CITY OF DETROIT
CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

IN CO-OPERATION WITH

MICHIGAN DEPARTMENT OF TRANSPORTATION

AND

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID URBAN PROJECT NO. MICHIGAN **DSTP 9582(020)**

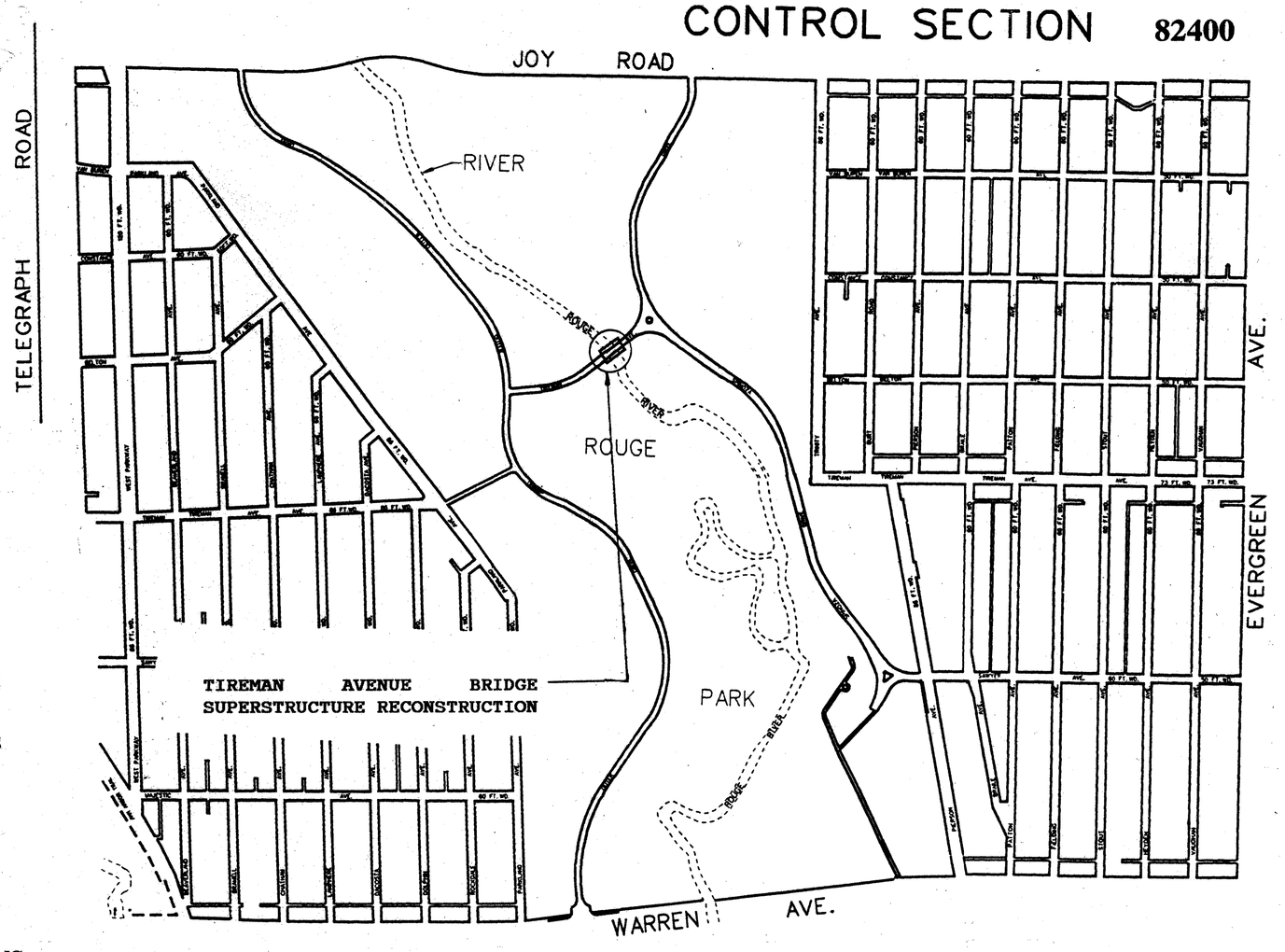
CONTROL SECTION **82400** JOB NO. **36917A - B01 82-18-84**

TRAFFIC DATA

POSTED SPEED	25 MPH
DESIGN SPEED	45 MPH
PRESENT ADT (1994)	1956
FUTURE ADT (2014)	3533
DESIGN LOADING	HS20

INDEX OF SHEETS

CITY OF DETROIT STANDARD PLANS



COUNTY: WAYNE **TOWN: 02S**

RANGE : 10E **SECTION: 3**

MDOT STANDARD PLANS

WHERE THE FOLLOWING ITEMS ARE CALLED FOR ON THE PLANS THEY ARE TO BE CONSTRUCTED ACCORDING TO THE STANDARD PLAN GIVEN BELOW OPPOSITE EACH ITEM UNLESS OTHERWISE NOTED.

* II-30E	CONCRETE CURB & CONCRETE CURB & GUTTER
* II-39L	TRANSVERSE PAVEMENT JOINTS
* II-43E	LOCATION OF TRANSVERSE JOINTS IN CONCRETE PAVEMENT
* II-44J	CONCRETE PAVEMENT REPAIR
* II-45H	CONVENTIONAL PAVEMENT REINFORCEMENT
III-60H	BEAM GUARDRAIL
III-67D	GUARDRAIL ANCHORAGE - BRIDGE, DETAILS
IV-83H	UTILITY TRENCHES
V-100C	SODDING & SEEDING
VI-125H	LIGHTED ARROWS & BARRICADES
X-18D	BRIDGE RAILLING SOLID PARAPET TYPE
XI-103D	MOLDING, BEVEL, LIGHT STANDARD ANCHOR BOLT ASSEMBLY AND NAME PLATE DETAILS

* Special Detail in Proposal.

CITY OF DETROIT
BRIDGE NO. BW 265
FEDERAL STRUCTURE
NO. 0153100 B01

N

6. ALL EXPOSED CONCRETE CORNERS SHOWN SQUARE ON THE PLANS SHALL BE 1/2" BEVELED EXCEPT AS OTHERWISE NOTED.
7. WATER LEVEL IS SUBJECT TO CHANGE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF WATER LEVELS THAT WILL EXIST DURING CONSTRUCTION.
8. THE CONTRACTOR SHALL LOCATE ALL 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.
9. FOR PROTECTION OF UNDER GROUND UTILITIES, THE CONTRACTOR SHALL DIAL 1-800-482-7171 A MINIMUM OF 3 WORKING DAYS PRIOR TO EXCAVATION IN THE VICINITY OF UTILITY LINES. ALL "MISS DIG" PARTICIPATING MEMBERS WILL THUS BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING UTILITY OWNERS WHO MAY NOT BE A PART OF THE "MISS DIG" ALERT SYSTEM.

DETROIT EDISON 1-800-477-4747

MICHIGAN CONSOLIDATED GAS CO. 313-965-8080

AMERITECH 313-221-6100

DETROIT WATER & SEWERAGE DEPARTMENT 313-267-7401

CITY OF DETROIT PUBLIC LIGHTING DEPARTMENT 313-267-7340

COMCAST CABLE COMPANY 313-934-2600

GENERAL NOTES

1. THE DESIGN OF THIS STRUCTURE REHABILITATION IS BASED ON CURRENT AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES HS20 LOADING. LIVE LOAD PLUS IMPACT DEFLECTION DOES NOT EXCEED 1/1000 OF SPAN LENGTH. THE WORKING STRESS METHOD OF DESIGN WAS USED FOR THIS STRUCTRE.
2. EXCEPT WHERE OTHERWISE INDICATED ON THESE PLANS, OR IN 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 1990 EDITION.
3. PUBLIC LIGHTING DEPARTMENT WORK TO BE DONE IN ACCORDANCE WITH P.L.D. SPECIFICATIONS AND CITY OF DETROIT DIVISION 15 STANDARDS.
4. THE STATIONING AS SHOWN ON THESE PLANS 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 ENGINEERING OFFICE IN DETROIT AND THE STRUCTURE SHALL BE STAKED OUT USING THE ACTUAL CENTERLINE AS THE CONTROL POINT.
5. THE DESIGN OF THE STRUCTURAL MEMBERS IS BASED ON MATERIAL OF THE FOLLOWING GRADES AND STRESSES:

CONCRETE (SUPERSTRUCTURE) GRADE 45D: f'_c = 4,000 PSI

CONCRETE (RAILING AND BACKWALL) GRADE 45D: f'_c = 4,000 PSI

PRESTRESSED CONCRETE : f'_c = 5,000 PSI

STEEL REINFORCEMENT : f_y = 60,000 PSI

STEEL REINFORCEMENT (PRETRESSED BEAM STIRRUPS) :

f_y = 40,000 PSI

STRUCTURAL STEEL A36 : F_y = 36,000 PSI

PRESTRESSING STRANDS : f_{py} = 270,000 PSI

CONTRACT FOR - SUPERSTRUCTURE RECONSTRUCTION, APPROACH WORK AND MISCELLANEOUS CONSTRUCTION

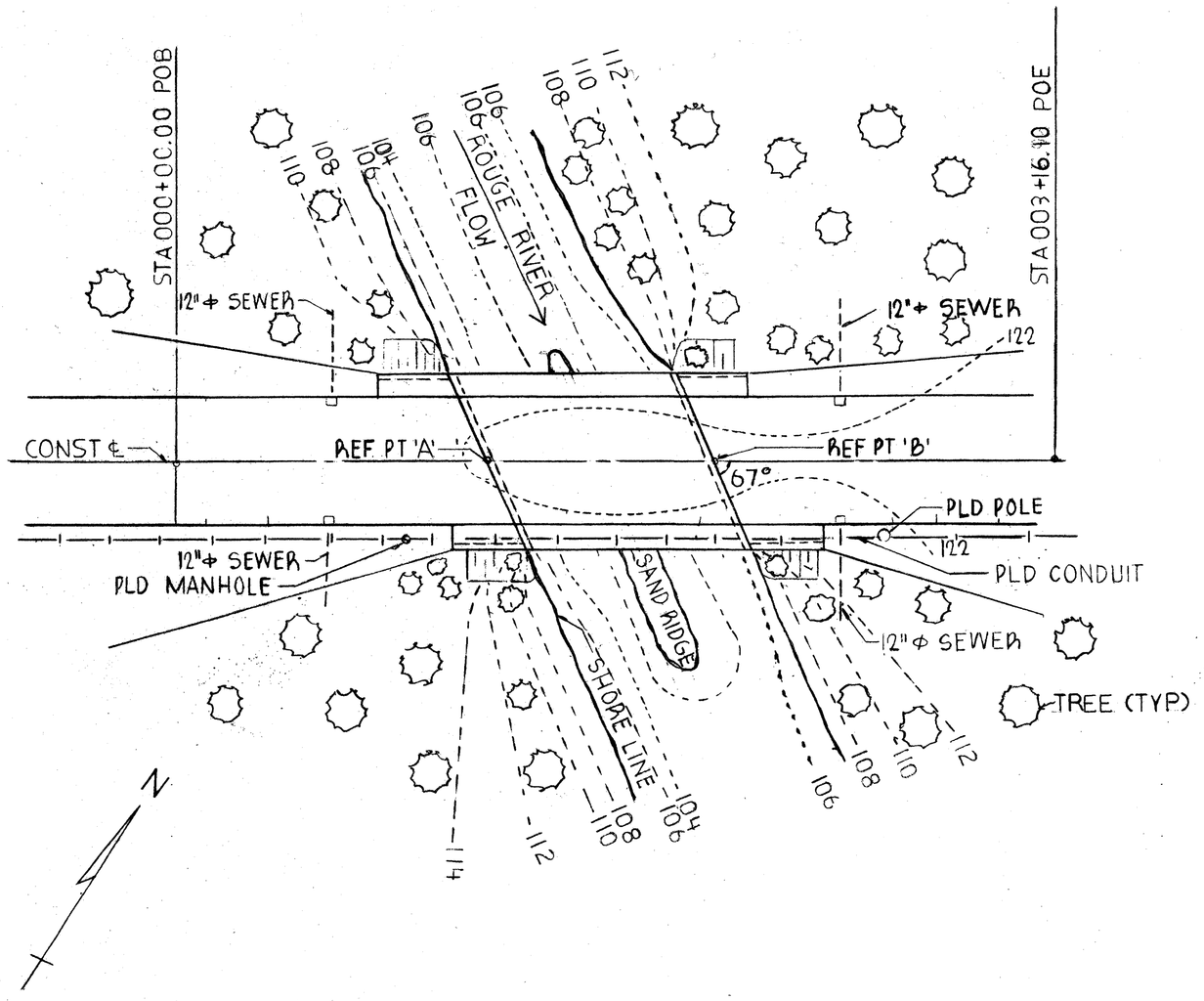
CITY OF DETROIT
CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
SUPERSTRUCTURE RECONSTRUCTION

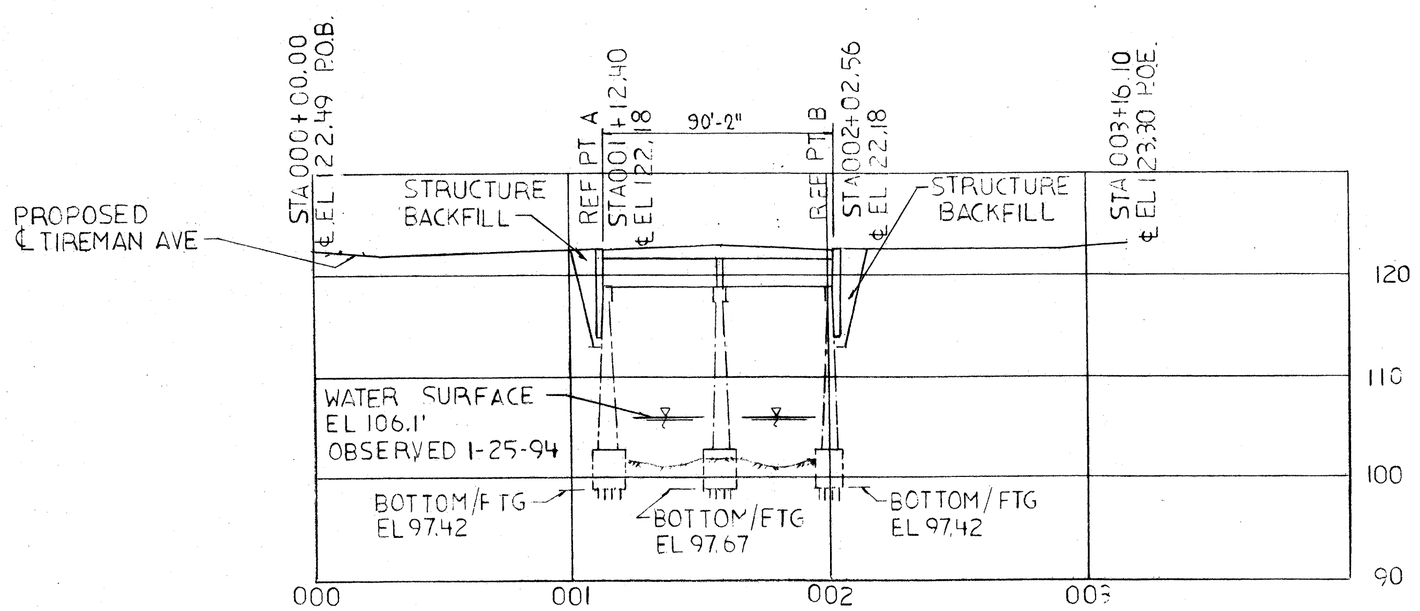
BRIDGE TITLE SHEET

SHEET S20 OF S-41 SHEETS

FEDERAL AID URBAN PROJECT NO. DSTP 9582(020) BRIDGE NO. B01 82 - 18 -84 SECTIONS 0001 & 0002 JOB NO. 36917A



SITUATION PLAN
SCALE 1"=40'-0"



PROFILE ALONG CONSTRUCTION ℄ TIREMAN AVE
VERT SCALE 1"=10'
HOR SCALE 1"=40'

BENCH MARKS		ELEV
PBM 109-252	NE CORNER TIREMAN & BERT ROAD	128.09
PBM 103-252A	NE CORNER TIREMAN & PATTON	136.68
PBM 110-250A	NE CORNER SPINOZA & JOY ROAD	136.26
CBM # 1	SPIKE IN POLE, S. SIDE OF TIREMAN, E. OF BRIDGE	123.04
CBM # 2	SPIKE IN POLE, S. SIDE OF TIREMAN, W. OF BRIDGE	124.55

EXISTING STRUCTURE
TWO 45 FT. SPANS, 36" STEEL I-BEAM BUILT IN 1930.

DO NO WORK FROM THIS SHEET. THE INFORMATION SHOWN HERE IS FOR REFERENCE ONLY. NO PAY ITEMS ARE SHOWN.

TRAFFIC DATA

POSTED SPEED	25 MPH
DESIGN SPEED	45 MPH
PRESENT ADT (1994)	1956
FUTURE ADT (2014)	3533
DESIGN LOADING	HS20

NOTES:

THE CONTRACTOR SHALL LOCATE ALL ACTIVE UNDERGROUND UTILITIES PRIOR TO STARTING WORK, AND SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO INSURE THAT THOSE UTILITIES WILL NOT BE DAMAGED.

TRAFFIC IS TO BE MAINTAINED PER TRAFFIC CONTROL AND DETOUR PLAN. WATER LEVEL IS SUBJECT TO CHANGE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF WATER LEVELS THAT WILL EXIST DURING CONSTRUCTION.

MEASURES SHALL BE TAKEN TO PREVENT DEBRIS FROM FALLING FROM THE EXISTING OR PROPOSED 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 MADE AS EFFECTIVE AS POSSIBLE.

JOB NO. : 36917A

revisions	d'n	ck'd	ap'vd	date
1				
2				
3				
4				
5				

designed by RP
drawn by JN
checked by RP
approved: E.C. Howard

CITY OF DETROIT

CITY ENGINEERING DIVISION

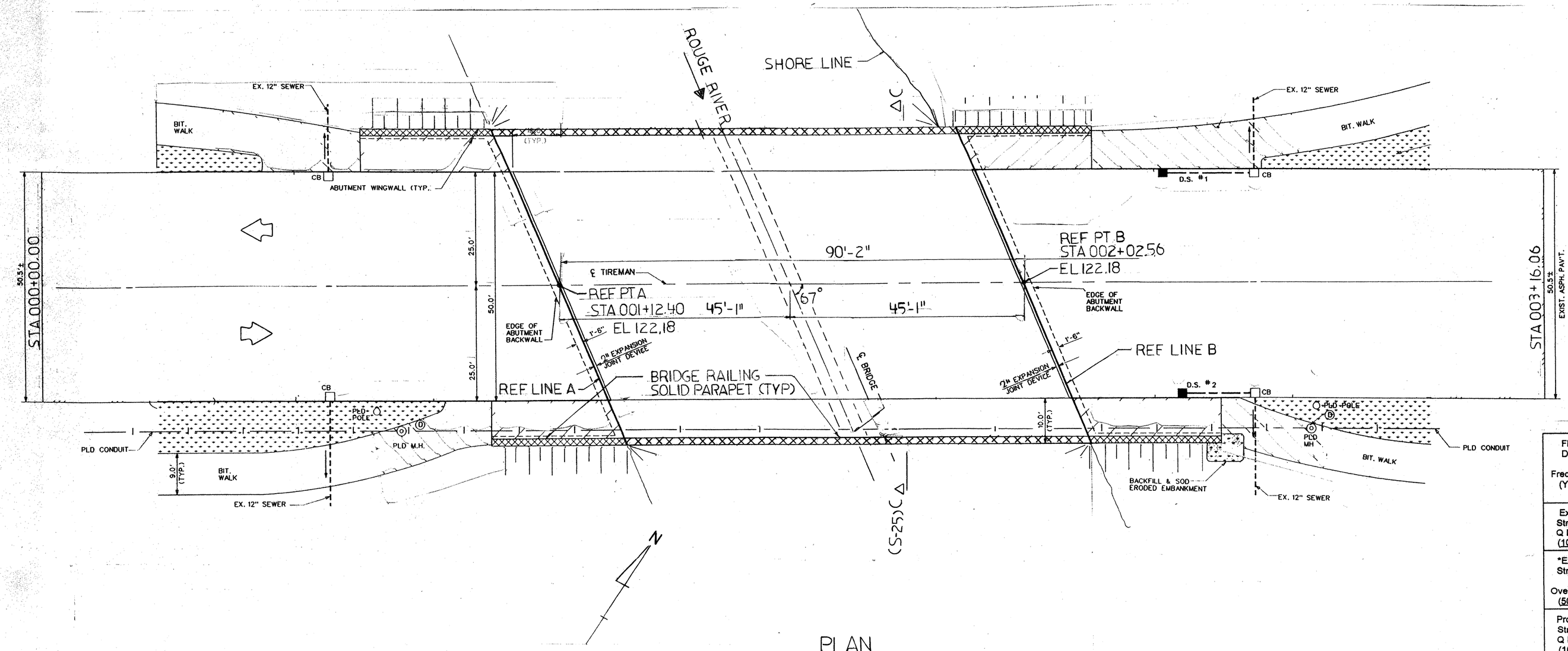
DEPARTMENT OF PUBLIC WORKS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
SUPERSTRUCTURE RECONSTRUCTION

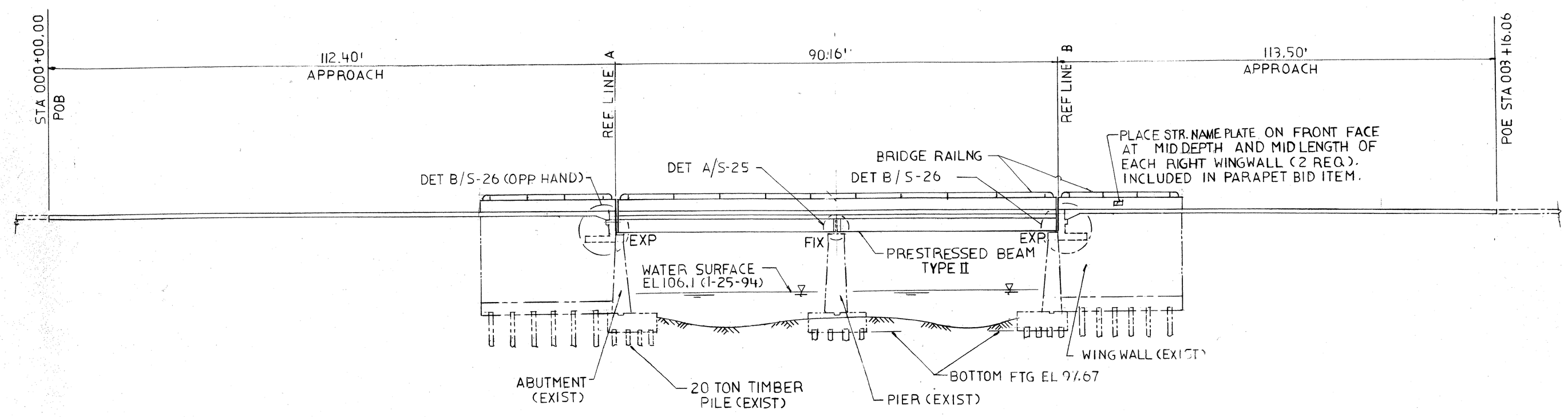
SITE PLAN

a.o. 93-22-17
contract no.
sheet S-21 of S-41
drawing no.
date APRIL, 1997

TELEPOST LOW PROFILE



PLAN
1"=12'-0"



ELEVATION
1" = 12'-0"

Flood Data Frequency (Yrs)	Waterway Discharge Cfs.	Water Surface El. Ft.	Velocity in Channel with or without Str. Ft./Sec.	Waterway Area Below W.S. El. Sqft.	Backwater above W.S. El. Ft.	Final W.S. El. Ft.
Existing Structure Q Design (100 Yr.)	4116	107.13	5.1	807	0.10	107.03
*Existing Structure Q Overtopping (500 Yr.)	NA	NA	NA	NA	NA	NA
Proposed Structure Q Design (100 Yr.)	4116	107.13	5.1	807	0.10	107.03
*Proposed Structure Q Overtopping (500 Yr.)	NA	NA	NA	NA	NA	NA
Natural Channel Q Design (50 Yr.)	3950	106.13	4.7	713	0.10	106.03
1968 Witnessed Flood of Record	—	107.23	—	—	—	—

VERIFY ALL ELEVATIONS BEFORE CONSTRUCTION.

JOB NO. : 36917A

revisions	dr'n	ck'd	ap'v'd	date

designed by RF
drawn by JN
checked by RF
approved: E.C. Howard

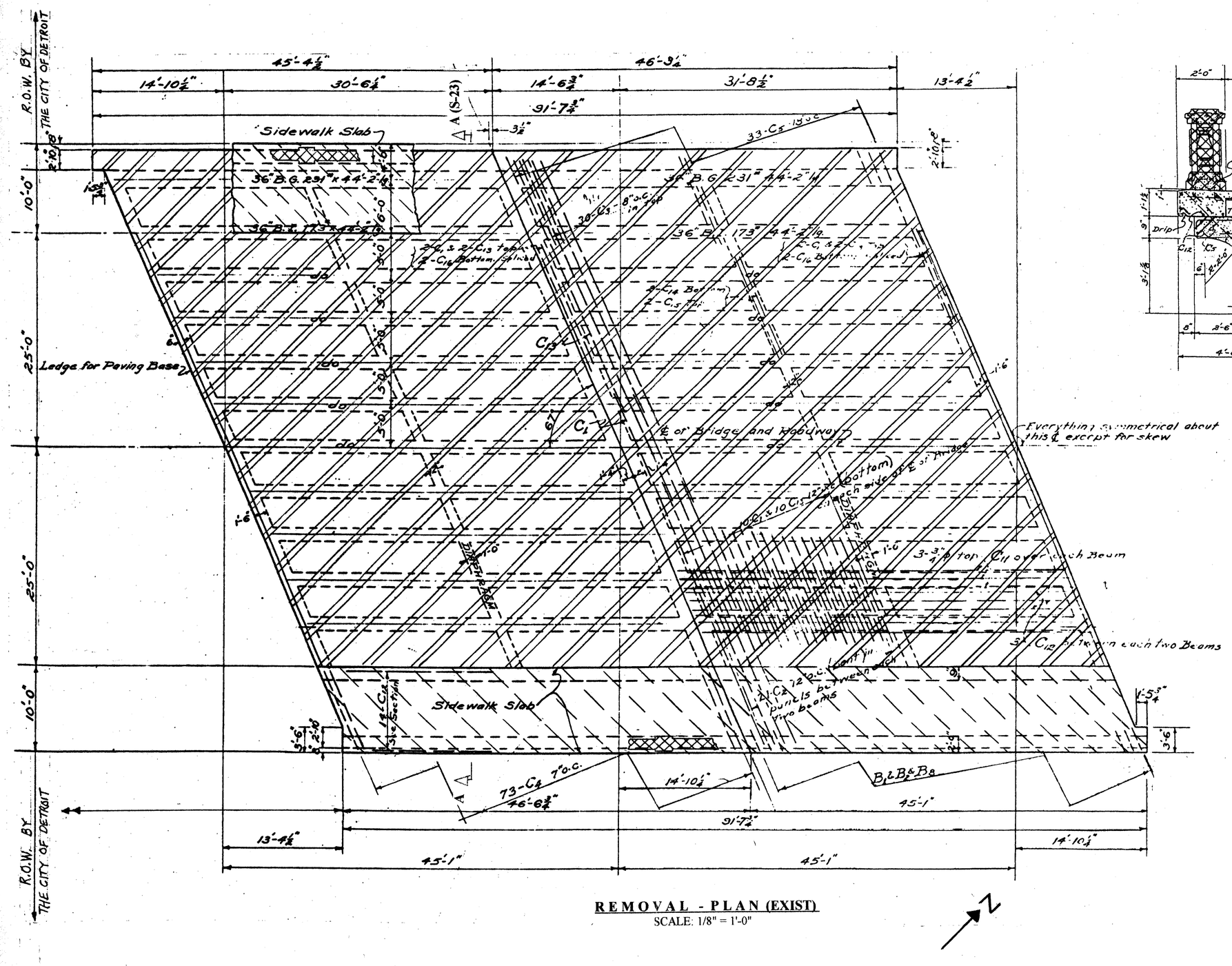
CITY OF DETROIT
CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
SUPERSTRUCTURE RECONSTRUCTION

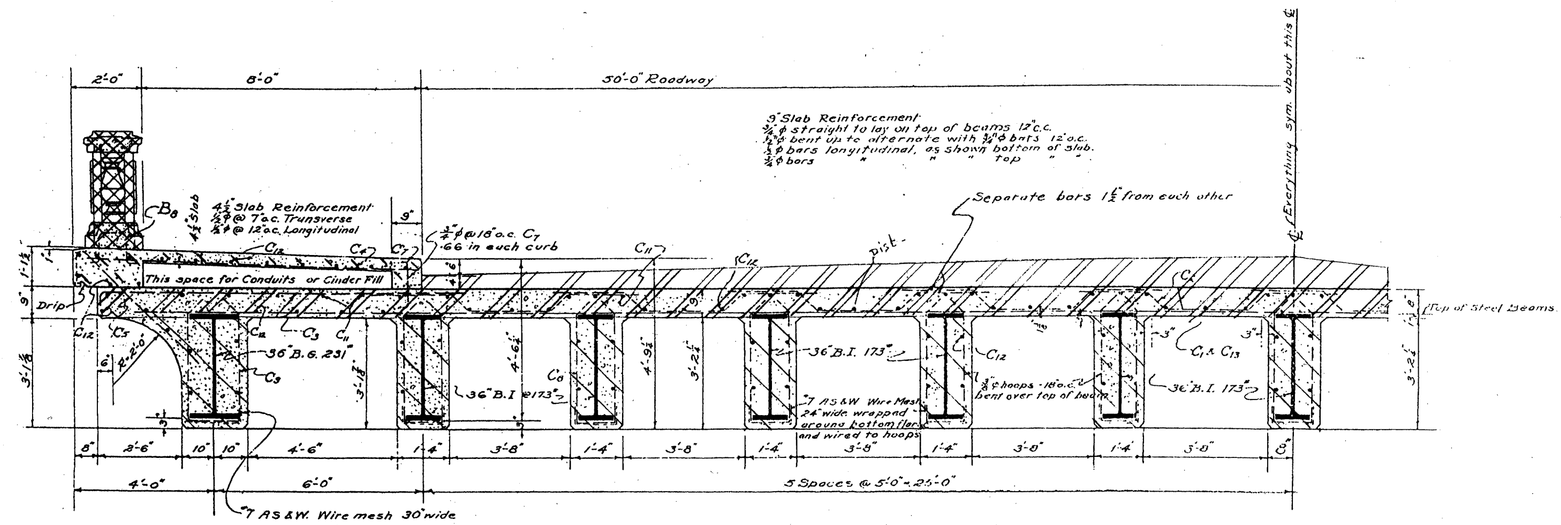
GENERAL PLAN OF STRUCTURE

a.o. 93-22-17
contract no.
sheet S-22 of S-41
drawing no.
date APRIL ,1997

TELEDYNE KOST N2S521



REMOVAL - PLAN (EXIST)
SCALE: 1/8" = 1'-0"



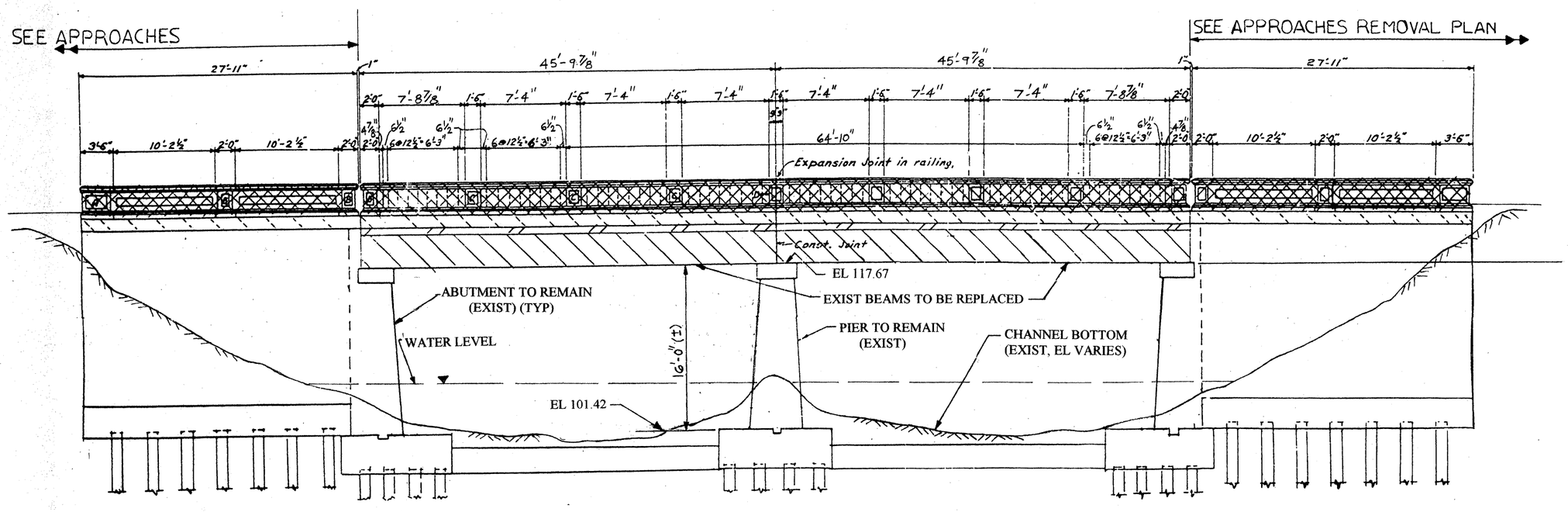
SECTION A-A (HALF SECTION OF DECK)
SCALE: N.T.S.

