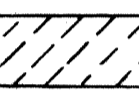


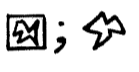
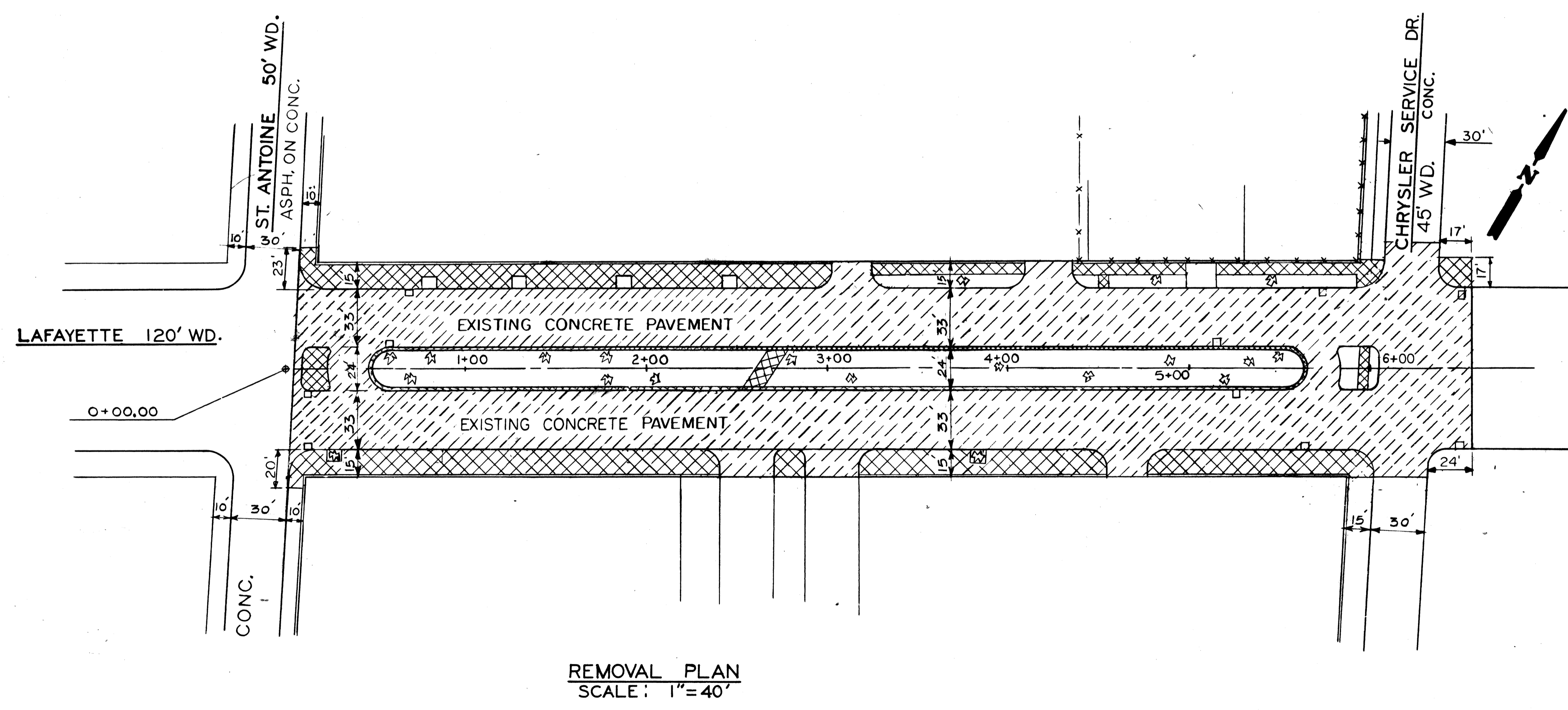


REMOVAL LEGEND

-  PAVEMENT REMOVAL
-  REMOVE BITUMINOUS SURFACE AND RESURFACE
-  SIDEWALK REMOVAL
-  EXISTING TREES TO REMAIN

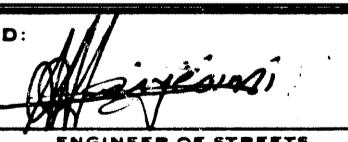
NOTES

1. FOR UTILITY LEGEND AND SYMBOLS, SEE SHEET NO. 8
2. LOCATION OF EXISTING UTILITY LINES ARE BASED ON THE BEST AVAILABLE RECORDS AND ARE NOT GUARANTEED FOR ACCURACY.



COORD	DESCRIPTION	DRN	CHKD	APPRD	DATE

DESIGNED BY	R. Jozmek
DRAWN BY	ABrown
TRACED BY	
CHECKED BY	Radim Haida

APPROVED:	
	ENGINEER OF STREETS
	HIGHWAY ENGINEER

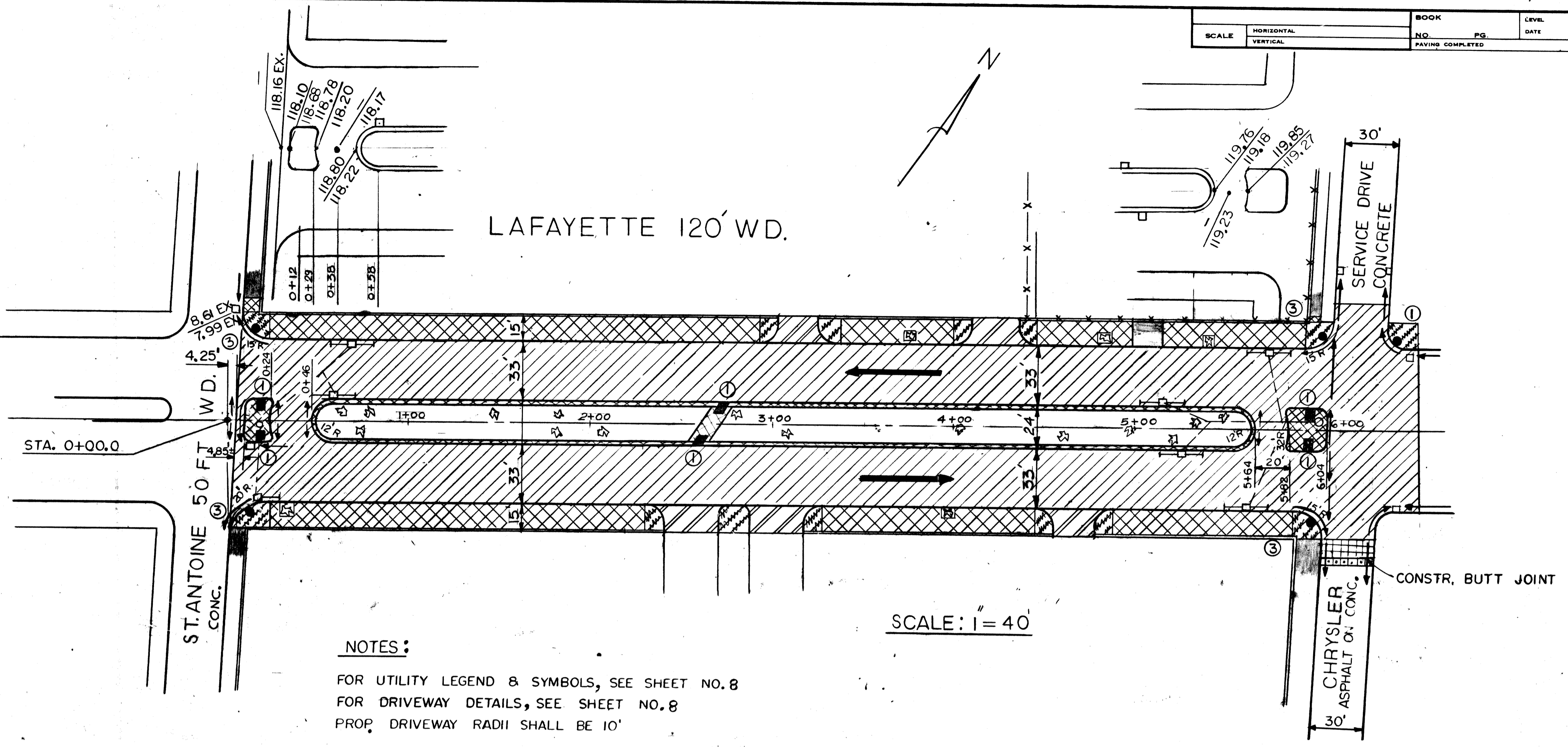
CITY OF DETROIT
CITY ENGINEERING DEPARTMENT
BUREAUS OF STREETS AND HIGHWAYS
FOR

REPAVING OF LAFAYETTE FROM
ST. ANTOINE TO CHRYSLER SERVICE DRIVE AND
MISCELLANEOUS CONSTRUCTION

REMOVAL AND UTILITY SHEET

SHEET 2 OF 12 SHEETS
CONTRACT NO.
ASSIGNMENT NO. 89-22-30
DATE: MAY, 1993

BENCH MARKS	ELEV
R.B.M. #38-352 N.W. CORNER LAFAYETTE & ORLEANS	125.31
R.B.M. #38-251B N.W. CORNER LAFAYETTE & RIVARD	118.78
C.B.M. #1-HYD. S.W. CORNER LAFAYETTE & S.B. CHRY. SD.	122.13
C.B.M. #2-HYD. SOUTH SIDE LAFAYETTE STA. 3+51	122.63
C.B.M. #3-HYD. CENTER OF ISLAND WEST SIDE ST. ANTOINE & LAFAYETTE	121.49

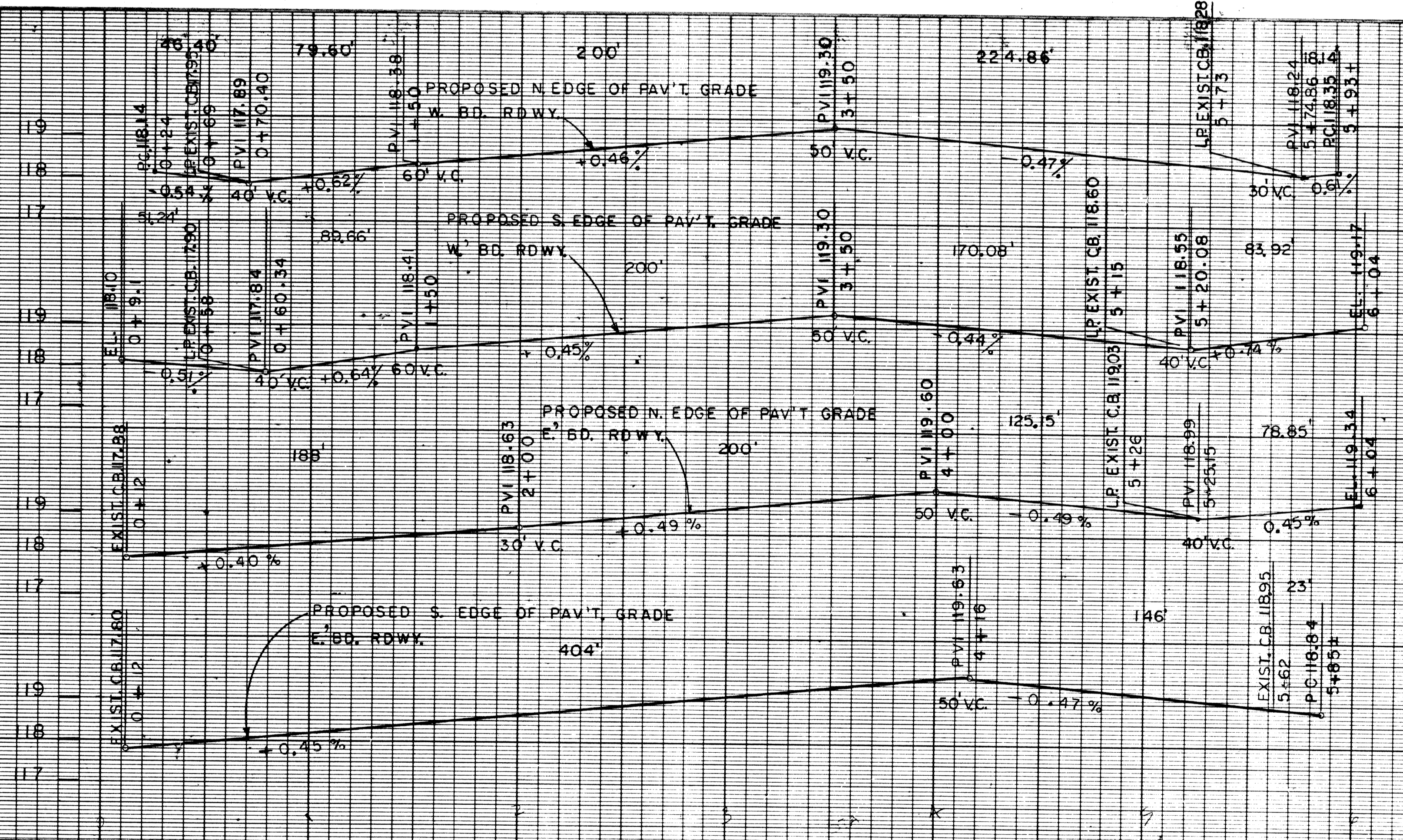


NOTES:
 FOR UTILITY LEGEND & SYMBOLS, SEE SHEET NO. 8
 FOR DRIVEWAY DETAILS, SEE SHEET NO. 8
 PROP. DRIVEWAY RADII SHALL BE 10'

SCALE: 1" = 40'

SURFACING LEGEND

- DRAINAGE DIRECTION ARROW
- TRAFFIC DIRECTION ARROW
- CONCRETE PAVEMENT - 9" UNIFORM REINFORCED WITH REINFORCED INTEGRAL CURB
- CONCRETE SIDEWALK - 6"
- CONCRETE PAVEMENT NONREINFORCED - 8" DRIVEWAY
- CONCRETE SIDEWALK - 4"
- SIDEWALK RAMP TYPE I, TYPE 3
- PROPOSED 6" SUBGRADE UNDER DRAIN AT EXISTING CATCH BASIN
- EXISTING SIDEWALK TO REMAIN
- EXISTING CATCH BASIN, M.H., & INLET SEWER TO REMAIN
- REMOVE BITUMINOUS SURFACE AND RESURFACE WITH 1300T, 20AAA
- EXISTING TREES TO REMAIN
- ADJUSTING DRAINAGE STRUCTURE COVER CASE I OR II SEE UTILITY PLAN SHEET NO. 2
- ADJUSTING WATER SHUTOFF SEE UTILITY PLAN SHEET NO. 2



SCALE:
 VERTICAL 1" = 2'
 HORIZONTAL 1" = 40'

PLAN	H.E.	BY	CHECKED BY	APPROVED
GRADE	R. Jaganich			<i>R. Jaganich</i>
ESTIMATE	R. Jaganich			
DESCRIPTION	DR. NO.	CHK. D.	AP. V.D.	DATE
REVISIONS	FINAL			

CITY OF DETROIT
 CITY ENGINEERING DEPARTMENT
 BUREAU OF STREETS AND HIGHWAYS
 FOR

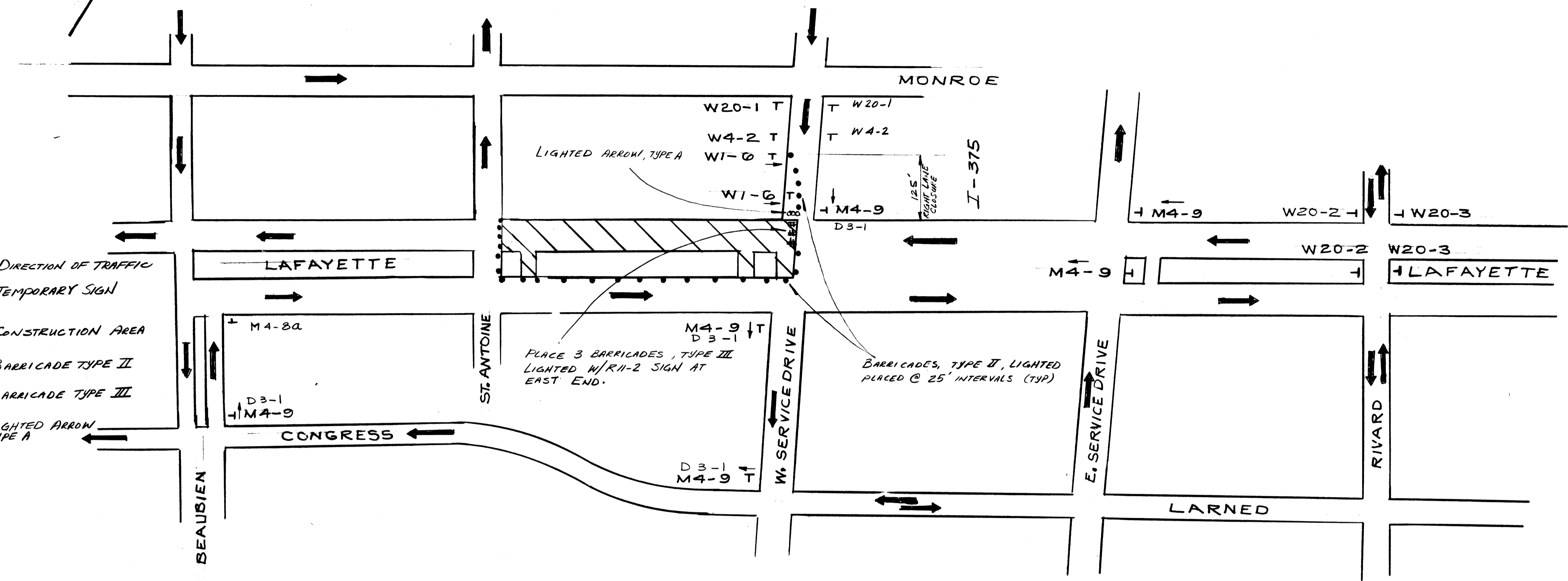
REPAVING OF LAFAYETTE FROM
 ST. ANTOINE TO CHRYSLER SERVICE DRIVE AND
 MISCELLANEOUS CONSTRUCTION
 PLAN AND PROFILE
 ST. ANTOINE TO CHRYSLER SERVICE DRIVE

