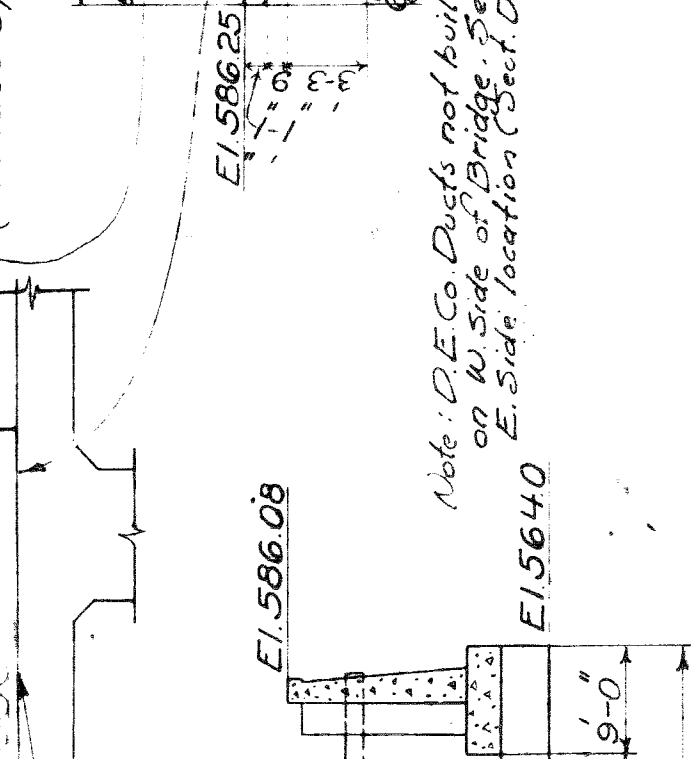
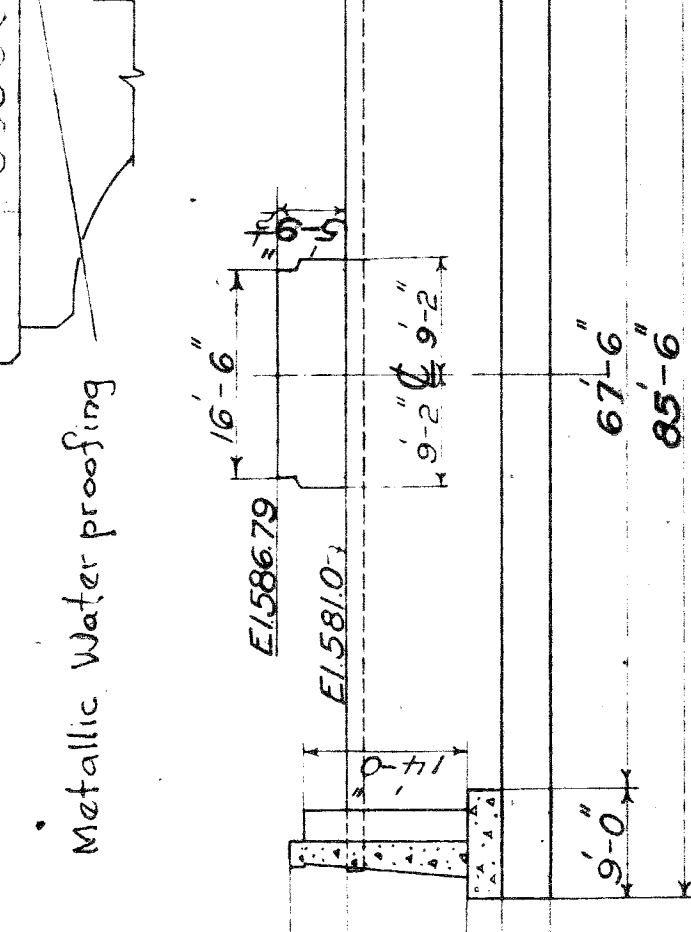
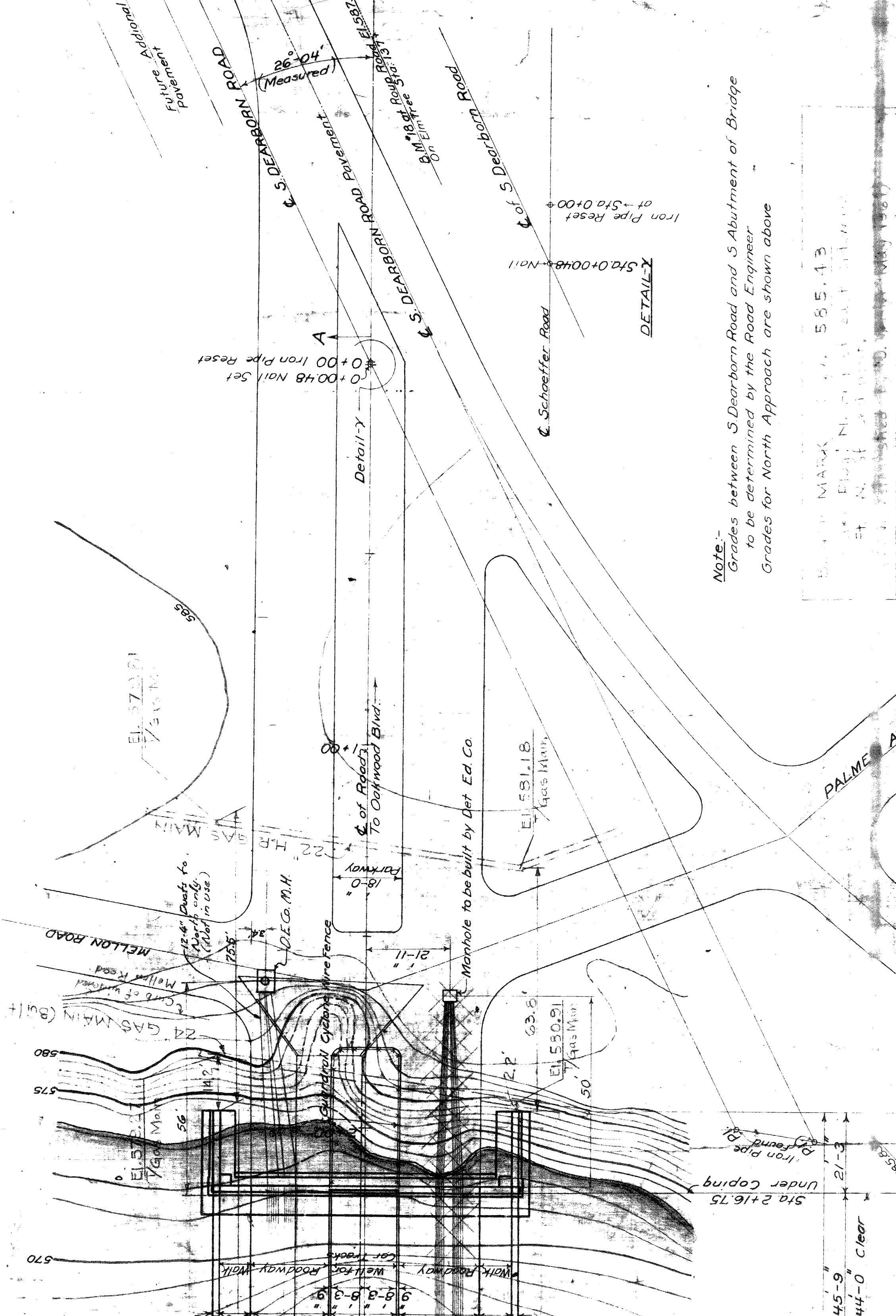
