

504 of 82062
X02-X09

THIS AGREEMENT, made this 5th day of October A. D. 1939,
between the MICHIGAN STATE HIGHWAY DEPARTMENT, acting through Murray D.
Van Wagoner, State Highway Commissioner of the State of Michigan, party of
the first part, hereinafter called the HIGHWAY DEPARTMENT; the CITY OF DETROIT,
a municipal corporation of the State of Michigan, party of the second part,
hereinafter called the CITY; the NEW YORK CENTRAL RAILROAD COMPANY, a corporation
organized and existing under the laws of the states of New York, Michigan and
others, lessee of and operating the railroad of THE MICHIGAN CENTRAL RAILROAD
COMPANY, and THE MICHIGAN CENTRAL RAILROAD COMPANY, a corporation organized
and existing under the laws of the State of Michigan, parties of the third
part, hereinafter referred to collectively as THE MICHIGAN CENTRAL; and the
GRAND TRUNK WESTERN RAILROAD COMPANY, a corporation organized and existing
under the laws of the State of Michigan, party of the fourth part, hereinafter
referred to as the GRAND TRUNK, the parties of the third and fourth parts
being collectively referred to as the RAILROAD COMPANIES:

WITNESSETH

WHEREAS, the highway known as United States Highway 112, also at this
location commonly known as Michigan Avenue, at present crosses under the
tracks of the Railroad Companies by means of underpasses and crosses at grade
Scotten Avenue, all in the City of Detroit, Wayne County, Michigan, in the
locations hereinafter more specifically described, and

WHEREAS, the reconstruction and improvement of these railroad grade
separations and the construction of a new road grade separation at Scotten
Avenue as a matter of public safety and convenience at the locations above
noted has been approved by the Public Roads Administration as a project for
construction through the use of funds provided by the United States Government
for the elimination of hazards to life and property at railroad grade crossings,
to be expended under the provisions of the Federal Aid Act of July 11, 1916
and the Federal Highway Act of November 9, 1921, both as amended and supplemented;

WHEREAS, the parties hereto have reached an understanding with each other respecting such construction, including the preparation and approval of plans and specifications, the temporary work necessary to provide for the operation of the railroads during the construction period, the construction of the permanent grade separation structures, the incidental work made necessary by such grade separation construction, and the payment of 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 mutual undertakings of the parties hereto, it is agreed:

1. That, in accordance with the plans hereinafter mentioned, the Highway Department will reconstruct the railroad grade separation west of Clark Avenue at highway station 52 + 06.64, the railroad grade separation east of Scotten Avenue at highway station 61 + 15.37, and construct the road grade separation at Scotten Avenue (highway stationing 56 + 26.69) without compensation to the railroad companies other than land compensation as in Paragraph 17 hereinafter provided, and the performance of this agreement by the Highway Department and the City, and for the purpose of said construction, said Highway Department and its contractors may enter upon and occupy the property of the railroad companies, provided that immediately upon completion of said work, such railroad property shall be restored to a condition deemed by the Chief Engineers of the Railroad Companies to be suitable for railroad purposes.

2. That the Highway Department and the City will by proper action in the manner provided by law, adopt the lines shown upon the profiles, maps and plans as the profiles fixing the levels to which said United States Highway No. 112 shall be depressed and the minimum underclearance of the bridges required to carry the tracks of the railroad companies and Scotten Avenue over said United States Highway No. 112 to provide for such grade separations.

3. That the general plans of the project are shown in the following exhibits which are attached to and made a part of this agreement:

Exhibit A - Preliminary General Plan and Profile showing limits of project, general plans of site, present and proposed widths of right-of-way, the present and proposed profiles of the highways, sidewalks and intersecting streets.

Exhibit B - Preliminary plan showing General Plan of Grade Separation Structure involving the New York Central and Grand Trunk Railroads.

Exhibit C - Preliminary plan showing General Plan of Grade Separation Structure involving the Michigan Central.

Exhibit D - Preliminary plan showing the General Plan of Grade Separation Structure involving Scotten Avenue.

4. That THE MICHIGAN CENTRAL and the GRAND TRUNK railroads, will each respectively prepare all detail plans and specifications for temporary work including track work and bridges to support its tracks during the construction period, also detail plans and specifications for the removal and disposal of the existing structures, also detail plans and specifications for the permanent structures supporting its tracks and of such portions of highway retaining walls as may be directed by the Highway Department, the same to be subject to the approval of the Highway Department and the City of Detroit insofar as its interests may appear and the Federal Works Agency before the commencement of work thereon, and before the awarding of construction contracts therefor. Said work shall be designed, detailed and constructed in accordance with the current standard 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.

5. That the Highway Department will at no expense to the City, prepare all designs, detail plans and specifications for the road grade separation at Scotten Avenue, detail plans and specifications for approaches and facilities provided for highway traffic, connections for side drives, side streets, sidewalks, retaining walls, (except those to be prepared by the Railroad Companies) and highway drainage facilities where required. Said work shall be designed and constructed in accordance with the current standard specifications and standards of the Highway Department. Such design and construction to be subject to the approval of the Commissioner of Public Works of

the City. The City will at its own expense, furnish such plans, designs, and data as may be required for the reconstruction of existing municipally-owned utilities.

6. No changes shall be made on any approved drawing or specifications by any of the parties hereto without the consent of the other interested party or parties.

7. That the Highway Department will undertake and perform, through contractors, the construction work of said highway and railroad grade separation project, including the moving and removal of existing structures as may be necessary, the construction of the new grade separation structures, the temporary falsework structures to support the railroad tracks during the construction period, the construction of highway approaches and highway drainage facilities where required, and all work incidental to any of the foregoing occasioned by the project, excepting the work agreed in Paragraphs 10 and 11 hereof, to be performed by the Railroads and City.

8. The Highway Department will advertise its portions of the work in accordance with its regulations, considering bids therefor only from contractors prequalified by it for such work and approved by the Chief Engineers of the Railroads; award the contracts therefor; and exercise complete supervision and control over such construction. The Railroads may, at their own expense, place on the work competent Engineers, who, together with necessary assistants shall assist the field representatives of the Highway Department to the fullest extent in order to coordinate the work and to obtain the greatest progress with the minimum of delay and interference to railroad traffic in carrying out the general grade separation project; and who shall have the right to inspect the erection and construction of all steel work, masonry, and other parts of the railroad structures and incidental work. The City shall have the right to inspect the construction of all street retaining walls, paving, drainage and sidewalk work at its expense.

9. That it shall be a condition of any contracts let by the Highway Department that its contractors shall not be permitted to occupy any portion of the operating tracks of the Railroads, nor move their equipment across the operating tracks, nor to conduct their work in such a manner that workmen are required to cross said tracks except with special and specific approval by the Chief Engineers of the Railroads, together with full compliance on the part of the contractors with all

of the Railroads' rules, regulations and requirements pertaining thereto, and that in case such approval is granted, the contractor shall bear the entire expense incidental to such operations, including conductors, flagmen, watchmen, and other employees by the Railroads deemed necessary therefor, and shall indemnify and save the Railroads harmless from having to pay any damages or costs on account of death of or injuries to persons or damage to property caused by or in any way arising out of such operations and no contracts shall be awarded for the Highway Department without approval of the Railroad Companies having first been obtained with respect to matters relating to railroad structures only. It is further expressly understood that no provisions of this paragraph, nor approval by the Railroads as to construction operations, shall relieve the contractors of any responsibility or liability under this agreement.

