OUTER DRIVE - EVERGREEN to 6 Mile

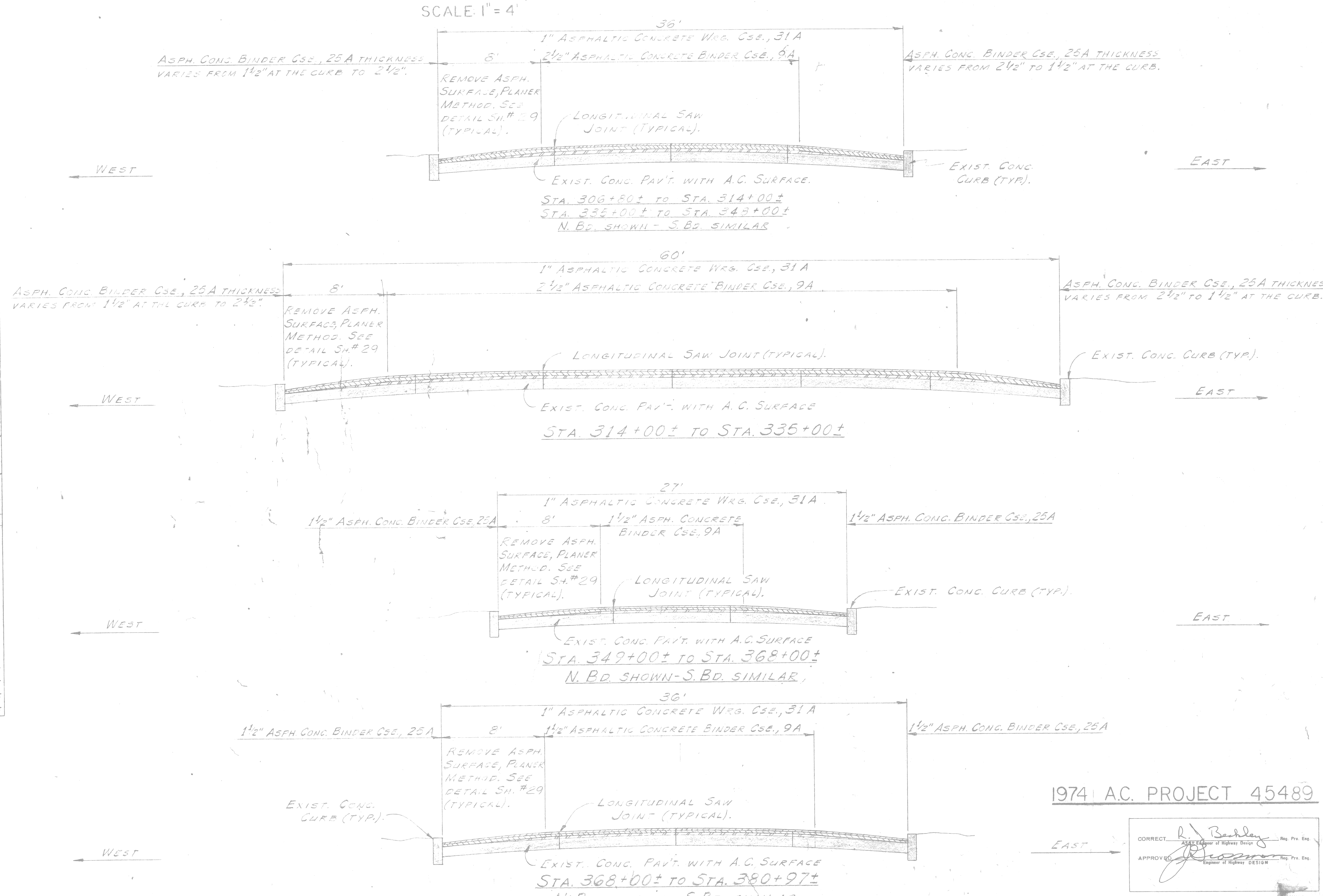
OUTER DRIVE

EVERGREEN RD. TO SIX MILE RD.

TYPICAL CROSS-SECTION

SCALE 1" = 4'

QUANTITIES	
ITEM	QUANTITY
Removing Asphalt Surface	3400 Sq.Yd.
Removing Asphalt Surface, Planer Method	22000 Sq.Yd.
Removing Sidewalk	16 Sq.Yd.
Removing Old Pavement (Patching)	250 Sq.Yd.
Removing Curb (Patching)	30 Lin.Ft.
Adjusting Manhole, Furnishing Cover "A"	1 Ea.
Adjusting Catch Basin, Furnishing Cover "X"	3 Ea.
Adjusting Water Shutoff Riser Box	1 Ea.
Adjusting Monument Box	— Ea.
Reconstructing M.H., C.B. or W.G.W.	5 Lin.Ft.
Adjusting Covers	108 Ea.
6" Pipe Underdrain	— Lin.Ft.
Concrete Pavement, 9" (Patching)	— Sq.Yd.
Concrete Curb, Straight	30 Lin.Ft.
Integral Concrete Curb and Walk	30 Lin.Ft.
Aggregate Shoulder	— Cu.Yd.
Calcium Chloride, Applied	— Tons
4" Concrete Sidewalk, Ramp	145 Sq.Ft.
Bituminous Bond Coat	8500 Gal.
Bituminous Prime Coat	— Gal.
Notching Concrete Pavement for Joint	— Lin.Ft.
Preparing Existing Pavement	123 Sta.
Sawed Longitudinal Plane of Weakness Joint in Asphaltic Concrete Surface	38,000 Lin.Ft.
Chipping Existing Concrete Pavement	10 Sq.Yd.
Concrete Curb Cap	110 Lin.Ft.
Concrete Curb Cap (Patching)	1250 Lin.Ft.
Integral Concrete Curb and Walk (Patching)	200 Lin.Ft.
Cleaning Existing Storm Drainage Structures	150 Ea.
(Estimated Quantities for Asphaltic Concrete Mixtures are based on the use of Natural Aggregates)	
Asph. Conc. Binder Course, 25A	2300 Tons
Asph. Conc. Binder Course, 9A	3600 Tons
Asph. Conc. Wearing Course, 31A	3300 Tons
Asph. Conc. Base Course, 25A	1900 Tons



1974 A.C. PROJECT 45489

CORRECT: R. J. Beckley, Asst. Engineer of Highway Design, Reg. Pro. Eng.
APPROVED: [signature], Engineer of Highway DESIGN, Reg. Pro. Eng.

