITH TRACE OF SAND & GRAVEL
27.300	
26.180	PLASTIC MOIST GRAY SILTY CLAY WITH TRACE OF SAND & GRAVEL
24.650	MIN. PILE PENETRATION EL. 24.000
23.130	
21.610	PLASTIC MOIST GRAY SILTY CLAY WITH TRACE OF SAND & GRAVEL
20.080	PLASTIC MOIST GRAY SILTY CLAY WITH TRACE OF SAND & GRAVEL
18.560	
16.830	
15.510	PLASTIC MOIST GRAY SILTY CLAY
13.990	
12.460	
10.940	FIRM MOIST GRAY SILTY CLAY WITH TRACE OF SAND
9.450	
7.890	
6.370	
4.840	
3.320	

CONTINUED

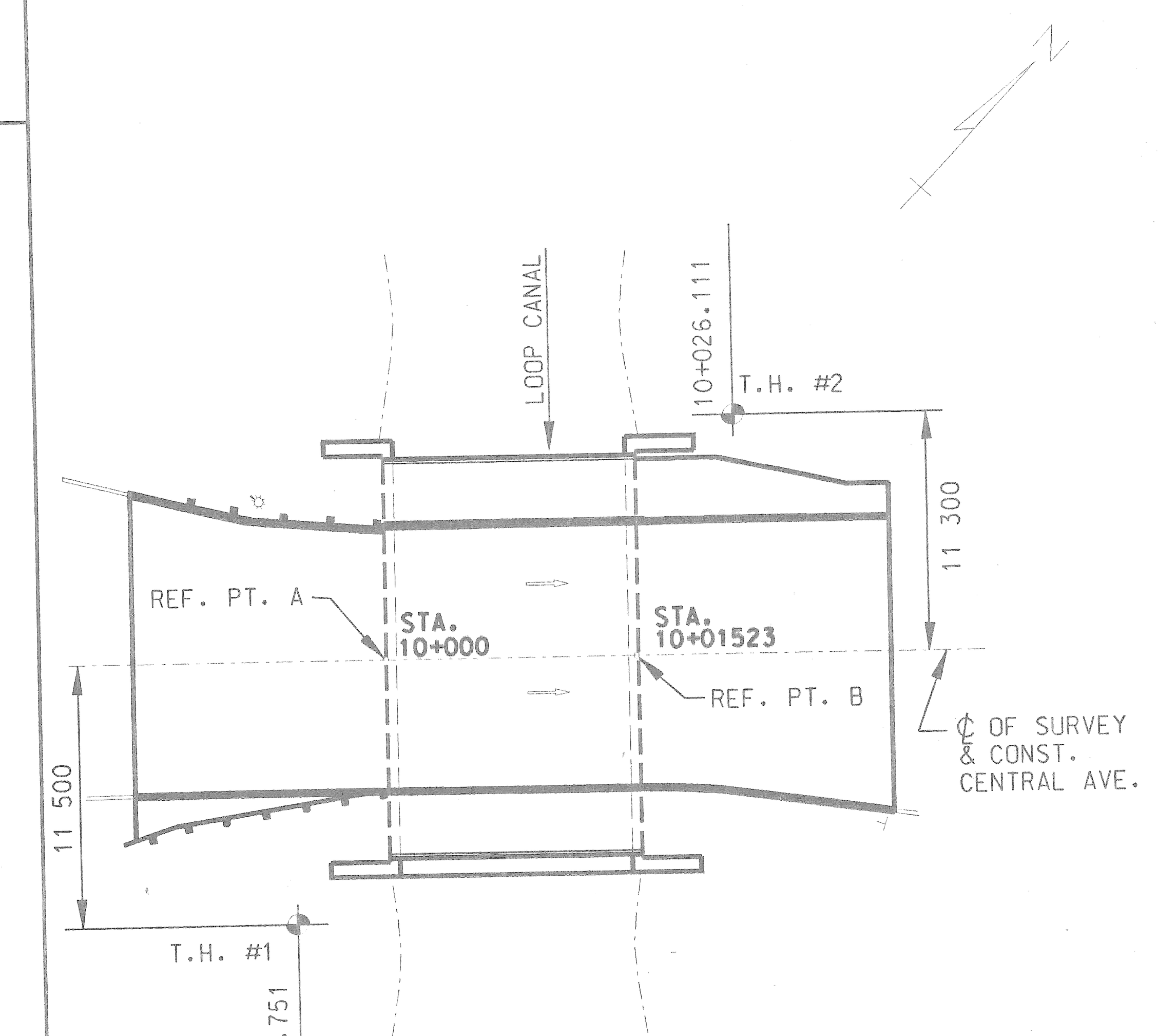
ELEV.

CONTINUED

ELEV.	DESCRIPTION
3.320	
2.290	
0.270	DENSE SAND & GRAVEL WITH SOME CLAY & TRACE OF SILT
-1.250	ESTIMATED PILE TIP EL. -1.250 END OF BORING
-2.780	
-4.300	
-5.830	
-7.350	

NOTE:
WATER SEEPAGE AT: 6.4 m.
WATER LEVEL AT COMPLETION:
6.4 m (INSIDE HOLLOWSTEM AUGERS
& WASH ROTARY)

BORING DATE 06/30/98



PLAN
SCALE: NTS

NOTES:

NUMBERS IN CIRCLES DENOTE NUMBER OF BLOWS REQUIRED TO DRIVE A 51 mm O.D (38 mm I.D.) SPLIT SPOON SAMPLER 3 SUCCESSIVE 0.15 m INCREMENTS USING A 63.5 kg HAMMER FALLING 0.76 m.

X — NUMBER OF BLOWS PER 0.15 m
X — NUMBER OF BLOWS PER 0.15 m
X — NUMBER OF BLOWS PER 0.15 m

CONSISTENCY WAS DETERMINED BY INSPECTION OF SAMPLES AND SUBSTANTIATED BY SOILS RESISTANCE TO DRILLING TOOLS.

WATER LEVELS MAY BE INFLUENCED BY RESIDUAL BORING WATER.

THE SOIL BORING LOGS REPRESENT POINT INFORMATION. PRESENTATION OF THIS INFORMATION IN NO WAY IMPLIES THAT SUBSURFACE CONDITIONS ARE THE SAME AT LOCATIONS OTHER THAN THE EXACT LOCATION OF THE BORING.

SOIL BORINGS WERE PERFORMED ON DATES SHOWN BELOW BORING.

BY: TESTING ENGINEERS & CONSULTANTS, INC.
1333 ROCHESTER ROAD, PO BOX 249.
TROY MICHIGAN 48099-0249
PHONE: (248) 588-6232

STATE OF MICHIGAN ... PROFESSIONAL (seal)

ALL DIMENSIONS ON THESE PLANS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN. ELEVATIONS, COORDINATIONS, AND CURVE ALIGNMENT DATA ARE IN METERS. STATIONS ARE IN KILOMETERS & METERS.