10. That each railroad will furnish, or cause to be furnished, all of the materials (including fill and ballast material) labor and equipment, engineering and field supervision required to perform and complete the following items of work on its property, and also the items of work provided for in Paragraph 4 hereof, and agrees to perform such work using its own forces on a force account basis:

- (1) The temporary and permanent track work consisting of the removal and replacement, rearrangement and reconstruction of tracks, turnouts and crossovers, including the removal of ballast and replacement thereof with new ballast, as indicated on approved plans, furnishing, transporting, unloading and placing filling material for raising, widening and forming roadbed and embankments, ballasting, surfacing and aligning of tracks, the rearrangement of tracks and appurtenant facilities serving industries within the limits of the construction zone and the installation, maintenance and later removal of temporary switches, crossovers and tracks required to maintain railroad traffic during the construction period.
- (2) The necessary temporary and permanent changes in railroad telephone and railroad telegraph lines, signals, and signal lines and related work.
- (3) The furnishing, when and as required, in connection with the work performed by it, of temporary operators, switchtenders, conductors, flagmen and other employees, required for the safe and proper operation of the Railroads during

the period of construction, exclusive however, of such expense caused by work performed by contractors employed by the Highway Department.

- (4) All other related and incidental work necessary to the completion of the work described in this paragraph.

It is understood and agreed by all of the parties hereto, that in the furnishing of materials, labor and equipment as hereinbefore provided in this Section 10, the Railroads will have the status of independent contractors performing grade separation work by force account for the Highway Department as outlined in this paragraph, and that its agents and employees shall, while performing any work required by the plans and specifications for said grade separation project, be considered as agents and employees of the Railroads in their capacity as such independent contractors, it being agreed that such work shall not be railroad maintenance or repair work, but shall be strictly grade separation construction work which, except for this agreement by the Railroads to perform it, or cause it to be performed for the Highway Department on a force account basis, would be performed by the latter itself or by its contractor or contractors.

Each 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, which said accounts shall be accessible for review and auditing by the Highway Department and by the Public Roads Administration. The Highway Department will reimburse the Railroads monthly keeping a 10% reserve on all current bills. Final payment will be made to the Railroads after said Public Roads Administration has made its final audit and the Highway Department will pay only such amounts as are approved and paid by the said Public Roads Administration in accordance with its regulations designated as General Administrative Memoranda No. 39 dated December 23, 1937; No.56 dated August 10,1938, and No.57 dated August 11, 1938, provided, nevertheless, that any and all amounts in the said accounts of the Railroads which are in accordance with said regulations, which are not paid from funds appropriated by the Federal Government, shall be reimbursed to the Railroads by the Highway Department, and shall be borne by the Highway Department and the City in the proportions provided by law.

11. The City will furnish, or cause to be furnished, all of the materials, labor and equipment required to perform and complete the following items of work and it agrees to perform such work using its own forces on a force account basis:

- (1) The relocation and reconstruction of existing municipally owned utilities.
- (2) The razing of all buildings on property mentioned in paragraph 17 hereof.
- (3) All other related and incidental work necessary to the completion of the work described in this paragraph.

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 and by the Public Roads Administration. The Highway Department will reimburse the City monthly, keeping a 10% reserve on all current bills. Final payment shall be made to the City after said Public Roads Administration has made its final audit and the Highway Department will pay only such amounts as are approved and paid by the Public Roads Administration in accordance with its regulations mentioned in the preceding paragraph.

12. In order to provide for the temporary operation of the Grand Trunk during a portion of the construction period, it is necessary to make arrangements for the temporary use of adjacent land westerly of its right-of-way owned by the Standard Oil Company and to occupy such adjacent land with its temporary operating tracks and falsework trestle. It is, therefore, understood that such Railroad will enter into an agreement subject to the approval of the Highway Department and the City, for such temporary rights with said property owner and the expense in connection therewith, consisting of the temporary removal and rehabilitation of a portion of said property owner's side track, concrete bumping post and incidental facilities, together with the cost of a suitable bond saving harmless and indemnifying the property owner against loss due to damage to its premises and physical property as result of the construction operations of the Railroad, the State and the City shall be treated as part of the force account work performed by the Grand Trunk and shall be reimbursed to it by the Highway Department in the manner provided for in Section 10 hereof.

The cost of such additional right-of-way shall be proportioned between the Highway Department and City as provided by law, and the Highway Department will reimburse the City for its portion of such cost within sixty days from rendition of proper bills therefor.

18. That the Highway Department and City will, 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 Railroads 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. Such costs shall be proportioned as provided by law. It is understood and agreed that the performance of this agreement on the part of the Railroads shall release and discharge them from any and all assessments of every nature and description arising from the performance of this agreement, including assessments for grade separation benefits, and any and all charges, damages or liability, and be accepted as a full discharge of all obligations of the Railroads present or future, arising out of this agreement and the performance thereof. The Highway Department and City hereby assume to themselves and agrees to pay and assume, and indemnify and save harmless the respective Railroad Companies from and against all the aforesaid assessments, including assessments for grade separation benefits, damages, costs and expenses, without charge, recourse to or recharge over against the Railroad Companies or either of them, and THE MICHIGAN CENTRAL AND GRAND TRUNK each hereby waives any and all claims for damages, by reason of the relocation and change of grade of said highways to any abutting property owned or controlled by it within the extent of the project as shown on Exhibit A, other than the compensation to the MICHIGAN CENTRAL for property taken as provided in Paragraph 17 hereof.

19. 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 the parties hereto, arising out of, or during the course of, or resulting from, the performance of this contract, happening either on the rights-of-way of the Railroad Companies, or either of them, or on said highway 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 either or both Railroad Companies in a court of competent jurisdiction, or assumed by either of both Railroad Companies with the consent of the Highway Department and City, it shall be reimbursed to the Railroad or Railroads by the Highway Department and the City in the proportions provided by law, within sixty 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 either Railroad Company, it shall not be charged to the project nor reimbursed by the Highway Department and the City.

20. That, in connection with the work to be performed by the Highway Department as outlined hereunder, said Highway Department will require its contractors to furnish proper bonds acceptable to the railroads and the City and to carry the following insurance, in a form and with insurers acceptable to the Railroads and the City:

- (a) Workmen's Compensation insurance.
- (b) Contractor's Public Liability and property damage Liability insurance.

Such contractor shall furnish to the Highway Department, the City and the Railroads satisfactory evidence that, with respect to the operations he performs, he carries standard Contractor's Public Liability insurance providing for a limit of not less than fifty thousand (\$50,000.) dollars for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, an aggregate of five hundred thousand (\$500,000.) dollars for all damages arising out of bodily injuries to or death of two or more persons in any one accident; and standard Contractor's Property Damage Liability insurance providing for a limit of not less than fifty thousand (\$50,000.) dollars for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit per accident, an aggregate of two hundred thousand (\$200,000.) dollars for all damages arising out of injury to or destruction of property during the policy period. If any part of the work is sublet, similar insurance, with like amounts of coverage, shall be provided by or in behalf of the subcontractors to cover their operations.

- (c) Highway Departments', Citys' and Railroads' Protective Public Liability and Property Damage Liability insurance.

In addition to the insurance required by subdivisions (a) and (b) of this paragraph such contractor shall furnish the Highway Department, the City and the Railroads satisfactory evidence that, with respect to the operations he or any of his subcontractors performs, he has provided for and in behalf of the Highway Department, City and Railroads, Standard Protective Public Liability insurance providing for a limit of not less than fifty thousand (\$50,000.) dollars for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, an aggregate of five hundred thousand (\$500,000.) dollars for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and standard Protective Property Damage Liability insurance providing for a limit of not less than fifty thousand (\$50,000.) dollars for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit per accident, an aggregate of two hundred thousand (\$200,000.) dollars for all damages arising out of injury to or destruction of property during the policy period.

21. The direct supervision and inspection of any part of the work under this agreement shall be handled by the party administering that portion of the work, but the right is hereby reserved by each other party hereto to make such inspection of the work as may be deemed necessary to protect the interests of said other party, with the understanding that all complaints and suggestions will be referred to the party administering the part of the work in question and not to the contractor for said party.

