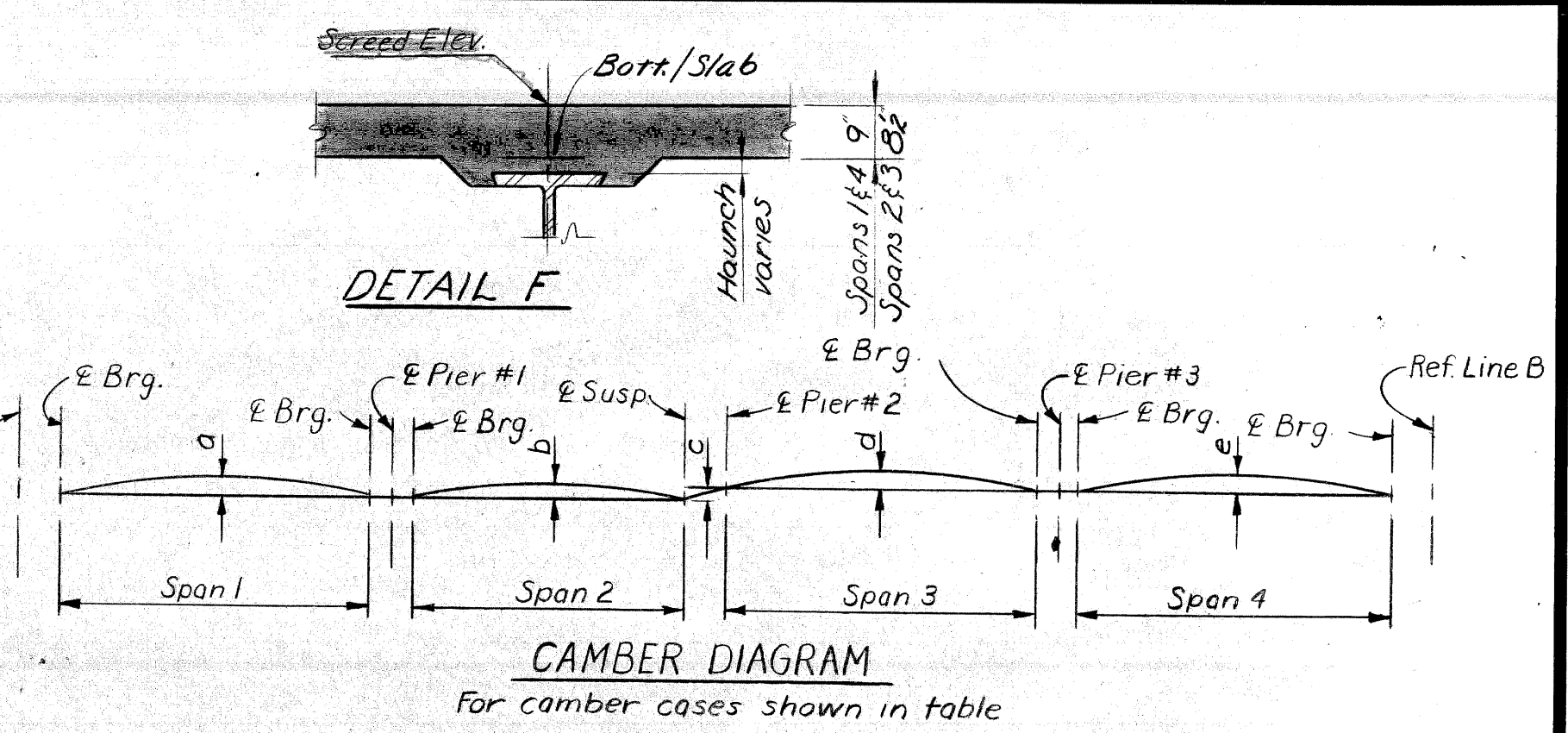
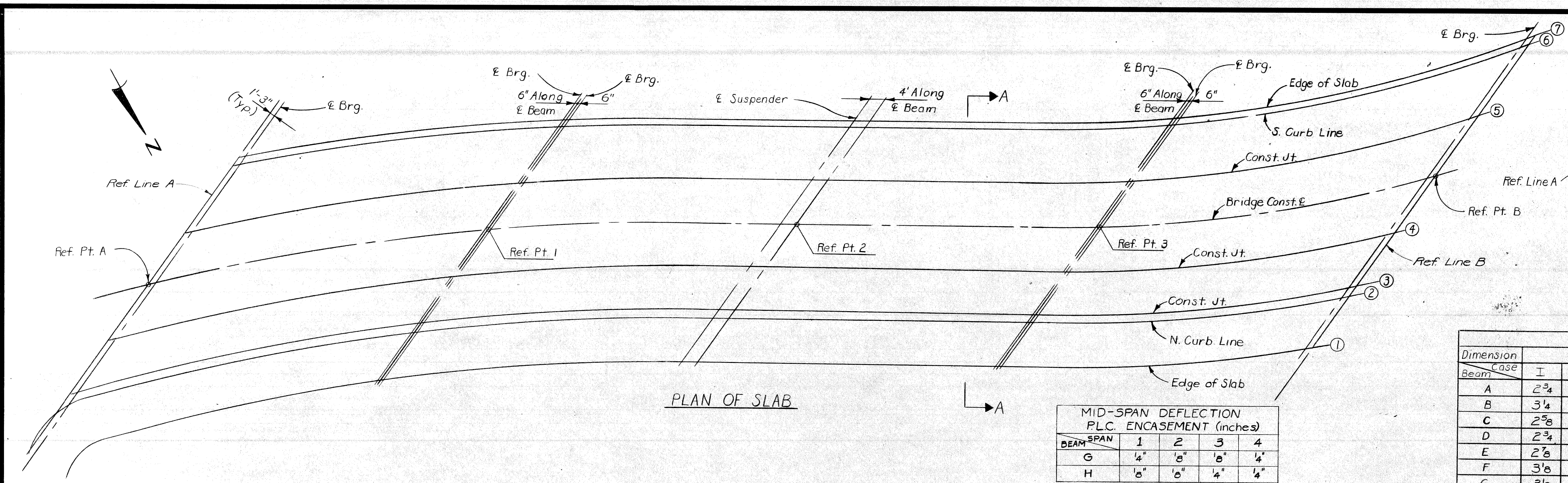