LEGEND*

- REMOVE PARAPET
- REMOVE DECK
- REMOVE SIDEWALK ON THE DECK
- REMOVE BEAMS, BEARINGS, ANCHOR BOLTS AND GROUTS

* REFER TO THIS SHEET ONLY

PAY QUANTITY		
ITEM	QUANTITY	PAY UNIT
Misc. Removal Of Portions Of Structures 801-82-18-84	1	LSUM
Field Office	6	MOS
Misc. Mobilization, Max $66,000	0.5	LSUM



REMOVAL - ELEVATION (EXIST)
SCALE: N.T.S.

NOTES:

THE WORKS COVERED BY THESE PLANS INCLUDES THE FOLLOWING:

A. REMOVAL AND RECONSTRUCTION OF BRIDGE SUPERSTRUCTURE AND APPROACHES.

B. REPAIR OF SUBSTRUCTURES.

REMOVAL OF STRUCTURE NOTES:

1. REMOVAL OF PARAPET, DECK, SIDEWALK ON THE DECK, BEAMS, BEARINGS, ANCHOR BOLTS, GROUT AND ANY OTHER ITEMS ON THE BRIDGE DECK WILL BE PAID FOR AS "REMOVAL OF PORTIONS OF STRUCTURES", LUMP SUM.
2. REMOVAL AND DISPOSAL OF THE MATERIALS SHALL BE IN ACCORDANCE WITH SECTION 2.06 OF 1990 STANDARD SPECIFICATIONS FOR CONSTRUCTION.

SUBSTRUCTURE NOTES: (REFER TO SHEET S-24 FOR SUBSTRUCTURE REPAIR DETAILS)

1. THE ENTIRE TOP, EXISTING AND REPAIRED, THE FRONT FACE OF INDEPENDENT BACKWALL, ALL OTHER SURFACES OF EXISTING ABUTMENTS AND PIER, SHALL BE GIVEN AN APPLICATION OF PENETRATING WATER REPELLENT TREATMENT AFTER THE NEW ELASTOMERIC BEARINGS HAVE BEEN PLACED IN FINAL POSITION ON THE STRUCTURE.
2. FORMS FOR LARGE PATCHES SHALL BE INSTALLED IN 2' TO 4'HIGH SECTIONS WITH THE TOP FORM NO MORE THAN 4' ABOVE THE LEVEL OF CONCRETE AS THE POUR PROGRESSES.
3. LATEX MODIFIED HIGH-EARLY STRENGTH PATCHING MIXTURE IN ACCORDANCE WITH SUBSECTION 7.03.03 OF THE STANDARD SPECIFICATIONS SHALL BE USED FOR SUBSTRUCTURE REPAIRS.

Job No. : 36917A

d'n ck'd ap'v'd date
revisions

designed by PP
drawn by PP
checked by RF
approved: Earl C. Howard
EARL C. HOWARD

CITY OF DETROIT

CITY ENGINEERING DIVISION

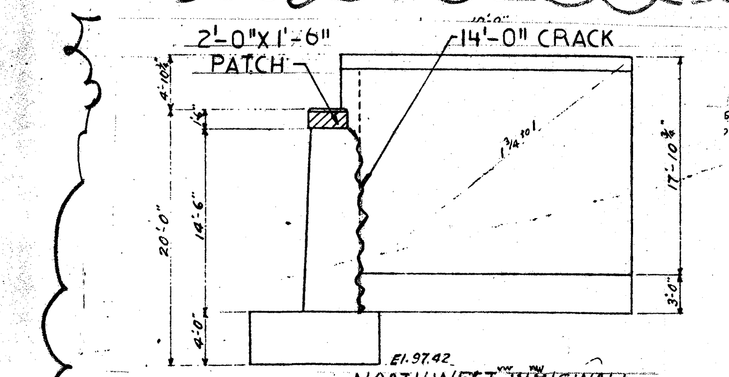
DEPARTMENT OF PUBLIC WORKS

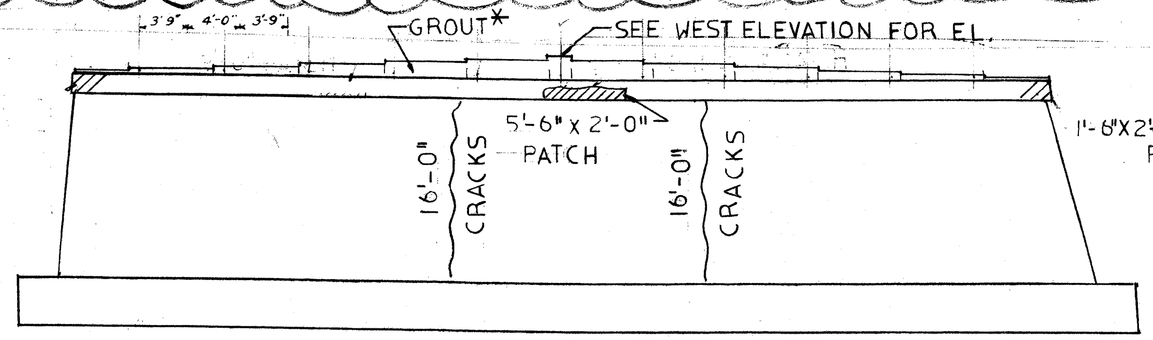
TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
BRIDGE DECK RECONSTRUCTION

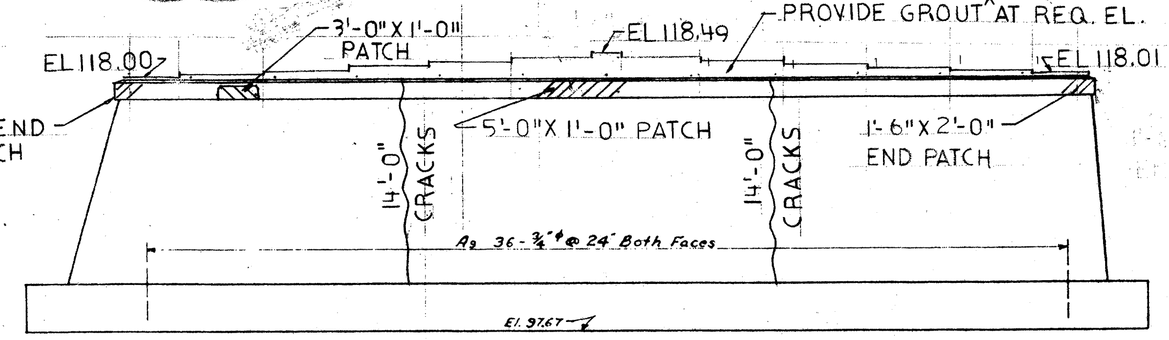
REMOVAL PLAN

a.o. 93-22-17
contract no.
sheet S-23 of S-41
drawing no.
date APRIL ,1997

TELEPHONE POST M26021

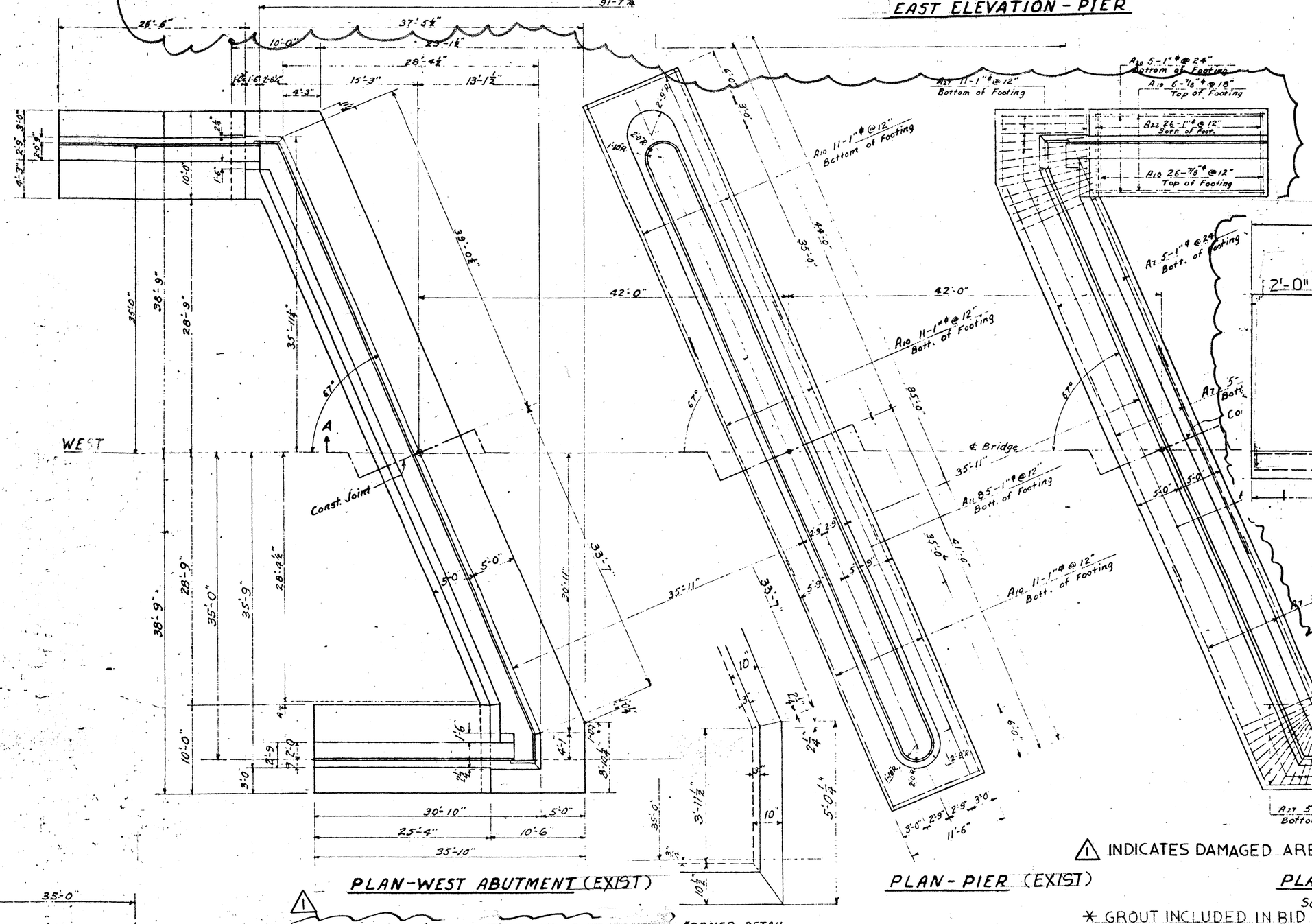


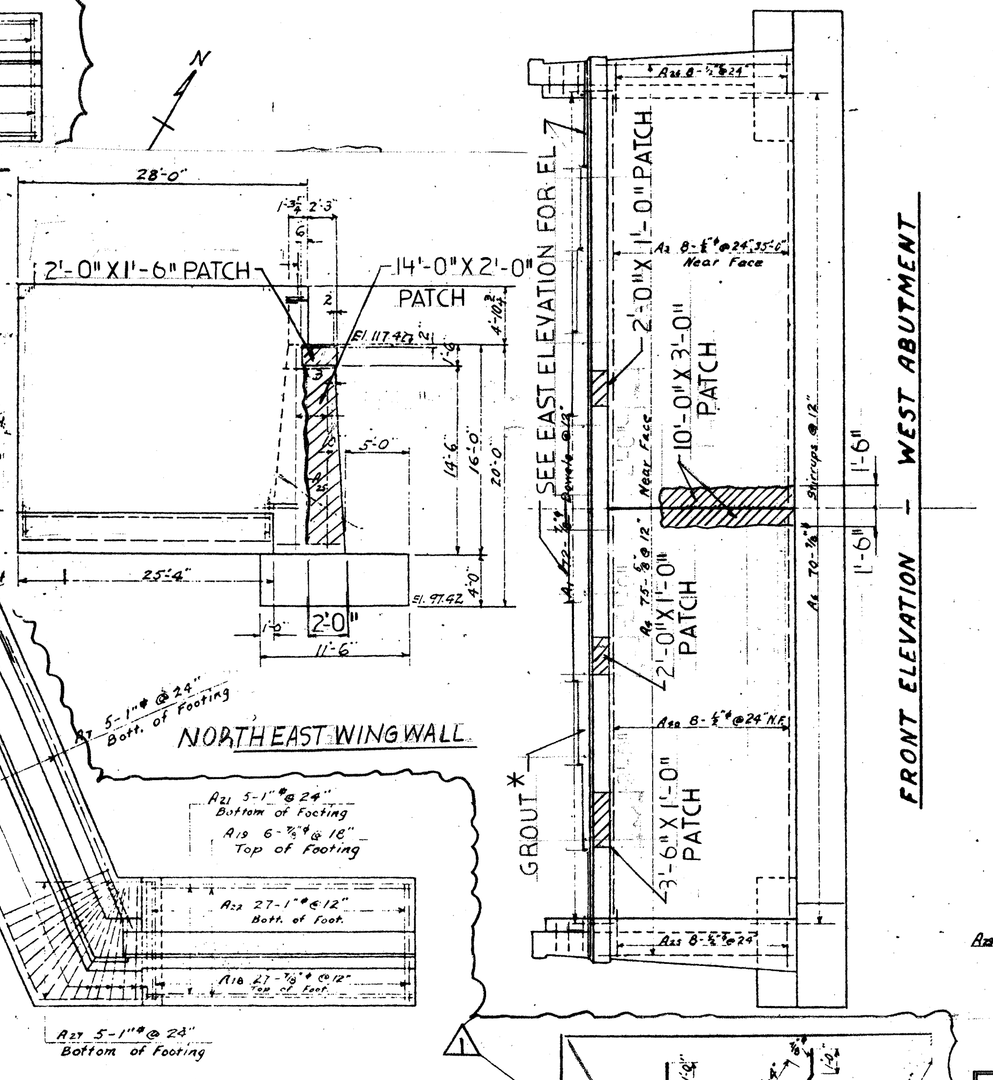


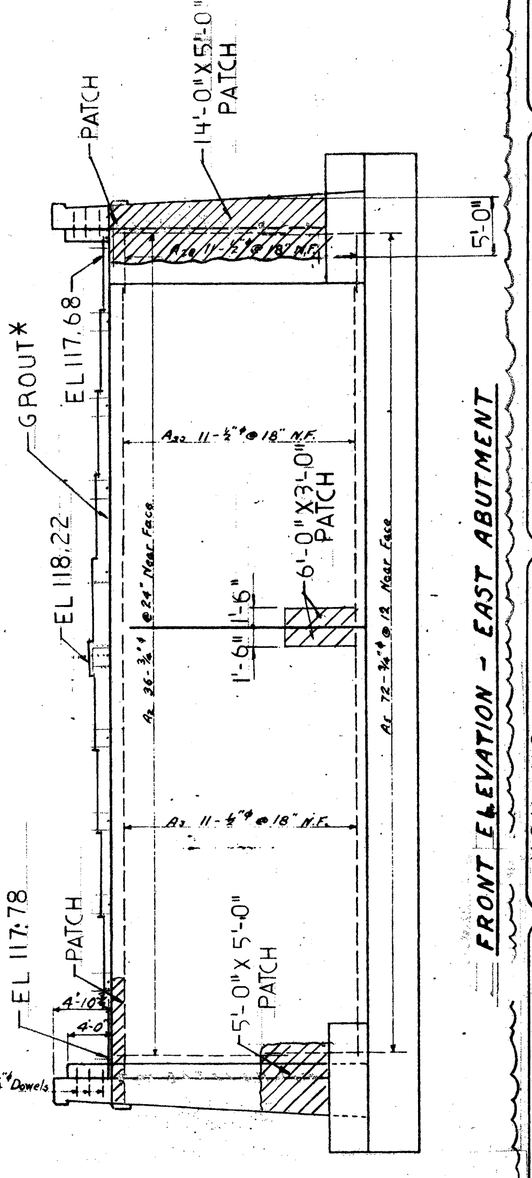


EAST ELEVATION - PIER

WEST ELEVATION - PIER





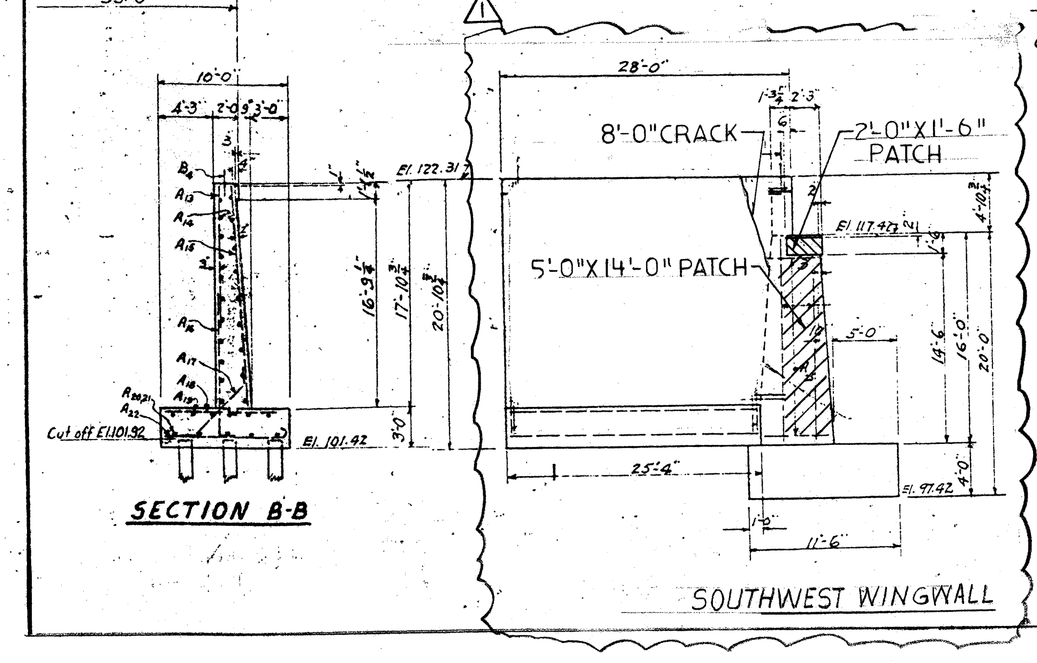


⚠ INDICATES DAMAGED AREA TO BE REPAIRED (TYP)

PLAN - EAST ABUTMENT (EXIST)

Same as West Abutment

* GROUT INCLUDED IN BID ITEM PATCHING MORTAR OR CONCRETE



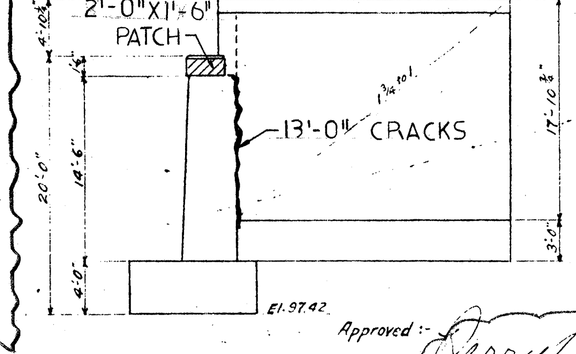
BILL OF REINFORCING STEEL

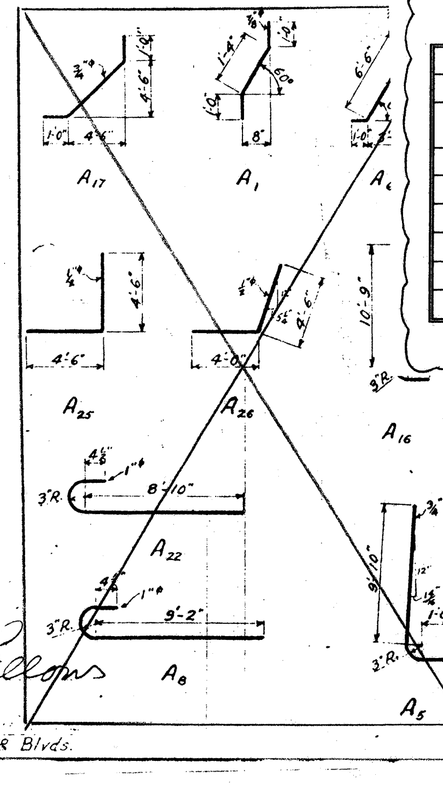
Mark	Number	Size	Remarks	Length
FOOTINGS				
A_5	144	⅞" ℄	Hooked	11'-3"
A_6	140	⅞" ℄	Bent	8'-6"
A_7	30	1" ℄	Straight	27'-0"
A_8	220	1" ℄	"	10'-4"
A_{21}	32	1" ℄	"	8'-6"
A_9	72	¾" ℄	"	6'-0"
A_{10}	33	1" ℄	"	30'-6"
A_{11}	85	1" ℄	"	11'-0"
A_{16}	200	⅞" ℄	Hooked	12'-0"
A_{17}	100	¾" ℄	Bent	8'-4"
A_{18}	106	⅞" ℄	Straight	8'-0"
A_{19}	24	⅞" ℄	"	25'-0"
A_{20}	10	1" ℄	"	25'-0"
A_{31}	10	1" ℄	"	26'-0"
A_{22}	106	1" ℄	Hooked	10'-0"

Mark	Number	Size	Remarks	Length
ABOVE FOOTINGS				
A_1	144	⅞" ℄	Bent	3'-4"
A_2	772	¾" ℄	Straight	10'-6"
A_3	38	½" ℄	"	35'-0"
A_{30}	22	½" ℄	"	28'-0"
A_{40}	16	½" ℄	"	33'-0"
A_4	166	⅝" ℄	"	15'-9"
A_{13}	200	½" ℄	"	11'-6"
A_{14}	80	½" ℄	"	27'-0"
A_{15}	52	½" ℄	"	17'-6"
A_{23}	16	½" ℄	Bent	9'-0"
A_{26}	16	½" ℄	"	8'-6"
A_{28}	22	½" ℄	Straight	6'-0"
A_{29}	12	¾" ℄	"	3'-0"

QUANTITIES

	Footings	Above Footings
Concrete: W. Abutment	185 cu.yds.	223 cu.yds.
E. Abutment	185 " "	223 " "
Pier	145 " "	199 " "
	515 " "	645 " "
Total Reinforcing Steel	1150 cu.yds.	
	47,800#	





NOTE: For Substructure notes, see S-23.

PAY QUANTITY

ITEM	QUANTITY	PAY UNIT
Penetrating Water Repellant Treatment	1365	SYD
Hand Chipping-Other Than Deck	100	CFT
Patching Mortar or Concrete	100	CFT
Forming For Patches	300	SFT
Flushing Cracks With Acid	100	LFT
Flushing Cracks With Water	100	LFT
Repairing Structural Cracks	100	LFT

Job No. : 36917A

Approved: Terry R. Ellows
City Engineer

Commissioner of Parks & Blvds.

CITY OF DETROIT

OFFICE OF CITY ENGINEER

BRIDGE OVER RIVER ROUGE
(SOUTH OF BONAPARTE AVE.)
RIVER ROUGE PARK

SUBSTRUCTURE DETAILS

SCALE: 1/8"-1'-0" AUG. 10, 1929

DESIGNED BY: J.T.H.
DRAWN BY: J.T.H.
CHECKED BY: R.F.

Sheet No. 3

revisions | dr'n | ck'd | ap'vd | date

designed by MH
drawn by RF
checked by MH, RF
approved: E.C. Howard

CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
SUPERSTRUCTURE RECONSTRUCTION

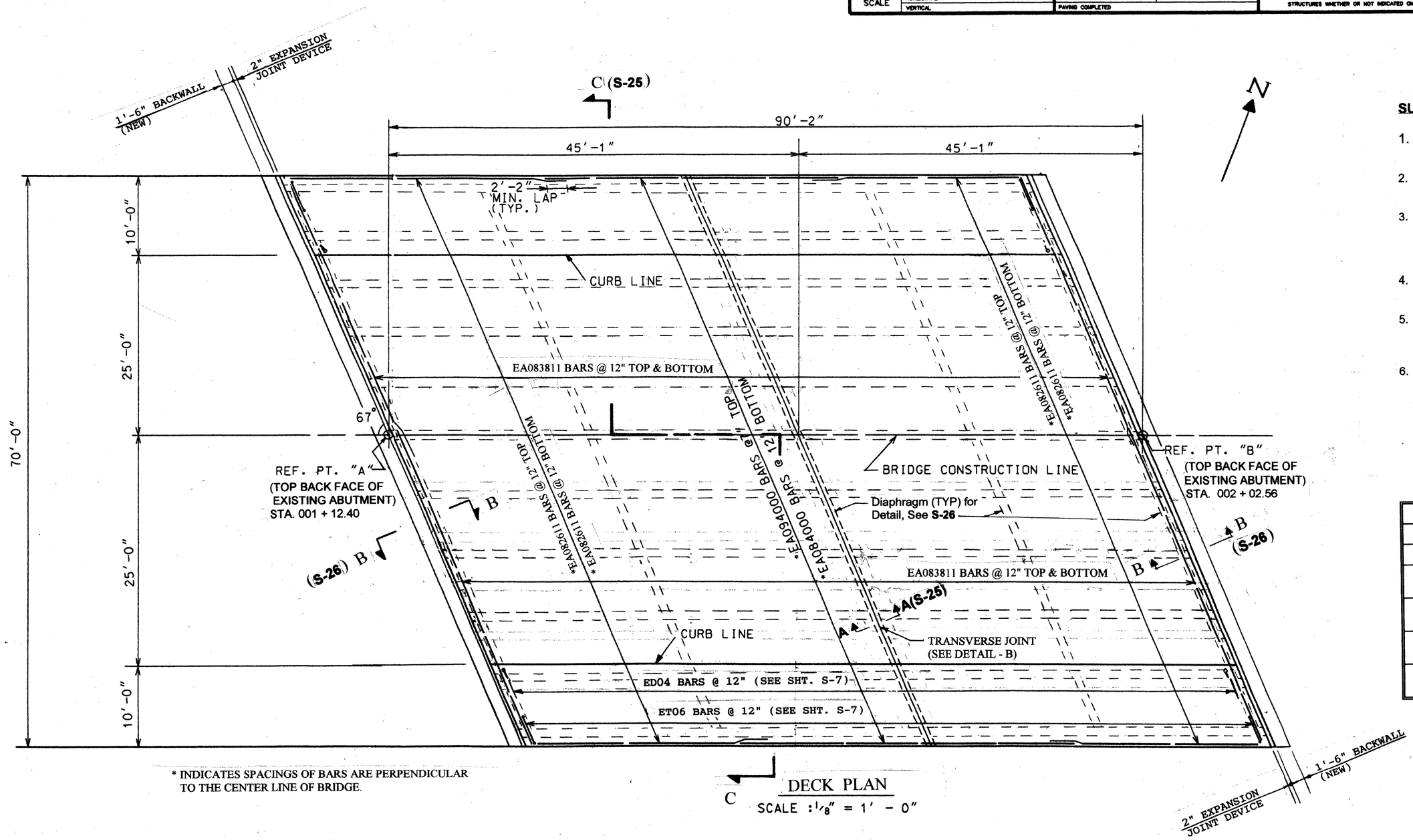
REPAIRING STRUCTURAL CRACKS, PATCHING ABUTMENTS AND PIER

a.o.
contract no.
sheet S-24 of S-41
drawing no.
date APRIL, 1997

SCALE	HORIZONTAL / VERTICAL	BOOK NO.	PG.	LEVEL / DATE
		PAVING COMPLETED		

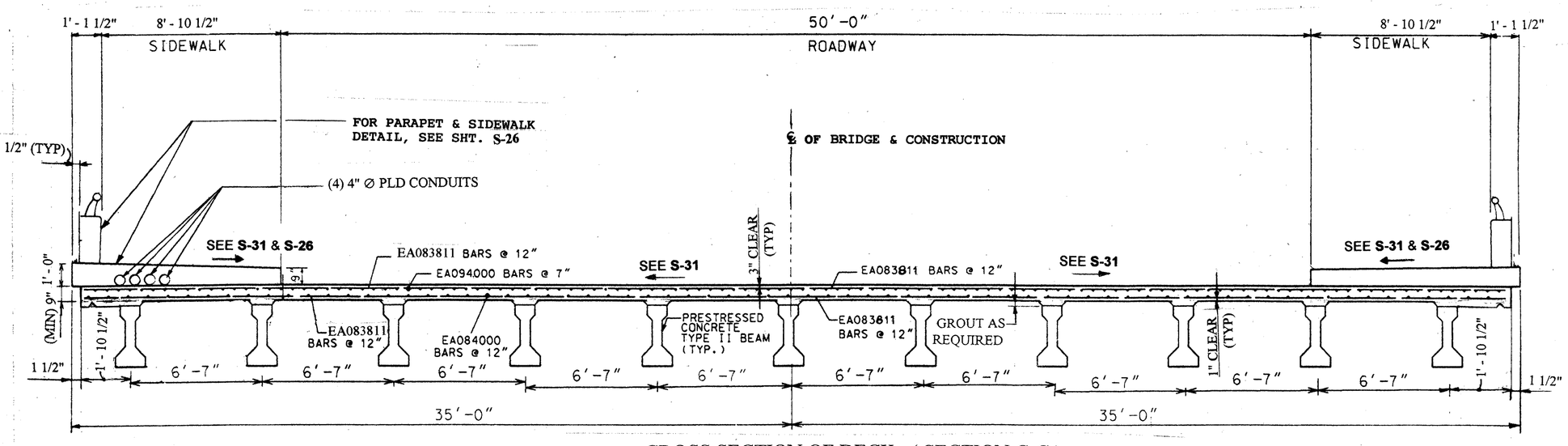
BEFORE STARTING CONSTRUCTION CONTRACTOR MUST CHECK WITH UTILITIES FOR LOCATIONS OF EXISTING STRUCTURES WHETHER OR NOT INDICATED ON PLANS.

BENCH MARKS ELEV



* INDICATES SPACINGS OF BARS ARE PERPENDICULAR TO THE CENTER LINE OF BRIDGE.

C DECK PLAN
SCALE : 1/8" = 1' - 0"

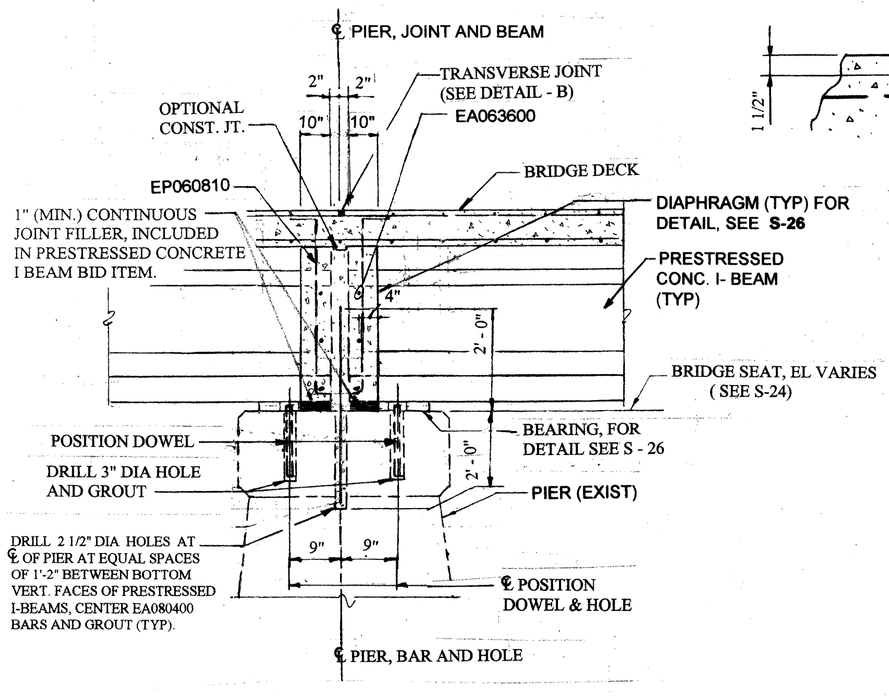


CROSS SECTION OF DECK (SECTION C-C)
SCALE : 1/4" = 1' - 0"

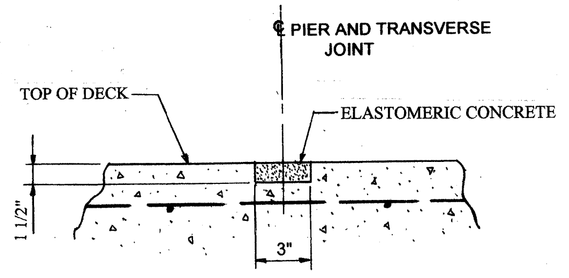
SUPERSTRUCTURE MISCELLANEOUS NOTES:

1. FOR BRIDGE RAILING, MOLDING AND BEVEL DETAILS, SEE STANDARD X-18D AND XI-103D.
2. A RUBBED SURFACE FINISH ON THE VERTICAL AND TOP CONCRETE SURFACES OF THE PARAPET RAILING IS REQUIRED ON THIS STRUCTURE.
3. WHERE CAST-IN-ANCHORAGE IS USED FOR EXPANSION JOINT DEVICES, IT IS RECOMMENDED THAT THE PLACING OF DECK CONCRETE PROGRESS TOWARD THE JOINT SO THAT THE EFFECTS OF DEAD LOAD DEFLECTION WILL OCCUR BEFORE CONCRETE IS PLACED AT THE ANCHORAGE.
4. DO NOT POUR DECK CONCRETE UNTIL DIAPHRAGM CONCRETE ATTAINS A COMPRESSIVE STRENGTH OF 3,000 PSI.
5. CONCRETE QUANTITIES FOR DECK, BEAM ON PIER, DIAPHRAGMS, SIDEWALKS AND BACKWALL WITH FOOTING ARE INCLUDED IN THE PAY ITEM-SUPERSTRUCTURE CONCRETE.
6. SIDEWALK AND PARAPET CONCRETE POURS SHALL NOT BE CAST UNTIL SLAB CONCRETE ATTAINS AT LEAST 75% OF ITS DESIGN STRENGTH.

