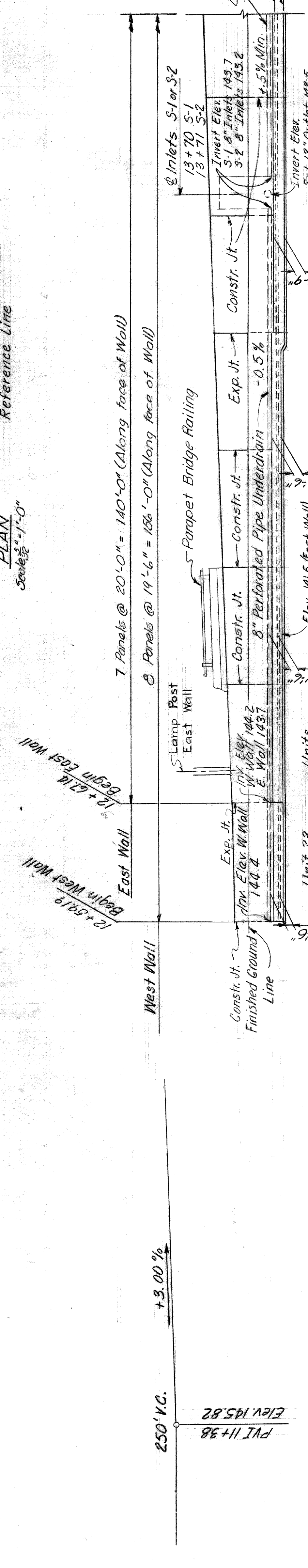
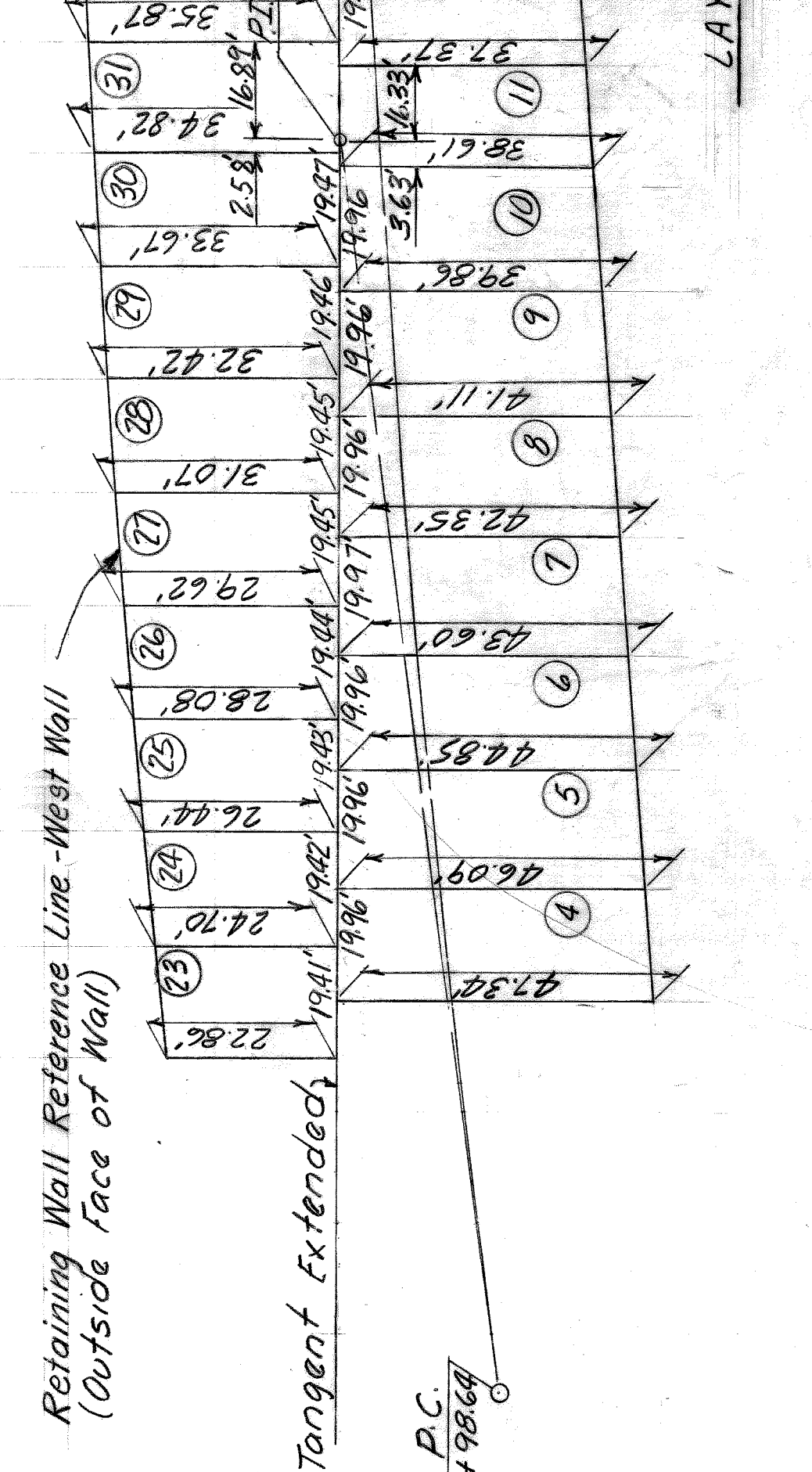


PLAN  
Scale: 1/4" = 1'-0"



ELEVATION  
Scale: 1/4" = 1'-0"



LAYOUT DIAGRAM  
No Scale

NOTES:  
Specifications:  
Board of Wayne County Road Commissioners, 1965  
General Specifications for the Construction of Roads,  
Bridges and other miscellaneous construction and  
Supplementary Specifications for Job # 246.  
Design: AASHO, 1965 Edition.

Note: Footings for Retaining Walls are to be built on a straight line between construction joints in footings. Retaining Wall stems shall be built on a straight line between joints in stems.

|  |            |        |  |            |      |
|--|------------|--------|--|------------|------|
| STATE FILE                             |            | BRIDGE |  | ROAD       |      |
| HAZELET & ERDAL CONSULTING ENGINEERS   |            |        | MOUNT ELLIOTT - MOUND RD.              |            |      |
| WAYNE COUNTY ROAD COMMISSIONERS        |            |        | GENERAL PLAN OF RETAINING WALLS        |            |      |
| DETROIT, MICHIGAN                      |            |        | STA. 12+60± TO STA. 14+00              |            |      |
| PHILIP J. NEUBECK                      |            |        | MICHAEL BERRY                          |            |      |
| APPROVED                               |            |        | APPROVED                               |            |      |
| ENGINEER OF STRUCTURES AND EXPRESSWAYS |            |        | ENGINEER OF STRUCTURES AND EXPRESSWAYS |            |      |
| DESIGNED BY                            | CHECKED BY | DATE   | DESIGNED BY                            | CHECKED BY | DATE |
| TRACED BY                              | CHECKED BY | DATE   | TRACED BY                              | CHECKED BY | DATE |
| COUNTY ENGINEER                        |            |        | COUNTY ENGINEER                        |            |      |
| REVISIONS                              |            |        | REVISIONS                              |            |      |
| COUNTY JOB                             |            |        | COUNTY JOB                             |            |      |
| 246                                    |            |        | 246                                    |            |      |
| SHEET NO.                              |            |        | SHEET NO.                              |            |      |
| 200                                    |            |        | 200                                    |            |      |
| ISSUE NO. 2                            |            |        | ISSUE NO. 2                            |            |      |
| DATE 2-3-69                            |            |        | DATE 2-3-69                            |            |      |

HAZELET & ERDAL CONSULTING ENGINEERS  
**MOUNT ELLIOTT-MOUND RD.  
 GRADE SEPARATION  
 GENERAL PLAN OF RETAINING WALLS**  
 STA. 14+00 TO STA. 16+50

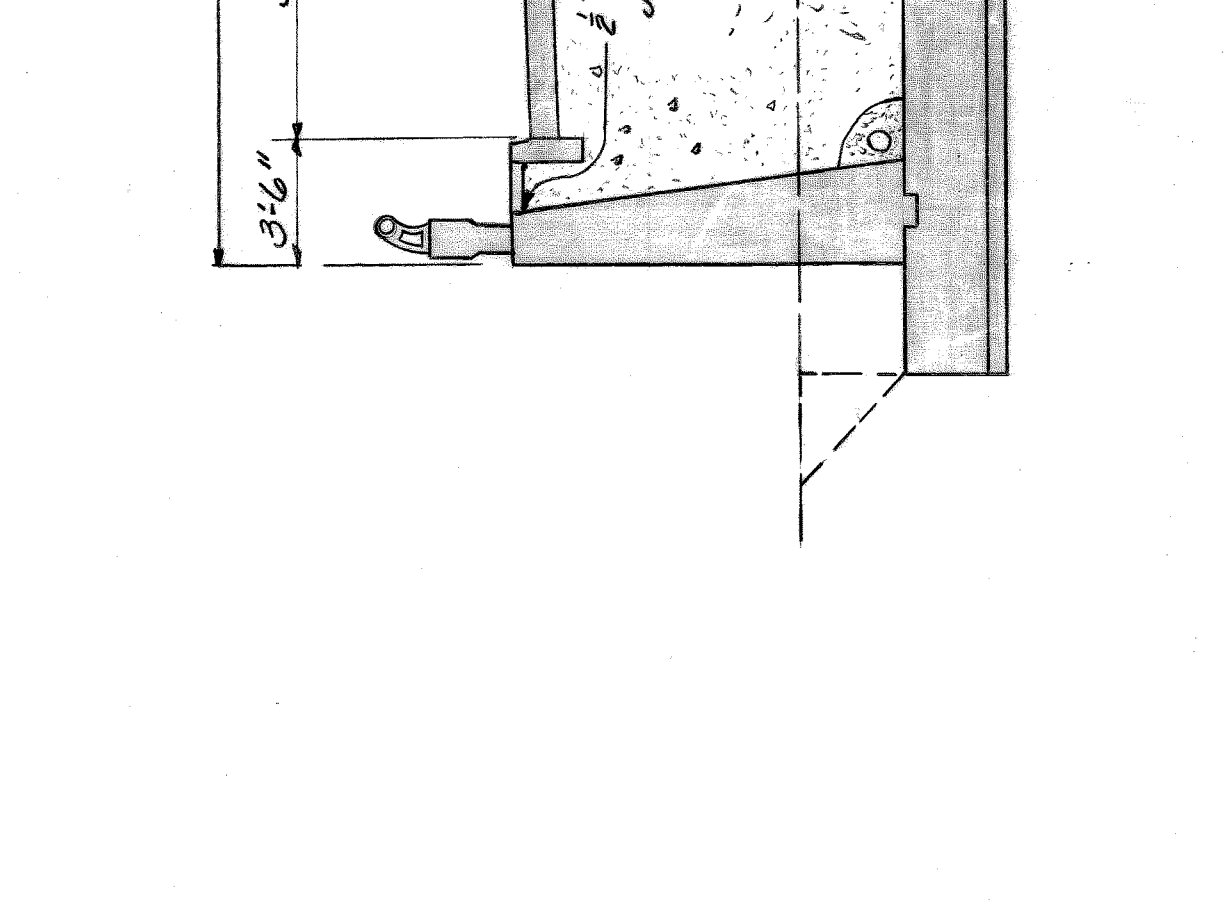
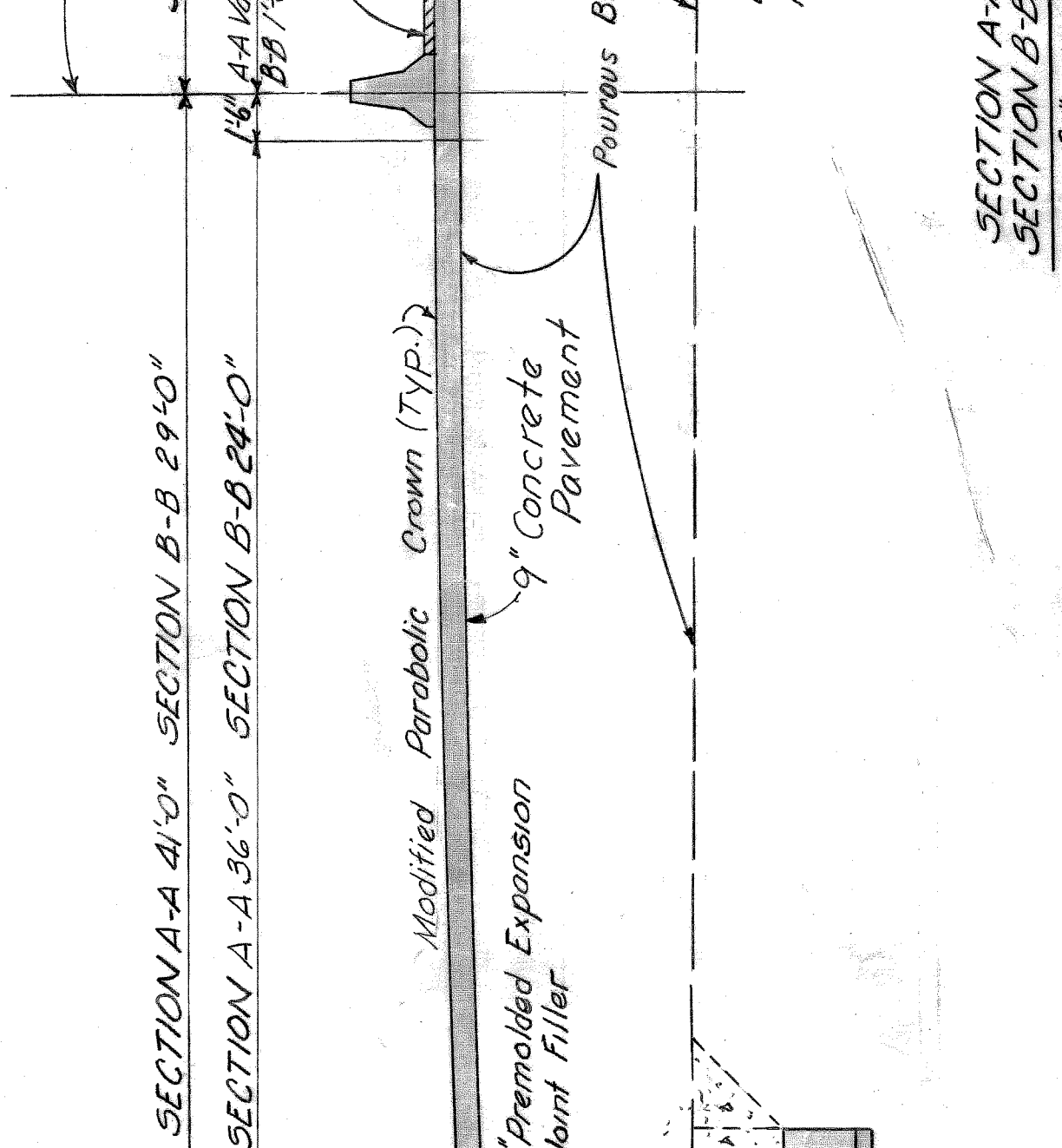
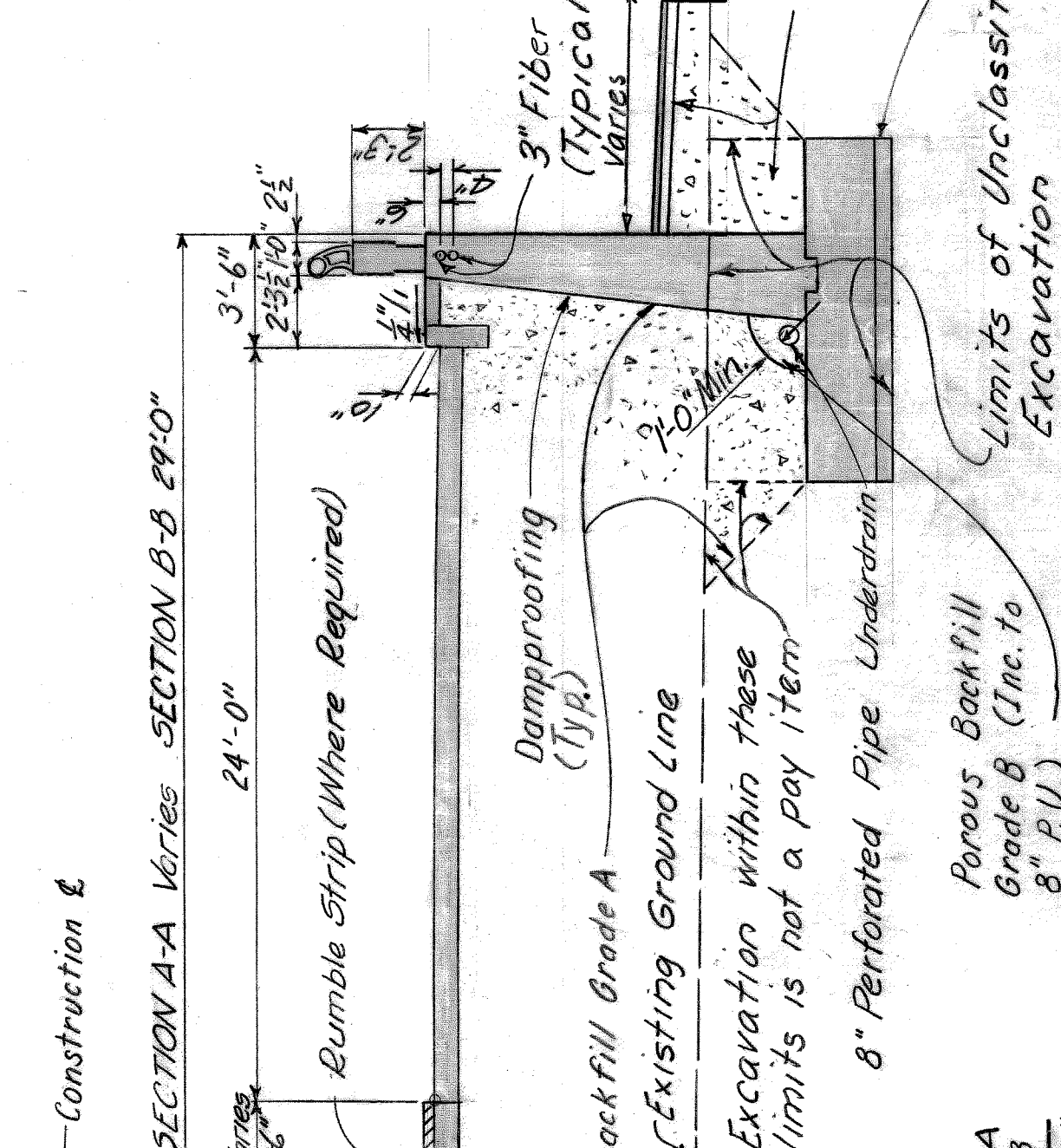
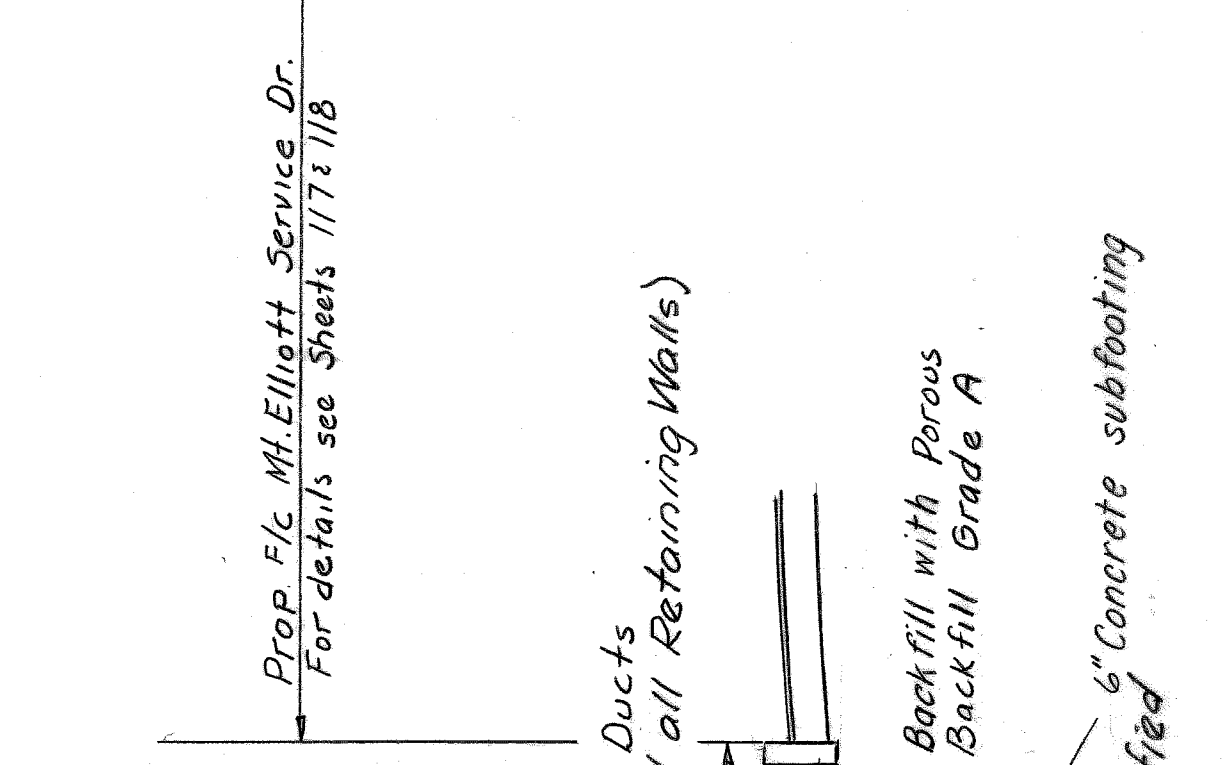
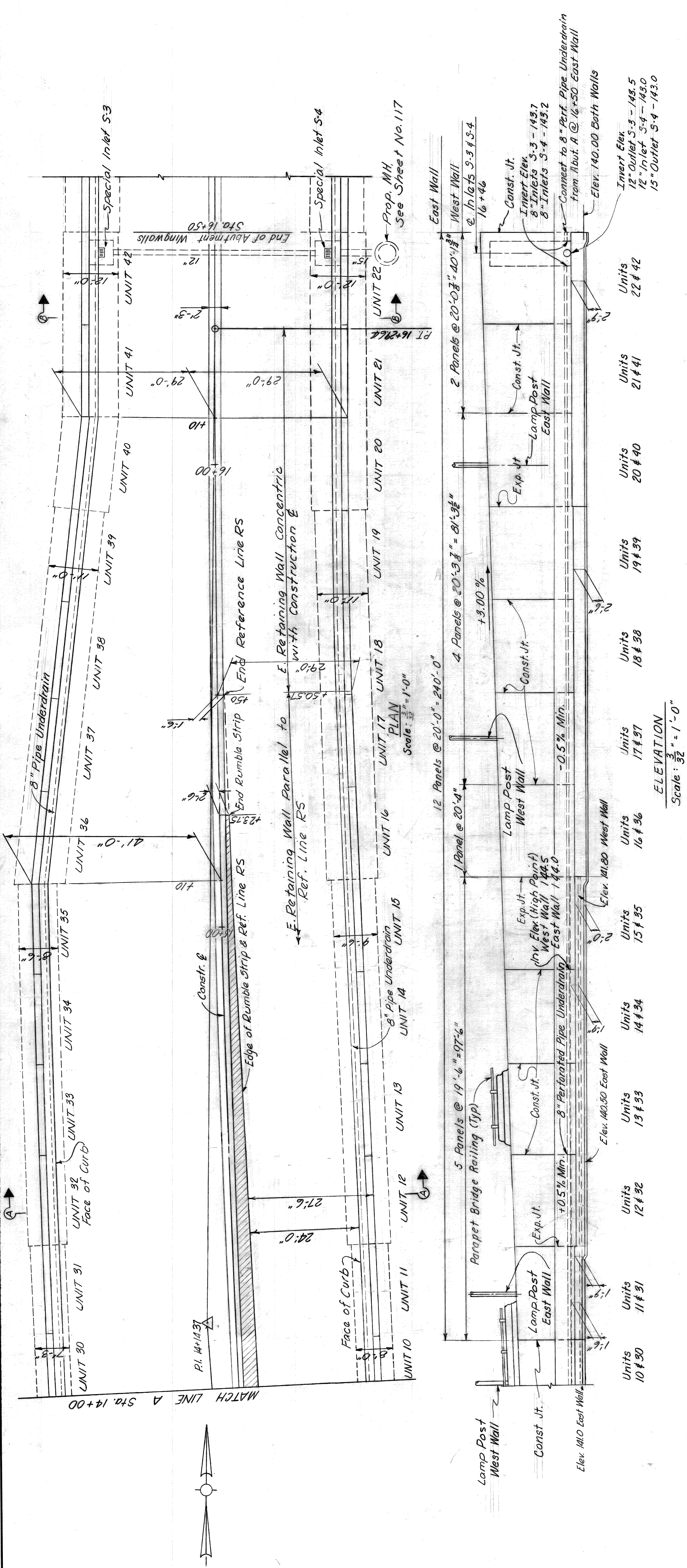
WAYNE COUNTY ROAD COMMISSIONERS  
 DETROIT, MICHIGAN  
 WILLIAM E. KREGER  
 MICHAEL BERRY

BOARD OF  
**WAYNE COUNTY ROAD COMMISSIONERS**  
 DETROIT, MICHIGAN  
 WILLIAM E. KREGER  
 PHILIP J. NEUDECK

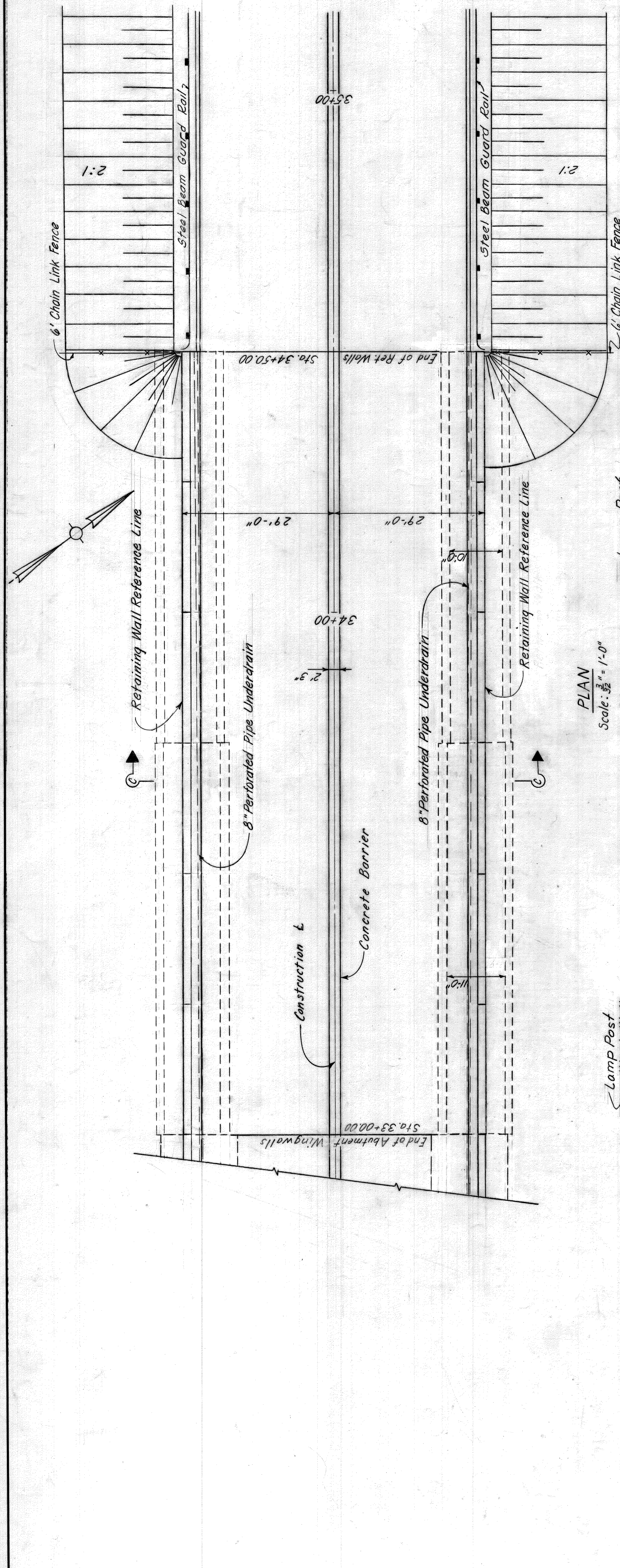
APPROVED  
  
 ENGINEER OF STRUCTURES AND HIGHWAYS  
 DATE  
 CORRECTED BY  
  
 COUNTY HIGHWAY ENGINEER

REVISIONS

X0107  
 H & E FILE No. 603



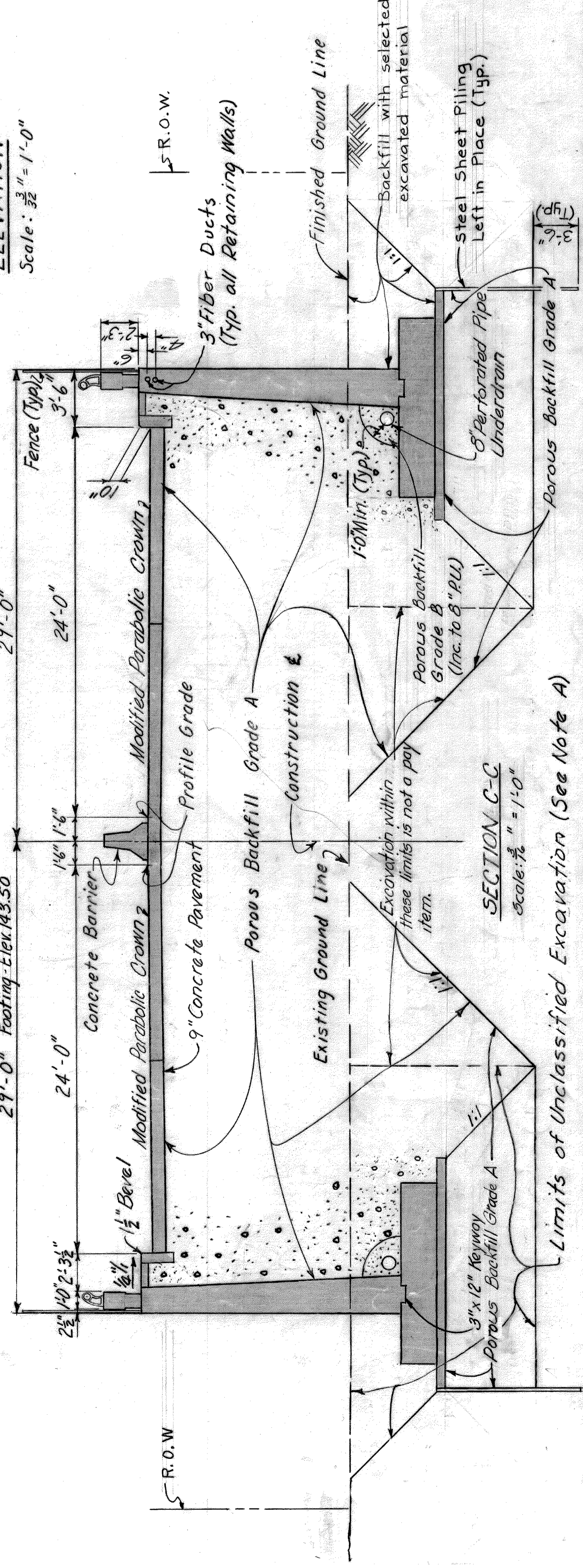
Scale: 1/8" = 1'-0"  
 Scale: 1/8" = 1'-0"  
 Scale: 1/8" = 1'-0"  
 Scale: 1/8" = 1'-0"



**PLAN**  
Scale:  $\frac{3}{8}'' = 1'-0''$

**PILING NOTES**  
Steel sheet piling left in place shall be of the continuous interlock type, either new or used, in good condition, weighing not less than 22 pounds per sq. ft. of wall, and shall be furnished with suitable connecting and corner pieces. Ladle analysis and mill reports are not required for steel used in Sheet Piling.  
Steel sheet piling left in place shall be driven to its final penetration before adjacent concrete is poured. If it is necessary to lower the top of sheeting after the concrete has been poured, the excess shall be removed by cutting.  
Subfooting concrete and Unclassified Excavation quantities are computed on the basis of an outline  $3\frac{1}{4}''$  outside of the subfooting outline where the concrete is poured against Steel Sheet Piling Left in Place. No additional allowance will be made in concrete or excavation quantities regardless of the steel sheet piling used.

**ELEVATION**  
Scale:  $\frac{3}{8}'' = 1'-0''$

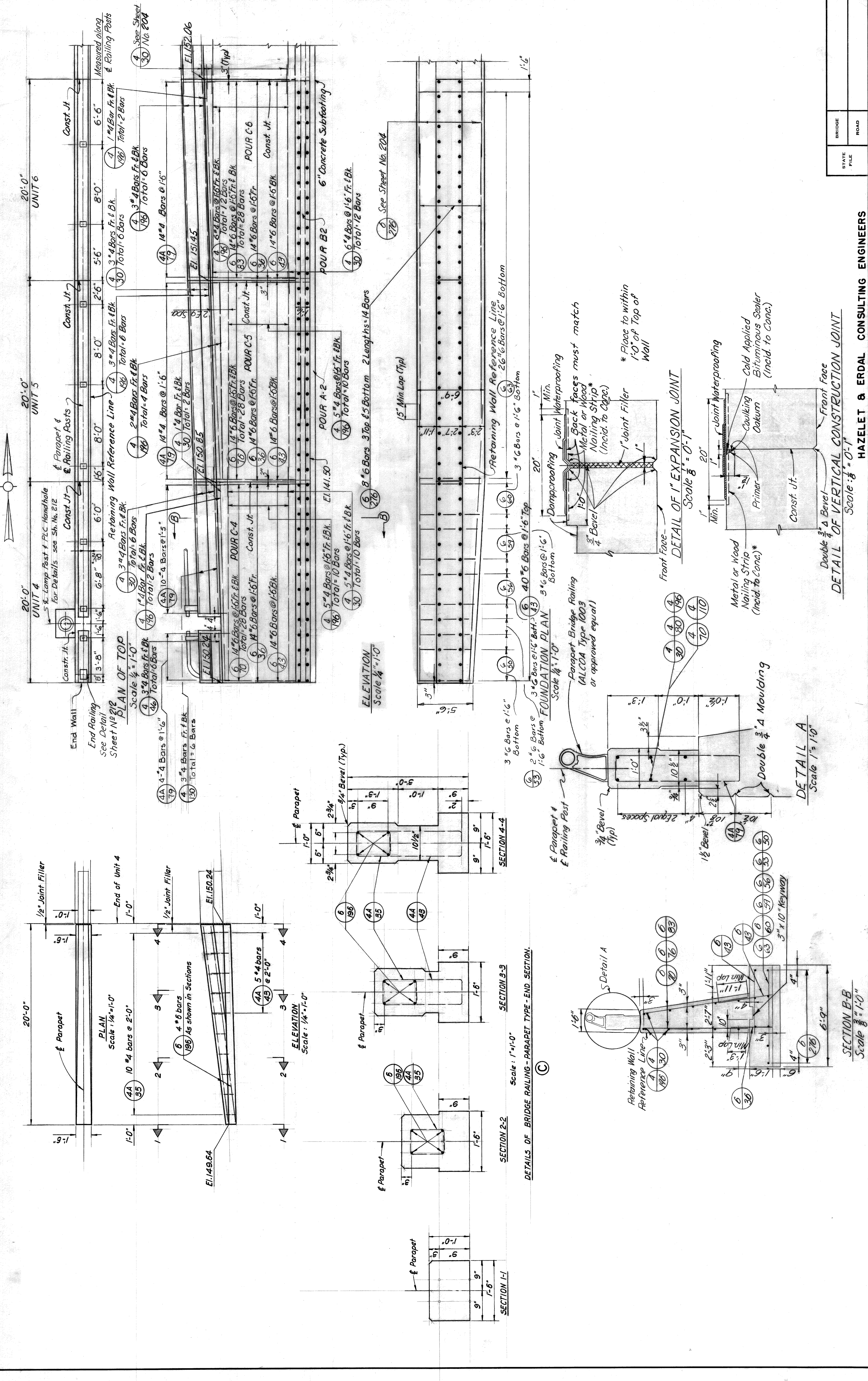


**SECTION C-C**  
Scale:  $\frac{3}{8}'' = 1'-0''$

**NOTE A**  
Soil classified as fill or soft shall be undercut and replaced with Porous Backfill Grade A compacted to 100% of max unit weight. Excavation and backfill quantities are based on estimated undercut to elevation 140.0, actual limits of excavation will be determined by the Engineer at the time of construction.

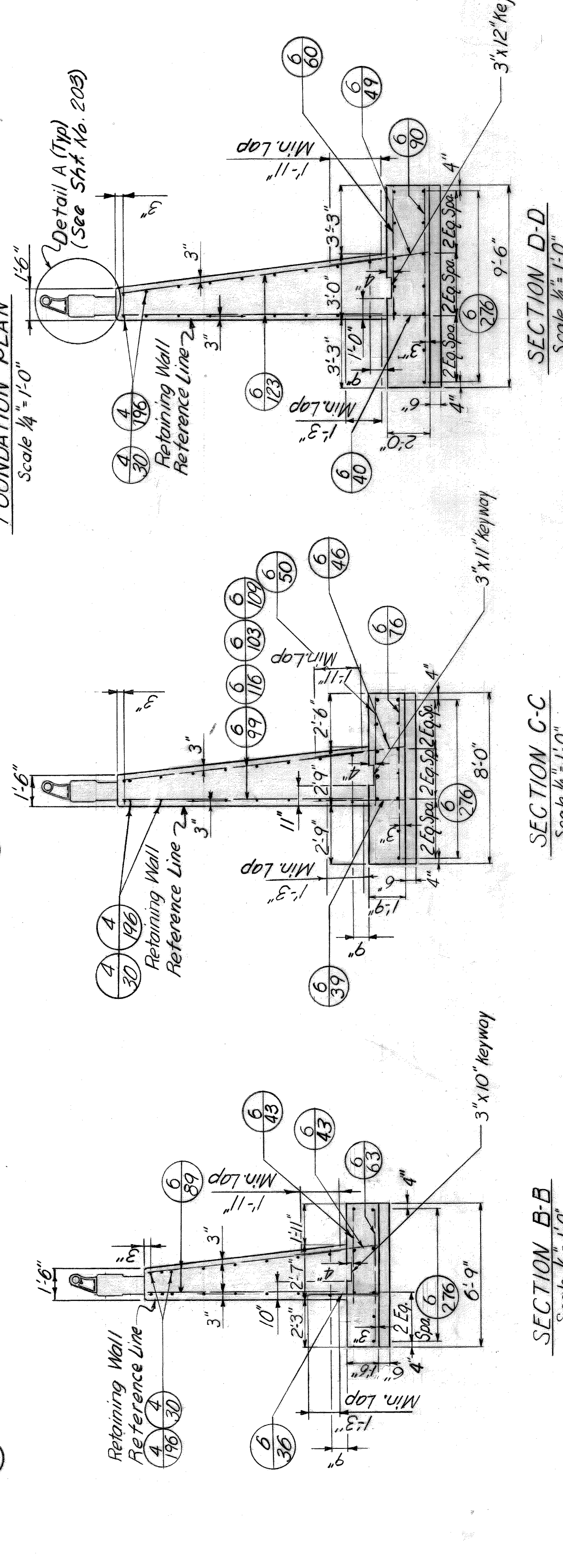
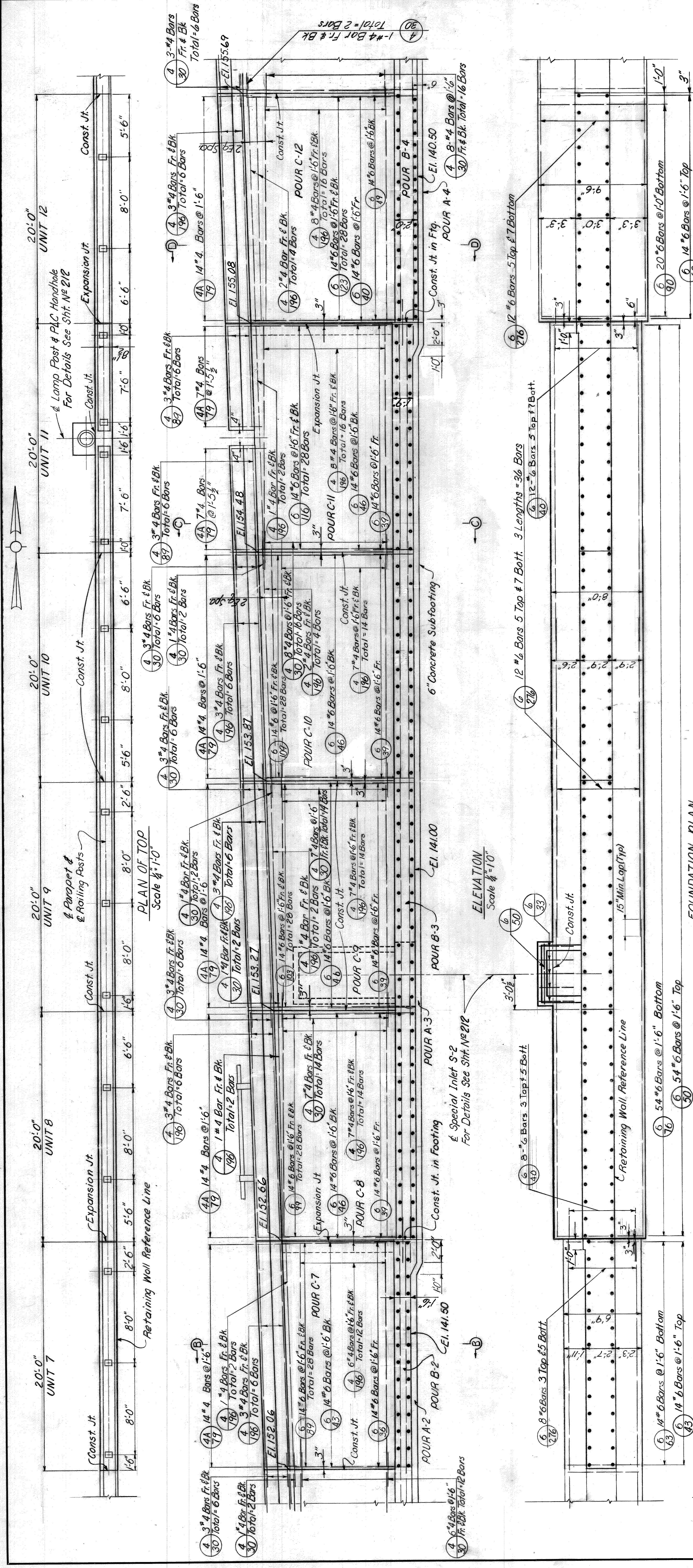
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| HAZELLET & ERDAL CONSULTING ENGINEERS    |        | STATE PROJECT |  | COUNTY JOB    |
| MOUNT ELLIOTT-MOUND RD. GRADE SEPARATION |        | 246           |  | 246           |
| GENERAL PLAN OF RETAINING WALLS          |        | ISSUE NO. 1   |  | SHEET NO. 202 |
| STA. 33+00 TO STA. 34+50                 |        | DATE 5-13-68  |  |               |
| STATE FILE                               | BRIDGE | ROAD          |  |               |
| WAYNE COUNTY ROAD COMMISSIONERS          |        |               |  |               |
| DETROIT, MICHIGAN                        |        |               |  |               |
| WILLIAM E. KREGER                        |        |               |  |               |
| PHILIP J. NEUDECK                        |        |               |  |               |
| MICHAEL BERRY                            |        |               |  |               |
| H 8 E FILE No. 603                       |        |               |  |               |

X0107



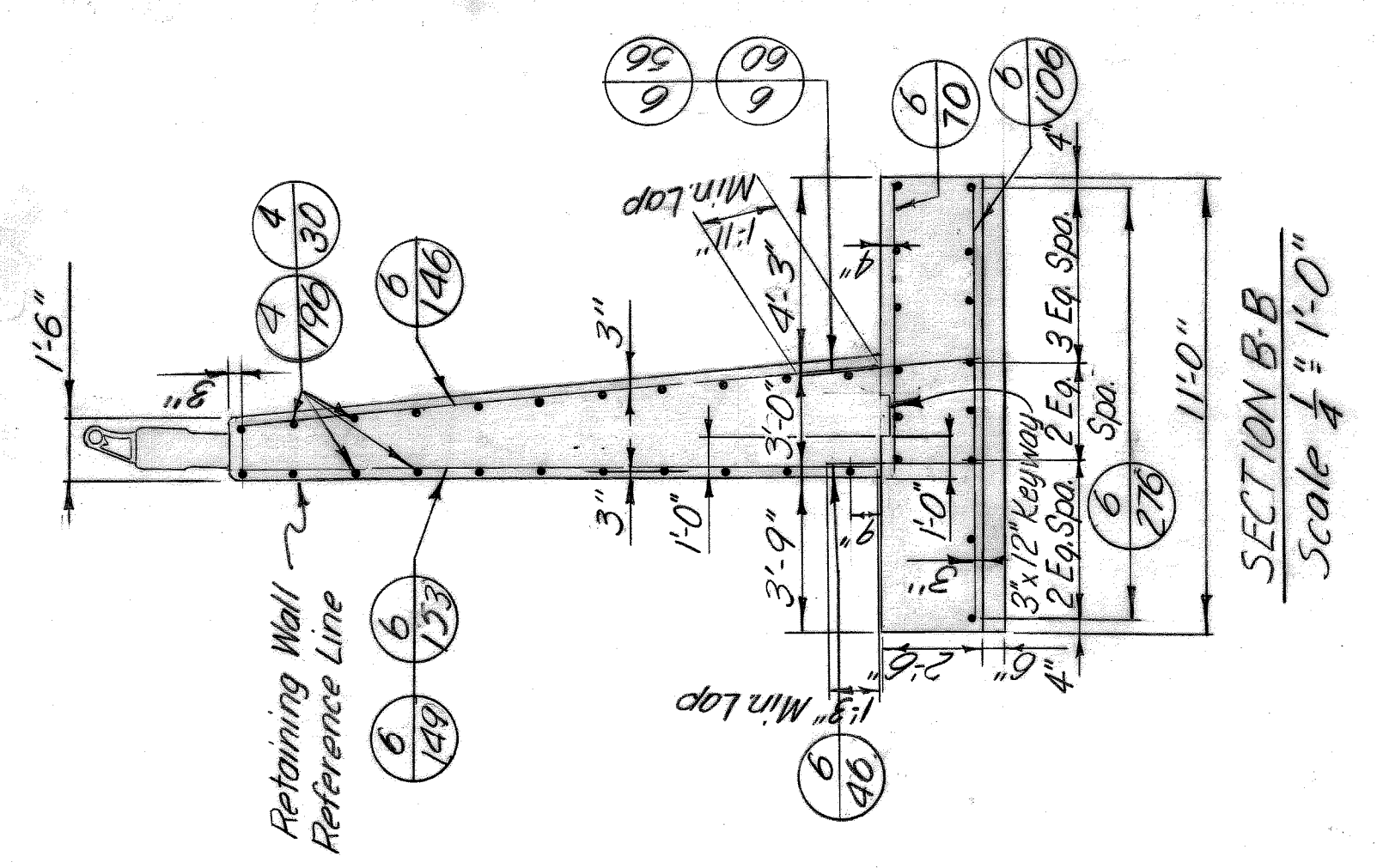
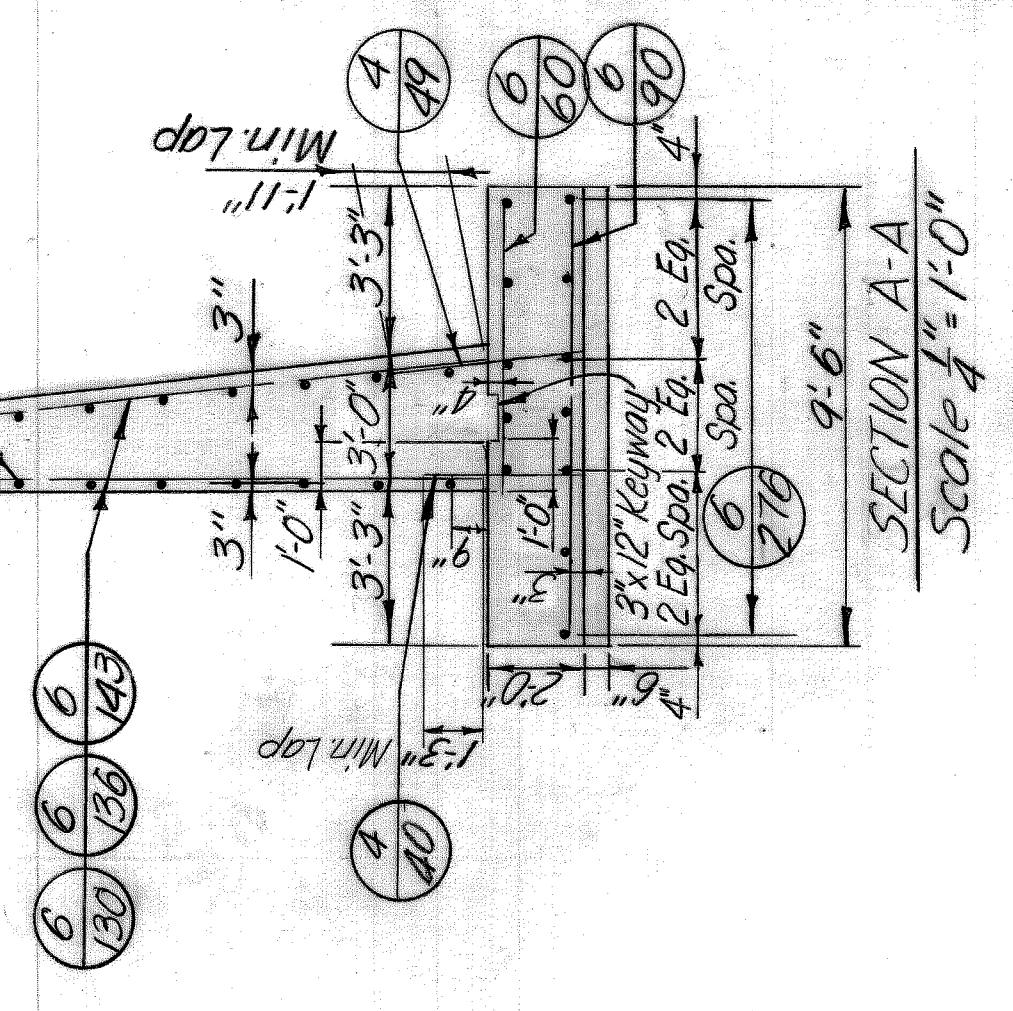
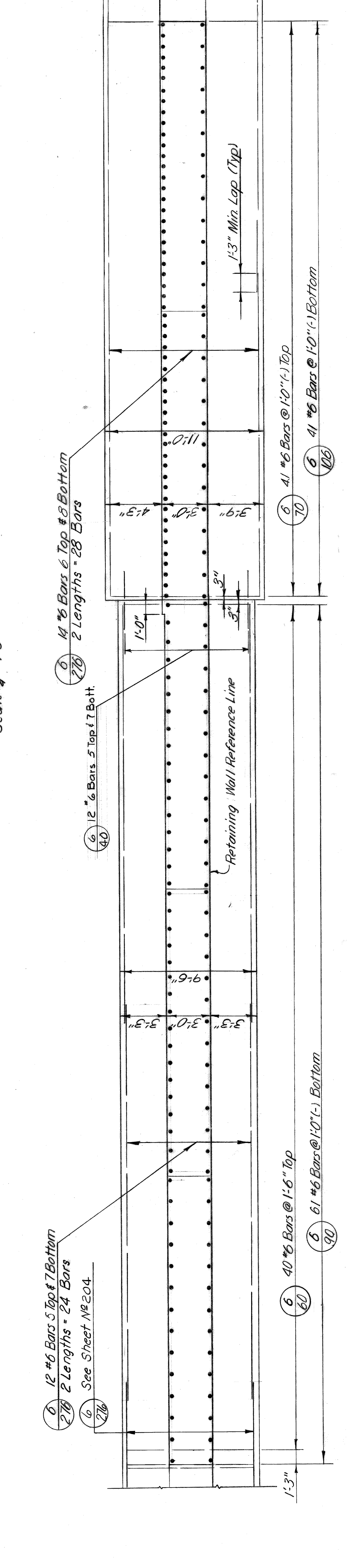
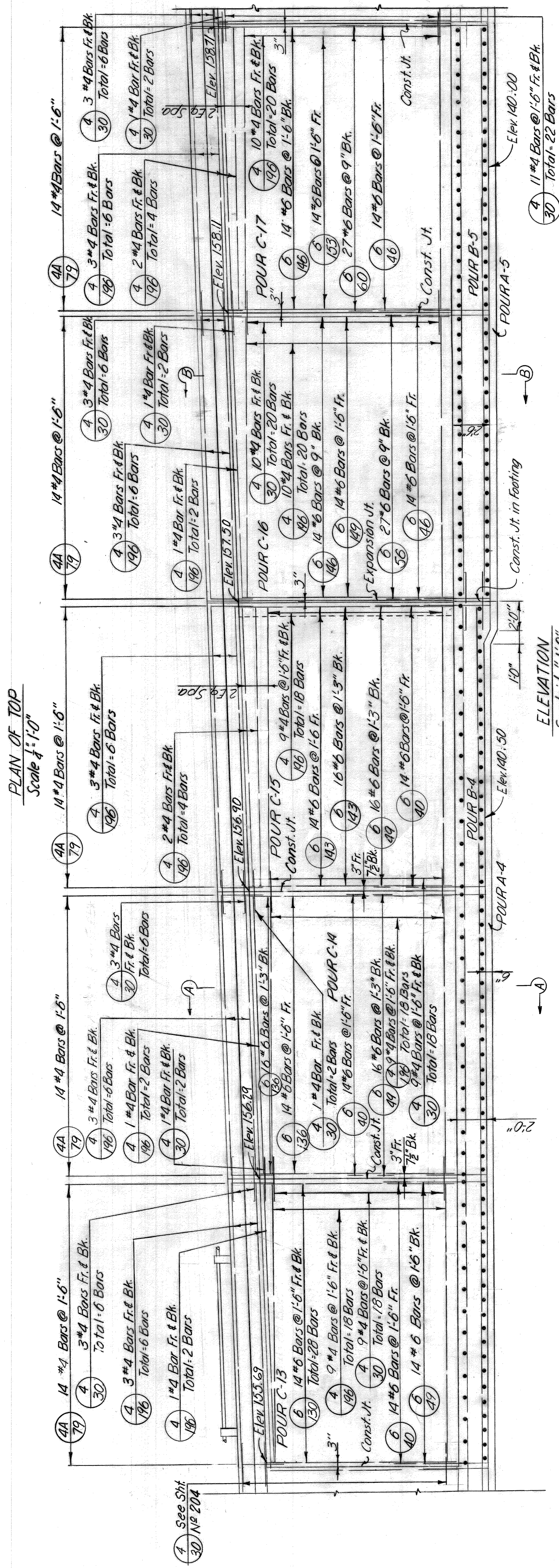
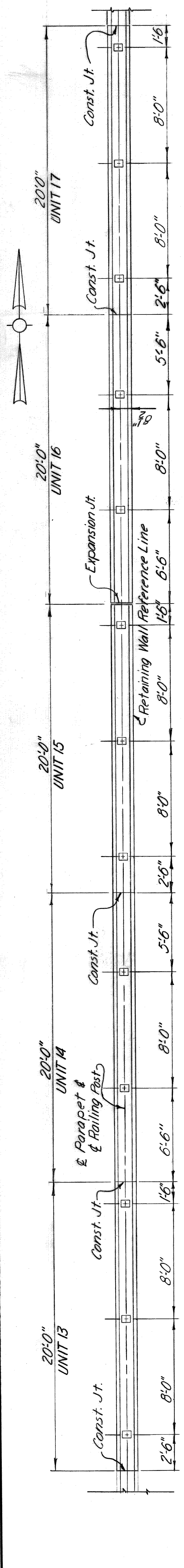
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| REVISIONS<br>APPROVED BY: <i>[Signature]</i><br>DATE: 8-3-67<br>CHECKED BY: <i>[Signature]</i><br>CORRECTED BY: <i>[Signature]</i><br>M. J. Neudeck<br>ENGINEER OF DESIGN, STRUCTURES AND CONCRETE | BOARD OF<br><b>WAYNE COUNTY ROAD COMMISSIONERS</b><br>DETROIT, MICHIGAN<br>PHILIP J. NEUDECK<br>WILLIAM E. KREGER | HAZELT & ERDAL CONSULTING ENGINEERS<br><b>MOUNT ELLIOTT-MOUND RD.</b><br><b>GRADE SEPARATION</b><br><b>RETAINING WALLS - S. APPROACH</b> | BRIDGE | COUNTY JOB<br><b>246</b> |
|  |   |  | ROAD   | SHEET NO.<br><b>203</b>  |
| STATE FILE   |   | DATE: 2-3-69   |        | H 8 E FILE No. 603       |

