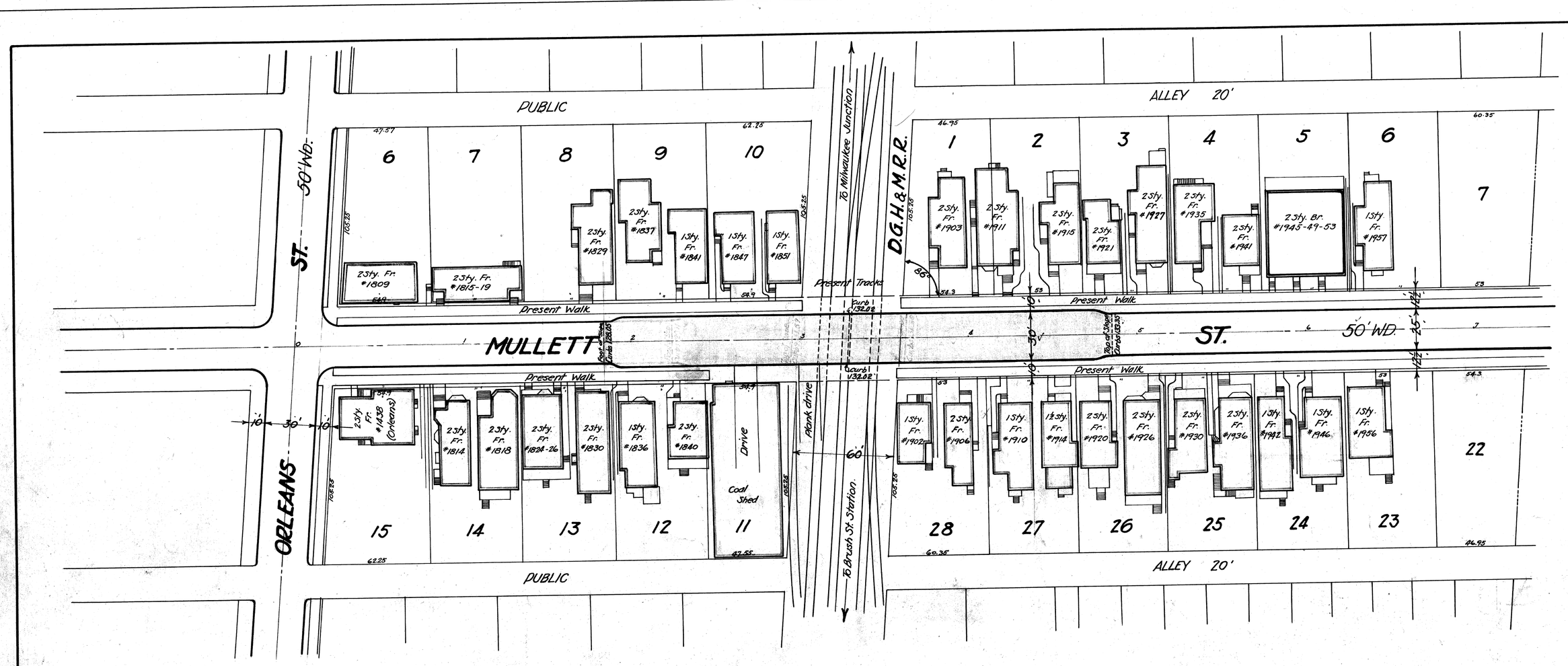
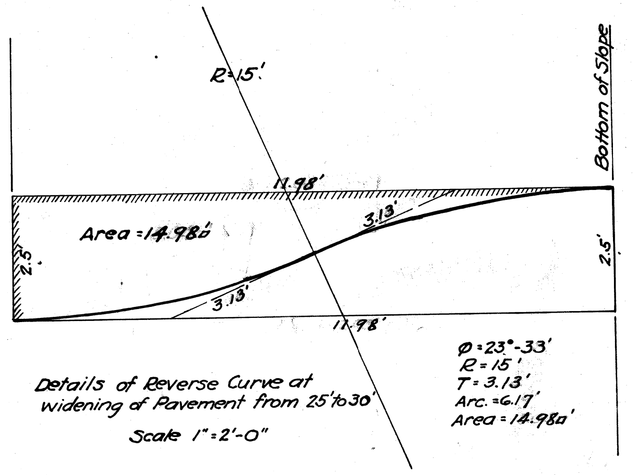
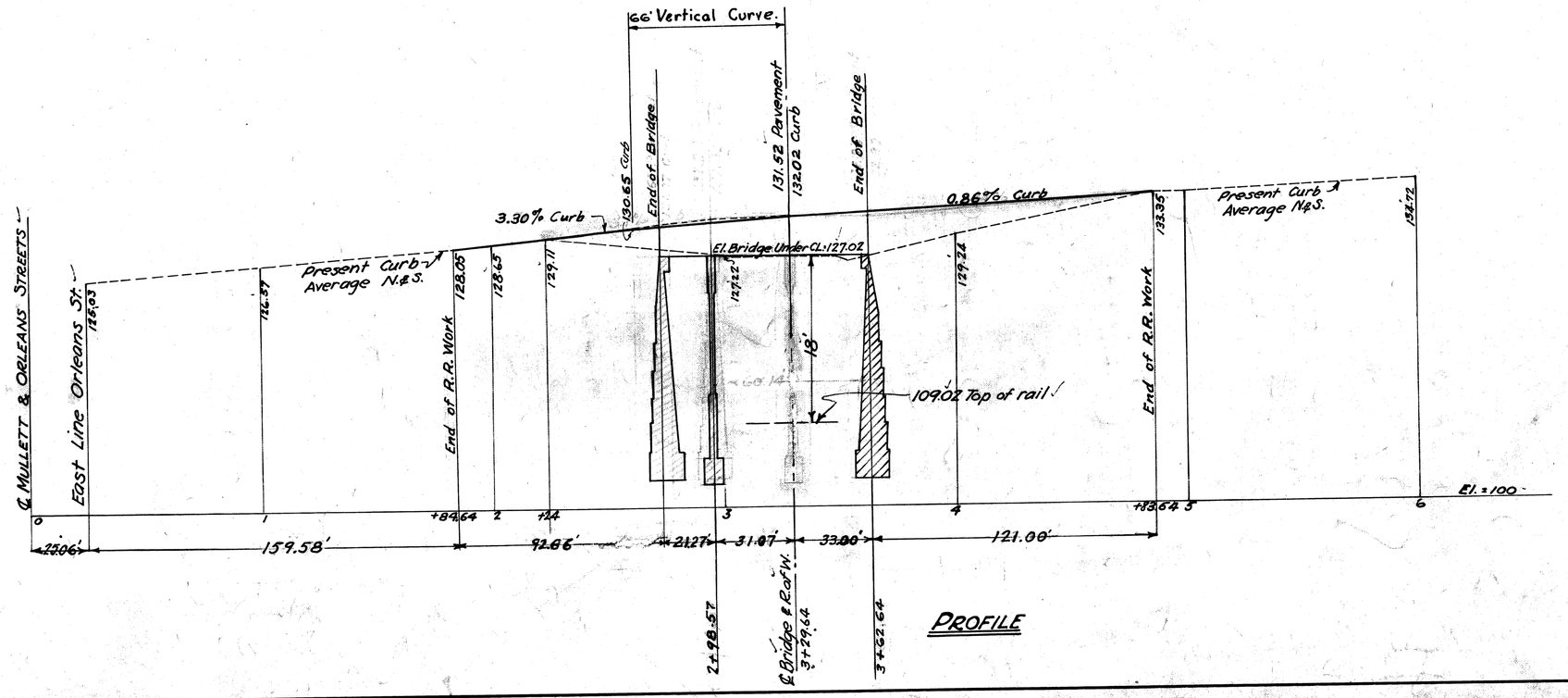
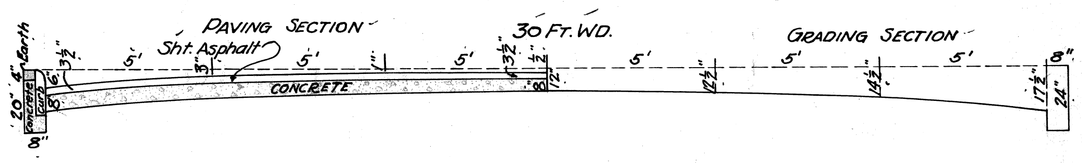


PLAN.

BUILDINGS AS OF SURVEY OF DEC. 3, 1920.







Curb Grades Revised 6-6-27 -J.T.M.

APPROVED Aug 23 1927 1926
Perry A. Reeves,
CITY ENGINEER

CHIEF ENGINEER G.T. RY. SYSTEM WESTERN LINES

CITY OF DETROIT

DEPARTMENT OF PUBLIC WORKS
CITY ENGINEER'S OFFICE
DEPARTMENT OF GRADE SEPARATION & BRIDGES
DEQUINDRE ST. GRADE SEPARATION

MULLETT ST.

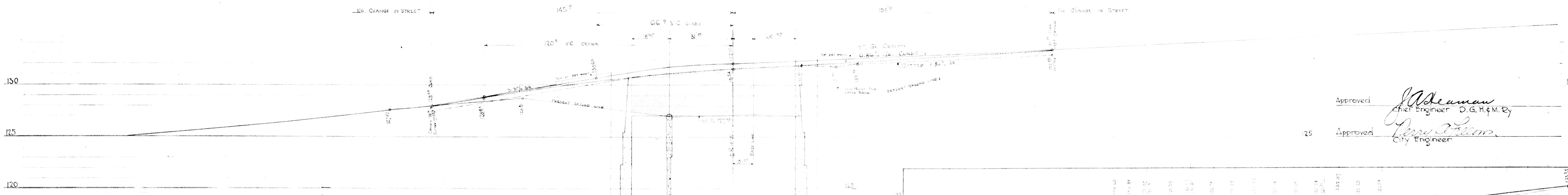
Made by A.W.
Checked by R.S.

Scales
Plan 1" = 40'
Vertical 1" = 10'

Feb. 15 1926

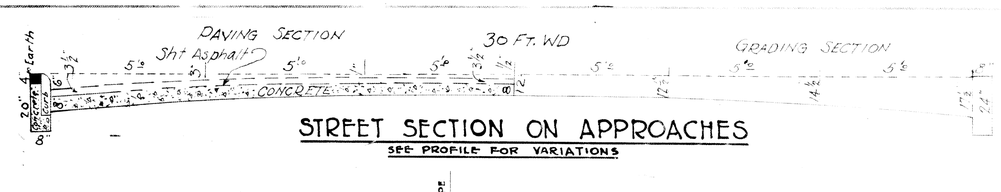
FIELD BOOKS 331 & 332

Filexo 76-1

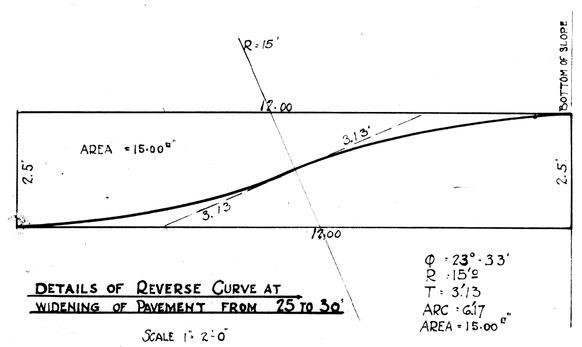


Approved J. A. Seaman
Chief Engineer D.G.H.&M.Ry

Approved Leon Weiss
City Engineer



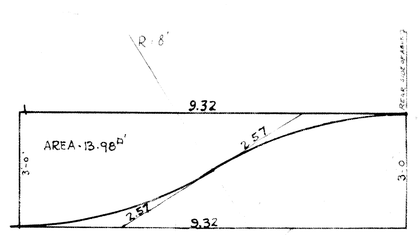
STREET SECTION ON APPROACHES
SEE PROFILE FOR VARIATIONS



DETAILS OF REVERSE CURVE AT WIDENING OF PAVEMENT FROM 25 TO 30'

SCALE 1" = 2'-0"

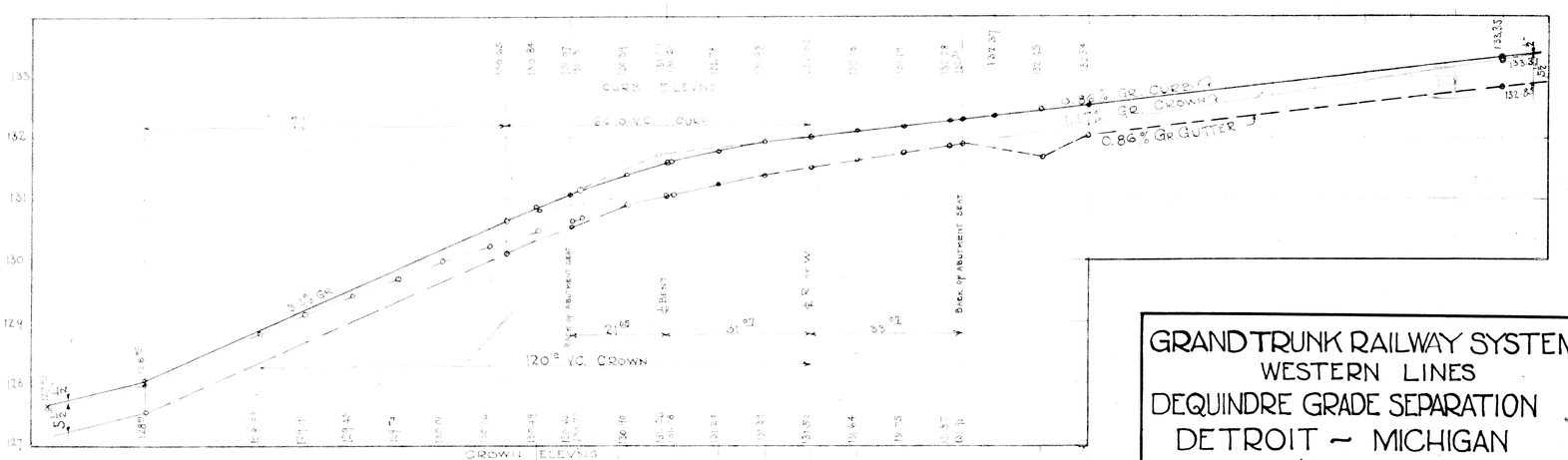
Φ = 23° 33'
R = 15'
T = 3.15
ARC = 6.17
AREA = 15.00 □'



DETAIL OF REVERSE CURVE AT WIDENING OF SIDEWALK AT BRIDGE

SCALE 1" = 2'-0"

Φ = 35° 39'
R = 8'
T = 2.57
ARC = 4.98
AREA = 13.98 □'

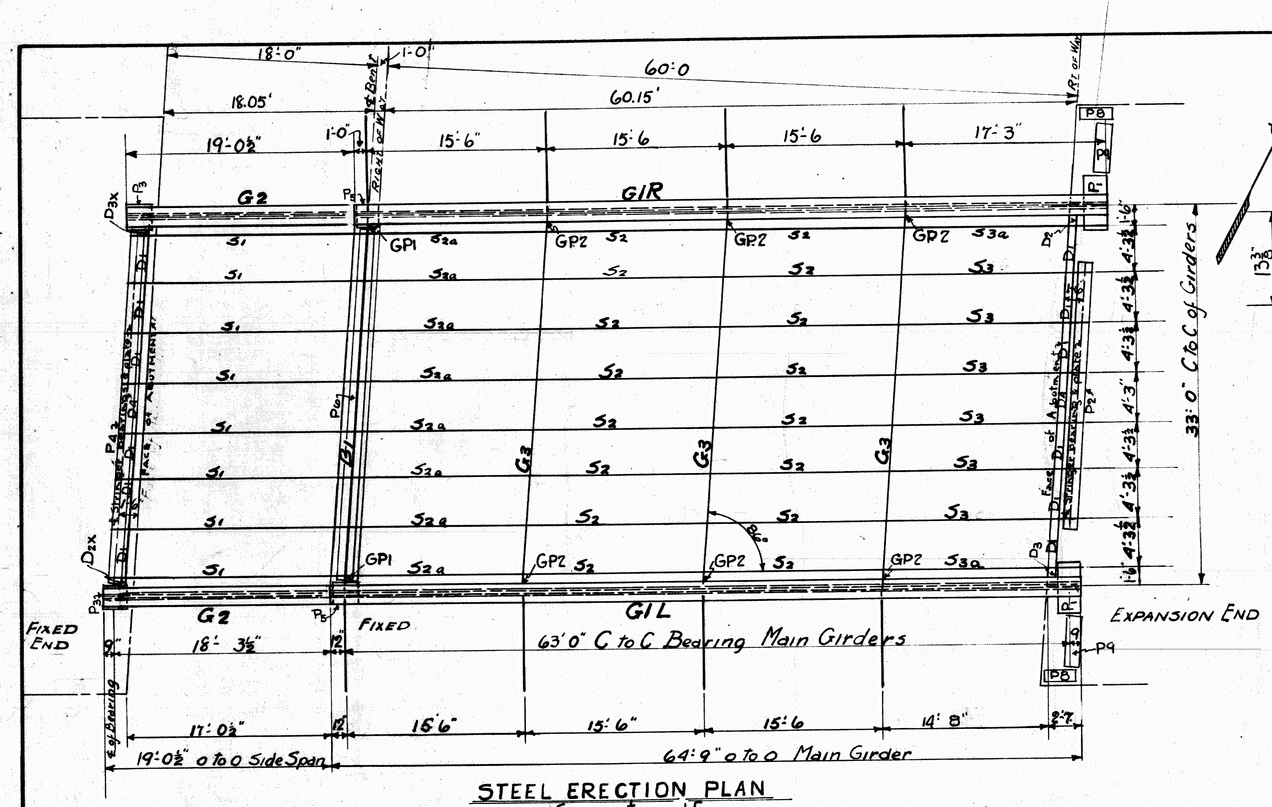


PROFILE OF CURB CROWN & GUTTER

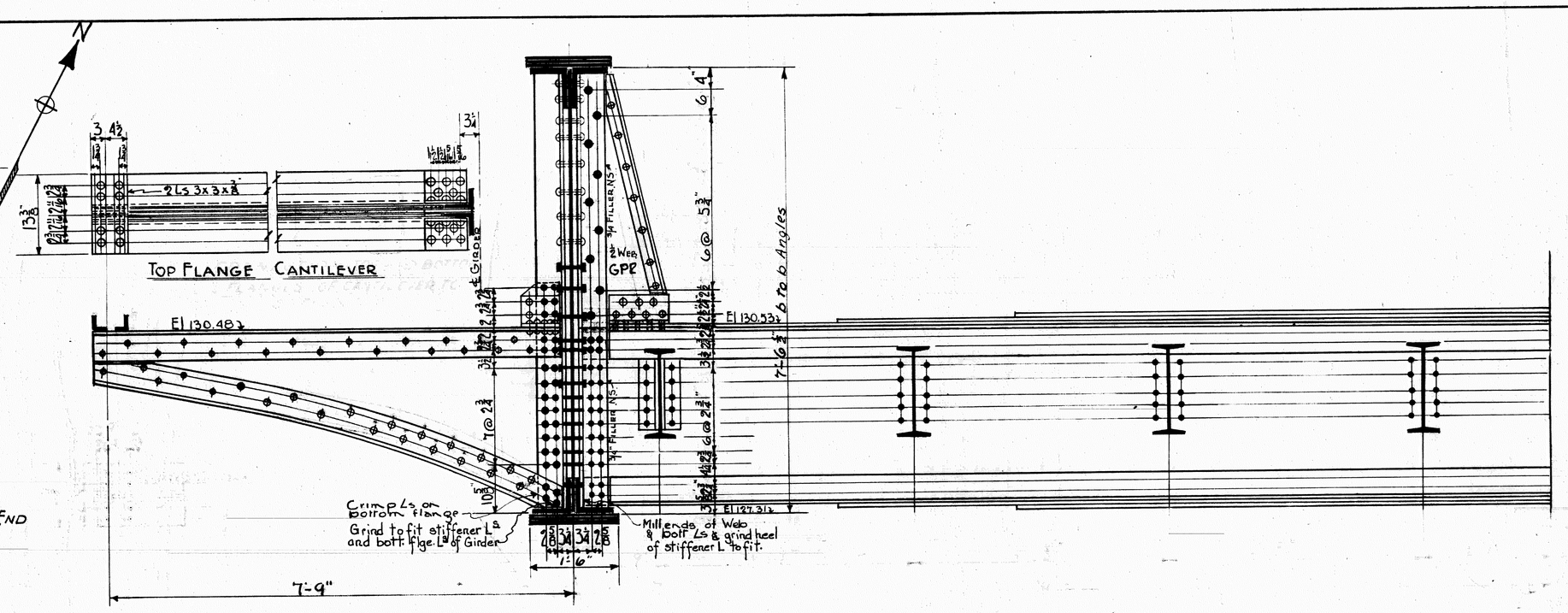
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT — MICHIGAN
GEN. PLAN & PROFILE MULLETT ST.
SCALE 1 IN. = 20 FT. HOR. 1 IN. = 4 FT. VERT. EXCEPT AS NOTED

DR. E.J.W. TR. M.A.B. CH. M.J.B.	OFFICE OF CHIEF ENGINEER DETROIT, MICHIGAN. FEB. 10 1926	JOURNAL NO W-3094 FILE 23A-39

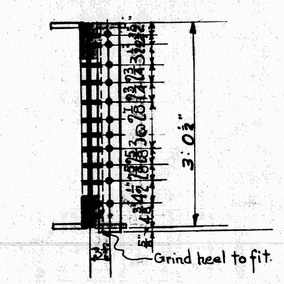
S 22-B-38



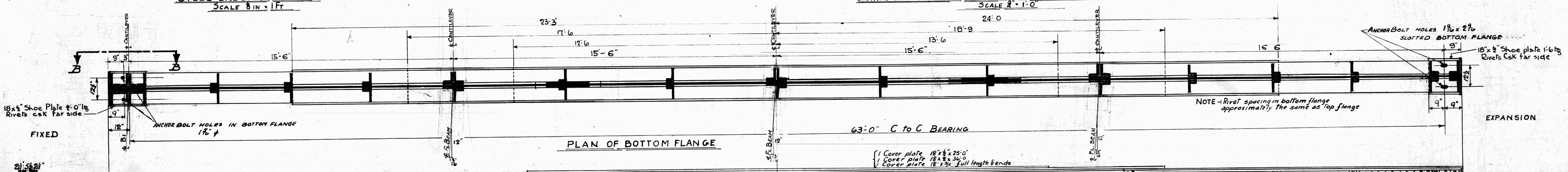
STEEL ERECTION PLAN
SCALE 8 in = 1 Ft



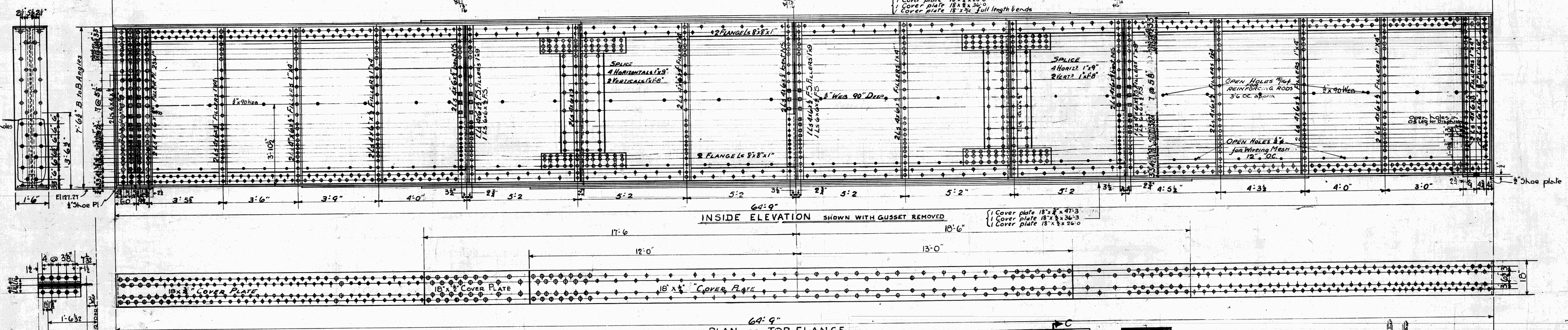
TYPICAL HALF SECTION THRU BRIDGE
SHOWING CONNECTION OF INTERIOR FLOOR BEAM AND CANTILEVER AT GIRDER
SCALE ¾" = 1'-0"



