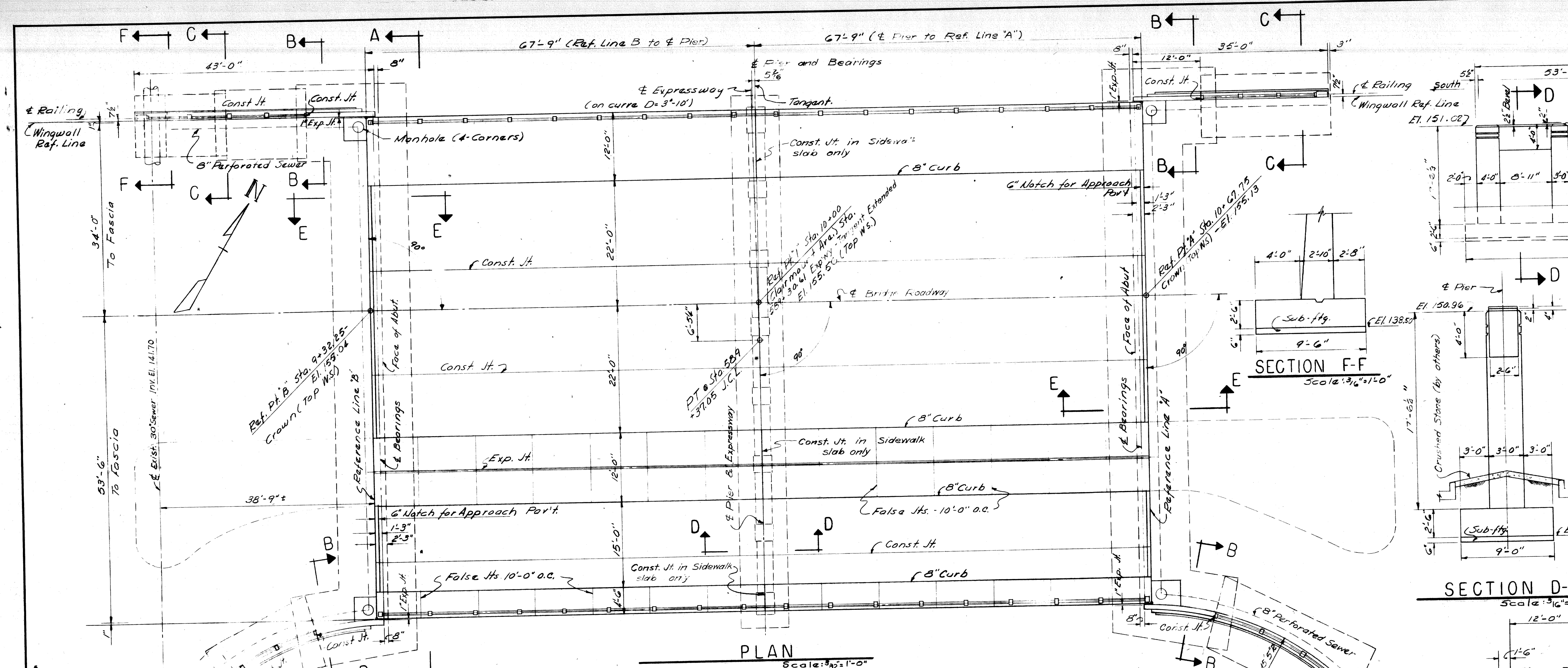


FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
ROUTE	STATE PROJECT	COUNTY	TOWNSHIP	SHEET NO.	TOTAL SHEETS



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

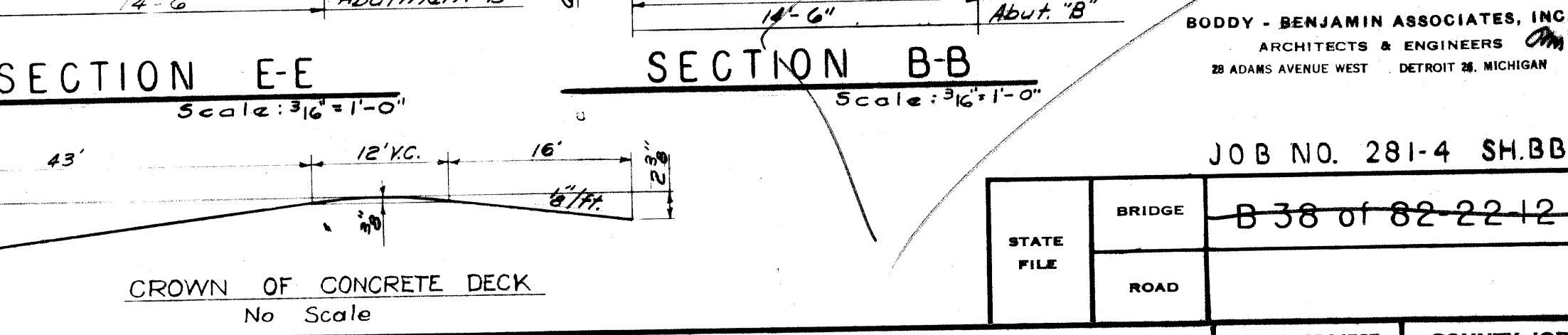
