

CITY OF DETROIT
 COLEMAN A. YOUNG — MAYOR
 CITY ENGINEERING DEPARTMENT

PLANS FOR PROPOSED
 CONNER LANE RECONSTRUCTION
 CHARLEVOIX TO CONNER AVE.



INDEX OF SHEETS

1. TITLE SHEET
2. TYPICAL CROSS — SECTIONS
- 3.— 7. ALIGNMENT
- 8.—12. REMOVAL — UTILITIES
- 13.—17. PLAN AND PROFILE
18. TEMPORARY ROADWAY
19. SPECIAL STANDARDS & SPECIAL DETAILS

PROJECT: CONNER LANE RECONSTRUCTION, CHARLEVOIX TO CONNER AVE.	CONTRACT NO.
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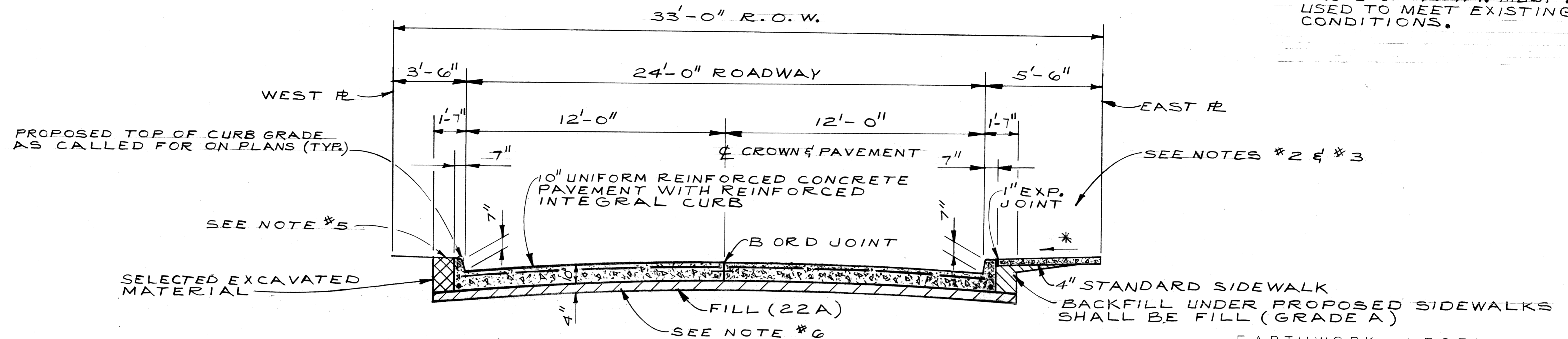
PLANS PREPARED BY
 CITY ENGINEERING DEPARTMENT

RECOMMENDED FOR APPROVAL	<i>Wan Hsu</i> ENGINEER OF INSPECTION	5/10/88 DATE
RECOMMENDED FOR APPROVAL	<i>William B. Colley</i> ENGINEER OF STREETS	5/4/88 DATE
APPROVED	<i>Em Kunday</i> DEPUTY DIRECTOR	5/9/88 DATE
APPROVED	<i>C.R. Hopkins</i> DIRECTOR	5-6-88 DATE

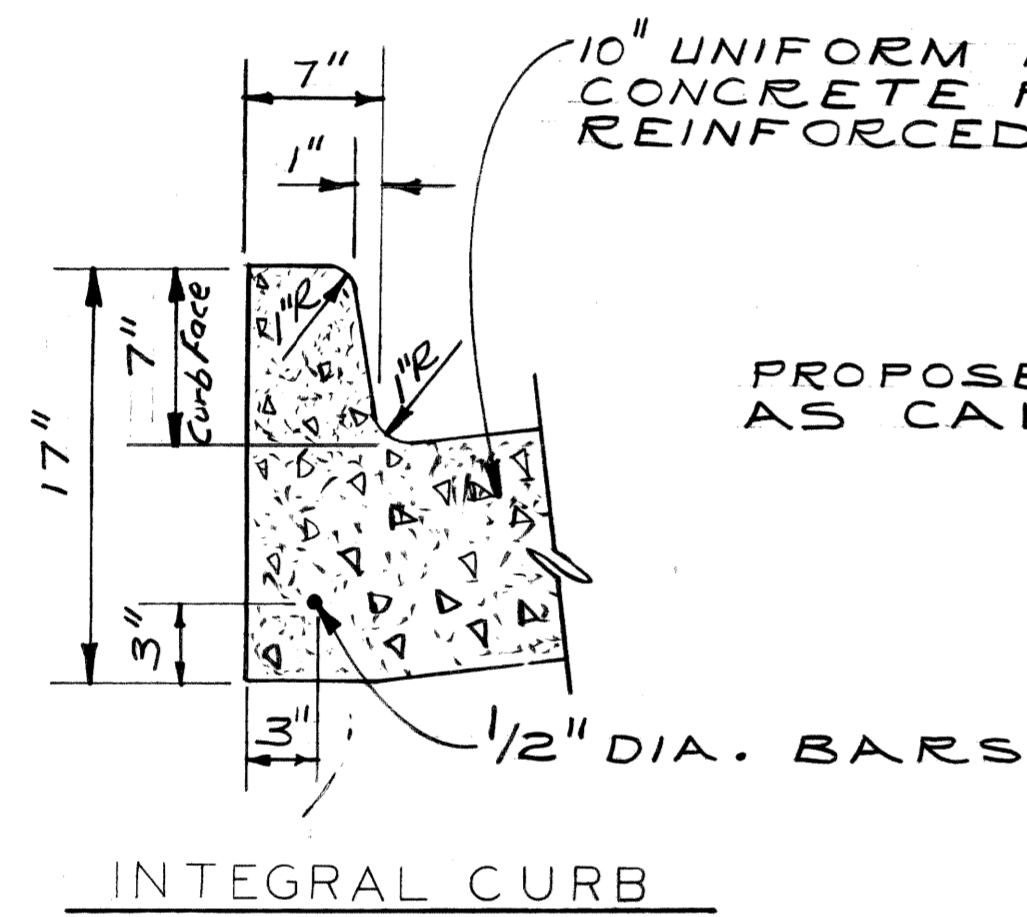
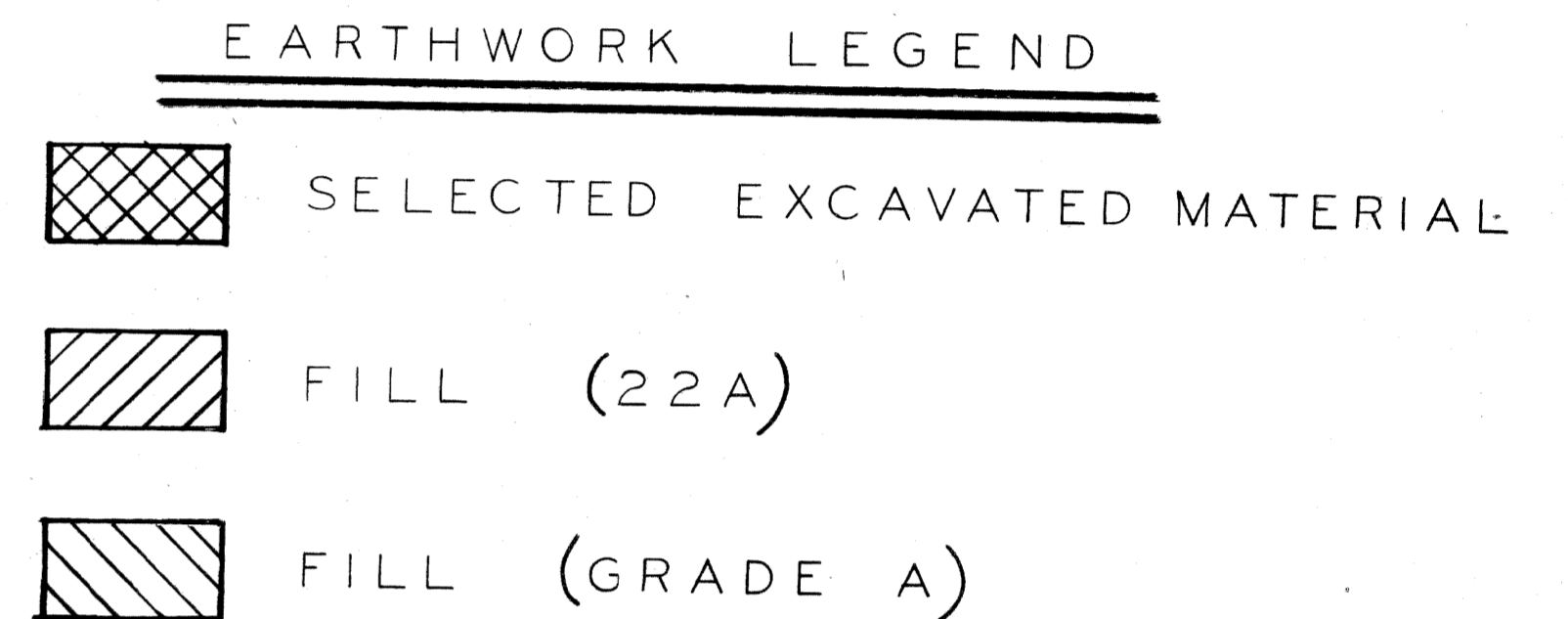
DATE MAY , 1988

DRWG. NO. 1 OF 19

* SIDEWALK SLOPES ARE TO BE 3/8" / FT. UNLESS THE ENGINEER DETERMINES THAT A MINIMUM SLOPE OF 1/4" / FT. OR A MAXIMUM SLOPE OF 3/4" / FT. MUST BE USED TO MEET EXISTING CONDITIONS.

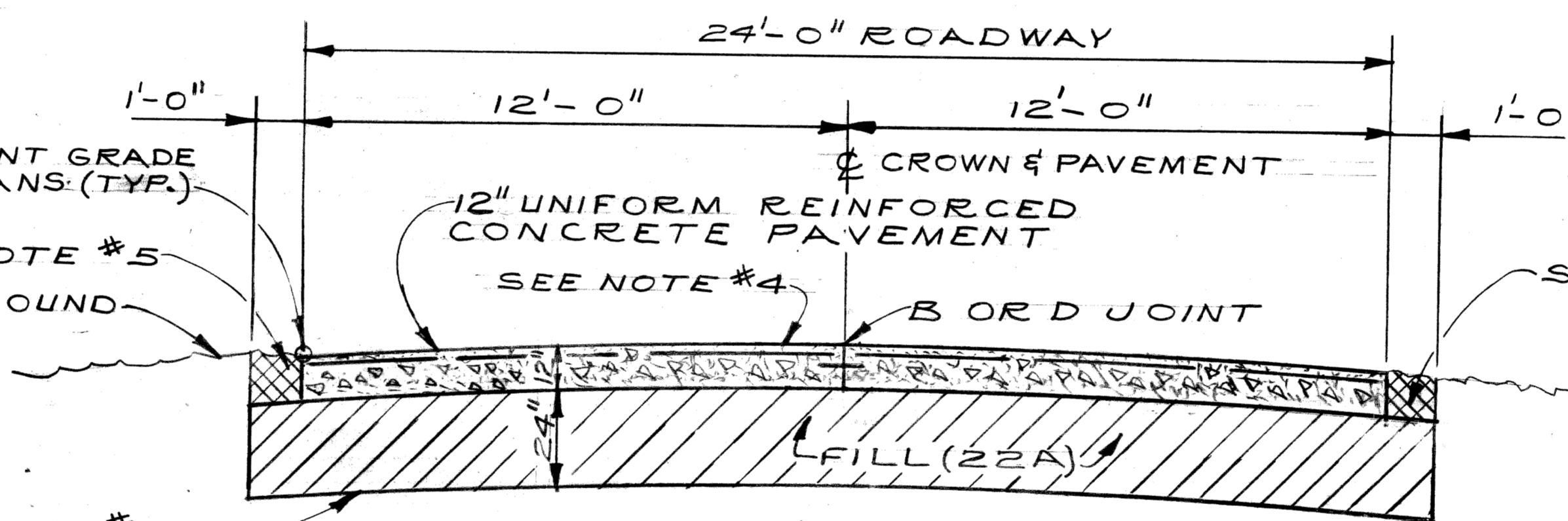


TYPICAL CROSS - SECTION NORTH - SOUTH CONNER LANE
(CHARLEVOIX TO STA. 28+41.97)