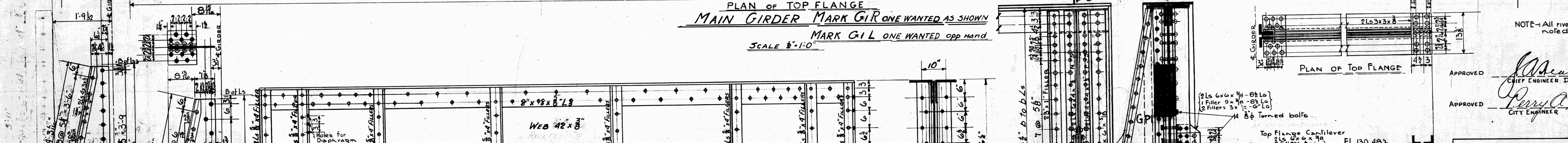
END VIEW
INT FLOOR BEAM



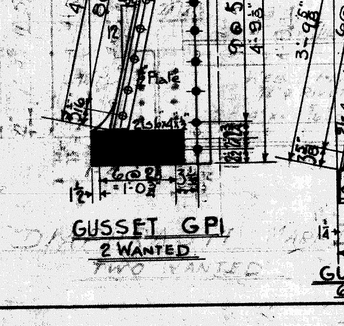
PLAN OF BOTTOM FLANGE



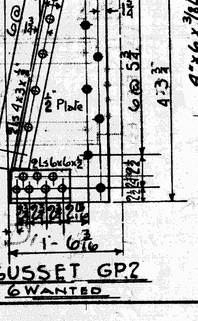
INSIDE ELEVATION SHOWN WITH GUSSET REMOVED



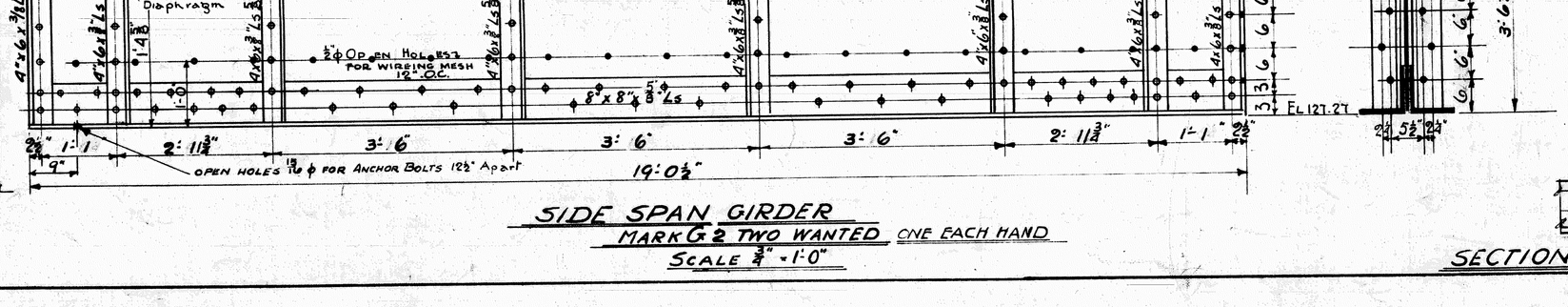
PLAN OF TOP FLANGE
MAIN GIRDER MARK GIR ONE WANTED AS SHOWN
MARK GIL ONE WANTED opp hand
SCALE ⅜" = 1'-0"



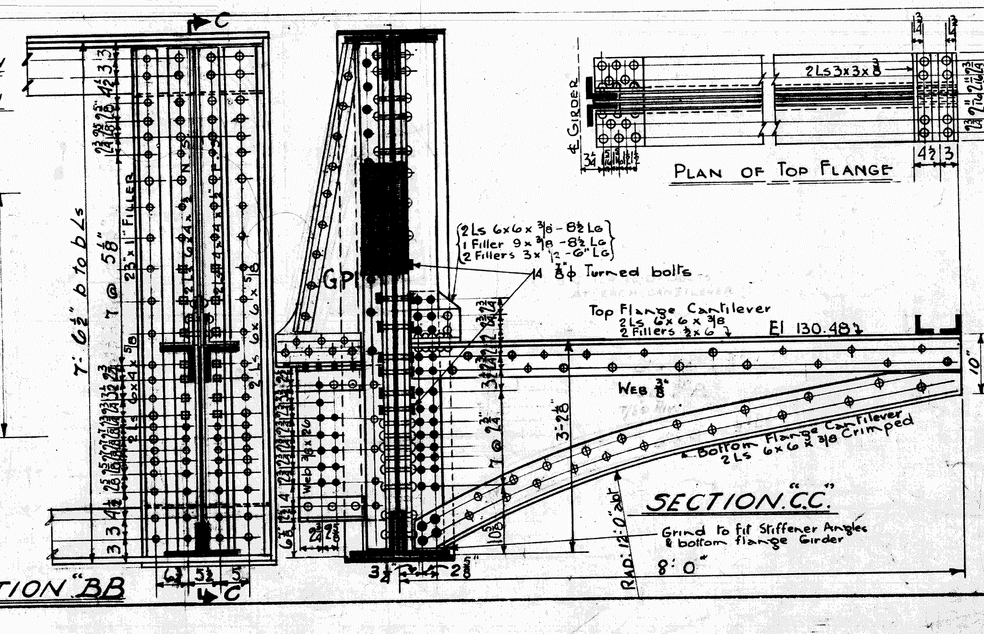
GUSSET GP1
2 WANTED



GUSSET GP2
6 WANTED



SIDE SPAN GIRDER
MARK G2 TWO WANTED ONE EACH HAND
SCALE ⅜" = 1'-0"



SECTION "CC"

SECTION "BB"

PLAN OF TOP FLANGE

NOTE - All rivets ⅞" ϕ except as noted for grillages

APPROVED J. W. Sherman
CHIEF ENGINEER D.G.H. & M.RY

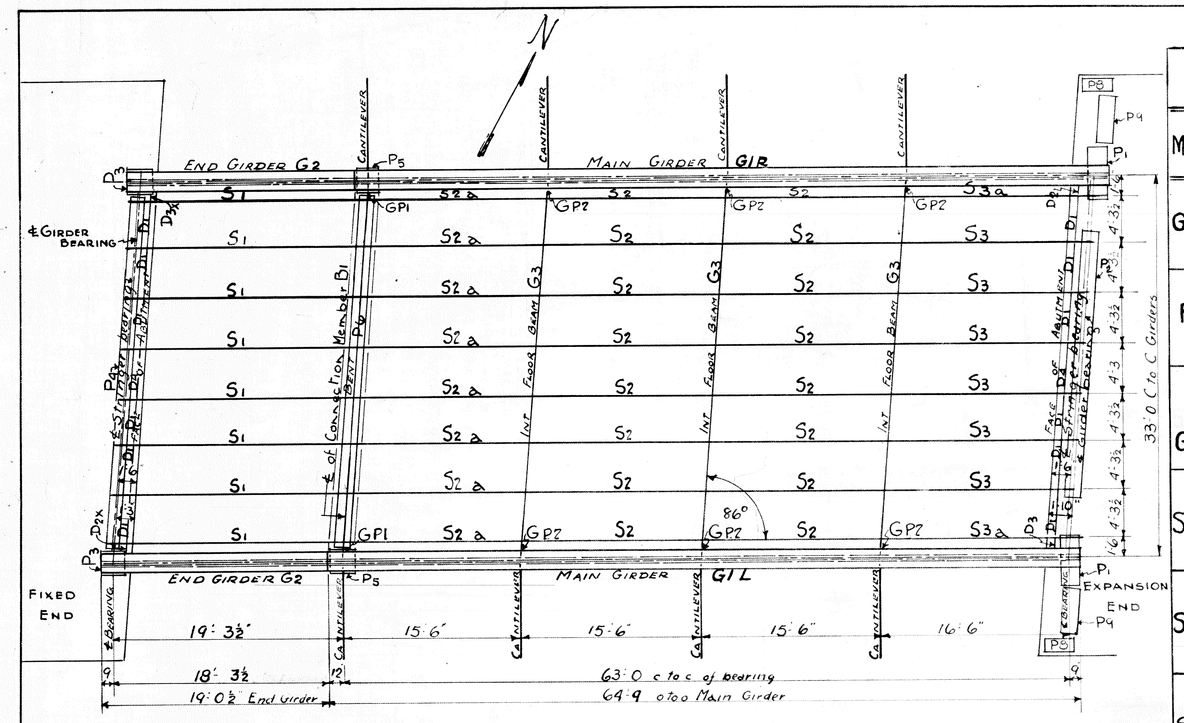
APPROVED Perry A. Nelson
CITY ENGINEER

GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT MICHIGAN
STEEL FOR MULLETT STREET BRIDGE
SCALE AS SHOWN FT

DR. RP TR. RP CH. T-KC.	OFFICE OF CHIEF ENGINEER. DETROIT, MICHIGAN MARCH 31 1926	JOURNAL No W. 3095 FILE

SHEET 1 of 3

FIG 1 & 3
23-A-
S22B-39



STEEL ERECTION PLAN
FOR MULLET STREET
Scale ⅛" = 1'-0"

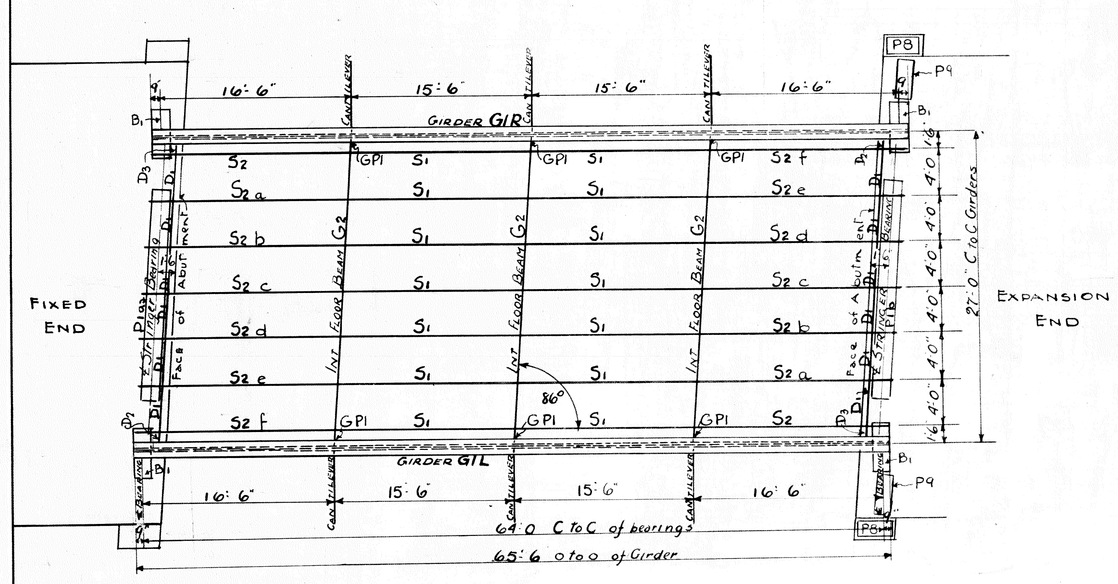
MAXIMUM SHEAR

MEMBER	D.L. LBS.	L.L. LBS.	I. LBS.	TOTAL LBS.	WEB SEC REQ'D AT 10000#/□"	WEB SEC USED	END STIFFS
GIRDER G1	238743	79387	19845	337975	33.80□"	90" x ½" 45□"	2-6"x6"x⅜" 2-6"x4"x⅜" 15□"
INT. FLOOR BEAM G3	98770	49000	12250	160020	16.00□"	36" x ½" 18□"	
END GIRDER G2	12125	3100	775	16000	1.6□"	42" x ⅜" 15.75□"	4-6"x4"x⅜" 9□"
STRINGER S1	14360	15000	3800	33160			
STRINGER S2,S2a	10620	14200	3550	28370			
STRINGER S3,S3a	10620	14200	3550	28370			
CANTILEVER	29750	10745	2705	43200	4.32□"	36" x ⅜" 13.5□"	
CROSS GIRDER B1						26" x ⅜" 9.75□"	

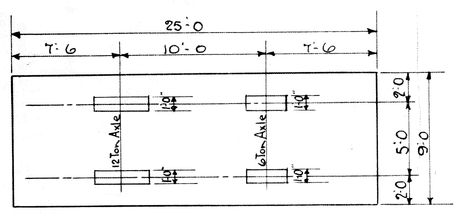
MAXIMUM MOMENT

MEMBER	D.L. IN-LBS.	L.L. IN-LBS.	I. IN-LBS	TOTAL IN-LBS	COMPRESSION FLANGE: SEC. REQ'D AT 14000#/□"	COMPRESSION FLANGE: SECTION USED	COMPRESSION FLANGE: LENGTH OF COV. PLS.	TENSION FLANGE: SEC REQ'D AT 16000#/□"	TENSION FLANGE: SECTION USED	TENSION FLANGE: LENGTH OF COVER PLS.
GIRDER G1	57,231,030	19,907,400	4,976,850	82,115,280	* 64□"	⅛" WEB 5.62; 2 Ls 8x8x1" 30.00; 3 cpls 18"x1½" (Total) 31.50; 67.12	1-18"x½" Full Length; 1-18"x½" 36'-0 Long; 1-18"x½" 25'-0 "	58.10□"	⅛" WEB 5.62; 2 Ls 8x8x1" 26.00; 3 cpls 18"x1½" (Total) 27.98; 59.60□"	1-18"x½"-47'-3 Long; 1-18"x½"-36'-3 "; 1-18"x½"-26'-0 "
INT. FLOOR BEAM G3	9,708,000	4,920,000	1,230,000	15,858,000	32.40□"	⅛" WEB 2.25; 2 Ls 6x6x⅜" 16.88; 2 c.pls 13"x⅛" (Total) 14.62; 33.75	1-13"x⅜" Full Length; 1-13"x½" 18'-0 Long	28.40□"	⅛" WEB 2.25; 2 Ls 6x6x⅜" 13.88; 2 c.pls 13"x⅛" (Total) 12.37; 28.50□"	1-13"x⅜"-24'-0 Lg; 1-13"x½"-18'-0 "
END GIRDER G2	740,610	189,112	47278	977,000	* 18.9□"	⅛" WEB 1.69; 2 Ls 8x8x⅝" 19.22; 20.91		16.50□"	⅛" WEB 1.69; 2 Ls 8x8x⅝" 16.72; 18.41□"	
STRINGER S1	884000	675000	168750	1,727,750		Sec Mod Reqd 108.3 in³; Use 1-18" I @ 75#/ft; 126.8 in³				
STRINGER S2,S2a	486000	478800	119700	1,084,500		Sec Mod Reqd 68 in³; Use 1-18" I @ 54.7#/ft; 88.4 in³				
STRINGER S3,S3a	486000	478800	119700	1,084,500		Sec Mod Reqd 68 in³; Use 1-18" I @ 54.7#/ft; 88.4 in³				
CANTILEVER	1,731,540	503,160	127,500	2,362,200	5.62□"	2 Ls 6x6x⅜" 8.72□"		4.92□"	2 Ls 6x6x⅜ 7.22□"	
CROSS GIRDER B1						2 Ls 4x4x½			2 Ls 4x4x½	

MULLET ST BRIDGE
STRESS f 14000 - 200 l/b



STEEL ERECTION PLAN
FOR CLINTON STREET
Scale ⅛" = 1'-0"



LIVE LOAD DIAGRAM – 18 TON TRUCK
REMAINING PORTION OF BRIDGE 100#/□'
IMPACT 25%

MAXIMUM SHEAR

MEMBER	D.L. LBS	L.L. LBS.	I. LBS.	TOTAL LBS.	WEB SEC REQ'D AT 10000#/□"	WEB SEC USED	END STIFFS
GIRDER	211895	67267	16845	296007	29.6□"	90" x ½" 45□"	2-6"x6"x⅜" 2-6"x4"x⅜" 15□"
INT FLOOR BEAM	82500	42600	10650	135750	13.58□"	30" x ½ 15□"	
STRINGER S1	9980	14200	3550	27730			
STRINGER S2	9980	14200	3550	27730			
CANTILEVER	29750	10745	2705	43200	4.32□"	36" x ⅜" 13.5□"	

MAXIMUM MOMENT

MEMBER	D.L. IN-LBS.	L.L. IN-LBS.	I. IN-LBS	TOTAL IN-LBS	COMPRESSION FLANGE: SEC REQ'D AT 14000#/□"	COMPRESSION FLANGE: SECTION USED	COMPRESSION FLANGE: LENGTH OF COV. PLS	TENSION FLANGE: SEC REQ'D AT 16000#/□"	TENSION FLANGE: SECTION USED	TENSION FLANGE: LENGTH OF COVER PLS
GIRDER	52,194,780	17,489,364	4,379,700	74,063,844	* 58.3□"	⅛" WEB 5.63; 2 Ls 8x8x1" 26.00; 3 cpls 18"x½" each 24.00; 55.63	1-18"x½" Full Length; 1-18"x½" 37'-0 Long; 1-18"x½" 24'-0 "	52.6□"	⅛" WEB 5.63; 2 Ls 8x8x1" 26.00; 3 cpls 18"x½" each 24.00; 55.63	1-18"x½"-45'-0 Long; 1-18"x½"-37'-0 "; 1-18"x½"-24'-0 "
INT FLOOR BEAM	6591600	3408000	852000	10851600	27.68□"	⅛" WEB 1.875; 2 Ls 6x6x¾" 13.88; 2 cpls 13"x⅜" (Total) 9.63; 25.385	1-13"x½" Full Length; 1-13"x⅜"-14'-0 Long	24.22□"	⅛" WEB 1.875; 2 Ls 6x6x¾" 13.88; 2 c pl. 13"x⅜" (Total) 9.63; 25.385□"	1-13"x½"-20'-0 Long; 1-13"x⅜"-14'-0 "
STRINGER S1	472200	453600	113400	1039200		Sec Mod Reqd 65.9 in³; Use 18" I @ 54.7#/ft; 88.4 in³				
STRINGER S2	472200	453600	113400	1039200		Sec Mod Reqd 65.9 in³; Use 18" Is @ 54.7#/ft; 88.4 in³				
CANTILEVER	1649025	483315	122460	2,254,800	6.70□"	2 Ls 6x6x⅜ 8.72		5.85□"	2 Ls 6x6x⅜ 7.22	

SCHEDULE OF ANCHOR BOLTS MULLET ST

LOCATION	NUMBER REQUIRED	DIA	LGTH	REMARKS
G1R & G1L EXPANSION END	4	1 1/4"	1'-3"	SWEDGE BOLTS NUTS & WASHERS
G1R & G1L ON BENT	4	1 1/4"	1'-3"	" " "
STRINGERS S1	16	⅞"	1'-0"	SWEDGE BOLTS NUTS & BEVELLED WASH.
G2 FIXED END	4	⅞"	1'-0"	SWEDGE BOLTS NUTS AND WASHERS
PLATE P6	10	⅞"	1'-0"	" "
PLATES P8 & P9	12	¾"	9"	" "

SCHEDULE OF ANCHOR BOLTS CLINTON ST

G1R & G1L BOTH ENDS	8	1¼"	1'-3"	SWEDGE BOLTS NUTS & WASHERS
STRINGERS S2a, S2, S2b & S2c	10	⅞"	1'-0"	SWEDGE BOLTS NUTS & BEVELLED WASHERS
PLATES P8 & P9	12	¾"	9"	SWEDGE BOLTS NUTS & WASHERS

CLINTON ST BRIDGE
* STRESS f 14000 - 200 l/b

NOTE :- A.R.E.A. Specifications 1920 for reamed work
All steel to be given one shop coat of red lead and linseed oil.
Assemble all field connections in Shop

Complete tracings of all steelwork to be furnished R.R.Co.
All plans to be approved by Chief Engineer of R.R.Co before work is started

Rivets ⅞□" except as noted
Open holes 15/16□" for ⅞□" or bolts except as noted
Bridge to be erected by R.R.Co.