PAY QUANTITY		
ITEM	QUANTITY	PAY UNIT
SuperStructure Concrete	357	CYD
Misc. Form, Finish, Cure Superstructure Concrete	1	LSUM
36" Prestressed Concrete I-Beam, Furnished	985	LFT
36" Prestressed Concrete I-Beam, Erected	985	LFT
Miscellaneous Elastomeric Concrete	2.50	CFT



SECTION A-A & DETAIL A
(S-25) (S-26) (S-27)
SCALE: 1/2" = 1'-0"



DETAIL B

Job No. : 36917A

REVISIONS						
DESCRIPTION	DR	HCK	DAP	V	DATE	

	BY	CHECKED BY
PLAN	PS, PP	PP, EH
GRADE		
ESTIMATE		
FINAL		

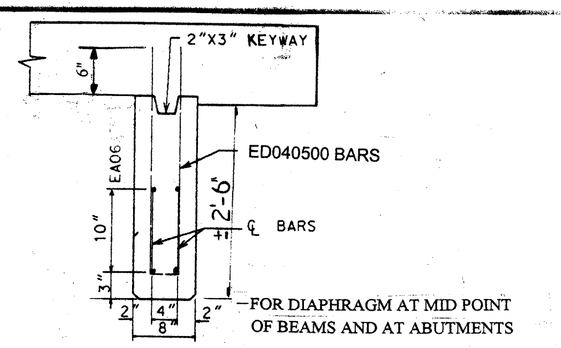
APPROVED: John C. Hartwell
ENGINEER OF STREETS

CITY OF DETROIT
CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
BRIDGE DECK RECONSTRUCTION

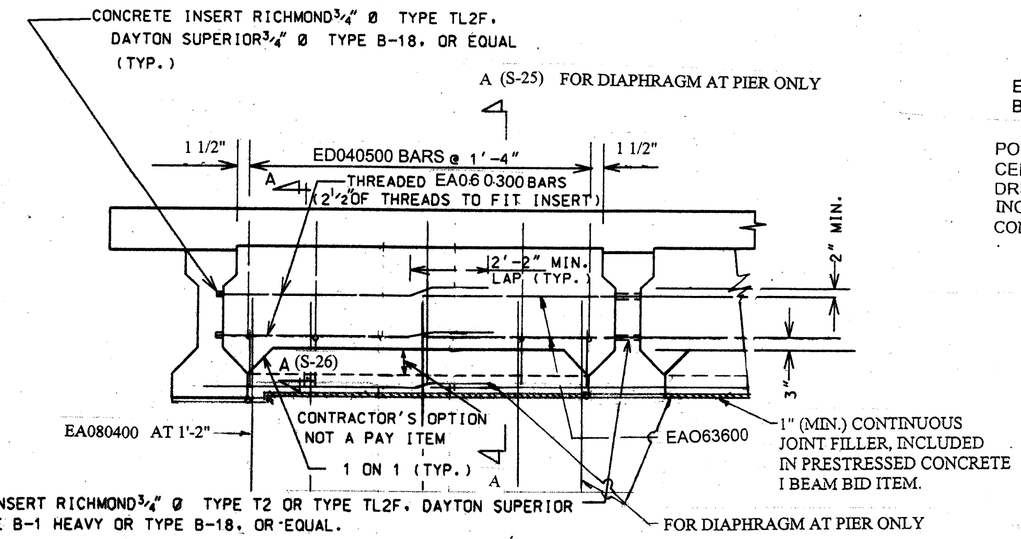
PLAN OF DECK AND CROSS SECTION

SHEET S-25 of S-41 SHEETS
CONTRACT NO.
ASSIGNMENT NO. 93-22-17
DATE APRIL, 1997



SECTION A - A

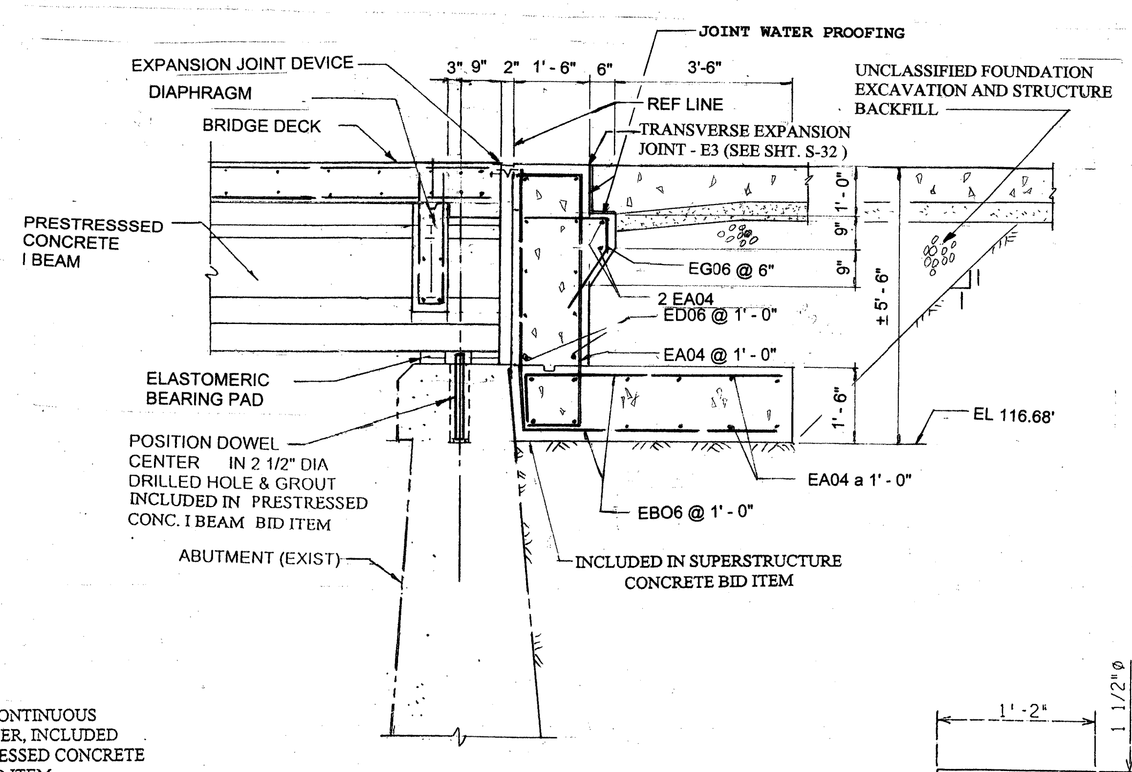
SCALE : 1" = 1' - 0"



USE DIAPHRAGM AT MID-POINT AND AT EACH END OF BEAMS. DIAPHRAGM CONCRETE QUANTITIES ARE INCLUDED IN SUPERSTRUCTURE QUANTITIES.

DIAPHRAGM ELEVATION

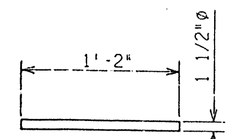
SCALE : 1/2" = 1' - 0"



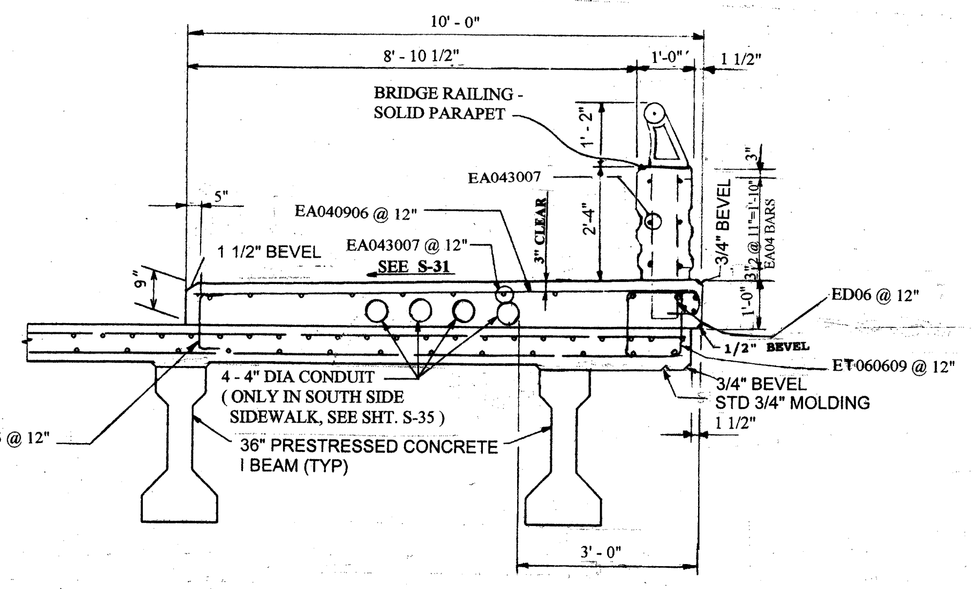
SECTION B-B & DETAIL B

(S-25 & S-33) (S-27)

SCALE: 1/2" = 1'-0"

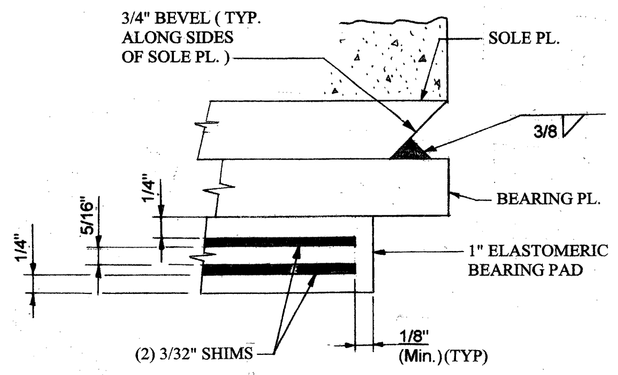


POSITION DOWEL DETAIL

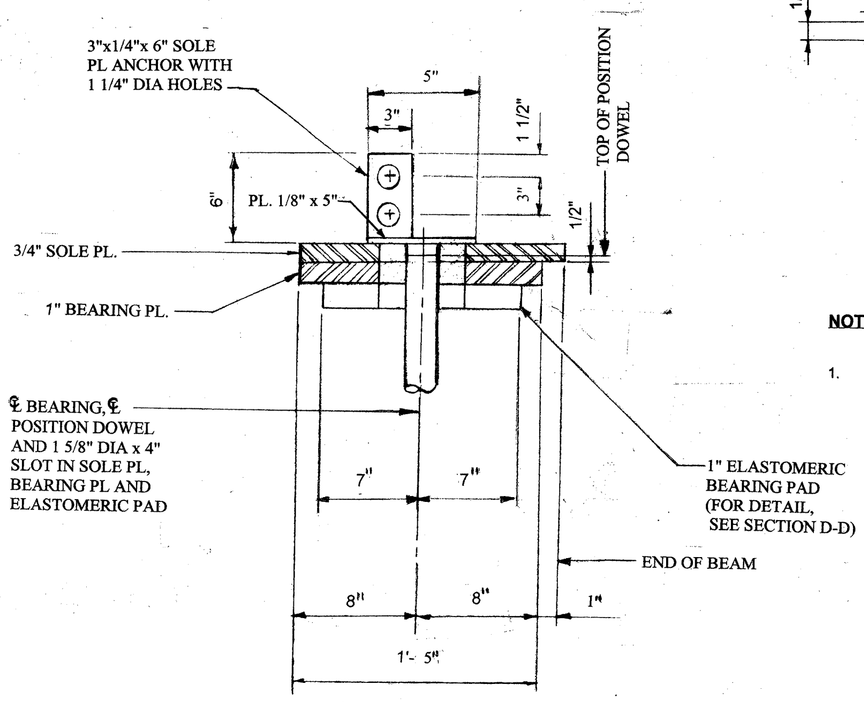


TYPICAL SIDEWALK SECTION

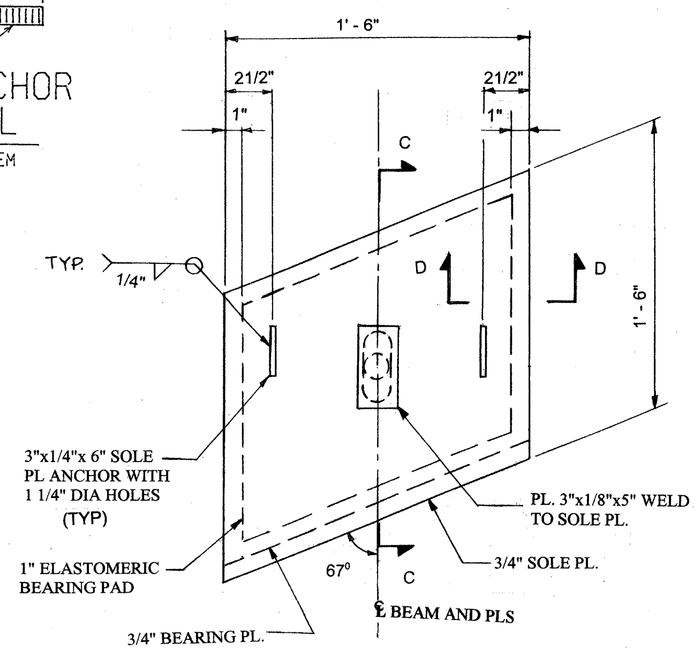
SCALE : 1/2" = 1'-0"



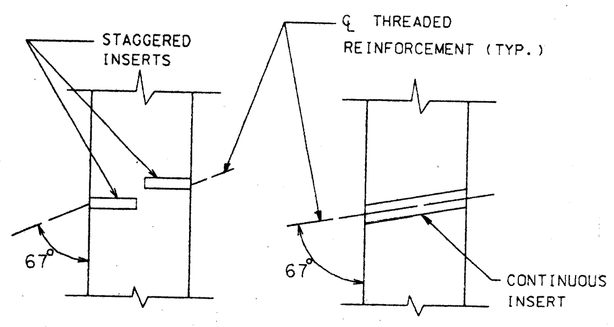
SECTION D-D



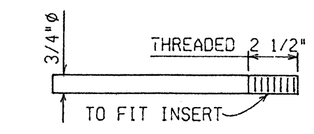
SECTION C-C



P L A N



CONCRETE INSERT DETAILS



THREADED ANCHOR BAR DETAIL

INCLUDED IN PAY ITEM REINFORCING STEEL

CONCRETE INSERTS AT ENDS OF BEAM SHALL BE STAGGERED AND AT MIDSPAN MAY BE CONTINUOUS OR STAGGERED. THREADED REINFORCEMENT FOR STAGGERED INSERTS SHALL BE BENT TO THE REQUIRED Ø ANGLE PRIOR TO INSTALLATION. BENT REINFORCEMENT MAY REQUIRE INSTALLATION BEFORE BEAM IS ERECTED.

NOTES:

1. IF THE POSITION DOWELS AND SOLE PLATE DOWELS AT ABUTMENTS AND PIER ARE MISALIGNED DUE TO TEMPERATURE EFFECTS ON THE BEAMS, HOLES IN THE ELASTOMERIC BEARINGS SHALL BE CENTERED ON THE DOWELS.

PAY QUANTITY		
ITEM	QUANTITY	PAY UNIT
Unclassified Foundation Excavation	255	CYD
Structural Backfill (CIP)	125	CYD
Elastomeric Bearing, 1"	70	SFT
Bridge Railing, Solid Parapet Type	185	LFT

BEARING DETAILS

REVISIONS						
DESCRIPTION	DR	HCK	DAPV	DATE		

	BY	CHECKED BY
PLAN	PP, RF	EH
GRADE		
ESTIMATE		
FINAL	*****	*****

APPROVED: Gail C. Hamel
ENGINEER OF STREETS

CITY OF DETROIT
CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
SUPERSTRUCTURE RECONSTRUCTION

SUPERSTRUCTURE DETAILS

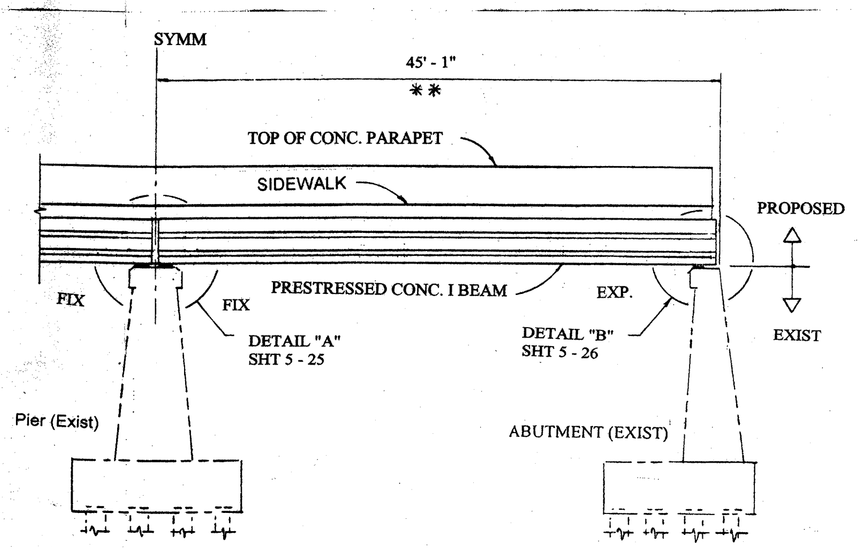
Job No. : 36917A

SHEET S-26 OF S-41 SHEETS
CONTRACT NO.
ASSIGNMENT NO. 93-22-17
DATE APRIL, 1997

SCALE HORIZONTAL / VERTICAL | BOOK NO. PG. | LEVEL DATE | PAVING COMPLETED

BEFORE STARTING CONSTRUCTION CONTRACTOR MUST CHECK WITH UTILITIES FOR LOCATIONS OF EXISTING STRUCTURES WHETHER OR NOT INDICATED ON PLANS.

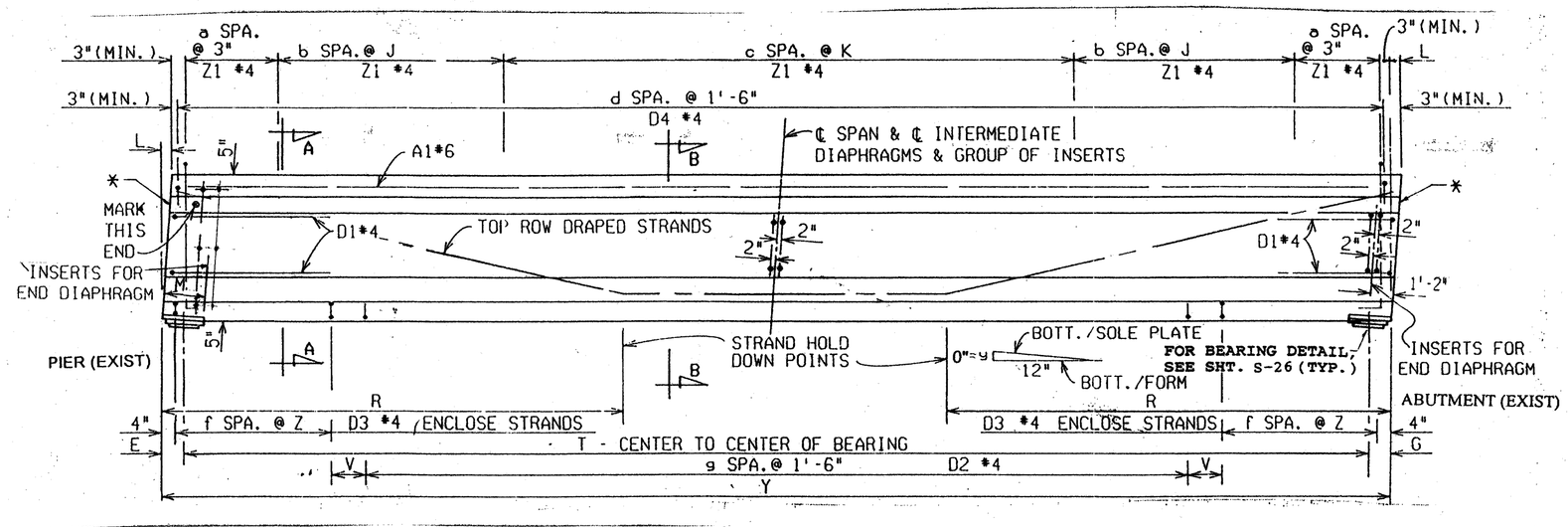
BENCH MARKS ELEV



ELEVATION

1/8" = 1'-0"

(FOR CLARITY, ALL DETAILS ARE NOT SHOWN ABOVE)



* THE ENDS OF BEAM SHALL BE SKEW PARALLEL TO THE ENDS OF DECK SLAB. PROVIDE BARS D_1, D_3, D_4, AND Z_1 PARALLEL TO THE ENDS (SKEW) IN A MAXIMUM OF 5'-0" LENGTH FROM THE ENDS AT SPACINGS INDICATED ON BEAM ELEVATION. 'B' DIMENSION FOR BARS SHALL BE PROVIDED ACCORDING TO THE SKEWNESS. ADD ADDITIONAL BAR/ BARS AS NECESSARY TO ADJUST FOR REQUIRED SPACING BETWEEN BARS. BARS IN THE REMAINING PORTION OF THE BEAM MAY NOT BE SKEW.

ELEVATION

NOTES:

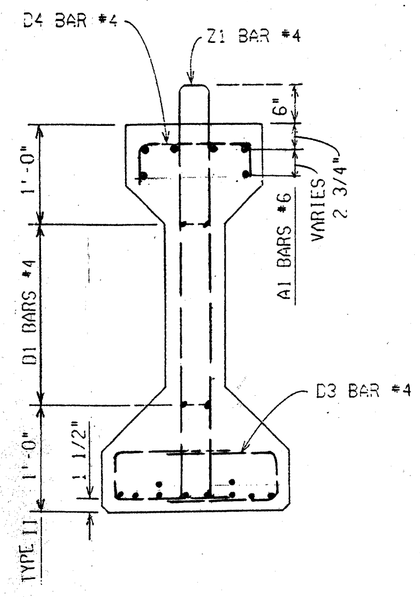
1. ALL STEEL IN THE BEARING SHALL MEET THE REQUIREMENTS OF ASTM A36.
2. ALL STEEL IN THE BEARING IS INCLUDED IN THE PAY ITEM "PRESTRESSED CONCRETE I-BEAM, FURNISHED".
3. TACK WELDING OF STEEL REINFORCEMENT IS PROHIBITED.
4. ELASTOMER FOR ELASTOMERIC BEARING PAD SHALL BE NOMINAL 50 DUROMETER HARDNESS FOR LAMINATED BEARINGS.
5. PRESTRESSING STRAND SHALL BE 1/2" DIAMETER WITH AN AREA OF 0.153 SQUARE INCHES AND SHALL BE GRADE 270 IN ACCORDANCE WITH ASTM A416 AND SUPPLEMENT. LOW RELAXATION STRANDS SHALL BE USED.
6. END BLOCKS ARE REQUIRED.
7. TOTAL ESTIMATED CHANGE OF LENGTH OF BOTTOM FLANGE AT TRANSFER OF PRESTRESS FORCE IS 3/4".
8. WHEN BOND BREAKERS ARE REQUIRED, THEY SHALL BE PLACED SYMMETRICALLY ABOUT THE ℄ OF THE BEAM. THE NUMBER AND LENGTH OF BOND BREAKER SHALL BE AS SHOWN IN THE ELEVATION OF THE BEAM. LENGTH SHOWN IS FROM END OF BEAM TO END OF BREAKER. THEY SHALL CONSIST OF TWO TUBES (ONE INSIDE THE OTHER) WITH OVERLAP TURNED IN OPPOSITE DIRECTION.
9. LIFTING OF BEAM SHALL BE BY EQUAL LOADS TO EACH PAIR OF LIFTING DEVICES.
10. THE TOP FLANGE TOP SURFACE SHALL BE INTENTIONALLY ROUGHENED.
11. ALL EXPOSED SURFACES OF CONCRETE TO BE RUBBED AS SOON AS FORMS ARE REMOVED. NO CEMENT GROUT TO BE USED ON EXPOSED SURFACES.
12. ALL REINFORCING BARS SHOULD BE SECURELY TIED AT ALL INTERSECTIONS.

TREATMENT OF EPOXY- COATED BARS

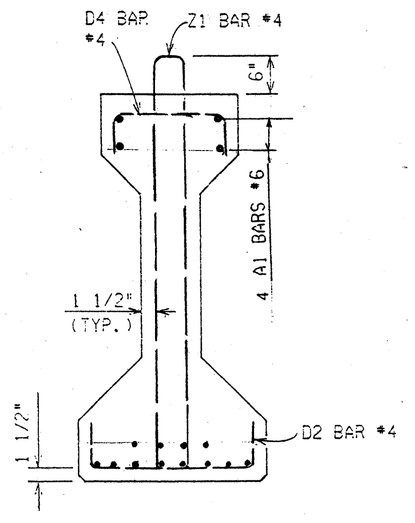
13. REINFORCEMENT IS TO BE SHOP CUT AS SHOWN. THE EPOXY COATING SHALL BE REPAIRED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

PRESTRESSED CONCRETE I-BEAM

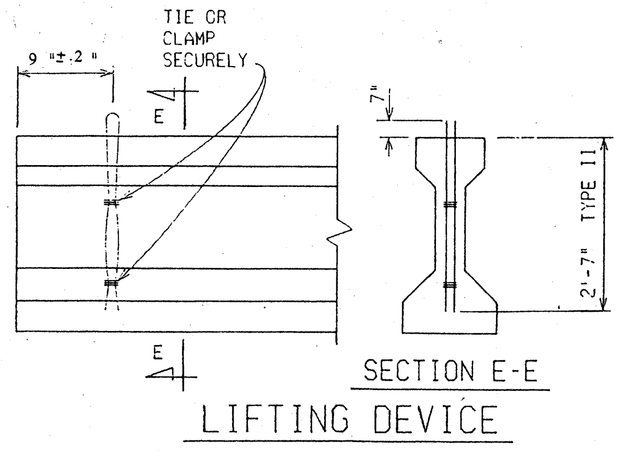
14. PRESTRESSING STRANDS SHALL BE GIVEN AN INITIAL PRESTRESS OF 31,000 LBS. EACH.
15. CONCRETE INSERTS SHALL BE RICHMOND, 3/4" DIAMETER, TYPE T2 OR TYPE TL2F; DAYTON SUPERIOR, 3/4" DIAMETER TYPE B-1 HEAVY OR TYPE B-18; OR EQUAL.
16. THREADING OF REINFORCEMENT AND INSTALLATION INTO CONCRETE INSERTS IS INCLUDED IN THE BID ITEM "PRESTRESSED CONCRETE I-BEAM, FURNISHED".
17. LIFTING DEVICES SHALL BE REMOVED. REMOVAL IS INCLUDED IN THE BID ITEM "PRESTRESSED CONCRETE I-BEAM, FURNISHED."
18. CONTRACTOR SHALL DESIGN, DETAIL, MANUFACTURE, AND ERECT THE PRESTRESSED CONCRETE BEAMS IN ACCORDANCE WITH SECTION 5.05 OF MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, 1990 EDITION. CAPACITY SHALL NOT BE LESS THAN WHAT IS SHOWN AND DETAILED ON THE DRAWING.



SECTION A-A



SECTION B-B



LIFTING DEVICE

PRESTRESSING STRAND LIFT DEVICE CAPACITY		
STRAND SIZE	NO. OF STRANDS	ALLOWABLE WT. OF BEAM
3/8"	2	20 TONS
7/16"	2	27 TONS
1/2"	2	36 TONS
3/8"	3	30 TONS
7/16"	3	40.5 TONS
1/2"	3	54 TONS

FOR INFORMATION ONLY

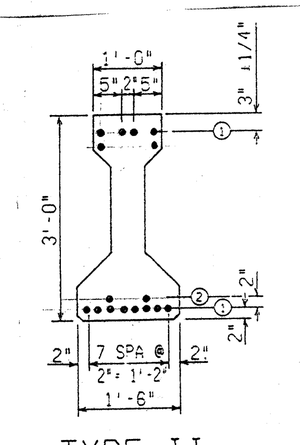
BEAM DIMENSIONS	
MARK	TYPICAL
TYPE	II
NOS.REQ	22
a	15
b	12
c	25
d	30
E	7"
f	19
g	23
G	9"
h	
I	1'-6"
J	6"
K	1'-0"
L	0
M	1'-8"
P	
Q	
R	17'-3"
T	43'-2 5/8"
U	
V	0
X	
** Y	44'-8 5/8"
Z	3"
APPROX.WEIGHT=8.6TONS	

TABLE 1

NUMBER OF 1/2"ø - 270 KSI - 7 WIRE STRANDS IN INDICATED ROW

MARK	TYPE	MIDSPAN (SECTION B-B) BOTTOM ①	②	③	④	END FACE (SECTION A-A) BOTTOM ①	②	③	④	TOP ①	②	TOTAL NUMBER	INITIAL PRESTRESS FORCE/STRAND (LBS.)	REQUIRED CONCRETE RELEASE STRENGTH (PSI)
		8	4			8	2			2		12	31,000	4,000

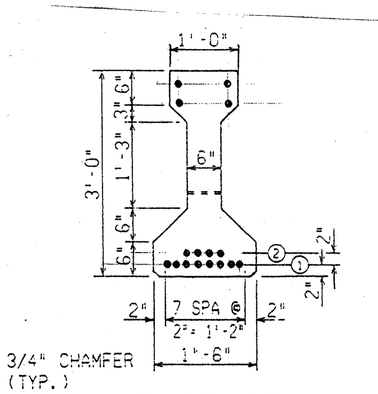
** CONTRACTOR TO FIELD VERIFY THE DIMENSION.
*** INDICATES EPOXY COATED BARS.



TYPE II
(36" BEAM)

SECTION A-A

SHOWING STRAND ARRANGEMENT AT END FACE

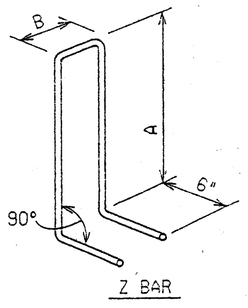


TYPE II
(36" BEAM)

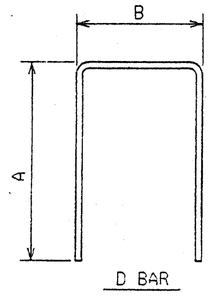
SECTION B-B

SHOWING STRAND LOCATIONS AT MIDSPAN

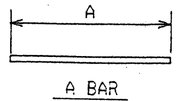
BAR DIMENSIONS		
BAR	DIM.	BEAM TYPE II
A1#6	A	Y-3"
D1#4	A	4'-0"
	B	2 1/2"
D2#4	A	3"
	B	1'-3 1/2"
D3#4	A	1'-2"
	B	3 1/2"
D4#4	A	4"
	B	8"
*** Z1#4	A	3'-2 1/2"
	B	3 1/2"



Z BAR



D BAR



A BAR

revisions	d'n	ck'd	ap'vd	date

designed by RF

drawn by RF, PP

checked by EH

approved: Earl O. Howard

CITY OF DETROIT

CITY ENGINEERING DIVISION

DEPARTMENT OF PUBLIC WORKS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
SUPERSTRUCTURE RECONSTRUCTION

PRESTRESSED BEAM DETAILS

a.o. 93-22-17

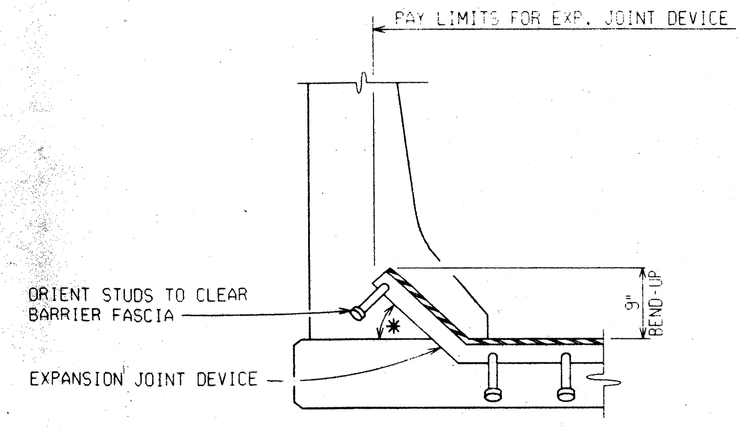
contract no.

sheet S-27 of S-41

drawing no.

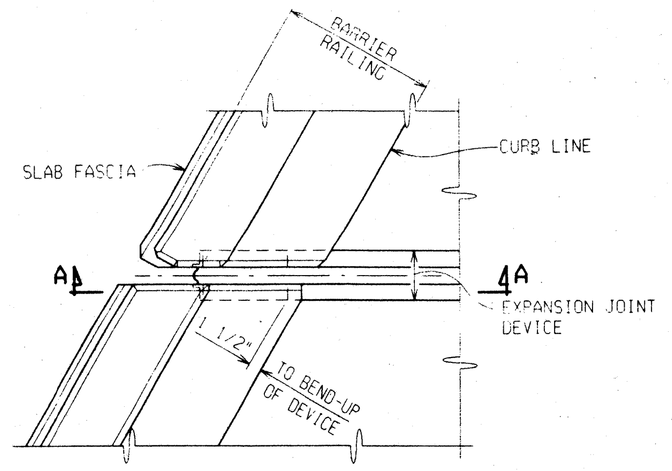
date APRIL ,1997

TELEDYNE ROST H26531



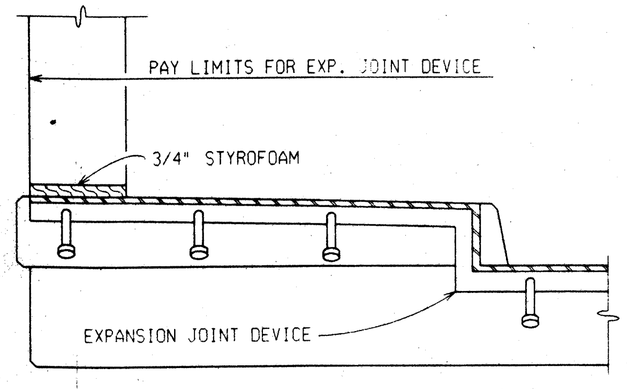
SECTION A-A

*—FOR ANGLES OF CROSSING FROM 90° TO 45° INCLUSIVE, BEND ANCHORAGE UP 45° ALONG ℄ EXPANSION JT. FOR ANGLES OF CROSSING LESS THAN 45°, A SPECIAL ENDING MAY BE REQUIRED.

