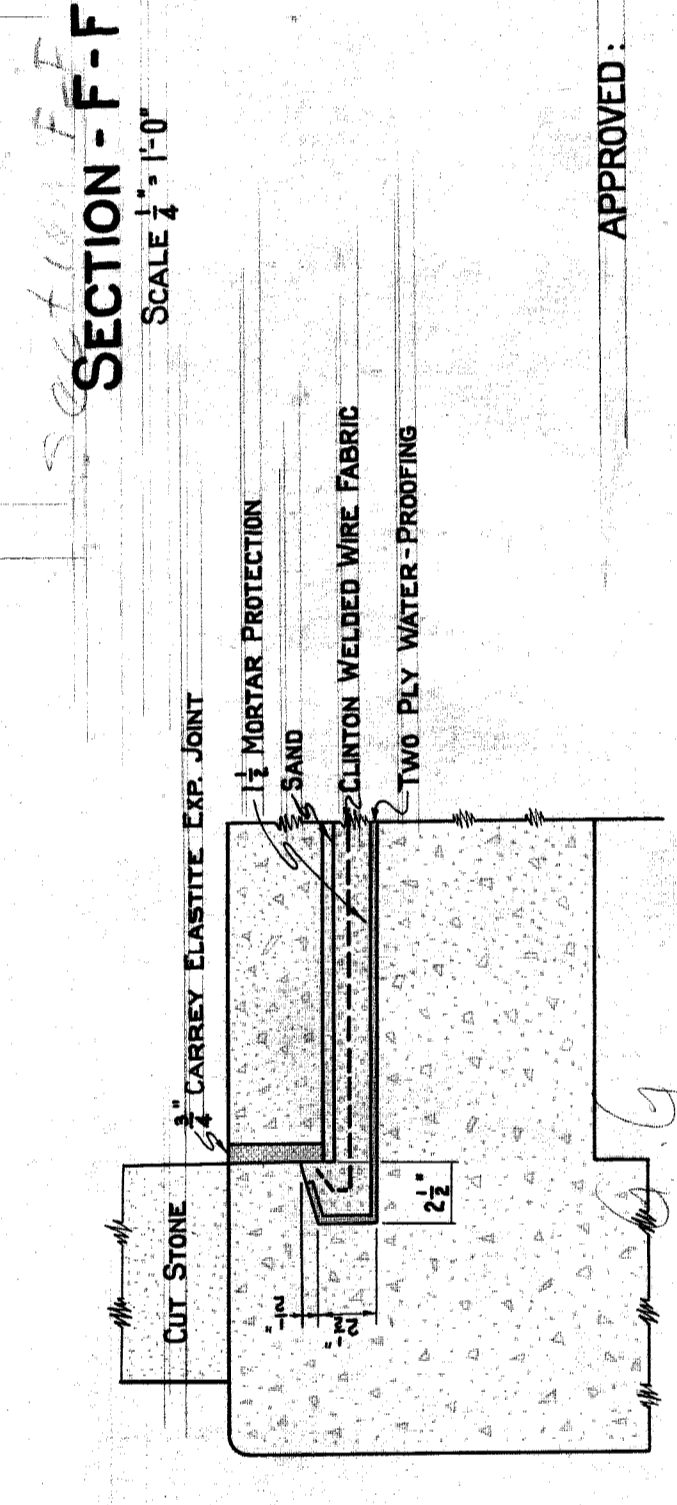
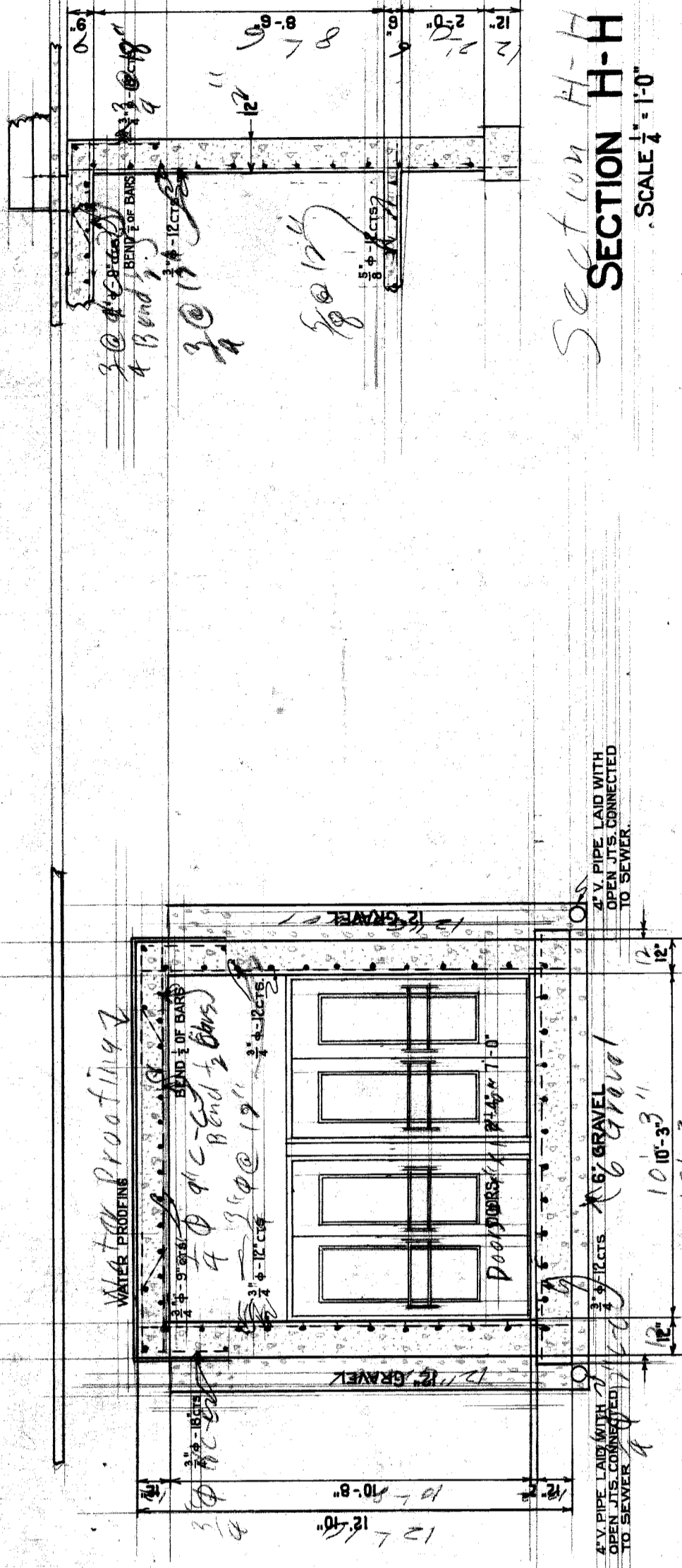
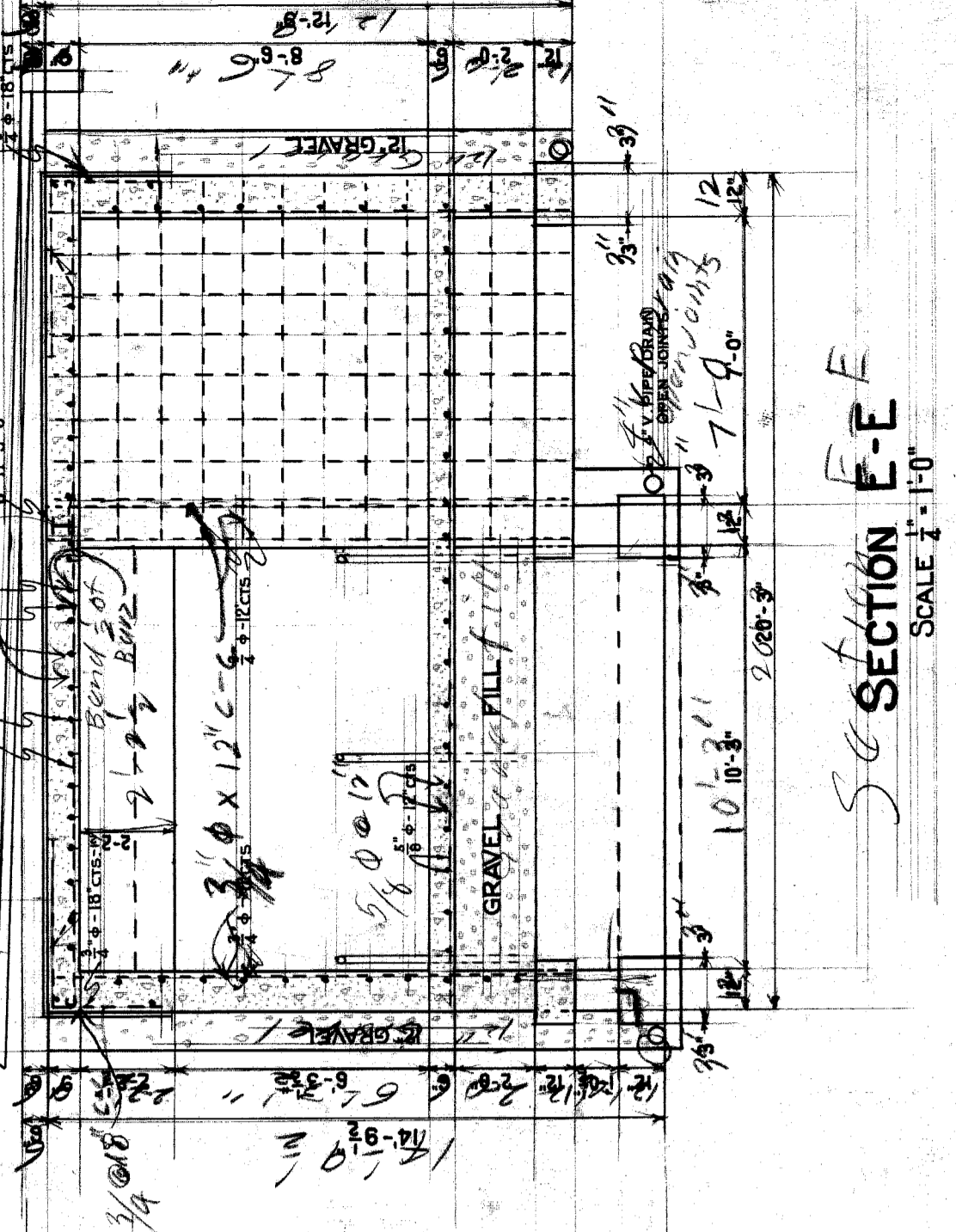
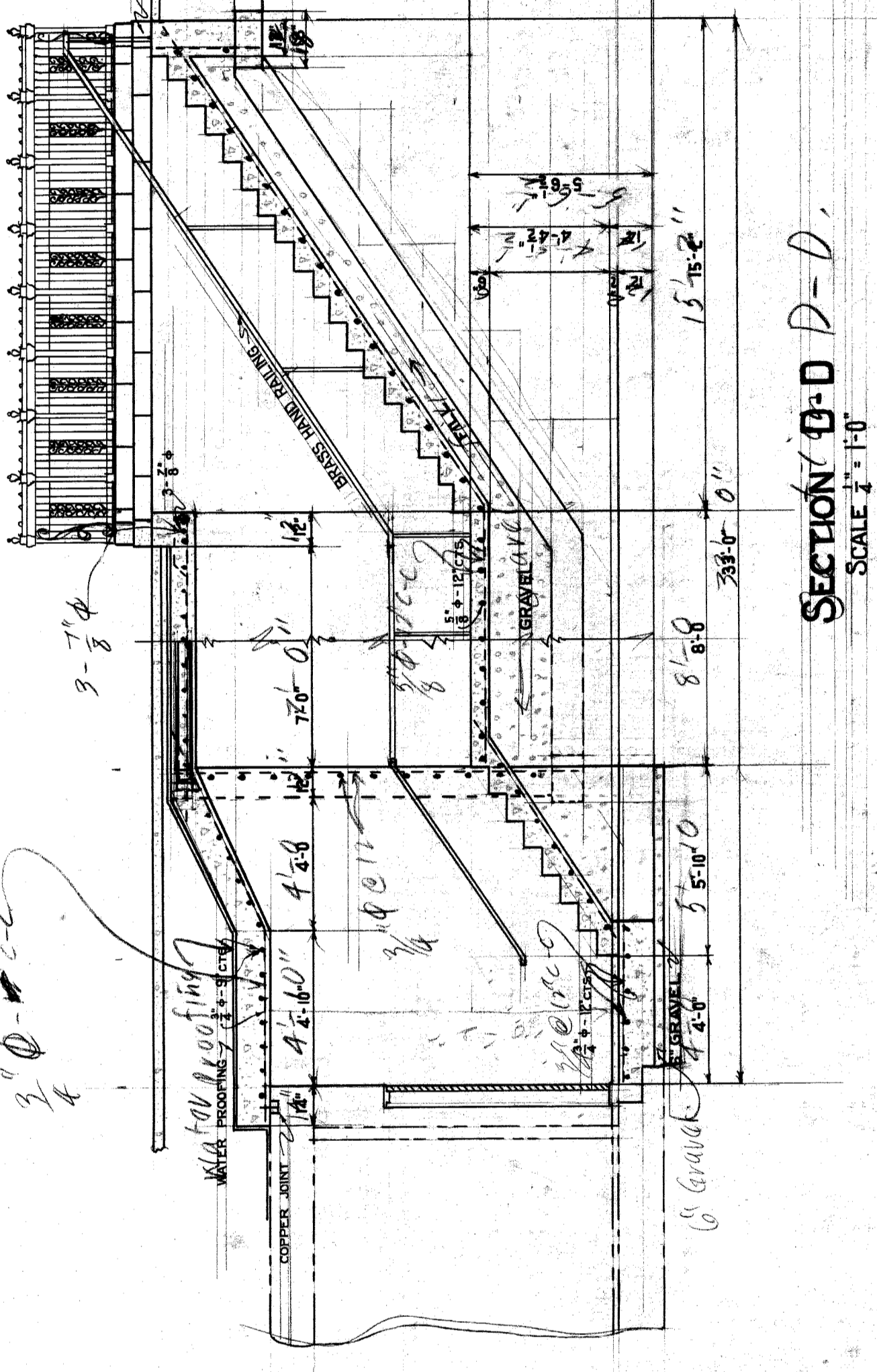
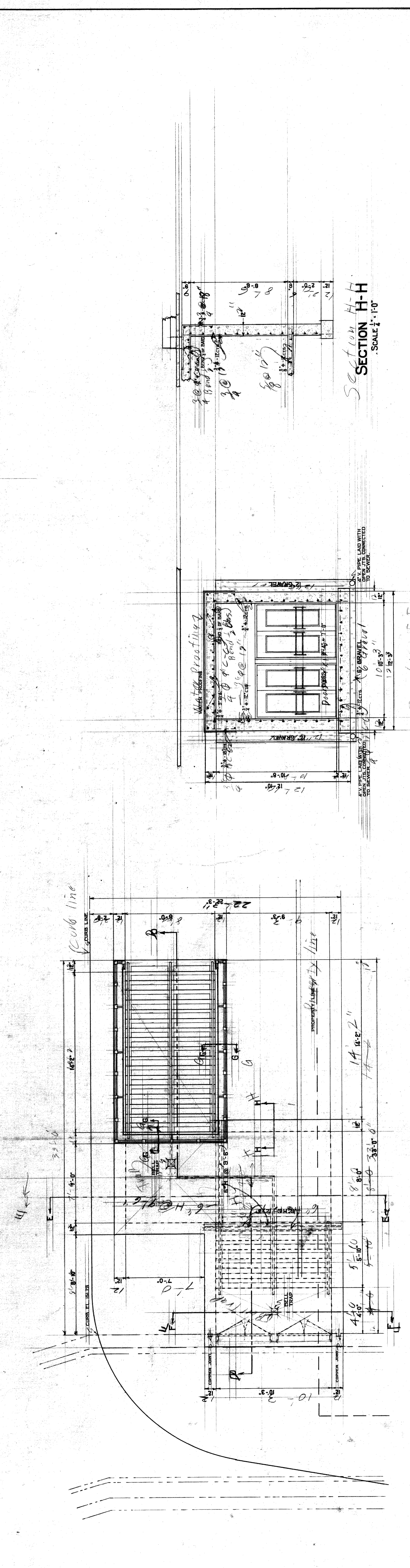
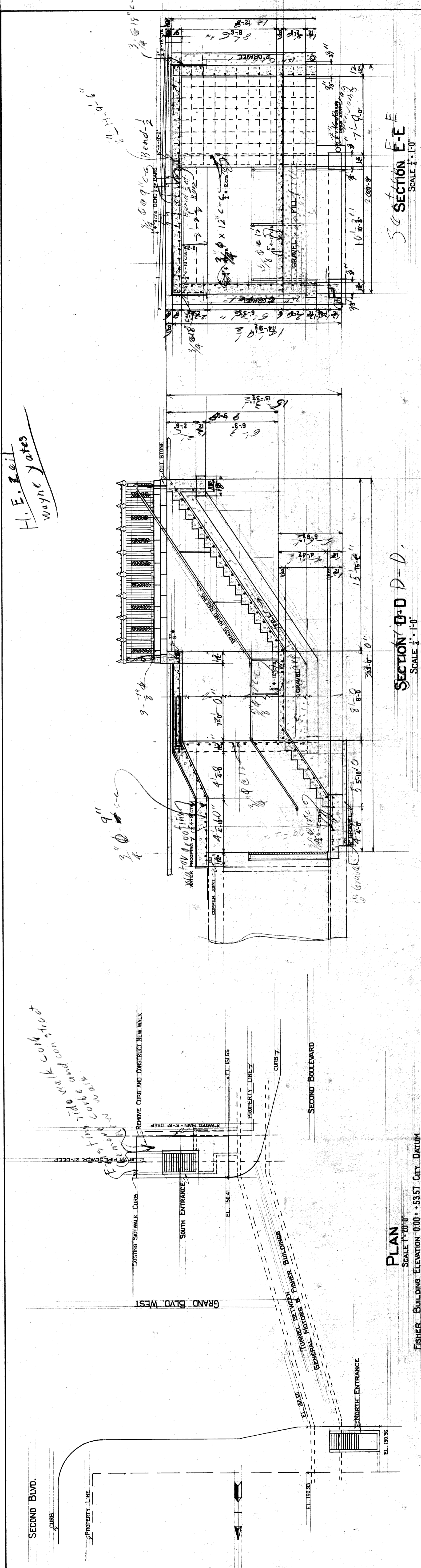