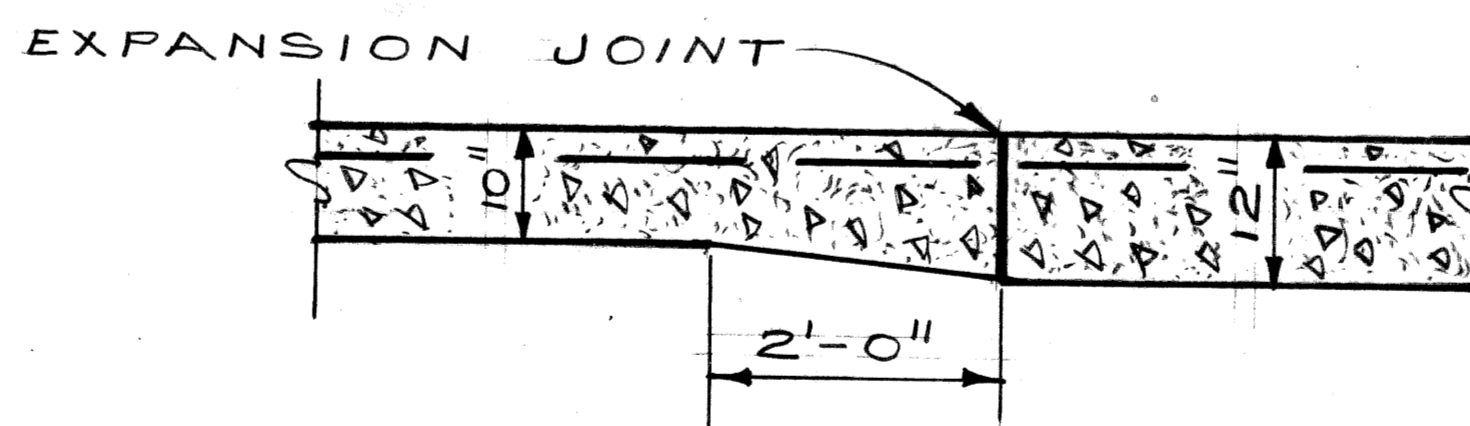
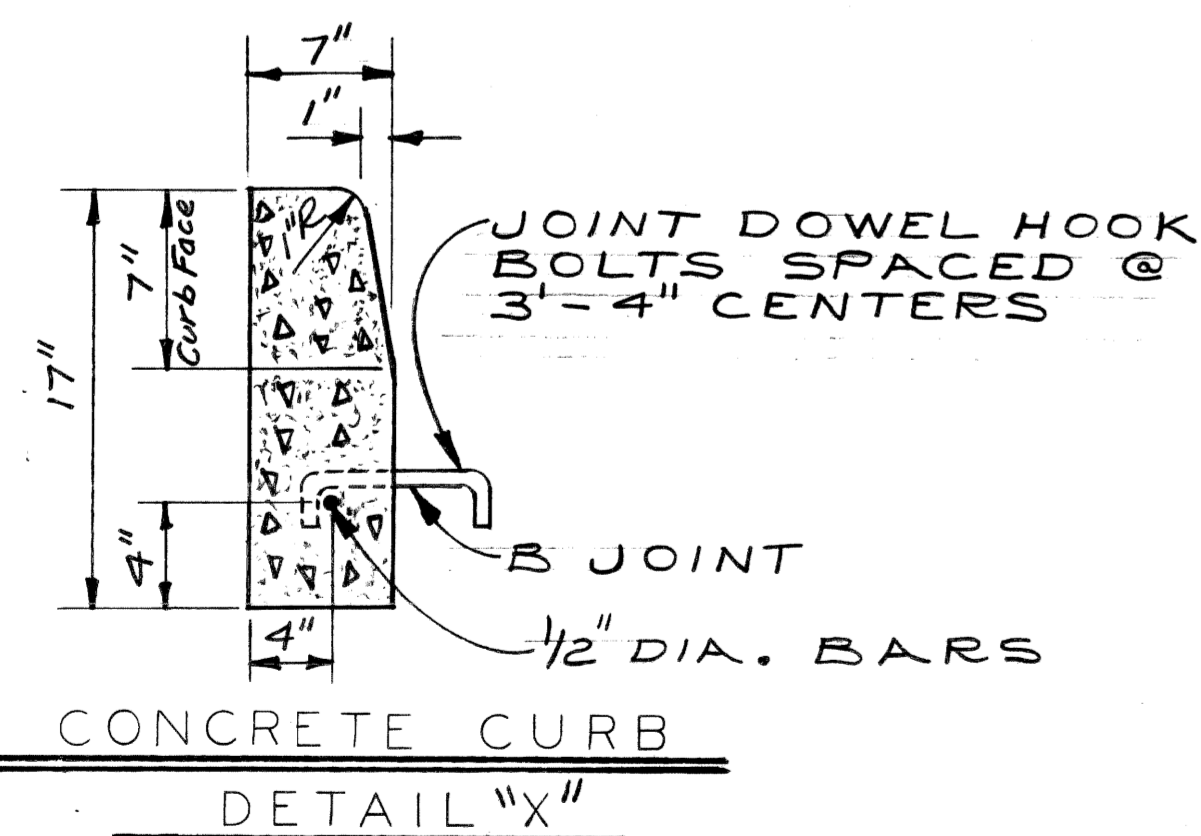


PROPOSED EDGE OF PAVEMENT GRADE AS CALLED FOR ON PLANS (TYR.)

SEE NOTE #5
EXISTING GROUND



TYPICAL CROSS - SECTION EAST - WEST CONNER LANE
(STA. 29+36.12 TO STA. 38+55)



THICKENED EDGE TRANSITION FROM 10" TO 12" PAVEMENT

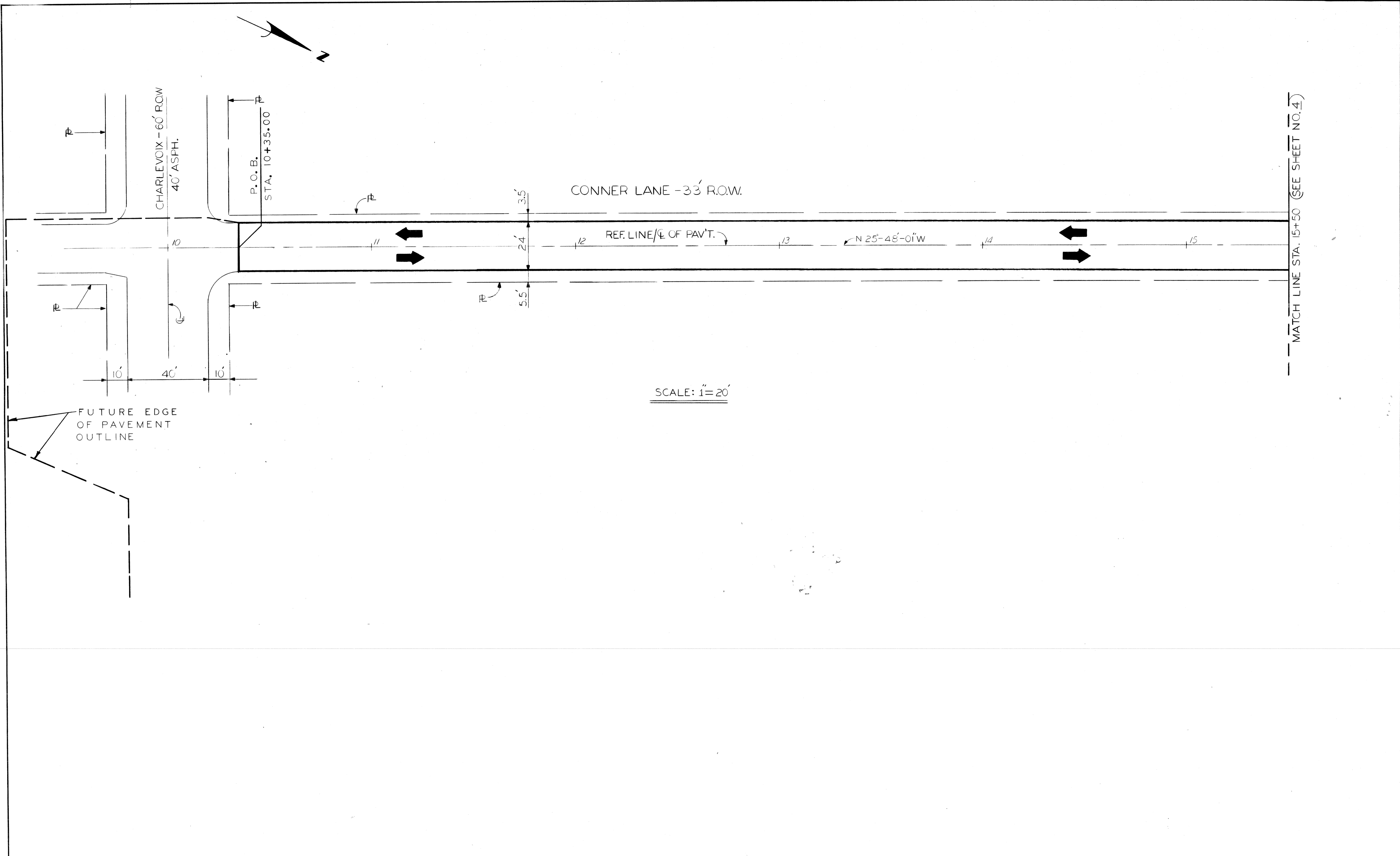
(TO BE CONSTRUCTED AT A TRANSVERSE EXPANSION JOINT BETWEEN STA. 28+41.97 AND STA. 29+36.12 AS DIRECTED BY THE ENGINEER. ALSO SEE NOTE #6.)

(ALL SECTIONS NO SCALE)

GENERAL NOTES:

1. The proposed curb shall be Integral Curb (See Detail this sheet) with Concrete Curb Detail "X" as an alternate. Regardless of construction method, the proposed curb shall be paid for as 10" Uniform Reinforced Concrete Pavement with Reinforced Integral Curb.
2. Place 4" standard sidewalk to face of building where building fronts on property line or as determined by the Engineer.
3. Where existing fence encroaches into East margin, sawcut existing sidewalk at existing fence. Remove and replace 2' of existing sidewalk between fence and proposed curb.
4. Proposed East - West Conner Lane pavement may be crowned at center as shown, or may be sloped transversely in one direction as directed by the Engineer to drain and to match existing ground. (Minimum transverse slope = 0.02 Ft. / Ft.).
5. Backfill these areas with Selected Excavated Material, Fill (22A) surfaced with Bituminous, or as otherwise directed by the Engineer to match existing conditions.
6. Transition Fill (22A) Subbase from 4" thickness used in North - South Conner Lane to 24" thickness used in East - West Conner Lane as directed by the Engineer. Length and location of subbase transition will depend upon soil conditions encountered.
7. See Plan and Profile, Sta. 27+14.19 to Sta. 32+55 (Sheet No. 16) for location of transition from curbed to uncurbed pavt.

DESIGNED BY W. B.	APPROVED <i>William P. Kelly</i> ENGINEER OF STREETS	CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS	CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE.	SHEET 2 OF 19 SHEETS		
DRAWN BY J. J.	HIGHWAY ENGINEER			CONTRACT NO.		
TRACED BY	CHECKED BY W. B.		TYPICAL CROSS - SECTIONS	ASSIGNMENT NO.		
COORD.	DESCRIPTION	DRN	CK'D	AP'D	DATE	DATE MAY, 1988



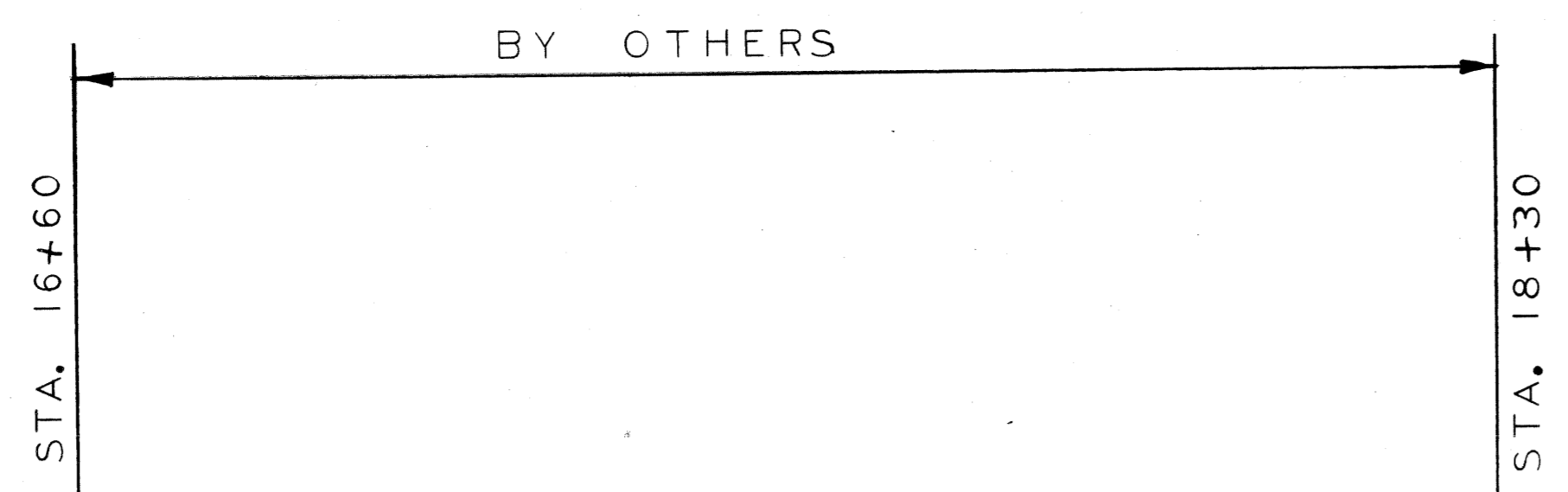
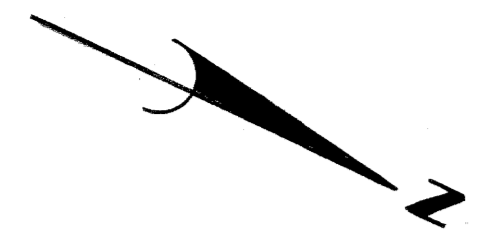
SCALE: 1" = 20'

