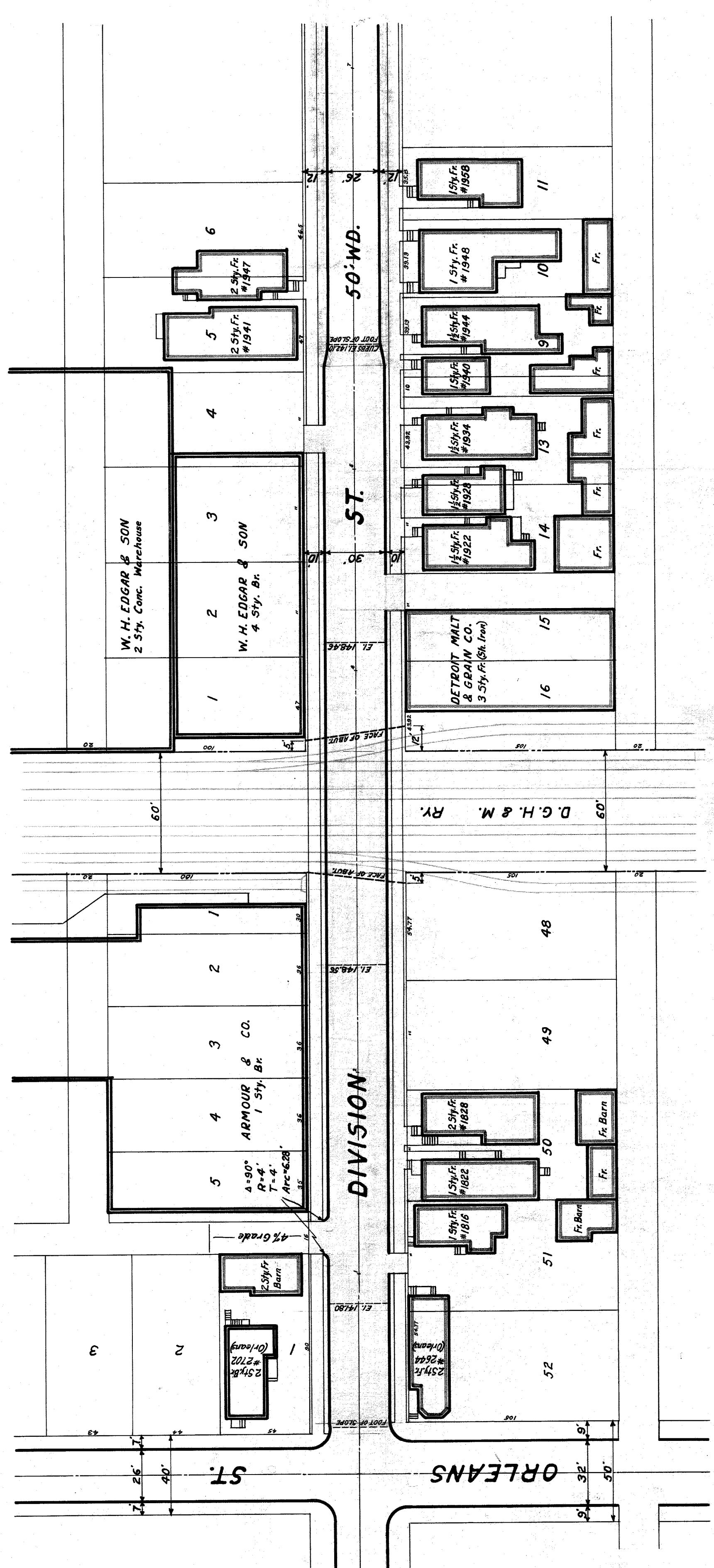
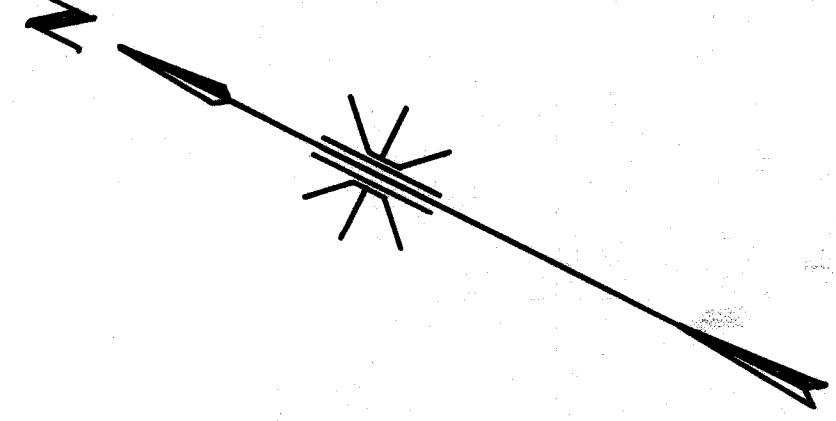
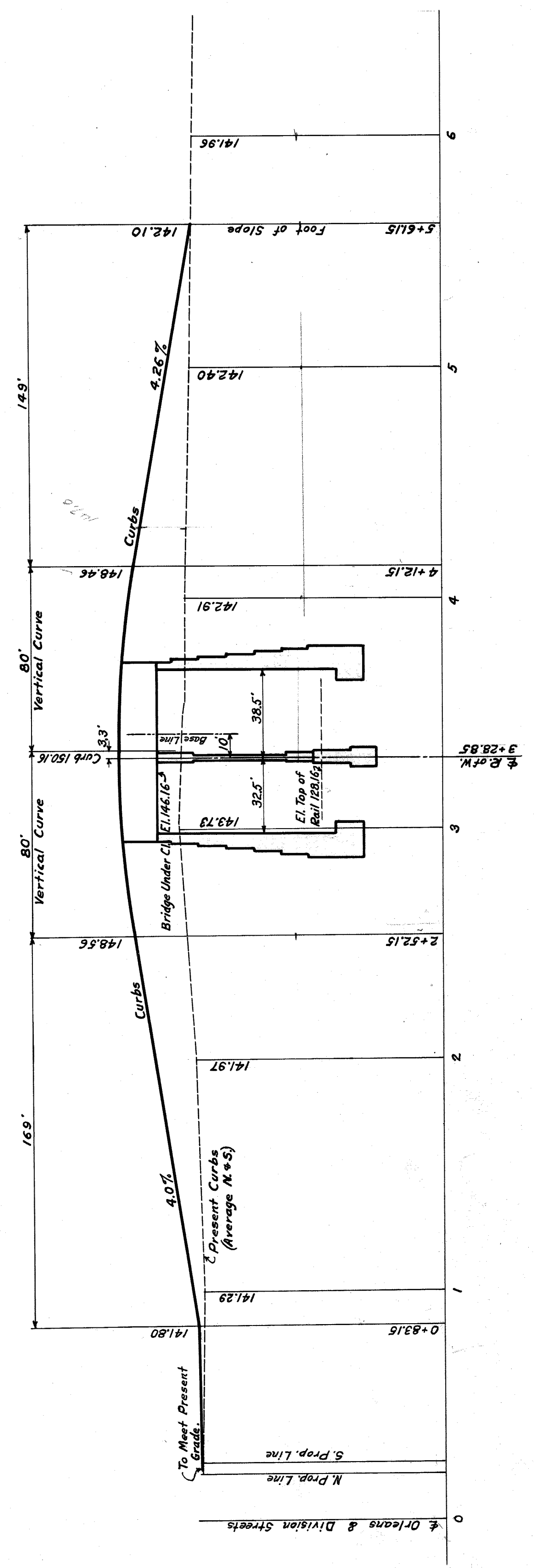
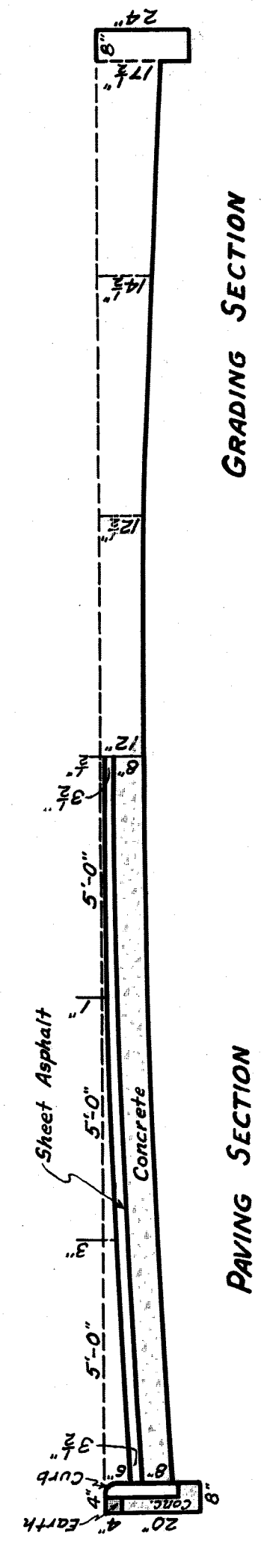
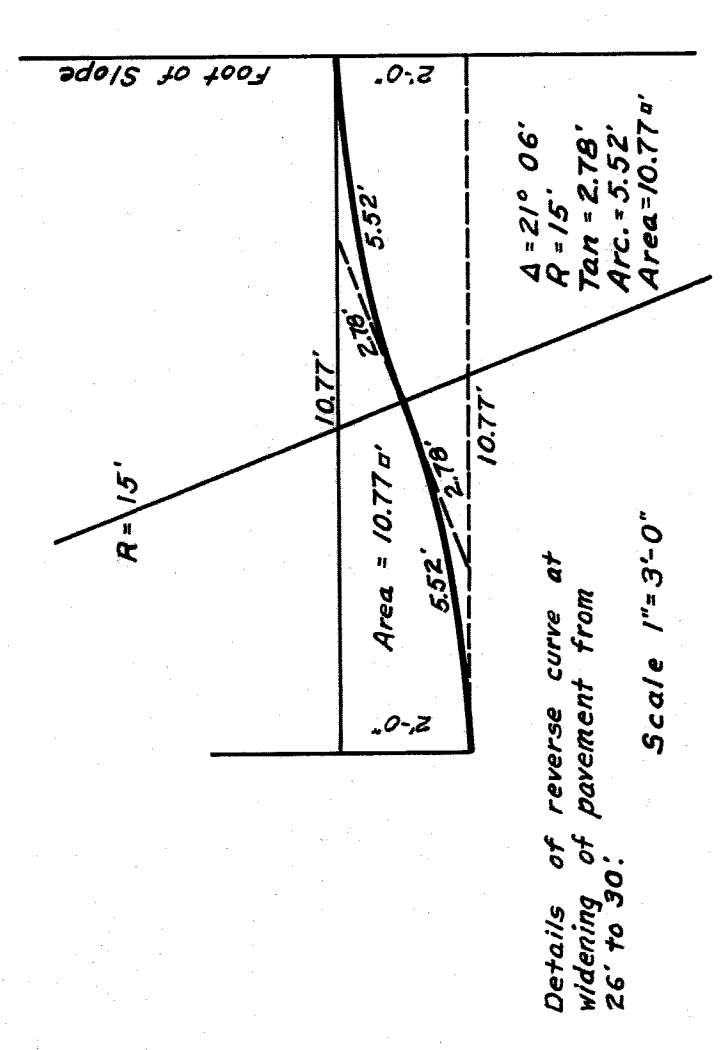


Plan
152
30
17



PLAN



PROFILE

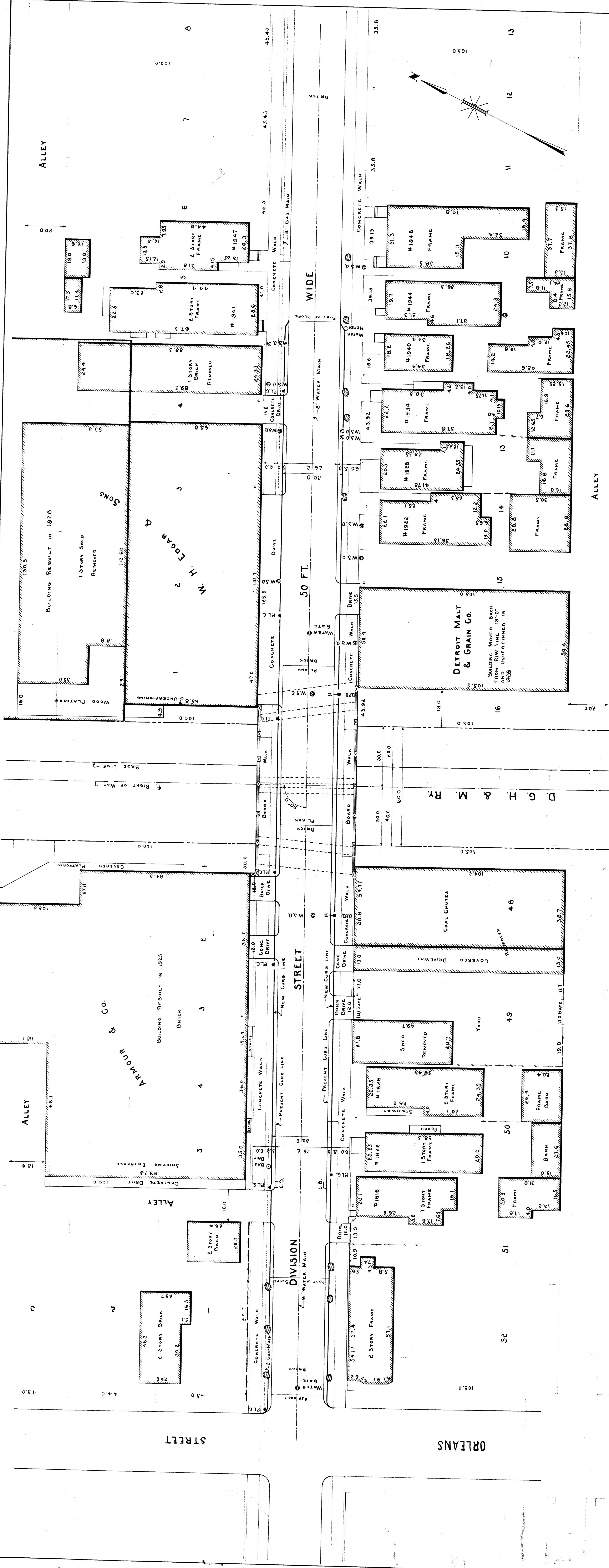
APPROVED *[Signature]*
 CHIEF ENGINEER CITY SYSTEM WESTERN LINES
CITY OF DETROIT
 DEPARTMENT OF PUBLIC WORKS
 CITY ENGINEERS OFFICE
 DEPARTMENT OF GRADE SEPARATION & BRIDGES
 DEQUINRE ST. GRADE SEPARATION
 DIVISION ST.

