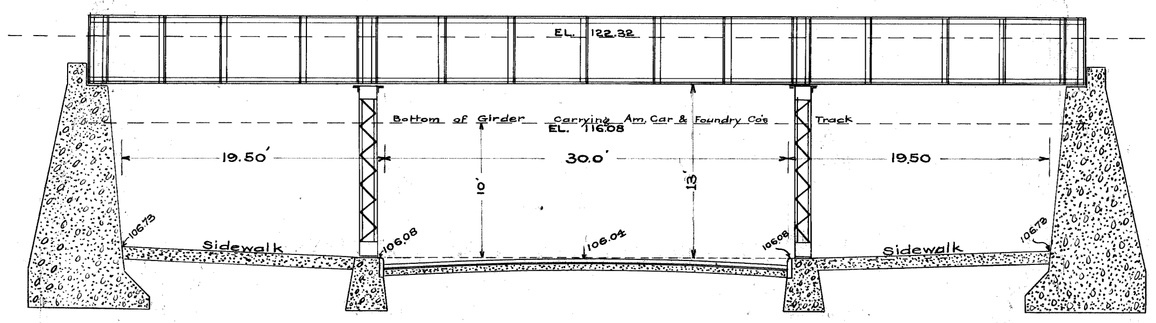
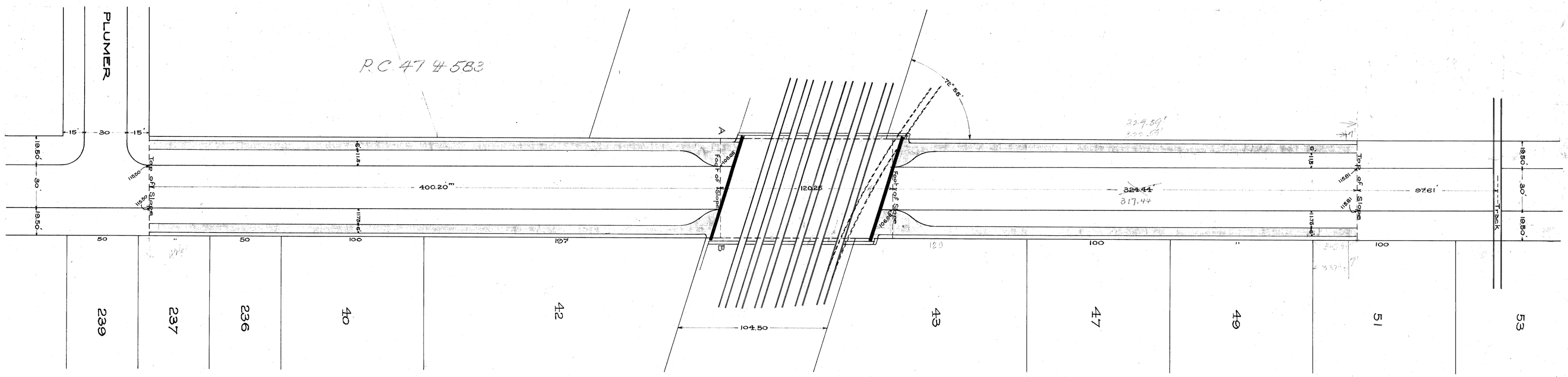
PLAN OF PROPOSED SUBWAY IN CLARK AVENUE UNDER M.C.R.R.

Approved: February 27th 1907
W. H. McConnell
City Engineer
Chief Engineer, M.C.R.R.



SECTION AT A-B
SCALE, ONE INCH = 8 FEET.



PLAN
SCALE, ONE INCH = 40 FEET.

NOTE.. SIDEWALK REVERSES

	Length	Radius
West Side	28.07'	20'
East "	28.32'	20'

CLARK AVE.

LONGITUDINAL SECTION
HOR. SCALE, ONE INCH = 40 FEET
VER. " " " = 10 "

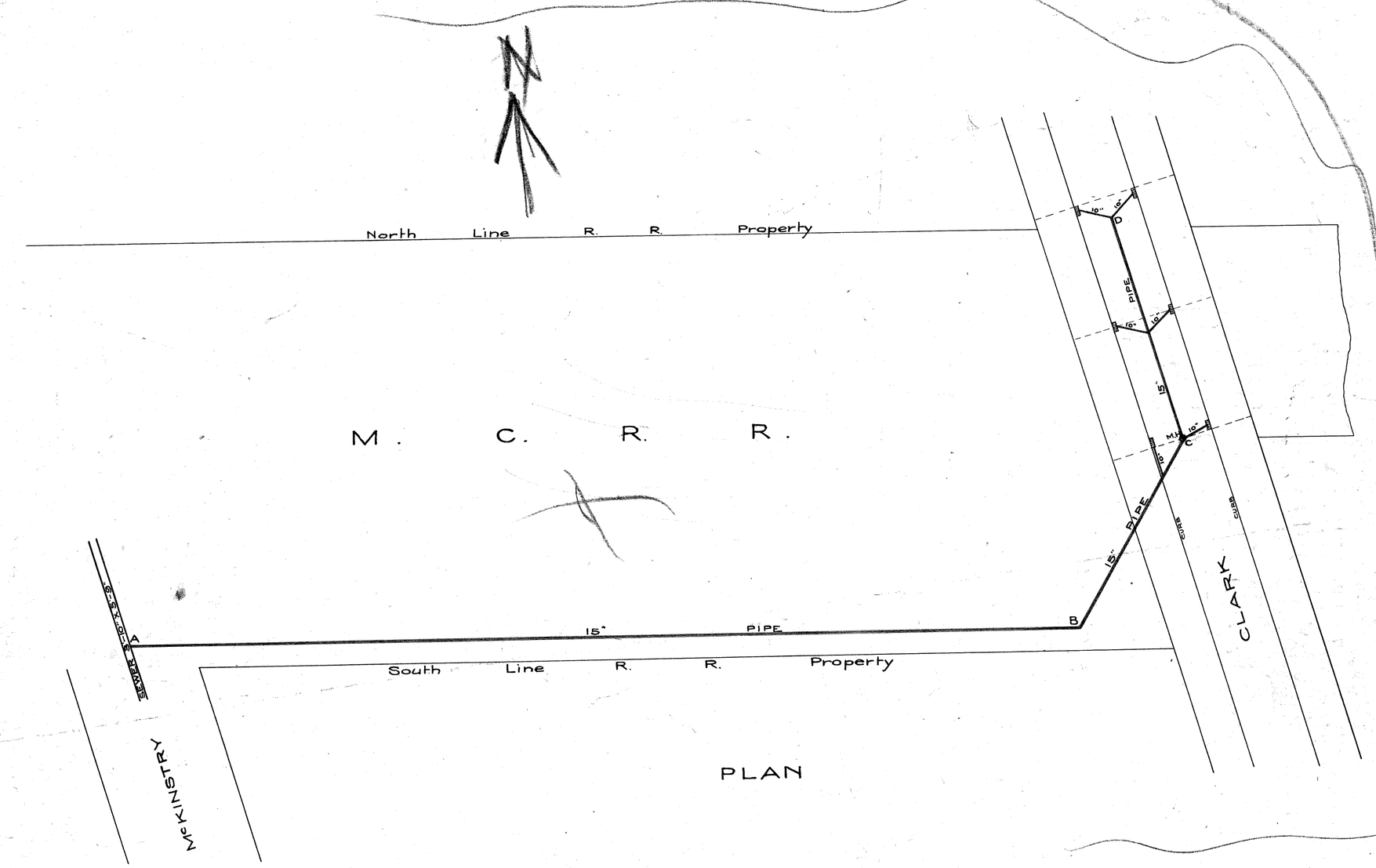
Top of slope moved 7' to south to make grade fit entrance to Am. Car & Foundry Co's building. J.W.R.

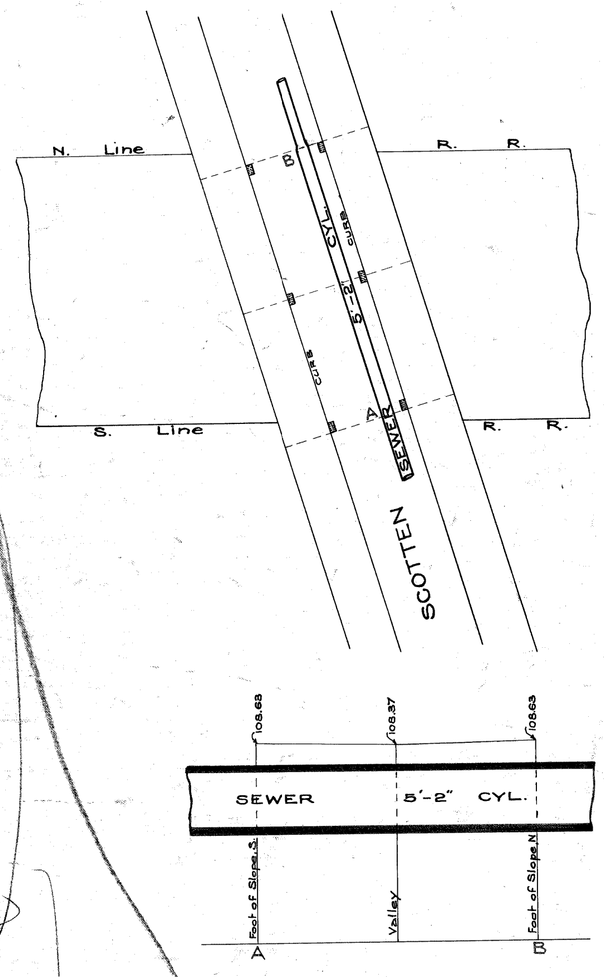
CITY ENGINEER'S OFFICE
GRADE SEPARATION & BRIDGES
Case A Drawer 2 I No. 9.

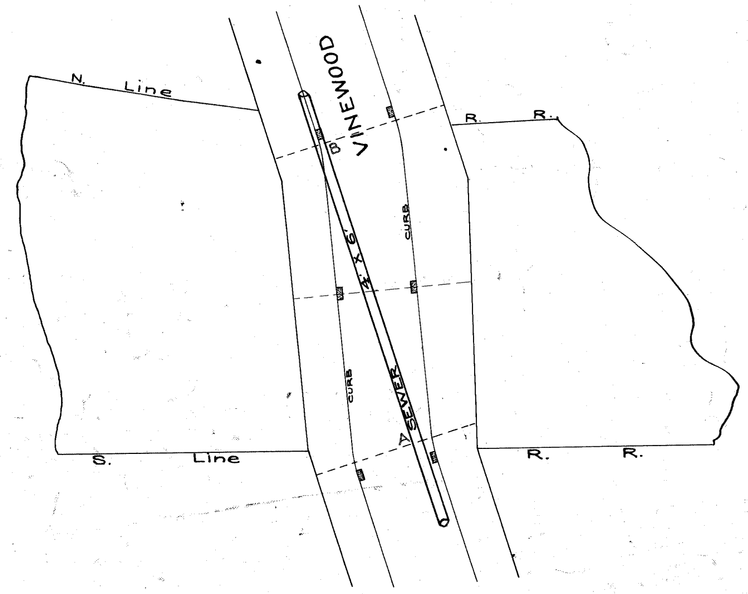
City Engineer's Office
Drawn by John W. Reid Jan. 18, 1907.