X0107



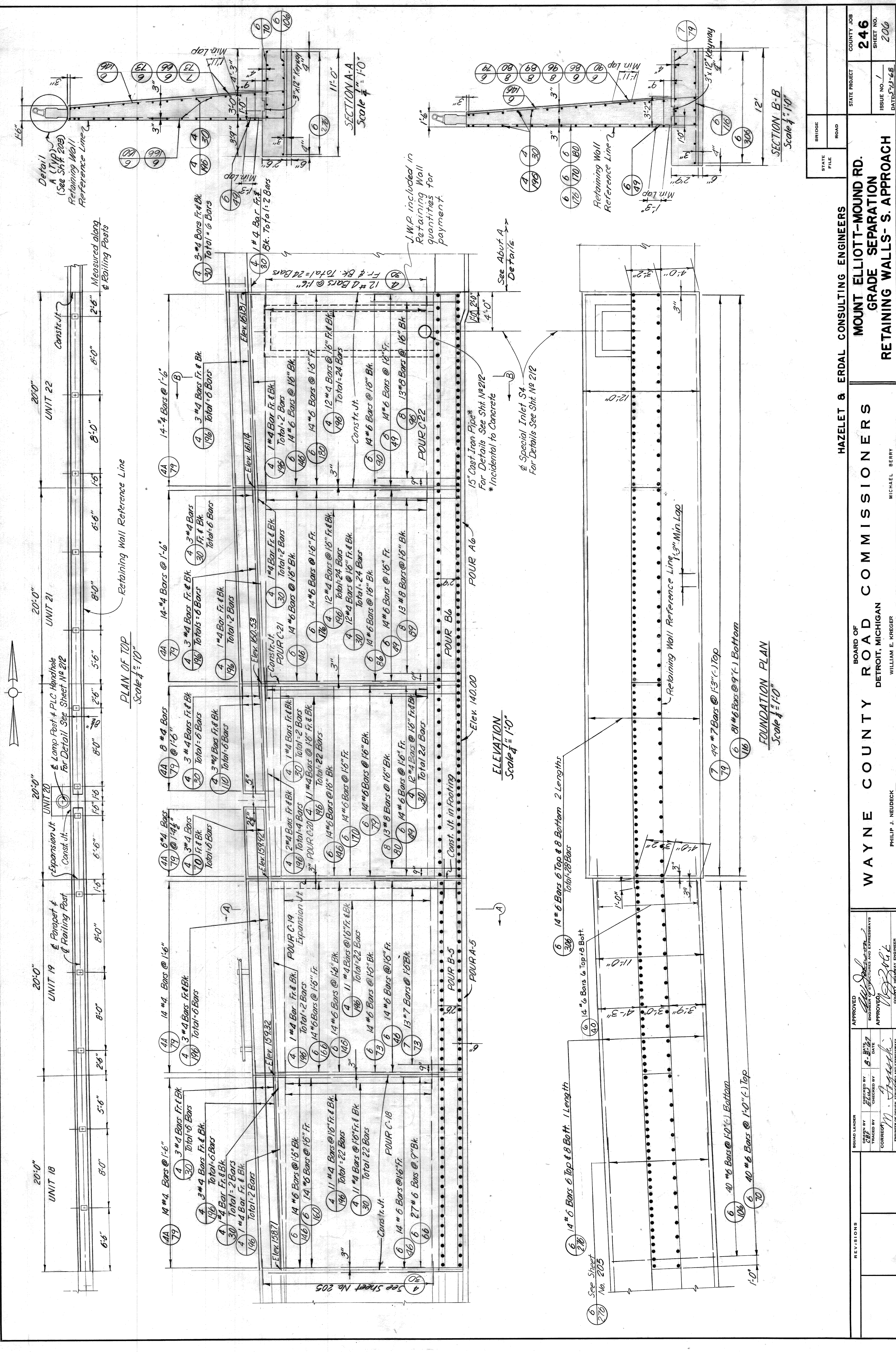
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| CORRECTED BY |  | DATE     |  | WAYNE COUNTY             |  | ROAD          |  | STATE FILE |  |
| CHECKED BY   |  | DATE     |  | ROAD COMMISSIONERS       |  | COUNTY JOB    |  | ROAD       |  |
| DRAWN BY     |  | DATE     |  | DETROIT, MICHIGAN        |  | 246           |  | 246        |  |
| DATE         |  | DATE     |  | WILLIAM E. KREGER        |  | SHEET NO.     |  | 204        |  |
| DATE         |  | DATE     |  | PHILIP J. NEUDECK        |  | ISSUE NO.     |  | 204        |  |
| DATE         |  | DATE     |  | MICHAEL BERRY            |  | DATE          |  | 5-13-88    |  |
| DATE         |  | DATE     |  | COMPANY HIGHWAY ENGINEER |  | DATE          |  | 5-13-88    |  |
| DATE         |  | DATE     |  | H & E FILE NO. 603       |  | DATE          |  | 5-13-88    |  |

HAZELET & ERDAL CONSULTING ENGINEERS  
 MOUNT ELLIOTT - MOUND RD.  
 GRADE SEPARATION  
 RETAINING WALLS - S. APPROACH



FOUNDATION PLAN  
Scale 1/4" = 1'-0"

|                |               |  |      |         |
|----------------|---------------|--|------|---------|
| REVISIONS      | APPROVED      | ENGINEER OF DESIGN, TRAFFIC AND HIGHWAYS | DATE | 8-29-07 |
|                | CHECKED BY    | W. J. NEUDECK                            | DATE | 8-29-07 |
| BOARD LEADER   | DESIGNED BY   | W. J. NEUDECK                            | DATE | 8-29-07 |
|                | TRACED BY     | W. J. NEUDECK                            | DATE | 8-29-07 |
| STATE FILE     | BRIDGE        | HAZELET & ERDAL CONSULTING ENGINEERS     |      |         |
|                | ROAD          | MOUNT ELLIOTT - MOUND RD.                |      |         |
| COUNTY JOB     | STATE PROJECT | WAYNE COUNTY ROAD COMMISSIONERS          |      |         |
|                | ROAD          | DETROIT, MICHIGAN                        |      |         |
| SHEET NO.      | ISSUE NO.     | RETAINING WALLS - S. APPROACH            |      |         |
|                | DATE          | 5-13-08                                  |      |         |
| COUNTY JOB     |               | 246                                      |      |         |
| SHEET NO.      |               | 205                                      |      |         |
| H 8 E FILE NO. |               | 603                                      |      |         |



|            |               |            |
|------------|---------------|------------|
| BRIDGE     | STATE PROJECT | COUNTY JOB |
| ROAD       |               | 246        |
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|            | DATE          | 7-23-68    |

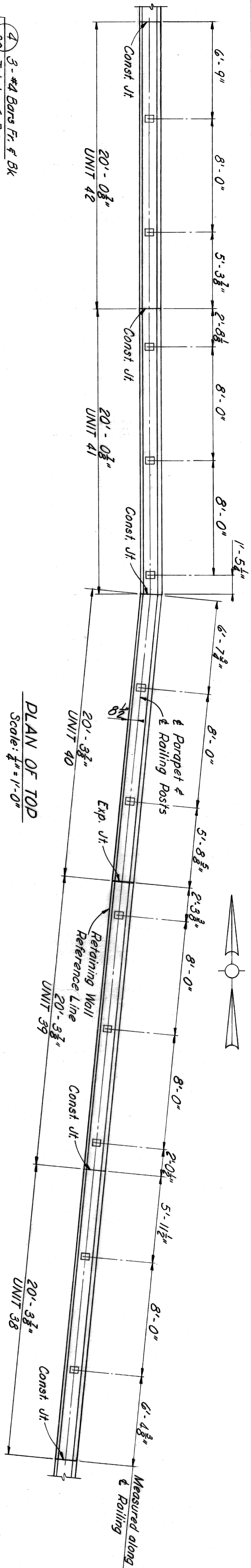
HAZELET & ERDAL CONSULTING ENGINEERS  
 MOUNT ELLIOTT-MOUND RD.  
 GRADE SEPARATION  
 RETAINING WALLS-S. APPROACH

WAYNE COUNTY ROAD COMMISSIONERS  
 DETROIT, MICHIGAN  
 WILLIAM E. KRESER

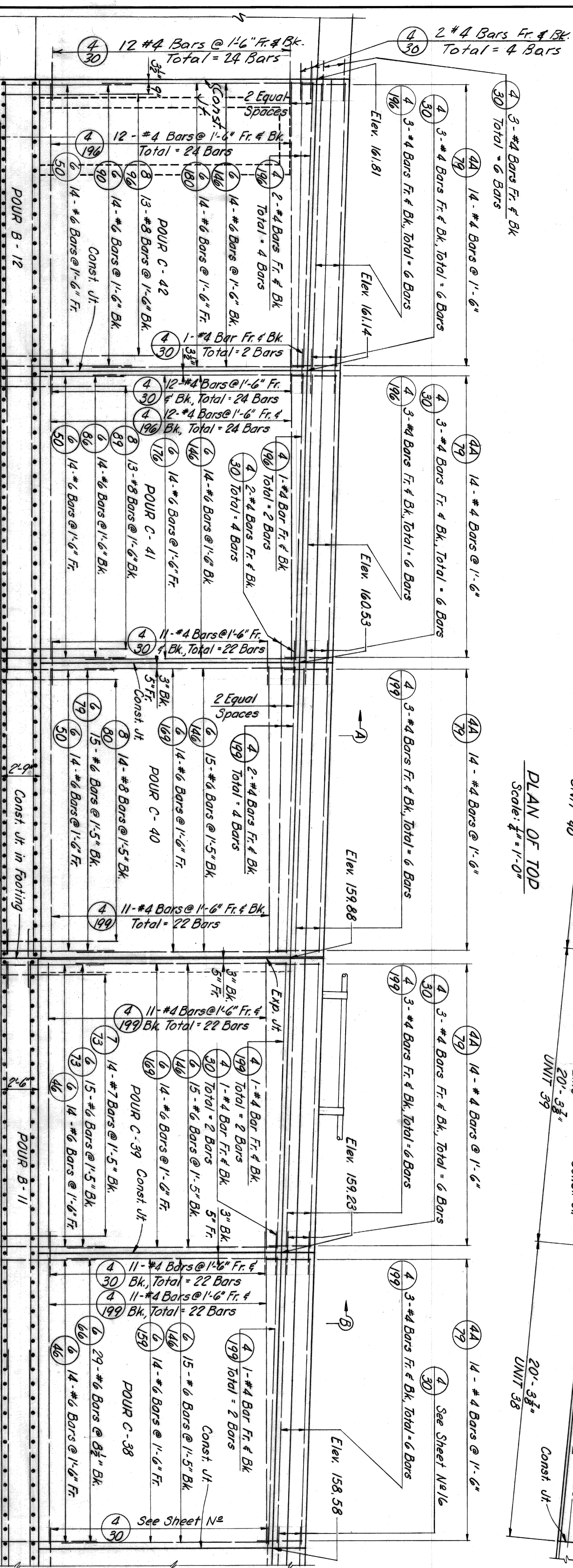
BOARD OF  
 PHILIP J. NEUDECK

| REVISIONS | APPROVED                  | ENGINEER                             |
|-----------|---------------------------|--------------------------------------|
|           | <i>[Signature]</i>        | PHILIP J. NEUDECK                    |
|           | DESIGNED BY<br>6-21-67    | ENGINEER OF STRUCTURES AND SURVEYING |
|           | CHECKED BY<br>M. J. J. J. | APPROVED                             |
|           | DATE                      | DATE                                 |
|           |                           | DATE                                 |

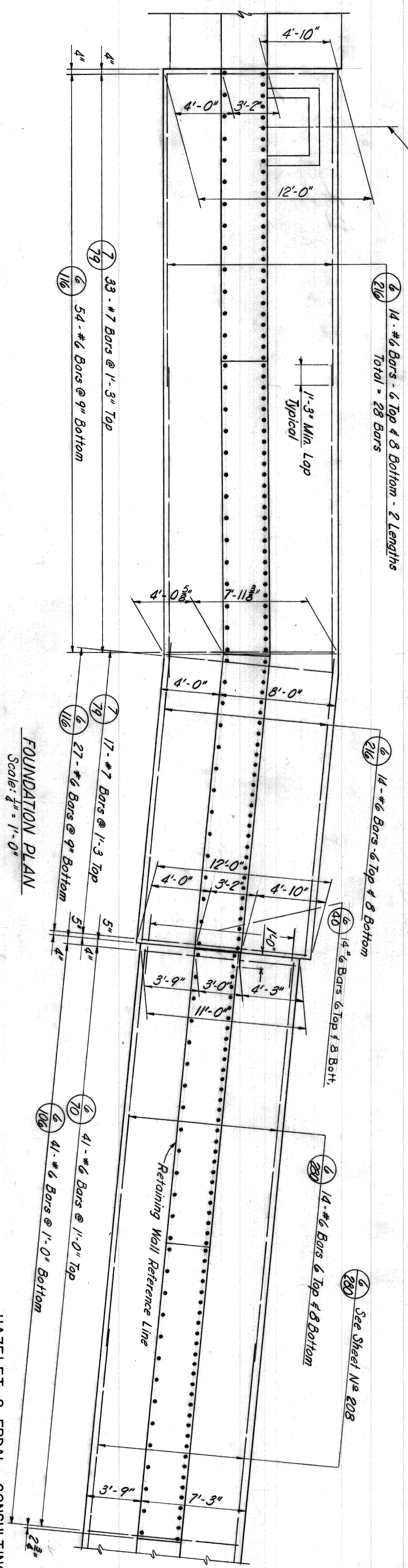
H 8 E FILE NO. 603  
XO107



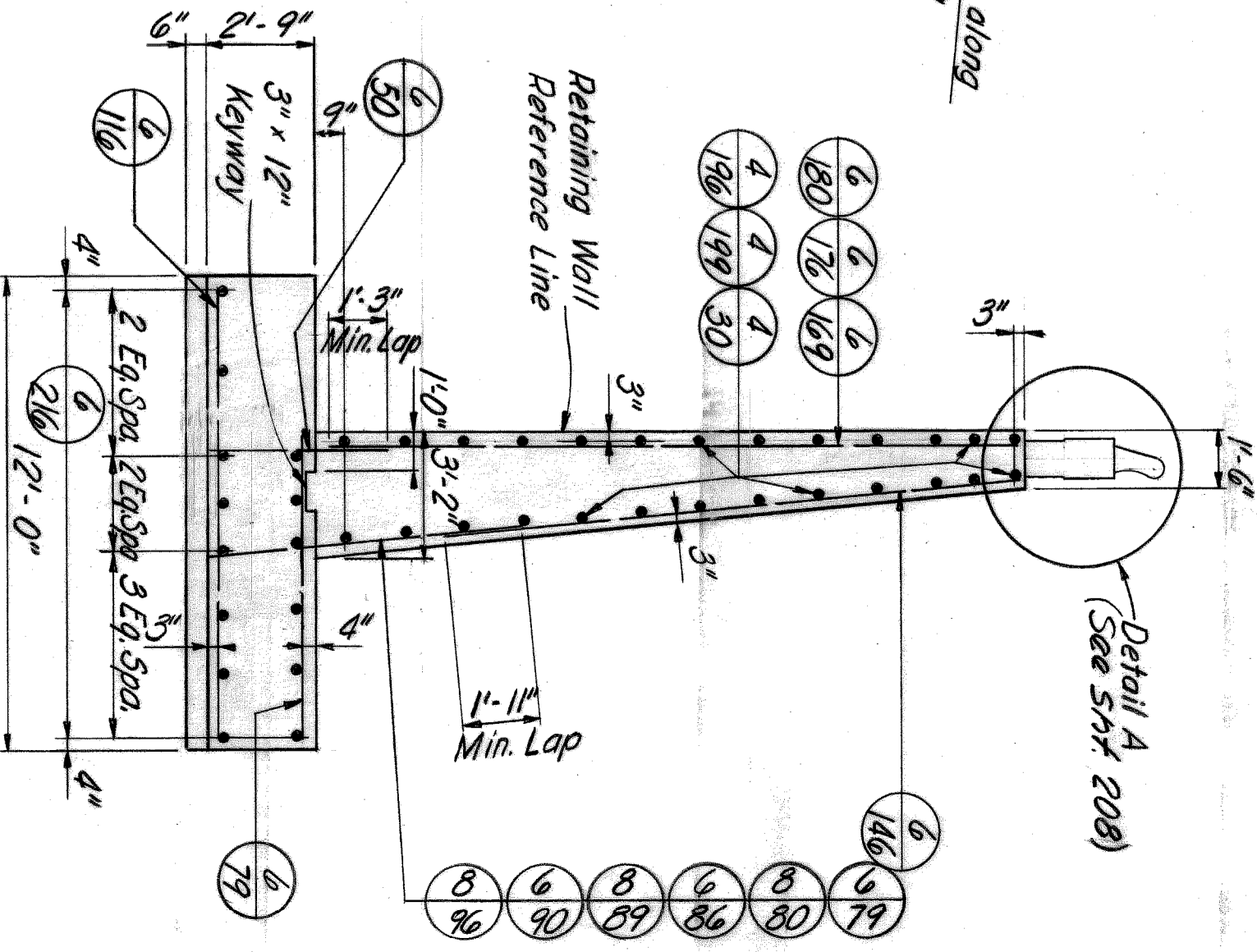
PLAN OF TOP  
Scale: 1/4" = 1'-0"



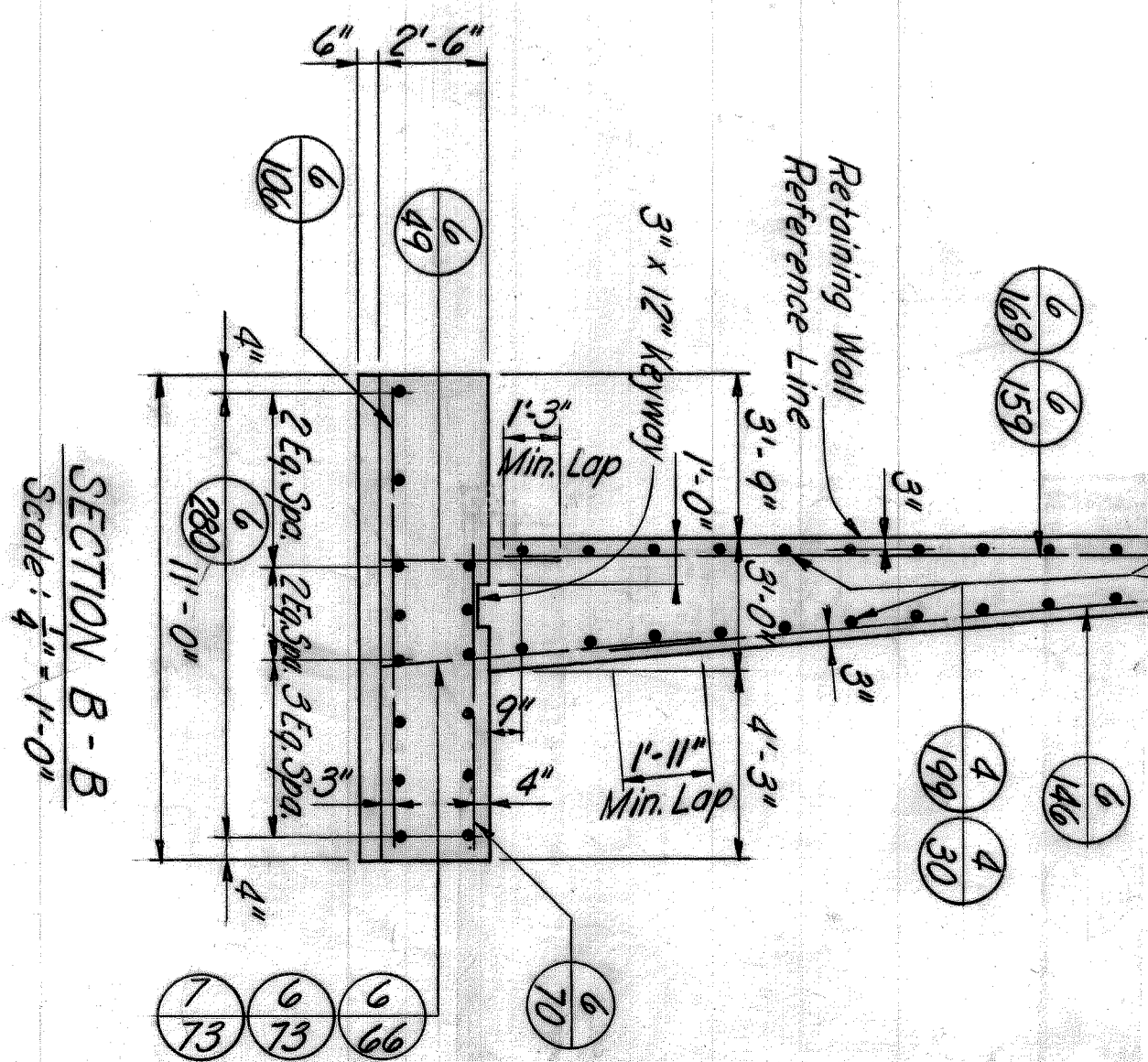
ELEVATION  
Scale: 1/4" = 1'-0"



FOUNDATION PLAN  
Scale: 1/4" = 1'-0"



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



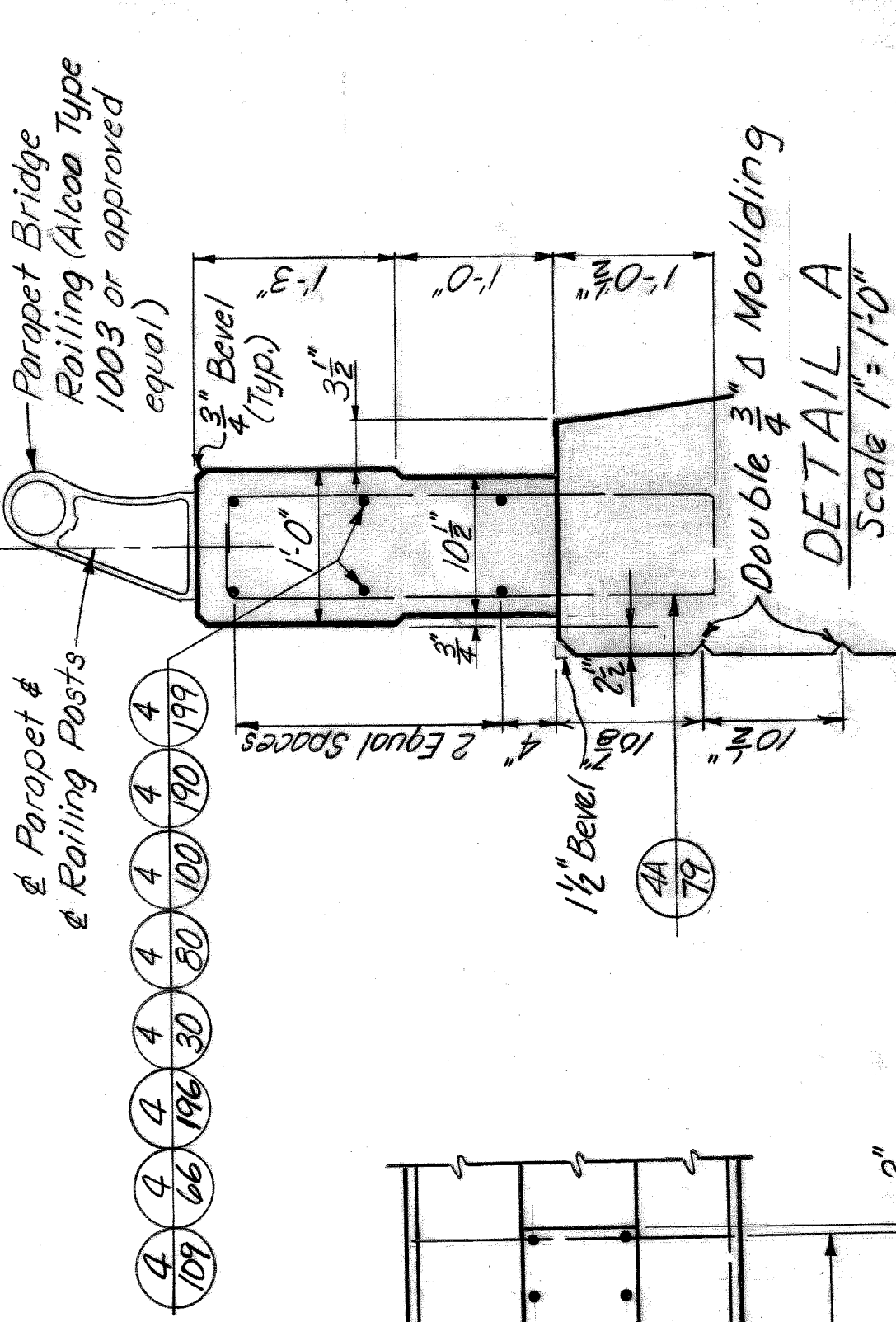
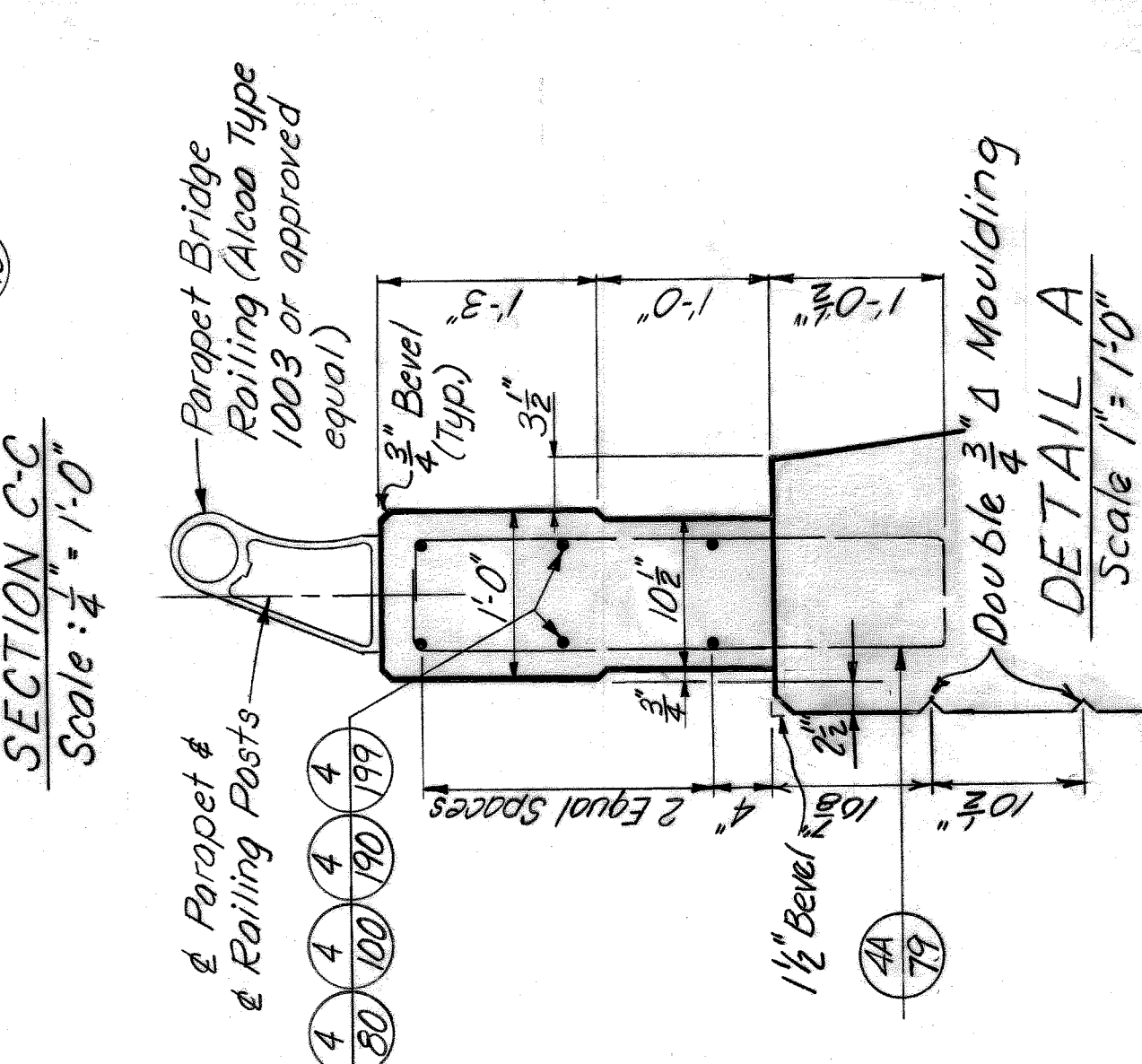
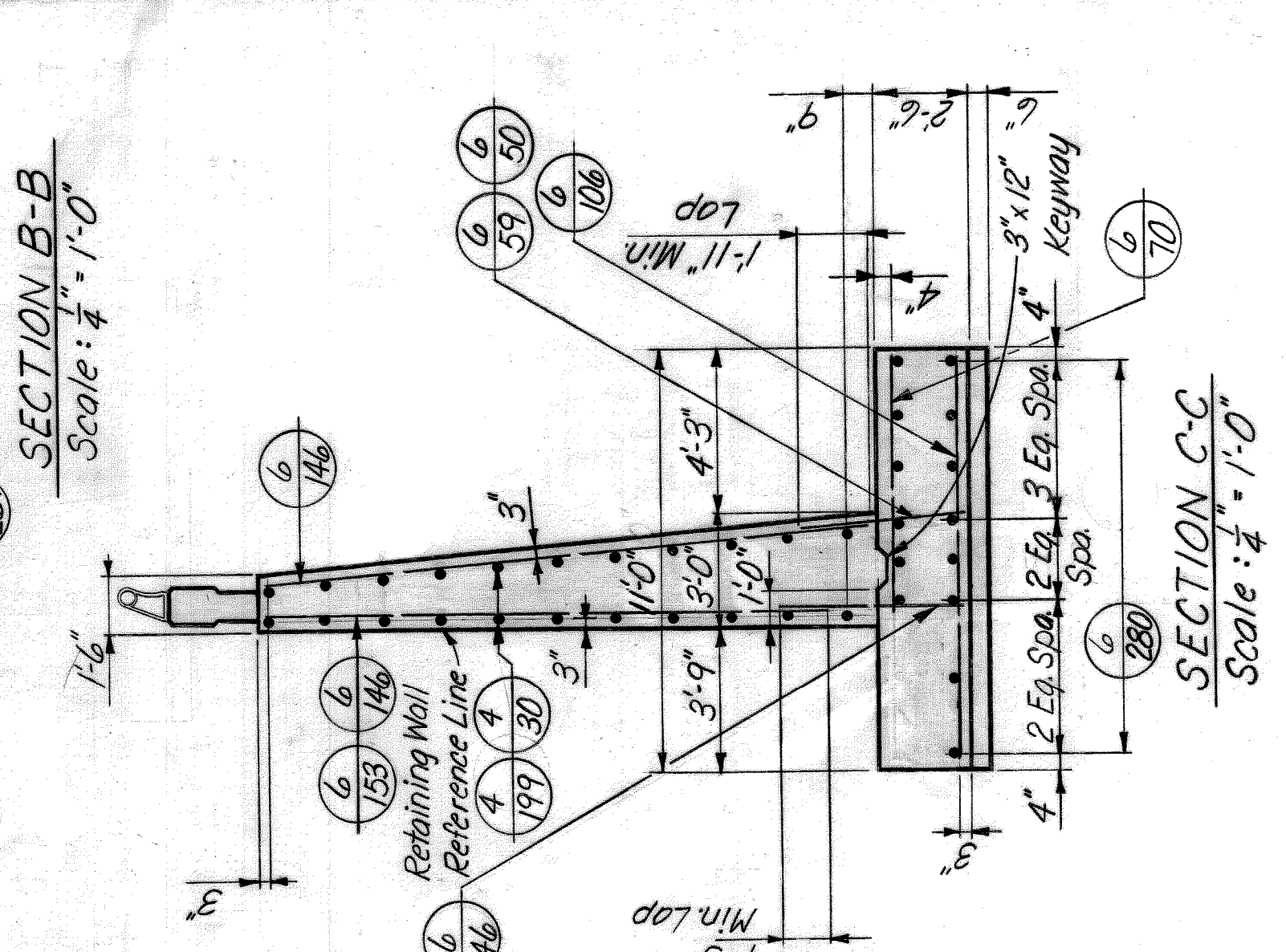
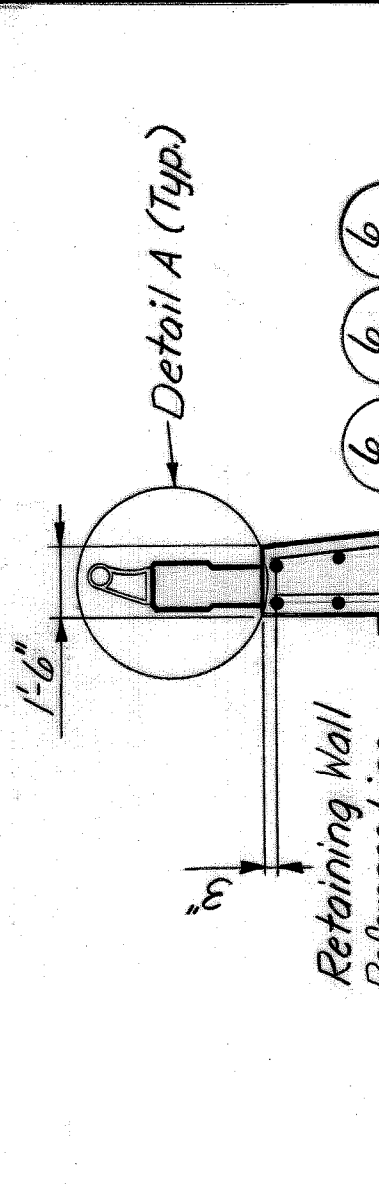
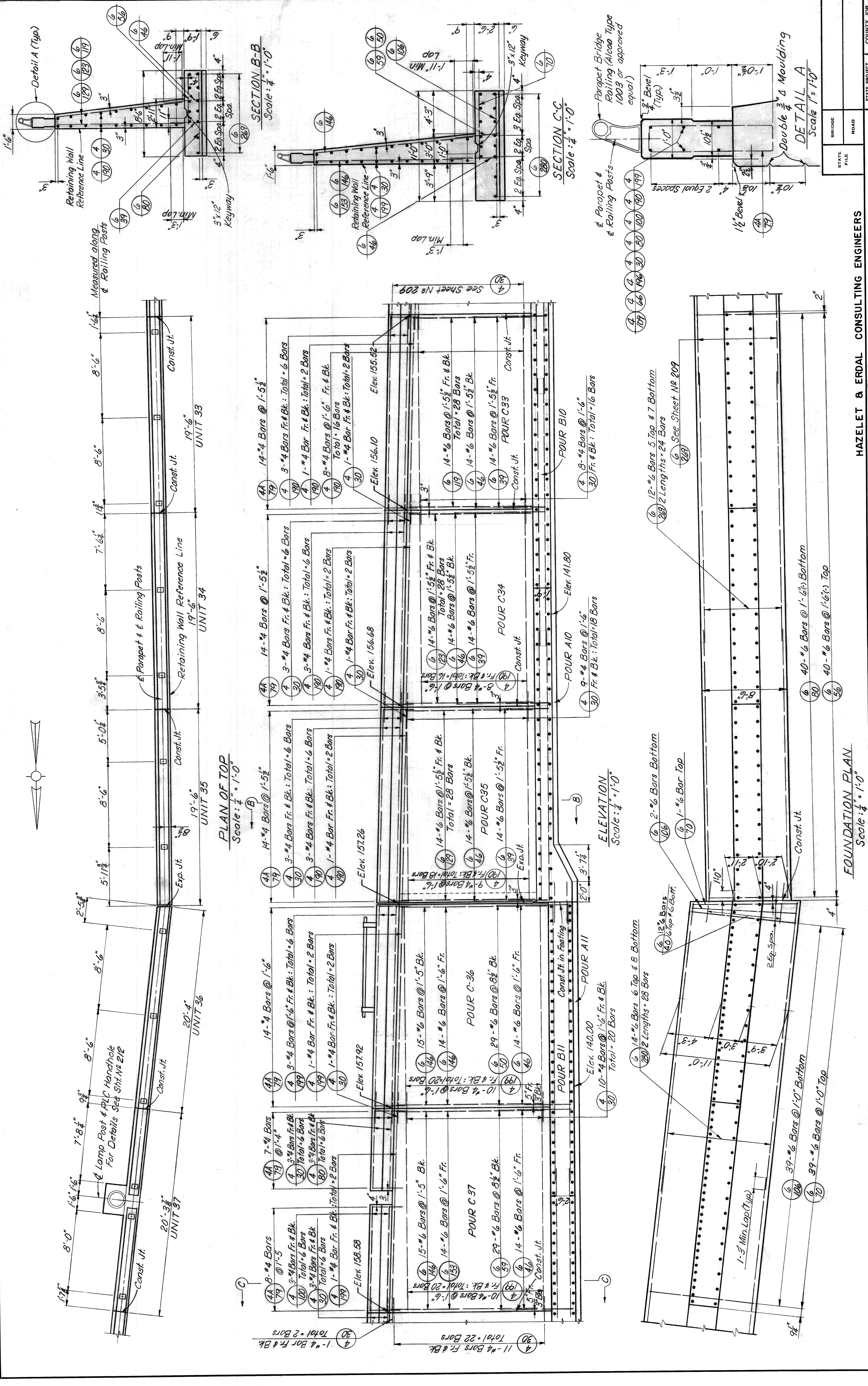
SECTION B-B  
Scale: 1/2" = 1'-0"

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|---|------|--------------------------|--------|--------|--|--|--|--|--|--|--|
| NO.   | DATE | BY                       | REASON |        |  |  |  |  |  |  |  |
|   |      |                          |        |        |  |  |  |  |  |  |  |
| <p><b>MOUNT ELLIOTT-MOUND RD</b><br/><b>GRADE SEPARATION</b><br/><b>RETAINING WALLS-S. APPROACH</b></p>   |      |                          |        |        |  |  |  |  |  |  |  |
| STATE FILE  |      | BRIDGE                   |        |        |  |  |  |  |  |  |  |
| ROAD  |      | STATE PROJECT            |        |        |  |  |  |  |  |  |  |
|   |      | COUNTY JOB<br><b>246</b> |        |        |  |  |  |  |  |  |  |
| ISSUE NO.   |      | SHEET NO.<br><b>207</b>  |        |        |  |  |  |  |  |  |  |
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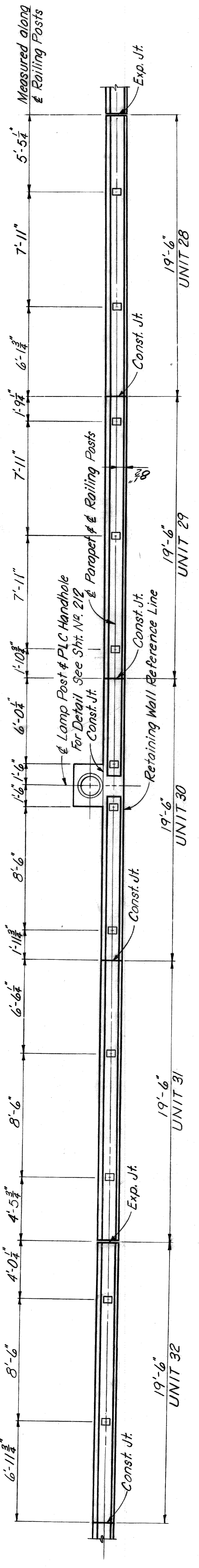
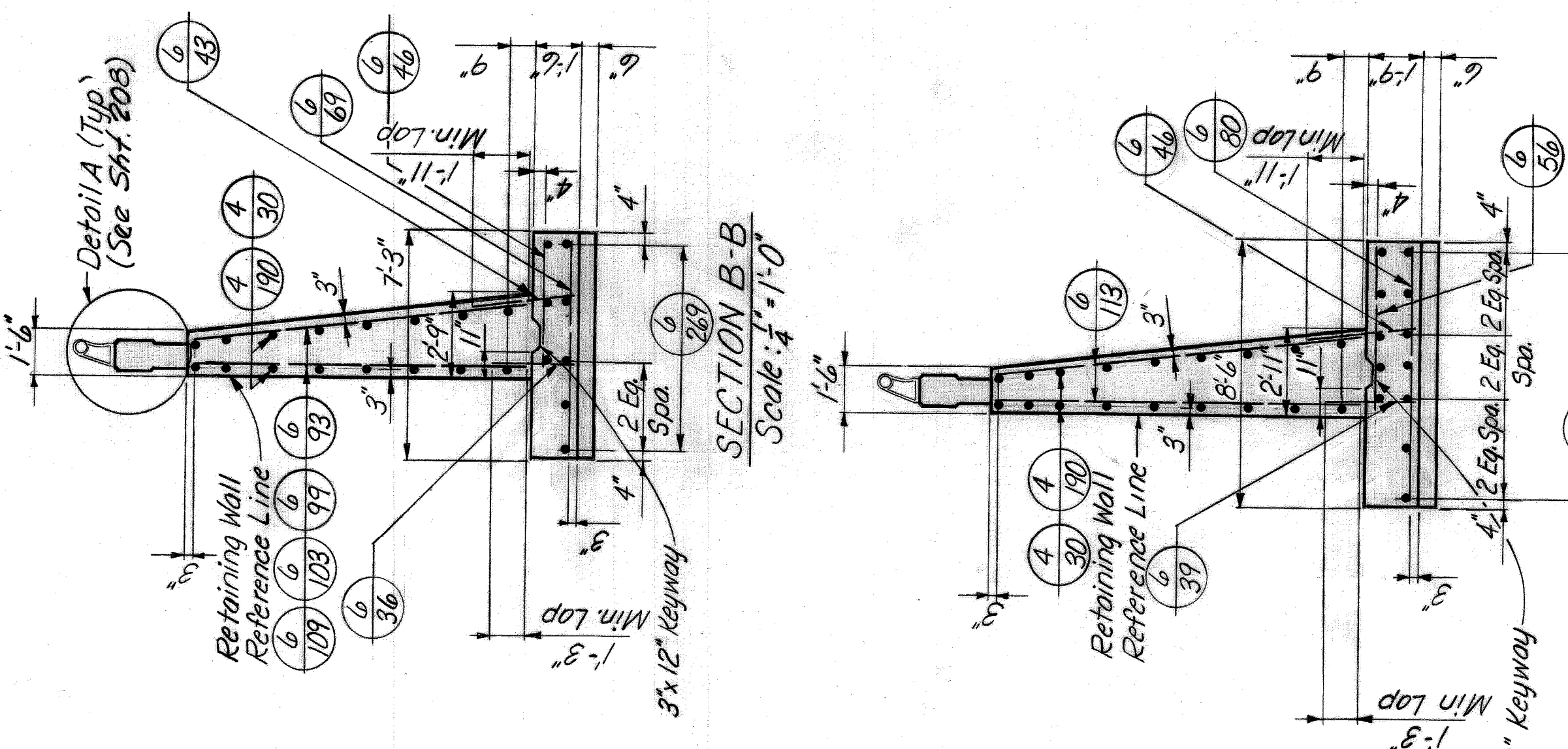
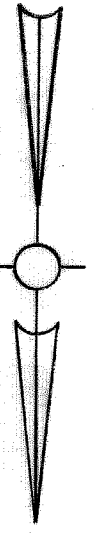
10107

H & E FILE NO. 603

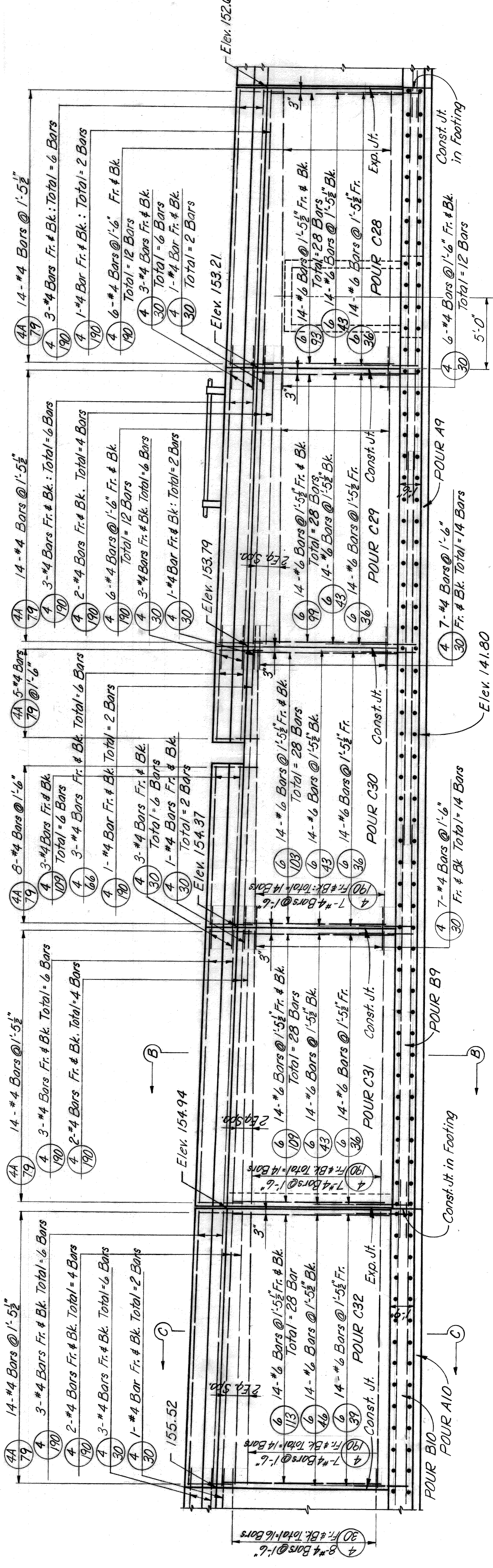




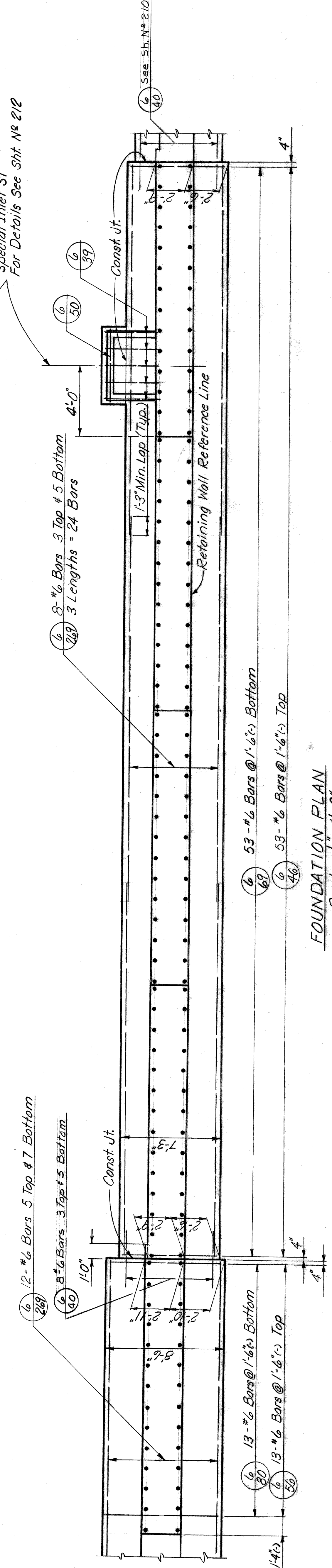
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| <b>WAYNE COUNTY ROAD COMMISSIONERS</b><br>DETROIT, MICHIGAN<br>WILLIAM E. KRUEGER<br>PHILIP J. NEUDECK |  | <b>HAZELET &amp; ERDAL CONSULTING ENGINEERS</b><br>MOUNT ELLIOTT-MOUND RD.<br>GRADE SEPARATION<br>RETAINING WALLS-S. APPROACH |  | STATE PROJECT<br>COUNTY JOB<br><b>246</b> |
| APPROVED<br>[Signature]<br>ENGINEER OF STRUCTURES AND EXPANSIONS                                       |  | APPROVED<br>[Signature]<br>COUNTY HIGHWAY ENGINEER  |  | ISSUE NO. 1<br>SHEET NO.<br><b>208</b>    |
| DIVISION BY<br>DRAWN BY<br>CHECKED BY<br>CORRECTED BY<br>[Signatures]                                  |  | STATE FILE<br>ROAD<br>BRIDGE  |  | DATE 5-23-65                              |
| REVISIONS  |  | H & E FILE NO. 603<br>X0107   |  |   |



