

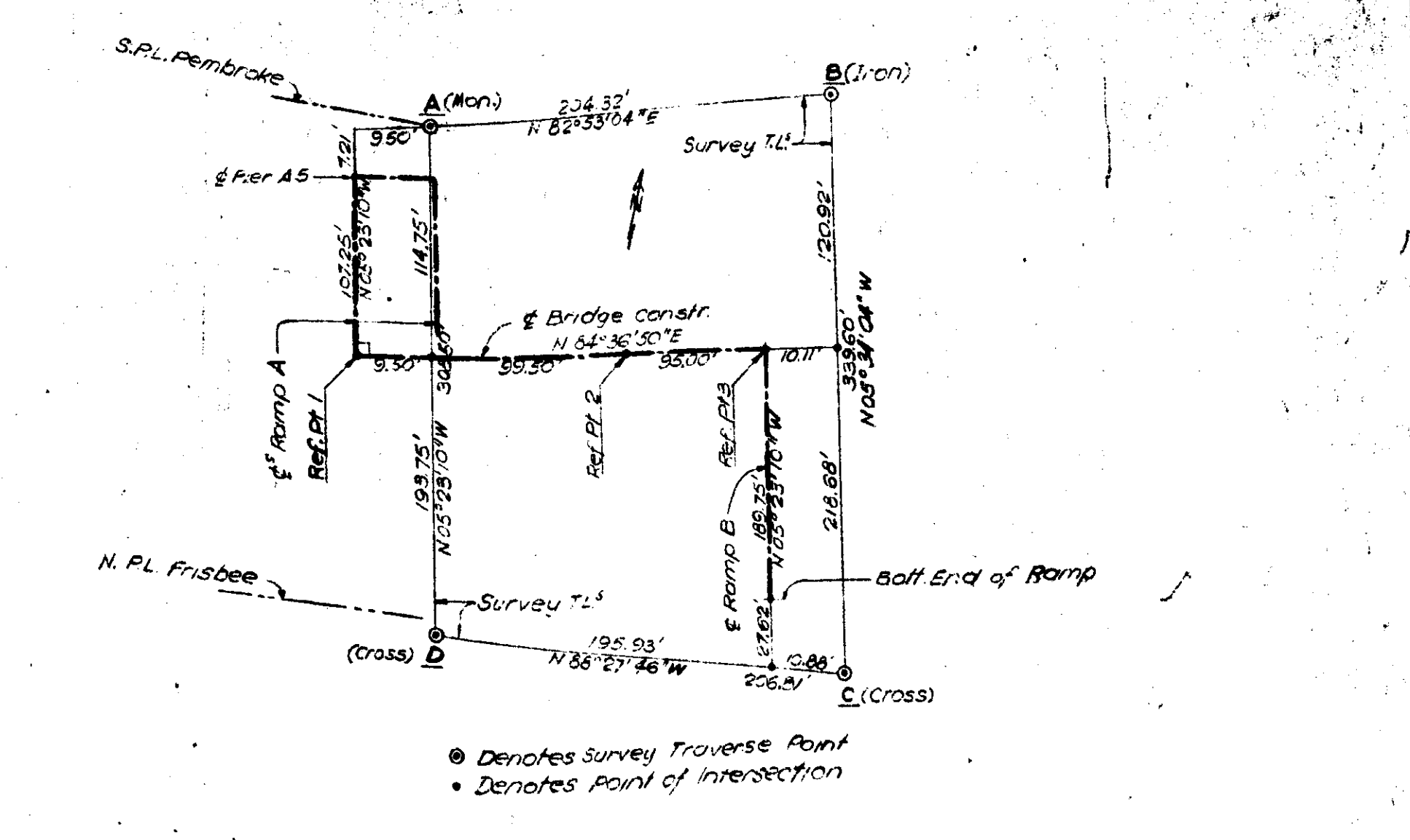
TEST HOLE No 1	TEST HOLE No 2	TEST HOLE No 3
N-3-4-5 3'-6"	N-2-3-4 3'-6"	N-3-3 2'-0"
N-1-2-5 7'-0"	N-2-3 5'-6"	N-2-3-4 5'-300
N-1-2-3 5'-320	N-2-3-4 1'-0"	N-2-3-4 22'-6"
N-2-3-5 5'-330	N-2-3-4 3'-0"	N-3-4-5 3'-6"