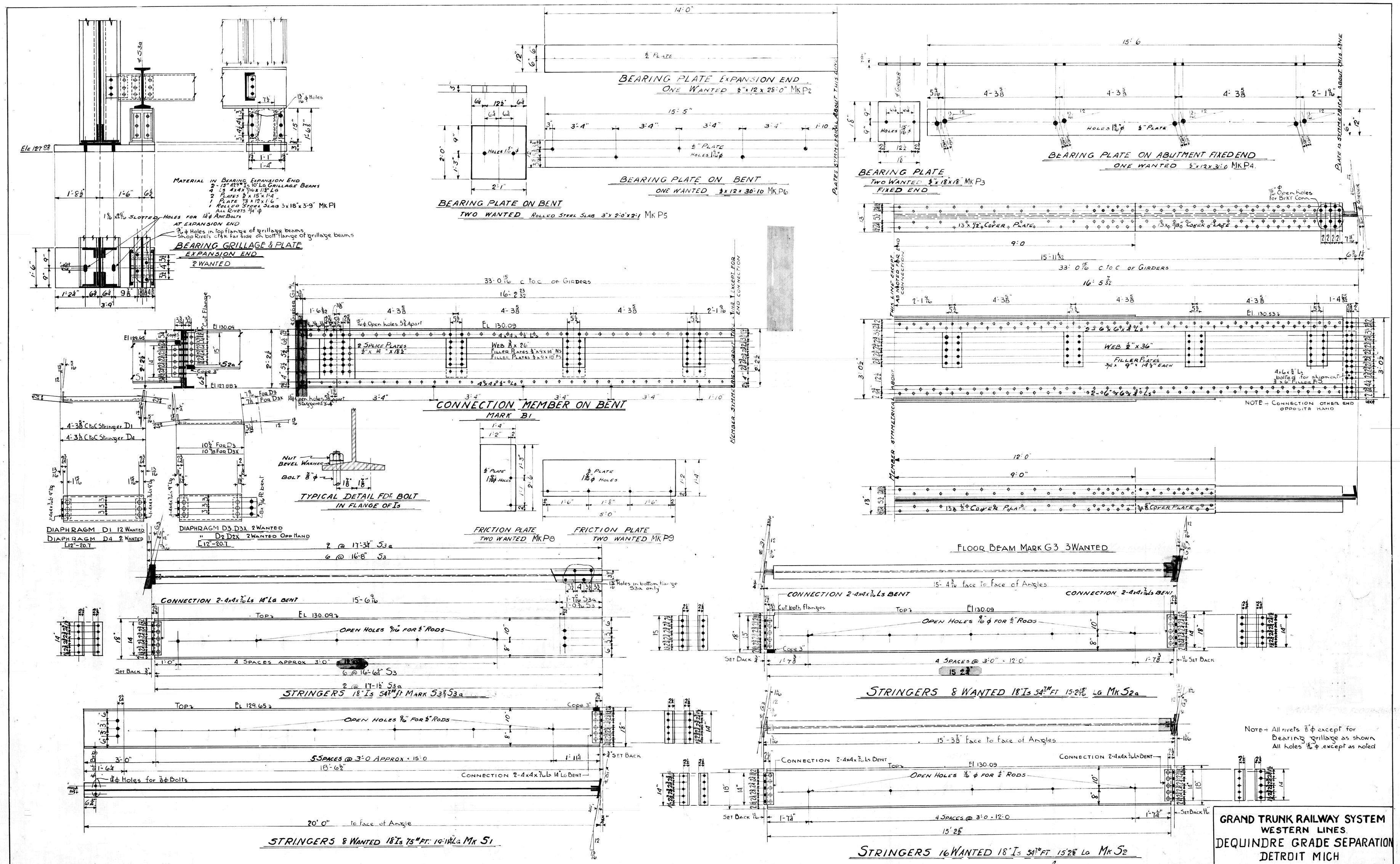
APPROVED _____ CHIEF ENGINEER D.G.H. & M.R.Y.
APPROVED _____ CITY ENGINEER

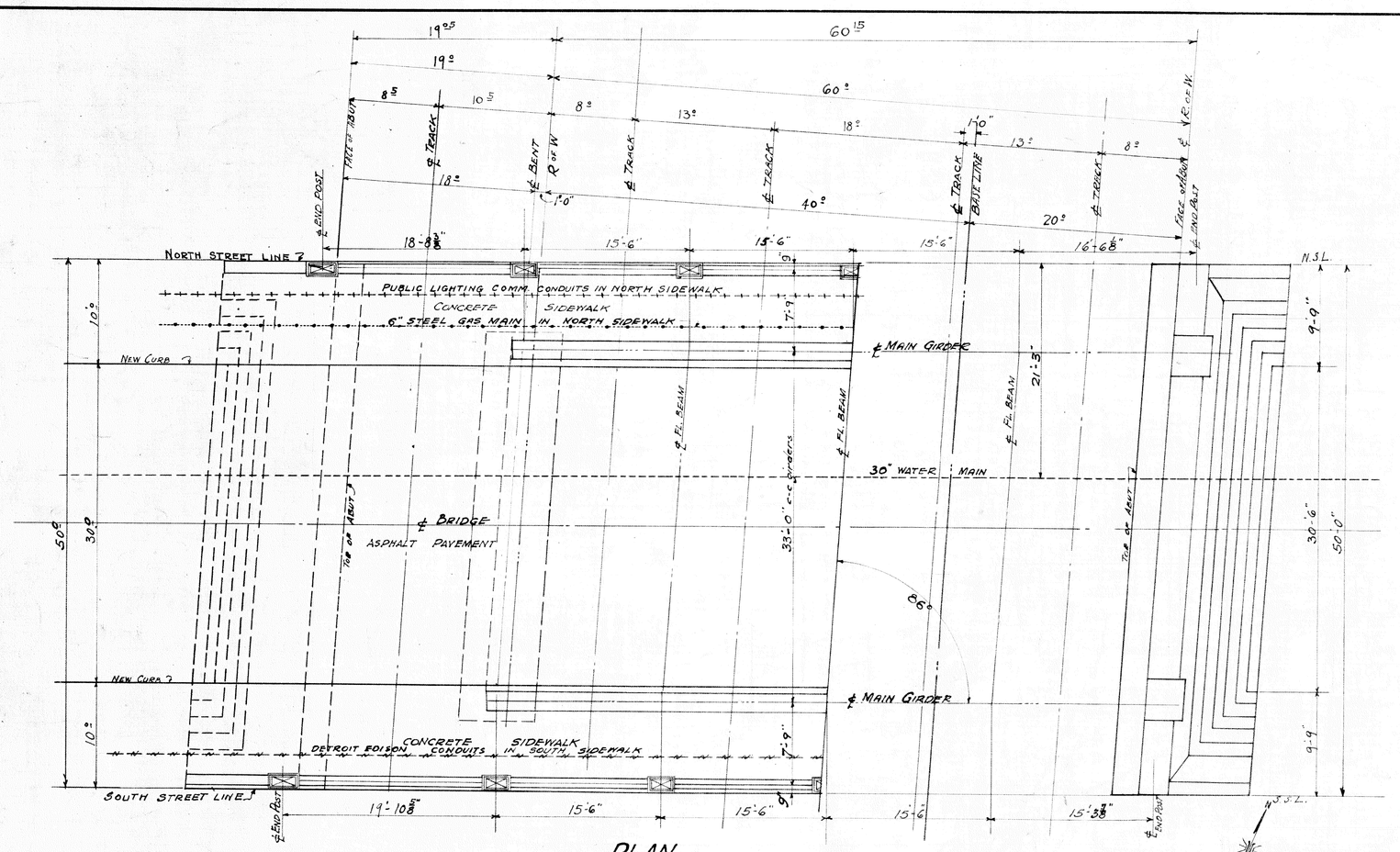
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT MICHIGAN
STEEL STRESS SHEET
MULLETT AND CLINTON STREETS

DR. RP TR. RP CH. T.K.C.	OFFICE OF CHIEF ENGINEER DETROIT MICHIGAN APRIL 10 1926	JOURNAL No W3096 FILE

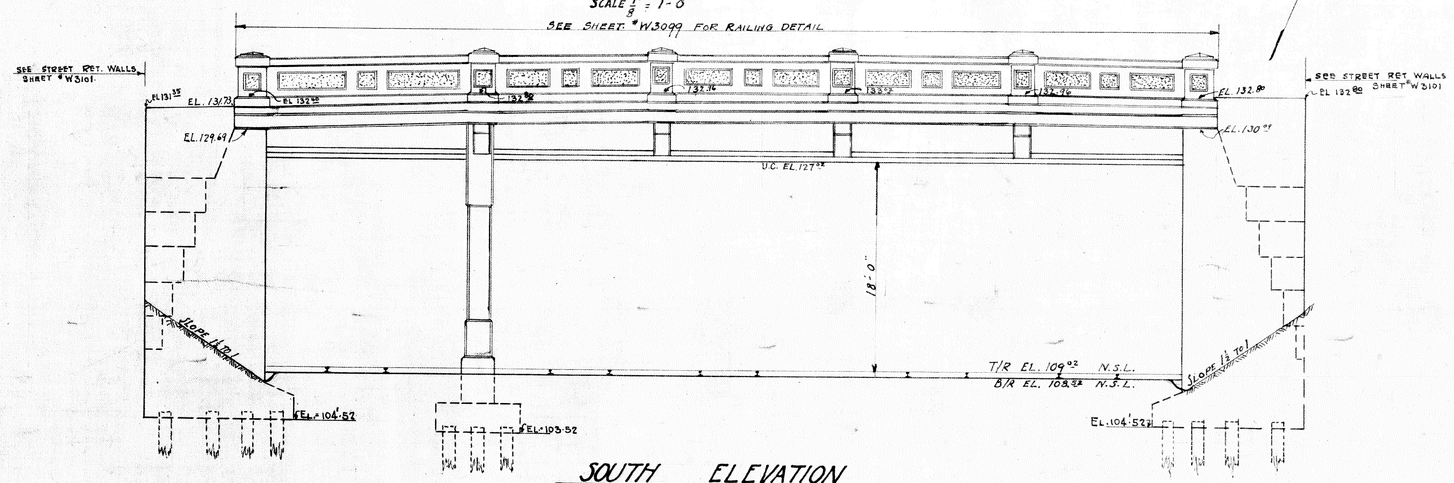
Sheet 2 of 3

S 228-39

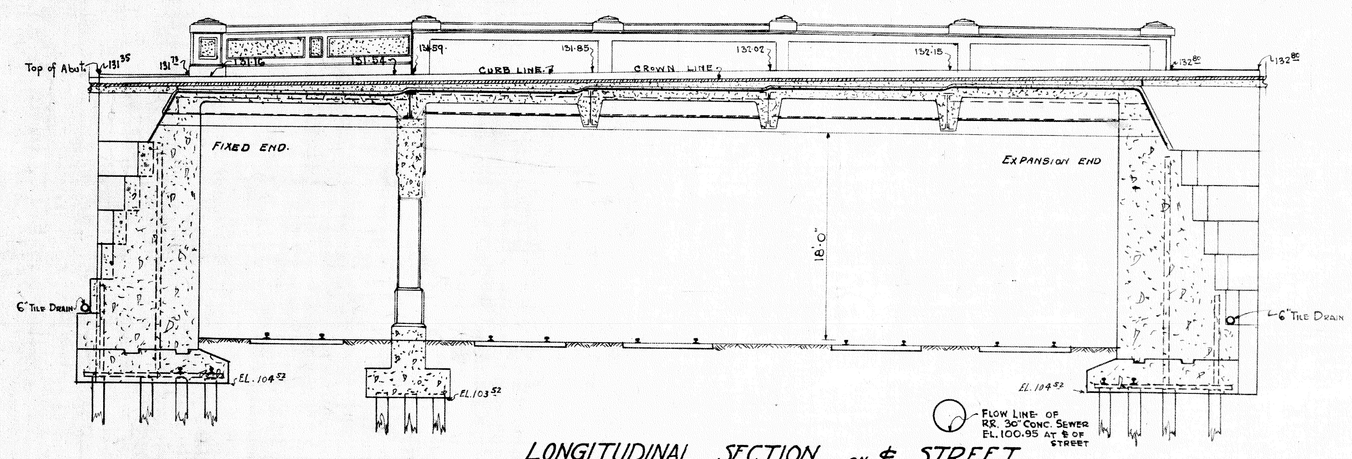

BEARING PLATE EXPANSION END
ONE WANTED 3/8"x12x28'-0" MK P2
BEARING PLATE ON BENT
ONE WANTED 3/8x12x30'-10 MK P6
BEARING PLATE ON BENT
TWO WANTED ROLLED STEEL SLAB 3"x2'-0"x2'-1 MK P5
BEARING PLATE ON ABUTMENT FIXED END
ONE WANTED 3/8"x12x31'-0 MK P4.
BEARING PLATE
TWO WANTED 3/8"x18x18" MK P3
FIXED END
BEARING GRILLAGE & PLATE
EXPANSION END
2 WANTED
MATERIAL IN BEARING EXPANSION END
2 - 15" 42.9# [s, 10' Lg GRILLAGE BEAMS
4 - 3 4x4x 7/16x 1'-8" Lg
2 PLATES 3/8 x 15"x 1'-4
1 PLATE 7/8 x 12 x 5'-6
1 ROLLED STEEL SLAB 3x18"x 3'-9" MK P1
ALL RIVETS 3/4 φ
1 9/16 x 2 9/16 SLOTTED HOLES FOR 1 3/4 ANCBOLTS AT EXPANSION END
3/4 φ Holes in top flange of grillage beams
Shop Rivets c/s & k for side on bott flange of grillage beams
CONNECTION MEMBER ON BENT
MARK B1
33'-0 15/16 C to C OF GIRDERS
16'-2 23/32
EL 130.09
WEB 3/8 x 26"
2 SPLICE PLATES 3/8" x 14" x 18 1/2"
FILLER PLATES 3/8"x9"x14" N3
FILLER PLATES 3/8"x9"x18 P3
MEMBER SYMMETRICAL ABOUT THIS LINE EXCEPT FOR END CONNECTION
TYPICAL DETAIL FOR BOLT IN FLANGE OF Is
NUT
BEVEL WASHER
BOLT 7/8" φ
DIAPHRAGM D1 12 WANTED
DIAPHRAGM D4 2 WANTED
DIAPHRAGM D3, D3X 2 WANTED
" D2 D2X 2 WANTED OPP HAND
FRICTION PLATE
TWO WANTED MK P8
FRICTION PLATE
TWO WANTED MK P9
PLATES SYMMETRICAL ABOUT THIS LINE
PLATE IS SYMMETRICAL ABOUT THIS LINE
THIS LINE EXCEPT AS NOTED FOR END CONNECTION
WEB 3/8" x 36"
FILLER PLATES 3/4 x 9" x 14 3/4" EACH
4x6x 3/8" Ls bolted for shipment 3/4 x 6" Filler PS
NOTE - CONNECTION OTHER END OPPOSITE HAND
MEMBER SYMMETRICAL ABOUT THIS LINE
FLOOR BEAM MARK G3 3 WANTED
CONNECTION 2-4x4x 7/16 Ls BENT
STRINGERS 18" Is 54 7/8# FT MARK S3 & S3a
STRINGERS 8 WANTED 18" Is 54 7/8# FT 15'-2 15/16" LG MK S2a
STRINGERS 8 WANTED 18" Is 75# FT 19'-11 1/2" LG MK S1
STRINGERS 16 WANTED 18" Is 54 7/8# FT 15'-2 15/16" LG MK S2
OPEN HOLES 9/16" FOR 5/8" RODS
OPEN HOLES 7/16 φ FOR 1/2" RODS
4 SPACES APPROX 3'-0"
4 SPACES @ 3'-0" = 12'-0
5 SPACES @ 3'-0 APPROX = 15'-0
20'-0" to face of Angle
15'-4 3/16 face to face of Angles
15'-3 5/16 face to face of Angles
NOTE - All rivets 3/4 φ except for Bearing grillage as shown
All holes 13/16 φ except as noted
APPROVED:- CHIEF ENGINEER D.G.H.&M.R.Y.
APPROVED:- CITY ENGINEER
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT MICH
DETAILS OF STEEL MULLETT ST BRIDGE
SCALE 3/4" IN = 1 FT.
DR. R.P.
TR. R.P.
CH. J.K.S.G.
OFFICE OF CHIEF ENGINEER
DETROIT, MICHIGAN.
MARCH 31 1926
JOURNAL NO W 3097
FILE
SHEET 3 OF 3
23-A-
S22-B-30



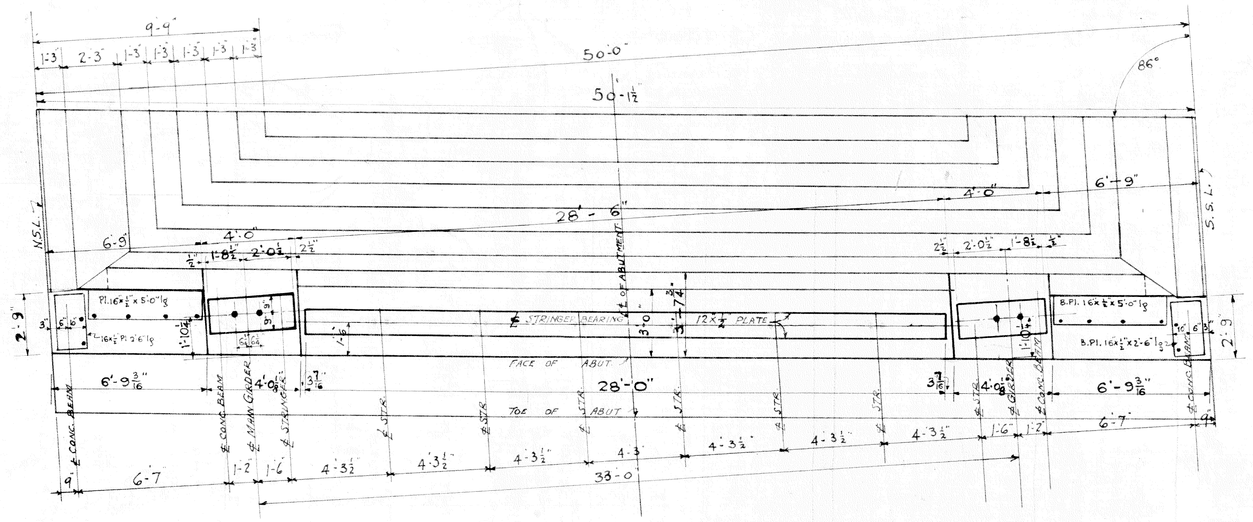
PLAN
SCALE 1/8" = 1'-0



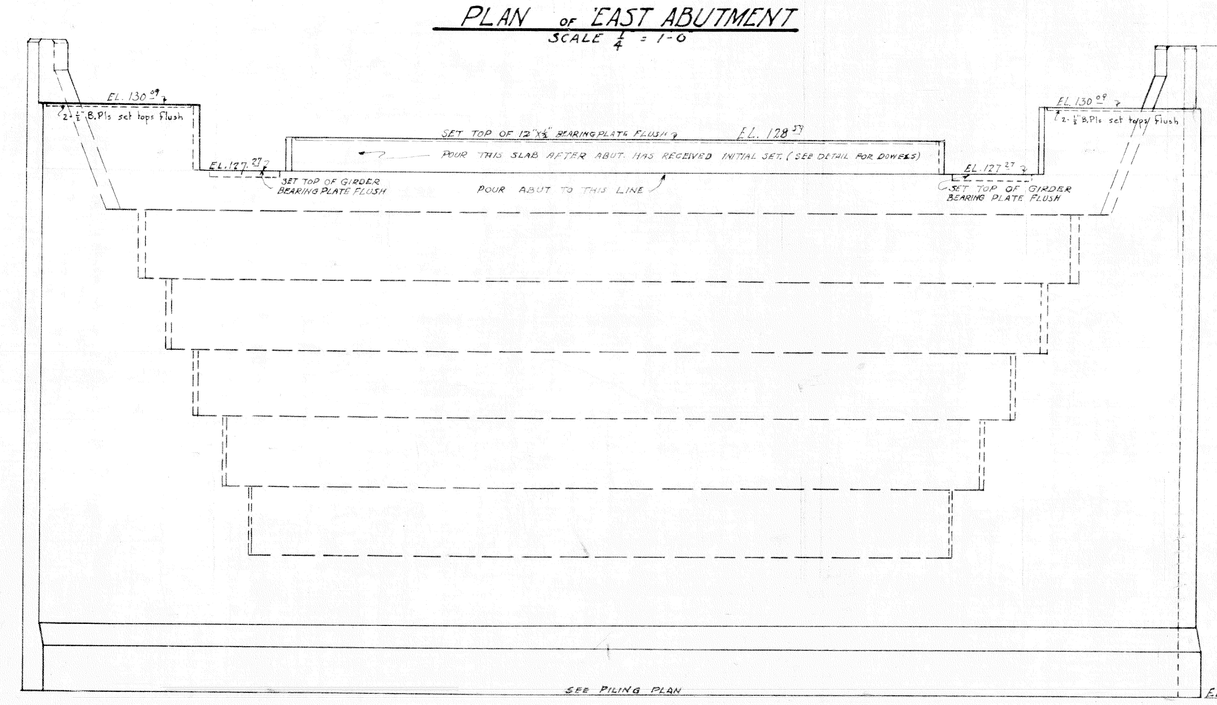
SOUTH ELEVATION
SCALE 1/8" = 1'-0



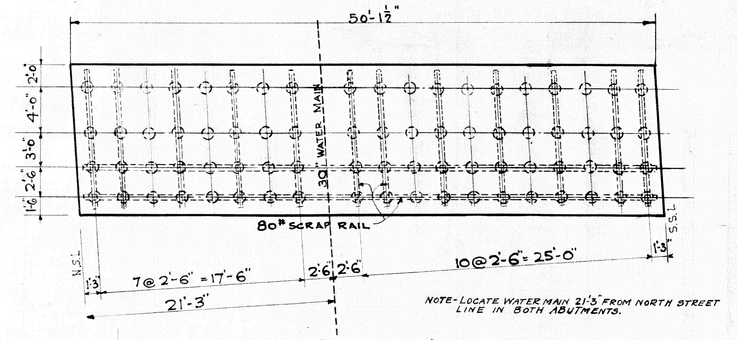
LONGITUDINAL SECTION on ℄ STREET.
SCALE 1/8" = 1'-0"



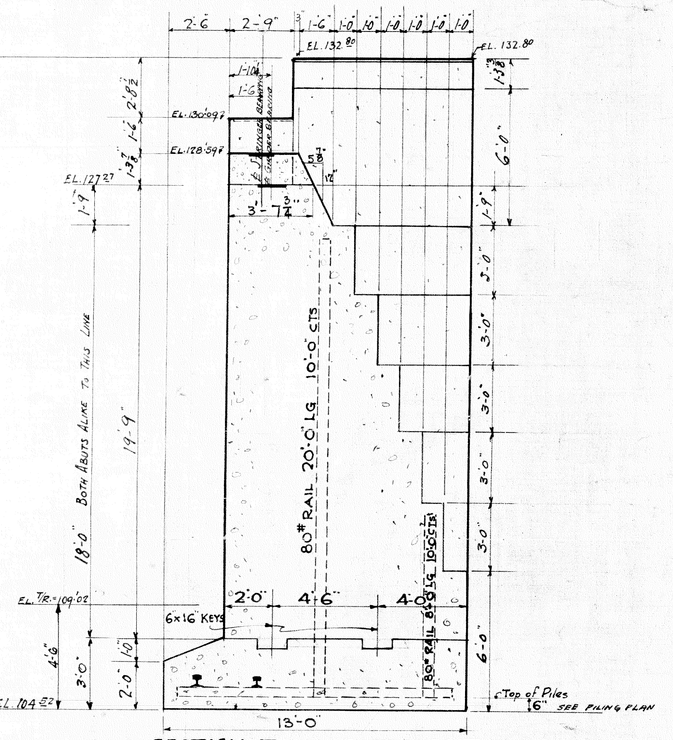
PLAN of EAST ABUTMENT
SCALE 1/4" = 1'-0



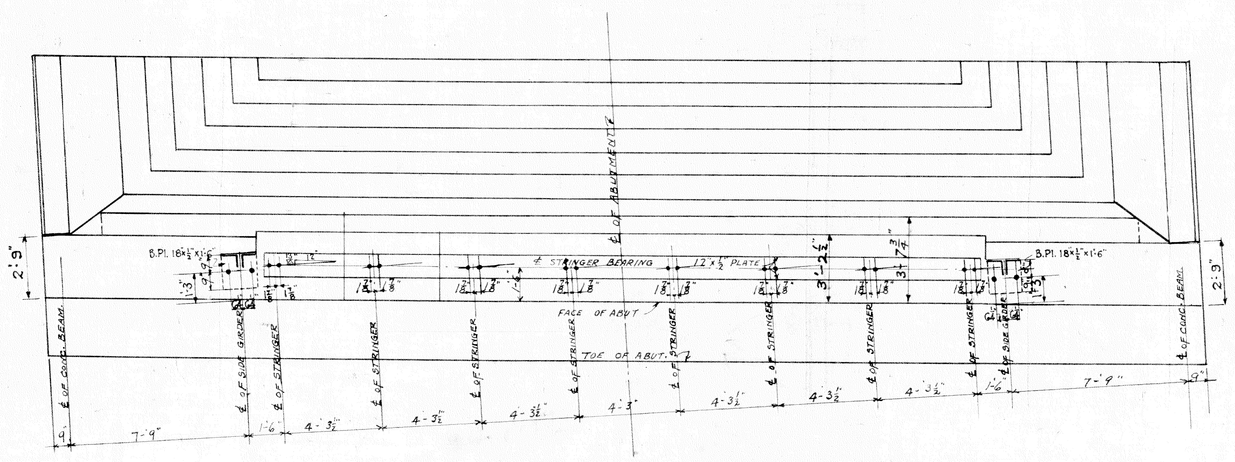
FRONT ELEV. EAST ABUT. (EXPANSION END)
SCALE 1/4" = 1'-0"



PILING PLAN EAST ABUT.
PILING PLAN FOR WEST ABUT. OPP. HAND EXCEPT FOR WATER MAIN

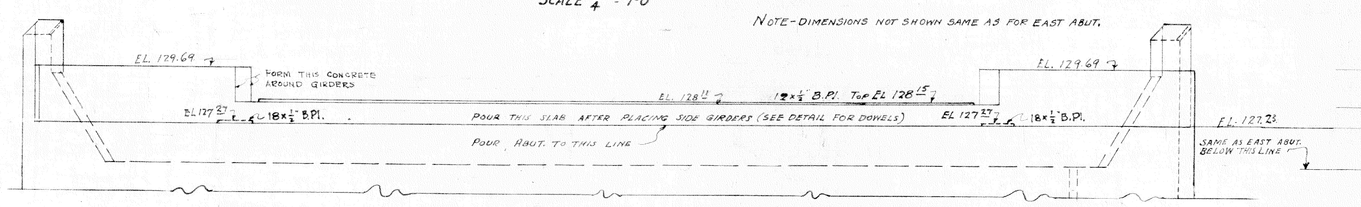


SECTION THRU EAST ABUT.
SCALE 1/4" = 1'-0

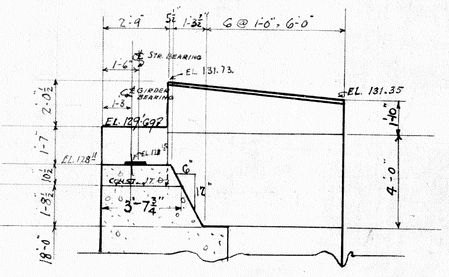


PLAN of WEST ABUT. (FIXED END)
SCALE 1/4" = 1'-0

NOTE-DIMENSIONS NOT SHOWN SAME AS FOR EAST ABUT.