H. E. Eiel
Wayne Yates



SECTION G-G
SCALE 1/2" = 1'-0"

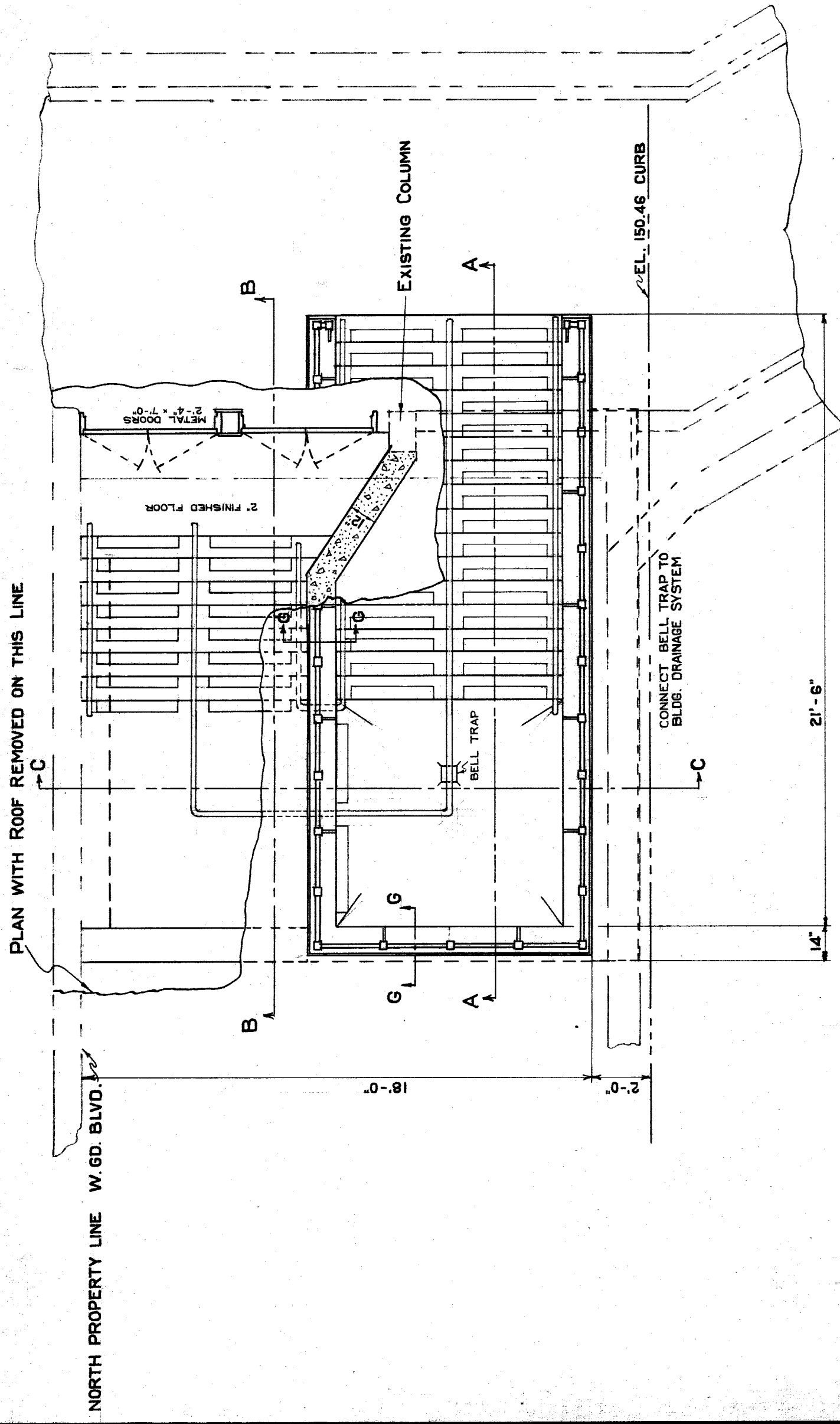
CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
CITY ENGINEERS OFFICE
DIVISION OF GRADE SEPARATION & BRIDGES

SIDWALK ENTRANCE TO TUNNEL
BETWEEN
GENERAL MOTORS & FISHER BUILDINGS

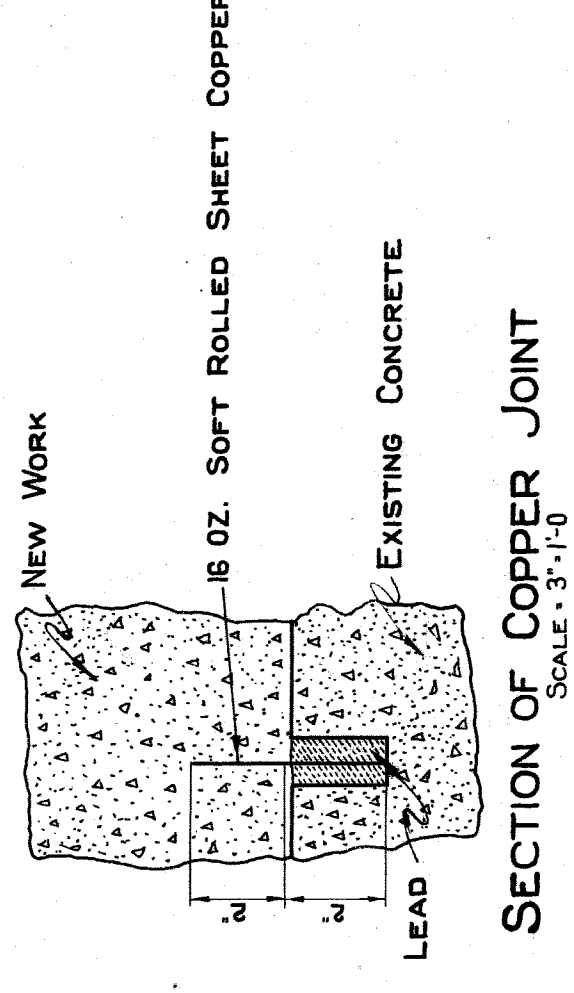
SCALE AS SHOWN
DRAWN BY: _____ CITY ENGINEER
TRACED BY: _____
SHEET No. 1 OF 2 SHEETS
1928
CHECKED BY: _____