INDEX NO.	SHEET 3 OF 12 SHEETS
TYPED NO.	CONTRACT NO.
INDEXED	ASSIGNMENT NO. 89-22-30

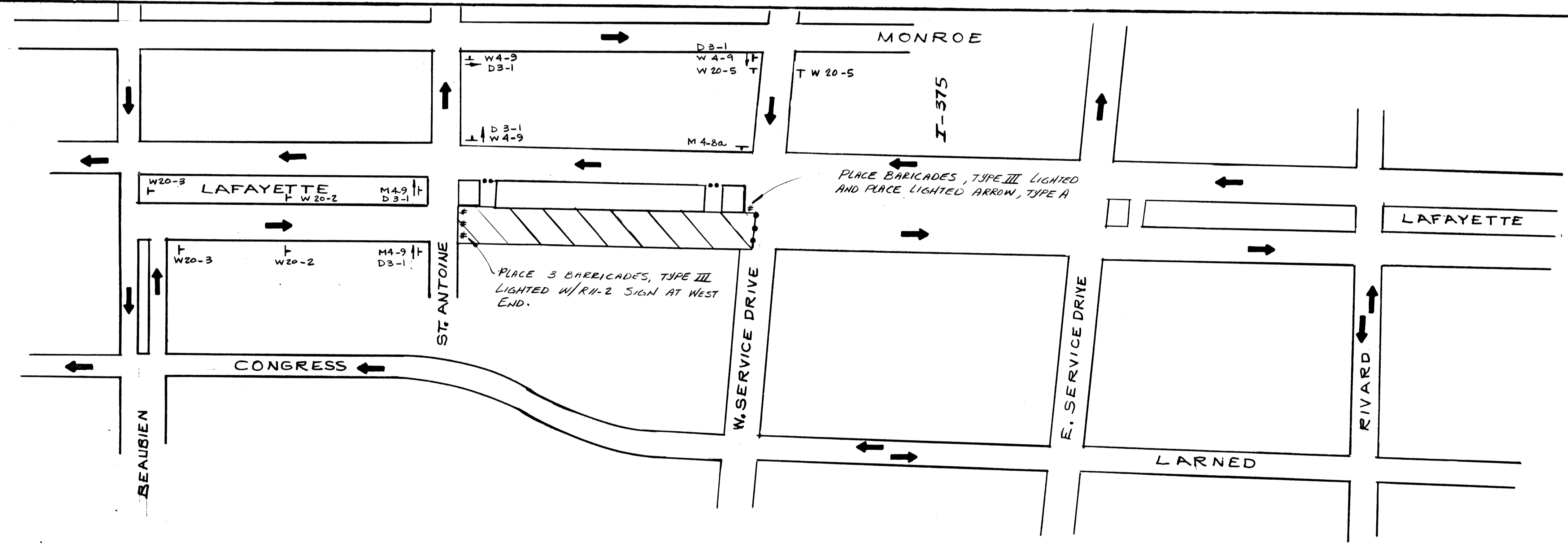
TEMPORARY SIGN QUANTITIES

LIGHTED ARROW, TYPE A - FURNISHED	4	EACH
LIGHTED ARROW, TYPE A - OPERATED	3	EACH
BARRICADE, TYPE II, LIGHTED - FURNISHED	60	EACH
BARRICADE, TYPE II, LIGHTED - OPERATED	55	EACH
BARRICADE, TYPE III, LIGHTED - FURNISHED	5	EACH
BARRICADE, TYPE III, LIGHTED - OPERATED	4	EACH
MINOR TRAFFIC DEVICES	1	L. SUM
SIGN, TYPE B TEMPORARY	430	S.F.T

- LEGEND:**
- DIRECTION OF TRAFFIC
 - ⊥ TEMPORARY SIGN
 - ▨ CONSTRUCTION AREA
 - BARRICADE TYPE II
 - # BARRICADE TYPE III
 - ⊥ LIGHTED ARROW TYPE A

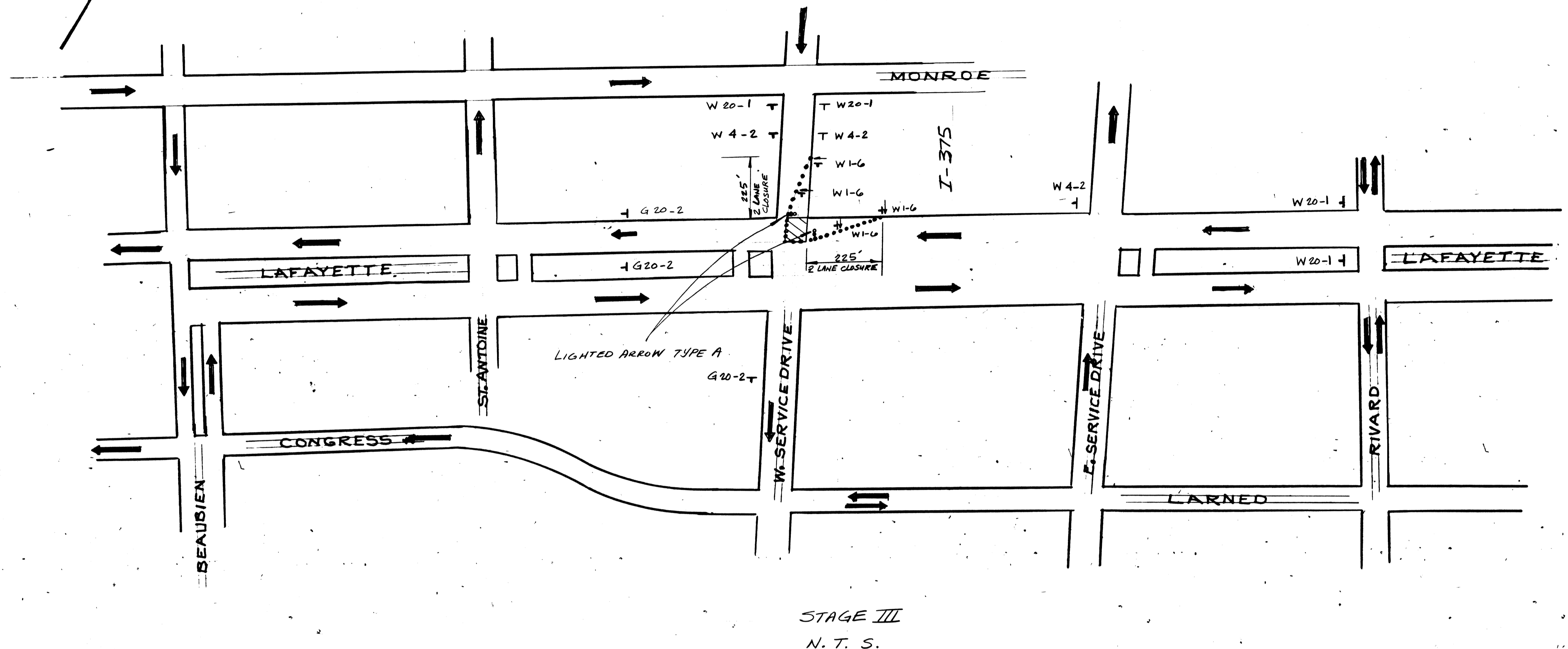


STAGE I
N. T. S.

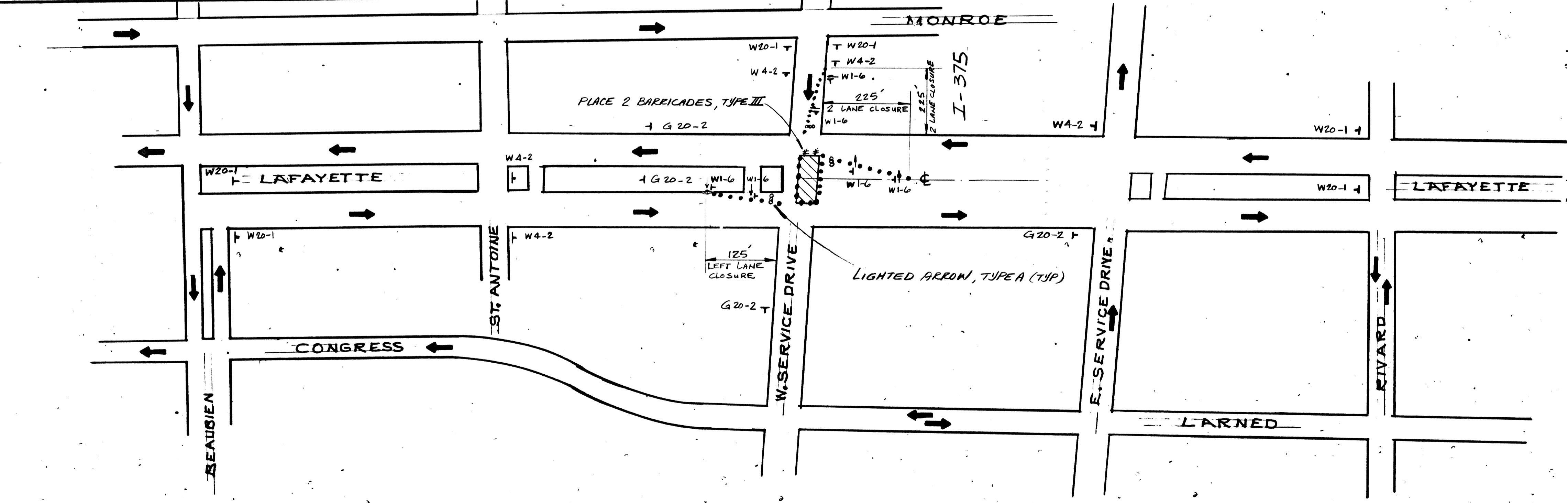


STAGE II
N. T. S.

<table border="1"> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> <th>CHECKED</th> <th>APPROVED</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	DESCRIPTION	DATE	BY	CHECKED	APPROVED																PLAN GRADE ESTIMATE FINAL	BY F.R. M.K.	CHECKED BY M.K.	APPROVED ENGINEER OF STREETS	CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAU OF STREETS AND HIGHWAYS FOR	REPAVING OF LAFAYETTE FROM ST. ANTOINE TO CHRYSLER SERVICE DRIVE AND MISCELLANEOUS CONSTRUCTION CONSTRUCTION SEQUENCE STAGE I & II	SHEET 5 OF 12 SHEETS CONTRACT NO. 89-22-30 ASSIGNMENT NO. DATE: MAY, 1993
	DESCRIPTION	DATE	BY	CHECKED	APPROVED																						



STAGE III
N. T. S.



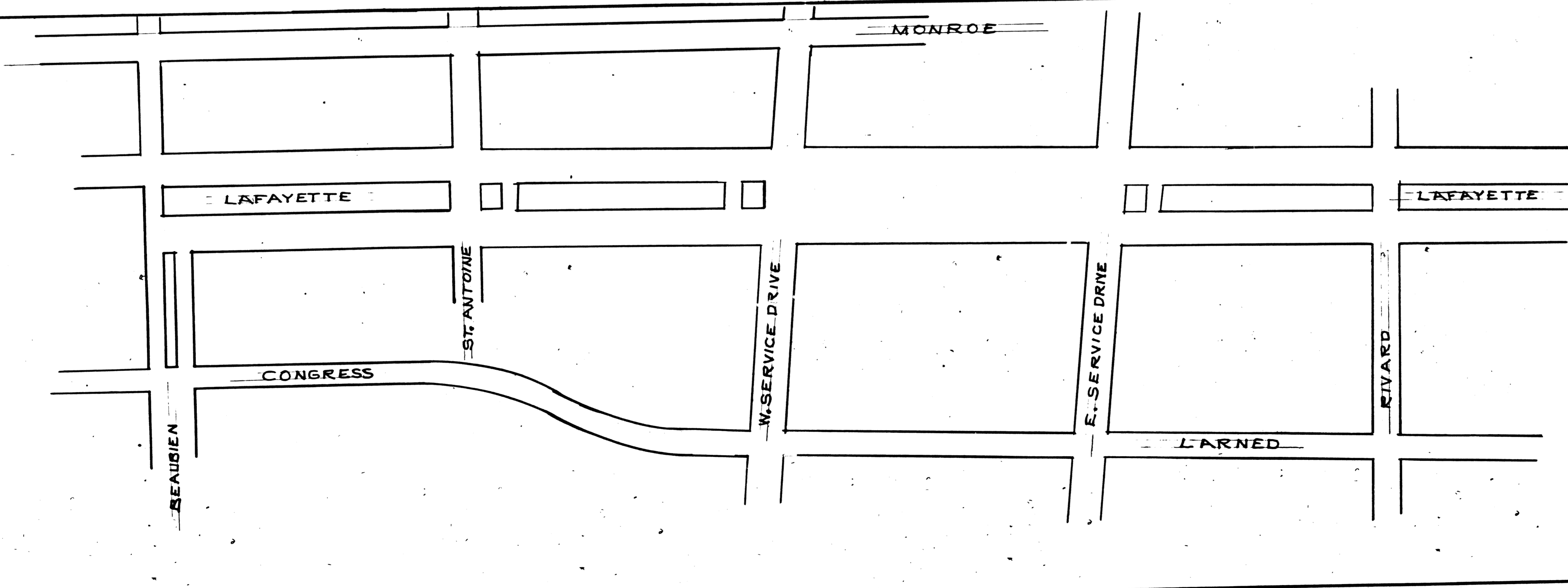
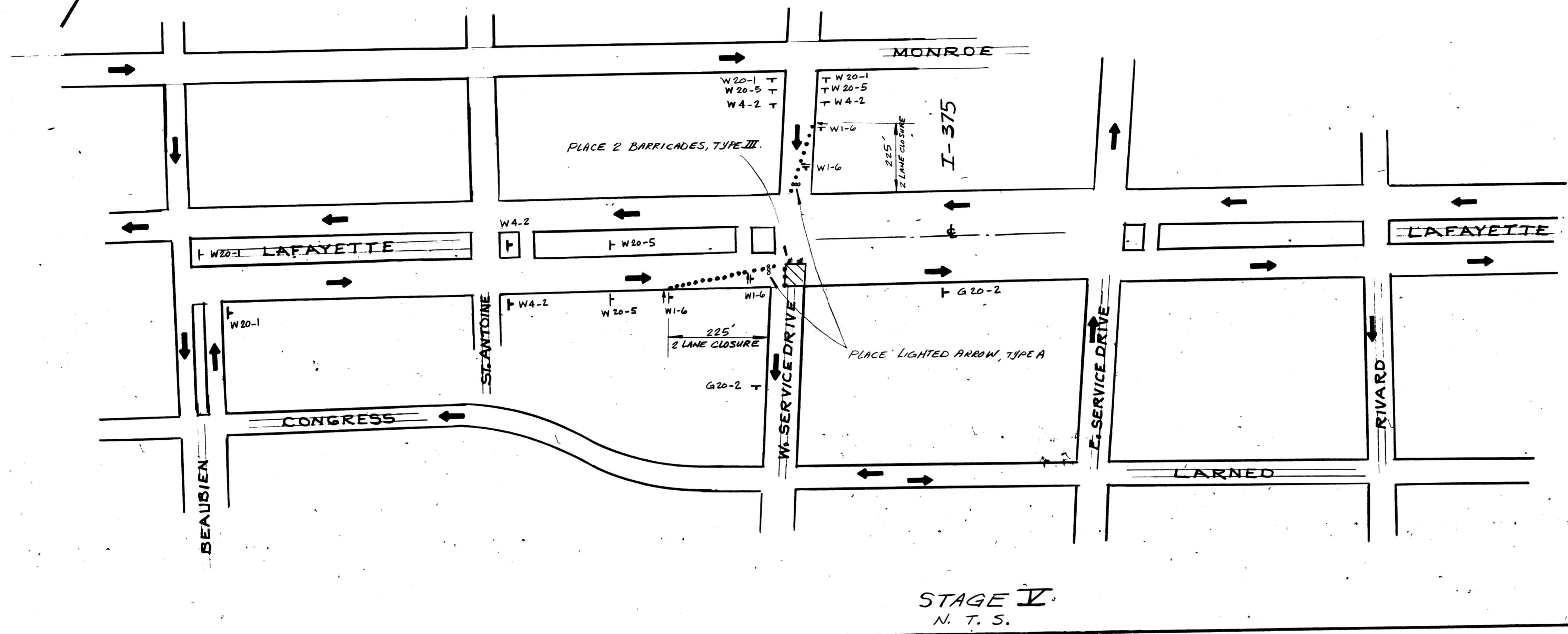
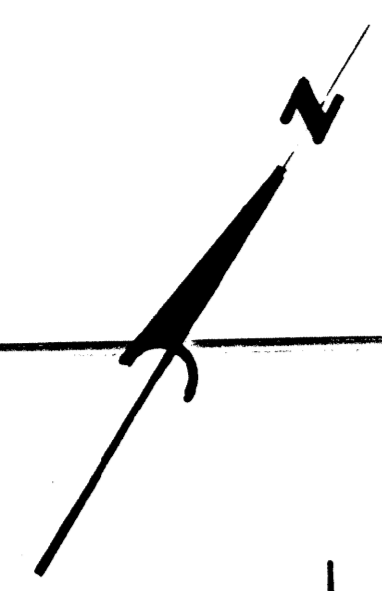
STAGE IV
N. T. S.

