| SOK | LEVEL | SEFORE STAFFER CONSTRUCTION CONTRACTOR
| MODITION | P.G. | DATE | SEFORE STAFFER CONSTRUCTION CONTRACTOR
| MOST OFFICE WITH UTLIES FOR DOTA ABOUNDED IN LINE STRUCTURES WHETHER OR NOT ABOUNDED IN PLANS.

BENCHMARKS

BM#1 ELEV = 616.82 CHISEL MARK 26.4 FEET RIGHT OF STA 4+81

BM#2 ELEV = 605.44 CHISEL MARK SW COR. W. PARKWAY & MEADOWPARK

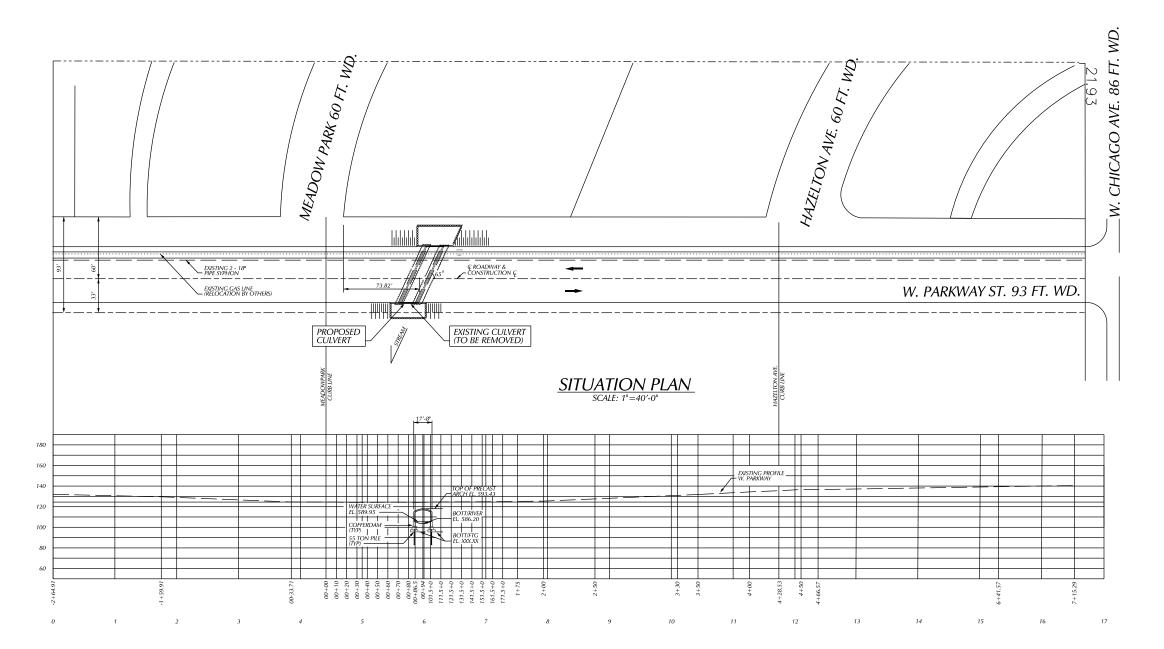
WITNESSES

WITNESSES TO CP#2 EAST - W. PARKWAY, NORTH HAZELTON 55' FRONT LIGHTPOLE NORTH

CP#86 SW COR. W. PARKWAY & MEADOWPARK 5' N. FIRE HYDRANT 7' W. CURB LINE 30' S. SOUTH CURB LINE OF MEADOWPARK

REF PT COORDINATES

REF PT A X=5000.00 Y=5092.93 REF PT B X=5040.57 Y=4555.99



PROPOSED PROFILE ALONG W. PARKWAY GRADE VERT SCALE: 11= 10' HOR SCALE: 11= 40'

PLAN

PLAN

GRADE

CHECKED BY

APPROVED:

PLAN

GRADE

CHARGE OF SITECES

CHARGE OF SITECES

FINALE

FINALE

FINALE

FINALE

FINALE

FINALE

C I T Y O F D E T R O I T

C I T Y E N G I N E E R I N G D I V I S I O N - D. P. W.

B U R E A U S O F S T R E E T S A N D H I G H W A Y S

F O R

WEST PARKWAY CULVERT OVER ROUGE RIVER

GENERAL PLAN OF SITE

SHEET OF SHEETS
C O N T R A C T
N O.
A S S IG N M E N T
N O .

NOTES:

THE WORK COVERED BY THESE PLANS INCLUDED REMOVAL OF THE EXISTING METAL CORRUGATED STEEL CULVERT, CONSTRUCTION OF THE PROPOSED CULVERT & RETAINING WALL AND PLACING RIPRAP TO THE LIMITS SHOWNS, ALL OTHER WORK IS INCLUDED IN THE ROAD PLANS THAT ARE PART OF THE PACKAGE.

THE STATIONING SHOWN IS UNIQUE TO THIS PROJECT AND CANNOT BE RELATED TO ANY OTHER EXISTING STATIONING.

ELEV

W. PARKWAY TRAFFIC IS TO BE DETOURED OVER OTHER EXISTING ROADS.

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.

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 STRUCTURES, IF DEBRIS FALLS INTO THE 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 A CULVERT SLOPE IS COMPLETED, SLOPE PROTECTION AND SEEDING OR SODDING SHALL BE PLACED ON THE ADJACENT EMBANKMENT SLOPES.

PLANS REFER TO THE NAVD88 DATUM.

THE SURVEY INFORMATION ON THIS PROJECT WAS ACQUIRED BE THE CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS, CITY ENGINEER DIVISION SURVEYOR.