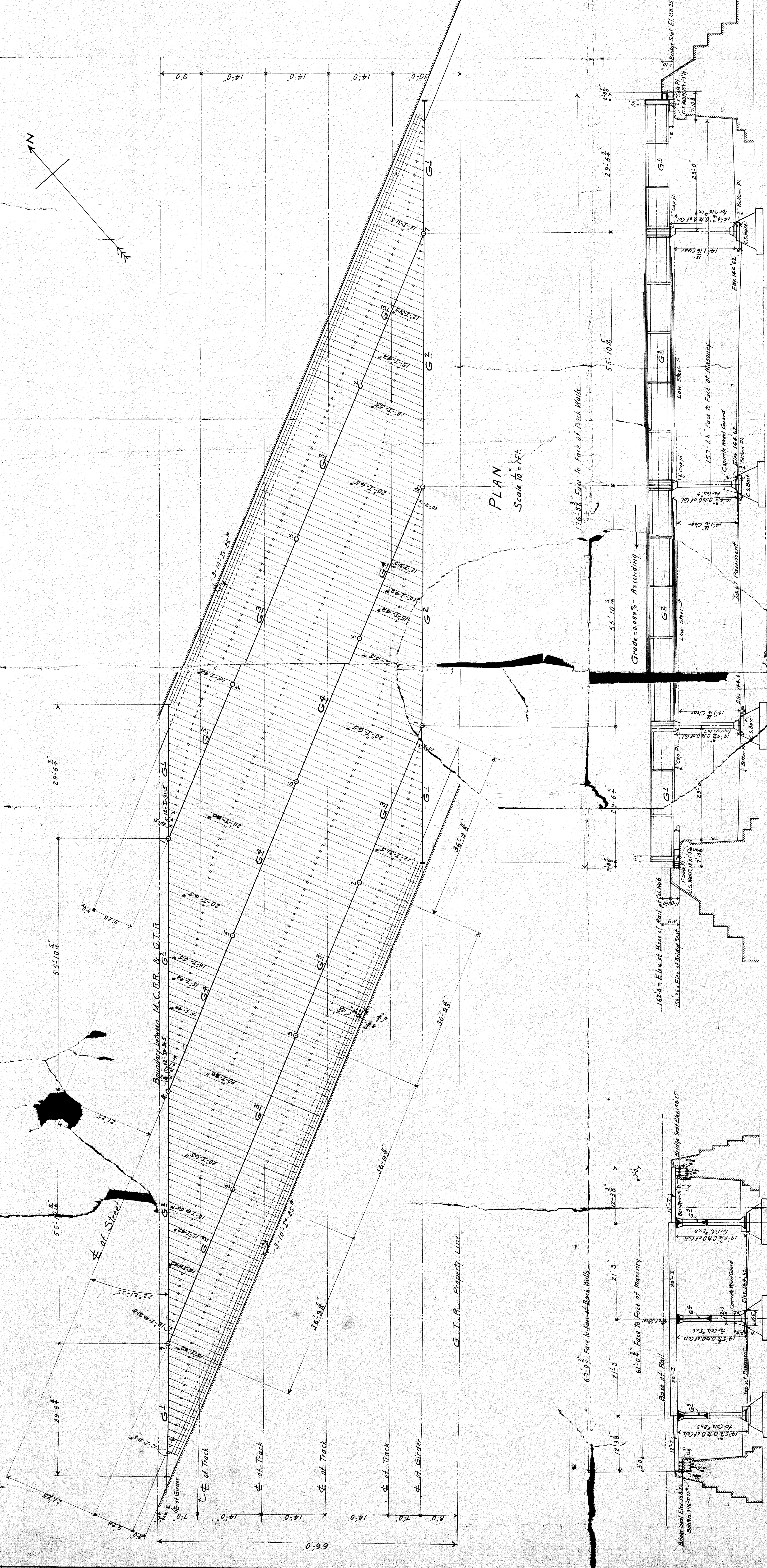


CROSS SECTION AT RIGHT ANGLES TO CENTRELINE OF TRACK
Scale 1/4" = 1 FT.



PLAN
Scale 1/8" = 1 FT.

OUTSIDE LONGITUDINAL ELEVATION
Scale 1/8" = 1 FT.

NOTE: Make up grade in the Ballast, leaving the steel work level. All dimensions are on ϕ of G.T.R. Tracks.

CROSS SECTION OF RIGHT ANGLE TO CENTRE LINE OF STREET
Scale 1/8" = 1 FT.

NOTE: Concrete work similar to Queen St. West Toronto - Sheet No. 9

STRAINERS - FOR 3-20"-I-80 W -	CROSS GIRDER G3	CROSS GIRDER G4	CROSS GIRDER G5
BENDING MOMENTS - END SHEARS	BENDING MOMENTS - END SHEARS	BENDING MOMENTS - END SHEARS	BENDING MOMENTS - END SHEARS
MP = 16,883 FT. LBS. SP = 2002.5 LBS. MP = 16,883 FT. LBS. SP = 2002.5 LBS.	MP = 11,649.6 FT. LBS. SP = 1465.92 LBS. MP = 11,649.6 FT. LBS. SP = 1465.92 LBS.	MP = 17,617.6 FT. LBS. SP = 2220 LBS. MP = 17,617.6 FT. LBS. SP = 2220 LBS.	MP = 12,612.2 FT. LBS. SP = 1587.82 LBS. MP = 12,612.2 FT. LBS. SP = 1587.82 LBS.
M1 = 18,194.8 FT. LBS. M2 = 10,667.0 FT. LBS. M3 = 5,656.8 FT. LBS. M4 = 3,177.0 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.
FOR 3-20"-I-60 W -	FOR 3-20"-I-60 W -	FOR 3-20"-I-60 W -	FOR 3-20"-I-60 W -
MP = 10,633 FT. LBS. SP = 2002.5 LBS. MP = 10,633 FT. LBS. SP = 2002.5 LBS.	MP = 1,546,798 FT. LBS. SP = 1680 LBS. MP = 1,546,798 FT. LBS. SP = 1680 LBS.	MP = 1,546,798 FT. LBS. SP = 1680 LBS. MP = 1,546,798 FT. LBS. SP = 1680 LBS.	MP = 1,546,798 FT. LBS. SP = 1680 LBS. MP = 1,546,798 FT. LBS. SP = 1680 LBS.
M1 = 18,194.8 FT. LBS. M2 = 10,667.0 FT. LBS. M3 = 5,656.8 FT. LBS. M4 = 3,177.0 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.
FOR 3-15"-I-42 W -	FOR 3-15"-I-42 W -	FOR 3-15"-I-42 W -	FOR 3-15"-I-42 W -
MP = 28,970 FT. LBS. SP = 9300 LBS. MP = 28,970 FT. LBS. SP = 9300 LBS.	MP = 83,700 FT. LBS. SP = 49,180 LBS. MP = 83,700 FT. LBS. SP = 49,180 LBS.	MP = 83,700 FT. LBS. SP = 49,180 LBS. MP = 83,700 FT. LBS. SP = 49,180 LBS.	MP = 83,700 FT. LBS. SP = 49,180 LBS. MP = 83,700 FT. LBS. SP = 49,180 LBS.
M1 = 6,877.3 FT. LBS. M2 = 3,438.6 FT. LBS. M3 = 1,719.3 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.
OUTSIDE GIRDER G1	OUTSIDE GIRDER G2	OUTSIDE GIRDER G3	OUTSIDE GIRDER G4
MP = 15,915 FT. LBS. SP = 2174.9 LBS. MP = 15,915 FT. LBS. SP = 2174.9 LBS.	MP = 15,915 FT. LBS. SP = 2174.9 LBS. MP = 15,915 FT. LBS. SP = 2174.9 LBS.	MP = 15,915 FT. LBS. SP = 2174.9 LBS. MP = 15,915 FT. LBS. SP = 2174.9 LBS.	MP = 15,915 FT. LBS. SP = 2174.9 LBS. MP = 15,915 FT. LBS. SP = 2174.9 LBS.
M1 = 2,821.5 FT. LBS. M2 = 1,410.7 FT. LBS. M3 = 705.4 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.
OUTSIDE GIRDER G5	OUTSIDE GIRDER G6	OUTSIDE GIRDER G7	OUTSIDE GIRDER G8
MP = 12,050.8 FT. LBS. SP = 1566.6 LBS. MP = 12,050.8 FT. LBS. SP = 1566.6 LBS.	MP = 12,050.8 FT. LBS. SP = 1566.6 LBS. MP = 12,050.8 FT. LBS. SP = 1566.6 LBS.	MP = 12,050.8 FT. LBS. SP = 1566.6 LBS. MP = 12,050.8 FT. LBS. SP = 1566.6 LBS.	MP = 12,050.8 FT. LBS. SP = 1566.6 LBS. MP = 12,050.8 FT. LBS. SP = 1566.6 LBS.
M1 = 1,850.8 FT. LBS. M2 = 925.4 FT. LBS. M3 = 462.7 FT. LBS.	M1 = 12,050.8 FT. LBS. M2 = 6,025.4 FT. LBS. M3 = 3,012.7 FT. LBS.	M1 = 12,050.8 FT. LBS. M2 = 6,025.4 FT. LBS. M3 = 3,012.7 FT. LBS.	M1 = 12,050.8 FT. LBS. M2 = 6,025.4 FT. LBS. M3 = 3,012.7 FT. LBS.
FOR 3-10"-I-48 W -	FOR 3-10"-I-48 W -	FOR 3-10"-I-48 W -	FOR 3-10"-I-48 W -
MP = 8,051.0 FT. LBS. SP = 1136.6 LBS. MP = 8,051.0 FT. LBS. SP = 1136.6 LBS.	MP = 8,051.0 FT. LBS. SP = 1136.6 LBS. MP = 8,051.0 FT. LBS. SP = 1136.6 LBS.	MP = 8,051.0 FT. LBS. SP = 1136.6 LBS. MP = 8,051.0 FT. LBS. SP = 1136.6 LBS.	MP = 8,051.0 FT. LBS. SP = 1136.6 LBS. MP = 8,051.0 FT. LBS. SP = 1136.6 LBS.
M1 = 1,341.8 FT. LBS. M2 = 670.9 FT. LBS. M3 = 335.5 FT. LBS.	M1 = 8,051.0 FT. LBS. M2 = 4,025.5 FT. LBS. M3 = 2,012.7 FT. LBS.	M1 = 8,051.0 FT. LBS. M2 = 4,025.5 FT. LBS. M3 = 2,012.7 FT. LBS.	M1 = 8,051.0 FT. LBS. M2 = 4,025.5 FT. LBS. M3 = 2,012.7 FT. LBS.

