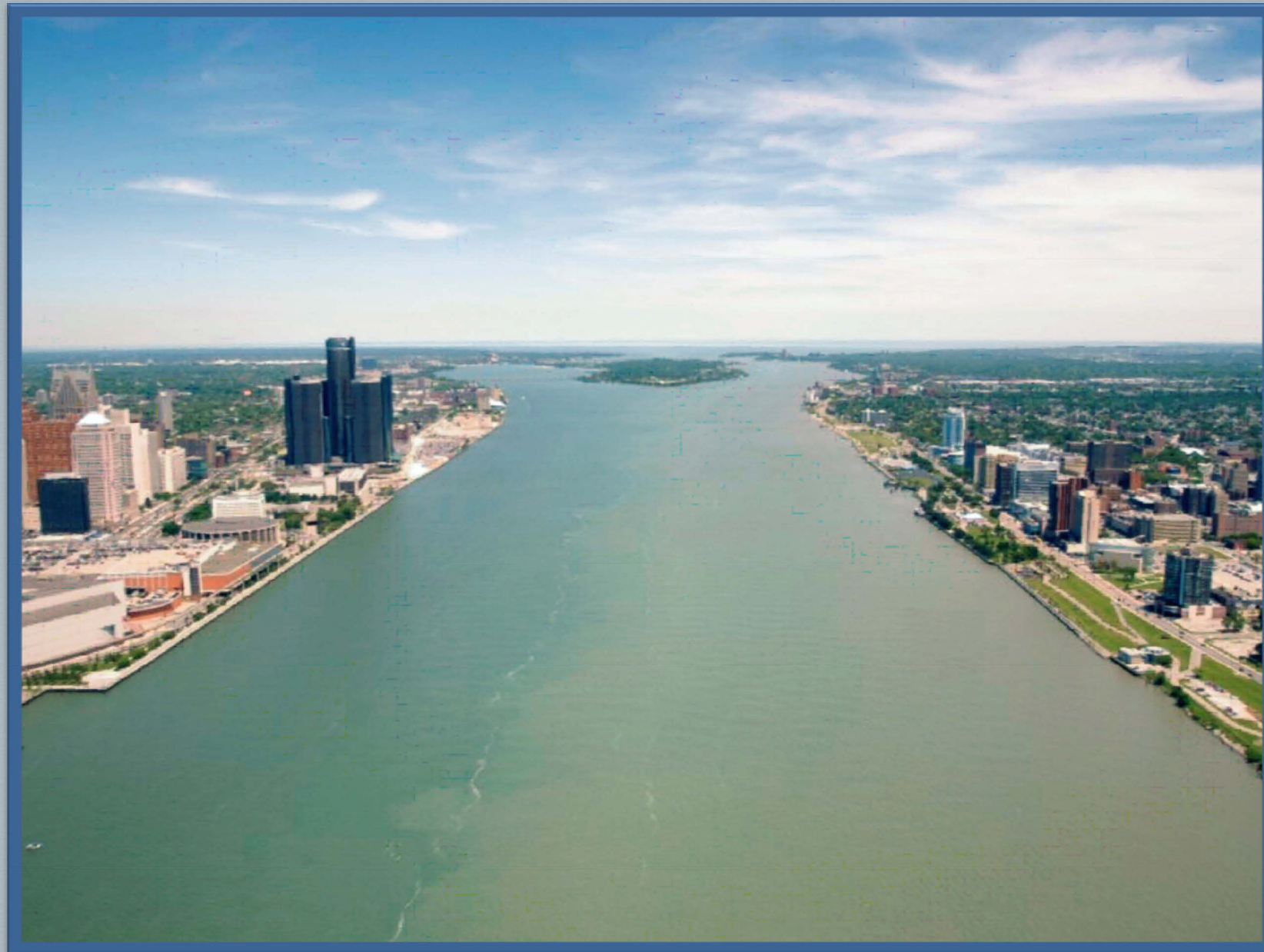


Detroit River
INTERNATIONAL CROSSING
PROJECT

A BORDER TRANSPORTATION PARTNERSHIP



Canada



DETROIT RIVER INTERNATIONAL CROSSING

Engineering Report

VOLUME 3: INTERCHANGE/LOCAL ROADWAY PLANS

November 2008

Prepared by:

PARSONS

In association with:

benesch

NCI
NORTHWEST CONSULTANTS, INC.



SE Somat Engineering,
INCORPORATED

Under agreement with: **CORRADINO**
THE CORRADINO GROUP

DETROIT RIVER INTERNATIONAL CROSSING

ENGINEERING REPORT C.S. 82194/J.N. 802330

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CONCEPTUAL RAILROAD PLAN	89

PREPARED FOR

MICHIGAN
DEPARTMENT OF TRANSPORTATION

NOVEMBER 2008

PREPARED BY

PARSONS

26777 CENTRAL PARK BOULEVARD
SUITE 275
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CORRADINO
THE CORRADINO GROUP

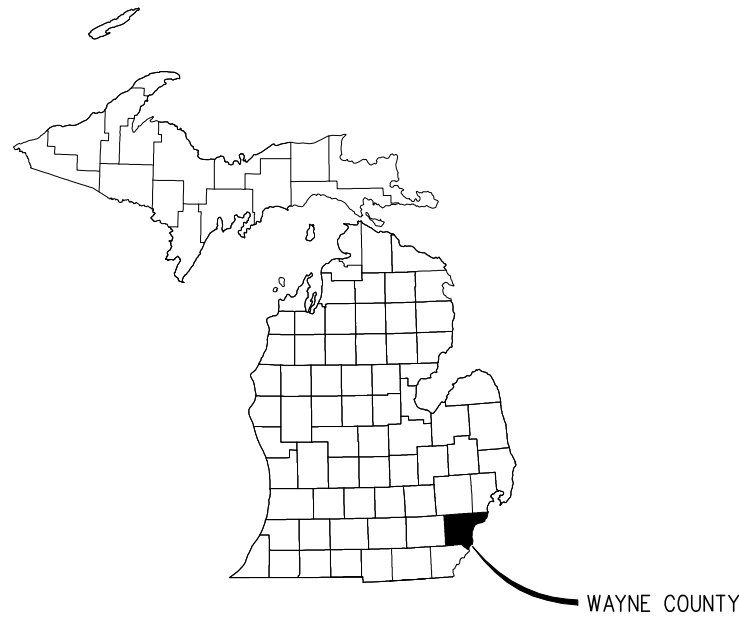
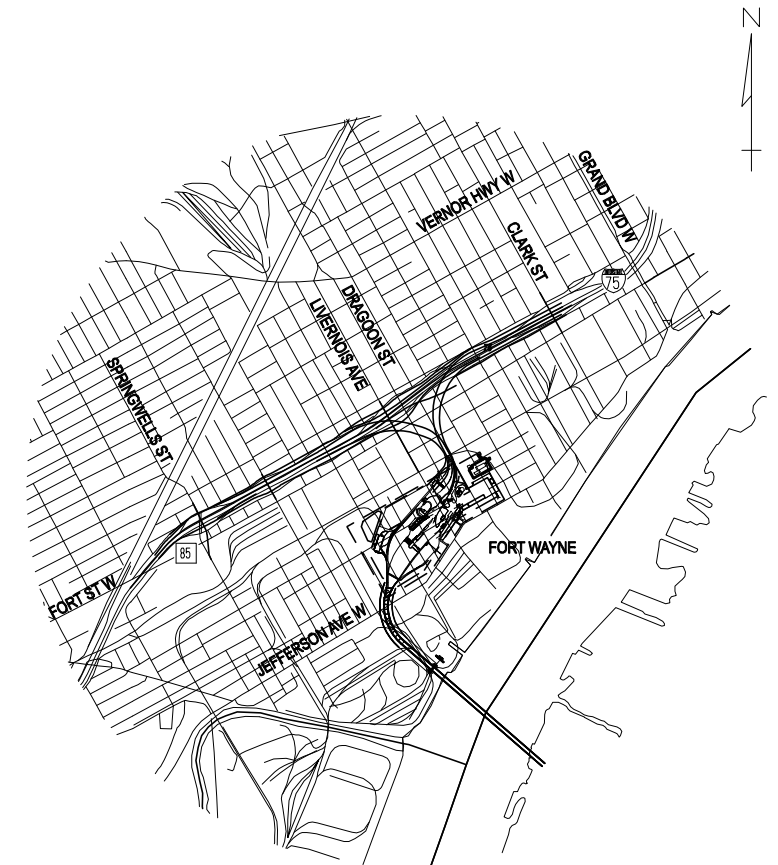
20300 CIVIC CENTER DRIVE
SUITE 410
SOUTHFIELD, MI 48076
248-799-1040

benesch

alfred benesch & company
Engineers • Surveyors • Planners
222 NORTH WASHINGTON SQUARE,
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NCI

44978 FORD RD. ,
SUITE A
CANTON, MI 48187
PH 734-454-7566
FAX 734-454-7536



LOCATION MAP

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DATE: 11/22/2008

82194 - 802230
CHECKED BY: P. GIBBONS
DATE: 11/22/2008

CONTROL SECTION - JOB NUMBER

CONTRACT FOR:

APPROVALS

RECOMMENDED FOR APPROVAL _____
PROJECT MANAGER - _____, P.E. _____ DATE _____

RECOMMENDED FOR APPROVAL _____
DELIVERY ENGINEER - _____, P.E. _____ DATE _____

MICHIGAN
DEPARTMENT OF TRANSPORTATION
KIRK T. STEUDLE, P.E. - DIRECTOR

APPROVED BY _____
ENGINEER OF DEVELOPMENT - JOHN POLASEK, P.E. _____ DATE _____

MDOT Michigan Department of Transportation
M. ALGHURABI
MDOT DESIGN COORDINATOR
DETROIT TSC
DESIGN UNIT
PROJECT LOCATION (TSC)

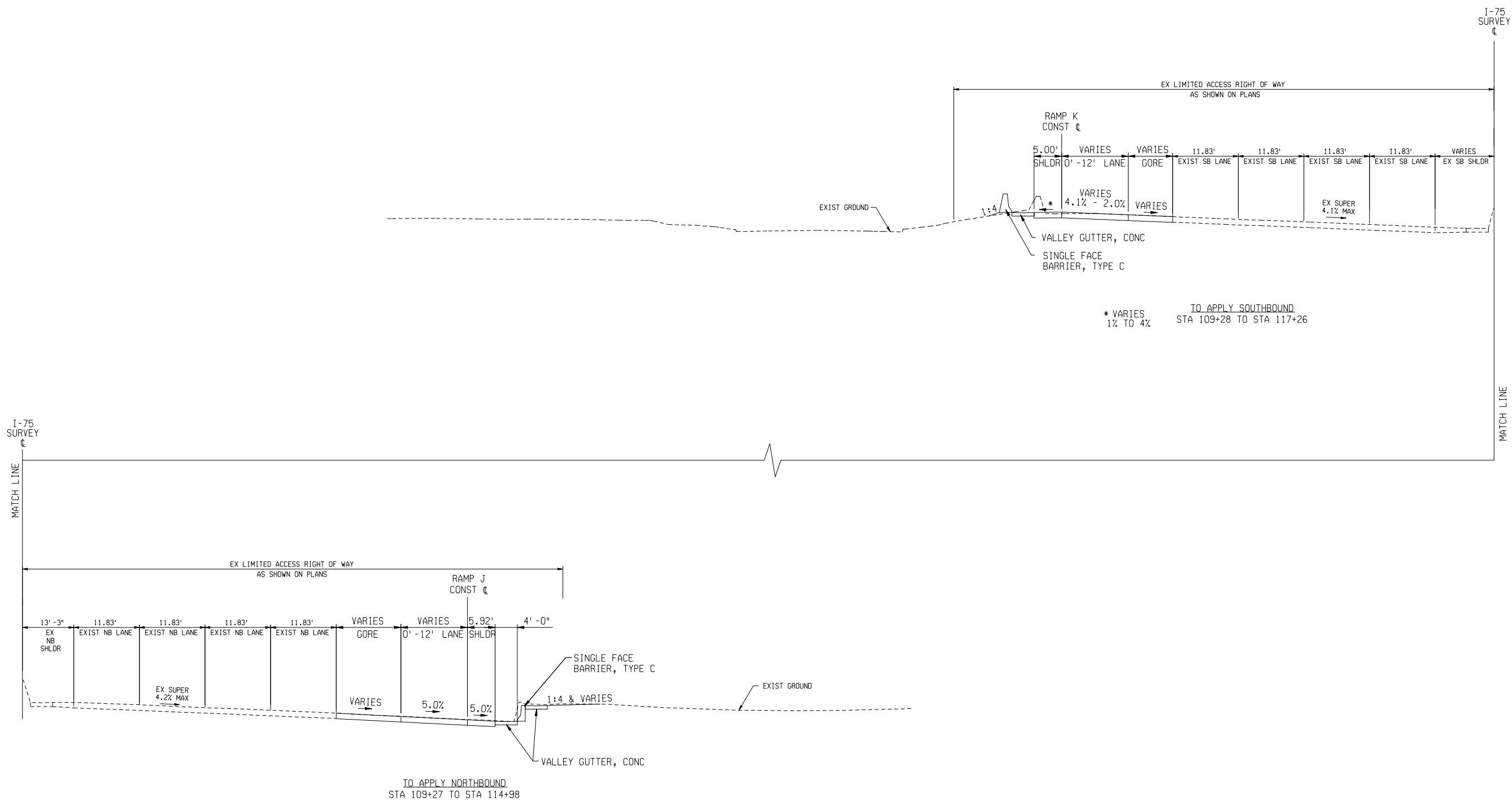
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11/22/2008

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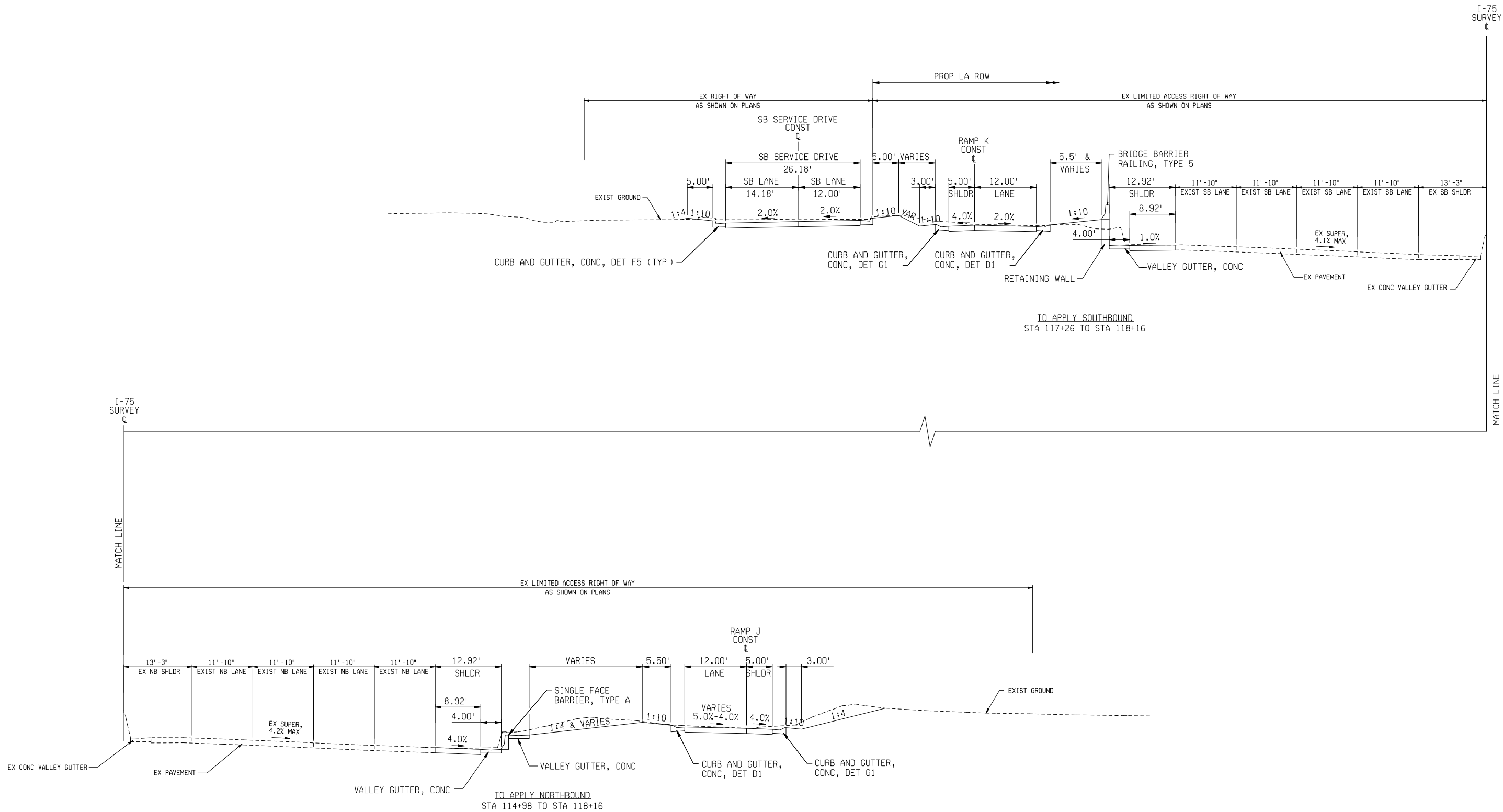
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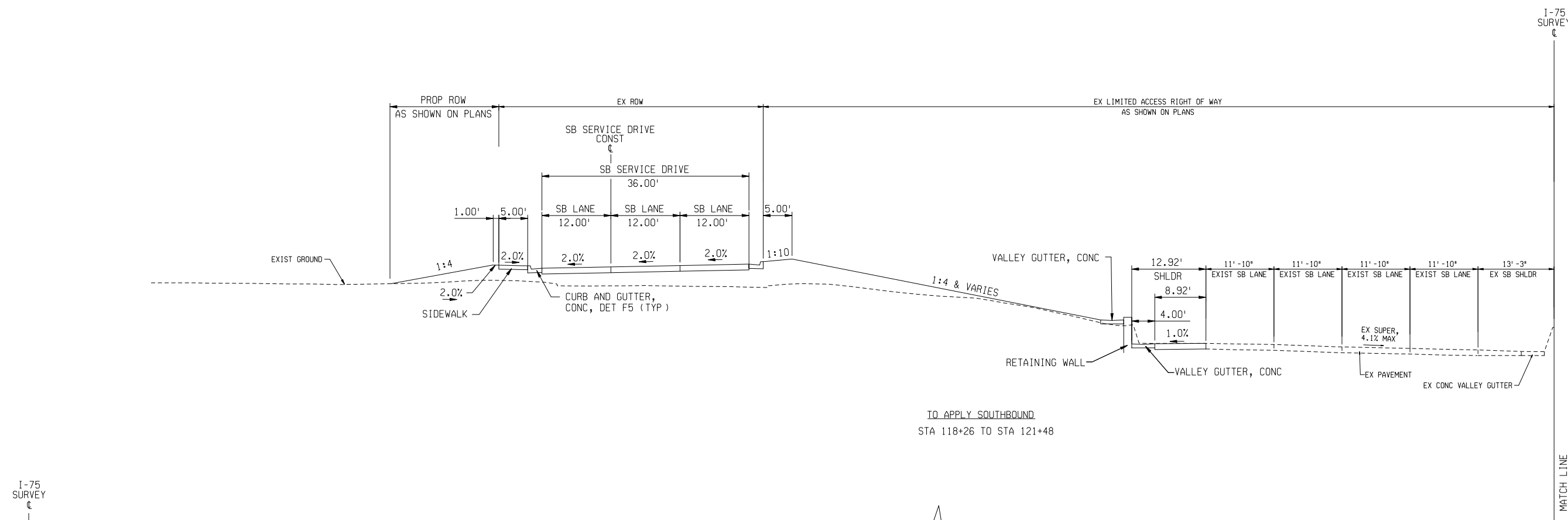
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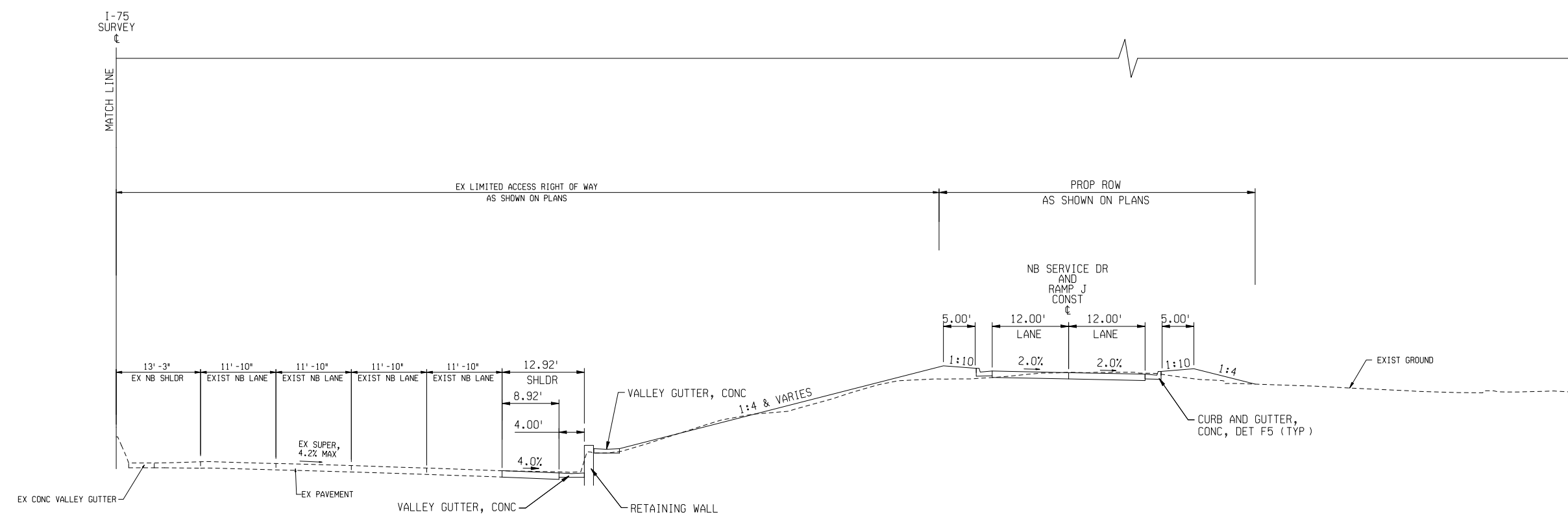


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FINAL R.O.W.			
AUTH	DATE	NO.	REVISION



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STA 118+26 TO STA 121+48



TO APPLY NORTHBOUND
STA 118+26 TO STA 121+48

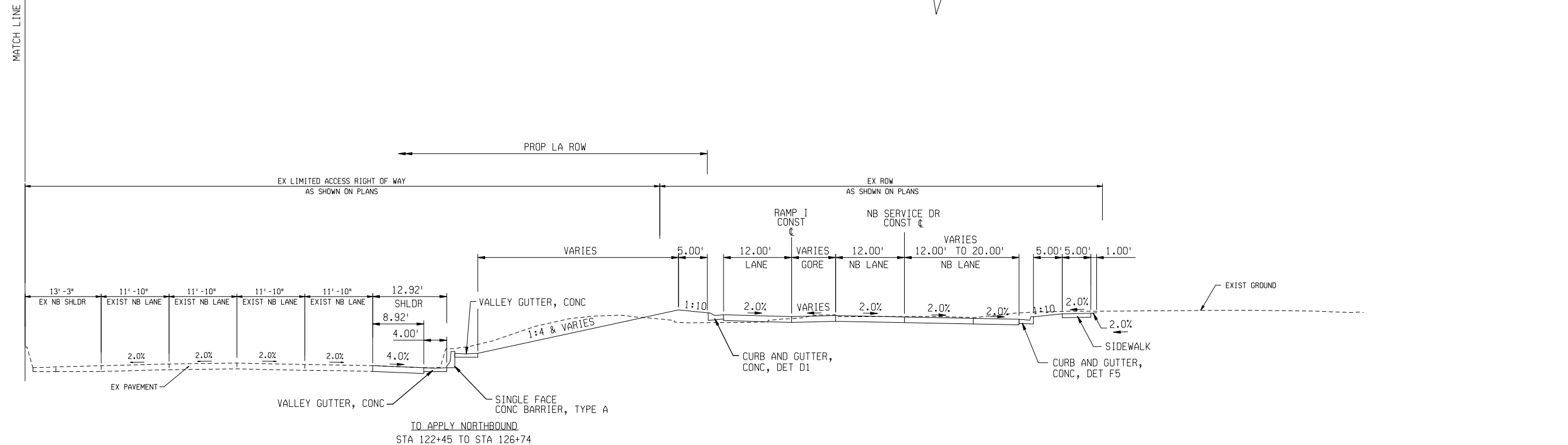
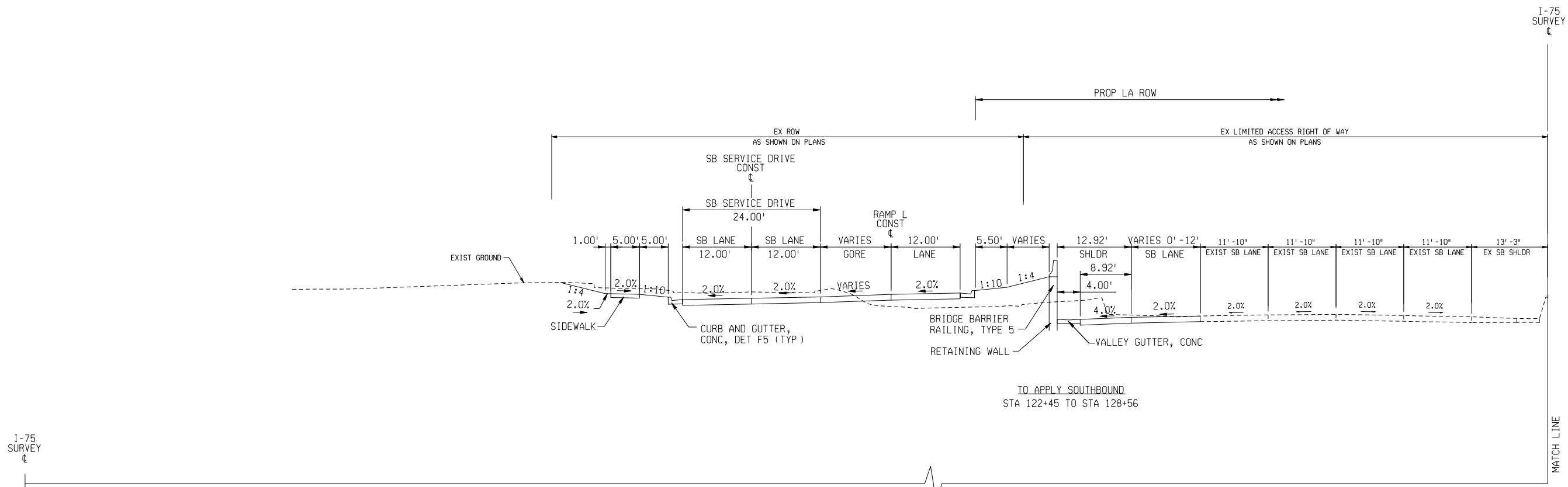
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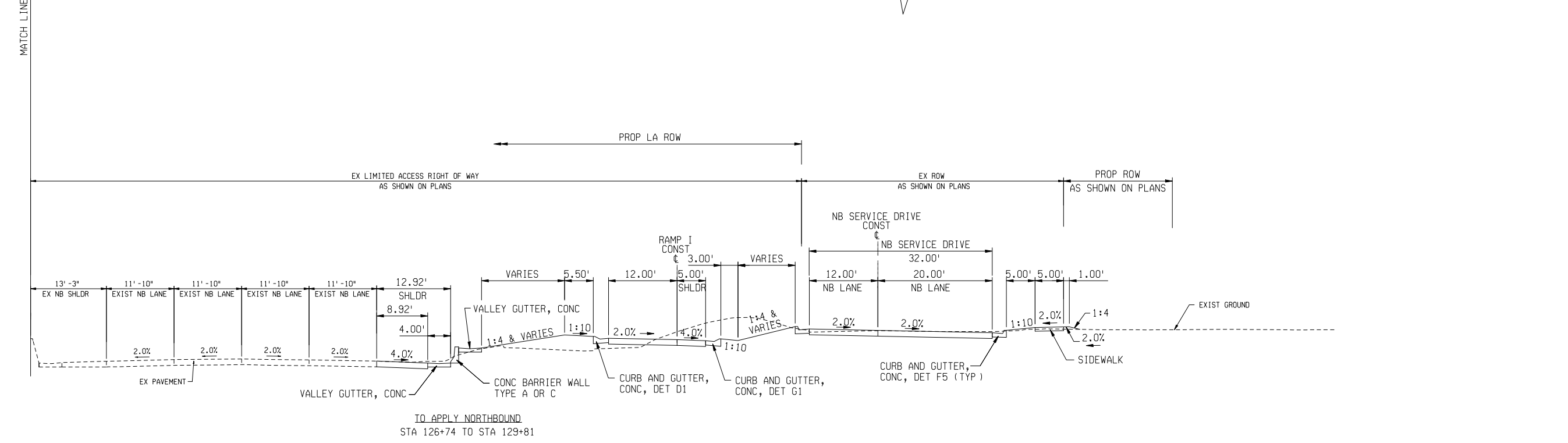
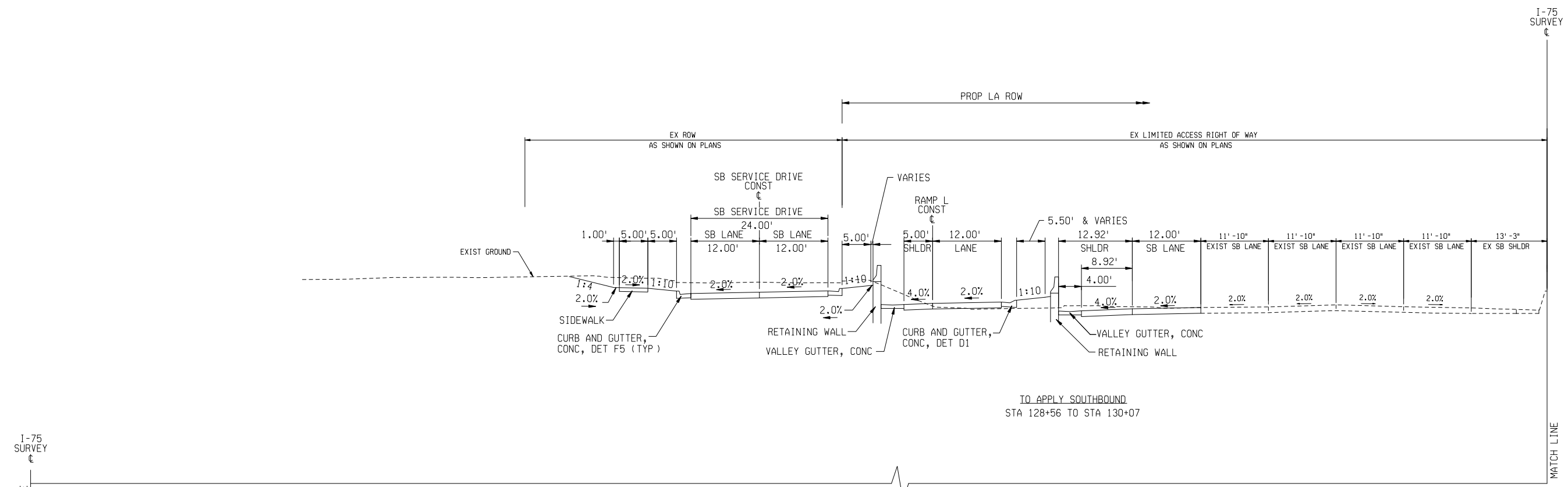
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AUTH	DATE	NO.	REVISION



PARSONS	 Michigan Department of Transportation	TYPICAL CROSS SECTION			
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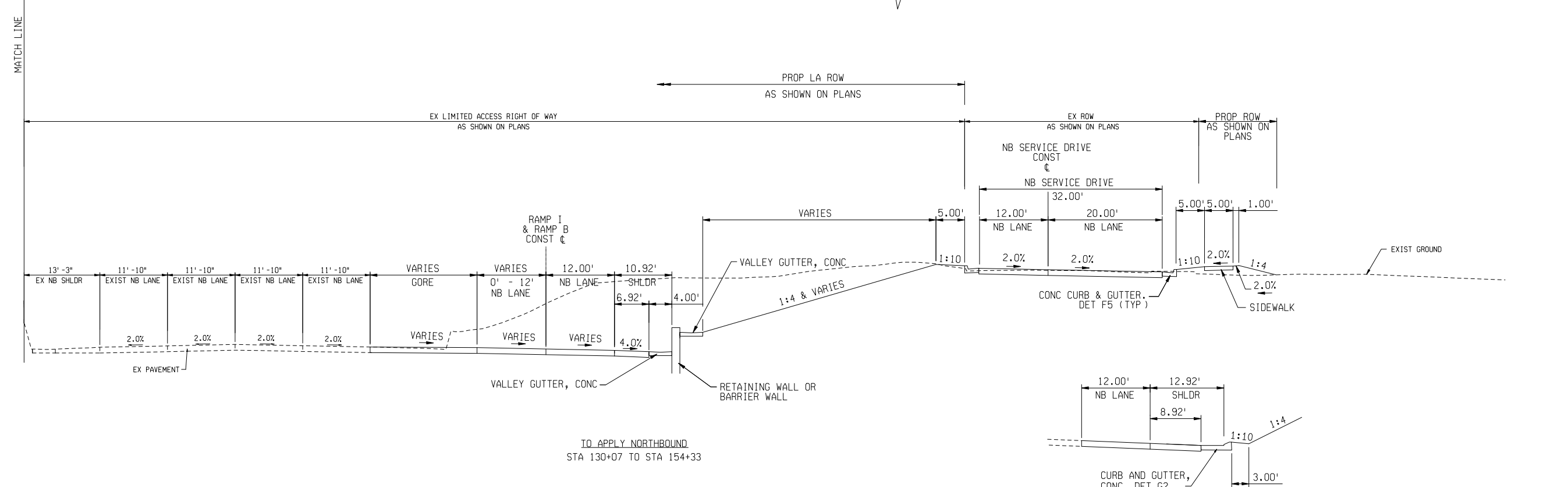
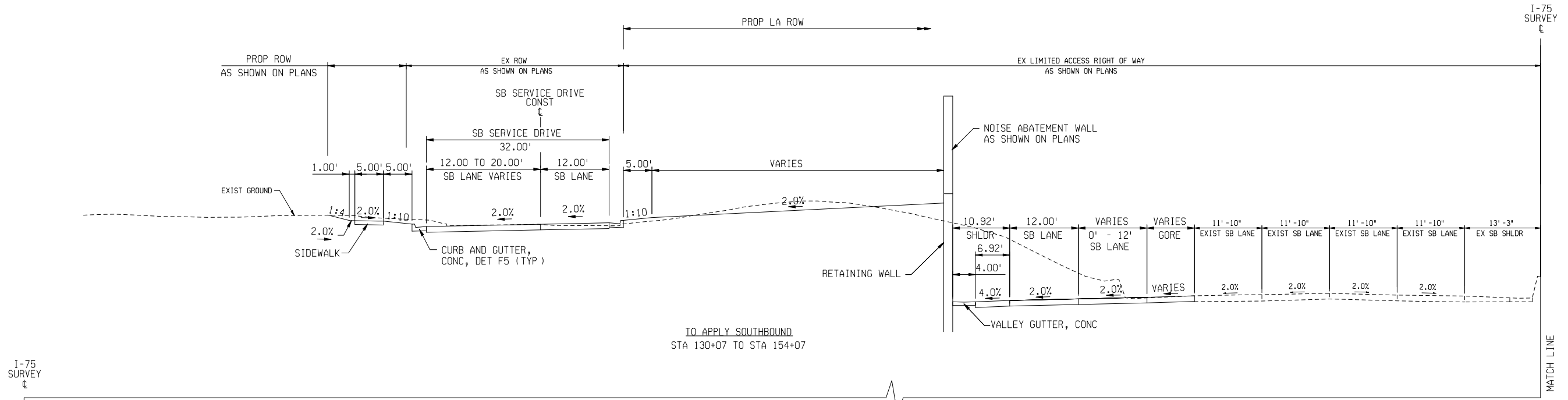
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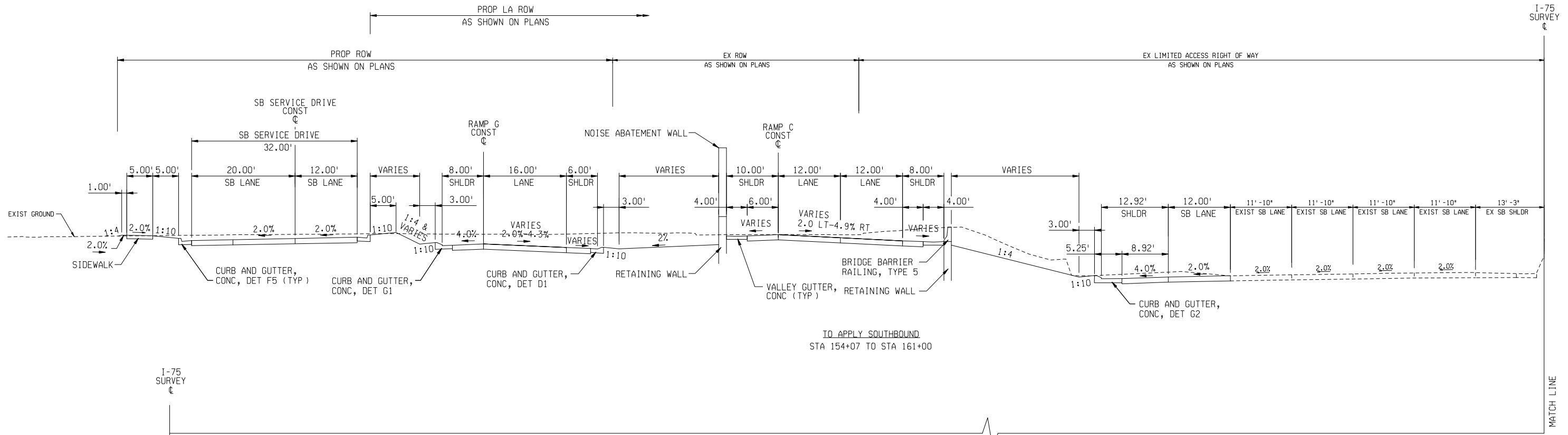