FRONT ELEV. WEST ABUT.
SCALE 1/4" = 1'-0



SECTION THRU WEST ABUT.
SCALE 1/4" = 1'-0

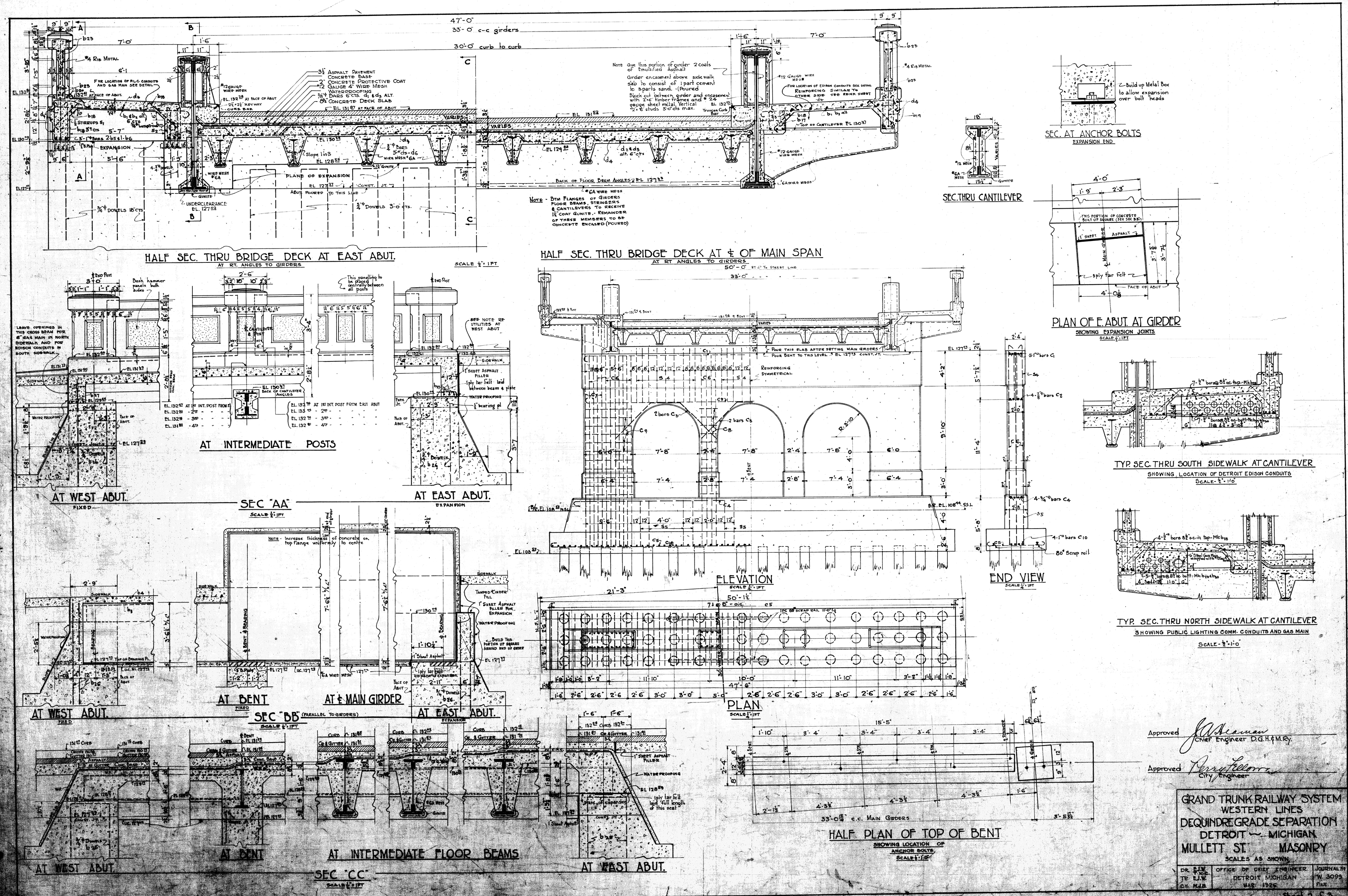
Approved J. A. Beaman
Chief Engineer D.G.H. & M. Ry.

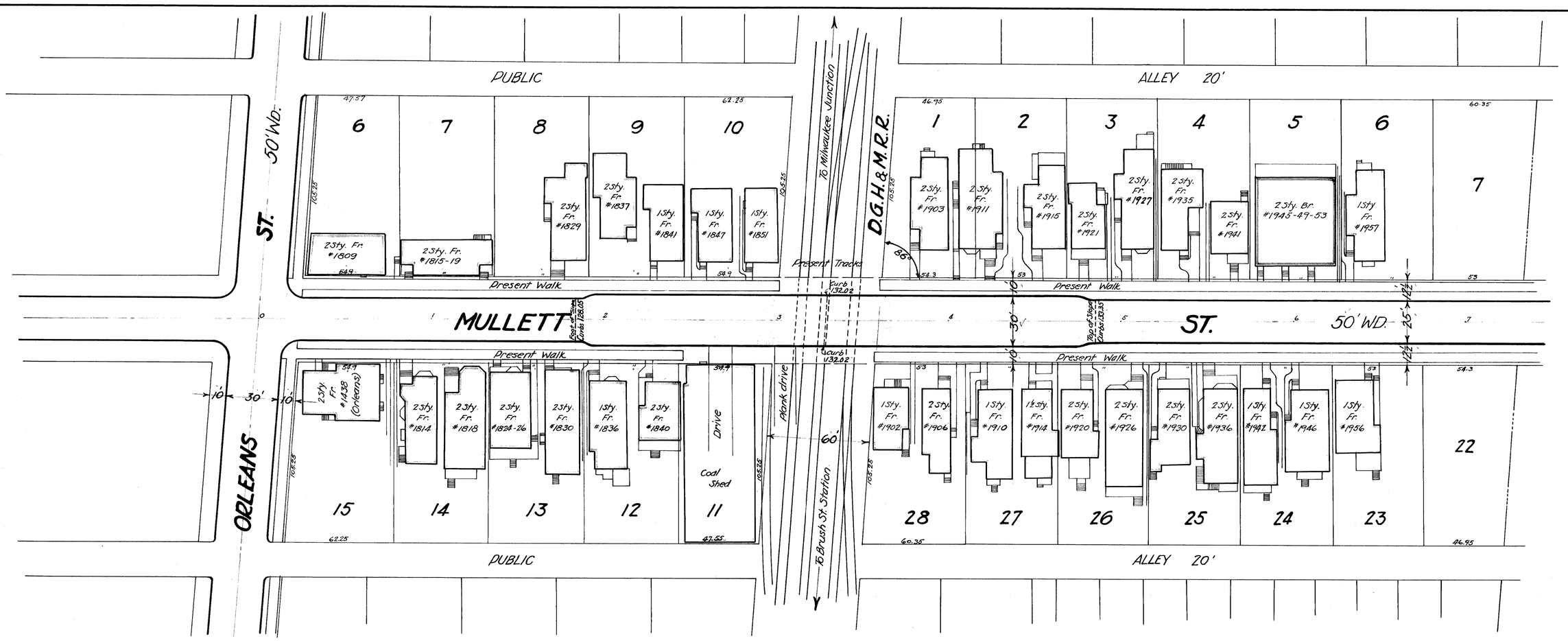
Approved Perry A. Green
City Engineer

GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT MICHIGAN
MULLETT ST. MASONRY
SCALE AS SHOWN

DR. E.J.W. TR. (M.A.B. (E.J.W.) CH. T.K.G.	OFFICE OF CHIEF ENGINEER DETROIT, MICHIGAN MAR. 11 1926	JOURNAL No. W-3098 FILE

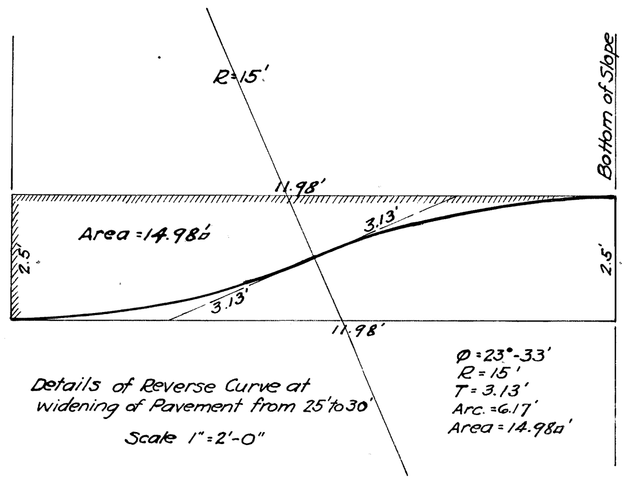
Sheet 1 of 3


HALF SEC. THRU BRIDGE DECK AT EAST ABUT.
AT RT. ANGLES TO GIRDERS
HALF SEC. THRU BRIDGE DECK AT ℄ OF MAIN SPAN
AT RT ANGLES TO GIRDERS
SEC. THRU CANTILEVER
SEC. AT ANCHOR BOLTS
EXPANSION END
PLAN OF E. ABUT. AT GIRDER
SHOWING EXPANSION JOINTS
TYP. SEC. THRU SOUTH SIDEWALK AT CANTILEVER
SHOWING LOCATION OF DETROIT EDISON CONDUITS
TYP. SEC. THRU NORTH SIDEWALK AT CANTILEVER
SHOWING PUBLIC LIGHTING COMM. CONDUITS AND GAS MAIN
AT WEST ABUT.
FIXED
SEC "AA"
AT INTERMEDIATE POSTS
AT EAST ABUT.
EXPANSION
ELEVATION
END VIEW
PLAN
AT WEST ABUT.
FIXED
AT BENT
FIXED
AT ℄ MAIN GIRDER
AT EAST ABUT.
EXPANSION
SEC "BB" (PARALLEL TO GIRDERS)
HALF PLAN OF TOP OF BENT
SHOWING LOCATION OF ANCHOR BOLTS
AT WEST ABUT.
AT BENT
AT INTERMEDIATE FLOOR BEAMS
AT EAST ABUT.
SEC "CC"
Approved J. A. Seaman Chief Engineer D.G.H.&M.Ry.
Approved City Engineer
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT — MICHIGAN
MULLETT ST. MASONRY
SCALES AS SHOWN
DR. E.J.W.
TR. E.J.W.
CH. M.J.B.
OFFICE OF CHIEF ENGINEER
DETROIT, MICHIGAN
MAR. 1926
JOURNAL No. W 3093
FILE
Sheet 2 of 3
File X076-7



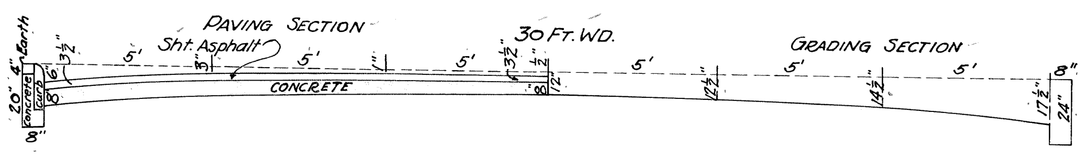
PLAN.

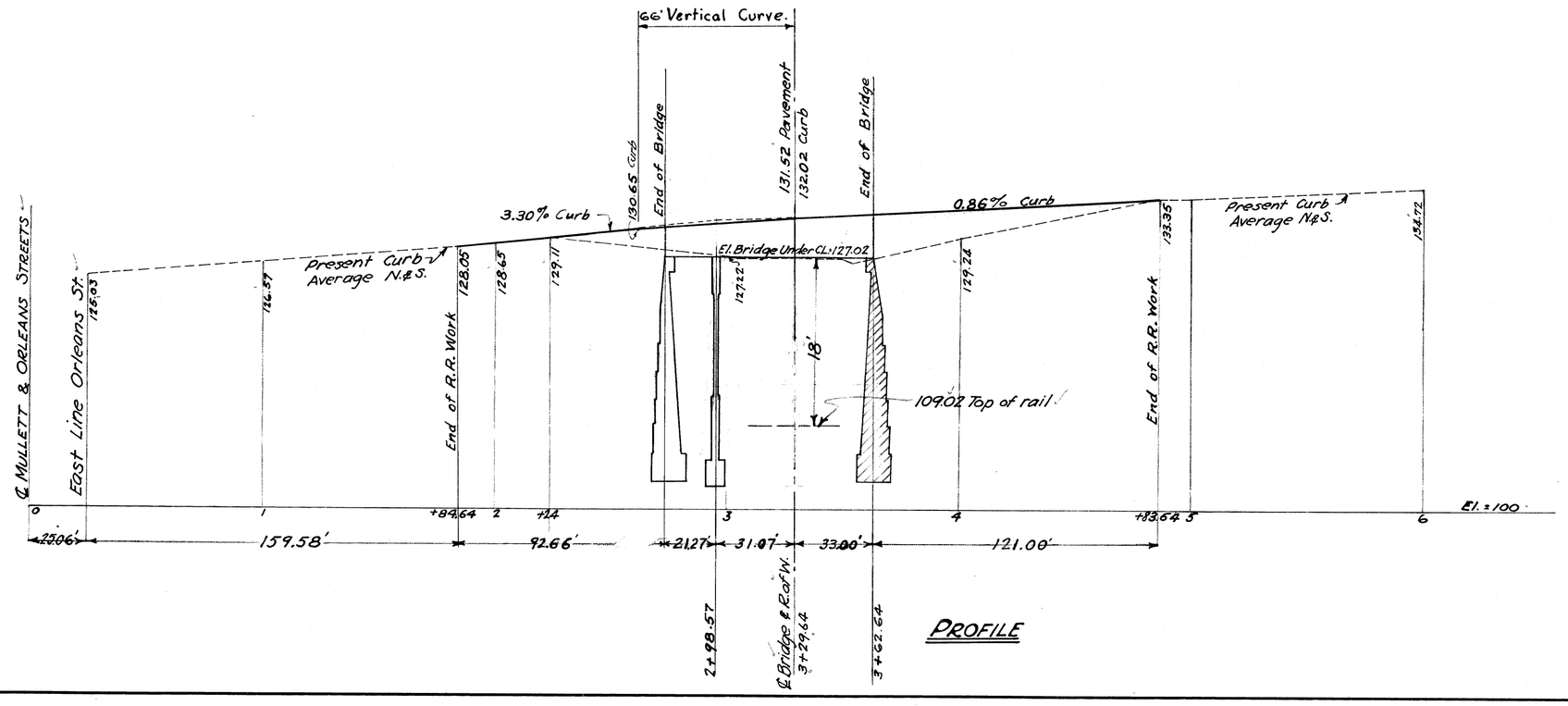
BUILDINGS AS OF SURVEY OF DEC. 3, 1920.



Details of Reverse Curve at widening of Pavement from 25' to 30'

Scale 1" = 2'-0"





PROFILE

Curb Grades Revised 6-6-27 - J.T.M.

APPROVED Aug 23 1927 1926

Harry Wilson
CITY ENGINEER

J. A. Lemon
CHIEF ENGINEER G.T.RY. SYSTEM WESTERN LINES

CITY OF DETROIT

DEPARTMENT OF PUBLIC WORKS
CITY ENGINEER'S OFFICE
DEPARTMENT OF GRADE SEPARATION & BRIDGES
DEQUINDRE ST. GRADE SEPARATION

MULLETT ST.

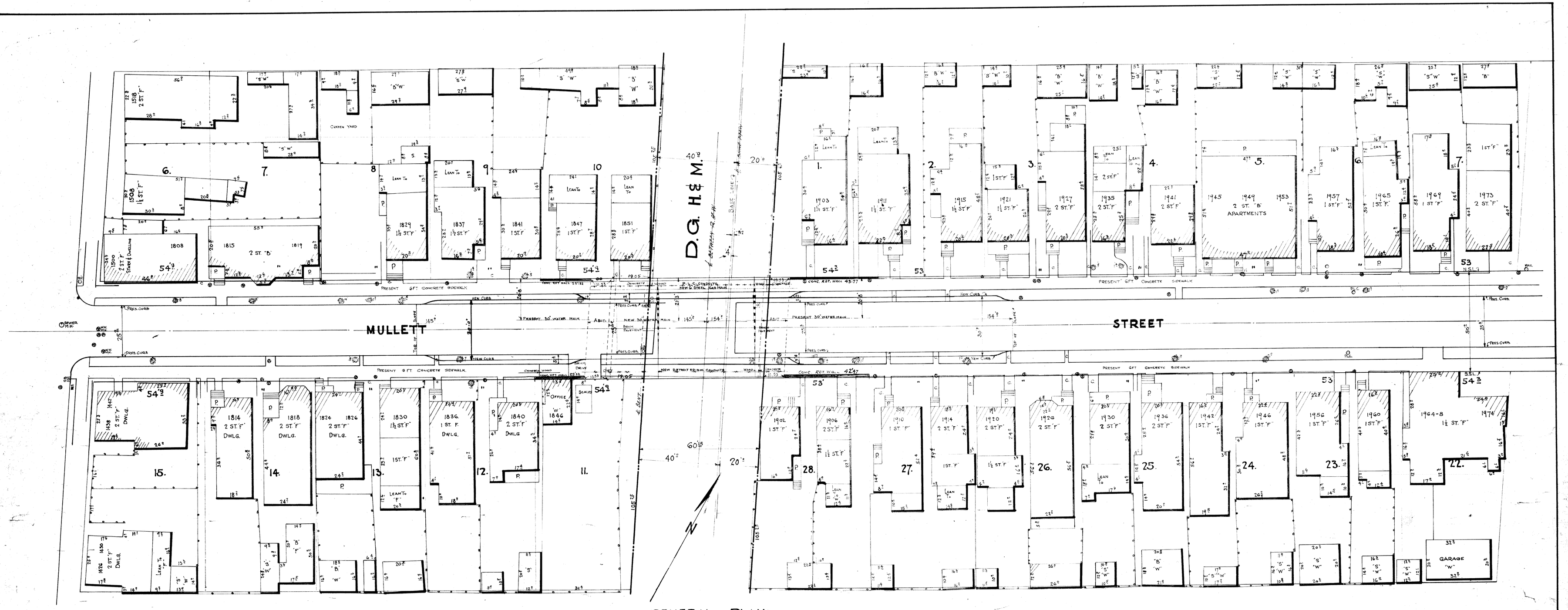
Made by A.W.
Checked by W.S.

Scales
Plan 1" = 40'
Vertical 1" = 10'

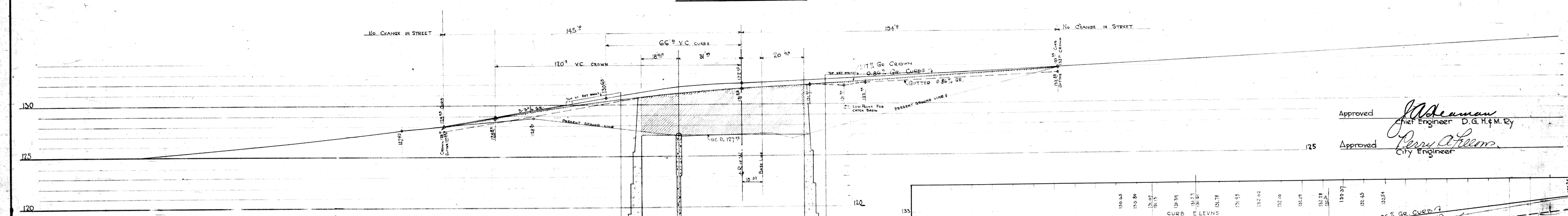
Feb. 15 1926

FIELD BOOKS 331 & 332

File XO 76-1

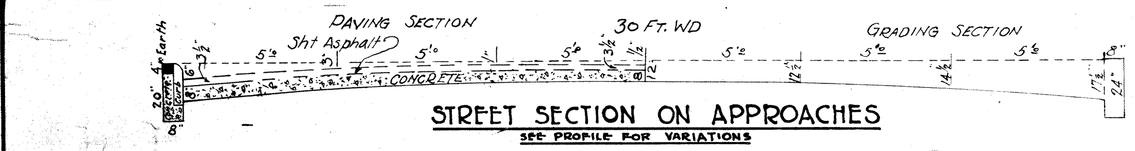


GENERAL PLAN



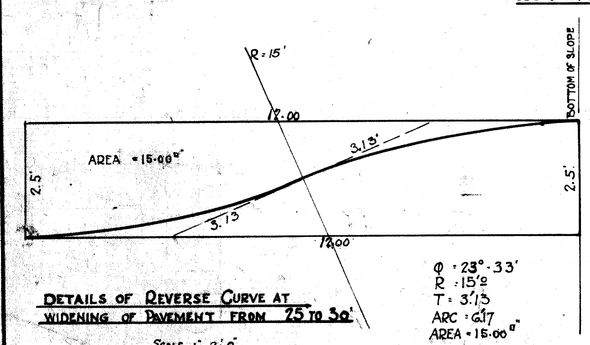
Approved J. A. Newman
Chief Engineer D.G.H.&M.Ry

Approved Perry A. Green
City Engineer



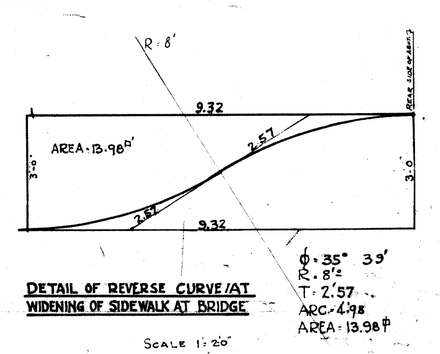
STREET SECTION ON APPROACHES

SEE PROFILE FOR VARIATIONS



DETAILS OF REVERSE CURVE AT WIDENING OF PAVEMENT FROM 25 TO 36'

