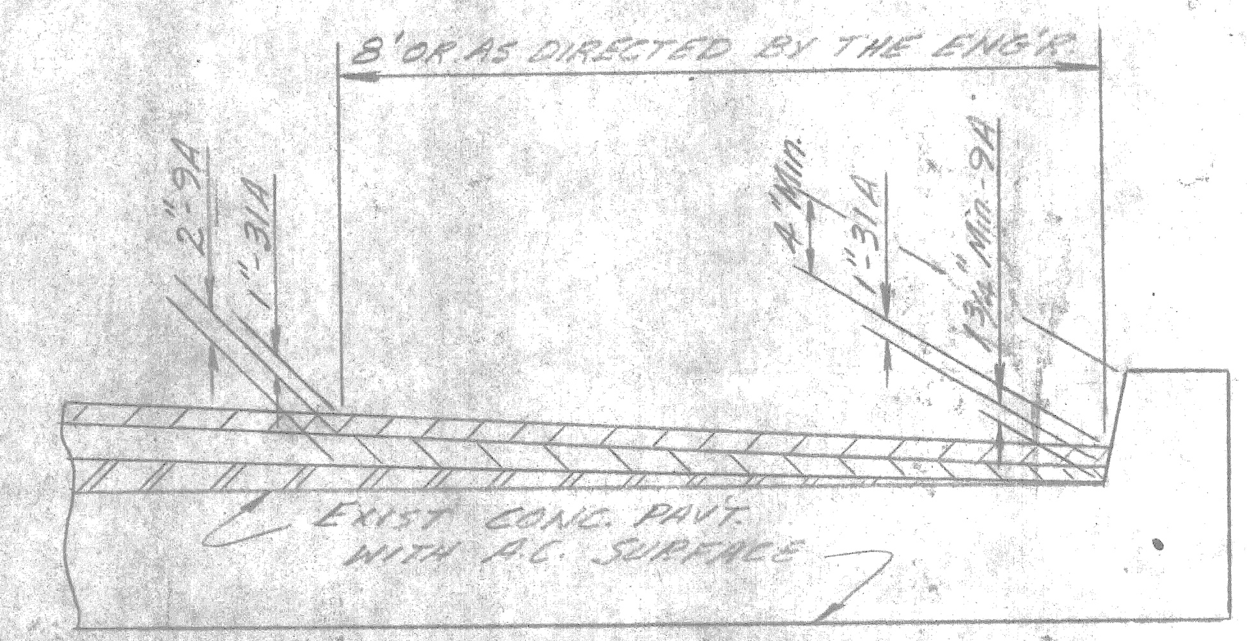
Joy Road - Burt to Spinoza

JOY ROAD

BURT TO SPINOZA

TYPICAL CROSS-SECTION

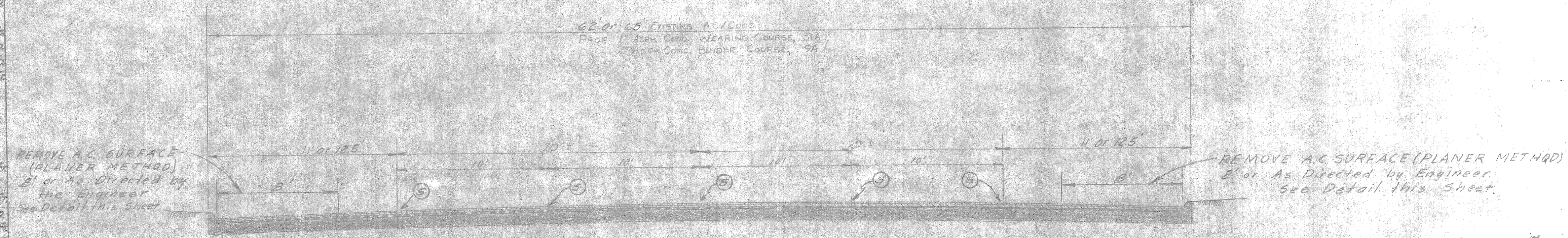
SCALE 1"=4'



