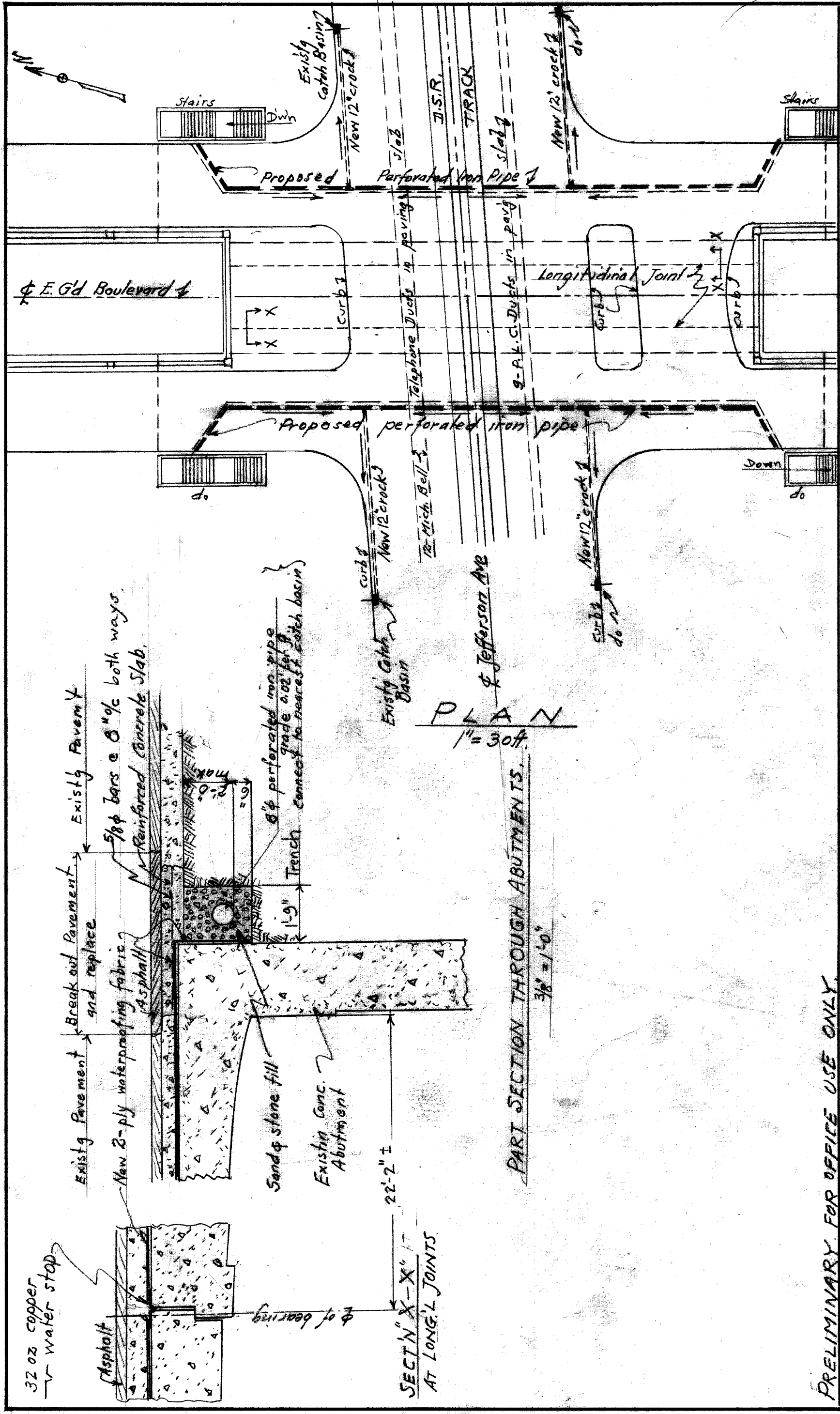


3-B.P. 4/29/46



**PROPOSED INSTALLATION OF DECK DRAINAGE  
BELLE ISLE BRIDGE APPROACH  
EAST JEFFERSON AVE**

**CITY OF DETROIT  
DEPARTMENT OF PUBLIC WORKS  
CITY ENGINEER'S OFFICE  
BUREAU OF DESIGN**

APPROVED: \_\_\_\_\_  
DESIGNED BY: R. Schmidt  
DRAWN BY: R.S.  
TRACED BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_

ENGINEER OF: \_\_\_\_\_  
CITY ENGINEER: \_\_\_\_\_

BOOK NO. \_\_\_\_\_ SCALE as noted DWG. NO. A.O. 8043-D  
PAGE NO. \_\_\_\_\_ DATE 4/25/46 NO. C-911

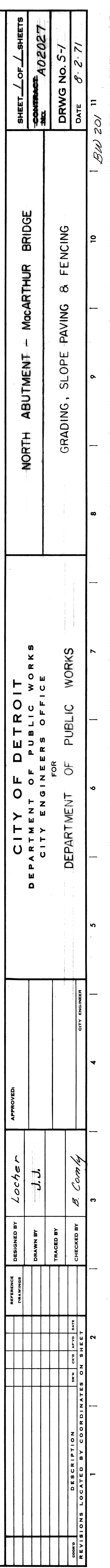
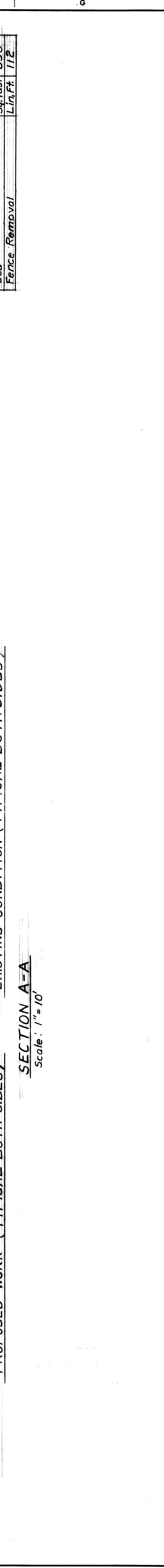
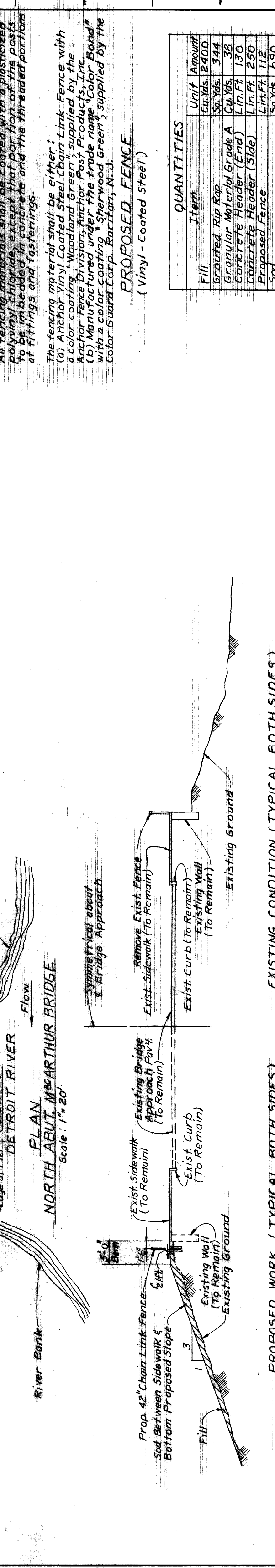
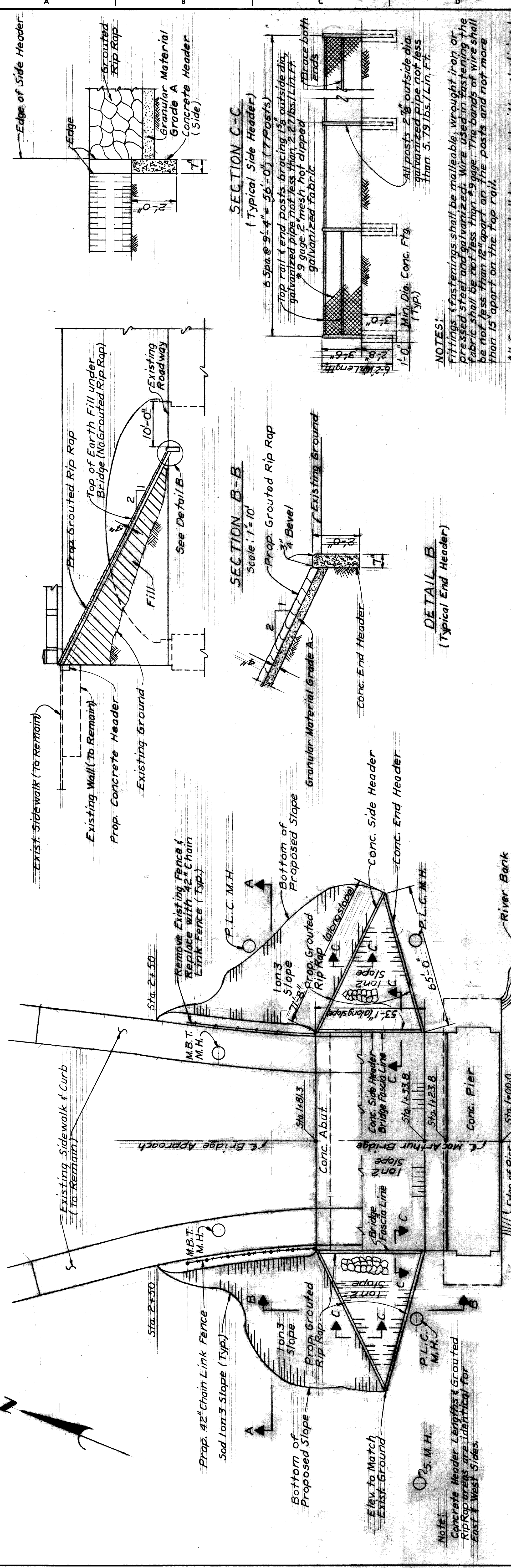
REVISIONS	DESCRIPTION	DRW.	CHKD.	APP.	DATE
F					
E					
D					
C					
B					
A					

PRELIMINARY. FOR OFFICE USE ONLY.

Draw. # 4



11 10 9 8 7 6 5 4 3 2 1



NOTE: Fittings & fastenings shall be malleable, wrought iron or pressed steel and galvanized. Wire used in fastening the fabric shall be not less than #9 gage. The bands of wire shall be not less than 12" apart on the posts and not more than 15" apart on the top rail.

All fencing materials shall be coated with a plasticized polyvinyl chloride, except that portion of the posts to be imbedded in concrete and the threaded portions of fittings and fastenings.

The fencing material shall be either:  
 (a) Anchor Vinyl Coated Steel Chain Link Fence with a color coating, Woodland Green, supplied by the Anchor Fence Division, Anchor Post Products, Inc.  
 (b) Manufactured under the trade name "Color Bond" with a color coating, Sherwood Green, supplied by the Color Guard Corp., Raritan, N.J.

**PROPOSED FENCE**  
 (Vinyl-Coated Steel)

**QUANTITIES**

Item	Unit	Amount
Fill	Cu. Yds.	2400
Grouted Rip Rap	Sq. Yds.	344
Granular Material Grade A	Cu. Yds.	38
Concrete Header (End)	Lin. Ft.	130
Proposed Fence	Lin. Ft.	250
Sod	Sq. Yds.	690
Fence Removal	Lin. Ft.	112

**DESIGNED BY** Locher  
**DRAWN BY** J.J.  
**TRACED BY**  
**CHECKED BY** B. Comby

**APPROVED:**

**REVISIONS LOCATED BY COORDINATES ON SHEET**

NO.	DATE	DESCRIPTION

**CITY OF DETROIT**  
 DEPARTMENT OF PUBLIC WORKS  
 CITY ENGINEERS OFFICE  
 FOR  
 DEPARTMENT OF PUBLIC WORKS

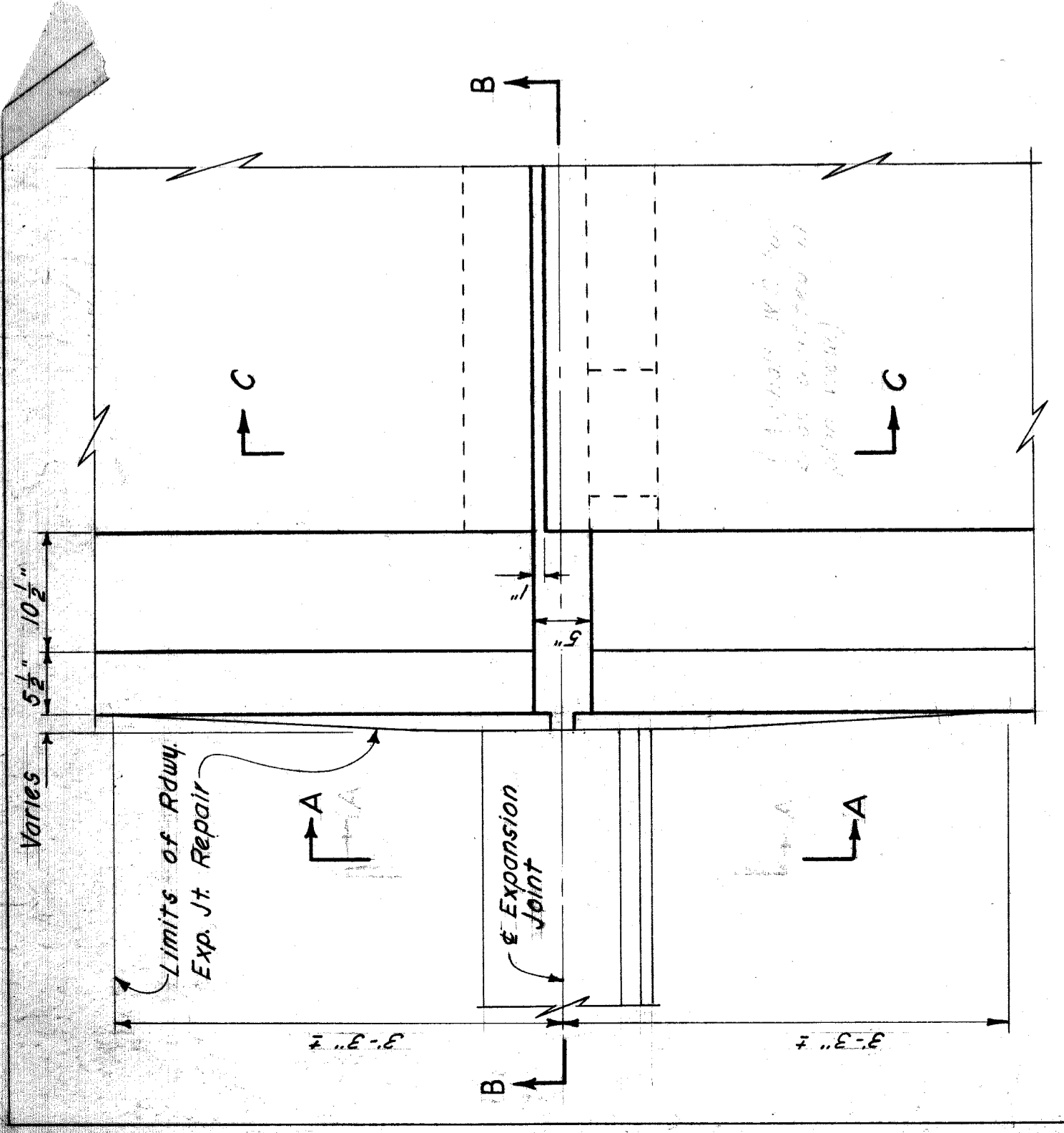
**NORTH ABUTMENT - McARTHUR BRIDGE**  
 GRADING, SLOPE PAVING & FENCING

**CONTRACT NO.** A02027  
**DRWG NO.** S-1  
**DATE** 8-2-71

**SHEET** 1 OF 1 SHEETS  
**SCALE** 1" = 10'

B.W. 201

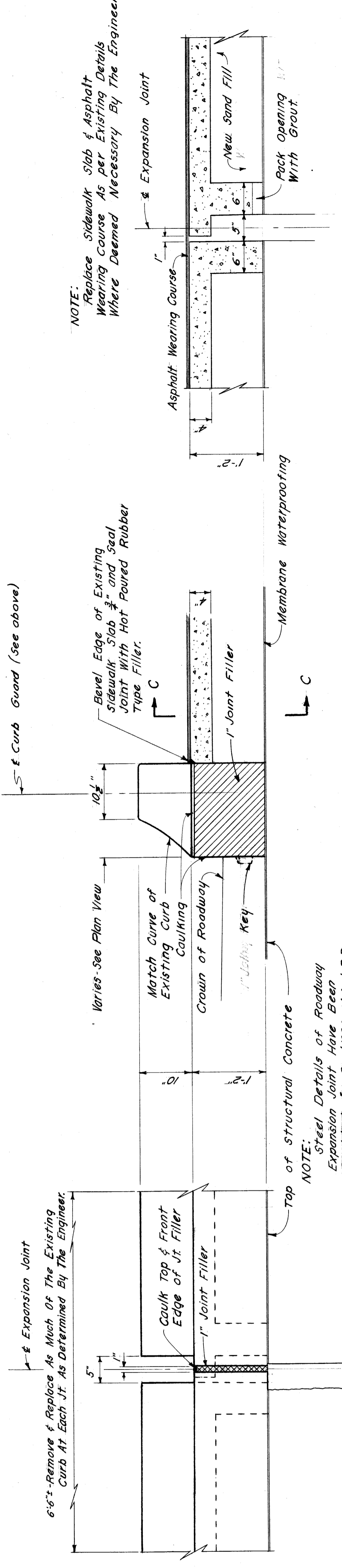
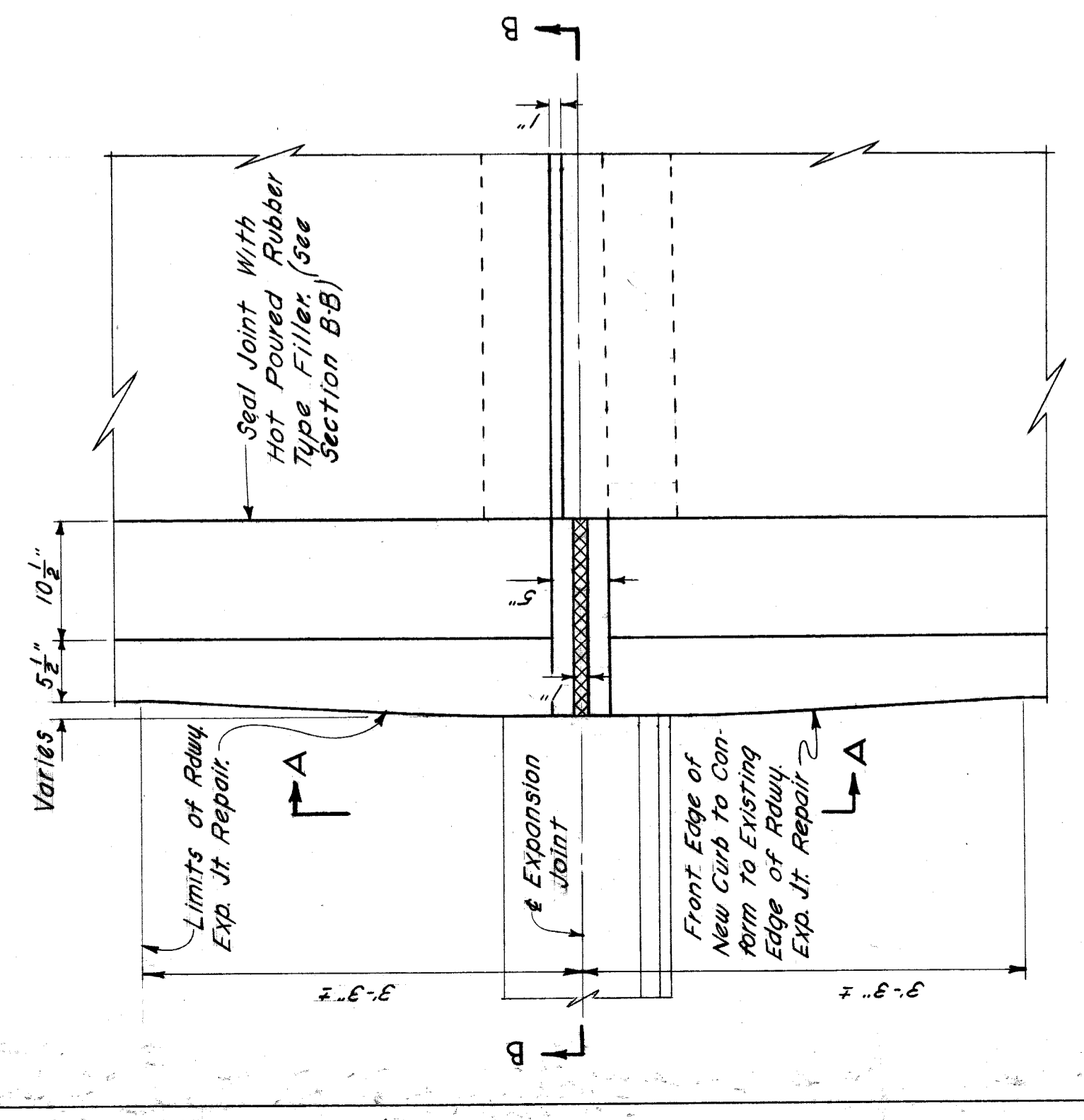
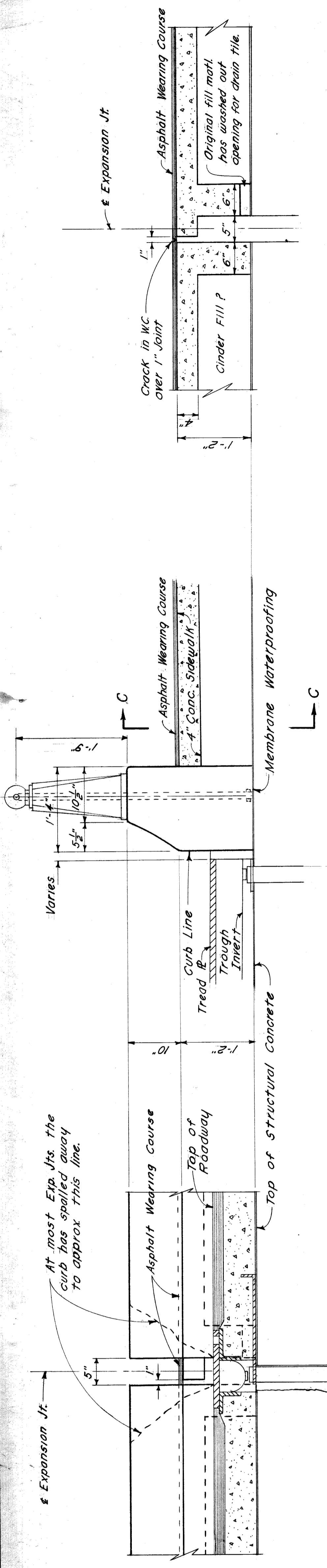




NOTE: Asphalt wearing course has been omitted in both plan views.