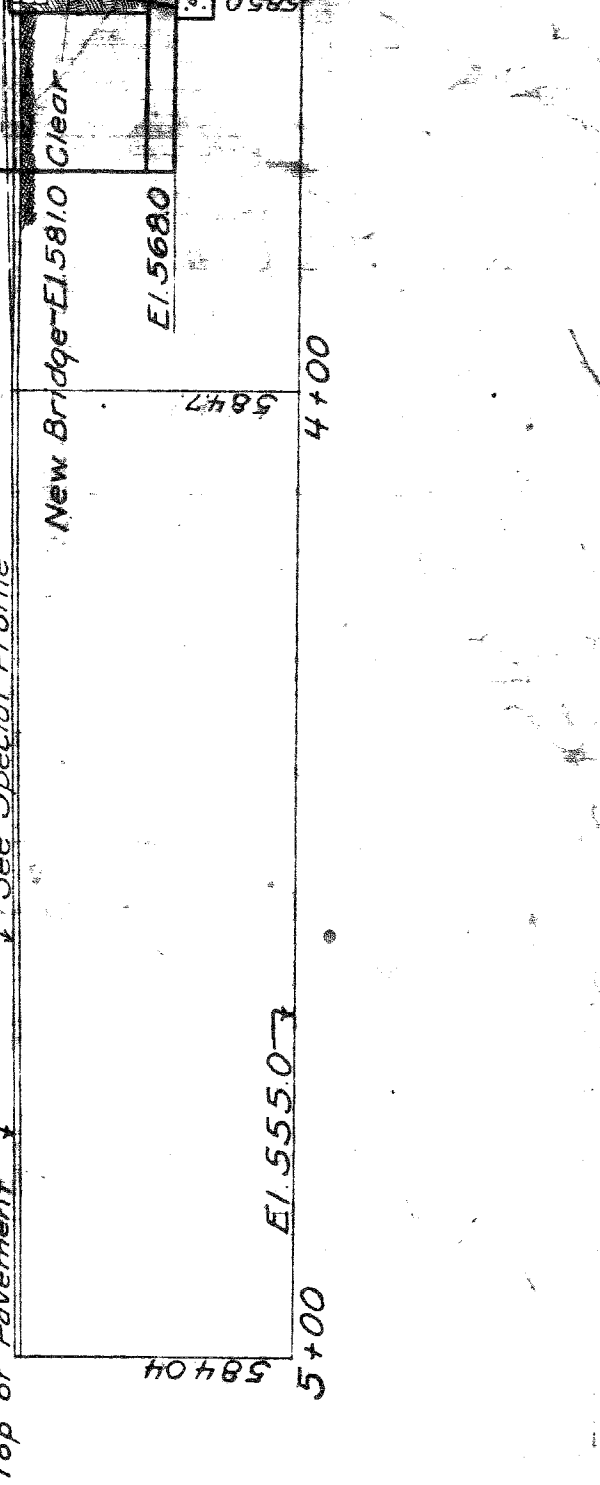
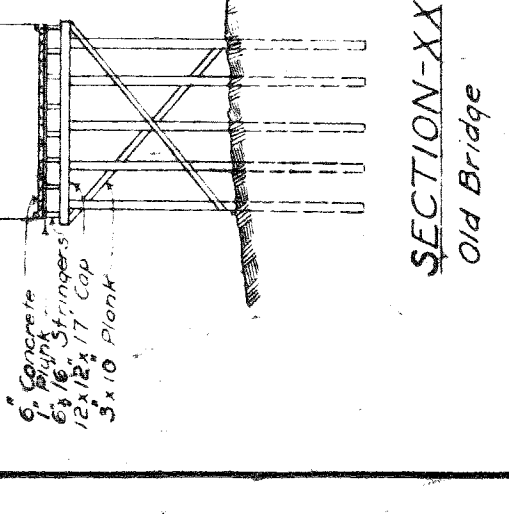
