

THIS AGREEMENT, made this 6th day of August A.D. 1946, between MICHIGAN STATE HIGHWAY DEPARTMENT, acting through Charles M. Ziegler, State Highway Commissioner of the State of Michigan, hereinafter called the HIGHWAY DEPARTMENT, party of the first part; the BOARD OF COUNTY ROAD COMMISSIONERS of the County of Wayne, Michigan, a public body corporate, hereinafter called the BOARD, party of the second part; CITY OF DETROIT, a municipal corporation organized and existing under the laws of the State of Michigan, hereinafter called the CITY, party of the third part; and PERE MARQUETTE RAILWAY COMPANY, a corporation organized and existing under the laws of the State of Michigan, hereinafter called the RAILROAD, party of the fourth part; the first three parties being hereinafter referred to collectively as the PUBLIC AUTHORITIES:

WITNESSETH:

WHEREAS, the PUBLIC AUTHORITIES, through an agreement dated September 19, 1944, agreed to construct two limited access expressways in the City of Detroit, one of which is the State trunkline highway known as Edsel Ford Expressway, hereinafter referred to as the Expressway; and

WHEREAS, under the terms of that agreement, all of the work involved in and necessarily incidental to the construction of said Expressway will be done at the direction of the HIGHWAY DEPARTMENT, which said work includes the making of surveys; the preparation of plans and specifications; property acquisition for rights-of-way, including payment of consequential and abuttal damages, if any, and interest on awards; and physical construction; and

WHEREAS, in accordance with the terms of that agreement, the HIGHWAY DEPARTMENT has, by proper procedure, received approval from the Federal Works Agency, Public Roads Administration, of the Expressway as a Federal Aid highway project and the said project will accordingly receive Federal Aid now available through the Federal-Aid Highway Act of 1944; and

WHEREAS, the proposed location of the Expressway crosses the right-of-way and tracks of the West Detroit Branch of the RAILROAD approximately 1400 feet south of McGraw Avenue and 700 feet East of Livernois Avenue, and the separation of railroad and highway grades at that location by means of a highway underpass structure, as a

A TRUE COPY
MICHIGAN STATE HIGHWAY DEPARTMENT
BY M. Selin

matter of public safety and convenience has been approved by the Federal Works Agency, Public Roads Administration, as a project for construction through the use of funds provided by the United States Government for the Post War Construction of Highways and Bridges and to eliminate hazards at railroad grade crossings as provided in the Federal-Aid Highway Act of 1944; and

WHEREAS, Howell and Hammond Avenues parallel and abut the right-of-way of the RAILROAD on either side thereof, and Herbert Street crosses the right-of-way of the RAILROAD approximately 135 feet South of the centerline of the proposed location of the Expressway; and it is desirable that in connection with the separation of railroad and highway grades, a vacating of Howell and Hammond Avenues within the limits of the Expressway be effected, and that the crossing of Herbert Street across the right-of-way of the RAILROAD be closed and vacated; and

WHEREAS, the parties hereto have reached an understanding with each other respecting the separation of grades of the Expressway and RAILROAD by means of a highway underpass structure, including the preparation and approval of plans and specifications; the temporary work necessary to provide for the operation of trains of the RAILROAD during the construction period; the construction of the permanent highway underpass structure; the incidental work made necessary by such highway underpass construction, all hereinafter from time to time referred to as the project, and the payment of the cost thereof; and desire to set forth their understanding in the form of a written agreement;

NOW, THEREFORE, in consideration of the premises and the performance of the mutual undertakings of the parties hereto, it is agreed:

SECTION 1: That, in accordance with the terms of an agreement dated September 19, 1944, between the HIGHWAY DEPARTMENT, the BOARD and the CITY, the HIGHWAY DEPARTMENT will direct the various operations required to carry out the terms of this agreement, and further that any and all financial obligations assumed by the HIGHWAY DEPARTMENT, the BOARD, or the CITY, individually or collectively (except as to future maintenance) under this agreement are to be shared by the PUBLIC AUTHORITIES as outlined in said HIGHWAY DEPARTMENT - BOARD - CITY agreement dated September 19, 1944.

SECTION 2: That, in accordance with the plans, the Supplemental Specifications and the sundry other specifications hereinafter mentioned, the PUBLIC AUTHORITIES may and will construct a highway underpass structure on the right-of-way and under the tracks of the RAILROAD at the location aforesaid, without compensation to the RAILROAD other than the performance of this agreement by the HIGHWAY DEPARTMENT and CITY, and for the purpose of said construction, said PUBLIC AUTHORITIES and their contractors may enter upon and occupy the property of the RAILROAD; provided that immediately upon completion of said work, such railroad property shall be restored to a condition deemed by the Chief Engineer of the RAILROAD to be suitable for railroad purposes.

SECTION 3: That by proper action, in the manner provided by law, the PUBLIC AUTHORITIES will adopt the lines shown upon the General Plans of the project as the profiles fixing the levels to which said Expressway shall be depressed and the minimum underclearance of the bridge required to carry the tracks of the RAILROAD over said Expressway.

SECTION 4: That the General Plans of the project are shown on the following exhibits which are attached to and made part of this agreement:

Exhibit A - General Plan of Site, showing present topography location of proposed highway underpass structure, present and proposed center line profiles of highway, present width of right-of-way of the RAILROAD and proposed width of right-of-way of the highway.

Exhibit B - General Plan of Structure, showing general features of the proposed highway underpass structure, and highway and railroad clearances.

Exhibit C - Detour Tracks and Construction Procedure, showing provisions for the temporary and permanent tracks of the RAILROAD.

Exhibit D - Public Utility Plan, showing provisions for the alterations to the existing public utilities.

SECTION 5: That the RAILROAD will prepare and furnish all designs, detail plans and specifications required for the temporary and permanent track work, including grading therefore, for the temporary trestle and for the superstructure of the highway underpass structure. Said designs, detail plans and specifications shall receive the approval of the PUBLIC AUTHORITIES and of the Federal Works Agency, Public Roads Administration before the commencement of work thereon and the awarding of construction contracts for such work. Said work shall be designed, detailed and constructed in accordance with the specifications and standards of the HIGHWAY DEPARTMENT, except that the current American Railway Engineering Association Specifications shall govern the design of such portions of the work as carry railroad loading. The HIGHWAY DEPARTMENT will reimburse the RAILROAD, as a part of the cost of the project, for the costs incurred by it in the preparation of the aforesaid designs, detail plans and specifications. Such cost shall include the salaries of engineers, designers and draftsmen actually chargeable to the project, to which shall be added the surcharges and overhead percentages specified in the General Managers' Association of Chicago Rules Covering Preparation of Joint Facility Bills, dated January 1, 1938 and supplements thereto, it being understood that any surcharges and overhead percentages not reimbursable from Federal funds would be reimbursed by the HIGHWAY DEPARTMENT.