REVISIONS			
DSGN BY	K.O.	12/17/98
DR'N BY	A.A.	12/17/98
CK'D BY	F.T.	12/17/98
APP'D BY	F.T.	12/17/98

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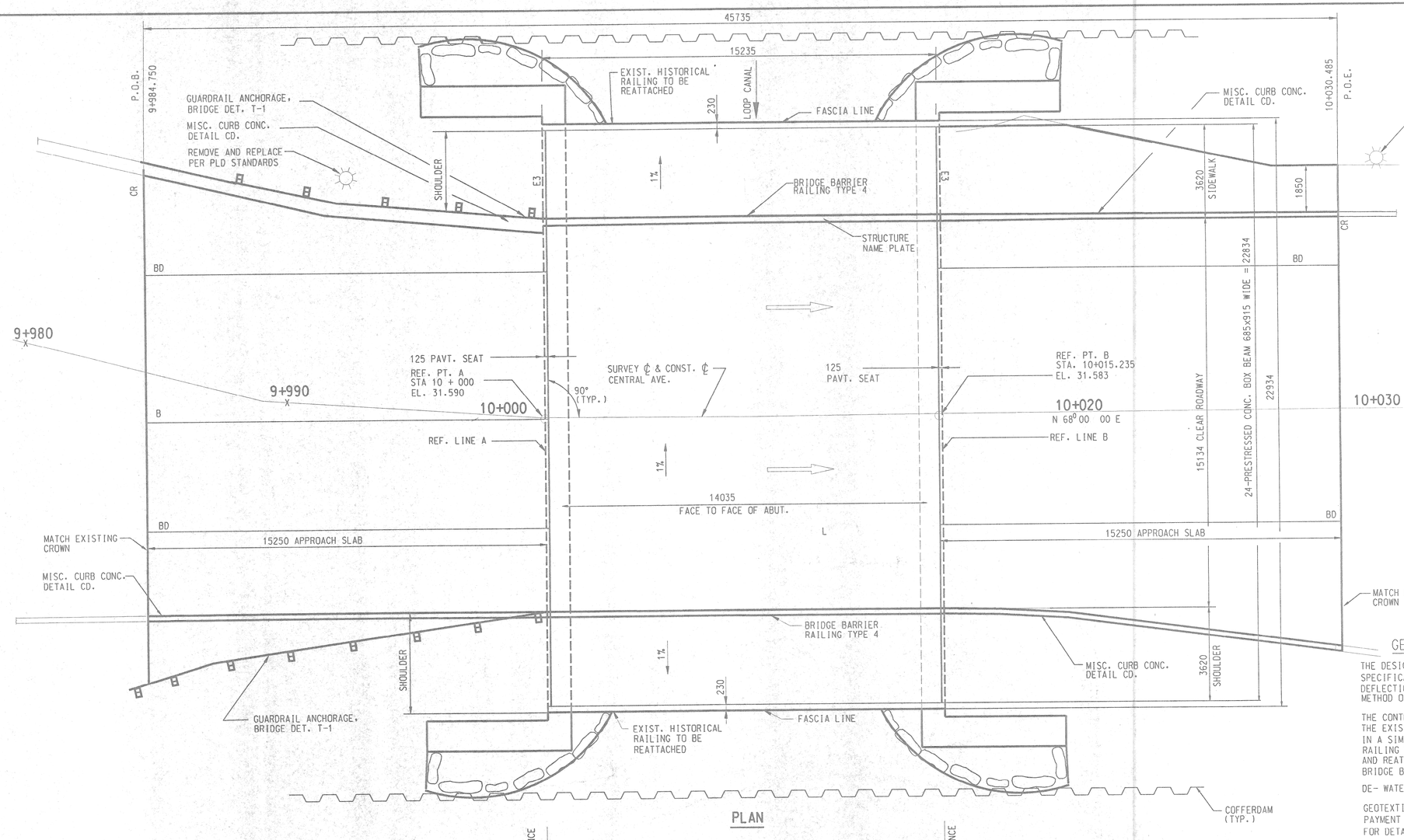
CENTRAL AVE.

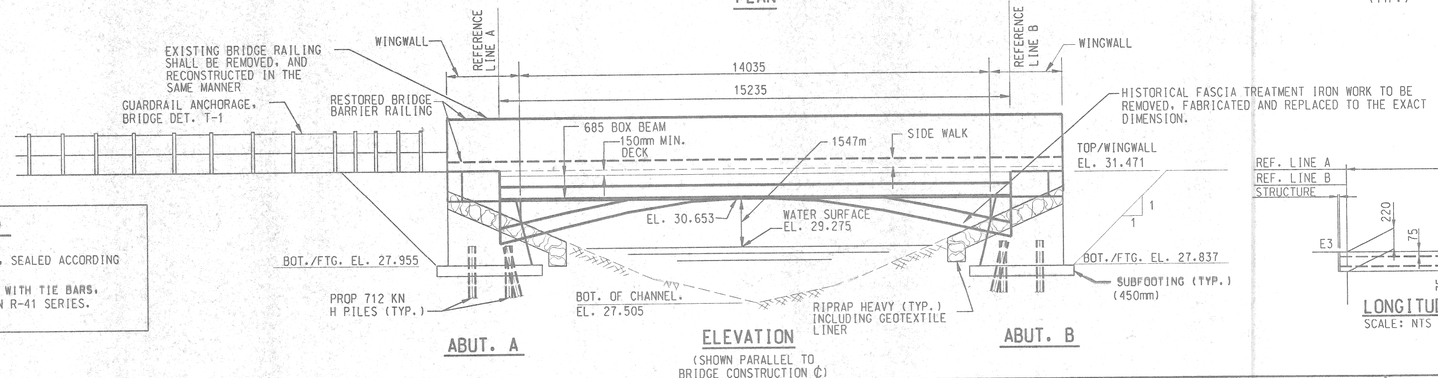
LOG OF BORING

SCALE	NOT TO SCALE
PROJECT NO.	9810
SHEET NO.	3 OF 10

FILE NAME: 02SITE .DGN

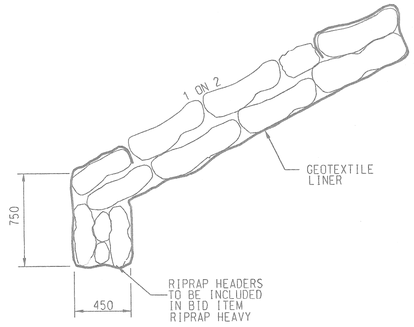


PLAN



ELEVATION

(SHOWN PARALLEL TO BRIDGE CONSTRUCTION ℄)

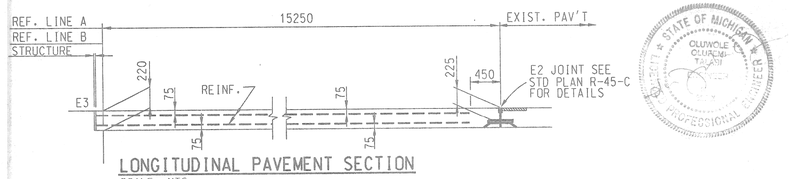


RIPRAP HEADER DETAIL

SCALE: NTS

JOINT LEGEND

- (B) LONGITUDINAL BULKHEAD JOINT, SEALED ACCORDING TO STD PLAN R-41 SERIES.
- (D) LONGITUDINAL LANE TIE JOINT WITH TIE BARS, SEALED ACCORDING TO STD PLAN R-41 SERIES.
- (BD) OPTIONAL B OR D JOINT.



LONGITUDINAL PAVEMENT SECTION

SCALE: NTS

GENERAL NOTES

THE DESIGN OF THIS STRUCTURE IS BASED ON THE CURRENT AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, MS-18 LOADING. LIVE LOAD PLUS IMPACT DEFLECTION SHALL NOT EXCEED (1/1000) OF SPAN LENGTH. THE LOAD FACTOR METHOD OF DESIGN WAS USED FOR THIS STRUCTURE.

THE CONTRACTOR TO SHALL FIELD MEASURE THE EXISTING RAILING BEFORE REMOVAL. THE EXISTING RAILING SHALL BE REMOVED, SALVAGED AND REATTACHED TO THE BRIDGE IN A SIMILAR FASHION. CONTRACTOR SHALL SUBMIT HIS PLAN FOR REATTACHING THE RAILING TO THE ENGINEER FOR APPROVAL. ALL WORK REQUIRED TO REMOVE SALVAGE AND REATTACH THE EXIST. RAILING TO THE STRUCTURE IS INCLUDED IN THE PAY ITEM BRIDGE BARRIER RAILING, TYPE 4.

DE- WATERING SHALL BE INCLUDED IN THE PAY ITEM COFFERDAM.

GEOTEXTILE LINER SHALL BE PLACED ON ALL SLOPES PRIOR TO PLACING RIPRAP. PAYMENT FOR GEOTEXTILE LINER SHALL BE INCLUDED IN PAYMENT FOR RIPRAP. FOR DETAILS OF SLOPE PROTECTION, SEE STD PLAN B-102 SERIES.

THE TREMIE SEAL DESIGN WAS BASED ON A WATER SURFACE ELEVATION 29.275.

RIPRAP, HEAVY TO BE PLACED ON SLOPES AT ALL FOUR QUADRANTS. NO BROKEN CONCRETE SHALL BE PLACED AS RIPRAP.

THE RIPRAP QUANTITY IS BASED ON THE LATERAL DIMENSION OF THE AREA TO BE PROTECTED, REGARDLESS OF THE NUMBER OF LAYERS REQUIRED. THE ESTIMATED MASS OF RIPRAP IS 314 METRIC TONS.

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STATE OF MICHIGAN — OLUWOLE OLUKOMI TALABI — PROFESSIONAL ENGINEER

REVISIONS			
DSGN BY	K.O.	12/17/98	
DR'N BY	A.A.	12/17/98	
CK'D BY	F.T.	12/17/98	
APP'D BY	F.T.	12/17/98	

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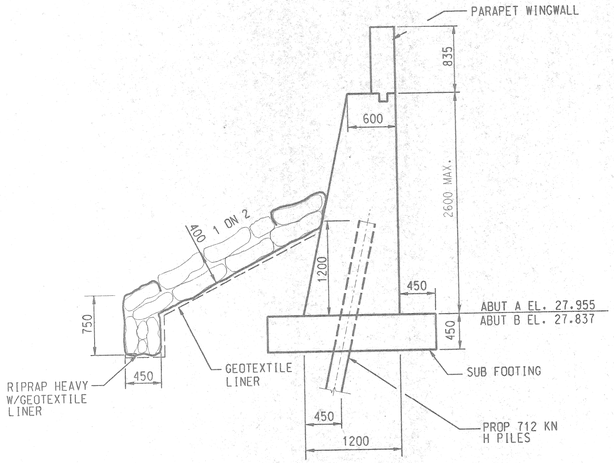
CENTRAL AVE.

