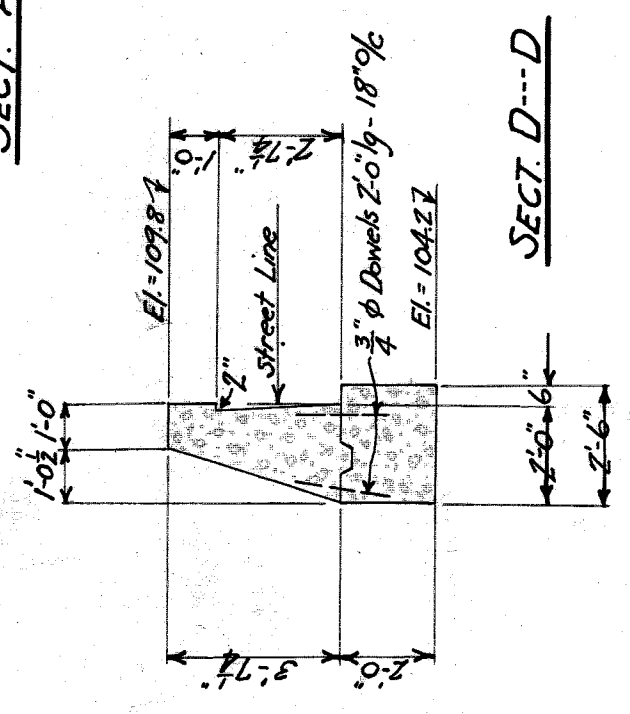
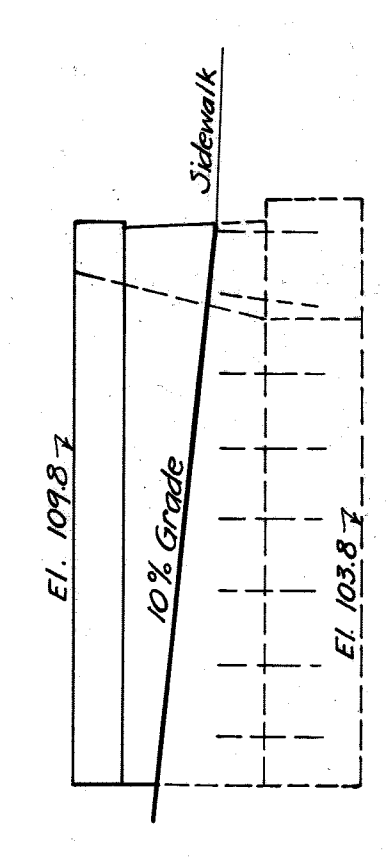


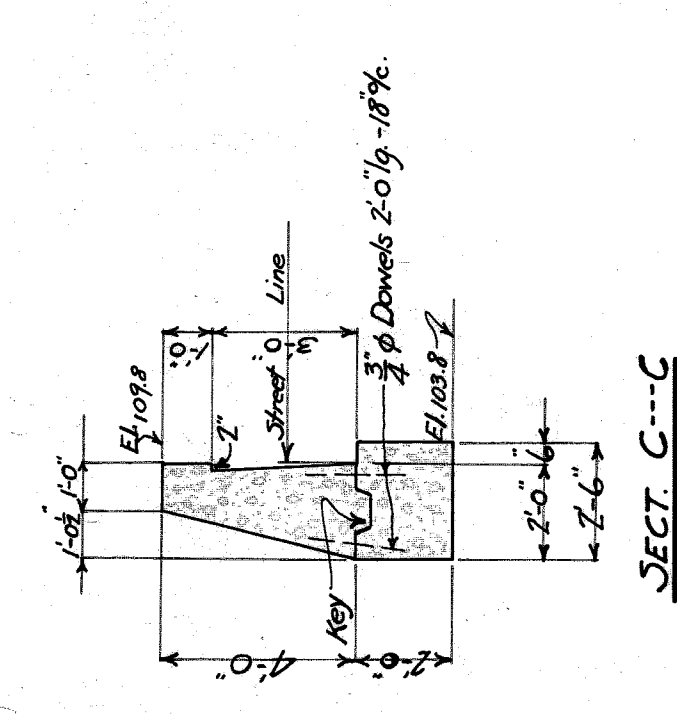
SECT. A--A



SECT. D--D



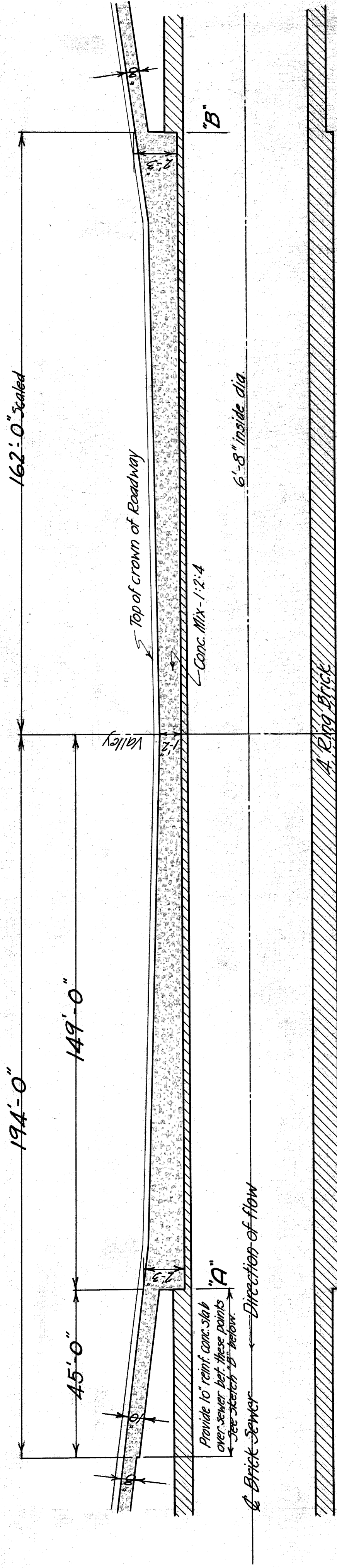
ELEV. B--B
ELEV. B--B, OPPOSITE HAND



SECT. C--C

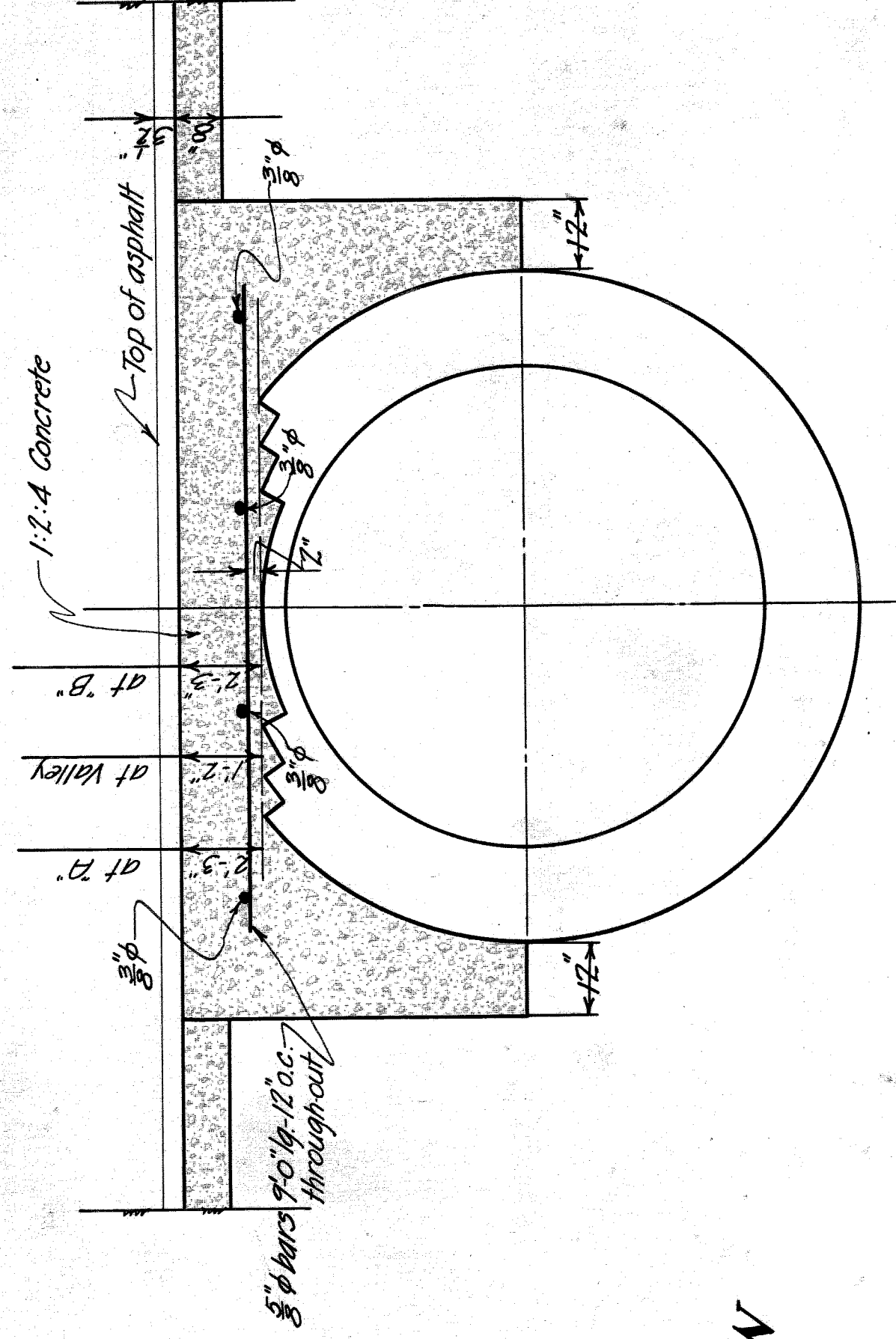
Revised: 5-20-28
Addition of wall south of driveway
to Mcbach R. of W. Line.

CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
CITY ENGINEER'S OFFICE
DEPARTMENT OF GRADE SEPARATION & BRIDGES
CENTRAL AVE WALLS
IN FRONT OF WOLVERINE Oct. 1923.
TUBE COMPANY.



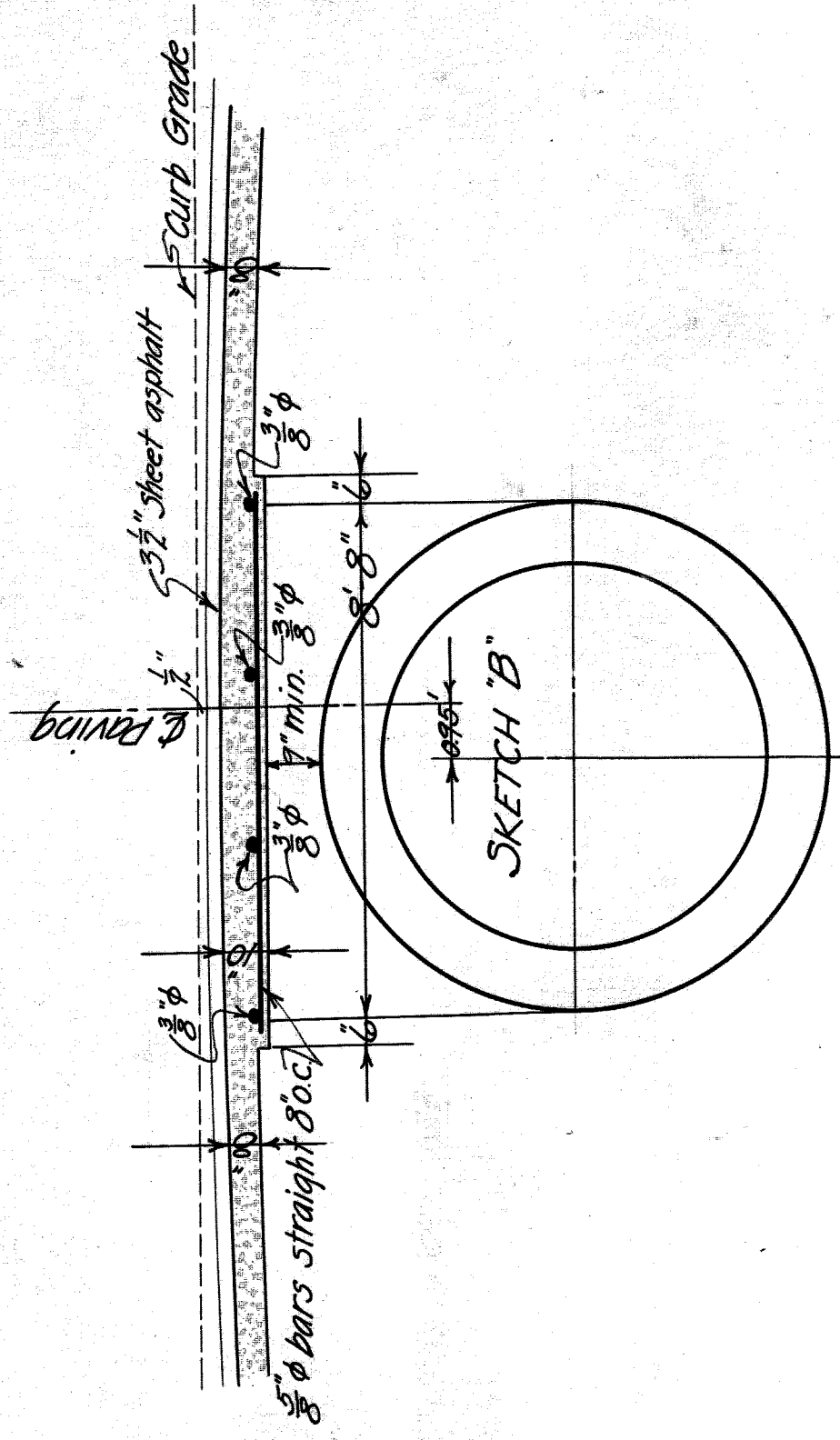
LONGITUDINAL SECTION

Horizontal 1" = 20'-0"
 Vertical 1" = 4'-0"



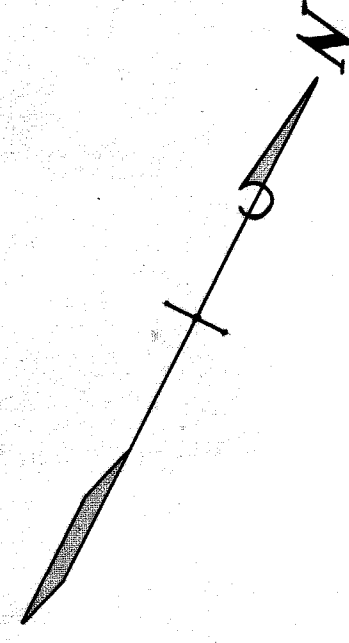
SECTION BETWEEN POINTS 'A' & 'B'

Scale 1" = 20'-0"



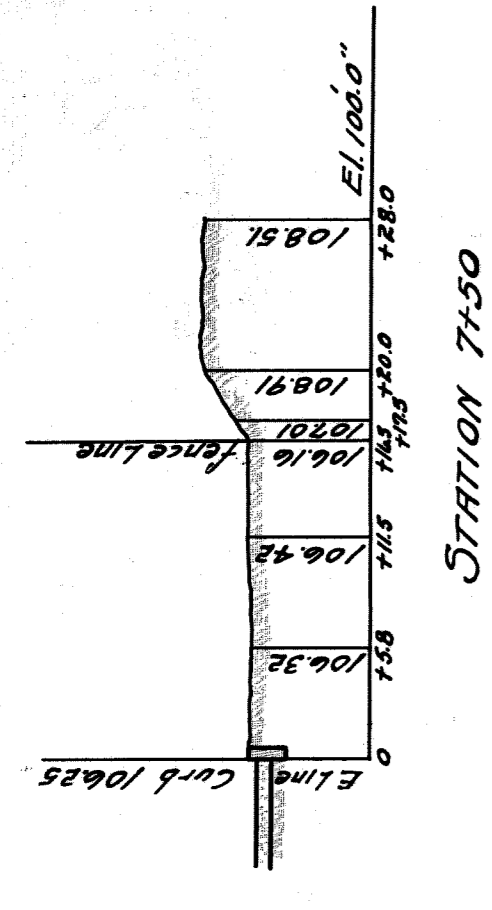
SECTIONAL ELEVATION OF SEWER

Scale 1" = 30'-0"

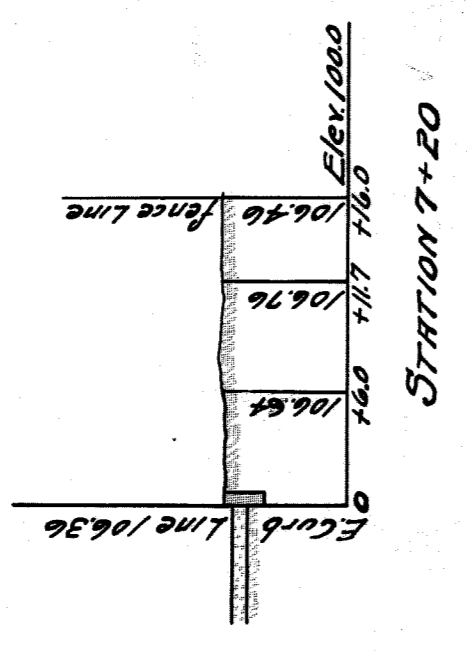


NOTE:
 Details shown on this sheet supercede those on regular Central Ave. grade separation plan.

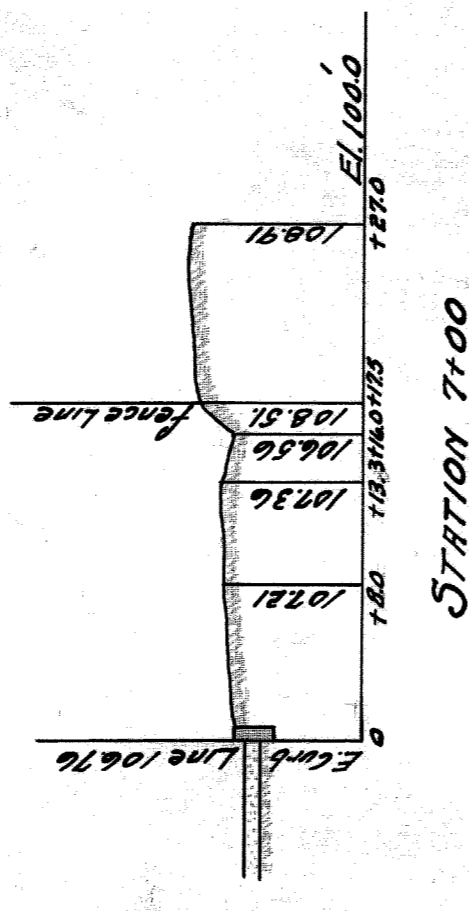
CITY OF DETROIT
 DEPT. OF PUBLIC WORKS
 CITY ENGINEER'S OFFICE
 DIVISION OF GRADE SEPARATION & BRIDGES
 METHOD OF REINFORCING EXISTING SEWER
 IN CENTRAL AVE. SUBWAY.
 Scales as noted. May-----1924.



