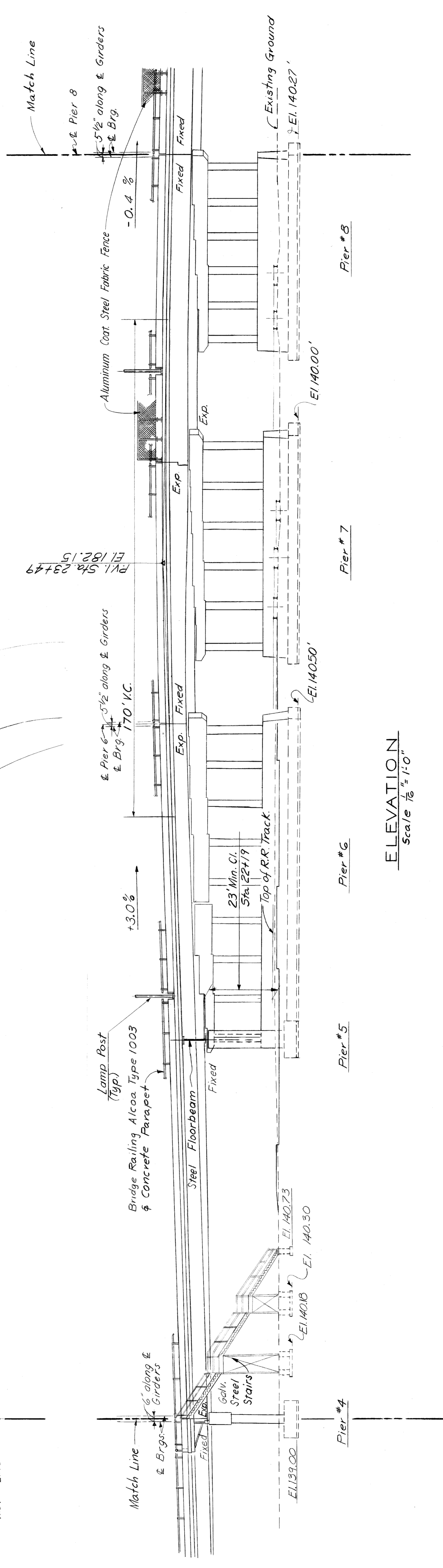
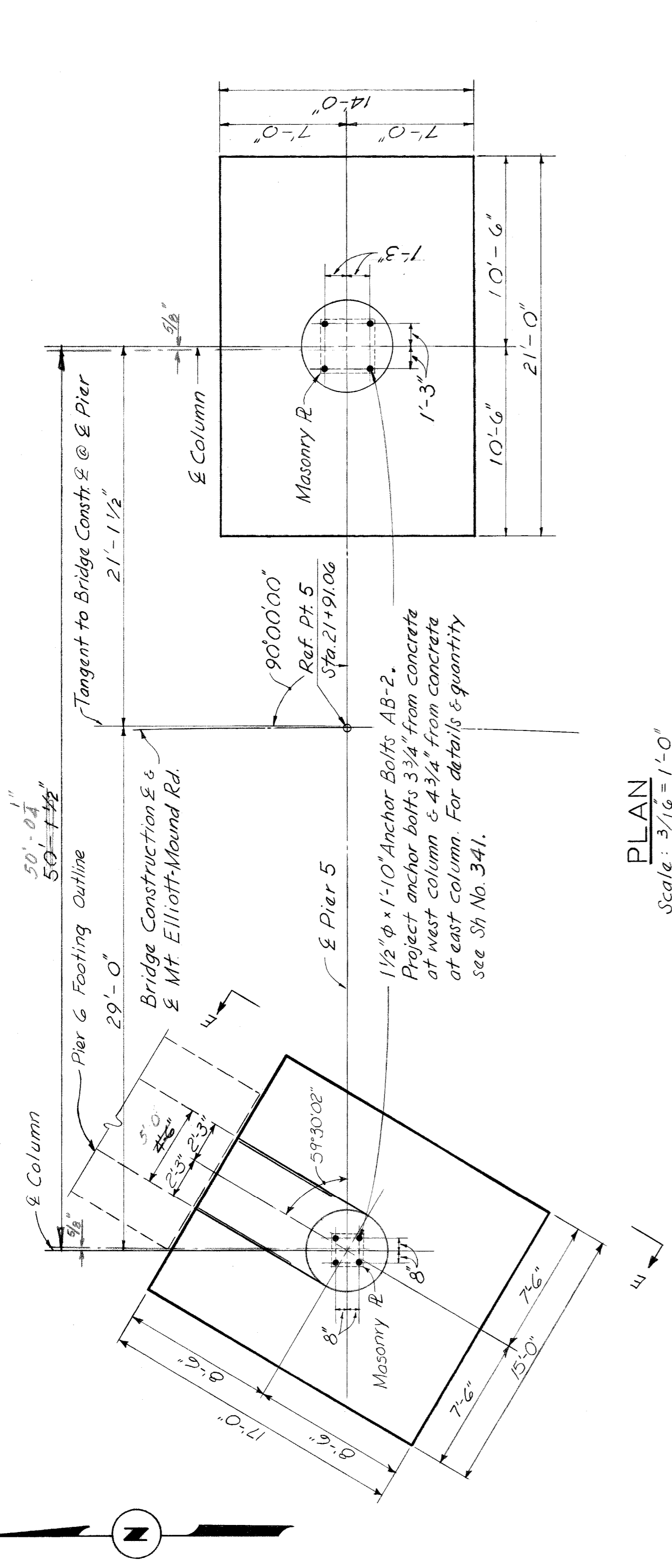
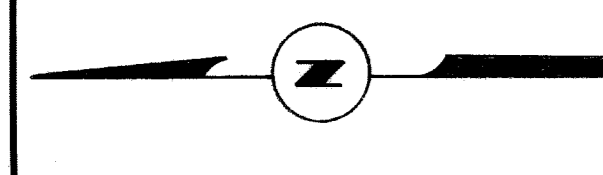


PLAN  
 Scale 1/8" = 1'-0"

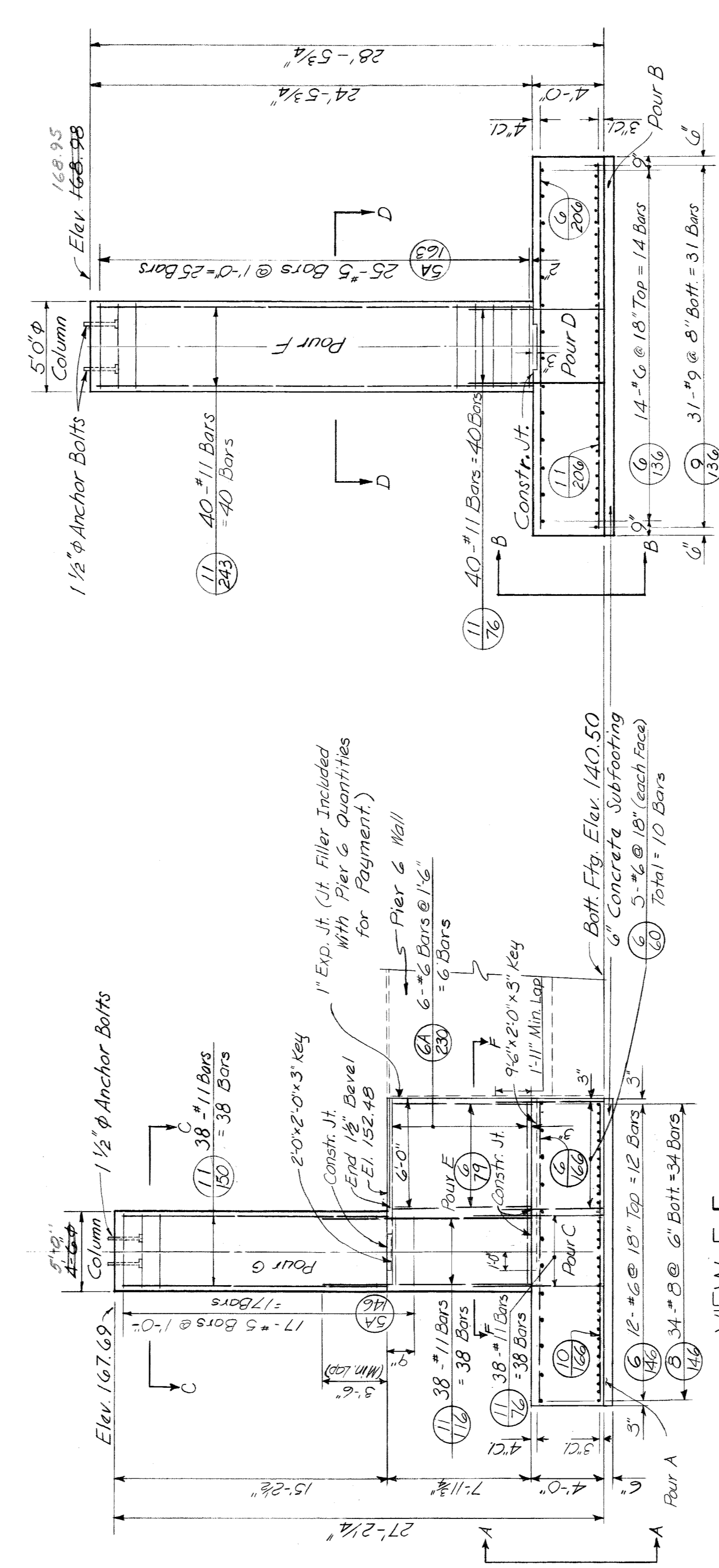


BRIDGE	STATE FILE	ROAD	STATE PROJECT	COUNTY JOB
				246
HAZELET & ERDAL CONSULTING ENGINEERS				ISSUE NO. 3
MOUNT ELLIOTT-MOUND RD. GRADE SEPARATION				SHEET NO. 301
WAYNE COUNTY ROAD COMMISSIONERS				DATE: 5/23-28
DETROIT, MICHIGAN				
GENERAL PLAN OF STRUCTURE (SH.2)				
PHILIP J. NEUDECK WILLIAM E. KRUEGER				
MICHAEL BERRY				
H&E FILE NO 603				