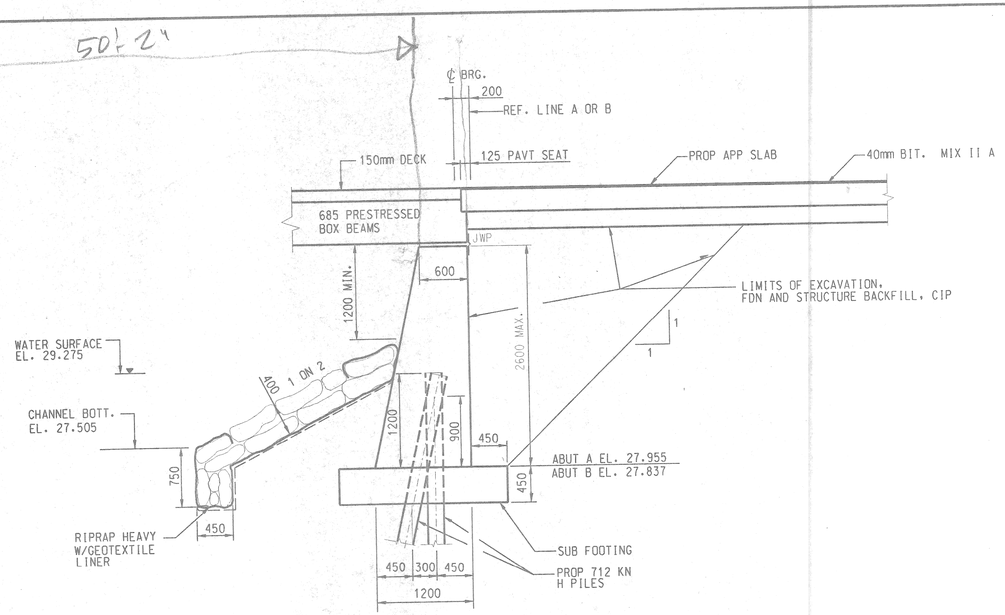
GENERAL PLAN OF STRUCTURE

SCALE	NOT TO SCALE
PROJECT NO.	9810
SHEET NO.	4 OF 10

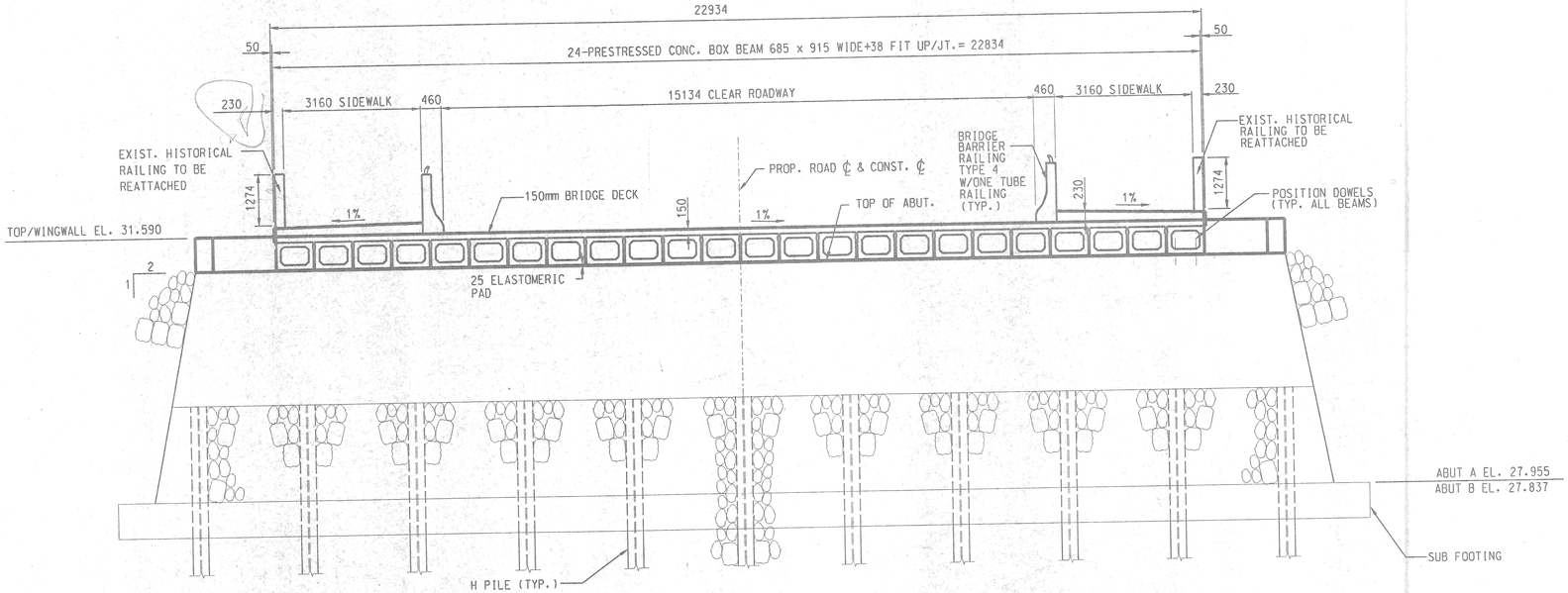
FILE NAME: 02SITE...DGN



WINGWALL SECTION



TYPICAL ABUTMENT SECTION A & B



ABUTMENT ELEVATION & TYPICAL DECK SECTION

NOTE:
1-TUBE RAIL SHALL BE INSTALLED ON TOP OF BRIDGE BARRIER RAILING, TYPE 4 FOR DETAILS OF TUBE RAIL SEE STANDARD PLAN B-24 SERIES. THE COST OF INSTALLING TUBE RAIL IS INCLUDED IN THE COST OF BRIDGE BARRIER RAILING, TYPE 4.

MISCELLANEOUS QUANTITIES		
ITEM	UNIT	TOTAL
STRUCTURES, REM	LSUM	1
STRUCTURE BACKFILL(CIP)	M3	580
BIT MIX, IIA	T	93
EXCAVATION, FDN.	M3	580
CONC. PAVT. MISC 220mm	M2	462
COFFERDAM	LSUM	1
AGGREGATE BASE, 100mm	M2	462
RIPRAP HEAVY	M2	320
SHOULDER CL1, 100m	M2	244

STATE OF MICHIGAN
CLAYCLE CURTIS TAYLOR
ENGINEER
No. 32320
PROFESSIONAL ENGINEER

ALL DIMENSIONS ON THESE PLANS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN. ELEVATIONS, COORDINATIONS, AND CURVE ALIGNMENT DATA ARE IN METERS. STATIONS ARE IN KILOMETERS & METERS.

REVISIONS			
DSGN BY	K.O.	12/17/98	
DR'N BY	A.A.	12/17/98	
CK'D BY	F.T.	12/17/98	
APP'D BY	F.T.		

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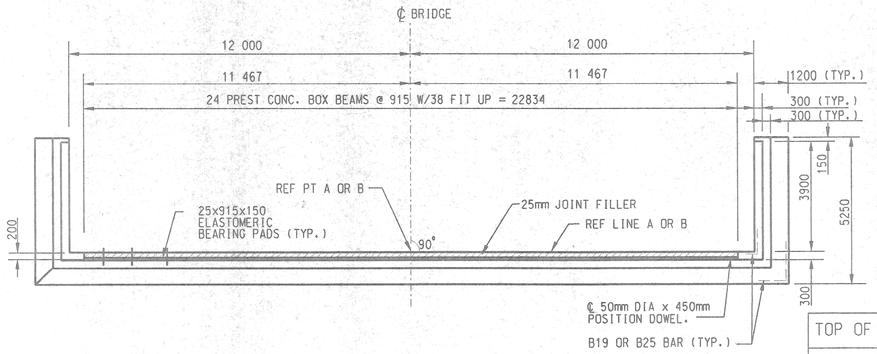
GENERAL PLAN OF STRUCTURE