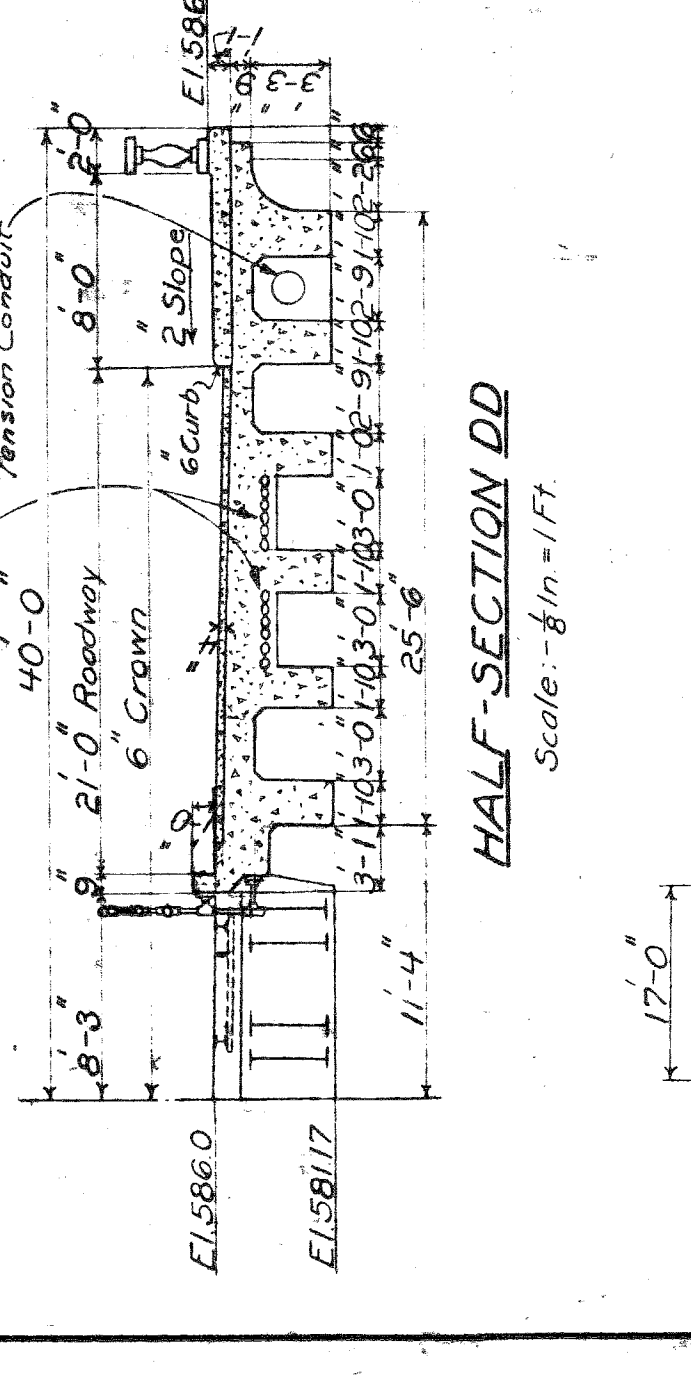
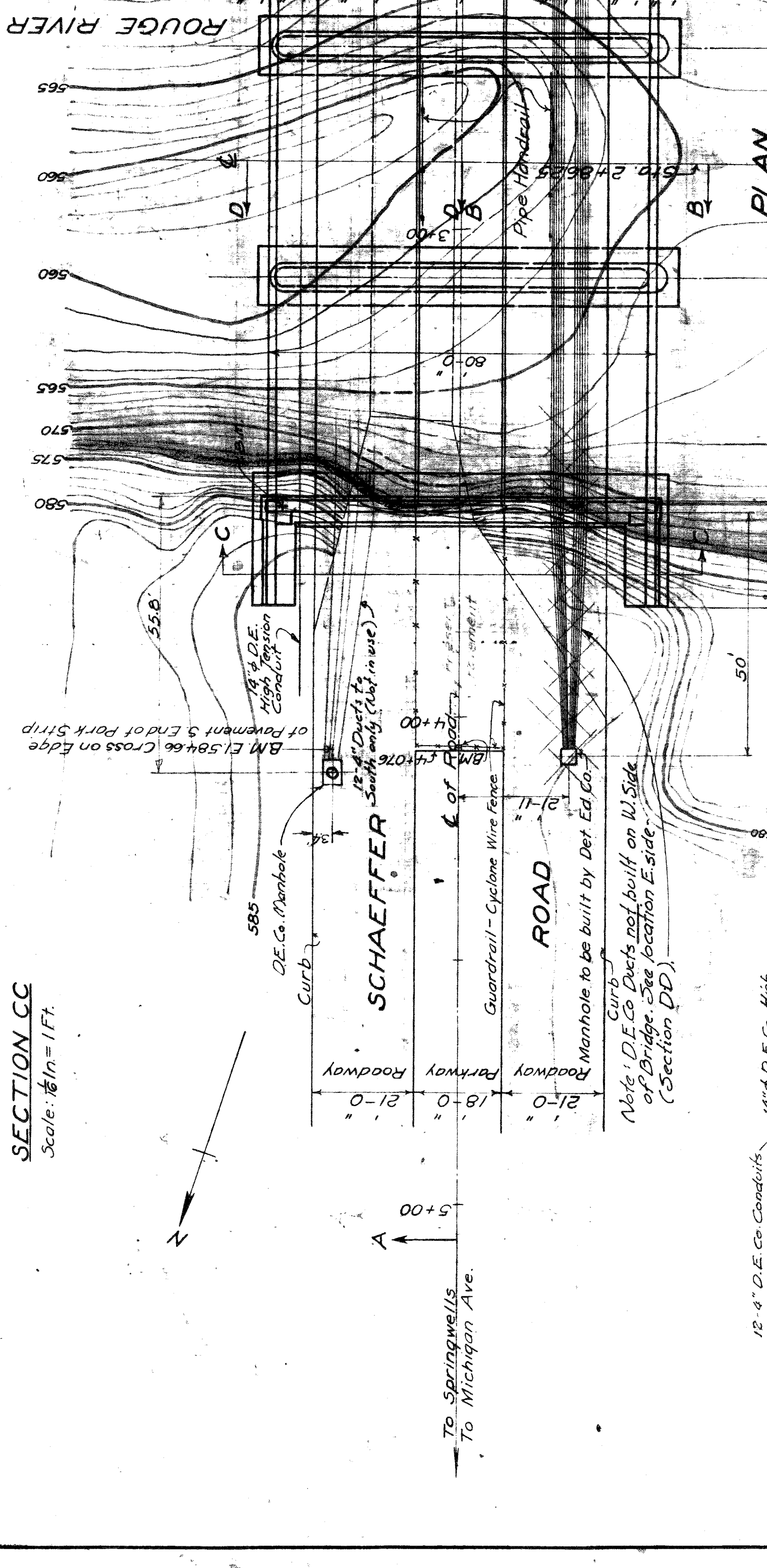
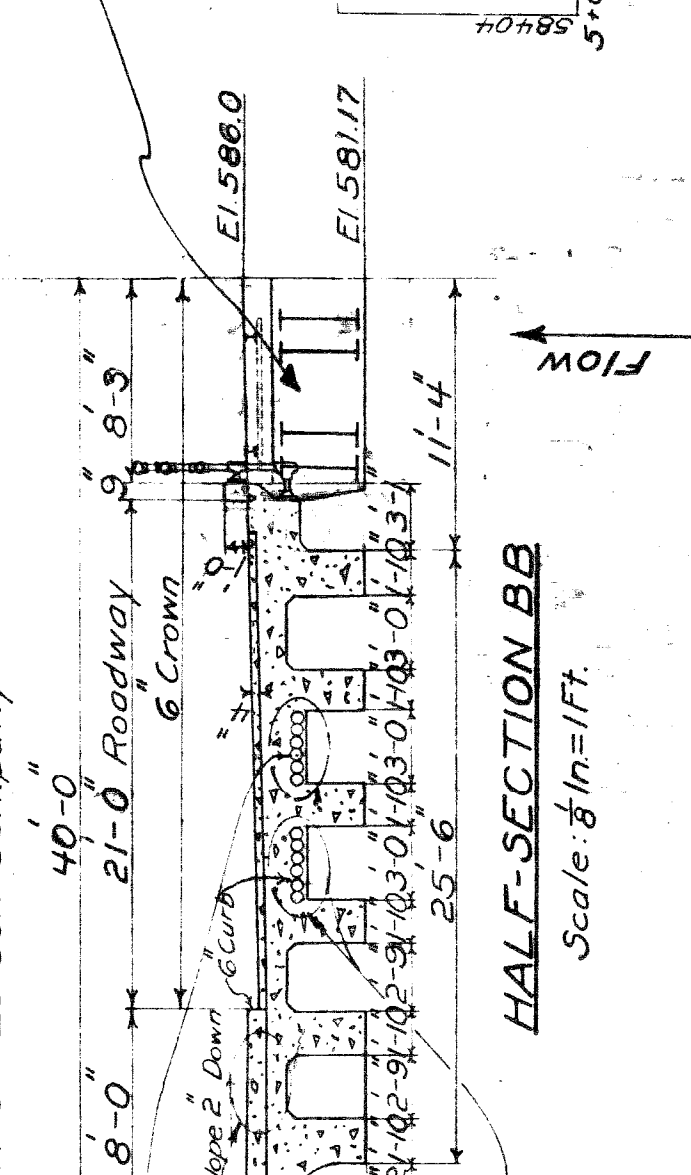