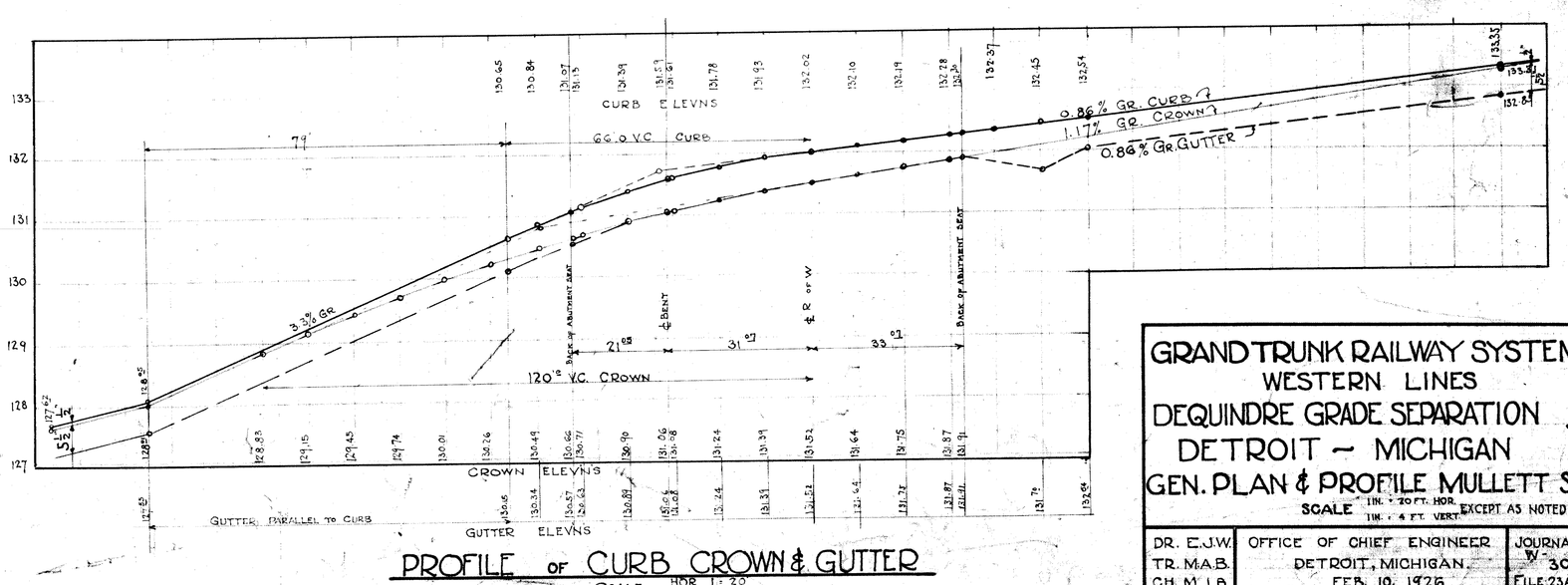
SCALE 1" = 2'-0"



DETAIL OF REVERSE CURVE AT WIDENING OF SIDEWALK AT BRIDGE

SCALE 1" = 2'-0"

PROFILE



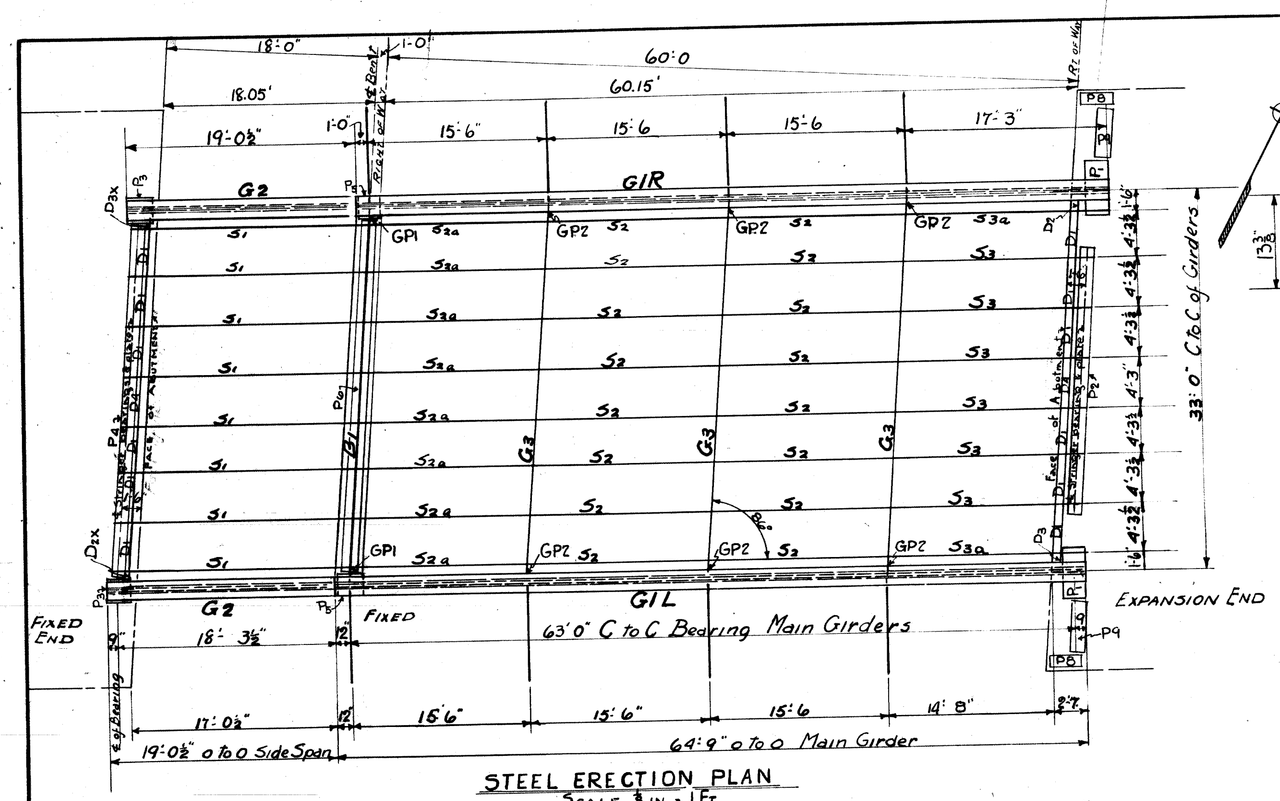
PROFILE OF CURB CROWN & GUTTER

SCALE HOR. 1" = 25' VERT. 1" = 1.5'

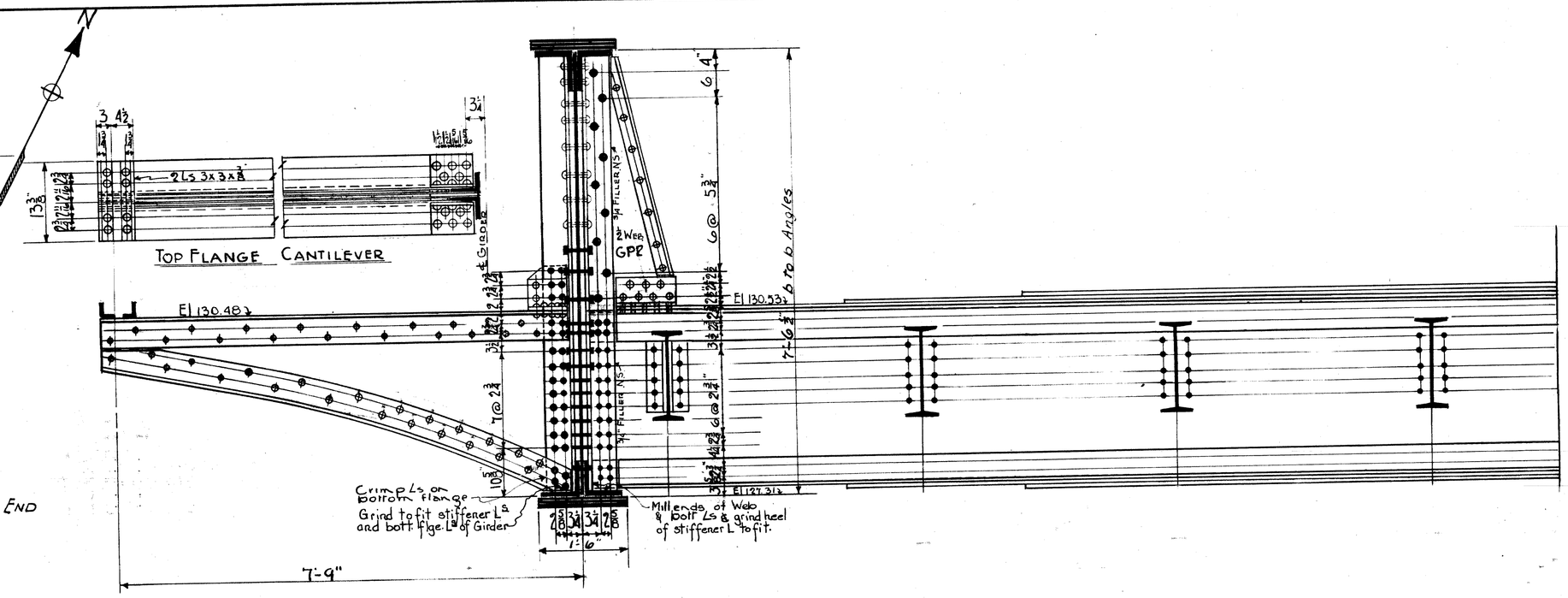
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT – MICHIGAN
GEN. PLAN & PROFILE MULLETT ST.

SCALE 1 IN. = 20 FT. HOR. 1 IN. = 4 FT. VERT. EXCEPT AS NOTED

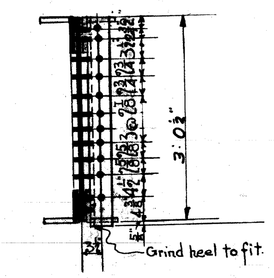
DR. E.J.W. TR. M.A.B. CH. M.J.B.	OFFICE OF CHIEF ENGINEER DETROIT, MICHIGAN. FEB. 10. 1926	JOURNAL NO W 3094 FILE 23A-39



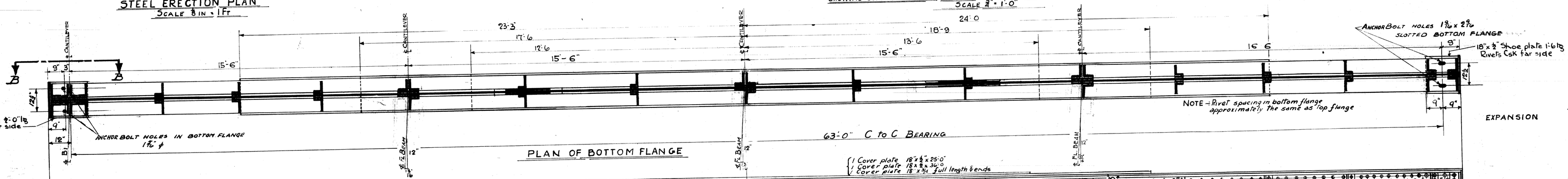
STEEL ERECTION PLAN
SCALE ⅛ IN = 1 FT



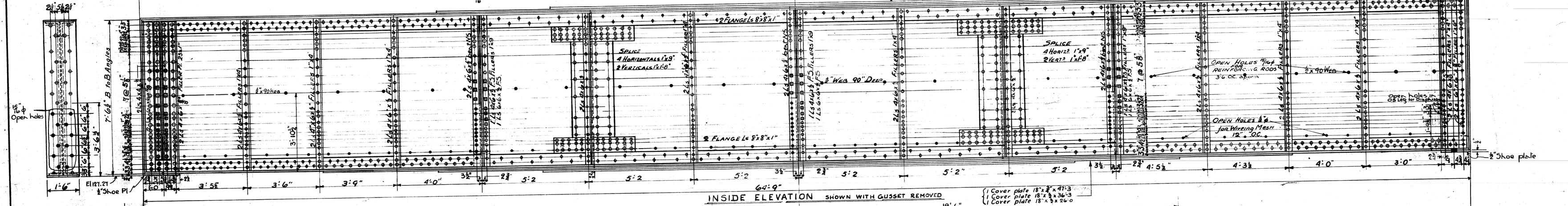
TYPICAL HALF SECTION THRU BRIDGE
SHOWING CONNECTION OF INTERIOR FLOOR BEAM AND CANTILEVER AT GIRDER
SCALE ¼" = 1'-0"



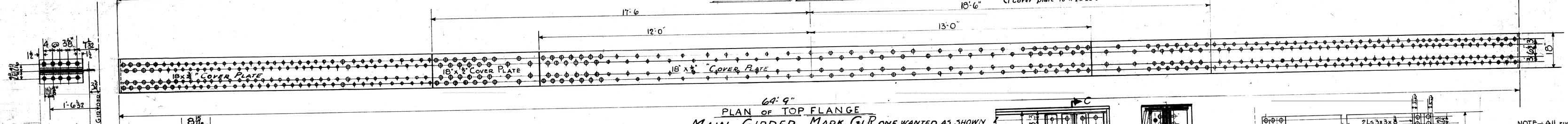
END VIEW
INT FLOOR BEAM



PLAN OF BOTTOM FLANGE

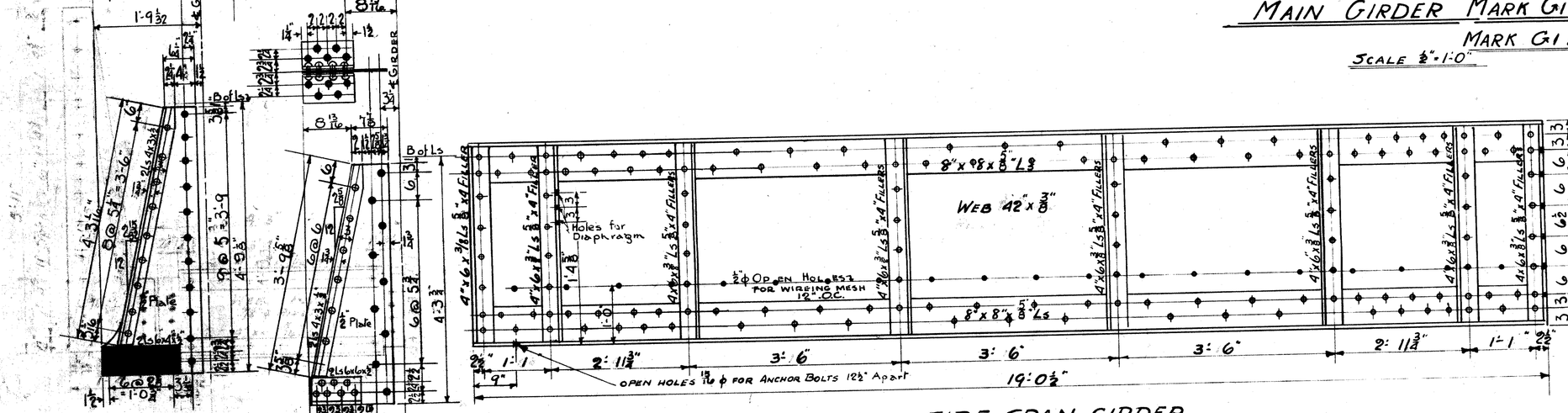


INSIDE ELEVATION SHOWN WITH GUSSET REMOVED

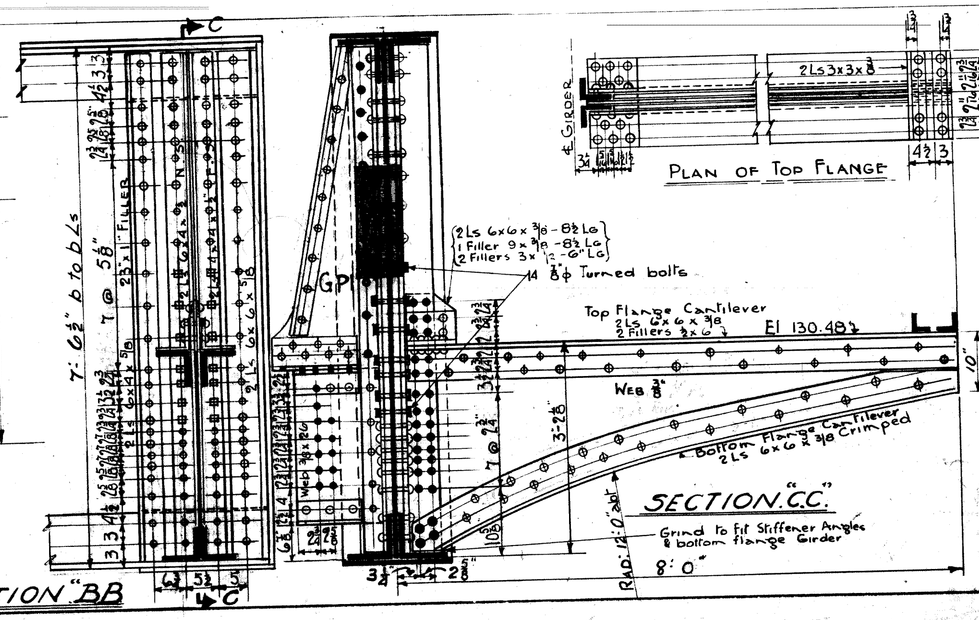


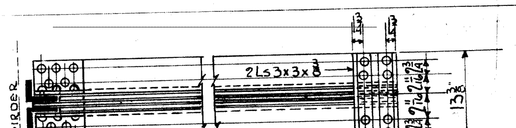
PLAN OF TOP FLANGE

MAIN GIRDER MARK GIR ONE WANTED AS SHOWN
MARK GIL ONE WANTED opp hand
SCALE ⅛" = 1'-0"



SIDE SPAN GIRDER
MARK G2 TWO WANTED ONE EACH HAND
SCALE ⅜" = 1'-0"





NOTE → All rivets ⅞ ϕ except as noted for gussets

Approved J. A. Newman
CHIEF ENGINEER D.G.H. & M.RY

Approved Perry A. Nelson
CITY ENGINEER

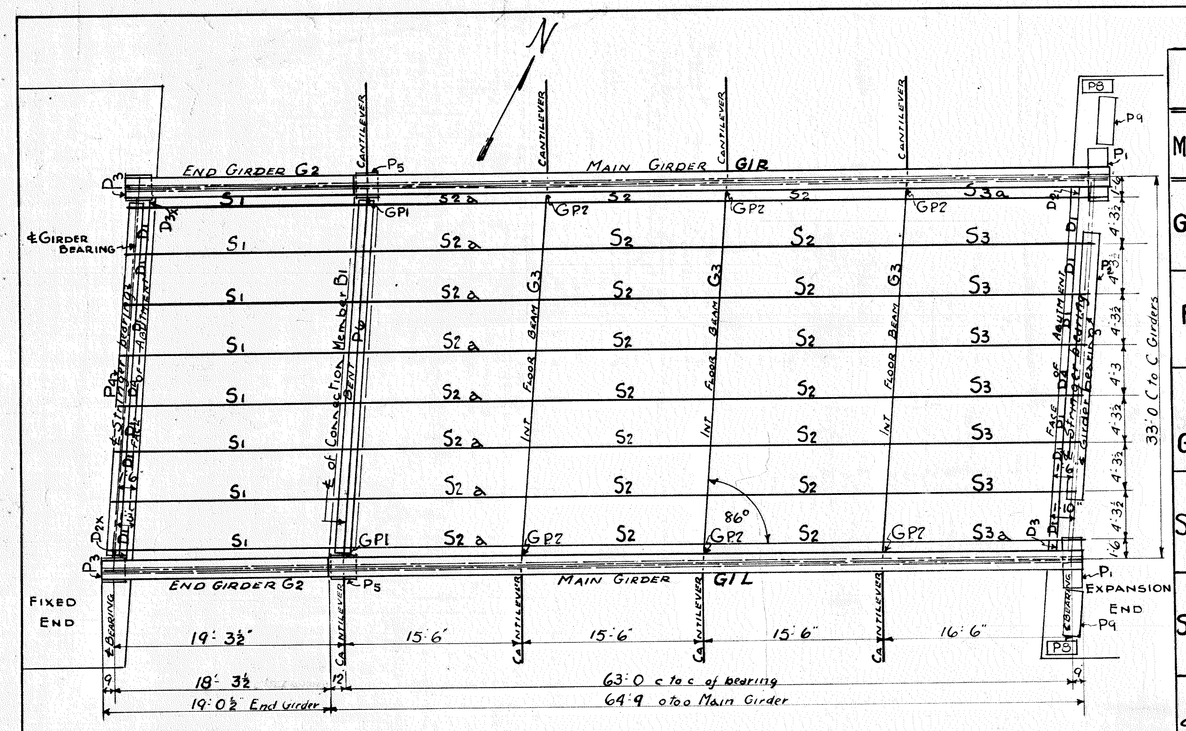
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT MICHIGAN
STEEL FOR MULLETT STREET BRIDGE
SCALE AS SHOWN FT

DR. RP TR. RP CH. T.K.C.	OFFICE OF CHIEF ENGINEER. DETROIT, MICHIGAN MARCH 31 1926	JOURNAL No W. 3095 FILE

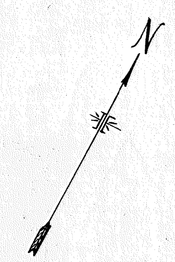
SHEET 1 of 3

23.A.-

S22B-39



STEEL ERECTION PLAN
FOR MULLET STREET
Scale 3/8" = 1'-0"



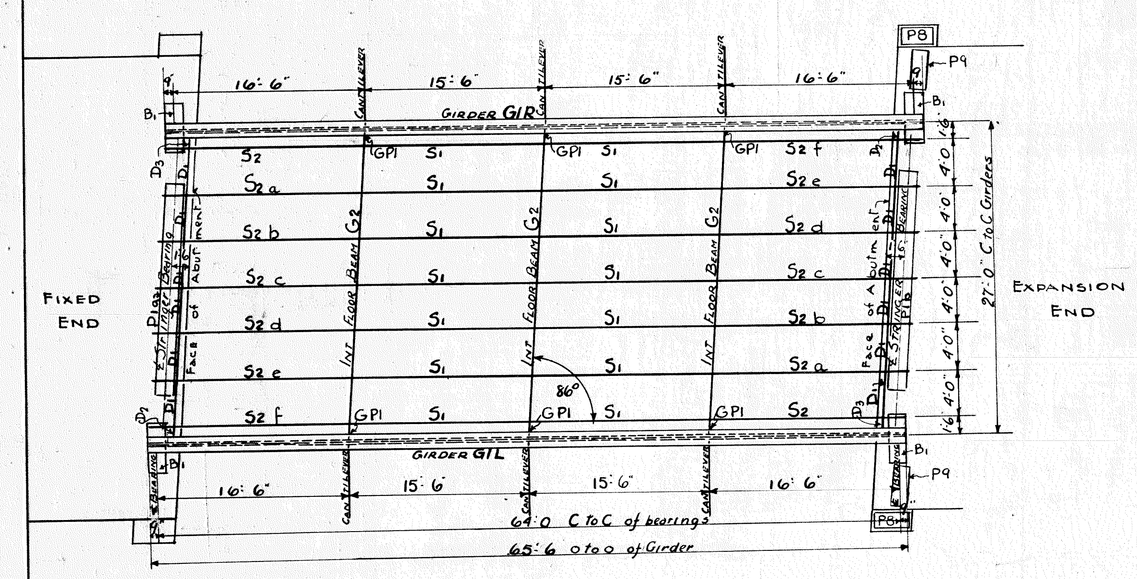
MAXIMUM SHEAR

MEMBER	D.L. LBS.	L.L. LBS.	I. LBS.	TOTAL LBS.	WEB SEC REQ'D AT 10000#/□"	WEB SEC USED	END STIFFS
GIRDER G1	238743	79387	19845	337975	33.80 □"	90" x 1/2 45 □"	2-6"x6"x 3/8 2-6"x4"x 3/8 (CONN'D) 15 □"
INT. FLOOR BEAM G3	98770	49000	12250	160,020	16.00 □"	36" x 1/2" 18 □"	
END GIRDER G2	12125	3100	775	16000	1.6 □"	42" x 3/8" 15.75 □"	4-6"x4"x 3/8" 9 □"
STRINGER S1	14360	15000	3800	33160			
STRINGER S2, S2a	10620	14200	3550	28370			
STRINGER S3, S3a	10620	14200	3550	28370			
CANTILEVER	29750	10745	2705	43200	4.32 □"	36" x 3/8" 13.5 □"	
CROSS GIRDER B1						26" x 3/8 9.75 □"	