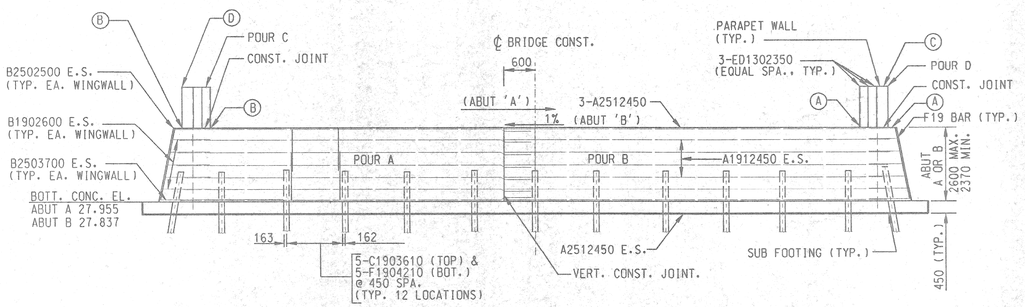
SCALE NOT TO SCALE
PROJECT NO. 9810
SHEET NO. 5 OF 10

FILE NAME: 02SITE.DGN

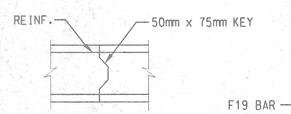


ABUT PLAN A OR B

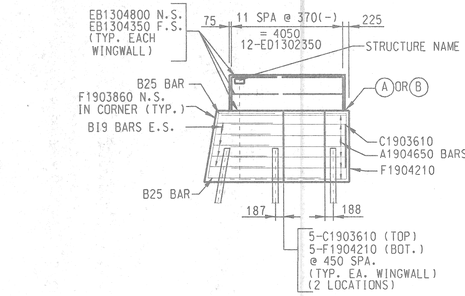
TOP OF WALL ELEVATIONS				
LOCATION	Ⓐ	Ⓑ	Ⓒ	Ⓓ
ABUT A	31.47	31.71	32.33	32.57
ABUT B	31.59	31.35	32.45	32.21



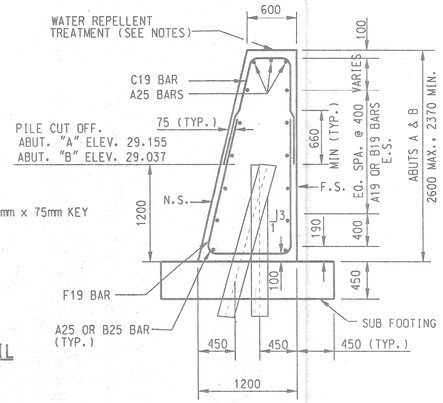
ABUT ELEVATION A OR B



CONST. JT. DETAIL



RETURN-WALL ELEVATION



TYPICAL WALL SECTION

SUBSTRUCTURE POUR QUANTITIES			
ITEM	UNIT	ABUT. A	ABUT. B
POUR A	M3	38.75	38.75
POUR B	M3	38.75	38.75
POUR C	M3	1.25	1.25
POUR D	M3	1.25	1.25
TOTAL	M3	80	80

MISCELLANEOUS QUANTITIES				
ITEM	UNIT	ABUT. A	ABUT. B	TOTAL
JOINT WATER PROOFING	M2	1.2	1.2	2.4
WATER REPELLENT TREATMENT	M2	23.5	23.5	47
STEEL PILE, FURNISHED AND DRIVEN	M	533	531	1064
FURNISHING EQUIPMENT FOR DRIVING PILES	LSUM	-	-	1
TEST PILE, STEEL	EACH	1	1	2
CONCRETE, GRADE T	M3	33.5	33.5	67

STEEL PILE-FURNISHED AND DRIVEN (HP360x108)						
LOCATION	PILE TYPE	NUMBER OF PILES	ESTIMATED LENGTH FURNISHED AND DRIVEN		SPLICES (EACH)	CUT-OFF ELEVATIONS
			EACH M	TOTAL M		
ABUT. A	TEST	1	33.0	33.0	1	29.155
	VERTICAL	8	30.5	244.0	1	29.155
	BATTERED	8	32.0	256.0	1	29.155
ABUT. B	TEST	1	33.0	33.0	1	29.037
	VERTICAL	8	30.3	242.4	1	29.037
	BATTERED	8	31.9	255.2	1	29.037
TOTAL		34		1064		

NOTES:

F.S. DENOTES FAR SIDE
N.S. DENOTES NEAR SIDE
E.S. DENOTES EACH SIDE
J.W.P. DENOTES JOINT WATERPROOFING

FOR BEVEL, MOLDING AND NAME PLATE DETAILS, SEE STANDARD PLAN B-103-B.

ALL ABUTMENT PILES SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 712 KN. STEEL PILES SHALL BE HP360x108.

POSITION DOWELS SHALL BE INCLUDED IN PAY ITEM PRESTRESSED CONCRETE DECK, 685mm.

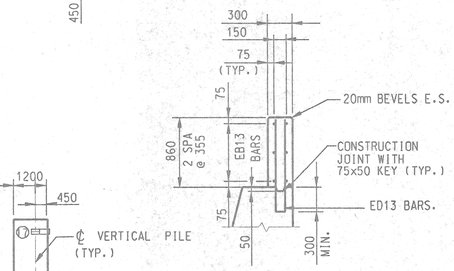
THE TOP OF ABUTMENTS SHALL BE GIVEN AN APPLICATION OF PENETRATING WATER REPELLENT TREATMENT BEFORE THE ELASTOMERIC BEARING PADS HAVE BEEN PLACED IN FINAL POSITION ON THE STRUCTURE.

MINIMUM BAR LAPS ARE AS FOLLOWS:
19 BARS = 660
25 BARS = 1200

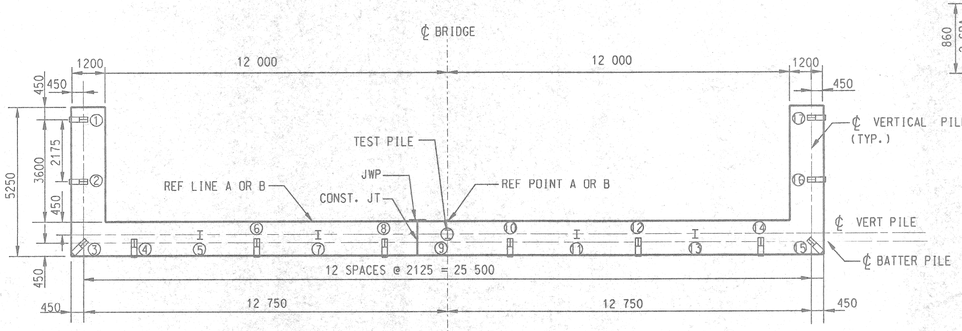
POURS B AND C ARE TO BE FORMED AND PLACED AFTER DECK IS SET.

ADJUST REINFORCEMENT AS REQUIRED TO CLEAR POSITION DOWELS.

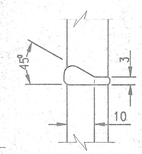
PILE SPLICES ARE AT CONTRACTOR'S OPTION AND WILL NOT BE PAID FOR SEPARATELY.



PARAPET SECTION

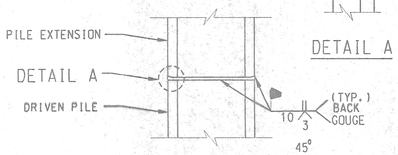


PILE PLAN

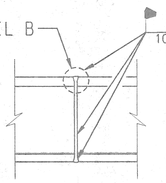


DETAIL B

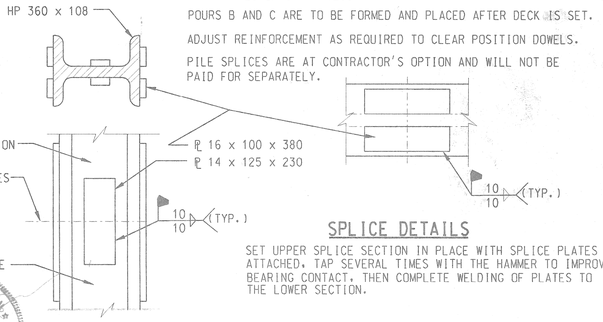
DETAIL A



SPLICE DETAILS
FOR PILES IN (HORIZONTAL JOINT)



SPLICE DETAILS
FOR PILES IN HORIZONTAL POSITION



SPLICE DETAILS

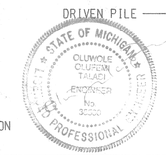
SET UPPER SPLICE SECTION IN PLACE WITH SPLICE PLATES ATTACHED, TAP SEVERAL TIMES WITH THE HAMMER TO IMPROVE BEARING CONTACT, THEN COMPLETE WELDING OF PLATES TO THE LOWER SECTION.