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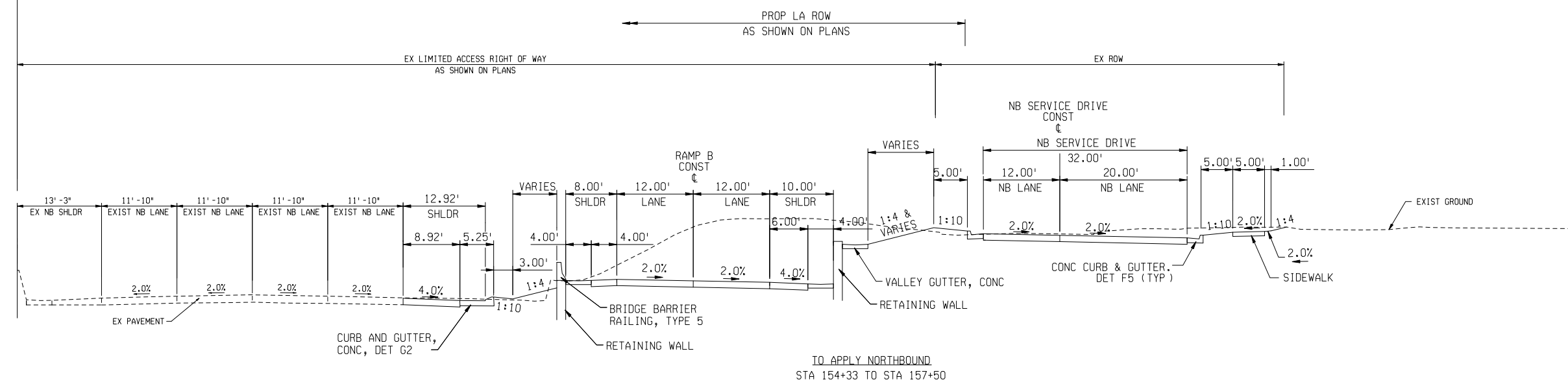
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AUTH	DATE	REVISION



I-75 SURVEY
MATCH LINE

MATCH LINE



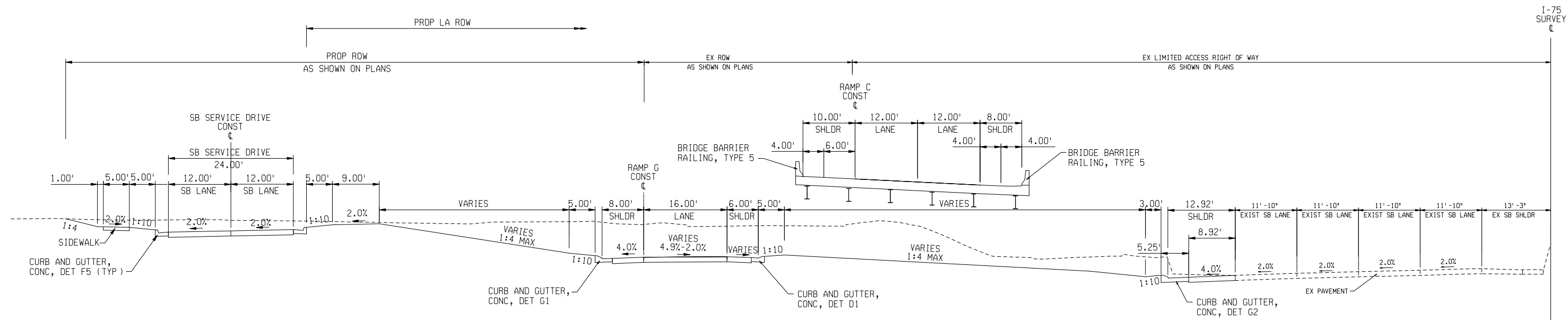
TO APPLY NORTHBOUND
STA 154+33 TO STA 157+50

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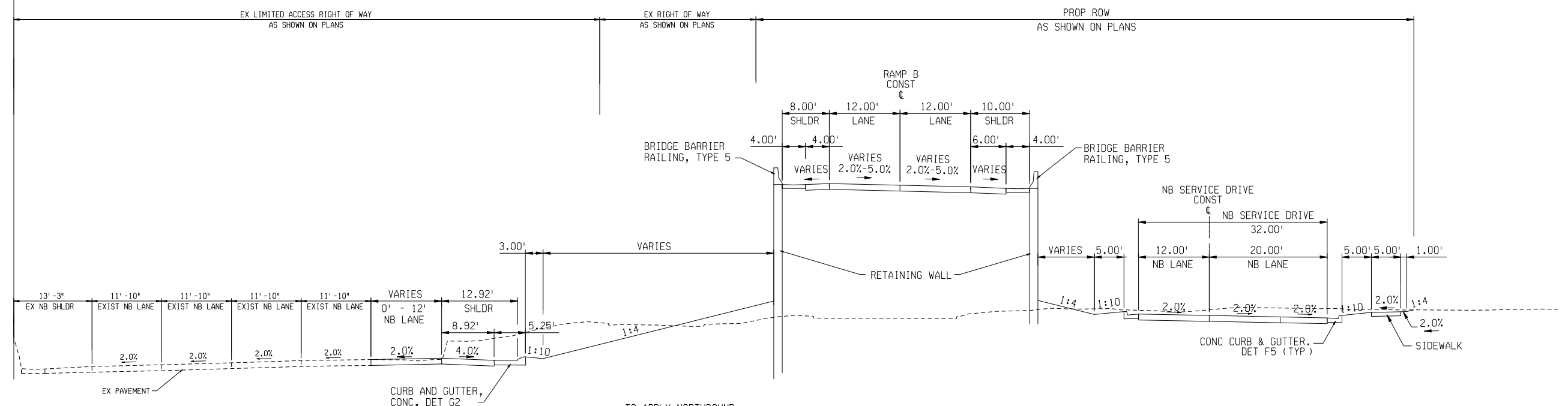
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AUTH	DATE	NO.	REVISION



TO APPLY SOUTHBOUND
STA 161+00 TO STA 167+30

I-75 SURVEY
MATCH LINE

MATCH LINE



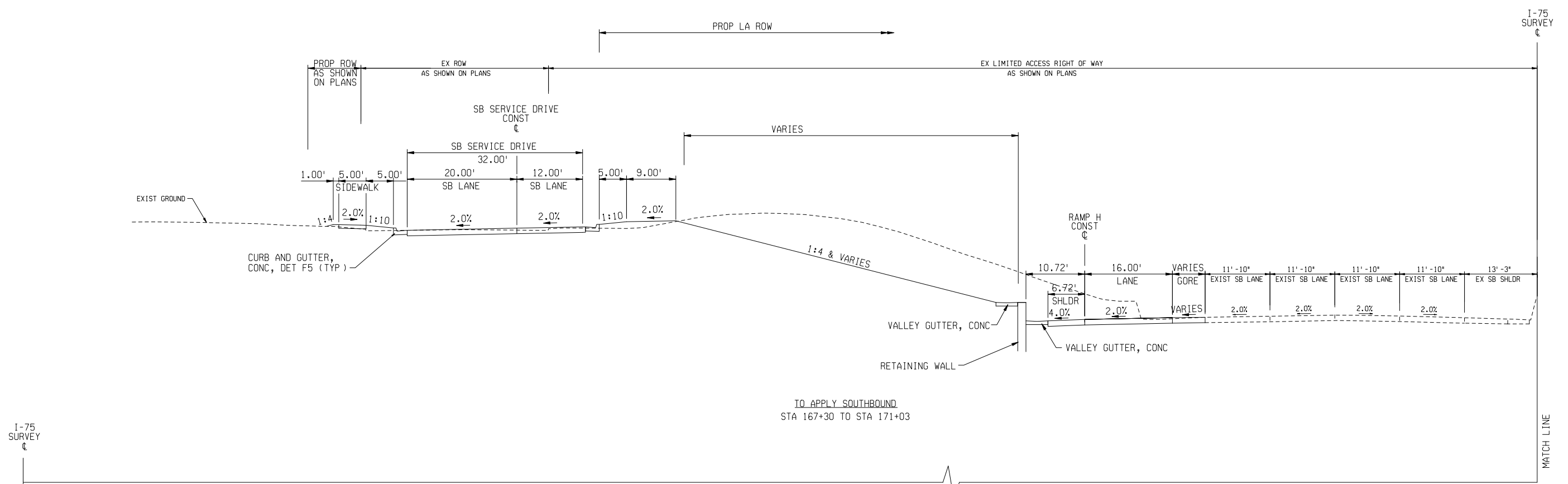
TO APPLY NORTHBOUND
STA 157+50 TO STA 167+53

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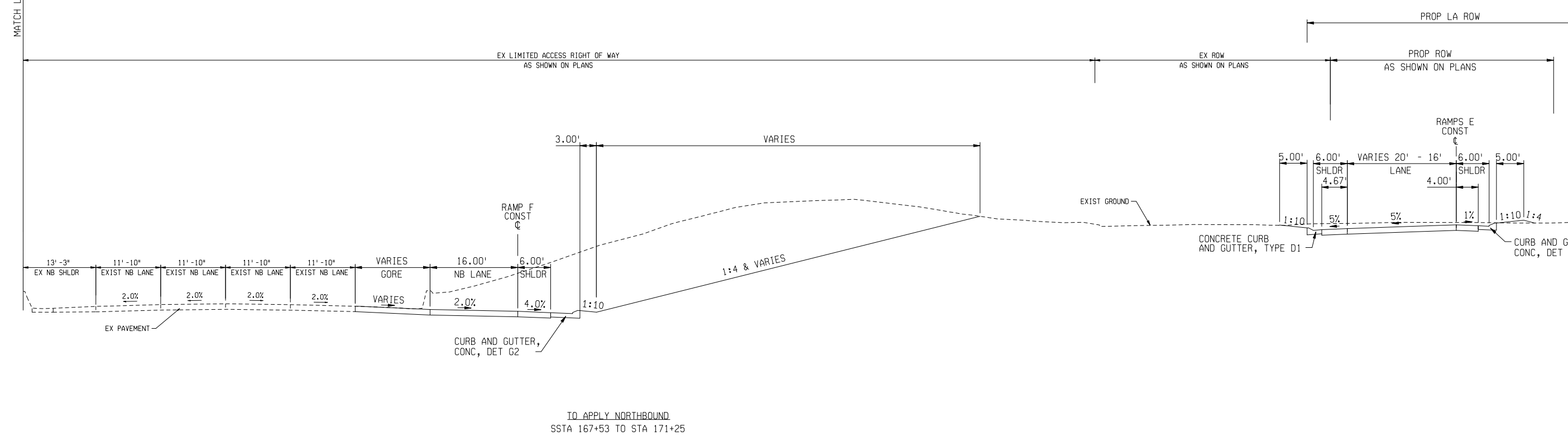
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AUTH	DATE	NO.	REVISION



TO APPLY SOUTHBOUND
STA 167+30 TO STA 171+03



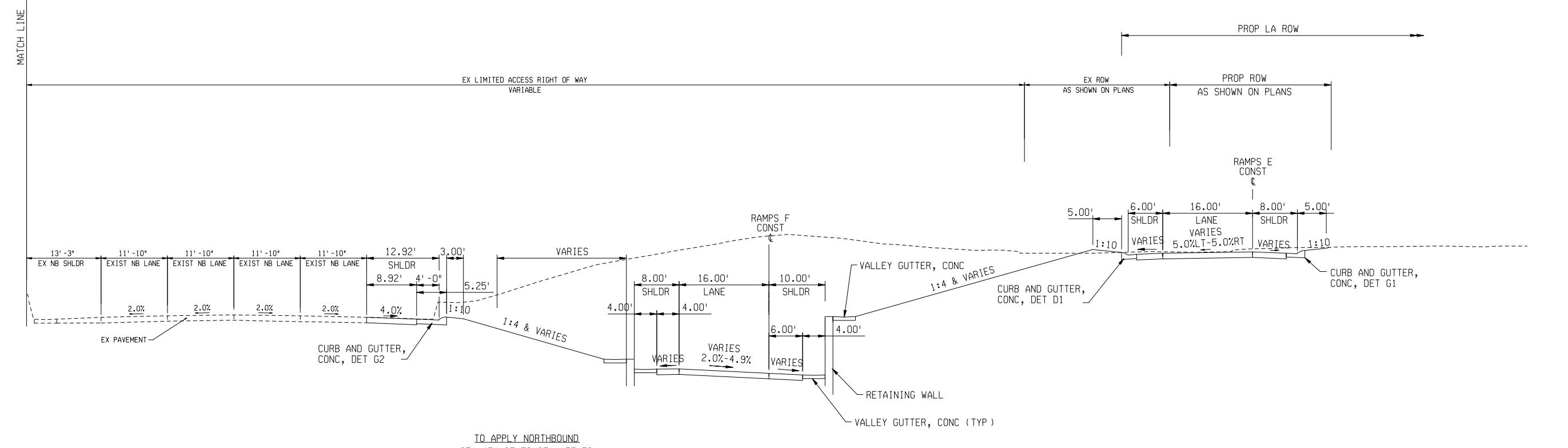
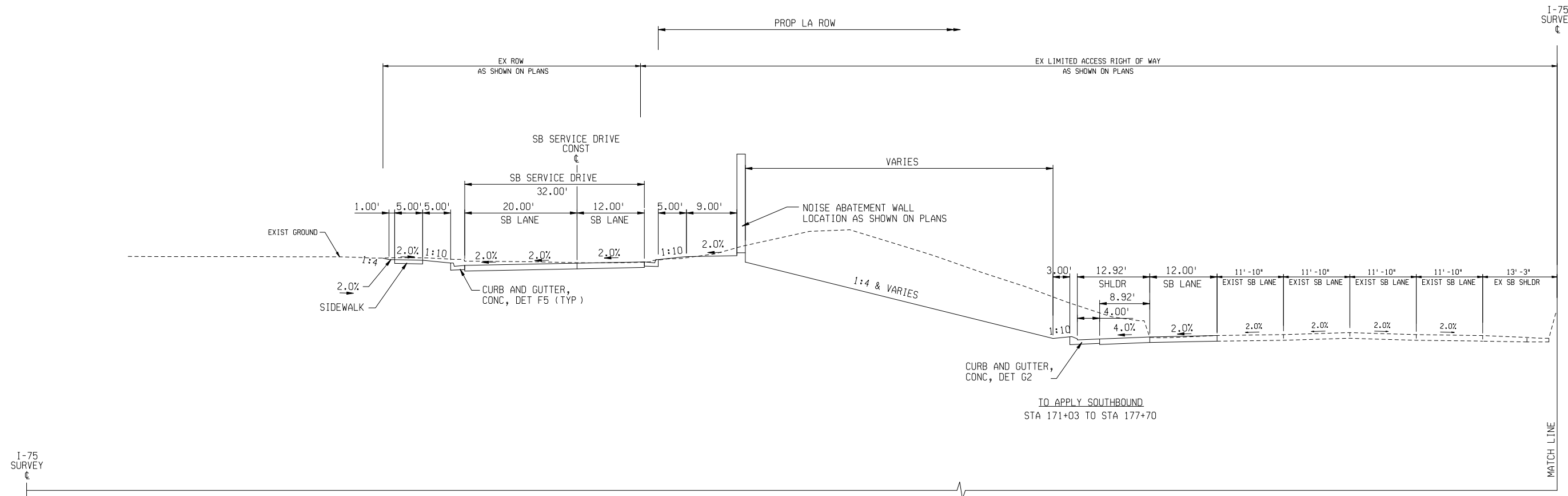
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SSTA 167+53 TO STA 171+25

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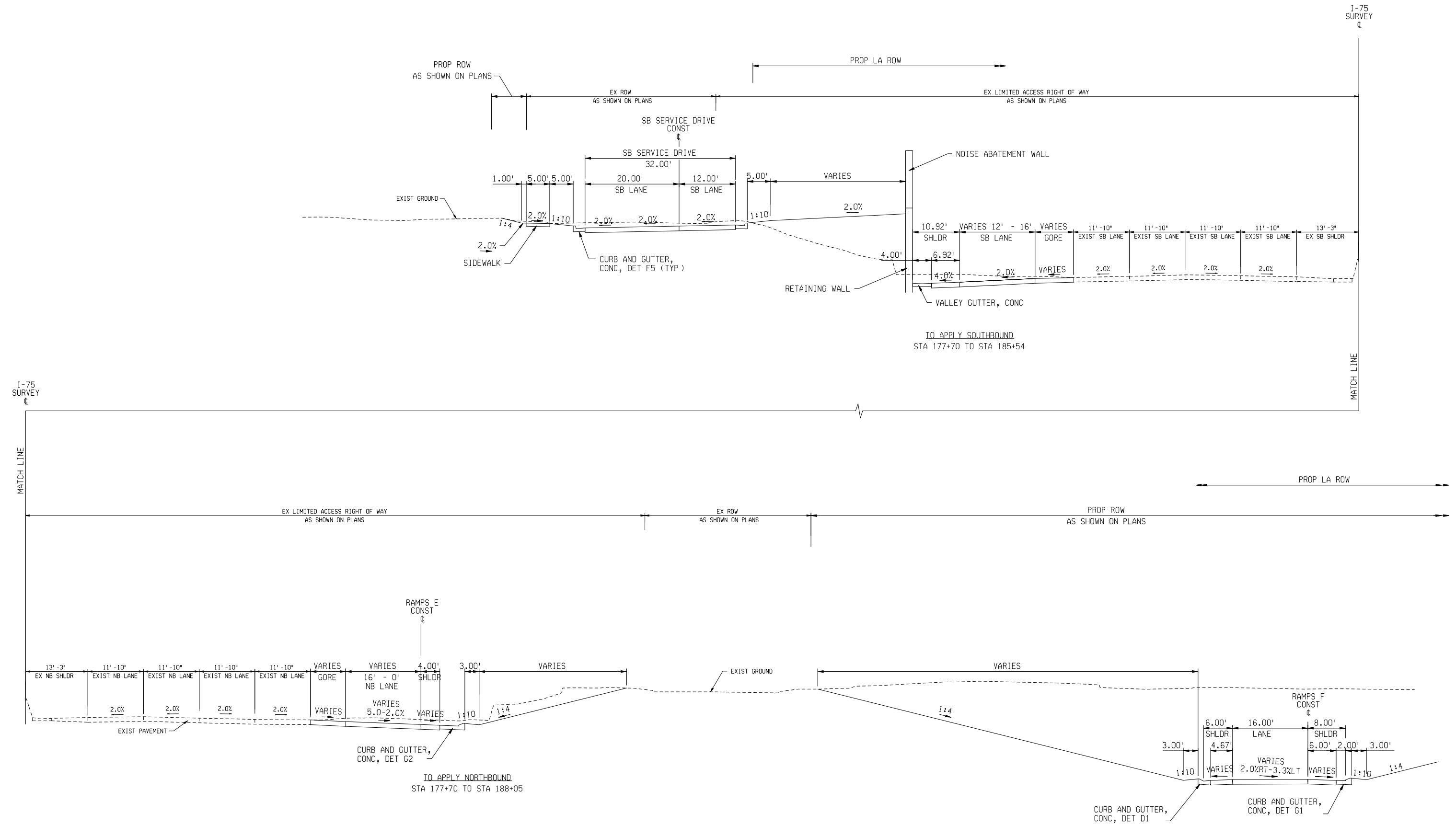
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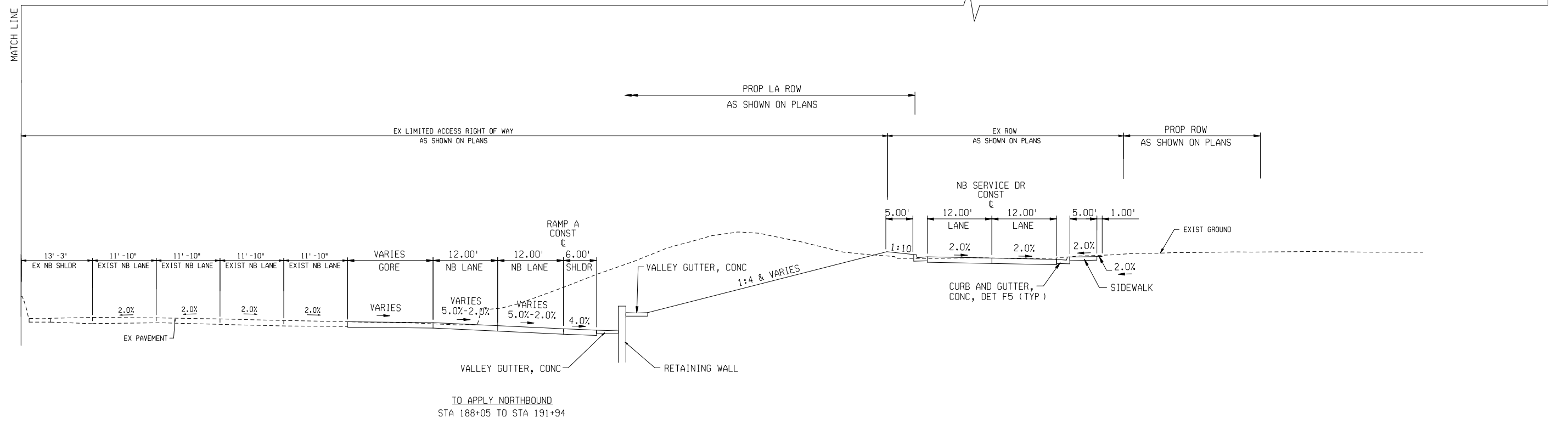
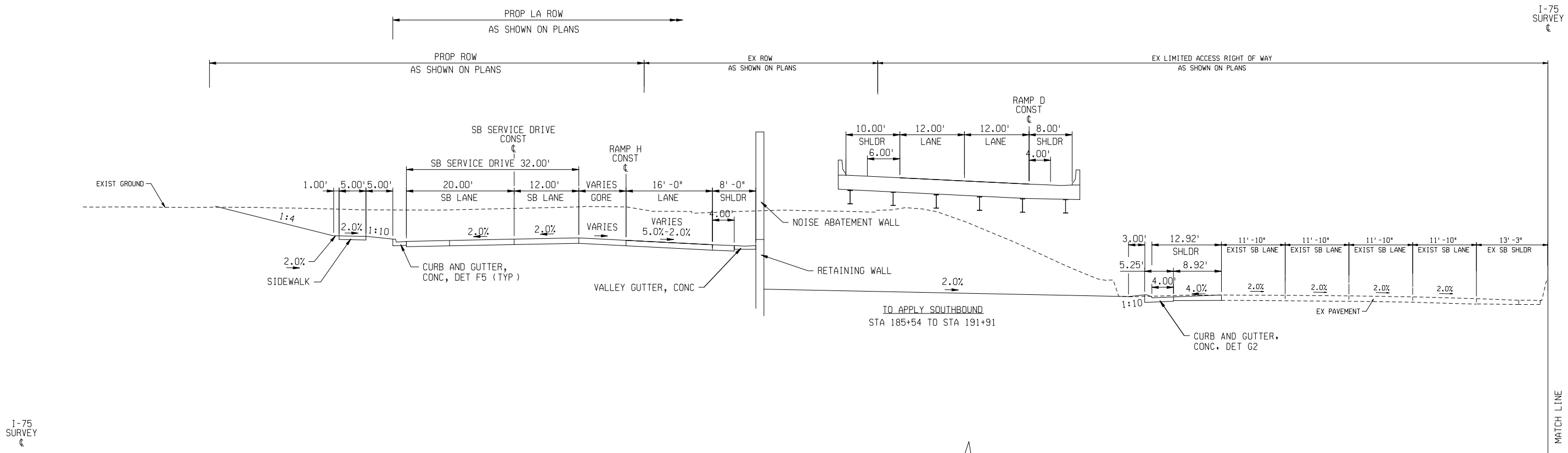
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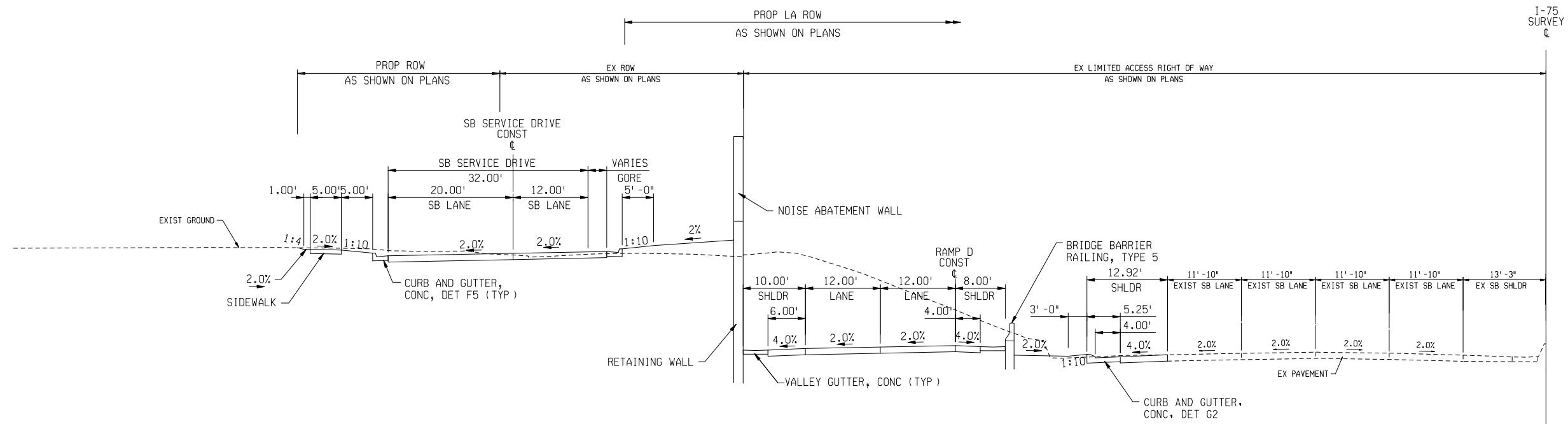


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I-75 SURVEY
 MATCH LINE
 I-75 SURVEY
 MATCH LINE
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 DATE: 11/21/2008
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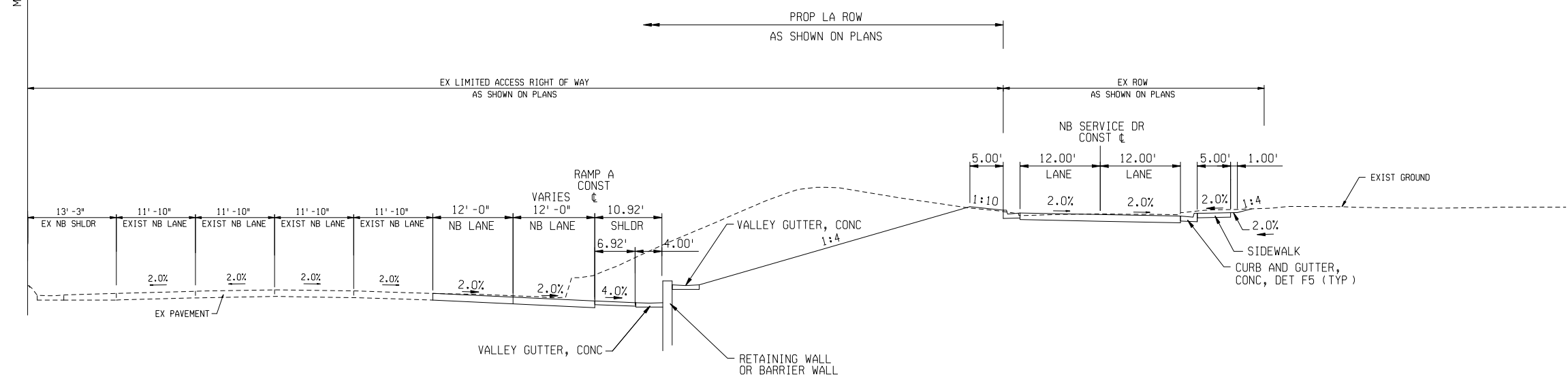


TO APPLY SOUTHBOUND
STA 191+91 TO STA 195+85

I-75 SURVEY

MATCH LINE

MATCH LINE



TO APPLY NORTHBOUND
STA 191+94 TO STA 202+84

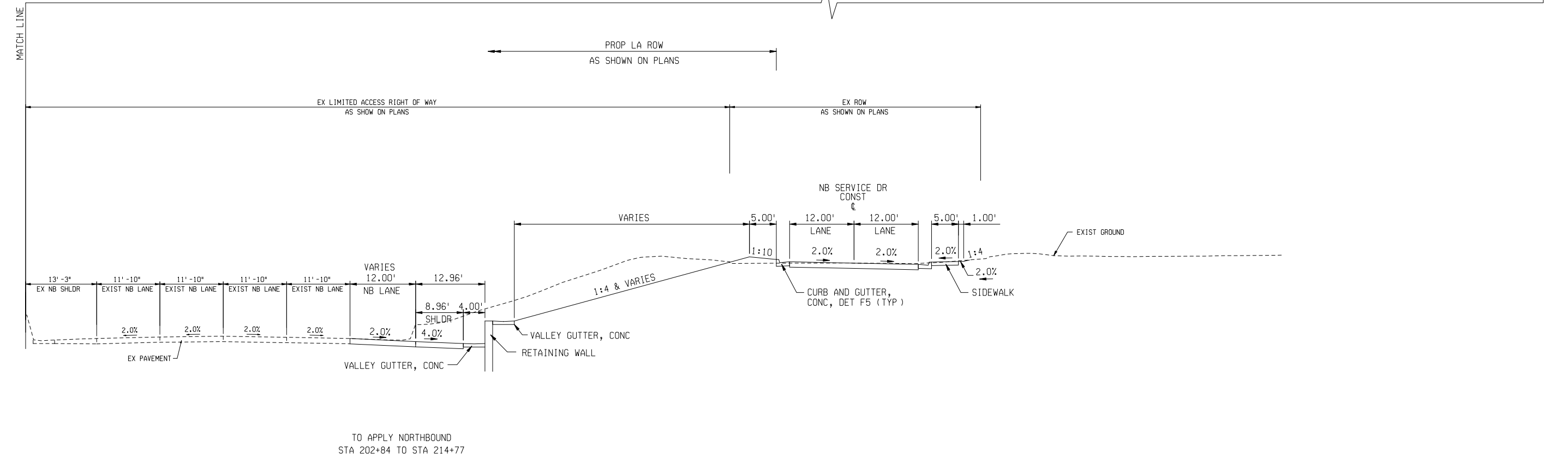
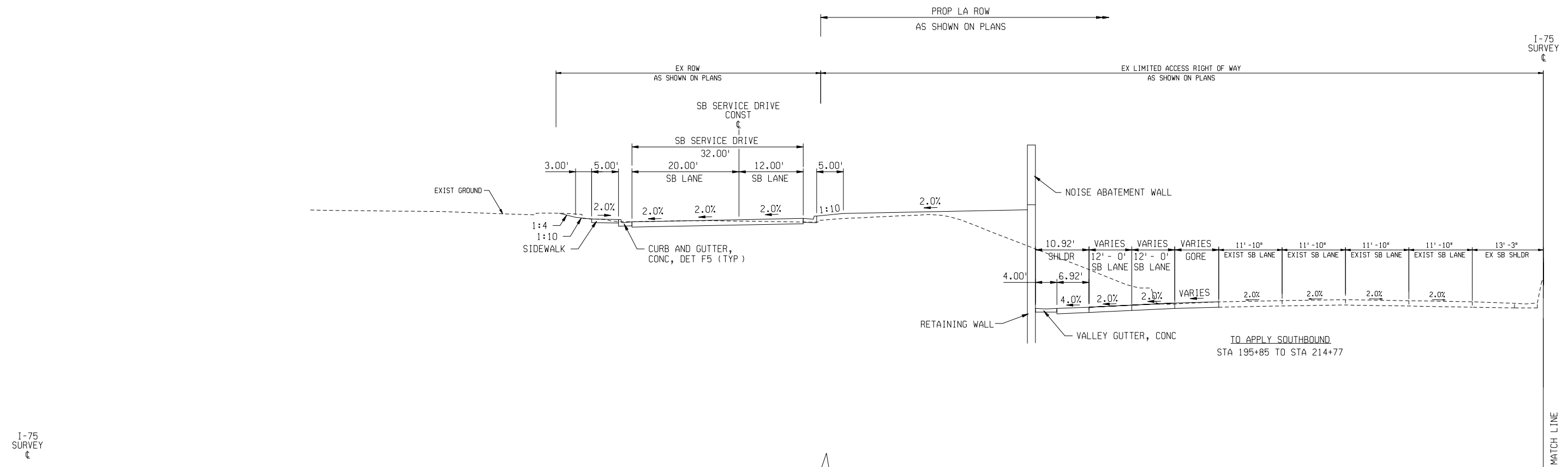
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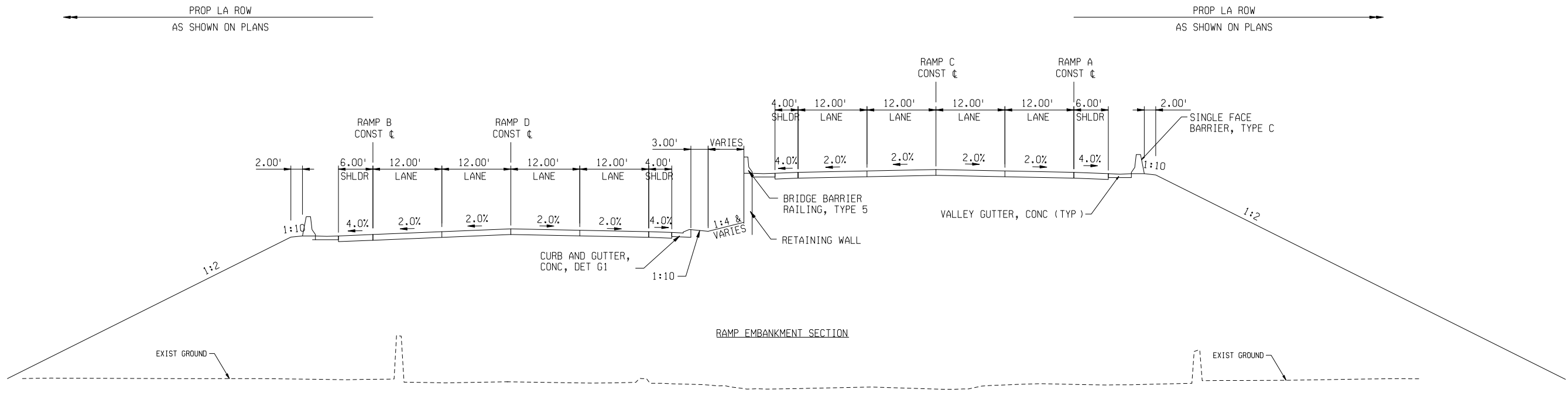


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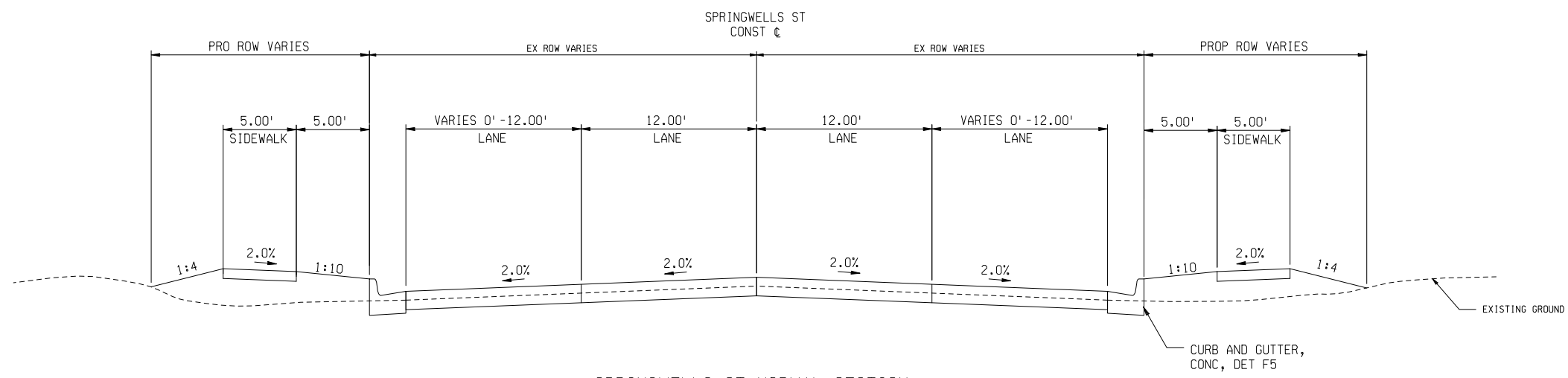


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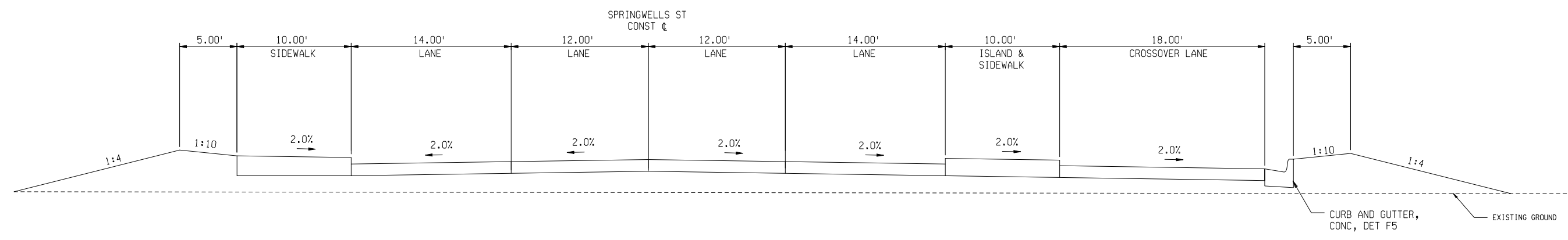
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AUTH	DATE	NO. REVISION



SPRINGWELLS ST NORMAL SECTION
TYPICAL SECTION

TO APPLY
STA 0+00 TO STA 7+50
STA 10+60 TO STA 13+50



SPRINGWELLS ST BRIDGE APPROACH
TYPICAL SECTION

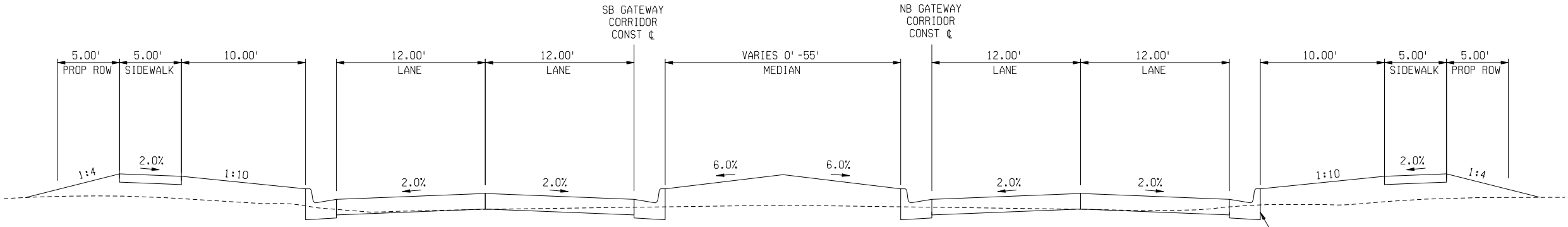
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STA 10+10 TO STA 10+60

