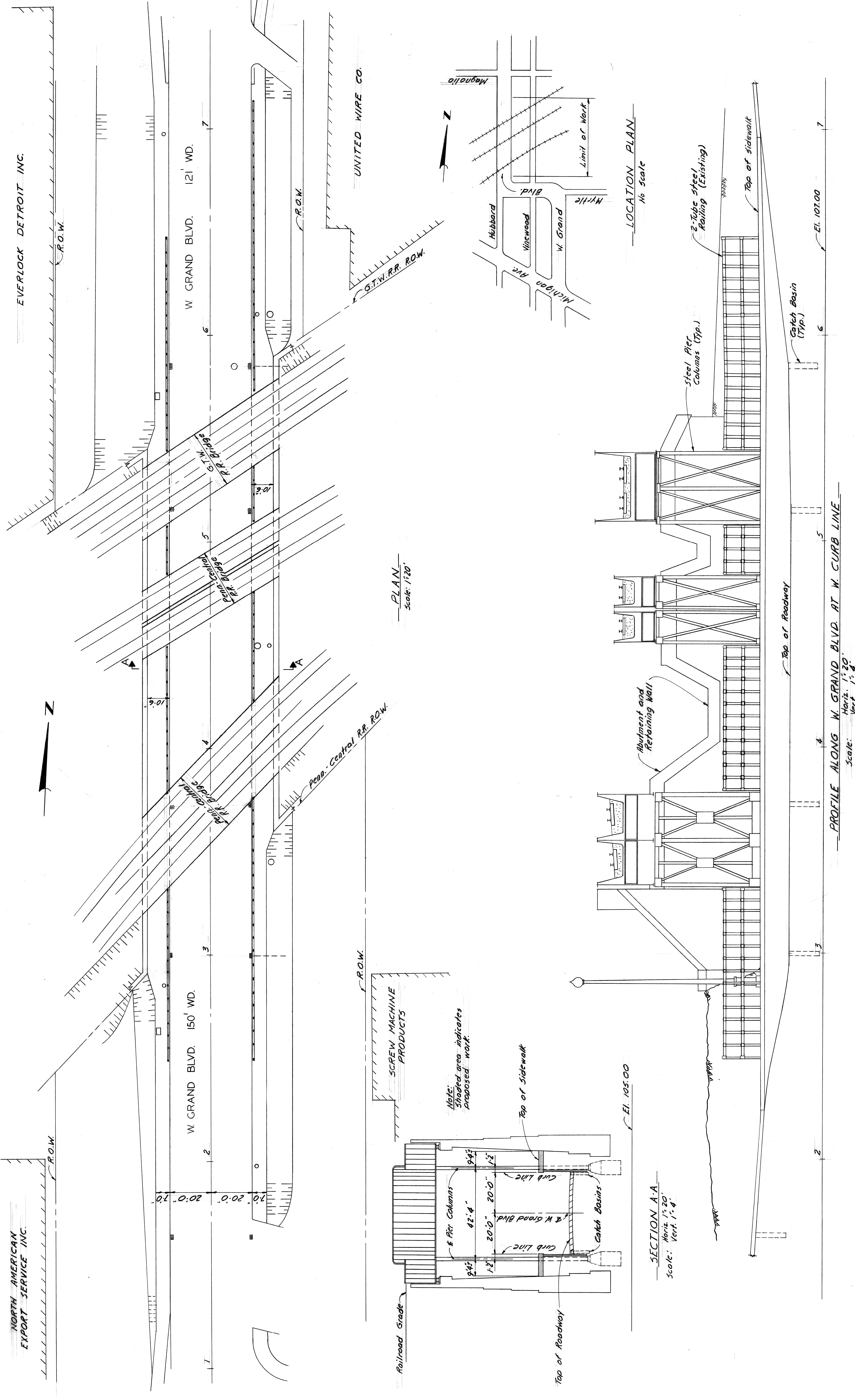


B. K. ELLIOTT CO. 7018-W 800 3-57

NORTH AMERICAN EXPORT SERVICE INC.

EVERLOCK DETROIT INC.