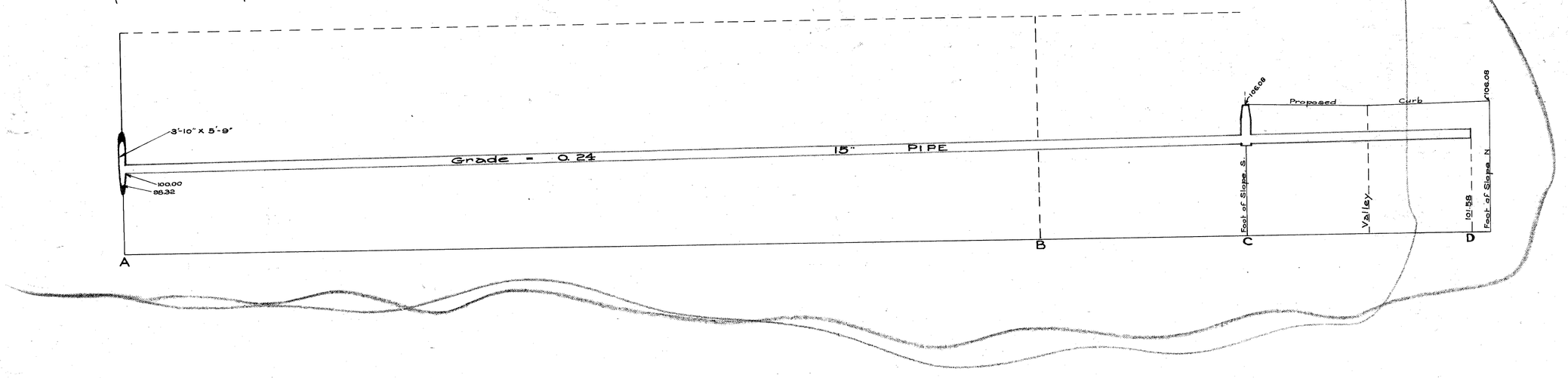
File XU 46-1

A-2-I-9



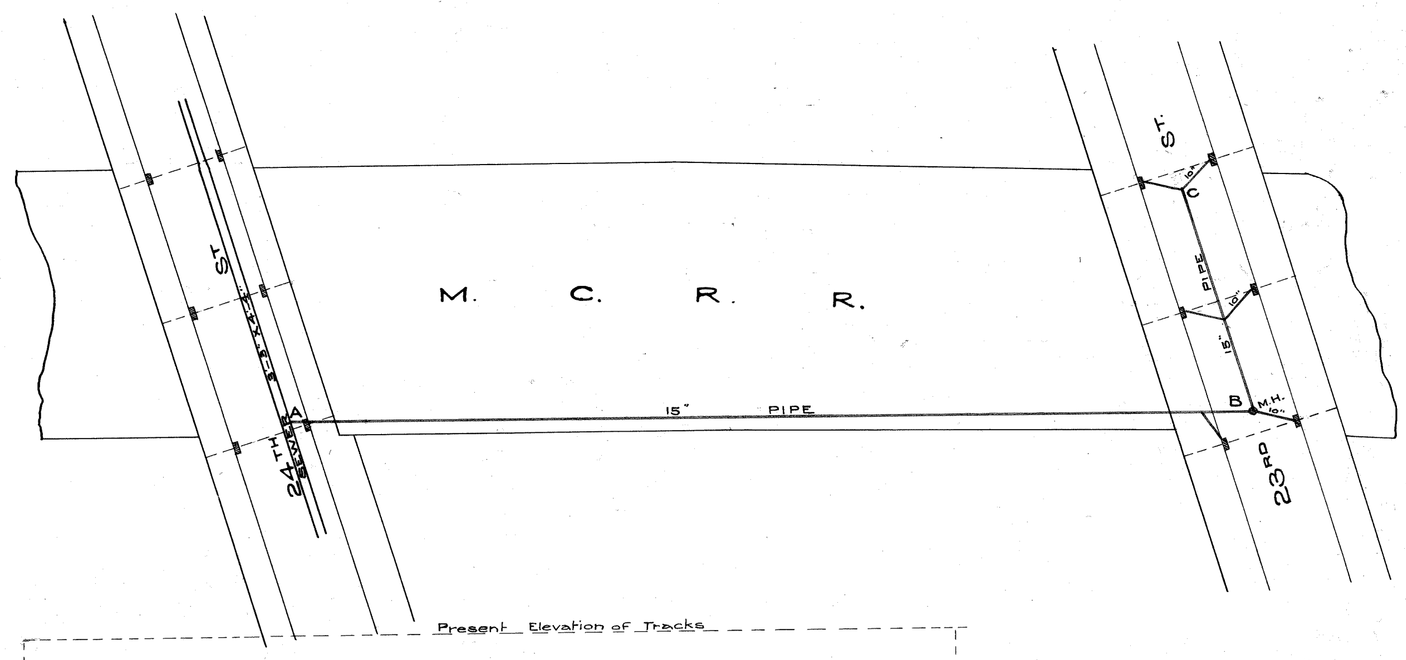


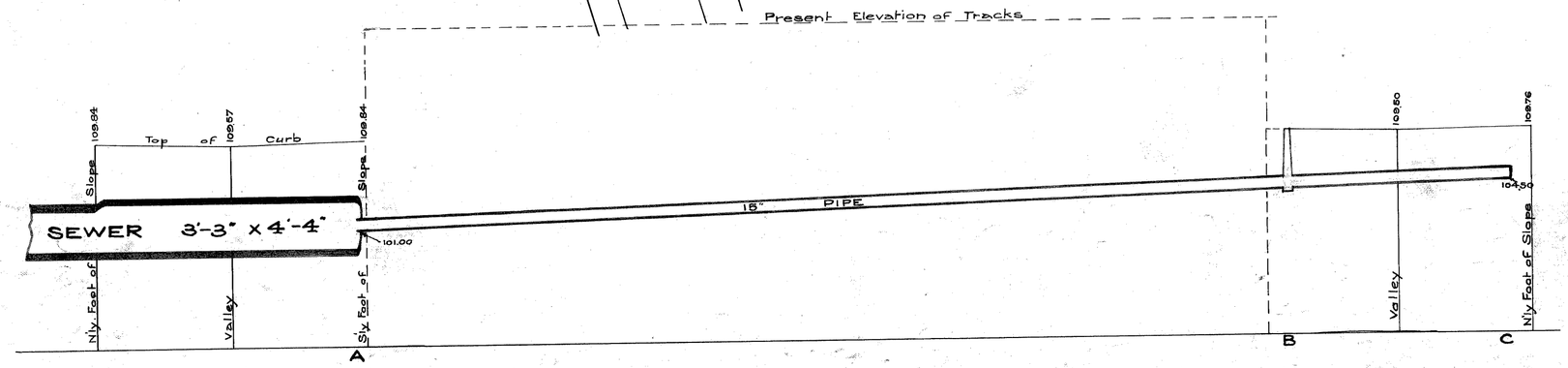




DRAINAGE PLANS FOR SUBWAYS IN 23RD ST, 24TH ST, VINEWOOD, SCOTTEN AND CLARK AVENUES

Hor. Scale, one inch = 40 Feet
Ver. " " " = 10 "





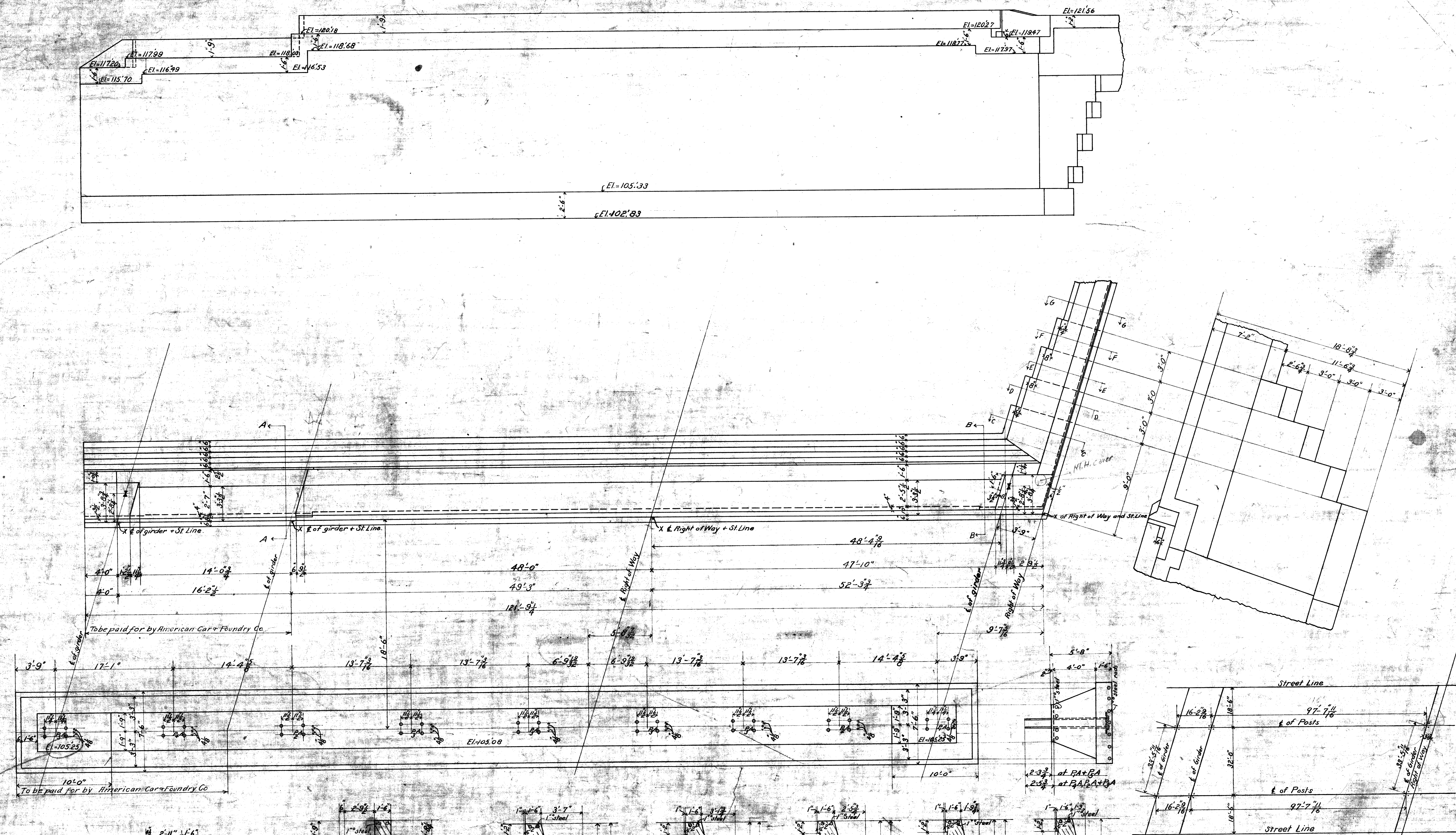
CITY ENGINEER'S OFFICE
GRADE SEPARATION & BRIDGES
Case A Drawer 2 No. I-5c

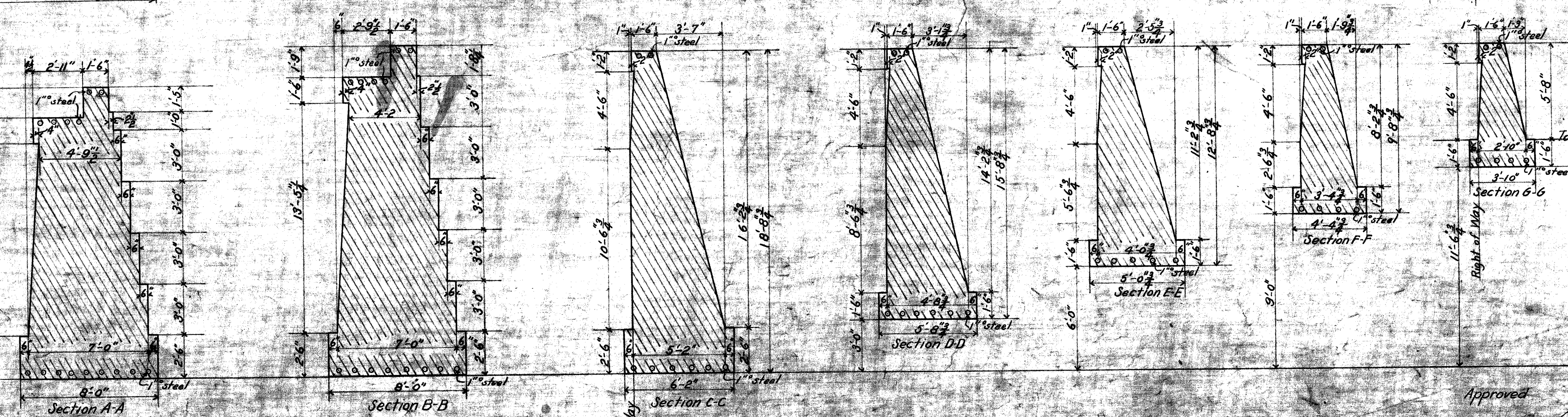
CITY ENGINEER'S OFFICE.—
MARCH 20, 1907
DRAWN BY J.W. REID

Date
Field Book No.
Drawn by
Filed Case A
Drawer 3
Drawing No.