SECTION 6: That the HIGHWAY DEPARTMENT will prepare all designs, detail plans and specifications for the substructure of the permanent highway underpass structure and for the approaches and facilities providing for highway traffic, including drainage structures, where required. Said designs, detail plans and specifications shall be subject to the approval of the RAILROAD, BOARD and CITY, and of the Federal Works Agency, Public Roads Administration, before the awarding of construction contracts for such work. All of said work shall be designed and constructed in accordance with the current specifications and standards of the HIGHWAY DEPARTMENT, except that the current American Railway Engineering Association Specifications shall govern the design of such portions of the structure as carry railroad loading.

SECTION 7: That the CITY will prepare and furnish all designs, plans and specifications for the relocation and reconstruction of all existing municipally owned utilities which interfere with the construction of the project. The cost of said designs, plans and specifications, in which the PUBLIC AUTHORITIES shall share, shall include only the salaries of engineers, draftsmen and designers actually chargeable to the project.

SECTION 8: That the HIGHWAY DEPARTMENT will undertake and perform, through contractors, the construction work of said project, including the new highway underpass structure; the construction, maintenance and removal of the temporary trestle and the RAILROAD'S temporary runaround tracks, including ballasting and grading therefore; the construction and alteration of the RAILROAD'S permanent tracks including ballasting and grading; the construction of the highway approaches and highway and railroad drainage facilities where required, and all work incidental to any of the foregoing occasioned by the project, excepting the work agreed in Section 12 hereof to be performed by the RAILROAD, and the work agreed in Sections 13 and 14 hereof to be performed by the CITY.

SECTION 9: That the CITY will permit, subject to its approval, drainage water pumped by the HIGHWAY DEPARTMENT'S contractor from the excavation for the project to enter the sewer system, without reimbursement.

SECTION 10: That the HIGHWAY DEPARTMENT will advertise its portions of the work in accordance with its regulations, considering bids therefore only from contractors prequalified by it for such work and approved by the Chief Engineer of the RAILROAD; will award the contracts therefore; and will exercise complete supervision and control over such construction. The RAILROAD may, at the expense of the HIGHWAY DEPARTMENT, place on the work a competent engineer, together with necessary assistants, who shall assist the field representatives of the HIGHWAY DEPARTMENT to the fullest extent in order to coordinate the work and obtain the greatest progress with the minimum of delay and interference in carrying out the general highway underpass project; and who shall have the right to inspect the erection and construction of all steel work, masonry and other parts of the structure located upon or extending across the right of way of the RAILROAD, and the construction and maintenance of all temporary and

permanent tracks. Said engineer of the RAILROAD shall have the right to reject any or all of the aforesaid work which is not executed pursuant to the aforesaid plans and specifications.

SECTION 11: That the HIGHWAY DEPARTMENT shall require its contractor to comply with the Supplemental Specifications (Special Provisions), approved by the RAILROAD and the PUBLIC AUTHORITIES, attached hereto and made a part hereof, and to bear all costs of protecting railroad traffic made necessary or occasioned by his operations, as set forth in said Supplemental Specifications (Special Provisions). The RAILROAD agrees to furnish at the sole expense of the HIGHWAY DEPARTMENT'S contractor, such switchtenders, flagmen, telegraph operators, pilots, watchmen or other protective services or devices as, in the opinion of the Chief Engineer of the RAILROAD, are required to insure safety and continuity of railroad traffic during the contractor's operations. The HIGHWAY DEPARTMENT shall, by appropriate contract provisions, require its contractor to reimburse the RAILROAD for such services and devices promptly on receipt of bills, and agrees to withhold final payment to its contractors until the RAILROAD has notified the HIGHWAY DEPARTMENT that all such bills have been settled. It is further expressly understood that no provisions of this paragraph, nor approval by the RAILROAD as to construction operations, shall relieve the contractor of any responsibility or liability under this agreement.

SECTION 12: That the RAILROAD will, on a force account basis, using its own forces, furnish all material and make all necessary temporary and permanent changes in its telephone, telegraph and signal lines. The RAILROAD will acquire and furnish all necessary materials, including ballast but excluding trestle ties, for the construction and alteration of the RAILROAD'S temporary runaround and permanent tracks. The RAILROAD will credit the HIGHWAY DEPARTMENT an amount equivalent to its normal maintenance expenditure for tracks between Station 58/65 and Station 69/75 and the salvage value of all temporary track, signal telephone and telegraph material used on a temporary basis during the construction of the project. Such salvage value is to be computed in accordance with the regulations of the Federal Works Agency, Public Roads Administration, General Administrative Memorandum No. 299 dated May 1, 1946.

In connection with the work to be done by the RAILROAD, the RAILROAD will carry insurance similar in character and amounts to that which is to be carried by contractors in accordance with Section 4 on pages 13 and 14 of the Supplemental Specifications (Special Provisions) attached hereto and made a part hereof.

The RAILROAD will keep an accurate and detailed account of the cost and expense incurred by it in the performance of the work which it herein agrees to undertake and perform, including the procurement of the aforementioned insurance, which said account shall be accessible for review and auditing by the PUBLIC AUTHORITIES and by the Federal Works Agency, Public Roads Administration. All bills submitted to the HIGHWAY DEPARTMENT by the RAILROAD for any items of work performed, or materials furnished, by the RAILROAD under the terms of this agreement, except as provided in Section 5, shall be prepared in accordance with the provisions of General Administrative Memorandum No. 299 of the Federal Works Agency, Public Roads Administration. The HIGHWAY DEPARTMENT will reimburse the RAILROAD as a part of the project costs, the cost and expense so incurred by it, monthly, keeping a ten per cent (10%) reserve on all current bills. Final payment will be made to the RAILROAD after said Federal Works Agency, Public Roads Administration, has made its final audit. The HIGHWAY DEPARTMENT will pay only the amounts as are approved for payment by the Federal Works Agency, Public Roads Administration, in accordance with its regulations, except that it will pay, from the funds of the PUBLIC AUTHORITIES the cost of any and all items or parts thereof, included in the RAILROAD'S bills, which are not reimbursed by the Public Roads Administration but for which the RAILROAD is entitled to payment under the provisions of this agreement, it being the intent that, in part consideration for the right herein granted by the RAILROAD to the HIGHWAY DEPARTMENT to open the Expressway across the right of way and tracks of the RAILROAD at the location aforesaid, the HIGHWAY DEPARTMENT agrees to provide the complete grade separation project without initial cost or expense to the RAILROAD:

SECTION 13: That the CITY will, on a force account basis, furnish all materials, labor and equipment required to perform:

- (a) All work involved in the relocation and reconstruction of the existing municipally owned utilities except sewers, water and Public Lighting Commission facilities, which interfere with the construction of the project.
- (b) All work required to provide suitable barricades and signs (other than those required by the Contractor for necessary enclosures of the contract work) necessary to protect and detour traffic from the area of Howell and Hammond Avenues within the limits of the Expressway, and from Herbert Street across the right-of-way of the RAILROAD.