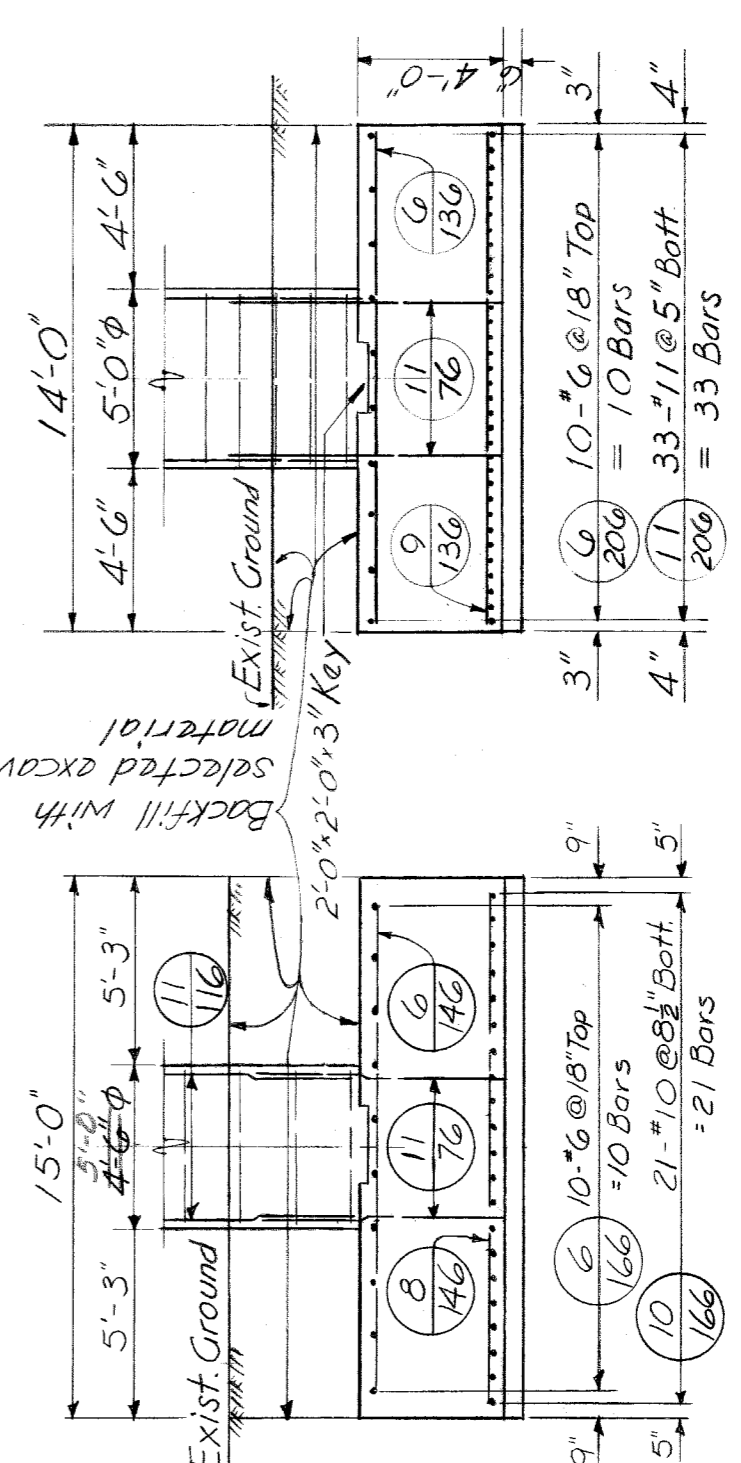


**PLAN**  
Scale: 3/16" = 1'-0"

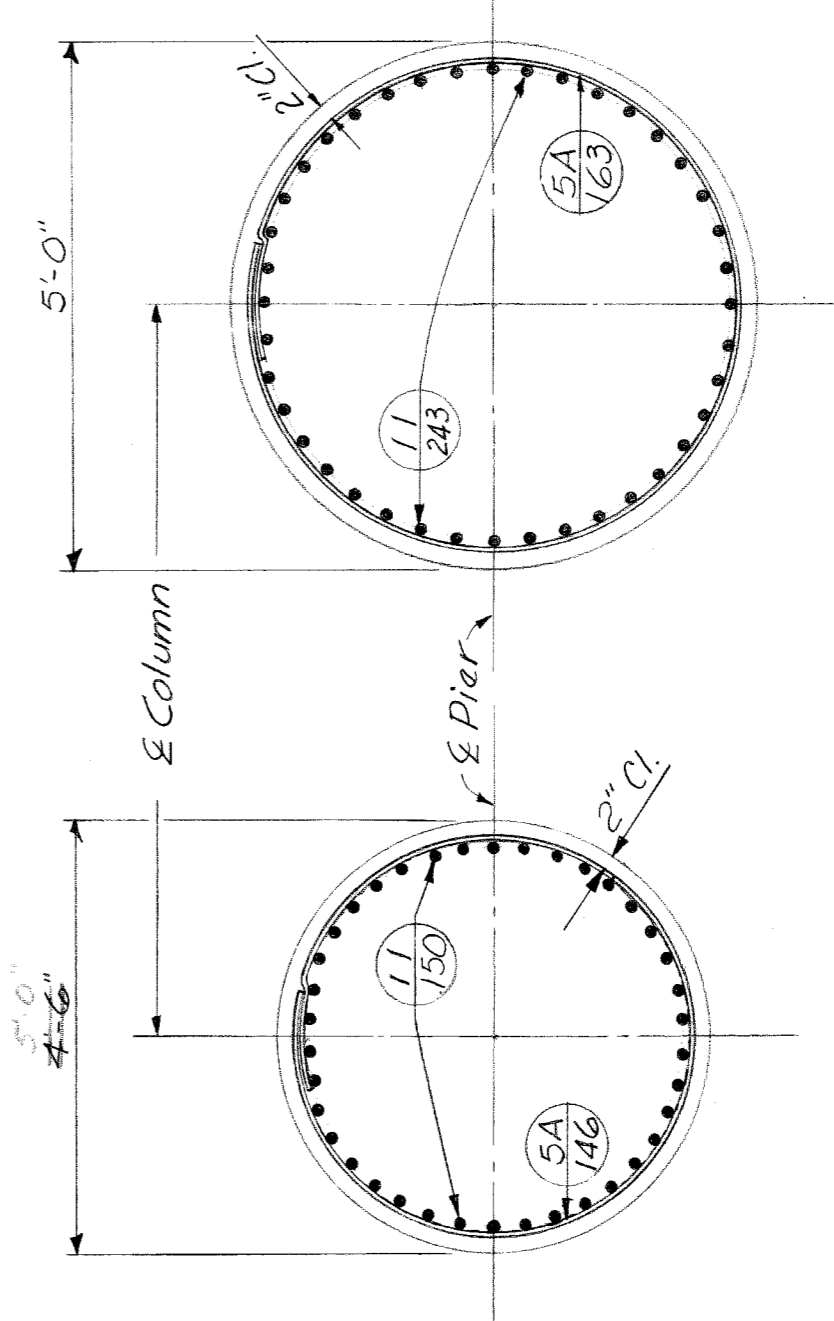


**VIEW E-E**  
WEST COLUMN

**ELEVATION**  
Scale: 3/16" = 1'-0"

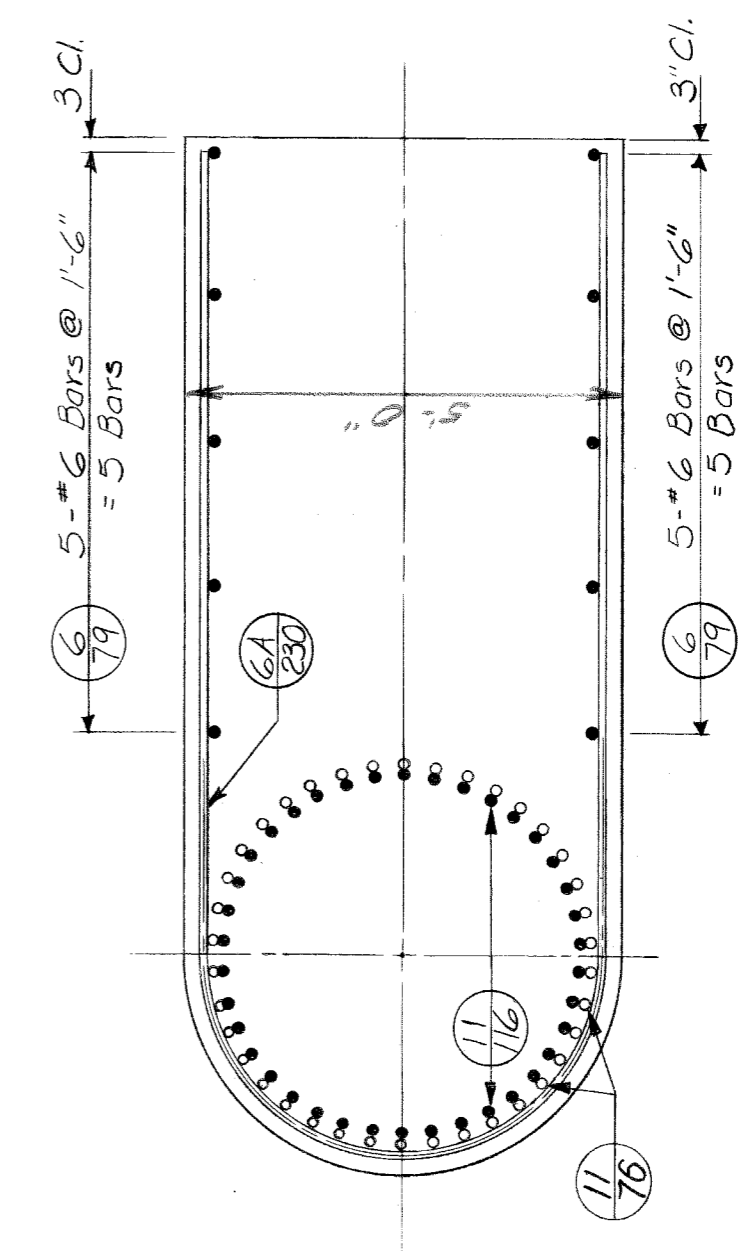


**VIEW B-B**  
Scale: 3/16" = 1'-0"



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

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



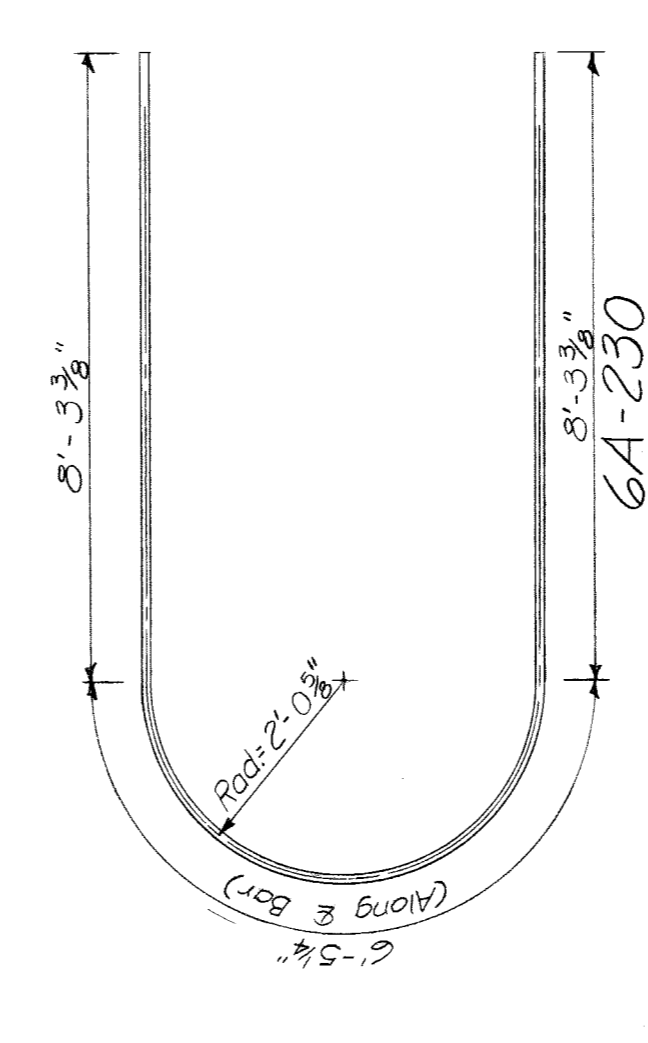
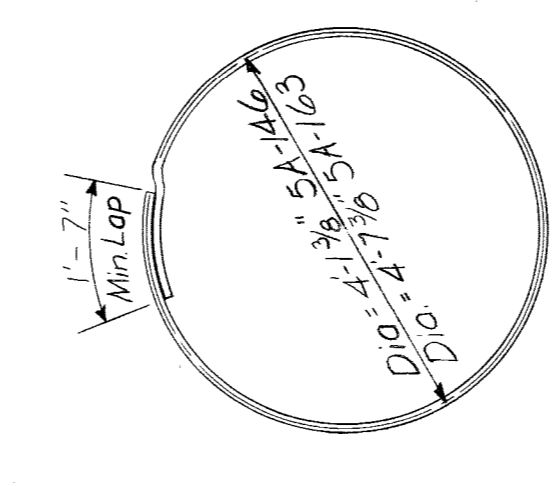
**SECTION F-F**  
Scale: 1/2" = 1'-0"

POUR	LOCATION	CONCRETE	POURS
A	Subfooting		4.7
B	Subfooting		5.4
C	Footings		37.8
D	Footings		43.5
E	Column & Wall		13.7
F	Column		17.8
G	Column		9.0

MARK	SIZE	LENGTH	NO. OF BARS	REMARKS
5A-146	# 5	14'-6"	17	Bent
5A-163	# 5	16'-3"	25	Bent
6-60	# 6	6'-0"	10	Str.
6-79	# 6	7'-9"	10	Str.
6-136	# 6	13'-6"	14	Str.
6-146	# 6	14'-6"	12	Str.
6-166	# 6	16'-6"	10	Str.
6-206	# 6	20'-6"	10	Str.
6A-230	# 6	23'-0"	6	Bent
8-146	# 8	14'-6"	34	Str.
9-136	# 9	13'-6"	31	Str.
10-166	# 10	16'-6"	21	Str.
11-76	# 11	7'-6"	78	Str.
11-116	# 11	11'-6"	38	Str.
11-150	# 11	15'-0"	38	Str.
11-206	# 11	20'-6"	33	Str.
11-243	# 11	24'-3"	40	Str.

ITEM	TOTAL	UNITS
Grade A (10 B Gravel or (08 Slag) Concrete-Substructure	131.9	Cu. Yds.
Steel Reinforcement	23,632	Lbs.
Rubbed Surface Finish	724	Sq. Ft.
Heating & Housing Substructure Concrete	1218	Cu. Yds.
Protective Sealant Coating for Structural Concrete	36	Sq. Ft.

**QUANTITIES**



**REINFORCEMENT DETAILS**

**NOTES**  
For General Notes on Reinforced Concrete see Sh. No. 308.

As Built 9-16-71 E.A.M.B.

REVISIONS  
APPROVED  
CORRECTED BY  
M. J. Jagsch  
ENGINEER OF DESIGN, STRUCTURES AND EXPRESSIONS

WAYNE COUNTY ROAD COMMISSIONERS  
DETROIT, MICHIGAN  
PHILIP J. NEUDECK  
COUNTY HIGHWAY ENGINEER

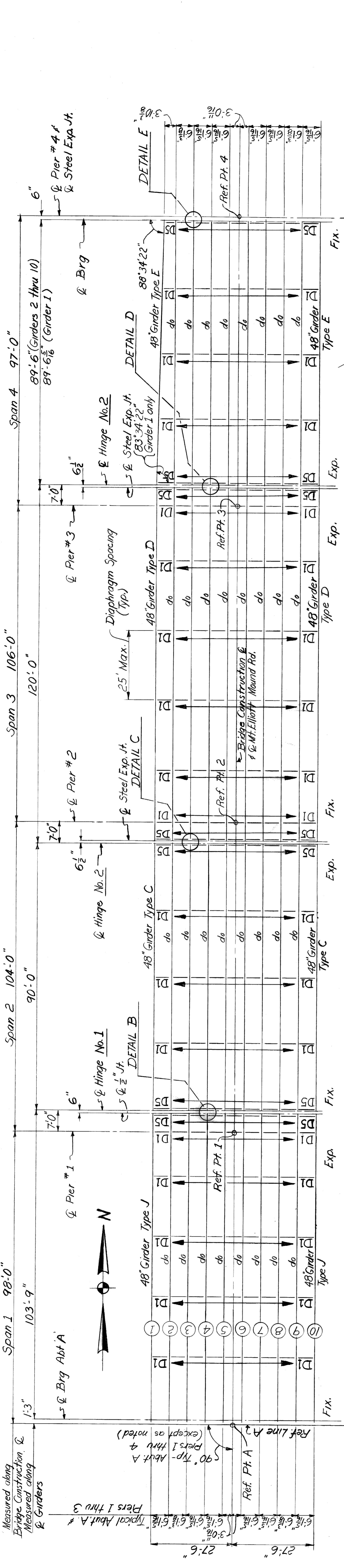
HAZELET & ERDAL CONSULTING ENGINEERS  
MOUNT ELLIOTT-MOUND RD.  
GRADE SEPARATION  
PIER 5

STATE PROJECT  
COUNTY JOB  
246  
SHEET NO.  
317  
ISSUE NO. 1  
DATE 5/23-68

H & E FILE NO. 603

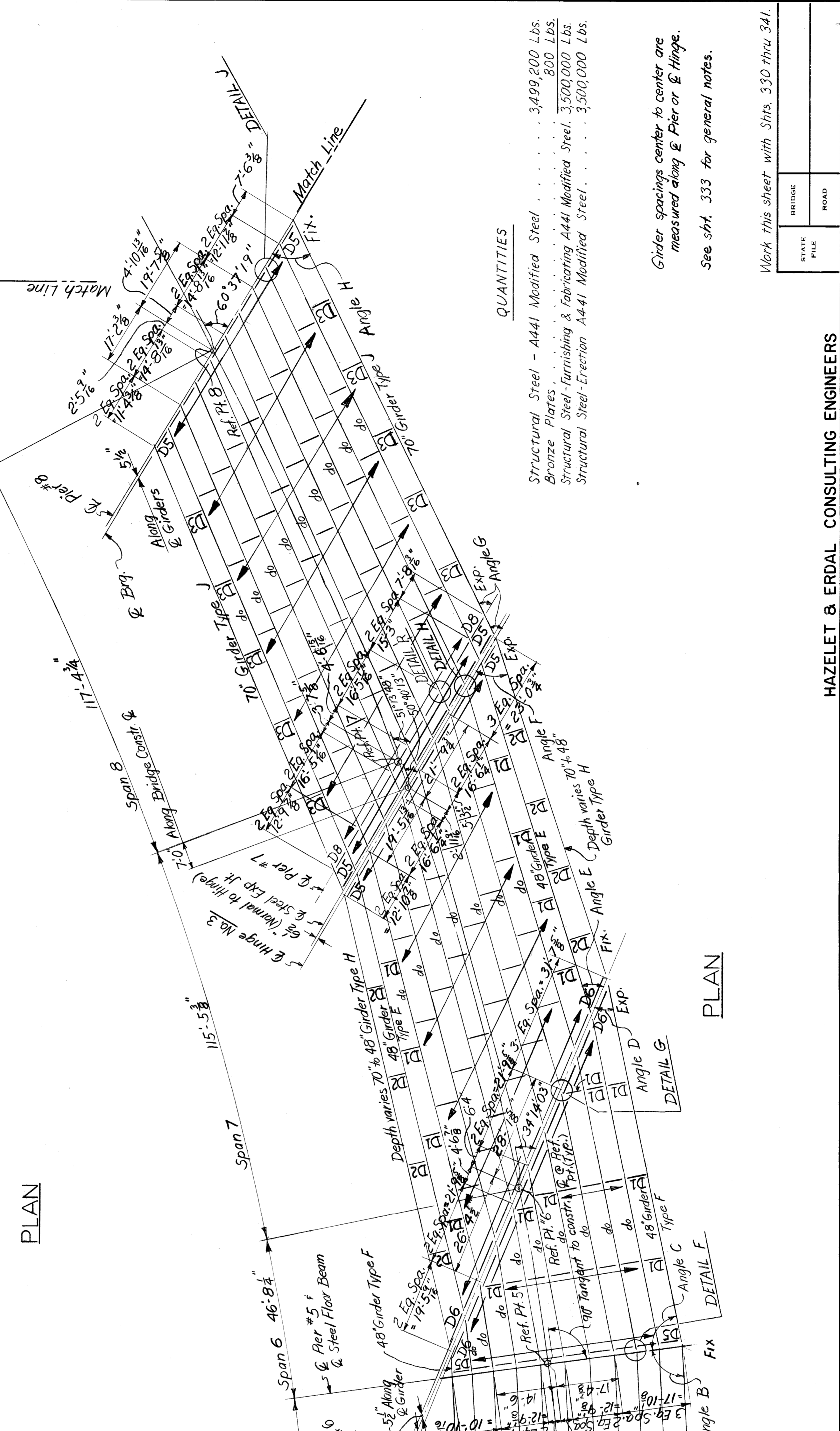
XC107





ANGLES MEASURED FROM GIRDERS TO PIER OR HINGE

GIRDER	A	B	C	D	E	F	G & H
1	86°54'02"	85°21'25"	94°38'35"	25°51'24"	36°09'01"	43°54'36"	59°12'51"
2	90°19'01"	30°10'53"	30°10'53"	36°45'40"	44°31'08"	54°29'54"	
3	89°01'23"	31°28'38"	37°24'21"	45°09'49"	54°27'09"		
4	87°50'26"	32°39'34"	37°47'42"	45°33'13"	55°07'07"		
5	87°10'44"	33°44'37"	38°12'16"	45°57'48"	55°27'20"		
6	86°45'23"	34°44'37"	38°38'07"	46°23'40"	55°47'42"		
7	86°27'47"	34°02'13"	39°03'22"	46°50'56"	56°08'15"		
8	86°14'51"	34°15'08"	39°34'08"	47°19'42"	56°28'57"		
9	86°14'51"	34°15'08"	40°11'16"	47°56'51"	56°56'54"		
10	86°14'51"	34°15'08"	40°50'39"	48°36'15"	57°25'09"		
11	86°54'02"	85°21'25"	39°15'08"	41°32'31"	49°18'06"	57°28'53"	



QUANTITIES

Structural Steel - A441 Modified Steel . . . . . 3,499,200 Lbs.  
 Bronze Plates . . . . . 800 LBS.  
 Structural Steel-Furnishing & Fabricating A441 Modified Steel. 3,500,000 Lbs.  
 Structural Steel-Erection A441 Modified Steel. . . . . 3,500,000 Lbs.