APPROVED:

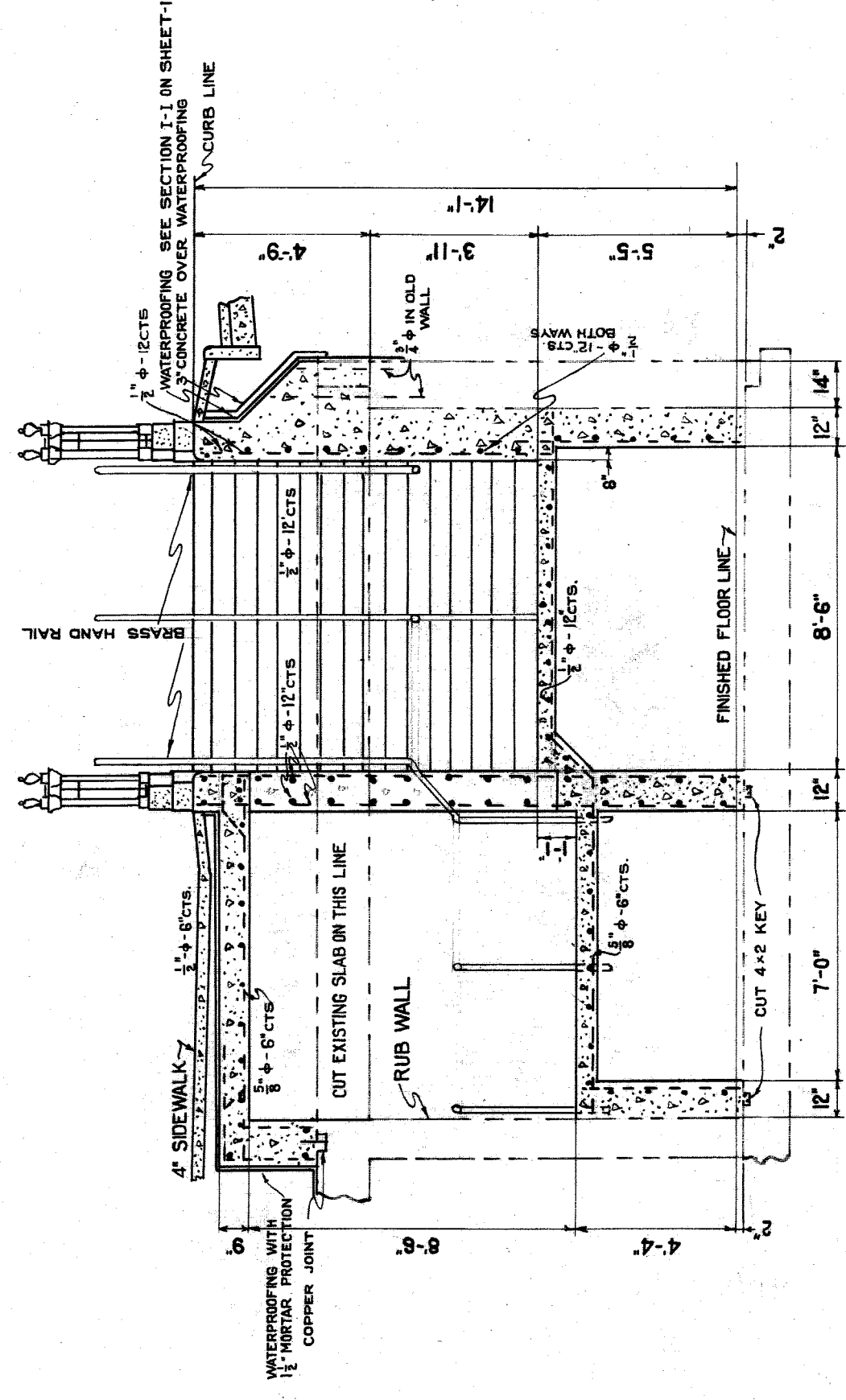
File BT2-4



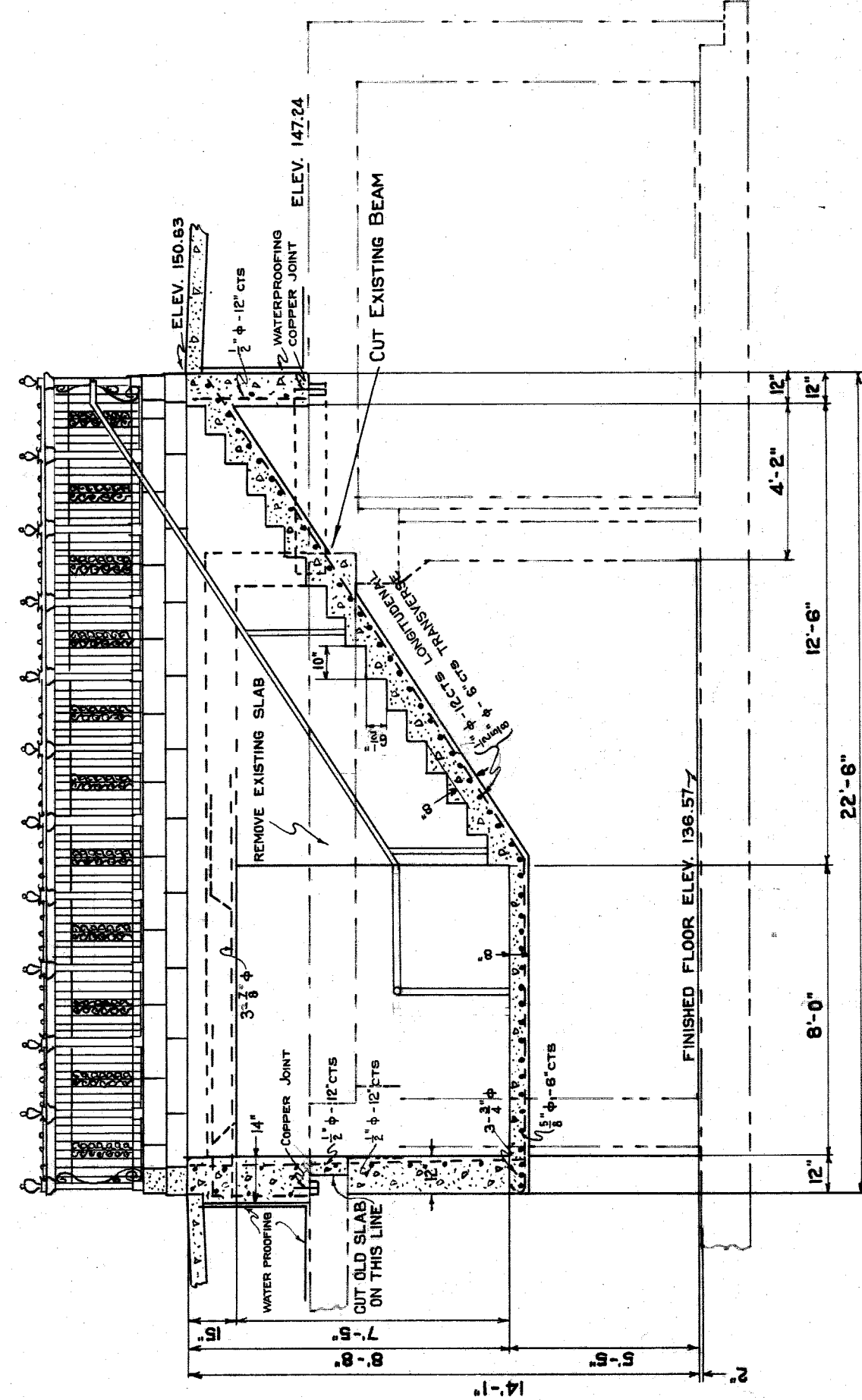
PLAN OF SUBWAY ENTRANCE NORTH SIDE
GRAND BLVD WEST
SCALE $\frac{1}{4}$ " = 1'-0"



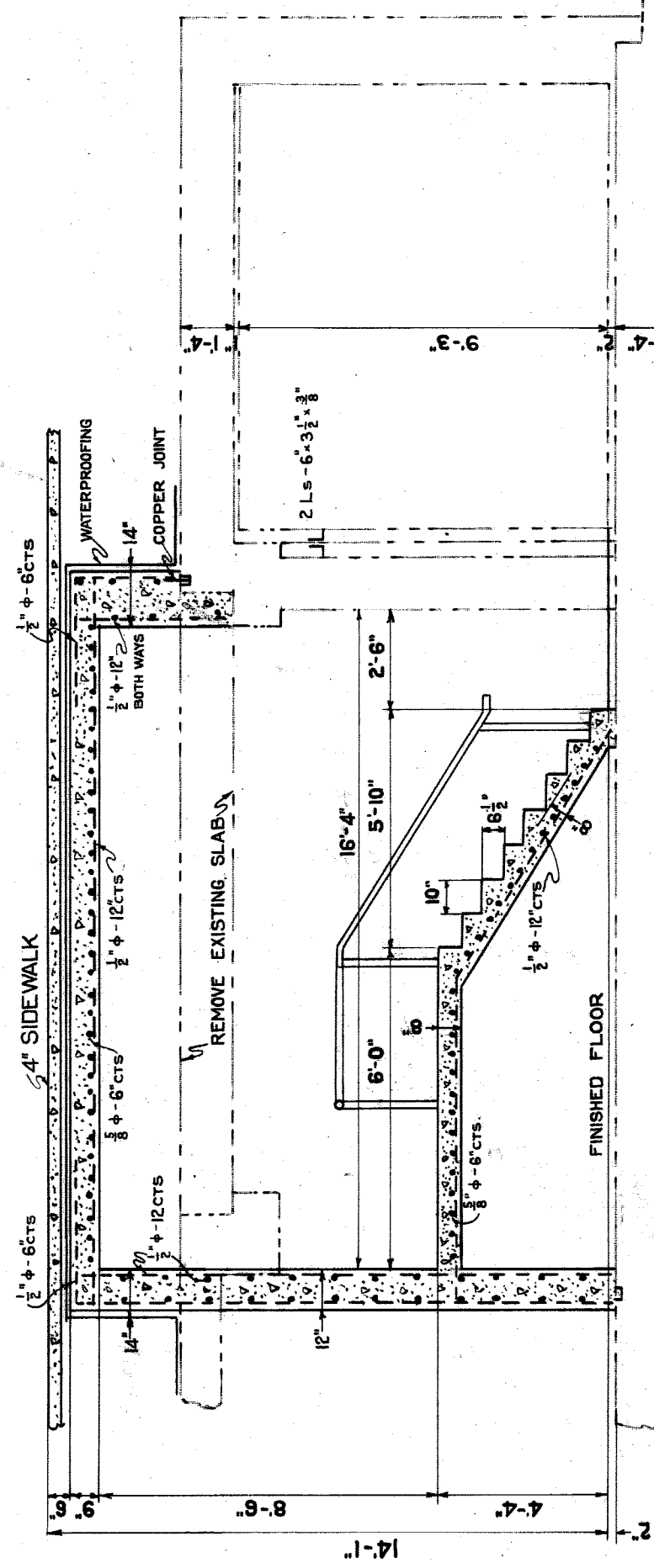
SECTION OF COPPER JOINT
SCALE $\frac{3}{4}$ " = 1'-0"



