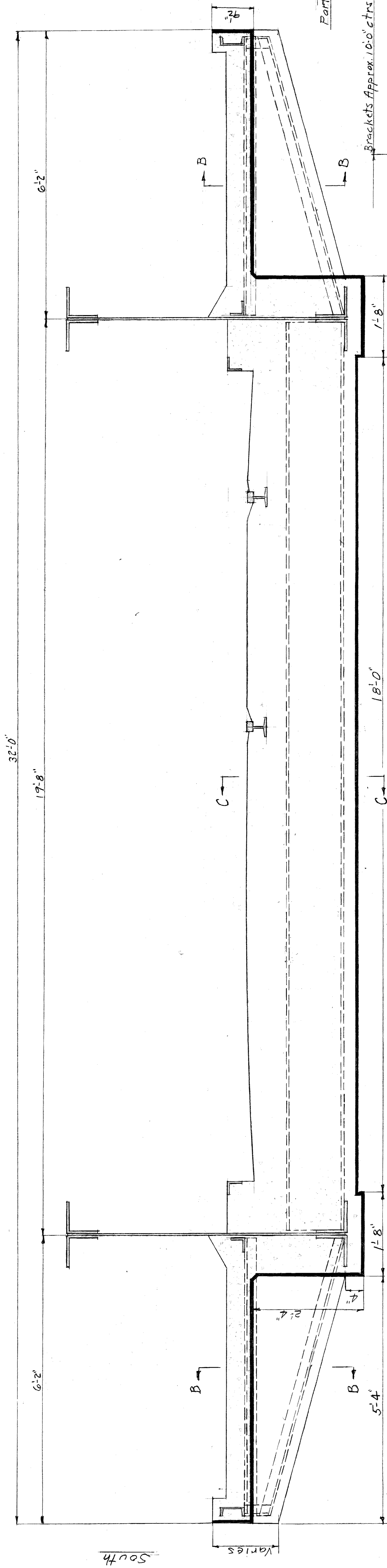
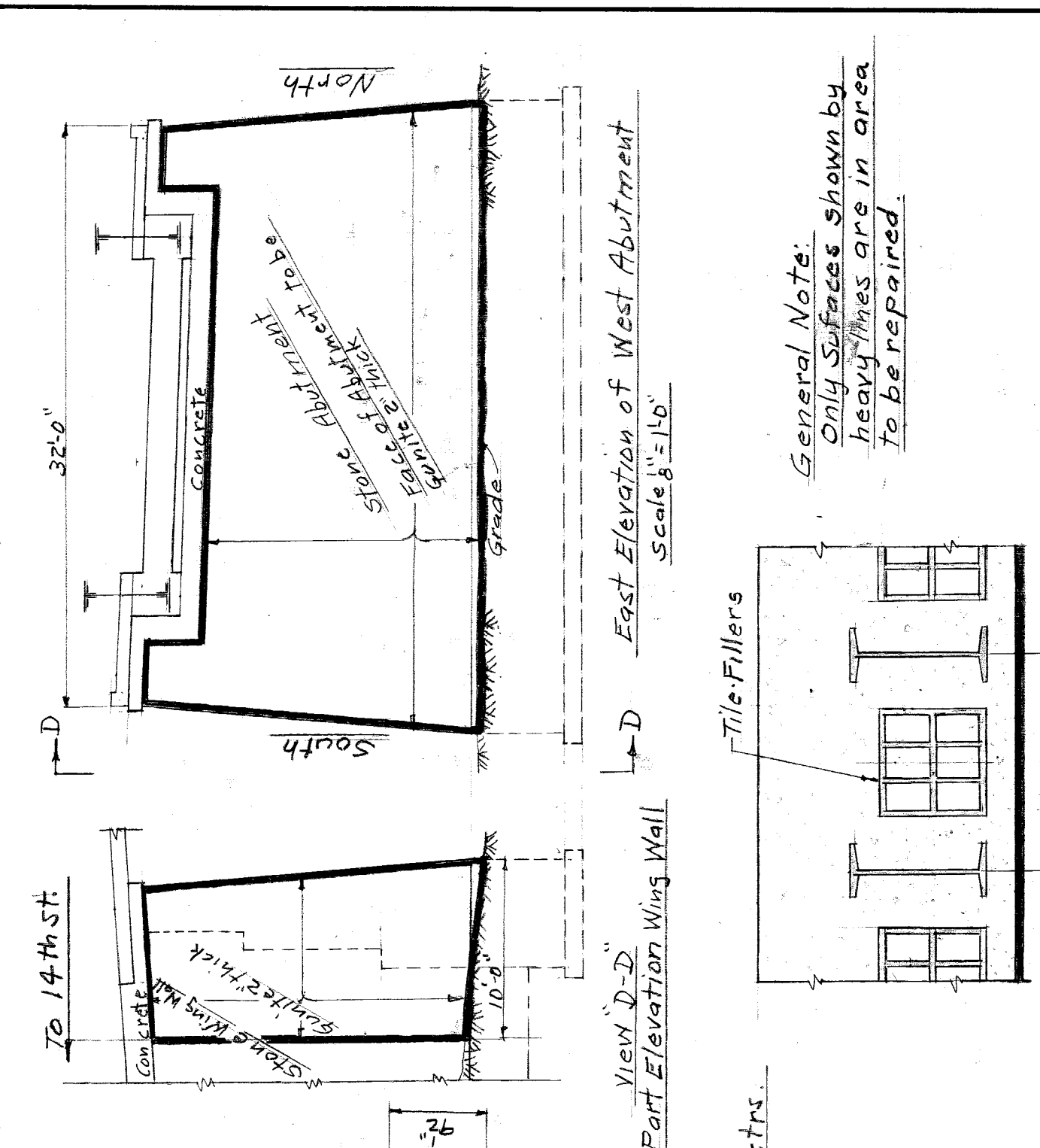


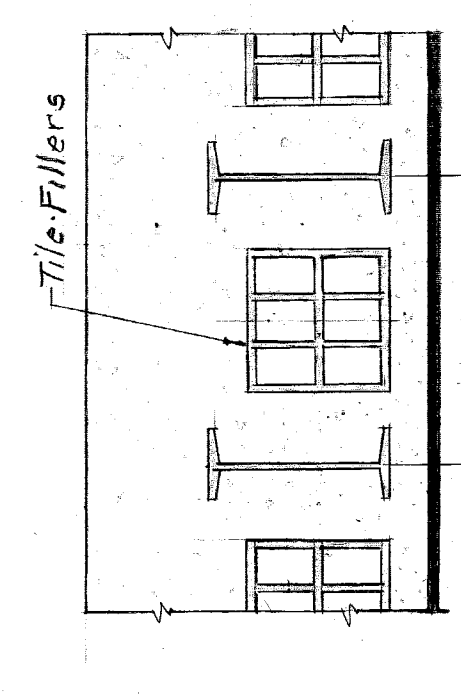
Plan of Bridge Deck
Scale 1" = 10'



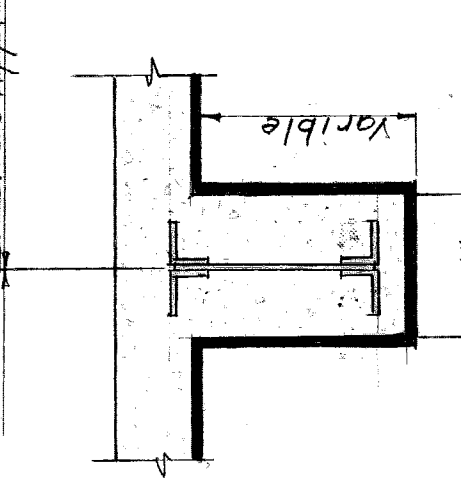
Section A-A (Typical Cross Section of Deck)
Scale 3/4" = 1'-0"



East Elevation of West Abutment
Scale 1/2" = 1'-0"



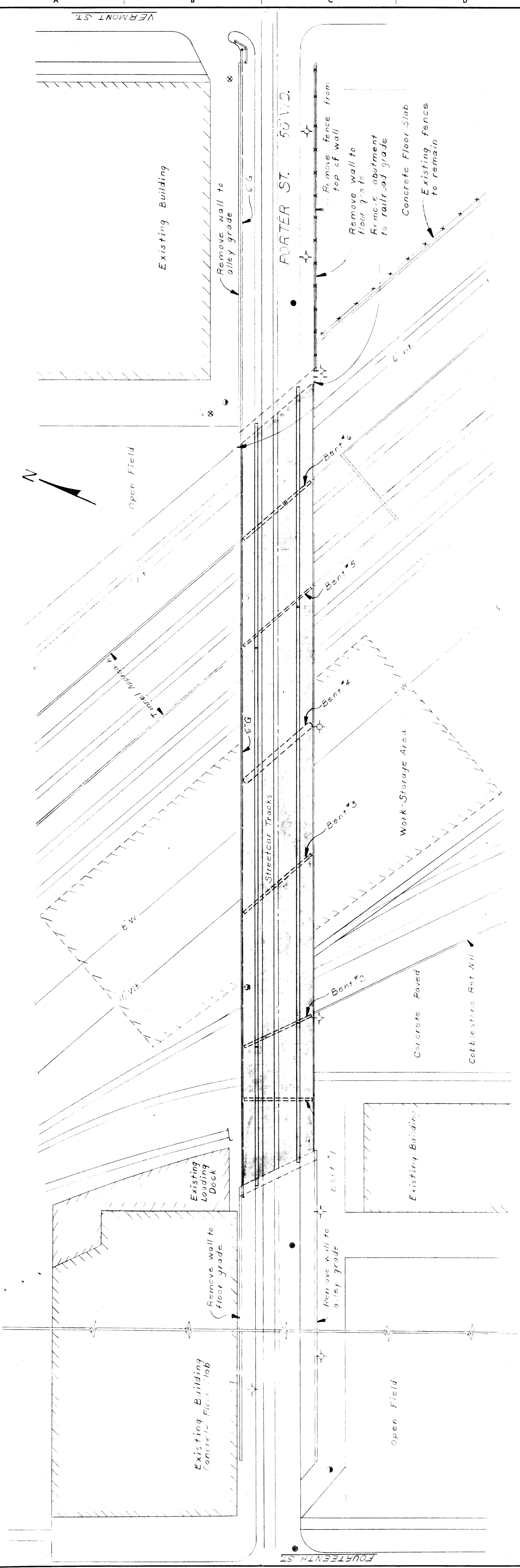
Section C-C
Scale 3/4" = 1'-0"



Section B-B
Scale 3/4" = 1'-0"

General Note:
Only Surfaces shown by
heavy lines are in area
to be repaired.

SHEET 1 OF 2 SHEETS		JOB NO. PW		DRWG NO. C	
DESIGNED BY		DRAWN BY		TRACED BY	
CHECKED BY		APPROVED:		ENGINEER OF	
DESCRIPTION		REVISIONS		CITY ENGINEER	
PLAN OF DECK AND ABUTMENT REPAIRS		CITY OF DETROIT		DEPARTMENT OF PUBLIC WORKS	
PORTER STREET BRIDGE		CITY ENGINEERS OFFICE		BUREAU OF DESIGN	
DRAWING NO. 1051-1		SCALE		PAGE	
DATE		JOB NO. PW		DRWG NO. C	



SITUATION FLAV
Scale 1" = 20' 0"

- LEGEND**
- ⊕ denotes Detroit Edison Pole
 - x denotes Water Gatewell and Valve
 - denotes P.L.C. Manhole
 - ⊙ denotes Sewer Inlet or Catchbasin
 - # denotes Railroad Telephone

NOTES:

Remove the west abutment and wingwalls, to or below a plane connecting the existing paved alley and the concrete slab.

Remove the combination, concrete and steel pier bents 1, 2, and 3 and concrete pier bent 4 to existing ground elevation.

Remove steel pier bents 5 and 6 to the top of existing tunnel approach walls.

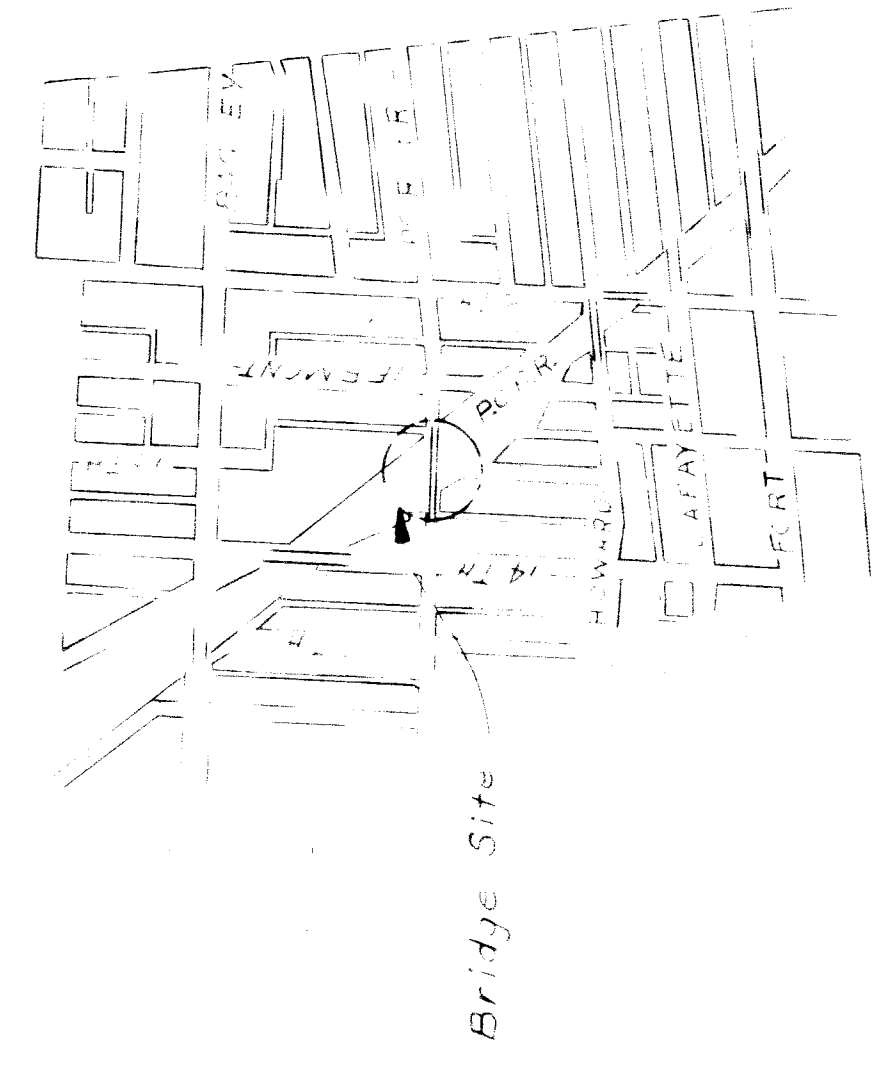
Remove the east abutment and first 10 feet of the southeast wingwall to or below existing railroad grade. Remove the first 10 feet of the northeast wing wall to one foot below the employment grade.

Remove the remaining portion of the northeast and southeast wingwalls to or below a plane connecting the existing paved alleys.

Remove the approach pavement, curbs, sidewalks, and fill between the east 1/4 of 14th St. and the west curb line of Vermont St. down to the same plane to which the wingwalls are removed.

Limit operations and storage to the Porter St., F.W. and the Storage area.

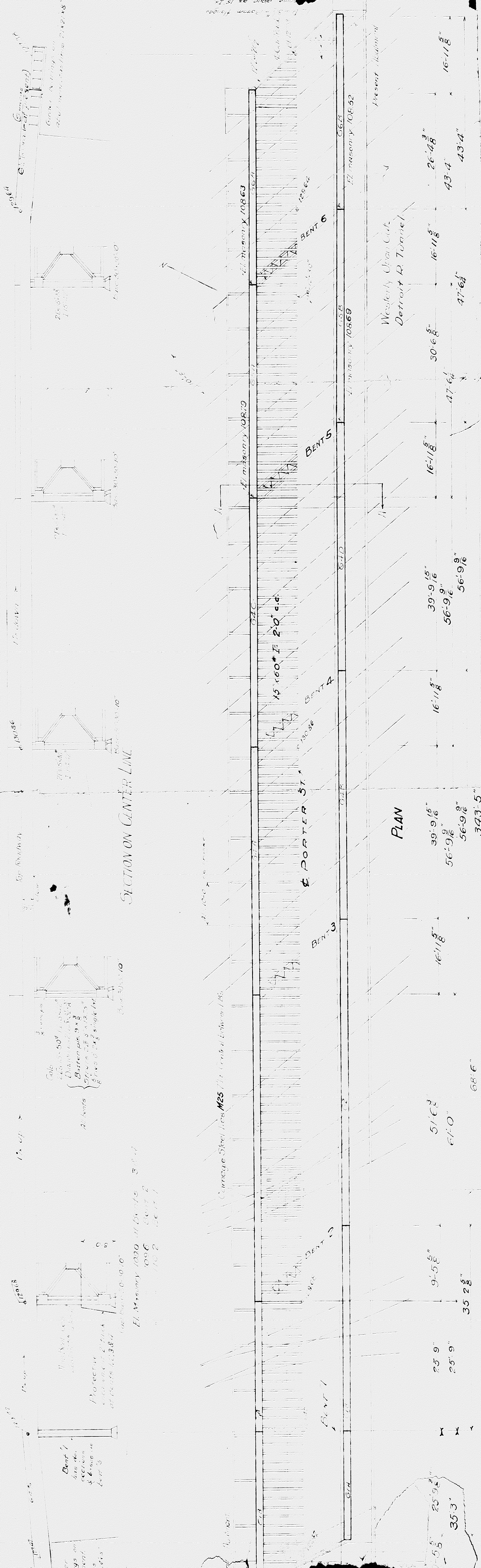
Utilities as shown shall be verified by the Contractor before starting work.



LOCATION PLAN

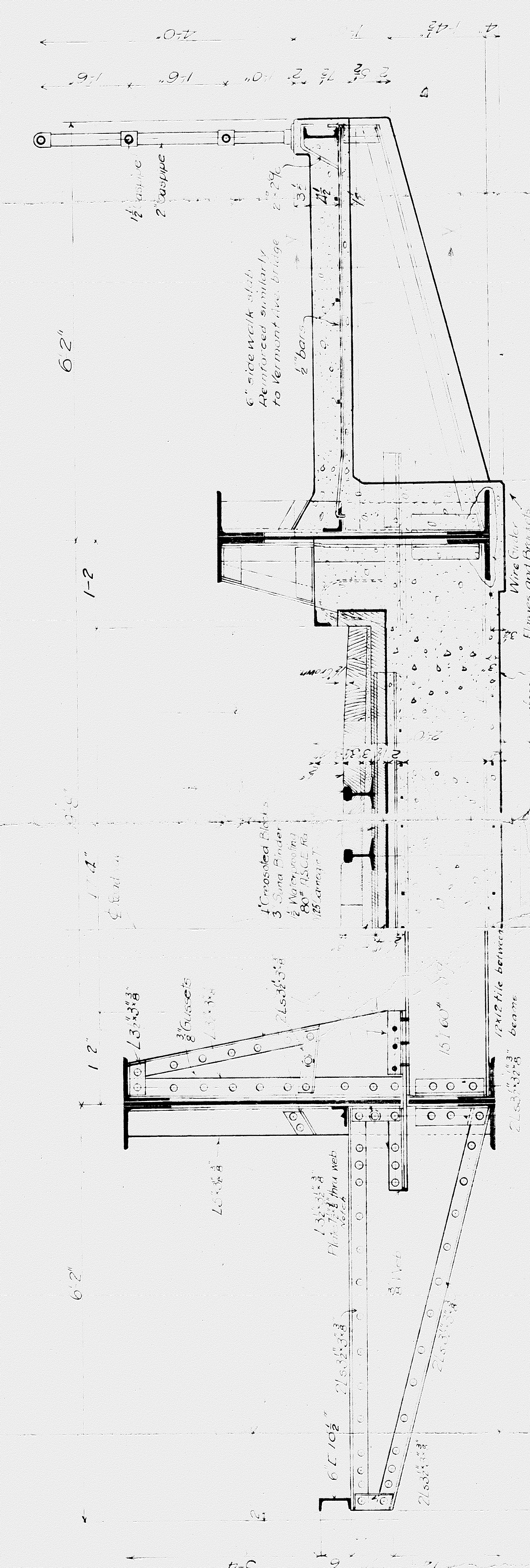
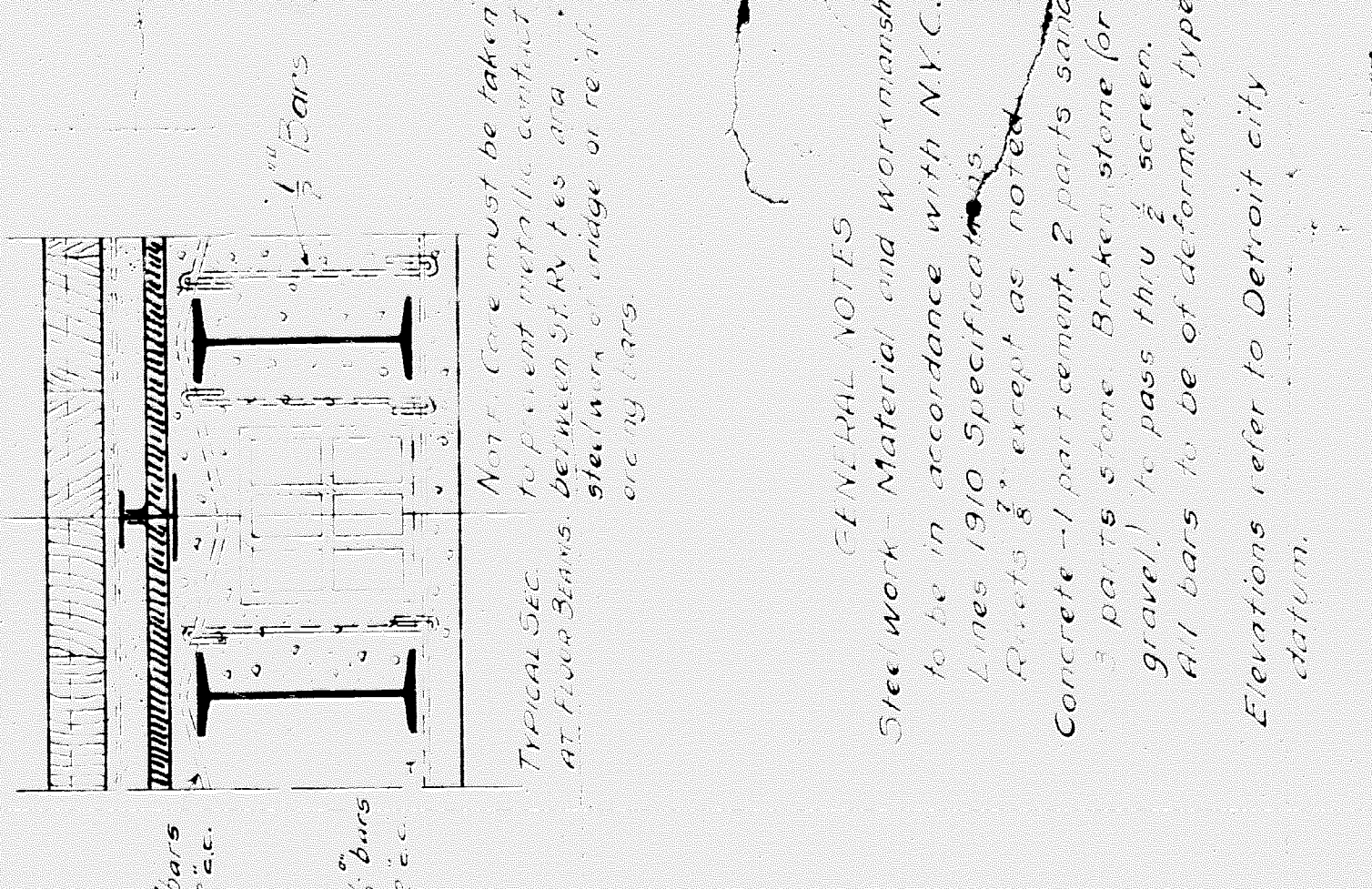
<p>WEST SIDE INDUSTRIAL REHABILITATION PROJECT N#2 DEMOLITION - PORTER STREET BRIDGE CROSSING THE P.C.R.R.</p>		<p>CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEERS OFFICE FOR DETROIT HOUSING COMMISSION</p>		<p>SHEET <u>1</u> OF <u>1</u> SHEETS CONTRACT No. DRWG NO. DATE 10/71</p>	
DESIGNED BY	APPROVED:	DESIGNED BY	APPROVED:	DESIGNED BY	APPROVED:
DRAWN BY	STRUCTURAL ENGINEER	R. POSIAK			
TRACED BY	HEAD CIVIL ENGINEER				
CHECKED BY	CITY ENGINEER				
DESCRIPTION					
REVISIONS LOCATED BY COORDINATES ON SHEET					

SECTION ON CENTER LINE



PLAN

Station	Span	Width	Height	Notes
G1	100	18	10	18' x 10' (18' x 10')
G2	100	18	10	18' x 10' (18' x 10')
G3	100	18	10	18' x 10' (18' x 10')
G4	100	18	10	18' x 10' (18' x 10')
G5	100	18	10	18' x 10' (18' x 10')
G6	100	18	10	18' x 10' (18' x 10')



M. C. R. R. DIV. - Main Line
 Bridge O. 98 - Porter
 GENERAL DRAWING
 Scale: 1" = 10'-0"
 Drawn by R.M.E. (1910)
 Checked by J.E. (1910)
 Chief Engineer: T. (1910)
 Revised: (1910)
 Sheet

FINAL NOTES
 Steel Work - Material and workmanship to be in accordance with N.Y.C. Lines 1910 Specifications.
 Concrete - 1 part cement, 2 parts sand, 3 parts stone. Broken stone for gravel, to pass thru 1/2 screen. All bars to be of standard type.
 Elevations refer to Detroit City datum.

SECTION AA

Detailed City Road Roller
 Impact 5000
 D.L. 7300 (in 1910) (40' x 40' x 40')

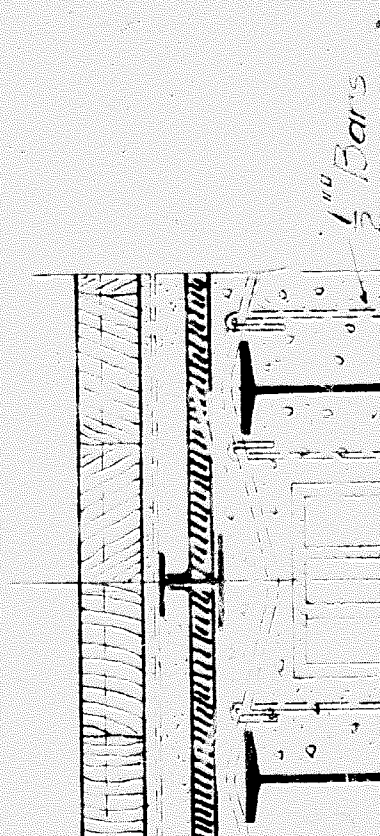
SECTION ON CENTER LINE

El. Masonry 1090 at Bents 3 & 4
1096 " " BENT 2
1102 " " BENT 1

Bent 1
This bent has
no
excavations
below
Bent 1

Protective
encasement 2' thick
at bents 1, 2, 3 & 4.
Coal beam 3'0" x 10"

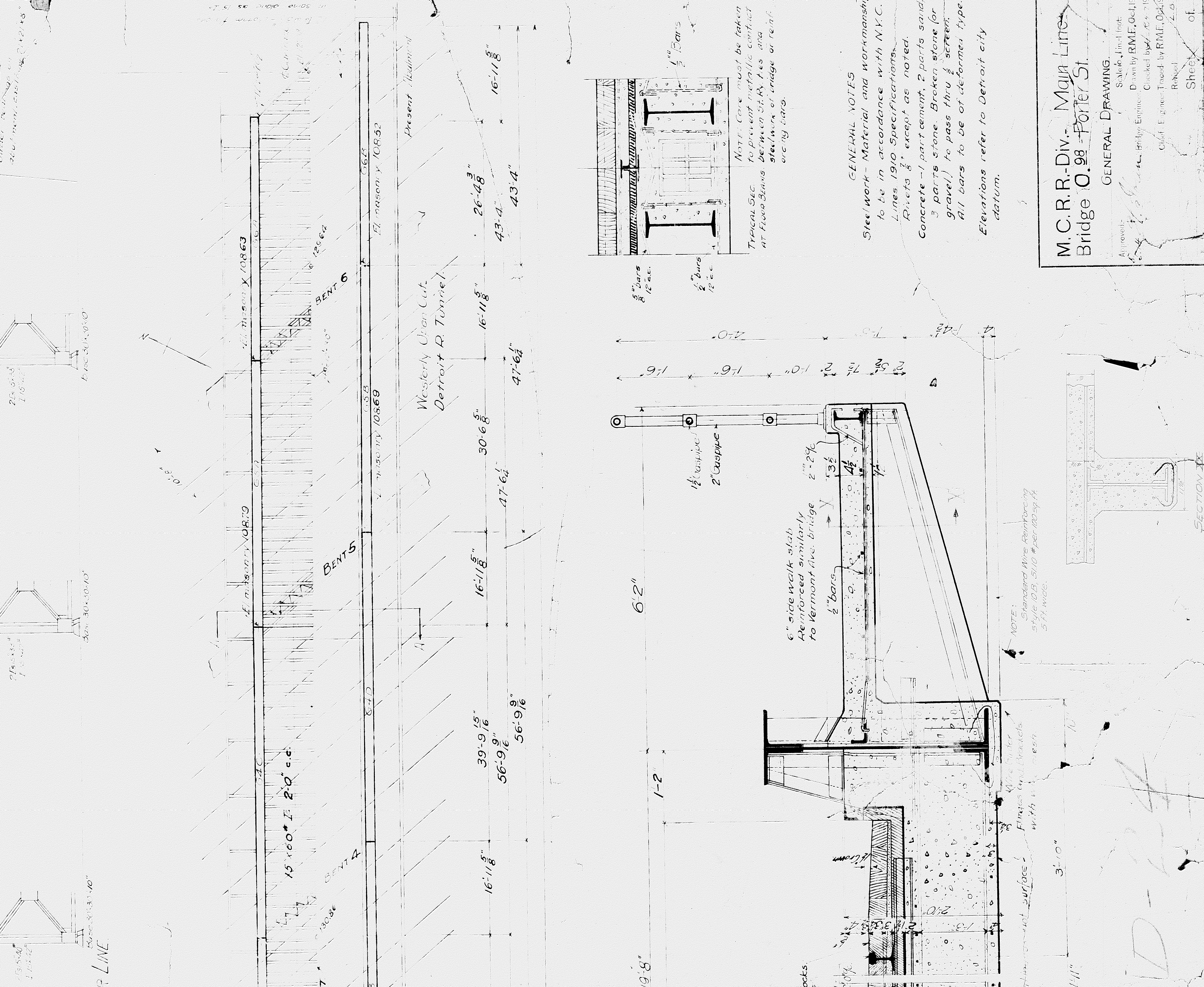
Coal beam 3'0" x 10"
El. Masonry 1090 at Bents 3 & 4
1096 " " BENT 2
1102 " " BENT 1



NOTE: Core must be taken
to prevent metallic contact
between steel bars and
stone work or masonry at reinforcement bars.