MATCH LINE STA. 15+50 (SEE SHEET NO. 4)

<table border="1"> <tr> <td>COORD</td> <td>DESCRIPTION</td> <td>DRN</td> <td>CHKD</td> <td>APVD</td> <td>DATE</td> </tr> <tr> <td colspan="6">REVISIONS LOCATED BY COORDINATES ON SHEET</td> </tr> </table>		COORD	DESCRIPTION	DRN	CHKD	APVD	DATE	REVISIONS LOCATED BY COORDINATES ON SHEET						<table border="1"> <tr> <td>DESIGNED BY</td> <td>U. P.</td> </tr> <tr> <td>DRAWN BY</td> <td>U. P.</td> </tr> <tr> <td>TRACED BY</td> <td></td> </tr> <tr> <td>CHECKED BY</td> <td>W. B.</td> </tr> </table>	DESIGNED BY	U. P.	DRAWN BY	U. P.	TRACED BY		CHECKED BY	W. B.	<table border="1"> <tr> <td>APPROVED:</td> <td><i>William P. Tally</i></td> </tr> <tr> <td></td> <td>ENGINEER OF STREETS</td> </tr> <tr> <td></td> <td>HIGHWAY ENGINEER</td> </tr> </table>	APPROVED:	<i>William P. Tally</i>		ENGINEER OF STREETS		HIGHWAY ENGINEER	<p align="center">CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS</p>	<p align="center">CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE.</p> <hr/> <p align="center">ALIGNMENT CHARLEVOIX TO STA. 15+50</p>	<table border="1"> <tr> <td>SHEET 3 OF 19 SHEETS</td> </tr> <tr> <td>CONTRACT NO.</td> </tr> <tr> <td>ASSIGNMENT NO.</td> </tr> <tr> <td>DATE MAY, 1988</td> </tr> </table>	SHEET 3 OF 19 SHEETS	CONTRACT NO.	ASSIGNMENT NO.	DATE MAY, 1988
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MATCH LINE STA. 15+50 (SEE SHEET NO. 3)

MATCH LINE STA. 21+50 (SEE SHEET NO. 5)



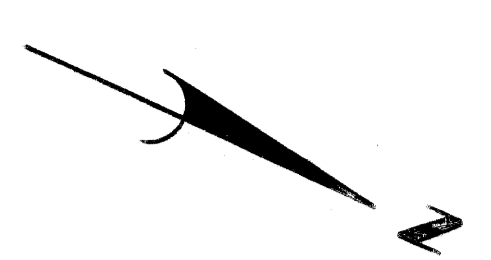
CONNER LANE - 33' R.O.W.

REF. LINE / \bar{C} PAV'T. N 25°-48'-01" W

SCALE: 1" = 20'

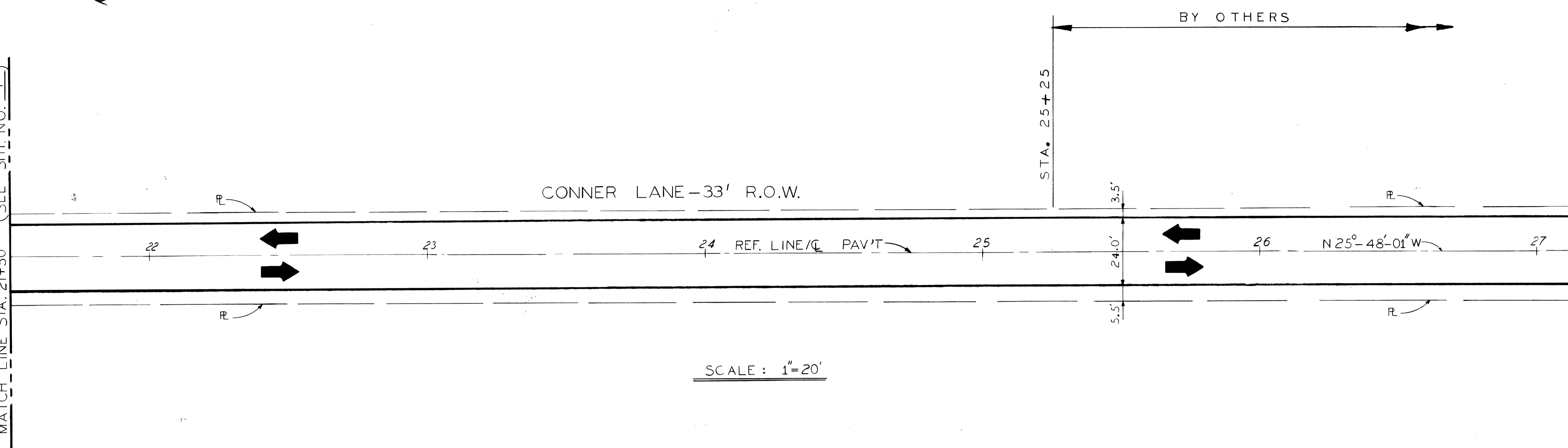
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DRAWN BY	J. J.																		
TRACED BY																			
CHECKED BY	W. B.																		
APPROVED:	<i>William L. Talley</i>																		
	ENGINEER OF STREETS																		
	HIGHWAY ENGINEER																		
<p align="center">ALIGNMENT STA. 15+50 TO STA. 21+50</p>				<p>CONTRACT NO.</p>															
<p>REVISIONS LOCATED BY COORDINATES ON SHEET</p>				<p>ASSIGNMENT NO.</p>															
<p>TELEPHONE POST 102355</p>				<p>DATE MAY, 1988</p>															

A
B
C
D
E
F
G



MATCH LINE STA. 21+50 (SEE SHT. NO. 4)

MATCH LINE STA. 27+14.19 (SEE SHT. NO. 6)



SCALE : 1" = 20'

COORD.	DESCRIPTION	DRN	CK'D	APVD	DATE

REVISIONS LOCATED BY COORDINATES ON SHEET

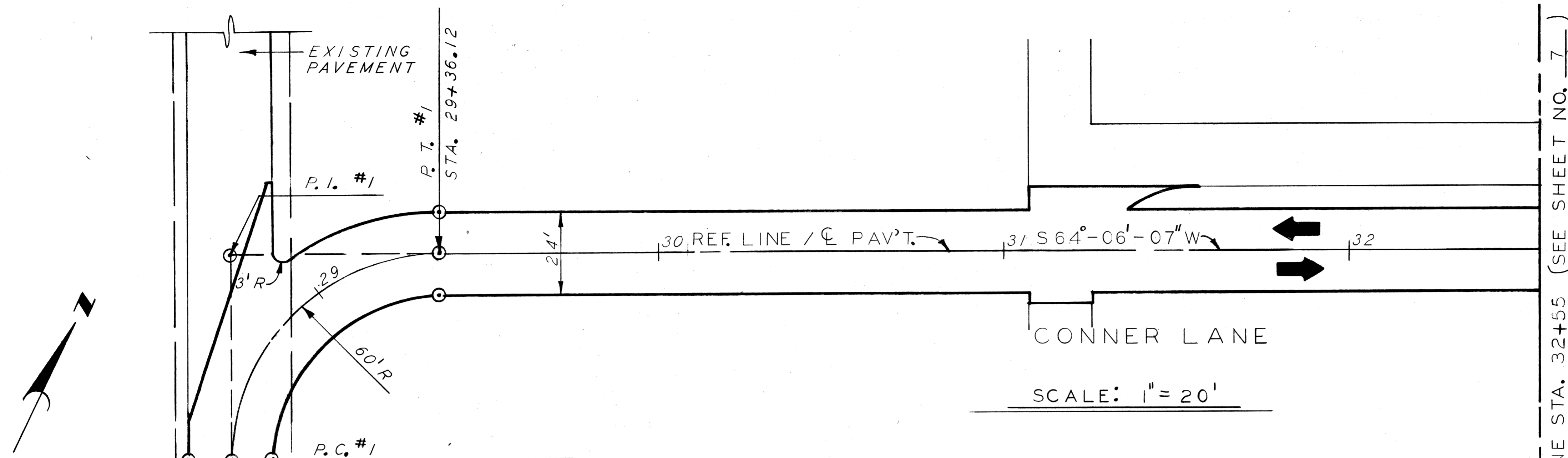
DESIGNED BY	S. J.
DRAWN BY	S. J.
TRACED BY	
CHECKED BY	W. B.

APPROVED:	<i>William L. Talley</i>
	ENGINEER OF STREETS
	HIGHWAY ENGINEER

CITY OF DETROIT
CITY ENGINEERING DEPARTMENT
BUREAUS OF STREETS AND HIGHWAYS

CONNER LANE RECONSTRUCTION
CHARLEVOIX TO CONNER AVE.
ALIGNMENT
STA. 21+50 TO STA. 27+14.19

SHEET 5 OF 19 SHEETS
CONTRACT NO.
ASSIGNMENT NO.
DATE MAY 1988



CURVE #1	
Δ	$= 89^{\circ} - 54' - 08.6''$
D	$= 95^{\circ} - 29' - 34.7''$
* R	$= 60.00'$
T	$= 59.90'$
L	$= 94.15'$
E	$= 24.78'$

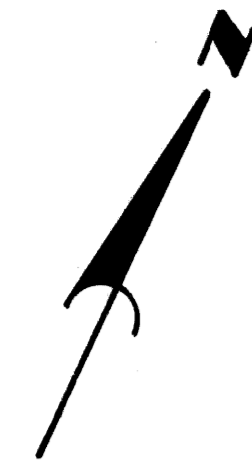
*** NOTE**
 THE RADIUS OF CURVE #1 HAS BEEN SET AT 60.00' AT THE SPECIFIC DIRECTION OF THE BUDD COMPANY. THIS RADIUS IS LESS THAN THE MINIMUM REQUIRED BY THE CURRENT (1984) AASHTO (AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS) DESIGN STANDARDS FOR A TWO-DIRECTIONAL, 24' WIDE PAVEMENT TO BE USED BY COMMERCIAL SEMITRAILER VEHICLES.

BY OTHERS

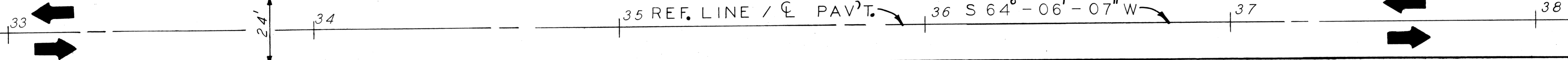
MATCH LINE STA. 32+55 (SEE SHEET NO. 7)

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TRACED BY													
CHECKED BY	W. B.												

MATCH LINE STA. 32+55 (SEE SHEET NO. 6)