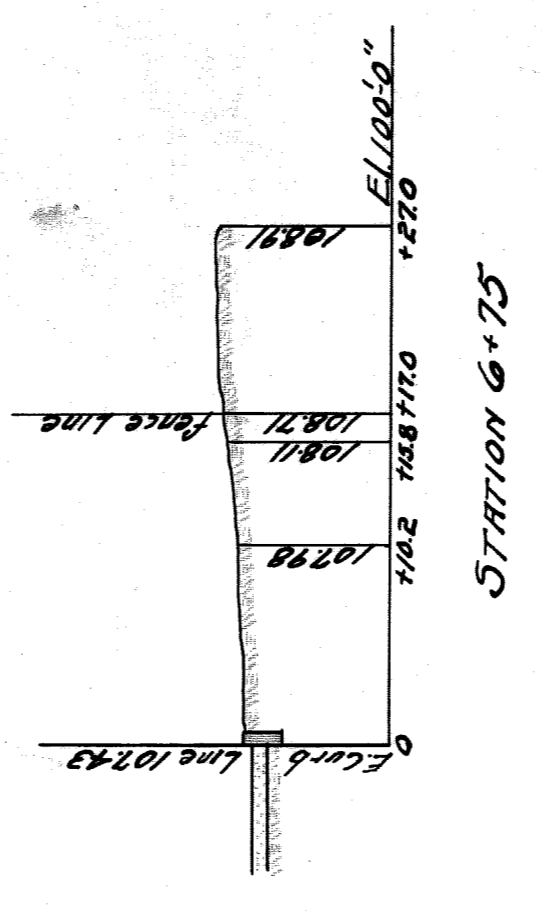
STATION 7+50



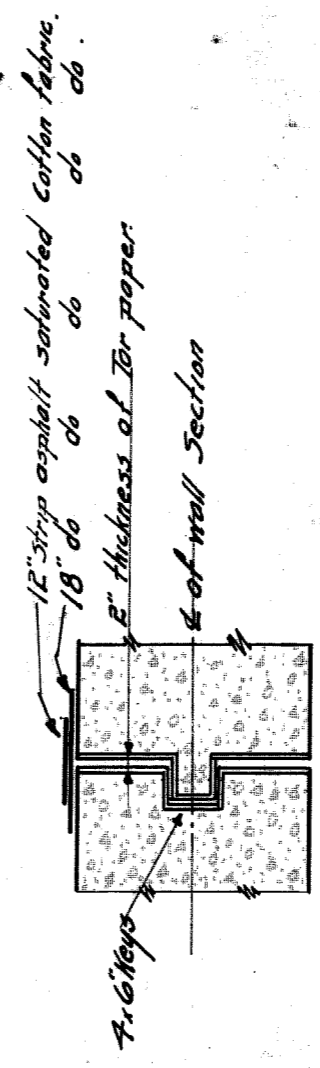
STATION 7+20



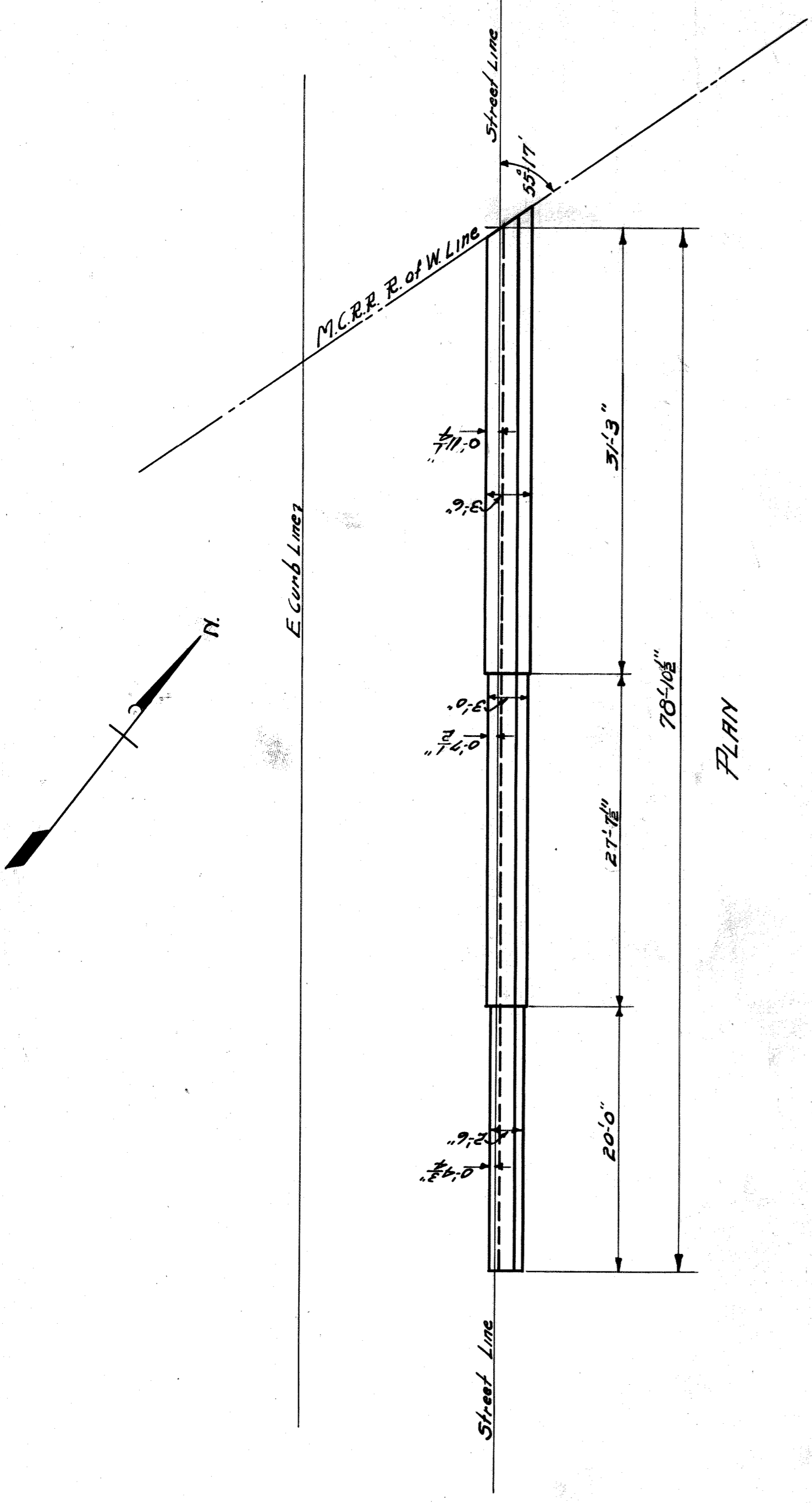
STATION 7+00



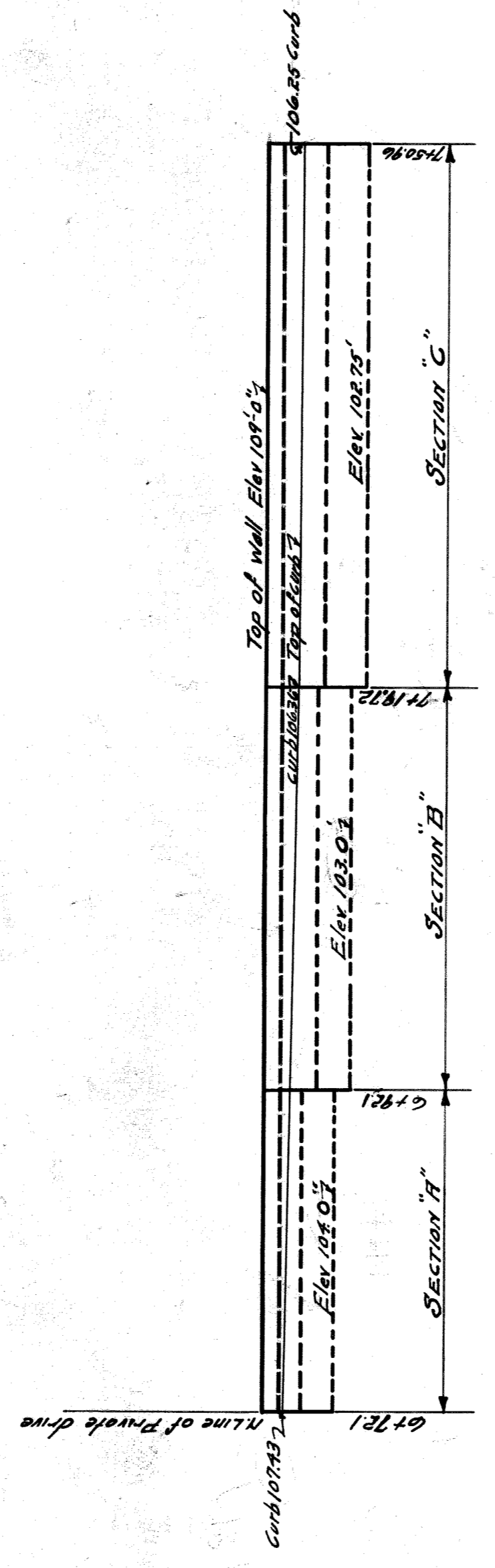
STATION 6+75



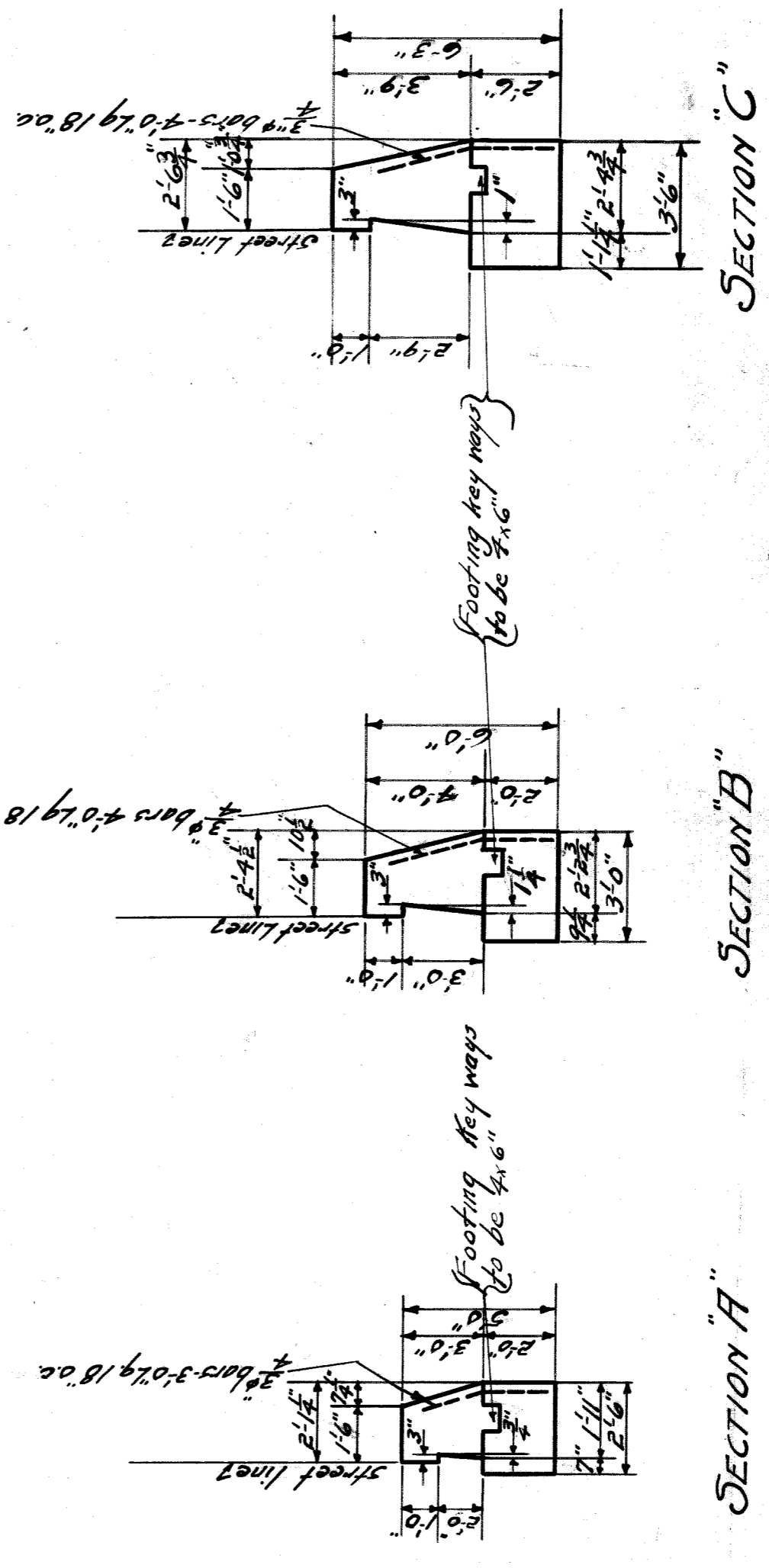
TYPICAL SECTION FOR VERTICAL KEYS AT EXPANSION JOINTS



PLAN



ELEVATION



SECTION "A"

SECTION "B"

SECTION "C"

QUANTITIES
Concrete 41 Cu Yds
Reinforcing Steel 302 Lbs

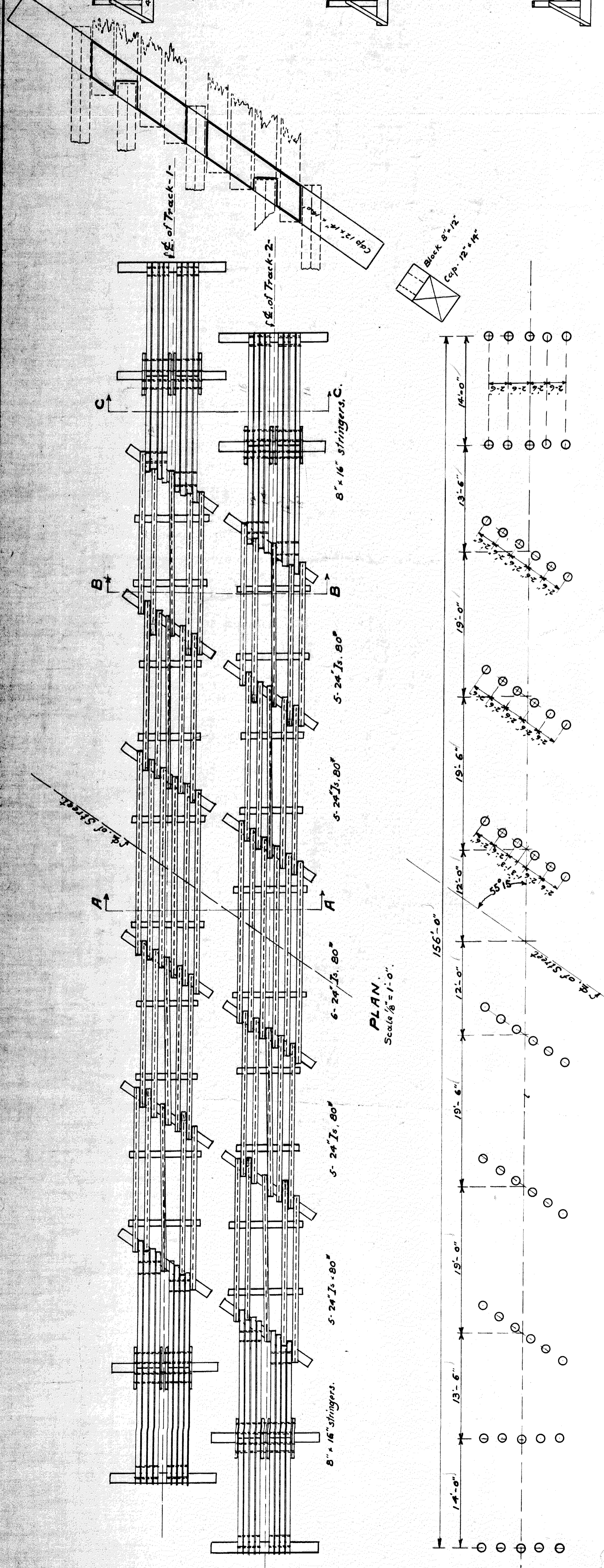
NOTE
All Concrete Mix 1:2:4
Backs of walls to receive two
brush coats of asphalt waterproofing
Present board fence to be encased
in concrete by this wall

CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
DIVISION OF GRADE SEPARATION & BRIDGES
CENTRAL AVE WALL
IN FRONT OF CENTRAL FUEL & ICE CO. YARD

Scales
1" = 10'-0"
1/4" = 1'-0"
1/8" = 1'-0"

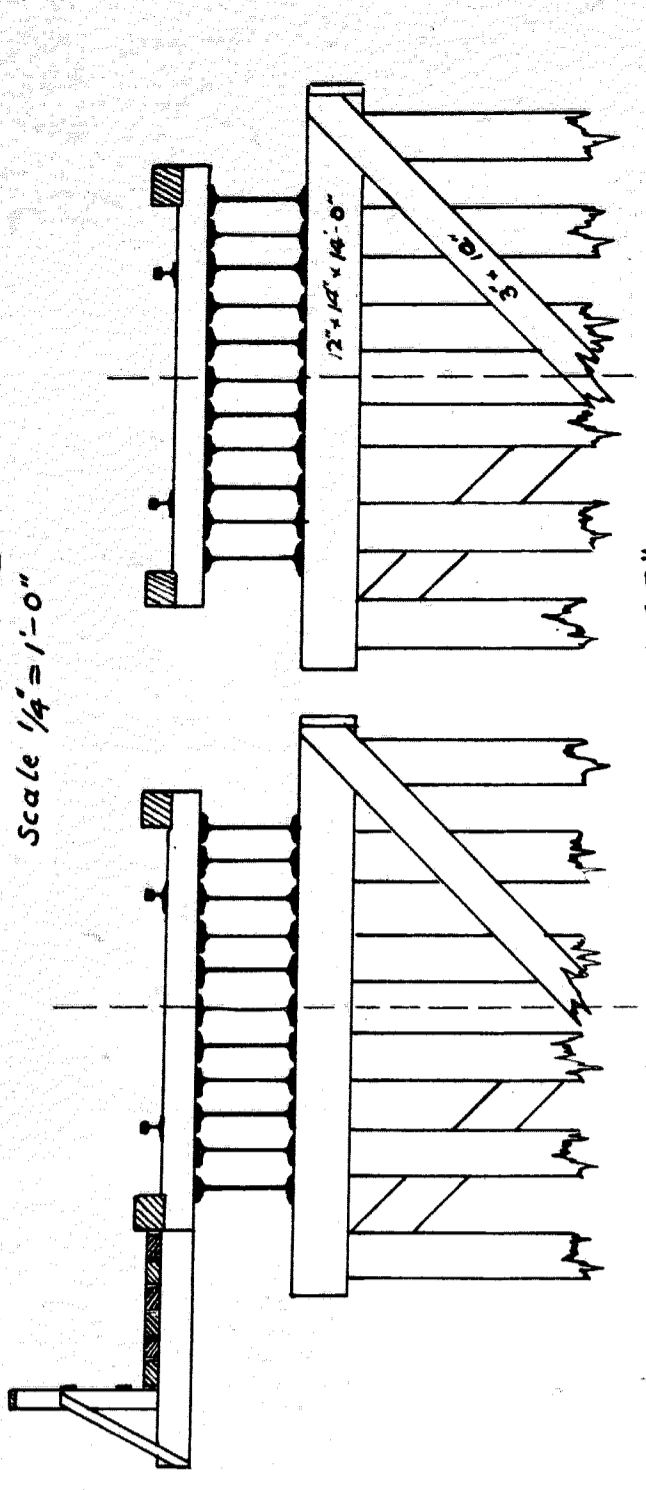
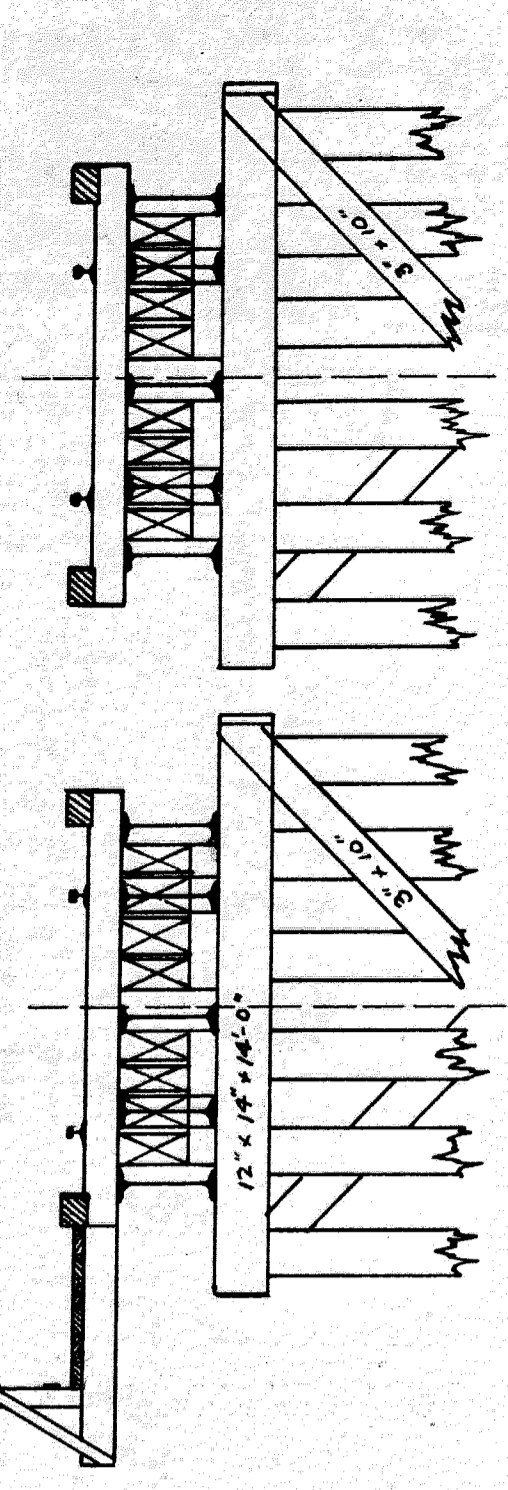
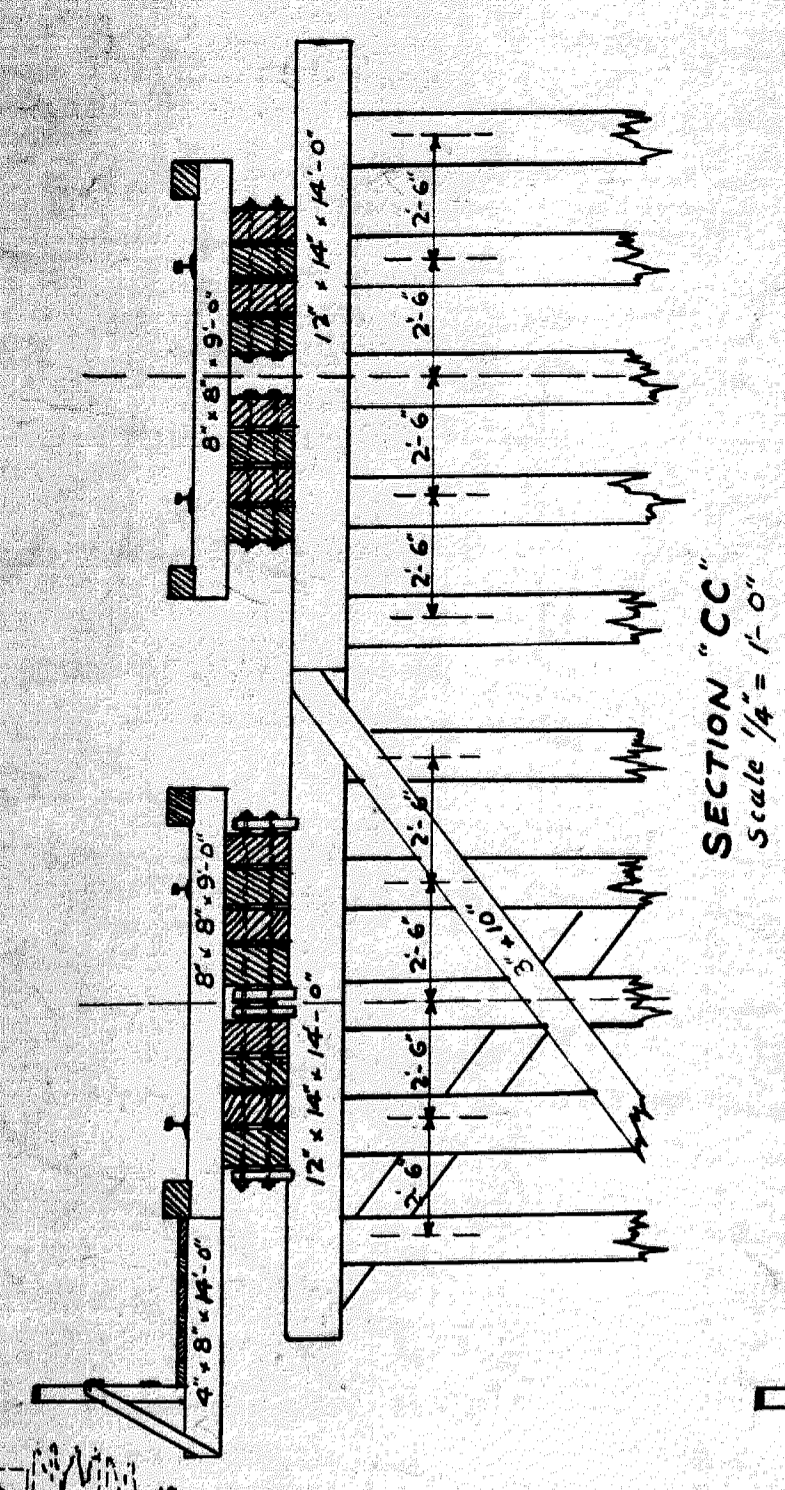
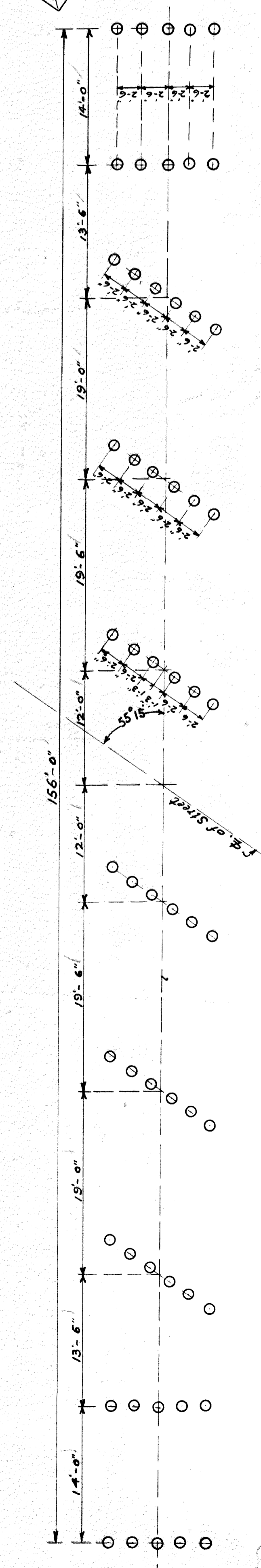
Book 419, p. 96

File X036-4

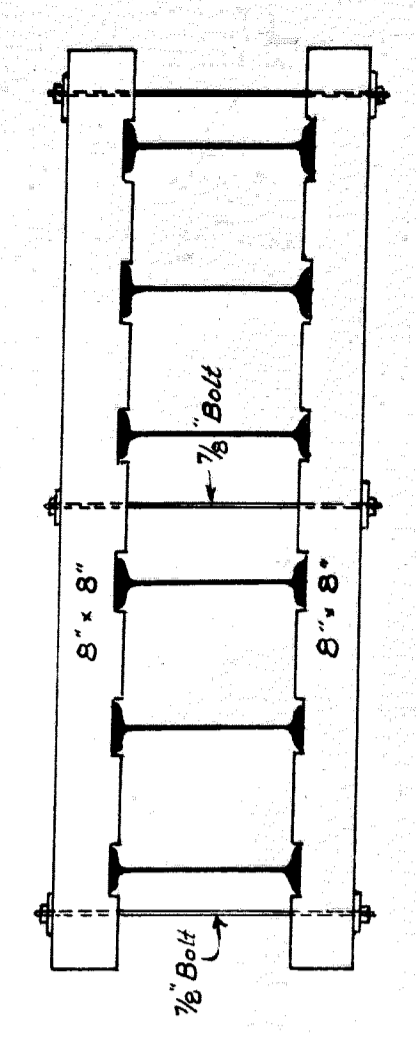


PLAN
Scale 1/8" = 1'-0"

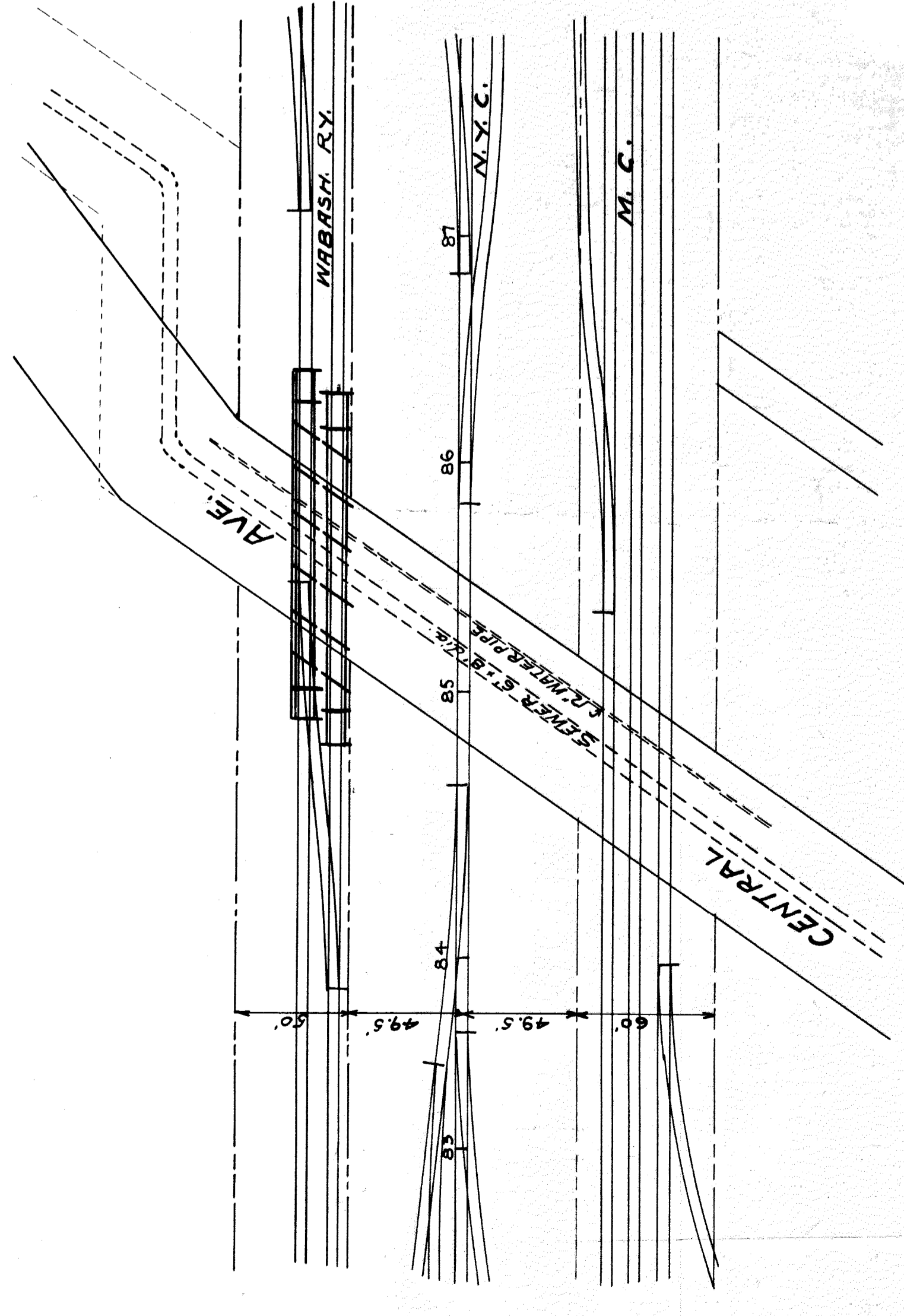
PILE DIAGRAM - TRACK 1 & 2
Scale 1/8" = 1'-0"



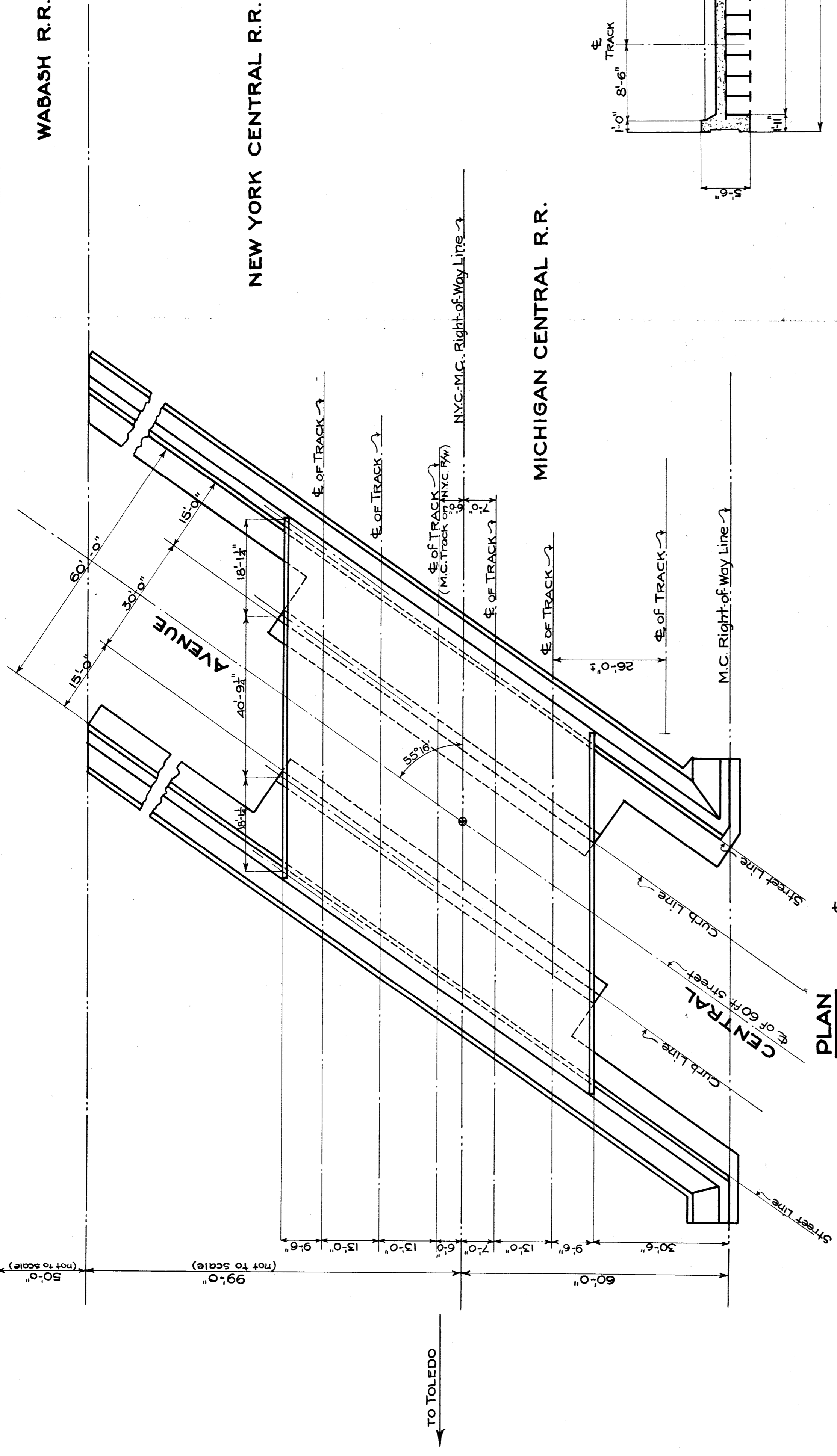
NOTE
For Details of Hand Rail & Walk see Standard Plans.