GENERAL NOTES
Steel work - Material and workmanship
to be in accordance with N.Y.C.
Lines 1910 Specifications.
Reinforcing bars - All bars except as noted.
Concrete - 1 part cement, 2 parts sand,
3 parts stone. Broken stone (or
gravel) to pass thru $\frac{1}{2}$ " screen.
All bars to be of deformed type.
Elevations refer to Detroit city
datum.

M. C. R. R. Div. - Major Lines
Bridge O. 98 - Porter St.
GENERAL DRAWING
S. A. C. 4th Fl.
Designed by R. M. F. O. J. P. B. I. 1912
Checked by R. M. F. O. J. P. B. I. 1912
Chief Engineer, Tragedy by R. M. F. O. J. P. B. I. 1912
R. M. F. O. J. P. B. I. 1912
Sheet of 1



PLAN

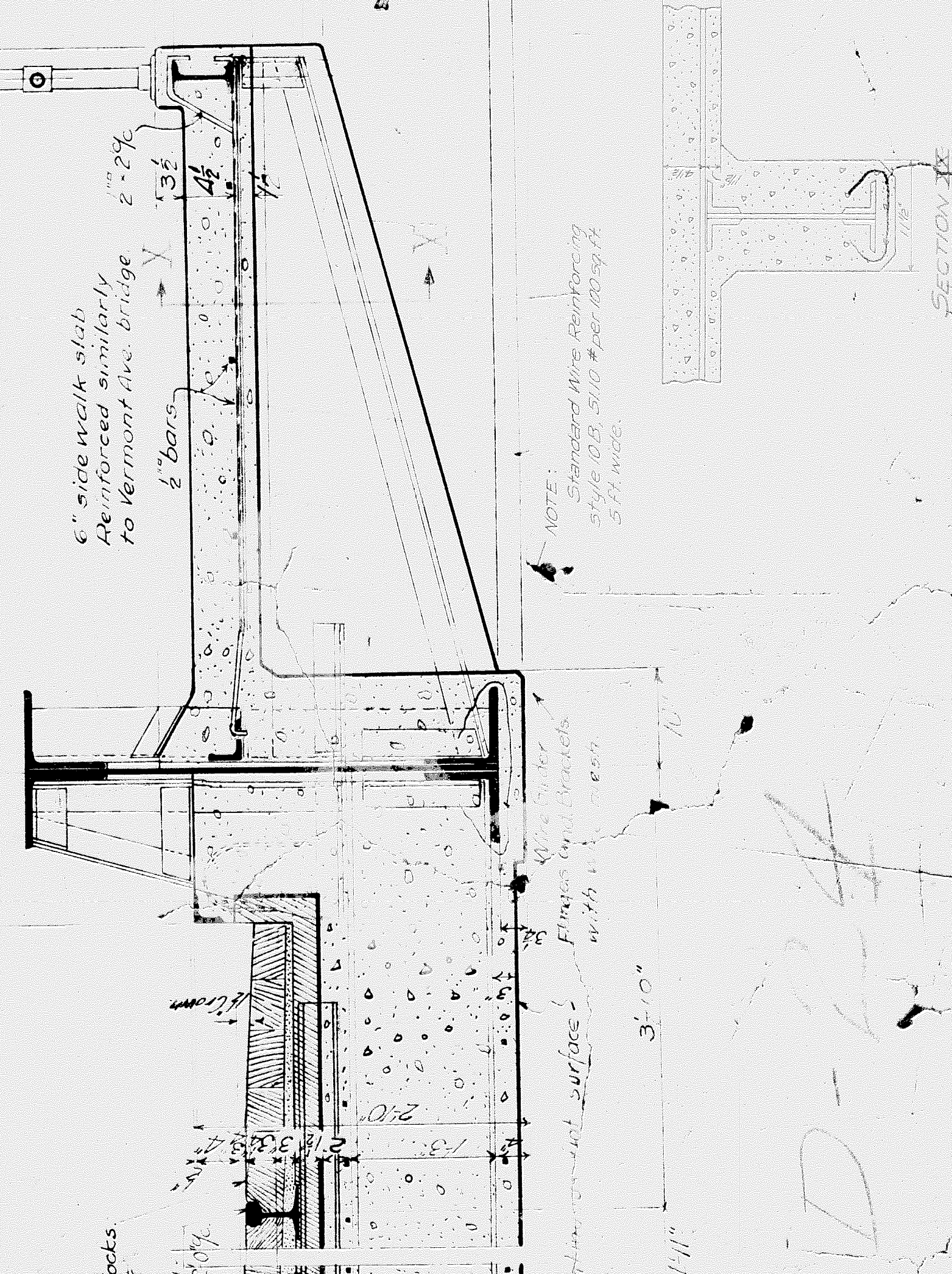
39'-9 1/8"
56'-9 9/16"
56'-9 9/16"
343'-5"

16'-11 1/8"
16'-11 1/8"
16'-11 1/8"
16'-11 1/8"
16'-11 1/8"
16'-11 1/8"

39'-9 1/8"
56'-9 9/16"
56'-9 9/16"
343'-5"

16'-11 1/8"
16'-11 1/8"
16'-11 1/8"
16'-11 1/8"
16'-11 1/8"

39'-9 1/8"
56'-9 9/16"
56'-9 9/16"
343'-5"



6" side walk slab
Reinforced similarly
to Vermont Ave. Bridge

4 Cressed bolts
3 Sana Bind
1/2 Water Proof
80# ASCE Riv
118# Carnegie Riv

1 1/2" angle
2" Cast iron

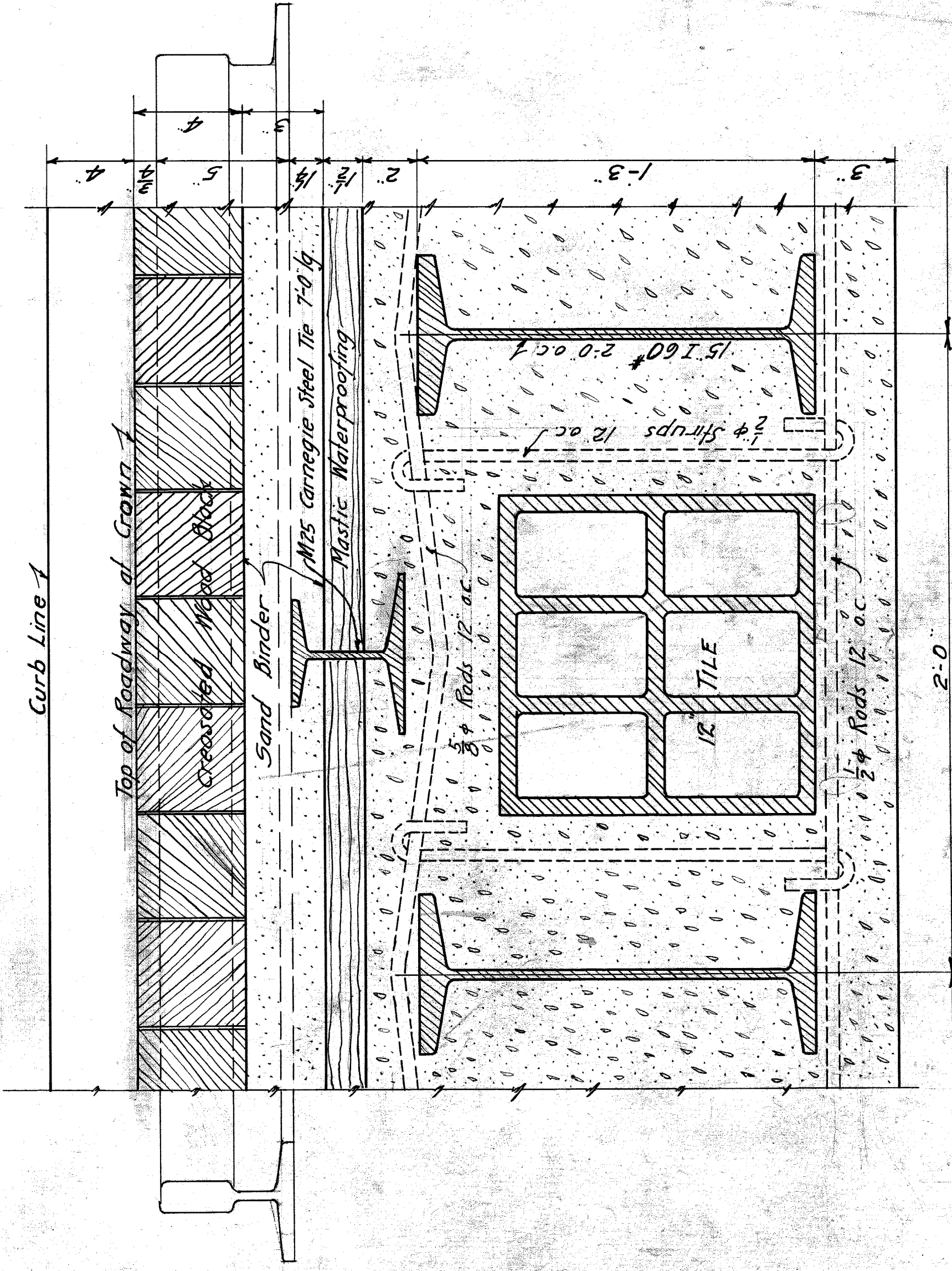
NOTE: Standard Wire Reinforcing
Style 10.3, 5/10 # per sq. ft.
5% W.C.C.

Span	Span	Web	Flange	To	From
G1	610	25-3	8-0-6	18-6-4	18-6-4
G2	686	25-3	8-0-6	18-6-4	18-6-4
G3	35-3	5-4-2	6-0-8	14-2	14-2
G4	56-9 1/2	7-2-8	8-8-0	18-2	18-2
G5	47-6 1/2	5-4-2	6-0-8	14-2	14-2
G6	43-4	5-4-2	6-0-8	14-2	14-2
G7	25-9	5-4-2	6-0-8	14-2	14-2

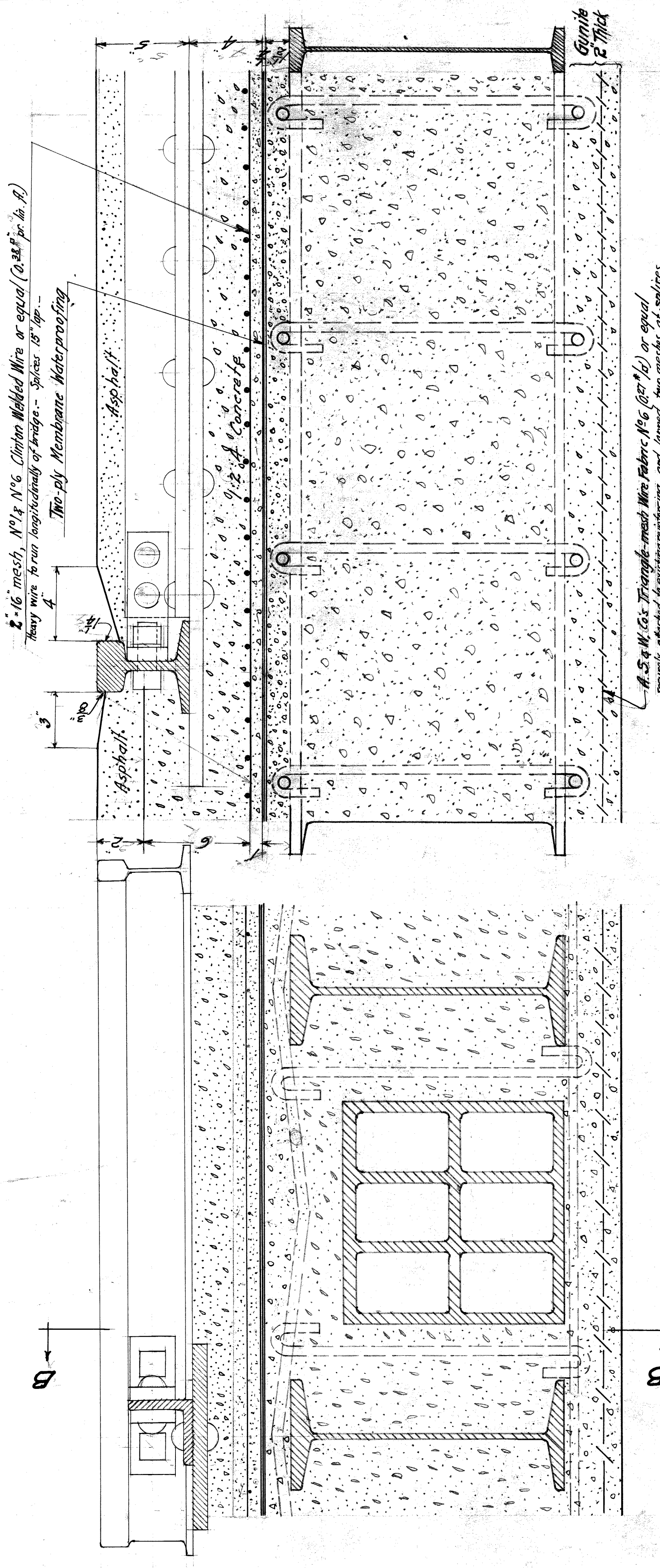
L. L. 100 #
DUR. Summink 3/8" per wheel
0.10 18.9 0.10 0.10 0.10 0.10 0.10 0.10
1600 lbs. per wheel
1750 lbs. per wheel

Lietrot City Road Roller
16-7
Impact 50%

D.L. 4300 # per ft. of gir. (excl. wt. of gir.)

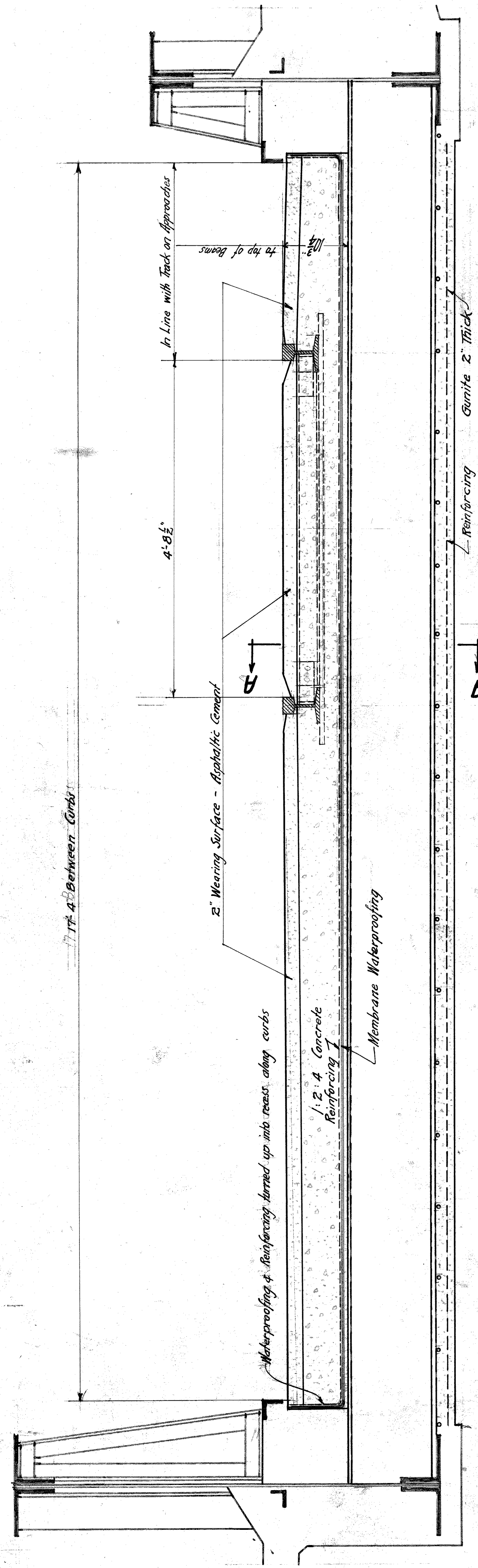


SECTION A-A BEFORE CHANGE

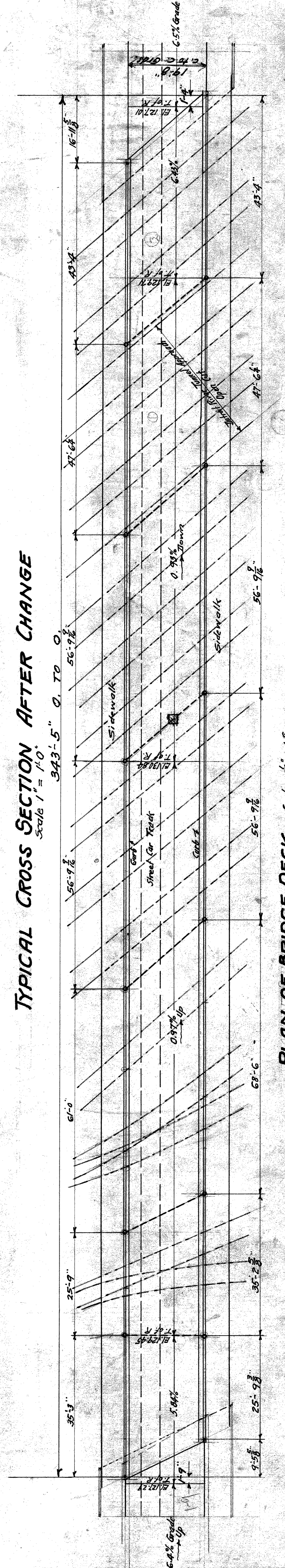


SECTION A-A AFTER CHANGE

SECTION B-B AFTER CHANGE



TYPICAL CROSS SECTION AFTER CHANGE



PLAN OF BRIDGE DECK. Scale: 1/8" = 1'-0"

PROCEDURE IN MAKING REPAIRS & CHANGES TO BRIDGE DECK:

Step 1. REMOVAL OF PRESENT PAVING & DECK.
Wood block paving removed by D.P.W. forces.
Rails removed by Street Railway Department.
Sand binder, mastic waterproofing and steel ties removed by D.P.W. forces, and also all concrete in slab where it should be found defective, as per directions of Engineer.

Step 2. NEW WORK ON TOP OF BRIDGE
The D.P.W. will lay a 1/2" mortar on top to a depth of 1/2" above top of T-beams making smooth surface, level between curbs in places where concrete slab had to be removed a new slab is to be poured with 1:2:4 concrete as per direction of the Engineer.

Step 3. The Waterproofing Contractor will now lay a two-ply membrane of Waterproofing, as per Specifications.

Step 4. The D.P.W. will lay wire mesh reinforcing on top of the new grade on blocks.

Step 5. The Street Railway Department will relay its track to new grade on blocks.
The D.P.W. will pour the roadway slab with 1:2:4 concrete to a level 2" below top of rails, and then the sheet asphalt wearing surface, - all as per this plan.

C - WORK ON UNDERSIDE OF BRIDGE.
The contractor for this work will remove such portions of the concrete covering the bottom of the beams and all broken tile as will be designated by the Engineer.
Gumite will be applied to aforementioned surfaces as per drawings and specifications.

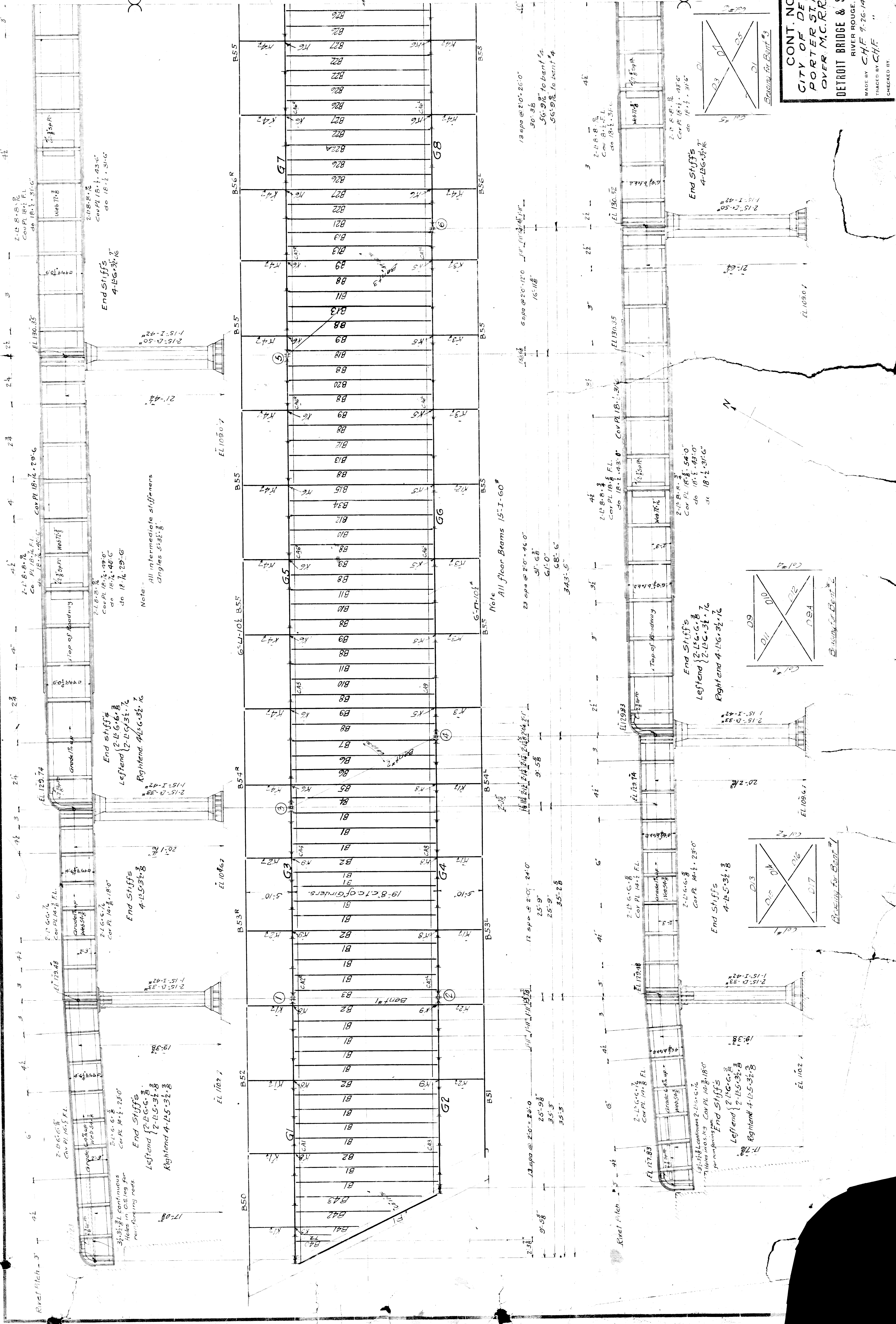
AREA TO BE GUMITED ABOUT 3600 SQ. FT.

CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
OFFICE OF CITY ENGINEER
Division of Grade Separation & Bridges

PORTER STREET BRIDGE
PLAN OF DECK REPAIRS & CHANGES

Scale: 1/8" = 1'-0"
May 1923
Made by: R.S.

CONT. NO. 280
CITY OF DETROIT
PORTER ST BRIDGE
OVER M.C.R.R. TRACKS
DETROIT BRIDGE & STEEL WORKS
RIVER ROUGE, MICH.
MADE BY C.H.F. 7-26-14
TRACED BY C.H.F.
CHECKED BY



End Stiffs
4-L5-32.8

End Stiffs
Left end 2-L5-6.8
Right end 4-L5-32.8

End Stiffs
4-L5-32.8

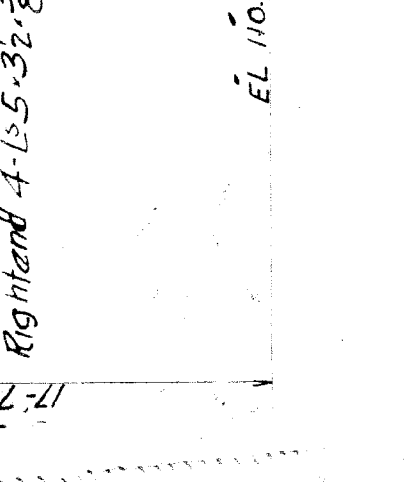
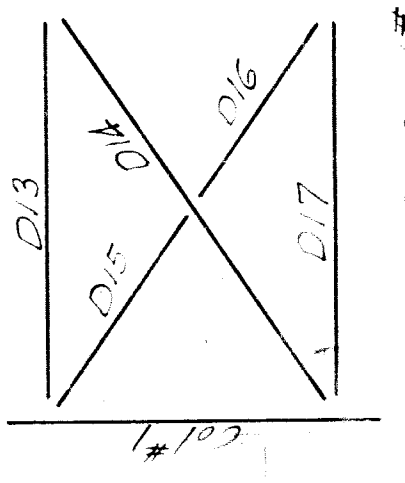
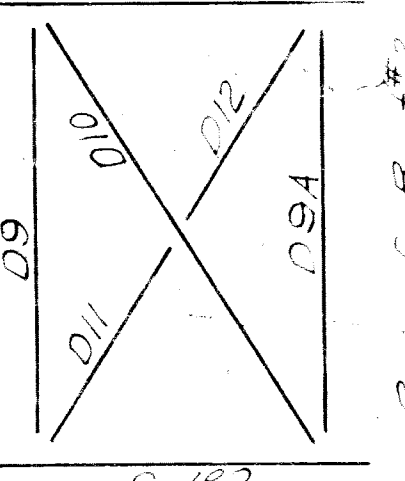
End Stiffs
Left end 2-L5-6.8
Right end 4-L5-32.8

Note
All floor beams 15" x 60"

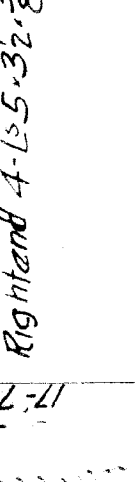
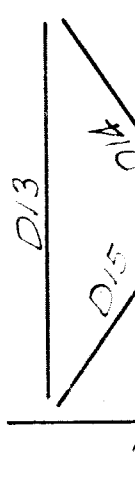
End Stiffs
Left end 2-L5-6.8
Right end 4-L5-32.8