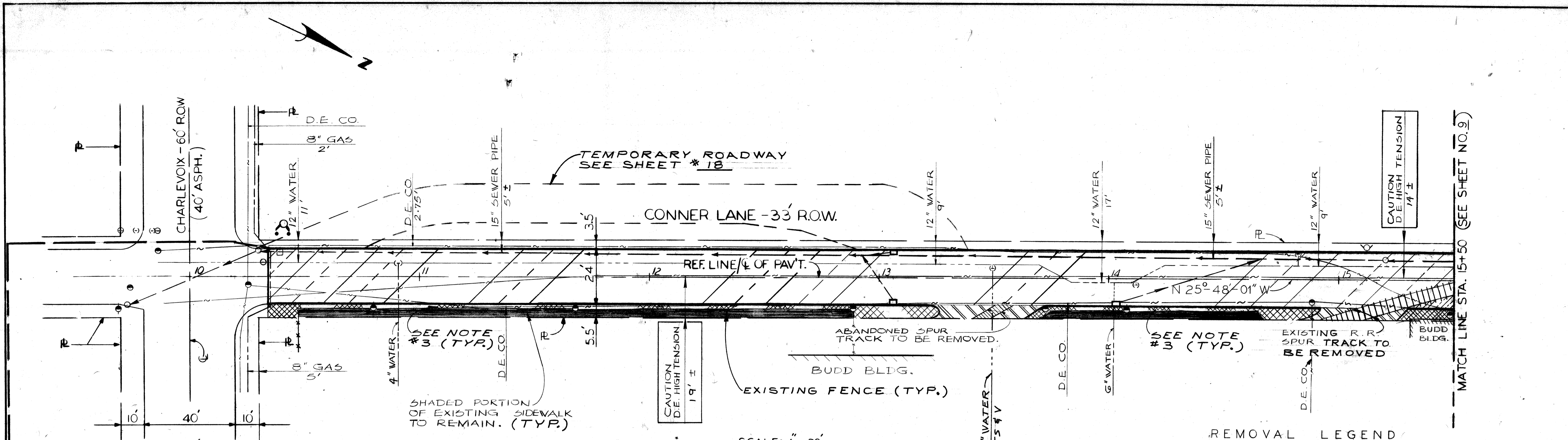


CONNER LANE



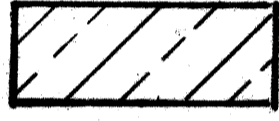


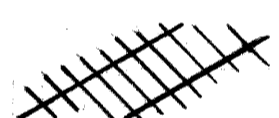
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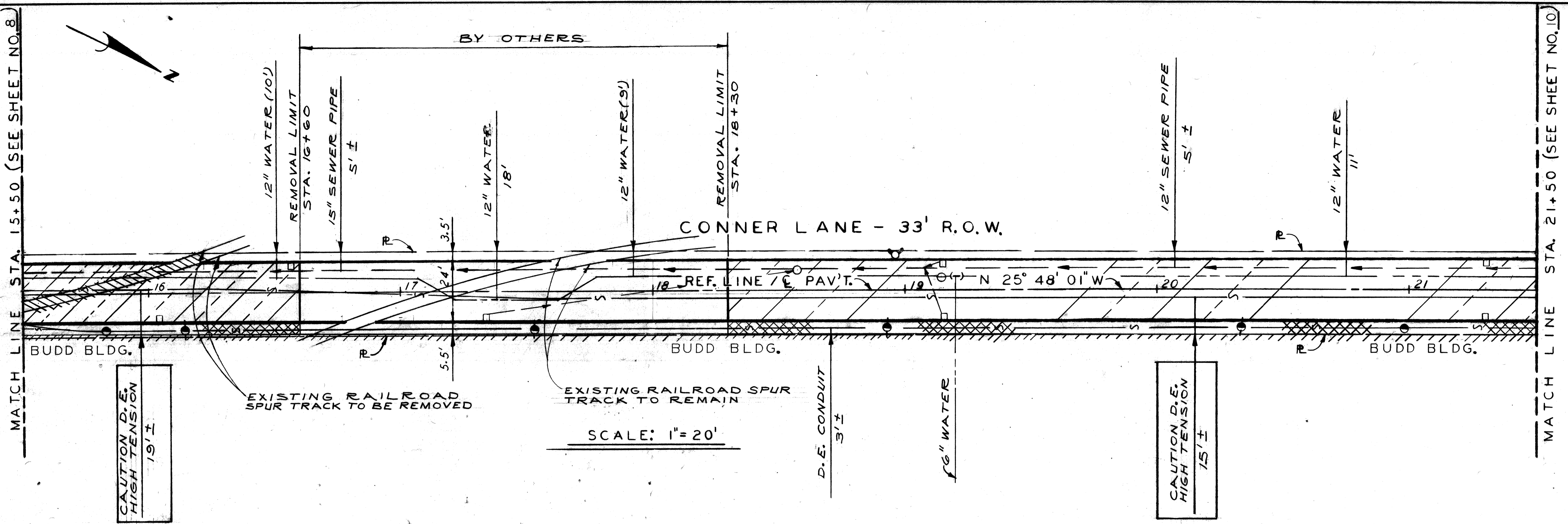
REMOVAL LEGEND

-  PAVEMENT REMOVAL - UNREINFORCED
-  DRIVEWAY REMOVAL
-  SIDEWALK REMOVAL
-  SPUR TRACK REMOVAL

- NOTES:
- 1 For Utility Legend and Symbols see sht. # 18.
 - 2 Locations of existing utility lines are based on the best available records and are not guaranteed for completeness or accuracy.
 - 3 Sawcut sidewalk at existing fence. Remove and replace 2'± of existing sidewalk between fence and curb.

CALL MISS DIG
48 HOURS PRIOR TO
CONSTRUCTION 647-7344

<table border="1"> <tr> <td>DESIGNED BY</td> <td>S. J.</td> </tr> <tr> <td>DRAWN BY</td> <td>S. J.</td> </tr> <tr> <td>TRACED BY</td> <td></td> </tr> <tr> <td>CHECKED BY</td> <td>V. B.</td> </tr> </table>		DESIGNED BY	S. J.	DRAWN BY	S. J.	TRACED BY		CHECKED BY	V. B.	<table border="1"> <tr> <td>APPROVED</td> <td><i>William L. Kelly</i></td> </tr> <tr> <td>ENGINEER OF STREETS</td> <td></td> </tr> <tr> <td>HIGHWAY ENGINEER</td> <td></td> </tr> </table>	APPROVED	<i>William L. Kelly</i>	ENGINEER OF STREETS		HIGHWAY ENGINEER		<p align="center">CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS</p>	<p align="center">CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE. REMOVAL — UTILITIES CHARLEVOIX TO STA. 15+50</p>	<table border="1"> <tr> <td>SHEET 8 OF 19 SHEETS</td> </tr> <tr> <td>CONTRACT NO.</td> </tr> <tr> <td>ASSIGNMENT NO.</td> </tr> <tr> <td>DATE MAY 1988</td> </tr> </table>	SHEET 8 OF 19 SHEETS	CONTRACT NO.	ASSIGNMENT NO.	DATE MAY 1988
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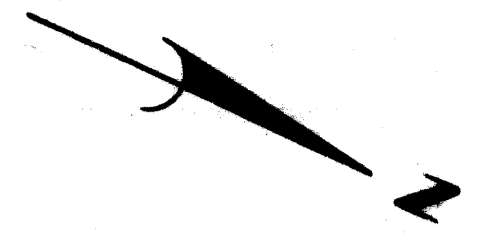
REMOVAL LEGEND

	PAVEMENT REMOVAL - UNREINFORCED
	DRIVEWAY REMOVAL
	SIDEWALK REMOVAL
	SPUR TRACK REMOVAL

CALL MISS DIG
48 HOURS PRIOR TO
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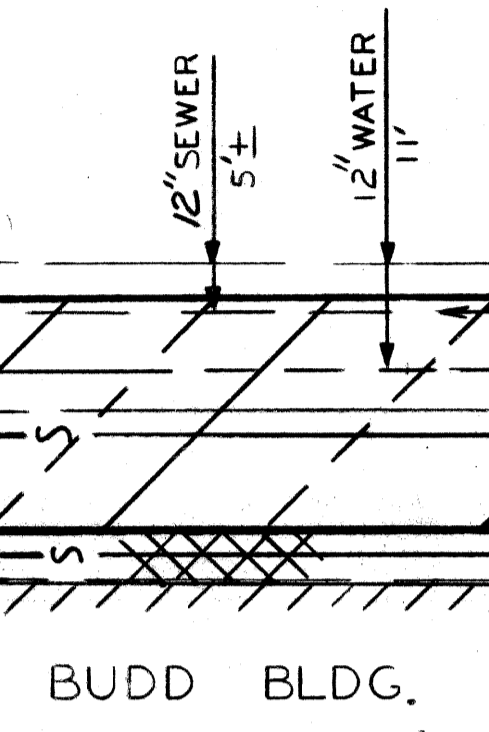
- NOTES:
- For Utility Legend and Symbols, See Sht. # 19.
 - Location of existing utility lines are based on the best available records and are not guaranteed for completeness or accuracy.

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MATCH LINE STA. 21+50 (SEE SHT. NO. 9)

CAUTION D.E. HIGH TENSION 19'±



CONNER LANE - 33' R.O.W.

D.E. CONDUIT 3'±

REMOVAL LIMIT STA. 25+25 BY OTHERS

12" SEWER 5'±

12" WATER 11'

EXISTING RAILROAD SPUR TRACK TO REMAIN

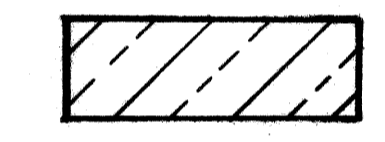
CAUTION D.E. HIGH TENSION 19'±

U/G D.E. CO. LINE.

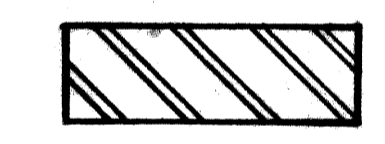
BUDD PRIMARY SWITCH HOUSE (HIGH VOLTAGE)

MATCH LINE STA. 27+14.19 (SEE SHT. NO. 11)

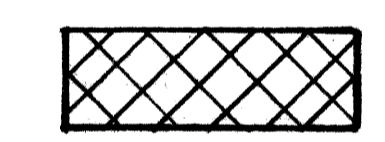
REMOVAL LEGEND



PAVEMENT REMOVAL - UNREINFORCED



DRIVEWAY REMOVAL



SIDEWALK REMOVAL

CALL MISS DIG
48 HOURS PRIOR TO
CONSTRUCTION 647-7344

NOTES:

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REVISIONS LOCATED BY COORDINATES ON SHEET					

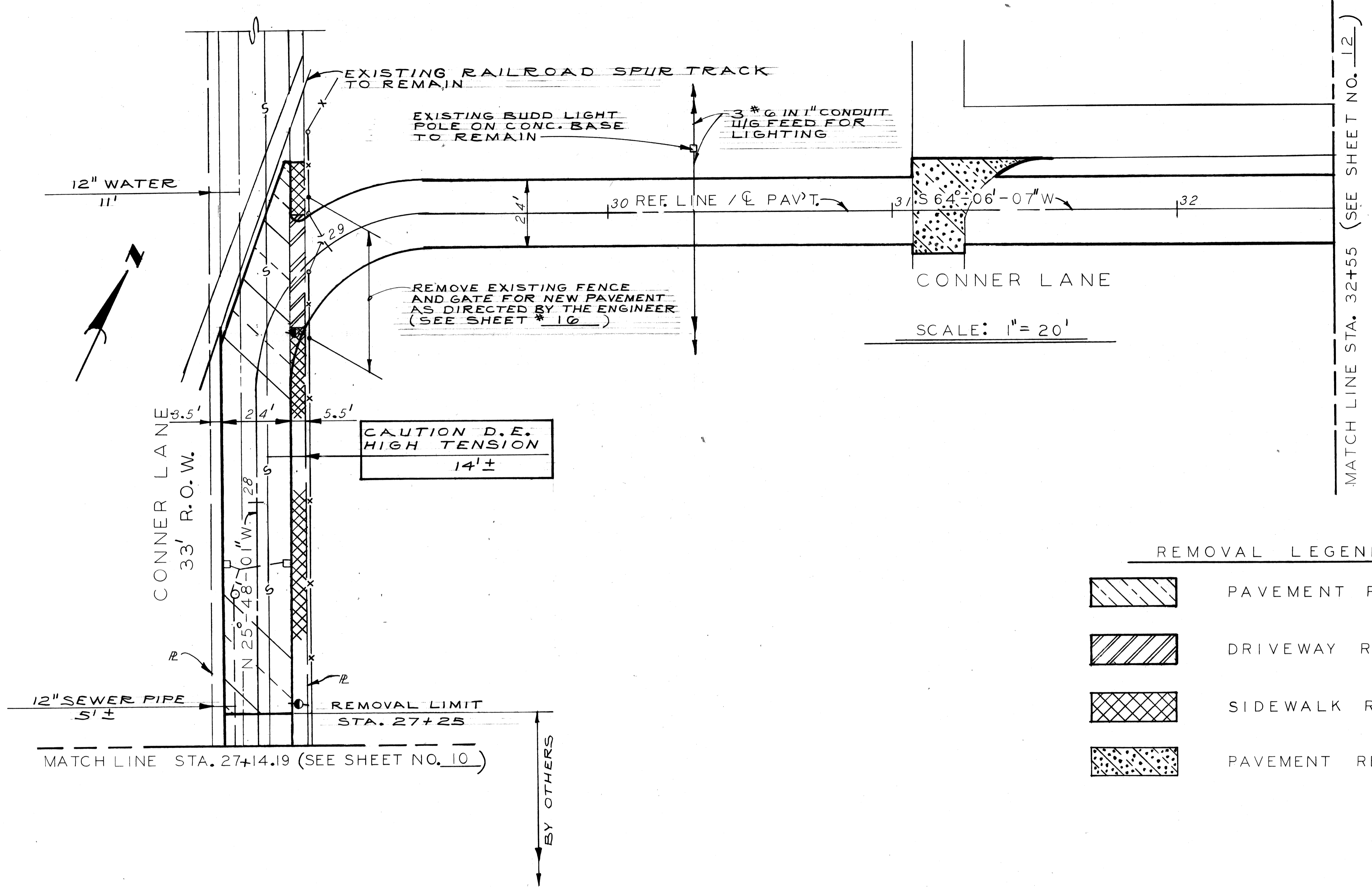
DESIGNED BY	S. J.
DRAWN BY	U. P.
TRACED BY	
CHECKED BY	W. B. / S. J.