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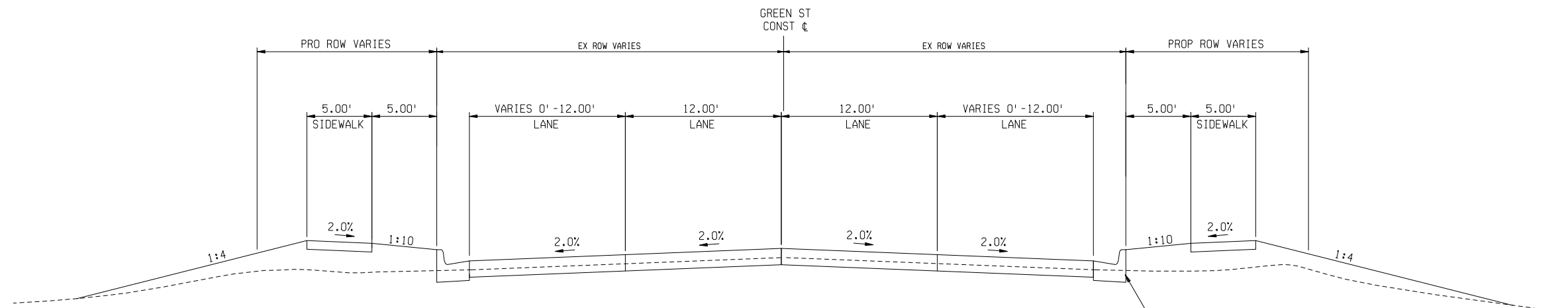
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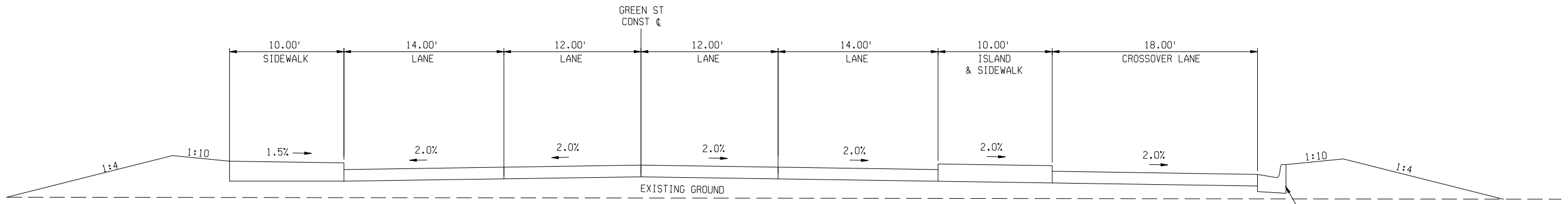
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TYPICAL SECTION**

TO APPLY
SB GATEWAY CORRIDOR
STA 0+00 TO STA 22+96
NB GATEWAY CORRIDOR
STA 0+00 TO STA 23+39



**GREEN ST NORMAL SECTION
TYPICAL SECTION**

TO APPLY
STA 22+96 TO STA 0+00
STA 0+00 TO STA 2+20
STA 5+50 TO STA 7+67



**GREEN ST BRIDGE APPROACH
TYPICAL SECTION**

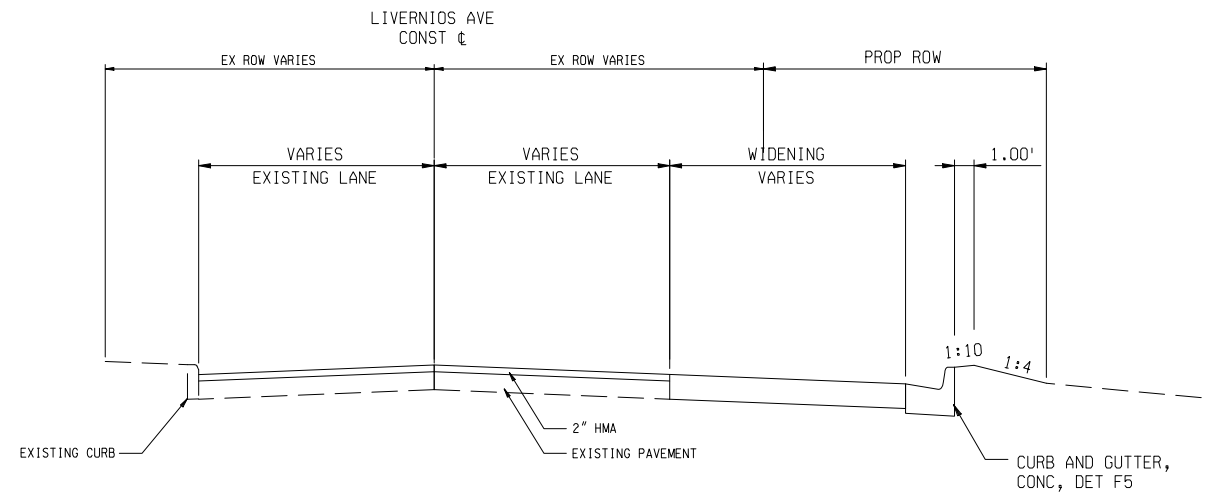
TO APPLY
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STA 5+00 TO STA 5+50

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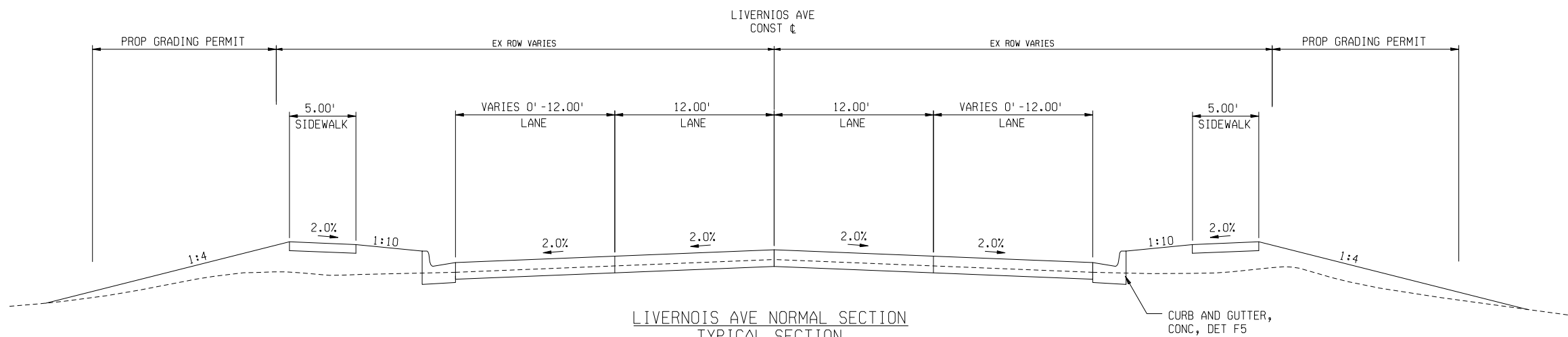
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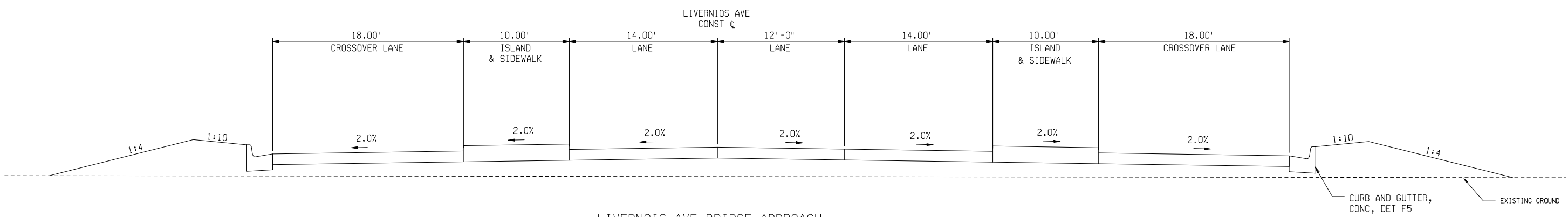
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AUTH	DATE	NO. REVISION



LIVERNOIS AVE WIDENING & OVERLAY SECTION
TYPICAL SECTION
 TO APPLY
 STA 4+00 TO STA 9+20



LIVERNOIS AVE NORMAL SECTION
TYPICAL SECTION
 TO APPLY
 STA 9+90 TO STA 11+30
 STA 15+72 TO STA 18+63



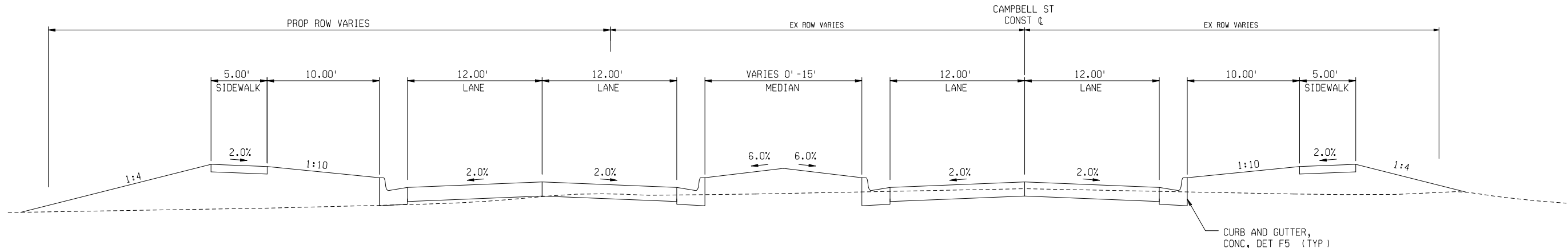
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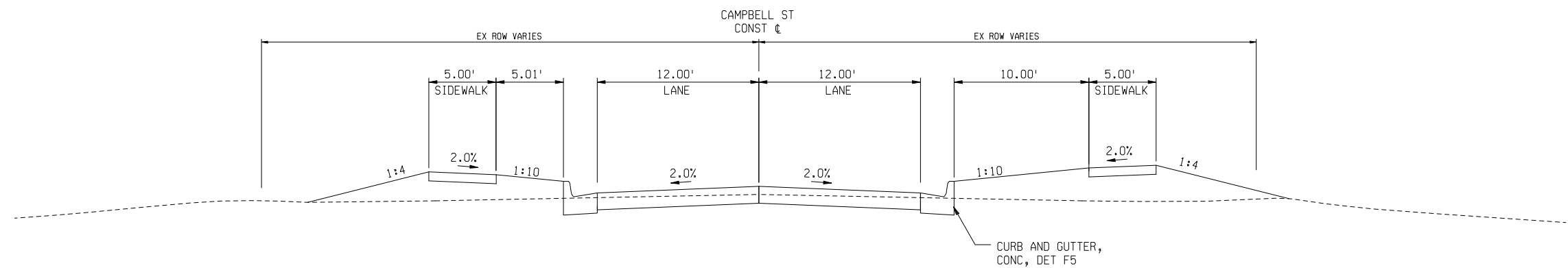
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**CAMPBELL ST BLVD SECTION
TYPICAL SECTION**
TO APPLY
STA 0+00 TO STA 10+90



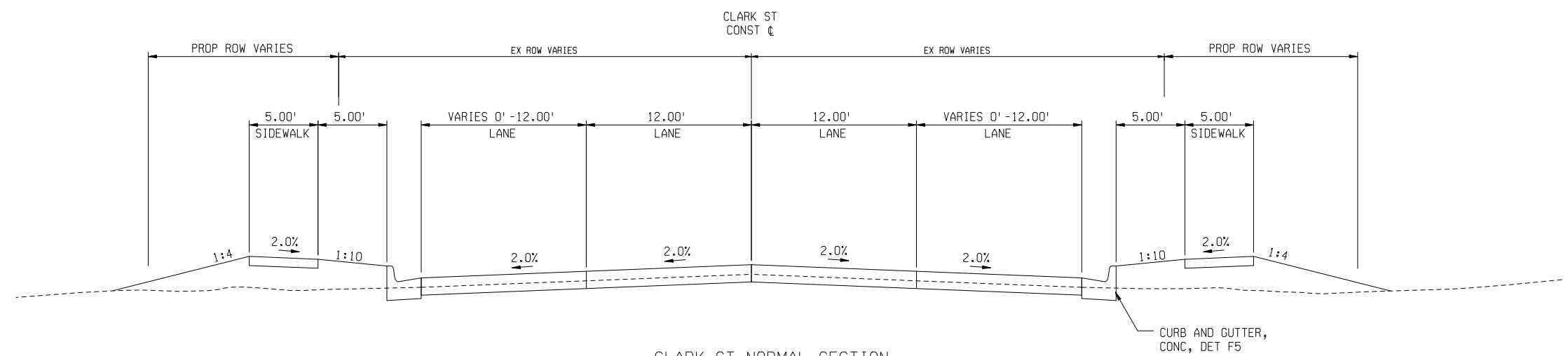
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TYPICAL SECTION**
TO APPLY
STA 10+90 TO STA 27+21

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			SHEET NO. R.O.W 20	CONST. 20	

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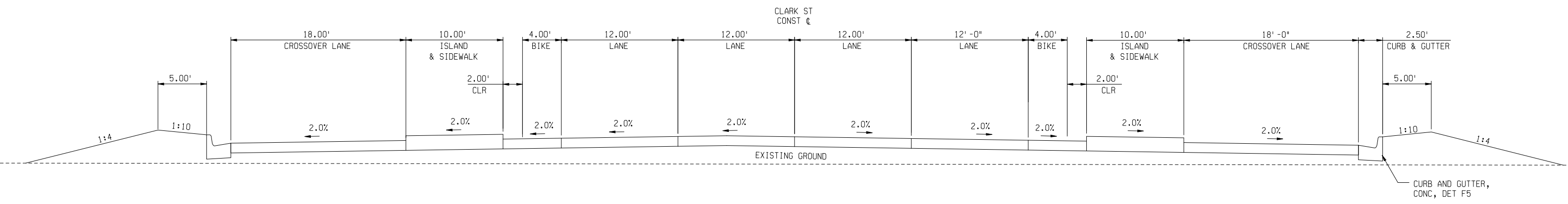
FILE NAME: WORKED ON BY: S. MYERS DATE: 11/21/2008 CHECKED BY: P. GIBBONS DATE: 11/21/2008

FINAL R.O.W.		
AUTH	DATE	REVISION



CLARK ST NORMAL SECTION
TYPICAL SECTION

TO APPLY
STA 0+00 TO STA 2+95
STA 6+00 TO STA 9+30



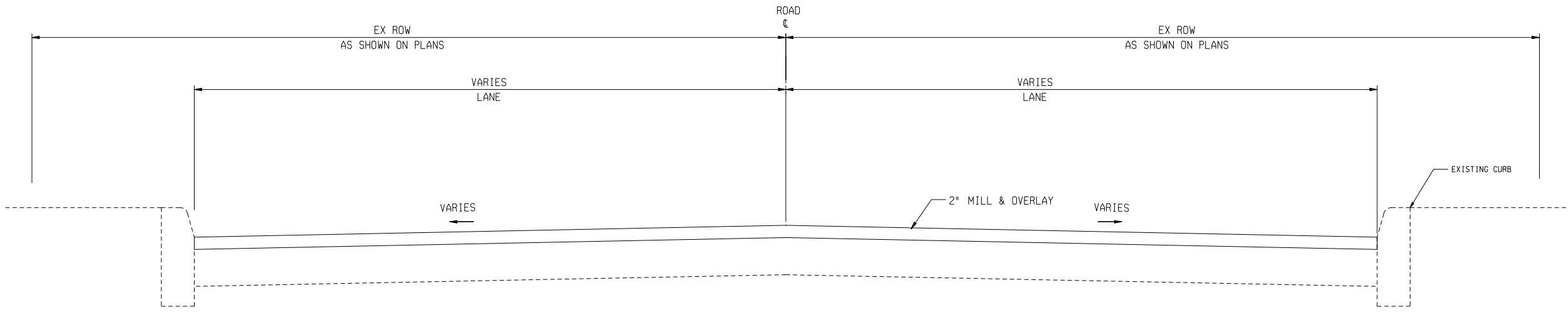
CLARK ST BRIDGE APPROACH
TYPICAL SECTION

TO APPLY
STA 2+95 TO STA 3+38
STA 5+61 TO STA 6+00

		TYPICAL CROSS SECTION			
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
		10/03/08	82194	802330	ALGHURABI
					SHEET NO. 21

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			FINAL R.O.W.
AUTH	DATE	NO.	REVISION



MILL AND OVERLAY SECTION
REFER TO ENGINEERING REPORT FOR LOCATIONS

		TYPICAL CROSS SECTION			
		DATE 10/03/08	CONT. SEC. 82194	JOB NO. 802330	DESIGN UNIT ALGHURABI
			SHEET NO. R.O.W 22	CONST. 22	

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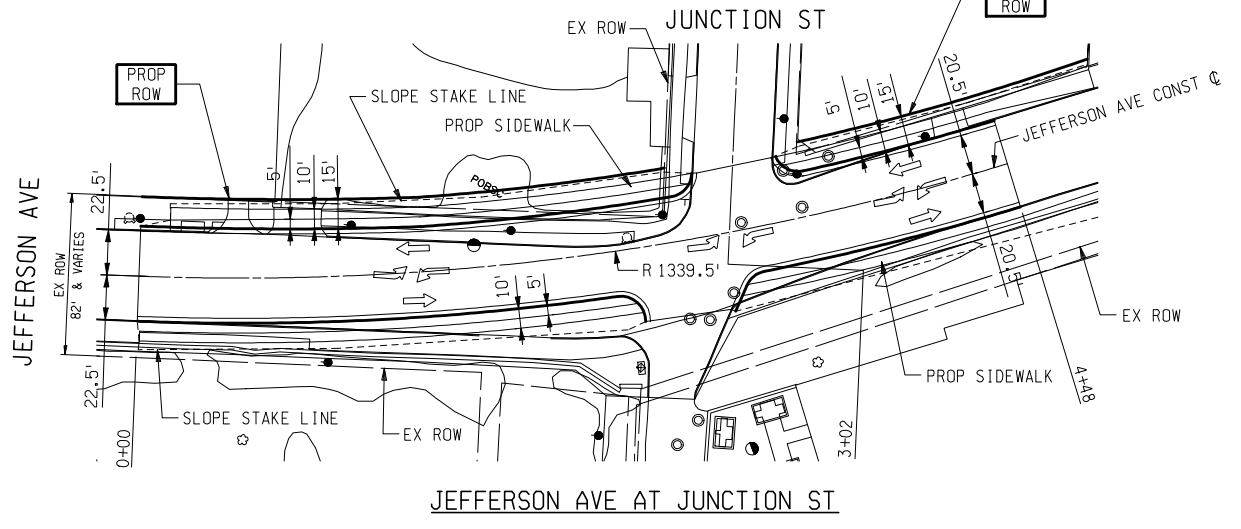
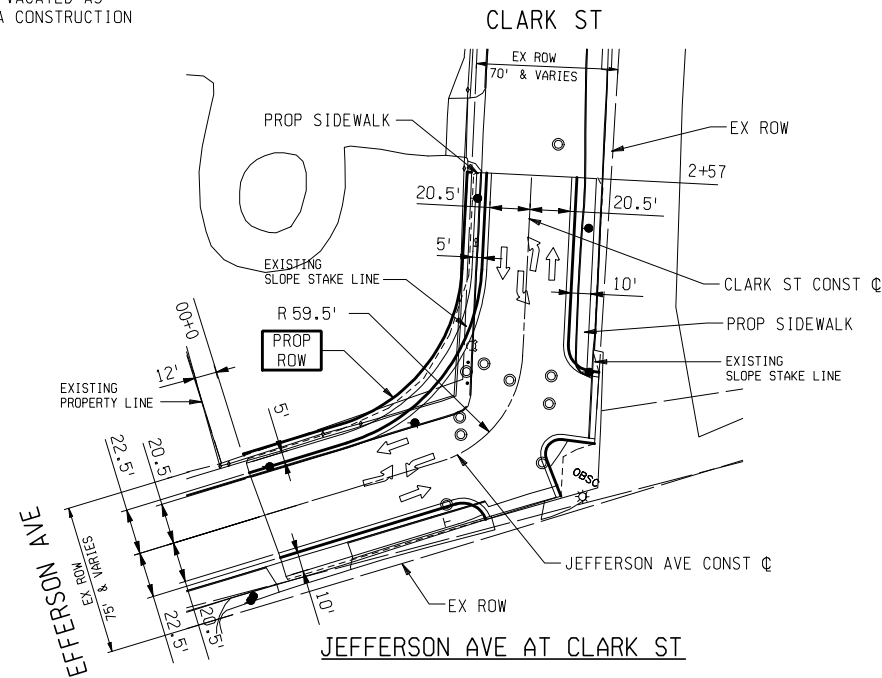
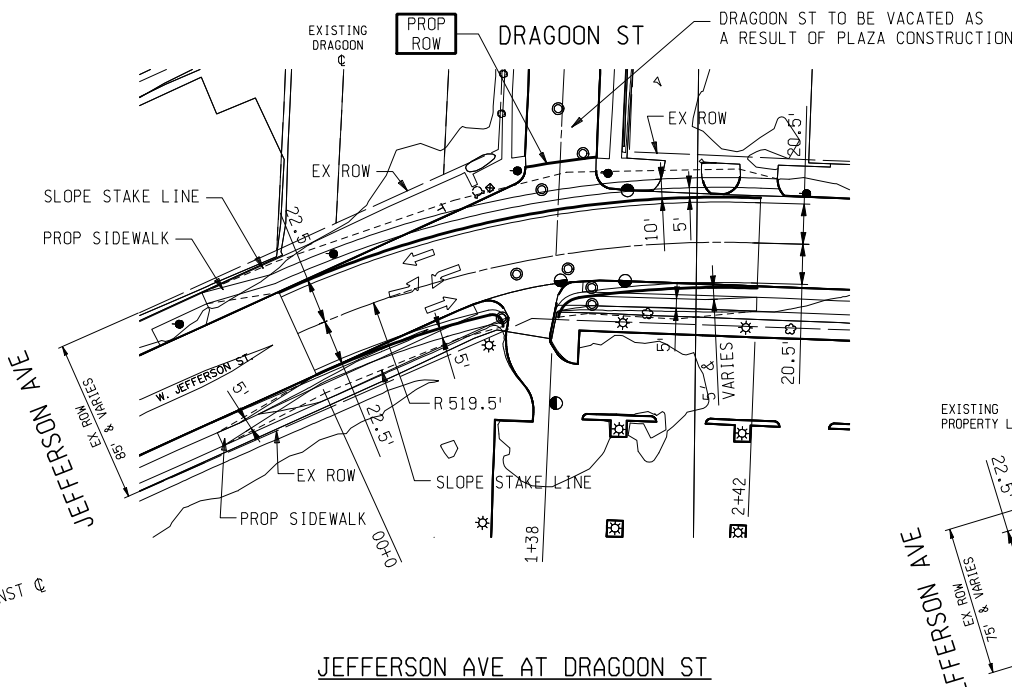
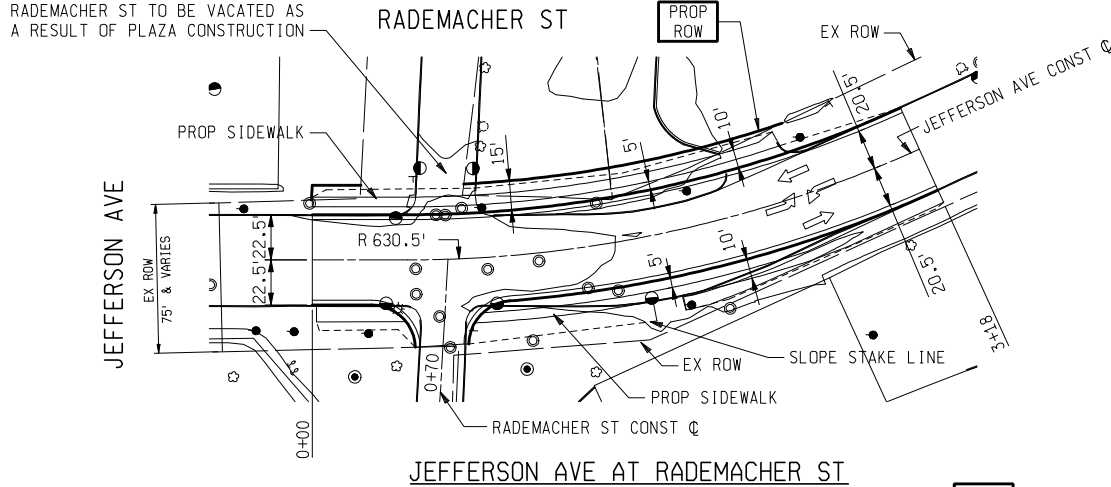
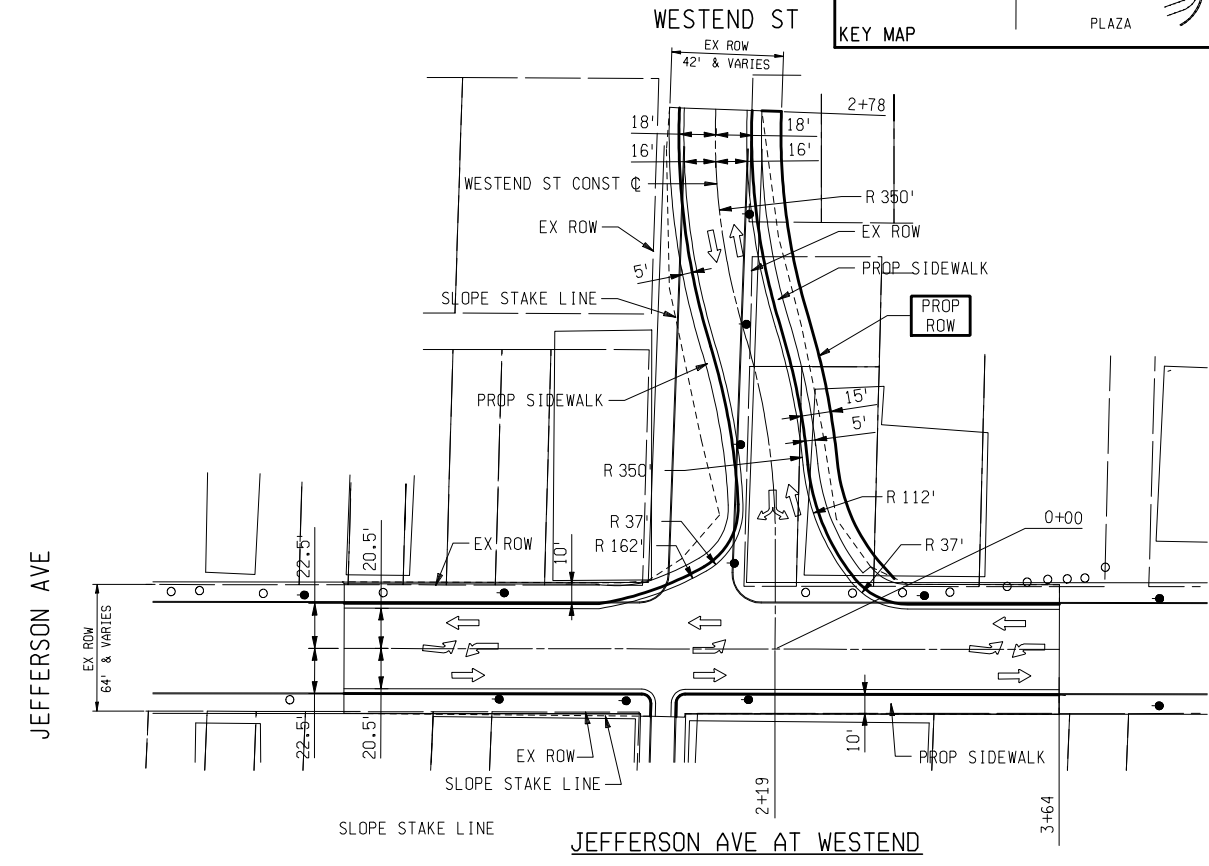
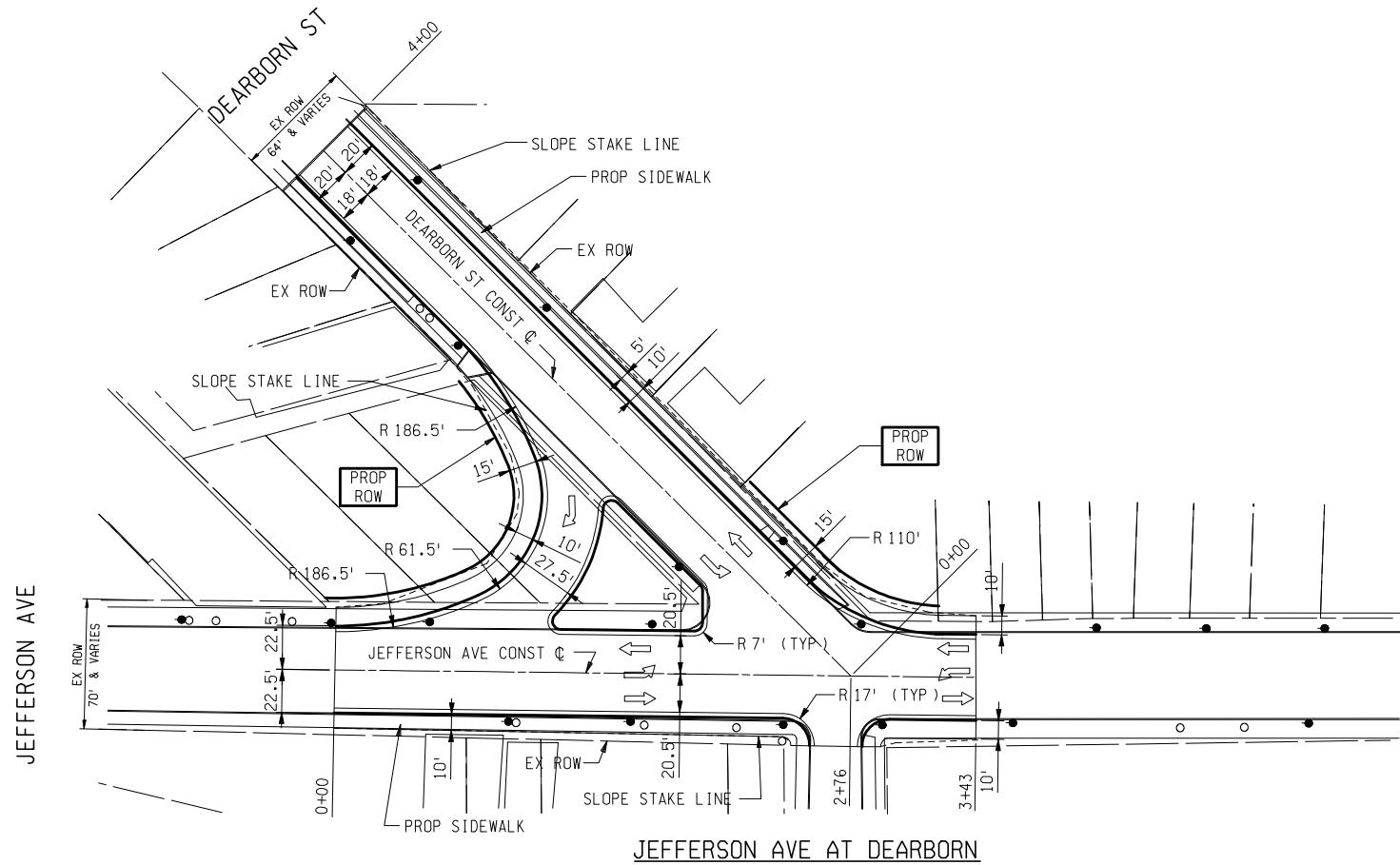
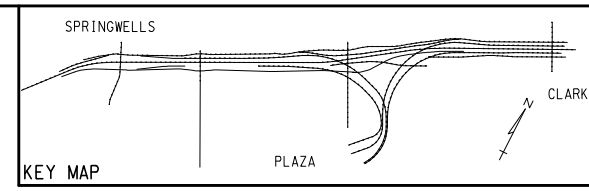
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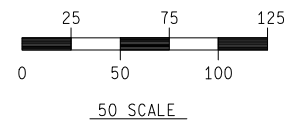
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WORKED ON BY: S. MYERS
CHECKED BY: P. GIBBONS
DATE: 11/21/2008

FILE NAME:



NOTE:
 PROPOSED PAVEMENT WIDTH MEASUREMENT TO EDGE OF PAVEMENT.
 EXISTING PAVEMENT WIDTH MEASUREMENT TO FACE OF CURB.
 PROPOSED GUTTER WIDTH = 2 FT



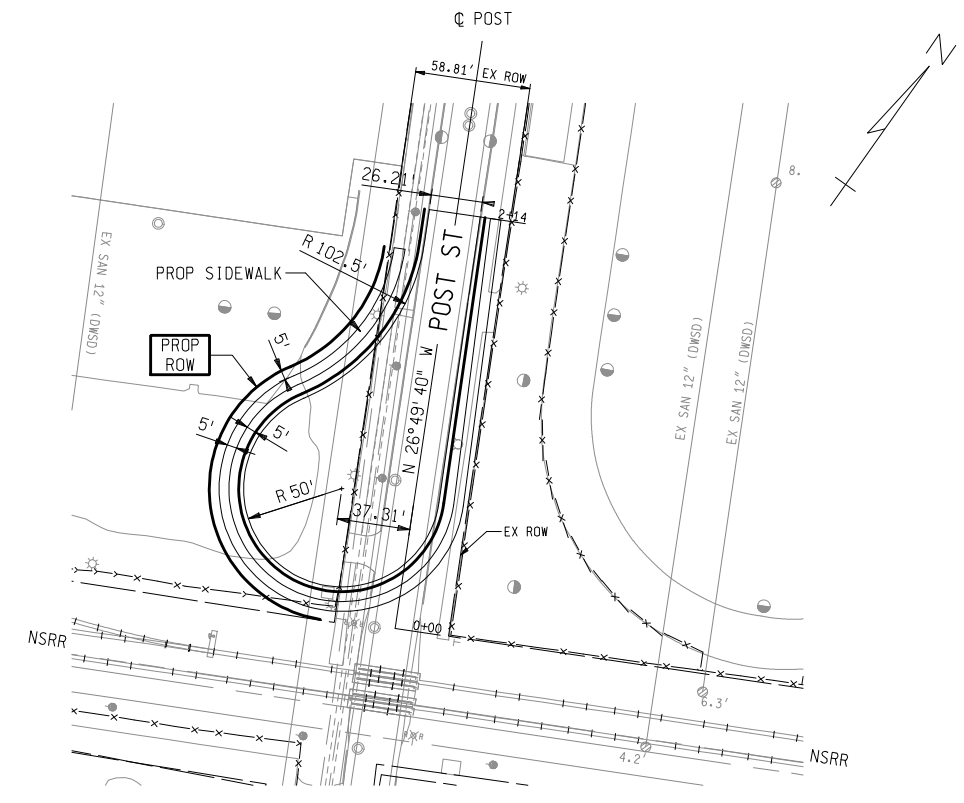
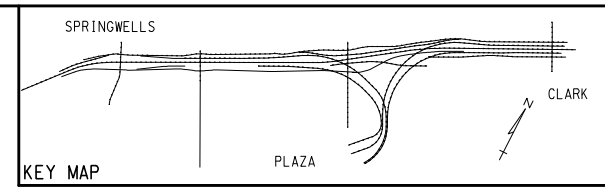
	 Michigan Department of Transportation	INTERSECTION IMPROVEMENTS			
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
		10/03/08	82194	802330	
					SHEET NO.
					R.O.W CONST.
					23

11/21/2008 5:37:55 PM

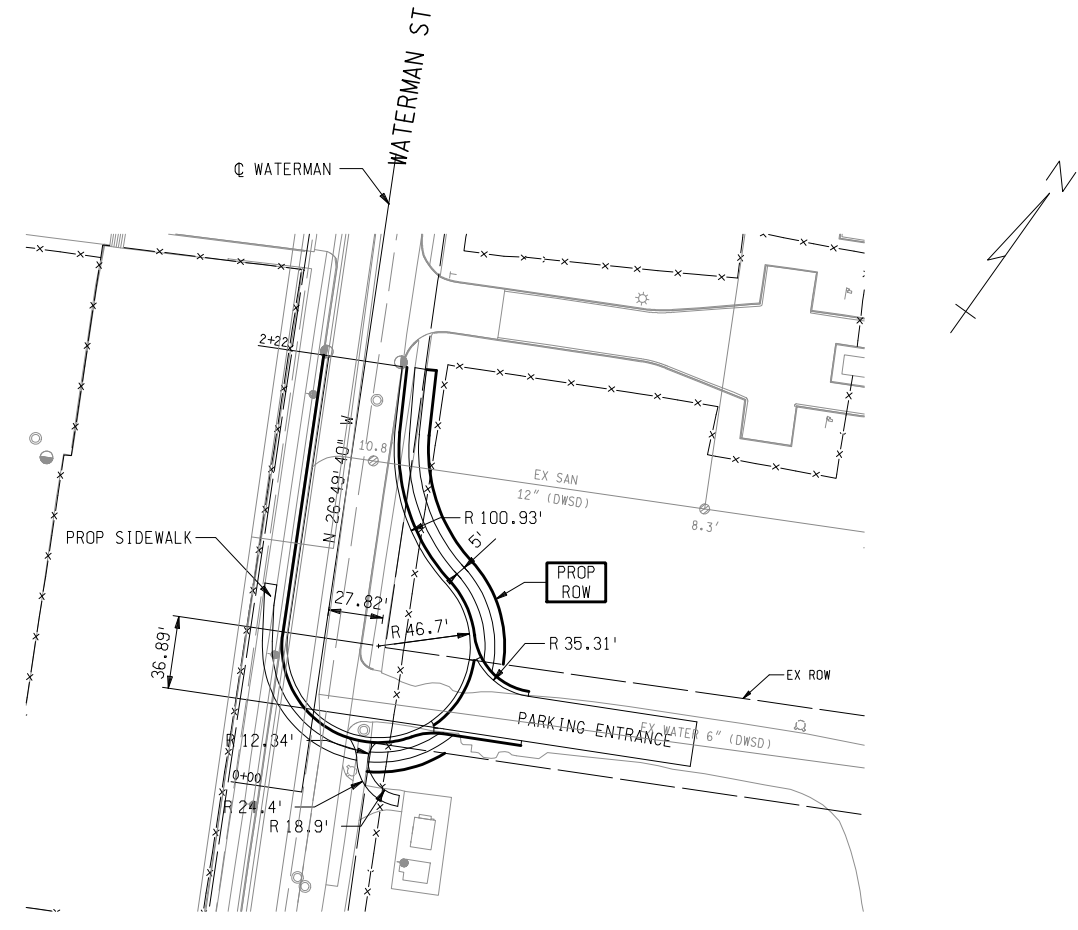
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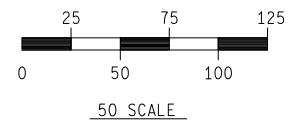
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POST CUL-DE-SAC
NORTHEAST OF PLAZA