PLANS PREPARED BY
CITY OF DETROIT
 DEPARTMENT OF PUBLIC WORKS
 CITY ENGINEERS OR
 BUREAU OF HIGHWAYS AND EXPRESSWAYS

APPROVED: *[Signature]* **STRUCTURAL ENGINEER** JOB NO. **FW 990183**

MICHIGAN DEPARTMENT OF STATE HIGHWAYS
 TESTING AND RESEARCH DIVISION
 TESTING LABORATORY SECTION
 SOILS LABORATORY ANN ARBOR, MICHIGAN
 SOIL MECHANICS ANALYSIS

PROJECT 513 OF 82123D
 PROPOSED FULLERTON CROSSOVER CROSSING, I-96 (JEFFRIES FREEWAY)
 DETROIT, MICHIGAN



MID-CAMBER ORDINATES (inches)

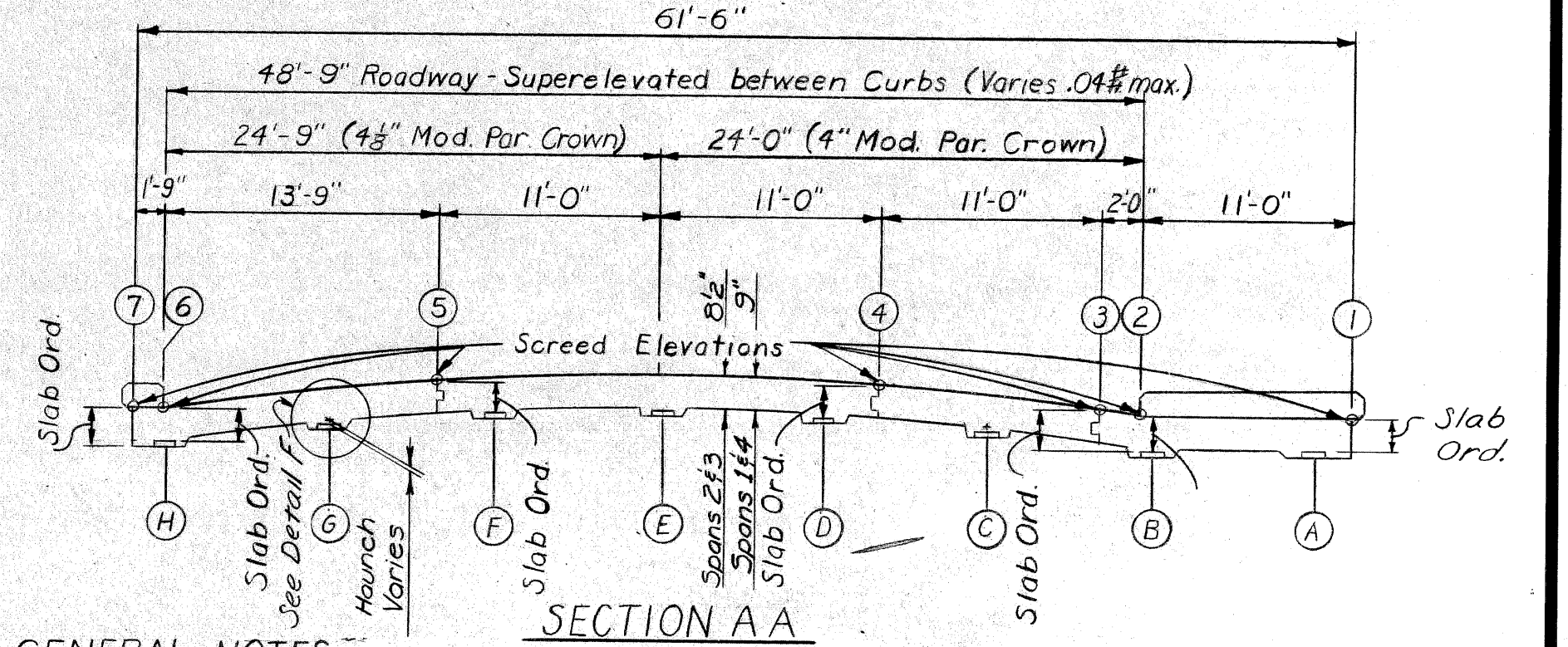
Dimension Beam	a			b			c			d			e		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
A	2 3/4	2 3/8	3/8	2 3/8	2	7/8	3/8	3/4	0	1 1/4	1	5/8	1 1/2	1 1/4	3/8
B	3 1/4	2 3/4	3/8	1 3/8	1 3/8	0	3/8	3/4	0	1 1/8	1 1/8	0	2 3/8	2 3/8	1/8
C	2 3/8	2 1/8	1/8	1 3/4	1 1/2	1/8	3/8	3/4	0	2 1/4	1 3/8	3/8	1 3/4	1 3/8	-5/8
D	2 3/4	2 1/4	0	1 3/4	1 1/2	1/8	3/8	3/4	0	2 1/2	2 3/8	3/8	1 3/8	1 1/8	-1
E	2 3/8	2 1/2	1/4	2 1/8	1 1/2	1/8	3/8	3/4	0	2 3/8	2	1/2	1 3/8	3/8	-1 1/8
G	3 1/8	2 3/8	3/8	2 3/8	2 1/8	3/4	3/8	3/4	0	1 3/4	1 3/8	-1/8	1 3/8	1/4	-2
H	2 1/8	1 3/8	3/8	3 1/8	3	2	1/4	1/8	0	-1 1/4	-1 1/2	-2 3/8	1 3/8	1 1/2	-7/8

MID-SPAN DEFLECTION PLC ENCASEMENT (inches)

BEAM	SPAN	1	2	3	4
G		1/4"	1/8"	1/8"	1/4"
H		1/8"	1/8"	1/4"	1/4"

BOTTOM OF SLAB ELEVATIONS (For Loading Case I)

Beam	Span 1	Span 2	Span 3	Span 4