The CITY will keep an accurate and detailed account of the cost and expense incurred by it in the performance of the work which it herein agrees to undertake and perform, which said accounts shall be accessible for review and audit by the HIGHWAY DEPARTMENT, the BOARD and the Federal Works Agency, Public Roads Administration. Only such amounts as are approved for payment by the Federal Works Agency, Public Roads Administration, in accordance with its regulations, shall be considered as the cost of such work to be shared by the PUBLIC AUTHORITIES, except that the PUBLIC AUTHORITIES shall bear the cost of such items or parts thereof as are not reimbursed by the Public Roads Administration.

SECTION 14: The CITY will by proper action provide for the vacating and closing of Howell and Hammond Avenues within the limits of the Expressway right of way and for the closing of Herbert Street across the right of way of the RAILROAD and the abandonment of the crossing over the tracks of said RAILROAD provided, this shall not interfere with the CITY'S easement-for overhead electric line.

SECTION 15: That it is expressly understood and agreed the project herein contemplated is to be financed in part from funds appropriated by the Federal Government and expended under Federal laws and regulations, which laws and regulations are hereby incorporated in and made part of this agreement; and that in the event delays or difficulties occur in securing necessary Federal approval acquiring necessary right-of-way, or settling damage claims, which in the opinion of the PUBLIC AUTHORITIES render it impracticable to proceed with the construction of the project.

and such event occurs before the commencement of work hereunder, the PUBLIC AUTHORITIES may serve written notice thereof upon the RAILROAD, and this agreement shall thereupon terminate forthwith.

SECTION 16: That in consideration of the completion of the project herein provided, and pursuant to all of the terms and conditions of this agreement, the RAILROAD hereby grants to the State of Michigan an easement and franchise for highway purposes across its right of way and under its tracks, as shown on Exhibit A. It is expressly understood that the RAILROAD shall not have access from its abutting property to the said EXPRESSWAY.

SECTION 17: That the PUBLIC AUTHORITIES will, at no expense to the RAILROAD, secure the necessary right-of-way, except that now owned by the CITY and the RAILROAD as covered in Sections 14 and 16 hereof, and hereby do assume the payment of all abuttal damages, if any there be, to property, business or persons other than the property of the RAILROAD, arising in any way from said project, and all costs, expenses, charges or liability in any proceedings which may be instituted in effecting such project, or which may be instituted to prevent the performance of this agreement. It is understood that the performance of this agreement on the part of the RAILROAD shall release and discharge it from any and all assessments of every nature and description arising from the performance of this agreement, including assessments for highway-railway separation benefits, and any and all charges, damages or liability, and be accepted as a full discharge of all obligations of the RAILROAD, present or future, arising out of this agreement and the performance thereof, except as provided in Section 21 hereof. The HIGHWAY DEPARTMENT hereby assumes to itself, and agrees to pay and assume and indemnify and save harmless the RAILROAD from and against, all the aforesaid assessments, including assessments for highway-railway separation benefits, damages, costs and expenses, without charge, recourse to or recharge over against the RAILROAD; and the RAILROAD hereby waives any and all claims for damages to itself or to any abutting property owned or controlled by it within the extent of this project by reason of the construction of the project or the limiting of access to the Expressway.

SECTION 18: That in the event of accidents occasioning loss of or damage to property, or injury to or death of persons, including property and employees of any of the parties hereto, arising out of, or during the course of, or resulting from, the construction of this project, either happening on the right-of-way of the RAILROAD or on said Expressway or elsewhere, any and all payments of damages on account thereof, for which any of the parties hereto shall be or become liable, or shall suffer damage, shall be considered a part of the cost of the project, and if, in the first instance, such damage shall be recovered against the RAILROAD in a court of competent jurisdiction, or assumed by the RAILROAD with the consent of the other parties to this agreement, it shall be reimbursed to the RAILROAD by the HIGHWAY DEPARTMENT as a part of the project cost, within sixty (60) days from the rendition of proper bills therefor; provided, however, that to the extent that any such loss, damage or liability shall be borne by contractors, or caused by the sole negligence of the RAILROAD, it shall not be charged to the project, nor reimbursed by the HIGHWAY DEPARTMENT.

SECTION 19: That, in connection with the highway underpass project, the HIGHWAY DEPARTMENT will require its contractor engaged in such construction to carry insurance in the types, amounts and forms, and with insurers, acceptable to the RAILROAD, and the PUBLIC AUTHORITIES, as set forth in the Supplemental Specifications (Special Provisions) attached hereto and made a part hereof.

SECTION 20: That, if at any time, without fault of the parties hereto, the work which is hereunder agreed to be done by the PUBLIC AUTHORITIES shall cease and not be resumed within sixty (60) days, the parties hereto will then agree upon and perform such work as is reasonably necessary to place the track of the RAILROAD and the adjacent streets in satisfactory permanent operating condition and the PUBLIC AUTHORITIES will assume and pay the cost thereof, provided that the afore-said sixty-day limitation shall not apply to the temporary suspension of work under order of a court of competent jurisdiction or of any governmental agency, in which event the work shall be resumed and completed, as soon as may be, in accordance with the terms of this agreement.

SECTION 21: That, when the work of construction of said project has been completed, the RAILROAD, at its own cost and expense will maintain and repair its tracks, ballast and approach embankments; and, in lieu of any assessments for benefits as mentioned in Section 17 hereof, will maintain, repair, replace and renew the permanent structure supporting its tracks above the bridge seat elevation as shown on Exhibit B; and, at its own cost and expense, will repair or replace, or cause to be repaired or replaced, any portion of the highway underpass structure, the roadway surfacing, the roadway slopes and the drainage facilities which may be damaged or destroyed by accident, or otherwise, resulting from railroad traffic. The HIGHWAY DEPARTMENT, without cost to the RAILROAD and in accordance with the provisions of Act 19 of the Public Acts of 1919 (Michigan), as amended, will maintain, repair, replace and renew, or cause the same to be done, as and when the circumstances may require, said highway underpass structure below the bridge seat elevation as shown on Exhibit B; the roadway surfacing, the roadway slopes and the drainage facilities, and also, at its own cost and expense, will repair or replace, or cause to be repaired or replaced, any portions of the highway underpass structure which may be damaged or destroyed by accident, or otherwise, resulting from highway traffic.

SECTION 22: That either the PUBLIC AUTHORITIES or the RAILROAD may now, or at any time hereafter, and from time to time, at its option, and at its sole cost and expense, construct or provide additional facilities and betterments, together with the necessary construction and expenditures to adapt the same to the new physical conditions occasioned by such additional facilities and betterments, provided that all future construction shall maintain underclearance for the Expressway as shown on Exhibit B. It is agreed that no such construction shall be undertaken by either the PUBLIC AUTHORITIES or the RAILROAD without full approval and consent by the other interested party.