Girder spacings center to center are measured along & Pier or & Hinge.  
 See sht. 333 for general notes.

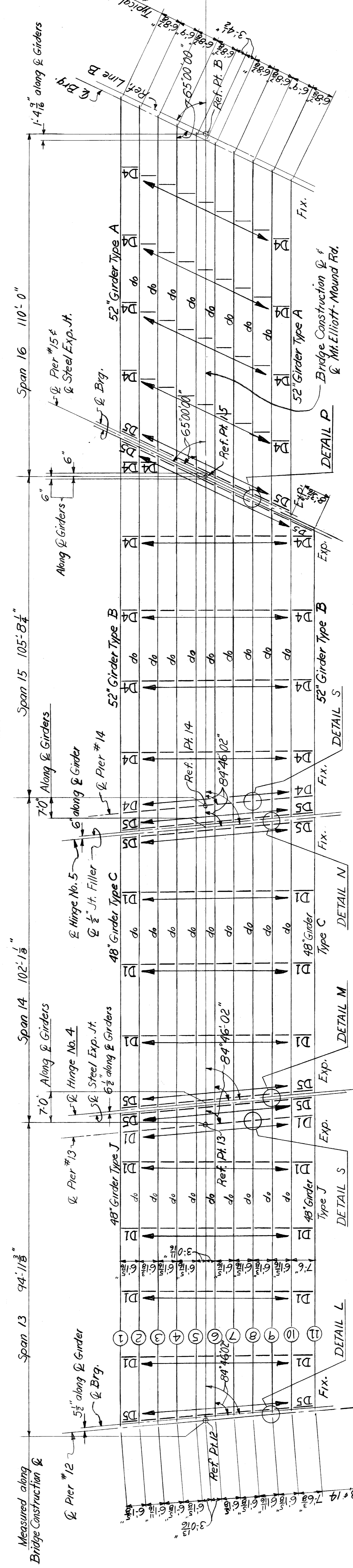
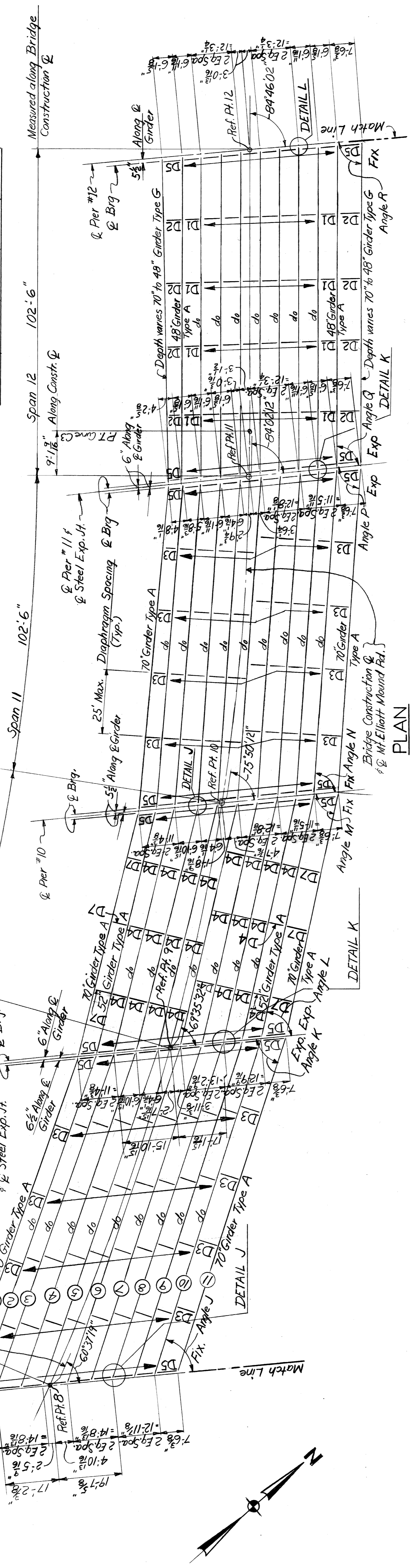
Work this sheet with Shts. 330 thru 341.

BRIDGE	STATE	FILE	ROAD	STATE PROJECT	COUNTY JOB
					246
HAZELET & ERDAL CONSULTING ENGINEERS					ISSUE NO. 1
MOUNT ELLIOTT-MOUND RD. GRADE SEPARATION					SHEET NO. 329
WAYNE COUNTY ROAD COMMISSIONERS					DATE 5/13/68
DETROIT, MICHIGAN					
PHILIP J. NEUDECK					
WILLIAM E. KREGER					
APPROVED					
CHECKED BY					
DATE					
CORRECTED BY					
DATE					
REVISIONS					
DRAWN BY					
CHECKED BY					
DATE					
CORRECTED BY					
DATE					



Angles Measured from  $\perp$  Girders to  $\perp$  Piers or  $\perp$  Hinge

GIRDER	ANGLE		
	J F K	L F M	N P Q R
1	64°30'47"	72°03'10"	79°33'32"
2	64°30'47"	72°03'10"	85°50'03"
3	64°30'47"	72°03'10"	80°06'53"
4	64°30'47"	72°03'10"	84°46'02"
5	64°43'20"	72°03'10"	80°32'31"
6	65°33'10"	72°14'28"	
7	65°54'31"	72°25'47"	
8	66°15'59"	72°37'07"	
9	66°18'41"	73°05'02"	
10	66°21'24"	73°33'06"	
11	66°21'24"	73°33'06"	80°32'31"
			84°46'02"



NOTE: Girder Spacings center to center are measured along  $\perp$  Piers or  $\perp$  Hinge.

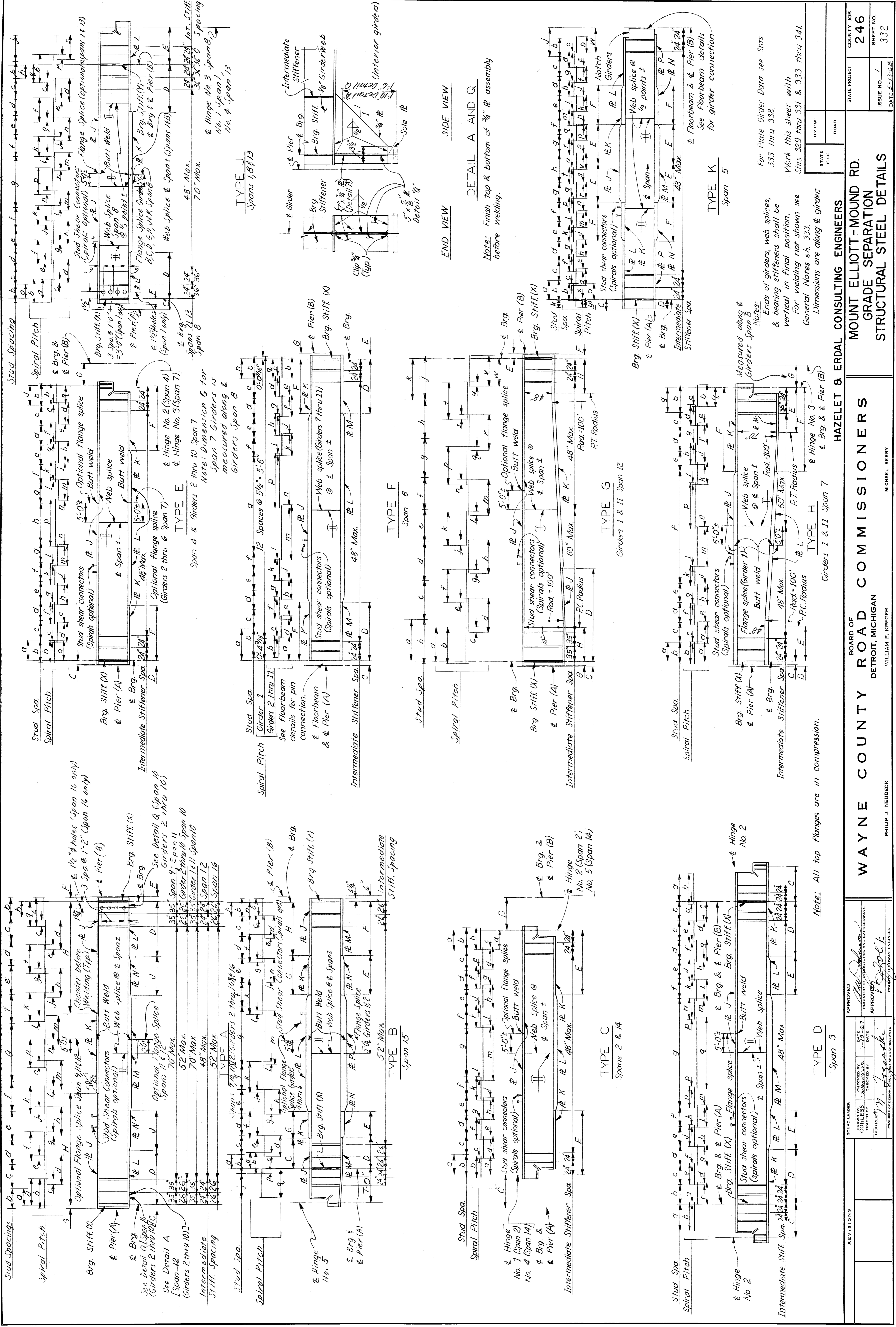
Work this sheet with Shts. 329 & 331 thru 341.

HAZELET & ERDAL CONSULTING ENGINEERS	STATE PROJECT ROAD	COUNTY JOB 246
	BRIDGE ROAD	STATE FILE
BOARD OF <b>WAYNE COUNTY ROAD COMMISSIONERS</b> DETROIT, MICHIGAN		
PROJECT TITLE <b>MOUNT ELLIOTT-MOUND RD.          GRADE SEPARATION          STRUCTURAL STEEL DETAILS</b>		
APPROVED  PHILIP J. NEUDECK COUNTY HIGHWAY ENGINEER		CHECKED BY  M. J. JORGENSEN ENGINEER OF DESIGN, STRUCTURES AND EXPANSIONS
REVISIONS		DATE 7-18-16









Note: All top flanges are in compression.

For Plate Girder Data see Shts. 333 thru 338.

Work this sheet with Shts. 329 thru 331 & 333 thru 334.

General Notes s.h. 333. Dimensions are along & girder.

Notes: Ends of girders, web splices, & bearing stiffeners shall be vertical in final position. For welding not shown see General Notes s.h. 333.

Dimensions are along & girder.

Notes: Ends of girders, web splices, & bearing stiffeners shall be vertical in final position. For welding not shown see General Notes s.h. 333.

Dimensions are along & girder.

Notes: Finish top & bottom of 3/4" R assembly before welding.

Notes: Ends of girders, web splices, & bearing stiffeners shall be vertical in final position. For welding not shown see General Notes s.h. 333.

Dimensions are along & girder.

Notes: Finish top & bottom of 3/4" R assembly before welding.

Notes: Ends of girders, web splices, & bearing stiffeners shall be vertical in final position. For welding not shown see General Notes s.h. 333.

Dimensions are along & girder.

Notes: Finish top & bottom of 3/4" R assembly before welding.

Notes: Ends of girders, web splices, & bearing stiffeners shall be vertical in final position. For welding not shown see General Notes s.h. 333.

Dimensions are along & girder.

Notes: Finish top & bottom of 3/4" R assembly before welding.

Notes: Ends of girders, web splices, & bearing stiffeners shall be vertical in final position. For welding not shown see General Notes s.h. 333.

Dimensions are along & girder.

Notes: Finish top & bottom of 3/4" R assembly before welding.

Notes: Ends of girders, web splices, & bearing stiffeners shall be vertical in final position. For welding not shown see General Notes s.h. 333.

Dimensions are along & girder.

Notes: Finish top & bottom of 3/4" R assembly before welding.

Notes: Ends of girders, web splices, & bearing stiffeners shall be vertical in final position. For welding not shown see General Notes s.h. 333.

Dimensions are along & girder.

Notes: Finish top & bottom of 3/4" R assembly before welding.

Notes: Ends of girders, web splices, & bearing stiffeners shall be vertical in final position. For welding not shown see General Notes s.h. 333.

Dimensions are along & girder.

STATE	BRIDGE	COUNTY PROJECT	246
FILE	ROAD	ISSUE NO.	332
		DATE	5-13-68

HAZELT & ERDAL CONSULTING ENGINEERS

MOUNT ELLIOTT-MOUND RD.  
GRADE SEPARATION  
STRUCTURAL STEEL DETAILS

WAYNE COUNTY ROAD COMMISSIONERS  
DETROIT, MICHIGAN

BOARD OF ROAD COMMISSIONERS  
WILLIAM E. KREGER  
PHILIP J. NEUDECK

APPROVED: [Signature]  
ENGINEER OF STRUCTURES AND EXPRESSWAYS  
APPROVED: [Signature]  
ENGINEER OF DESIGN, STRUCTURES AND EXPRESSWAYS