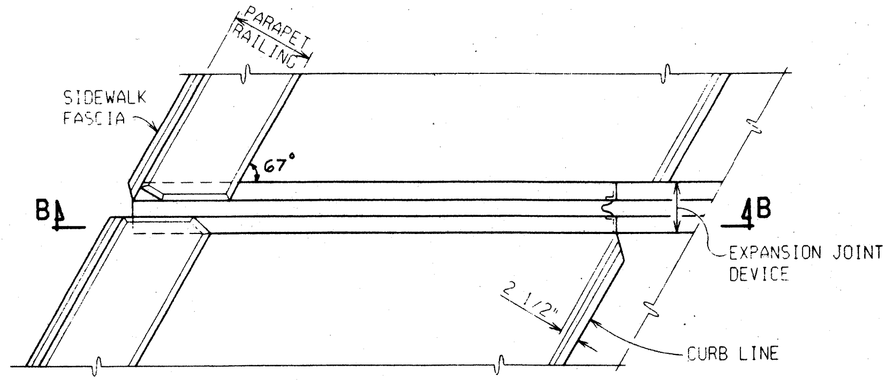


PLAN AT BARRIER RAILING

BARRIER TREATMENT



SECTION B-B

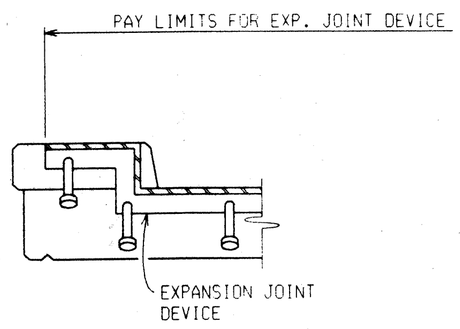


PLAN AT PARAPET RAILING

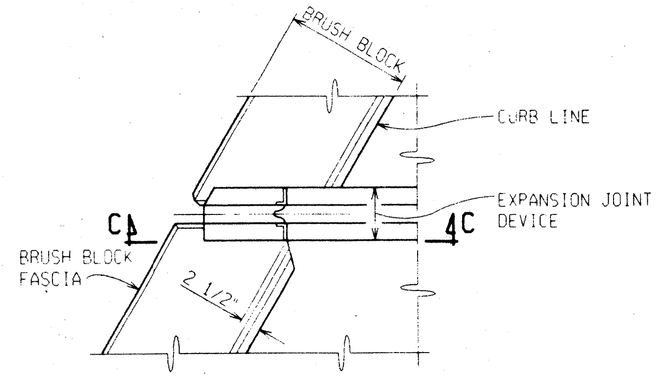
(DETAILS ARE SIMILAR FOR BRIDGE RAILING, 3-TUBE GALVANIZED STEEL)

SIDEWALK TREATMENT

(FOR EXPANSION JOINTS LOCATION, SEE SHT. S-25)



SECTION C-C



PLAN AT 2-TUBE GALVANIZED STEEL RAILING

BRUSH BLOCK TREATMENT

STRUCTURE NUMBER	ANGLE OF CROSSING TO NEAREST 10°	LOCATION OF JOINT REF. PT.(**)	MIN. TOT. TRAVEL ALONG CENTERLINE OF BRIDGE	REQUIRED LENGTH OF EXPANSION JOINT DEVICE
–	70°	A	0.64"	77'-6"
–	70°	B	0.64"	77'-6"

** SEE S-25 .

NOTES:

JOINT TYPES

THE EXPANSION JOINT DEVICE SHALL BE OF A TYPE THAT INCLUDES A CONTINUOUS SEAL ACROSS THE DECK. UNLESS OTHERWISE NOTED ON THE PLANS, THE CONTRACTOR HAS THE OPTION OF USING ANY OF THE DEVICES LISTD BELOW.

DEVICE	MANUFACTURER
STEELFLEX-SSA2	D.S. BROWN
STEELFLEX-SSCM	D.S. BROWN
STEELFLEX-RS	D.S. BROWN
ONFLEX 40 SS	STRUCTURAL RUBBER PRODUCTS CO.
STRUPCO 400L	STRUCTURAL RUBBER PRODUCTS CO.

THE MODEL OF THE JOINT TYPE SELECTED SHALL BE SUITABLE TO ACCOMMODATE THE TOTAL MOVEMENT NOTED ON THE PLANS.

COMPLETE WORKING DRAWINGS OF ALL DETAILS OF FABRICATION OF THE EXPANSION JOINT DEVICE SHALL BE SUBMITTED FOR REVIEW IN ACCORDANCE WITH STANDARD SPECIFICATION 1.05.02. THIS REQUIREMENT IS WAIVED FOR EXPANSION JOINT DEVICES FOR WHICH A SET OF STANDARD INSTALLATION DETAILS HAS BEEN APPROVED. STANDARD INSTALLATION DETAILS CAN BE OBTAINED FROM THE DESIGN DIVISION.

FABRICATION AND INSTALLATION

THE EXPANSION JOINT SHALL BE SHOP FABRICATED TO CONFORM TO THE CONTOUR OF THE BRIDGE DECK, BARRIERS, ETC. IT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS SUBJECT TO NOTES HEREIN AND THE APPROVAL OF THE ENGINEER.

THE STEEL ANCHORAGE FOR STRIP SEAL GLANDS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH SUBSECTION 5.04.22 OF THE STANDARD SPECIFICATIONS.

THE PRO-SPAN DEVICE MUST INCORPORATE A CAST-IN-PLACE STEEL SEAT.

THE AREA OF THE STEEL ANCHORAGE AND SEALING GLAND WHICH WILL BE IN CONTACT WITH A SEALANT, OR LUBRICANT-ADHESIVE SHALL BE CLEANED WITH TOLUENE OR OTHER APPROVED SOLVENT.

WHERE THE SEALING GLAND IS LOCKED INTO A STEEL ANCHORAGE, A LUBRICANT-ADHESIVE CONFORMING TO STANDARD SPECIFICATION 8.16.04-e SHALL BE REQUIRED BETWEEN THE SEAL AND STEEL ANCHORAGE.

ALL BOLT WELL CAVITIES SHALL BE FILLED WITH AN APPROVED FLEXIBLE EPOXY OR A SEALANT CONFORMING TO FEDERAL SPECIFICATION TT-S-00230C.

IN THE EVENT THAT THE CONSTRUCTION SEQUENCE REQUIRES SPLICING THE SEALING GLAND, IT SHALL BE SPLICED BY AN APPROVED METHOD (SUCH AS COLD VULCANIZATION) BY A TRAINED REPRESENTATIVE OF THE MANUFACTURER.

DETAILS AT CURBS OR BARRIERS

THE DETAILS ON THIS SHEET SHOW AN APPROVED MEANS OF TERMINATING THE EXPANSION JOINT DEVICE AT CURBS OR BARRIERS. VARIATIONS OR ALTERNATIVE SCHEMES WILL BE CONSIDERED AND MAY BE USED IF APPROVED BY THE ENGINEER.

MATERIALS

THE COST OF ALL MATERIALS AND LABOR REQUIRED FOR PROPER INSTALLATION OF THE EXPANSION JOINT AND THE TERMINAL ASSEMBLIES AT THE CURBS, SIDEWALKS, OR BARRIERS IS INCLUDED IN THE PAYMENT FOR THE EXPANSION JOINT DEVICE.

QUANTITY		
ITEM	UNIT	AMOUNT
EXPANSION JOINT DEVICE	LINEAR FEET	155

Job No. : 36917A

MICHIGAN DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS

SQUAD BOSS		
DRAWN BY	LRB	09-06-88
CORRECTED BY	DHS-1	07-26-93
CHECKED BY	SPB/CHC	
SHEET	OF	

revisions: no. | d'n | ck'd | ap'vd | date

designed by PP
drawn by PP
checked by EH
approved: E C Howard

CITY OF DETROIT

CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
SUPERSTRUCTURE RECONSTRUCTION

EXPANSION JOINT DETAILS

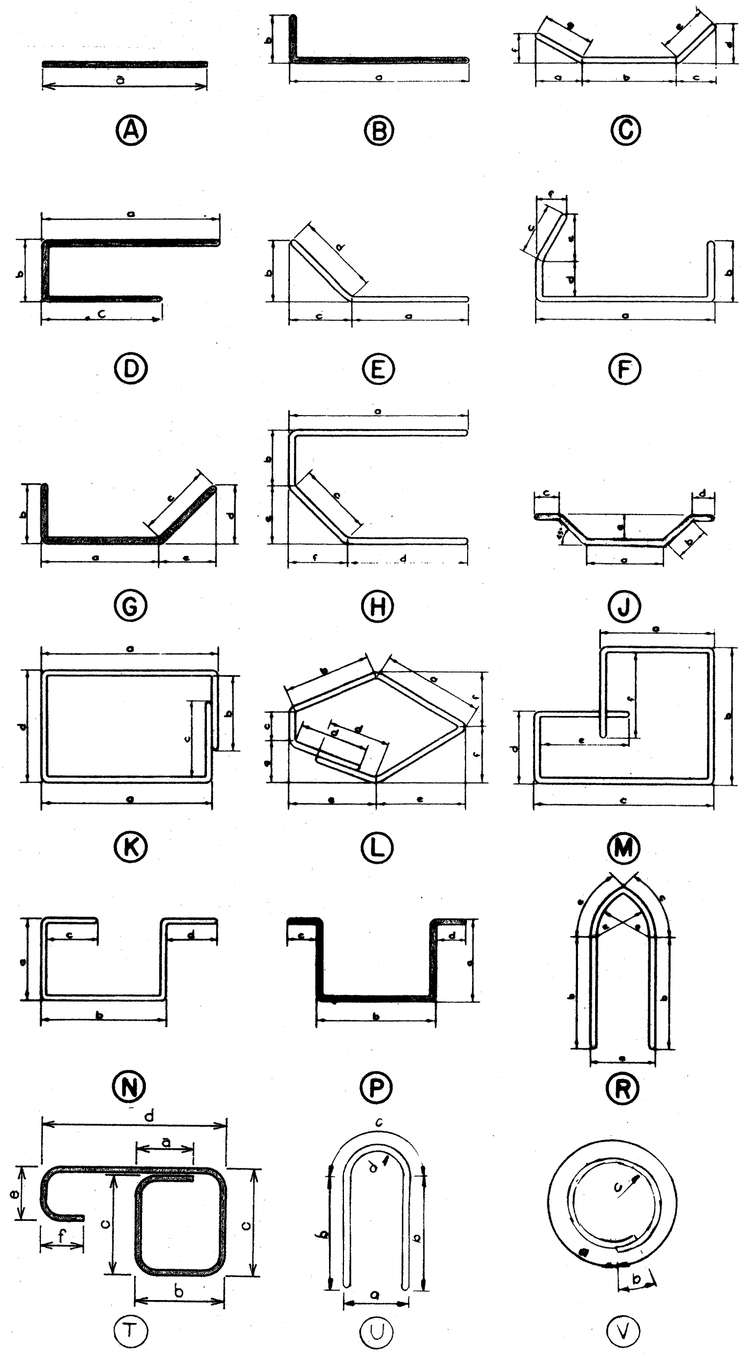
a.o. 93-22-17
contract no.
sheet S-28
of S-41
drawing no.
date APRIL ,1997

BAR	DIMENSIONS a	b	c	d	e	f	g			NO. REQ'D.	TOTAL WT. LBS.
BRIDGE : (Includes Approach Area Solid Parapets)											
(a) DECK:											
EA083811	38'-11"									364	37,824
EA082611	26'-11"									284	29,413
EA084000	40'-0"									71	7,583
EA094000	40'-8"									121	16,456
(b) SIDEWALKS:											
EA043007	30'-7"									66	1,348
EA040906	9'-6"									182	1,155
ED040268	0'-8"	1'-1"	0'-8"							182	294
ET060609	1'-0"	1'-0"	1'-4"	1'-1"	0'-6"	0'-6"				182	1,845
(c) SOLID PARAPETS: (INCLUDES APPROACH WORK)											
EA043007	30'-7"									36	735
ED060606	3'-1"	0'-4"	3'-1"							182	1,777
EA042708	27'-8"									24	444
EA060402	4'-2"									84	526
(d) DIAPHRAGMS:											
EA060407	4'-7"									400	2753
ED040601	2'-10	5	2'-10"							200	810
EA060402	4'-2"									40	251
ED061002	3'-4"	1'-6"	1'-0"	1'-0"						50	763
EA050400	4'-0"									50	534
(e) BACKWALLS:											
EA043609	36'-9"									50	1,227
EB060600	5'-0"	1'-0"								146	1,316
EB061006	5'-0"	5'-6"								146	2,303
ED060706	5'-6"	1'-0"		1'-0"						146	1,645
EG060308	0'-5"	1'-6"	1'-9"	1'-0"	1'-5"					292	1,608
									TOTAL		103,610 LBS.

BAR	DIMENSIONS a	b	c	d	e	f	g			NO. REQ'D.	TOTAL WT.

BAR	DIMENSIONS a	b	c	d	e	f	g			NO. REQ'D.	TOTAL WT.

BAR BENDING DIAGRAM



NOTES

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

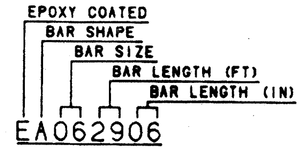
TOLERANCES IN CUTTING AND BENDING BARS ARE AS ESTABLISHED IN MANUAL OF STANDARD PRACTICE OF THE REINFORCING STEEL INSTITUTE AND DETAILING MANUAL OF THE AMERICAN CONCRETE INSTITUTE.

WHERE FIELD CUTTING OF EPOXY BARS IS REQUIRED, THE CONTRACTOR SHALL REPAIR THE EPOXY COATING AT THE CUT END AS PROVIDED FOR IN STANDARD SPECIFICATION 8.05.03 (INCLUDED IN STEEL REINFORCEMENT EPOXY COATED).

REINFORCEMENT SHALL BE BUNDLED AND TAGGED AS TO THE LOCATION AS SHOWN ON THIS SHEET.

THE CONTRACTOR SHALL SUBMIT ORIGINAL SHOP DRAWINGS FOR FABRICATION, BENDING AND PLACEMENT OF CONCRETE REINFORCEMENT IN CONFORMANCE WITH THE FIELD MEASUREMENTS. THE SHOP DRAWINGS SHALL COMPLY WITH ACI 315-80 "DETAILS AND DETAILING OF CONCRETE REINFORCEMENT" AND ACI 315R-80 "MANUAL OF ENGINEERING AND PLACING DRAWINGS FOR REINFORCED CONCRETE STRUCTURES" SHOWING BAR SCHEDULES, STIRRUP SPACING, DIAGRAMS OF BENT BARS, ARRANGEMENT, SPACING AND BAR MARKS OF CONCRETE REINFORCEMENT.

BAR NUMBERS:



TOTAL EPOXY COATED STEEL REINFORCEMENT = 103,610 LBS

Job No. : 36917A

REVISIONS LOCATED BY COORDINATES ON SHEET — COORD.	DESCRIPTION	DR'N	CK'D	AP'VD	DATE

REFERENCE DRAWINGS

DESIGNED BY	PP
DRAWN BY	PP
TRACED BY	
CHECKED BY	

APPROVED: Paul C. Howard
CITY ENGINEER

CITY OF DETROIT
CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
SUPERSTRUCTURE RECONSTRUCTION

STEEL REINFORCEMENT DETAILS

SHEET: S-29 of S-41 SHEETS
CONTRACT No.
assignment no. : 93-22-17
DATE APRIL ,1997

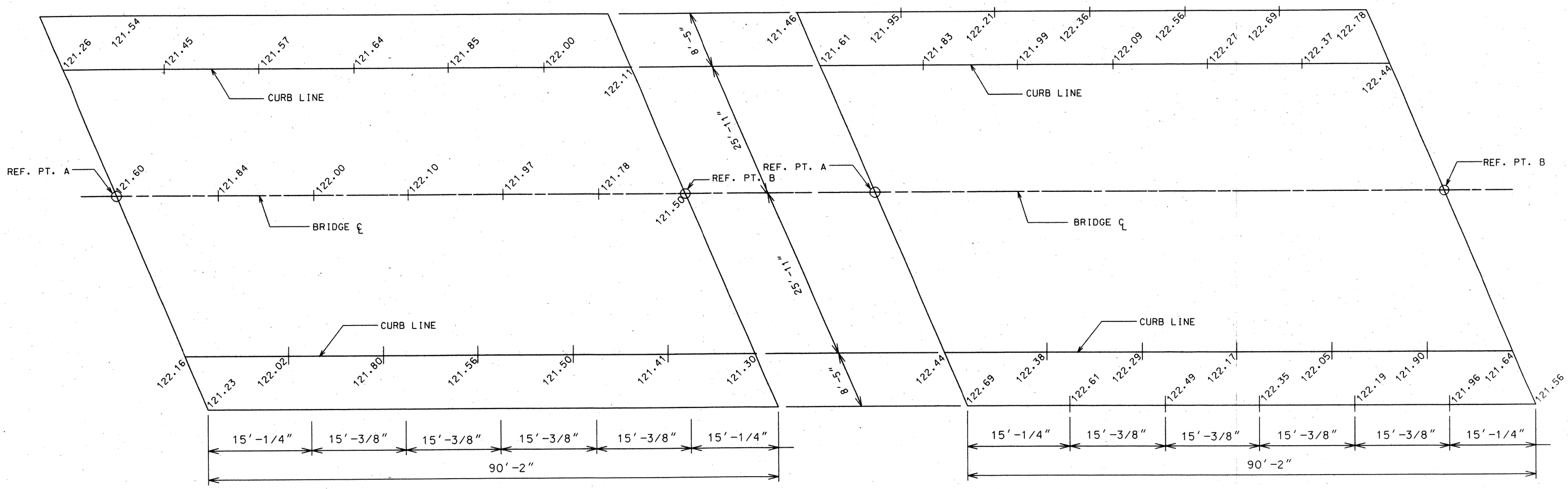
SCALE	HORIZONTAL
	VERTICAL

BOOK NO. PG. LEVEL DATE

PAVING COMPLETED

BEFORE STARTING CONSTRUCTION CONTRACTOR MUST CHECK WITH UTILITIES FOR LOCATIONS OF EXISTING STRUCTURES WHETHER OR NOT INDICATED ON PLANS.

BENCH MARKS		ELEV
PBM 109-252	NE CORNER TIREMAN & BERT ROAD	128.09
PBM 103-252A	NE CORNER TIREMAN & PATTON	136.68
PBM 110-250A	NE CORNER SPINOZA & JOY ROAD	136.26
CBM # 1	SPIKE IN POLE, S. SIDE OF TIREMAN, E. OF BRIDGE	123.04
CBM # 2	SPIKE IN POLE, S. SIDE OF TIREMAN, W. OF BRIDGE	124.55



EXISTING TOP OF SLAB ELEVATIONS

SCALE 1/8" = 1'-0"

EXISTING SIDEWALK ELEVATIONS

SCALE 1/8" = 1'-0"

Job No. : 36917A

REVISIONS						
DESCRIPTION	P. SHT	DR	CK	DAP	APV	DATE

	BY	CHECKED BY
PLAN	RP	RP
GRADE	RS	RS
ESTIMATE		
FINAL	*****	*****

APPROVED: Earl C. Howard
STRUCTURAL ENGINEER

CITY OF DETROIT

CITY ENGINEERING DIVISION

DEPARTMENT OF PUBLIC WORKS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
SUPERSTRUCTURE RECONSTRUCTION

EXISTING DECK AND SIDEWALK ELEVATIONS

SHEET S-30 OF S-41 SHEETS

CONTRACT NO.

ASSIGNMENT NO. 93-22-17

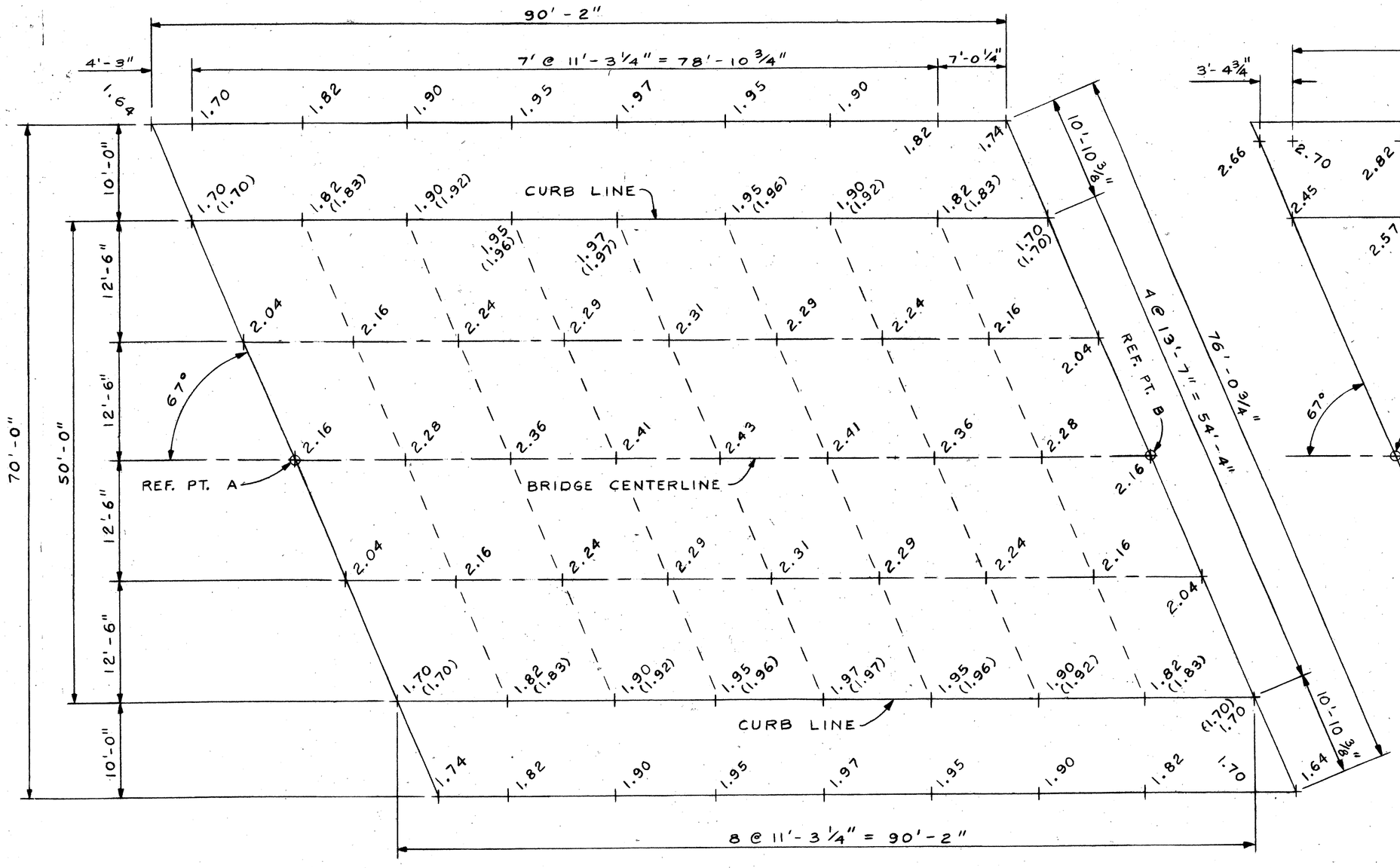
DATE APR. , 1997

SCALE	HORIZONTAL / VERTICAL	BOOK / NO. PG. / PAVING COMPLETED	LEVEL / DATE	BEFORE STARTING CONSTRUCTION, _____ CONTRACTOR MUST CHECK WITH UTILITIES FOR LOCATIONS OF EXISTING STRUCTURES WHETHER OR NOT INDICATED ON PLANS.

NOTE - FOR SYMBOLS Ⓐ ETC., SEE STANDARD DETAIL DRAWING NO. C-4178

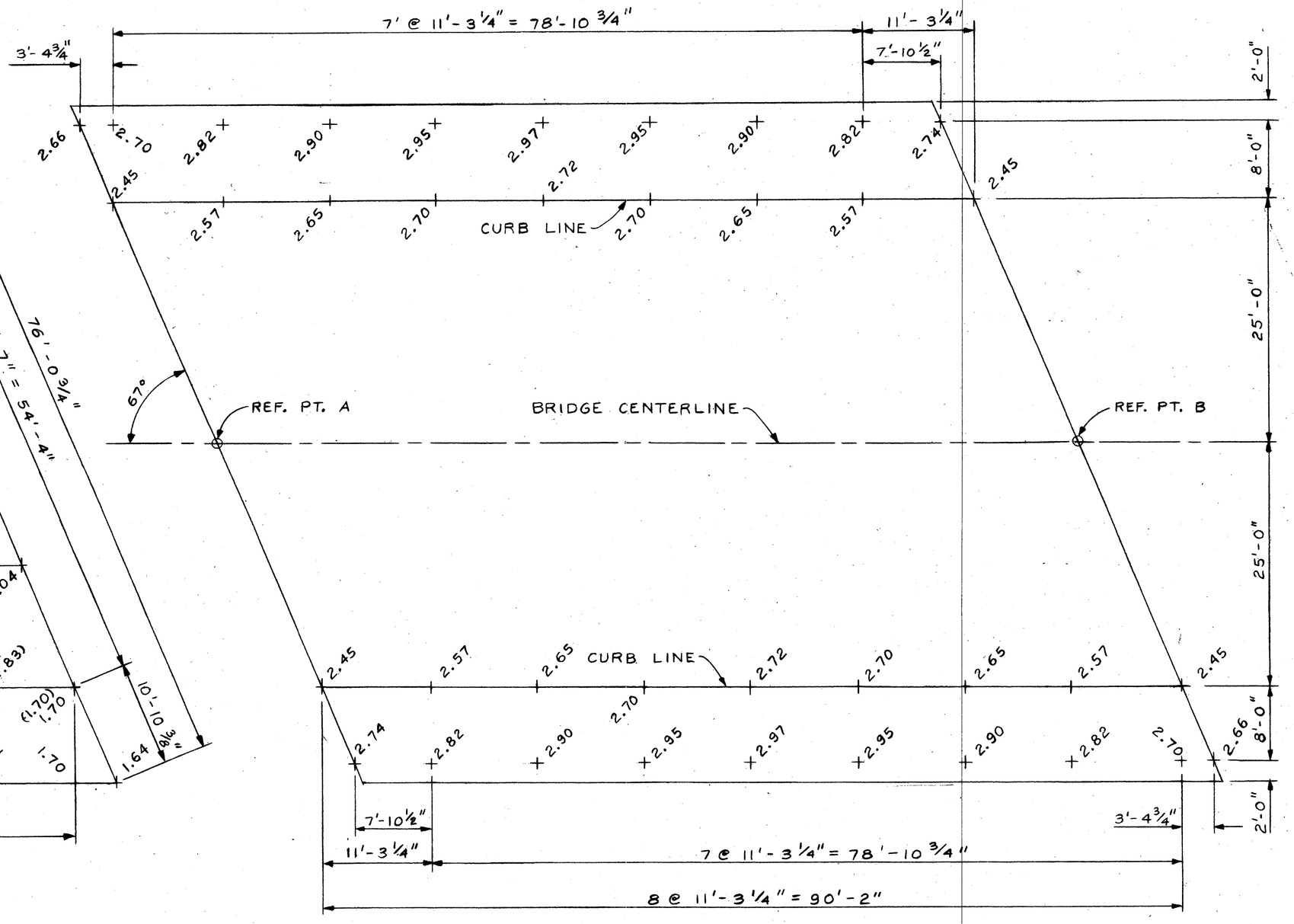
BENCH MARKS ELEV

ADD 120.00 FT. TO ELEVATIONS SHOWN.



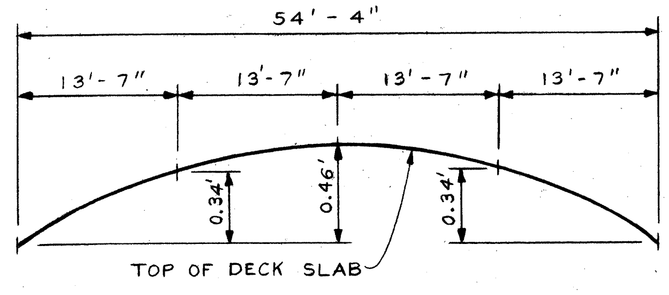
PROPOSED TOP OF DECK SLAB ELEVATIONS

SCALE: 1/8" = 1'-0"



PROPOSED SIDEWALK ELEVATIONS

SCALE: 1/8" = 1'-0"

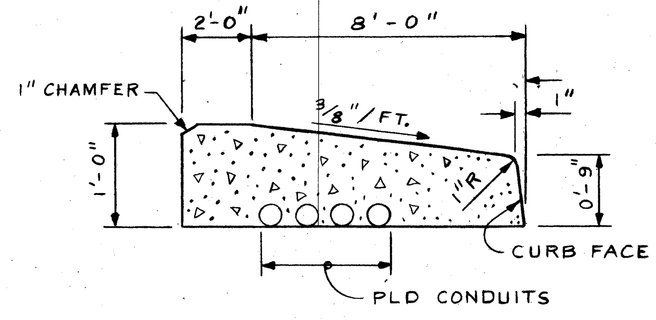


TYPICAL SECTION FOR TOP OF DECK SLAB BETWEEN CURB LINES AT 67° DIAGONAL

NO SCALE

NOTES

1. ALL ELEVATIONS ARE BASED ON CITY OF DETROIT DATUM.
2. FOR SURVEY BENCH MARK LOCATIONS & ELEVATIONS SEE SHEET NO. S-21.
3. SIDEWALK POUR SHALL NOT BE CAST UNTIL SLAB CONCRETE HAS ATTAINED AT LEAST 75% OF ITS DESIGN STRENGTH.
4. SLAB & SIDEWALK ELEVATIONS ARE BASED ON THE CONDITION THAT ALL CONCRETE BEAMS HAVE ERECTED, BUT NO OTHER LOADS ARE APPLIED. THESE ELEVATIONS INCLUDE ALLOWANCES FOR DEFLECTION DUE TO FORMS, STEEL REINFORCEMENT, DECK CONCRETE AND BARRIERS.
5. SCREED RAILS FOR FINISHING CONCRETE SHALL BE LOCATED OVER FASCIA BEAMS.
6. SCREED ELEVATIONS ARE SHOWN IN PARENTHESIS THUS ( ).
7. TRANSVERSE SIDEWALK CONTRACTION JOINTS ARE TO BE AT 8-FT. INTERVALS OR AS DIRECTED BY THE ENGINEER.



