K&E 10 1233 3-81 4986*

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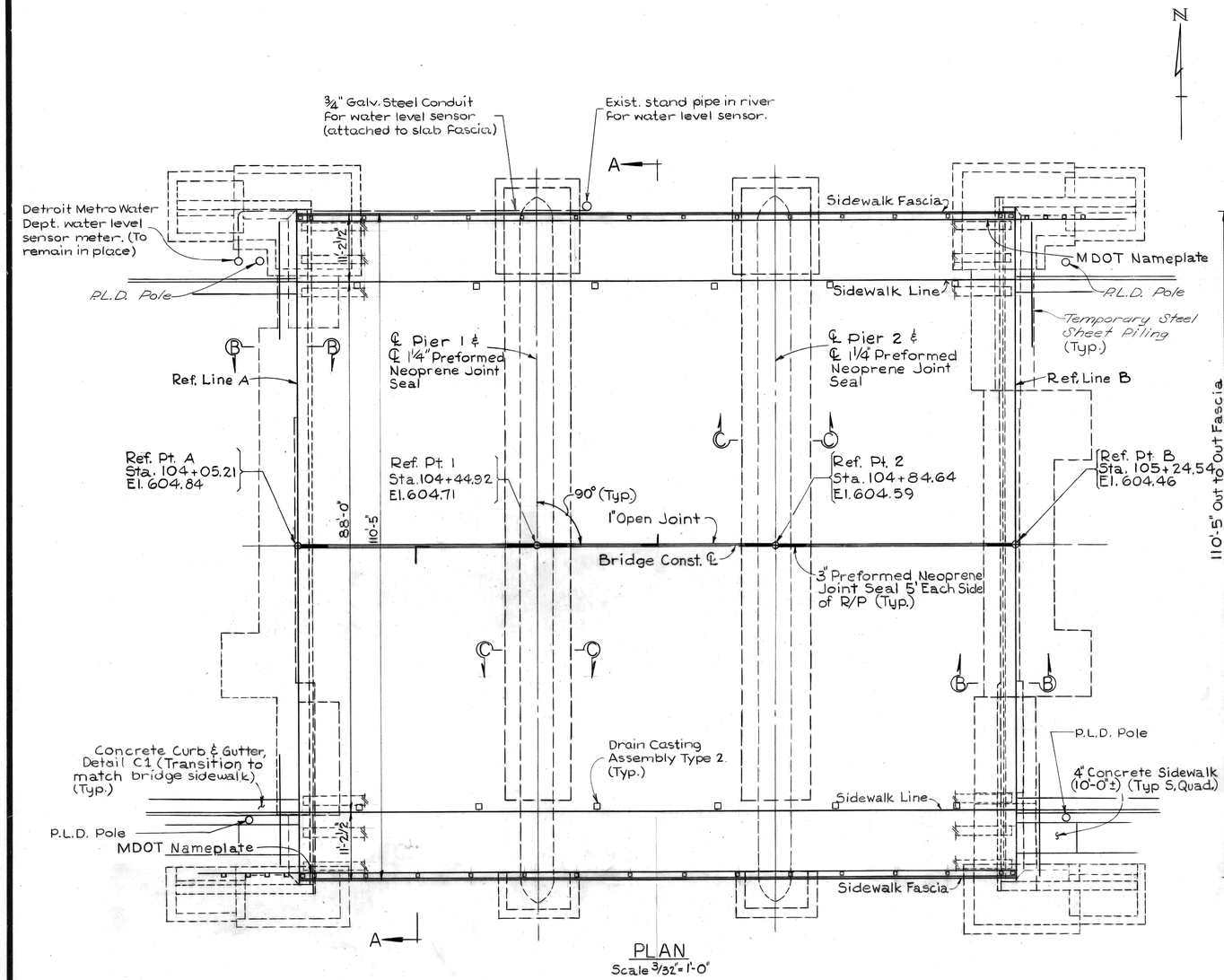
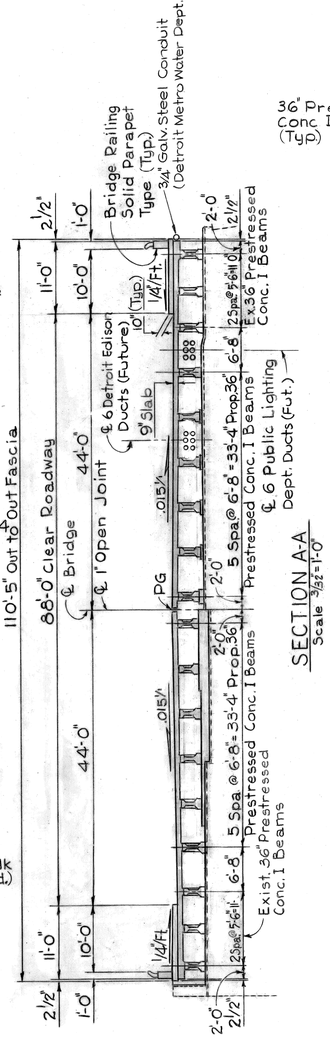
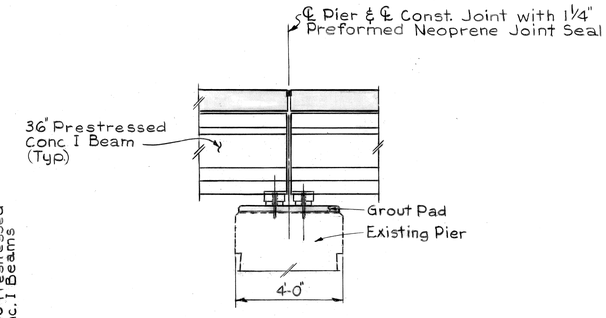
Corrs. o.k. CMC 5-2-85