EXISTING DETAILS OF WEST CURB AT ROADWAY EXPANSION JOINTS

SCALE: 1" = 1'-0"

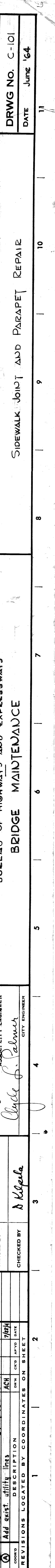
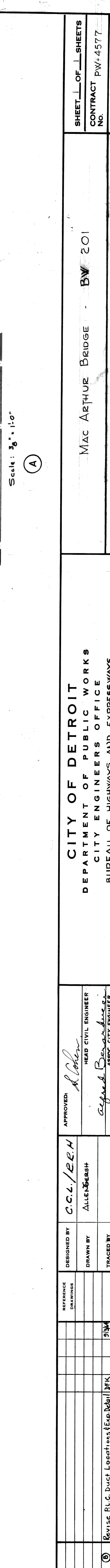
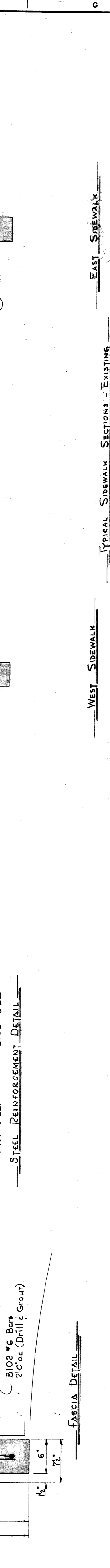
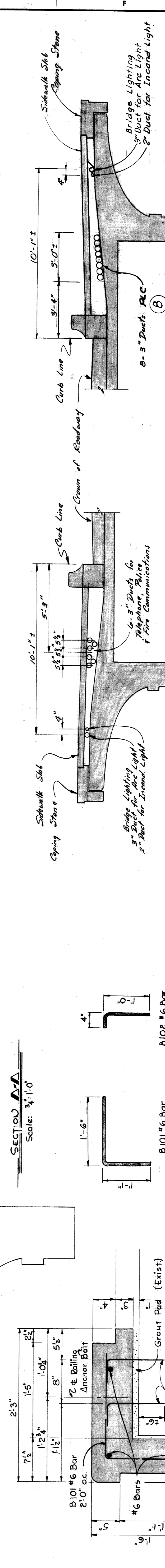
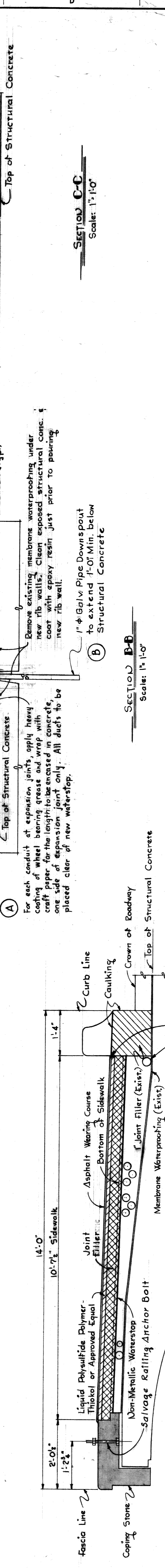
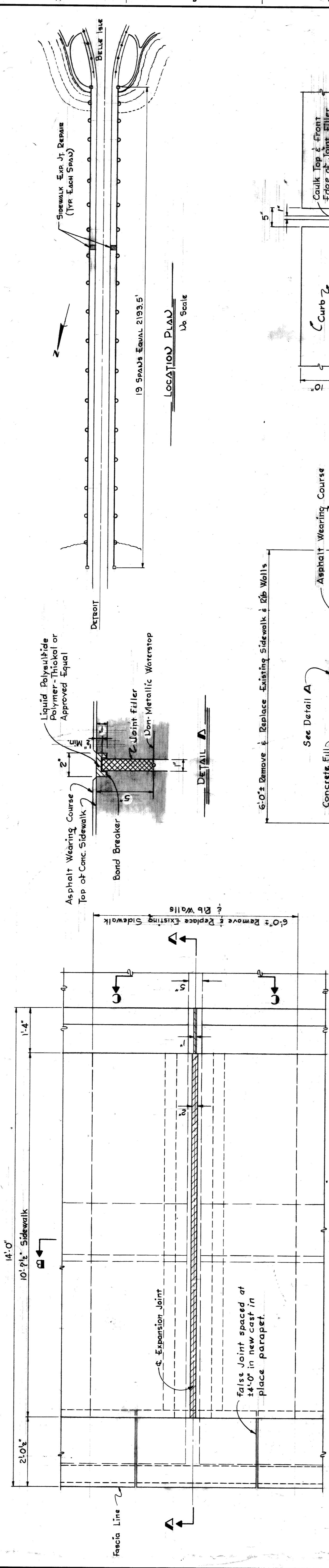


PROPOSED DETAILS OF WEST CURB AT ROADWAY EXPANSION JOINTS

SCALE: 1" = 1'-0"



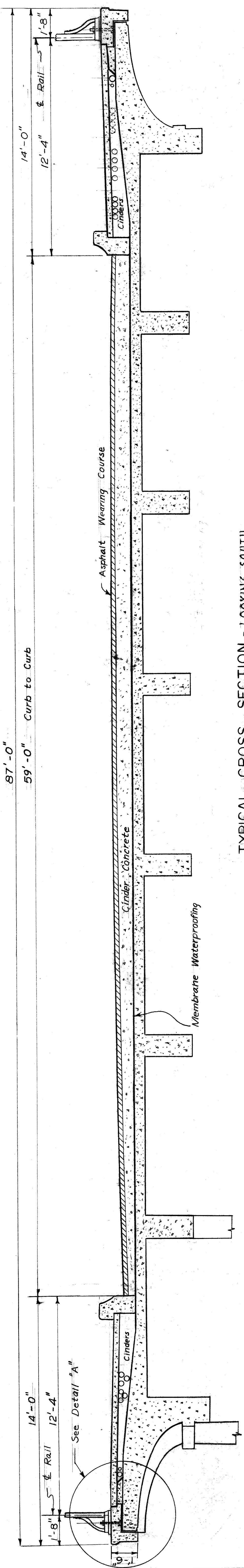
B. H. ELLIOTT CO., 7150 W. 11th St., Detroit, Mich. 48202



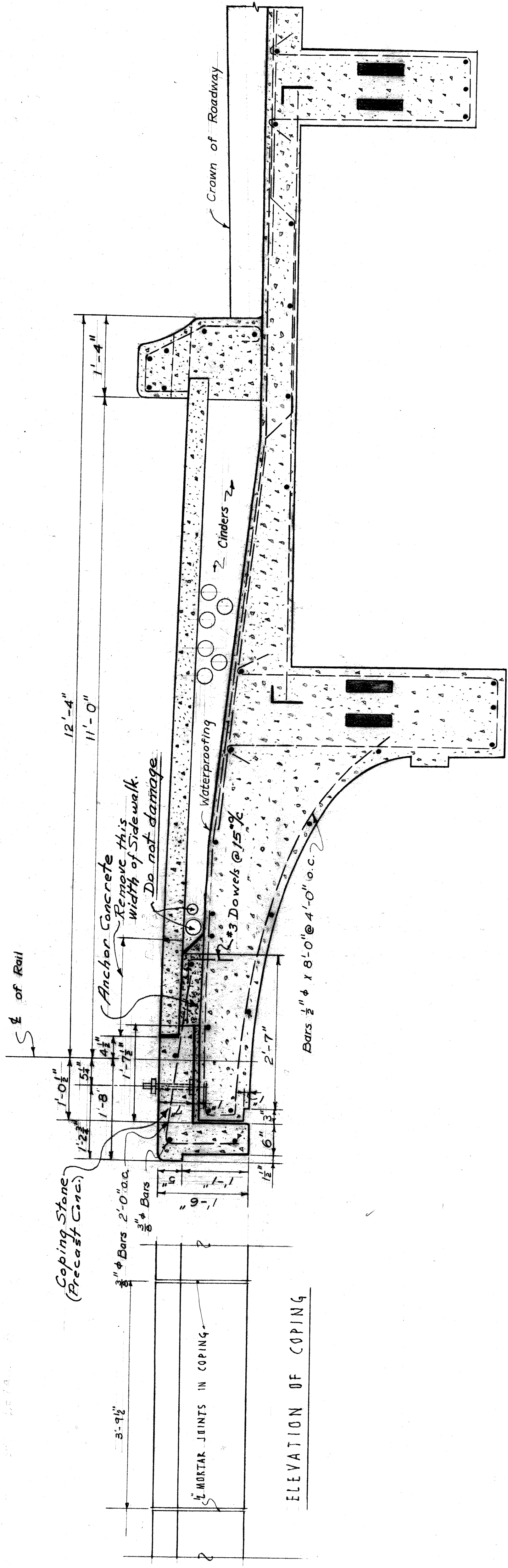
11 10 9 8 7 6 5 4 3 2 1

SHEET OF SHEETS		CONTRACT PW-4577		DRWG NO. C-101		DATE June '64	
CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS BUREAU OF HIGHWAYS AND EXPRESSWAYS BRIDGE MAINTENANCE				MAC ARTHUR BRIDGE - BW 201			
DESIGNED BY G.C.L./B.E.H.				DRAWN BY ALLEN BASH			
TRACED BY ALLEN BASH				CHECKED BY D. K. K. K.			
APPROVED A. Cohen HEAD CIVIL ENGINEER				CITY ENGINEER			
REFERENCE DRAWINGS				REVISIONS LOCATED BY COORDINATES ON SHEET			
① Revise R.L.C. Duct Locations, Exp. Detail BFK				9/24			
② Add exist. utility lines				7/24			





TYPICAL CROSS SECTION - LOOKING SOUTH  
Scale :  $\frac{3}{8}$ " = 1'-0"



DETAIL "A"  
TYPICAL SECTION THROUGH SIDEWALK  
Scale : 1" = 1'-0"

NO.	DESCRIPTION	DATE

DESIGNED BY	Mitchell
DRAWN BY	W. Locher
TRACED BY	W. Locher
CHECKED BY	Mitchell

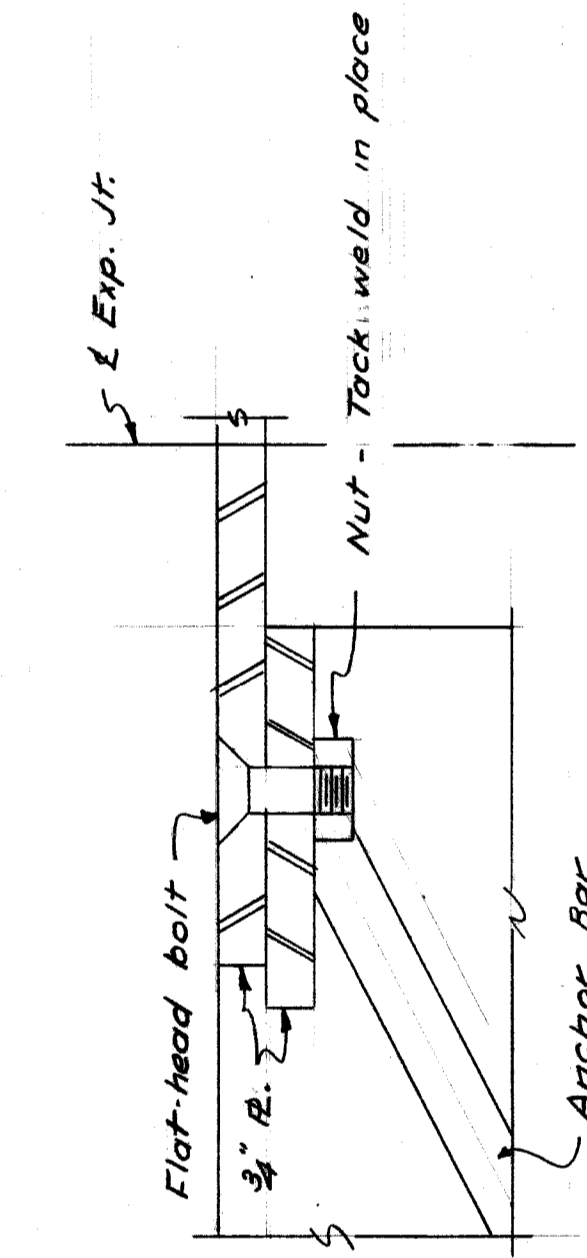
APPROVED: R. G. LePage, ARCH. ENGR.  
CITY ENGINEER

