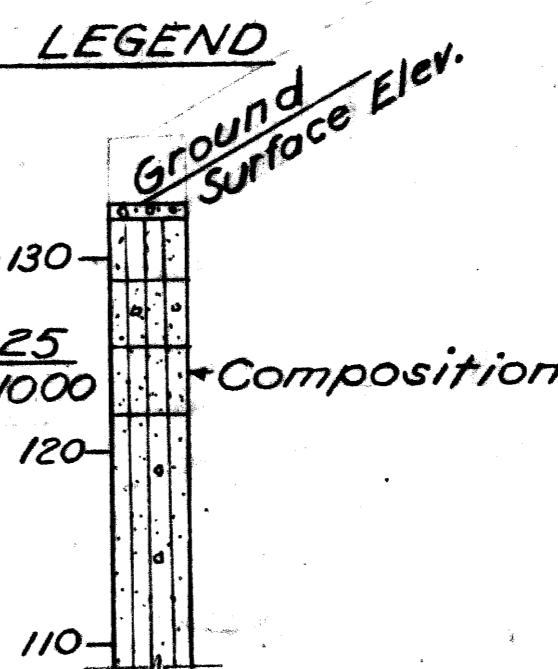
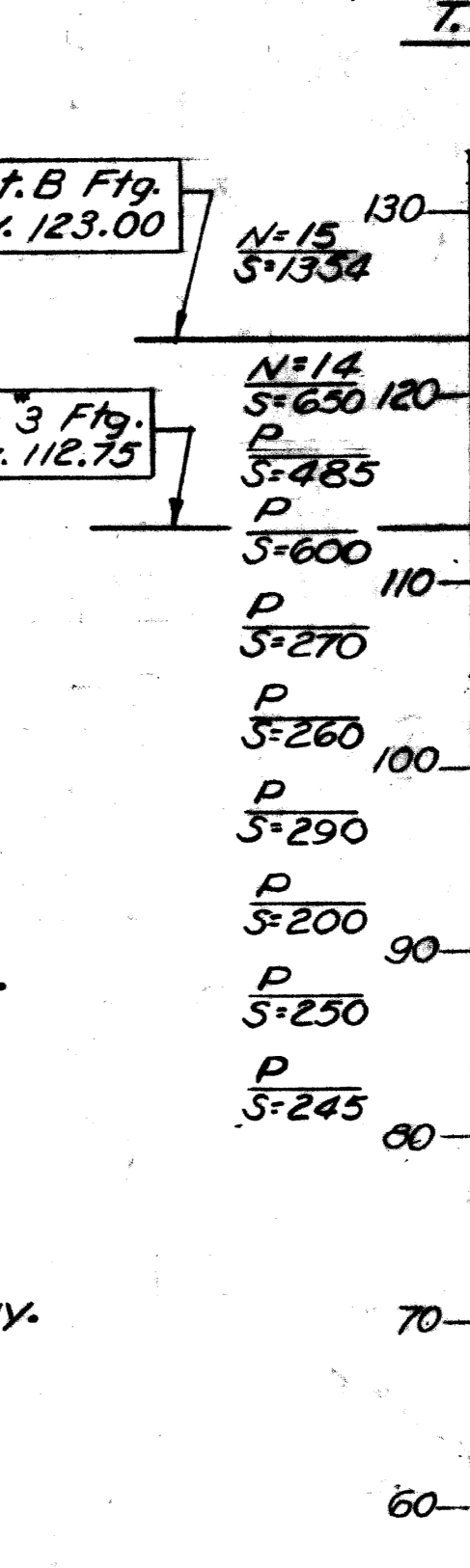
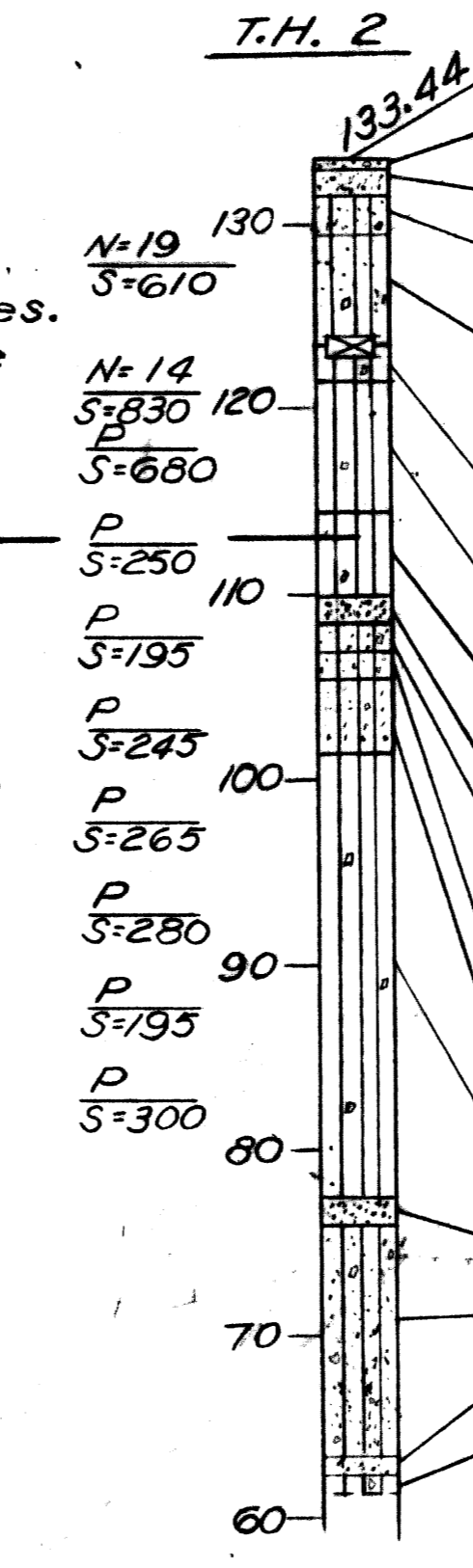
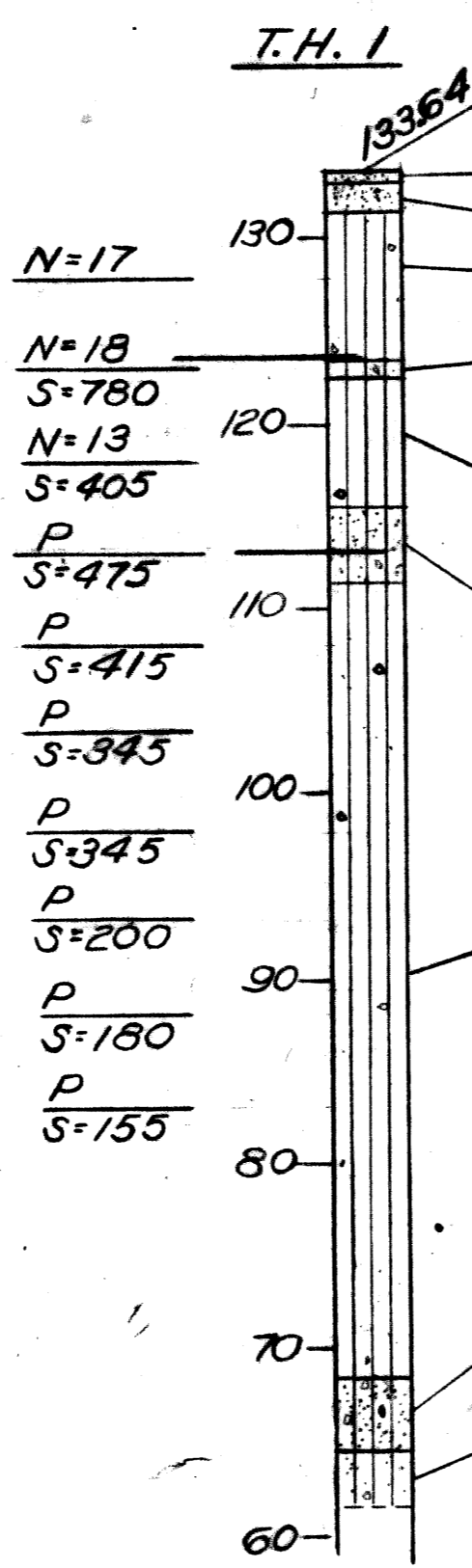
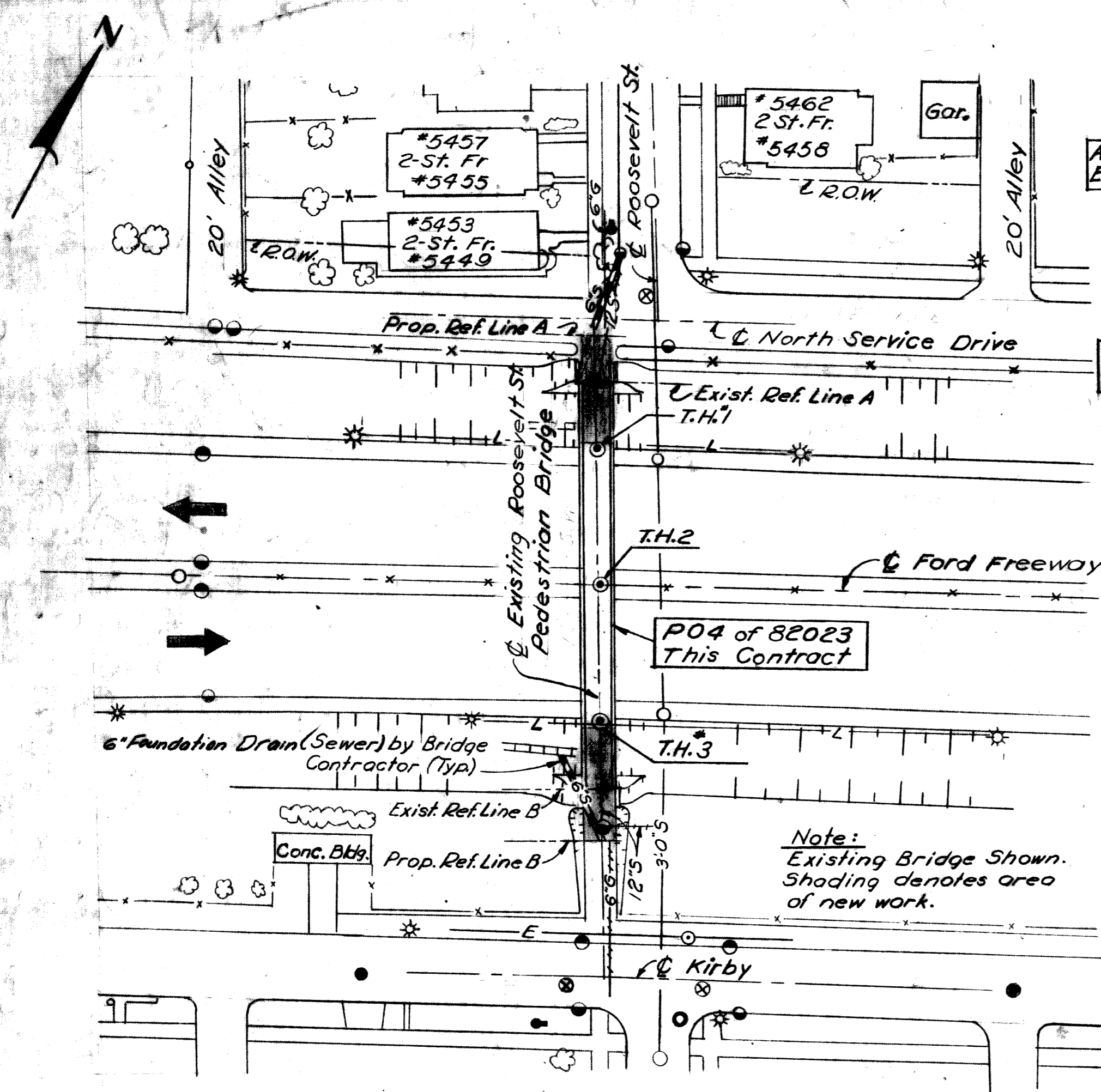
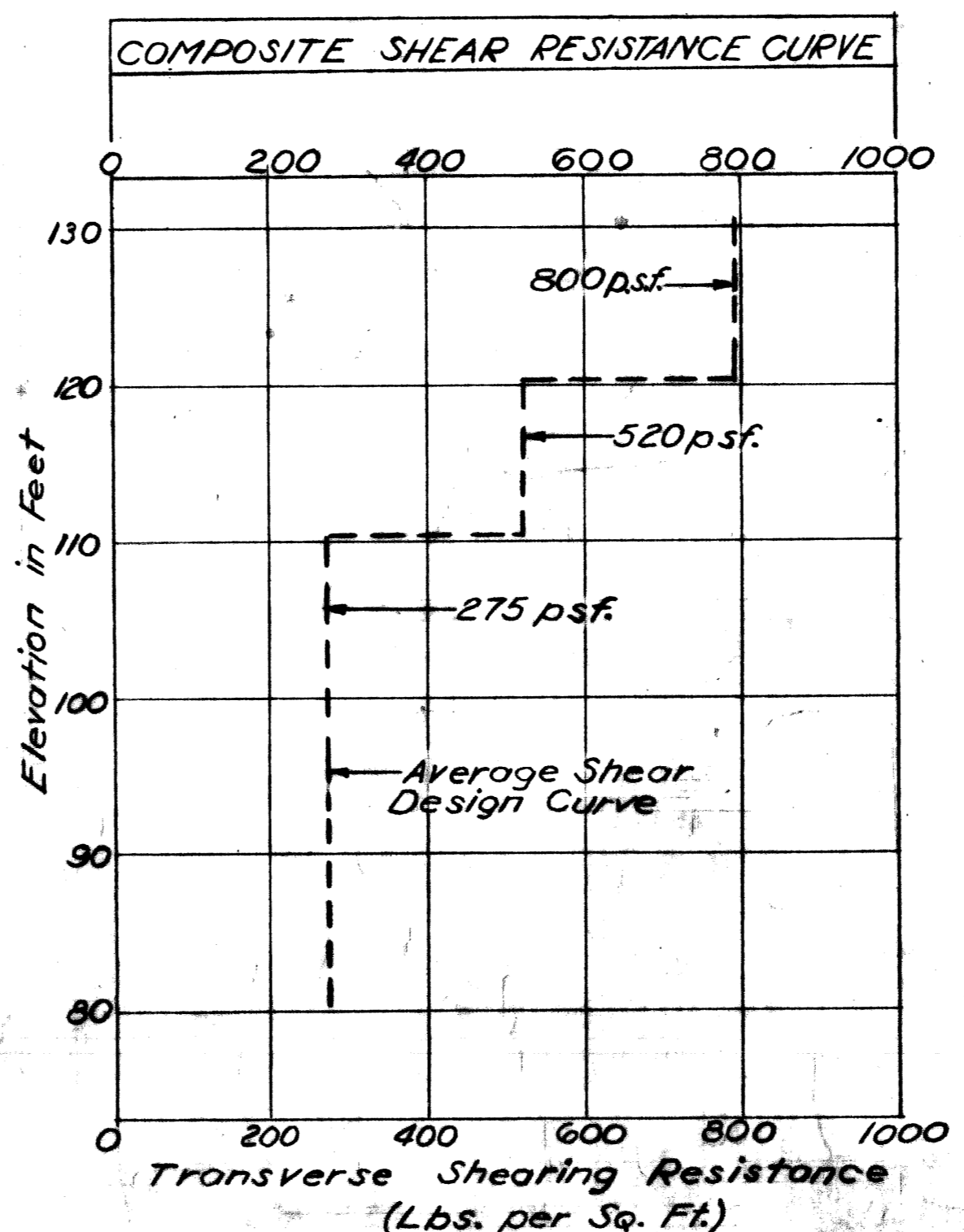


LOG OF SOIL BORINGS



**NOTES:**  
N Indicates number of blows required to drive a sampler 12" using a 140 lb. hammer falling 30". Where blow count is not shown, P indicates Sampler was pushed.  
S Indicates Transverse Shearing Resistance in lbs. per Sq. Ft. as determined by M.S.H.D. Standard Test.  
Consistency of boring was determined by inspection of samples and substantiated by soils resistance to casing and jet rod.



- UTILITY LEGEND**
- Sewer Manhole
  - ⊗ Sewer Inlet or Catchbasin
  - ⊕ Water Gate Well & Valve
  - P.L.C. Manhole
  - ⊙ D.E. Co. Manhole
  - ⊖ D.F.D. Manhole
  - ⊕ Fire Hydrant
  - ⊙ D.E. Pole
  - ⊕ P.L.C. Light Pole
  - ⊙ Tree
  - ⊕ Fence
  - ⊙ Test Boring Location
- UTILITY DESIGNATION**
- | Existing                         | Delete or Abandoned |
|----------------------------------|---------------------|
| City of Detroit Sewers — S —     | — S —               |
| Mich. Consolidated Gas Co. — G — | — G —               |
| Detroit Edison Co. — E —         | — E —               |
| Public Lighting Comm. — L —      | — L —               |

**NOTES:**  
This set of drawings covers the alteration of the existing Roosevelt St. Pedestrian Bridge including unclassified excavation, slope protection, incidental drainage, porous backfill and incidental work. All other work is included in the road plans which are a part of this contract.  
The Contractor shall locate all active underground utilities prior to starting work, and shall conduct his operations in such manner as to insure that those utilities not requiring relocation will not be disturbed.  
The topography shown represents conditions existing at the time the field survey was made. These conditions may have been altered by the operations of others before this work is started.

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(16)

NO.	DESCRIPTION	DATE	BY

**MICHIGAN STATE HIGHWAY DEPARTMENT**

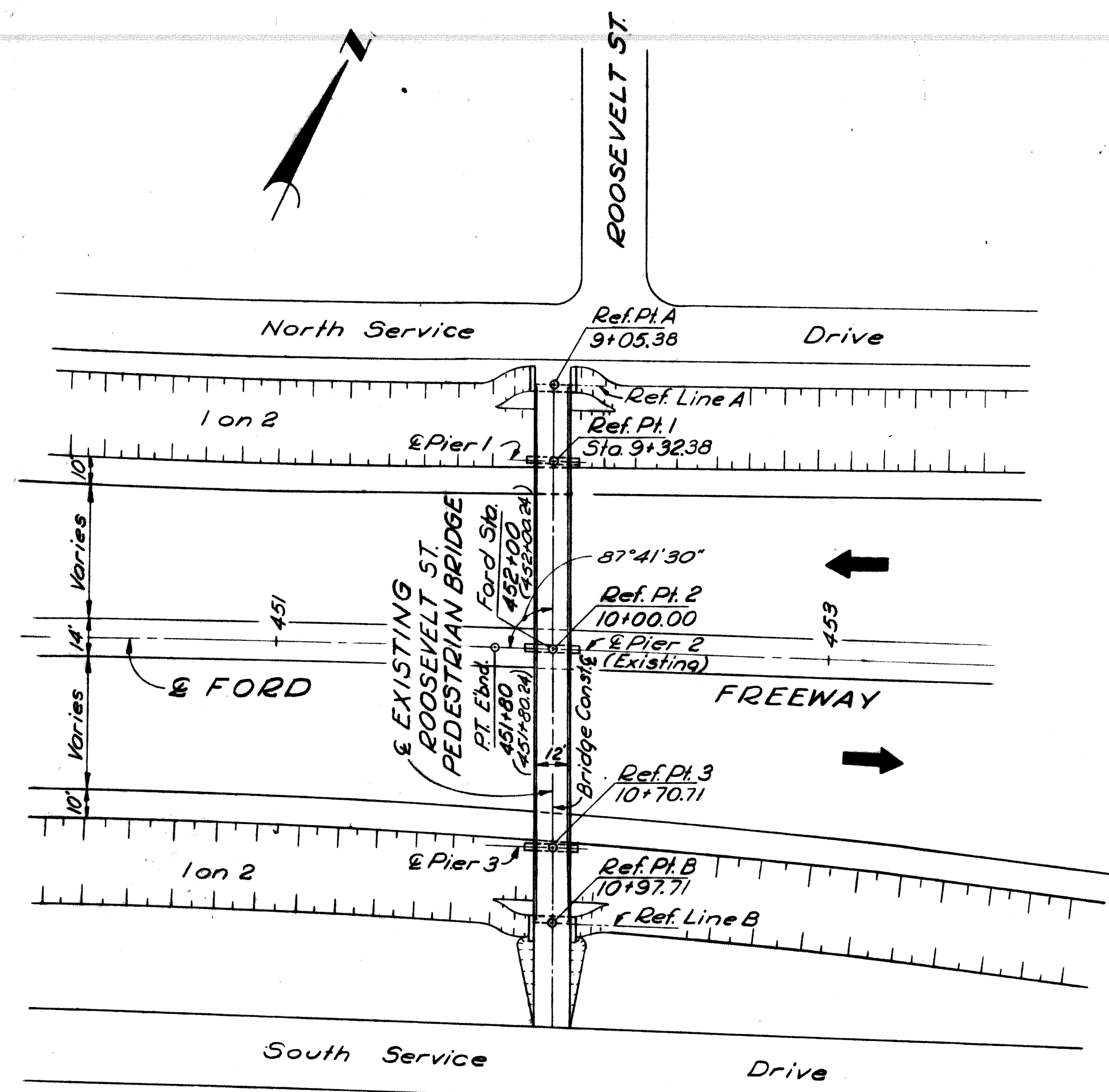
JEFFRIES FREEWAY  
REVISIONS TO ROOSEVELT ST. PEDESTRIAN BRIDGE  
CROSSING FORD FREEWAY IN DETROIT

**GENERAL PLAN OF SITE**

CITY OF DETROIT  
SQUAD BOSS: SPVEN 8-66  
DRAWN BY: JAS/BA 10-65  
CHECKED BY: SPVEN 8-66  
SHEET 2 OF 34

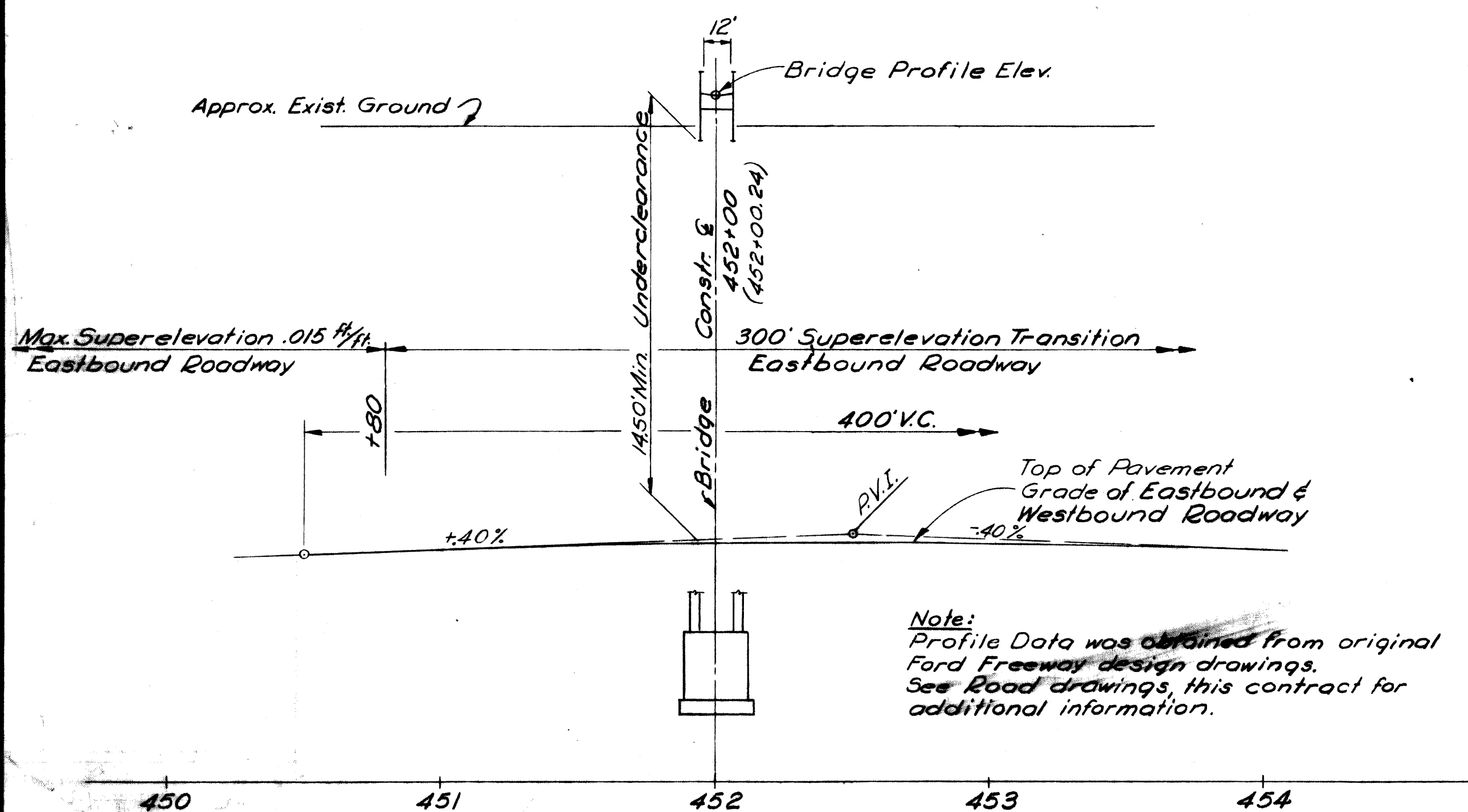
APPROVED: [Signature] DESIGN SUPERVISING ENGINEER  
APPROVED: [Signature] ENGINEER OF DESIGN - CONSULTANTS

P04 of 82023A

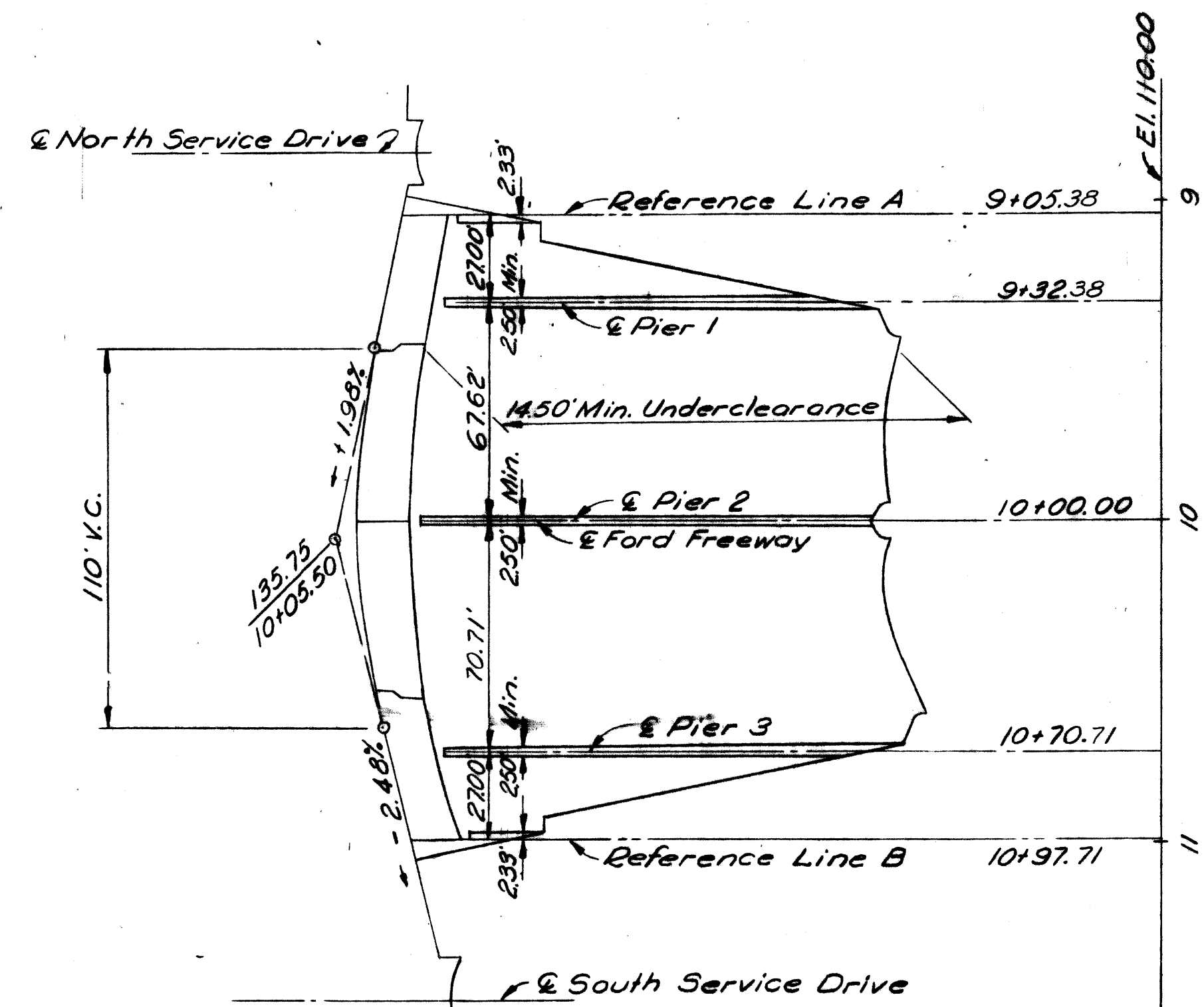


PLAN  
Scale: 1"=40'

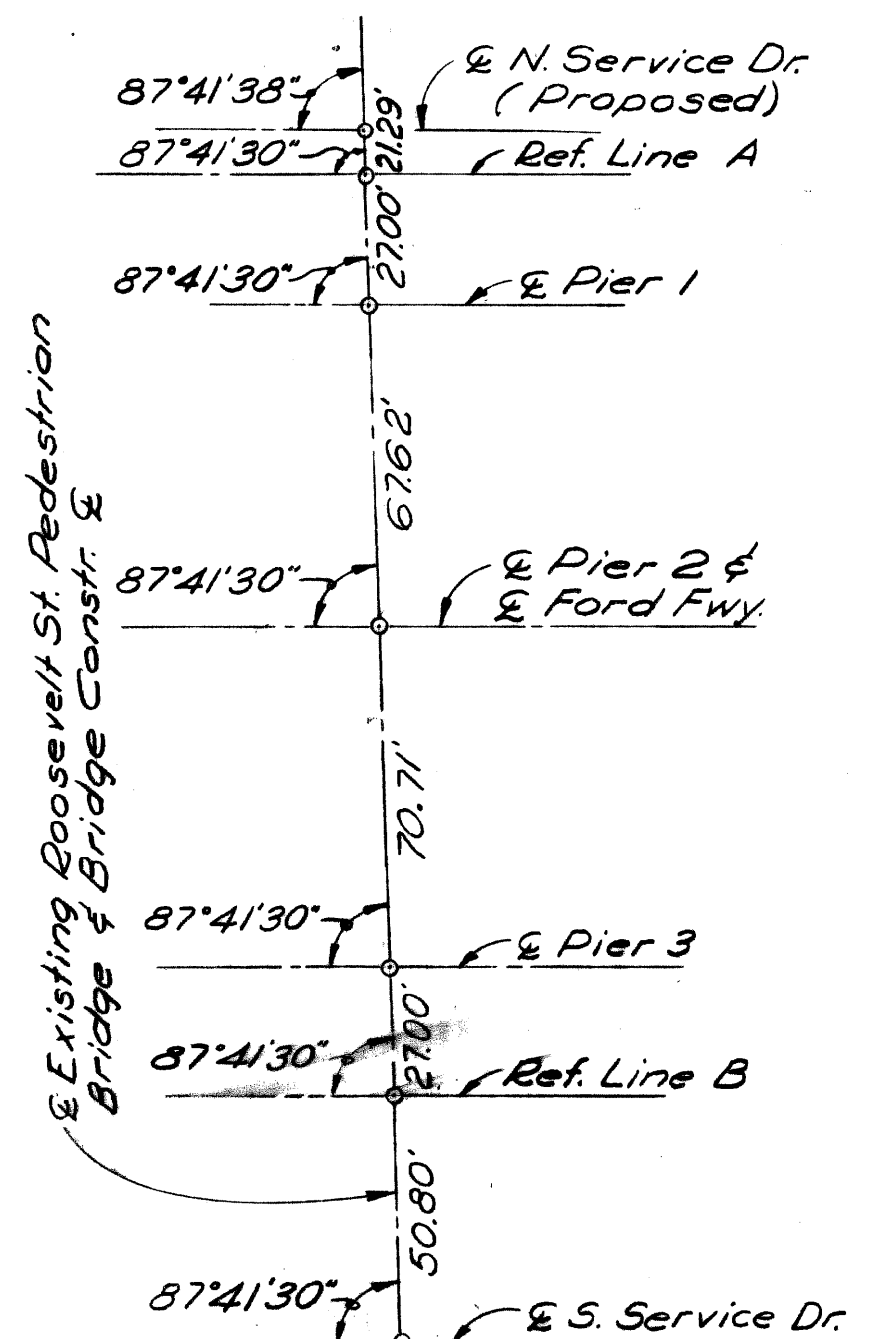
Note: Stations marked ( ) indicate adjusted survey stations



PROFILE ON FORD FREEWAY  
Scale: Horiz. 1"=40'  
Vert. 1"=4'



PROFILE ON BRIDGE CONSTR.  
Scale: Horiz. 1"=40'  
Vert. 1"=4'



ALIGNMENT DIAGRAM

**CONSTRUCTION BENCH MARKS**  
 C.B.M. 31 Elev. 134.86 Arrow on hydrant S.E. corner McKinley and Ford S. Service Drive.  
 C.B.M. 32 Elev. 135.36 Arrow on hydrant S.W. corner Roosevelt and Ford S. Service Drive.  
 C.B.M. 33 Elev. 135.65 Arrow on hydrant S.W. corner 25th and Ford S. Service Drive.  
 C.B.M. 51 Elev. 135.85 Arrow on hydrant W. Side of M<sup>c</sup>. Kinley 190' S. of Hudson.  
 C.B.M. 52 Elev. 137.07 Arrow on hydrant W. Side of Roosevelt 45' N. of Ford N. Service Drive.  
 Elevations are referred to City of Detroit Datum, 479.755 feet above sea level.

**NOTE:**  
 In this set of drawings, dimensions which pertain to the existing structure were obtained from as-built drawings and are believed to be correct. They are, however, subject to field verification, and if important discrepancies are found, they should be reported to the Design Office for possible adjustment.  
 Establish the Bridge Construction & coincident with the physical centerline of the existing structure.