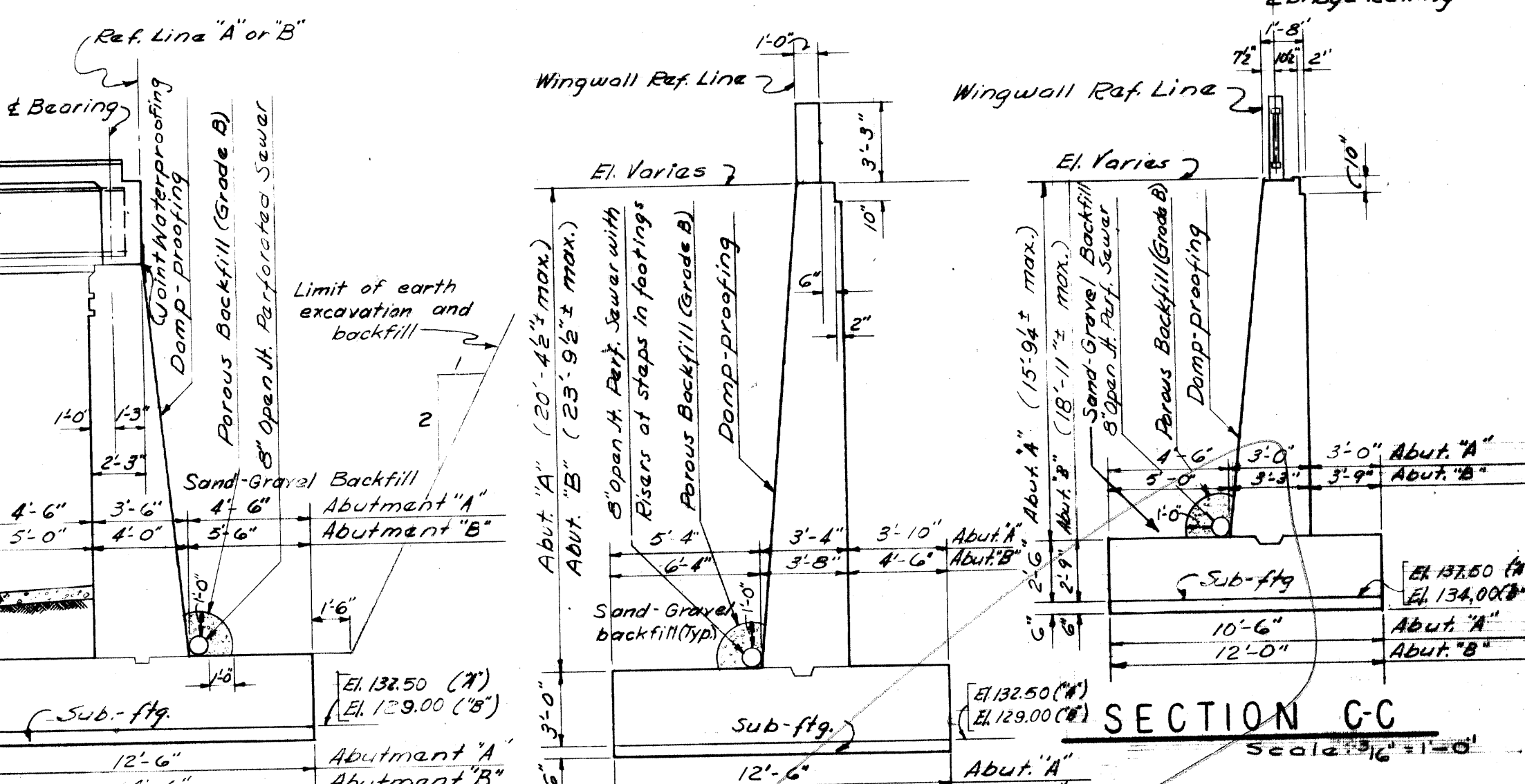
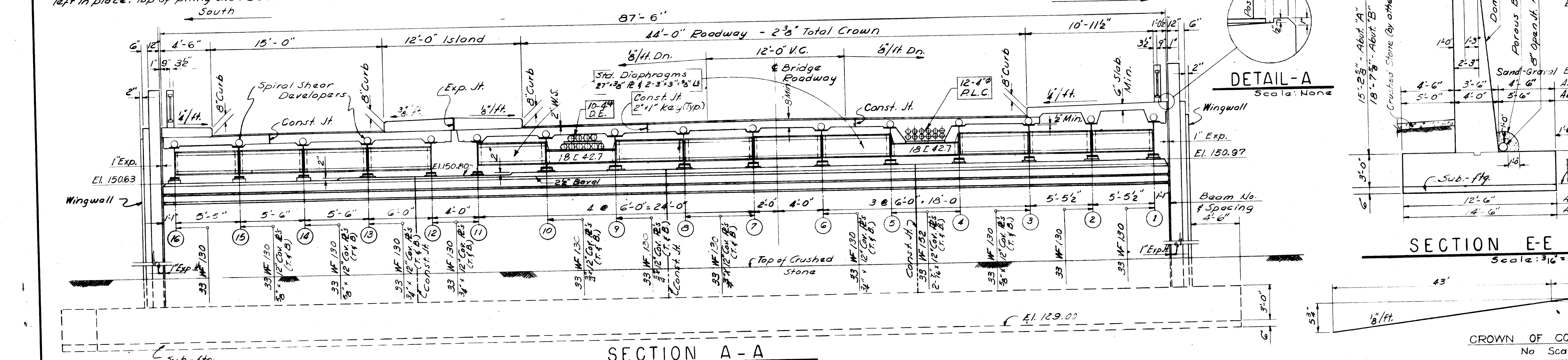
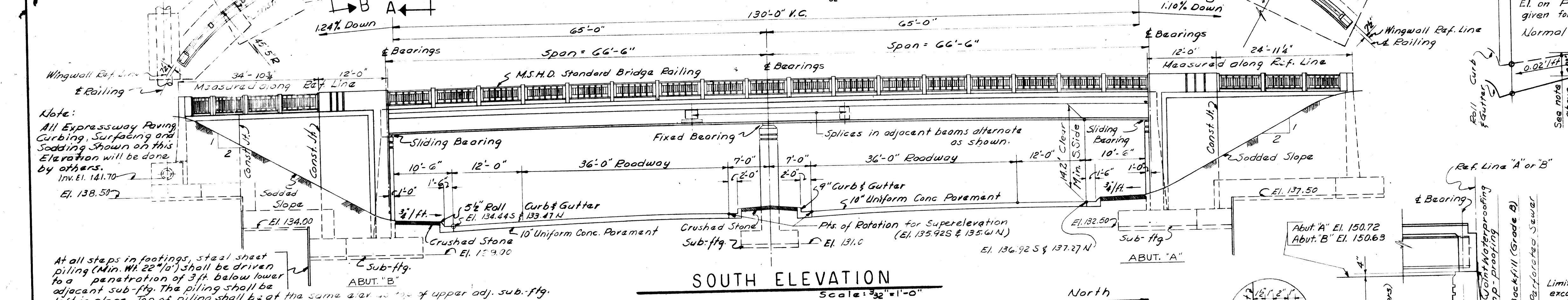
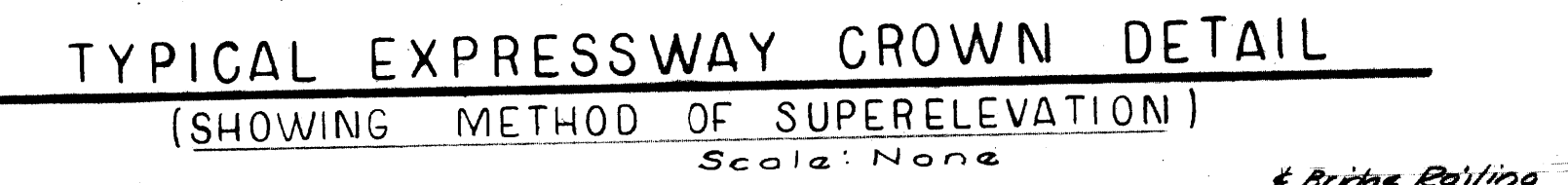
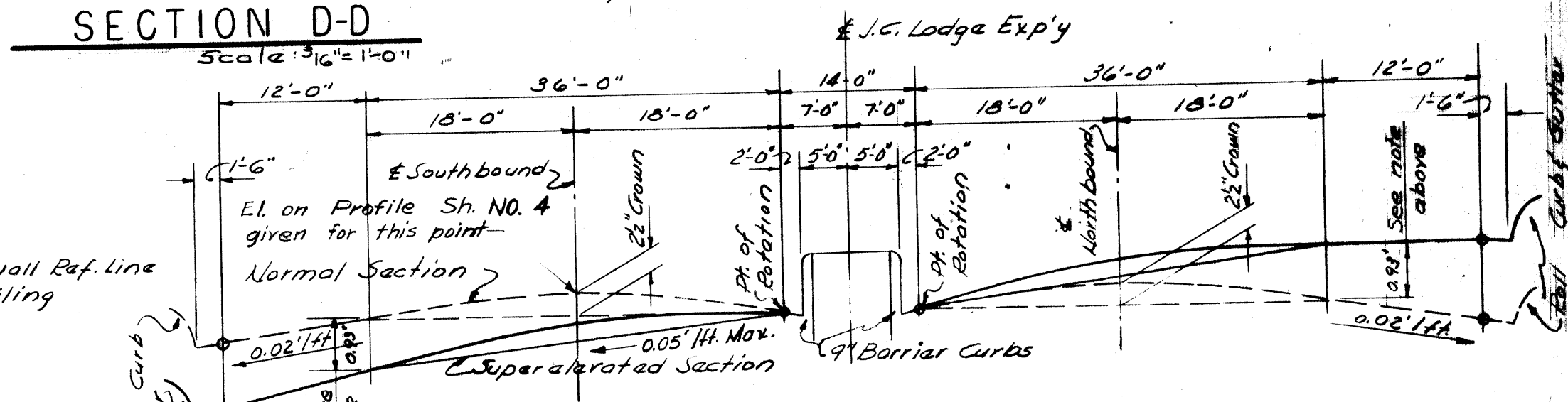
FOOTING PRESSURES						
	Max. Toe from D.L.	Allowable E=1.0	Max. Toe from D.L. & L.	Allowable E=1.5	Average D.L.	Average D.L. & L.
Abutment	4,170	4,500	4,550	7,150	2,820	3/20
Pier	2,790	4,950	3,660	7,150	2,790	3,660
Walls	3,870	5,000	4,540	7,200	2,360	2,490