CITY OF DETROIT  
DEPARTMENT OF PUBLIC WORKS  
CITY ENGINEERS OFFICE  
FOR  
DEPARTMENT OF PUBLIC WORKS

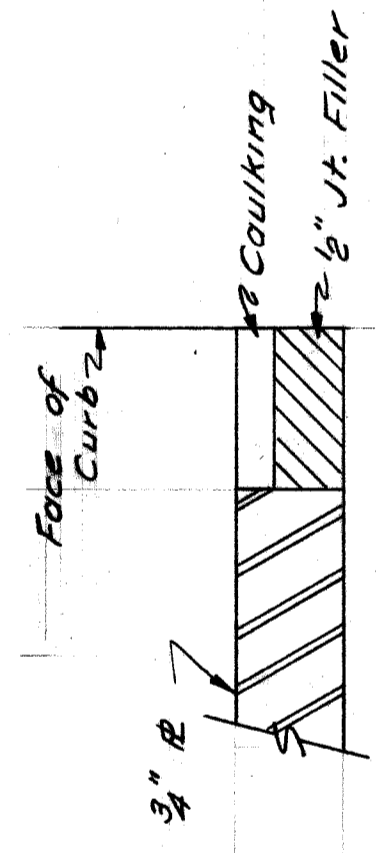
REPAIR OF MACARTHUR BRIDGE  
DETAILS OF SIDEWALK COPING

SHEET 2 OF 2 SHEETS  
CONTRACT NO. MA-3040  
DRWG. NO. S-2  
DATE JUNE 1957

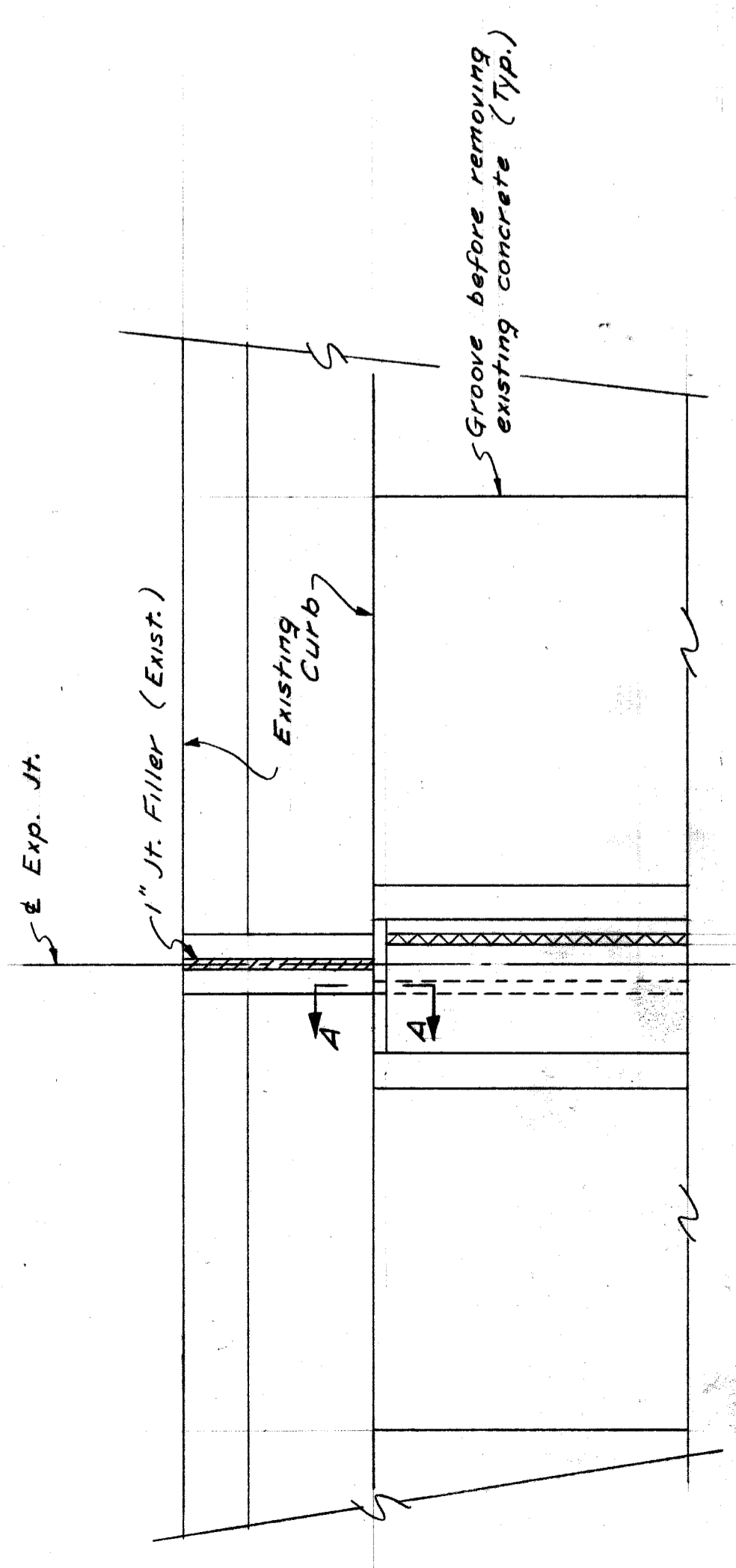




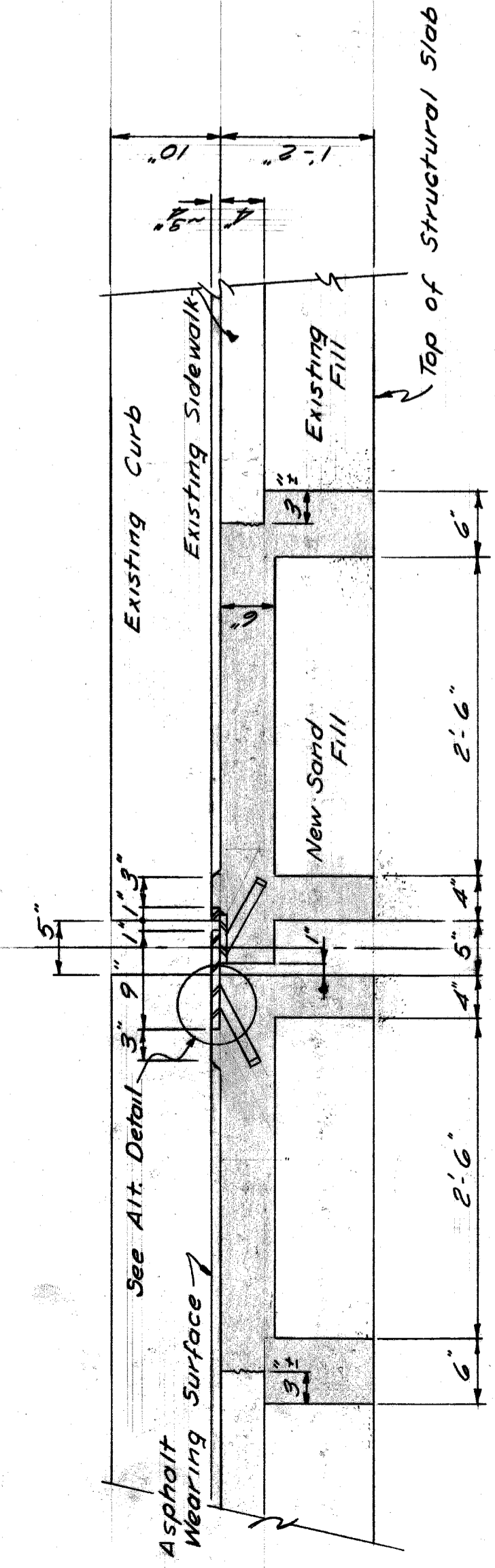
- ALTERNATE DETAIL -



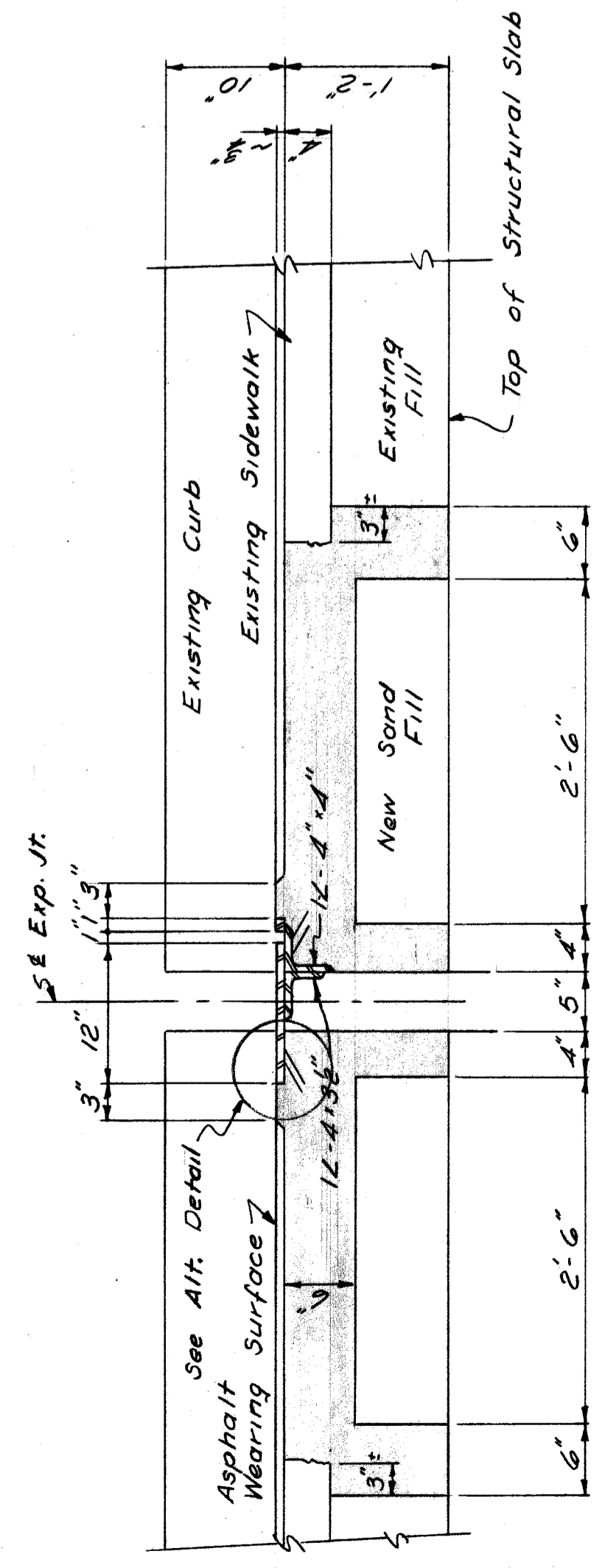
- SECTION A-A -



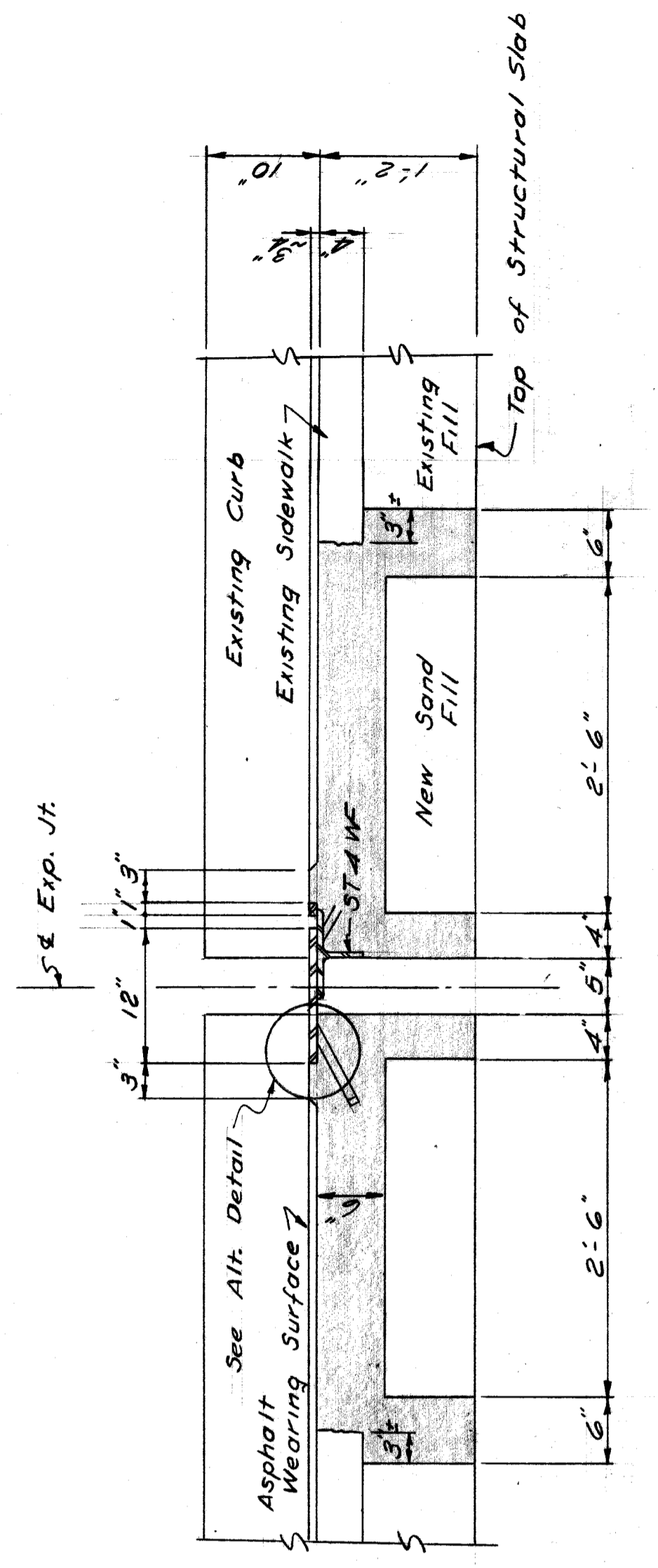
- PLAN AT CURB -



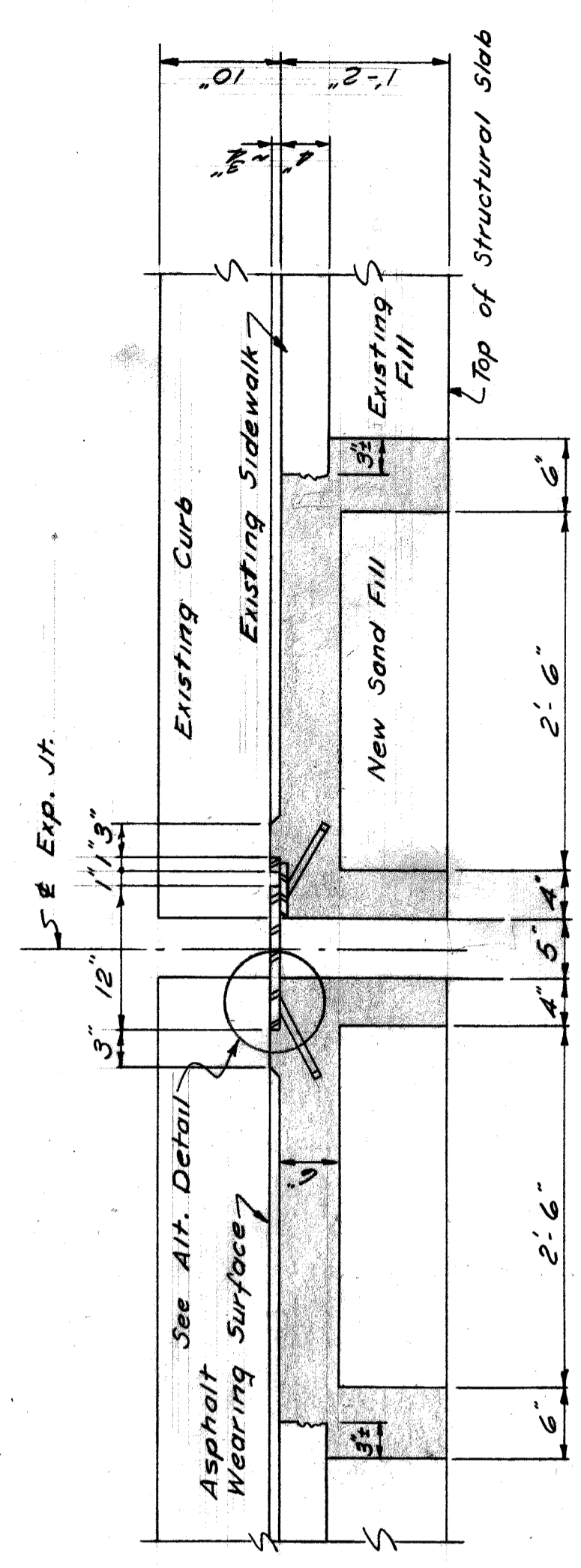
- ELEVATION SCHEME II -



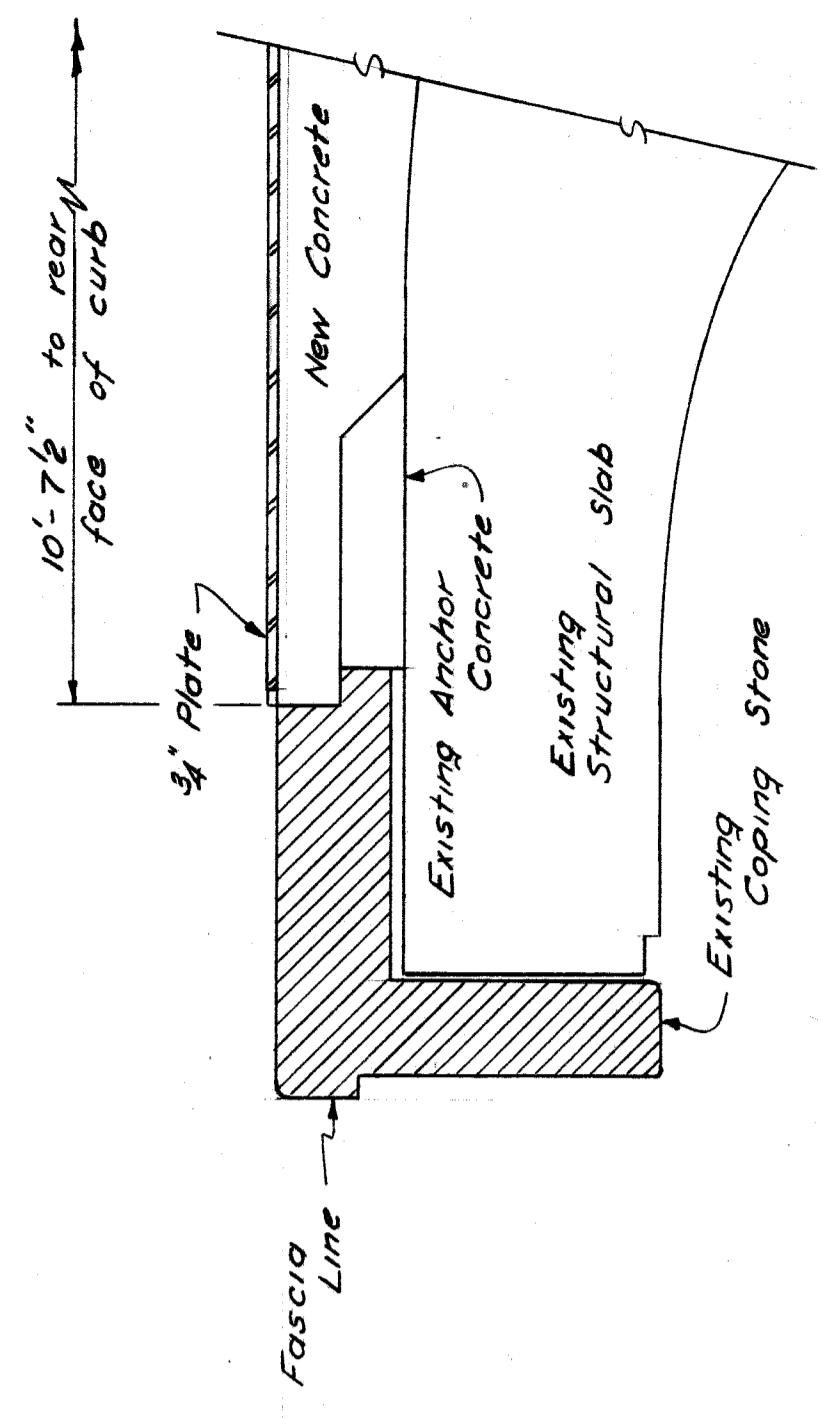
- ELEVATION SCHEME IV -



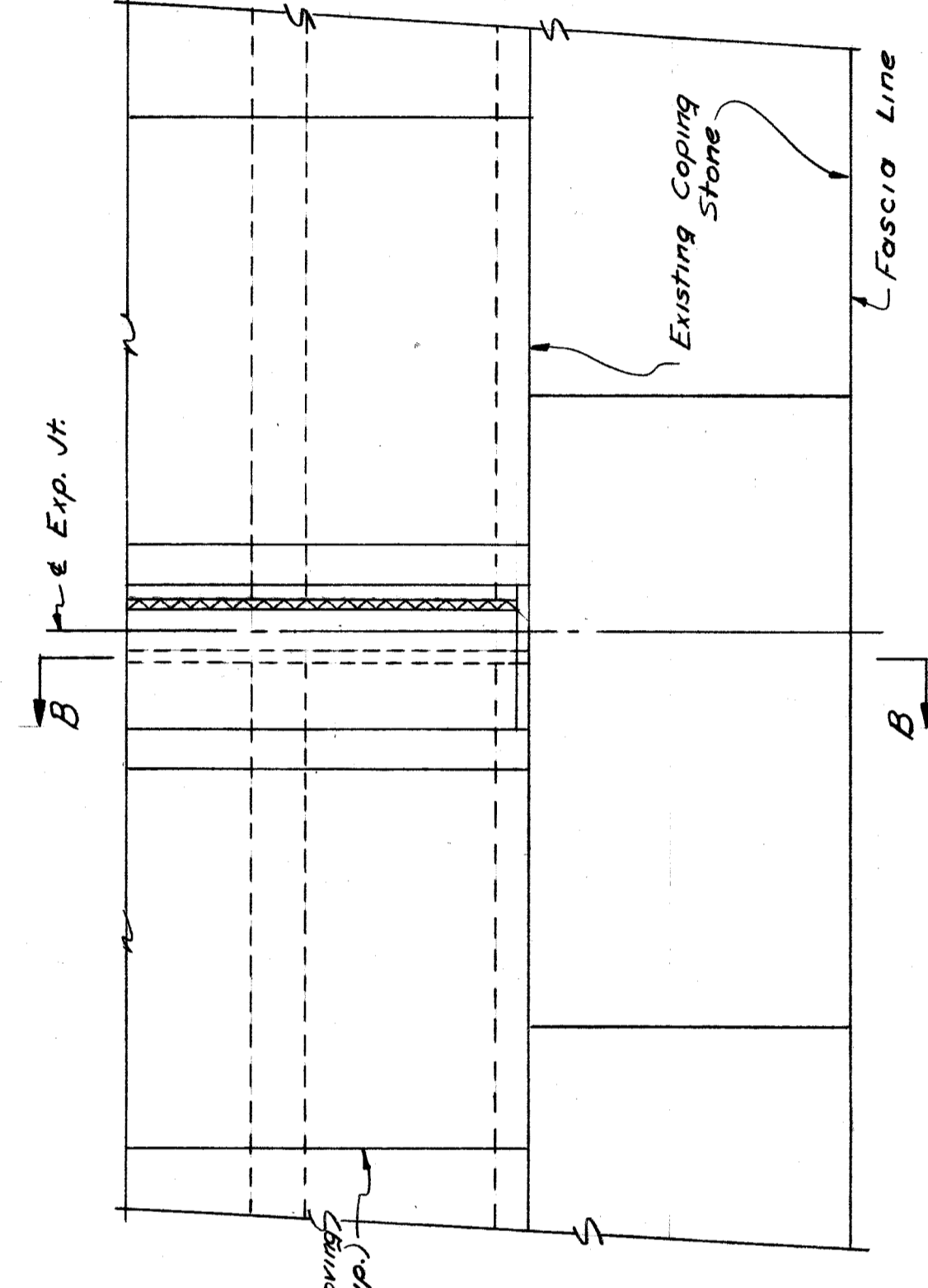
- ELEVATION SCHEME I -



- ELEVATION SCHEME III -

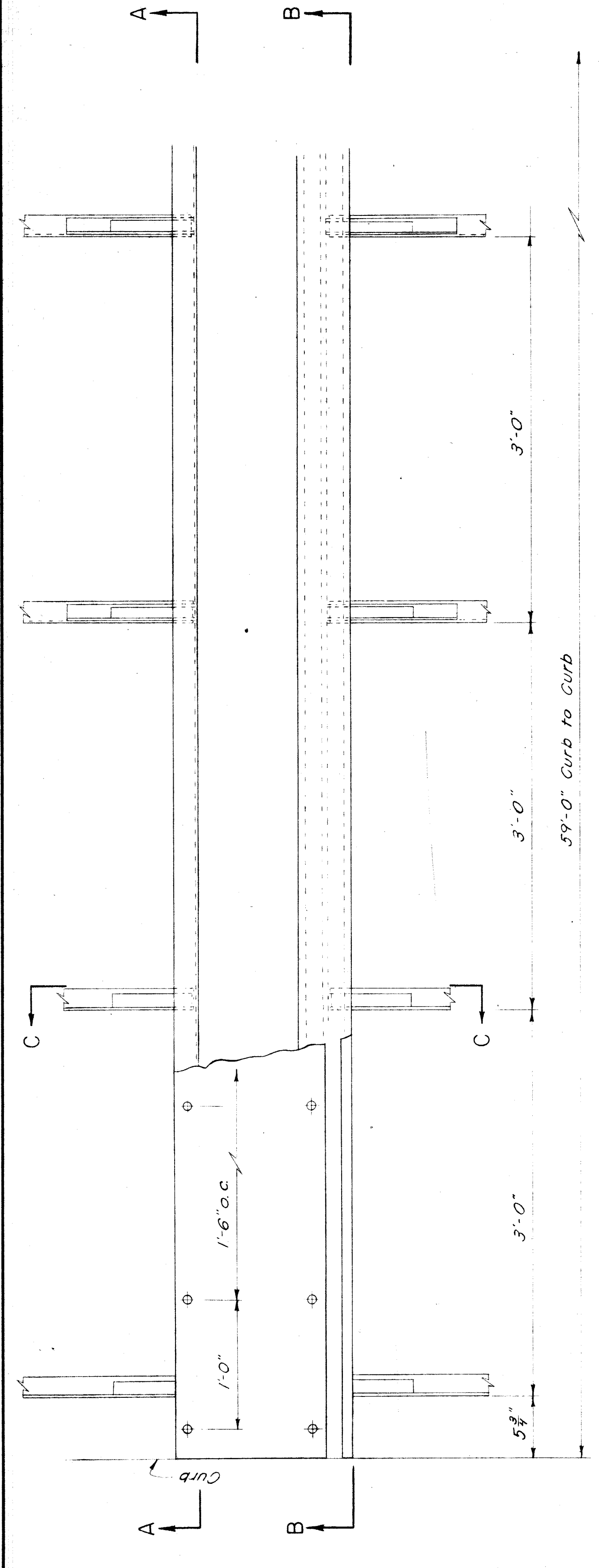


- SECTION B-B -

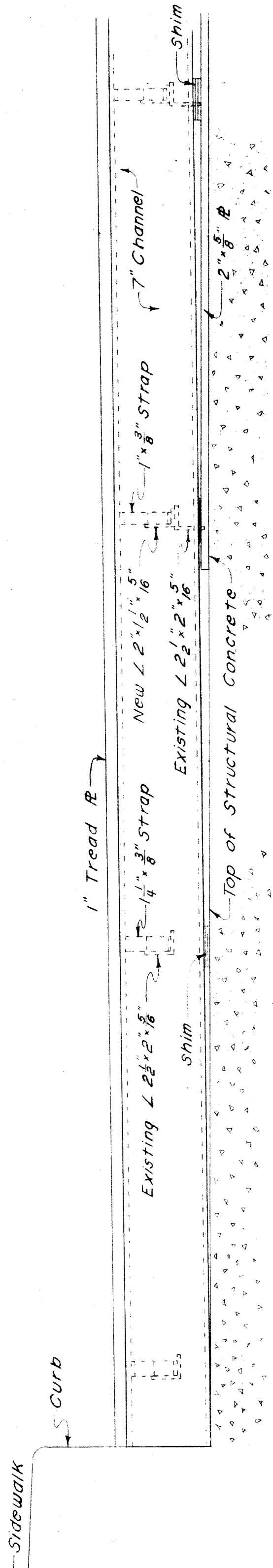


- PLAN AT FASCIA -

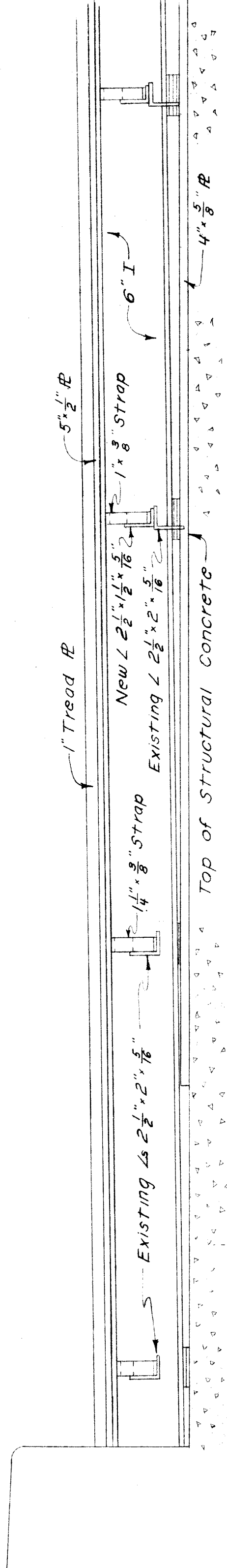




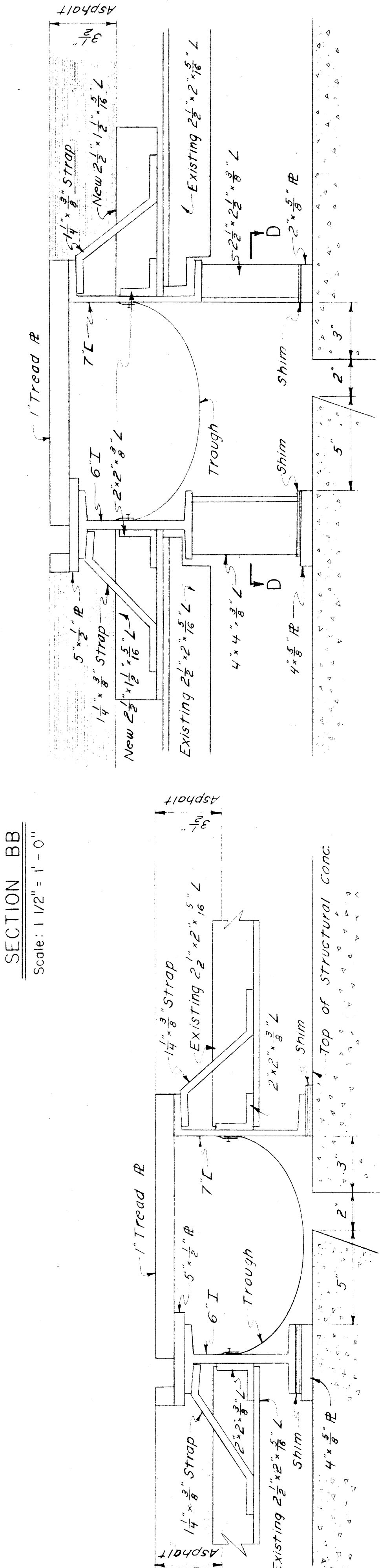
PLAN  
Scale: 1 1/2" = 1'-0"