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(16)

NO.	DESCRIPTION	DATE	BY

MICHIGAN STATE HIGHWAY DEPARTMENT

JEFFRIES FREEWAY  
 REVISIONS TO ROOSEVELT ST. PEDESTRIAN BRIDGE  
 CROSSING FORD FREEWAY IN DETROIT

GENERAL DRAWING

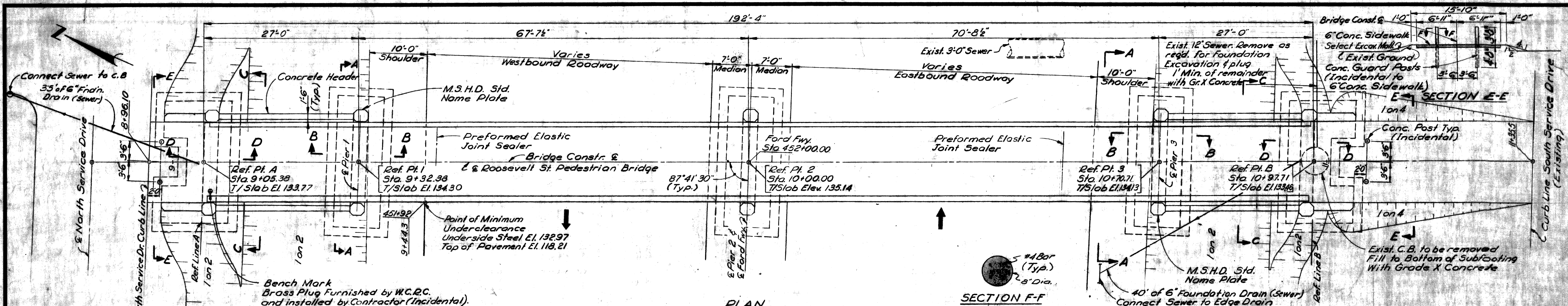
APPROVED: \_\_\_\_\_  
 DESIGN SUPERVISING ENGINEER

APPROVED: \_\_\_\_\_  
 ENGINEER OF DESIGN - CONSULTANTS

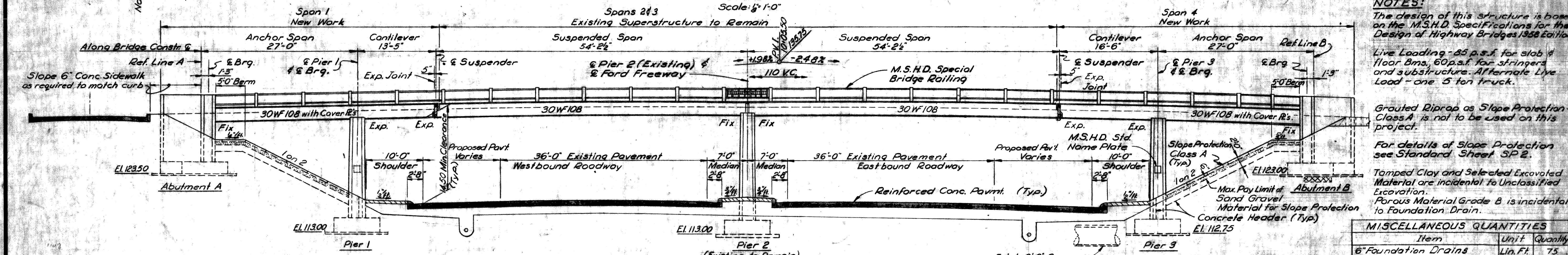
SQUAD BOSS	DATE
STUMM	8-66
T. Baker	11-65

CITY OF DETROIT  
 SHEET 3 OF 3  
 P04 of 82023A

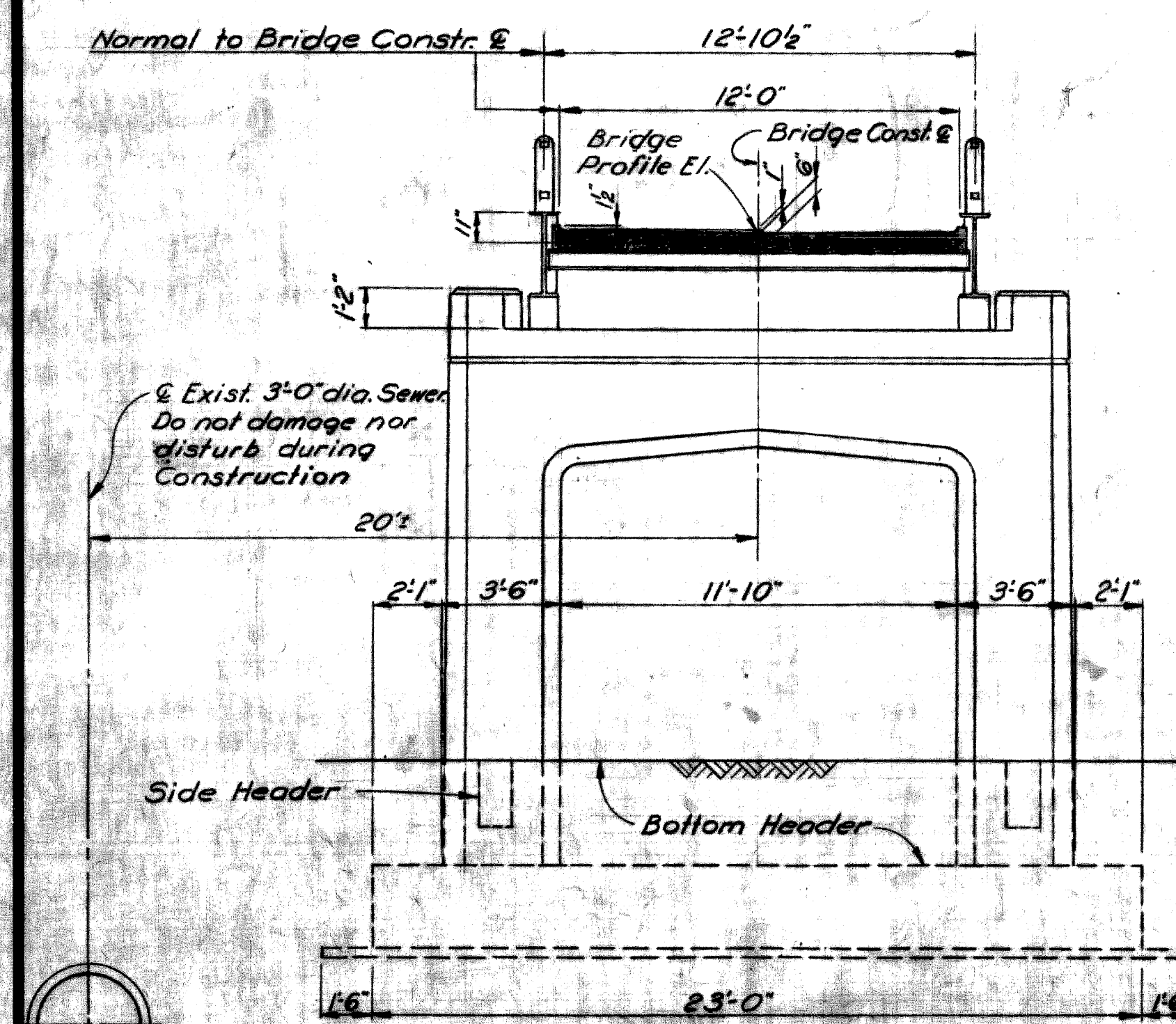
P04



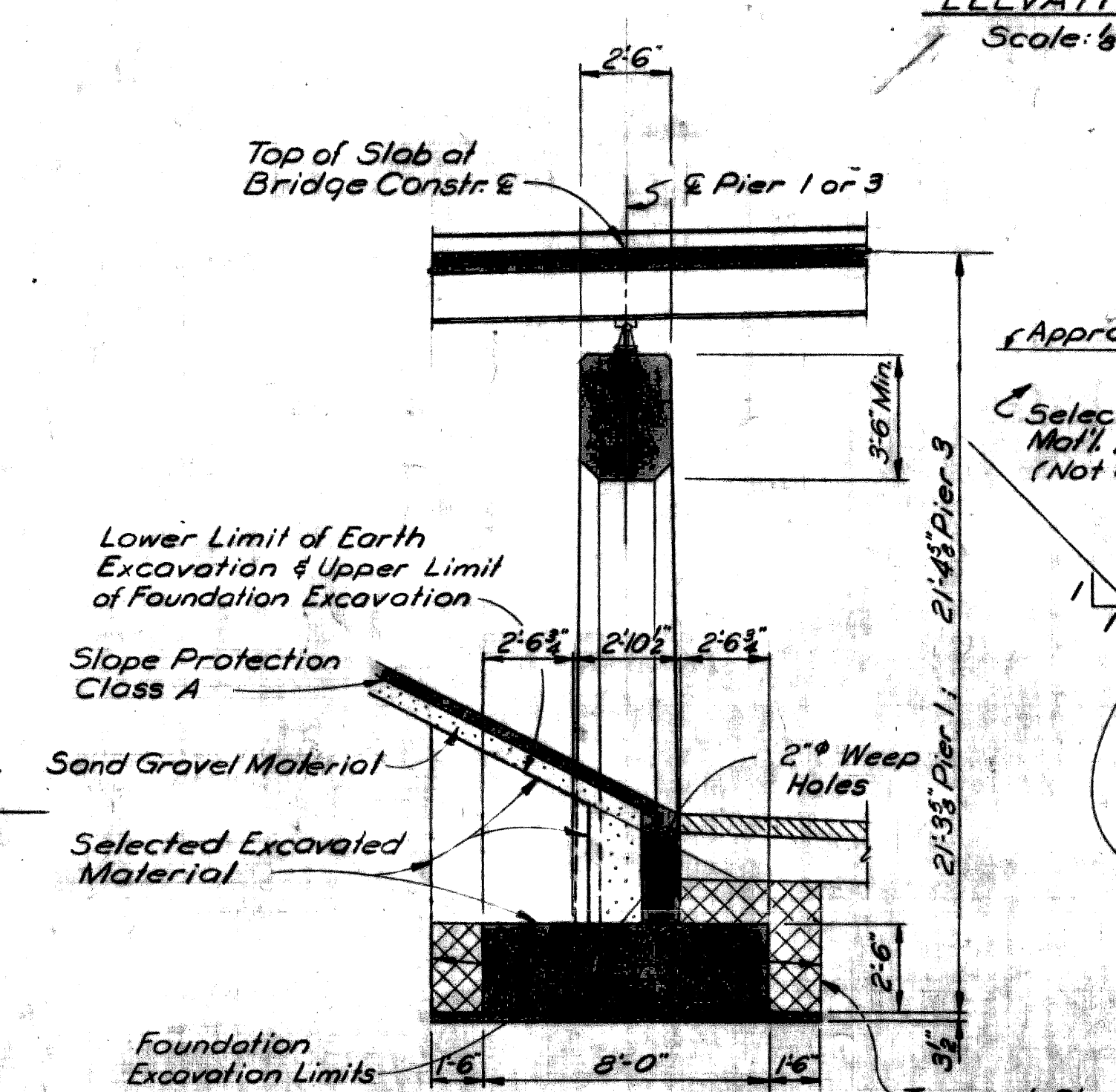
PLAN  
Scale: 1/8" = 1'-0"



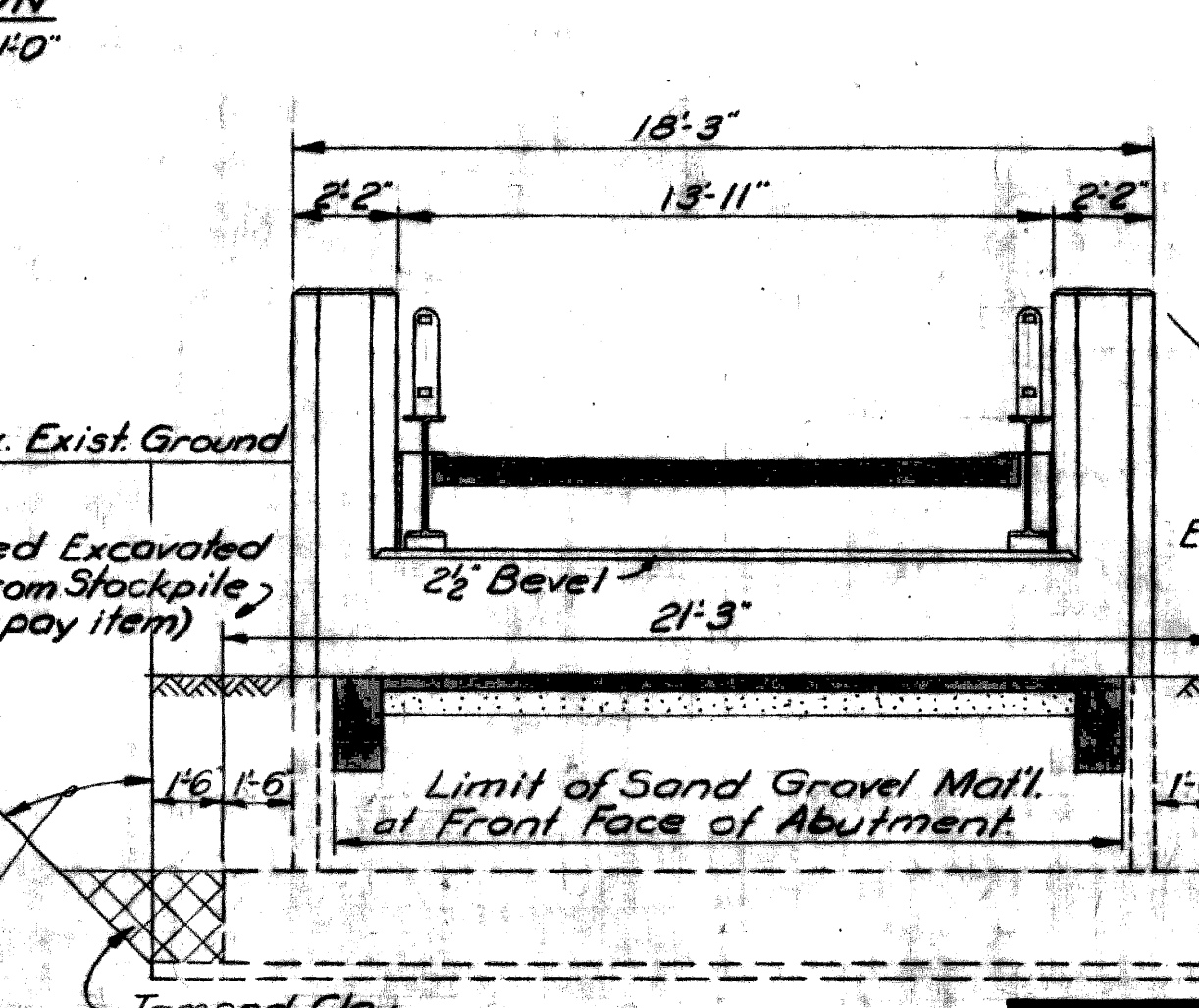
ELEVATION  
Scale: 1/8" = 1'-0"



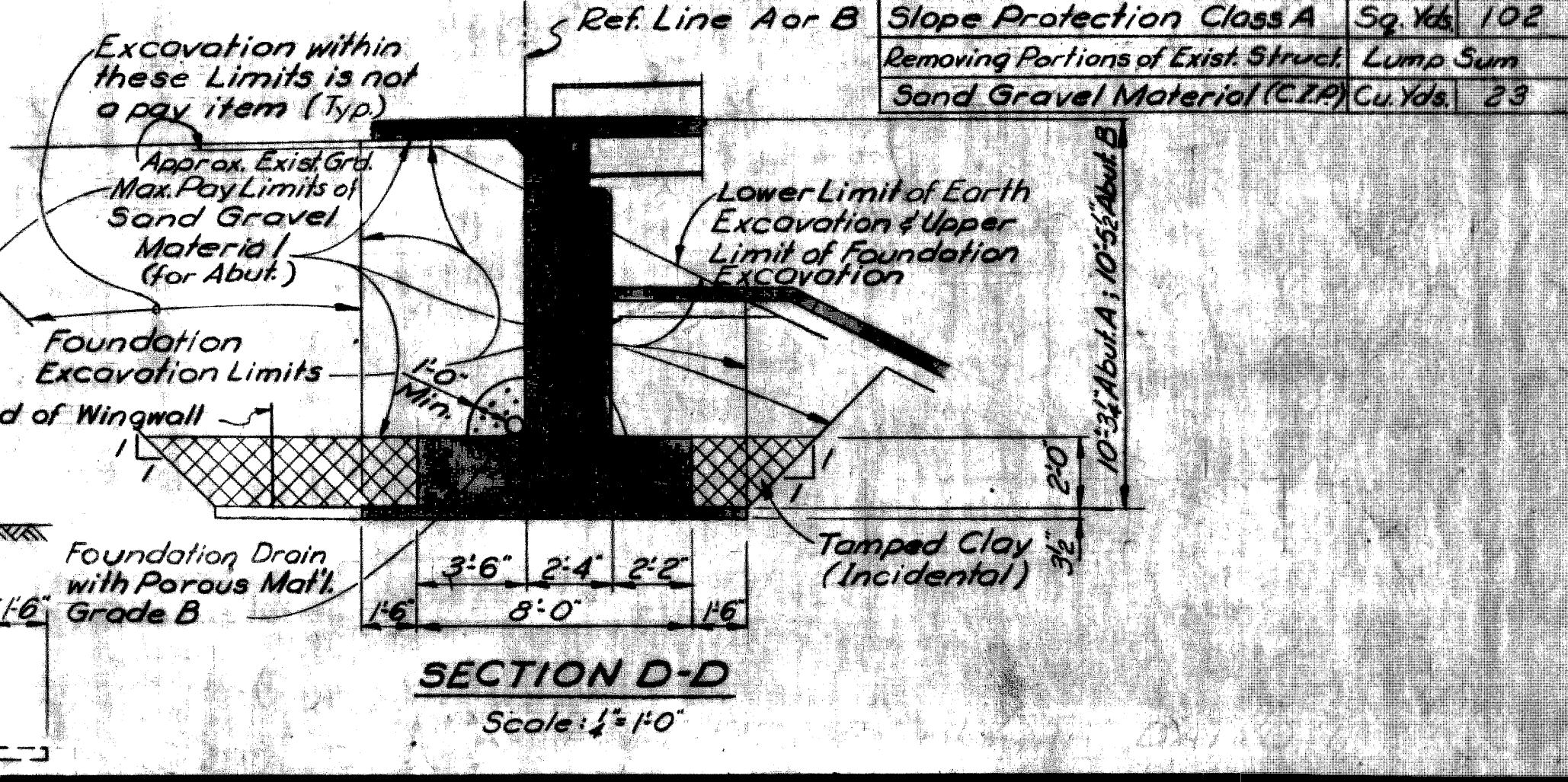
SECTION A-A  
Scale: 1/4" = 1'-0"



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



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



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

**NOTES:**  
The design of this structure is based on the M.S.H.D. Specifications for the Design of Highway Bridges 1958 Edition.  
Live Loading - 65 p.s.f. for slab & floor bms, 60 p.s.f. for stringers and substructure. Alternate Live Load - one 5 ton truck.  
Grouted Riprap as Slope Protection - Class A is not to be used on this project.  
For details of Slope Protection see Standard Sheet SP 2.  
Tamped Clay and Selected Excavated Material are incidental to Unclassified Excavation. Porous Material Grade B is incidental to Foundation Drain.

MISCELLANEOUS QUANTITIES		
Item	Unit	Quantity
6" Foundation Drains	Lin. Ft.	75
6" Concrete Sidewalk	Sq. Ft.	6.47
Slope Protection Class A	Sq. Yds.	102
Removing Portions of Exist. Struct.	Lump Sum	
Sand Gravel Material (C.Z.P.)	Cu. Yds.	23

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(16)

NO.	DESCRIPTION	DATE	BY

MICHIGAN STATE HIGHWAY DEPARTMENT

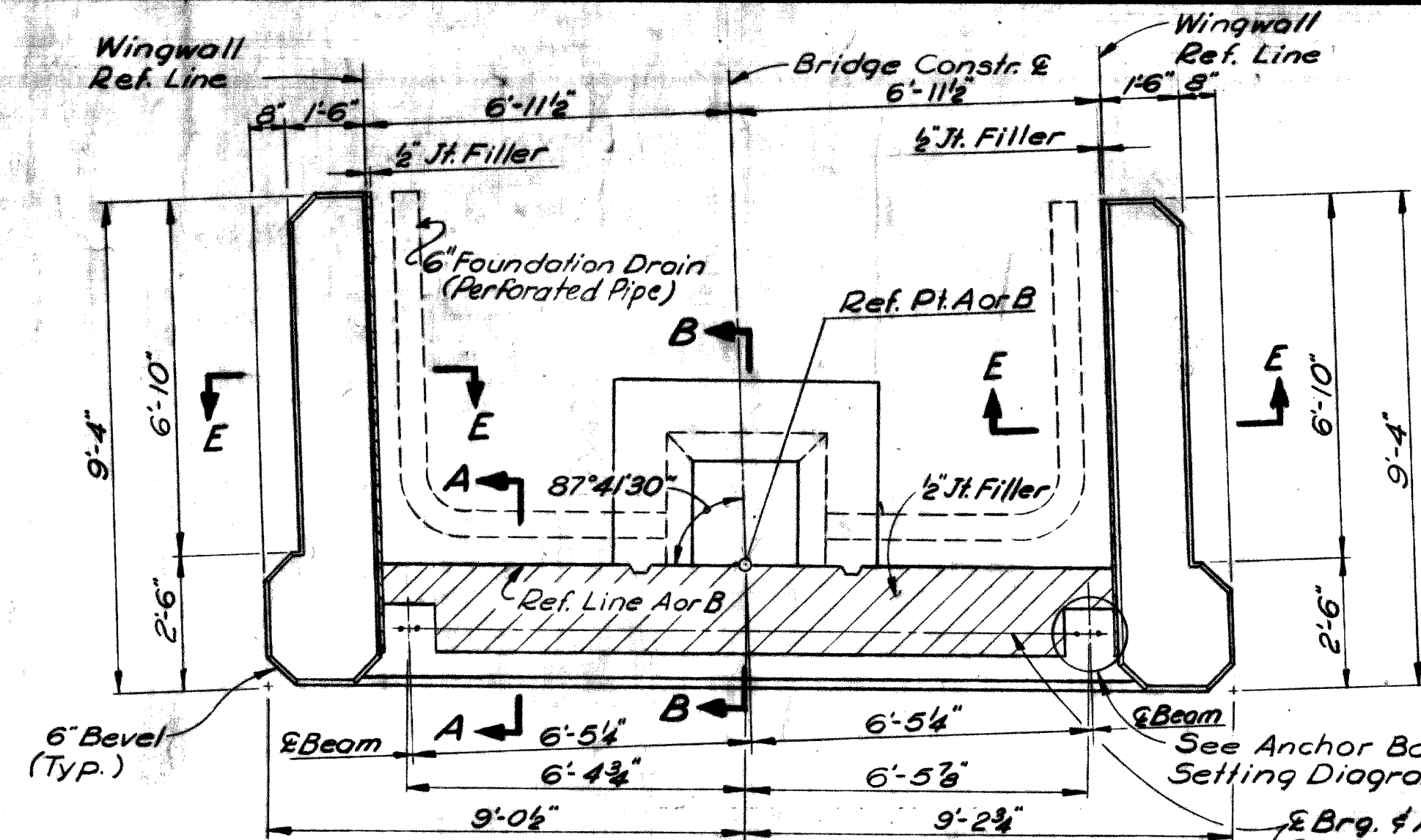
JEFFRIES FREEWAY  
REVISIONS TO ROOSEVELT ST. PEDESTRIAN BRIDGE  
CROSSING FORD FREEWAY IN DETROIT

GENERAL PLAN OF STRUCTURE

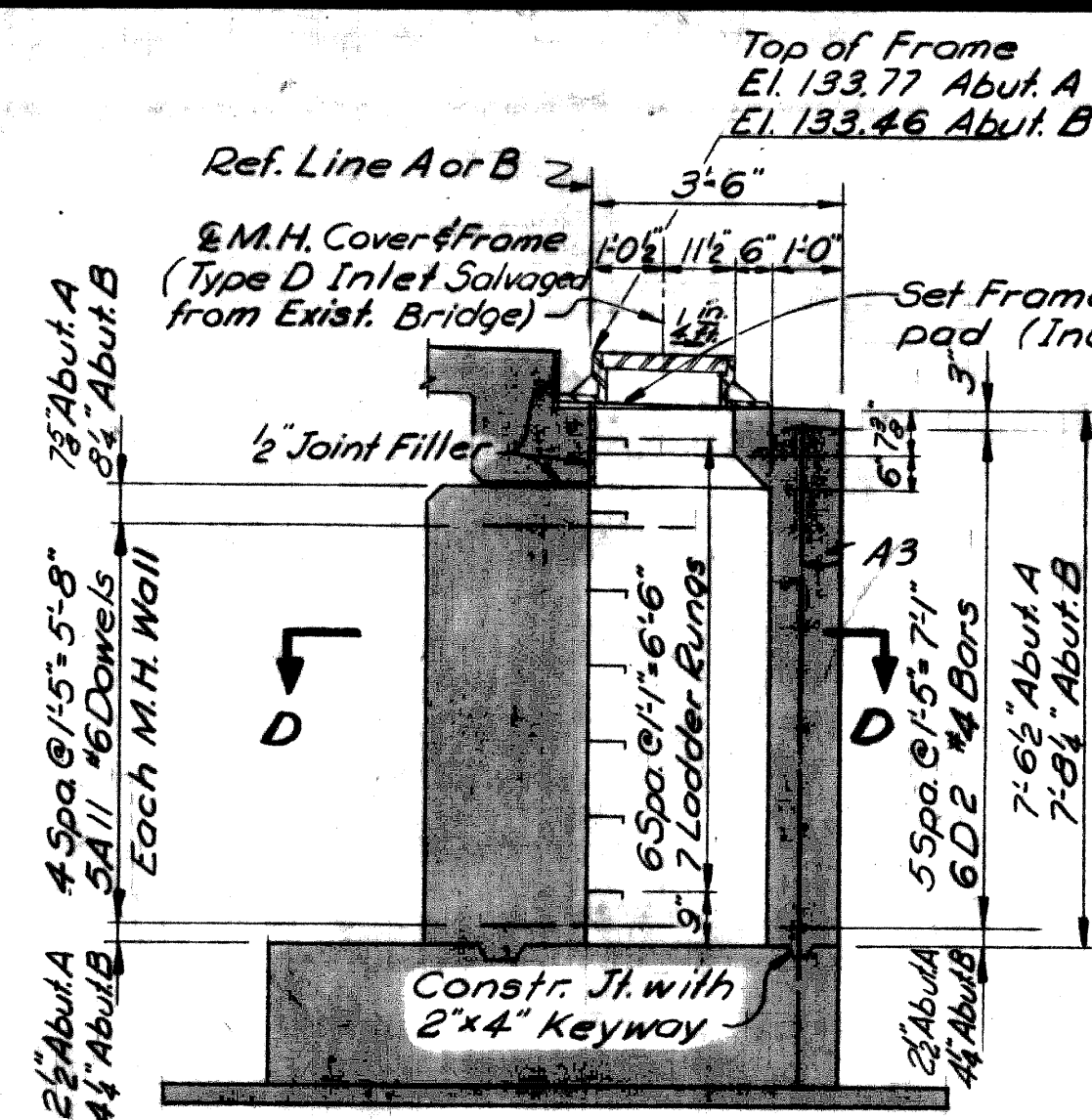
APPROVED: \_\_\_\_\_  
DESIGN SUPERVISING ENGINEER

APPROVED: \_\_\_\_\_  
ENGINEER OF DESIGN-CONSULTANTS

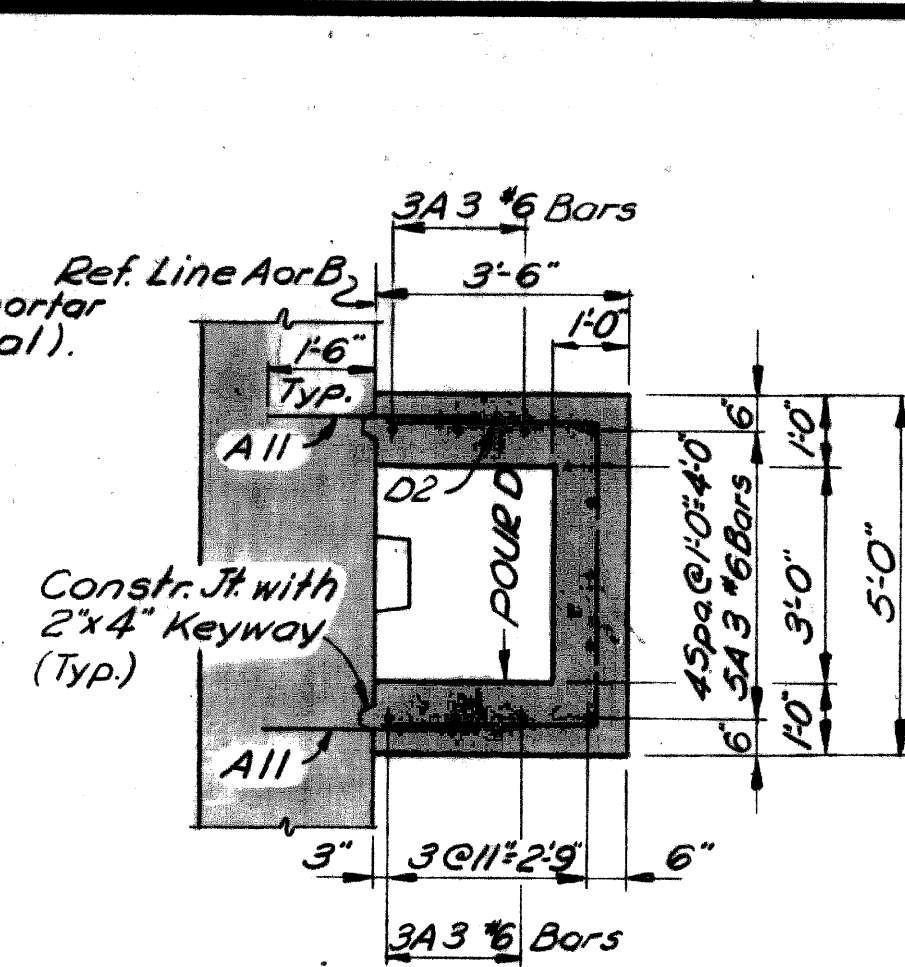
CITY OF DETROIT  
SOUND BOARD: *[Signature]* 4-65  
TRACED BY: *[Signature]* 11-65  
CHECKED BY: *[Signature]* 1-66  
DRAWN BY: *[Signature]* 1-66  
SHEET 1 OF 2  
P04 of 82023A