PLAN OF TOP  
Scale: 1/4" = 1'-0"



ELEVATION  
Scale: 1/4" = 1'-0"



FOUNDATION PLAN  
Scale: 1/4" = 1'-0"

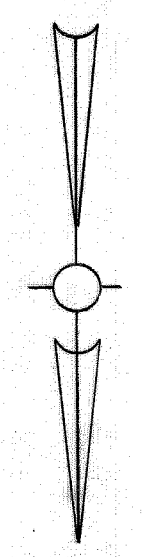
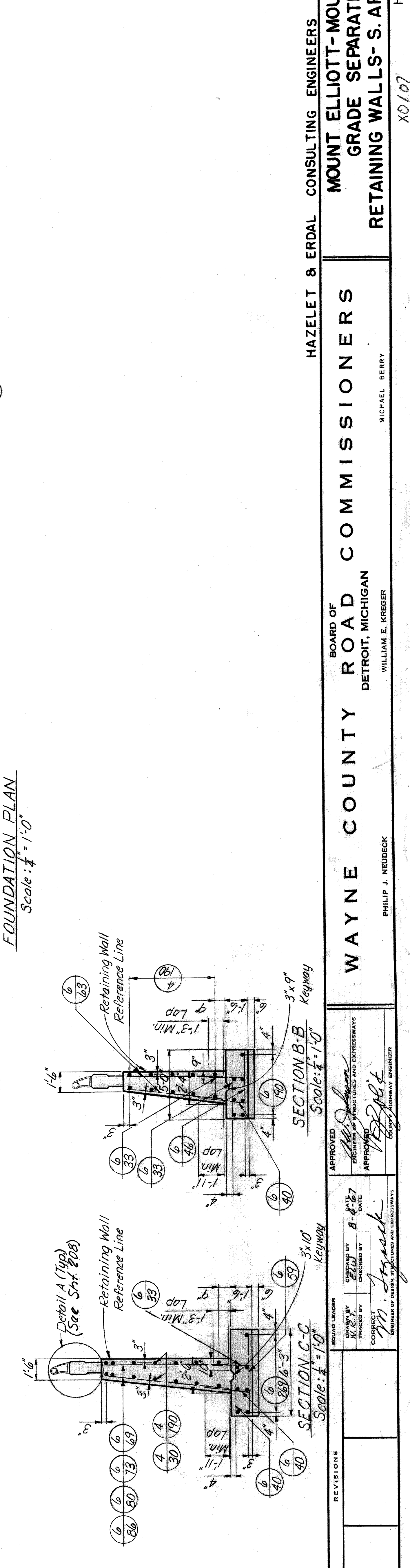
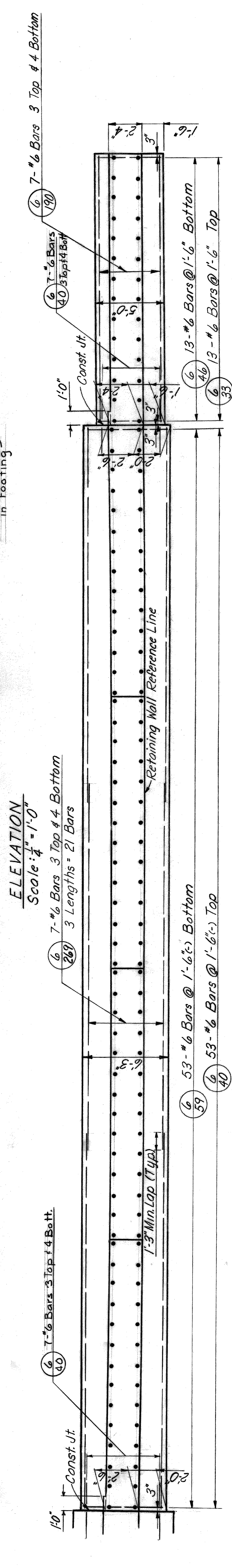
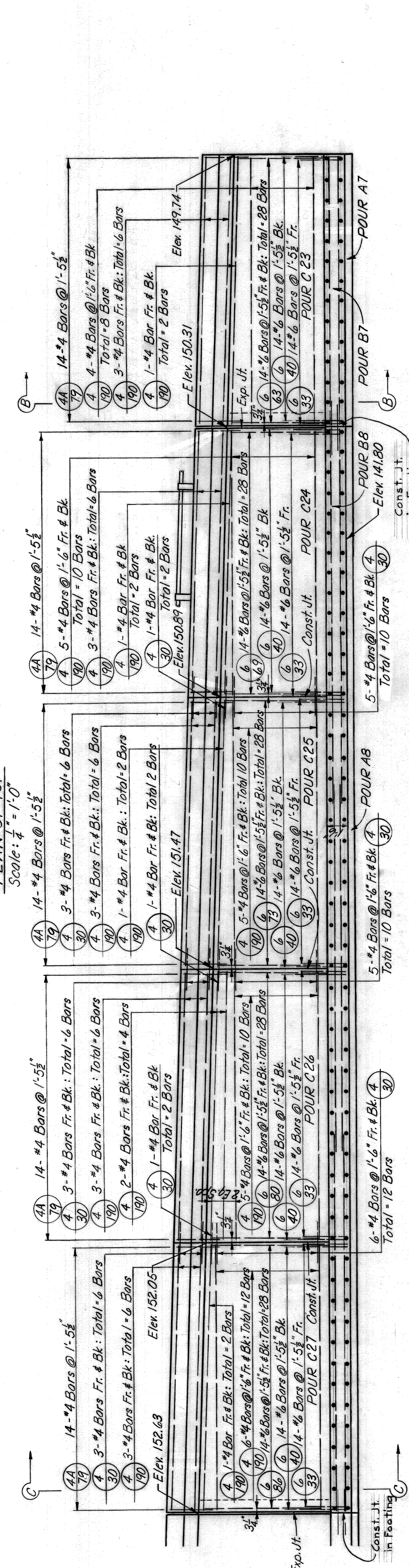
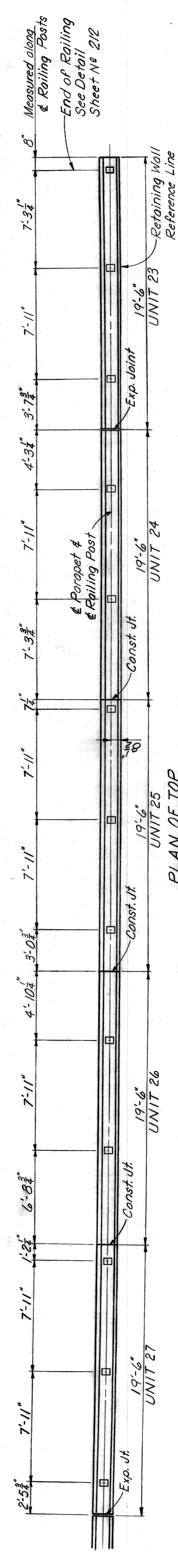
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| HAZELET & ERDAL CONSULTING ENGINEERS                                 |         | STATE PROJECT      | COUNTY JOB |
| STATE FILE   | ROAD    | 246                | 209        |
| WAYNE COUNTY ROAD COMMISSIONERS                                      |         | ISSUE NO.          | DATE       |
| MOUNT ELLIOTT-MOUND RD. GRADE SEPARATION RETAINING WALLS-S. APPROACH |         | 1                  | 5-13-68    |
| BOARD OF ROAD COMMISSIONERS  |         | H & E FILE No. 603 |            |
| DETROIT, MICHIGAN  |         | X0107              |            |
| WILLIAM E. KREGER  |         | MICHAEL BERRY      |            |
| PHILIP J. NEUDECK  |         | COUNTY ENGINEER    |            |
| APPROVED   | DATE    | CHECKED BY         | DATE       |
| <i>[Signature]</i>   | 8-28-67 | <i>[Signature]</i> | 8-28-67    |
| REVISIONS  | BY      | DATE               |            |
|  |         |                    |            |

HAZELET & ERDAL CONSULTING ENGINEERS  
 MOUNT ELLIOTT-MOUND RD.  
 GRADE SEPARATION  
 RETAINING WALLS-S. APPROACH

BOARD OF  
 WAYNE COUNTY ROAD COMMISSIONERS  
 DETROIT, MICHIGAN  
 WILLIAM E. KREGER  
 PHILIP J. NEUDECK

APPROVED  
 ENGINEER OF STRUCTURES AND EXPRESSWAYS  
 DATE 8/8/87  
 CHECKED BY  
 DATE  
 COUNTY ROADWAY ENGINEER

H & E FILE NO. 603  
 X0107



Measured along  
 & Railing Posts  
 End of Railing  
 See Detail  
 Sheet No 212

Const. Jt.  
 In Footing

Const. Jt.  
 in Footing

Const. Jt.

Const. Jt.

Retaining Wall  
 Reference Line

Retaining Wall  
 Reference Line

Retaining Wall  
 Reference Line

Retaining Wall  
 Reference Line

Detail A (Typ)  
 (See Sht. 206)

Detail A (Typ)  
 (See Sht. 206)

Retaining Wall  
 Reference Line

Retaining Wall  
 Reference Line

Retaining Wall  
 Reference Line

Retaining Wall  
 Reference Line

| CONCRETE |            |          | WEST WALL |            |          |
|----------|------------|----------|-----------|------------|----------|
| Pour     | Location   | Cu. Yds. | Pour      | Location   | Cu. Yds. |
| A-1      | Subfooting | -        | A-7       | Subfooting | 1.8      |
| A-2      |            | 9.8      | A-8       |            | 9.0      |
| A-3      |            | 11.9     | A-9       |            | 10.7     |
| A-4      |            | 14.1     | A-10      |            | 12.3     |
| A-5      |            | 16.5     | A-11      |            | 16.5     |
| A-6      | Subfooting | 18.3     | A-12      | Subfooting | 13.5     |
| B-1      | Footings   | -        | B-7       | Footings   | 5.4      |
| B-2      |            | 27.6     | B-8       |            | 27.1     |
| B-3      |            | 42.4     | B-9       |            | 32.0     |
| B-4      |            | 56.7     | B-10      |            | 45.1     |
| B-5      |            | 81.4     | B-11      |            | 82.5     |
| B-6      | Footings   | 73.2     | B-12      | Footings   | 74.2     |
| C-1      | Stem       | -        | C-23      | Stem       | 9.3      |
| C-2      |            | -        | C-24      |            | 10.5     |
| C-3      |            | -        | C-25      |            | 11.4     |
| C-4      |            | 11.7     | C-26      |            | 12.2     |
| C-5      |            | 12.3     | C-27      |            | 13.1     |
| C-6      |            | 13.2     | C-28      |            | 16.9     |
| C-7      |            | 14.2     | C-29      |            | 15.6     |
| C-8      |            | 16.1     | C-30      |            | 16.8     |
| C-9      |            | 19.4     | C-31      |            | 17.4     |
| C-10     |            | 18.0     | C-32      |            | 18.6     |
| C-11     |            | 19.2     | C-33      |            | 19.5     |
| C-12     |            | 21.5     | C-34      |            | 20.5     |
| C-13     |            | 22.5     | C-35      |            | 21.4     |
| C-14     |            | 23.5     | C-36      |            | 25.6     |
| C-15     |            | 24.5     | C-37      |            | 27.0     |
| C-16     |            | 25.6     | C-38      |            | 27.8     |
| C-17     |            | 26.6     | C-39      |            | 28.9     |
| C-18     |            | 27.5     | C-40      |            | 30.6     |
| C-19     |            | 28.5     | C-41      |            | 31.4     |
| C-20     |            | 30.5     | C-42      |            | 38.5     |
| C-21     |            | 31.2     |           |            |          |
| C-22     | Stem       | 38.2     |           |            |          |

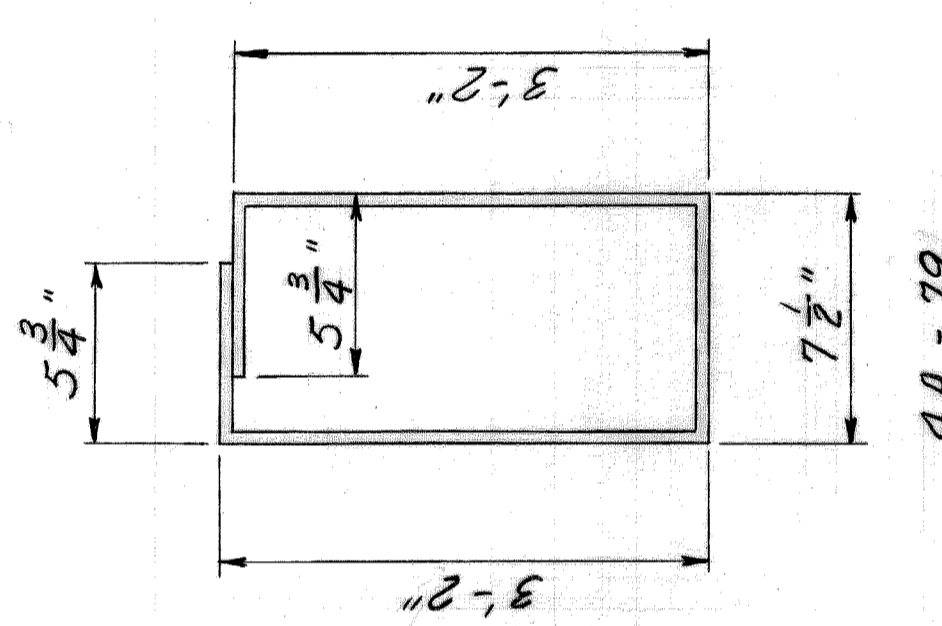
### QUANTITIES

|  |       |          |
|--|-------|----------|
| 1/2" Joint Filler                                      | 3     | Sq. Ft.  |
| Grade A (10B Gravel or 10B Slag) Concrete Substructure | 1516  | Cu. Yds. |
| Steel Reinforcement                                    | 77442 | Lbs.     |
| Rubbed Surface Finish                                  | 9440  | Sq. Ft.  |
| Bridge Railing - Parapet Type                          | 795   | Lin. Ft. |
| Dampproofing   | 10025 | Sq. Ft.  |
| 1" Joint Filler  | 944   | Sq. Ft.  |
| Joint Waterproofing                                    | 860   | Sq. Ft.  |
| 8" Perforated Pipe Underdrain                          | 775   | Lin. Ft. |
| Heating & Housing Substructure Concrete                | 7387  | Cu. Yds. |
| 3" Fiber Ducts   | 1550  | Lin. Ft. |
| Handhole Frames and Covers                             | 5     | Each     |
| Anchoring Assemblies For Lamp Posts - Type B           | 5     | Each     |

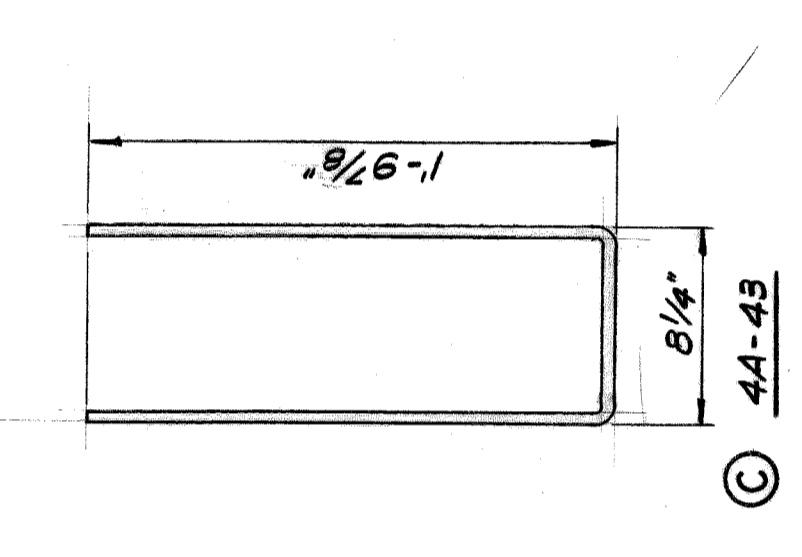
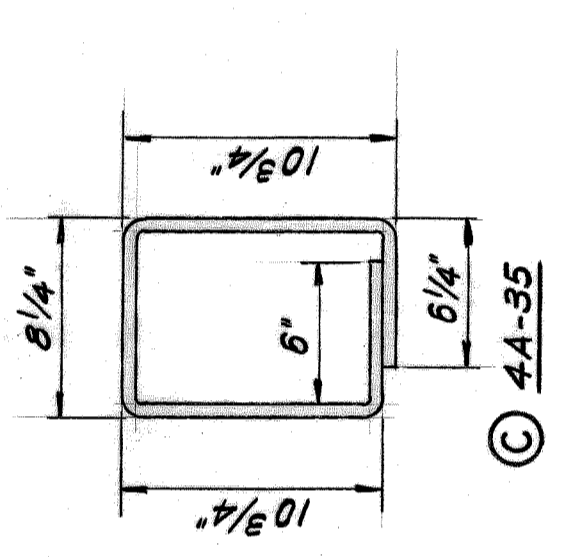
### BILL OF REINFORCING BARS

| Mark  | Size | Length | Number    |           | Remarks  | Mark  | Size | Length | Number    |           | Remarks  |
|-------|------|--------|-----------|-----------|----------|-------|------|--------|-----------|-----------|----------|
|       |      |        | East Wall | West Wall |          |       |      |        | East Wall | West Wall |          |
| 4A-79 | 4    | 7'-9"  | 266       | 280       | Bent     | 6-90  | 6    | 9'-0"  | 95        | 14        | Straight |
| 4-30  | 4    | 3'-0"  | 384       | 380       | Straight | 6-93  | 6    | 9'-3"  | 28        | 28        |          |
| 4-96  | 4    | 4'-6"  | 6         | 6         |          | 6-99  | 6    | 9'-9"  | 28        | 28        |          |
| 4-66  | 4    | 6'-6"  | 6         | 6         |          | 6-103 | 6    | 10'-3" | 28        | 28        |          |
| 4-70  | 4    | 7'-0"  | 6         | 6         |          | 6-106 | 6    | 10'-6" | 81        | 82        |          |
| 4-80  | 4    | 8'-0"  | 12        | 6         |          | 6-109 | 6    | 10'-9" | 28        | 28        |          |
| 4-89  | 4    | 8'-9"  | 6         | 6         |          | 6-113 | 6    | 11'-3" | 28        | 28        |          |
| 4-100 | 4    | 10'-0" | 6         | 6         |          | 6-116 | 6    | 11'-6" | 109       | 81        |          |
| 4-109 | 4    | 10'-9" | 34        | 34        |          | 6-119 | 6    | 11'-9" | 28        | 28        |          |
| 4-110 | 4    | 11'-0" | 6         | 6         |          | 6-123 | 6    | 12'-3" | 28        | 28        |          |
| 4-130 | 4    | 13'-0" | 6         | 6         |          | 6-129 | 6    | 12'-9" | 28        | 28        |          |
| 4-190 | 4    | 19'-0" | 279       | 279       |          | 6-130 | 6    | 13'-0" | 28        | 28        |          |
| 4-196 | 4    | 19'-6" | 472       | 66        |          | 6-136 | 6    | 13'-6" | 30        | 30        |          |
| 4-199 | 4    | 19'-9" | 182       | 182       | straight | 6-143 | 6    | 14'-3" | 30        | 30        |          |
| 6-33  | 6    | 3'-3"  | 83        | 83        | Straight | 6-146 | 6    | 14'-6" | 98        | 117       |          |
| 6-36  | 6    | 3'-6"  | 56        | 56        |          | 6-149 | 6    | 14'-9" | 14        | 14        |          |
| 6-39  | 6    | 3'-9"  | 56        | 56        |          | 6-153 | 6    | 15'-3" | 14        | 14        |          |
| 6-40  | 6    | 4'-0"  | 102       | 171       |          | 6-159 | 6    | 15'-9" | 14        | 14        |          |
| 6-43  | 6    | 4'-3"  | 110       | 56        |          | 6-160 | 6    | 16'-0" | 14        | 14        |          |
| 6-46  | 6    | 4'-6"  | 112       | 178       |          | 6-166 | 6    | 16'-6" | 14        | 14        |          |
| 6-49  | 6    | 4'-9"  | 102       | 102       |          | 6-169 | 6    | 16'-9" | 28        | 28        |          |
| 6-50  | 6    | 5'-0"  | 15        | 71        |          | 6-170 | 6    | 17'-0" | 14        | 14        |          |
| 6-53  | 6    | 5'-3"  | 2         | 2         |          | 6-176 | 6    | 17'-6" | 14        | 14        |          |
| 6-56  | 6    | 5'-6"  | 30        | 53        |          | 6-180 | 6    | 18'-0" | 14        | 14        |          |
| 6-59  | 6    | 5'-9"  | 3         | 82        |          | 6-190 | 6    | 19'-0" | 7         | 7         |          |
| 6-60  | 6    | 6'-0"  | 84        | 84        |          | 6-216 | 6    | 21'-6" | 42        | 42        |          |
| 6-63  | 6    | 6'-3"  | 40        | 28        |          | 6-269 | 6    | 26'-9" | 81        | 81        |          |
| 6-66  | 6    | 6'-6"  | 27        | 29        |          | 6-276 | 6    | 27'-6" | 136       | 136       |          |
| 6-69  | 6    | 6'-9"  | 81        | 81        |          | 6-280 | 6    | 28'-0" | 42        | 42        |          |
| 6-70  | 6    | 7'-0"  | 109       | 81        |          | 6-306 | 6    | 30'-6" | 28        | 28        | Straight |
| 6-73  | 6    | 7'-3"  | 14        | 43        |          | 7-73  | 7    | 7'-3"  | 13        | 14        | Straight |
| 6-76  | 6    | 7'-6"  | 82        | 82        |          | 7-79  | 7    | 7'-9"  | 49        | 50        | Straight |
| 6-79  | 6    | 7'-9"  | 14        | 15        |          | 8-80  | 8    | 8'-0"  | 13        | 14        | Straight |
| 6-80  | 6    | 8'-0"  | 81        | 81        |          | 8-89  | 8    | 8'-9"  | 13        | 13        | Straight |
| 6-83  | 6    | 8'-3"  | 28        | 28        |          | 8-96  | 8    | 9'-6"  | 13        | 13        | Straight |
| 6-86  | 6    | 8'-6"  | 14        | 42        |          |       |      |        |           |           |          |
| 6-89  | 6    | 8'-9"  | 28        | 28        | Straight |       |      |        |           |           |          |

Note: See Sht. No. 212 for Bill of Reinforcing Bars for Special Inlets and R.L.C. Handholes.



Note: Bar bends shall be made around a pin diameter as recommended by the Concrete Reinforcing Steel Institute.



|       |   |        |    |          |
|-------|---|--------|----|----------|
| 4A-35 | 4 | 3'-5"  | 10 | Bent     |
| 4A-43 | 4 | 4'-3"  | 5  | Bent     |
| 6-196 | 6 | 19'-6" | 4  | Straight |

AS BUILT 9-16-71 E.M.B. & L.T.H.

REVISIONS

APPROVED BY: *M. J. J. J.* DATE: 8-31-71

DESIGNED BY: *M. J. J. J.* DATE: 8-31-71

CHECKED BY: *M. J. J. J.* DATE: 8-31-71

ENGINEER OF STRUCTURES AND HIGHWAYS

BOARD OF ROAD COMMISSIONERS

WAYNE COUNTY

DETROIT, MICHIGAN

WILLIAM E. KREGER

PHILIP J. NEUDECK

### HAZELT & ERDAL CONSULTING ENGINEERS

MOUNT ELLIOTT-MOUND RD.  
GRADE SEPARATION  
RETAINING WALLS-S. APPROACH

STATE PROJECT

BRIDGE

ROAD

STATE FILE

ROAD

COUNTY JOB

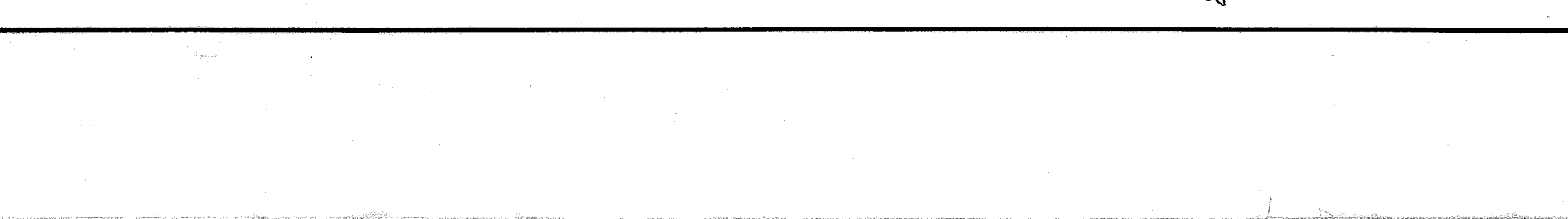
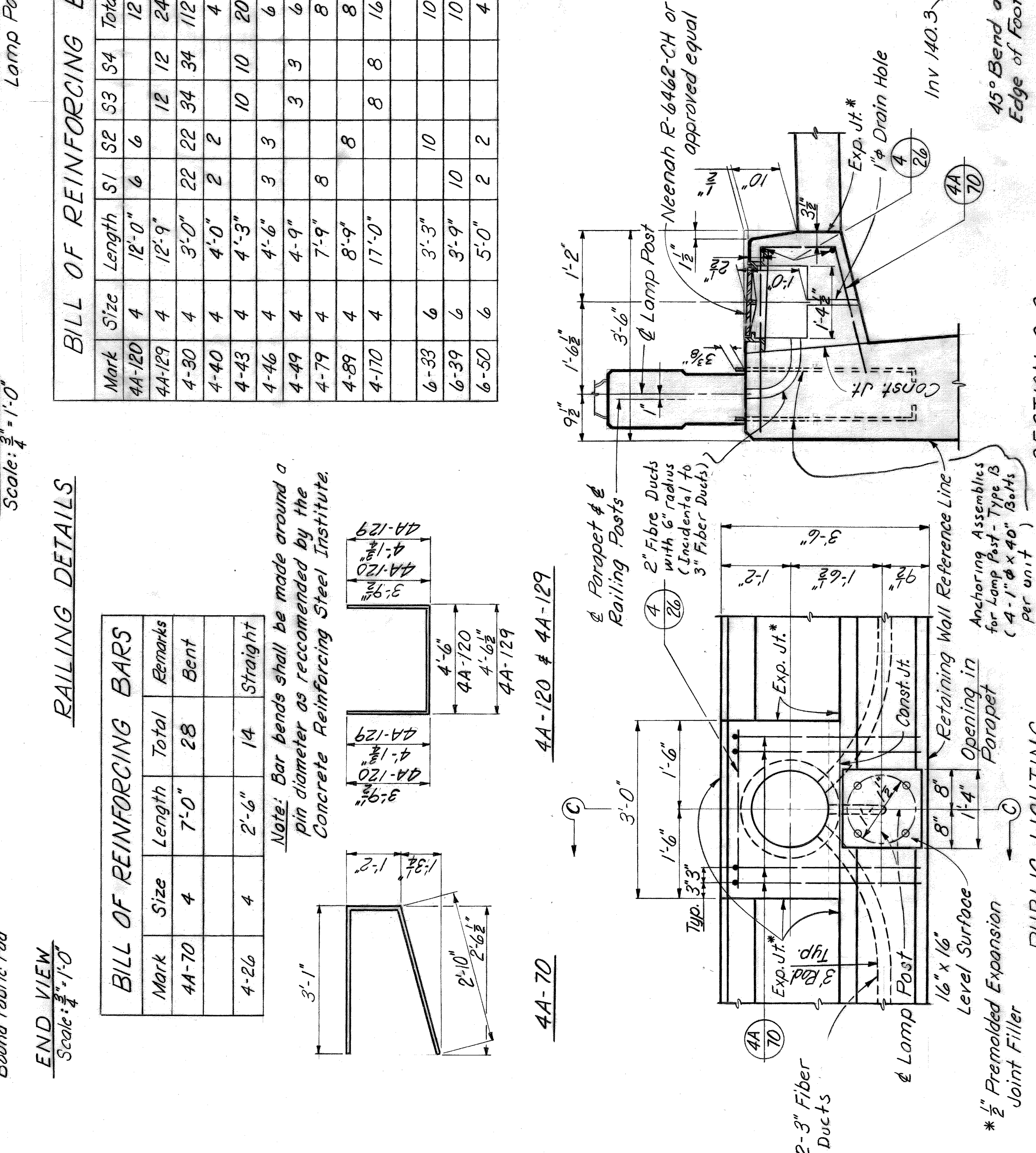
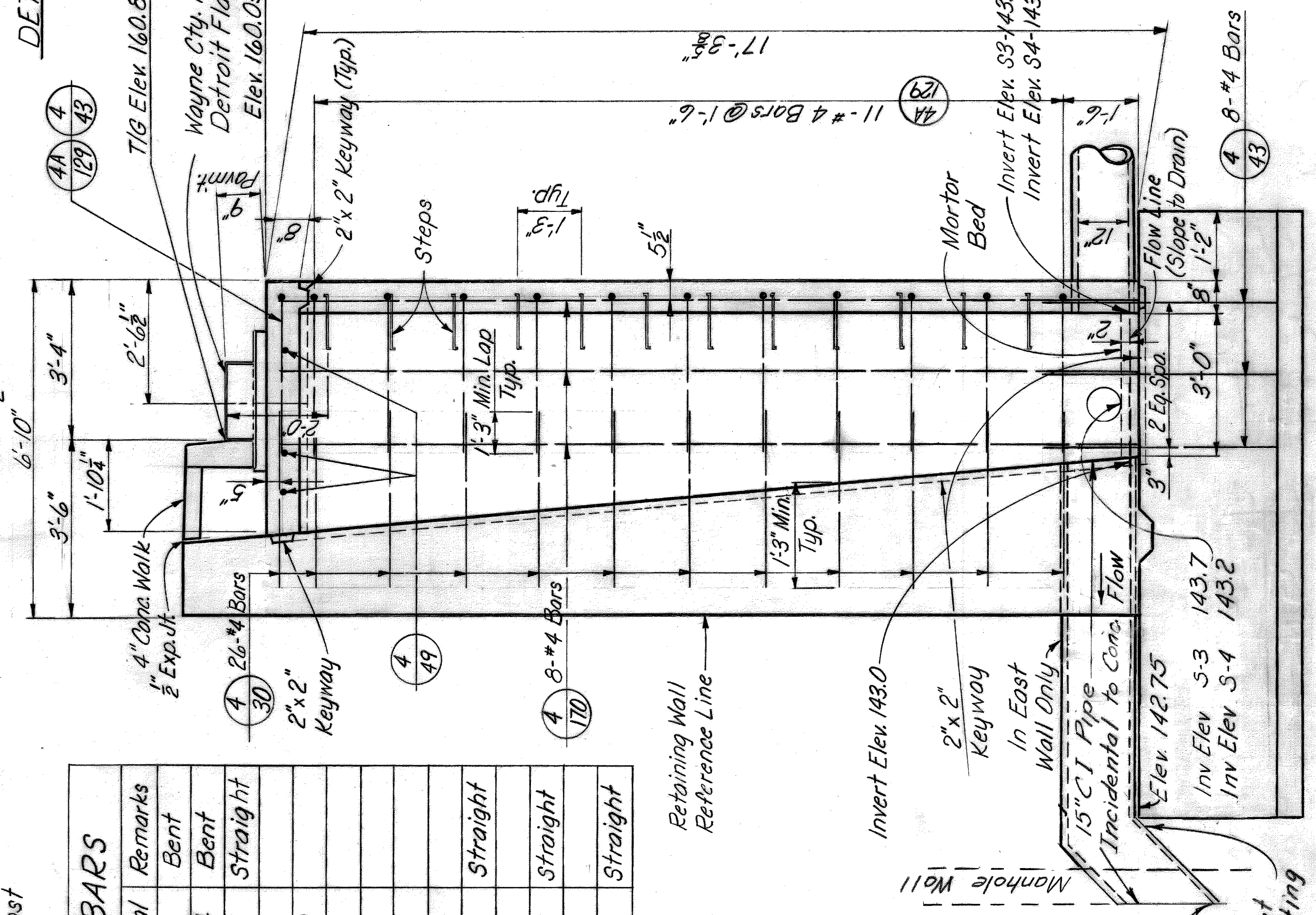
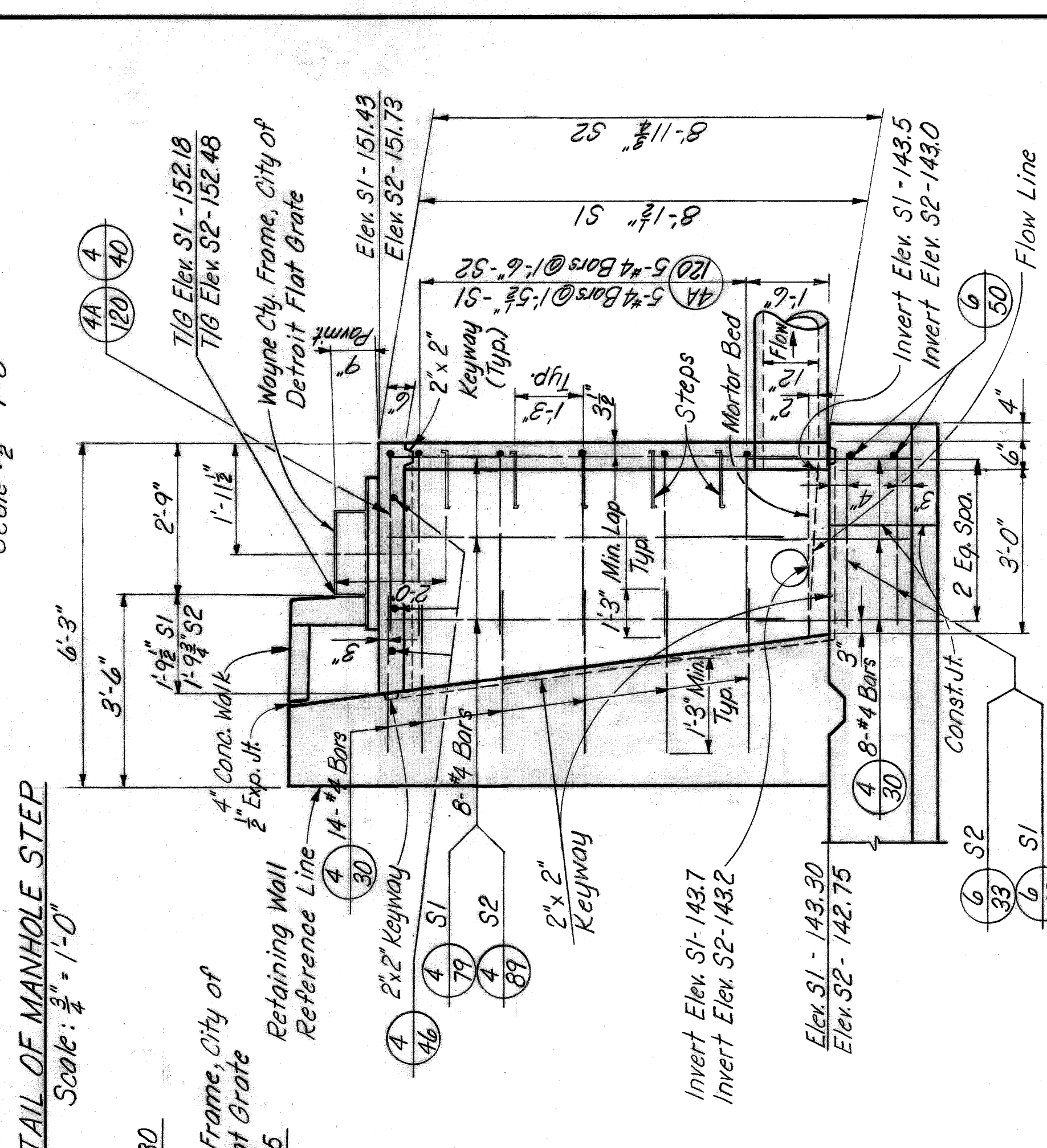
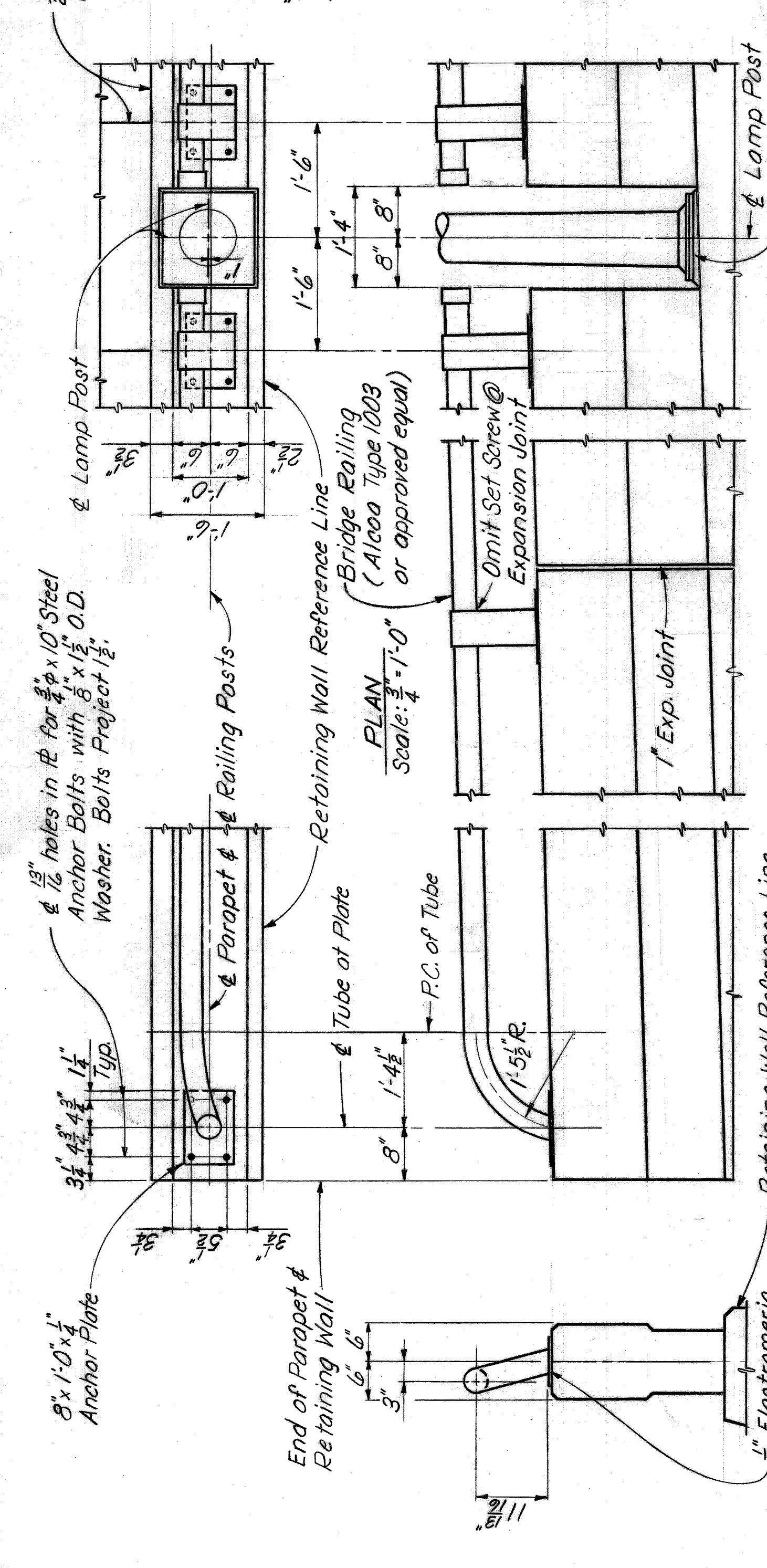
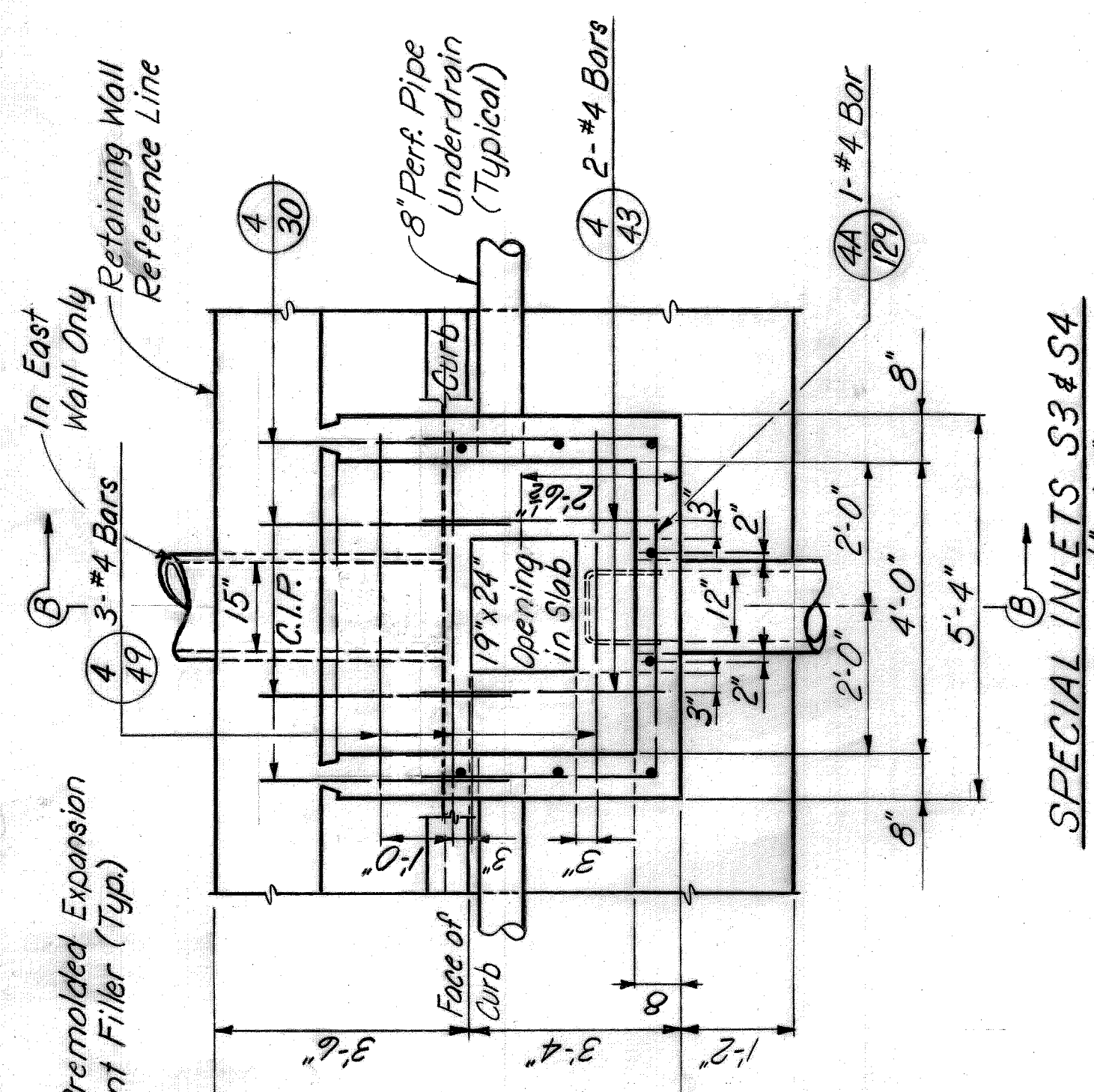
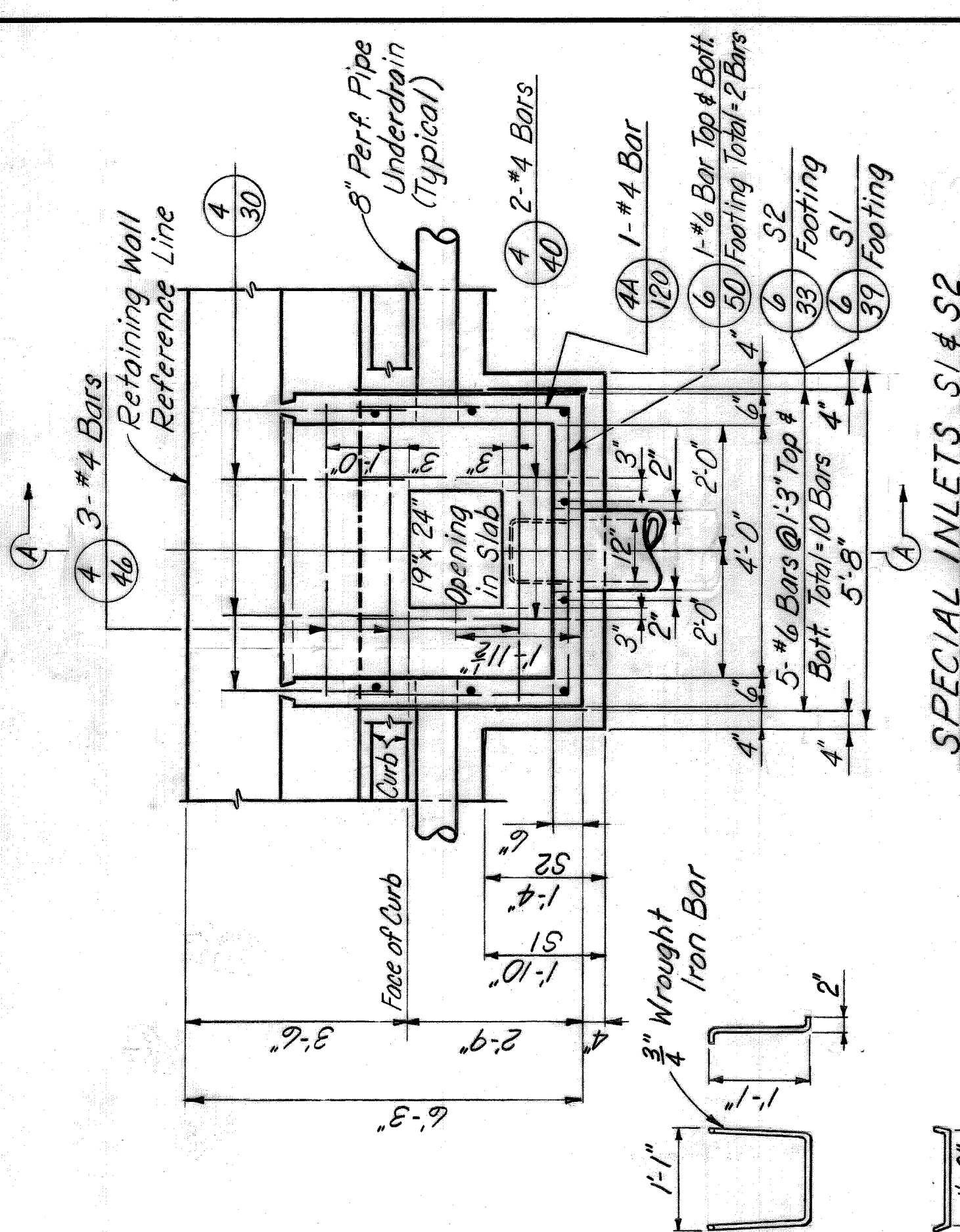
246

ISSUE NO. 2

SHEET NO. 211

DATE 2-3-69

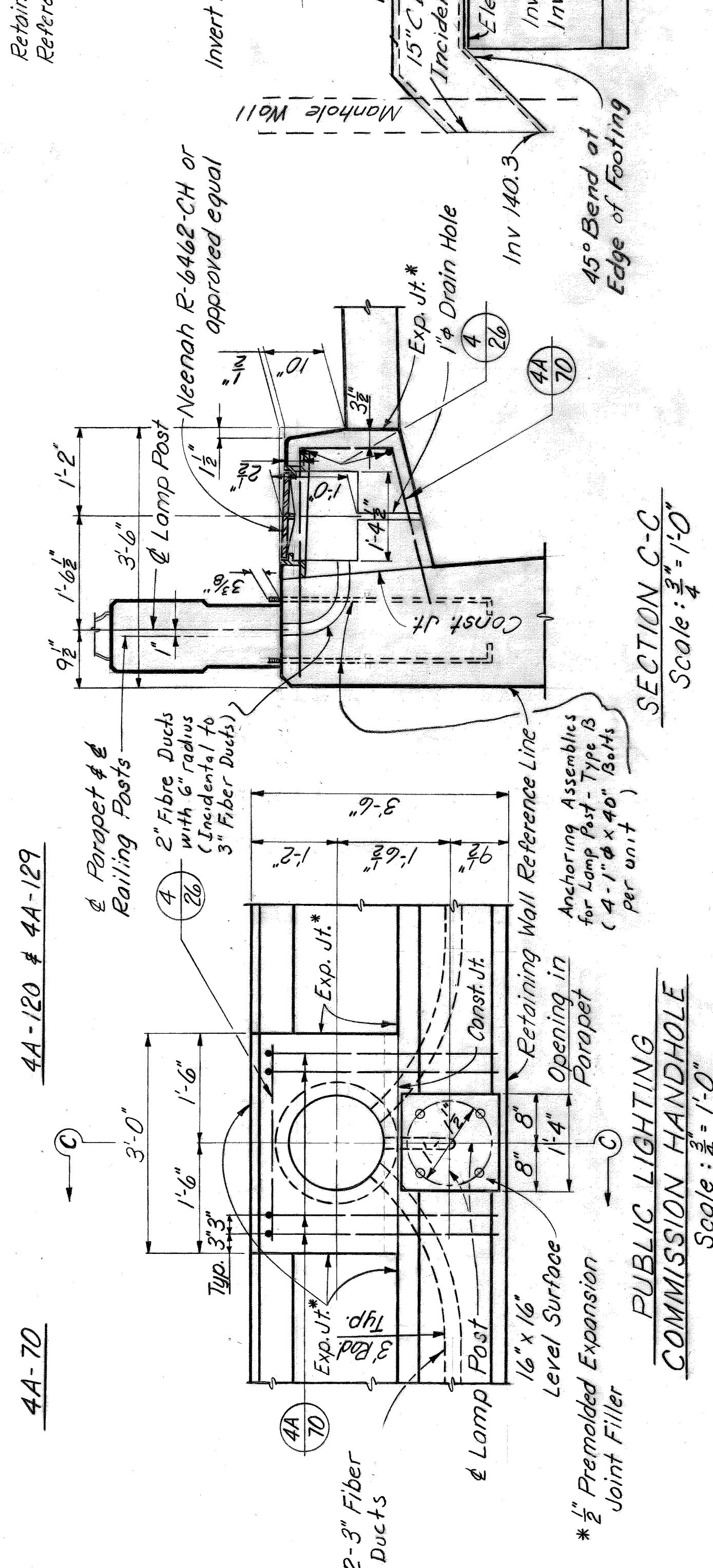
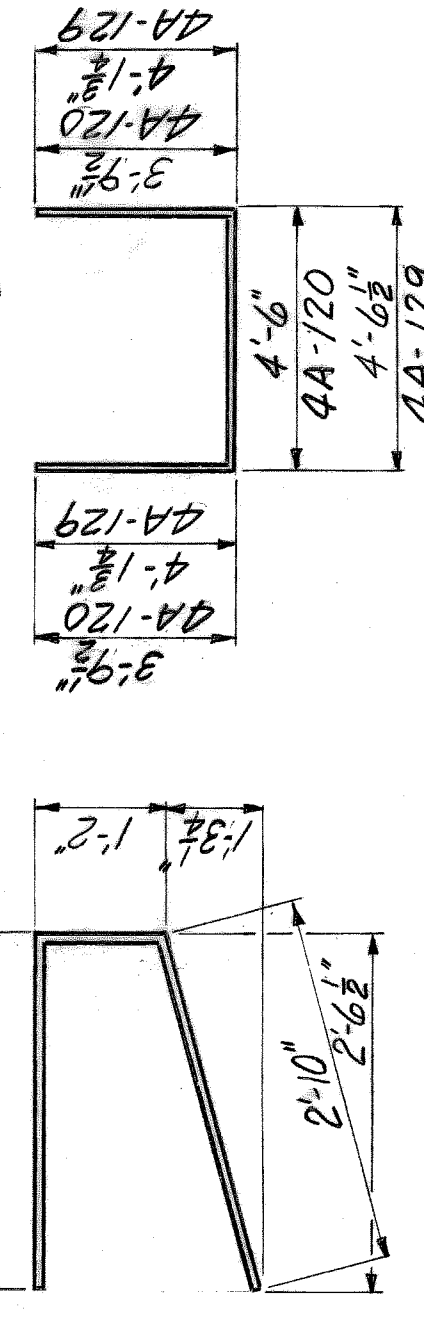
X0107 H & E FILE No. 603



| Mark   | Size | Length | S1 | S2 | S3 | S4  | Total | Remarks  |
|--------|------|--------|----|----|----|-----|-------|----------|
| 4A-120 | 4    | 12'-0" | 6  | 6  |    |     | 12    | Bent     |
| 4A-129 | 4    | 12'-9" |    |    | 12 | 12  | 24    | Bent     |
| 4-30   | 4    | 3'-0"  | 22 | 22 | 34 | 112 | 4     | Straight |
| 4-40   | 4    | 4'-0"  | 2  | 2  |    | 4   |       |          |
| 4-43   | 4    | 4'-3"  |    |    | 10 | 10  | 20    |          |
| 4-46   | 4    | 4'-6"  | 3  | 3  |    | 6   |       |          |
| 4-49   | 4    | 4'-9"  |    |    | 3  | 3   | 6     |          |
| 4-79   | 4    | 7'-9"  | 8  |    |    | 8   |       |          |
| 4-89   | 4    | 8'-9"  |    |    | 8  | 8   |       |          |
| 4-170  | 4    | 17'-0" |    |    |    | 8   | 16    | Straight |
| 6-33   | 6    | 3'-3"  |    |    | 10 |     | 10    | Straight |
| 6-39   | 6    | 3'-9"  |    |    | 10 |     | 10    | Straight |
| 6-50   | 6    | 5'-0"  |    |    | 2  | 2   | 4     | Straight |

| Mark  | Size | Length | Total | Remarks  |
|-------|------|--------|-------|----------|
| 4A-70 | 4    | 7'-0"  | 28    | Bent     |
| 4-26  | 4    | 2'-6"  | 14    | Straight |

Note: Bar bends shall be made around a pin diameter as recommended by the Concrete Reinforcing Steel Institute.