WATERMAN CUL-DE-SAC
NORTHEAST OF PLAZA



DETAIL SHEET

		POST AND WATERMAN CUL-DE-SAC				
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
		10/03/08	82194	802330	R.O.W CONST.	24

11/21/2008

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11/21/2008
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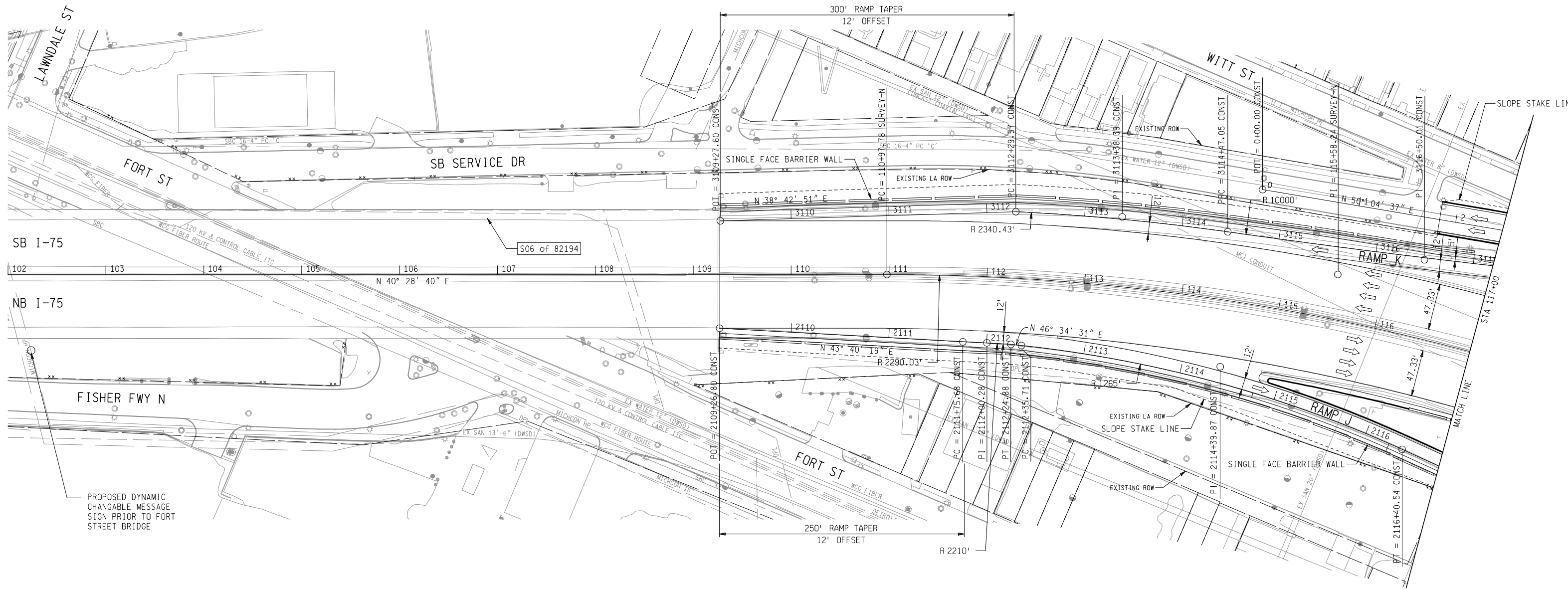
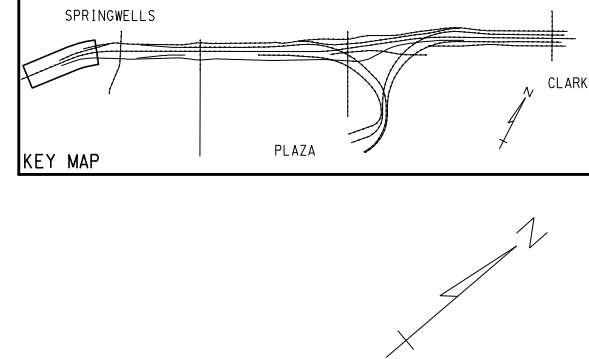
CURVE MED75-1
 $\Delta = 22^\circ 44' 16''$ (RT)
 $R = 2290.03'$
 $T = 460.46'$
 $L = 908.79'$
 $E = 45.83'$
 $PC = 110+97.78$
 $PI = 115+58.24$
 $PT = 120+06.58$
 $PC N = 15371492.05$ $E = 1066458.06$
 $PI N = 15371842.30$ $E = 1066756.97$
 $PT N = 15372049.79$ $E = 1067168.02$
 $EX SUPER = 4.1\%$ LT
 4.2% RT

CURVE RAMPK-1
 $\Delta = 5^\circ 19' 27''$ (RT)
 $R = 2340.43'$
 $T = 108.82'$
 $L = 217.48'$
 $E = 2.53'$
 $PC = 3112+29.57$
 $PI = 3113+38.39$
 $PT = 3114+47.05$
 $PC N = 15371633.85$ $E = 1066494.70$
 $PI N = 15371713.13$ $E = 1066569.24$
 $PT N = 15371785.16$ $E = 1066650.81$
 $SUPER = 4.1\%$ RT

CURVE RAMPK-2
 $\Delta = 2^\circ 19' 32''$ (LT)
 $R = 10000.00'$
 $T = 202.96'$
 $L = 405.86'$
 $E = 2.06'$
 $PC = 3114+47.05$
 $PI = 3116+50.01$
 $PT = 3118+52.92$
 $PC N = 15371785.16$ $E = 1066650.81$
 $PI N = 15371919.49$ $E = 1066802.95$
 $PT N = 15372059.88$ $E = 1066949.52$
 $SUPER = 2.0\%$ RT

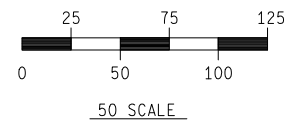
CURVE RAMPJ-1
 $\Delta = 1^\circ 16' 30''$ (RT)
 $R = 2210.96'$
 $T = 24.60'$
 $L = 49.20'$
 $E = 0.14'$
 $PC = 2111+75.68$
 $PI = 2112+00.28$
 $PT = 2112+24.88$
 $PC N = 15371506.37$ $E = 1066560.69$
 $PI N = 15371524.41$ $E = 1066577.41$
 $PT N = 15371542.07$ $E = 1066594.53$
 $SUPER = 4.2\%$ RT

CURVE RAMPJ-2
 $\Delta = 18^\circ 20' 10''$ (RT)
 $R = 1265.00'$
 $T = 204.16'$
 $L = 404.83'$
 $E = 16.37'$
 $PC = 2112+35.71$
 $PI = 2114+39.87$
 $PT = 2116+40.54$
 $PC N = 15371549.52$ $E = 1066602.40$
 $PI N = 15371689.86$ $E = 1066750.68$
 $PT N = 15371776.43$ $E = 1066935.58$
 $SUPER = 5.0\%$ RT



PROPOSED DYNAMIC
 CHANGABLE MESSAGE
 SIGN PRIOR TO FORT
 STREET BRIDGE

NOTE - ALL ROW DIMENSIONS ARE
 APPROXIMATE AND WILL NEED TO
 BE VERIFIED IN FINAL DESIGN



CONSTRUCTION SHEET

	 Michigan Department of Transportation	I-75 STA 102+00 TO STA 117+00			
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
		10/03/08	82194	802330	SHEET NO.
					R.O.W. CONST.
					25

FILE NAME:
 CHECKED BY: P. GIBBONS DATE: 11/21/2008
 WORKED ON BY: S. MYERS DATE: 11/21/2008

CURVE NB_SD1-1
 $\Delta = 3^{\circ}13'40''$ (LT)
 R = 1512.00'
 T = 42.60'
 L = 85.18'
 E = 0.60'
 PC = 4+17.70
 PI = 4+60.30
 PT = 5+02.88
 PC N = 15372045.66 E = 1067510.63
 PI N = 15372063.73 E = 1067549.21
 PT N = 15372083.93 E = 1067586.71
 SUPER = NC

CURVE SB_SD-1
 $\Delta = 5^{\circ}04'14''$ (RT)
 R = 1012.00'
 T = 44.81'
 L = 89.56'
 E = 0.99'
 PC = 2+91.18
 PI = 3+35.99
 PT = 3+80.74
 PC N = 15372027.04 E = 1066864.43
 PI N = 15372055.79 E = 1066898.80
 PT N = 15372081.40 E = 1066935.57
 SUPER = NC

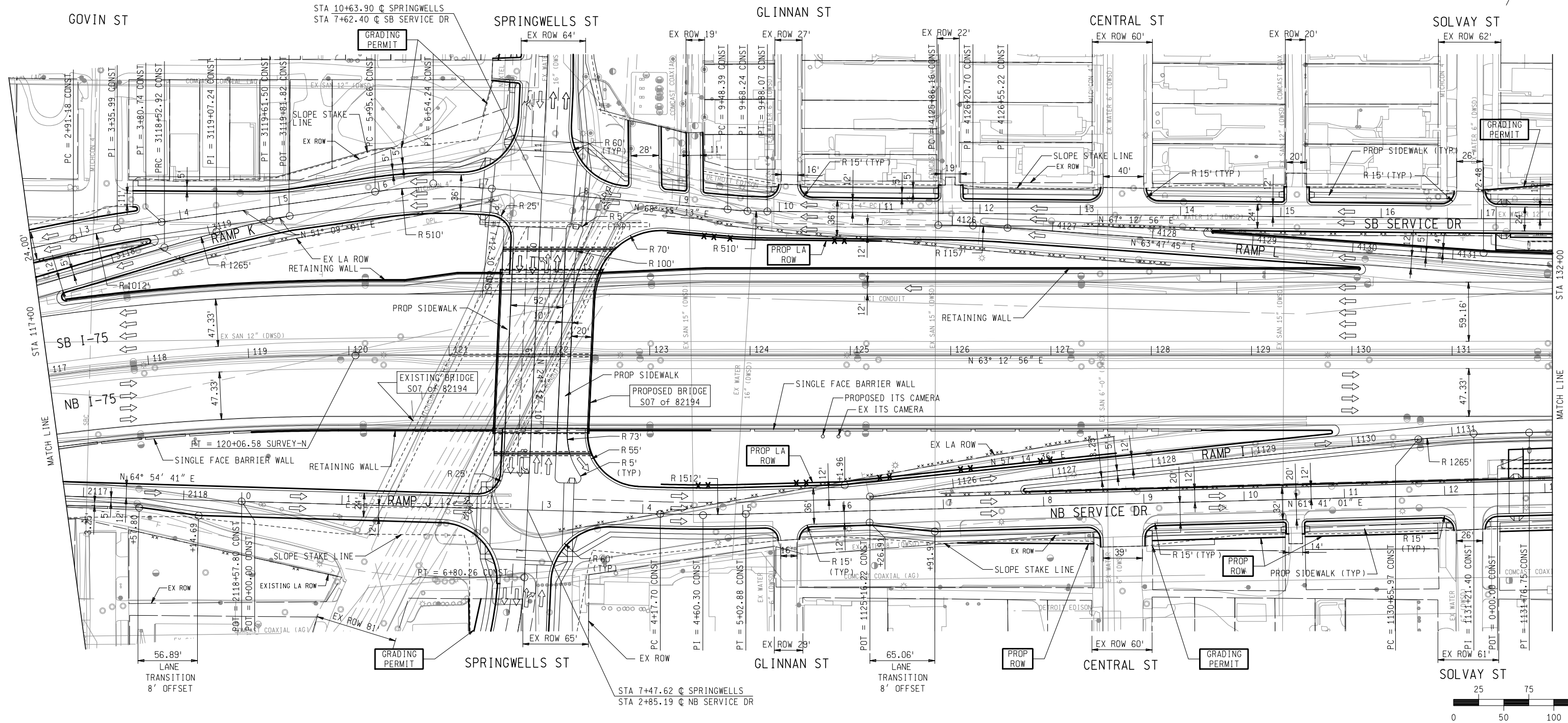
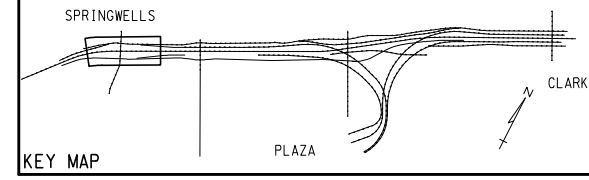
CURVE SB_SD-2
 $\Delta = 13^{\circ}06'12''$ (RT)
 R = 510.00'
 T = 58.57'
 L = 116.64'
 E = 3.35'
 PC = 5+95.66
 PI = 6+54.24
 PT = 7+12.30
 PC N = 15372204.21 E = 1067111.95
 PI N = 15372237.68 E = 1067160.02
 PT N = 15372259.38 E = 1067214.42
 SUPER = NC

CURVE SB_SD-3
 $\Delta = 4^{\circ}27'29''$ (LT)
 R = 510.00'
 T = 19.85'
 L = 39.68'
 E = 0.39'
 PC = 9+48.39
 PI = 9+68.24
 PT = 9+88.07
 PC N = 15372346.85 E = 1067433.71
 PI N = 15372354.21 E = 1067452.15
 PT N = 15372362.97 E = 1067469.96
 SUPER = NC

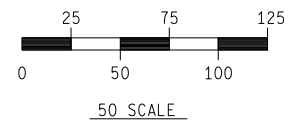
CURVE RAMP1-1
 $\Delta = 5^{\circ}01'03''$ (RT)
 R = 1265.00'
 T = 55.42'
 L = 110.78'
 E = 1.21'
 PC = 1130+65.97
 PI = 1131+21.40
 PT = 1131+76.75
 PC N = 15372452.61 E = 1068151.71
 PI N = 15372482.60 E = 1068198.32
 PT N = 15372508.39 E = 1068247.38
 SUPER = 5.0%

CURVE RAMPK-3
 $\Delta = 4^{\circ}55'04''$ (RT)
 R = 1265.00'
 T = 54.32'
 L = 108.58'
 E = 1.17'
 PC = 3118+52.92
 PI = 3119+07.24
 PT = 3119+61.50
 PC N = 15372059.88 E = 1066949.52
 PI N = 15372097.46 E = 1066988.75
 PT N = 15372131.54 E = 1067031.06
 SUPER = 4.0% RT

CURVE RAMP1-1
 $\Delta = 3^{\circ}25'11''$ (RT)
 R = 1157.00'
 T = 34.54'
 L = 69.06'
 E = 0.52'
 PC = 4125+86.16
 PI = 4126+20.70
 PT = 4126+55.22
 PC N = 15372427.53 E = 1067628.31
 PI N = 15372442.78 E = 1067659.30
 PT N = 15372456.16 E = 1067691.14
 SUPER = 5.0%



NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN



CONSTRUCTION SHEET

		I-75 STA 117+00 TO STA 132+00			
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
		10/03/08	82194	802330	
					SHEET NO. R.O.W CONST. 26

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 CHECKED BY: P. GIBBONS DATE: 11/21/2008
 WORKED ON BY: S. MYERS DATE: 11/21/2008

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CURVE NB_SD1-2
 $\Delta = 9^{\circ}20'29''$ (RT)
 $R = 1408.00'$
 $T = 115.03'$
 $L = 229.56'$
 $E = 4.69'$
 $PC = 14+15.66$
 $PI = 15+30.69$
 $PT = 16+45.22$
 $PC N = 15372516.90$ E = 1068390.27
 $PI N = 15372571.47$ E = 1068491.54
 $PT N = 15372608.87$ E = 1068600.32
 SUPER = NC

CURVE NB_SD1-3
 $\Delta = 8^{\circ}39'54''$ (LT)
 $R = 920.00'$
 $T = 69.70'$
 $L = 139.13$
 $E = 2.64'$
 $PC = 16+73.12$
 $PI = 17+42.82$
 $PT = 18+12.26$
 $PC N = 15372617.94$ E = 1068626.71
 $PI N = 15372640.61$ E = 1068692.62
 $PT N = 15372672.94$ E = 1068754.37
 SUPER = NC

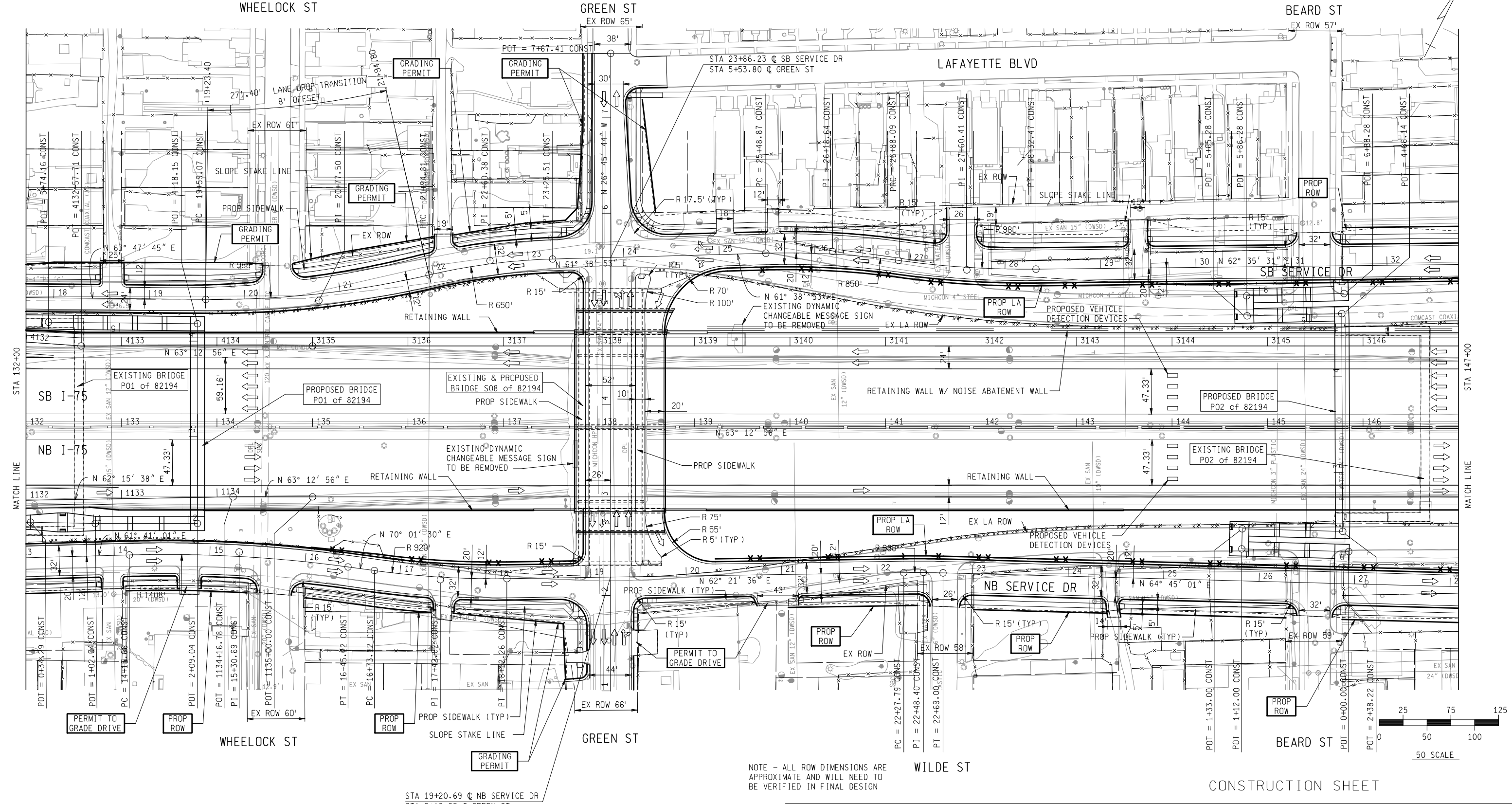
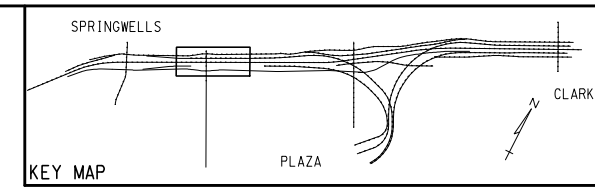
CURVE NB_SD1-4
 $\Delta = 2^{\circ}23'25''$ (RT)
 $R = 988.00'$
 $T = 20.61'$
 $L = 41.22'$
 $E = 0.21'$
 $PC = 22+27.79$
 $PI = 22+48.40$
 $PT = 22+69.00$
 $PC N = 15372865.71$ E = 1069122.48
 $PI N = 15372875.27$ E = 1069140.74
 $PT N = 15372884.07$ E = 1069159.38
 SUPER = NC

CURVE SB_SD-4
 $\Delta = 13^{\circ}40'16''$ (LT)
 $R = 988.00'$
 $T = 118.43$
 $L = 235.74$
 $E = 7.07$
 $PC = 19+59.07$
 $PI = 20+77.50$
 $PT = 21+94.81$
 $PC N = 15372791.74$ E = 1068341.16
 $PI N = 15372844.04$ E = 1068447.42
 $PT N = 15372919.97$ E = 1068538.31
 SUPER = NC

CURVE SB_SD-5
 $\Delta = 11^{\circ}31'24''$ (RT)
 $R = 649.86'$
 $T = 65.57'$
 $L = 130.70'$
 $E = 3.30'$
 $PC = 21+94.81$
 $PI = 22+60.38$
 $PT = 23+25.51$
 $PC N = 15372919.97$ E = 1068538.31
 $PI N = 15372962.01$ E = 1068588.64
 $PT N = 15372993.15$ E = 1068646.34
 SUPER = NC

CURVE SB_SD-6
 $\Delta = 9^{\circ}23'05''$ (RT)
 $R = 850.00'$
 $T = 69.77'$
 $L = 139.22'$
 $E = 2.86'$
 $PC = 25+48.87$
 $PI = 26+18.64$
 $PT = 26+88.09$
 $PC N = 15373099.22$ E = 1068842.91
 $PI N = 15373132.35$ E = 1068904.31
 $PT N = 15373155.02$ E = 1068970.29
 SUPER = NC

CURVE SB_SD-7
 $\Delta = 8^{\circ}26'27''$ (LT)
 $R = 980.00'$
 $T = 72.32'$
 $L = 144.37'$
 $E = 2.66'$
 $PC = 26+88.09$
 $PI = 27+60.41$
 $PT = 28+32.47$
 $PC N = 15373155.02$ E = 1068970.29
 $PI N = 15373178.53$ E = 1069038.68
 $PT N = 15373211.82$ E = 1069102.88
 SUPER = NC



NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN

CONSTRUCTION SHEET

PARSONS		MDOT Michigan Department of Transportation		I-75 STA 132+00 TO STA 147+00	
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.	R.O.W. CONST.
10/03/08	82194	802330			27

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 CHECKED BY: P. GIBBONS DATE: 11/21/2008
 WORKED ON BY: S. MYERS DATE: 11/21/2008
 FILE NAME:

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11/21/2008

CURVE SB_SD-8
 $\Delta = 7^{\circ}38'46''$ (RT)
 $R = 726.19'$
 $T = 48.53'$
 $L = 96.91'$
 $E = 1.62'$
 $PC = 38+87.97$
 $PI = 39+36.50$
 $PT = 39+84.89$
 $PC N = 15373704.64$ E = 1070035.91
 $PI N = 15373726.98$ E = 1070078.99
 $PT N = 15373743.38$ E = 1070124.66
 SUPER = NC

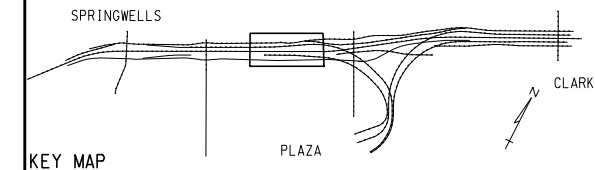
CURVE SB_SD-9
 $\Delta = 17^{\circ}47'18''$ (LT)
 $R = 752.65'$
 $T = 117.78'$
 $L = 233.67'$
 $E = 9.16'$
 $PC = 39+84.89$
 $PI = 41+02.67$
 $PT = 42+18.56$
 $PC N = 15373743.38$ E = 1070124.66
 $PI N = 15373783.21$ E = 1070235.51
 $PT N = 15373854.99$ E = 1070328.89
 SUPER = NC

CURVE SB_SD-10
 $\Delta = 10^{\circ}22'06''$ (RT)
 $R = 4083.48'$
 $T = 370.49'$
 $L = 738.95'$
 $E = 16.77'$
 $PC = 42+18.56$
 $PI = 45+89.04$
 $PT = 49+57.51$
 $PC N = 15373854.99$ E = 1070328.89
 $PI N = 15374080.79$ E = 1070622.62
 $PT N = 15374250.03$ E = 1070952.19
 SUPER = NC

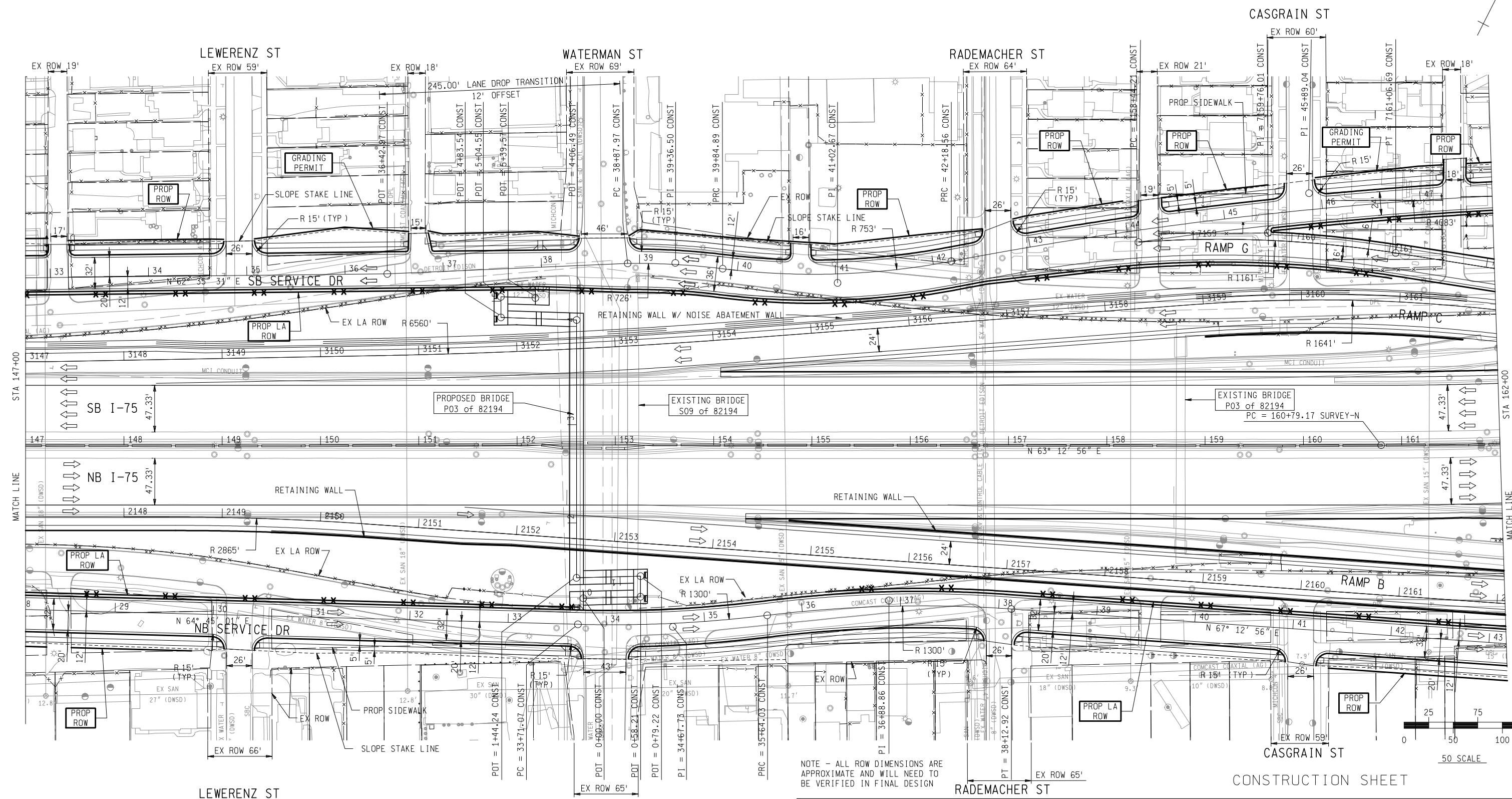
CURVE NB_SD1-5
 $\Delta = 8^{\circ}30'15''$ (LT)
 $R = 1300.00'$
 $T = 96.66'$
 $L = 192.96'$
 $E = 3.59'$
 $PC = 33+71.07$
 $PI = 34+67.73$
 $PT = 35+64.03$
 $PC N = 15373354.17$ E = 1070156.15
 $PI N = 15373395.40$ E = 1070243.57
 $PT N = 15373449.11$ E = 1070323.94
 SUPER = NC

CURVE NB_SD1-6
 $\Delta = 10^{\circ}58'10''$ (RT)
 $R = 1300.00'$
 $T = 124.83'$
 $L = 248.89'$
 $E = 5.98'$
 $PC = 35+64.03$
 $PI = 36+88.86$
 $PT = 38+12.92$
 $PC N = 15373449.11$ E = 1070323.94
 $PI N = 15373518.47$ E = 1070427.72
 $PT N = 15373566.81$ E = 1070542.81
 SUPER = NC

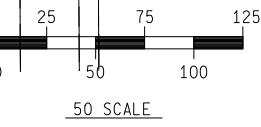
CURVE RAMPG-1
 $\Delta = 12^{\circ}57'12''$ (RT)
 $R = 1161.00'$
 $T = 131.80'$
 $L = 262.48'$
 $E = 7.46'$
 $PC = 7158+44.21$
 $PI = 7159+76.01$
 $PT = 7161+06.69$
 $PC N = 15373958.19$ E = 1070490.16
 $PI N = 15374025.76$ E = 1070603.33
 $PT N = 15374066.24$ E = 1070728.76
 SUPER = 4.3% RT



11/21/2008
 FILE NAME:
 WORKED ON BY: S. MYERS
 CHECKED BY: P. GIBBONS
 DATE: 11/21/2008



NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN



PARSONS Michigan Department of Transportation	I-75 STA 147+00 TO STA 162+00			
	DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
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				SHEET NO. R.O.W. CONST. 28

CURVE MED75-2
 $\Delta = 8^\circ 27' 23"$ (LT)
 $R = 3819.72'$
 $T = 282.39'$
 $L = 563.76'$
 $E = 10.42'$
 $PC = 160+79.17$
 $PI = 163+61.56$
 $PT = 166+42.93$
 $PC N = 15373885.05$ E = 1070803.65
 $PI N = 15374012.31$ E = 1071055.75
 $PT N = 15374175.25$ E = 1071286.39
 SUPER = 2.0% LT

CURVE NB_SD1-6
 $\Delta = 10^\circ 58' 10"$ (RT)
 $R = 1300.00'$
 $T = 124.83'$
 $L = 248.89'$
 $E = 5.98'$
 $PC = 35+64.03$
 $PI = 36+88.86$
 $PT = 38+12.92$
 $PC N = 15373449.11$ E = 1070323.94
 $PI N = 15373518.47$ E = 1070427.72
 $PT N = 15373566.81$ E = 1070542.81
 SUPER = NC

CURVE NB_SD1-7
 $\Delta = 6^\circ 43' 20"$ (LT)
 $R = 1300.00'$
 $T = 76.35'$
 $L = 152.52'$
 $E = 2.24'$
 $PC = 43+26.00$
 $PI = 44+02.35$
 $PT = 44+78.52$
 $PC N = 15373765.51$ E = 1071015.85
 $PI N = 15373795.07$ E = 1071086.24
 $PT N = 15373832.68$ E = 1071152.69
 SUPER = NC

CURVE NB_SD1-8
 $\Delta = 0^\circ 50' 08"$ (RT)
 $R = 5000.00'$
 $T = 36.46'$
 $L = 72.91'$
 $E = 0.13'$
 $PC = 48+52.11$
 $PI = 48+88.57$
 $PT = 49+25.03$
 $PC N = 15374016.68$ E = 1071477.82
 $PI N = 15374034.63$ E = 1071509.55
 $PT N = 15374052.13$ E = 1071541.54
 SUPER = 4.9% RT

CURVE SB_SD-11
 $\Delta = 11^\circ 28' 29"$ (RT)
 $R = 988.00'$
 $T = 99.27'$
 $L = 197.87'$
 $E = 4.97'$
 $PC = 53+17.64$
 $PI = 54+16.91$
 $PT = 55+15.51$
 $PC N = 15374407.37$ E = 1071276.05
 $PI N = 15374452.73$ E = 1071364.35
 $PT N = 15374514.74$ E = 1071441.87
 SUPER = NC

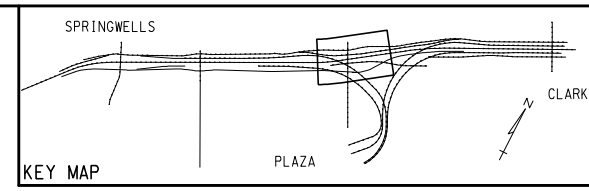
CURVE SB_SD-12
 $\Delta = 11^\circ 49' 14"$ (RT)
 $R = 1073.15'$
 $T = 111.09'$
 $L = 221.40'$
 $E = 5.73'$
 $PC = 56+83.51$
 $PI = 57+94.60$
 $PT = 59+04.91$
 $PC N = 15374619.69$ E = 1071573.05
 $PI N = 15374689.09$ E = 1071659.80
 $PT N = 15374739.25$ E = 1071758.93
 SUPER = NC

CURVE RAMPE-1
 $\Delta = 26^\circ 14' 50"$ (LT)
 $R = 720.00'$
 $T = 167.86'$
 $L = 329.83'$
 $E = 19.31'$
 $PC = 5169+56.94$
 $PI = 5171+24.80$
 $PT = 5172+86.77$
 $PC N = 15374136.17$ E = 1071720.25
 $PI N = 15374216.71$ E = 1071867.52
 $PT N = 15374354.08$ E = 1071964.00
 SUPER = 2.8% LT

CURVE RAMPF-1
 $\Delta = 2^\circ 46' 33"$ (LT)
 $R = 3892.72'$
 $T = 94.32'$
 $L = 188.60'$
 $E = 1.14'$
 $PC = 6164+60.00$
 $PI = 6165+54.32$
 $PT = 6166+48.60$
 $PC N = 15374009.89$ E = 1071170.54
 $PI N = 15374060.52$ E = 1071250.12
 $PT N = 15374114.94$ E = 1071327.15
 SUPER = 2.0% LT

CURVE RAMPF-2
 $\Delta = 14^\circ 37' 07"$ (RT)
 $R = 1640.00'$
 $T = 210.36'$
 $L = 418.43'$
 $E = 13.44'$
 $PC = 6171+89.57$
 $PI = 6173+99.93$
 $PT = 6176+08.01$
 $PC N = 15374402.02$ E = 1071785.42
 $PI N = 15374511.12$ E = 1071965.27
 $PT N = 15374571.29$ E = 1072166.84
 SUPER = 4.9% RT

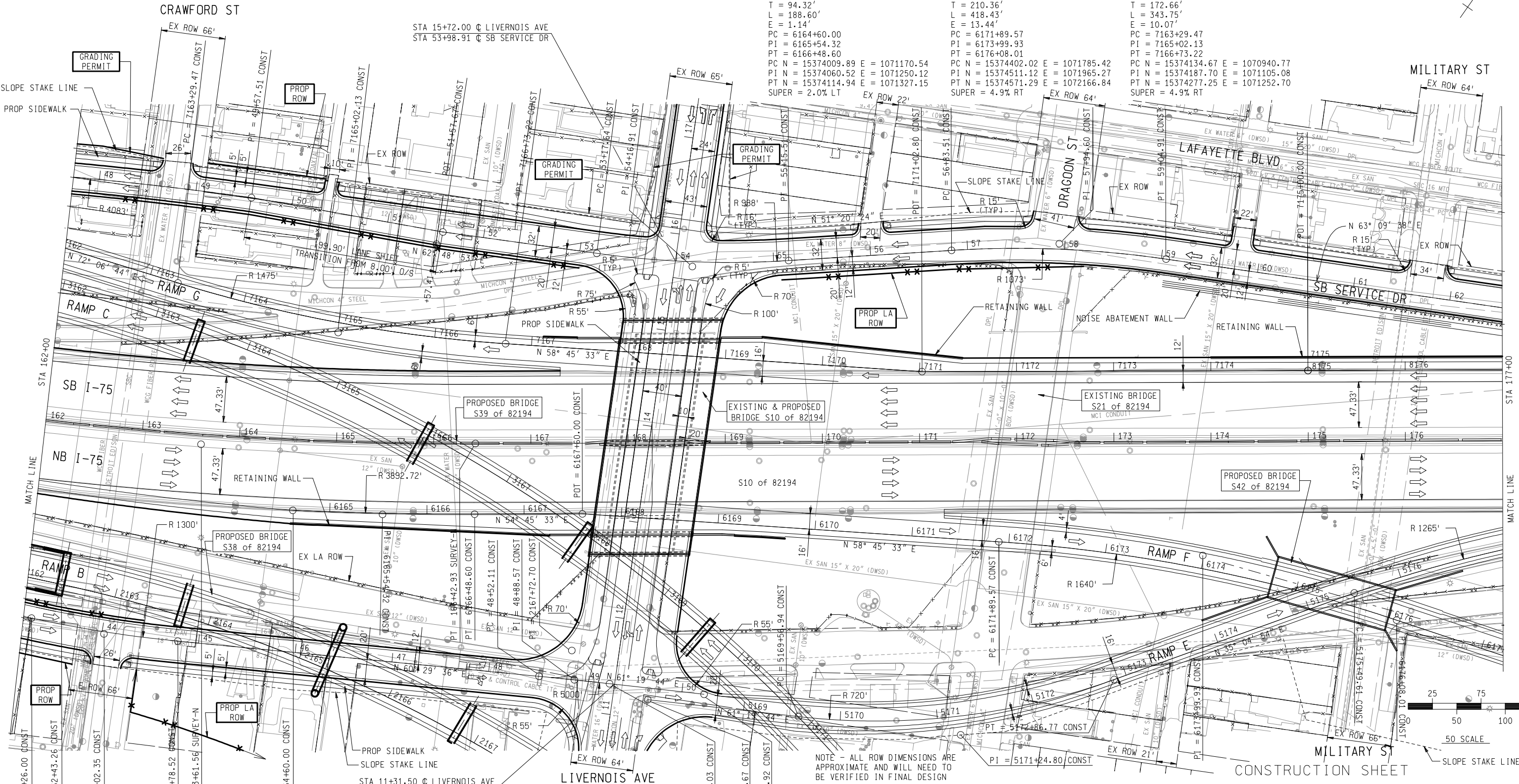
CURVE RAMPG-2
 $\Delta = 13^\circ 21' 11"$ (LT)
 $R = 1475.00'$
 $T = 172.66'$
 $L = 343.75'$
 $E = 10.07'$
 $PC = 7163+29.47$
 $PI = 7165+02.13$
 $PT = 7166+73.22$
 $PC N = 15374134.67$ E = 1070940.77
 $PI N = 15374187.70$ E = 1071105.08
 $PT N = 15374277.25$ E = 1071252.70
 SUPER = 4.9% RT