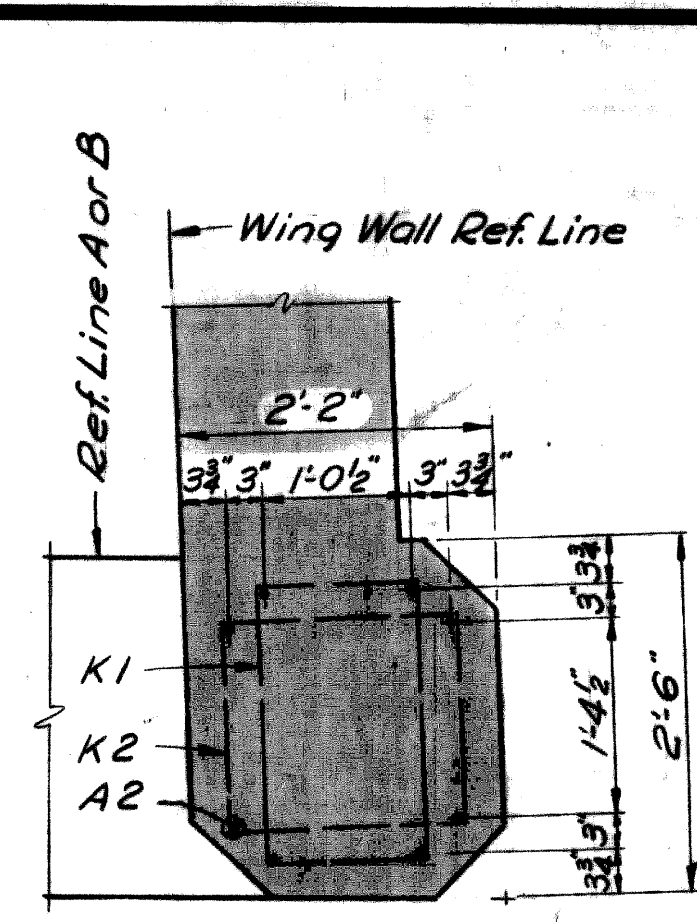
PLAN OF TOP



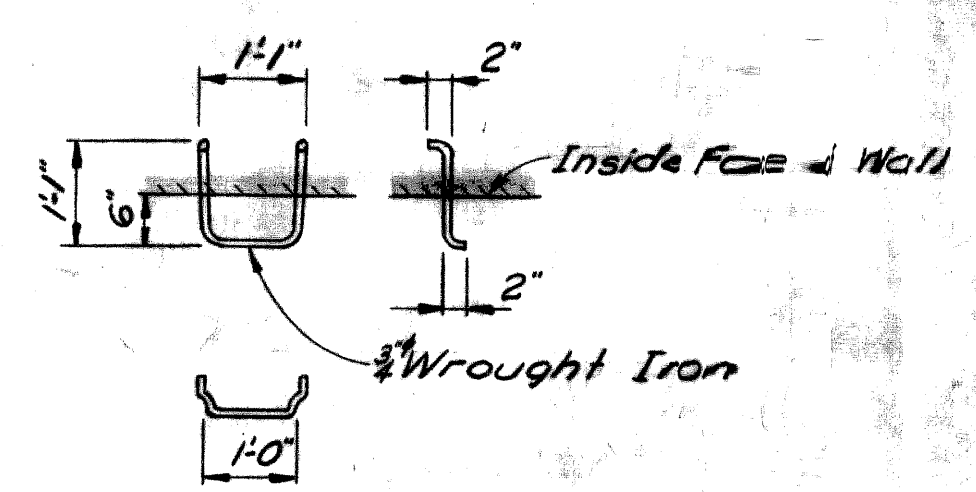
SECTION B-B



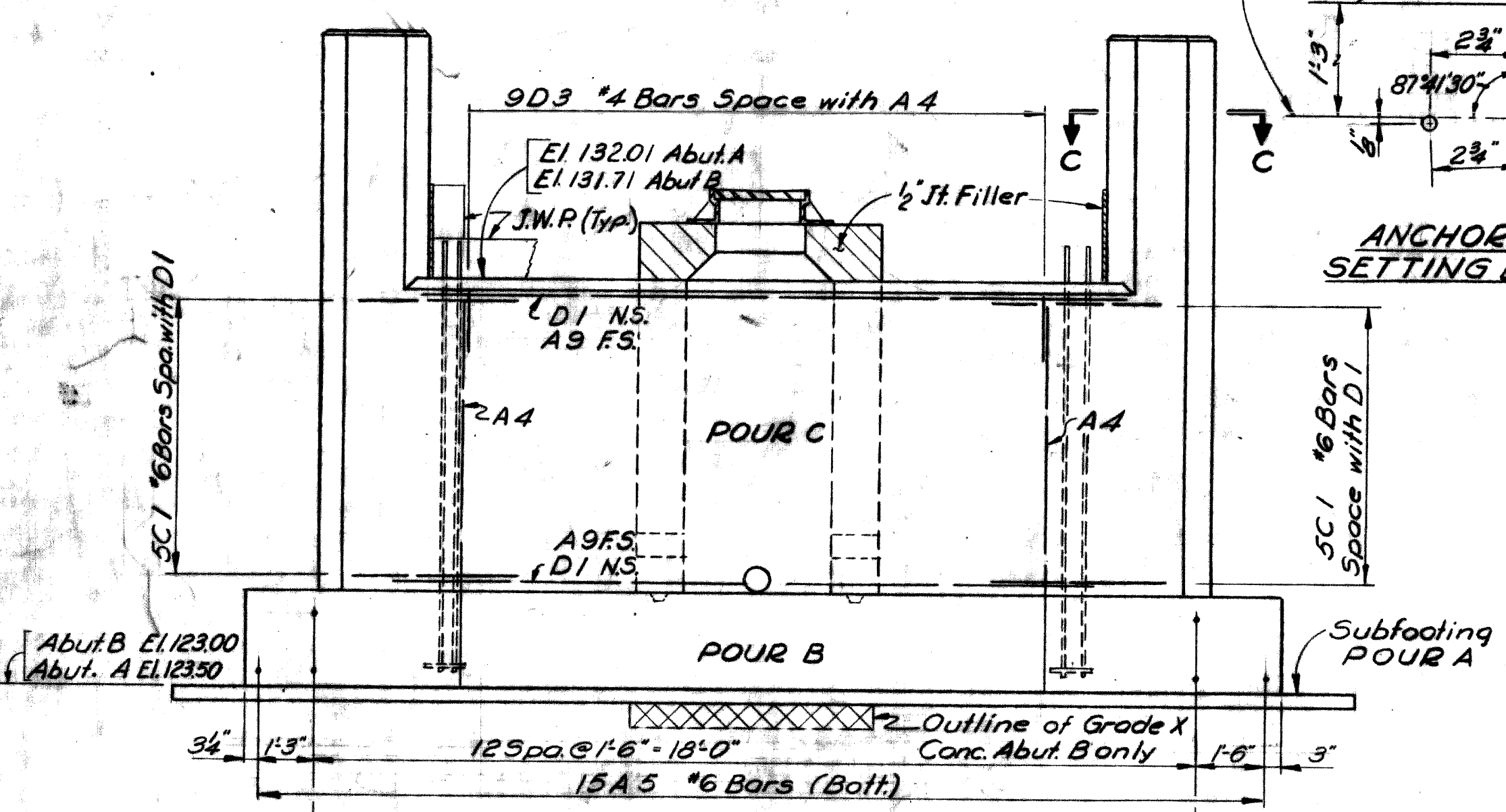
SECTION D-D



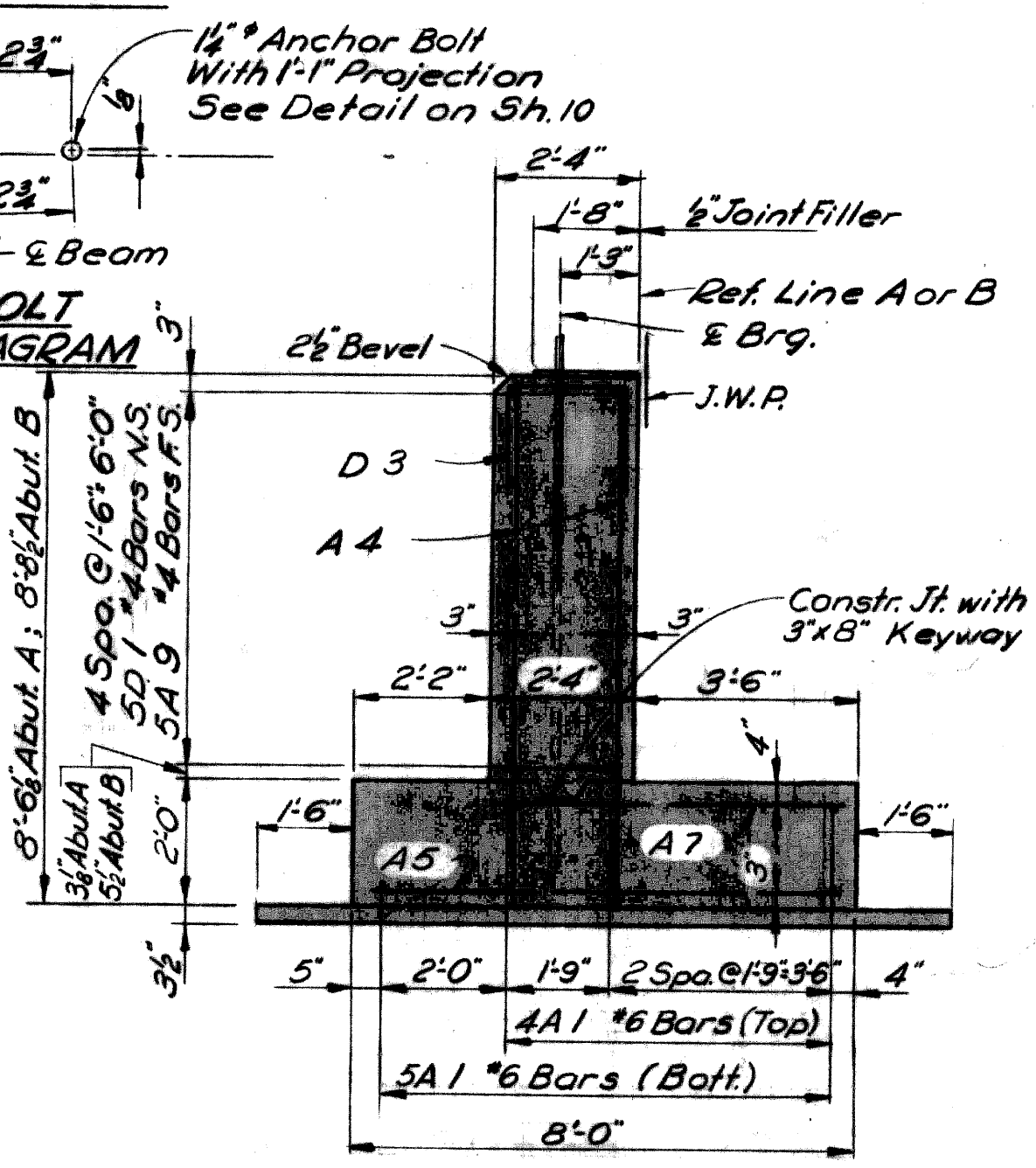
SECTION C-C



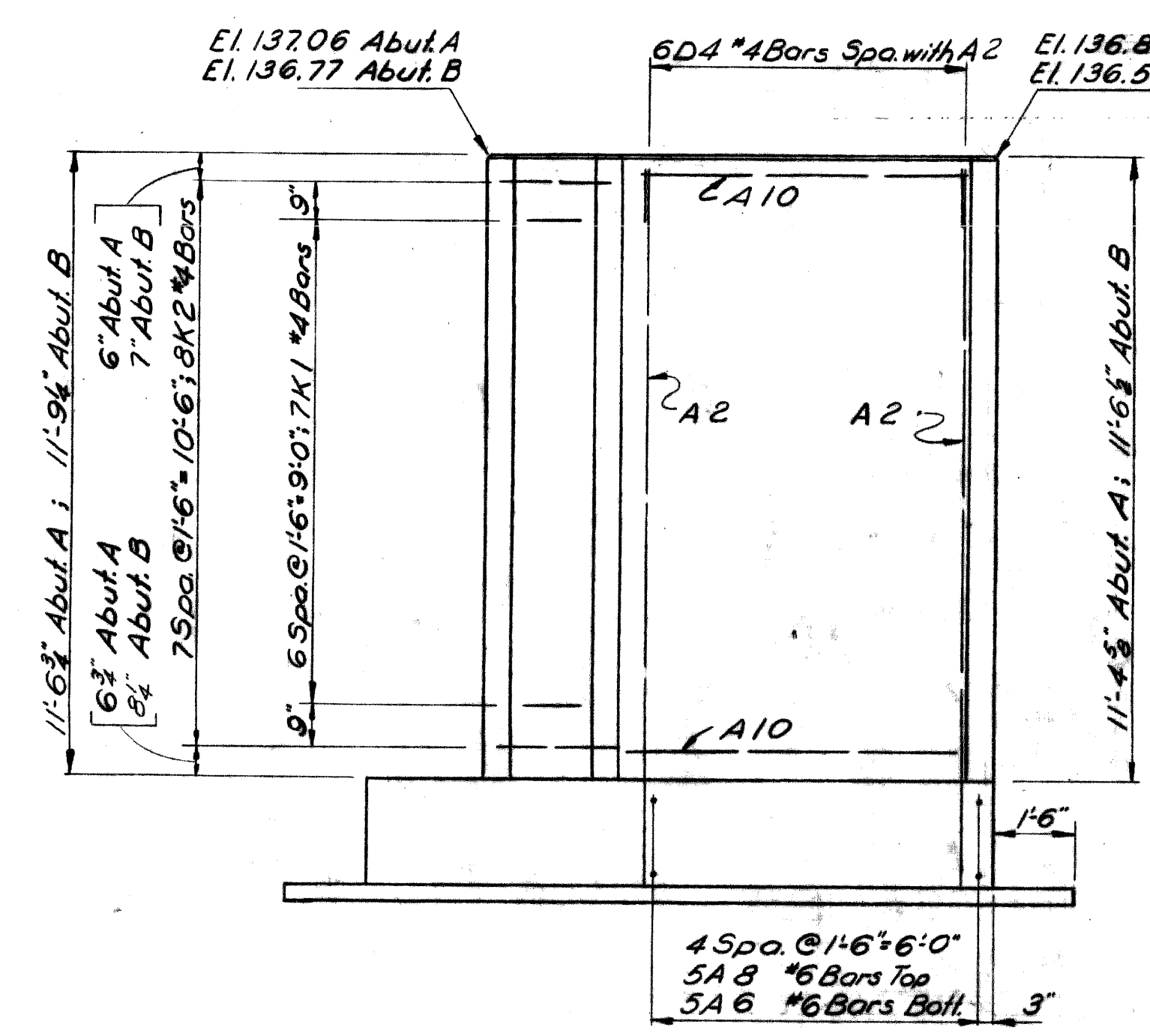
LADDER RUNG DETAILS



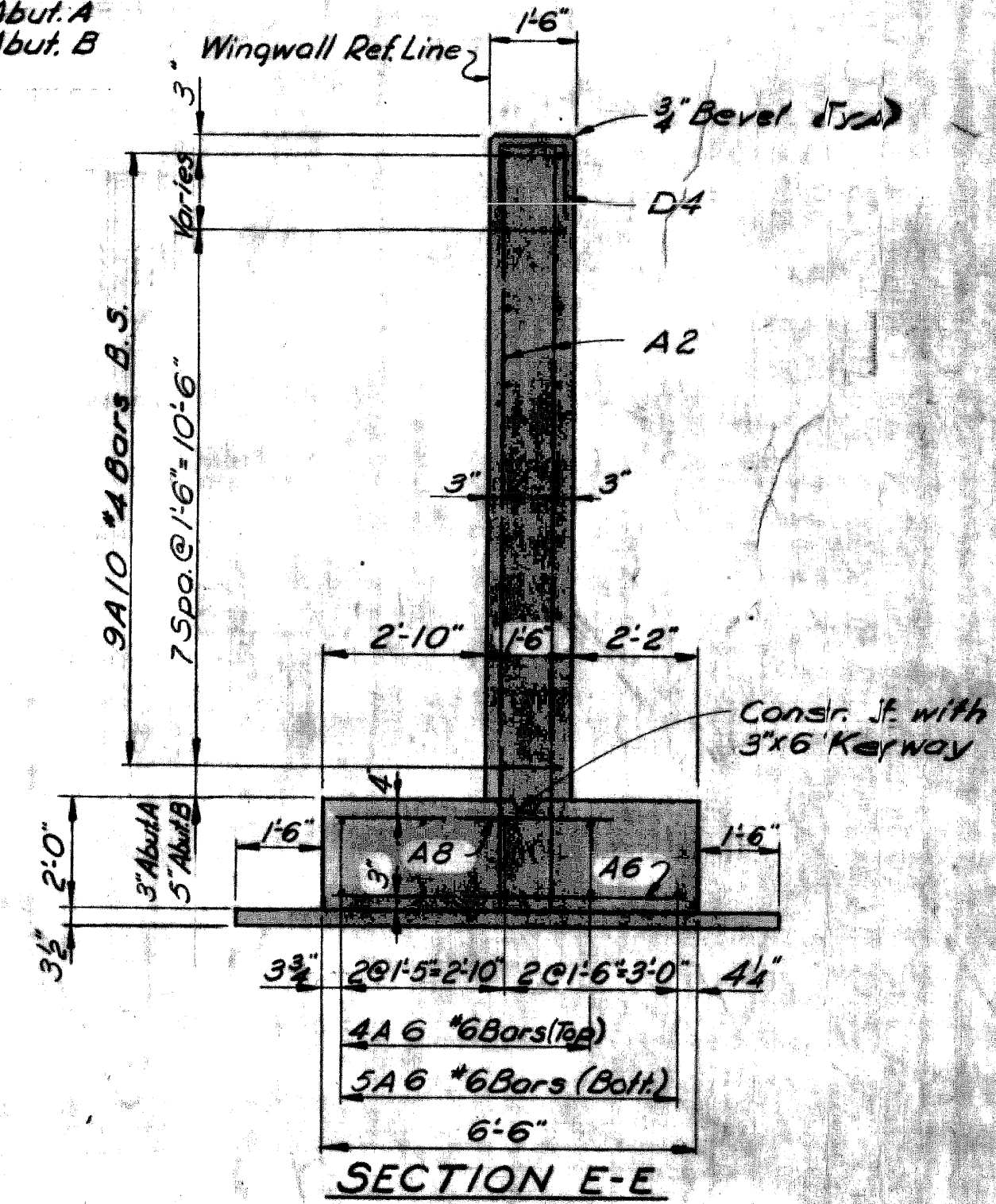
ANCHOR BOLT SETTING DIAGRAM



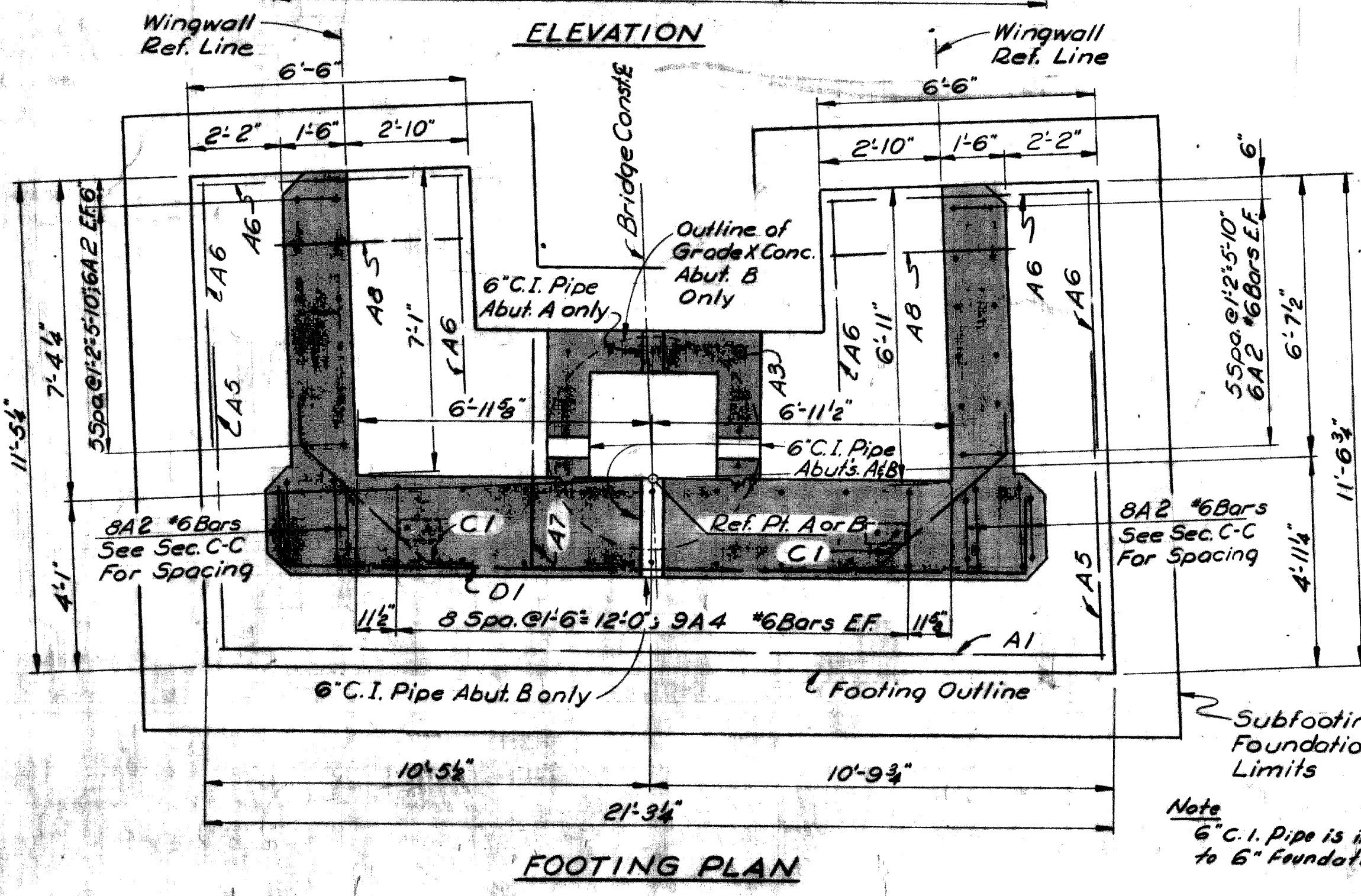
SECTION A-A



WINGWALL ELEVATION



SECTION E-E



FOOTING PLAN

CONCRETE QUANTITIES Cu.Yds.			
POUR	LOCATION	ABUT.A	ABUT.B
A	Subfooting	3.3	3.3
B	Footing	16.0	16.0
Total Gr. A (6A) =		38.6	
C	Stem	20.8	21.2
D	Manhole	2.9	3.0
Total Gr. A (6AA) =		47.9	

MISCELLANEOUS QUANTITIES				
ITEM	UNIT	Abut.A	Abut.B	Total
Unclassified Excavation	Cu.Yds.	112	111	223
Grade X Concrete	Cu.Yds.	-	1.3	1.3
Low Temperature Protection	Cu.Yds.	40	40	80
1/2" Joint Filler	Sq. Ft.	45	45	90
Joint Waterproofing	Sq. Ft.	20	20	40
6" Foundation Drains	Lin. Ft.	27	27	54
Sand Gravel Material (C.I.P.)	Cu.Yds.	63	66	129
Ladder Rungs	Each	7	7	14

**GENERAL NOTES:**  
 N.S. denotes Near Side; F.S. denotes Far Side; B.S. denotes Both Sides; J.W.P. denotes Joint Waterproofing.  
 For Bevel and molding details see Std. Sheet R11 or R12.  
 Anchor Bolts shall be set accurately to a template.  
 Maximum average foundation pressure D.L. only = 1,200 Lbs. per Sq. Ft.  
 Maximum foundation pressure D.L. and L.L. = 1,350 Lbs. per Sq. Ft.  
 Removal of existing Manhole Structure within the outline of the foundation excavation limits for Abutment B and between ground elevation and the bottom of existing Manhole footing is included in the quantity of Unclassified Excavation.  
 Field bend reinforcement to clear drain holes.

**MICHIGAN STATE HIGHWAY DEPARTMENT**

JEFFRIES FREEWAY  
 REVISIONS TO ROOSEVELT ST. PEDESTRIAN BRIDGE  
 CROSSING FORD FREEWAY IN DETROIT

**ABUTMENT DETAILS**

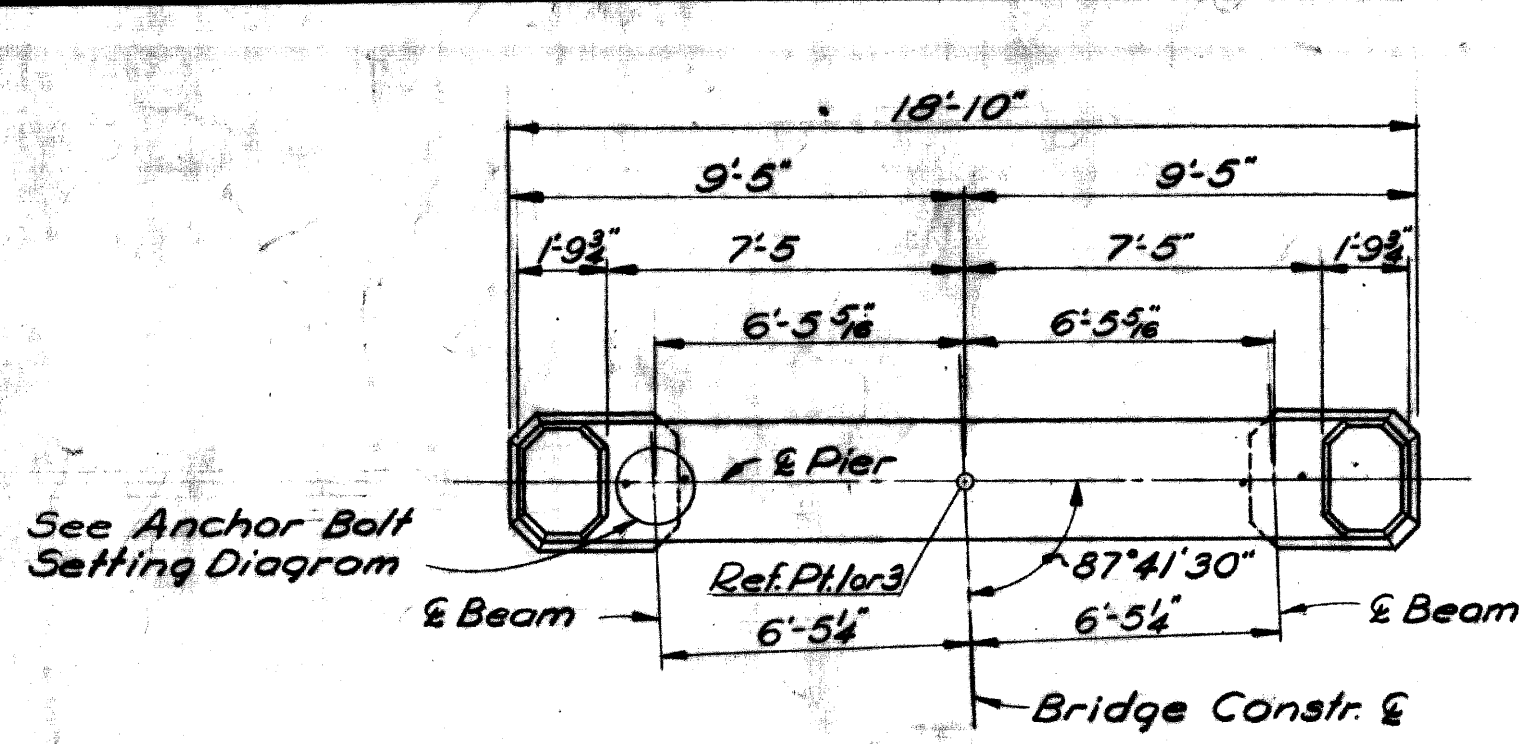
CITY OF DETROIT

NO.	REVISIONS	DATE	BY

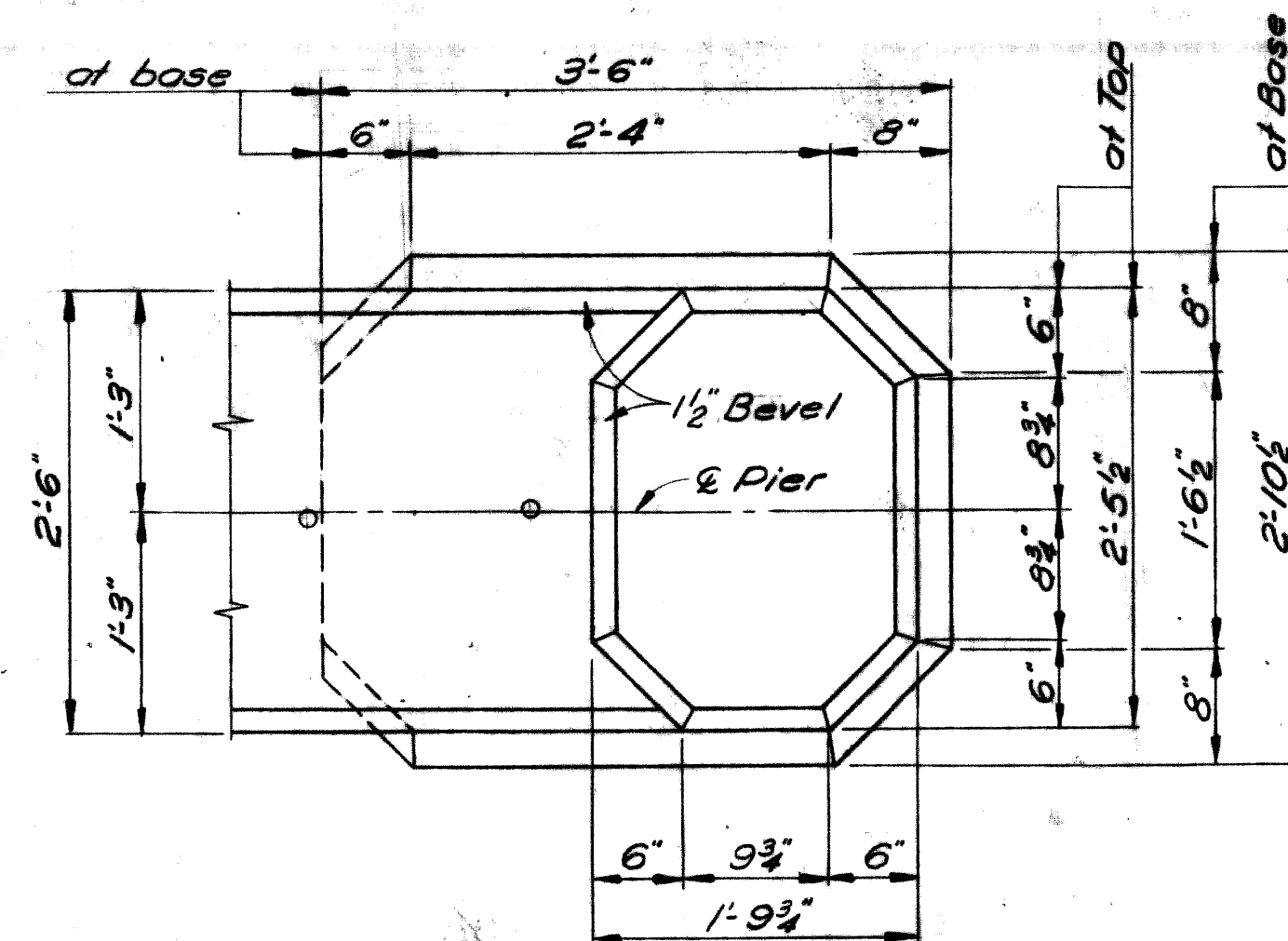
APPROVED: *[Signature]* STRUCTURAL ENGINEER

JOB No. PW 990(16)

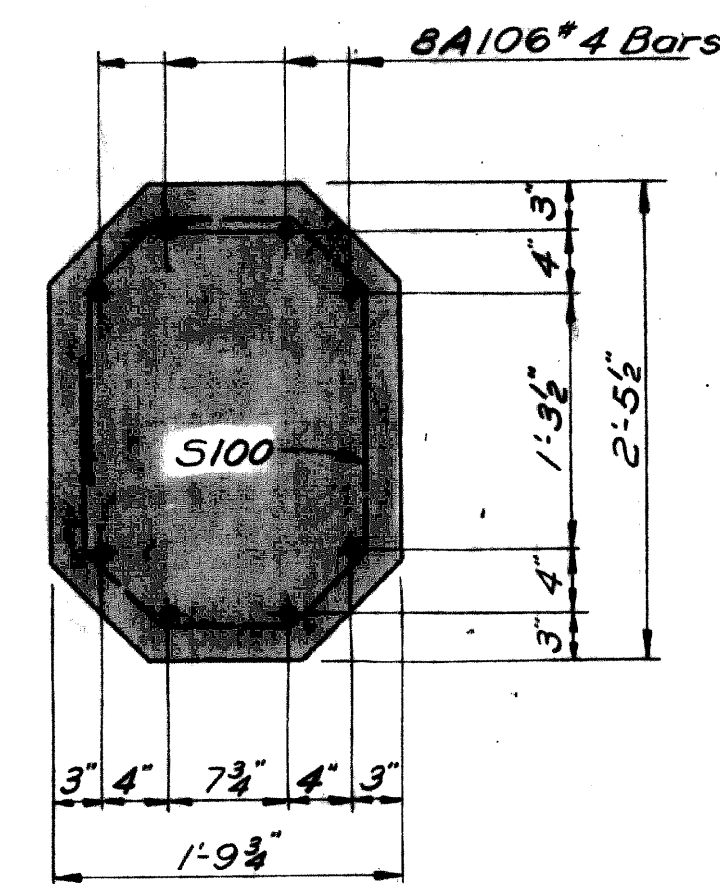
SHEET 6 of 31  
**P04 of 82023A**



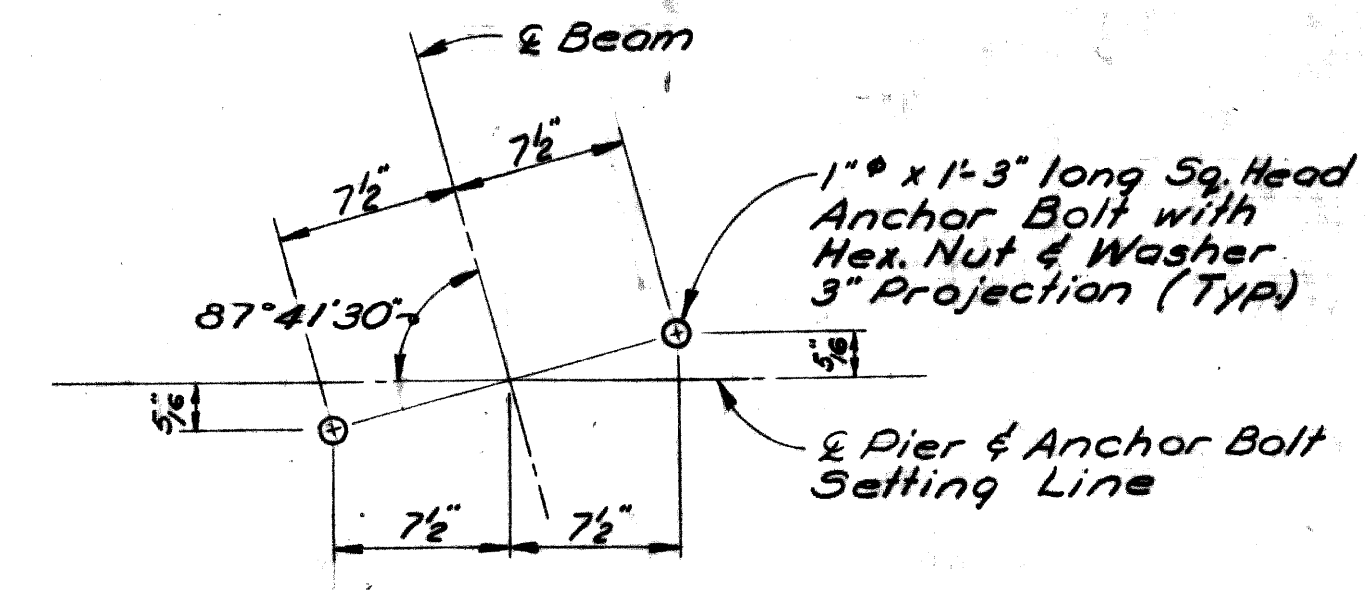
PLAN OF TOP



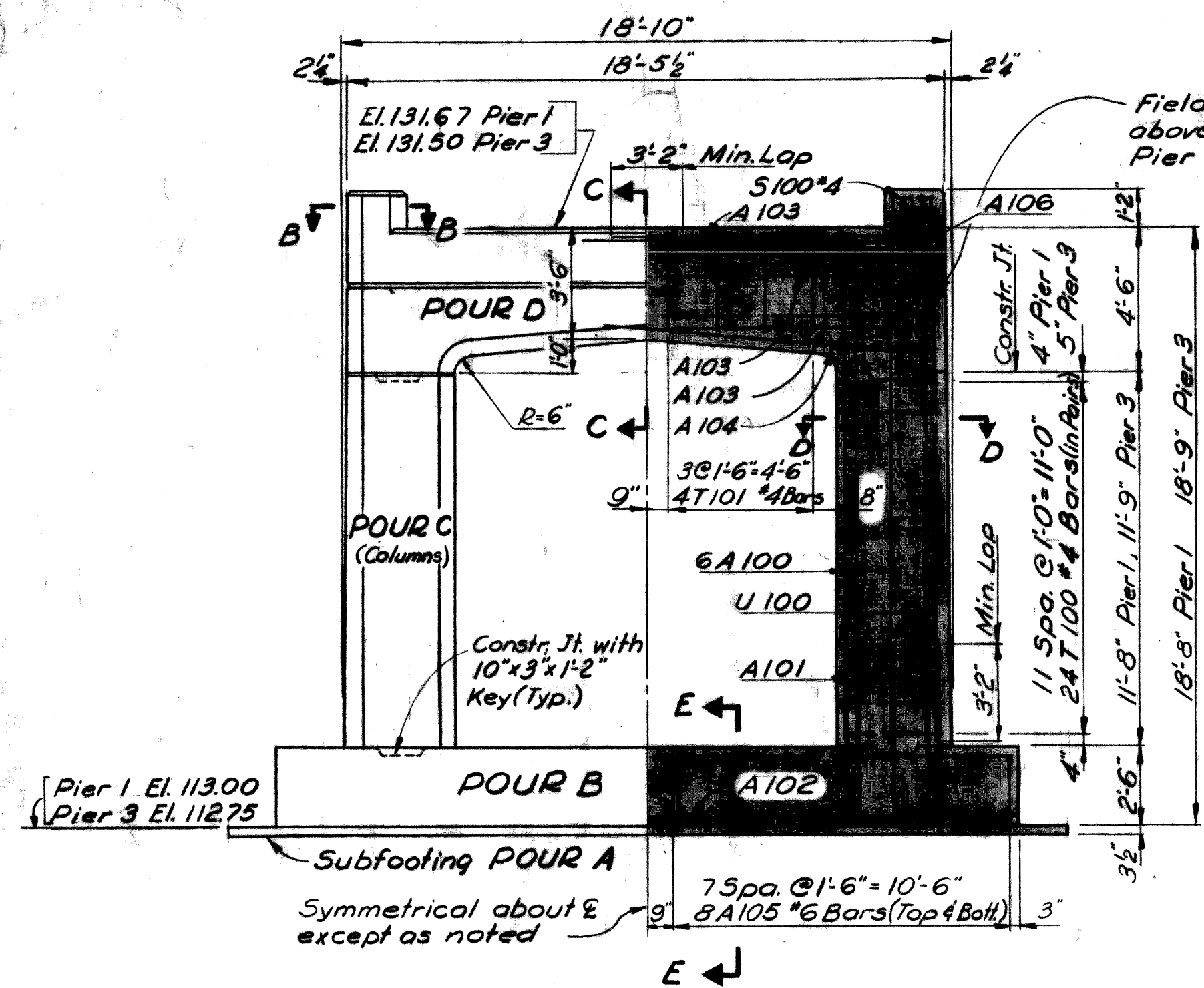
PLAN-END OF PIER



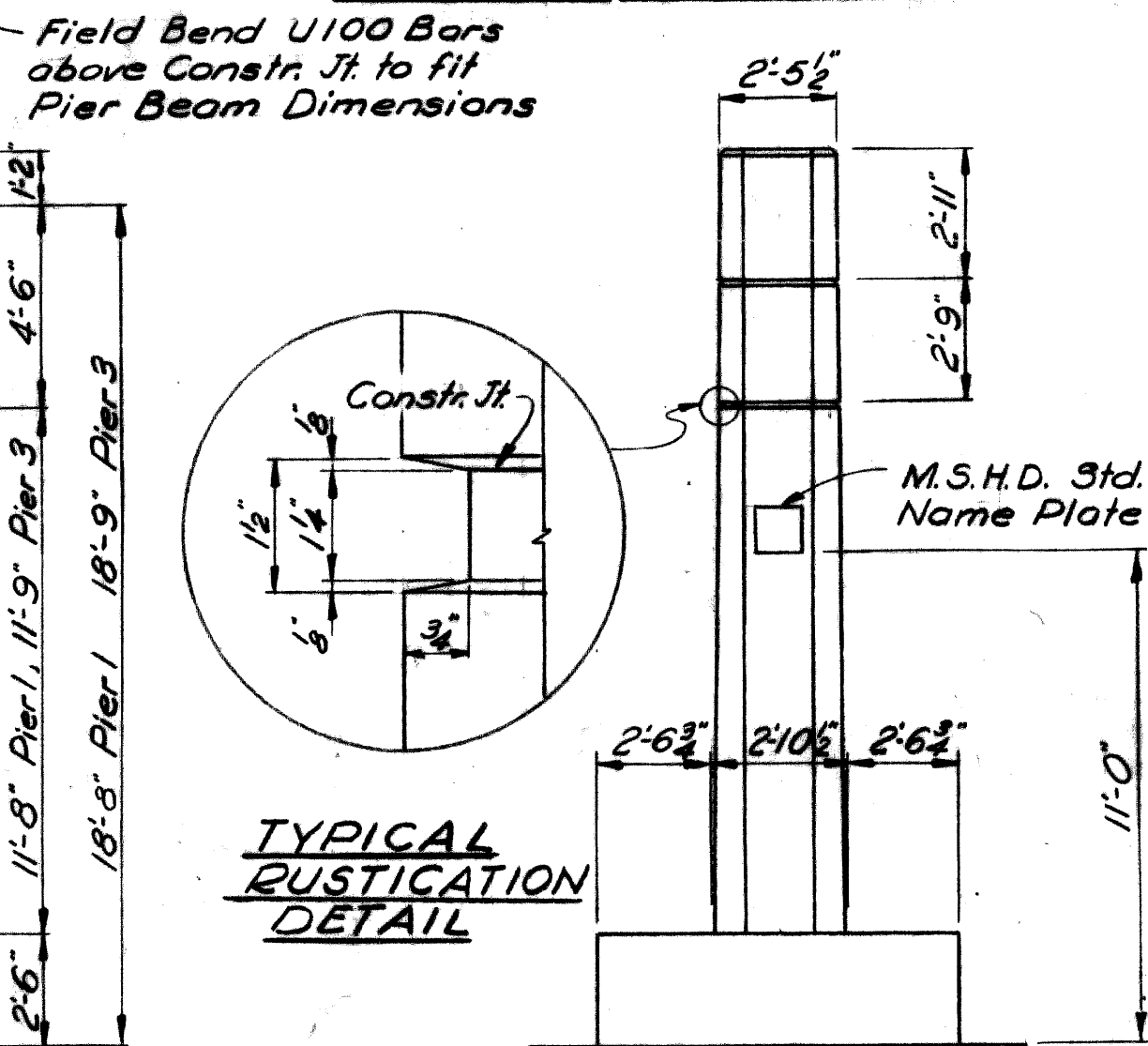
SECTION B-B



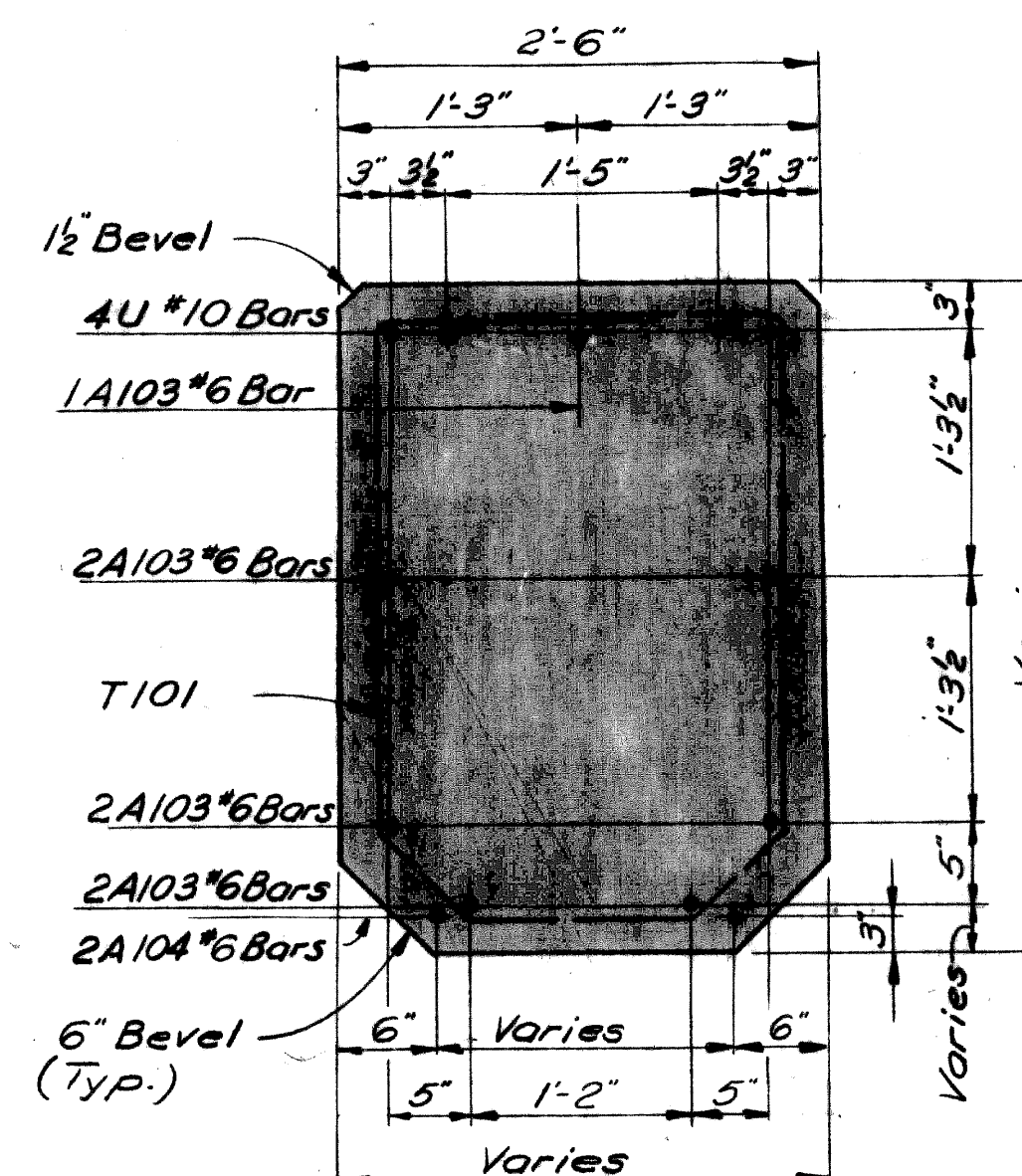
ANCHOR BOLT SETTING DIAGRAM



SECTION AA



END ELEVATION



SECTION C-C

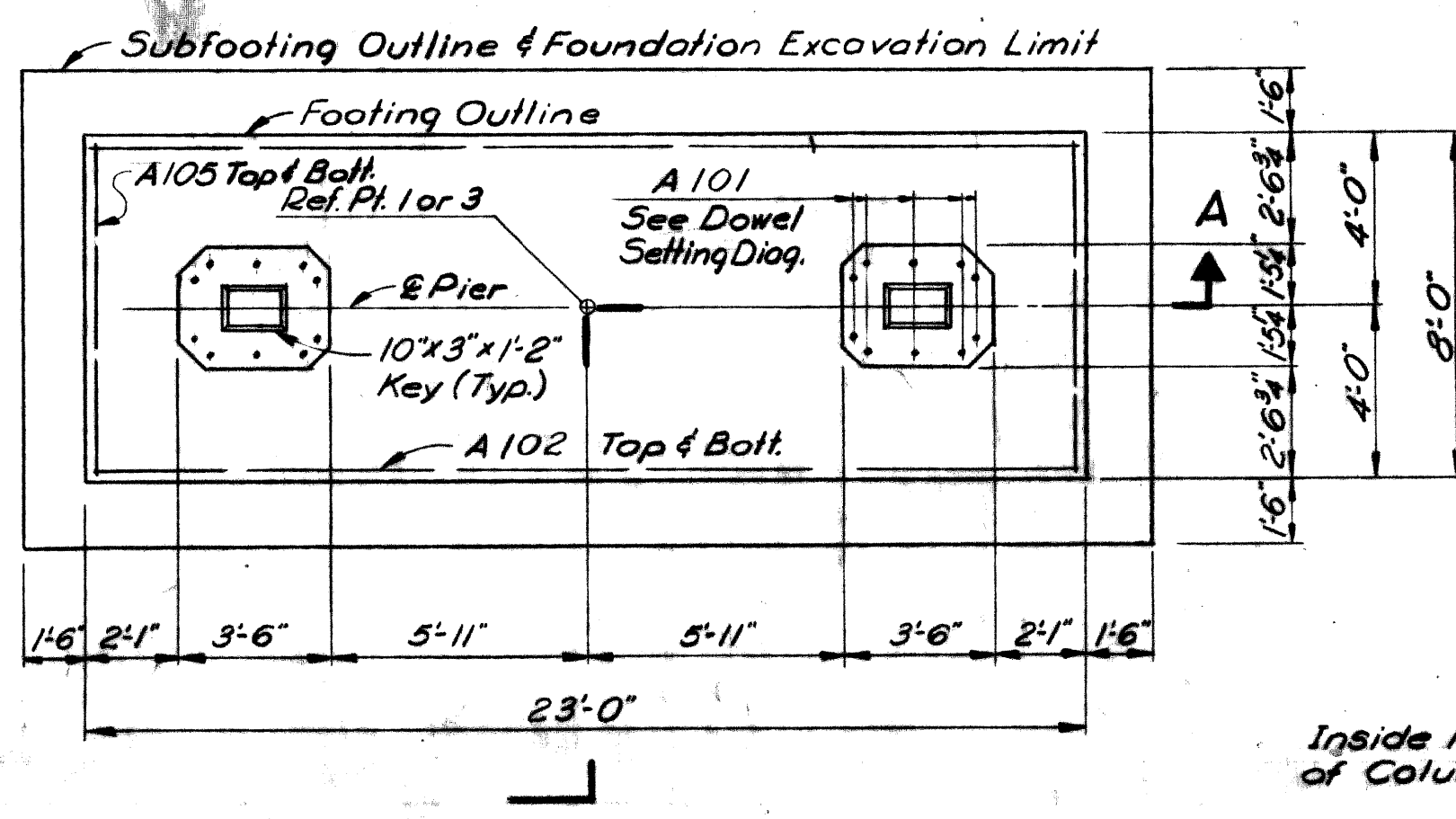
CONCRETE QUANTITIES CU. YDS.