GENERAL NOTES:

ALL EXPOSED SURFACES OF ABUTMENT AND WINGWALLS SHALL BE FORMED USING A PLASTIC FORM LINER TO GIVE A STONE FINISH APPEARANCE. THE CONTRACTOR SHALL SUBMIT THE SPECIFICATIONS TO THE ENGINEER BEFORE START OF CONSTRUCTION.

LEGEND

Ⓣ - TEST PILE
I - VERTICAL PILE
Ⓑ - BATTER PILE



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REVISIONS				
	DSGN BY	K.Q.	—
	DR'N BY	A.A.	—
	CK'D BY	F.T.	—
	APP'D BY	F.T.	—

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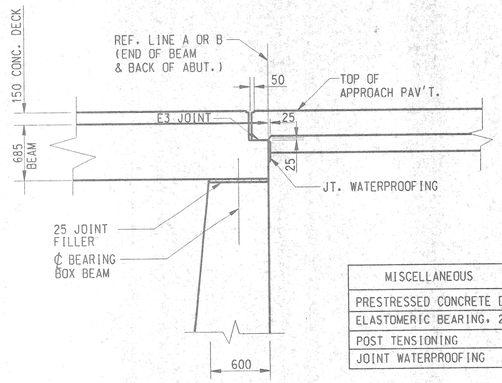
ABUTMENT DETAILS

SCALE NOT TO SCALE
PROJECT NO. 9810
SHEET NO. 6 OF 10

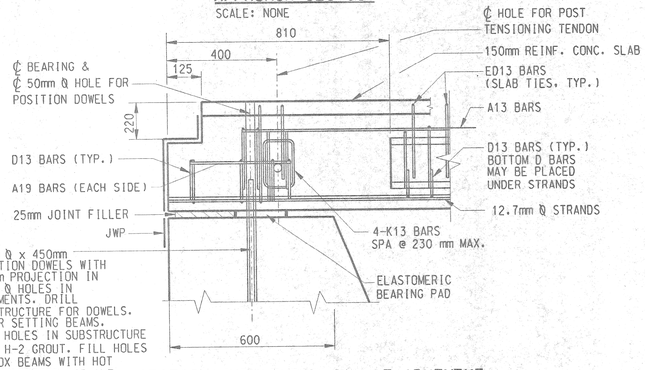
FILE NAME: 02SITE...DGN



APPROACH SECTION

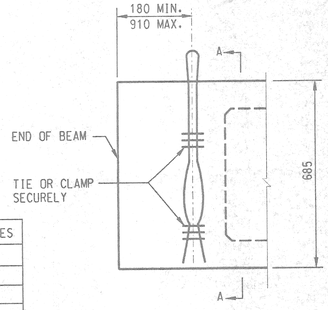
SCALE: NONE

MISCELLANEOUS	UNITS	QUANTITIES
PRESTRESSED CONCRETE DECK 685mm	m^2	348
ELASTOMERIC BEARING, 26mm	m^2	6.6
POST TENSIONING	Lsum	1
JOINT WATERPROOFING	m^2	70



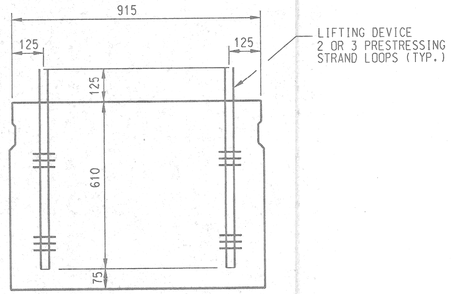
SECTION THRU END BLOCK AT ABUTMENT

SCALE: 1:10



ELEVATION

SCALE: 1:10

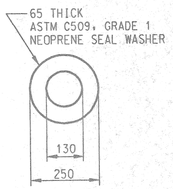


SECTION A-A

SCALE: 1:10

LIFTING DEVICE DETAIL

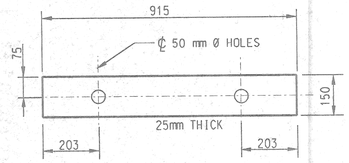
PLAN NOTE:
LIFTING DEVICES SHALL BE REMOVED. REMOVAL IS INCLUDED IN THE BID ITEM PRESTRESSED CONCRETE DECK, 685mm



SEAL WASHER DETAIL

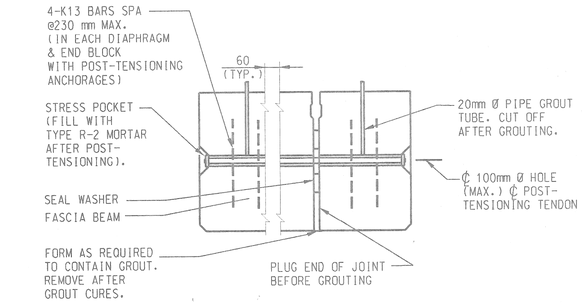
SCALE: 1:10

NOTE:
SEAL WASHER MAY BE 250 x 250 SQUARE OPTIONAL. THE ENGINEER MAY APPROVE OTHER MEANS OF SEALING.



ELASTOMERIC BEARING PAD @ ABUTMENT

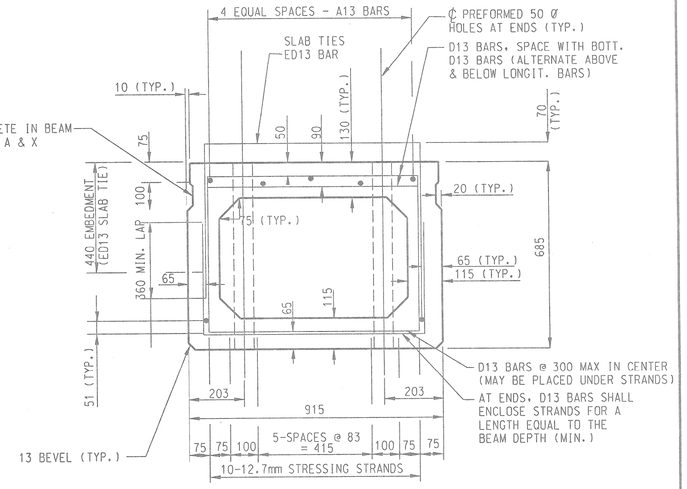
70 DUROMETER (48 REQ' D)



POST-TENSIONING DETAIL

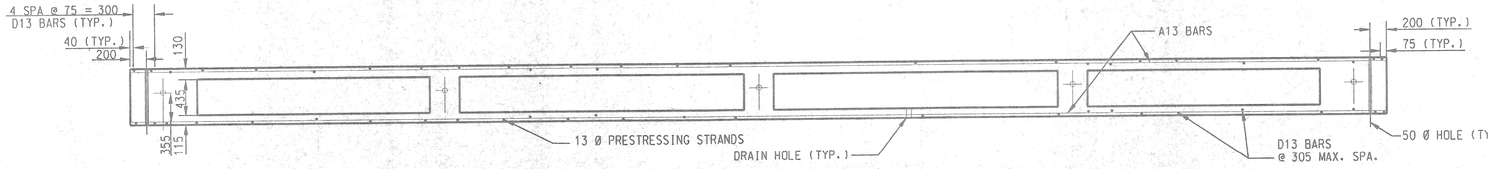
SCALE: NONE

PLAN NOTE:
STRESS POCKET. ANCHOR PLATES AND TENDON COUPLERS SHALL BE AS REQUIRED FOR THE POST-TENSIONING SYSTEM PROVIDED.

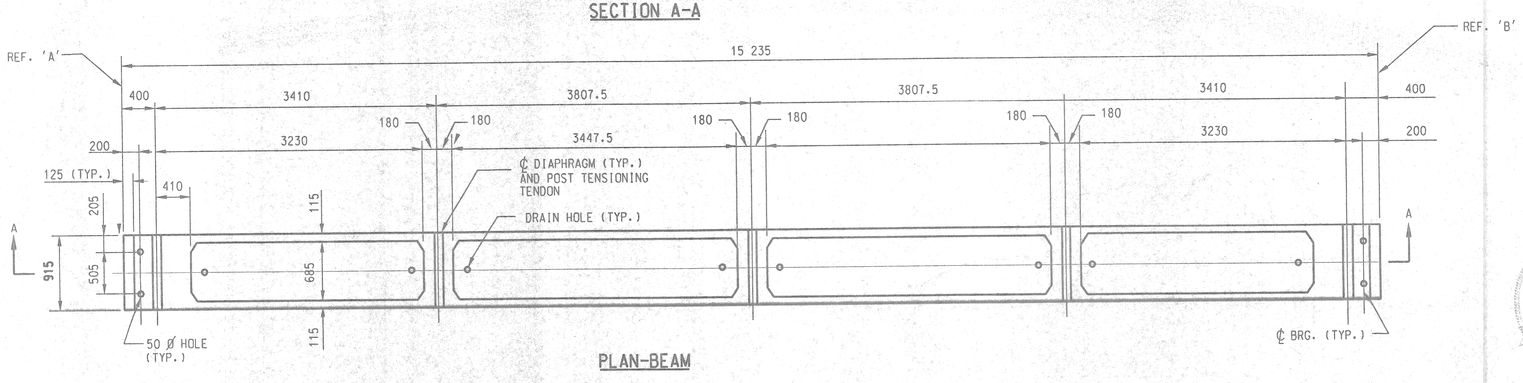


TYPICAL SECTION-BEAM

SCALE: 1:10



SECTION A-A



PLAN-BEAM

NOTES:

THE COMPRESSIVE STRENGTH OF THE CONCRETE SHALL NOT BE LESS THAN 35 MPa AT 28 DAYS.