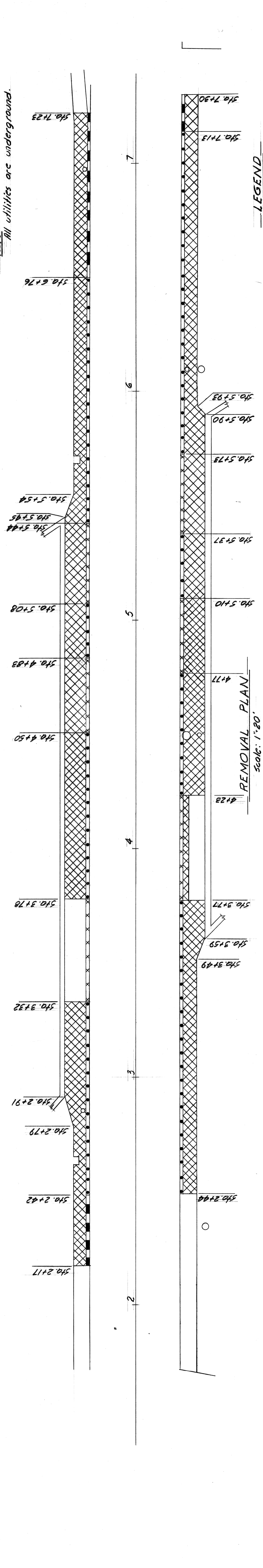
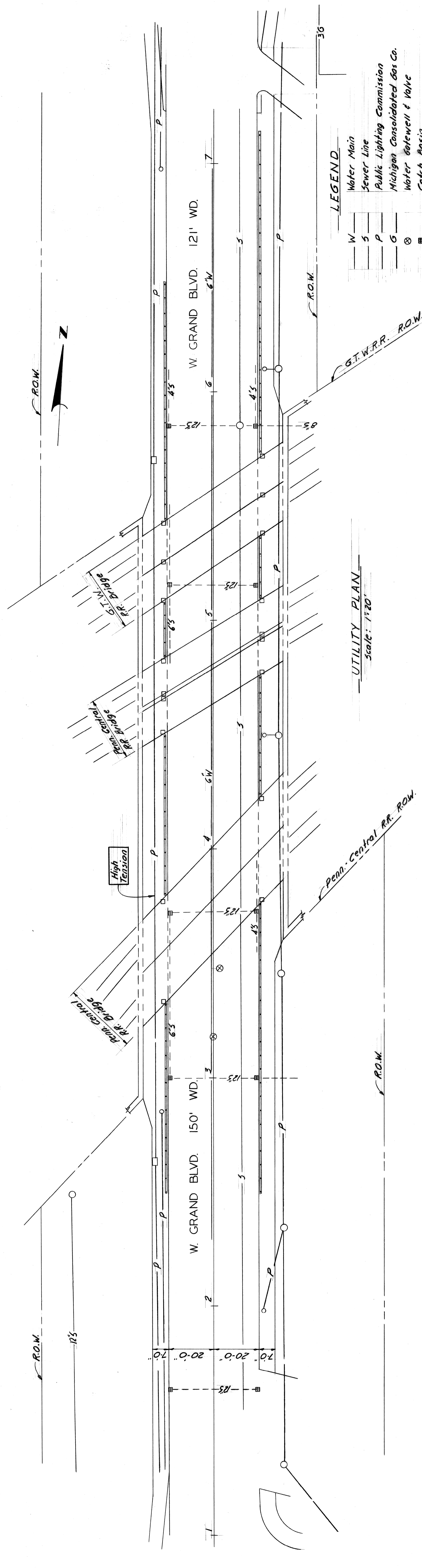
PLAN
Scale: 1"=20'

SECTION A-A
Scale: Horiz. 1"=20'
Vert. 1"=4'

LOCATION PLAN
No Scale

PROFILE ALONG W. GRAND BLVD AT W. CURB LINE
Scale: Horiz. 1"=20'
Vert. 1"=4'

REVISIONS LOCATED BY COORDINATES ON SHEET		DESIGNED BY		APPROVED:		SHEET 1 OF 3 SHEETS	
NO.	DATE	D. J. R.	D. J. R.			JOB No. AO-1871	
		A. J. G.	A. J. G.			DRAWG No. 1	
						DATE JULY 1969	
						GENERAL DRAWING	
CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS HIGHWAY & EXPRESSWAY DIVISION				WEST GRAND BOULEVARD UNDER BRIDGE XU-27 PENN CENTRAL & G.T.W. RAILROADS			
SIDEWALK, CURB & RAILING REPAIR				GENERAL DRAWING			
DESIGNED BY				DRAWN BY			
TRACED BY				CHECKED BY			
M. A. L.				M. A. L.			
HIGHWAY & EXPRESSWAY ENGINEER				HIGHWAY & EXPRESSWAY ENGINEER			