End Stiffs
4-L5-32.8

End Stiffs
Left end 2-L5-6.8
Right end 4-L5-32.8



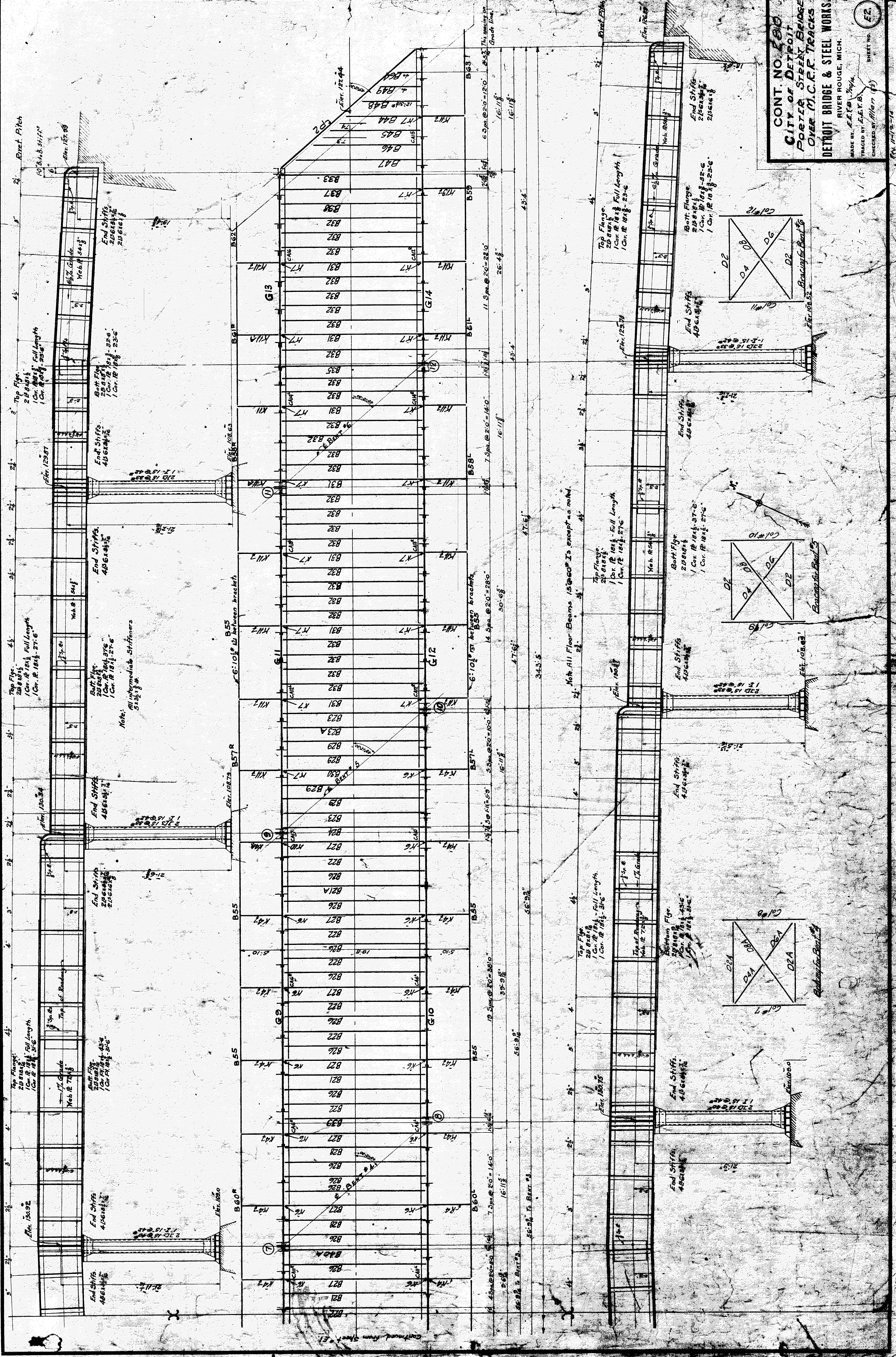
End Stiffs
4-L5-32.8



Bracing for Bent #3

Bracing for Bent #1

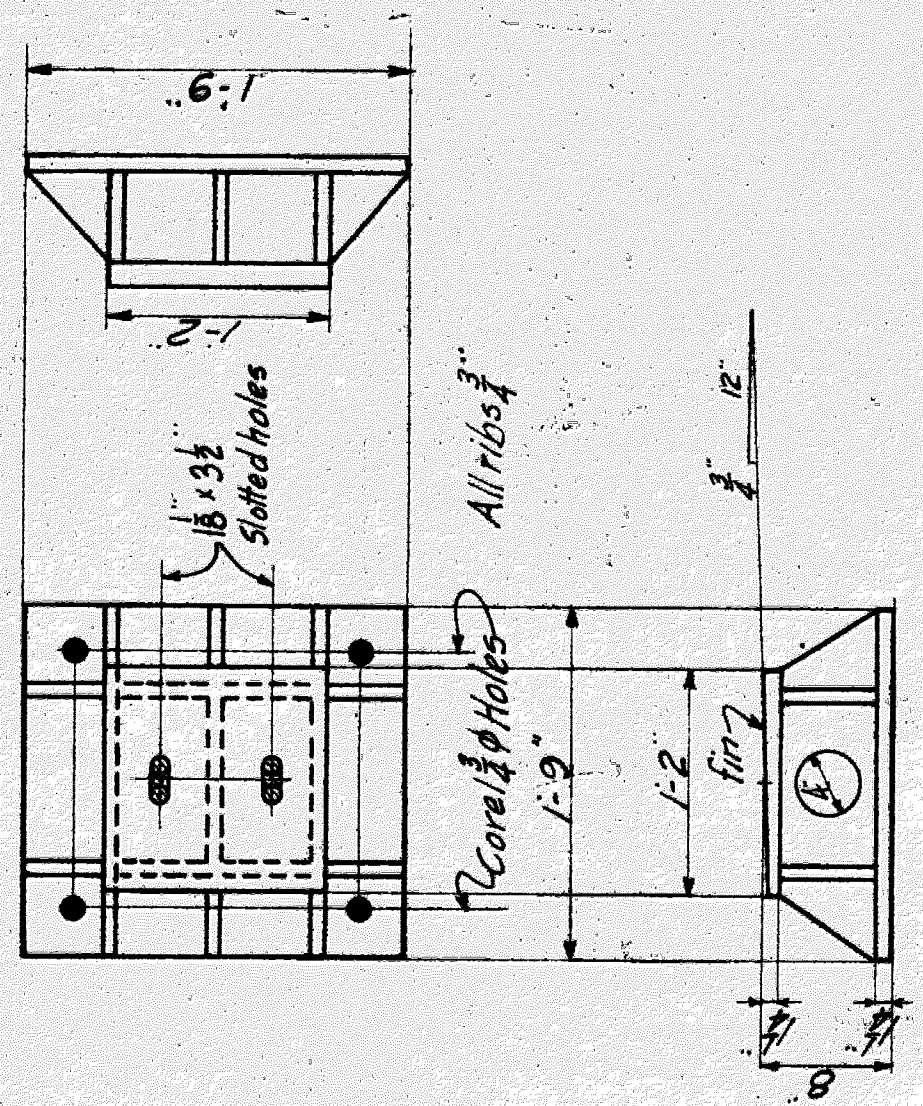
Bracing for Bent #2



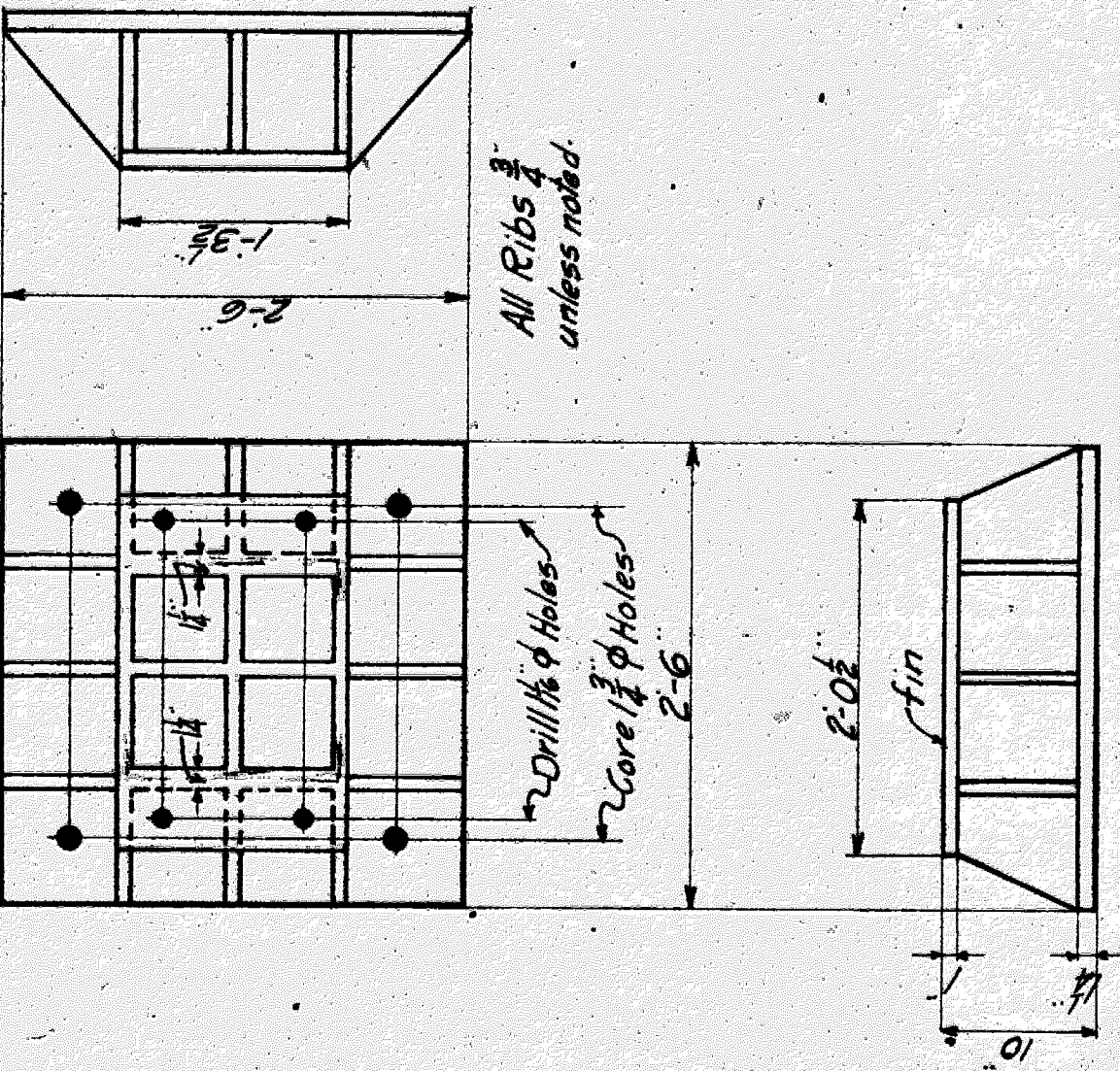
Note: All Intermediate Stiffeners
 5 1/2 x 3/4 x 1/2

Note: All Floor Beams 15x60" Is except as noted.

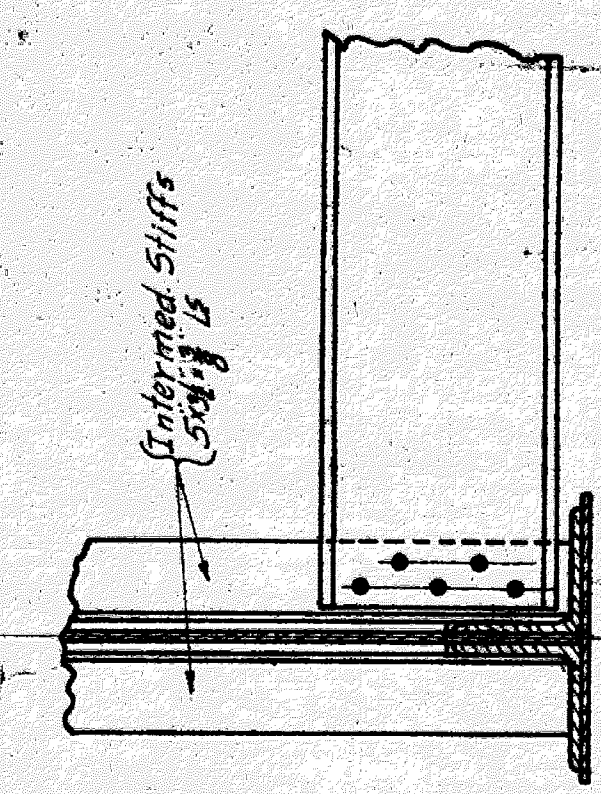
continued from sheet #1



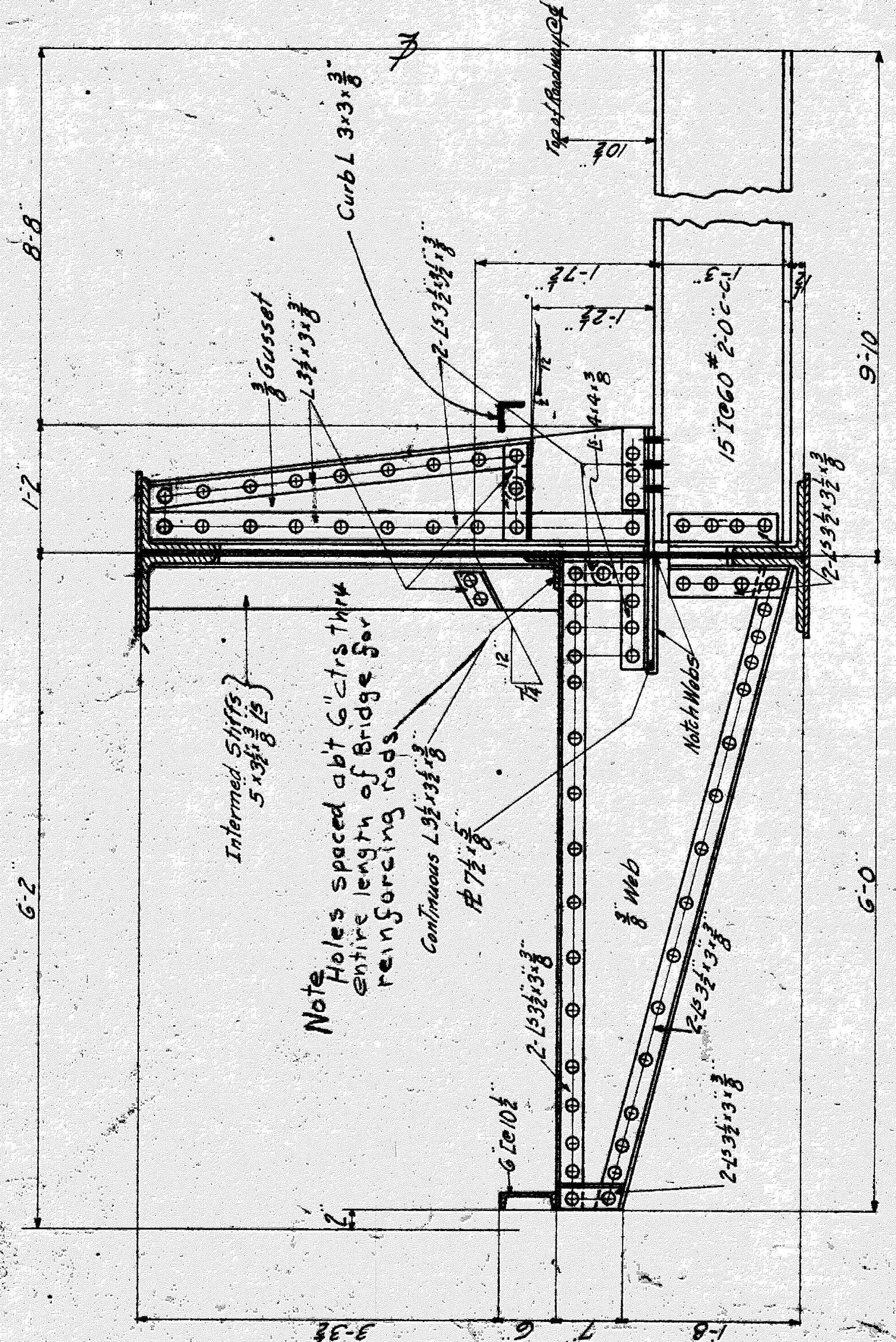
Pedestals at Abutments
(Cast Steel)



Cast Steel Column Bases

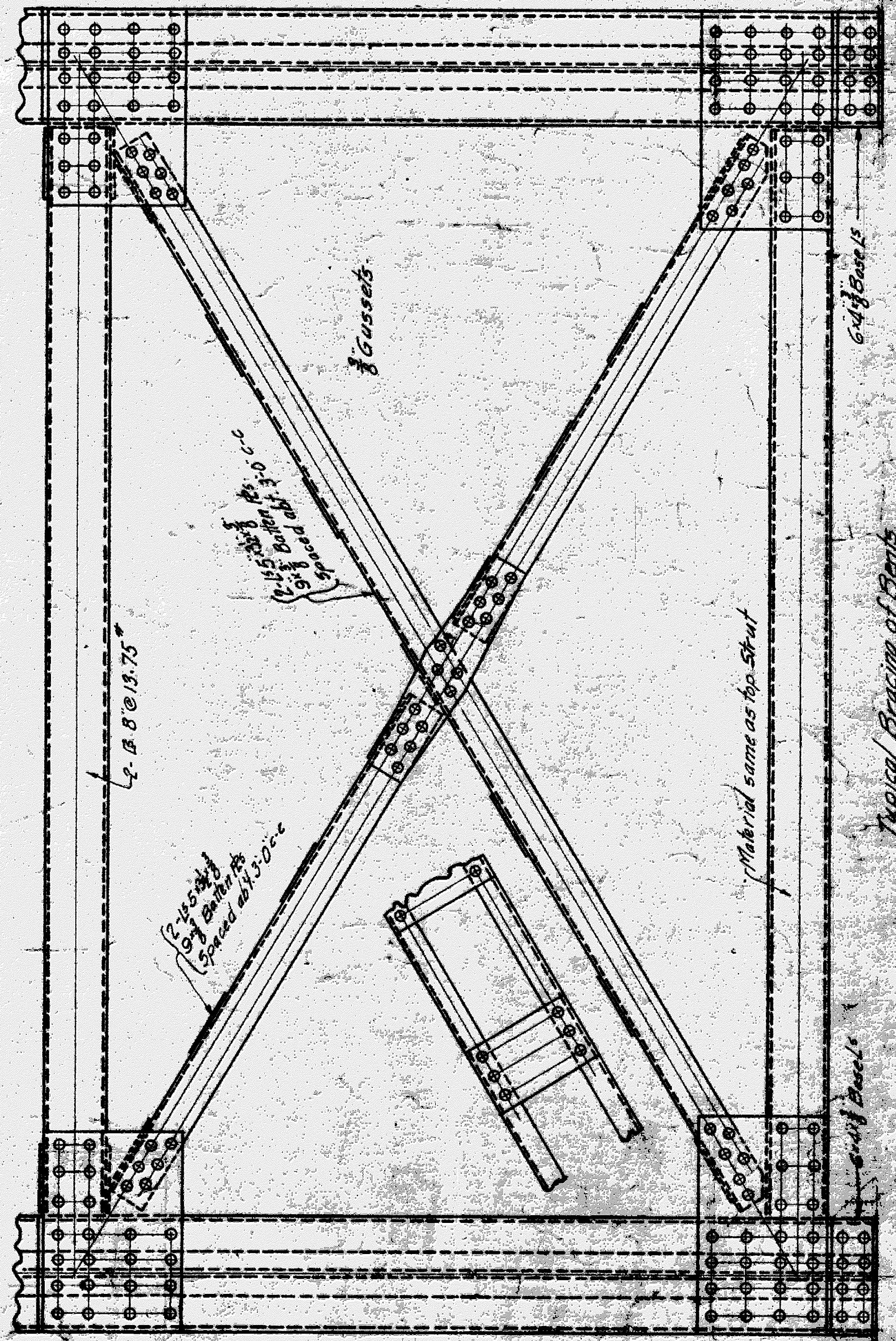


Floor Beam Connection at Stiffener

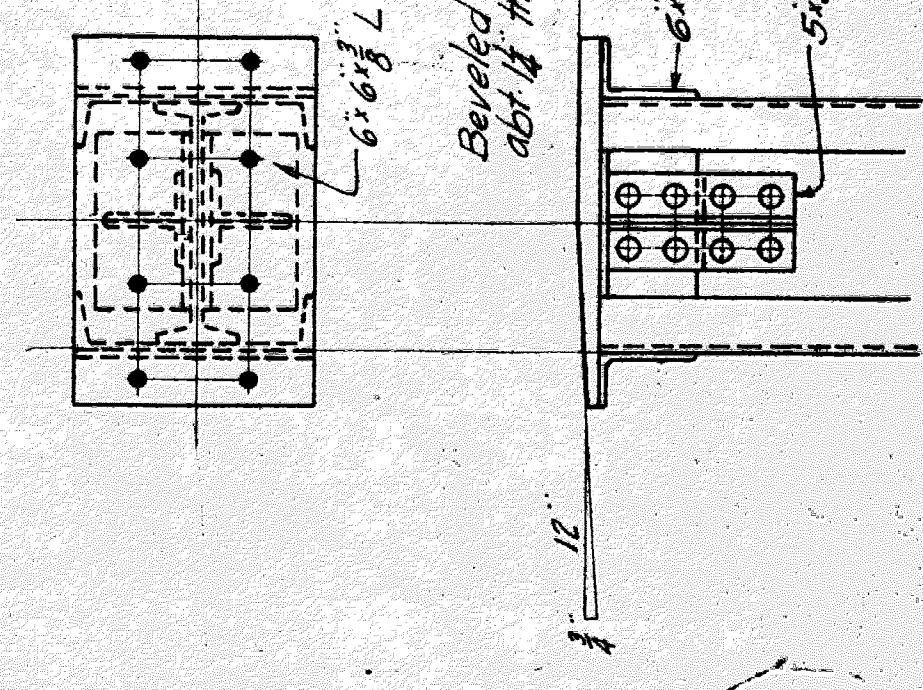


Half Cross Section of Sidewalk Bracing

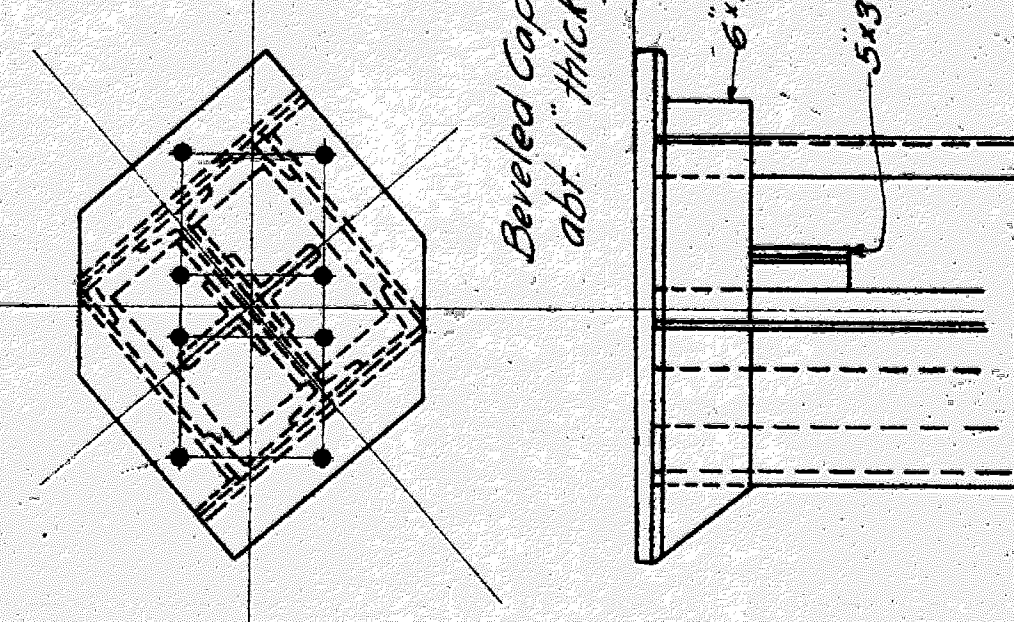
Top Lacing Bottom Lacing 2\"/>



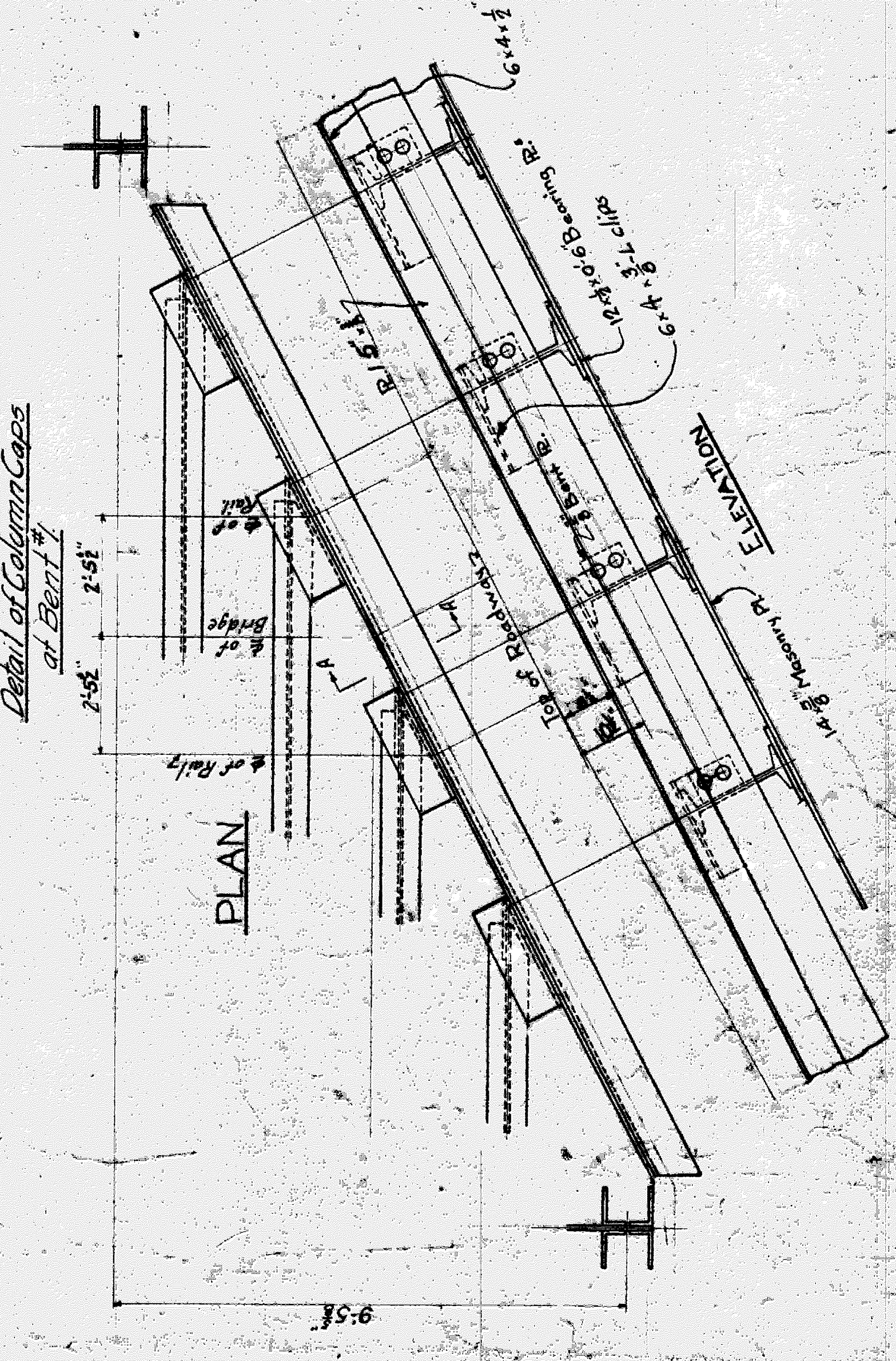
Typical Bracing of Bents



Detail of Column Caps at Bent #1



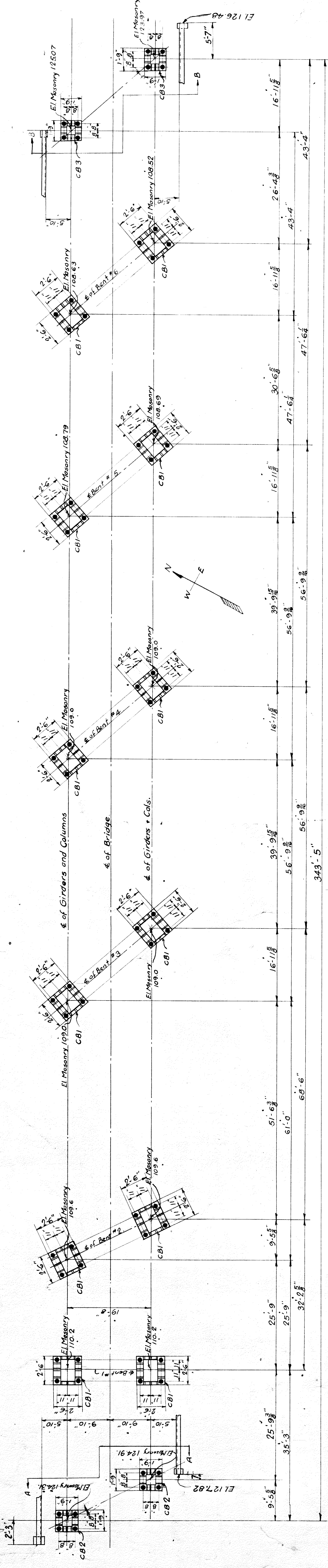
Typical Detail of Column Caps at Bents & Toe



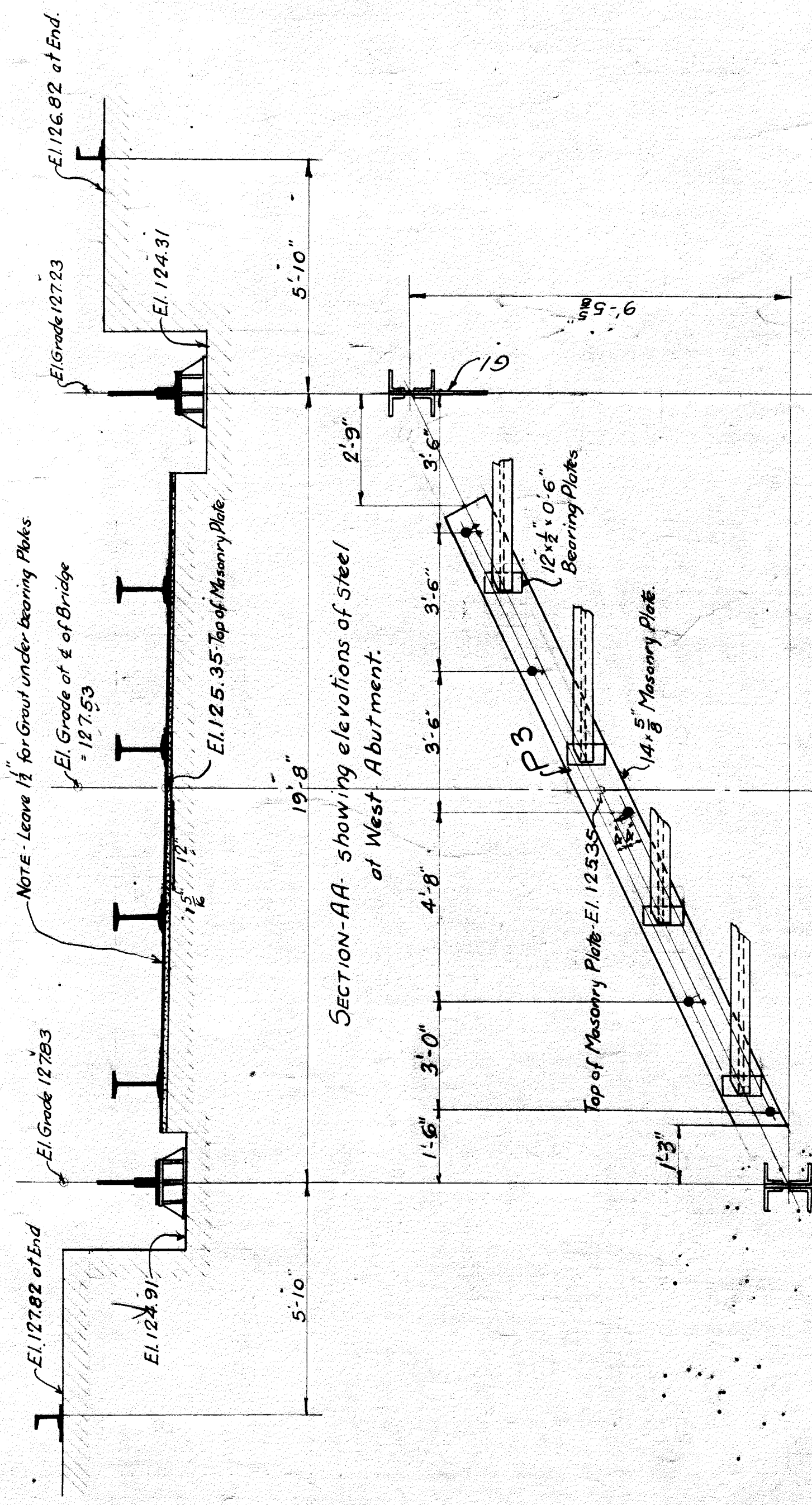
PLAN

SECTION A-A

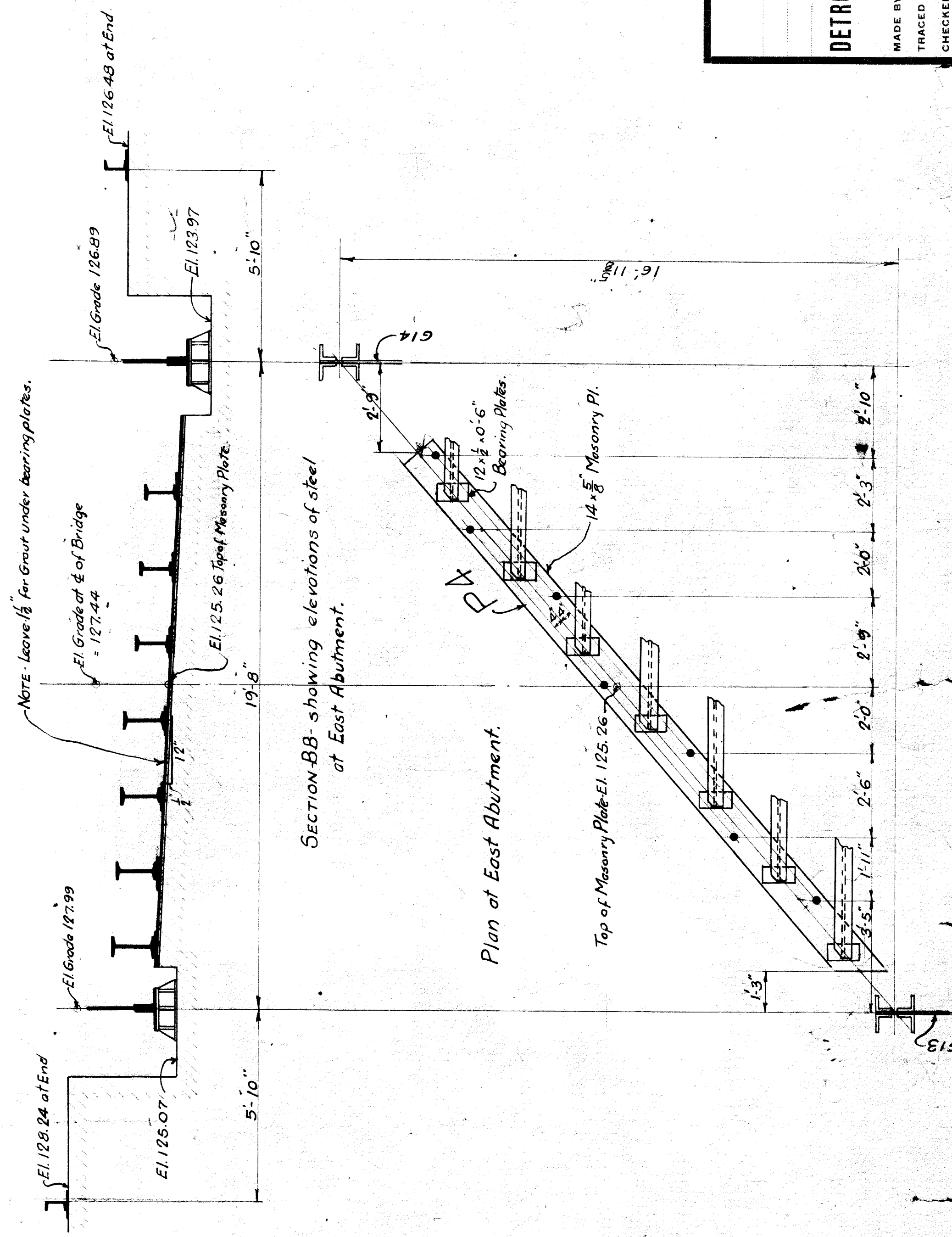
Detail at West End of Bridge
 Detail at East End similar



ANCHOR-BOLT PLAN



SECTION-AA showing elevations of steel at West Abutment.