PRESTRESSING STRANDS SHALL BE GIVEN AN INITIAL PRESTRESS OF 138 KN.

THE COMPRESSIVE STRENGTH OF THE CONCRETE AT THE TIME PRESTRESSING FORCE RELEASE SHALL NOT BE LESS THAN 24 MPa.

TOTAL ESTIMATED CHANGE IN LENGTH OF BOTTOM FLANGE AT TRANSFER OF PRESTRESS FORCE IS 3mm.

THE ESTIMATED BEAM CAMBER AT RELEASE IS 18mm. THIS CAMBER IS DUE TO PRESTRESS AND DEAD LOAD OF THE BEAM ONLY AND IS MEASURED IN ERECTED POSITION.

THE INITAL FORCE IN THE TRANSVERSE POST TENSIONING TENDONS SHALL BE 365 KN.

LIFTING DEVICES SHALL BE REMOVED. REMOVAL IS INCLUDED IN THE BID ITEM "PRESTRESSED CONCRETE DECK, 685mm."

IF THE POSITION DOWELS AT THE ABUTMENTS ARE MISALIGNED DUE TO TEMPERATURE EFFECT ON THE BEAMS, HOLES IN ELASTOMERIC BEARINGS SHALL BE CENTERED ON DOWELS.

POSITION DOWELS SHALL BE HOT-DIP GALVANIZED ACCORDING TO AASHTO M 232.

POSITION DOWELS ARE INCLUDED IN THE PAYMENT FOR PRESTRESSED CONCRETE BOX BEAMS.

PRESTRESSING STRAND SHALL BE 12.70mm NOMINAL DIAMETER MEETING THE REQUIREMENTS OF ASTM A416M, GRADE 1860, LOW RELAXATION STRANDS.

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REVISIONS

DSGN BY	K.O.	–
DR'N BY	A.A.	–
CK'D BY	F.T.	–
APP'D BY	F.T.	–

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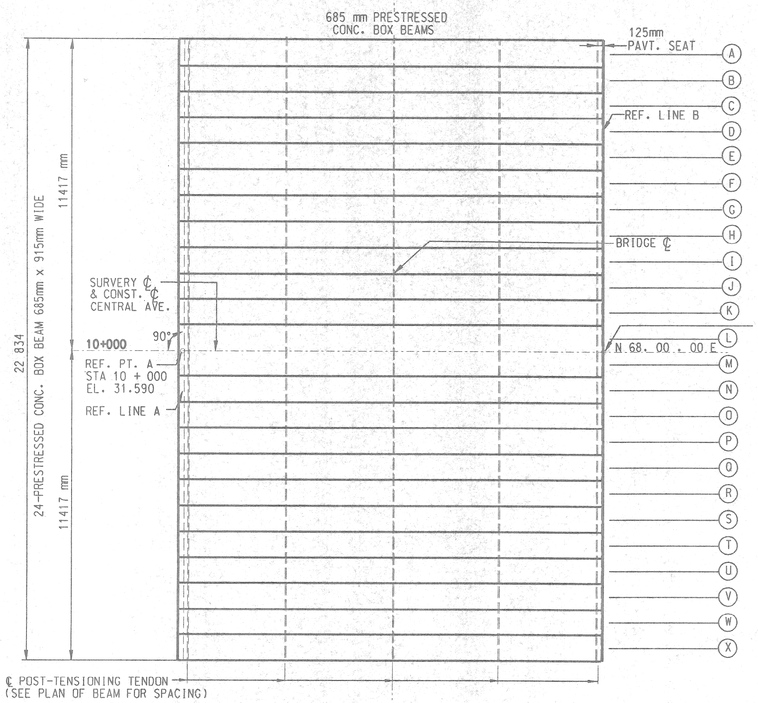
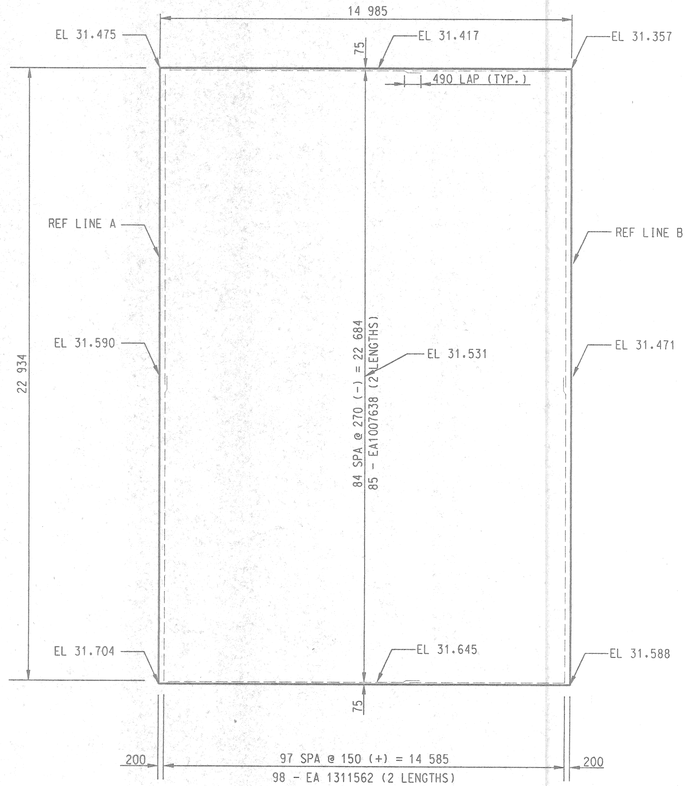
SUPER STRUCTURE DETAILS

SCALE NOT TO SCALE
PROJECT NO. 9810
SHEET NO. 7 OF 10

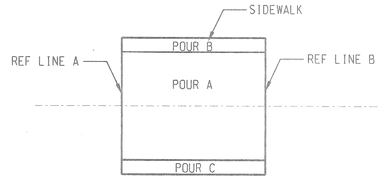
FILE NAME: 92S11E...DGN



ERECTION DIAGRAM



PLAN OF DECK SLAB



POUR DIAGRAM

SUPERSTRUCTURE CONCRETE	
POUR	QUANITITY
A	51.4 m^3
B	12.8 m^3
C	12.8 m^3
TOTAL	77 m^3

NOTES:

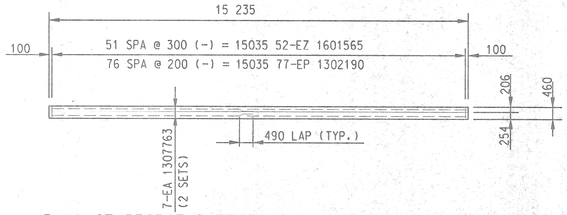
FOR DETAIL OF NAME PLATES, MOLDING AND LEVELS, SEE STANDARD PLAN B-103 SERIES.

FOR NAME PLATE LOCATION SEE GENERAL PLAN OF OF STRUCTURE SHEET.

ALPHABETICAL DESIGNATION OF DECK POURS IS NOT TO BE CONSTRUED AS A POUR SEQUENCE

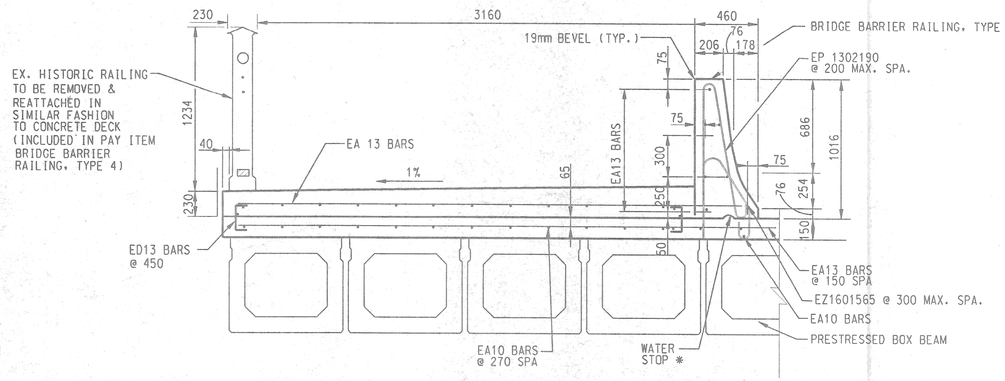
BRIDGE BARRIER RAILING, TYPE 4 SHALL BE PROVIDED WITH A RUBBED SURFACE FINISH ON THE PEDESTRIAN SIDE AT NO ADDITIONAL COST.