**PROFILE OF ROADWAYS**  
SCALE: HORIZ. - 1" = 30'  
VERT. - 1" = 5'

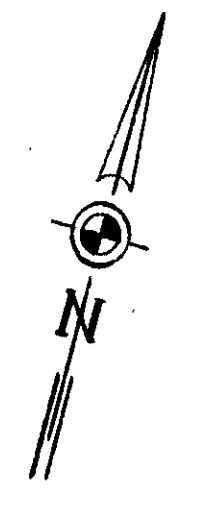
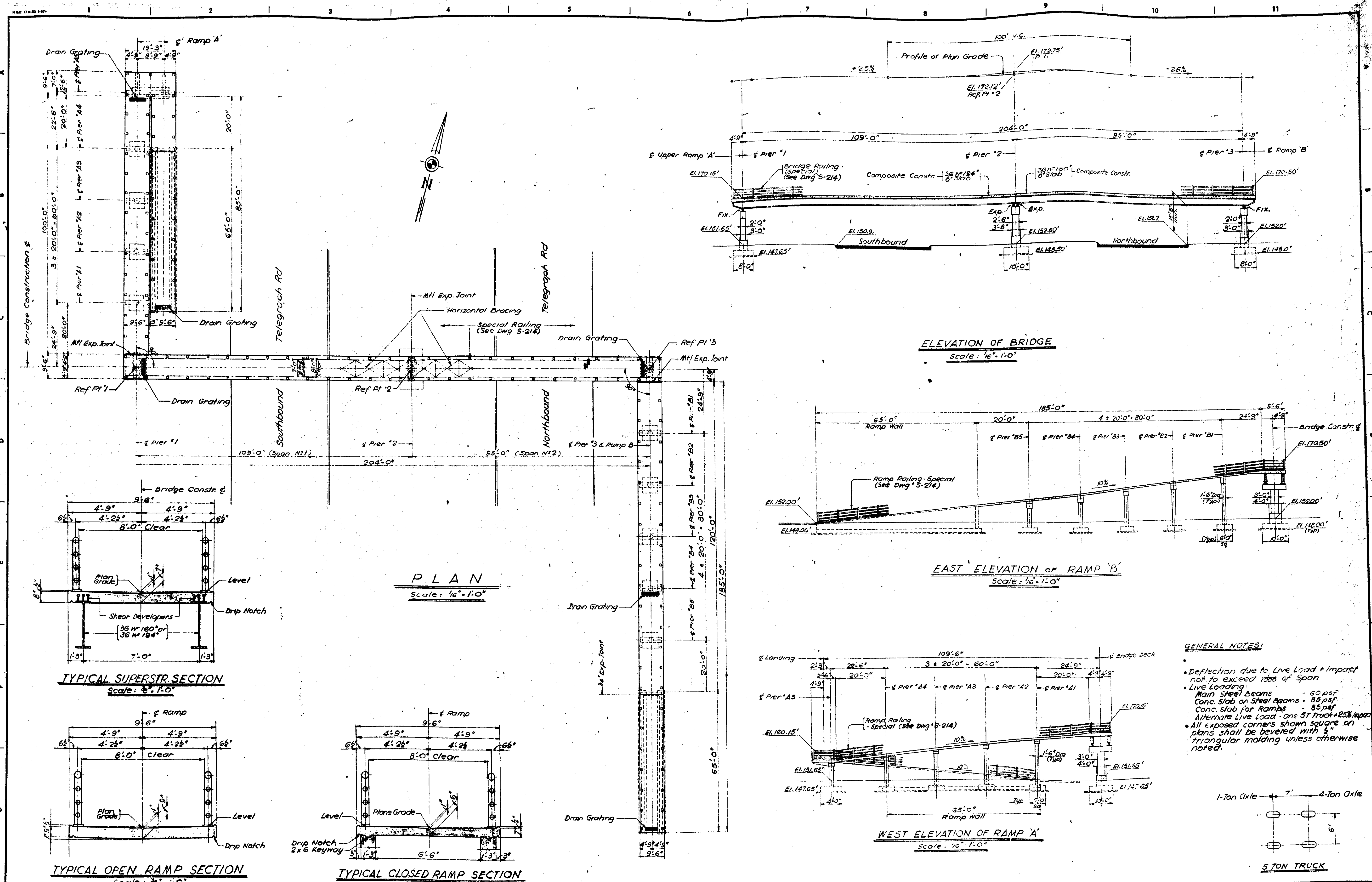
**TEST BORINGS**  
DRY ON COMPLETION W.L. @ 26'-0" - 3 HRS AFTER COMPL.  
W.L. @ 4'-6" - 24 HRS AFTER COMPLETION