LEGEND

- Sidewalk Removal
- Curb Removal
- Wall Removal
- Wall & Railing Removal

NOTES:

Existing wall is to be removed a minimum distance of 1'-0" behind curb line, except where limited by bridge substructure. The excavation depth is to be 3 1/2" below pavement grade except at pier columns, where the top of footing will control the depth. The top of footing elevation is 108.51 or 1.5' to 2' below pavement grade.

Catch basins are not to be disturbed. The wall is not to be removed below pavement grade for a distance of 2 feet on either side of any catch basin. For construction limits at catch basins and pier footings see wall elevation at catch basins and pier footings on Sheet 13.

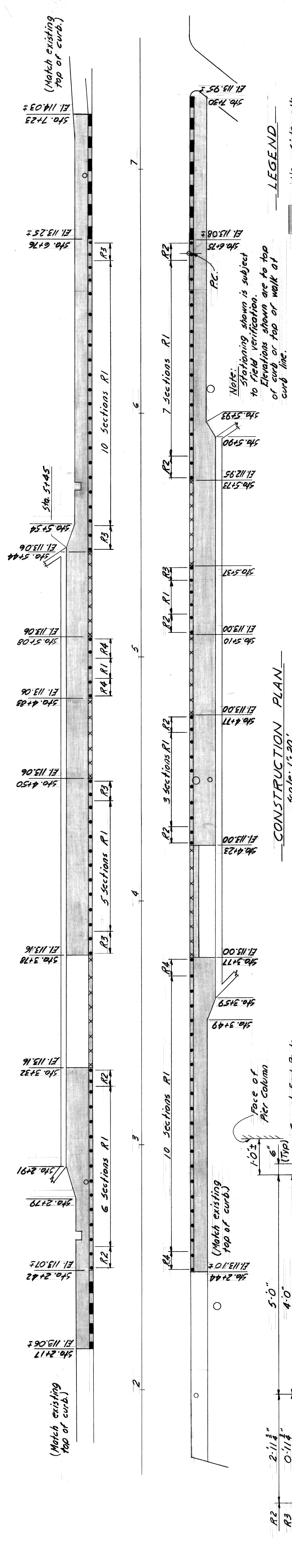
After concrete has been removed, any damage or deterioration to bridge substructure should be reported to the Design Office before proceeding with work.

All underground utilities shall be located prior to removal operations. The removal operations shall be conducted in such a manner as to insure that these utilities will not be disturbed.

Fill (Grade A) is to be used as required in voids behind the wall prior to pouring sidewalk.

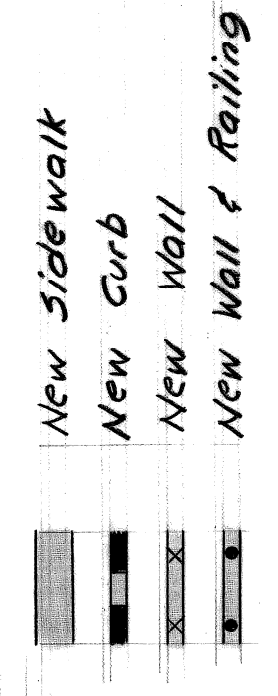
Roadway paving should be left undisturbed if possible; however, if it is necessary to remove any paving during construction it shall be patched and restored to its original condition.

CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS HIGHWAY & EXPRESSWAY DIVISION		WEST GRAND BOULEVARD UNDER BRIDGE XU-27 PENN CENTRAL & G.T.W. RAILROADS		SHEET 2 OF 3 SHEETS
DESIGNED BY D.J.R.	APPROVED:	UTILITY PLAN & REMOVAL PLAN		JOB No. AO-1871
DRAWN BY A.J.G.	DESIGNED BY D.J.R.			DRWG No. 2
TRACED BY	DRAWN BY A.J.G.			DATE JULY 1969
CHECKED BY M.A.L.	TRACED BY			
DESCRIPTION	CHECKED BY M.A.L.			
REVISIONS LOCATED BY COORDINATES ON SHEET	DESCRIPTION			
DATE	DATE			
BY	BY			
DATE	DATE			