BRIDGE BARRIER RAILING, TYPE 4 SHALL BE PROVIDED WITH A RUBBED SURFACE FINISH ON THE PEDESTRIAN SIDE AT NO ADDITIONAL COST.



PLAN OF BRIDGE BARRIER RAILING (TYP. BOTH SIDES)

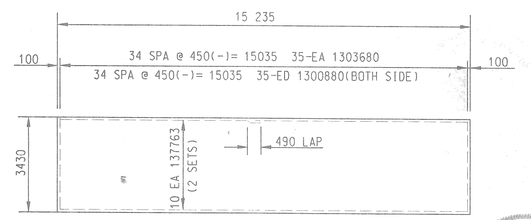
MISCELLANEOUS	UNITS	QUANTITIES
BRIDGE BARRIER OR RAILING, TYPE 4	m	31
STRUCTURE NAME PLATE	Ea	1
SUPERSTRUCTURE CONCRETE	m^3	77
FORMING, FINISHING & CURING SUPERSTRUC. CONC.	LSUM	1
CONCRETE QUALITY ASSURANCE	m^3	223
CONCRETE QUALITY INITIATIVE	dlr	1400



TYPICAL DECK SECTION THRU SIDEWALK

NOTE

* 50 mm HIGH x 100 mm LONG (FORMING NOT REQ'D)



PLAN OF SIDEWALK

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REVISIONS				
		DSGN BY	K.O.	—
		DR'N BY	A.A.	—
		CK'D BY	F.T.	—
		APP'D BY	F.T.	—

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SUPER STRUCTURE DETAILS

SCALE	NOT TO SCALE
PROJECT NO.	9810
SHEET NO.	8 OF 10

FILE NAME: 02SITE...DGN

APPROACHES - PARTICIPATING

ITEM CODE	ITEM	UNIT	AMOUNT
1500000	MOBILIZATION, MAX	lsum	1
2040005	CURB, REM	m	61
2040008	GUARDRAIL, REM	m	28
2040013	SIDEWALK, REM	m2	61
3020010	AGGREGATE BASE 100mm	m2	462
3070106	SHOULDER CI 1, 100mm	m2	244
5020060	BIT MIX, 11A	T	93
6020156	CONC. PAVT/MISC REINF. 220mm	m2	462
8027102	MISC CONC. CURB, DETAIL CD	m	61
8030002	SIDEWALK CONC, 100mm	m2	61
8070040	GUARDRAIL ANCHORAGE, BRIDGE DETAIL T-1	ea	2
8120026	PLASTIC DRUM, LIGHTED, FURN.	ea	30
8120027	PLASTIC DRUM, LIGHTED, OPER.	ea	30
8120036	BARRICADE, TYPE III, LIGHTED, FURN.	ea	6
8120037	BARRICADE, TYPE III, LIGHTED, OPER.	ea	6
8160001	SIGN, TYPE B, TEMP.	m2	30
8160001	SODDING,CL A	m2	220
8160033	TOP SOIL SURFACE, FURN 50mm	m2	220

BRIDGE

ITEM CODE	ITEM	UNIT	AMOUNT
2040020	STRUCTURES, REM.	Lsum	1
2060002	BACKFILL, STRUCTURE, CIP	m3	580
2060011	EXCAVATION, FOUNDATION	m3	580
6050100	CONCRETE QUALITY ASSURANCE	m3	233
6050101	CONCRETE QUALITY INITIATIVE	dlr	1400
7040007	COFFERDAMS	lsum	1
7050030	STEEL PILE, FURNISHED AND DRIVEN	m	1064
7050041	TEST PILE, STEEL	ea	2
7050150	PILE DRIVING EQUIPMENT, FURN.	Lsum	1
7060002	CONCRETE, GRADE T	m3	67
7060020	SUBSTRUCTURE CONCRETE	m3	160
7060022	SUPERSTRUCTURE CONCRETE	m3	77
7060024	FORMING, FINISHING & CURING SUPERSTRUCTURE CONCRETE	Lsum	1
7060030	REINFORCEMENT, STEEL	kg	7736
7060031	REINFORCEMENT, STEEL, EPOXY COATED	kg	3384
7060050	STRUCTURE NAME PLATE	ea	1
7060052	WATER REPELLENT TREATMENT	m2	47
7070065	ELASTOMERIC BEARING, 26mm	m2	6.6
7080004	PRESTRESSED CONC. DECK, 685 mm	m2	348
7080015	POST TENSIONING	Lsum	1
7100001	JOINT WATERPROOFING	m2	72.4
7110022	BRIDGE BARRIER RAILING, TYPE 4	m	31
8130015	RIPRAP, HEAVY	m2	320

NON PARTICIPATING QUANTITIES

ITEM CODE	ITEM	UNIT	AMOUNT

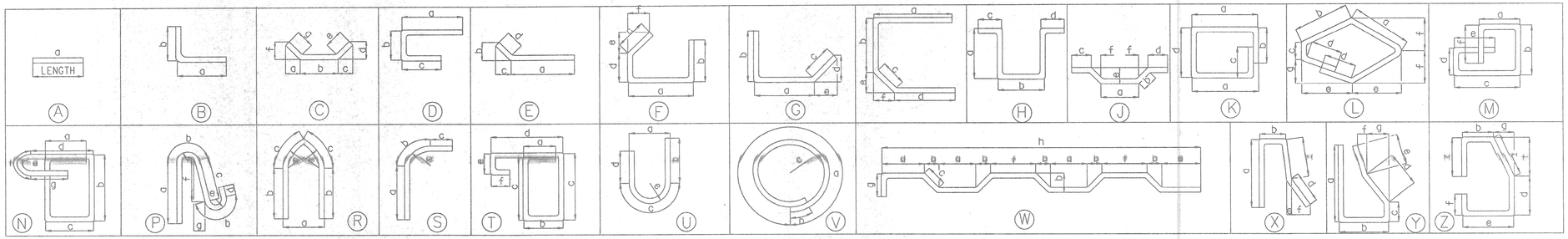
STEEL REINFORCEMENT

ABUTMENTS

BAR	DIMENSIONS a	b	c	d	e	f	g	h	LENGTH	NO. REQ'D	TOTAL WT. (kg)
EB1304350	3450	900							4358	12	52
EB1304800	3900	900							4808	12	57
ED1302350	1100	150	1100						2350	60	140
A1904650	4650								4650	56	582
A1912450	12450								12450	20	557
B1902600	1250	1350							2600	40	232
C1903610	360	450	0	1560	1560	1560	1600		3610	280	2259
F1904210	1050	1560	1600	0	1560	360			4210	280	2635
F1903860	1480	0	2380	0	2230	850			3860	4	35
A2512450	12450								12450	20	989
B2502500	1250	1250							2500	8	80
B2503700	1300	2400							3700	8	118
TOTAL STEEL REINFORCEMENT										7736 kg	

STEEL REINFORCEMENT, EPOXY

BAR	DIMENSIONS a	b	c	d	e	f	g	h	LENGTH	NO. REQ'D	TOTAL WT.(kg)
EA 10 07638	7638								7638	172	736
EA 13 11562	11562								11562	196	2253
EA 13 07763	7763								7763	34	262
EA 13 03680	3680								3680	35	128
ED 13 00880	270	340							880	70	61
EP 13 02190	910	170	865	75	40	860	95		2190	77	168
EZ 16 01565	565	95	440	210	130	125	260	355	1565	52	126
TOTAL STEEL REINFORCEMENT										3734 kg.	



NOTES:

TOLERANCE IN CUTTING AND BENDING BARS ARE AS ESTABLISHED IN THE MANUAL OF STANDARD PRACTICE OF THE CONCRETE REINFORCING INSTITUTE AND DETAILING MANUAL OF THE AMERICAN CONCRETE INSTITUTE. STEEL FOR REINFORCING SHALL BE INTERMEDIATE OR HARD GRADE ONLY.

ALL RIGHT ANGLE BENDS IN REINFORCING STEEL TO BE MADE ABOUT A PIN OF MINIMUM DIAMETER ALLOWED BY THE STANDARD SPECIFICATIONS.