**NOTE:**  
N- INDICATES NUMBER OF BLOWS TO DRIVE SAMPLER 6" USING 140# HAMMER FALLING 30"

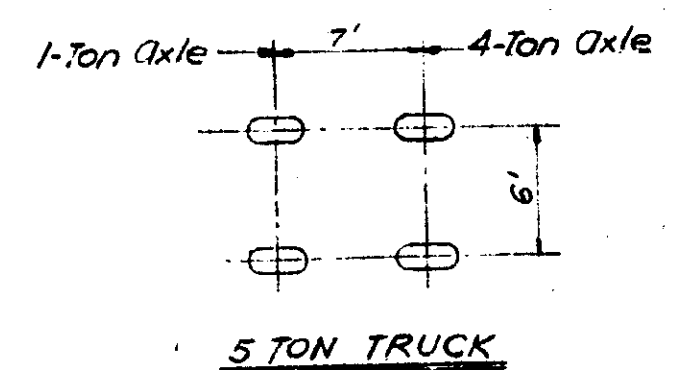
**LEGEND**  
NUMBER OF BLOWS PER 6" INCREMENT  
TRANSVERSE SHEAR STRENGTH PSF.  
COMPOSITION  
DEPTH



DESIGNED BY <i>W. B. Williams</i>	APPROVED <i>H. J. ...</i>	CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEERS OFFICE FOR DEPARTMENT OF PUBLIC WORKS	PEDESTRIAN BRIDGE - BP 14 CROSSING TELEGRAPH RD. (US 24) BETW. PEMBROKE ST. & FRISBEE ST.	SHEET 14 OF 28 SHEETS
DRAWN BY <i>U. B.</i>	ADMINISTR. ENGR <i>W. J. ...</i>			CONTRACT NO. PW-5766
TRACED BY <i>Sturm</i>	CHIEF CIVIL ENGINEER <i>J. C.</i>	GENERAL PLAN & ALIGNMENT DIAGRAM	DRWG No. S-201	DATE MARCH, 1908



- GENERAL NOTES:**
- Deflection due to Live Load + Impact not to exceed 1/800 of Span
  - Live Loading:
    - Main Steel Beams - 60 psf
    - Conc. Slab on Steel Beams - 85 psf
    - Conc. Slab for Ramps - 85 psf
    - Alternate Live Load - one 5T Truck + 25% Impact
  - All exposed corners shown square on plans shall be beveled with 1/2" triangular molding unless otherwise noted.



DESIGNED BY	W. B. [Signature]	APPROVED:	[Signature]
DRAWN BY	N. B.	STRUCT. ENGR	[Signature]
TRACED BY		ADMINISTR. ENGR	[Signature]
CHECKED BY	SPRIM J.C.	HEAD CIVIL ENGINEER	[Signature]

**CITY OF DETROIT**  
 DEPARTMENT OF PUBLIC WORKS  
 CITY ENGINEERS OFFICE  
 FOR  
 DEPARTMENT OF PUBLIC WORKS

**PEDESTRIAN BRIDGE - BP14**  
 CROSSING TELEGRAPH RD (US 24) BETW. PEMROKE ST. & FRISBEE ST.  
**GENERAL PLAN OF STRUCTURE**

SHEET 15 OF 24 SHEETS
CONTRACT No. DW-5766
DRWG No. S-202
DATE APR 24, 1968