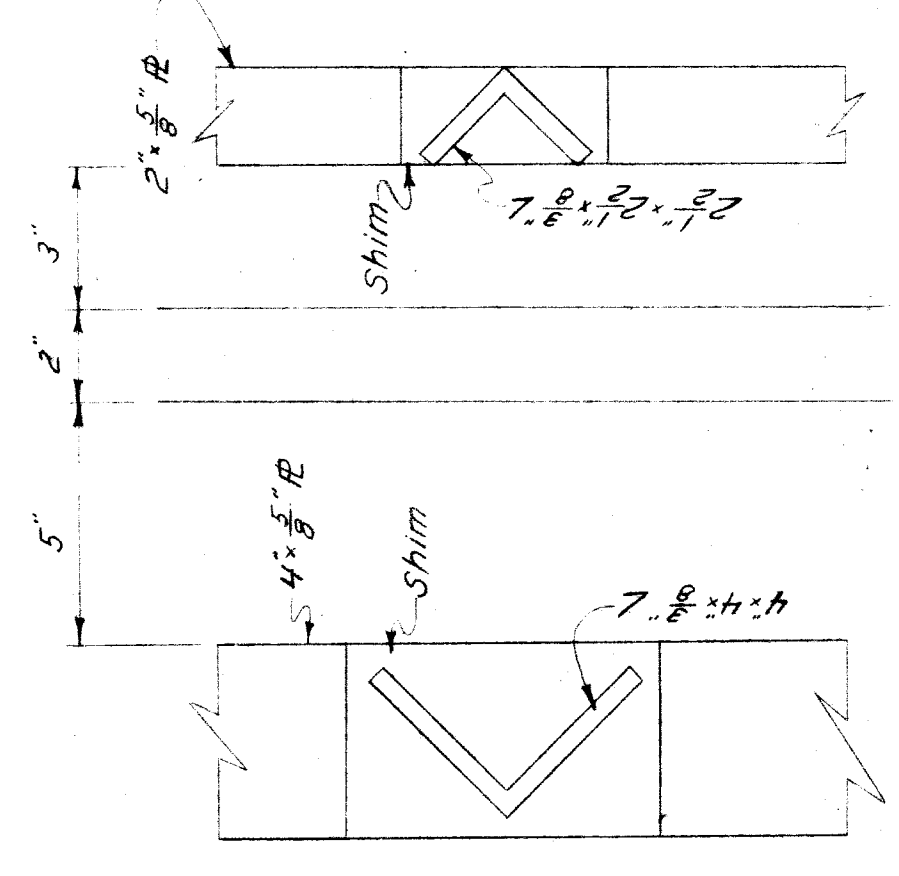
SECTION AA  
Scale: 1 1/2" = 1'-0"



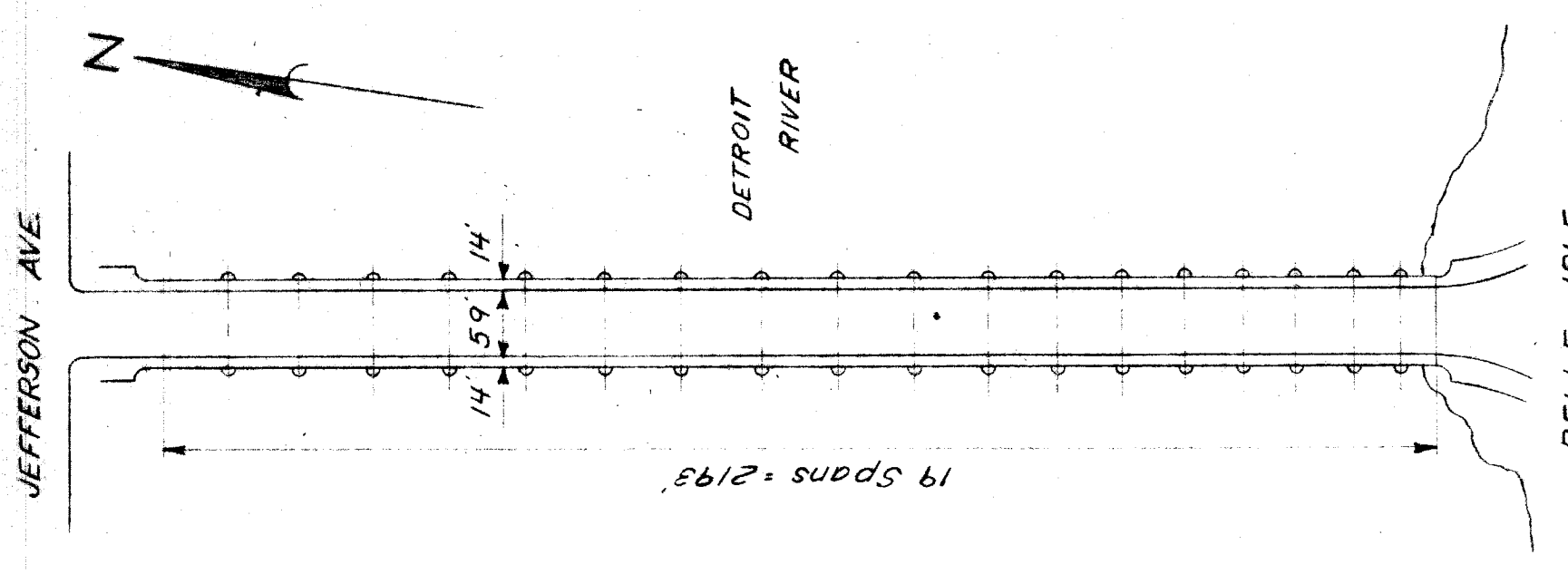
SECTION BB  
Scale: 1 1/2" = 1'-0"



SECTION CC  
Scale: 3" = 1'-0"



SECTION DD  
Scale: 3" = 1'-0"



BELLE ISLE  
LOCATION PLAN  
No Scale

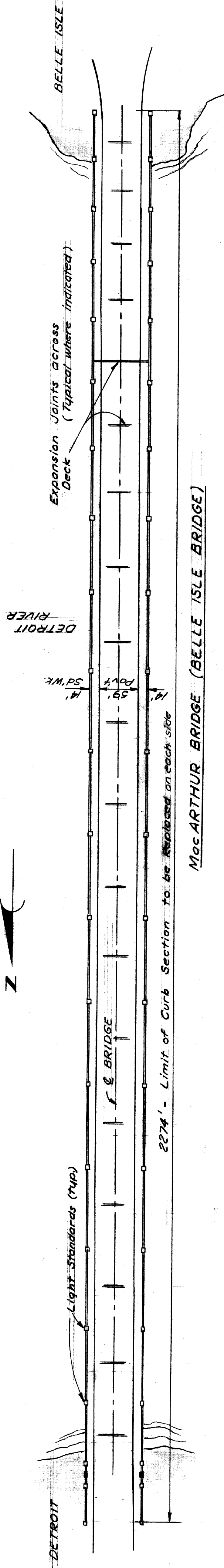
SECTION AT CROWN OF ROADWAY  
Scale: 3" = 1'-0"

SECTION CC  
Scale: 3" = 1'-0"

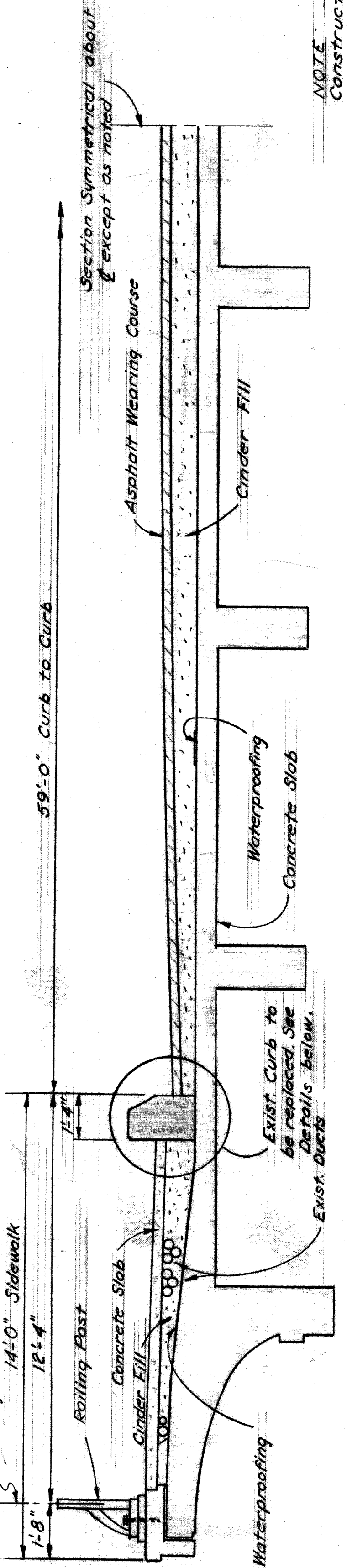
SECTION DD  
Scale: 3" = 1'-0"

<p>REVISIONS LOCATED BY COORDINATES ON SHEET</p>		<p>DESIGNED BY</p>	<p>APPROVED:</p>
<p>DATE</p>	<p>BY</p>	<p>DRAWN BY J. COLLERT</p>	
<p>DESCRIPTION</p>	<p>TRACED BY</p>		
	<p>CHECKED BY</p>		
<p>CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS HIGHWAY &amp; EXPRESSWAY DIVISION BRIDGE MAINTENANCE</p>			
<p>BELLE ISLE BRIDGE BW 201</p>		<p>EXPANSION JOINT REPAIR PLAN</p>	
<p>SHEET 1 OF 2 SHEETS</p>		<p>JOB No. BM-BW 201</p>	
<p>DATE 3-1-57</p>		<p>DRWG No. C 1</p>	





PLAN OF LOCATION



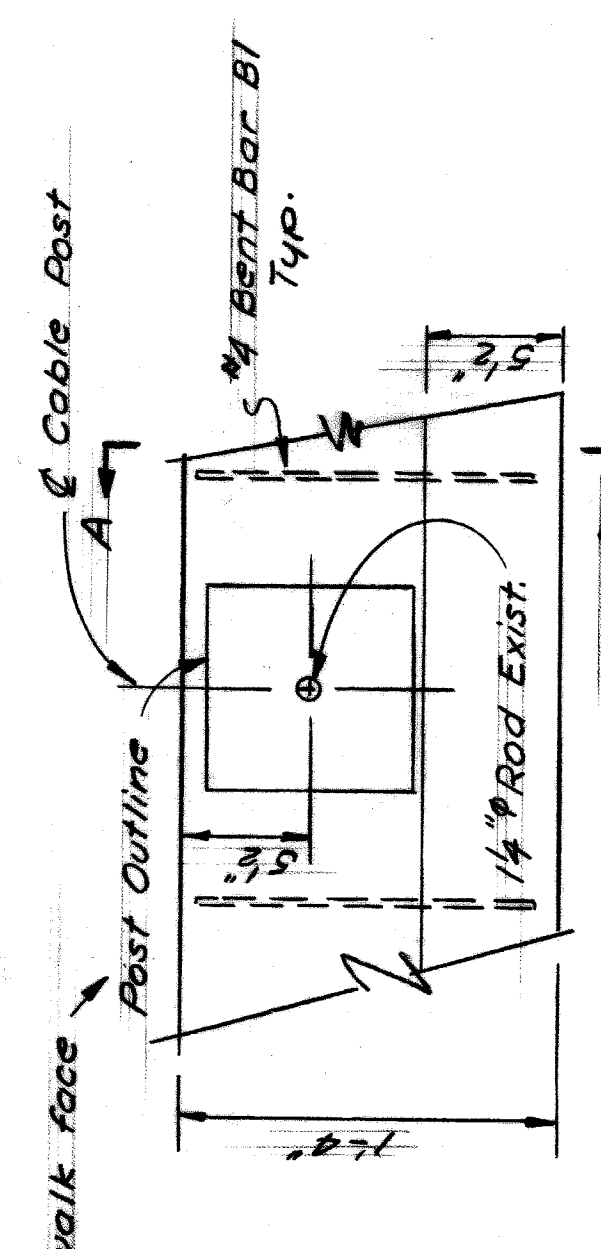
HALF SECTION THROUGH DECK

NOTE  
Construction Joints are to be equally spaced between Expansion Joints. Sections greater than 130' have 3 Joints.

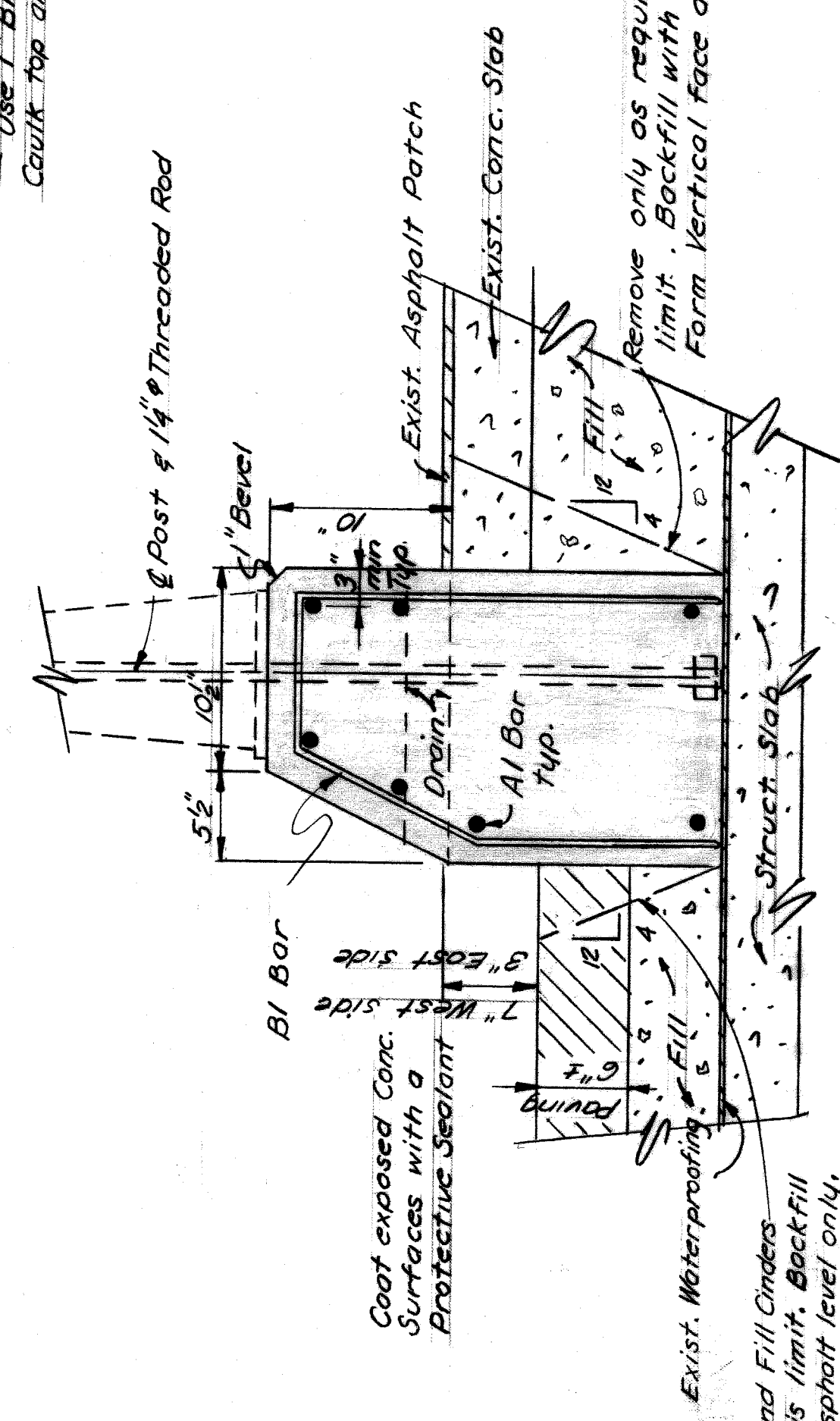
"	"	15'	"	4	"
"	"	90'	"	2	"
"	"	70'	"	2	"
"	"	70'	"	1	"

Use 1/2" Bevel along exposed joint edges.

Expansion Joint (Typ.)



TOP OF CURB



QUANTITIES

ITEM	AMOUNT	UNIT
Concrete	450	Cu Yds.
Steel Reinforcement	47,086	Lbs.
Protective Sealant	14,000	Sq. Ft.
Neoprene 1" Thick	65	Sq. Ft.
Painting	368	Sq. Ft.
Posts	1640	Ln. Ft.
Cable	2500	Sq. Ft.
Patching Asphalt Pavement		

BAR SCHEDULE

BAR	DESCRIPTION	SIZE	LENGTH	TOTAL NO.	WEIGHT
A1	Straight	#5	25'-0"	1470	88830
B1		#4	4'-3"	3070	8716
TOTAL					47046

TYPICAL FRONT VIEW

Standard Specifications of the City of Detroit for Curb Removal and Curb Construction will be followed.

DESIGNED BY	R. James	APPROVED	<i>[Signature]</i> STRUCTURAL ENGINEER
DRAWN BY	S. James	ENGINEER OF EXPRESSIONS	<i>[Signature]</i> ASSOCIATE CITY ENGINEER
TRACED BY			
CHECKED BY	D. Kilgus		

REVISIONS LOCATED BY COORDINATES ON SHEET

DESCRIPTION

DATE

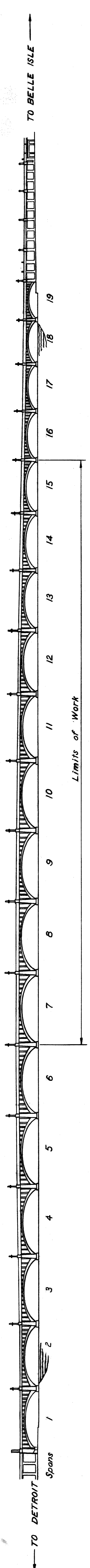
DATE

CITY OF DETROIT  
DEPARTMENT OF PUBLIC WORKS  
HIGHWAY & EXPRESSWAY DIVISION  
MACARTHUR BRIDGE CURB REPLACEMENT

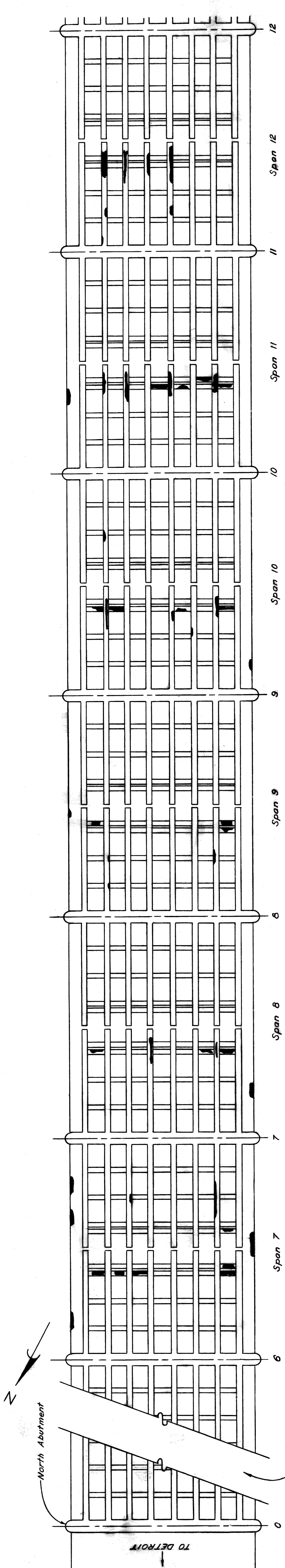
PROPOSED CURB REPLACEMENT DETAILS

SHEET 2 OF 2 SHEETS  
JOB No.  
DRWG No.  
DATE 5-14-65





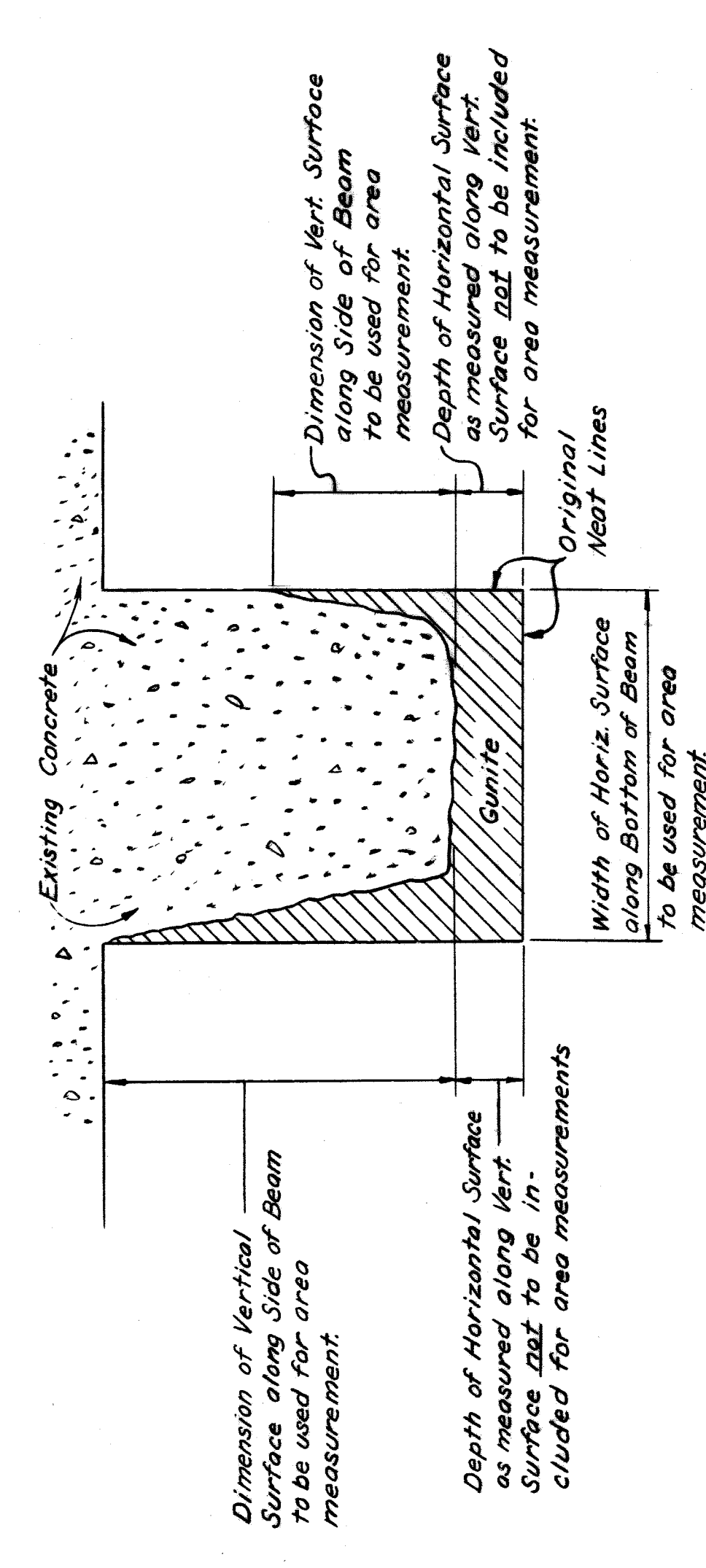
WEST ELEVATION OF BRIDGE



NOTE: No work required in Spans 1-6 Incl.