DESCRIPTION	DRN	CHK'D	AP'D	DATE
REVISIONS				
PLAN	F.R.	M.K.		
GRADE				
ESTIMATE				
FINAL				

CITY OF DETROIT
CITY ENGINEERING DEPARTMENT
BUREAU OF STREETS AND HIGHWAYS
FOR

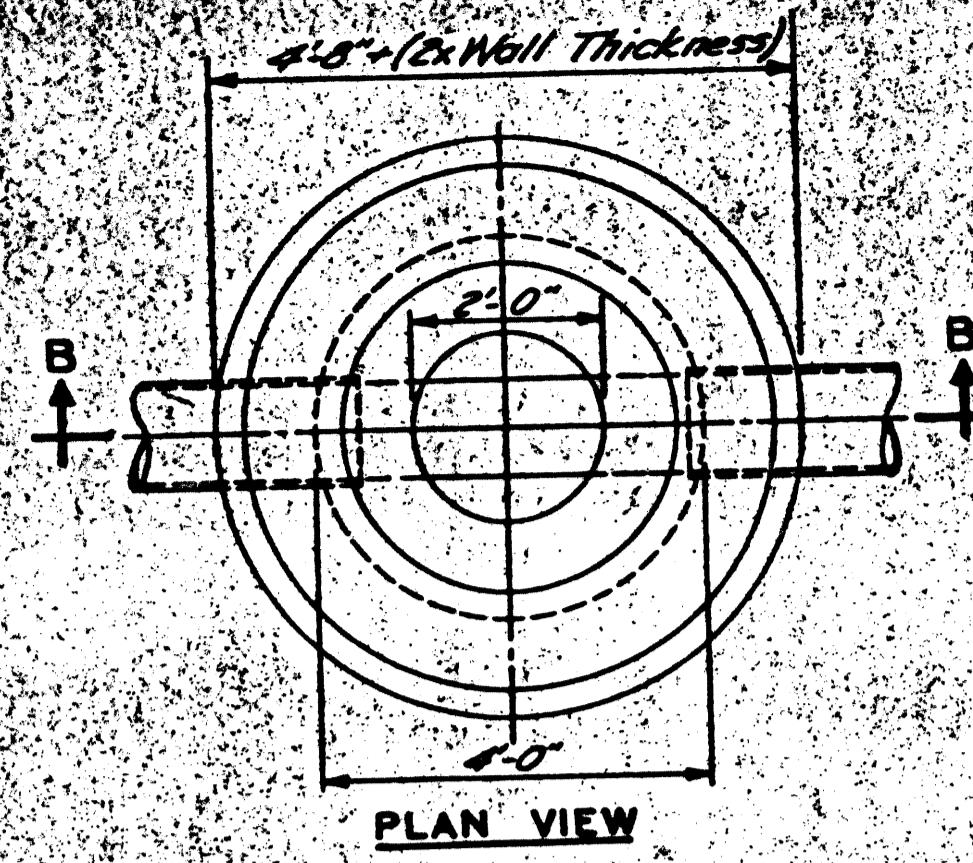
REPAVING OF LAFAYETTE
ST. ANTOINE TO CHRYSLER SERVICE DRIVE AND
MISCELLANEOUS CONSTRUCTION
CONSTRUCTION SEQUENCE
STAGE III & IV

SHEET 6 OF 12 SHEETS
CONTRACT NO.
ASSIGNMENT NO. 89 - 22 - 30
DATE: MAY, 1993



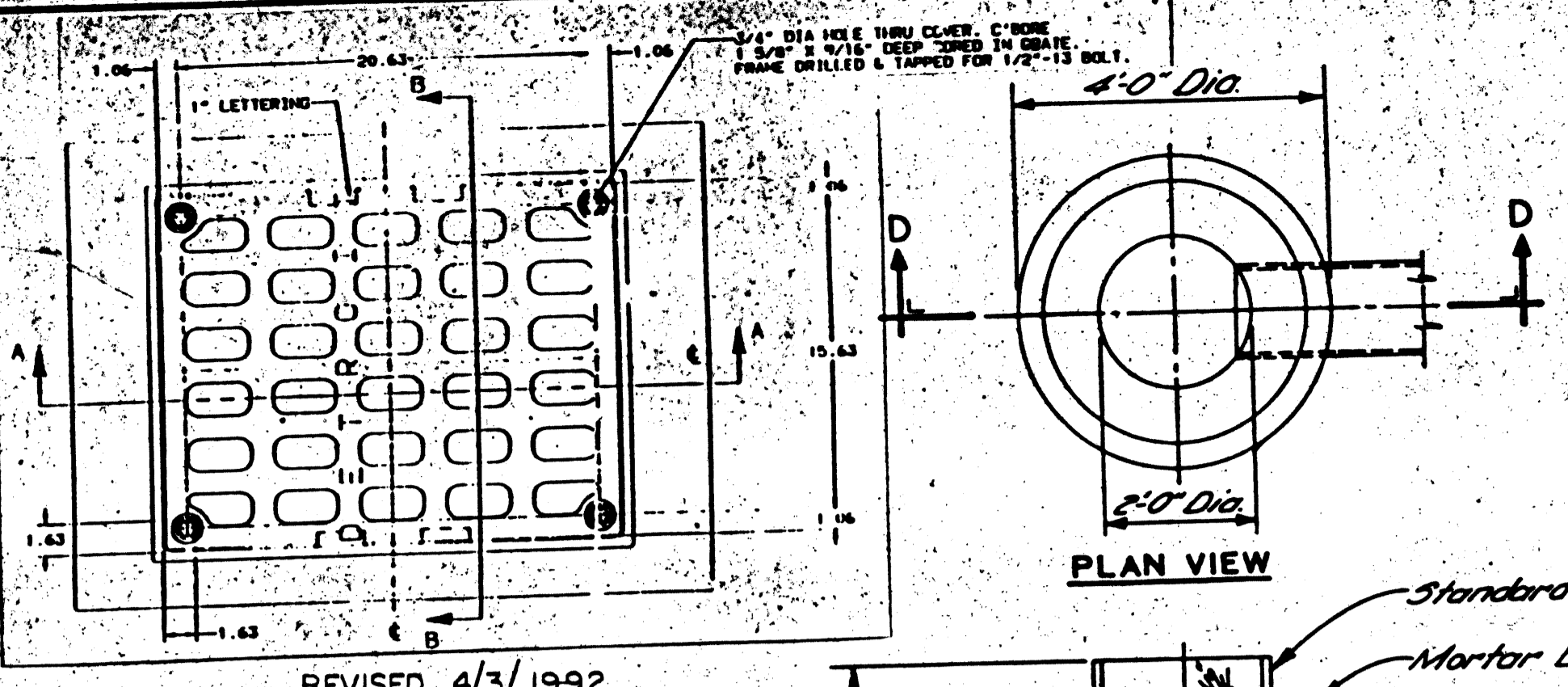
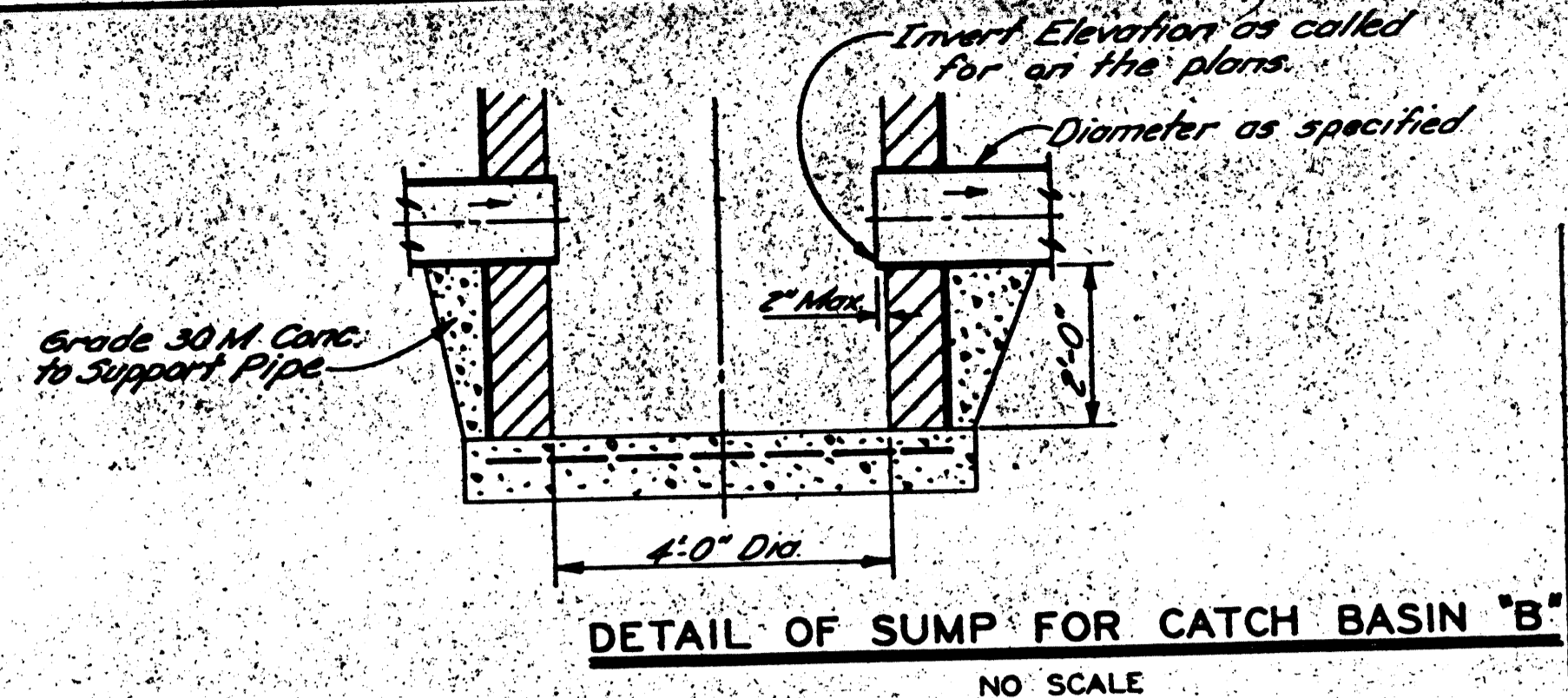
STAGE V
N. T. S.

DESCRIPTION		DR	H	CK	D	AP	VD	DATE	BY	CHECKED BY	APPROVED:	<p>CITY OF DETROIT CITY ENGINEERING DEPARTMENT BUREAUS OF STREETS AND HIGHWAYS FOR</p>	<p>REPAVING OF LAFAYETTE FROM ST. ANTOINE TO CHRYSLER SERVICE DRIVE AND MISCELLANEOUS CONSTRUCTION</p> <p>CONSTRUCTION SEQUENCE STAGE V</p>	SHEET 7 OF 12 SHEETS	
REVISIONS									PLAN	F.P.	M.K.			ENGINEER OF STREETS	CONTRACT NO.
									GRADE						ASSIGNMENT NO.
									ESTIMATE						89-22-30
									FINAL	CHECK	REVIEW		DATE:	MAY, 1993	