File XU 46-2
A-2 I-5 a 10


Right of Way Line
Street Line
Street 69'-0" wide, square.
Street Line
Right of Way Line
$\frac{15}{8}$" Shim under first beam
℄ of Street
$\frac{15}{8}$" Bevel Shim under first beam
6"×$\frac{3}{8}$" Splice Plate
12"×$\frac{3}{8}$" Spl. Plate
$\frac{3}{8}$" Floor Plate
Elevation Base of Rail at
90 spaces @ 12" c. to c. beams = 90'-0"
4 sp. @ 13'-0" = 52'-0"
13'-9"
13'-0"
16'-4"
EAST.
WEST.
$\frac{3}{8}$" Shim under last beam.
Right of Way Line
22'-2"
33'-5$\frac{1}{16}$" c. to c. posts.
SECTION B.B.
4 Rods 2" ⌀
Plate 12"×1$\frac{1}{2}$"
Web 48"×$\frac{3}{8}$"
Bevel Base Plate 6"×$\frac{3}{4}$"×12$\frac{3}{8}$"
Casting 16"×21"×6"
13'-9$\frac{3}{4}$" South Girder.
11'-3$\frac{3}{4}$" North Girder.
SECTION C.C.
Base of Rail
Bevel Base Plate 12"×$\frac{1}{2}$"
Bottom Plate 14"×$\frac{1}{2}$"
4 Rods 2" ⌀
Plate 16"×1$\frac{1}{2}$"
Water-proofing
1 Mop Coat of Sarco
1 Coat Sarco & Sand mixed, 1$\frac{1}{2}$ thick.
1 Pouring Coat of Sarco
Material Steel 1904 Specifications.
Elevation at ℄ of St. 106.88
Grade .38% Down West
Removed 1-1920 for Cadillac Motor Co. Extension
Web 42"×$\frac{3}{4}$"
4 Ls 8"×8"×$\frac{3}{4}$"
Web 54"×$\frac{3}{4}$" Flanges 8"×8"×$\frac{3}{4}$"
Inside Posts 2 Ls 15"×55#
Casting 32"×48"×18
Casting 26"×38"×10"
South
SECTION A.A.
M.C.R.R. Main Line
Br. 2 Clark Ave.
GENERAL DRAWING
FILE XU-46-3





Total Contents 502 cu. yd. Abutment
139 " " Pier
Am Car Fdry Co Abut. 75 cu yd
" Pier 22 "

SPECIFICATIONS

Make top 1'-6" of bridge and beam seats and of pier 1 part Portland Cement 2 parts sand 3 part broken stone.
Make rest of masonry 1 part Portland Cement $2\frac{1}{2}$ parts sand $4\frac{1}{2}$ parts broken stone.
Face all exposed surfaces with $1\frac{1}{2}$ mortar.

M.C.R.R. MAIN LINE

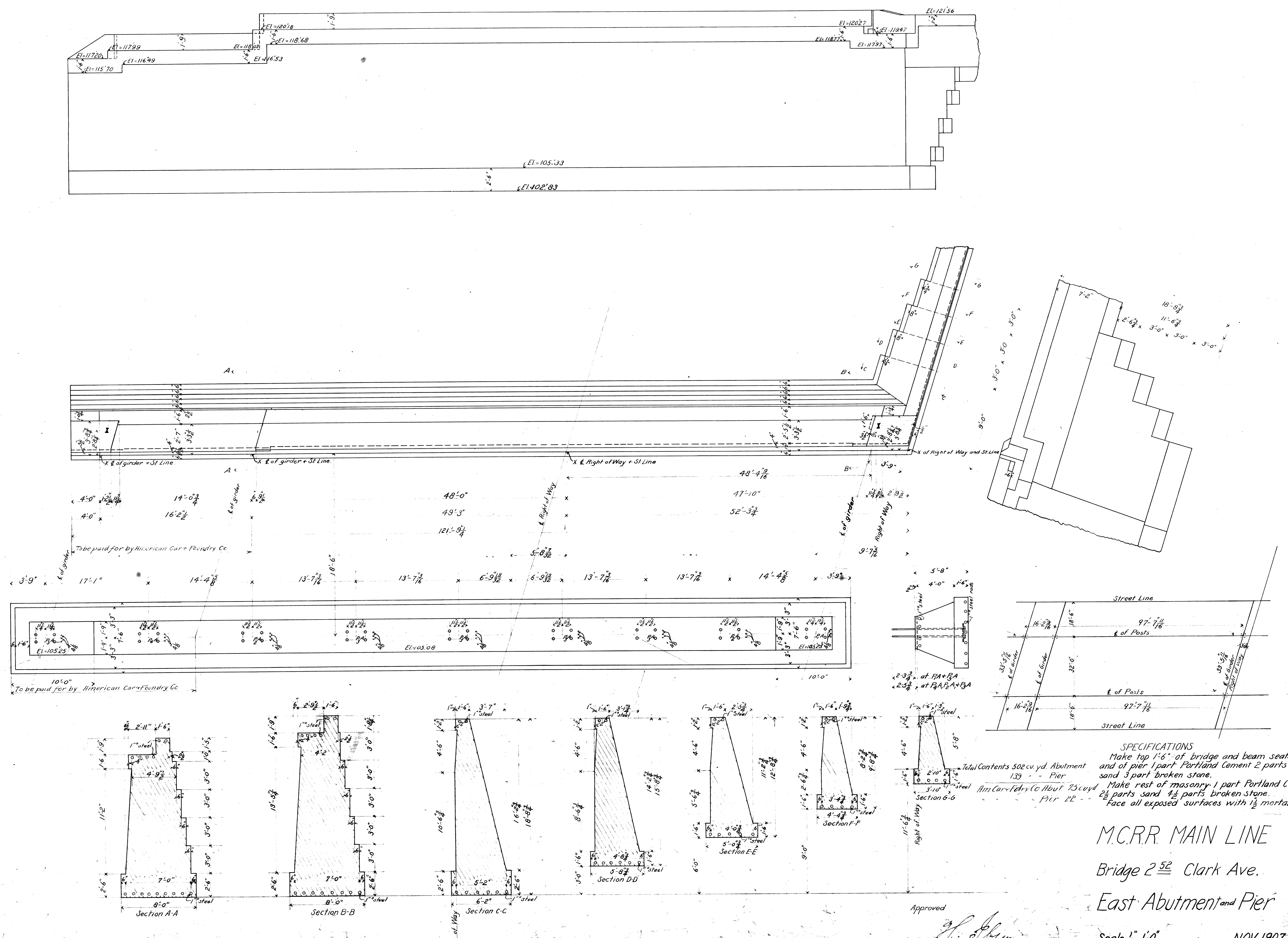
Bridge 2 52 Clark Ave.

East Abutment and Pier

Scale $\frac{1}{4}$" = 1'-0" L.W. NOV. 1907
Ch. 161

Approved
Bridge Engineer

B.R. nar. 123.1



SPECIFICATIONS

Make top 1'-6" of bridge and beam seats and of pier 1 part Portland Cement 2 parts sand 3 part broken stone.
Make rest of masonry 1 part Portland Cement $2\frac{1}{2}$ parts sand $4\frac{1}{2}$ parts broken stone.
Face all exposed surfaces with $1\frac{1}{2}$ mortar.

Total Contents 502 cu. yd. Abutment
139 - - Pier
Am. Car & Fdry. Co. Abut. 73 cu. yd.
- - Pier 22 - -

M.C.R.R. MAIN LINE

Bridge 2 52 Clark Ave.

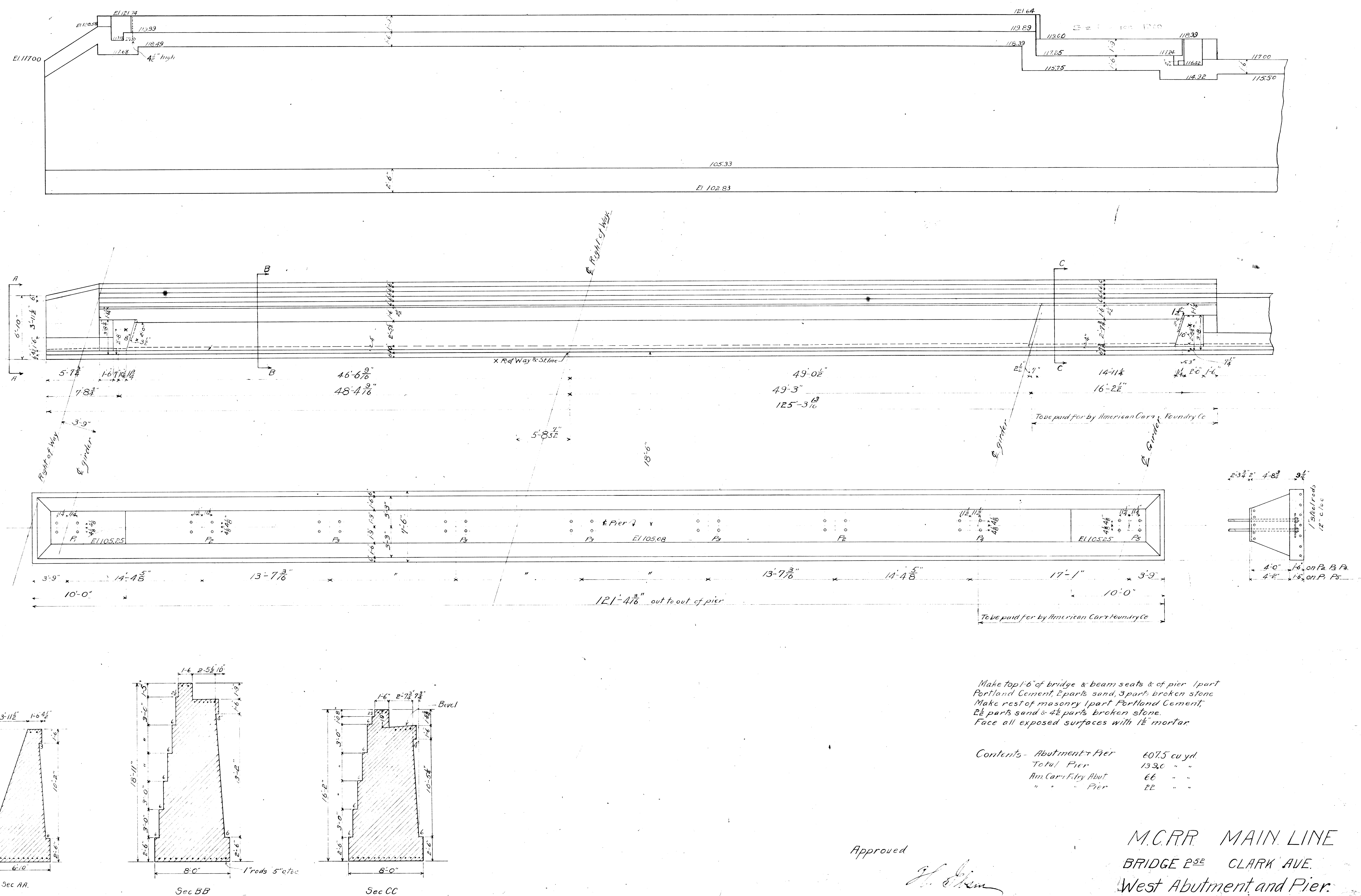
East Abutment and Pier

Approved
H. Ibsen
Bridge Engineer

Scale $\frac{1}{4}$" = 1'-0" L.W. NOV. 1907
Ch. [illegible]

File XU46-4 2 52 11

B.R. vol 123.



Make top 1'-6" of bridge & beam seats & of pier 1 part Portland Cement, 2 parts sand, 3 parts broken stone.
Make rest of masonry 1 part Portland Cement, 2½ parts sand & 4½ parts broken stone.
Face all exposed surfaces with 1½" mortar.

