

MISCELLANEOUS QUANTITIES		
Item	Unit	Amount
Steel Sheet Piling Left in Place	Sq. Ft.	435
Temporary Steel Sheet Piling	Sq. Ft.	498.5
Slope Protection - Class A	Sq. Yds.	535.3
Sand-Gravel Material (C.I.P.)	Cu. Yds.	322
6" Perforated C.M.P.	Lin. Ft.	202
6" Perforated Clay Pipe Underdrain	Lin. Ft.	86
6" Perforated Clay Pipe Underdrain	Lin. Ft.	176

NOTES

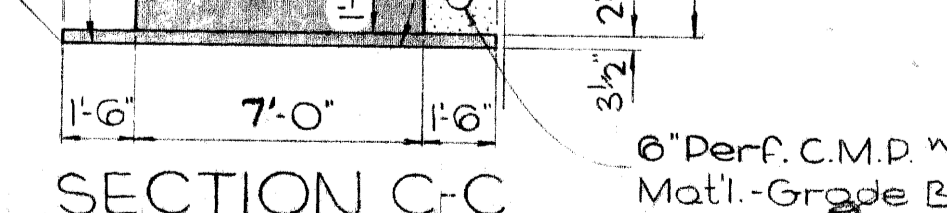
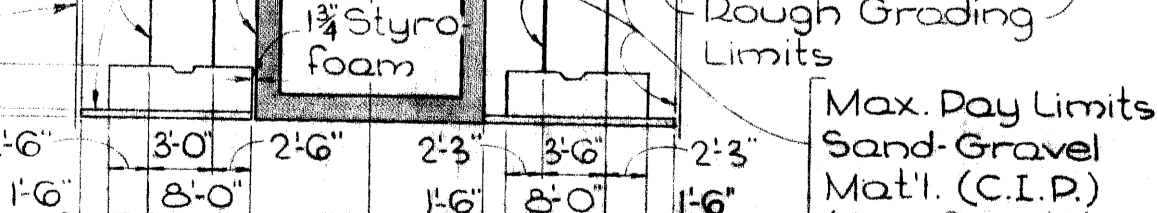
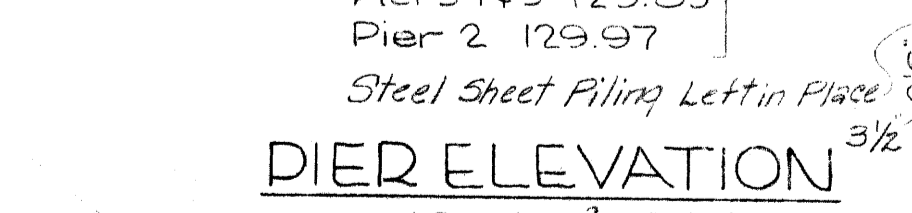
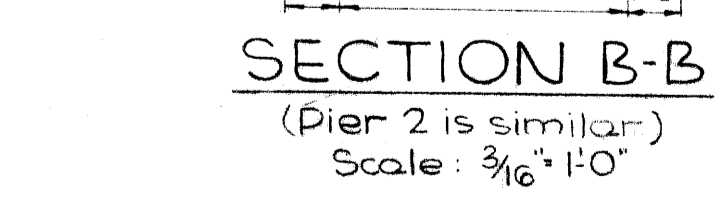
The design of this structure is based on the M.S.H.D. Standard Specifications for the Design of Highway Bridges - 1958 edition - H520-44 loading. Live load plus impact deflection - 1/1000 of span length (for suspended and anchor spans) and 1/350 of cantilever length.

Top of roadway slab and top of curbs are parallel to the vertical curve and tangent.

Grouted Riprap as Slope Protection - Class A is not to be used on this project.

The lateral pay limits of steel sheet piling, temporary and left in place, are to be as required and determined by the engineer. The vertical limits are from the bottom of footing to the top of retained earth at the rough grading limits.

Furnishing and placing the styrofoam pads is incidental. Steel sheet piling shall not be driven until proposed siphon concrete has attained at least 75% of its design strength as determined by the table in Section 5.01.03 of the Standard Specifications.



MICHIGAN STATE HIGHWAY DEPARTMENT
 I-75 WALTER P. CHRYSLER EXPRESSWAY CROSSING
 UNDER 7 MILE ROAD IN THE CITY OF DETROIT.