APPROVED
William D. Talley
 ENGINEER OF STREETS
 HIGHWAY ENGINEER



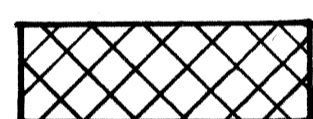
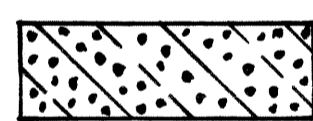
CITY OF DETROIT
 CITY ENGINEERING DEPARTMENT
 BUREAU OF STREETS AND HIGHWAYS

CONNER LANE RECONSTRUCTION
 CHARLEVOIX TO CONNER AVE.
 REMOVAL - UTILITIES
 STA. 21+50 TO STA. 27+14.19

SHEET 10 OF 19 SHEETS
 CONTRACT NO.
 ASSIGNMENT NO.
 DATE MAY 1988



REMOVAL LEGEND

-  PAVEMENT REMOVAL - UNREINFORCED
-  DRIVEWAY REMOVAL
-  SIDEWALK REMOVAL
-  PAVEMENT REMOVAL - REINFORCED

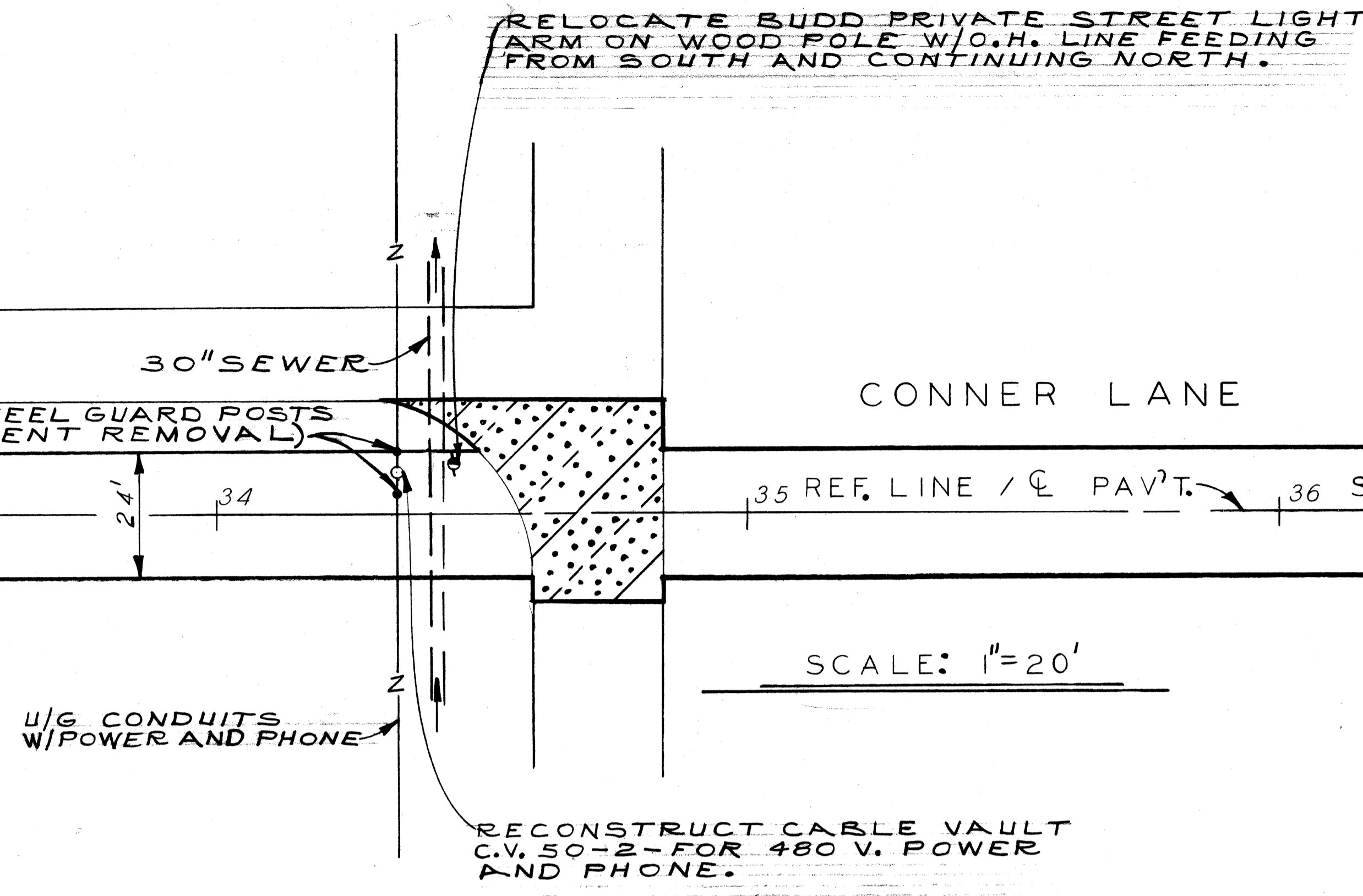
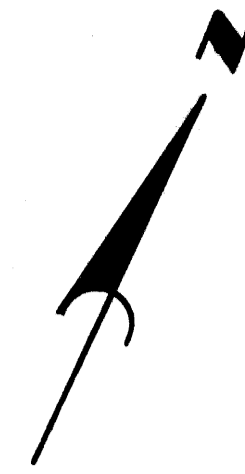
NOTES:

1. For Utility Legend and Symbols, See Sht. # 19
2. Location of existing utility lines are based on the best available records and are not guaranteed for completeness or accuracy.

CALL MISS DIG
48 HOURS PRIOR TO
CONSTRUCTION 647-7344

<table border="1"> <tr> <td>DESIGNED BY</td> <td>S. J. / W. B.</td> </tr> <tr> <td>DRAWN BY</td> <td>J. J.</td> </tr> <tr> <td>TRACED BY</td> <td></td> </tr> <tr> <td>CHECKED BY</td> <td>W. B.</td> </tr> </table>				DESIGNED BY	S. J. / W. B.	DRAWN BY	J. J.	TRACED BY		CHECKED BY	W. B.	<p>APPROVED:</p> <p><i>William L. Tally</i></p> <p>ENGINEER OF STREETS</p> <p>HIGHWAY ENGINEER</p>		<p>CITY OF DETROIT</p> <p>CITY ENGINEERING DEPARTMENT</p> <p>BUREAUS OF STREETS AND HIGHWAYS</p>			<p>CONNER LANE RECONSTRUCTION</p> <p>CHARLEVOIX TO CONNER AVE.</p> <p>REMOVAL - UTILITIES</p> <p>STA. 27+14.19 TO STA. 32+55</p>			<p>SHEET 11 OF 19 SHEETS</p> <p>CONTRACT NO.</p> <p>ASSIGNMENT NO.</p> <p>DATE MAY, 1988</p>						
DESIGNED BY	S. J. / W. B.																									
DRAWN BY	J. J.																									
TRACED BY																										
CHECKED BY	W. B.																									
<table border="1"> <tr> <th>COORD.</th> <th>DESCRIPTION</th> <th>DRN</th> <th>CHK'D</th> <th>APVD</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>				COORD.	DESCRIPTION	DRN	CHK'D	APVD	DATE							<p>REVISIONS LOCATED BY COORDINATES ON SHEET</p>										
COORD.	DESCRIPTION	DRN	CHK'D	APVD	DATE																					

MATCH LINE STA. 32+55 (SEE SHEET NO. 11)



SCALE: 1"=20'

REMOVAL LEGEND

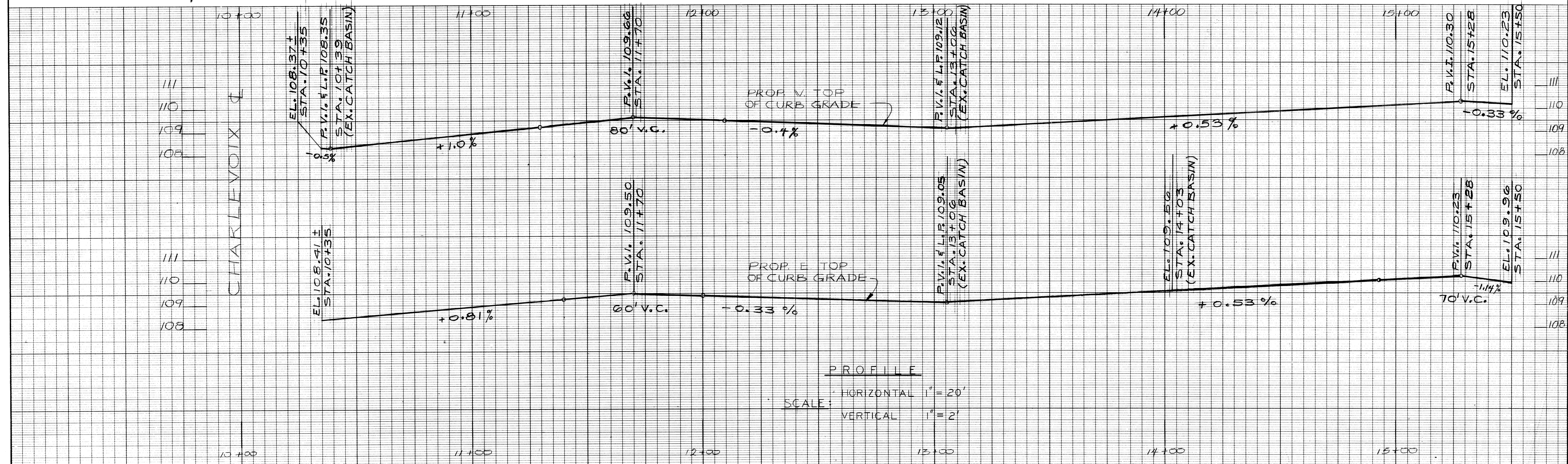
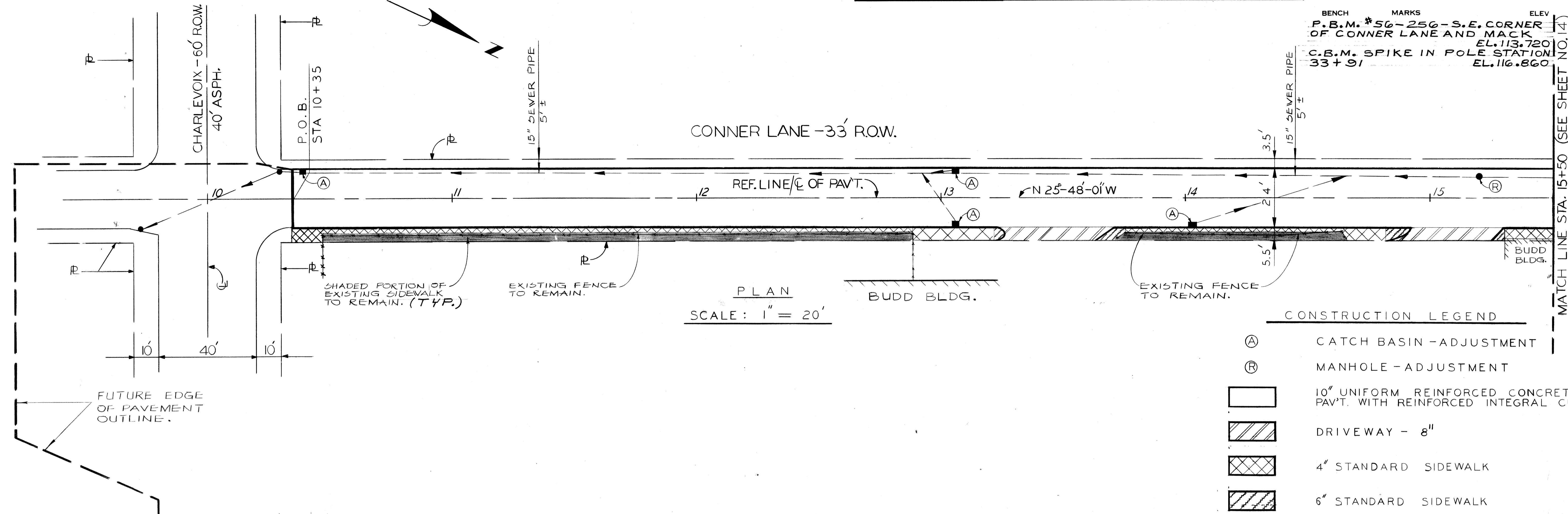
 PAVEMENT REMOVAL - REINFORCED

CALL MISS DIG
48 HOURS PRIOR TO
CONSTRUCTION 647-7344

NOTES:

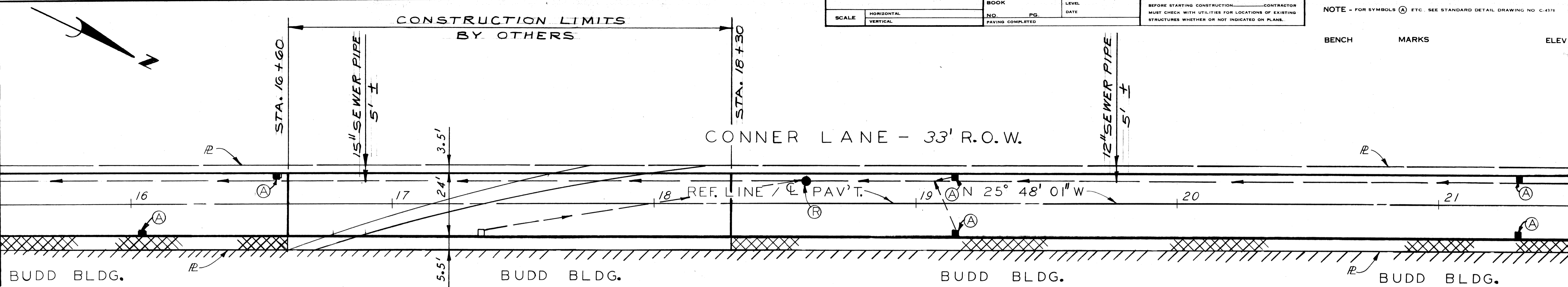
1. For Utility Legend and Symbols, See Sht. # 19.
2. Location of existing utility lines are based on the best available records and are not guaranteed for completeness or accuracy.