FILE F-8-4 SHEET NO. 25

1974 AC PROJECT 45489

REVISIONS							
NO.	ITEM	BY	DATE	NO.	ITEM	BY	DATE
	A.C. Resurfacing Cont.		10-2-50				
	74 A.C. Resurfacing	W.H.R.	Mar. 74				

BOARD OF
WAYNE COUNTY ROAD COMMISSIONERS
DETROIT 26, MICHIGAN

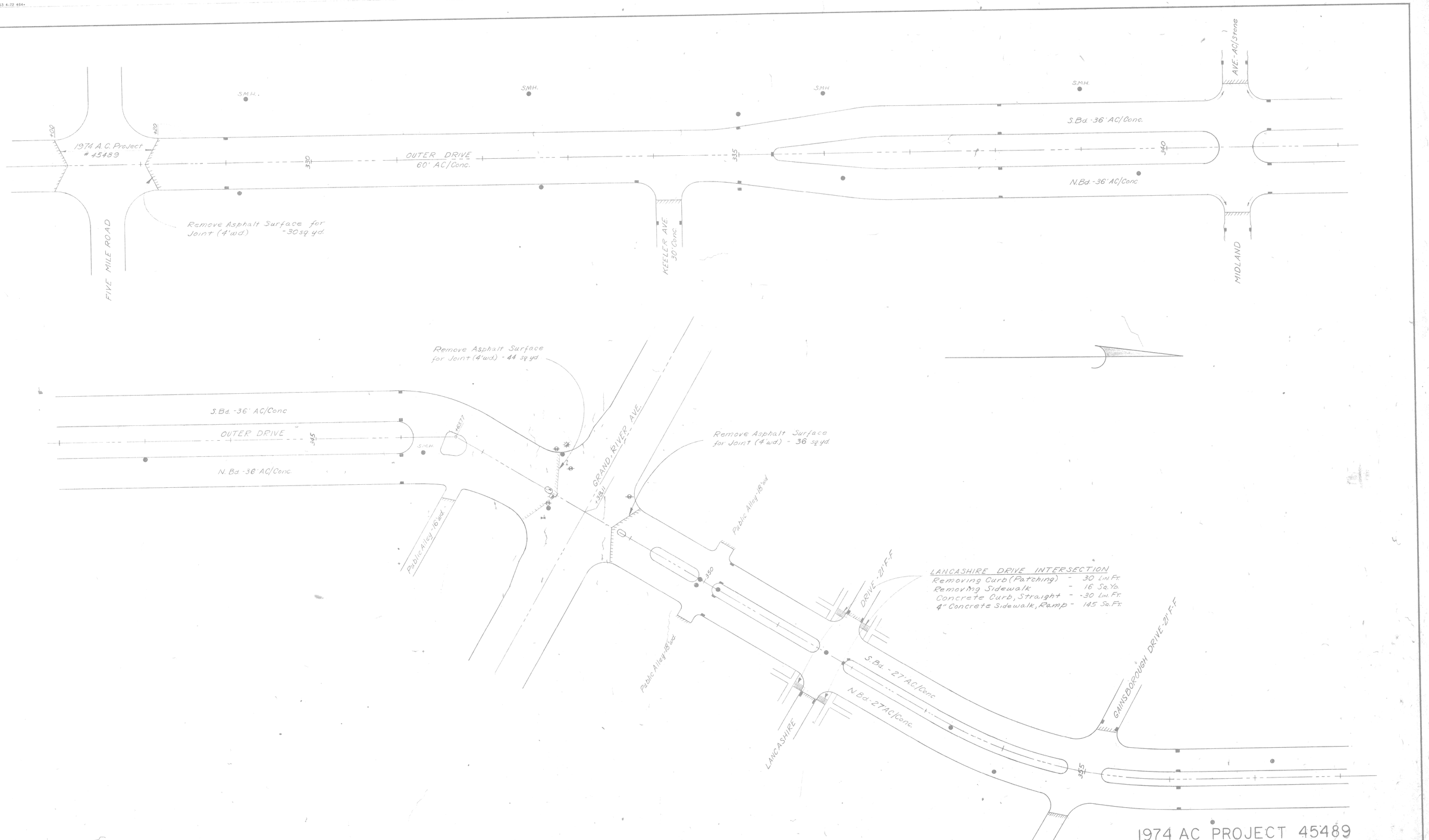
CHAIRMAN
VICE-CHAIRMAN
COMMISSIONER

SCALE 1" = 50'
DATE 1-6-50
TRANSIT BOOK
LEVEL BOOK

OUTER DRIVE
EVERGREEN TO FIVE MILE

DRAWN BY Sheehan CHECKED BY
CORRECT — Engineer of Highway Design — Reg. Pro. Eng.
APPROVED — Engineer of Highways — Reg. Pro. Eng.
APPROVED — County Highway Engineer — Reg. Pro. Eng.

FILE F-6-4
SHEET NO. 26



1974 AC PROJECT 45489

REVISIONS							
NO.	ITEM	BY.	DATE	NO.	ITEM	BY.	DATE

BOARD OF
WAYNE COUNTY ROAD COMMISSIONERS
DETROIT 26, MICHIGAN

CHAIRMAN VICE-CHAIRMAN

COMMISSIONER

SCALE 1" = 50'