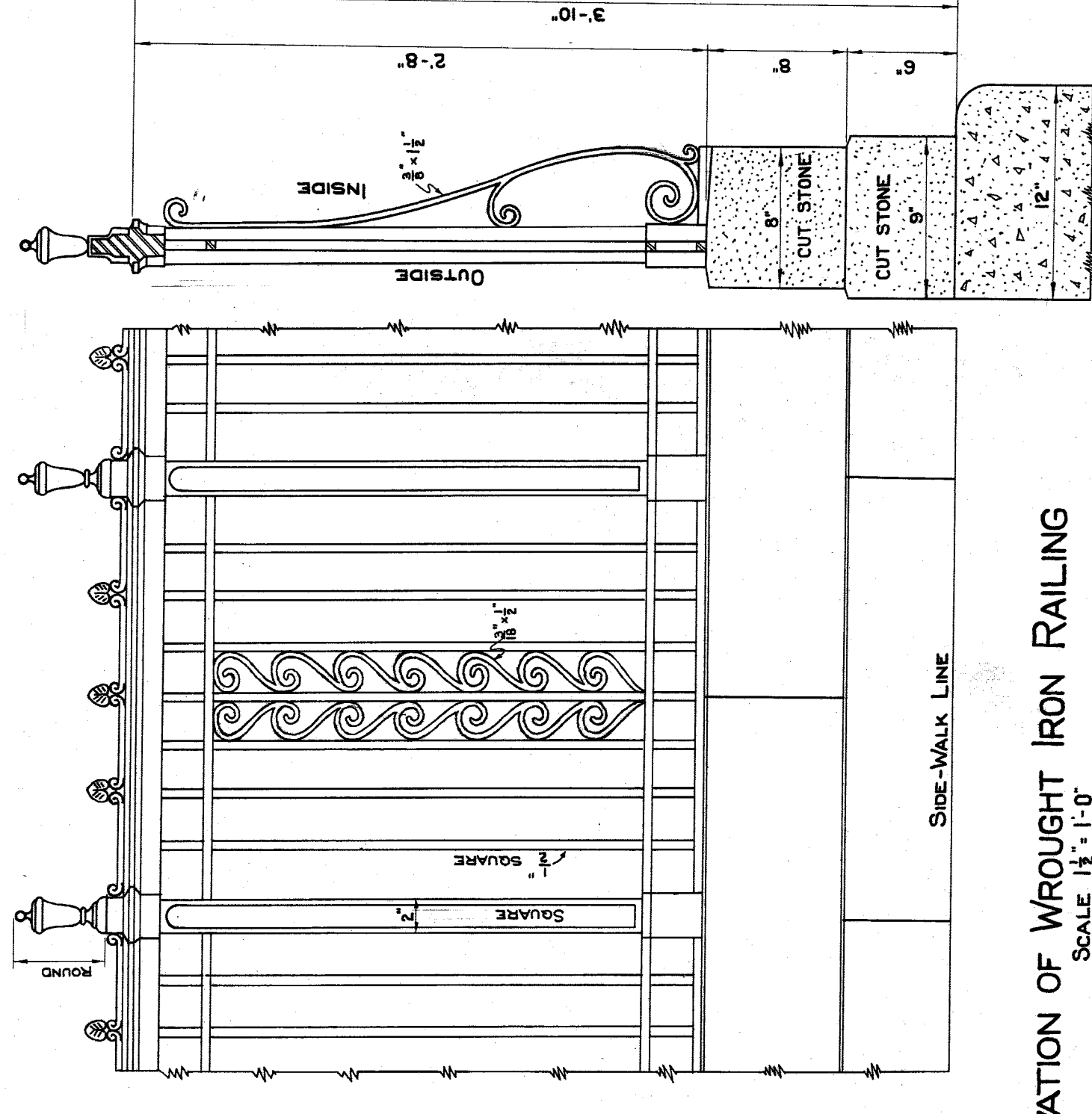
SECTION C-C
SCALE $\frac{1}{4}$ " = 1'-0"



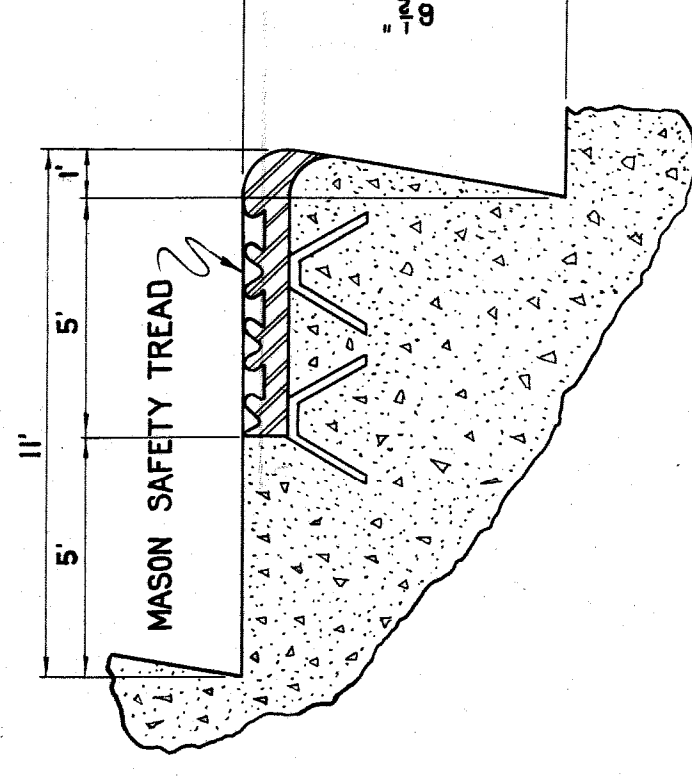
SECTION A-A
SCALE $\frac{1}{4}$ " = 1'-0"



SECTION B-B
SCALE $\frac{1}{4}$ " = 1'-0"



ELEVATION OF WROUGHT IRON RAILING
SCALE $1\frac{1}{2}$ " = 1'-0"



TREAD DETAILS
SCALE $\frac{3}{4}$ " = 1'-0"