H&E FILE NO. 603

XO 107

STATE PROJECT 246  
SHEET NO. 332

ISSUE NO. 1

DATE 5-13-68

DATE 5-13-68







# PLATE GIRDER DATA

Span	Girder Number	Girder Type	(6" mean diam) - 3/4" Spiral Shear Developers, Spacing and Pitch. (Note: * indicates double spirals)																									
			a	b	c	d	e	f	g	h	j	k	l	m	n	p	q	r	s	t	u	v	w	x	y			
1	1 thru 10	J	6'-0"	18@4" = 6'-0"	2"	17@5" = 7'-11"	2 1/2"	18@5 1/2" = 8'-3"	2 3/4"	15@7" = 8'-9"	3 1/2"	14@8 1/2" = 9-11"	4 1/4"	0	0	22@10 1/2" = 19'-3"	6'-0"	2"	4@16" = 5'-4"	—	—	—	—	—	—			
	1 thru 10	C	6'-8"	20@4" = 6'-8"	2"	17@5" = 7'-11"	2 1/2"	18@5 1/2" = 8'-3"	2 3/4"	15@7" = 8'-9"	3 1/2"	12@8 1/2" = 8'-6"	4 1/4"	16@10 1/2" = 14'-0"	—	—	—	—	—	—	—	—	—	—	—			
	1 thru 10	D	2"	4@16" = 5'-4"	18@4" = 6'-0"	2"	18@5" = 7'-6"	2 1/2"	18@4 1/2" = 6'-9"	2 1/2"	14@7 1/2" = 10-7 1/2"	3 3/4"	17@7 1/2" = 10-7 1/2"	3 3/4"	11@10" = 9'-2"	5"	12@12" = 12'-0"	—	—	—	—	—	—	—	—			
	4	1	E	6'-8"	20@4" = 6'-8"	2"	16@5" = 6'-8"	2 1/2"	18@5 1/2" = 8'-3"	2 3/4"	14@7 1/2" = 9'-0"	3 3/4"	12@9" = 9'-0"	0	0	14@11 1/2" = 13'-5"	6'-8 1/2"	—	—	—	—	—	—	—	—	—		
		2 thru 10	E	6'-8"	20@4" = 6'-8"	2"	16@5" = 6'-8"	2 1/2"	18@5 1/2" = 8'-3"	2 3/4"	14@7 1/2" = 9'-0"	3 3/4"	12@9" = 9'-0"	0	0	14@11 1/2" = 13'-5"	6'-8"	—	—	—	—	—	—	—	—	—		
		1	K	4'-6 3/8"	11@5" = 4'-7"	2 1/2"	12@5 1/2" = 5'-6"	2 3/4"	15@6" = 7'-6"	3"	12@6 1/2" = 7'-0"	3 3/4"	12@7" = 9'-0"	3 1/2"	14@8" = 9'-4"	4"	12@10" = 10'-0"	5"	0	20@12" = 20'-0"	0	0	5'-9 3/8"	0	0	0		
		2	K	4'-7"	cb	cb	cb	cb	17@6" = 8'-6"	cb	cb	cb	cb	cb	13@8" = 8'-8"	cb	cb	cb	0	0	cb	0	0	5'-10 1/8"	0	0	0	
		3	K	4'-6 1/8"	cb	cb	cb	cb	13@6 1/2" = 7'-0 1/2"	cb	cb	cb	cb	cb	14@8" = 9'-4"	cb	cb	cb	0	0	cb	0	0	5'-9 5/8"	0	0	0	
	5	4	K	4'-1 1/8"	10@5" = 4'-2"	cb	cb	cb	cb	cb	cb	cb	cb	13@7" = 7'-7"	cb	cb	cb	cb	0	0	cb	0	0	5'-4 9/16"	0	0	0	
		5	K	8'-2 3/4"	22@4 1/2" = 8'-3"	2 1/2"	18@5" = 7'-6"	2 3/4"	15@5 1/2" = 6'-10 1/2"	2 3/4"	15@6" = 7'-6"	3"	9@7" = 5'-3"	cb	12@8" = 8'-0"	cb	11@10" = 9'-2"	cb	8@12" = 8'-0"	6"	3@15" = 3'-9"	cb	0	0	9'-5 3/4"	0	0	0
		6	K	7'-9 5/16"	21@4 1/2" = 7-10 1/2"	cb	cb	cb	17@5" = 7'-11"	cb	cb	cb	cb	10@7" = 5'-10"	cb	13@8" = 8'-8"	cb	13@10" = 10'-0"	cb	cb	cb	cb	0	0	9'-0 5/8"	0	0	0
7		K	5'-5 1/8"	13@5" = 5'-5"	2 1/2"	12@5 1/2" = 5'-6"	2 3/4"	14@6" = 7'-0"	3"	12@6 1/2" = 6'-5"	3 3/4"	12@7" = 7'-0"	cb	13@8" = 8'-8"	cb	12@10" = 10'-0"	cb	11@12" = 11'-0"	6"	13@12" = 13'-0"	0	0	6'-2 3/4"	0	0	0		
8		K	4'-11 3/4"	12@5" = 5'-0"	cb	cb	cb	cb	cb	cb	cb	cb	cb	12@8" = 8'-0"	cb	12@10" = 10'-0"	cb	11@12" = 11'-0"	6"	5@15" = 6'-3"	cb	0	0	6'-2 3/4"	0	0	0	
6		9	K	5'-5 1/8"	13@5" = 5'-5"	cb	cb	cb	cb	cb	cb	cb	cb	12@8" = 8'-0"	cb	12@10" = 10'-0"	cb	11@12" = 11'-0"	6"	6@15" = 7'-6"	cb	0	0	6'-8 1/8"	0	0	0	
		10	K	4'-6 7/8"	11@5" = 4'-7"	2 1/2"	12@5 1/2" = 5'-6"	2 3/4"	14@6" = 7'-0"	3"	12@6 1/2" = 6'-5"	3 3/4"	13@7" = 7'-7"	3 1/2"	13@8" = 8'-8"	4"	12@10" = 10'-0"	5"	11@12" = 11'-0"	6"	6@15" = 7'-6"	cb	0	0	5'-9 7/8"	2 1/2"	5@16" = 6'-8"	
		11	K	6'-5 3/4"	13@6" = 6'-6"	2"	23@4" = 7'-8"	2"	19@5" = 7'-11"	2 1/2"	14@6" = 7'-0"	3"	9@8" = 6'-0"	4"	5@10" = 4'-2"	5"	4@13" = 4'-4"	6 1/2"	0	16@16" = 21'-4"	8"	16@16" = 21'-4"	7'-8 1/8"	3"	5@16" = 6'-8"			
		1	F	See TYPE F GIRDER for spiral spacing for girder 1, sheet 332.																								
		2	F	4'-10 3/4" = 4'-6"	9@6" = 4'-6"	3"	0	0	0	0	0	0	0	0	0	0	8@8" = 5-4"	4'-5 1/16"	—	—	—	—	—	—	—	—	—	
		3	F	6'-10 9/16" = 6'-6"	13@6" = 6'-6"	3"	0	0	0	0	0	0	0	0	0	0	13@9" = 9-9"	6'-5 9/8"	—	—	—	—	—	—	—	—	—	
	4	F	5'-11 1/16" = 5'-6"	22@5 1/2" = 5'-6"	2 3/4"	10@8 1/2" = 7-11"	4 1/4"	9@7" = 7-11"	3 1/2"	10@8 1/2" = 7-11"	4 1/4"	7@13" = 7-7"	0	0	0	7@13" = 7-7"	5'-6 1/16"	—	—	—	—	—	—	—	—	—		
	5	F	7'-11 1/8" = 7'-6"	18@5" = 7'-6"	2 1/2"	9@7" = 5-3"	3 1/2"	8@9" = 6'-0"	4 1/2"	10@8" = 6'-0"	0	0	0	0	0	5@12" = 5-2 1/2"	7'-6 5/8"	—	—	—	—	—	—	—	—	—		
	6	F	8'-9 8/16" = 8'-4"	20@5" = 8'-4"	2 1/2"	15@6" = 7-6"	3"	10@8" = 6'-8"	4"	15@8" = 6'-8"	0	0	0	0	0	7@12" = 7-0"	8'-4 1/8"	—	—	—	—	—	—	—	—	—		
	7	F	7'-6 1/8" = 7'-1 1/4"	19@4 1/2" = 7-1 1/4"	2 1/2"	18@6" = 9-0"	3"	15@8" = 10-0"	4"	15@8" = 9-0"	0	0	0	0	0	10@11" = 9-2"	7'-1 1/8"	—	—	—	—	—	—	—	—	—		
	8	F	8'-7 3/4" = 8'-3"	22@4 1/2" = 8-3"	2 1/2"	16@6" = 8-0"	3"	13@7" = 7-7"	3 1/2"	8@8 1/2" = 5-8"	4 1/4"	0	0	0	0	15@10" = 12-6"	8'-2 3/4"	—	—	—	—	—	—	—	—	—		
9	F	4'-11 1/16" = 4'-7"	10@5 1/2" = 4-7"	2 3/4"	17@6" = 8-6"	3"	14@7" = 8-2"	3 1/2"	14@8 1/2" = 9-11"	4 1/4"	0	0	0	0	20@11" = 18-4"	4'-6 7/8"	—	—	—	—	—	—	—	—	—			
10	F	5'-0 9/16" = 4'-8"	14@4" = 4'-8"	2"	16@5" = 6'-8"	2 1/2"	13@6" = 6'-6"	3"	14@8" = 5-6"	4"	6@11" = 5-6"	5 1/2"	11@14" = 12-10"	7"	11@14" = 12-10"	4'-7 1/2"	—	—	—	—	—	—	—	—	—			
11	F	4'-1 1/8" = 3'-8"	11@4" = 3'-8"	2"	18@5" = 7-6"	2 1/2"	8@7" = 4-7"	2 1/2"	8@9" = 4-7"	3 1/2"	8@9" = 6'-0"	4 1/2"	17@16" = 22-8"	8"	18@16" = 24'-0"	3'-8 1/8"	—	—	—	—	—	—	—	—	—			

Note: Dimensions are along E girders.

Work this sheet with Shets. 329 thru 333 & 335 thru 341.

BRIDGE	STATE FILE	ROAD	STATE PROJECT	COUNTY JOB			
				246			
				MOUNT ELLIOTT-MOUND RD. GRADE SEPARATION STRUCTURAL STEEL DETAILS			
				HAZELET & ERDAL CONSULTING ENGINEERS			
				BOARD OF WAYNE COUNTY ROAD COMMISSIONERS DETROIT, MICHIGAN			
				MICHAEL BERRY WILLIAM E. KREGER PHILIP J. NEUBECK			
				APPROVED <i>[Signature]</i> ENGINEER OF STRUCTURES AND EXPRESSWAYS			
				APPROVED <i>[Signature]</i> COUNTY HIGHWAY ENGINEER			
				DRAWN BY <i>[Signature]</i> CHECKED BY <i>[Signature]</i> DATE 7-20-67			
				REVISIONS			
				DATE			
				BY			
				DESCRIPTION			







# PLATE GIRDER DATA

(6" mean diam.) -  $\frac{3}{4}$ "  $\phi$  Spiral Shear Developers, Spacing and Pitch.

Span	Girder Number	Girder Type	a	b	c	d	e	f	g	h	j	k	l	m	n	p	q	r	s	
7	1	H	9'-2 1/8"	20 @ 5 1/2" = 9'-2"	2 3/4"	18 @ 6 1/2" = 9'-9"	3 1/4"	14 @ 8" = 9'-4"	4"	10 @ 10" = 8'-4"	5"	6 @ 12 1/2" = 6'-3"	6 1/2"	15 @ 16" = 20'-0"	8"	15 @ 16" = 20'-0"	9'-2 1/8"	—	—	—
	2	E	6'-3 3/8"	19 @ 4" = 6'-4"	2"	18 @ 4 1/2" = 6'-9"	2 1/4"	18 @ 5" = 7'-6"	2 1/2"	18 @ 6" = 9'-0"	3"	16 @ 12" = 10'-0"	3 3/4"	11 @ 9" = 8'-3"	4 1/2"	28 @ 11" = 25'-8"	6'-3 3/8"	—	—	—
	3	E	5'-11 1/8"	15 @ 4" = 6'-0"	db	db	db	17 @ 5" = 7'-11"	db	19 @ 6" = 9'-0"	db	db	db	db	db	25 @ 11" = 22'-11"	6'-0"	—	—	—
	4	E	6'-0 1/2"	db	db	db	db	18 @ 5" = 7'-6"	db	18 @ 6" = 9'-0"	db	db	db	db	db	22 @ 11" = 20'-2"	6'-0 1/2"	—	—	—
	5	E	6'-0"	db	db	db	db	db	db	db	db	db	db	db	db	19 @ 11" = 17'-5"	6'-0"	—	—	—
	6	E	5'-11 3/8"	db	db	db	db	db	db	db	db	db	db	db	db	16 @ 11" = 14'-8"	5'-11 3/8"	—	—	—
	7	E	5'-11 3/8"	db	db	db	db	db	db	db	db	db	db	db	db	12 @ 11" = 11'-0"	5'-11 3/8"	—	—	—
	8	E	5'-11 3/8"	db	db	db	db	db	db	db	db	db	db	db	db	9 @ 11" = 8'-3"	5'-11 3/8"	—	—	—
	9	E	6'-3 3/8"	19 @ 4" = 6'-4"	db	db	db	db	db	db	db	db	db	db	db	7 @ 11" = 6'-5"	6'-3 3/8"	—	—	—
	10	E	7'-5 15/16"	20 @ 4 1/2" = 7'-6"	2 1/4"	22 @ 5 1/2" = 10'-1"	2 3/4"	15 @ 7" = 8'-9"	3 1/2"	10 @ 9" = 7'-6"	4 1/2"	6 @ 12" = 6'-0"	6"	14 @ 16" = 18'-8"	0	14 @ 16" = 18'-8"	7'-5 15/16"	—	—	—
	11	H	9'-2 1/8"	20 @ 5 1/2" = 9'-2"	2 3/4"	14 @ 6 1/2" = 7'-4"	3 1/4"	11 @ 8" = 7'-4"	4"	9 @ 10" = 7'-6"	5"	4 @ 13" = 4'-4"	6 1/2"	18 @ 16" = 24'-0"	0	18 @ 16" = 24'-0"	9'-2 1/8"	—	—	—
8	1	J	6'-7 1/8"	20 @ 4" = 6'-8"	2"	21 @ 4 1/2" = 7'-10 1/2"	2 1/4"	20 @ 5" = 8'-4"	2 1/2"	19 @ 6" = 8'-6"	3"	18 @ 8" = 12'-0"	4"	10 @ 11 1/2" = 9'-7"	5 3/4"	11 @ 16" = 14'-8"	6'-7 1/8"	2"	4 @ 16" = 5'-4"	
	2	J	10'-10 1/8"	20 @ 6 1/2" = 10'-10"	3 1/4"	20 @ 7" = 11'-8"	3 1/2"	18 @ 8" = 12'-0"	4"	17 @ 9 1/2" = 13'-5 1/2"	4 3/4"	13 @ 12" = 13'-0"	6"	10 @ 11 1/2" = 9'-7"	0	14 @ 16" = 18'-8"	10'-10 1/8"	3 1/4"	db	
	3	J	10'-10 1/8"	db	db	db	db	db	db	db	db	db	db	db	db	16 @ 9 1/2" = 12'-8"	10'-10 1/8"	db	db	
	4	J	10'-10 3/8"	db	db	db	db	db	db	db	db	db	db	db	db	14 @ 12" = 14'-0"	10'-10 3/8"	db	db	
	5	J	8'-8 3/8"	21 @ 5" = 8'-9"	2 1/2"	20 @ 5 1/2" = 9'-2"	2 3/4"	20 @ 6 1/2" = 10'-10"	3 1/4"	15 @ 7 1/2" = 9'-4 1/2"	3 3/4"	16 @ 9 1/2" = 12'-8"	4 3/4"	16 @ 9 1/2" = 12'-8"	0	18 @ 12 1/2" = 18'-9"	8'-8 3/8"	2 1/2"	db	
	6	J	8'-3 3/8"	20 @ 5" = 8'-4"	db	19 @ 5 1/2" = 8'-8 1/2"	db	db	db	db	db	db	db	db	db	16 @ 7 1/2" = 8'-8 1/2"	8'-3 3/8"	db	db	
	7	J	10'-9 9/16"	20 @ 6 1/2" = 10'-10"	3 1/4"	20 @ 7" = 11'-8"	3 1/2"	18 @ 8" = 12'-0"	4"	16 @ 9 1/2" = 12'-8"	4 3/4"	12 @ 12" = 12'-0"	6"	10 @ 11 1/2" = 9'-7"	0	14 @ 16" = 18'-8"	10'-9 9/16"	3 1/4"	db	
	8	J	10'-9 3/8"	db	db	db	db	db	db	db	db	db	db	db	db	13 @ 12" = 13'-0"	10'-9 3/8"	db	db	
	9	J	10'-3 3/8"	19 @ 6 1/2" = 10'-3 1/2"	db	20 @ 7" = 11'-8"	db	19 @ 8" = 12'-0"	db	db	db	db	db	db	db	12 @ 12" = 12'-0"	10'-3 3/8"	db	db	
	10	J	10'-9 1/8"	20 @ 6 1/2" = 10'-10"	db	20 @ 7" = 11'-8"	db	18 @ 8" = 12'-0"	db	db	db	db	db	db	db	11 @ 12" = 11'-0"	10'-9 1/8"	db	db	
	11	J	6'-8 1/8"	20 @ 4" = 6'-8"	2"	20 @ 4 1/2" = 7'-6"	2 1/4"	20 @ 5" = 8'-4"	2 1/2"	17 @ 6" = 8'-6"	3"	18 @ 8" = 12'-0"	4"	9 @ 11 1/2" = 8'-7 1/2"	5 3/4"	8 @ 16" = 10'-8"	6'-8 1/8"	2"	4 @ 16" = 5'-4"	
9	1, 2, 3	A	10'-5 1/8"	21 @ 6" = 10'-6"	3"	16 @ 7 1/2" = 10'-0"	3 3/4"	13 @ 9" = 9'-9"	4 1/2"	11 @ 12" = 11'-0"	6"	7 @ 16" = 9'-4"	0	0	8"	11 @ 16" = 14'-8"	10'-5 1/8"	—	—	
	4	A	10'-5 1/2"	db	db	db	db	db	db	db	db	db	db	db	db	10 @ 16" = 13'-4"	10'-5 1/2"	—	—	
	5	A	8'-3 3/8"	20 @ 5" = 8'-4"	2 1/2"	18 @ 6" = 9'-0"	3"	16 @ 7" = 9'-4"	3 1/2"	16 @ 8 1/2" = 11'-4"	4 1/4"	15 @ 11" = 13'-9"	0	0	5 1/2"	8 @ 16" = 10'-8"	8'-3 3/8"	—	—	
	6	A	8'-8 1/8"	21 @ 5" = 8'-9"	db	17 @ 6" = 8'-6"	db	17 @ 7" = 9'-4"	db	15 @ 8 1/2" = 10'-7 1/2"	db	db	db	db	db	10 @ 16" = 13'-4"	8'-8 1/8"	—	—	
	7	A	10'-6 1/16"	21 @ 6" = 10'-6"	3"	16 @ 7 1/2" = 10'-0"	3 3/4"	13 @ 9" = 9'-9"	4 1/2"	9 @ 12" = 9'-0"	6"	9 @ 16" = 12'-0"	0	0	8"	9 @ 16" = 12'-0"	10'-6 1/16"	—	—	
	8	A	10'-5 1/4"	db	db	db	db	db	db	db	db	db	db	db	db	10 @ 16" = 13'-4"	10'-5 1/4"	—	—	
	9	A	10'-0"	20 @ 6" = 10'-0"	db	13 @ 9" = 9'-9"	db	13 @ 9" = 9'-9"	db	10 @ 12" = 10'-0"	db	db	db	db	db	10 @ 16" = 13'-4"	10'-0"	—	—	
	10	A	9'-11 3/4"	db	db	db	db	db	db	db	db	db	db	db	db	10 @ 16" = 13'-4"	9'-11 3/4"	—	—	
	11	A	7'-9 3/4"	21 @ 4 1/2" = 7'-10 1/2"	2 1/4"	16 @ 5" = 6'-8"	2 1/2"	14 @ 6" = 7'-0"	3"	13 @ 8" = 8'-8"	4"	9 @ 11" = 8'-3"	5 1/2"	8 @ 16" = 10'-8"	8"	12 @ 16" = 16'-0"	7'-9 3/4"	—	—	

Note: Dimensions are along £ girders.