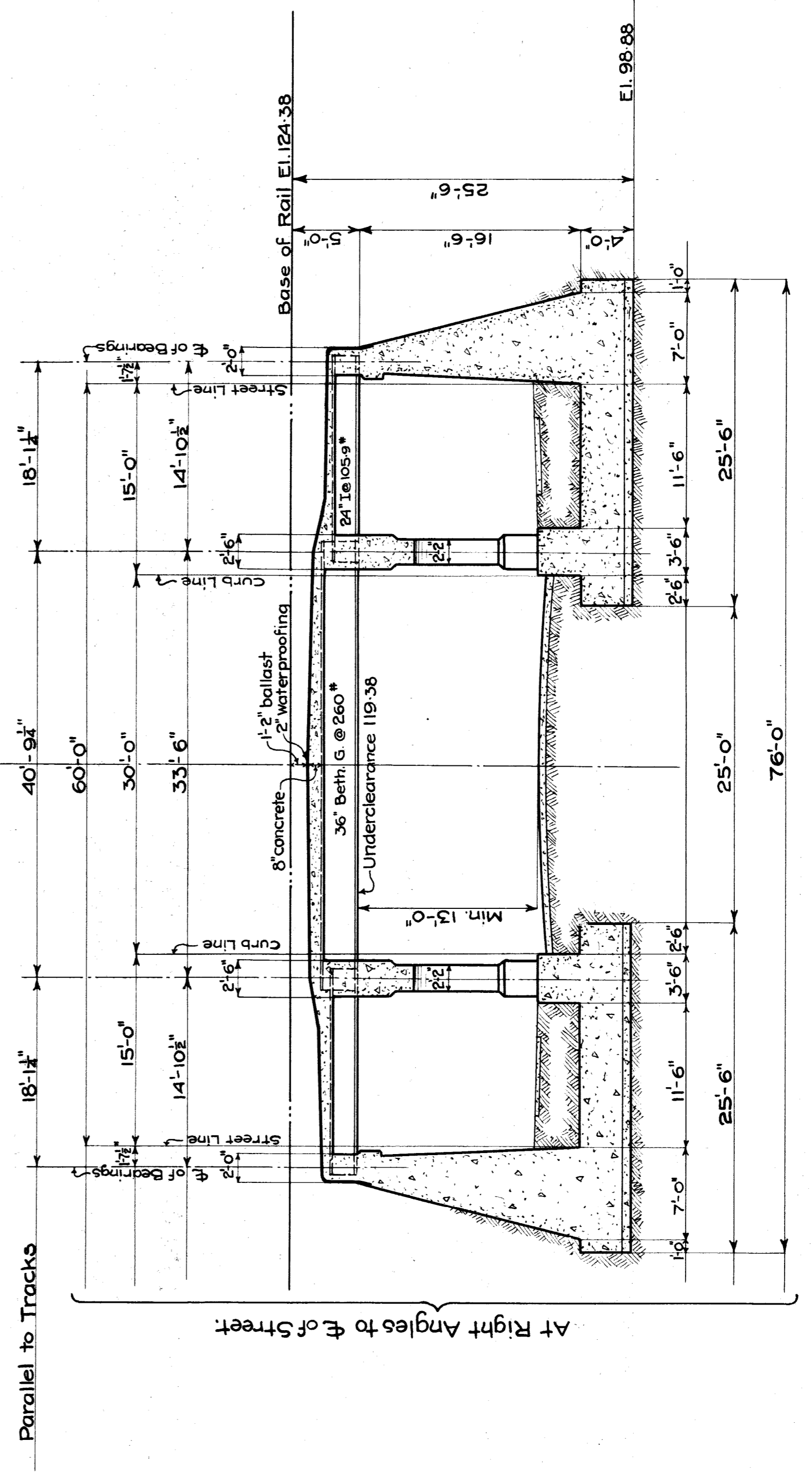
FOR BRIDGE OF ONE TRACK.			FOR HAND RAIL & WALK.				
NO.	SIZE.	LENGTH	REMARKS	NO.	SIZE	LENGTH	REMARKS
10	6" x 8"	16'-0"	Guard Rail	23	4" x 8"	14'-0"	
157	8" x 8"	9'-0"	Bridge Ties	8	2" x 4"	10'-0"	S.A.E. Braces
14	8" x 16"	12'-0"	Stringers	6	4" x 4"	12'-0"	S.A.S. Posts
22	8" x 16"	14'-0"	"	11	2" x 4"	14'-0"	S.A.E. Top Railing
2	8" x 16"	15'-0"	"	22	1" x 4"	14'-0"	S.S. Side Floor
8	4" x 16"	5'-8"	Tie Blocks	178	3" x 6"	14'-0"	"
10	12" x 14"	14'-0"	Caps				
2	8" x 12"	16'-0"	Backs under stringers				
2	8" x 16"	24'-0"	Blindwork (S.M.)				
4	3" x 10"	2'-9"	Spreaders				
110	3/4"	10"	Lag Screws				
80	3/4"	14"	Drift Bolts				
16	3/4"	3'-3"	Chord Bolts				
176	3/4"	4'-3"	"				
164	3/4"	19'-8"	Cut Washers				
178	7/8"	1 1/2"	Washer Washers				
8	8"	1 1/2"	Packing Spools				
			Base Spikes				
10	2 1/2"	25'-0"	Piles				
10	2 1/2"	35'-0"	"				
36	3/4"	4'-0"	"				
96	3/4"	1'-10"	Drift Bolts				
4	3" x 10"	16'-0"	Sway Braces				
18	3" x 10"	20'-0"	"				
100	3/4"	1'-5"	Nuts				
300	3/4"	1'-5"	Washer Washers				
20	2 1/2"	21'-6"	Box I Beams				
6	2 1/2"	26'-0"	Box J "				
12	8" x 8"	9'-6"	Yokes				
8	8" x 8"	8'-0"	"				
30	7/8"	3'-6"	Bolts				
40	3/16"	3'-6"	Weldable Washers				
3 1/4			Tie Plates				
2			Track Spikes				



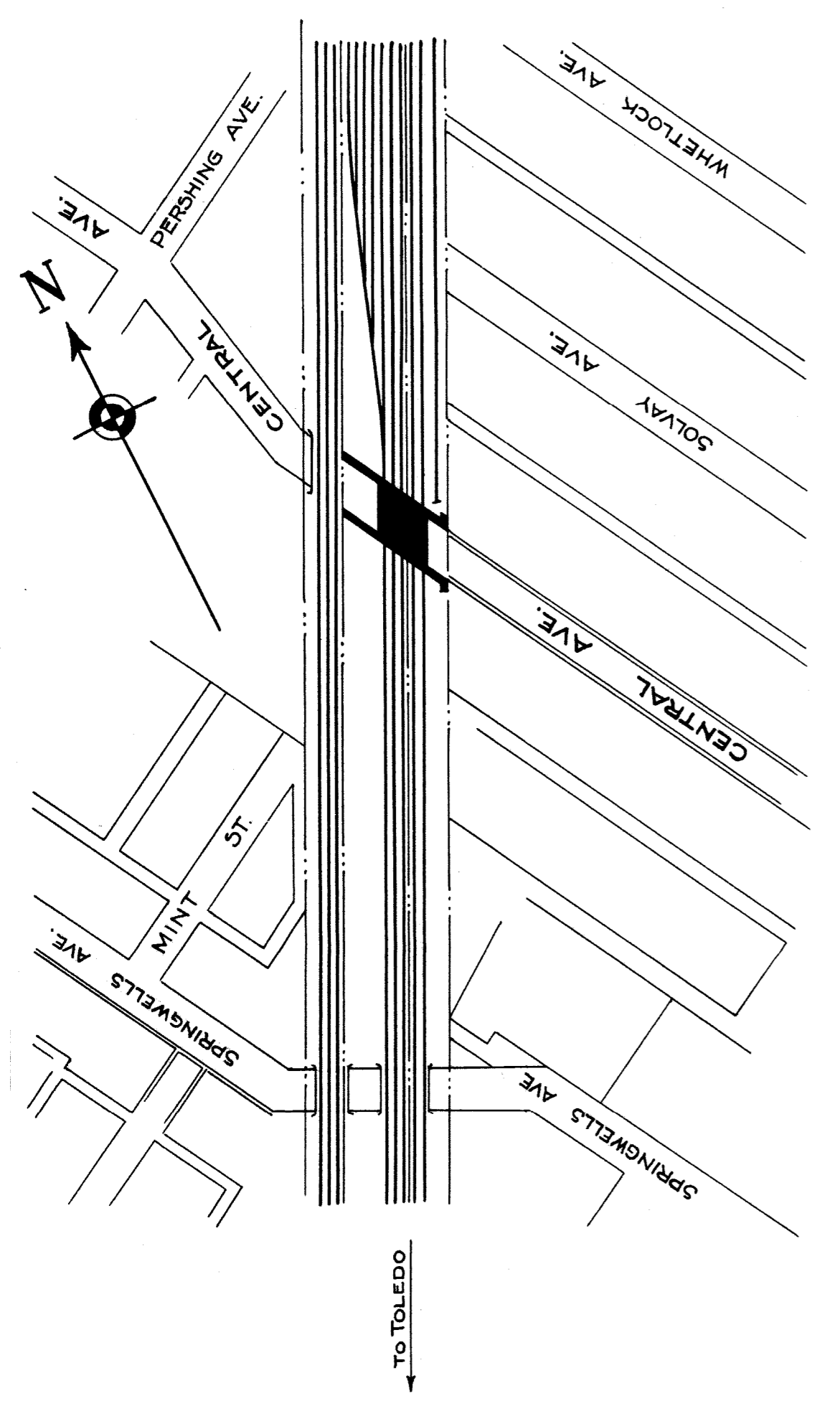
AMBUSH RAILWAY DETROIT DIV.
TEMPORARY BRIDGE FOR PROPOSED
GRADE SEPARATION AT
CENTRAL AVE. DETROIT, MICH.
OFFICE OF THE CHIEF ENGINEER
SCALE, AS SHOWN JULY 2, 1923.
APPROVED: *A.D.C.* CHIEF ENGINEER



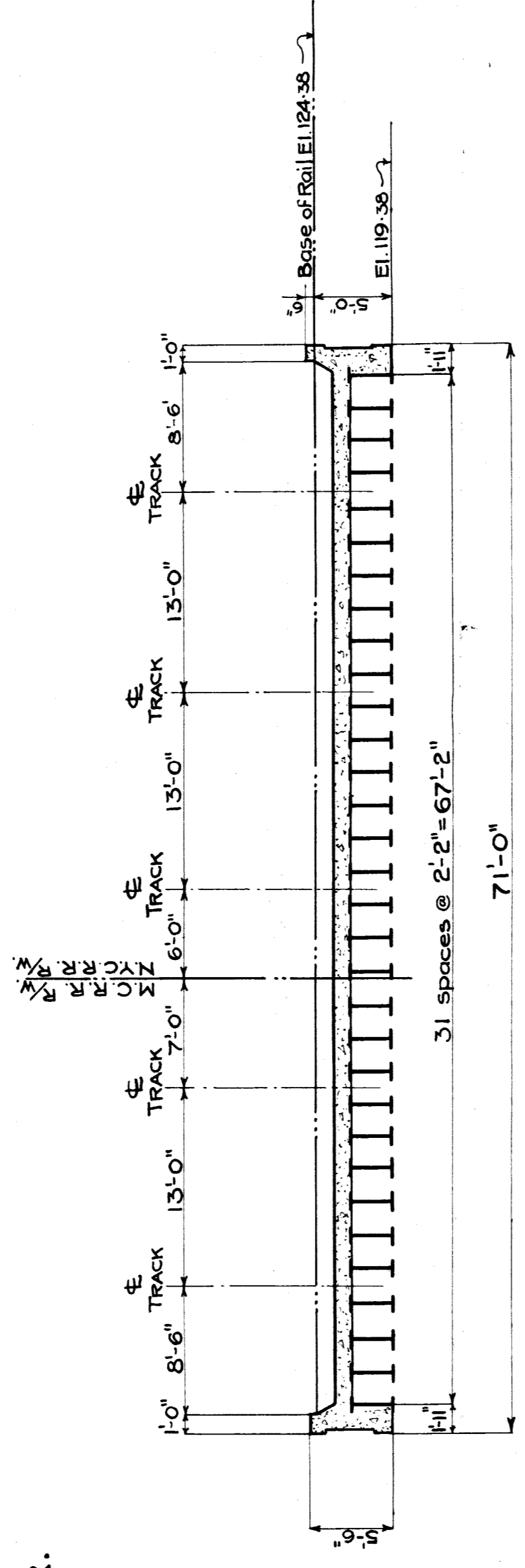
PLAN



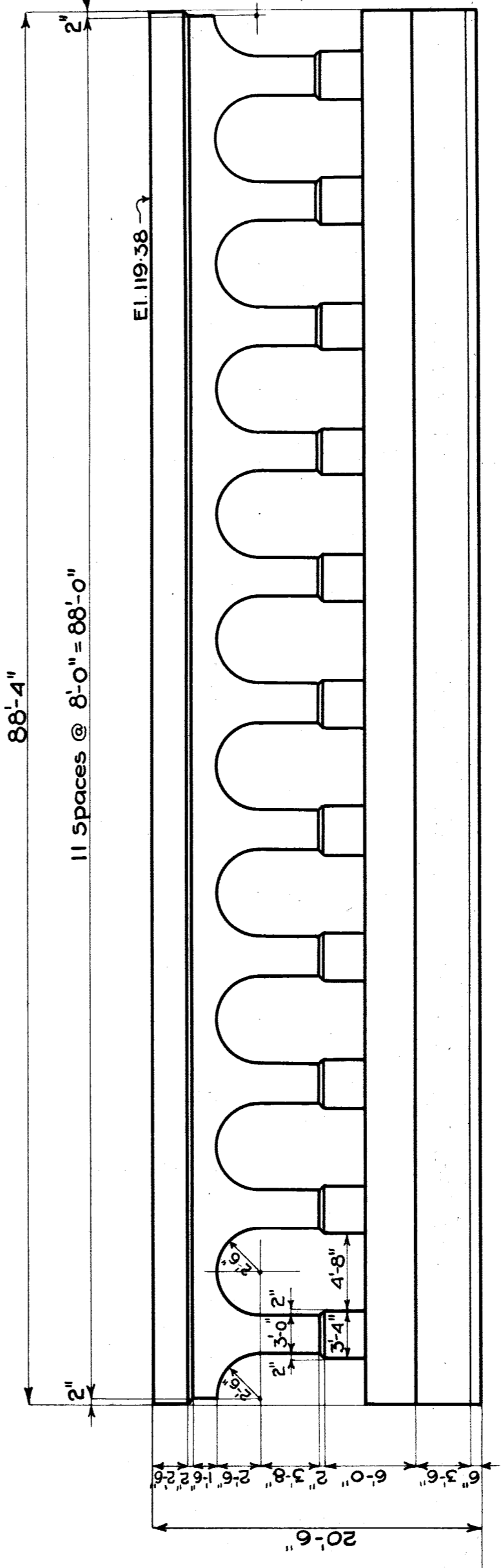
LONGITUDINAL SECTION.



LOCATION PLAN.



**CROSS SECTION OF FLOOR AT RIGHT ANGLES TO TRACKS
(STREET SPAN)**



ELEVATION OF PIER.

REVISIONS	DATE	BY	APP'D

M.C.R.R. - TOLEDO DIV.
BRIDGE. 4³⁵ CENTRAL AVE. SUBWAY.
GENERAL DRAWING.

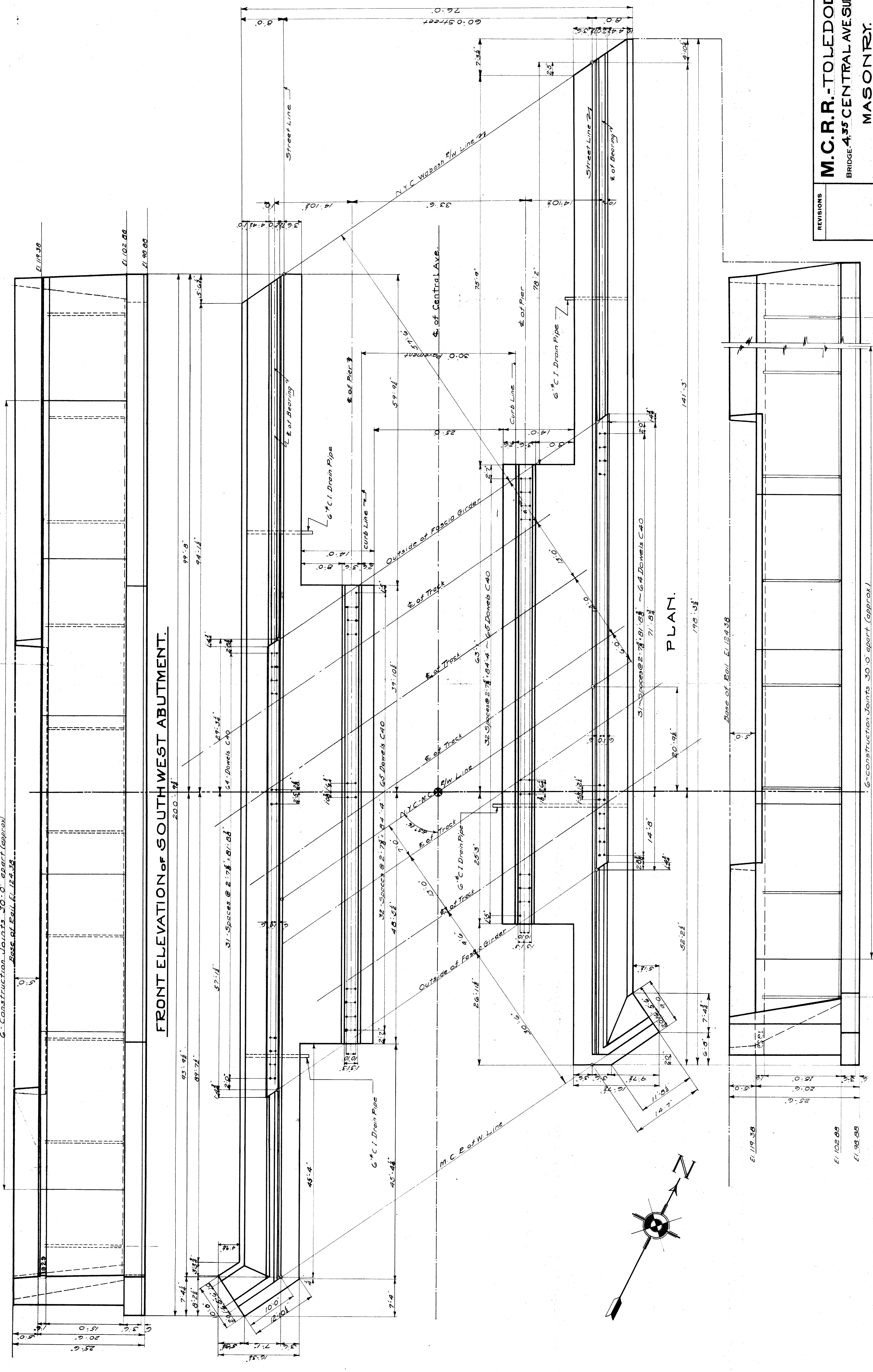
SCALE: 1/8" = 1'-0"
 DRAWN BY J.E.K. 2-11-1929
 CHECKED BY C.D.C. 6-17-1929
 APPROVED BY J.E.K. 4-27-1929

BRIDGE ENGINEER
 SHEET 61 OF 1

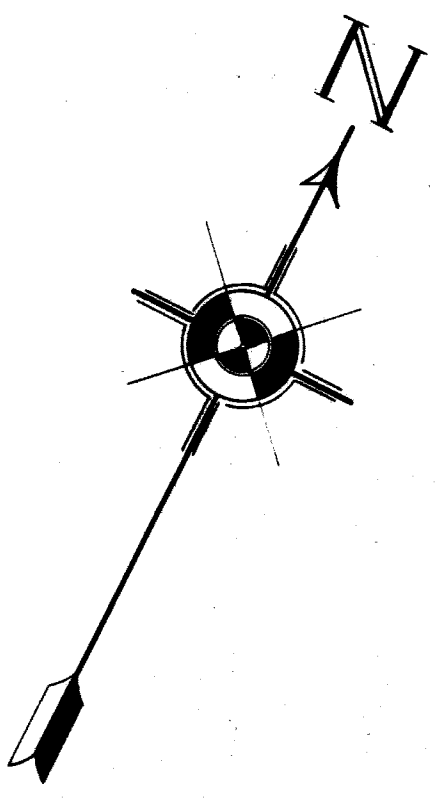
NOTES: NYC Lines 1917 Specifications.
 E70 Loading.

6" Construction Joints 30' 0" apart (approx)
Base of Rail El. 124.38

FRONT ELEVATION of SOUTH WEST ABUTMENT.



PLAN.



REVISIONS

M.C.R.R.-TOLEDO DIV.
BRIDGE 4.35 CENTRAL AVE SUBWAY
MASONRY.

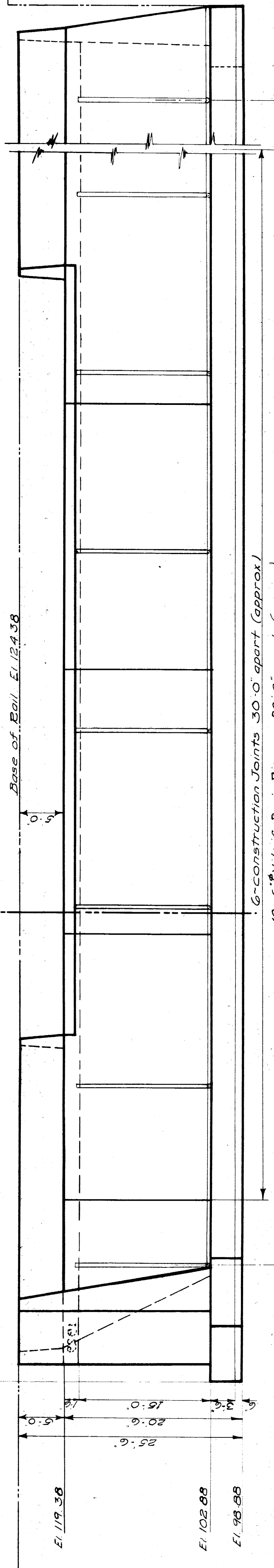
SCALE: 1" = 1' 0"
DRAWN BY J.E.H. G.T.
CHECKED BY C.A.C. 6-20-22
TRACED BY A.L.R. 5.2.2.1927

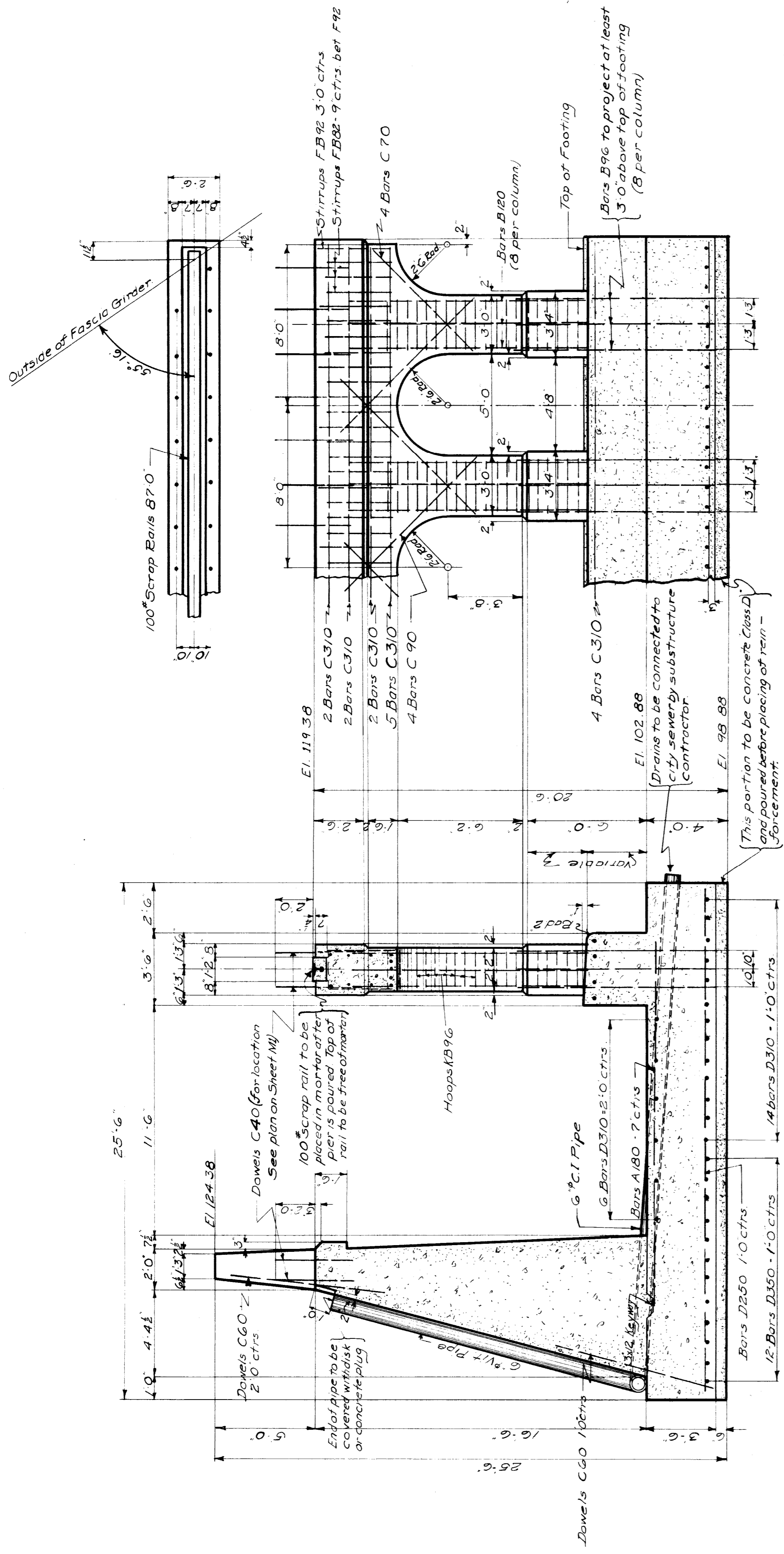
ISSUE NO. 1
DATE 6-20-22

SHEET M1 OF 4

REAR ELEVATION of NORTH EAST ABUTMENT.