22. In connection with the work to be undertaken and performed by the Railroads hereunder, each will arrange for and carry the following insurance in a form and with an insurer, or insurers, acceptable to the Highway Department and City:

(a) Workmen's Compensation Insurance and Federal Employee's Liability insurance.

(b) Contractor's Public Liability Insurance providing for a limit of not less than fifty thousand (\$50,000.) dollars for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, an aggregate of three hundred thousand (\$300,000.) dollars for all damages arising out of bodily injuries to or death of two or more persons in any one accident; and

standard Contractor's Property Damage Liability Insurance providing for a limit of not less than fifty thousand (\$50,000.) dollars for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit per accident, an aggregate of three hundred thousand (\$300,000.) dollars for all damages arising out of injury to or destruction of property during the policy period. If any part of the work is sublet, similar insurance, with like amounts of coverage, shall be provided by or in behalf of the subcontractors to cover their operations.

(c) Highway Departments', Citys' and Railroads' protective Public Liability and Property Damage insurance.

In addition to the insurance required by subdivisions (a) and (b) of this paragraph, the Railroads will furnish to the Highway Department and the City satisfactory evidence that, with respect to the operations they or any of their subcontractors perform, they have provided for and in behalf of the Highway Department and City, as their interests may appear, standard Protective Public Liability insurance providing for a limit of not less than fifty thousand (\$50,000.) dollars for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, an aggregate of three hundred thousand (\$300,000.) dollars for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and standard Protective Property Damage Liability insurance providing for a limit of not less than fifty thousand (\$50,000.) dollars for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit per accident, an aggregate of two hundred thousand (\$200,000.) dollars for all damages arising out of injury to or destruction of property during the policy period.

23. That, if at any time, without fault of the parties hereto, the work which is hereunder agreed to be done by the Highway Department, shall cease and not be resumed within sixty days, except for seasonal shut-downs or reasonable delays caused by division of contracts, the parties hereto will then agree upon and perform such work as is reasonably necessary to place the tracks of the Railroads and the highway in satisfactory permanent operating condition and the Highway Department and City will assume and pay the cost thereof in the manner and proportions provided by law, provided that the aforesaid sixty-day limitation shall not apply to the temporary suspension of work under order of a court of competent jurisdiction, in which event the work shall be resumed and completed, as soon as may be, in accordance with the terms of this agreement.

24. That, when the work of reconstruction of said grade separation has been completed, THE MICHIGAN CENTRAL and the GRAND TRUNK will each, at its own cost and expense, maintain, except for stone facing and anchorage, the structure supporting its tracks, and repair or replace, at its sole expense, any portion, or portions, of the structures which may be damaged, or destroyed by accident or collision resulting from railroad traffic upon its lines. The Highway Department and the City will in accordance with existing law and agreements, repair or replace any portion, or portions, of the structure which may be damaged or destroyed by highway traffic and shall maintain the roadway, paving, sidewalks, curbs, drainage structures, street retaining walls and stone facing and anchorage on railroad structures supporting tracks.

25. That any of the parties hereto may at any time hereafter, or 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 herein provided for and which shall conform to and harmonize with the general appearance of architectural treatment of the project as approved in connection with this agreement and shown on Exhibit "B".

26. 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 improvement; and the Public Roads Administration has approved the project and allocated thereto an amount sufficient to pay the estimated cost thereof; and the State Administrative Board of the State of Michigan has, by Resolution approved this project and authorized the State Highway Commissioner to enter into contracts for the construction of this project and the Common Council of the City of Detroit has by Resolution authorized the project and directed the Mayor and the City Clerk 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 City of Detroit and the Railroad Companies as to substance and engineering:

By [Signature]
Its Bridge Engineer
Michigan State Highway Dept.

By [Signature]
Its City Engineer
CITY OF DETROIT

By [Signature]
Its Chief Engineer
THE MICHIGAN CENTRAL RAILROAD CO.

By [Signature]
Its Engineer
THE GRAND TRUNK WESTERN R.R. CO.

Approved for the City of Detroit as to form:

By [Signature]
Its Corporation Counsel

APV'D, AS TO FORM

[Signature]
GEN. ATTY.
DATE 7/29/39

Approved as to Accounting Features
[Signature]
Auditor

APPROVED
[Signature]
A. Y. P. & G. M.