OUTSIDE GIRDER G1	CROSS GIRDER G1	CROSS GIRDER G2	CROSS GIRDER G3
4-6x8x1/2 L-15 2-6x8x1/2 Cor. Pl. - Full length on top. 1-14x1/2x1/2 Web Pl. - 23 1/2" on bottom. 8-6x4x1/2 End Stiffeners on fillers. 2-5x3 1/2x1/2 Tr. Pl. Stiff. - 11" outside on fillers. Rivet Spacing 4x6	4-6x8x1/2 L-15 2-6x8x1/2 Cor. Pl. - Full length on top. 1-14x1/2x1/2 Web Pl. - 23 1/2" on bottom. 8-6x4x1/2 End Stiffeners on fillers. 2-5x3 1/2x1/2 Tr. Pl. Stiff. - 11" outside on fillers. Rivet Spacing 4x6	4-6x8x1/2 L-15 2-6x8x1/2 Cor. Pl. - Full length on top. 1-14x1/2x1/2 Web Pl. - 23 1/2" on bottom. 8-6x4x1/2 End Stiffeners on fillers. 2-5x3 1/2x1/2 Tr. Pl. Stiff. - 11" outside on fillers. Rivet Spacing 4x6	4-6x8x1/2 L-15 2-6x8x1/2 Cor. Pl. - Full length on top. 1-14x1/2x1/2 Web Pl. - 23 1/2" on bottom. 8-6x4x1/2 End Stiffeners on fillers. 2-5x3 1/2x1/2 Tr. Pl. Stiff. - 11" outside on fillers. Rivet Spacing 4x6
MP = 11,649.6 FT. LBS. SP = 1465.92 LBS. MP = 11,649.6 FT. LBS. SP = 1465.92 LBS.	MP = 11,649.6 FT. LBS. SP = 1465.92 LBS. MP = 11,649.6 FT. LBS. SP = 1465.92 LBS.	MP = 11,649.6 FT. LBS. SP = 1465.92 LBS. MP = 11,649.6 FT. LBS. SP = 1465.92 LBS.	MP = 11,649.6 FT. LBS. SP = 1465.92 LBS. MP = 11,649.6 FT. LBS. SP = 1465.92 LBS.
M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.	M1 = 12,612.2 FT. LBS. M2 = 6,356.8 FT. LBS. M3 = 3,177.0 FT. LBS. M4 = 1,588.5 FT. LBS.
COLUMN No. 1	COLUMN No. 2	COLUMN No. 3	COLUMN No. 4
4-6x6x1/2 L-15 2-6x6x1/2 Cor. Pl. - Full length on top. 1-14x1/2x1/2 Web Pl. - 23 1/2" on bottom. 8-6x4x1/2 End Stiffeners on fillers. 2-5x3 1/2x1/2 Tr. Pl. Stiff. - 11" outside on fillers. Rivet Spacing 4x6	4-6x6x1/2 L-15 2-6x6x1/2 Cor. Pl. - Full length on top. 1-14x1/2x1/2 Web Pl. - 23 1/2" on bottom. 8-6x4x1/2 End Stiffeners on fillers. 2-5x3 1/2x1/2 Tr. Pl. Stiff. - 11" outside on fillers. Rivet Spacing 4x6	4-6x6x1/2 L-15 2-6x6x1/2 Cor. Pl. - Full length on top. 1-14x1/2x1/2 Web Pl. - 23 1/2" on bottom. 8-6x4x1/2 End Stiffeners on fillers. 2-5x3 1/2x1/2 Tr. Pl. Stiff. - 11" outside on fillers. Rivet Spacing 4x6	4-6x6x1/2 L-15 2-6x6x1/2 Cor. Pl. - Full length on top. 1-14x1/2x1/2 Web Pl. - 23 1/2" on bottom. 8-6x4x1/2 End Stiffeners on fillers. 2-5x3 1/2x1/2 Tr. Pl. Stiff. - 11" outside on fillers. Rivet Spacing 4x6
MP = 15,915 FT. LBS. SP = 2174.9 LBS. MP = 15,915 FT. LBS. SP = 2174.9 LBS.	MP = 15,915 FT. LBS. SP = 2174.9 LBS. MP = 15,915 FT. LBS. SP = 2174.9 LBS.	MP = 15,915 FT. LBS. SP = 2174.9 LBS. MP = 15,915 FT. LBS. SP = 2174.9 LBS.	MP = 15,915 FT. LBS. SP = 2174.9 LBS. MP = 15,915 FT. LBS. SP = 2174.9 LBS.
M1 = 1,341.8 FT. LBS. M2 = 670.9 FT. LBS. M3 = 335.5 FT. LBS.	M1 = 1,341.8 FT. LBS. M2 = 670.9 FT. LBS. M3 = 335.5 FT. LBS.	M1 = 1,341.8 FT. LBS. M2 = 670.9 FT. LBS. M3 = 335.5 FT. LBS.	M1 = 1,341.8 FT. LBS. M2 = 670.9 FT. LBS. M3 = 335.5 FT. LBS.

GENERAL NOTES

SPECIFICATIONS - Am. Ry. Eng. & M. W. Assn. 1910 as modified by the G.T.R. ASSIGNED LOADING - Dead Load.

For Girder G1 - Assume as a simple trussing from 2500 lbs. where one (2500) at the other end.

G1 - 1788 lbs. per lin. ft. of span.

G2 - 1788 lbs. per lin. ft. of span.

G3 - 1788 lbs. per lin. ft. of span.

G4 - 1788 lbs. per lin. ft. of span.

LIVE LOAD - COOPER'S E-50.

MATERIAL - Medium Steel - Rivet soft steel.

RIVETS - 1/2" dia. - All punched holes shall be reamed larger than the dia. use in punching the holes. All holes in steel more than 1/2" thick and in the flanges of rolled beams shall be drilled from the solid.

PAINTS - Steel work before leaving the shop shall be given one coat of pure red lead mixed with pure linseed oil. After erection all surfaces in contact with concrete are to be given the coats of pure red lead mixed with pure linseed oil and all other surfaces are to be given the coats of approved black carbon paint. First coat being allowed to dry before the second coat is applied.

CONCRETE - The R.Y.C. will apply the concrete and waterproofing. Concrete to be of Portland cement the dust screened out.

WATERPROOFING - The surface of the concrete is to be clean and dry and then a coating of waterproofing is to be placed as shown, consisting of a layer of asphalt or coal tar pitch, mixed with sand in the proportion of 1:2 applied hot and to drain off. The ends are also across the bridge as shown. Upon this apply four layers of felt, each thoroughly cemented together with coal tar pitch well worked on and sprinkled with sand. Above coating. Upon the waterproofing is to be placed a cover 2" thick as shown, of 1:2 Portland cement mortar.

Estimated Weight = 732,300 lbs.

G. T. R. Y.

WESTERN DIVISION 29th DISTRICT

BRIDGE No. OVER MILWAUKEE AVE. DETROIT GENERAL PLAN

September 26th 1911 Scale 1/4" = 1 FT.

Drawn by P. D. Created by Drawing No.

Sheet No. 1 of 1

NOTE - All details of steel and concrete work not shown similar to Queen St. West Toronto.