6" Construction Joints 30' 0" apart (approx)
10" 6" Vitrif. Drain Pipes 20' 0" apart (approx)

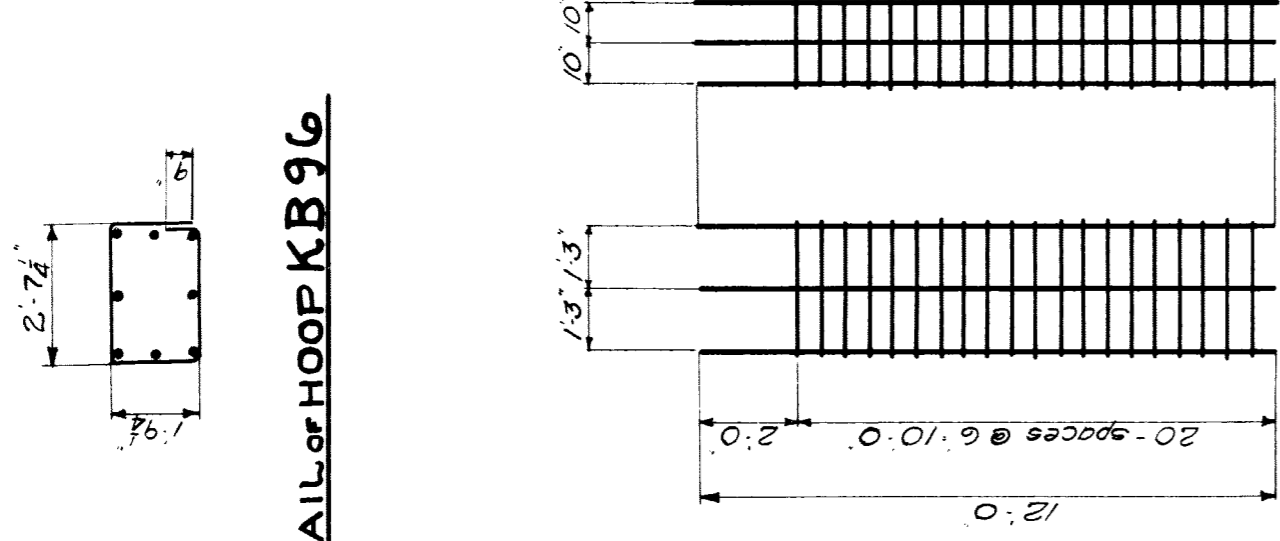




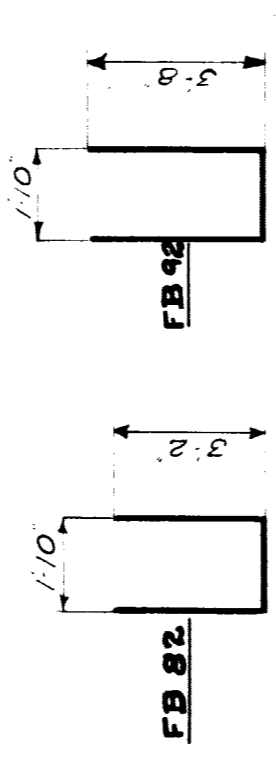
SECTION OF ABUTMENT & PIER.

ELEVATION OF PIER.

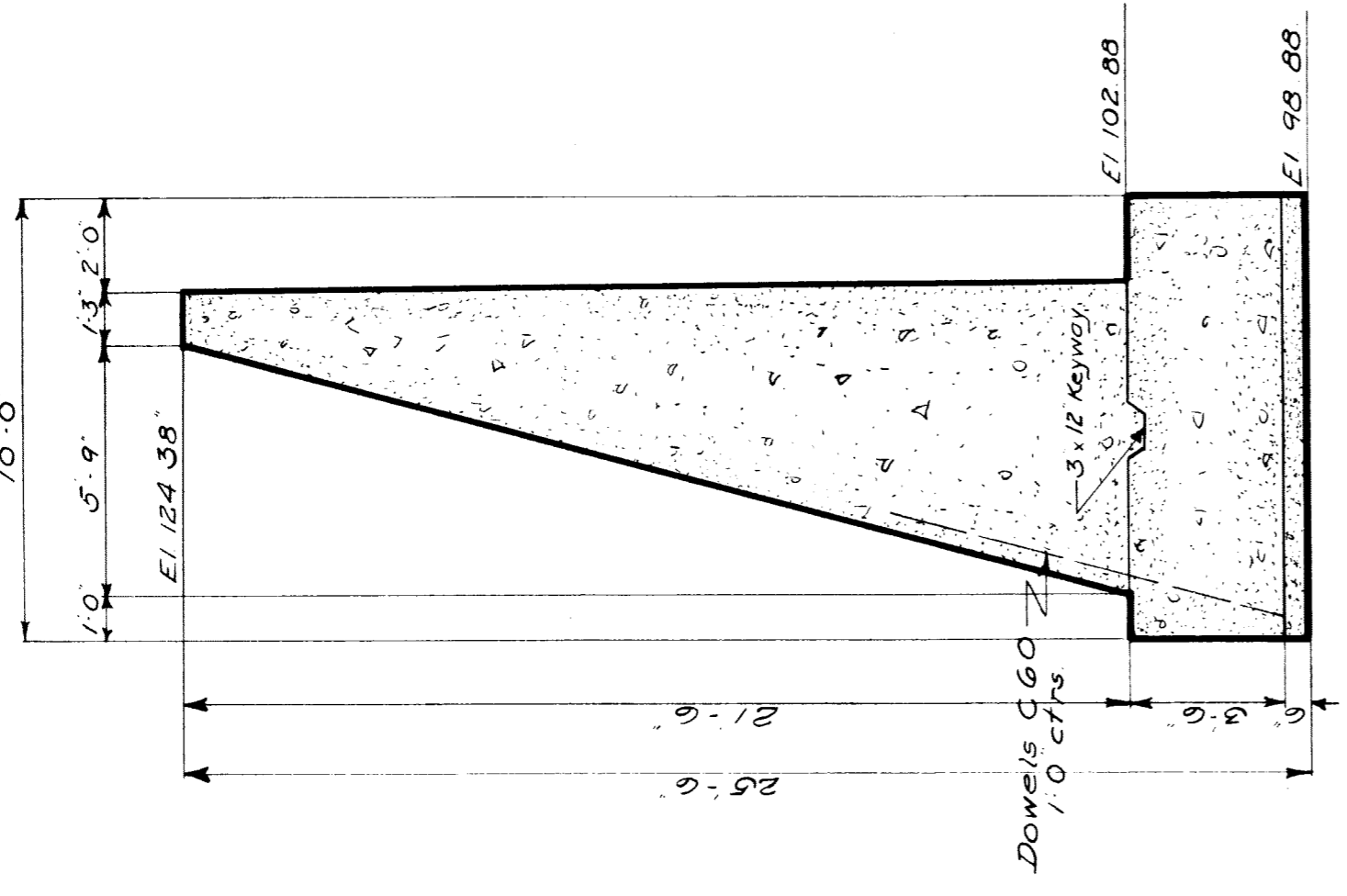
DETAIL OF HOOP KB 96.



DETAILS OF COLUMN REINFORCING.



DETAILS OF STIRRUPS.



WING WALL SECTION.

ESTIMATED QUANTITIES. FLOOR NOT INCLUDED.

ITEMS	UNITS	N.Y.C.	M. C.		TOTAL
			ON P.C. 2 of M.	2 of M. For P.C.	
Concrete Class B					
Footings	cu yds	520	68	395	463
Above Footings Abutments		702	469	469	1171
Piers		50	22	50	72
Total Concrete Class B		1272	90	914	1004
Concrete Class D	Lbs	34010	8890	25220	32210
Reinforcing	sq ft	4200	-	3000	3000
Waterproofing (back of abutment only)	sq ft	24	-	36	36
6" C.I. Pipes	Ln ft	500	-	300	300
6" Artificial Pipes	Pcs	15	-	9	9
Tees for draining pipes		7	-	5	5
Sheet Lead 16" x 1/2" x 16'-0"	Lbs	2370	1020	2410	3430
Scrap 100# Bars					5800

Note: Quantities for piers within 125 ft N.Y.C. 2/4 less to M.C. are shown in separate column and charged to M.C.E.

BILL OF REINFORCING BARS.

MARK	NO	SIZE	LENGTH	LOCATION
A180	300	1"	18'-0"	Transverse in footings
B96	176	1"	9'-6"	Dowels in pier footings
D120	176	-	12'-0"	Verticals in columns
C40	258	3/4"	4'-0"	Dowels in bridge seats
C60	512	-	6'-0"	in back of abutment in back walls
C70	16	-	7'-0"	Diagonals over half inches
C90	160	-	9'-0"	Verticals in piers
C310	90	-	31'-0"	Longitudinal in piers
D86	21	1/2"	8'-6"	in ends of footings
D110	202	-	11'-0"	Transverse in footings (bottom)
D250	176	-	25'-0"	Longitudinal in footings (top and bottom)
D310	120	-	31'-0"	Longitudinal in footings (top and bottom)
D350	144	-	35'-0"	Longitudinal in footings (top and bottom)
F82	174	1/2"	8'-2"	Stirrups in piers (cent)
F92	60	-	9'-2"	Stirrups in piers (cent)
K896	440	1/2"	9'-6"	Hoops in columns (-)

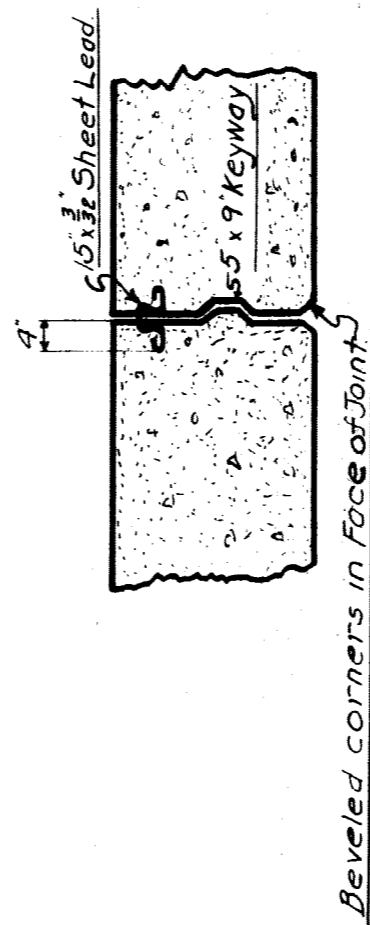
GENERAL NOTES:

- Specifications: N.Y.C. Lines for Concrete Masonry.
- Concrete: To be Class B (625 gals of water per sack of cement and 625 sacks of cement per cu yd of concrete) except seal coat which is to be Class D (625 gals of water per sack of cement and 325 sacks of cement per cu yd of concrete). Bevel all exposed corners unless otherwise shown. Top surfaces to have smooth finish. There shall be no horizontal joints except at top of footing and/or ceiling. Exposed surfaces to be rubbed as soon as forms are removed. No cement grout to be used in rubbing surfaces.
- Reinforcing: All bars to be conforming. They shall be securely wired together at each intersection. At splices they shall lap for a length of 40 diameters and be securely wired.
- Waterproofing: Backs of Abutments shall be painted with two coats of asphaltic waterproofing.
- Drains: Shall be via drains and be connected to city sewer by structure contractor.

REVISIONS

NO.	DATE	DESCRIPTION

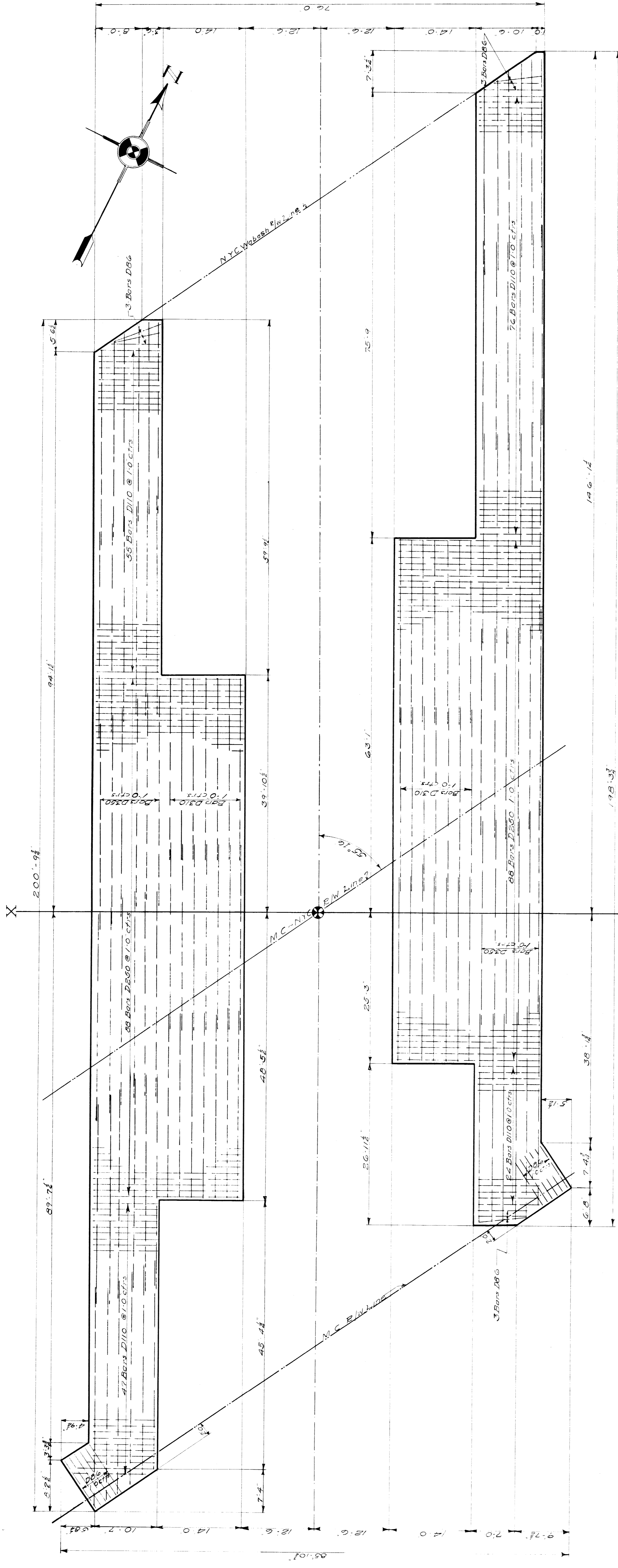
M.C.R.R. - TOLEDO - DIV.
 BRIDGE: 435 CENTRAL AVE SUBWAY
MASONRY DETAILS.
 SCALE: 1" = 1'-0"
 DRAWN BY: J.E.K. 5-17-1929
 CHECKED BY: C.W.C. 6-15-1929
 APPROVED BY: R.E. 6-10-1929
 BRIDGE ENGINEER
 SHEET M3 OF 4



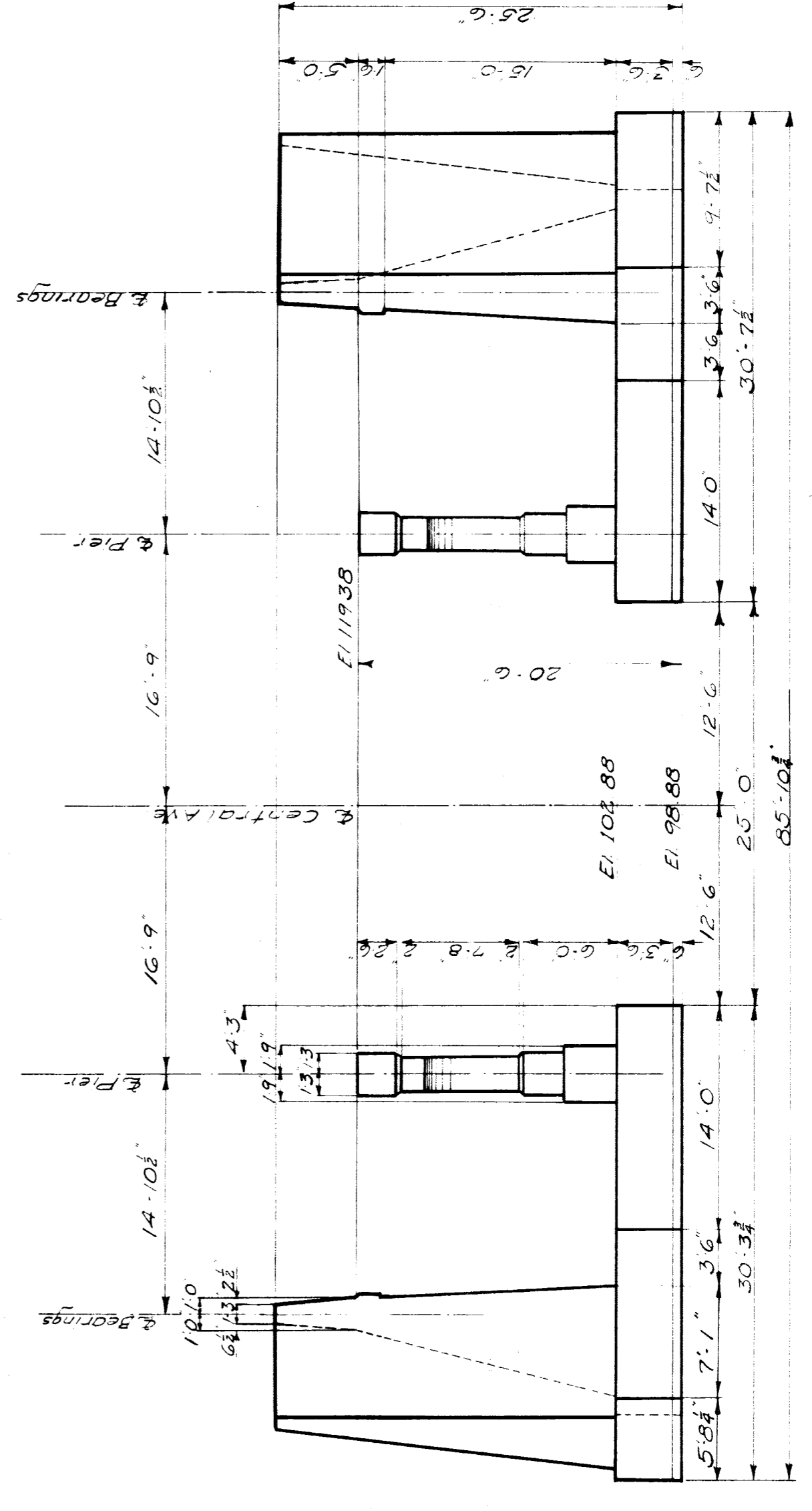
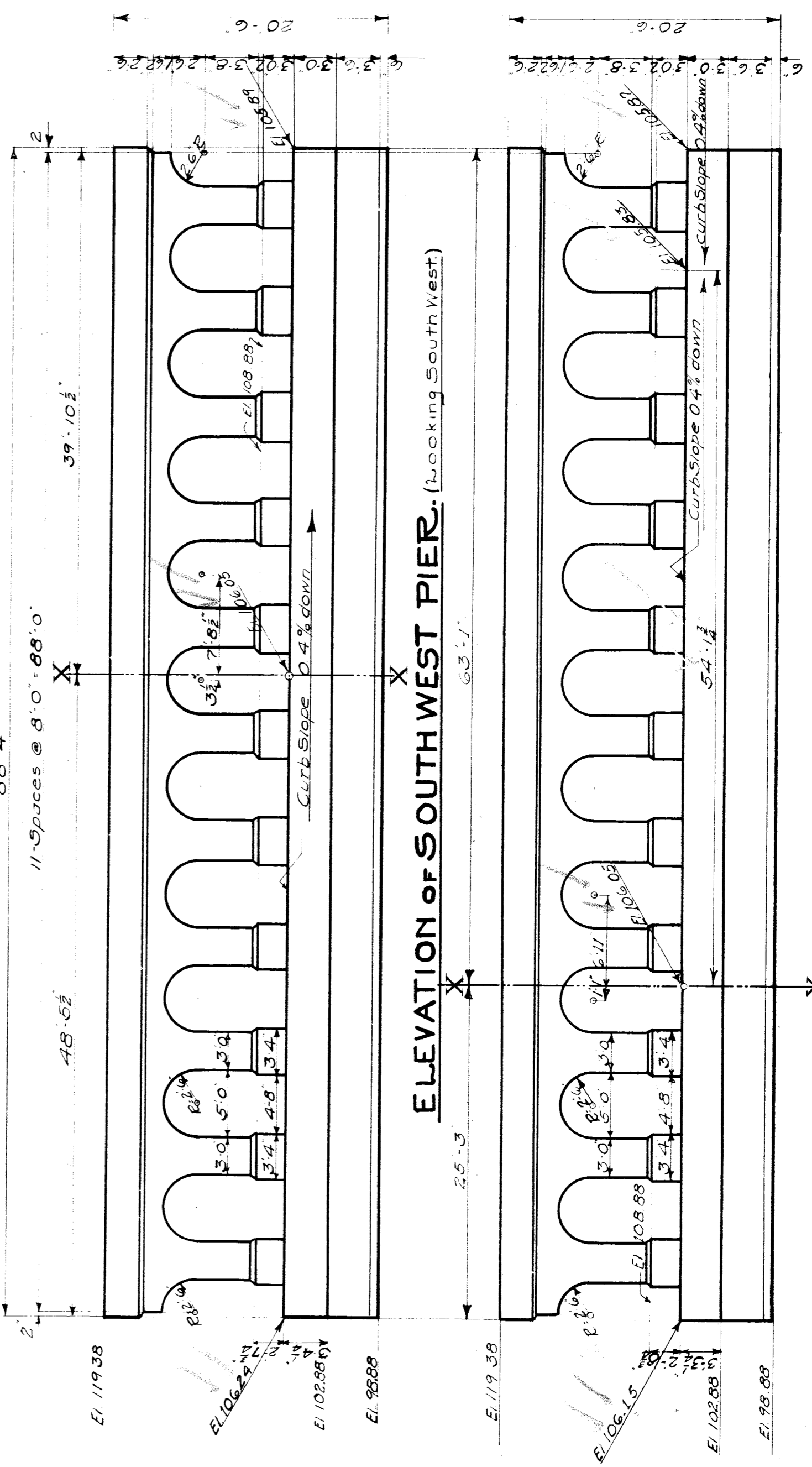
TYPICAL PLAN OF VEET CONSTR. JOINT IN ABUTMENT.

6" x 6" Sheet Lead
 6" x 1/2" Pipe
 5" x 9" Keyway
 Beveled corners in face of joint

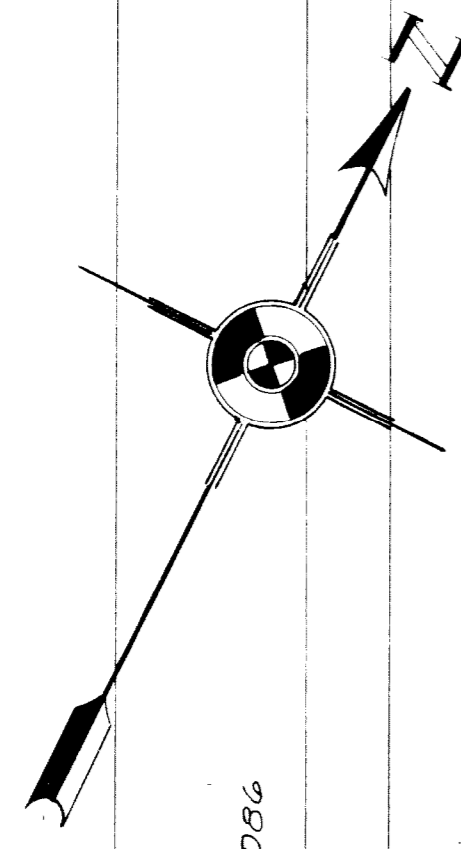
Detail Showing Support for Vertical Drains of Abutments
 Horizontal Drains to be backfilled with 4" of Gravel



DIGGING PLAN.



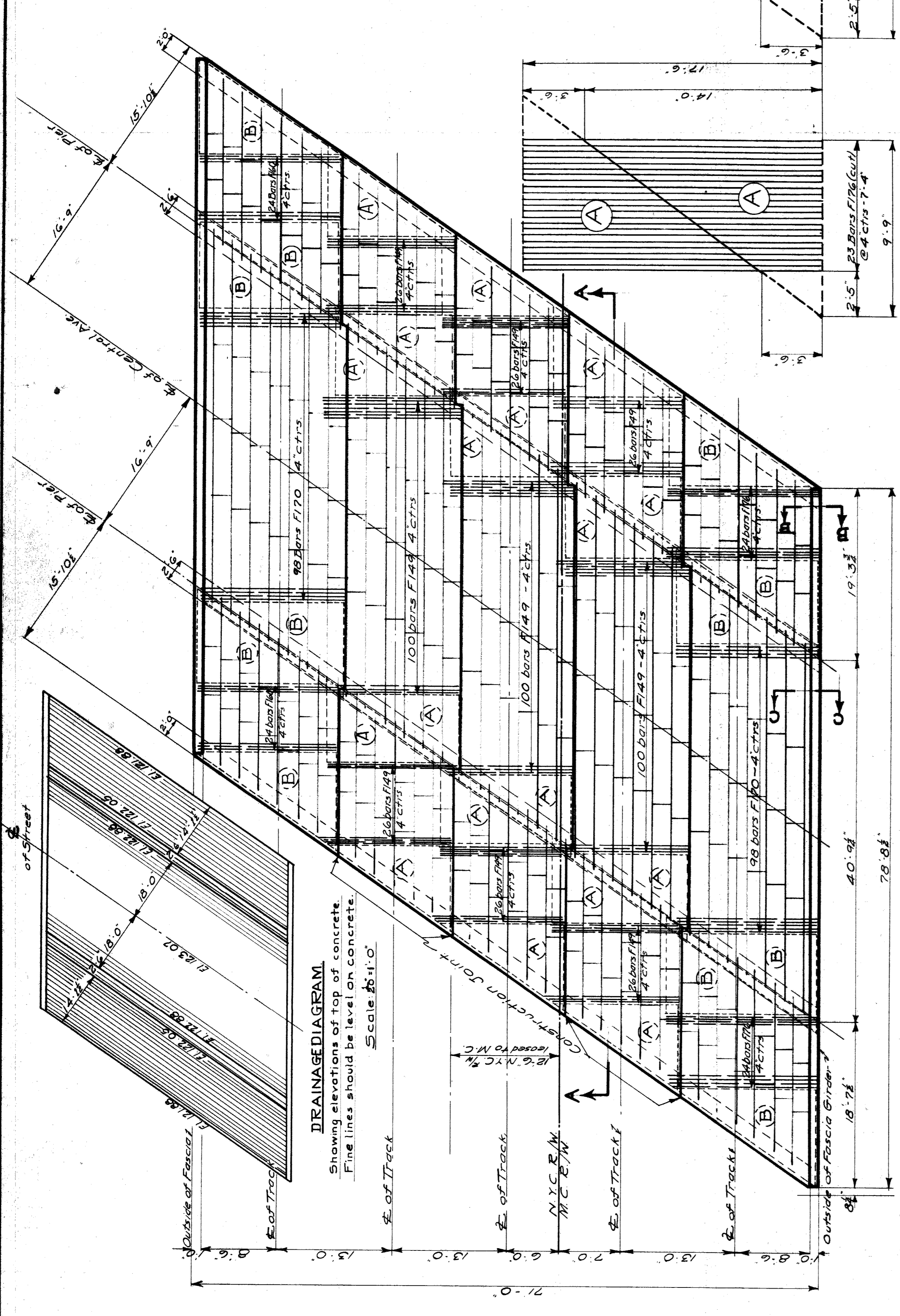
SOUTH EAST END VIEW.