NOTE: No work required in Spans 16-19 Incl.

NOTE: Shaded areas indicate the horizontal surface areas of deteriorated concrete observed by field inspection. Vertical surface areas of deteriorated concrete are not indicated. Total area to be repaired is 10,000 sq. ft. (Approx.) All surfaces shall be checked by the contractor by sign and by sounding with a hammer to determine the areas requiring repair. Any increase or decrease in areas of guniting will be determined by the Engineer.

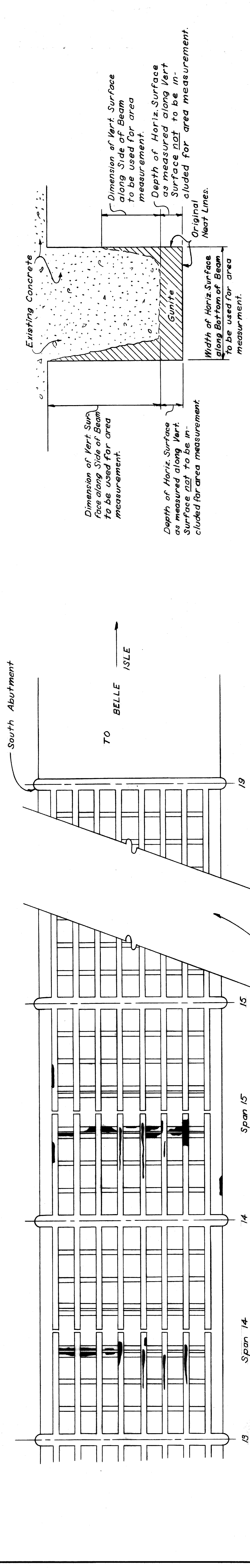
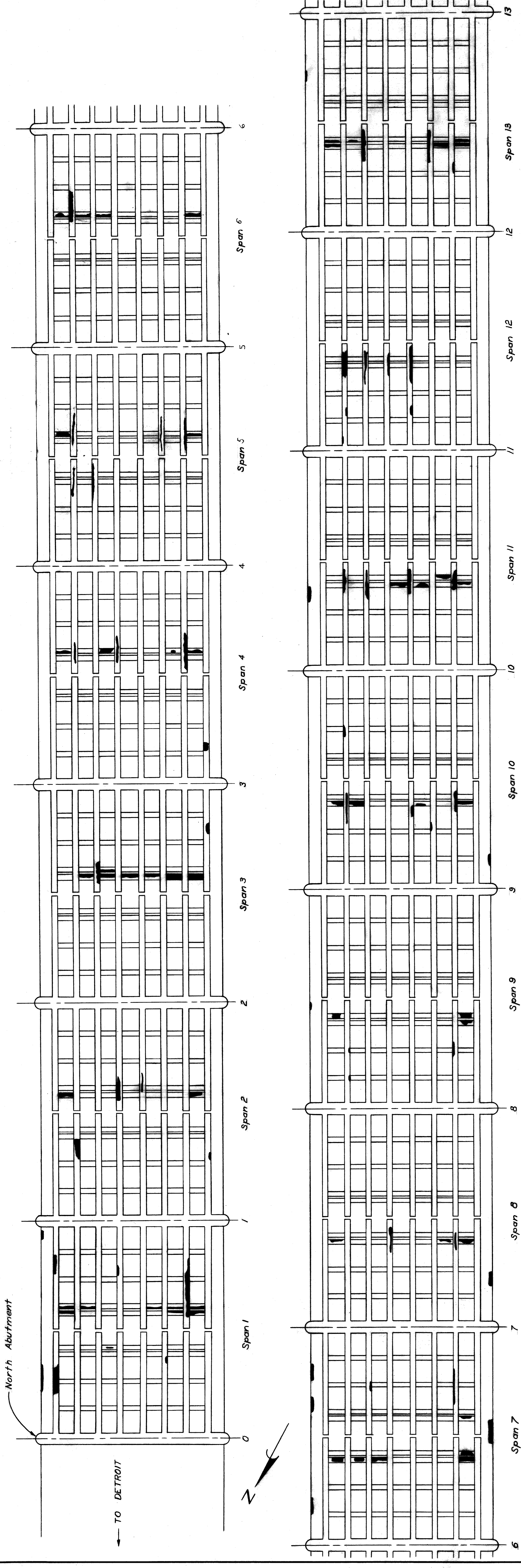


TYPICAL SECTION

Showing Method of Measuring Surface Area of Guniting Repair for Determining Contract Payments (No Scale)

SHEET 1 OF 1 SHEETS CONTRACT No. PW-3040B DRWG No. S1 DATE Feb 1961	
<b>MAC ARTHUR BRIDGE BW-201</b> <b>EAST JEFFERSON AVENUE TO BELLE ISLE</b> <b>GUNITING REPAIR TO UNDERSIDE OF BRIDGE</b>	
<b>CITY OF DETROIT</b> DEPARTMENT OF PUBLIC WORKS CITY ENGINEERS OFFICE BUREAU OF HIGHWAYS AND EXPRESSWAYS <b>BRIDGE MAINTENANCE</b>	
APPROVED: <i>L. Cohen</i> CITY ENGINEER	DESIGNED BY: K. Van Hoelst DRAWN BY: K. Van Hoelst TRACED BY: Sturm CHECKED BY: C.C.L.
REFERENCE DRAWINGS:	REVISIONS LOCATED BY COORDINATES ON SHEET





**TYPICAL SECTION**  
 Showing Method of Measuring Surface Area of Gunite Repair for Determining Contract Payments  
 (No Scale)

**LAYOUT OF UNDERSIDE OF BRIDGE**  
 No Scale

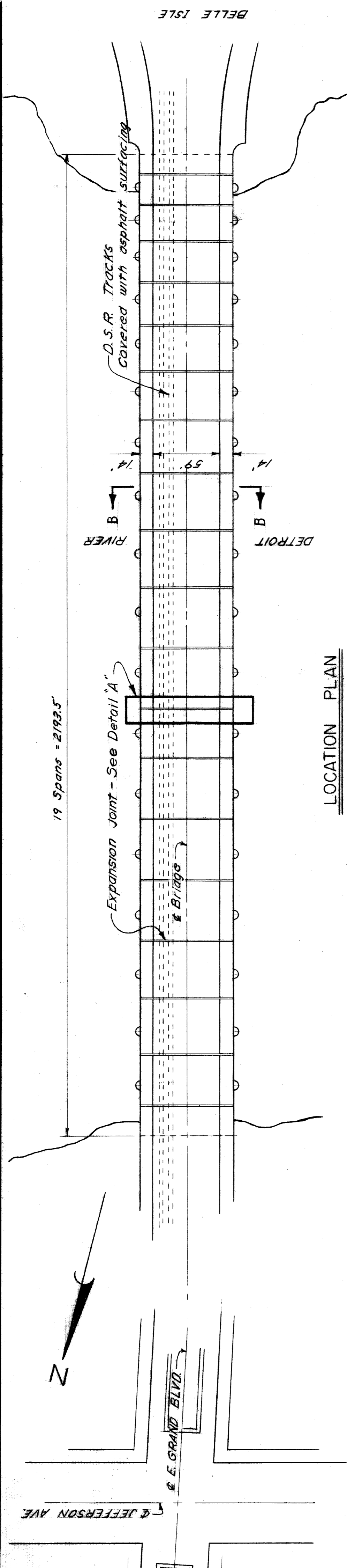
**NOTE:** Shaded areas indicate the horizontal surface areas of deteriorated concrete observed by field inspection. Vertical surface areas of deteriorated concrete are not indicated. Total area to be repaired is 6,000 sq. ft. (Approx). All surfaces shall be checked by the Contractor by sight and by sounding with a hammer to determine the areas requiring repair. Any increase or decrease in areas of guniting will be determined by the Engineer.

**NOTE:** No work required in Spans 16-19 Incl.

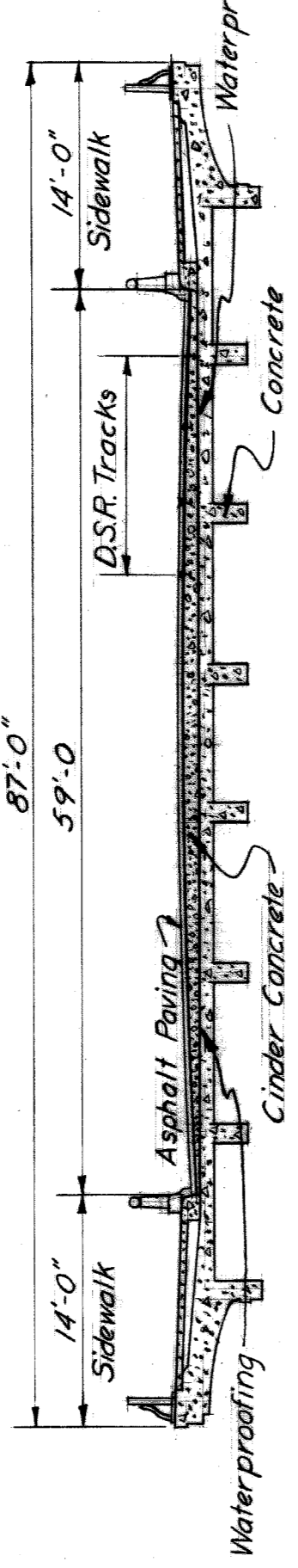
**NOTE:** View looking down on the Bridge with the deck not shown.

REVISIONS LOCATED BY COORDINATES ON SHEET		DESIGNED BY	C. C. L.	APPROVED:	CITY OF DETROIT	
NO.	DATE	DRAWN BY	W. R. J. C.	 Alfred B. Anderson CITY ENGINEERS OFFICE BUREAU OF HIGHWAYS AND EXPRESSWAYS	DEPARTMENT OF PUBLIC WORKS	
		TRACED BY	W. Reiter		EAST JEFFERSON AVENUE TO BELLE ISLE	
		CHECKED BY	A. Hanson		BRIDGE MAINTENANCE	
					MAC ARTHUR BRIDGE BW-201	
					CONTRACT PW-3040A	
					DRWG No. S1	
					DATE Feb 1960	

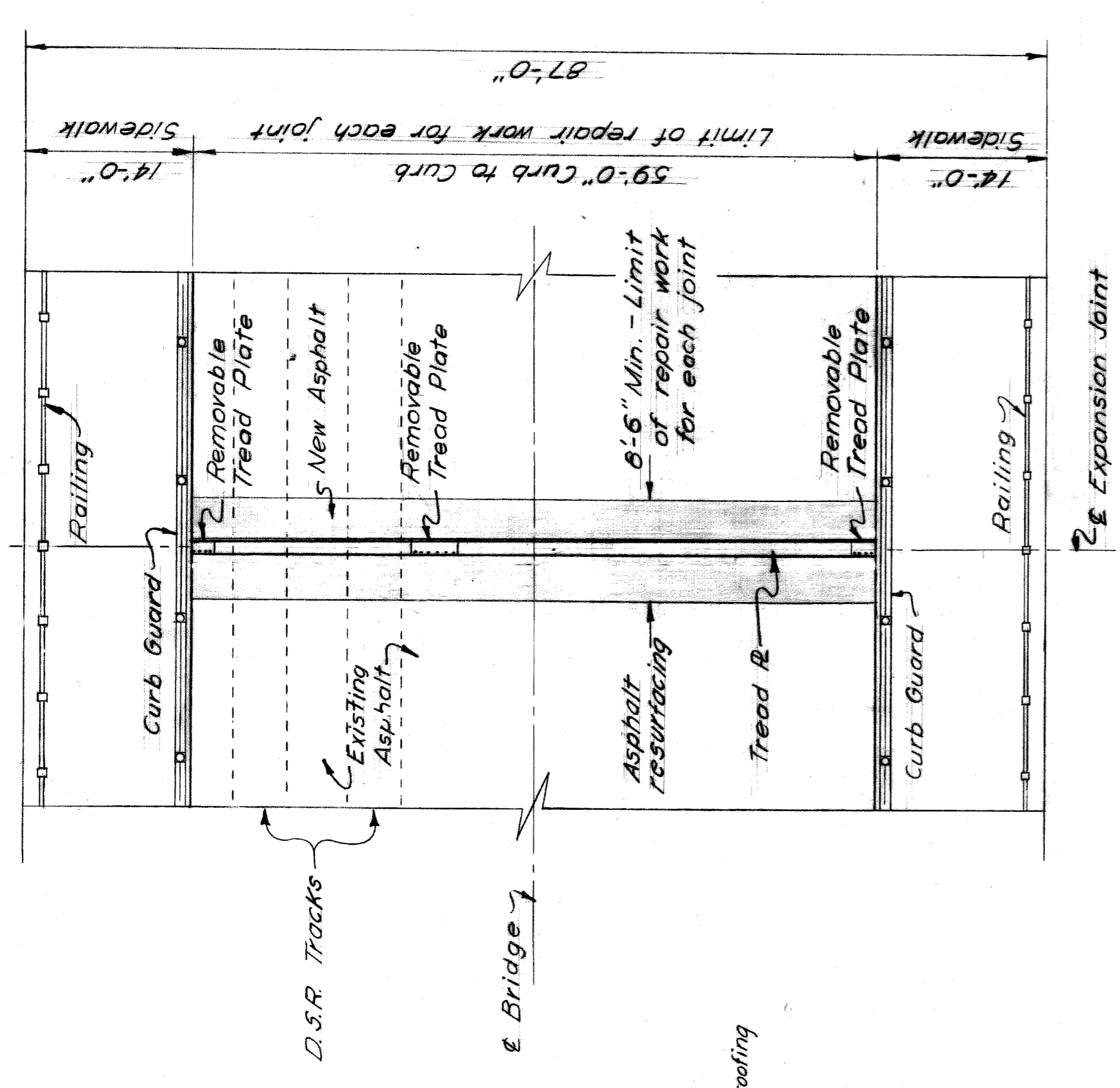




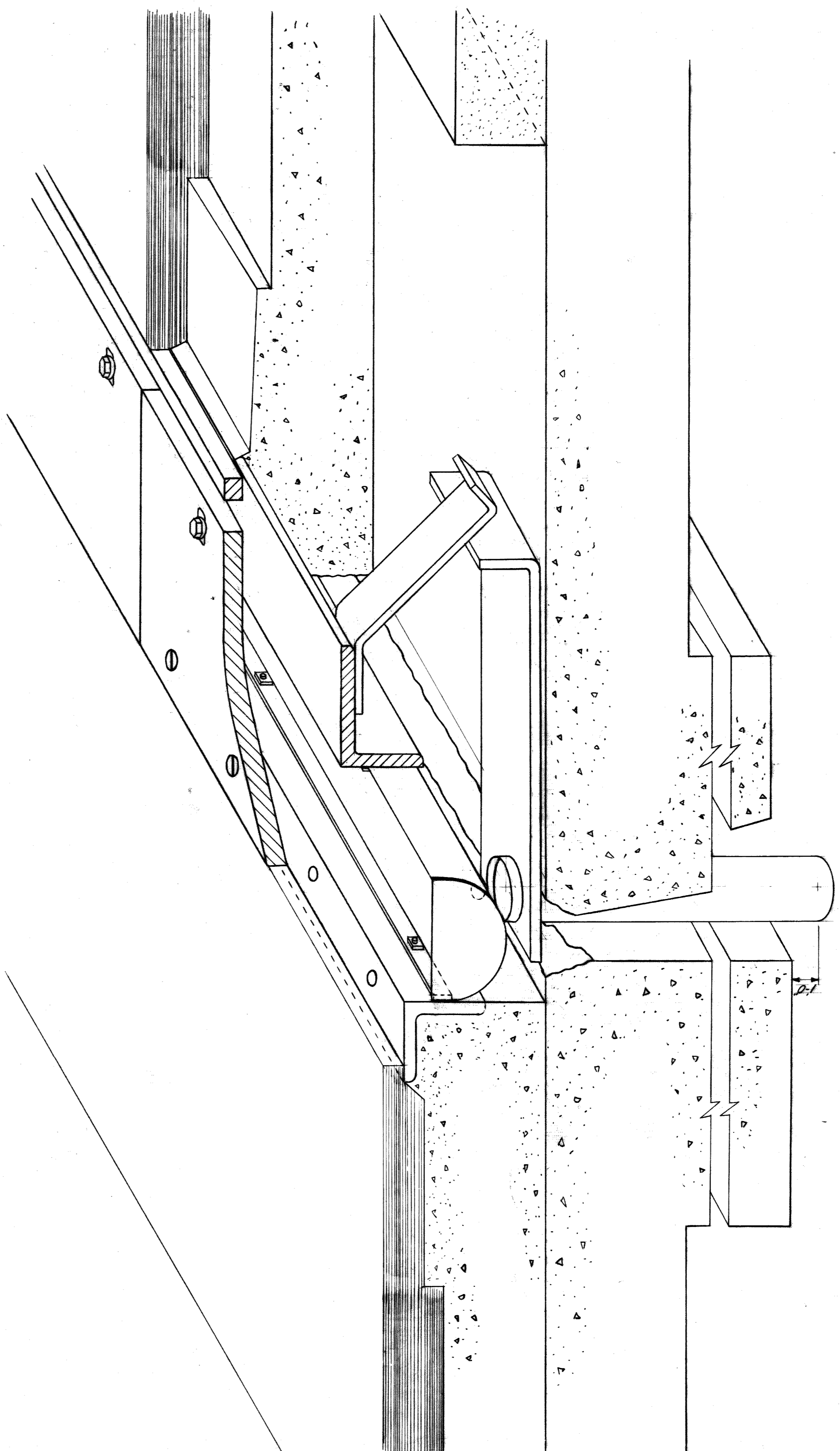
LOCATION PLAN  
No Scale



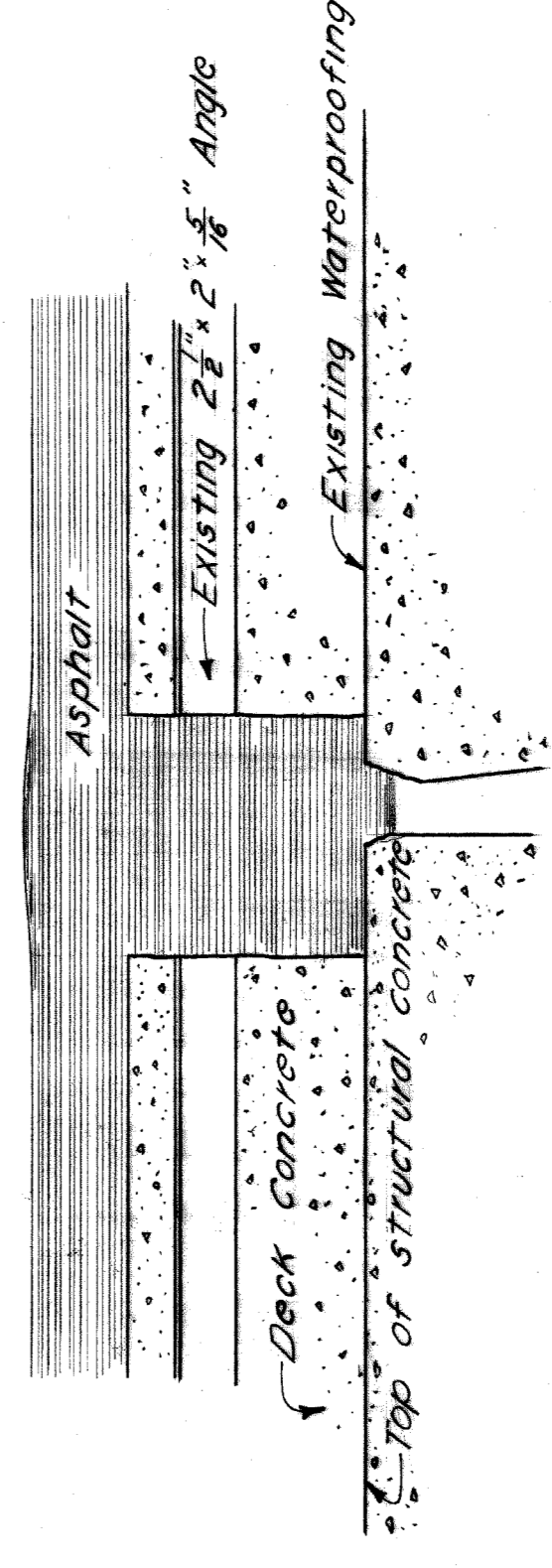
SECTION B-B  
SCALE: 3/32" = 1'-0"