DATE MAR. 74

TRANSIT BOOK

LEVEL BOOK

OUTER DRIVE

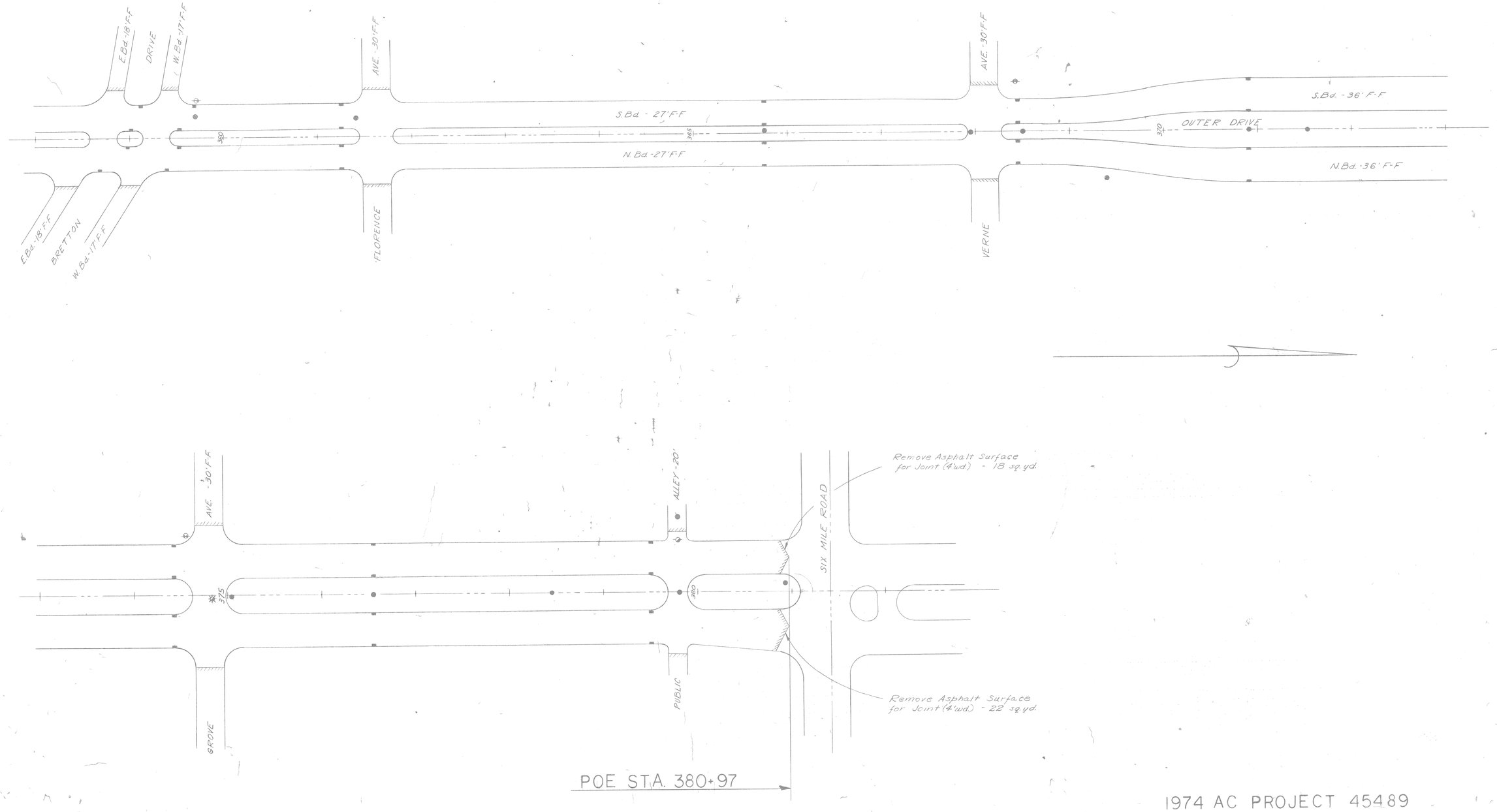
DRAWN BY: M.M.K. CHECKED BY:

CORRECT: ASST. ENGINEER OF HIGHWAY DESIGN REG. PRO. ENG.

APPROVED: ENGINEER OF HIGHWAY DESIGN REG. PRO. ENG.

FILE F-8-4 SHEET NO. 27

K&E 17 2153 4-72 464+



1974 AC PROJECT 45489

REVISIONS							
NO.	ITEM	BY	DATE	NO.	ITEM	BY	DATE

BOARD OF
WAYNE COUNTY ROAD COMMISSIONERS
DETROIT 26, MICHIGAN

CHAIRMAN VICE-CHAIRMAN

COMMISSIONER

SCALE 1"=50'