NOTE: Reinforcing shown is for bottom of footing only.

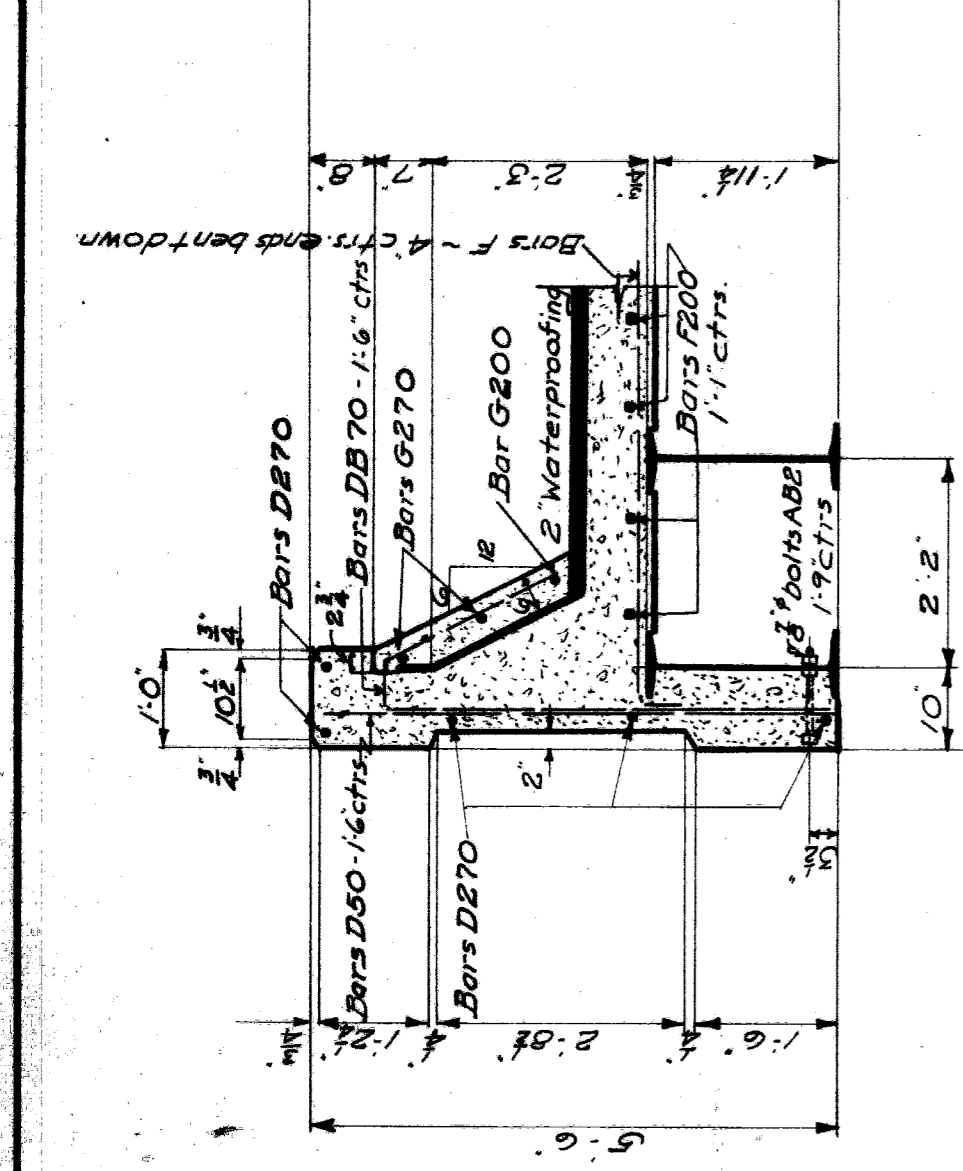
For General Notes See Sheet M3.

REVISIONS	M.C.R.R. - TOLEDO DIV. BRIDGE 435 CENTRAL AVES. SUBWAY ELEVATIONS OF PIERS & DIGGING PLAN	SCALE 8"	1 FOOT	DRAWN BY J.E.K. 5-10-1929	SHEET M2 OF 4
		APPROVED	CHECKED BY C.W.C. 6-17-1929	TRACED BY A.R. 5-29-1929	
		ISSUE NO. 1	DATE 6-17-1929	BRIDGE ENGINEER	



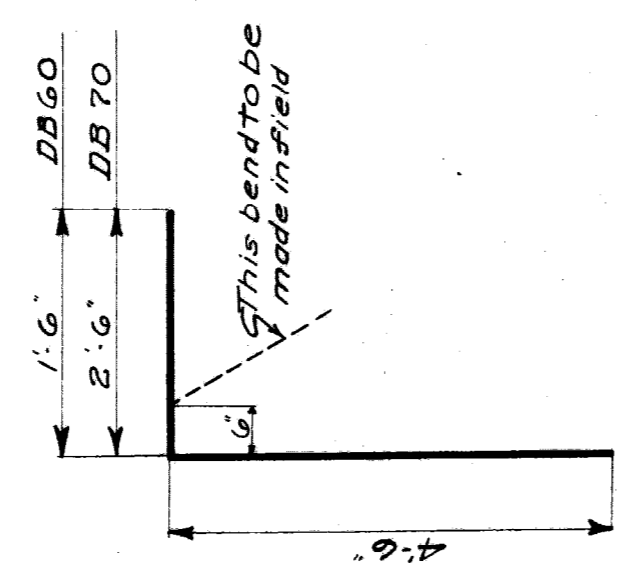
PLAN OF FLOOR.
Only transverse reinforcing is shown.
For longitudinal reinforcing see sec. A-A.

Scale: 1/4" = 1'-0"

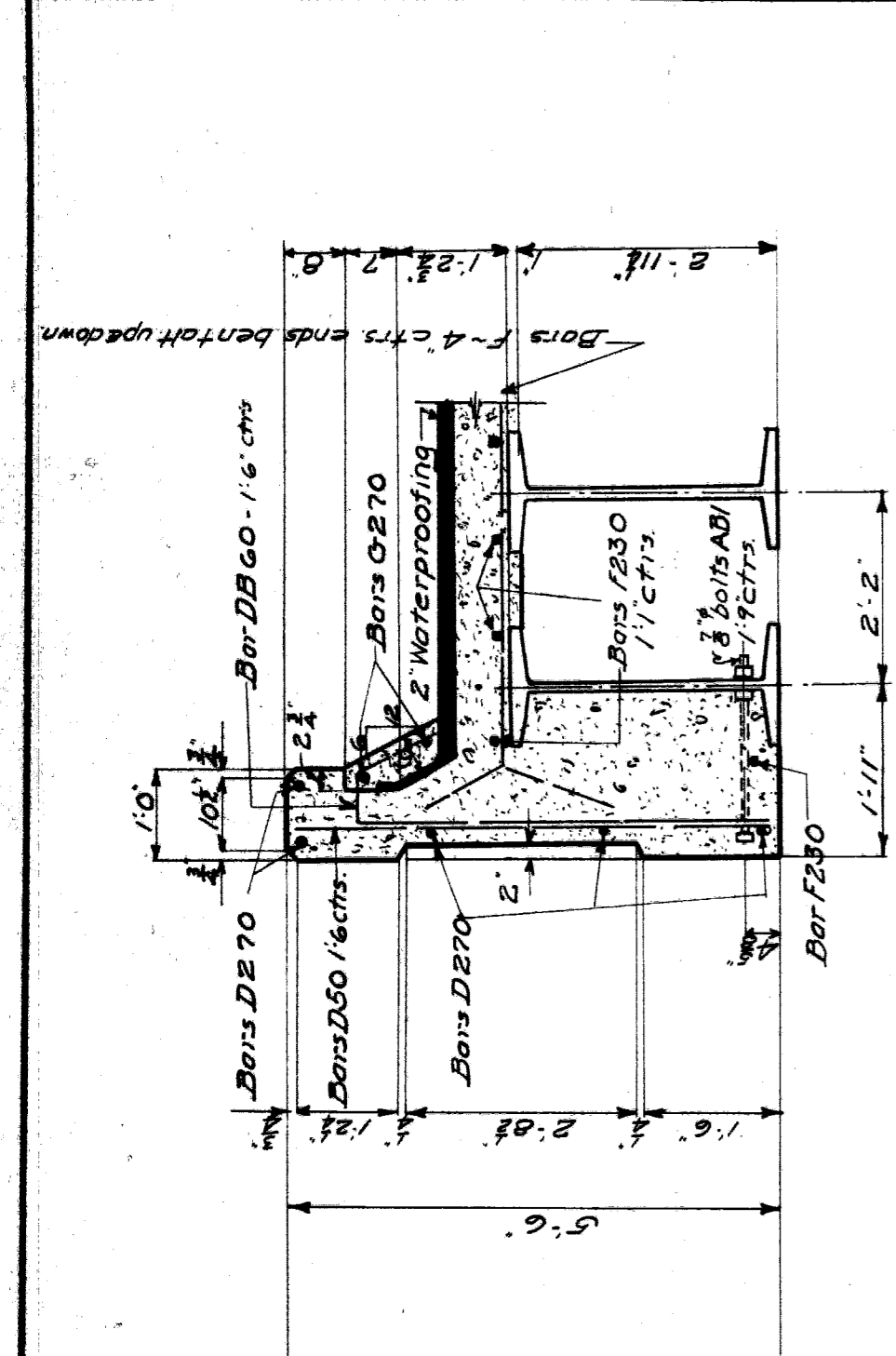


SECTION B-B.

Scale: 1/2" = 1'-0"



DETAIL of BARS DB 60 & DB 70



SECTION C-C.

Scale: 1/2" = 1'-0"

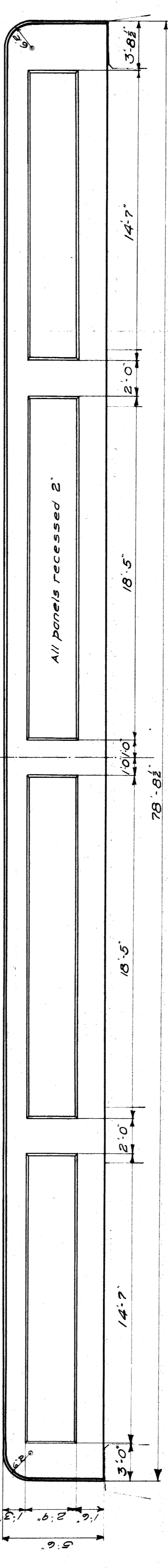
QUANTITIES.

ITEMS	UNITS	N.Y.C.	M.C.	TOTAL
Concrete	cuyds	102	139	241
Reinforcing	Lbs.	10,150	13,830	23,980
Waterproofing	Sq. ft.	25,400	26,665	52,065

Note: Quantities of floor within 12.5 ft. N.Y.C. 5/4 leased to M.C. are shown in separate column and charged to M.C. R.E.

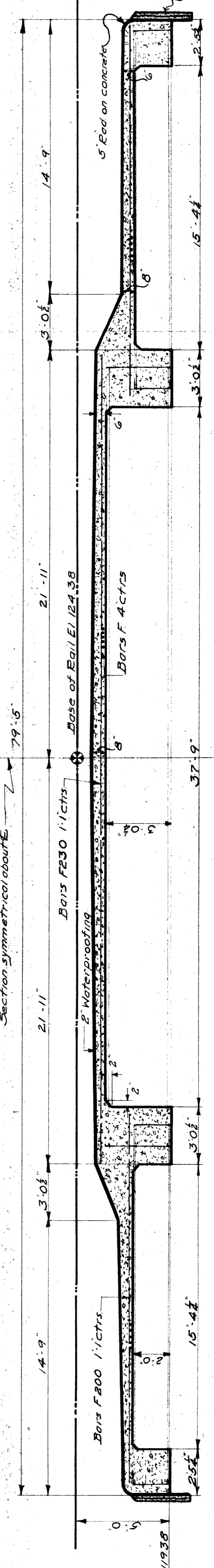
BILL OF REINFORCING BARS.

MARK	NO.	SIZE	LENGTH	LOCATION
F149	456	1/2"	14'-9"	Transverse Side and center spans
F160	48	"	16'-0"	"
F170	196	"	17'-0"	Center span
F176	48	"	17'-6"	Groups A (cut)
F190	156	1/2"	19'-0"	Side span
F200	128	"	20'-0"	Longitudinal side span
F230	132	1/4"	23'-0"	center span & fascia girder
D60	104	1/4"	5'-0"	Fascia Girder
D270	30	"	27'-0"	"
DB 60	56	3/8"	6'-0"	"
DB 70	48	"	7'-0"	"
G 200	4	1/2"	20'-0"	"
G 270	12	1/4"	27'-0"	"



ELEVATION of FASCIA GIRDER.

Scale: 1/2" = 1'-0"



SECTION A-A.

Scale: 1/2" = 1'-0"

GENERAL NOTES.
Concrete: Class B (a. 2500 lbs. of water per sack of cement and 5.25 sacks of cement per cu yd of concrete)
N.Y.C. Lines Specifications for concrete (as usual)
Top surfaces to have a sidewalk finish. All exposed surfaces to be rubbed as soon as forms are removed. No cement grout to be used in rubbing surfaces. Bevel all exposed corners unless otherwise shown.
Reinforcing Bars: Shall be securely wired together at each intersection. Splices they shall lap for a length of 40 diameters and be securely wired. All bars deformed. Waterproofing as per N.Y.C. Lines Specifications for Waterproofing Floors of Railroad bridges 1925. Type to be used as directed by Engineer.

M.C.R.R. - TOLEDO DIV.
BRIDGE 4.35 CENTRAL AVE. SUBWAY.
FLOOR.

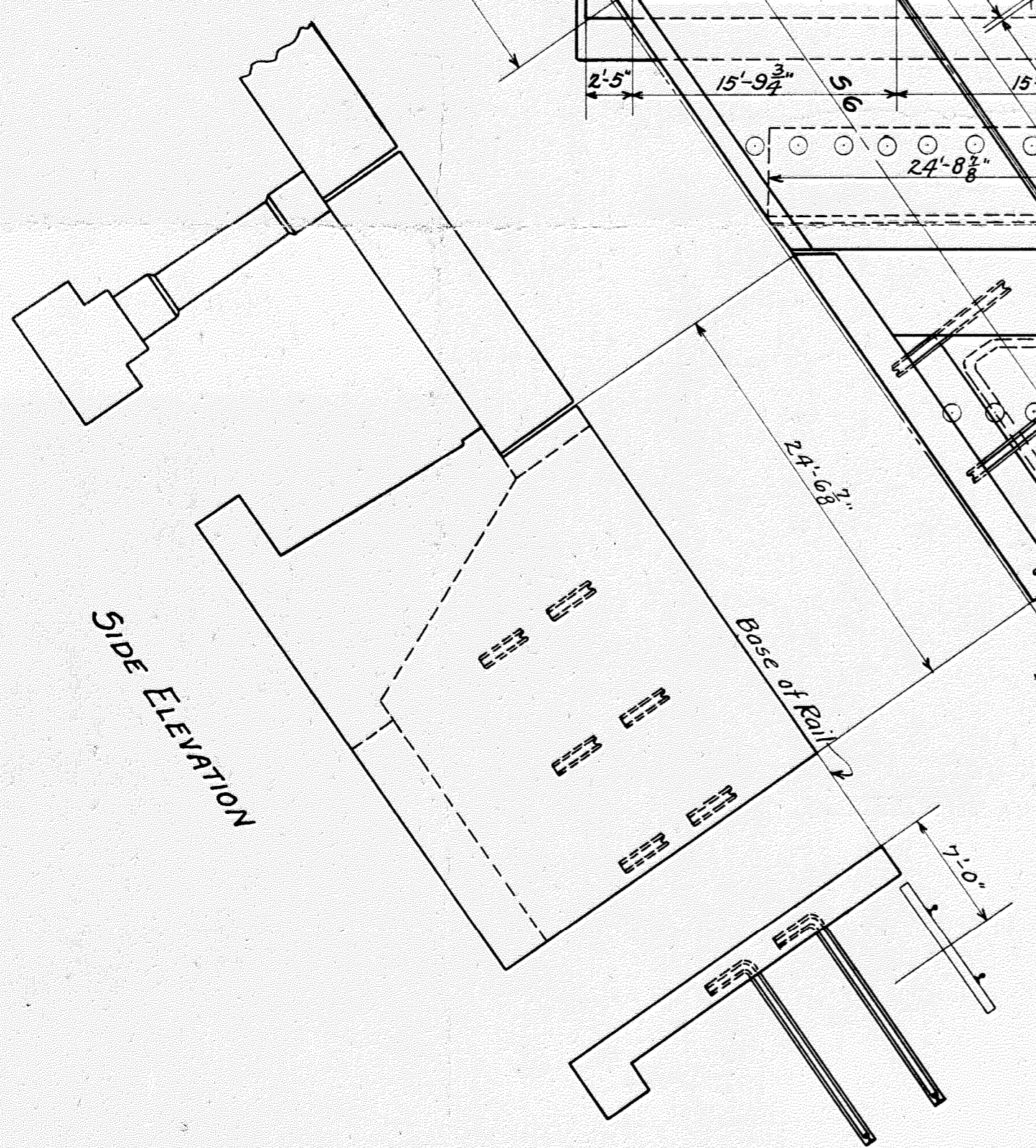
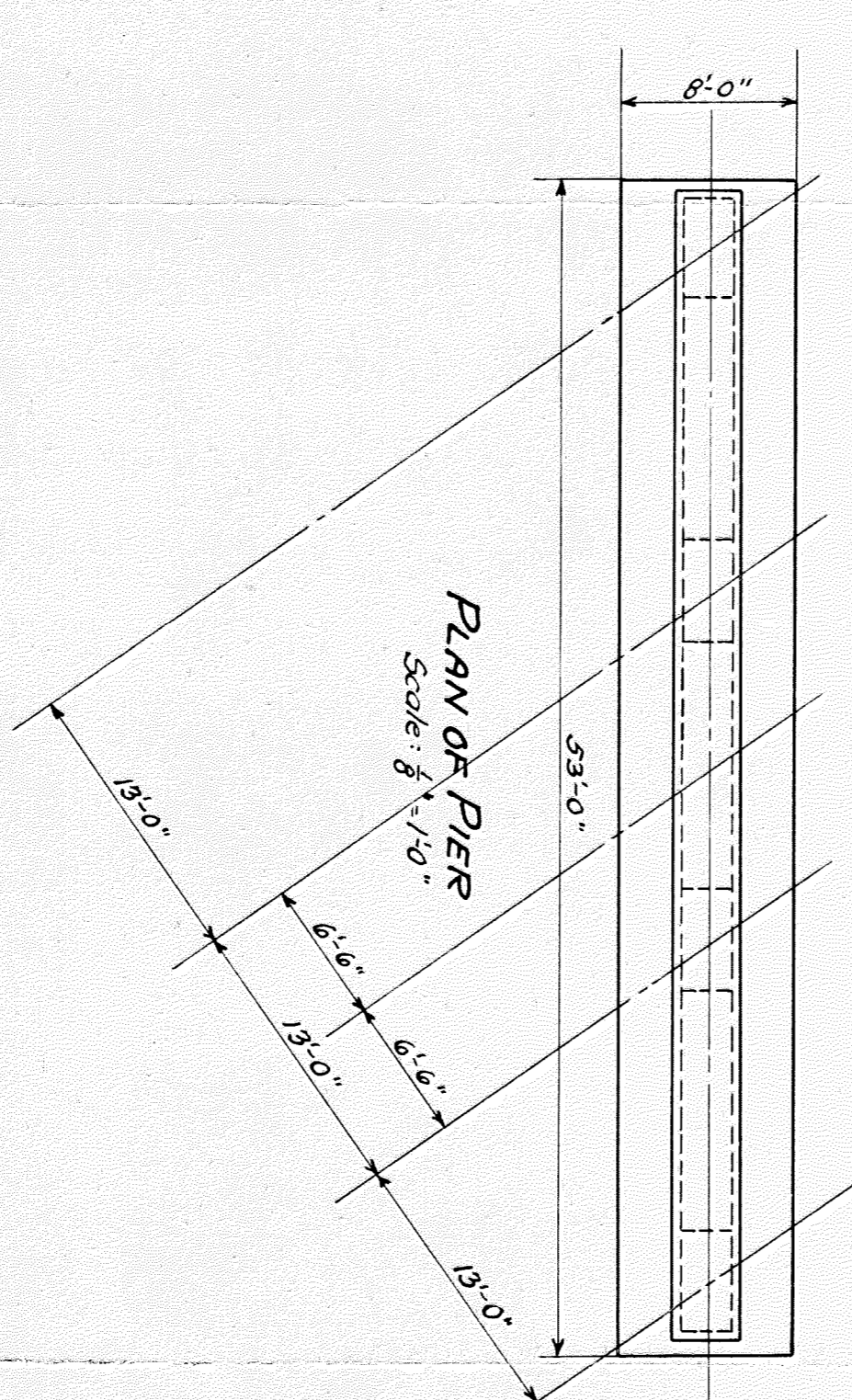
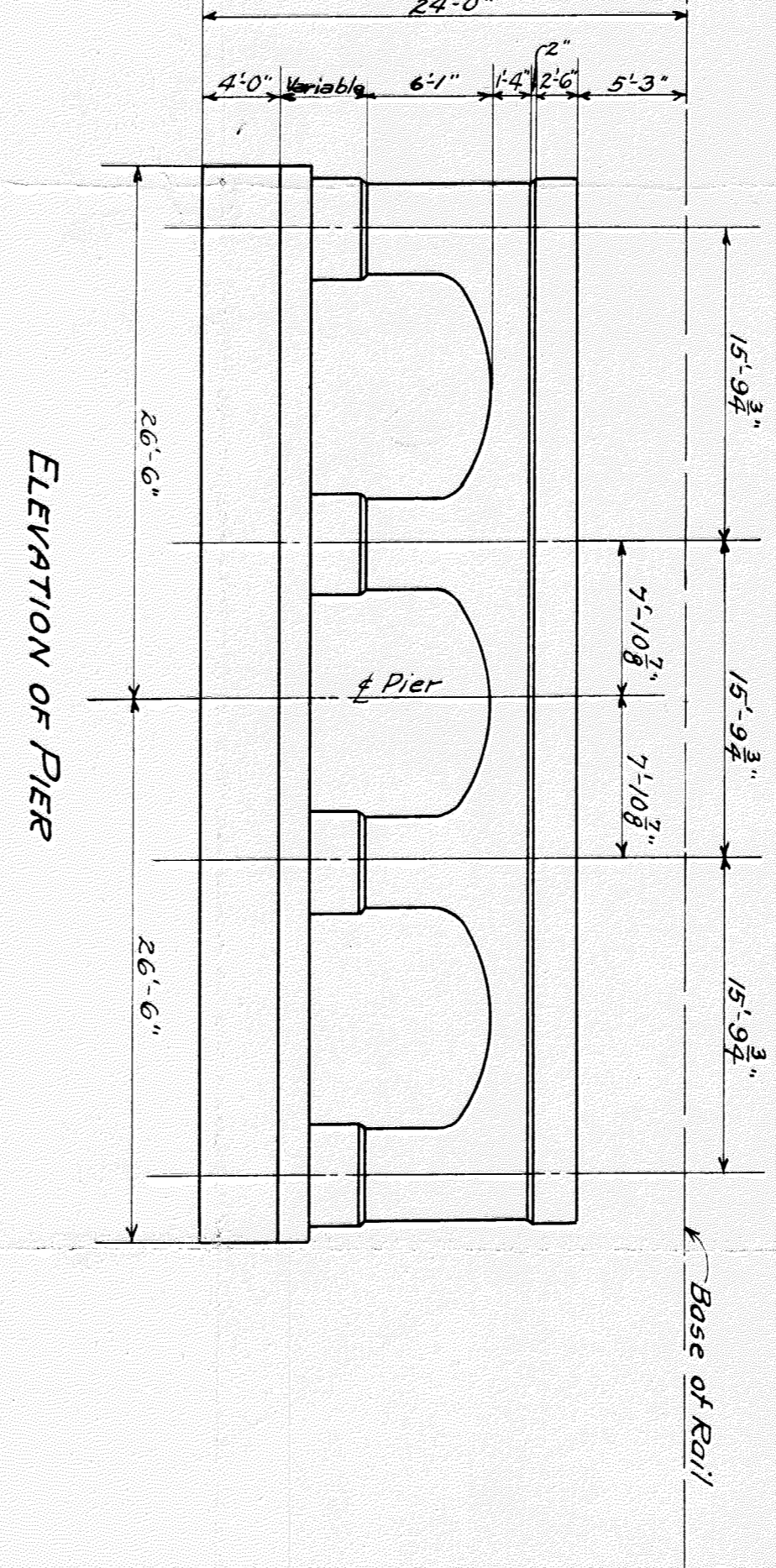
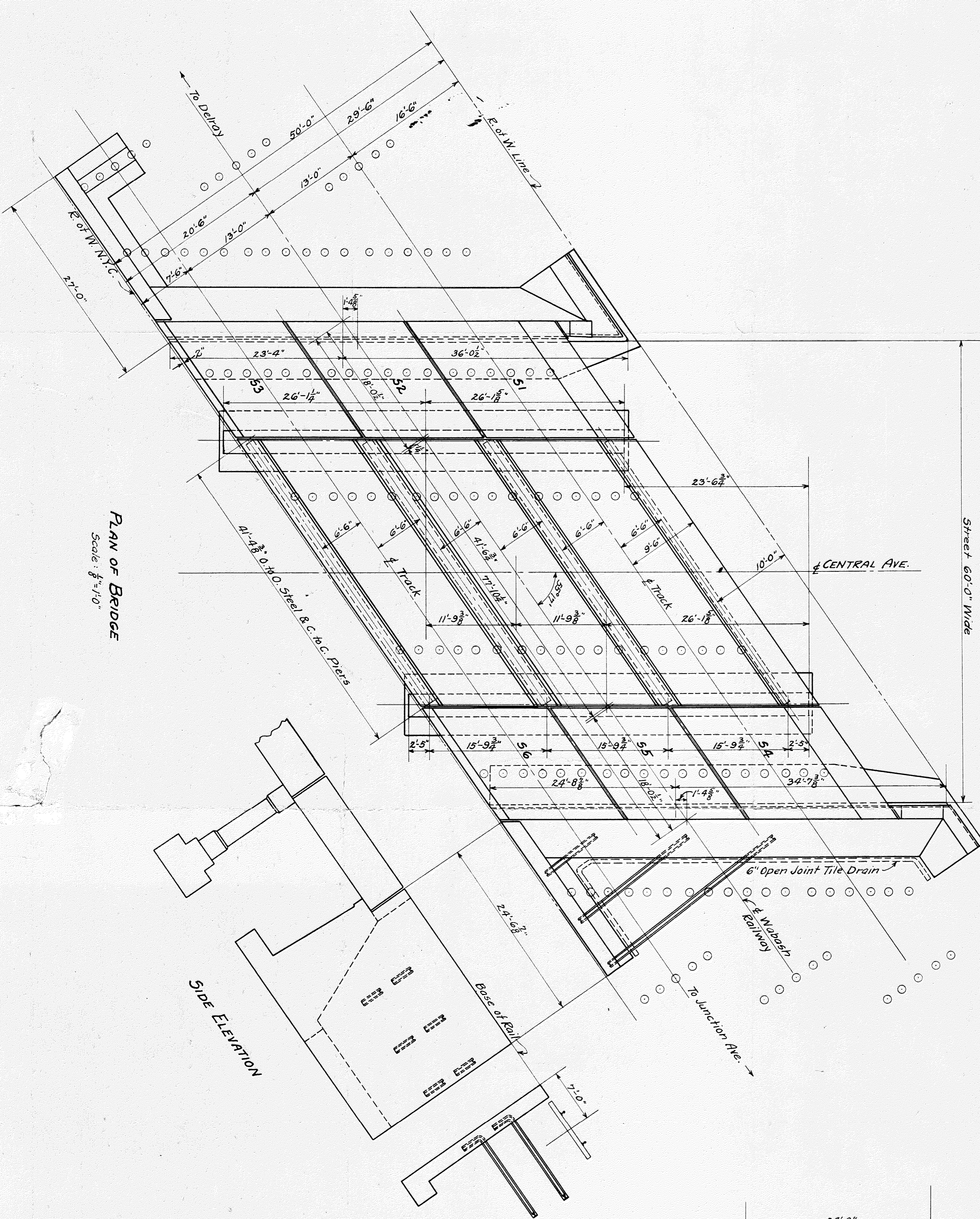
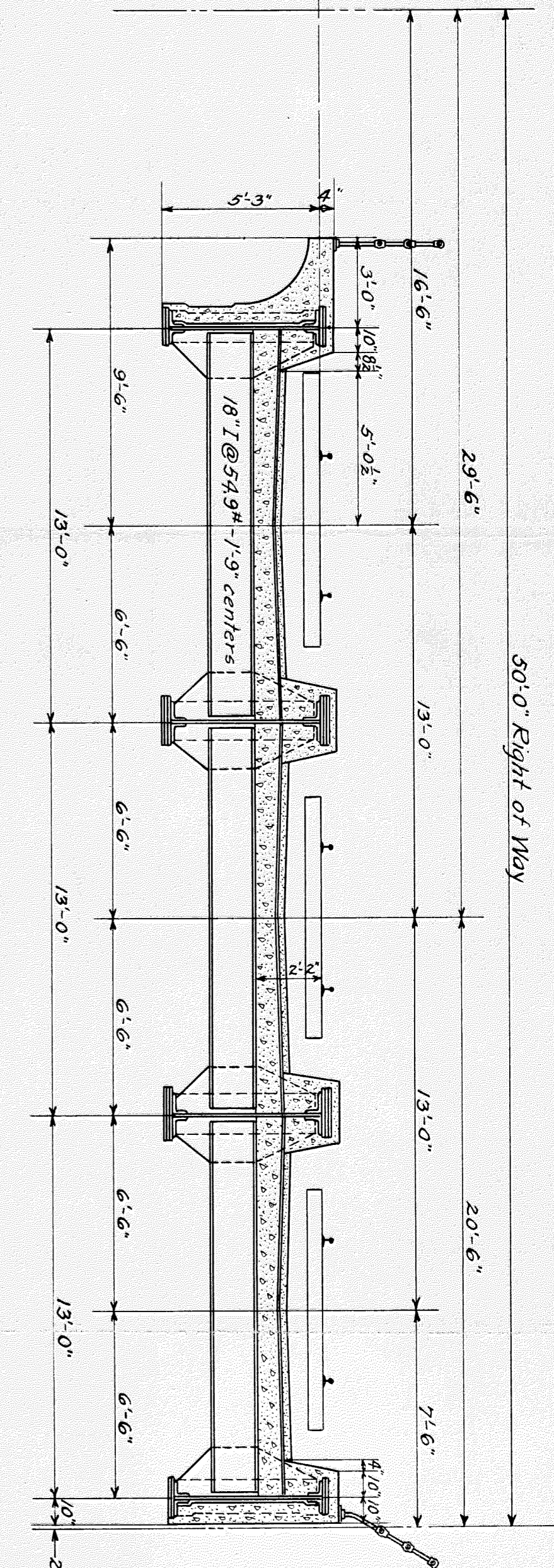
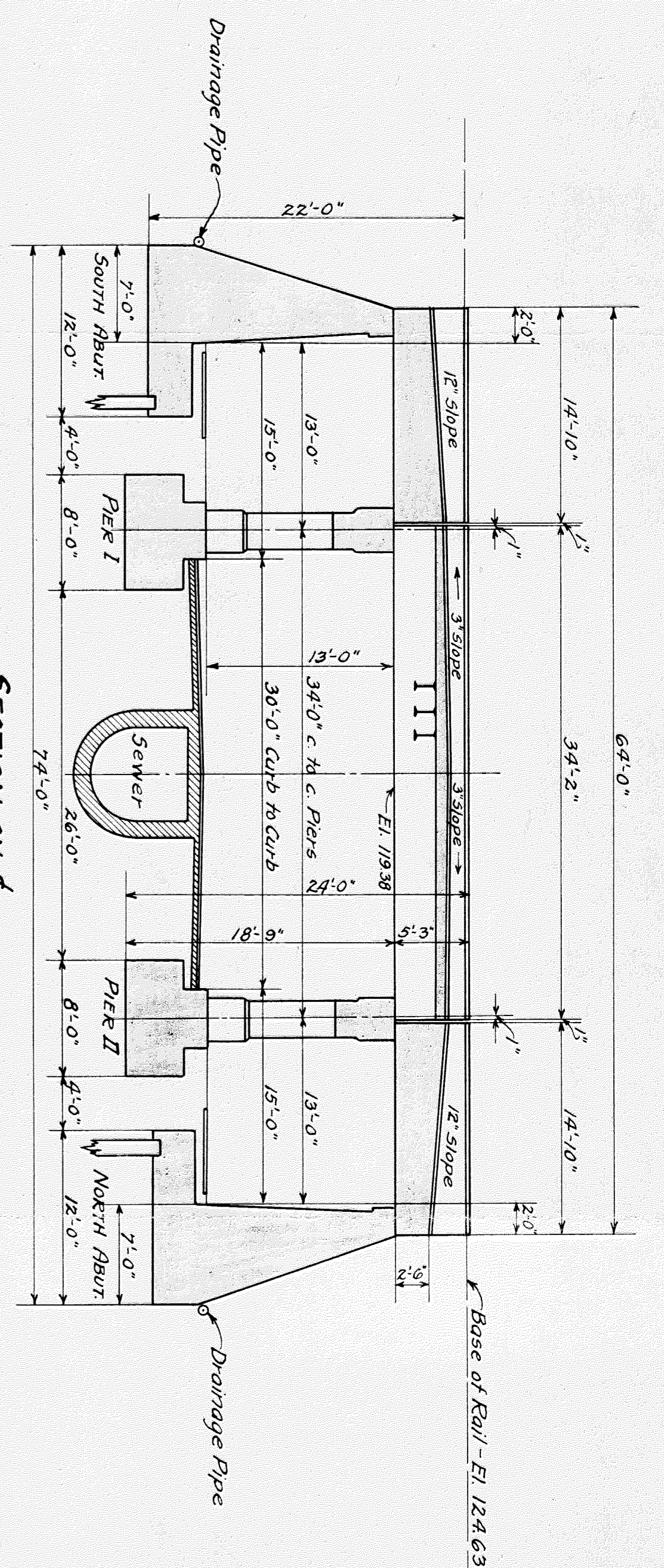
REVISIONS