MICHIGAN STATE HIGHWAY DEPARTMENT

By [Signature]
State Highway Commissioner
of the State of Michigan

CITY OF DETROIT

By [Signature]
Its Mayor

ATTEST: [Signature]
City Clerk

THE NEW YORK CENTRAL RAILROAD COMPANY

ATTEST: [Signature]
VICE PRESIDENT

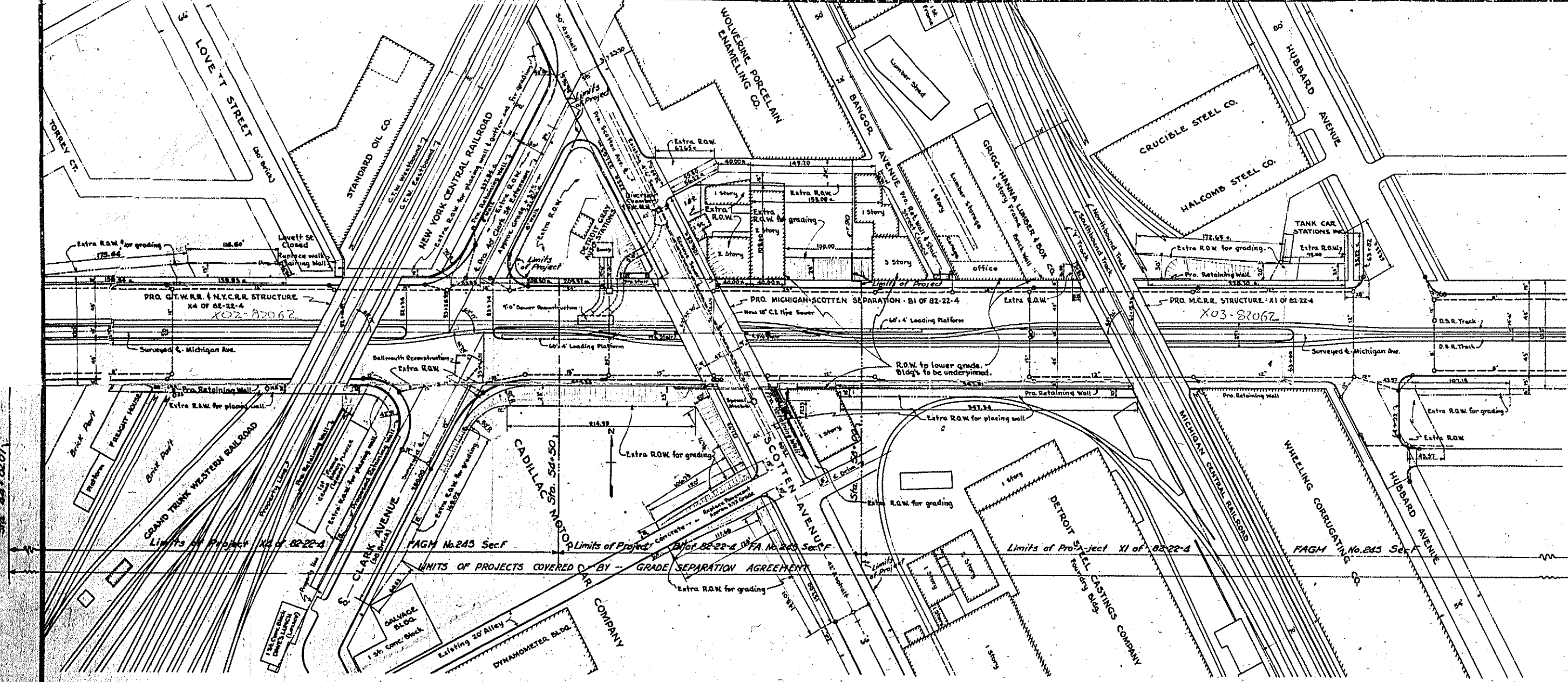
THE MICHIGAN CENTRAL RAILROAD COMPANY

ATTEST: [Signature]
VICE PRESIDENT

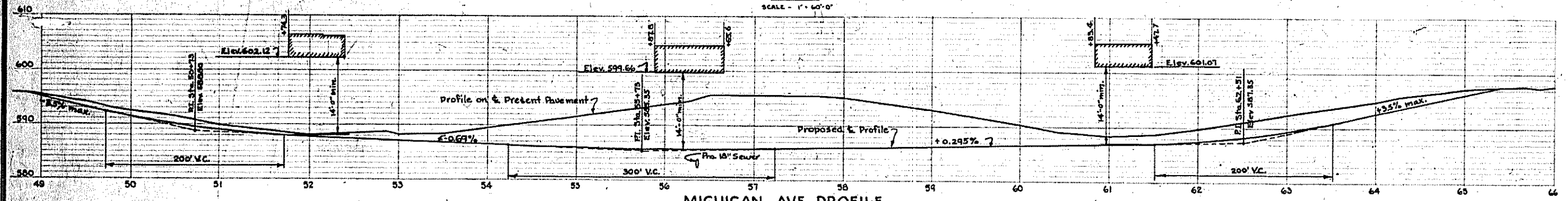
GRAND TRUNK WESTERN RAILROAD COMPANY

ATTEST: [Signature]
VICE PRESIDENT

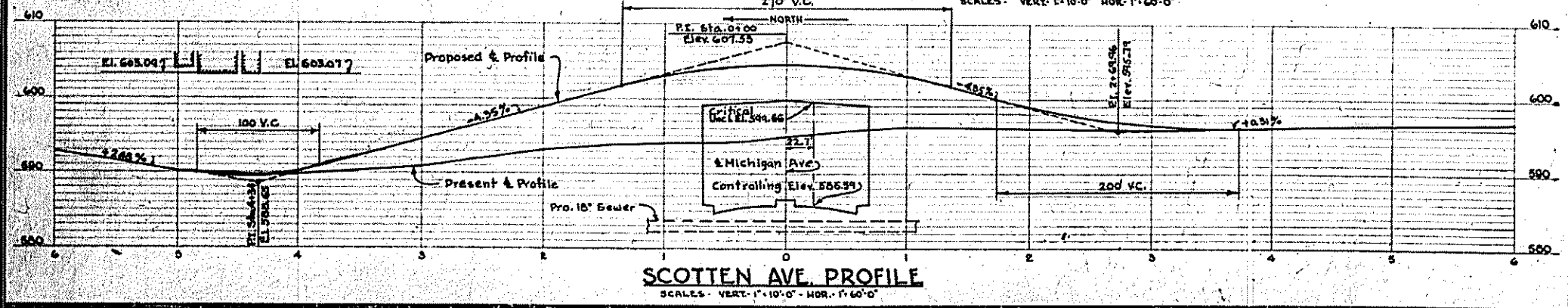
[Signature]
Recommended
General Manager



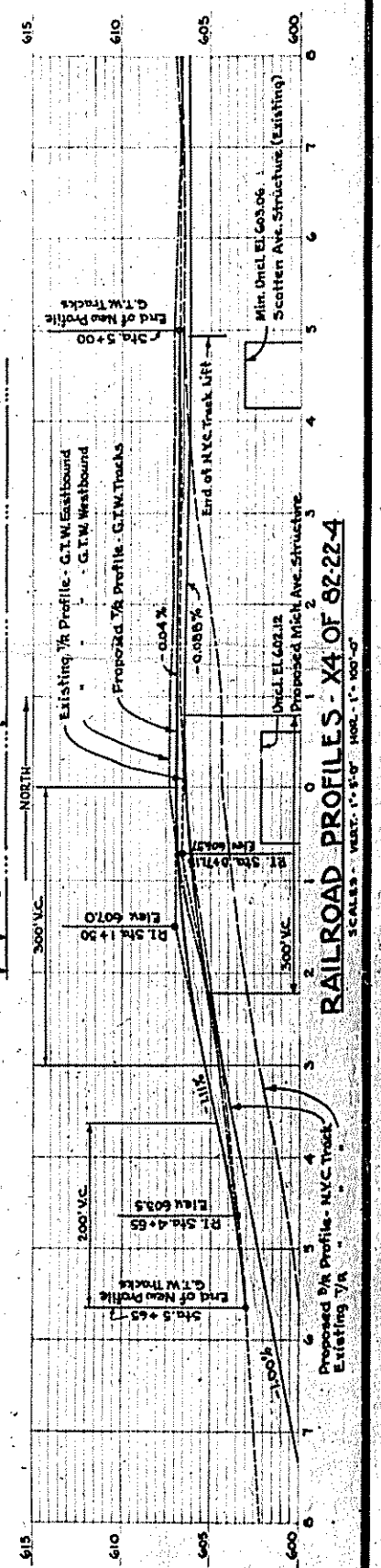
PLAN
SCALE - 1" = 60'-0"



MICHIGAN AVE. PROFILE
SCALE - VERT. 1" = 10'-0" HOR. 1" = 60'-0"



SCOTTEN AVE. PROFILE
SCALE - VERT. 1" = 10'-0" HOR. 1" = 60'-0"



RAILROAD PROFILES - X4 OF 82-22-4
SCALE - VERT. 1" = 5'-0" HOR. 1" = 100'-0"

EXHIBIT 'A'

MICHIGAN STATE HIGHWAY DEPARTMENT
MURRAY D. VAN WAGONER - COMMISSIONER
SEC. T.25, R.11E WAYNE CO.
BRIDGE FILE XI, B1 & X4 OF 82-22-4 ROAD MICHIGAN AVE.
CROSSING G.T.W.R.R., N.Y.C.R.R., M.C.R.R. & SCOTTEN AVE. IN CITY OF DETROIT
GENERAL PLAN OF PROJECT