DATE MAR. 74

TRANSIT BOOK

LEVEL BOOK

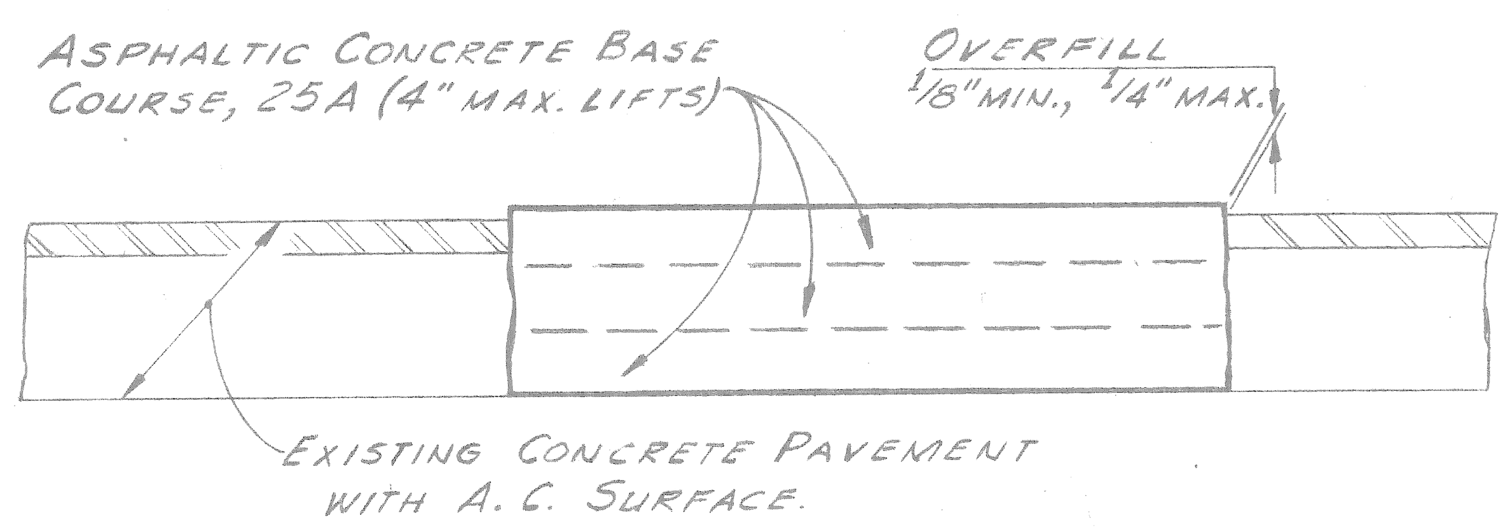
OUTER DRIVE

DRAWN BY W.H.R. CHECKED BY

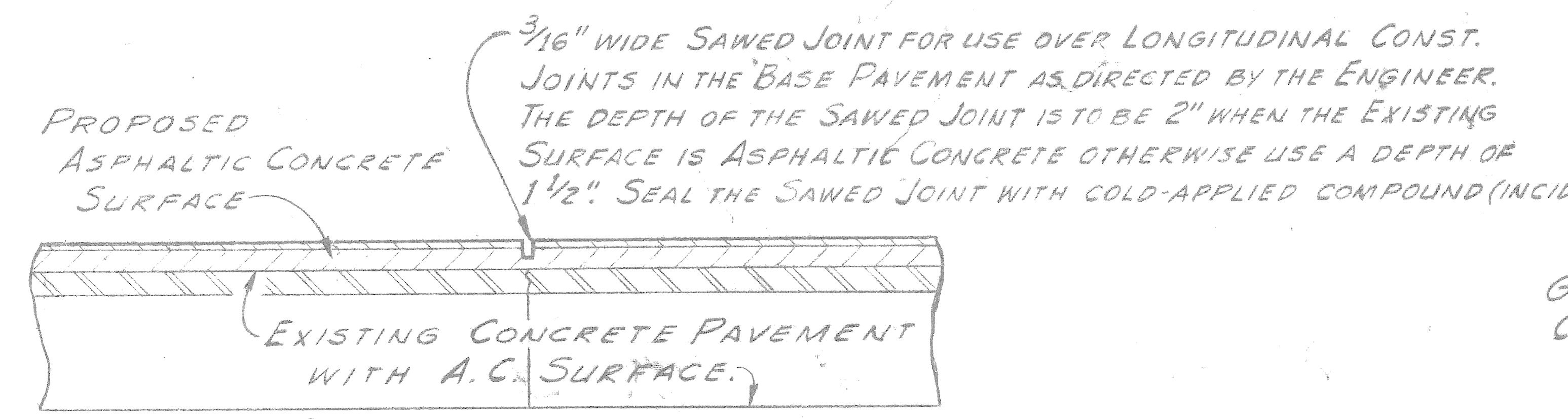
CORRECT [signature] ASST. ENGINEER OF HIGHWAY DIVISION REG. PRO. ENG.

APPROVED [signature] ENGINEER OF HIGHWAY DIVISION REG. PRO. ENG.

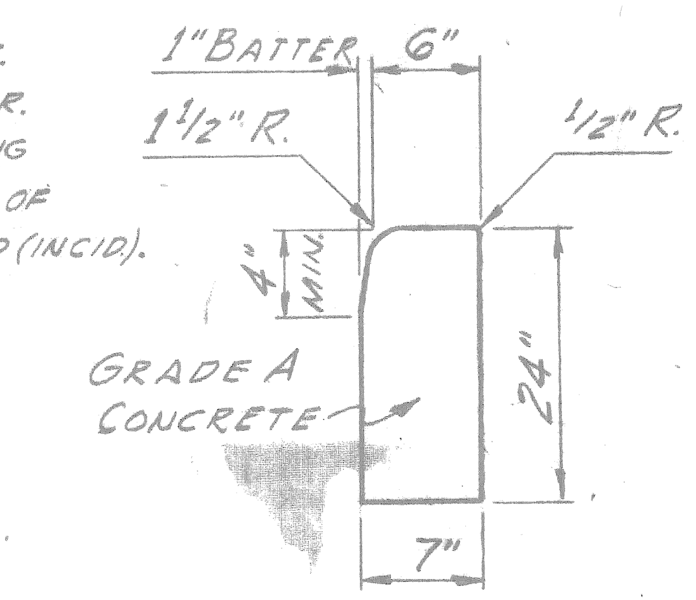
FILE F-8-4 SHEET NO. 28



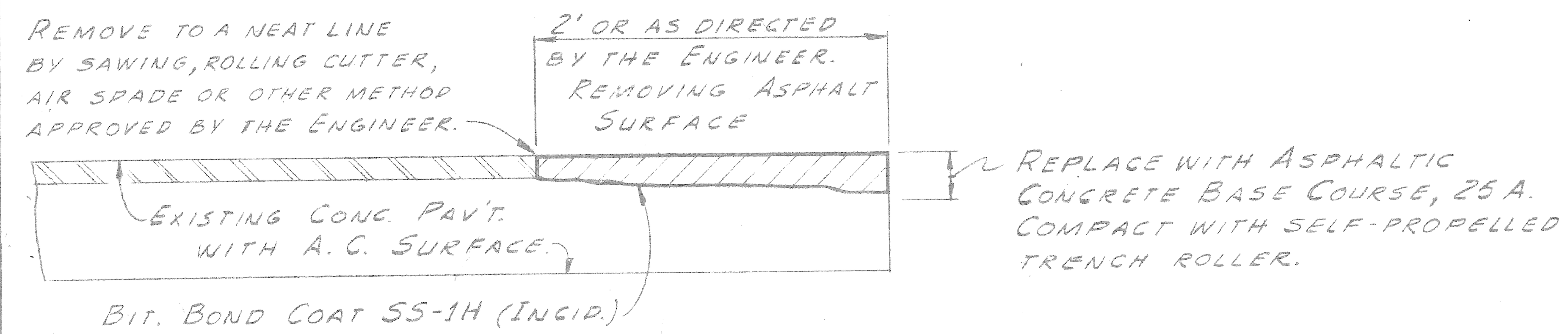
Asphaltic Concrete Base
Repair and Utility Patching



