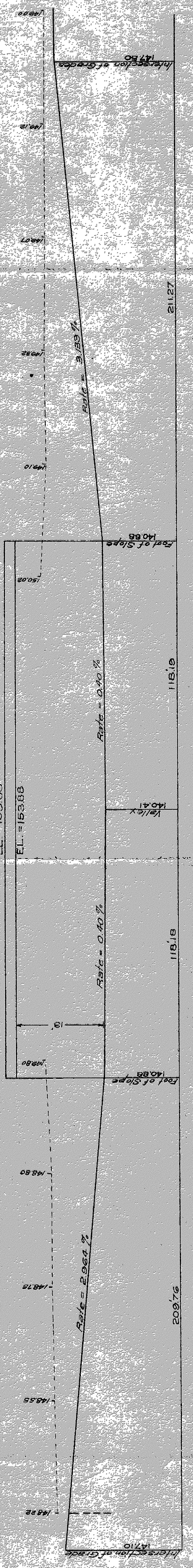
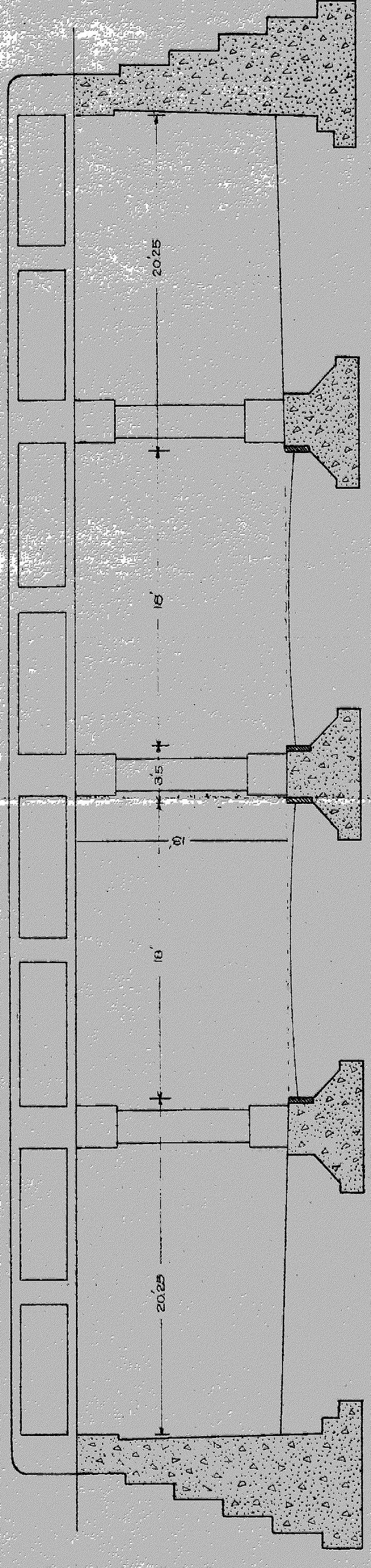
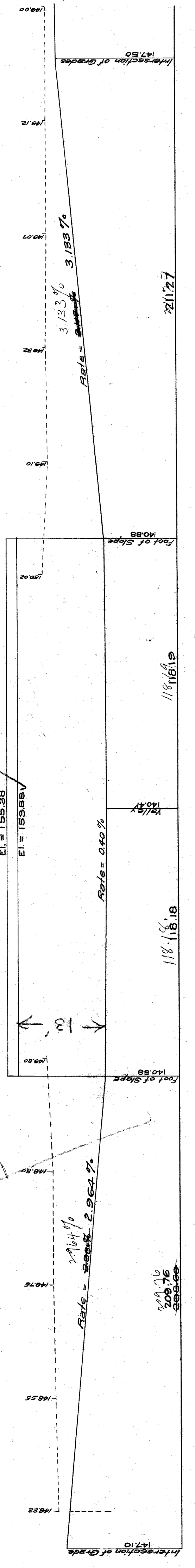
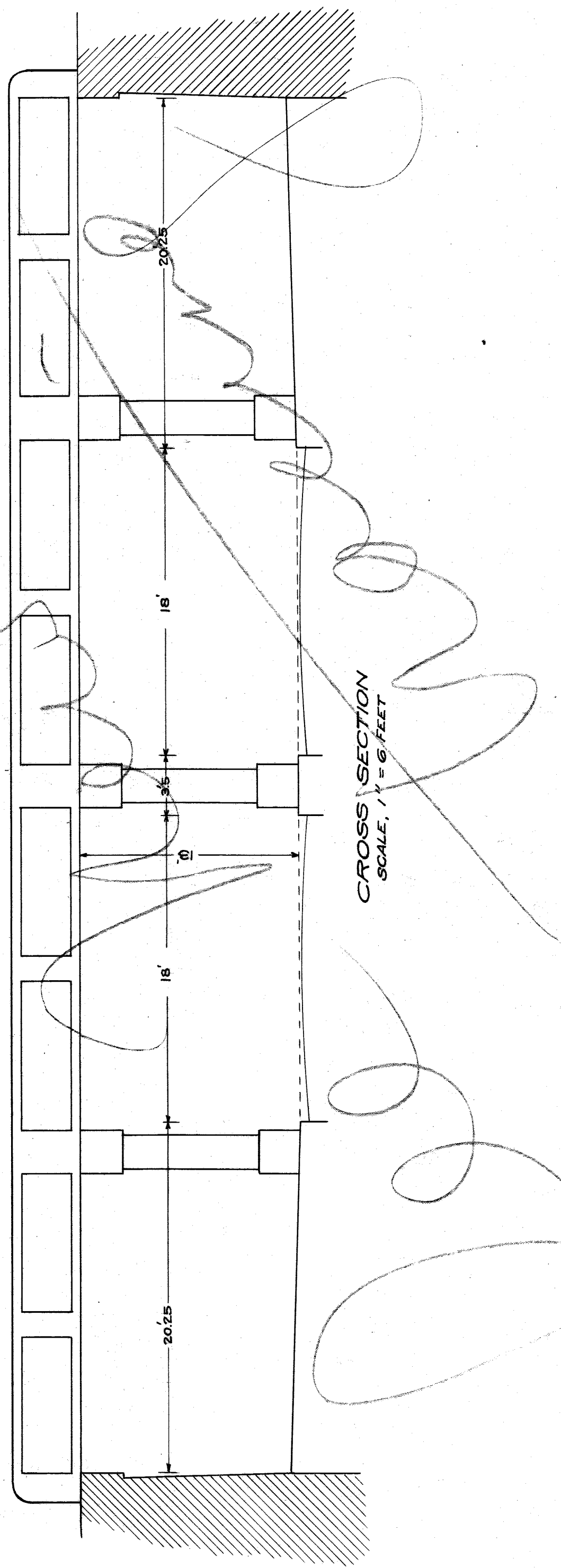
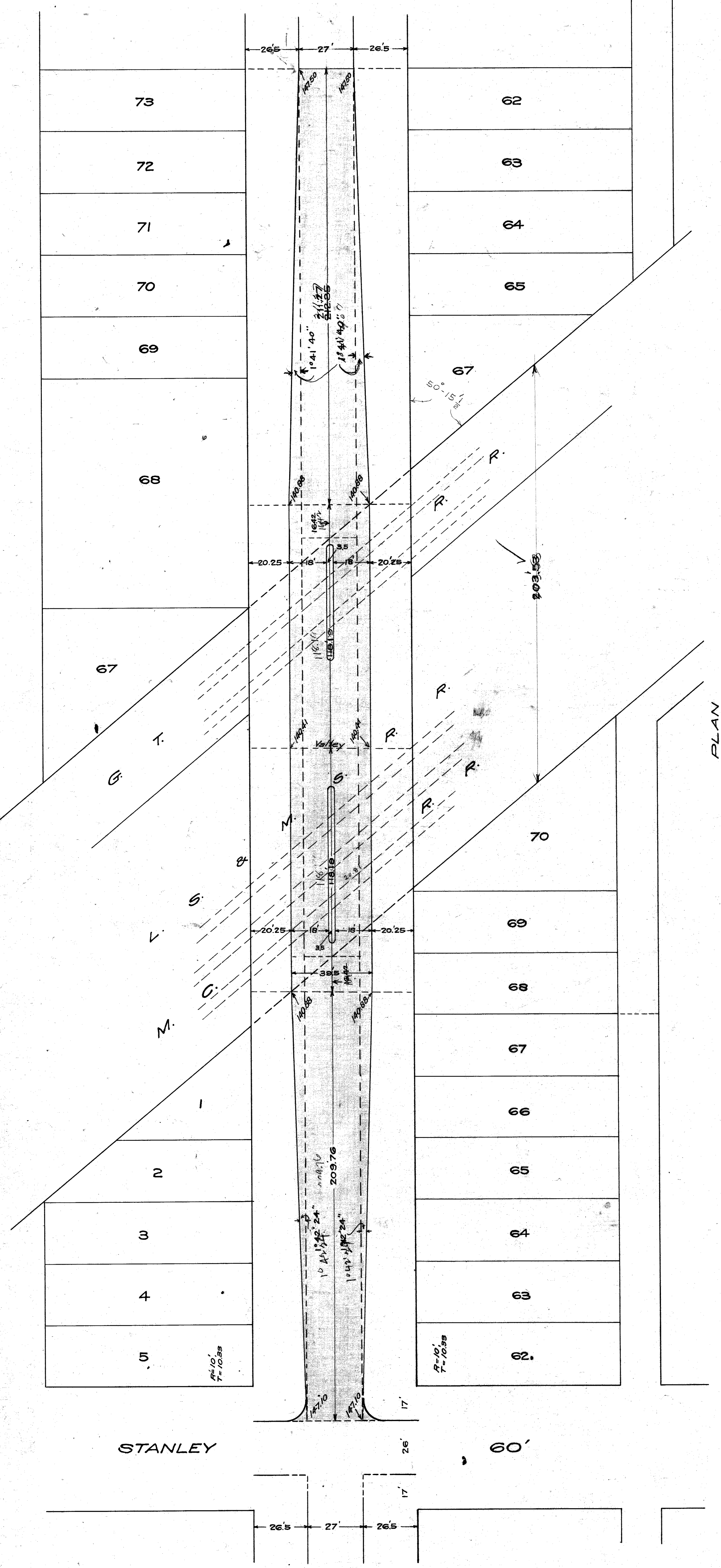