<table border="1"> <tr> <td>DESIGNED BY</td> <td>S. J.</td> </tr> <tr> <td>DRAWN BY</td> <td>J. J.</td> </tr> <tr> <td>TRACED BY</td> <td></td> </tr> <tr> <td>CHECKED BY</td> <td>W. B.</td> </tr> </table>		DESIGNED BY	S. J.	DRAWN BY	J. J.	TRACED BY		CHECKED BY	W. B.	<table border="1"> <tr> <td>APPROVED:</td> <td><i>William D. Talley</i></td> </tr> <tr> <td></td> <td>ENGINEER OF STREETS</td> </tr> <tr> <td></td> <td>HIGHWAY ENGINEER</td> </tr> </table>	APPROVED:	<i>William D. Talley</i>		ENGINEER OF STREETS		HIGHWAY ENGINEER	<p align="center">CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS</p>	<p align="center">CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE.</p> <p align="center">REMOVAL - UTILITIES STA. 32+55 TO STA. 38+55</p>	<table border="1"> <tr> <td>SHEET 12 OF 19 SHEETS</td> </tr> <tr> <td>CONTRACT NO.</td> </tr> <tr> <td>ASSIGNMENT NO.</td> </tr> <tr> <td>DATE MAY, 1988</td> </tr> </table>	SHEET 12 OF 19 SHEETS	CONTRACT NO.	ASSIGNMENT NO.	DATE MAY, 1988
DESIGNED BY	S. J.																						
DRAWN BY	J. J.																						
TRACED BY																							
CHECKED BY	W. B.																						
APPROVED:	<i>William D. Talley</i>																						
	ENGINEER OF STREETS																						
	HIGHWAY ENGINEER																						
SHEET 12 OF 19 SHEETS																							
CONTRACT NO.																							
ASSIGNMENT NO.																							
DATE MAY, 1988																							



REVISIONS	PLAN	BY U.P., S.J.	CHECKED BY W.B.	APPROVED <i>William L. Kelly</i> ENGINEER OF STREETS	CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS	CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE.	INDEX NO.	SHEET 13 OF 19 SHEETS
	ESTIMATE	BY S.J.	CHECKED BY W.B.				CONTRACT NO.	ASSIGNMENT NO.
DESCRIPTION	DR	N	CK	D	AP	VD	DATE	

MATCH LINE STA. 15+50 (SEE SHEET NO. 13)

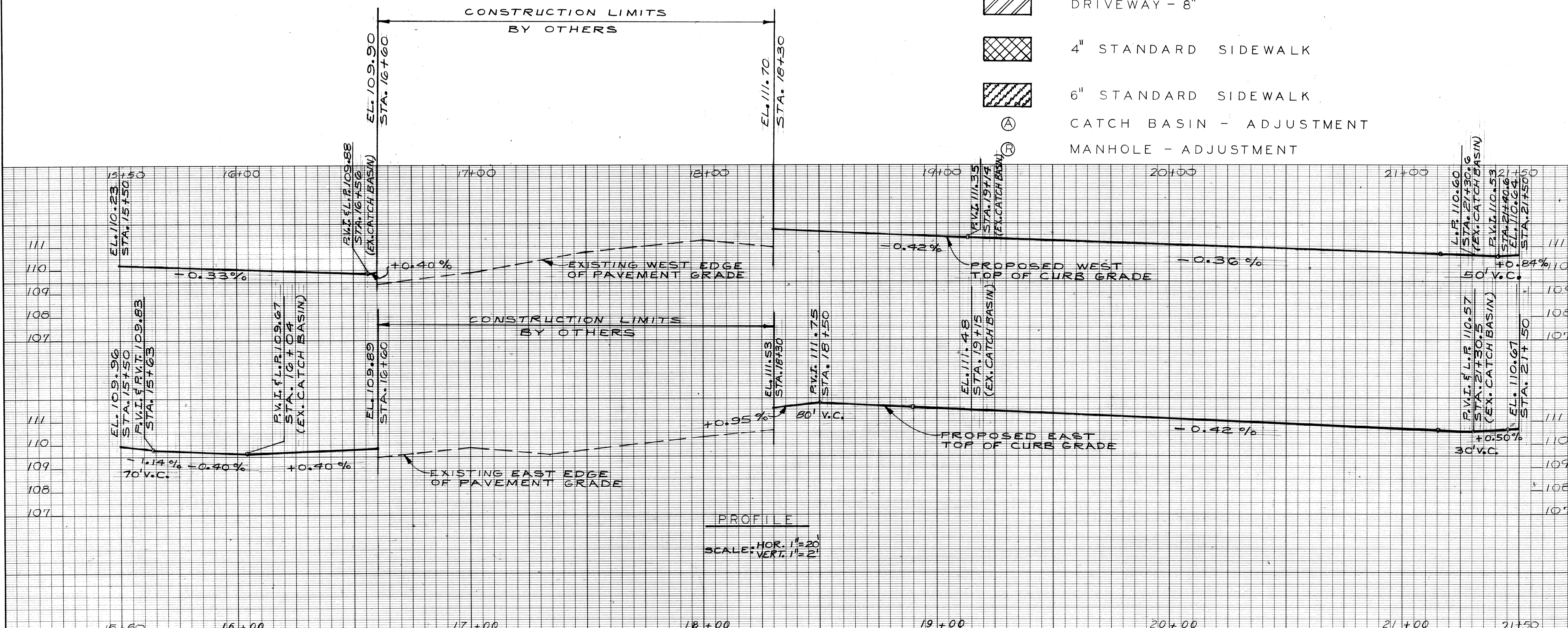


SCALE	HORIZONTAL	VERTICAL	BOOK NO.	PG.	LEVEL DATE	CONTRACTOR	NOTE - FOR SYMBOLS (A) ETC. SEE STANDARD DETAIL DRAWING NO. C-475
							BENCH MARKS
							ELEV

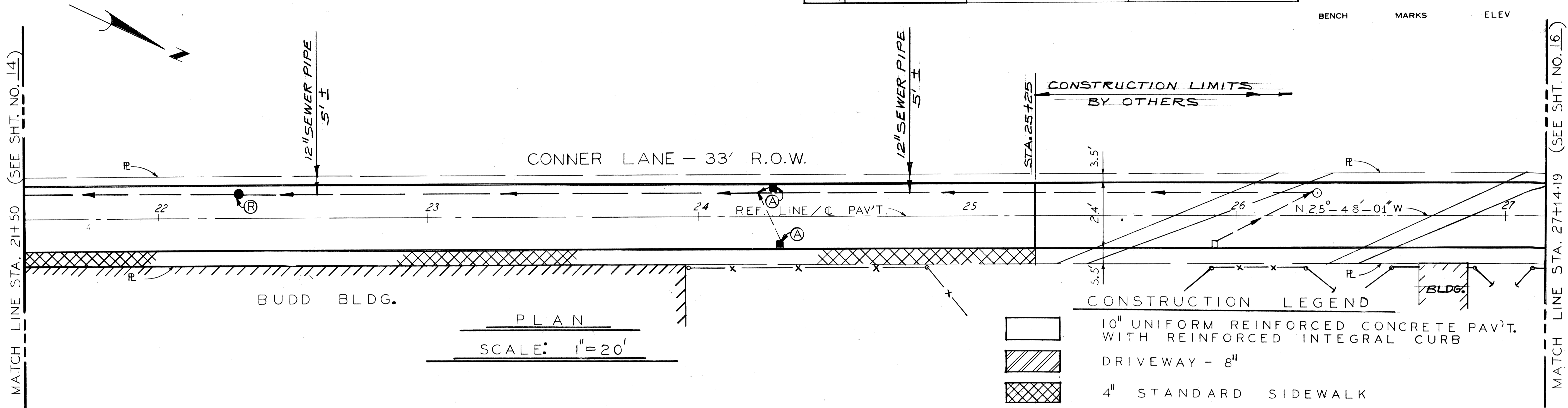
CONSTRUCTION LEGEND

- 10" UNIFORM REINFORCED CONCRETE PAV'T. WITH REINFORCED INTEGRAL CURB
- DRIVEWAY - 8"
- 4" STANDARD SIDEWALK
- 6" STANDARD SIDEWALK
- CATCH BASIN - ADJUSTMENT
- MANHOLE - ADJUSTMENT

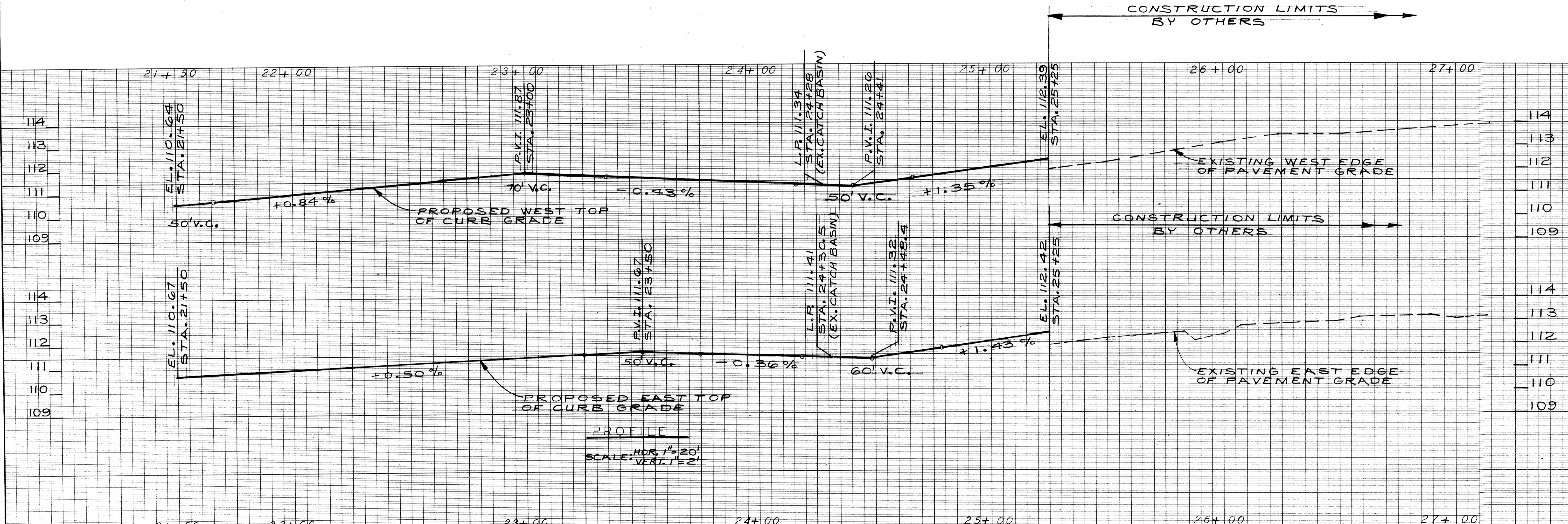
MATCH LINE STA. 21+50 (SEE SHEET NO. 15)



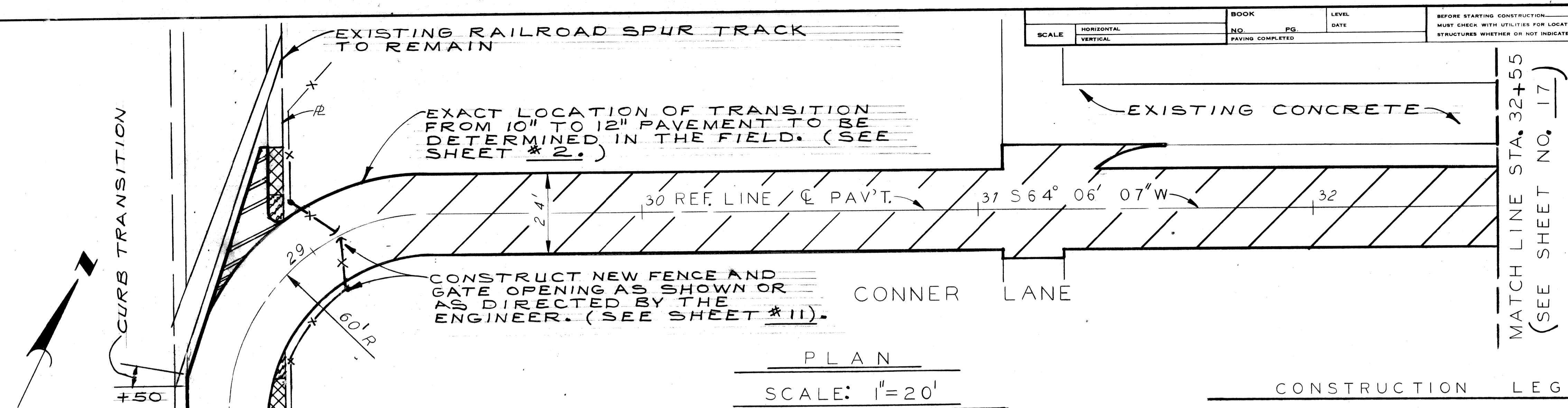
PLAN	BY J.J./S.J.	CHECKED BY W.B.	APPROVED <i>William L. Tally</i>	CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS	CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE.	INDEX NO.	SHEET 14 OF 19 SHEETS
GRADE	J.J./S.J.	W.B.	ENGINEER OF STREETS			CONTRACT NO.	ASSIGNMENT NO.
ESTIMATE			HIGHWAY ENGINEER				
DESCRIPTION	DR. N. CK. D. AP. V. D. DATE	CHECK	REVIEW				
REVISIONS							