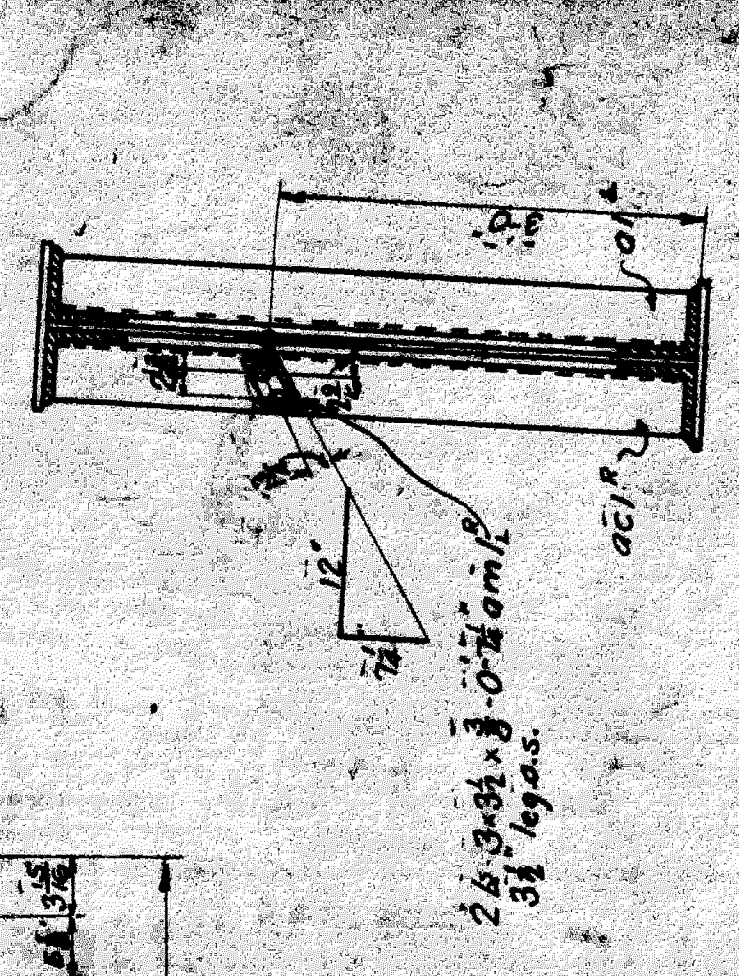
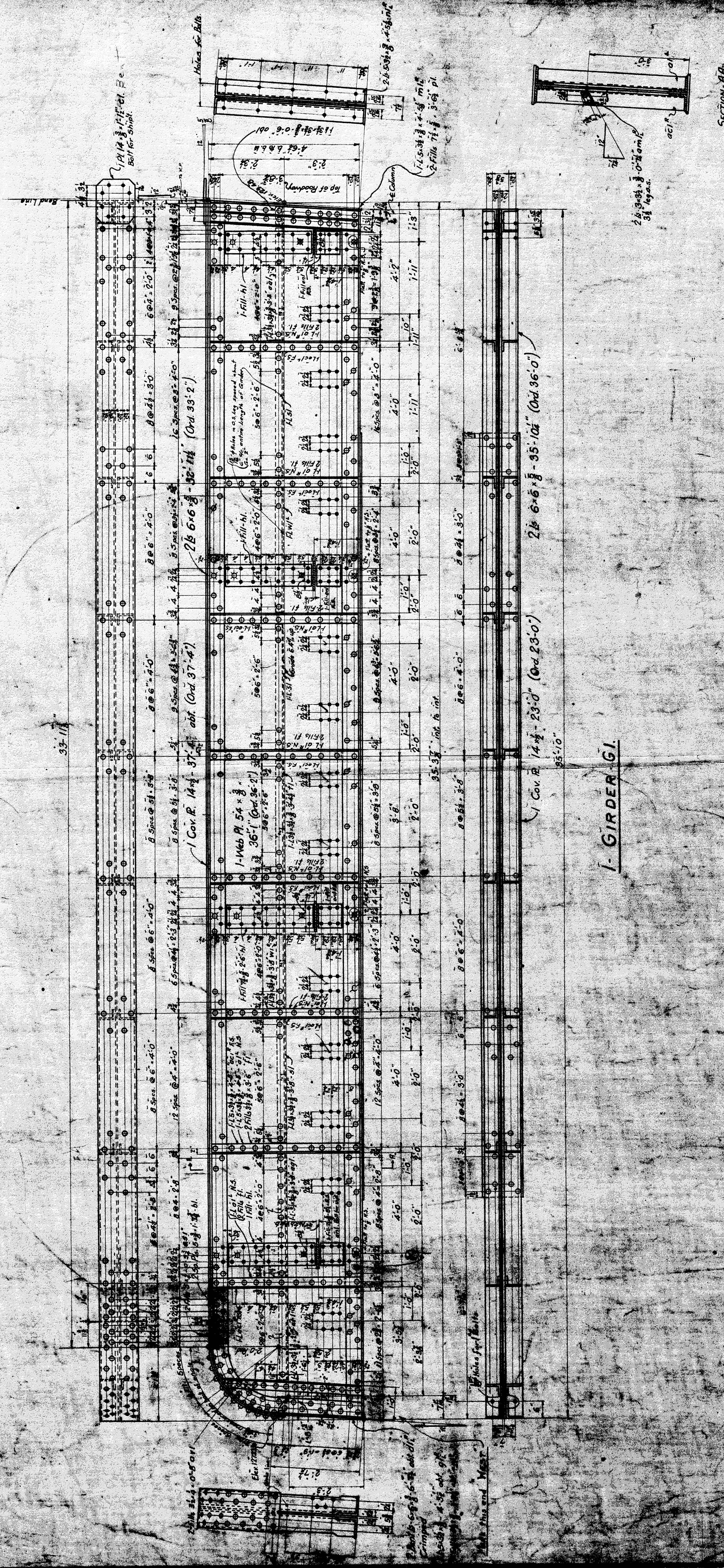


SECTION-BB showing elevations of steel at East Abutment.

Plan of East Abutment.

Plan of West Abutment.

CONT. NO. 280
 CITY OF DETROIT
 PORTER ST. BRIDGE
 OVER M.C.R.R. TRACKS.
 DETROIT BRIDGE & STEEL WORKS.
 RIVER ROUGE, MICH.
 MADE BY C.H.F. - C.A.D.
 TRACED BY C.A.D.
 CHECKED BY A.A. 10-5-14
 SHEET NO. E4



SECTION A-A

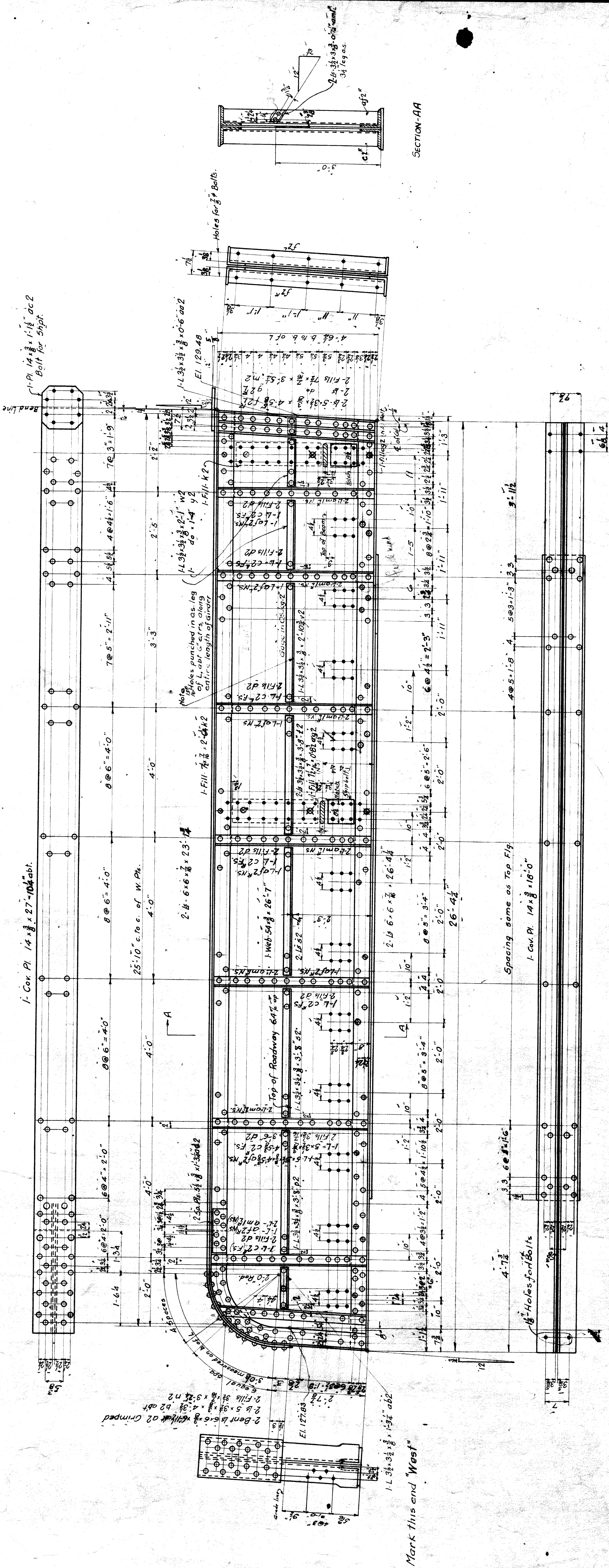
DETAILS OF GIRDER G1
 CONT. NO. 250-A
 CITY OF DETROIT
 PORTER ST. BRIDGE
 OVER M.C.R. TRACKS
 DETROIT BRIDGE & STEEL WORKS
 RIVER ROUGE, MICH.
 MADE BY L. B. (1912)
 TRADED BY C.A.D. (24)
 CHECKED BY C.H.F. 10-9-14

NOTE: 1/2 diam. rivets used
 OPEN HOLES 1/4" less rivet
 BEAM - See Note
 MILLING
 PAINT - 1 Coat of Red Lead
 Surfaces in contact to be primed
 and bolted assembly to be painted
 Erector's marks to be painted on
 printed drawings

NOTE: Fit stiffeners top & bottom
 All plates punched 1/16" gap
 1/2" rounds to fit plates
 1/2" rounds to fit plates
 1/2" rounds to fit plates
 1/2" rounds to fit plates

1- GIRDER G1

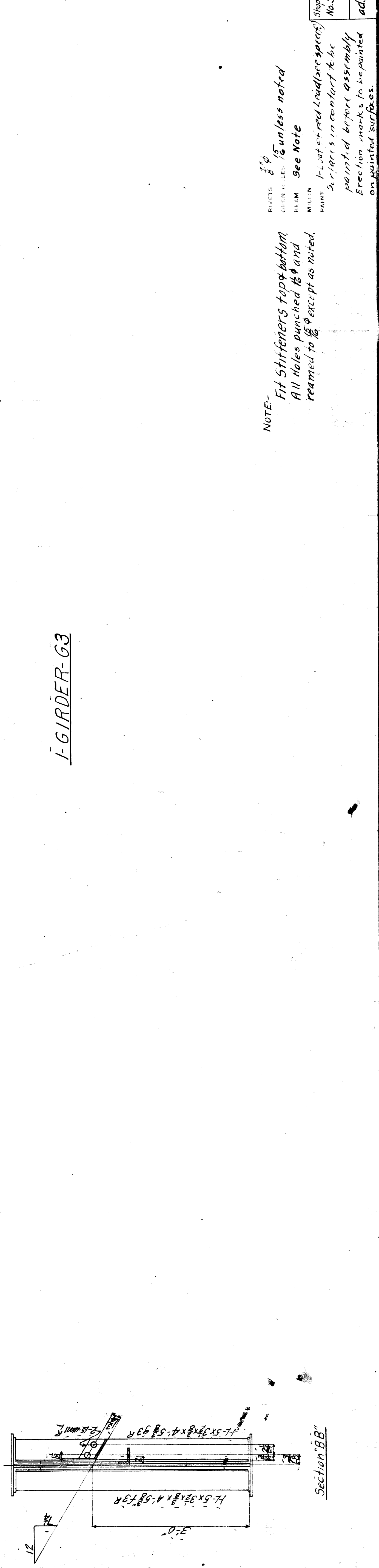
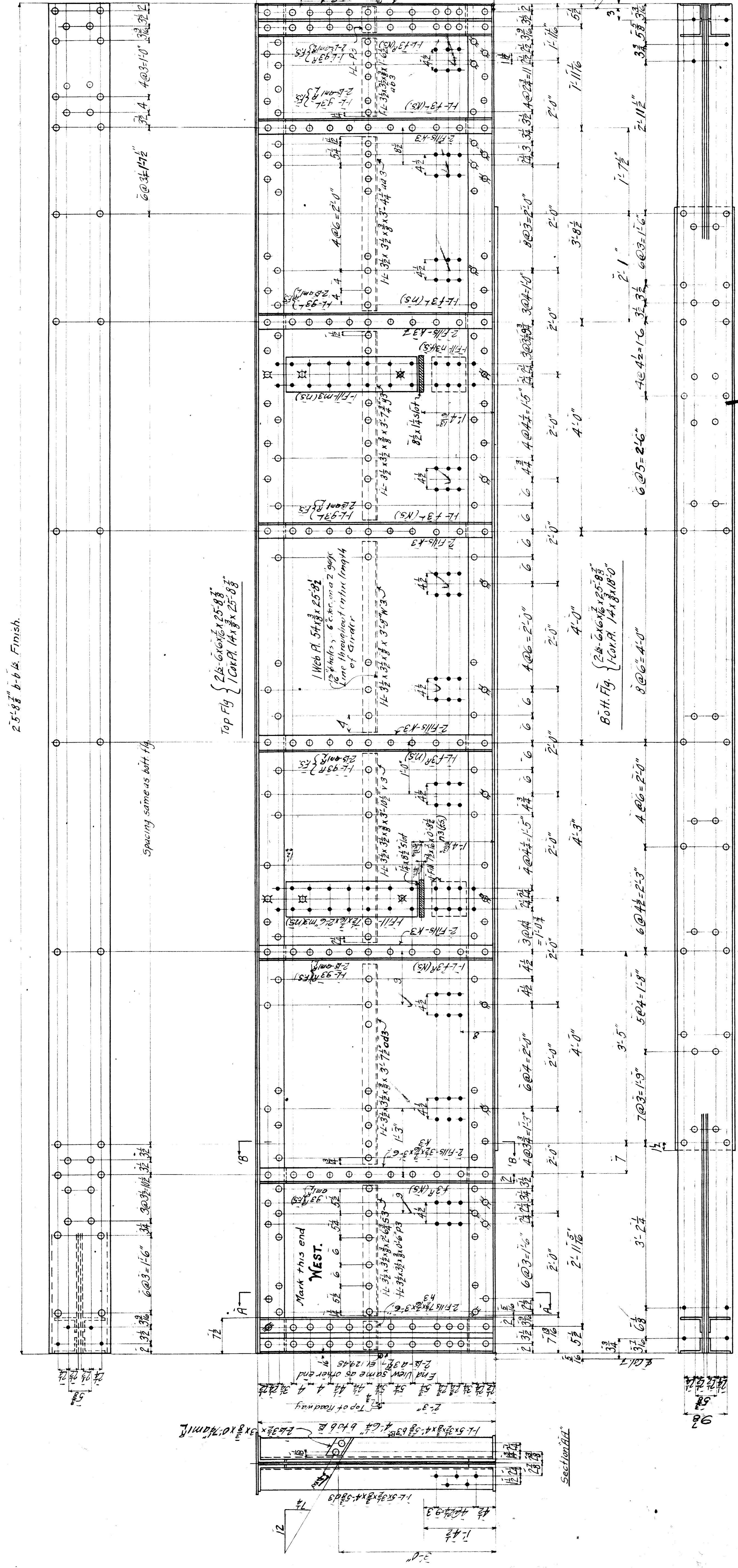
33-117



1-GIRDER-G2.

Detail of Girder G2
CONT. NO. 280-A
 CITY OF DETROIT
 PORTER ST. BRIDGE
 OVER M.C.R.R. TRACKS.
DETROIT BRIDGE & STEEL WORKS.
 RIVER ROUGE, MICH.
 MADE BY C.H.F.
 TRACED BY C.A.D. 7
 CHECKED BY M.A. 10-9-14 SHEET NO. 2

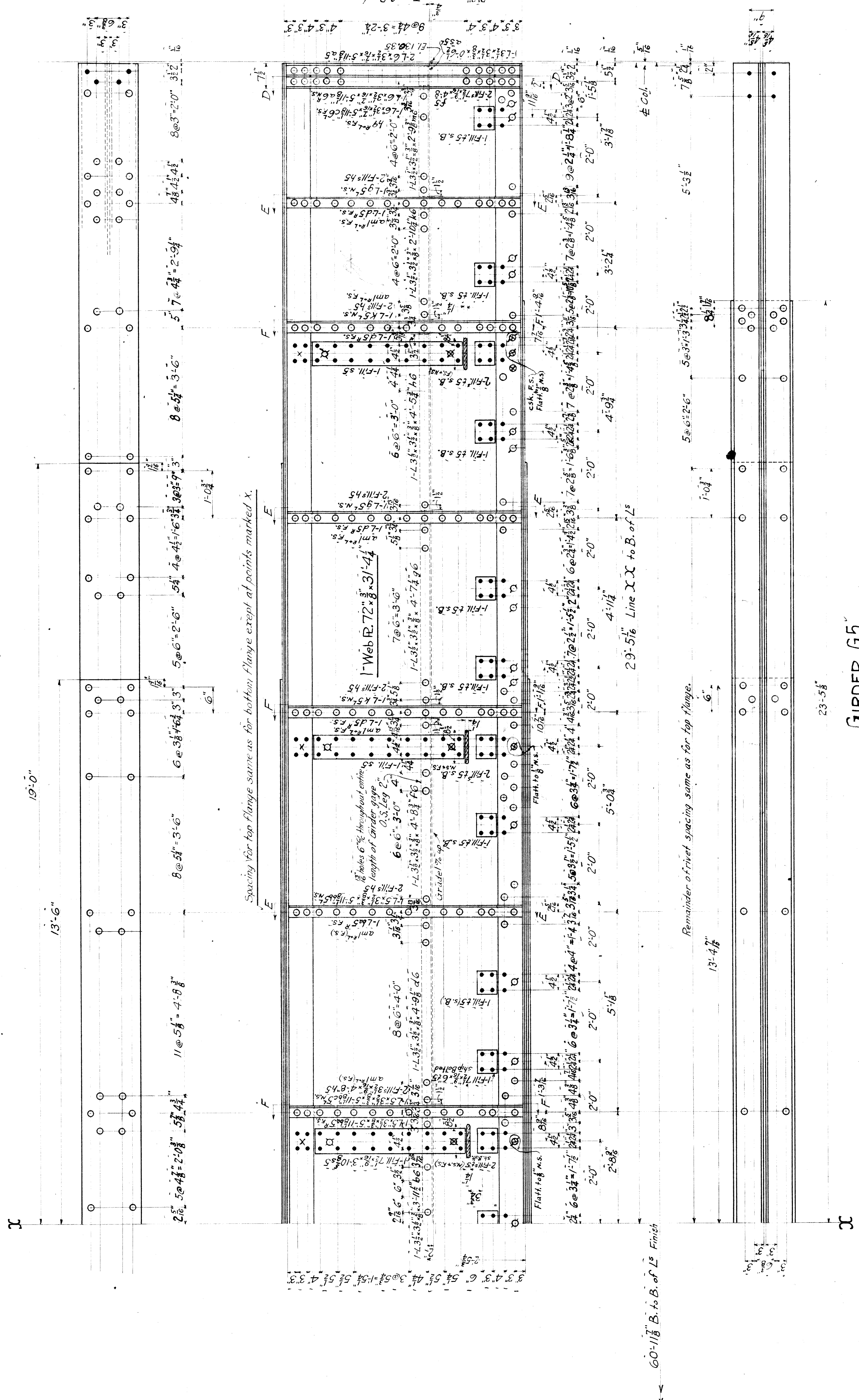
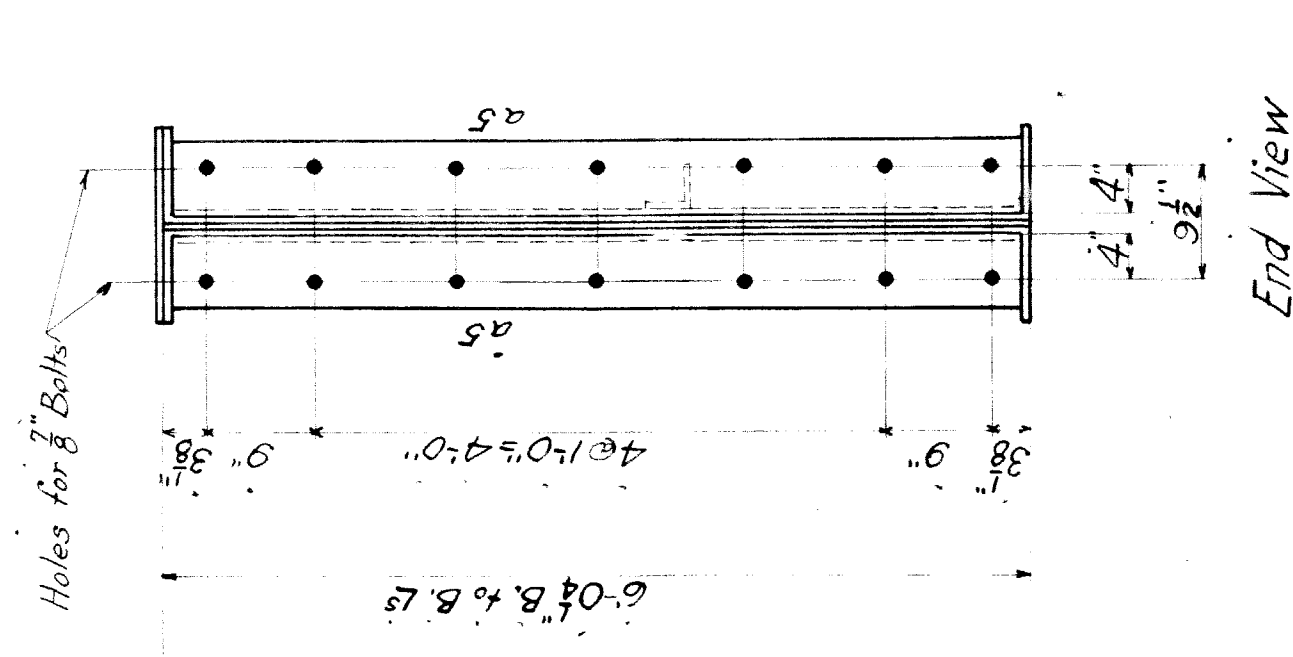
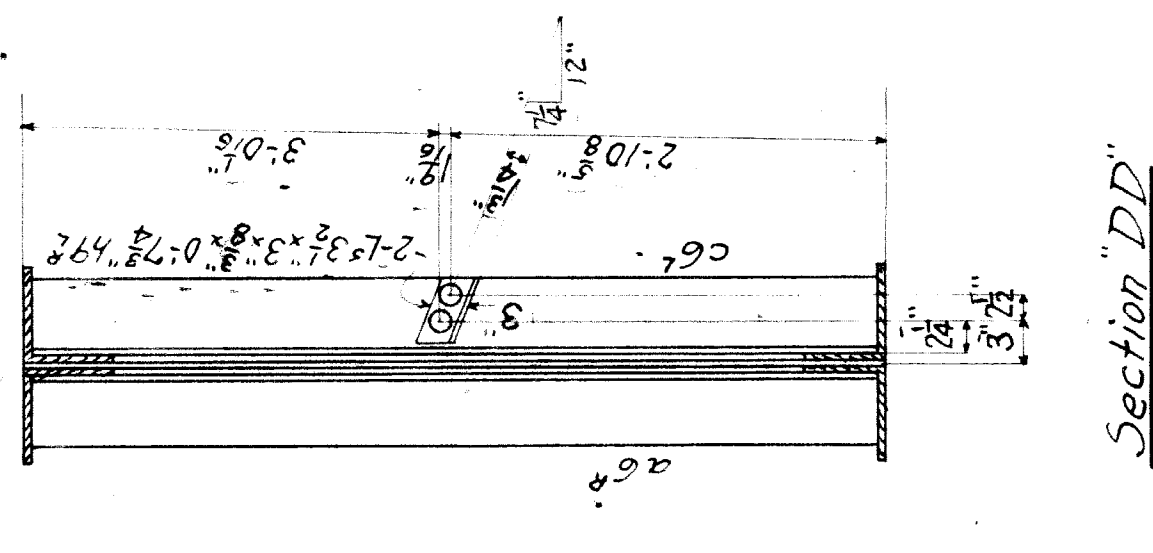
NOTE - Fit Stiffeners top & both
 All Holes punched $1/16"$ and reamed
 to $1/8"$ except as noted.
 RIVETS $3/8"$ unless noted
 OPEN HOLES $1/8"$ unless noted
 BEAM See Note
 MILLING.
 PAINT. 1 Coat Red Lead (See Spc.)
 Shop Bill No. 2
 Surfaces in contact to be
 painted before assembly.
 Each Mark is to be painted on painted surfaces.



NOTE -
 Fit stiffeners top & bottom
 All holes punched & primed
 & reamed to fit except as noted.

REVISIONS
 3/4
 1/5 unless noted
 See Note

PREPARED BY MILLER
 CHECKED BY J.A.B.T.
 TRACED BY J.A.B.T.
 SHEET NO. 3



GIRDER G5
Drawings * 5 & 6 to be worked together.

Note: Fit Stiffeners top & bottom.
All holes punched 1/16" and reamed
to 1/8" φ except as noted.