Made by: J.T.K.
 Checked by: R.B.
 #13329

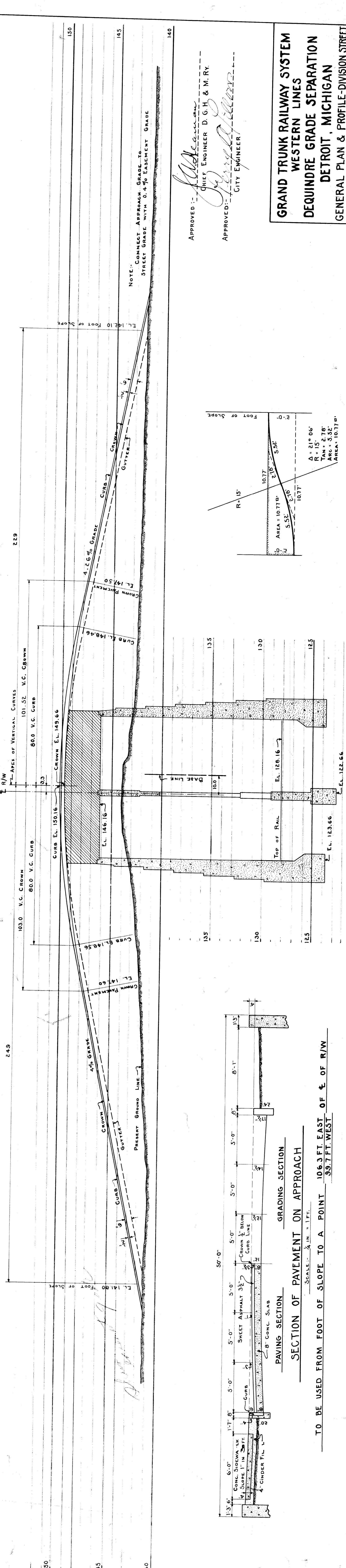
Scales
 Plan 1"=40'
 Vertical 1"=10'

April 1929

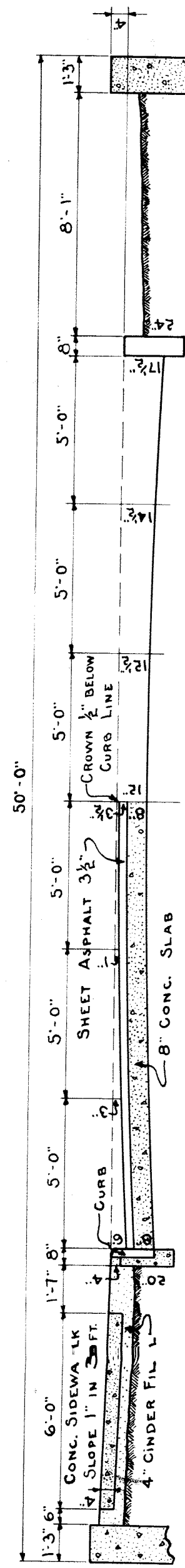
Books 332 & 379



GENERAL PLAN
SCALE: 1" = 20 FT.



SECTION OF PAVEMENT ON APPROACH
SCALE: 1" = 1 FT.



TO BE USED FROM FOOT OF SLOPE TO A POINT 106.3 FT. EAST OF E. OF R/W
39.7 FT. WEST

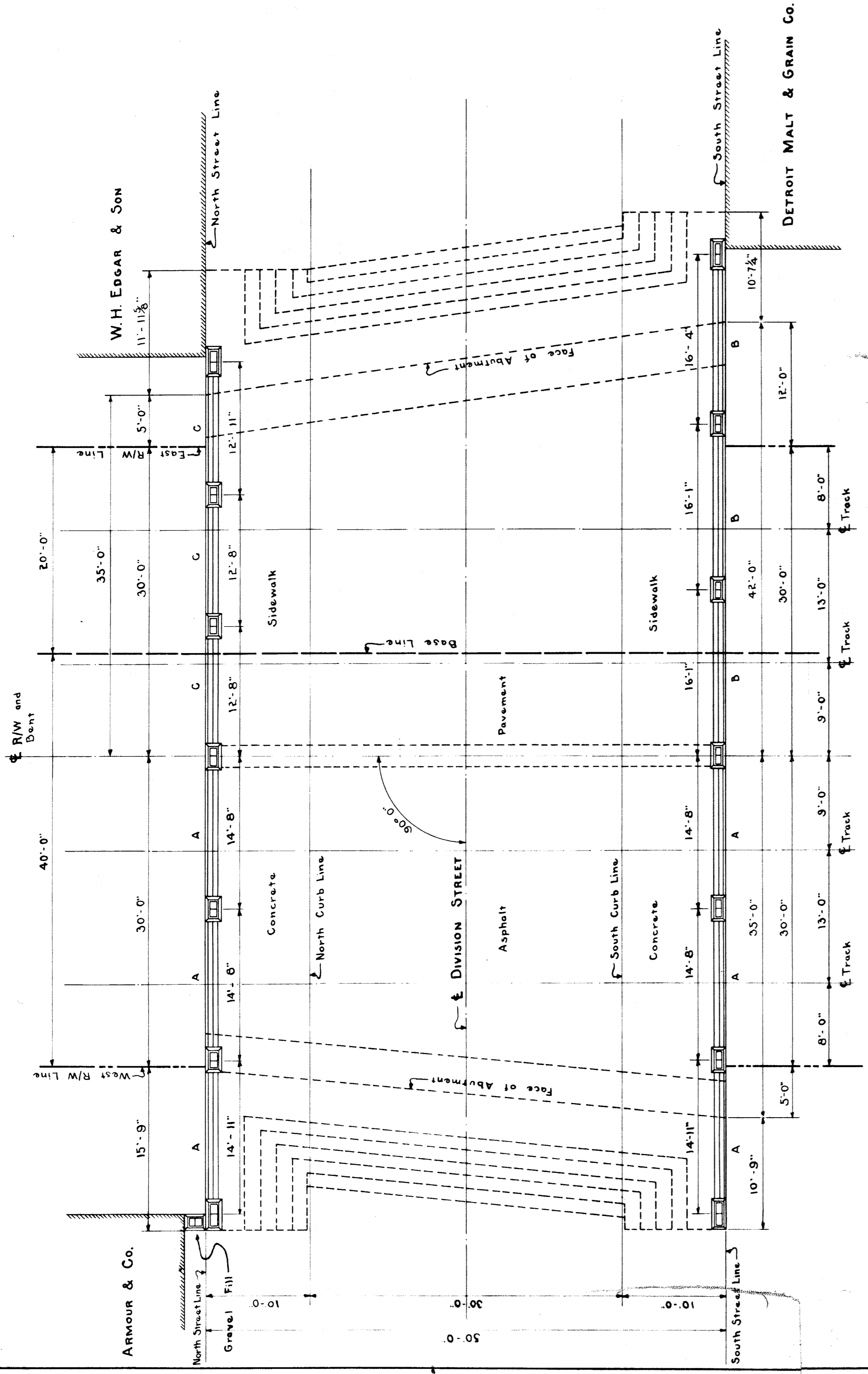
APPROVED: *[Signature]*
CHIEF ENGINEER D. G. H. & M. R.Y.

APPROVED: *[Signature]*
CITY ENGINEER

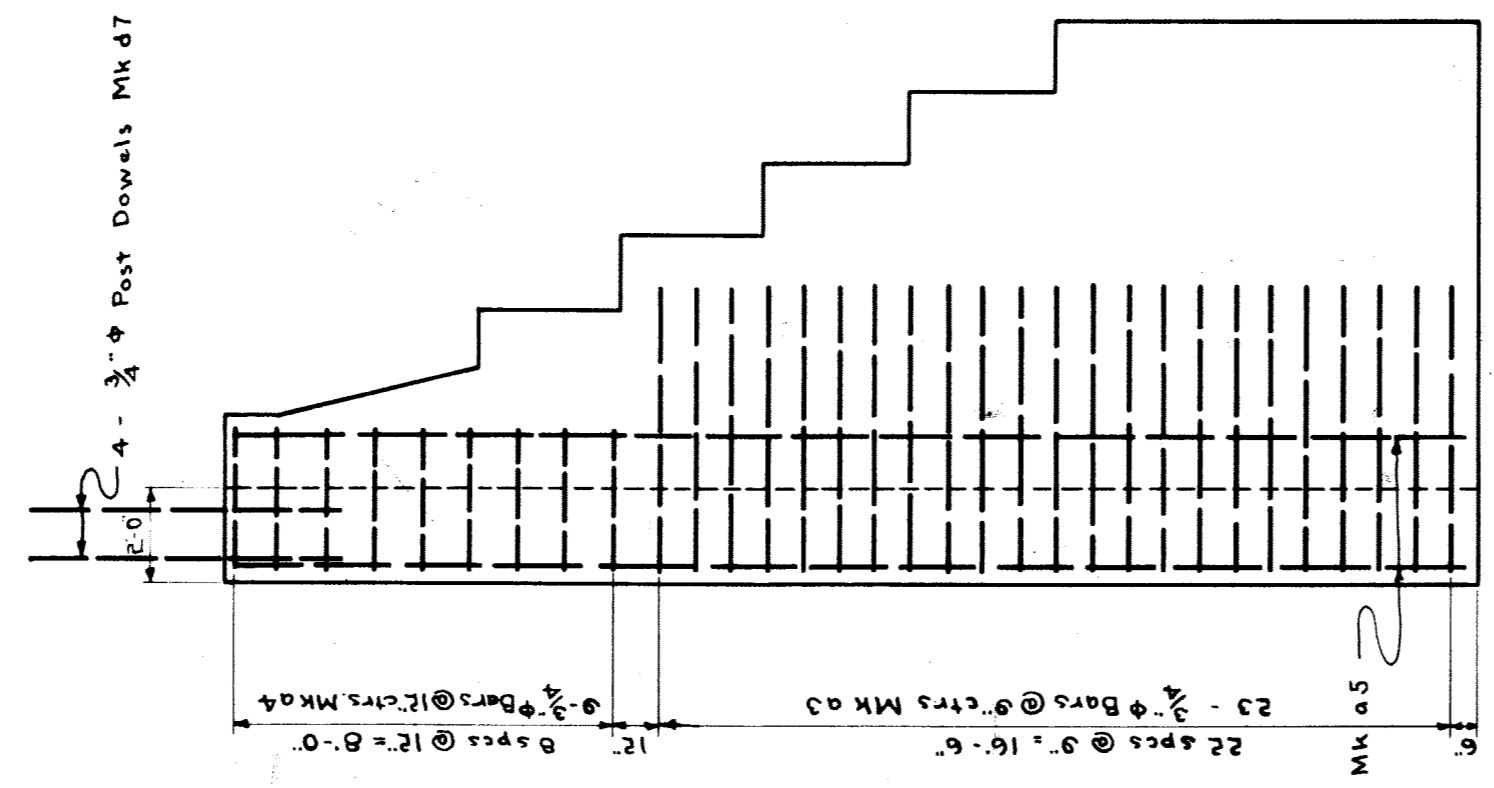
GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDE GRADE SEPARATION
DETROIT, MICHIGAN
GENERAL PLAN & PROFILE-DIVISION STREET
SCALE - AS SHOWN