PLAN OF PROPOSED SUBWAY IN COMMONWEALTH AVE. UNDER G. T., LAKE SHORE & MICH. CENT'L R.R'S.

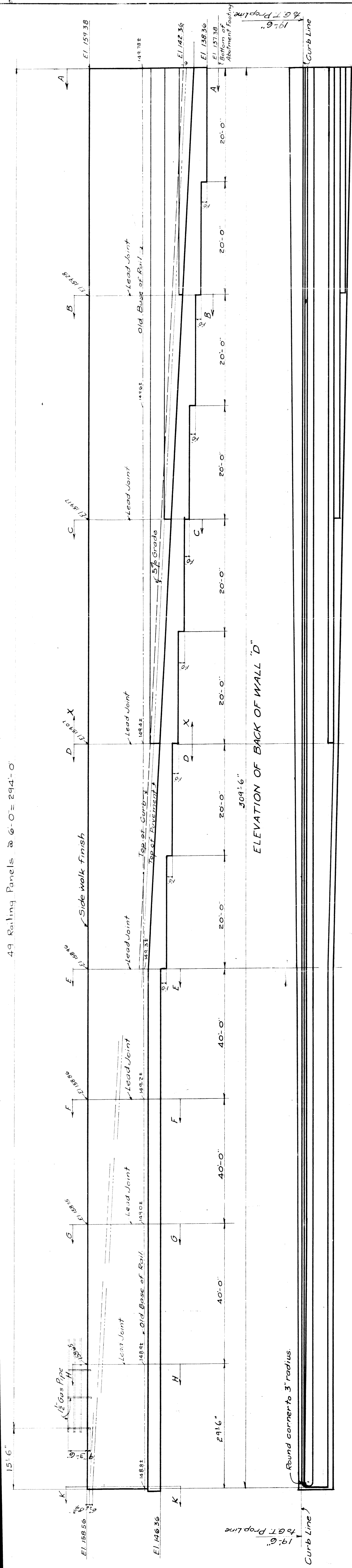


Approved 1915
(Signature)
 CITY ENGINEER
 CHIEF ENGINEER, M.E.R.R.

PLAN OF
 PROPOSED SUBWAY IN
 COMMONWEALTH AVE.
 UNDER
 G. T., LAKE SHORE & MICH. CENT'L R. R.
 1915

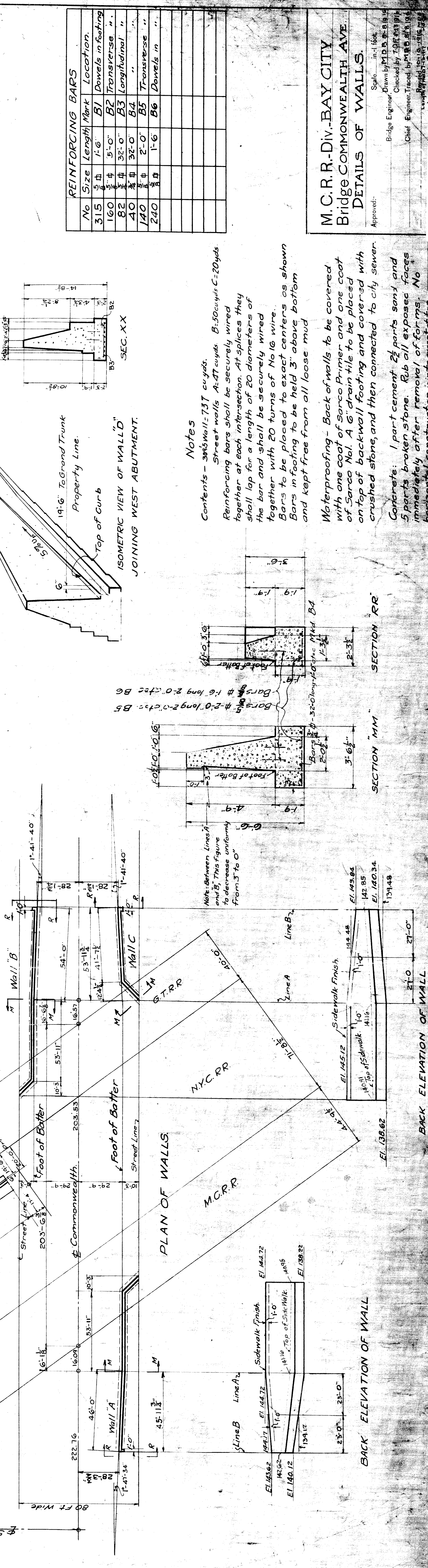
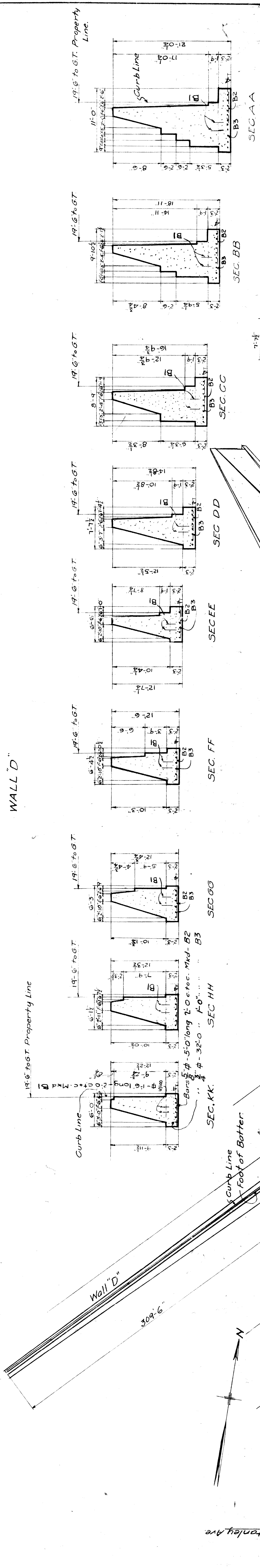


49 Railing Panels @ 6'-0" = 294'-0"



ELEVATION OF BACK OF WALL "D"

PLAN OF WALL JOINING WEST ABUTMENT WALL "D"



BACK ELEVATION OF WALL

REINFORCING BARS		
No	Size	Length Mark Location
315	5/8"	B1 Dowels in footing
160	5/8"	B2 Transverse "
40	3/4"	B3 Longitudinal "
140	5/8"	B4 Transverse "
240	5/8"	B5 Dowels in "
		B6 Dowels in "