Contents-		
Abutment & Pier	607.5	cu yd.
Total Pier	139.0	" "
Am Car & Fdry Abut	66	" "
" " " Pier	22	" "

Approved

[signature]

Bridge Engineer.

M.C.R.R. MAIN LINE

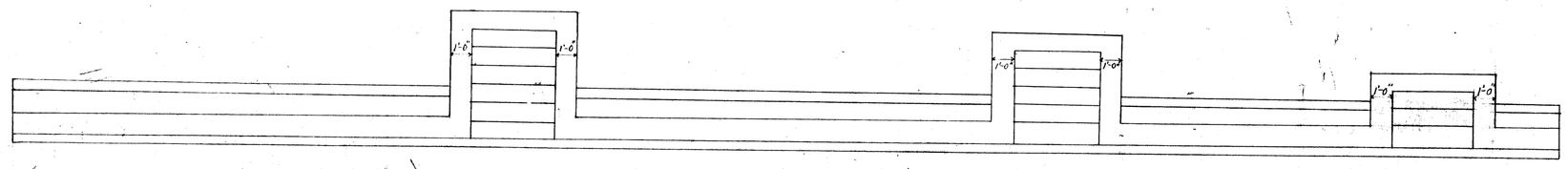
BRIDGE 2 52 CLARK AVE.

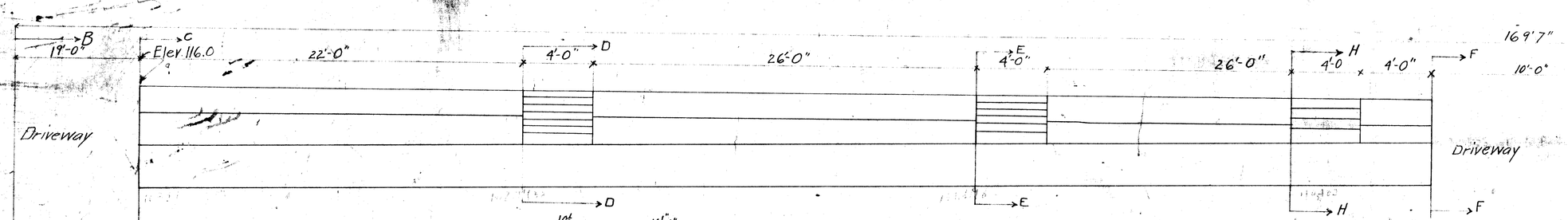
West Abutment and Pier.

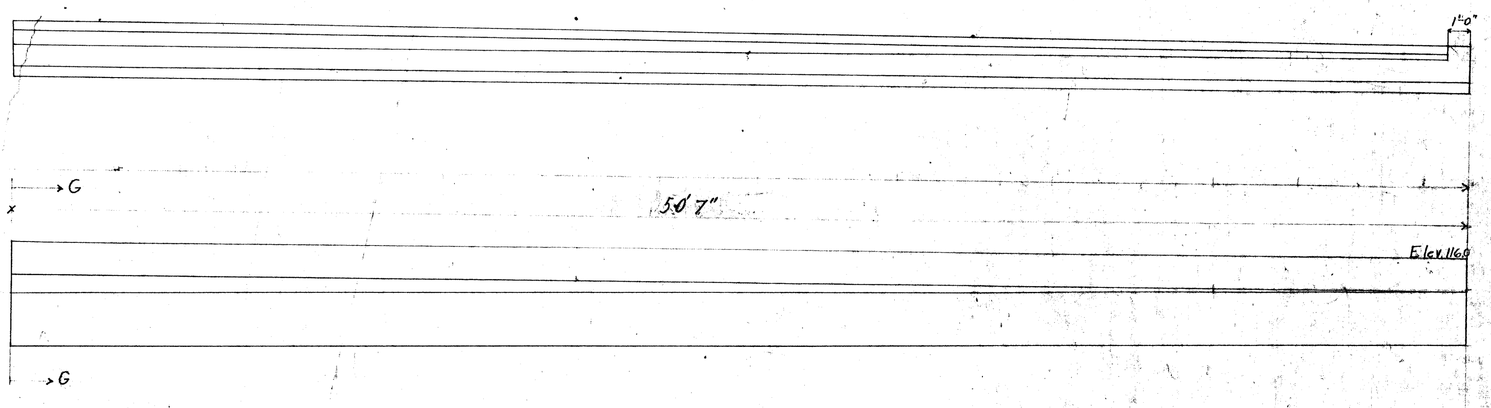
SCALE ¼"=1'-0" HGH Ch. JSH DEC. 1907.

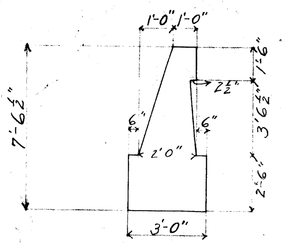
File XU 46-5

2 52 V

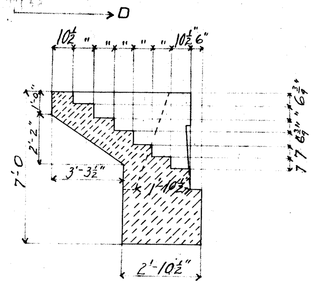








Section C C



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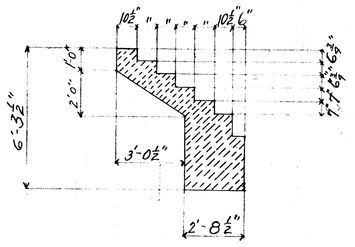

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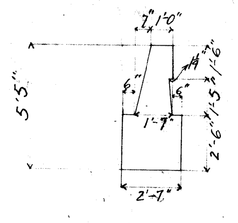

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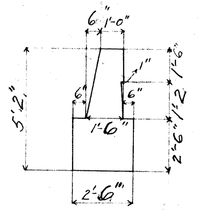

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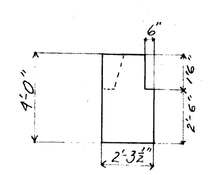
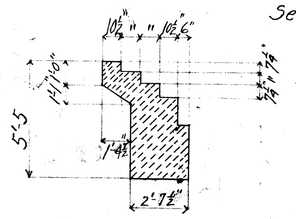
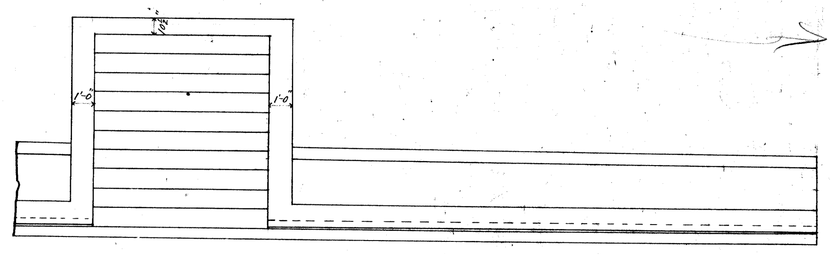


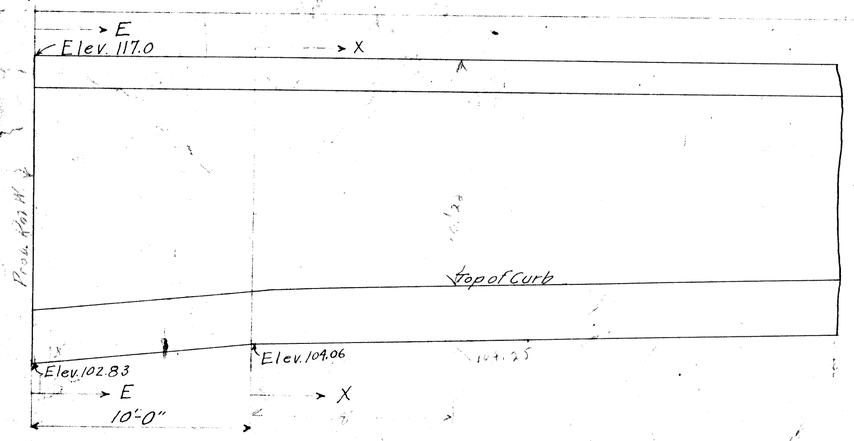
End View

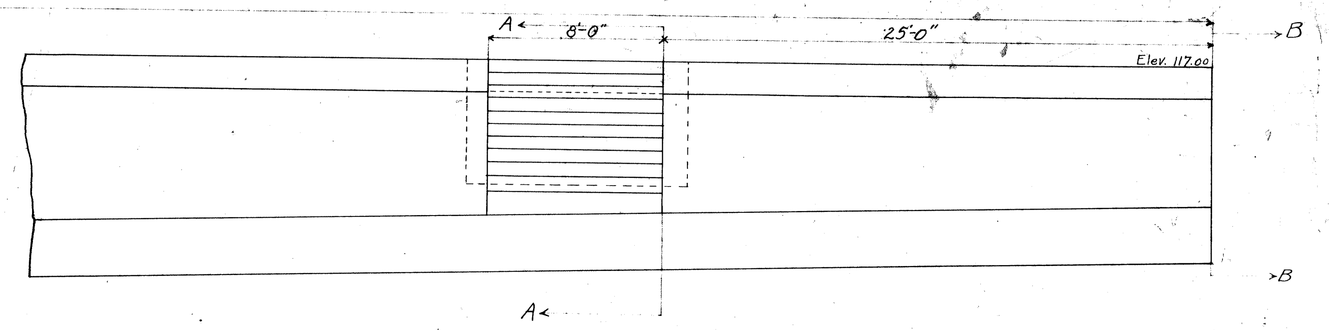


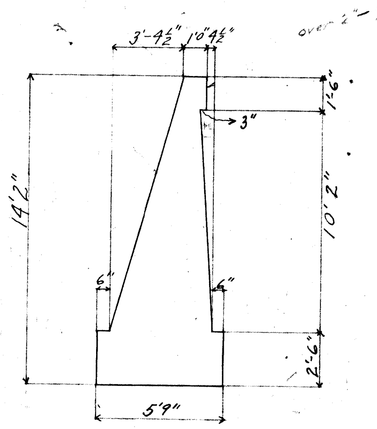
Section H-H



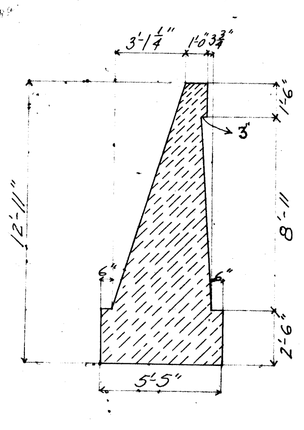
178'-0"







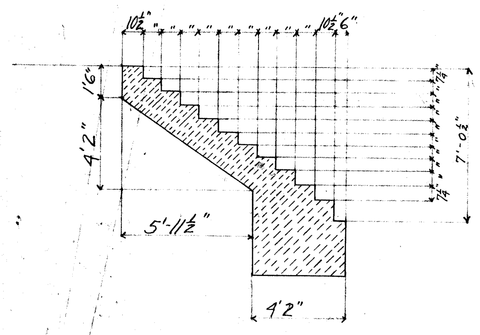
Section E E



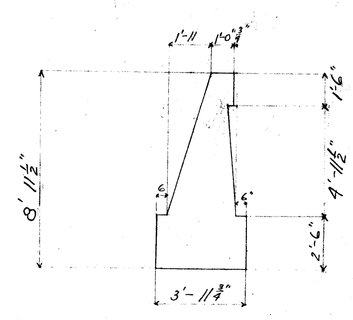
Section X-X

EAST SIDE OF STREET

MAKE ALL CONCRETE
1 Part cement 2½ parts Sand 4½ parts crushed Stone
Contents 27½ Cu. Yds



Section A A



Section B B

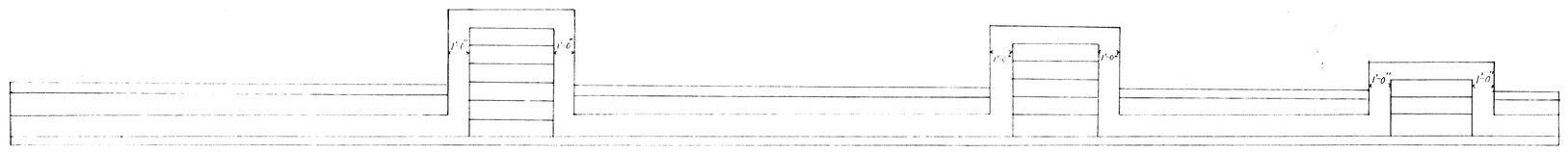
Approved

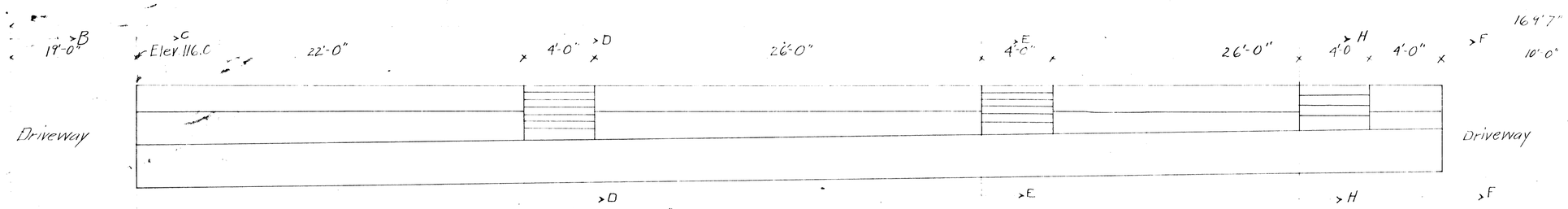
Bridge Engr.