Approved September 26th 1911

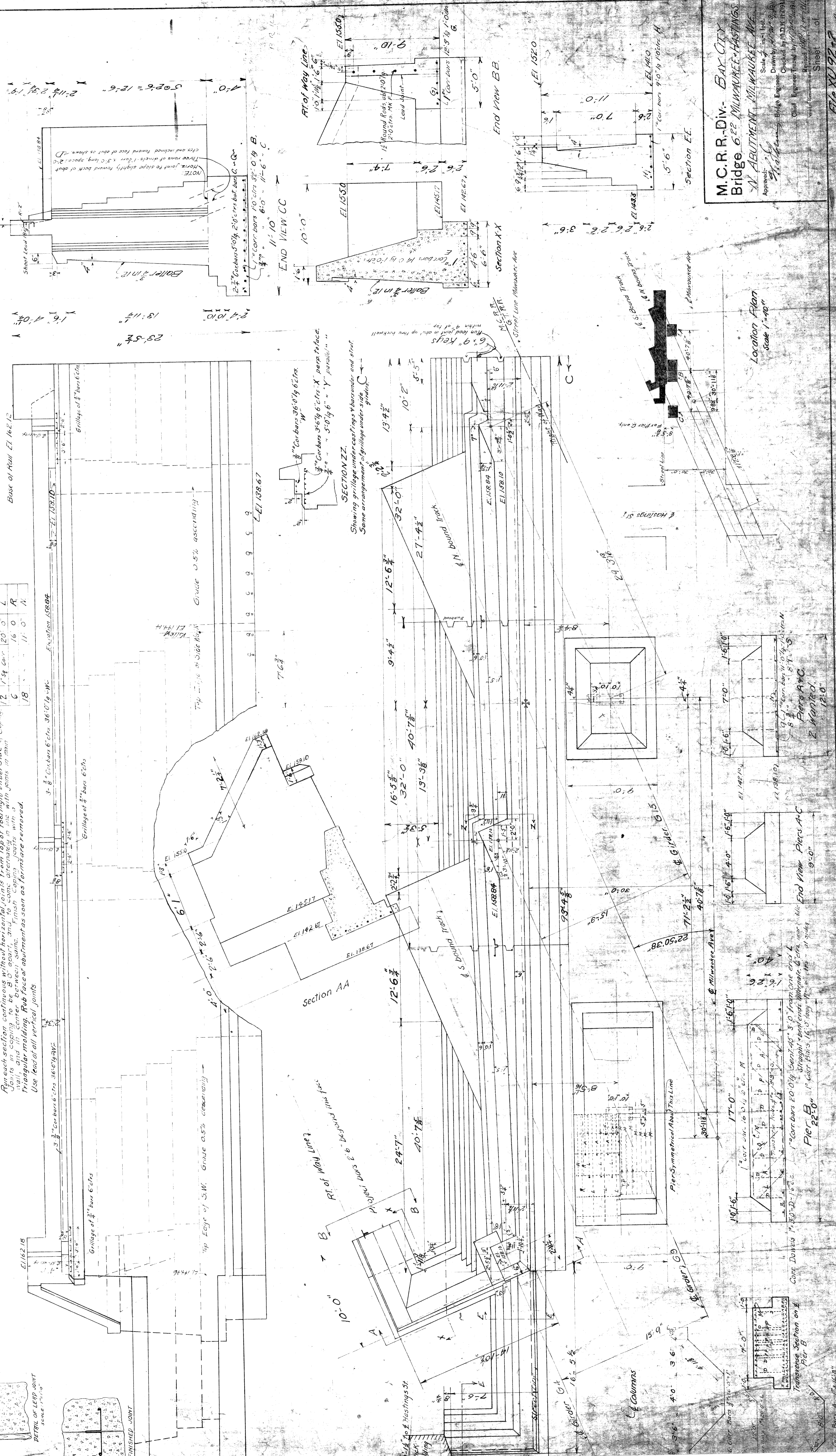
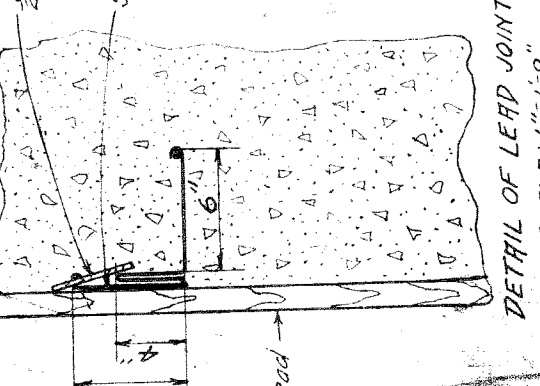
Chief Engineer

Contents 640 cu yds in Abutment 42 cu yds in Piers
 Concrete 1 Cement, 2 Sand, top 6" bridge seat
 1 " 2 1/2 " 4 1/2 " rest of abutment + Piers.
 The inter-sections of bars with #14 wire
 splices 2"6" long wrapped with 24 turns #14 wire.
 Finish exposed outside corners & edges with 1/2" round 1/4" radius
 Finish vertical joints in face with 1/2" x 3/4" triangular molding
 Paint back with lead Sarsol Primer & 1 coat Sarsol No. 1.
 Space vertical joints in multiples of 16"0". Finishing joints in face with a 3/4" x 1 1/2"
 triangular molding.
 Finish section continuous without horizontal joints from top of footings under side of Capital.
 Joints in coping to be 8"0" apart, 3/4" to center between walls, finish copings with joints in main
 wall, and in center between walls. Finish copings with joints in main
 wall, and in center between walls. Finish abutment as soon as formwork removed.
 Triangular molding. And face abutment as soon as formwork removed.
 Use lead of all vertical joints.

NO	SIZE	SHEET LEAD	LOCATION
1	2 1/2" x 1/2"	7'-0"	Shown at sect. BB
2	1 1/2" x 1/2"	19'-0"	Vert. in main wall
3	1 1/2" x 1/2"	29'-0"	Horiz. in end sects wall
4	1 1/2" x 1/2"	33'-0"	middle

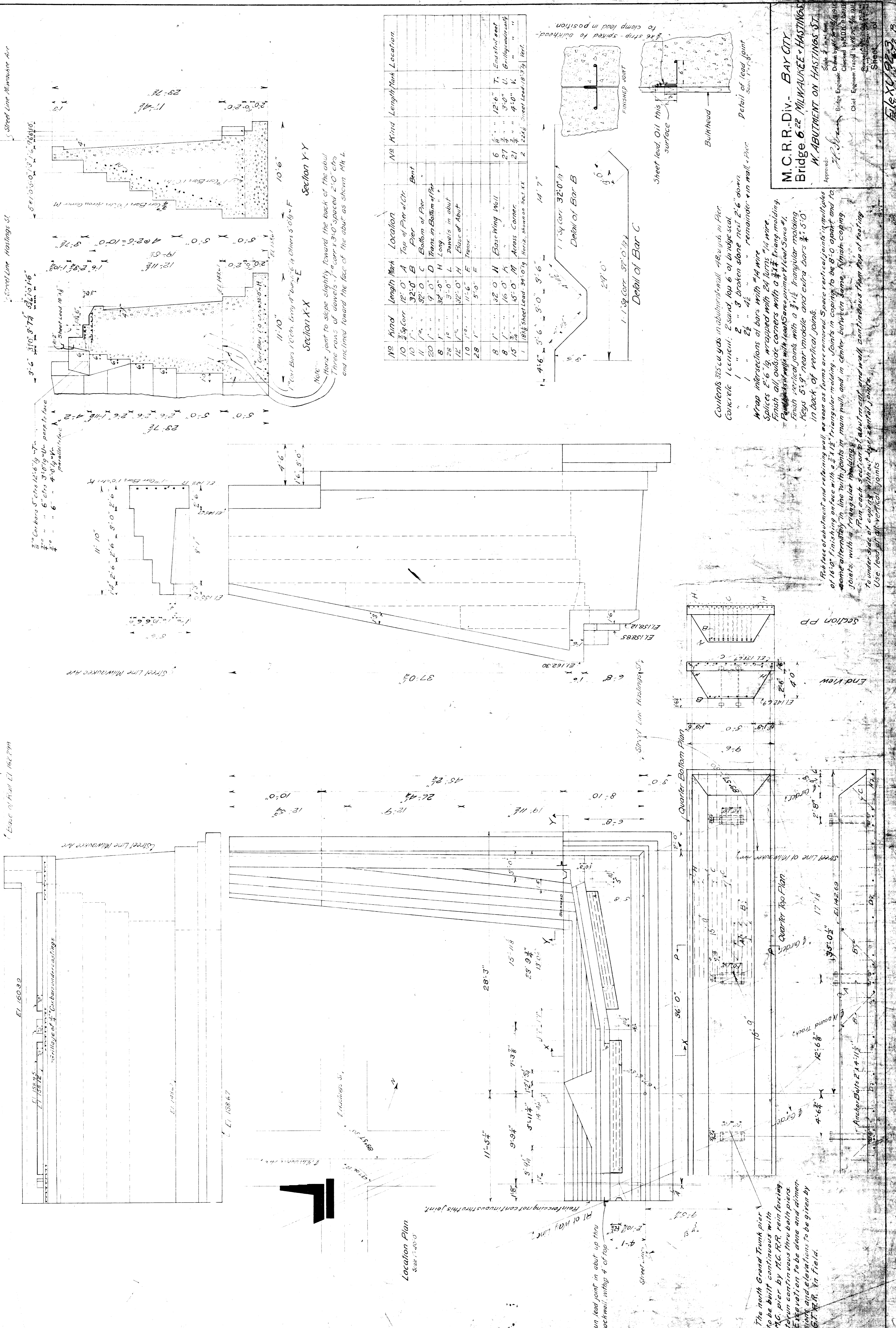
Nº	Kind	Length	Mark
29	1/2" Sq. Corr.	8'-9"	S
6	1/2" Sq. Corr.	16'-0"	P
32	1/2" Sq. Corr.	5'-0"	Q
14	1/2" Sq. Corr.	16'-0"	M
4	1/2" Round Rod	2'-0"	F
6	1/2" "	12'-9"	G
5	1/2" "	0'-0"	H
24	1/2" "	36'-0"	W
33	1/2" "	3'-6"	Y

Nº	Kind	Length	Mark
7	1/2" Sq. Corr.	16'-0"	A
36	1/2" Sq. Corr.	132'-0"	B
16	1/2" Sq. Corr.	11'-6"	C
10	1/2" "	3'-0"	D
7	1/2" "	14'-0"	E
5	1/2" "	12'-9"	G
6	1/2" "	0'-0"	H
12	1/2" "	4'-9"	I
2	1/2" "	18'-11"	J
2	1/2" "	9'-6"	K
12	1/2" Sq. Corr.	120'-0"	L
6	1/2" "	16'-0"	R
18	1/2" "	11'-0"	N