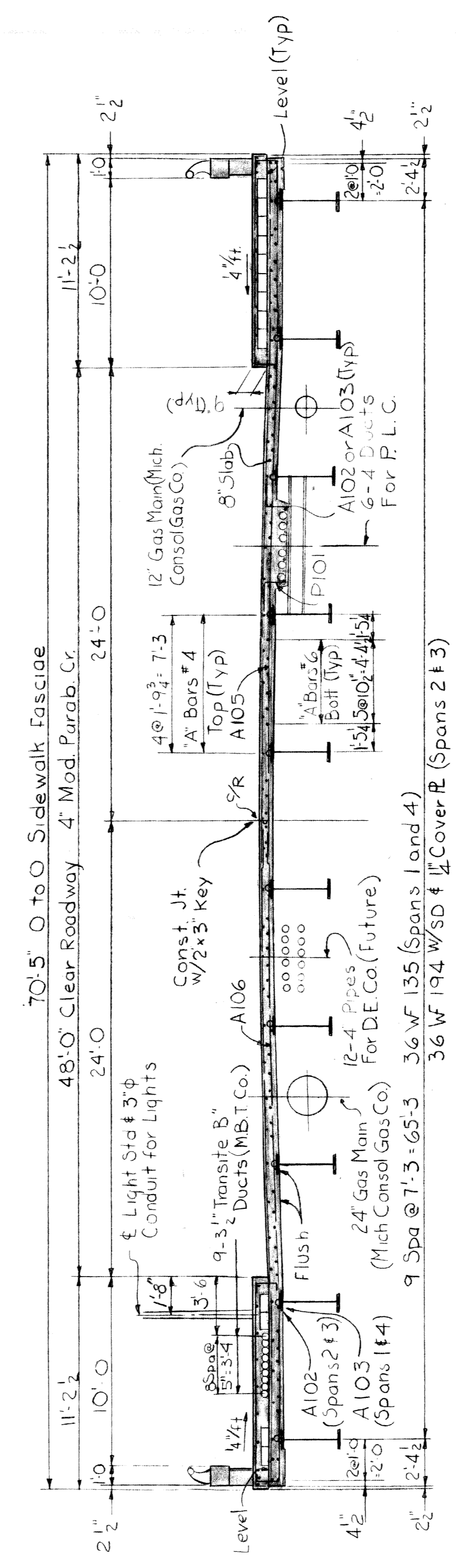
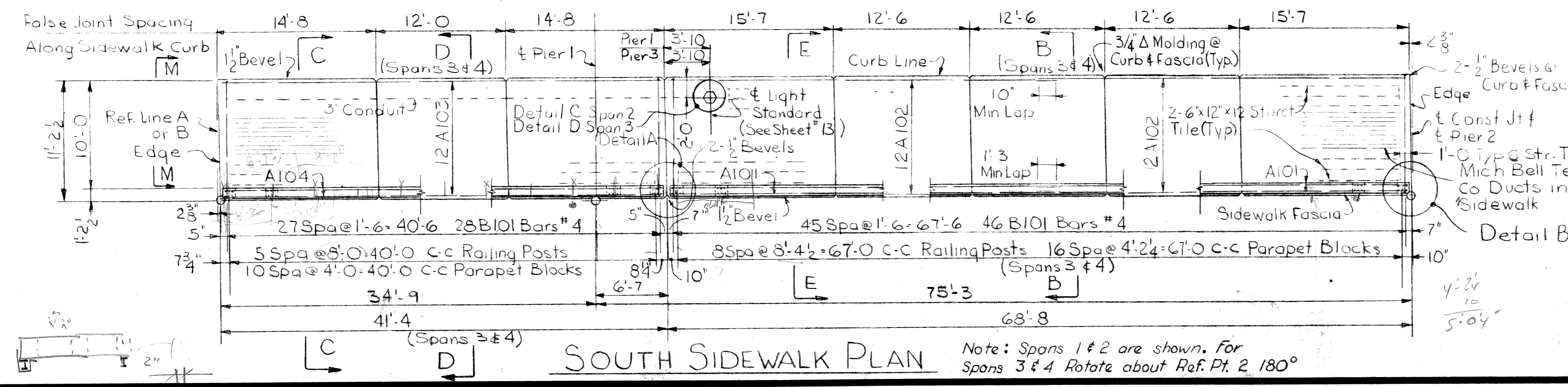
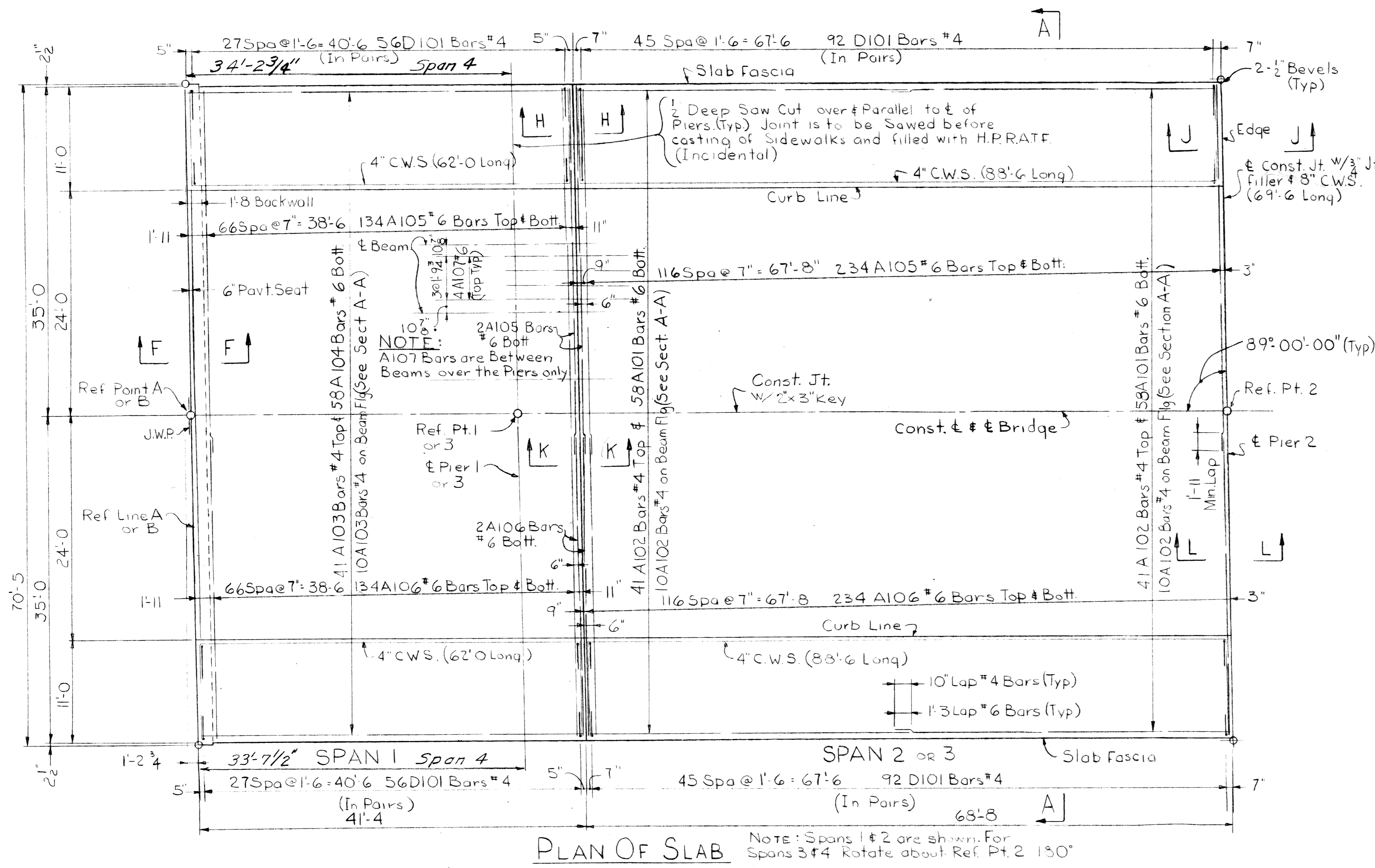
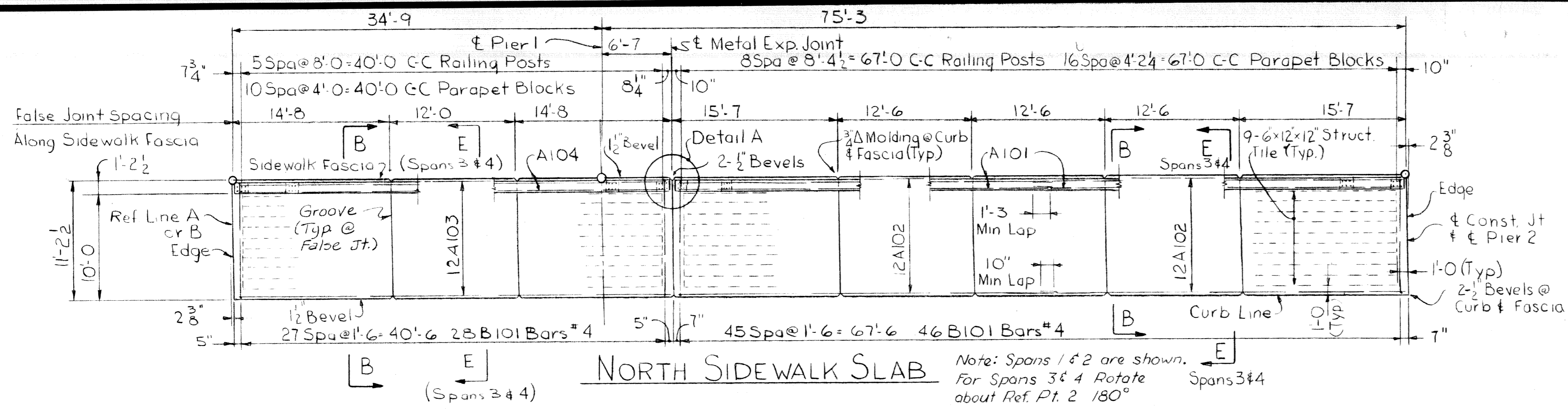
GENERAL PLAN OF STRUCTURE

REVISIONS			
NO.	DESCRIPTION	DATE	BY

APPROVED *A. L. Skillman* 9-11-65
 DESIGN SUPERVISING ENGINEER

APPROVED *J. C. Trotter* 9-16-65
 DESIGN SUPERVISING ENGINEER

SHAW BOSS Quest 3-5-65
 DRAWN BY C.H.C. 9-22-64
 CHECKED BY H.L.P. 10-26-64
 SHEET 5 OF 18
S07 of 82252J



N	J	L	Q
E	B	C	G
F	A	D	H
P	K	M	R

POUR DIAGRAM
Concrete pours as located in the Pour Diagram need not be placed in alphabetical order

CONCRETE QUANTITIES			
Grade A (6AA) - Cu Yds			
SLAB		SIDEWALK	
A	65.0	J	13.1
B	70.2	K	18.1
C	70.2	L	13.1
D	65.0	M	17.0
E	48.5	N	8.1
F	45.5	P	11.5
G	47.9	Q	8.5
H	44.6	R	10.0
TOTAL	556.3	CUBIC YARDS	

NOTES:

- For Bevel and Molding Details see Sheet R11 or R12.
- C.W.S. indicates copper waterproofing.
- J.W.P. indicates joint waterproofing.
- Edge and Groove denotes Edging or Grooving with a approved tool.
- Concrete in the suspended spans is to be poured before the concrete in the anchor spans.
- Sidewalk pours shall not be cast until slab concrete has attained at least 50% of its design strength as determined by the table in section 5.01.03 of the Standard Specifications (Spans 2 and 3 only).
- H.P.R.A.T.F. denotes Hot Poured Rubber Asphalt Type Filler.
- Bridge Railing is to be either aluminum or Steel Tubular railing on concrete parapet. See Railing Std. R11 or R12.