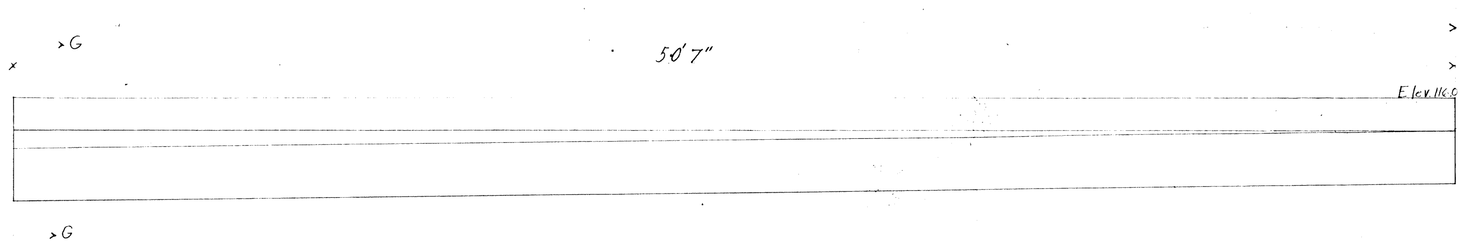
M.C.R.R MAIN LINE
BR. 252.00 CLARK AVE.
Retaining Walls of Right of Way E. Side

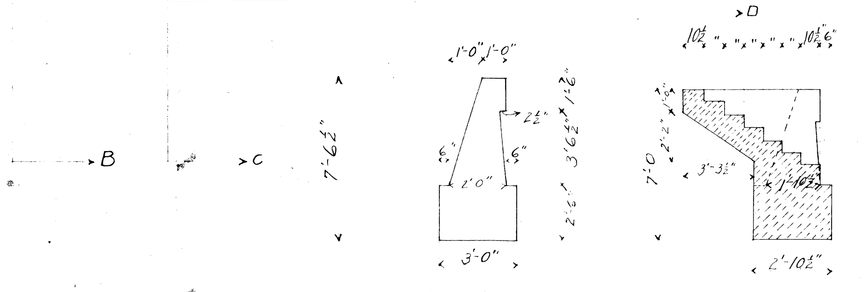
Scale 1"=1'0" J.S.H. Jan. 08

XU46-6 252 W

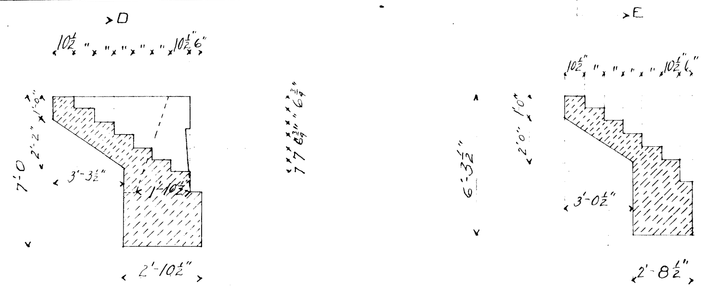




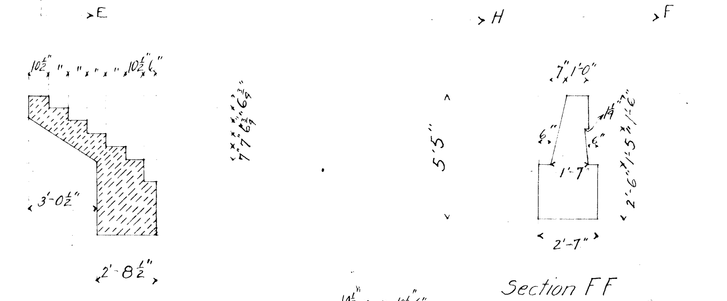




Section CC



Section DD



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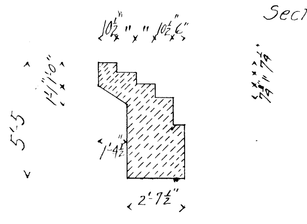
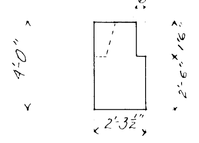


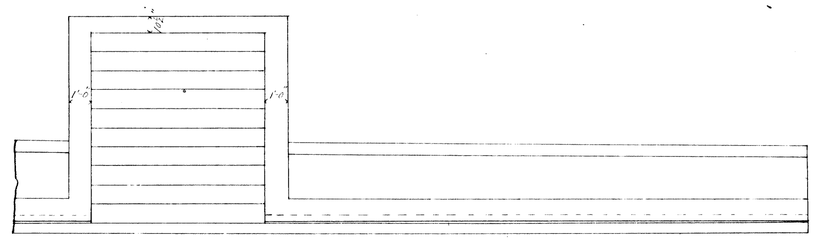
Section H-H

Section FF

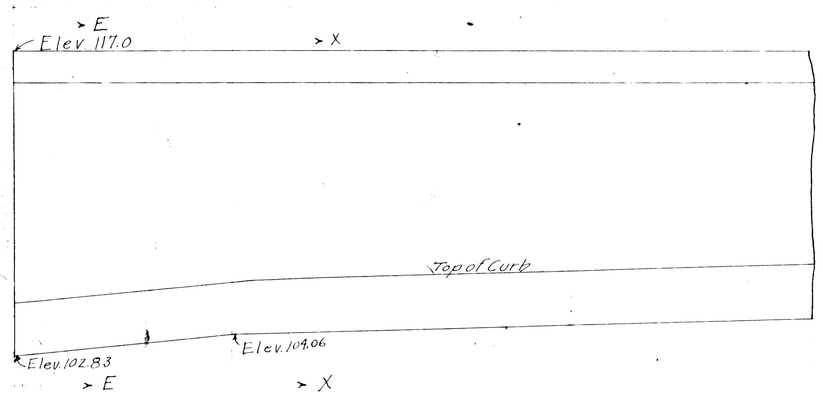
Section GG

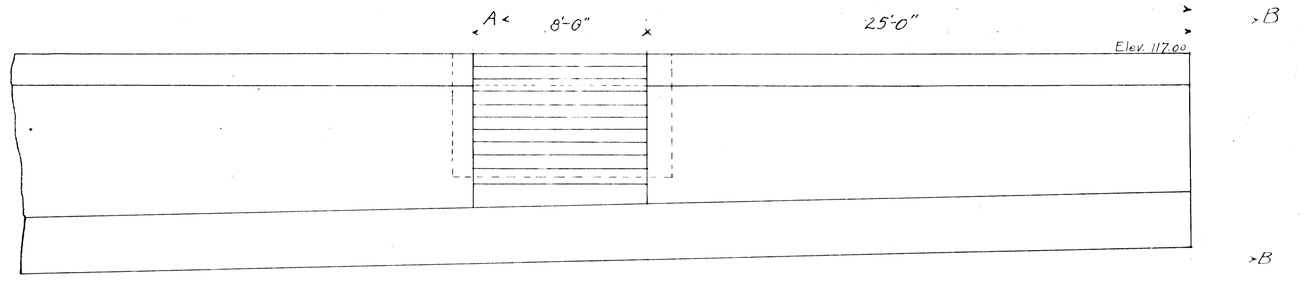


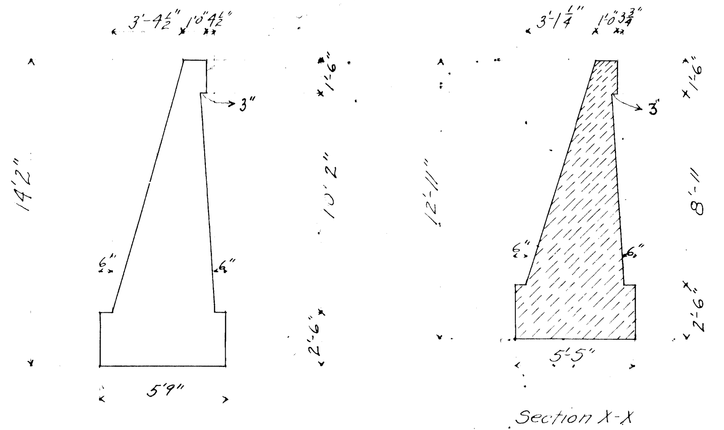
End View



178'-0"





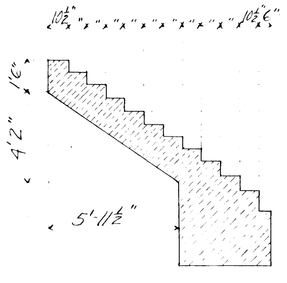


Section EE

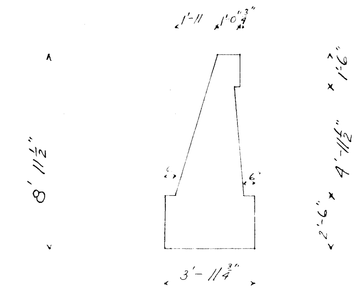
Section X-X

EAST SIDE OF STREET

MAKE ALL CONCRETE
1 Part Cement 2½ Parts Sand 4½ Parts Crushed Stone
Contents 212 Cu. Yds.