POUR	LOCATION	PIER 1		PIER 3	
		Gr. A(6A)	Gr. A(6AA)	Gr. A(6A)	Gr. A(6AA)
A	Subfooting	3.1	—	3.1	—
B	Footings	17.0	—	17.0	—
C	Columns	—	7.7	—	7.7
D	Beam	—	7.3	—	7.3
Total Grade A(6A) =		40.2			
Total Grade A(6AA) =		30.0			

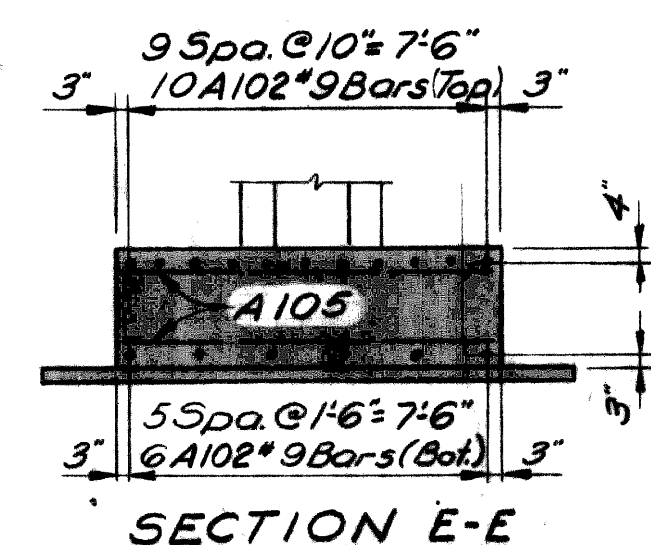
MISCELLANEOUS QUANTITIES

Item	Unit	Pier 1	Pier 3	Total
Unclassified Excavation	Cu. Yds.	64	62	126
Protective Sealant Coating	Sq. Ft.	266	267	533
Low Temperature Protection	Cu. Yds.	32	32	64

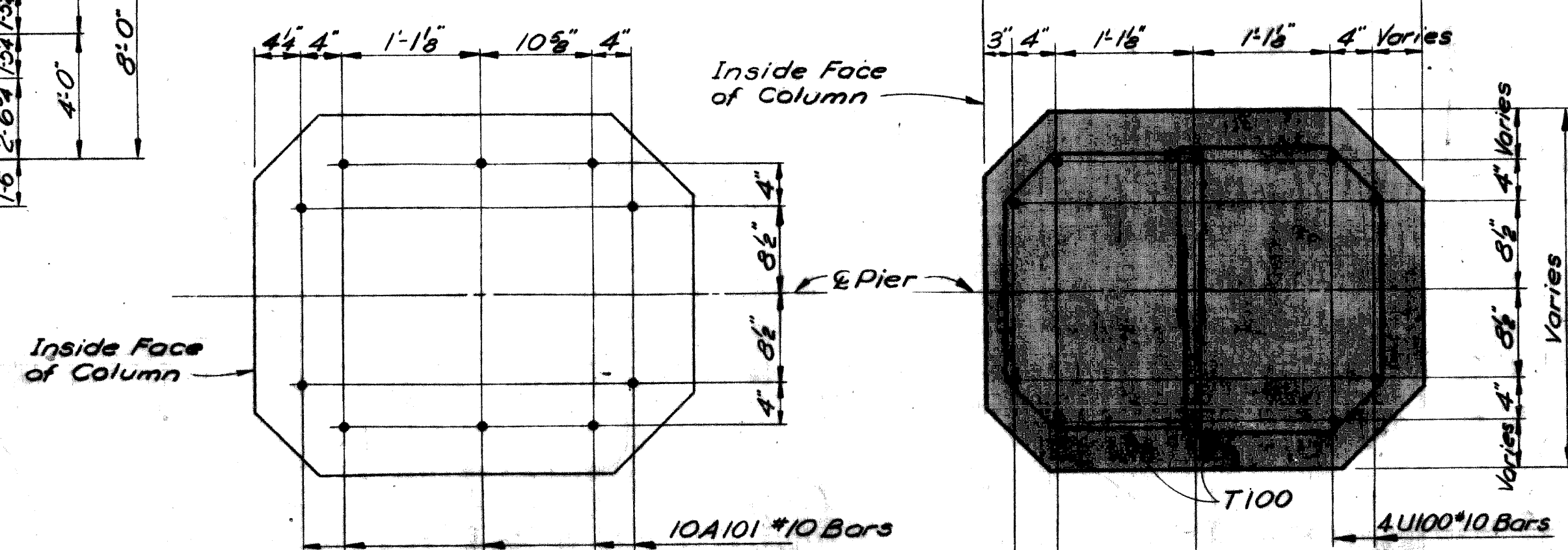
**GENERAL NOTES:**  
 For bevel, molding and name plate mounting details see Std. sheet R11 or R12.  
 For location of name plate, see General Plan of Structure Sheet and this sheet.  
 Anchor Bolts shall be set accurately to a template.  
 The Project Engineer shall adjust the spacing of the reinforcing steel as required to permit placing of anchor bolts.  
 Pier columns shall be given an application of clear protective Sealant Coating for concrete. The use of membrane curing compound is prohibited where this material is to be applied.  
 Maximum average foundation pressure D.L. only = 1850 Lbs./Sq. Ft.  
 Maximum foundation pressure D.L. and L.L. = 2800 Lbs./Sq. Ft.



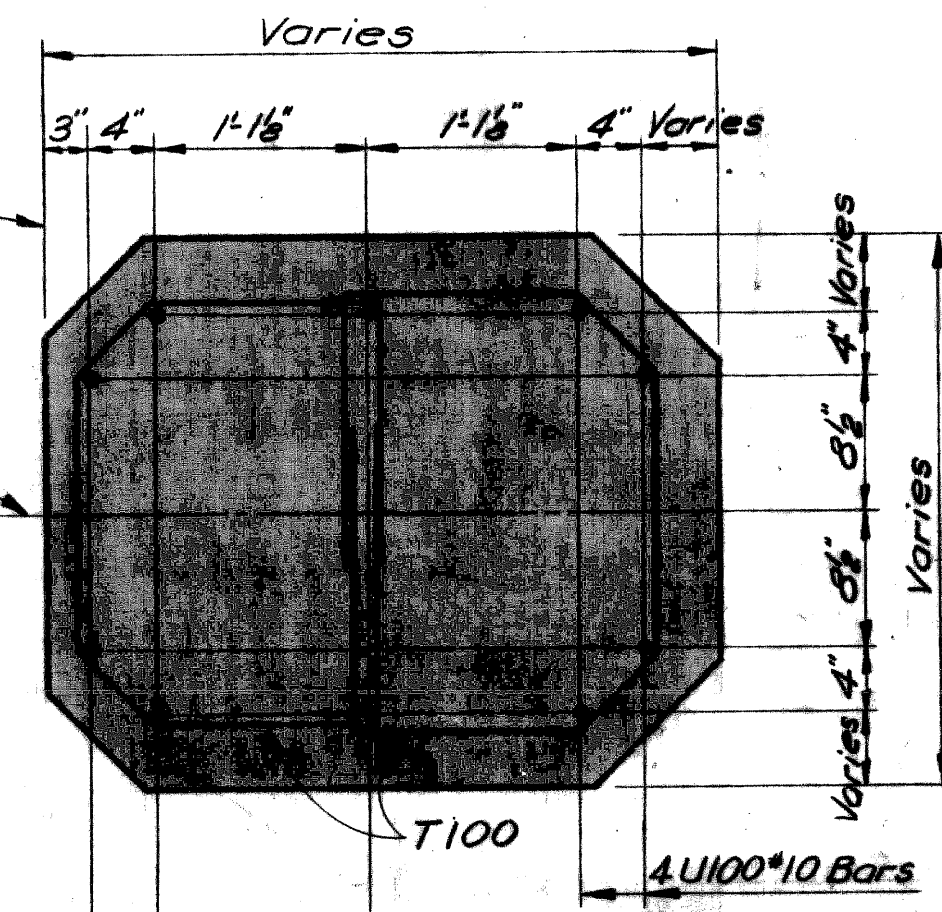
FOOTING PLAN



SECTION E-E



DOWEL SETTING DIAGRAM



SECTION D-D

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(16)

MICHIGAN STATE HIGHWAY DEPARTMENT

JEFFRIES FREEWAY  
 REVISIONS TO ROOSEVELT ST. PEDESTRIAN BRIDGE  
 CROSSING FORD FREEWAY IN DETROIT

PIER DETAILS

NO.	REVISIONS	DATE	BY

CITY OF DETROIT  
 SQUAD BOSS: *[Signature]* 1-66  
 DRAWN BY: *[Signature]* 3-66  
 CHECKED BY: *[Signature]* 7-66  
 PREPARED BY: *[Signature]* 7-66

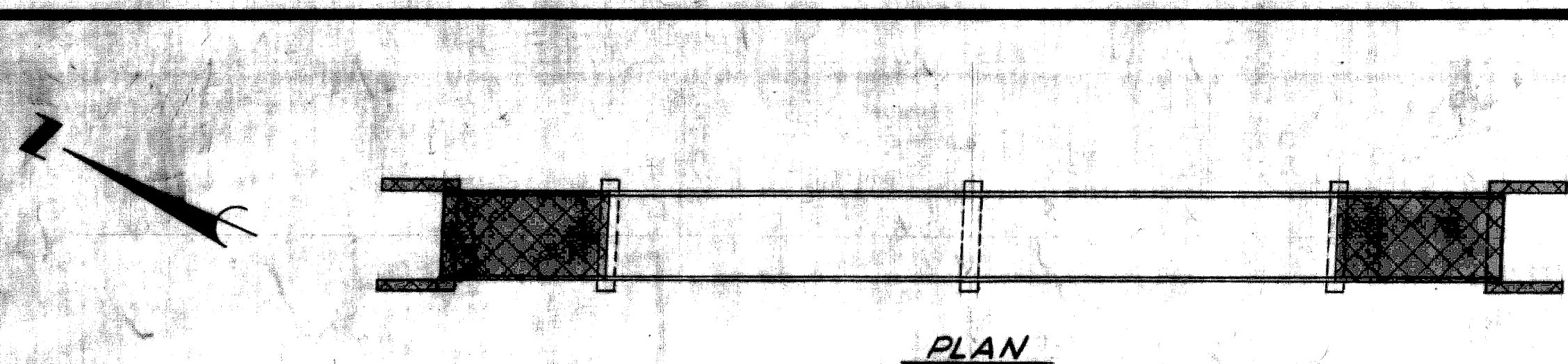
P04 of 82023A

CONSTRUCTION SEQUENCE

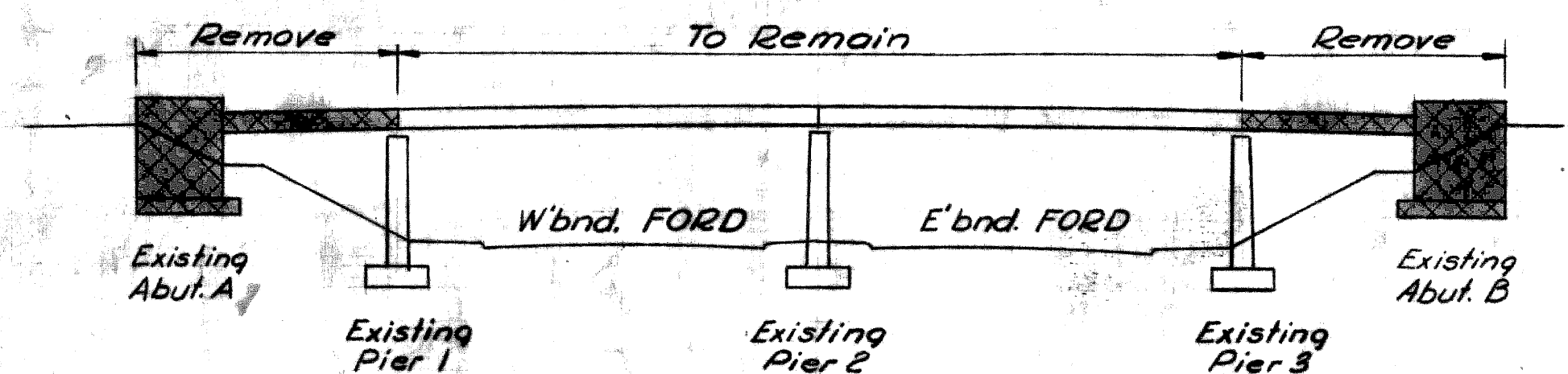
1. Close Bridge to Pedestrian Traffic.
2. Salvage Existing Railing from End Spans.
3. Remove Existing End Spans, Abutments, and approach sidewalks. Salvage existing manhole frames and covers (Type D inlet) for use on new Abutments.

4. Cut Existing Beams as Required for Suspender.
5. Excavate to New Grade (Road Work).
6. Build New Piers 1 & 3 and Abutments A and B.
7. Place New Structural Steel on End Spans.
8. Raise Existing Bridge and Complete Suspender Assembly.
9. Pour End Span Concrete.
10. Tighten Nuts on Pier 2 Bearing Anchor Bolts.

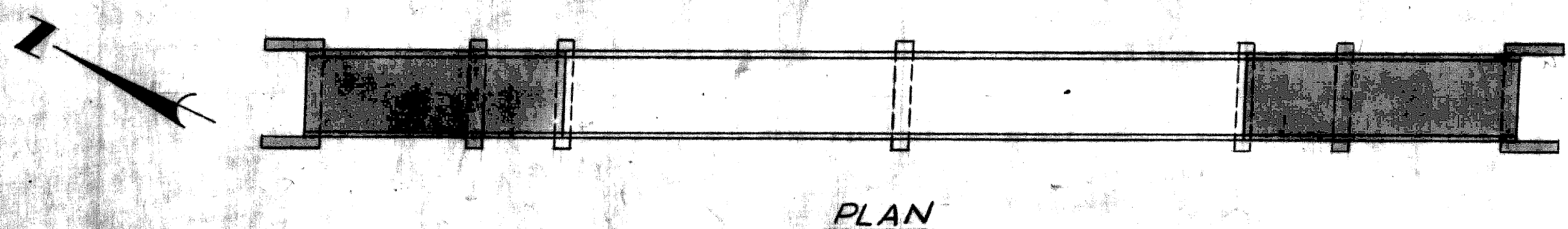
11. Remove Existing Piers 1 & 3.



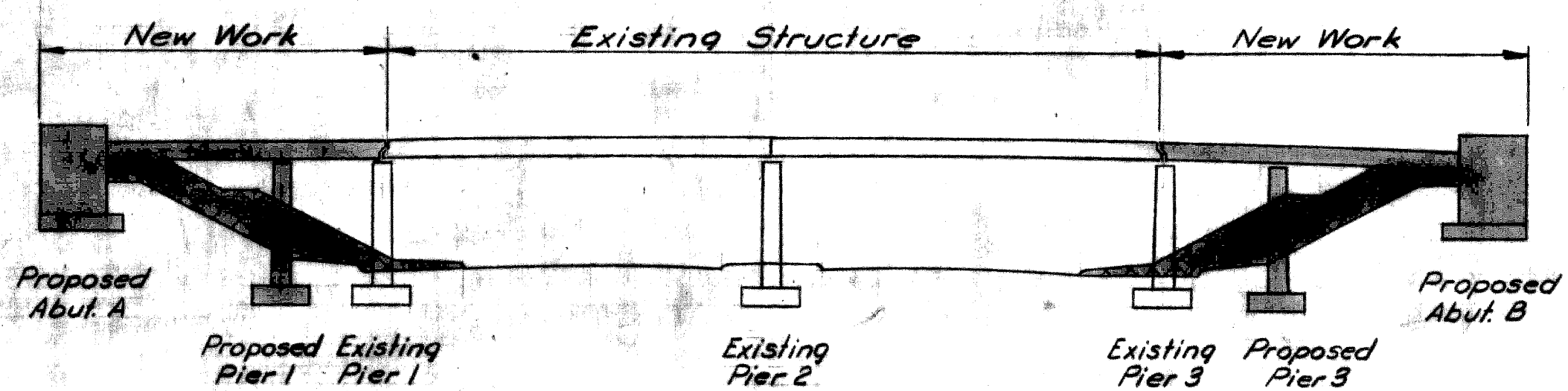
PLAN



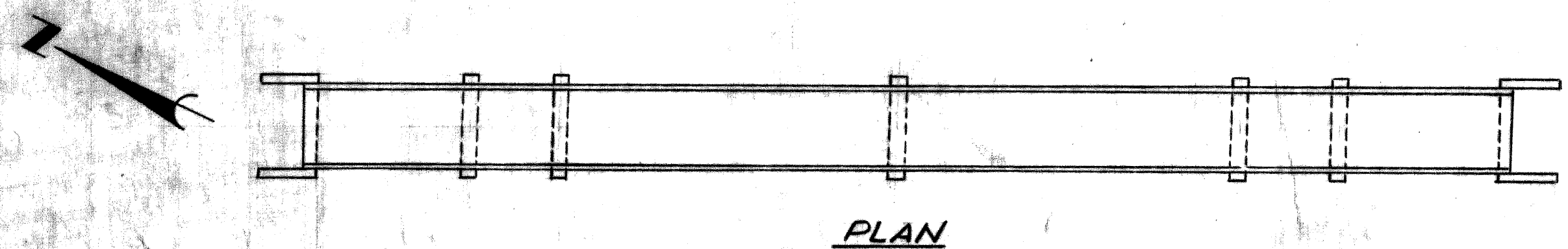
ELEVATION



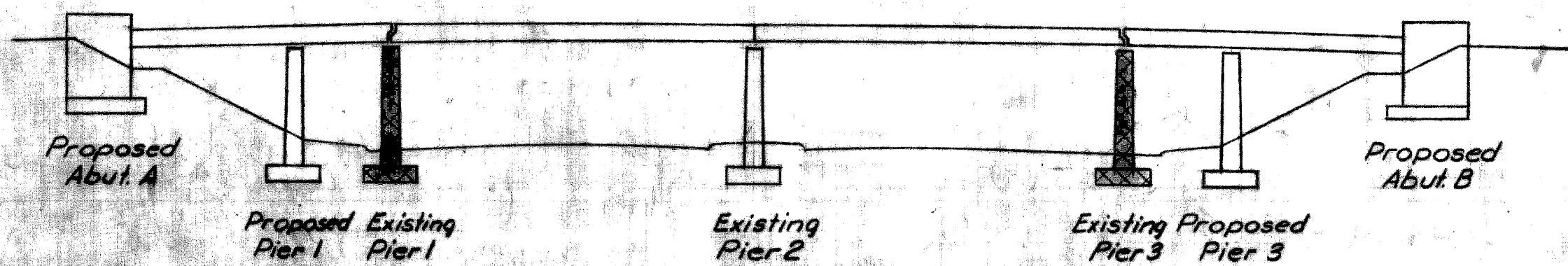
PLAN



ELEVATION



PLAN



ELEVATION

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

APPROVED: *C. J. Liden*  
 STRUCTURAL ENGINEER

JOB No.  
 PW 990 (16)

MICHIGAN STATE HIGHWAY DEPARTMENT

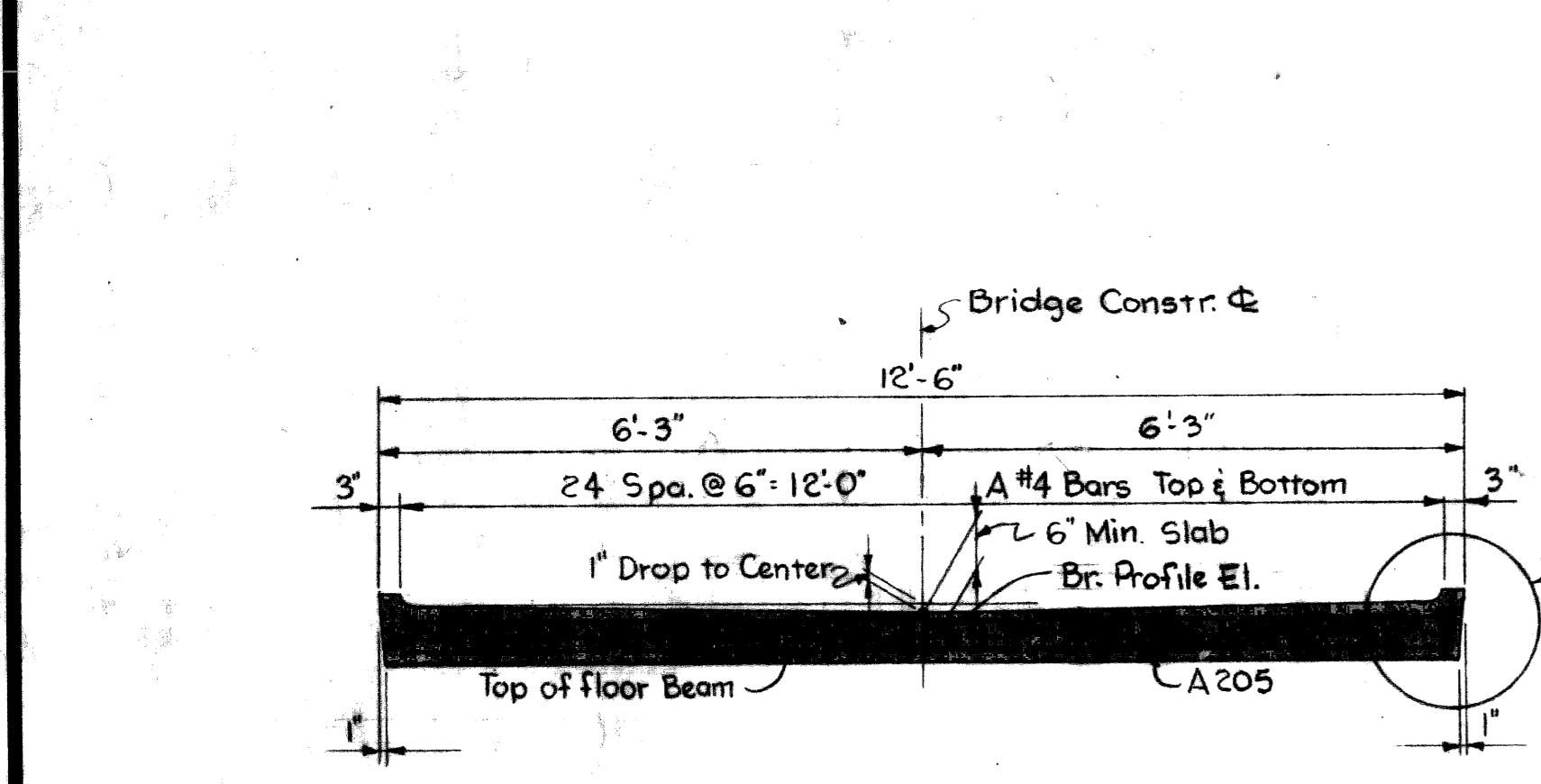
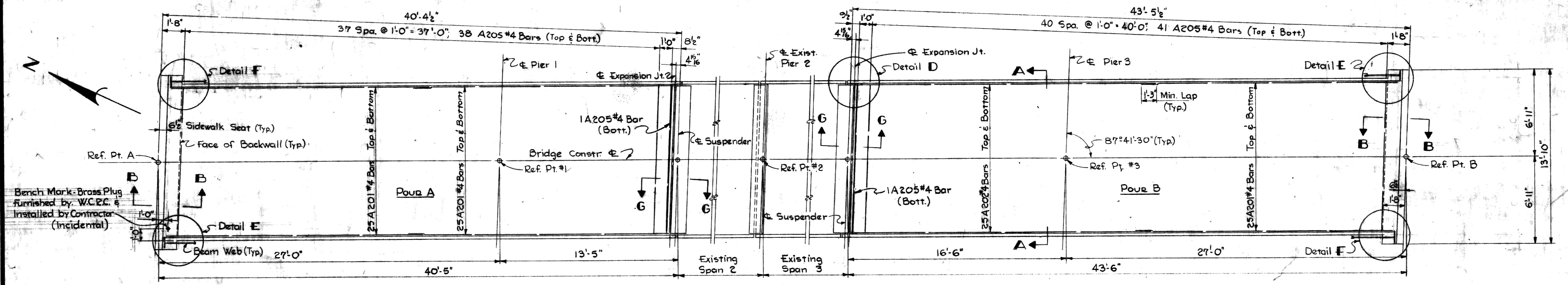
JEFFRIES FREEWAY  
 REVISIONS TO ROOSEVELT ST. PEDESTRIAN BRIDGE  
 CROSSING FORD FREEWAY IN DETROIT

CONSTRUCTION SEQUENCE  
 DETAILS

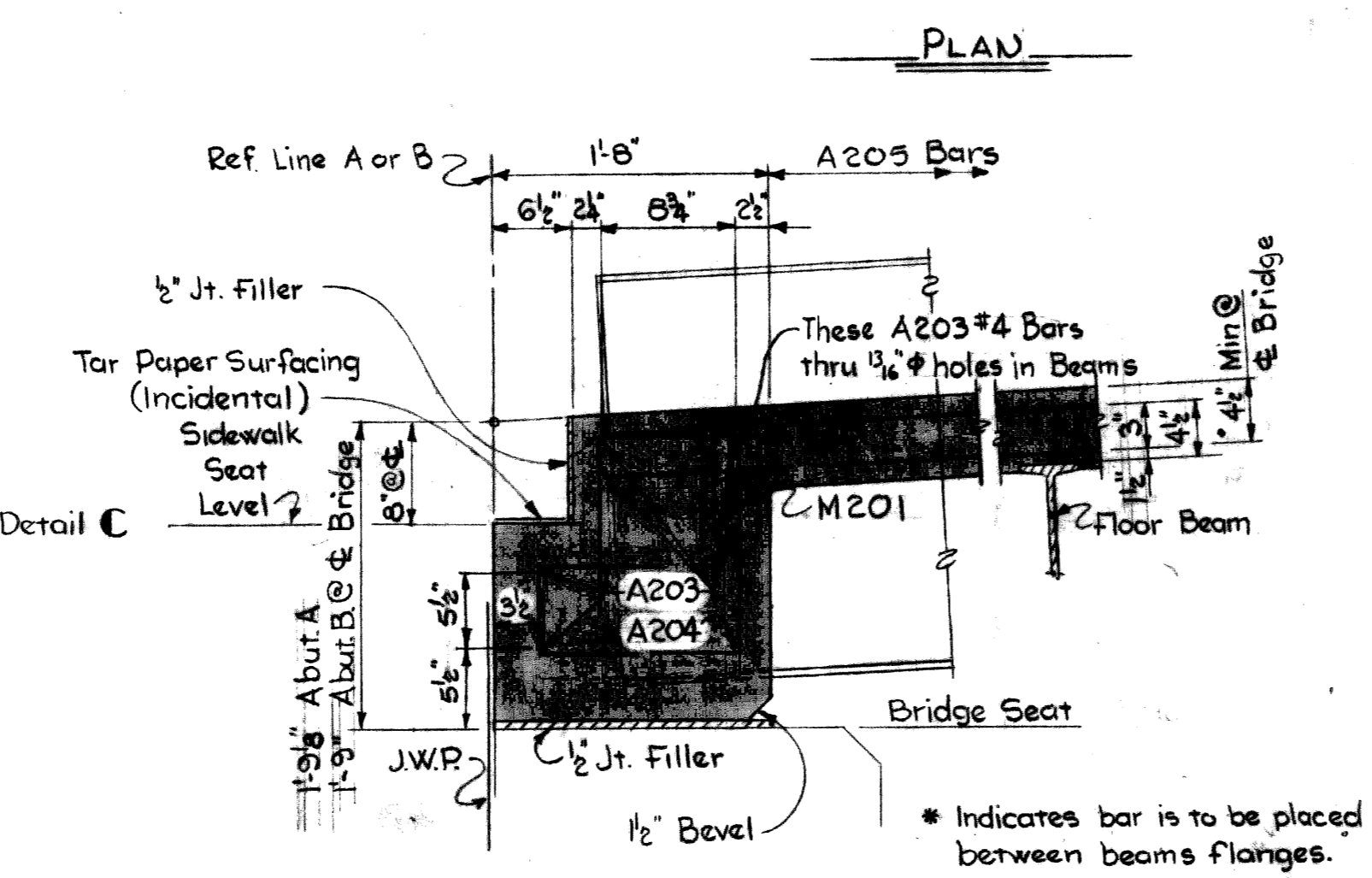
NO.	DESCRIPTION	DATE	BY

DATE OF DETROIT  
 DRAWN BY: STURM 8-66  
 TRACED BY: T. Bolger 11-66  
 CHECKED BY: STURM 8-66  
 REV. 5 OF 24

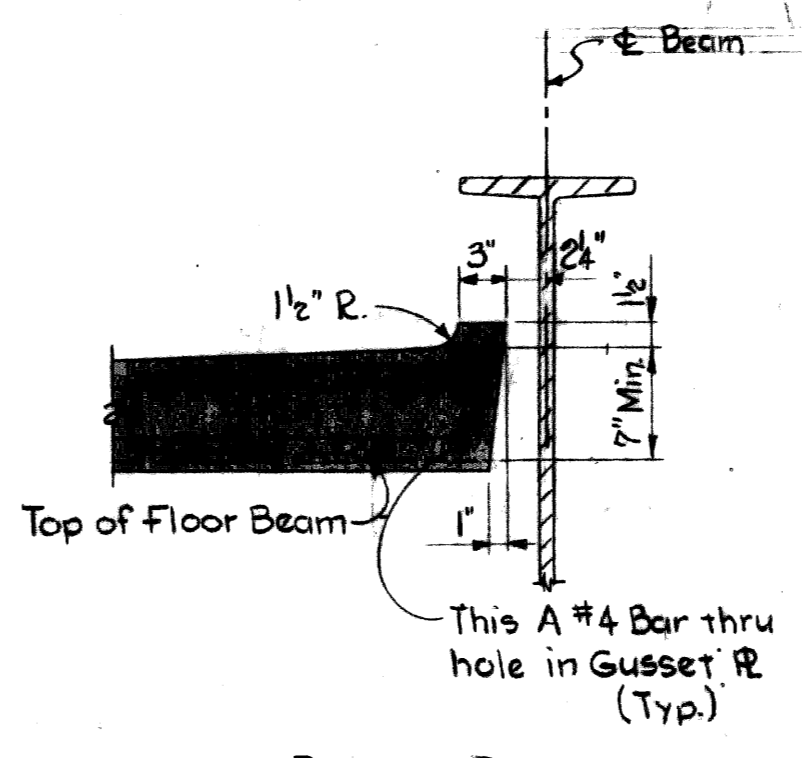
P04 of 82023A



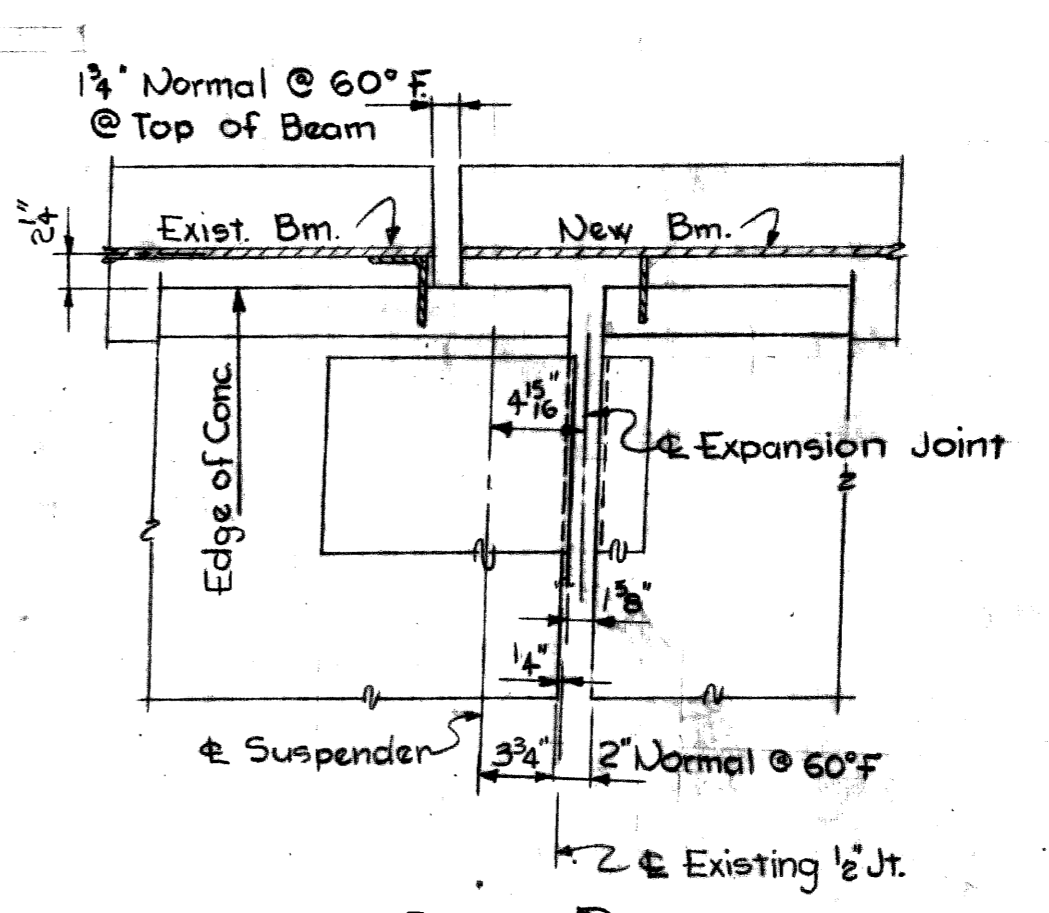
SECTION A-A



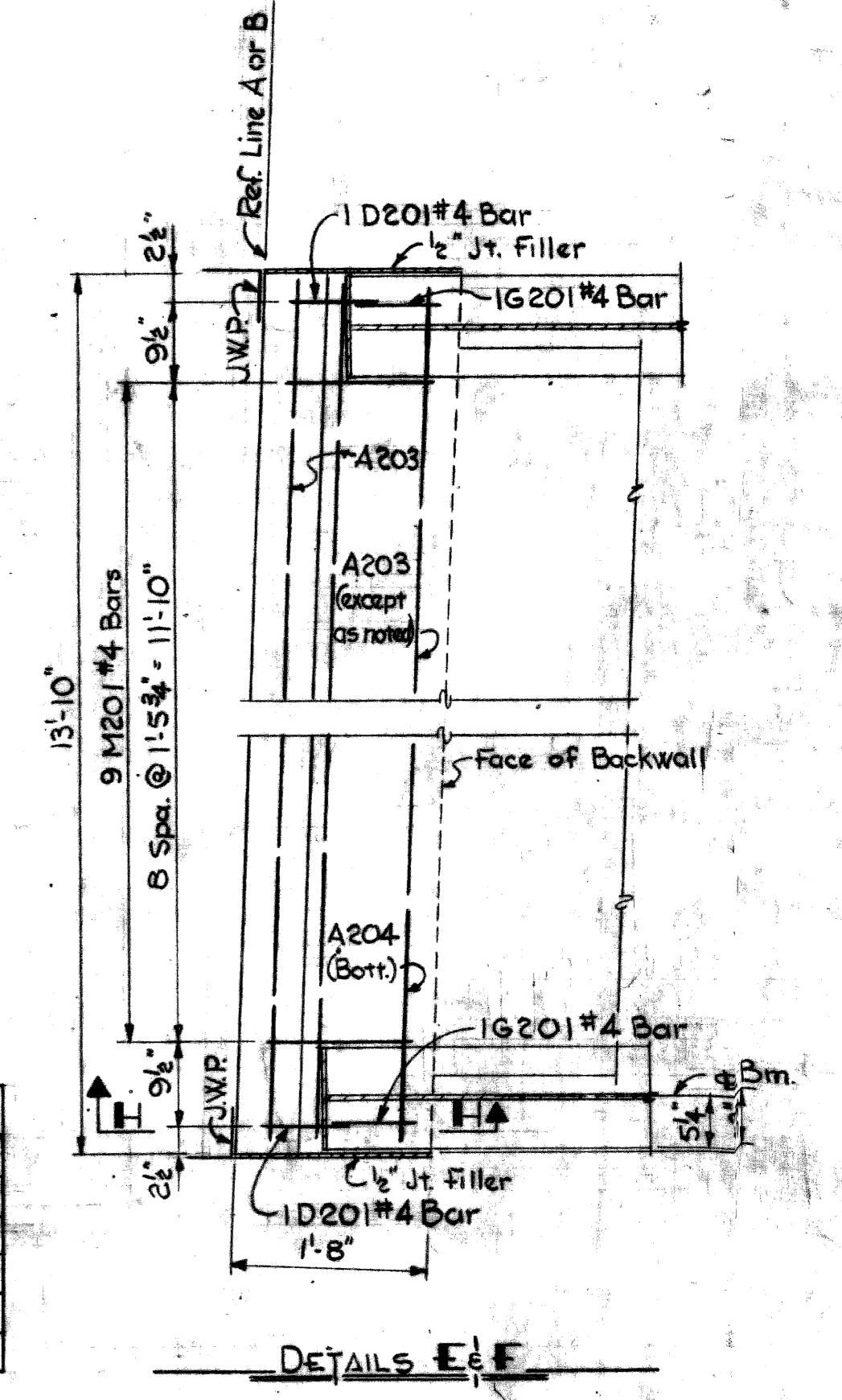
SECTION B-B



DETAIL C



DETAIL D



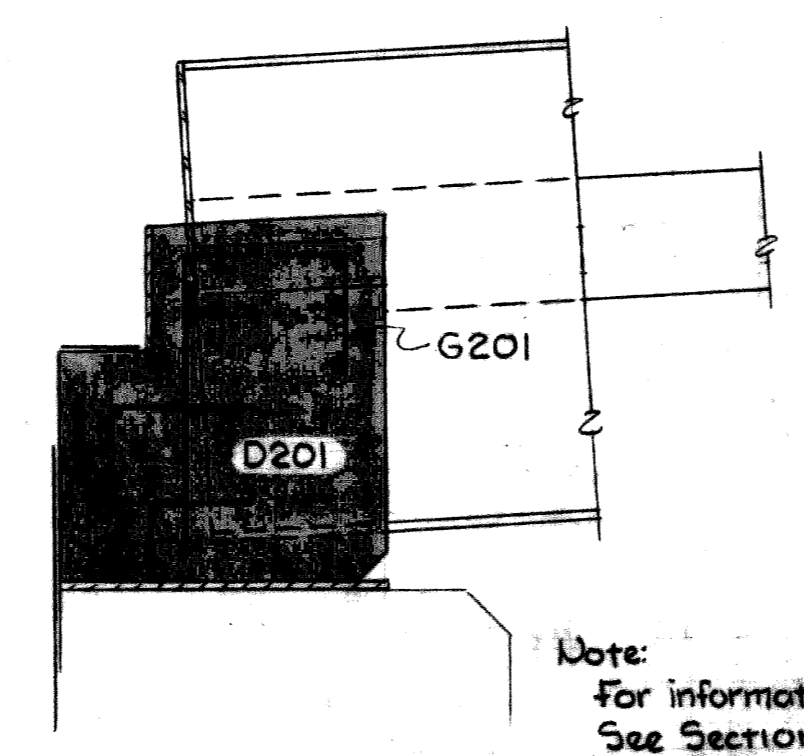
DETAILS E & F

MISCELLANEOUS QUANTITIES		
ITEM	UNIT	QUANTITY
2\"/>		

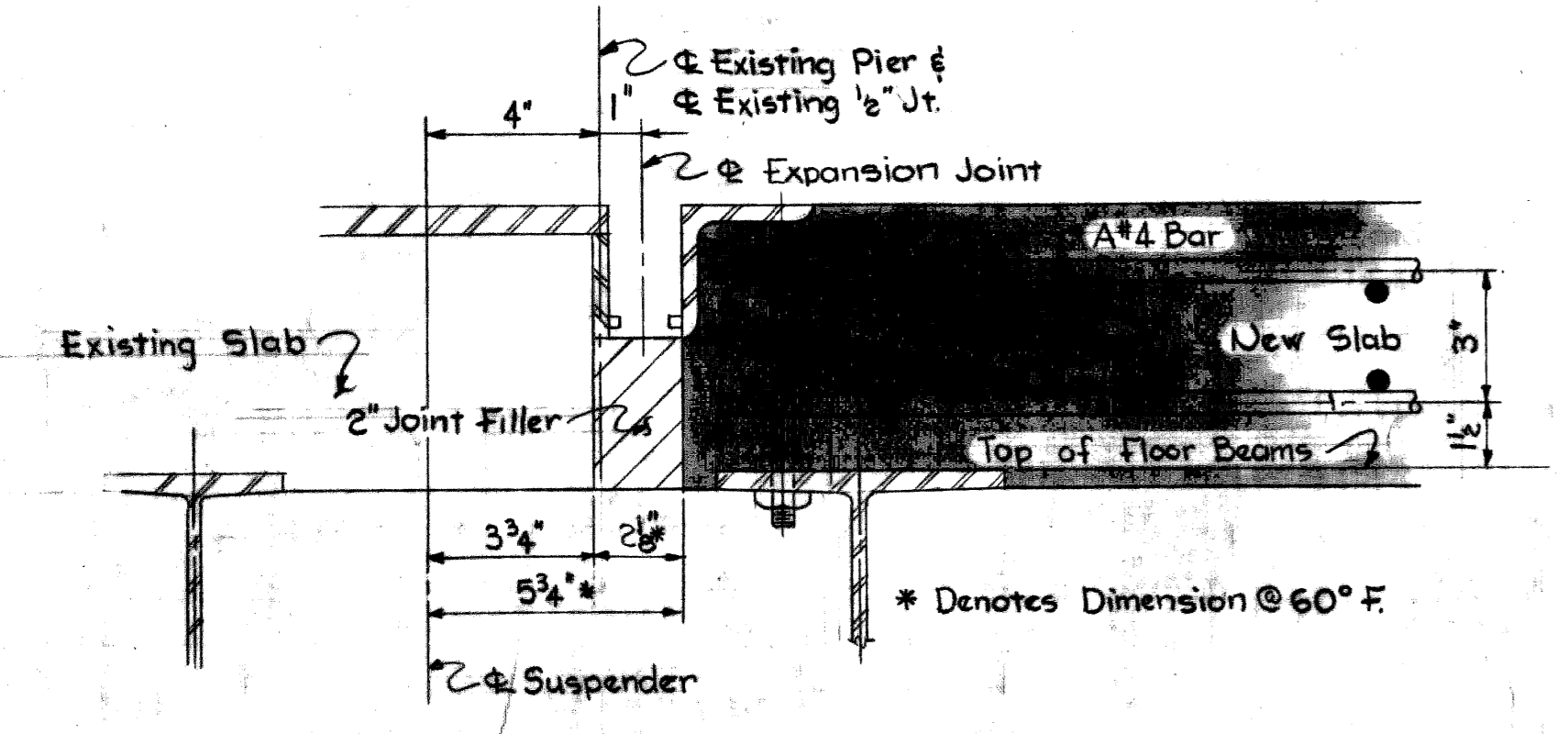
CONCRETE QUANTITIES GRADE A (GAA)	
POUR	Cu. Yds.
A	11.4
B	12.2
TOTAL	23.6 Cu. Yds.