M. C. R. R. - DIV. - BAY CITY
 Bridge COMMONWEALTH AVE.
 DETAILS OF WALLS.

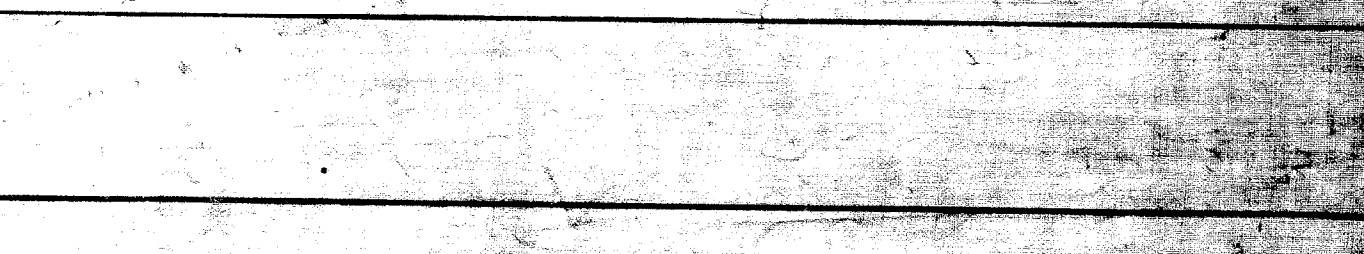
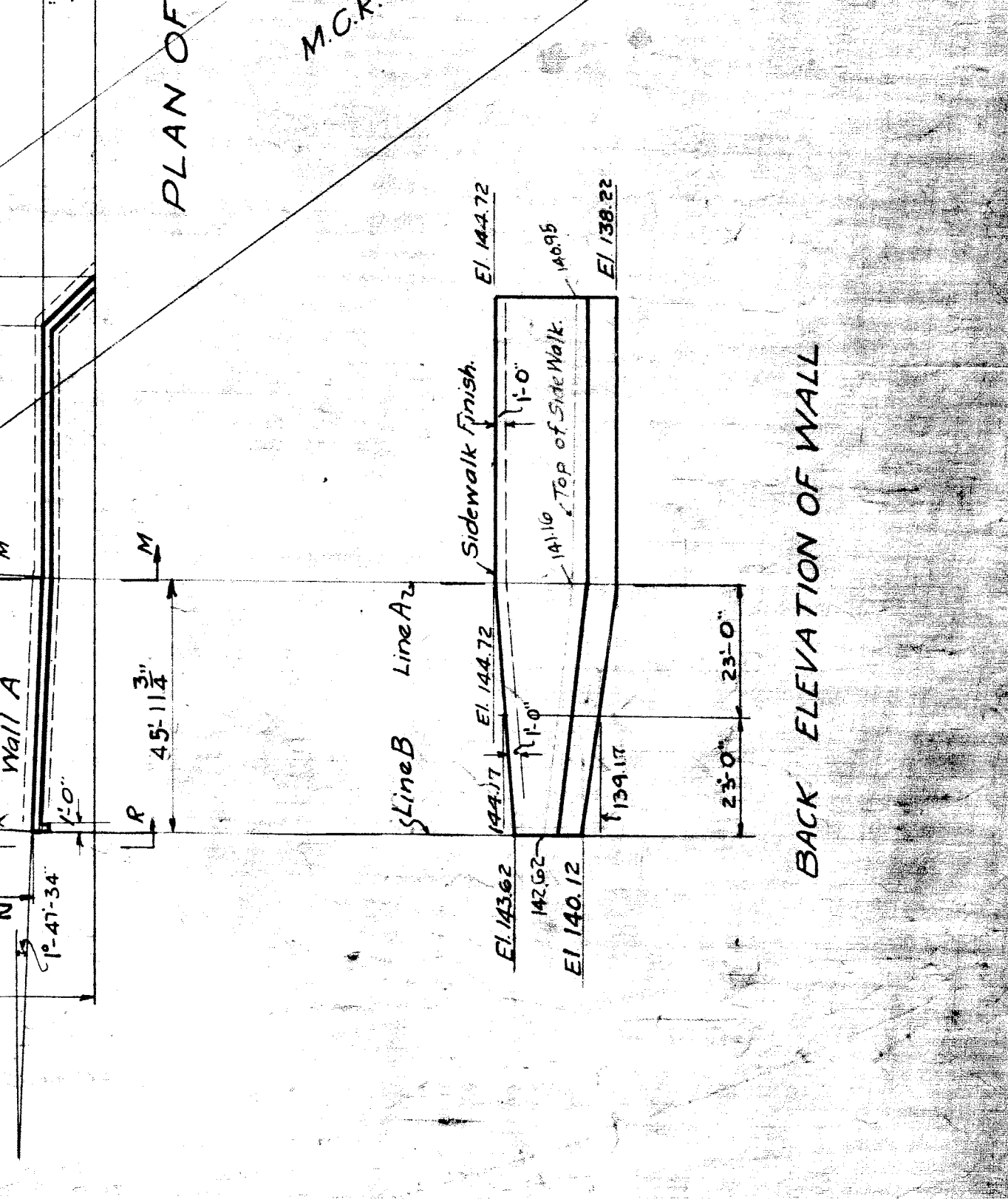
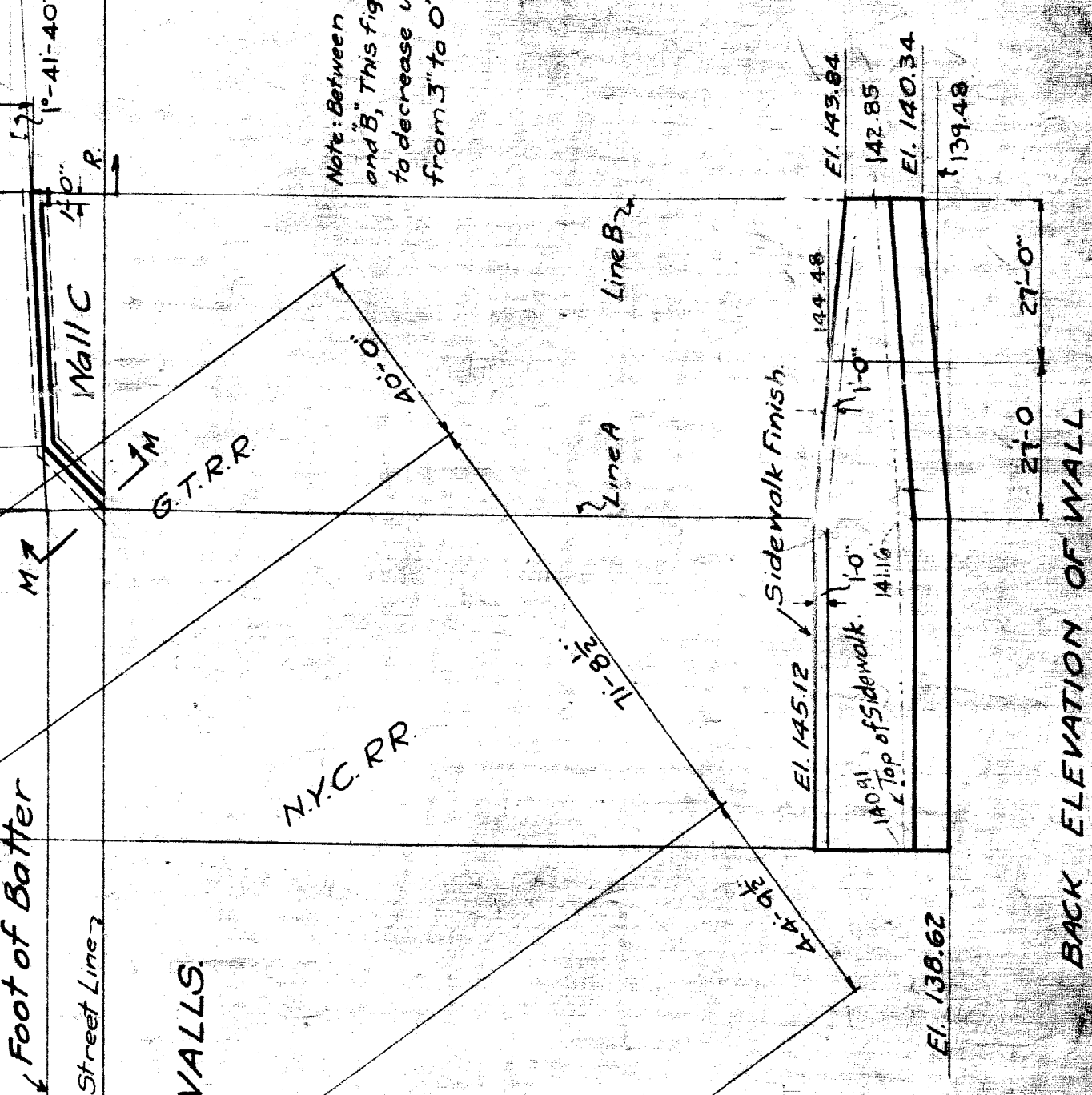
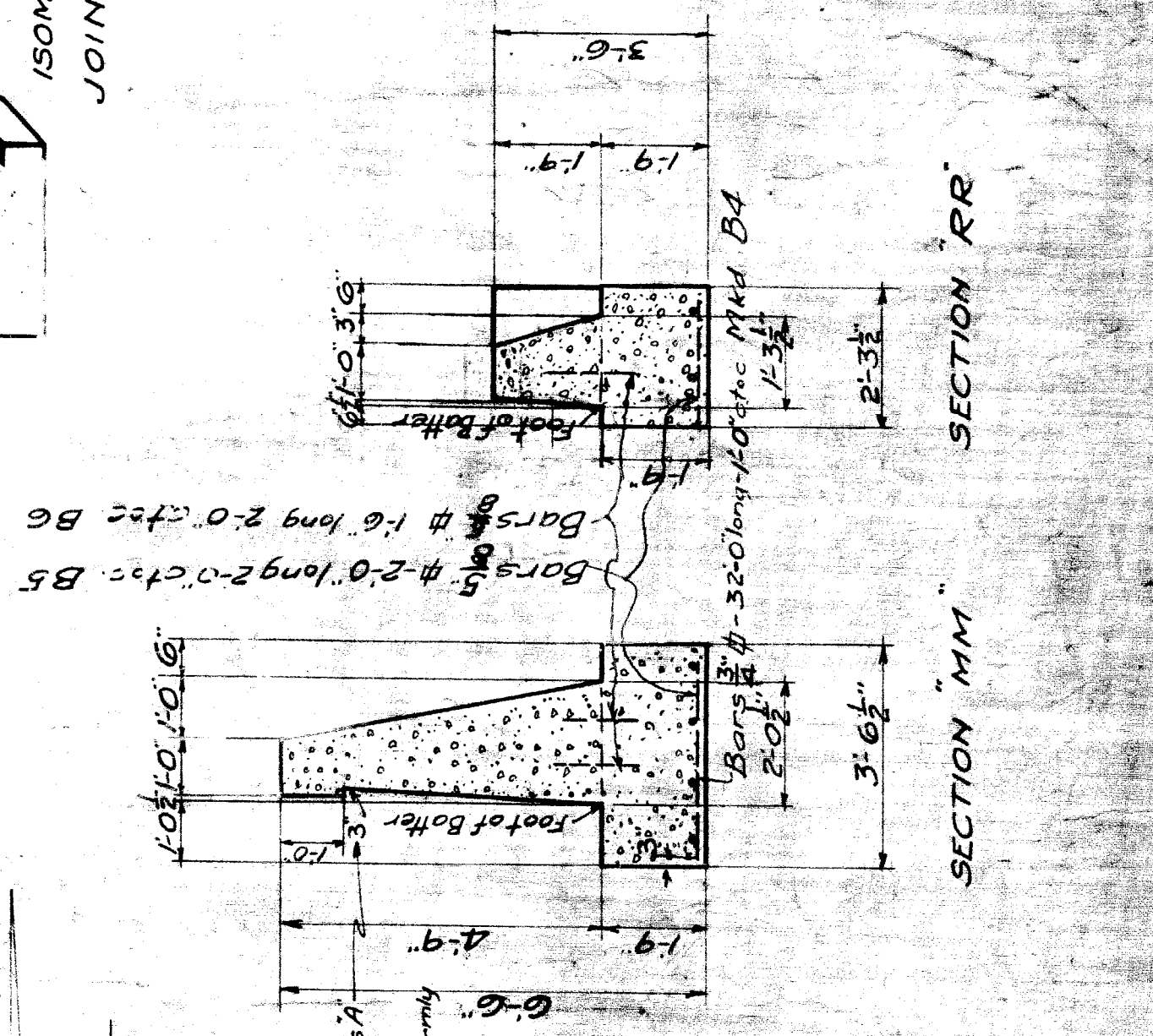
Scale: in-1/16"
 Bridge Engineer: Drawn by M.D.B. & B.H.B.
 Checked by T.M.P. & J.P.H.
 Chief Engineer: Traced by M.D.B. & B.H.B.
 Approved: _____
 Date: _____