Work this sheet with Shts. 329 thru 335 & 337 thru 341.

HAZELET & ERDAL CONSULTING ENGINEERS

MOUNT ELLIOTT - MOUND RD.  
GRADE SEPARATION  
STRUCTURAL STEEL DETAILS

BOARD OF  
WAYNE COUNTY ROAD COMMISSIONERS  
DETROIT, MICHIGAN

WILLIAM E. KREGER  
ENGINEER

PHILIP J. NEUDECK  
ENGINEER

APPROVED  
[Signature]  
ENGINEER OF STRUCTURES AND EXHIBITS

APPROVED  
[Signature]  
ENGINEER OF STRUCTURES AND EXHIBITS

REVISIONS

DRAWN BY  
SUPERVISOR  
CHECKED BY  
CORRECTED BY  
ENGINEER OF STRUCTURES AND EXHIBITS

DATE  
7-20-67  
DATE

STATE PROJECT  
COUNTY JOB  
246  
SHEET NO.  
336  
ISSUE NO. 1  
DATE 5-23-68

XO 107 H & E FILE NO. 603







# PLATE GIRDER DATA

(6" mean diam.)  $\frac{3}{4}$ "  $\phi$  Spiral Shear Developers. Spacing and Pitch. (NOTE: \* indicates double spirals)

Span	Girder Number	Girder Type	a	b	c	d	e	f	g	h	j	k	l	m	n	p	q	r	s	t	u	v	w
10	1	A	10'-5 1/8"	21'-6"	16'-8"	4"	7'-10 1/2"	5 1/2"	6'-14"	7"	0	0	0	0	7"	9'-16"	10'-5 1/8"						
	2,3,4	A	8'-7 1/8"	23'-4 1/2"	23'-5"	2 1/2"	15'-6"	3"	12'-7 1/2"	3 3/4"	0	0	0	0	3 3/4"	14'-11"	8'-7 1/8"						
	5	A	8'-2 1/8"	22'-4 1/2"	22'-5 1/2"	2 3/4"	12'-7"	3 1/2"	13'-9 1/2"	4 3/4"	0	0	0	0	4 3/4"	8'-2 1/8"	8'-2 1/8"						
	6	A	7'-10 1/8"	21'-10 1/2"	22'-5"	2 1/2"	13'-7"	3"	14'-7 1/2"	3 3/4"	0	0	0	0	3 3/4"	14'-11"	7'-10 1/8"						
	7	A	8'-2 1/8"	22'-4 1/2"	22'-5 1/2"	2 1/2"	14'-6"	3"	14'-7 1/2"	3 3/4"	0	0	0	0	3 3/4"	14'-11"	8'-2 1/8"						
	8	A	8'-2 1/8"	22'-4 1/2"	22'-5 1/2"	2 1/2"	14'-6"	3"	14'-7 1/2"	3 3/4"	0	0	0	0	3 3/4"	14'-11"	8'-2 1/8"						
	9	A	8'-2 1/8"	22'-4 1/2"	22'-5 1/2"	2 1/2"	14'-6"	3"	14'-7 1/2"	3 3/4"	0	0	0	0	3 3/4"	14'-11"	8'-2 1/8"						
	10	A	8'-2 1/8"	22'-4 1/2"	22'-5 1/2"	2 1/2"	14'-6"	3"	14'-7 1/2"	3 3/4"	0	0	0	0	3 3/4"	14'-11"	8'-2 1/8"						
	11	1	A	11'-0"	22'-6"	14'-8"	4"	7'-10 1/2"	5 1/2"	7'-14"	7"	0	0	0	7"	8'-16"	11'-0"						
	11	1	A	6'-7 1/4"	16'-5"	16'-6 1/2"	3 1/2"	14'-7 1/2"	3 3/4"	10'-9"	10'-9"	4 1/2"	8'-10 1/2"	5 1/4"	9'-13"	6 1/2"	7'-16"	6'-7 1/4"					
2,3		A	6'-2 1/8"	15'-5"	16'-6"	3"	14'-7 1/2"	3"	11'-9"	11'-9"	4"	8'-8"	4"	8'-8"	6"	8'-16"	6'-2 1/8"						
4 thru 11		A	6'-7 1/4"	16'-5"	16'-6 1/2"	3 1/2"	14'-7 1/2"	3 3/4"	10'-9"	10'-9"	4 1/2"	8'-10 1/2"	5 1/4"	9'-13"	6 1/2"	7'-16"	6'-7 1/4"						
1		G	10'-1 1/4"	22'-6"	16'-8"	4"	12'-9"	4 1/2"	8'-12"	12'-9"	6"	19'-16"	6"	6'-12"	4 1/2"	6'-12"	4 1/2"						
2 thru 9		A	9'-5 1/8"	19'-6"	19'-4"	2"	19'-4"	2 1/2"	17'-6"	17'-6"	3"	17'-8"	3"	17'-8"	4"	20'-11"	9'-5 1/8"						
10		A	9'-5 1/8"	19'-6"	19'-4"	2"	19'-4"	2 1/2"	17'-6"	17'-6"	3"	17'-8"	3"	17'-8"	4"	20'-11"	9'-5 1/8"						
11		G	14'-0 1/4"	24'-7"	12'-9"	3 1/2"	12'-9"	4 1/2"	8'-12"	12'-9"	6"	14'-16"	6"	6'-12"	4 1/2"	6'-12"	4 1/2"						
1 thru 9		J	6'-3 1/8"	19'-6"	17'-5"	2 1/2"	18'-5 1/2"	2 1/2"	17'-5"	17'-5"	2 1/2"	17'-8"	3 3/4"	17'-8"	4"	22'-10 1/2"	6'-3 1/8"						
10,11		J	6'-3 1/8"	19'-6"	17'-5"	2 1/2"	18'-5 1/2"	2 1/2"	17'-5"	17'-5"	2 1/2"	17'-8"	3 3/4"	17'-8"	4"	22'-10 1/2"	6'-3 1/8"						
14		1 thru 9	C	6'-0 1/8"	18'-4"	17'-5"	2 1/2"	18'-5 1/2"	2 1/2"	17'-5"	17'-5"	2 1/2"	17'-8"	3 3/4"	17'-8"	4"	22'-10 1/2"	6'-0 1/8"					
	10,11	C	6'-0 1/8"	18'-4"	17'-5"	2 1/2"	18'-5 1/2"	2 1/2"	17'-5"	17'-5"	2 1/2"	17'-8"	3 3/4"	17'-8"	4"	22'-10 1/2"	6'-0 1/8"						
	1	B	8'-1 1/8"	18'-6"	12'-3"	3 1/2"	21'-7"	3 1/2"	11'-8 1/2"	11'-8 1/2"	5 1/2"	10'-16"	8"	12'-16"	8"	10'-16"	8'-1 1/8"						
	2	B	10'-9 1/2"	20'-6 1/2"	20'-7 1/2"	3 3/4"	15'-9 1/2"	3 3/4"	14'-12"	14'-12"	6"	6'-15"	7 1/2"	6'-15"	7 1/2"	10'-9 1/2"	10'-9 1/2"						
	3	B	10'-10 1/8"	20'-10"	21'-8"	4"	14'-10"	4"	11'-13"	11'-13"	5"	6'-12"	6 1/2"	6'-12"	5"	15'-16"	10'-10"						
	4	B	10'-9 5/8"	20'-9 1/2"	19'-8"	4 1/2"	16'-9 1/2"	4 1/2"	14'-11"	14'-11"	5 1/2"	6'-12"	6 1/2"	6'-12"	5 1/2"	15'-16"	10'-10"						
	5	B	9'-7 3/8"	19'-7 1/2"	20'-6 1/2"	3 3/4"	16'-7 1/2"	3 3/4"	14'-12"	14'-12"	6"	6'-15"	7 1/2"	6'-15"	7 1/2"	10'-9 1/2"	10'-9 1/2"						
	6	B	8'-3 3/8"	20'-5"	20'-5 1/2"	2 3/4"	17'-7 1/2"	2 3/4"	13'-9 1/2"	13'-9 1/2"	4"	8'-12 1/2"	6 1/4"	8'-12 1/2"	6 1/4"	10'-16"	8'-3 3/8"						
	7	B	10'-9 1/8"	20'-6 1/2"	19'-8"	4"	14'-10"	4"	11'-13"	11'-13"	5"	6'-12"	6 1/2"	6'-12"	5"	15'-16"	10'-10"						
	15	8	B	10'-10 3/4"	20'-6"	13'-8"	3"	13'-8"	3"	14'-12"	14'-12"	0	0	0	0	10'-9 1/2"	10'-9 1/2"						
9		B	10'-3 1/4"	19'-6 1/2"	18'-8"	3 1/4"	13'-10"	3 1/4"	9'-9"	9'-9"	0	0	0	0	10'-3 1/4"	10'-3 1/4"							
10		B	10'-1 1/8"	22'-6"	20'-7 1/2"	3 3/4"	15'-9 1/2"	3 3/4"	15'-9 1/2"	15'-9 1/2"	0	0	0	0	10'-1 1/8"	10'-1 1/8"							
11		B	9'-10 1/2"	17'-7"	15'-9"	4 1/2"	14'-9"	4 1/2"	7'-13"	7'-13"	0	0	0	0	9'-10 1/2"	9'-10 1/2"							
1 thru 10		A	12'-2 1/8"	21'-7"	16'-9 1/2"	4 3/4"	7'-12"	6"	10'-16"	10'-16"	0	0	0	0	8"	16'-16"	12'-3"						
2 thru 9		A	12'-5 1/8"	20'-7 1/2"	15'-9"	4 1/2"	9'-11"	5 1/2"	9'-9"	9'-9"	6 1/2"	8'-16"	6 1/2"	8'-16"	8"	6'-16"	12'-6"						
3,4,7,8		A	8'-6 1/2"	21'-5"	18'-6"	3"	15'-7"	3 1/2"	10'-8"	10'-8"	4"	12'-9"	4 1/2"	12'-9"	5 1/2"	12'-13"	8'-8 1/2"						
5,6		A	9'-7 1/8"	21'-5 1/2"	20'-6 1/2"	3 1/2"	15'-8"	4"	15'-8"	15'-8"	4"	7'-13"	5"	7'-13"	6 1/2"	13'-16"	9'-7 1/8"						

Note: Dimensions are along E girder.

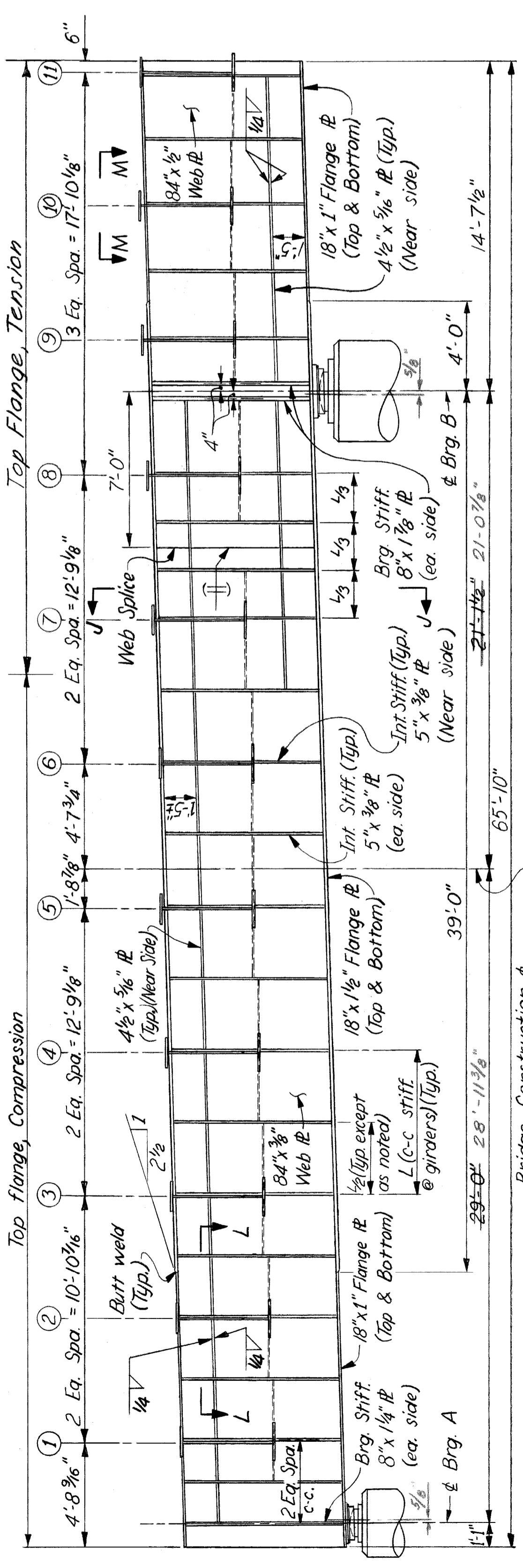
Work this sheet with Shrs. 329 thru 337 & 339 thru 341.