SCALE: AS SHOWN - 1" = 1'-0"
DRAWN BY J.E.K. 5-16-1929
CHECKED BY C.W.C. 6-19-29
APPROVED BY A.R. 5-21-1929

ISSUE NO. / DATE: 6 / 18 1929

BRIDGE ENGINEER

SHEET M.4 OF 4



PLAN OF BRIDGE
Scale: 1/8" = 1'-0"

SECTION ON E
Sheet 60'-0" Wide

SECTION THROUGH GIRDERS
Scale: 1/4" = 1'-0"

ELEVATION OF PIER

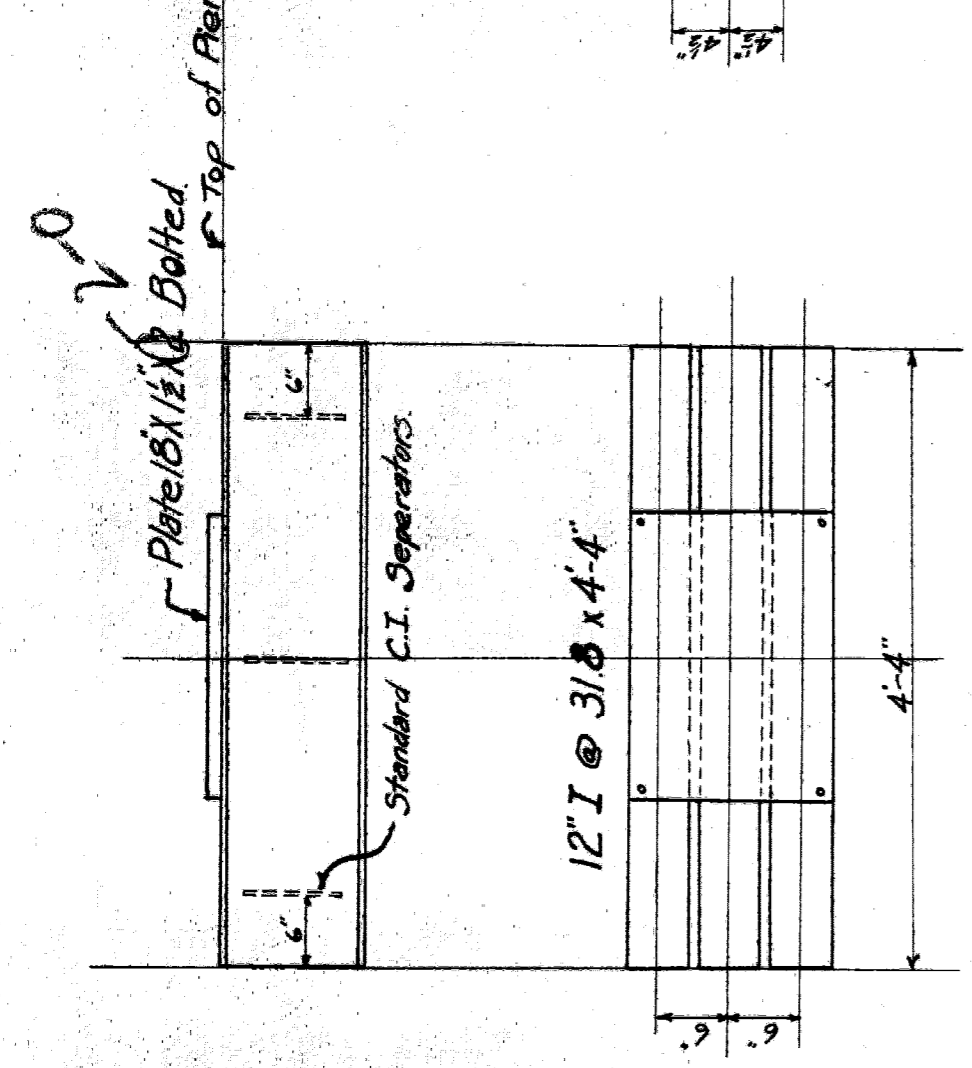
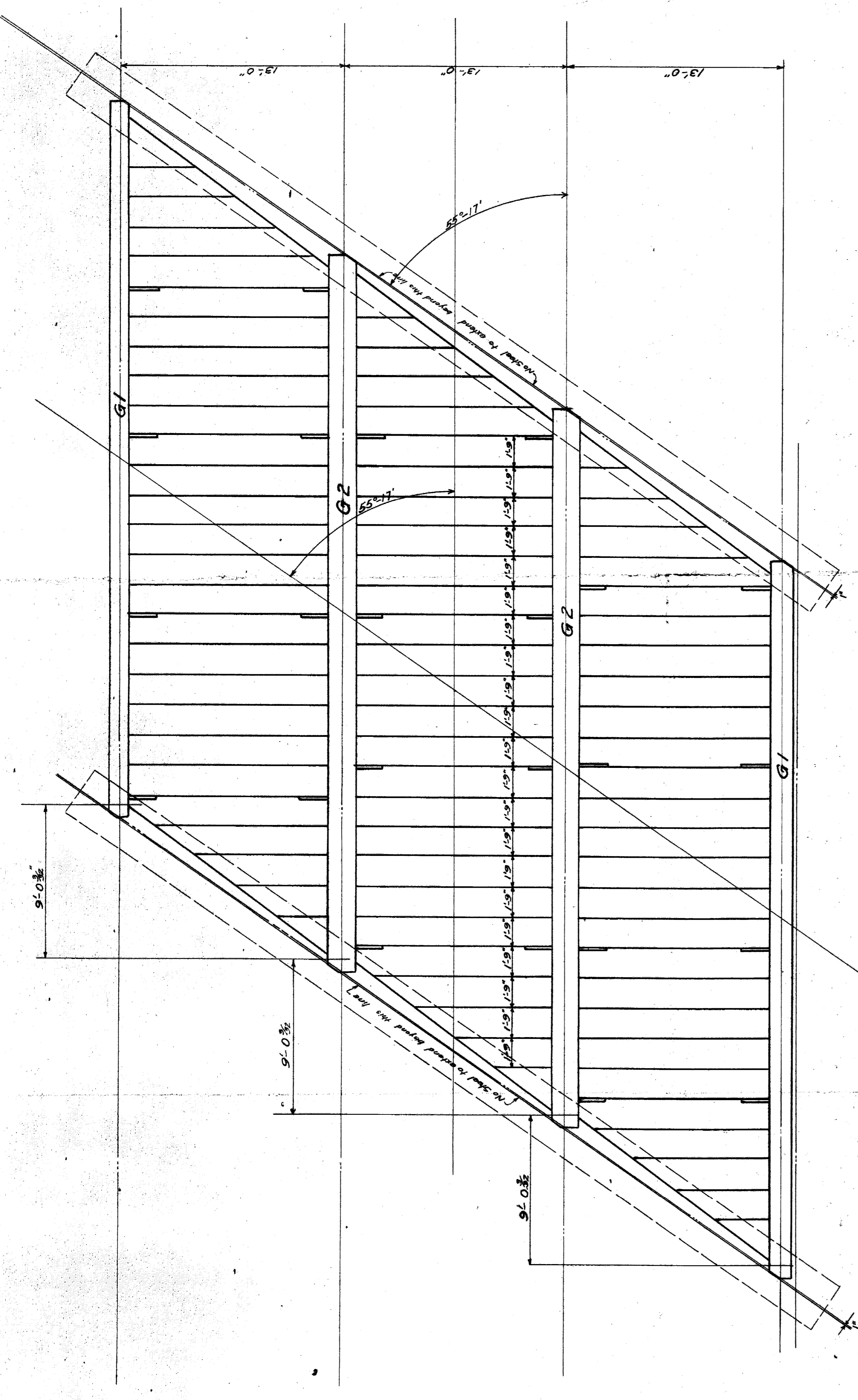
PLAN OF PIER
Scale: 1/4" = 1'-0"

WABASH RAILWAY
DETROIT TERMINAL DIV.
DETROIT, MICH.

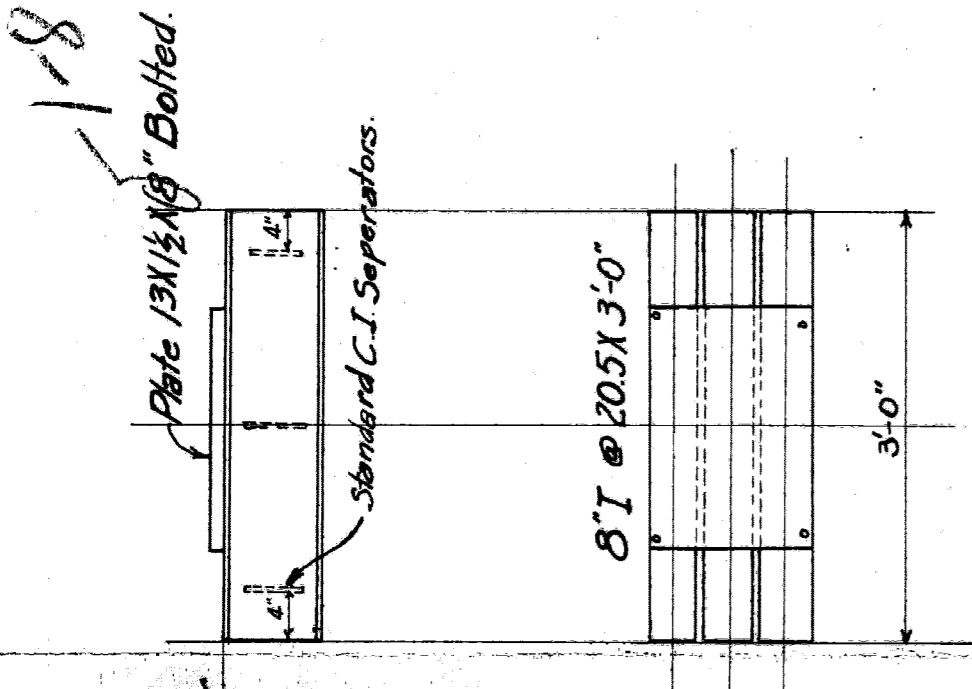
GENERAL PLAN
CENTRAL AVE.

OFFICE OF THE CHIEF ENGINEER
SCALES: 1/8" & 1/4" = 1'-0" APRIL 17, 1926.
SHEET 1 OF 3

DRAWN BY: S.M.S. TRACED BY: E.W.M. CHECKED BY: [Signature]



GRILLAGE - G1
4 - REQUIRED

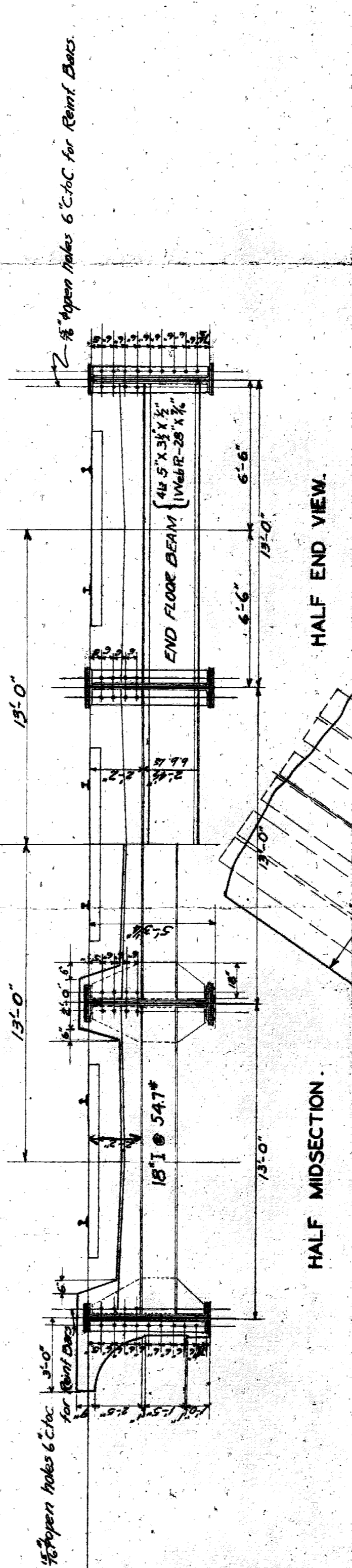


GRILLAGE - G2
4 - REQUIRED

DESIGN DATA
 41-4 3/8" O to O Steel
 Track 150#
 Ballast 1670#
 Concrete 1000#
 Steel 1000#
 2,382.0# Per Ft. Track
 1910# " " Girder
 Web Area Required = 28,500
 Flange Area Required = 30,700 Sq. ins.
 Use 2 L - 6 X 6 X 3/4" = 2(8.44 - 2 X .75) = 13.80
 1 Cor. R - 14 X 3/4" = (8.75 - 2 X .65) = 7.45
 1/2 R - 14 X 3/4" = (7.0 - 2 X .5) = 6.00
 3/4 Web 3.64
 3121

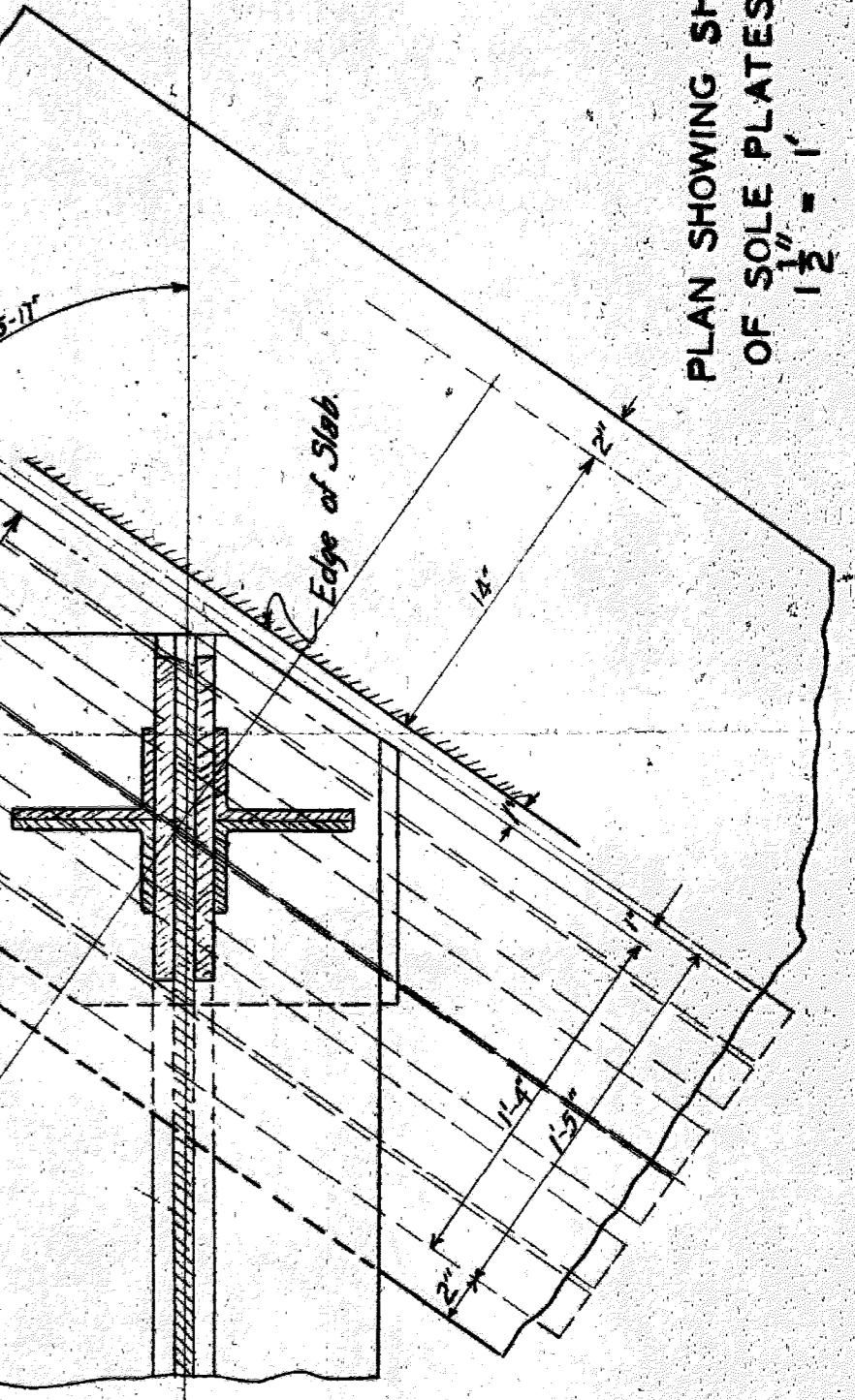
Maximum Moment
 DL 150,000
 LL 1,702,200
 I 1,500,500
 3,952,700
 Web Area Required: 46,500 = 46.53 Sq. ins.
 Flange Area Required: 50,500 Sq. ins.
 Use 2 L - 6 X 6 X 3/4" = 2(9.94 - 2 X .75) = 16.88
 1 R - 18 X 3/4" = (3.5 - 2 X .75) = 2.00
 2 R - 18 X 3/4" = (3.0 - 2 X .5) = 1.00
 8 X 45 3.62
 5630

General Notes:-
 Specifications: A.R.E.A. Reamed Work, 1920
 Rivets - 1" Main Material 1/2" φ Elsewhere
 Paint - One shop coat 20# Red Lead to 1 Gal. Oil.