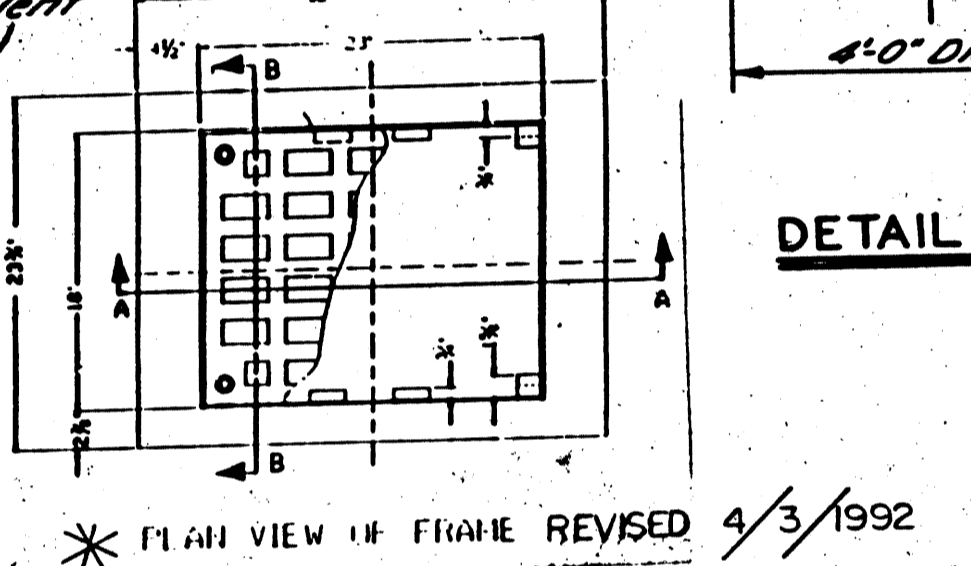
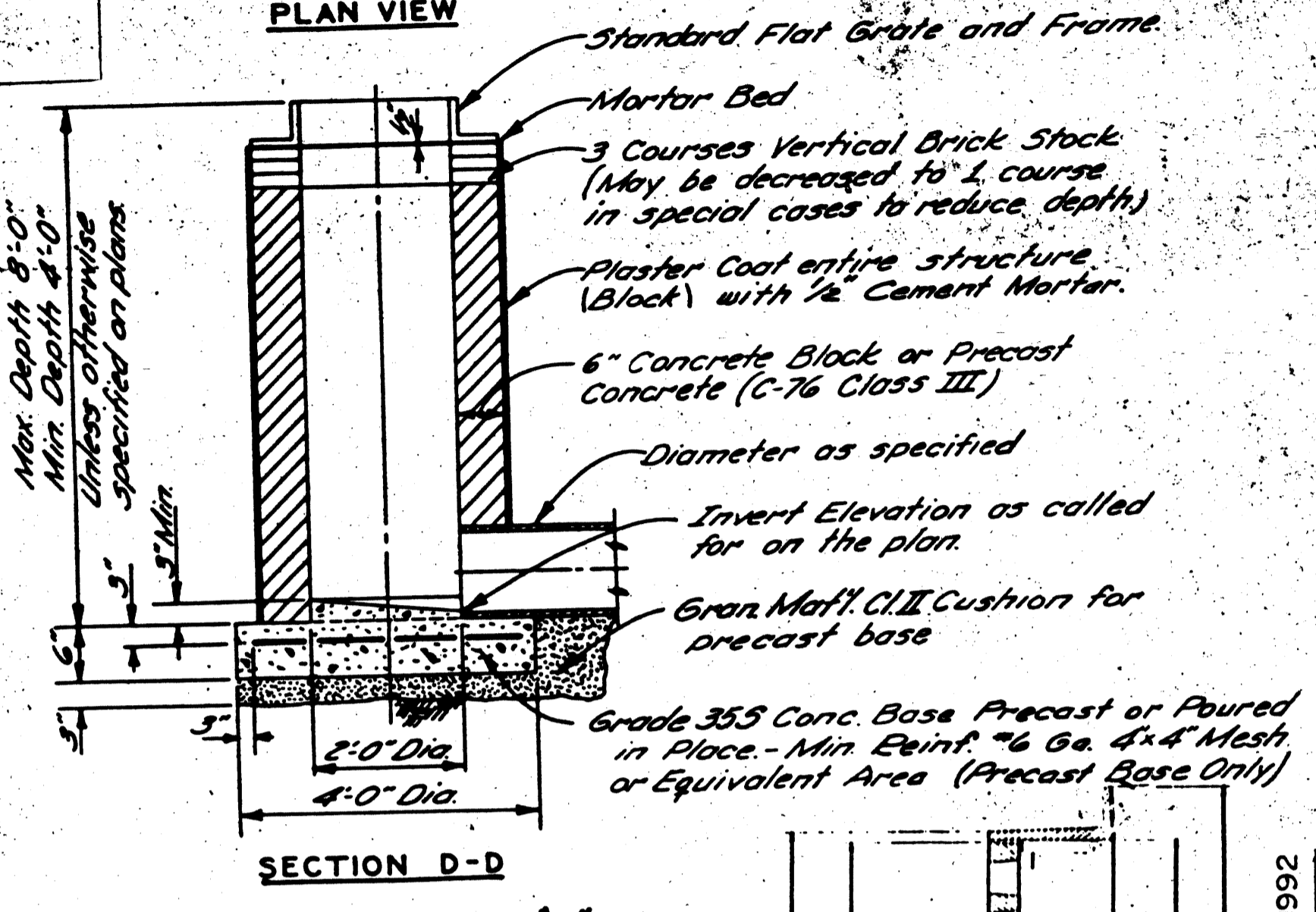
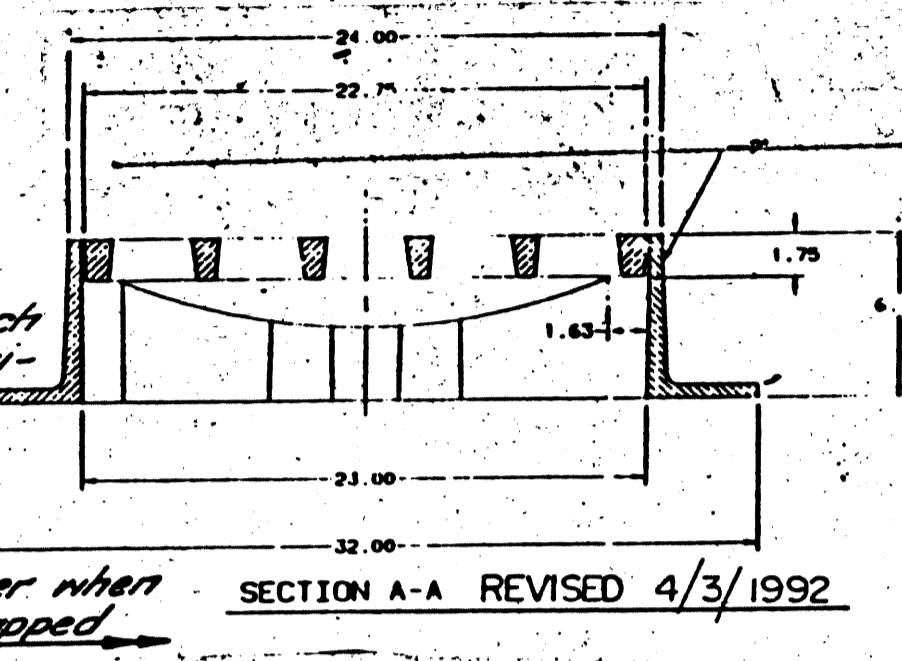
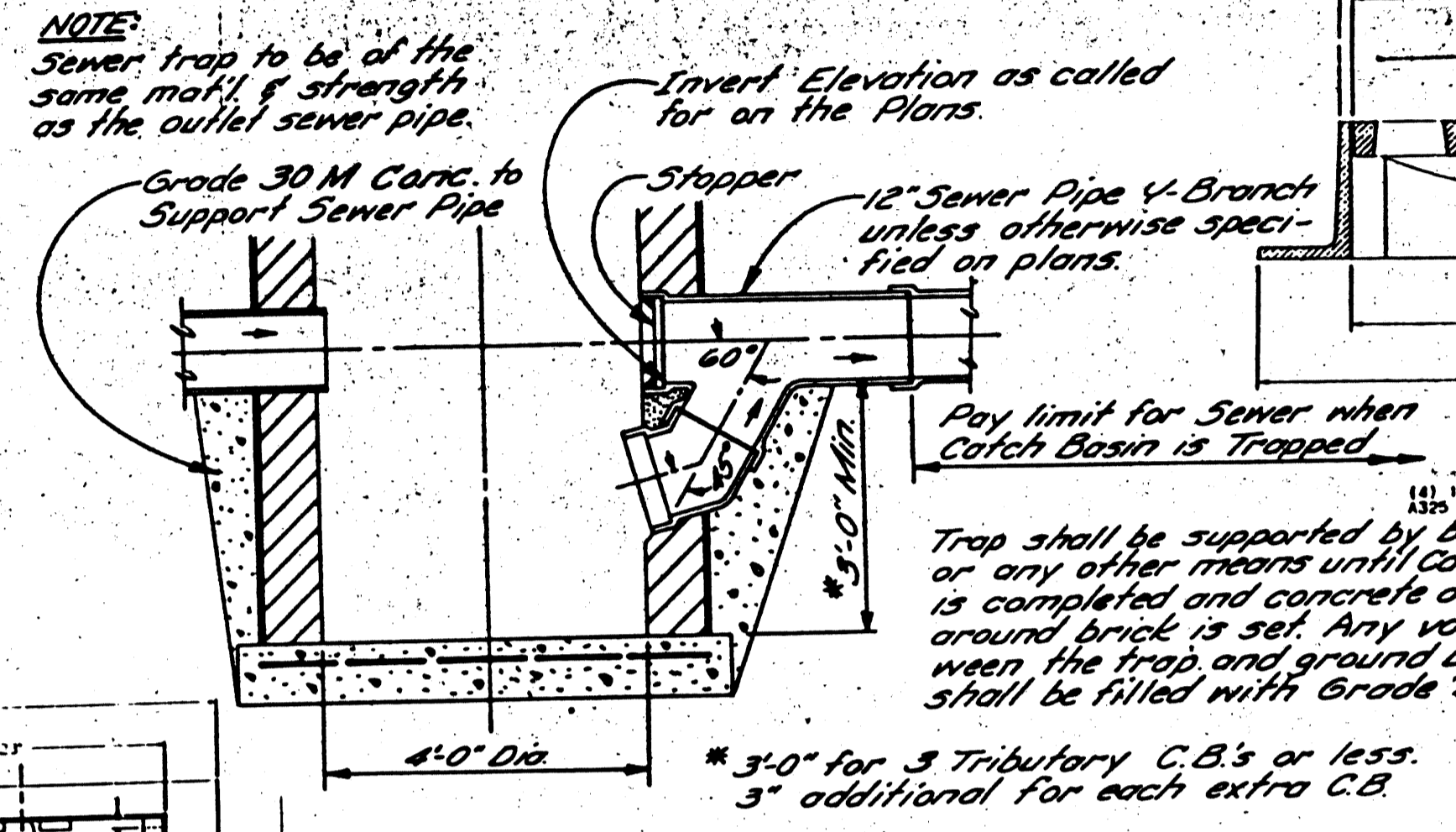
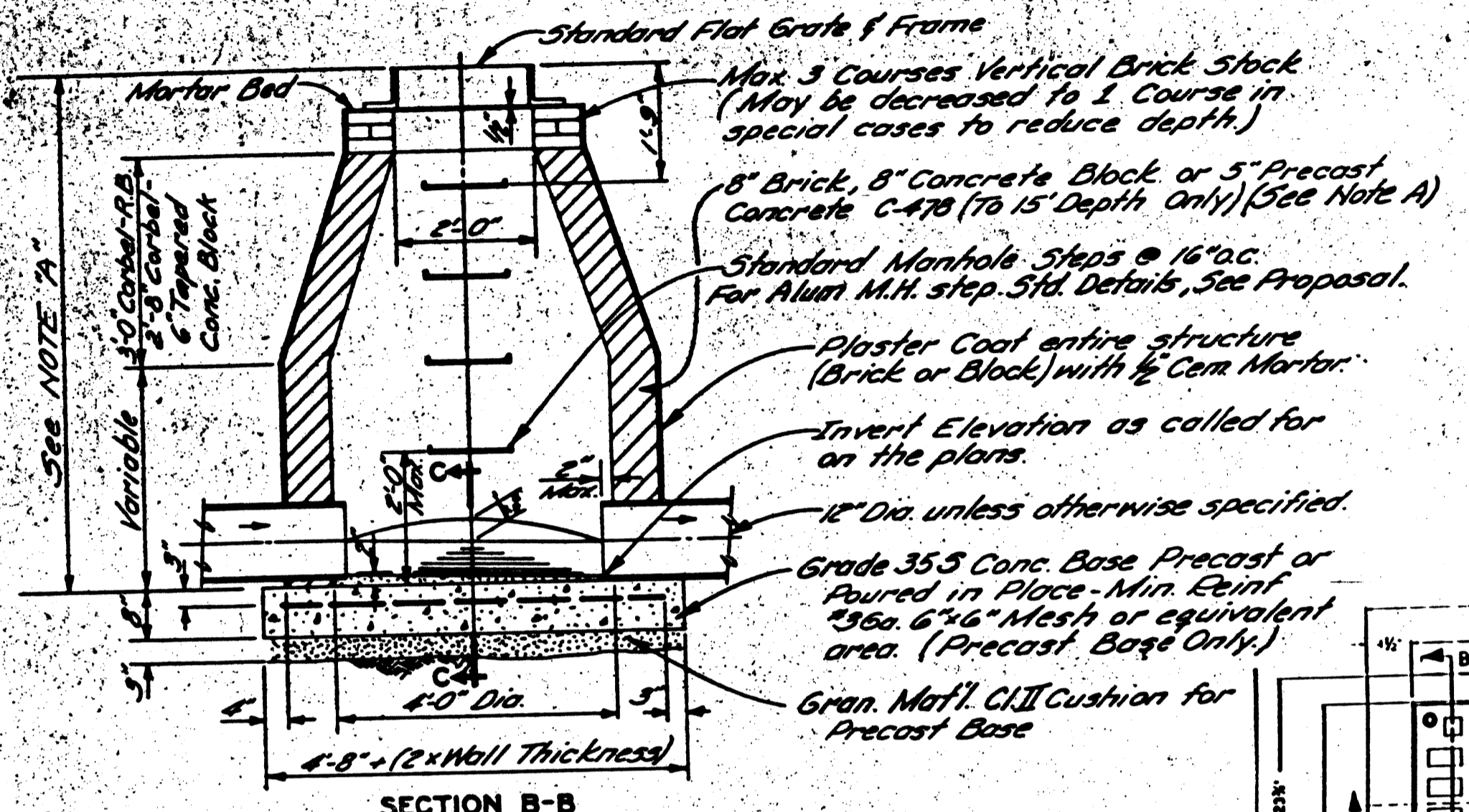


NOTE A
Wall thickness below a depth of 15 feet shall be 12 inches.

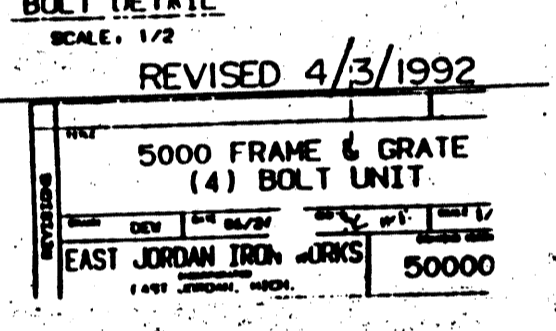
Channel Bottom (Grade 355 Concrete)
SECTION C-C



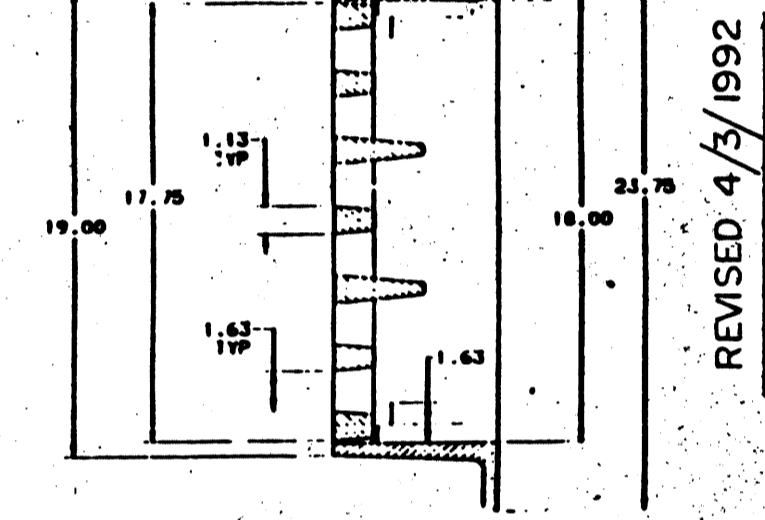
NOTE:
Catch Basin "A" will be used only when outletting to a Catch Basin "B"



