



MISCELLANEOUS QUANTITIES

1 LS	MONITORING VIBRATIONS (STRUCTURES)
1 LS	MONITORING VIBRATIONS (SANITARY SEWERS)
1 LS	STRUCTURES, REM (B01 OF 63021)
1 LS	STRUCTURES, REM *
4 CYD	EXCAVATION, FDN **
1570 CYD	BACKFILL, STRUCTURE, CIP
569 CYD	EMBANKMENT, CIP
400 TON	NON HAZ CONTAMINATED MATERIAL HANDLING AND DISPOSAL, LM
1 LS	RIPRAP, HEAVY, SPECIAL
150 SYD	CONFFERDAMS, LEFT IN PLACE
	CONC. SURFACE COATING

* STRUCTURE, REM INCLUDED: REMOVAL OF EXISTING CORRUGATED PIPE-CULVERT, REMOVAL EXISTING GUARDRAIL, EXCAVATING, FDN FOR CULVERT REMOVAL.

** THIS QUANTITY FOR EXCAVATION FOUNDATION FOR PROPER INSTALLATION OF PROPOSED COFFERDAMS.

EROSION AND SEDIMENTATION CONTROL

KEY	QUANTITY	PAY ITEM
55	4 EA	EROSION CONTROL, FILTER BAG
	___ FT	TURBIDITY CURTAIN (SHALLOW)
26	100 FT	EROSION CONTROL, SILT FENCE
39A	4 EA	EROSION CONTROL, INLET PROTECTION, FABRIC DROP
	___ LS	SEDIMENTATION CONTROL

SUMMARY OF HYDRAULIC ANALYSIS

FLOOD DATA	EXISTING				PROPOSED			
	DISCHARGE (CFS)	WATER SURFACE ELEV. AT U/S FACE OF STRUCTURE	VELOCITY AT D/S FACE (FPS)	WATER SURFACE ELEV. AT U/S FACE OF STRUCTURE	VELOCITY AT D/S FACE (FPS)	WATERWAY AREA (SFT) AT D/S FACE	CHANGE IN WS EL 3 U/S OF PROPOSED STRUCTURE	
50 YEAR								
100 YEAR								

MAXIMUM BRIDGE AREA BELOW LOW CHORD IS 151 SQUARE FEET

THE WATER SURFACE AND/OR ENERGY GRADE ELEVATIONS SHOWN ON THE ABOVE HYDRAULIC TABLE ARE TO BE USED FOR COMPARISON PURPOSES ONLY AND ARE NOT TO BE USED FOR ESTABLISHING A REGULATORY FLOORPLAN. THE ELEVATIONS MAY NOT BE USED PROVIDED THEY ARE VERIFIED WITH THE LAND AND WATER MANAGEMENT DIVISION, MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY.

NOTES:

THE DESIGN OF THIS STRUCTURE IS BASED ON CURRENT AASHTO STANDARDS SPECIFICATIONS FOR HIGHWAY BRIDGES HS25 LOADING. THE LOAD FACTOR METHOD OF DESIGN WAS USED FOR THIS STRUCTURE.

THE REMOVAL OF THE EXISTING STRUCTURE, SLOPEWALLS AND GABIONS IS INCLUDED IN THE PAY ITEM, "STRUCTURE, REM". SEE "STRUCTURES REMOVAL SEQUENCE" ON SHEET.

REMOVAL OF THE EXISTING SUBSTRUCTURE UNITS SHALL BE ISOLATED FROM THE WATERWAY USING TEMPORARY STEEL SHEET PILING. TEMPORARY SHEETING FOR THE REMOVAL SHALL ADHERE TO THE SAME REQUIREMENTS FOR CONSTRUCTION AND DE-WATERING AS THE COFFERDAM. TEMPORARY SHEETING SHALL BE CUT OFF 1'-0" BELOW FINISH GRADE AND SHALL NOT INTERFERE WITH PROPOSED CONSTRUCTION. ALL COST ASSOCIATED WITH THE TEMPORARY SHEETING IS INCLUDING IN THE REMOVAL ITEMS.