TYPICAL SIDEWALK SECTION

NO SCALE

Job No. : 36917A

DESCRIPTION	DR'N	CK'D	AP'VD	DATE
REVISIONS				

	BY	CHECKED BY
PLAN	N.W.	
GRADE	N.W.	
ESTIMATE		
FINAL	CHECK	REVIEW

APPROVED: Earl C. Howard
ENGINEER OF STREETS

CITY OF DETROIT
CITY ENGINEERING DIVISION D.P.W.
BUREAU OF STREETS AND HIGHWAYS

TIREMAN AVE. BRIDGE OVER ROUGE RIVER (BW-265)
PROPOSED DECK SLAB AND SIDEWALK ELEVATIONS

SHEET S-31 OF S-41 SHEETS
CONTRACT NO.
ASSIGNMENT NO. 93-22-17
DATE MAR., 1997

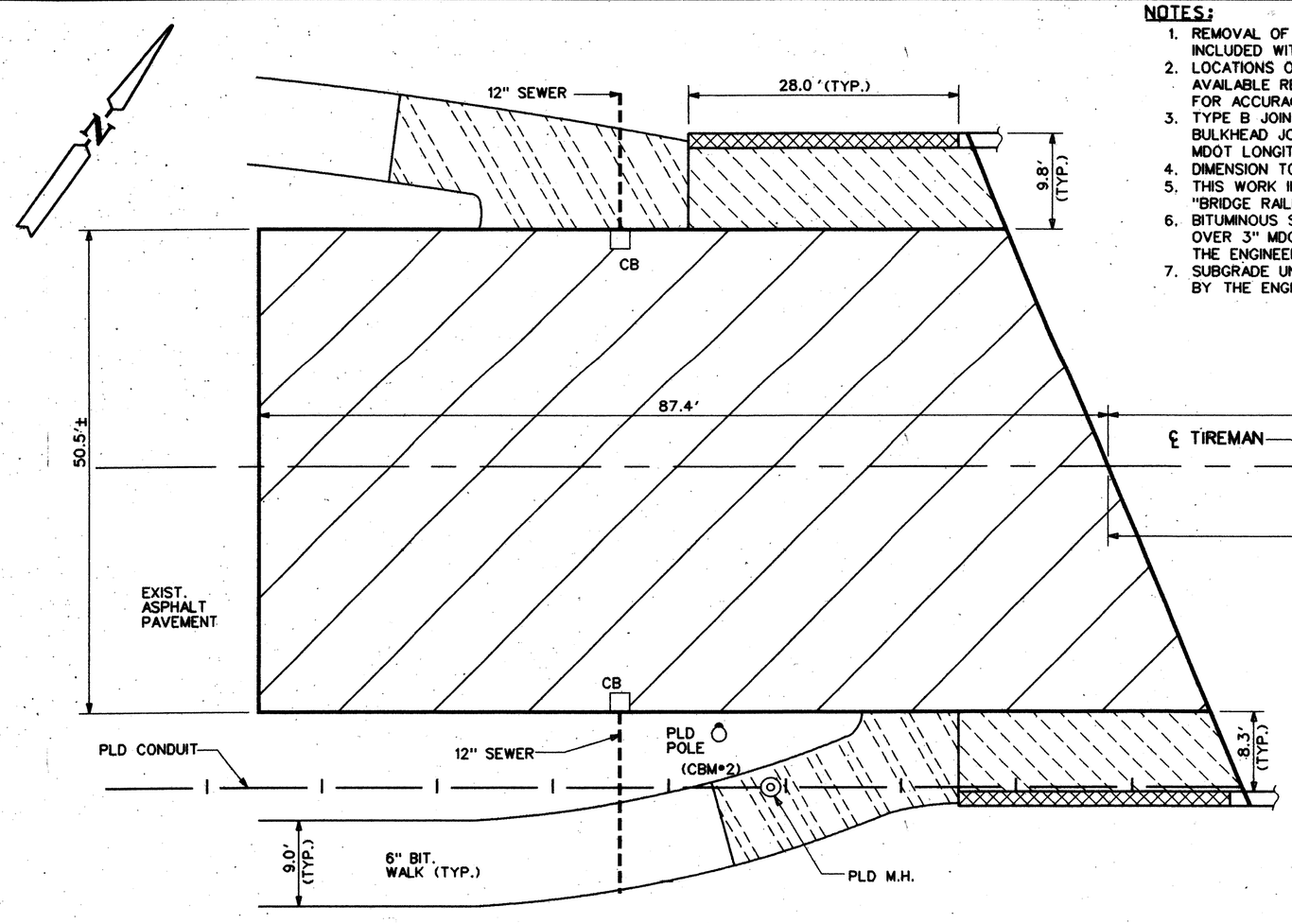
SCALE	HORIZONTAL / VERTICAL	BOOK NO.	PG.	LEVEL DATE	PAVING COMPLETED

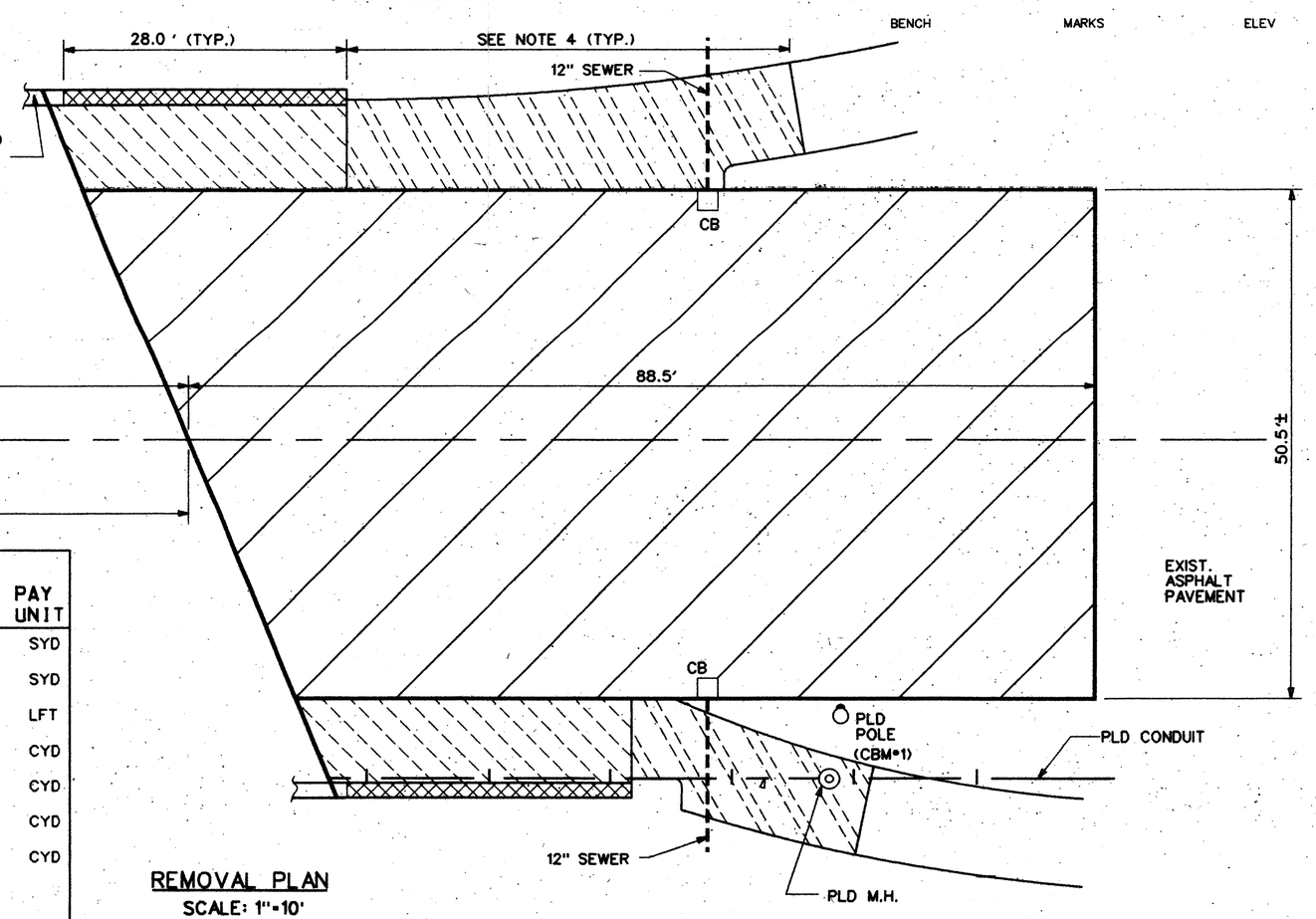
BEFORE STARTING CONSTRUCTION CONTRACTOR MUST CHECK WITH UTILITIES FOR LOCATIONS OF EXISTING STRUCTURES WHETHER OR NOT INDICATED ON PLANS.

BENCH MARKS ELEV

NOTES:

1. REMOVAL OF BITUMINOUS SIDEWALK SHALL BE INCLUDED WITH EARTH EXCAVATION.
2. LOCATIONS OF PLD CONDUIT ARE BASED UPON AVAILABLE RECORDS AND ARE NOT GUARANTEED FOR ACCURACY.
3. TYPE B JOINT DENOTES AN MDOT LONGITUDINAL BULKHEAD JOINT; TYPE D JOINT DENOTES AN MDOT LONGITUDINAL LANE TIE JOINT.
4. DIMENSION TO BE DETERMINED IN THE FIELD.
5. THIS WORK INCLUDED IN PAY ITEM: "BRIDGE RAILING, SOLID PARAPET TYPE".
6. BITUMINOUS SIDEWALK TO BE 1" MDOT BIT. MIX 36A OVER 3" MDOT BIT. MIX 3C OR AS APPROVED BY THE ENGINEER.
7. SUBGRADE UNDERCUTTING SHALL BE AS DIRECTED BY THE ENGINEER.





REMOVAL PLAN
SCALE: 1"=10'

PAY QUANTITIES

ITEM	QUANTITY	PAY UNIT
REMOVING PAVEMENT	1,015	SYD
REMOVING SIDEWALK	100	SYD
REMOVING CONCRETE PARAPET	112	LFT
EARTH EXCAVATION	25	CYD
EMBANKMENT (LM)	30	CYD
SUBGRADE UNDERCUTTING, TYPE II	10	CYD
GRANULAR MATERIAL CLASS II	35	CYD
REMOVING BITUMINOUS SURFACE (see sheet no. S-33)	196	SYD

REMOVAL LEGEND

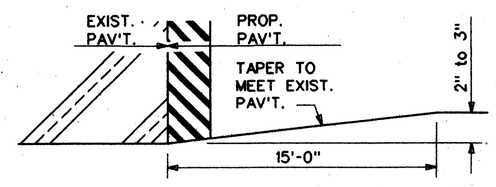
- REMOVING PAVEMENT
- REMOVING SIDEWALK
- REMOVING BITUMINOUS SIDEWALK
- REMOVING CONCRETE BRIDGE PARAPET

PAVING PLAN LEGEND

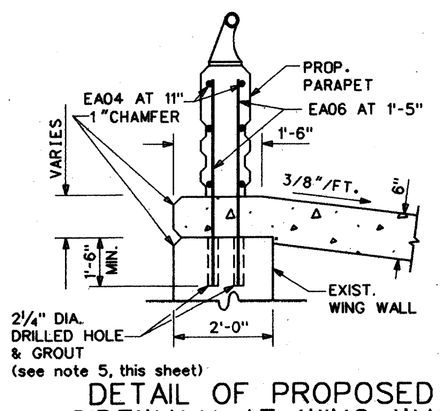
- CONC.PAV'T. WITH INTEGRAL CURB-REINF. 9"
- CONC. BASE COURSE WITH INT. CURB-REINF. 9" AND 2" BITUMINOUS SURFACE
- REMOVING BITUMINOUS SURFACE & RESURFACE
- CONCRETE SIDEWALK, 6"
- BITUMINOUS SIDEWALK, 4" (see note 6, this sheet)
- BRIDGE PARAPET ON CONC. WALK
- CLASS "A" SODDING WITH 3" TOPSOIL
- BACKFILL AND CLASS "A" SODDING
- CLASS C-76-III 12" SEWER IN TRENCH DETAIL B
- (A) CATCH BASIN "A"
- (D) ADJUSTING DRAINAGE STRUCTURE COVER, CASE 2
- (E) TRANSVERSE EXPANSION JOINT
- TRANSVERSE CONTRACTION JOINT

TYPICAL SECTION LEGEND

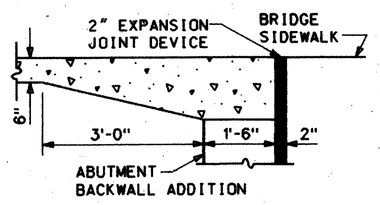
- AGGREGATE BASE UNDER CONCRETE (4" IN PLACE)
- GRANULAR MATERIAL CLASS II
- BITUMINOUS SIDEWALK, 4"
- CLASS "A" SODDING WITH 3" TOPSOIL
- OPTIONAL B OR D LONGITUDINAL JOINT



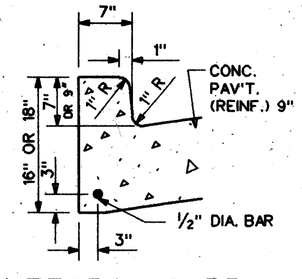
DETAIL "A"
NO SCALE



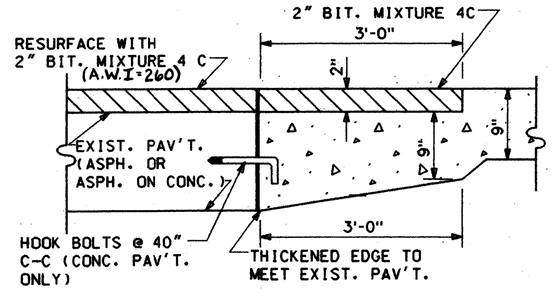
DETAIL OF PROPOSED SIDEWALK AT WING WALL
NO SCALE



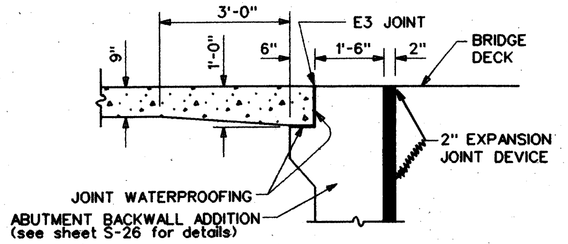
SECTION C-C
NO SCALE



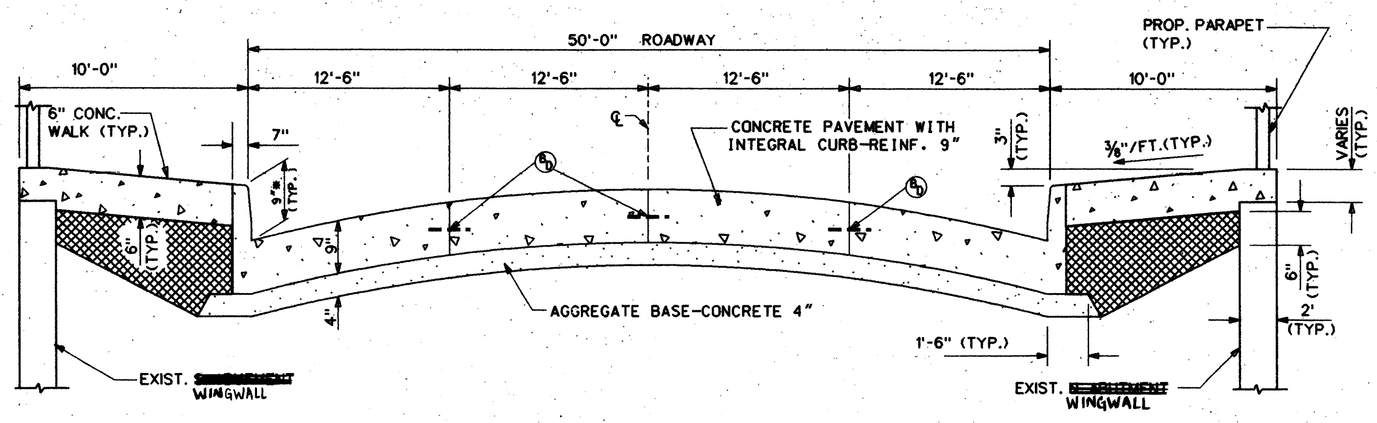
INTEGRAL CURB
NO SCALE



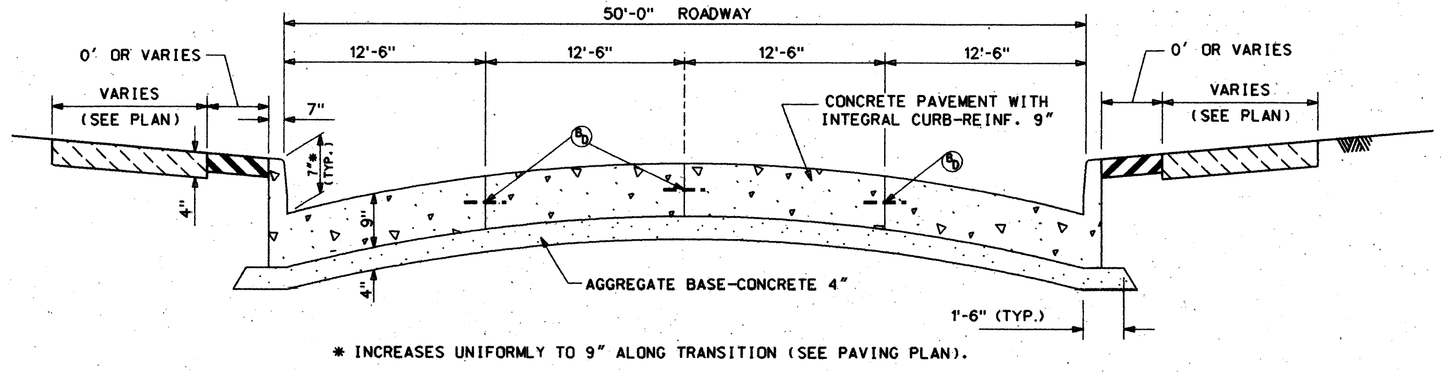
SECTION A-A
NO SCALE



SECTION B-B
NO SCALE



TYPICAL SECTION FROM BRIDGE DECK TO END OF WING WALL
NO SCALE



* INCREASES UNIFORMLY TO 9" ALONG TRANSITION (SEE PAVING PLAN).

TYPICAL SECTION FROM END OF WING WALL TO EXISTING PAV'T.
NO SCALE

JOB NO. 36917A

DESCRIPTION	DR	MCK	DAPV	DATE
REVISIONS				

	BY	CHECKED BY
PLAN	N.W.,K.M.	
GRADE		
ESTIMATE		
FINAL	SHEET	REVIEW

APPROVED: Earl C. Howard
ENGINEER OF STREETS

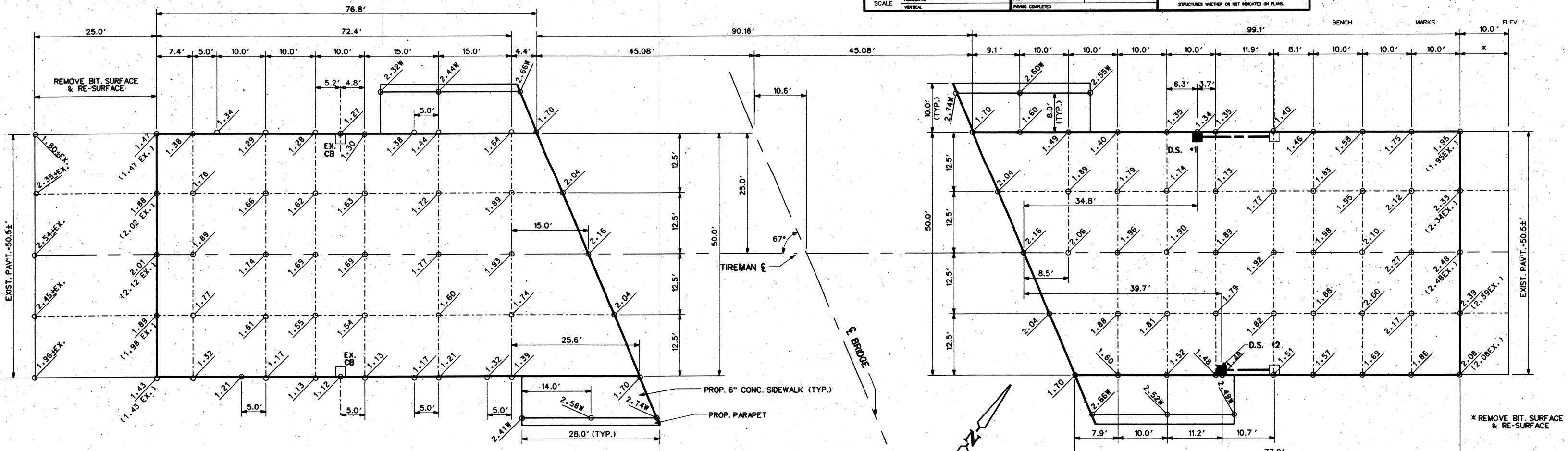
CITY OF DETROIT
CITY ENGINEERING DIVISION - D.P.W.
BUREAU OF STREETS AND HIGHWAYS

TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
APPROACH REMOVAL PLAN, PROPOSED SECTIONS & DETAILS

SHEET S-32 OF S-41 SHEETS
CONTRACT NO.
ASSIGNMENT NO. 93-22-17
DATE MAR. ,1997

SCALE	HORIZONTAL / VERTICAL	BOOK NO. PG. / PAVING COMPLETED	LEVEL DATE

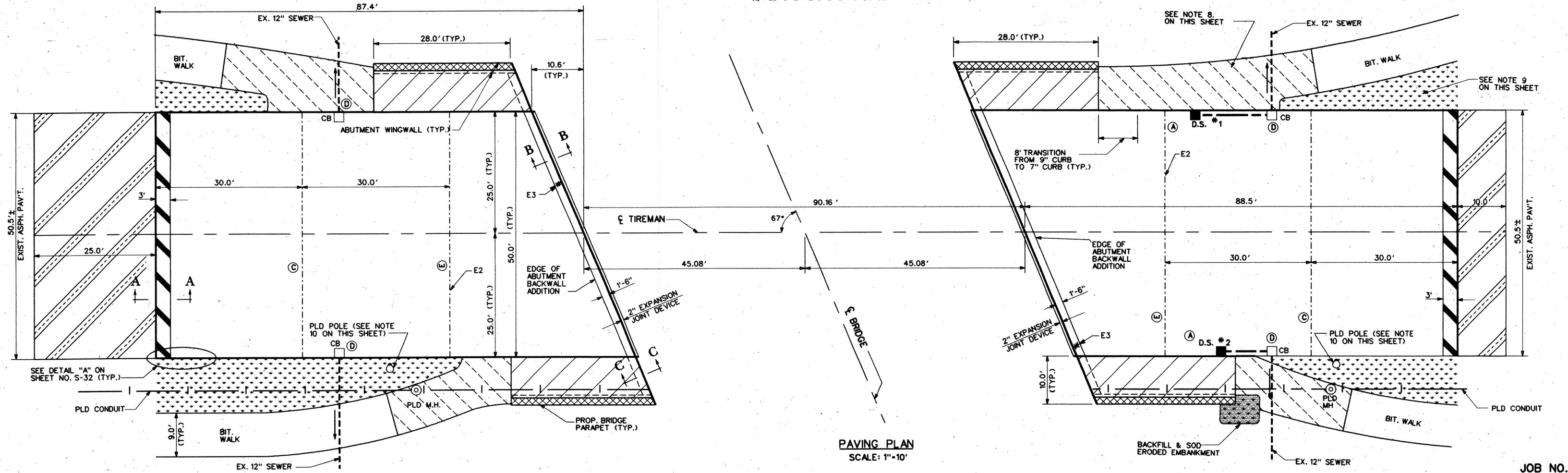
BEFORE STARTING CONSTRUCTION CONTRACTOR MUST CHECK WITH UTILITIES FOR LOCATIONS OF EXISTING STRUCTURES WHETHER OR NOT INDICATED ON PLANS.



NOTES:

1. FOR SURVEY BENCH MARK LOCATIONS AND ELEVATIONS SEE SHEET NO. S-21 .
2. ADD 120.00 TO ELEVATIONS SHOWN.
3. FOR ELEVATIONS SHOWN, "W" DENOTES TOP OF WALK ELEVATIONS. ALL OTHER ELEVATIONS SHOWN ARE PAVEMENT SURFACE ELEVATIONS.
4. FOR PAVING PLAN LEGEND, CROSS SECTIONS AND DETAILS SEE SHEET NO. S-32 .
5. FOR DRAINAGE STRUCTURE DETAILS SEE SHEET NO. S-34 .
6. SEE ALSO NOTES ON SHEET NO. S-32 AND ON SHEET NO. S-34.
7. FOR PAY QUANTITIES APPLICABLE TO THIS SHEET, SEE SHEET NO. S-34
8. REPLACE DISTURBED BITUMINOUS WALK WITH 1" BIT. MIX 36-A OVER 3" BIT. MIX 3C AS DIRECTED BY THE ENGINEER.
9. RESTORE DISTURBED GROUND AREAS WITH CLASS "A" SODDING ON 3" TOPSOIL AS DIRECTED BY THE ENGINEER.
10. PLD POLE TO BE RELOCATED BY PLD.
11. PLD OVERHEAD LINE TO BE DEACTIVATED BY PLD DURING CONSTRUCTION.

DETAILED GRADES
SCALE: 1"=10'



PAVING PLAN
SCALE: 1"=10'

JOB NO. 36917A

DESCRIPTION	DR	CK	D	APV'D	DATE
REVISIONS					

	BY	CHECKED BY
PLAN	N.W.,K.M.	
GRADE	N.W.,K.M.	
ESTIMATE		
FINAL	ERRER	REVIER

APPROVED: Earl C. Howard
ENGINEER OF STREETS

CITY OF DETROIT
CITY ENGINEERING DIVISION - D.P.W.
BUREAU OF STREETS AND HIGHWAYS

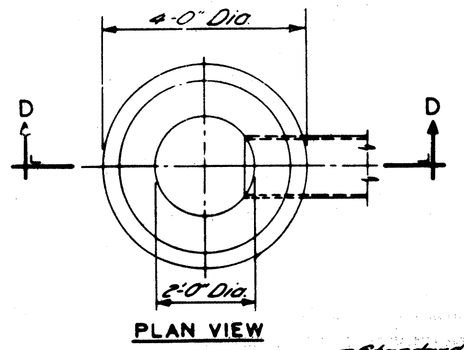
TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
APPROACH PAVING PLAN AND DETAILED GRADES

SHEET S-33 OF S-41 SHEETS
CONTRACT NO.
ASSIGNMENT NO. 93-22-17
DATE MAR.. ,1997

SCALE	HORIZONTAL / VERTICAL	BOOK NO. PG. PAVING COMPLETED	LEVEL DATE	BEFORE STARTING CONSTRUCTION, CONTRACTOR MUST CHECK WITH UTILITIES FOR LOCATIONS OF EXISTING STRUCTURES WHETHER OR NOT INDICATED ON PLANS.

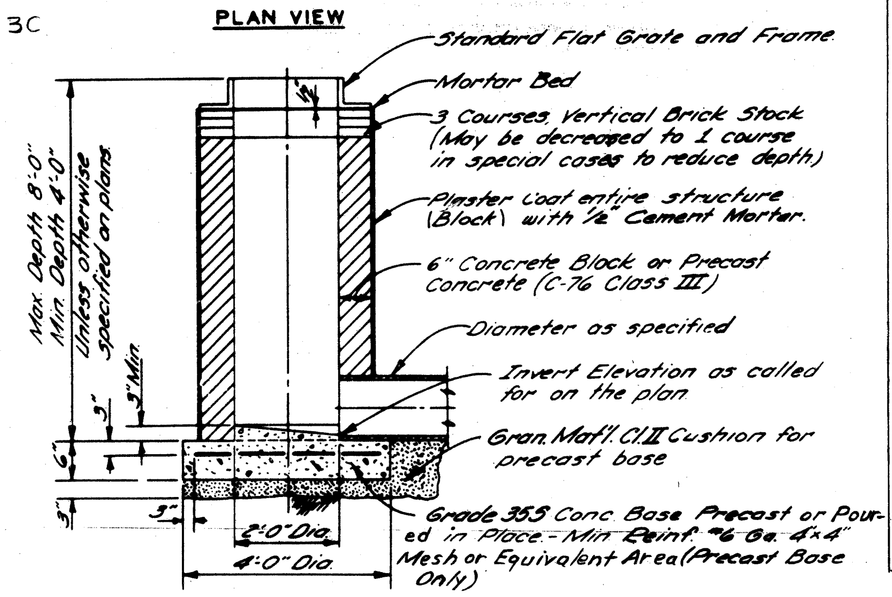
NOTES

1. Install 12-inch dia. C-76-III sewers in trench detail B.
2. Verify diameters and invert elevations of existing sewers in the field.
3. For a profile view of the existing bridge parapet see sheet no. S-23.
4. For details of the proposed parapet see sheet no. S-26. See also MDOT Standard Plan X-18D, "Bridge Railing, Solid Parapet Type".
5. Transverse contraction joints on approach sidewalks shall be spaced at 6 ft. intervals.
6. Replace disturbed bituminous walk with 1" MDOT Bit. Mix 36A over 3" MDOT Bit. Mix 3C or other approved mixture as directed by the Engineer.
7. Restore disturbed ground areas with Class A sodding on 3" topsoil as directed by the engineer.
8. Backfill eroded embankment with selected excavated material (included with construction).
9. For PLD manhole reconstruction see sheet no. S-35.
10. For PLD conduit reconstruction see sheet no. S-35.
11. Provide double-yellow L pavement markings conforming to Detroit DOT Field Pavement Marking Standards No. SG-50. Markings are to be of polyester material.



PLAN VIEW

NOTE: Catch Basin "A" will be used only when outletting to a catch Basin



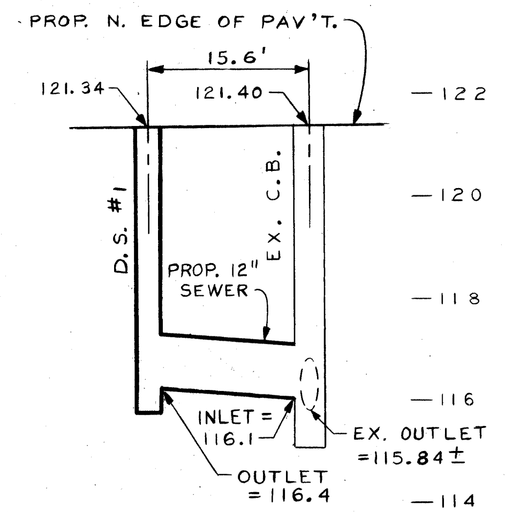
SECTION D-D

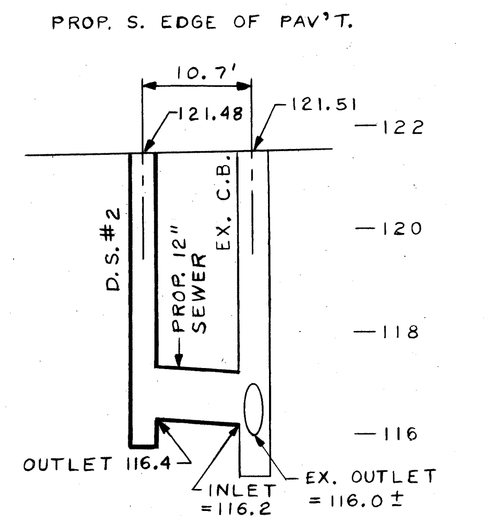
CATCH BASIN "A"

NO SCALE

PAY QUANTITIES

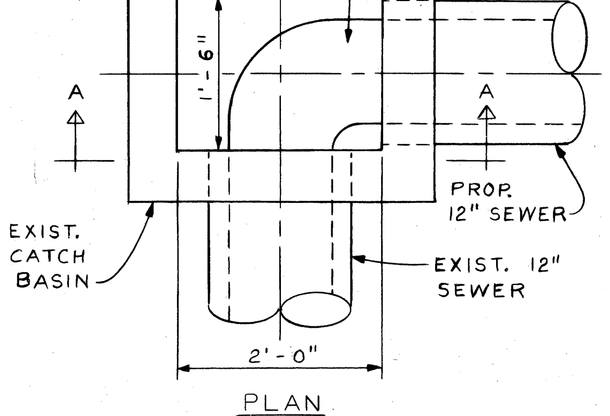
ITEM	QUANTITY	PAY UNIT
AGGREGATE BASE UNDER CONCRETE (4" IN PLACE)	1,043	SYD
JOINT WATERPROOFING	230	SFT
CONCRETE SIDEWALK, 6"	1,120	SFT
CONCRETE PAVEMENT WITH INTEGRAL CURB - REINF. 9"	1,005	SYD
BRIDGE RAILING, SOLID PARAPET TYPE	112	LFT
CLASS C-76-III SEWER, 12" TRENCH DETAIL B	27	LFT
SEWER TAP, 12"	2	EACH
SEWER CLEANOUT	300	LFT
ADJUSTING DRAINAGE STRUCTURE COVER, CASE 2	6	EACH
MISC. CATCH BASIN TYPE A	2	EACH
BITUMINOUS MIXTURE, 3C	23	TON
BITUMINOUS MIXTURE, 4C	26	TON
BITUMINOUS MIXTURE, 36A	7	TON
OVERLAY COLD PLASTIC PAVEMENT MARKING, 4" YELLOW	440	LFT
CLASS A SODDING	124	SYD
WATER	2	UNIT
TOPSOIL SURFACE, 3"	124	SYD
CLEANING DRAINAGE STRUCTURE	4	EACH
CONTRACTION JOINT C	100	LFT
EXPANSION JOINT E2	100	LFT
EXPANSION JOINT E3	152	LFT



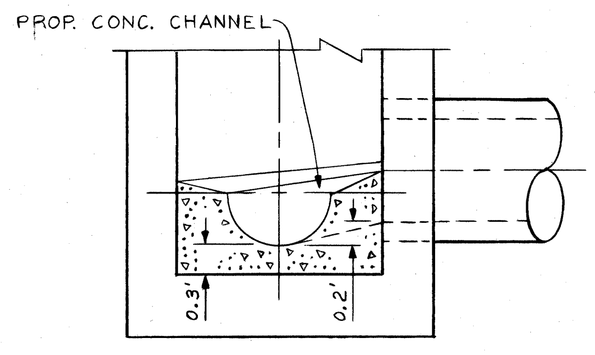


DRAINAGE STRUCTURE DETAILS

SCALE: 1" = 10' HORIZ.
1" = 2' VERT.