MISCELLANEOUS QUANTITIES		
ITEM	Unit	Amount
Hot Poured Rubber Asphalt Type Filler	Lin. Ft.	210
Joint Waterproofing	Sq. Ft.	0
Bridge Railing - Parapet Type	Lin. Ft.	438.6
Copper	Pounds	247
Water Reducing Retarding Admixture	Gallons	29
3/4" Joint Filler	Sq. Ft.	75
6" x 12" x 12" Structural Tile	Each	2514

Work This Sheet With Sheets 11, 12 & 13

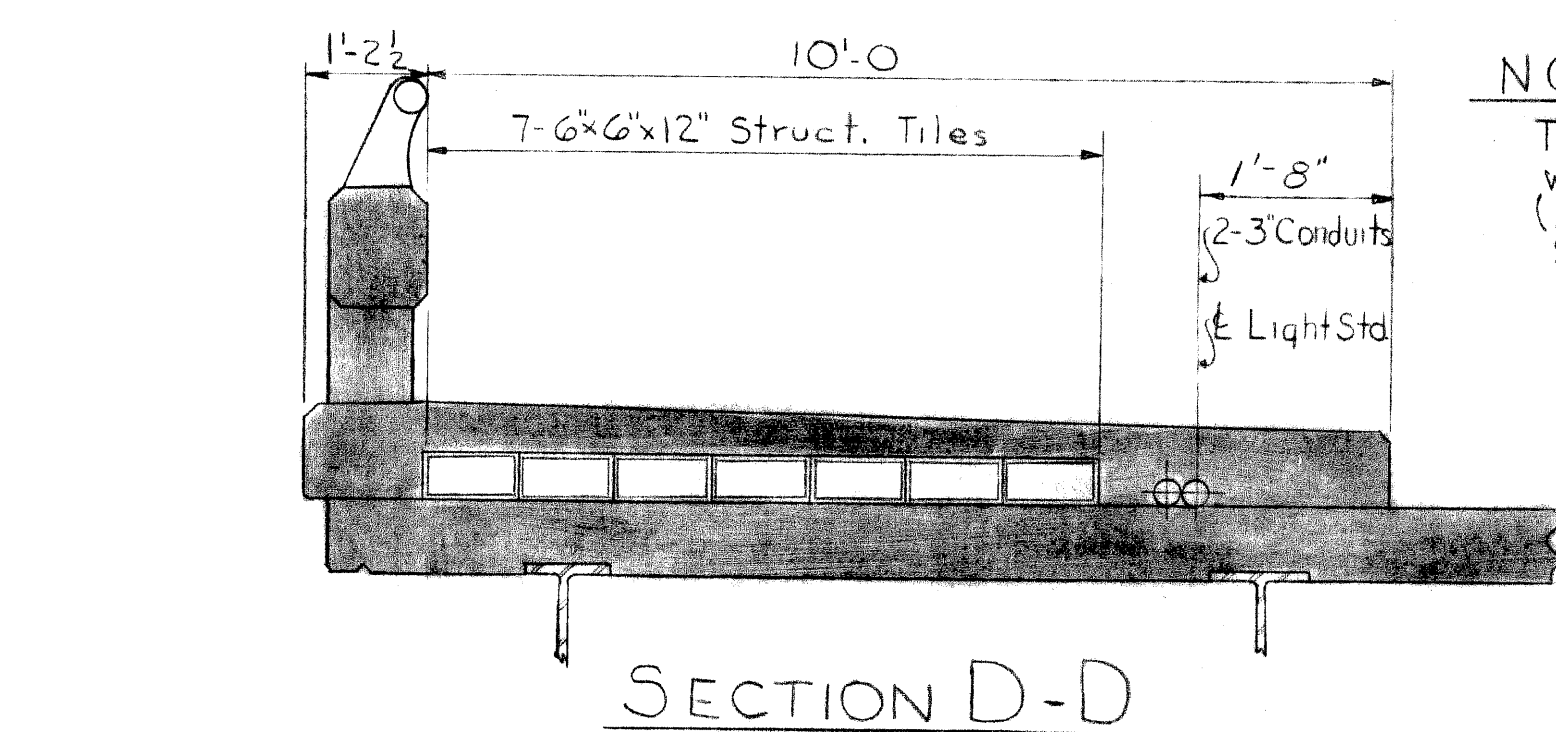
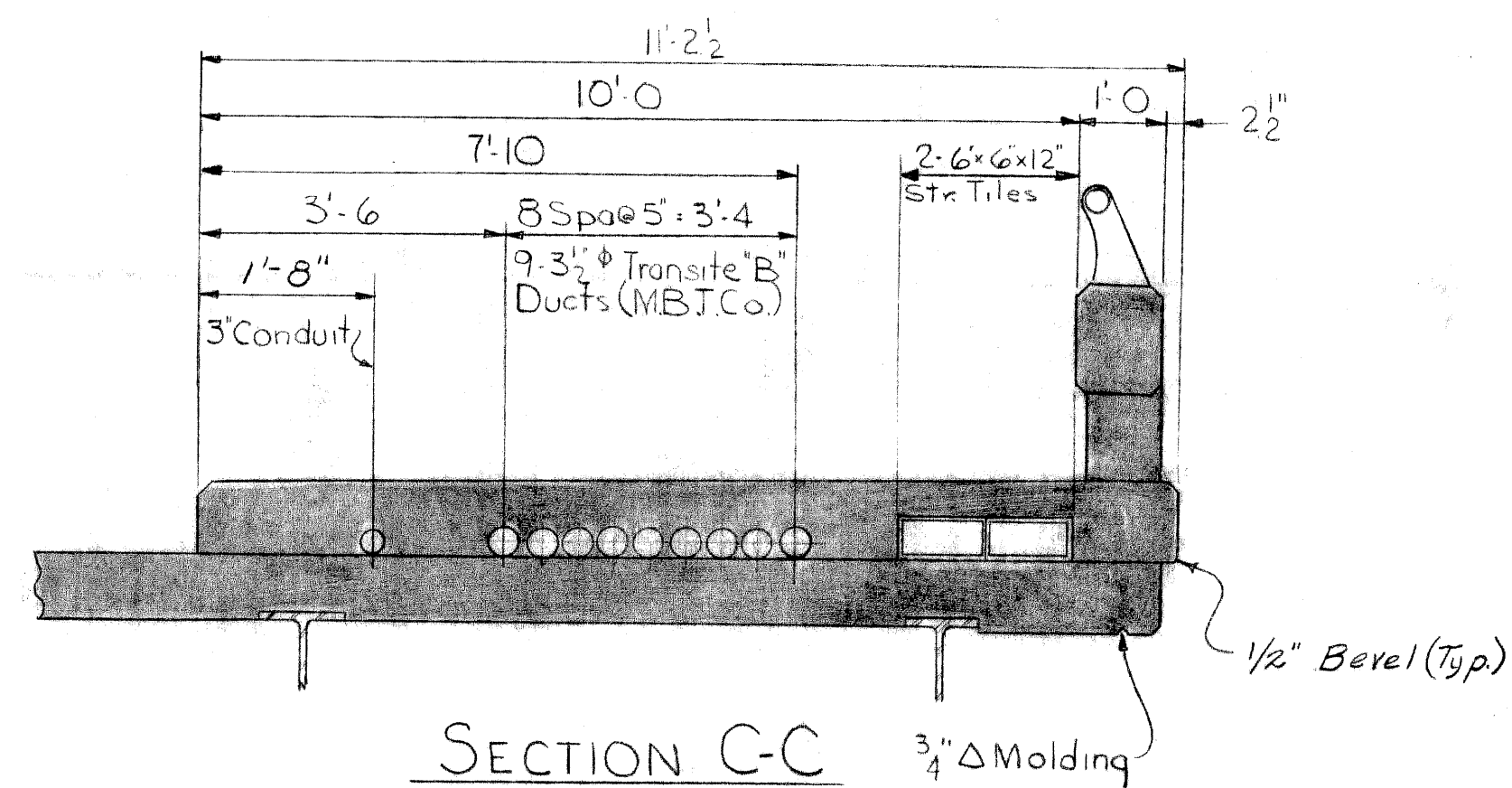
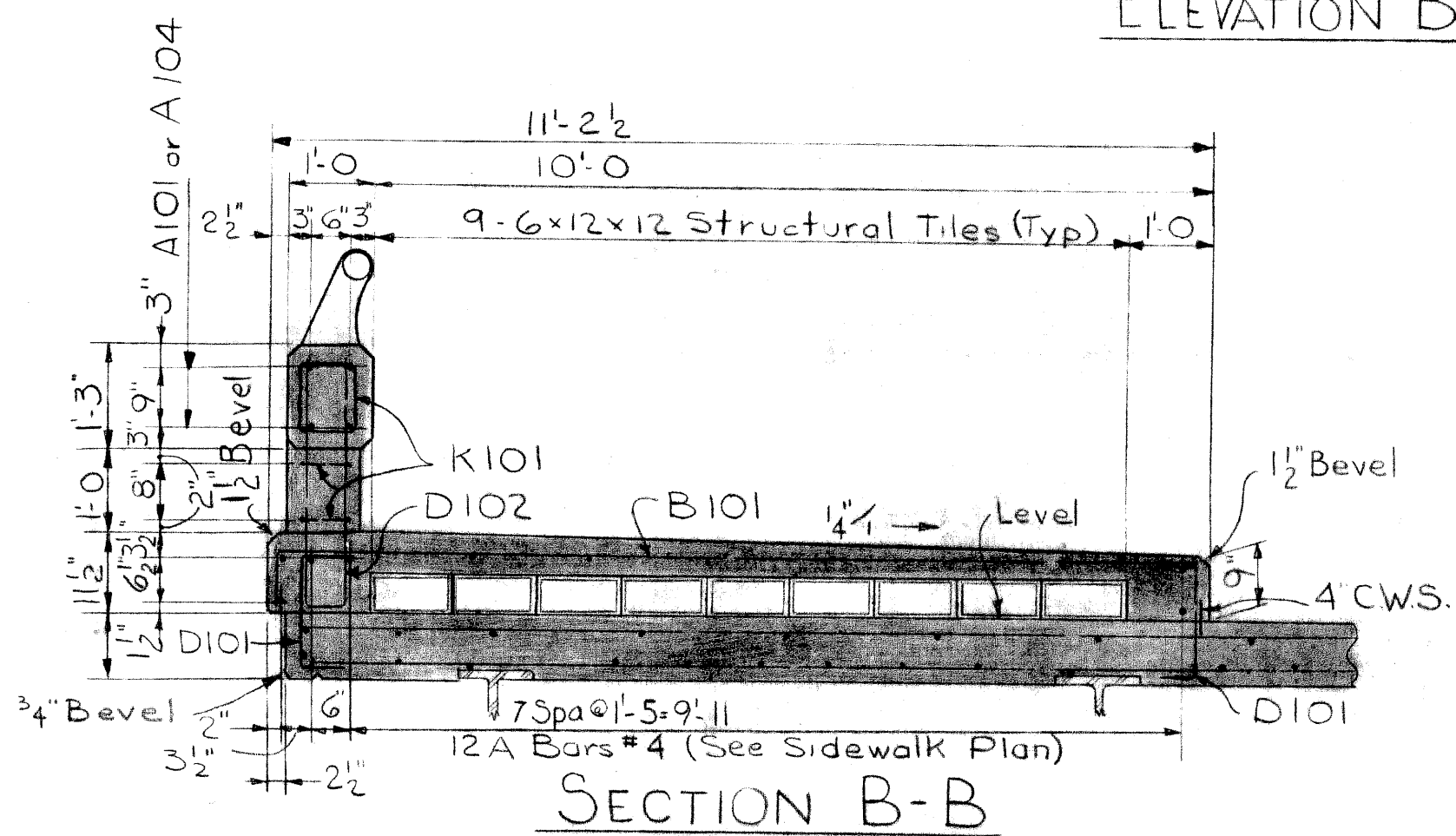
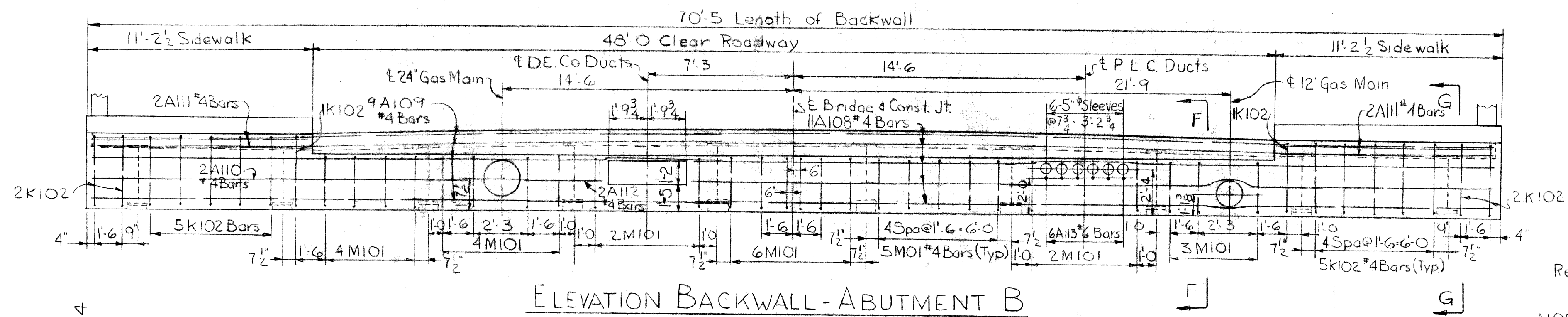
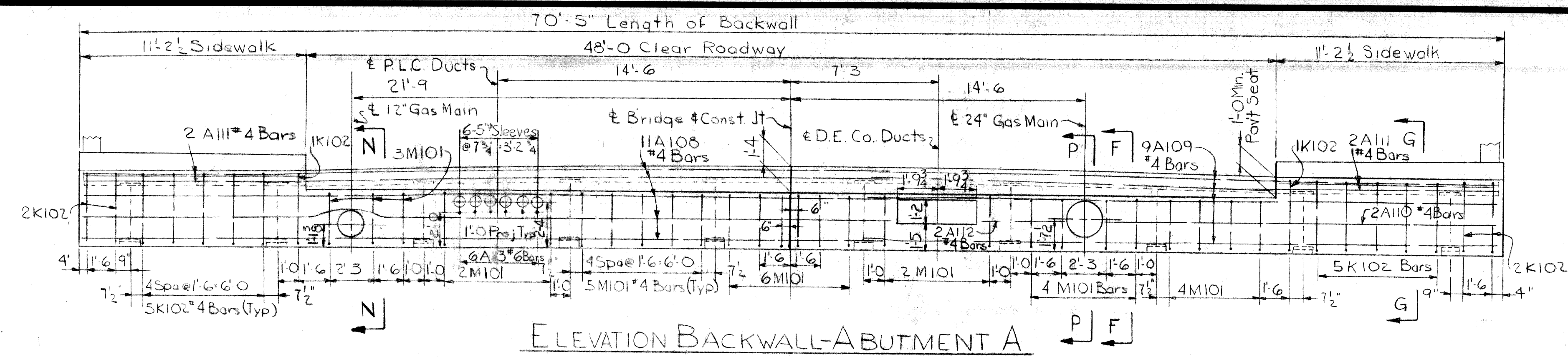
MICHIGAN STATE HIGHWAY DEPARTMENT