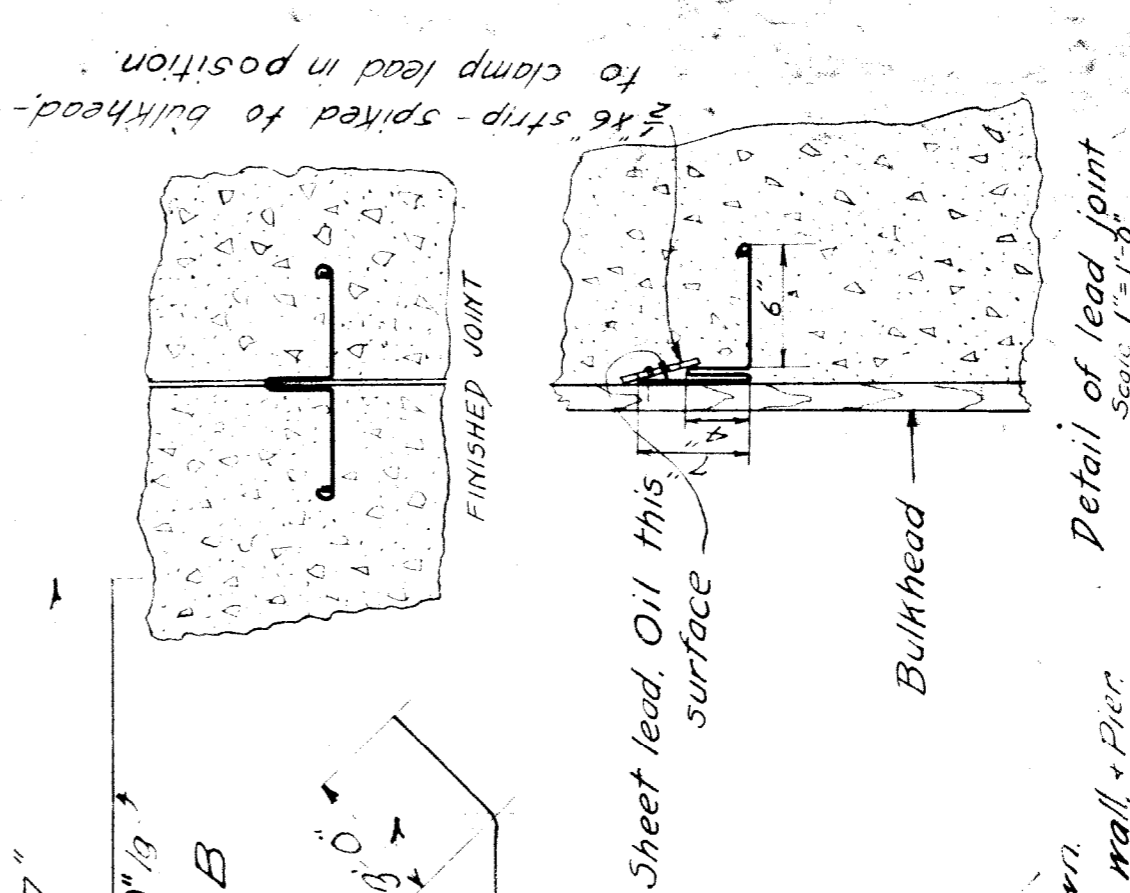


M. C. R. R. DIV. - BAY CITY
 Bridge 622 MILWAUKEE-HASTINGS
 APPROVED: [Signature]
 Bridge Engineer
 Checked by [Signature]
 Chief Engineer
 Scale: 1" = 10'
 Drawing No. 100-100
 Checked by M. D. K. 11/2/1914
 Sheet 1 of 1

612 XU 923 A



No	Kind	Length	Mark	Location	No	Kind	Length/Mark	Location
10	3/4" Cor	12'-0"	A	Top of Pier at Ch.	6	"	12'-6"	T. Encastured
10	"	32'-0"	B	Pier	27	"	3'-0"	U. Grilling
11	"	32'-0"	C	Bottom of Pier	21	"	4'-0"	"
20	"	9'-0"	D	Trans. in Bottom of Pier	2	22#	Sheet Lead-18.3'	Vert.
8	"	32'-0"	H	Long.				
28	"	32'-0"	L	Diagonals in about				
12	"	32'-0"	H	Diagonals of About				
10	"	11'-6"	F	Trans.				
28	"	5'-0"	F	Trans.				
8	"	32'-0"	H	Ease Wing Wall				
8	"	16'-0"	A	Across Corner				
15	"	45'-0"	M	Across Corner				
1	18#	Sheet Lead-34'-0"	g	Horiz., shown on Sect XX				



Section X-X
 11'-10" E
 Note: Horiz. joint to slope slightly toward the back of the abut. Three rows of covers - 1" corr. x 3'-0" spaced 2'-0" c/c's end inclined toward the face of the abut. as shown. M.H.L.

Section Y-Y
 10'-6" E
 Note: Horiz. joint to slope slightly toward the back of the abut. Three rows of covers - 1" corr. x 3'-0" spaced 2'-0" c/c's end inclined toward the face of the abut. as shown. M.H.L.

Location Plan
 Scale 1" = 40'-0"
 Run lead out in about up thru backwall, with 4' of top. Reinforcing not continuous thru this joint. R.I. of Wall Line.

Detail of Bar B
 1. 1 1/2" Cor. 32'-0" g
 2. 2" Broken stone rest 2'-6" down
 3. 4" remainder in wall + pier

Detail of Bar C
 1. 1 1/2" Cor. 32'-0" g
 2. 2" Broken stone rest 2'-6" down
 3. 4" remainder in wall + pier

CONCRETE
 Contents 35 cu yds in abutment wall 48 cu yds in Pier
 Concrete 1 cement: 2 sand, top 6' of bridge seal
 1 " 2 " 3 Broken stone rest 2'-6" down
 2 1/2 " 4 " remainder in wall + pier

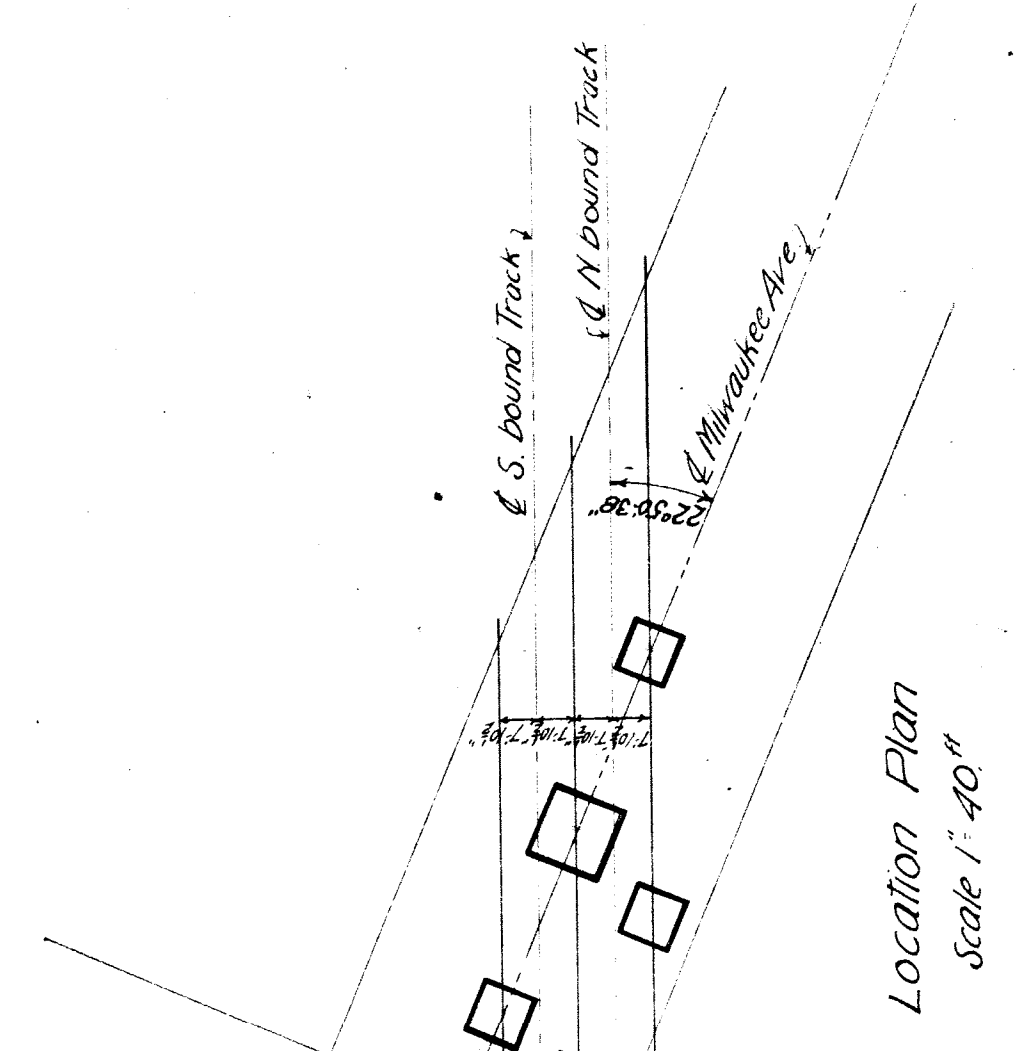
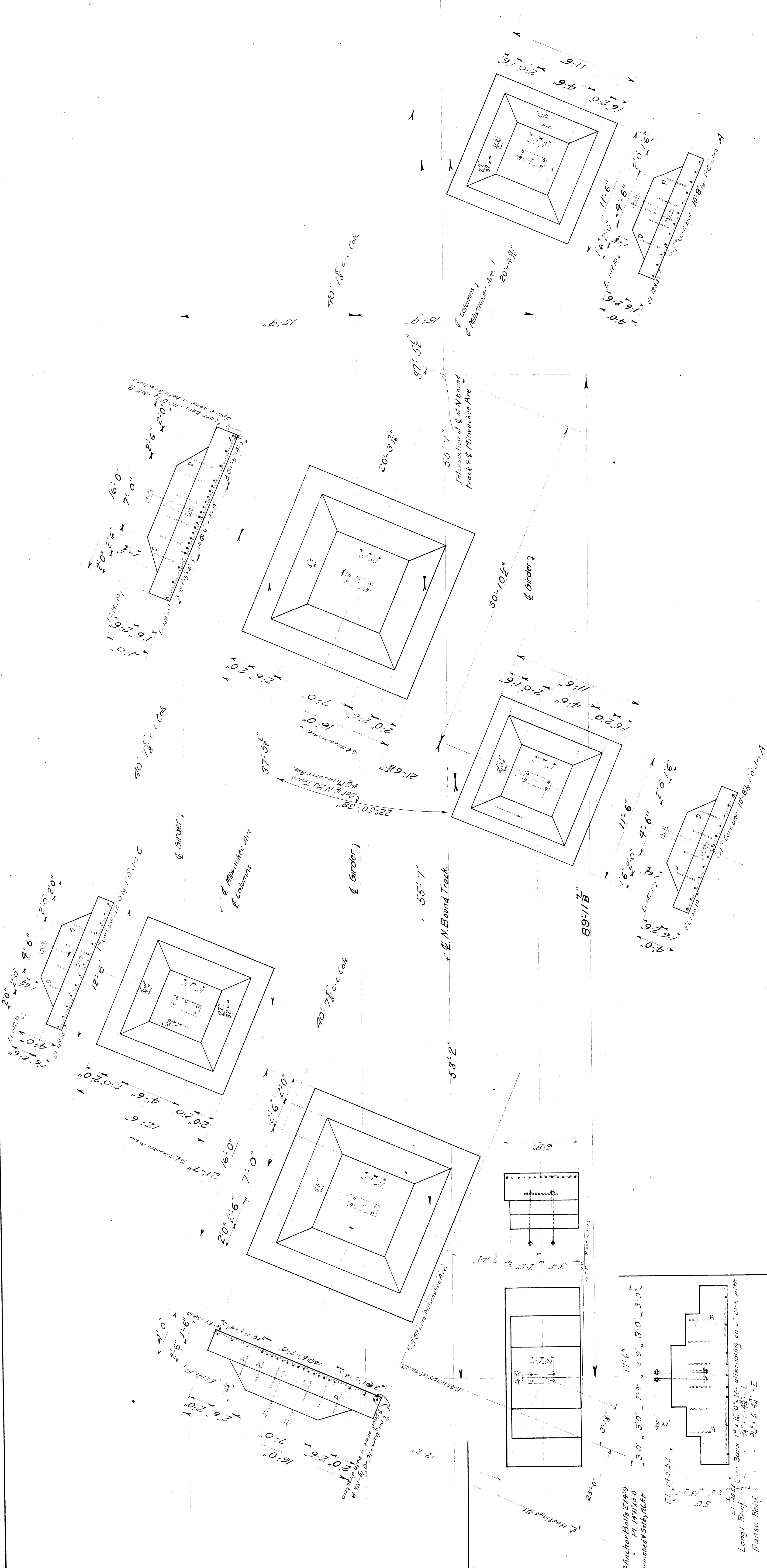
WRAP
 Intersections of bars with #14 wire
 Splices 2'-6" g, wrapped with 24 turns #14 wire
 Finish all outside corners with 3/4" x 1/2" Triang. molding.
 Finish inside walls with lean concrete primer + lead 5000 #1.
 Finish vertical joints with a 3/4" x 1/2" triangular molding.
 Keys 5'-9" near middle and extra bars 3/4" x 5'-0" in back of vertical joints.