ASPHALT REMOVAL, PLANER METHOD

NOT TO SCALE

QUANTITIES	
ITEM	QUANTITY
Removing Asphalt Surface	465 Sq.Yd.
Removing Asphalt Surface, Planer Method.	2070 Sq.Yd.
Removing Sidewalk	Sq.Yd.
Removing Old Pavement (Patching)	10 Sq.Yd.
Removing Curb (Patching)	55 Lin.Ft.
Adjusting Manhole, Furnishing Cover "A"	Ea.
Adjusting Catch Basin, Furnishing Cover "X"	Ea.
Adjusting Water Shutoff Riser Box	Ea.
Adjusting Monument Box	1 Ea.
Reconstructing M.H., C.B. or W.G.W.	2 Lin.Ft.
Adjusting Covers	12 Ea.
6" Pipe Underdrain	Lin.Ft.
Concrete Pavement, 9" (Patching)	Sq.Yd.
Concrete Curb, Straight	Lin.Ft.
Integral Concrete Curb and Walk	Lin.Ft.
Aggregate Shoulder	Cu.Yd.
Calcium Chloride, Applied	Tons
4" Concrete Sidewalk	Sq.Ft.
Bituminous Bond Coat (SS-1H)	1230 Gal.
Bituminous Prime Coat	Gal.
Notching Concrete Pavement for Joint	Lin.Ft.
Preparing Existing Pavement	12 Sta.
Sawed Longitudinal Plane of Weakness Joint in Asphaltic Concrete Surface	5815 Lin.Ft.
Chipping Existing Concrete Pavement	Sq.Yd.
Cleaning Existing Storm Drainage Structures	10 Ea.
Concrete Curb Cap Patching	55 Lin.Ft.
(Estimated Quantities for Asphaltic Concrete Mixtures are based on the use of Natural Aggregates.)	
Asph. Conc. Binder Course, 25A	45 Tons
Asph. Conc. Binder Course, 9A	910 Tons
Asph. Conc. Wearing Course, 31A	485 Tons
Asph. Conc. Base Course, 25A	6 Tons