Section AA



Section BB

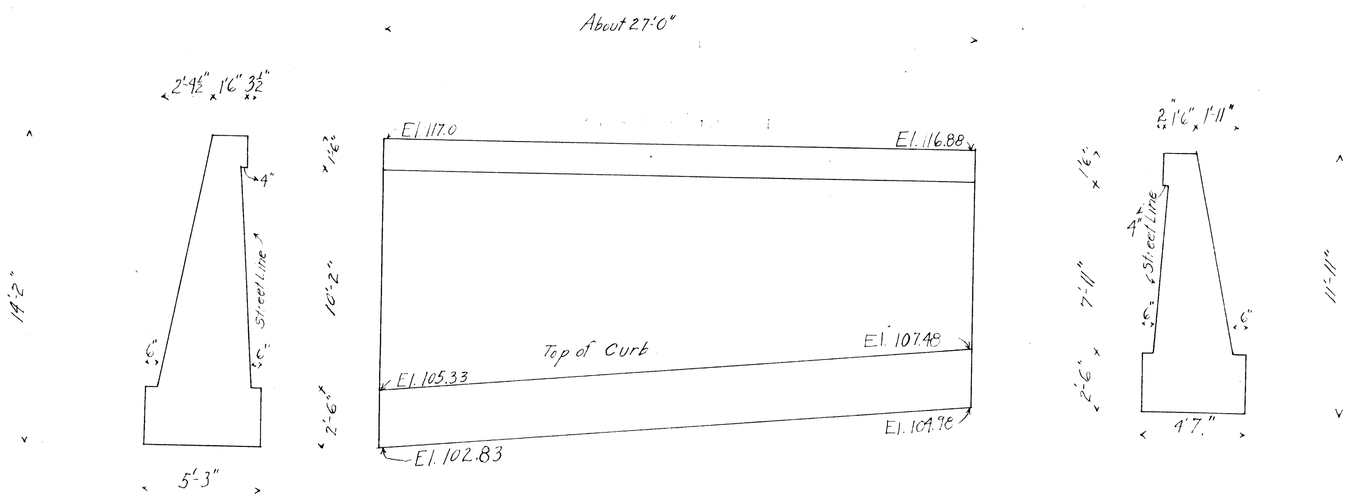
Approved

Bridge Engr

M.C.R.R. MAIN LINE
BR. 252/100 CLARK AVE
Retaining Wall S of Right of Way E 51.4

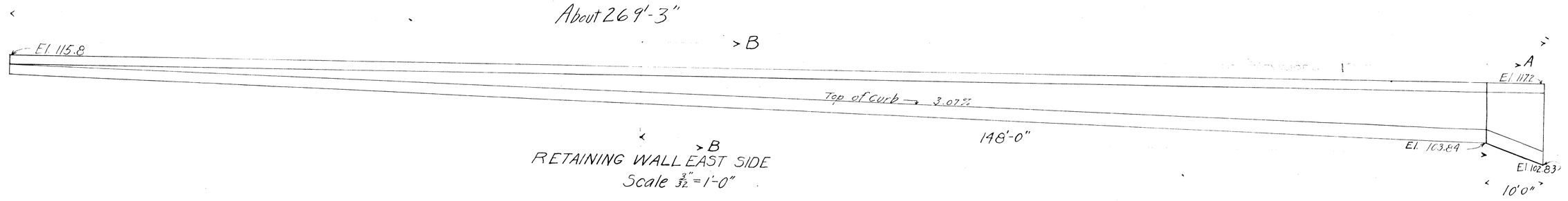
Scale 4"=1'-0" J.S.H. Jan. 08

File XU 46-252 W



RETAINING WALL WEST SIDE

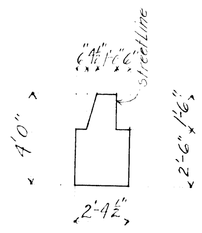
Scale ¼" = 1'-0"



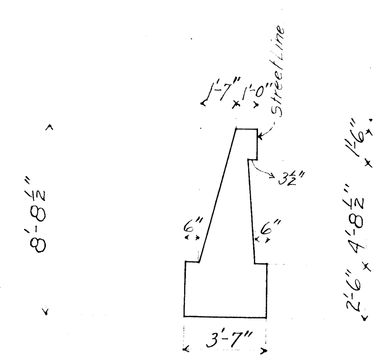
B

RETAINING WALL EAST SIDE

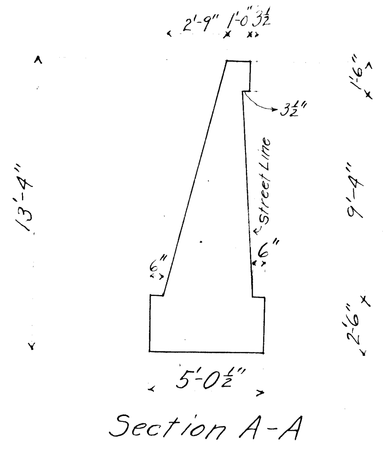
Scale ½" = 1'-0"



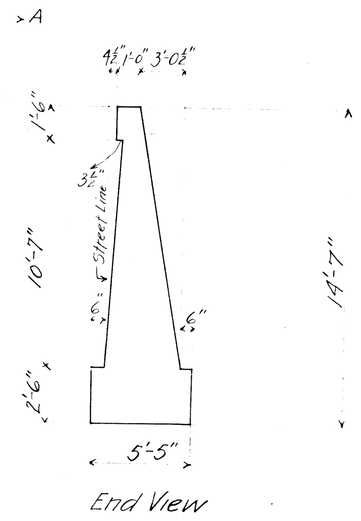
End View



Section B-B



Section A-A



End View

Make All Concrete;—
1 Part of Cement, 2½ parts
Sand 4½ parts crushed Stone

Approved

Bridge Engr.

M.C.R.R. MAIN LINE

BR. 2 52/100 CLARK. AVE.

Retaining Walls N. of Right of Way

J.S.H. DEC. '07

File XU 46-7 252 X

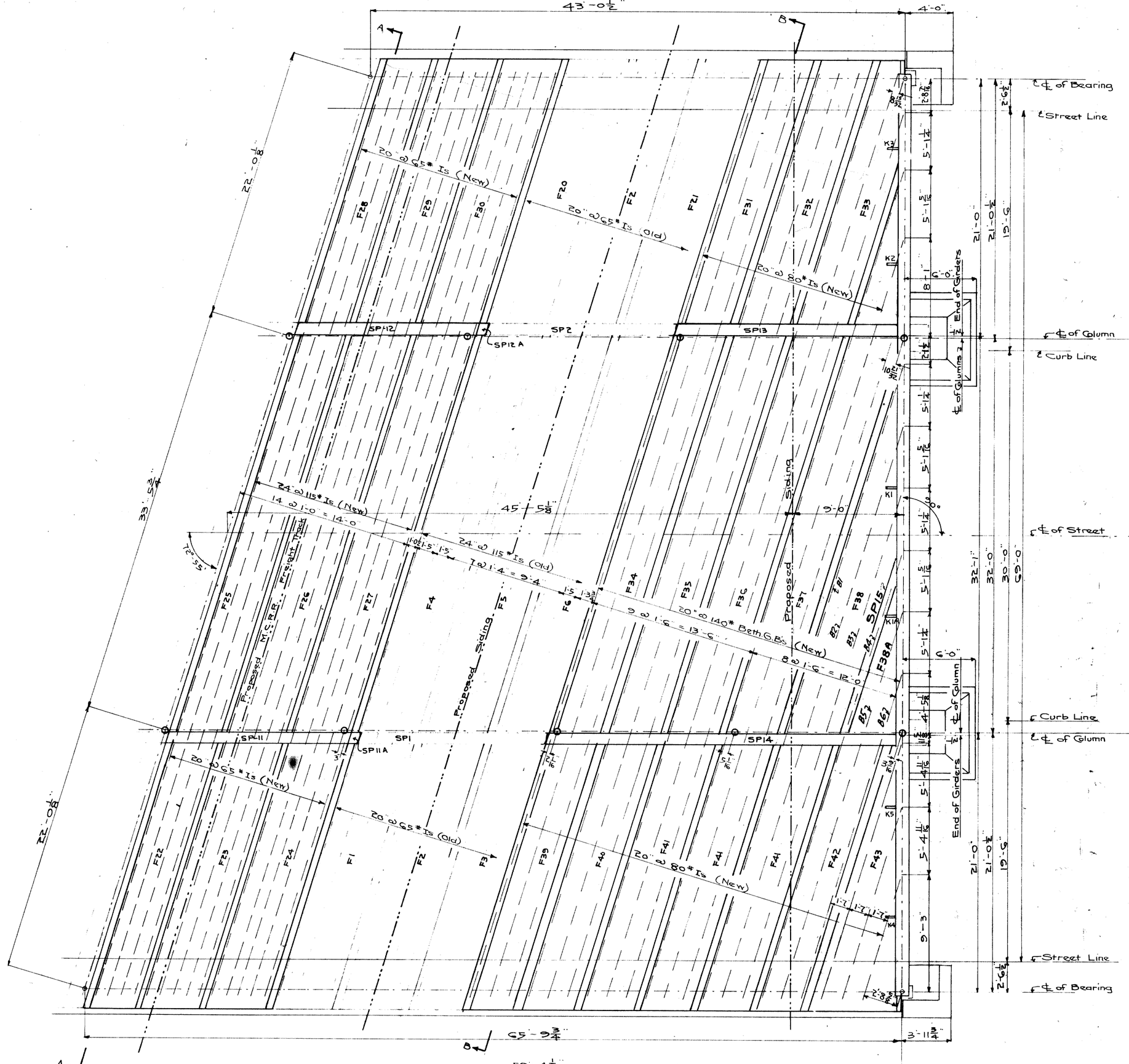
Make All Concrete;–
1 part of cement 2½ parts of sand
4½ parts of crushed stone

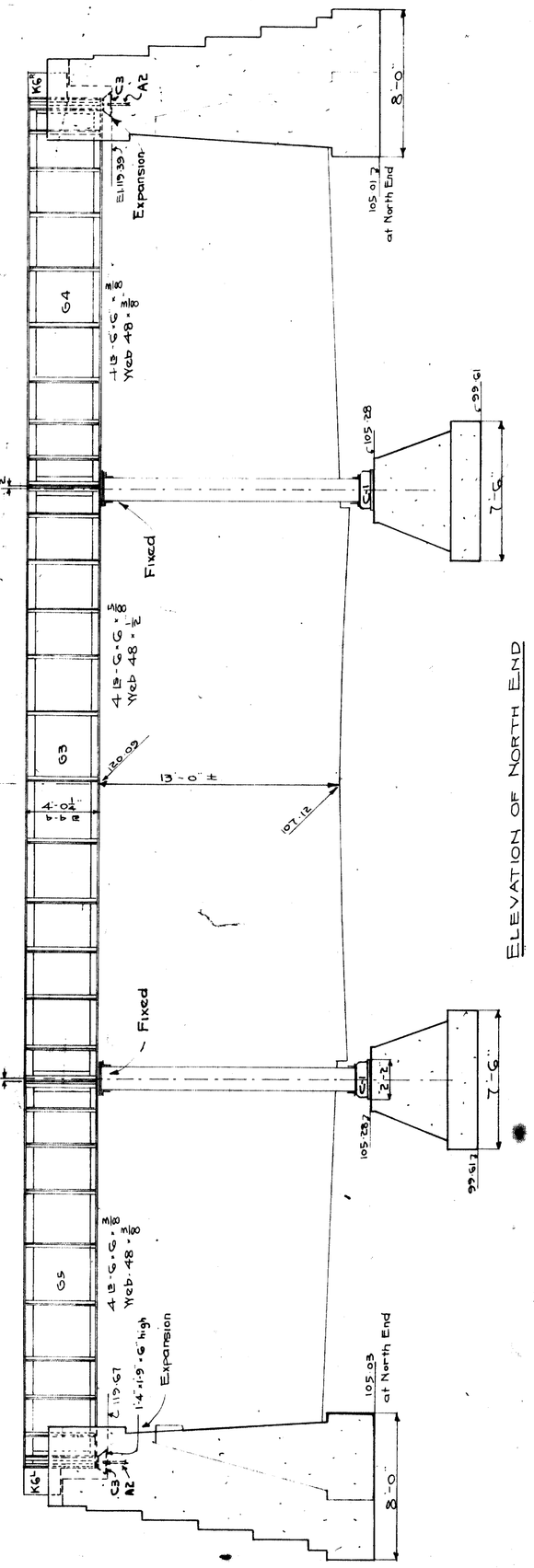
Approved

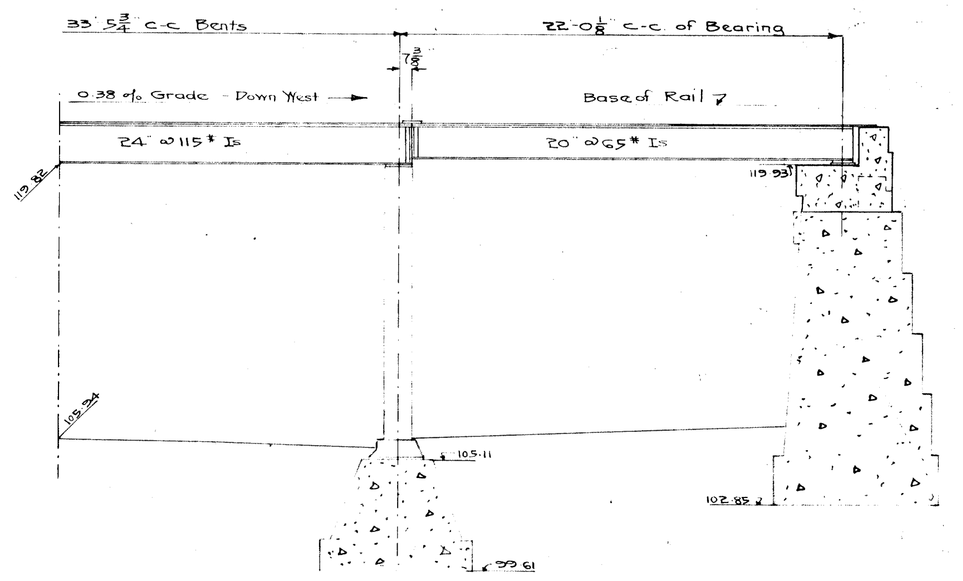
Bridge Engr.