SECTION 23: That it is specifically understood and agreed that this agreement shall become and be binding upon the parties hereto, their successors and assigns when, but not until, the Michigan Public Service Commission has entered an order authorizing, permitting and approving the foregoing project; the Federal Works

Agency. Public Roads Administration, has approved the project; the State Administrative Board of the State of Michigan has, by resolution, approved the project and authorized the State Highway Commissioner to execute this agreement; and the Common Council of the CITY has approved this project and directed the Mayor to execute this agreement on behalf of the CITY.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their proper officers thereunto duly authorized, the day and year first above written.

Approved for the Michigan State Highway Department, the Board of County Road Commissioners of the County of Wayne, Michigan, the City of Detroit and the Pere Marquette Railway Company, as to substance and engineering:

By G. M. Foster (Signed)
Bridge Engineer
Michigan State Highway Department

By H. A. Shuptrine (Signed)
Bridge Engineer
Board of County Road Commissioners
of the County of Wayne, Michigan

By Glenn C. Richards (Signed)
Commissioner of Public Works
City of Detroit

By H. J. Bogardus (Signed)
Chief Engineer
Pere Marquette Railway Company

C.H.B.
A.B.R. c

APPROVED AS TO FORM & SUBSTANCE

Paul T. Dwyer (Signed)
Acting Corporation Counsel

"Examined as to provisions and participating items of cost.

APPROVED:

Date _____ Division Engineer"

MICHIGAN STATE HIGHWAY DEPARTMENT

H.C.C.
J.M.K.

By Charles M. Ziegler (Signed)
State Highway Commissioner
of the State of Michigan

BOARD OF COUNTY ROAD COMMISSIONERS
OF THE COUNTY OF WAYNE, MICHIGAN

By Prescott G. Brown (Signed)
Chairman

By C. L. Wilson (Signed)
Vice Chairman

By Michael J. O'Brien (Signed)
Commissioner

CITY OF DETROIT

By Edward J. Jeffers (Signed)
Mayor

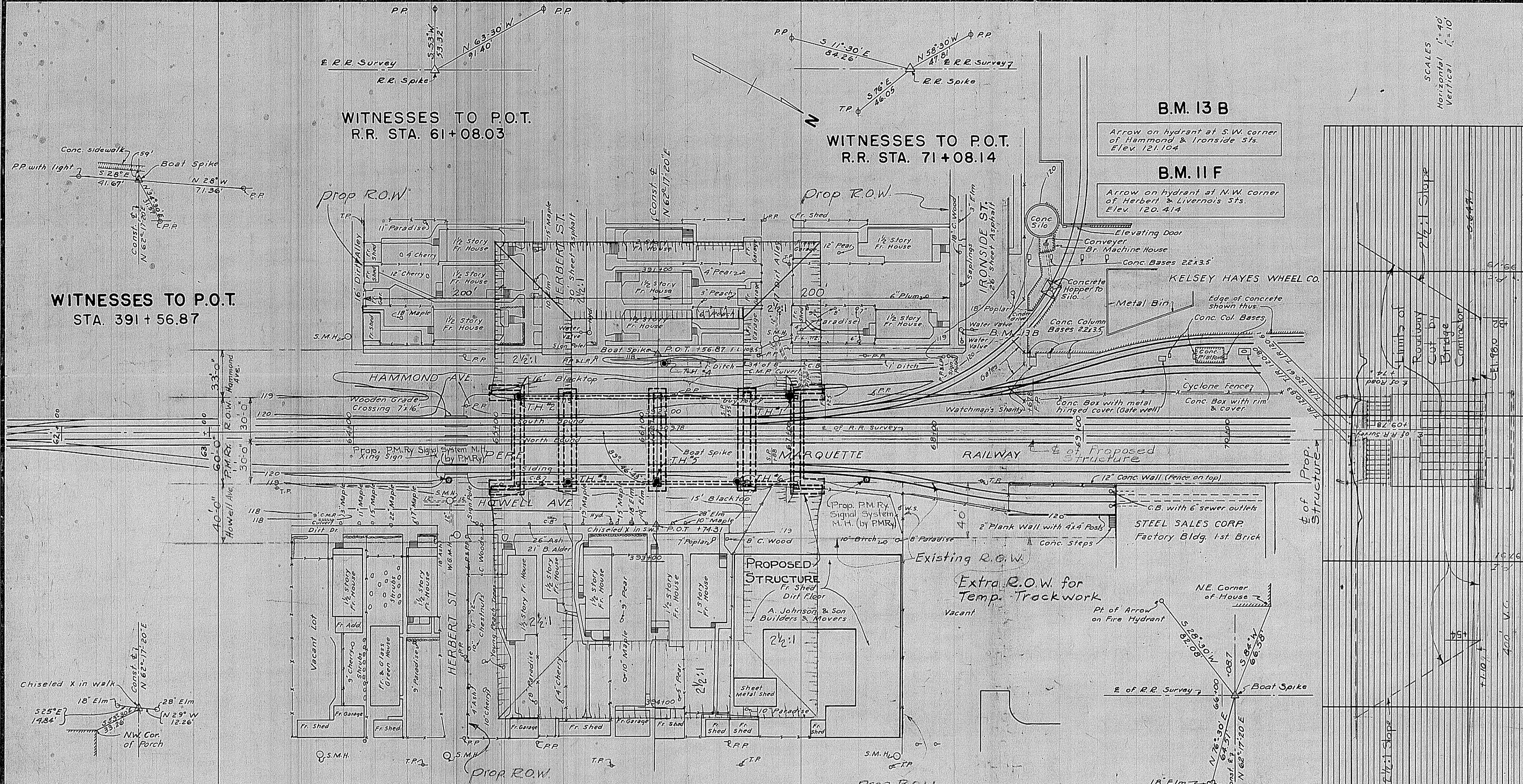
ATTEST: O. E. Distin (Signed)
Deputy City Clerk

PERE MARQUETTE RAILWAY COMPANY

By M. M. Cronk (Signed)
Vice President and General
Manager

Board of County Road Com'rs.
Wayne County, Michigan

APPROVED As to form
A.A. Campbell Attorney
H.A. Shuptrine Engineer
S.A. Noetzel Secretary
Leroy C. Smith Co. Hwy. Eng.