GENERAL NOTES:  
 J.W.P. denotes Joint Waterproofing. (See Sh.# 6 for quantity.)  
 Alphabetical designation of pours is not to be construed as a pour sequence.

Note:  
 For information not given See Section B-B.



SECTION H-H



SECTION G-G

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(16)

**MICHIGAN STATE HIGHWAY DEPARTMENT**

JEFFRIES FREEWAY  
 REVISIONS TO ROOSEVELT ST. PEDESTRIAN BRIDGE  
 CROSSING FORD FREEWAY IN DETROIT

**SUPERSTRUCTURE DETAILS**

NO.	DESCRIPTION	DATE	BY

CITY OF DETROIT  
 ROAD BOSS: *[Signature]* 8-66  
 DRAWN BY: *[Signature]* 8-66  
 CHECKED BY: *[Signature]* 8-66  
 SHEET 8 OF 28

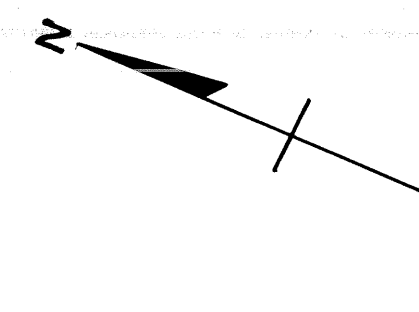
**PO4 of 82023A**





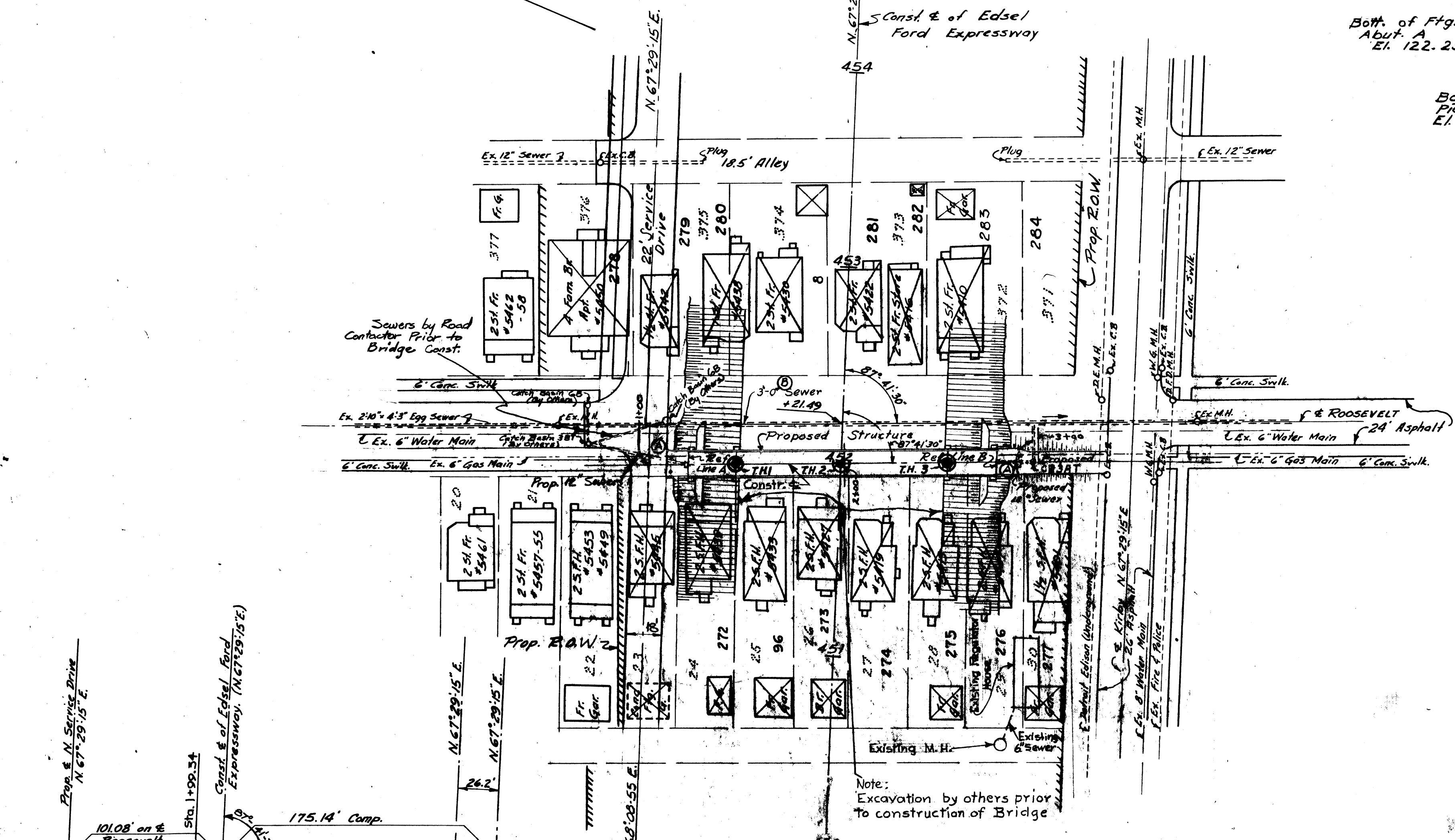






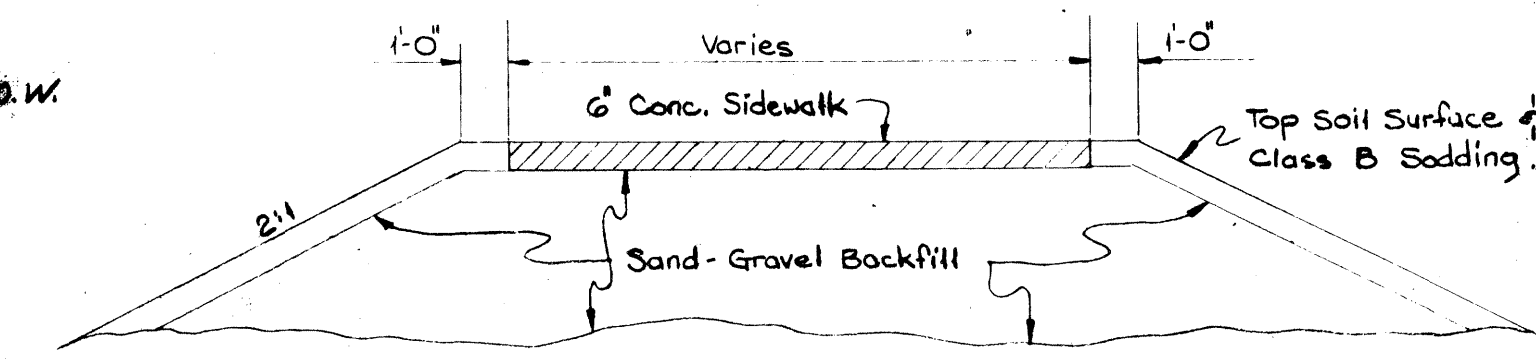
LOG OF BORING

T.H.#1		T.H.#2		T.H.#3	
133.24	133.64	133.04	133.44	132.69	133.09
131.64	131.64	131.44	131.44	131.59	131.59
Sa#1 (Stiff)	Sa#1 (Stiff)	Sa#1 (Stiff)	Sa#1 (Stiff)	Sa#1 (Firm)	Sa#1 (Firm)
El. 128.64	El. 128.64	El. 128.44	El. 128.44	El. 128.09	El. 128.59
Sa#2 (Stiff)	Sa#2 (Stiff)	Sa#2 (Firm)	Sa#2 (Firm)	Sa#2 (Firm)	Sa#2 (Firm)
El. 123.64	El. 123.64	El. 121.44	El. 121.44	El. 121.09	El. 121.09
Sa#3 (Firm)	Sa#3 (Firm)	Sa#3 (Firm)	Sa#3 (Firm)	Sa#3 (Firm)	Sa#3 (Firm)
El. 118.64	El. 118.64	El. 118.44	El. 118.44	El. 118.09	El. 118.09
Sa#4 (Plastic)	Sa#4 (Plastic)	Sa#4 (Plastic)	Sa#4 (Plastic)	Sa#4 (Plastic)	Sa#4 (Plastic)
El. 113.64	El. 113.64	El. 114.44	El. 114.44	El. 113.09	El. 113.09
Sa#5 (Soft)	Sa#5 (Soft)	Sa#5 (Soft)	Sa#5 (Soft)	Sa#5 (Plastic)	Sa#5 (Plastic)
El. 108.64	El. 108.64	El. 108.44	El. 108.44	El. 108.09	El. 108.09
Sa#6 (Soft)	Sa#6 (Soft)	Sa#6 (Soft)	Sa#6 (Soft)	Sa#6 (Soft)	Sa#6 (Soft)
El. 103.64	El. 103.64	El. 103.44	El. 103.44	El. 103.09	El. 103.09
Sa#7 (Soft)	Sa#7 (Soft)	Sa#7 (Soft)	Sa#7 (Soft)	Sa#7 (Soft)	Sa#7 (Soft)
El. 98.64	El. 98.64	El. 98.44	El. 98.44	El. 98.09	El. 98.09
Sa#8 (Soft)	Sa#8 (Soft)	Sa#8 (Soft)	Sa#8 (Soft)	Sa#8 (Soft)	Sa#8 (Soft)
El. 93.64	El. 93.64	El. 93.44	El. 93.44	El. 93.09	El. 93.09
Sa#9 (Soft)	Sa#9 (Soft)	Sa#9 (Soft)	Sa#9 (Soft)	Sa#9 (Soft)	Sa#9 (Soft)
El. 88.64	El. 88.64	El. 88.44	El. 88.44	El. 88.09	El. 88.09
Sa#10 (Soft)	Sa#10 (Soft)	Sa#10 (Soft)	Sa#10 (Soft)	Sa#10 (Soft)	Sa#10 (Soft)
El. 83.64	El. 83.64	El. 83.44	El. 83.44	El. 83.09	El. 83.09
		77.44	75.84		
				62.09	63.09
				61.09	61.09



SITUATION PLAN  
SCALE 1" = 40'

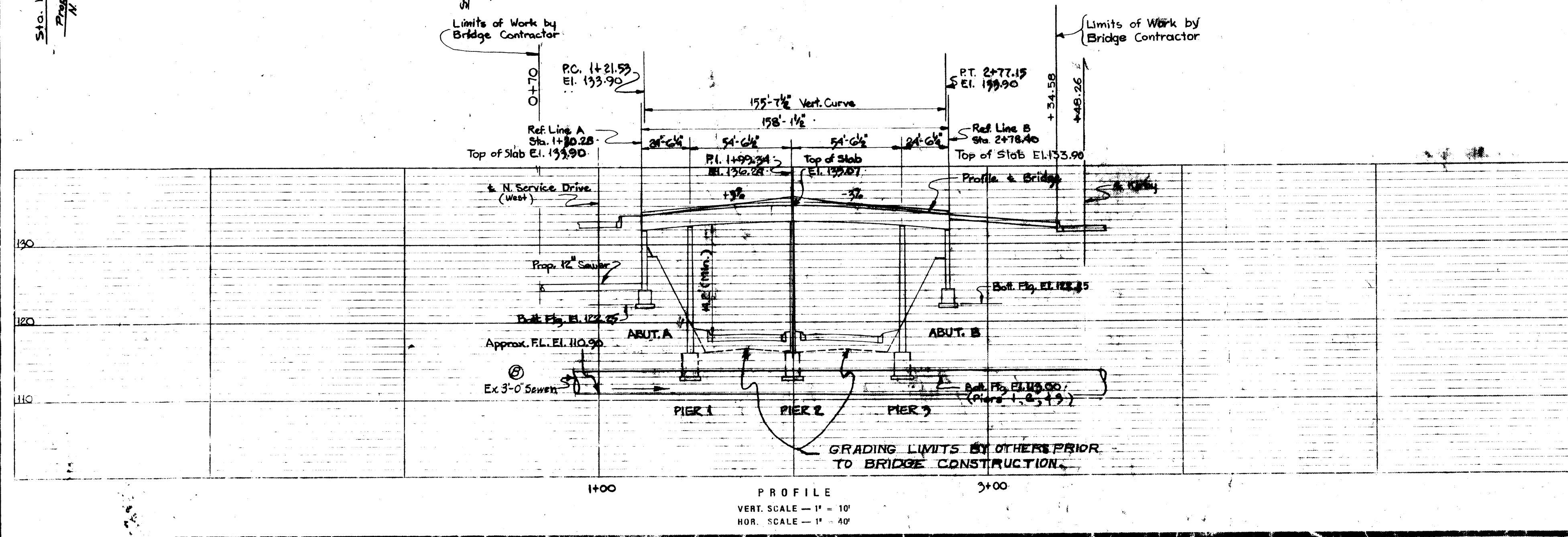
NOTE: All buildings within the limits of Prop. R.O.W. have been removed. The topography shown represents the conditions existing at the time of survey and will be considerably altered by others before the Bridge Contract is in force.



APPROACH GRADING SECTION  
(South End Only)

General Note: Consistency was determined by inspection of samples and soils resistance to jet rod & casing. Below depth of sampling consistency was determined by soil resistance to jet rod.

NOTES: The Bridge Contract includes constructing the Structure, Sidewalks & Sidewalk Approaches, Structure Drainage System, & Grouted Flagstone Paving. Buildings marked thus  have been removed.



PROFILE  
VERT. SCALE - 1" = 10'  
HOR. SCALE - 1" = 40'

COPY  
EXISTING BRIDGE DETAILS  
(NOT FOR CONSTRUCTION)

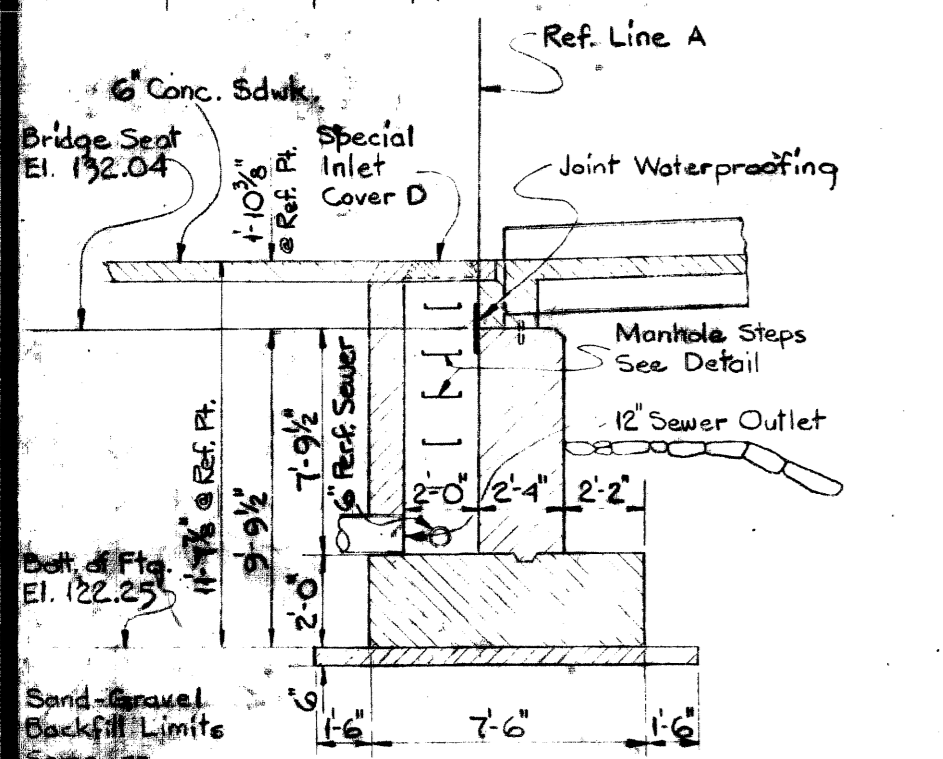
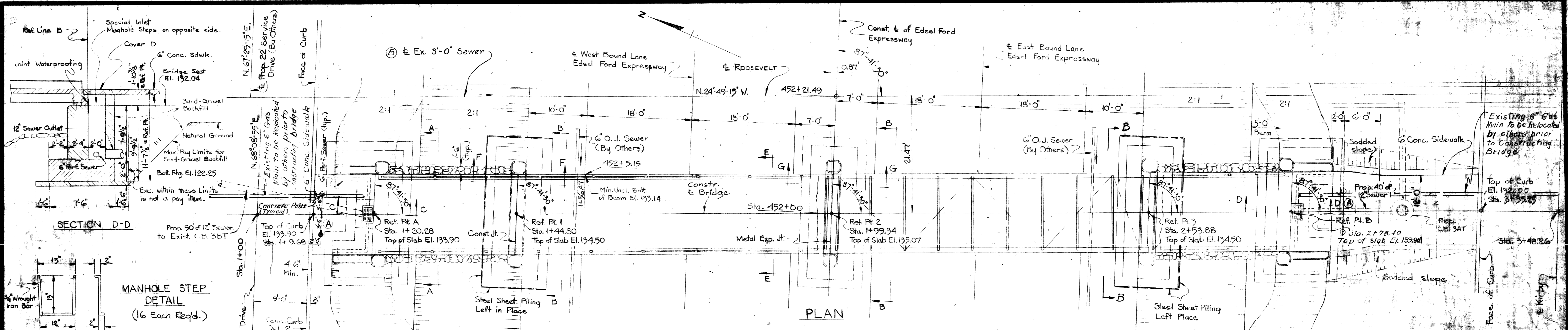
PO4 of 82023A Sh. 12 of 24

NO.	DESCRIPTION	DATE	BY
A	Concrete Guard Posts	12-26-52	M.T.S.
B	Made Br. Plans agree with Rd. Class 1-A-53 N.S.		

MICHIGAN STATE HIGHWAY DEPARTMENT  
CHARLES M. ZIEGLER  
STATE HIGHWAY COMMISSIONER  
PEDESTRIAN BRIDGE CROSSING EDEL FORD EXPRESSWAY AT ROOSEVELT AVE., CITY OF DETROIT  
GENERAL PLAN OF BRIDGE

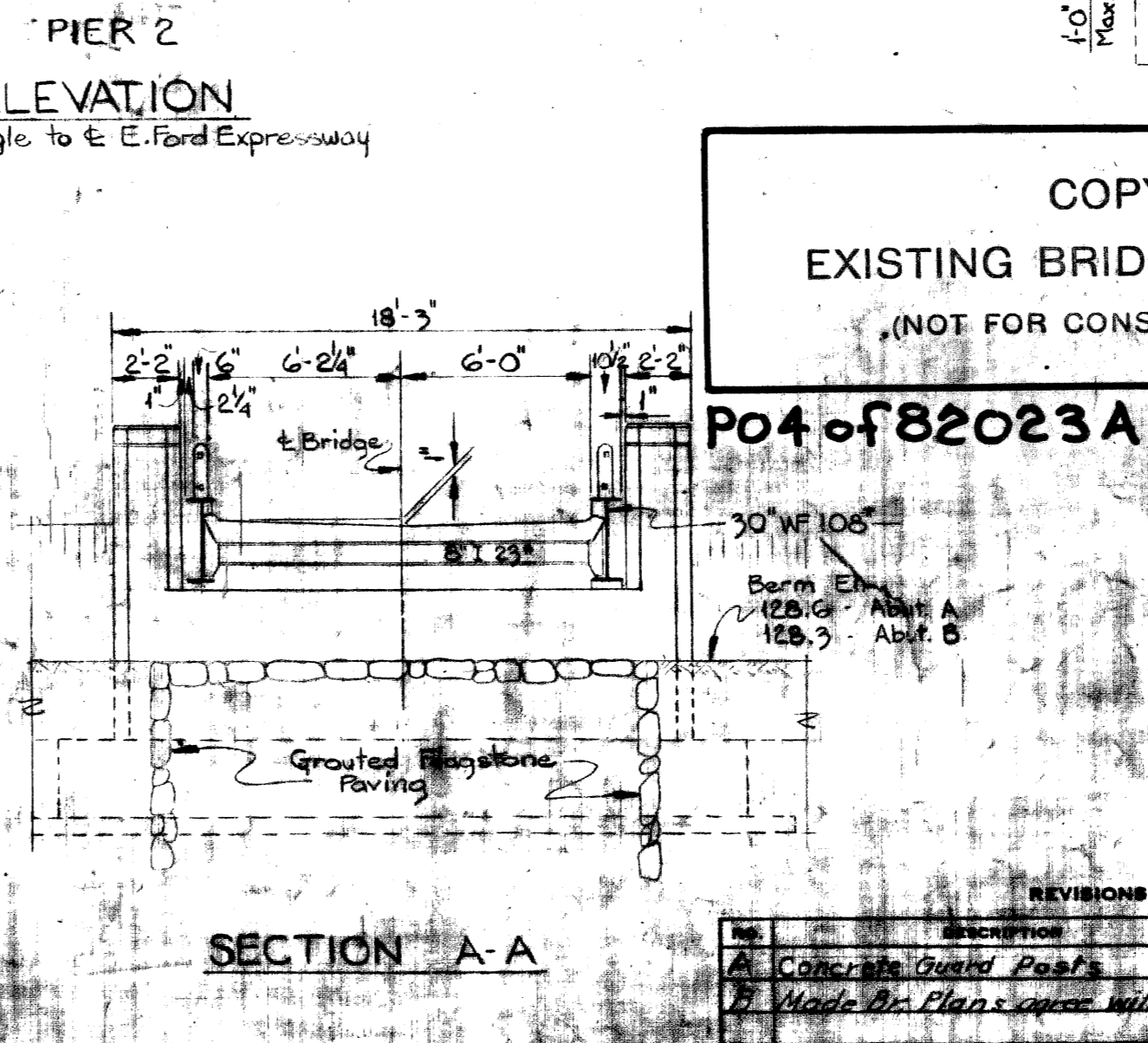
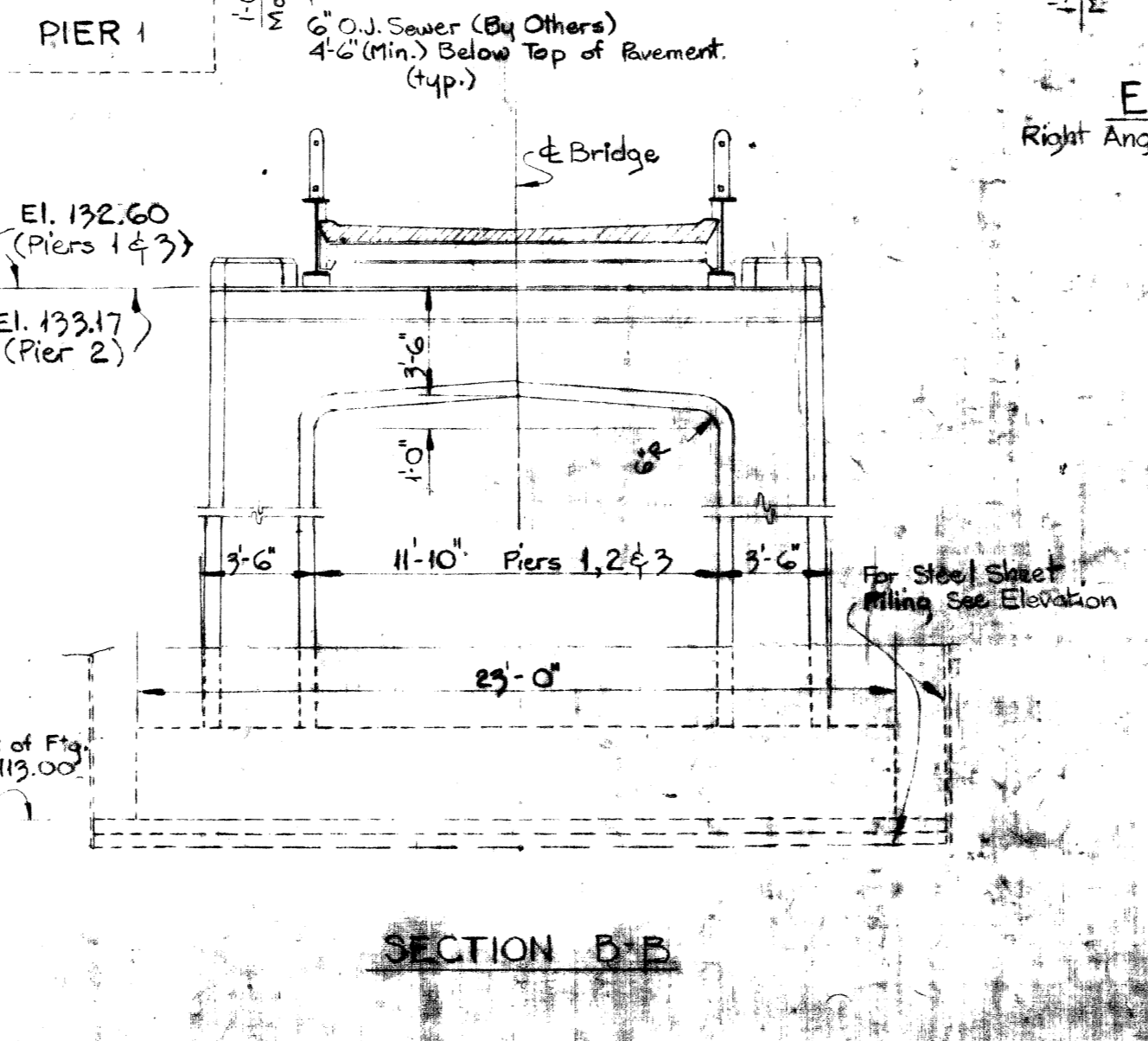
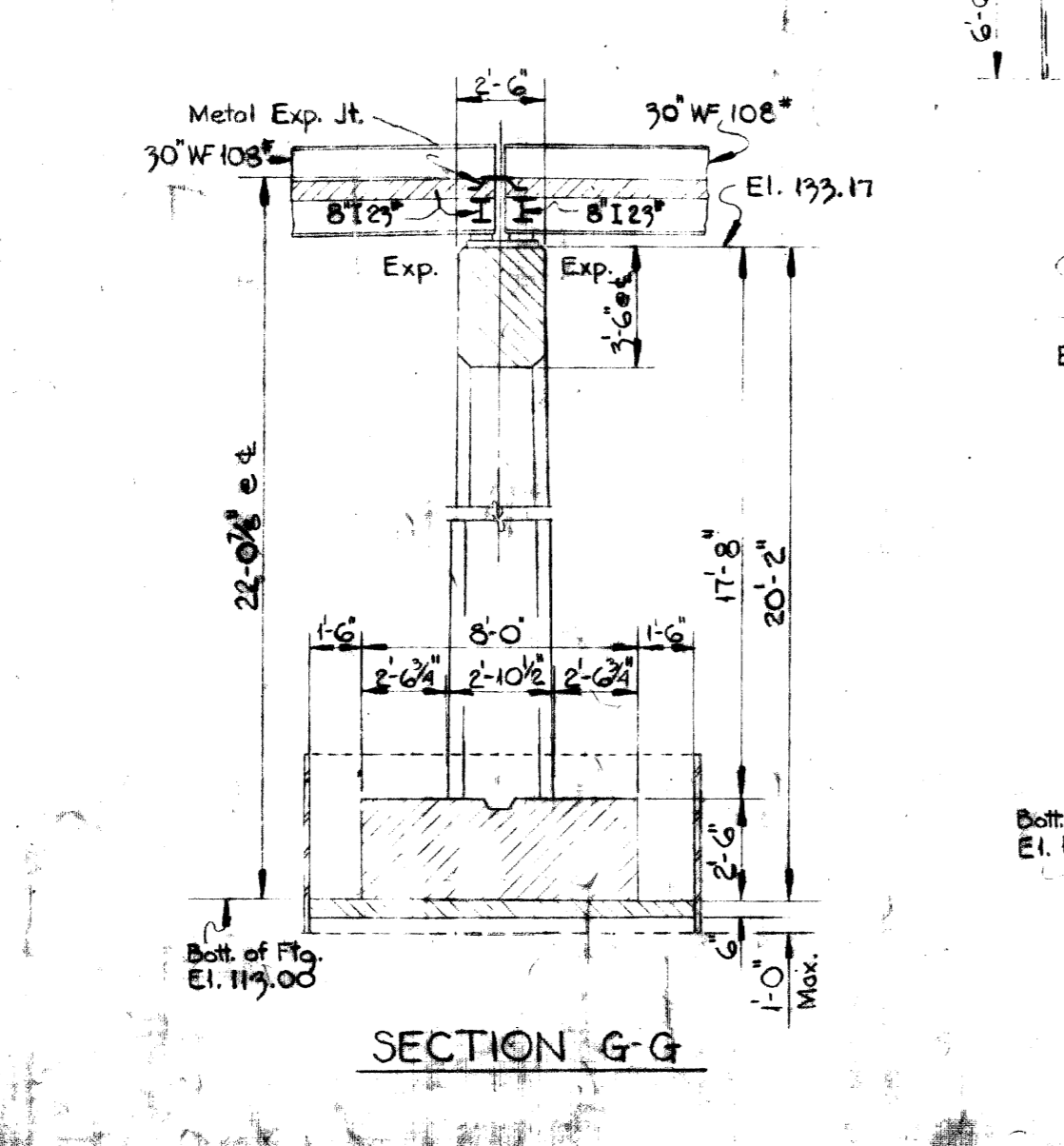
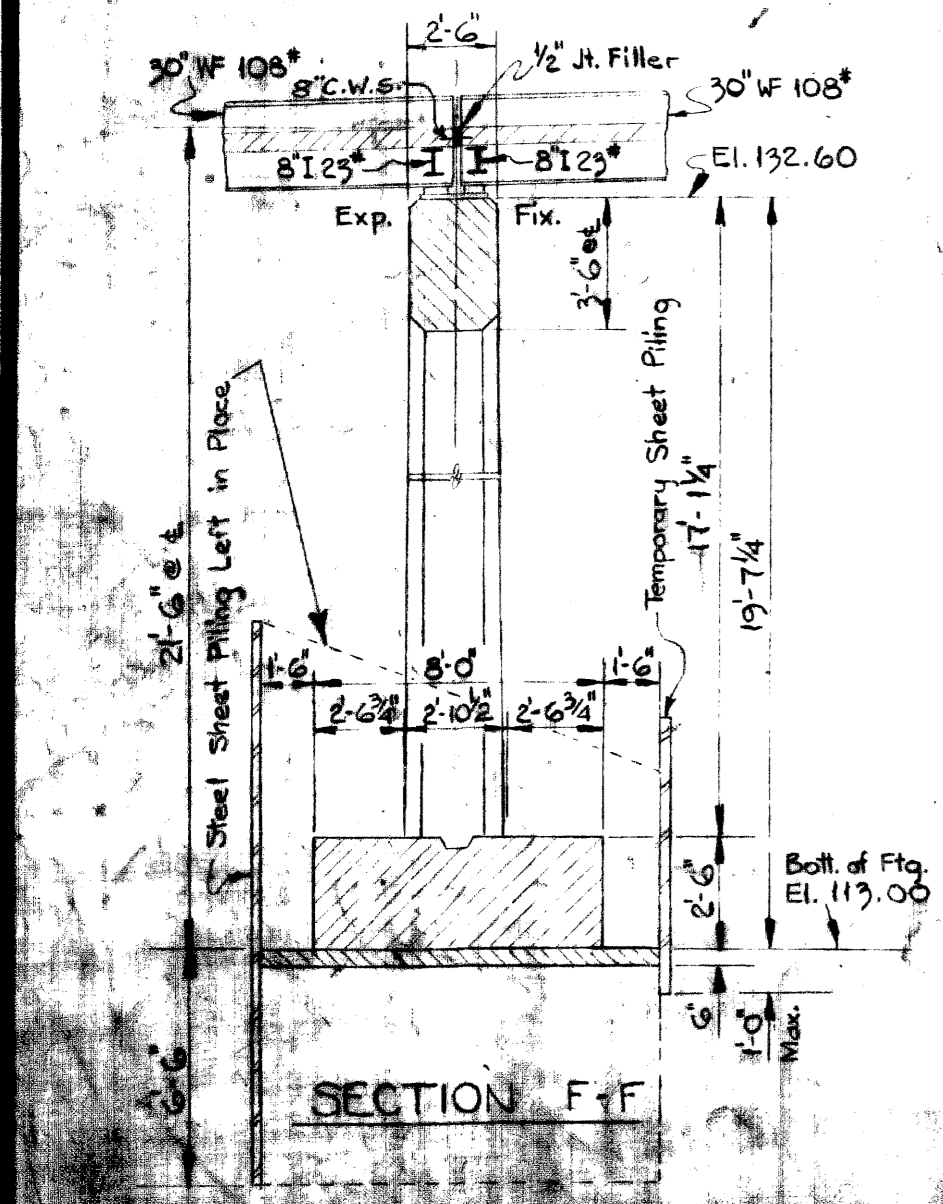
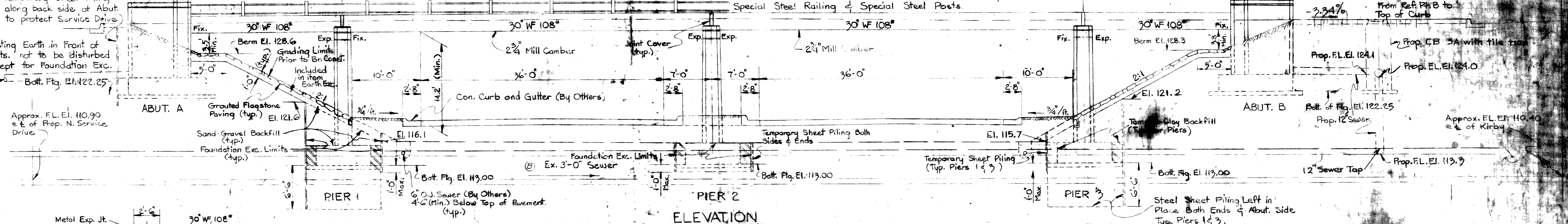
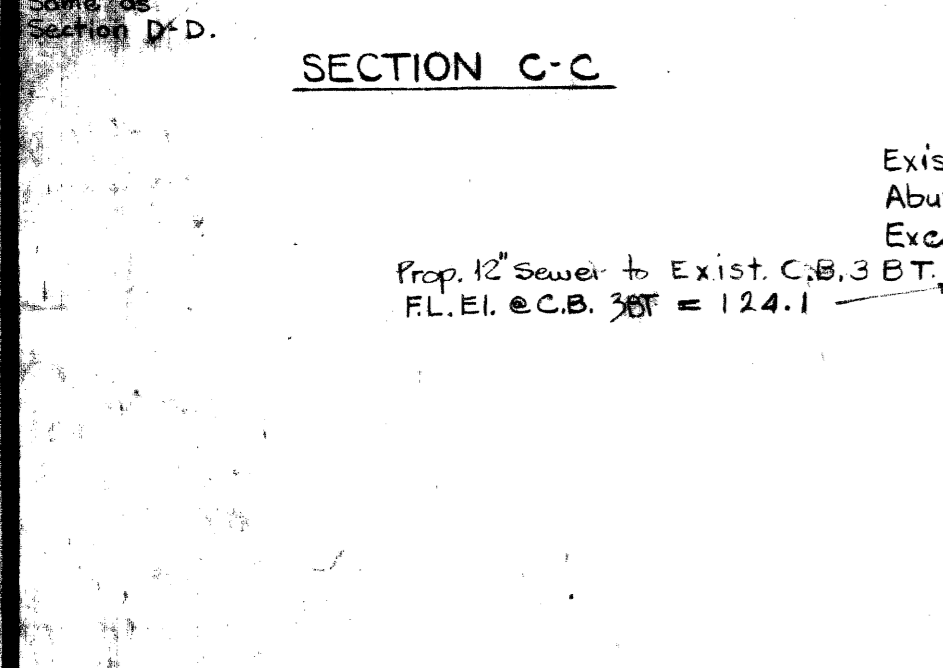
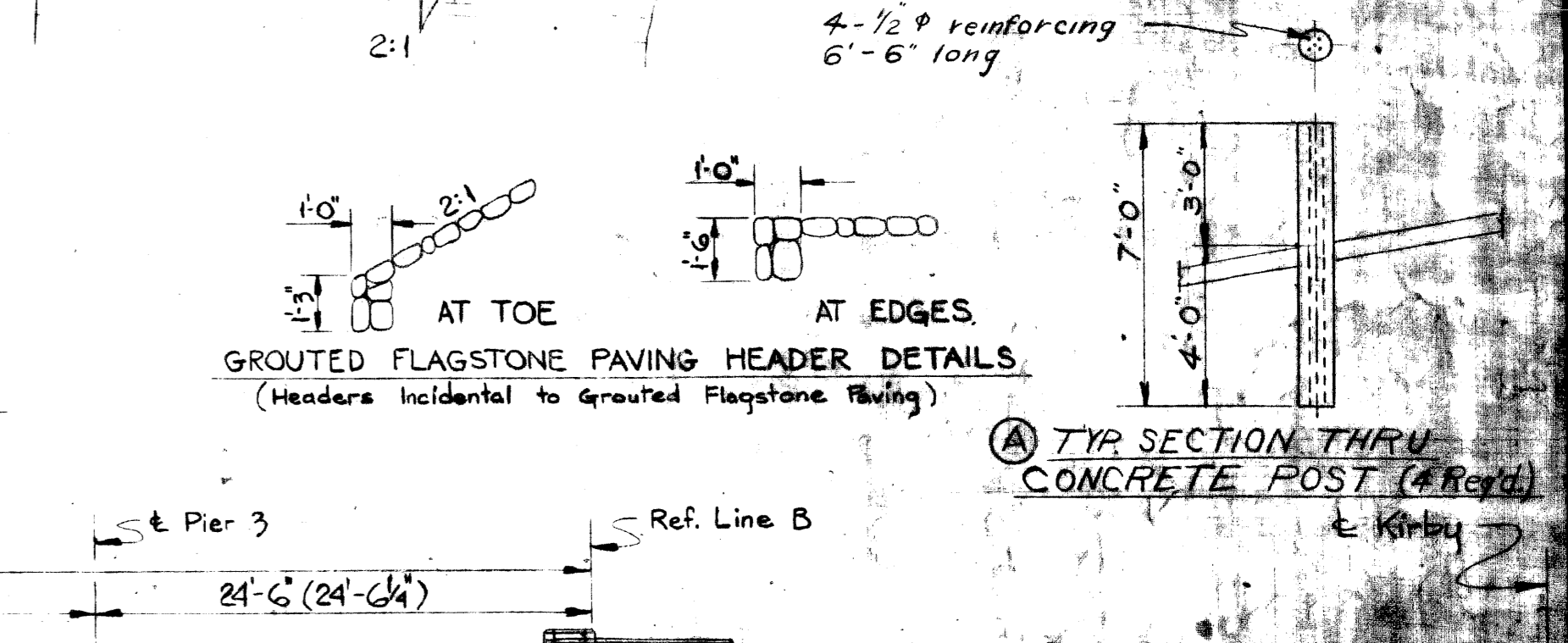
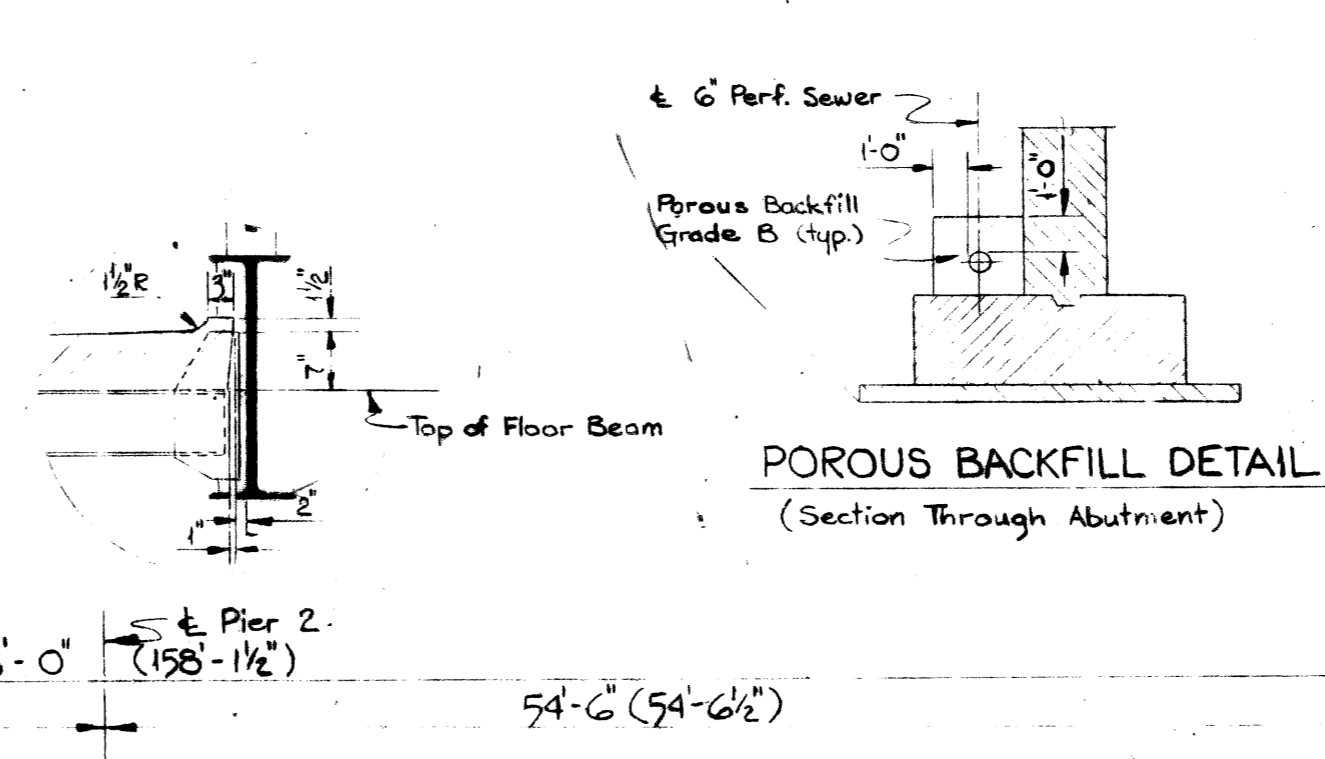
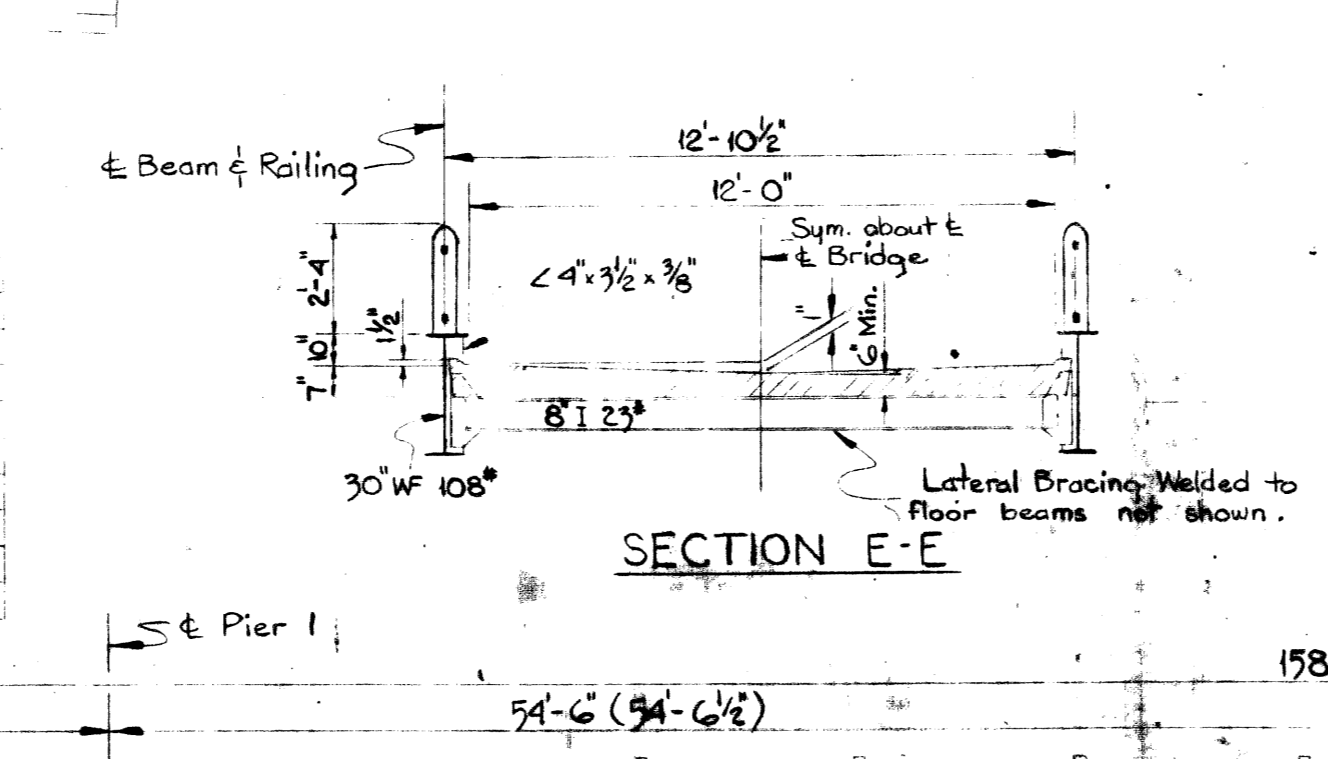
APPROVED: *[Signature]* 10-23-52  
APPROVED: *[Signature]* 10-29-52  
APPROVED: *[Signature]* 11-15-52