PLAN
SCALE: 1"=20'

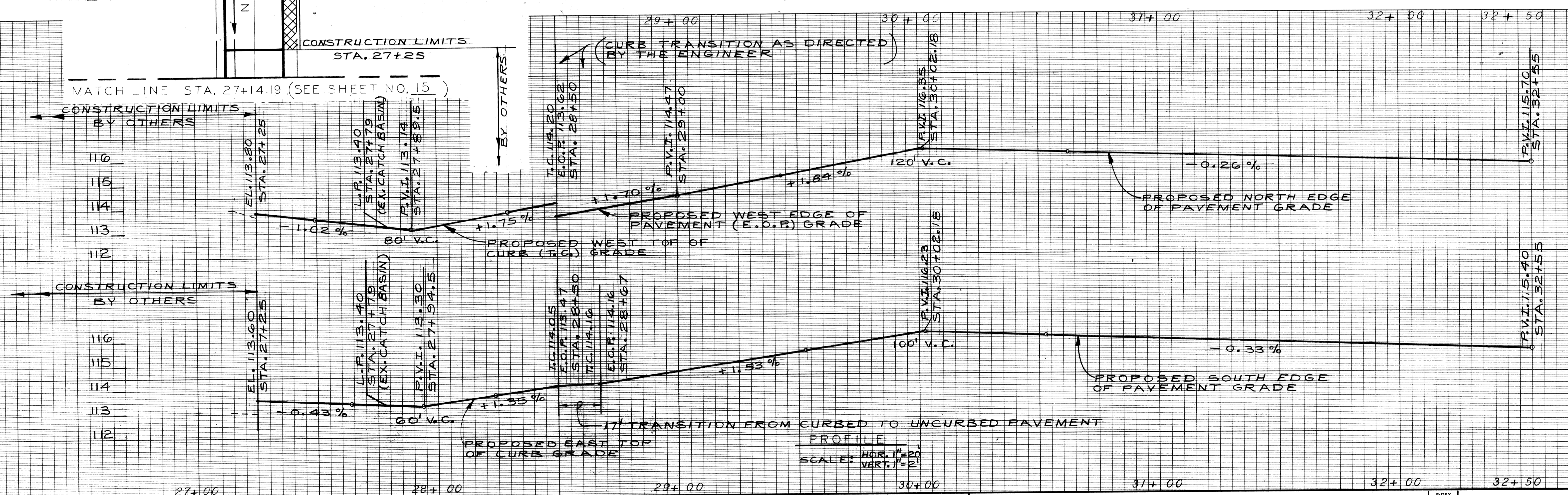


REVISIONS DESCRIPTION DR N CR D AP VD DATE		BY: S.J./J.J. CHECKED BY: W.B. APPROVED: <i>William L. Talley</i> ENGINEER OF STREETS HIGHWAY ENGINEER	CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS	CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE. PLAN AND PROFILE STA. 21+50 TO STA. 27+14.19	INDEX NO. SHEET 15 OF 19 SHEETS CONTRACT NO. ASSIGNMENT NO. DATE MAY 1988
--	--	--	---	--	---

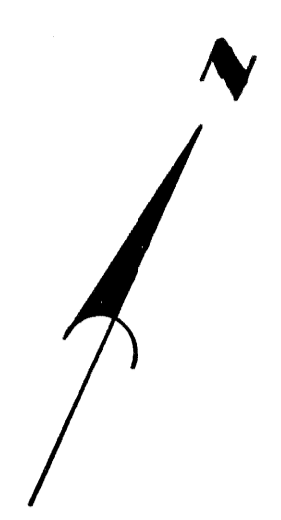


CONSTRUCTION LEGEND

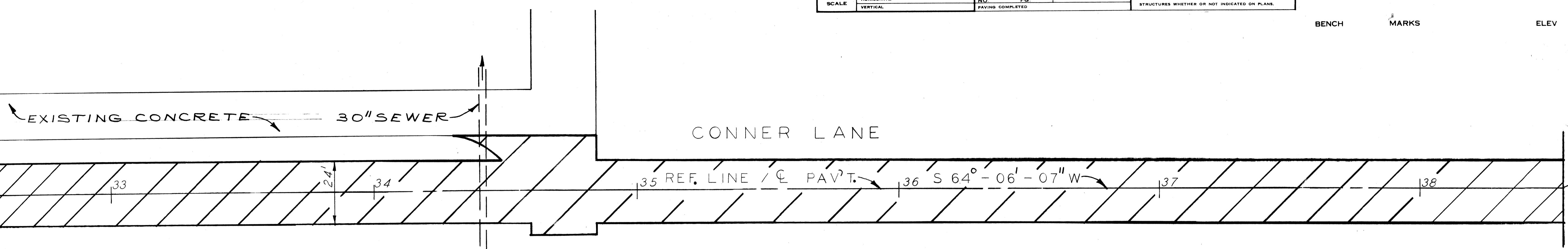
(A)	CATCH BASIN - ADJUSTMENT
(R)	MANHOLE - ADJUSTMENT
	12" UNIFORM REINFORCED CONCRETE PAV'T.
	10" UNIFORM REINFORCED CONCRETE PAV'T. WITH REINFORCED INTEGRAL CURB
	8" UNIFORM NON-REINFORCED CONCRETE PAV'T. WITH NON-REINFORCED INTEGRAL CURB
	4" STANDARD SIDEWALK
	6" STANDARD SIDEWALK



REVISIONS	PLAN	BY S. J.	CHECKED BY W. B.	APPROVED <i>William S. Talley</i>	CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS	CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE.	INDEX NO.	SHEET 16 OF 19 SHEETS
	GRADE	BY S. J.	CHECKED BY W. B.	CONTRACT NO.			TOP NO.	
	ESTIMATE	CHECK	REVIEW	ASSIGNMENT NO.			INDEXED	
	FINAL	DATE	DATE	DATE MAY, 1988				



MATCH LINE STA. 32+55 (SEE SHEET NO. 16)

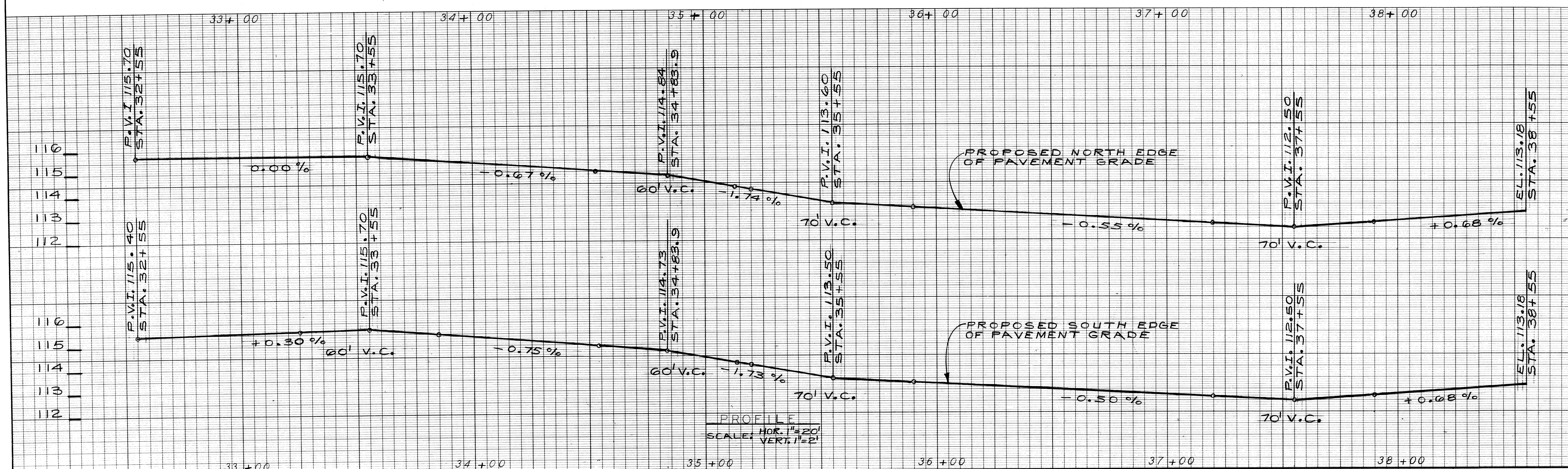


PLAN

SCALE: 1" = 20'

CONSTRUCTION LEGEND

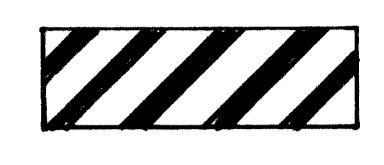
12" UNIFORM REINFORCED CONCRETE PAVEMENT



PROFILE
SCALE: HOR. 1" = 20'
VERT. 1" = 2'

CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS		CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE. PLAN AND PROFILE STA. 32+55 TO STA. 38+55		SHEET 17 OF 19 SHEETS CONTRACT NO. ASSIGNMENT NO. DATE MAY, 1988
APPROVED: <i>William R. Talley</i> ENGINEER OF STREETS HIGHWAY ENGINEER	BY: S. J. GRADE: J. J. ESTIMATE: FINAL:	CHECKED BY: W. B. REVIEW:	REVISIONS:	

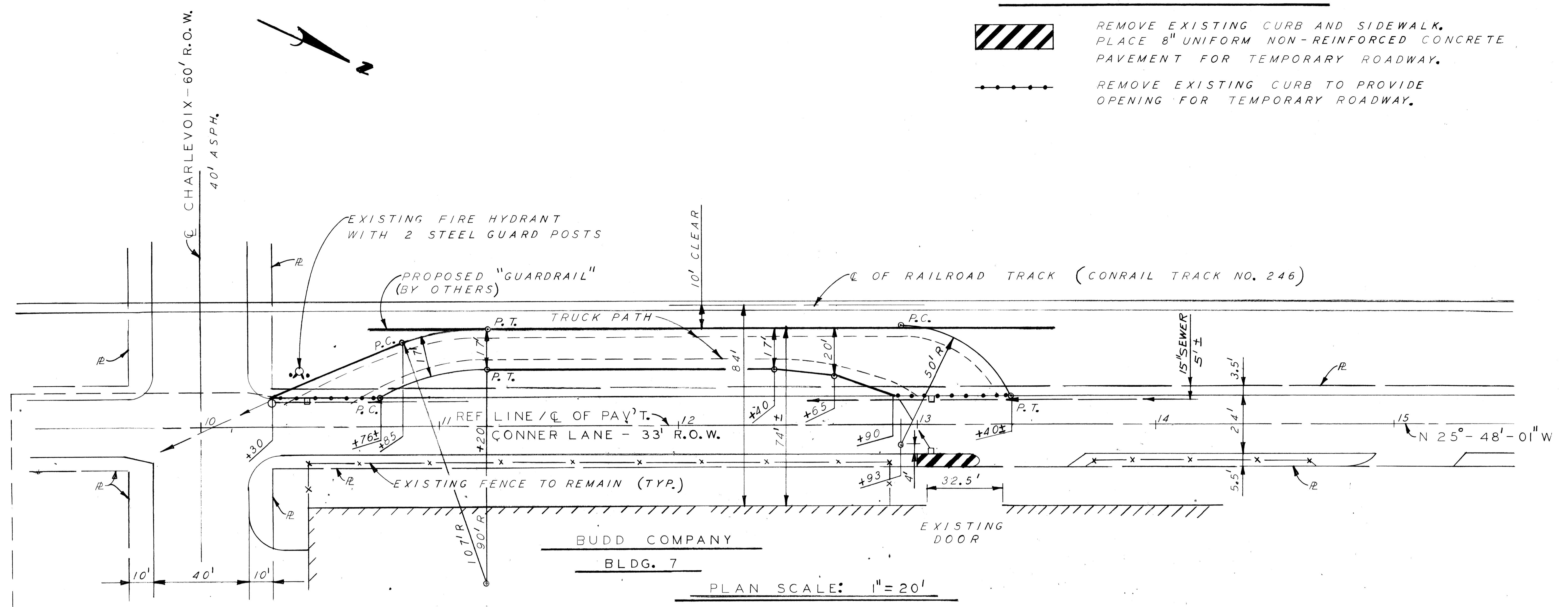
LEGEND



REMOVE EXISTING CURB AND SIDEWALK.
PLACE 8" UNIFORM NON-REINFORCED CONCRETE
PAVEMENT FOR TEMPORARY ROADWAY.



REMOVE EXISTING CURB TO PROVIDE
OPENING FOR TEMPORARY ROADWAY.



PLAN SCALE: 1" = 20'

NOTES:

- THE TEMPORARY ROADWAY IS TO BE STONED AND GRADED AS SPECIFIED IN SECTION 3.III.5B OF THE CITY OF DETROIT, CITY ENGINEERING DEPARTMENT'S "STANDARD SPECIFICATIONS FOR PAVING AND RELATED CONSTRUCTION" - JUNE, 1984 EDITION, EXCEPT THAT AGGREGATES EXISTING ON THE SITE MAY ALSO BE USED AS SPECIFIED IN SECTION 3.II.2D.