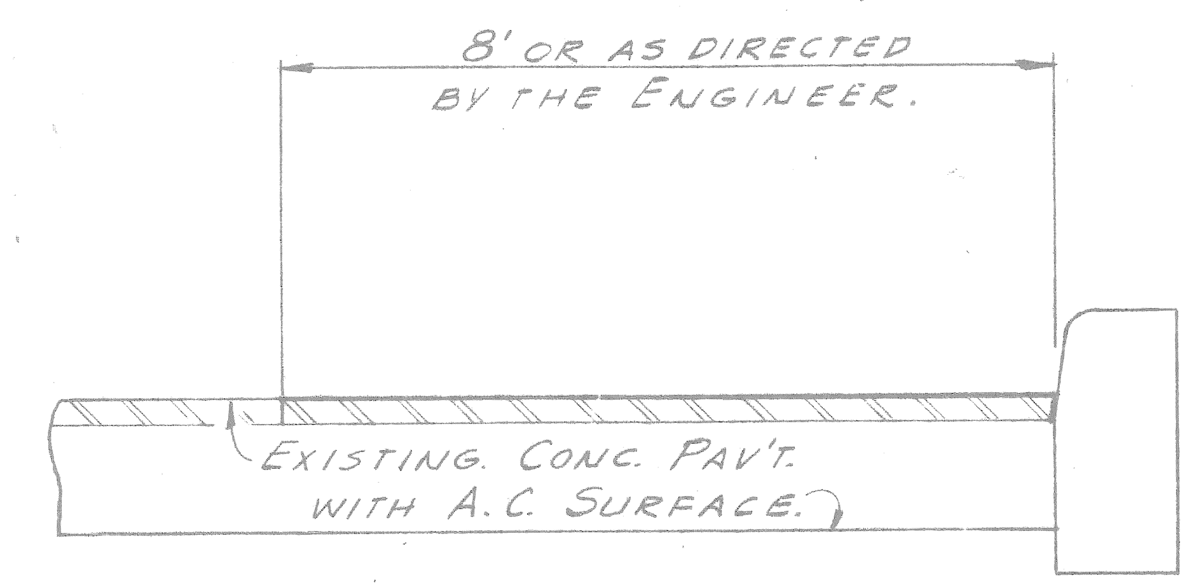
Sawed Longitudinal
Plane of Weakness Joint



Concrete Curb - Straight

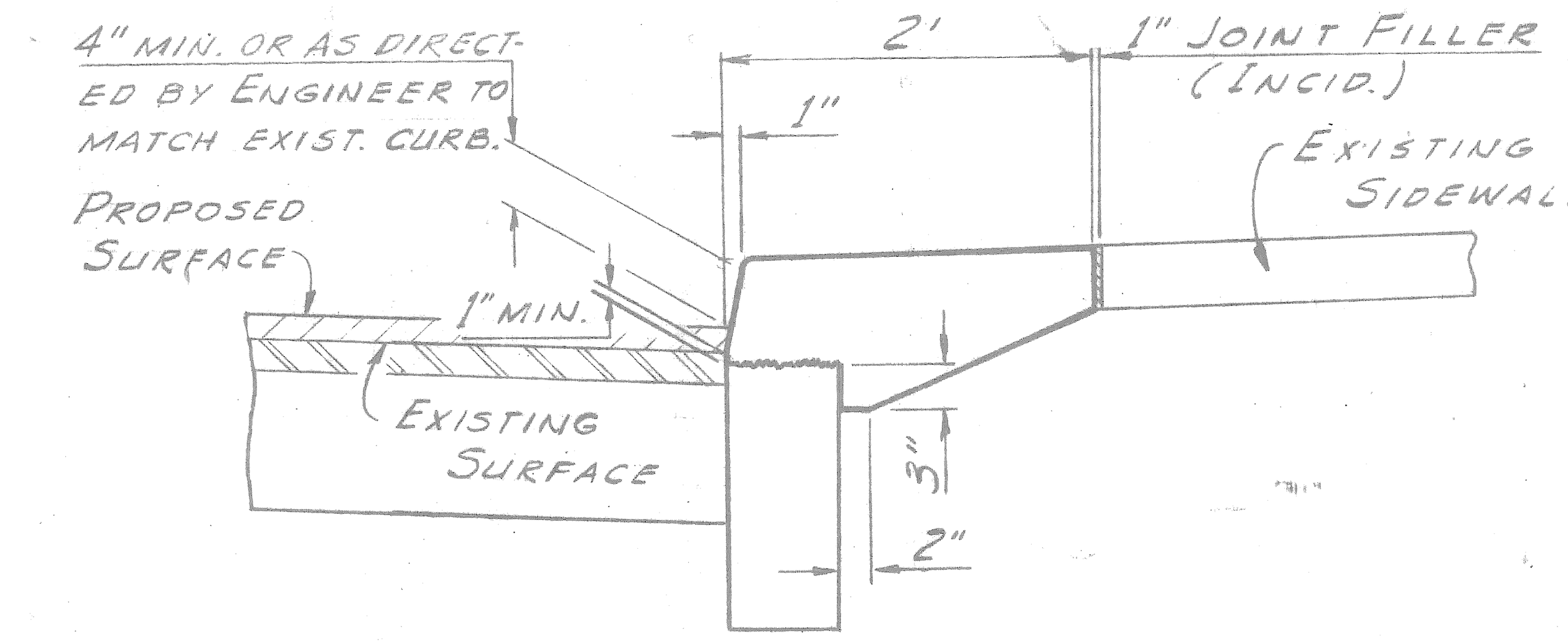


Pavement Edge Base Preparation

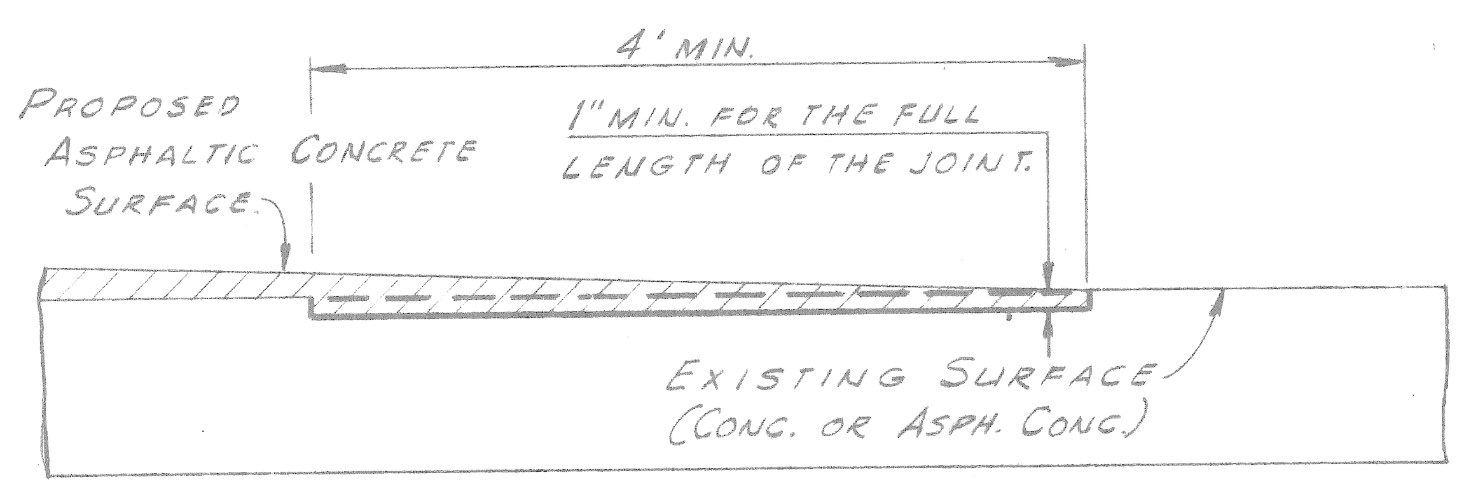


Removing Asphalt Surface (Planer Method)