Design Specifications:
M.S.H.D. Specifications for the design of Highway Bridges
1936 Edition, Deflection from Live Load and Impact not more than 1/100 of the Span Length.

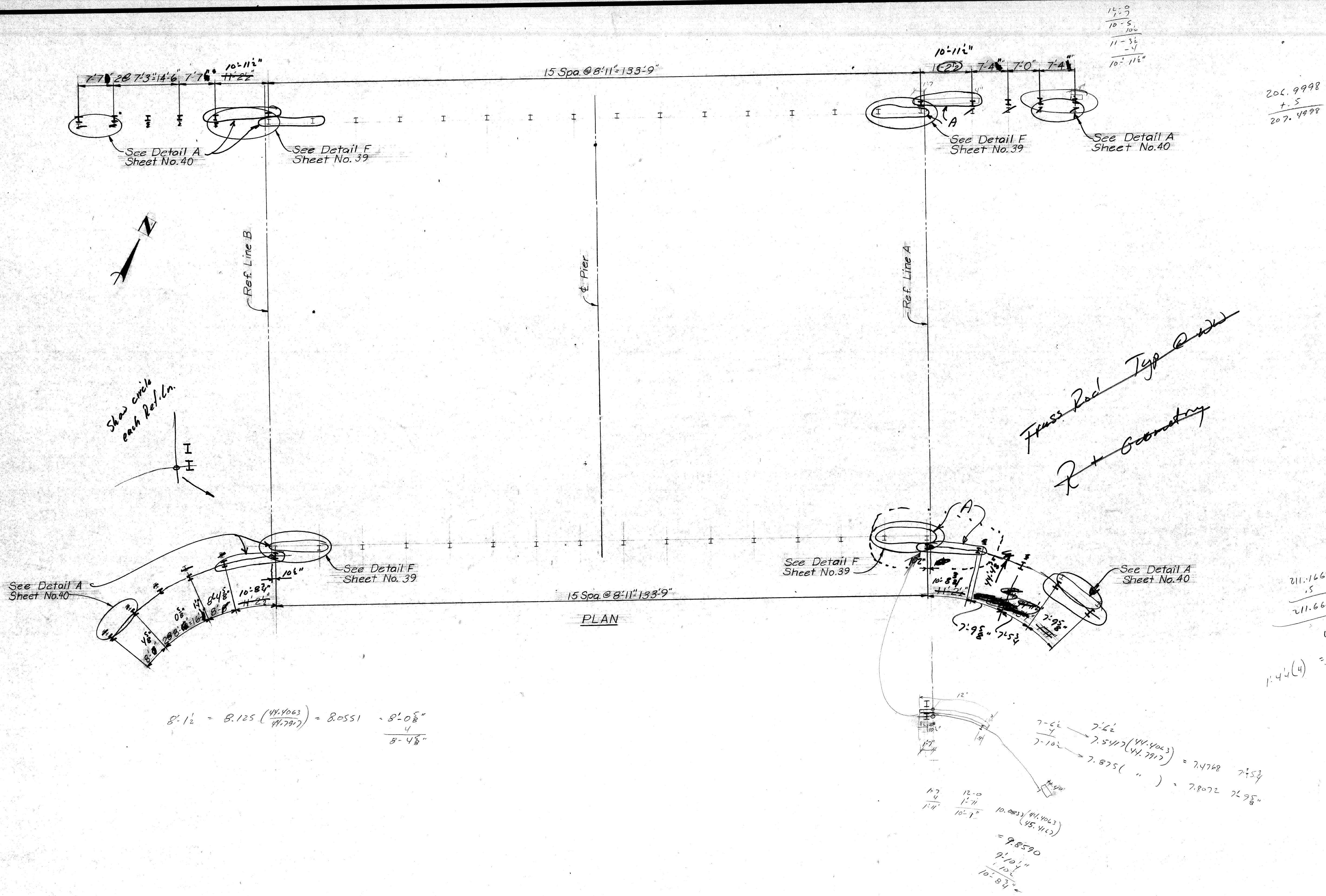
Loading:
H-20-S16-44

Concrete:
Footings, Grade A (6A)
Abutment Footings, Grade A (6A)
Superstructure, Grade A (6A)

Note:
0.93' Partial Super-elevation of point under Beam #16. 1.0' Full Super-elevation for transition from Normal Section to Full Super-elevation See M.S.H.D. Standard.



REVISIONS 2) Minor changes 10-6-52 L.G.H. 3) Addition of 30" sewer & other minor changes 12-17-52 S.F.O. 4) Minor changes 1-27-53 R.B.V. 5) DE from 12 Ducts changed to 10 Pipes unimproved & 10 cast in place 3" x 12" x 12" (12-1-53) R.C.H. 6) Minor Equations 2-2-53 A.S.P. & R.B.V.		DRAWN BY F.O. Wikstrom		CHECKED BY D. Lashbrook		DATE 9-16-52		APPROVED ENGINEER OF BRIDGES AND STRUCTURES		APPROVED COUNTY HIGHWAY ENGINEER	
BOARD OF WAYNE COUNTY ROAD COMMISSIONERS DETROIT, MICHIGAN						JOHN C. LODGE EXPRESSWAY CLAIRMOUNT AVENUE CROSSING GENERAL PLAN OF STRUCTURE		STATE PROJECT 82-128		COUNTY JOB 862	
MICHAEL J. O'BRIEN						JOHN P. O'HARA		CHARLES L. WILSON		JOB NO. 281-4 SH.BB-B BRIDGE B-38 of 82-22-12 ROAD	
STATE PROJECT 82-128						COUNTY JOB 862		ISSUE NO. 6 DATE 2-7-53		SHEET NO. 34 of 40	



15-0
10-5
10-0
11-3 1/2
-4
10-2 1/2

206.9998
+ 5
207.4998

211.1668
+ 5
211.6668
418'-8"
5-5
424'-3"

7-6 1/2
7-10 1/2
7-5 1/2 (44.5063) = 7.4768 7 1/2
7-8 1/2 (") = 7.8072 7 1/2
10.000 (41.5063) = 9.8590
9-10 1/2
10-8 1/2

$8' 1/2 = 8.125 \left(\frac{44.5063}{41.7917} \right) = 8.0551 = 8' - 0 5/8"$
 $\frac{8-4 5/8}{4}$

Handwritten: Brass Rod Typ ϕ 1/2
R + Geometry

Handwritten: Show circle each Ref. Ln.