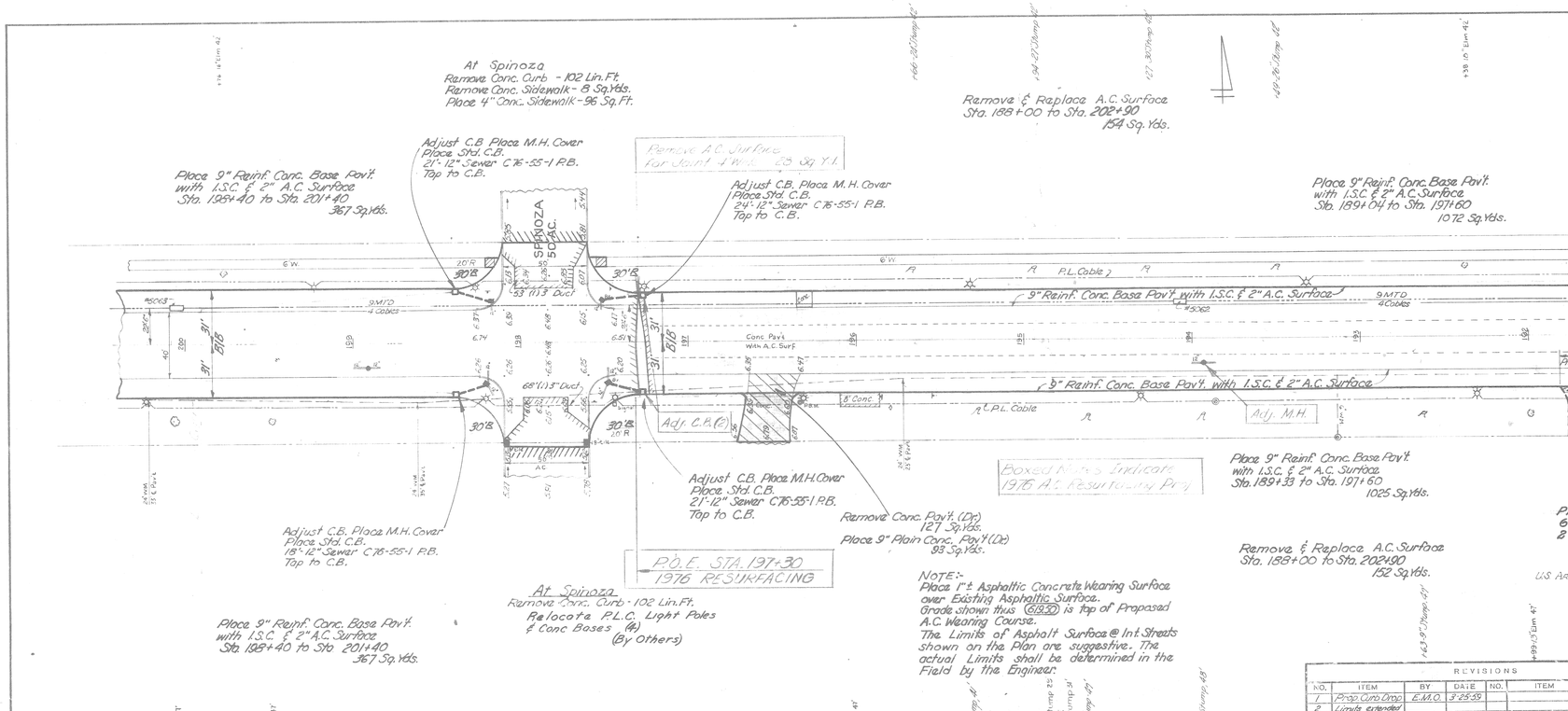
1976 A.C. PROJECT 4 38

CORRECT R. J. Beckley Reg. Prof. Eng. Asst. Engineer of Highway Design

APPROVED Reg. Pro. Eng. Engineer of Highway DESIGN

FILE F-8-1 SHEET NO. 8

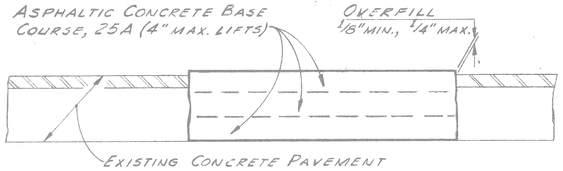

B.M.#5 Elev. 618.45
"o" Cut in Center light base in Parking Lot 55 Lt. Sta. 186+58
B.M.#4 Elev 619.47
"Det" On Hydrant S.W. Cor. Pierson & Joy Rd.
B.M.#3 Elev. 619.87
Top 4" Pipe N.W. Cor. Most Westerly Pump Base K-Way Gas Station 94' LT. Sta. 178+18
TRINITY 86
BURT 60
PIERSON 60
BRAILE 60
Proposed 9" Reinf. Conc. Base with I.S.C. & 2" A.C. Surface
Place Asphalt Conc. Wearing Course
NOTE:-
Place 1"± Asphaltic Concrete Wearing Surface over Existing Asphaltic Surface.
Grade shown thus (616.50) is top of Proposed A.C. Wearing Course.
The Limits of Asphalt Surface @ Int. Streets shown on the Plan are suggestive. The actual limits shall be determined in the Field by the Engineer.
P.O.B. STA 185+67
1976 A.C. RESURFACING
1976 A.C. RESURFACING PROJECT 45538
WC-59-C8
Cut = 707 Cu. Yd's.
Fill + Shr = 50 Cu. Yd's.
Waste = 657 Cu. Yd's.
BOARD OF
WAYNE COUNTY ROAD COMMISSIONERS
DETROIT 26, MICHIGAN
CHAIRMAN
VICE-CHAIRMAN
COMMISSIONER
JOY ROAD
Scale 1"-40'
Date 1-13-59
Transit Book T-29-5
Level Book L-29-5
REVISIONS
PLAN
PROFILE
FILE A-17-2 F-8-1
SHEET NO. (18) 9



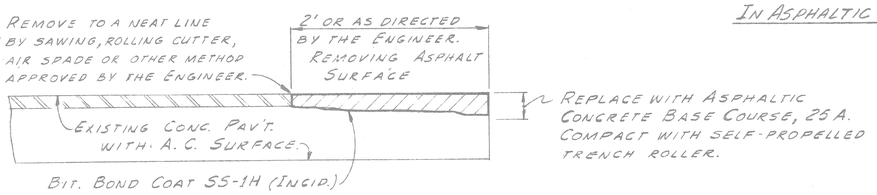
FILE A-17-2
F-8-1

SHEET NO. 19/10

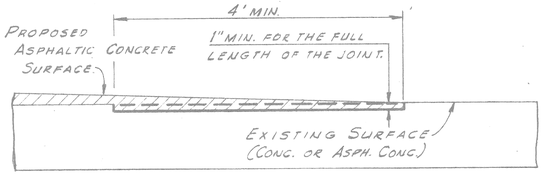
K&E 17 5153 4-69



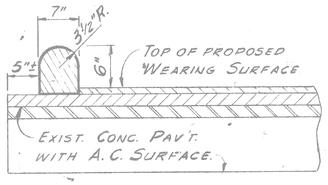
Asphaltic Concrete Base Repair and Utility Patching