B44 of 82-22-10  
12 of 24



MISCELLANEOUS QUANTITIES

ITEM	UNIT	QUANT.
6" Reinforced Sewer	Lin. Ft.	46
Grouted Flagstone Paving	Sq. Yds.	100
Prop. P. 1411, Grade E (Loose Measure)	Cu. Yds.	13
Cover D	Each	2
12" Sewer	Lin. Ft.	90
Earth Excavation	Cu. Yds.	160
Catch Basins, 3A	Each	1
Class B Sodding	Sq. Yds.	25
6" Concrete Sidewalk	Sq. Ft.	850
Tile Trap	Each	1
12" Sewer Tap	Each	1
Sand-Gravel Backfill (Loose Measure)	Cu. Yds.	133
Concrete Guard Post	Each	4



**COPY**  
**EXISTING BRIDGE DETAILS**  
 (NOT FOR CONSTRUCTION)  
 PO4 of 82023A Sh. 13 of 24

**NOTES:**  
 1 Steel Sheet Piling to be left in place shall be driven to its final position before adjacent concrete is cast.  
 2 Temporary Sheet Piling shall be driven to a depth not greater than 1'-0" below the bottom of footings and shall not be removed before the Substructure Units are completed.

**MICHIGAN STATE HIGHWAY DEPARTMENT**  
 CHARLES M. ZIEGLER  
 STATE HIGHWAY COMMISSIONER  
 PEDESTRIAN BRIDGE CROSSING EDSEL FORD EXPRESSWAY AT ROOSEVELT AVE.  
 CITY OF DETROIT

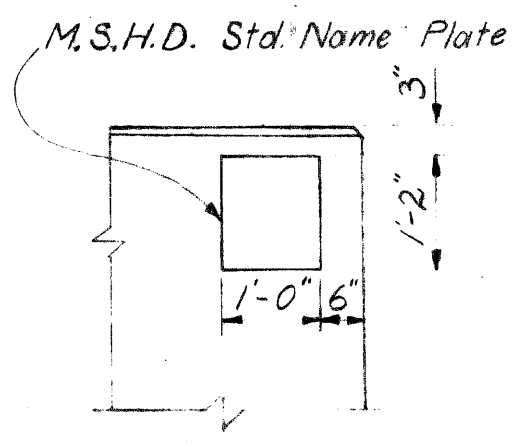
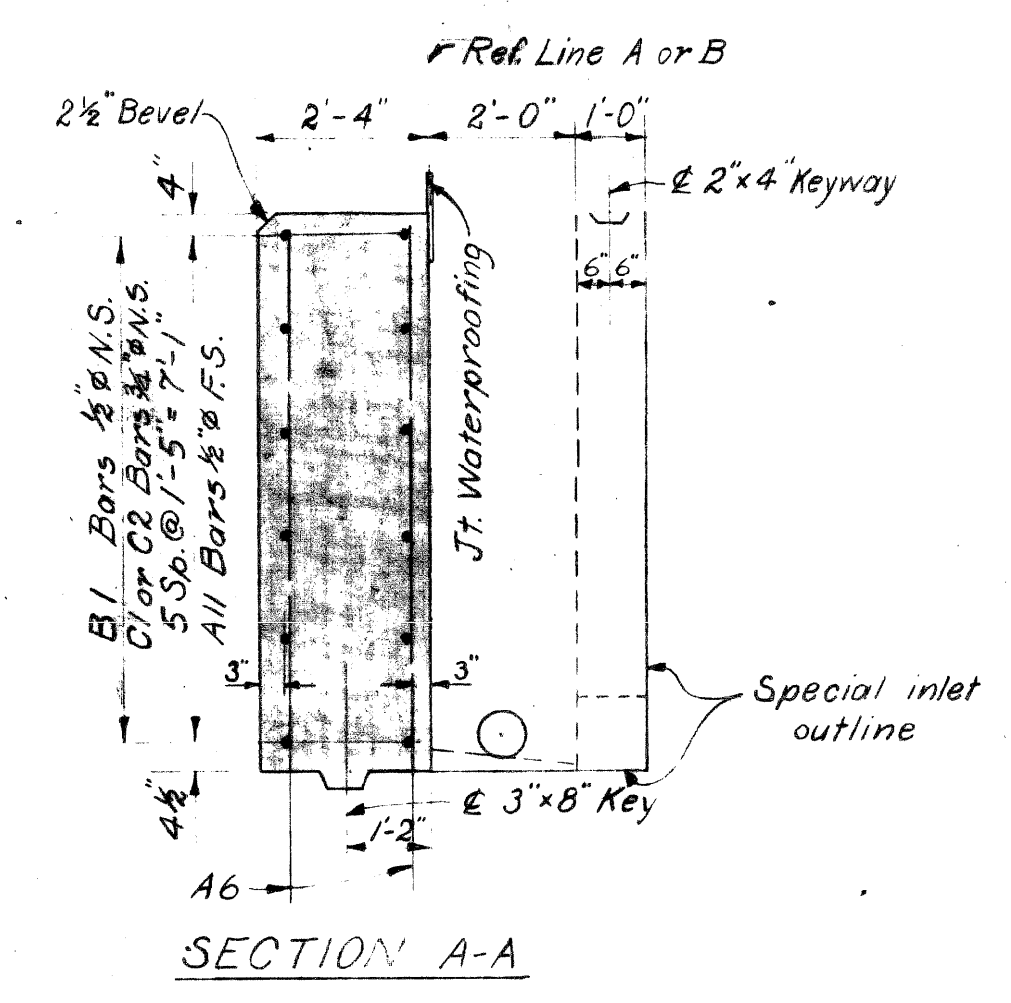
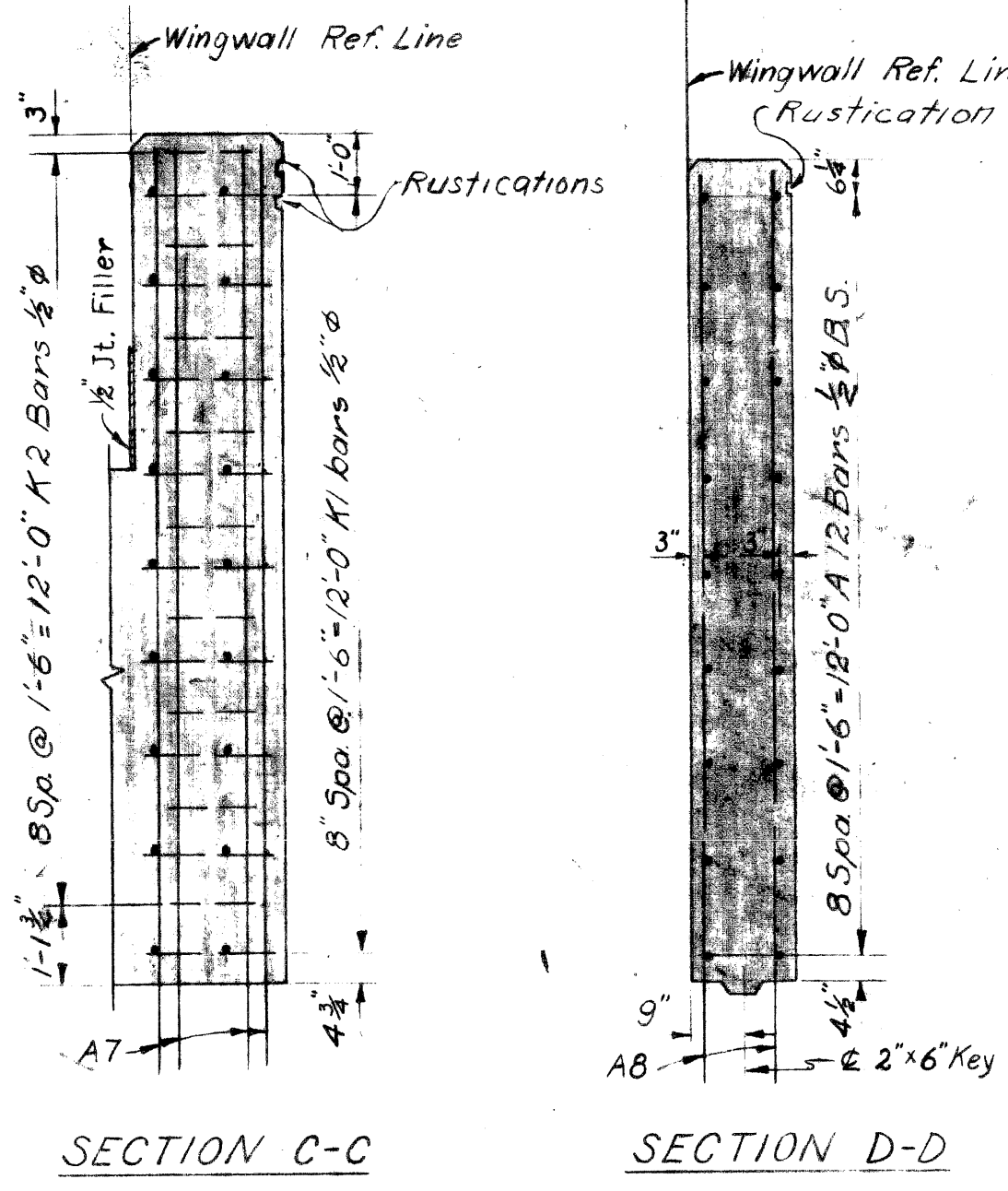
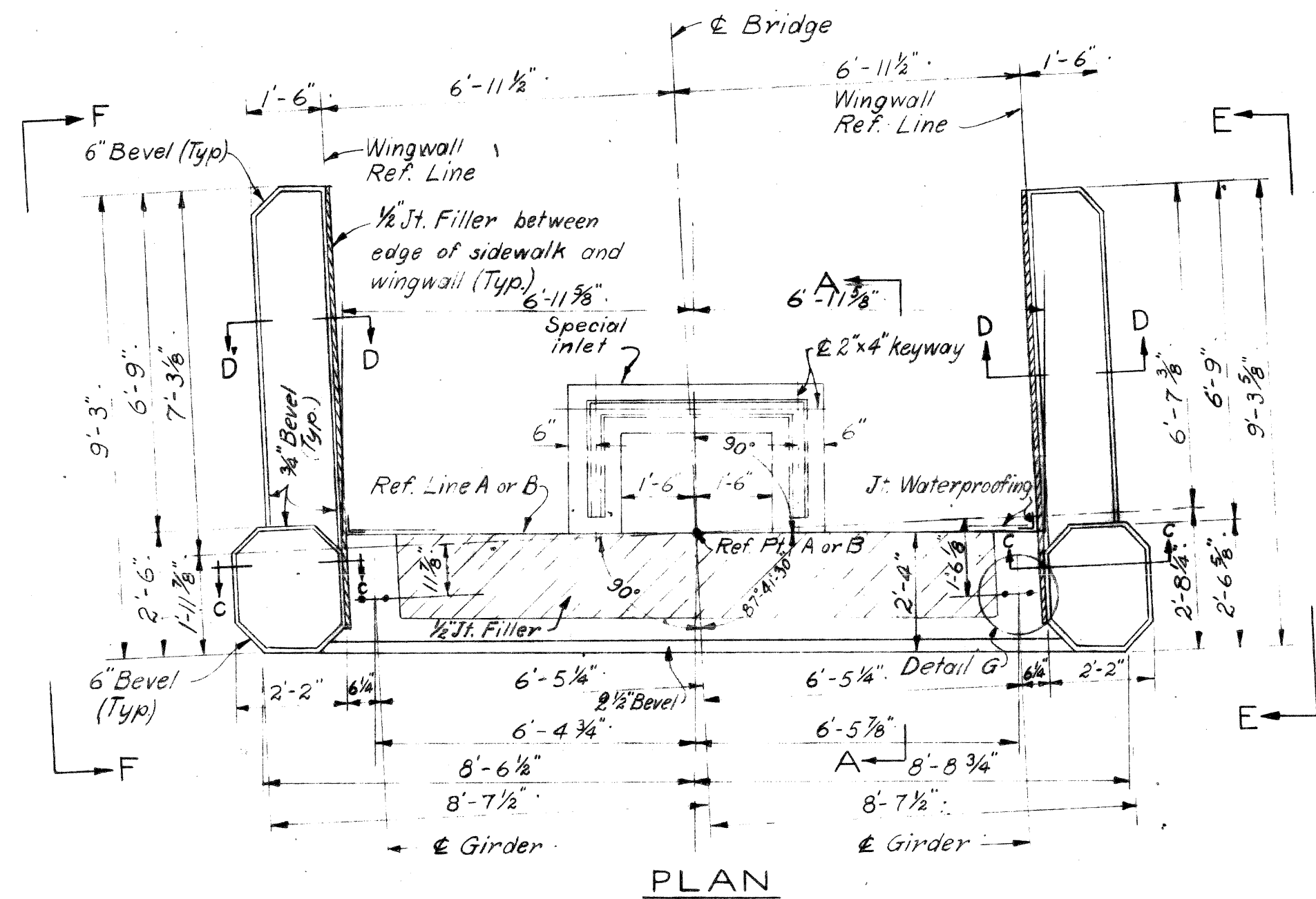
**GENERAL PLAN OF STRUCTURE**

APPROVED: *[Signature]* 10-28-52  
 APPROVED: *[Signature]* 10-28-52  
 APPROVED: *[Signature]* 11-15-52

NO. DESCRIPTION DATE  
 A Concrete Guard Posts 10-28-52  
 B Made Per Plans agree with E.L. 11-15-52

B4A of 82-22

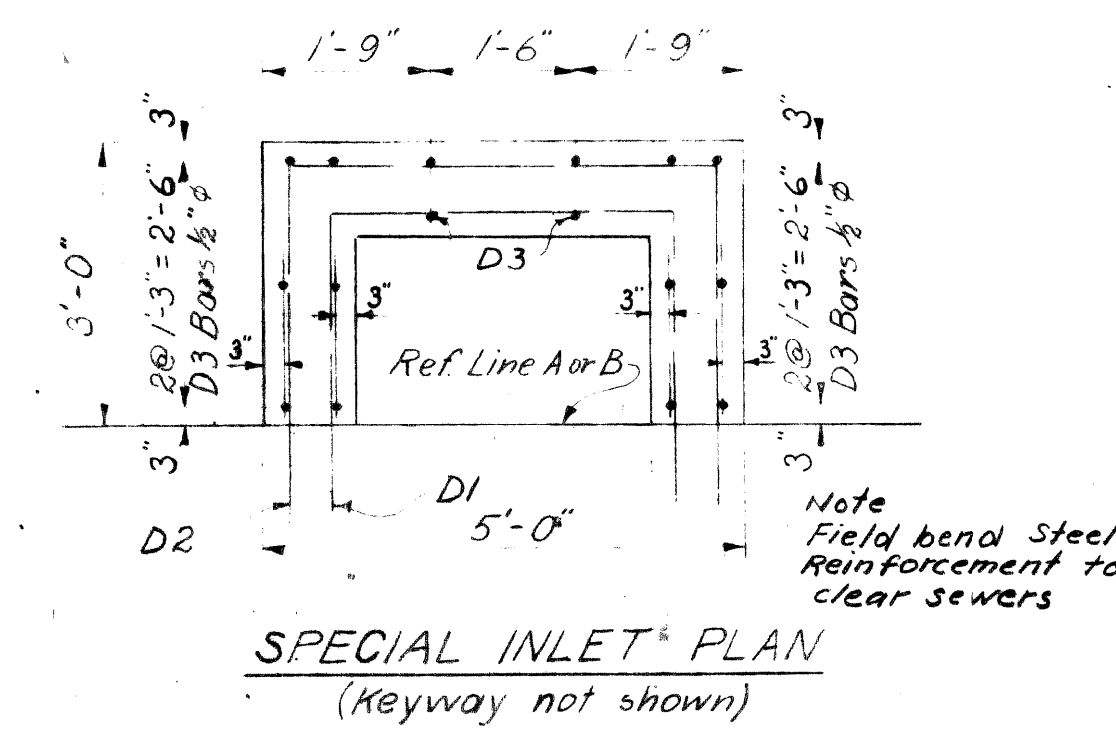
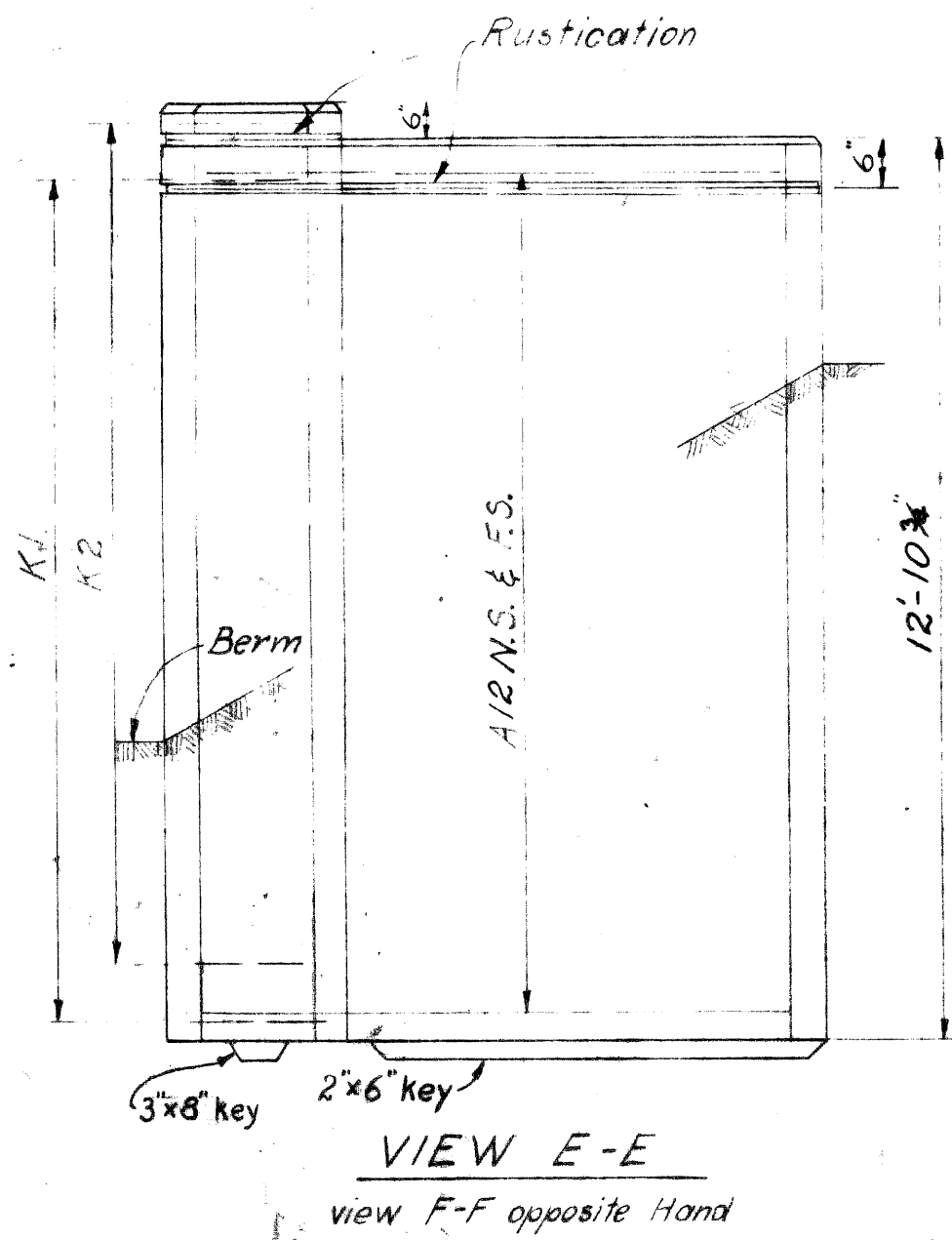
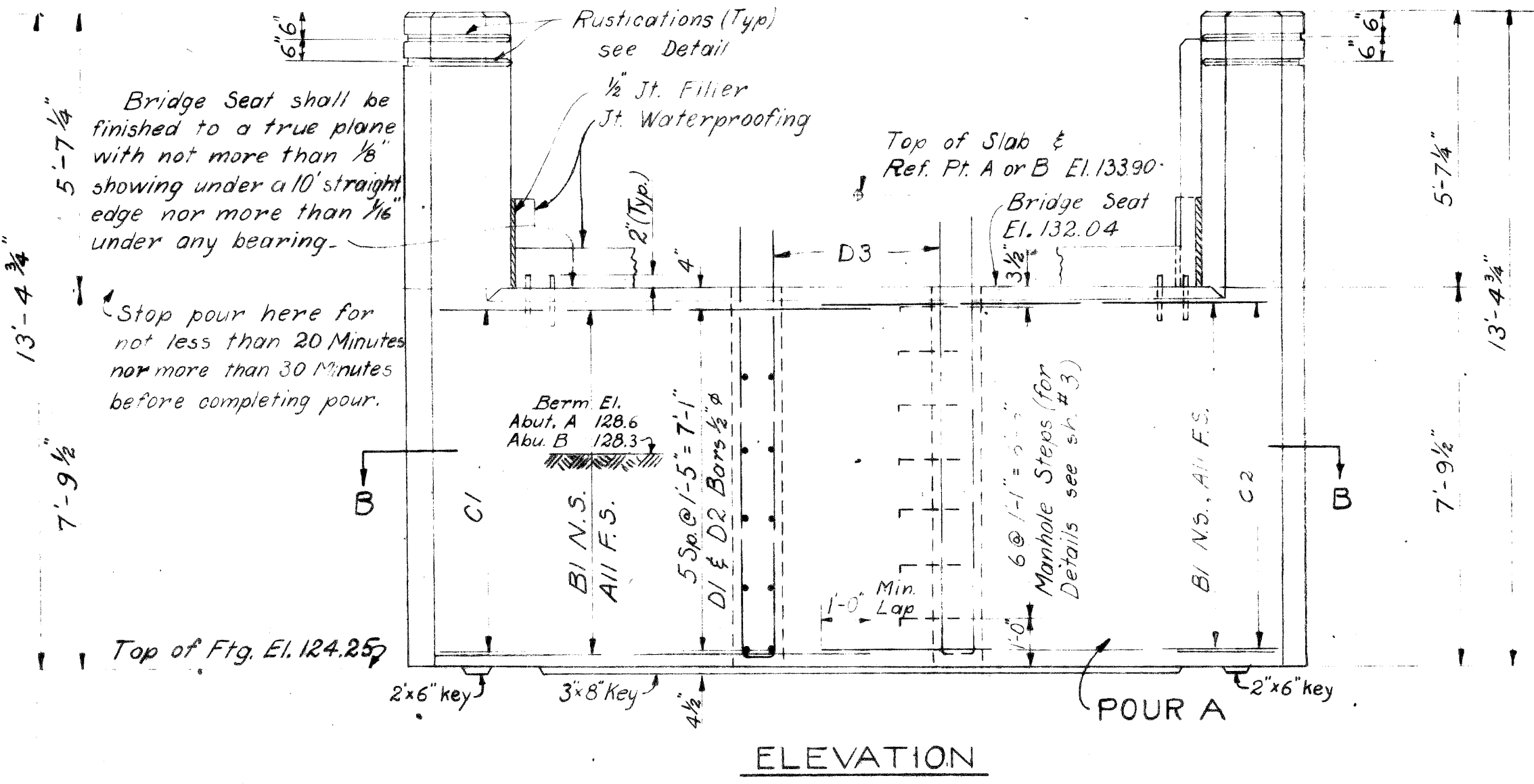




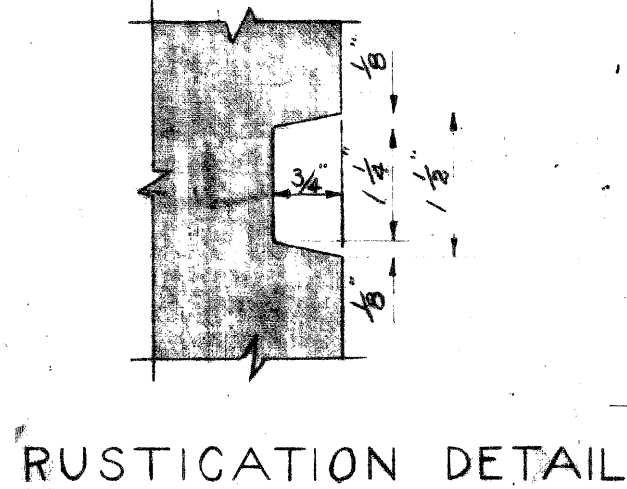
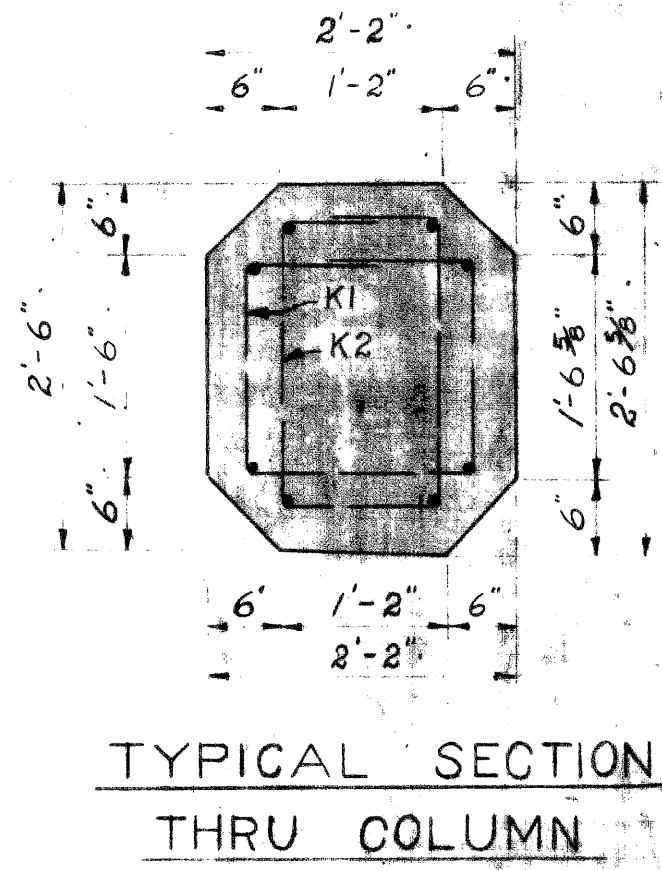
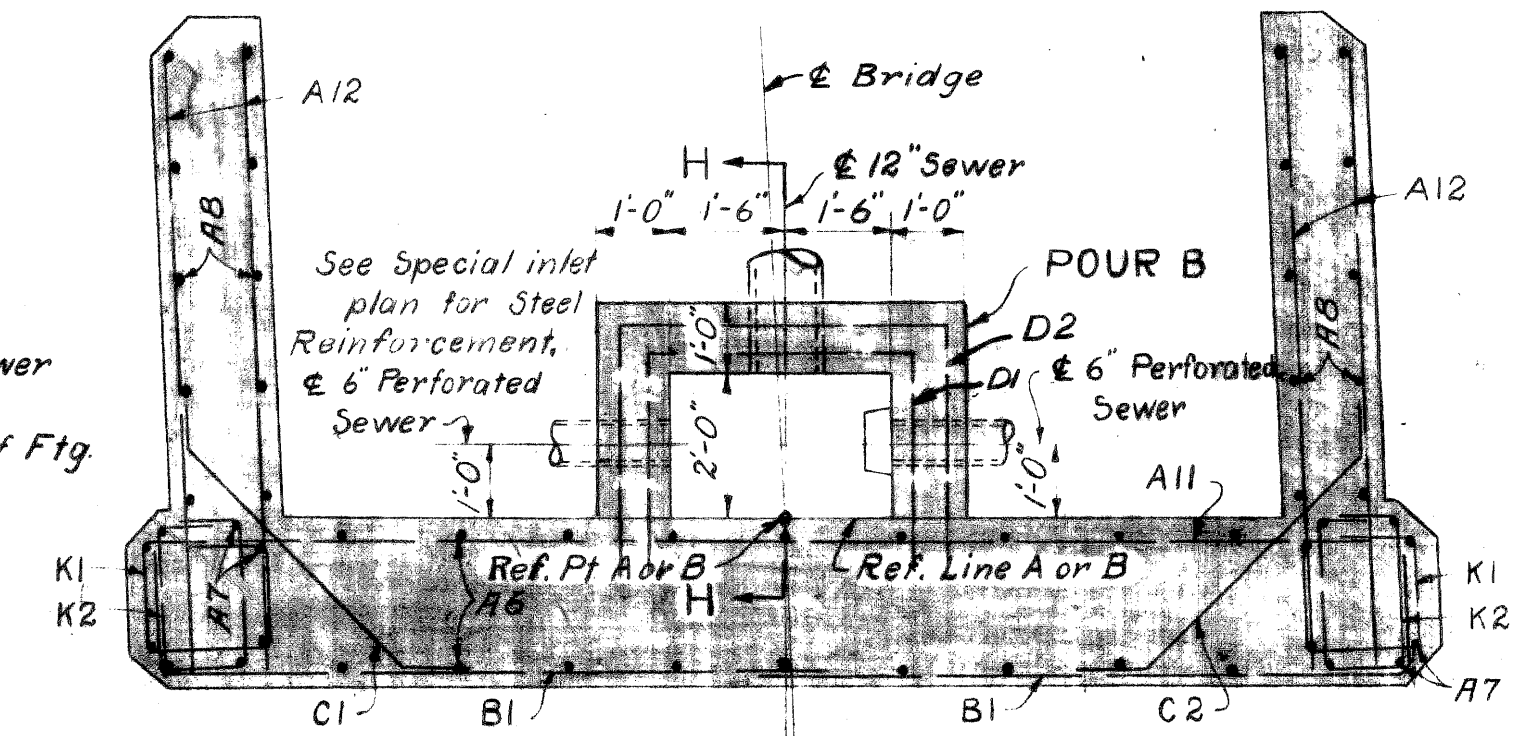
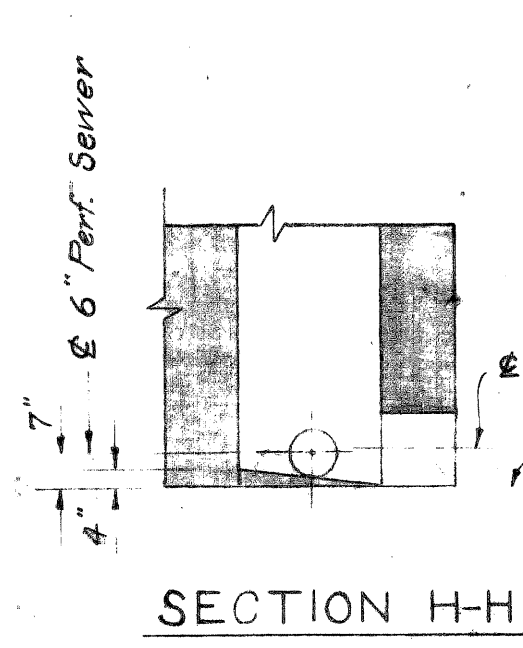
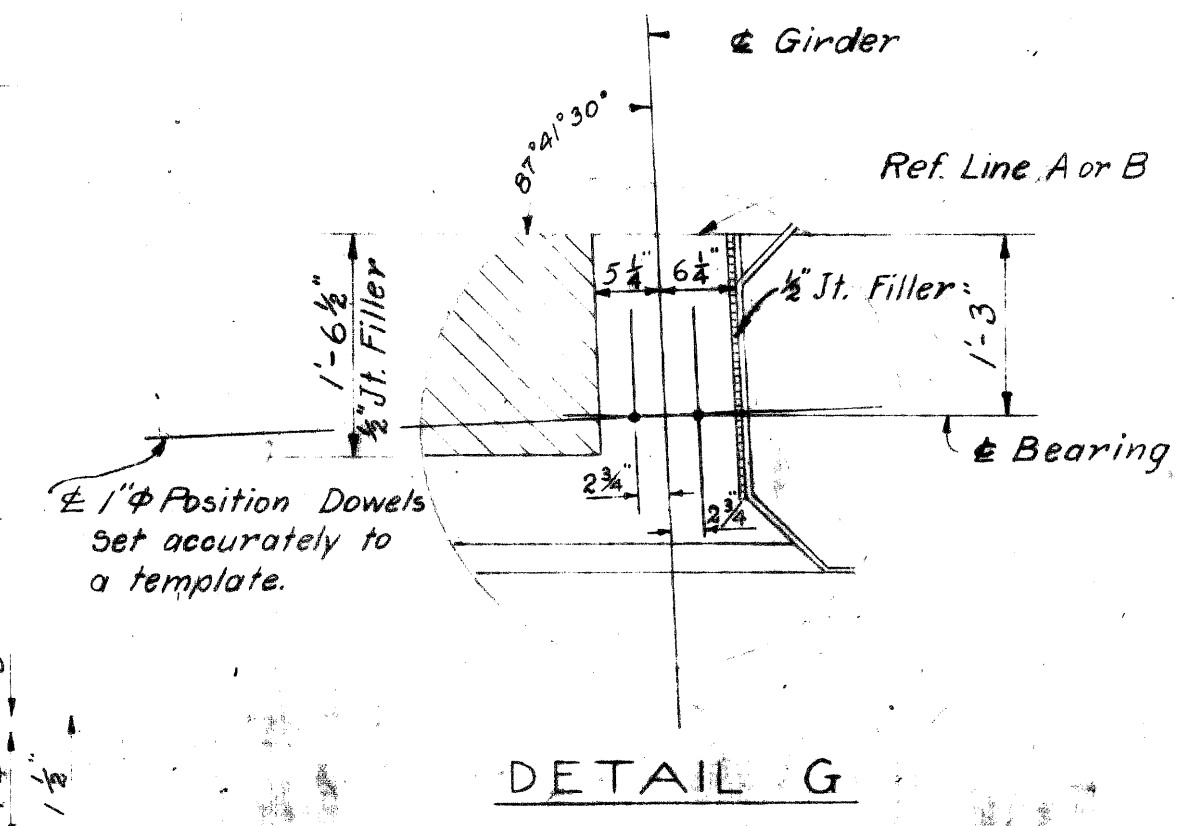
NOTE: Name Plate shall be placed on the inside face of the right hand approach wingwall in the position shown. For details see std. Sht. #R7.