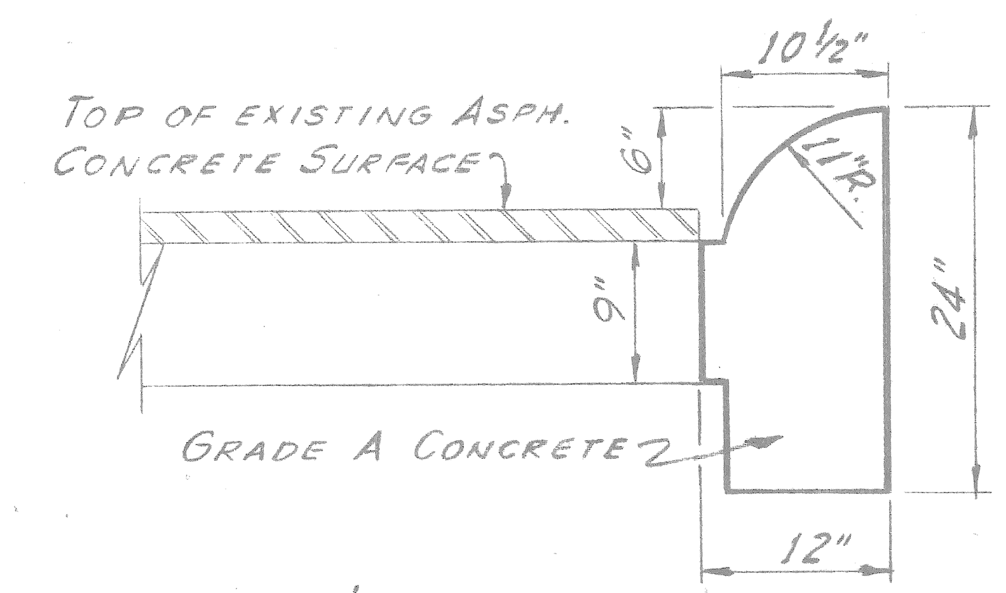
Note:
Remove existing curb to a minimum of 1" below existing pavement surface. If an existing longitudinal sidewalk joint is more than 3 1/2' from the curb face the sidewalk shall be sawed for the Integral Conc. Curb & Walk Section. If an existing longitudinal sidewalk joint is closer than 3 1/2' from the curb face the sidewalk shall be removed and replaced outside the Integral Conc. Curb & Walk Section. Sidewalk removal and replacement shall be in accordance with the Specifications. Integral Concrete Curb & Walk (Patching) is curb & walk less than 25' in continuous length. Minimum length of patches will be 5'.



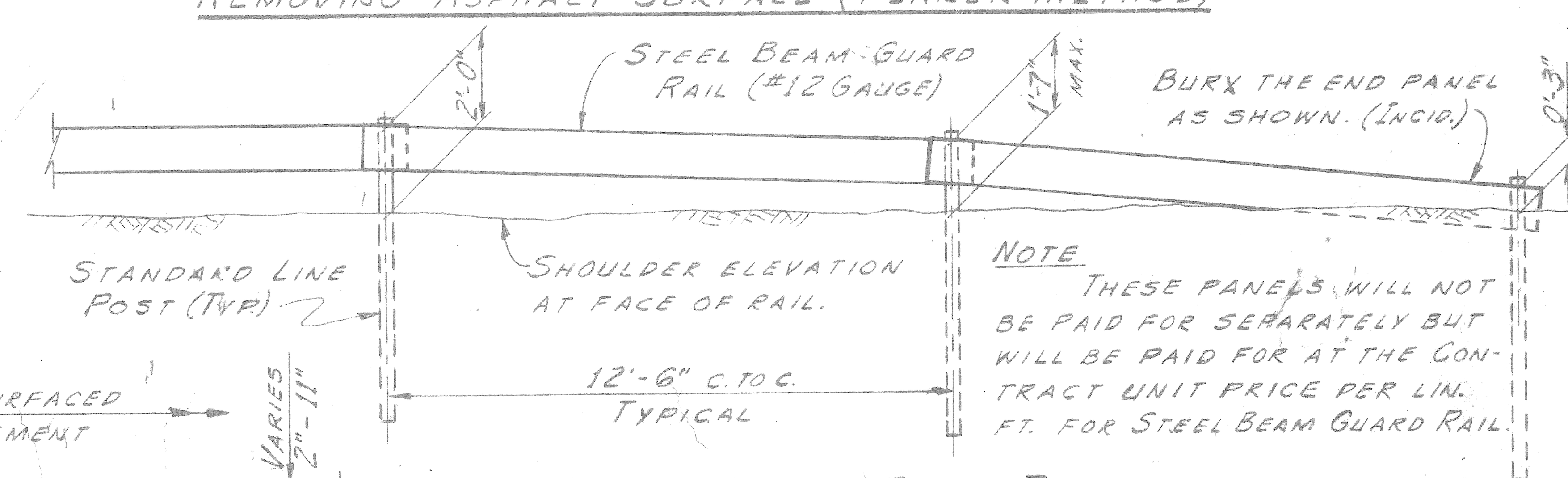
Integral Concrete Curb and Walk
Integral Concrete Curb and Walk (Patching)