CONSTRUCTION PLAN
Scale: 1"=20'

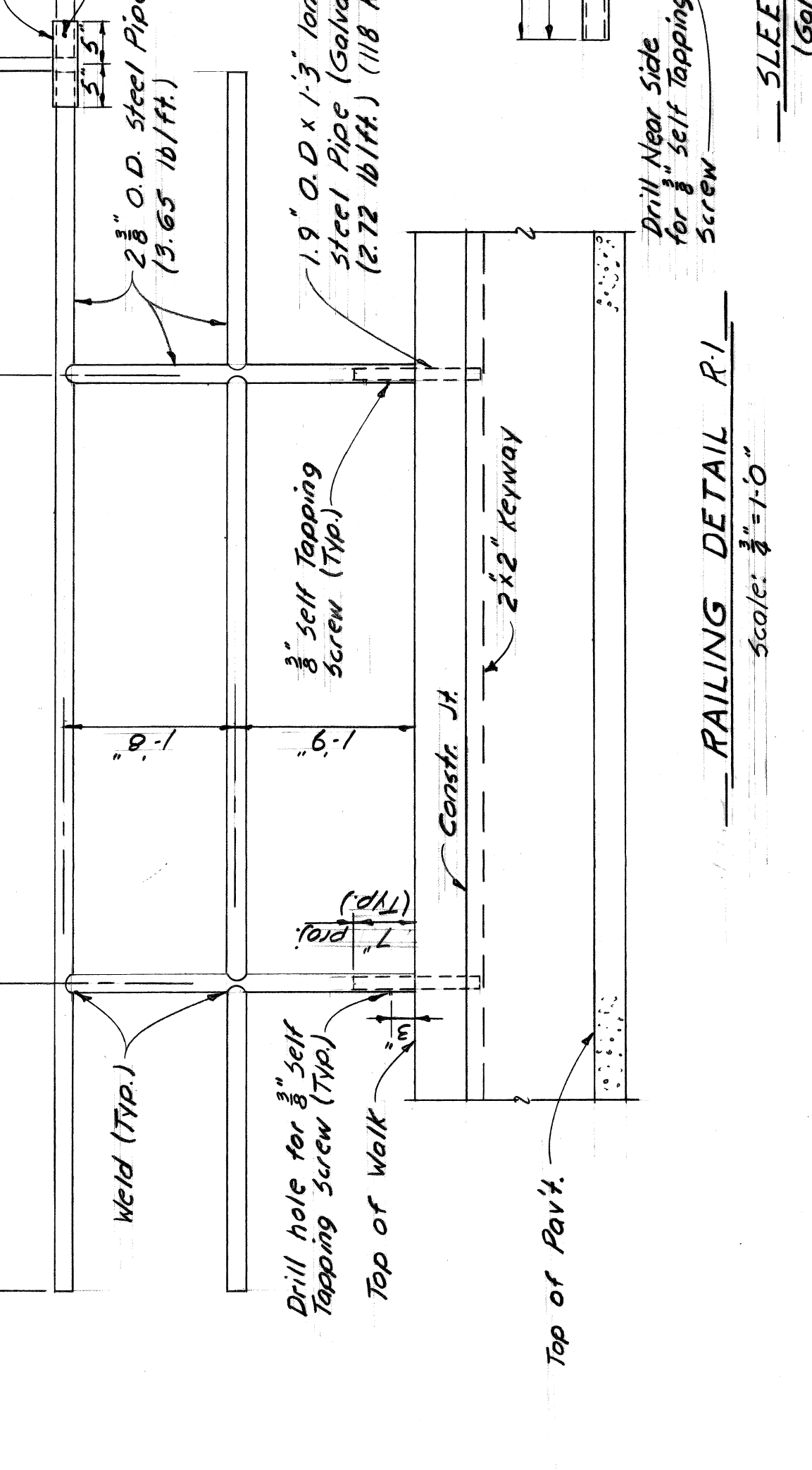