DETAIL OF TRAP FOR CATCH BASIN "B"
NO SCALE

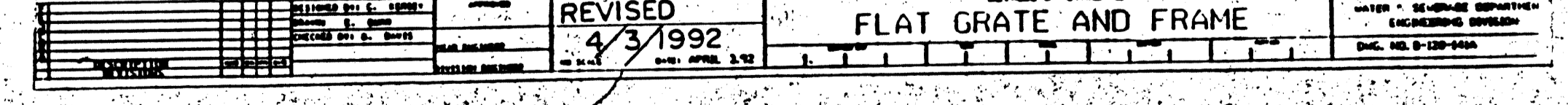
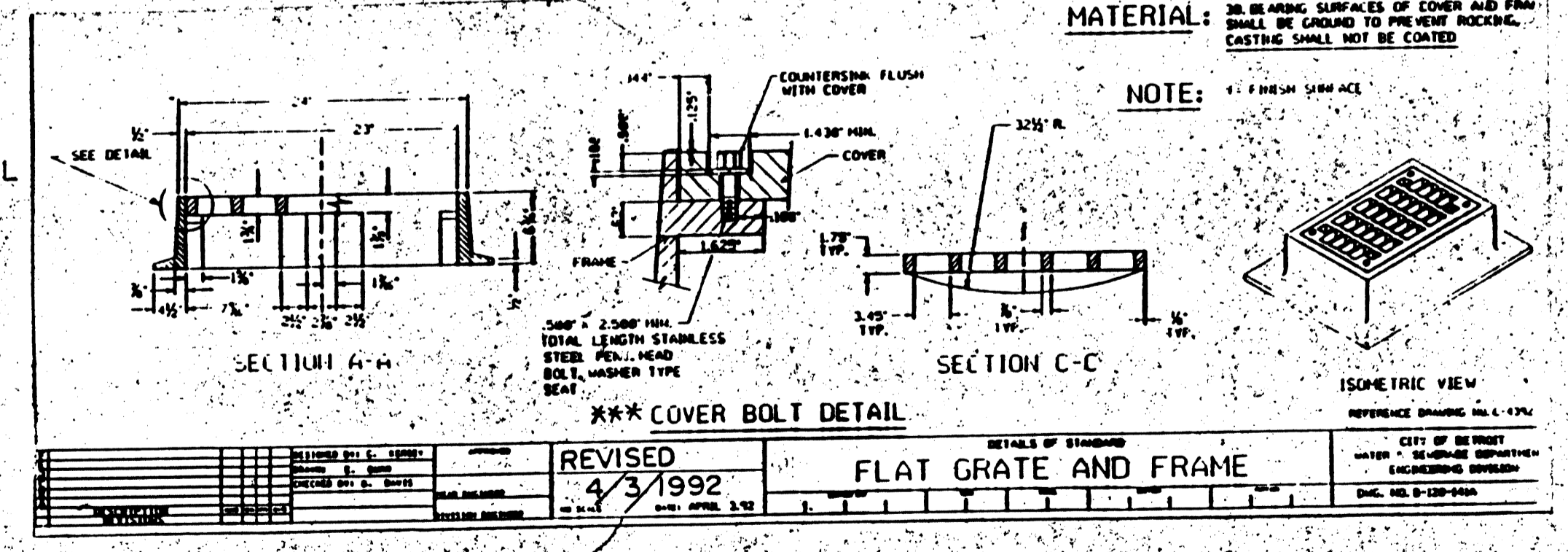
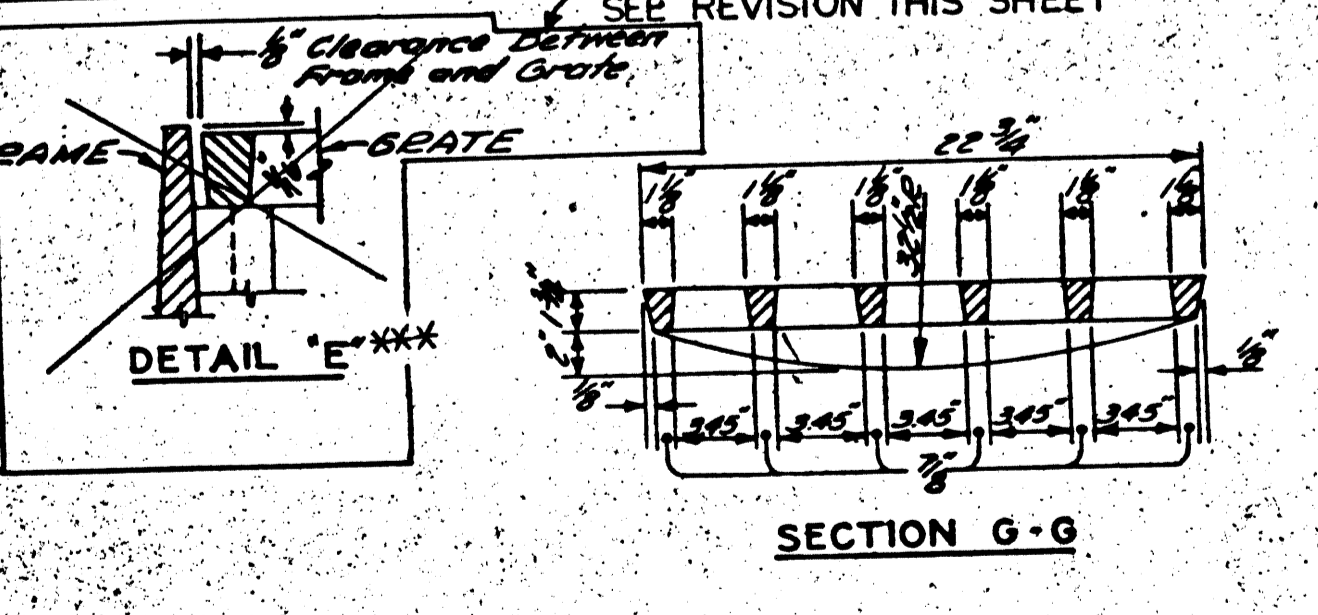
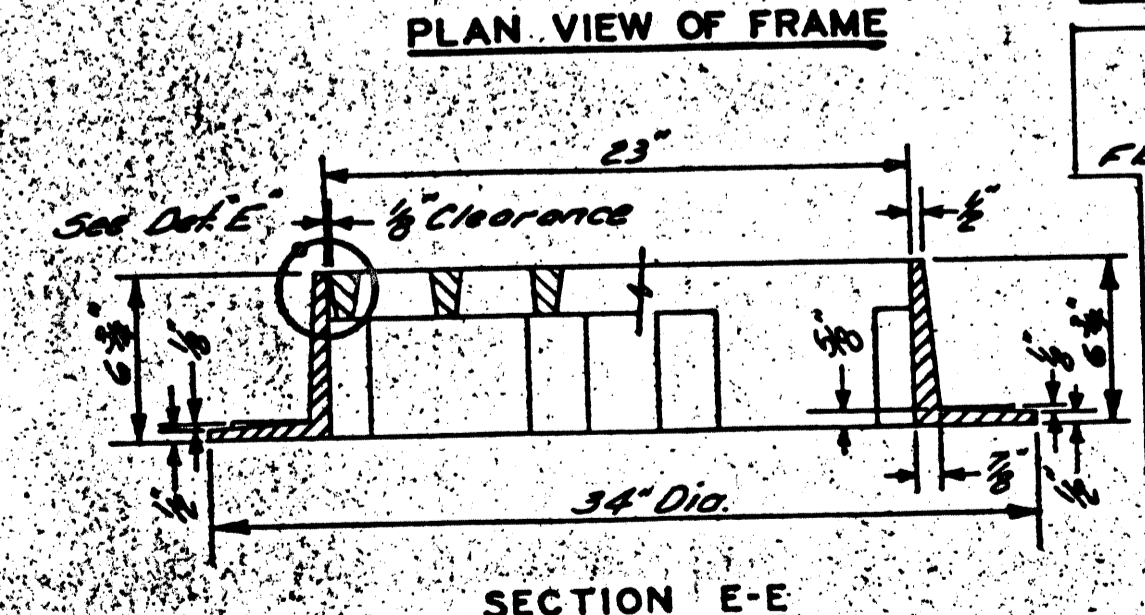
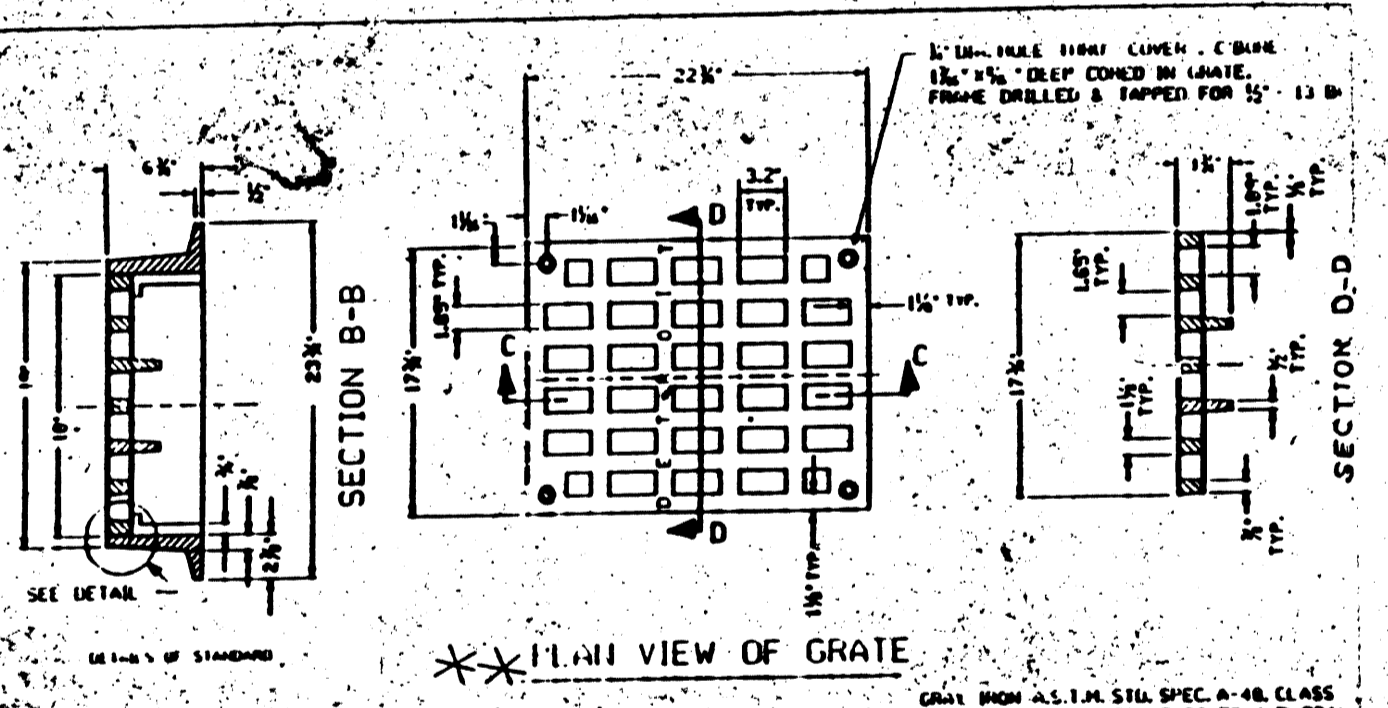
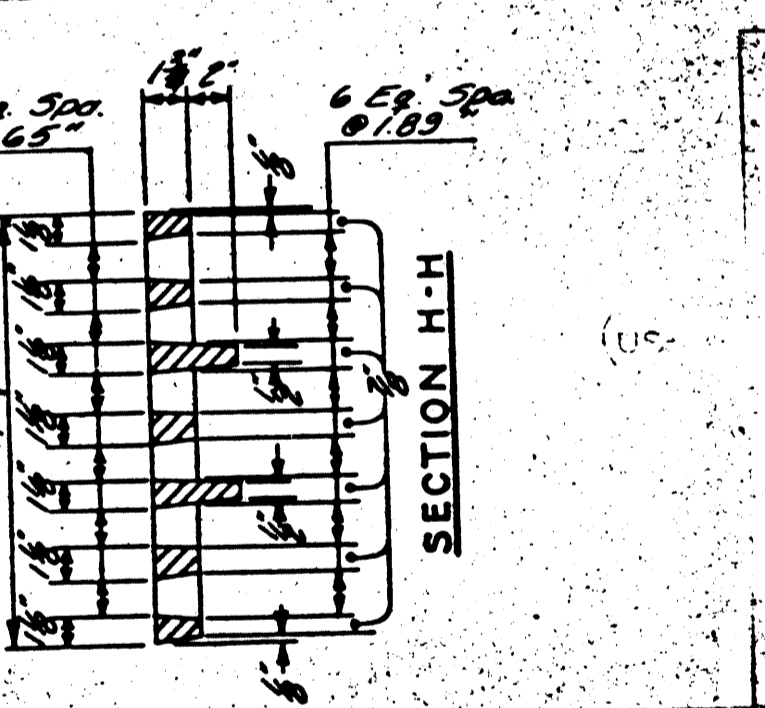
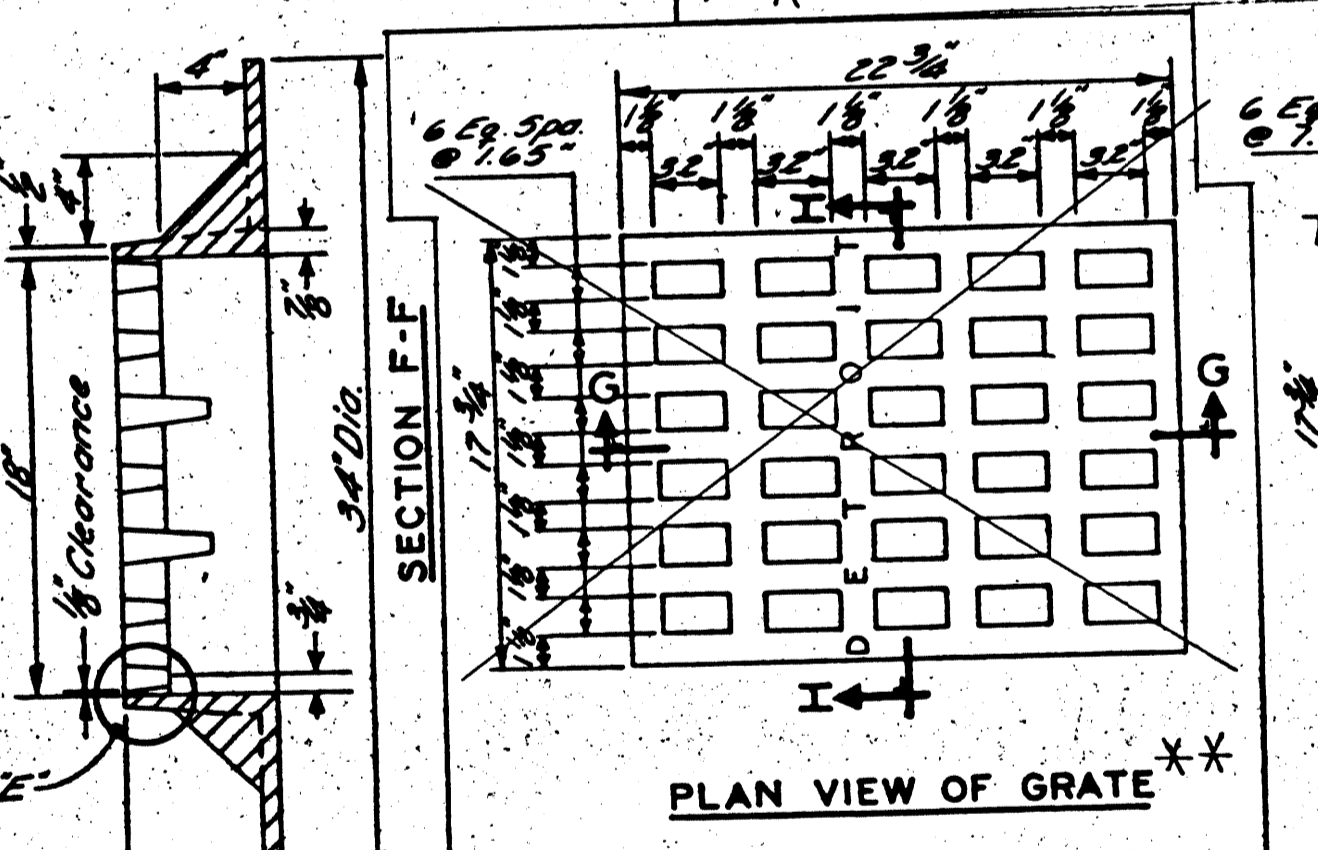
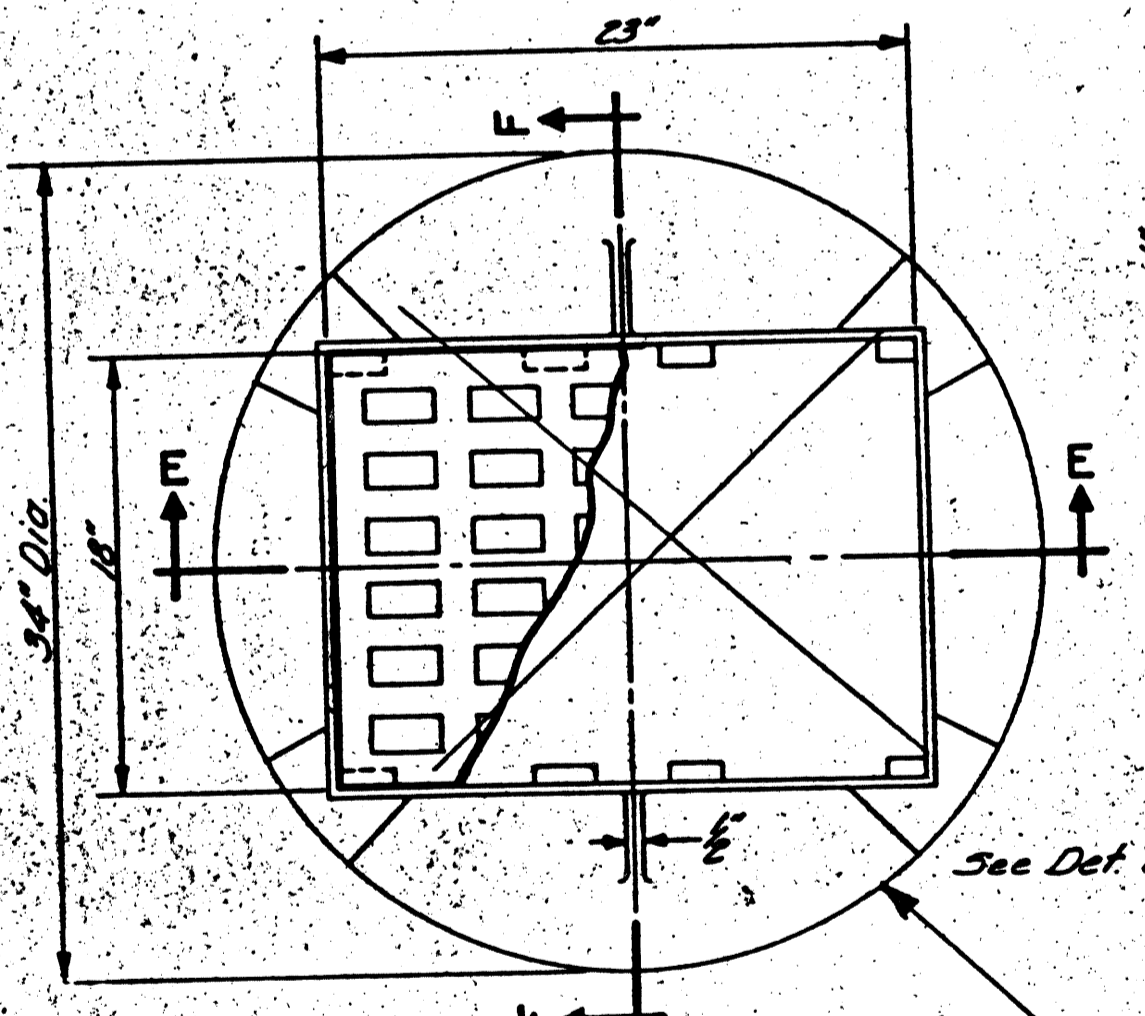


5000 FRAME & GRATE (4) BOLT UNIT
EAST JORDAN IRON WORKS 50000



GENERAL NOTES SECTION B-B

- The materials & workmanship shall be in accordance with the current Standard Specifications.
- Center of Catch Basin shall be 20 inches from back of curb.
- 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.
- A Trap, as detailed on this sheet, shall be placed where called for in the outlet sewer line of Catch Basins "B". This trap shall be set into the masonry wall as shown on the detail. The space between the faces of the wall & the trap shall be completely filled with cement, mortar or concrete, so as to hold Trap securely in place. The Traps will be paid for separately of the Contract Unit Price each, which price shall include the extra catch basin construction required and for furnishing and installing the trap.
- A plaster coat of mortar 1/2 inch in thickness shall be applied to the outer surface of the structure as shown. A 1/2 inch cement plaster coat shall be placed on the inside of all sumps.
- 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 charge in contract price.
- 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 Seals, Mfg. Corp.
- Pay limit for sewers shall be inside faces of structures unless otherwise noted.