Break out & replace side walk with 9 M.B.T. Co. Ducts July, 1925
P.M.S.T. Co.

12" 4" Conduits, Furnished and Assembled
in Place by Detroit Edison Company



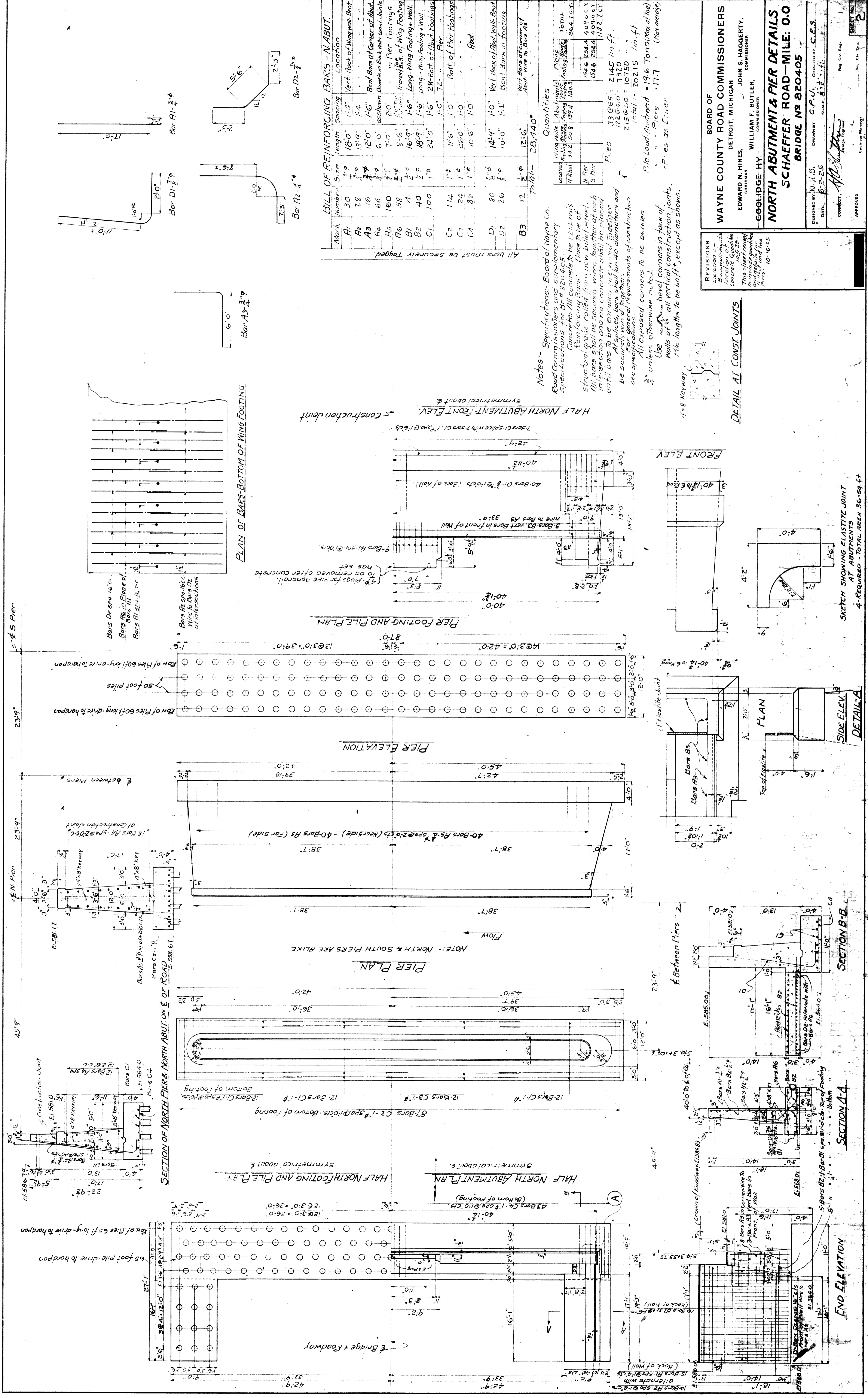
See Sh. 4-A
For 1925 Work



Note: Grades between S Dearborn Road and S Abutment of Bridge to be determined by the Road Engineer. Grades for North Approach are shown above.

BOARD OF WAYNE COUNTY ROAD COMMISSIONERS	
EDWARD N. HINES, CHAIRMAN	JOHN S. HAGGERTY, COMMISSIONER
WILLIAM F. BUTLER, COMMISSIONER	
LOCATION PLAN SCHAEFFER ROAD—MILE: 0.0 BRIDGE NO. 820405	
DESIGNED BY: J.J.B.	CHECKED BY: C.E.S.
DATE: Aug. 17, 1925	
CORRECTED BY: [Signature]	

APPROVED: [Signature]
SHEET NO. 7
JOB 357-1



BILL OF REINFORCING BARS - N. ABUT.

Mark	Number	Size	Length	Spacing	Location
A1	30	3/4"	18'-0"	1'-4"	Vert. Back of Wing Wall - Bent
A2	28	3/4"	13'-9"	1'-4"	"
A3	16	3/4"	12'-0"	1'-6"	Bent Bars at Corner of Abut.
A4	66	3/4"	6'-0"	as shown	Down in Back with Long. Bars
A5	160	3/4"	7'-0"	2'-0"	in Pier Footings
A6	58	3/4"	8'-6"	1'-6"	Transverse of Wing Footing
B1	4	1/2"	16'-9"	1'-6"	Long. Wing Footing + Wall
B2	40	1/2"	18'-9"	1'-6"	"
C1	100	1/2"	24'-0"	1'-6"	28'-Bottom of Abut. Footings
C2	174	1/2"	11'-6"	1'-0"	Bot. of Pier Footings
C3	24	1/2"	26'-0"	1'-0"	"
C4	86	1/2"	10'-6"	1'-0"	"
D1	80	1/2"	14'-9"	1'-0"	Vert. Back of Abut. Wall - Bent
D2	26	3/8"	10'-0"	1'-4"	Bent Bars in Footing
B3	12	3/8"	12'-6"		Vert. Bars at Corner of Abut. Wall - Bent
TOTAL = 28,440'					

Notes: Specifications: Board of Wayne Co. Road Commissioners and Supplementary Specifications for Br. # 8204.05.

Concrete: All concrete to be 12-1 mix structural grade called from new batch of steel. All bars shall be securely wired together of each intersection and no concrete shall be placed until bars to be encased are wired together. All splices, bars shall lap to diameters and be securely wired together.

Steel: All exposed corners to be deformed 3/4" unless otherwise noted. Use 1/4" bevel corners in face of walls at all vertical construction joints. File lengths to be 50 ft., except as shown.