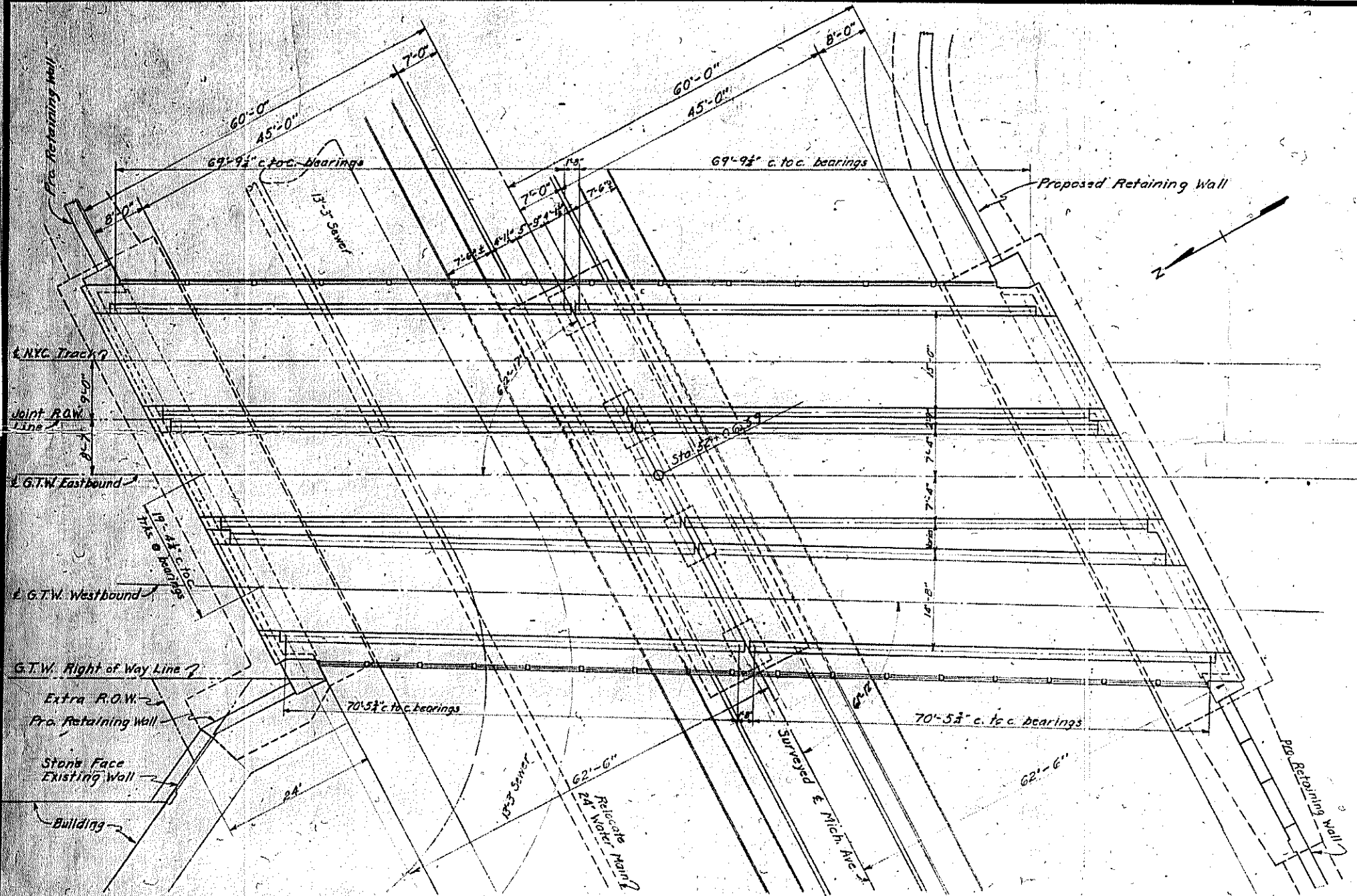
REVISIONS

NO.	DESCRIPTION	DATE	BY

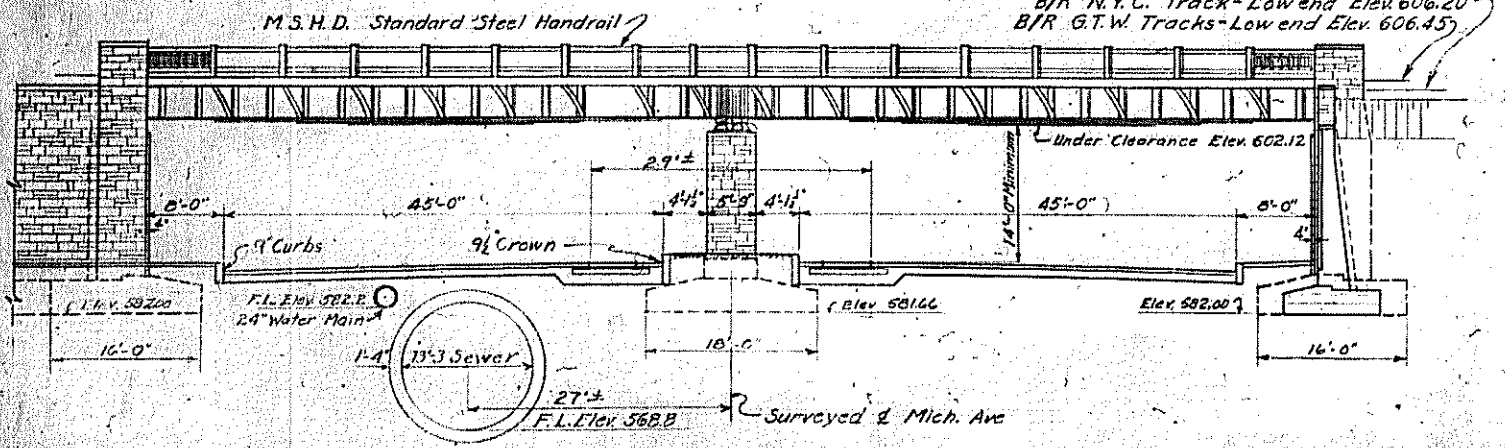
APPROVED: *H. J. ...*
APPROVED: *...*

SQUAD	DATE	BY
DRAWN BY	1-20-58	VAN DIB
TRACED BY	2-2-58	VAN DIB
CHECKED BY	2-20-58	...

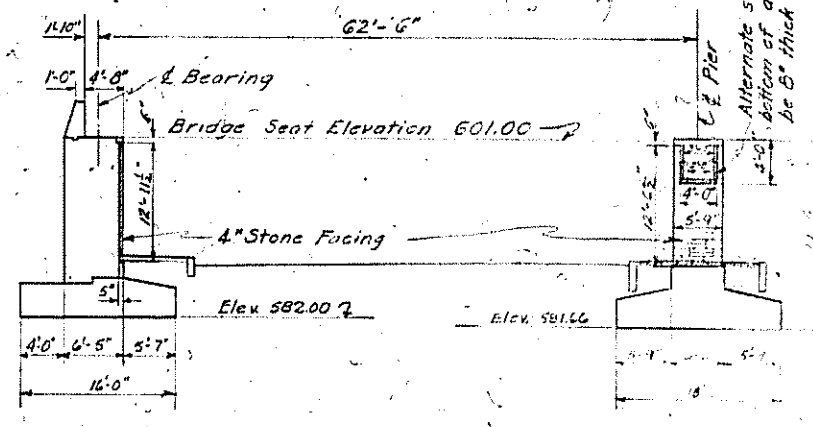
SHEET OF
XI, B1 & X4 OF 82-22-4



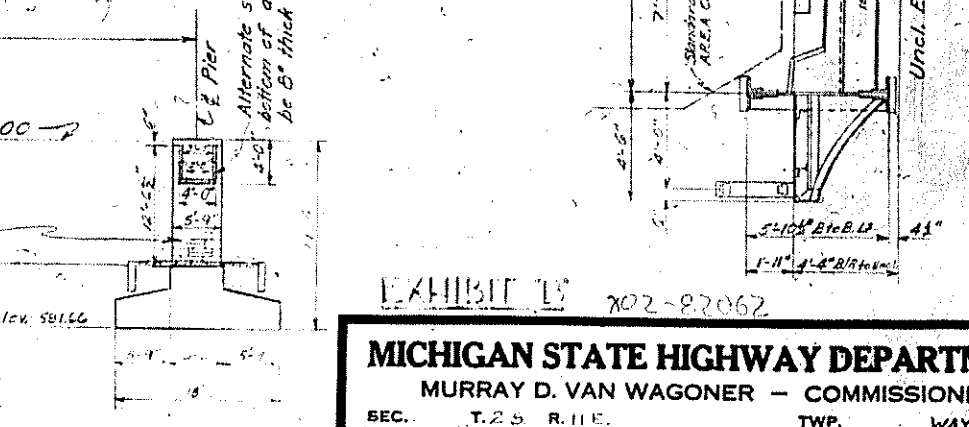
PLAN
Scale 1"=1'-0"