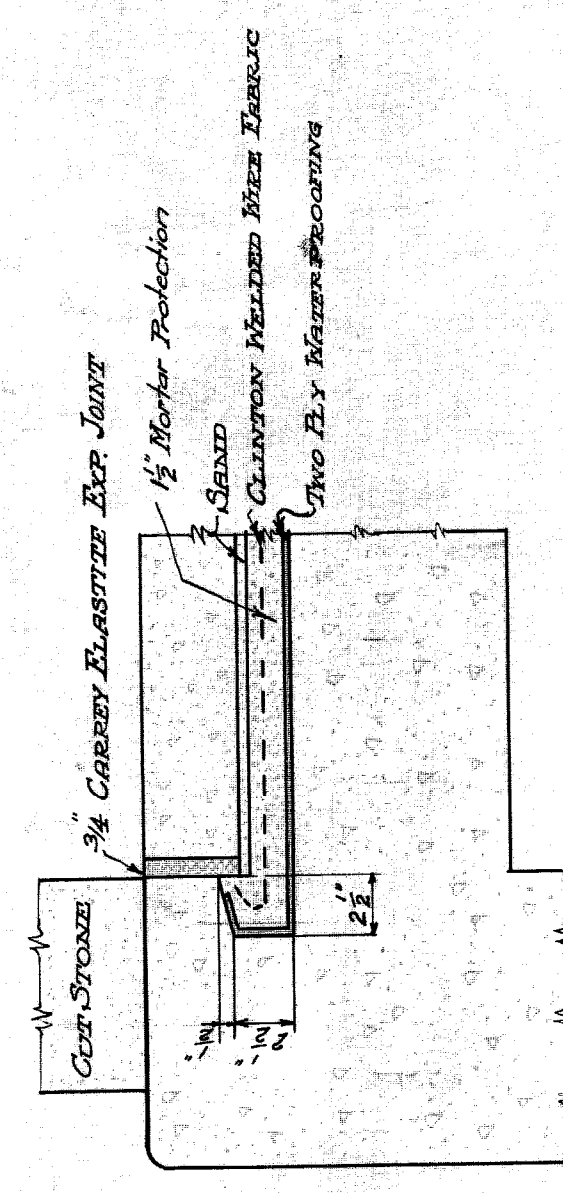
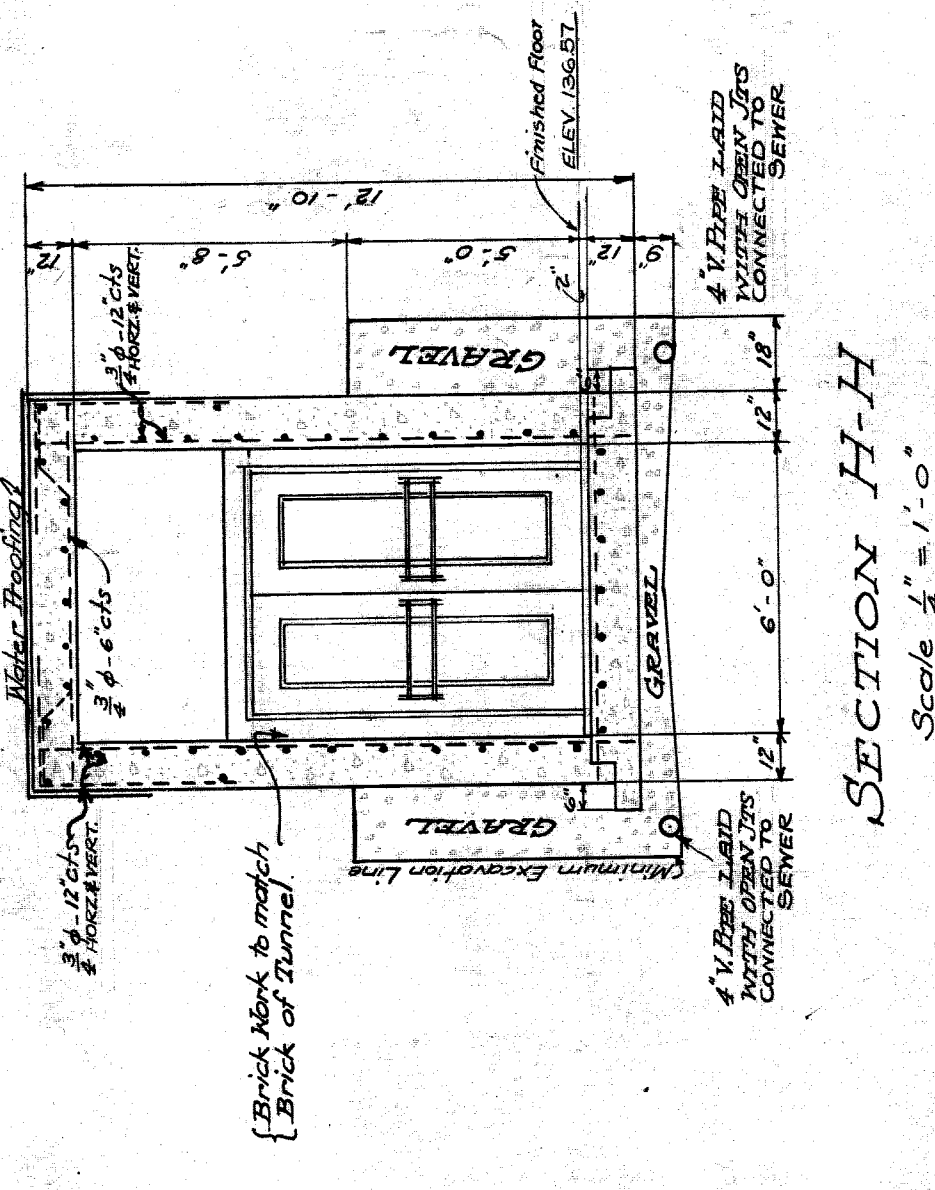
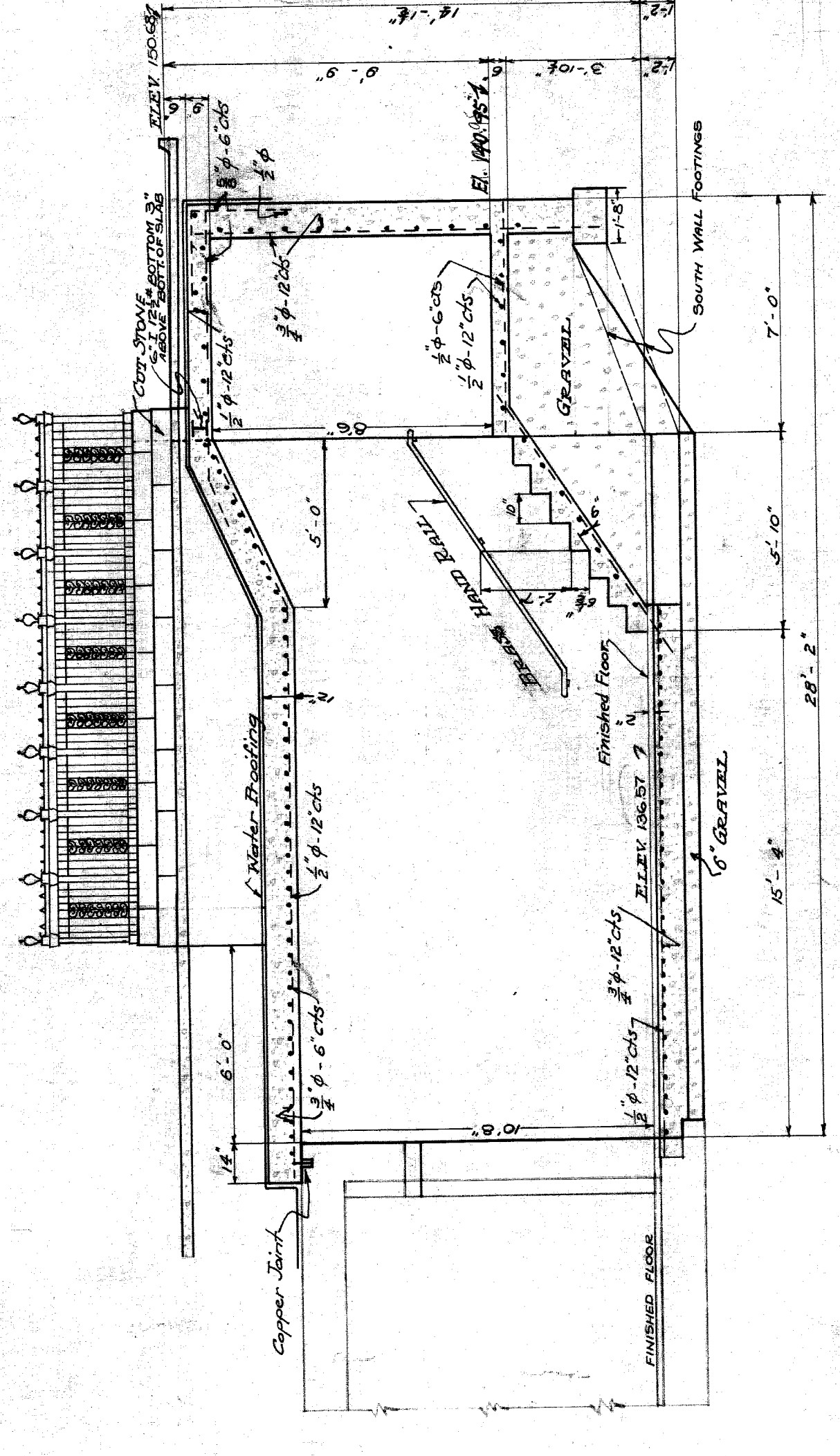
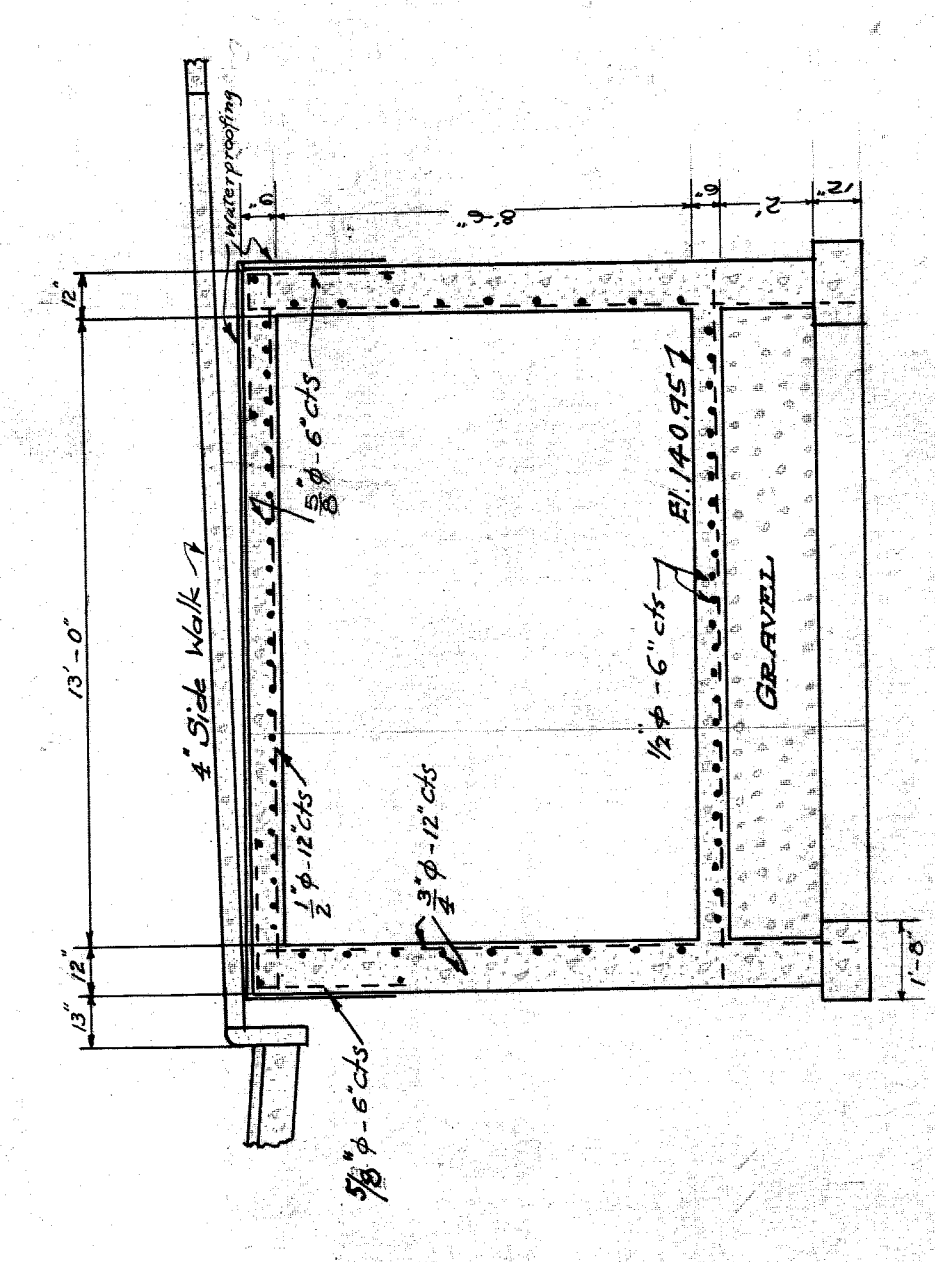
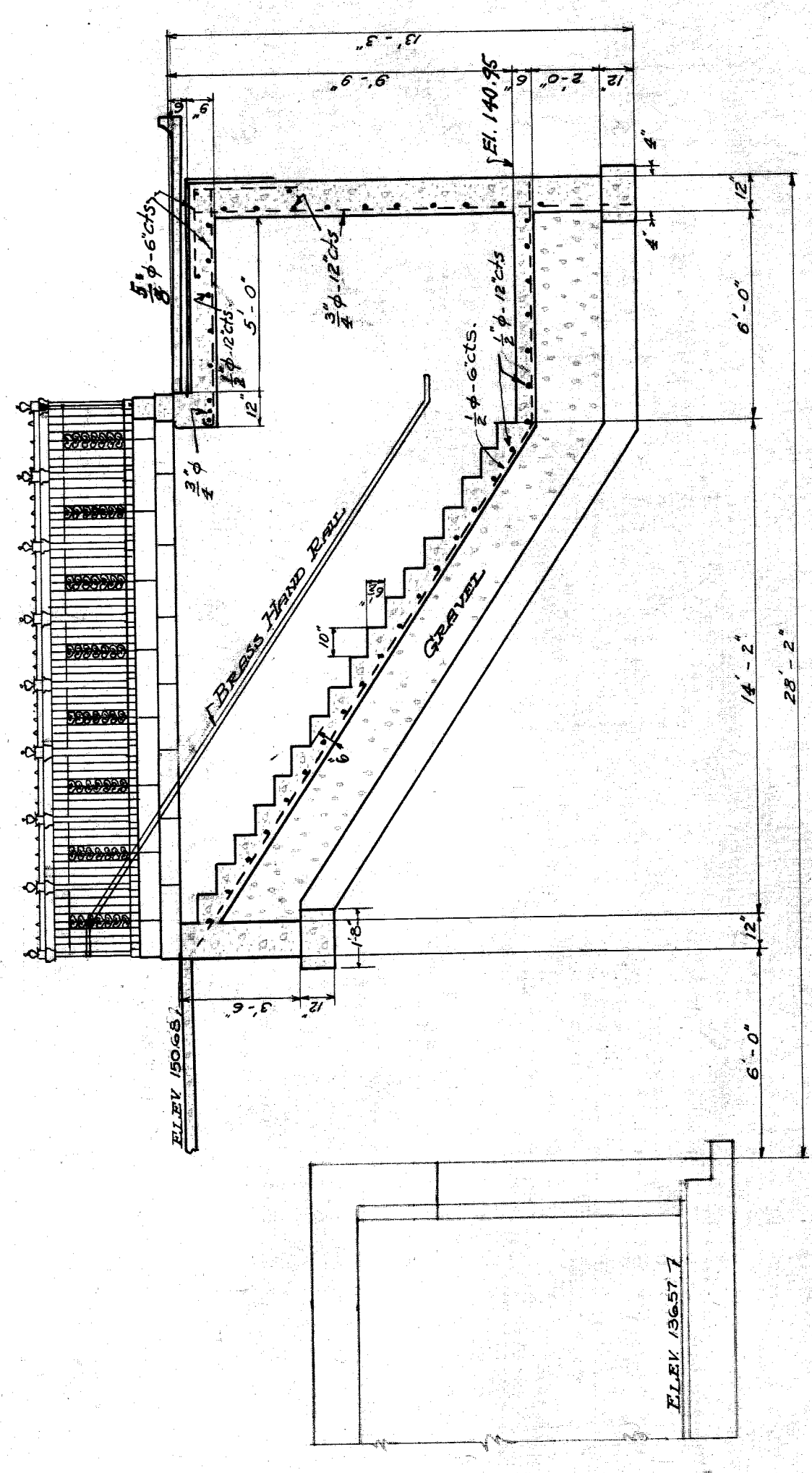
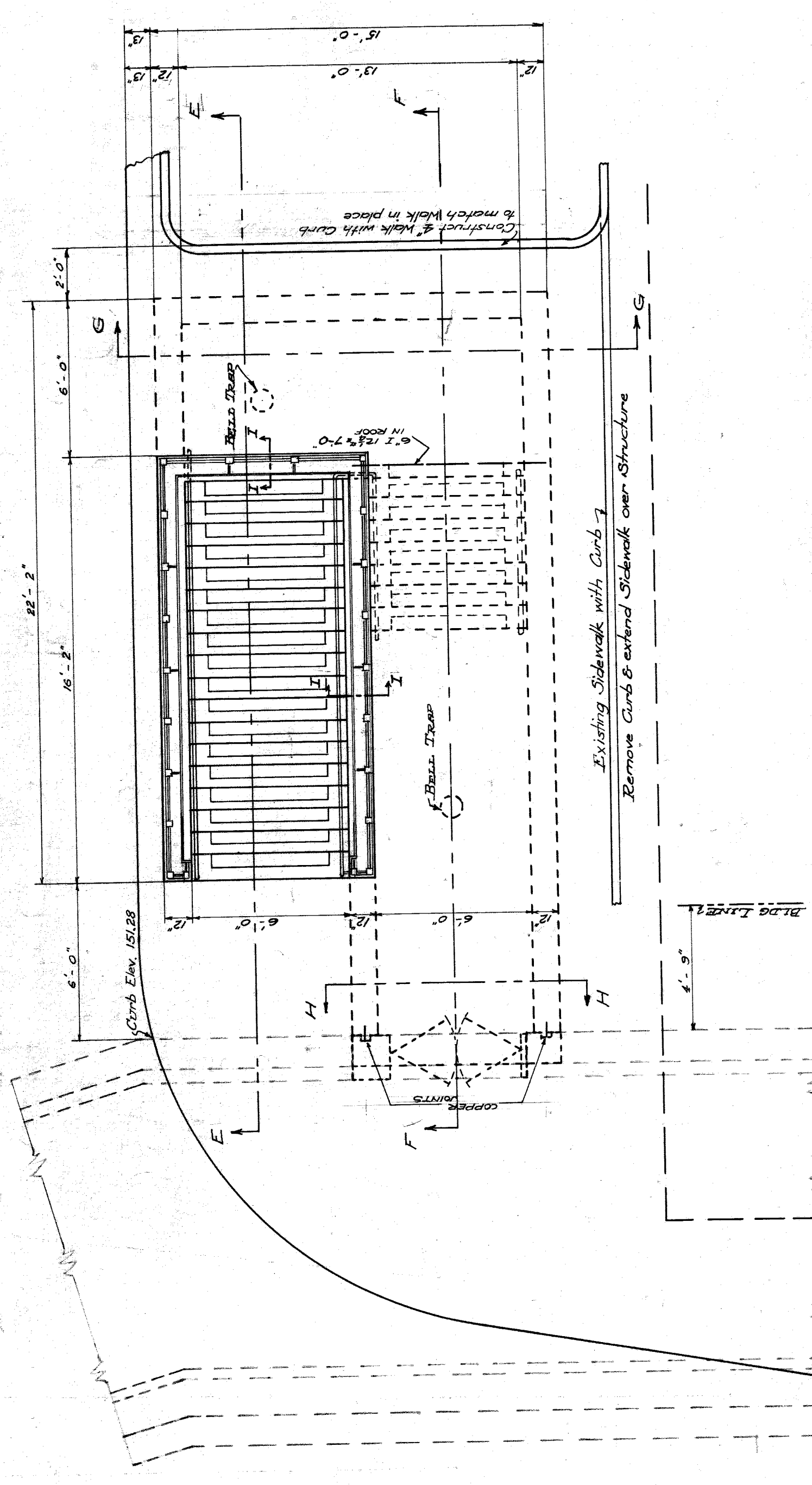
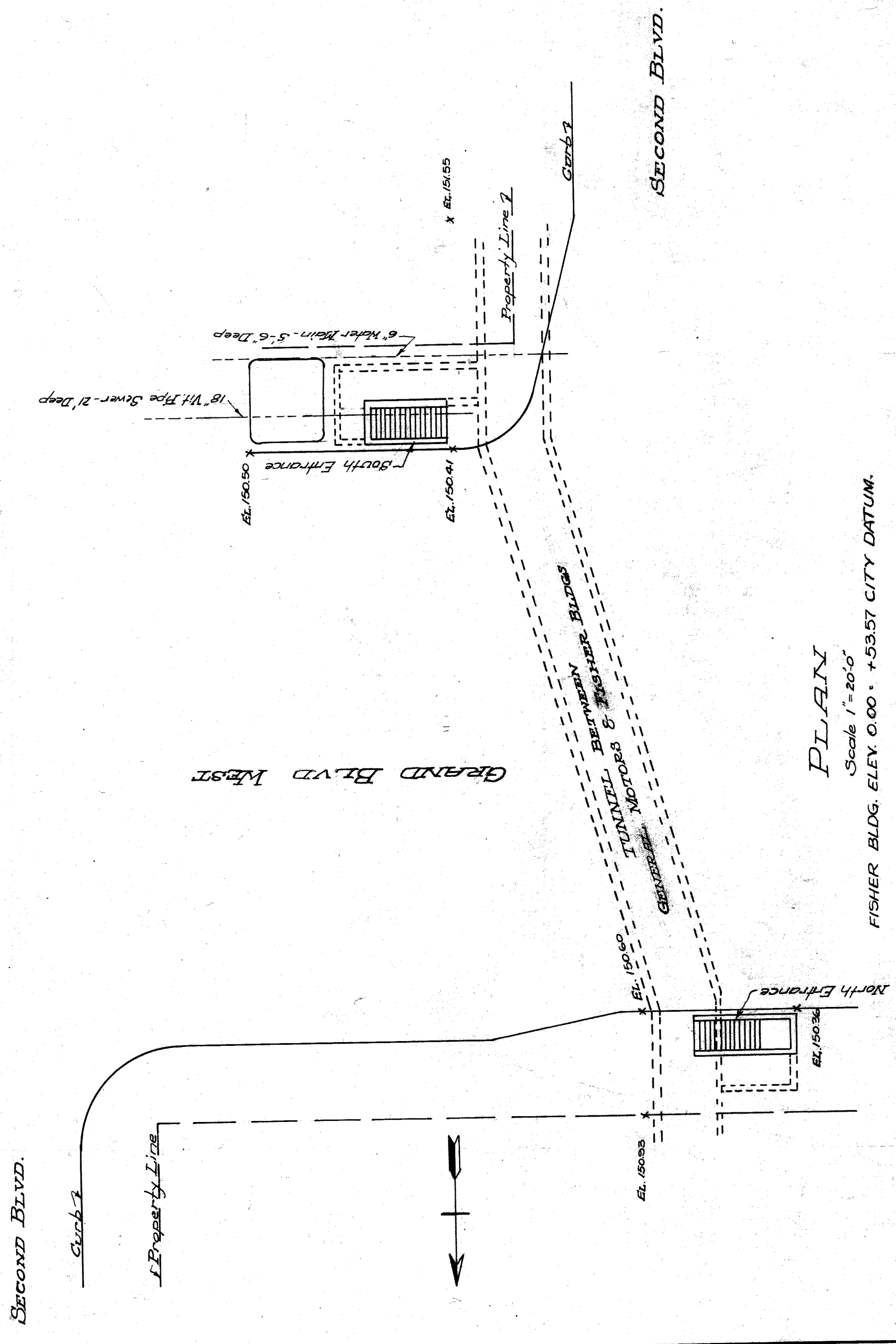
NOTE:
ALL CONCRETE TO BE MIXED IN PROPORTIONS
ONE PART PORTLAND CEMENT TWO PARTS FINE
AGGREGATE THREE & A HALF PARTS COARSE
AGGREGATE (1:2:3)
ALL CONCRETE TO BE FINISHED BY RUBBING
WITH CARBORUNDUM UNTIL ITS SURFACE HAS A TRUE
& EVEN TEXTURE.
ALL DOORS SHALL BE METAL CLAD WOOD CORE
EXACT DESIGN TO MATCH DOORS OF THE TUNNEL.
WATERPROOFING SHALL BE TWO PLY MEMBRANE
WATERPROOFING PROTECTED WITH REINFORCED
MORTAR SLAB ONE & A HALF INCHES THICK
ALL EXPOSED CORNERS SHALL BE CHAMFERED
TO ONE INCH.
ALL REINFORCED BARS SHALL BE LAPPED
FORTY DIAMETERS AT THE SPLICES & ALL SPLICES
SHALL BE WELL WRAPPED WITH WIRE.

CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
CITY ENGINEERS OFFICE
DIVISION OF GRADE SEPARATION & BRIDGES

SIDEWALK ENTRANCE TO TUNNEL
BETWEEN

GENERAL MOTORS & FISHER BUILDINGS

SCALE AS SHOWN
DRAWN BY: CITY ENGINEER
TRACED BY: 1928
SHEET NO 2 OF 2 SHEETS
CHECKED BY:



CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
CITY ENGINEERS OFFICE
DIVISION OF GRADE SEPARATION & BRIDGES

SIDEWALK ENTRANCE TO TUNNEL
BETWEEN
GENERAL MOTORS AND FISHER BUILDINGS

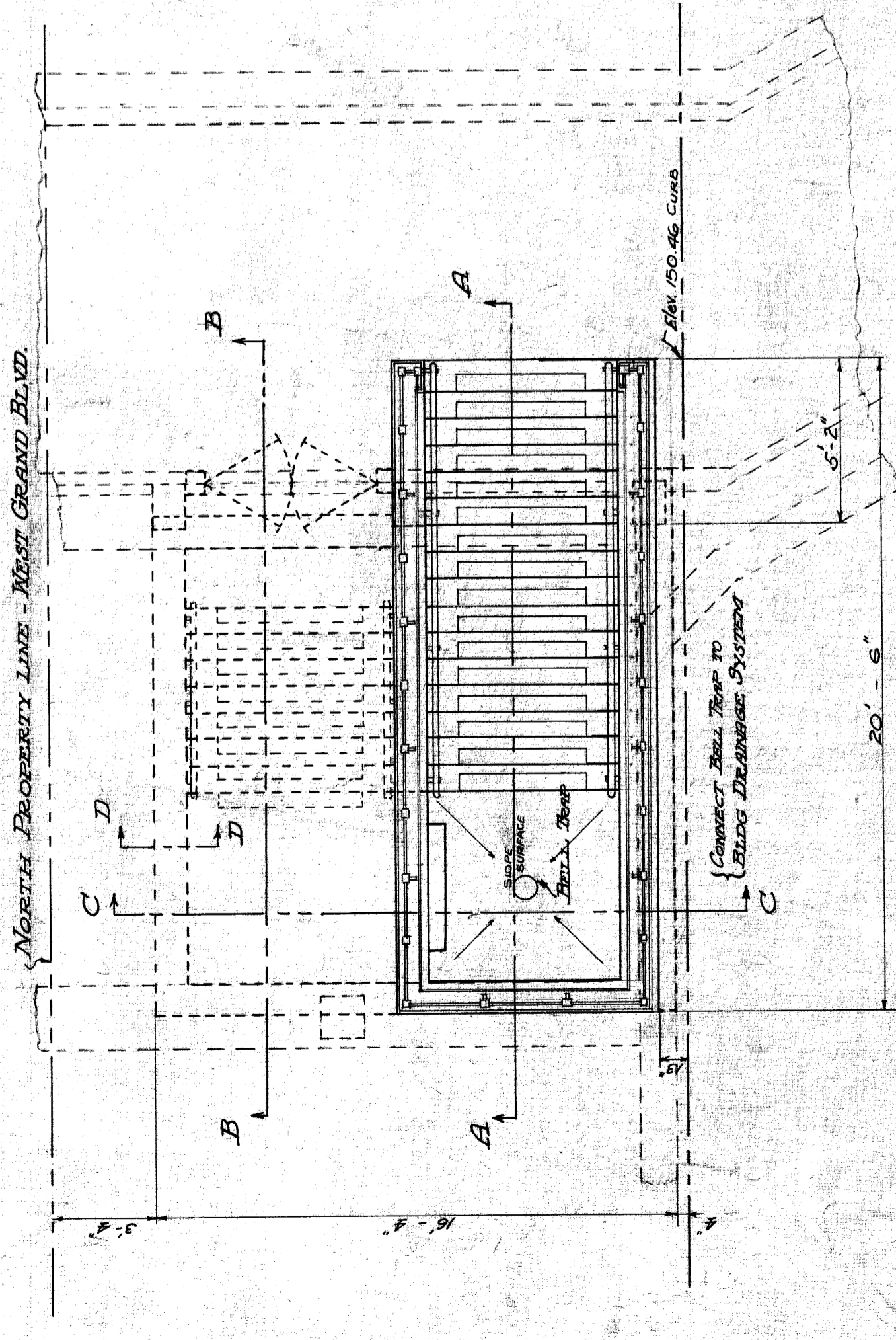
Approved: *Mary P. Williams*
City Engineer.