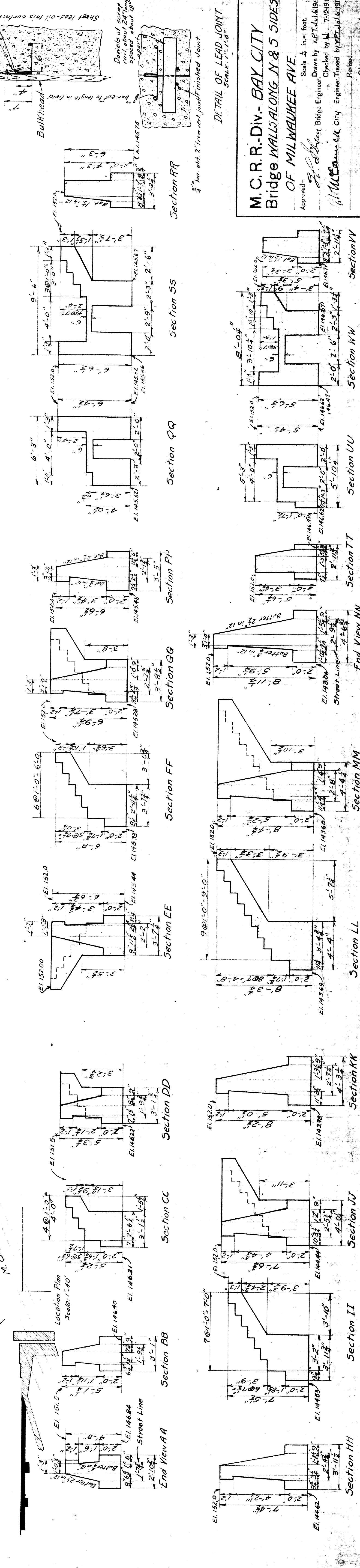
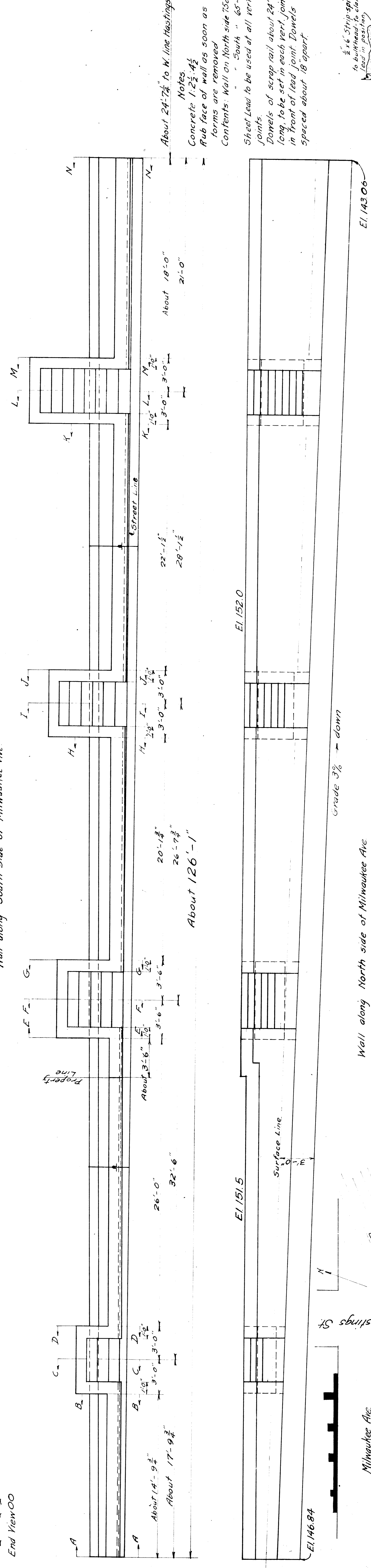
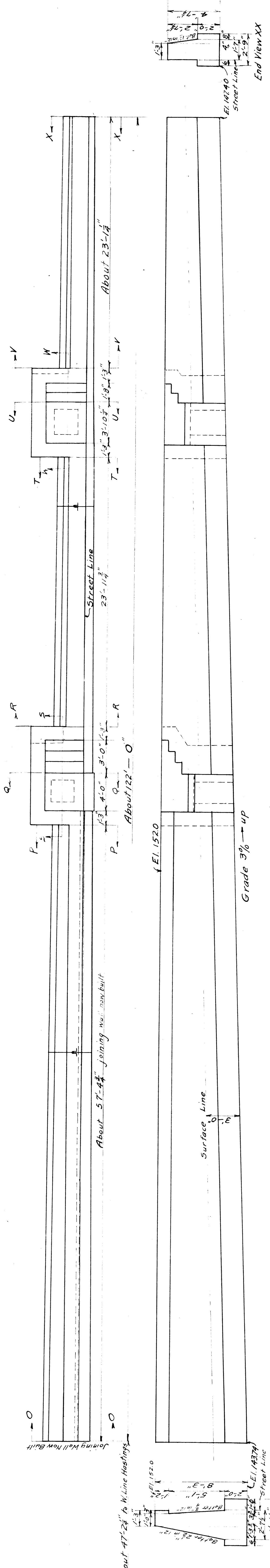
JOINTS
 Rub face of abutment and retaining wall as soon as forms are removed. Space vertical joints in multiples of 16'-0" finishing surface with a 3/4" x 1/2" triangular molding. Joints in coping to be 8'-0" apart and 70% some alternately in line with joints in main wall, and in center between same. Finish coping joints with a triangular molding.
 Run each section of abutment and wall continuous from top of footing to under side of coping without top central joints.
 Use lead of all vertical joints.

M.C.R.R.-Div. - BAY CITY
 Bridge 6.22 MILWAUKEE - HASTINGS
 W. ABUTMENT ON HASTINGS ST.
 Approved: [Signature]
 Scale 1/4" = 1'-0"
 Bridge Engineer: [Signature]
 Drawn by: [Signature]
 Checked by: [Signature]
 Chief Engineer in Charge: [Signature]
 Revised: [Signature]
 Sheet of [Signature]

Note:
 Contents 81 cu. yds.
 Concrete 1 Cement, 2 1/2 Sand, 4 1/2 Broken Stone.
 The intersections of bars with No. 14 wire.
 If top of Pier is not to be poured at same time as
 footing, stick Dowels D-3, D-4, D-5, 2'-0" c.c. down 10" into footing.