Notching Pavement for Joint



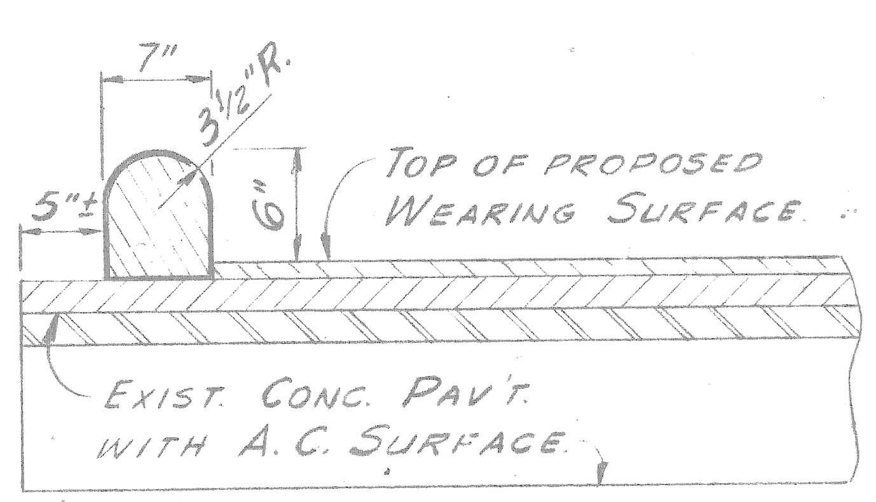
Concrete Curb — Roll



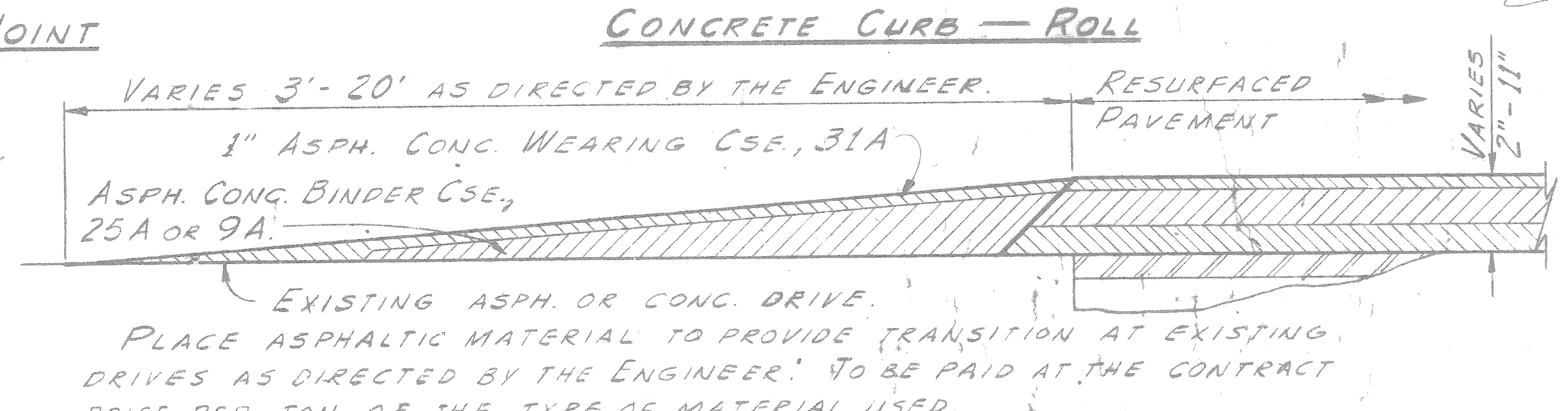
Steel Beam Guard Rail Turndown

Yield Factors		
(Based on 1" thickness per square yard)		
	Asphaltic Concrete	
Mixture	Natural Stone (Lbs.)	Slag (Lbs.)
9A Binder	114.0	104.0
25A Binder	107.0	105.0
25A Wearing	107.0	105.0
31A Wearing	108.0	102.5

Bituminous Bond Coat (SS-1H)
0.10 gal./sq. yd. on existing surface.
0.05 gal./sq. yd. on previously placed surface.



Asphaltic Concrete Curb



Existing Drive Connection

General Notes

On projects without curb where a widening is not proposed excess shoulder material shall be excavated to level with or below the existing surface (incidental) to provide for the placement of a 5" min. depth overlay of Asphaltic Concrete on undisturbed shoulder to a sufficient width, as directed by the Engineer, to provide a stable base and back-up at the edge of pavement for the placing of proposed Binder and Wearing Courses.

The preparation of existing aggregate intersections and driveways shall be incidental to the placing of Asphaltic Concrete Wearing Course, 31A.

Mail boxes in the way of shoulder construction shall be removed and relocated as directed by the Engineer. This work shall be incidental to placing Aggregate Shoulders.

The Adjustment and Reconstruction of Utility Structures not indicated on the plans will be performed by the Utility Owners.

Any existing castings damaged by the Contractor in the course of work shall be replaced by the Contractor at his own expense.

Street signs and traffic signs in the way of construction shall be removed, temporarily set and finally reset by the Contractor as directed by the Engineer. Incidental to the Project.

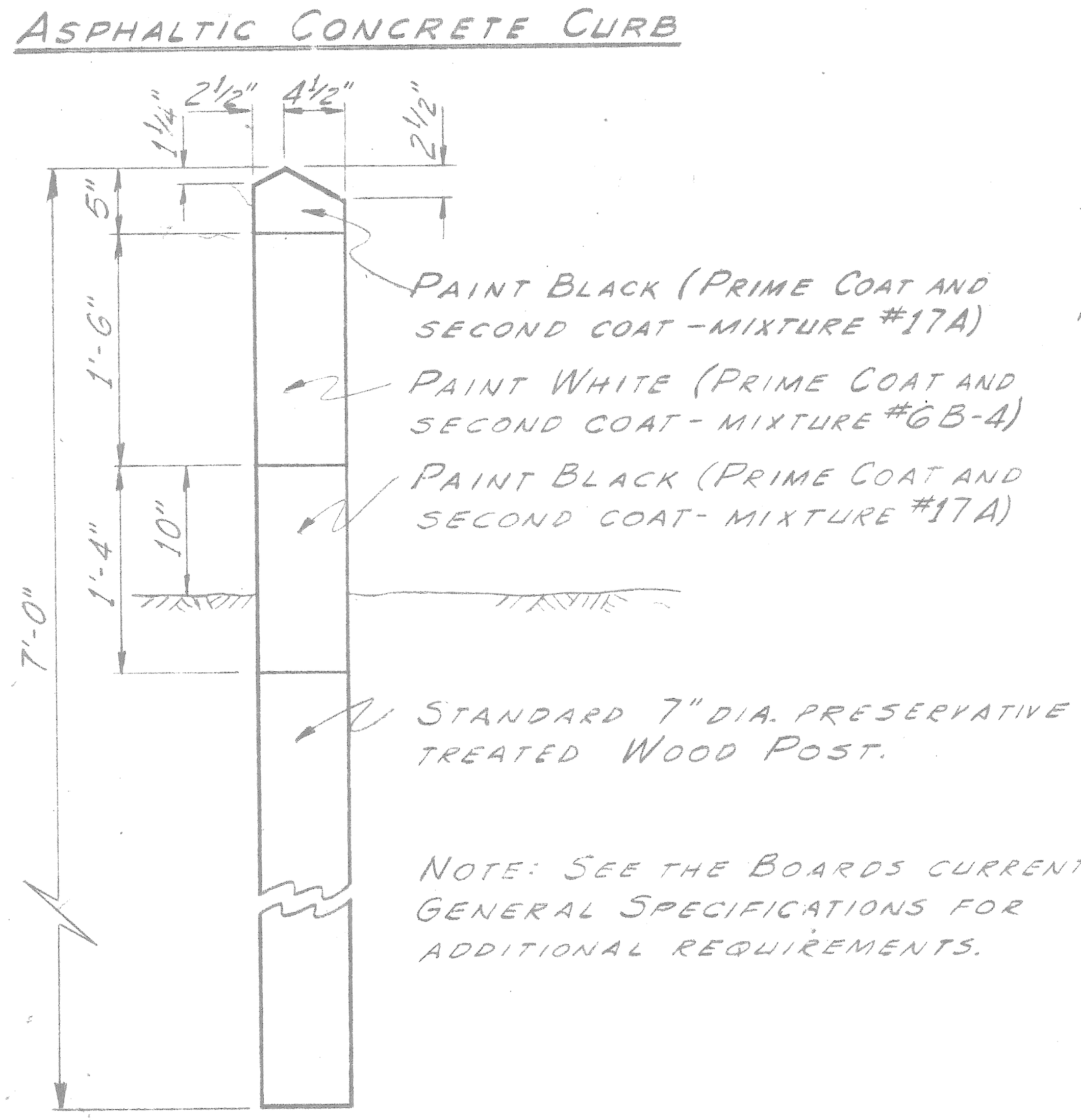
The location of all public utilities shown on these plans is taken from the best available data. The Board of Wayne County Road Commissioners will not be responsible for any omissions or variations from the locations shown.