120' Chain Link Fence and Framing 417 Lin. Ft. Estimated

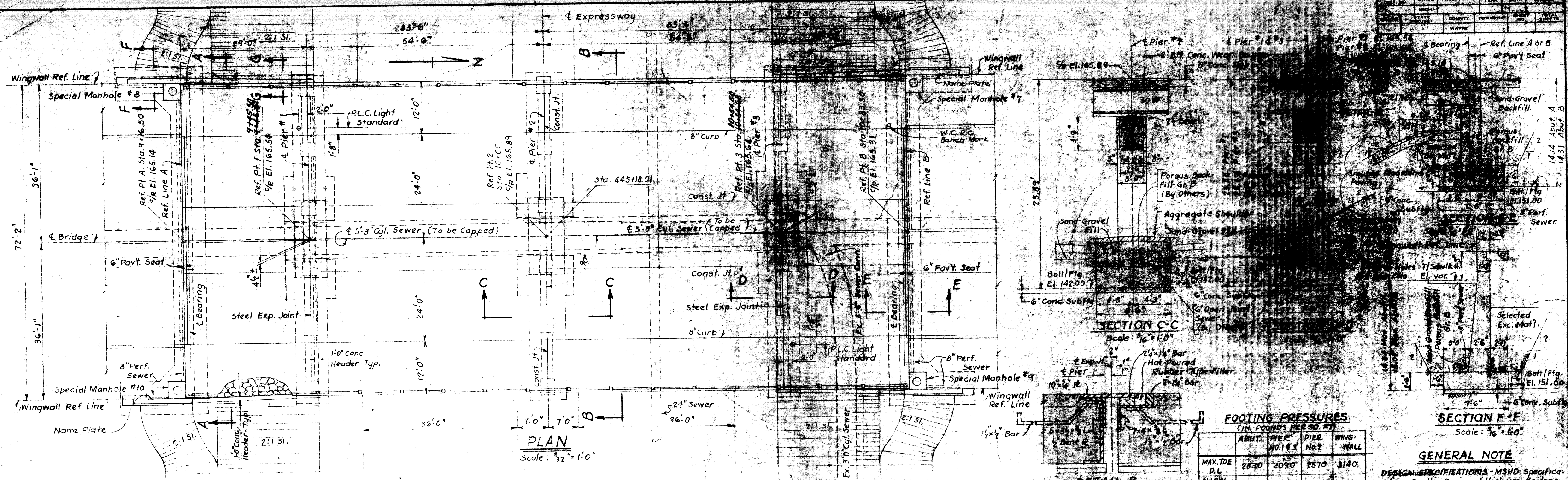
MICHIGAN DEPARTMENT OF STATE HIGHWAYS
CLAIRMOUNT AVENUE OVER JOHN C. LODGE FREEWAY

PLANS PREPARED BY
CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
CITY ENGINEERS OFFICE