BRIDGE	STATE FILE	ROAD	STATE PROJECT	COUNTY JOB	ISSUE NO.	DATE	
				246	1	5-13-68	
HAZELET & ERDAL CONSULTING ENGINEERS				MOUNT ELLIOTT-MOUND RD. GRADE SEPARATION STRUCTURAL STEEL DETAILS			
WAYNE COUNTY ROAD COMMISSIONERS				BOARD OF WAYNE COUNTY ROAD COMMISSIONERS DETROIT, MICHIGAN			
PHILIP J. NEUDECK				MICHAEL BERRY			
APPROVED				APPROVED			
DATE: 7-20-67				DATE: 7-20-67			
DRAWN BY: [Signature]				DRAWN BY: [Signature]			
CHECKED BY: [Signature]				CHECKED BY: [Signature]			
TRACED BY: [Signature]				TRACED BY: [Signature]			
CORPORATE: [Signature]				CORPORATE: [Signature]			
ENGINEER OF DESIGN, STRUCTURES AND HIGHWAYS				ENGINEER OF DESIGN, STRUCTURES AND HIGHWAYS			
REVISIONS				REVISIONS			
X 0 107				H 8 E FILE NO. 603			



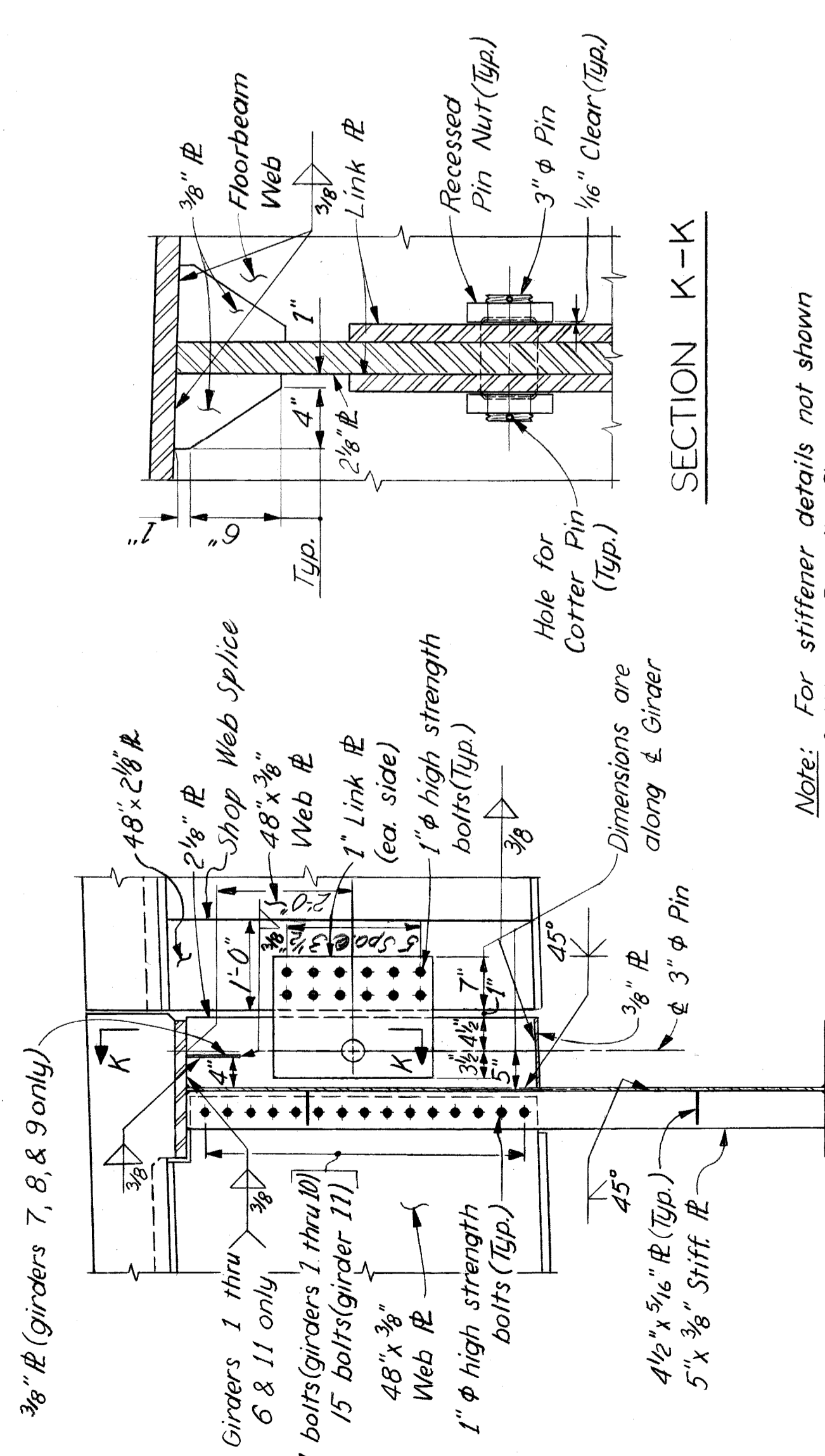






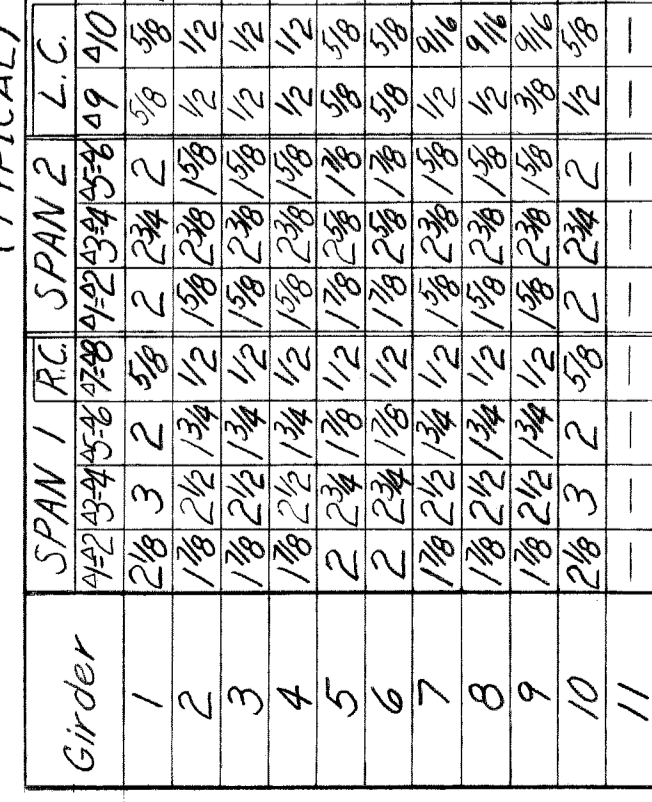
Note: Dimensions are along & Floorbeam.

**FLOORBEAM ELEVATION**



Note: For stiffener details not shown see Stiffener Details Sheet

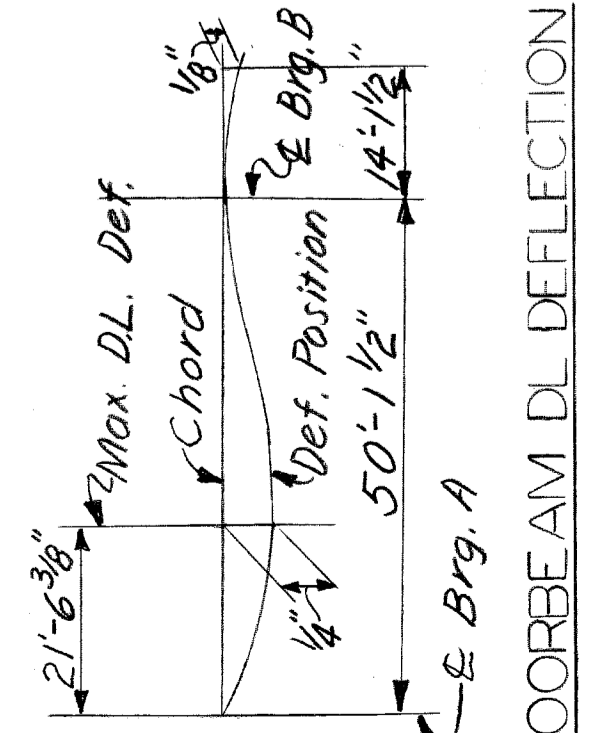
**SECTION J-J (TYPICAL)**



**TABLE OF REQUIRED CAMBER AND D.L. DEFLECTIONS-INCHES**

Girder	SPAN 1		SPAN 2		SPAN 3		SPAN 4		SPAN 5		SPAN 6		SPAN 7		SPAN 8		SPAN 9		SPAN 10		SPAN 11		SPAN 12		SPAN 13		SPAN 14		SPAN 15		SPAN 16	
	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.	R.C.	L.C.		
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

TABLE OF DEFLECTIONS DUE TO WEIGHT OF GIRDERS-INCHES Note (-) denotes upward deflection



Note:  
R.C. denotes Right Cantilever.  
L.C. denotes Left Cantilever.  
No Camber required for Floorbeam.

Work this sheet with Shts. 329 thru 339, & 341.

**HAZELET & ERDAL CONSULTING ENGINEERS**

MOUNT ELLIOTT-MOUND RD. GRADE SEPARATION STRUCTURAL STEEL DETAILS

WAYNE COUNTY ROAD COMMISSIONERS DETROIT, MICHIGAN

PHILIP J. NEUDECK

WILLIAM E. KREGER

APPROVED BY ENGINEER OF STRUCTURES AND EXPRESSWAYS

APPROVED BY COUNTY ENGINEER

REVISIONS

STATE PROJECT 246 SHEET NO. 340

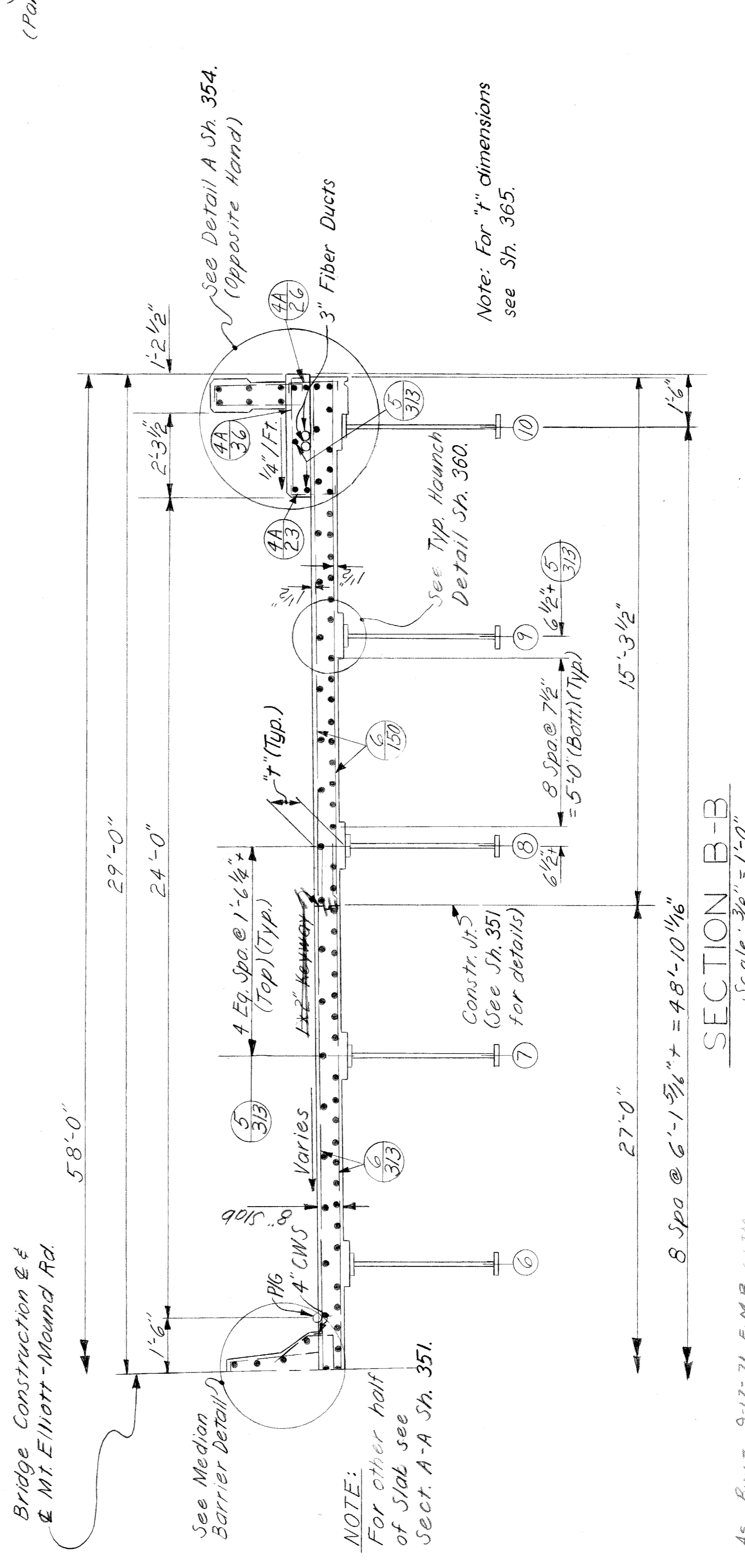
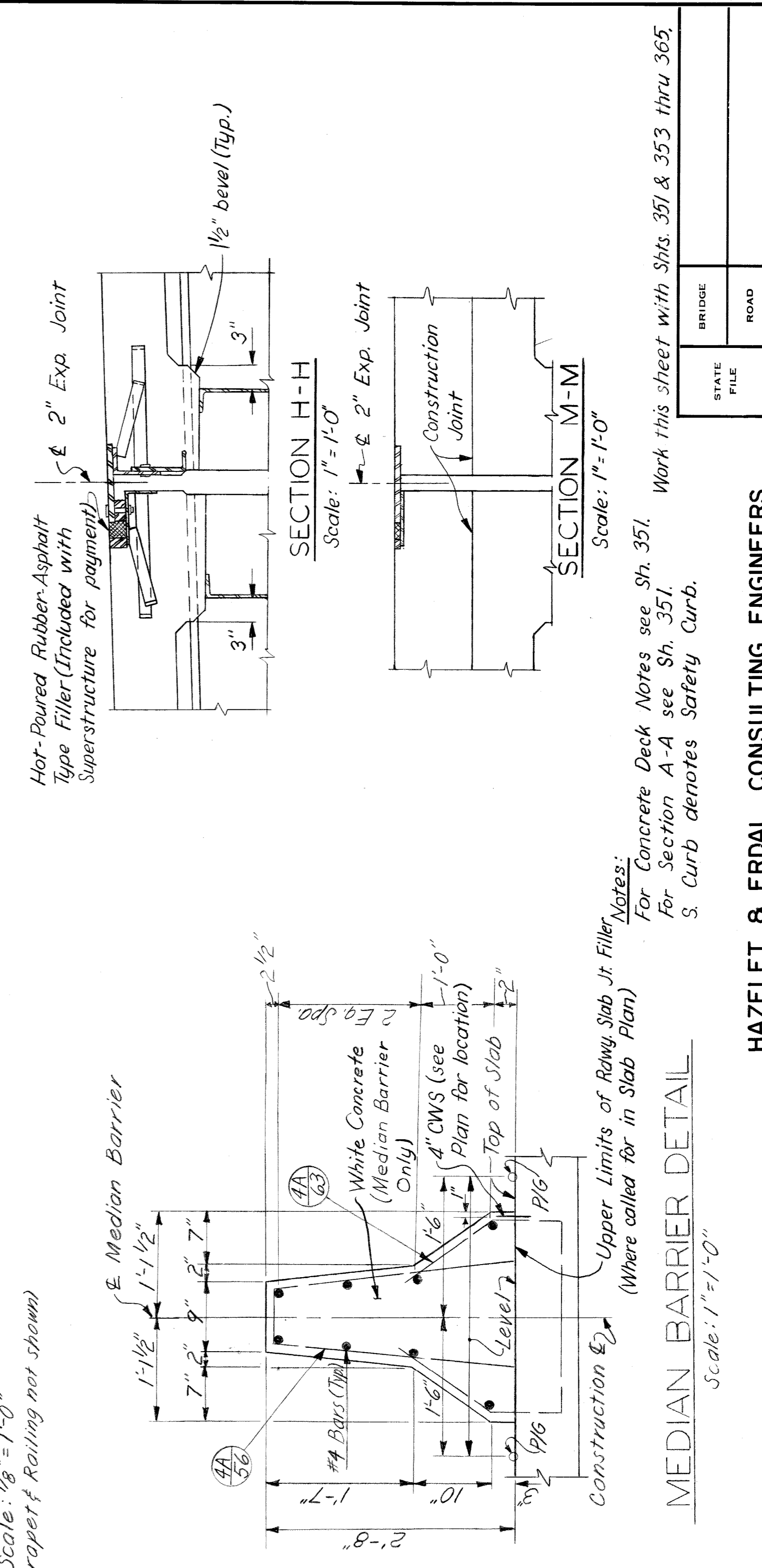
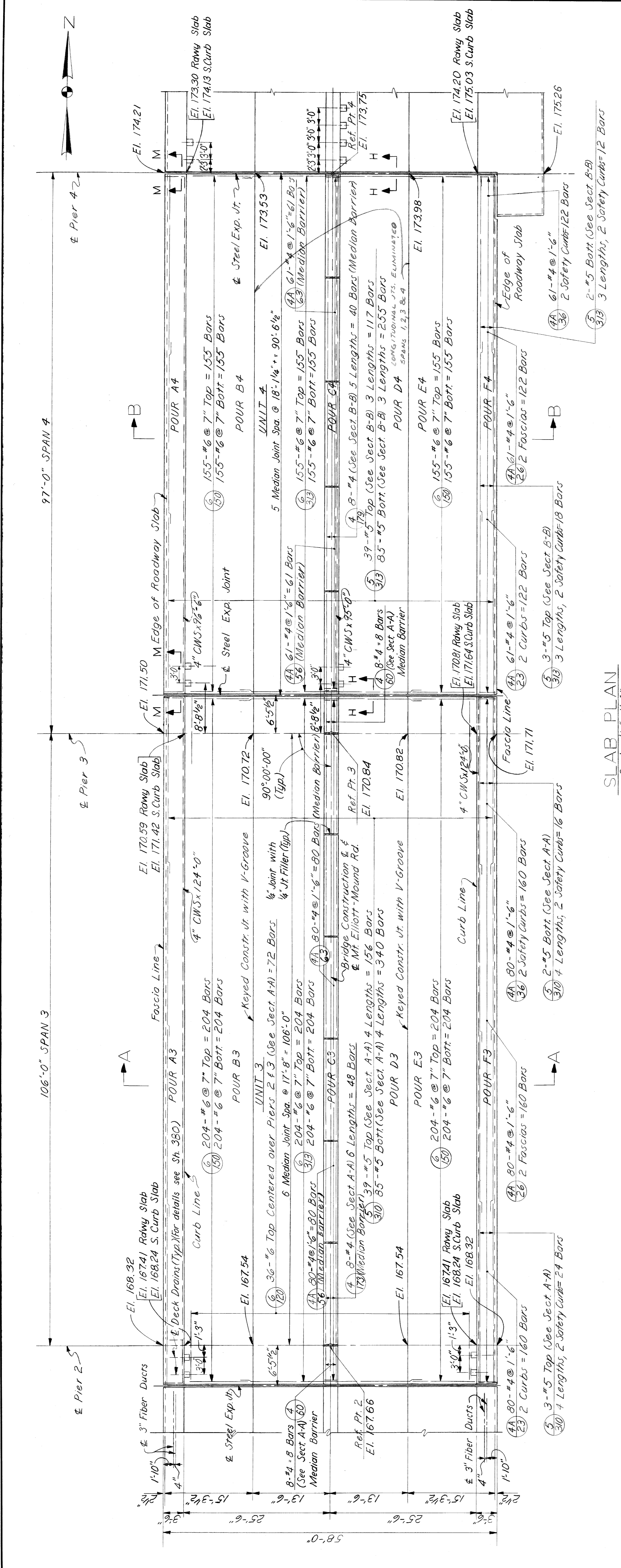