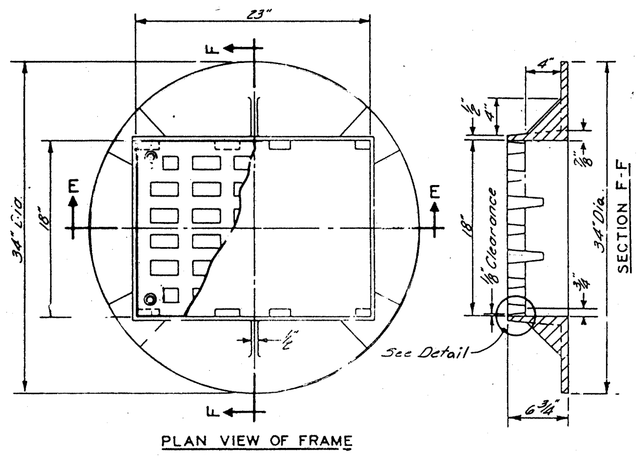
PLAN



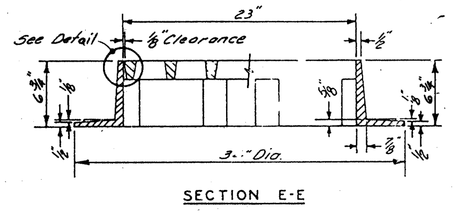
SECTION A-A

DETAIL OF EXISTING CATCH BASIN

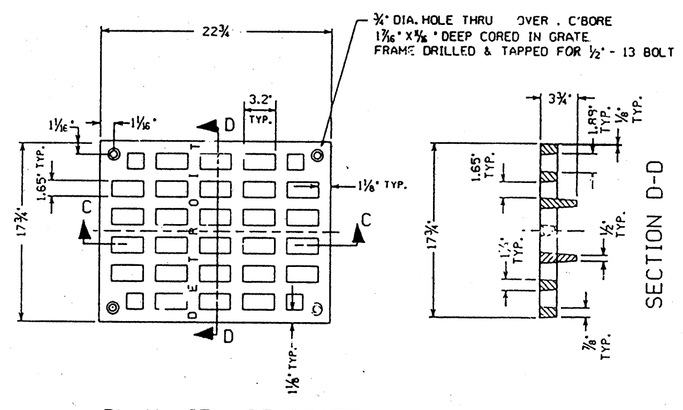
SCALE 1"=1'-0"



PLAN VIEW OF FRAME



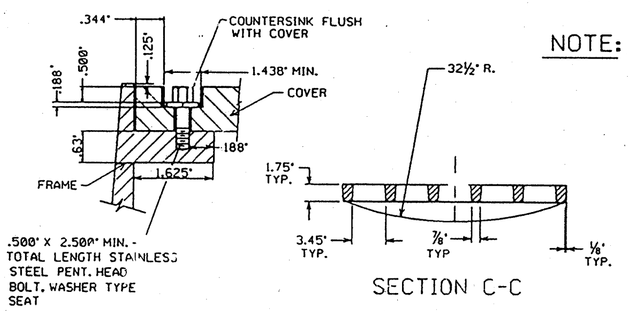
SECTION E-E



PLAN VIEW OF GRATE

MATERIAL: GRAY IRON A.S.T.M. STD. SPEC. A-48, CLASS 30, BEARING SURFACES OF COVER AND FRAME SHALL BE GROUND TO PREVENT ROCKING. CASTING SHALL NOT BE COATED

NOTE: F= FINISH SURFACE



COVER BOLT DETAIL

STANDARD FLAT GRATE AND FRAME

NO SCALE

CATCH BASIN NOTES

1. The materials & workmanship shall be in accordance with the current Standard Specifications.
2. Center of Catch Basin shall be 20 inches from back of curb.
3. All sizes & flow lines of pipe, and elevations for top & bottom of structures shall be determined from the plans or construction requirements.
   The bell shall be removed from the first length of outlet pipe projecting through the wall of the structures.
   When any structure is constructed of precast concrete or concrete block, the top of the masonry shall be left sufficiently low to permit proper adjustment of cover to grade by the use of mortar or bricks as directed by the Engineer.
4. A plaster coat of mortar ½ inch in thickness shall be applied to the outer surface of the structure as shown. A ½ inch cement plaster coat shall be placed on the inside of all sumps.
5. Contractor shall verify elevations of existing utilities to enable construction to indicated elevations shown on drawings. If necessary, invert elevations shown on the drawings may be altered in the field to clear existing utilities. Such alterations, upward or downward, shall be at no change in contract price.
6. When precast concrete pipe sections are used for catch basins, either a section of the inlet and outlet pipes or an opening or eye for the inlet & outlet pipes shall be cast into the wall of the catch basin pipe when it is being manufactured. Eyes in precast pipe sections shall be furnished to accommodate a flexible joint connection such as Press-Wedge by Press Seal Gasket Corp or Res-Seal by Scales Mfg. Corp.

Job No. : 36917A

DESCRIPTION	DR'N	CK'D	APV'D	DATE
REVISIONS				

	BY	CHECKED BY
PLAN	N.W.	
GRADE		
ESTIMATE		
FINAL	CHECK	REVIEW

APPROVED: Emil C. Howard
ENGINEER OF STREETS

CITY OF DETROIT
CITY ENGINEERING DIVISION, D.P.W.
BUREAU OF STREETS AND HIGHWAYS

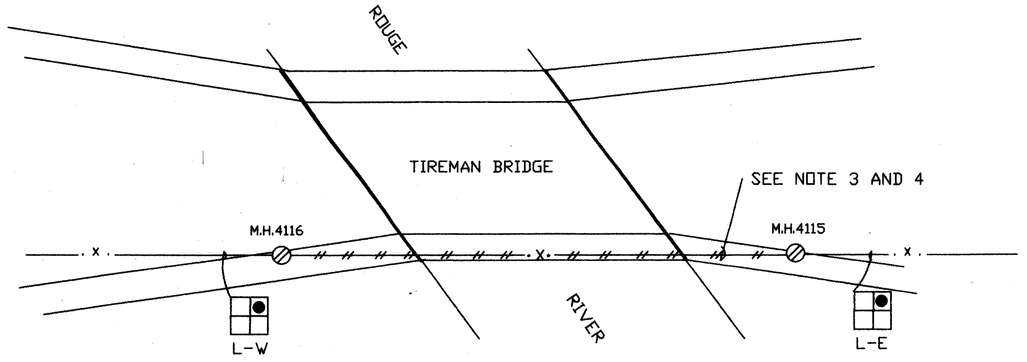
TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
DRAINAGE STRUCTURE DETAILS

SHEET S-34 OF S-41 SHEETS
CONTRACT NO.
ASSIGNMENT NO. 93-22-17
DATE MAR., 1997

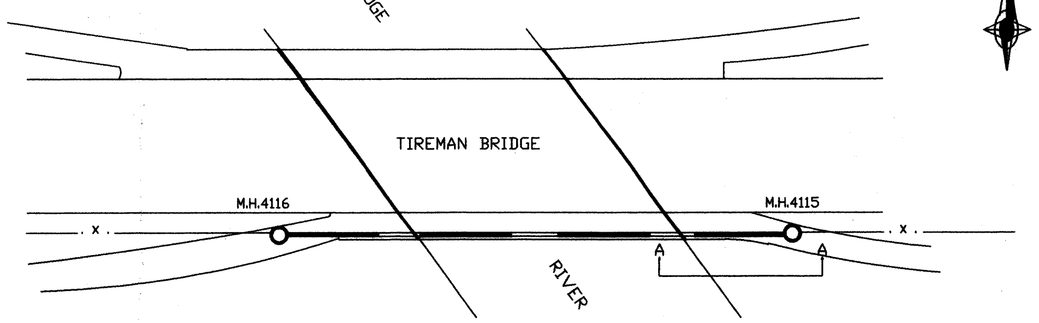
T-109

CALL MISS DIG
BEFORE YOU DIG

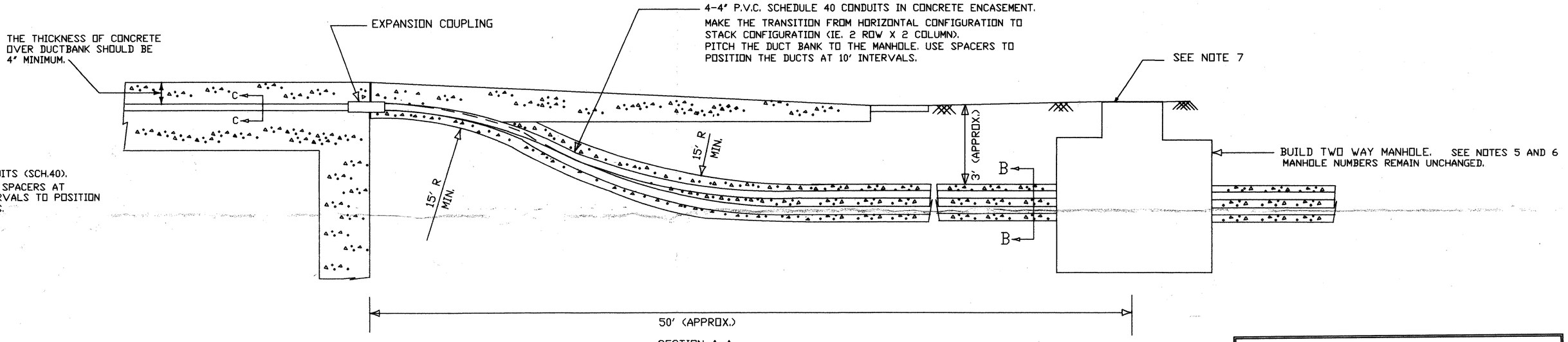
CAUTION !
HIGH VOLTAGE CABLES



EXISTING

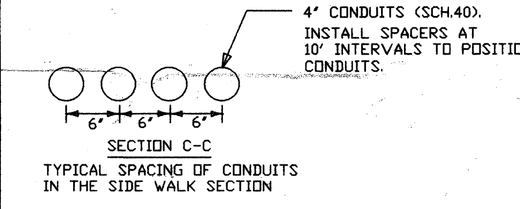


FUTURE



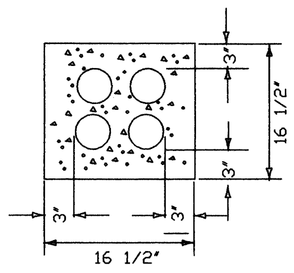
SECTION A-A

TYPICAL SECTIONAL VIEW



SECTION C-C

TYPICAL SPACING OF CONDUITS IN THE SIDE WALK SECTION



SECTION B-B

LEGEND

- EXISTING DUCT BANK
- DISMANTLE THE EXISTING DUCT BANK.
- DISMANTLE THE MANHOLE
- EXISTING DUCT WITH CABLE
- NEW DUCT BANK
- BUILD NEW MANHOLE

NOTE

1. REFER TO P.L.D. DRAWING NO. 101 FOR ENCASED CONDUIT BANK. (S-37)
2. REFER TO P.L.D. DRAWING NO. 104 FOR MANHOLE CONSTRUCTION. (S-40)
3. THE CONTRACTOR SHOULD DO ANY WORK ONLY AFTER THE HIGH VOLTAGE CABLES AND COMMUNICATION CABLES ARE CUT AND REMOVED. THE CABLES WILL BE REMOVED AND REINSTALLED AS A FORCE ACCOUNT WORK BY P.L.D. CONTACT P.L.D. ENGINEERING DIVISION (313) 267-7801 THREE WEEKS IN ADVANCE FOR ARRANGING CABLE WORK.
4. ALL THE DEBRIS OF THE DISMANTLED MANHOLES SHOULD BE REMOVED BEFORE NEW MANHOLES AND DUCTS ARE INSTALLED
5. THE NEW MANHOLE SHOULD BE BUILT TO ACCOMODATE THE EXISTING DUCT BANK ON ONE SIDE AND THE NEW DUCT BANK ON THE OTHER SIDE. THE MANHOLE SHOULD BE GROUNDED AND CABLE RACKS SHOULD BE INSTALLED PER P.L.D. SPECS. PRECAST MANHOLE MAY BE INSTALLED PER APPROVAL BY P.L.D.
6. THE DUCT BANKS SHOULD BE TERMINATED IN THE DUCT POCKETS OF THE MANHOLES PER P.L.D. SPECIFICATIONS.
7. P.L.D. APPROVED MANHOLE FRAME AND COVER SHOULD BE INSTALLED.
8. PLEASE CONTACT P.L.D. INSPECTORS BEFORE STARTING ANY WORK.
   MR. SIDNEY BASS (313)267- 7340
   MR. KEN HARDAWAY (313)267- 6043
9. THE CONTRACTOR SHOULD NOTIFY P.L.D. SYSTEM OPERATOR (313) 224- 0500 48 HRS. PRIOR TO PERFORMING ANY WORK.
10. REFER TO THE FOLLOWING SPECIFICATIONS: CITY ENGINEERING DEPARTMENT STANDARD SPECIFICATIONS FOR PAVING AND RELATED CONSTRUCTION (DIVISION 15 WITH SPECIAL PROVISIONS FOR ELECTRICAL WORK).
11. REFER TO SHT S-37 TO S-41 FOR CITY OF DETROIT STANDARD PLANS FOR PUBLIC LIGHTING DEPARTMENT.

PAY QUANTITY		
ITEM	QUANTITY	PAY UNIT
(a) BRIDGE :		
Misc. Conduit Bank	90	LFT
(b) APPROACH WORK :		
Misc. Manhole	2	EACH
Misc.Encased Conduit Bank	100	LFT
Manhole-Remove	2	EACH
Misc. Duct Bank-Remove	1	LSUM

NOT TO SCALE

JOB NO. : 36917A

REVISION	DESCRIPTION	DATE
	CONDUIT CHANGED FROM SCHEDULE 80 TO SCHEDULE 40	3/25/1996
	NEW MANHOLE PROPOSED	4/2/1996

TIREMAN BRIDGE IN ROUGE PARK

DETAILS OF CONDUIT RECONSTRUCTION

TIREMAN AND ROUGE RIVER

DRAWN BY

CHECKED BY SS

APPROVED BY EC Howard

PUBLIC LIGHTING DEPARTMENT

CITY OF DETROIT

FILE NO. 44-0413

SHEET NO: S-35

ASSIGNMENT NO. 93-22-17

7/28/95

QUANTITY SHEET
AS PER PLANS

ITEMS

ITEMS		SHEET TOTALS	SHEET UNITS	S-20 BRIDGE TITLE SHEET	S-21 SITE PLAN	S-22 GENERAL PLAN OF STRUCTURE	S-23 REMOVAL PLAN	S-24 REPAIRING STRUCTURAL CRACKS, PATCHING ABUTMENTS AND PIER	S-25 PLAN OF DECK AND CROSS SECTION	S-26 SUPERSTRUCTURE DETAILS	S-27 PRESTRESSED BEAM DETAILS	S-28 EXPANSION JOINT DETAILS	S-29 STEEL REINFORCEMENT DETAILS	S-30 EXISTING DECK AND SIDEWALK ELEVATIONS	S-31 PROPOSED DECK AND SIDEWALK ELEVATIONS	S-32 APPROACH REMOVAL PLAN, PROPOSED SECTIONS AND DETAILS	S-33 APPROACH PAVING PLAN, AND DETAILED GRADES	S-34 DRAINAGE STRUCTURE DETAILS	S-35 DETAILS OF CONDUIT RECONSTRUCTION	S-36 QUANTITY SHEET	S-17 TRAFFIC CONTROL AND DETOUR PLAN (SPINOZA DRIVE BRIDGE)	S-37 MISCELLANEOUS ENCASED CONDUIT SECTION DETAILS	S-38 DETAIL FOR JOINING CONDUIT ENCASEMENTS	S-39 TWO WAY MANHOLE	S-40 MULT. ST. LTG CABLE CONNECTIONS, CLAMP-ON ARM & MISC. DETAILS	S-41 CODE 009-OC ST LTG. STD. DETAILS
PART 02 BRIDGE:																										
UNCLASSIFIED FOUNDATION EXCAVATION	2090003	255	CYD							255																
STRUCTURAL BACKFILL (CIP)	2090005	125	CYD							125																
SUPERSTRUCTURE CONCRETE	5030024	~~322~~ 357	CYD						~~322~~ 357																	
MISC. FORM, FINISH, CURE SUPERSTRUCTURE CONCRETE,B01-82-18-84	5037051	1	LSUM						1																	
STEEL REINFORCEMENT, EPOXY COATED	5030031	103,610	LBS										103,610					~~103,610~~								
PENETRATING WATER REPELLANT TREATMENT	5030052	1365	SYD					1365																		
EXPANSION JOINT DEVICE	5030099	155	LFT									155														
MISC. ELASTOMERIC CONCRETE	5037020	2.5	CFT						2.50																	
ELASTOMERIC BEARING, 1"	5040062	70	SFT							70																
PRESTRESSED CONCRETE I-BEAM, 36" FURNISHED	5050015	985	LFT						985																	
PRESTRESSED CONCRETE I-BEAM, 36" ERECTED	5050016	985	LFT						985																	
JOINT WATER PROOFING	5060001	230	SFT															230								
BRIDGE RAILING, SOLID PARAPET TYPE	5080002	297	LFT							185								112								
HAND CHIPPING-OTHER THAN DECK	5090007	100	CFT					100																		
PATCHING MORTAR OR CONCRETE	5090015	100	CFT					100																		
FORMING FOR PATCHES	5090017	300	SFT					300																		
FLUSHING CRACKS WITH ACID	5090097	100	LFT					100																		
FLUSHING CRACKS WITH WATER	5090098	100	LFT					100																		
REPAIRING STRUCTURAL CRACKS	5090099	100	LFT					100																		
MISC. CONDUIT BANK	6907001	90	LFT																90							
PART 01 APPROACH:																										
MISC. MOBILIZATION, MAX $66,000.00	1507051	0.5	LSUM				0.5																			
MISC. REMOVAL OF PORTIONS OF STRUCTURES B01-82-18-84	2067051	1	LSUM				1																			
MISC. REMOVING CONCRETE PARAPET	2077001	112	LFT													112										
REMOVING PAVEMENT	2070002	1015	SYD													1015										
REMOVING SIDEWALKS	2070006	100	SYD													100										
SEWER TAP, 12"	5130624	2	EACH															2								
EARTH EXCAVATION	2080001	25	CYD													25										
EMBANKMENT(LM)	2080020	30	CYD													30										
SUBGRADE UNDERCUTTING, TYPE II	2080031	10	CYD													10										
GRANULAR MATERIAL CLASS II	2080051	35	CYD													35										
AGGREGATE BASE UNDER CONCRETE(4" IN PLACE)	3010021	1043	SYD															1043								
REMOVING BITUMINOUS SURFACE	4000001	196	SYD													196										
BITUMINOUS MIXTURE-3C	4000047	23	TON															23								
BITUMINOUS MIXTURE-4C	4000049	26	TON															26								
BITUMINOUS MIXTURE-36A	4000050	7	TON															7								
CONCRETE PAVEMENT WITH INTEGRAL CURB-REINFORCED 9"	4500173	1005	SYD															1005								
CONTRACTION JOINT C	4500270	100	LFT															100								
EXPANSION JOINT E2	4500275	100	LFT															100								
EXPANSION JOINT E3	4500276	152	LFT															152								
CLASS C76-III SEWER,12",TRENCH DETAIL B	5130337	27	LFT															27								
SEWER CLEANOUT	5140013	300	LFT															300								
CONCRETE SIDEWALK, 6"	6110003	1120	SFT															1120								
OVERLAY COLD PLASTIC PAVEMENT MARKING, 4",YELLOW	6290351	620	LFT															620**								
FIELD OFFICE	6220001	~~1~~ 6	MOS				~~1~~ 6																			
BARRICADE, TYPE III, LIGHTED-FURNISHED	6310036	6	EACH																	6						
BARRICADE, TYPE III, LIGHTED-OPERATED	6310037	6	EACH																	6						
TEMPORARY CONCRETE BARRIER-FURNISHED	6310040	100	LFT																	100						
TEMPORARY CONCRETE BARRIER-OPERATED	6310041	100	LFT																	100						
MINOR TRAFFIC DEVICES	6310054	0.5	LSUM																	0.5						
SIGN, TYPE B TEMPORARY-FURNISHED	6310065	210	SFT																	210						
SIGN, TYPE B TEMPORARY-OPERATED	6310066	210	SFT																	210						
CLASS A SODDING	6530001	124	SYD															124								
WATER	6530003	2	UNIT															2								
TOP SOIL SURFACE,3"	6530014	124	SYD															124								
MISC. CATCH BASIN, TYPE A	5147000	2	EACH															2								
ADJUSTING DRAINAGE STRUCTURE COVER, CASE 2	5140046	6	EACH															6								
CLEANING DRAINAGE STRUCTURE	5140014	4	EACH															4								
MISC. ENCASED CONDUIT BANK	6907001	100	LFT																100							
MANHOLE-REMOVE	6902569	2	EACH																2							
MISC. DUCT BANK - REMOVE, B01-82-18-84	6907051	1	LSUM																1							
MISC. MANHOLE	6907050	2	EACH																2							

• ~~THIS QUANTITY IS INCLUDED IN QUANTITY SHOWN IN SHT. S-30 COLUMN~~

** INCLUDES QUANTITY FOR BRIDGE AND APPROACHES

JOB NO: 36917A

revisions | dr'n | ck'd | apv'd | date

revisions | dr'n | ck'd | apv'd | date

designed by P.P.

drawn by K.M.

approved:

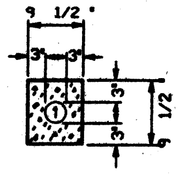
EARL C. HOWARD

CITY OF DETROIT
city engineering division
department of public works

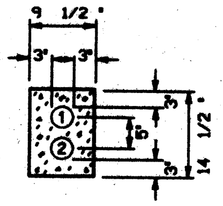
TIREMAN AVENUE BRIDGE OVER ROUGE RIVER (BW-265)
SUPERSTRUCTURE RECONSTRUCTION

QUANTITY SHEET

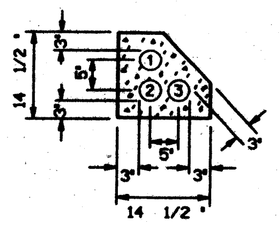
a.o.
contract no. 93-22-17
sheet S-36 of S-41
drawing no.
date APRIL ,1997



1-3" CONDUIT



2-3" CONDUITS



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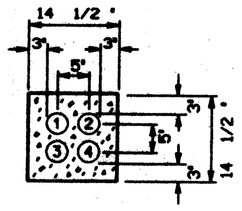
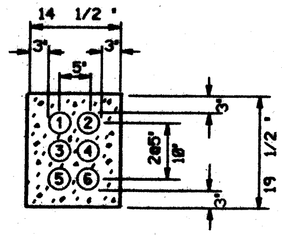
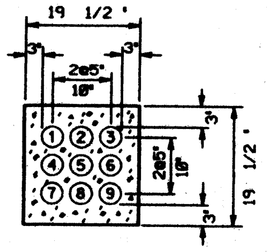


4-3" CONDUITS



6-3" CONDUITS



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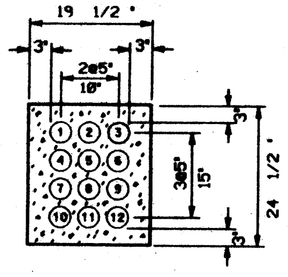

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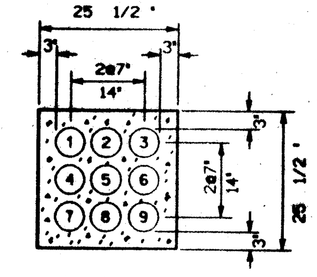

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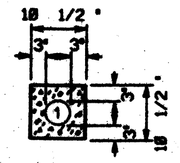

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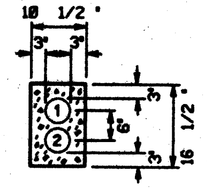

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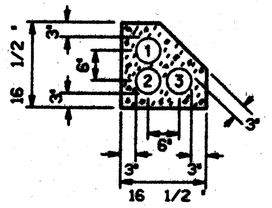

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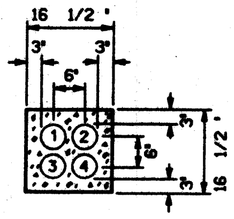

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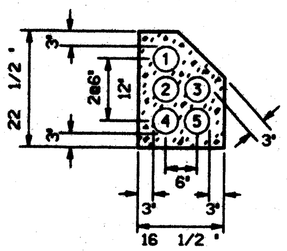
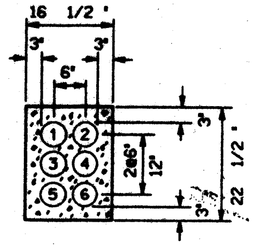
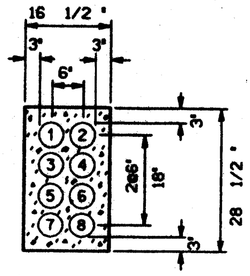


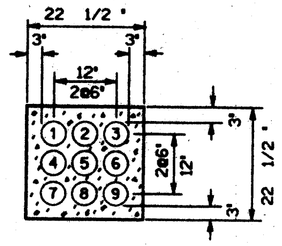
5-4" CONDUITS



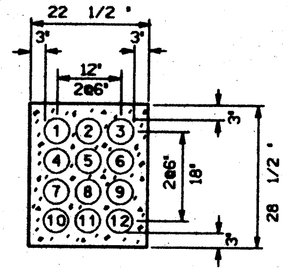
6-4" CONDUITS



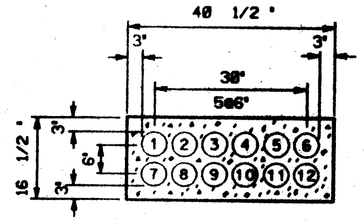
8-4" CONDUITS



9-4" CONDUITS



12-4" CONDUITS



12-4" CONDUITS IN BRIDGE APPROACH

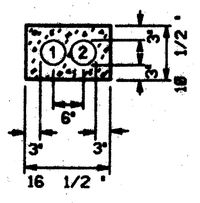
2-3" CONDUITS

6-3" CONDUITS

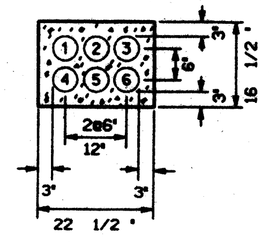
12-3" CONDUITS

ALTERNATE ARRANGEMENT OF 3" CONDUIT

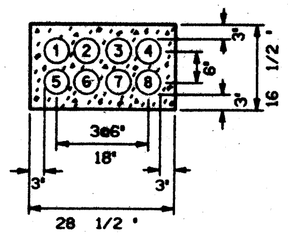
(TO SUIT FIELD CONDITIONS)
(TO BE APPROVED BY THE ENGINEER)



2-4" CONDUITS



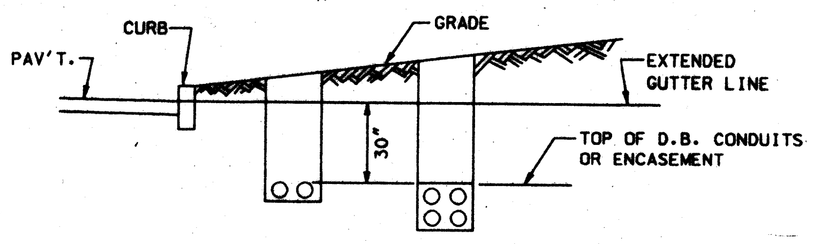
6-4" CONDUITS



8-4" CONDUITS

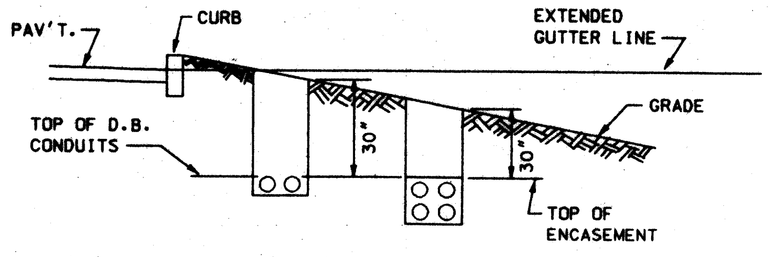
ALTERNATE ARRANGEMENT OF 4" CONDUIT

(TO SUIT FIELD CONDITIONS)
(TO BE APPROVED BY THE ENGINEER)



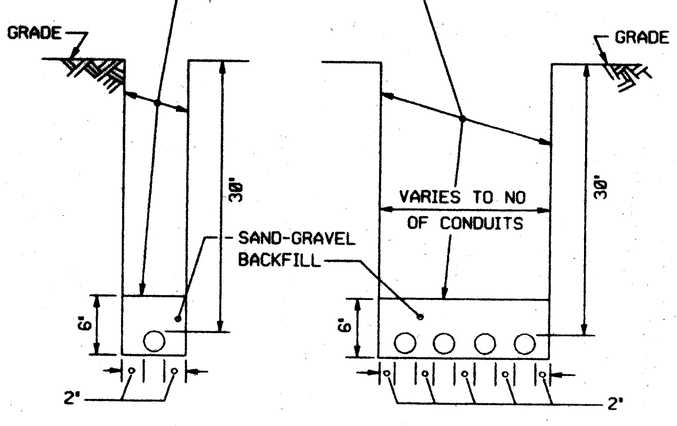
UPWARD GRADE

N.T.S.

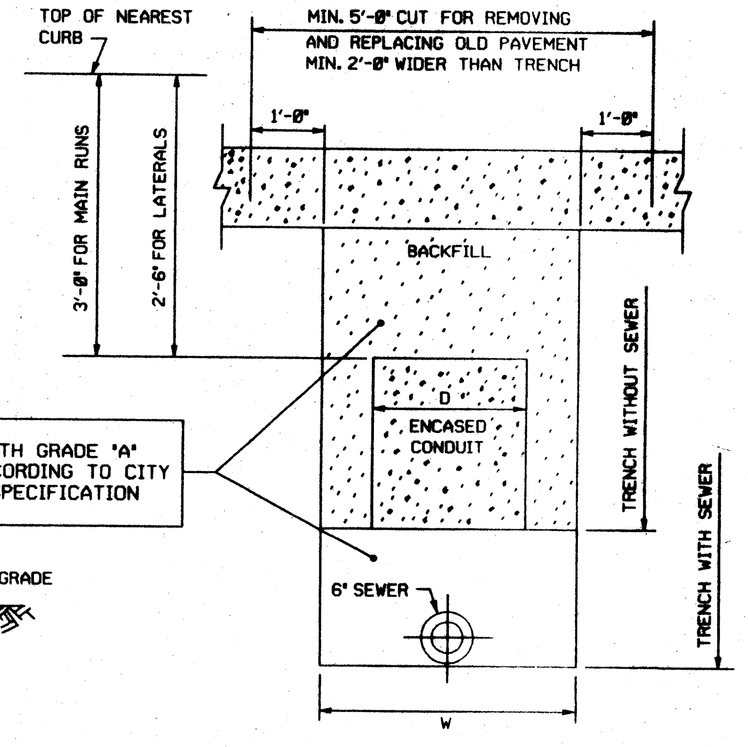


DOWNWARD GRADE

N.T.S.



DIRECT BURIAL CONDUIT(S)



DIRECT BURIAL CONDUIT(S)

NOTE:

THE PREFERRED TRENCH WIDTH "W" IS THE WIDTH OF "D" OF CONDUIT ENCASEMENT.

JOB NO. : 36917A

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REVISIONS	Date	Description	Chkd. by

MISC. ENCASED CONDUIT SECTIONS DETAILS

Drawn CEA
Checked
Approved
Date

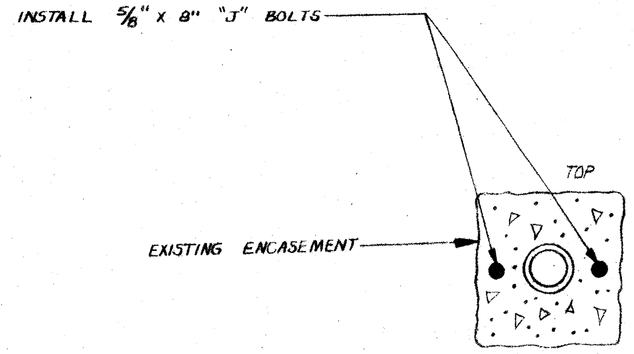
PLAN PREPARED BY
CONSULTING ENGINEERING ASSOCIATES INC.
ENGINEERING CONSULTANTS
16580 Wyoming Detroit, Mich. 48221

Drwg. No. of
File No. CEA

Checked by
Approved by

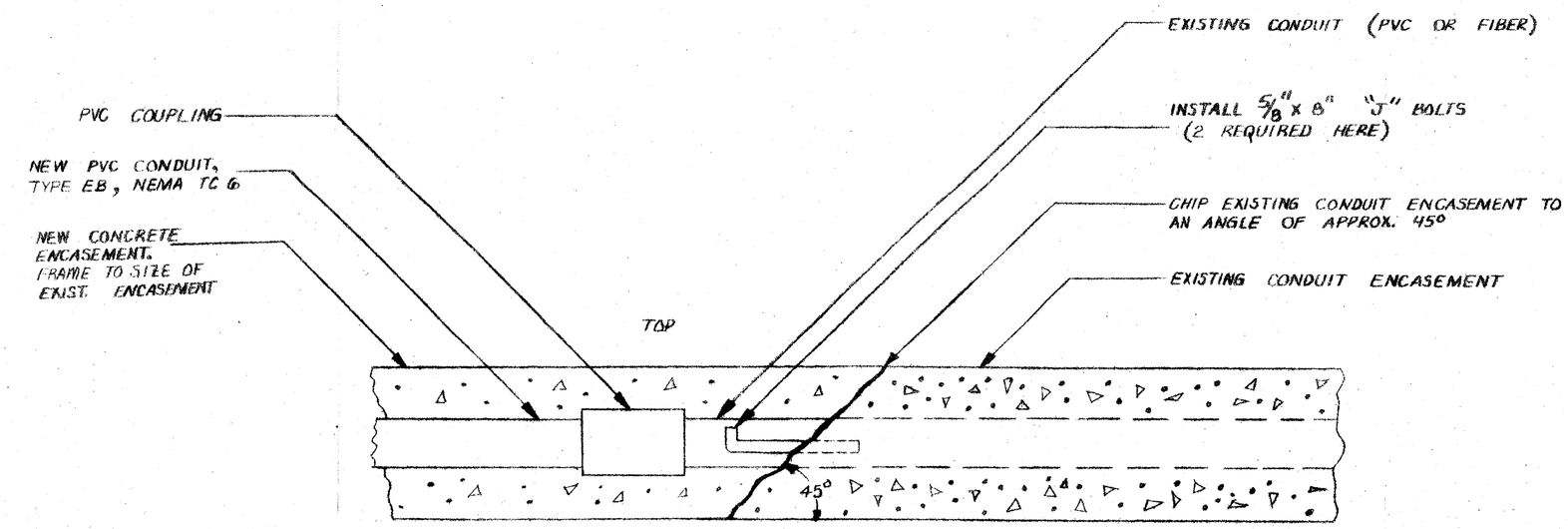
PUBLIC LIGHTING DEPARTMENT
CITY OF DETROIT

File No.
Sheet No. S-37
Date



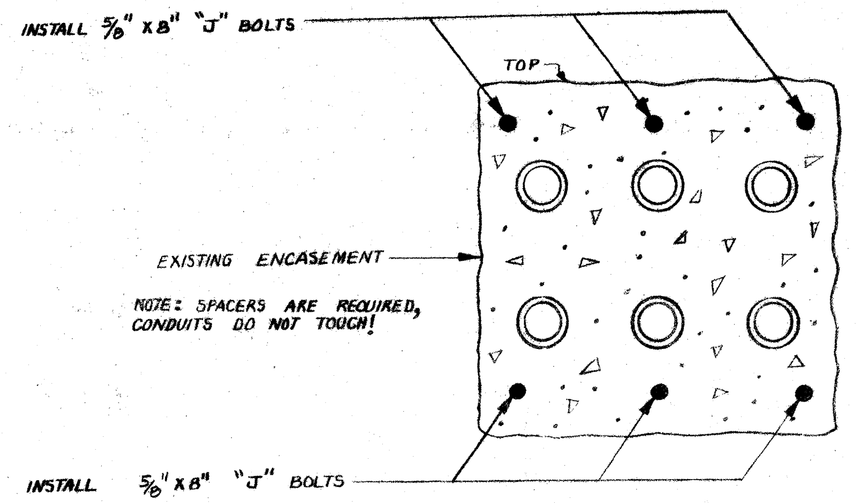
DETAIL A
(N.T.S.)