Note: Concrete quantities for A.C. Handholes and Special Inlets are included in adjacent wall stem pours.

HAZELET & ERDAL CONSULTING ENGINEERS

BOARD OF WAYNE COUNTY ROAD COMMISSIONERS  
 DETROIT, MICHIGAN  
 PHILIP J. NEUDECK

MOUNT ELLIOTT-MOUND RD  
 GRADE SEPARATION  
 RETAINING WALLS - MISC. DETAILS

STATE PROJECT 246  
 COUNTY JOB SHEET NO. 272  
 ISSUE NO. 1  
 DATE 5-13-68

APPROVED: [Signature] COUNTY ROADWAY ENGINEER  
 CHECKED BY: [Signature] DATE: 8-29-67  
 DESIGNED BY: [Signature]  
 DRAWN BY: [Signature]

REVISIONS

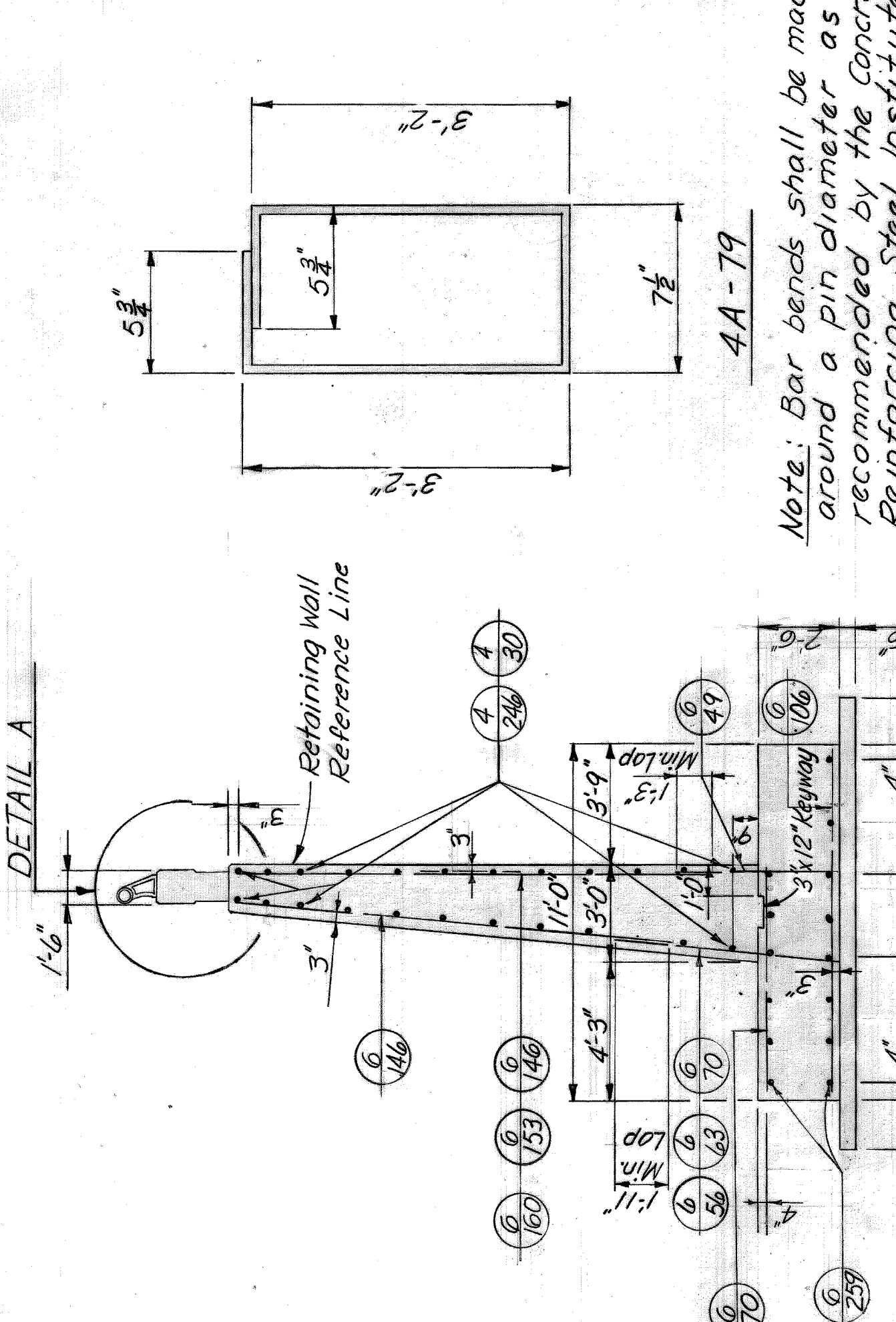
BRIDGE ROAD  
 STATE FILE

X0107 H 8 E FILE No. 603

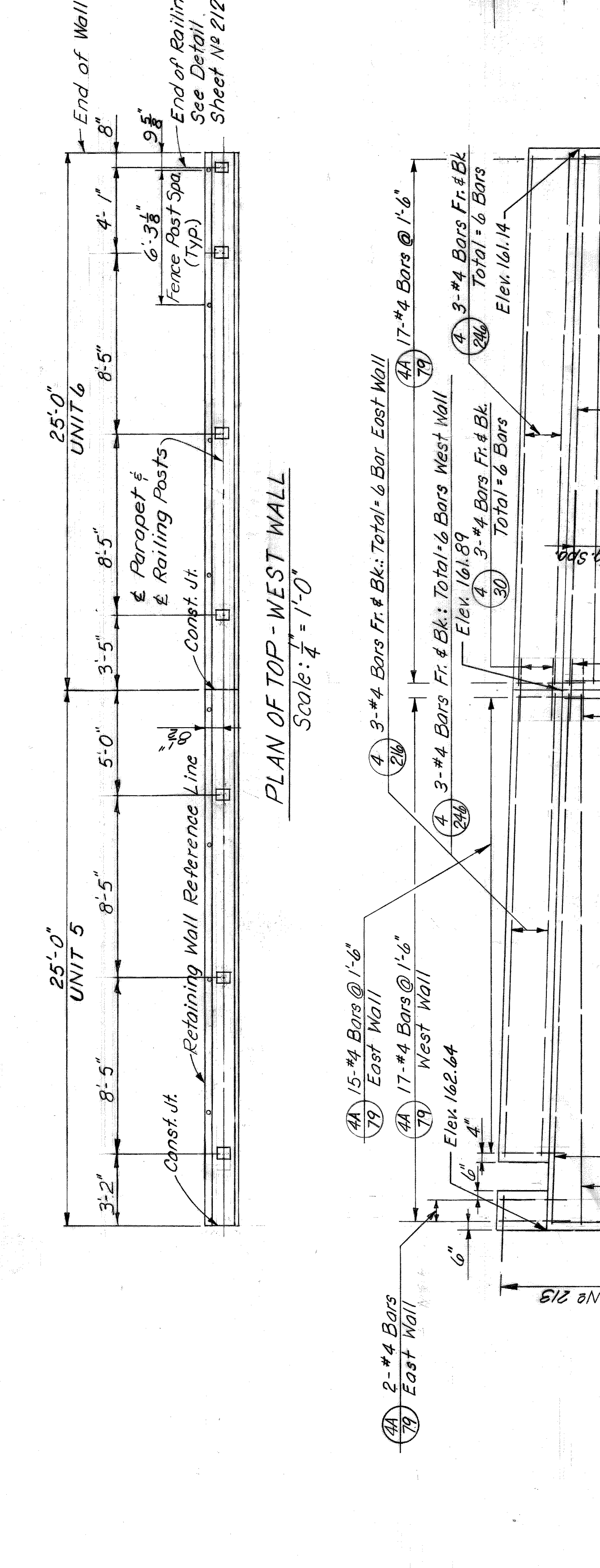


| BILL OF REINFORCING BARS |      |        |           |
|--------------------------|------|--------|-----------|
| MARK                     | SIZE | LENGTH | NO.       |
|                          |      |        | W.K. E.M. |
| 4A-79                    | 4    | 7'-9"  | 103 102   |
|                          |      |        | Bent      |
| 4-30                     | 4    | 3'-0"  | 140 110   |
|                          |      |        | Straight  |
| 4-213                    | 4    | 21'-3" | 6         |
|                          |      |        |           |
| 4-216                    | 4    | 21'-6" | 6         |
|                          |      |        |           |
| 4-246                    | 4    | 24'-6" | 162 162   |
|                          |      |        | Straight  |
| 6-40                     | 6    | 4'-0"  | 12 12     |
|                          |      |        | Straight  |
| 6-46                     | 6    | 4'-6"  | 51 51     |
|                          |      |        |           |
| 6-49                     | 6    | 4'-9"  | 51 51     |
|                          |      |        |           |
| 6-50                     | 6    | 5'-0"  | 60 60     |
|                          |      |        |           |
| 6-56                     | 6    | 5'-6"  | 35 35     |
|                          |      |        |           |
| 6-63                     | 6    | 6'-3"  | 86 86     |
|                          |      |        |           |
| 6-70                     | 6    | 7'-0"  | 75 75     |
|                          |      |        |           |
| 6-96                     | 6    | 9'-6"  | 75 75     |
|                          |      |        |           |
| 6-106                    | 6    | 10'-6" | 75 75     |
|                          |      |        |           |
| 6-129                    | 6    | 12'-9" | 37 37     |
|                          |      |        |           |
| 6-133                    | 6    | 13'-3" | 37 37     |
|                          |      |        |           |
| 6-143                    | 6    | 14'-3" | 37 37     |
|                          |      |        |           |
| 6-146                    | 6    | 14'-6" | 71 71     |
|                          |      |        |           |
| 6-153                    | 6    | 15'-3" | 17 17     |
|                          |      |        |           |
| 6-160                    | 6    | 16'-0" | 17 17     |
|                          |      |        |           |
| 6-259                    | 6    | 25'-9" | 78 78     |
|                          |      |        | Straight  |

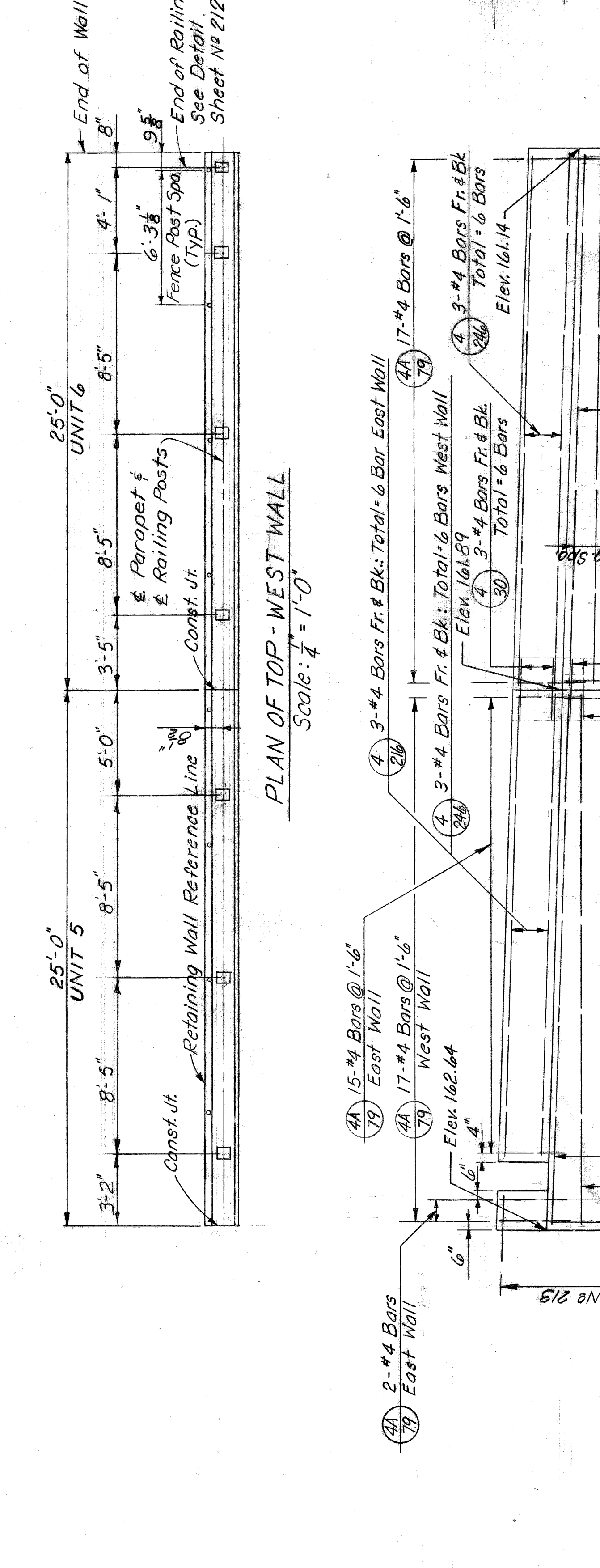
Note: See Sh. No. 212 for Bill of Reinforcing Bars for P.L.C. Handholes



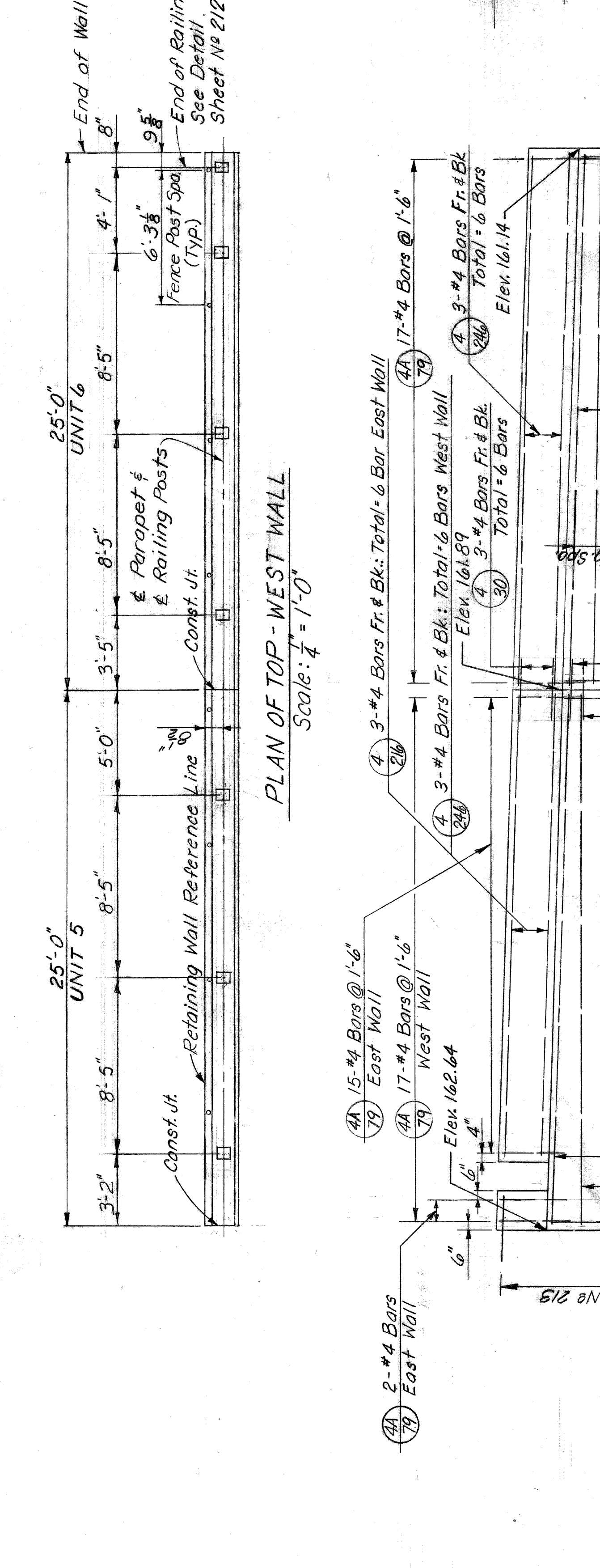
SECTION F-F  
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Fence - for details of fence & attachment to structure see Sheet No. 377