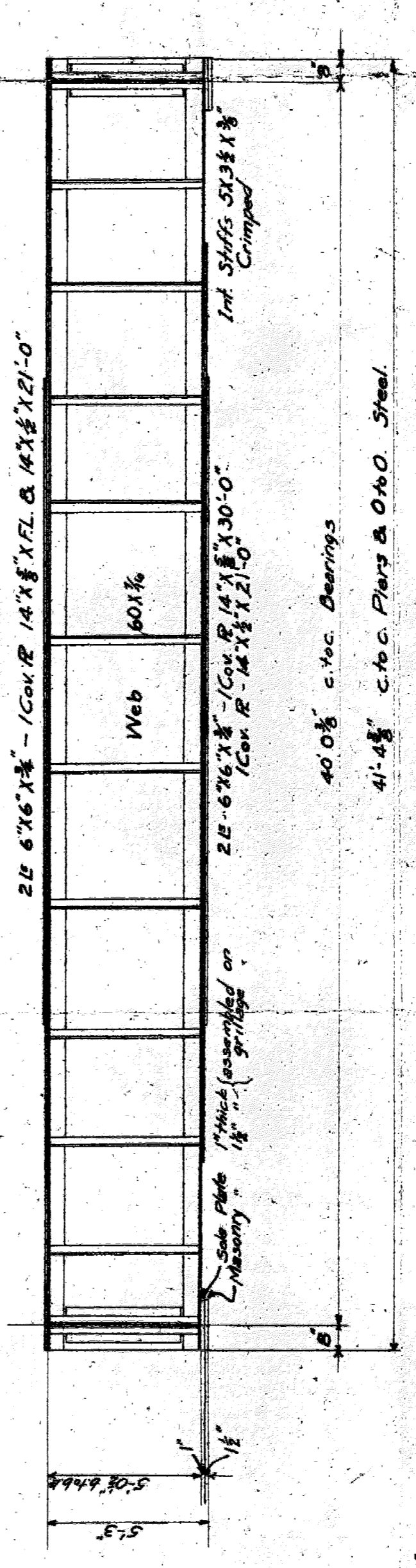


HALF MIDSECTION

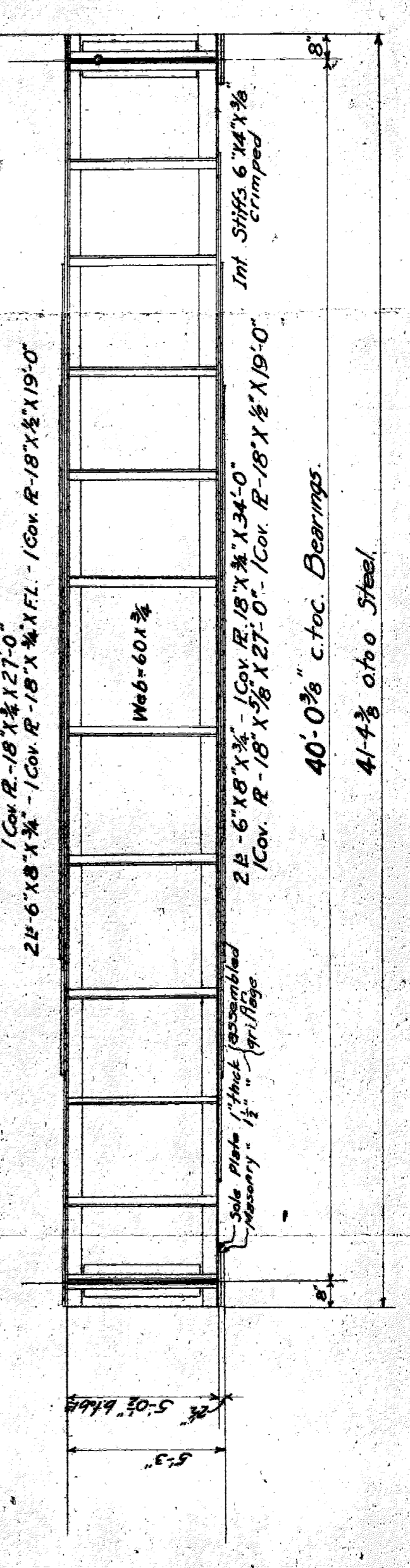
HALF END VIEW



PLAN SHOWING SHAPE OF SOLE PLATES
1 1/2" = 1'



GIRDER - G1

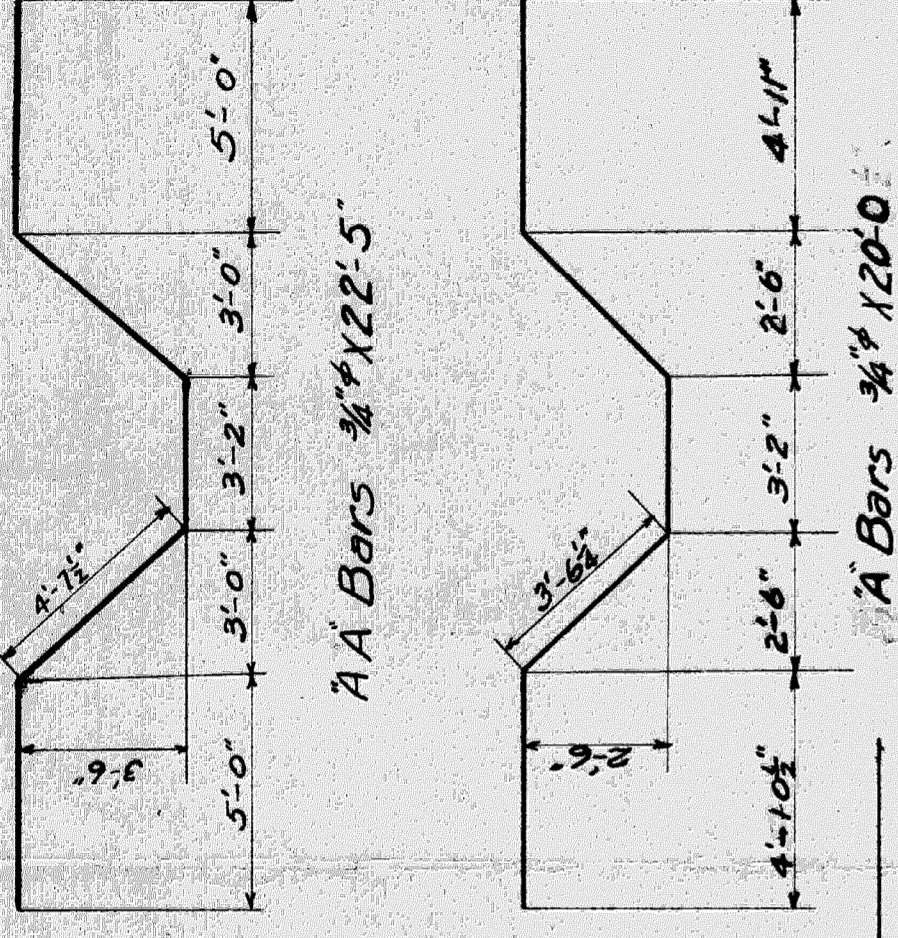


GIRDER - G2

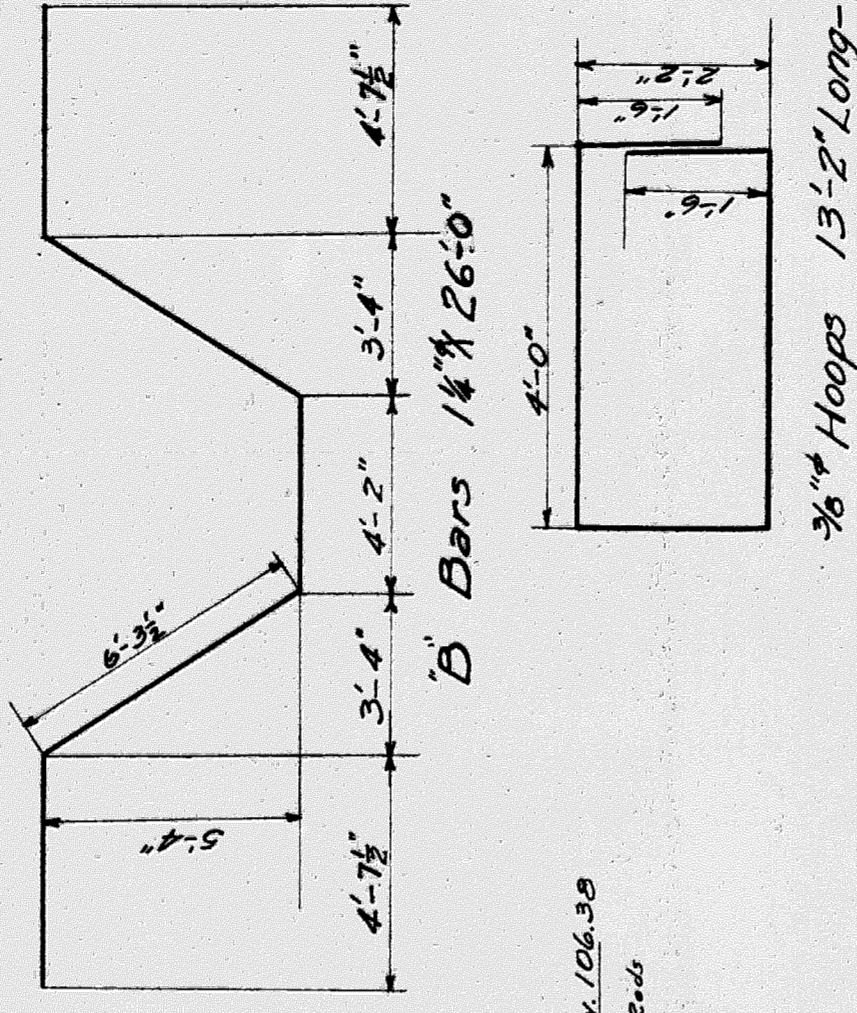
WABASH RAILWAY
 DETROIT TERMINAL DIV.
 DETROIT, MICH.
 STEEL DESIGN
 CENTRAL AVE.
 OFFICE OF THE CHIEF ENGINEER
 SCALES - 1/8" = 1'-0" & 1/4" = 1'-0"
 APRIL 17, 1926
 SHEET 2 OF 6

DESIGNED BY J.M.S.
 CHECKED BY J.M.S.

DETAIL OF BENT BARS.

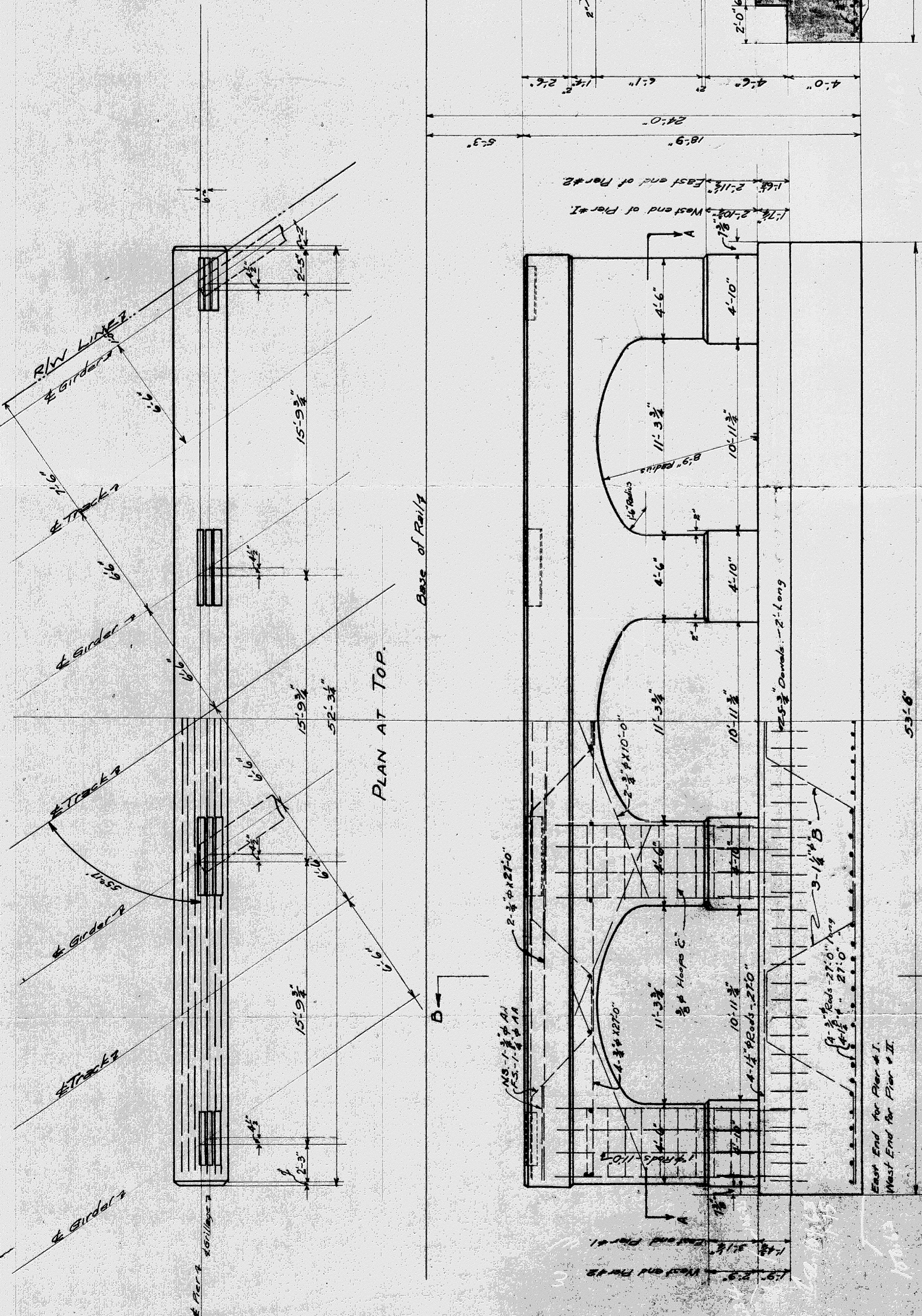


CORRUGATED STEEL BARS (PIER)			
No.	LOCATION	LENGTH FEET	REMARKS.
3	Top	22.5	Bent A A
3	Top	20.25	Bent A
8	Top	27.0	Straight
12	DIAGONALS	10.0	Straight
8	Top	27.0	Straight
14	Top	2.2	Straight
48	COLUMNS	10.0	1" x 10" Straight
48	COLUMNS	4.0	1" x 10" Straight
40	COLUMNS	13.2	1" x 10" Floors C
260	BOTTOM	2.0	3/4" x 10" Dowels
9	BOTTOM	26.3	1/4" x 10" Bent B
52	BOTTOM	7.6	3/4" x 7'-6" Straight
8	BOTTOM	27.0	1/4" x 10" Straight
8	BOTTOM	27.6	1/4" x 10" Straight



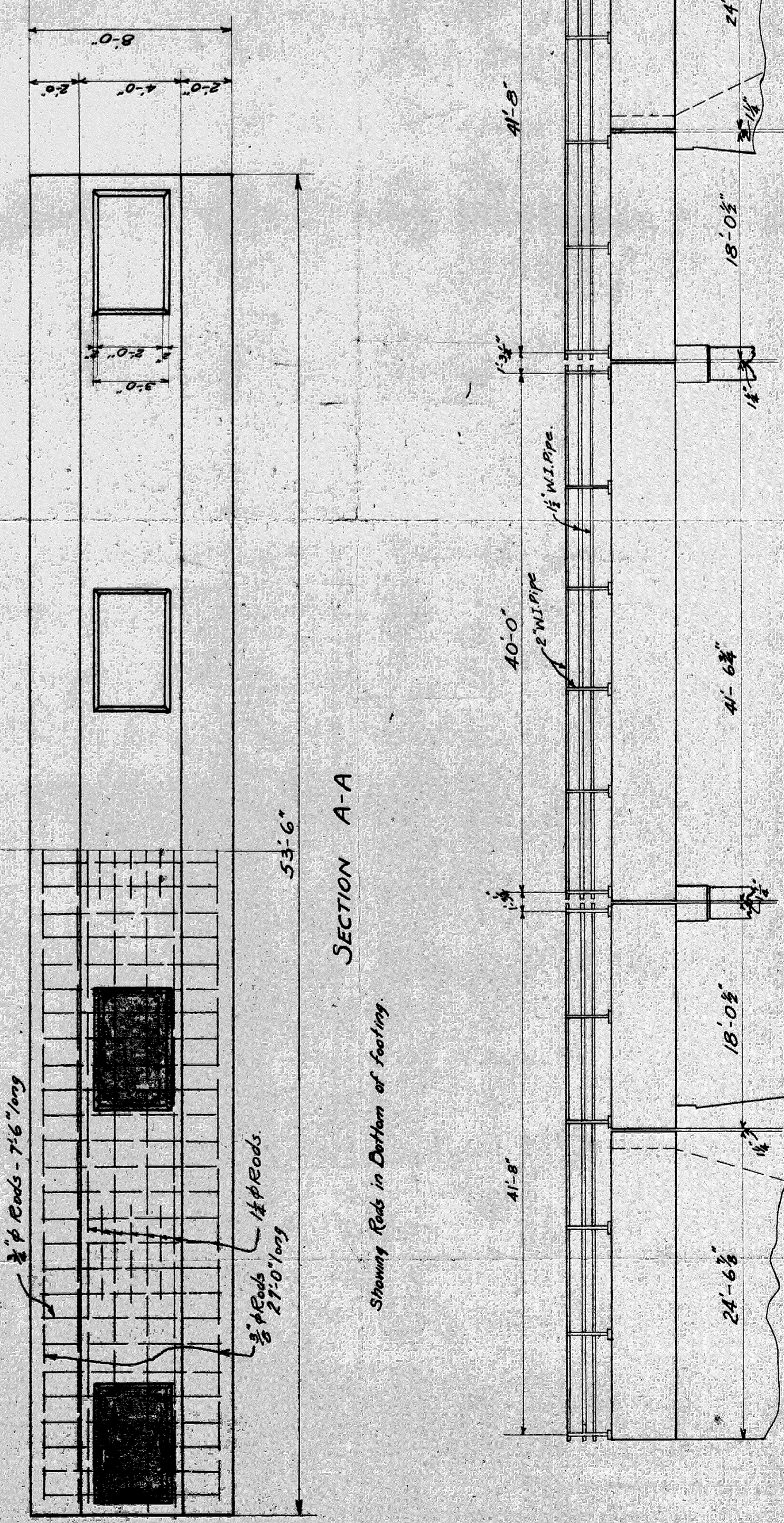
DESCRIPTION	QUANTITIES	AMOUNT.
PIER CONCRETE		
RAILS CONCRETE		
REINFORCING STEEL		
HANDRAIL		

SECTION B-B



PLAN AT TOP.

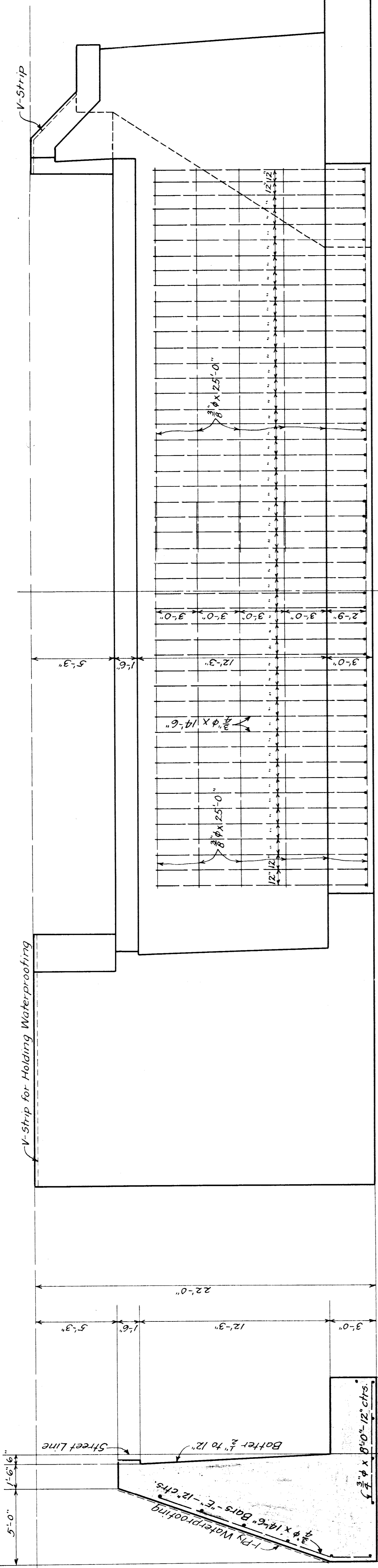
ELEVATION.



SECTION A-A

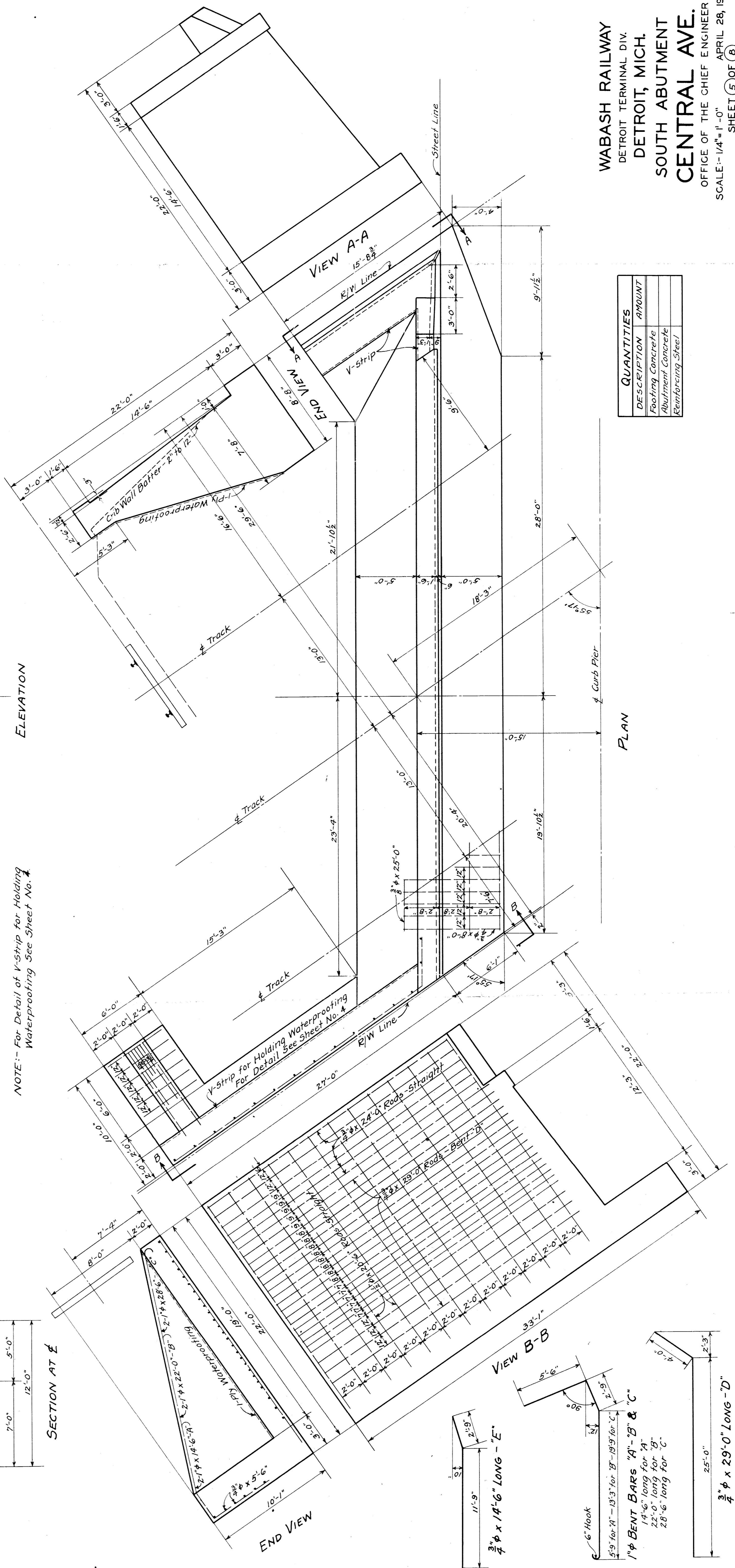
SECTION B-B

REINFORCING RODS		
No.	SIZE	REMARKS
20	3/4" φ	25 0 12'-8"
14	3/4" φ	20 6 2'-0"
48	3/4" φ	14 6 12" Bent - "E"
48	3/4" φ	8 0 12" Straight
19	3/4" φ	29 0 Varies Bent - "D"
6	3/4" φ	24 0 " Straight
2	1" φ	14 6 3 1/2" Bent - "A"
2	1" φ	22 0 10 1/2" " " "B"
2	1" φ	28 6 13 1/2" " " "C"



ELEVATION

NOTE:- For Detail of V-strip for Holding Waterproofing See Sheet No. 4

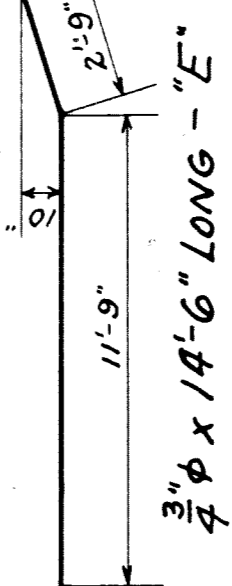


PLAN

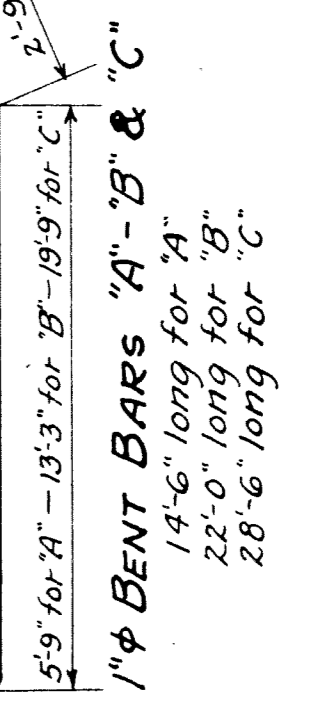
WABASH RAILWAY
 DETROIT TERMINAL DIV.
 DETROIT, MICH.
 SOUTH ABUTMENT
 CENTRAL AVE.
 OFFICE OF THE CHIEF ENGINEER
 SCALE:- 1/4" = 1'-0" APRIL 28, 1926.
 SHEET 5 OF 6

DESCRIPTION	QUANTITIES	AMOUNT
Footings Concrete		
Abutment Concrete		
Reinforcing Steel		

DRAWN BY A.H.S. CHECKED BY E.W.M.