DETAIL A  
SHOWING LIMITS OF WORK PER JOINT  
SCALE: 3/32" = 1'-0"



ISOMETRIC VIEW OF PROPOSED EXPANSION JOINT



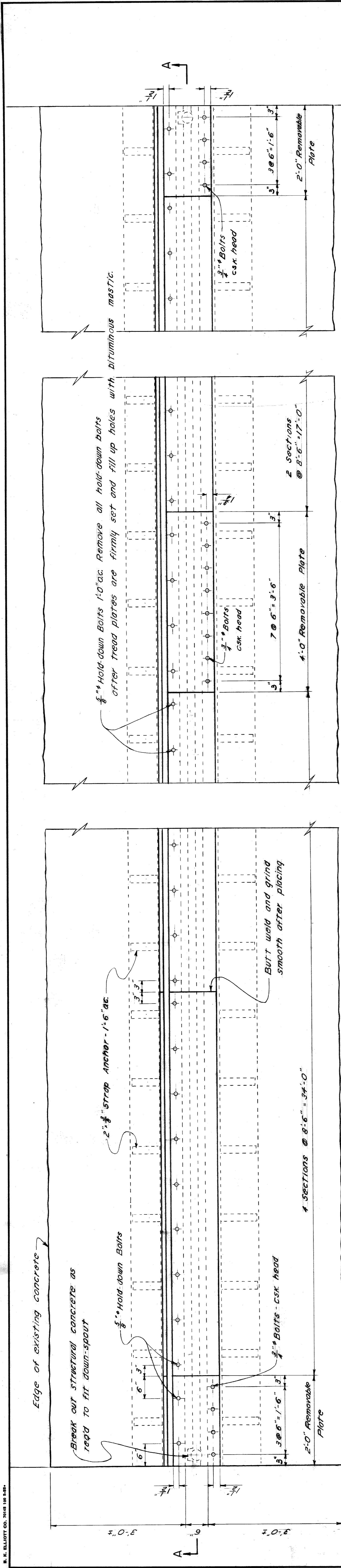
SECTION SHOWING EXISTING CONDITIONS  
AT EXPANSION JOINTS  
Scale: 1/2" = 1'-0"

GENERAL NOTES

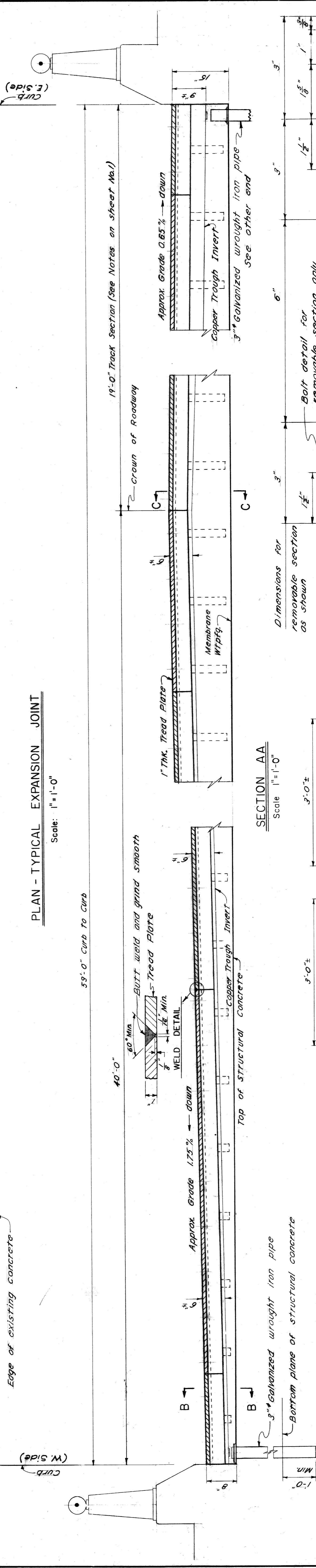
Existing rails and foundations in track section of roadway shall be removed to clear Expansion Joint installation. Hold-down bolts shall be removed from tread plates after joints are completely set and the holes shall be filled with bituminous mastic. Membrane Waterproofing - 3 Ply - shall consist of 2 layers of bitumen treated felt, one middle layer of bitumen treated cotton fabric and 4 moppings of bituminous asphalt. See Specifications for further details.

CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS HIGHWAY & EXPRESSWAY DIVISION <b>BRIDGE MAINTENANCE</b>		Mac ARTHUR BRIDGE BW 201 EAST JEFFERSON AVE TO BELLE ISLE <b>EXPANSION JOINT REPAIR GENERAL PLAN</b>		CONTRACT NO. PW 2199 SHEET 1 OF 2 SHEETS JOB No. M-BW 201 DRWG No. C-1 DATE AUG. 1937
DESIGNED BY	J. COVERT	APPROVED	A. Cohen A. B. Berman ASSISTANT CITY ENGINEER HIGHWAY AND EXPRESSWAY DIVISION	
DRAWN BY		CHECKED BY	C. Lederer CITY ENGINEER	
TRACED BY		DESCRIPTION		
CHECKED BY		REVISIONS LOCATED BY COORDINATES ON SHEET		

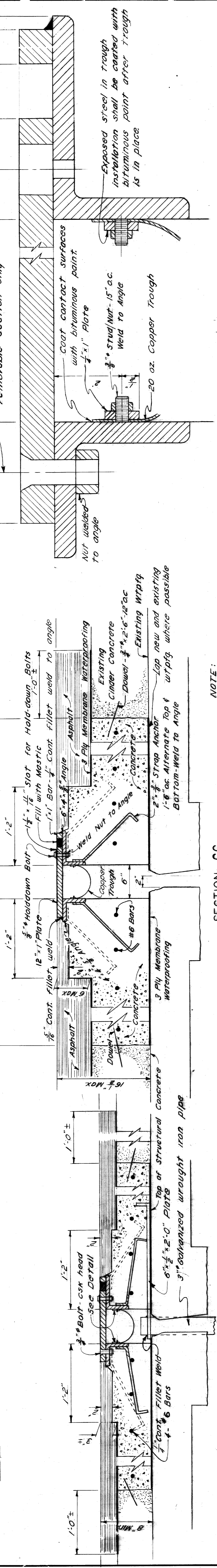




PLAN - TYPICAL EXPANSION JOINT  
Scale: 1" = 1'-0"



SECTION AA  
Scale: 1" = 1'-0"



SECTION BB  
Scale: 1 1/2" = 1'-0"

SECTION CC  
Scale: 1 1/2" = 1'-0"

DETAIL - TROUGH INSTALLATION  
Scale: 3/4 Full Size

SHOWING REMOVABLE PLATE DETAILS SIMILAR TO SECTION CC EXCEPT AS SHOWN

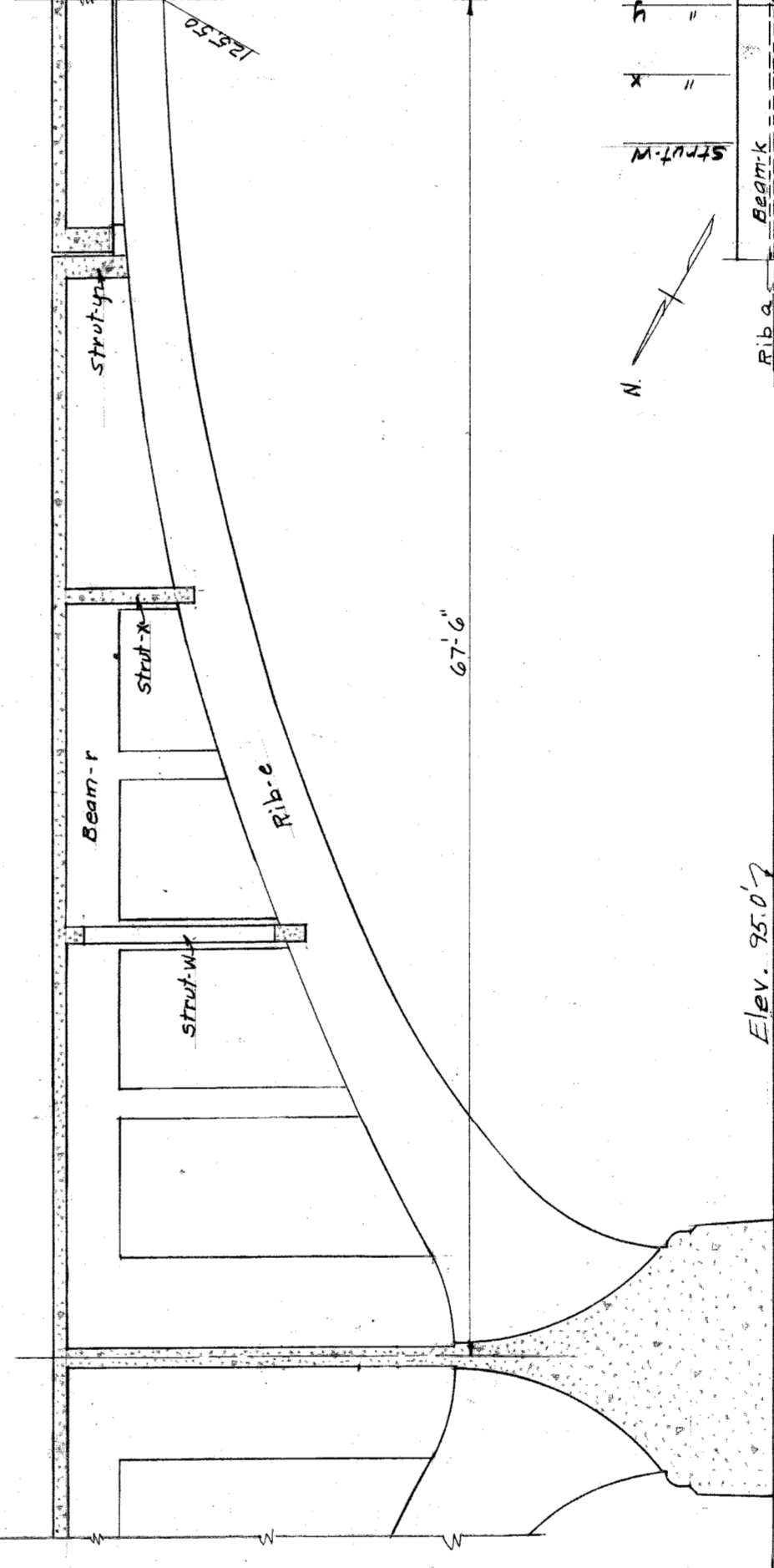
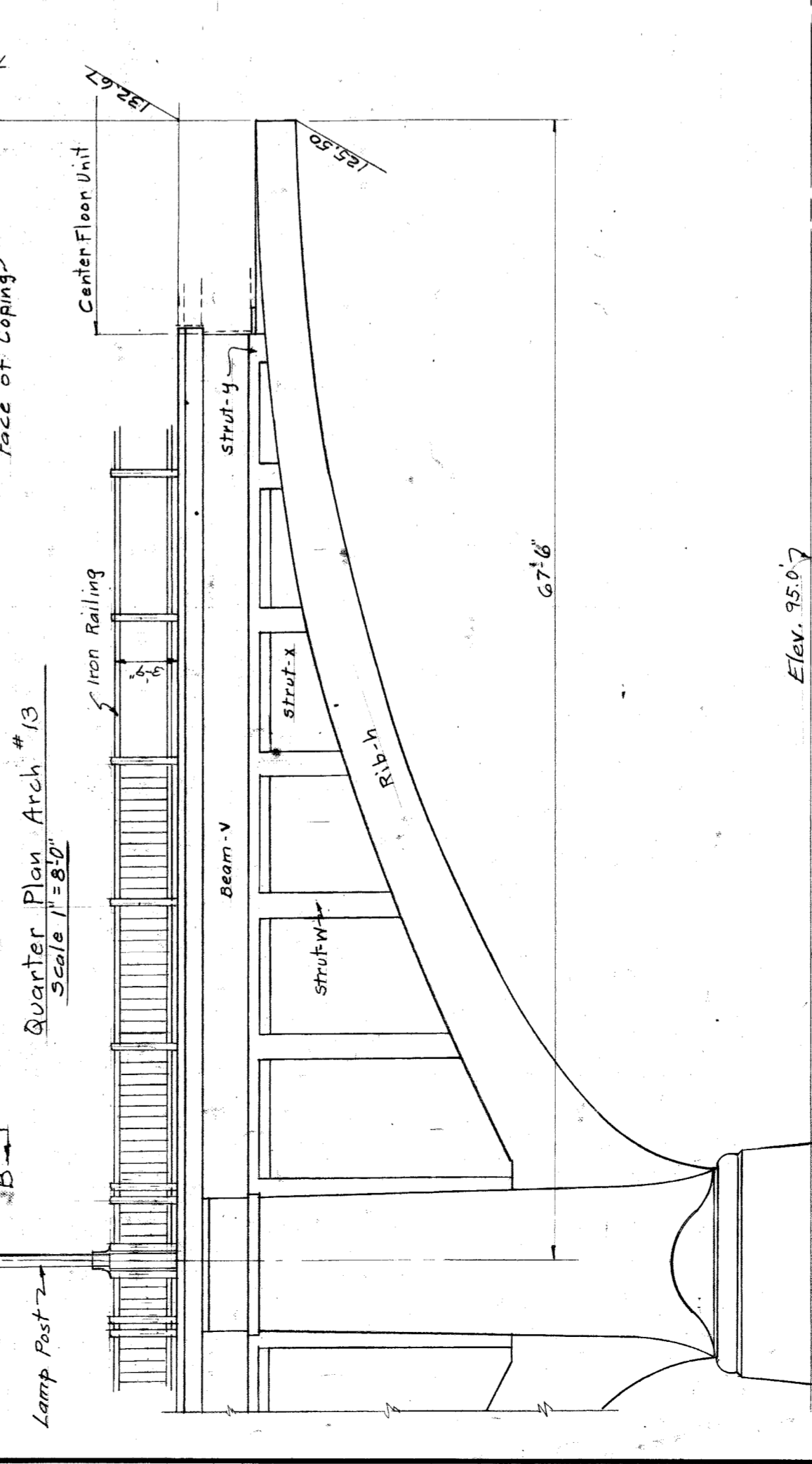
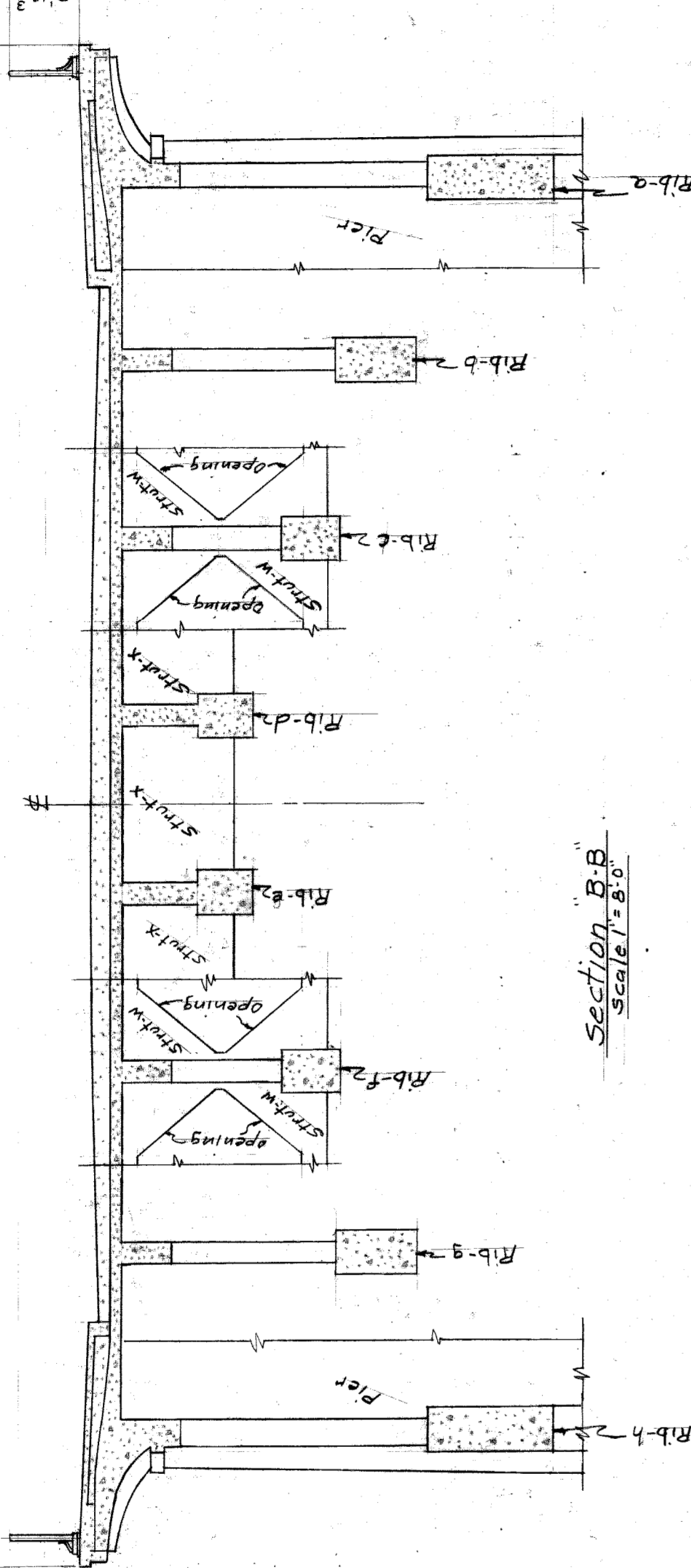
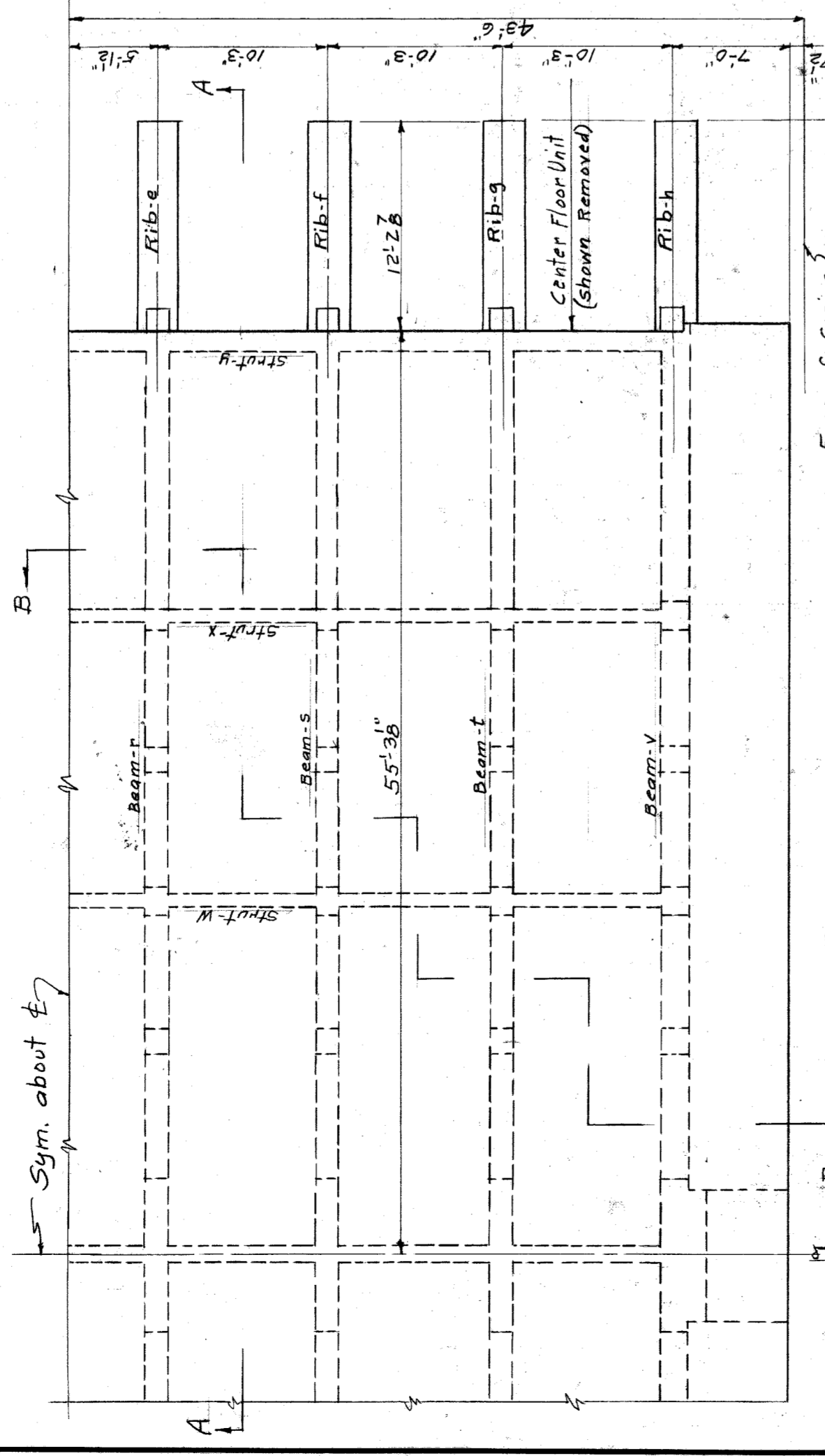
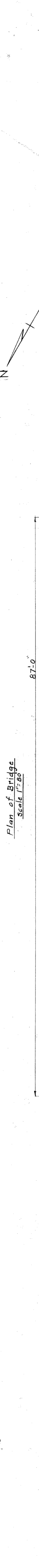
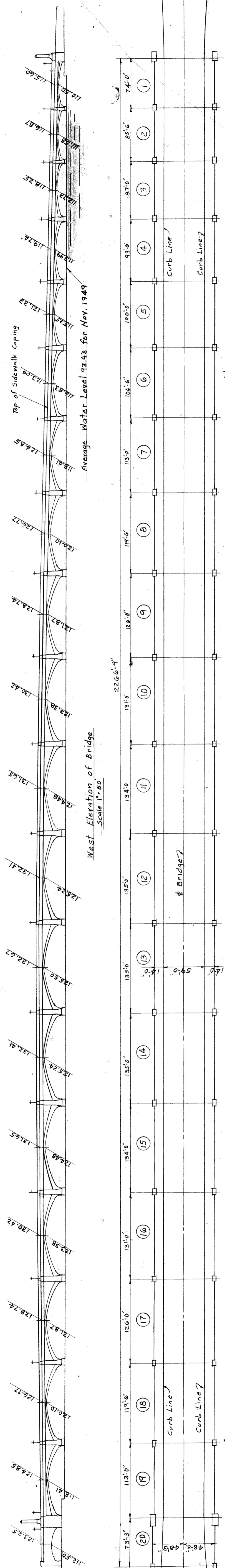
NOTE:  
All welds to be 7/8" cont fillet welds unless otherwise indicated.