LOG OF BORINGS

T.H. #4		T.H. #2		T.H. #6	
LOCATION: 5' LEFT OF LOCATION: 95' RIGHT OF C. AT STA. 391+63		LOCATION: 95' RIGHT OF C. AT STA. 391+86		LOCATION: 55' LEFT OF C. AT STA. 392+45	
117.4	118.4	118.5	118.5	118.5	118.5
Sample 113.4	Soft Yellow Silty Clay	Sample 110.2	Plastic Blue Clay, Trace of Gravel	Sample 107.6	Plastic Blue and Yellow Clay, very Silty
Sample 107.6	Firm Blue & Yellow Clay, Silty	Sample 102.4	Plastic Blue Clay, Trace of Gravel	Sample 102.4	Plastic Blue Clay, Trace of Gravel
Sample 102.4	Plastic Blue Clay	Sample 97.4	Soft Blue Clay, Trace of Gravel	Sample 94.6	Soft Blue Clay
Sample 97.4	Soft Blue Clay, Trace of Gravel	Sample 92.4	Soft Blue Clay, Trace of Gravel	Sample 89.6	Soft Blue Clay, Trace of Gravel
Sample 87.4	Soft Blue Clay, Trace of Gravel	Sample 82.4	Soft Blue Clay, Trace of Gravel	Sample 79.6	Soft Blue Clay, Trace of Gravel
Sample 82.4	Soft Blue Clay, Trace of Gravel	Sample 77.4	Soft Blue Clay, Trace of Gravel	Sample 74.6	Soft Blue Clay, Trace of Gravel
Sample 77.4	Soft Blue Clay, Trace of Gravel	Sample 72.4	Soft Blue Clay, Trace of Gravel	Sample 69.6	Soft Blue Clay, Trace of Gravel
Sample 72.4	Soft Blue Clay, Trace of Gravel	Sample 67.4	Soft Blue Clay, Trace of Gravel	Sample 64.6	Soft Blue Clay, Trace of Gravel
Sample 67.4	Soft Blue Clay, Trace of Gravel	Sample 62.4	Soft Blue Clay, Trace of Gravel	Sample 59.6	Soft Blue Clay, Trace of Gravel
Sample 62.4	Soft Blue Clay, Trace of Gravel	Sample 57.4	Soft Blue Clay, Trace of Gravel	Sample 54.6	Soft Blue Clay, Trace of Gravel
Sample 57.4	Soft Blue Clay, Trace of Gravel	Sample 52.4	Soft Blue Clay, Trace of Gravel	Sample 49.6	Soft Blue Clay, Trace of Gravel
Sample 52.4	Soft Blue Clay, Trace of Gravel	Sample 47.4	Soft Blue Clay, Trace of Gravel	Sample 44.6	Soft Blue Clay, Trace of Gravel
Sample 47.4	Soft Blue Clay, Trace of Gravel	Sample 42.4	Soft Blue Clay, Trace of Gravel	Sample 39.6	Soft Blue Clay, Trace of Gravel
Sample 42.4	Soft Blue Clay, Trace of Gravel	Sample 37.4	Soft Blue Clay, Trace of Gravel	Sample 34.6	Soft Blue Clay, Trace of Gravel
Sample 37.4	Soft Blue Clay, Trace of Gravel	Sample 32.4	Soft Blue Clay, Trace of Gravel	Sample 29.6	Soft Blue Clay, Trace of Gravel
Sample 32.4	Soft Blue Clay, Trace of Gravel	Sample 27.4	Soft Blue Clay, Trace of Gravel	Sample 24.6	Soft Blue Clay, Trace of Gravel
Sample 27.4	Soft Blue Clay, Trace of Gravel	Sample 22.4	Soft Blue Clay, Trace of Gravel	Sample 19.6	Soft Blue Clay, Trace of Gravel
Sample 22.4	Soft Blue Clay, Trace of Gravel	Sample 17.4	Soft Blue Clay, Trace of Gravel	Sample 14.6	Soft Blue Clay, Trace of Gravel
Sample 17.4	Soft Blue Clay, Trace of Gravel	Sample 12.4	Soft Blue Clay, Trace of Gravel	Sample 9.6	Soft Blue Clay, Trace of Gravel
Sample 12.4	Soft Blue Clay, Trace of Gravel	Sample 7.4	Soft Blue Clay, Trace of Gravel	Sample 4.6	Soft Blue Clay, Trace of Gravel
Sample 7.4	Soft Blue Clay, Trace of Gravel	Sample 2.4	Soft Blue Clay, Trace of Gravel	Sample 0.6	Soft Blue Clay, Trace of Gravel