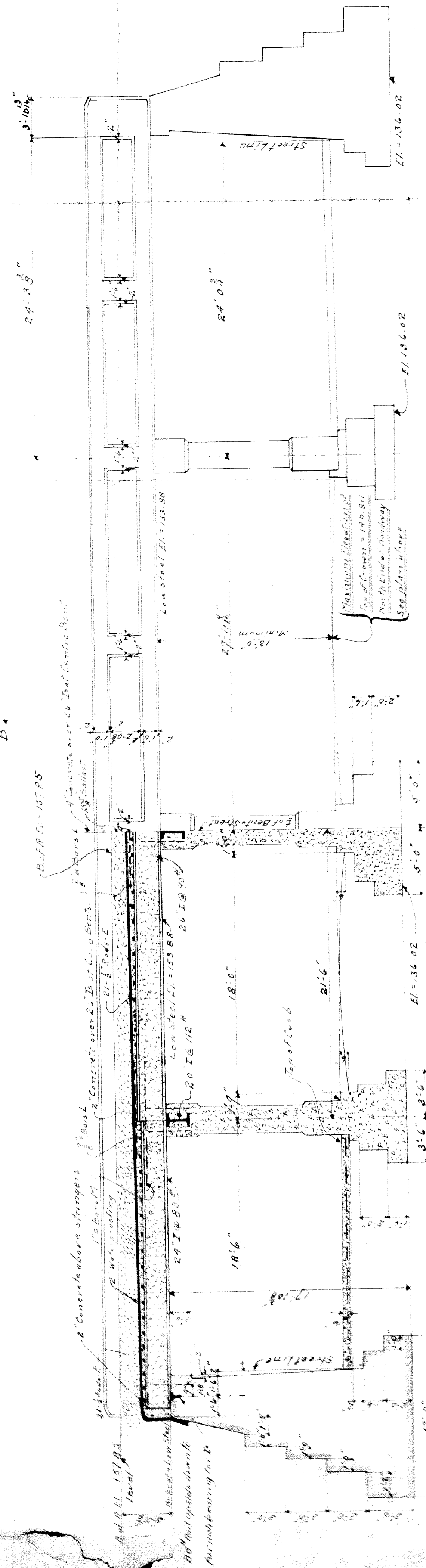
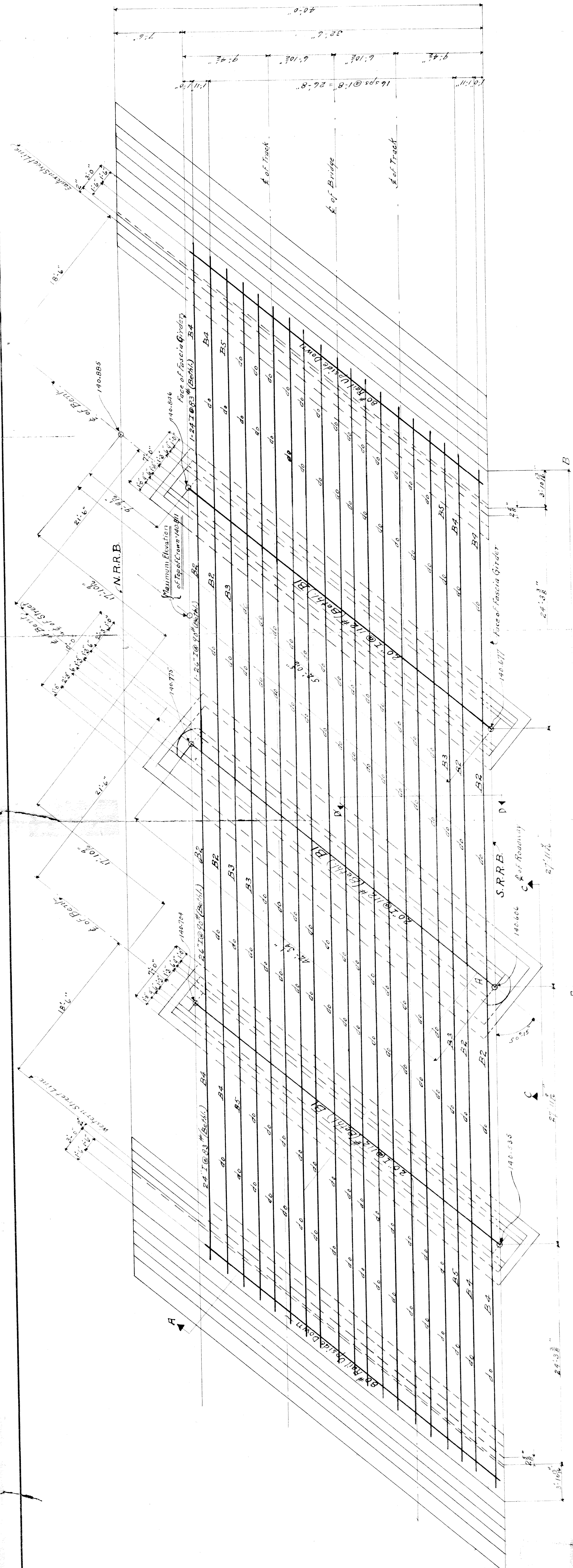
Notes