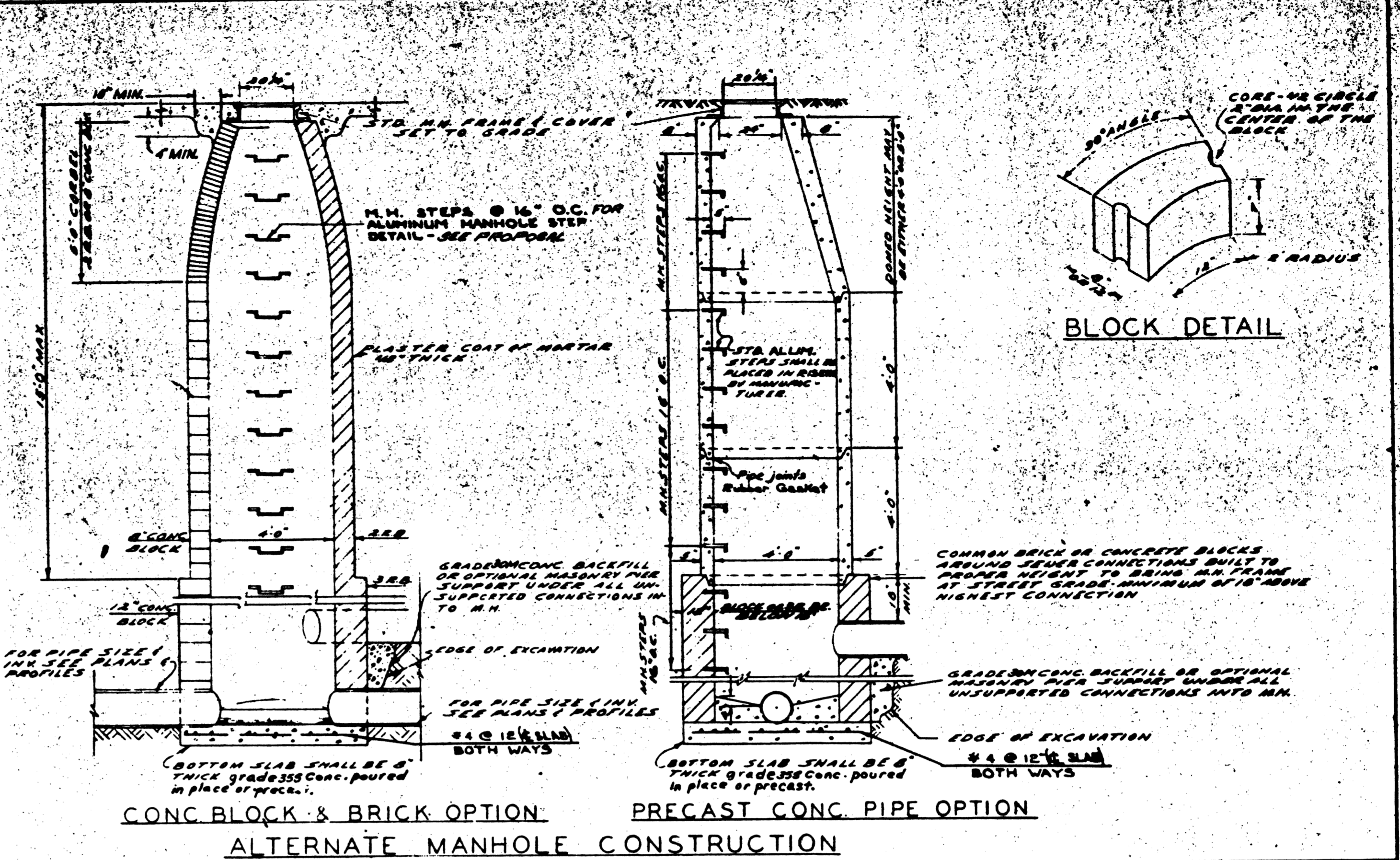
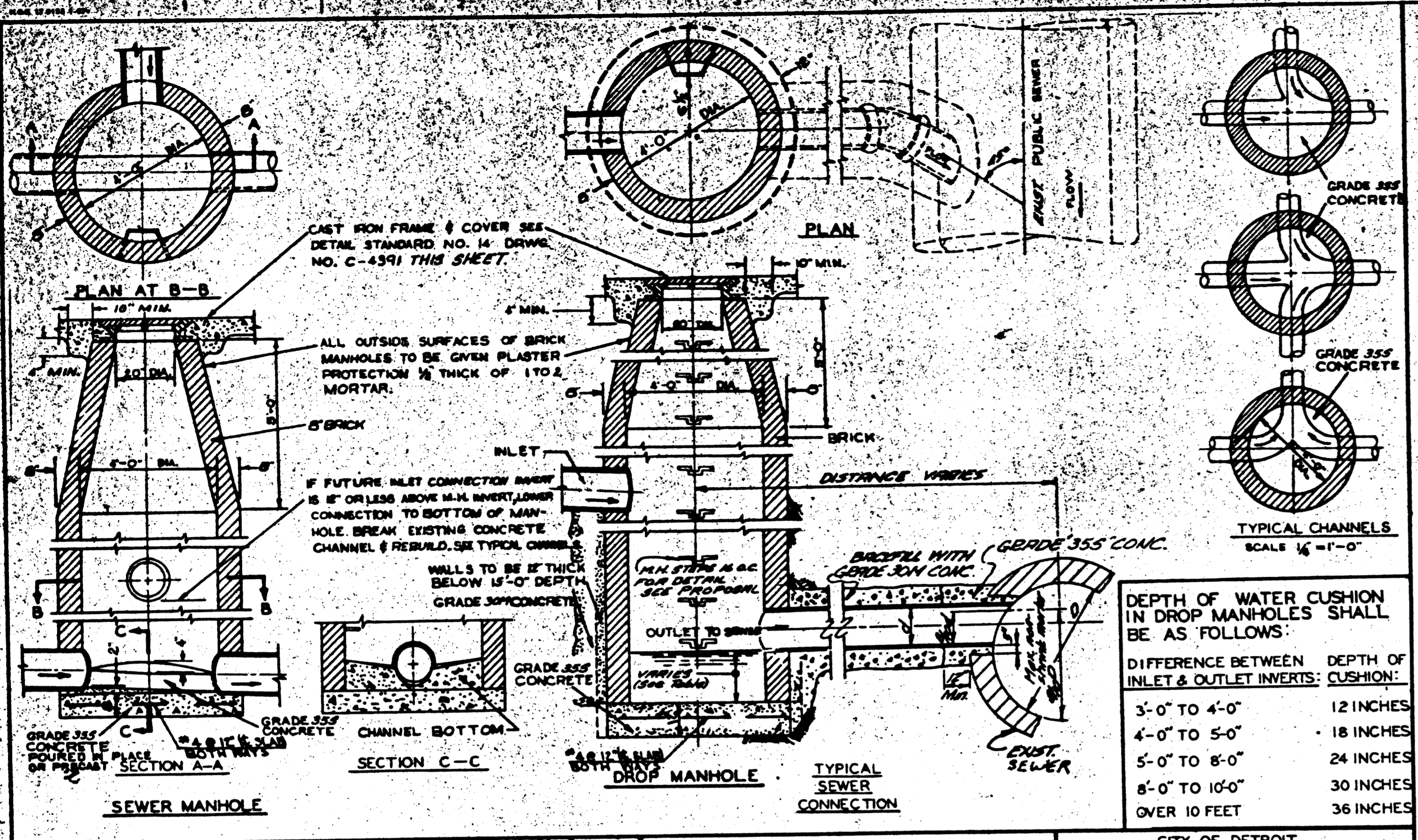
STANDARD FLAT GRATE AND FRAME
NO SCALE

CITY OF DETROIT
CITY ENGINEERS OFFICE

DETAILS OF STANDARD CATCH BASINS "A" & "B" AND FLAT GRATE & FRAME AND COVER BOLT DETAIL

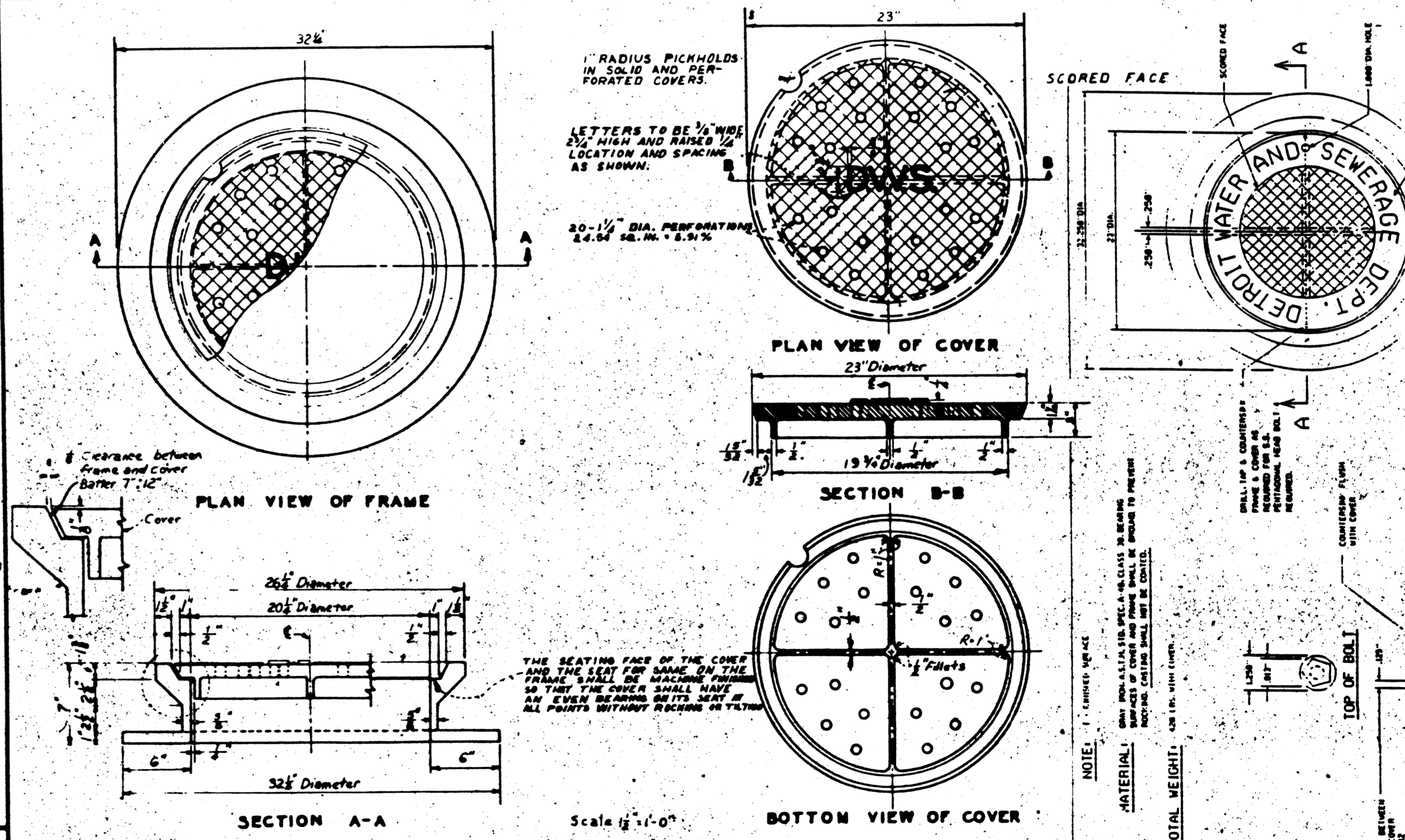
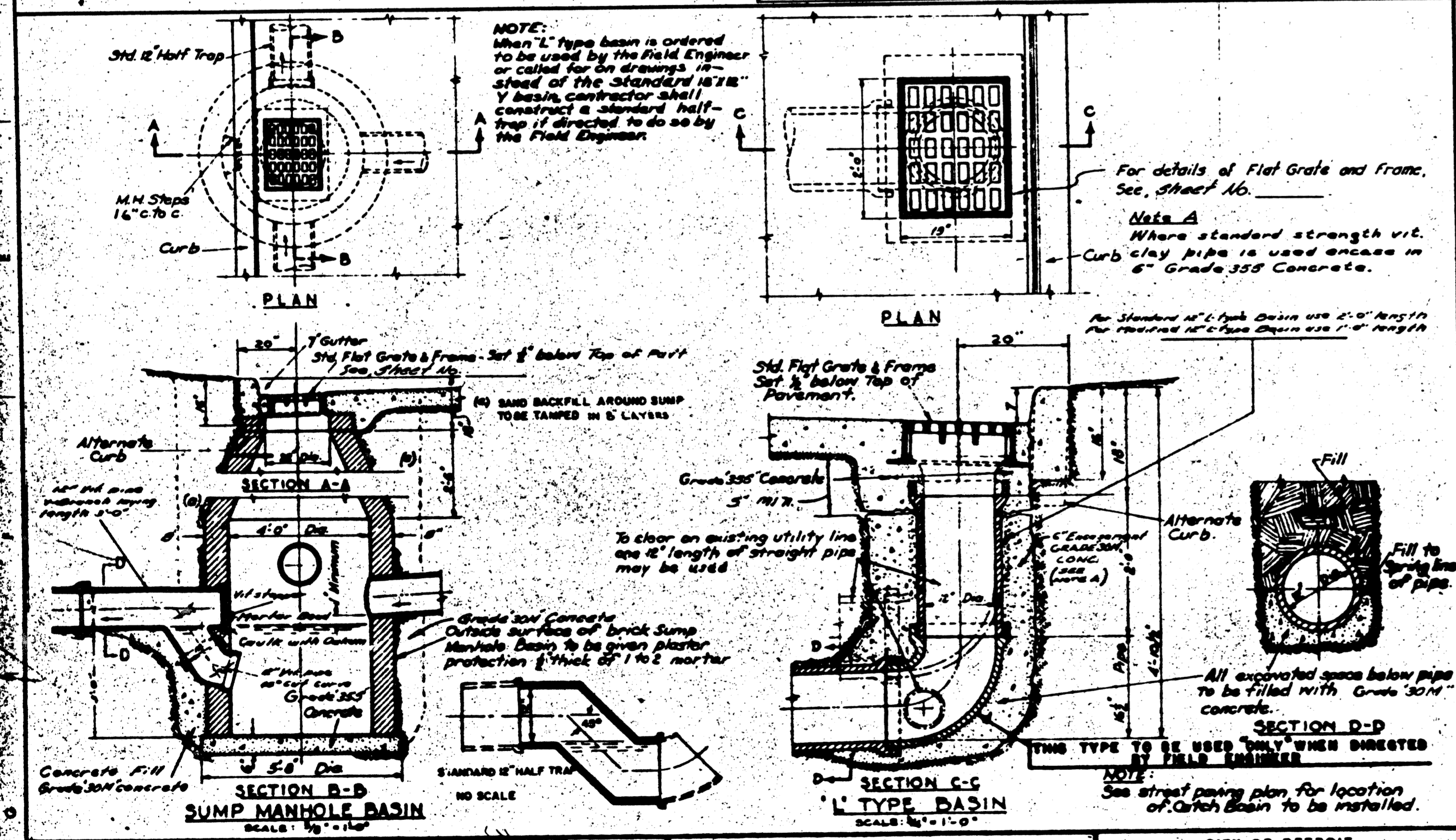
SHEET 9 OF 12 SHEETS
CONTRACT No. 89-22-30
ASSIGN. NO. 89-22-30
DATE

DESIGNED BY	M. POLITO	APPROVED:	John Erickson ENGINEER OF STREETS
DRAWN BY	M. POLITO		Alvin E. Jorgensen ENGINEER OF EXPRESSWAYS
TRACED BY			W. B. Barrow HEAD CIVIL ENGINEER
CHECKED BY	D. MILZ		



DESIGNED BY	APPROVED BY	CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEER'S OFFICE BUREAU OF DESIGN
DRAWN BY	ENGINEER OF STREETS	
TRACED BY	ASST. CITY ENGINEER	DETAILS OF STANDARD SEWER & DROP MANHOLES
CHECKED BY	CITY ENGINEER	
DESCRIPTION	BOOK NO.	PC. SCALE 3/8" = 1'-0" DATE: 8-27-66
REVISIONS		DETAIL STANDARD NO. 10 DWG. NO. C-4387

DESIGNED BY	APPROVED BY	CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEER'S OFFICE BUREAU OF DESIGN
DRAWN BY	ENGINEER OF STREETS	
TRACED BY	ASST. CITY ENGINEER	STD SEWER MANHOLES CONSTRUCTION ALTERNATES
CHECKED BY	CITY ENGINEER	
DESCRIPTION	BOOK NO.	SCALE AS SHOWN DATE: 8-27-66
REVISIONS		DETAIL STANDARD NO. 10 DWG. NO. C-4391A



DESIGNED BY	APPROVED BY	CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEER'S OFFICE BUREAU OF DESIGN
DRAWN BY	ENGINEER OF STREETS	
TRACED BY	ASST. CITY ENGINEER	TYPICAL SUMP MANHOLE & 'L' TYPE CATCH BASINS
CHECKED BY	CITY ENGINEER	
DESCRIPTION	BOOK NO.	SCALE AS SHOWN DATE: 8-27-66
REVISIONS		DETAIL STANDARD NO. 10 DWG. NO. C-4388