H	909, 911, 913, 912, 909, 903, 895, 884	877, 878, 878, 877, 874, 868, 857, 840	812, 793, 770, 739, 712, 686, 663, 645	628, 625, 626, 627, 623, 616, 606, 587
G	928, 934, 938, 938, 936, 929, 919, 906	894, 897, 899, 899, 896, 891, 882, 873	844, 833, 818, 797, 772, 747, 723, 702	680, 675, 674, 672, 668, 662, 655, 647
F	945, 950, 954, 955, 952, 945, 935, 922	909, 912, 913, 913, 910, 905, 897, 885	868, 861, 851, 836, 815, 793, 771, 751	729, 722, 719, 717, 713, 707, 700, 691
E	956, 960, 963, 964, 960, 954, 944, 931	919, 922, 923, 922, 919, 913, 906, 896	882, 879, 875, 863, 849, 831, 812, 794	771, 766, 763, 760, 756, 751, 743, 734
D	954, 958, 961, 961, 957, 950, 940, 917	919, 920, 920, 919, 915, 909, 901, 883	881, 880, 878, 872, 863, 851, 835, 819	798, 796, 794, 792, 789, 782, 774, 764
C	947, 950, 952, 952, 948, 941, 931, 918	912, 912, 912, 910, 905, 900, 891, 880	872, 873, 873, 871, 866, 858, 848, 836	818, 818, 818, 816, 813, 807, 799, 789
B	937, 941, 945, 945, 942, 934, 923, 910	902, 902, 900, 898, 895, 889, 881, 871	861, 863, 865, 865, 862, 858, 851, 843	829, 834, 837, 837, 834, 828, 820, 809
A	941, 945, 946, 946, 942, 935, 925, 912	900, 900, 900, 898, 895, 890, 882, 861, 874	864, 864, 864, 862, 860, 855, 850, 843	831, 832, 832, 831, 828, 823, 817, 809



GENERAL NOTES:

TRANSVERSE strike-off finishing machine is to be used in placing deck concrete.