Contents - 3000 Wall: 737 cu. yds.
 Street walls A-41 cu. yds. B: 50 cu. yds. C: 20 yds.
 Reinforcing bars shall be securely wired together at each intersection. At splices they shall lap for a length of 20 diameters of the bar and shall be securely wired together with 20 turns of No. 16 wire. Bars to be placed to exact centers as shown. Bars in footing to be held 3" above bottom and kept free from all loose mud.

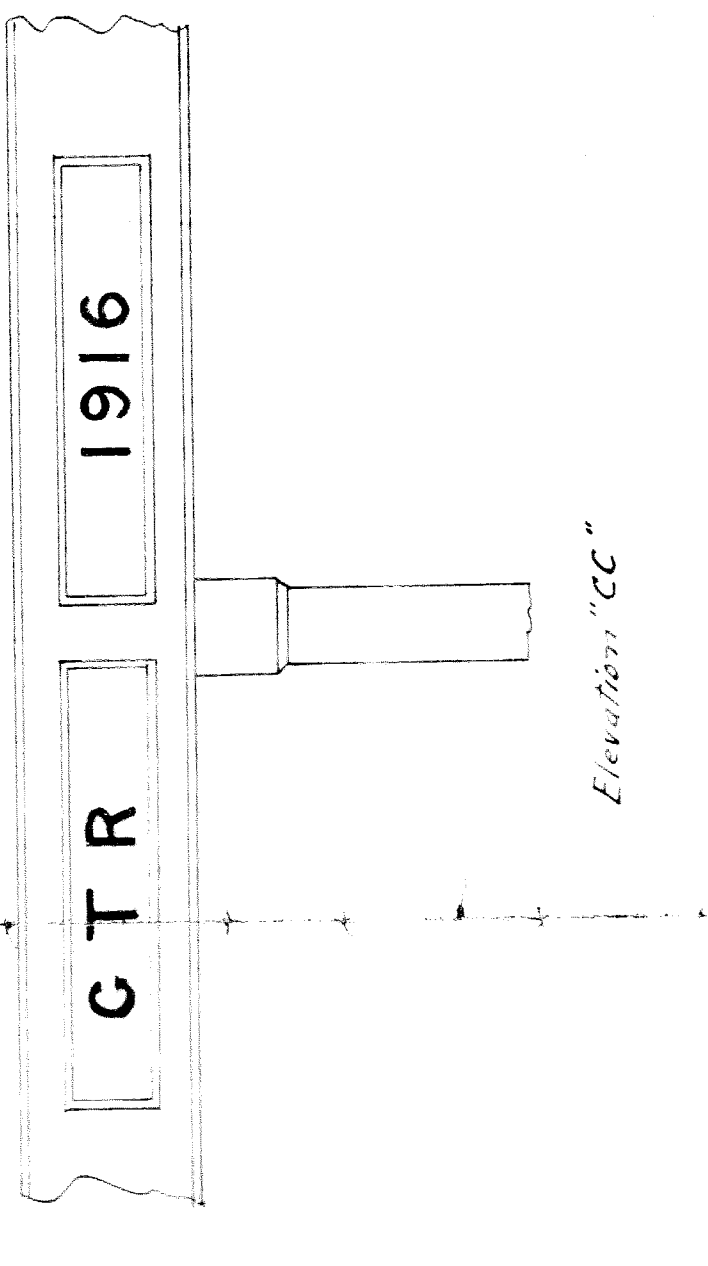
Waterproofing - Back of walls to be covered with one coat of sarco primer and one coat of Sarco No. 1. A 6" drain tile to be placed on top of backwall footing and covered with crushed stone, and then connected to city sewer.

Concrete: 1 part cement 2 1/2 parts sand and 5 parts broken stone. Rub all exposed faces immediately after removal of forms. No horizontal construction joints except at top of footing. Coping, 12 x 3 in.

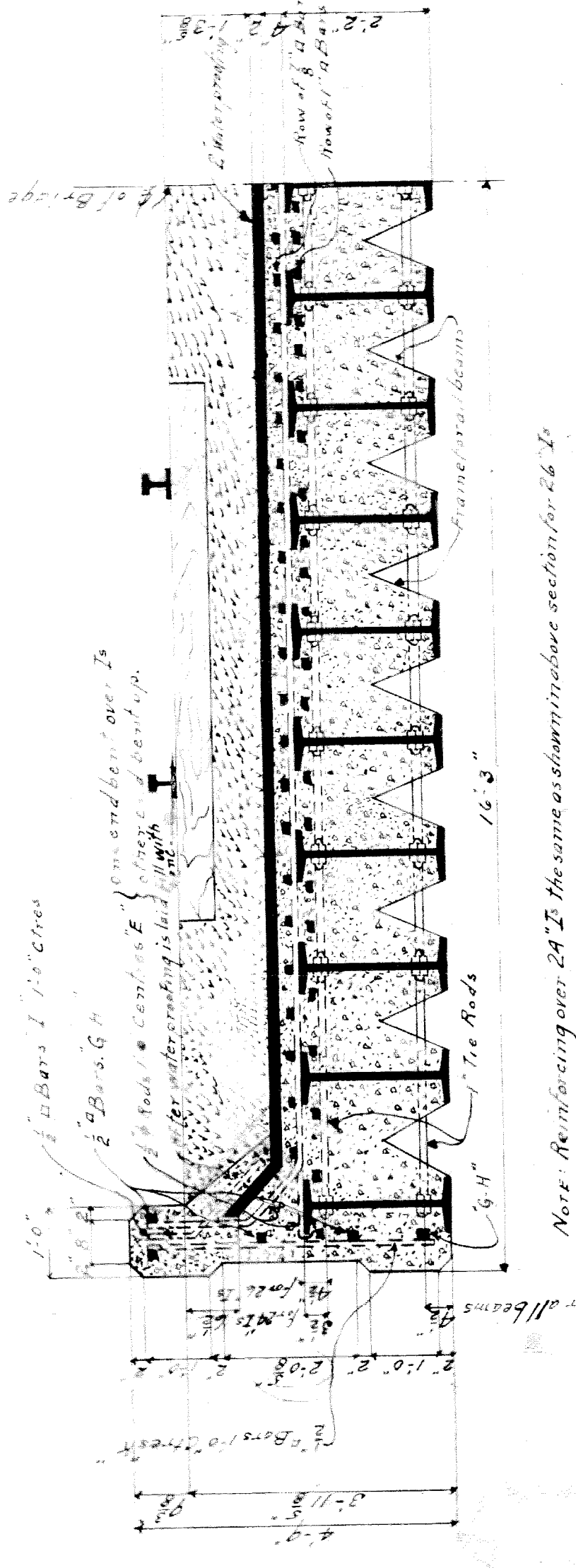




Half Outside Elevation "BB"