DR. H.S.F. OFFICE OF CHIEF ENGINEER
DETROIT, MICHIGAN
CH. L.S.
JANUARY 29, 1929
W-3166
FILE

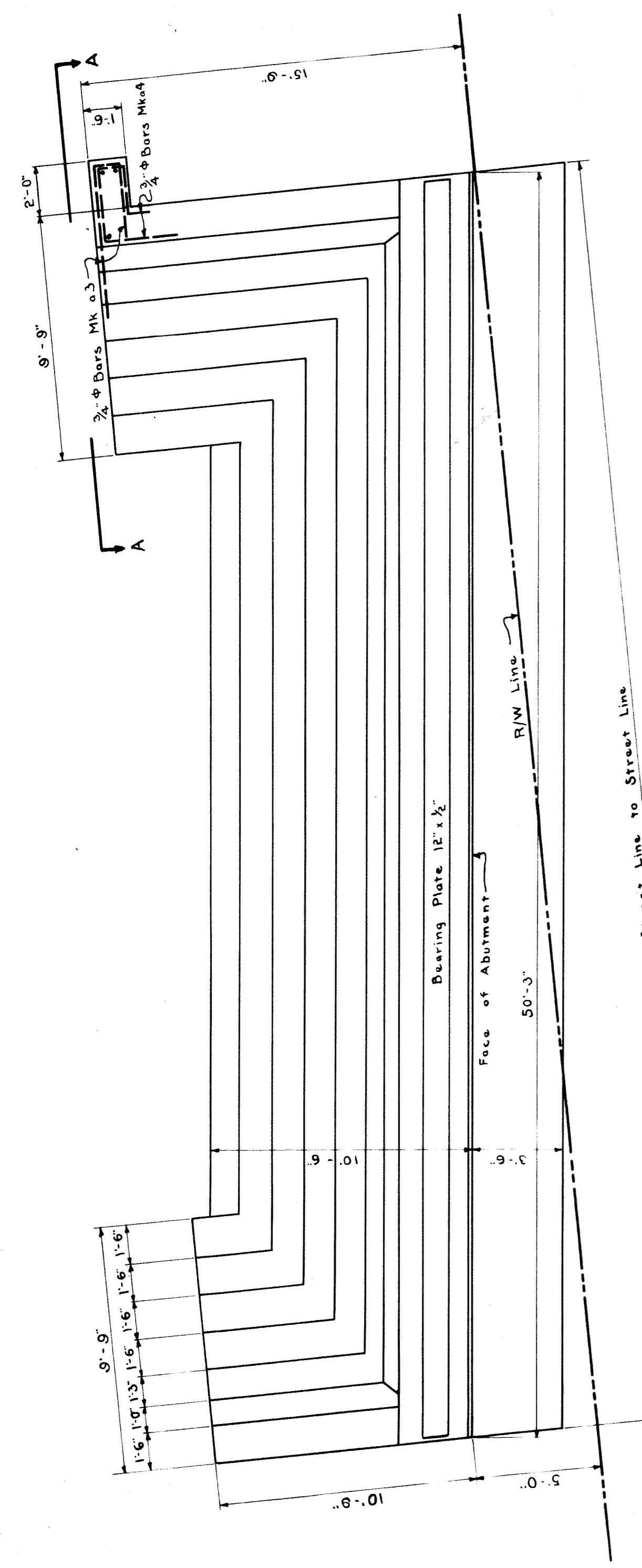
DETAIL OF REVERSE CURVE AT WIDENING OF PAVEMENT FROM 26' TO 30'
SCALE: 1" = 30 FT.