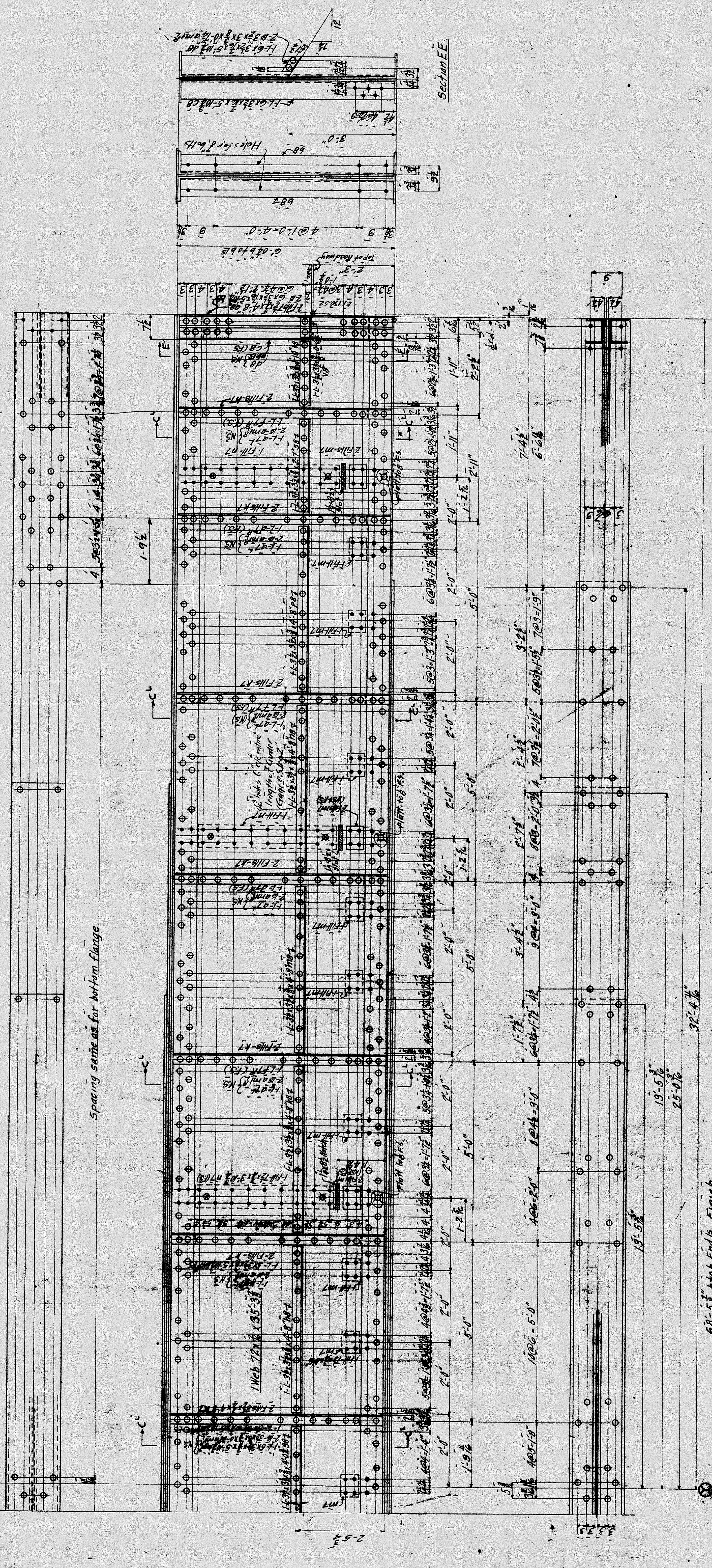
RIVETS 8 φ
OPEN HOLES 1/16 φ unless noted.
REAM SEE NOTE
MILLING. SEE NOTE
PAINT: 1-Coat of Red Lead (see spec.)
2-Coat of Zinc
Paint surfaces in contact
to bare assembly.
Erection marks to be painted on
painted surfaces.

60-1/8" B. to B. of L's Finish

23'-5 1/2"

Remainder of rivet spacing same as for top flange.

23'-5 1/2" Line X-X to B. of L's

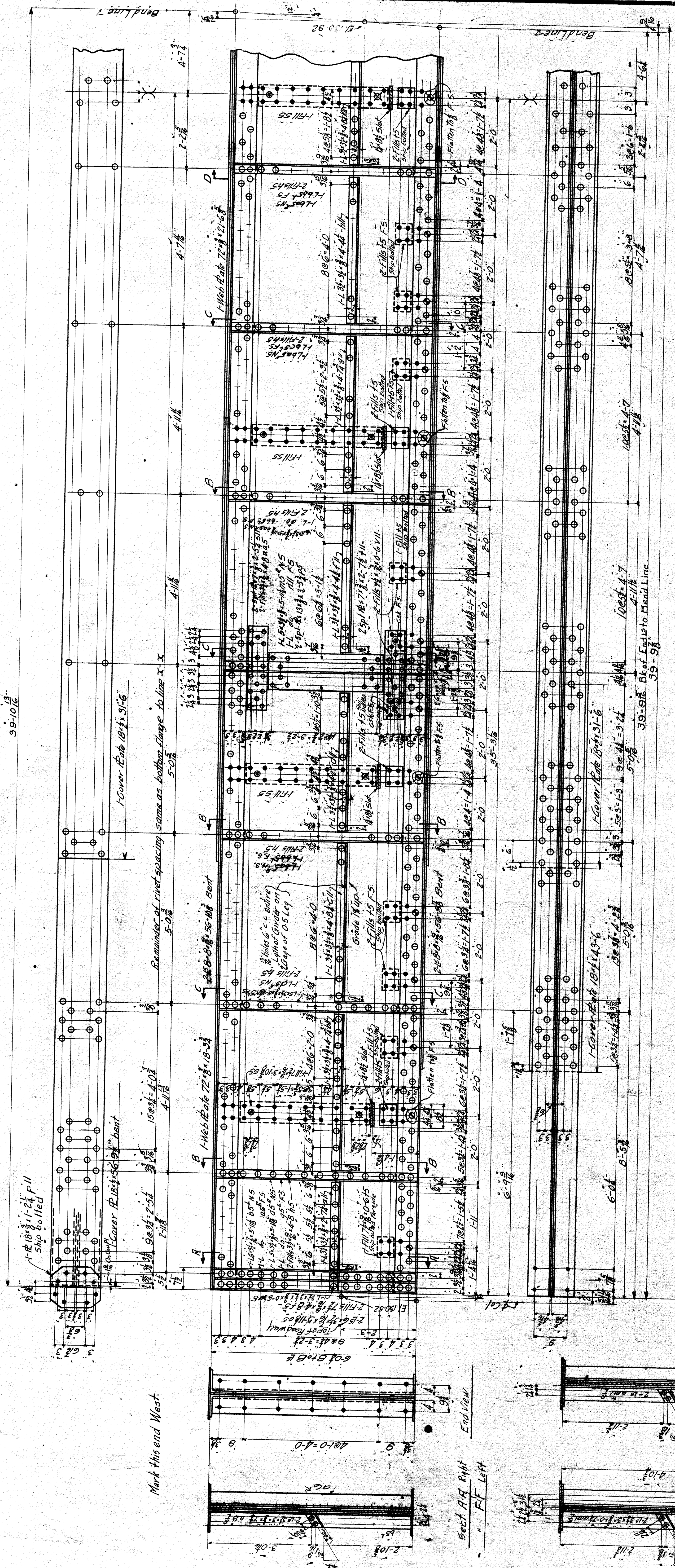


CONT. NO. 280A
 CITY OF DETROIT
 PORTER ST. BRIDGE
 OVER M.C.R.R. TRACKS
 DETROIT BRIDGE & STEEL WORKS
 RIVER ROUGE, MICH.
 MADE BY A.A.
 TRACED BY J.M.B.
 CHECKED BY J.M.B.

NOTE: - Fit Stiffeners to be punched as shown unless noted otherwise. All holes punched as shown. F-Cut of rivets to be punched as shown. Surfaces in contact to be painted one coat before assembling. Exposed surfaces to be painted on.

1 GIRDER 66
 Continued from Sheet #7

SHEET NO. 8



39-1012

1-12 1/2 x 1-24 P 11
shop bolted

1-Cover Plate 18x31-6 bent

15x31-6
4-11/8

1-Web Plate 72x18-3/4 bent

Mark this end West.

Remainder of rivet spacing same as bottom flange to line x-x

2-Web 6-0x50-108 bent

1-Web Plate 72x18-3/4

1-Web Plate 72x18-3/4

1-Web Plate 72x18-3/4

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

1-Flange 15x15-1/2

Sect A-A Right

" F-F Left

End View

Sect B-B Right

Sect C-C Right

Sect D-D Left

Sect E-E Left

Remainder of Girder on Sheet 72

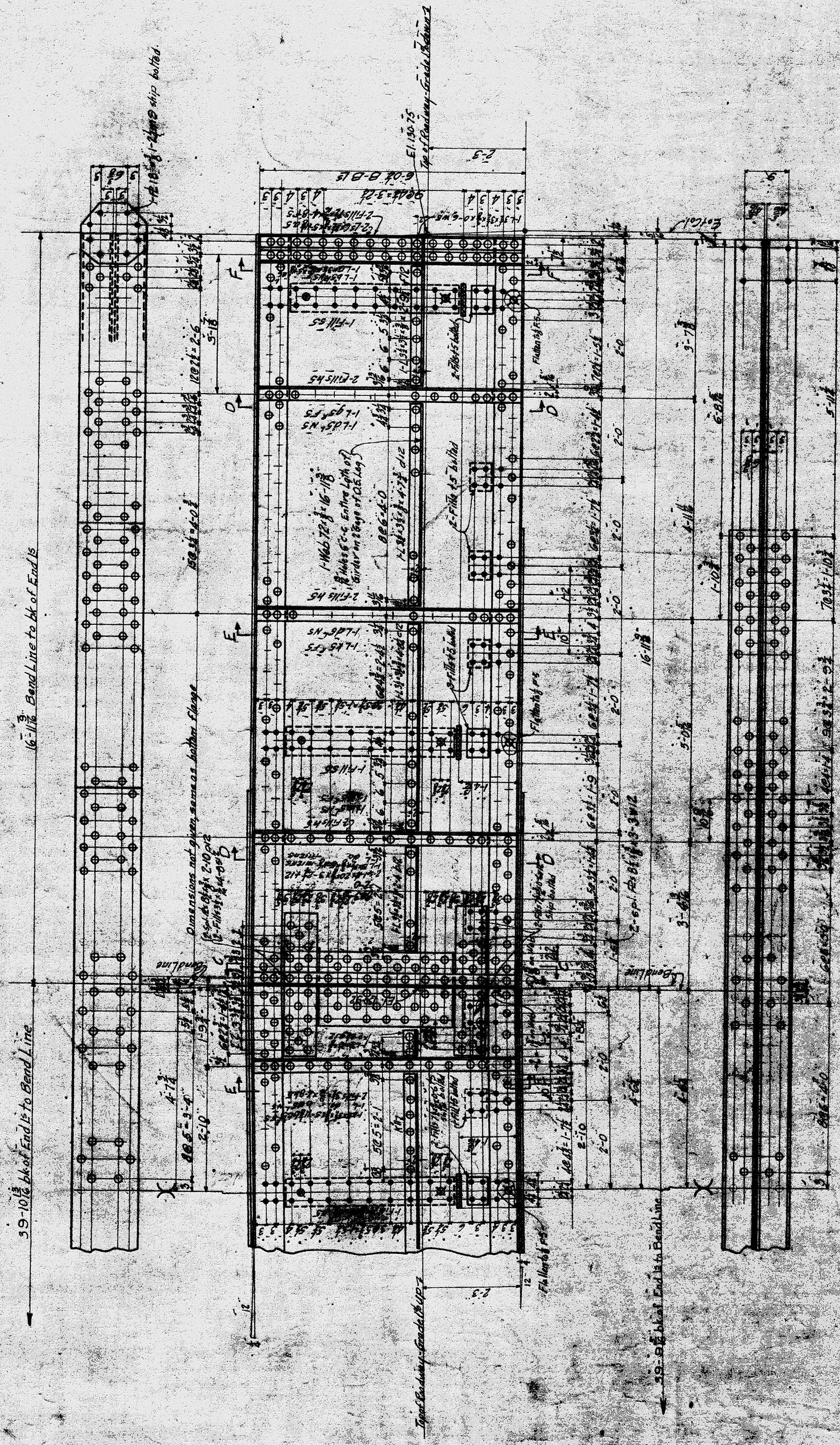
1-Girder-G8-

Girder-G8-

CONT. NO. 280-A
City of Detroit
Porter St. Bridge
Over M.C.R.R.
DETROIT BRIDGE & STEEL WORKS.
RIVER ROUGE, MICH.
MADE BY C.R.S. 2012
TRACED BY C.R.S.
CHECKED BY H.A. 10-21-14 SHEET NO. 11

Note:- Fit Stiffeners top & bottom.
Fill holes to be punched 1/4" and reamed to 3/8" of aspection noted

RIVETS: 3/4"
OPEN HOLE 1/2" unless noted
REAM 1/2" see note
MILLING
PAINT: One coat Red Lead (see Spec) Shop Blis
13-14
Surfaces in contact to be painted on coat before assembling.
Erection Marks to be painted on Painted Surfaces.



39-10 1/2 bk of End is to Bend Line

16 1/2 Bend Line to bk of End is

Dimensions not shown same as bottom flange

16 1/2

16 1/2

16 1/2

16 1/2

16 1/2

16 1/2

16 1/2

16 1/2

16 1/2

16 1/2

16 1/2

16 1/2

16 1/2

16 1/2

Girder-G-8

Sections and adjacent part of Girder detailed on Sheet #11

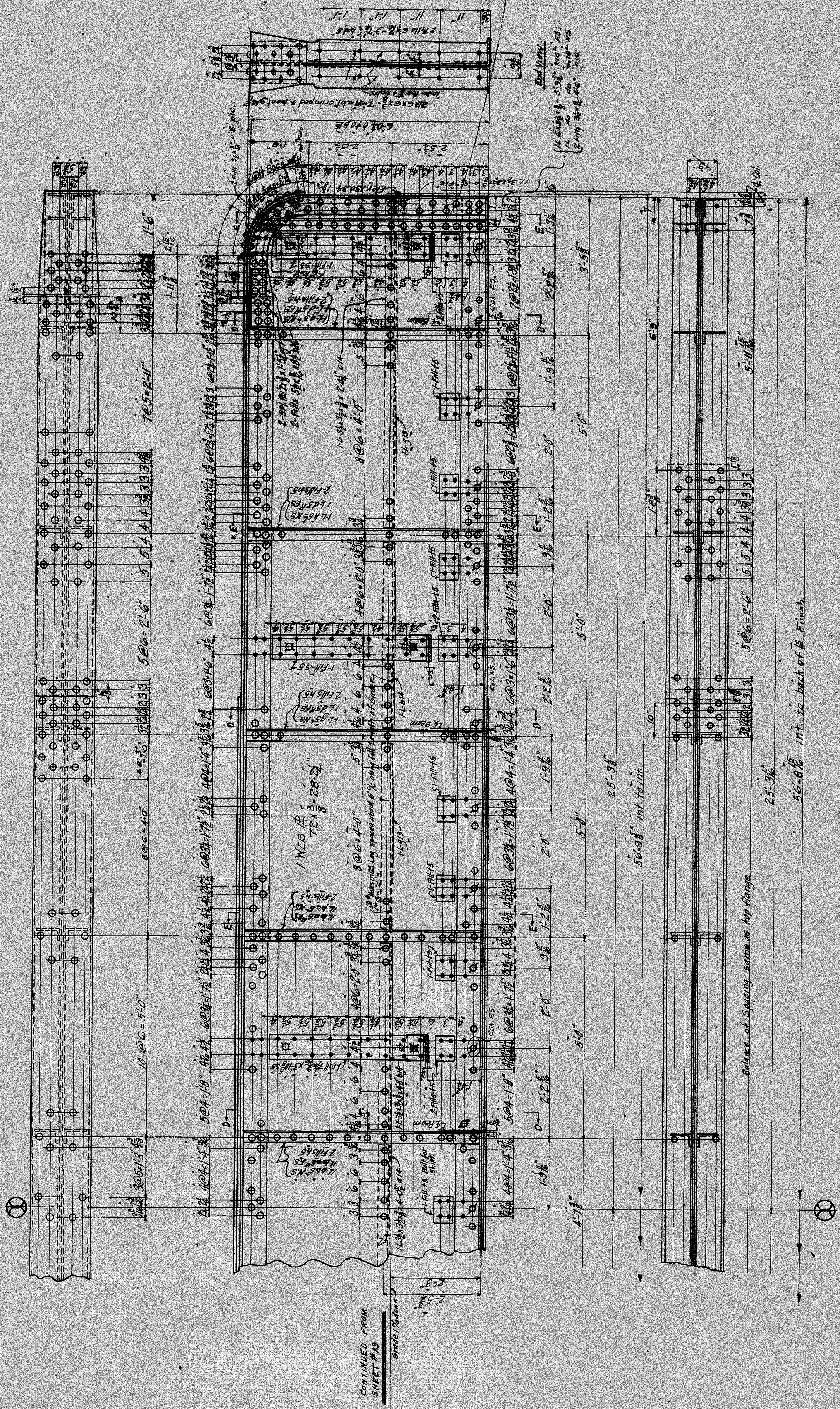
Girder-G-8

CONT. NO. 280-4
 City of Detroit
 Porter St. Bridge
 Over M.C.R.R.
 DETROIT BRIDGE & STEEL WORKS
 RIVER HOUSE, MICH.
 1914

PIVETS 8
 OPEN HOLES 1/2
 BEAM 1/2
 MILLING 1/2
 UNLESS NOTED OTHERWISE (See Note)

1-Cent. Red Lead primer spec.
 All surfaces must be primed and
 painted with 1/2 lb. of
 white lead paint

16 1/2 bk of End is to Bend Line
 16 1/2 Bend Line to bk of End is



CONTINUED FROM
SHEET # 13

Balance of Spacing same as top flange

56'-8 1/2" int. to back of 1/2" Finish

GIRDER G9

FORE PART OF GIRDER BEYOND LINE X X SHOWN ON SHEET # 13

CONT. NO. 280-A
CITY OF DETROIT
Parter-St Bridge
Over M.C.R.R. Tracks
DETROIT BRIDGE & STEEL WORKS.
RIVER ROUGE, MICH.
MADE BY: E.E.B.
TRACED BY: J.A.B. 9
CHECKED BY: H.A. 10-21-14
SHEET NO. 14

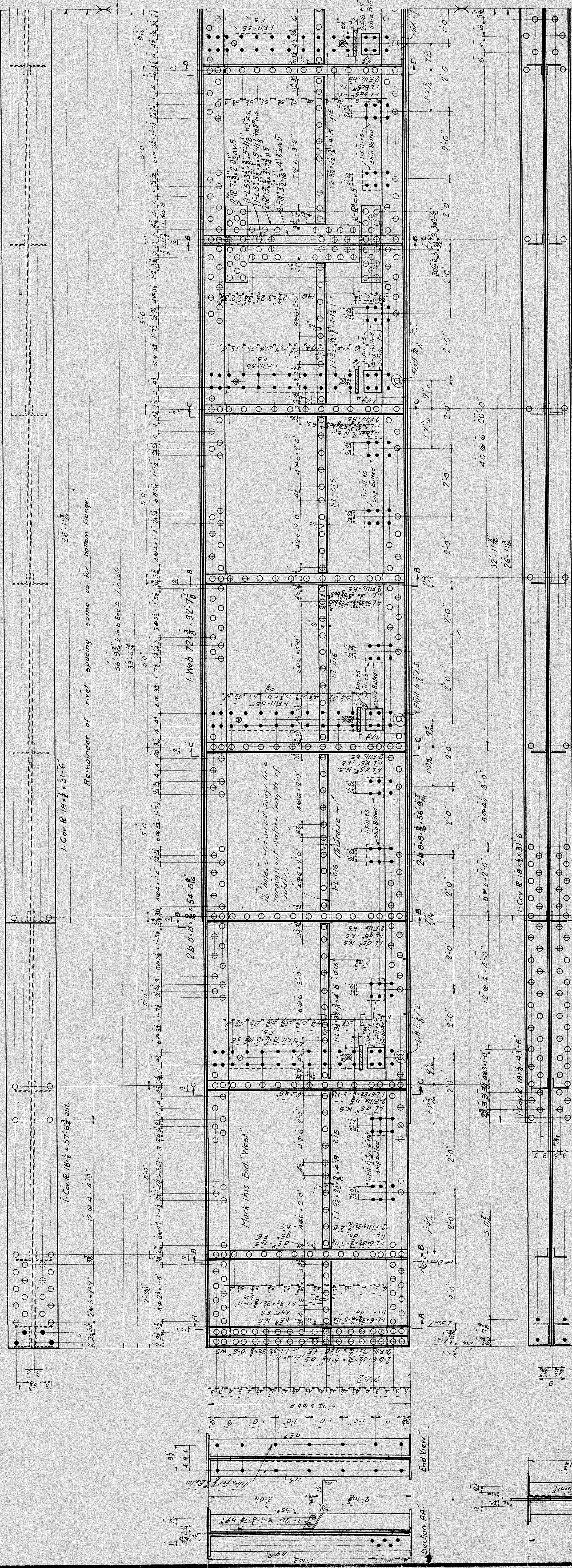
Step 8/16
17-10
9 1/4

RIVETS: 3/4" Dia. 100 lbs. unless noted
OPEN HOLES: 1/2" unless noted
BEAM: 100 lbs. unless noted
WILLING: 100 lbs. unless noted
PAINT: 1-Coat Red Lead (see Spec.)

Note: Fit Stiff's Top and Bottom
All holes punched 1/4" + reamed to fit
except where noted.

Paint surfaces in contact and otherwise
inaccessible before assembly. Erection
marks to be painted on painted surfaces.

File No. 57-42

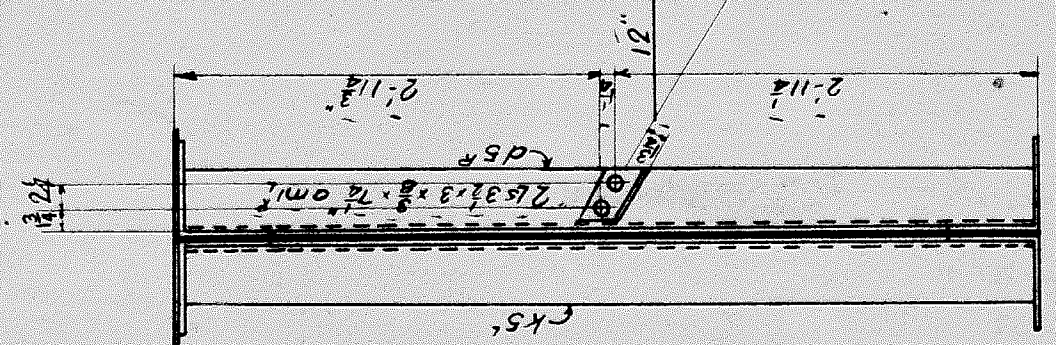


I-GIRDER - G10.

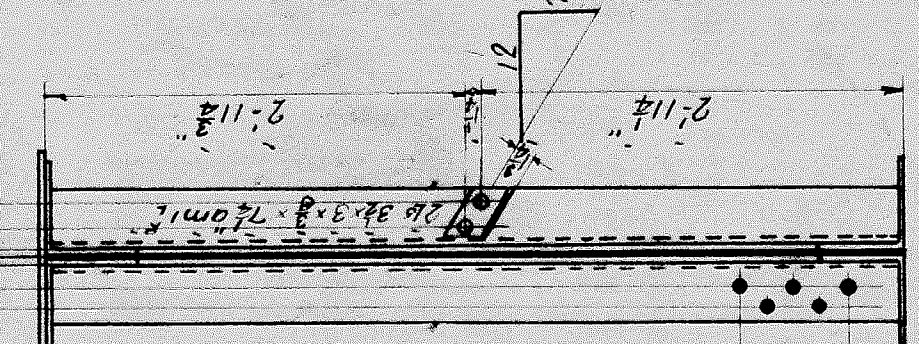
Remainder of Girder on Sheet #16.

NOTE: Fit Stiffeners top & bottom
 All holes punched to 1/8" and reamed to 1/16" except as noted

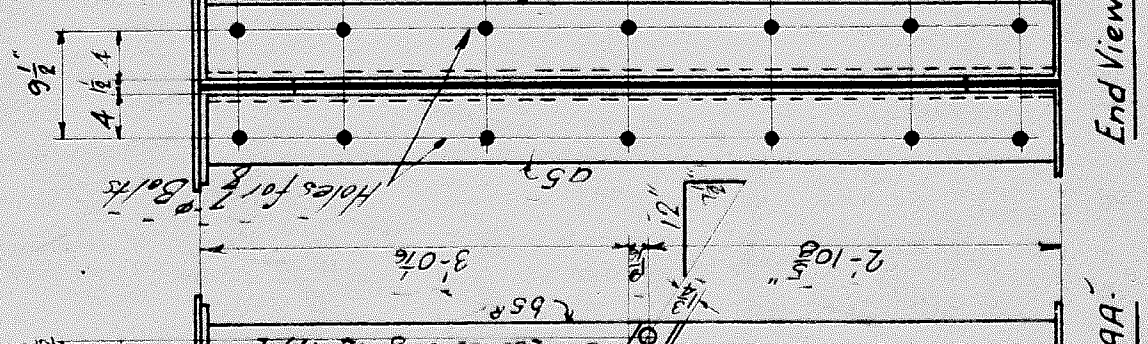
RIVETS: 3/4" diam
 OPEN HOLES: 1/8" unless noted
 REAM: See Note.
 MILLING: None
 PAINT: 1-Coat of red lead (see spec) No. 11-12
 Surfaces in contact to be painted before assembly
 Friction Marks to be painted on painted surfaces



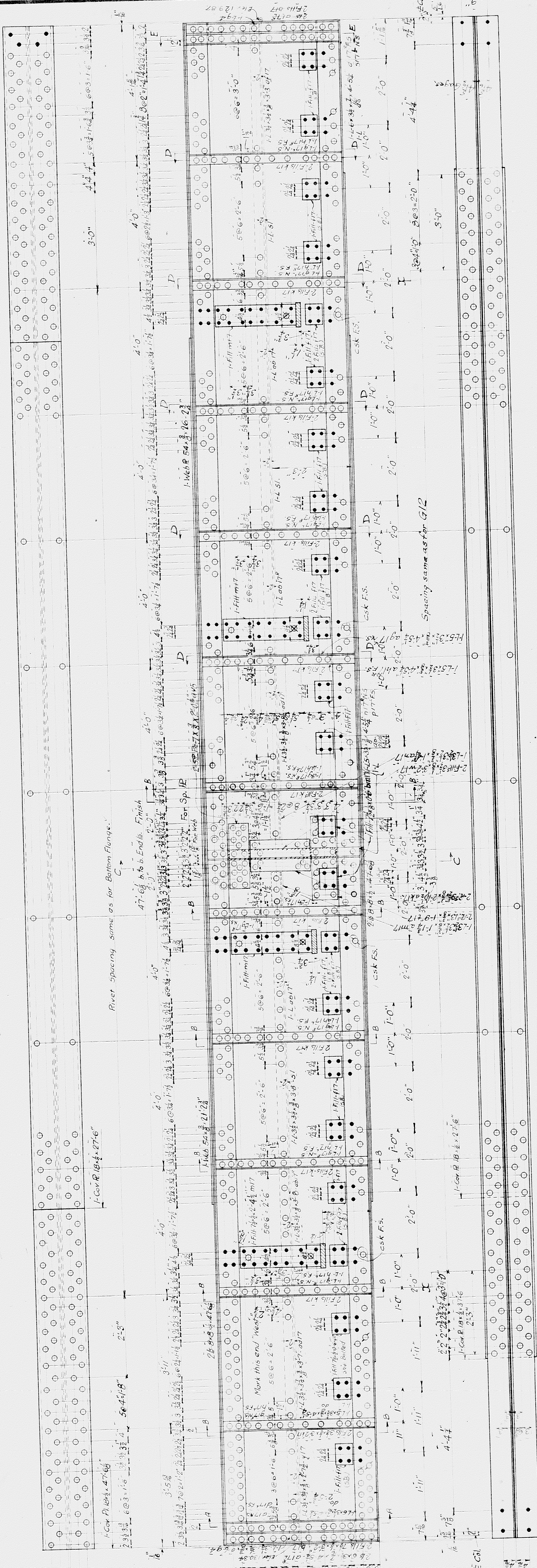
Section CC - Right
 Section DD - Left



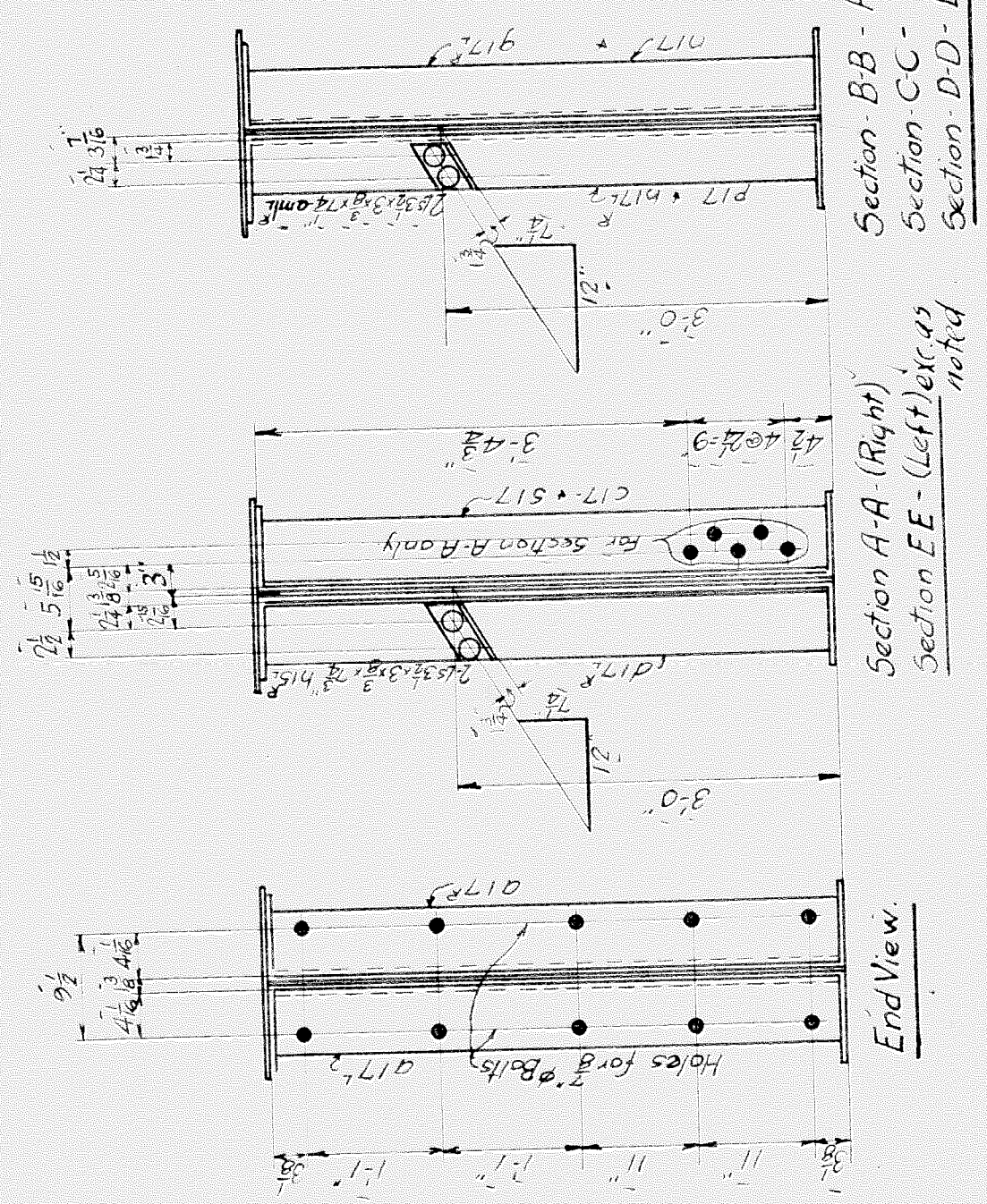
Section BB - Right
 Section EE - Left



Section AA - End View

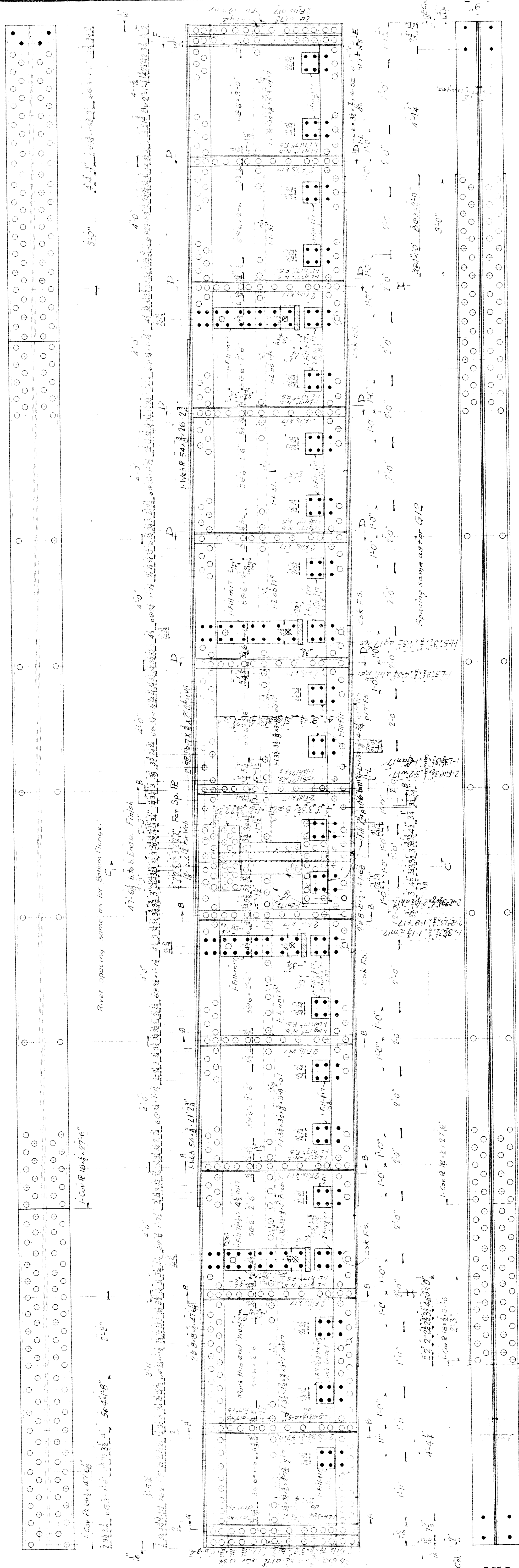


I-GIRDER - G.II.