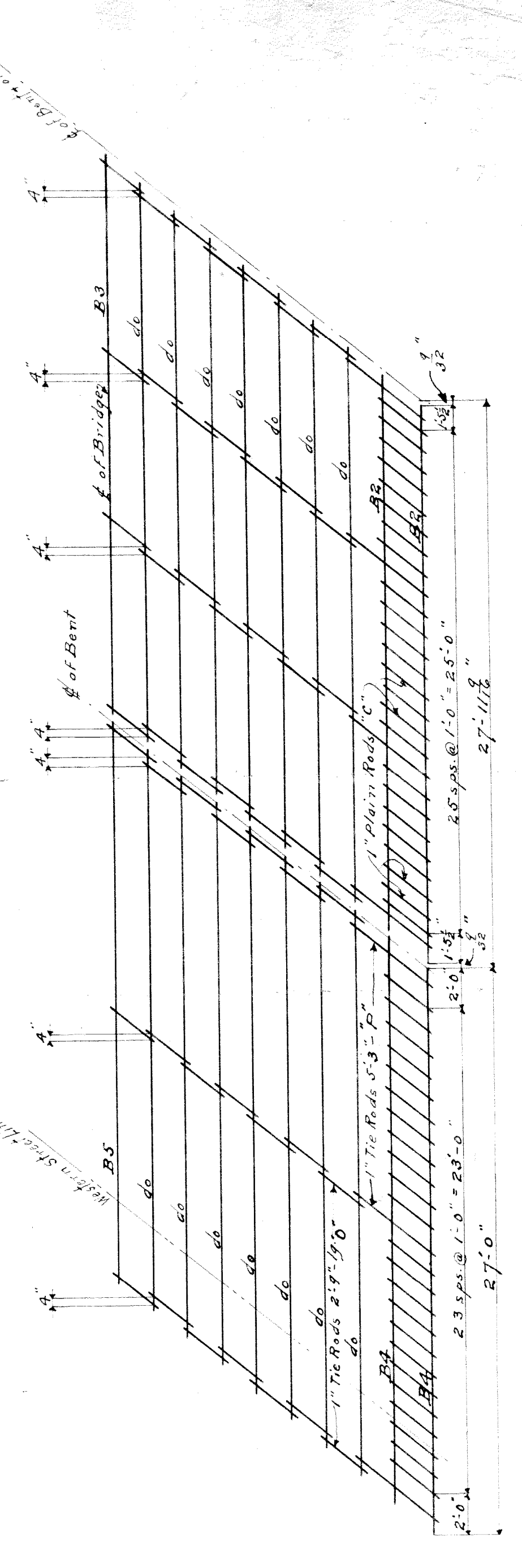
Elevation "CC"



Half Section "DD"

Showing details of reinforcing in floor

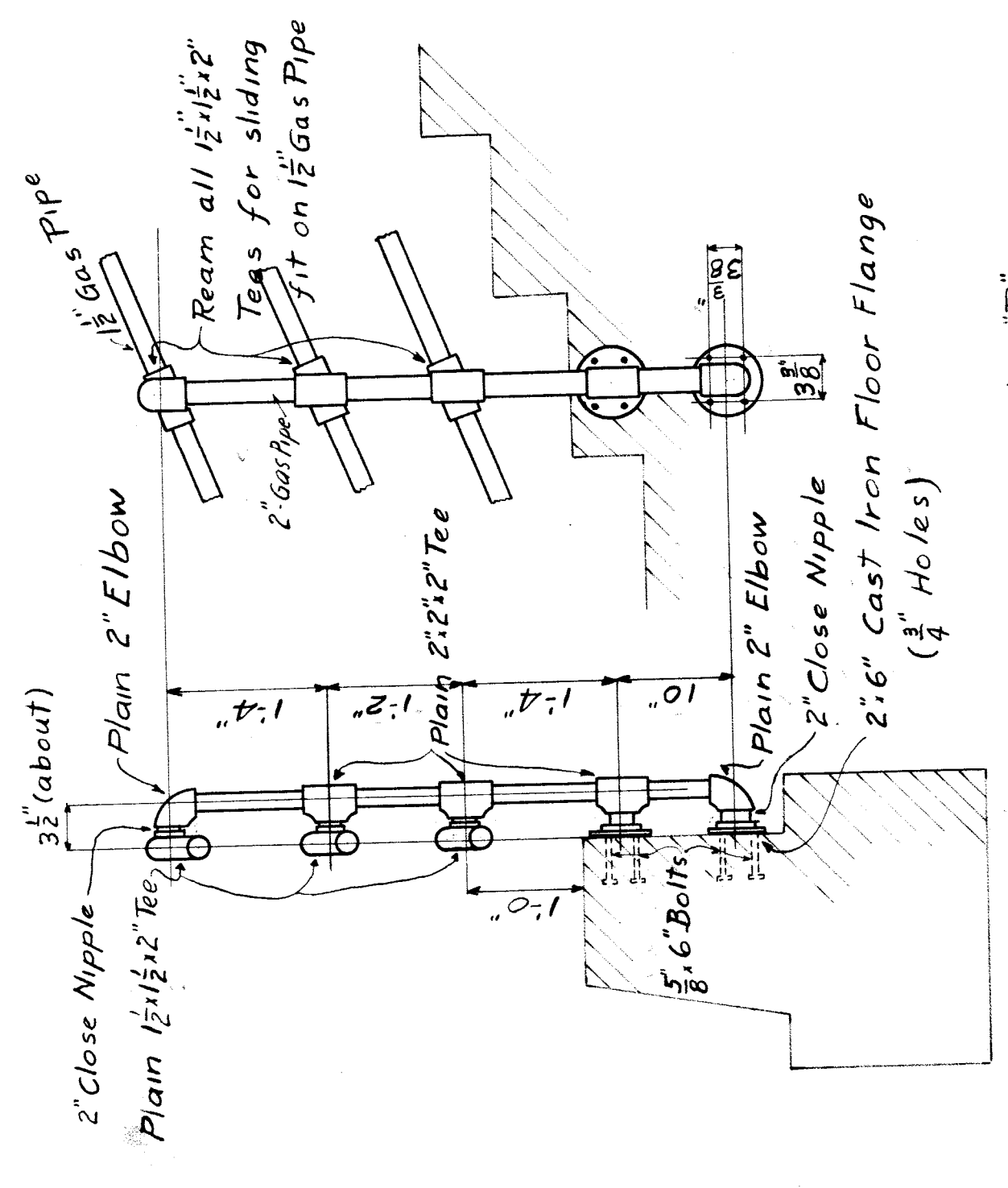
Note: Reinforcing over BB is the same as in structure section for 1916.



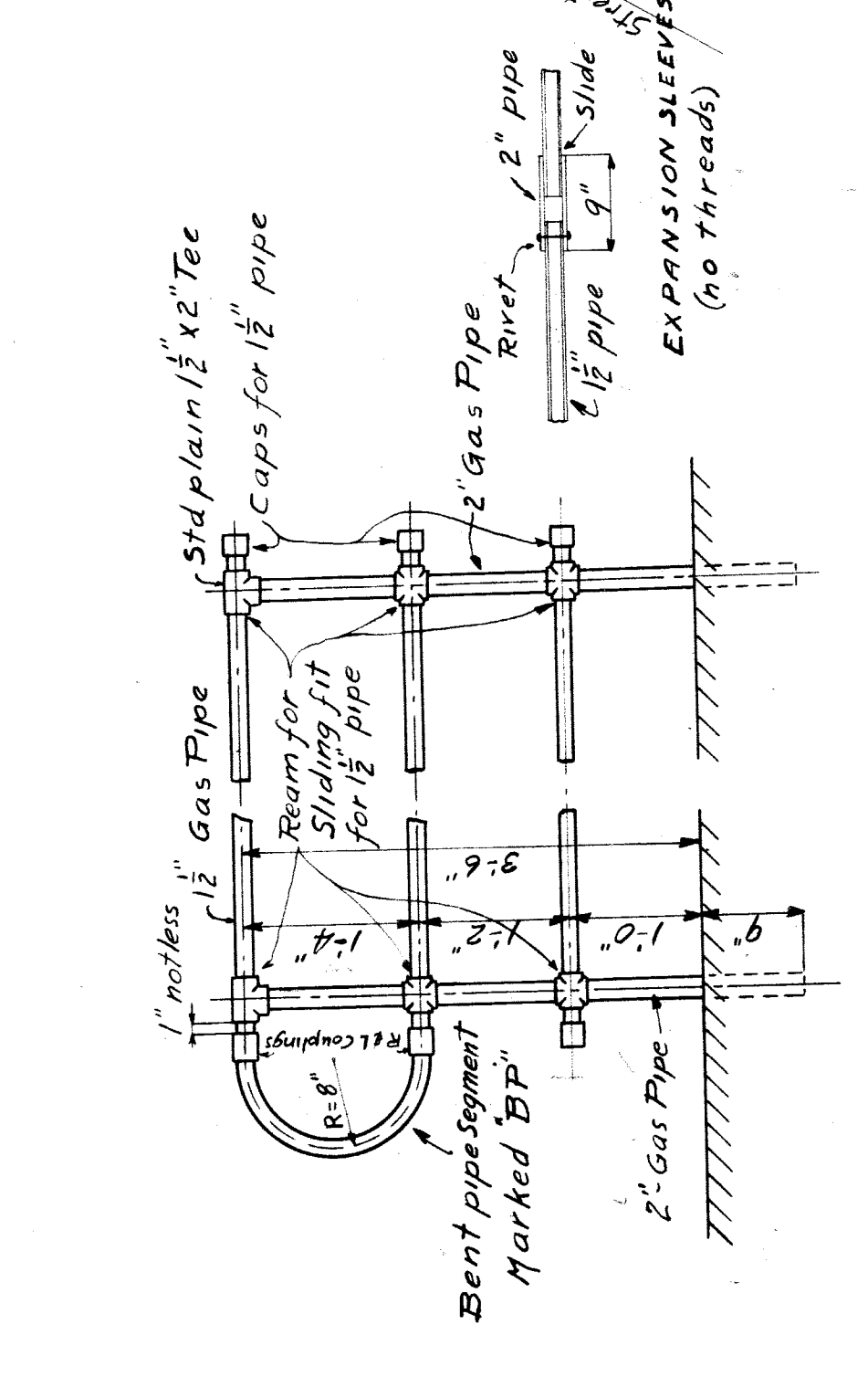
Plan showing position of tie rods.