POUR	Grade A (6B) Cu. Yds.	
	1. Abut.	2. Abut.
A	24.0	48.0
B	2.5	5.0
Total		53.0

MISCELLANEOUS QUANTITIES  
 Rubbed Surface Finish = 665 Sq. Ft.  
 1/2" Jt. Filler = 65 Sq. Ft.  
 Sand-Gravel Backfill-(Loose Measure) = 148 Cu. Yds.



NOTES:  
 For Bevel and Molding Details see Std. Sheet R7.  
 F.S. = Far side of wall, N.S. = Near side of wall, B.S. = Both sides of wall.  
 For steel Reinforcement Details see sheet # 11.  
 Work this sheet with sheet # 5.  
 Rubbed surface finish shall extend 6" below ground line and flush with top of sidewalk.  
 Abutments A & B are identical.



COPY  
 EXISTING BRIDGE DETAILS  
 (NOT FOR CONSTRUCTION)  
 P04 of 82023A Sh. 15 of 24

MICHIGAN STATE HIGHWAY DEPARTMENT  
 CHARLES M. ZIEGLER  
 STATE HIGHWAY COMMISSIONER  
 PEDESTRIAN BRIDGE CROSSING EDESEL FORD EXPRESSWAY AT ROOSEVELT AVE IN THE CITY OF DETROIT

ABUTMENTS A & B WALL DETAILS

APPROVED: [Signature] 10-28-52  
 BRIDGE DRAFTSMAN

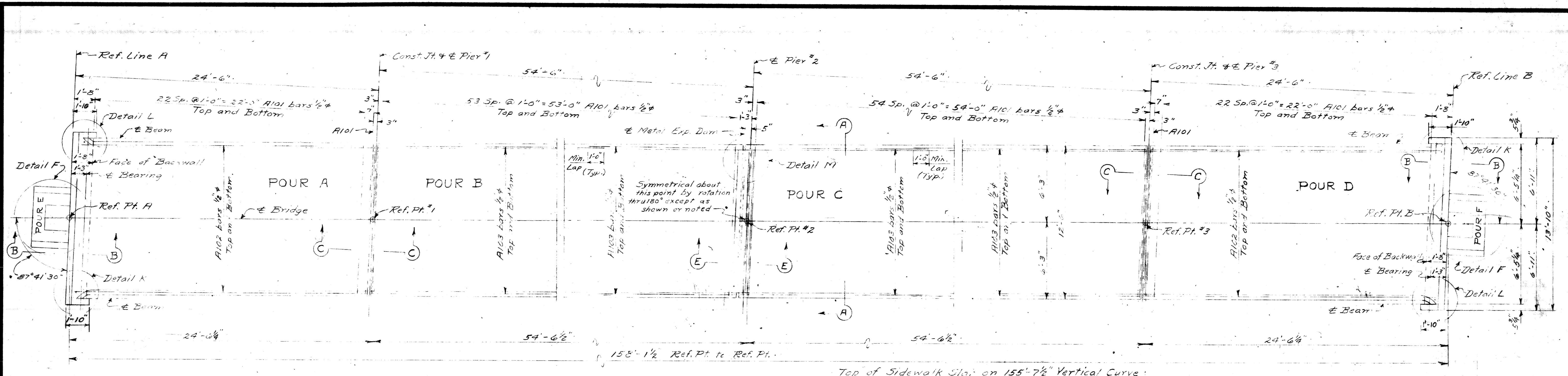
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 ENGINEER OF BRIDGE DESIGN

APPROVED: [Signature] 11-15-52  
 BRIDGE ENGINEER

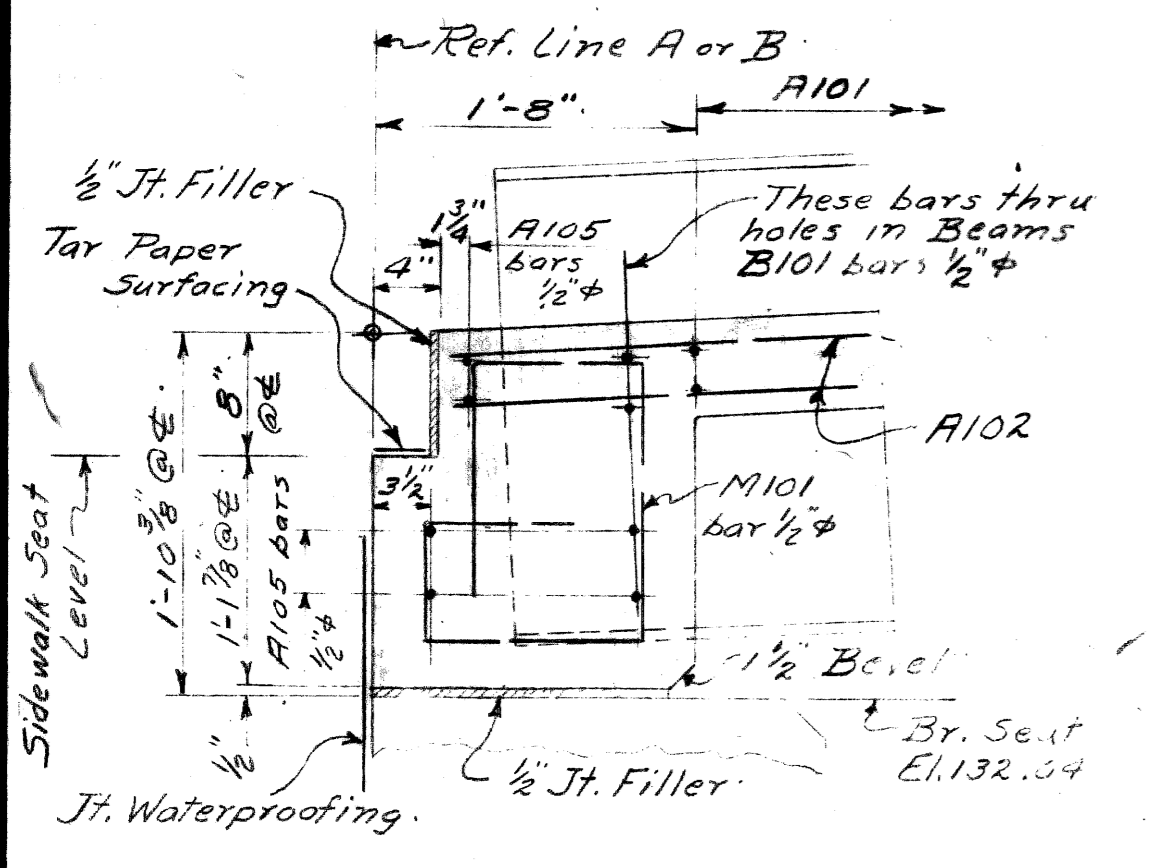
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 DRAWN BY: [Blank]  
 CHECKED BY: [Blank]

B44 OF [Blank]

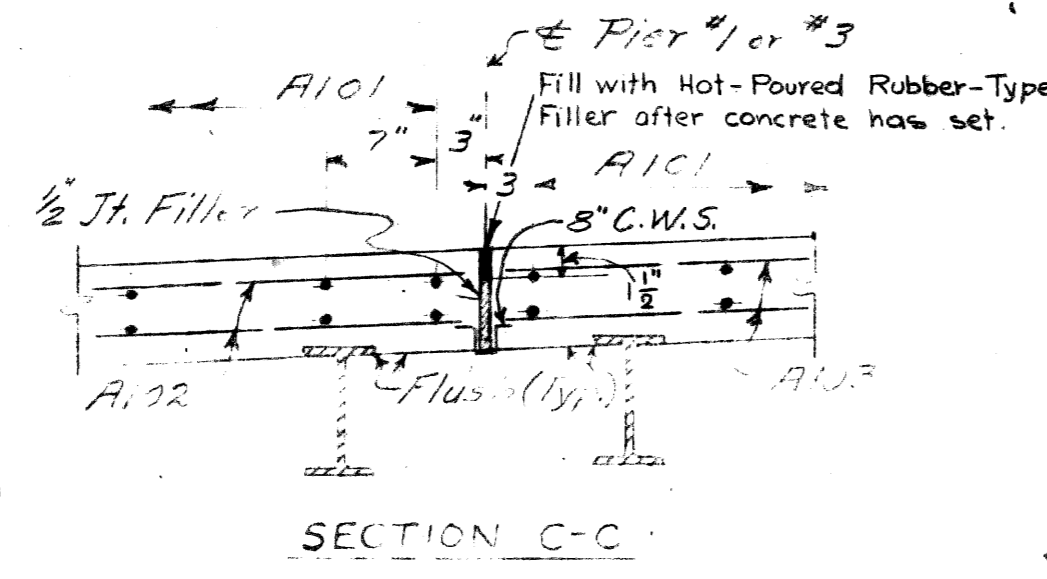




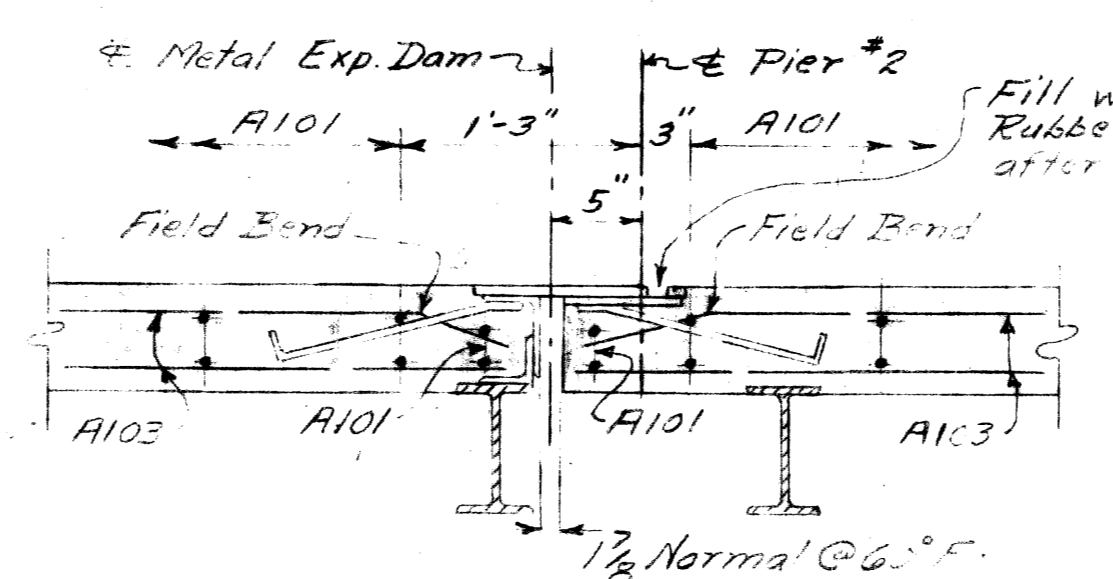
PLAN



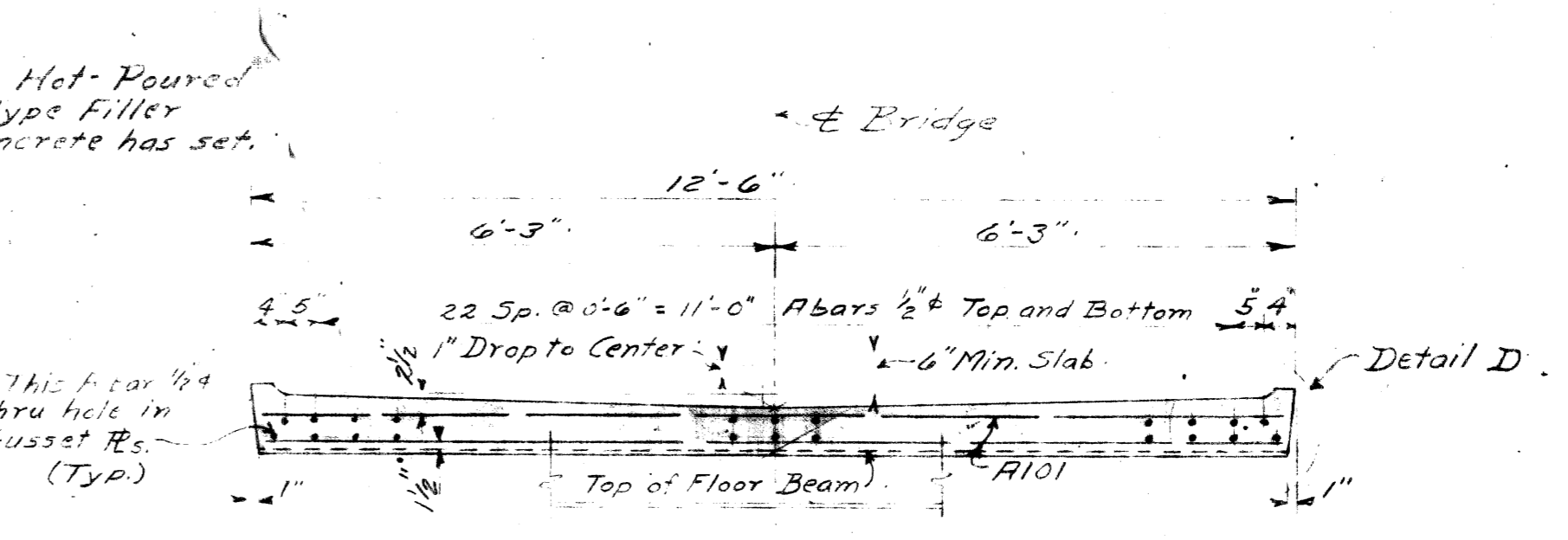
SECTION B-B  
Inlet not shown.



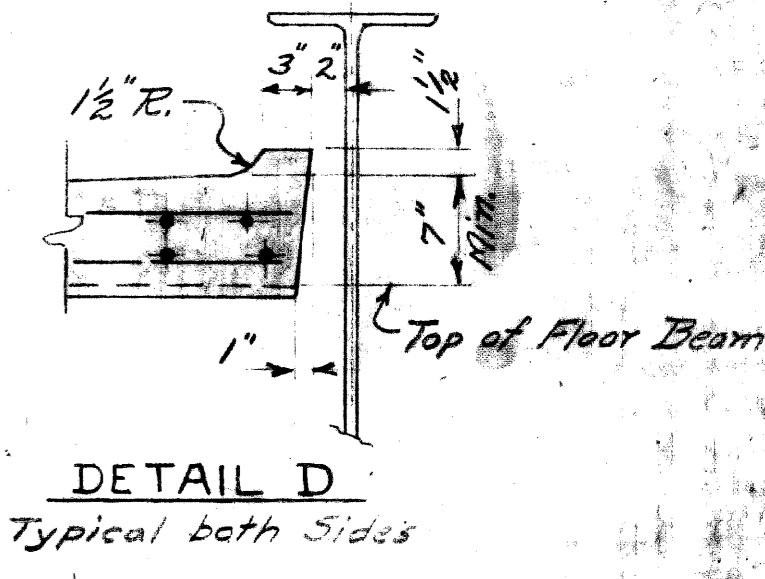
SECTION C-C



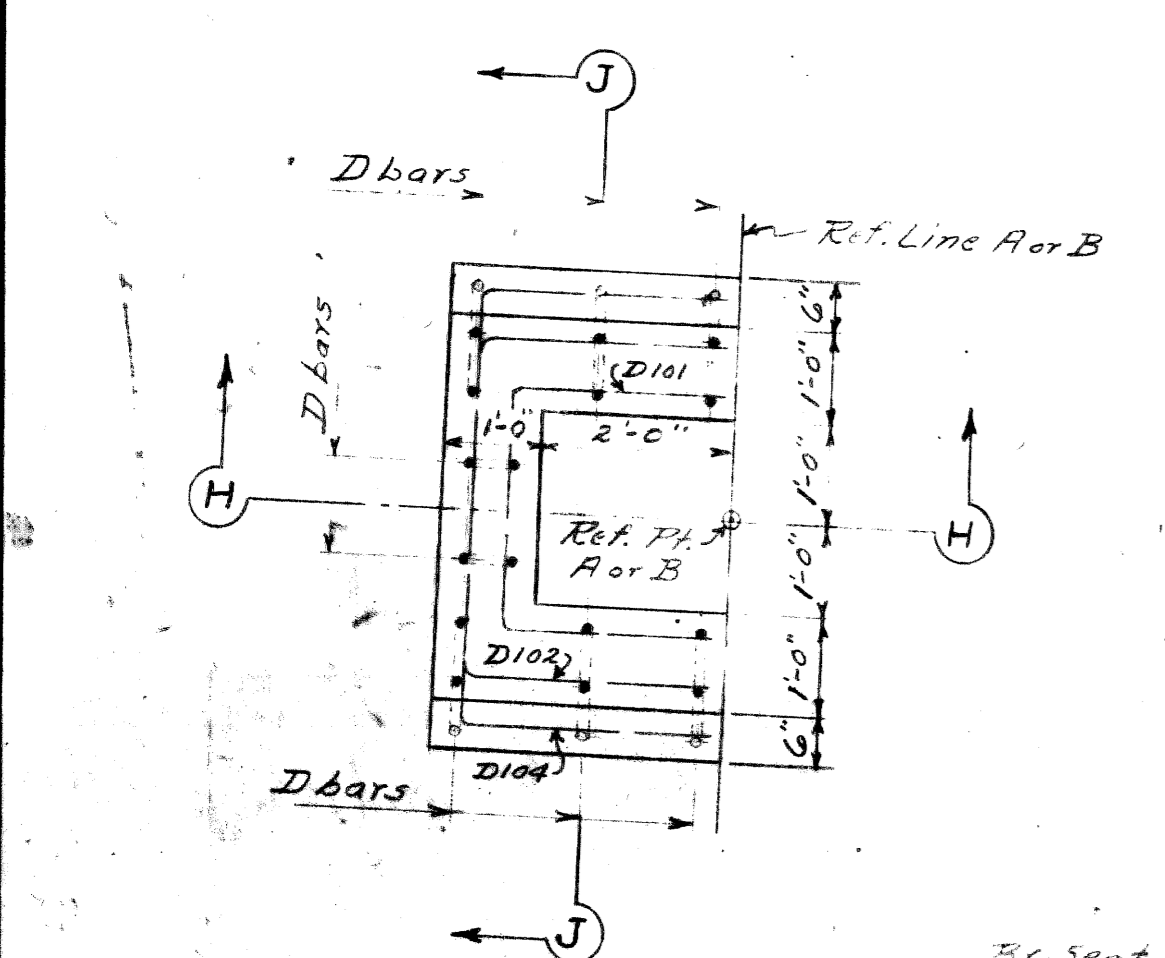
SECTION E-E  
For Exp. Dam Details see Spec. #10



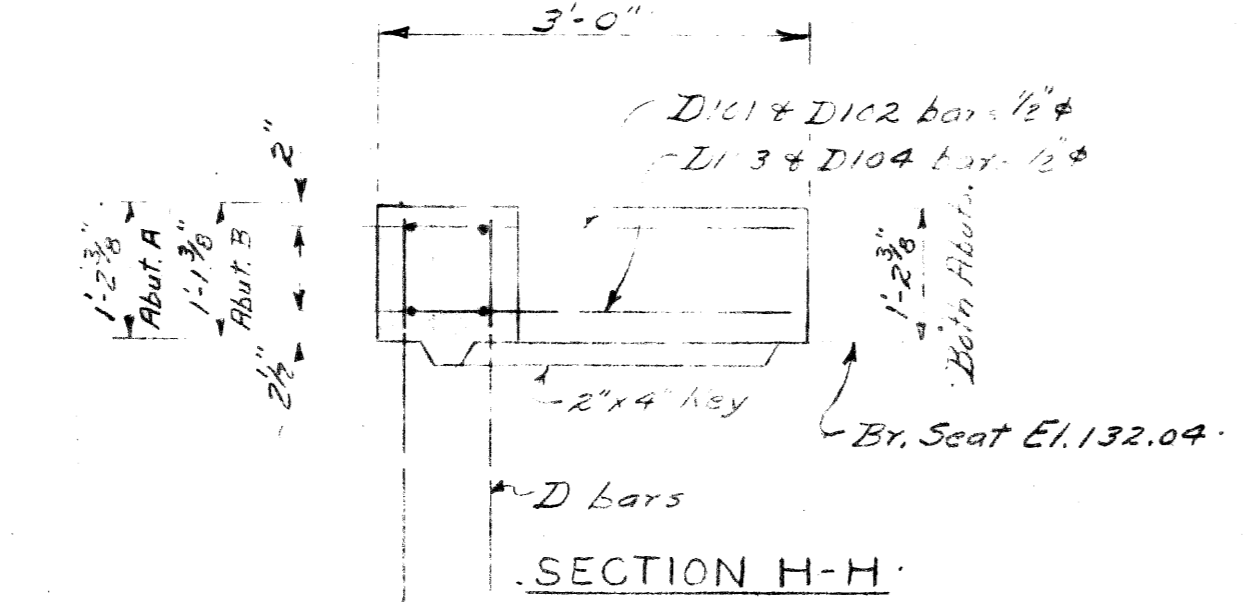
SECTION A-A



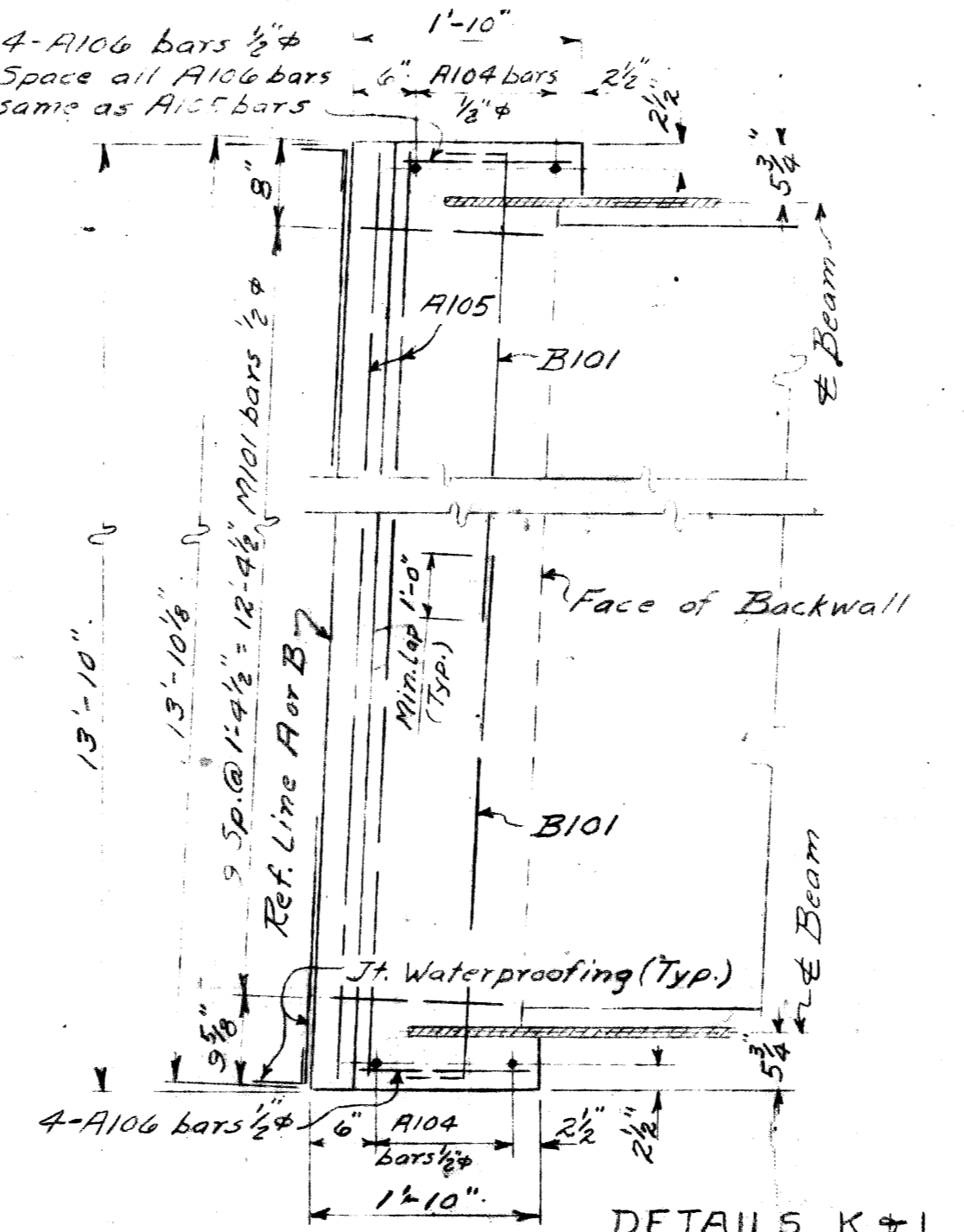
DETAIL D  
Typical both Sides



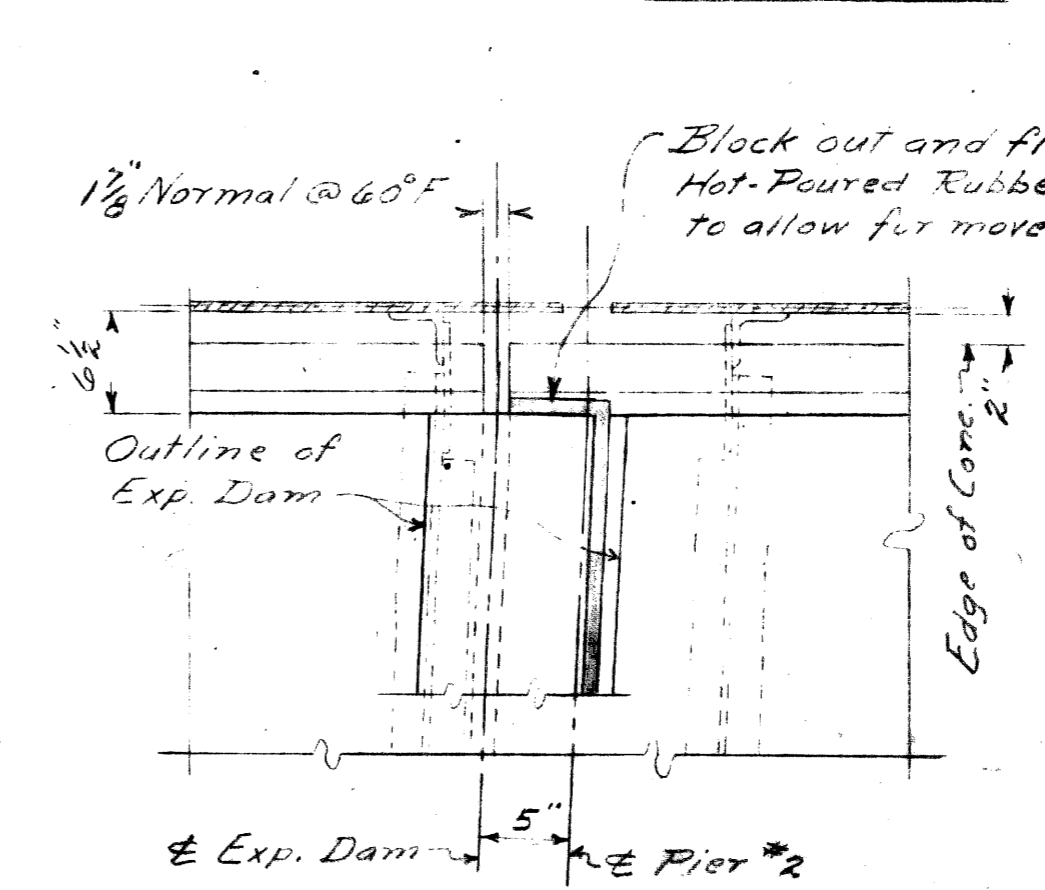
DETAIL F  
Inlet Pour For F



SECTION H-H



DETAILS K+L



DETAIL M  
(Reinforcing Steel not shown)

CONCRETE GRADE A (6B)  
Pour A 7.7 Cu. Yds.  
Pour B 14.7 " "  
Pour C 15.1 " "  
Pour D 7.7 " "  
Pour E 0.4 " "  
Pour F 0.4 " "  
Total 46.0 Cu. Yds.

MISC. QUANTITIES  
Jt. Waterproofing 65 Sq. Ft.  
Hot-Poured Rubber-Type Filler 39 Lin. Ft.  
1/2" Jt. Filler 35 Sq. Ft.  
Copper (16oz.) 17 Lbs.

Notes:  
For Steel Reinforcement Details, see sheet #11  
For Bevel and Molding Details, see sheet #R7  
C.W.S. denotes Copper Waterstop

COPY  
EXISTING BRIDGE DETAILS  
(NOT FOR CONSTRUCTION)  
PO4 of 82023A Sh. 17 of 24

NO.	DESCRIPTION	DATE	BY

MICHIGAN STATE HIGHWAY DEPARTMENT  
CHARLES M. ZIEGLER  
STATE HIGHWAY COMMISSIONER  
PEDESTRIAN BRIDGE CROSSING EDEL FORD EXPRESSWAY AT ROOSEVELT AVE. CITY OF DETROIT

**SUPERSTRUCTURE DETAILS**

APPROVED: *[Signature]* 10-28-52  
CHIEF BRIDGE DRAFTSMAN

APPROVED: *[Signature]* 10-27-52  
ENGINEER OF BRIDGE DESIGN

APPROVED: *[Signature]* 10-15-52  
BRIDGE ENGINEER

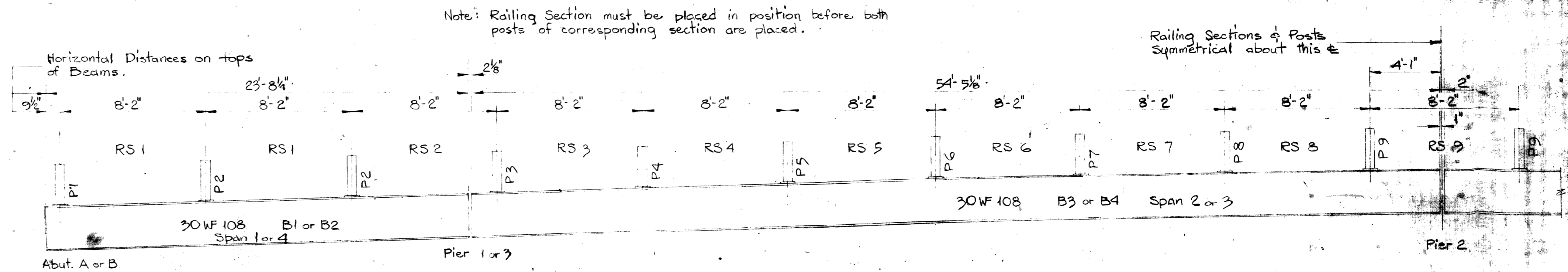
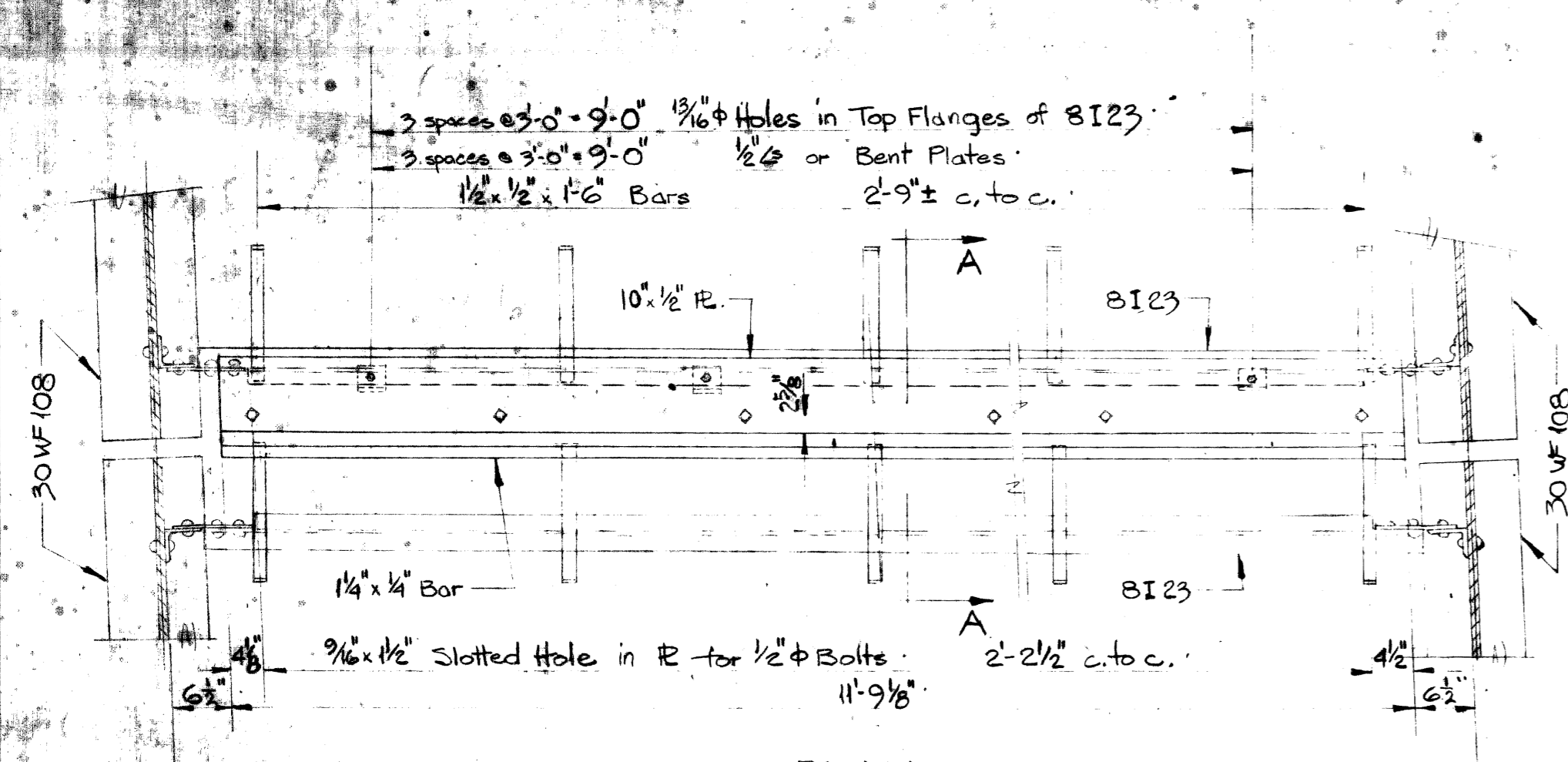
NO.	DESCRIPTION	DATE	BY

REVISIONS

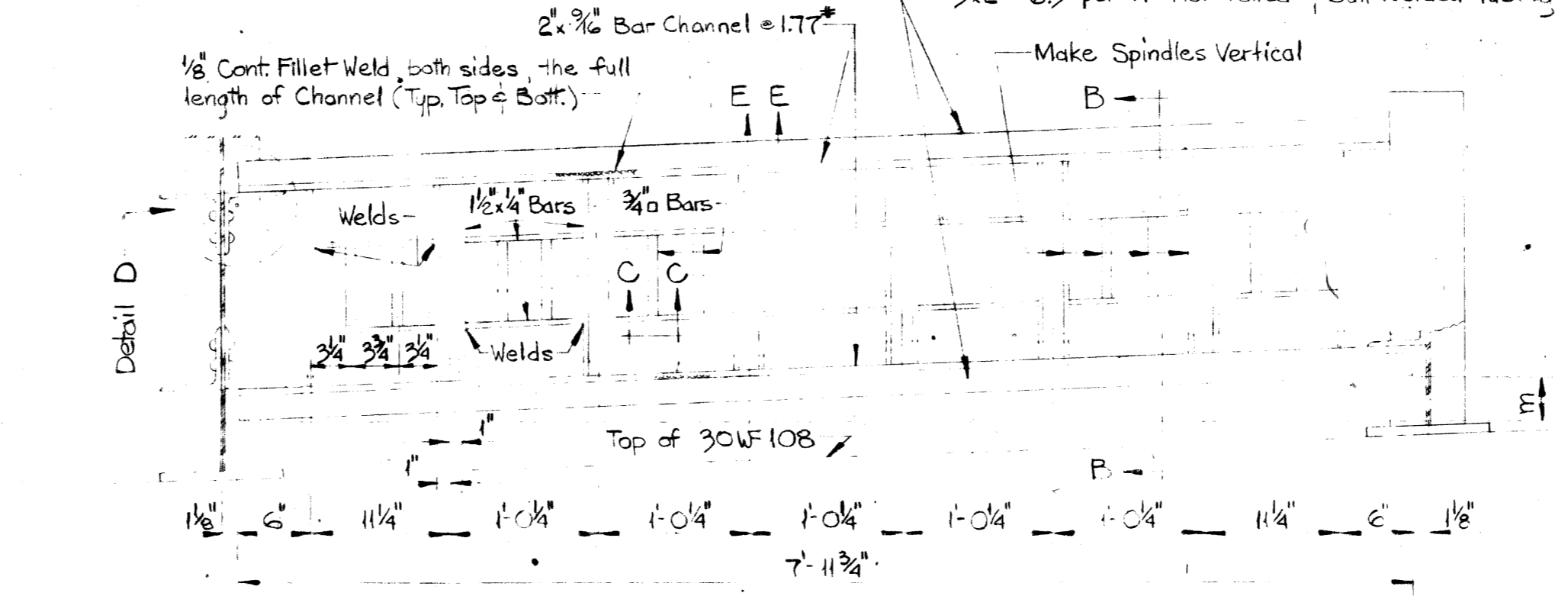
BRIDGE NO. 72-1-10-11-38  
DRAWN BY Band 6-6-52  
CHECKED BY KALANOS 2-4-53  
DATE 2-4-53  
SHEET 17  
B44 of 82-22-10



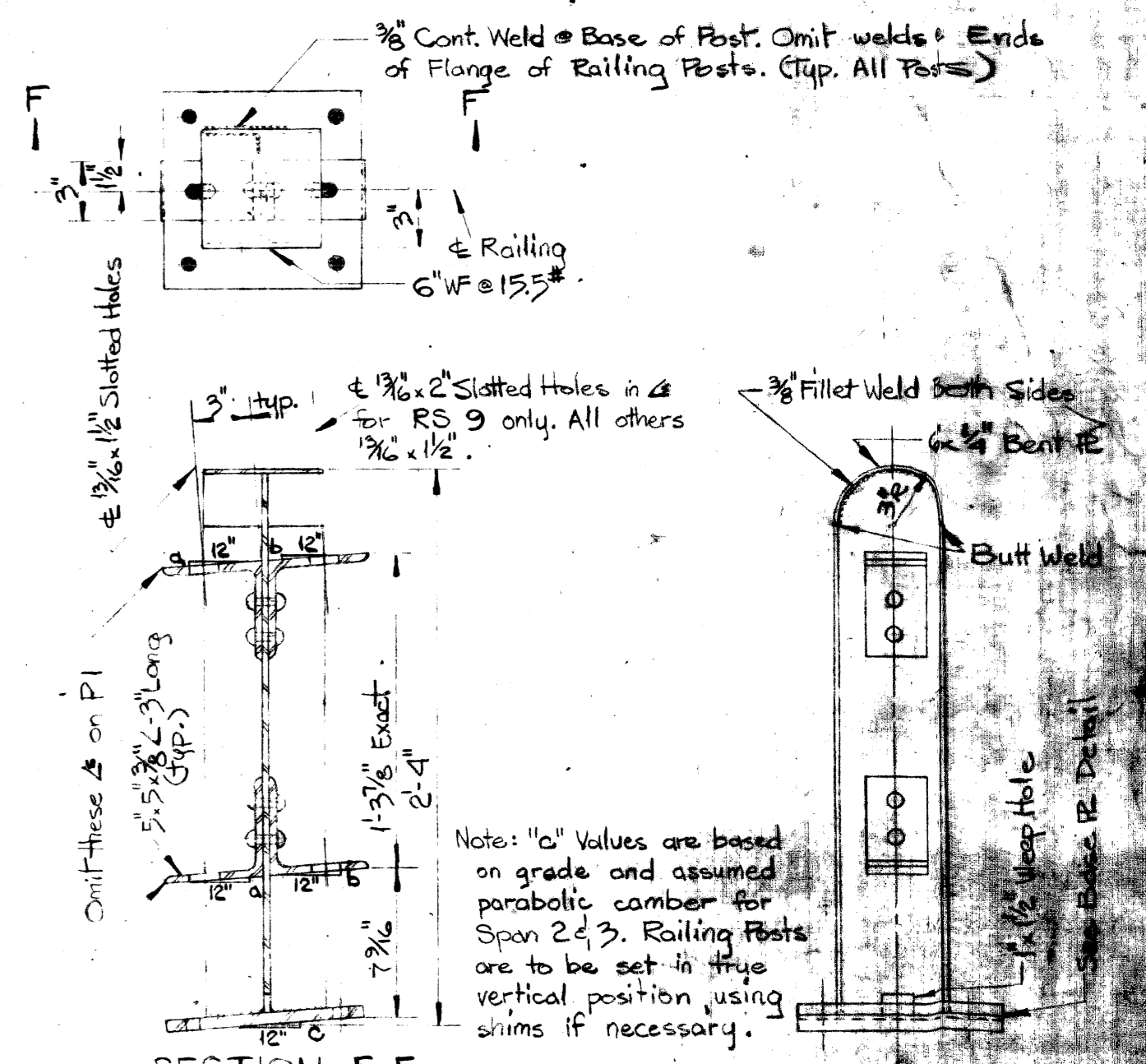
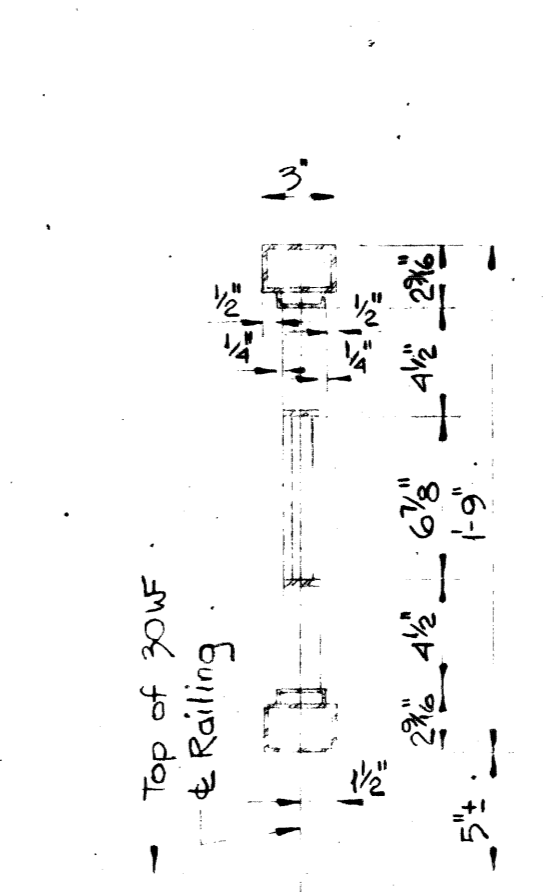




Note: All Railing Sections to be completely Electric Welded in the shop to a template so constructed as to prevent distortion.