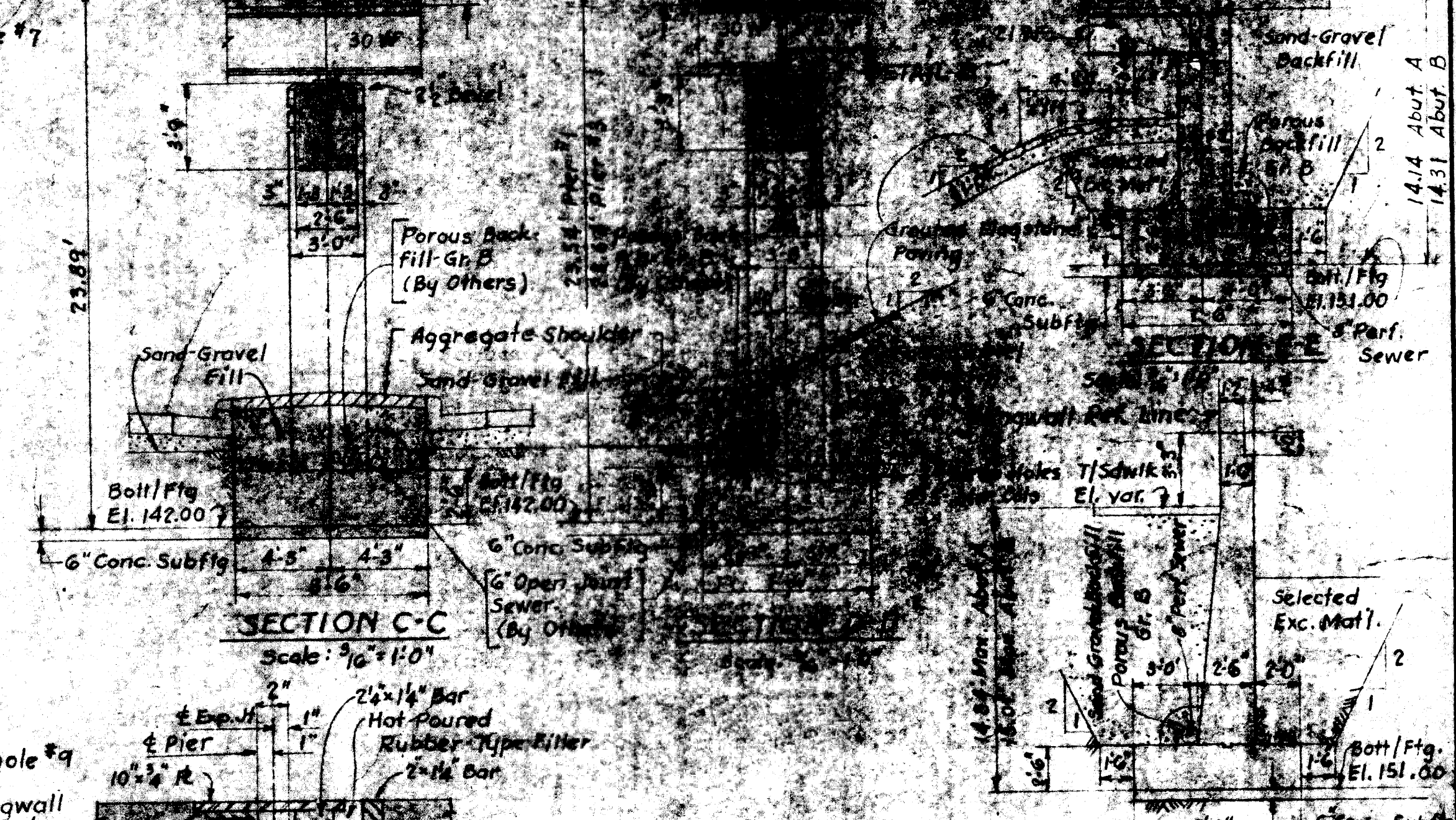
JOB No.
05165

REVISIONS			
NO.	DESCRIPTION	DATE	BY

SQUAD ROSS	
DRAWN BY	L.O. #73
TRACED BY	
CHECKED BY	
SHEET 35 OF 48	