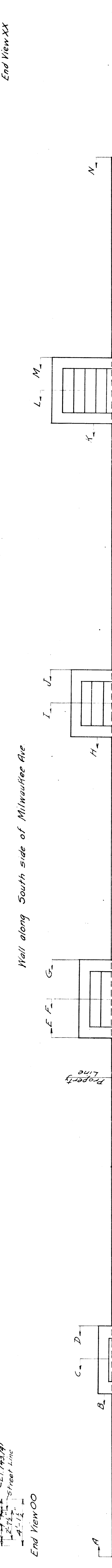
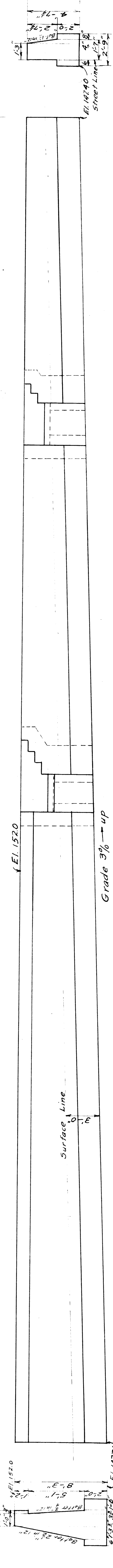
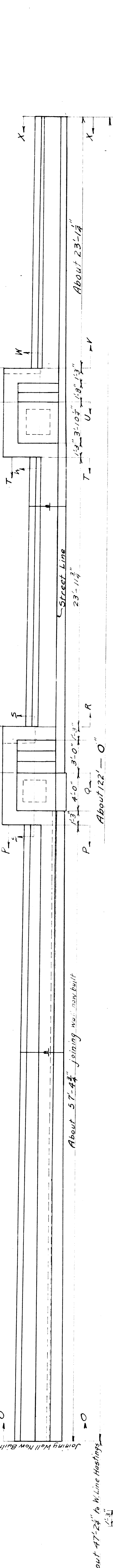
No	Kind	Length	Mark
48	1-sq corr.	10'-8"	A
31	"	16'-0"	B
26	"	12'-0"	C
24	2 Anchor Bolts	4'-9 1/2"	(same)
2	18" x 3'-6" Anchor Pls.		D
4	14" x 3'-0" Anchor Pls.		E
15	3/4" Sq. Corr.	6'-4 1/2"	F
136	3/8" Cor. Dowels	2'-0"	D





Notes:

- About 24'-7 1/2" to W. Line Hastings
- Concrete 1:2 1/2 : 4 1/2
- Rub face of wall as soon as forms are removed
- Contents: Wall on North side 155x5x6
- South " 65"
- Sheet Lead to be used at all vert. joints
- Dowels of scrap rail about 24" long to be set in each vert. joint in front of lead joint. Dowels spaced about 18" apart

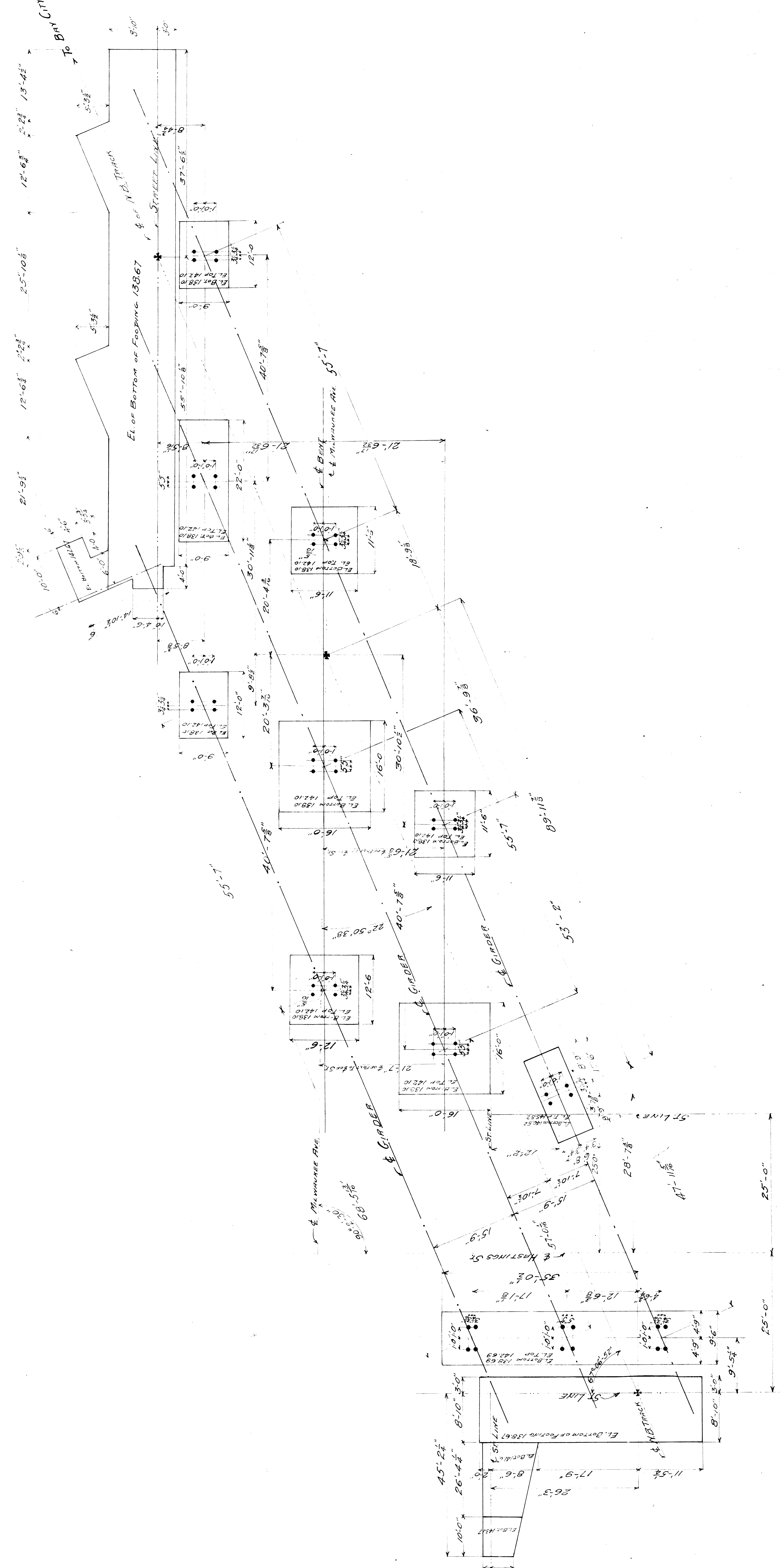


M.C.R. Div. - BAY CITY
 Bridge WALLS ALONG N & S SIDES
 OF MILWAUKEE AVE

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

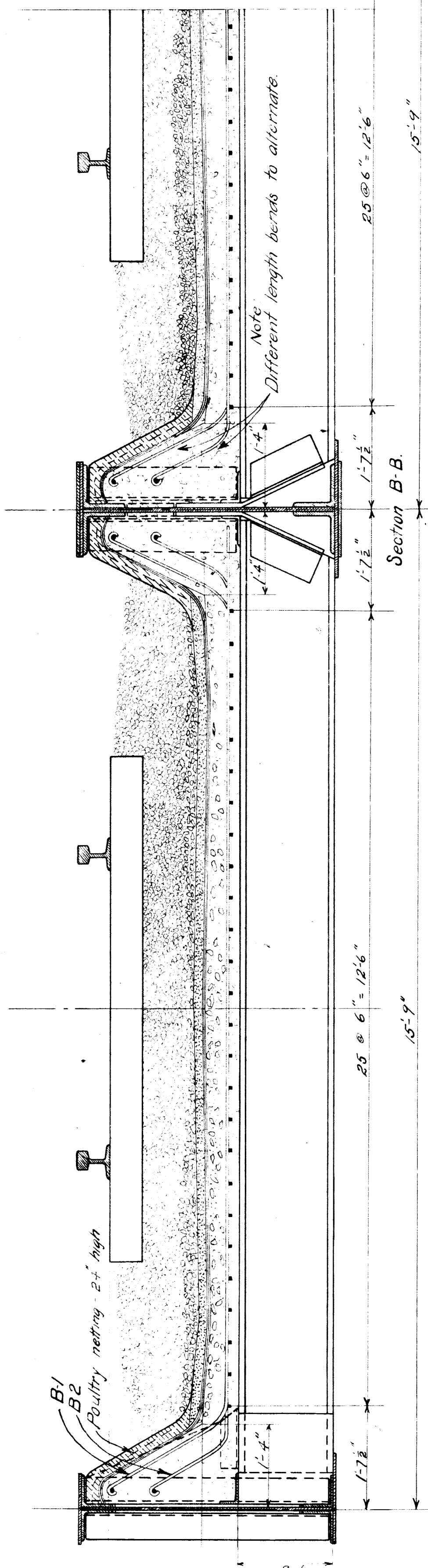
Drawn by: V.P. July 1912
 Checked by: W. T. July 1912
 Approved by: J. M. City Engineer, Traced by: J. M. City Engineer