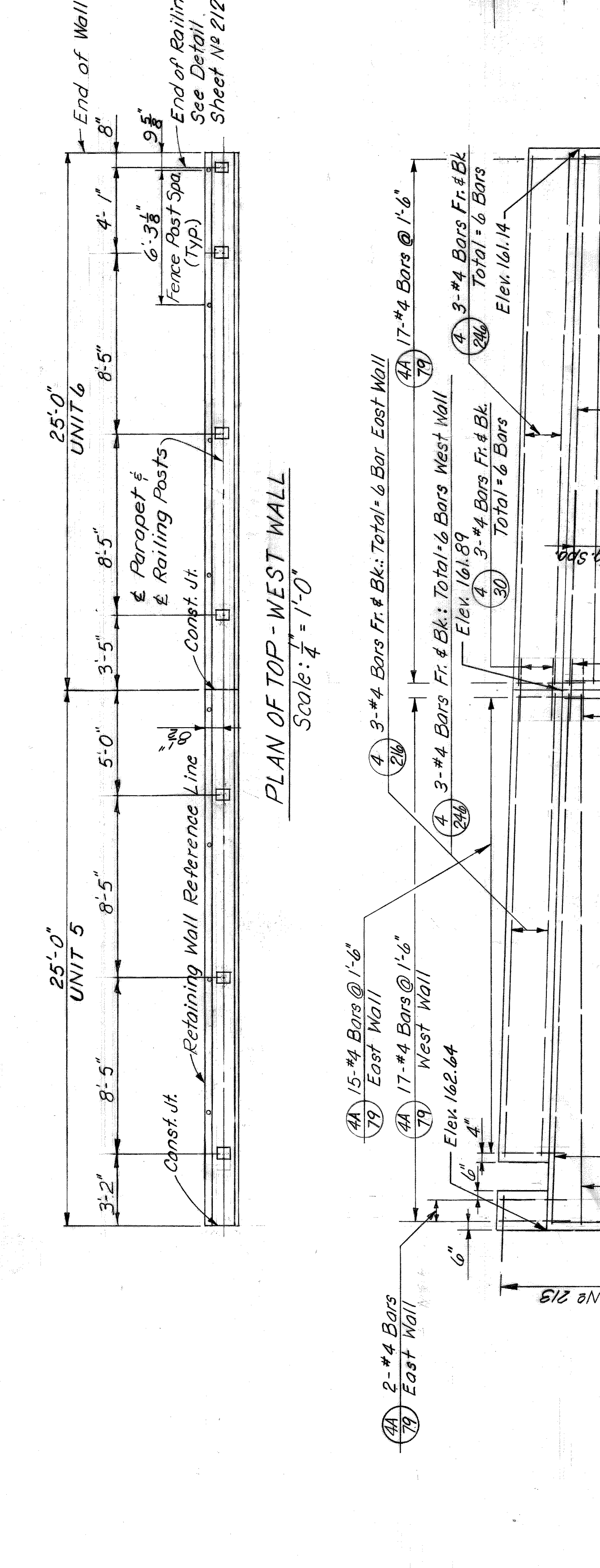
PLAN OF TOP - WEST WALL  
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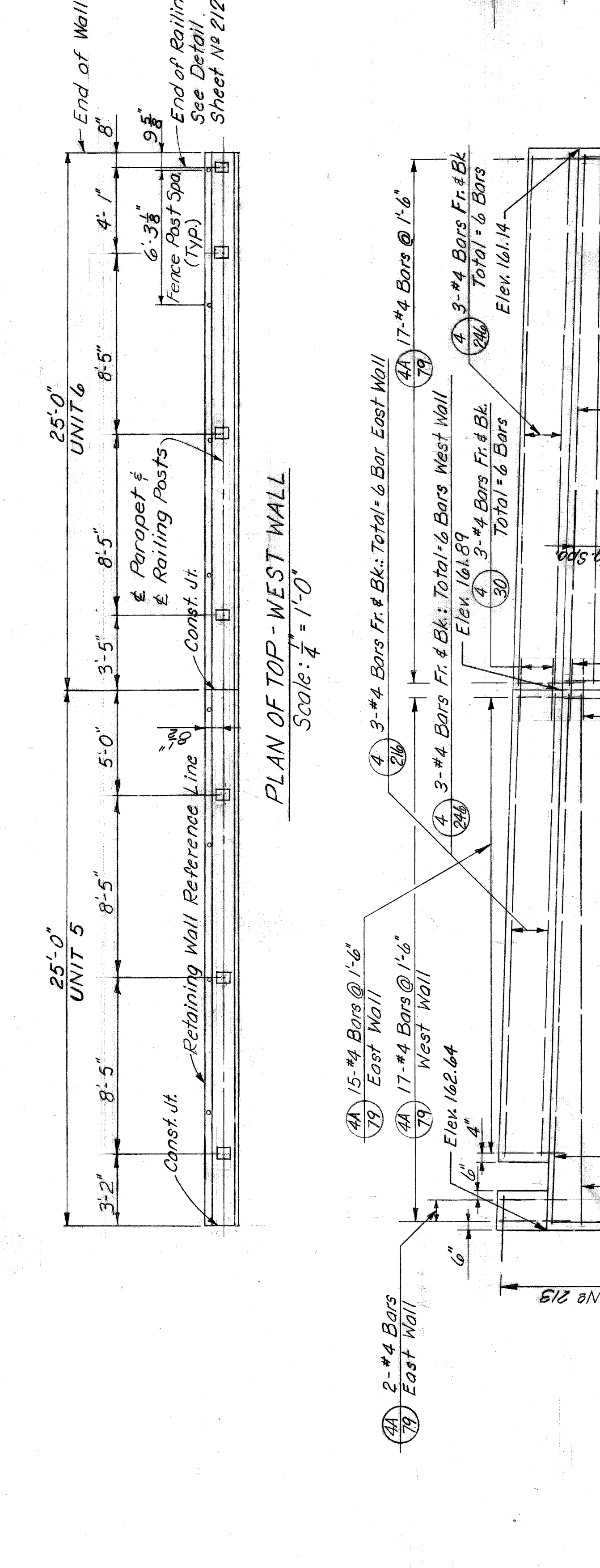
FOUNDATION PLAN  
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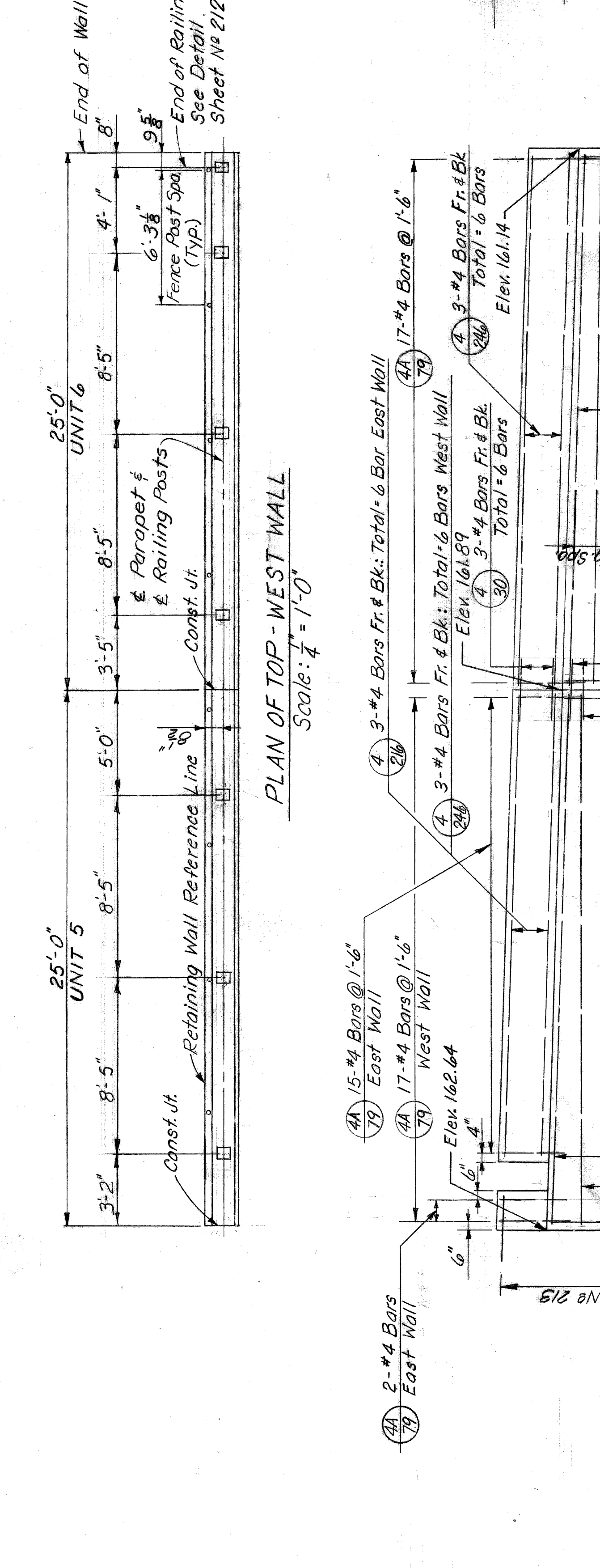
PLAN OF TOP - EAST WALL  
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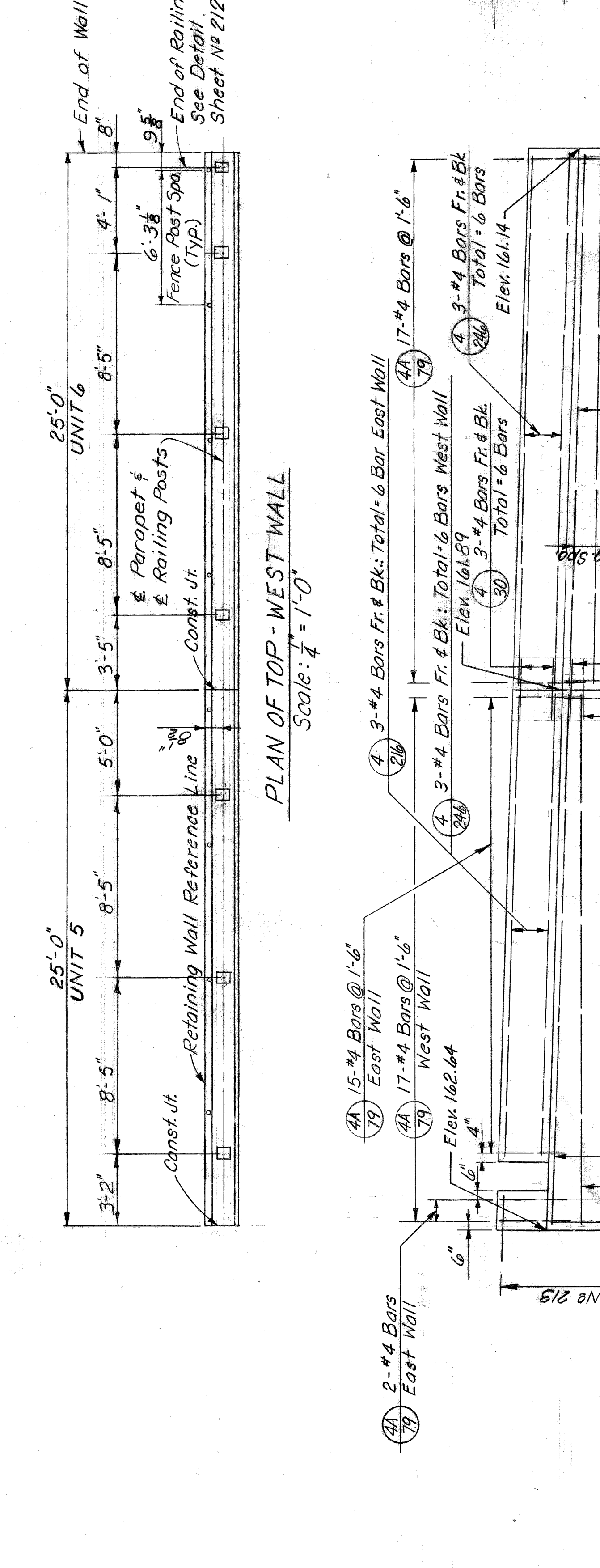
DETAIL A  
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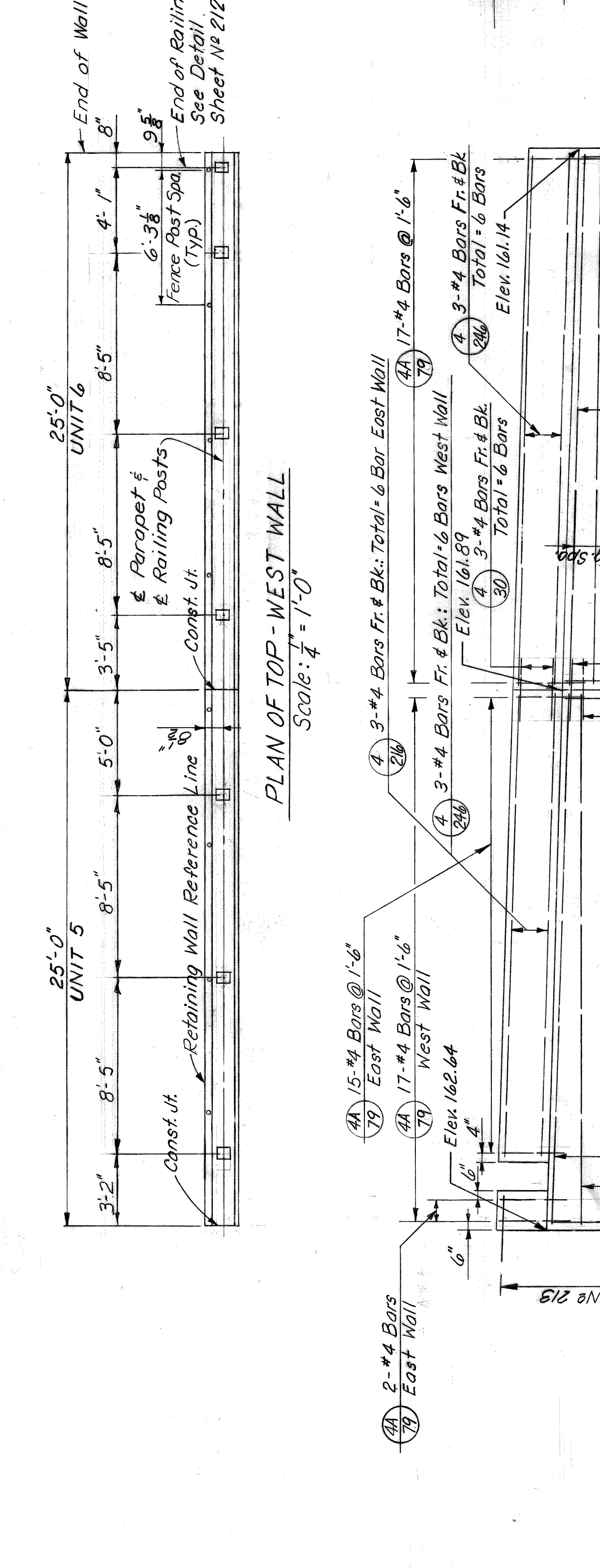
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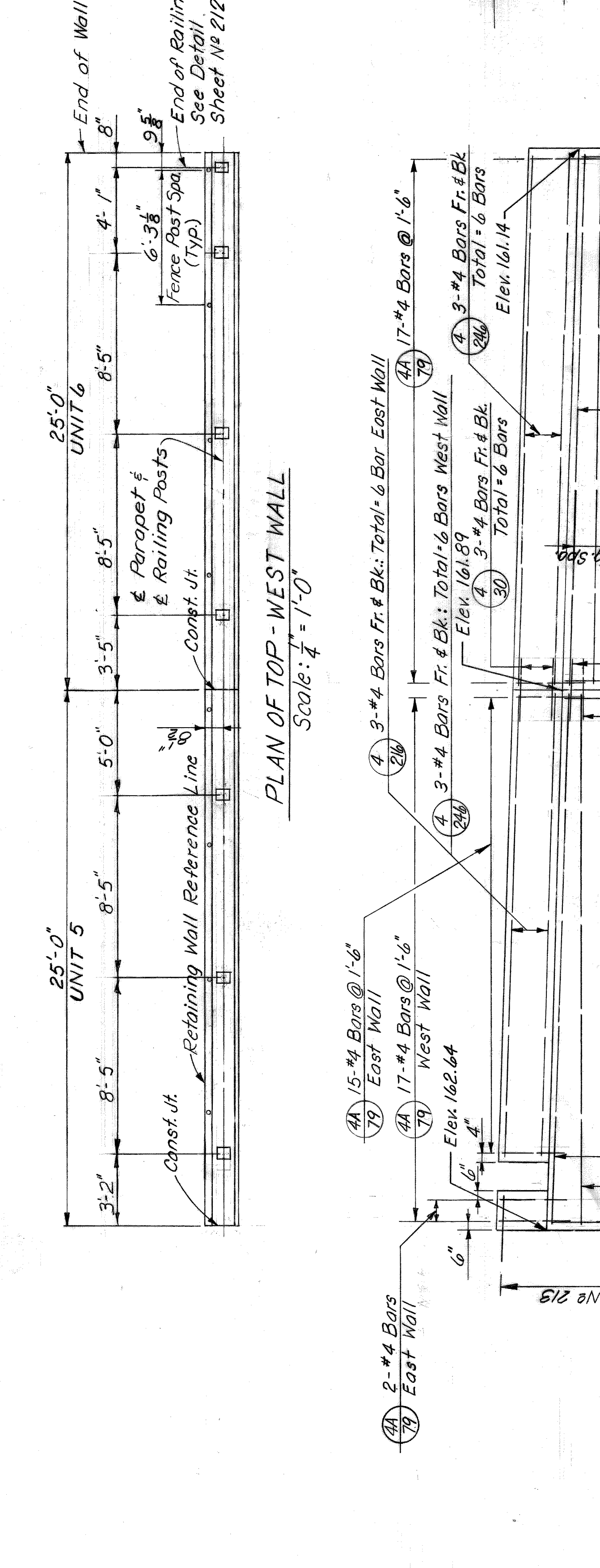
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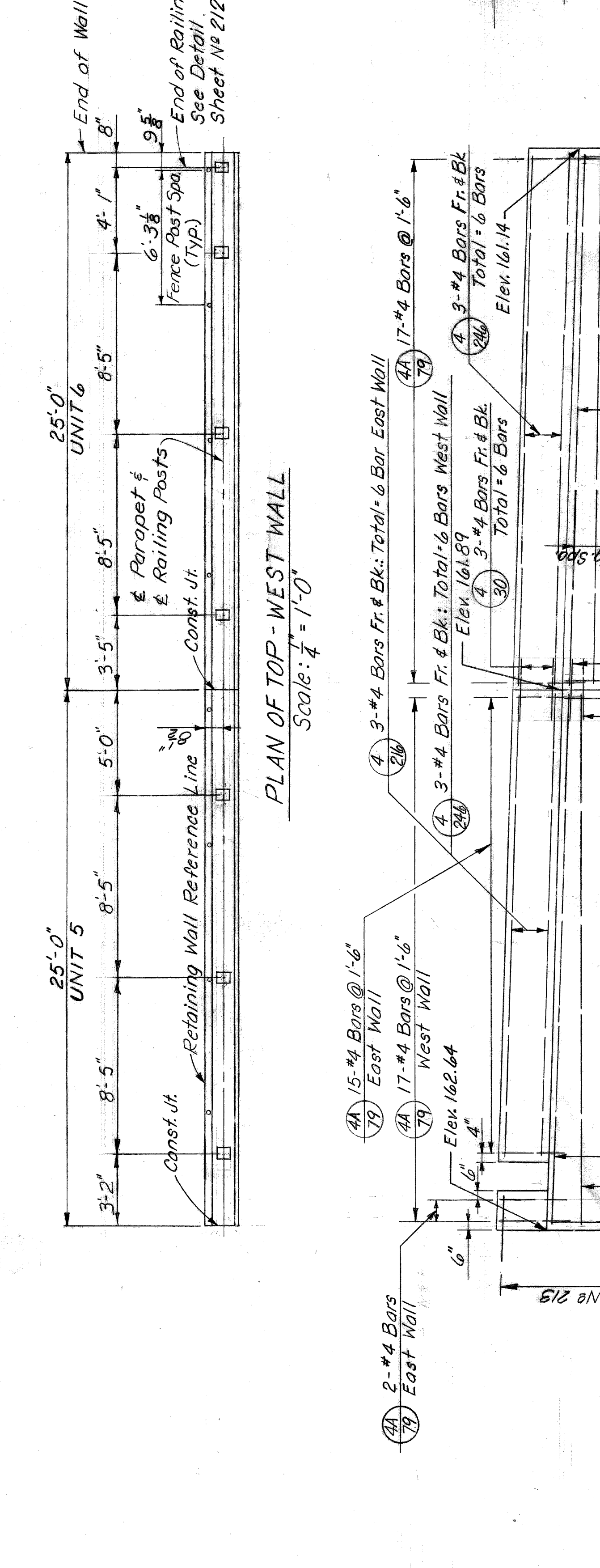
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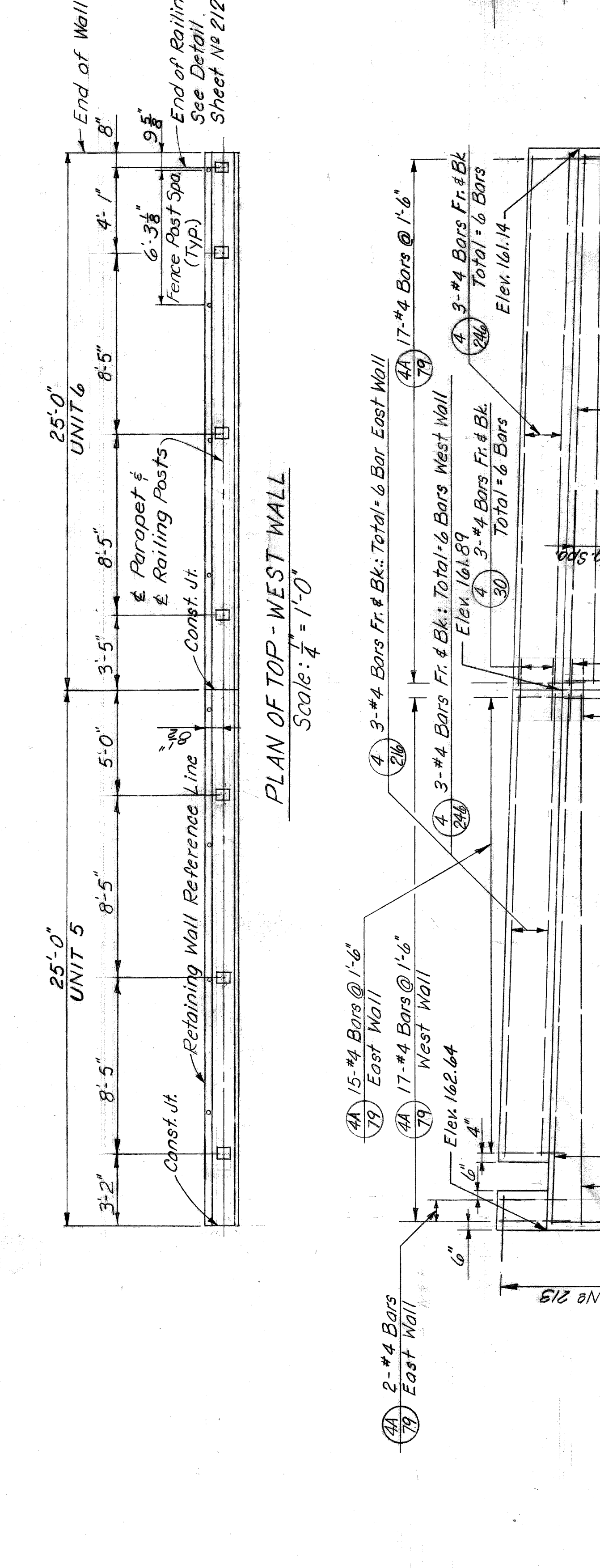
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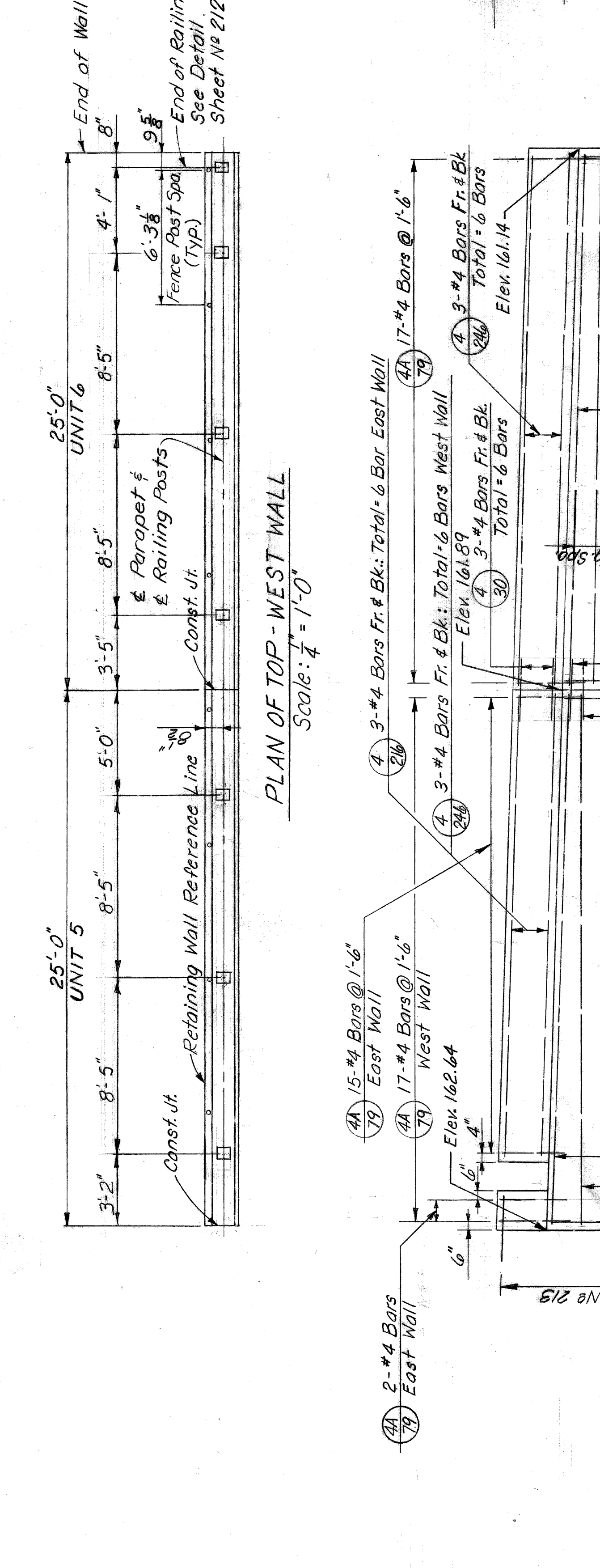
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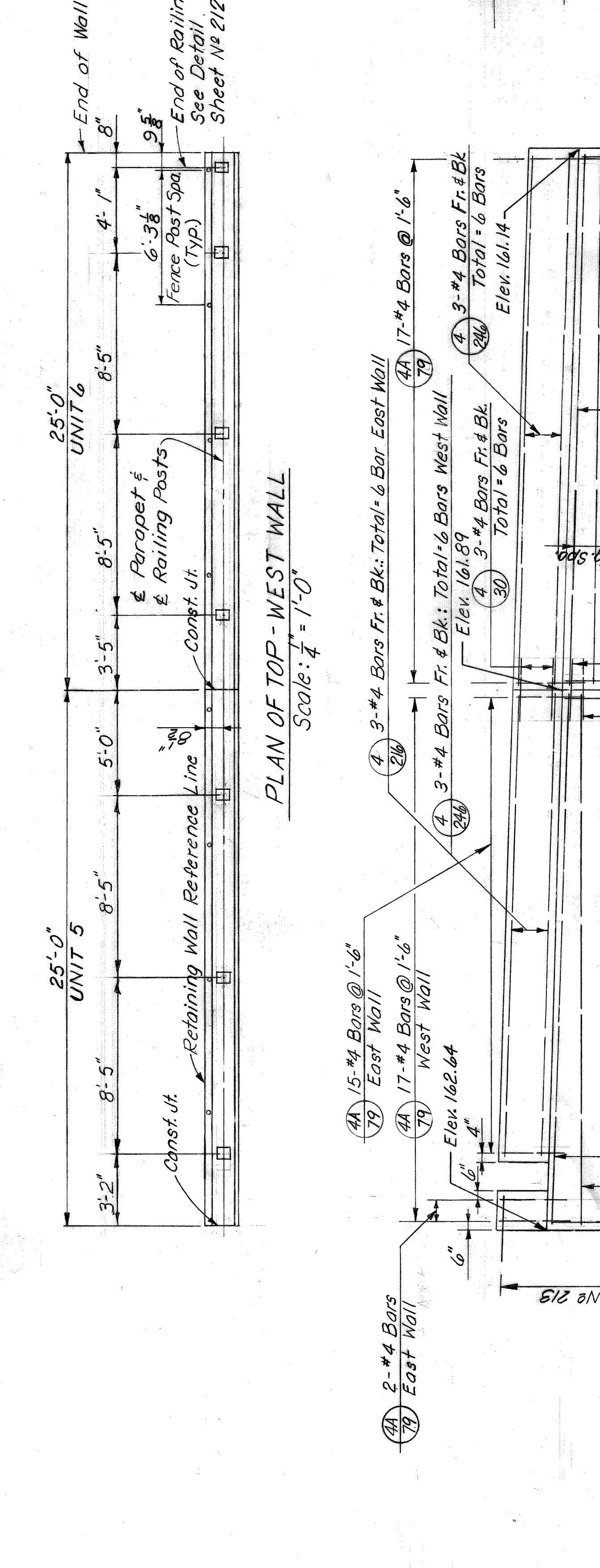
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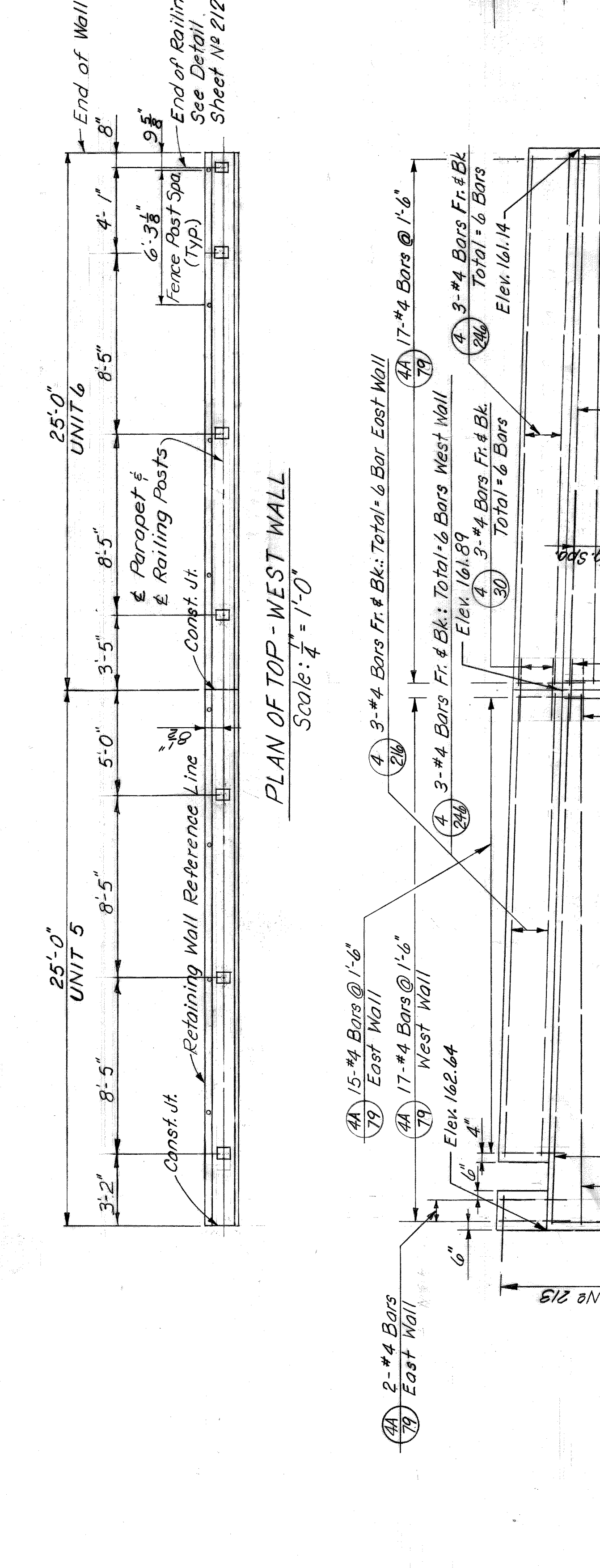
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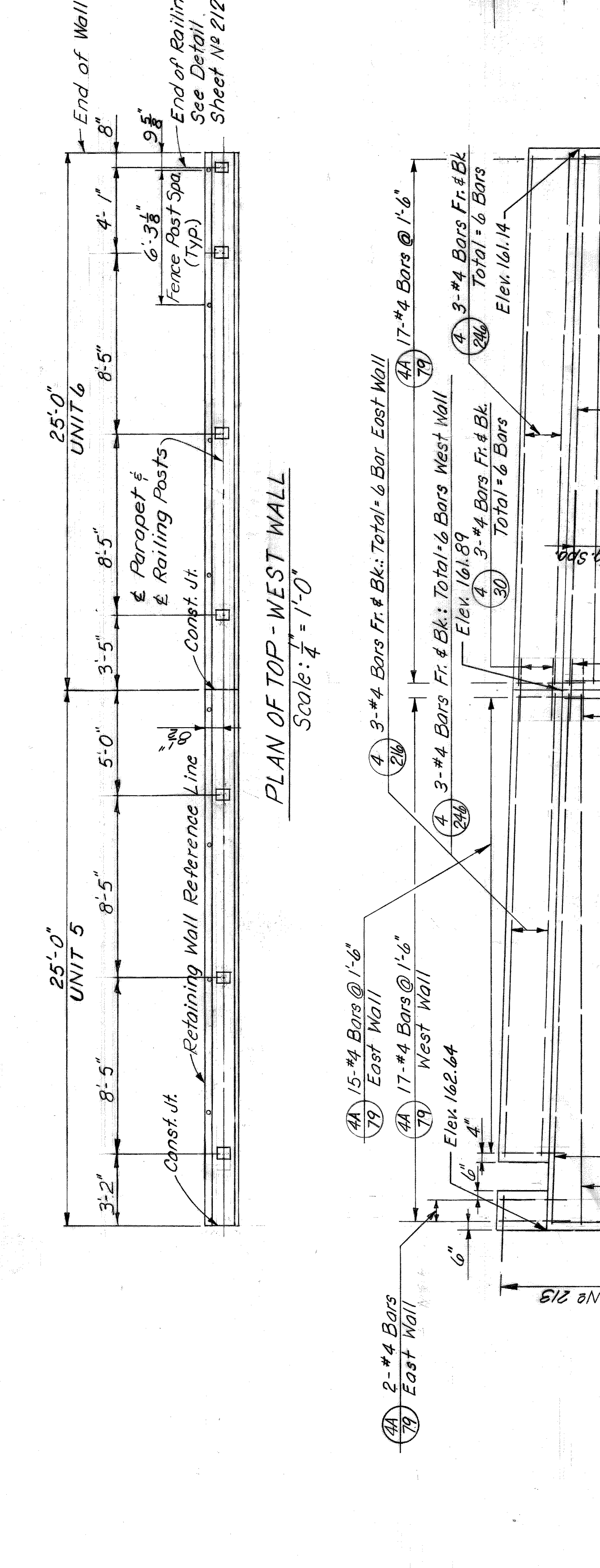
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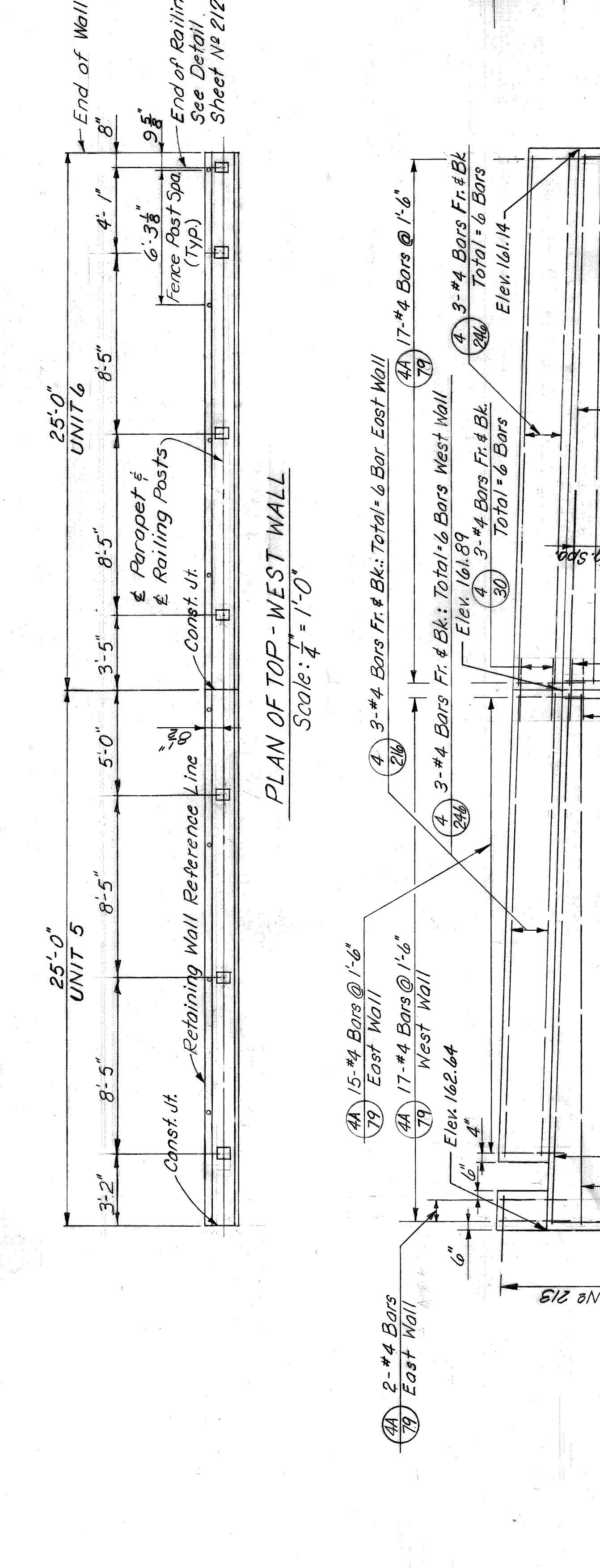
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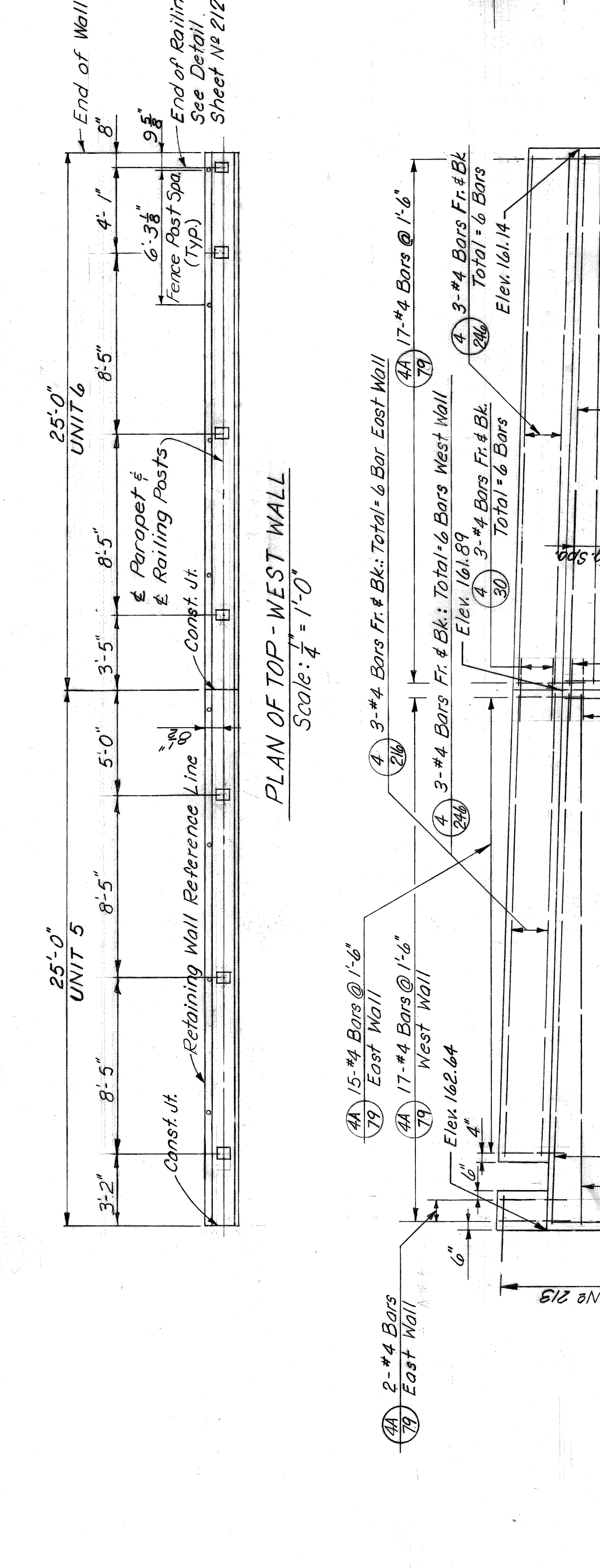
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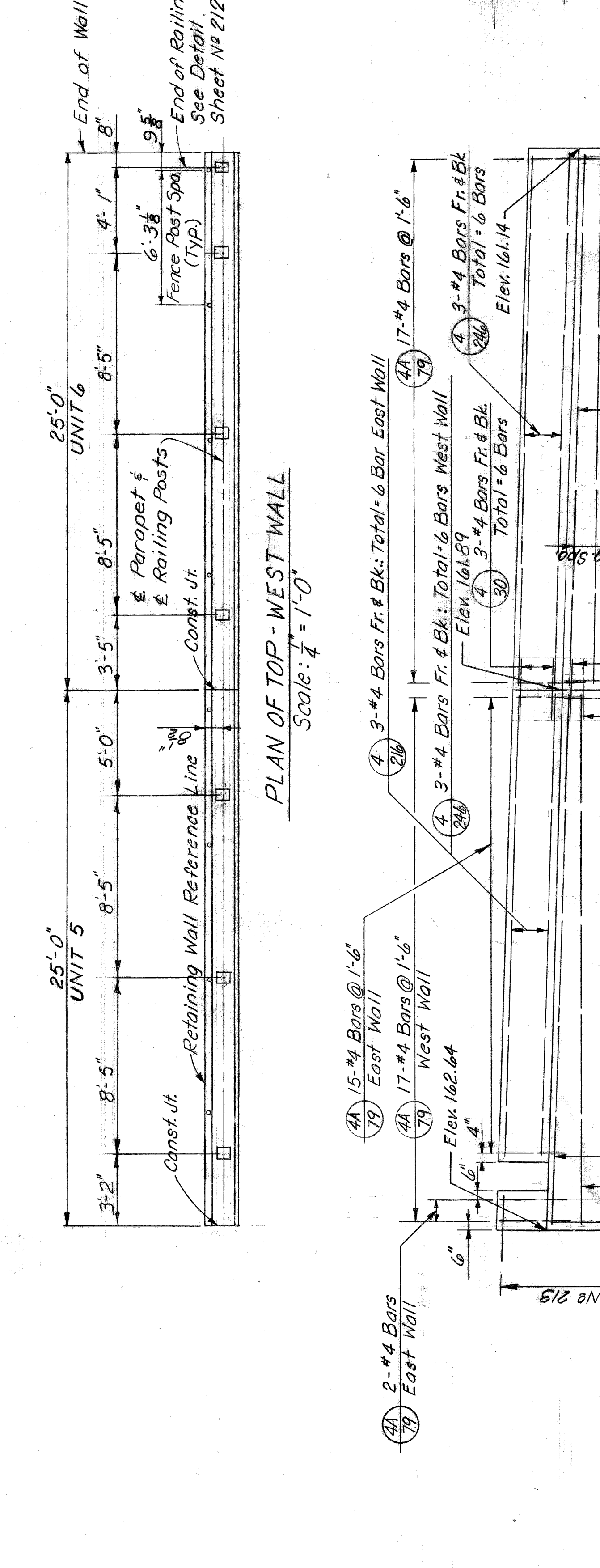
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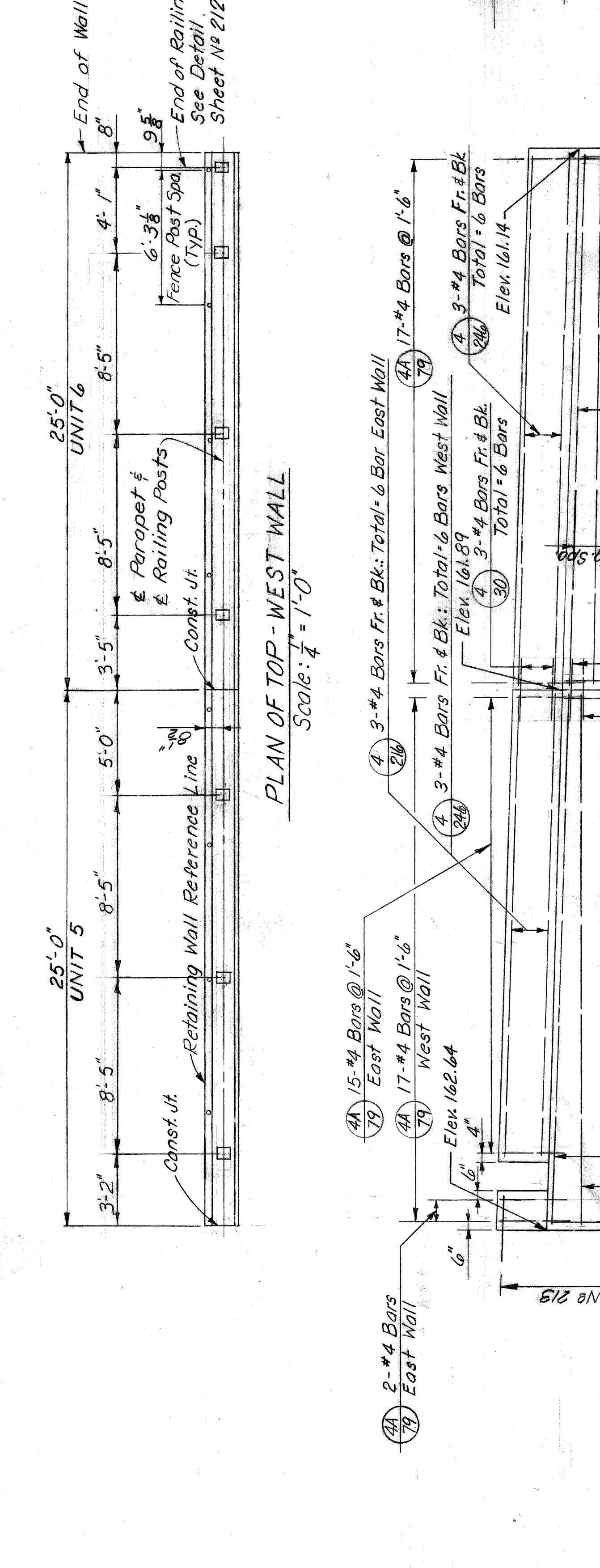
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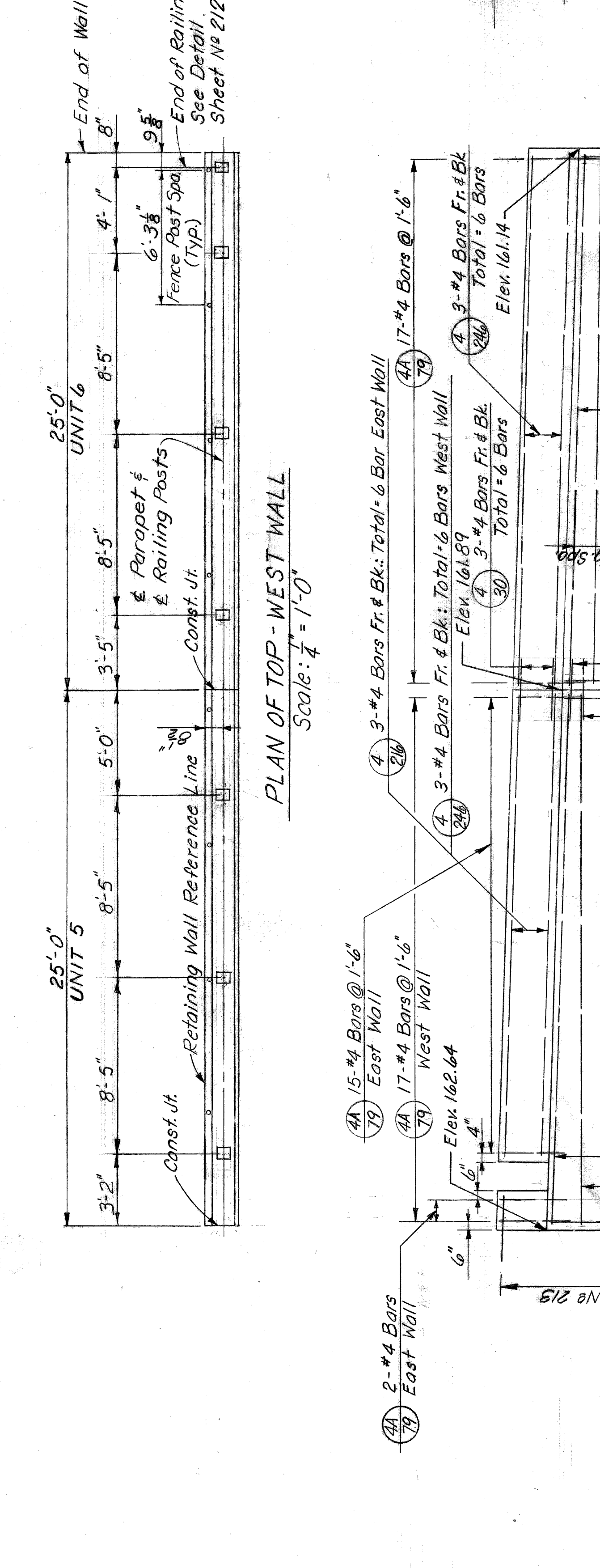
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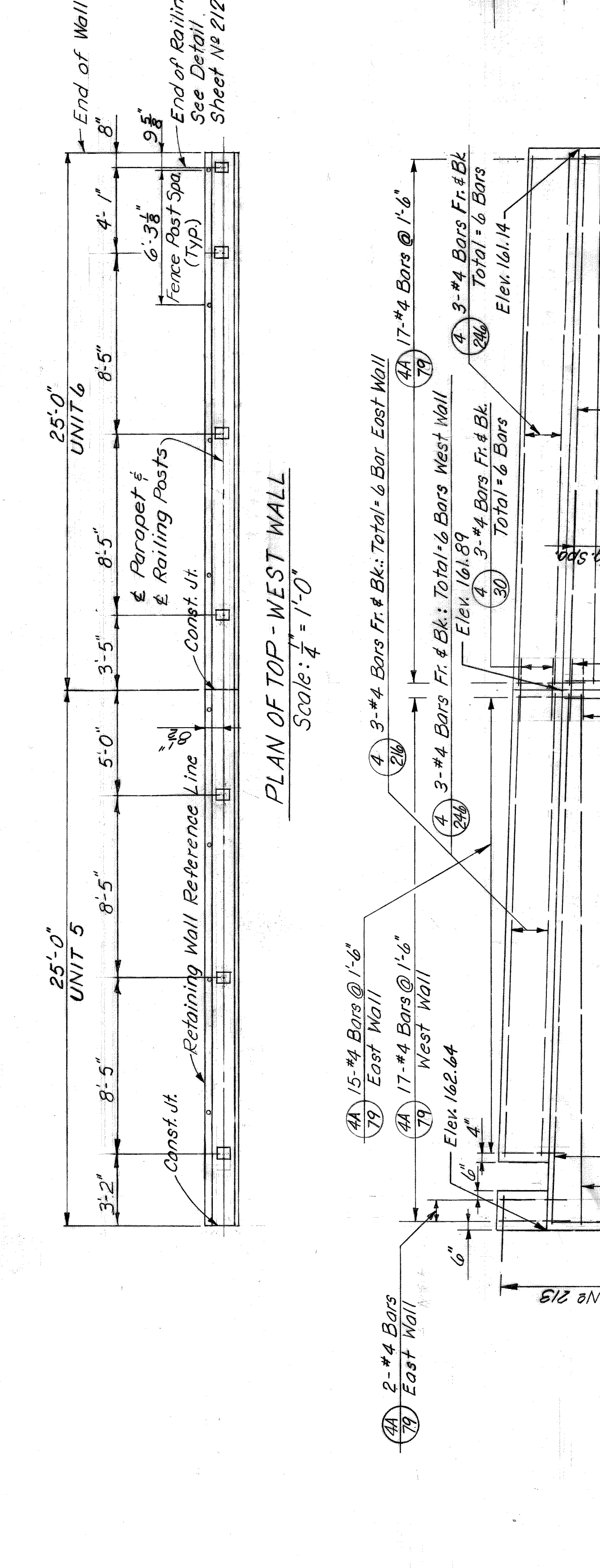
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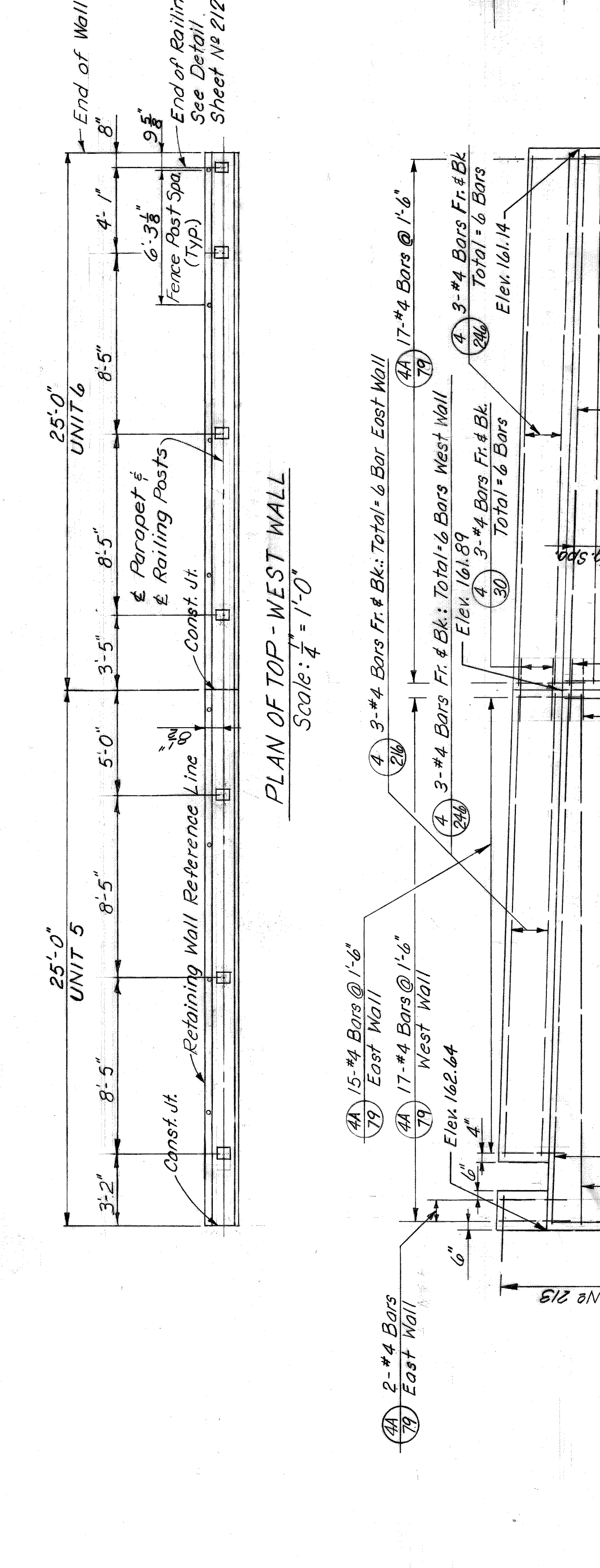
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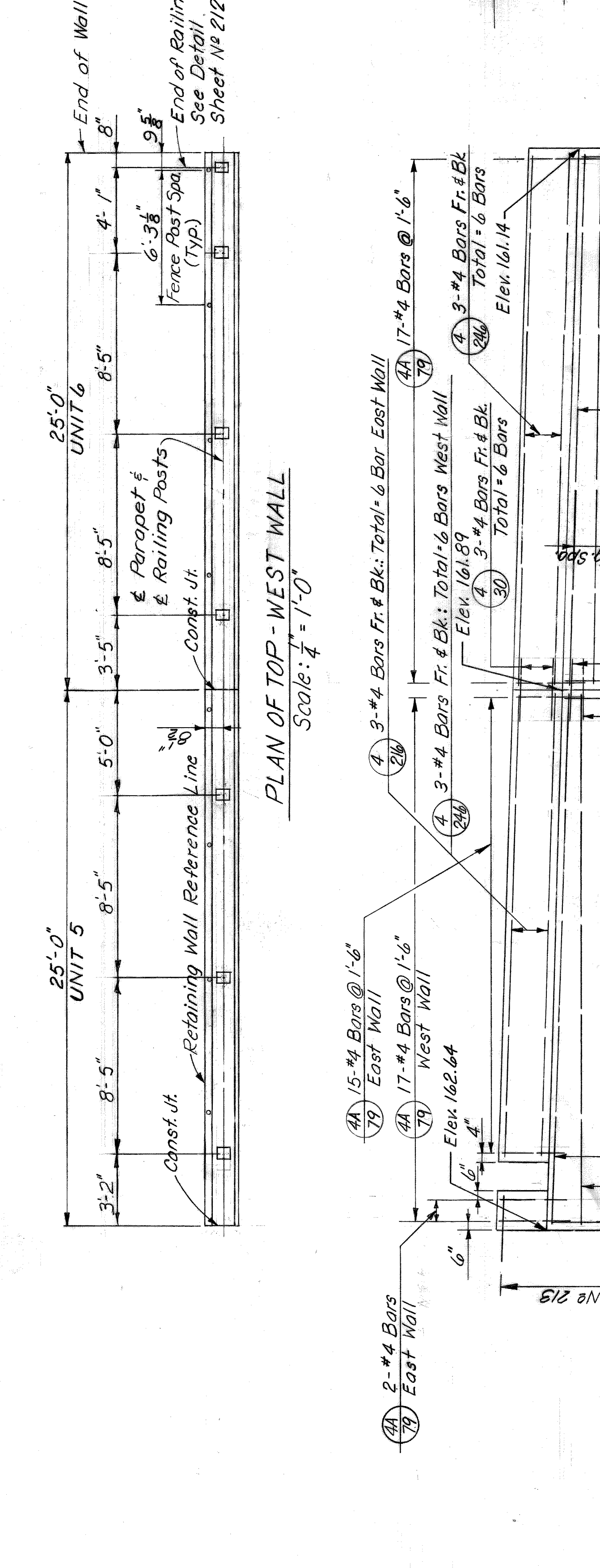