Underground utilities may exist where the location of utilities are not shown on the plans. The Contractor shall contact the utility owners regarding their facilities prior to starting any work of excavation and shall be liable for all damages caused by his operations to other utilities and structures.

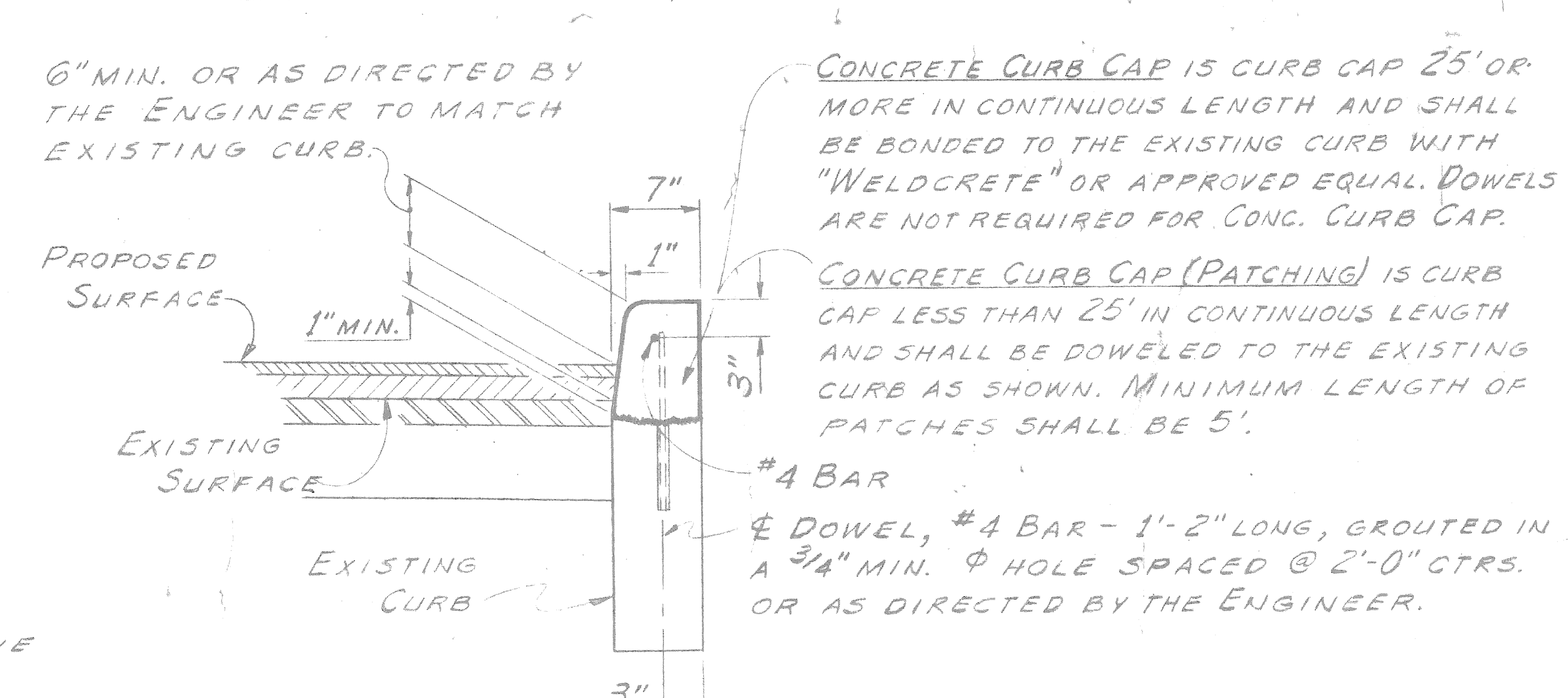
Transit Mix Concrete may be used.

Alignment shall be maintained where there are no curbs and shall not vary more than 1" from a line approved by the Engineer. The Contractor shall furnish materials and labor to set a stringline to control the alignment.

Asphaltic Concrete used to construct existing A.C. or Concrete drive connections will not be paid for separately but will be paid for at the contract unit price per ton of Asphaltic Concrete Wearing Course or Binder Course of the mixture designation placed.



Guard Post



Concrete Curb Cap
Concrete Curb Cap (Patching)

Asphaltic Concrete Resurfacing Details

Not to scale

Correct: [signature] Ass't Engineer of Highway Design, Reg. Pro. Eng.
Approved: [signature] Engineer of Highway Design, Reg. Pro. Eng.

File

Sheet No. 29