

I PI A N

GRAD

ESTIMATE

FINAL

CITY OF DETROIT

F O R

NOTES:

BENCH

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.

ELEV

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 THE DEPAYMENT OF THE CONTROL OF THE THE ARM THE THE THE STATE 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 PROPOSED 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 BARCE 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.

THE EXISTING STRUCTURE PROVIDES A WATERWAY AREA OF 91 SQUARE FEET. TO UNDERCLEARENCE 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 12.6 AT ABUMENT A AND 12.6 AT ABUMENT B. THESE DEPTH'S ARE BASED ON A 100 YEAR RUNOFF EVENT.

THE DRAINAGE AREA CONTRIBUTORY TO THIS CROSSING IS 6.1 SQUARE MILES.

BROKEN CONCRETE SHALL NOT BE USED AS RIPRAP.

THE TREMIE SEAL DESIGN WAS BASED ON A WATER SURFACE AT EL. 580.00.

THE WIDTH OF THE TREMIF UNDER THE STRUCTURE MAY NOT BE INCREASED EXCEPT IN THE SOUTHWEST QUADRANT IN THE VICINITY OF THE EXISTING AND PROPOSED

THE USE OF VIBRATORY HAMMERS FOR INSTALLATION COFFERDAM SHALL NOT BE

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

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

WEST PARKWAY CULVERT OVER ASHCROFT - SHERWOOD DRAIN CITY ENGINEERING DIVISION - D.P.W. BUREAUS OF STREETS AND HIGHWAYS

SHEET 27 OF 39 SHEET! CONTRACT PW-6987 ASSIGNMENT