CONTRACT NO. PW 2199	CITY OF DETROIT	APPROVED: <i>A. Cohen</i>
SHEET 2 OF 2 SHEETS	DEPARTMENT OF PUBLIC WORKS	DESIGNED BY: J. COVERT
JOB NO. M-BW 201	HIGHWAY & EXPRESSWAY DIVISION	DRAWN BY:
DRWG NO. C-2	BRIDGE MAINTENANCE	TRACED BY:
DATE: AUG. 1957		CHECKED BY: C. Leclercq P.R.H.
		CITY ENGINEER

**McCARTHUR BRIDGE BW 201**  
EAST JEFFERSON AVE TO BELLE ISLE  
**EXPANSION JOINT REPAIR PLAN DETAILS**



10 B P  
3  
2  
1  
with  
28  
3



- Location of Repairs (See Marking Diagram) Inspection of Bridge Made Aug. 19, 1948**
- Span #1: 3 struts (y) between ribs (h) and (i); concrete encasement entirely gone. Edge of floor beam on joint between ribs (e) and (f); also between ribs (a) and (b). Concrete disintegrated. Number of defects - 5.
  - Span #2: Strut (y) between ribs (h) and (i); reinforcement exposed. Ribs (h) and (i) leave concrete and cracks near center. Number of defects - 3.
  - Span #3: Strut (y) between ribs (h) and (i); reinforcement exposed. Steel beam of strut (y) between beams (g) and (h) exposed. Number of defects - 1.
  - Span #4: Rib (h) with three exposed pieces of rib strut (y) between ribs (h) and (i) concrete partially disintegrated. Struts (y) on east side of bridge partially disintegrated. Number of defects - 3.
  - Span #5: Rib (h) from center to strut (y) and rib (a) at strut (y) concrete spalled with reinforcement exposed. Strut (h) on east edge of strut broken off. Number of defects - 3.
  - Span #6: Strut (y) between ribs (a) and (b), also between ribs (g) and (h), concrete disintegrated on south edge of strut (y). Number of defects - 2.
  - Span #7: Rib (h) at strut (y), slight defect of concrete. Struts (y) between ribs (h), (g), (f), (e) and (d) reinforcement exposed on bottom. Number of defects - 5.
  - Span #8: Rib (ah) two blankish spots. Number of defects - 1.
  - Span #9: Strut (y) between ribs (a) and (b), reinforcement exposed and between ribs (d) and (e) strut (y) discolored. Number of defects - 2.
  - Span #10: Strut (y) between ribs (a) and (b), (g) and (h) discolored. Ribs (g) and (f) reinforcement exposed. Number of defects - 4.
  - Span #11: Ribs (g) and (f), concrete crazing. Strut (y) beneath east and west sidewalks discolored. Number of defects - 2.
  - Span #12: Rib (h) discolored. Rib (b) partially disintegrated. Number of defects - 2.
  - Span #14: Strut (y) between ribs (h) and (i); reinforcement exposed. Number of defects - 1.
  - Span #15: Strut (y) between ribs (ah) and (ag); reinforcement exposed. Number of defects - 1.
  - Span #17: Sidewalk and rib (h) on west side of bridge at strut (y); reinforcement exposed. Ribs (ae), (ad) and (ac), cracks along one of bottom edges. Number of defects - 5.
  - Span #18: Ribs (a) and (aa), concrete chipped under slab, some reinforcing bars exposed. Number of defects - 2.
  - Span #19: 5 struts (ay) between ribs (ad), (ag), (af), (ag) and (ah) and rib (ah) bar reinforcement and struts (y) between ribs (h) and (i) concrete disintegrated on ribs (h) and struts (y). Number of defects - 8.

**Remarks**

Span #13: Concrete apparently O.K. should be checked. Leaks showing at both ends of suspended span.

Span #16: Leaking under sidewalks, just at southeast of suspended span. Concrete leaks O.K. but should be checked.

Span #20: No concrete defects noted.

**Section A-A Scale 1"=80**

Elev. 95.07

Average Water El. 93.43, Nov. 1947

Beam	Strut	Rib	Arch	Span	Vanish	Pier
a	w	a	1	1	1	1
b	x	b	2	2	2	2
c	y	c	3	3	3	3
d	z	d	4	4	4	4
e	aa	e	5	5	5	5
f	ab	f	6	6	6	6
g	ac	g	7	7	7	7
h	ad	h	8	8	8	8
i	ae	i	9	9	9	9
j	af	j	10	10	10	10
k	ag	k	11	11	11	11
l	ah	l	12	12	12	12
m	ai	m	13	13	13	13
n	aj	n	14	14	14	14
o	ak	o	15	15	15	15
p	al	p	16	16	16	16
q	am	q	17	17	17	17
r	an	r	18	18	18	18
s	ao	s	19	19	19	19
t	ap	t	20	20	20	20

**Location of Repairs (See Marking Diagram) Inspection of Bridge Made Aug. 19, 1948**

Span #1: 3 struts (y) between ribs (h) and (i); concrete encasement entirely gone. Edge of floor beam on joint between ribs (e) and (f); also between ribs (a) and (b). Concrete disintegrated. Number of defects - 5.

Span #2: Strut (y) between ribs (h) and (i); reinforcement exposed. Ribs (h) and (i) leave concrete and cracks near center. Number of defects - 3.

Span #3: Strut (y) between ribs (h) and (i); reinforcement exposed. Steel beam of strut (y) between beams (g) and (h) exposed. Number of defects - 1.

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Span #5: Rib (h) from center to strut (y) and rib (a) at strut (y) concrete spalled with reinforcement exposed. Strut (h) on east edge of strut broken off. Number of defects - 3.

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Span #7: Rib (h) at strut (y), slight defect of concrete. Struts (y) between ribs (h), (g), (f), (e) and (d) reinforcement exposed on bottom. Number of defects - 5.

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Span #15: Strut (y) between ribs (ah) and (ag); reinforcement exposed. Number of defects - 1.

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Span #18: Ribs (a) and (aa), concrete chipped under slab, some reinforcing bars exposed. Number of defects - 2.

Span #19: 5 struts (ay) between ribs (ad), (ag), (af), (ag) and (ah) and rib (ah) bar reinforcement and struts (y) between ribs (h) and (i) concrete disintegrated on ribs (h) and struts (y). Number of defects - 8.

**CITY OF DETROIT**  
DEPARTMENT OF PUBLIC WORKS  
CITY ENGINEERS OFFICE  
BUREAU OF DESIGN

APPROVED: *J. L. Barton*  
*J. P. Thompson*  
CITY ENGINEER

DESIGNED BY: *W. J. Mack*  
DRAWN BY: *W. J. Mack*  
TRACED BY: *W. J. Mack*  
CHECKED BY: *J. L. Barton*

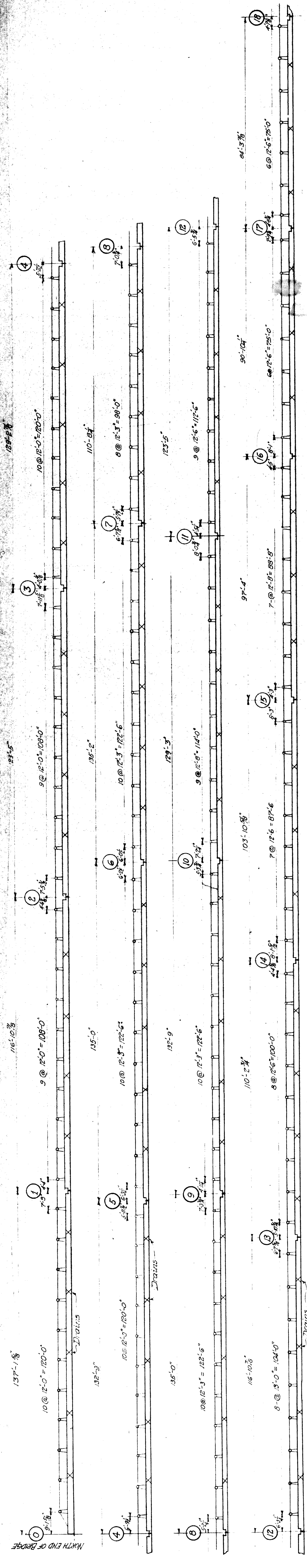
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NOTED BY: \_\_\_\_\_

DESCRIPTION: \_\_\_\_\_  
REVISIONS: \_\_\_\_\_

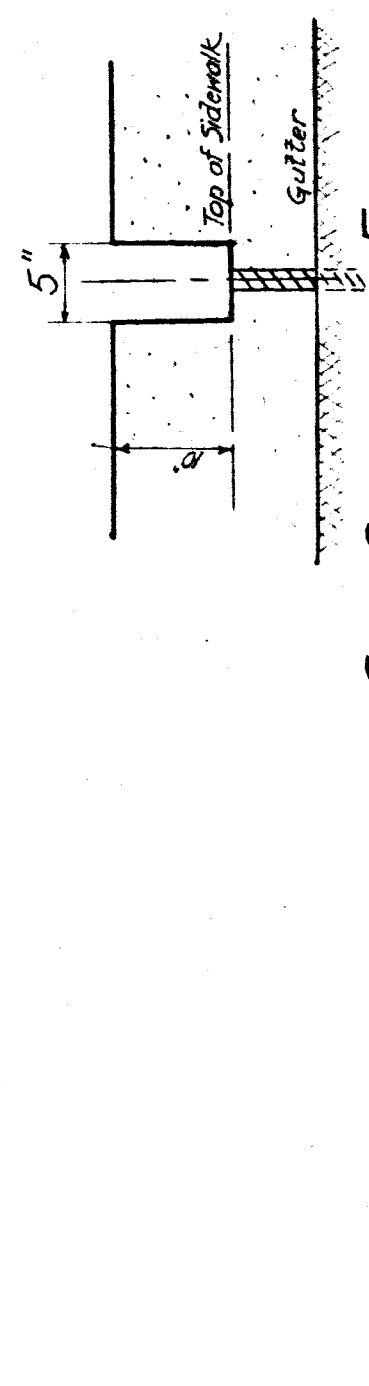
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DRAWN DATE: \_\_\_\_\_  
CHECKED DATE: \_\_\_\_\_

REVISIONS: \_\_\_\_\_





**ELEVATION GIVING SPACING OF EXPANSION JOINTS & CAST POSTS**  
 NEW CURB AND GUARD TO BE AT EACH SIDE OF ROADWAY

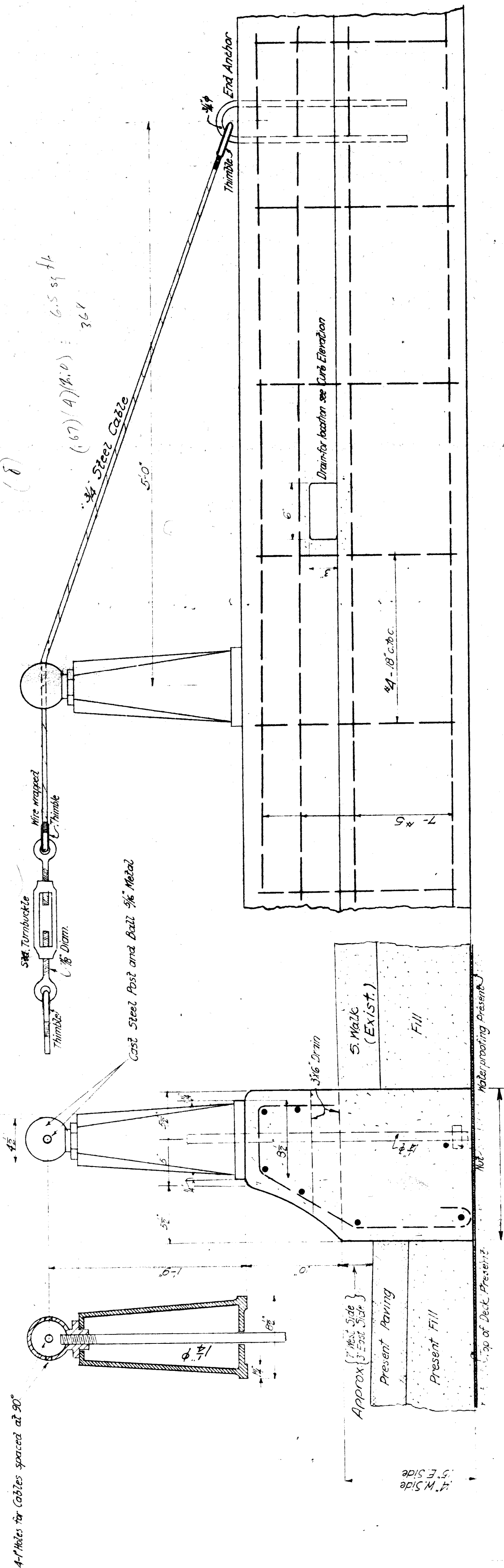


Note: Const. joints are spaced equally in the curb sections. ① identifies limits of section.

5 Joints sections (0-1)(4-5)(5-6)(6-7)(8-9)  
 4 " " " " (1-2)(2-3)(3-4)(10-11)(11-12)(12-13)  
 3 " " " " (7-8)(13-14)(14-15)  
 2 " " " " 130 <  
 " " " " 115 <  
 " " " " 90 <  
 " " " " 70 <

Note: Const. joints are to be spaced equally in the curb sections. ② identifies limits of section.

5 Joints sections (0-1)(4-5)(5-6)(6-7)(8-9)  
 4 " " " " 130 <  
 " " " " 115 <  
 " " " " 90 <  
 " " " " 70 <

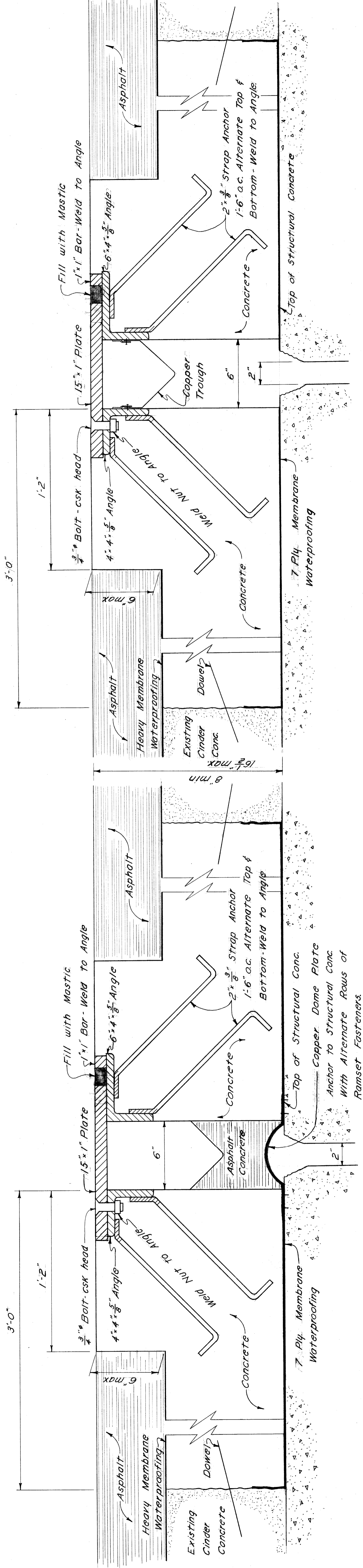


**SECTION**  
 Scale 1/2" = 1'-0"

**TYPICAL ELEVATION OF CURB**  
 Scale 1/2" = 1'-0"

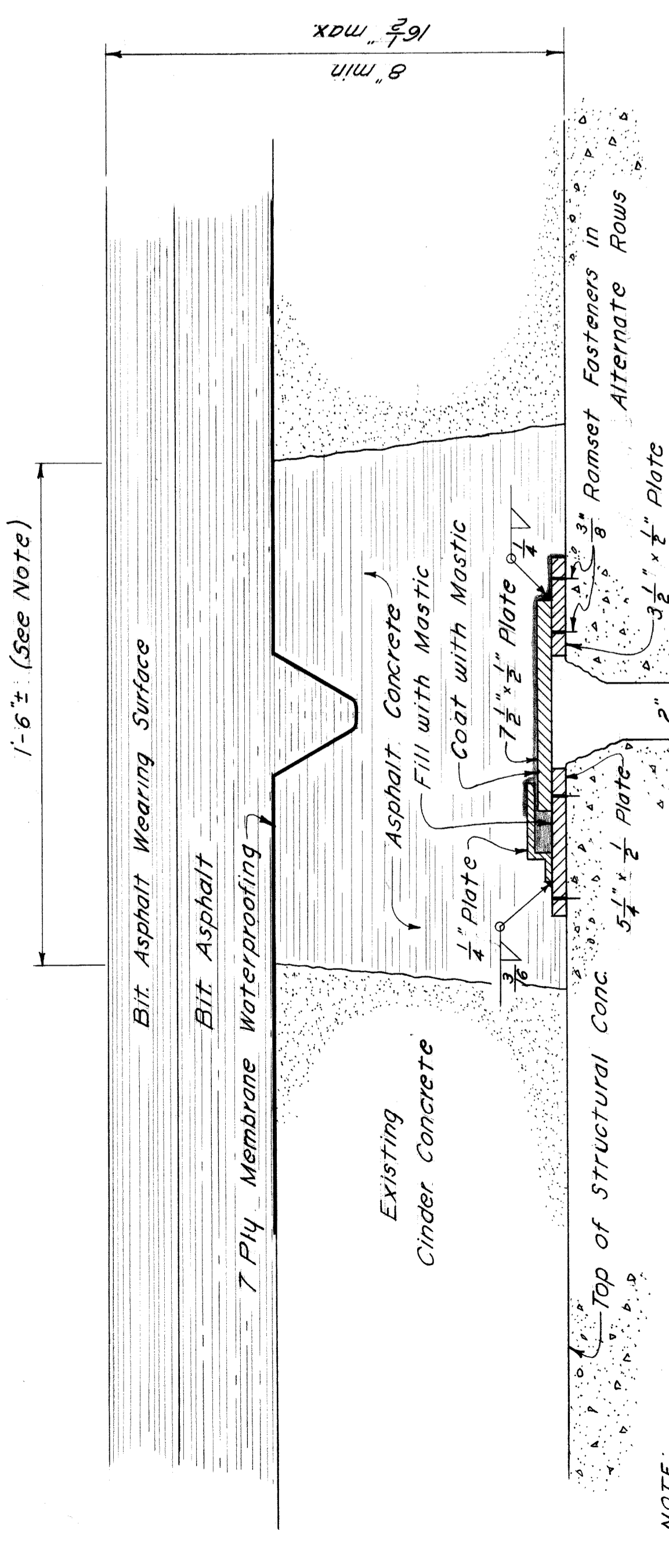
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	DRAWN BY	HIGHWAY & EXPRESSWAY ENGINEER			JOB No.
	TRACED BY				DRWG No.
CHECKED BY	REVISIONS LOCATED BY COORDINATES ON SHEET				