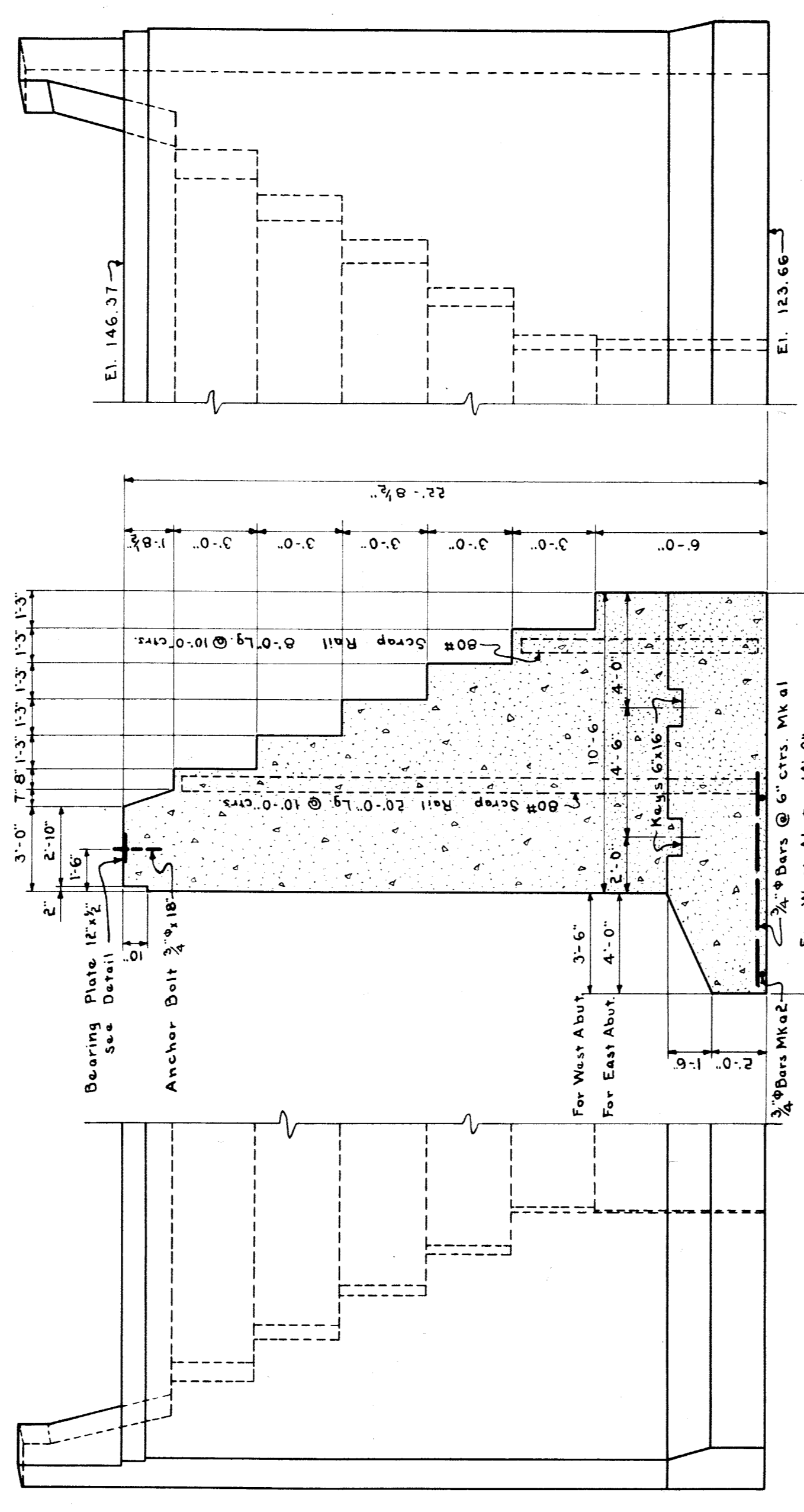
PLAN



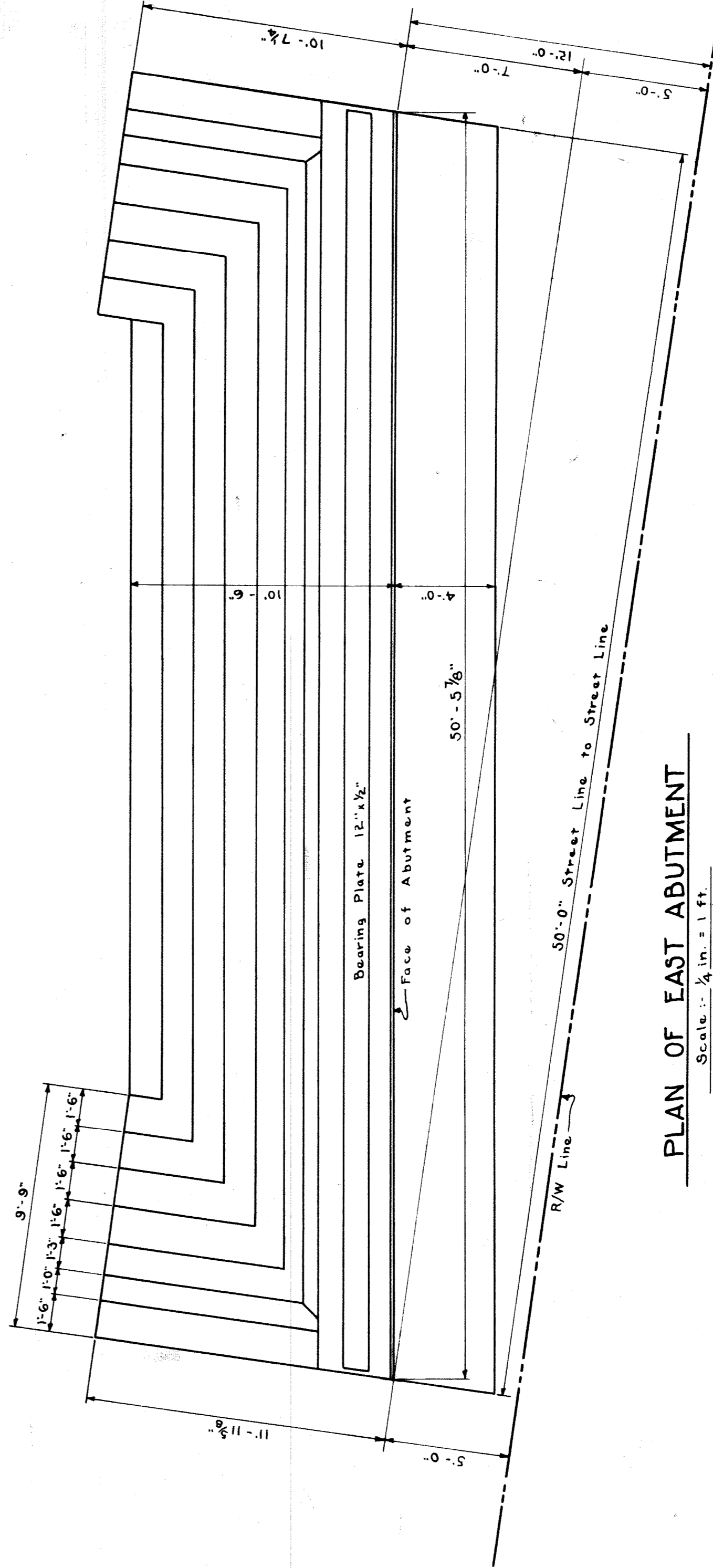
END ELEVATION A-A



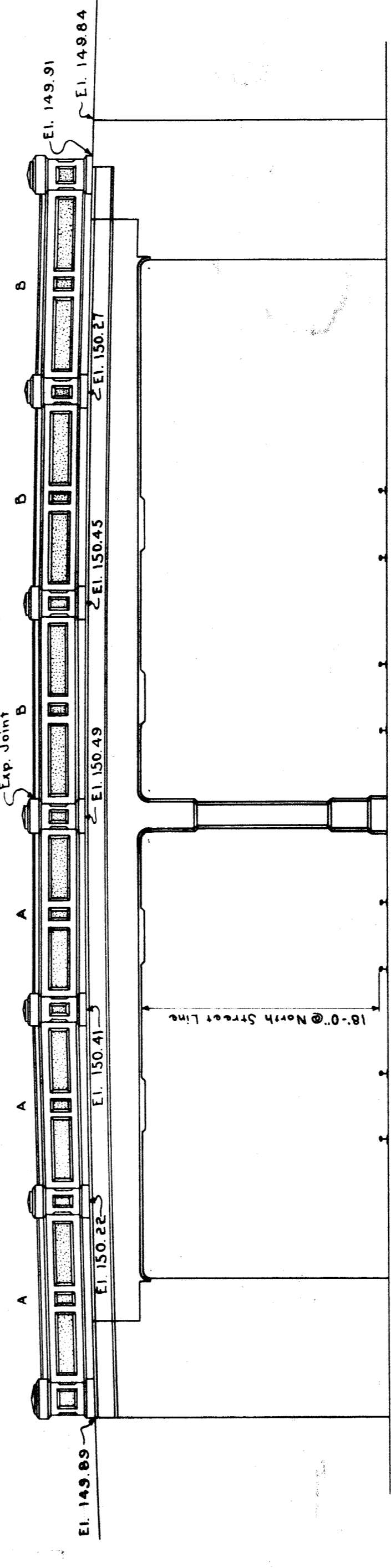
PLAN OF WEST ABUTMENT



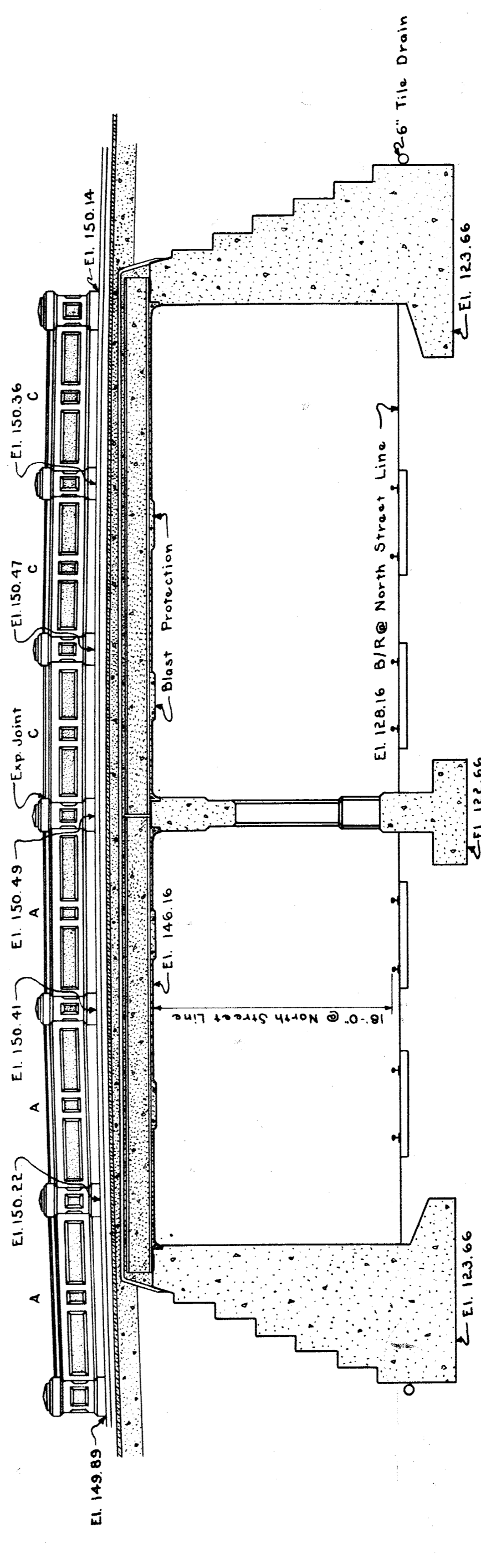
ELEVATION & SECTION OF WEST ABUTMENT - EAST ABUTMENT SIMILAR



PLAN OF EAST ABUTMENT



SOUTH ELEVATION



LONGITUDINAL SECTION

GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES
DEQUINDE GRADE SEPARATION
DETROIT, MICHIGAN
BRIDGE - DIVISION STREET

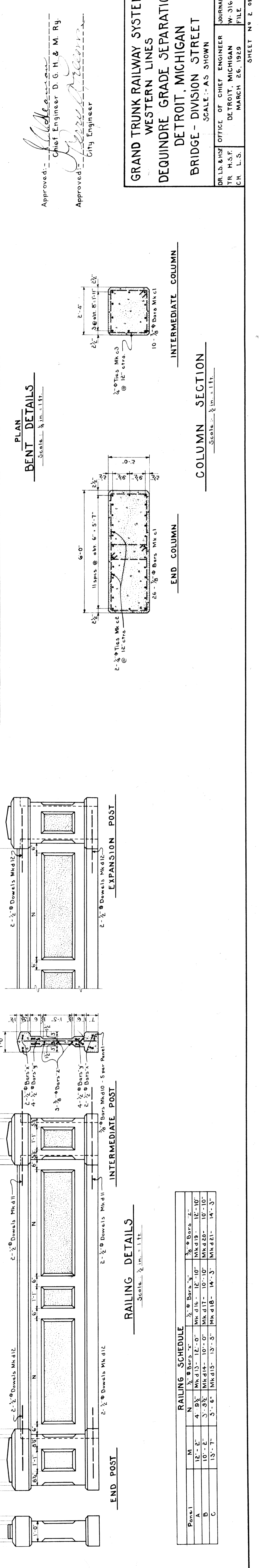
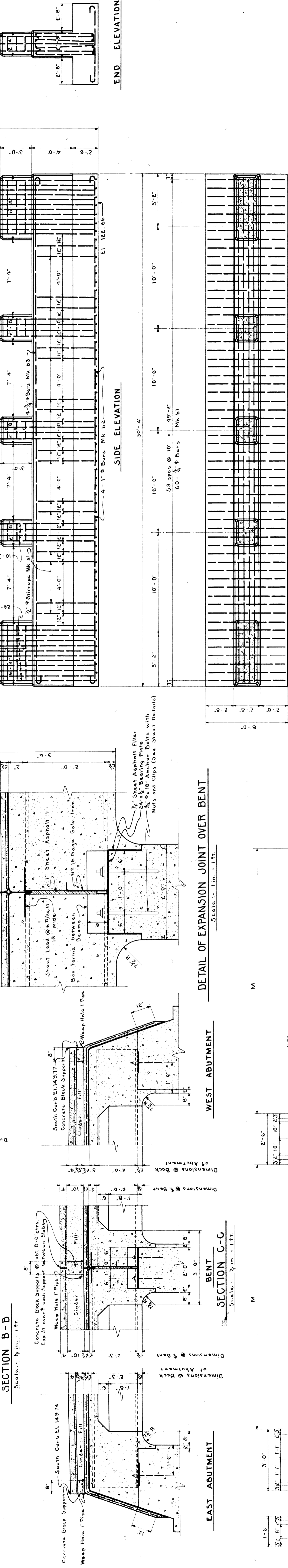
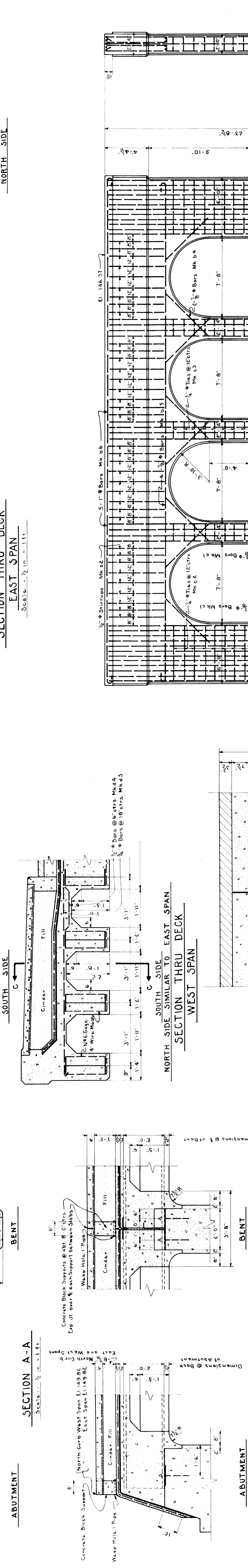
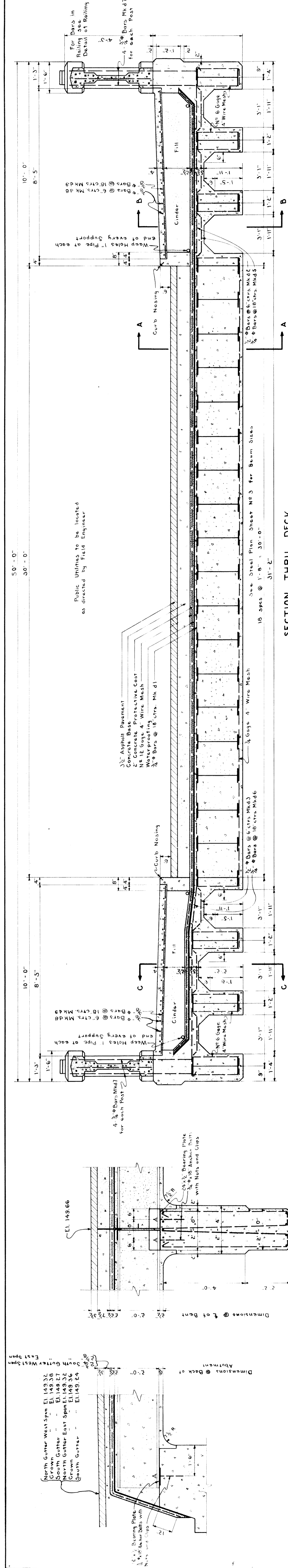
SCALE: AS SHOWN

DR. L. S. OFFICE OF CHIEF ENGINEER
DETROIT, MICHIGAN
CH. L. S. MARCH 15, 1929

JOURNAL NO. W-3167
FILE

Approved: *[Signature]*
Chief Engineer D. G. H. & M. Ry.