4x8 Keyway

Quantities

Location	Reinforcing Bars	Concrete	Total
N. Abut.	34,250	894	1403
Pier	154	154	409
S. Pier	154	154	409
Files	33,065	2,145	35,210
File Load - Abutment = 196 Tons (Max at Top)	122,650	1,320	123,970
File Load - Pier = 17.7 Tons (Max average)	215,650	10,150	225,800
Total	349,365	23,869	373,234

REVISIONS

WAYNE COUNTY ROAD COMMISSIONERS
 DETROIT, MICHIGAN
 EDWARD N. HINES, CHAIRMAN
 JOHN S. HAGGERTY, COMMISSIONER

NORTH ABUTMENT & PIER DETAILS
 SCHAEFFER ROAD - MILE: 0+0
 BRIDGE NO 8204-05

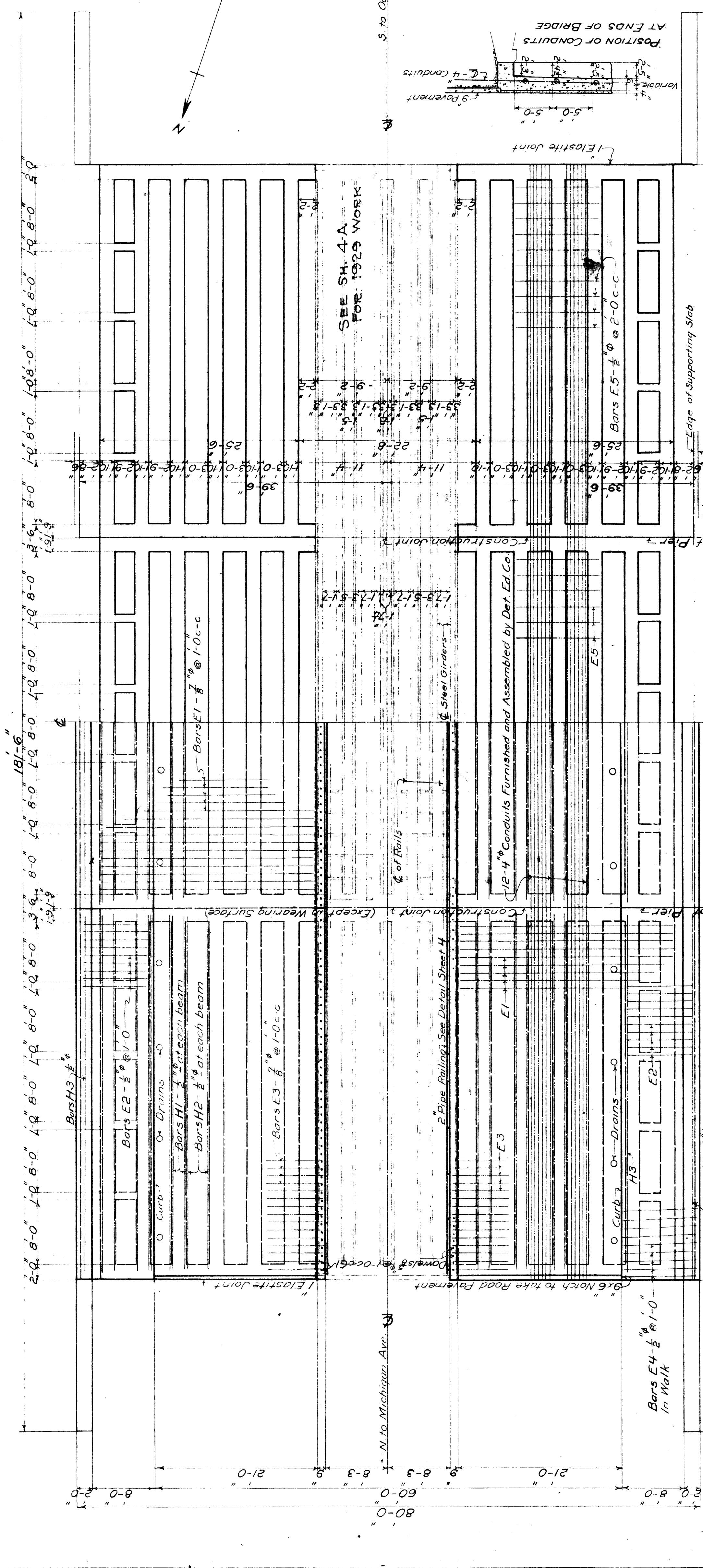
DESIGNED BY: J. J. B. DRAWN BY: C. P. J. CHECKED BY: C. E. S.
 DATE: 6-2-25 SCALE: 3/4" = 1'-0"