ELEVATION

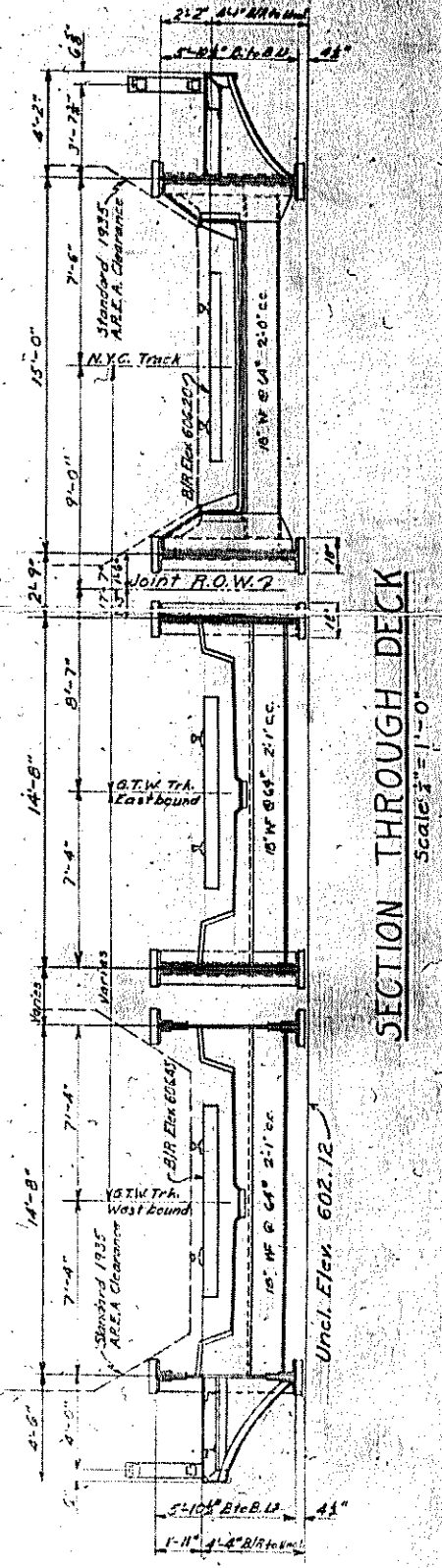


ABUTMENT SECTION



PIER SECTION

PIER ELEVATION ABUTMENT ELEVATION
(VIEWED AT RIGHT ANGLES TO R.R.)



SECTION THROUGH DECK
Scale 1/2"=1'-0"

MICHIGAN STATE HIGHWAY DEPARTMENT
MURRAY D. VAN WAGONER - COMMISSIONER
SEC. T.25 R.H.E. TWP. WAYNE CO.
BRIDGE FILE NO. 110P 82-22-4 ROAD MICHIGAN AVE. AT STA. 52+06.69
CROSSING G.T.W. RR. & N.Y.C. RR. IN CITY OF DETROIT

GENERAL PLAN OF STRUCTURE
APPROVED: [Signature]
APPROVED: [Signature]
BRIDGE ENGINEER

REVISIONS			
NO.	DESCRIPTION	DATE	BY

EXHIBIT 15 702-87062
DRAWN BY: Gibbons 4-5-37
CHECKED BY: [Signature] 4-7-37
SHEET OF
X4 OF 82-22-4
Date 6-30-39

