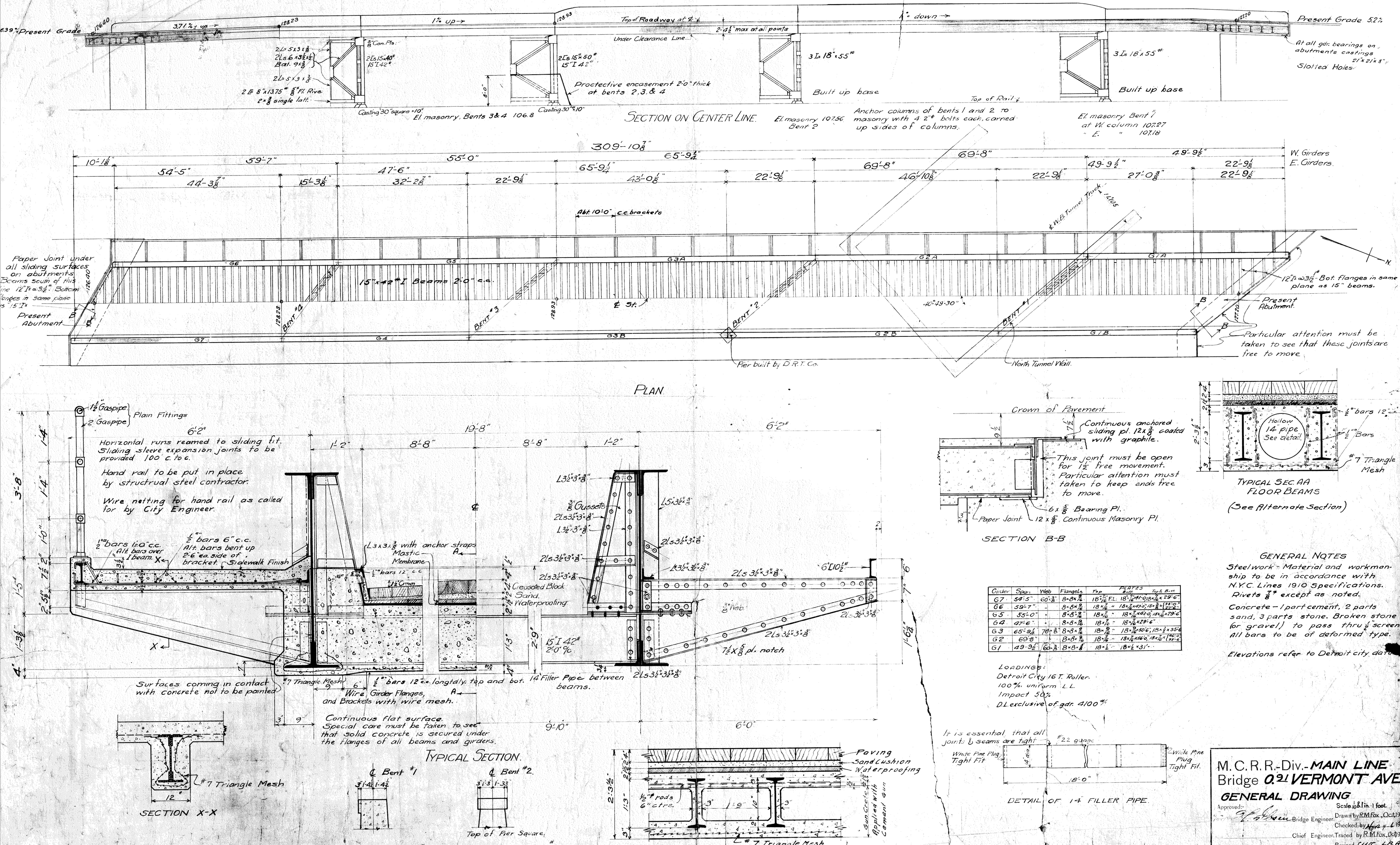

Girder	Span	Web	Flanges	Top	PLATES Bottom	Top & Bot.
G7	54'-5"	60-⅜	8"x⅞"	18"x⅞" FL.	18"x1⅛"x41'-0"	18"x⅝"x29'-6"
G6	59'-7"	"	8"x⅞"	18"x⅞" "	18"x1⅛"x47'-0"	18"x⅝"x29'-6"
G5	55'-0"	"	8"x⅞"	18"x⅞" "	18"x1⅛"x43'-0"	18"x⅝"x29'-6"
G4	47'-6"	"	8"x⅞"	18"x⅞" "	18"x1⅛"x29'-6"	
G3	65'-9¼"	70-⅜	8"x⅞"	18"x⅞" "	18"x1⅛"x50'-6"	18"x½"x35'-6"
G2	69'-8"	"	8"x⅞"	18"x⅞" "	18"x1⅛"x46'-0"	18"x½"x35'-6"
G1	49'-9½"	60-⅜	8"x⅞"	18"x½" "	18"x½"x31'-"	

LOADINGS:
Detroit City 16 T. Roller.
100% uniform L.L.
Impact 50%
D.L. exclusive of gdr. 4100#

GENERAL NOTES

Steel work - Material and workmanship to be in accordance with N.Y.C. Lines 1910 Specifications. Rivets ⅞" except as noted.

Concrete - 1 part cement, 2 parts sand, 3 parts stone. Broken stone (or gravel) to pass thru 2" screen. All bars to be of deformed type.

Elevations refer to Detroit city datum.

It is essential that all joints & seams are tight

DETAIL OF 1-4 FILLER PIPE.

M.C.R.R.-Div.- MAIN LINE
Bridge 0.21 VERMONT AVE.
GENERAL DRAWING

Approved:- [illegible] Bridge Engineer.
Chief Engineer.

Scale 1/8" to 1 in. 1 foot.
Drawn by R.M. Fox, Oct. 1913.
Checked by [illegible]
Traced by R.M. Fox, Oct. 1913.
Revised C.W.C. L.B.A.
Sheet 1 of 1

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