END VIEW OF CONDUIT ENCASEMENT SHOWING APPROX. LOCATION OF "J" BOLTS



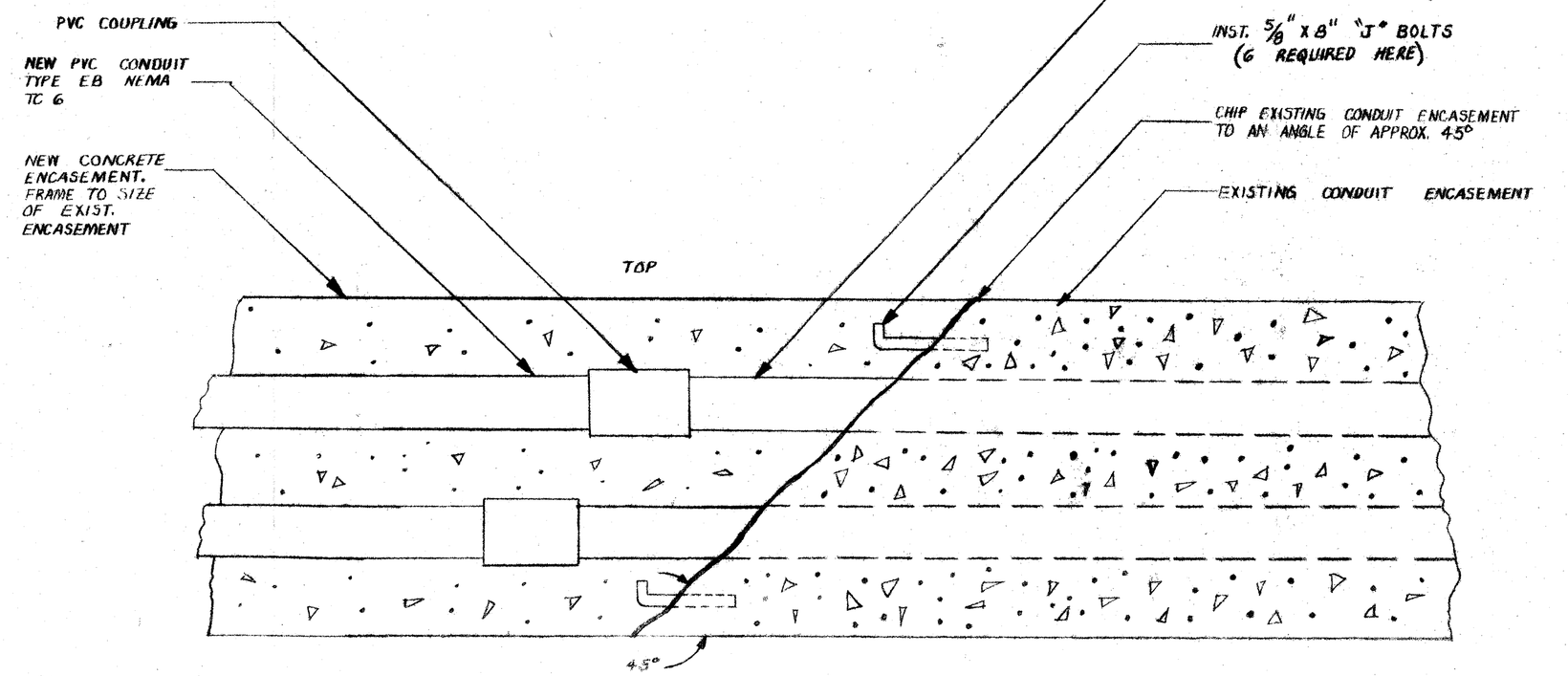
DETAIL A
(N.T.S.)

SIDE VIEW OF A SINGLE CONDUIT ENCASEMENT



DETAIL B
(N.T.S.)

END VIEW OF CONDUIT ENCASEMENT SHOWING APPROX. LOCATION OF "J" BOLTS (6 REQUIRED)



DETAIL B
(N.T.S.)

SIDE VIEW OF A MULTIPLE CONDUIT ENCASEMENT

NOTE: TO TERMINATE A NEW CONDUIT BANK FOR FUTURE EXTENSION, REFERENCE P.L.C. DRAWING #49-0308

JOB NO. : 36917A

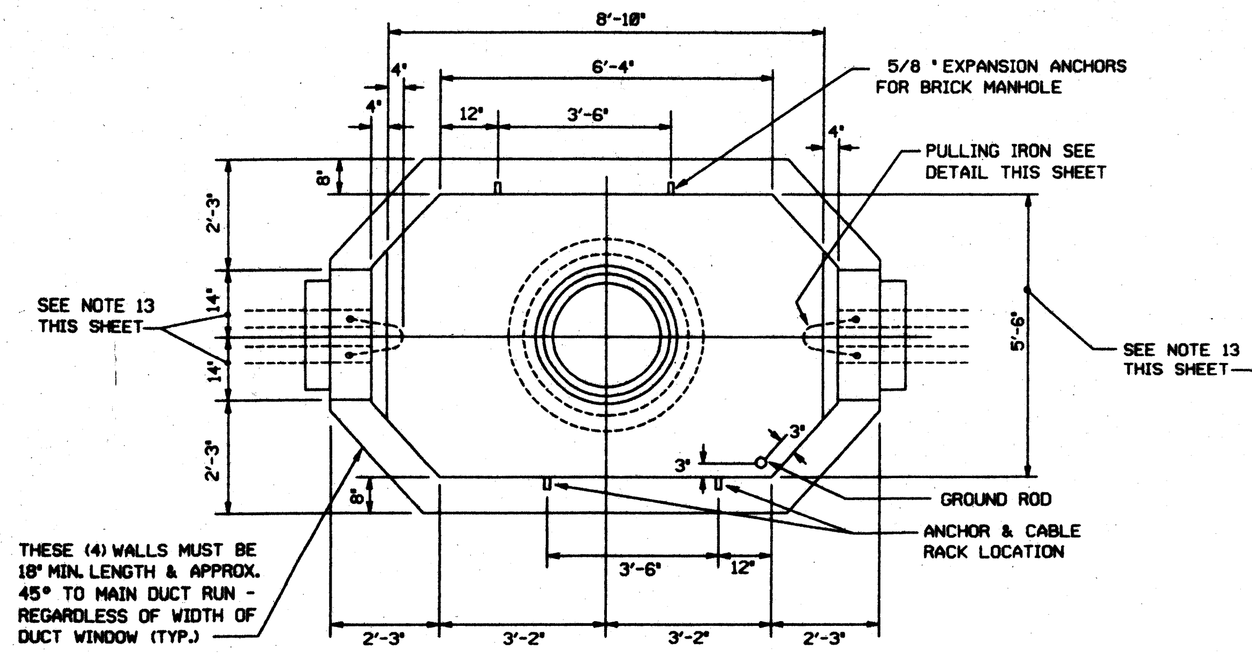
DATE	DESCRIPTION	CHKD. BY

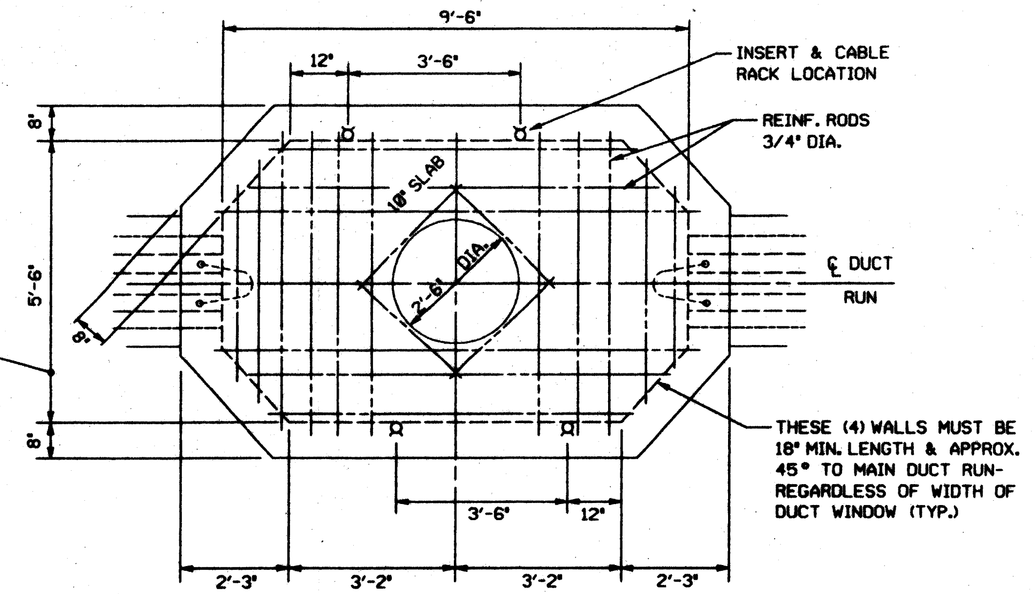
DETAIL FOR JOINING CONDUIT ENCASEMENTS

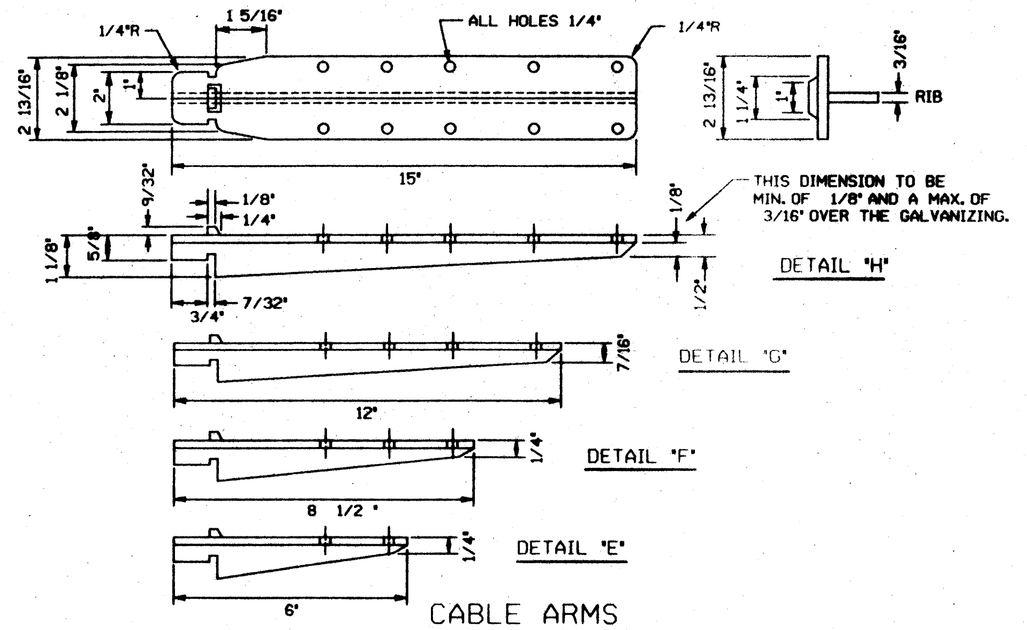
DRAWN BY	M. LASKOWSKI
CHECKED BY	M.L.
APPROVED BY	M.L.

PUBLIC LIGHTING COMMISSION
CITY OF DETROIT

FILE NO.	101 A
SHEET NO.	S-38
DATE	JAN. 27, '72



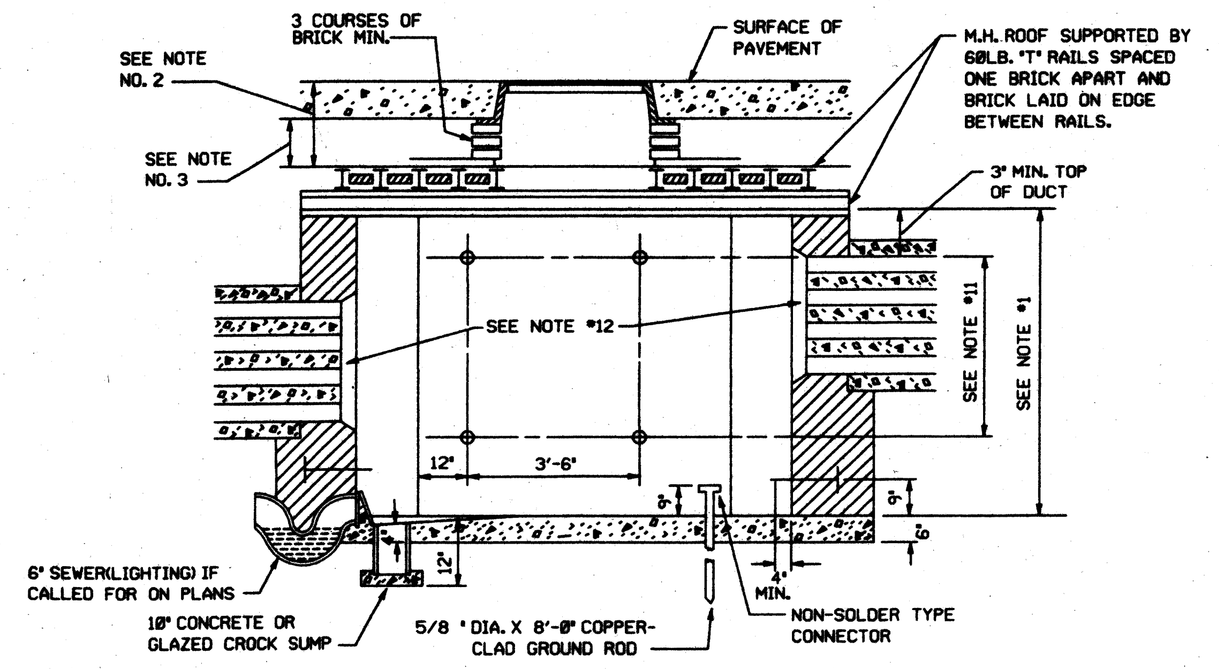




CABLE ARMS

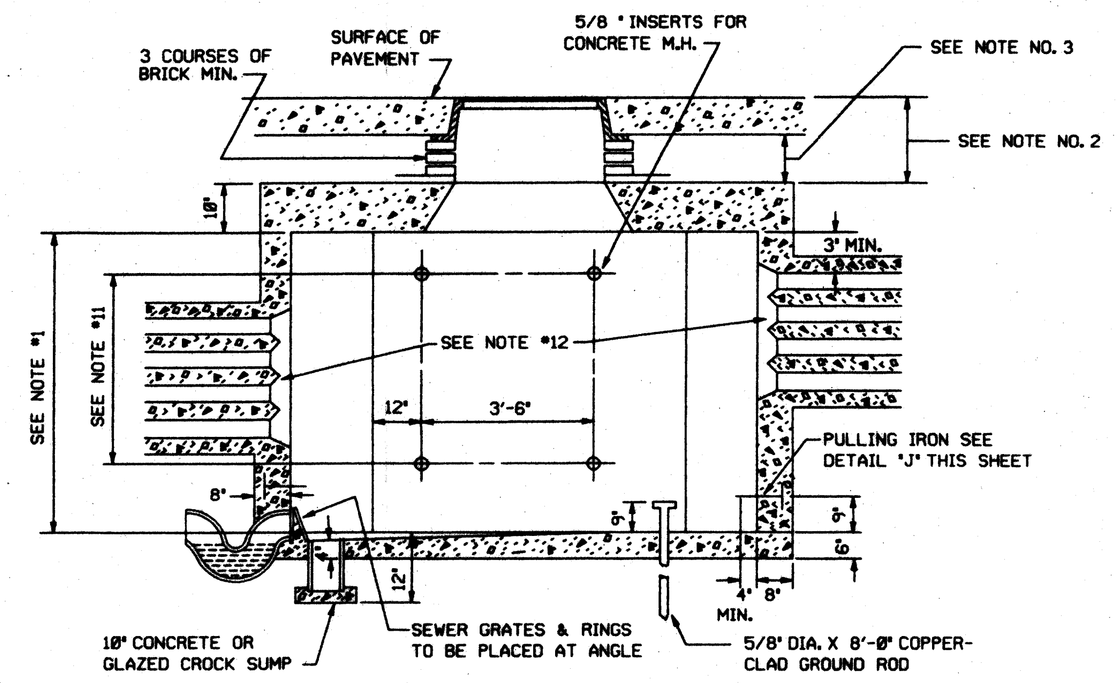
MALLEABLE CAST IRON

N.T.S.



BRICK-TWO WAY MANHOLE

N.T.S.

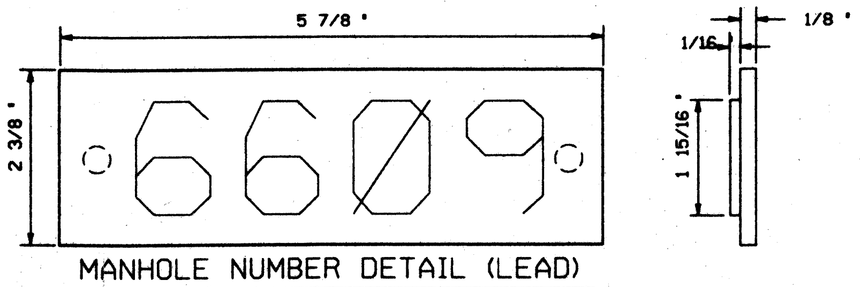


CONCRETE-TWO WAY MANHOLE

N.T.S.

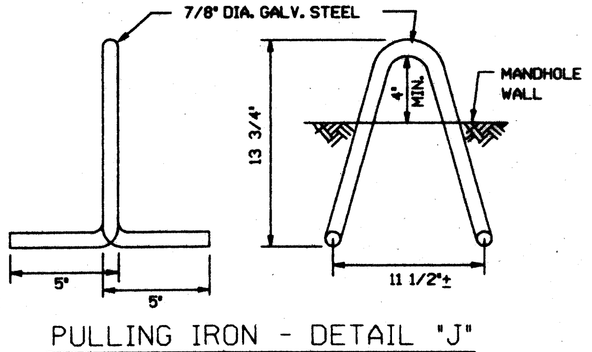
3/4" DIA. REINFORCING STEEL RODS REQ'D. FOR 2-WAY M.H.

10 PIECES	3'-6" LONG
2 PIECES	5'-0" LONG
8 PIECES	6'-6" LONG
2 PIECES	8'-0" LONG
4 PIECES	10'-0" LONG



MANHOLE NUMBER DETAIL (LEAD)

N.T.S.

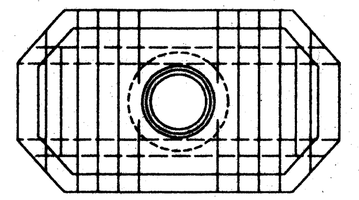


PULLING IRON - DETAIL "J"

N.T.S.

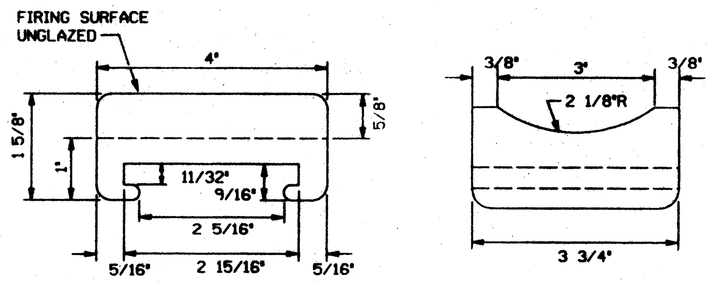
NOTE :

1. THIS DIMENSION NORMALLY 6'-6". SEE SPECIFICATIONS FOR UNUSUAL CONDITIONS.
2. WHERE M.H.'S ARE LOCATED BACK OF CURBS, TOP OF M.H. ROOF MUST BE BUILT 26" BELOW CURB GRADE TO PROVIDE FOR FUTURE PAVEMENT.
3. IN EXISTING PAVEMENT, PROVIDE AT LEAST 8" BETWEEN TOP OF ROOF AND BASE OF PAVEMENT
4. BOLTS, RACKS & PULLING IRONS TO BE HOT-DIP GALV.
5. C L OF RAILS UNDER M.H. FRAME FLANGE TO BE APPROX. 18"FROM C'S OF FRAMES.
6. M.H. NUMBER TO BE INSTALLED ON MANHOLE WALL IN CONSPICUOUS PLACE.
7. MOUNTING HEIGHT FOR LOWER BOLTS OF CABLE RACK SHALL BE THE AVERAGE HEIGHT OF THE BOTTOM OF THE LOWEST DUCTS IN MAIN CONDUITS. INSTALL MIN. (2) 48" LONG RACKS ON WALLS.
8. 8" THICK CHIMNEYS WHERE SPECIFIED SHALL BE INCIDENTAL TO APPLICABLE M.H. ITEM.
9. EXCAVATION LIMITS FOR PUBLIC LIGHTING DEPARTMENT MANHOLES SHALL BE ON VERTICAL PLANES ON THE FOOTING OUTLINE.
10. 1/2" PLASTER OUTSIDE WALLS OF BRICK MANHOLES.
11. SPACING OF INSERTS AS REQUIRED TO ACCOMMODATE CABLE RACK
12. BELL ENDS ARE REQUIRED ON EACH CONDUIT ENTERING MANHOLE. (TYPE AND SIZE SHALL BE IDENTICAL TO CONDUIT TYPE AND SIZE)
13. THIS IS A MINIMUM DIMENSION & IS EXPANDABLE TO ACCOMMODATE MAIN DUCT WINDOW.
14. (4) HEAVY 48" CABLE RACKS, (8) 15" CABLE ARMS & INSULATORS REQUIRED PER MANHOLE, UNLESS SPECIFIED OTHERWISE.
15. CONTRACTOR IS TO INSTALL MANHOLE NO. TAG FURNISHED BY P.L.D. MANHOLE SHALL NOT BE CONSIDERED COMPLETE WITHOUT MANHOLE NO. TAG INSTALLED.



60 LB. "T" RAILS

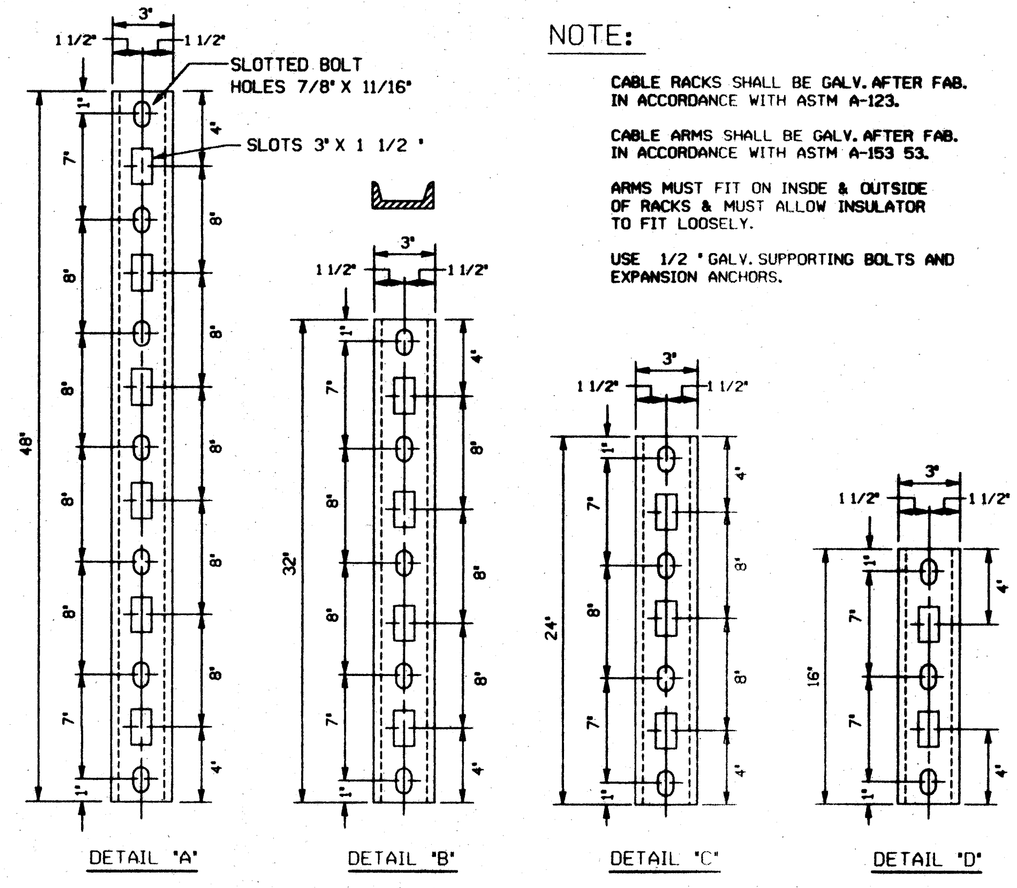
2 PIECES	4'-6" LONG
2 PIECES	6'-0" LONG
6 PIECES	6'-10" LONG
2 PIECES	9'-3" LONG
2 PIECES	10'-8" LONG
TOTAL WEIGHT	2840 LB.



CABLE ARM INSULATORS

WHITE GLAZED PORCELAIN DRY PROCESS

N.T.S.



CABLE RACKS

3" STD. 4.1° CHANNEL

N.T.S.

NOTE:

CABLE RACKS SHALL BE GALV. AFTER FAB. IN ACCORDANCE WITH ASTM A-123.

CABLE ARMS SHALL BE GALV. AFTER FAB. IN ACCORDANCE WITH ASTM A-153 53.

ARMS MUST FIT ON INSDE & OUTSIDE OF RACKS & MUST ALLOW INSULATOR TO FIT LOOSELY.

USE 1/2 " GALV. SUPPORTING BOLTS AND EXPANSION ANCHORS.

JOB NO. : 36917A

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REVISIONS	Date	Description	Chkd. by

TWO-WAY MANHOLE

Drawn CEA | Checked | Approved | Date

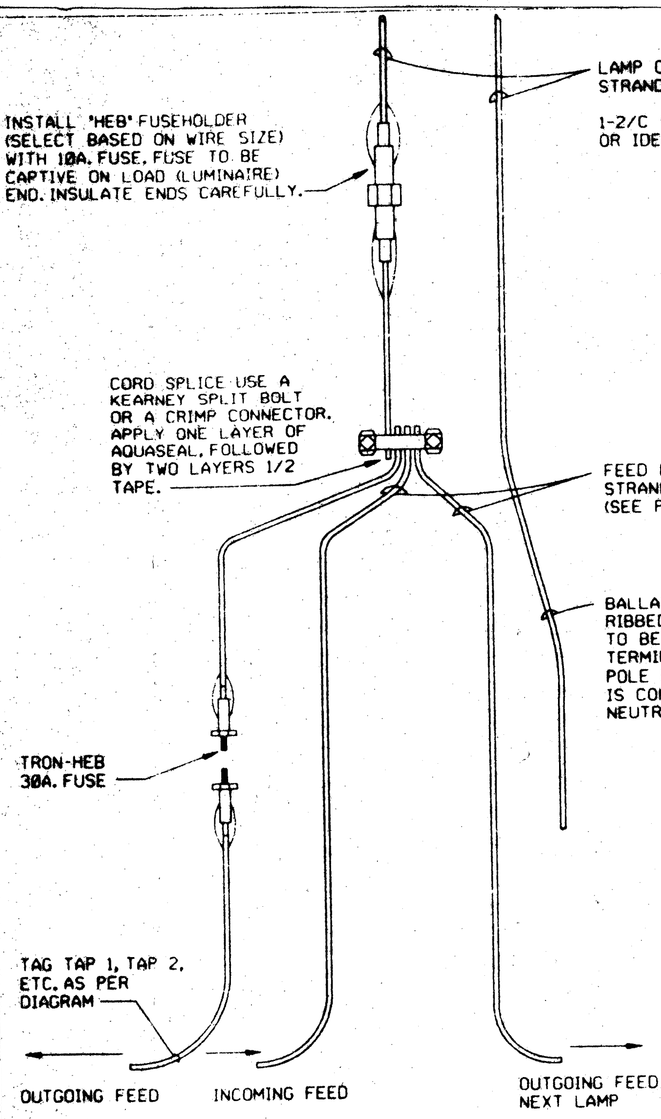
PLAN PREPARED BY
CONSULTING ENGINEERING ASSOCIATES INC.
ENGINEERING CONSULTANTS
16580 Wyoming Detroit, Mich. 48221

Drwg. No. of | File No. CEA

Checked by | Approved by

PUBLIC LIGHTING DEPARTMENT
CITY OF DETROIT

File No. | Sheet No. S-39 | Date

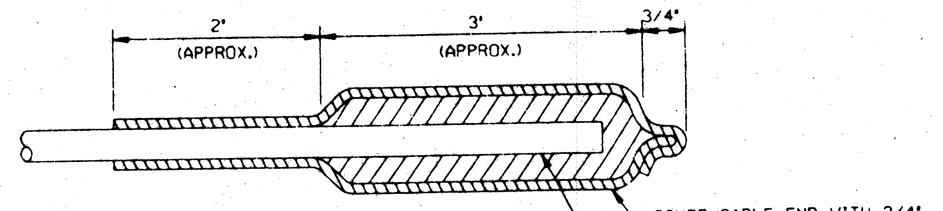


MULTIPLE STREET LIGHTING CONNECTION IN POLE BASE

N.T.S.

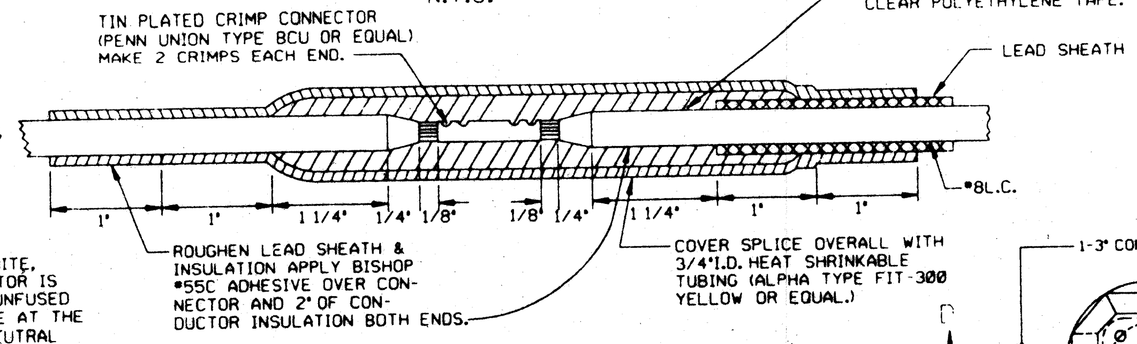
TYPE	POLE DIAMETER
A	3.6'-4-5'
B	6.1'-6.9'
C	7.5'-8.5'

CLAMP SIZE TABLE



MULTIPLE STREET LIGHTING CABLE DETAIL OF SEALING OF CABLE END

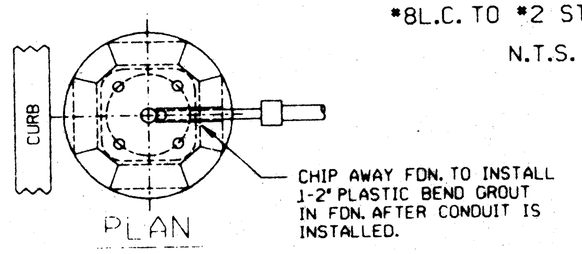
N.T.S.



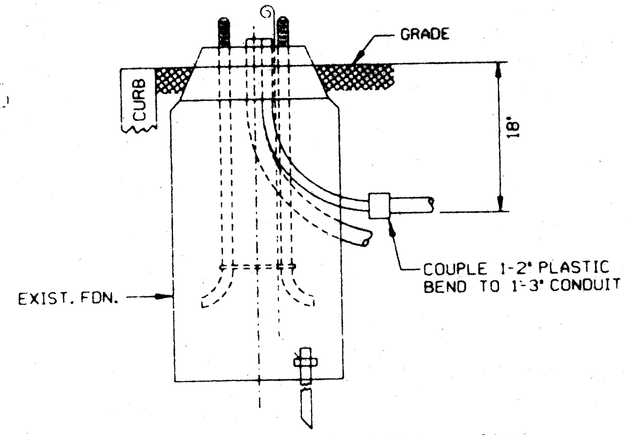
MULTIPLE STREET LIGHTING SPLICE DETAIL A

#8L.C. TO #2 ST. LTG.

N.T.S.