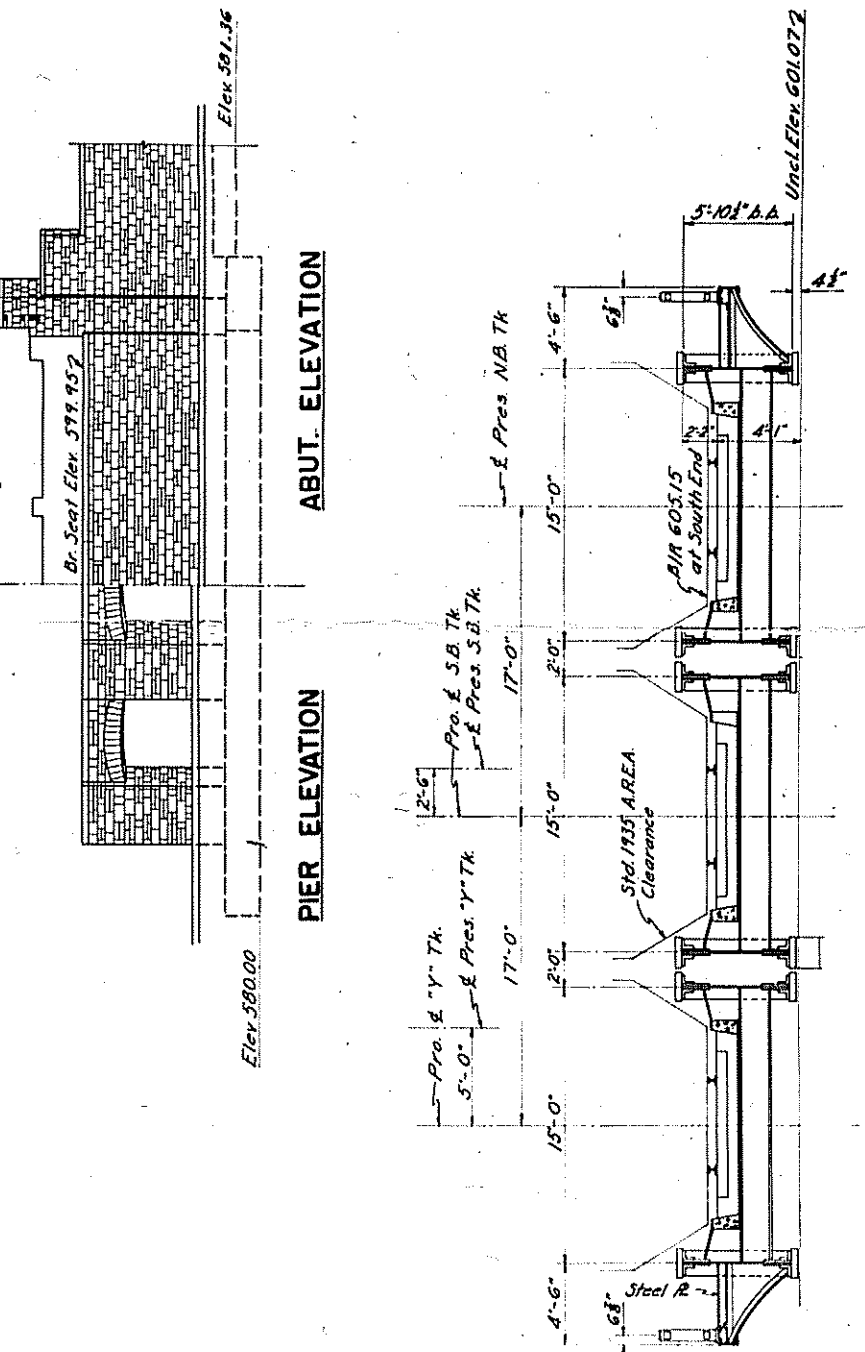
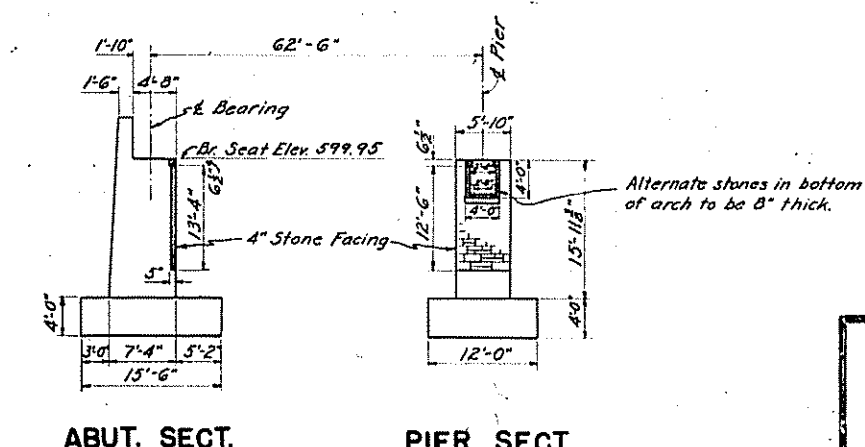
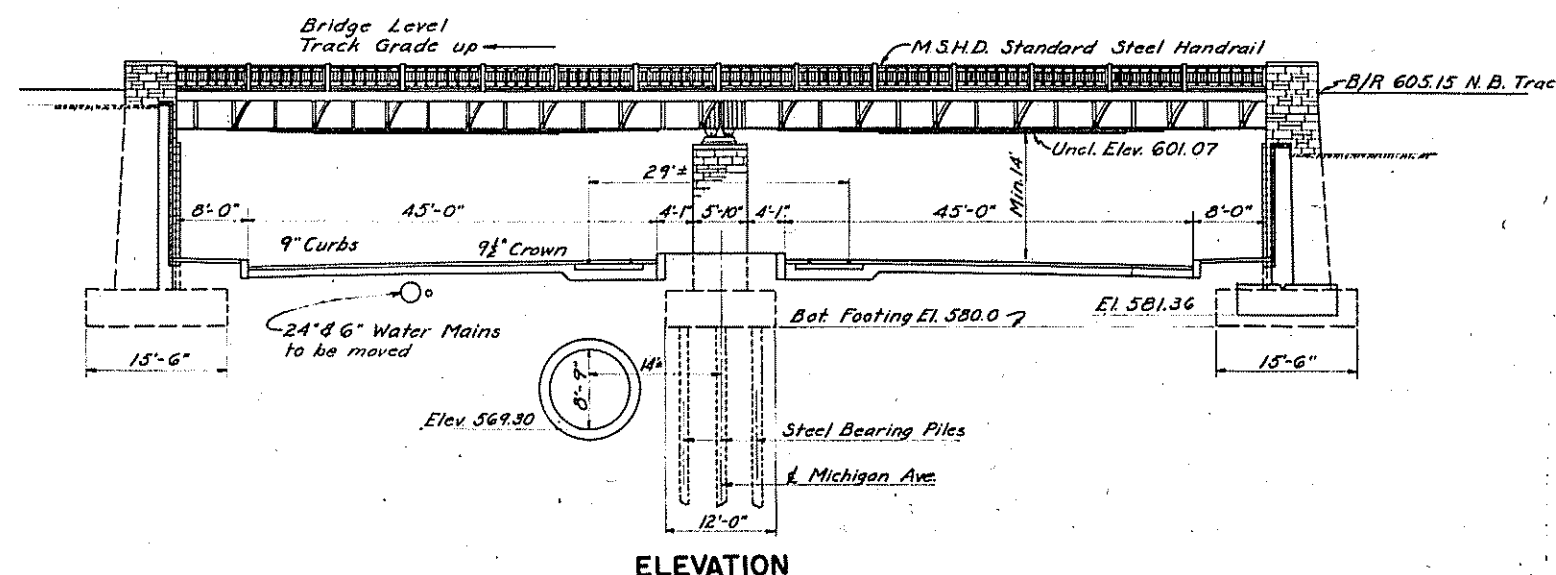
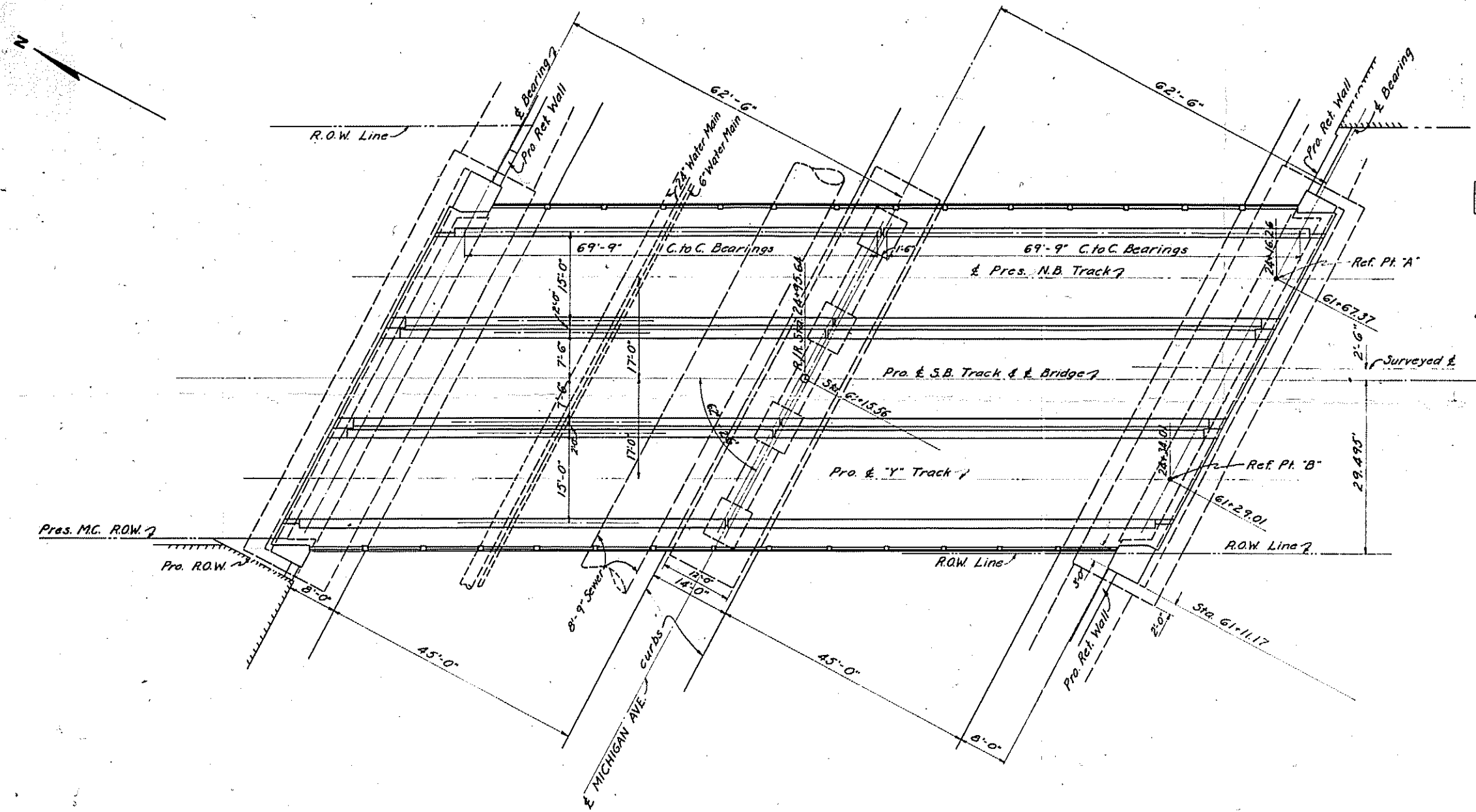


EXHIBIT 'C' X03-82062

MICHIGAN STATE HIGHWAY DEPARTMENT
MURRAY D. VAN WAGONER - COMMISSIONER

SEC T & S. R.H.E. WAYNE CO.
BRIDGE FILE NO. XI OF 82-22-4 ROAD MICHIGAN AVE. AT STA. 61+15.55
CROSSING M.C. RR. IN THE CITY OF DETROIT