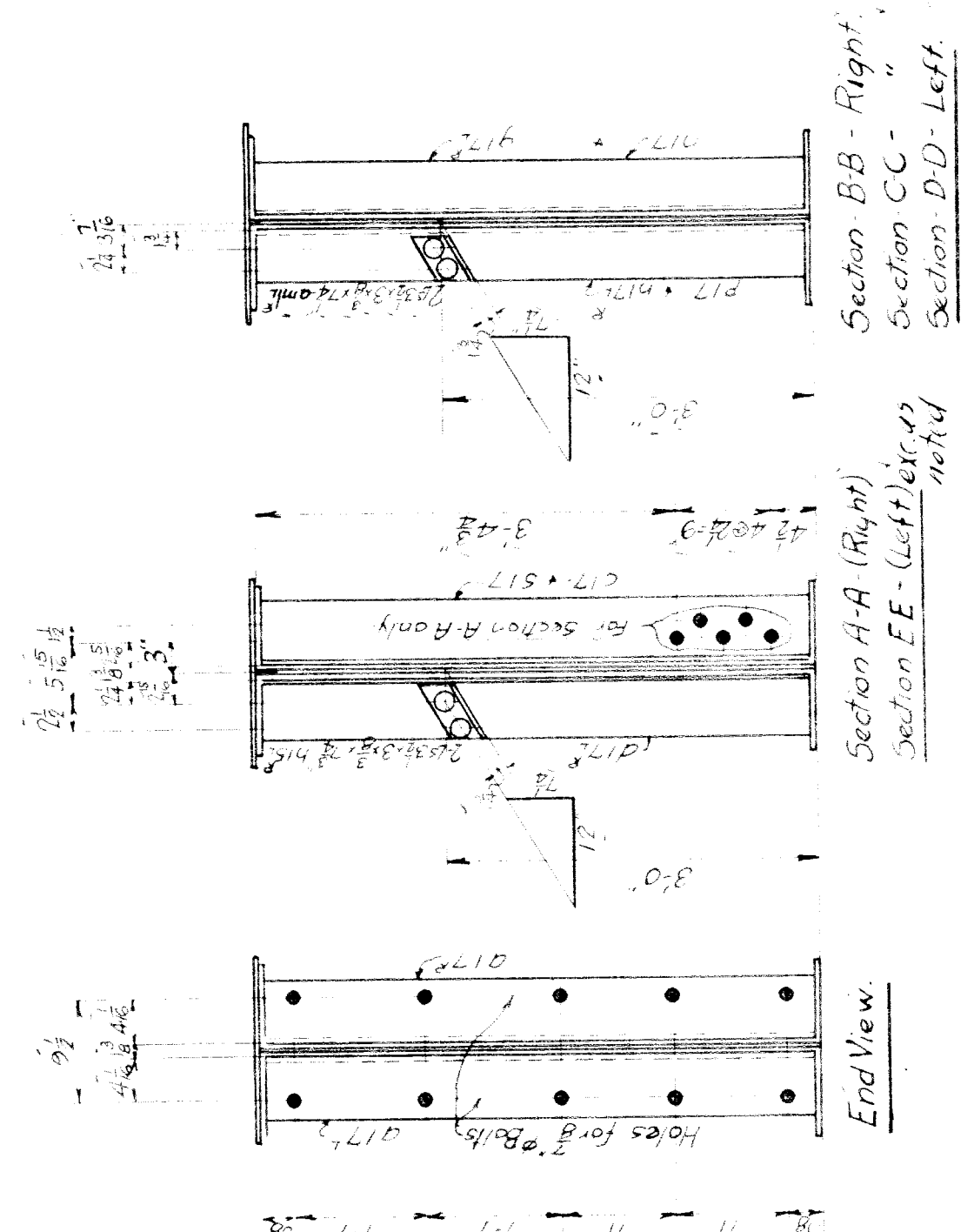


NOTE: - Fit Stiffeners top & bottom.
 All holes punched $\frac{1}{16}$ " and reamed to $\frac{1}{16}$ " except as noted. ✓

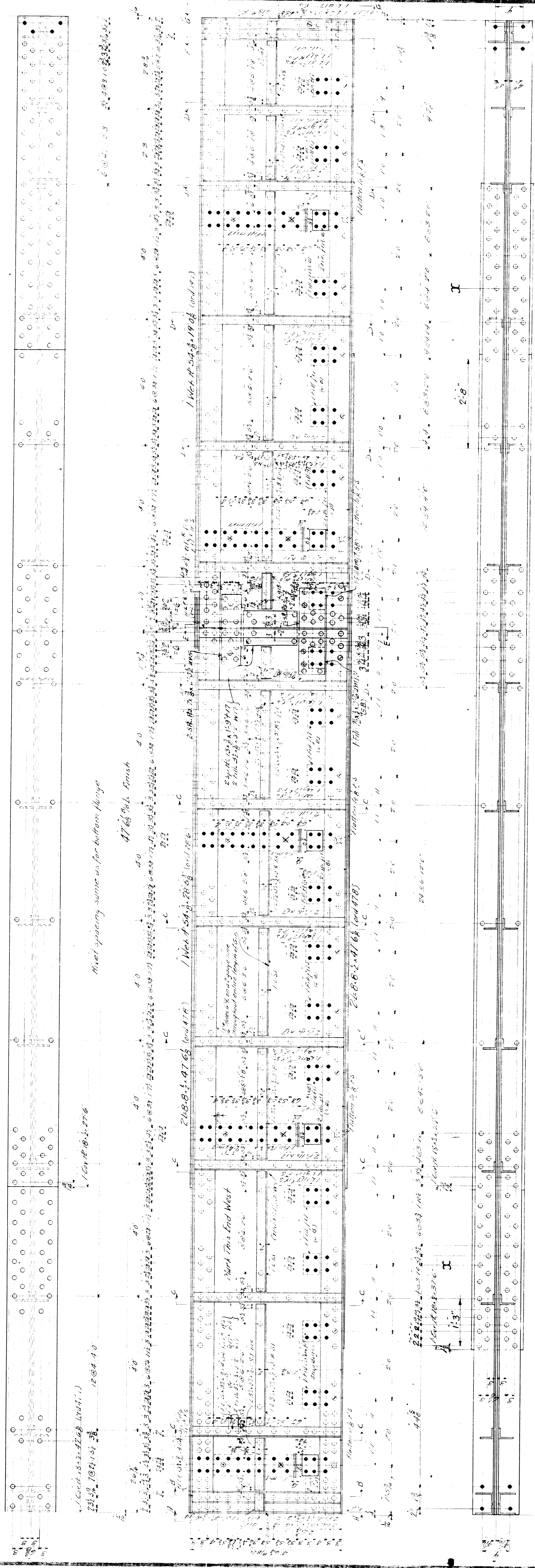
RIVETS: $\frac{3}{8}$ "
 OPEN HOLES: $\frac{15}{16}$ unless noted
 BLANK: see note
 MILLING: " "
 PAINT: 1 Coat Red Lead (See Spec.)
 Surfaces in contact to be painted before assembling.
 Erection Marks to be painted on painted surfaces.



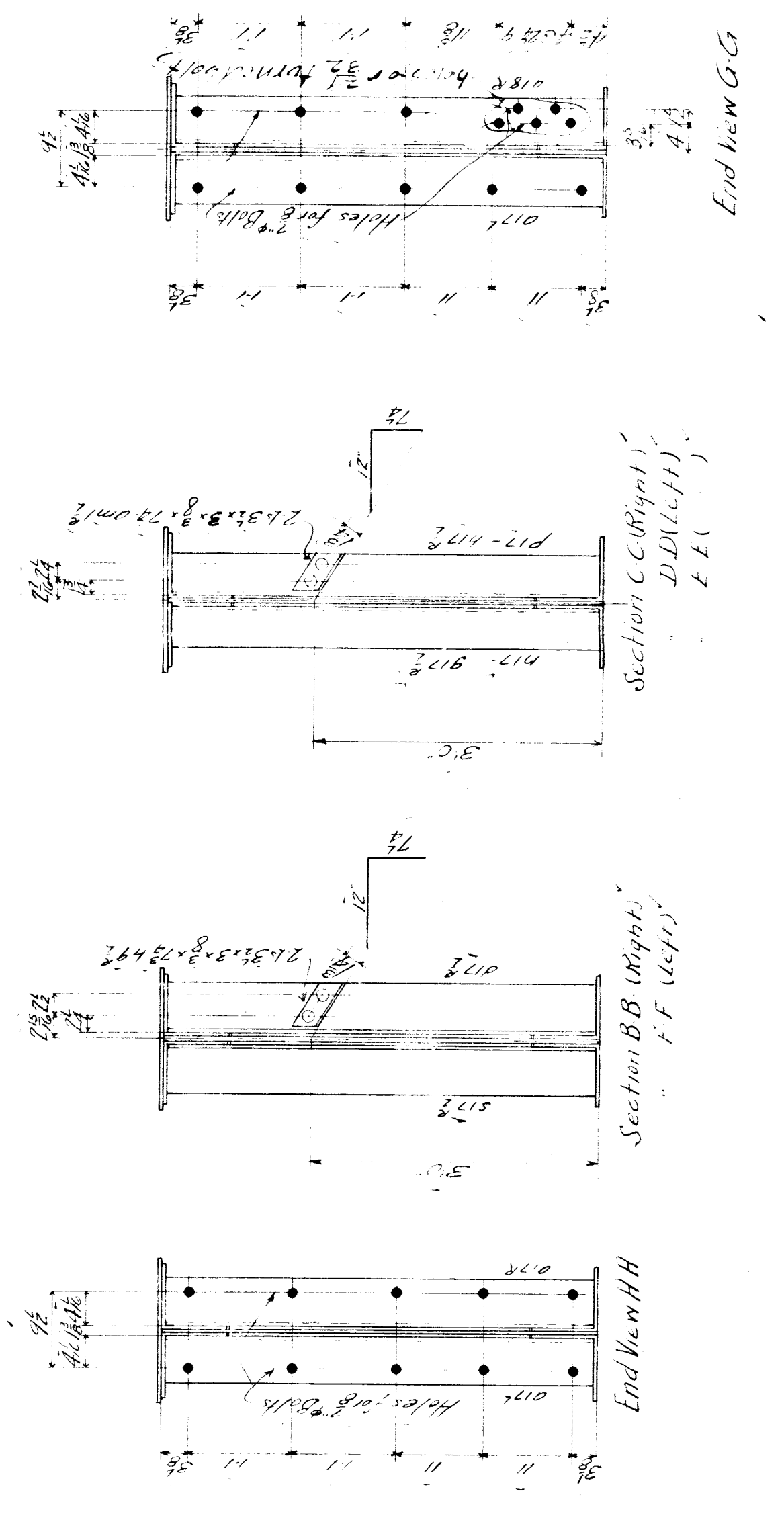
I-GIRDER-GII.



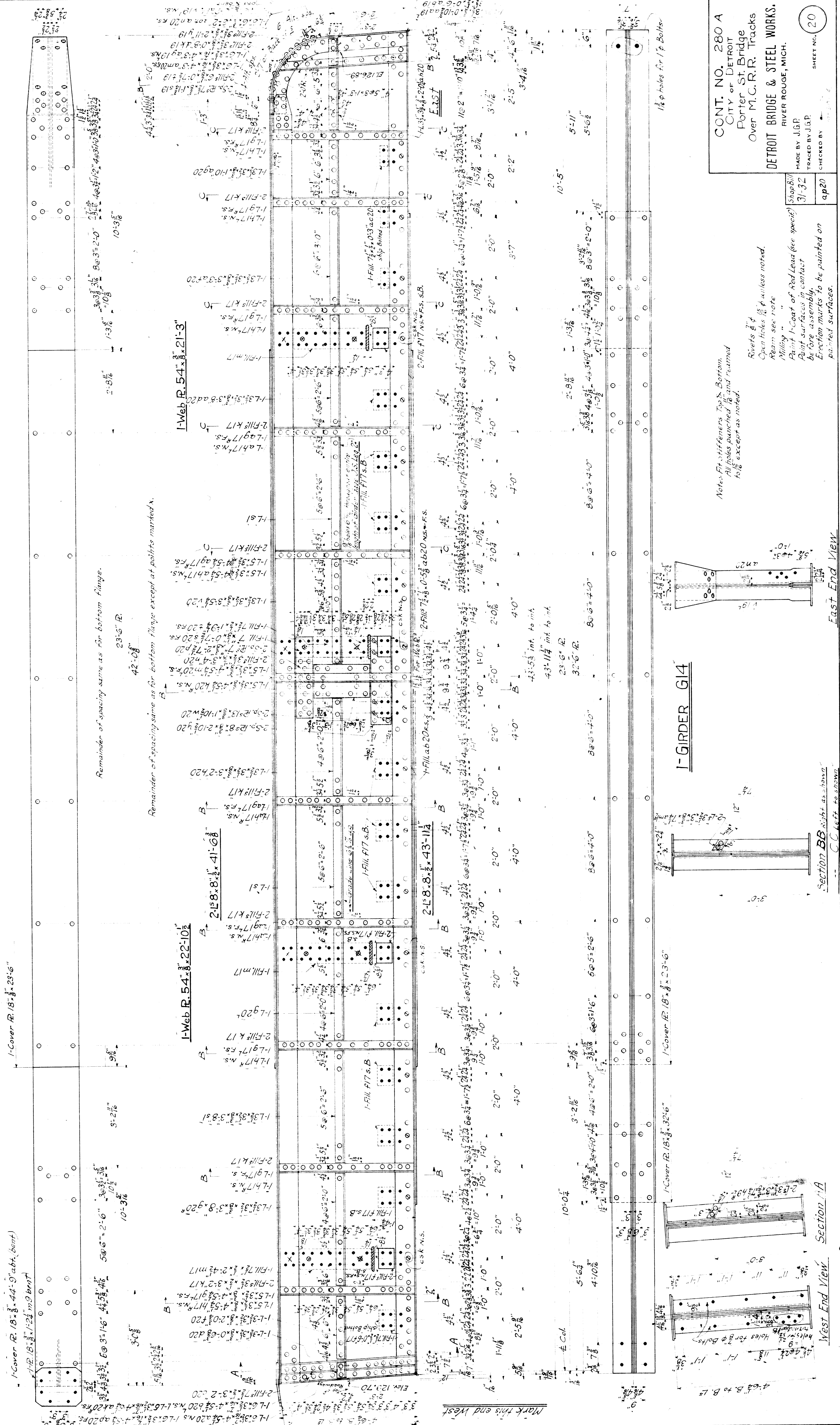
NOTE: Fit Stiffeners top & bottom.
 All holes punched top and reamed to $\frac{1}{8}$ " except as noted.
 RIVETS: $\frac{7}{8}$ "
 WEB HOLES: $\frac{1}{2}$ "
 H.E.M.: see note
 PAINT: 1 Coat Red Lead (see Spec.)
 Surfaces in contact to be painted No. 2 Lead
 before assembling.
 Erection marks to be painted on painted surfaces.



I-Girder. Walled as shown Mark G12



RIVETS 3/4"
 OPEN HOLES 1/2" unless noted
 BEAM See note.
 MILLING See note.
 PAINT / Gal. Red Lead (See Specifications)
 Surfaces in contact to be painted
 before assembly.
 Erection marks to be painted on
 painted surfaces.



1-Cover R. 18 x 3/8 x 23 x 6"

1-Cover R. 18 x 3/8 x 23 x 6" (bent)

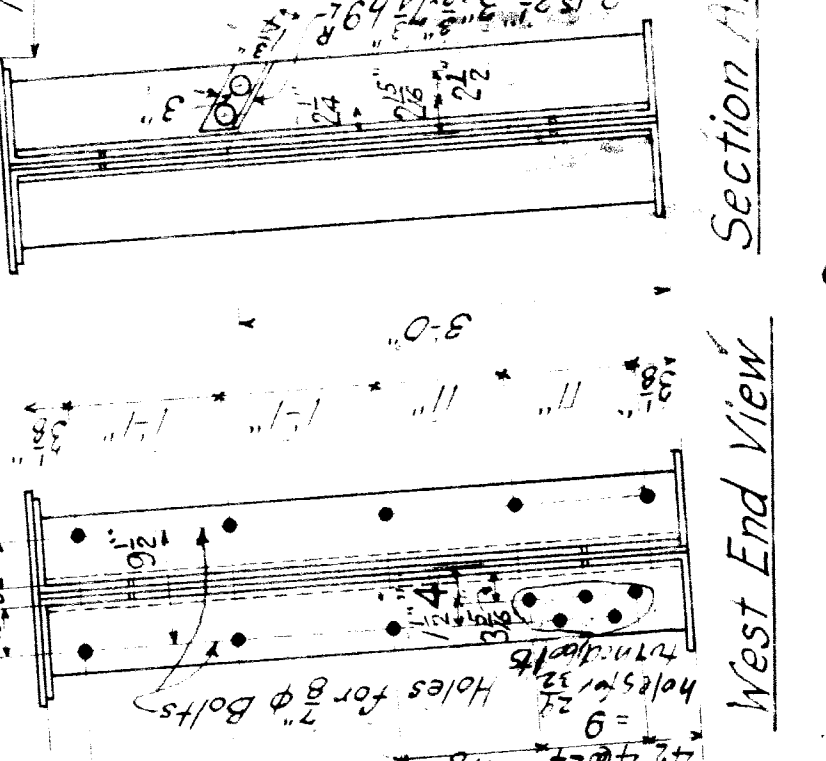
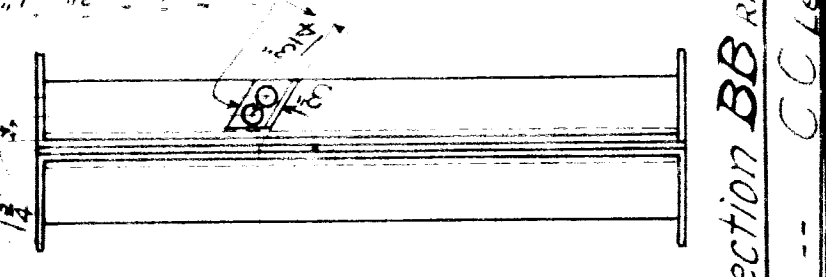
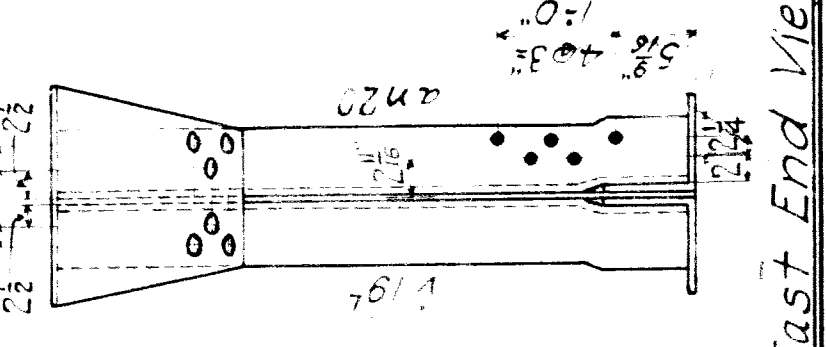
I-Web R. 54 x 3 x 22 x 10 1/2"

2-F8 x 8 x 1/2 x 41 x 6 3/8"

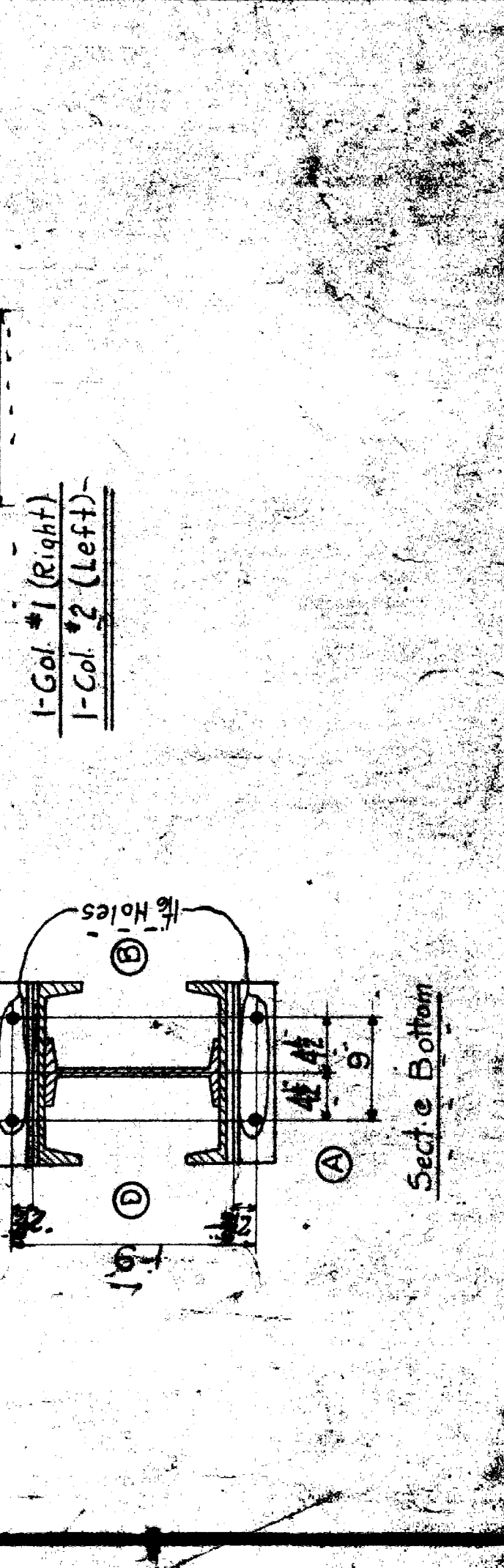
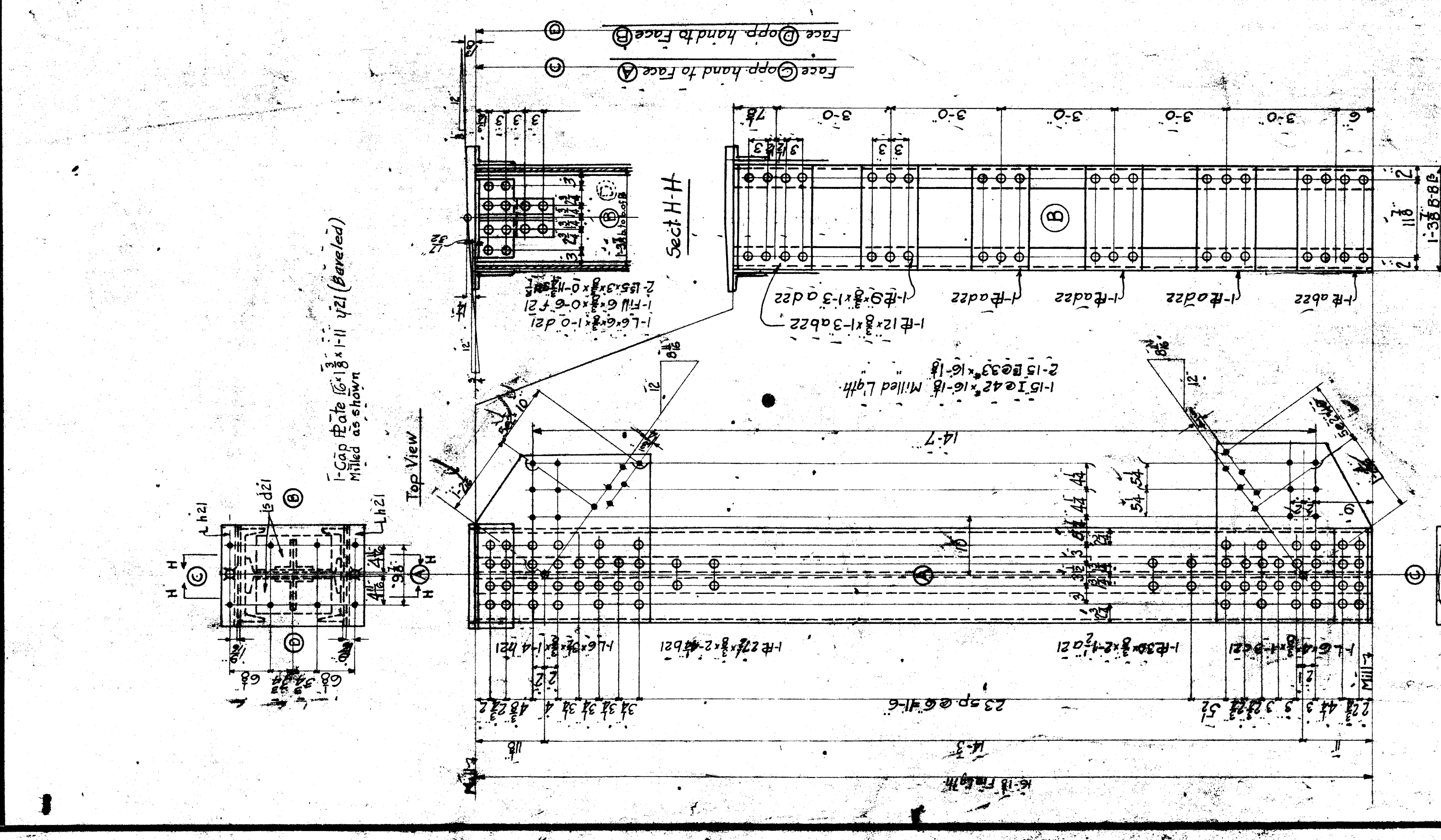
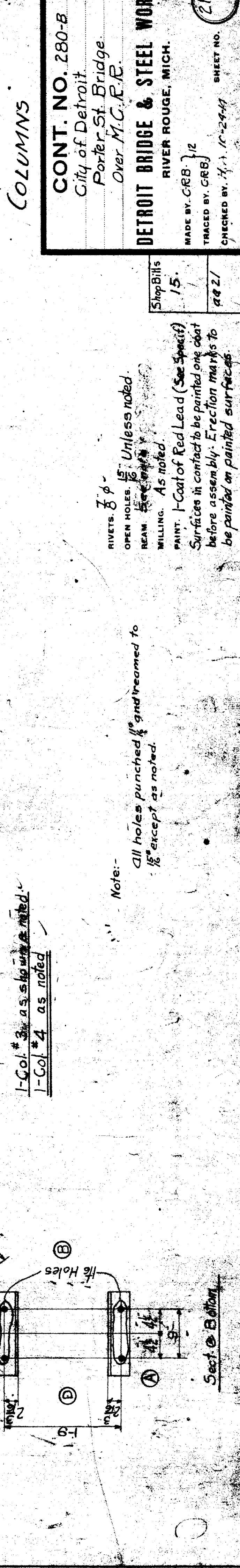
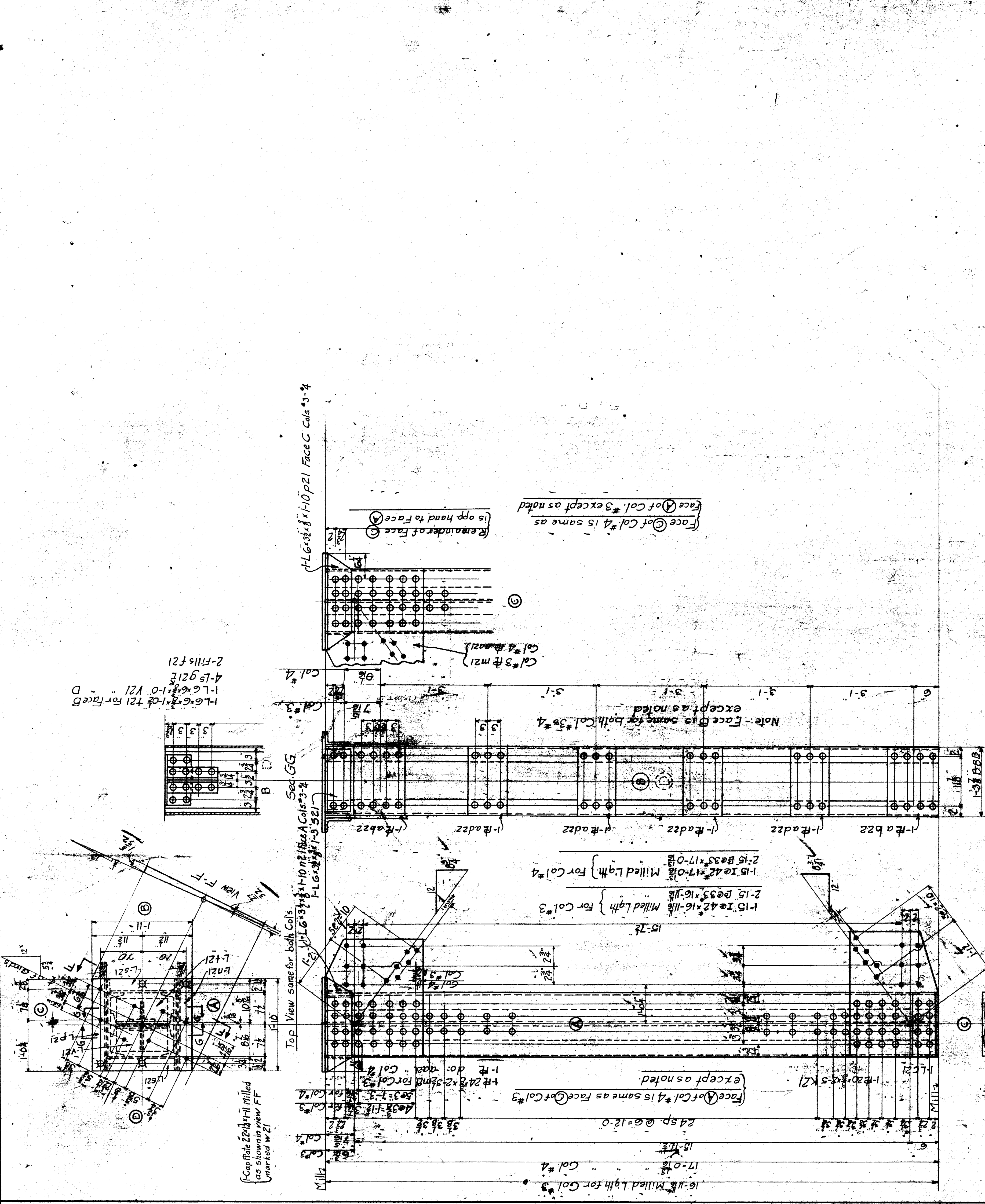
I-GIRDER G14

CONT. NO. 280 A
 CITY OF DETROIT
 Porter St. Bridge
 Over M.C.R.R. Tracks
 DETROIT BRIDGE & STEEL WORKS.
 RIVER ROUGE, MICH.
 MADE BY J.G.P.
 TRACED BY J.G.P.
 CHECKED BY J.G.P.