Sheet 11 of 11

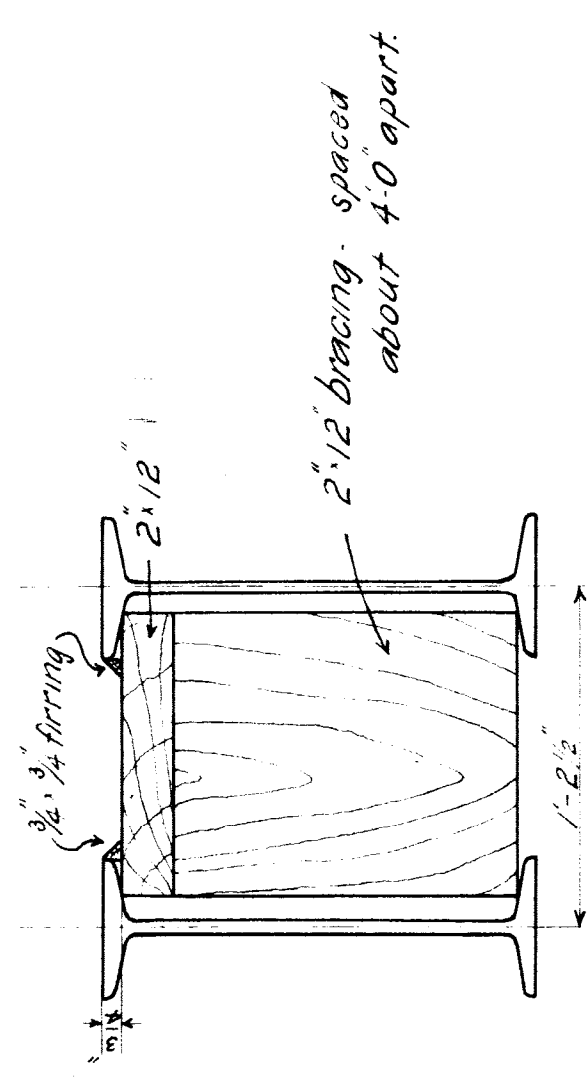
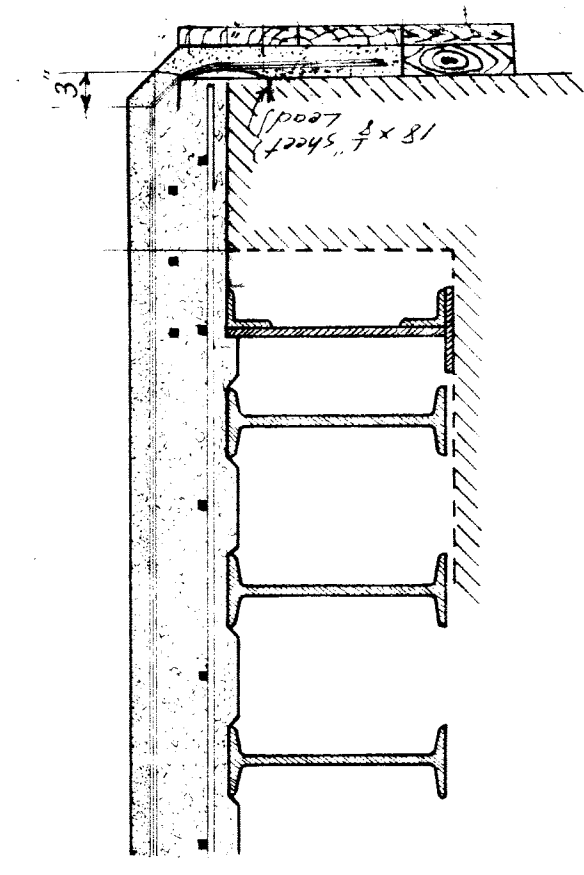


M.C.R.R.-Div.- Bay City
 Bridge 6.22 Milwaukee to Hastings
 LAYOUT PLAN
 Scale 1/8" = 1'-0"
 Drawn by H. J. ...
 Checked by M. D. ...
 Chief Engineer: ...
 Revised 1912-5-8 by KZL
 Sheet ... of ...
 File XU 92-6 Bay City 6.22 F

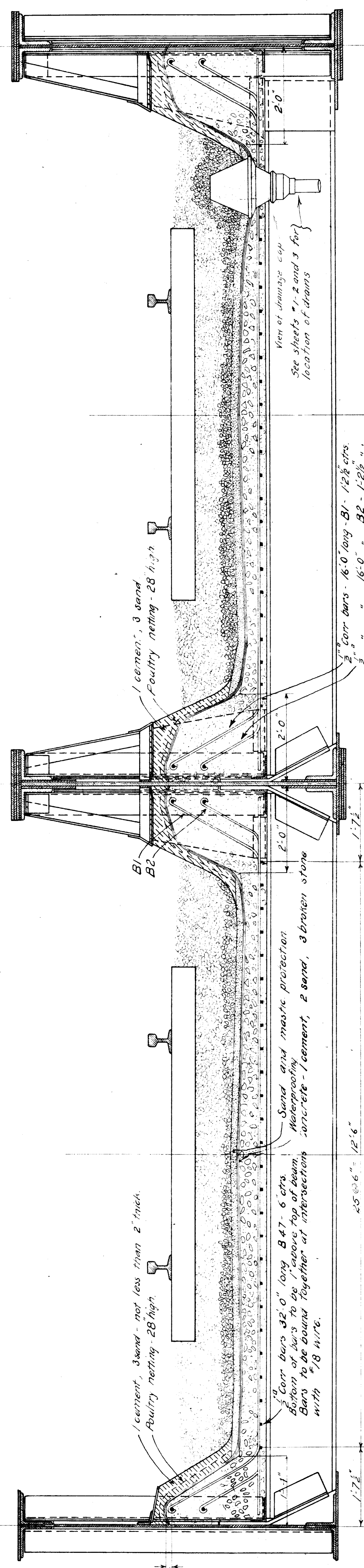
At West End
At East End



Section C-C



Section showing form for the support of concrete floor.



Section A-A

These bars are bent at one end as shown with the other end straight and are placed so there will be a straight end between any two bent ends - the different length bends to alternate

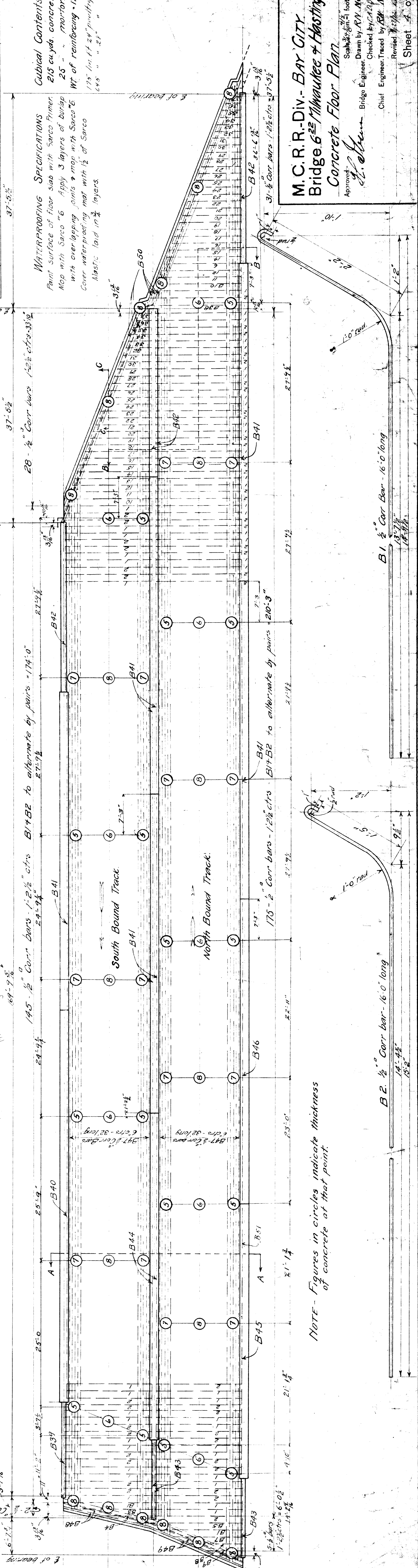
At slabs bars to be lapped about 3'-0" and bound together with 24 turns of #14 wire.

BILL OF REINFORCING BARS

Bar	Quantity	Length	Remarks
1	160	16'-0"	28 #2 Cor. Bars
2	160	16'-0"	28 #2 Cor. Bars
3	160	16'-0"	28 #2 Cor. Bars
4	160	16'-0"	28 #2 Cor. Bars
5	160	16'-0"	28 #2 Cor. Bars
6	160	16'-0"	28 #2 Cor. Bars
7	160	16'-0"	28 #2 Cor. Bars
8	160	16'-0"	28 #2 Cor. Bars
9	160	16'-0"	28 #2 Cor. Bars
10	160	16'-0"	28 #2 Cor. Bars
11	160	16'-0"	28 #2 Cor. Bars
12	160	16'-0"	28 #2 Cor. Bars
13	160	16'-0"	28 #2 Cor. Bars
14	160	16'-0"	28 #2 Cor. Bars
15	160	16'-0"	28 #2 Cor. Bars
16	160	16'-0"	28 #2 Cor. Bars
17	160	16'-0"	28 #2 Cor. Bars
18	160	16'-0"	28 #2 Cor. Bars
19	160	16'-0"	28 #2 Cor. Bars
20	160	16'-0"	28 #2 Cor. Bars
21	160	16'-0"	28 #2 Cor. Bars
22	160	16'-0"	28 #2 Cor. Bars
23	160	16'-0"	28 #2 Cor. Bars
24	160	16'-0"	28 #2 Cor. Bars
25	160	16'-0"	28 #2 Cor. Bars
26	160	16'-0"	28 #2 Cor. Bars
27	160	16'-0"	28 #2 Cor. Bars
28	160	16'-0"	28 #2 Cor. Bars
29	160	16'-0"	28 #2 Cor. Bars
30	160	16'-0"	28 #2 Cor. Bars
31	160	16'-0"	28 #2 Cor. Bars
32	160	16'-0"	28 #2 Cor. Bars
33	160	16'-0"	28 #2 Cor. Bars
34	160	16'-0"	28 #2 Cor. Bars
35	160	16'-0"	28 #2 Cor. Bars
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58	160	16'-0"	28 #2 Cor. Bars
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60	160	16'-0"	28 #2 Cor. Bars
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63	160	16'-0"	28 #2 Cor. Bars
64	160	16'-0"	28 #2 Cor. Bars
65	160	16'-0"	28 #2 Cor. Bars
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67	160	16'-0"	28 #2 Cor. Bars
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91	160	16'-0"	28 #2 Cor. Bars
92	160	16'-0"	28 #2 Cor. Bars
93	160	16'-0"	28 #2 Cor. Bars
94	160	16'-0"	28 #2 Cor. Bars
95	160	16'-0"	28 #2 Cor. Bars
96	160	16'-0"	28 #2 Cor. Bars
97	160	16'-0"	28 #2 Cor. Bars
98	160	16'-0"	28 #2 Cor. Bars
99	160	16'-0"	28 #2 Cor. Bars
100	160	16'-0"	28 #2 Cor. Bars