CONTRACT: *M. J. Schaeffer*
 ENGINEER

APPROVED: *W. J. Butler*
 ENGINEER

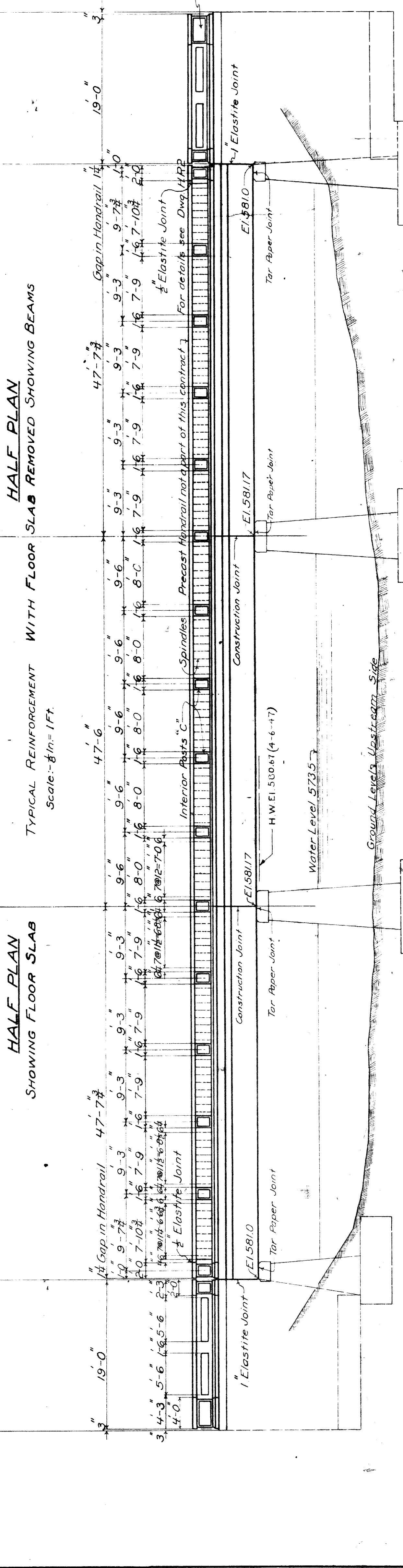
REG. CH. No. 2
 REG. CH. No. 2

PROJECT NO. 8204-05



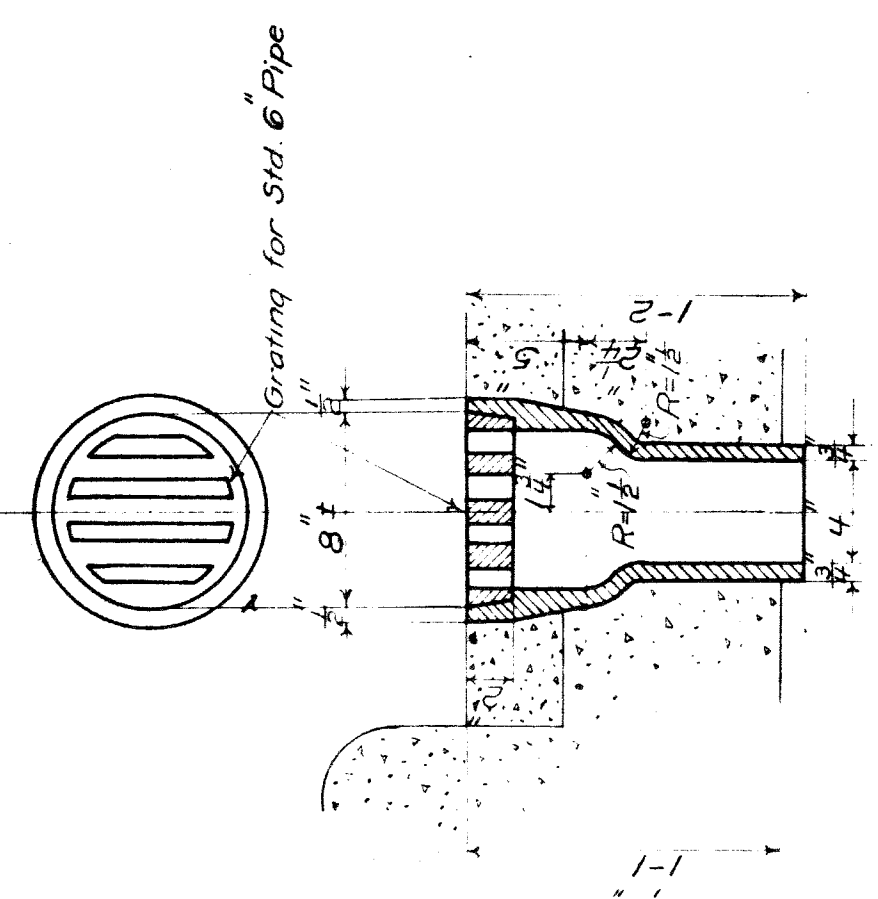
HALF PLAN SHOWING FLOOR SLAB

HALF PLAN WITH FLOOR SLAB REMOVED SHOWING BEAMS



ELEVATION WEST SIDE OF BRIDGE

Scale: 1/8" = 1' Ft.



DRAIN CASTING DC-1

24 REQUIRED

Scale: 1/2" = 1' Ft.
To Be Furnished by the Board
See Standard Sheet S1

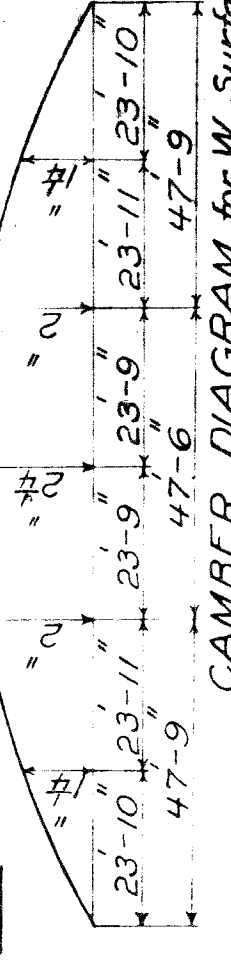
NOTES:

Specifications: Board of Wayne County Road Commissioners and Supplementary Specifications for Bridge B20405.
Concrete: Concrete in Superstructure and Wearing Course to be 1-1/2-3 Mix. Bevel all exposed corners unless otherwise noted. Exposed Surfaces to be rubbed as soon as forms are removed. The Wearing Surface shall be carefully finished to exact crown of the road and no depression greater than one eighth of inch will be allowed when measured from a strike board at right angles to the center of the road. No depression greater than one quarter (1/4) inch will be allowed in a continuous distance of ten (10) feet parallel to the center of road.
Reinforcing Bars: They shall be securely wired together at each intersection. At splices Bars shall lap for a length of forty (40) diameters and be securely wired together. All Bars shall be deformed of Structural Grade and rolled from New Billet Steel. No concrete to be placed until bars to be enclosed are securely wired in place.
Waterproofing: Surface of floor slab covered by wearing surface to be given heavy coat (about 1/2") of Approved Asphaltic Waterproofing. Drain Castings and Precast Handrail to be furnished by Board of Wayne County Road Commissioners.

CONTENTS

Concrete: Slab, Beams and Struts 762.6 cu. yds.
Sidewalks 98.7 " "
Additional due Det. Ed. Co. Conduits 24.7 " "
Total (Exclusive of Wearing Surface) 886.0 cu. yds.
Wearing Surface 623.2 sq. yds.
Reinforcing Steel 145,000 #
Additional due to Det. Ed. Co. Conduits 500
Total Steel 145,500 #
Precast Handrail 362 Lin. Ft.

Place Name Plates on Inside Face of SE and NW End Posts with Faces of Plates Flush with Surfaces of Concrete



CAMBER DIAGRAM for W. Surface

REVISIONS
10-10-25
South Abutment
May 4, 26
J.J.B.

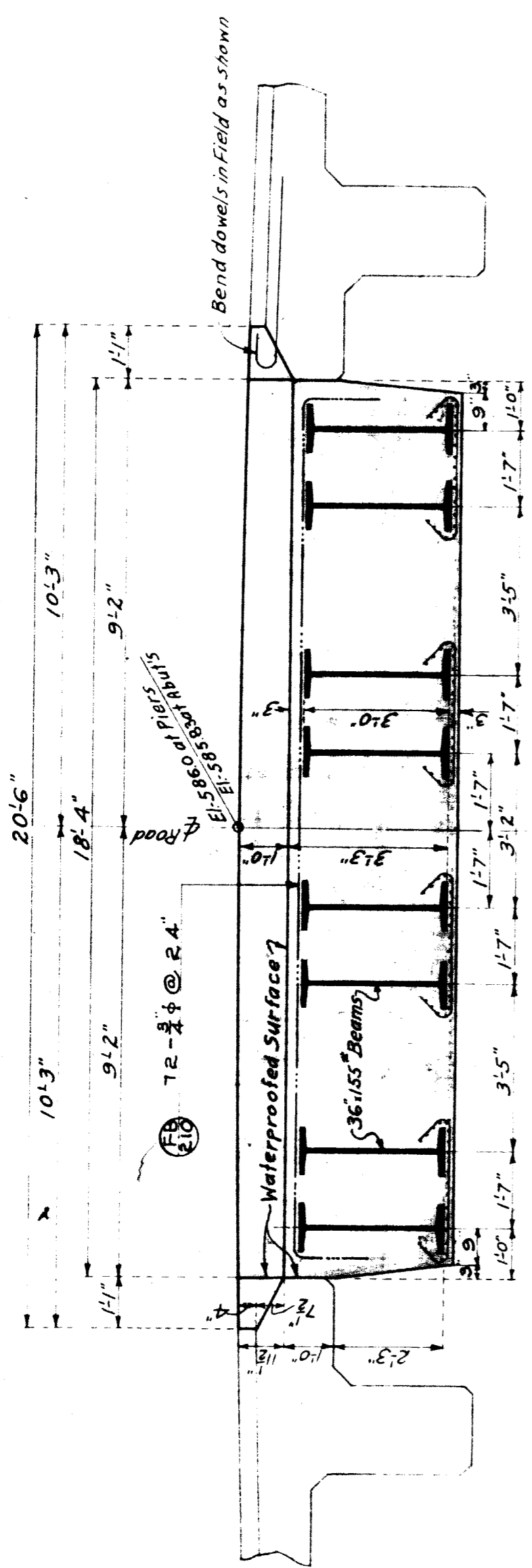
BOARD OF WAYNE COUNTY ROAD COMMISSIONERS
DETROIT, MICHIGAN
EDWARD N. HINES, CHAIRMAN
JOHN S. HAGERTY, COMMISSIONER
WILLIAM F. BUTLER, COMMISSIONER
GOOLIDGE HY., COMMISSIONER