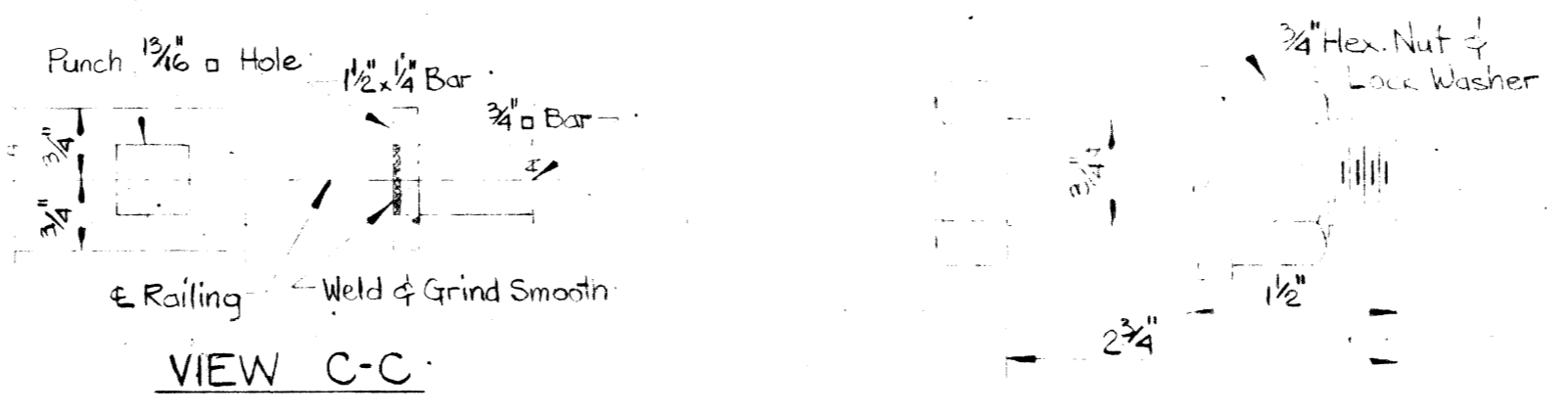


ELEVATION:

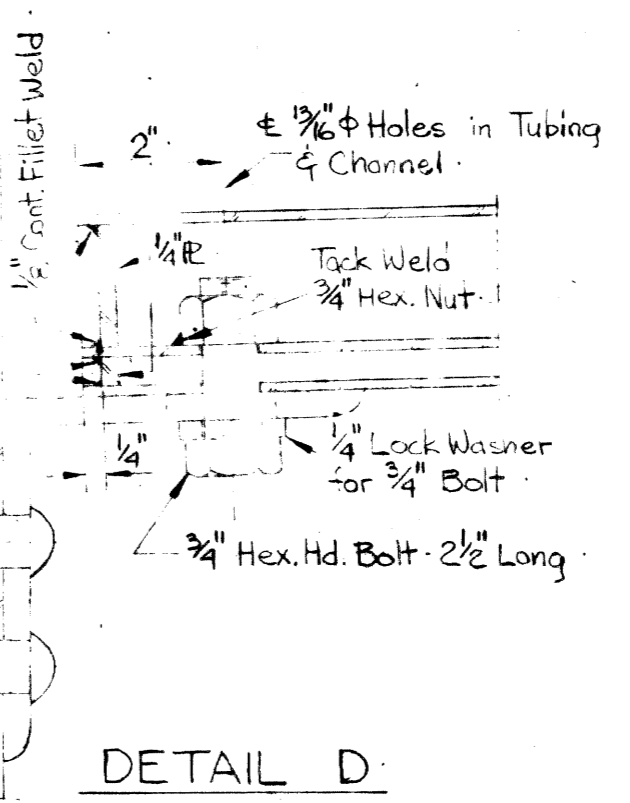
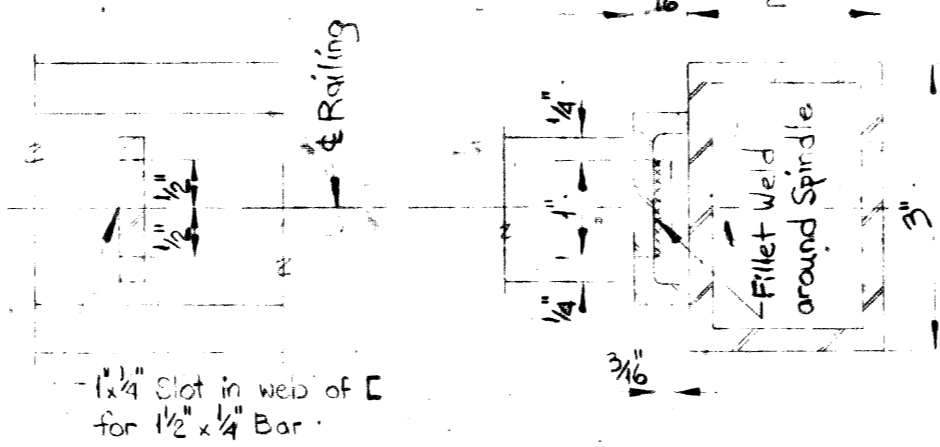


BRIDGE RAILING DETAILS

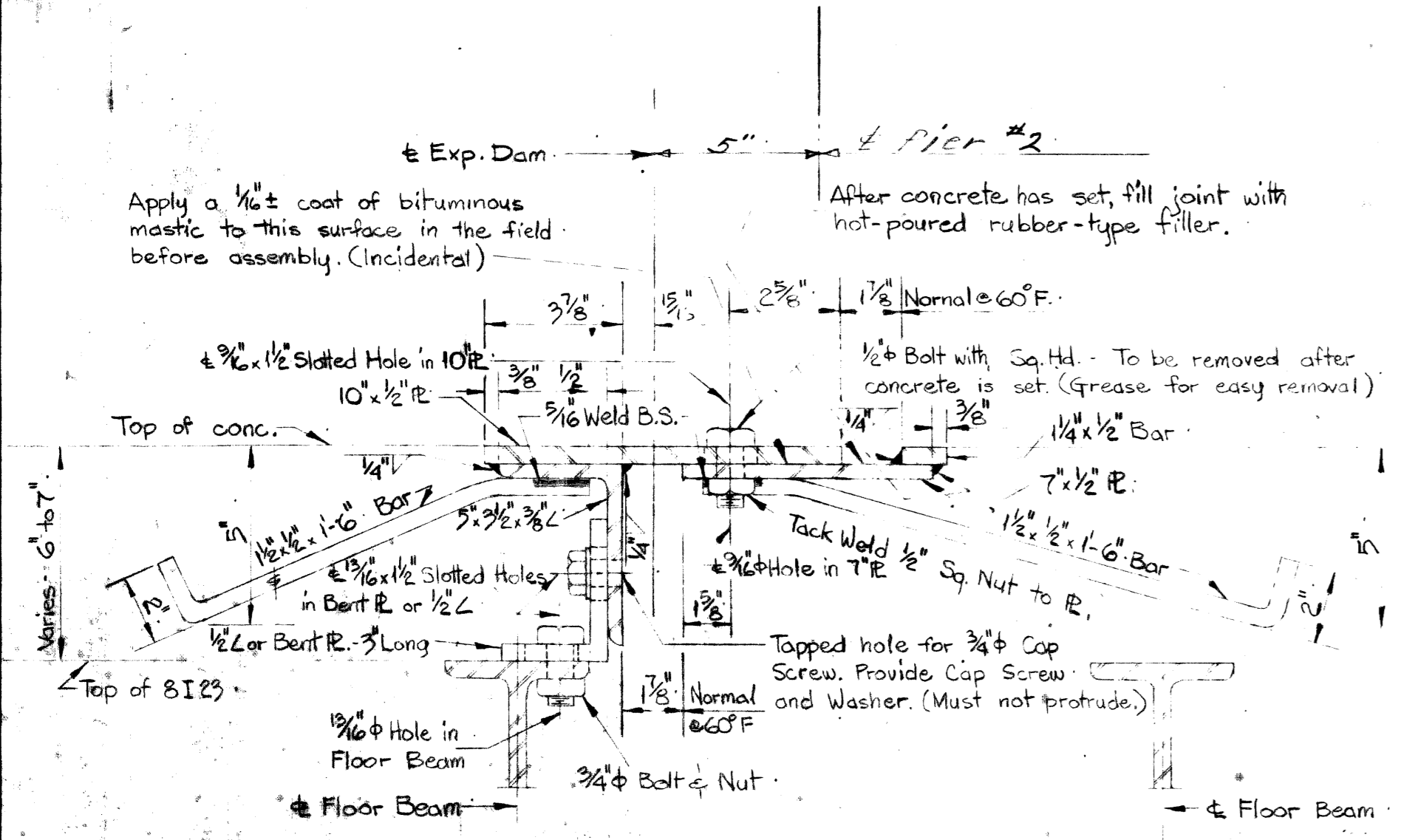
Mark	M	No. Reqd.
RS 1	2 1/2	8
RS 2	2 3/8	4
RS 3	1 3/4	4
RS 4	1 1/2	4
RS 5	1 1/4	4
RS 6	0 7/8	4
RS 7	0 7/8	4
RS 8	0 7/4	4
RS 9	0	2



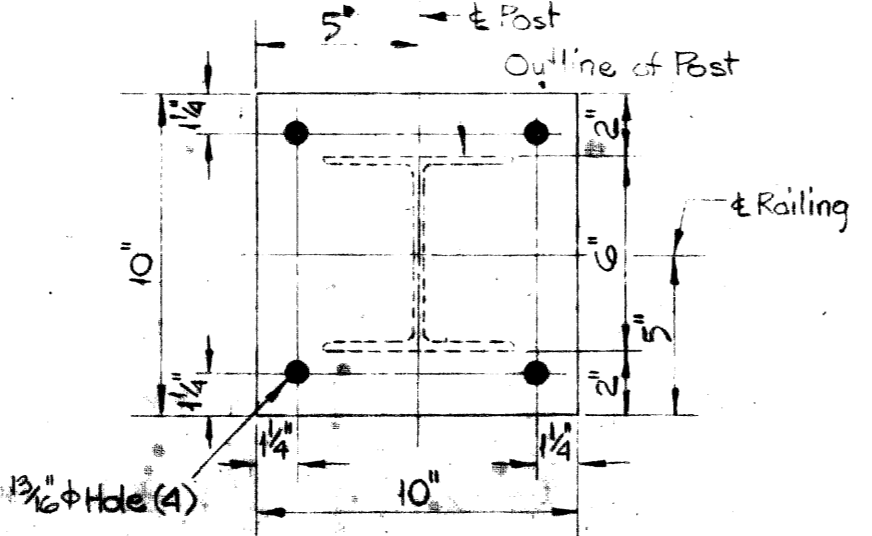
ANCHOR BOLT  
For Railing Posts (40 Req'd.)  
Incidental to Railing.



Note:  
Rivets = 3/4"  
All exposed welds are to be ground smooth.  
The Expansion Dam steel is included in the structural steel quantities. See sheet # 9.



Anchor Bolts for Railings  
3/4" x 2 1/2" Hex Hd. Bolts with Hex Nuts & Lockwashers (152 Req'd.)



QUANTITIES

Bridge Railing  
Approx. wt. of Railing  
(Includes wt. of Posts) 31.3 Lin. Ft.  
38 Lbs. per Ft.

COPY  
EXISTING BRIDGE DETAILS  
(NOT FOR CONSTRUCTION)  
P04 of 82023A Sh. 19 of 24

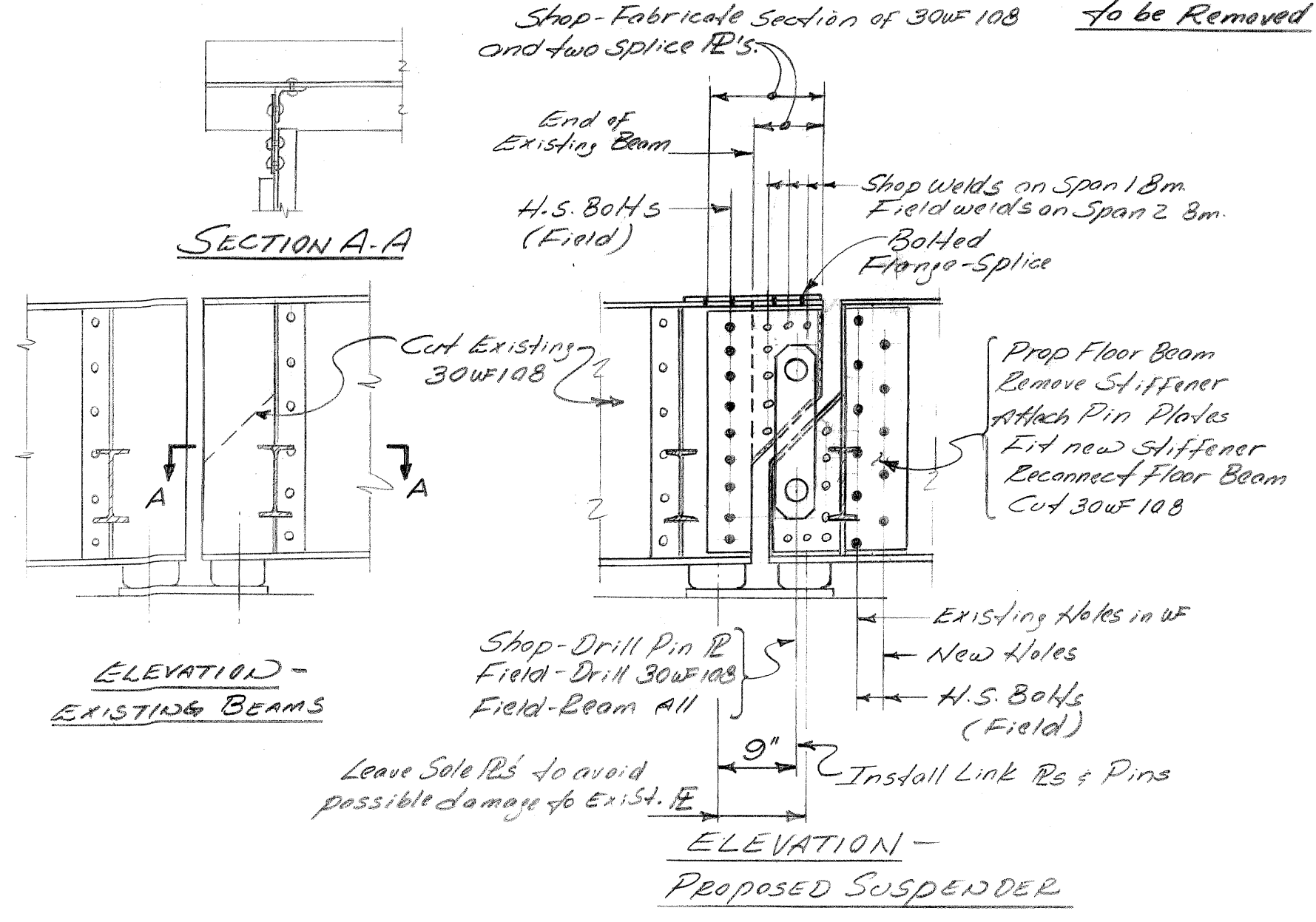
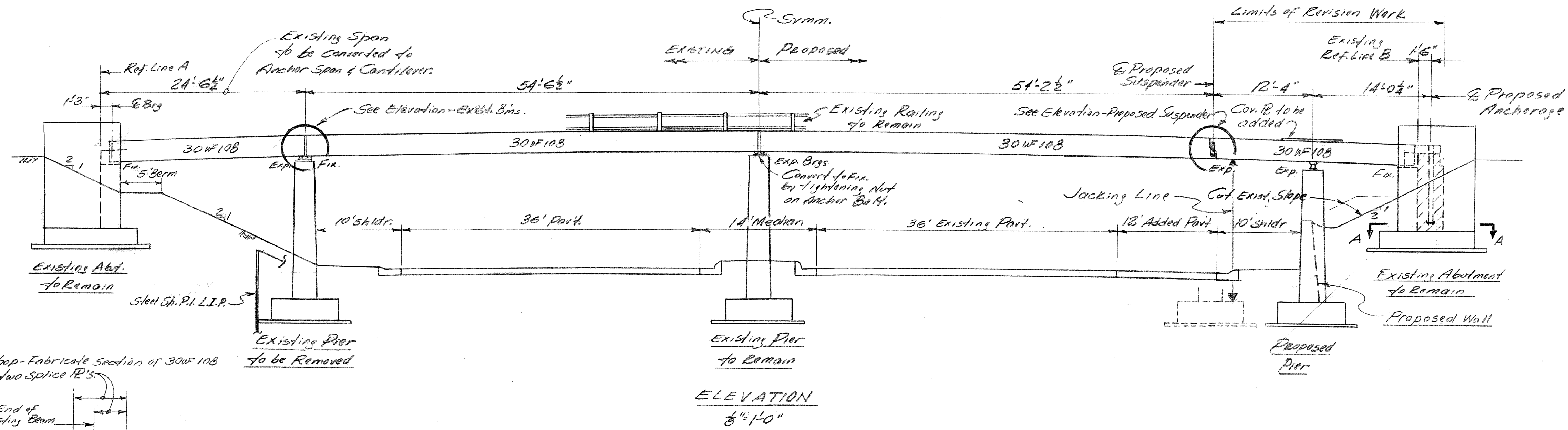
NO.	REVISIONS	DATE	BY

MICHIGAN STATE HIGHWAY DEPARTMENT  
CHARLES M. ZIEGLER  
STATE HIGHWAY COMMISSIONER  
PEDESTRIAN BRIDGE CROSSING EDEL FORD EXPRESSWAY AT ROOSEVELT AVE.  
CITY OF DETROIT.  
STRUCTURAL STEEL & RAILING DETAILS

APPROVED: [Signature] 10-21-52  
APPROVED: [Signature] 10-22-52  
APPROVED: [Signature] 11-15-52

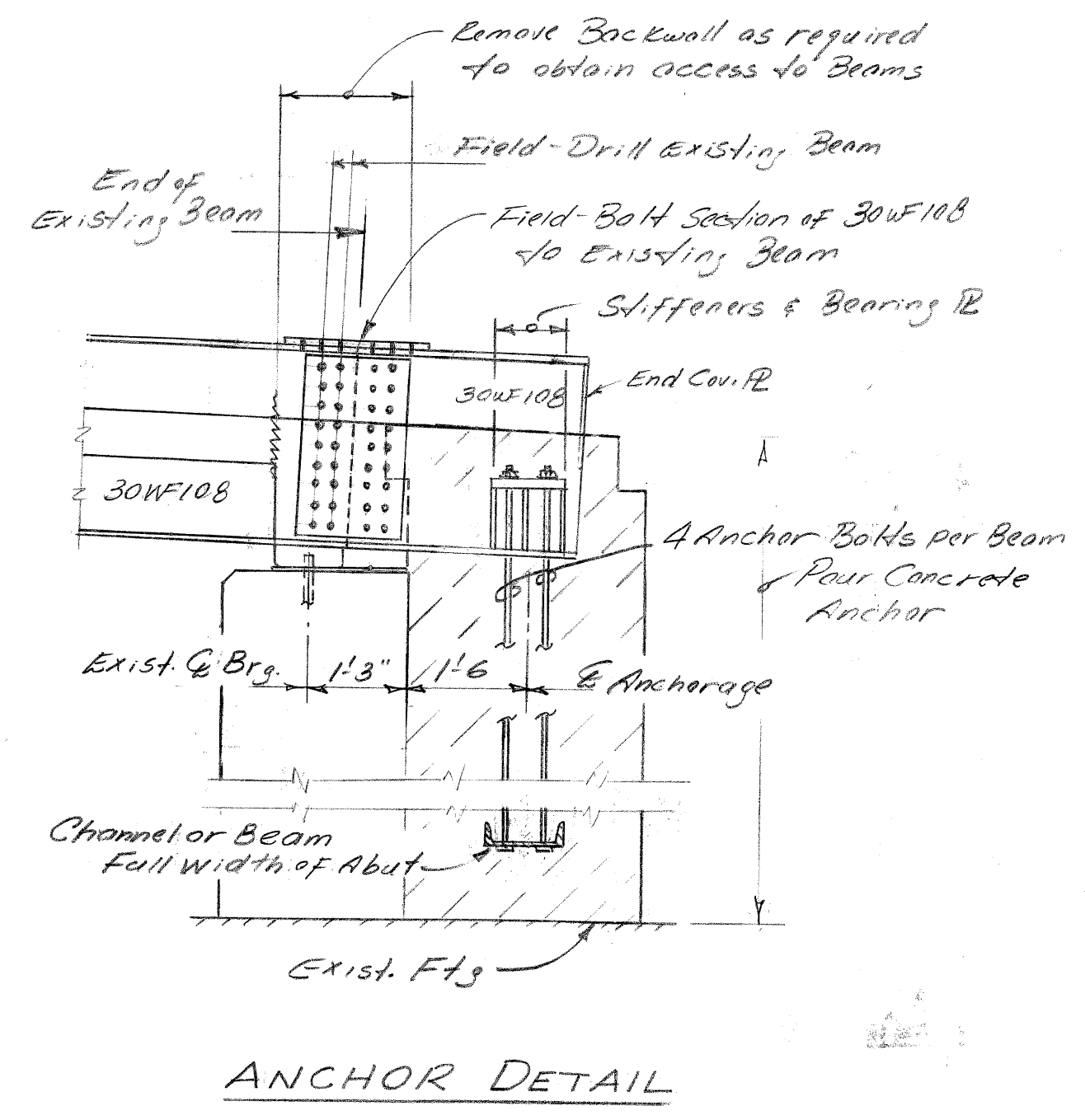
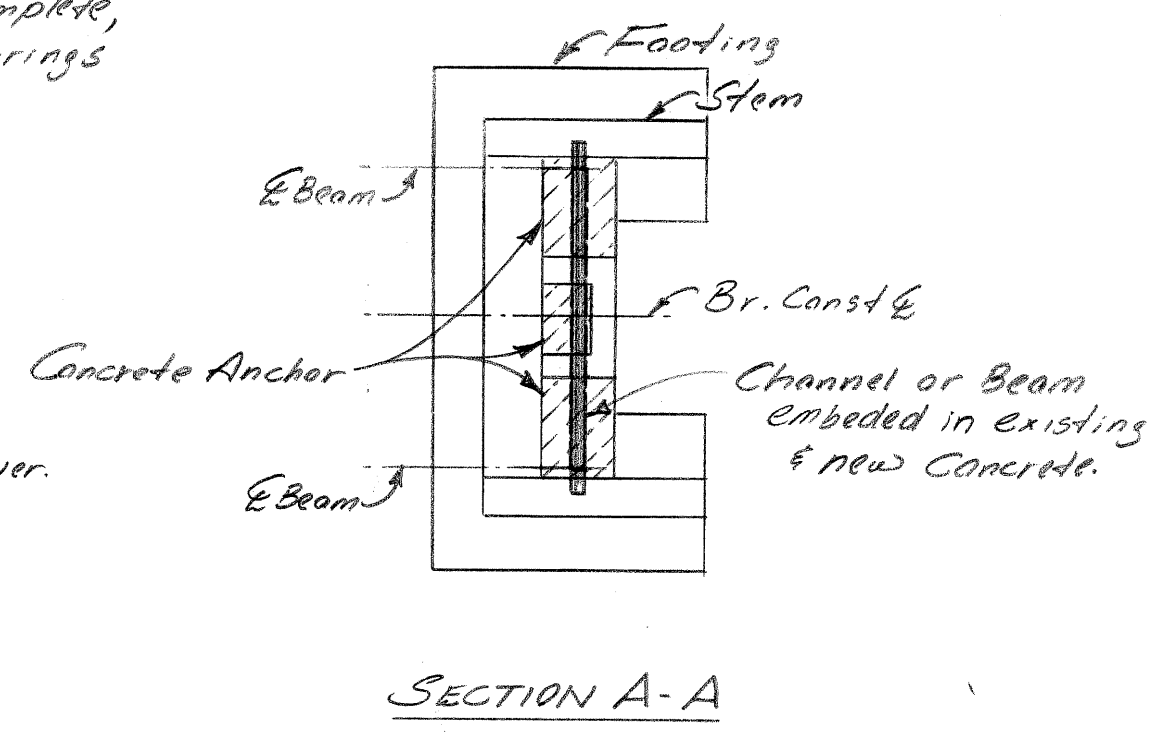
ENGINEER OF BRIDGE DESIGN  
BRIDGE ENGINEER





Erection Notes

- ① After Suspenders, Anchorage and new Pier are complete, lift the superstructure off of the existing bearings via jacks applied at the "jacking line."
- ② Install the new bearings at the new pier.
- ③ Lower the superstructure onto the new bearings sufficiently to relieve the compression in the top flange of the existing beam.
- ④ Install the new cover plate on the existing beam.
- ⑤ Finish lowering operation and remove existing pier.



990  
 POA of 8202.3  
 ROOSEVELT FORD  
 STUDY - 12' widening of Ford  
 Dm: JHS 8/65

USE CLARK AVE EXIT  
OVERLAY - 10" SERIES  
"E" LEGEND, TYPE A,  
B/O - APPROX. 14'0" x 1'6"

BRIDGE TO CANADA  
PORTER ST  
EXIT 1/2 MILE  
EXISTING OVERHEAD

BRIDGE	SIMILAR TO R 4-B TYPE B, B/O	A	A*
		24" x 12"	30" x 15"
DETOUR	M 4-9 TYPE B, B/O	30" x 24"	48" x 36"

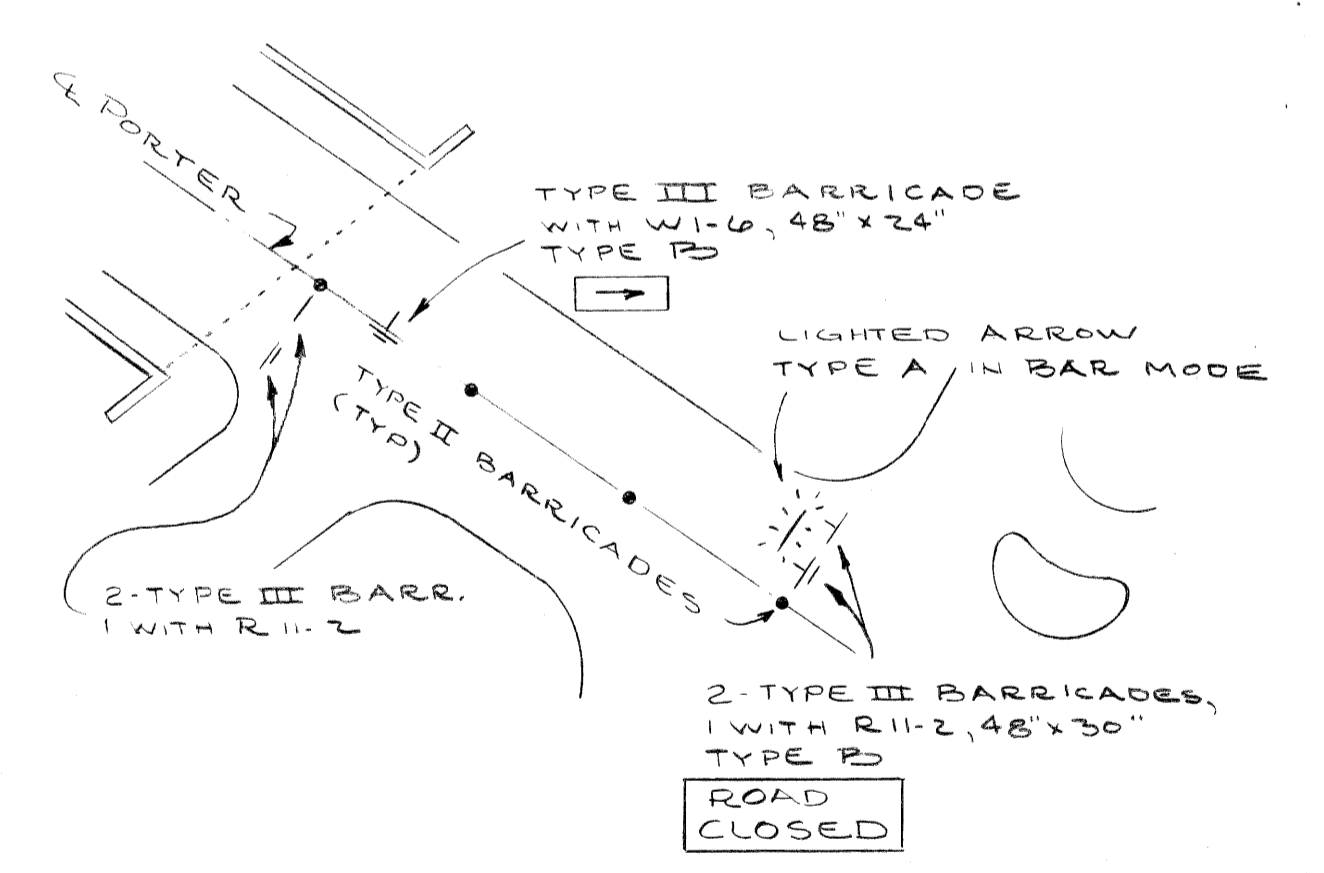
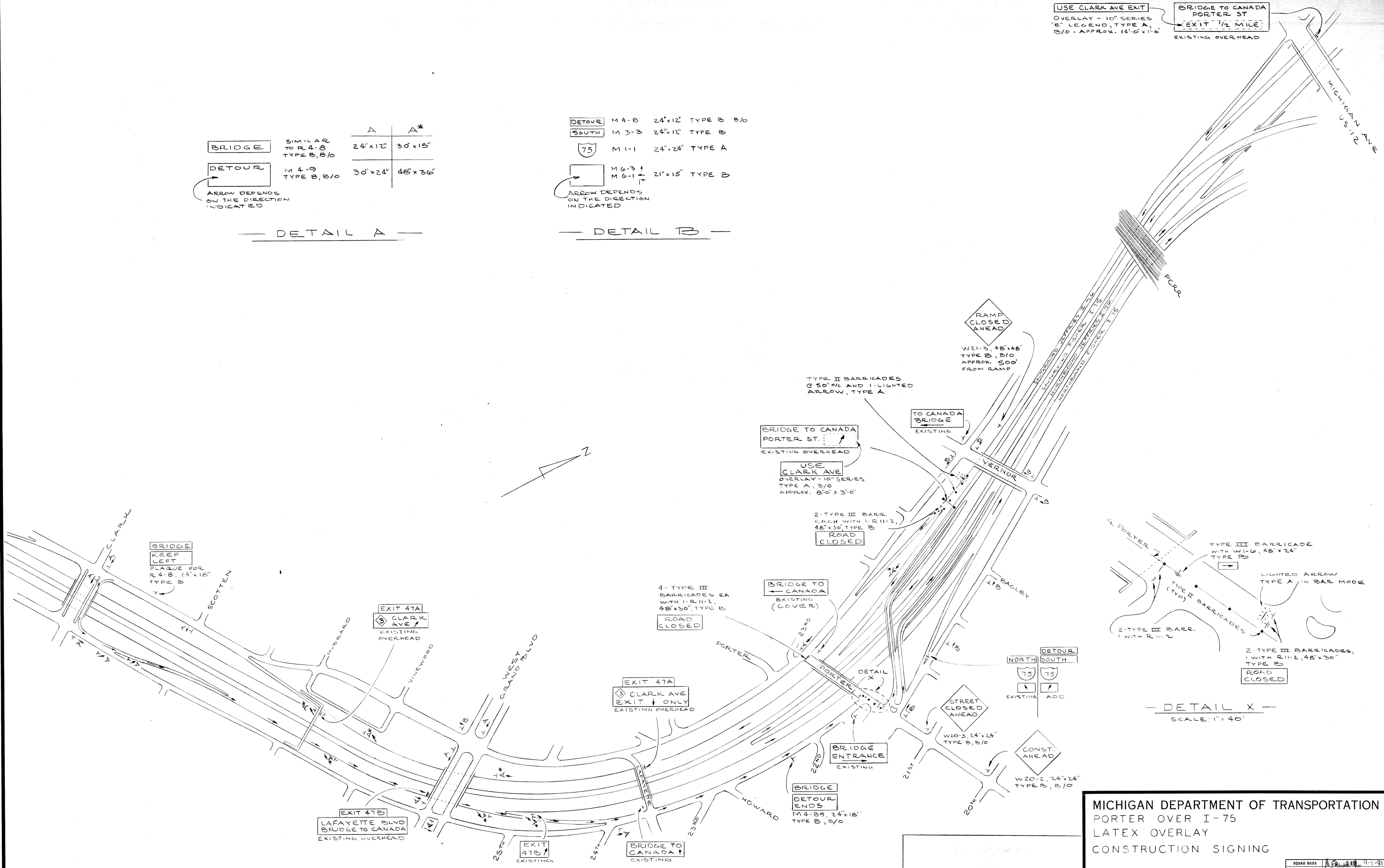
ARROW DEPENDS ON THE DIRECTION INDICATED

— DETAIL A —

DETOUR	M 4-B	24" x 12"	TYPE B	B/O
SOUTH	M 3-3	24" x 12"	TYPE B	
75	M 1-1	24" x 24"	TYPE A	
	M 6-3 + M 6-1	21" x 15"	TYPE B	

ARROW DEPENDS ON THE DIRECTION INDICATED

— DETAIL B —



— DETAIL X —  
SCALE: 1" = 40'

SCALE: 1" = 200'

T. E. McLowry  
79-22-26 J

MICHIGAN DEPARTMENT OF TRANSPORTATION  
PORTER OVER I-75  
LATEX OVERLAY  
CONSTRUCTION SIGNING

REVISIONS			
NO.	DESCRIPTION	DATE	BY

SQUAD BOSS	AKG	9-1-81
DRAWN BY	RAK	9-1-81
TRACED BY		
CHECKED BY		
SHEET OF 4 SHEETS		
S15 OF 82194		