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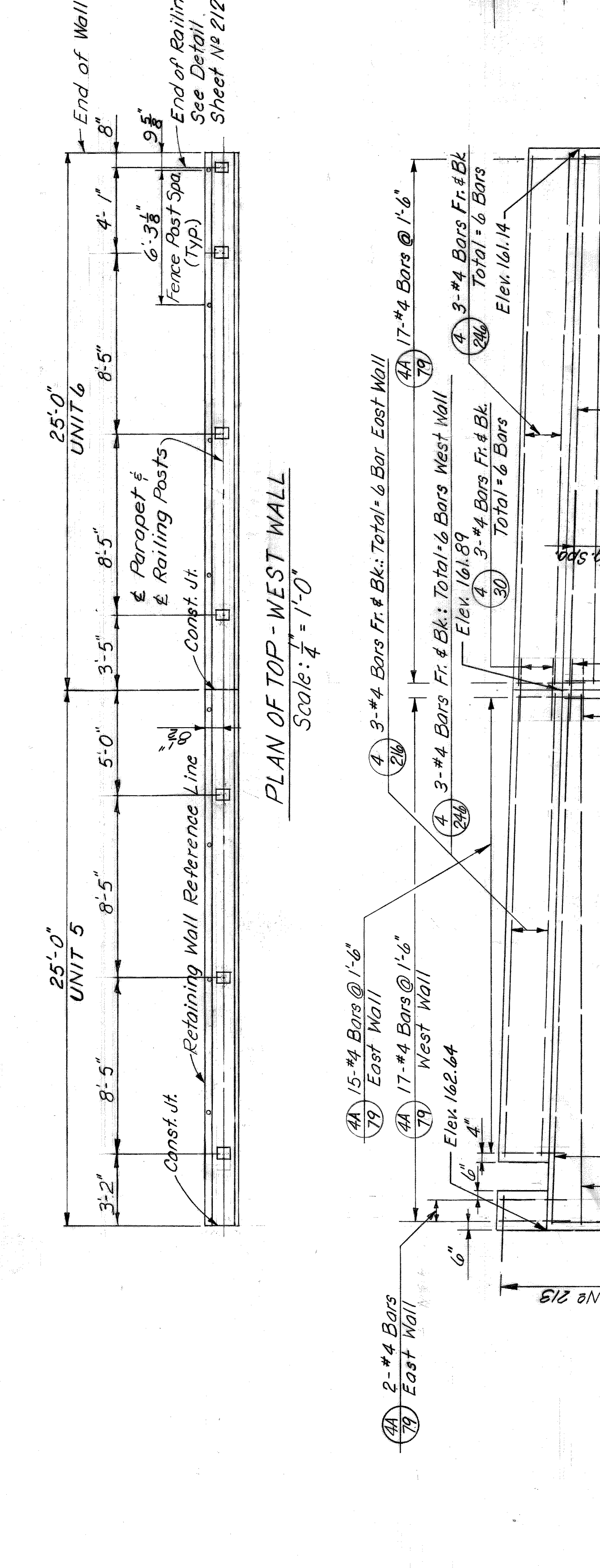
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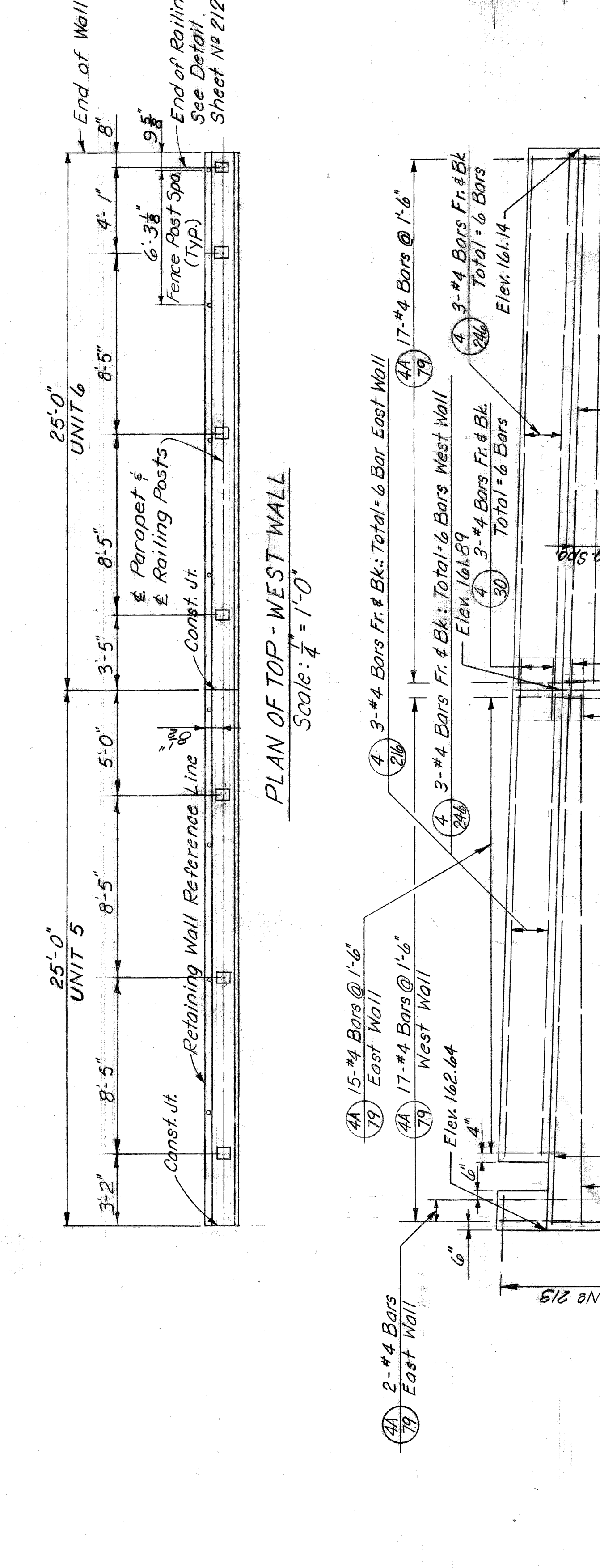
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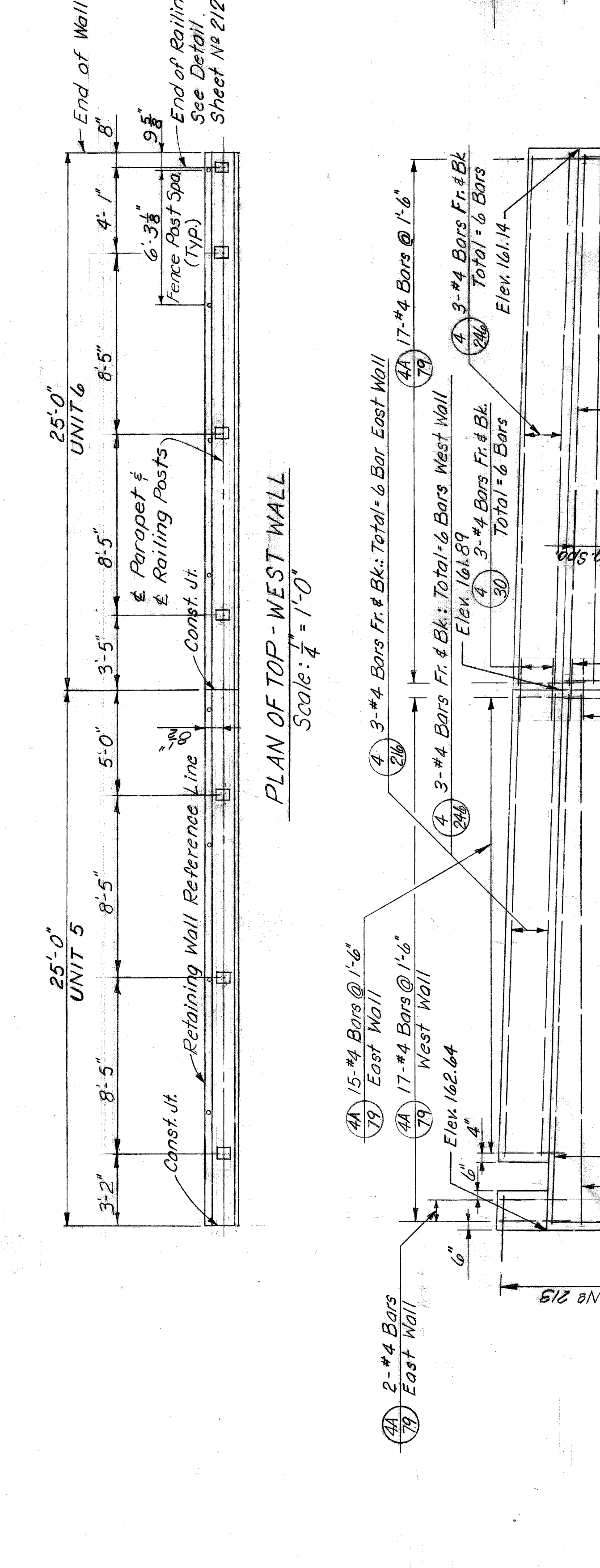
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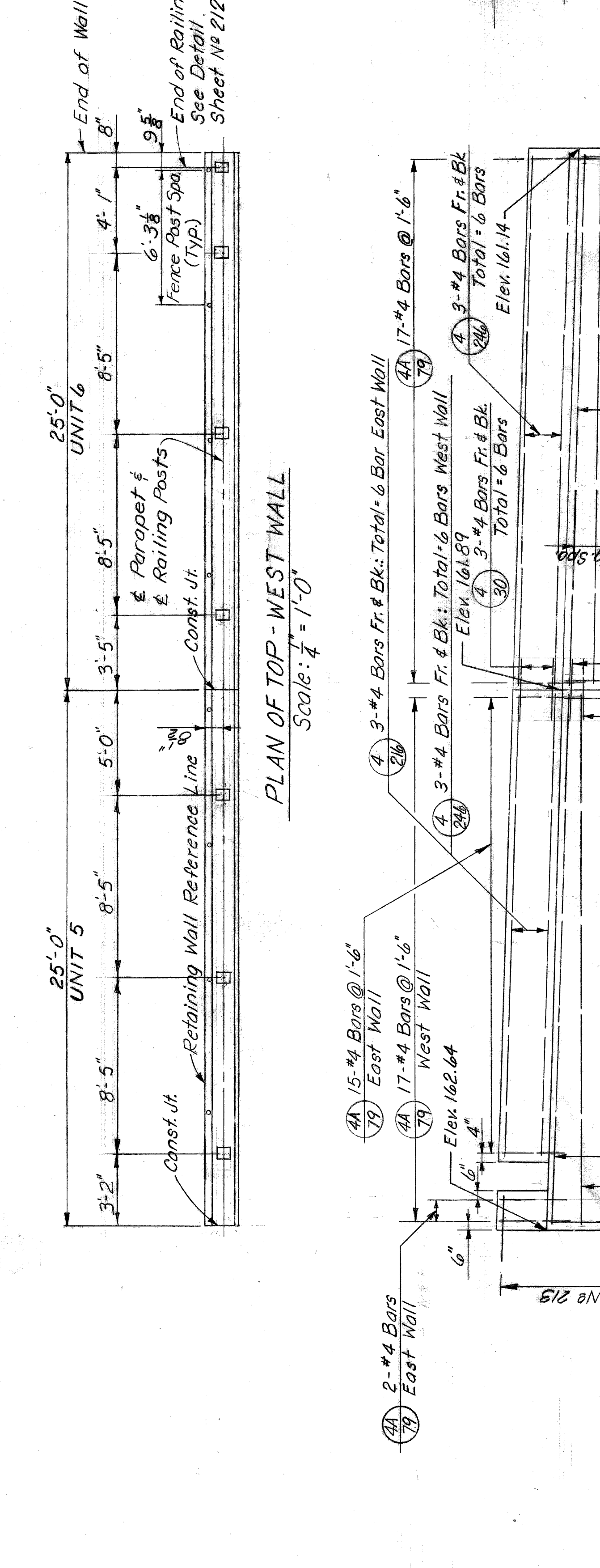
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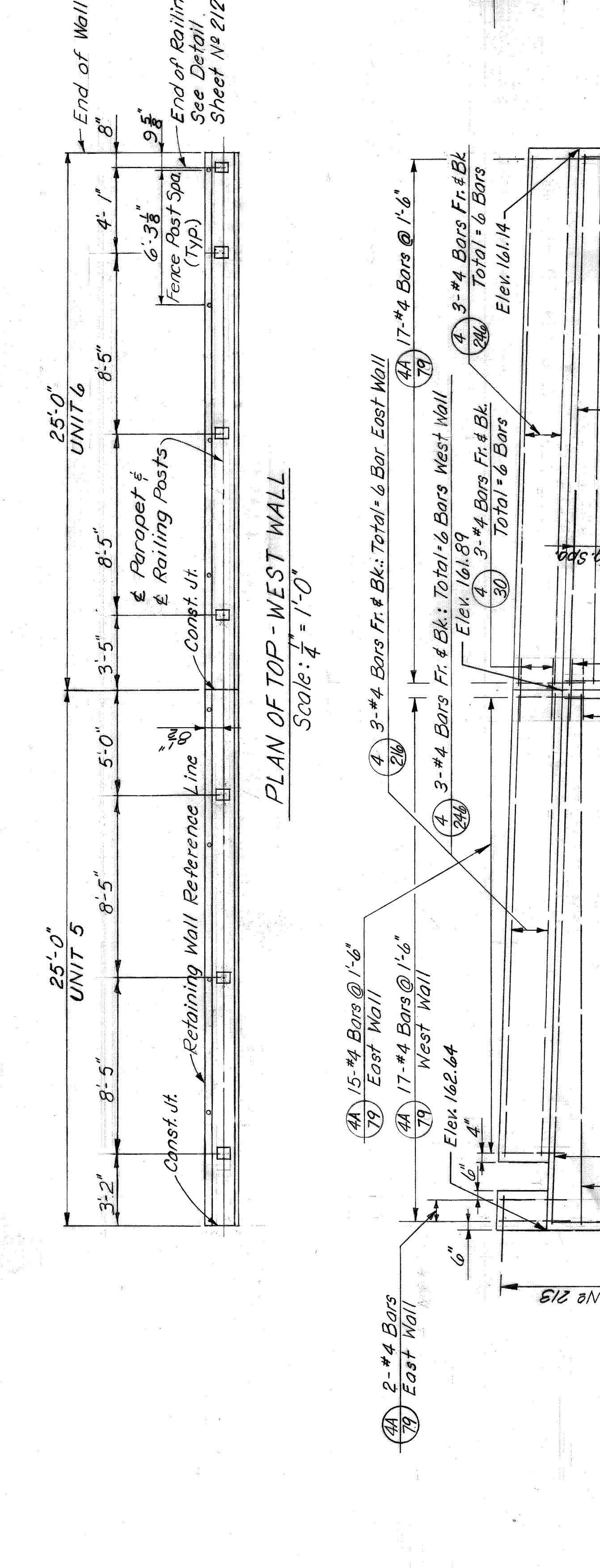
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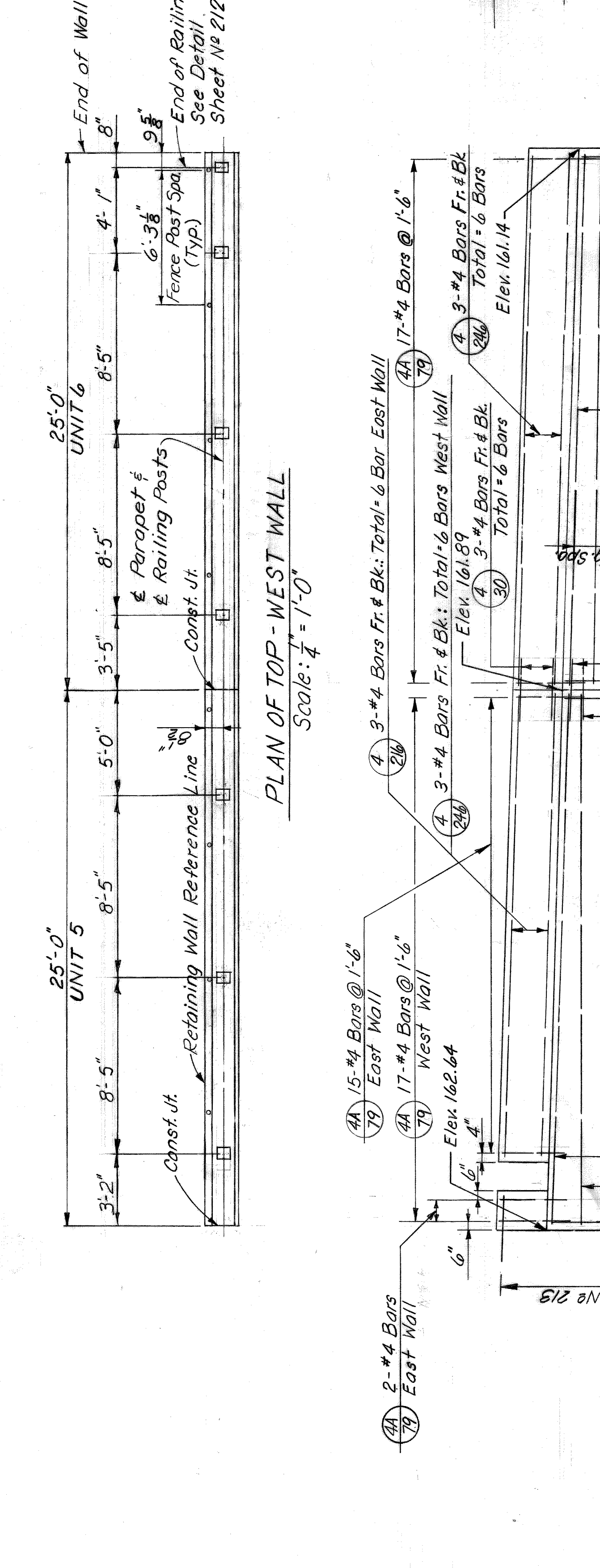
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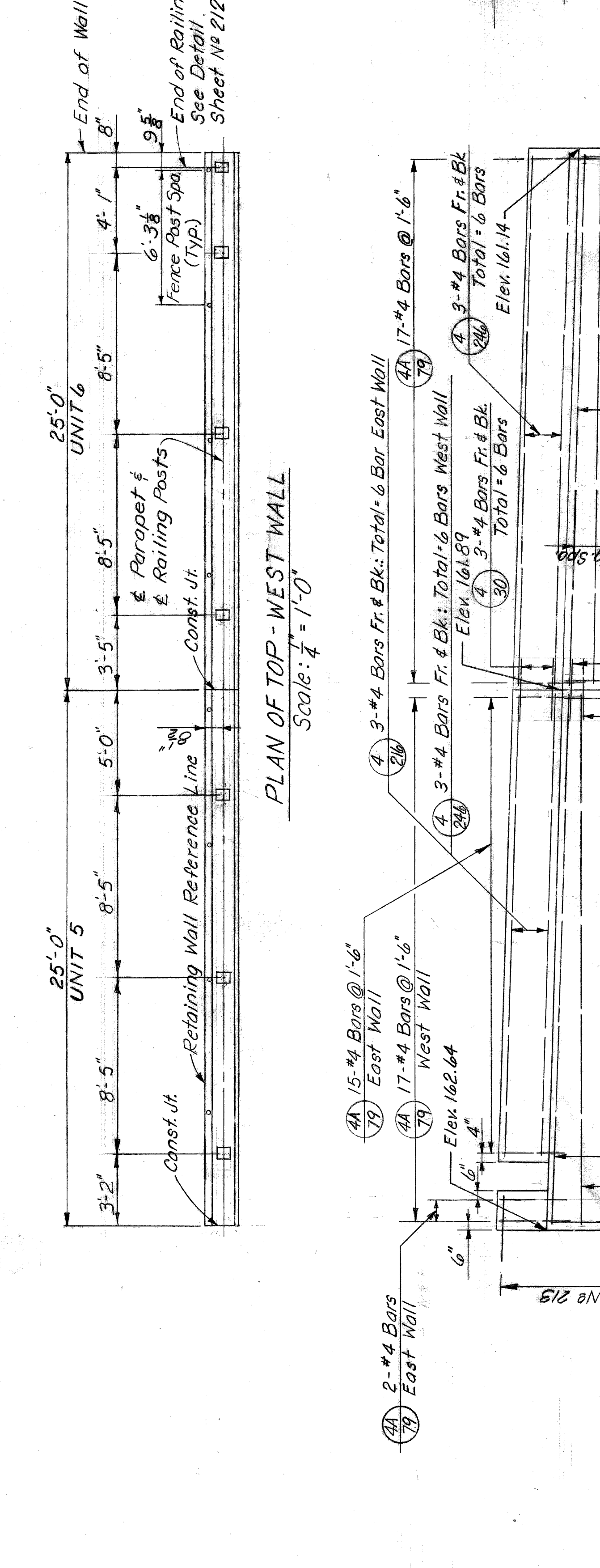
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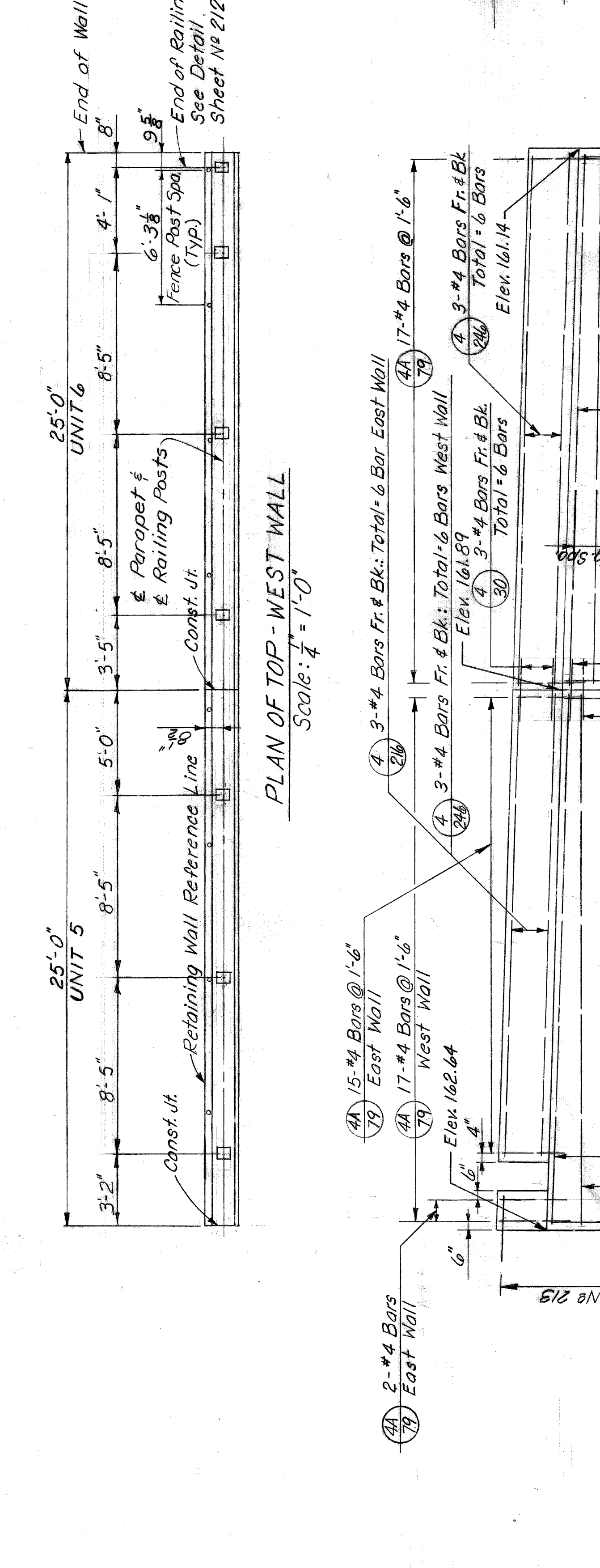
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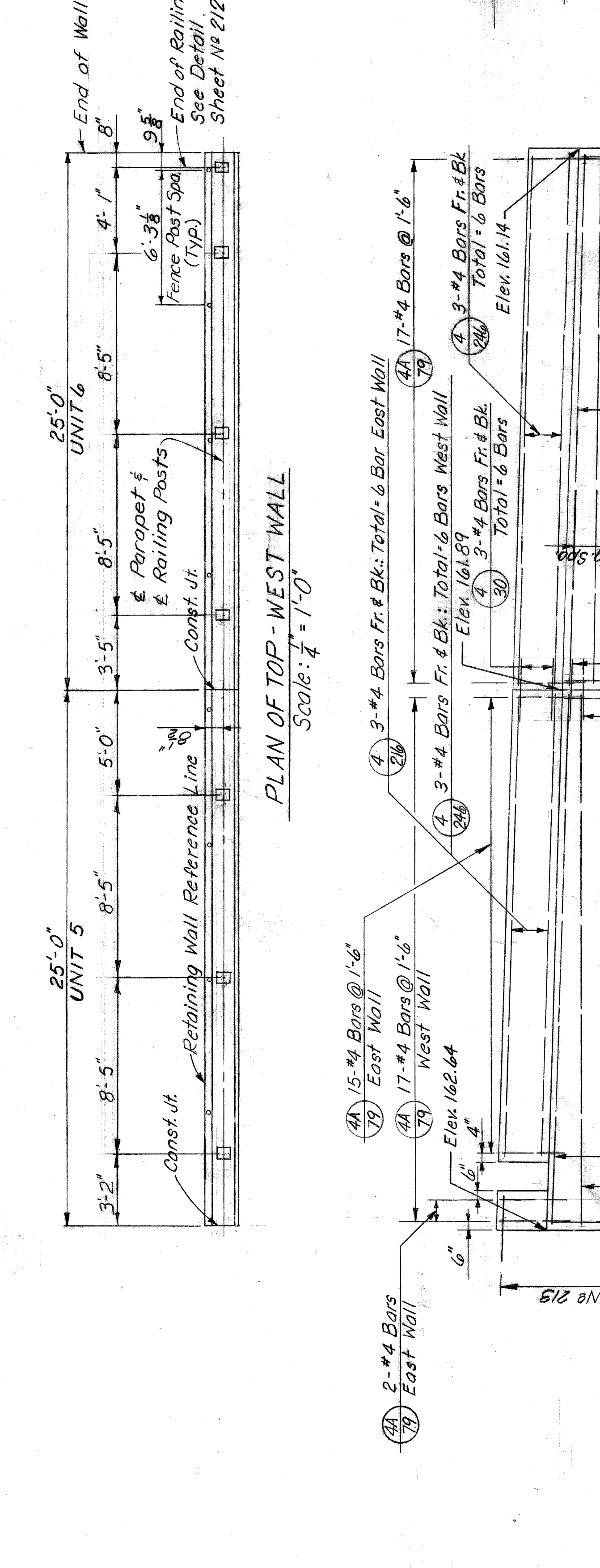
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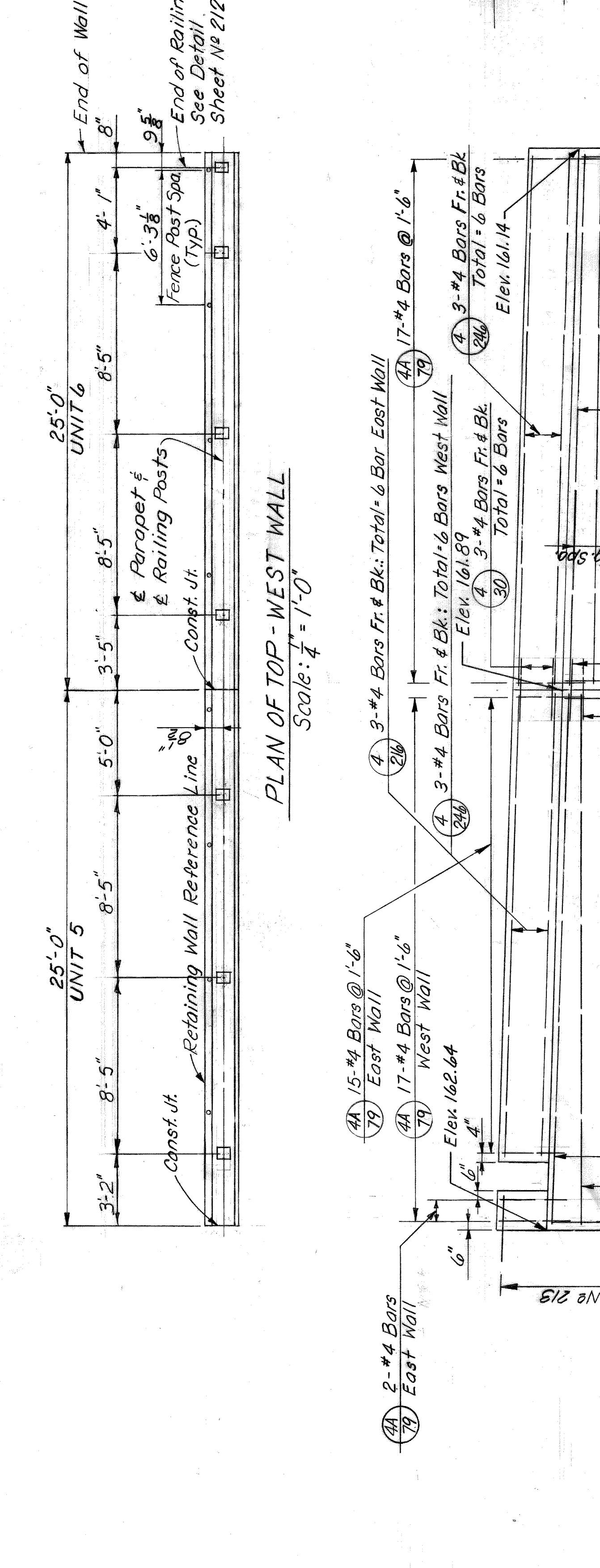
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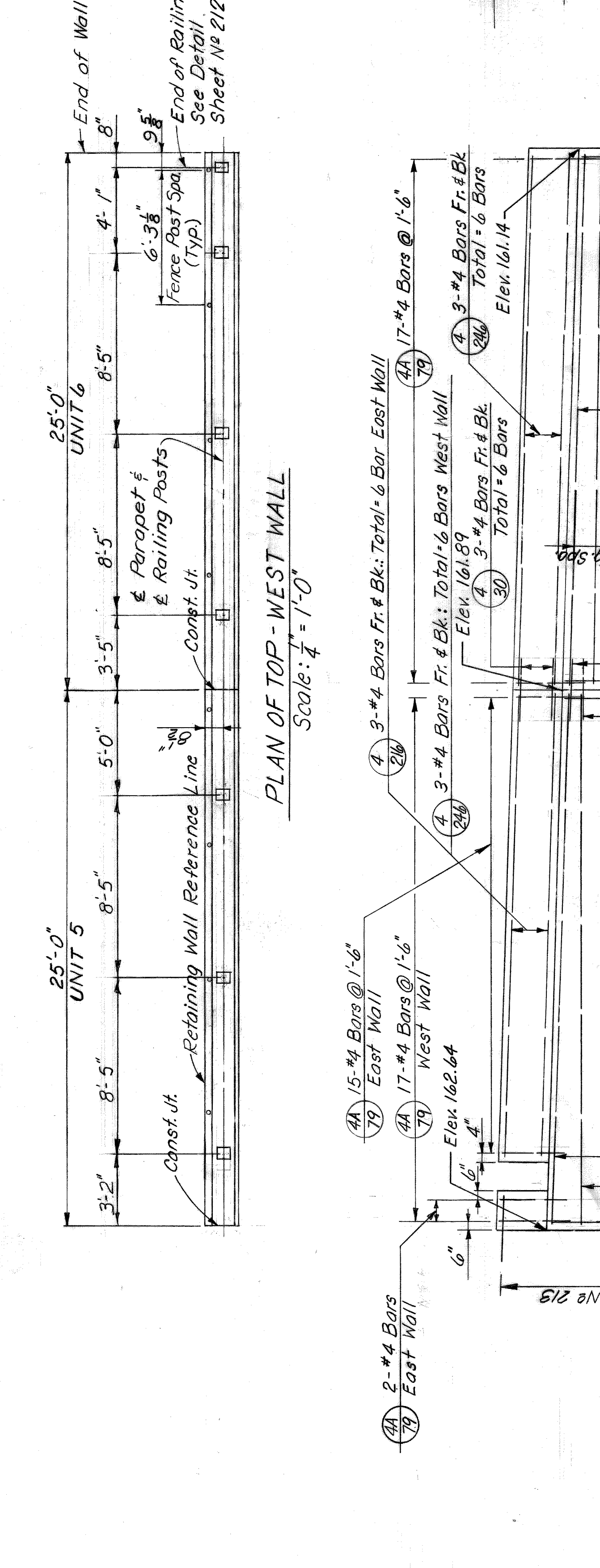
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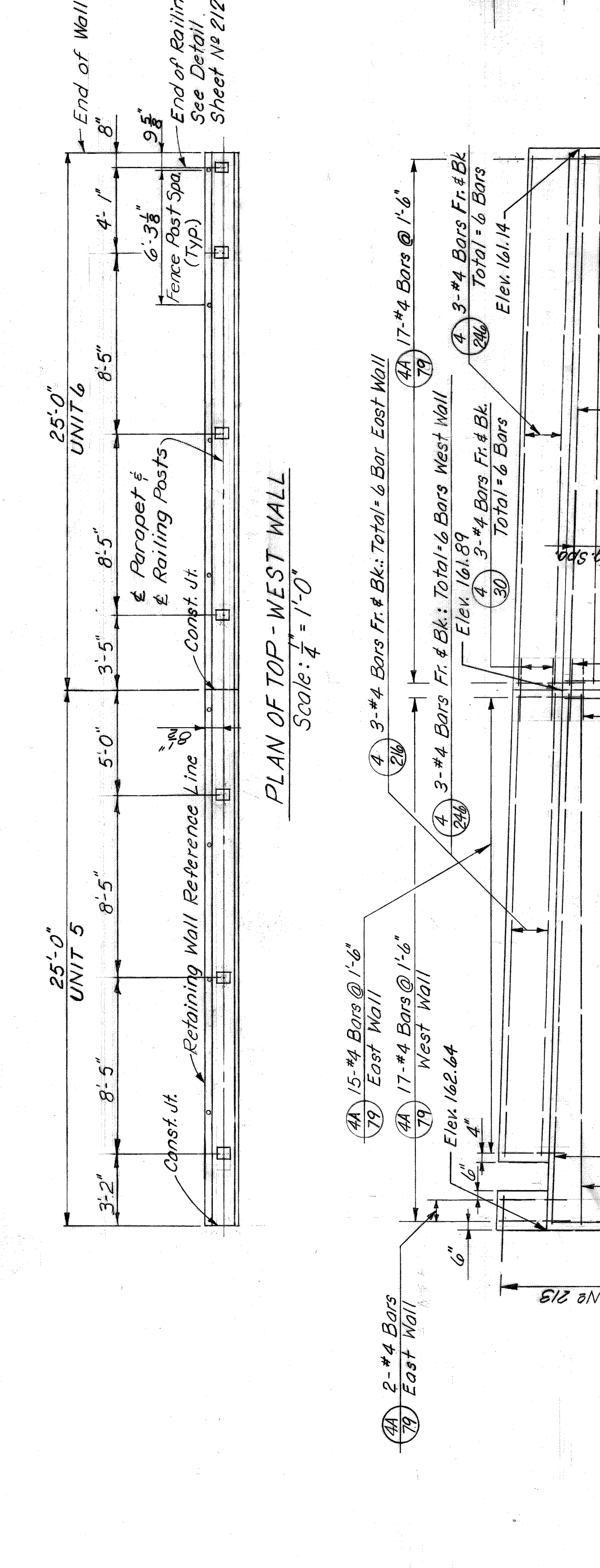
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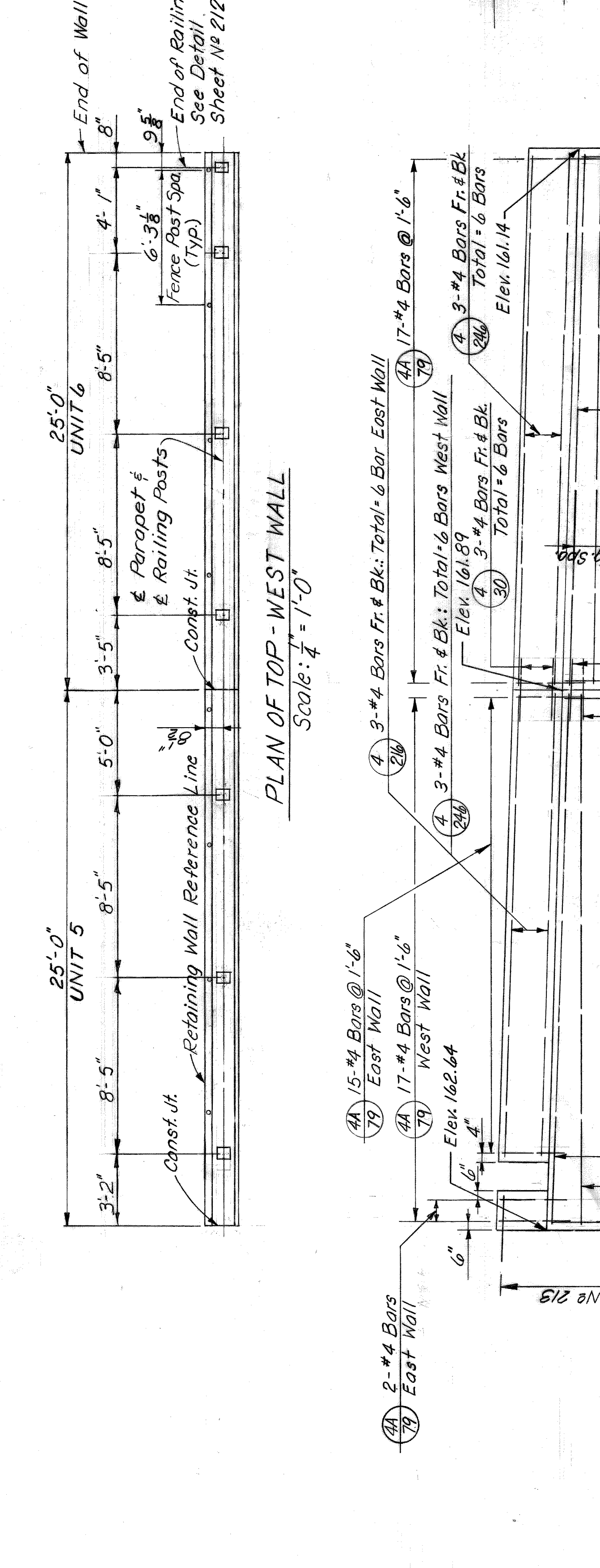
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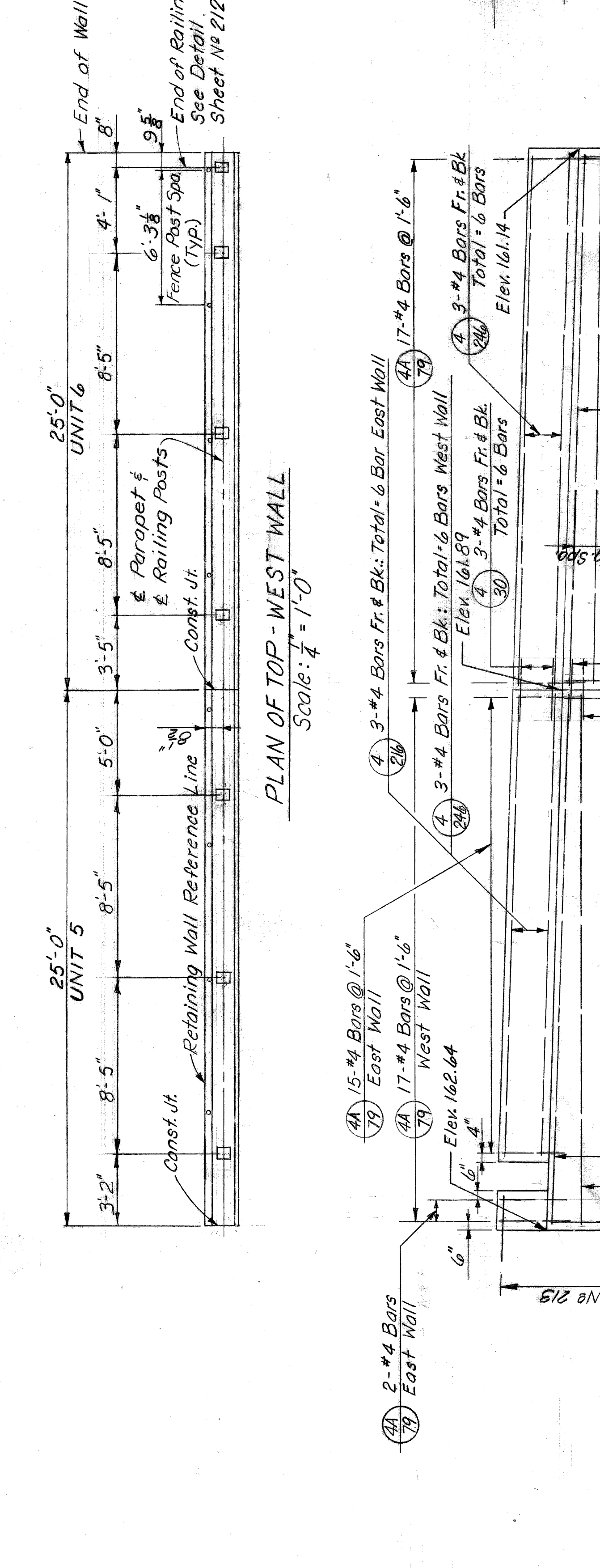
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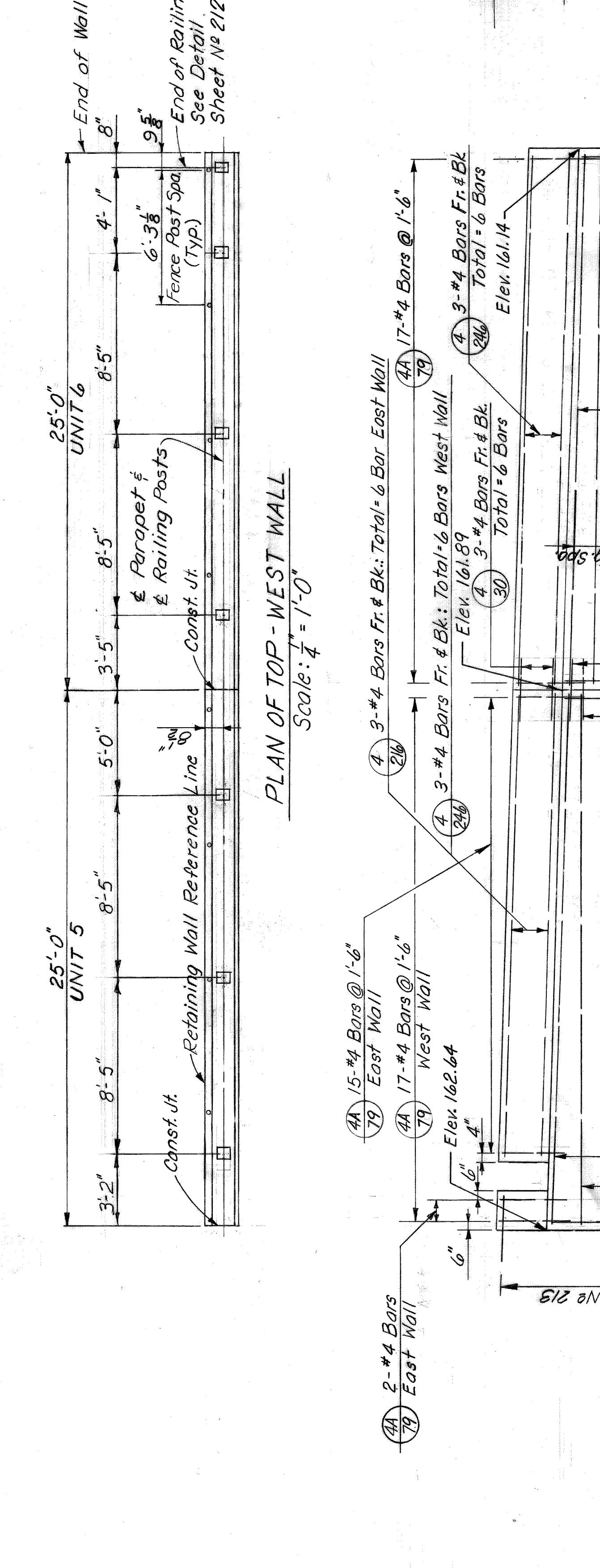
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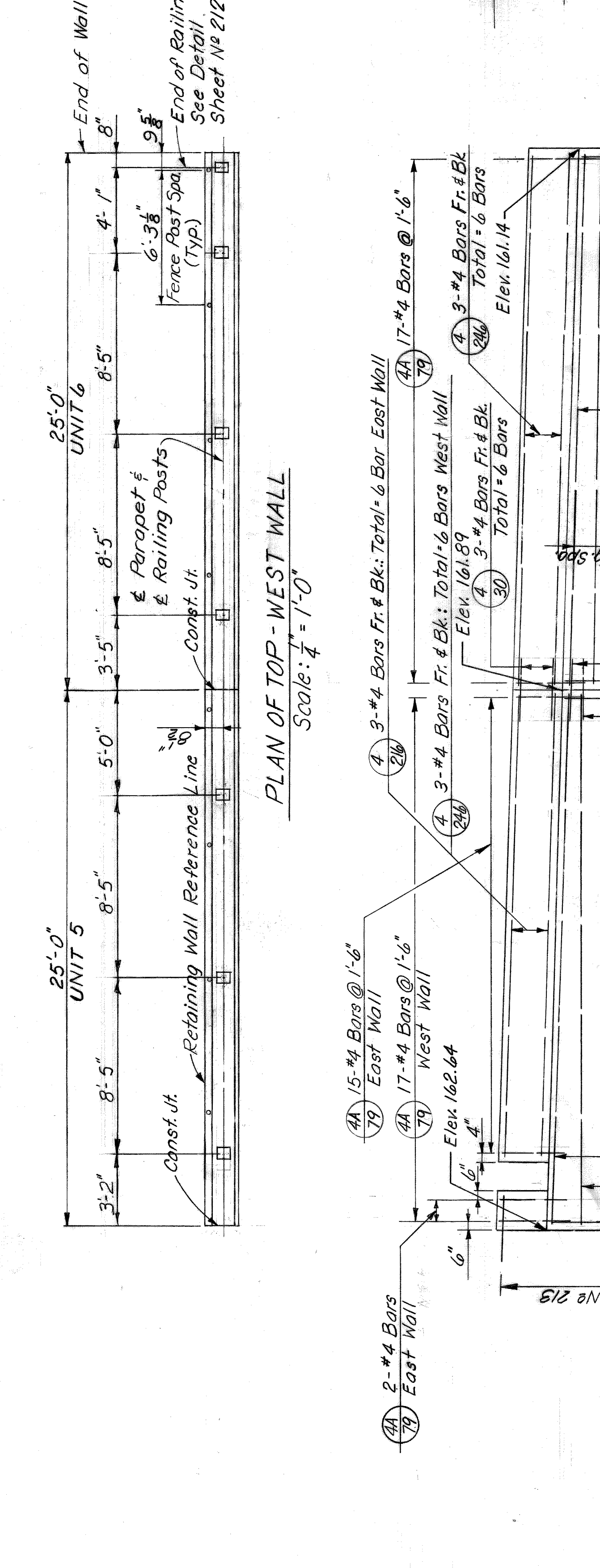
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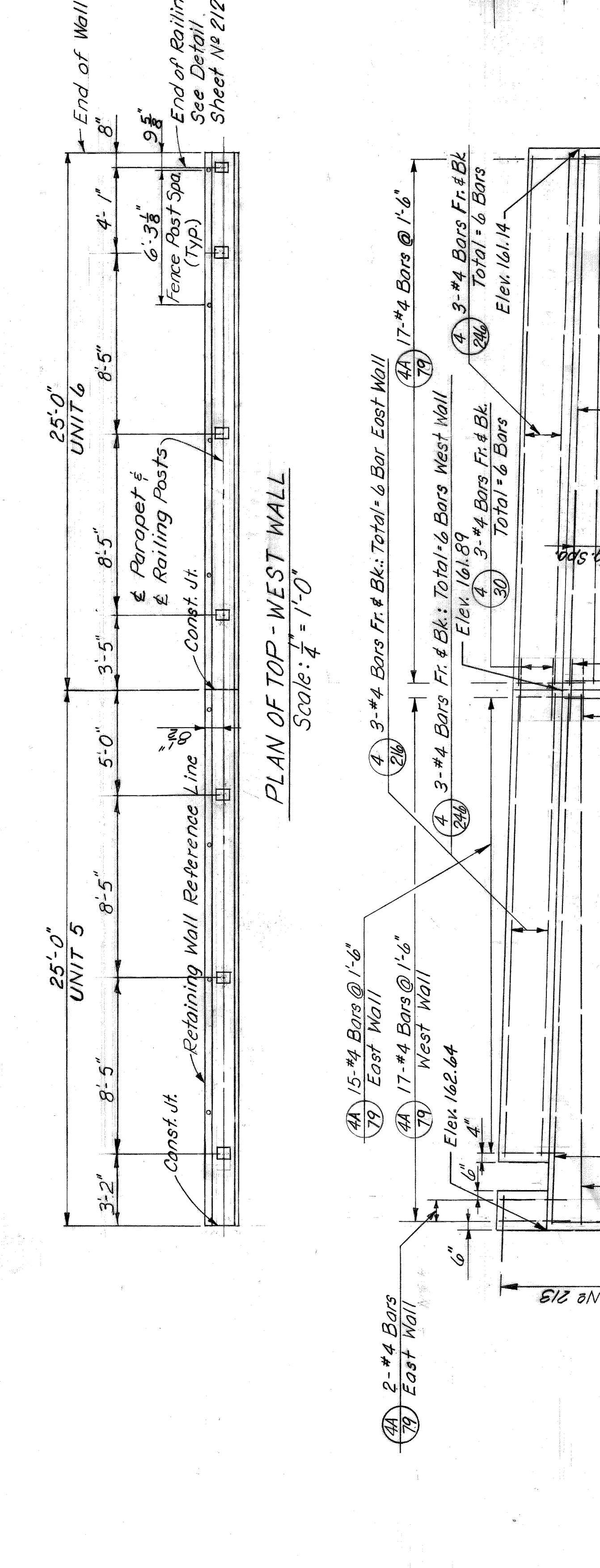
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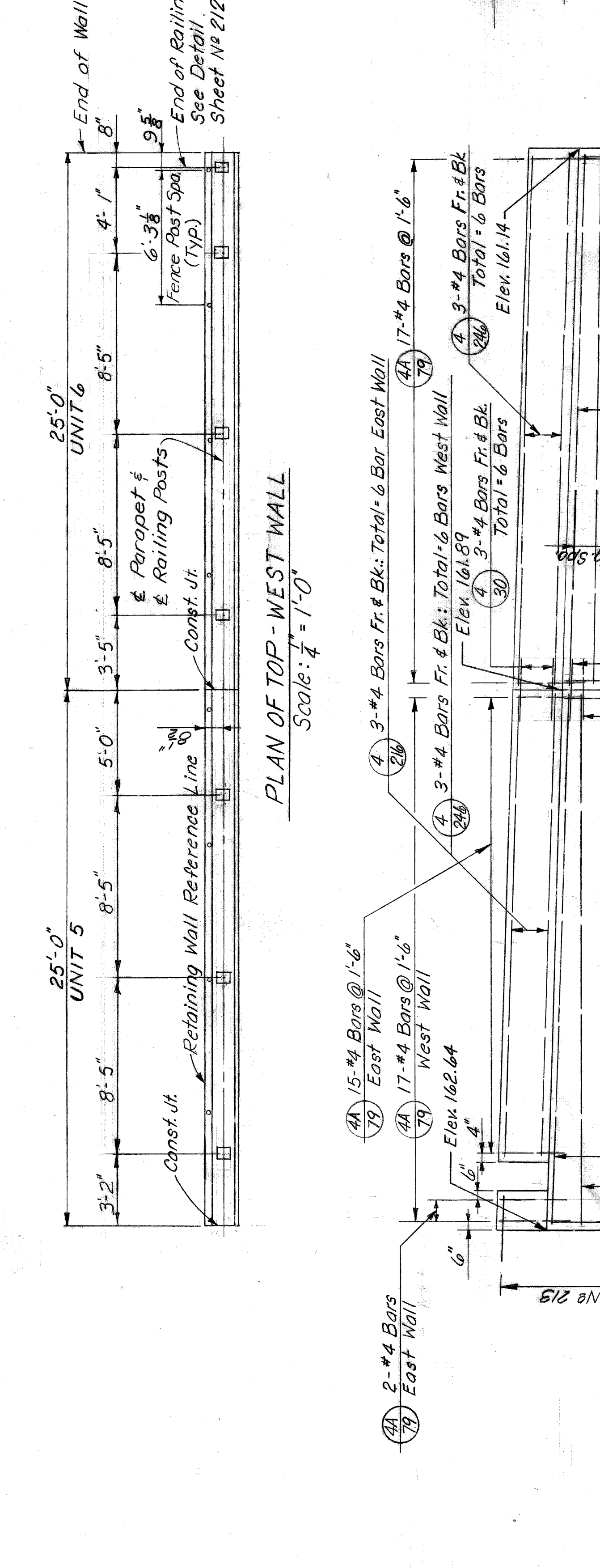
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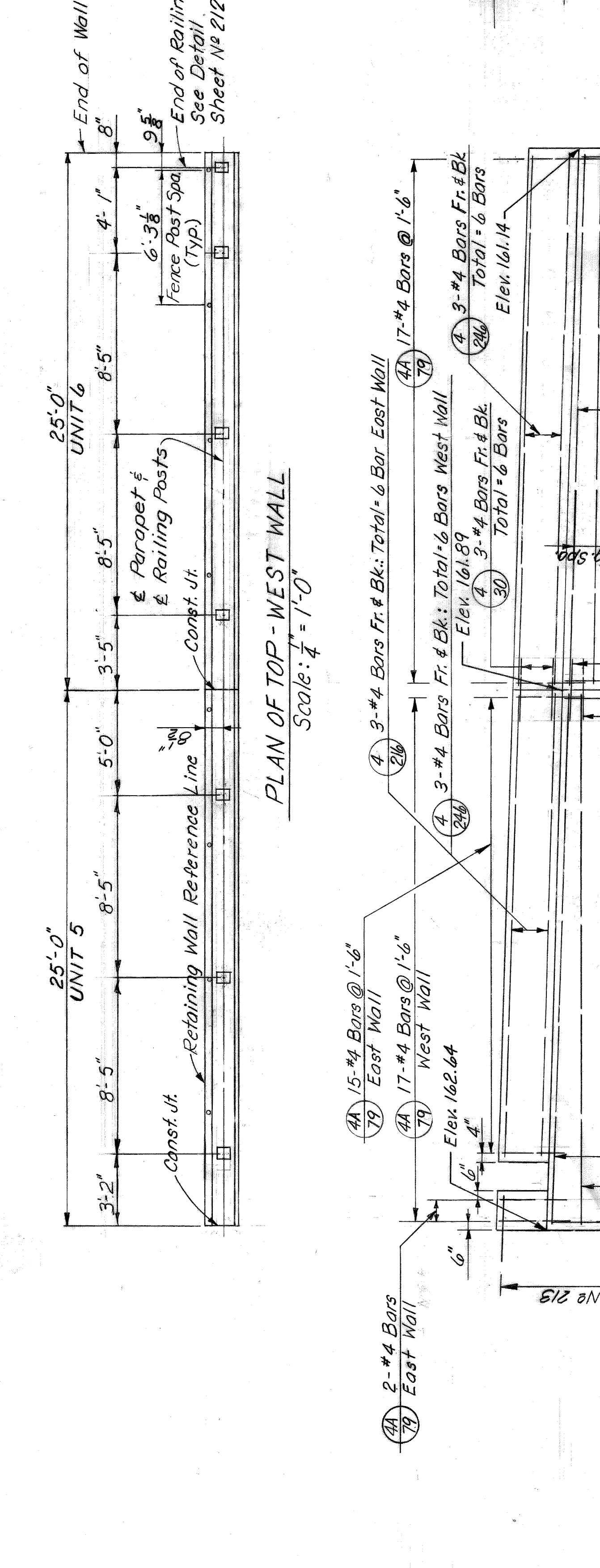
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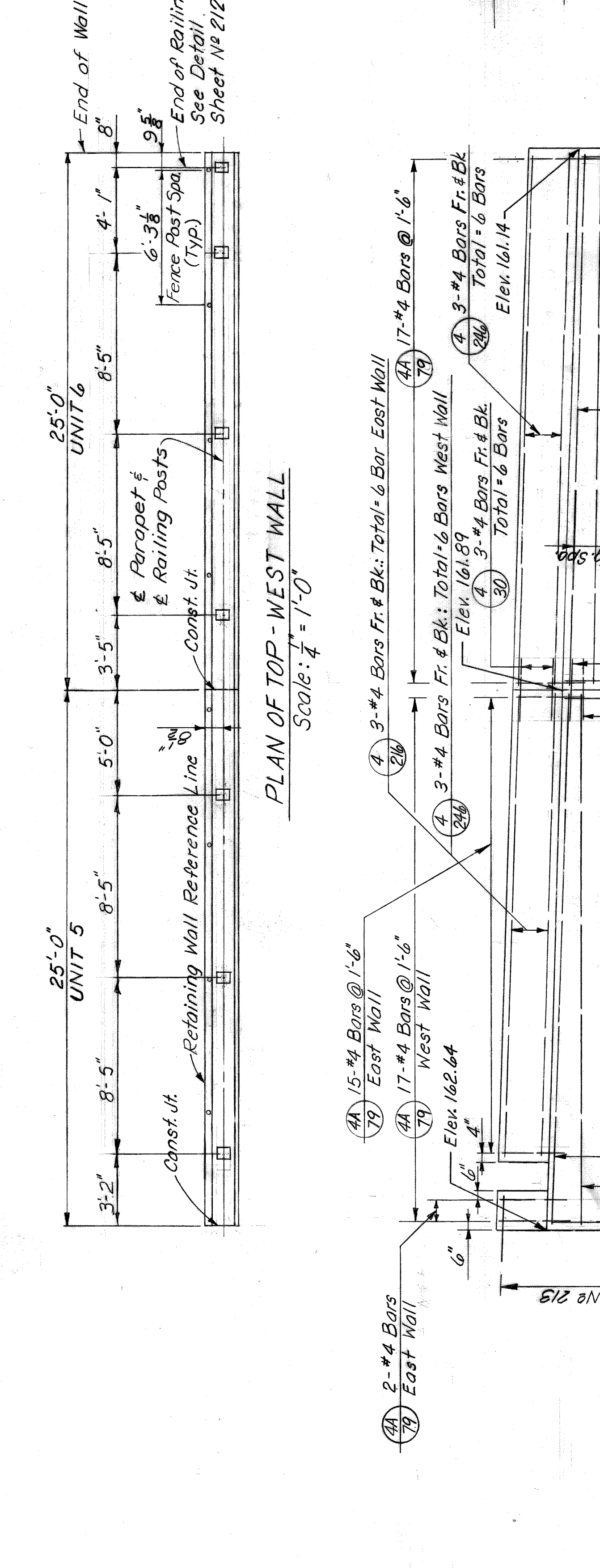
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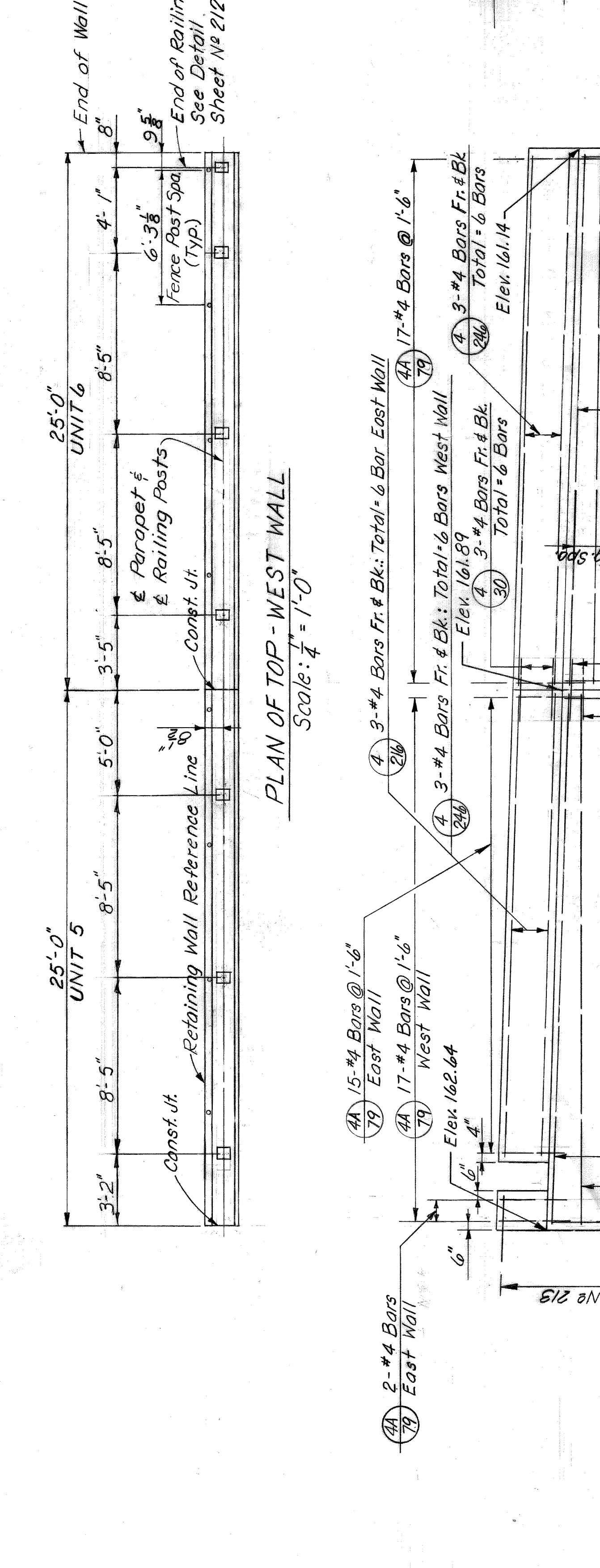