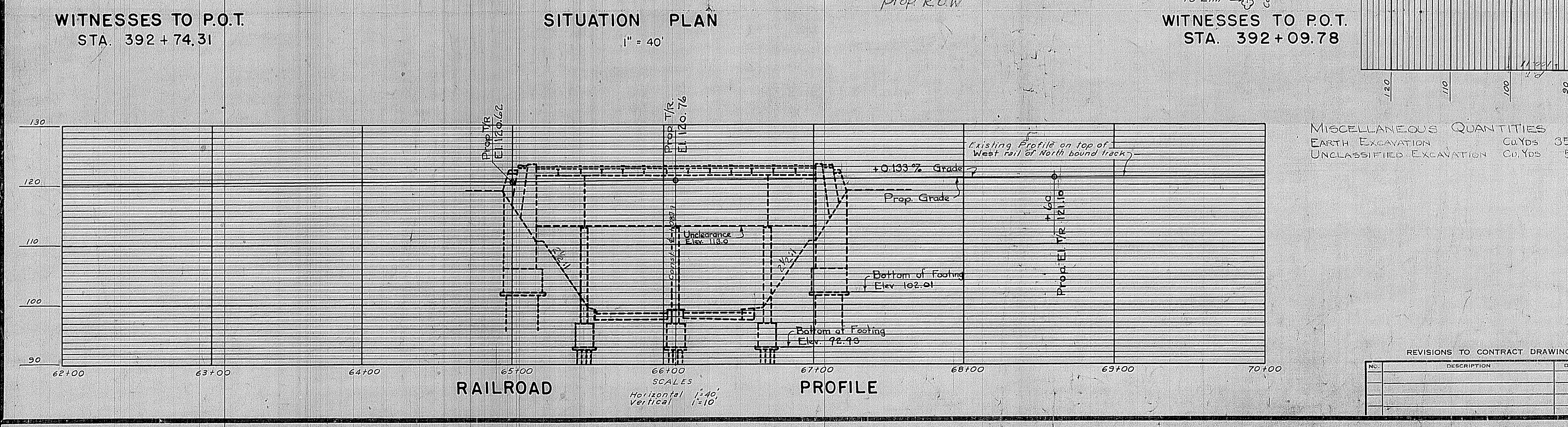


EXHIBIT A

MICHIGAN STATE HIGHWAY DEPARTMENT
CHARLES M. ZIEGLER
STATE HIGHWAY COMMISSIONER

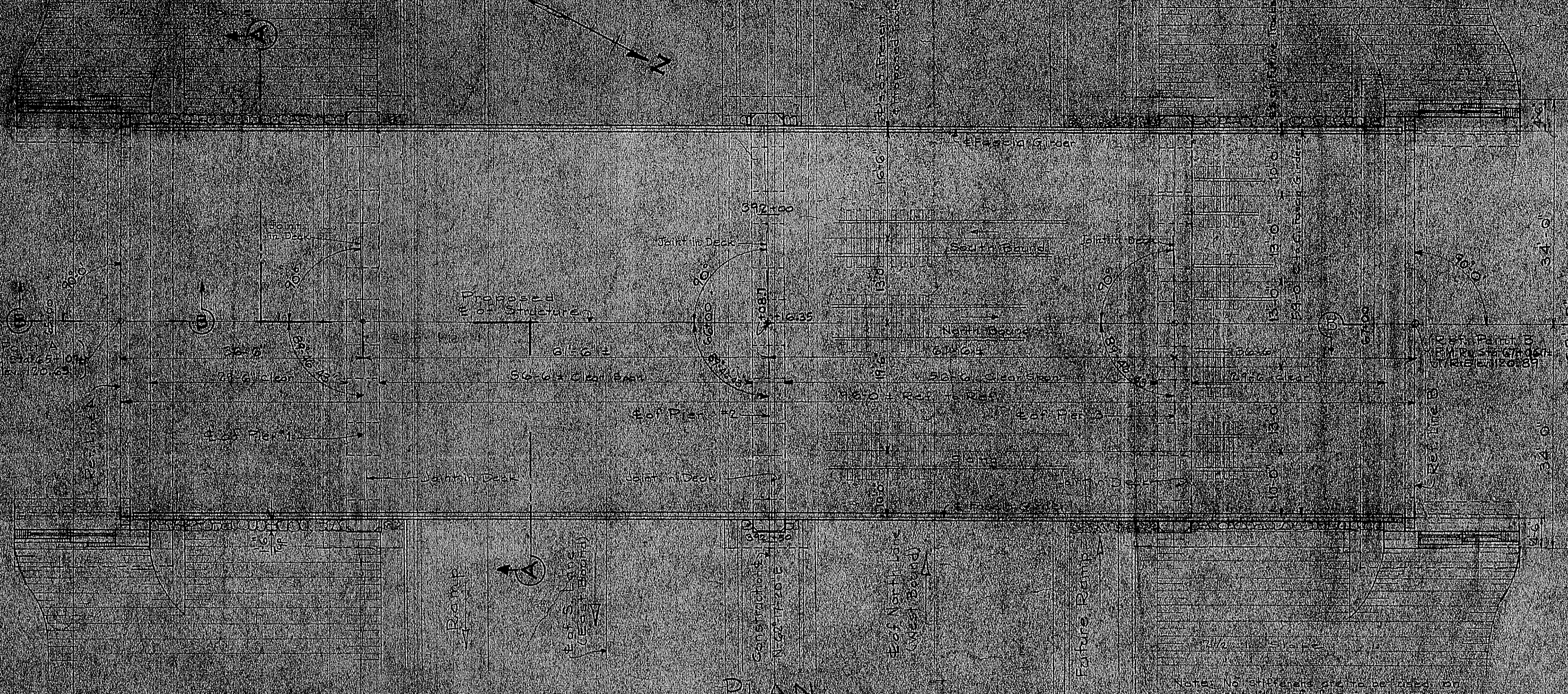
THE EDSSEL FORD EXPRESSWAY CROSSING THE PERE MARQUETTE RAILWAY NEAR LIVERNOIS AVE. IN THE CITY OF DETROIT