SECTION I-I
Scale 1/2" = 1'-0"

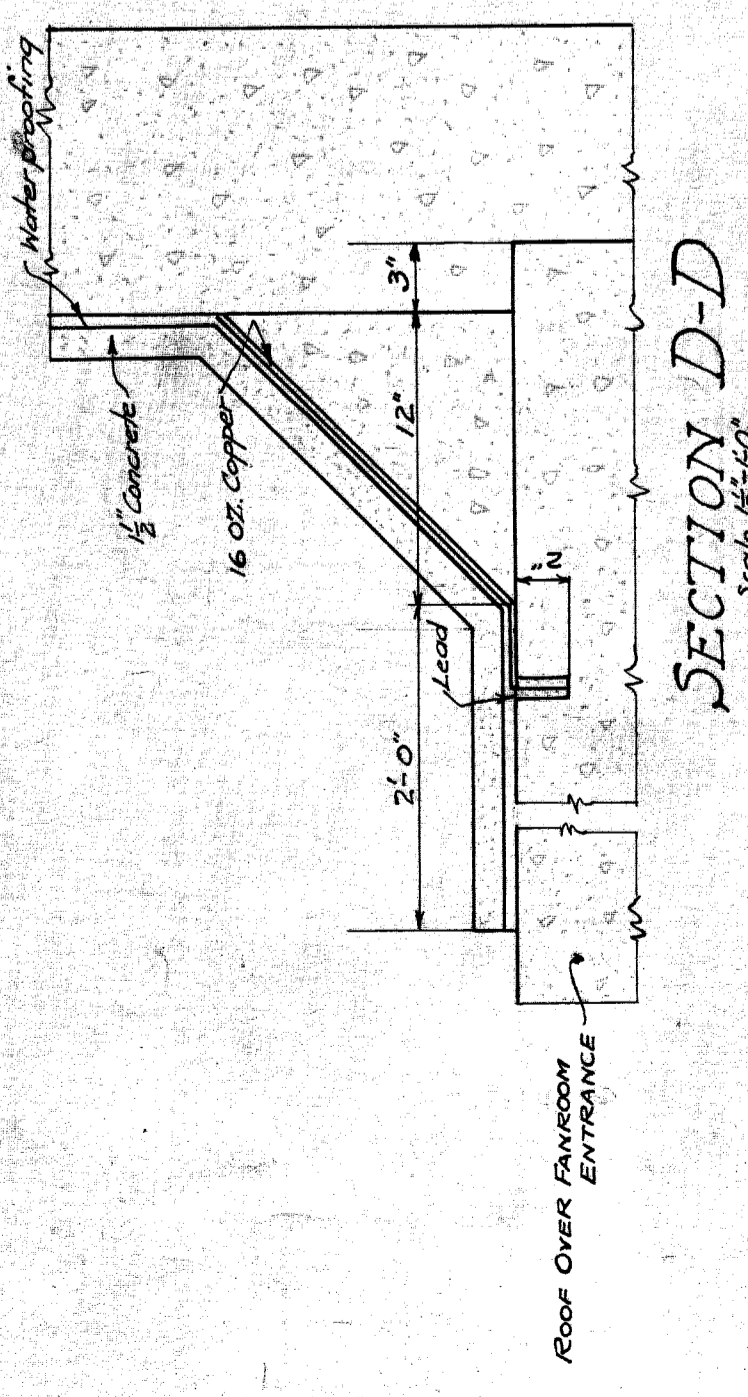
SCALE AS NOTED
DRAWN BY
TRACED BY
SHEET No 1 of 2 SHEETS

File BT2-6

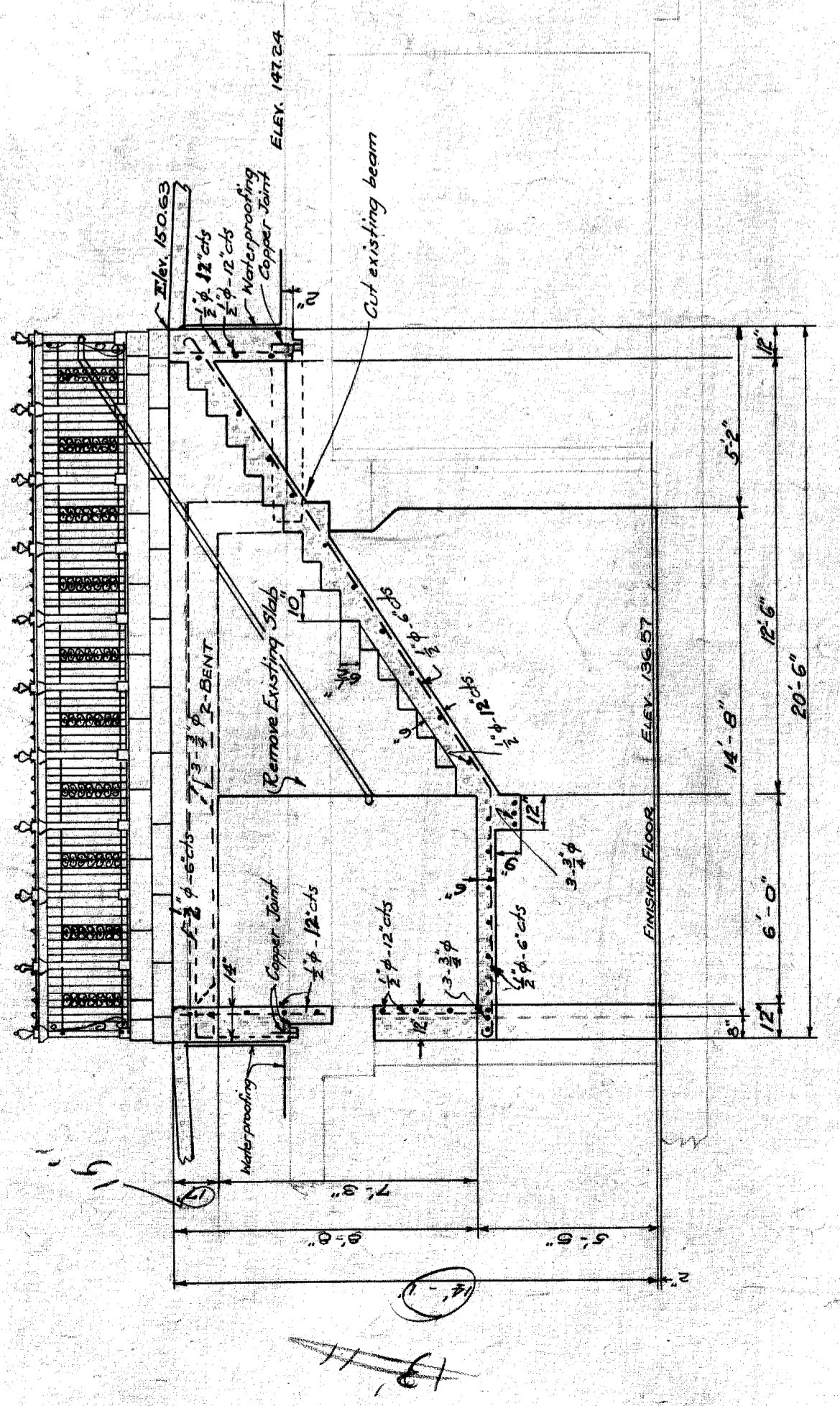
MAY 1928
CHECKED BY: H.D.



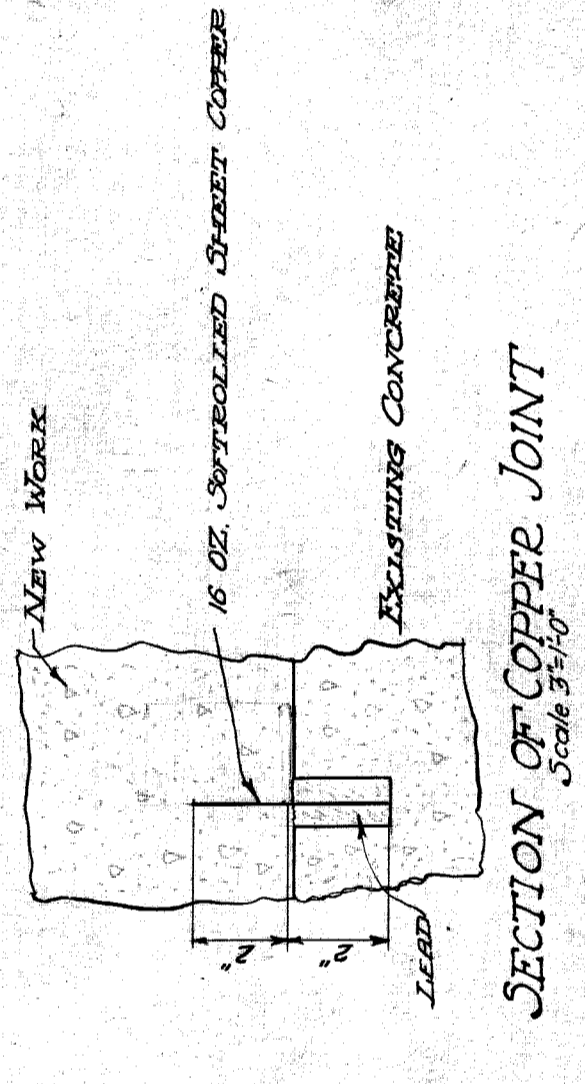
PLAN SUBWAY ENTRANCE NORTH SIDE
GRAND BLVD WEST
Scale 1/4"=1'-0"



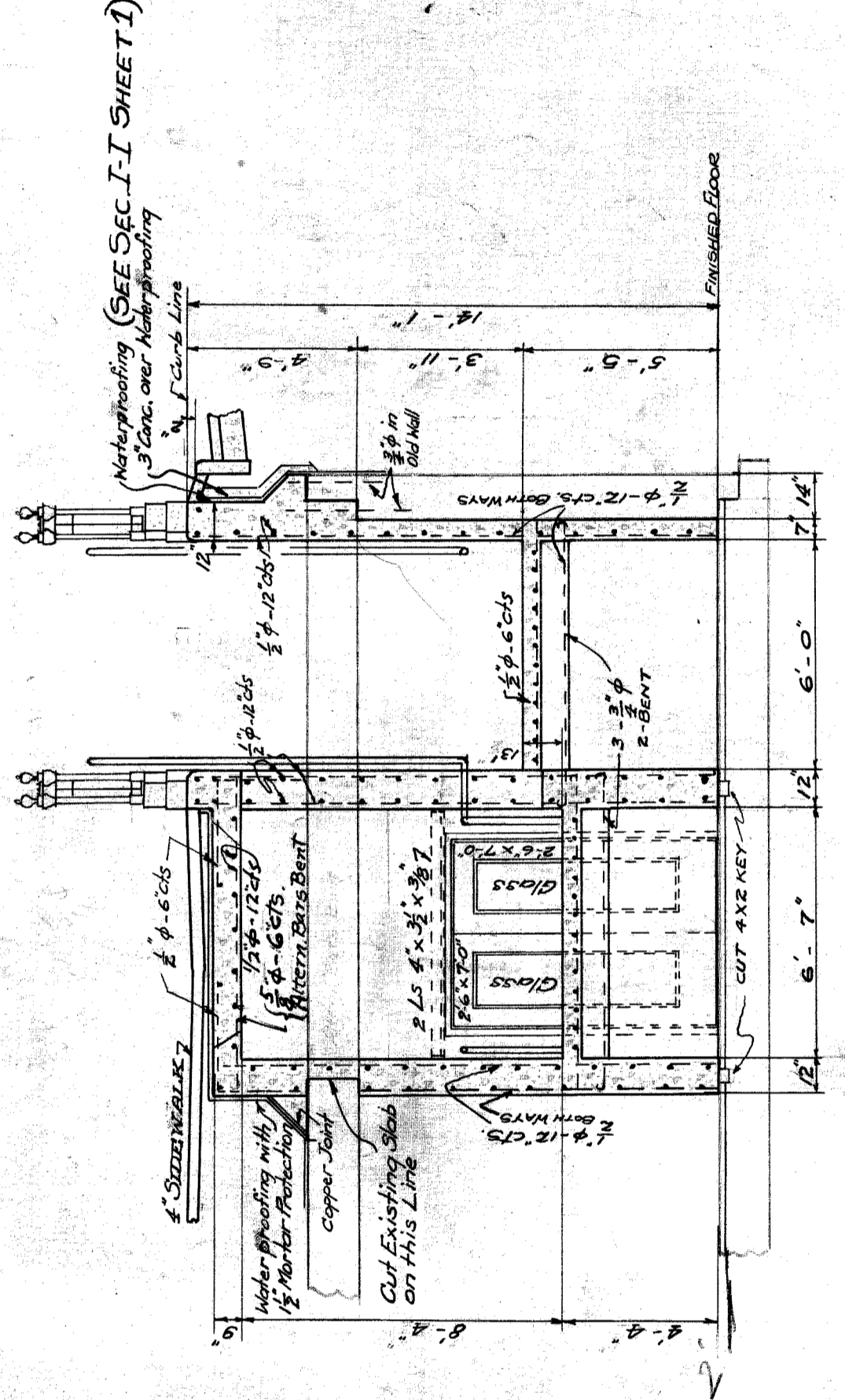
SECTION D-D
Scale 1/4"=1'-0"