Approved: *[Signature]*
City Engineer

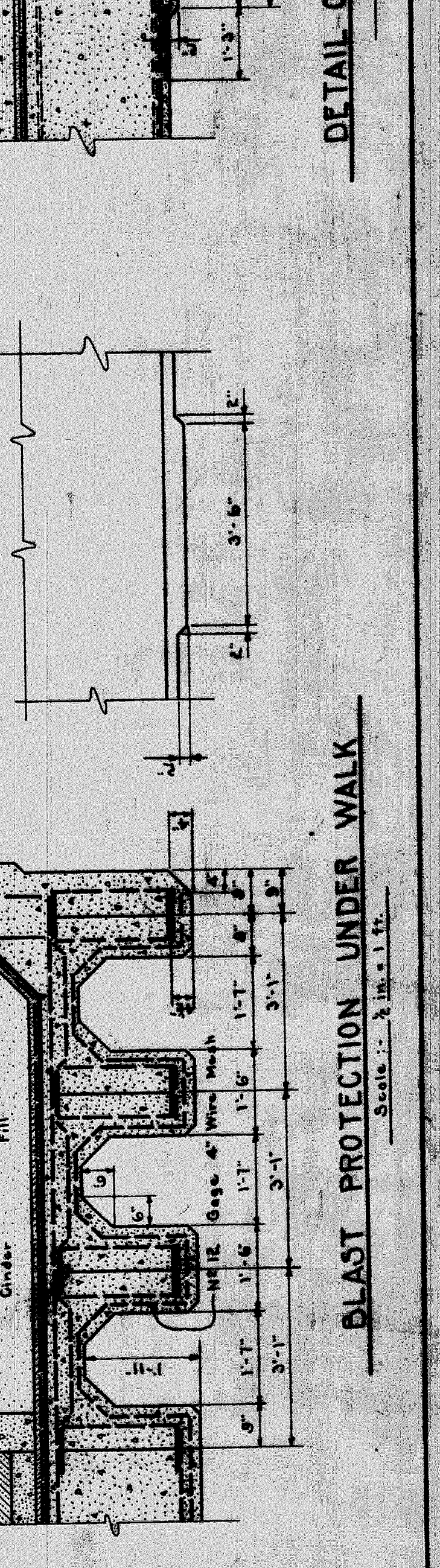
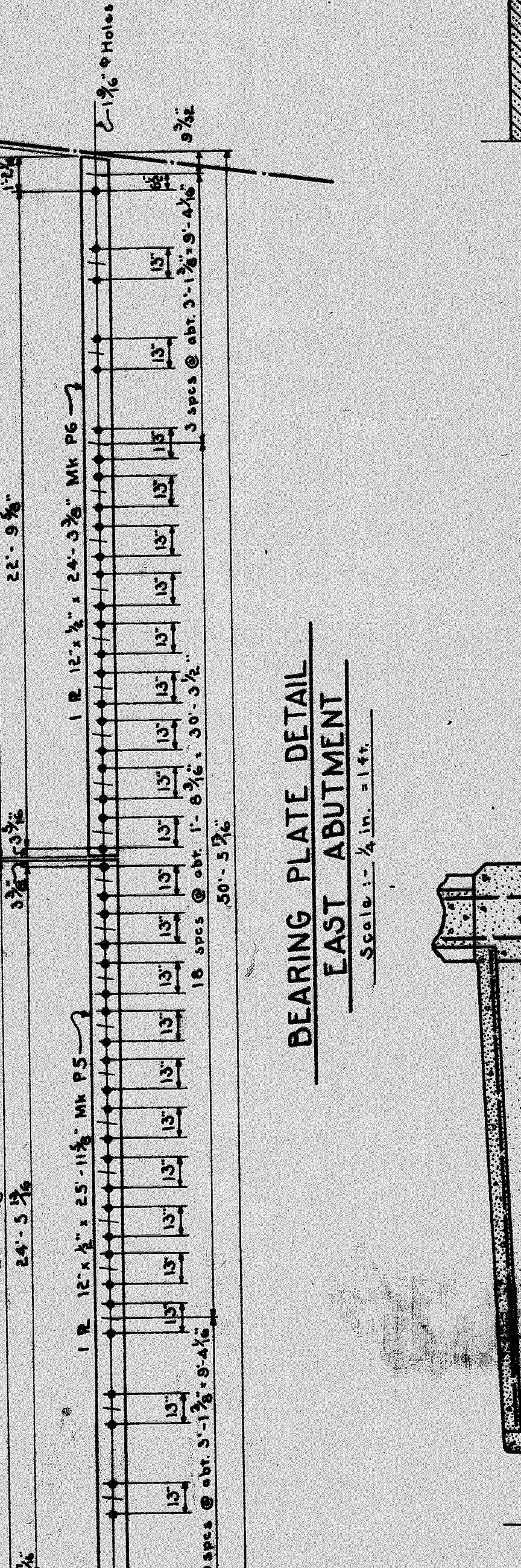
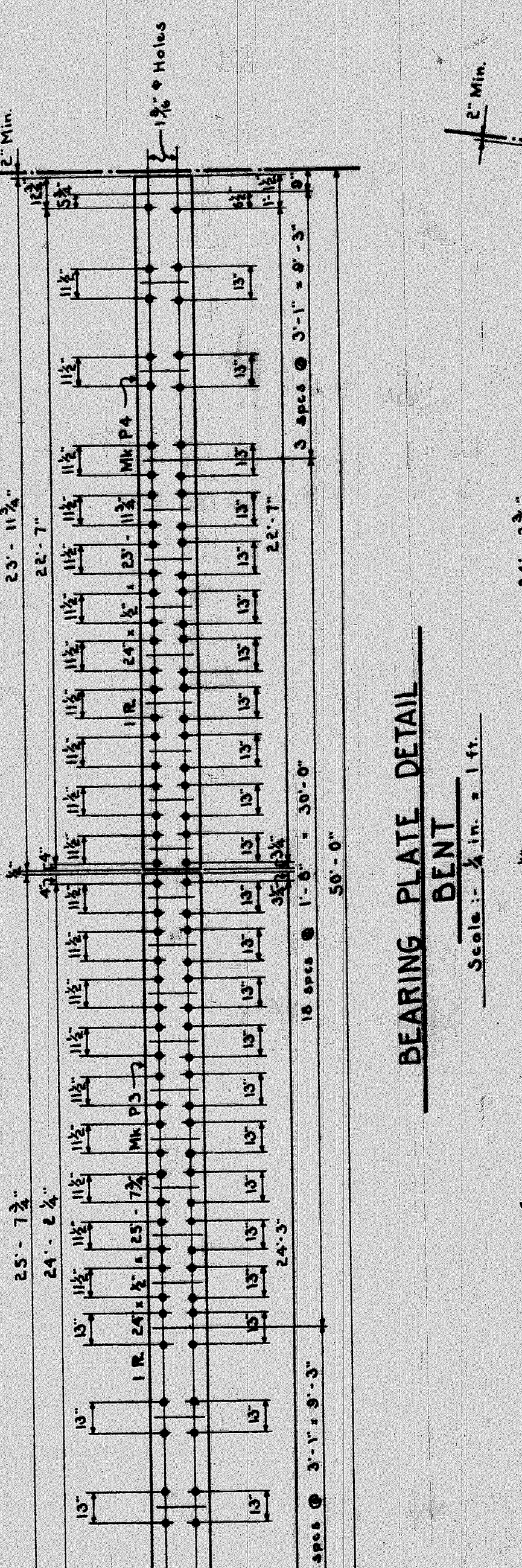
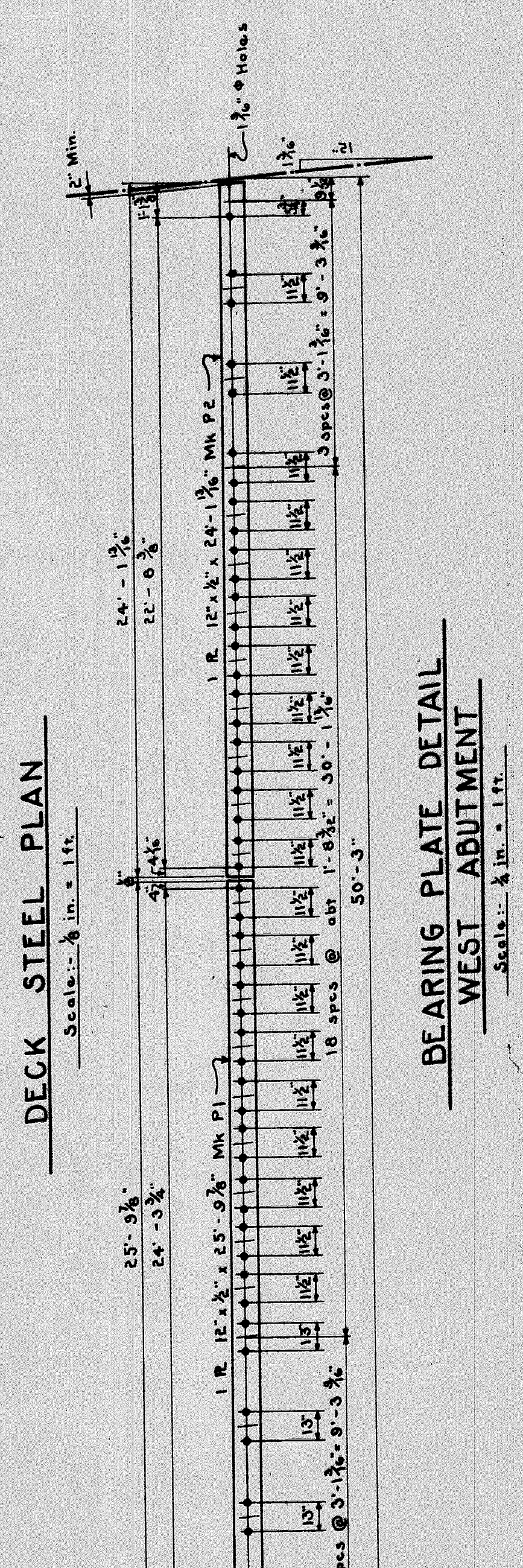
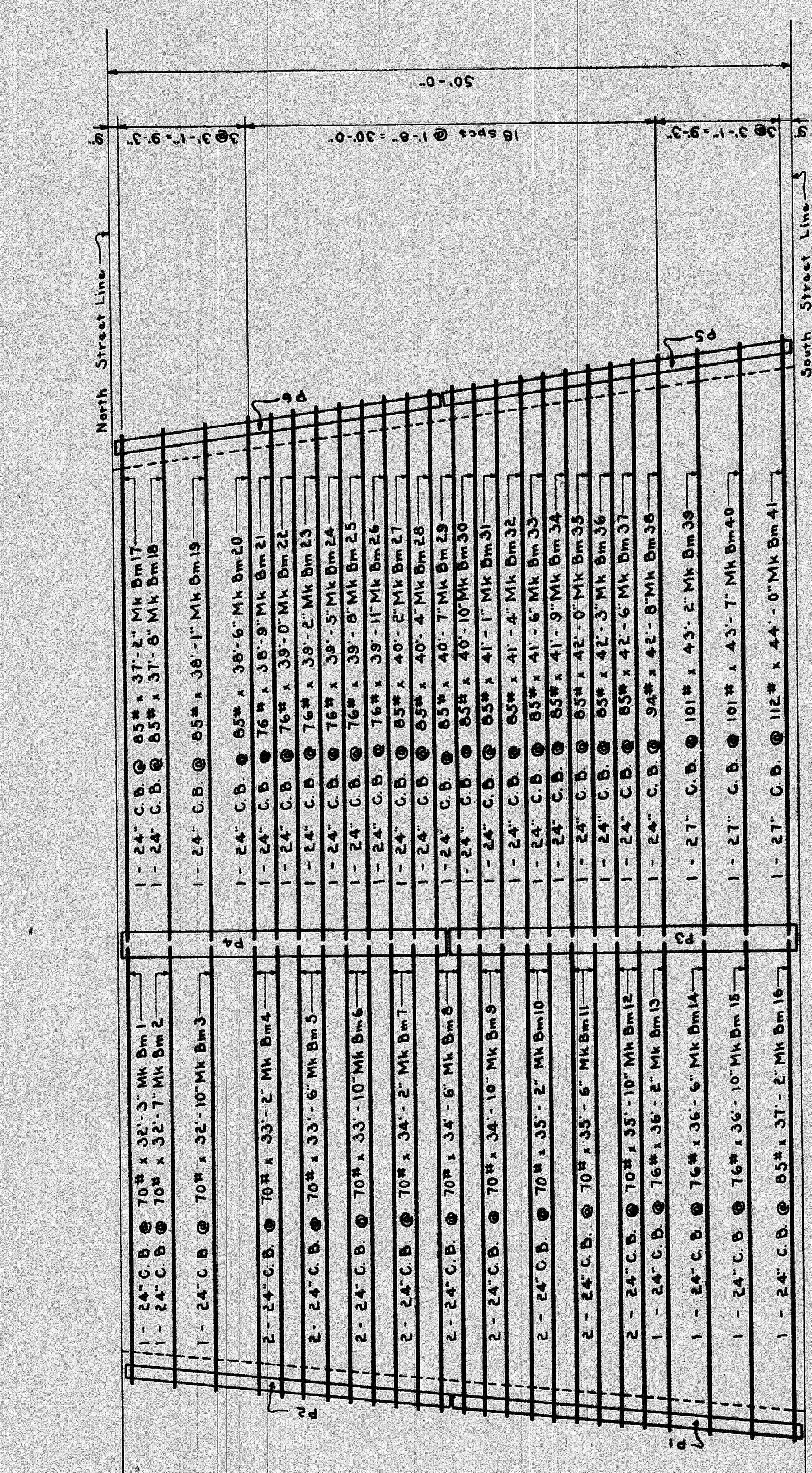


BILL OF STRUCTURAL STEEL

DECK FLOOR BEAMS		REMARKS	
LOCATION	MARK SIZE	LENGTH	SECTION
Sidewalk - West Span	1	24" C.B. @ 70' x 32' - 3"	CB 241
	2	24" C.B. @ 70' x 32' - 3"	CB 241
	3	24" C.B. @ 70' x 32' - 3"	CB 241
Roadway - West Span	4	24" C.B. @ 70' x 33' - 6"	CB 241
	5	24" C.B. @ 70' x 33' - 6"	CB 241
	6	24" C.B. @ 70' x 33' - 6"	CB 241
Sidewalk - West Span	7	24" C.B. @ 70' x 34' - 5"	CB 241
	8	24" C.B. @ 70' x 34' - 5"	CB 241
	9	24" C.B. @ 70' x 34' - 5"	CB 241
Roadway - East Span	10	24" C.B. @ 70' x 35' - 6"	CB 241
	11	24" C.B. @ 70' x 35' - 6"	CB 241
	12	24" C.B. @ 70' x 35' - 6"	CB 241
Sidewalk - West Span	13	24" C.B. @ 76' x 36' - 6"	CB 242
	14	24" C.B. @ 76' x 36' - 6"	CB 242
	15	24" C.B. @ 76' x 36' - 6"	CB 242
Roadway - East Span	16	24" C.B. @ 76' x 37' - 2"	CB 242
	17	24" C.B. @ 76' x 37' - 2"	CB 242
	18	24" C.B. @ 76' x 37' - 2"	CB 242
Sidewalk - East Span	19	24" C.B. @ 76' x 38' - 1"	CB 242
	20	24" C.B. @ 76' x 38' - 1"	CB 242
	21	24" C.B. @ 76' x 38' - 1"	CB 242
Roadway - East Span	22	24" C.B. @ 76' x 39' - 0"	CB 242
	23	24" C.B. @ 76' x 39' - 0"	CB 242
	24	24" C.B. @ 76' x 39' - 0"	CB 242
Sidewalk - East Span	25	24" C.B. @ 76' x 39' - 5"	CB 242
	26	24" C.B. @ 76' x 39' - 5"	CB 242
	27	24" C.B. @ 76' x 39' - 5"	CB 242
Roadway - East Span	28	24" C.B. @ 76' x 40' - 7"	CB 242
	29	24" C.B. @ 76' x 40' - 7"	CB 242
	30	24" C.B. @ 76' x 40' - 7"	CB 242
Sidewalk - East Span	31	24" C.B. @ 76' x 41' - 4"	CB 242
	32	24" C.B. @ 76' x 41' - 4"	CB 242
	33	24" C.B. @ 76' x 41' - 4"	CB 242
Roadway - East Span	34	24" C.B. @ 76' x 42' - 0"	CB 242
	35	24" C.B. @ 76' x 42' - 0"	CB 242
	36	24" C.B. @ 76' x 42' - 0"	CB 242
Sidewalk - East Span	37	24" C.B. @ 76' x 42' - 5"	CB 242
	38	24" C.B. @ 76' x 42' - 5"	CB 242
	39	24" C.B. @ 76' x 42' - 5"	CB 242
Roadway - East Span	40	24" C.B. @ 76' x 43' - 2"	CB 242
	41	24" C.B. @ 76' x 43' - 2"	CB 242
	42	24" C.B. @ 76' x 43' - 2"	CB 242
Sidewalk - East Span	43	24" C.B. @ 76' x 43' - 7"	CB 242
	44	24" C.B. @ 76' x 43' - 7"	CB 242
	45	24" C.B. @ 76' x 43' - 7"	CB 242
Roadway - East Span	46	24" C.B. @ 76' x 44' - 0"	CB 242
	47	24" C.B. @ 76' x 44' - 0"	CB 242
	48	24" C.B. @ 76' x 44' - 0"	CB 242
Sidewalk - East Span	49	24" C.B. @ 76' x 44' - 5"	CB 242
	50	24" C.B. @ 76' x 44' - 5"	CB 242
	51	24" C.B. @ 76' x 44' - 5"	CB 242