MAXIMUM MOMENT

MEMBER	D.L. IN-LBS.	L.L. IN.-LBS.	I. IN.-LBS	TOTAL IN-LBS	COMPRESSION FLANGE: SEC. REQ'D AT 14000#/□"	COMPRESSION FLANGE: SECTION USED	COMPRESSION FLANGE: LENGTH OF COV. PLS.	TENSION FLANGE: SEC REQ'D AT 16000#/□"	TENSION FLANGE: SECTION USED	TENSION FLANGE: LENGTH OF COVER PLS.
GIRDER G1	57,231,030	19,907,400	4,976,850	82,115,280	* 64 □"	1/8 WEB 5.62; 2 Ls 8x8x 1" 30.00; 3 cpls 18"x 1 3/8" (Total) 31.50; 67.12	1-18"x 3/8" Full Length; 1-18"x 3/8" - 36'-0 Long; 1-18"x 3/8" - 25'-0 "	58 □"	1/8 WEB 5.62; 2 Ls 8x8x 1" 26.00; 3 cpls 18"x 1 3/8" (Total) 27.98; 59.60 □"	1-18"x 3/8" - 41'-3 Long; 1-18"x 3/8" - 36'-3 "; 1-18"x 3/8" - 26'-0 "
INT. FLOOR BEAM G3	9,708,000	4,920,000	1,230,000	15,858,000	32.40 □"	1/8 WEB 2.25; 2 Ls 6x6x 3/8" 16.88; 2 c.pls 13x1/8" (Total) 14.62; 33.75	1-13x 3/8" Full Length; 1-13x 3/8" 18'-0 Long	28.40 □"	1/8 WEB 2.25; 2 Ls 6x6x 3/8" 13.88; 2 c.pls 13x 1/8" (Total) 12.37; 28.50 □"	1-13"x 3/8" - 24'-0 LG; 1-13"x 3/8" - 18'-0 "
END GIRDER G2	740,610	189,112	47278	977,000	* 18.9 □"	1/8 WEB 1.69; 2 Ls 8x8x 5/8" 19.22; 20.91		16.50 □"	1/8 WEB 1.69; 2 Ls 8x8x 5/8" 16.72; 18.41 □"	
STRINGER S1	884000	675000	168750	1,727,750		SEC. MOD REQ'D 108.3 in³; Use 1-18" I @ 75 #/ft; 126.8 in³				
STRINGER S2, S2a	486000	478800	119700	1,084,500		SEC MOD REQ'D 68 in³; Use 1-18" I @ 54.7 #/ft; 88.4 in³				
STRINGER S3, S3a	486000	478800	119700	1,084,500		SEC MOD REQ'D 68 in³; Use 1-18" I @ 54.7 #/ft; 88.4 in³				
CANTILEVER	1,731,540	503,160	127,500	2,362,200	5.62 □"	2 Ls 6x6x 3/8" 8.72 □"		4.92 □"	2 Ls 6x6x 3/8 7.22 □"	
CROSS GIRDER B1						2 Ls 4x4x 1/2			2 Ls 4x4x 1/2	

MULLET ST BRIDGE
STRESS f 14000 - 200 b



STEEL ERECTION PLAN
FOR CLINTON STREET
Scale 3/8" = 1'-0"

MAXIMUM SHEAR

MEMBER	D.L. LBS	L.L. LBS.	I. LBS.	TOTAL LBS.	WEB SEC REQ'D AT 10000#/□"	WEB SEC USED	END STIFFS
GIRDER	41895	21267	16845	296007	29.6 □"	90" x 1/2 45 □"	2-6"x6"x 3/8 2-6"x4"x 3/8 15 □"
INT FLOOR BEAM	82500	42600	10650	135750	13.58 □"	30" x 1/2 15 □"	
STRINGER S1	9980	14200	3550	27730			
STRINGER S2	9980	14200	3550	27730			
CANTILEVER	29750	10745	2705	43200	4.32 □"	36" x 3/8 13.5 □"	

MAXIMUM MOMENT

MEMBER	D.L. IN-LBS.	L.L. IN.-LBS.	I. IN.-LBS	TOTAL IN-LBS	COMPRESSION FLANGE: SEC. REQ'D AT 14000#/□"	COMPRESSION FLANGE: SECTION USED	COMPRESSION FLANGE: LENGTH OF COV. PLS	TENSION FLANGE: SEC REQ'D AT 16000#/□"	TENSION FLANGE: SECTION USED	TENSION FLANGE: LENGTH OF COVER PLS
GIRDER	5,194,780	1,483,560	437,900	7,063,840	* 58.3 □"	1/8 WEB 5.63; 2 Ls 8x8x 1" 30.00; 3 c pls 18 x 1/2 each 27.00; 62.63	1-18"x 3/8" Full Length; 1-18"x 3/8" 37'-0 Long; 1-18"x 3/8" 24'-0 "	52.6 □"	1/8 WEB 5.63; 2 Ls 8x8x 1" 26.00; 3 c pls 18 x 1/2 each 24.00; 55.63	1-18"x 3/8" - 45'-0 Long; 1-18"x 3/8" - 37'-0 "; 1-18"x 3/8" - 24'-0 "
INT FLOOR BEAM	6,591,600	3,408,000	852,000	10,851,600	27.68 □"	1/8 WEB 1.875; 2 Ls 6x6x 3/8 16.88; C pls 13x 3/8 (Total) 11.38; 30.135	1-13x 3/8 Full Length; 1-13x 3/8 - 14'-0 Long	24.22 □"	1/8 WEB 1.875; 2 Ls 6x6x 3/8 13.88; 2 c pl. 13x 3/8 (Tot) 9.63; 25.385 □"	1-13"x 3/8" - 20'-0 Long; 1-13"x 3/8" - 14'-0 "
STRINGER S1	472200	453600	113400	1039200		SEC MOD REQ'D 65.9 in³; Use 18" I @ 54.7 #/ft; 88.4 in³				
STRINGER S2	472200	453600	113400	1039200		SEC MOD REQ'D 65.9 in³; Use 18" Is @ 54.7 #/ft; 88.4 in³				
CANTILEVER	1649025	483315	122460	2,254,800	6.70 □"	2 Ls 6x6x 3/8 8.72		5.85 □"	2 Ls 6x6x 3/8 7.22	

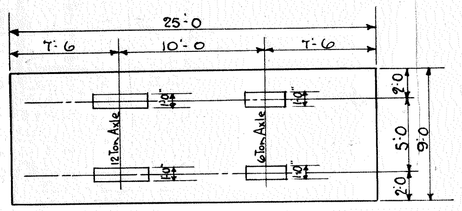
SCHEDULE OF ANCHOR BOLTS MULLET ST

LOCATION	NUMBER REQUIRED	DIA	LGTH	REMARKS
GIR & GIL EXPANSION END	4	1 1/4"	1'-3"	SWEDGE BOLTS NUTS & WASHERS
GIR & GIL ON BENT	4	1 1/4"	1'-3	" "
STRINGERS S1	16	3/8"	1'-0	SWEDGE BOLTS NUTS & DEVELLED WASH
G2 FIXED END	4	1/8	1'-0	SWEDGE BOLTS NUTS AND WASHERS
PLATE P6	10	3/8	1'-0	" "
PLATES P8 & P9	12	3/4"	9"	" "

SCHEDULE OF ANCHOR BOLTS CLINTON ST

G1R & G1L BOTH ENDS	8	1 1/4	1'-3	SWEDGE BOLTS NUTS & WASHERS
STRINGERS S2, S2a, S2b, S2c, S2d, S2e, S2f	10	3/8	1'-0	SWEDGE BOLTS NUTS & DEVELLED WASHERS
PLATES P8 & P9	12	3/4	9"	SWEDGE BOLTS NUTS & WASHERS

CLINTON ST BRIDGE
* STRESS f 14000 - 200 b



LIVE LOAD DIAGRAM — 18 TON TRUCK
REMAINING PORTION OF BRIDGE 100#/□'
IMPACT 25%

NOTE :- A.R.E.A. Specifications 1920 for reamed work
All steel to be given one shop coat of red lead and linseed oil.
Assemble all field connections in Shop

Complete tracings of all steelwork to be furnished R.R.Co.
All plans to be approved by Chief Engineer of R.R.Co before work is started

Rivets 7/8 □" except as noted
Open holes 15/16 □" for 7/8 □" or bolts except as noted
Bridge to be erected by R.R.Co.

APPROVED _____ CHIEF ENGINEER D.G.H. & M.R.Y.

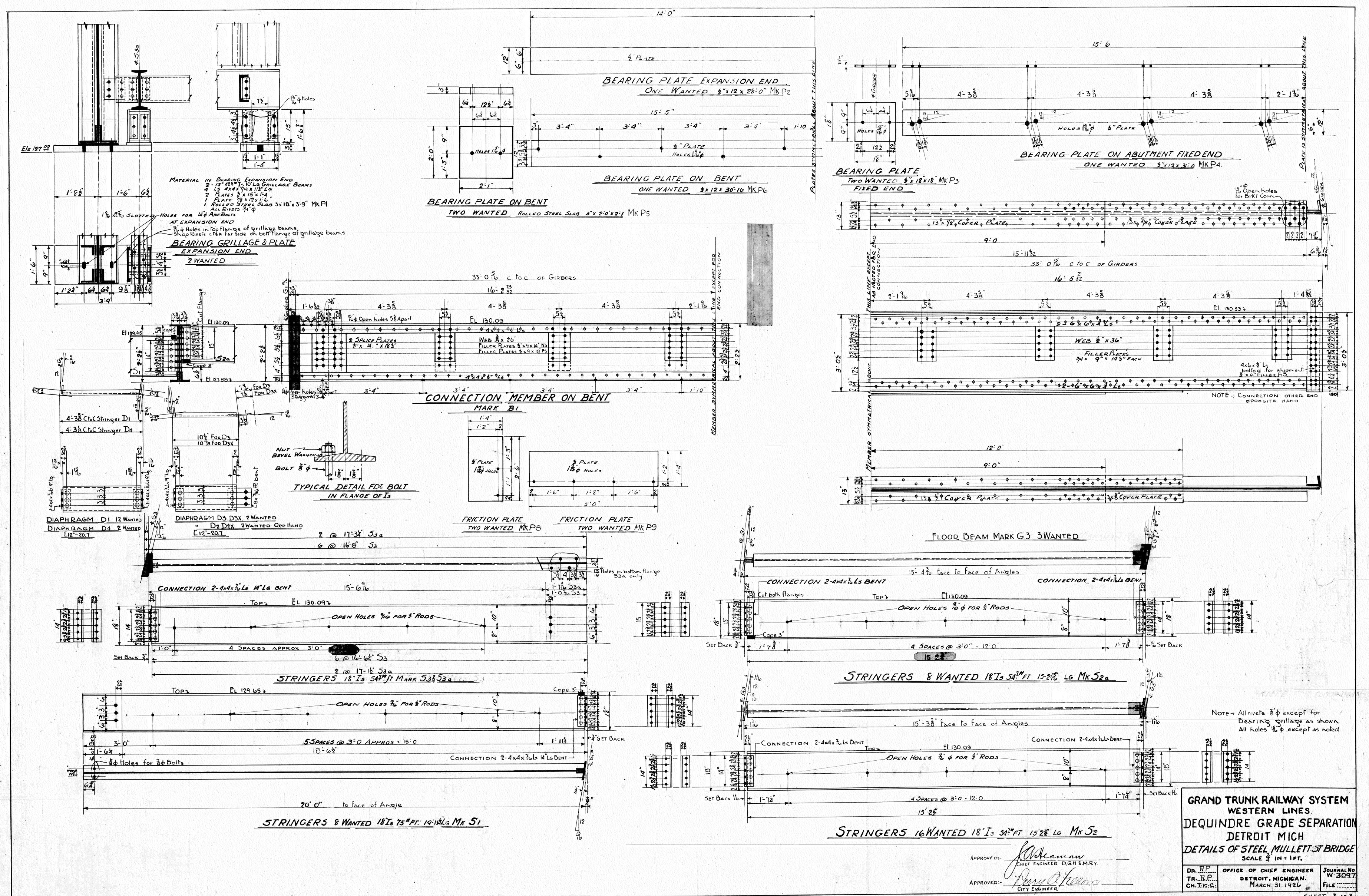
APPROVED _____ CITY ENGINEER

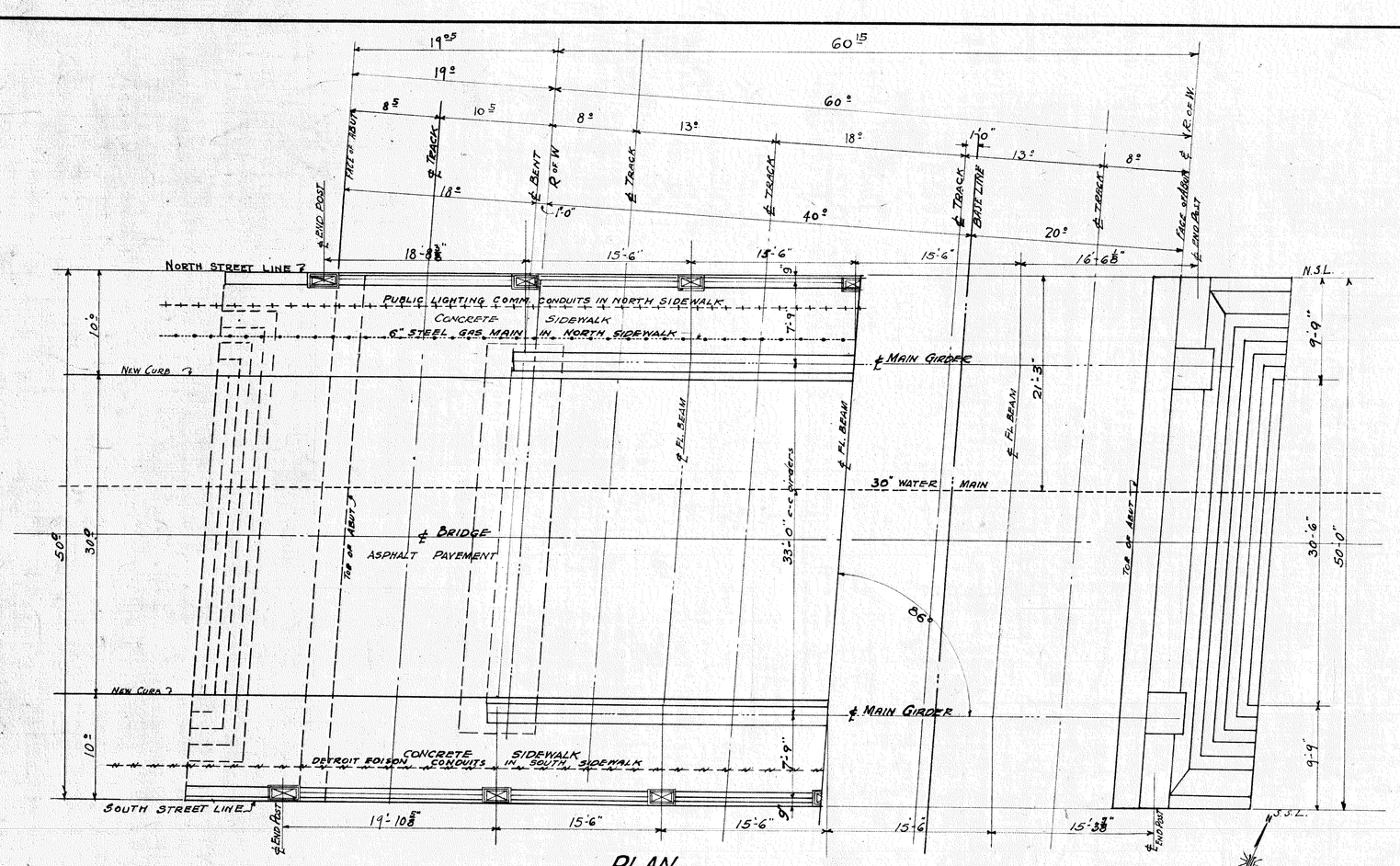
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES.
DEQUINDRE GRADE SEPARATION
DETROIT MICHIGAN
STEEL STRESS SHEET
MULLETT AND CLINTON STREETS

DR. RP TR. RP CH. T.K.C.	OFFICE OF CHIEF ENGINEER DETROIT MICHIGAN APRIL 10 1926	JOURNAL No W3096 FILE

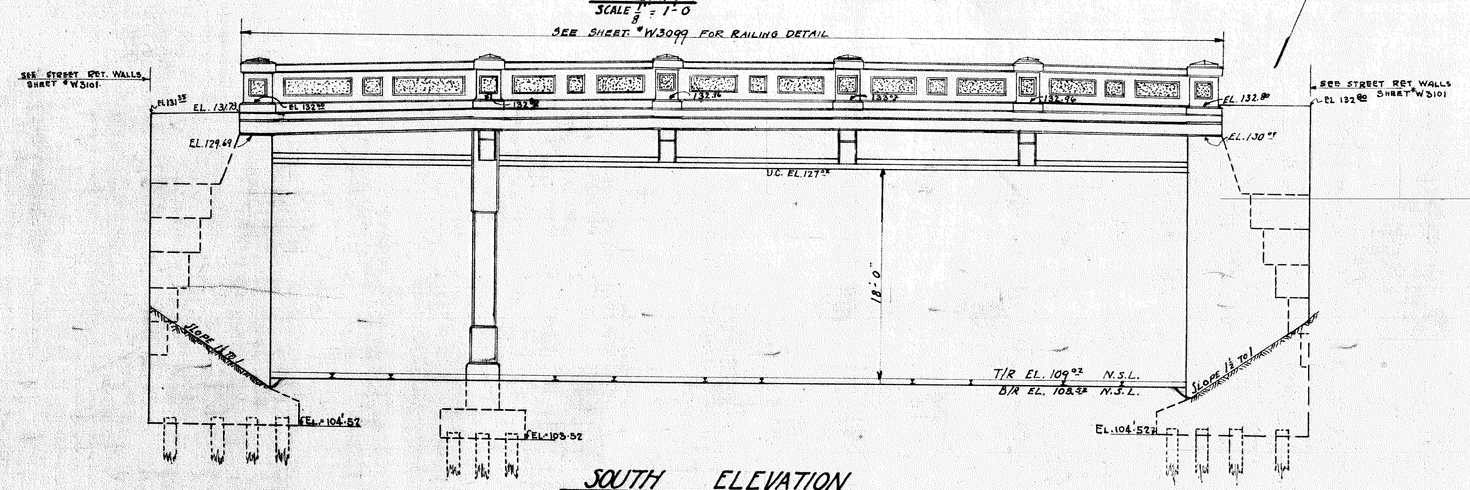
Sheet 2 of 3

S 22B-39

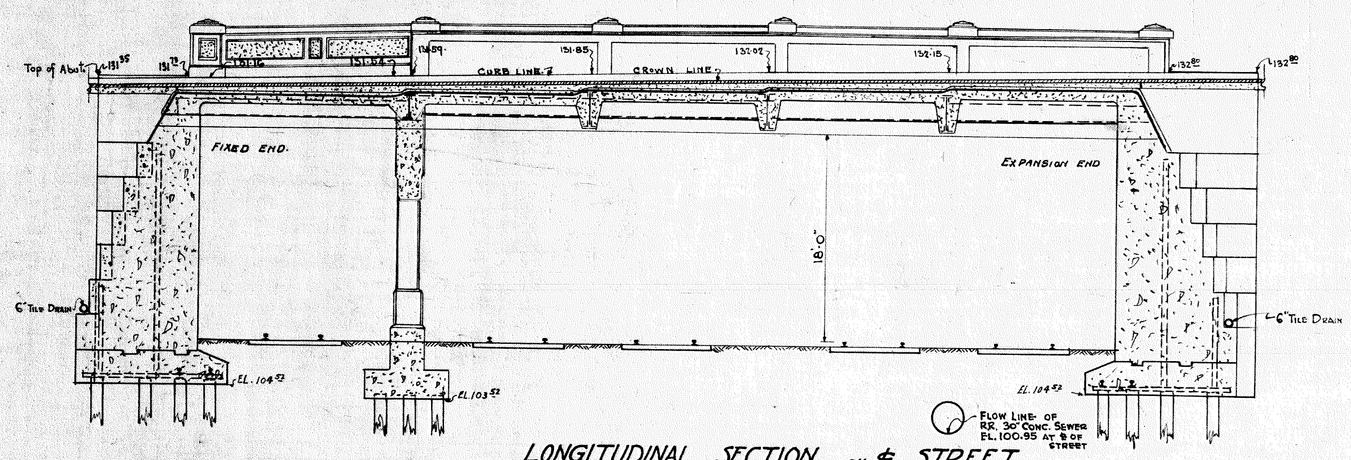

BEARING PLATE EXPANSION END
ONE WANTED 3/8"x12 x 28'-0" Mk P2
BEARING PLATE ON BENT
ONE WANTED 3/8x12x30'-10 Mk P6
BEARING PLATE ON BENT
TWO WANTED ROLLED STEEL SLAB 3"x 2'-0"x2'-1 Mk P5
BEARING PLATE ON ABUTMENT FIXED END
ONE WANTED 5/8"x12x31'-6 Mk P4.
BEARING PLATE
TWO WANTED 5/8"x18x18" Mk P3
FIXED END
MATERIAL IN BEARING EXPANSION END
2 - 15" 42# ⊏s, 10' Lg GRILLAGE BEAMS
4 Ls 4x4x 7/16 x 1'-8" Lg
2 PLATES 3/8 x 15 x 1'-4
1 PLATE 7/8 x 12 x 1'-6
1 ROLLED STEEL SLAB 3x18"x 3'-9" Mk P1
ALL RIVETS 3/4" ϕ
1 9/16 x 2 9/16 SLOTTED HOLES FOR 1 3/4 ϕ ANC BOLTS
AT EXPANSION END
13/16 ϕ Holes in top flange of grillage beams
Shop Rivets 1 7/8 x for side on bott flange of grillage beams
BEARING GRILLAGE & PLATE
EXPANSION END
2 WANTED
CONNECTION MEMBER ON BENT
MARK B1
TYPICAL DETAIL FOR BOLT
IN FLANGE OF Is
FRICTION PLATE
TWO WANTED Mk P8
FRICTION PLATE
TWO WANTED Mk P9
DIAPHRAGM D1 12 WANTED
DIAPHRAGM D4 2 WANTED
DIAPHRAGM D3, D3X, 2 WANTED
" D2, D2X 2 WANTED OPP HAND
FLOOR BEAM MARK G3 3 WANTED
STRINGERS 18" Is 54 7/8# FT MARK S3 & S3a
STRINGERS 8 WANTED 18" Is 54 7/8# FT 15'-2 15/16" LG Mk S2a
STRINGERS 8 WANTED 18" Is 75# FT 19'-11 1/2" LG Mk S1
STRINGERS 16 WANTED 18" Is 54 7/8# FT 15'-2 15/16" LG Mk S2
NOTE - All rivets 3/4" ϕ except for Bearing grillage as shown
All holes 13/16" ϕ except as noted
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES.
DEQUINDRE GRADE SEPARATION
DETROIT MICH
DETAILS OF STEEL MULLETT ST BRIDGE
SCALE 3/4 IN = 1 FT.
DR. R.P.
TR. R.P.
CH. J.K.G.
OFFICE OF CHIEF ENGINEER
DETROIT, MICHIGAN.
MARCH 31 1926
JOURNAL NO W 3097
FILE
APPROVED:- J.A. Seaman CHIEF ENGINEER D.G.H.&M.R.Y.
APPROVED:- Percy A. Hearon CITY ENGINEER
SHEET 3 of 3.
23-A-
S22-B-30