Examined by *Albert* Structural Engineer
 Designed by *W. H. Hoffmann* Chief Engineer
 May 11 1916

GRAND TRUNK RAILWAY SYSTEM
 DISTRICT DIVISION, 22ND DISTRICT
 BRIDGE NO. 1111
 CONTRACTORS TRUSS BRIDGE
 WEST DECATUR - GRADE SEPARATION
 Designed by *W. H. Hoffmann* Chief Engineer
 Scale $\frac{1}{2}'' = 1'-0''$ Checked by *W. H. Hoffmann*
 Office of Chief Engineer, Montreal, Dec. 20, 1915
 Steel No. 5777

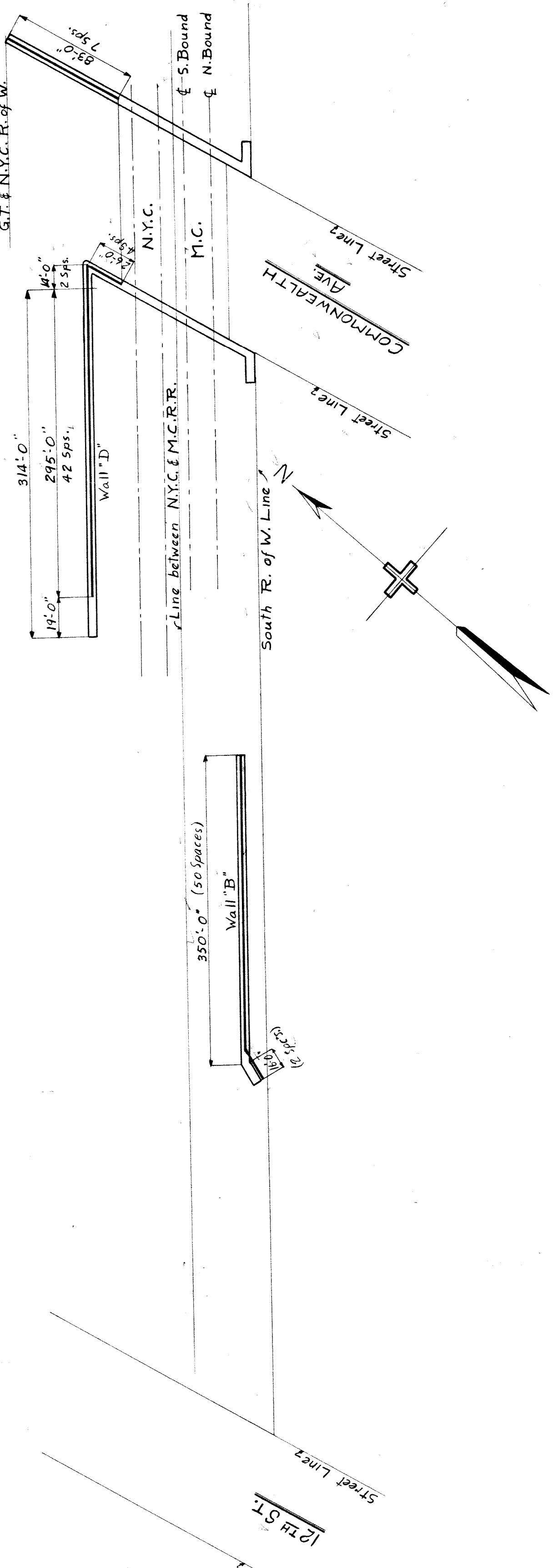


POSTS AT W. END OF WALL "B"