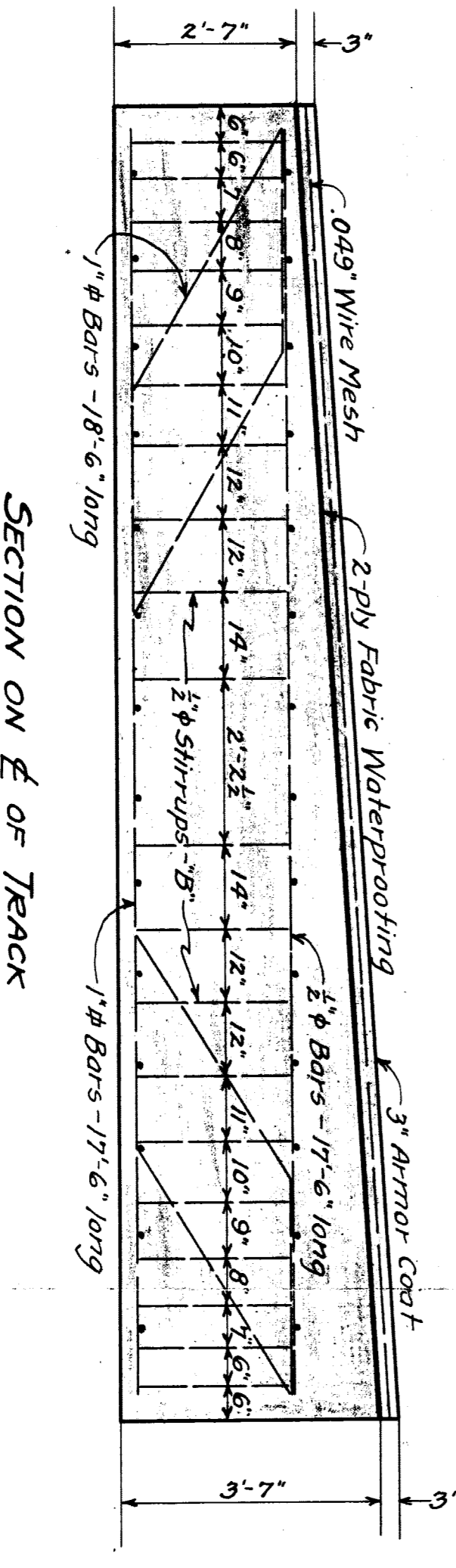
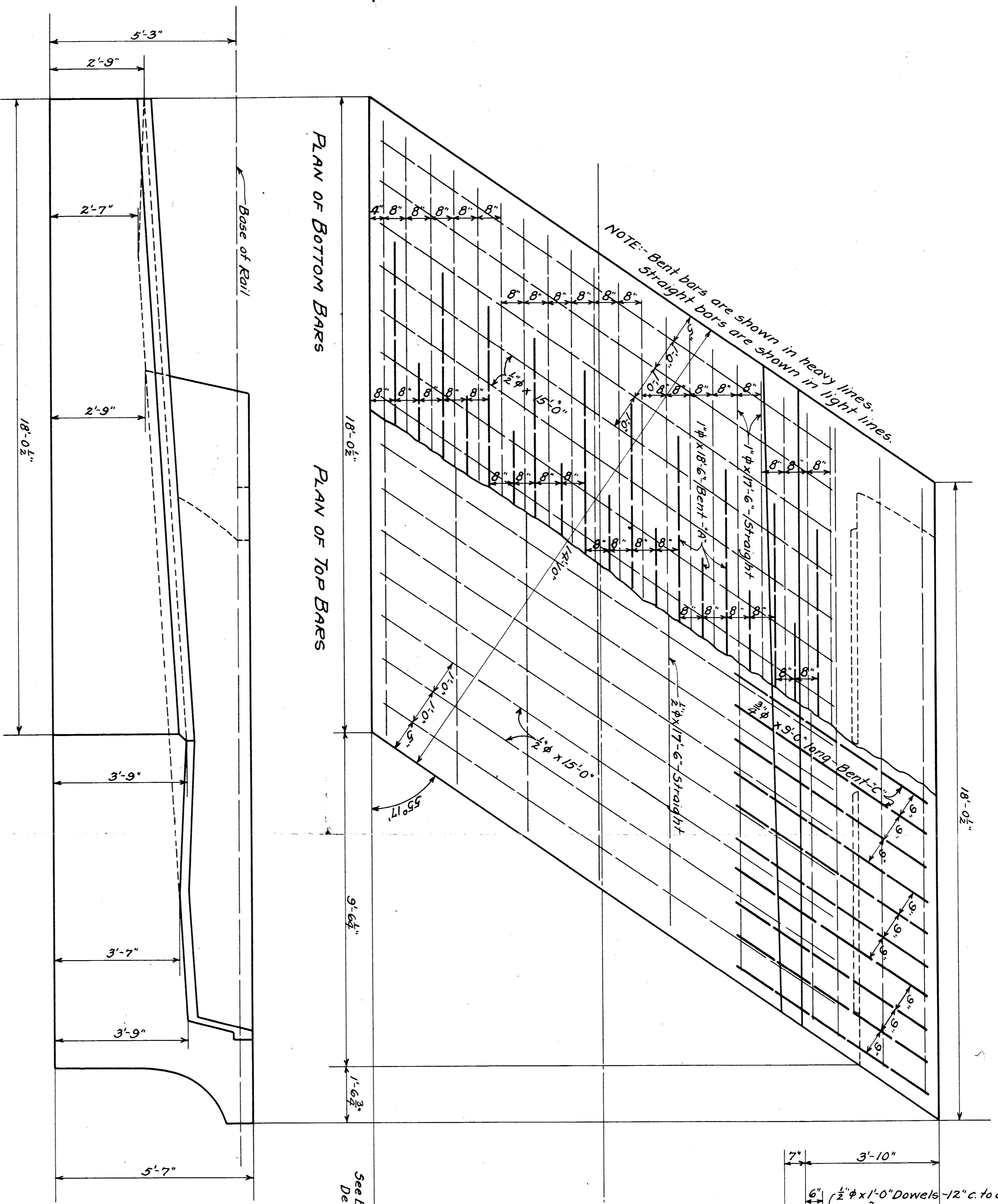


VIEW B-B

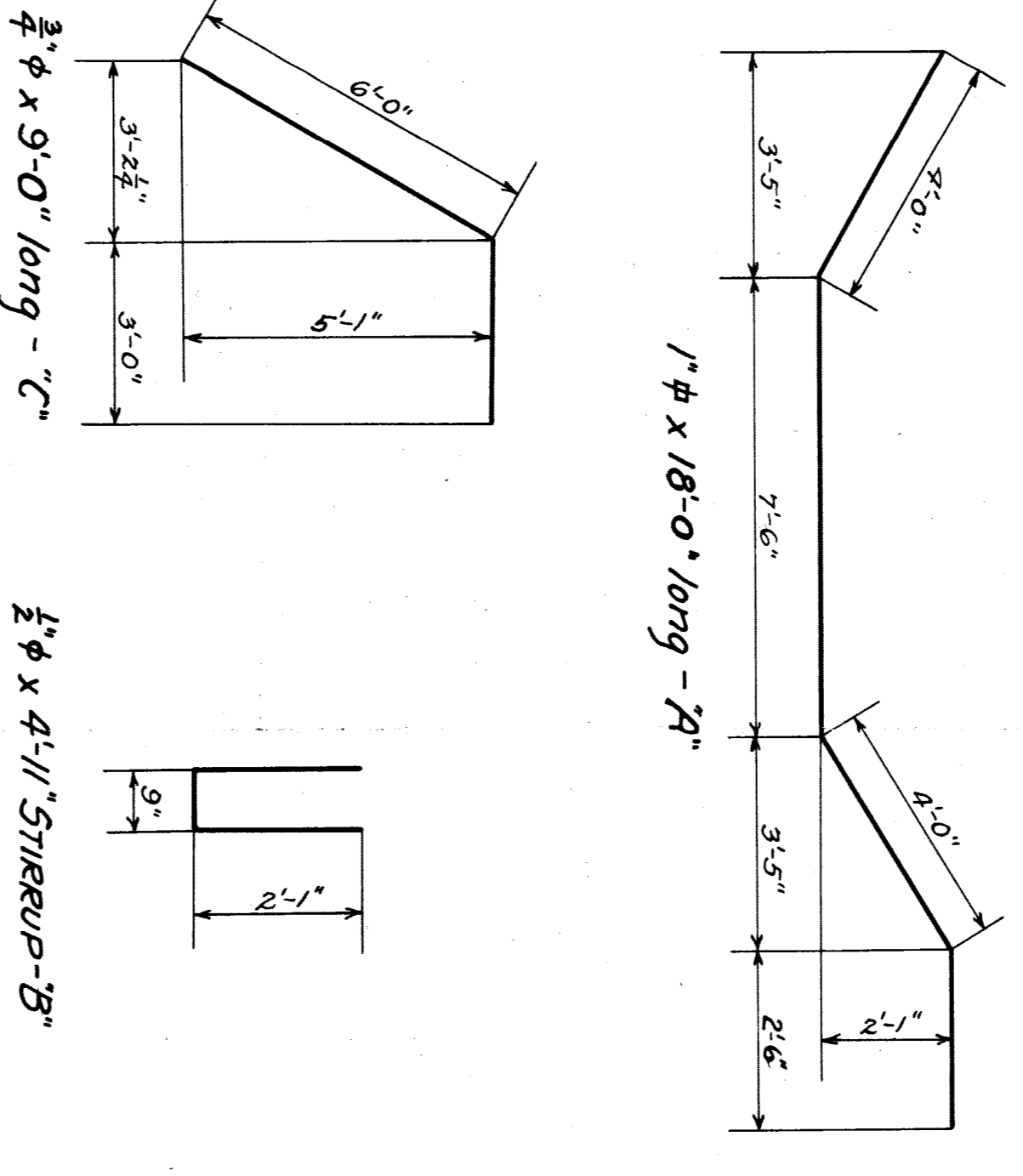
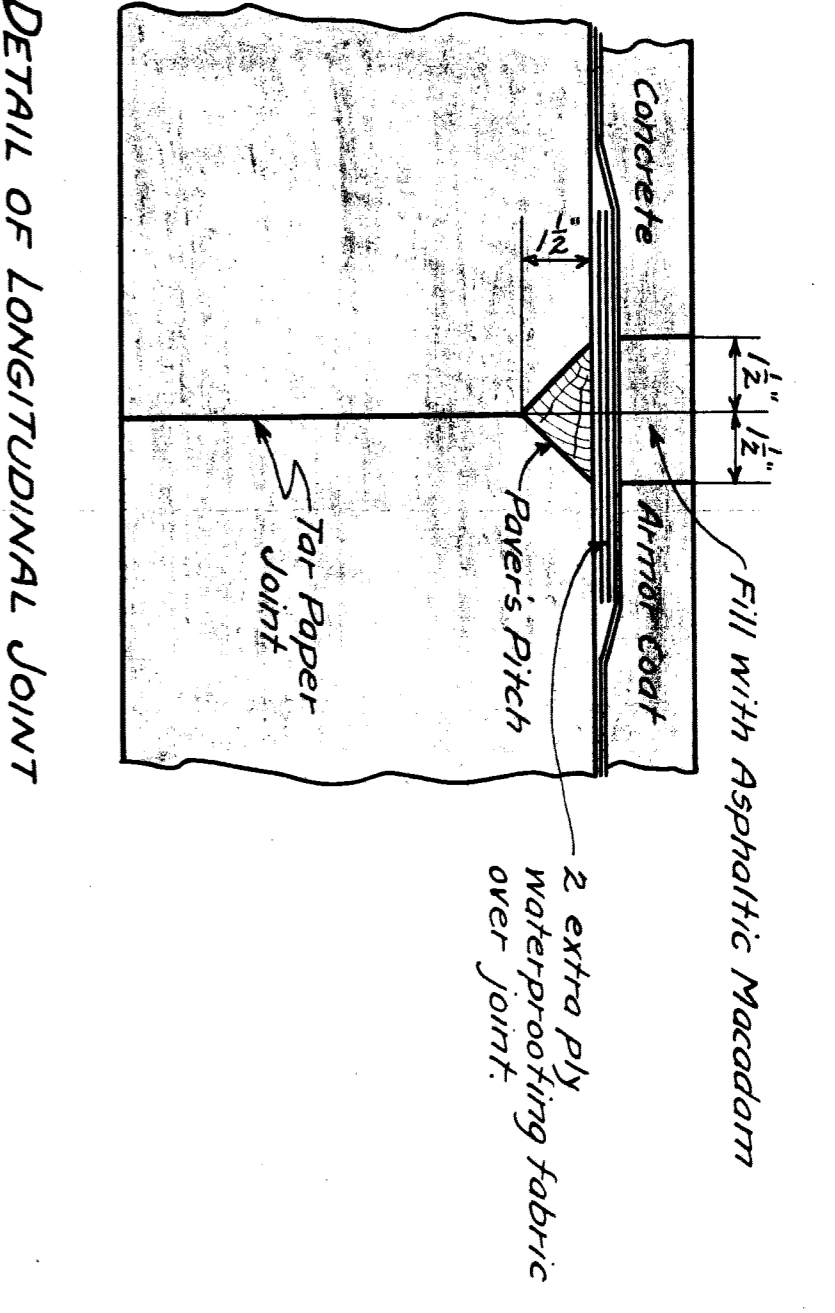
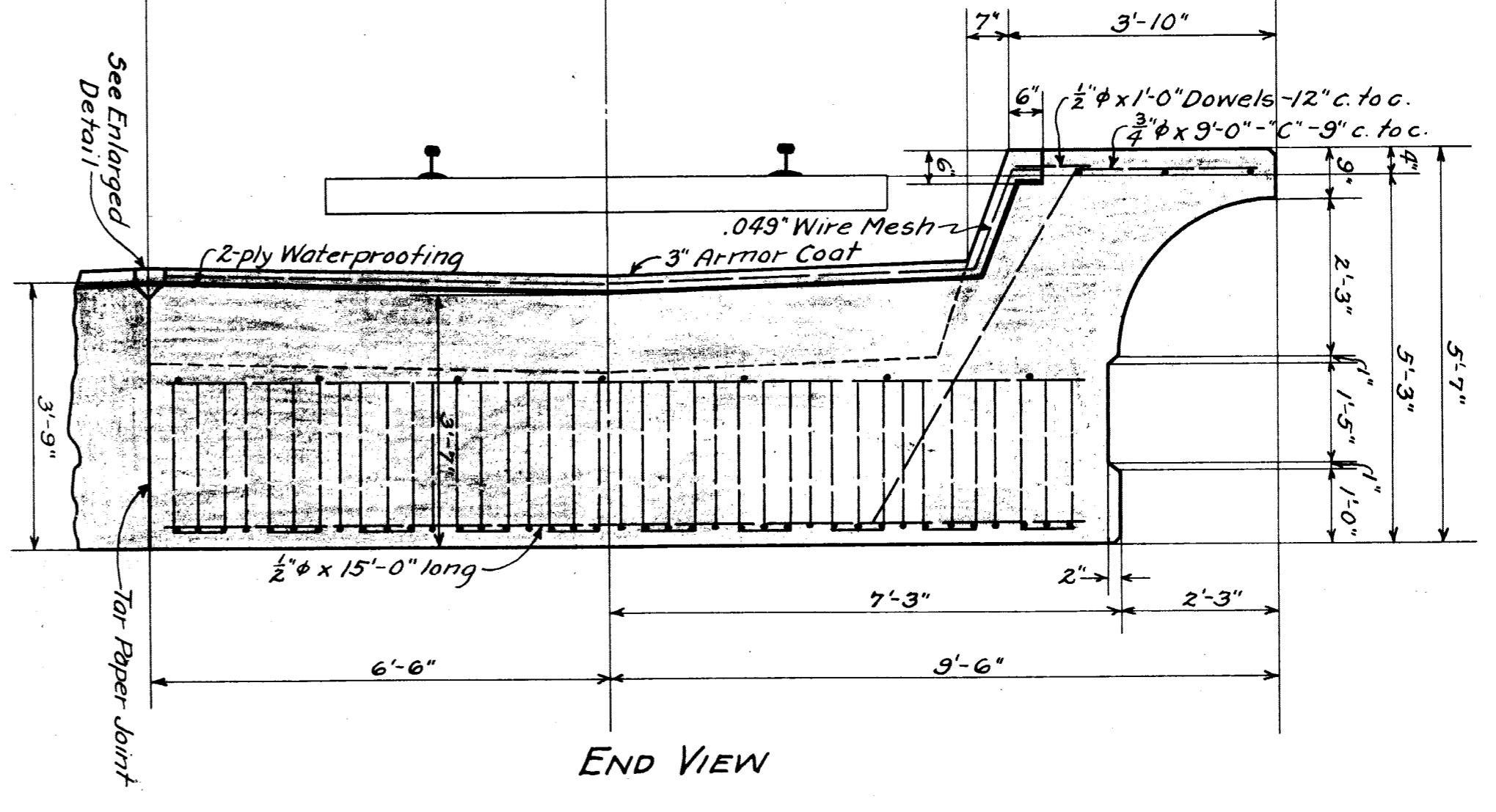


VIEW A-A

1" φ BENT BARS "A"-"B" & "C"
 5'-9" long for "A" - 13'-3" for "B" - 19'-9" for "C"
 14'-6" long for "A"
 22'-0" long for "B"
 28'-6" long for "C"



SIDE ELEVATION

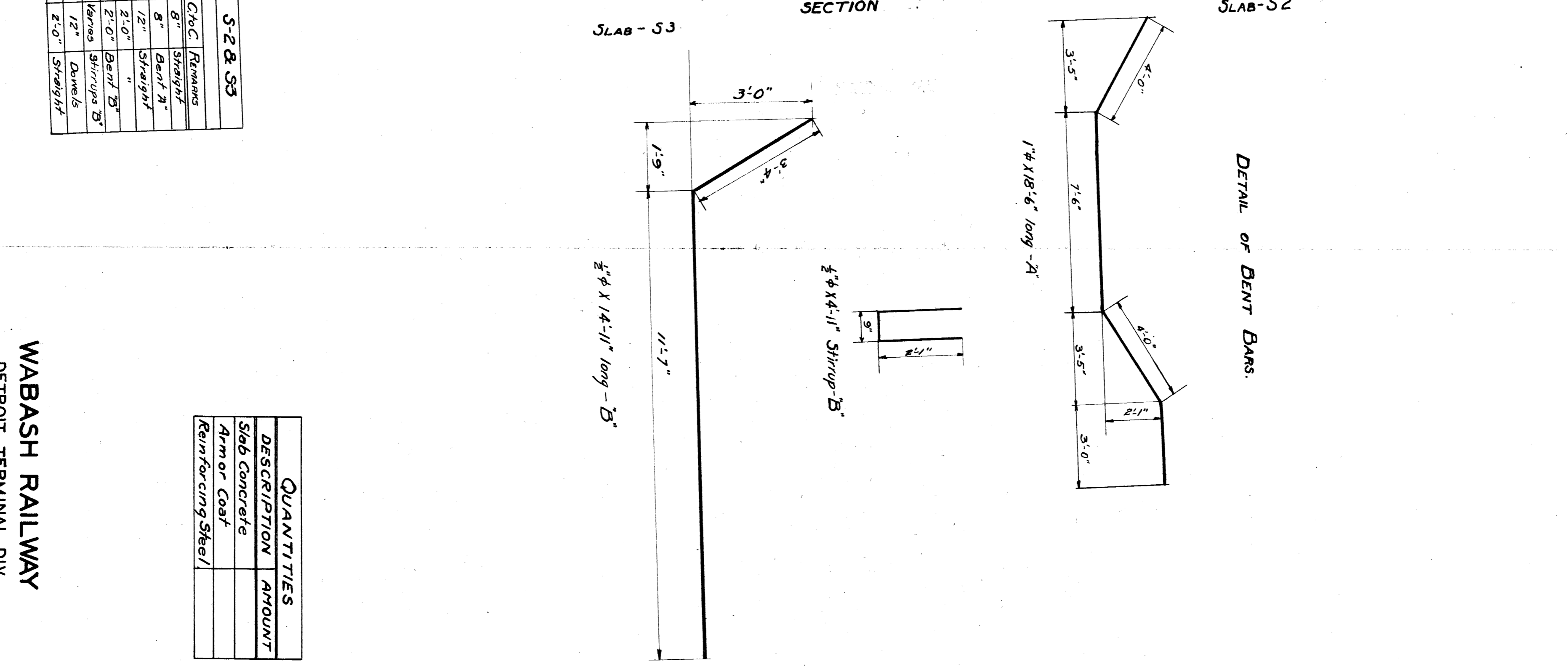
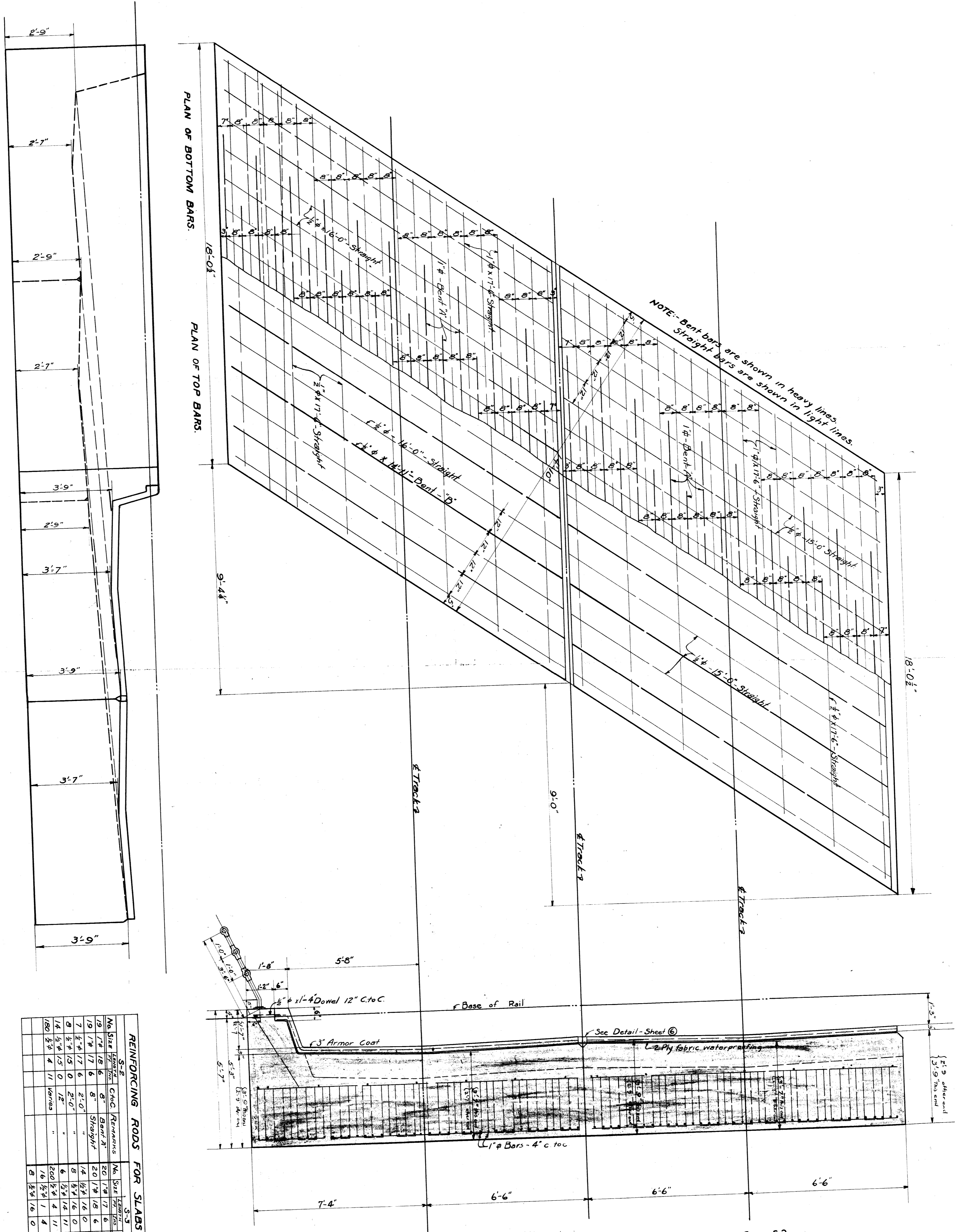


REINFORCING RODS		REMARKS
NO.	SIZE	LENGTH
20	$\frac{1}{4} \phi$	17'-6"
19	$\frac{1}{4} \phi$	18'-6"
20	$\frac{3}{8} \phi$	9'-0"
10	$\frac{3}{8} \phi$	17'-6"
30	$\frac{1}{2} \phi$	15'-0"
14	$\frac{1}{4} \phi$	1'-0"

DESCRIPTION	AMOUNT
Slab Concrete	
Armor Coat	
Reinforcing Steel	

WABASH RAILWAY
 DETROIT TERMINAL DIV.
 DETROIT, MICH.
 SLAB S-1 DETAILS
CENTRAL AVE.
 OFFICE OF THE CHIEF ENGINEER
 SCALE: $\frac{1}{2}'' = 1'-0''$
 APRIL 27, 1926.

DRAWN BY A.H.S. CHECKED BY E.W.M.
 SHEET 6 OF 9



REINFORCING RODS FOR SLABS S-2 & S3

No.	Size	Remarks	No.	Size	Remarks
1/2	1/4"	8"	20	1/4"	6"
1/3	1/4"	Bent A	21	1/4"	Bent A
1/4	1/4"	8"	22	1/4"	Bent A
1/5	1/4"	8"	23	1/4"	Bent A
1/6	1/4"	8"	24	1/4"	Bent A
1/7	1/4"	8"	25	1/4"	Bent A
1/8	1/4"	8"	26	1/4"	Bent A
1/9	1/4"	8"	27	1/4"	Bent A
1/10	1/4"	8"	28	1/4"	Bent A
1/11	1/4"	8"	29	1/4"	Bent A
1/12	1/4"	8"	30	1/4"	Bent A
1/13	1/4"	8"	31	1/4"	Bent A
1/14	1/4"	8"	32	1/4"	Bent A
1/15	1/4"	8"	33	1/4"	Bent A
1/16	1/4"	8"	34	1/4"	Bent A
1/17	1/4"	8"	35	1/4"	Bent A
1/18	1/4"	8"	36	1/4"	Bent A
1/19	1/4"	8"	37	1/4"	Bent A
1/20	1/4"	8"	38	1/4"	Bent A
1/21	1/4"	8"	39	1/4"	Bent A
1/22	1/4"	8"	40	1/4"	Bent A
1/23	1/4"	8"	41	1/4"	Bent A
1/24	1/4"	8"	42	1/4"	Bent A
1/25	1/4"	8"	43	1/4"	Bent A
1/26	1/4"	8"	44	1/4"	Bent A
1/27	1/4"	8"	45	1/4"	Bent A
1/28	1/4"	8"	46	1/4"	Bent A
1/29	1/4"	8"	47	1/4"	Bent A
1/30	1/4"	8"	48	1/4"	Bent A
1/31	1/4"	8"	49	1/4"	Bent A
1/32	1/4"	8"	50	1/4"	Bent A
1/33	1/4"	8"	51	1/4"	Bent A
1/34	1/4"	8"	52	1/4"	Bent A
1/35	1/4"	8"	53	1/4"	Bent A
1/36	1/4"	8"	54	1/4"	Bent A
1/37	1/4"	8"	55	1/4"	Bent A
1/38	1/4"	8"	56	1/4"	Bent A
1/39	1/4"	8"	57	1/4"	Bent A
1/40	1/4"	8"	58	1/4"	Bent A
1/41	1/4"	8"	59	1/4"	Bent A
1/42	1/4"	8"	60	1/4"	Bent A
1/43	1/4"	8"	61	1/4"	Bent A
1/44	1/4"	8"	62	1/4"	Bent A
1/45	1/4"	8"	63	1/4"	Bent A
1/46	1/4"	8"	64	1/4"	Bent A
1/47	1/4"	8"	65	1/4"	Bent A
1/48	1/4"	8"	66	1/4"	Bent A
1/49	1/4"	8"	67	1/4"	Bent A
1/50	1/4"	8"	68	1/4"	Bent A
1/51	1/4"	8"	69	1/4"	Bent A
1/52	1/4"	8"	70	1/4"	Bent A
1/53	1/4"	8"	71	1/4"	Bent A
1/54	1/4"	8"	72	1/4"	Bent A
1/55	1/4"	8"	73	1/4"	Bent A
1/56	1/4"	8"	74	1/4"	Bent A
1/57	1/4"	8"	75	1/4"	Bent A
1/58	1/4"	8"	76	1/4"	Bent A
1/59	1/4"	8"	77	1/4"	Bent A
1/60	1/4"	8"	78	1/4"	Bent A
1/61	1/4"	8"	79	1/4"	Bent A
1/62	1/4"	8"	80	1/4"	Bent A
1/63	1/4"	8"	81	1/4"	Bent A
1/64	1/4"	8"	82	1/4"	Bent A
1/65	1/4"	8"	83	1/4"	Bent A
1/66	1/4"	8"	84	1/4"	Bent A
1/67	1/4"	8"	85	1/4"	Bent A
1/68	1/4"	8"	86	1/4"	Bent A
1/69	1/4"	8"	87	1/4"	Bent A
1/70	1/4"	8"	88	1/4"	Bent A
1/71	1/4"	8"	89	1/4"	Bent A
1/72	1/4"	8"	90	1/4"	Bent A
1/73	1/4"	8"	91	1/4"	Bent A
1/74	1/4"	8"	92	1/4"	Bent A
1/75	1/4"	8"	93	1/4"	Bent A
1/76	1/4"	8"	94	1/4"	Bent A
1/77	1/4"	8"	95	1/4"	Bent A
1/78	1/4"	8"	96	1/4"	Bent A
1/79	1/4"	8"	97	1/4"	Bent A
1/80	1/4"	8"	98	1/4"	Bent A
1/81	1/4"	8"	99	1/4"	Bent A
1/82	1/4"	8"	100	1/4"	Bent A

QUANTITIES	DESCRIPTION	AMOUNT
	Slab Concrete	
	Armor Coat	
	Reinforcing Steel	

FOR SECTION ON § SEE SLAB-S1

SIDE ELEVATION

WABASH RAILWAY
DETROIT TERMINAL DIV.
DETROIT, MICH.
SLABS S-2&S-3 DETAILS.

CENTRAL AVE.

OFFICE OF THE CHIEF ENGINEER
APRIL 27, 1926.

DRAWN BY A.H.S. CHECKED BY H.B.H.
SHEET 7 OF 8

LODGE ST.

62.58	740	115.28	23.25
30	741	110	2096
"	742	"	169.12
"	743	"	
"	744	"	
"	745	"	
"	746	"	
"	747	"	
"	748	"	
"	749	"	
"	750	"	
"	751	"	
56	752		

Vacated by resolution of
Common Council, April 28, 1914.

CENTRAL
LINE OF SEWER WHEN REBUILT

PUBLIC SEWER

WABASH

CITY ENGINEER'S OFFICE

J. W. REID, AUG. 1914

Scale, 1" = 40'

File XU 36-20