**HAZELLET & ERDAL CONSULTING ENGINEERS**

**WAYNE COUNTY ROAD COMMISSIONERS**  
 DETROIT, MICHIGAN

**MOUNT ELLIOTT-MOUND RD.  
 GRADE SEPARATION  
 CONCRETE DECK- SPANS 3 & 4**

STATE PROJECT: 246  
 COUNTY JOB: 246  
 SHEET NO.: 352  
 ISSUE NO.: 1  
 DATE: 5/2/25

APPROVED: *[Signature]*  
 ENGINEER OF STRUCTURES AND EXPANSIONS

APPROVED: *[Signature]*  
 COUNTY HIGHWAY ENGINEER

REVISIONS: 45 BUILT 9/17-21 E.A.M.B.C.L.T.M.

BRIDGE: ROAD

Notes:  
 For Concrete Deck Notes see Sh. 351. Work this sheet with Shs. 351 & 353 thru 365.  
 For Section A-A see Sh. 351.  
 S. Curb denotes Safety Curb.

NOTE: For other half of Slab see Sect. A-A Sh. 351.

NOTE: For "r" dimensions see Sh. 365.

NOTE: See Detail A Sh. 354. (Opposite Hand)

NOTE: See Tip Haunch Detail Sh. 360.

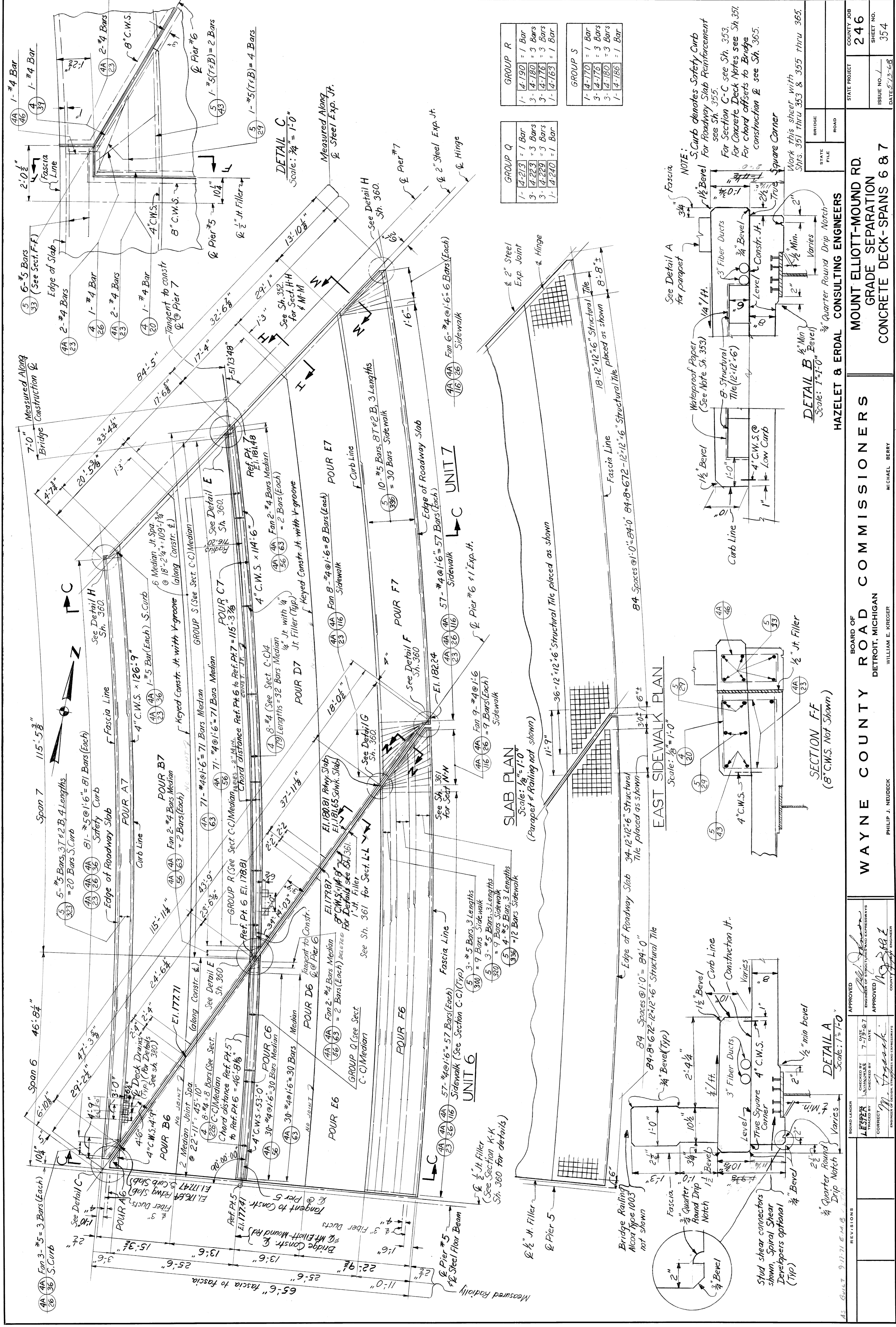
NOTE: See Median Barrier Detail.

NOTE: Bridge Construction & Mt. Elliott-Mound Rd.









**DETAIL C**  
Scale: 3/4" = 1'-0"

**SLAB PLAN**  
Scale: 1/8" = 1'-0"  
(Parapet & Railing not shown)

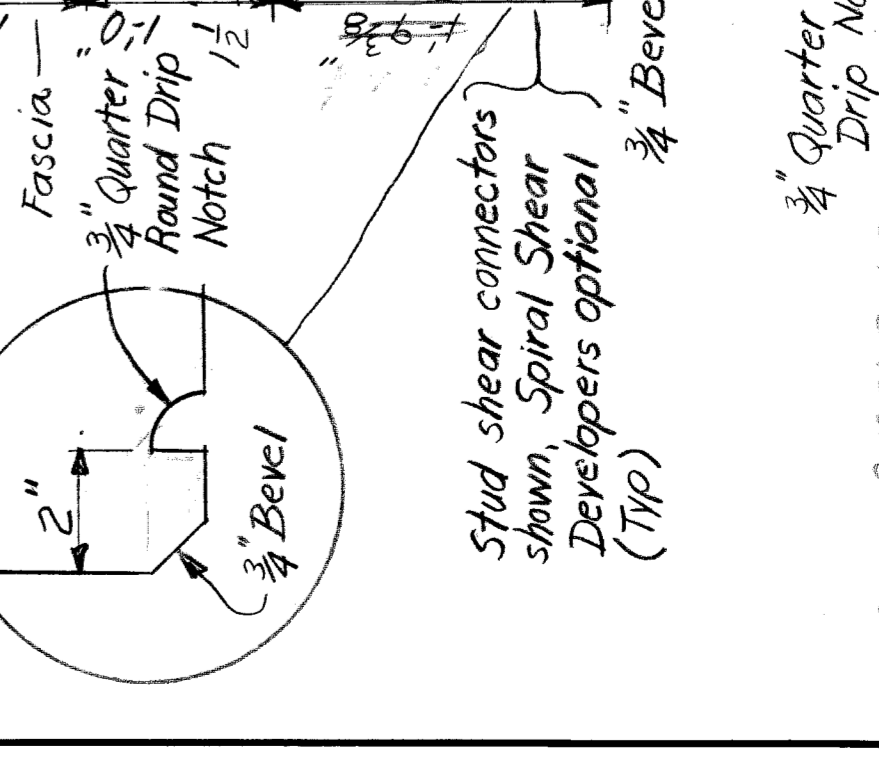
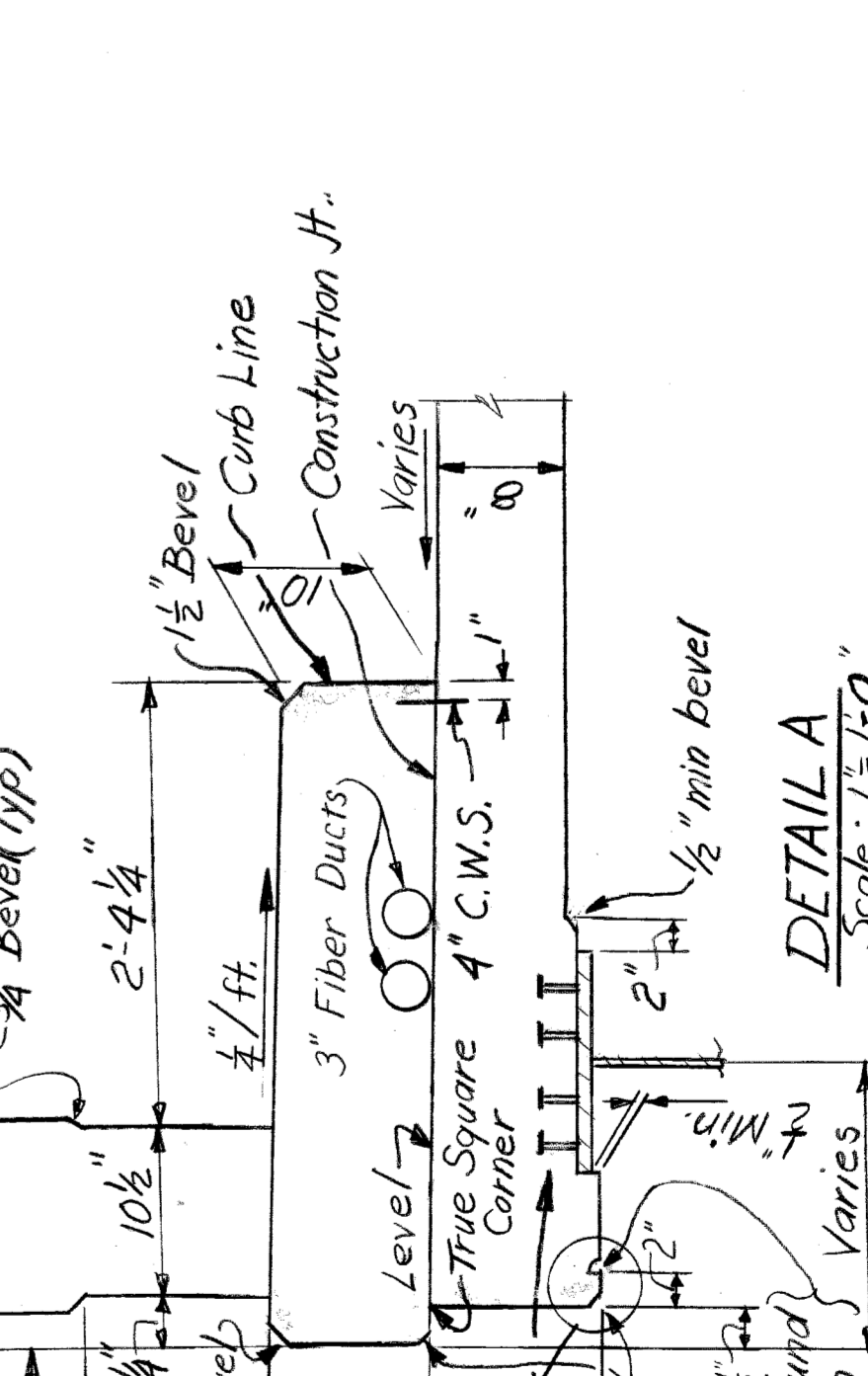
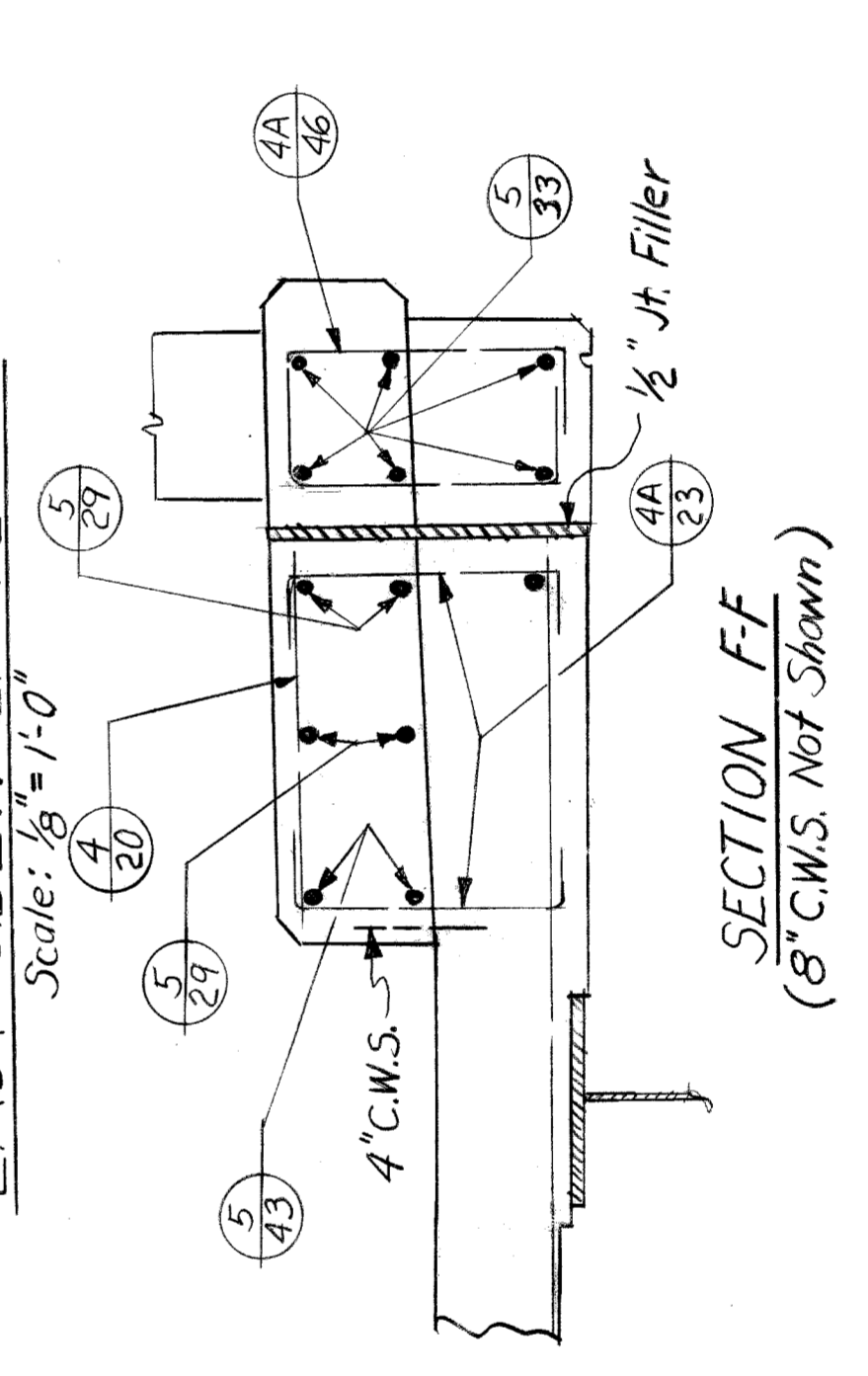
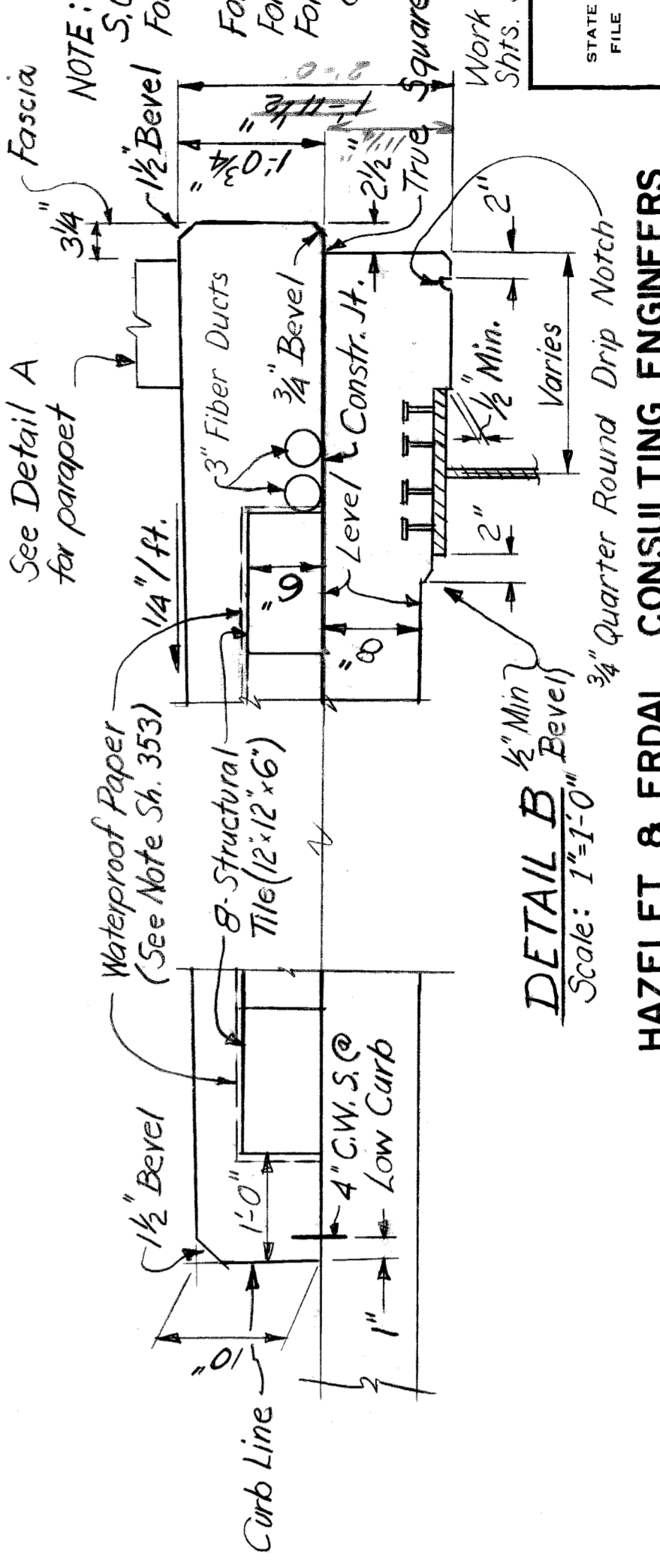
**EAST SIDEWALK PLAN**  
Scale: 1/8" = 1'-0"