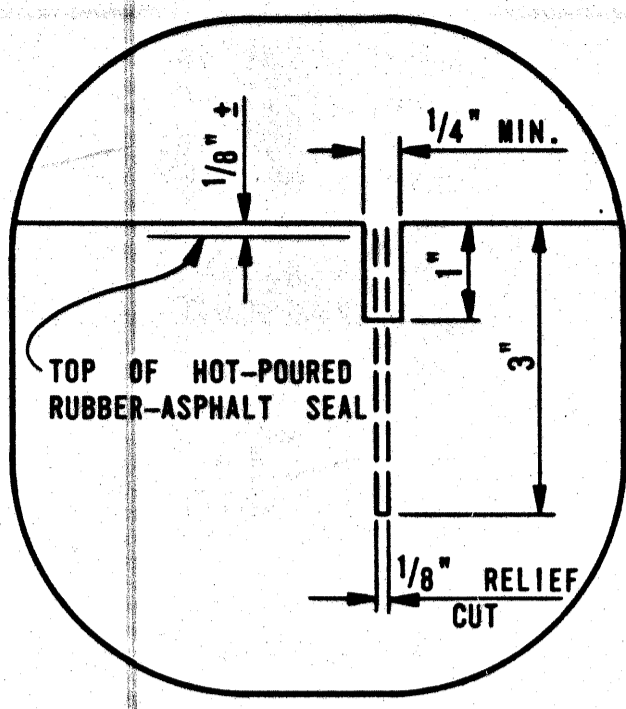
DESIGNED BY	APPROVED BY	CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEER'S OFFICE BUREAU OF DESIGN
DRAWN BY	ENGINEER OF STREETS	
TRACED BY	ASST. CITY ENGINEER	DETAILS OF STANDARD MANHOLE FRAME AND COVER
CHECKED BY	CITY ENGINEER	
DESCRIPTION	BOOK NO.	SCALE AS SHOWN DATE: 8-27-66
REVISIONS		DETAIL STANDARD NO. 10 DWG. NO. C-4387

DESIGNED BY	APPROVED BY	CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEER'S OFFICE BUREAU OF DESIGN
DRAWN BY	ENGINEER OF STREETS	
TRACED BY	ASST. CITY ENGINEER	REPAVING OF LAFAYETTE FROM ST. ANTOINE TO CHRYSLER SERVICE DRIVE AND MISCELLANEOUS CONSTRUCTION
CHECKED BY	CITY ENGINEER	
DESCRIPTION	BOOK NO.	SCALE AS SHOWN DATE: 8-27-66
REVISIONS		DETAIL STANDARD NO. 10 DWG. NO. C-4387

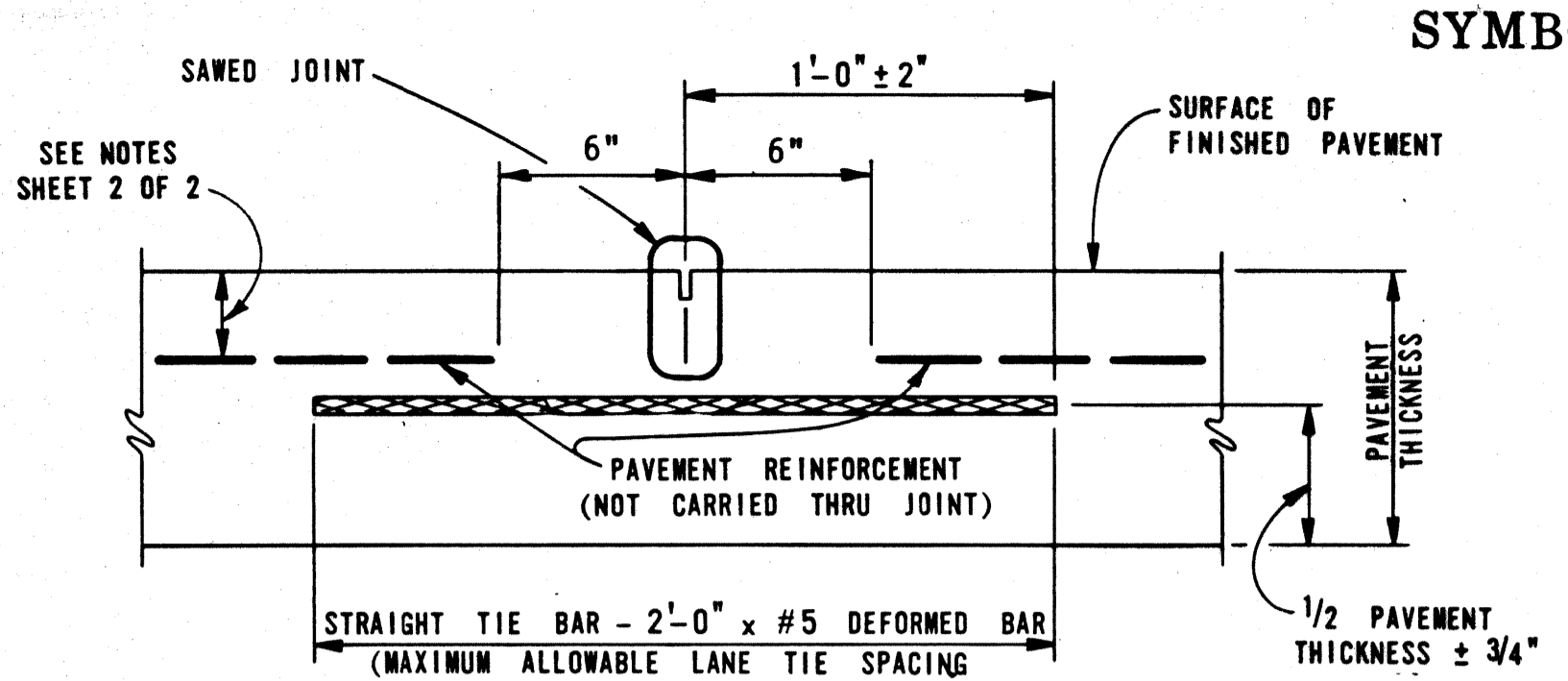
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DRAWN BY	ENGINEER OF STREETS	
TRACED BY	ASST. CITY ENGINEER	SPECIAL DETAILS
CHECKED BY	CITY ENGINEER	
DESCRIPTION	BOOK NO.	SCALE AS SHOWN DATE: 8-27-66
REVISIONS		DETAIL STANDARD NO. 10 DWG. NO. C-4387

CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEER'S OFFICE BUREAU OF DESIGN
GATE WELL FRAME & COVER
SCALE: AS SHOWN
DATE: 8-27-66
DETAIL STANDARD NO. 10 DWG. NO. C-4387

SHEET 10 OF 12 SHEETS
CONTRACT NO. 89-22-30
ASSIGN NO. 89-22-30
DATE



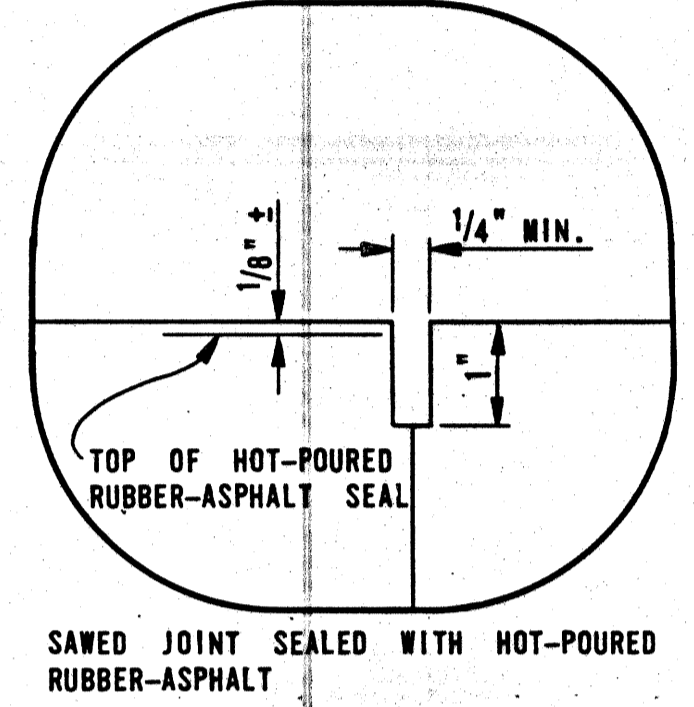
SAWED JOINT SEALED WITH HOT-POURED RUBBER-ASPHALT



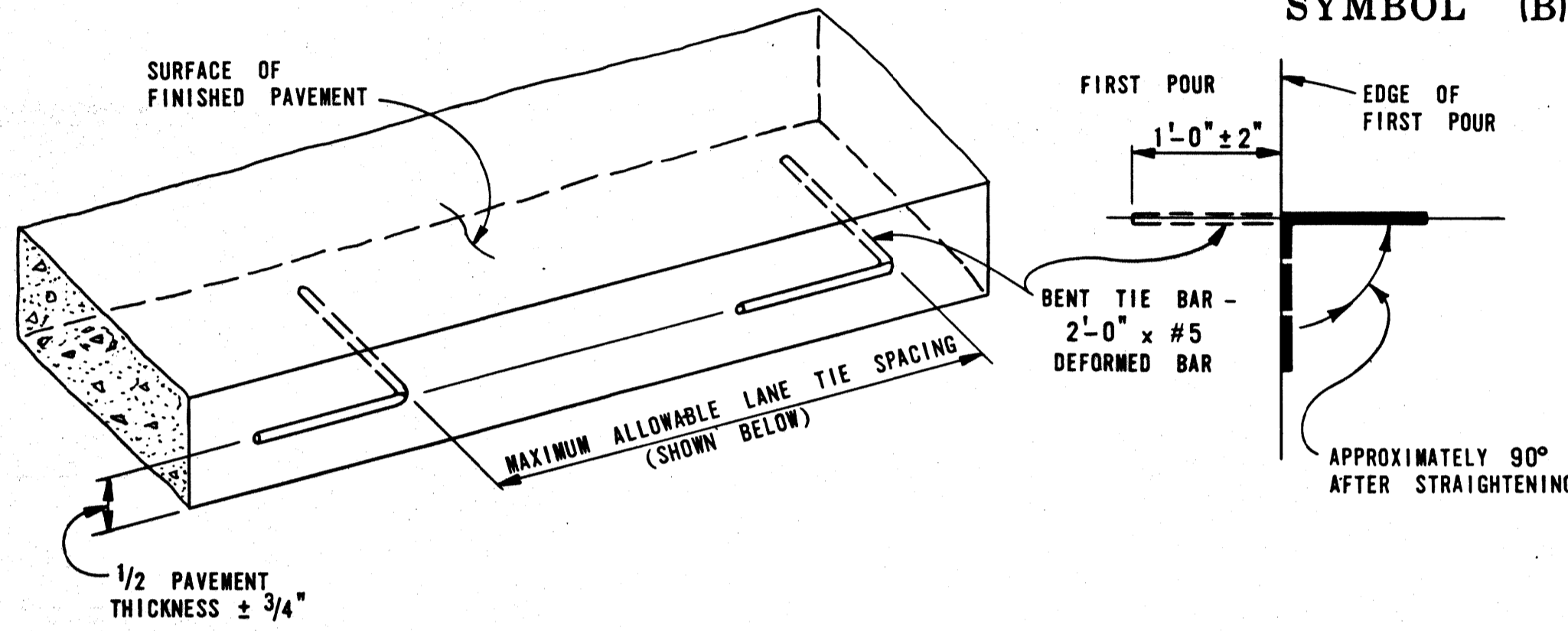
LONGITUDINAL LANE TIE JOINT

SYMBOL (D) TIE BARS SHALL BE PLACED AT THE PROPER SPACING LONGITUDINALLY, AND TRANSVERSELY AT 90° WITH THE JOINT.

SYMBOL (D)

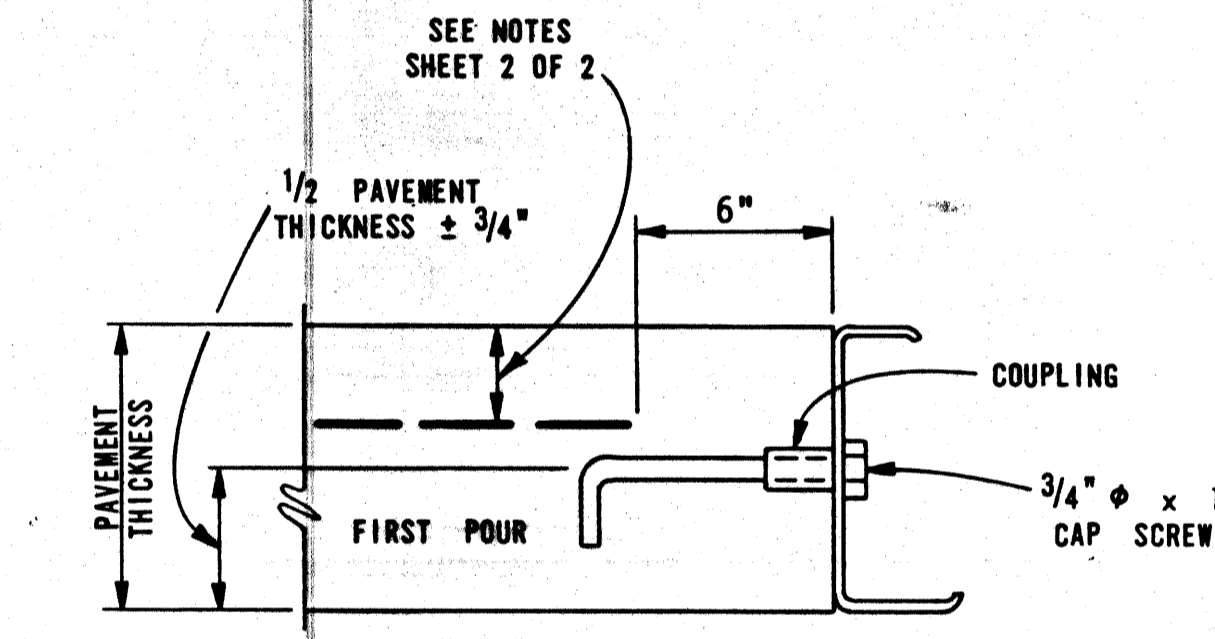


SAWED JOINT SEALED WITH HOT-POURED RUBBER-ASPHALT

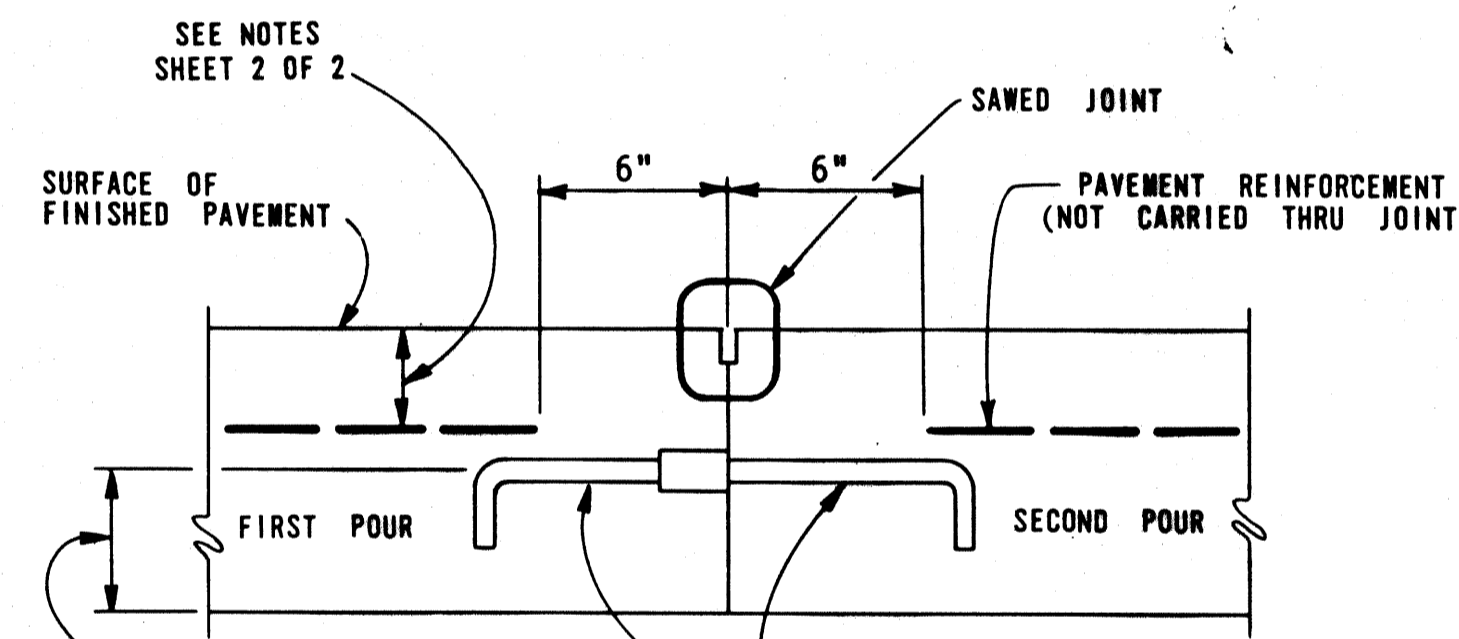


SYMBOL (B)

BENT TIE BAR METHOD



THE "FIRST HALF" OF THE LANE TIE MAY BE HELD IN POSITION BY OTHER METHODS APPROVED BY THE ENGINEER.