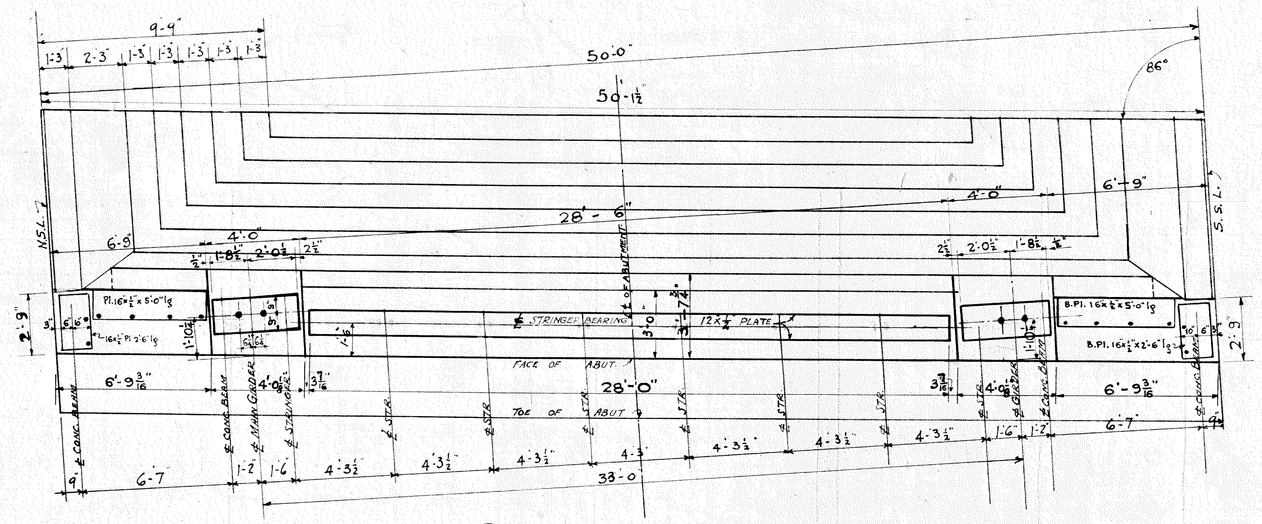
PLAN
SCALE 1/4" = 1'-0"



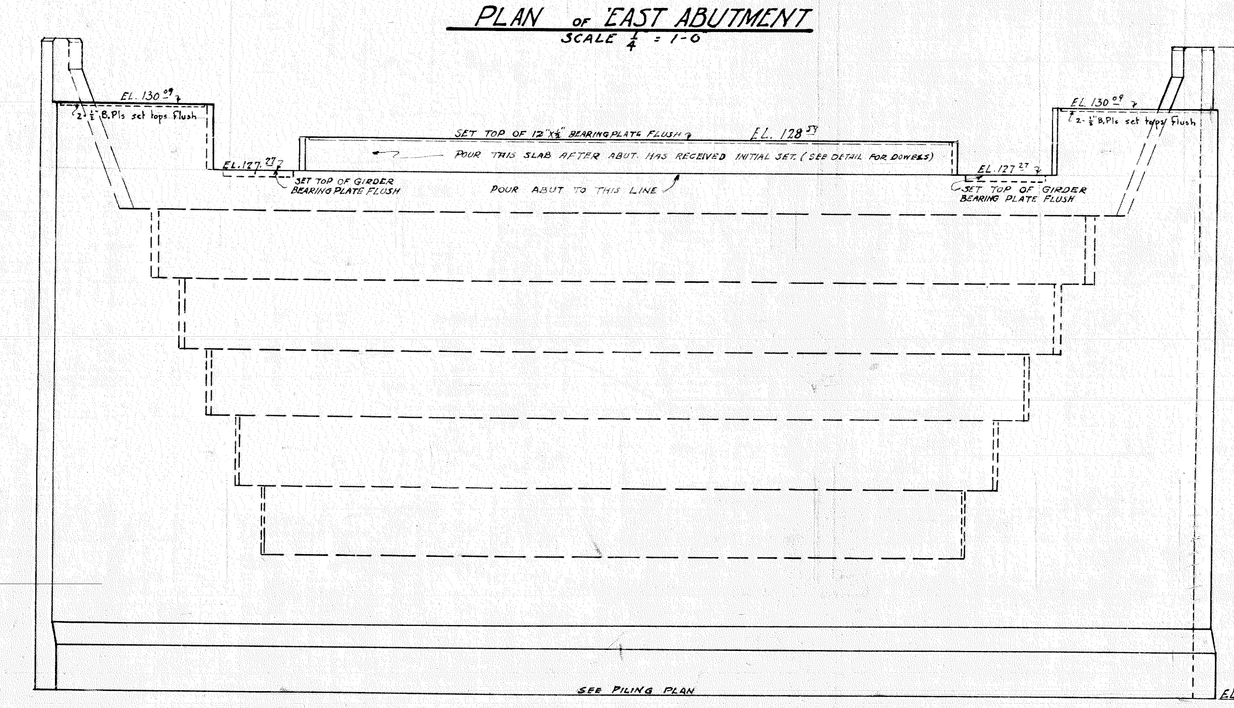
SOUTH ELEVATION
SCALE 1/8" = 1'-0"



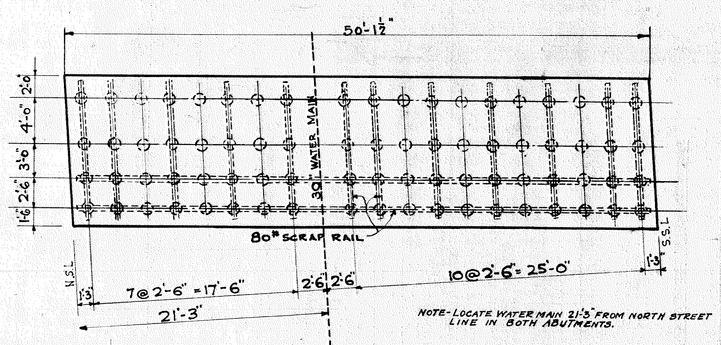
LONGITUDINAL SECTION on ℄ STREET.
SCALE 1/8" = 1'-0"



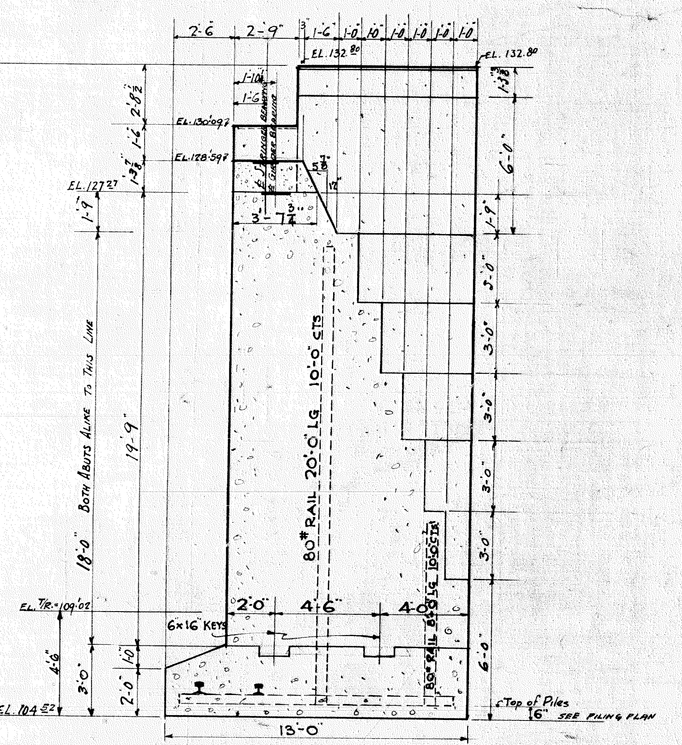
PLAN of EAST ABUTMENT
SCALE 1/4" = 1'-0



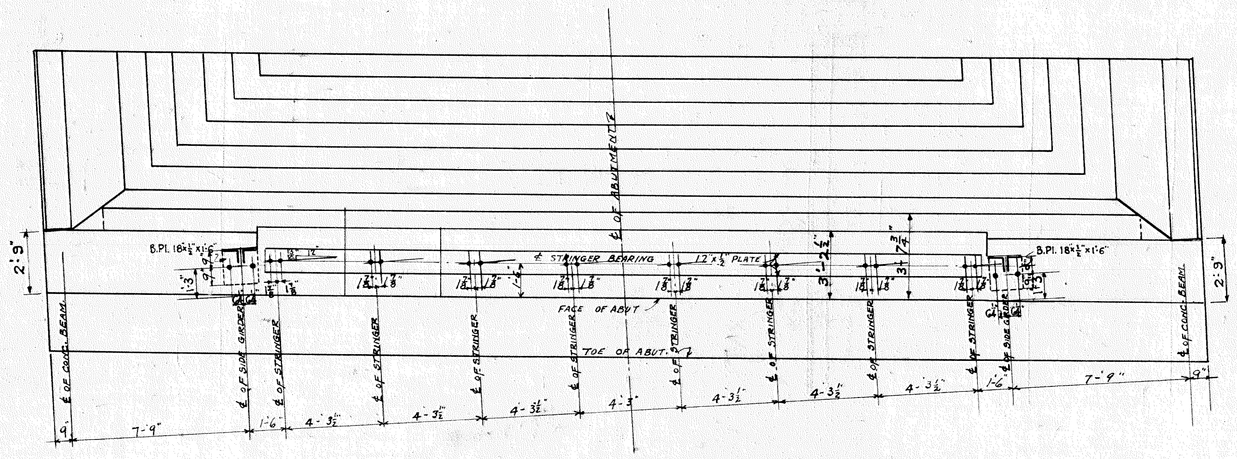
FRONT ELEV. EAST ABUT. (EXPANSION END)
SCALE 1/4" = 1'-0"



PILING PLAN EAST ABUT.
PILING PLAN FOR WEST ABUT. OPP. HAND EXCEPT FOR WATER MAIN

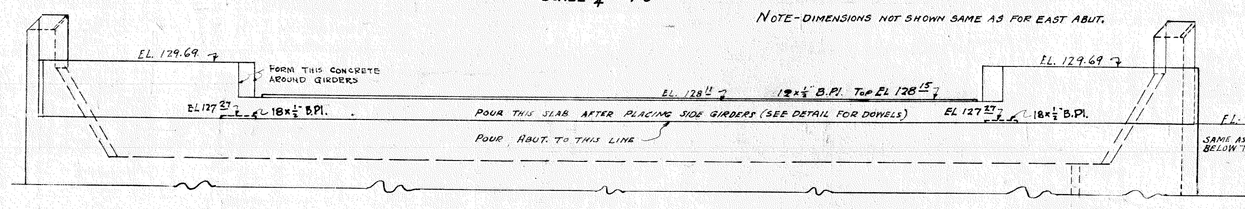


SECTION THRU EAST ABUT.
SCALE 1/4" = 1'-0"

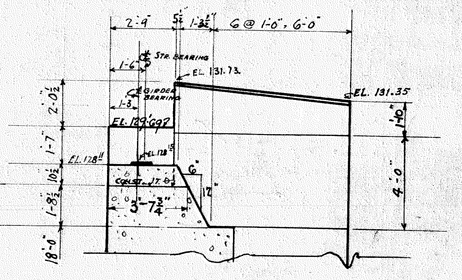


PLAN of WEST ABUT. (FIXED END)
SCALE 1/4" = 1'-0"

NOTE-DIMENSIONS NOT SHOWN SAME AS FOR EAST ABUT.



FRONT ELEV. WEST ABUT.
SCALE 1/4" = 1'-0



SECTION THRU WEST ABUT.
SCALE 1/4" = 1'-0"

Approved J. A. Beaman
Chief Engineer D.G.H.&M. Ry.

Approved Perry A. Keeom
City Engineer

GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT MICHIGAN
MULLETT ST. MASONRY
SCALE AS SHOWN

DR. E.J.W. TR. M.A.B. CH. T.K.C.	OFFICE OF CHIEF ENGINEER DETROIT, MICHIGAN MAR. 11 1926	JOURNAL NO. W-3098 FILE

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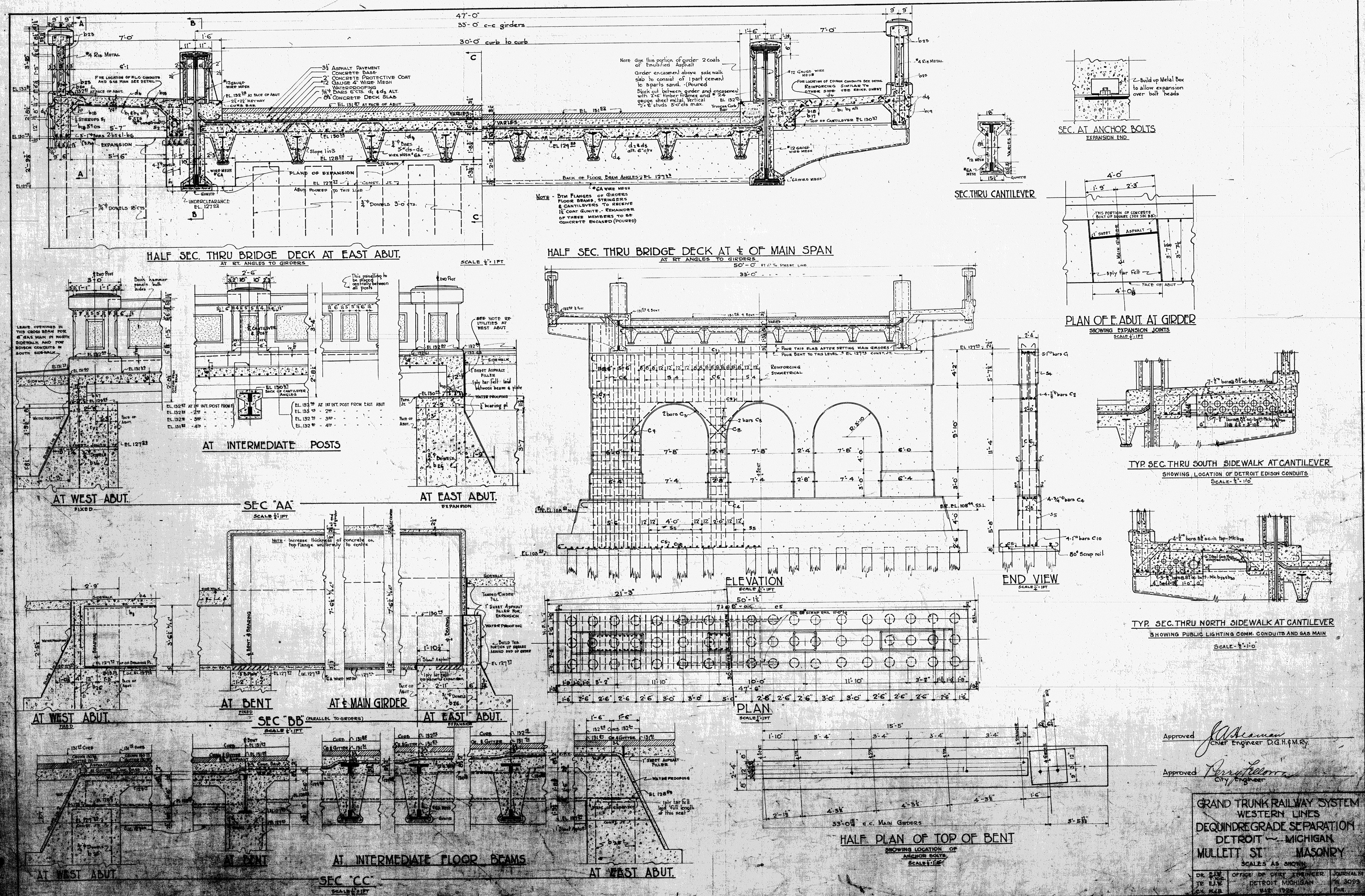
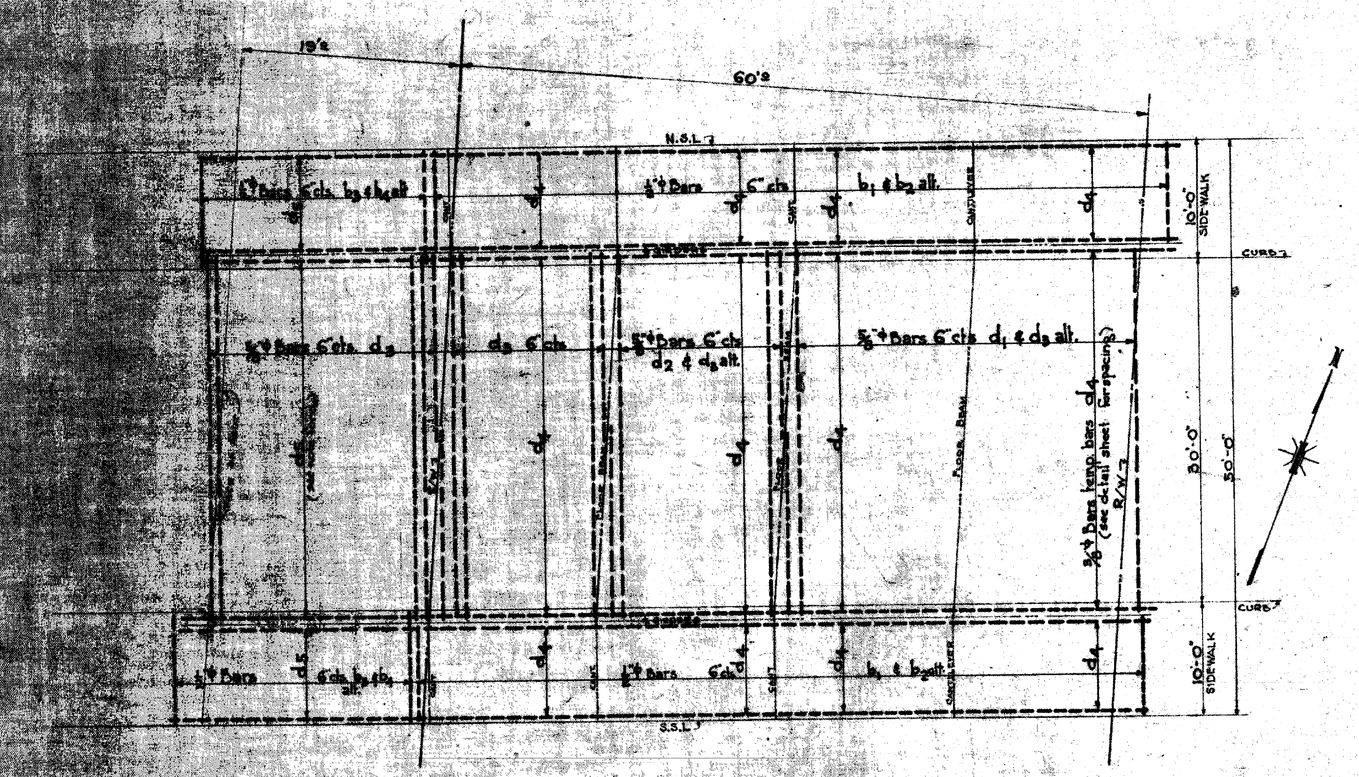
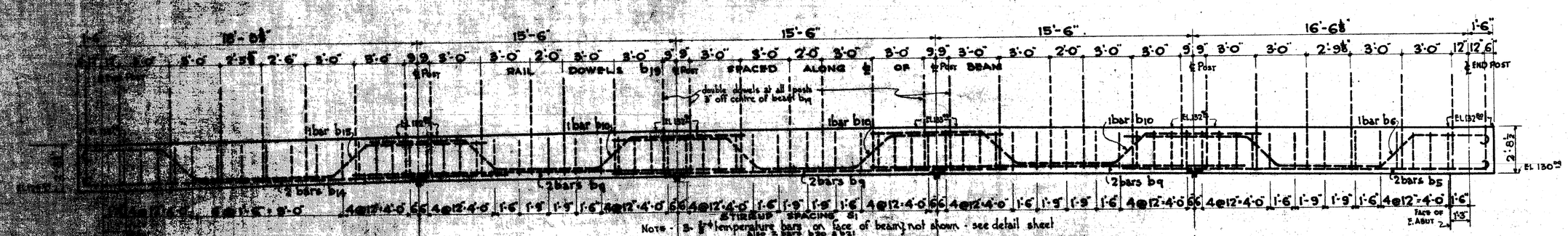
FILE NO. 76-6


HALF SEC. THRU BRIDGE DECK AT EAST ABUT.
AT RT. ANGLES TO GIRDERS
HALF SEC. THRU BRIDGE DECK AT ℄ OF MAIN SPAN
AT RT. ANGLES TO GIRDERS
SEC. THRU CANTILEVER
SEC. AT ANCHOR BOLTS
EXPANSION END
PLAN OF E. ABUT. AT GIRDER
SHOWING EXPANSION JOINTS
TYP. SEC. THRU SOUTH SIDEWALK AT CANTILEVER
SHOWING LOCATION OF DETROIT EDISON CONDUITS
TYP. SEC. THRU NORTH SIDEWALK AT CANTILEVER
SHOWING PUBLIC LIGHTING COMM. CONDUITS AND GAS MAIN
AT WEST ABUT.
AT INTERMEDIATE POSTS
AT EAST ABUT.
SEC "AA"
AT WEST ABUT.
AT BENT
AT ℄ MAIN GIRDER
AT EAST ABUT.
SEC "BB" (PARALLEL TO GIRDERS)
AT WEST ABUT.
AT BENT
AT INTERMEDIATE FLOOR BEAMS
AT EAST ABUT.
SEC "CC"
ELEVATION
END VIEW
PLAN
HALF PLAN OF TOP OF BENT
SHOWING LOCATION OF ANCHOR BOLTS
Approved J. A. Acaman Chief Engineer D.G.H.&M.Ry.
Approved Perry Fellows City Engineer
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT — MICHIGAN
MULLETT ST. MASONRY
SCALES AS SHOWN
OFFICE OF CHIEF ENGINEER
DETROIT, MICHIGAN
Sheet 2 of 3
File X0 76-7

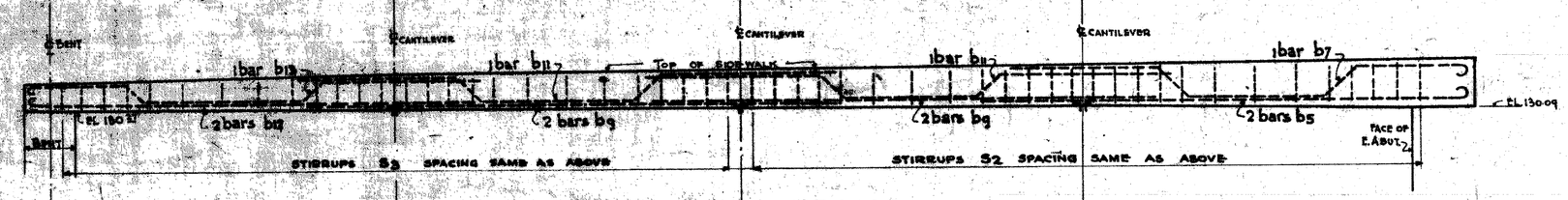


PLAN OF DECK & SIDEWALK SLAB REINFORCING

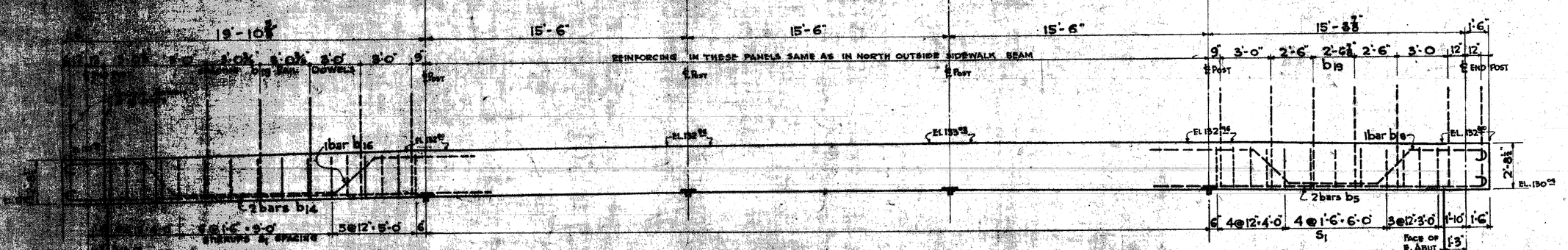
SCALE 1/8" = 1'-0"



