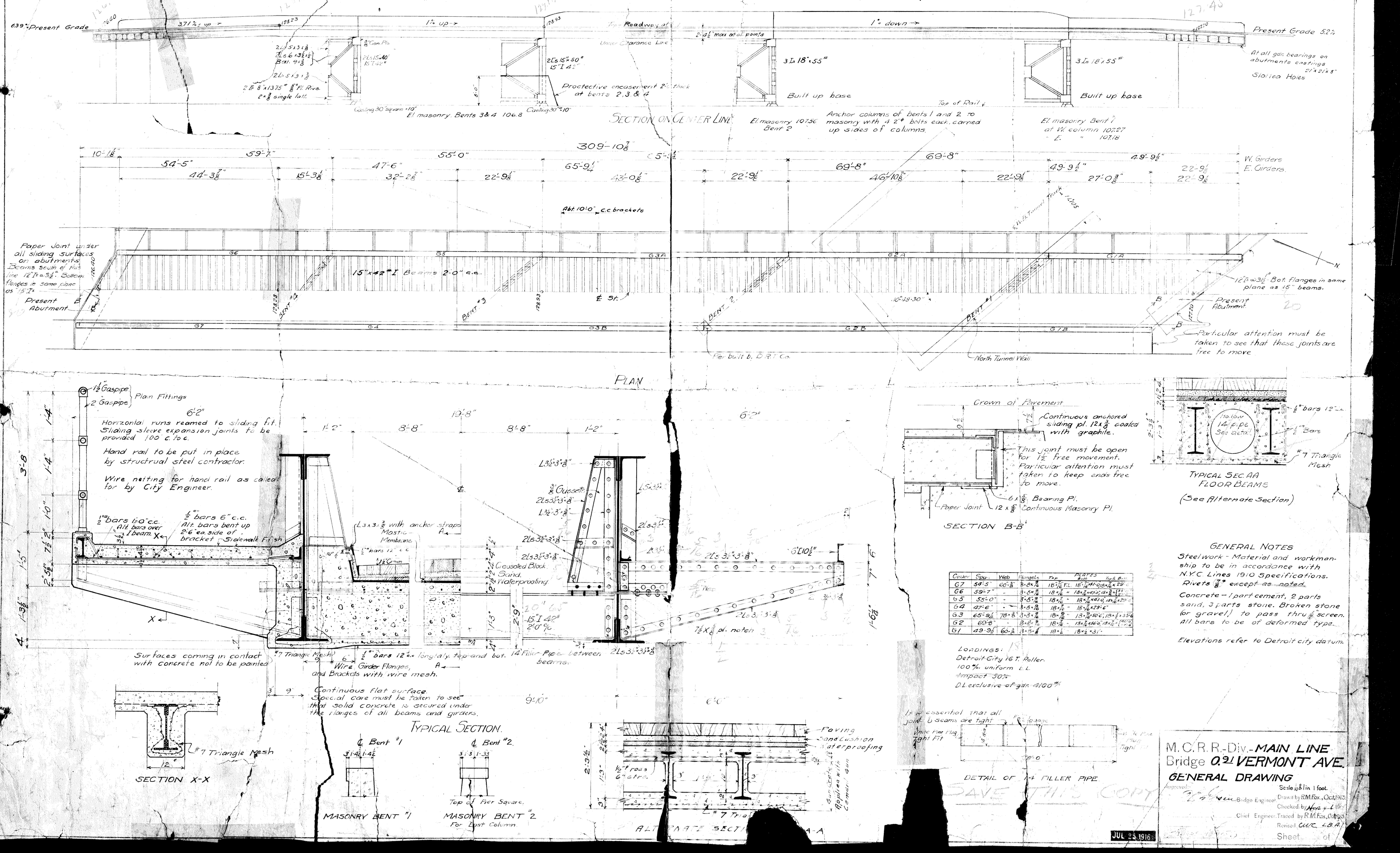
SECTION ON CENTER LINE
PLAN
TYPICAL SECTION.
SECTION X-X
MASONRY BENT #1
MASONRY BENT #2
For Last Column.
ALTERNATE SECTION A-A
SECTION B-B
TYPICAL SEC AA
FLOOR BEAMS
(See Alternate Section)
DETAIL OF 14" FILLER PIPE
Present Grade
Present Grade 52%
Roadway at
Under Clearance Line
Protective encasement 2" thick at bents 2, 3 & 4
Built up base
Anchor columns of bents 1 and 2 to masonry with 1 2" ⌀ bolts each, carried up sides of columns.
Paper Joint under all sliding surfaces on abutments.
15" x 42# I Beams 2'-0" c.c.
Present Abutment
Particular attention must be taken to see that these joints are free to move
Per built by D.R.T. Co.
North Tunnel Wall
Plain Fittings
Horizontal runs reamed to sliding fit. Sliding sleeve expansion joints to be provided 100' c. to c.
Hand rail to be put in place by structural steel contractor.
Wire netting for hand rail as called for by City Engineer.
Sidewalk Finish
Surfaces coming in contact with concrete not to be painted
Wire Girder Flanges, and Brackets with wire mesh.
Continuous flat surface. Special care must be taken to see that solid concrete is secured under the flanges of all beams and girders.
Crown of Pavement
Continuous anchored sliding pl. 12 x 3/8 coated with graphite.
This joint must be open for 1 1/2" free movement. Particular attention must be taken to keep ends free to move.
Paper Joint
Bearing Pl.
Continuous Masonry Pl.
Paving
Sand Cushion
Waterproofing
GENERAL NOTES
Steel work - Material and workmanship to be in accordance with N.Y.C. Lines 1910 Specifications. Rivets 7/8" except as noted.
Concrete - 1 part cement, 2 parts sand, 3 parts stone. Broken stone for gravel, 1 to pass thru 1/2" screen. All bars to be of deformed type.
Elevations refer to Detroit city datum.
LOADINGS:
Detroit City 16 T. Roller.
100% uniform L.L.
Impact 30%
D.L. exclusive of gdr. 4100#/ft
It is essential that all joints & seams are tight
Paper Joint
Bearing Pl.
Continuous Masonry Pl.
M.C.R.R.-Div.-MAIN LINE
Bridge 0.21 VERMONT AVE.
GENERAL DRAWING
Scale 1/8" = 1 foot.
Drawn by R.M. Fox, Oct. 1913
Checked by
Chief Engineer. Traced by R.M. Fox, Oct. 1913
Revised
Sheet of
Approved:
Bridge Engineer
JUL 25 1916
SAVE THIS COPY