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STATE OF MICHIGAN — OLUWOLE OLUFEMI TALABI — ENGINEER — No. 39530 — PROFESSIONAL ENGINEER

REVISIONS				
	DSGN BY	K.O.	—	
	DR'N BY	A.A.	—	
	CK'D BY	F.T.	—	
	APP'D BY	F.T.	—	

SNELL ENVIRONMENTAL GROUP, INC. A DLZ Company
151 W. CONGRESS, STE. 328, DETROIT, MICHIGAN 48226
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615 GRISWOLD, SUITE 1505, DETROIT, MICHIGAN, 48226

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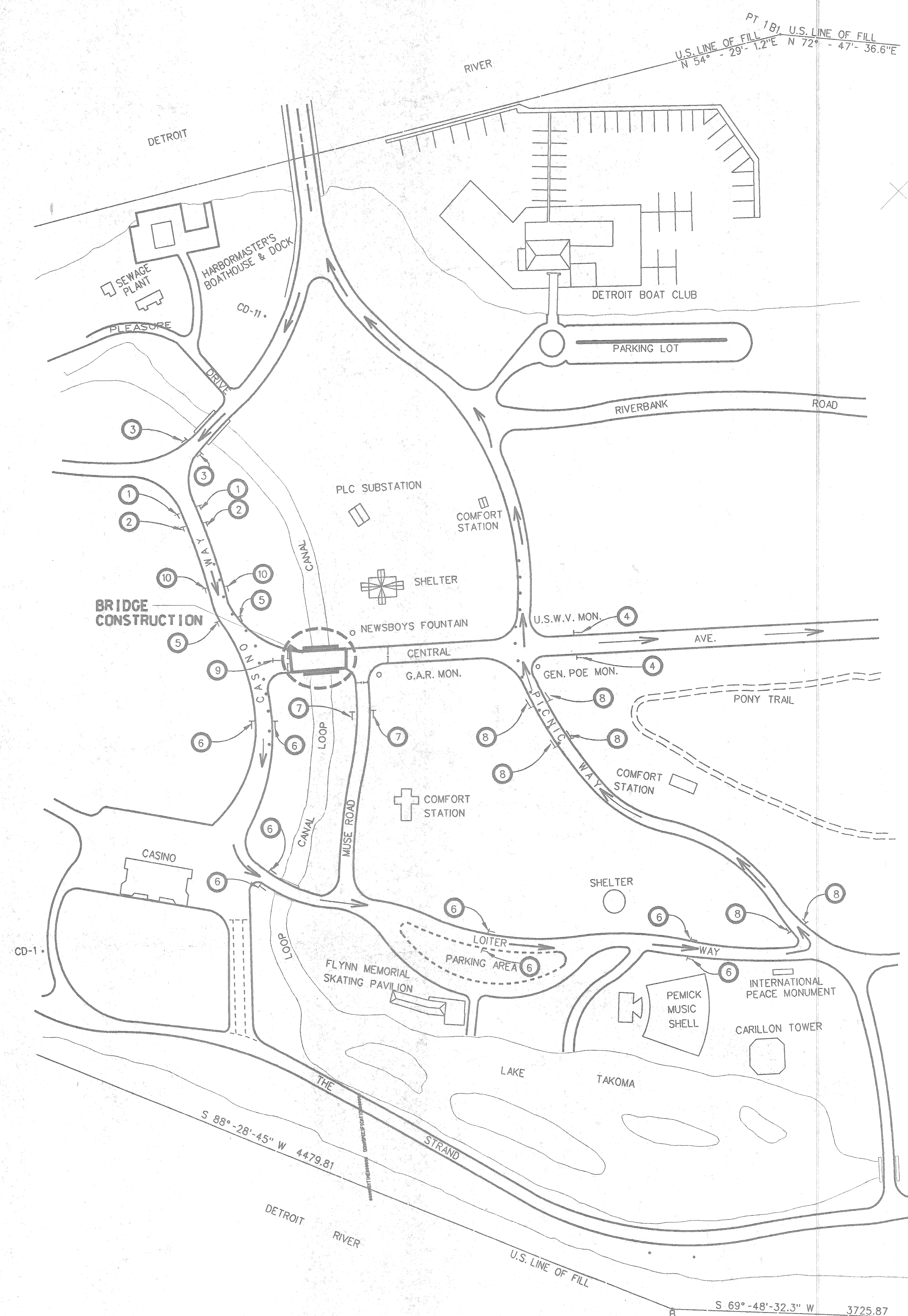
SUMMARY OF STEEL REINFORCEMENT

SCALE NOT TO SCALE
PROJECT NO. 9810
SHEET NO. 9 OF 10

FILE NAME: 025ITE .DGN

SIGN CHART

I.D. NUMBER	SIGN	SIGN DESIGNATION	SIZE	NUMBER REQUIRED
1	ROAD CLOSED 1/4 MILE	W20-3	1200X1200	2
2	DETOUR AHEAD	W20-2	1200X1200	2
3	ROAD CLOSED AHEAD	W20-2	1200X1200	2
4	CENTRAL AVE (arrow)	D3-1 M6-1b	900X300 525X375	2
5	ROAD CLOSED DETOUR	R11-2 M4-10	1200X750 1200X450	2
6	CENTRAL AVE DETOUR	D3-1 M4-9	900X300 750X600	8
7	CENTRAL AVE DETOUR	D3-1 M4-9	900X300 750X600	2
8	CENTRAL AVE DETOUR	D3-1 M4-9	900X300 750X600	6
9	ROAD CLOSED	R11-2	1200X750	1
10	ROAD CLOSED AHEAD CENTRAL AVE	W20-3 D3-1	1200X1200 900X300	2



MISCELLANEOUS QUANTITIES

ITEM	UNIT	AMOUNT
BARRICADE, TYPE 111, LIGHTED, OPER	ea	6
BARRICADE, TYPE 111, LIGHTED, FURN	ea	6
PLASTIC DRUM, LIGHTED, FURN	ea	30
PLASTIC DRUM, LIGHTED, OPER	ea	30
SIGN, TYPE B, TEMPORARY, RETROREFLECTIVE SHEETING	ea	29

SIGN TYPE LEGEND

- SIGN, TYPE B
- TYPE 111 BARRICADE

NOTES:

THE CONTRACTOR WILL FURNISH AND ERECT THE SIGNS LISTED ON THE SIGN CHART AT LOCATIONS SHOWN.

AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ANY ADDITIONAL SIGNS, BARRICADES AND LIGHTS WITHIN THE PROJECT TO PROTECT THE TRAFFIC AND WORK AREA.

THE CONTRACTOR SHALL PLACE SANDBAGS ON BARRICADES TO PREVENT MOVEMENT OF THE BARRICADES. THE CONTRACTOR SHALL ATTACH AND MAINTAIN THREE (3) STEADY BURN AMBER LIGHTS (TYPE "C") ON EACH OF THE BARRICADES.

THE CONTRACTOR SHALL ATTACH AND MAINTAIN ONE (1) BATTERY OPERATED AMBER FLASHER LIGHTS (TYPE "A") AND ONE (1) ORANGE FLUORESCENT DAY-GLO FLAG ON EACH ADVANCE CONSTRUCTION SIGN (SIGNS ①, ② & ③).

TRAFFIC CONTROL SIGNS WHICH ARE REMOVED FROM THE VICINITY OF THE PROJECT DUE TO INTERFERENCE SHALL BE TURNED OVER TO THE CITY. UPON COMPLETION OF THE PROJECT, TRAFFIC CONTROL SIGNS AND STREET NAME SIGNS WILL BE RESET IN THEIR PROPER POSITION BY THE CONTRACTOR.

THE CONTRACTOR SHALL NOT BEGIN ANY OPERATIONS ON THE PROJECT UNITL ALL OF THE SIGNS HAVE BEEN POSITIONED AND FLASHER LIGHTS AND FLAGS ARE ATTACHED TO ALL REQUIRED SIGNS AND BARRICADES.

ANY OTHER SIGNS WHICH THE CONTRACTOR MAY BE REQUIRED TO FURNISH SHALL CONFORM TO MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ALL CONSTRUCTION SIGNS SHALL CONFORM TO MDOT 1996 STANDARD SPECIFICATIONS FOR CONSTRUCTION 812.02.B.1.

STATE OF MICHIGAN PROFESSIONAL

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REVISIONS				
	DSGN BY	F.T.	—	
	DR'N BY	A.A.	—	
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SEG

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DETOUR PLAN

SCALE NOT TO SCALE
PROJECT NO. 9810
SHEET NO. 10 OF 10

FILE NAME: 02SITE_.DGN