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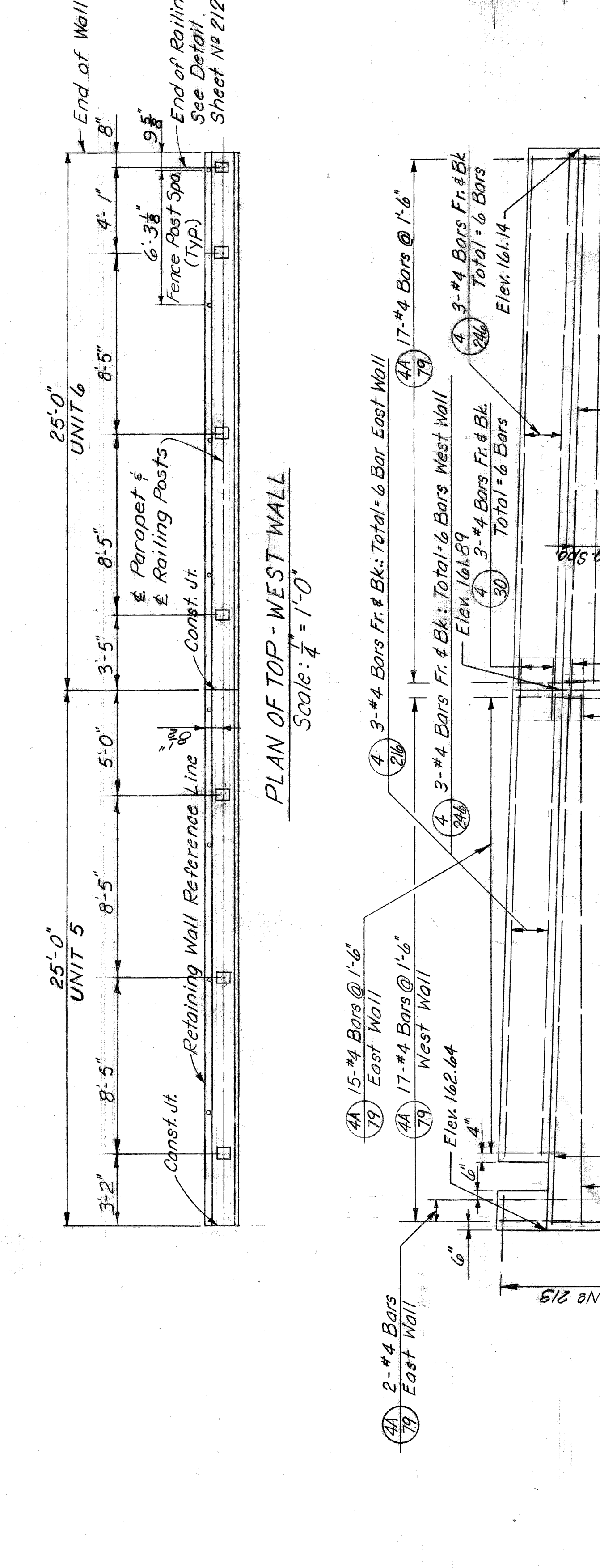
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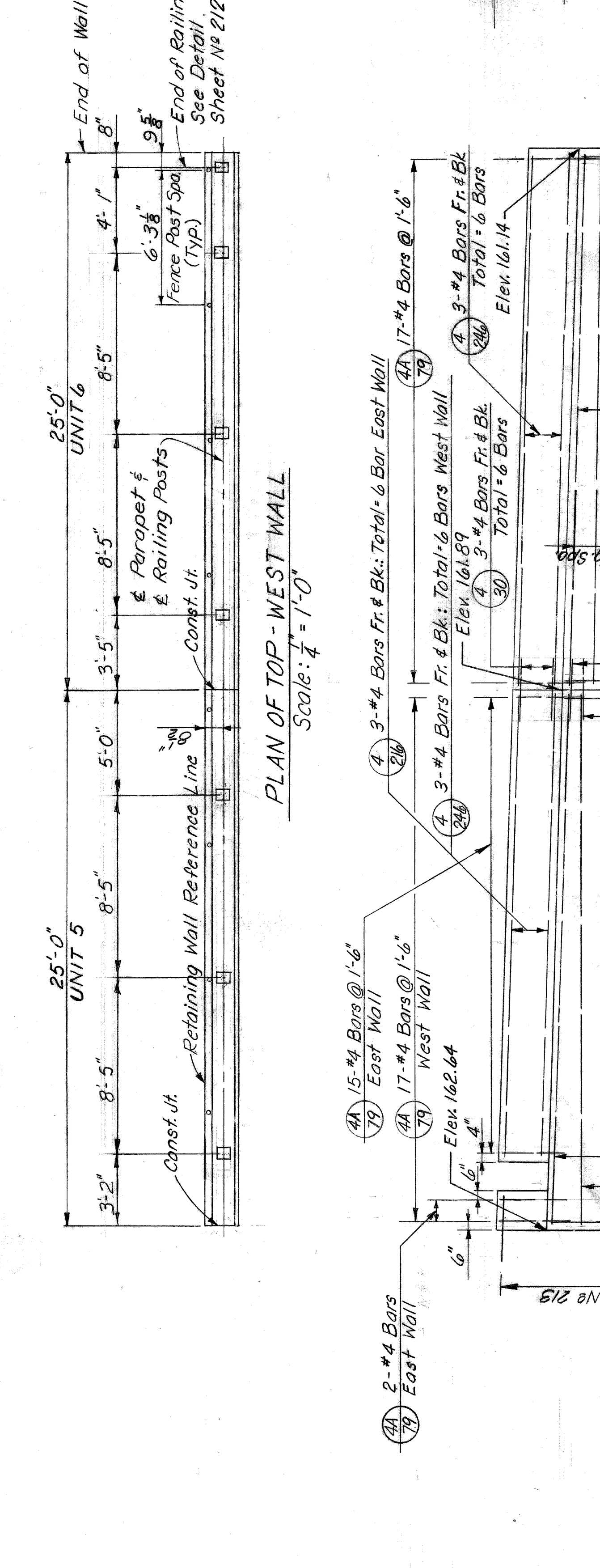
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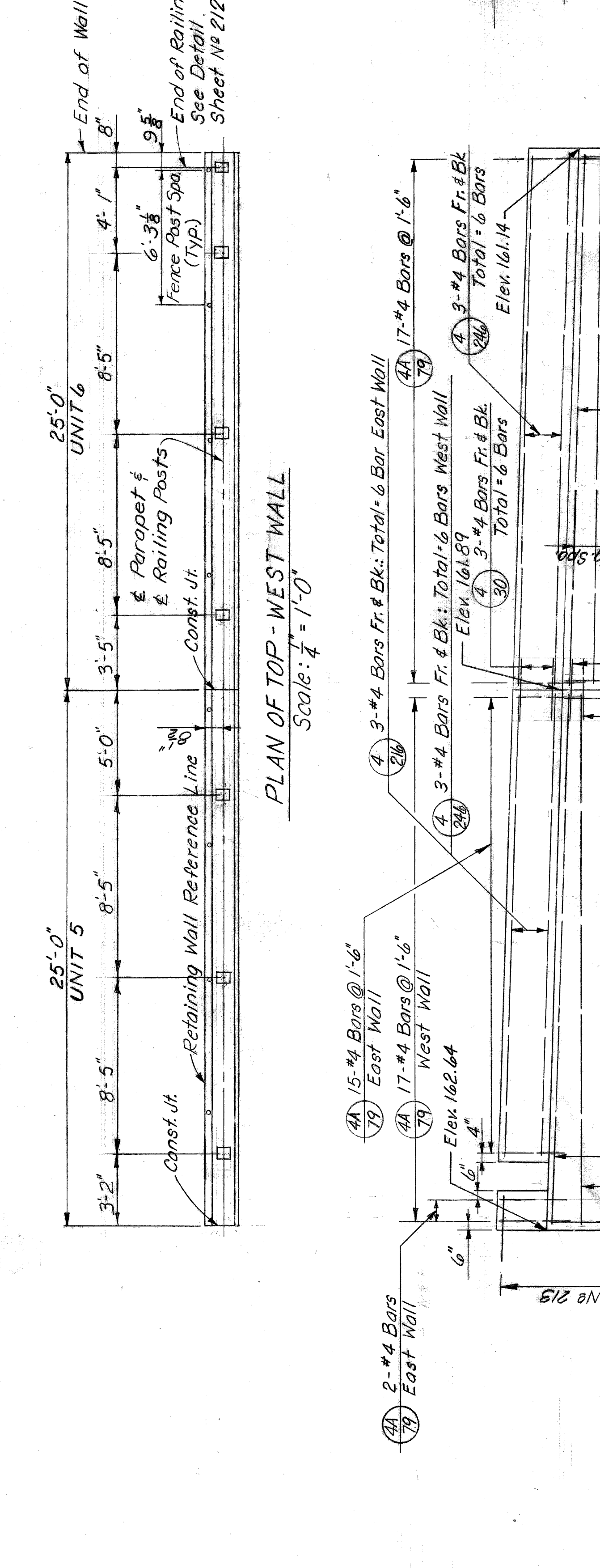
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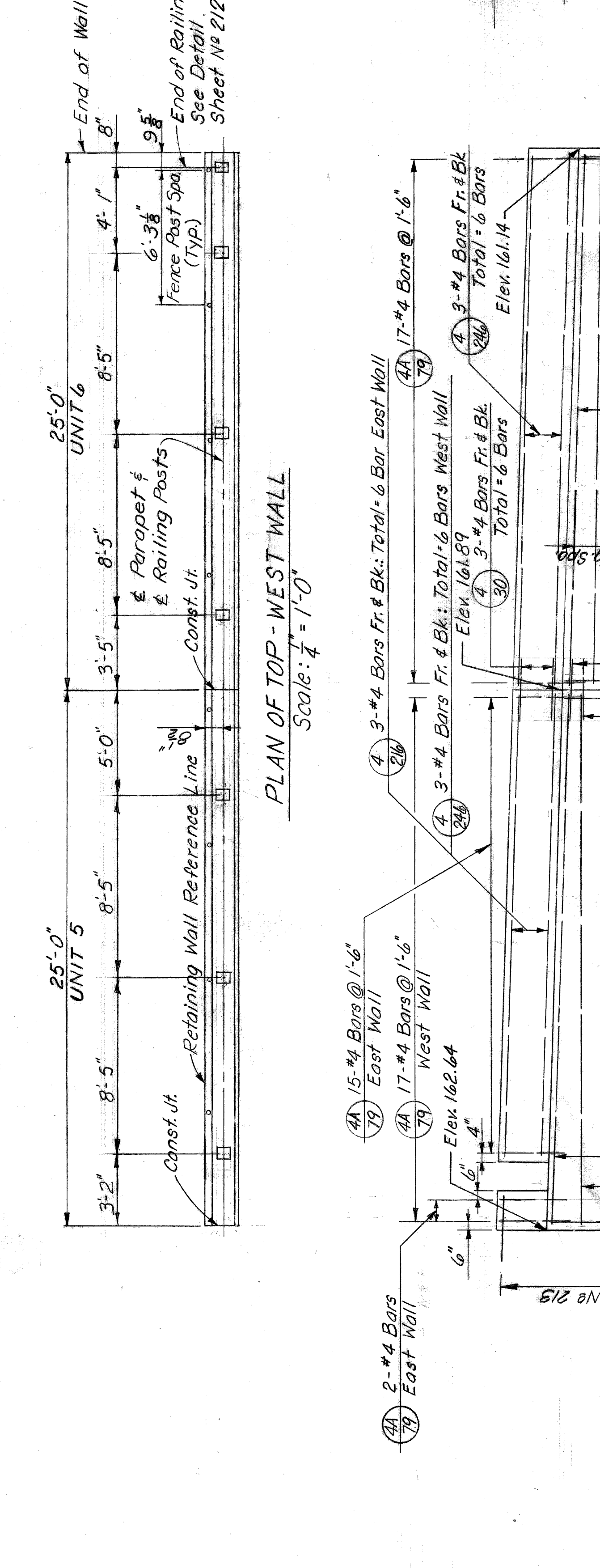
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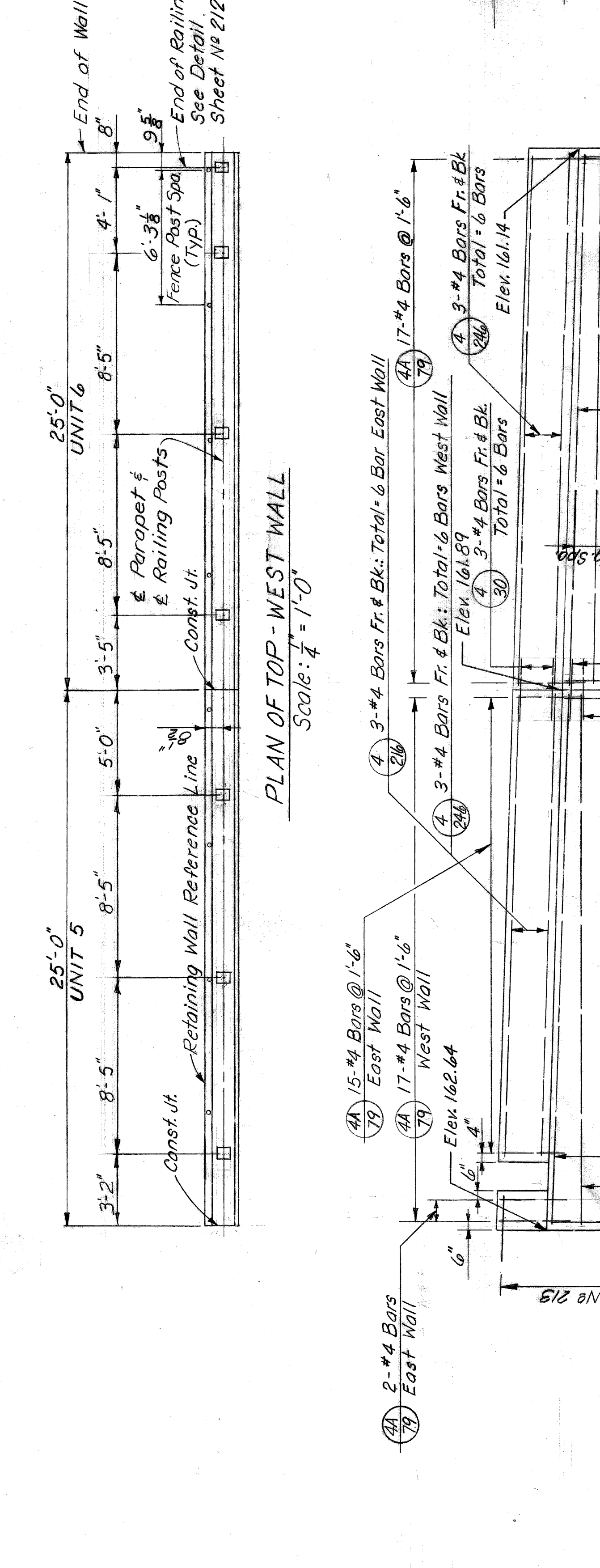
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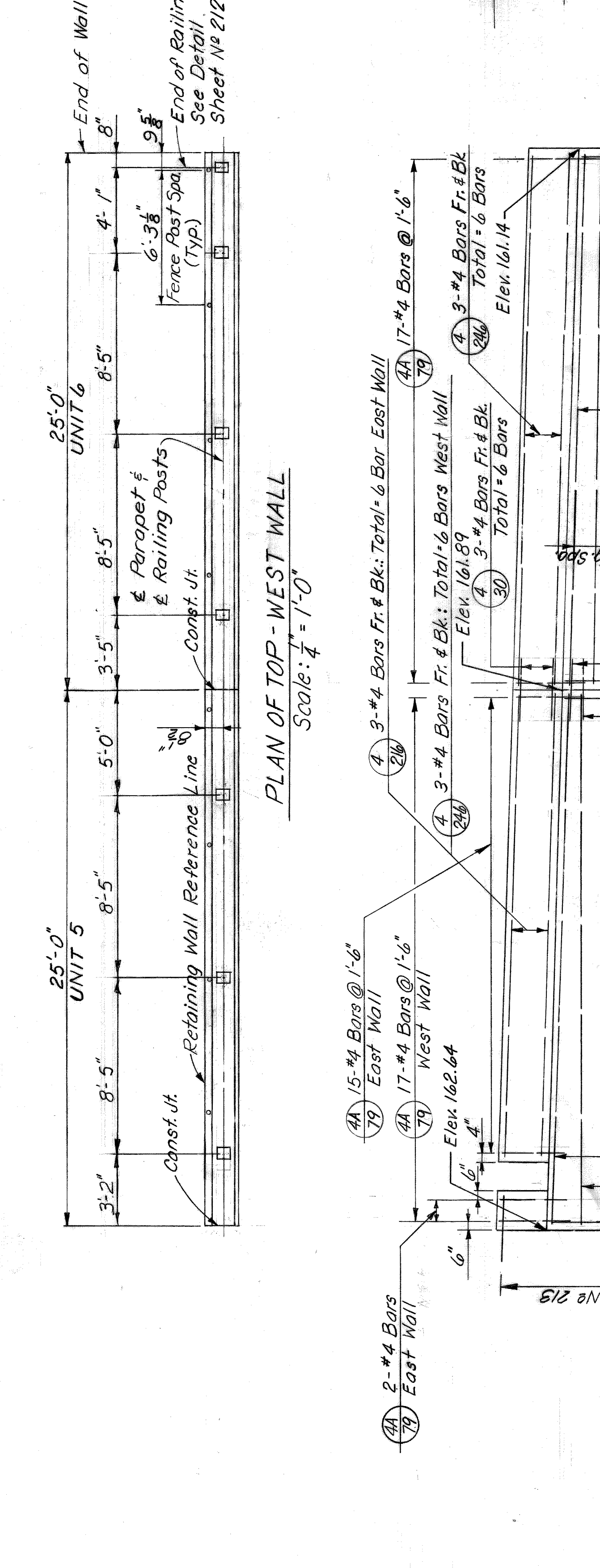
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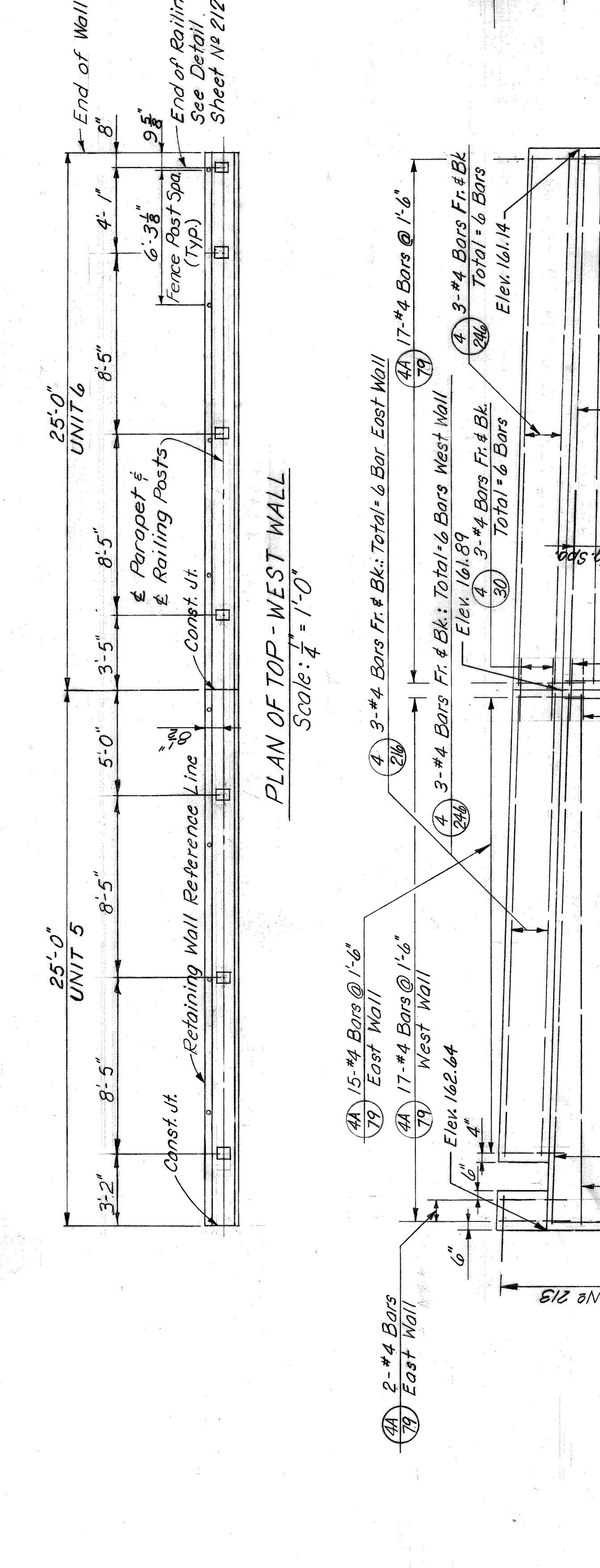
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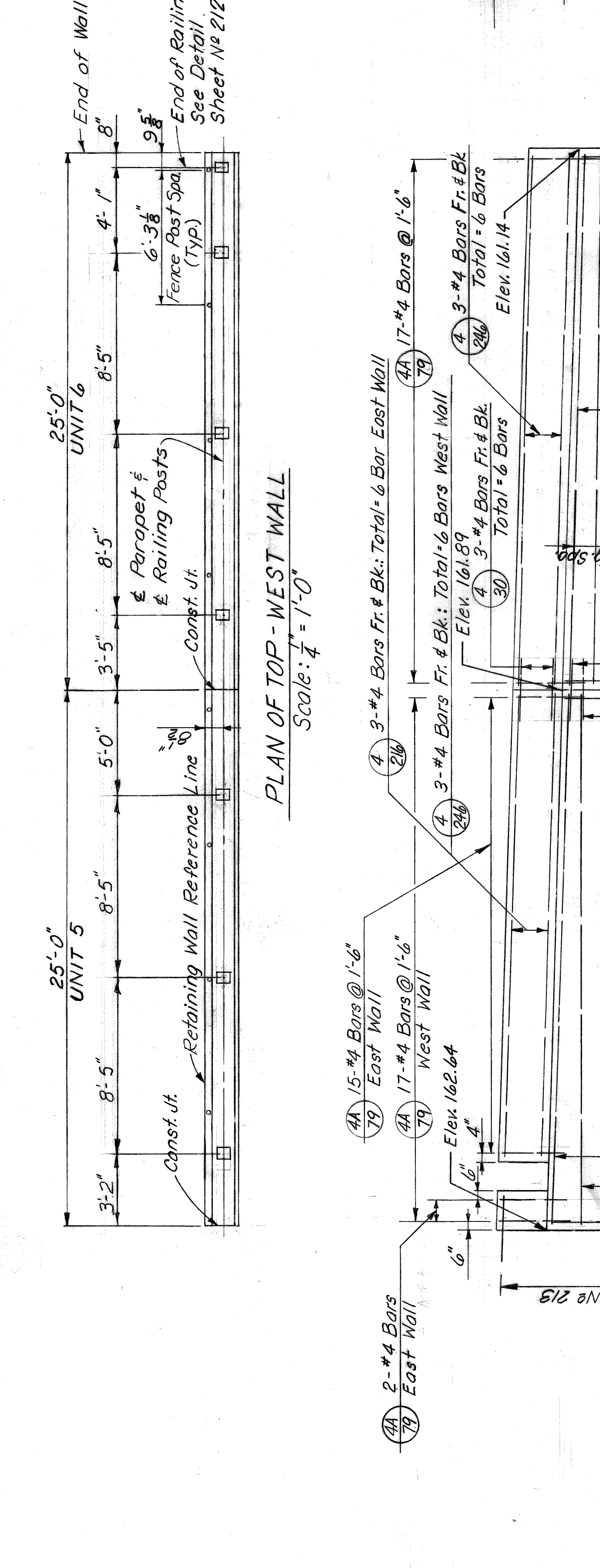
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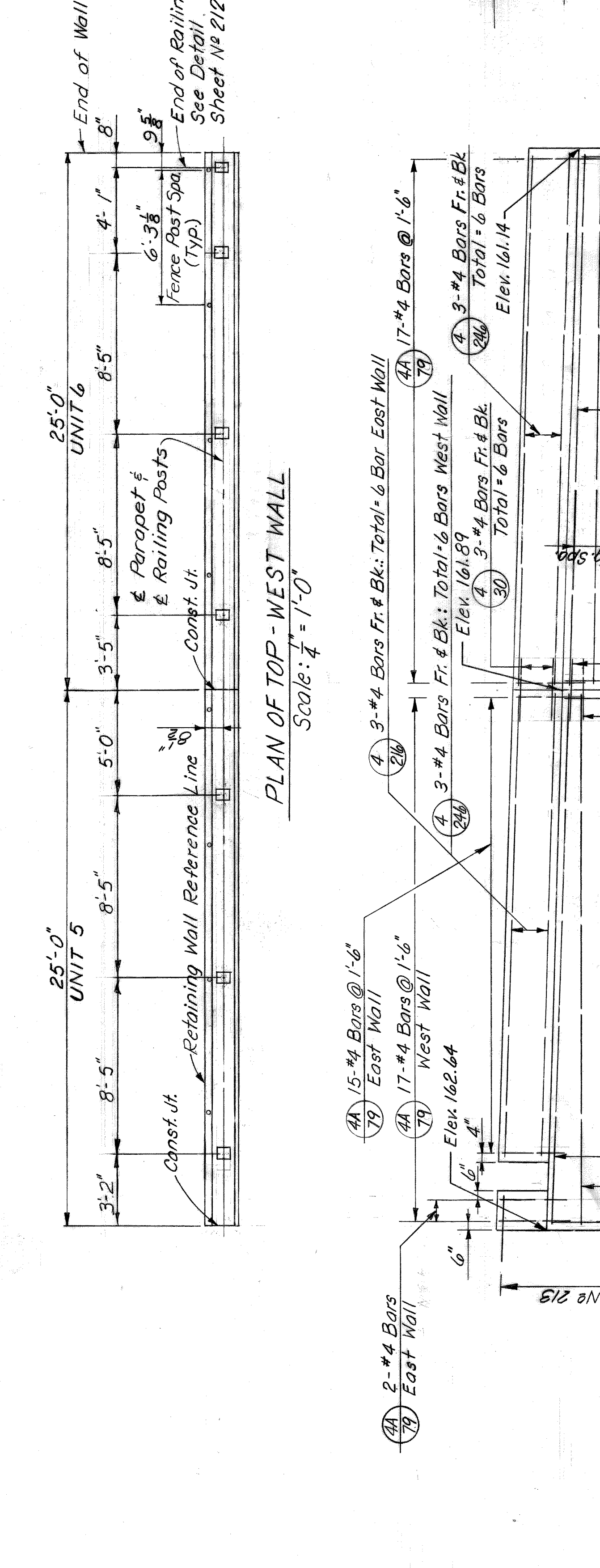
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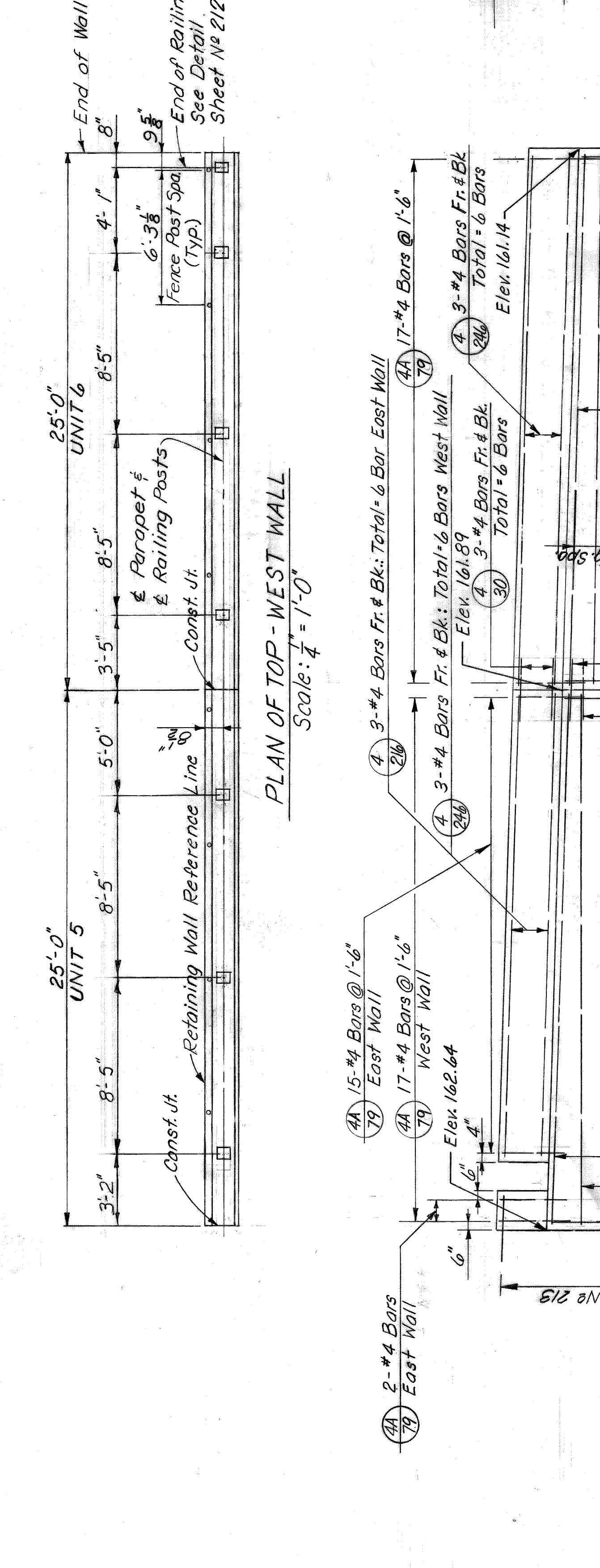
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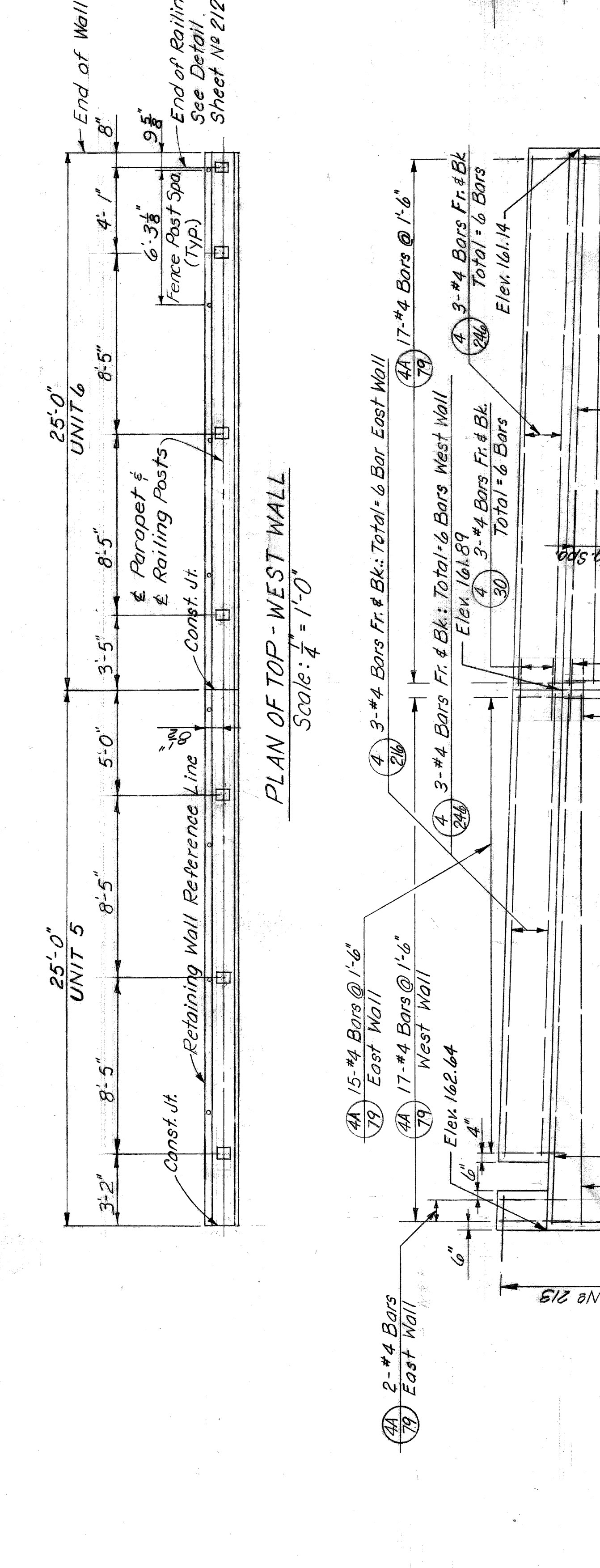
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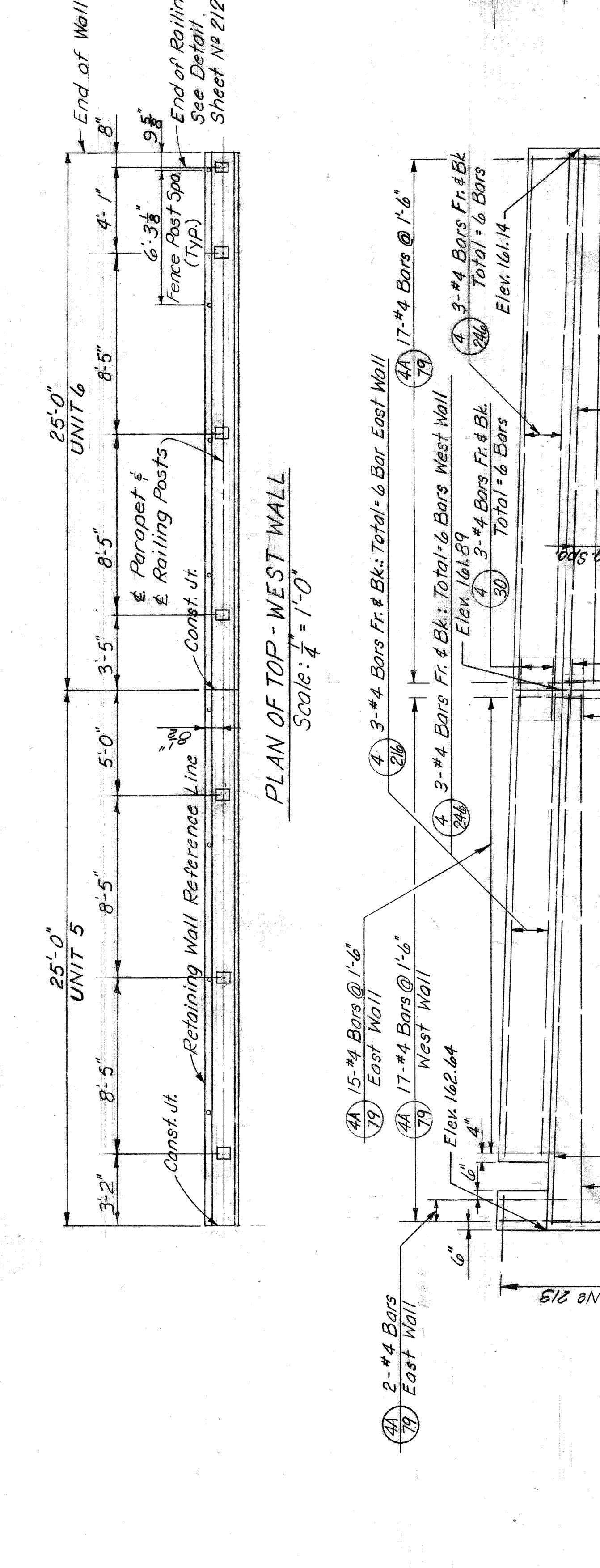
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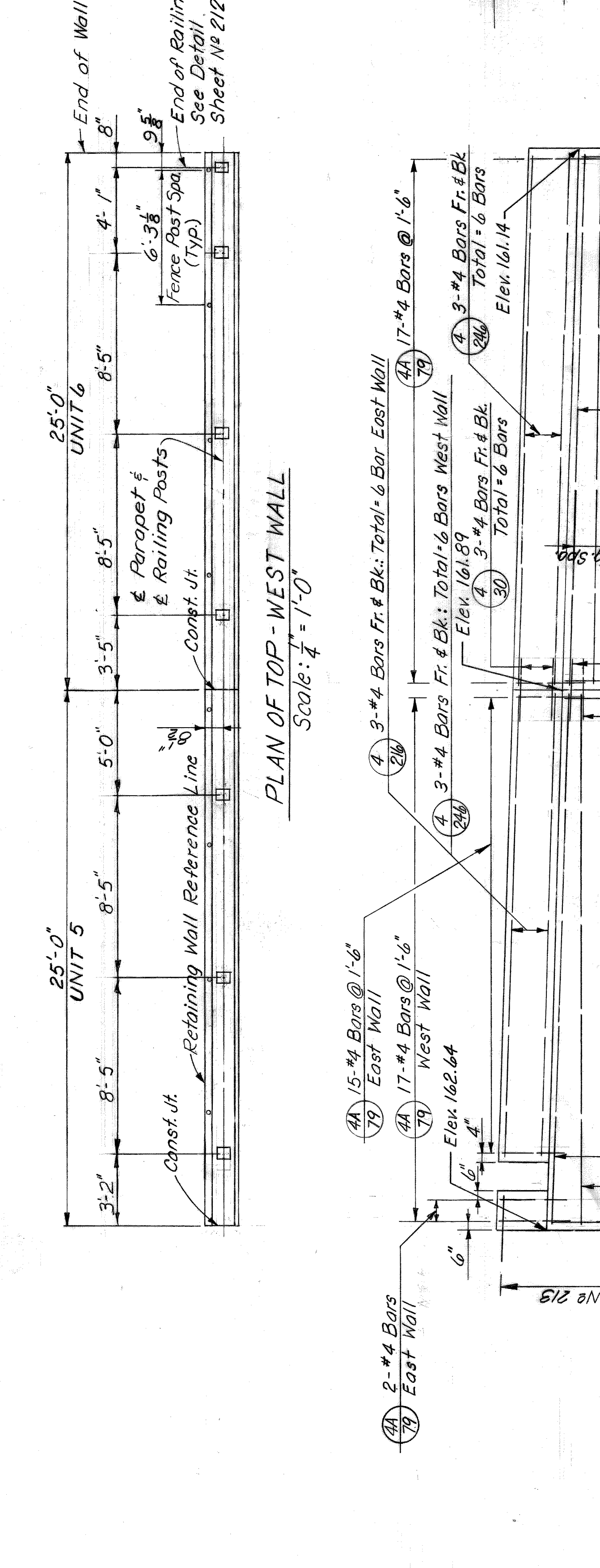
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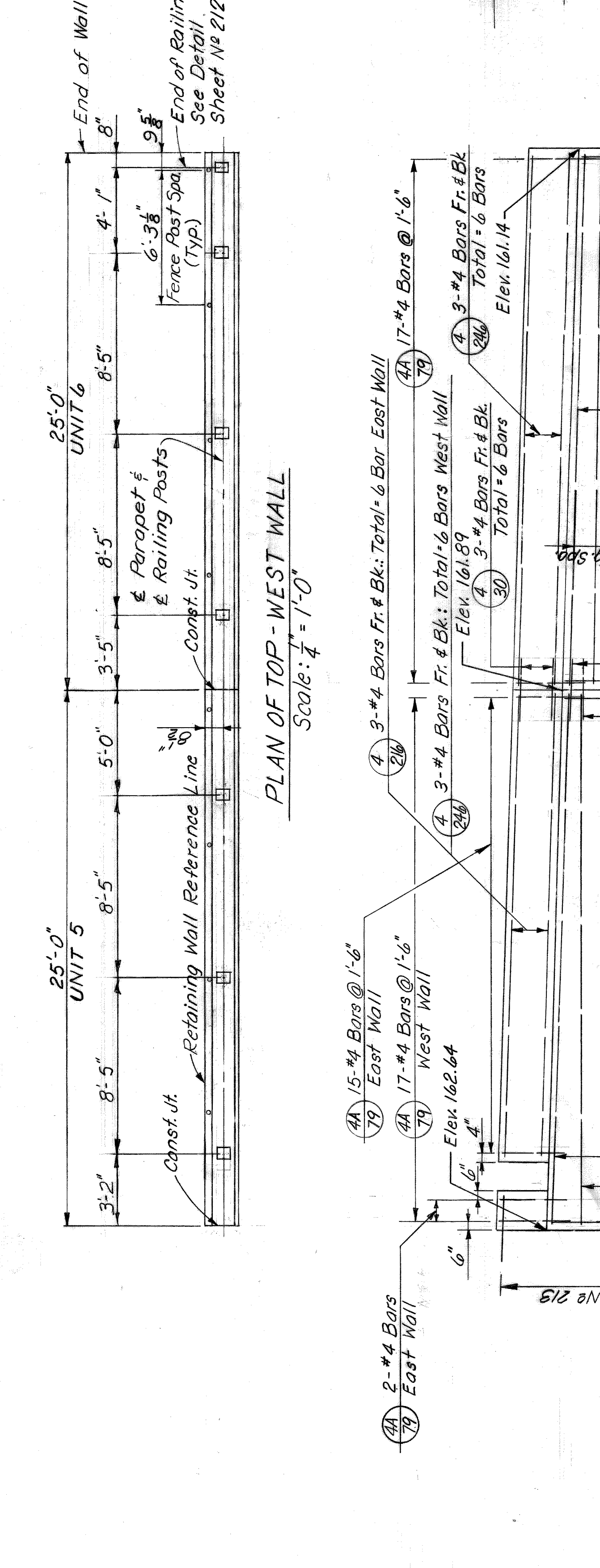
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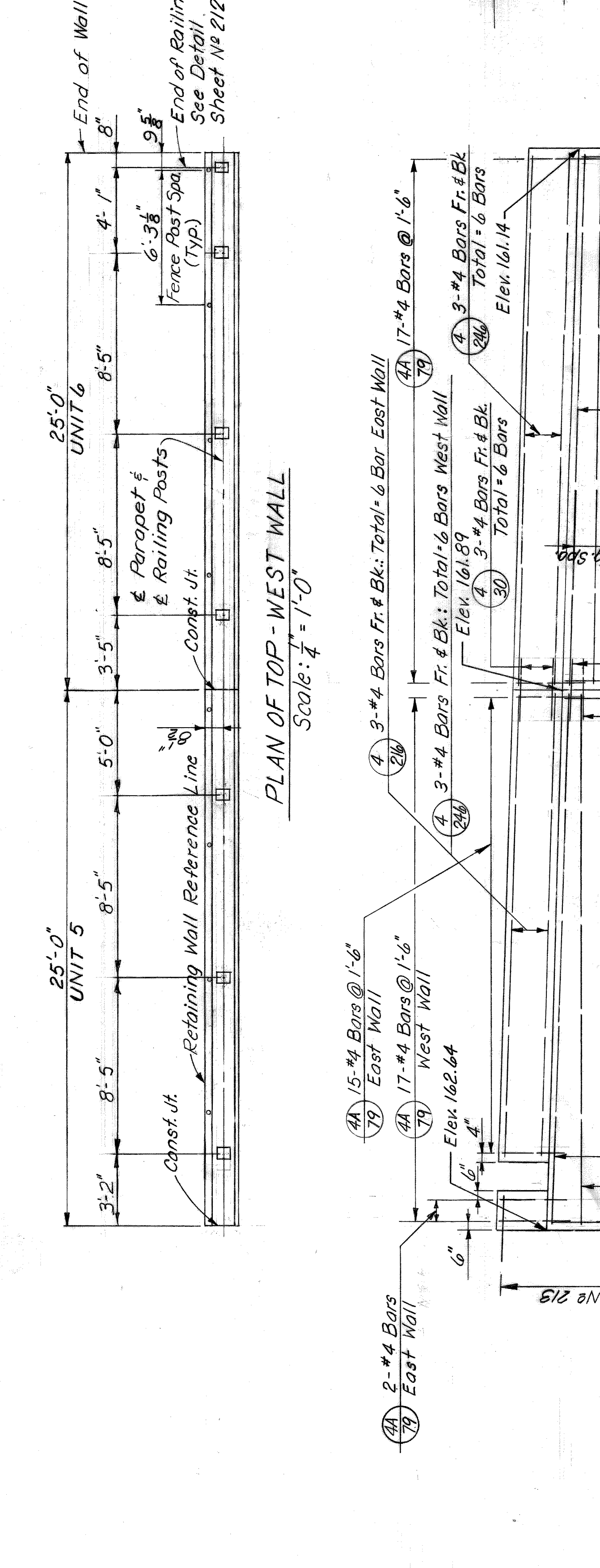
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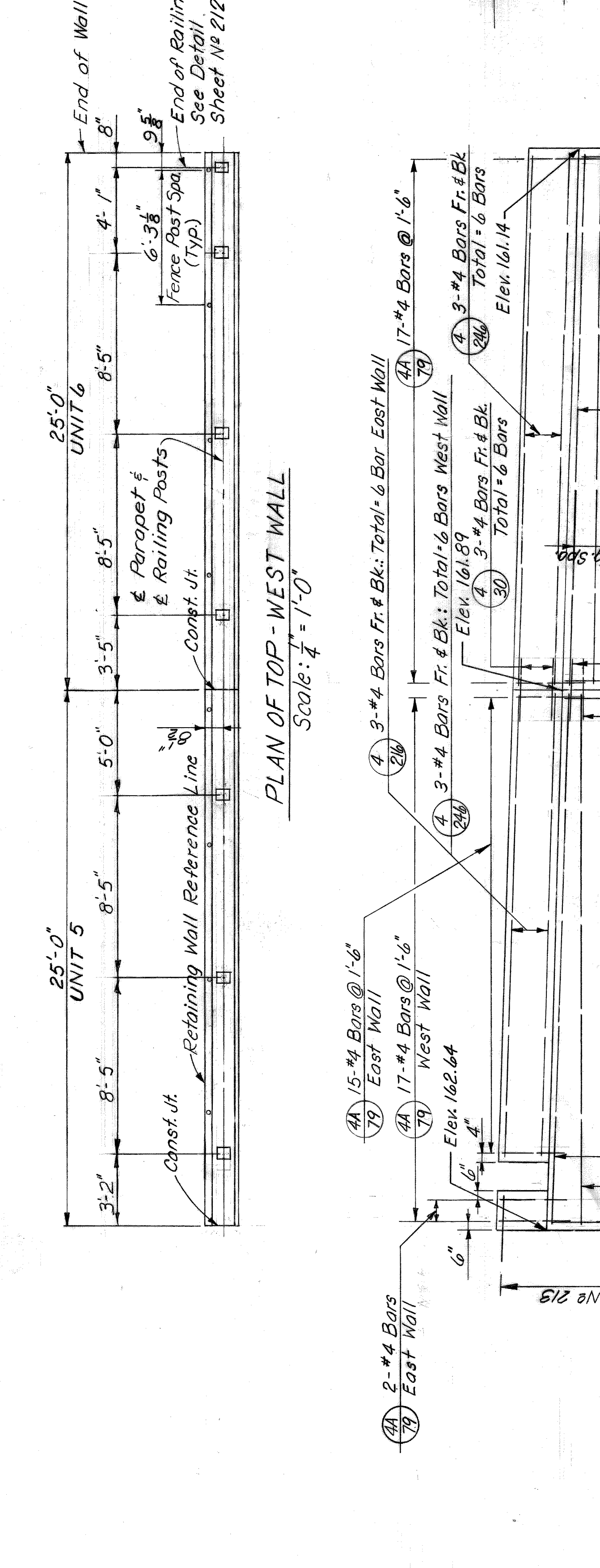
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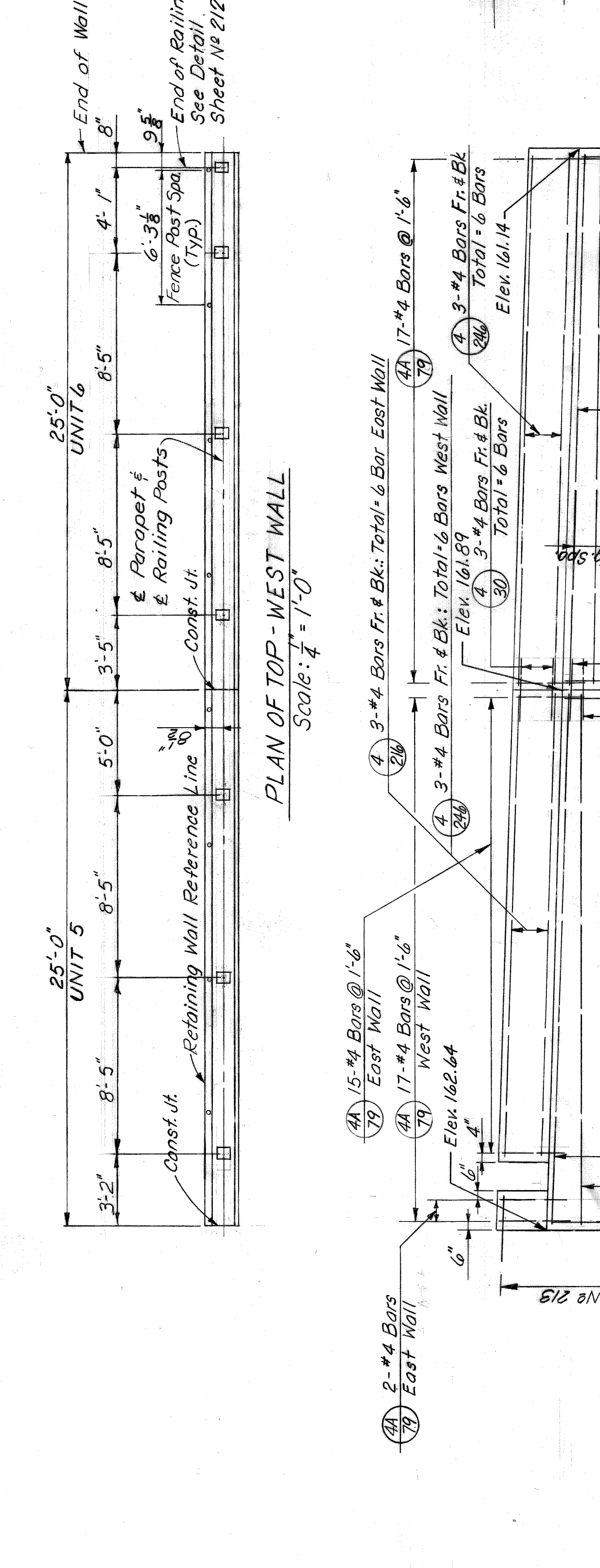
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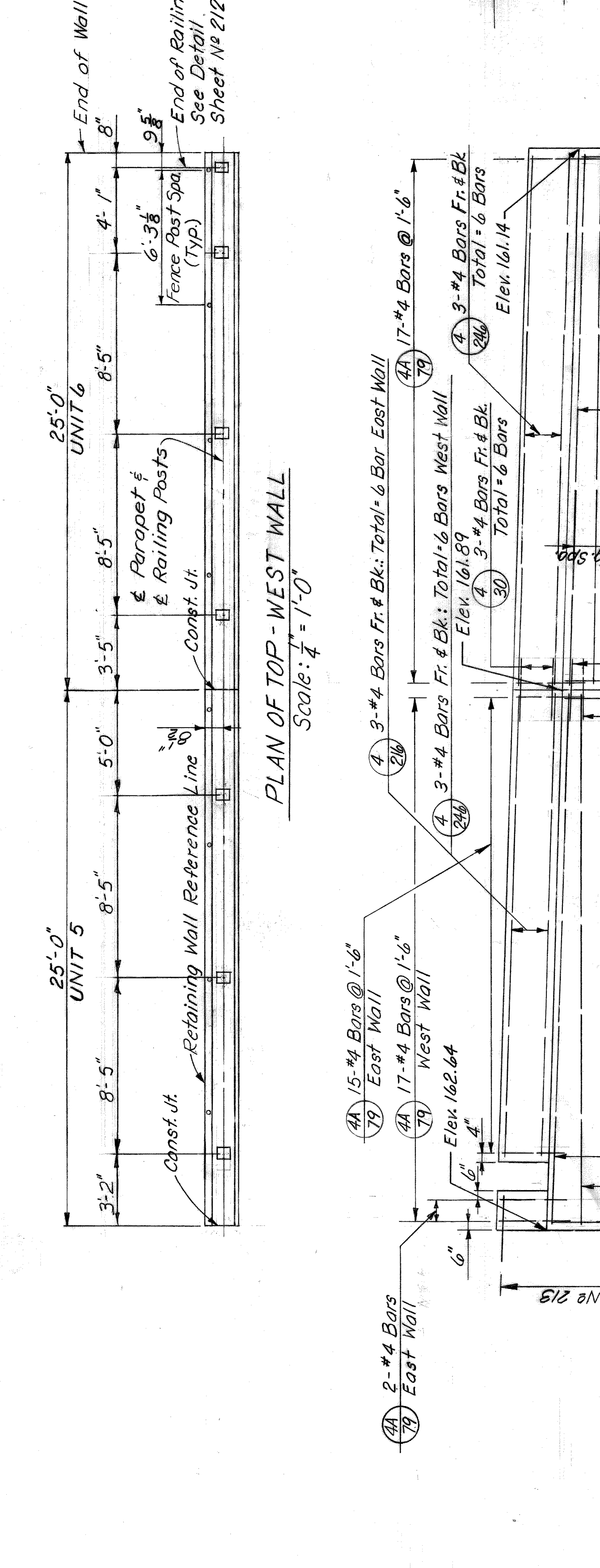
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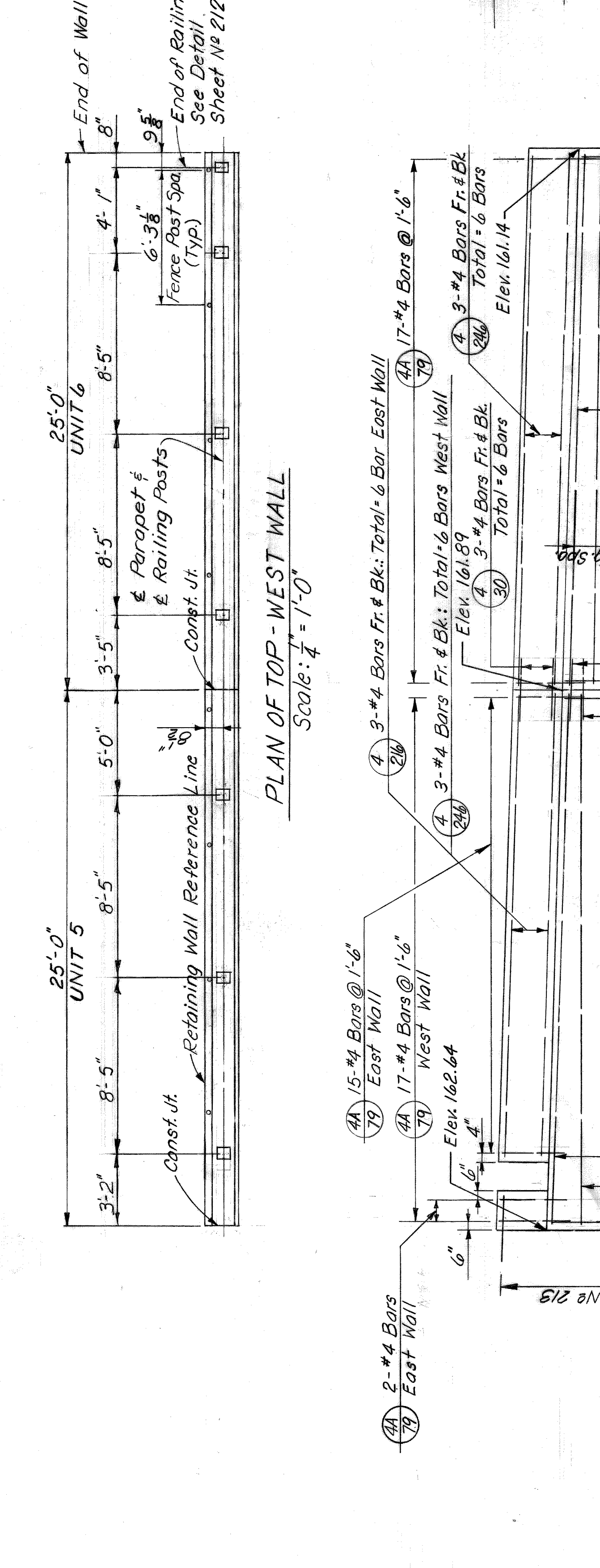
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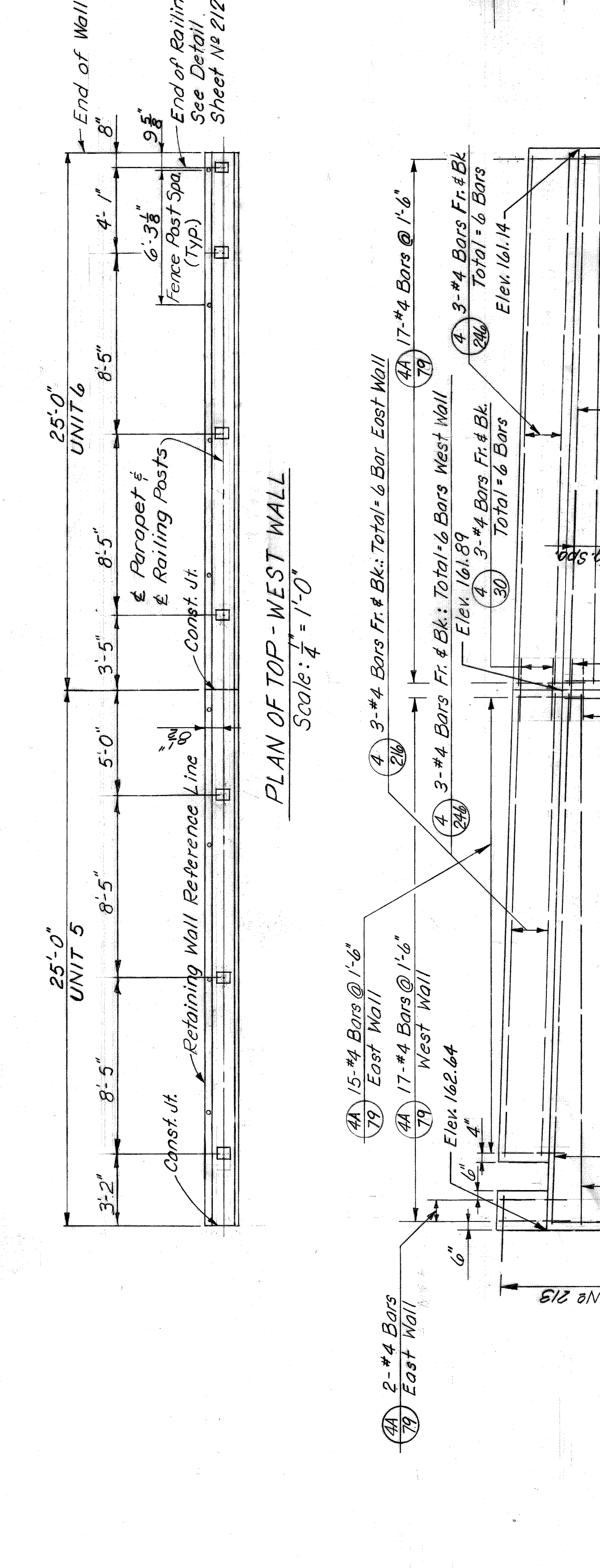
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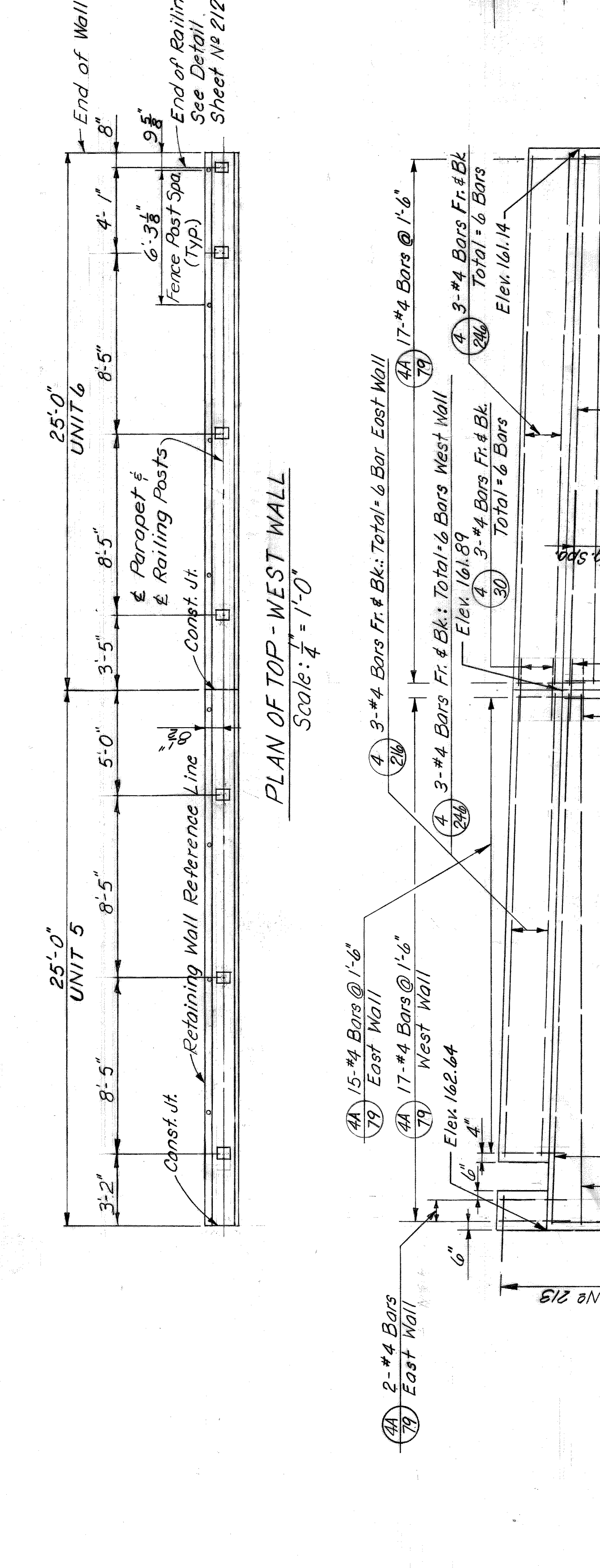