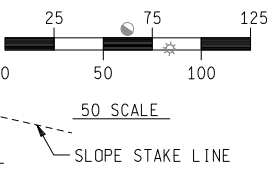
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WORKED ON BY: J. MYERS DATE: 11/21/2008
 CHECKED BY: P. GIBBONS DATE: 11/21/2008
 FILE NAME:



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PARSONS <small>Michigan Department of Transportation</small>	MDOT				I-75 STA 162+00 TO STA 177+00			
	DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.	R.O.W	CONSTR.	
10/03/08	82194	802330			29			

11/21/2008 5:38:39 PM

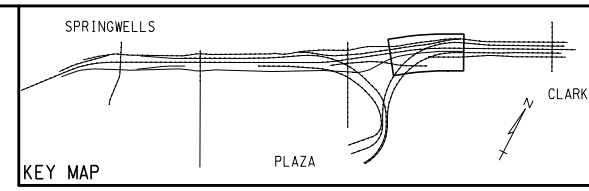
STA 177+00

MATCH LINE

MATCH LINE

FILE: 646294_drfc_study_final_eng_report_08_sheets\802330_con_192.dgn

<p>CURVE MED75-3 $\Delta = 9^{\circ}01'16''$ (RT) R = 5729.58' T = 452.00' L = 902.12' E = 17.80' PC = 179+82.02 PI = 184+34.02 PT = 188+84.15 PC N = 15374947.93 E = 1072380.07 PI N = 15375208.74 E = 1072749.23 PT N = 15375408.44 E = 1073154.72 SUPER = 2.0%</p>	<p>CURVE RAMPE-2 $\Delta = 18^{\circ}38'09''$ (RT) R = 1265.00' T = 207.56' L = 411.45' E = 16.91' PC = 5175+49.61 PI = 5177+57.17 PT = 5179+61.06 PC N = 15374569.17 E = 1072115.07 PI N = 15374739.02 E = 1072234.36 PT N = 15374861.84 E = 1072401.67 SUPER = 5.0% RT</p>	<p>CURVE RAMPE-3 $\Delta = 2^{\circ}59'30''$ (RT) R = 5648.86' T = 147.52' L = 294.96' E = 1.93' PC = 5179+93.90 PI = 5181+41.42 PT = 5182+88.87 PC N = 15374881.28 E = 1072428.15 PI N = 15374968.57 E = 1072547.76 PT N = 15375049.54 E = 1072670.37 SUPER = 2.0%</p>	<p>CURVE RAMPE-4 $\Delta = 2^{\circ}59'30''$ (RT) R = 5654.24' T = 109.31' L = 218.59' E = 1.06' PC = 5182+88.87 PI = 5183+98.18 PT = 5185+07.46 PC N = 15375049.54 E = 1072670.37 PI N = 15375109.54 E = 1072716.74 PT N = 15375189.96 E = 1072855.36 SUPER = 2.0%</p>	<p>CURVE RAMPE-5 $\Delta = 3^{\circ}01'28''$ (RT) R = 5657.58' T = 149.35' L = 298.64' E = 1.97' PC = 5185+07.46 PI = 5186+56.81 PT = 5188+06.10 PC N = 15375165.96 E = 1072855.36 PI N = 15375245.84 E = 1072981.56 PT N = 15375318.95 E = 1073111.80 SUPER = 2.0%</p>	<p>CURVE RAMPE-6 $\Delta = 0^{\circ}46'50''$ (RT) R = 5670.29' T = 38.62' L = 77.24' E = 0.13' PC = 5188+06.10 PI = 5188+44.71 PT = 5188+83.33 PC N = 15375318.95 E = 1073111.80 PI N = 15375336.49 E = 1073146.20 PT N = 15375353.55 E = 1073180.85 SUPER = NC</p>	<p>CURVE RAMPF-3 $\Delta = 9^{\circ}49'08''$ (LT) R = 1640.00' T = 140.87' L = 281.05' E = 6.04' PC = 6179+61.66 PI = 6181+02.53 PT = 6182+42.71 PC N = 15374672.46 E = 1072505.72 PI N = 15374712.76 E = 1072640.70 PT N = 15374775.48 E = 1072766.83 SUPER = 3.3% LT</p>	
<p>CURVE RAMPH-1 $\Delta = 0^{\circ}38'18''$ (RT) R = 5810.01' T = 32.36' L = 64.73' E = 0.09' PC = 8179+81.31 PI = 8180+13.67 PT = 8180+46.03 PC N = 15375009.25 E = 1072335.84 PI N = 15375028.40 E = 1072361.93 PT N = 15375047.26 E = 1072388.23 SUPER = 2.0%</p>	<p>CURVE RAMPH-2 $\Delta = 3^{\circ}16'58''$ (RT) R = 5811.21' T = 166.53' L = 332.96' E = 2.39' PC = 8180+46.03 PI = 8182+12.56 PT = 8183+79.00 PC N = 15375047.26 E = 1072388.23 PI N = 15375144.30 E = 1072523.56 PT N = 15375233.44 E = 1072664.22 SUPER = 2.0%</p>	<p>CURVE RAMPH-3 $\Delta = 6^{\circ}28'45''$ (LT) R = 1708.16' T = 96.68' L = 193.16' E = 2.73' PC = 8183+79.00 PI = 8184+75.68 PT = 8185+72.16 PC N = 15375233.44 E = 1072664.22 PI N = 15375285.19 E = 1072745.89 PT N = 15375345.82 E = 1072821.20 SUPER = 4.8% EX ROW 19'</p>	<p>CURVE RAMPH-4 $\Delta = 8^{\circ}47'02''$ (RT) R = 816.00' T = 62.67' L = 125.10' E = 2.40' PC = 8188+95.83 PI = 8189+58.50 PT = 8190+20.93 PC N = 15375548.82 E = 1073073.30 PI N = 15375588.12 E = 1073122.12 PT N = 15375619.51 E = 1073176.36 SUPER = 5.0% RT</p>	<p>CURVE RAMPH-5 $\Delta = 3^{\circ}48'00''$ (RT) R = 1512.10' T = 50.16' L = 100.29' E = 0.83' PC = 8190+20.93 PI = 8190+71.09 PT = 8191+21.22 PC N = 15375619.51 E = 1073176.36 PI N = 15375644.63 E = 1073219.78 PT N = 15375666.83 E = 1073264.77 SUPER = 3.5% RT</p>	<p>CURVE SB_SD-13 $\Delta = 10^{\circ}32'03''$ (LT) R = 1275.00' T = 117.54' L = 234.42' E = 5.41' PC = 62+64.47 PI = 63+82.01 PT = 64+98.89 PC N = 15374901.58 E = 1072079.76 PI N = 15374954.65 E = 1072184.63 PT N = 15375026.00 E = 1072278.04 SUPER = NC</p>	<p>CURVE SB_SD-14 $\Delta = 3^{\circ}25'55''$ (RT) R = 8685.42' T = 260.20' L = 520.24' E = 3.90' PC = 64+98.89 PI = 67+59.08 PT = 70+19.13 PC N = 15375026.00 E = 1072278.04 PI N = 15375183.94 E = 1072484.82 PT N = 15375329.23 E = 1072700.68 SUPER = NC</p>	<p>CURVE SB_SD-15 $\Delta = 13^{\circ}34'41''$ (RT) R = 1525.00' T = 181.55' L = 361.40' E = 10.77' PC = 74+13.45 PI = 75+95.00 PT = 77+74.85 PC N = 15375549.40 E = 1073027.81 PI N = 15375650.76 E = 1073178.43 PT N = 15375713.94 E = 1073348.63 SUPER = NC</p>



CURVE NB_SD2-1
 $\Delta = 3^{\circ}35'43''$ (LT)
R = 788.00'
T = 24.73'
L = 49.45'
E = 0.39'
PC = 6+25.38
PI = 6+50.11
PT = 6+74.83
PC N = 15375349.35 E = 1073437.29
PI N = 15375360.46 E = 1073459.39
PT N = 15375372.93 E = 1073480.74
SUPER = NC

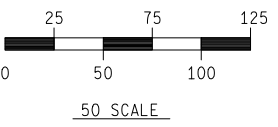
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CAMPBELL ST



I-75 STA 177+00 TO STA 192+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
10/03/08	82194	802330		R.O.W CONST.



CONSTRUCTION SHEET

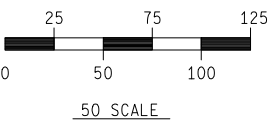
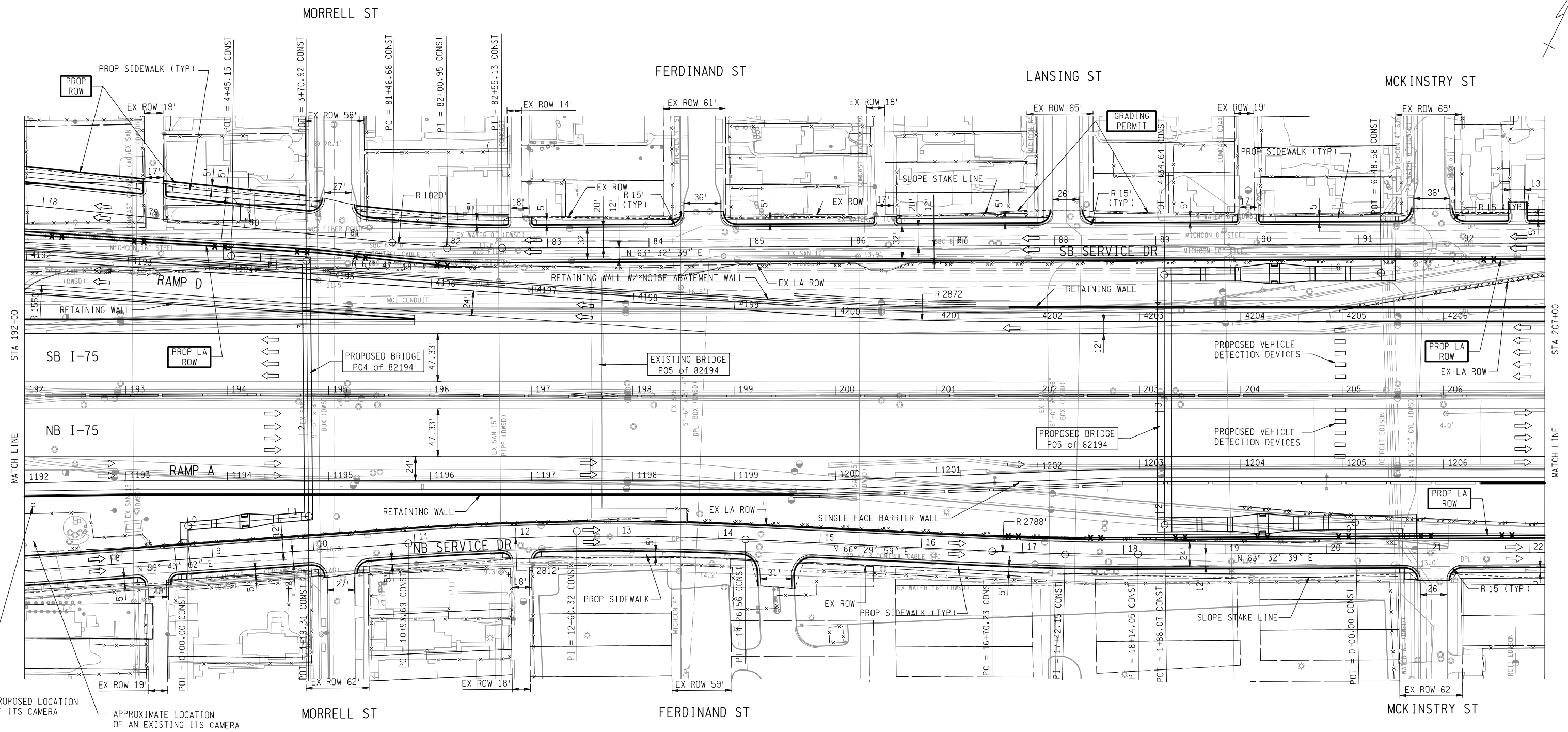
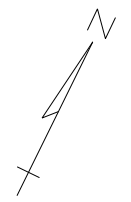
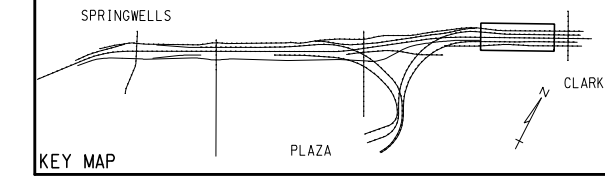
WORKED ON BY: S. MYERS
 CHECKED BY: P. GIBBONS
 DATE: 11/21/2008
 FILE NAME:

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11/21/2008

CURVE SB_SD-15
 $\Delta = 6^\circ 05' 32''$ (LT)
 $R = 1020.00'$
 $T = 54.28'$
 $L = 108.45'$
 $E = 1.44'$
 $PC = 81+46.68$
 $PI = 82+00.95$
 $PT = 82+55.13$
 $PC N = 15375843.33$ $E = 1073697.22$
 $PI N = 15375862.22$ $E = 1073748.11$
 $PT N = 15375886.40$ $E = 1073796.70$
 $SUPER = NC$

CURVE NB_SD2-2
 $\Delta = 6^\circ 46' 57''$ (RT)
 $R = 2812.00'$
 $T = 166.63'$
 $L = 332.87'$
 $E = 4.93'$
 $PC = 10+93.69$
 $PI = 12+60.32$
 $PT = 14+26.56$
 $PC N = 15375584.15$ $E = 1073842.45$
 $PI N = 15375668.17$ $E = 1073986.35$
 $PT N = 15375734.62$ $E = 1074139.16$
 $SUPER = NC$

CURVE NB_SD2-3
 $\Delta = 2^\circ 57' 20''$ (LT)
 $R = 2788.00'$
 $T = 71.93'$
 $L = 143.82'$
 $E = 0.93'$
 $PC = 16+70.23$
 $PI = 17+42.15$
 $PT = 18+14.05$
 $PC N = 15375831.78$ $E = 1074362.61$
 $PI N = 15375860.46$ $E = 1074428.57$
 $PT N = 15375892.50$ $E = 1074492.97$
 $SUPER = NC$



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CONSTRUCTION SHEET

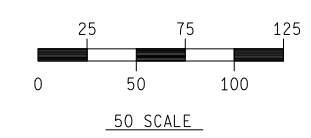
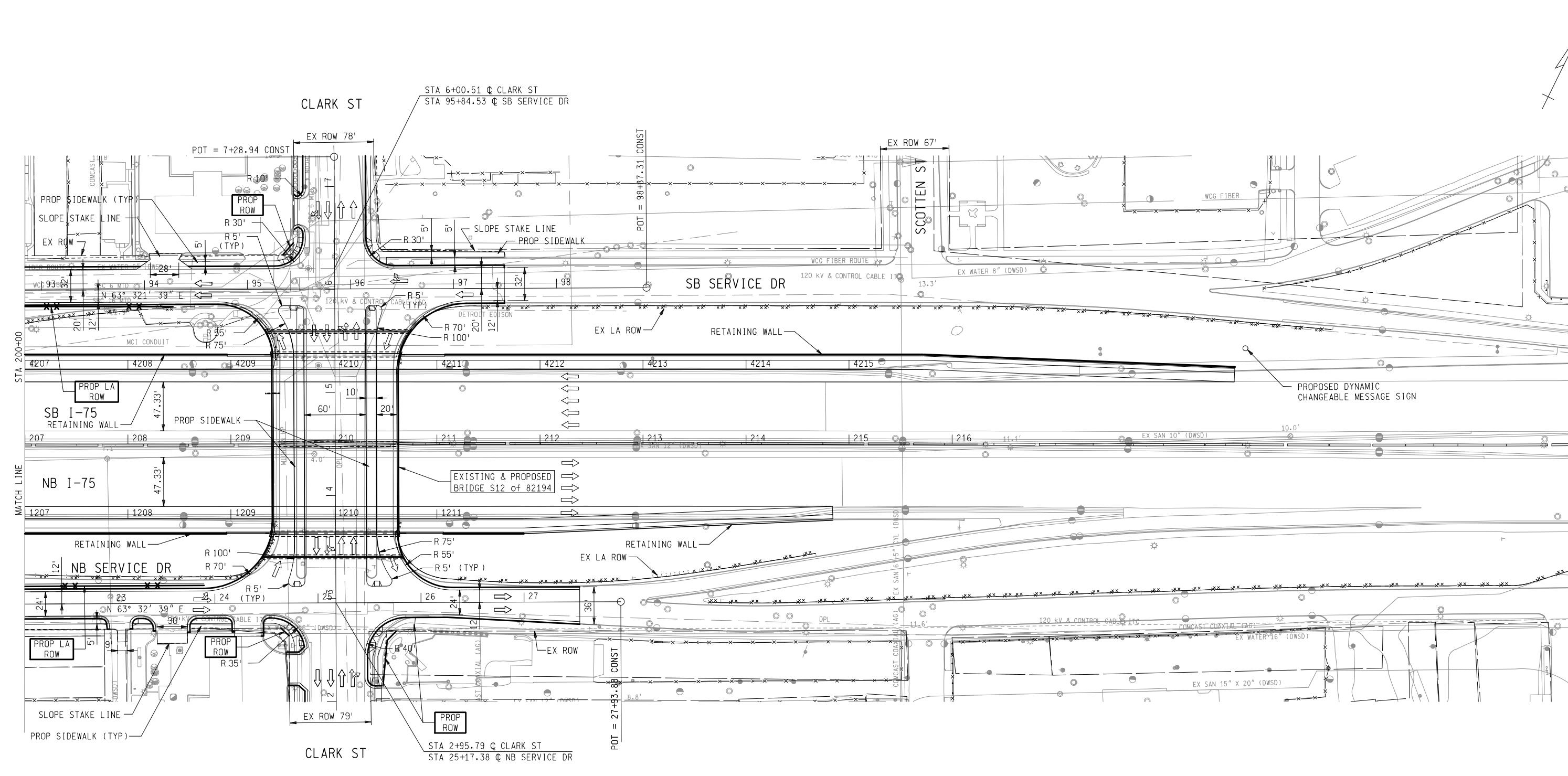
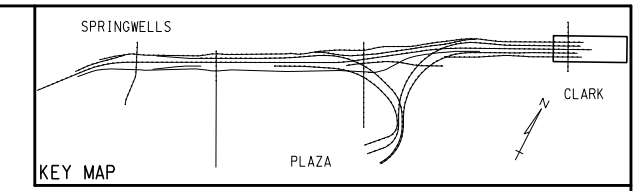
I-75 STA 192+00 TO STA 207+00

PARSONS	MDOT Michigan Department of Transportation	DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
		10/03/08	82194	802330		R.O.W CONST. 31

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CHECKED BY: P. GIBBONS DATE: 11/21/2008
WORKED ON BY: S. MYERS DATE: 11/21/2008

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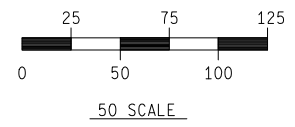
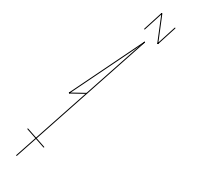
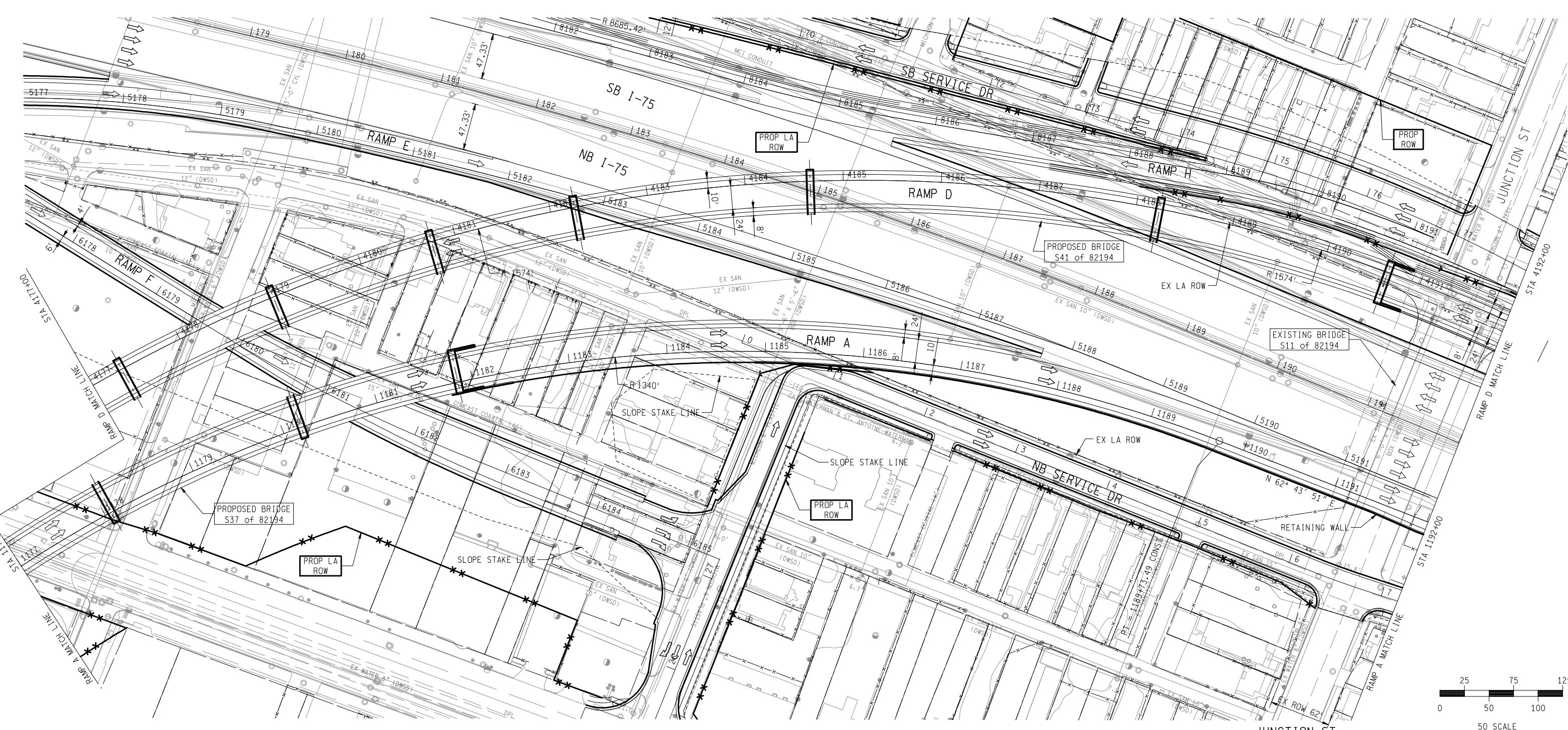
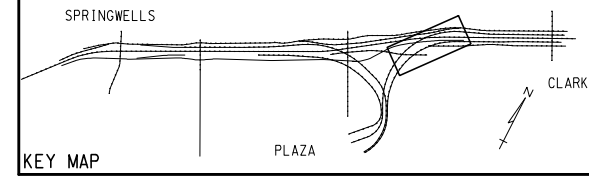
CONSTRUCTION SHEET

PARSONS	MDOT Michigan Department of Transportation	I-75 STA 207+00 TO STA 222+00				
		DATE 10/03/08	CONT. SEC. 82194	JOB NO. 802330	DESIGN UNIT R.O.W CONST.	SHEET NO. 32

WORKED ON BY: S. MYERS
CHECKED BY: P. GIBBONS
DATE: 11/21/2008
FILE NAME:

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11/21/2008
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CURVE RAMPA-1 Δ = 62°02'22" (LT) R = 868.00' T = 521.95' L = 939.86' E = 144.85' PC = 1157+81.46 PI = 1163+03.41 PT = 1167+21.32 PC N = 15372537.91 E = 1072700.80 PI N = 15372964.84 E = 1073001.08 PT N = 15373430.24 E = 1072764.77	CURVE RAMPA-2 Δ = 89°38'58" (RT) R = 1340.00' T = 1331.83' L = 2096.67' E = 549.28' PC = 1168+76.81 PI = 1182+08.64 PT = 1189+73.49 PC N = 15373568.88 E = 1072694.38 PI N = 15374756.41 E = 1072091.43 PT N = 15375366.62 E = 1073275.24	CURVE RAMPD-1 Δ = 70°30'27" (LT) R = 486.00' T = 343.52' L = 598.06' E = 109.15' PC = 4159+03.25 PI = 4162+46.77 PT = 4165+01.31 PC N = 15372835.52 E = 1072593.67 PI N = 15373084.33 E = 1072830.51 PT N = 15373390.63 E = 1072674.99	CURVE RAMPD-2 Δ = 94°42'25" (RT) R = 1574.00' T = 1708.92' L = 2601.74' E = 749.34' PC = 4166+40.79 PI = 4183+49.72 PT = 4192+42.53 PC N = 15373515.00 E = 1072611.85 PI N = 15375038.76 E = 1071838.17 PT N = 15375684.79 E = 1073420.28
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NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN

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JUNCTION ST
CONSTRUCTION SHEET

		PLAZA RAMPS A & D			
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
		10/03/08	82194	802330	
					SHEET NO. 34

FILE NAME: 11/21/2008
CHECKED BY: P. GIBBONS
DATE: 11/21/2008
WORKED ON BY: S. MYERS
DATE: 11/21/2008

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11/21/2008

CURVE RAMPB-2
 $\Delta = 43^\circ 06' 50''$ (RT)
 $R = 1500.00'$
 $T = 592.59'$
 $L = 1128.72'$
 $E = 112.81'$
 $PC = 2162+43.26$
 $PI = 2168+35.85$
 $PT = 2173+71.98$
 $PC N = 15373811.63$ E = 1071021.08
 $PI N = 15374041.12$ E = 1071567.43
 $PT N = 15373835.24$ E = 1072123.11

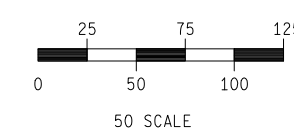
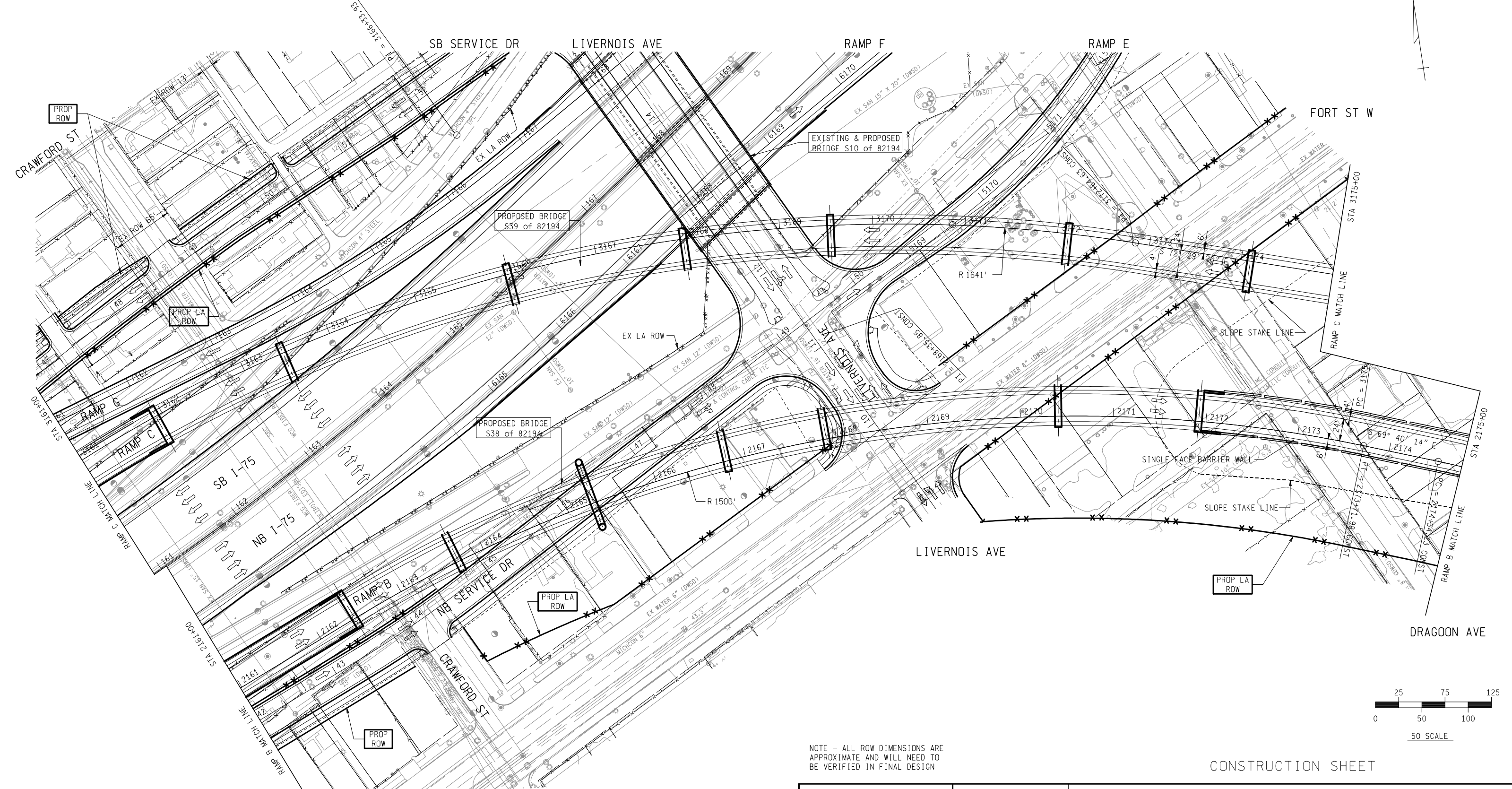
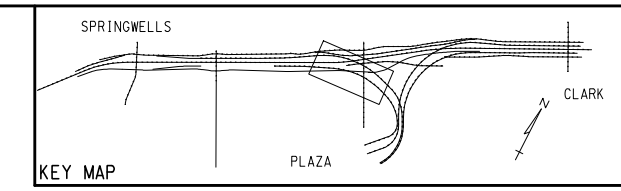
CURVE RAMPB-3
 $\Delta = 42^\circ 25' 53''$ (RT)
 $R = 794.00'$
 $T = 308.22'$
 $L = 588.01'$
 $E = 57.73'$
 $PC = 2174+54.23$
 $PI = 2177+62.46$
 $PT = 2180+42.25$
 $PC N = 15373806.67$ E = 1072200.24
 $PI N = 15373699.58$ E = 1072489.26
 $PT N = 15373425.54$ E = 1072630.34

CURVE RAMPB-4
 $\Delta = 71^\circ 01' 14''$ (RT)
 $R = 290.00'$
 $T = 206.93'$
 $L = 359.47'$
 $E = 66.26'$
 $PC = 2180+42.25$
 $PI = 2182+49.18$
 $PT = 2184+01.71$
 $PC N = 15373425.54$ E = 1072630.34
 $PI N = 15373241.56$ E = 1072725.05
 $PT N = 15373092.15$ E = 1072581.87

CURVE RAMP C-2
 $\Delta = 48^\circ 34' 24''$ (RT)
 $R = 1641.00'$
 $T = 740.48'$
 $L = 1391.18'$
 $E = 159.33'$
 $PC = 3158+93.45$
 $PI = 3166+33.93$
 $PT = 3172+84.63$
 $PC N = 15373928.45$ E = 1070571.69
 $PI N = 15374310.52$ E = 1071205.98
 $PT N = 15374087.71$ E = 1071418.39

CURVE RAMP C-3
 $\Delta = 45^\circ 34' 13''$ (RT)
 $R = 818.00'$
 $T = 343.61'$
 $L = 650.60'$
 $E = 69.24'$
 $PC = 3175+55.20$
 $PI = 3178+98.81$
 $PT = 3182+05.80$
 $PC N = 15374006.30$ E = 1072170.18
 $PI N = 15373902.91$ E = 1072497.86
 $PT N = 15373596.54$ E = 1072653.42

CURVE RAMP C-4
 $\Delta = 62^\circ 02' 22''$ (RT)
 $R = 844.00'$
 $T = 507.52'$
 $L = 913.88'$
 $E = 140.84'$
 $PC = 3184+04.49$
 $PI = 3189+12.01$
 $PT = 3193+18.37$
 $PC N = 15373419.38$ E = 1072743.37
 $PI N = 15372966.84$ E = 1072973.14
 $PT N = 15372551.72$ E = 1072681.16



CONSTRUCTION SHEET

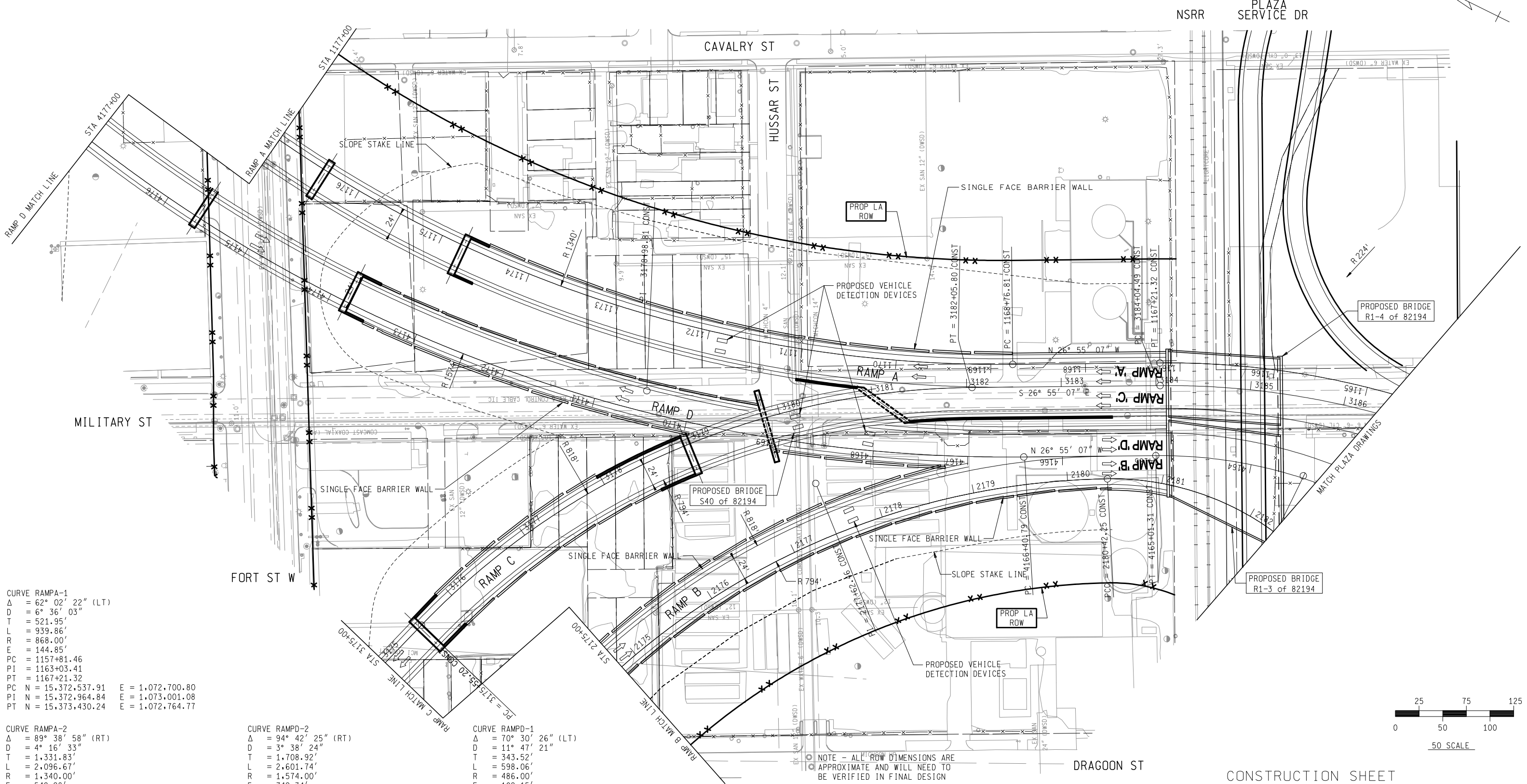
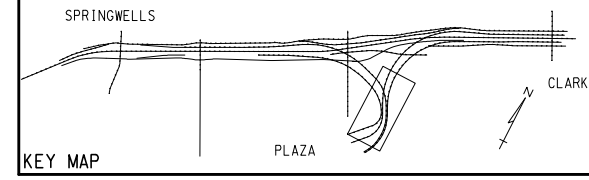
PLAZA RAMPS B & C

	 Michigan Department of Transportation	DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
		10/03/08	82194	802330		R. O. W. CONST.