Notes: Fix stiffeners Top & Bottom.
 All holes punched in and reamed to 1/16" except as noted.
 Rivets 3/4"
 Open Holes 1/8" unless noted.
 Ream see note
 Milling "
 Paint 1-Coat of Red Lead (see spec)
 Paint surfaces in contact be fore assembly.
 Erection marks to be painted on painted surfaces.



Mark this end West



COLUMNS
CONT. NO. 280-B
City of Detroit,
Porter St. Bridge
Over M.C.R.R.
DETROIT BRIDGE & STEEL WORKS
RIVER ROUGE, MICH.
MADE BY C.R.B.
TRACED BY C.R.B.
CHECKED BY: J. J. R. 2-2-49
SHEET NO. 21

RIVETS: 8 p
OPEN HOLES: 1/2"
REAM: 1/8"
MILLING: As noted.
PAINT: 1-Coat of Red Lead (See Specif.)
Surfaces in contact to be painted one coat before assembly. Erection marks to be painted on painted surfaces.

Note:
All holes punched & groundreamed to 1/8" except as noted.

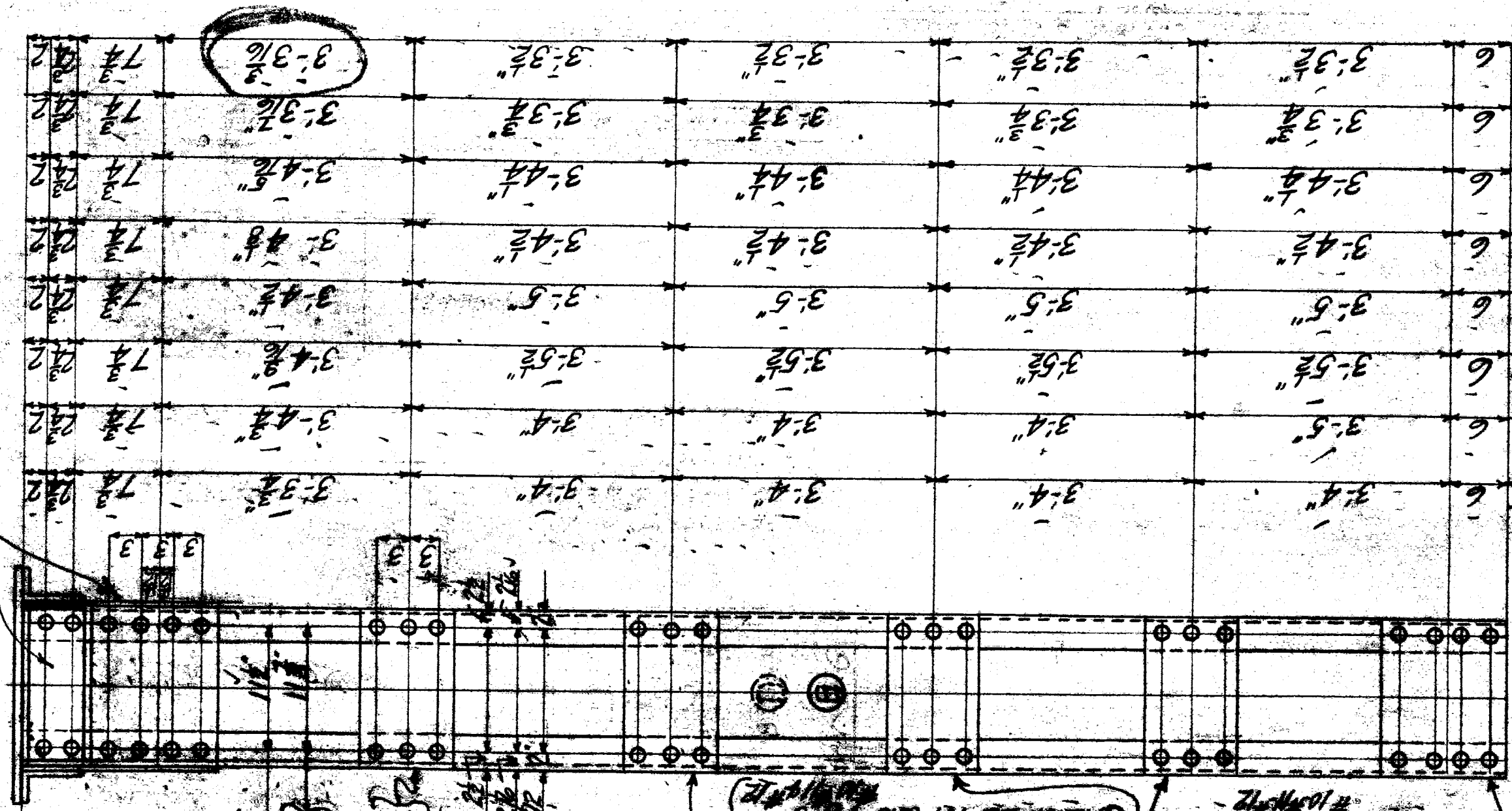
COLUMNS

CONT. NO. 280-B
 CITY OF DETROIT
 PORTER ST. BRIDGE
 OVER M.C.R.R. TRACKS
 DETROIT BRIDGE & STEEL WORKS
 RIVER ROUGE, MICH.
 MADE BY C.R.B.
 CHECKED BY H.A.A. 11-27-19
 SHEET NO. 22

Shop Bill
 No. 19
 6422

RIVETS 3" d
 OPEN HOLES 3/4" diam
 REAM. See notes
 MILLING. As noted
 PAINT. 1 Coat Red Lead (See spec.)
 Paint surfaces in contact before assembly. Erection marks to be painted on painted surfaces.

Note:
 All holes punched 1/8" and reamed 1/16" except as noted.



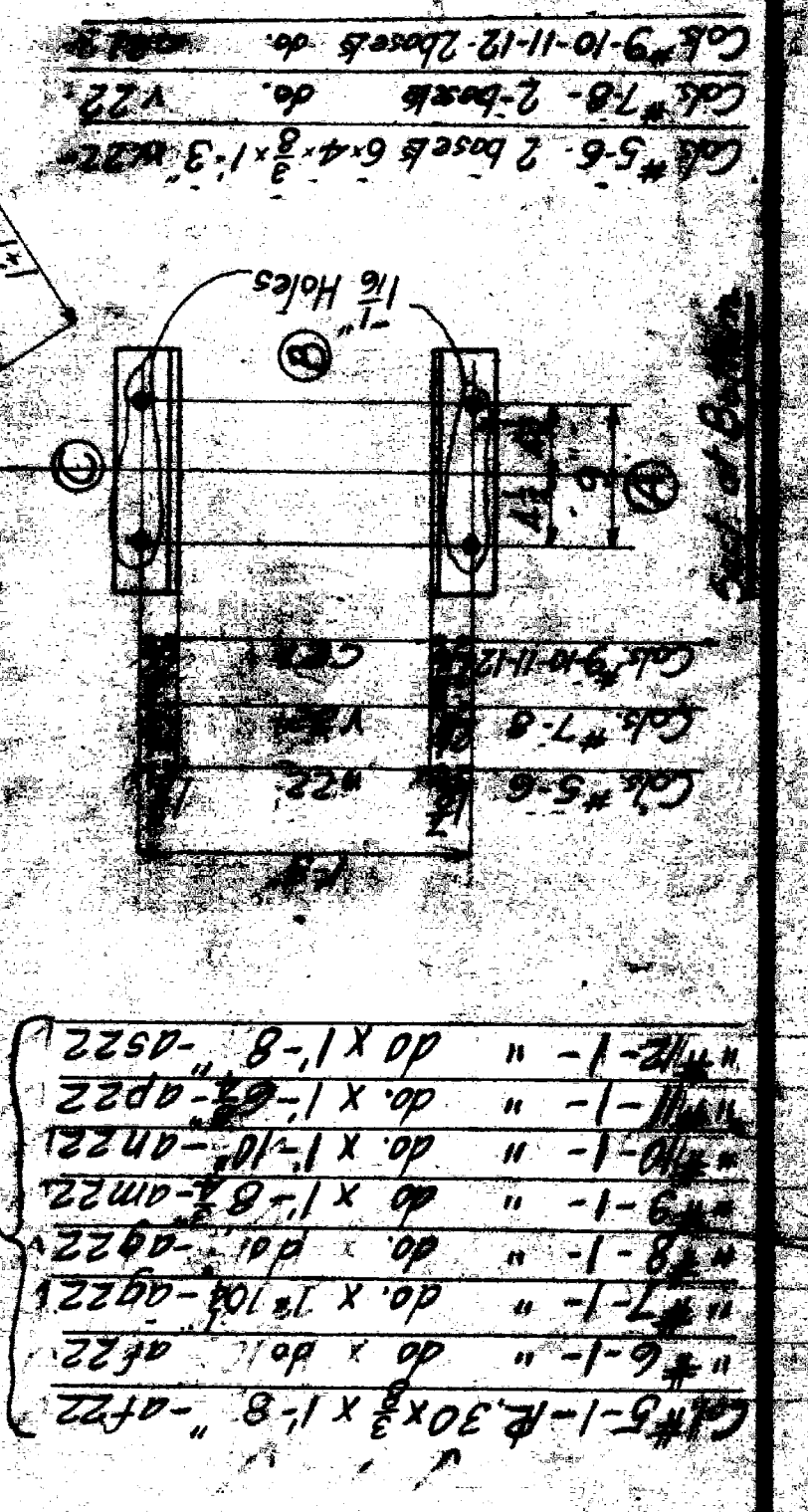
Col #5	1-15 I 18.25 Milled Lgh	Col #5
Col #6	1-15 I 18.25 Milled Lgh	Col #6
Col #7	1-15 I 18.25 Milled Lgh	Col #7
Col #8	1-15 I 18.25 Milled Lgh	Col #8
Col #9	1-15 I 18.25 Milled Lgh	Col #9
Col #10	1-15 I 18.25 Milled Lgh	Col #10
Col #11	1-15 I 18.25 Milled Lgh	Col #11
Col #12	1-15 I 18.25 Milled Lgh	Col #12

Col #5	1-15 I 18.25 Milled Lgh	Col #5
Col #6	1-15 I 18.25 Milled Lgh	Col #6
Col #7	1-15 I 18.25 Milled Lgh	Col #7
Col #8	1-15 I 18.25 Milled Lgh	Col #8
Col #9	1-15 I 18.25 Milled Lgh	Col #9
Col #10	1-15 I 18.25 Milled Lgh	Col #10
Col #11	1-15 I 18.25 Milled Lgh	Col #11
Col #12	1-15 I 18.25 Milled Lgh	Col #12

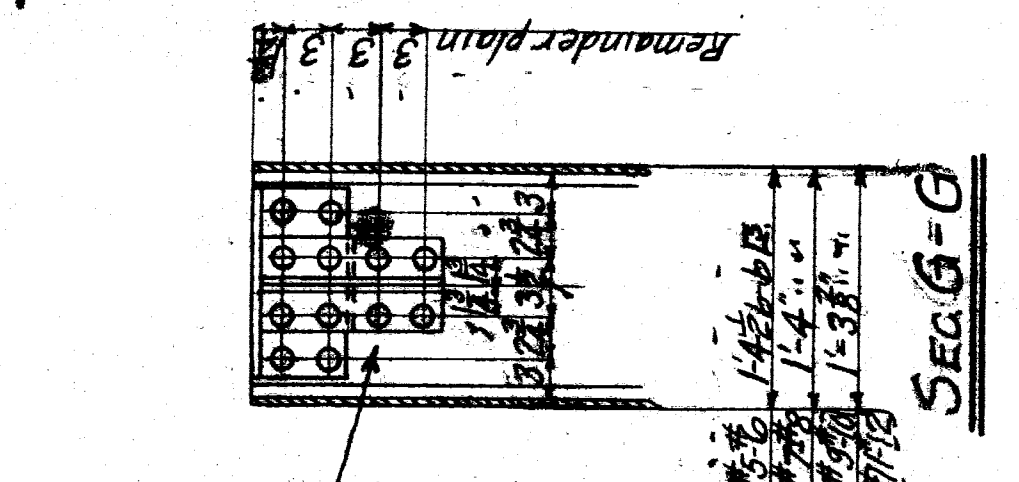
Col #5	1-15 I 18.25 Milled Lgh
Col #6	1-15 I 18.25 Milled Lgh
Col #7	1-15 I 18.25 Milled Lgh
Col #8	1-15 I 18.25 Milled Lgh
Col #9	1-15 I 18.25 Milled Lgh
Col #10	1-15 I 18.25 Milled Lgh
Col #11	1-15 I 18.25 Milled Lgh
Col #12	1-15 I 18.25 Milled Lgh

Col #5-6 - 1-Cap Plate 22 x 12 x 1/2 - C-22 (Milled as shown View E)
 Col #7 - 1-Cap Plate 22 x 12 x 1/2 - C-22 (Milled as shown View E)
 Col #8-11 - 1-Cap Plate 22 x 12 x 1/2 - C-22 (Milled as shown View E)
 Col #12 - 1-Cap Plate 22 x 12 x 1/2 - C-22 (Milled as shown View E)

Col #5-6 - 1-16.5 x 1/2 x 1/2 P-22
 Col #7-8 - 1-16.5 x 1/2 x 1/2 P-22
 Col #9-10-11-12 - 1-16.5 x 1/2 x 1/2 P-22



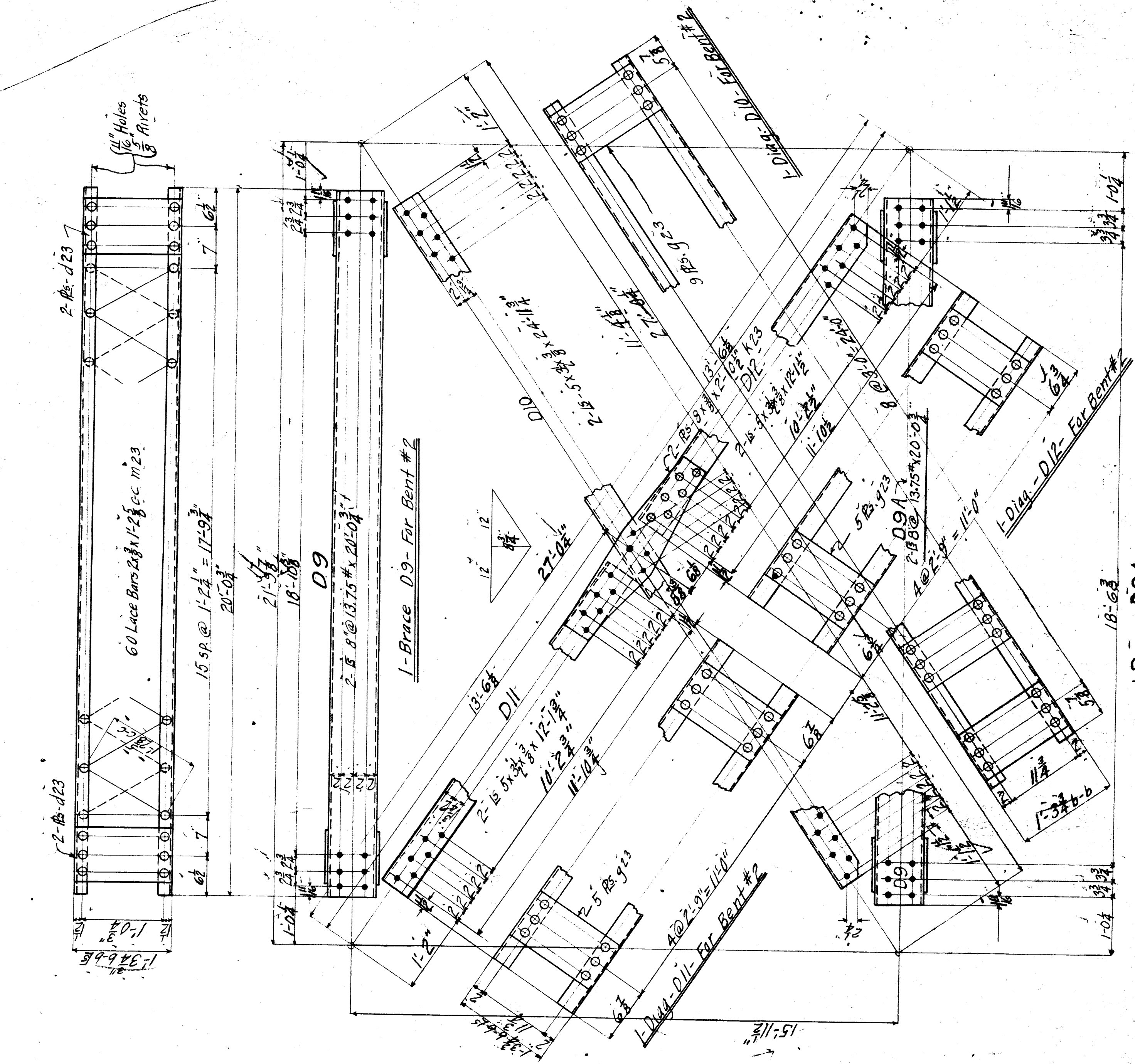
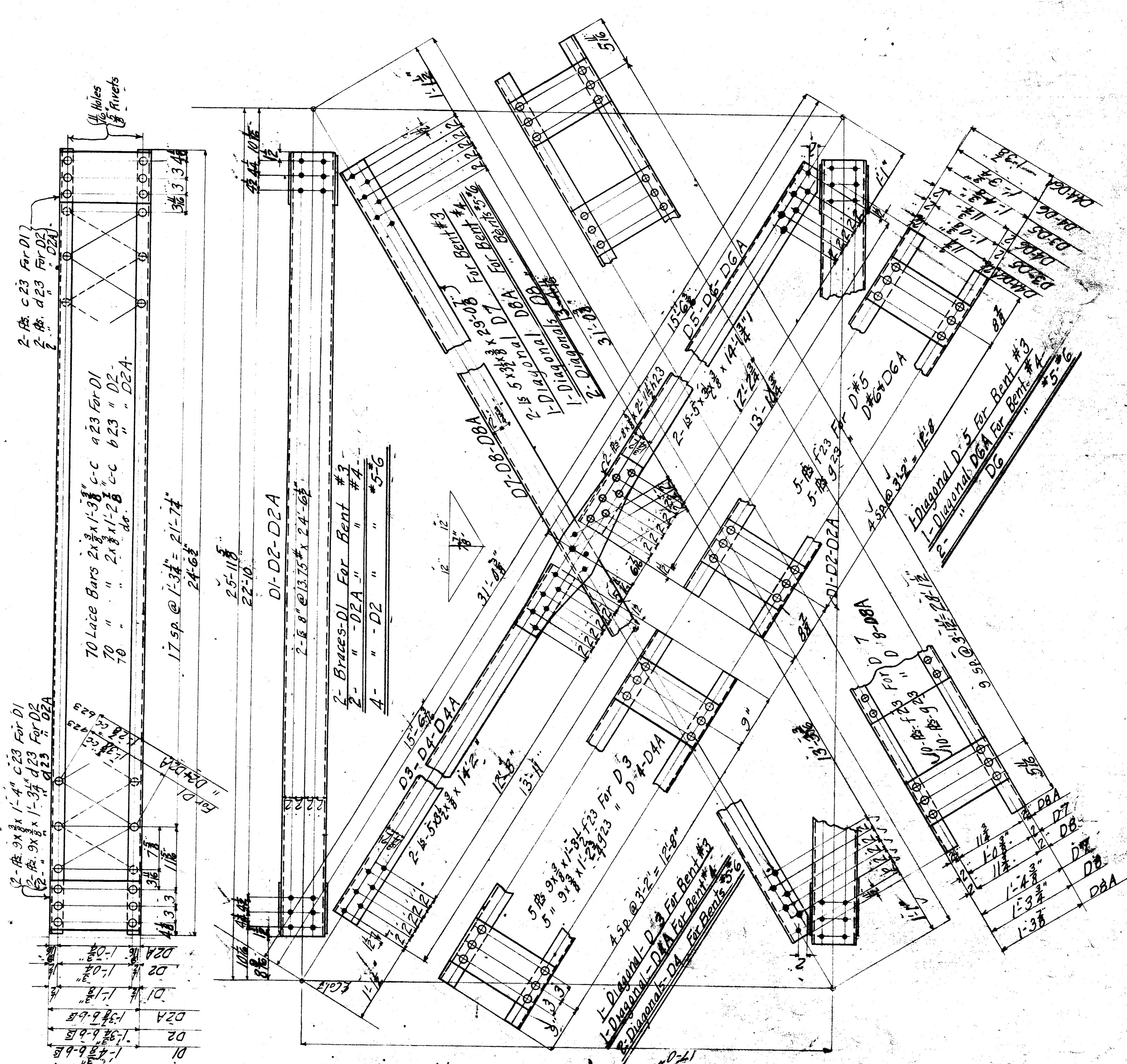
Col #5-1 - 1-30 x 1/2 x 1/8 - A-22
 Col #6-1 - 1-30 x 1/2 x 1/8 - A-22
 Col #7-1 - 1-30 x 1/2 x 1/8 - A-22
 Col #8-1 - 1-30 x 1/2 x 1/8 - A-22
 Col #9-1 - 1-30 x 1/2 x 1/8 - A-22
 Col #10-1 - 1-30 x 1/2 x 1/8 - A-22
 Col #11-1 - 1-30 x 1/2 x 1/8 - A-22
 Col #12-1 - 1-30 x 1/2 x 1/8 - A-22



Remainder plan for Col #5-6
 1-R-12 x 8 x 1/2 x 1/2 A-22 for Col #5-6
 1-R-12 x 8 x 1/2 x 1/2 A-22 for Col #7-8

Col #5	1-15 I 18.25 Milled Lgh
Col #6	1-15 I 18.25 Milled Lgh
Col #7	1-15 I 18.25 Milled Lgh
Col #8	1-15 I 18.25 Milled Lgh
Col #9	1-15 I 18.25 Milled Lgh
Col #10	1-15 I 18.25 Milled Lgh
Col #11	1-15 I 18.25 Milled Lgh
Col #12	1-15 I 18.25 Milled Lgh

Col #5	1-15 I 18.25 Milled Lgh
Col #6	1-15 I 18.25 Milled Lgh
Col #7	1-15 I 18.25 Milled Lgh
Col #8	1-15 I 18.25 Milled Lgh
Col #9	1-15 I 18.25 Milled Lgh
Col #10	1-15 I 18.25 Milled Lgh
Col #11	1-15 I 18.25 Milled Lgh
Col #12	1-15 I 18.25 Milled Lgh



1-Brace-D9A
(Pins not shown are same as D9)
Bracing for Bent #2

Bracing For Bents #3, #4, #5 & #6

BRACING

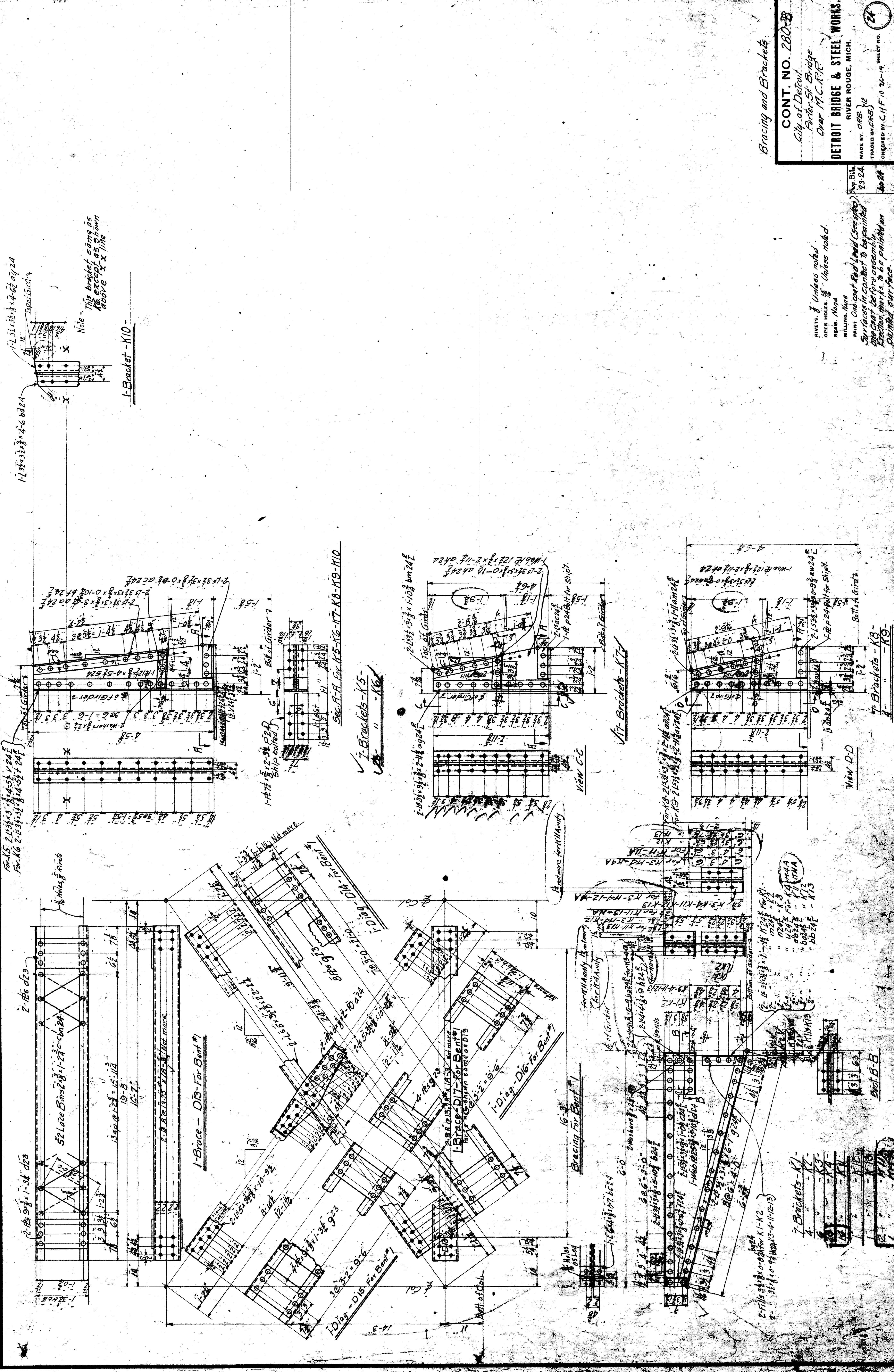
CONT. NO. 280-B
City of Detroit
Barber St. Bridge
Over M.C.R.R. Tracks
DETROIT BRIDGE & STEEL WORKS,
RIVER ROUGE, MICH.
MADE BY C.R.B. 12
TRACED BY J.A.B. 7
CHECKED BY J.A. 22-10-17

RIVETS: 7" Unless noted
OPEN HOLES: 1/8" Unless noted
HEAT: None
MILLING: None
PAINT: One Coat Red Lead (see spec.)
Before assembly, to be painted one coat
Franching marks to be painted on
painted surface.

Shop Bills
25
11/23

23

SHEET NO.