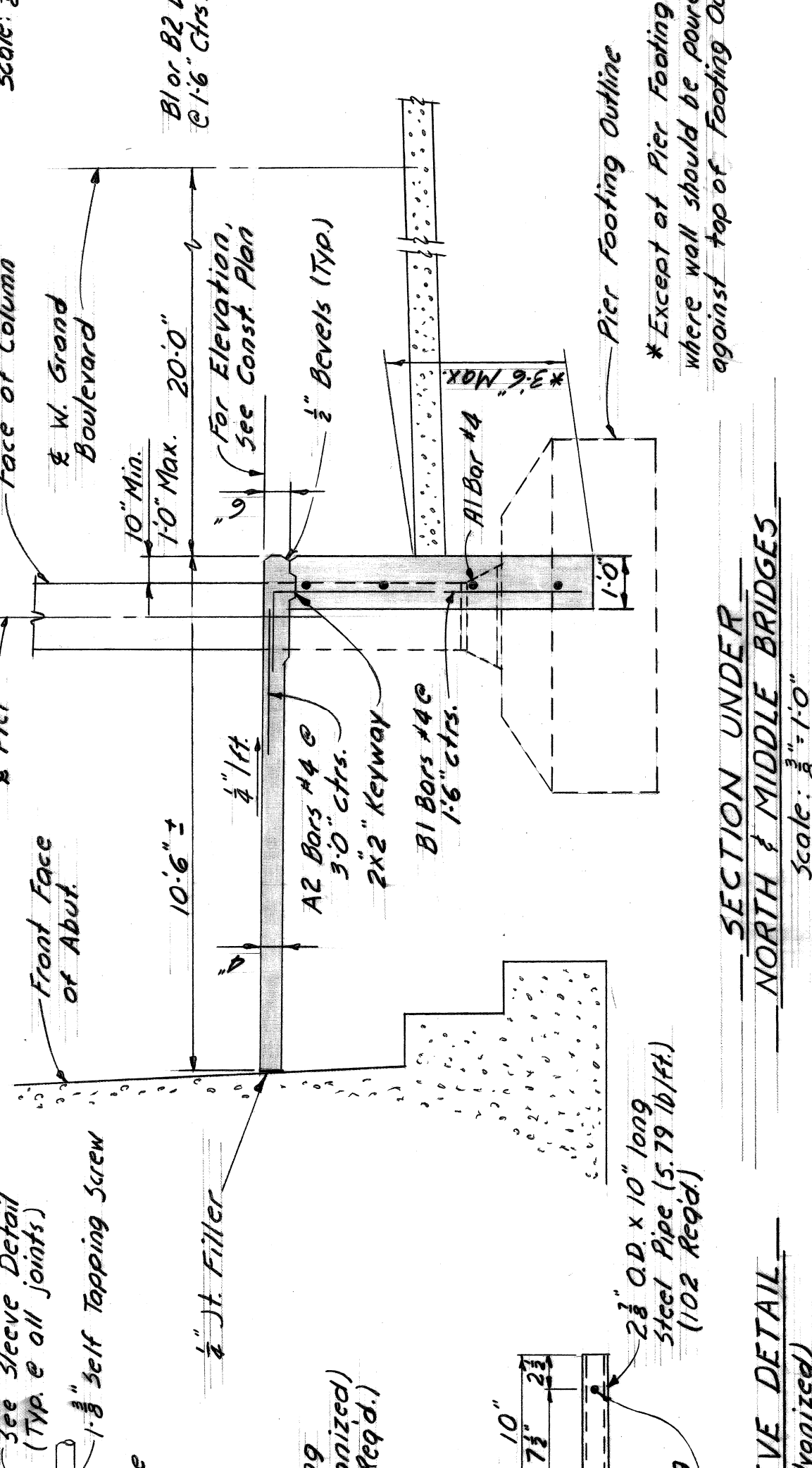