**SECTION FF**  
(8" C.W.S. Not Shown)

GROUP Q	
1-4-213	= 1 Bar
3-4-223	= 3 Bars
3-4-229	= 3 Bars
1-4-240	= 1 Bar

GROUP R	
1-4-190	= 1 Bar
3-4-180	= 3 Bars
3-4-176	= 3 Bars
1-4-163	= 1 Bar

GROUP S	
1-4-170	= 1 Bar
3-4-176	= 3 Bars
3-4-180	= 3 Bars
1-4-186	= 1 Bar



**NOTE:**  
S-Curb denotes Safety Curb For Roadway Slab Reinforcement see Sh. 355.  
For Section C-C see Sh. 353.  
For Concrete Deck Notes see Sh. 351.  
For chord offsets to Bridge construction & see Sh. 365.

Work this sheet with SHS. 351 thru 353 & 355 thru 365.

<b>WAYNE COUNTY ROAD COMMISSIONERS</b> DETROIT, MICHIGAN WILLIAM E. KREGER PHILIP J. NEUDECK MICHAEL BERRY		<b>HAZELET &amp; ERDAL CONSULTING ENGINEERS</b>		STATE PROJECT <b>246</b>	COUNTY JOB <b>246</b>
<b>MOUNT ELLIOTT-MOUND RD. GRADE SEPARATION CONCRETE DECK-SPANS 6 &amp; 7</b>		BRIDGE ROAD		STATE FILE	SHEET NO. <b>354</b>
BOARD OF <b>WAYNE COUNTY ROAD COMMISSIONERS</b> DETROIT, MICHIGAN WILLIAM E. KREGER PHILIP J. NEUDECK MICHAEL BERRY		<b>HAZELET &amp; ERDAL CONSULTING ENGINEERS</b>		ISSUE NO. <b>1</b>	DATE <b>7-13-68</b>
APPROVED  ENGINEER OF STRUCTURES AND EXPRESSWAYS DATE <b>7/13/68</b>		CHECKED BY  ENGINEER OF STRUCTURES AND EXPRESSWAYS DATE <b>7/13/68</b>		CORRECTED BY  ENGINEER OF STRUCTURES AND EXPRESSWAYS DATE <b>7/13/68</b>	



GROUP A	
3-6-30	T&B = 6 Bars
3-6-40	T&B = 6 Bars
3-6-50	T&B = 6 Bars
3-6-60	T&B = 6 Bars
3-6-70	T&B = 6 Bars
3-6-80	T&B = 6 Bars
3-6-90	T&B = 6 Bars
3-6-100	T&B = 6 Bars
3-6-110	T&B = 6 Bars
3-6-120	T&B = 6 Bars
3-6-130	T&B = 6 Bars
3-6-143	T&B = 6 Bars
3-6-153	T&B = 6 Bars

GROUP D	
3-5-33	1T&2B = 3 Bars
3-5-36	1T&2B = 3 Bars
3-5-76	1T&2B = 3 Bars
3-5-76	1T&2B = 3 Bars
3-5-76	1T&2B = 3 Bars
3-5-76	1T&2B = 3 Bars
3-5-157	1T&2B = 3 Bars
3-5-179	1T&2B = 3 Bars
3-5-179	1T&2B = 3 Bars
5-5-216	2T&3B = 5 Bars

GROUP E	
5-5-136	2T&3B = 5 Bars
4-5-163	1T&3B = 4 Bars
5-5-193	2T&3B = 5 Bars
4-5-223	1T&3B = 4 Bars
5-5-253	2T&3B = 5 Bars
4-5-280	1T&3B = 4 Bars
5-5-310	2T&3B = 5 Bars

5-11-5(T) = 11 Bars
180 21-5(B) = 21 Bars
320 22-5(B) = 22 Bars

GROUP F	
4-5-169	1T&3B = 4 Bars
5-5-199	2T&3B = 5 Bars
4-5-229	1T&3B = 4 Bars
5-5-259	2T&3B = 5 Bars
4-5-279	1T&3B = 4 Bars
5-5-309	2T&3B = 5 Bars
6-5-339	2T&4B = 6 Bars

GROUP G	
9-5-239	3T&6B = 9 Bars
8-5-283	3T&5B = 8 Bars
7-5-329	2T&5B = 7 Bars
8-5-373	3T&5B = 8 Bars

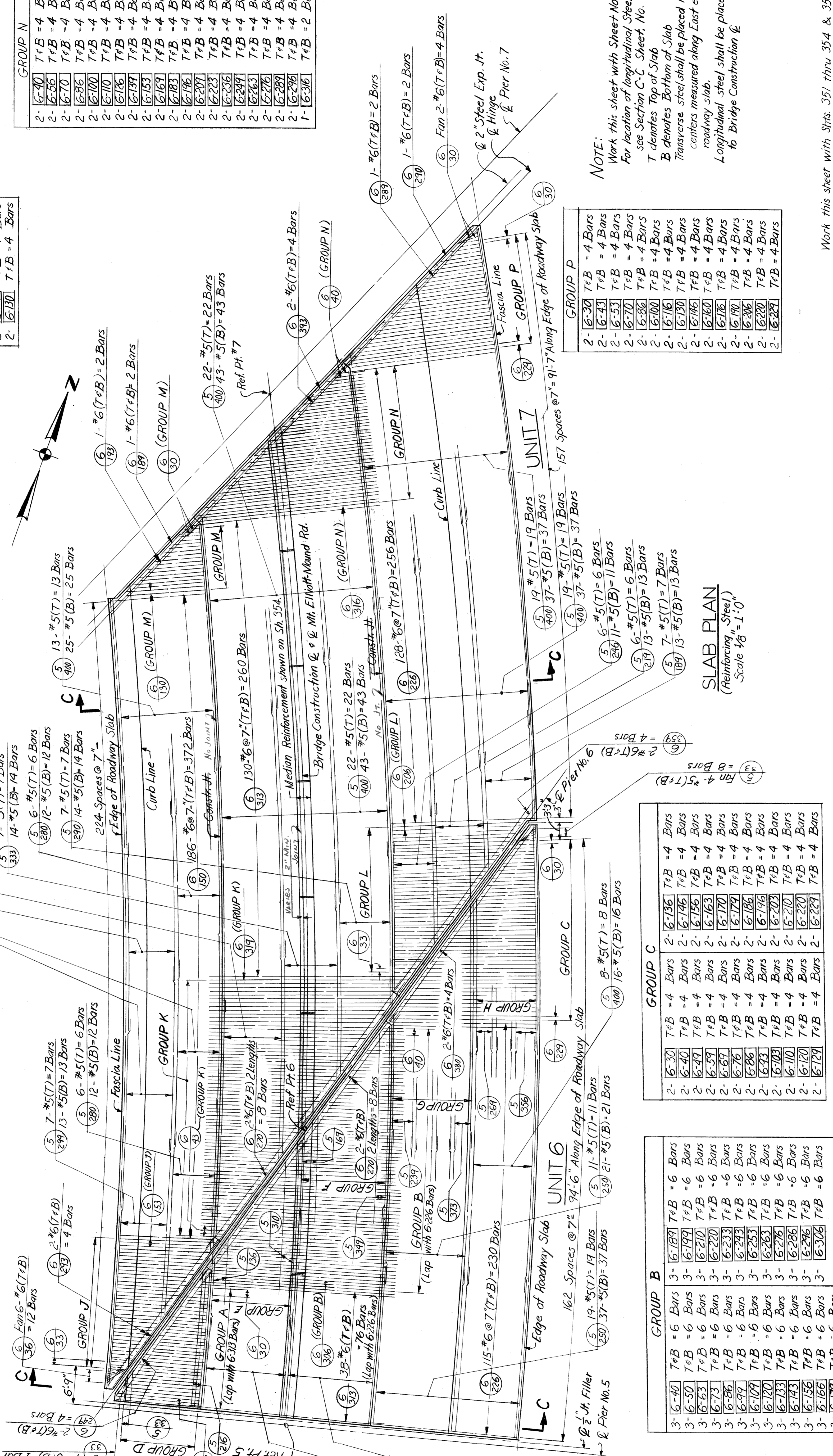
GROUP H	
7-5-269	2T&5B = 7 Bars
8-5-313	3T&5B = 8 Bars
9-5-356	3T&6B = 9 Bars

GROUP K	
4-6-43	T&B = 8 Bars
3-6-53	T&B = 6 Bars
3-6-63	T&B = 6 Bars
3-6-73	T&B = 6 Bars
3-6-83	T&B = 6 Bars
3-6-106	T&B = 6 Bars
3-6-116	T&B = 6 Bars
3-6-124	T&B = 6 Bars
3-6-140	T&B = 6 Bars
3-6-150	T&B = 6 Bars
3-6-160	T&B = 6 Bars
1-6-319	T&B = 2 Bars

GROUP L	
2-6-33	T&B = 4 Bars
2-6-40	T&B = 4 Bars
2-6-49	T&B = 4 Bars
2-6-57	T&B = 4 Bars
2-6-66	T&B = 4 Bars
2-6-73	T&B = 4 Bars
2-6-83	T&B = 4 Bars
2-6-90	T&B = 4 Bars
2-6-99	T&B = 4 Bars
2-6-109	T&B = 4 Bars
2-6-116	T&B = 4 Bars

GROUP M	
2-6-30	T&B = 4 Bars
2-6-43	T&B = 4 Bars
2-6-56	T&B = 4 Bars
2-6-69	T&B = 4 Bars
2-6-80	T&B = 4 Bars
2-6-106	T&B = 4 Bars
2-6-119	T&B = 4 Bars
2-6-130	T&B = 4 Bars

GROUP N	
2-6-40	T&B = 4 Bars
2-6-56	T&B = 4 Bars
2-6-70	T&B = 4 Bars
2-6-86	T&B = 4 Bars
2-6-100	T&B = 4 Bars
2-6-110	T&B = 4 Bars
2-6-126	T&B = 4 Bars
2-6-139	T&B = 4 Bars
2-6-153	T&B = 4 Bars
2-6-169	T&B = 4 Bars
2-6-183	T&B = 4 Bars
2-6-196	T&B = 4 Bars
2-6-209	T&B = 4 Bars
2-6-223	T&B = 4 Bars
2-6-236	T&B = 4 Bars
2-6-249	T&B = 4 Bars
2-6-263	T&B = 4 Bars
2-6-276	T&B = 4 Bars
2-6-289	T&B = 4 Bars
1-6-316	T&B = 2 Bars



GROUP P	
2-6-30	T&B = 4 Bars
2-6-43	T&B = 4 Bars
2-6-53	T&B = 4 Bars
2-6-70	T&B = 4 Bars
2-6-86	T&B = 4 Bars
2-6-100	T&B = 4 Bars
2-6-130	T&B = 4 Bars
2-6-146	T&B = 4 Bars
2-6-160	T&B = 4 Bars
2-6-176	T&B = 4 Bars
2-6-206	T&B = 4 Bars
2-6-220	T&B = 4 Bars
2-6-229	T&B = 4 Bars

NOTE:  
 Work this sheet with Sheet No. 354.  
 For location of longitudinal steel see Section C-C Sheet No. 353.  
 T denotes Top of Slab  
 B denotes Bottom of Slab  
 Transverse steel shall be placed radially @ 7" centers measured along East edge of roadway slab.  
 Longitudinal steel shall be placed concentric to Bridge Construction @

SLAB PLAN  
 (Reinforcing Steel)  
 Scale 1/8" = 1'-0"

Work this sheet with Spts. 351 thru 354 & 356 thru 365.

HAZELT & ERDAL CONSULTING ENGINEERS

BOARD OF WAYNE COUNTY ROAD COMMISSIONERS  
 DETROIT, MICHIGAN

MOUNT ELLIOTT-MOUND RD.  
 GRADE SEPARATION  
 CONCRETE DECK- SPANS 6 & 7

STATE PROJECT 246  
 COUNTY JOB 246  
 SHEET NO. 355  
 ISSUE NO. 1  
 DATE 5-7-88

APPROVED: [Signature]  
 ENGINEER OF STRUCTURES AND EXPRESSWAYS

APPROVED: [Signature]  
 ENGINEER OF DESIGN, STRUCTURES AND EXPRESSWAYS

REVISIONS

DATE 9-17-71 BY E.M.B./L.T.M.

WILLIAM E. KREGER  
 PHILIP J. NEUBECK  
 MICHAEL BERRY