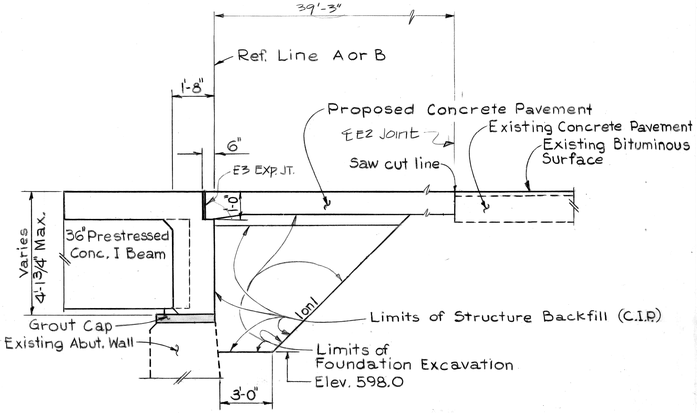
PLAN
Scale 3/32"= 1'-0"



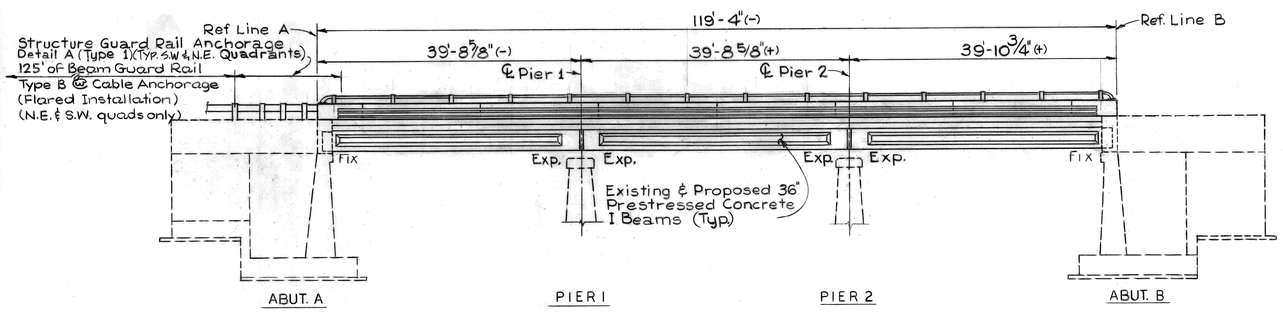
SECTION A-A
Scale 3/32"=1'-0"



SECTION C-C



SECTION B-B



ELEVATION
Scale 3/32"= 1'-0"

NOTES (cont'd.)