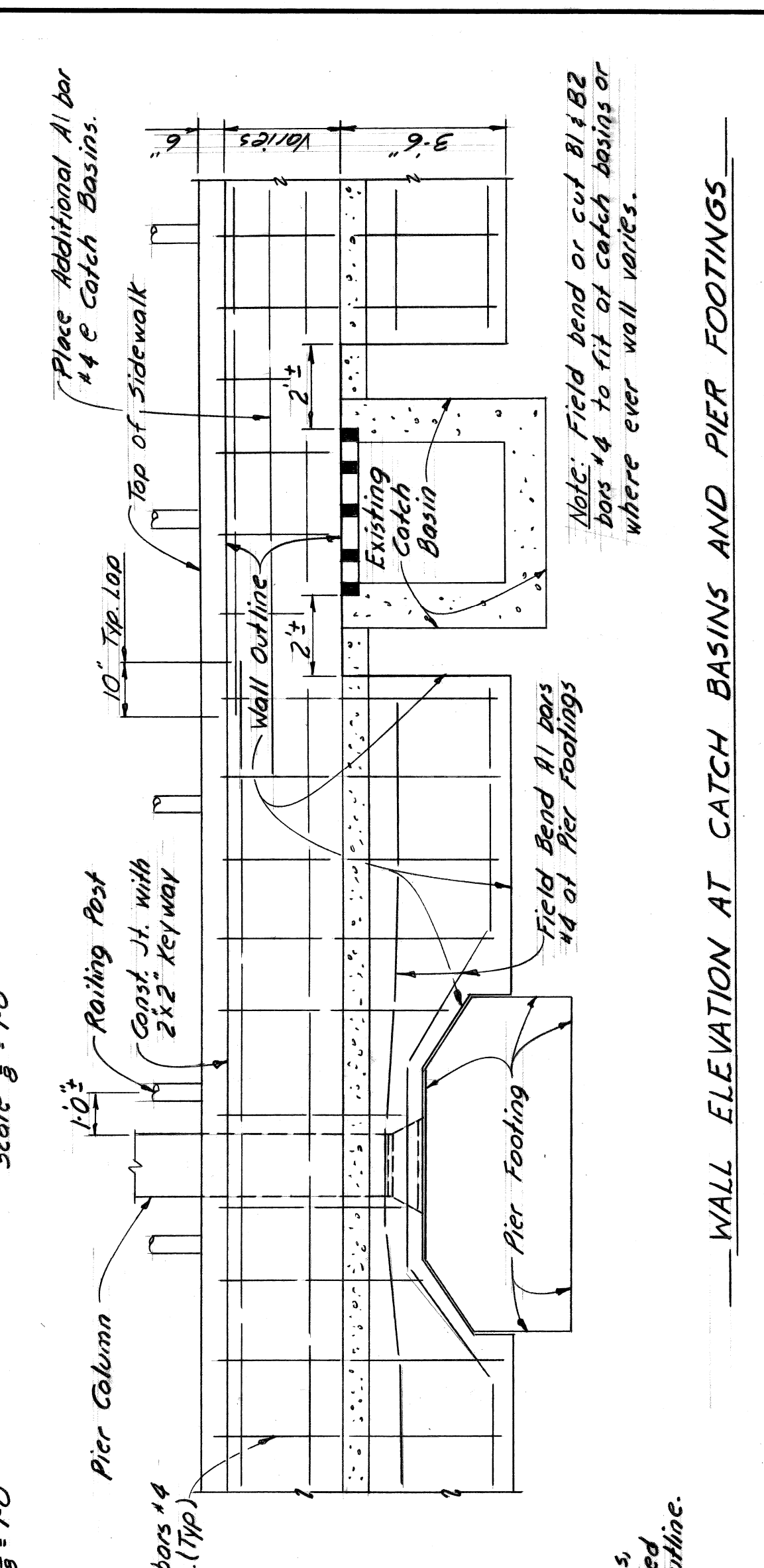
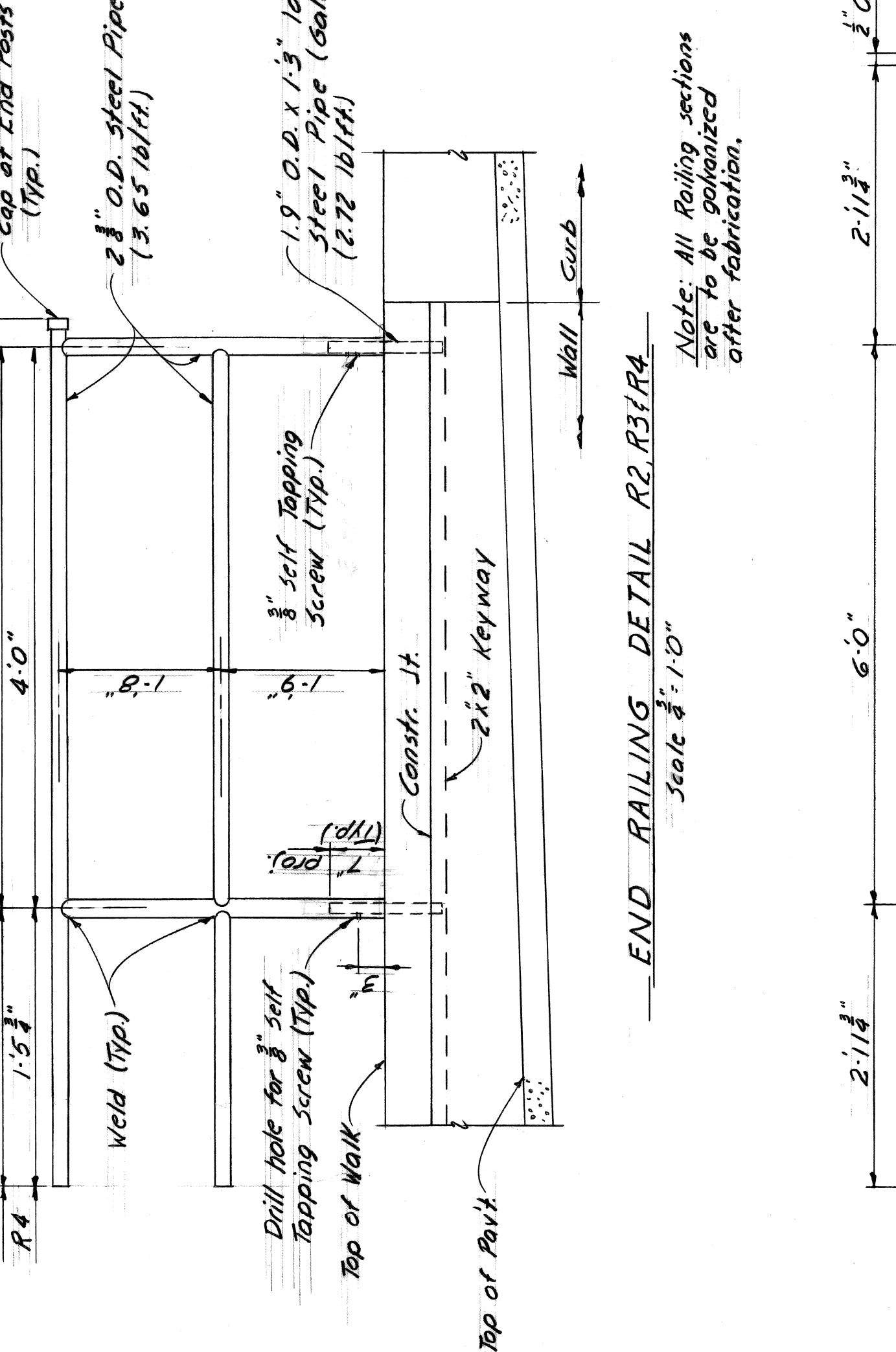