SUPERSTRUCTURE DETAILS

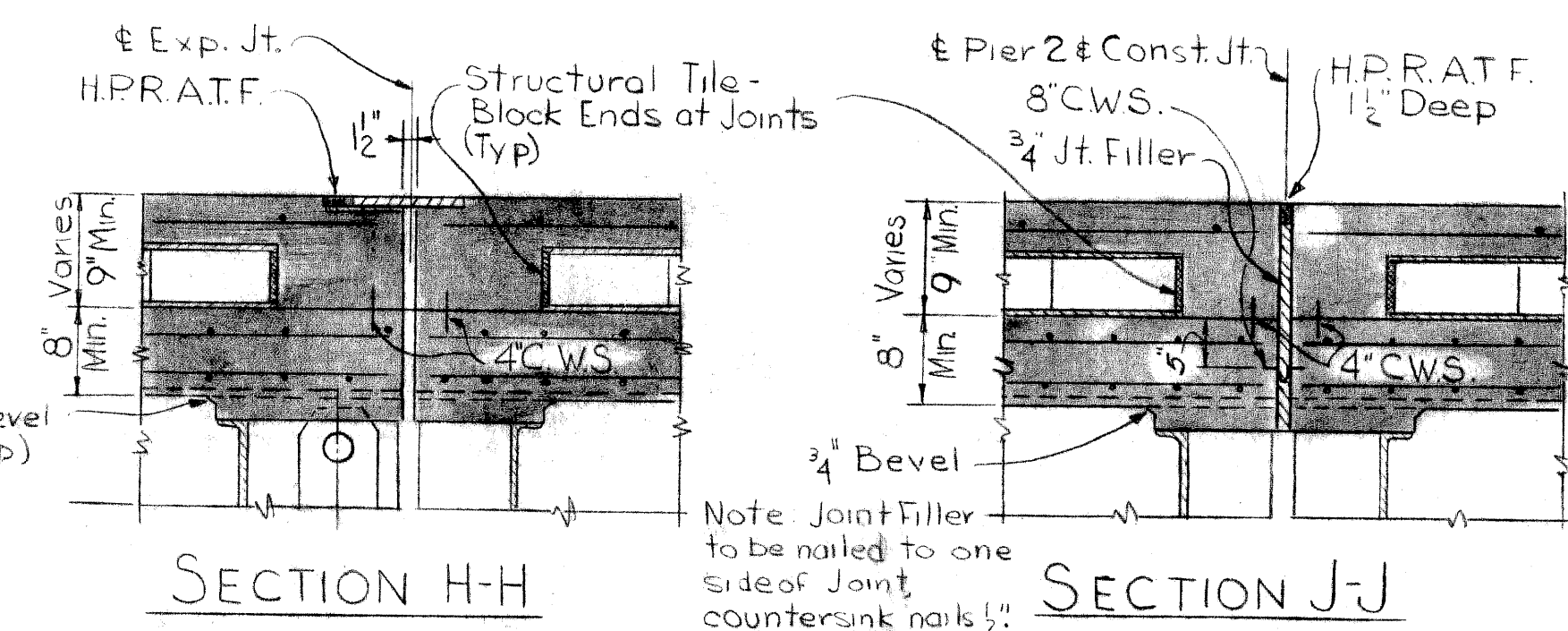
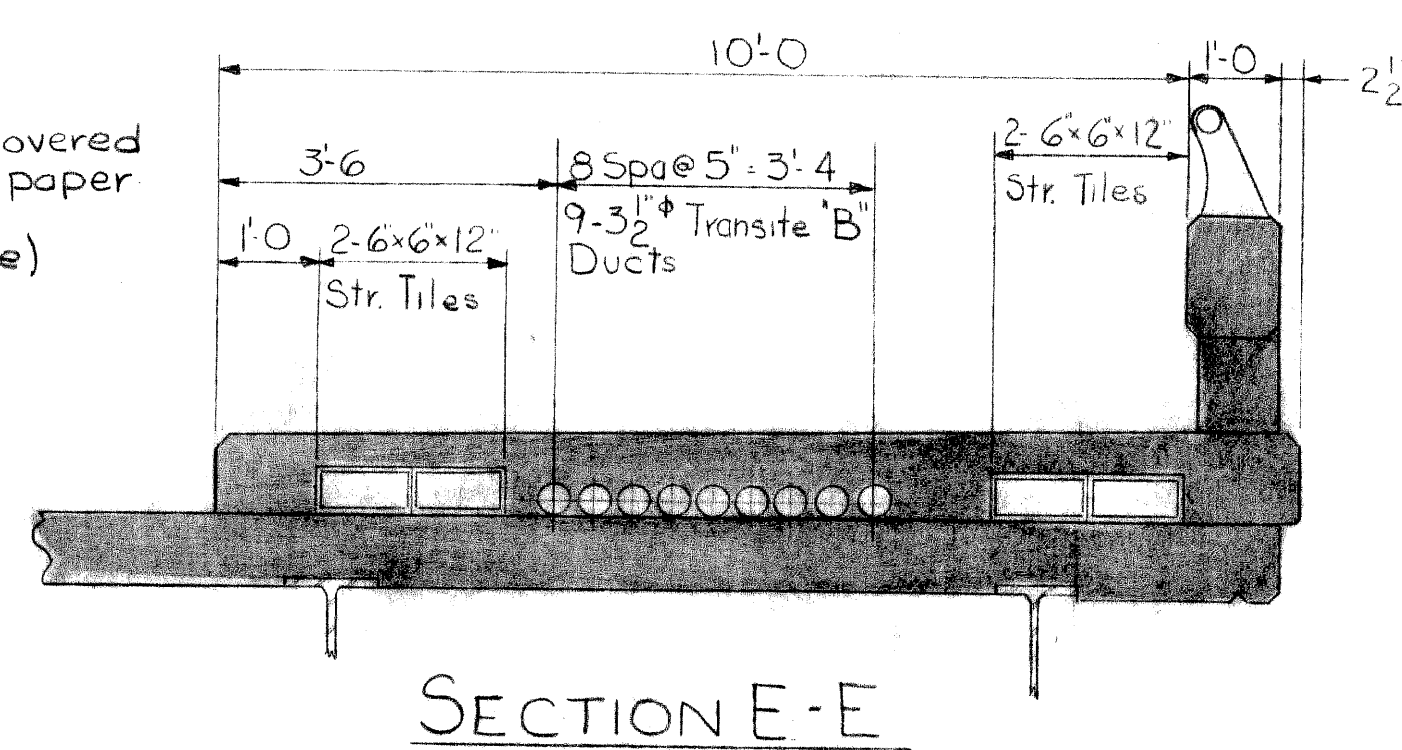
REVISIONS			
NO.	DESCRIPTION	DATE	BY
1	Revised Conc. Quantities	5-4-67	CAF

SQUAD BOSS: **HuesE** 3-4-65
 DRAWN BY: **R.C. Beckwith** 2-8-65
 CHECKED BY: **H.L.P.** 3-2-65
 SHEET 10 OF 18