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 CHECKED BY: P. GIBBONS
 DATE: 11/21/2008
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11/21/2008

CURVE RAMPB-2 Δ = 43°06'50" (RT) R = 1500.00' T = 592.59' L = 1128.72' E = 112.81' PC = 2162+43.26 PI = 2168+35.85 PT = 2173+71.98 PC N = 15373811.63 E = 1071021.08 PI N = 15374041.12 E = 1071567.43 PT N = 15373835.24 E = 1072123.11	CURVE RAMPB-3 Δ = 42°25'53" (RT) R = 794.00' T = 308.22' L = 588.01' E = 57.73' PC = 2174+54.23 PI = 2177+62.46 PT = 2180+42.25 PC N = 15373806.67 E = 1072200.24 PI N = 15373699.58 E = 1072489.26 PT N = 15373425.54 E = 1072630.34	CURVE RAMPB-4 Δ = 71°01'14" (RT) R = 290.00' T = 206.93' L = 359.47' E = 66.26' PC = 2180+42.25 PI = 2182+49.18 PT = 2184+01.71 PC N = 15373425.54 E = 1072630.34 PI N = 15373241.56 E = 1072725.05 PT N = 15373092.15 E = 1072581.87	CURVE RAMP C-2 Δ = 48°34'24" (RT) R = 1641.00' T = 740.48' L = 1391.18 E = 159.33' PC = 3158+93.45 PI = 3166+33.93 PT = 3172+84.63 PC N = 15373928.45 E = 1070571.69 PI N = 15374310.52 E = 1072105.98 PT N = 15374087.71 E = 1071418.39	CURVE RAMP C-3 Δ = 45°34'13" (RT) R = 818.00' T = 343.61' L = 650.60 E = 69.24' PC = 3175+55.20 PI = 3178+98.81 PT = 3182+05.80 PC N = 15374006.30 E = 1072170.18 PI N = 15373902.91 E = 1072497.86 PT N = 15373596.54 E = 1072653.42	CURVE RAMP C-4 Δ = 62°02'22" (RT) R = 844.00' T = 507.52' L = 913.88' E = 140.84' PC = 3184+04.49 PI = 3189+12.01 PT = 3193+18.37 PC N = 15373419.38 E = 1072743.37 PI N = 15372966.84 E = 1072973.14 PT N = 15372551.72 E = 1072681.16
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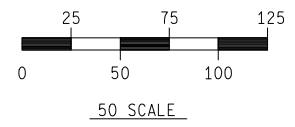
CURVE RAMP A-1 Δ = 62° 02' 22" (LT) D = 6° 36' 03" T = 521.95' L = 939.86' R = 868.00' E = 144.85' PC = 1157+81.46 PI = 1163+03.41 PT = 1167+21.32 PC N = 15,372,537.91 E = 1,072,700.80 PI N = 15,372,964.84 E = 1,073,001.08 PT N = 15,373,430.24 E = 1,072,764.77

CURVE RAMP A-2 Δ = 89° 38' 58" (RT) D = 4° 16' 33" T = 1,331.83' L = 2,096.67' R = 1,340.00' E = 549.28' PC = 1168+76.81 PI = 1182+08.64 PT = 1189+73.49 PC N = 15,373,568.88 E = 1,072,694.38 PI N = 15,374,756.41 E = 1,072,091.43 PT N = 15,375,366.62 E = 1,073,275.24

CURVE RAMP D-2 Δ = 94° 42' 25" (RT) D = 3° 38' 24" T = 1,708.92' L = 2,601.74' R = 1,574.00' E = 749.34' PC = 4166+40.79 PI = 4183+49.71 PT = 4192+42.53 PC N = 15,373,515.00 E = 1,072,611.85 PI N = 15,375,038.76 E = 1,071,838.17 PT N = 15,375,684.79 E = 1,073,420.28

CURVE RAMP D-1 Δ = 70° 30' 26" (LT) D = 11° 47' 21" T = 343.52' L = 598.06' R = 486.00' E = 109.15' PC = 4159+03.25 PI = 4162+46.76 PT = 4165+01.31 PC N = 15,372,835.52 E = 1,072,593.67 PI N = 15,373,084.33 E = 1,072,830.51 PT N = 15,373,390.63 E = 1,072,674.99
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NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN



		PLAZA RAMPS A, B, C & D			
		DATE 10/03/08	CONT. SEC. 82194	JOB NO. 802330	DESIGN UNIT R.O.W
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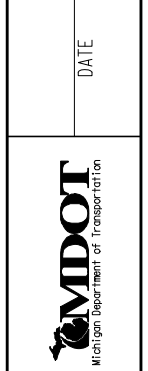
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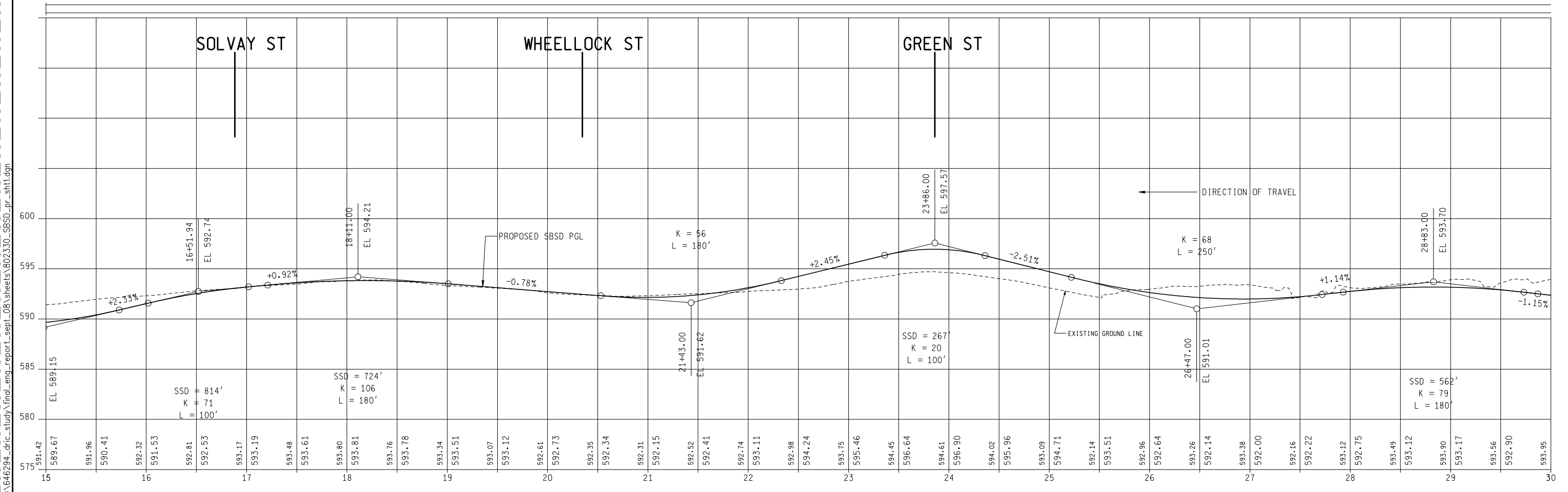
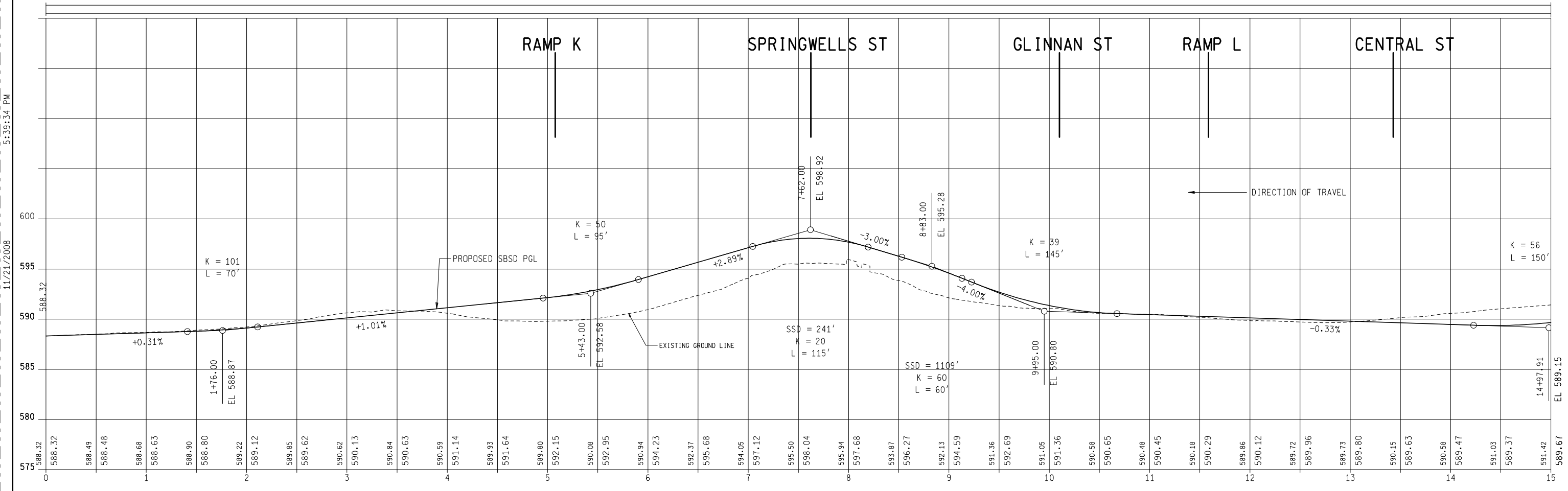
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SOUTHBOUND SERVICE DRIVE
 JOB NO. 802330
 CONT. SEC. 82194
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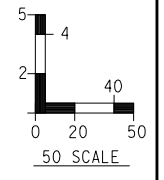
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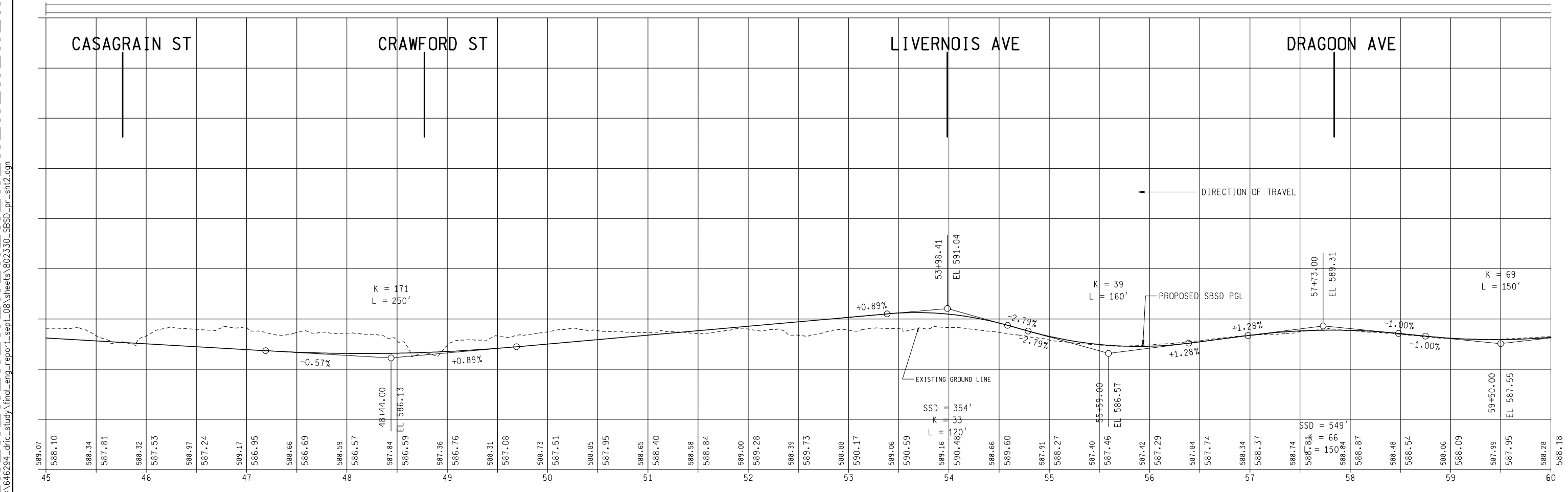
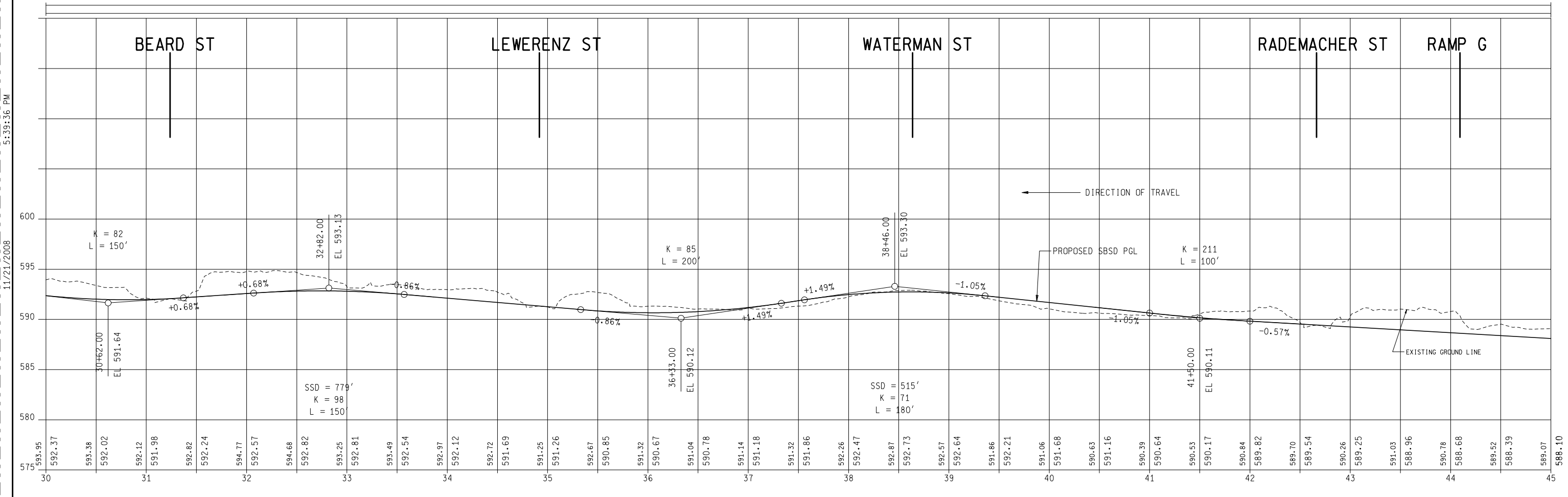
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COUNT. SEC.	82194
JOB NO.	802330
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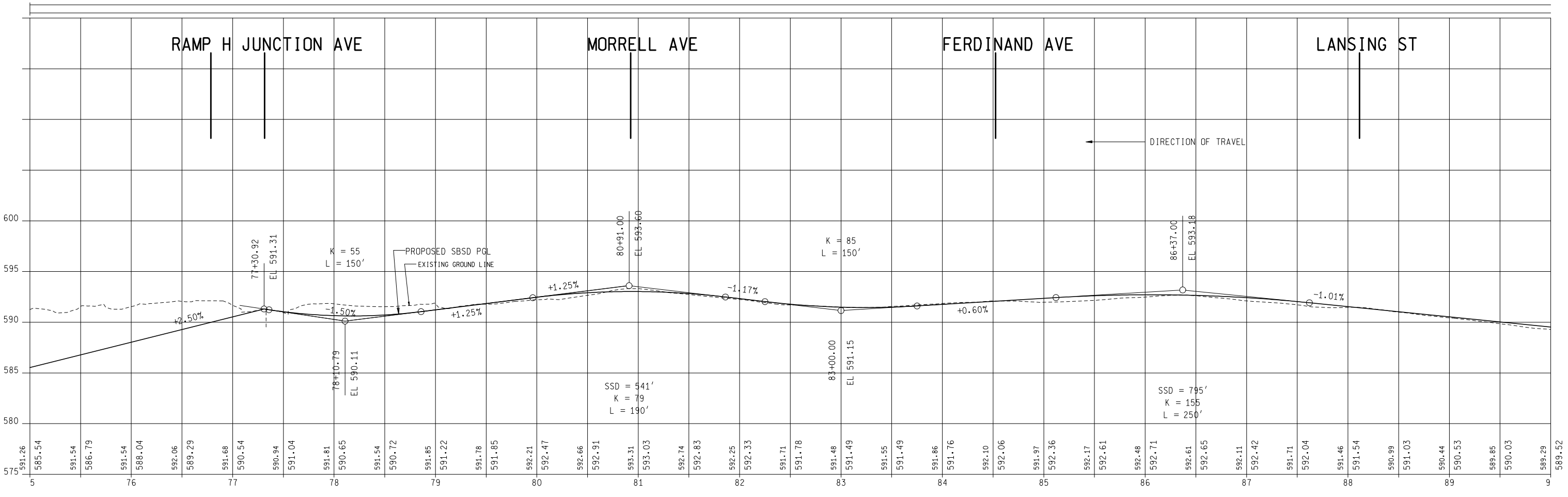
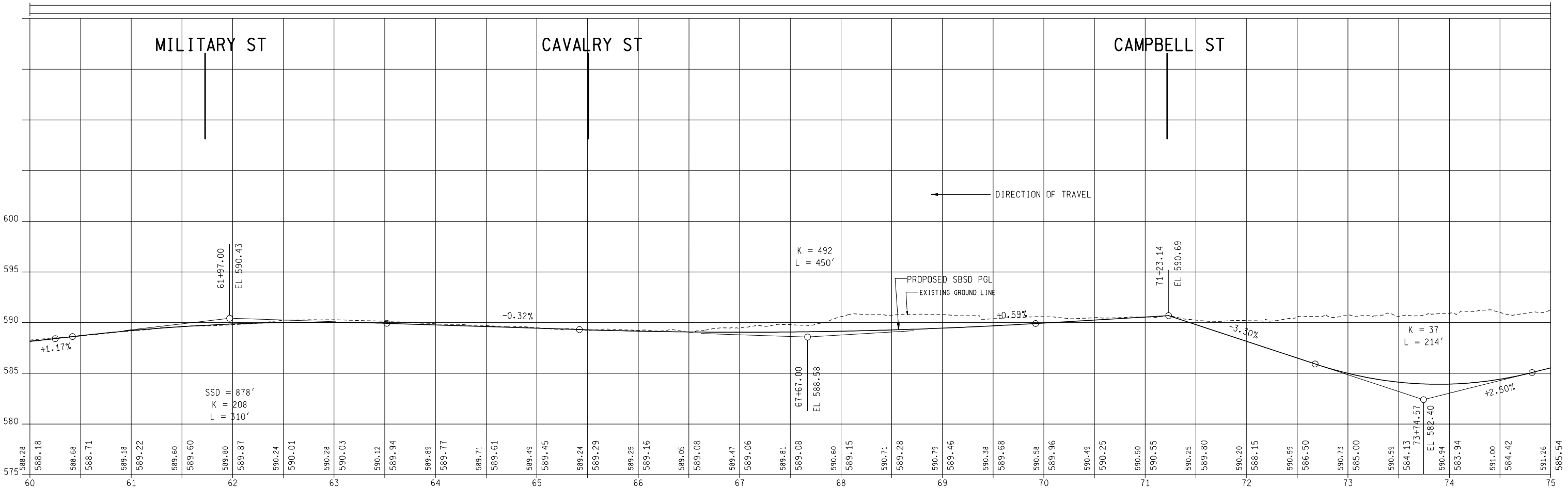
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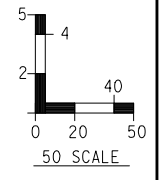
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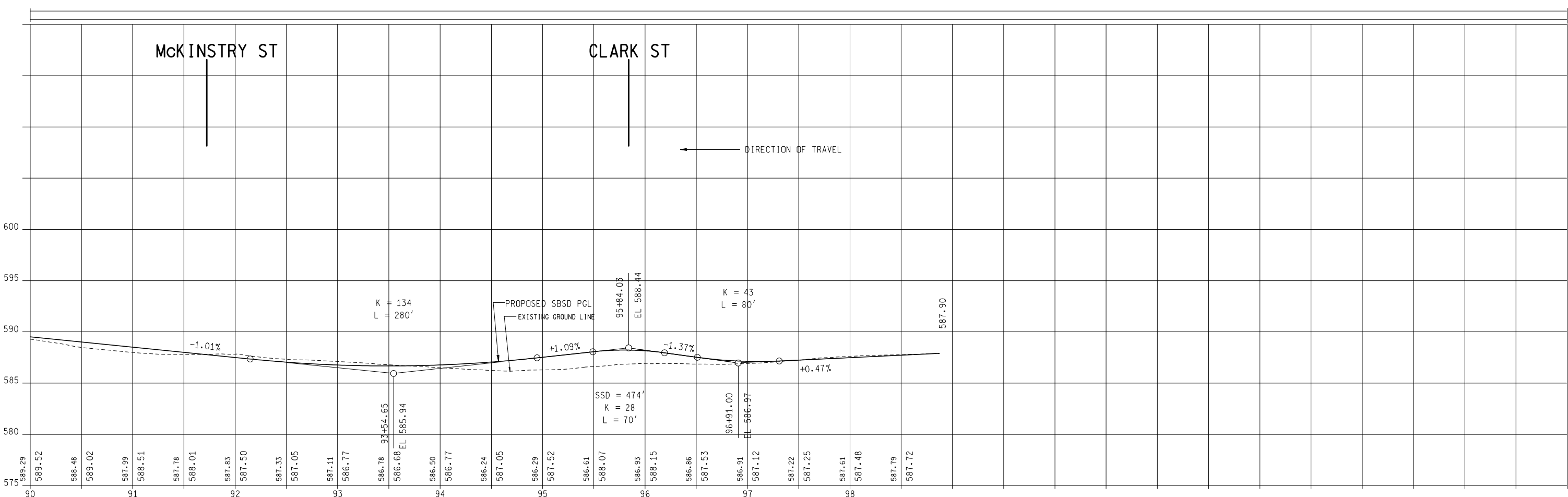
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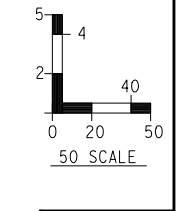
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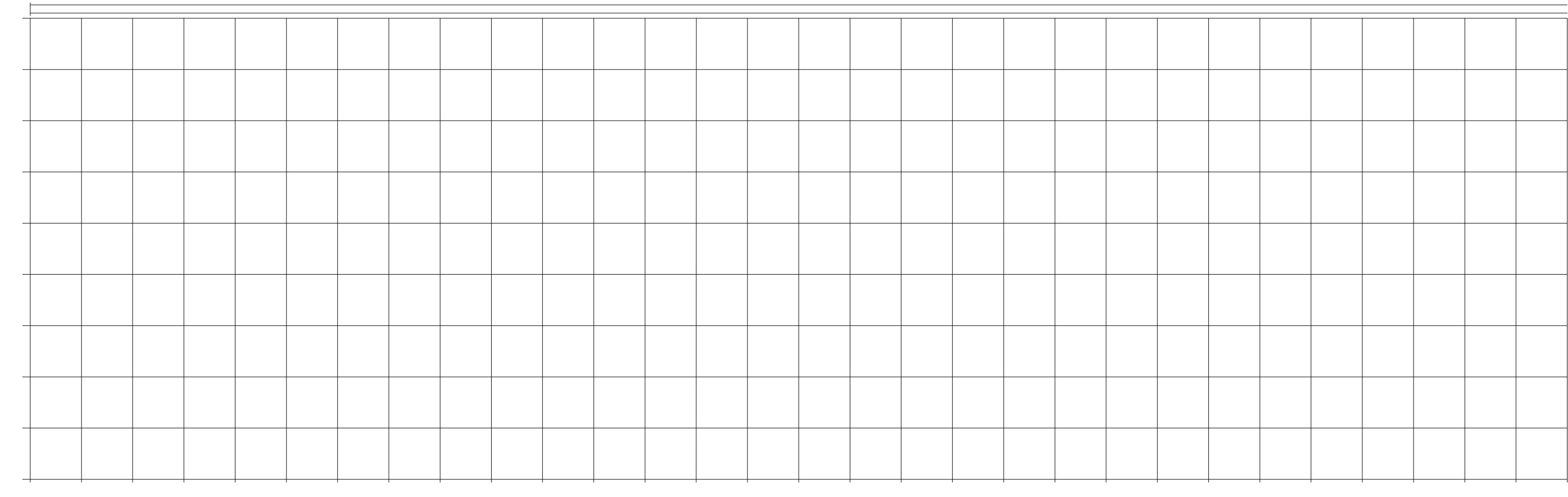
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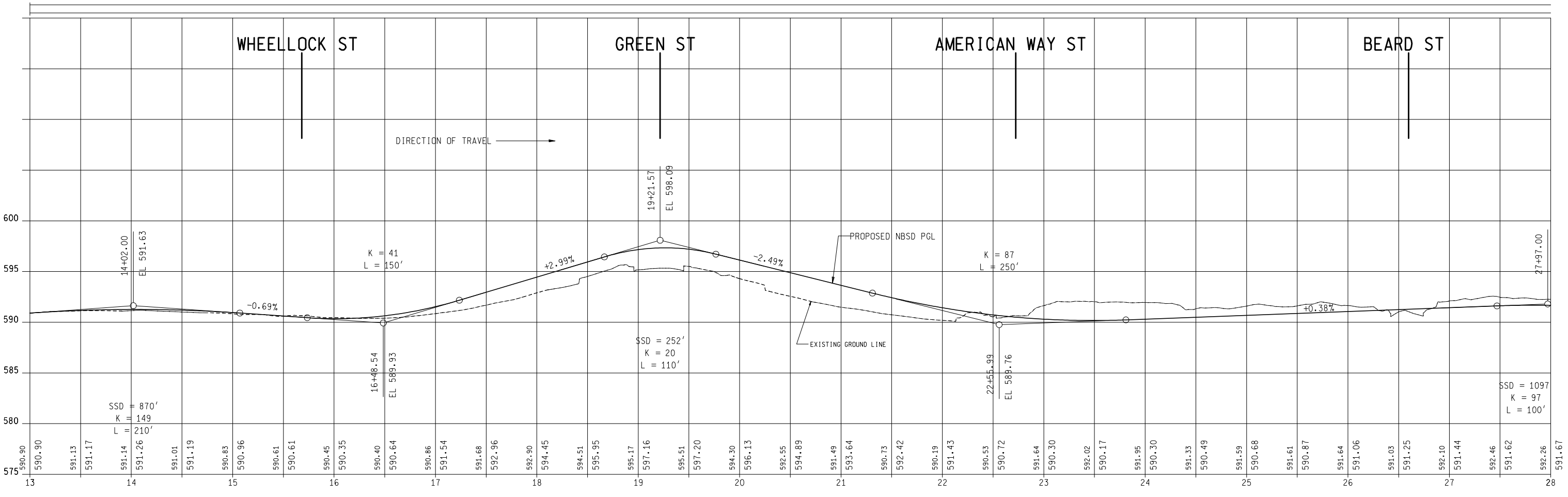
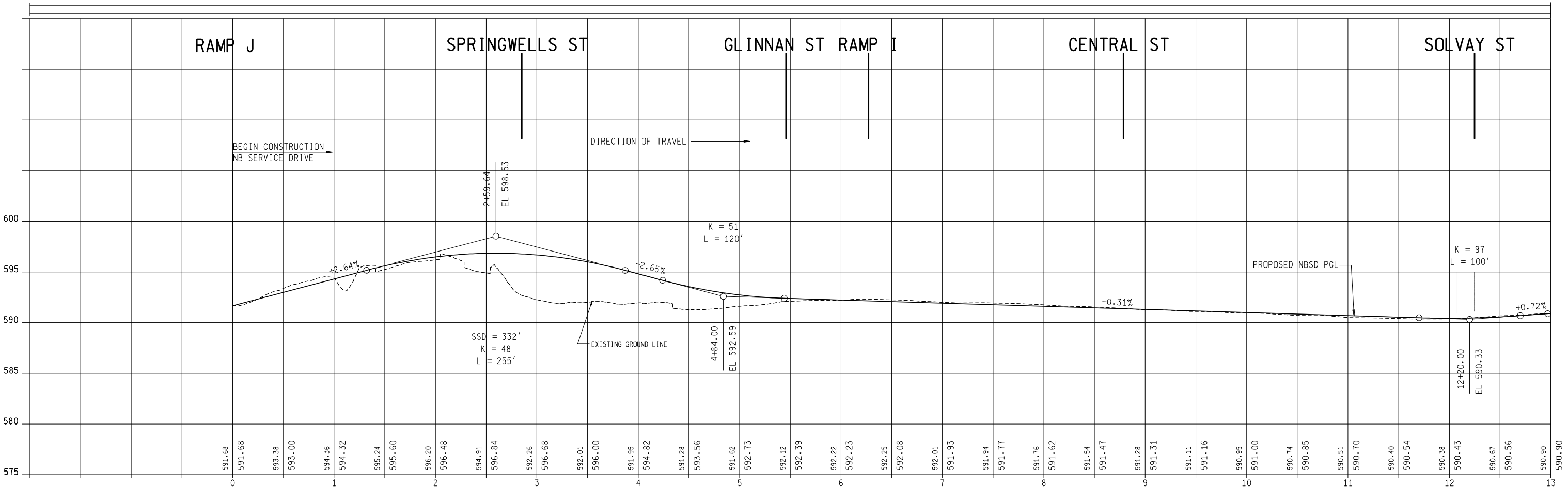


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DATE	COUNT.	SEC.	82194
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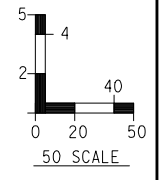
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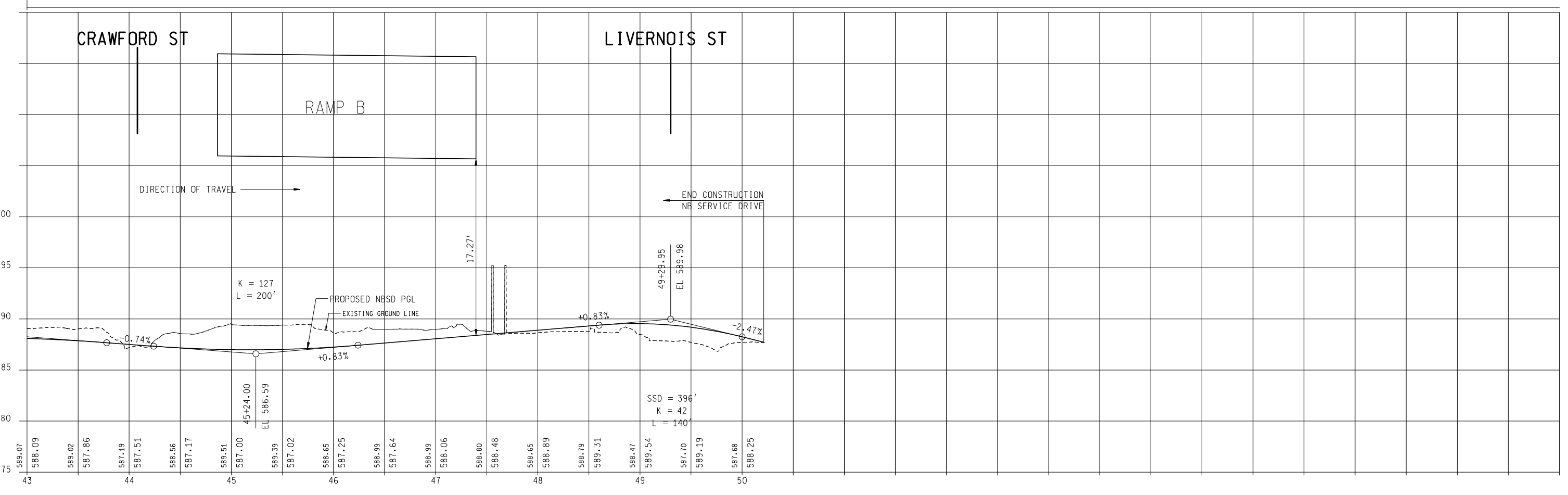
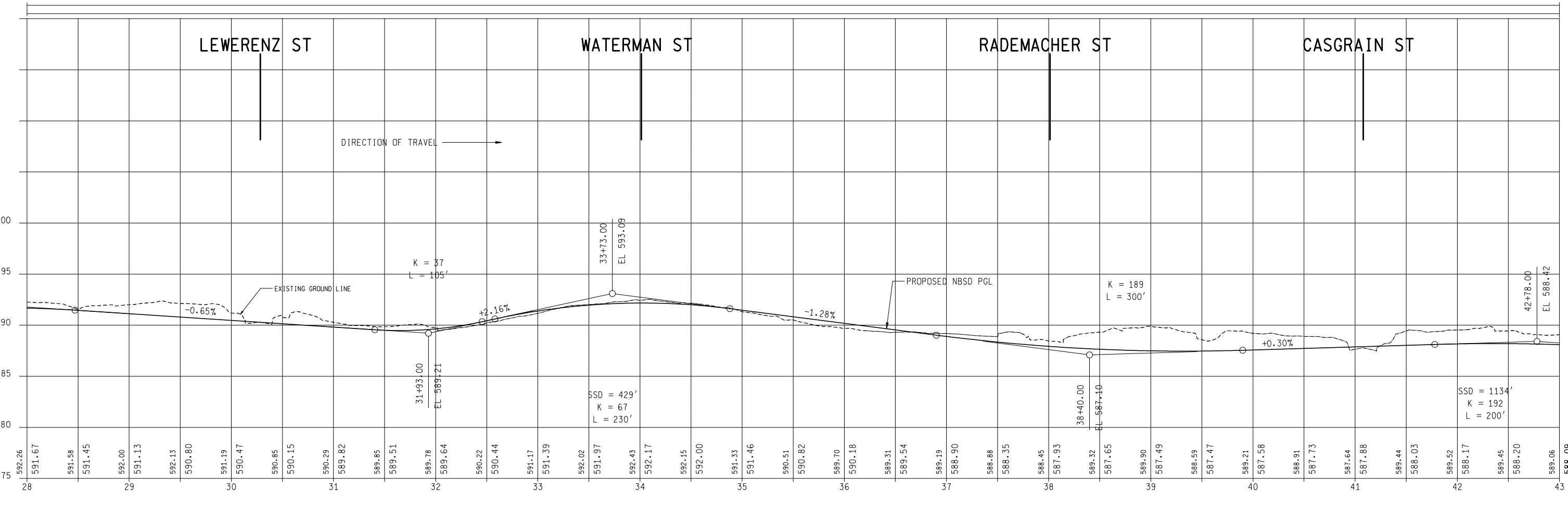
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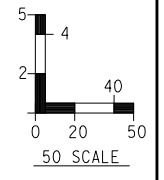
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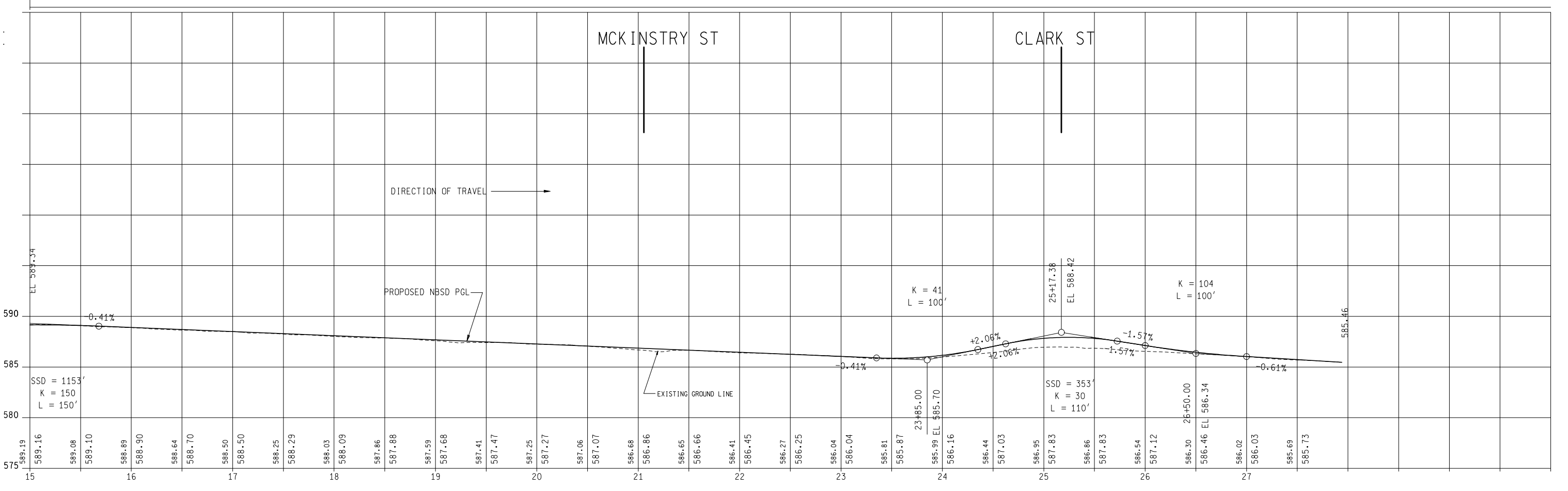
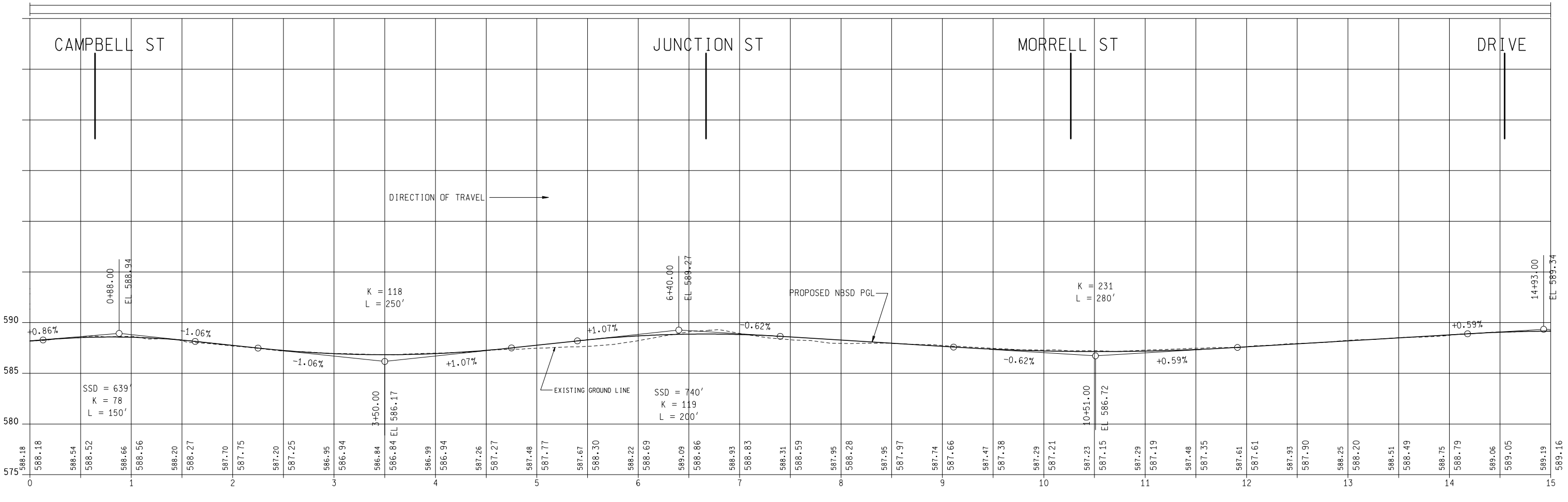