DURING WORK ON THE EXISTING AND PROPOSED RETAINING WALLS CASE SHALL BE TAKEN TO PREVENT ANY MATERIAL FROM ENTERING THE WATERWAY. THE CONTRACTOR SHALL PROPOSE A SYSTEM FOR PROTECTION OF THE WATERWAY & SUBMIT IT TO THE ENGINEER FOR APPROVAL. PAID FOR AS "SEDIMENTATION CONTROL". SEE SPECIAL PROVISION.

PAYMENT FOR FALSE DECKING SHALL BE BASED ON THE AREA OF THE EXISTING ARCH BARREL OVER THE WATERWAY REGARDLESS OF THE SIZE OF THE BARGE OR PLATFORM USED. THE CONTRACTOR SHALL TAKE CARE NOT TO ALLOW THE EXISTING EARTH FILL TO FALL INTO THE WATERWAY.

GEOTEXTILE LINER SHALL BE PLACED ON ALL SLOPES PRIOR TO PLACING RIPRAP. PAYMENT FOR GEOTEXTILE LINER SHALL BE INCLUDED IN THE PAYMENT FOR "RIPRAP, HEAVY, SPECIAL".

THE EXISTING STRUCTURE PROVIDES A WATERWAY AREA OF 91 SQUARE FEET. TO UNDERCLEARANCE ELEVATION 592.15.

WITHOUT THE PREVENTIVE MEASURES SHOWN ON THESE PLANS, THERE IS A POSSIBILITY THAT STREAM BED SCOUR MAY OCCUR. THE ESTIMATED TOTAL SCOUR DEPTH IS CALCULATED TO BE ___ AT ABUTMENT A AND ___ AT ABUTMENT B. THESE DEPTHS ARE BASED ON A 100 YEAR RUNOFF EVENT.

THE DRAINAGE AREA CONTRIBUTORY TO THIS CROSSING IS ___ SQUARE MILES.

BROKEN CONCRETE SHALL NOT BE USED AS RIPRAP.

THE TREMIE SEAL DESIGN WAS BASED ON A WATER SURFACE AT EL. 589.95.

THE WIDTH OF THE TREMIE UNDER THE STRUCTURE MAY NOT BE INCREASED EXCEPT IN THE SOUTHWEST QUADRANT IN THE VICINITY OF THE EXISTING AND PROPOSED SANITARY SEWER.

THE USE OF VIBRATORY HAMMERS FOR INSTALLATION COFFERDAM SHALL NOT BE ALLOWED.

DEWATERING OF THE COFFERDAM IS TO BE MADE THRU FILTER BAGS UNTIL COMPLETION OF THE TREMIE SEAL. ALL COST ASSOCIATED WITH DEWATERING ARE THE RESPONSIBILITY OF THE CONTRACTOR.

COFFERDAMS IN STREAM SHALL BE CUT OFF AT ELEVATION 585.2 OR A MINIMUM OF 1'-0" BELOW THE STREAM BOTTOM OR 1'-0" BELOW GRADE. WORK IS INCLUDED IN THE BID ITEM, "CONFFERDAMS, LEFT IN PLACE" (C01 OF 63821).

CONCRETE SURFACE COATING IS TO BE APPLIED TO BOTH SIDES OF THE RAILING, THE HEADRAIL FACIA, THE CULVERT AND PEDESTAL WALL END FACES, THE TOP AND EXPOSED SIDE OF THE WINGWALL, RETURNWALLS AND THE RETAINING WALL. COATING SHALL EXTEND 6 INCHES MINIMUM BELOW FINISHED GRADE.

ALL EXCAVATION ON THE PROJECT SHALL BE CONSIDERED NONHAZARDOUS CONTAMINATED. STORAGE AREA FOR THE MATERIAL ON SITE MAY BE LIMITED.

PLAN

DESCRIPTION		DR	CHK	DATE	BY	CHECKED BY	APPROVED:	CITY OF DETROIT CITY ENGINEERING DIVISION - D.P.W. BUREAUS OF STREETS AND HIGHWAYS FOR	WEST PARKWAY CULVERT OVER ROUGE RIVER GENERAL PLAN OF STRUCTURE	SHEET OF SHEETS
REVISIONS							ENGINEER BY STREET			CONTRACT NO.
										ASSIGNMENT NO.
										DATE