<table border="1"> <tr> <td>DESIGNED BY</td> <td>W. B.</td> </tr> <tr> <td>DRAWN BY</td> <td>J. J.</td> </tr> <tr> <td>TRACED BY</td> <td></td> </tr> <tr> <td>CHECKED BY</td> <td>W. B.</td> </tr> </table>		DESIGNED BY	W. B.	DRAWN BY	J. J.	TRACED BY		CHECKED BY	W. B.	<table border="1"> <tr> <td>APPROVED:</td> <td><i>[Signature]</i></td> </tr> <tr> <td>ENGINEER OF STREETS</td> <td></td> </tr> <tr> <td>HIGHWAY ENGINEER</td> <td></td> </tr> </table>	APPROVED:	<i>[Signature]</i>	ENGINEER OF STREETS		HIGHWAY ENGINEER		<p>CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS</p>	<p>CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE.</p> <p>TEMPORARY ROADWAY (BUDD COMPANY TRUCK TURNAROUND)</p>	<p>SHEET 18 OF 19 SHEETS</p> <p>CONTRACT NO.</p> <p>ASSIGNMENT NO.</p> <p>DATE MAY, 1988</p>
DESIGNED BY	W. B.																		
DRAWN BY	J. J.																		
TRACED BY																			
CHECKED BY	W. B.																		
APPROVED:	<i>[Signature]</i>																		
ENGINEER OF STREETS																			
HIGHWAY ENGINEER																			
<table border="1"> <tr> <td>COORD</td> <td>DESCRIPTION</td> <td>DRN</td> <td>CHKD</td> <td>APV'D</td> <td>DATE</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		COORD	DESCRIPTION	DRN	CHKD	APV'D	DATE												
COORD	DESCRIPTION	DRN	CHKD	APV'D	DATE														

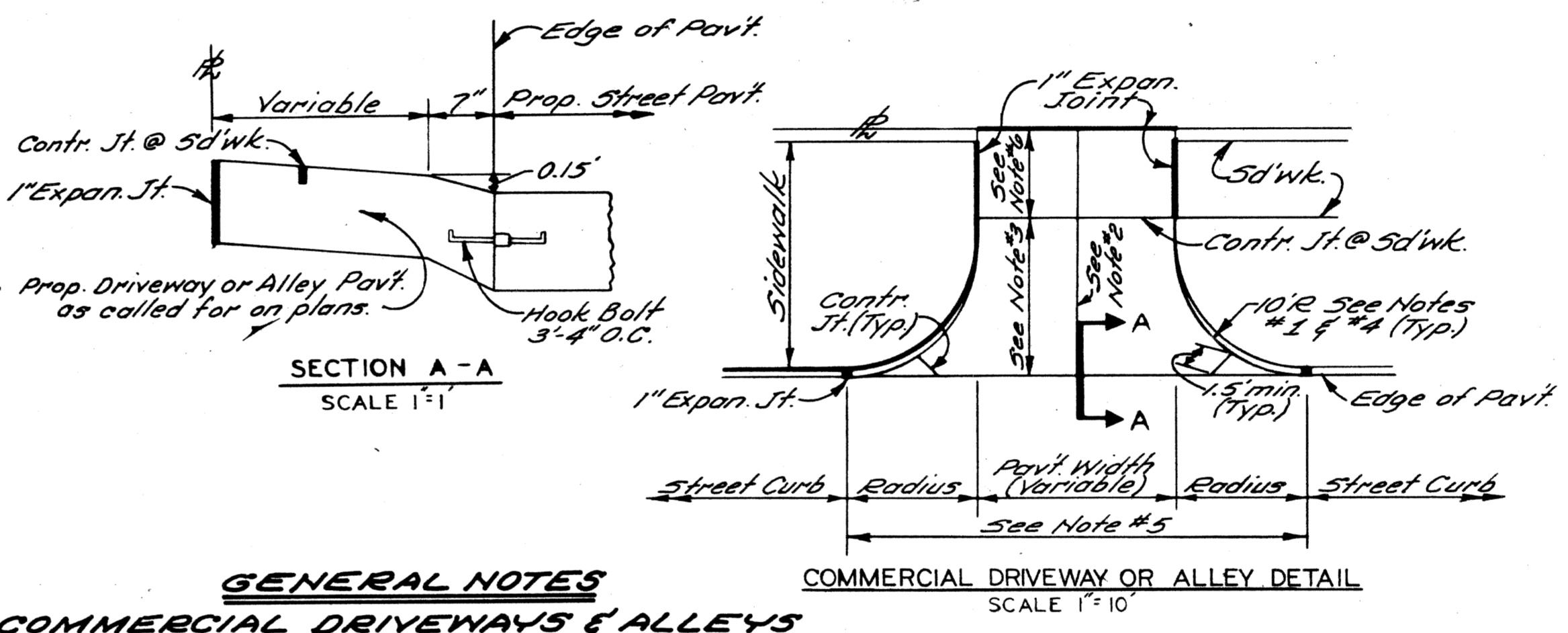
REVISIONS LOCATED BY COORDINATES ON SHEET

COLOR	SYMBOL	DESCRIPTION
BLACK	---	PROPERTY AND LOT LINES
---	---	PROPOSED CURB LINES AND HEADERS AT RETURNS
---	---	EXISTING CURB LINES OR EDGE OF PAVEMENT
---	---	PROPOSED CURB OR PAVING ON INTERSECTING STREET
---	---	PROPOSED SEWER TO CATCH BASINS
---	---	EXISTING LATERAL SEWERS
---	---	EXISTING PUBLIC SEWERS
---	---	EXISTING GAS LINES
---	---	EXISTING WATER LINES
---	---	ELEV OF SEWER INVERT
---	---	PROPOSED C.B. M.H. & INLET SEWER
---	---	ELEV
---	---	EXISTING C.B. M.H. & INLET SEWERS
---	---	PROPOSED C.B. M.H. & INLET SEWERS ON INTERSECTING STREETS

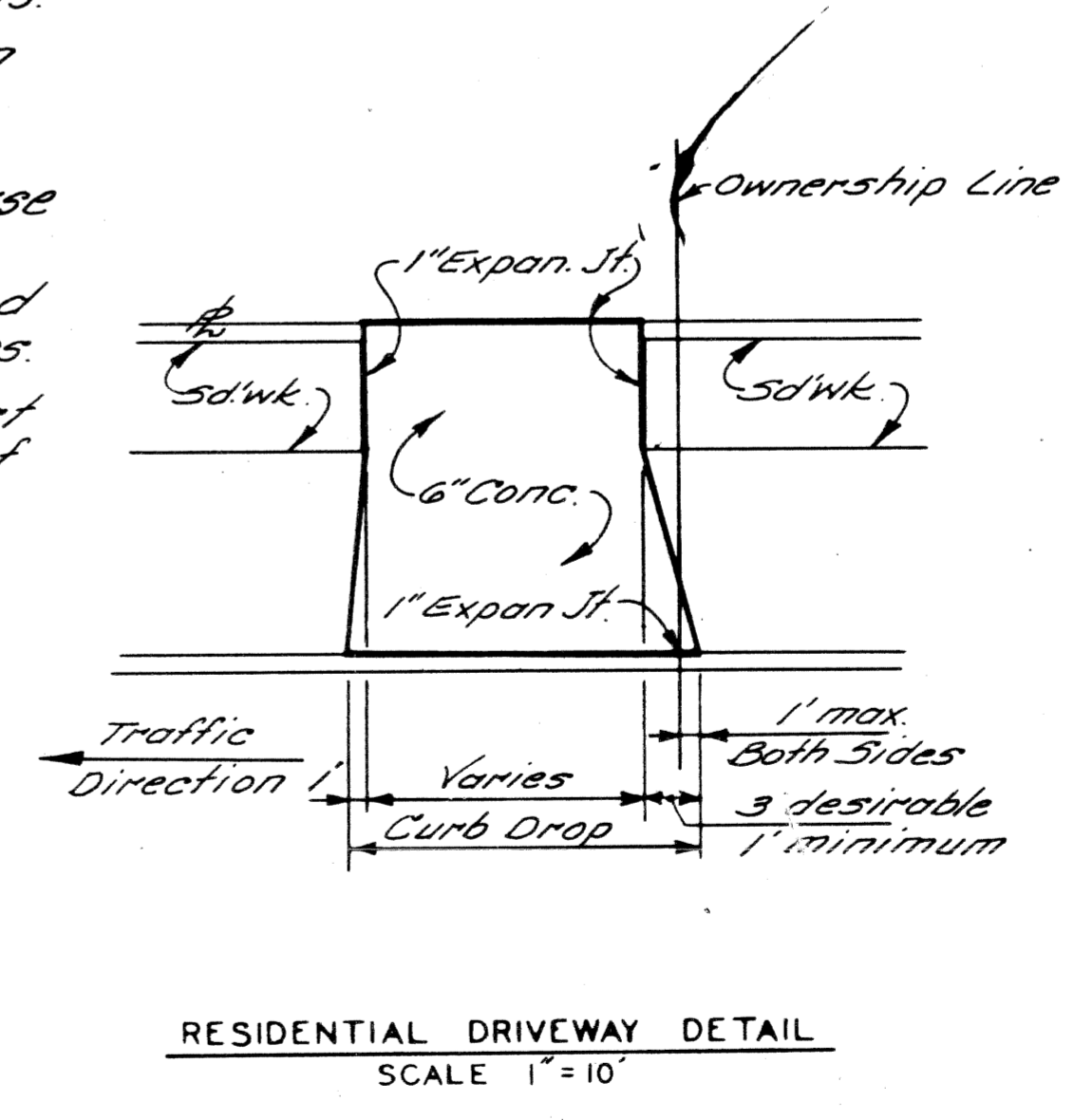
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
---	GUARD RAIL	○	BIG SIGN POST
---	FENCE	#	STREET SIGN POST
○	SEWER MANHOLE	□	CATCH BASIN
○	PLC. MANHOLE	(W)	WATER METER
○	WATER MANHOLE OR GRATE	(-)	WATER SHUT OFF
⊕	GAS MANHOLE OR GRATE	(+)	GAS SHUT OFF
⊕	WESTERN UNION MANHOLE	□	GAS DRIP
⊕	MICHIGAN BELL MANHOLE	□	DRAIN OR VENT
⊕	EDISON STEAM MANHOLE	(H)	GUY POLE
⊕	EDISON ELECTRIC MANHOLE	MB	MAIL BOX
⊕	FIRE DEPT MANHOLE	MB	AREAWAY OR COAL CHUTE
⊕	POLICE DEPT MANHOLE	○	FLAG POLE
⊕	D.S.R. MANHOLE	○	SPRINKLER BOX
⊕	FIRE DEPT STANDARD HYDRANT	⊕	DEAD MANHOLE
⊕	FIRE DEPT HIGH PRESSURE HYDRANT	△	TREE
⊕	FIRE DEPT CALL BOX	⊕	PLC 4 FD MANHOLE FILLED WITH SAND
⊕	FIRE DEPT HIGH PRESSURE MANHOLE	=	TRACK DRAIN
⊕	POLICE DEPT CALL BOX	+	TRAFFIC SIGN POST
⊕	PLC LIGHT POLE	(2)	TRAFFIC SIGNAL LIGHT
⊕	PLC POLE	□	TRAFFIC SIGNAL CONTROL BOX
⊕	TELEPHONE POLE	II	D.S.R. DANGER PLATE
⊕	EDISON POLE	TC	TRASH CONTAINER
□	TREE PLANTER		

CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEER'S OFFICE BUREAU OF DESIGN PAVING DETAIL NO. 25	STANDARD SYMBOLS FOR UTILITIES DETROIT EDISON ELECTRIC CONDUIT DETROIT EDISON STEAM CONDUIT WESTERN UNION DUCTS MICHIGAN BELL TELEPHONE DUCTS PLC CONDUITS DETROIT FIRE OR POLICE DEPT CONDUITS (PLC COMMUNICATIONS)
---	---

DESIGNED BY	DATE
DRAWN BY T. RANBY	11/1/88
CHECKED BY T. RANBY	
APPROVED BY	
DESCRIPTION	
REVISIONS	



- GENERAL NOTES**
COMMERCIAL DRIVEWAYS & ALLEYS
1. Transition edge of driveway or alley from curb at the street to no curb at the end of the driveway or alley radius.
 2. Where driveway or alley exceeds 15' in width a contraction joint shall be placed longitudinally along $\frac{1}{2}$.
 3. When distance exceeds 15', a transverse contraction joint will be required.
 4. Radius 10' unless otherwise directed by the Engineer, or as shown on plans.
 5. All work & materials req'd to construct the driveway or alley between the end of returns will be paid for as 'Concrete Pavement' of the specified thickness.
 6. Minimum & Maximum Slopes of $\frac{1}{4}$ " ft. & $\frac{3}{4}$ " ft. shall be used in the sidewalk area.



CITY OF DETROIT CITY ENGINEERING DEPARTMENT	CONNER LANE RECONSTRUCTION CHARLEVOIX TO CONNER AVE. SPECIAL STANDARDS & SPECIAL DETAILS	SHEET 19 OF 19 SHEETS CONTRACT No. ASSIGNMENT No. DATE MAY, 1988
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