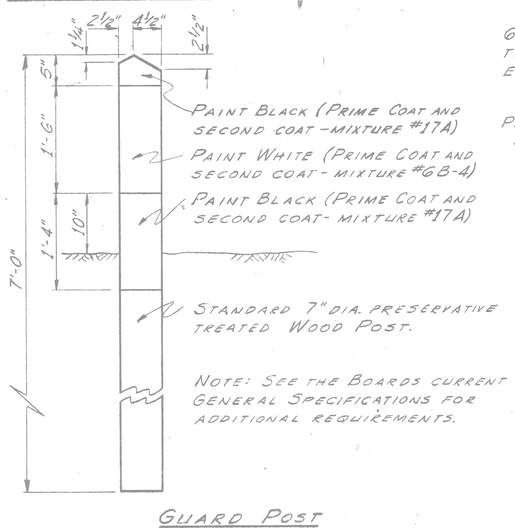
Pavement Edge Base Preparation



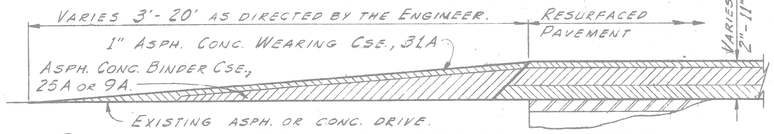
Notching Pavement For Joint



Asphaltic Concrete Curb

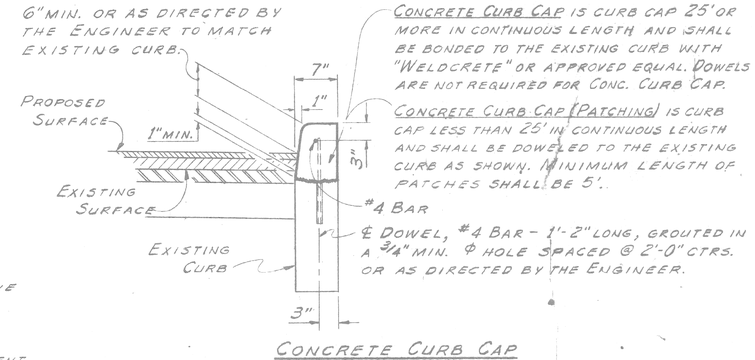


Guard Post



Place asphaltic material to provide transition at existing drives as directed by the Engineer. To be paid at the contract price per ton of the type of material used.

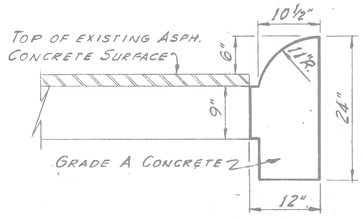
Existing Drive Connection



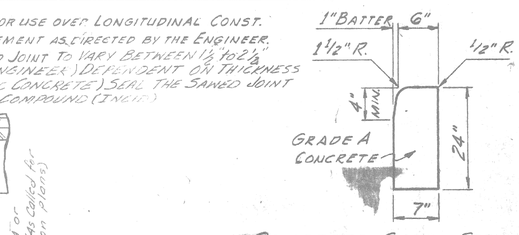
Concrete Curb Cap is curb cap 25' or more in continuous length and shall be bonded to the existing curb with "Weldcrete" or approved equal. Dowels are not required for Conc. Curb Cap.

Concrete Curb Cap (Patching) is curb cap less than 25' in continuous length and shall be doweled to the existing curb as shown. Minimum length of patches shall be 5'.

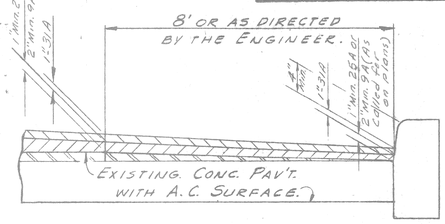
Concrete Curb Cap
Concrete Curb Cap (Patching)



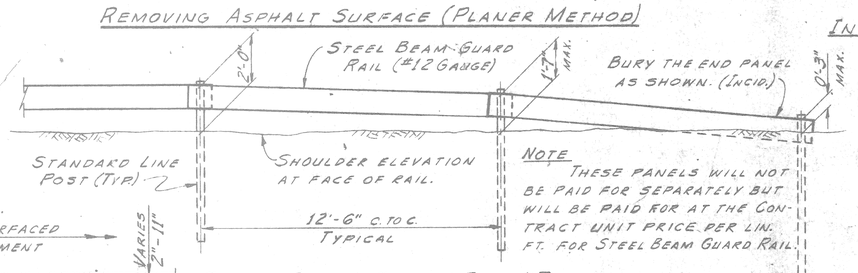
Concrete Curb — Roll



Concrete Curb - Straight



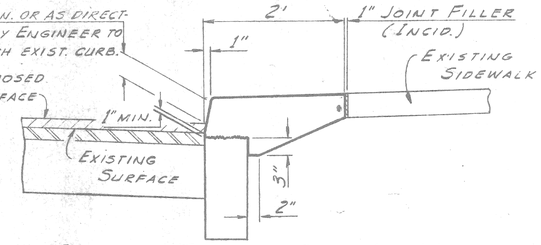
Removing Asphalt Surface (Planer Method)



Note: These panels will not be paid for separately but will be paid for at the contract unit price per lin. ft. for Steel Beam Guard Rail.

Steel Beam Guard Rail Turndown

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)

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.

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.

1976 A.C. PROJECTS

CORRECT — Chief Engineer of Highways Design — Reg. Prv. Eng.

APPROVED — Engineer of Highways Design — Reg. Prv. Eng.

Asphaltic Concrete Resurfacing Details

Not to scale

FILE F-8-1 SHEET NO. 11