**SCHEME B**  
Scale: 3" = 1'-0"

**SCHEME A**  
Scale: 3" = 1'-0"

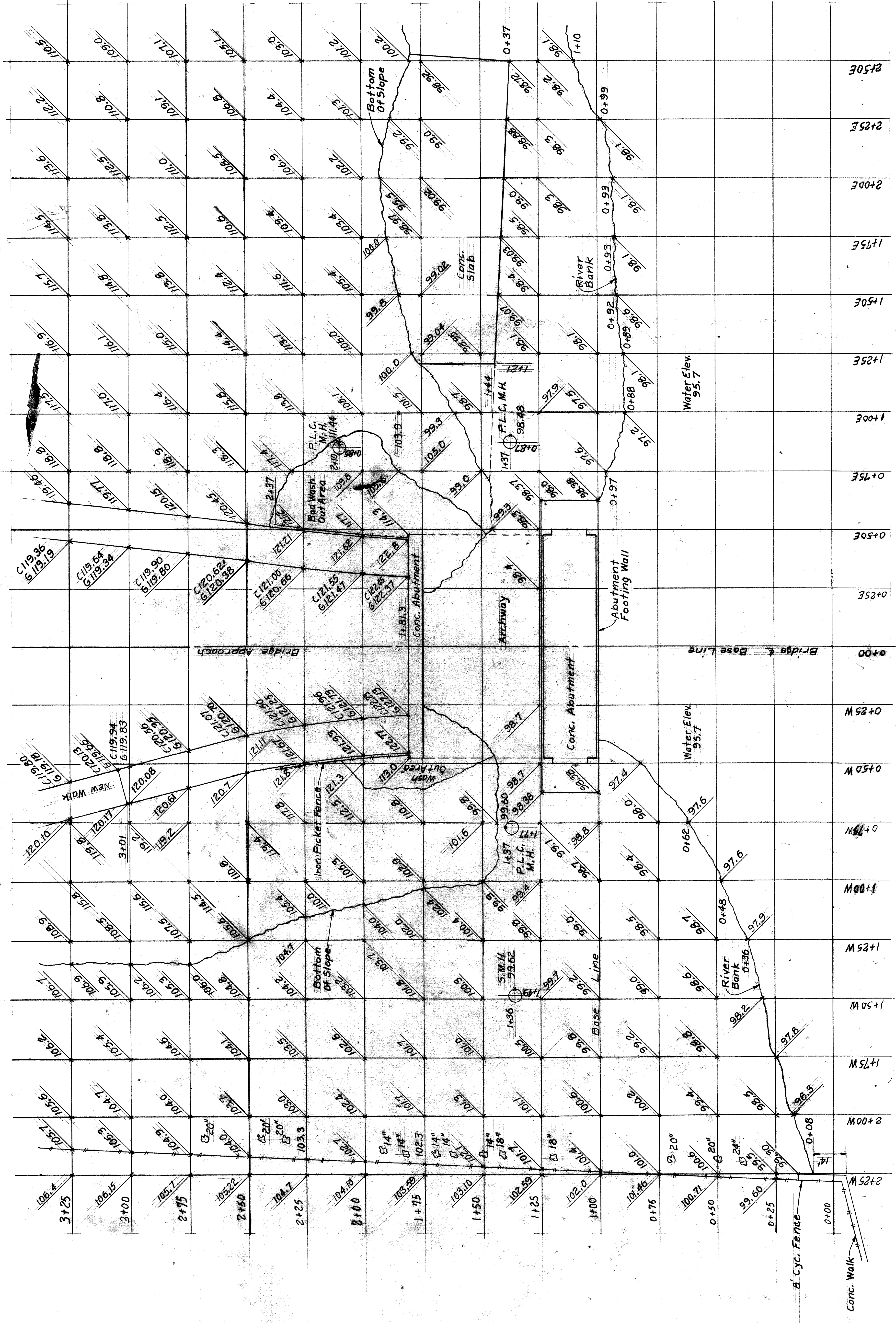
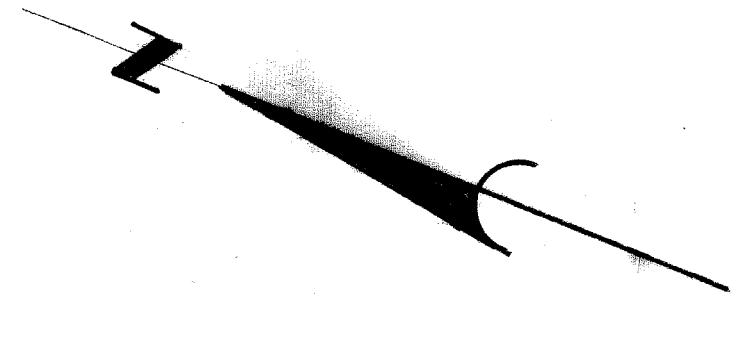


**SCHEME C**  
Scale: 3" = 1'-0"

**NOTE:**  
The condition of the existing cinder concrete may dictate that a strip wider than 1'-6" be removed.

REVISIONS LOCATED BY COORDINATES ON SHEET			DESIGNED BY	APPROVED:	CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS HIGHWAY & EXPRESSWAY DIVISION BRIDGE MAINTENANCE	BELLE ISLE BRIDGE - BW 201	SHEET 2 OF 2 SHEETS
DRAWN BY			J. COVERT	JOB No. M-BW 201			
TRACED BY				DRWG No. C-2			
CHECKED BY				DATE 3-7-57			



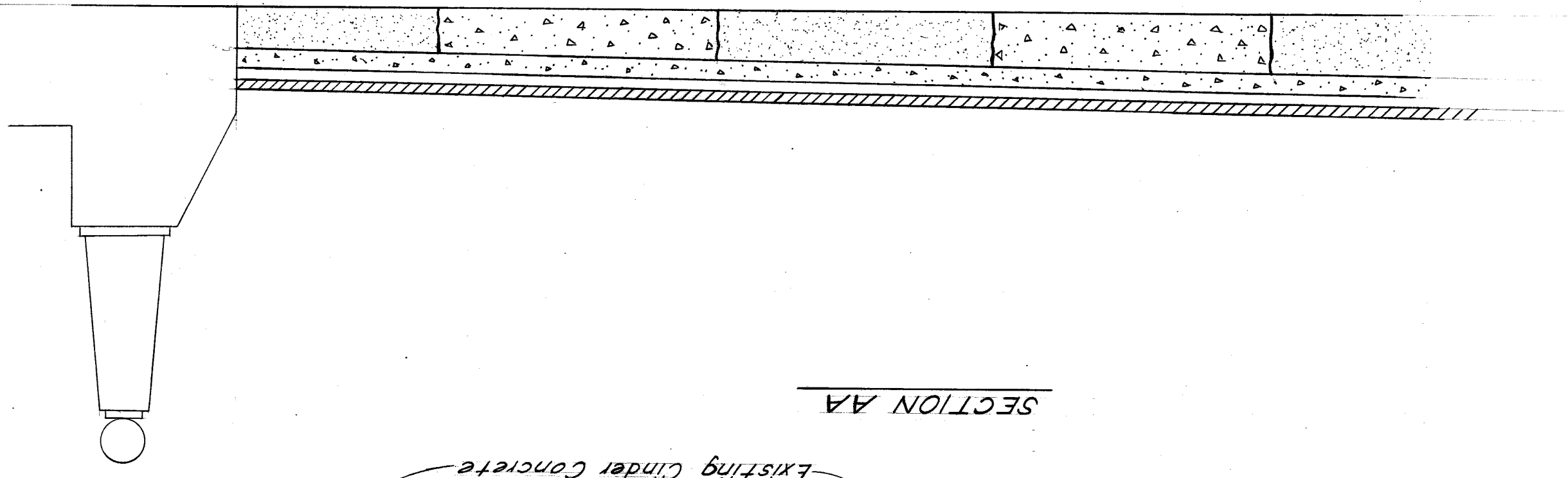


TOPO SURVEY

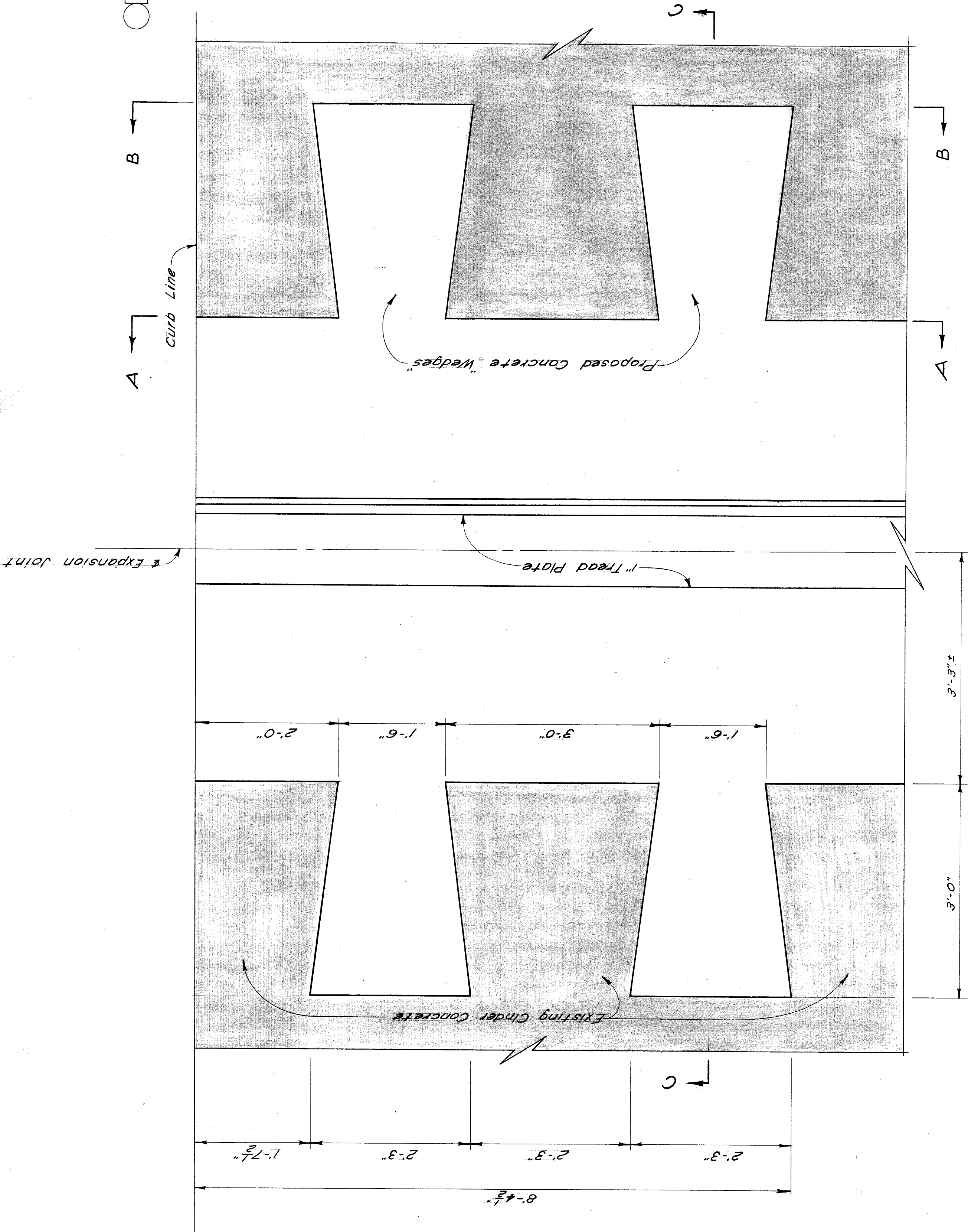
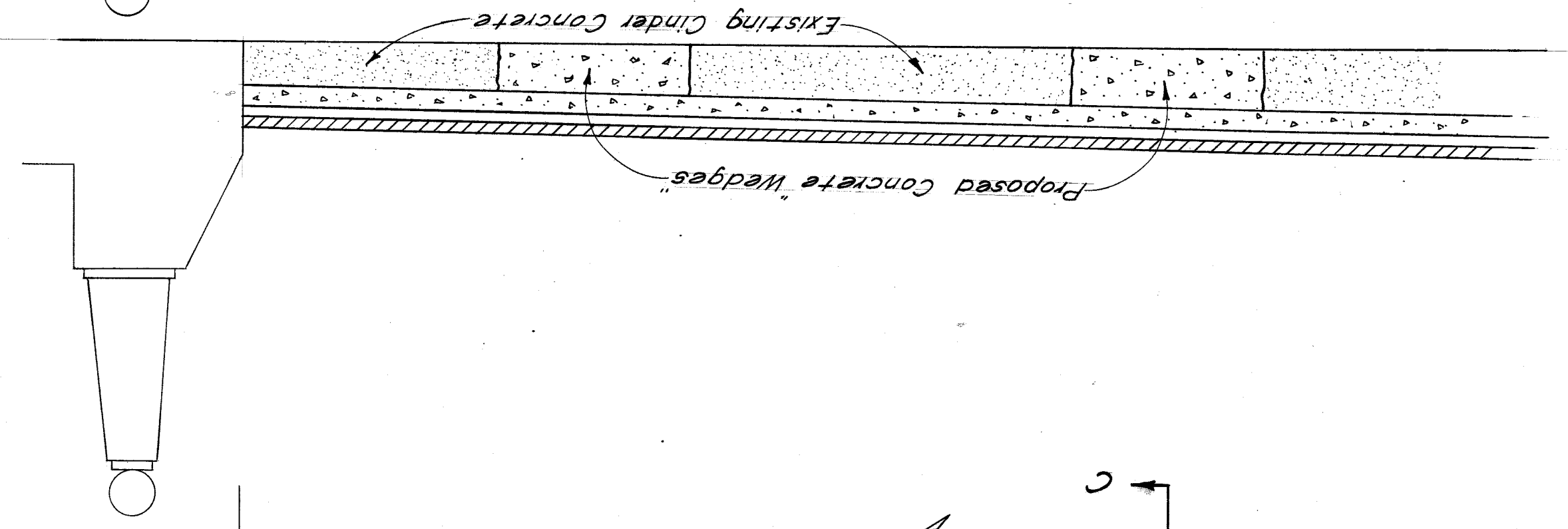
Scale: 1" = 20'



SECTION BB

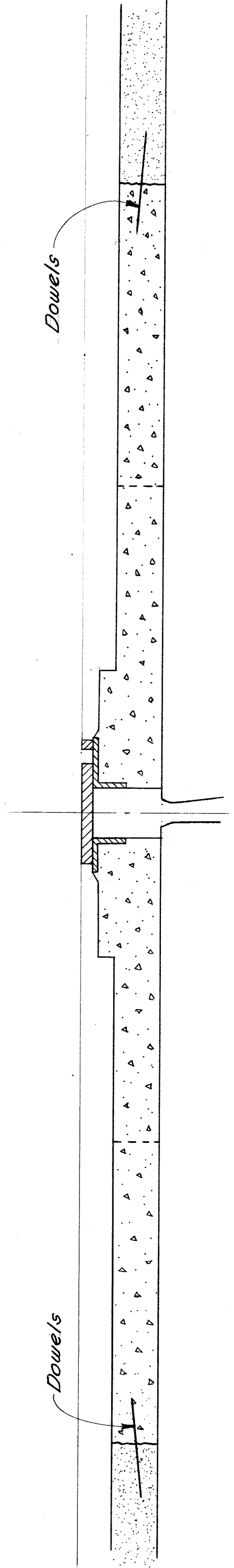


SECTION AA

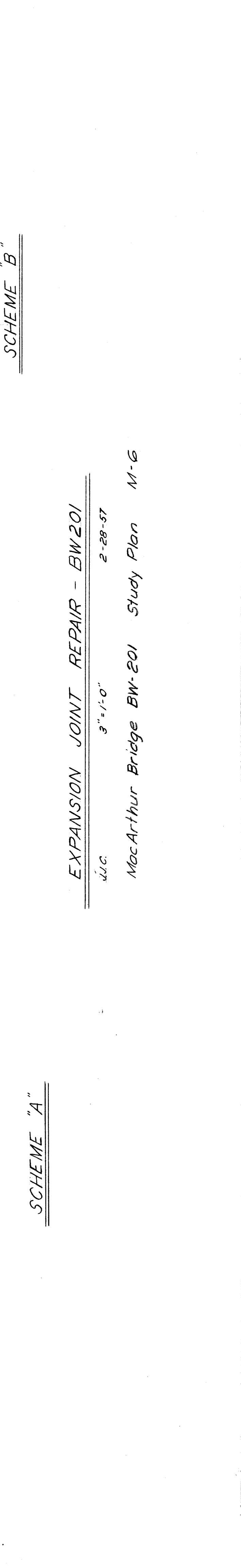
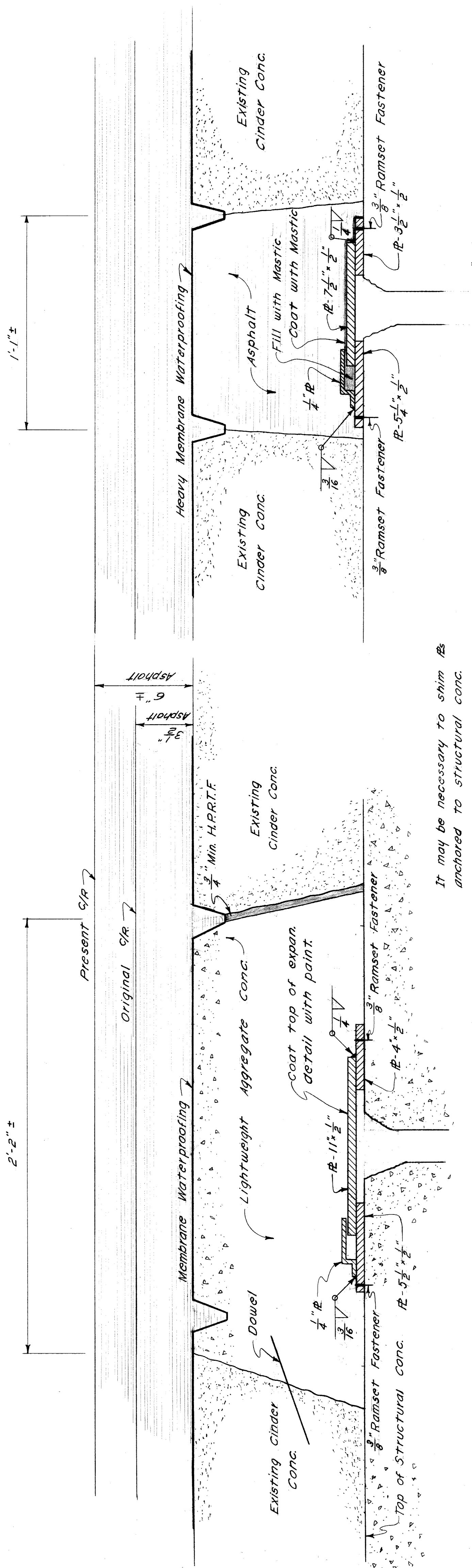
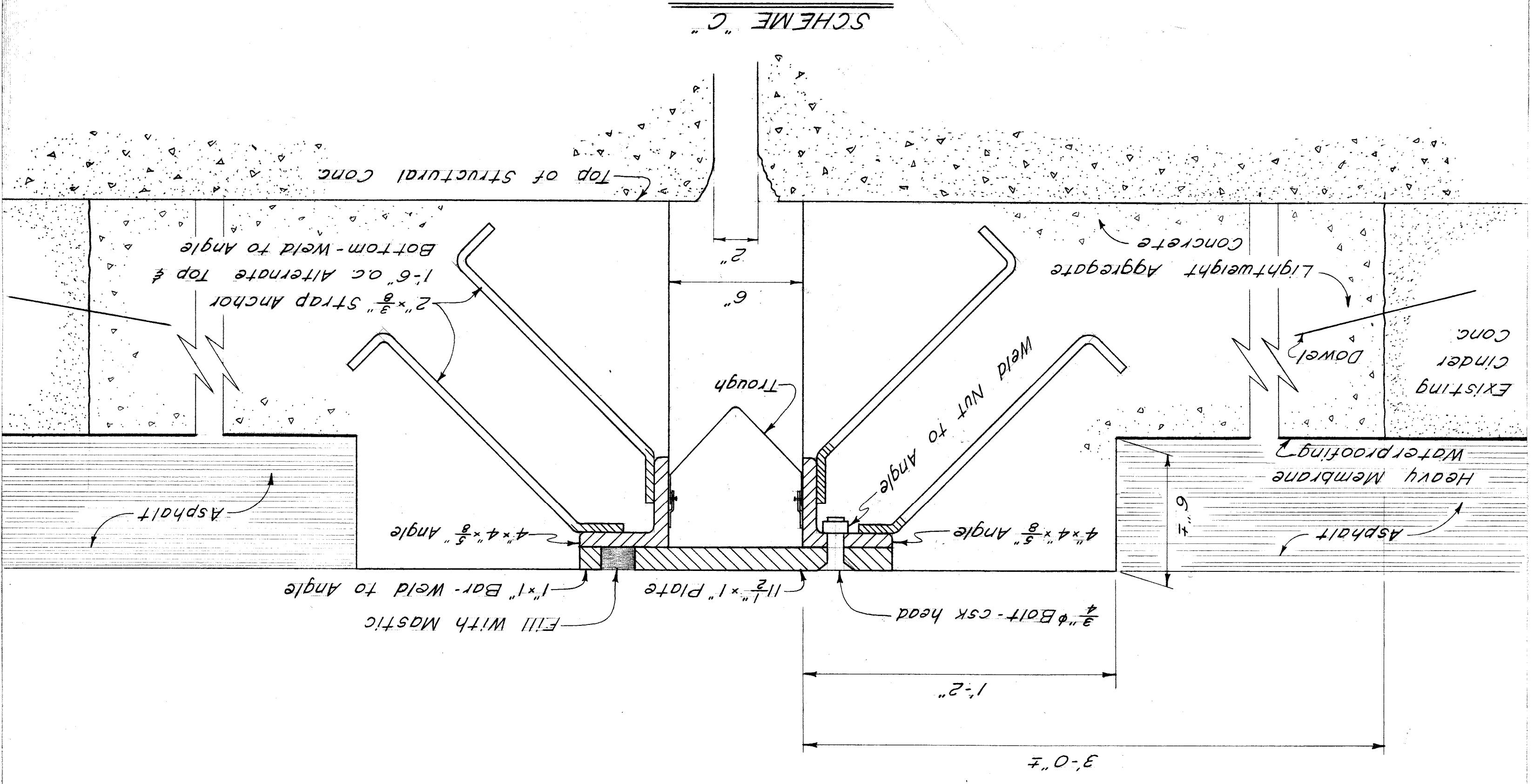


NOTE:  
The asphalt wearing course has been omitted in all views.

SECTION CC







It may be necessary to shim  $R_2$  anchored to structural conc.

**EXPANSION JOINT REPAIR - BW201**

d.d.c. 3" = 1'-0" 2-28-57

MacArthur Bridge BW-201 Study Plan M-6