CASE I
Bottom of slab elevations are based on the condition that all structural steel has been erected, but no other loads applied. These elevations include allowances for deflections due to forms, steel reinforcement, deck concrete, railing, utilities, and sidewalk.

CASE II
Screed elevations are based on the condition that no slab concrete has been cast and that formwork, steel reinforcement, utilities are in place.

CASE III
Steel reinforcement and slab concrete in place on structural steel and no other loads applied. After screeds are set, if a check indicates that less than the minimum slab thickness will be obtained, adjust screeds and Neoprene expansion joint accordingly.

Screeds affected by loads in other spans are to be set to the elevation shown before casting any concrete. Concrete in the suspended spans is to be cast before concrete in anchor spans.

SLAB ORDINATES AND SCREED ELEVATIONS (For Loading Case II)

Beam	Span 1	Span 2	Span 3	Span 4
7	984, 986, 986, 984, 981, 975, 968, 959	948, 948, 948, 947, 946, 942, 936, 926, 910	889, 883, 863, 838, 807, 780, 754, 730	695, 694, 696, 699, 698, 695, 687, 677, 663
6	984, 986, 986, 984, 981, 975, 968, 959	948, 948, 948, 947, 946, 942, 936, 926, 910	889, 883, 863, 838, 807, 780, 754, 730	695, 694, 696, 699, 698, 695, 687, 677, 663
5	1017, 1020, 1021, 1021, 1018, 1011, 1002, 991	978, 979, 979, 978, 974, 969, 962, 951, 931	934, 925, 912, 895, 873, 849, 826, 805, 774	785, 785, 783, 782, 779, 772, 762, 751, 738
4	1025, 1028, 1030, 1030, 1027, 1020, 1010, 998	984, 985, 985, 983, 980, 975, 967, 959, 948	949, 948, 945, 940, 931, 920, 907, 892, 874	878, 877, 876, 874, 866, 858, 847, 834
3	1015, 1019, 1021, 1020, 1017, 1009, 999, 987	971, 971, 972, 972, 970, 967, 962, 954, 945	936, 937, 937, 936, 933, 928, 920, 912, 904	904, 903, 906, 906, 903, 898, 889, 879, 868
2	1012, 1015, 1017, 1016, 1012, 1005, 995, 983	967, 967, 968, 968, 966, 963, 958, 950, 941	932, 932, 933, 934, 933, 930, 926, 920, 913	904, 907, 909, 909, 906, 900, 893, 883, 872
1	1016, 1018, 1019, 1018, 1014, 1007, 997, 986	970, 972, 972, 971, 968, 962, 956, 946, 938	935, 934, 933, 931, 929, 925, 919, 913, 906	906, 905, 904, 901, 901, 896, 890, 883, 875

PLANS PREPARED BY
CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
CITY ENGINEERS OFFICE
BUREAU OF HIGHWAYS AND EXPRESSWAYS

APPROVED: [Signature] STRUCTURAL ENGINEER

JOB No. PW 990 (13)