S06 of 82112	



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



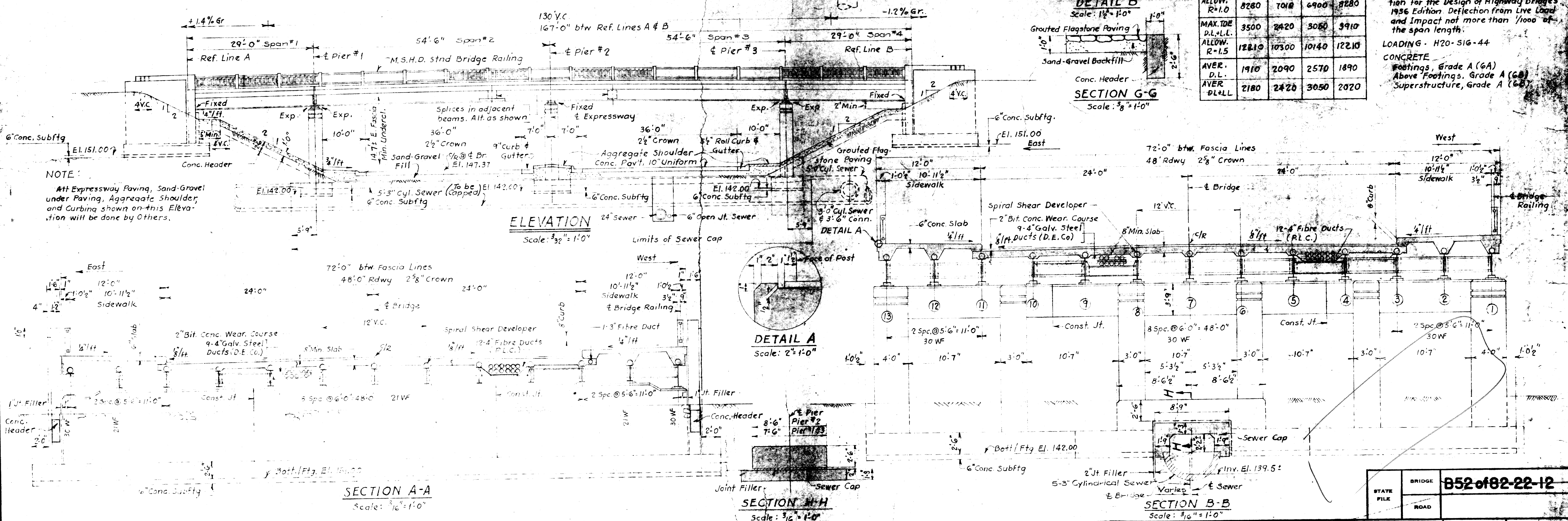
SECTION C-C
Scale: 3/16" = 1'-0"