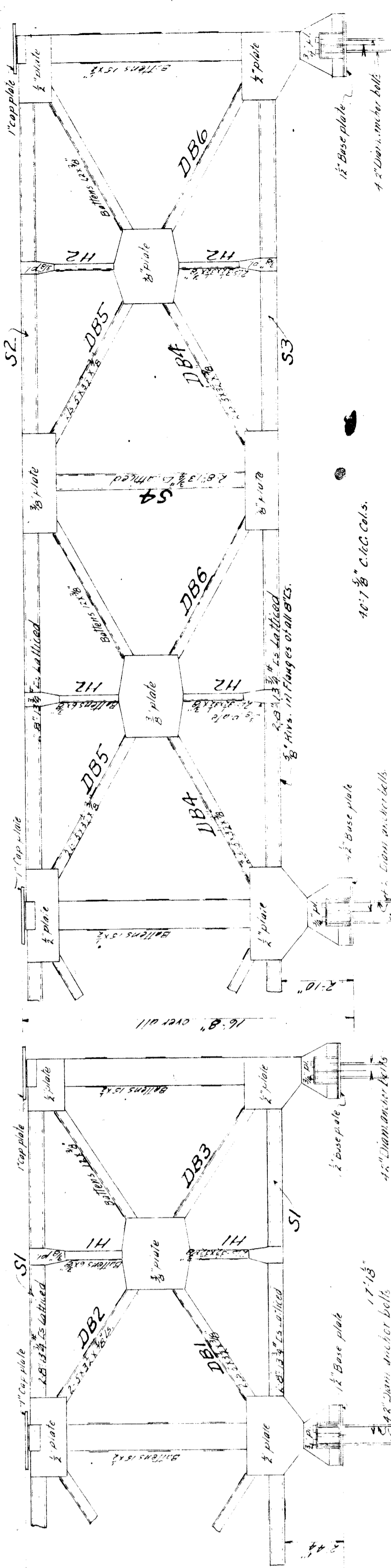
WATERPROOFING SPECIFICATIONS
 Paint surface of floor slab with Sarcos Primer.
 Top with Sarcos #6. Apply 3 layers of building
 with overlapping joints & trap with Sarcos #6.
 Cover waterproofing mat with 1/2" of Sarcos
 Mastic laid in 1/2" layers.

Cubical Contents
 215 cu yds. concrete
 25 " mortar
 Wt of reinforcing - 1700'



NOTE - Figures in circles indicate thickness of concrete at that point.

M. C. R. R. - Div. - Bay City
Bridge 623 Milwaukee & Hastings
Concrete Floor Plan
 Approved: *[Signature]*
 Chief Engineer
 Checked by: *[Signature]*
 Revised: *[Signature]*
 Sheet 4 of 4

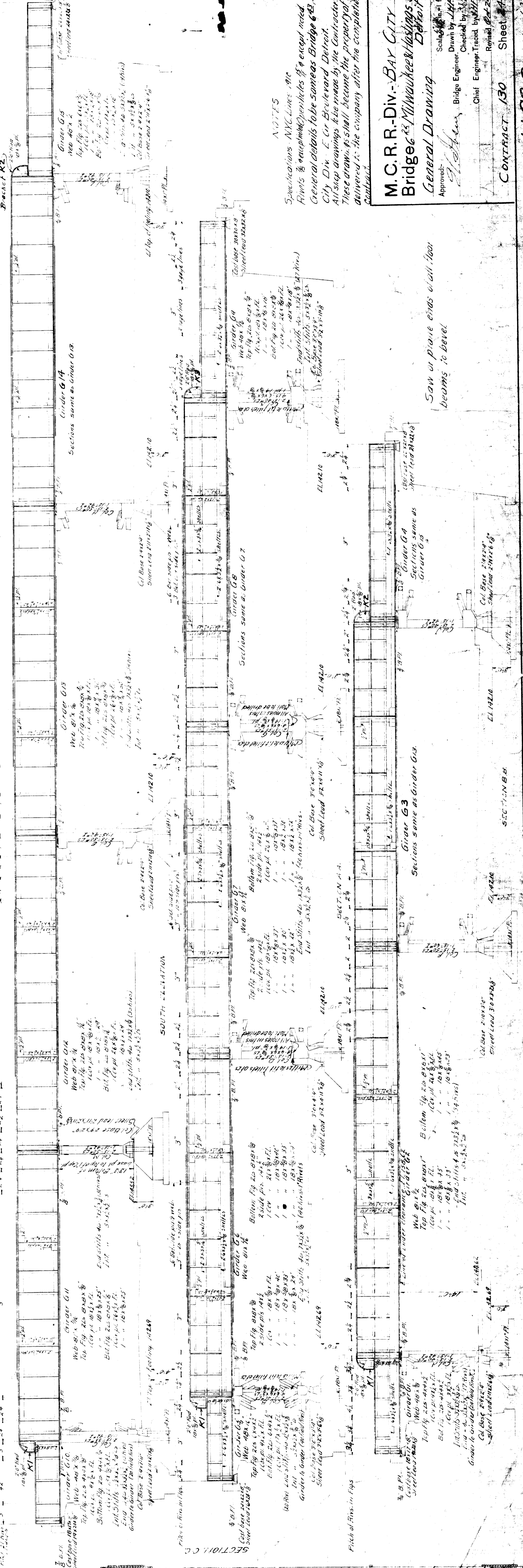
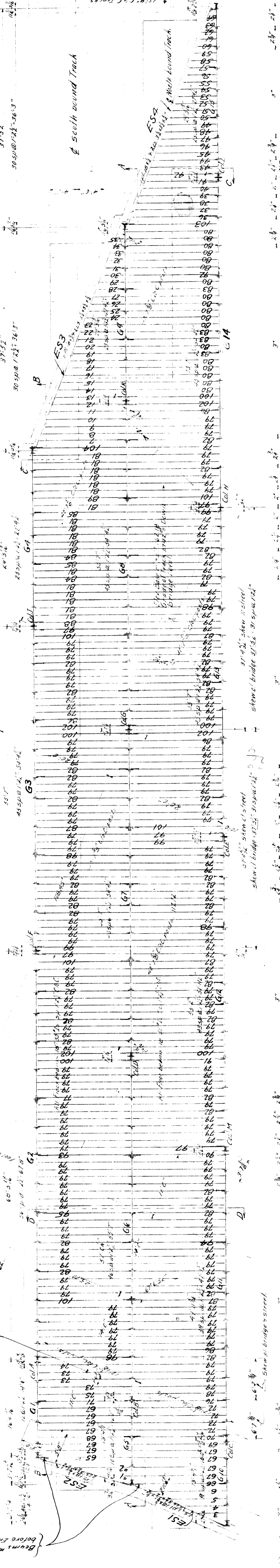


Column Bracing on Hastings St

Column Bracing on Milwaukee Ave

SECTION D-D

Note
Beams 65x86 must be riveted
before the floor is placed in position.



M. C. R. R. Div. - BAY CITY
 Bridge 65 Milwaukee & Hastings Sts
 Detroit
 General Drawing
 Approved: [Signature]
 Bridge Engineer
 Checked by [Signature]
 Chief Engineer
 Contract 130
 Sheet #10
 File XU 9788 City 63

Specifications NYC Lines 1910
 Flanges & web stiffeners (if any)
 General details to be same as Bridge 63 - Bay City
 City Div. E. or Boulevard Detroit.
 These drawings shall become the property of the
 delivered to the company after the completion of the
 Contract.

See on plate ends of all floor
 beams to be rivet.

SECTION C-C
 Girders G1, G2, G3, G4, G5, G6, G7, G8, G9, G10, G11, G12, G13, G14
 Sections same as under G13

SECTION D-D
 Girders G1, G2, G3, G4, G5, G6, G7, G8, G9, G10, G11, G12, G13, G14
 Sections same as under G13

SECTION E-E
 Girders G1, G2, G3, G4, G5, G6, G7, G8, G9, G10, G11, G12, G13, G14
 Sections same as under G13

SECTION F-F
 Girders G1, G2, G3, G4, G5, G6, G7, G8, G9, G10, G11, G12, G13, G14
 Sections same as under G13

SECTION G-G
 Girders G1, G2, G3, G4, G5, G6, G7, G8, G9, G10, G11, G12, G13, G14
 Sections same as under G13

SECTION H-H
 Girders G1, G2, G3, G4, G5, G6, G7, G8, G9, G10, G11, G12, G13, G14
 Sections same as under G13