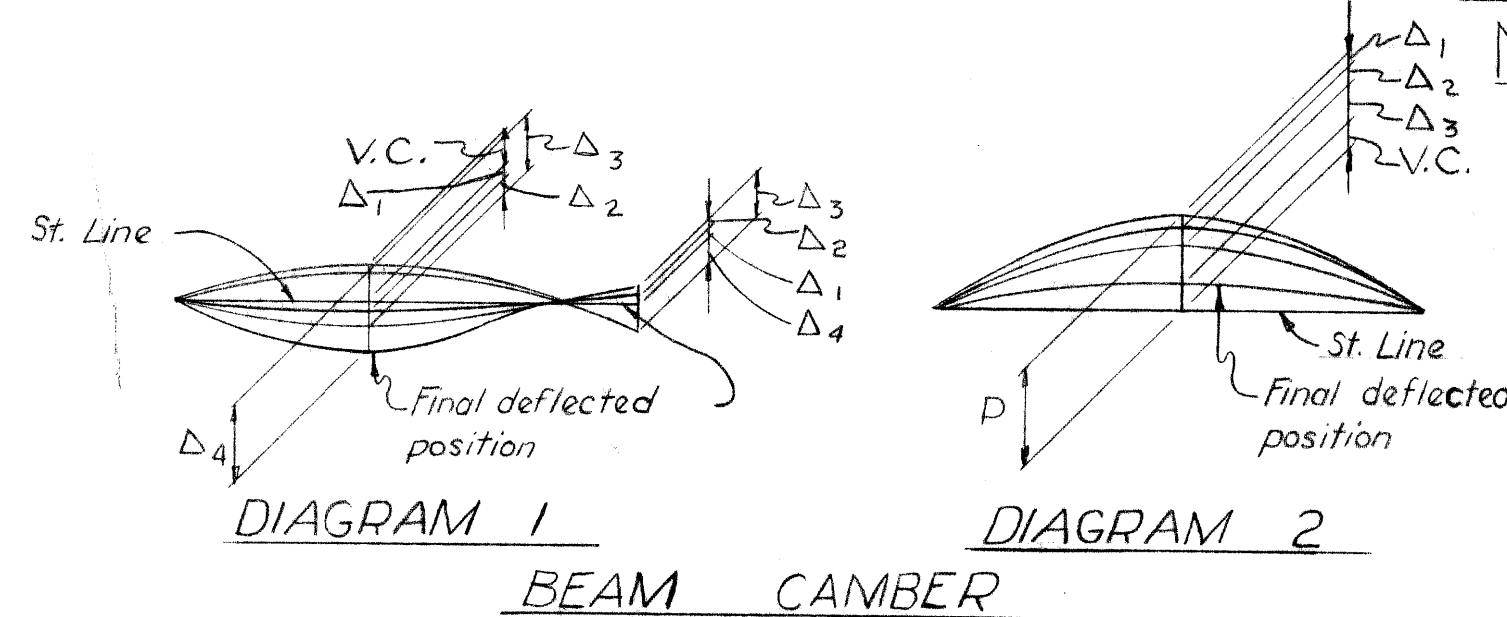
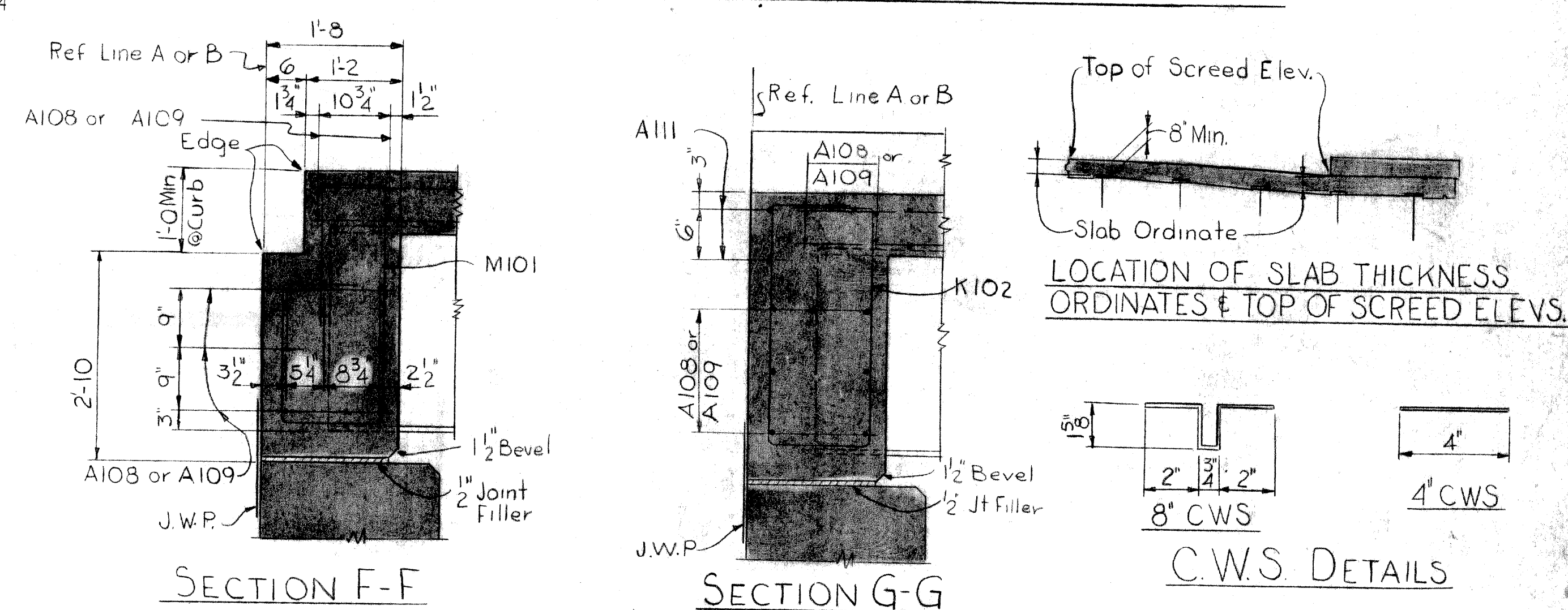
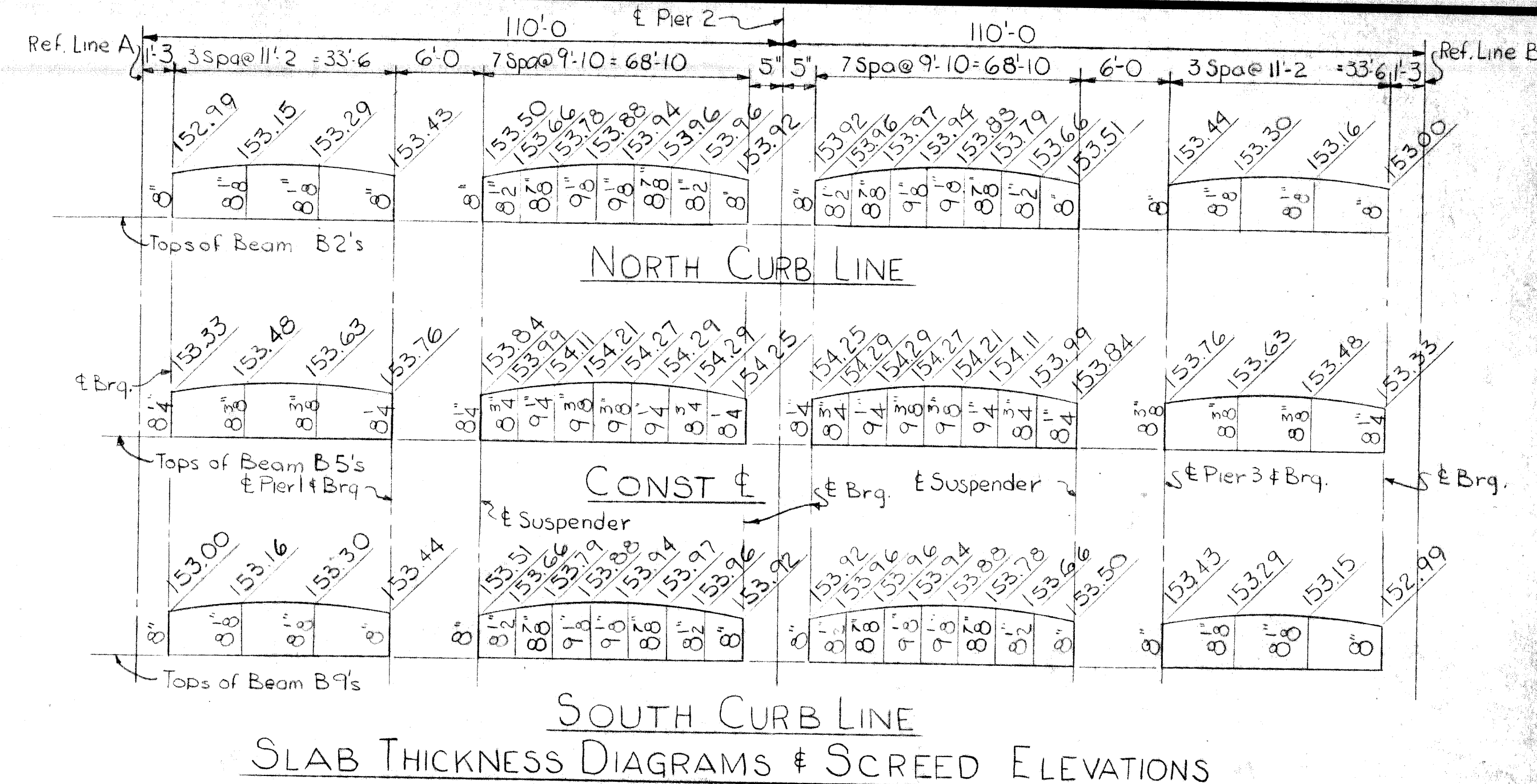
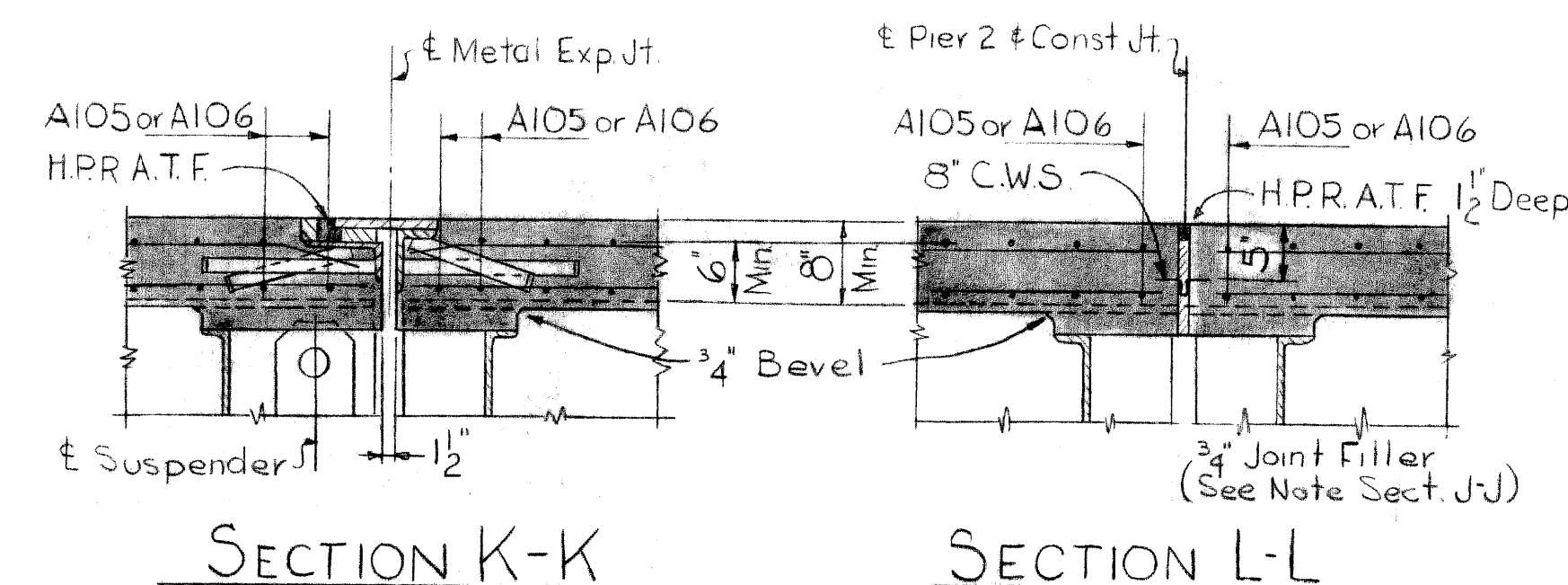
S07 of 82252 J