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

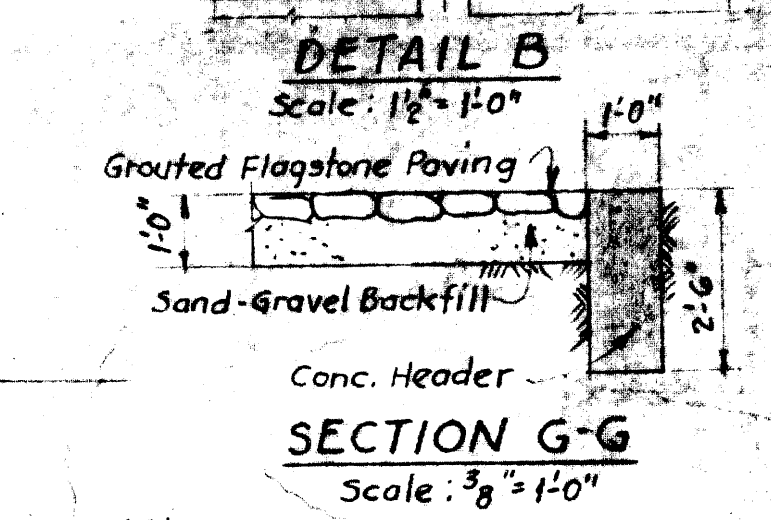
FOOTING PRESSURES
(IN POUNDS PER SQ. FT.)

	ABUT. NO. 1	PIER NO. 2	PIER NO. 3	WING-WALL
MAX. TOE D.L.	2830	2090	2570	3140
ALLOW. R=1.0	8280	7018	6900	8280
MAX. TOE D.L.+L.L.	3500	2420	3060	3910
ALLOW. R=1.5	12810	10300	10140	12210
AVER. D.L.	1910	2090	2570	1890
AVER. D.L.+L.L.	2180	2420	3060	2020

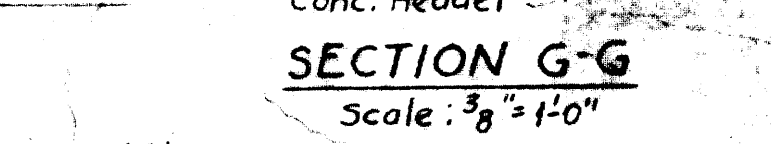
GENERAL NOTE
DESIGN SPECIFICATIONS - MSHD Specification for the Design of Highway Bridges, 1956 Edition. Deflection from Live Load and Impact not more than 1/1000 of the span length.
LOADING - H20-S16-44
CONCRETE
Footings, Grade A (6A)
Above Footings, Grade A (6B)
Superstructure, Grade A (6A)



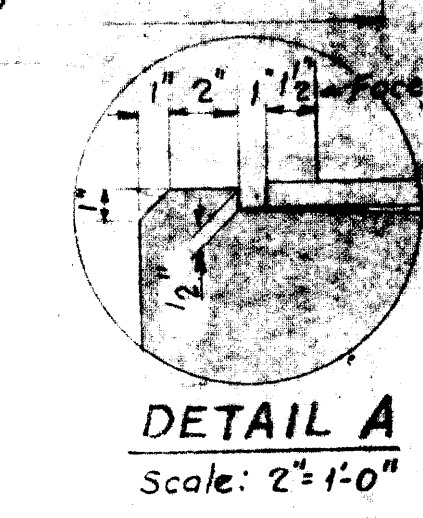
ELEVATION
Scale: 3/32" = 1'-0"



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



SECTION G-G
Scale: 3/8" = 1'-0"



DETAIL A
Scale: 2" = 1'-0"

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

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

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

Field Revision: Pier stationing revised

REVISIONS	DRAWN BY MT	CHECKED BY S	DATE 8-5-83	APPROVED <i>[Signature]</i> ENGINEER OF BRIDGES AND STRUCTURES
	CORRECT			APPROVED <i>[Signature]</i> COUNTY HIGHWAY ENGINEER

WAYNE COUNTY ROAD COMMISSIONERS
DETROIT, MICHIGAN

MICHAEL J. O'BRIEN JOHN P. O'HARA CHARLES L. WILSON

JOHN C. LODGE EXPRESSWAY
LINWOOD AVENUE CROSSING
GENERAL PLAN OF STRUCTURE

STATE PROJECT	82-128
COUNTY ROAD	849
ISSUE NO.	3
DATE	8/27/84

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