GENERAL PLAN OF SUPERSTRUCTURE
SCHAEFFER ROAD-MILE:0.0
BRIDGE No 820405

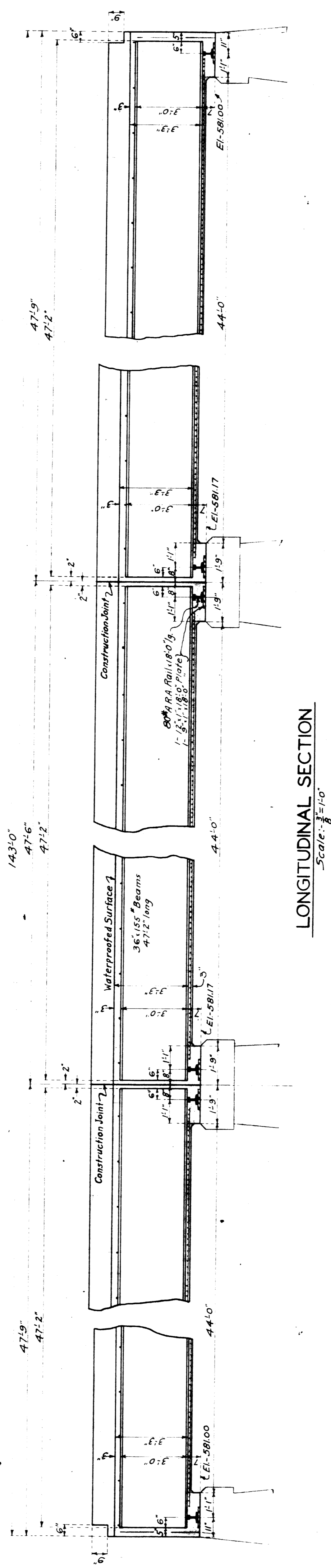
DESIGNED BY J.J.B. DRAWN BY J.J.B. CHECKED BY C.E.S.
DATE Aug. 27, 1925 SCALE As shown

APPROVED
Engineer-in-Chief
Engineer-Mechanic

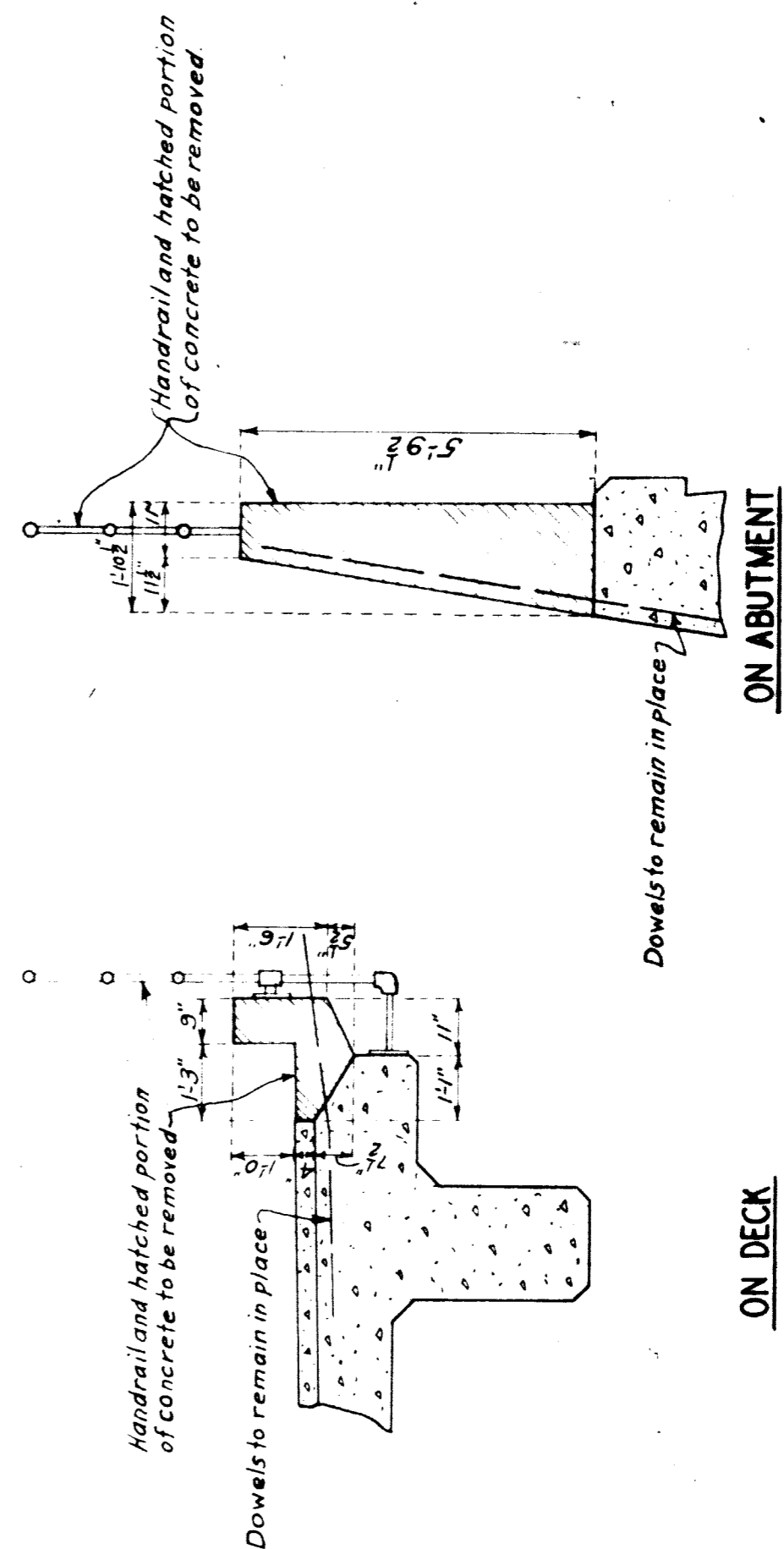
JOB 357-3



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



LONGITUDINAL SECTION
Scale: $\frac{3}{8} = 1'-0''$



DETAILS OF CONCRETE TO BE REMOVED
Scale: $\frac{3}{8} = 1'-0''$

QUANTITIES
Concrete 405 cu. yds.