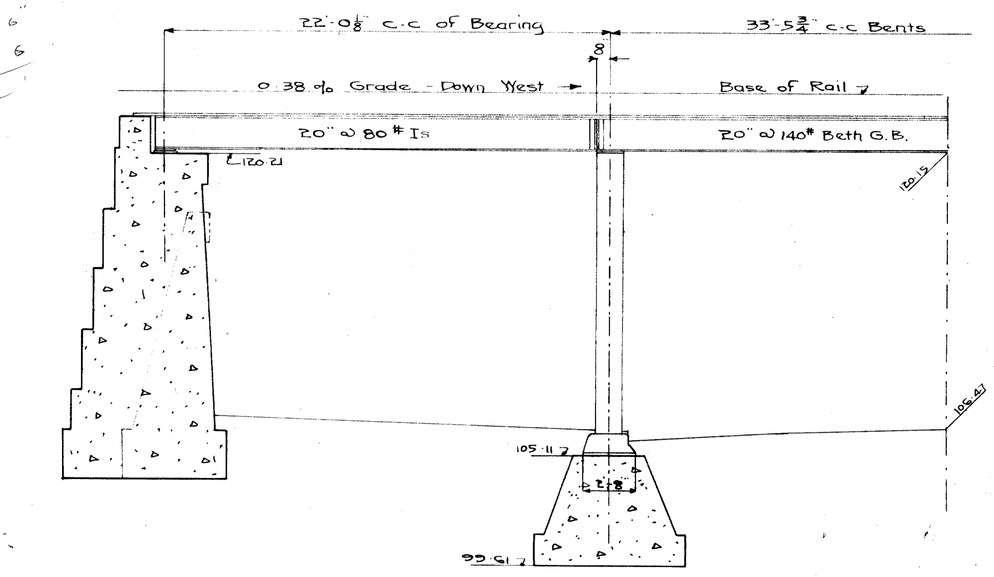
M.C. R.R. MAIN LINE
Br. 2 52/100 CLARK AVE
Retaining Walls S. of Right of Way
Scale 1" = 10' J.S.H. DEC. '07

File XU 46-8
252 Y









INDEX OF DRAWINGS			
SHEET	DESCRIPTION	SHEET	DESCRIPTION
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2	COLUMN DETAILS	10	FLOOR SEC. F34, F35, F36, F37
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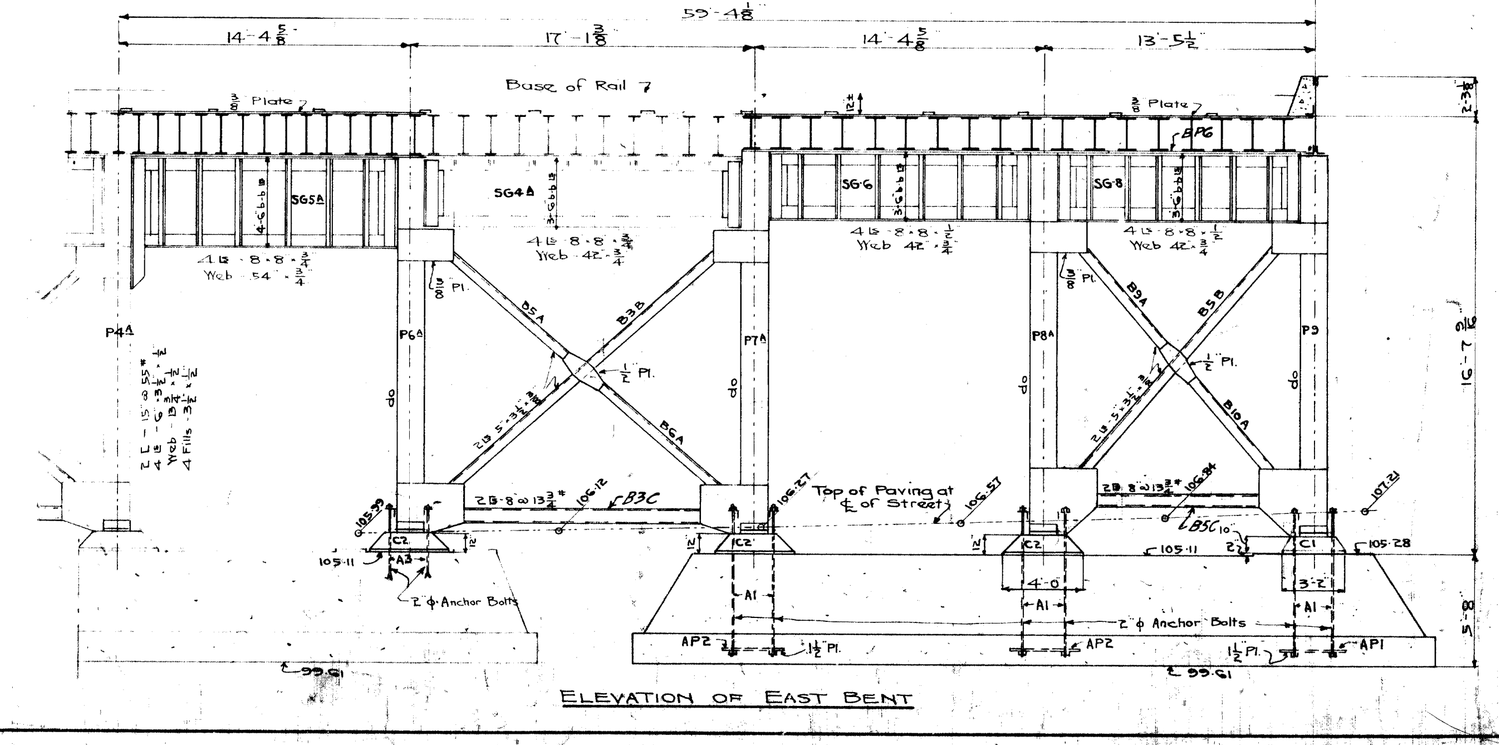
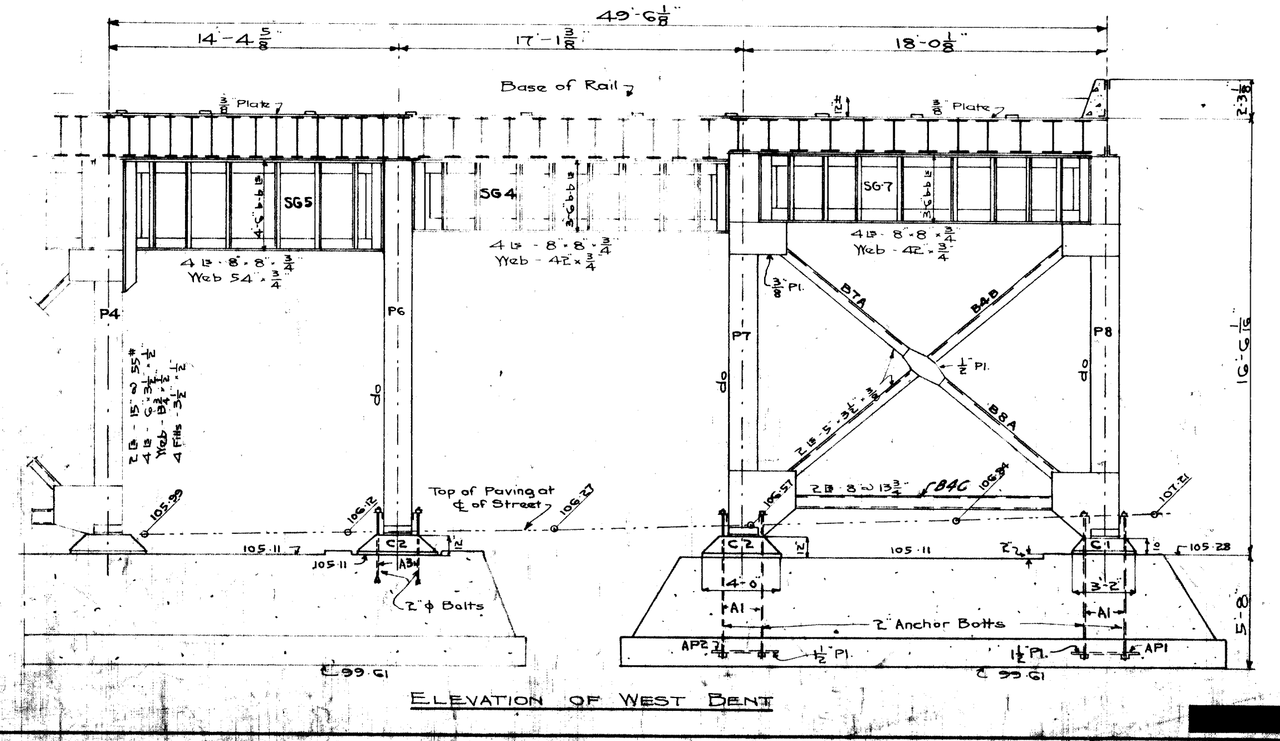
5	SUPPORTING GIRDERS	13	FASCIA GIRDERS
6	FLOOR SEC. F22, F23, F24	X1	CASTINGS
7	FLOOR SEC. F25, F26, F27	X2	ANGLES + ANCHOR BOLTS





NOTES

Loading - Southerly 14' - E60 + Full Impact
Remainder 1-US Engineer 50% Impact
Specifications - N.Y.C. Lines 1917 Specifications for Steel R.R. Bridges
Red or Light Lines indicate Old Work
Black or Heavy " " New Work

WATERPROOFING:- The top of the floor to be covered with an asphaltic or bituminous waterproofing composition, consisting of a flexible membrane and a protective coat to prevent corrosion and leaks.

FIELD PAINT:- Two coats after erection using M.C.R.R. Standard red lead or graphite bridge paint or an approved equivalent.

M.C.R.R.- MAIN LINE DIV.