NOTE
 Tiles are to be covered with waterproof paper (incidental to Structural Tile)



Note Joint Filler to be nailed to one side of joint countersink nails 1/2"



Legend
 P = Specified precamber (See Sh. 14)
 Δ_1 = Computed deflection due to struct. steel wgt.
 Δ_2 = Computed deflection due to wgt. of formwork, steel reinf. and welding of shear developers.
 Δ_3 = Computed deflection due to wgt. of slab in suspended span.
 Δ_4 = Computed deflection due to wgt. of slab in anchor span.
 V.C. = Computed midspan ordinate of vertical curve.

SPAN	DIAGRAM	P	Δ_1	Δ_2	Δ_3	Δ_4	V.C.
1	1	-	-0.01	-0.01	-0.12	0.13	-
Cantil.	1	-	0.02	0.02	0.14	-0.06	-
2	2	3.00	0.28	0.53	0.92	-	1.24
3	2	3.00	0.28	0.53	0.92	-	1.24
Cantil.	1	-	0.02	0.02	0.14	-0.06	-
4	1	-	-0.01	-0.01	-0.12	0.13	-

Note: Minus sign (-) indicates upward deflection.

NOTES:
 Elevations shown are for top of screed before pouring any concrete with formwork and steel reinforcement in place and shear developers welded to the beams in Spans 2 and 3, and are based on a minimum slab thickness of 8". After screeds are set if check indicates that less than the minimum thickness will be obtained, adjust screeds and expansion dams accordingly.
 The slab ordinates shown provide for dead load deflection, vertical curve, crown, and beam camber and are to be measured from the top of the beam indicated in a vertical plane parallel to the reference lines to the top of screed.
 Screeds affected by loads in other spans are to be set to the elevations shown and checked for minimum slab thickness before pouring any concrete. Concrete in the suspended spans is to be poured before the concrete in the anchor spans.