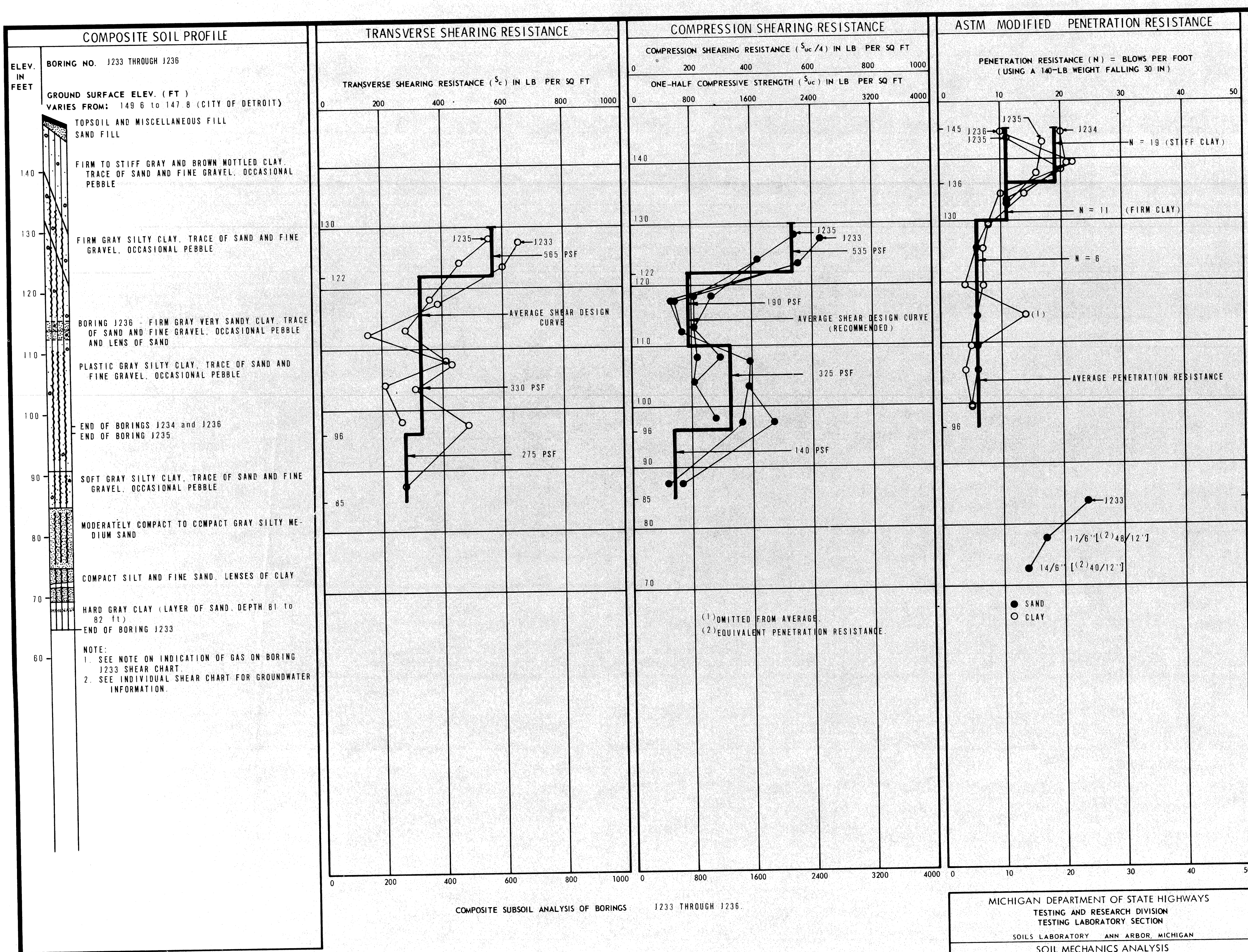
MICHIGAN DEPARTMENT OF STATE HIGHWAYS

SUPERSTRUCTURE DETAILS

REVISIONS

NO.	DESCRIPTION	DATE	BY

SOBARD BOSS: Locher 7-70
DRAWN BY: B. Bunce 10-69
CHECKED BY: [Signature] 11-70
SHEET 31 OF 36
S13 of 82123D



Both of Htg. elevs vary from 121.5 to 123.0

1/2 MINIMUM PILE TIP PENETRATION

ESTIMATED PILE TIP BEARING

THE ABOVE COMPOSITE SOIL PROFILE IS INTENDED ONLY TO PRESENT AVERAGE CONDITIONS THROUGHOUT THE GROUP OF BORINGS REPRESENTED. SEE INDIVIDUAL BORING CHARTS FOR DETAILS.

MICHIGAN DEPARTMENT OF STATE HIGHWAYS
 TESTING AND RESEARCH DIVISION
 TESTING LABORATORY SECTION
 SOILS LABORATORY ANN ARBOR, MICHIGAN
 SOIL MECHANICS ANALYSIS
 PROJECT S13 of 82123D
 PROPOSED FULLERTON CROSSOVER CROSSING I-96
 (JEFFRIES FREEWAY), DETROIT, MICHIGAN
 PREPARED BY: *Angeline J. Brooks* DATE: 6-30-69
 CHECKED BY: *Paul W. Martella* DATE: 6-30-69

PLANS PREPARED BY
 CITY OF DETROIT
 DEPARTMENT OF PUBLIC WORKS
 CITY ENGINEERS OFFICE
 BUREAU OF HIGHWAYS AND EXPRESSWAYS
 APPROVED: *H. Coats* STRUCTURAL ENGINEER
 JQB No. PW 990 (13)

COMPOSITE SUBSOIL ANALYSIS
 OF BORINGS
 J-233, J-234, J-235 & J-236
 DETROIT, MICHIGAN