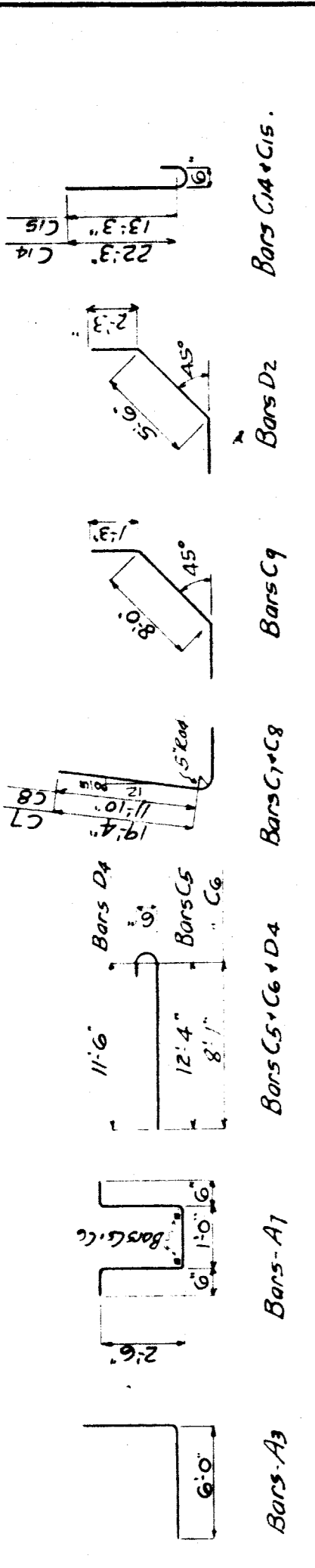
Structural Steel
24-36-#155 Beams 47'-2" long = 175,470 #
6-#4 R.A. Rails 18'-0" = 2,880 #
6-5'-#118-#5 Plates = 3,300 #
Reinforcing Steel = 86,030 #
72-#8 Bars x 21'-0" long = 22,711 #
Wire Mesh
2 1/2" x 18" Galv. Welded Fabric
2 Mats, each wide @ 300' long } 2750' = 1660 #

NOTES

Specifications - Board of Wayne County Road Commissioners
Specifications as revised Jan 1929
Loading - Detroit Rapid Transit, 50% Impact
Concrete - To be proportioned by water-cement ratio for 3000 lbs. per cu. ft. at 28 days. For method of proportioning and controlling mix, see specifications. Wearing Surface shall be finished to exact crown of Road and no depression greater than one (1) inch will be allowed when measured from a string board held at right angles to Road. No depression greater than one (1) quarter (1/4) inch will be allowed in a continuous distance of ten (10) feet parallel to Road.
Construction Joints shall be located as shown.
Wire mesh shall be kept about one (1) inch clear of Structural Steel and deck slab. Top at splices to be 4".
Waterproofing: Waterproofed Surface shall be painted one coat, approximately 3/8" thick of an approved Asphalt Paint.

For additional information see Sheets 1, 2, 3, 4, 5

REVISIONS Revised 7-18-29 S.E. 29-29	BOARD OF WAYNE COUNTY ROAD COMMISSIONERS DETROIT, MICHIGAN WM. F. BUTLER CHAIRMAN JOHN S. HAGGERTY COMMISSIONER EDWARD N. HINES, COMMISSIONER	DESIGNED BY: S. L. HITE DATE: 7-18-29 SCALE: As Shown	DRAWN BY: A. L. W. SCALE: As Shown CHECKED BY: J. W. H. DATE: 7-18-29	APPROVED APPROVED	JOB NO. 357 ISSUE NO. 2 DATE: 8-9-29	DRYER MARKER No. 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000
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BENT BAR DETAILS

BILL OF REINFORCING BARS - SOUTH ABUTMENT

Mark	No	Size	Length	Spacing	Location
A3	18	3/4"	12'-0"	1'-6"	Bent Bars at Corners of Abut.
A4	26	3/4"	6'-0"	1'-0"	Str. Dowels to Back Wall, at Corners
A1	118	3/4"	7'-0"	1'-6"	Bent Straps in Footing
B2	28	1/2"	24'-8"	1'-6"	Str. Bars in Top of Main Footing
B5	44	1/2"	21'-0"	1'-6"	Str. Bars in Top of Main Footing
B6	40	1/2"	18'-6"	1'-6"	Str. Bars in Top of Main Footing
B8	12	1/2"	17'-0"	1'-6"	Str. Bars at Corners of Abut.
C5	60	1/4"	13'-6"	1'-6"	Bent Bottom of Main Footing
C6	58	1/4"	9'-3"	1'-6"	Bent Bottom of Main Footing
C7	40	1/4"	22'-0"	2'-0"	Bent Back of Main Wall Footing
C8	38	1/4"	14'-6"	2'-0"	Bent Back of Main Wall Footing
C9	18	1/4"	10'-0"	1'-0"	Bent Diagonal Bars in Main Footing
C10	12	1/4"	20'-0"	1'-6"	Str. Bottom of Wing Footing
C11	4	1/4"	18'-0"	1'-6"	Str. Top of Wing Footing
C12	36	1/4"	9'-0"	1'-0"	Str. Top of Wing Footing
C13	36	1/4"	24'-8"	1'-6"	Str. Main
D2	36	3/4"	10'-0"	1'-0"	Bent Diagonal Bars in Wing Footing
D3	80	3/4"	10'-3"	1'-0"	Str. Top of Main Footing
D4	36	3/4"	12'-6"	1'-0"	Bent Bolt of Wing Footings
C14	24	1/4"	23'-4"	1'-6"	Bent Back of Wing Wall Footing
C15	22	1/4"	14'-4"	1'-6"	Bent Back of Wing Wall Footing

Total Weight - 27,350#

All Bars must be securely tagged.

CONCRETE QUANTITIES

Location	Wing Wall	Abutments	Total
Footing	53.6	76.8	130.4
220# Gravel	153.4	183.0	336.4

PILES
 31 @ 65 ft. 2015 lb. ft.
 113 @ 50 ft. 5650 lb. ft.
 Pile Loads: Abutment Wall = 19.4 Tons (Max. on Toe)
 Wing Wall = 15.2 " do

For general notes see sheet #2

REVISIONS

BOARD OF WAYNE COUNTY ROAD COMMISSIONERS
 DETROIT, MICHIGAN
 EDWARD H. HINES, CHAIRMAN
 JOHN S. HAGGERTY, COMMISSIONER
 WILLIAM F. BUTLER, COMMISSIONER
 COOLIDGE HY.

SOUTH ABUTMENT DETAILS
 SCHAEFFER ROAD - MILE 0.0
 BRIDGE NO. 820405

DESIGNED BY: W.A.S. DRAWN BY: C.P.J. CHECKED BY: C.E.S.
 DATE: SCALE: 1/4" = 1'-0"
 CORRECT: M.L. S. ENGINEER
 APPROVED: [Signature] ENGINEER

SHEET NO. 5