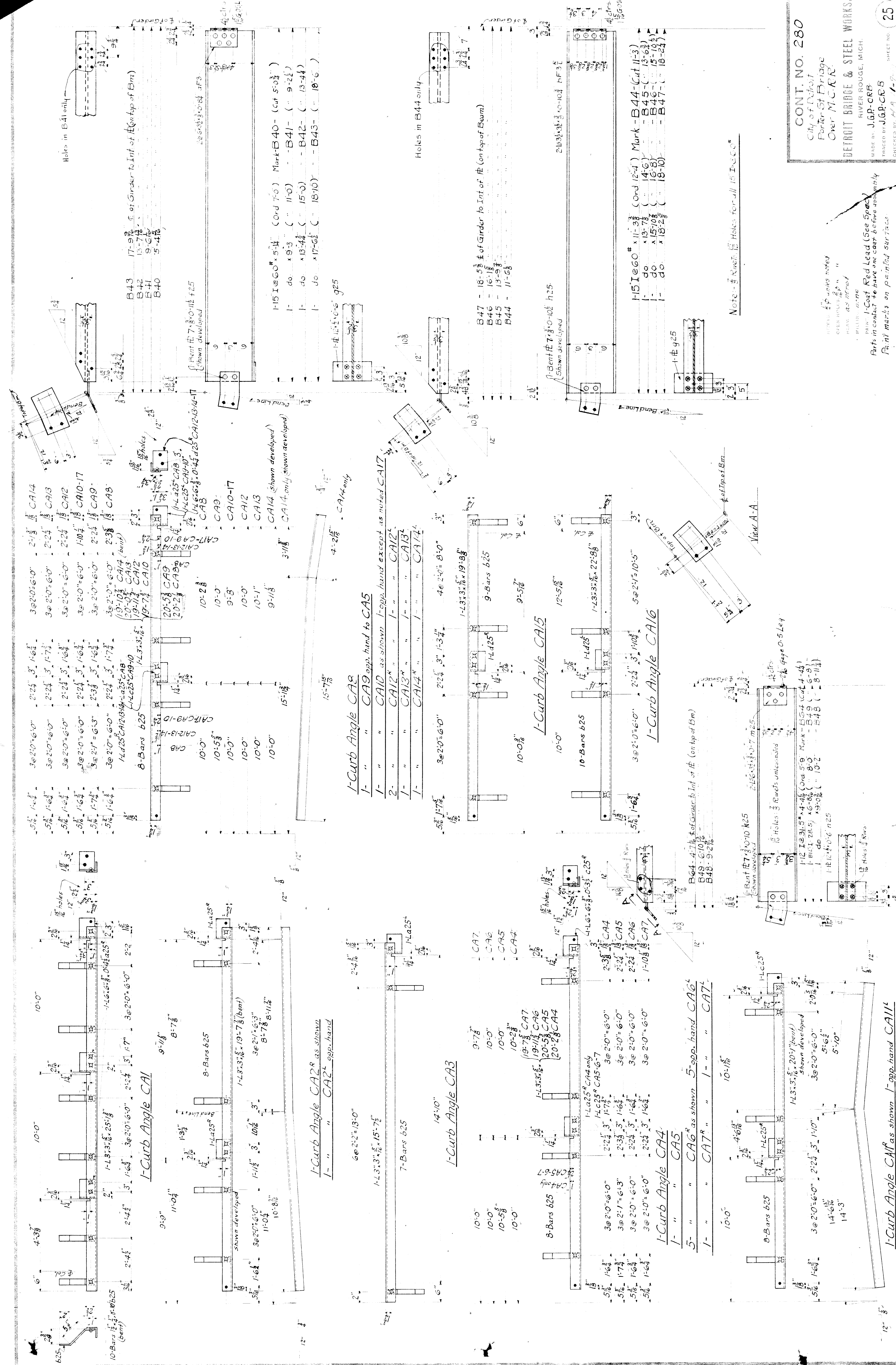


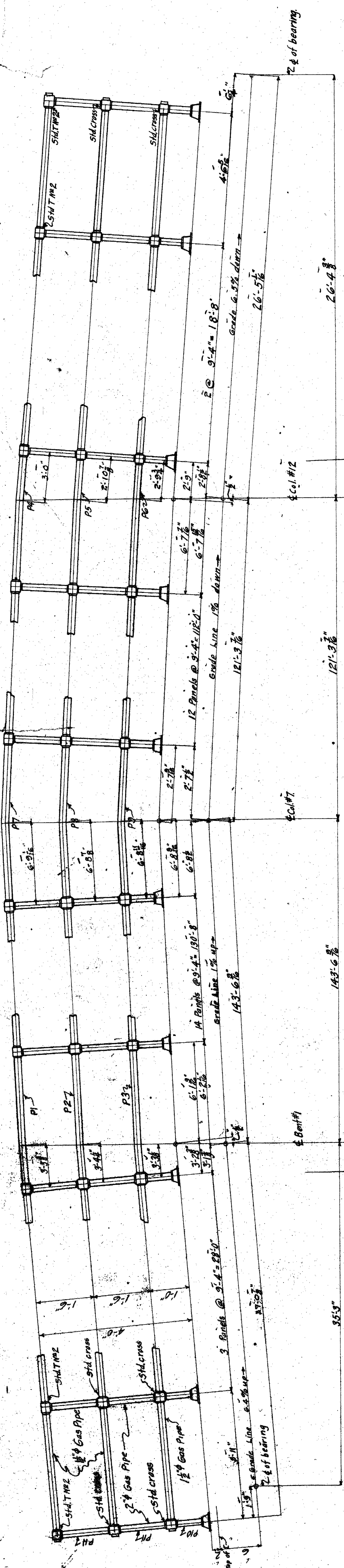
Note: This bracket same as above except as shown above & line

Bracing and Brackets

CONT. NO. 280-B
 City of Detroit
 Parler St. Bridge
 Over M.C.R.R.
 DETROIT BRIDGE & STEEL WORKS.
 RIVER ROUGE, MICH.
 MADE BY C.F.B. (2)
 TRACED BY C.F.B. (2)
 CHECKED BY C.H.F. 10-26-19
 SHEET NO. 24

RIVETS: Unless noted
 OPEN HOLES: Unless noted
 BEAM: None
 MILLING: None
 PAINT: One coat Red Lead (See Spec)
 Surfaces in contact to be painted
 One coat before assembly
 Reaction marks to be painted on
 Painted surface.

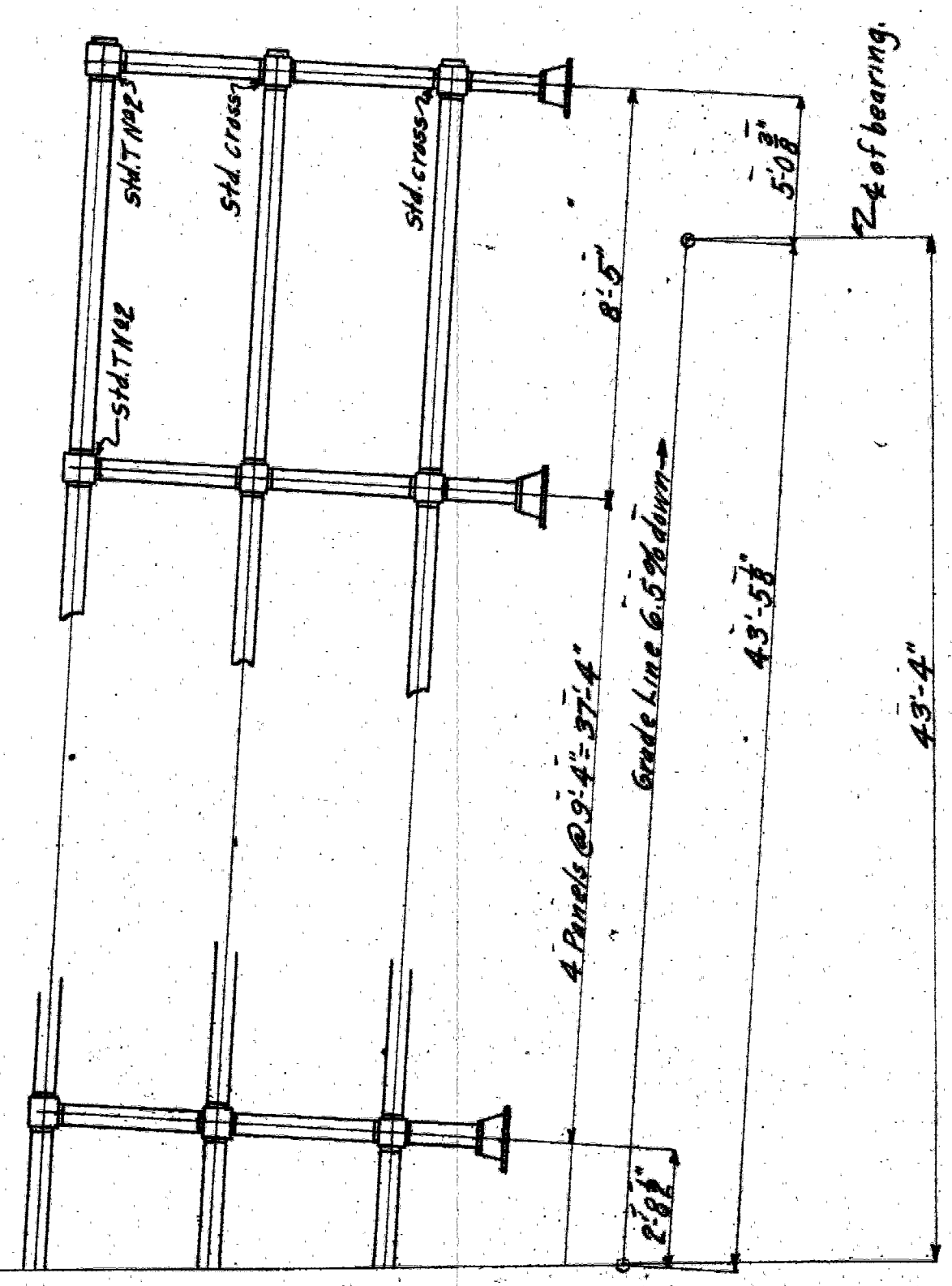
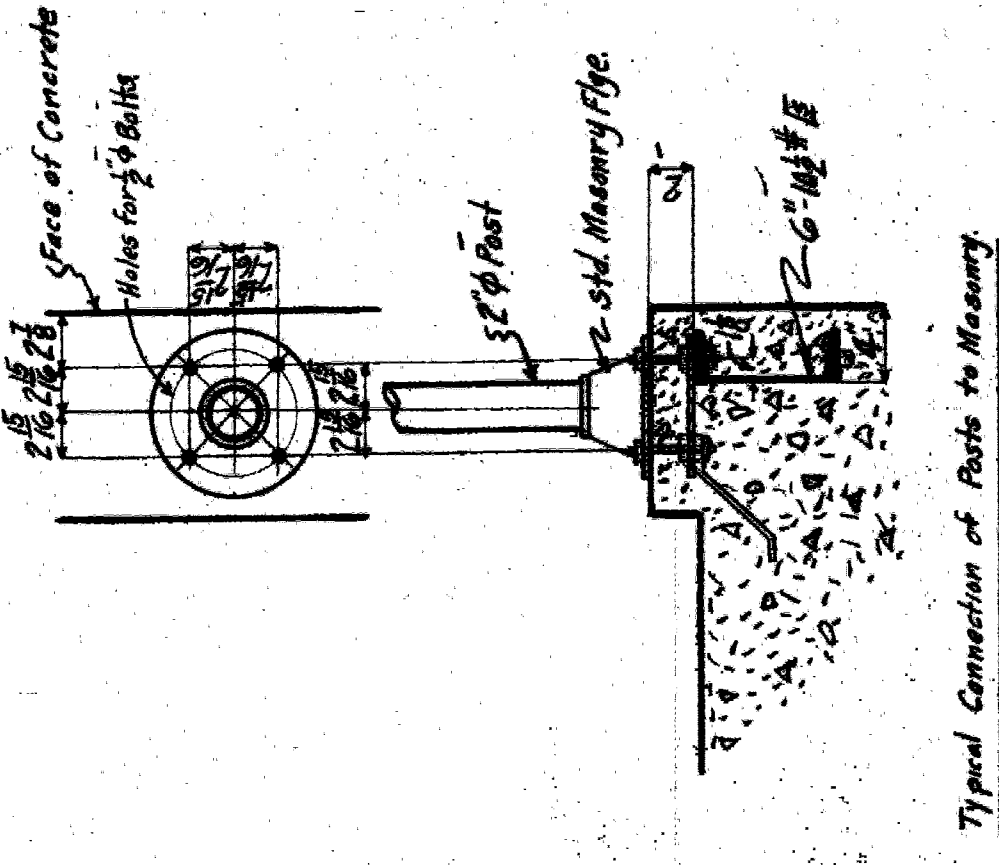




1 Line of Railing
 For North Side only

2 Lines of Railing
 For North & South Sides

Provide Tees & Crosses with slip joints at 3 points about 85' ft apart. Slip joints to be on one side of fitting only. Railing 1 1/2" Gas Pipe. Posts - 2" Gas Pipe.



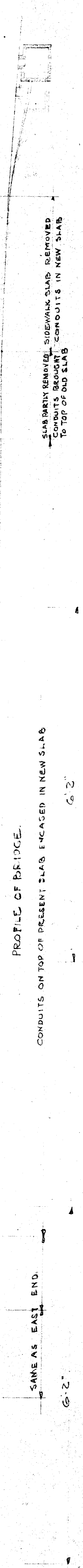
1 Line of Railing
 For South Side Only

1 Line of Railing
 For South Side only

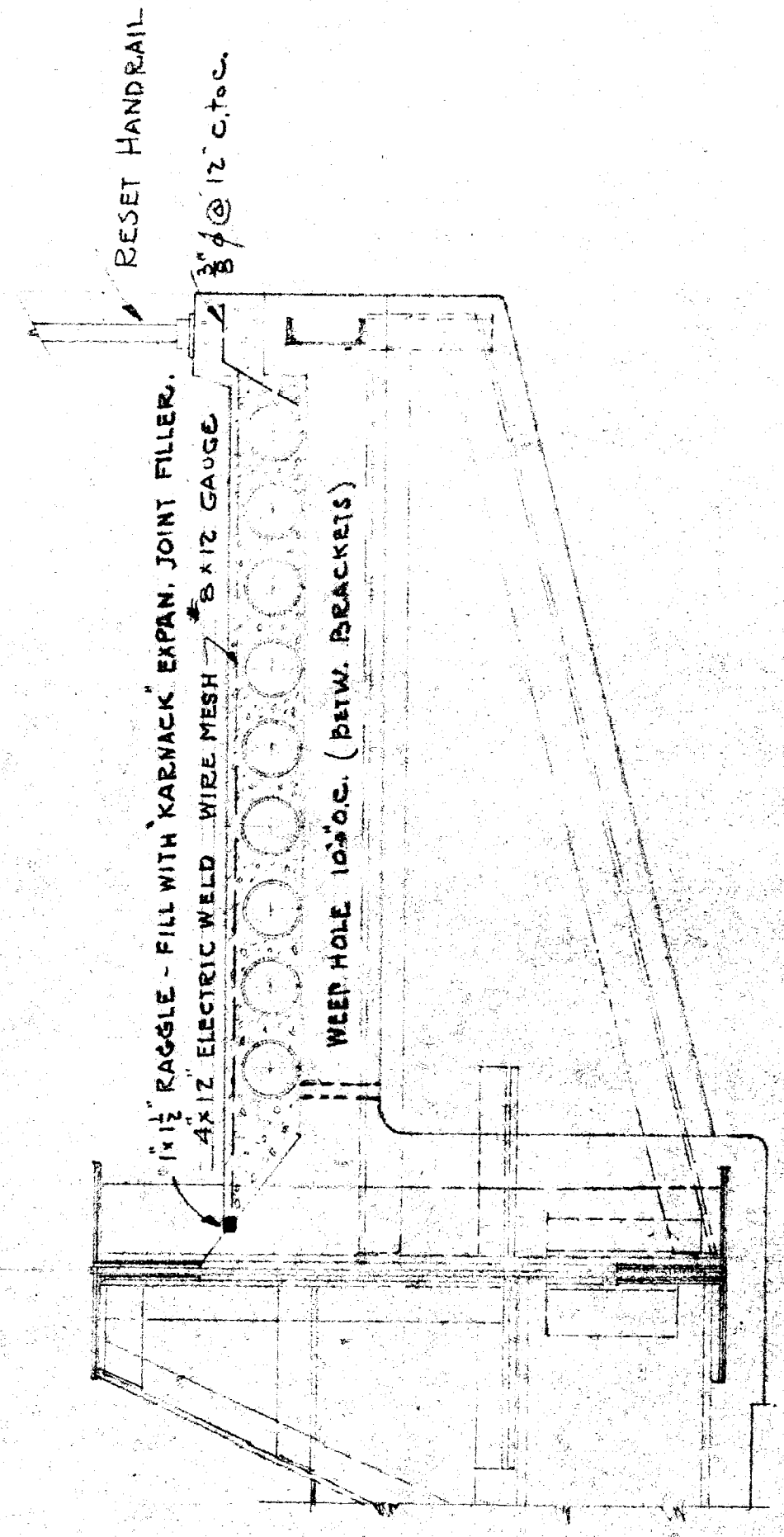
See City
 OK 7/12/25
 SMITH HINGHAM & ORTLES
 222 N. 1st St. ST. LOUIS, MO.
 DRAWN 7/12/25
 SHEET NO. 5096



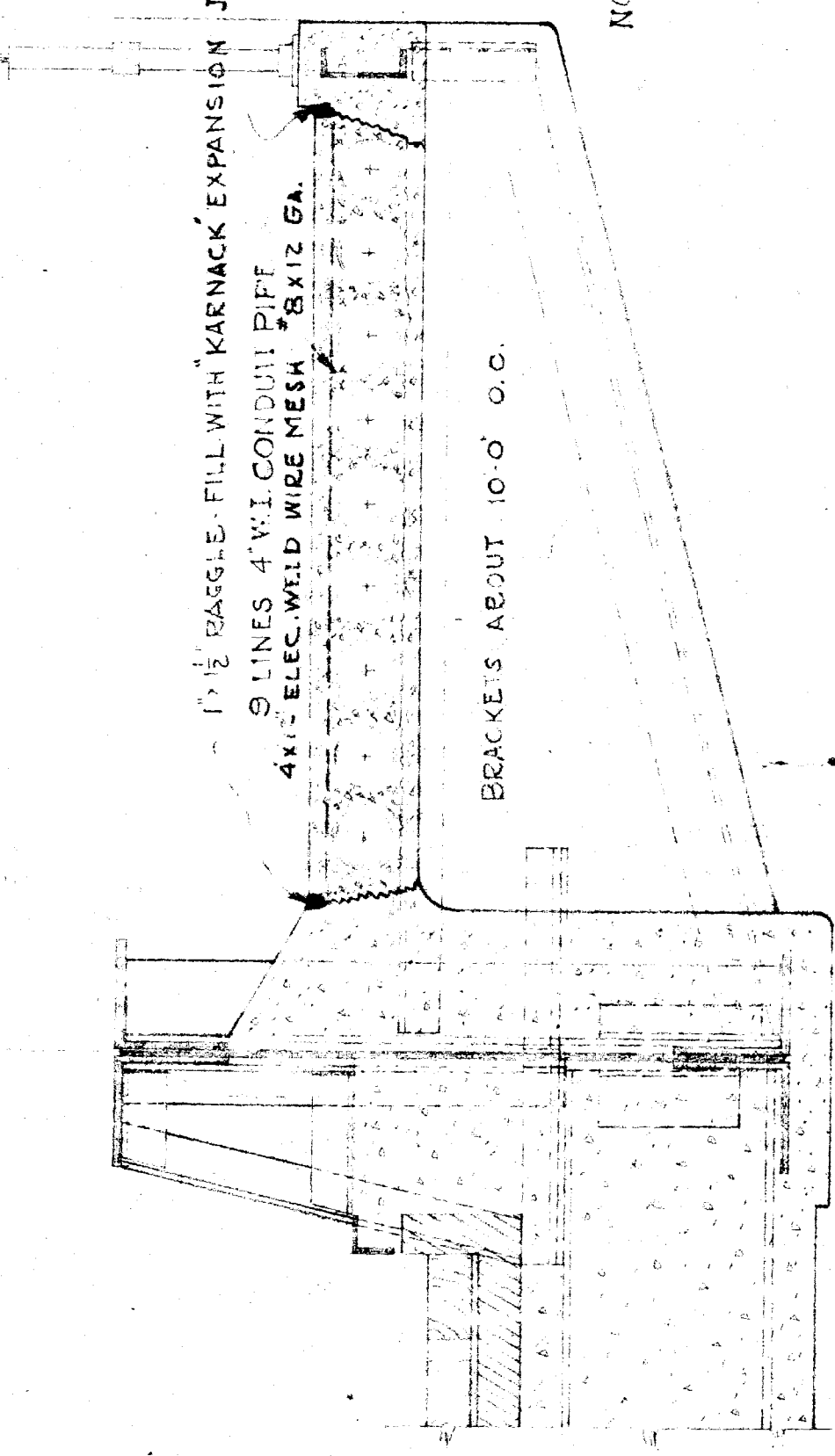
PLAN OF BRIDGE.
 SCALE: 1/4" = 1'-0"



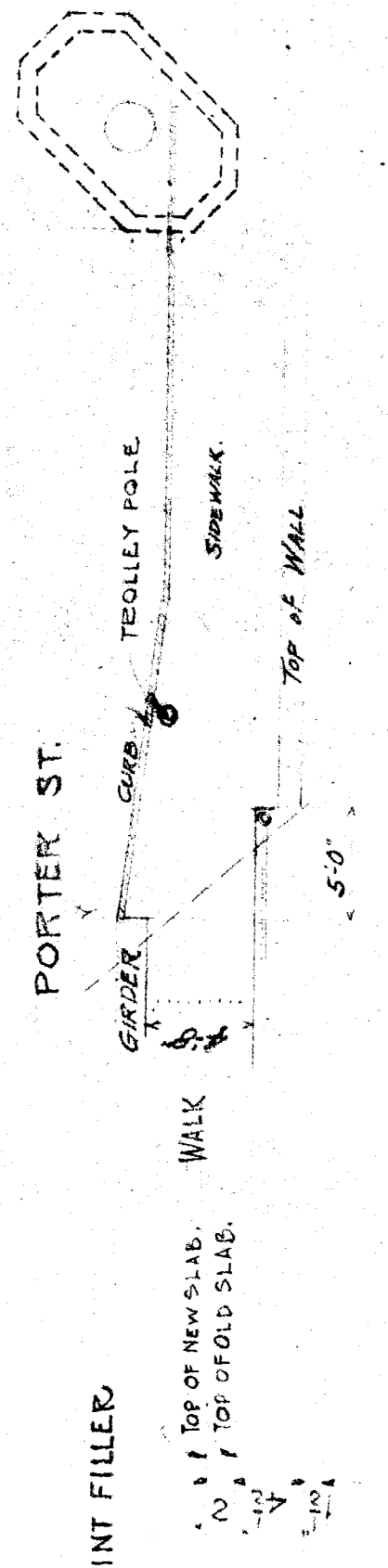
PROFILE OF BRIDGE.
 SCALE: 1/4" = 1'-0"



SECTION B-B.
 SCALE: 1/4" = 1'-0"



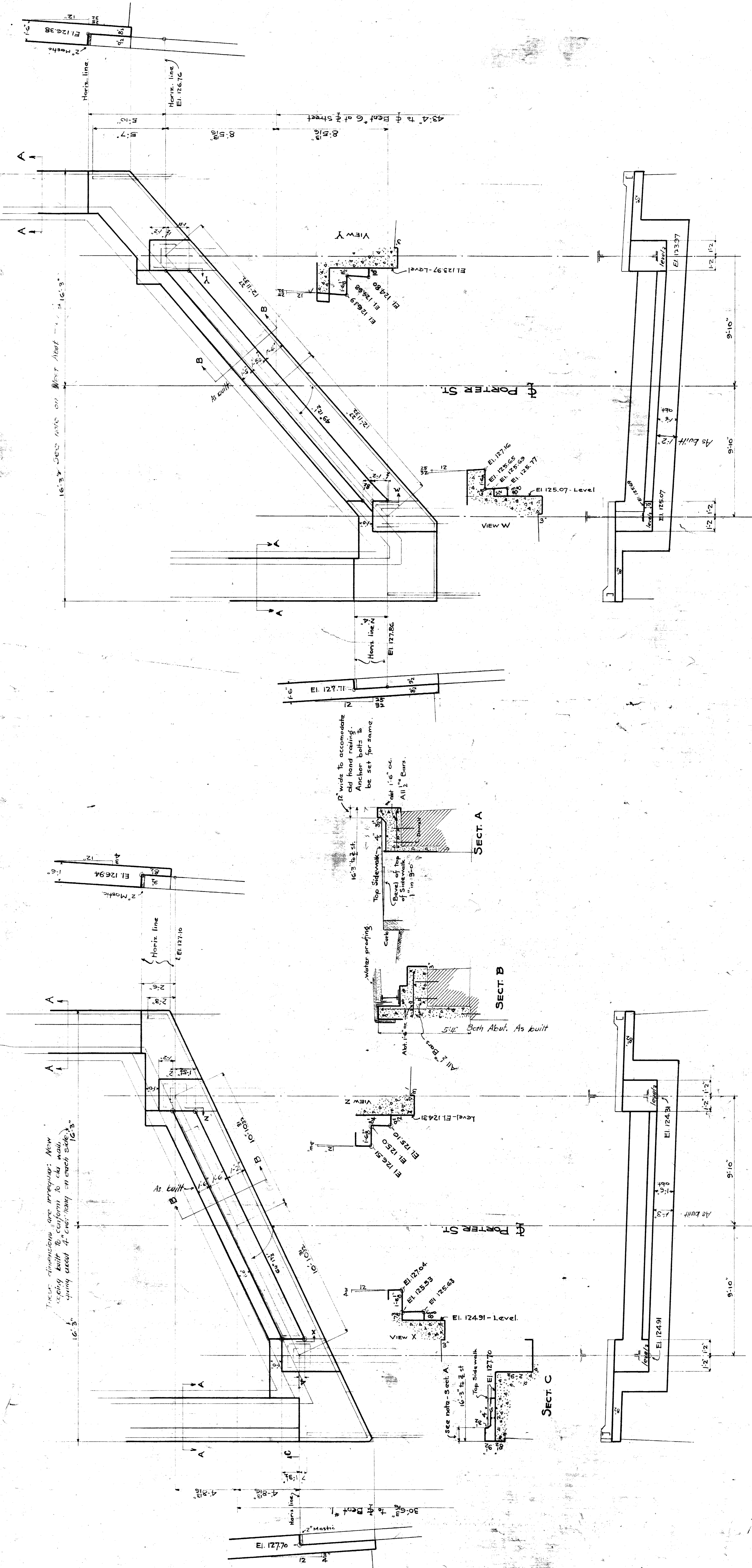
SECTION A-A.
 SCALE: 1/4" = 1'-0"



PLAN OF EAST END.
 SCALE: 1/4" = 1'-0"

NOTE:
 CUT AWAY PRESENT SIDEWALK SLAB TO TOP OF BRACKETS AND REINFORCING BODS; PUT CONDUITS IN PLACE AND REPLACE SLAB. R.R. TRACKS TO BE PROTECTED FROM FALLING MATERIAL. BEAM CONDUIT JOINTS CAREFULLY LUBRICATE INTERIOR SURFACE OF EACH CONDUIT SECTION.

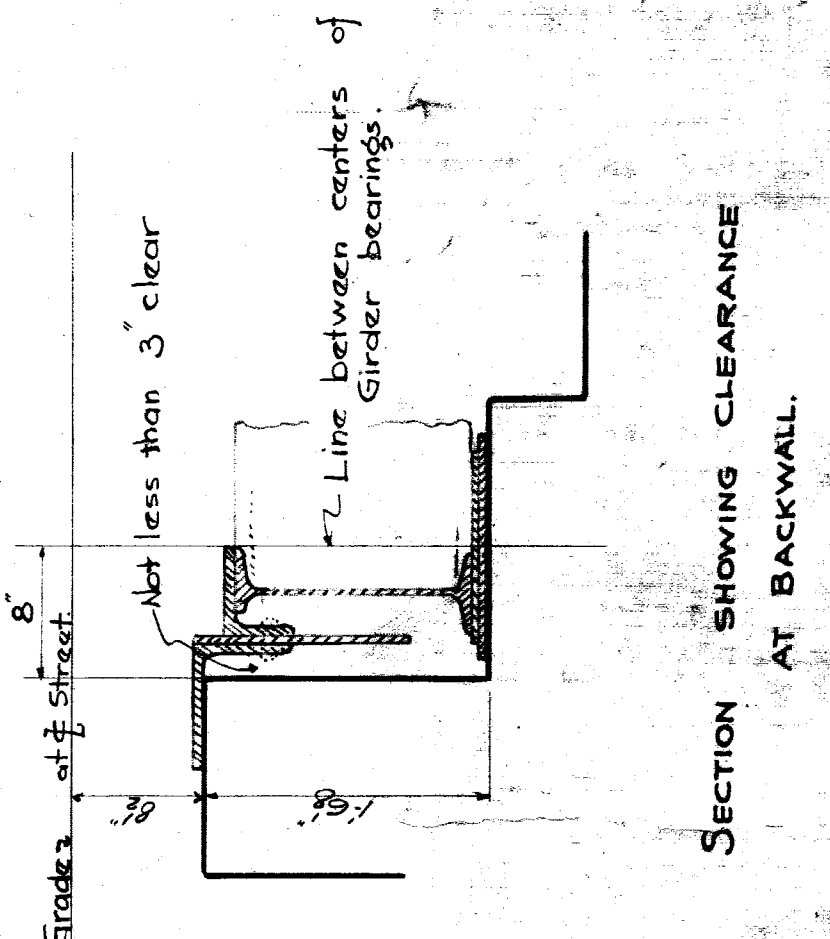
ARRANGEMENT OF CONDUITS - PORTER STREET BRIDGE



WEST ABUTMENT

EAST ABUTMENT

NOTES
 Mix. 1:2:4
 Sidewalk finish (Mix 1:2) on Bridge seat and
 Backwall.
 For Anchors bolts see sheet 2.
 Use dowels about 1/2 to 2-0 centers to bond
 new masonry to old.



SECTION SHOWING CLEARANCE AT BACKWALL.

M. C. R. R. - Div. - MAIN LINE
 Bridge 0.98 PORTER ST.
 CHANGES IN ABUTMENTS.
 Scale 1/4" = 1'-0"
 Approved: [Signature]
 Bridge Engineer
 Checked by [Signature]
 Chief Engineer
 Traced by [Signature]
 Revised [Signature]
 Sheet 3 of 3

FILE 1057-36

0.98 #2