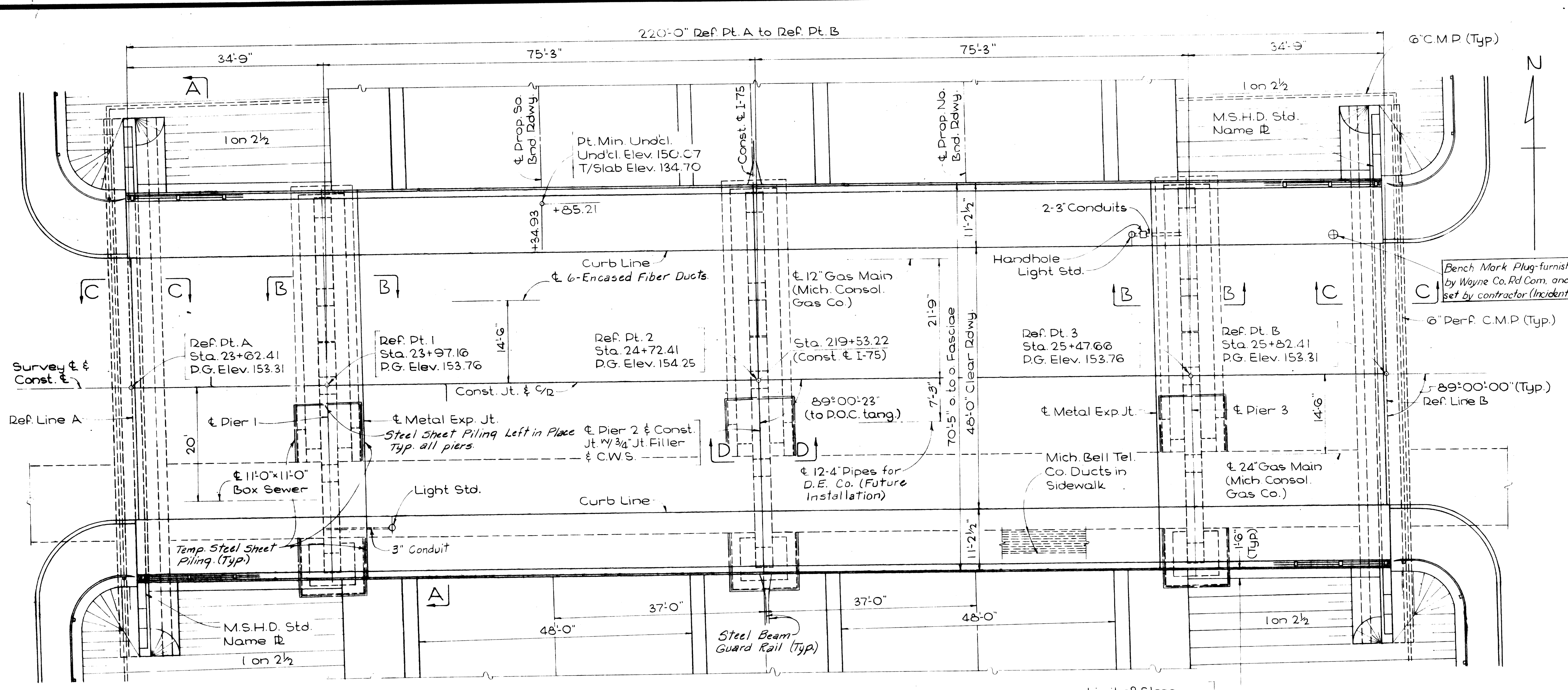
Work this sheet with sheets 10, 12 & 13

MICHIGAN STATE HIGHWAY DEPARTMENT
SUPERSTRUCTURE DETAILS

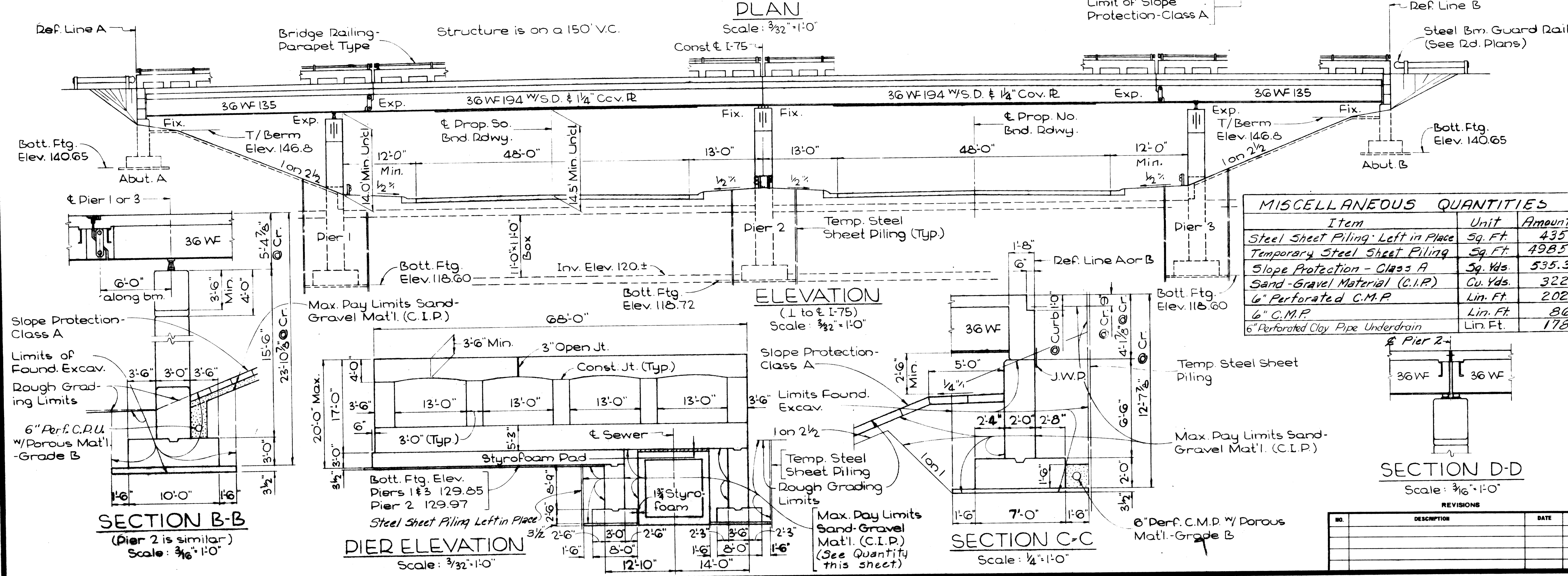
REVISIONS			
NO.	DESCRIPTION	DATE	BY

SQUAD BOSS	Ruest	3-4-65
DRAWN BY	R.C. Beckler	2-5-65
CHECKED BY	H.L.P.	3-2-65
SHEET 11 OF 16		

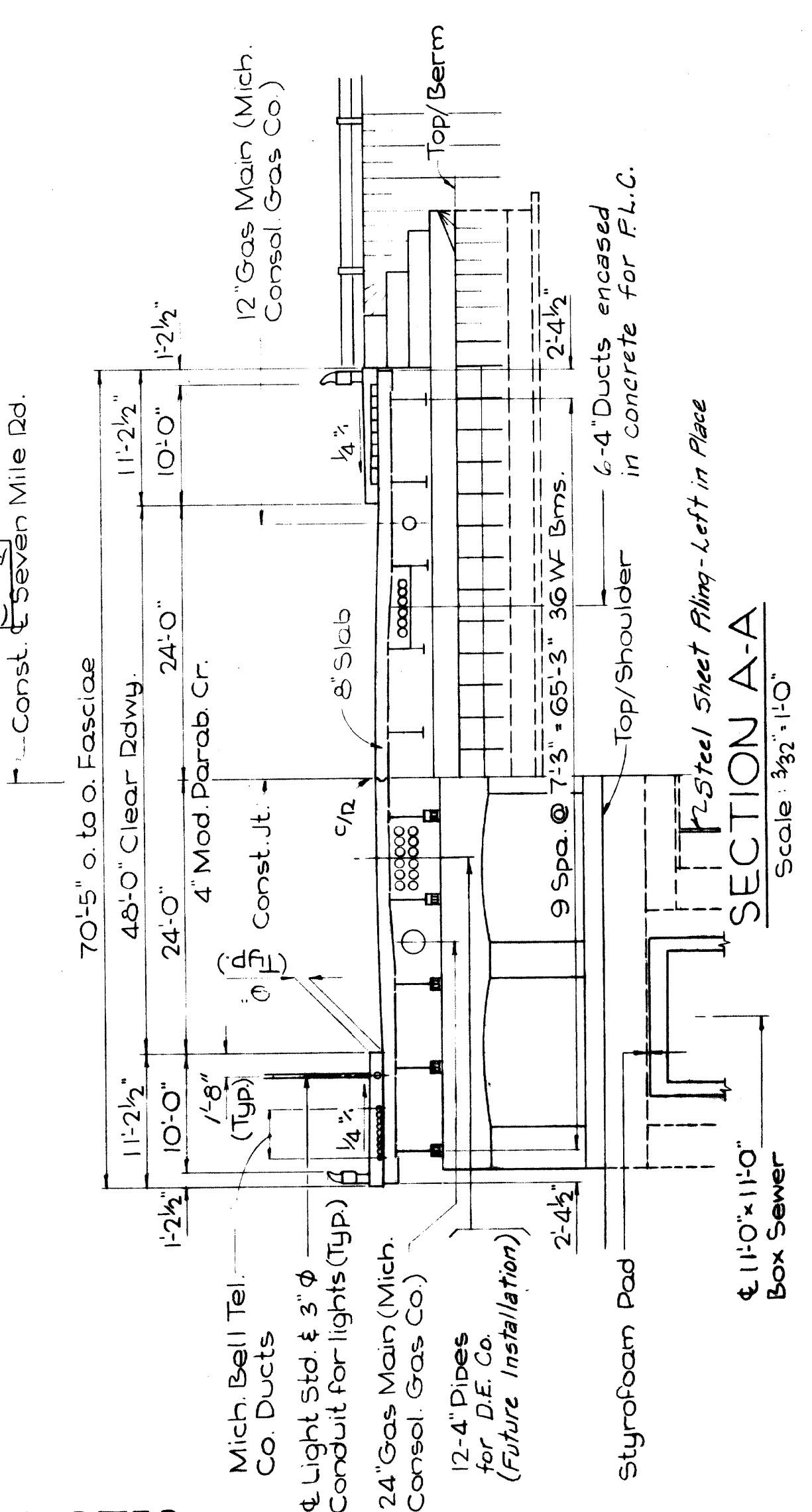
S07 of 82252 J



PLAN
Scale: 3/32" = 1'-0"



ELEVATION
(1 to E-75)
Scale: 3/32" = 1'-0"



SECTION A-A
Scale: 3/32" = 1'-0"

NOTES

The design of this structure is based on the M.S.H.D. Standard Specifications for the Design of Highway Bridges - 1955 edition - H-520-44 loading. Live load plus impact deflection = 1/1000 of span length (for suspended and anchor spans) and 1/350 of cantilever length.

Top of roadway slab and top of curbs are parallel to the vertical curve and tangent.

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MICHIGAN STATE HIGHWAY DEPARTMENT
 1-75 WALTER P. CHRYSLER EXPRESSWAY CROSSING
 UNDER 7 MILE ROAD IN THE CITY OF DETROIT.

GENERAL PLAN OF STRUCTURE

APPROVED: *[Signature]* 3-10-65
 DESIGN SUPERVISING ENGINEER

APPROVED: *[Signature]* 3-16-65
 DESIGN SUPERVISING ENGINEER

REVISIONS

NO.	DESCRIPTION	DATE	BY

APPROVED: *[Signature]* 3-5-65
 DRAWN BY: C.H.C. 3-22-64

CHECKED BY: H.L.P. 10-26-64

SHEET 3 OF 40

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SECTION B-B
(Pier 2 is similar)
Scale: 3/16" = 1'-0"

PIER ELEVATION
Scale: 3/32" = 1'-0"

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

SECTION D-D
Scale: 3/16" = 1'-0"