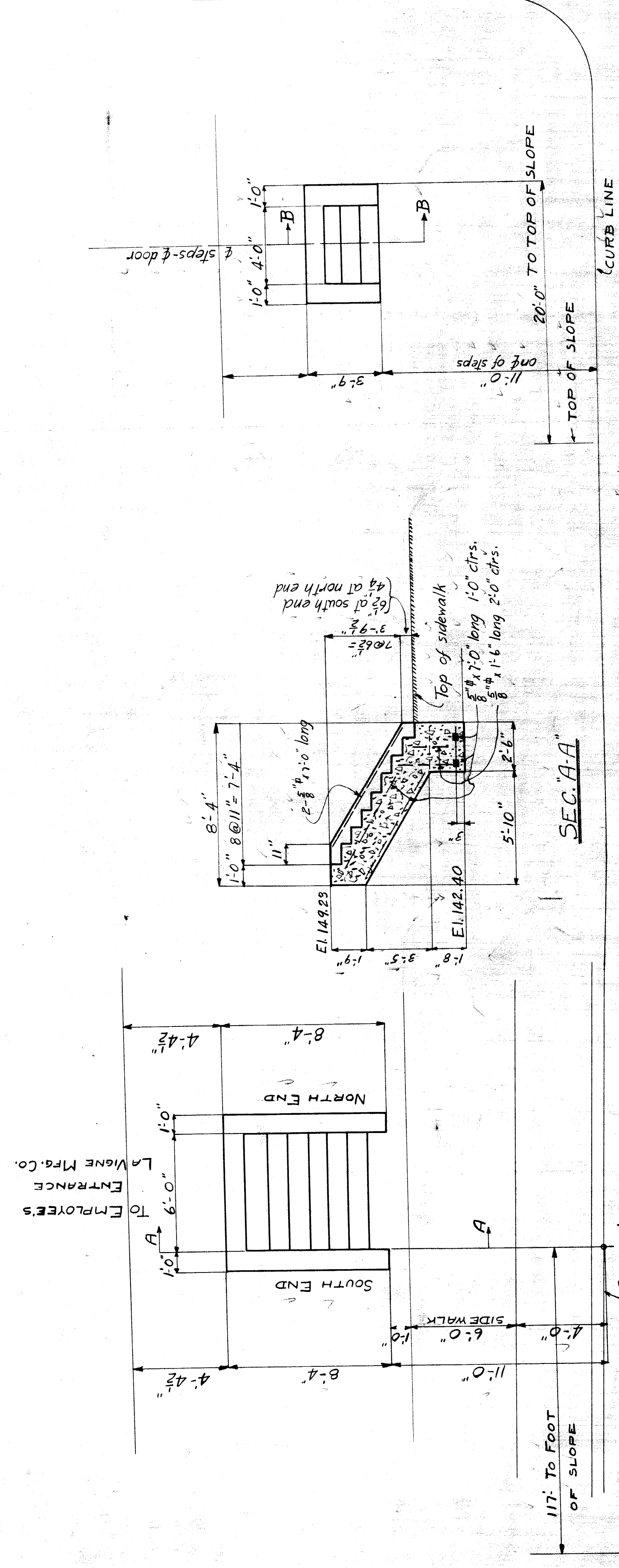


TYPICAL DETAILS OF HANDRAIL

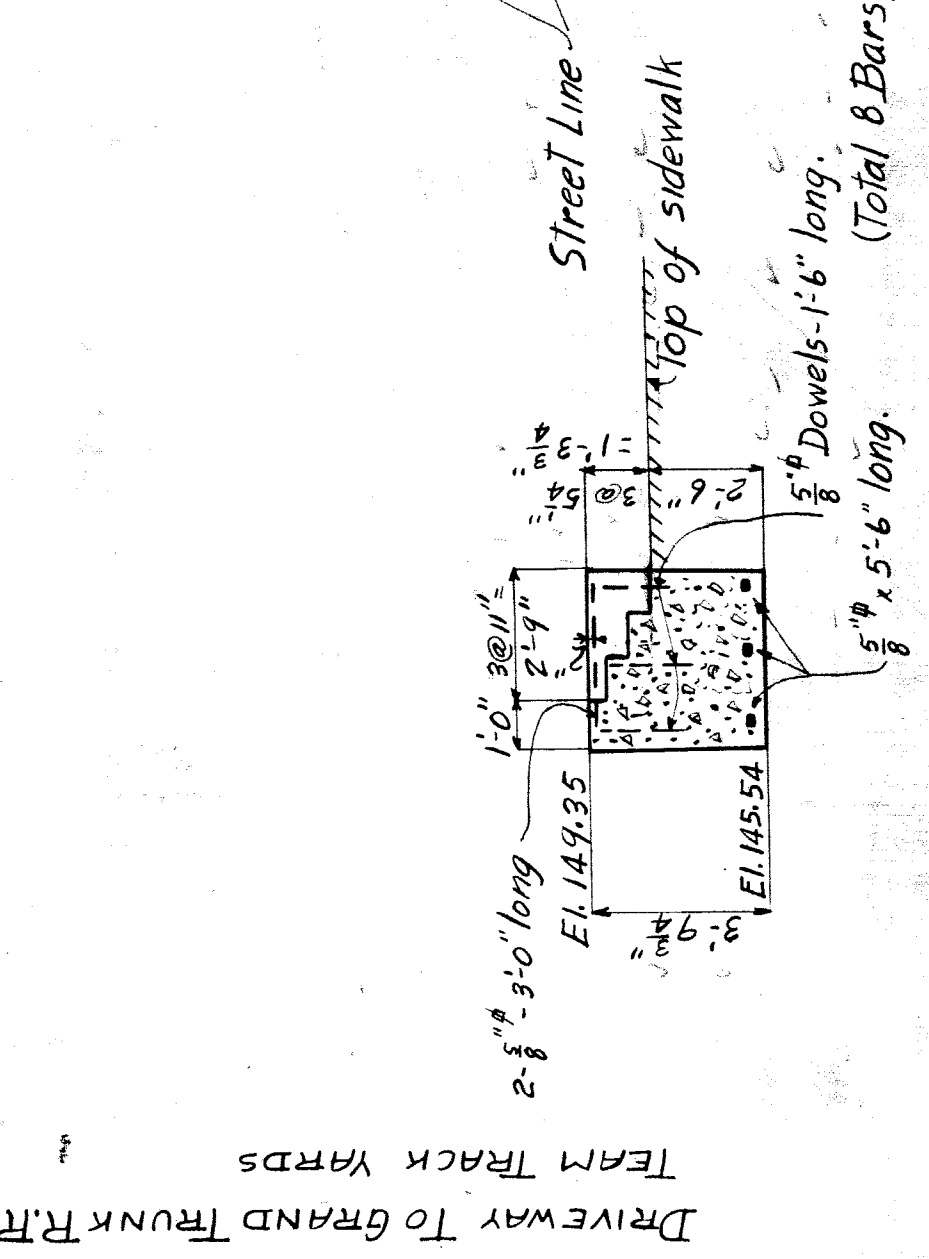
For Bill of Material See SH.C2X.3X & X-1N file



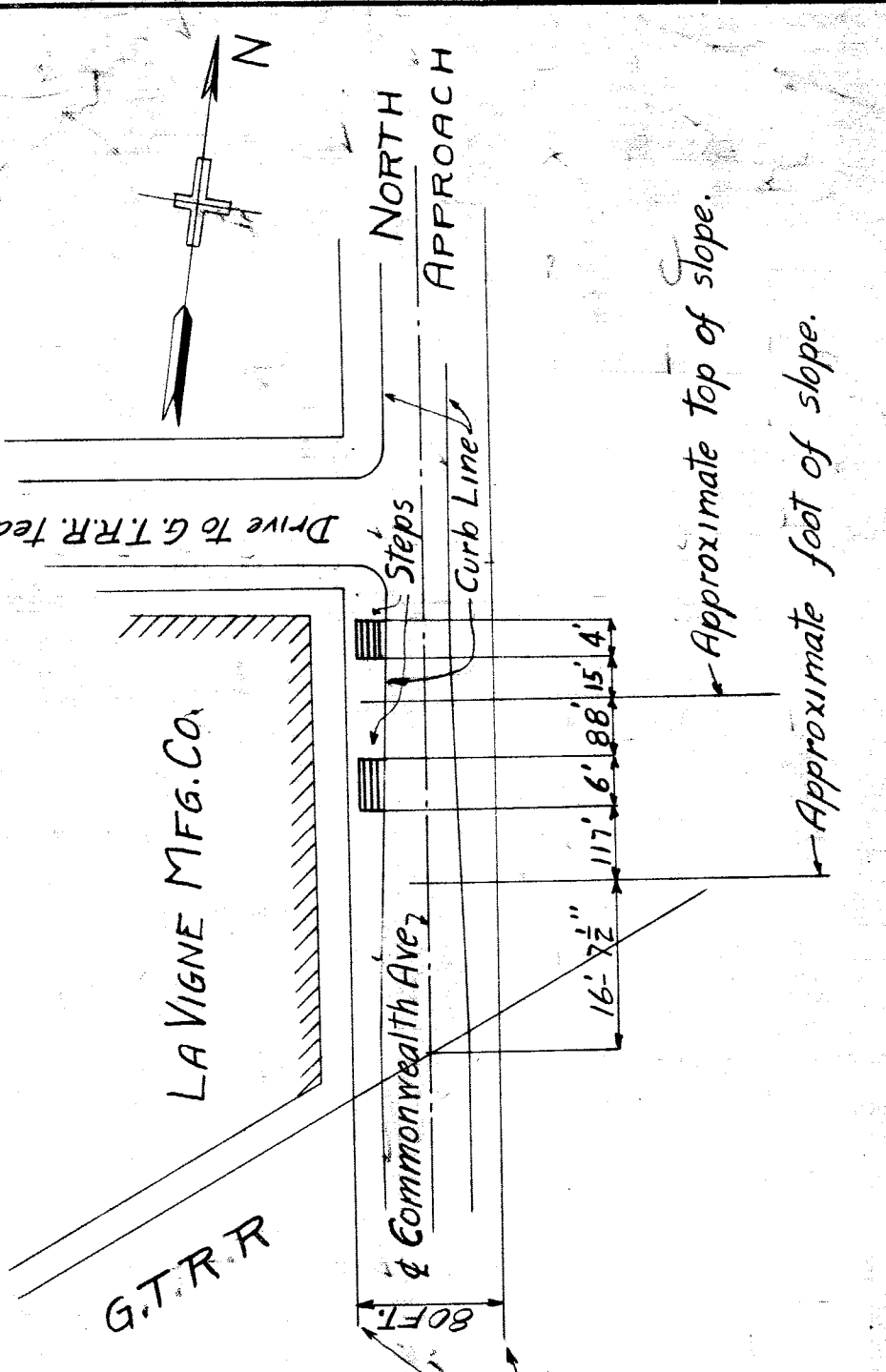
LOCATION PLAN FOR HANDRAILING ON COMMONWEALTH AVE



PLAN



SEC. A-A



SEC. B-B

NOTES
 Contents 9.5 Cu. Yds.
 Concrete to be proportioned
 one part cement, 2 1/2 parts sand
 4 1/2 parts broken stone.

REINFORCING	No.	SIZE	LENGTH
22-	4	5/8"	7'-0"
18-	4	4/8"	3'-0"
9-	3	4/8"	1'-6"
	3	4/8"	5'-6"

ALL STEPS TO BE MADE AS SHOWN

M. C. R. R.-DIV.-BAY CITY
 Bridge COMMONWEALTH AVE.
STEPS AND HAND RAILING
 Approved: _____
 Scale: 1/4" = 1' - 0"
 Bridge Engineer: Drawn by _____
 Checked by _____
 Chief Engineer: Traced by G.V.B. & G.S. 1916
 Reviewed: _____