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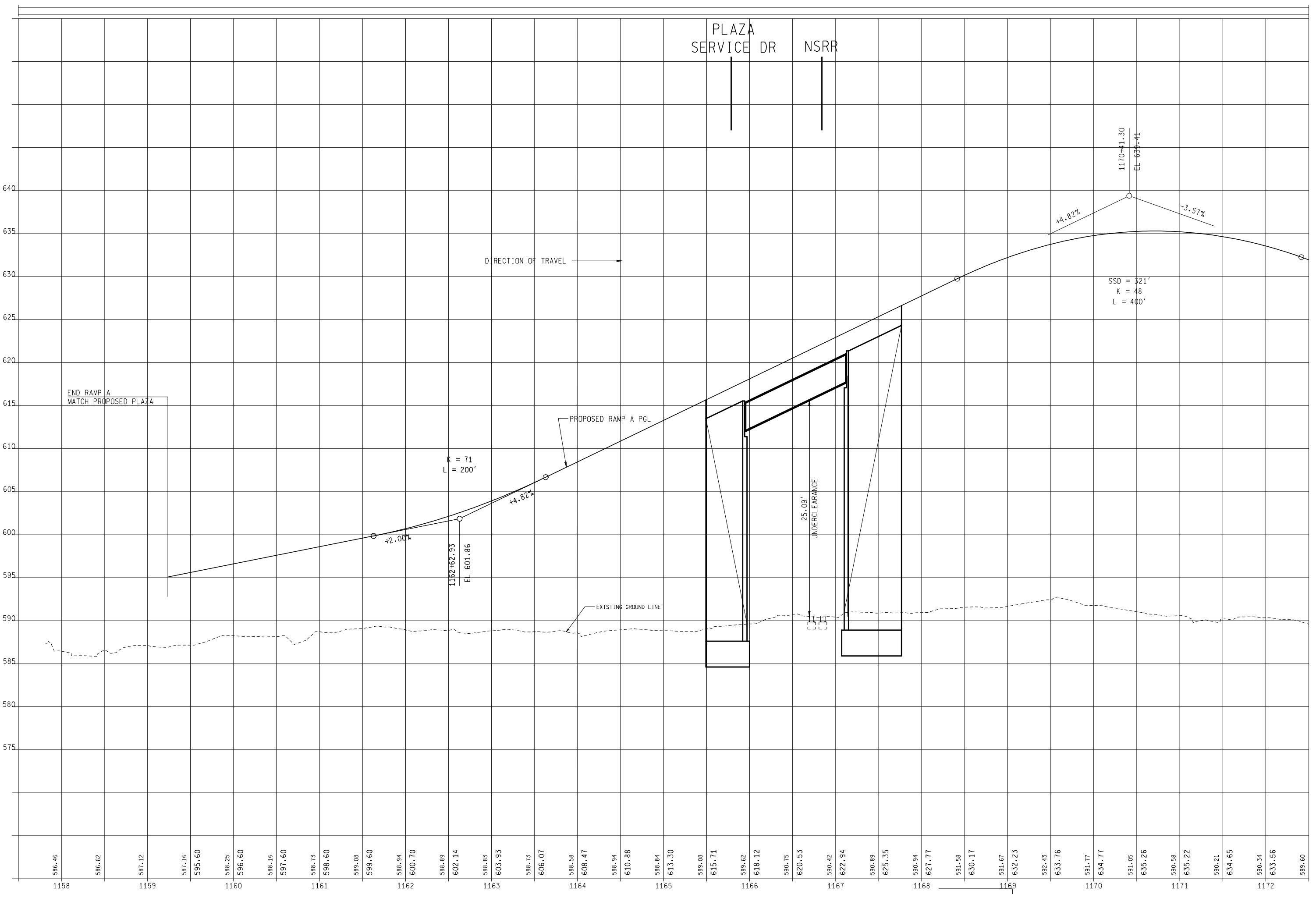
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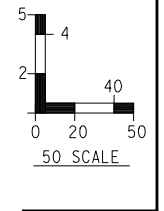
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11/21/2008	11/21/2008	S. MYERS



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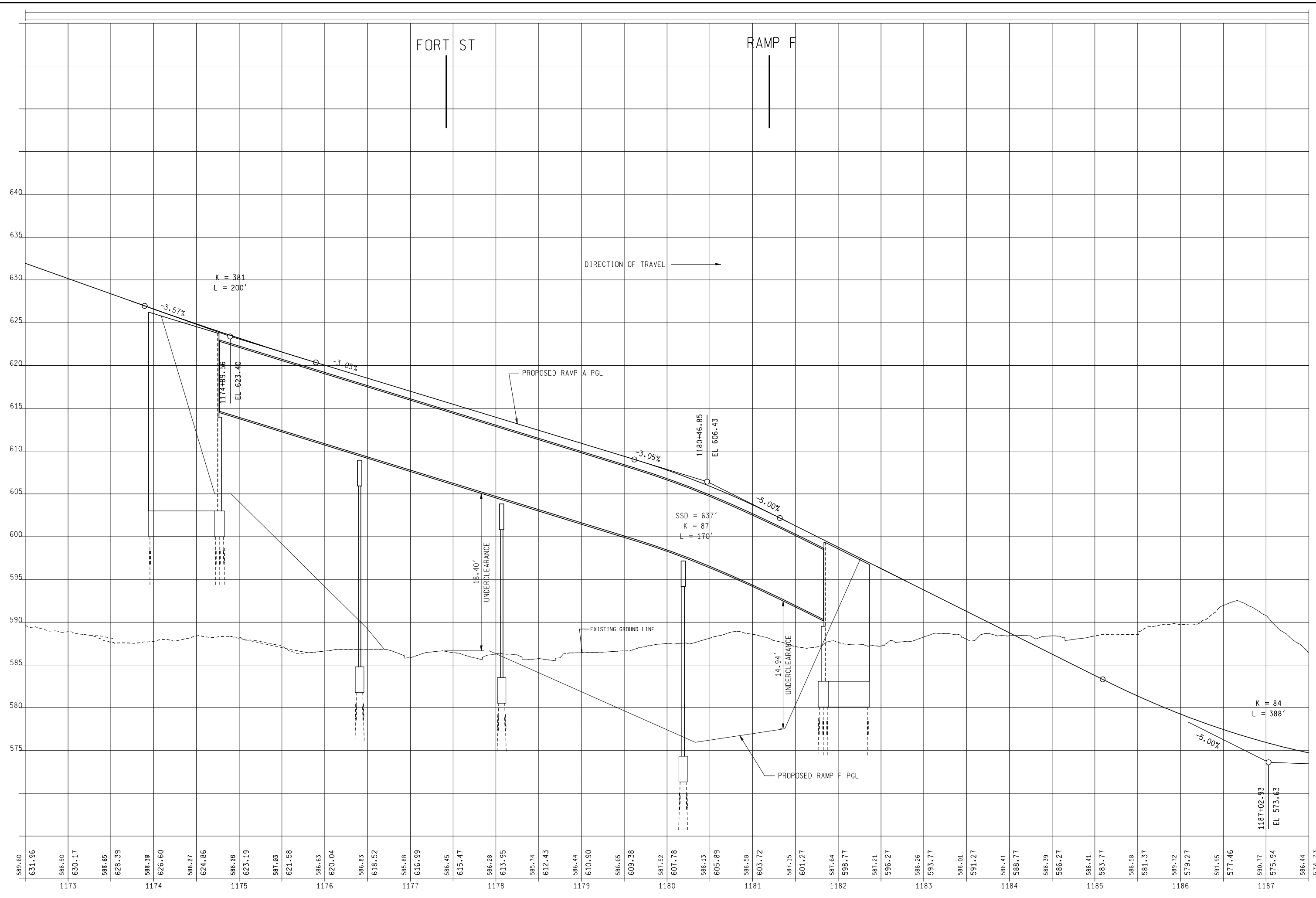
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Michigan Department of Transportation

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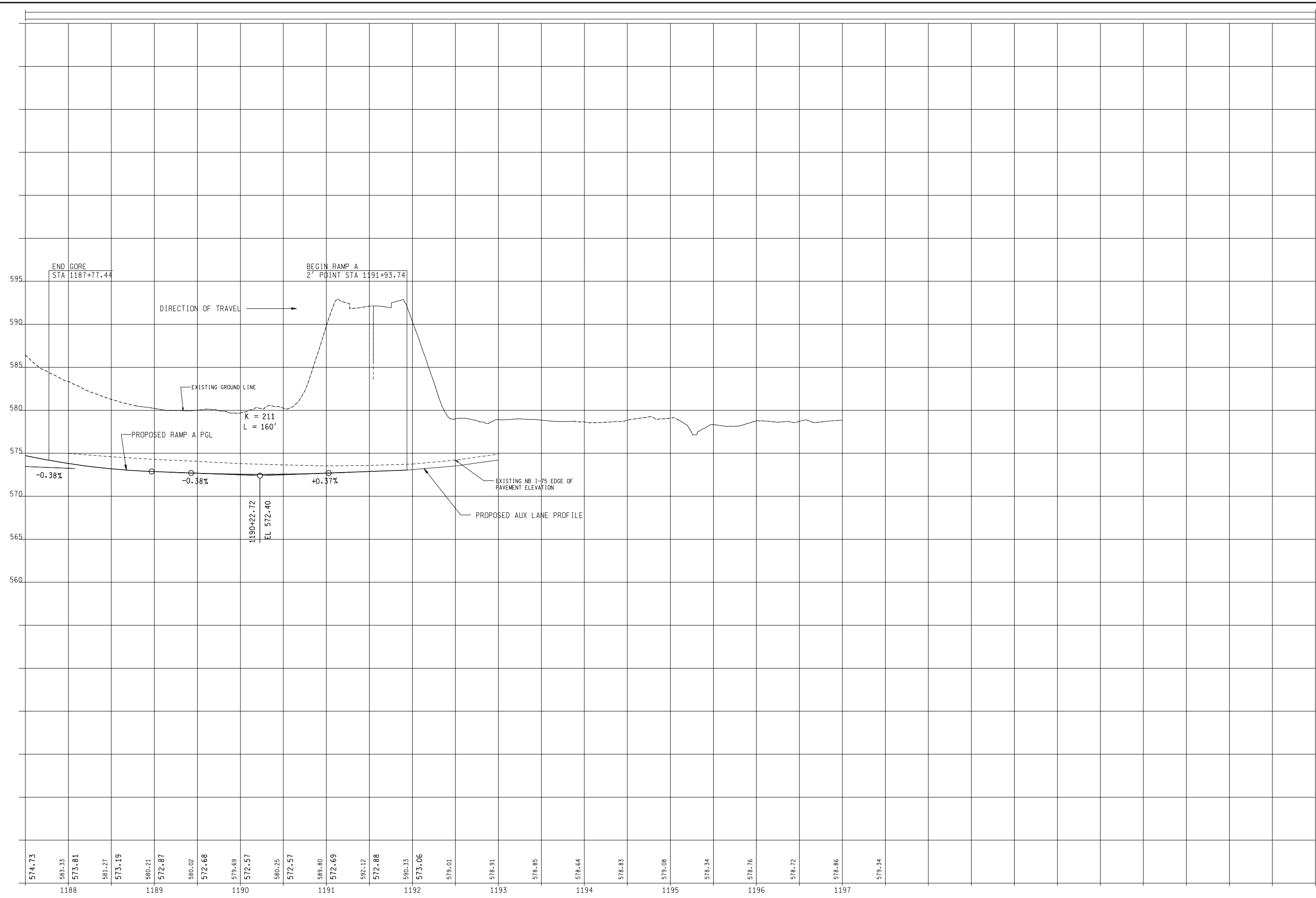
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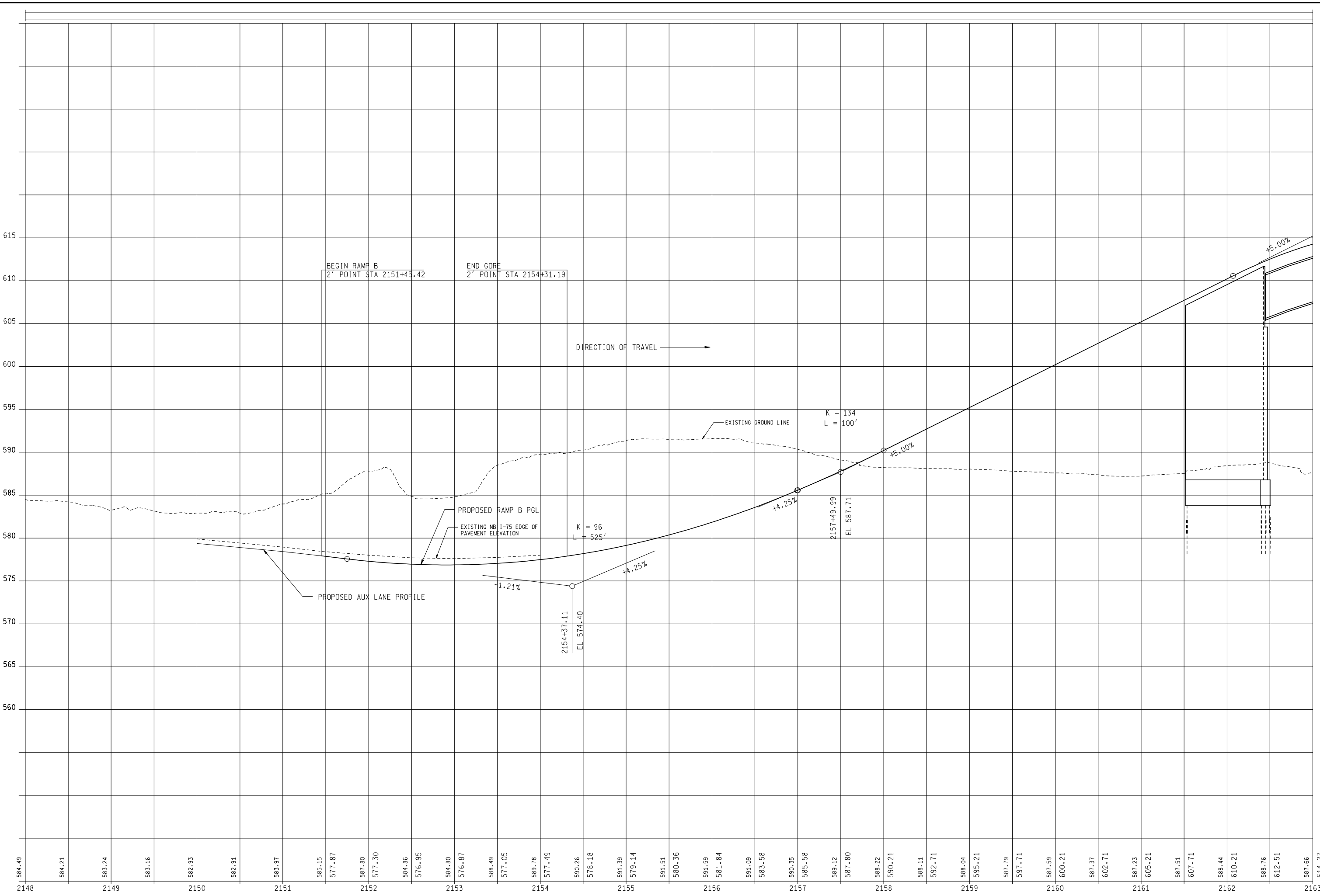
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Michigan Department of Transportation

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RAMP B

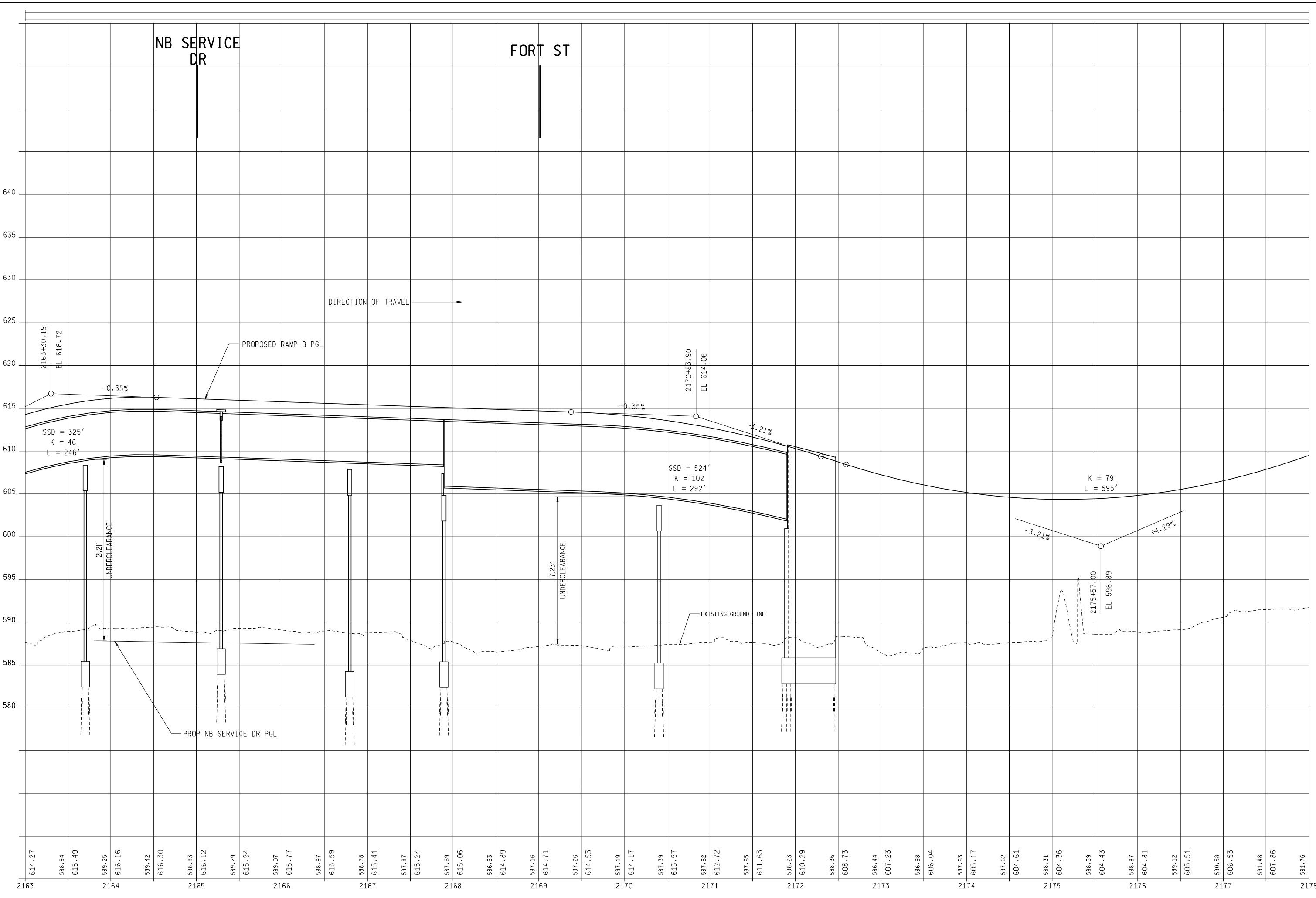
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RAMP B

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DATE 11/21/2008

CONT. SEC. 82194

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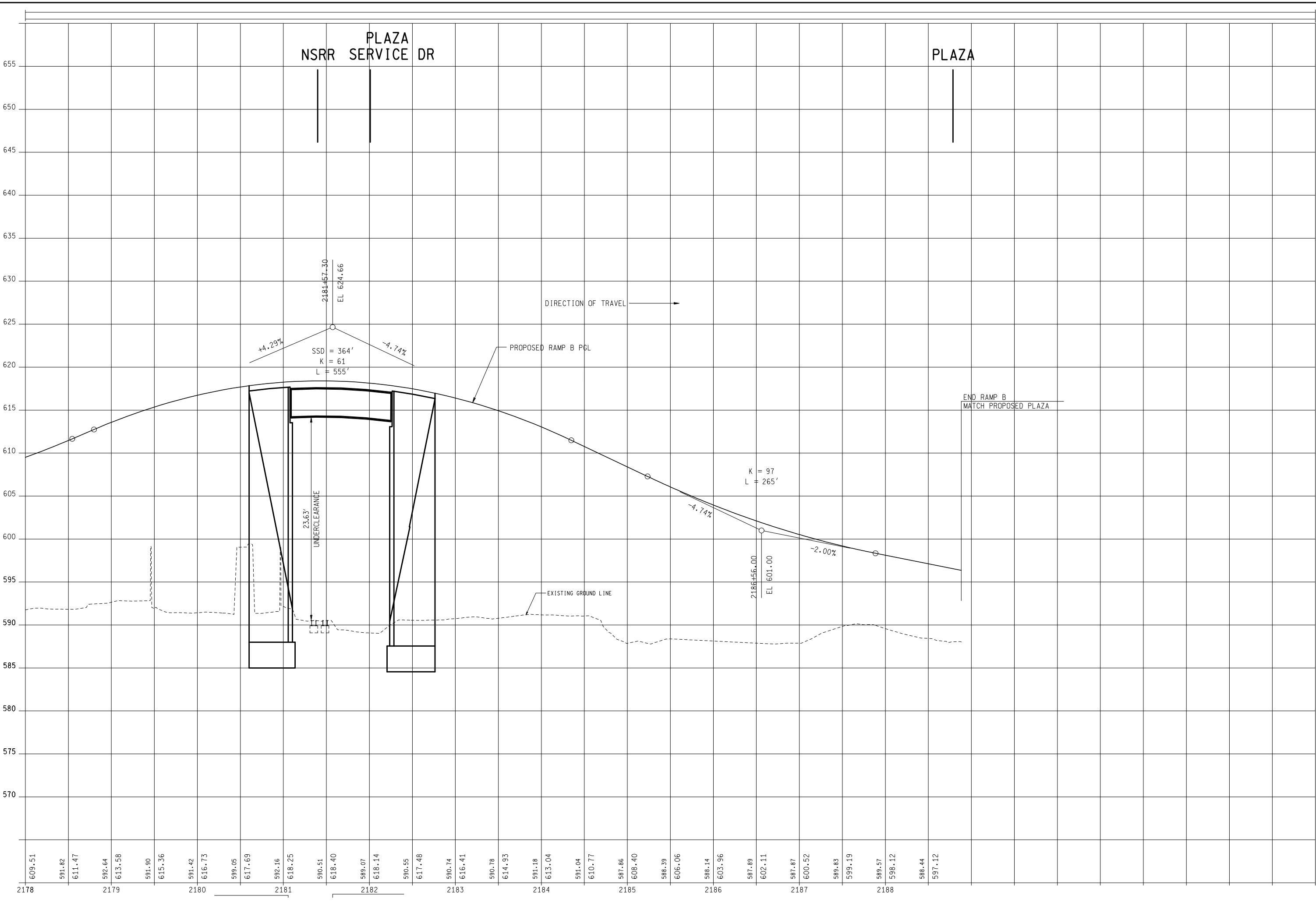
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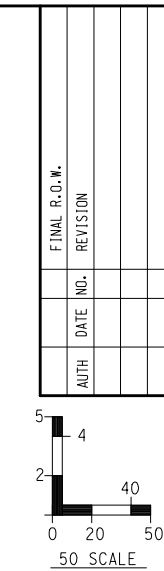
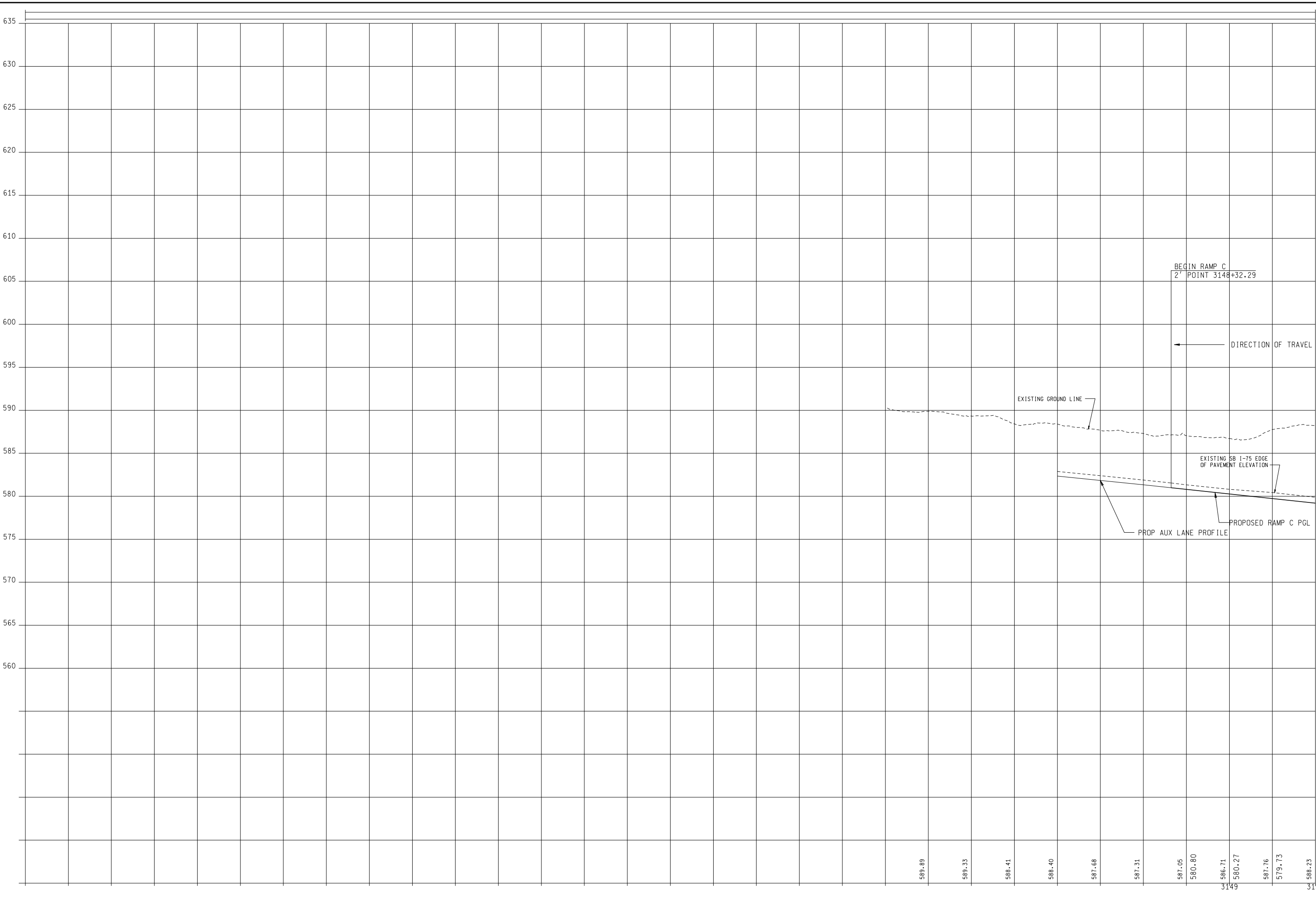
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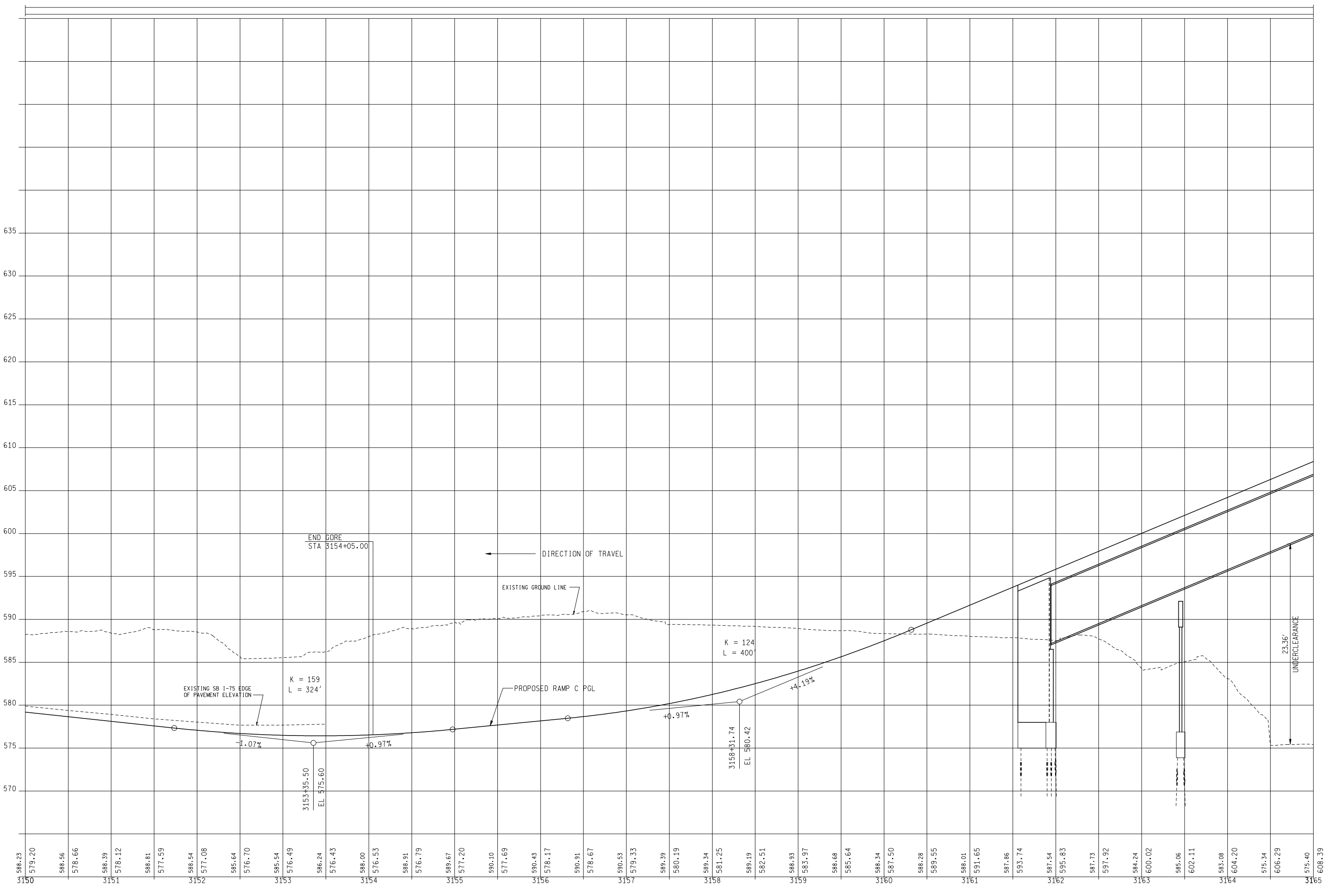
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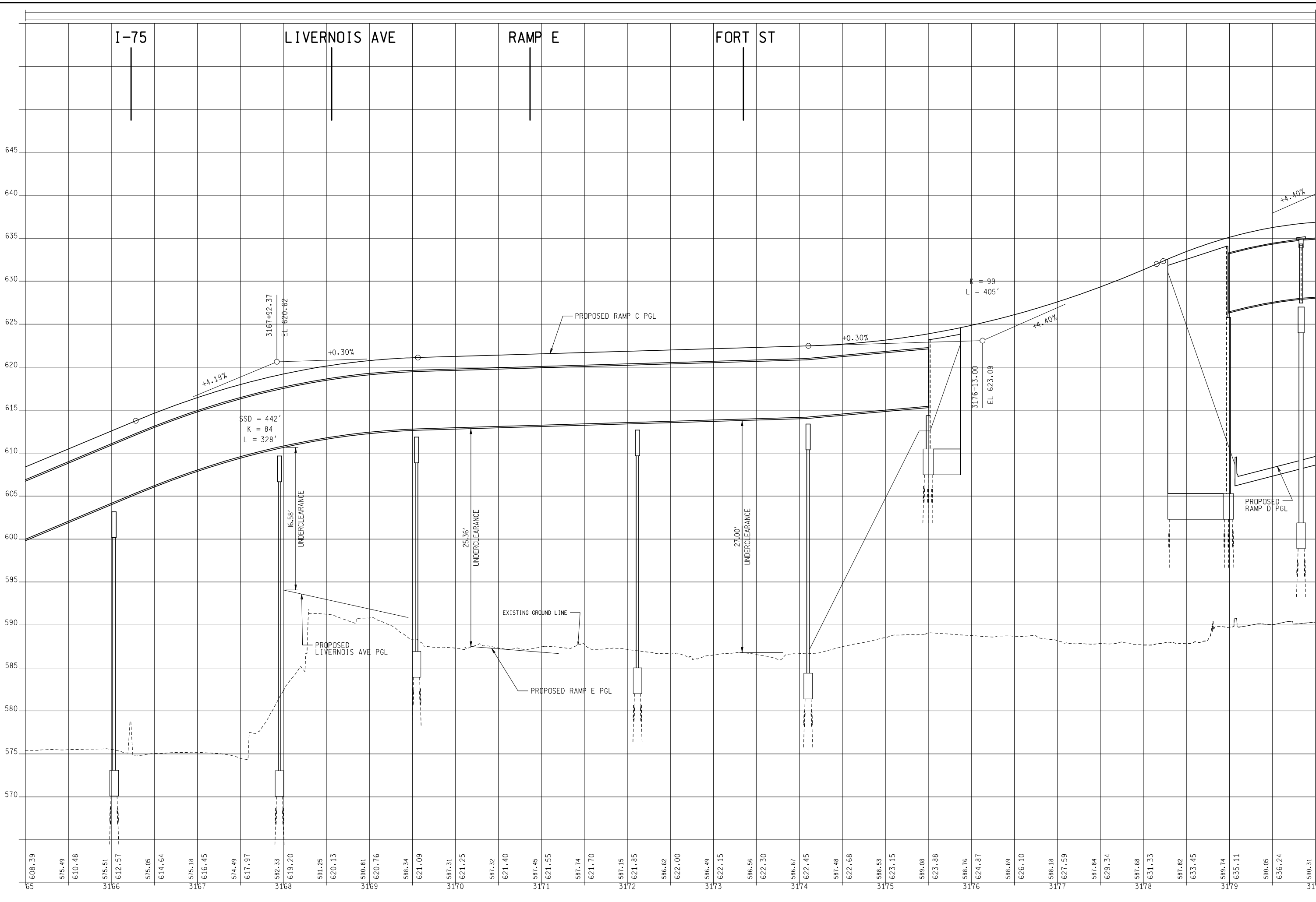