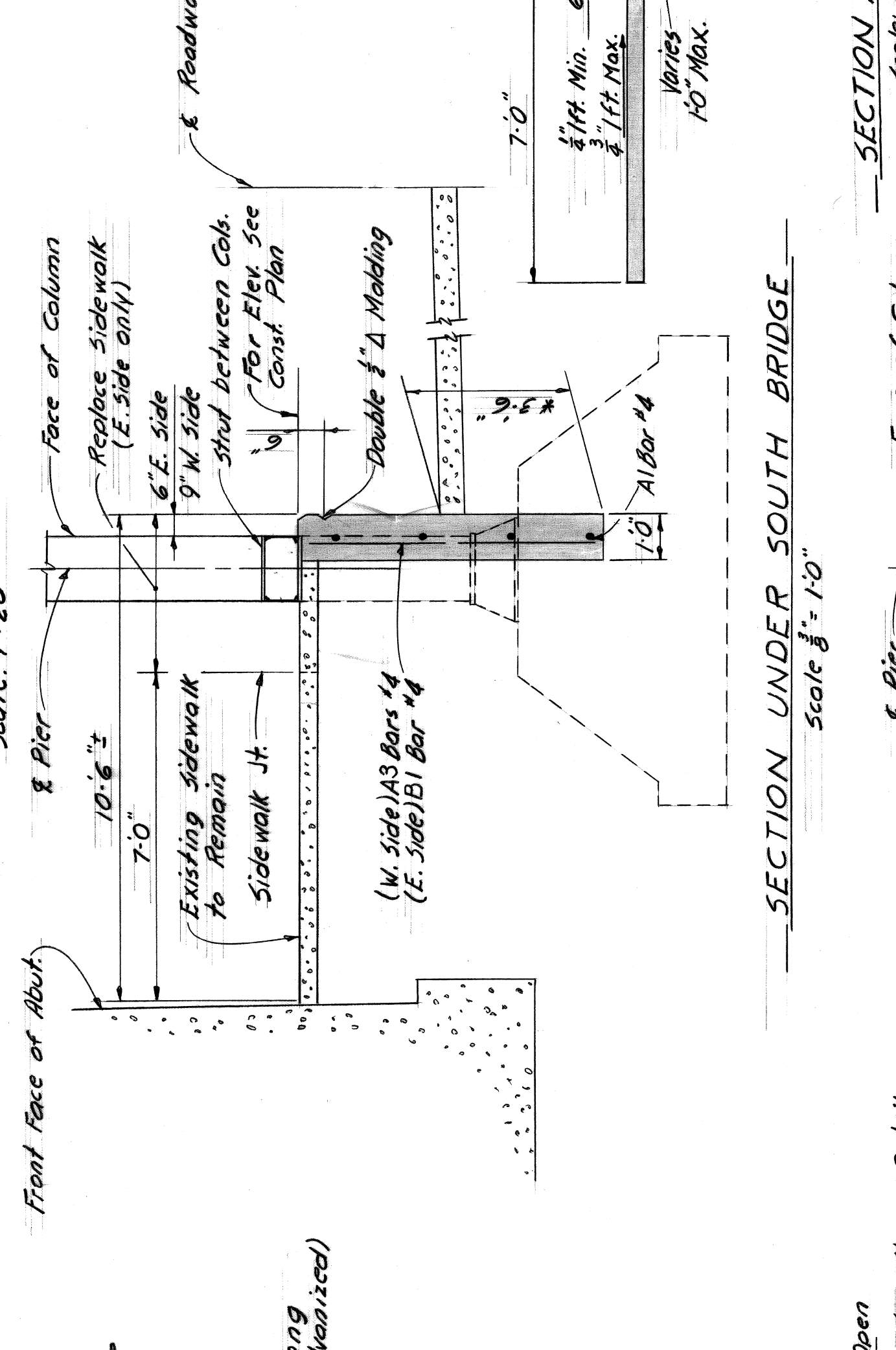
LEGEND