GENERAL PLAN OF SITE

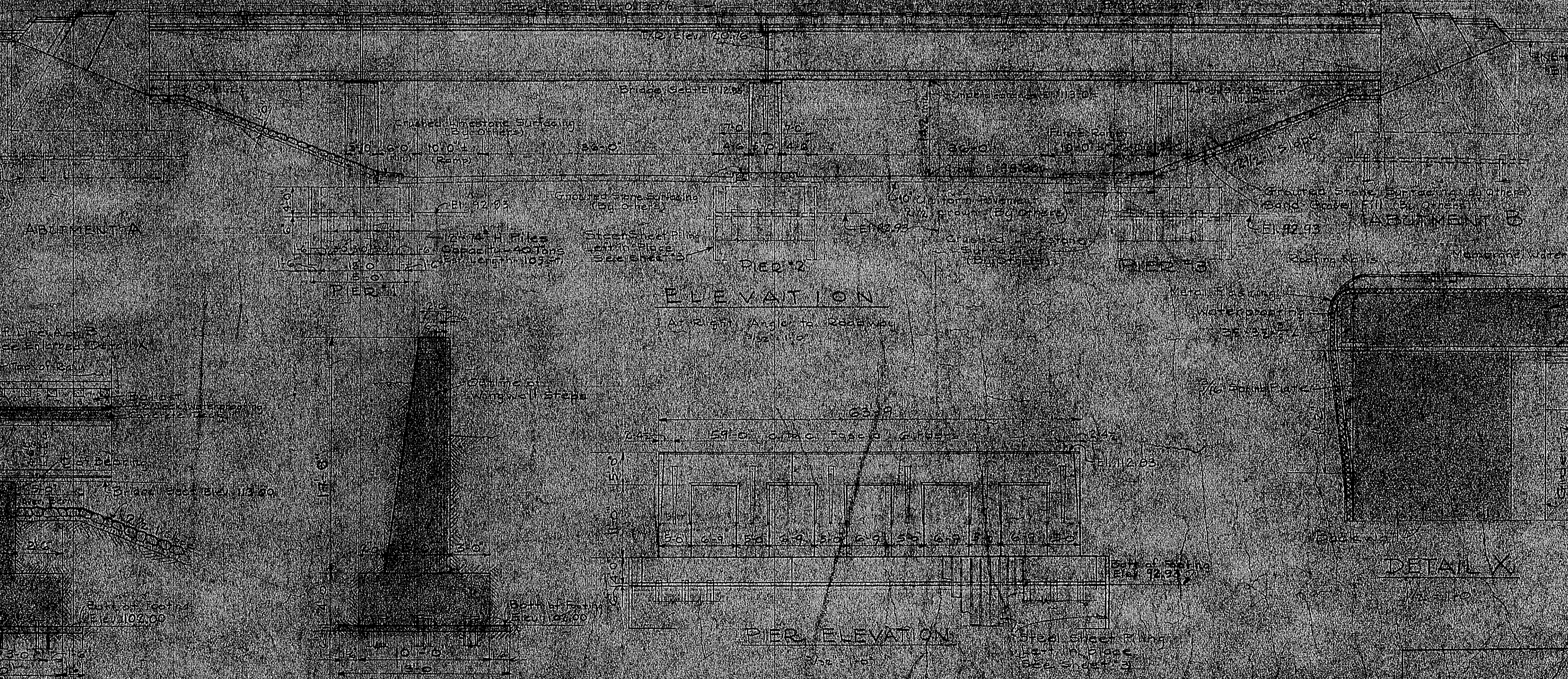
NO.	DESCRIPTION	DATE	BY

APPROVED: _____ CHIEF BRIDGE DRAFTSMAN
APPROVED: _____ ENGINEER OF BRIDGE DESIGN

SHEET 2 OF 3
X8 of 82-22-10

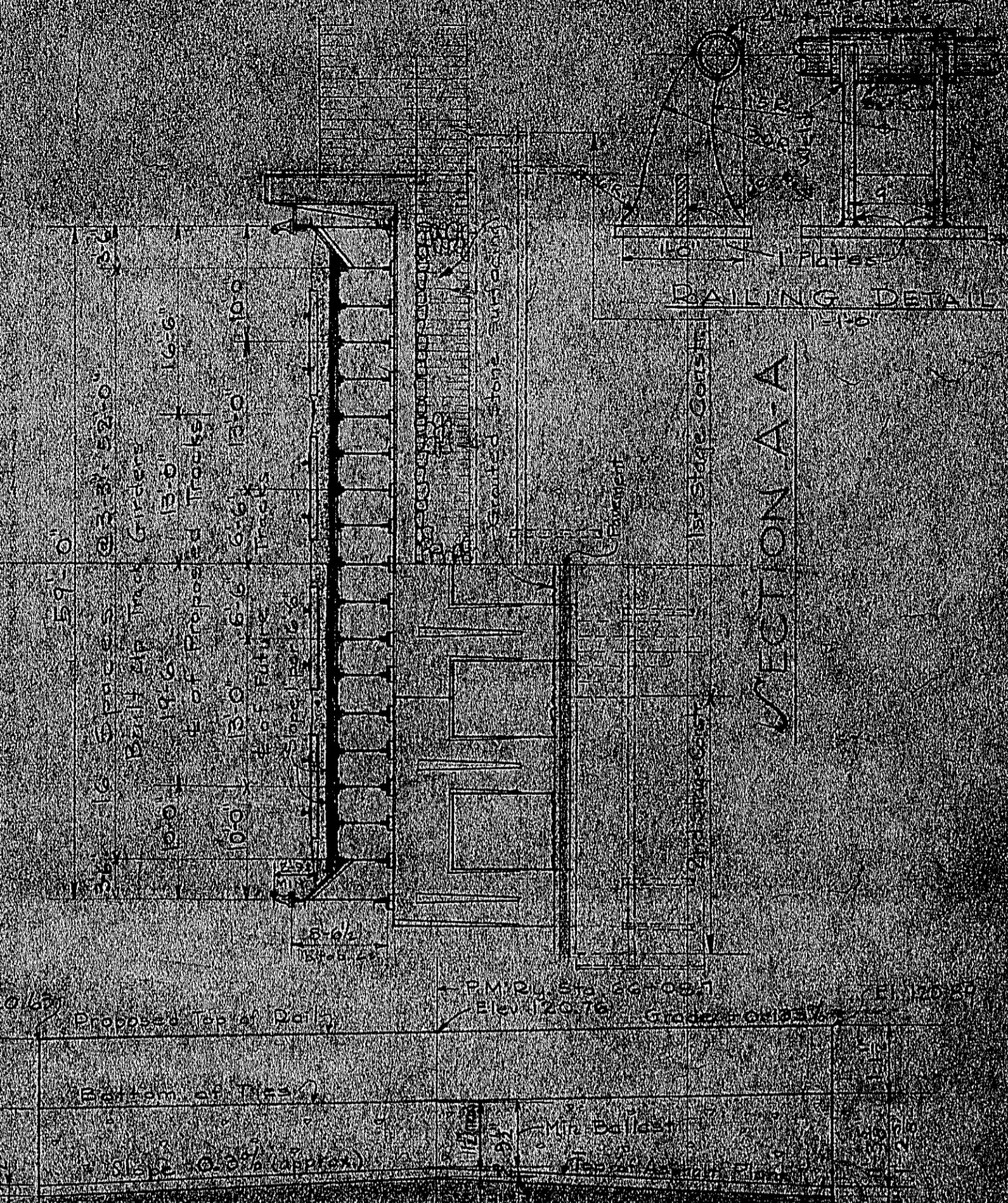


PLAN

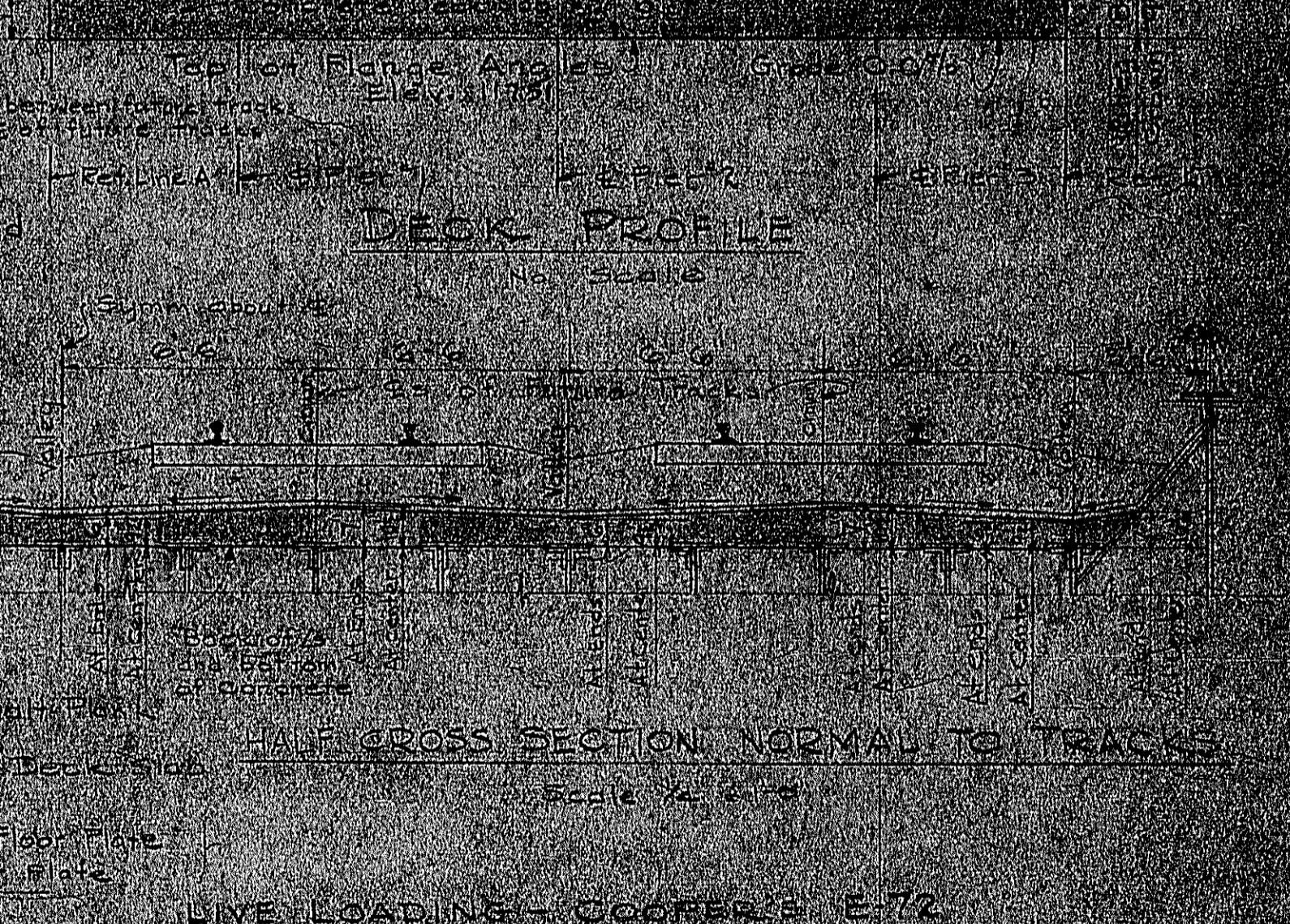


ELEVATION

PIER ELEVATION



SECTION A-A



SECTION B-B

SECTION C-C

DECK PROFILE
NO SCALE

GENERAL CROSS SECTION NORMAL TO TRACKS
SCALE 1/2" = 1'-0"

LIVE LOADINGS - COOPER'S E-72

EXHIBIT B

PLAN DATE 12-1-46

MICHIGAN
STATE HIGHWAY DEPARTMENT
CHARLES W. HESTER, JR.
STATE ENGINEER

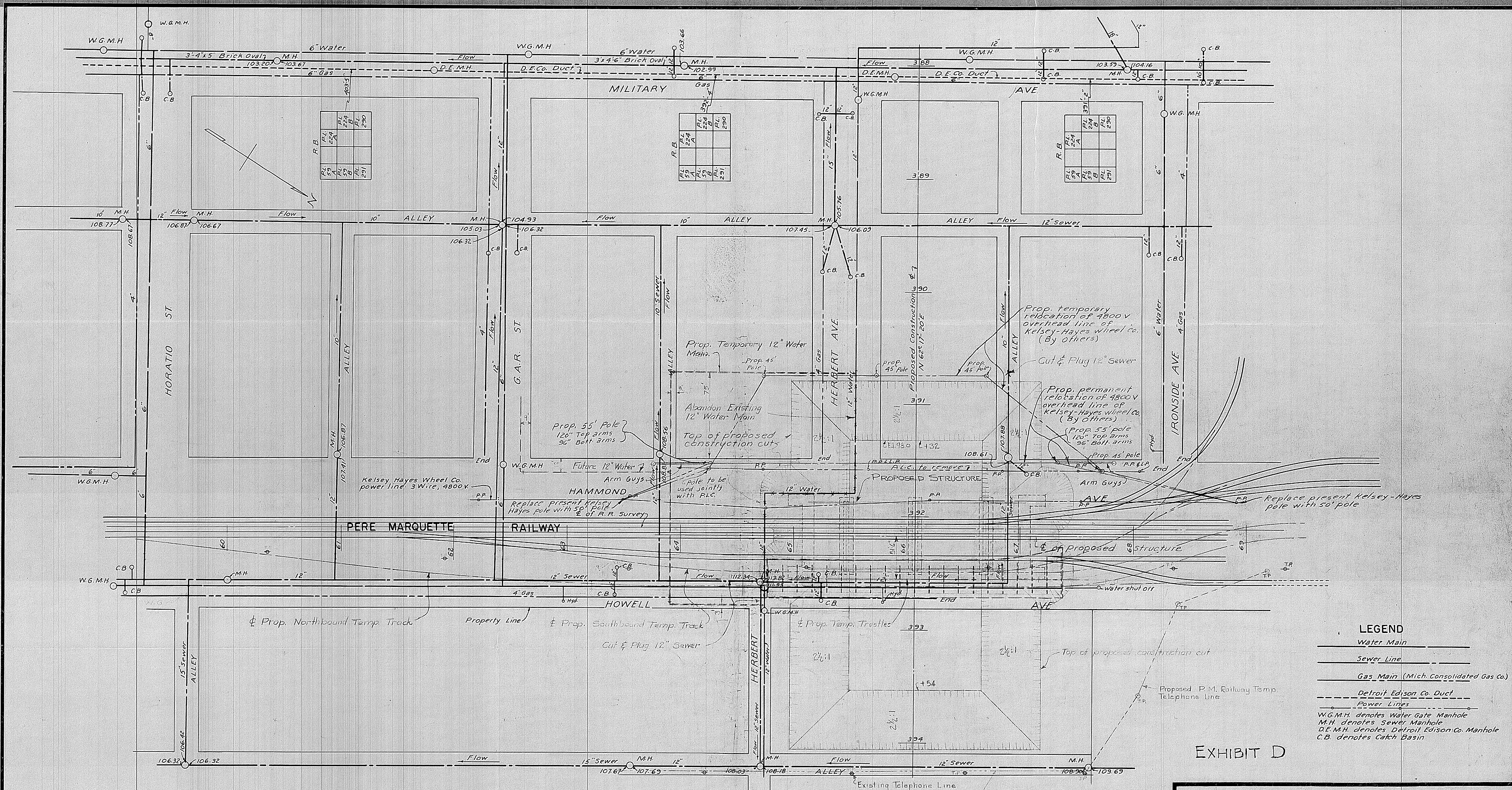
DETROIT CROSSTOWN EXPRESSWAY AND MICHIGAN VALLEY
RAILWAY NEAR LINCOLN AVE. IN THE CITY OF DETROIT

GENERAL PLAN OF STRUCTURE
APPELLANT PLAN A