ELEVATION OF NORTH OUTSIDE SIDEWALK BEAM



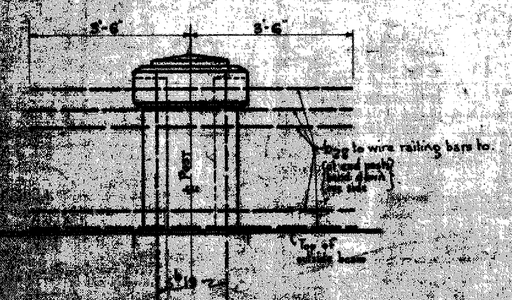
ELEVATION OF INSIDE SIDEWALK BEAMS



SEE NOTE N. OUT. BEAM

ELEVATION OF SOUTH OUTSIDE SIDEWALK BEAM

SCALE 1/8" = 1FT



REINF. DETAIL AT POSTS

BILL OF WIRE MESH & MISCELLANEOUS

LOCATION	Nº SHEETS	SIZE	DESCRIPTION
RAILING	6	32" × 13'-6"	TRUSCON RIB METAL Nº4 OR EQUIVALENT
"	1	32" × 15'-0"	" " "
"	1	32" × 14'-0"	" " "
"	1	32" × 16'-6"	" " "
"	1	32" × 17'-6"	" " "
BTM FLANGE MAIN GIRDER	140'	56" WIDE	A.S.&W. Co's. *6A OR EQUIVALENT
" " SIDE SPAN "	40'	56" WIDE	" " "
" " FLOOR BEAMS	105'	44" "	" " "
" " STRINGERS	700'	32" "	" " "
" " CANTILEVER	75'	44" "	" " "
SIDES MAIN GIRDER BELOW SIDEWALK LEVEL	320'	44" "	Nº 12 GAUGE 4" WIRE MESH
" " ABOVE SIDEWALK LEVEL	270'	44" "	" " "
TOP FL. MAIN GIRDER	150'	40" "	" " "
IN SIDE SIDE SPAN "	40'	36" "	" " "
OUTSIDE " " "	40'	36" "	" " "
SIDES CANTILEVER	150'	32" "	" " "
TOP FL. "	75'	40" "	" " "
DECK PROT. COAT	760'	48" "	" " "
MAIN GIRDER ENCASEMENT ABOVE SIDEWALK SLAB	260'	40" "	*24 GAUGE SHEET METAL
CURBS	200'		TRUSCON CURB BAR OR EQUIV.

Note - Panels numbered from East Abutment

BILL OF REINFORCING BARS

	LOCATION	Nº	MARK	SIZE	LENGTH	BENDING DIAGRAM
DECK	1st & 2nd PANEL	60	d_1	5/8"ϕ	19'-6"	
	3rd PANEL	30	d_2	"	18'-6"	
	ALL PANELS	240	d_3	-	19'-6"	
	1st 2nd 3rd & 4th PANEL ALL ALTERNATE ALONG WALK	210	d_4	5/8"ϕ	15'-0"	STRAIGHT TEMP. BARS
	5th PANEL	50	d_5	-	19'-0"	" " "
	ALL PANELS EXT. STRINGERS	210	d_6	3/4"ϕ	2'-4"	SLOPE 1 in 8
SIDE WALK SLAB	1st 2nd 3rd & 4th PANEL	130	b_1	1/2"ϕ	9'-0"	
	" " " " "	130	b_2	"	8'-0"	
	5th PANEL	40	b_3	"	10'-6"	
	" "	40	b_4	"	10'-6"	
SIDEWALK BEAMS	1st PANEL ALL BEAMS	8	b_5	1"ϕ	23'-0"	
	" " NORTH OUTSIDE BEAM	1	b_6	"	24'-0"	
	" " NORTH & SOUTH INSIDE BEAMS	2	b_7	"	22'-6"	
	" " SOUTH OUTSIDE BEAM	1	b_8	"	22'-9"	
	2nd & 5th PANEL ALL BEAMS 4th PANEL OUTSIDE BEAMS	20	b_9	-	23'-6"	STRAIGHT
	2nd 3rd & 4th PANEL OUTSIDE BEAMS	6	b_{10}	-	25'-0"	
	2nd & 3rd PANEL INSIDE BEAMS	4	b_{11}	"	24'-6"	
	4th PANEL WEDGE BEAMS	4	b_{12}	-	21'-6"	
	4th PANEL INSIDE BEAMS	2	b_{13}	-	22'-0	
	5th PANEL NORTH & SOUTH OUTSIDE BEAM	4	b_{14}	-	26'-0"	
	5th PANEL NORTH OUTSIDE BEAM	1	b_{15}	"	26'-6"	
	5th PANEL SOUTH OUTSIDE BEAM	1	b_{16}	-	27'-6"	
	1st 2nd 3rd & 4th PANEL WEDGE BEAMS TO CURBS	55	b_{17}	3/4"ϕ	3'-6"	
	ALL PANELS ALL BEAMS TO SLAB	120	b_{18}	-	3'-0"	
RAILING	DOWELS	80	b_{19}	"	5'-5"	STRAIGHT
	1st 2nd 3rd & 4th PANEL TOP OF OUTSIDE BEAMS	16	b_{20}	1"ϕ	18'-0"	"
	5th PANEL TOP OF OUTSIDE BEAMS	4	b_{21}	"	22'-0"	"
	THRU POSTS b22 WHERE b23 & b24 TO 1st 2nd 3rd & 4th PANEL TOP RAIL & WEB	120	b_{22}	-	7'-0"	"
	5th PANEL TOP RAIL & WEB	80	b_{23}	"	12'-0"	"
		20	b_{24}	"	15'-6"	"
SIDEWALK BEAMS	ALL PANELS OUTSIDE BEAMS STIRRUPS	135	s_1	1/2"ϕ	6'-0"	
	1st & 2nd PANEL INSIDE BEAMS STIRRUPS	52	s_2	-	5'-0"	
	3rd & 4th PANEL INSIDE BEAMS STIRRUPS	52	s_3	"	4'-0"	
BENTS	AT TOP & BOTTOM	18	c_1	1"ϕ	25'-0"	
	ABOVE ARCHES	8	c_2	7/8"ϕ	23'-0"	
	" "	6	c_3	"	14'-0"	
	AT BOTTOM	8	c_{10}	1"	27'-0"	
	UNDER ARCHES	8	c_4	3/4"ϕ	24'-0"	
	AT BOTTOM	72	c_5	7/8"ϕ	8'-6"	
	COLUMNS (ALL)	60	c_6	"	23'-0"	STRAIGHT
	" (OUTSIDE)	12	c_7	"	26'-0"	"
	" TIES	22	c_8	1/4"ϕ	8'-6"	
	" "	22	c_9	"	21'-6"	
	UPPER STIRRUP	28	s_4	1/2"ϕ	27'-0"	
	LOWER "	12	s_5	"	25'-0"	
MISC.	ABUT. DOWELS	20	b_{25}	3/4"ϕ	11'-0"	
	" & BEAM "	70	b_{26}	-	6'-0"	STRAIGHT
	CROSS BEAM AT ENDS OF SIDEWALKS	12	b_{27}	1/2"ϕ	8'-9"	
	DETROIT EDISON AND B.L.D. CONDUITS	60	b_{28}	1/2"ϕ	7'-0"	STRAIGHT HAMMER HOOK ONE END IN EAST SIDE
	"	48	b_{29}	1/2"	20'-0"	STRAIGHT- HAMMER HOOK ONE END IN EAST SIDE
	"	12	b_{30}	1/2"	25'-0"	STRAIGHT IN WEST SIDE - HAMMER HOOK ONE END

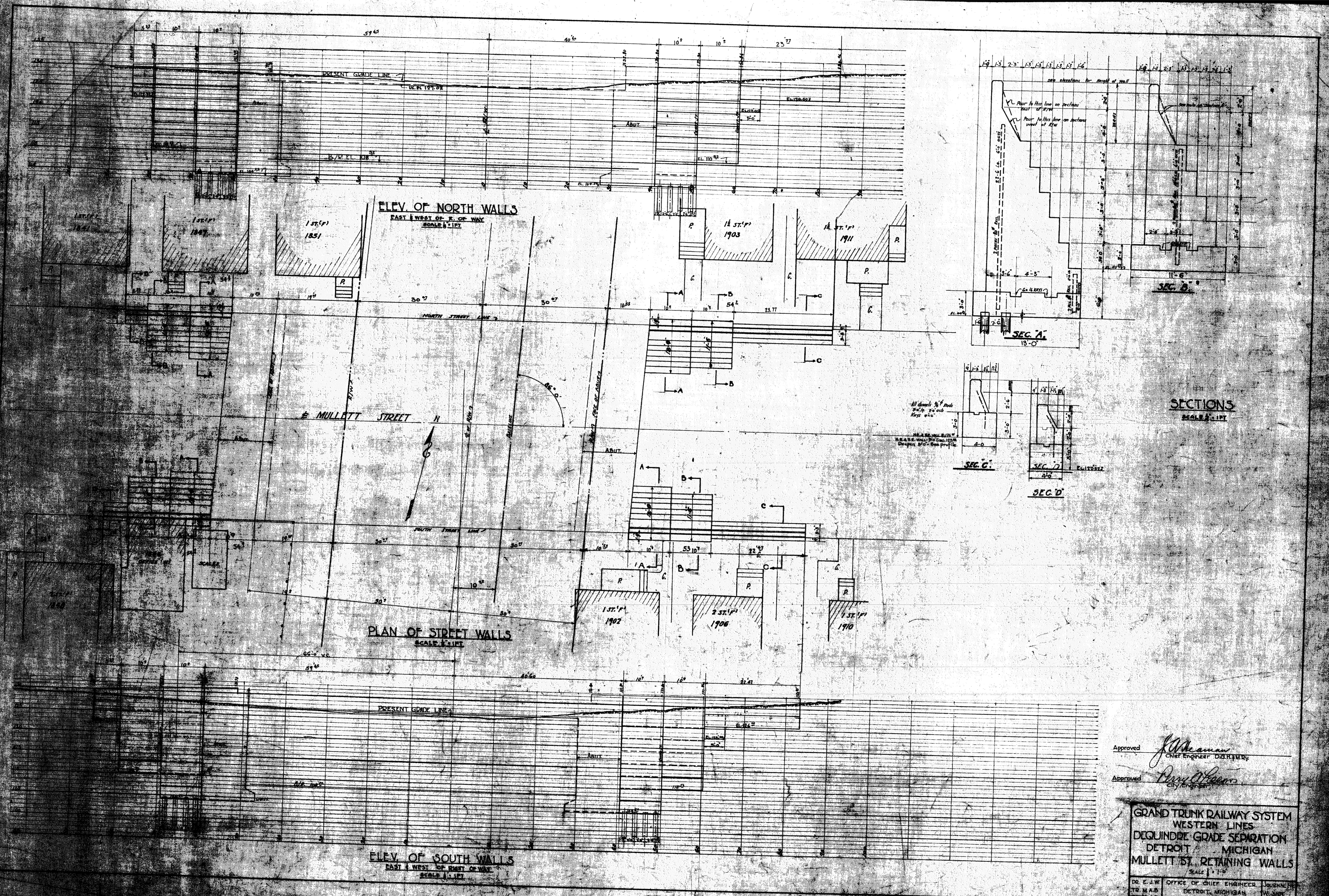
Note- Retaining Wall Reinforcing not included.

Approved: [signature]
Chief Engineer D.G.H.R.R.

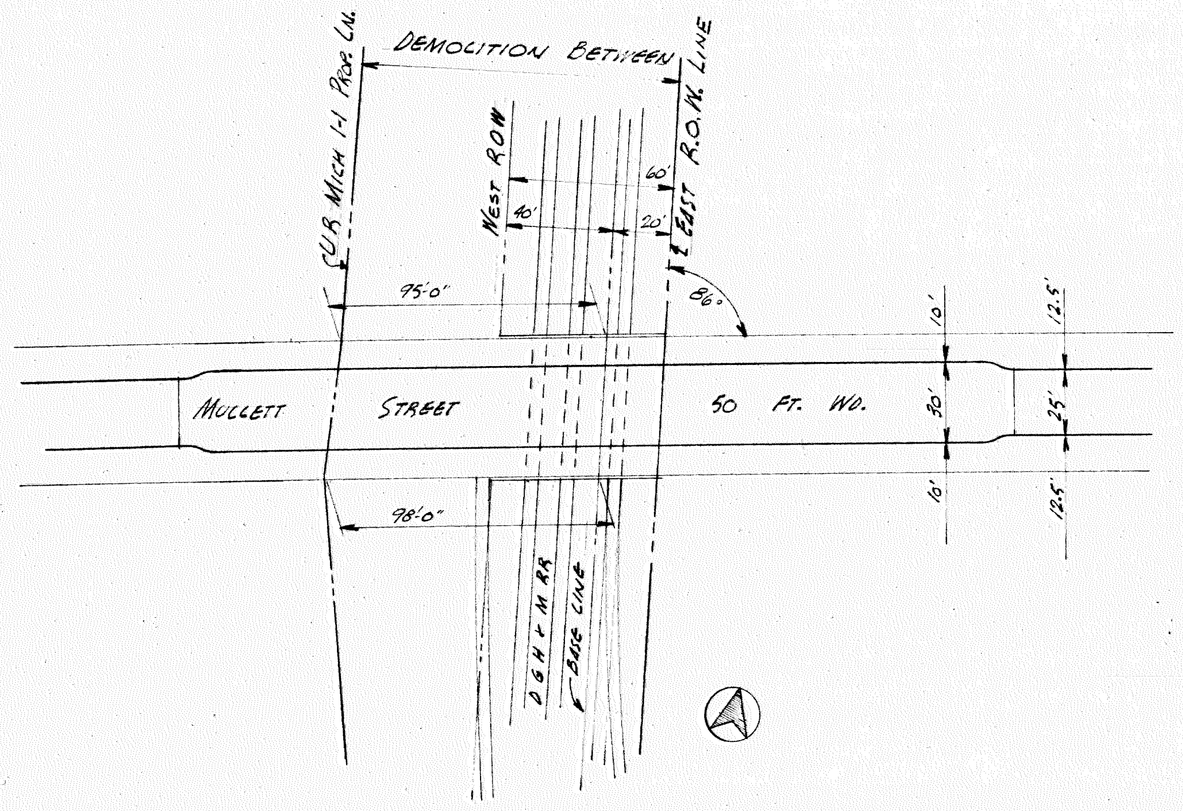
Approved: [signature]
City Engineer

GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEGOUNDRY GRADE SEPARATION
DETROIT MICHIGAN
REINFORCING HALLETT ST.

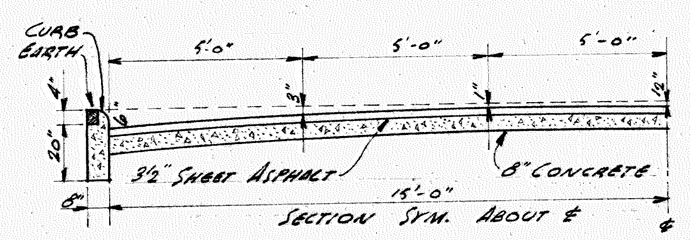
File X0 76-8


ELEV. OF NORTH WALLS
EAST & WEST OF R. OF WAY
SCALE 1/8" = 1 FT
PRESENT GRADE LINE
U.C.R. 194.02
B/R. EL. 108.32
ABUT.
1 ST.(P) 1851
1 ST.(P) 1849
1 ST.(P) 1903
1 ST.(P) 1911
P.
C.
NORTH STREET LINE
SOUTH STREET LINE
℄ MULLETT STREET N
PLAN OF STREET WALLS
SCALE 1/8" = 1 FT
1 ST.(P) 1902
2 ST.(P) 1906
1 ST.(P) 1910
ELEV. OF SOUTH WALLS
EAST & WEST OF RIGHT OF WAY
SCALE 1/8" = 1 FT
SECTIONS
SCALE 1/8" = 1 FT
SEC. "A"
SEC. "B"
SEC. "C"
SEC. "D"
Approved
Chief Engineer D.G.H.Ry.
Approved
City Engineer
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDRE GRADE SEPARATION
DETROIT MICHIGAN
MULLETT ST. RETAINING WALLS
SCALE 1" = 1'-0"
DR. E.J.W.
TR. M.A.B.
CH. H.J.B.
OFFICE OF CHIEF ENGINEER
DETROIT, MICHIGAN
MARCH 1928
JOURNAL NO.
W. 3097
PLATE
File X076-9
322841

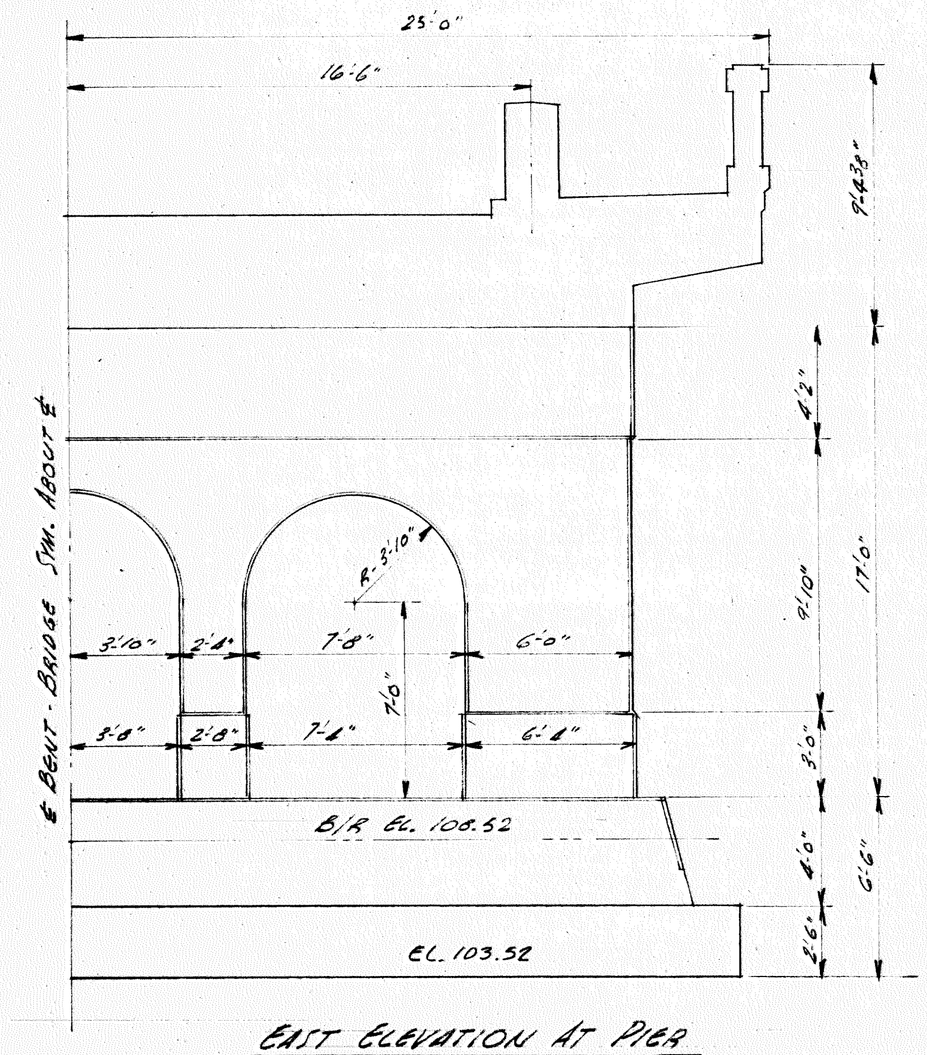
B. K. ELLIOTT CO. 70145 100 5-56



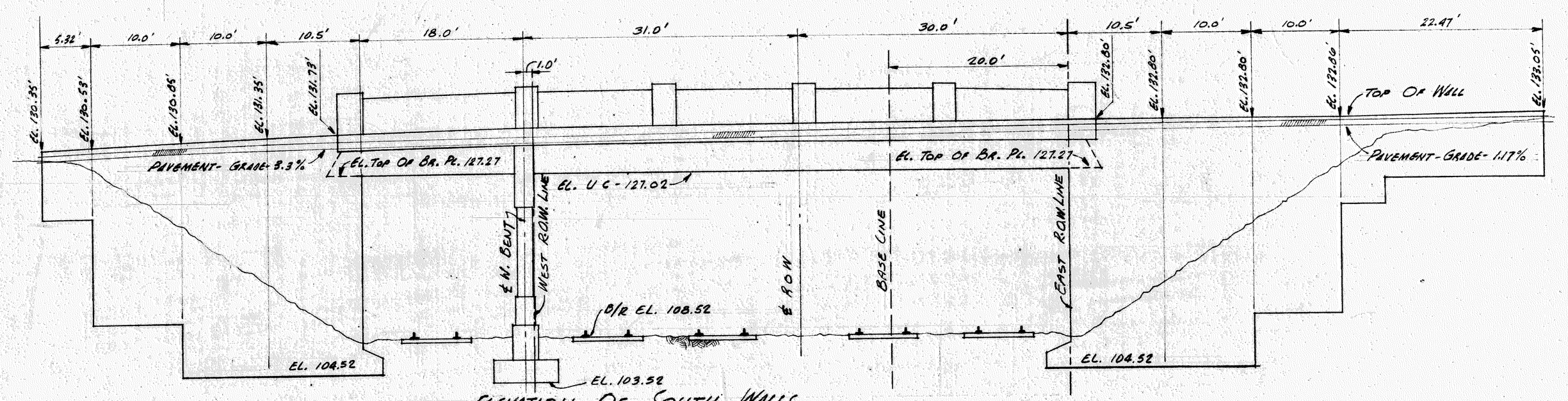
LOCATION PLAN
SCALE - 1" = 40'-0"



HALF SECTION THRU PAVEMENT
SCALE - 1" = 3'-0"



EAST ELEVATION AT PIER
SCALE - ¼" = 1'-0"



ELEVATION OF SOUTH WALLS
SCALE - 8" = 1'-0"

X0-76

REFERENCE DRAWINGS	DESIGNED BY E. Mitchell	APPROVED R. G. Jepson	CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEERS OFFICE FOR
	DRAWN BY M. Spiegel	ARCH. ENGR. Oscar L. Palmer	
	TRACED BY M. Spiegel	ASS'T CITY ENGR.	

DEMOLITION OF HIGHWAY BRIDGES

MULLETT STREET BRIDGE

SHEET 2 OF 5 SHEETS
CONTRACT NO. HS-1
DRWG. NO. S-2