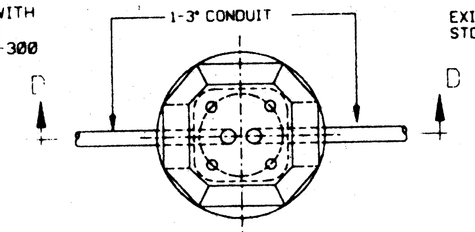


PLAN



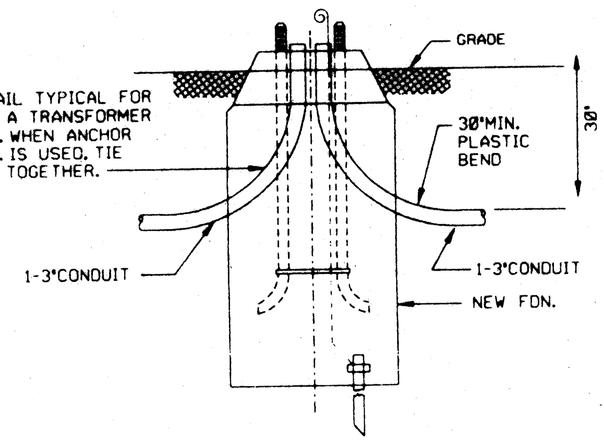
DETAIL OF INSTALLING CONDUITS INTO EXISTING FDN.

N.T.S.



PLAN

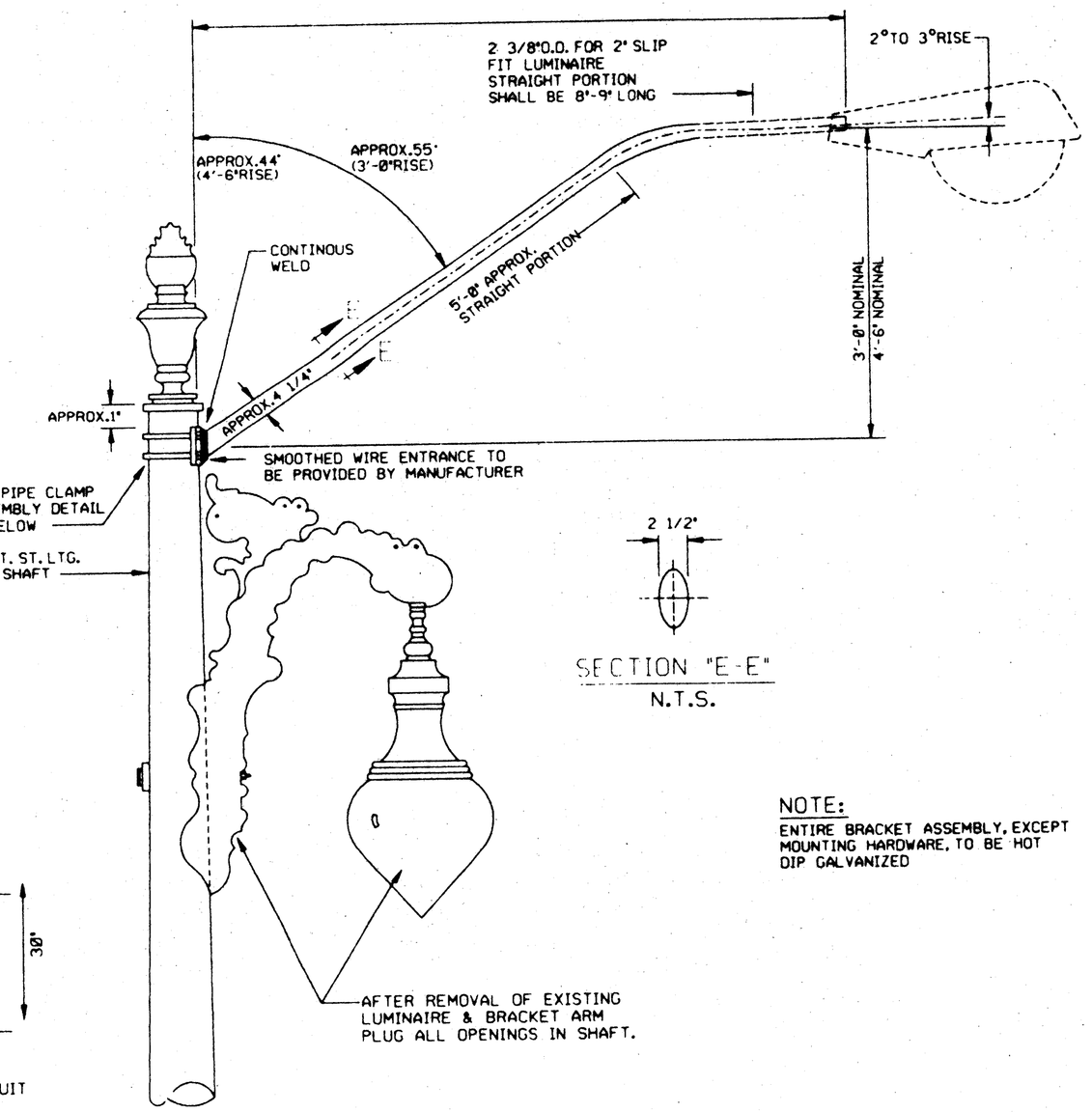
NOTE:
THIS DETAIL TYPICAL FOR USE WITH A TRANSFORMER BASE STD. WHEN ANCHOR BASE STD. IS USED. TIE CONDUITS TOGETHER.



SECTION D-D

DETAIL OF INSTALLING CONDUITS IN & OUT OF NEW FDN.

N.T.S.



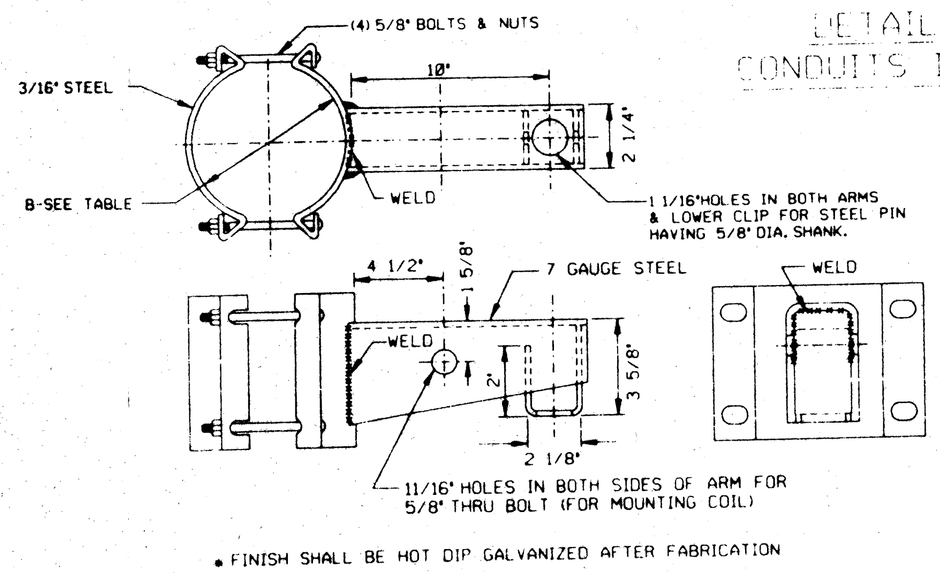
CLAMP ON BRACKET ARM ELEVATION

N.T.S.

SECTION "E-E"

N.T.S.

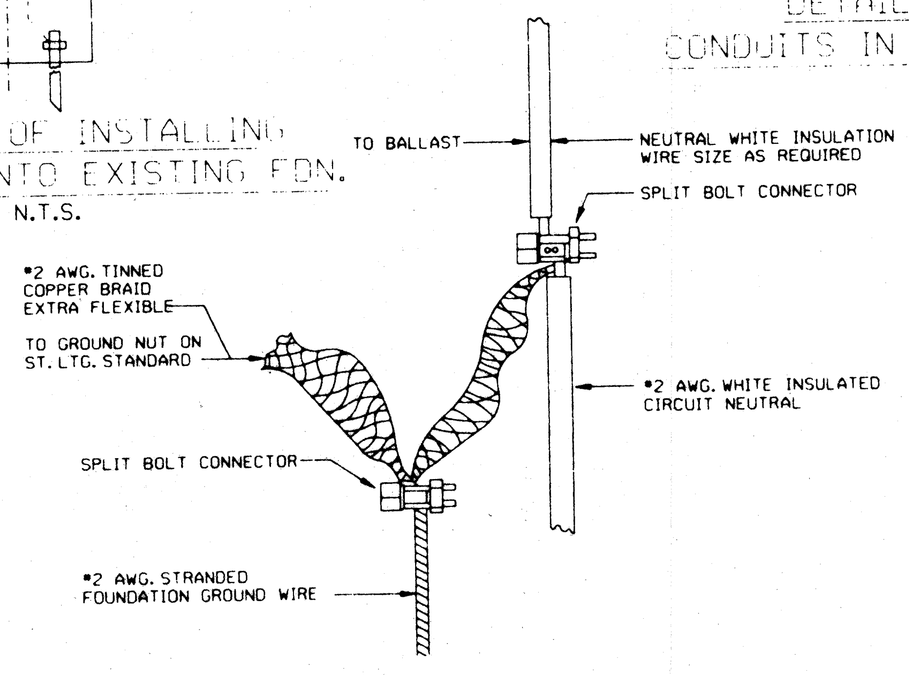
NOTE:
ENTIRE BRACKET ASSEMBLY, EXCEPT MOUNTING HARDWARE, TO BE HOT DIP GALVANIZED



• FINISH SHALL BE HOT DIP GALVANIZED AFTER FABRICATION

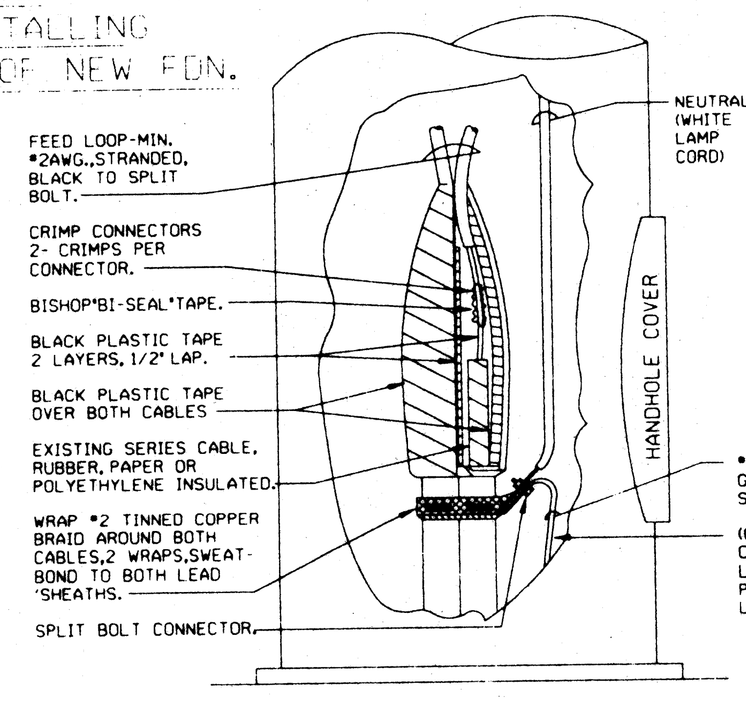
CLAMP FEEDER ARM

N.T.S.



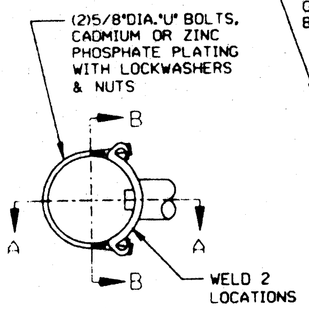
GROUND CONNECTION

N.T.S.



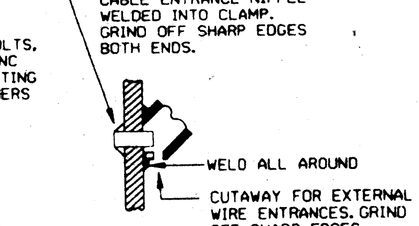
SERIES TO MULTIPLE LIGHTING CONVERSION POLE BASE CONNECTIONS

N.T.S.

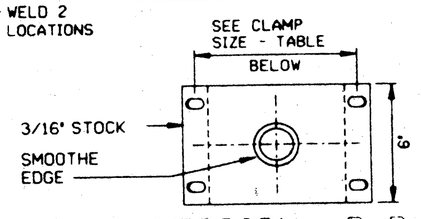


PLAN

N.T.S.



SECTION A-A



SECTION B-B

CLAMP SIZE TABLE

TYPE	POLE DIAMETER
A	3.6'-4-5'
B	6.1'-6.9'
C	7.5'-8.5'

PIPE CLAMP DETAILS

N.T.S.

114

REVISIONS	Date	Description	Chkd. by

THE CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
MOUNT ELLIOTT-MOUND ROAD GRADE SEPARATION
MULT. ST. LTG. CABLE CONNECTIONS, CLAMP-ON ARM & MISC. DETAILS

Drawn CEA | Checked | Approved | Date

PLAN PREPARED BY
CONSULTING ENGINEERING ASSOCIATES INC.
ENGINEERING CONSULTANTS
16580 Wyoming Detroit, Mich. 48221

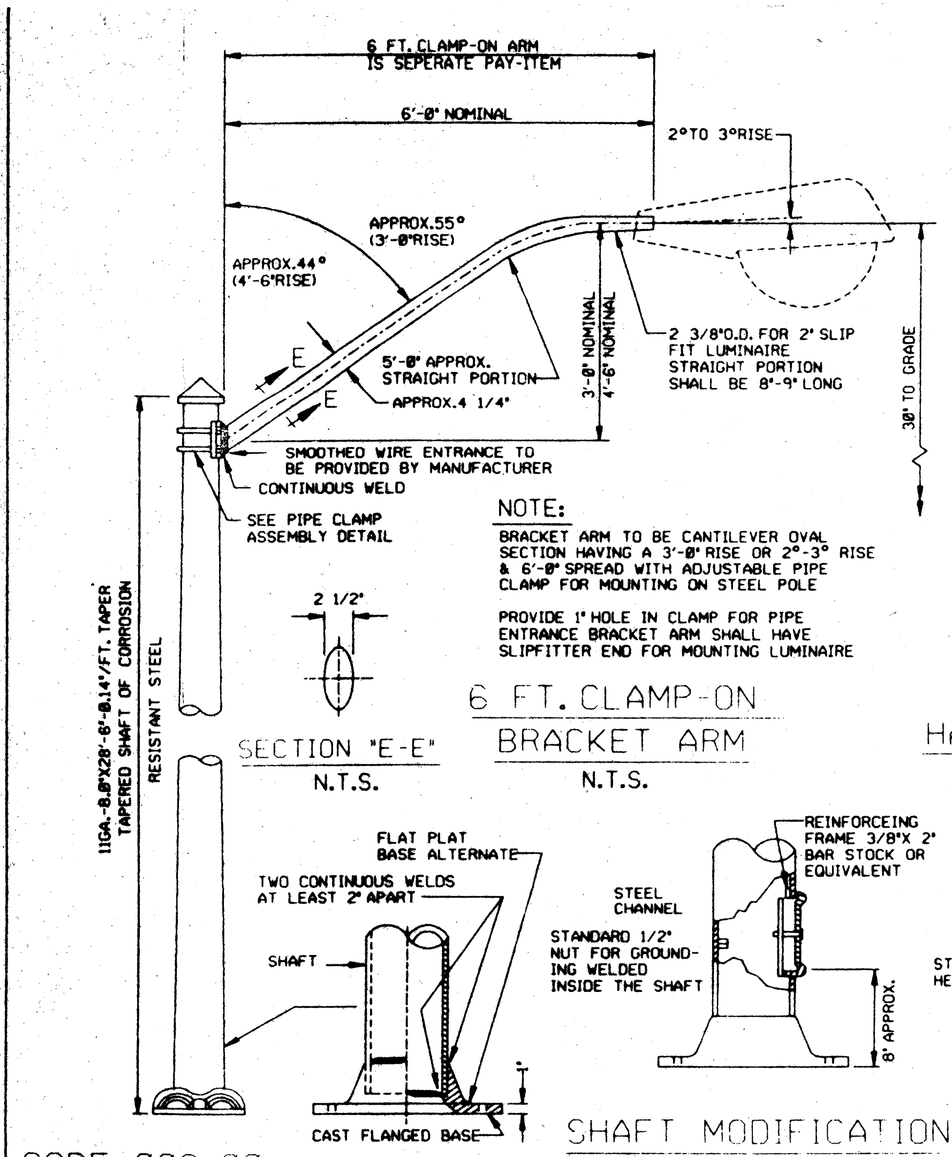
Drwg. No. of | File No. CEA

Checked by | Approved by

PUBLIC LIGHTING DEPARTMENT
CITY OF DETROIT

File No. | Sheet No. S-40 | Date

JOB NO 36917A



6 FT. CLAMP-ON BRACKET ARM

N.T.S.

NOTE:

BRACKET ARM TO BE CANTILEVER OVAL SECTION HAVING A 3'-Ø" RISE OR 2°-3° RISE & 6'-Ø" SPREAD WITH ADJUSTABLE PIPE CLAMP FOR MOUNTING ON STEEL POLE

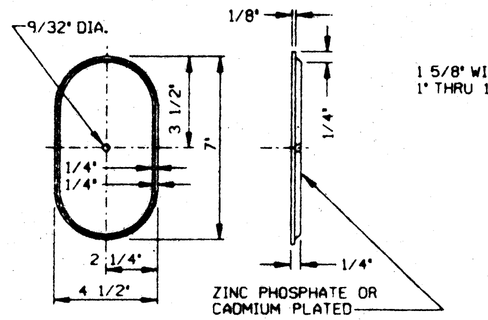
PROVIDE 1" HOLE IN CLAMP FOR PIPE ENTRANCE BRACKET ARM SHALL HAVE SLIPFITTER END FOR MOUNTING LUMINAIRE

CODE 009-00 STREET LIGHTING STANDARD

N.T.S.

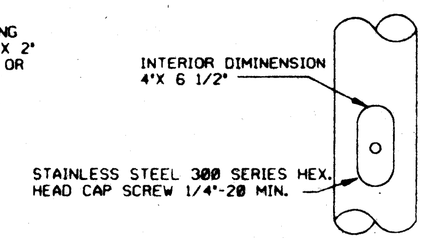
SHAFT MODIFICATION

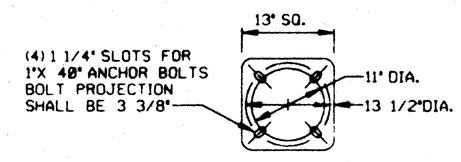
N.T.S.



HANDHOLE COVER DETAIL

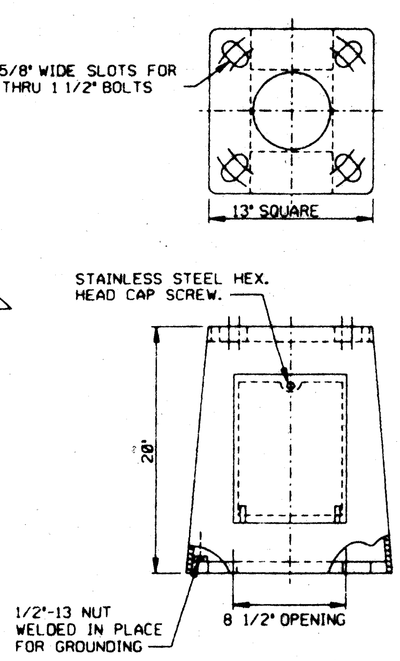
N.T.S.

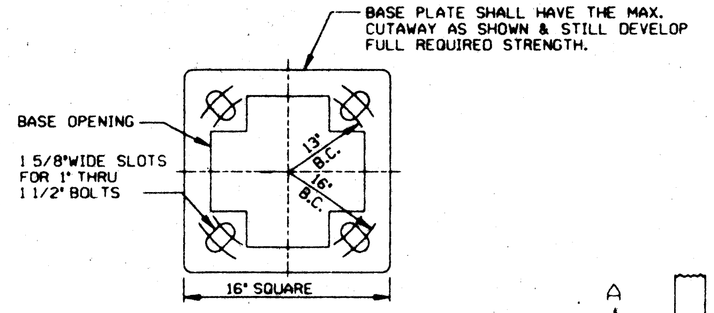




BASE PLATE PLAN

N.T.S.



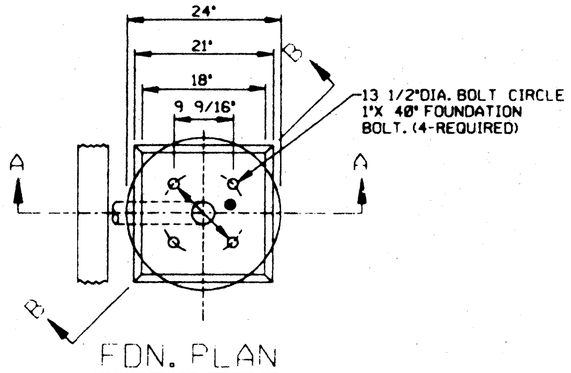


NOTES:

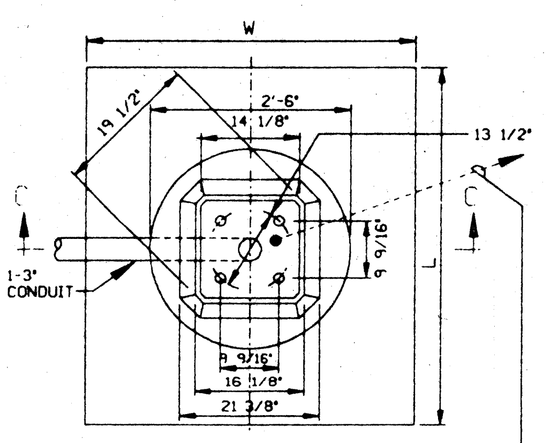
MATERIALS
1. TOP, BOTTOM & SIDES TO BE GALVANIZED STEEL AS PER MANUFACTURER.
2. DOOR FASTENING SCREW TO BE ASTM SERIES 300 STAINLESS STEEL MIN. 1/4"-20 NC. HEX HEAD CAP SCREW ONLY.
3. THE DOOR FASTENING METHOD SHALL USE ONLY ONE HEX. HEAD CAP SCREW, SERIES 300 STAINLESS STEEL. MULTIPLE SCREWA WILL NO LONGER BE ALLOWED TO INSURE PROPER FIELD INSTALLATION AND OPERATION.

P.L.D. UNIVERSAL STEEL TRANSFORMER BASE

N.T.S.

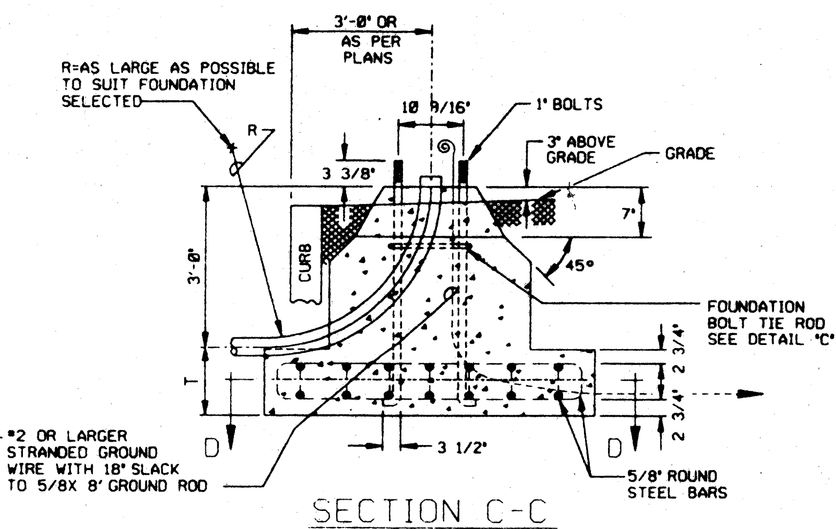


FDN. PLAN



SPECIAL FDN. PLAN

N.T.S.



SECTION C-C

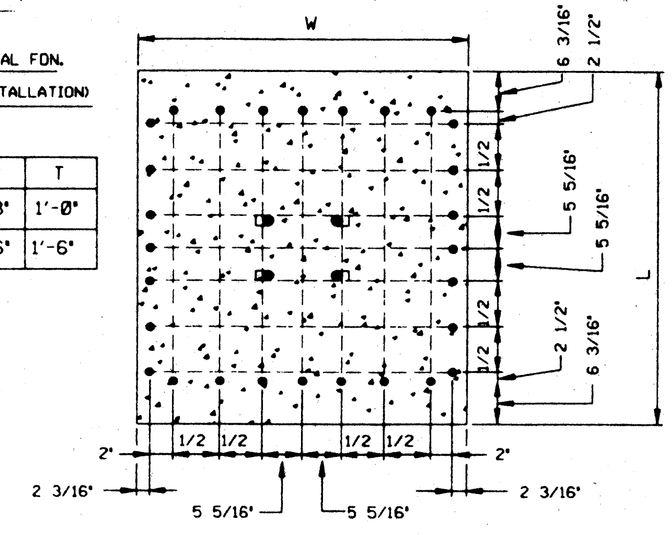
N.T.S.

SPECIAL FOUNDATION

THERE SHALL BE NO EXTRA PAYMENT FOR SPECIAL FDN.

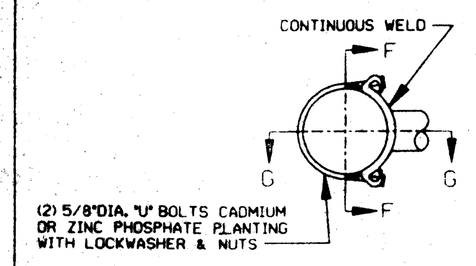
(TO BE PAID FOR AS A NORMAL ST. LTG STD. FDN. INSTALLATION)

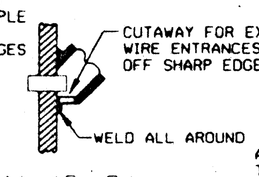
L	W	T
5'-Ø"	4'-3"	1'-Ø"
4'-6"	3'-6"	1'-6"



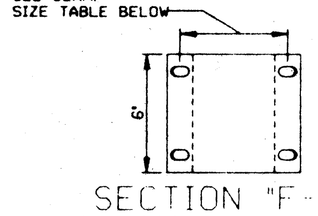
SECTION D-D

N.T.S.





SECTION "G-G"



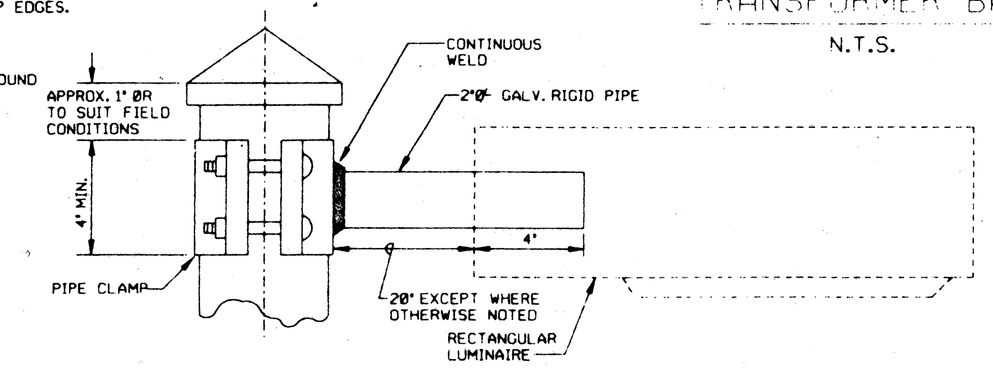
SECTION "F-F"

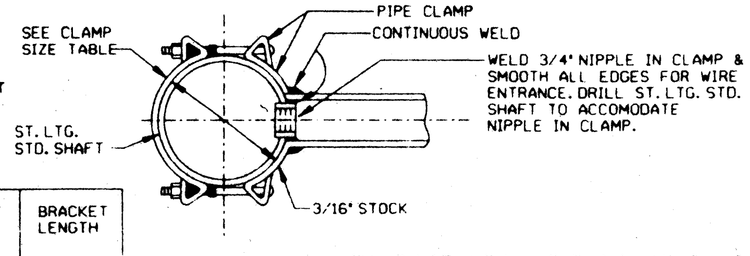
TYPE	POLE DIAMETER
A	3.6"-4-5"
B	6.1"-6.9"
C	7.5"-8.5"

CLAMP SIZE TABLE

PIPE CLAMP DETAILS

N.T.S.





CLAMP ON BRACKET & RECTANGULAR LUMINAIRE

N.T.S.

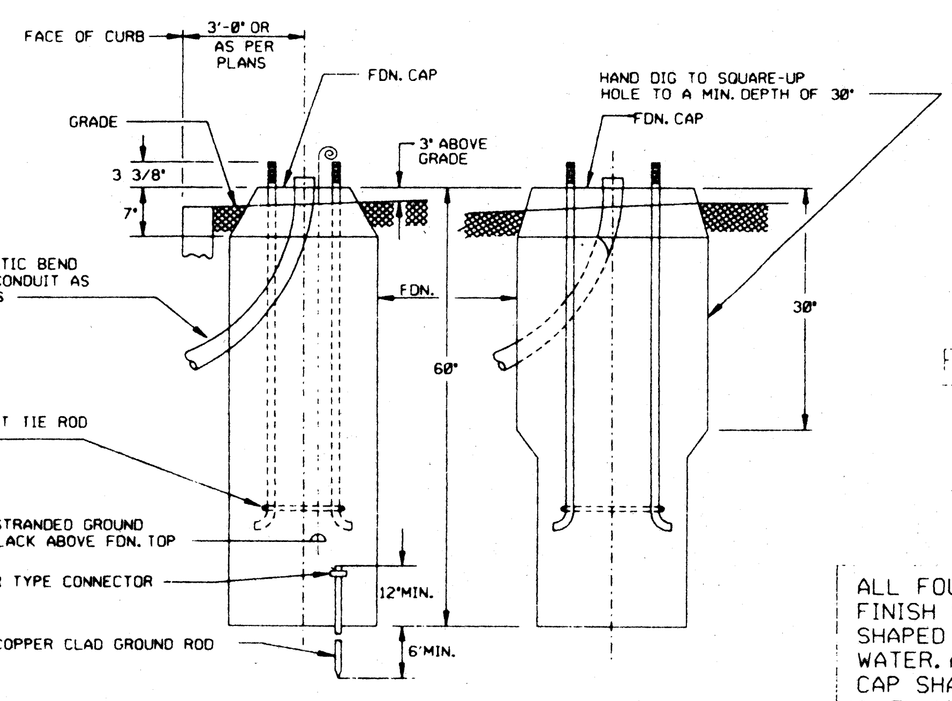
NOTE:

ENTIRE BRACKET ASSEMBLY, EXCEPT MOUNTING HARDWARE, TO BE HOT DIP GALVANIZED

STD. CODE NO.	SHAFT LENGTH	SHAFT DEFLECTION •	MINIMUM LOAD • •	ANCHOR BOLT CIRCLE Ø	ANCHOR BOLT Ø & Ø.A.	HANDHOLE	LUMINAIRE MOUNTING HEIGHT	BRACKET FITTERS REQ'D	BRACKET LENGTH
009-00	28'-6"	2.9"	880#	13 1/2"	1"X 40"	4"X 6 1/2"	30'	—	6'

• SHAFT DEFLECTION: SHAFT DEFLECTION MEASURED IN INCHES AT TOP, SHALL NOT BE GREATER THAN THAT SHOWN, FOR A HORIZONTAL LOAD OF 100 LBS. APPLIED 18 INCHES BELOW TOP OF SHAFT.

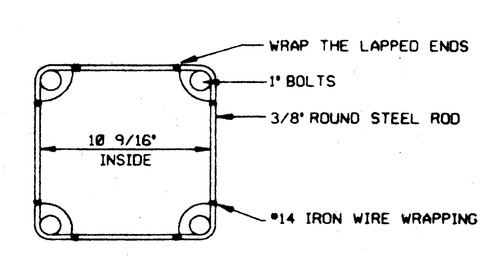
• • SHAFT LOADING SHAFTS SHALL WITHSTAND, AT THE GUARANTEED MINIMUM YEILD STRENGTH OF THE SHAFT MATERIAL, THE LOADS SHOWN IN THIS TABLE. THE LOAD SHALL BE APPLIED IN A SINGLE HORIZONTAL DIRECTION ANYWHERE AROUND THE CIRCUMFERENCE OF SHAFT 18 INCHES FROM THE TOP.



SECTION A-A
N.T.S.

SECTION B-B
N.T.S.

ANCHOR BASE STD. FOUNDATION



DETAIL "C"

FDN. BOLT TIE ROD

N.T.S.

ALL FOUNDATION CAPS SHALL HAVE A SMOOTH FINISH WITH BEVELED EDGES & SHALL BE SHAPED TO ALLOW COMPLETE DRAINAGE OF WATER. ANCHOR BOLT PROJECTIONS ABOVE CAP SHALL BE CLEANED OF ALL CONCRETE & FULLY USABLE THEIR FULL LENGTH.

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REVISIONS	Date	Description	Chkd. by

THE CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
MOUNT ELLIOTT-MOUND ROAD GRADE SEPARATION
CODE 009-00 ST. LTG. STD. DETAILS

Drawn CEA | Checked | Approved | Date

PLAN PREPARED BY
CONSULTING ENGINEERING ASSOCIATES INC
ENGINEERING CONSULTANTS
16580 Wyoming Detroit, Mich. 48221
Drwg. No. | File No. | of CEA

Checked by | Approved by

PUBLIC LIGHTING DEPARTMENT

File No. | Sheet No. S-41 | Date

Job No. : 36917A