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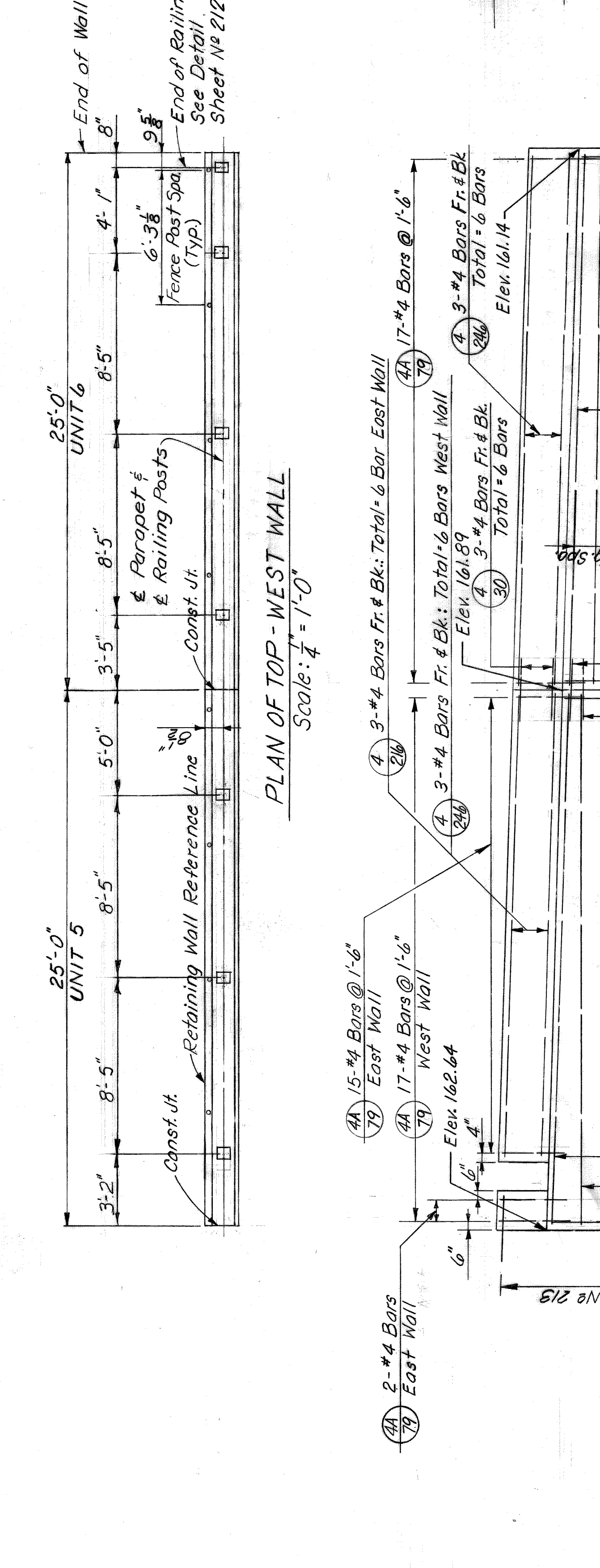
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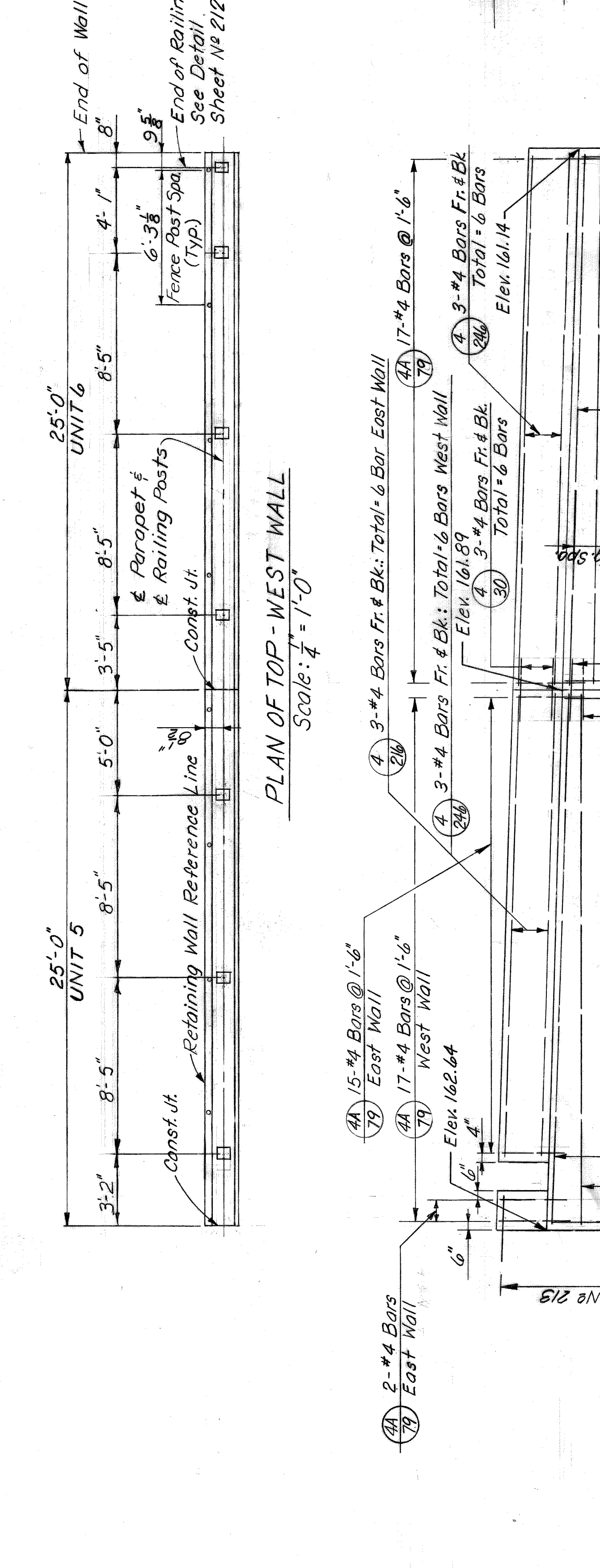
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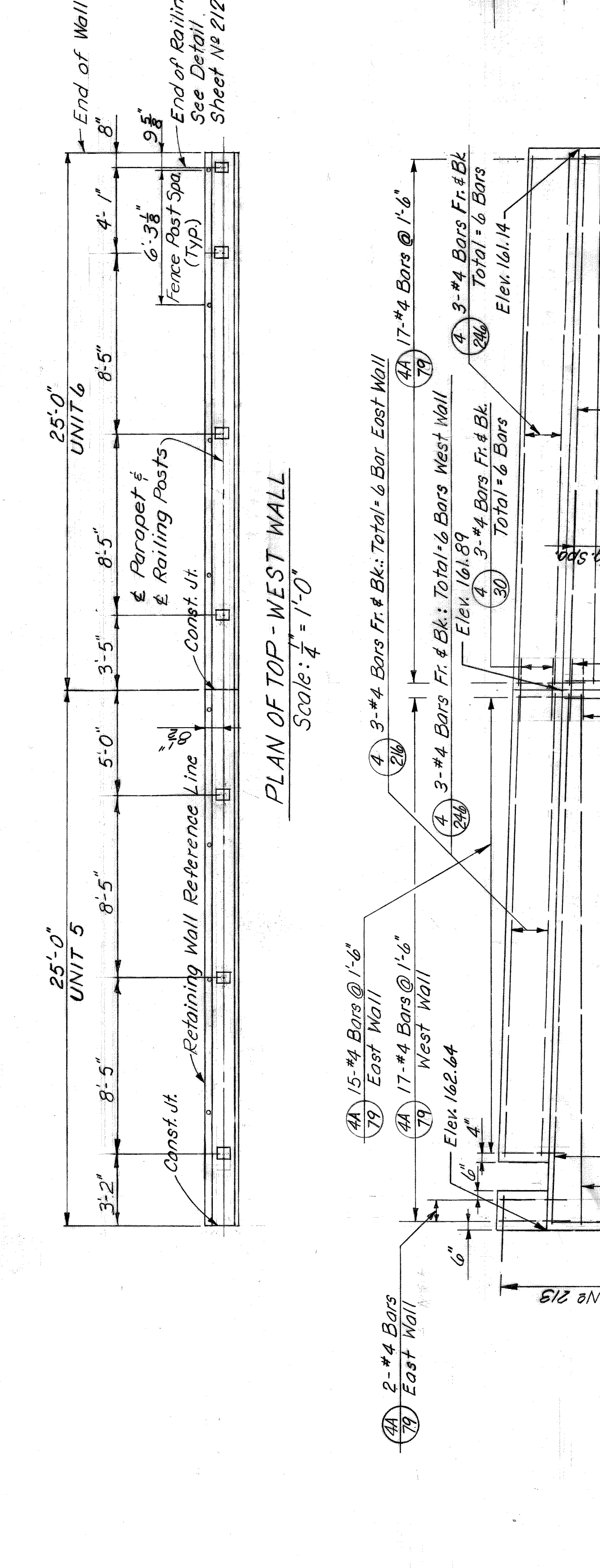
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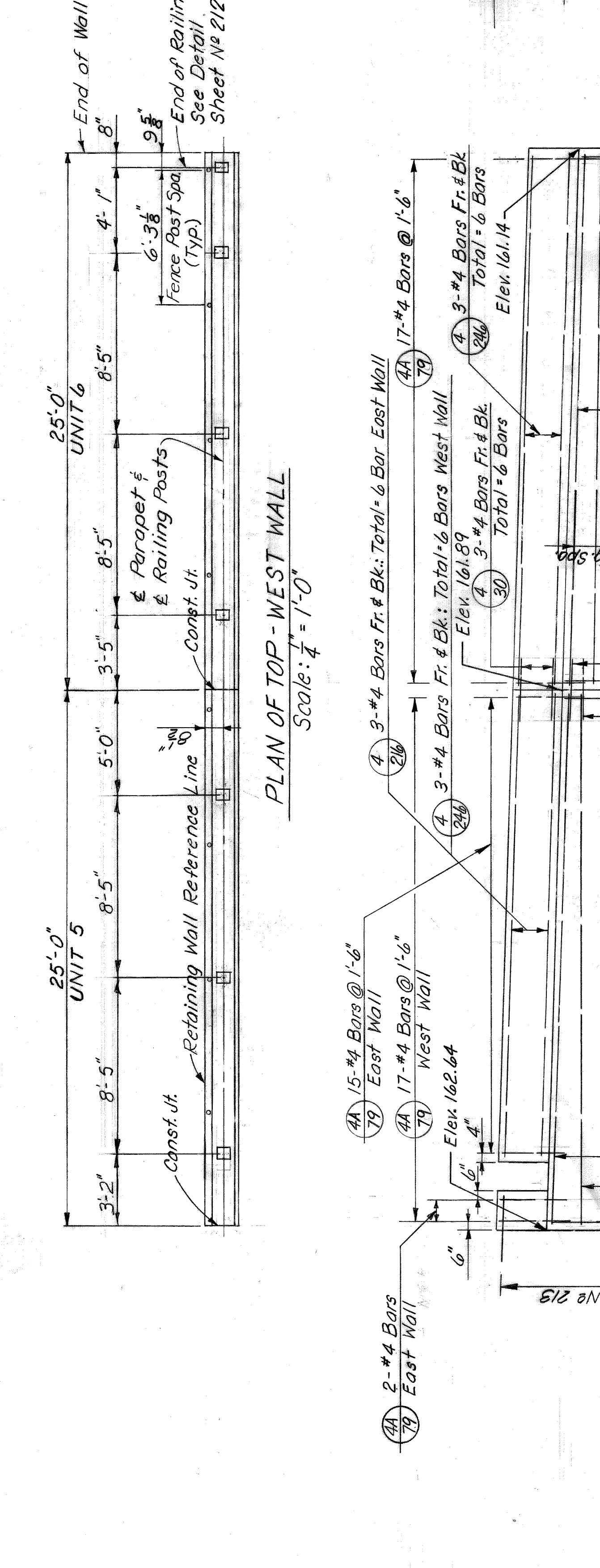
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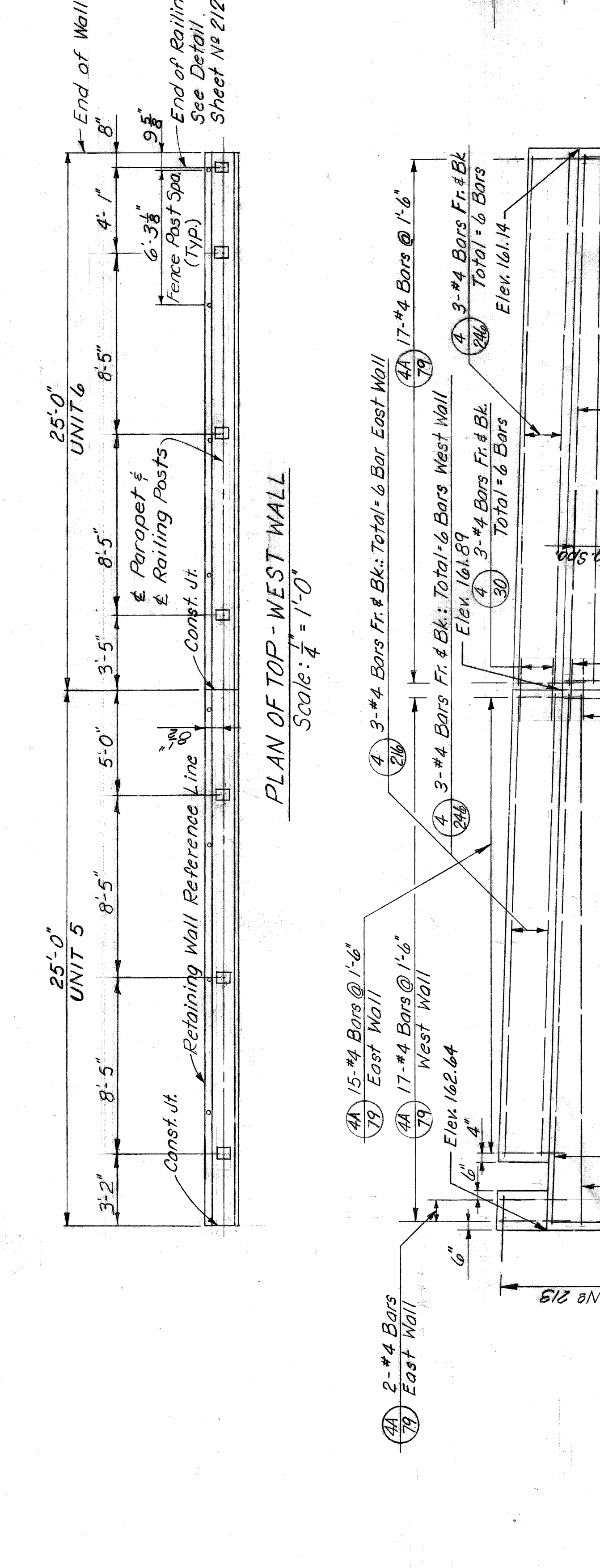
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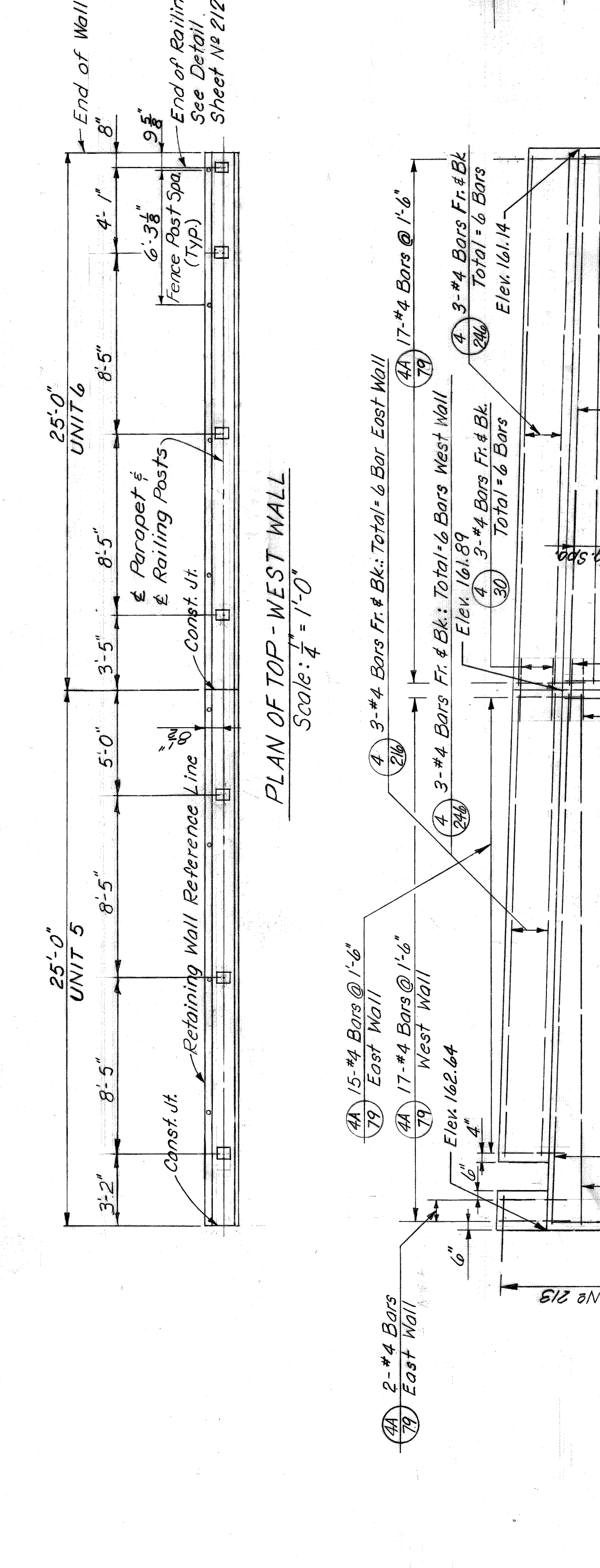
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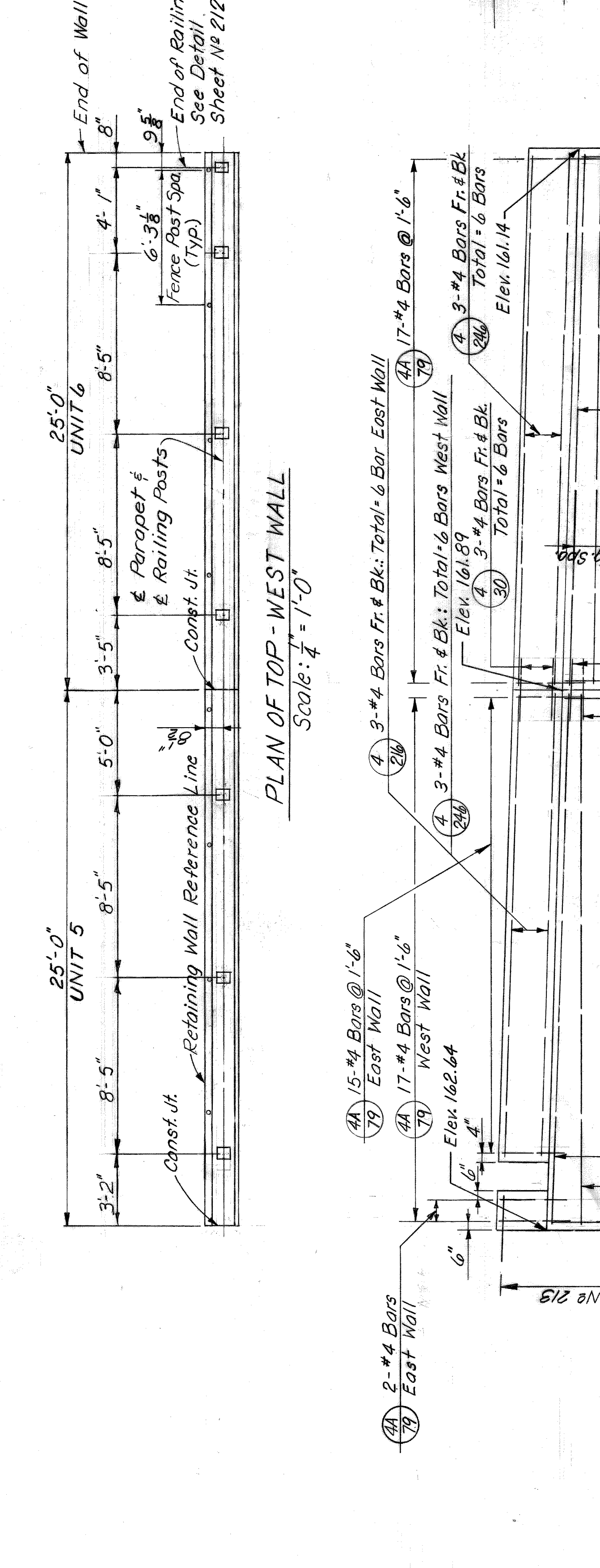
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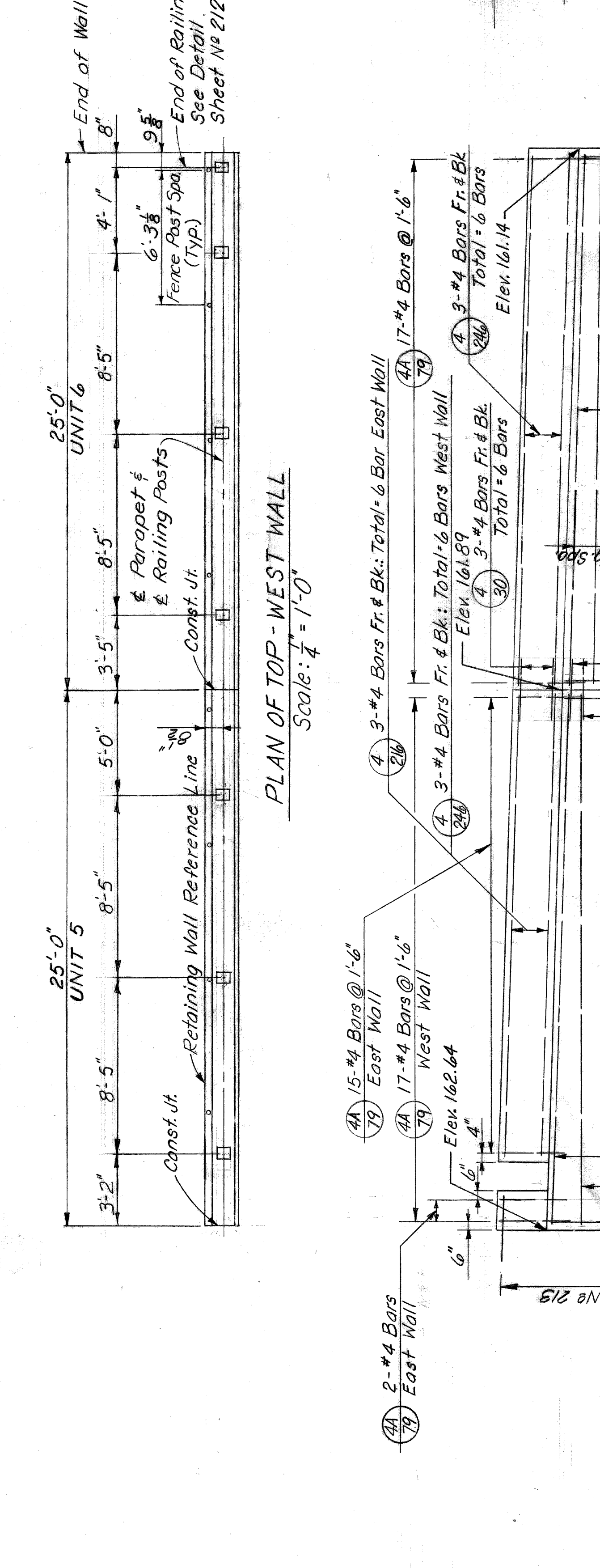
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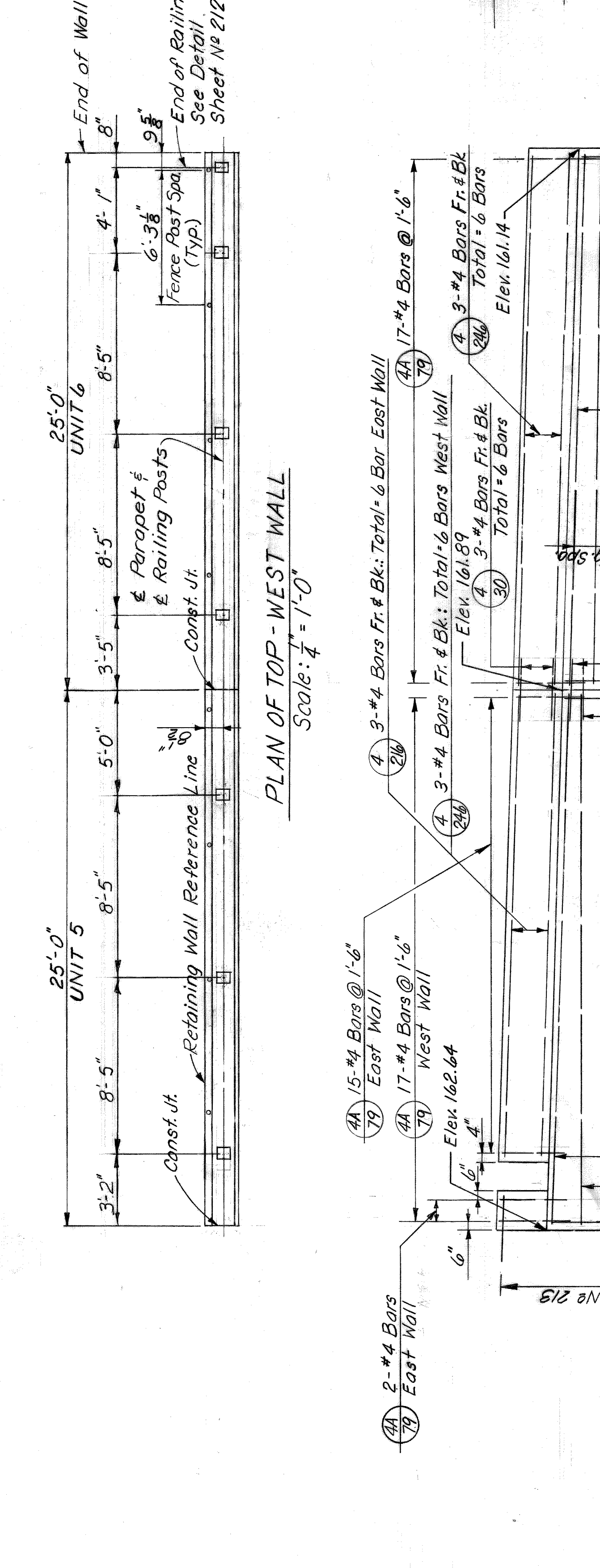
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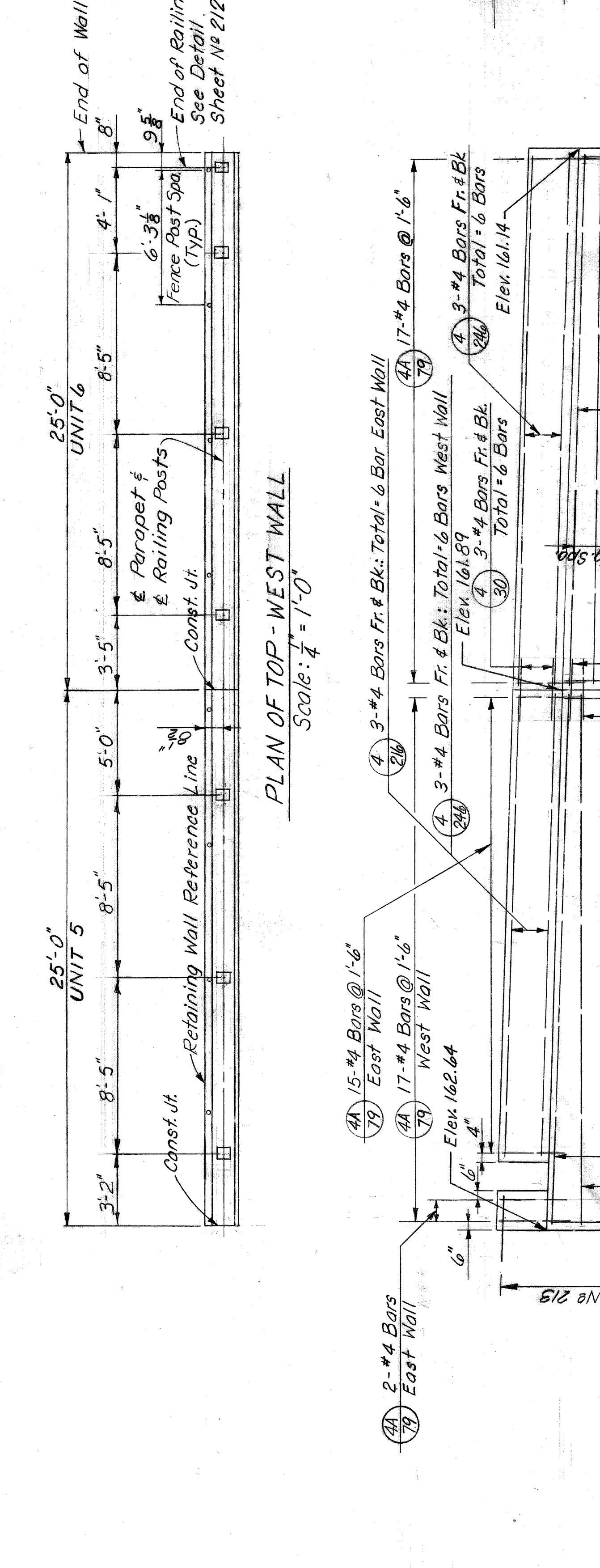
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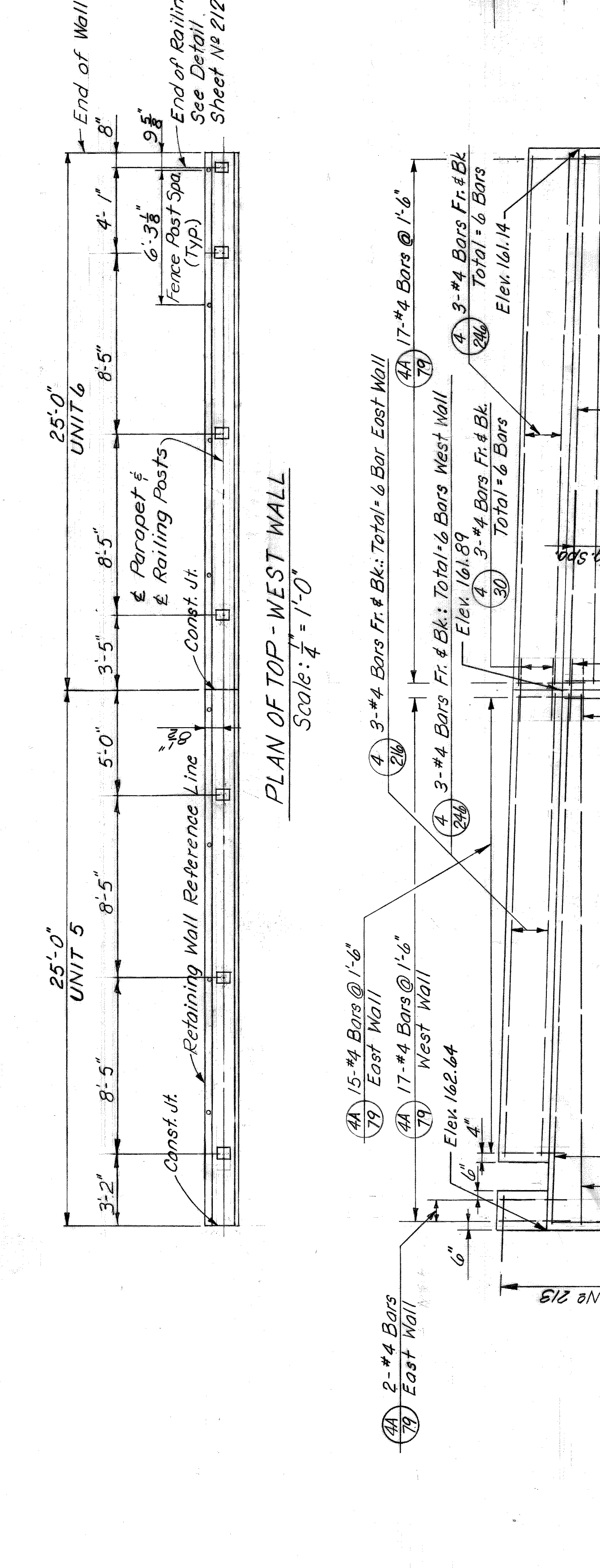
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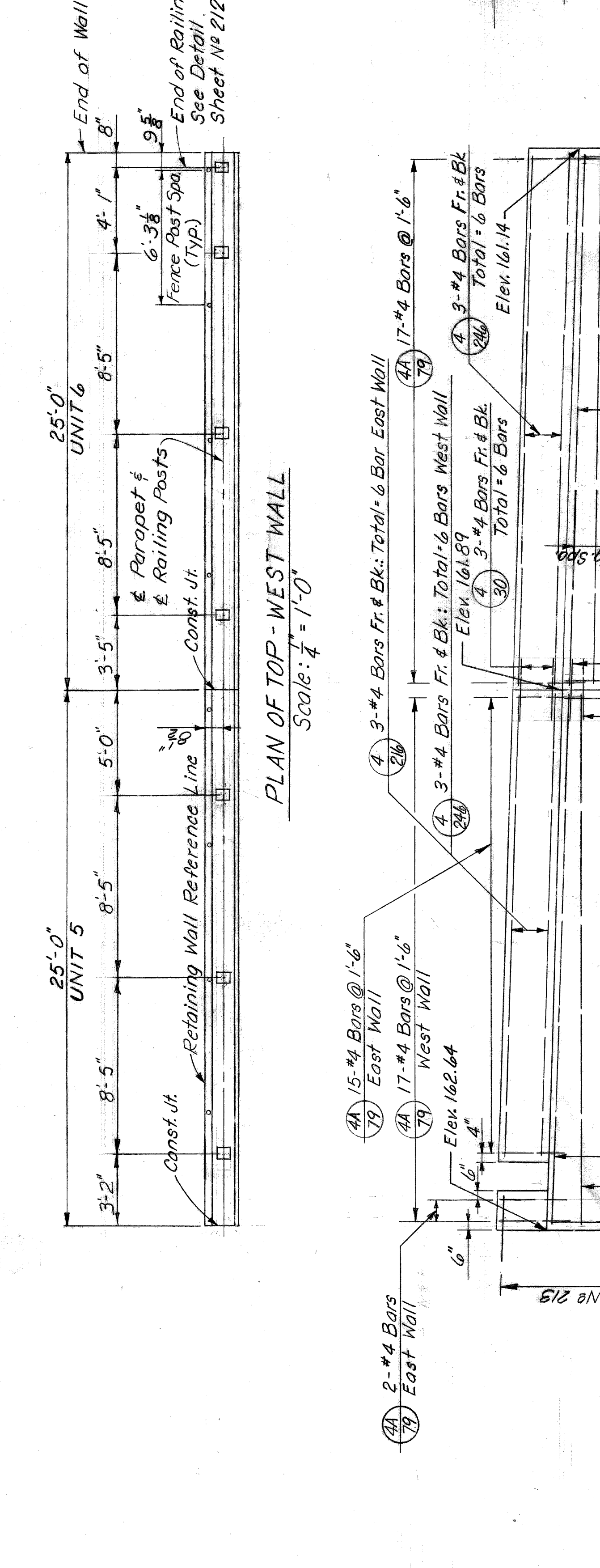
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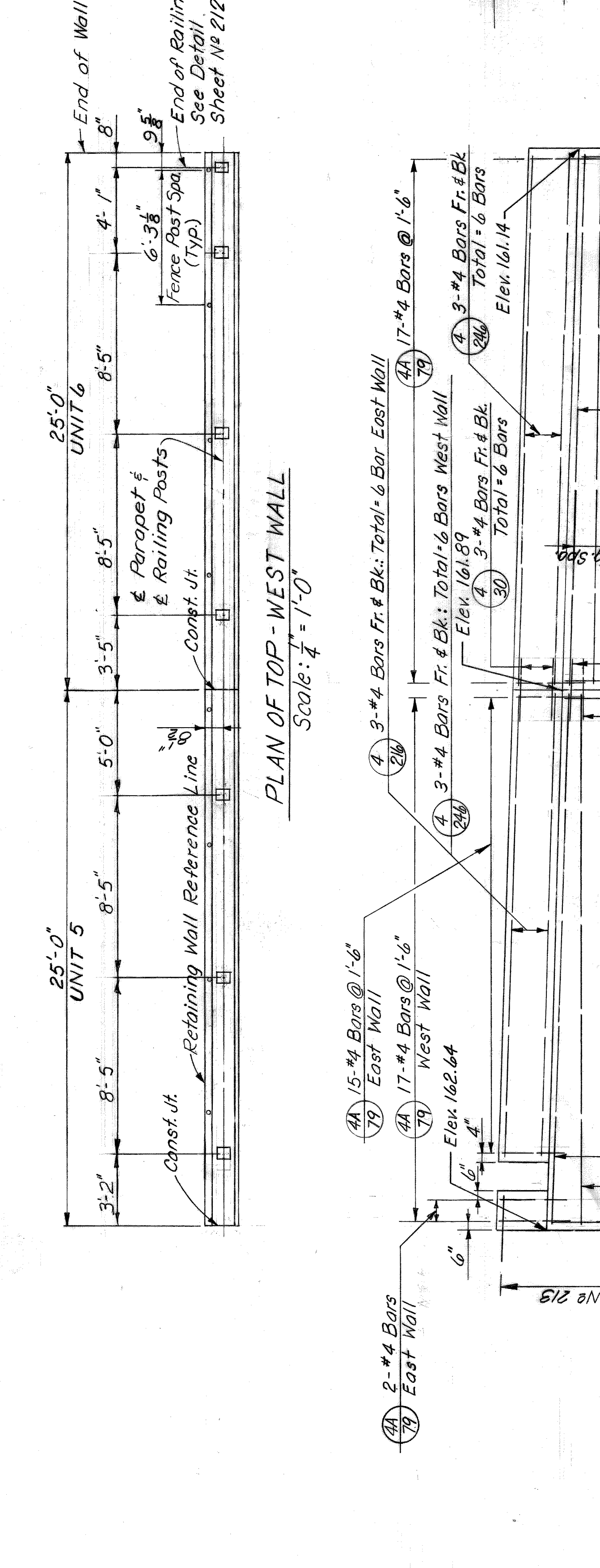
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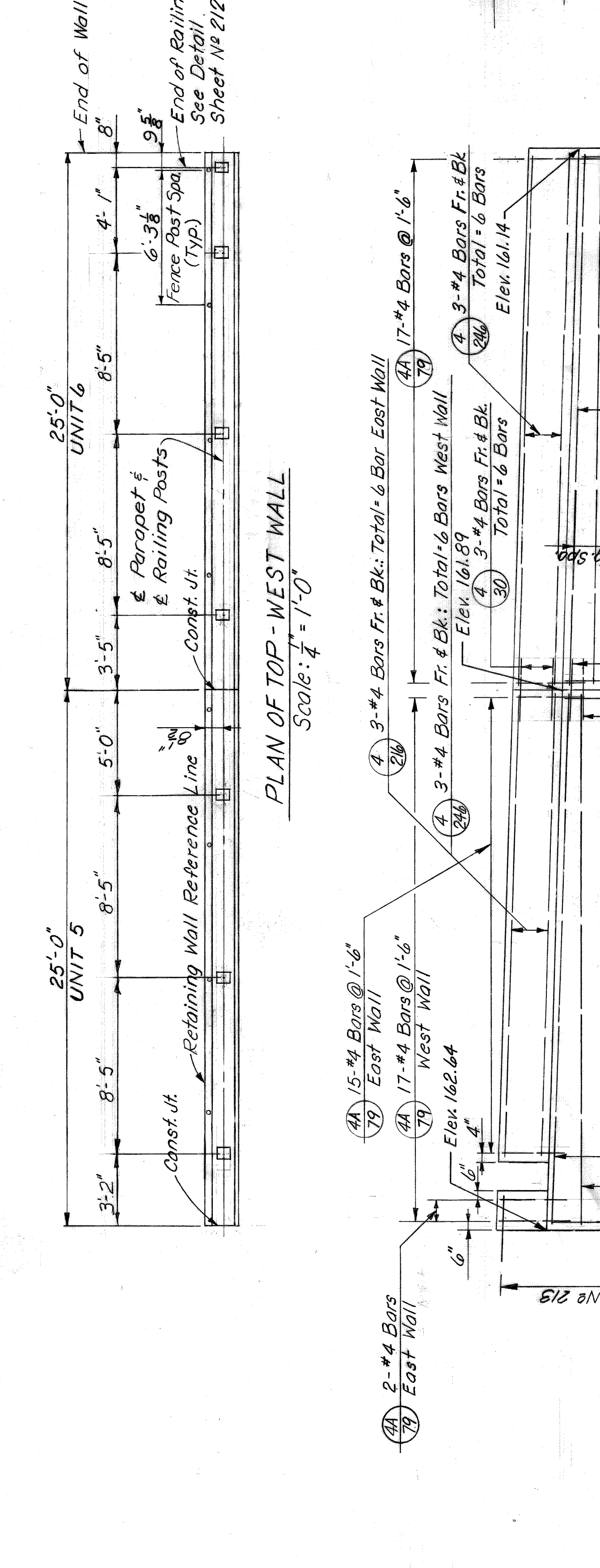
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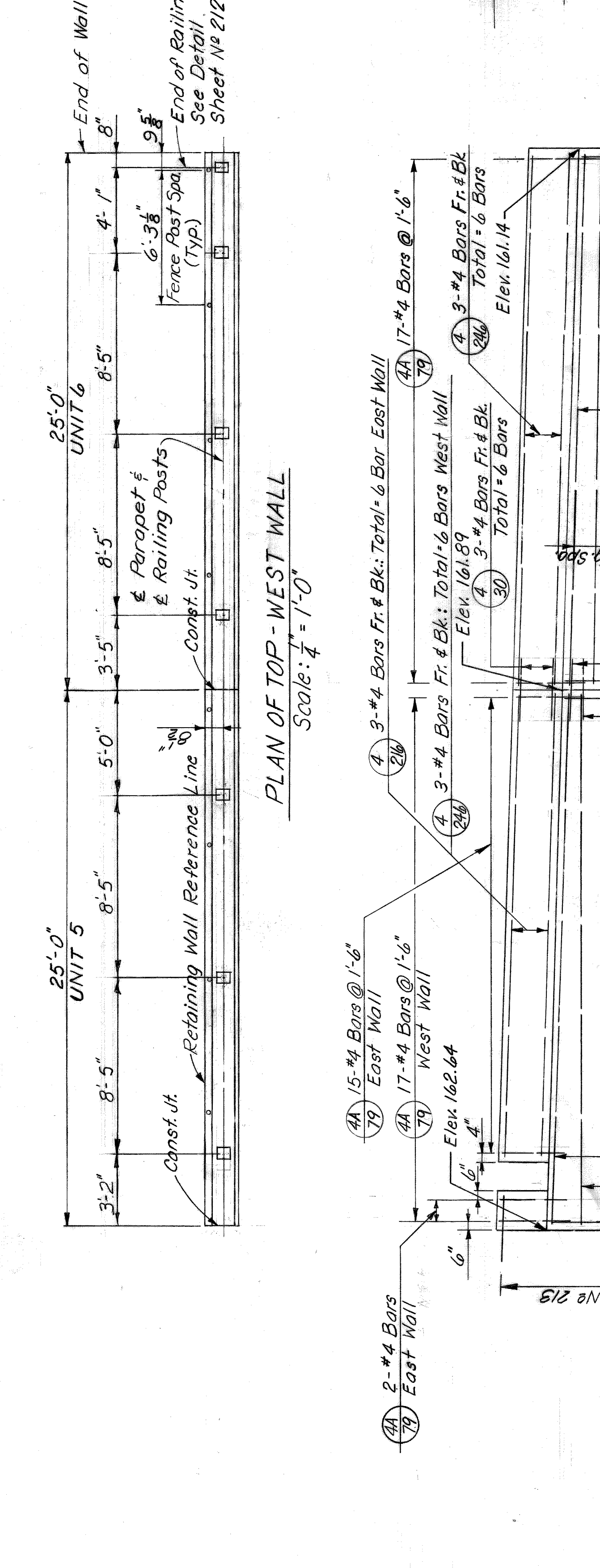
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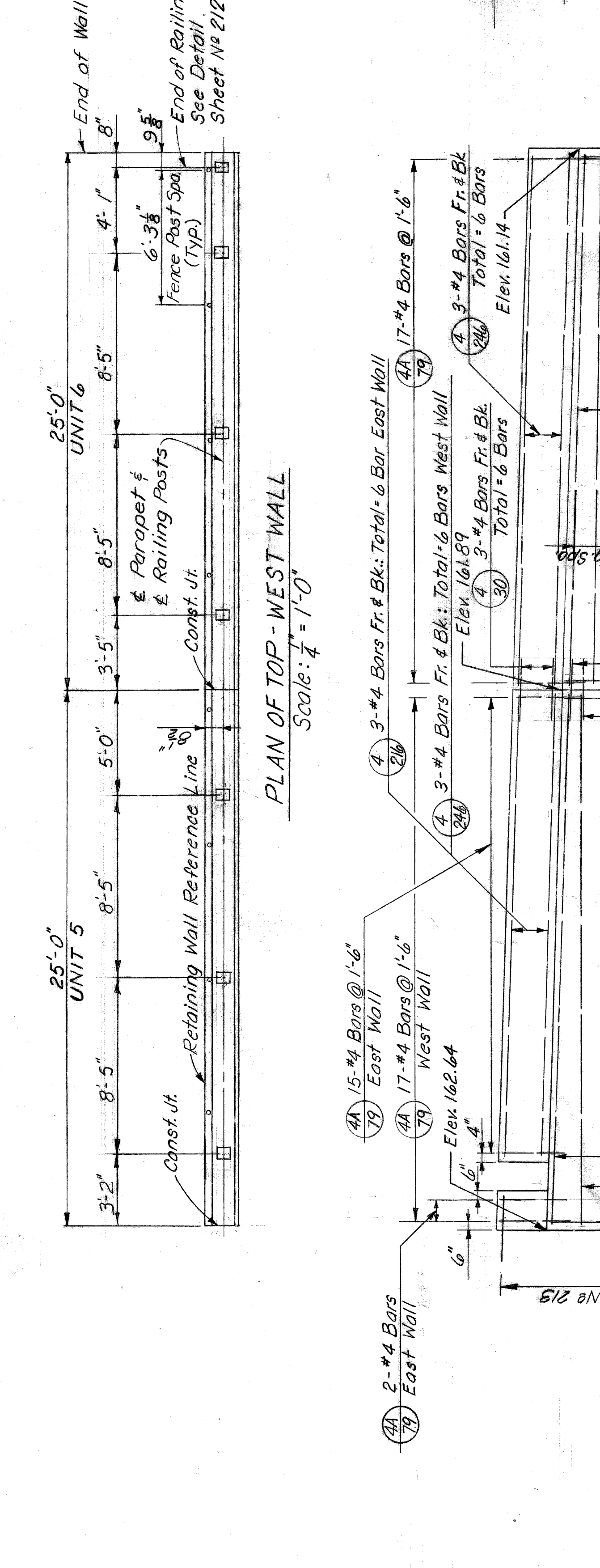
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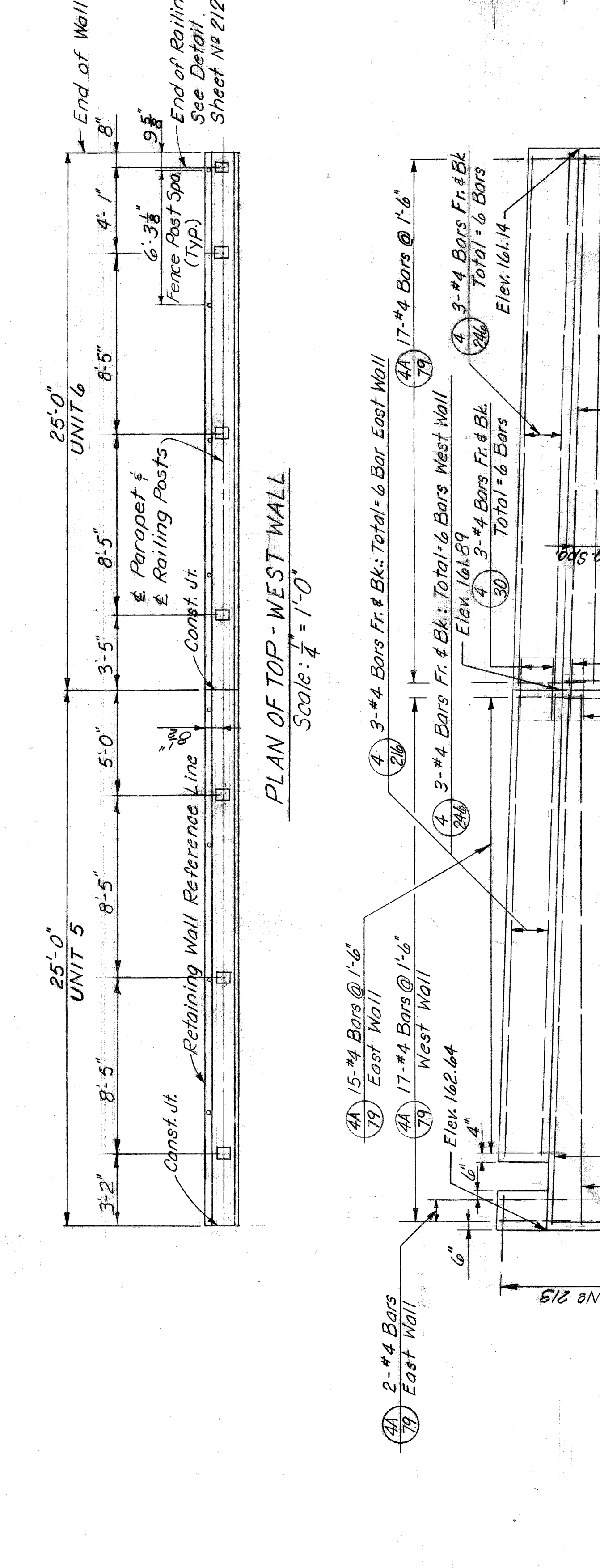
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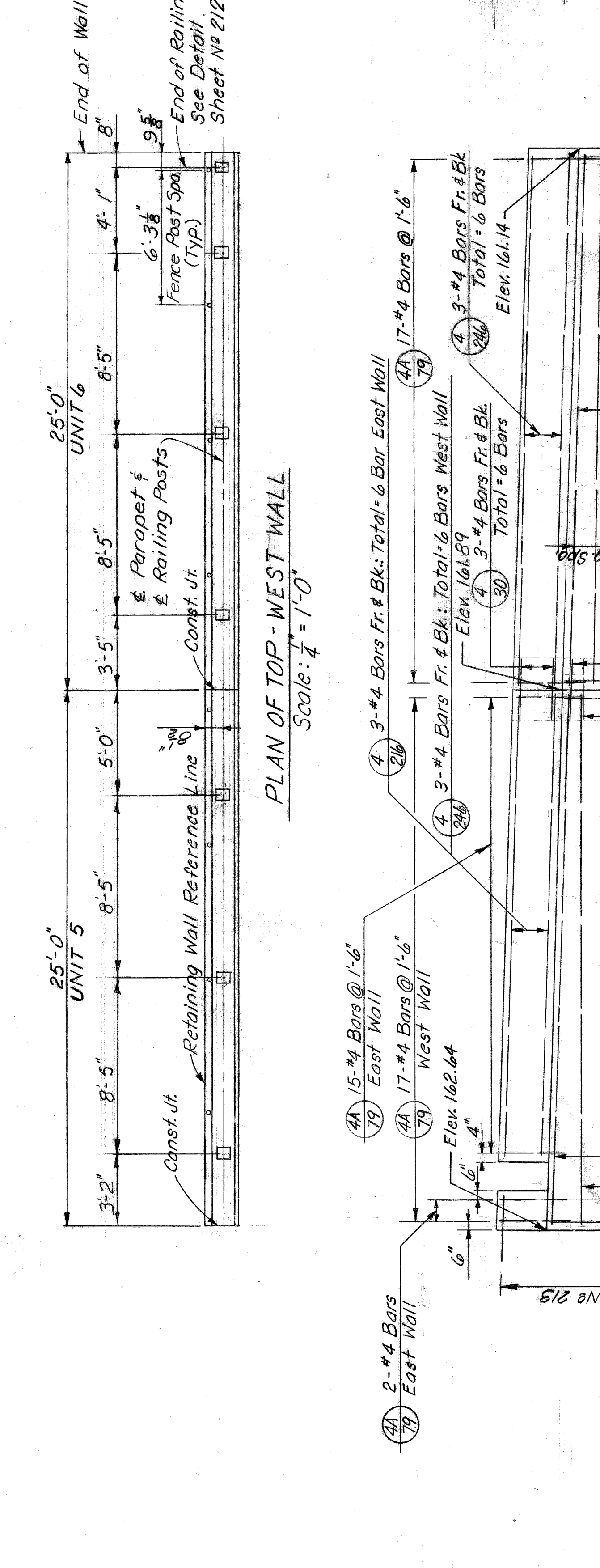
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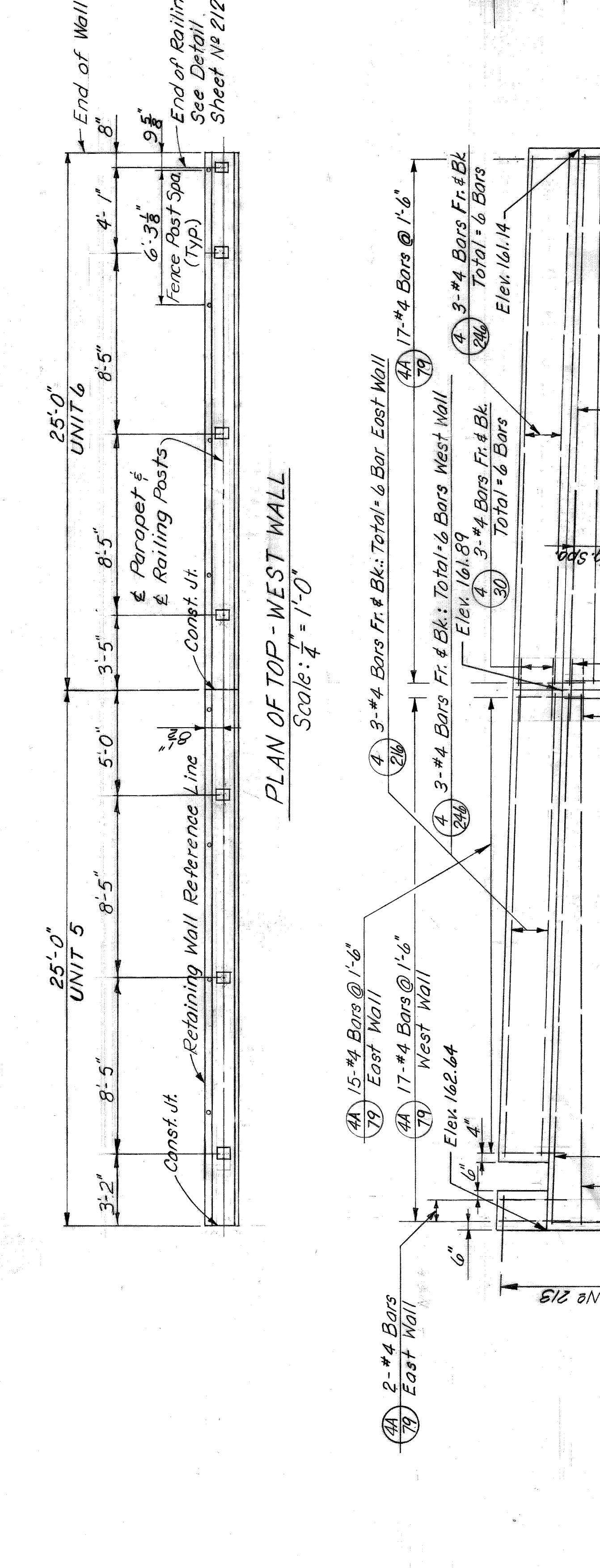
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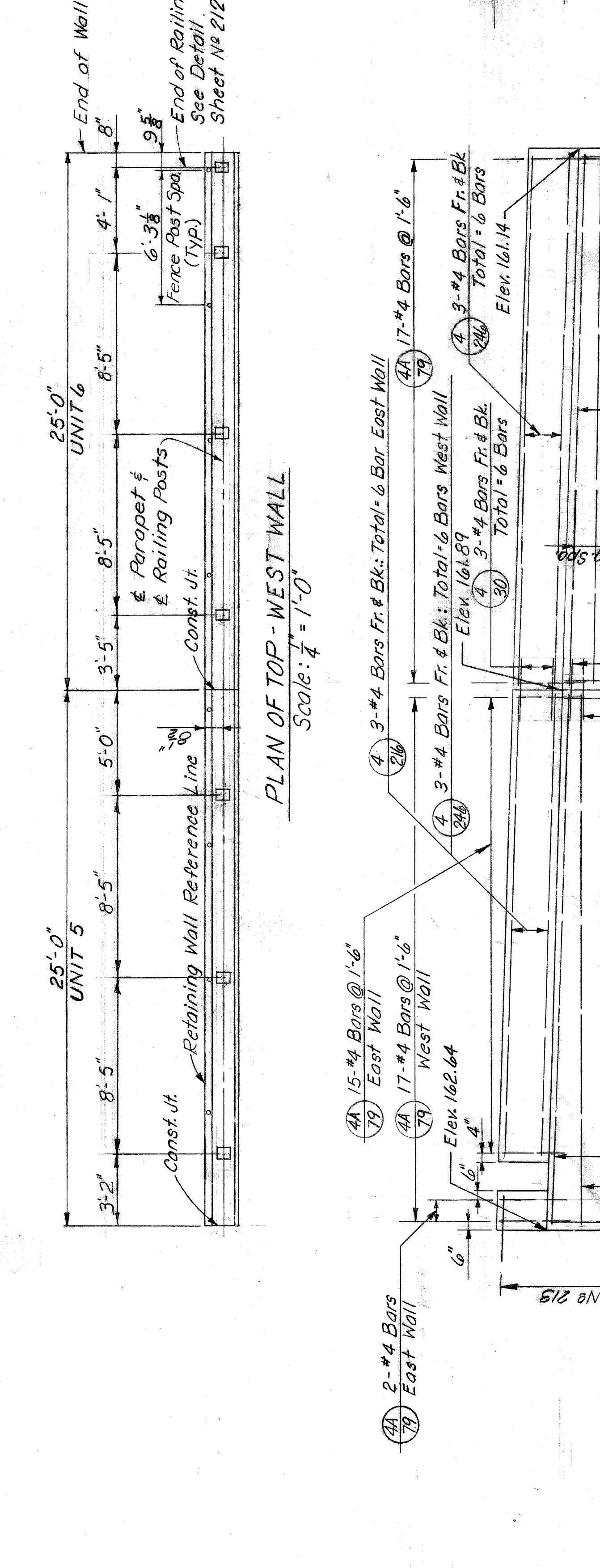
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