BILL OF REINFORCING STEEL

LOCATION	ABUTMENT	REINFORCING STEEL		BENDING DIAGRAM
		No. Bars	Size	
Abutment Footings	202	60	1 1/2"	Straight
	203	60	1 1/2"	
	204	60	1 1/2"	
Bottom Bent Footing	60	10	1 1/2"	BENT
	61	10	1 1/2"	
	62	10	1 1/2"	
Top Bent Footing	63	10	1 1/2"	BENT
	64	10	1 1/2"	
	65	10	1 1/2"	
Bottom Arch Beam	66	10	1 1/2"	BENT
	67	10	1 1/2"	
	68	10	1 1/2"	
Top Arch Beam	69	10	1 1/2"	BENT
	70	10	1 1/2"	
	71	10	1 1/2"	
Feasting Beam	72	10	1 1/2"	BENT
	73	10	1 1/2"	
	74	10	1 1/2"	
Arch Beam	75	10	1 1/2"	BENT
	76	10	1 1/2"	
	77	10	1 1/2"	
Columns	78	4	1 1/2"	Straight
	79	4	1 1/2"	
	80	4	1 1/2"	
Ties End Column	81	4	1 1/2"	Straight
	82	4	1 1/2"	
	83	4	1 1/2"	
Ties Interior Column	84	4	1 1/2"	Straight
	85	4	1 1/2"	
	86	4	1 1/2"	
Roadway Deck	104	104	1/2"	Straight
	105	104	1/2"	
	106	104	1/2"	
Sidewalk Deck	143	143	1/2"	Straight
	144	143	1/2"	
	145	143	1/2"	
Post Downals	56	30	3/8"	Straight
	57	30	3/8"	
	58	30	3/8"	
Sidewalk Slab	114	114	3/8"	Straight - To be cut in field
	115	114	3/8"	
	116	114	3/8"	
Reeling	60	60	3/8"	Straight
	61	60	3/8"	
	62	60	3/8"	
Abutment Wing Return	23	23	3/8"	Straight
	24	23	3/8"	
	25	23	3/8"	



BILL OF WIRE MESH

LOCATION	LINK WIDTH	DESCRIPTION
Bottom of Deck	48"	A. S. & W. Co. 1-1/2 in. Gage 4 in. Wire Mesh
Sidewalk Beams	48"	A. S. & W. Co. 1-1/2 in. Gage 4 in. Wire Mesh
Blast Protection Roadway	200	A. S. & W. Co. 1-1/2 in. Gage 4 in. Wire Mesh
Blast Protection Sidewalk	170	A. S. & W. Co. 1-1/2 in. Gage 4 in. Wire Mesh
Protective Coat Deck	1000	A. S. & W. Co. 1-1/2 in. Gage 4 in. Wire Mesh

MISCELLANEOUS STEEL

ITEM	SIZE	LENGTH	DESCRIPTION
Anchor Bolts	1/2" x 6"	18'	Sweeps Bolts with Hex. Nuts and Washers
Clips	3/8" x 3/8" x 1/2"	10	See Detail

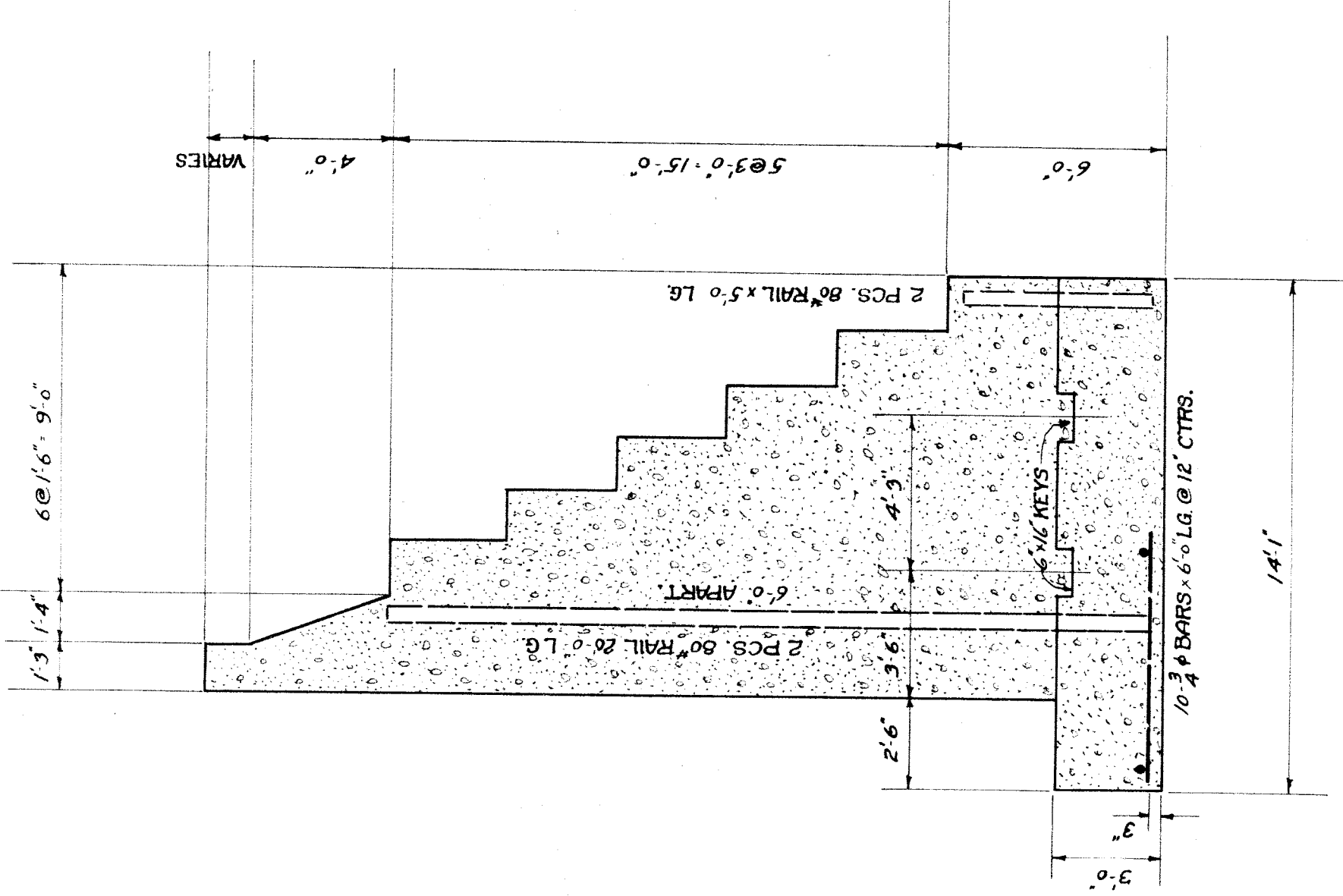
GRAND TRUNK RAILWAY SYSTEM
 WESTERN LINES
 DEQUINDRE GRADE SEPARATION
 DETROIT, MICHIGAN
 BRIDGE - DIVISION STREET
 SCALE: AS SHOWN

Approved: *[Signature]*
 Chief Engineer D. G. M. & M. Ry.
 City Engineer

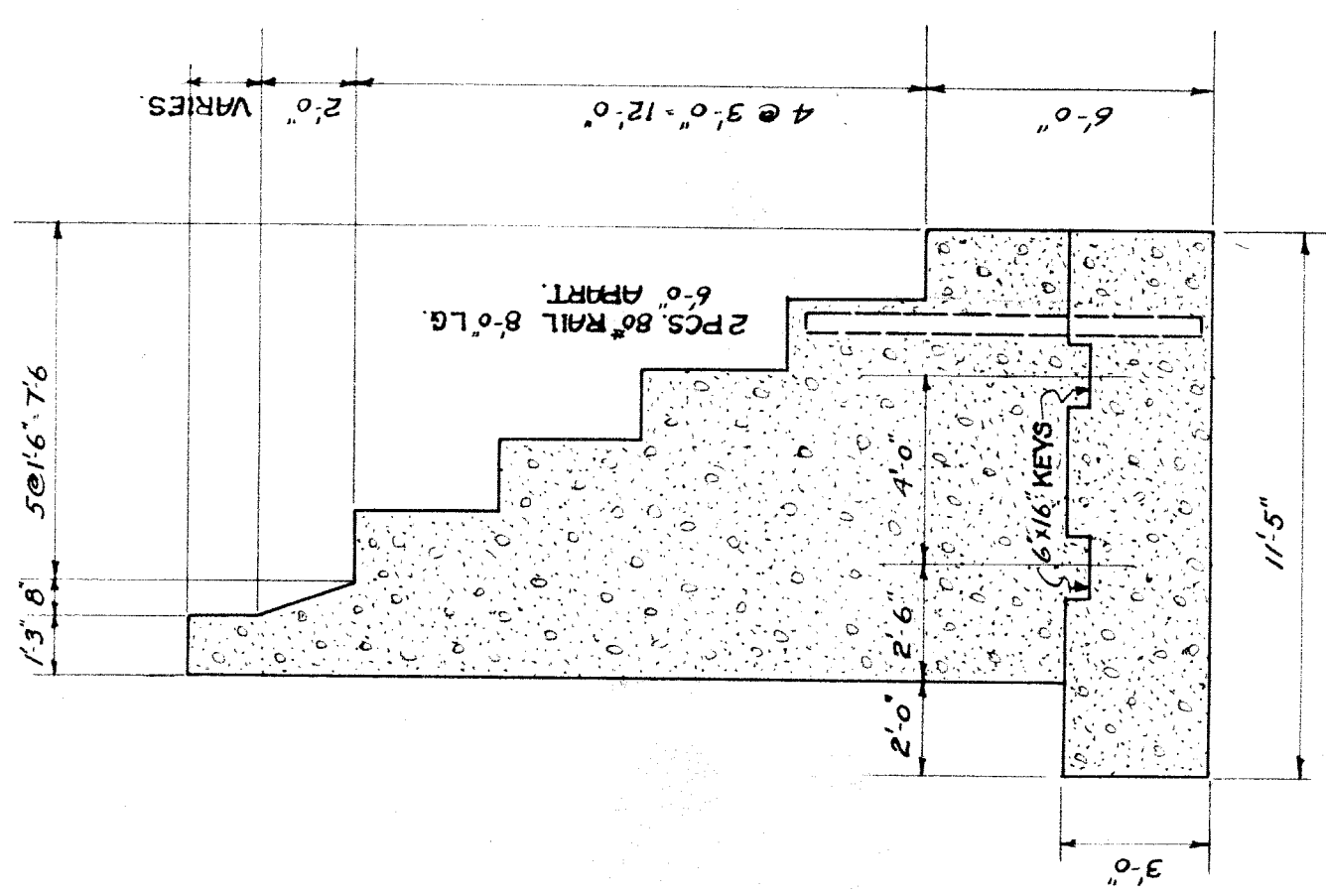
DR. H.S.F. OFFICE OF CHIEF ENGINEER
 TR. H.S.F. DETROIT, MICHIGAN
 CH. L.S. APRIL 3, 1925
 FILE
 SHEET NO. 3 OF 3

GRAND TRUNK RAILWAY SYSTEM
WESTERN LINES.
DEQUINDE GRADE SEPARATION
DETROIT, MICH.
RETAINING WALLS - DIVISION ST.
 -SCALE AS NOTED-
 DR. L. S. TRAMER, CH.
 OFFICE OF CHIEF ENGINEER
 DETROIT, MICHIGAN
 MAY, 25, 1923.
 JOURNAL NO.
 W-3176
 FILE.