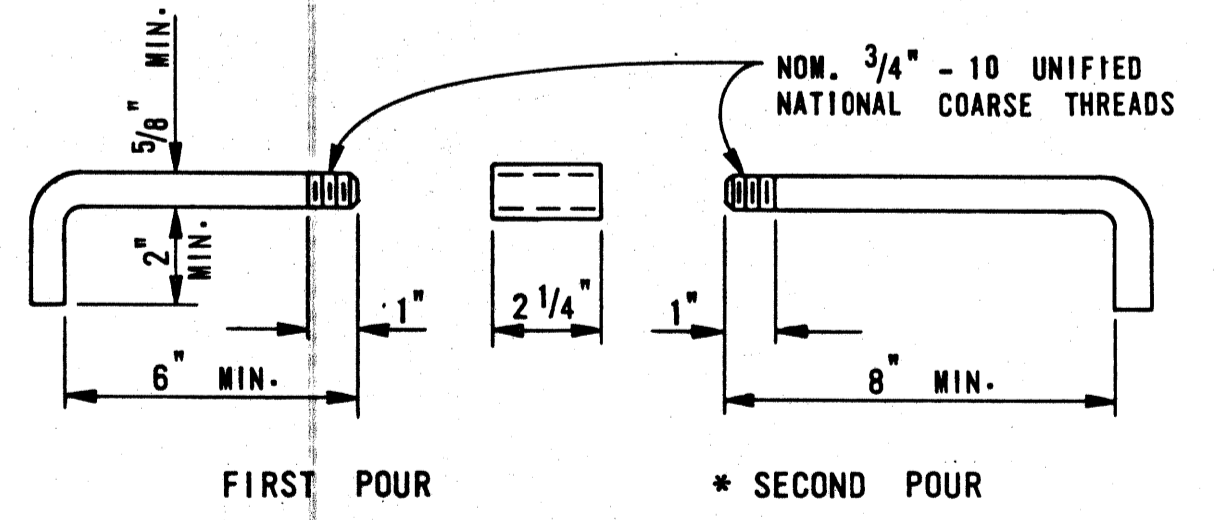


ANCHOR EMBEDMENT 7 5/8" MIN. (MAXIMUM ALLOWABLE LANE TIE SPACING SHOWN BELOW)

HOOK BOLT METHOD

LONGITUDINAL BULKHEAD JOINTS

ALL SYMBOL (B) JOINTS SHALL BE SAWED AND SEALED EXCEPT JOINTS WITHOUT LANE TIES AND JOINTS ADJACENT TO VERTICAL FACES WHICH WOULD PROHIBIT SAWING.




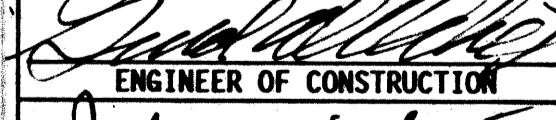
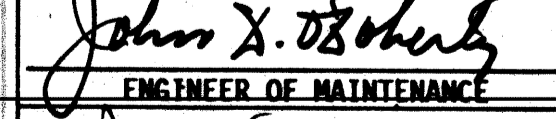

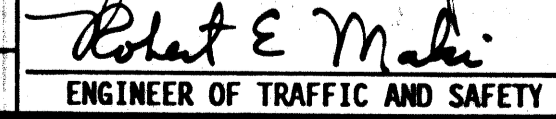
* WHEN "SECOND POUR" IS A DETAIL E CURB, USE THE 6" SEGMENT IN THE CURB AND THE 8" HALF IN THE PAVEMENT.

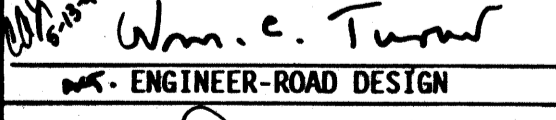


MAXIMUM ALLOWABLE LANE TIE SPACING, SYMBOLS (B) & (D)	* TOTAL DISTANCE OF TIED JOINT FROM NEAREST FREE EDGE
4'-6 3/4"	12' OR LESS
3'-5"	12'+ THRU 17'
2'-6 3/4"	17'+ THRU 24'
2'-1 7/8"	24'+ THRU 28'
1'-6 1/4"	28'+ THRU 36'
**1'-2"	36'+ THRU 48'

* INCLUDES ANY TIED COMBINATION OF LANE WIDTH, VALLEY GUTTER, CURB & GUTTER, OR SHOULDER.
** FOR WIDTHS GREATER THAN 48', USE NO. 6 DEFORMED BARS SPACED AT 1'-2".

MAXIMUM ALLOWABLE LANE TIE SPACING


 PREPARED BY DESIGN DIVISION
 DRAWN BY: B.L.T.
 CHECKED BY: I.R.G.

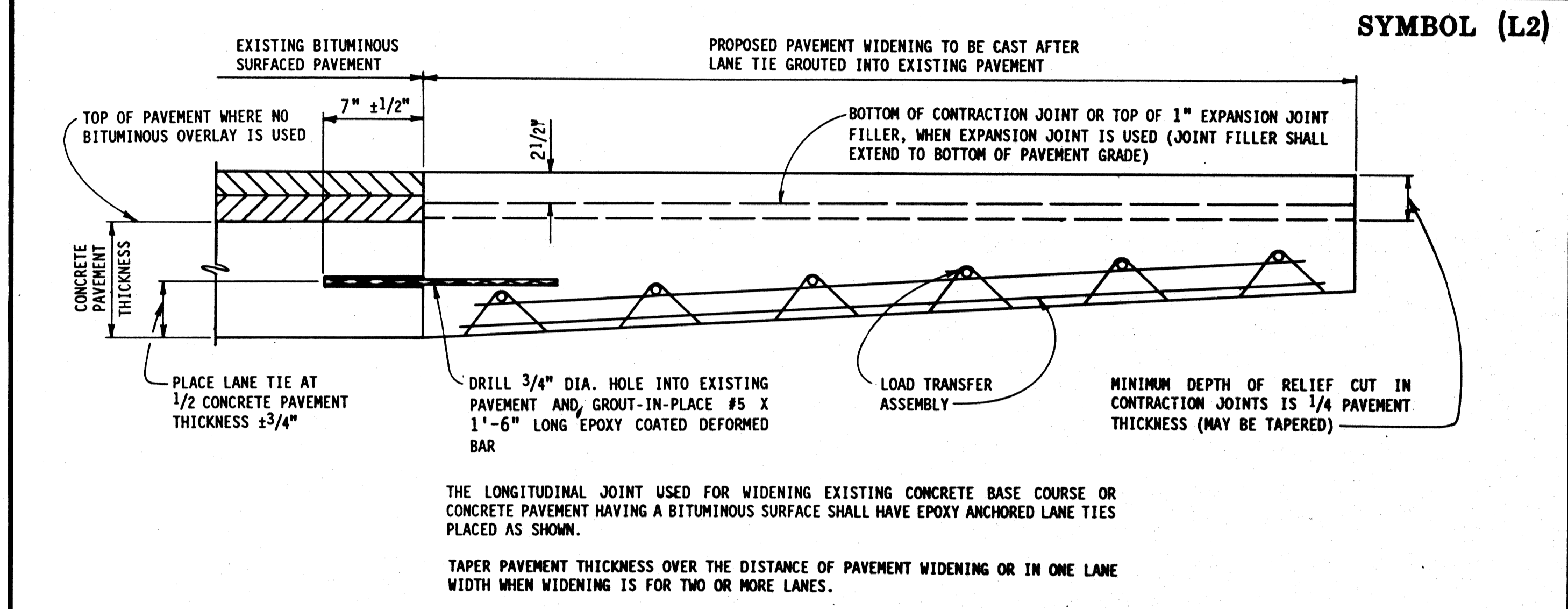

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 PATRICK NOWAK
 BY: 
 DEPUTY DIRECTOR-HIGHWAYS

MICHIGAN DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS STANDARD PLAN FOR
LONGITUDINAL PAVEMENT JOINTS
 F.H.W.A. APPROVAL
 4-2-92
 PLAN DATE
II-41H
 SHEET 1 OF 2

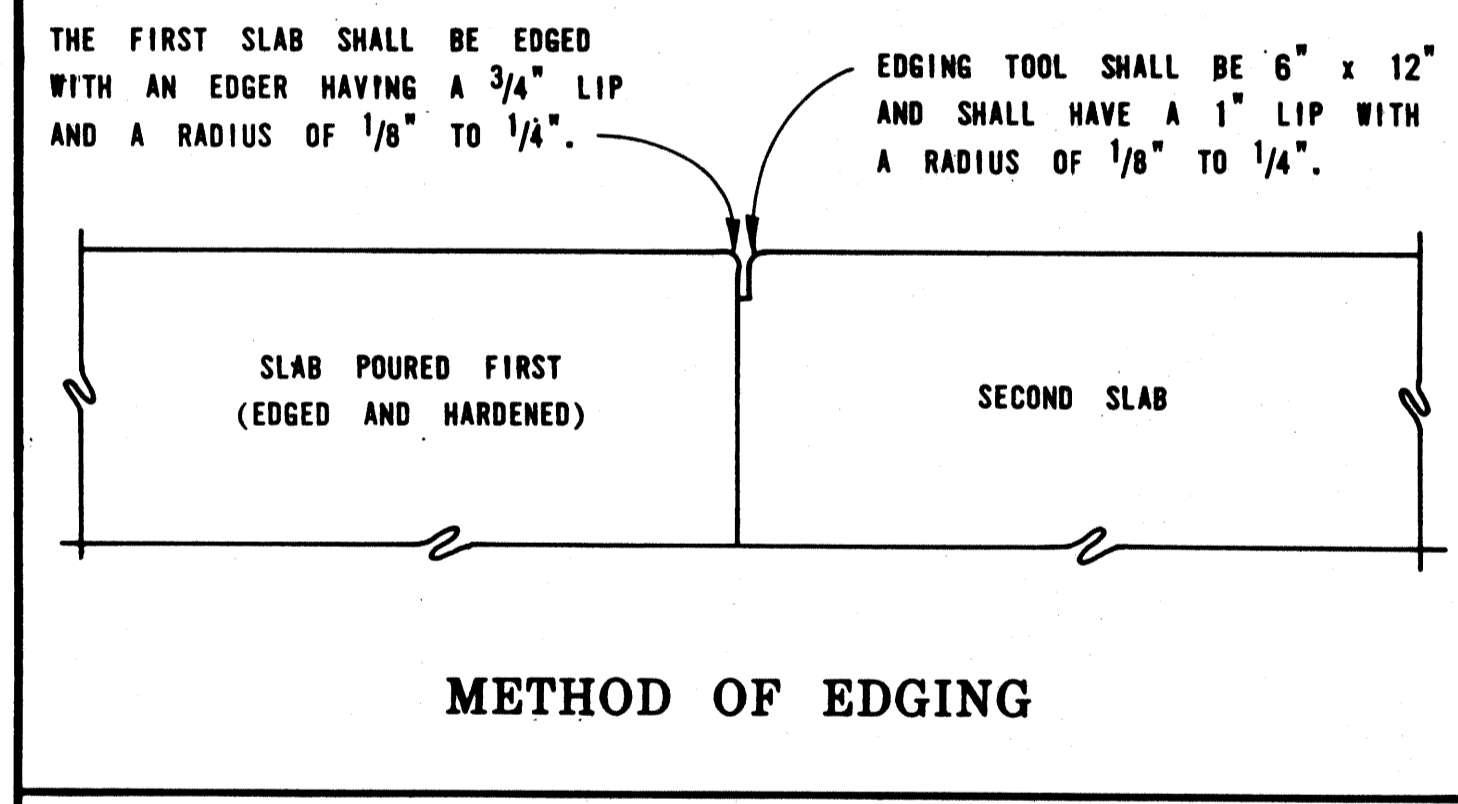
SYMBOL (L)
 THIS JOINT SHALL BE CONSTRUCTED ACCORDING TO SYMBOL (B), HOOK BOLT METHOD, EXCEPT THAT THE "SECOND POUR" AND THE "SECOND HALF" OF THE HOOK BOLT SHALL BE OMITTED. THE THREADED HOLE IN THE HOOK BOLT COUPLING SHALL BE TREATED WITH RUST PREVENTIVE OIL AND PLUGGED WITH A NEOPRENE OR PLASTIC PLUG. THE PLUG SHALL BE OF PROPER DIMENSION TO COMPLETELY SEAL THE HOLE AND SHALL NOT PROJECT MORE THAN 3/8" AFTER INSERTING.
LONGITUDINAL BULKHEAD JOINT
 FOR FUTURE PAVEMENT WIDENING

SYMBOL (L1)
 THIS JOINT SHALL BE CONSTRUCTED ACCORDING TO SYMBOL (B), HOOK BOLT METHOD, EXCEPT THAT THE "FIRST POUR" AND THE "FIRST HALF" OF THE HOOK BOLT HAVE PREVIOUSLY BEEN PROVIDED. THE PLUG SHALL BE REMOVED, THE THREADS OF THE COUPLING SHALL BE RETAPPED WHERE REQUIRED AND THE "SECOND HALF" OF THE HOOK BOLT SHALL BE PROVIDED AND INSTALLED.
LONGITUDINAL BULKHEAD JOINT
 FOR WIDENING EXISTING CONCRETE PAVEMENT WHERE LANE TIES HAVE PREVIOUSLY BEEN PROVIDED




LONGITUDINAL BULKHEAD JOINT



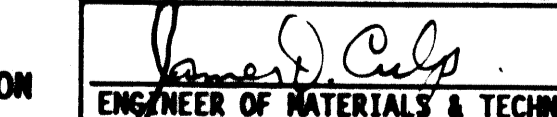
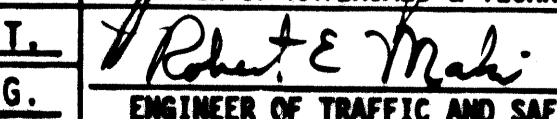
FOR WIDENING EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE WITH EPOXY ANCHORED LANE TIES

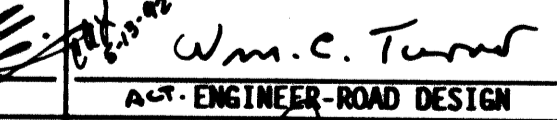
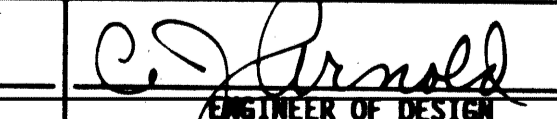



METHOD OF EDGING

NOTES:
 ALTHOUGH BENT TIE BARS AND HOOK BOLTS ARE ILLUSTRATED FOR LANE TIES AT LONGITUDINAL BULKHEAD JOINTS, OTHER APPROVED TYPES MAY BE USED.
 LANE TIE BARS SHALL BE DEFORMED. HOOK BOLTS NEED NOT BE DEFORMED.
 ALTHOUGH PAVEMENT REINFORCEMENT IS ILLUSTRATED AND REFERRED TO ON THESE SHEETS, THE USE OF REINFORCEMENT WILL BE AS SHOWN ON PLANS.
 THE INSTALLATION OF LANE TIE BARS AND THE SAWING OF LONGITUDINAL JOINTS WILL NOT BE REQUIRED FOR TEMPORARY CONCRETE PAVEMENT UNLESS CALLED FOR ON PLANS OR IN THE PROPOSAL. THE EDGING OF TEMPORARY CONCRETE PAVEMENT WILL NOT BE REQUIRED.
 FOR JOINT LAYOUT DETAILS, SEE STANDARD PLAN II-42 SERIES.
 SAWING PROCEDURES AND RELATED OPERATIONS ARE DESCRIBED IN THE CURRENT STANDARD SPECIFICATIONS.
 NO SAWED OR SEALED JOINT SHALL BE CONSTRUCTED BETWEEN THE PAVEMENT AND CURB, CURB AND GUTTER, OR VALLEY GUTTER, WHERE THESE ITEMS ARE CAST INTEGRALLY.
 ALL STRAIGHT TIE BARS SHALL BE EPOXY COATED IN ACCORDANCE WITH THE CURRENT STANDARD SPECIFICATIONS FOR EPOXY COATED STEEL REINFORCEMENT FOR STRUCTURES.
 WHEN DEFORMED BARS ARE GROUTED INTO AN EXISTING PAVEMENT, THE GROUT SHALL BE SELECTED FROM THE PREQUALIFIED MATERIALS LISTED IN THE DEPARTMENT'S "MATERIALS SAMPLING GUIDE" UNDER ADHESIVE SYSTEMS FOR GROUTING DOWEL BARS AND TIE BARS FOR FULL-DEPTH CONCRETE PAVEMENT REPAIRS.
 IN ORDER TO AVOID CONFLICT WITH THE LOAD TRANSFER ASSEMBLY, THE PLACEMENT OF THE END LANE TIE ADJACENT TO ANY TRANSVERSE JOINT SHALL BE AS FOLLOWS:
 1. WHEN MAXIMUM ALLOWABLE LANE TIE SPACING EXCEEDS 3'-4", PLACE FIRST AND LAST LANE TIE 1/2 THE MAXIMUM ALLOWABLE LANE TIE SPACING FROM JOINT.
 2. WHEN MAXIMUM ALLOWABLE LANE TIE SPACING IS LESS THAN 3'-4", PLACE FIRST AND LAST LANE TIE A MINIMUM OF 1'-8" FROM JOINT.
 IT MAY BE NECESSARY TO ADJUST THE LAST THREE LANE TIE SPACINGS TO ENSURE UNIFORM LOADING RESISTANCE ALONG THE LONGITUDINAL JOINT.
 FOR DEPTH OF STEEL REINFORCEMENT, SEE STANDARD PLAN II-45 SERIES.


 PREPARED BY DESIGN DIVISION
 DRAWN BY: B.L.T.
 CHECKED BY: I.R.G.


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