APPROVED: [Signature]

APPROVED: [Signature]

X16



PLAN
1" = 40'

- LEGEND**
- Water Main
 - Sewer Line
 - Gas Main (Mich. Consolidated Gas Co.)
 - Detroit Edison Co. Duct Power Lines
 - W.G.M.H. denotes Water Gate Manhole
 - M.H. denotes Sewer Manhole
 - D.E.M.H. denotes Detroit Edison Co. Manhole
 - C.B. denotes Catch Basin

EXHIBIT D

MICHIGAN STATE HIGHWAY DEPARTMENT
CHARLES M. ZIEGLER
 STATE HIGHWAY COMMISSIONER

THE EDSSEL FORD EXPRESSWAY CROSSING THE PERE MARQUETTE RAILWAY NEAR LIVERNOIS AVE. IN THE CITY OF DETROIT

PUBLIC UTILITY PLAN

NO.	DESCRIPTION	DATE	BY

APPROVED: *[Signature]* CHIEF BRIDGE DRAFTSMAN
 APPROVED: *[Signature]* ENGINEER OF BRIDGE DESIGN

SQUAD BOSS	J. D. B.
DRAWN BY	A. E. R.
TRACED BY	G. J. D. 1-11-46
CHECKED BY	
SHEET 15 OF	
X8 OF 82-22-10	