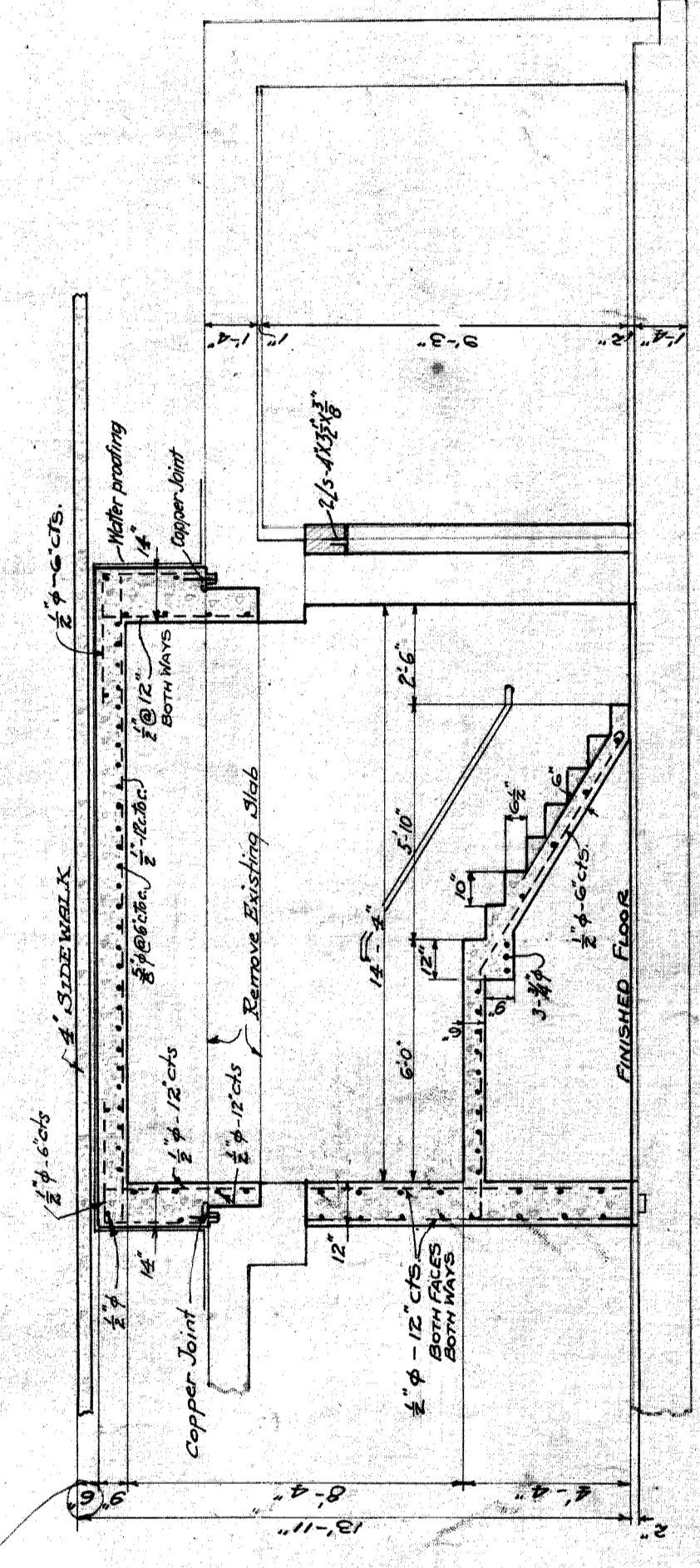
SECTION A-A
Scale 1/4"=1'-0"



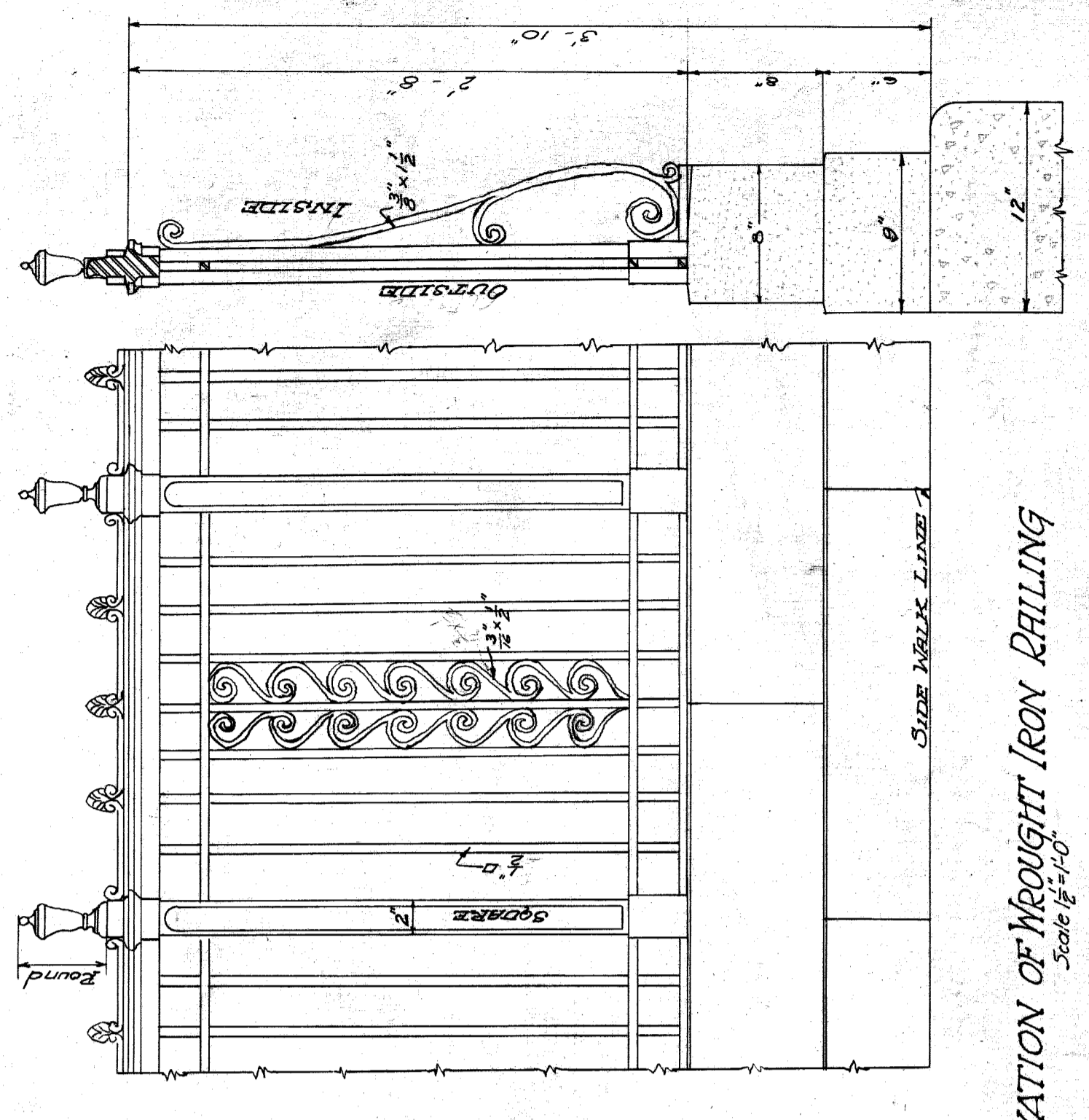
SECTION OF COPPER JOINT
Scale 3/4"=1'-0"



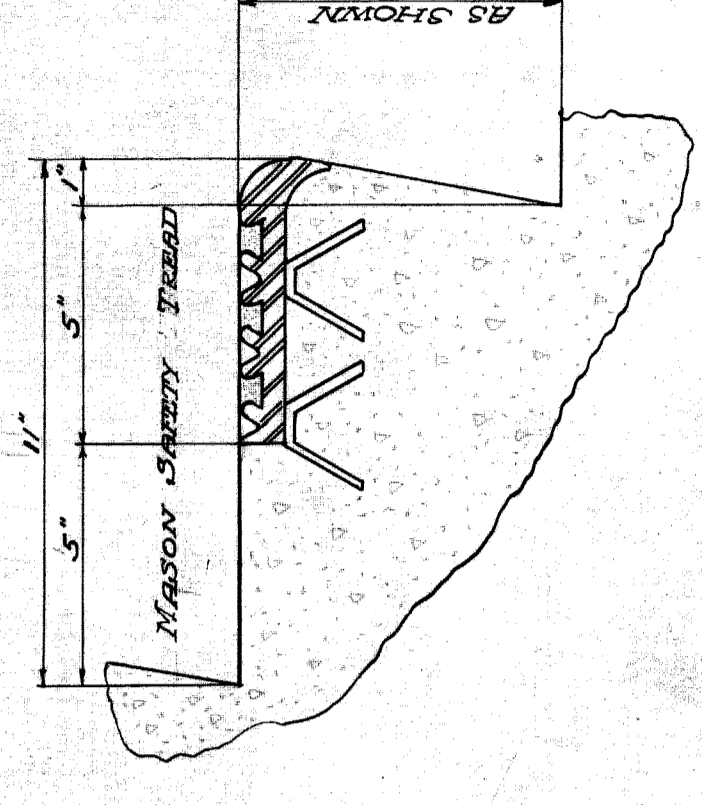
SECTION C-C
Scale 1/4"=1'-0"



SECTION B-B
Scale 1/4"=1'-0"



ELEVATION OF MIGHTY IRON RAILING
Scale 1/4"=1'-0"



TREAD DETAILS
Scale 3/4"=1'-0"

NOTE
ALL CONCRETE TO BE MIXED IN PROPORTIONS ONE PART PORTLAND CEMENT, TWO PARTS FINE SAND, THREE PARTS MEDIUM SAND & FOUR PARTS GRAVEL (1:2:3)
ALL CONCRETE TO BE FINISHED BY RUBBING WITH CARBORUNDUM UNTIL ITS SURFACE HAS A TIGHT & EVEN TEXTURE.
ALL BRICK WORK SHALL MATCH THE BRICK WORK OF THE TUNNEL BETWEEN THE TOWER BLDG & THE GENERAL MOTORS BLDG.
ALL DOORS SHALL BE METAL CLAD WOOD CORE EXACTLY TO MATCH DOORS OF THE TUNNEL.
MATCHING SHALL BE TWO PLY MENHAGEN WATERPROOFING PROTECTED WITH REINFORCED MORTAR SLAB ONE OR HALF INCHES THICK.
ALL EXPOSED CORNERS SHALL BE CHAMFERED TO ONE INCH.
ALL REINFORCING BARS SHALL BE LAPPED EVERY 12 INCHES AT THE SPICES & ALL SPICES SHALL BE WELL REINFORCED WITH WIRE.

CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
CITY ENGINEERS OFFICE
DIVISION OF GRADE SEPARATION & BRIDGES

SIDEWALK ENTRANCE TO TUNNEL
BETWEEN
GENERAL MOTORS AND FISHER BUILDINGS

APPROVED: *Dwight Fellows*
City Engineer

SCALE AS NOTED
DRAWN BY
TRACED BY
SHEET NO 2 OF 2 SHEETS

File B77-7