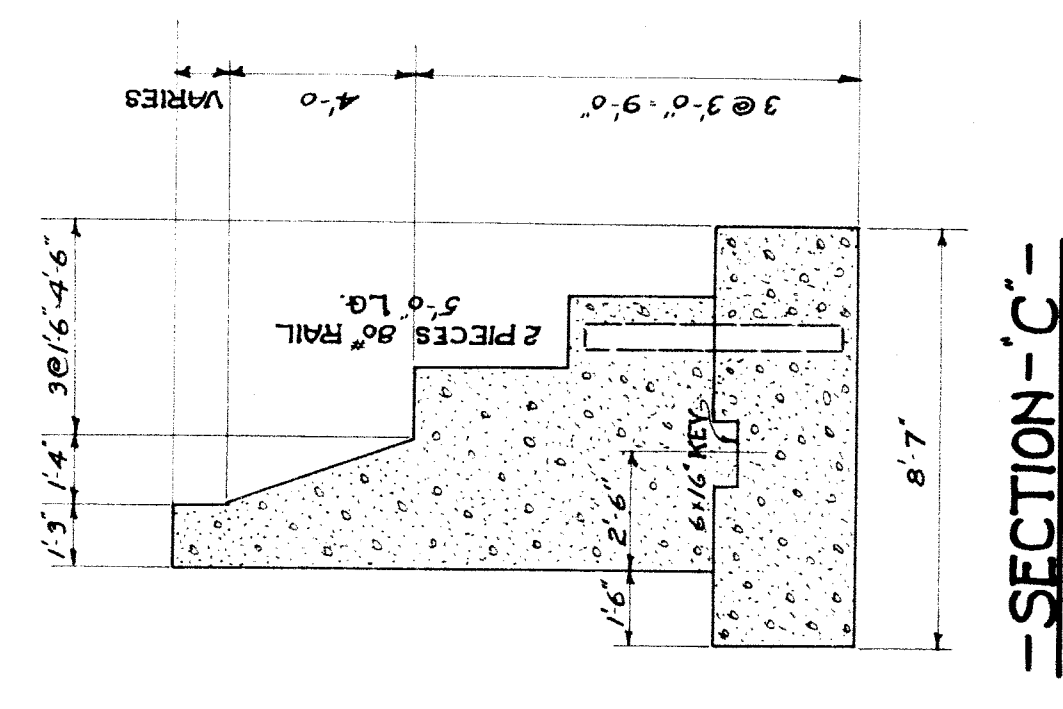
APPROVED: *W. A. Sullivan*
 CHIEF ENGINEER D. C. H. S. M. R.
 APPROVED: *Charles J. Moran*
 CITY ENGINEER



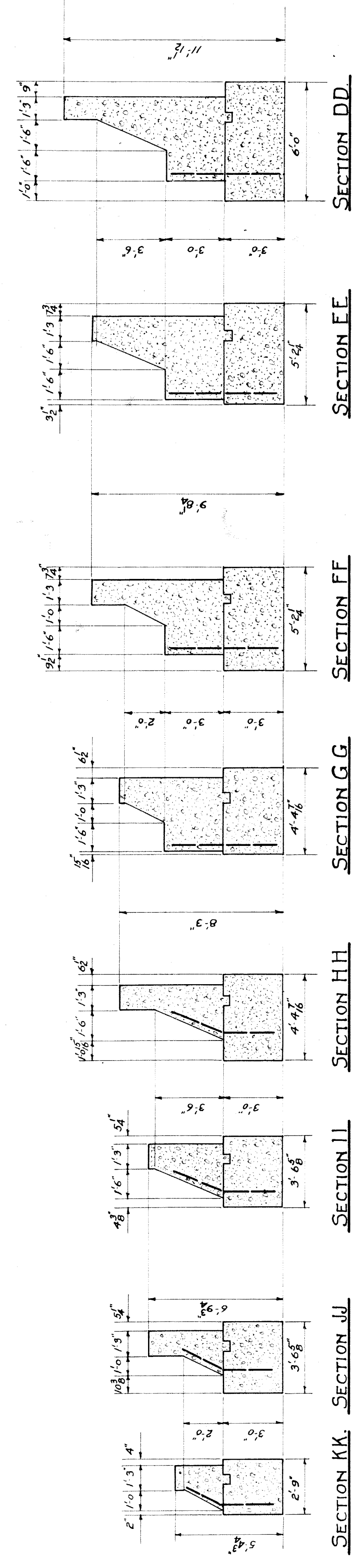
SECTION-A-A-
SCALE 1/4"=1'-0"



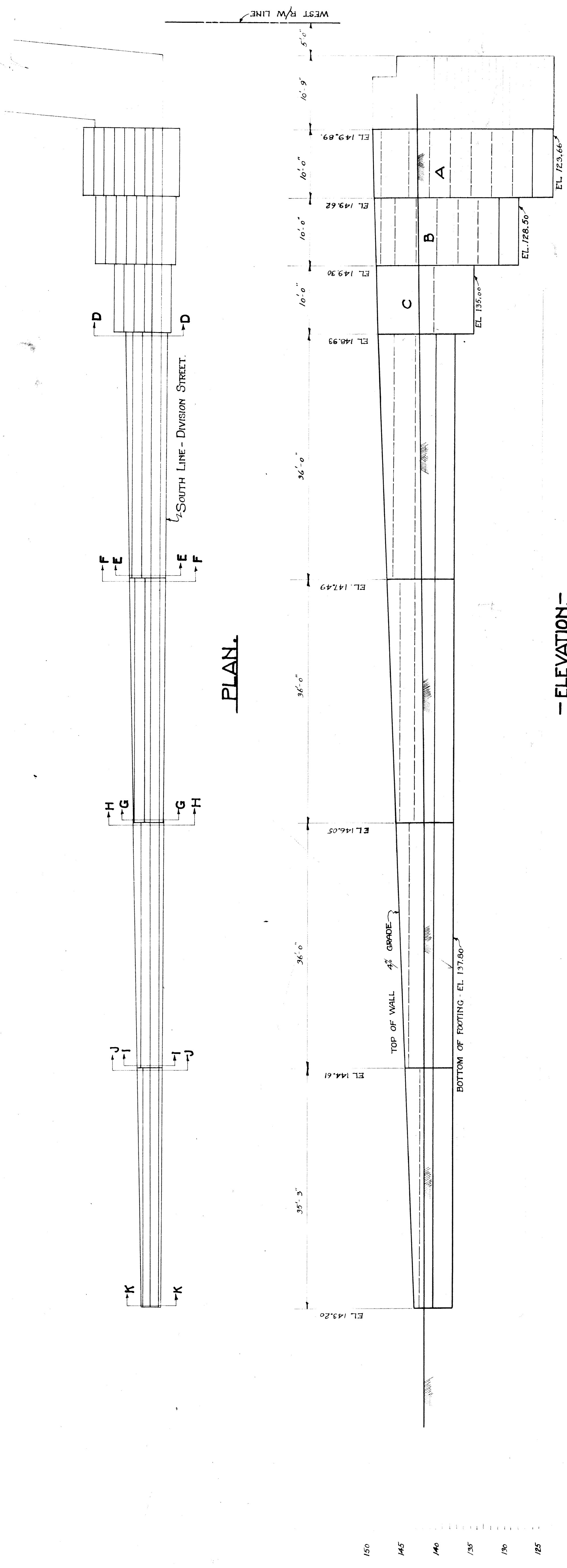
SECTION-B-B-



SECTION-C-C-

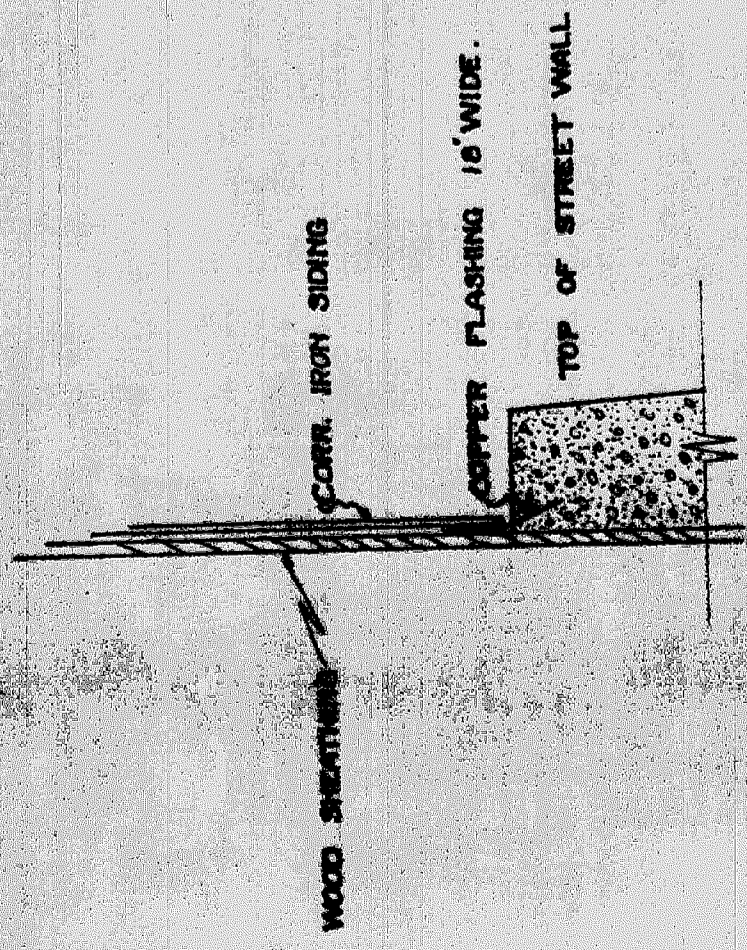


SCALE 1/4"=1'-0"

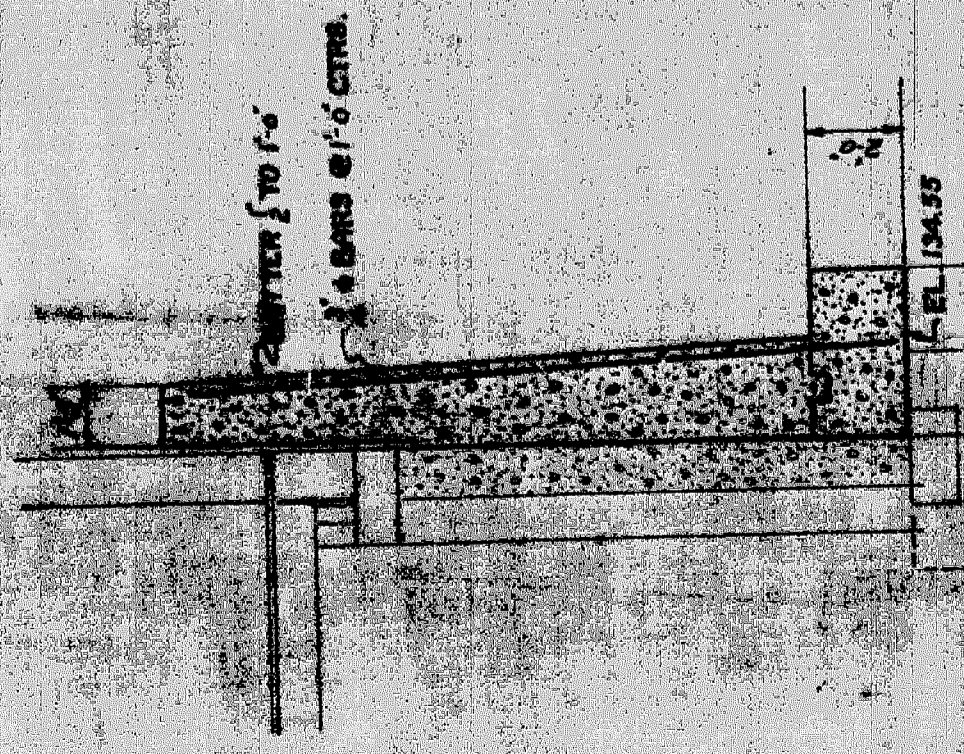


PLAN.

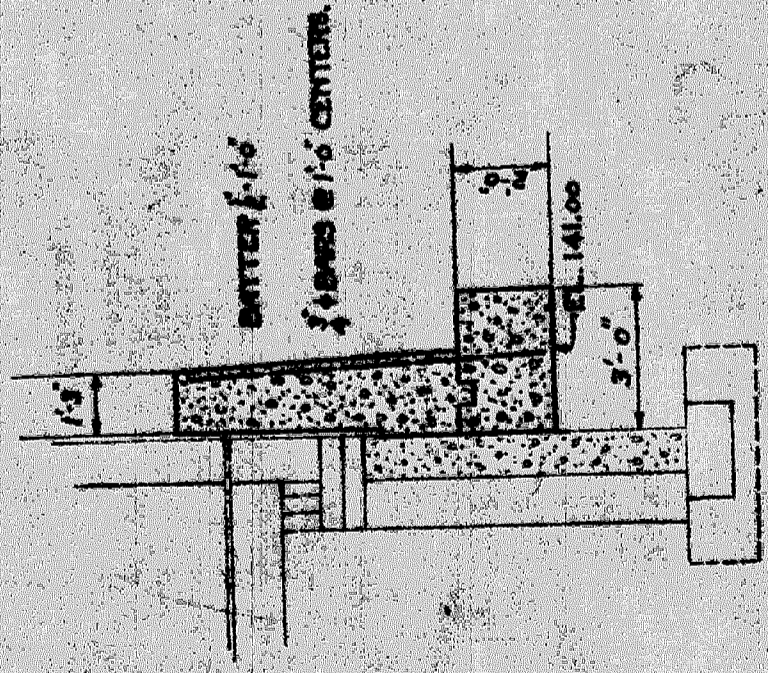
-ELEVATION-
 -RETAINING WALLS SOUTH SIDE WEST OF R/W-



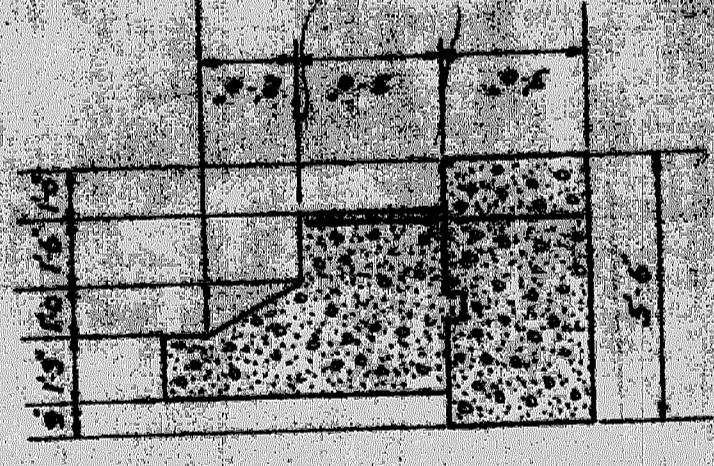
DETAIL OF FLASHING.
 AMALITE DETROIT MALT & GRAIN CO. BLDG.