BRIDGE- 2.52 CLARK AV. (1919 Extension)

GENERAL DRAWING

1919 EXTENSION FOR CADILLAC MOTOR CAR CO.

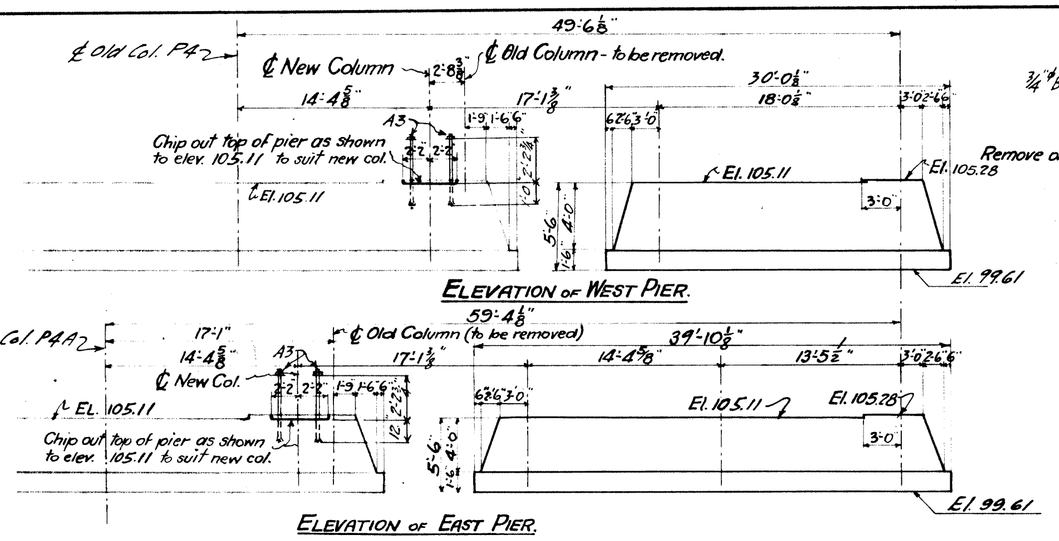
SCALE: 3/16 in. = 1 FOOT

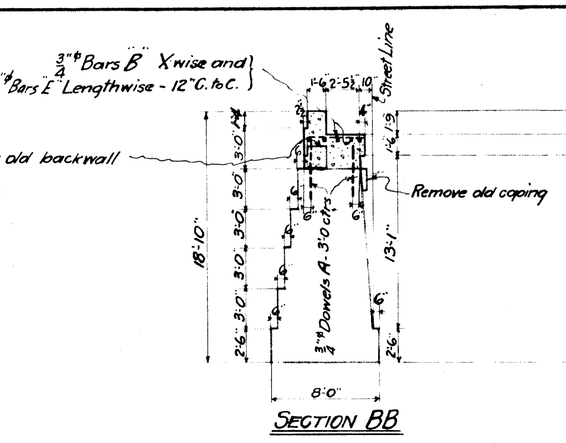
APPROVED: H.C. Turtill
ACTING BRIDGE ENGINEER

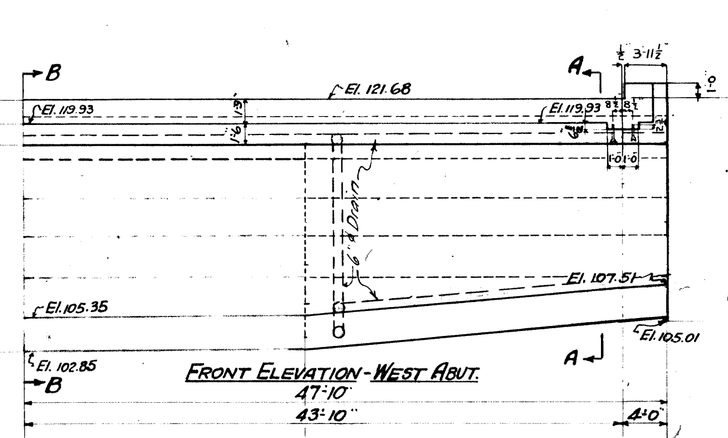
DRAWN BY J.C.M. Sept 8.1919
CHECKED BY J.L.B. Sep. 10.1919
TRACED BY
REVISED 12-2-19 [illegible]
SHEET 1 OF 14

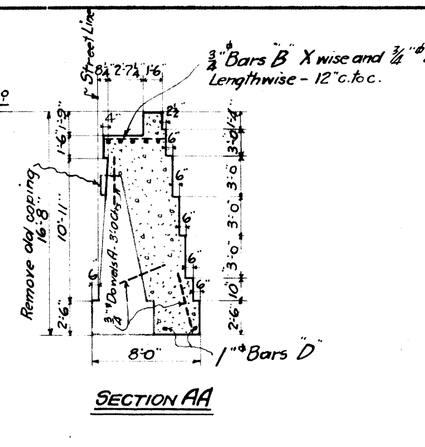
File XU 96-9

2.52 Main Line #1



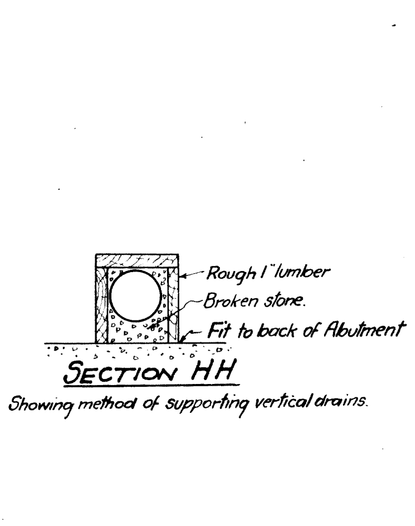


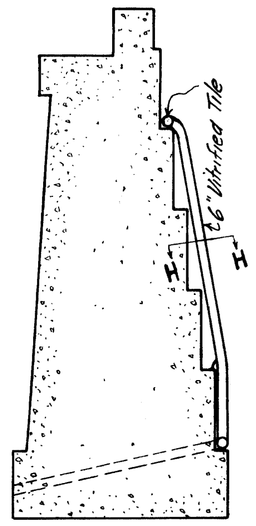




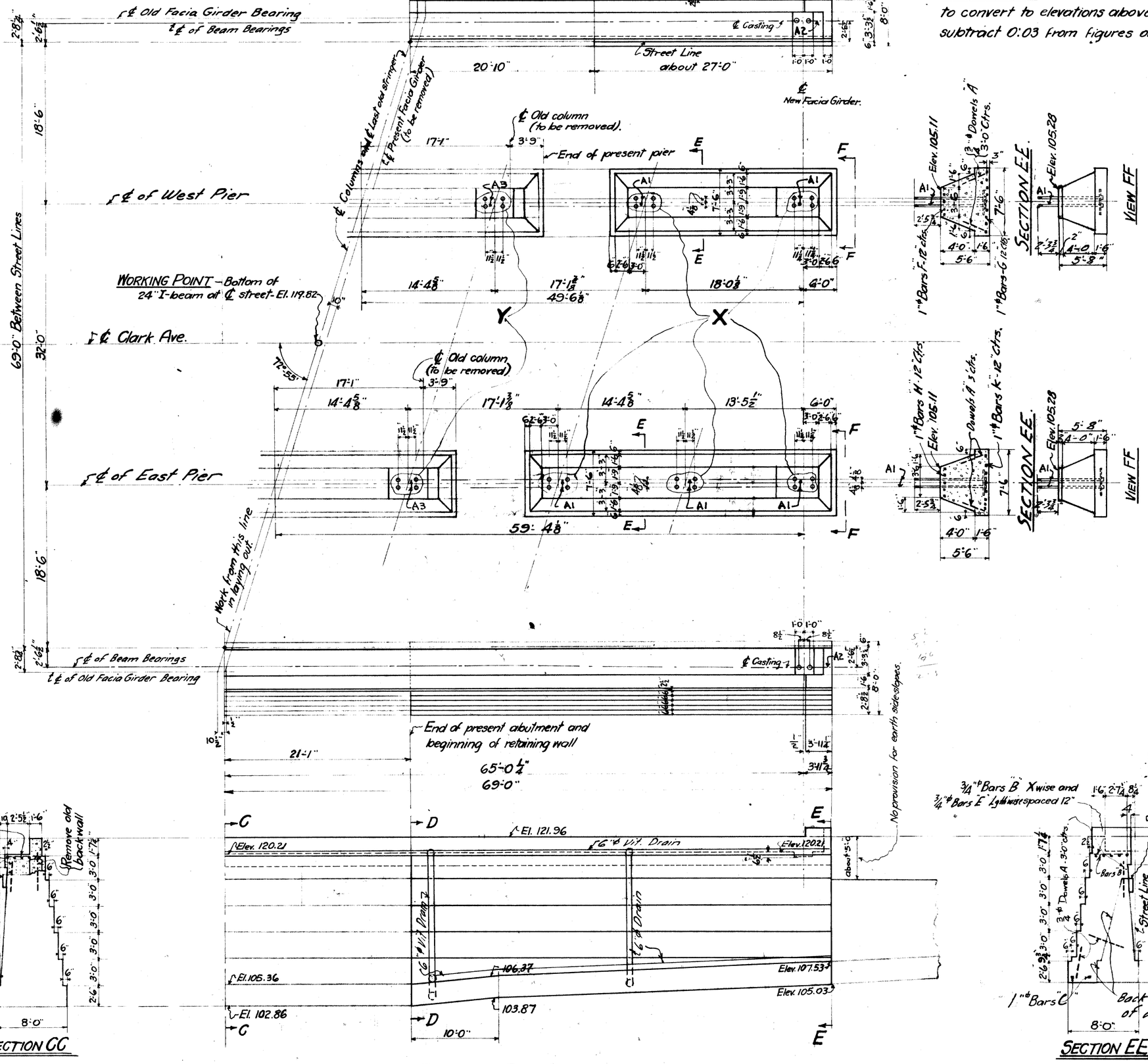
NOTE - As detailed here no provision has been made to care for the earth side-slopes.

ELEVATIONS are from Dupont Eng. Co. datum - to convert to elevations above M.C.R.R. datum subtract 0.03 from figures on this drawing.





Drains to be provided, laid, and connected to city sewers by concrete contractor.



BILL OF REINFORCING BARS.

Mark	Pcs.	Size + Length	Location
A	142	¾"ϕ x 3'-0"	Dowels in abuts. and piers.
B	117	¾"ϕ x 4'-0"	Crosswise in bridge seats of abutments.
C	4	1"ϕ x 25'-0"	Lengthwise " footings of East abutments
D	2	1"ϕ x 26'-6"	" " " " West "
E	25	¾"ϕ x 24'-6"	" " bridge seats of abutments.
F	5	1"ϕ x 23'-0"	" top of West pier
G	8	1"ϕ x 28'-0"	" " bottom " "
H	5	1"ϕ x 33'-0"	" " top East pier
K	8	1"ϕ x 39'-0"	" " bottom " "

Concrete in new work -

West abutment	71
East "	121
West pier	32
East "	45
	269 Cu. Yds.

Concrete to be proportioned 1 part Portland cement, 2½ parts sand, and 4½ parts crushed stone. Exposed tops of walls and abutments to have sidewalk finish. Exposed faces to be rubbed as soon as forms are removed. No horizontal joints to be made except at top of footing, under coping and bridge seat or at joint with old work.

Waterproofing - on back of abutments - 1 coat Sarco primer and 1 coat of Sarco #1, or equivalent.

Anchor bolts to be set by concrete contractor.

TYPICAL TILE DRAIN DETAILS BACK OF ABUTMENTS.

WORK TO BE DONE.

Remove copings and backwalls from old concrete work wherever it is to be covered by new.

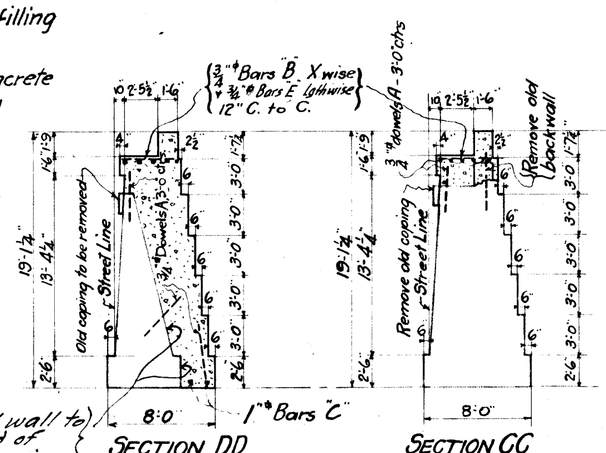
Drill holes and set dowels into old concrete as shown - filling holes with cement grout at time concrete is poured.

Anchor bolts at X to be placed to template before concrete is poured. Holes for anchor bolts at Y to be drilled in the old concrete and anchors set after steel is in place.

Provide drainage at the back of the abutment.

Bush-hammer top of old piers to proper elevation at new columns as shown.

Red or light lines indicate old work. Black or heavy lines indicate new work.



Back surfaces of old wall to be thoroughly cleaned of clinging earth, before pouring new concrete.

M.C.R.R. - MAIN LINE DIV.

BRIDGE - 2.52 - CLARK AVE. (1919 EXTENSION) FOR CADILLAC MOTOR CO.

— ABUTMENTS AND PIERS. —

SCALE: — 1/8 IN. = 1 FOOT

APPROVED - G. C. Luthill, ACTING BRIDGE ENGINEER

DRAWN BY H.H.S. Aug. 22. 1919

CHECKED BY J.S.M. Sept. 4. 1919

TRACED BY H.H.S. Aug. 22. 1919

REVISED

SHEET M OF

[redacted]

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