Detroit Metro Water Dept.'s water sensor meter may be taken out of service during construction of the bridge but shall remain in place.

The proposed ¾" Galv. Steel Conduit shall be attached to the slab fascia with galvanized clamps spaced at 5'-0".

Electrical work for the water level sensor meter is by the Detroit Metro Water Dept.

MISCELLANEOUS QUANTITIES

ITEM	UNIT	AMOUNT
REMOVAL OF PORTIONS OF STRUCTURES	LUMP SUM	1
Unclassified Foundation Excavation	Cu. Yd.	260
BULKHEADING EXIST. UTILITY DUCTS	LUMP SUM	1
REMOVING PAVEMENT	S.Y.D	740
Miscellaneous Concrete Pavement Reinforced 10"	S.Y.D	740
Expansion Anchored Lane Ties	EACH	132
EXPANSION JOINT E2	L.FT.	168
EXPANSION JOINT E3	L.FT.	168
CONC. CURB & GUTTER, DETAIL C1	L.FT.	160
4" CONC. SIDEWALK	S.FT.	100
GALVANIZED BM. GUARD RAIL, TYPE B	L.FT.	250
GUARD RAIL ANCHORAGE - BRIDGE, DETAIL A, TYPE 1	EACH	2
GUARD RAIL ANCHORAGE, CABLE	EACH	2
AGGREGATE BASE - CONC. (4" IN PLACE)	S.Y.D	200
Temporary Steel Sheet Piling	S.F.t.	480
¾" Galvanized Steel Conduit	LFt.	60

NOTES:

The design of this structure is based on the MDOT Specification for the Design of Highway Bridges, 1958 edition, and current AASHTO Standard Specifications for Highway Bridges H525 loading. Live load plus impact deflection does not exceed 1/800 of span length. The Working Stress and Load Factor methods of design were used for this structure.

Except where otherwise indicated on this Structure Sheet 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 1979 edition.

The top of roadway slab and tops of sidewalks are parallel to the tangent.

The item Removal of Portions of Structures includes burning off existing railing anchor bolts 1½" below top of concrete and filling with patching mortar or concrete (Return Walls Only)

Existing Detroit Edison ducts shall be bulkheaded near Reference Lines A & B. The work shall consist of Furnishing all material, labor and equipment required for bulkheading the ducts and shall be paid for as Bulkheading Existing Utility Ducts. This work shall be as directed by the Engineer.

The Contractor shall drive temporary steel sheet piling to protect the Detroit Metro Water Level Sensor Meter and the P.L.D. poles shown on this sheet before excavating at the Ref Lines. The limits of the temporary steel sheet piling shall be as directed by the Engineer.

The existing beams shall be patched as required. The location, area and depth of patches shall be as determined by the Engineer. Quantities are included in substructure quantities on Sheet 6.

Removing trees and clearing shall be as directed by the Engineer and shall be incidental to Removal of Portions of Structures.

REVISIONS			
NO.	DESCRIPTION	DATE	BY

MICHIGAN DEPARTMENT OF TRANSPORTATION

(OLD) M-14 XING RIVER ROUGE IN THE CITY OF DETROIT

GENERAL PLAN OF STRUCTURE

SQUAD BOSS	Mace	6-3-85
DRAWN BY	R. BUSH	9-20-82
TRACED BY	TH/EGH	10/26/82
CHECKED BY		
SHEET	5 OF	15

APPROVED Lawrence O Clark 6-3-85
DESIGN SUPERVISING ENGINEER

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BW-271 12349A