Note: Stationing shown is subject to field verification. Elevations shown are to top of curb or top of walk at curb line.

Item	Unit	Am't
Concrete Grade (MeAA)	Cu. Yd.	169
Sidewalk 4"	Sq. Ft.	7822
Railing, 2-Tube	Lin. Ft.	627
Curb, Detail 2	Lin. Ft.	127
Fill (Grade A)	Cu. Yd.	10
Debris Removal	Cu. Yd.	310
Steel Reinforcement	Lbs.	5670

REINFORCEMENT BAR SCHEDULE			
Bar	a	b	Size
A1	14	20'-0"	#4
A2	14	3'-0"	#5
A3	14	6'-0"	#4
B1	6'-0"	1'-6"	#4
B2	4'-0"	1'-6"	#4



SECTION UNDER NORTH & MIDDLE BRIDGES
Scale: 3/4"=1'-0"

SECTION AT CURB
Scale: 3/4"=1'-0"

RAILING DETAIL R1
Scale: 3/4"=1'-0"

SLEEVE DETAIL
(Galvanized)

Note: Field bend or cut B1 & B2 bars #4 to fit at catch basins or where ever wall varies.

WEST GRAND BOULEVARD UNDER BRIDGE XU-27
PENN CENTRAL & G.T.W. RAILROADS

CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
HIGHWAY & EXPRESSWAY DIVISION

SIDEWALK, CURB & RAILING REPAIR

CONSTRUCTION PLAN

WALL ELEVATION AT CATCH BASINS AND PIER FOOTINGS

DESIGNED BY	D.J.R.
DRAWN BY	A.J.G.
TRACED BY	
CHECKED BY	W.A.L.

APPROVED: _____

DATE: JULY 1969

SHEET 3 OF 3
JOB No. AO-1871
DRWG No. 3