GENERAL PLAN OF STRUCTURE

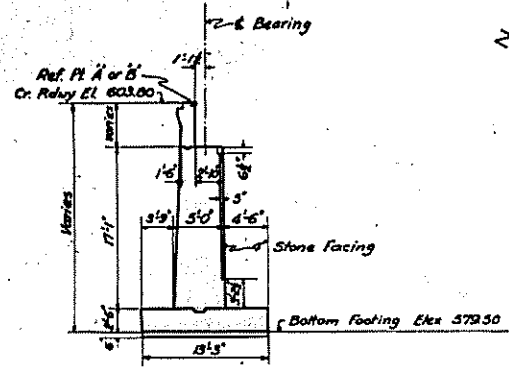
REVISIONS			
NO.	DESCRIPTION	DATE	BY

APPROVED _____ DATE _____

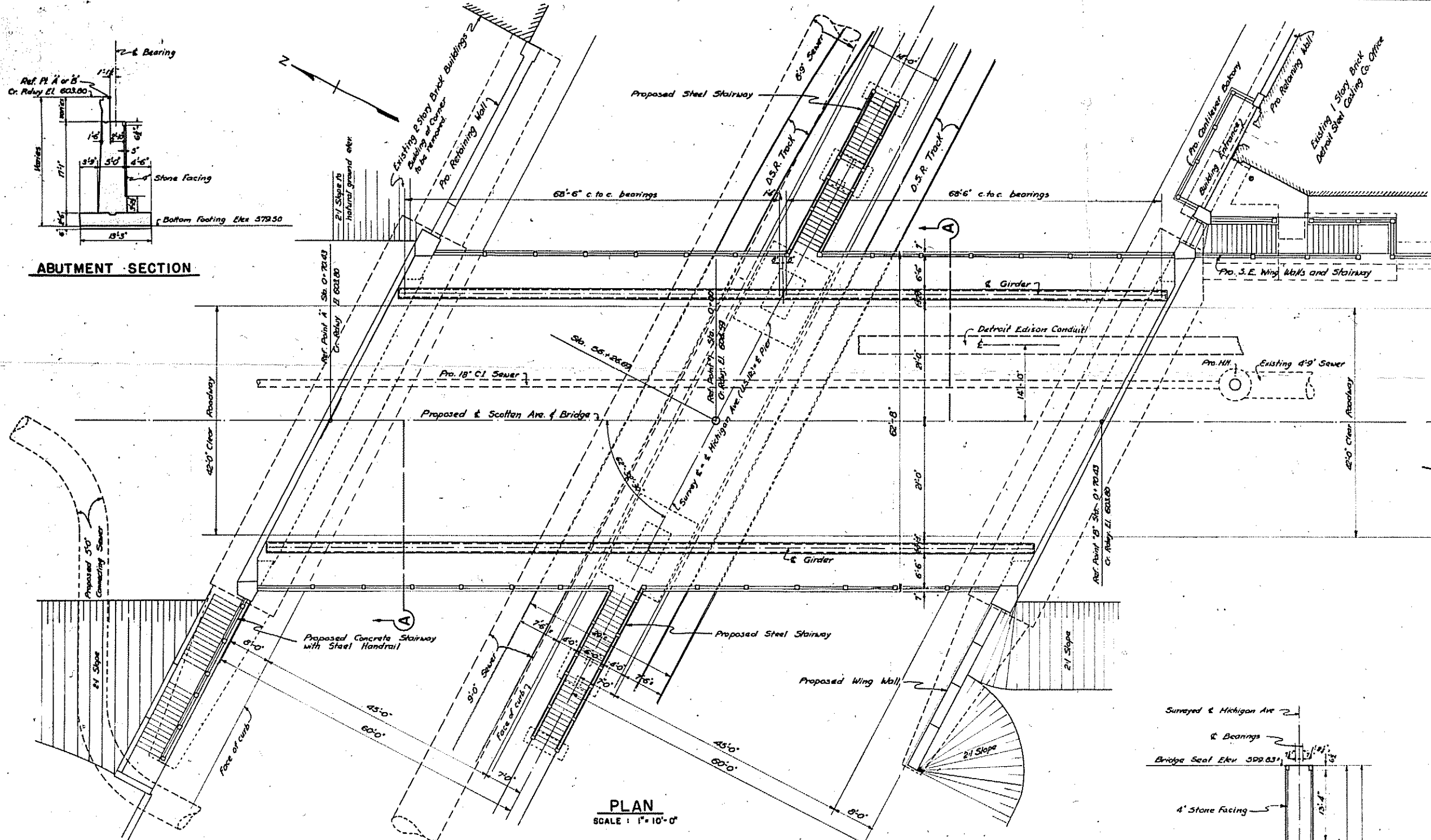
APPROVED _____ DATE _____

SOICAD BOSS	11	7
DRAWN BY	Strome	2-2-39
TRACED BY	Gibbons	6-22-39
CHECKED BY		
SHEET	OF	

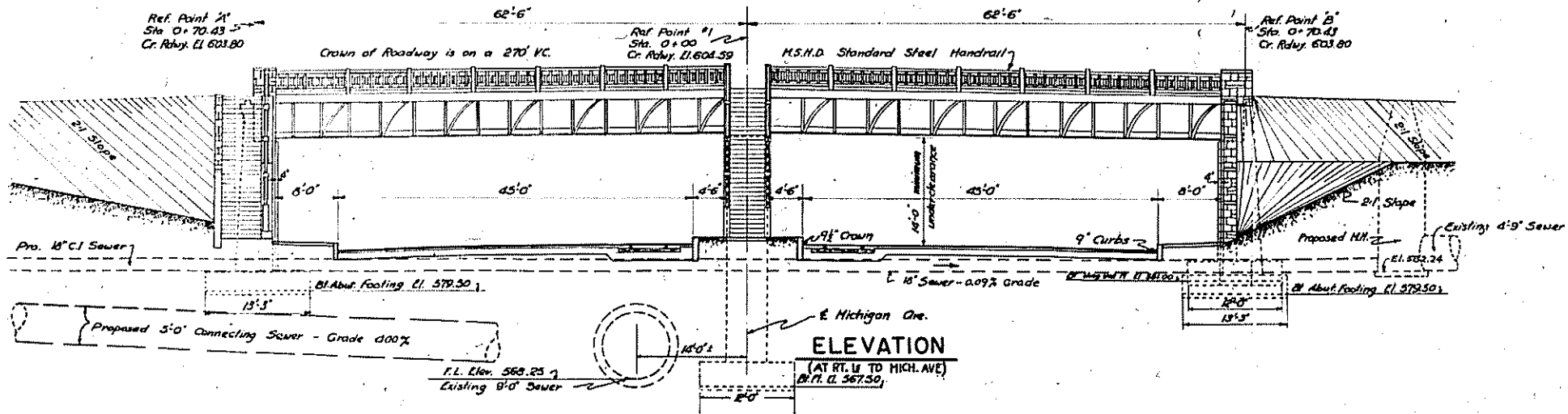
XI OF 82-22-4



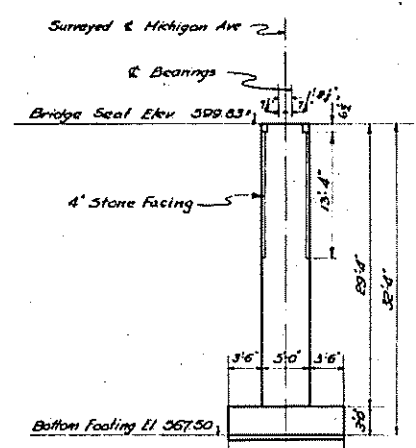
ABUTMENT SECTION



PLAN
SCALE: 1" = 10'-0"



ELEVATION
(AT RT. W. TO HIGH. AVE.)
P.L. Elev. 569.25
Existing 9'-0" Sewer



PIER SECTION

NOTE: For Details of Scotten Ave. Sewer Revisions see Sheet No. For Drainage Plan see sheet No.

EXHIBIT "D"

MICHIGAN STATE HIGHWAY DEPARTMENT
MURRAY D. VAN WAGONER - COMMISSIONER

SEC. T. 25, R. 11 E. WAYNE CO.
BRIDGE FILE NO. BI OF 82-22-4 ROAD MICHIGAN AVE. AT STA. 56+26.69
CROSSING SCOTTEN AVE. IN CITY OF DETROIT

GENERAL PLAN OF STRUCTURE

NO.	DESCRIPTION	DATE	BY

APPROVED: _____
APPROVED: _____

SQUAD BOSS	7-3-39
DRAWN BY	VAN DIS 5-29-39
TRACED BY	TRAKAS 5-31-39
CHECKED BY	Loggins 6-12-39
SHEET	OF

BI OF 82-22-4