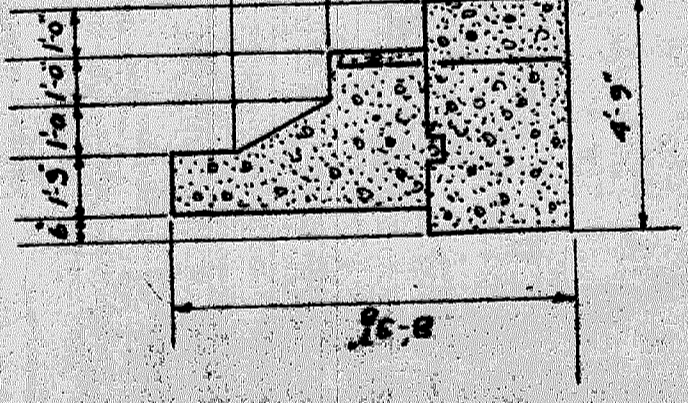
SECTION A-A



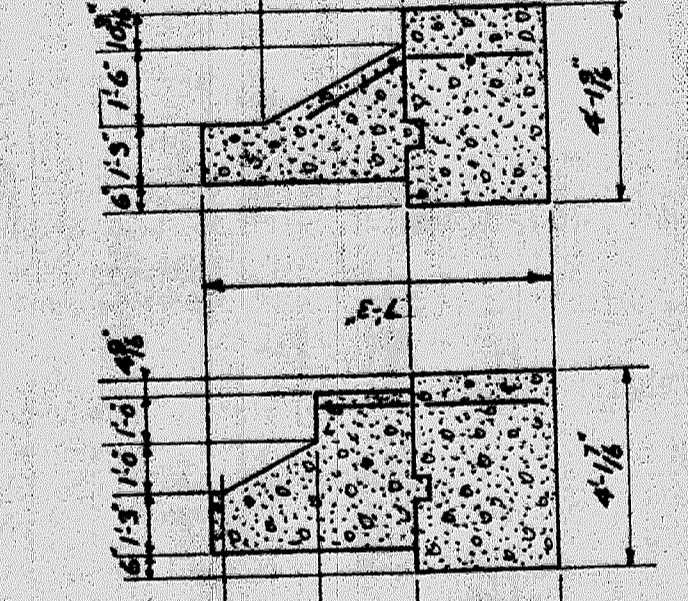
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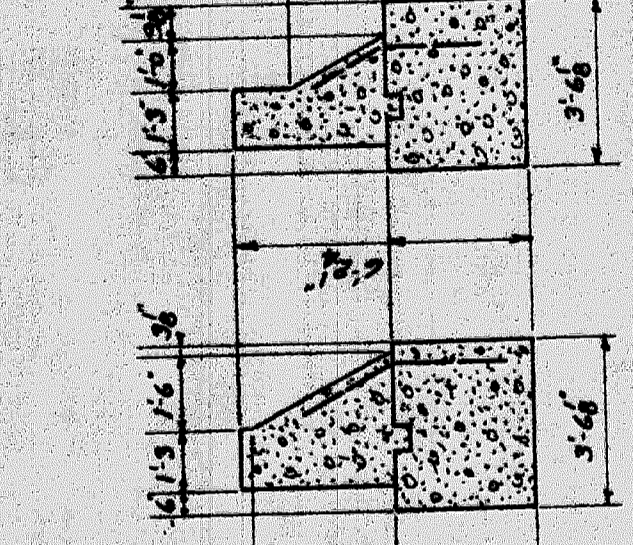
SECTION C-C



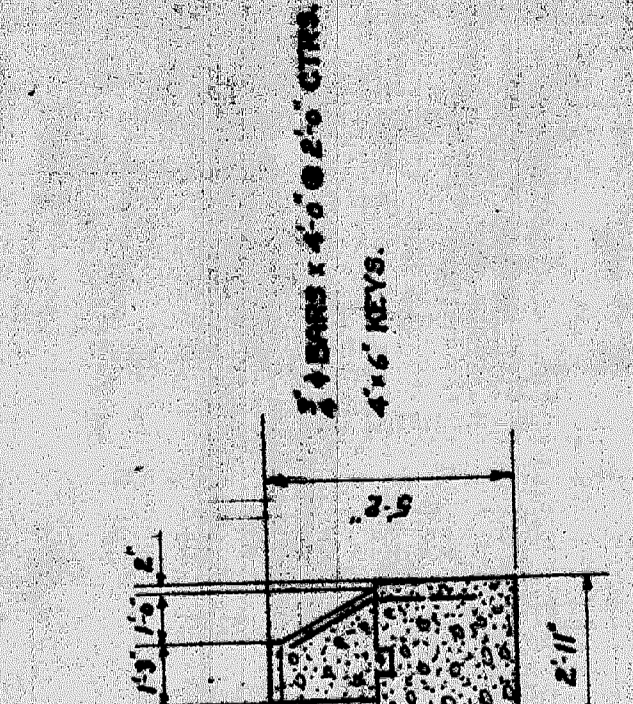
SECTION D-D



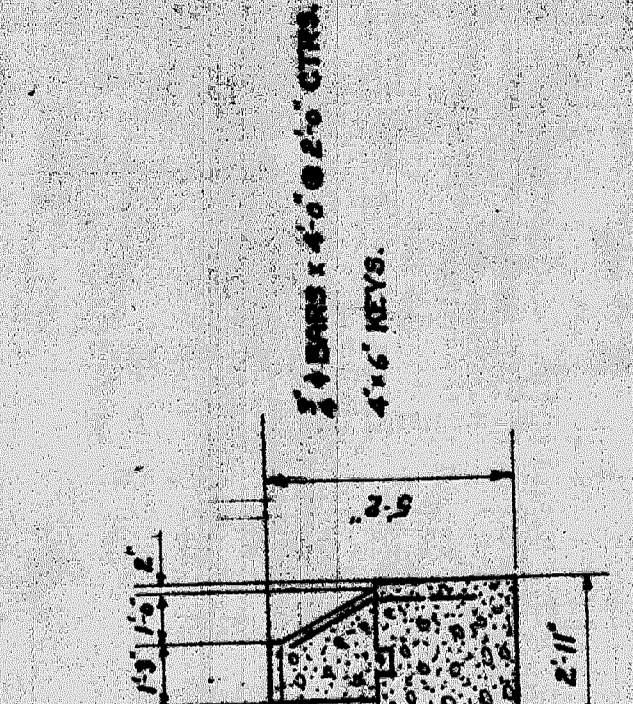
SECTION E-E



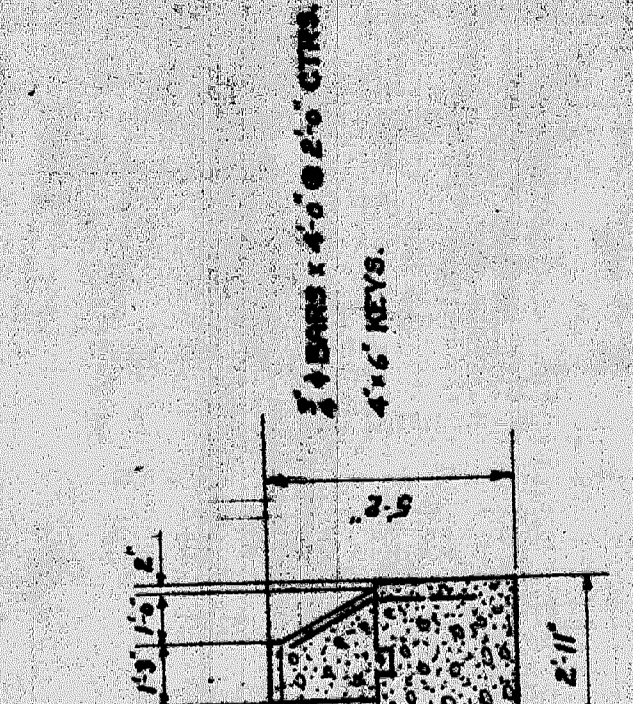
SECTION F-F



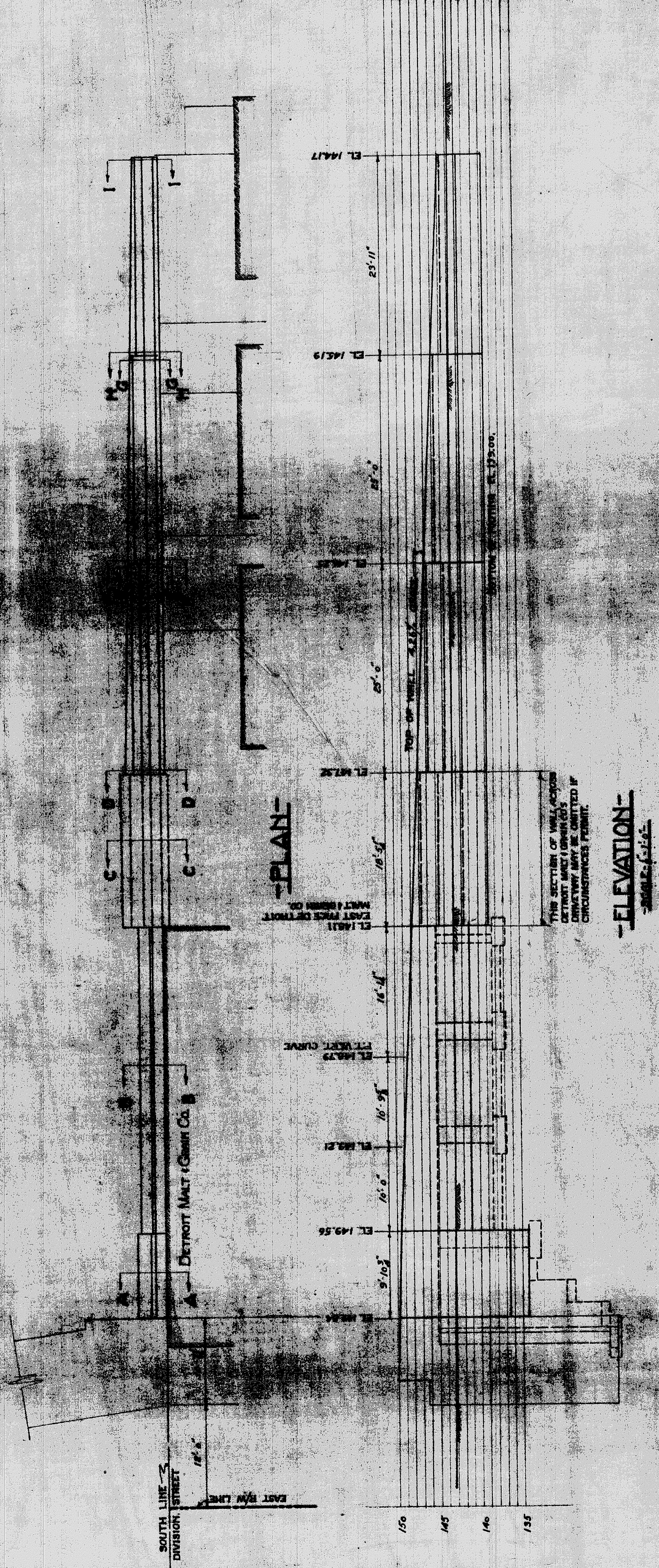
SECTION G-G



SECTION H-H



SECTION I-I



ELEVATION

APPROVED: *W. H. ...*
 Chief Engineer, D.C.H. & M.R.Y.
 APPROVED: *W. H. ...*
 City Engineer

GRAND TRUNK RAILWAY SYSTEM
 WESTERN LINES.
 DEQUINCE GRADE SEPARATION
 DETROIT, MICHIGAN.
 THE TRUNK WALLS - DIVISION STREET.
 NUMBER OF SHEETS: 10
 NUMBER OF SHEETS USED: 10
 DATE: 1913

File 10847