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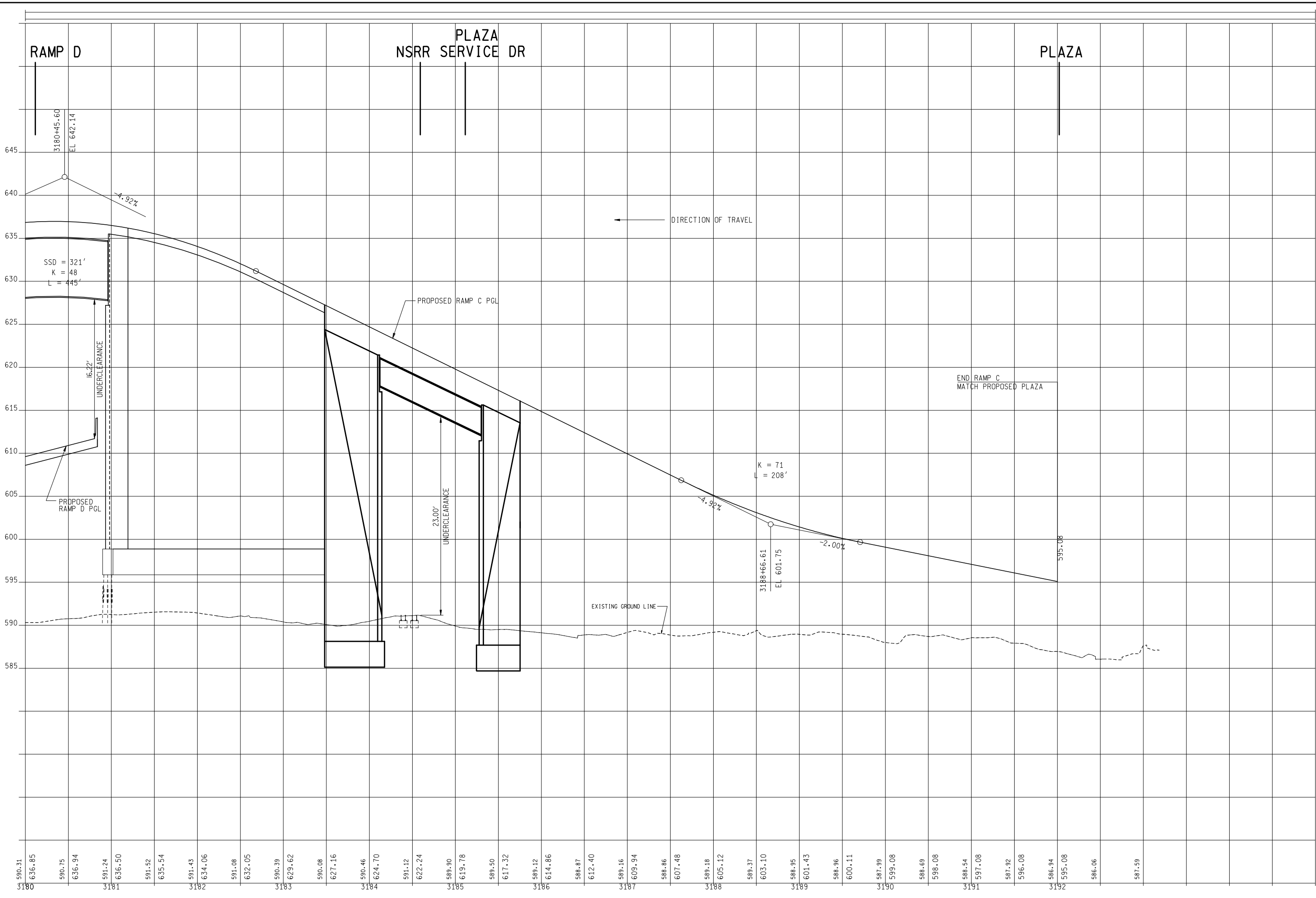
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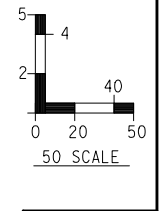
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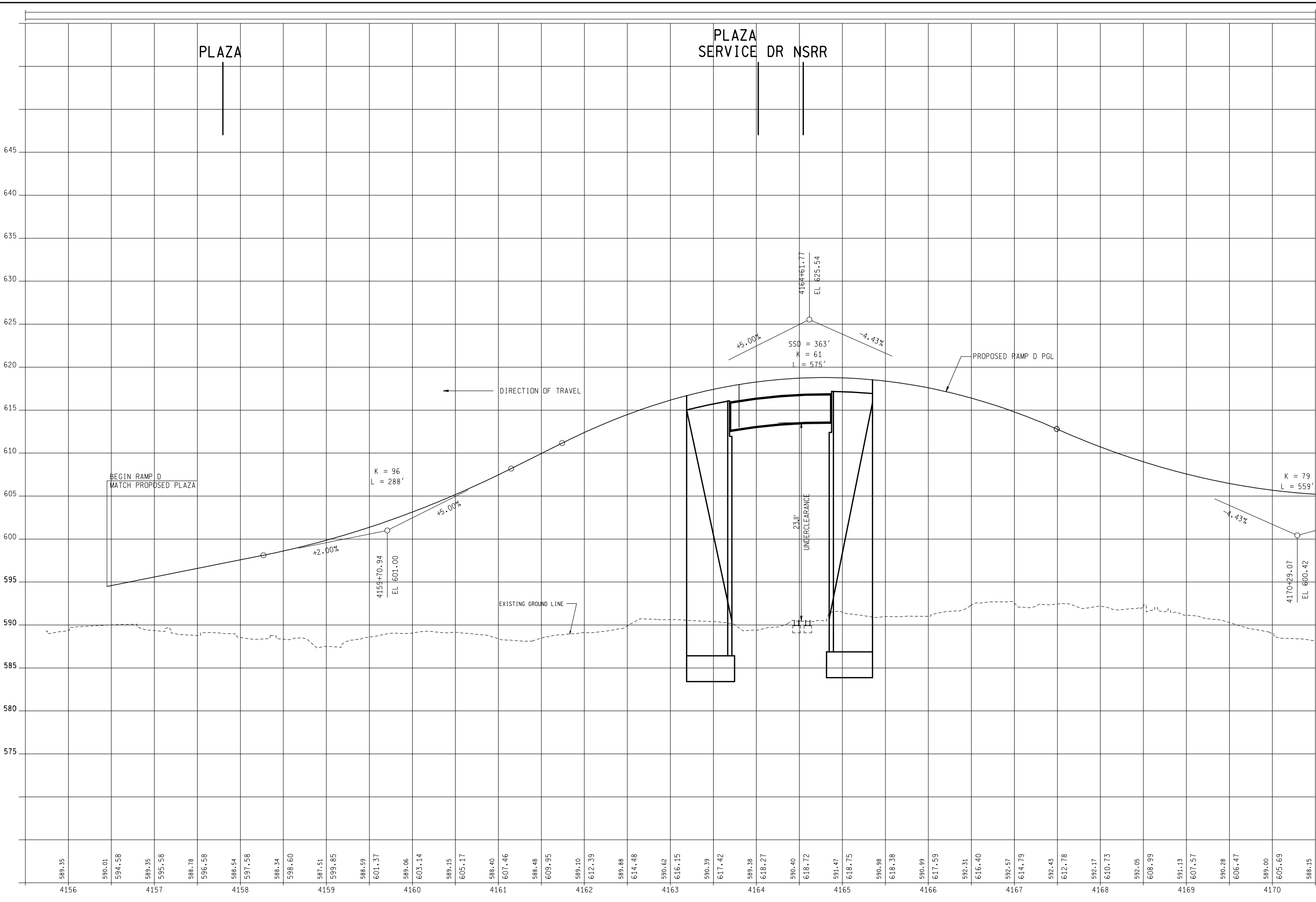


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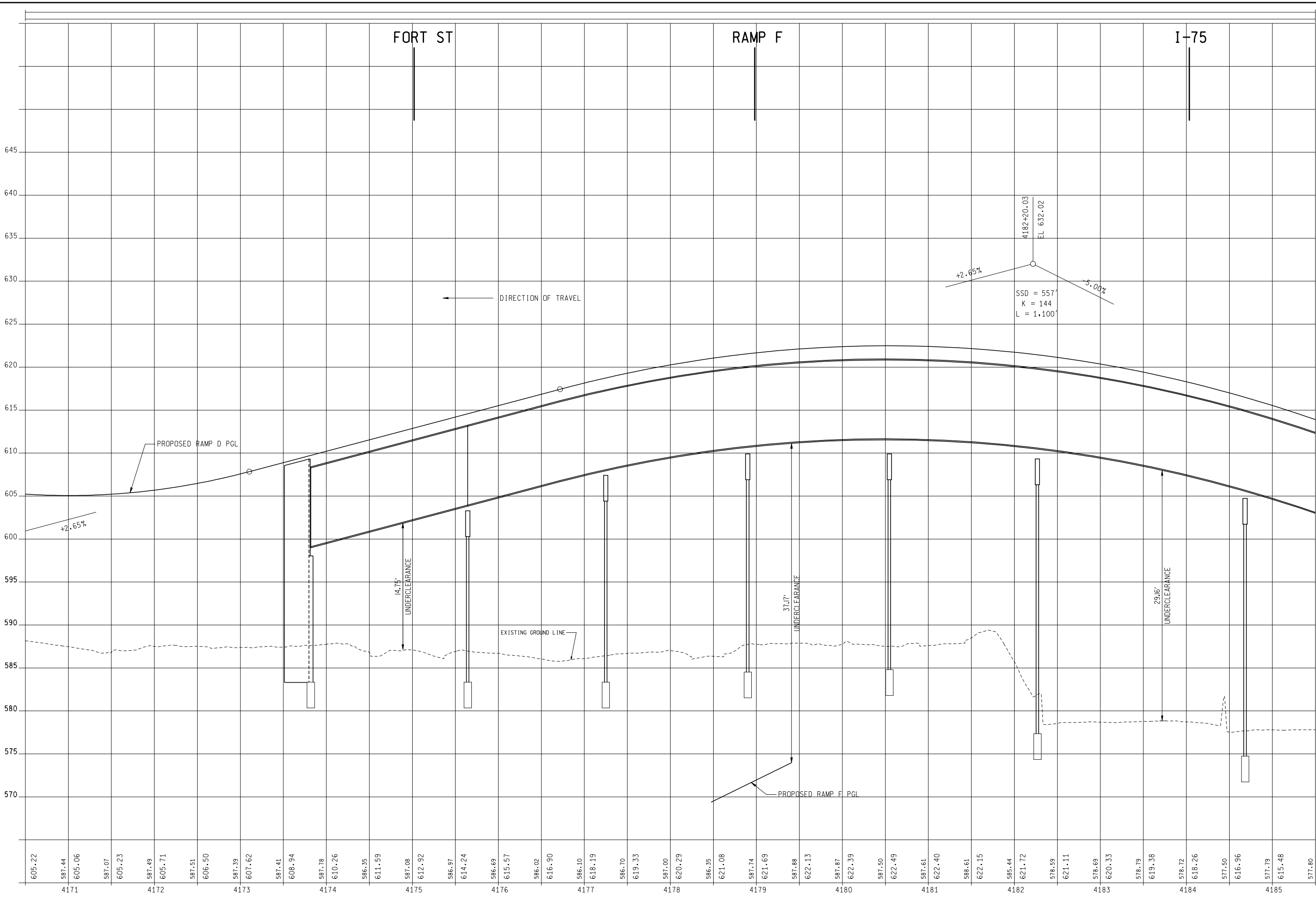


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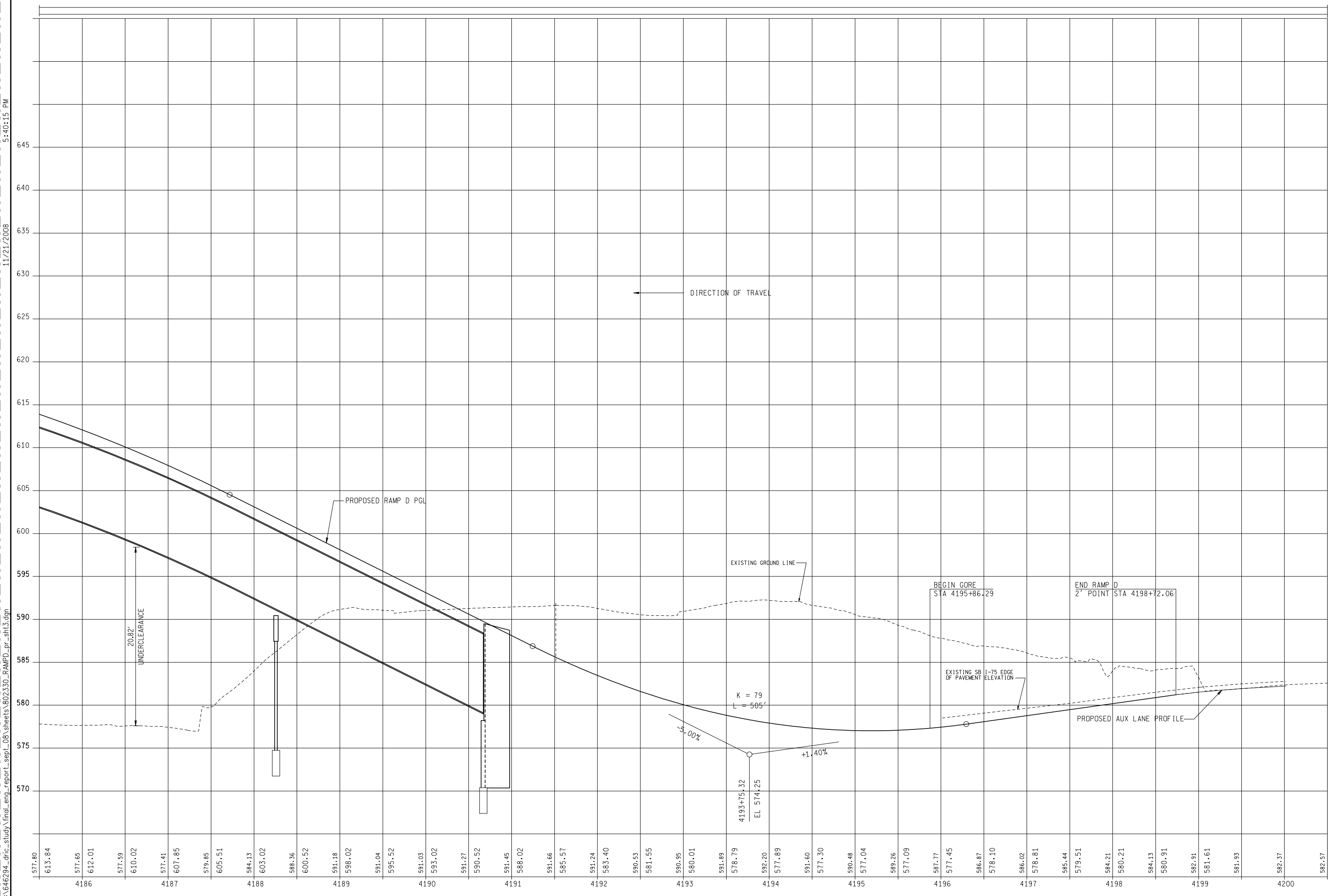
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CONT. SEC.	JOB NO.
82194	802330
DATE	11/21/2008

MDOT
Michigan Department of Transportation

SHEET NO.	56
R.O.W CONST.	

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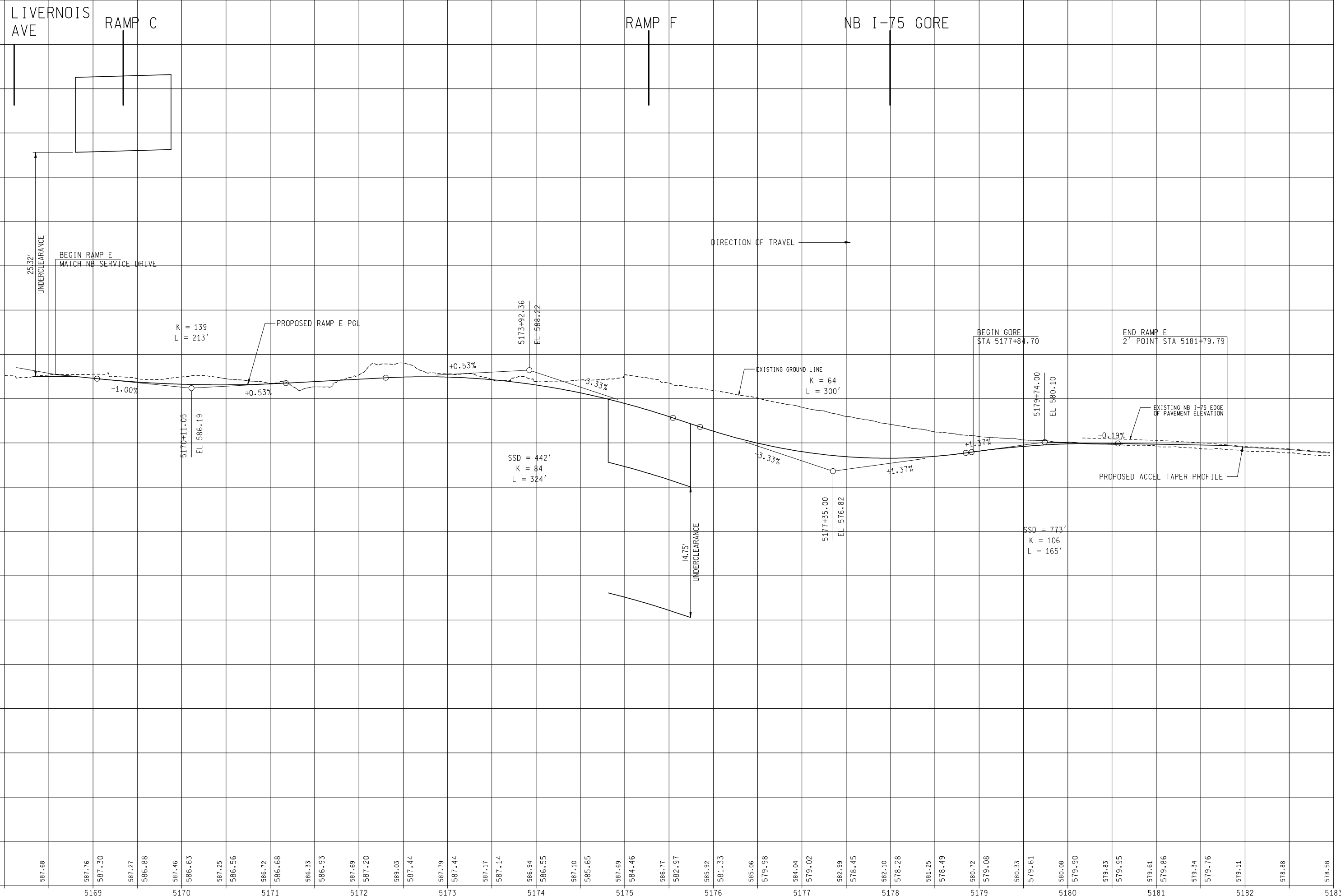


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82194		82194	802330
SHEET NO.		R.O.W CONST.	
57		57	

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DATE	NO.



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CHECKED BY: P. GIBBONS DATE: 11/21/2008

FILE NAME: RAMP E

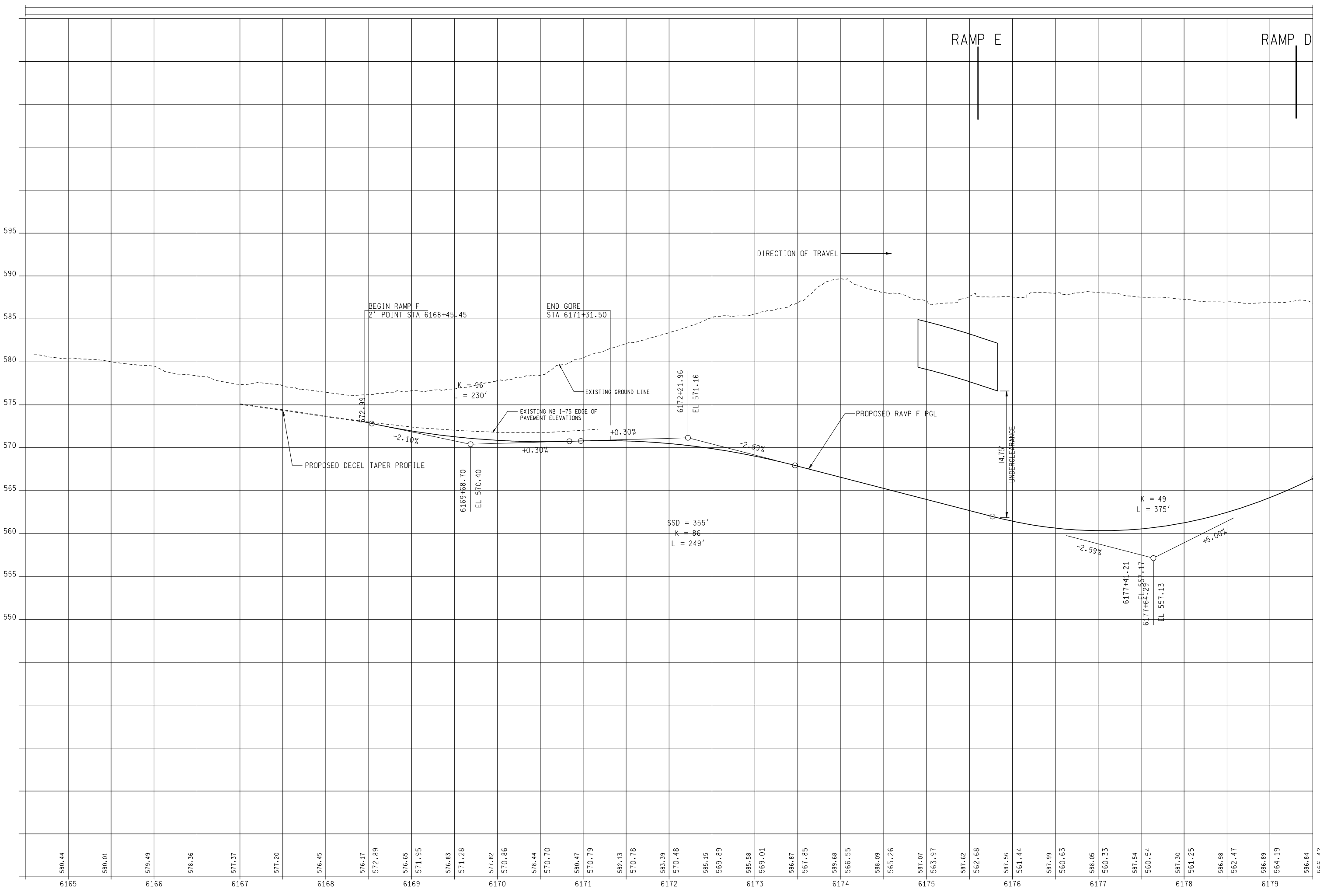
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11/21/2008	82194	802330	

SHEET NO. 58
R.O.W CONST.

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PARSONS

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SHEET NO. 59

R.O.W CONST.

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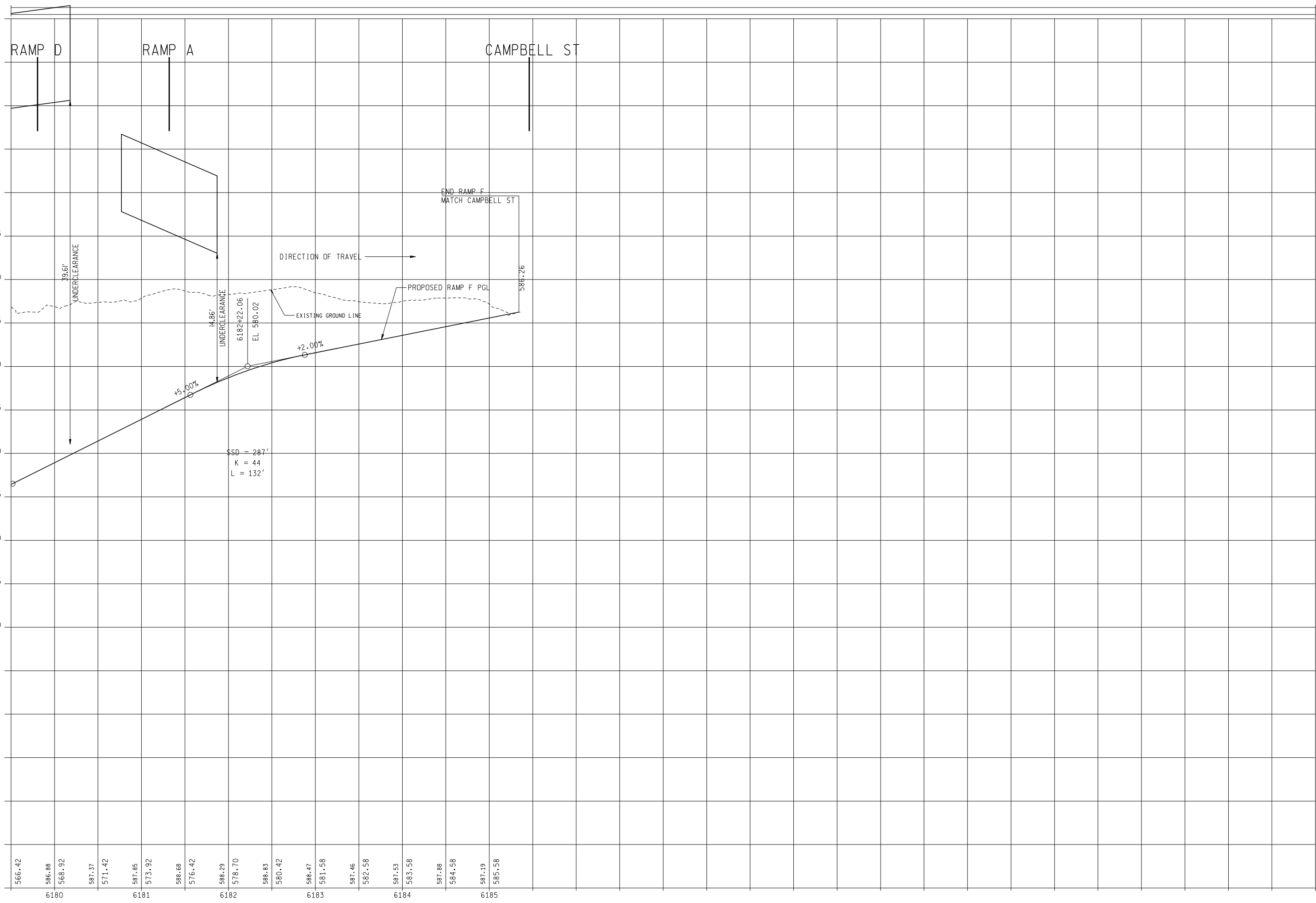
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WORKED ON BY: S. MYERS DATE: 11/21/2008

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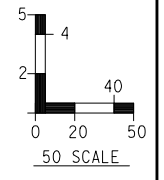
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AUTH	REVISION
DATE	NO.



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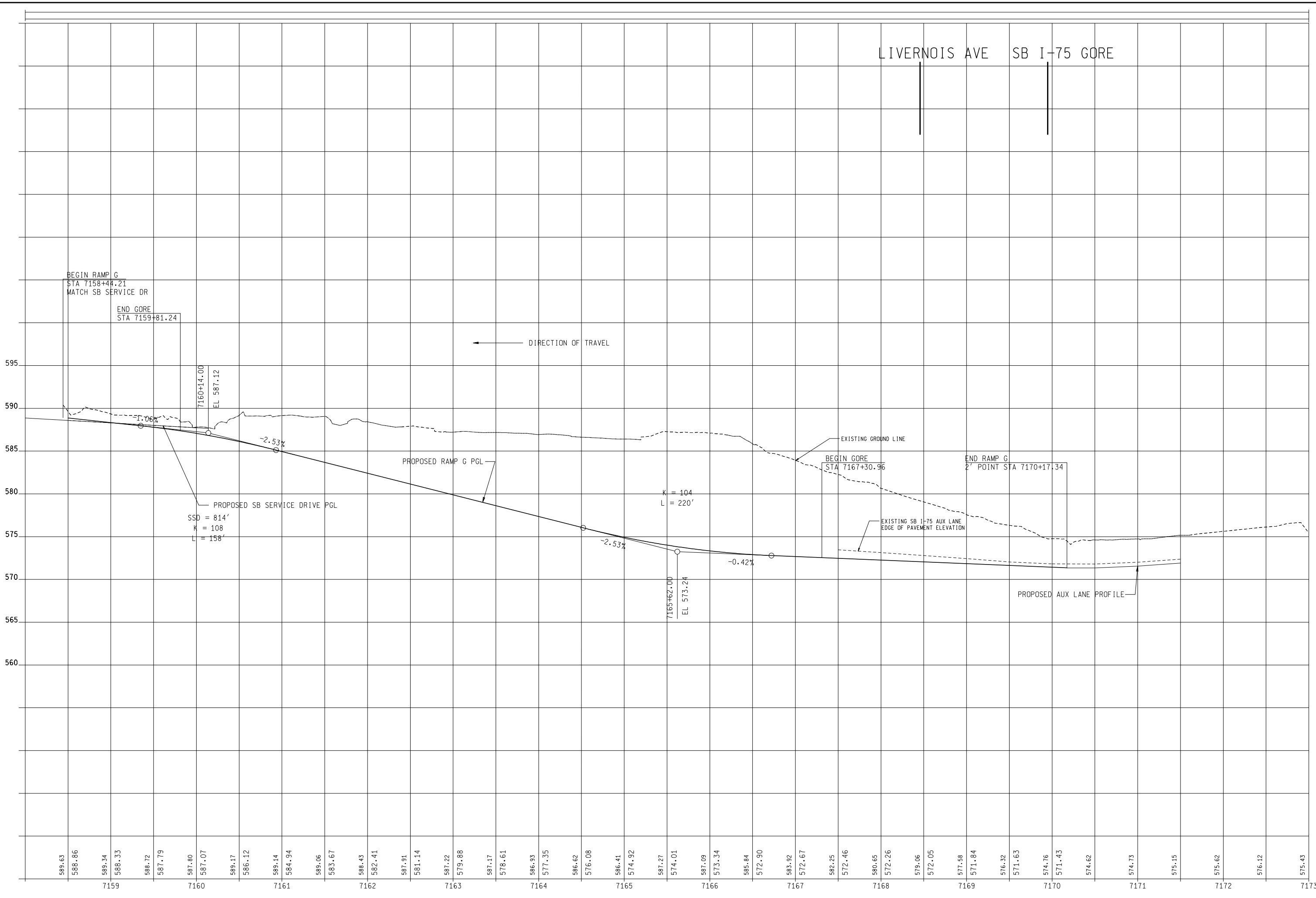
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DATE: 11/21/2008
CONT. SEC.: 82194
JOB NO.: 802330

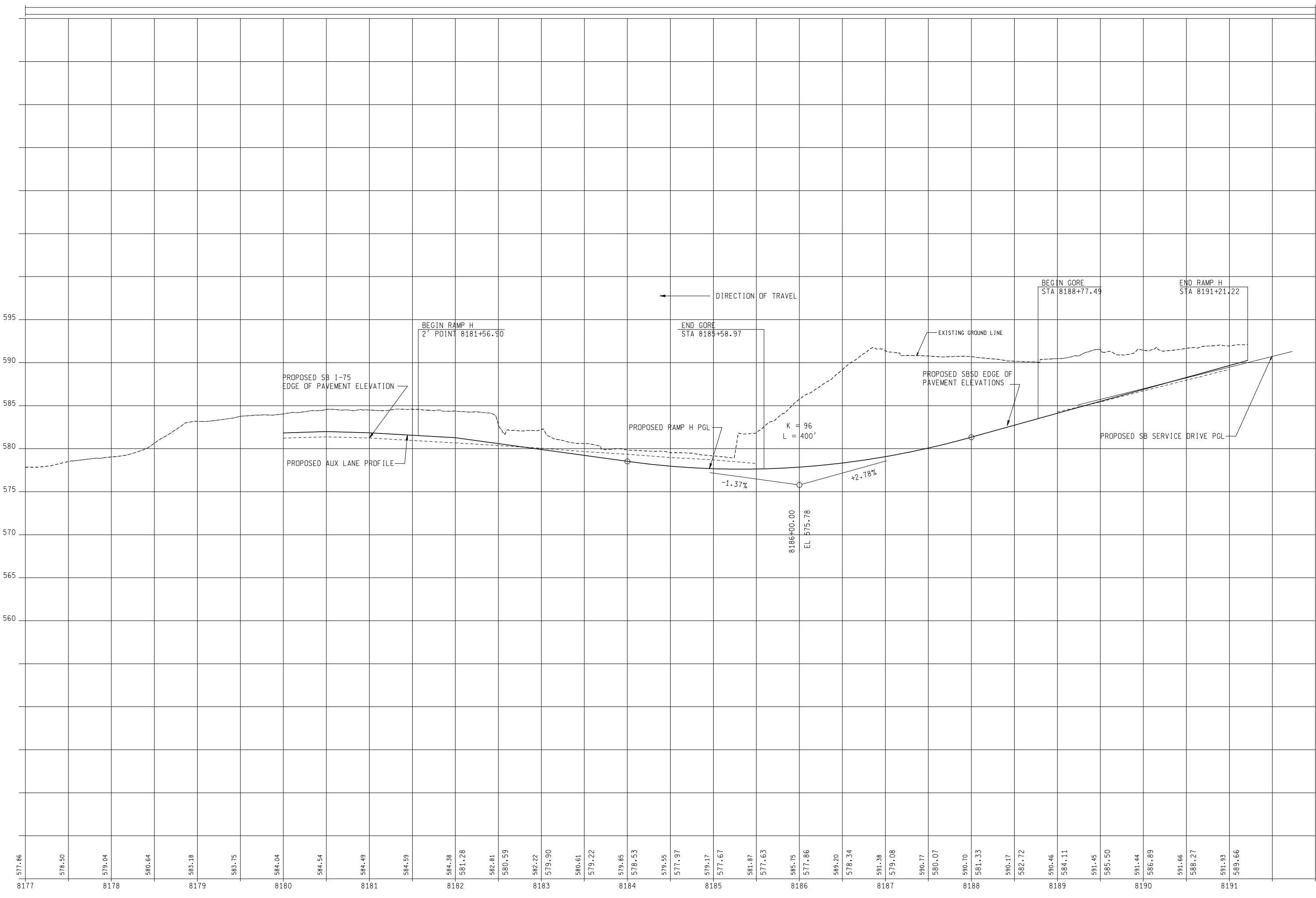
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Michigan Department of Transportation

SHEET NO. 61
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DATE: 11/21/2008
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DATE: 11/21/2008

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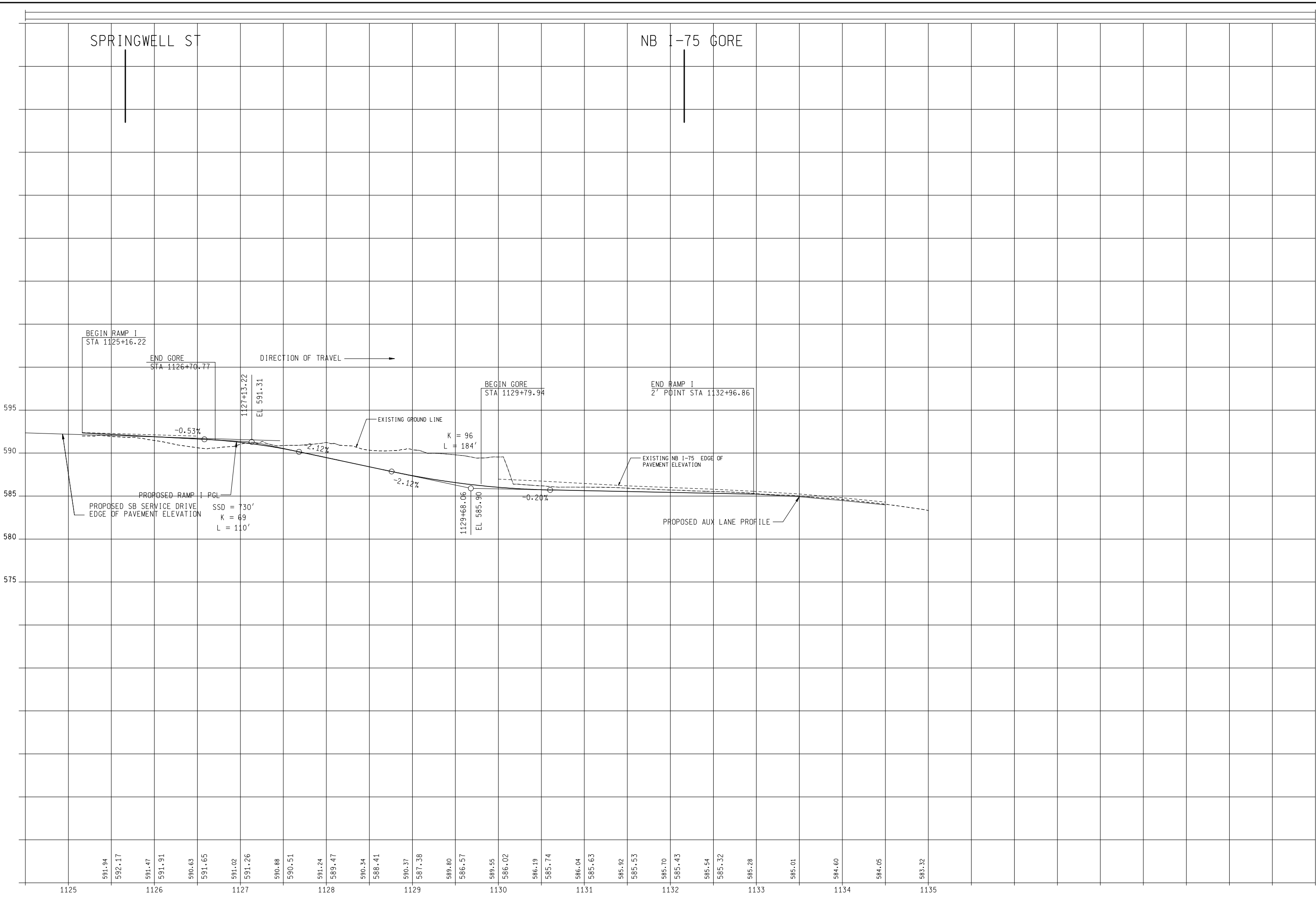


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62		

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 P. GIBBONS
 11/21/2008
 S. MYERS
 11/21/2008

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FILE NAME:	DATE:	BY:
	11/21/2008	S. MYERS

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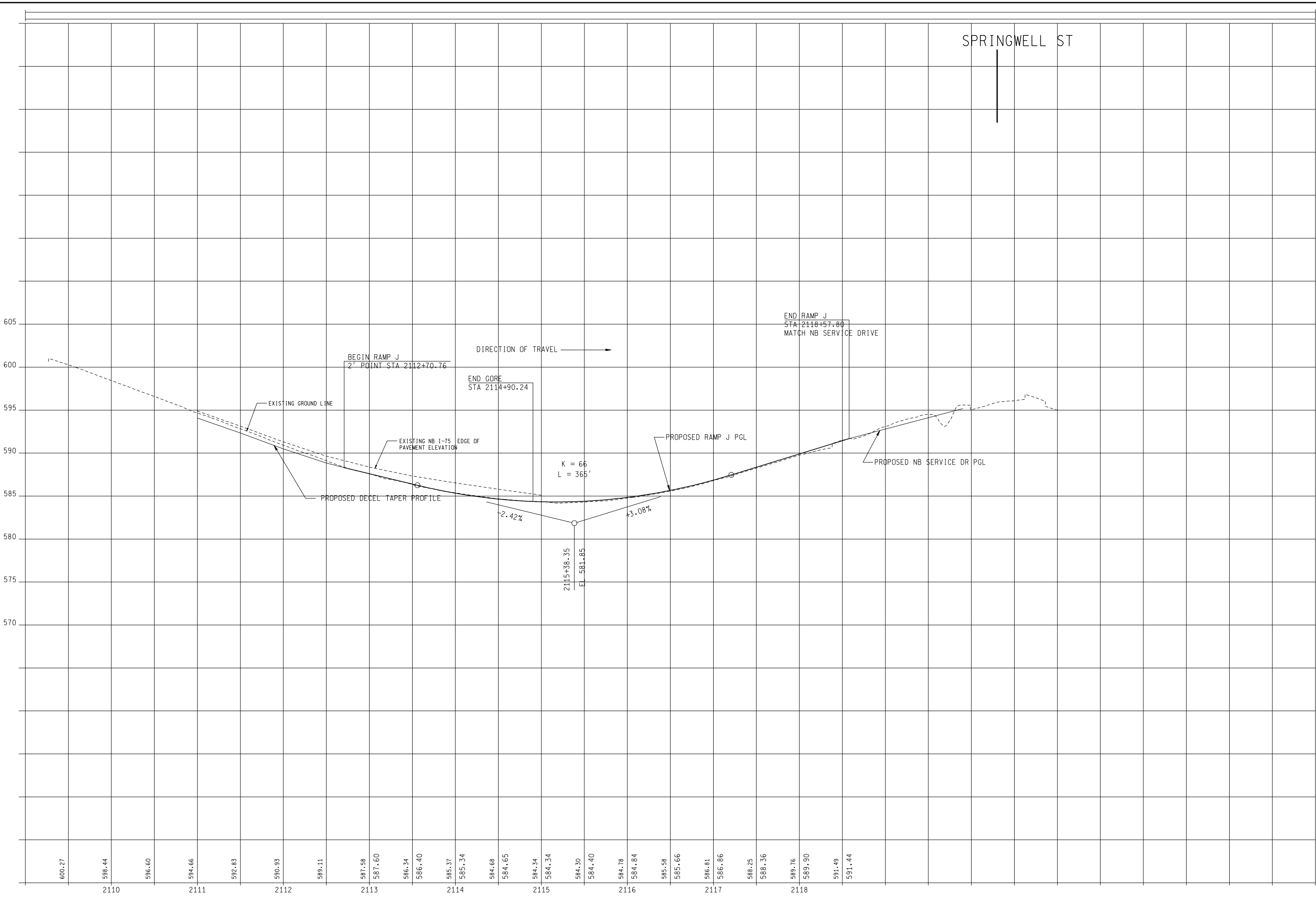
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63			11/21/2008	82194		802330	RAMP I

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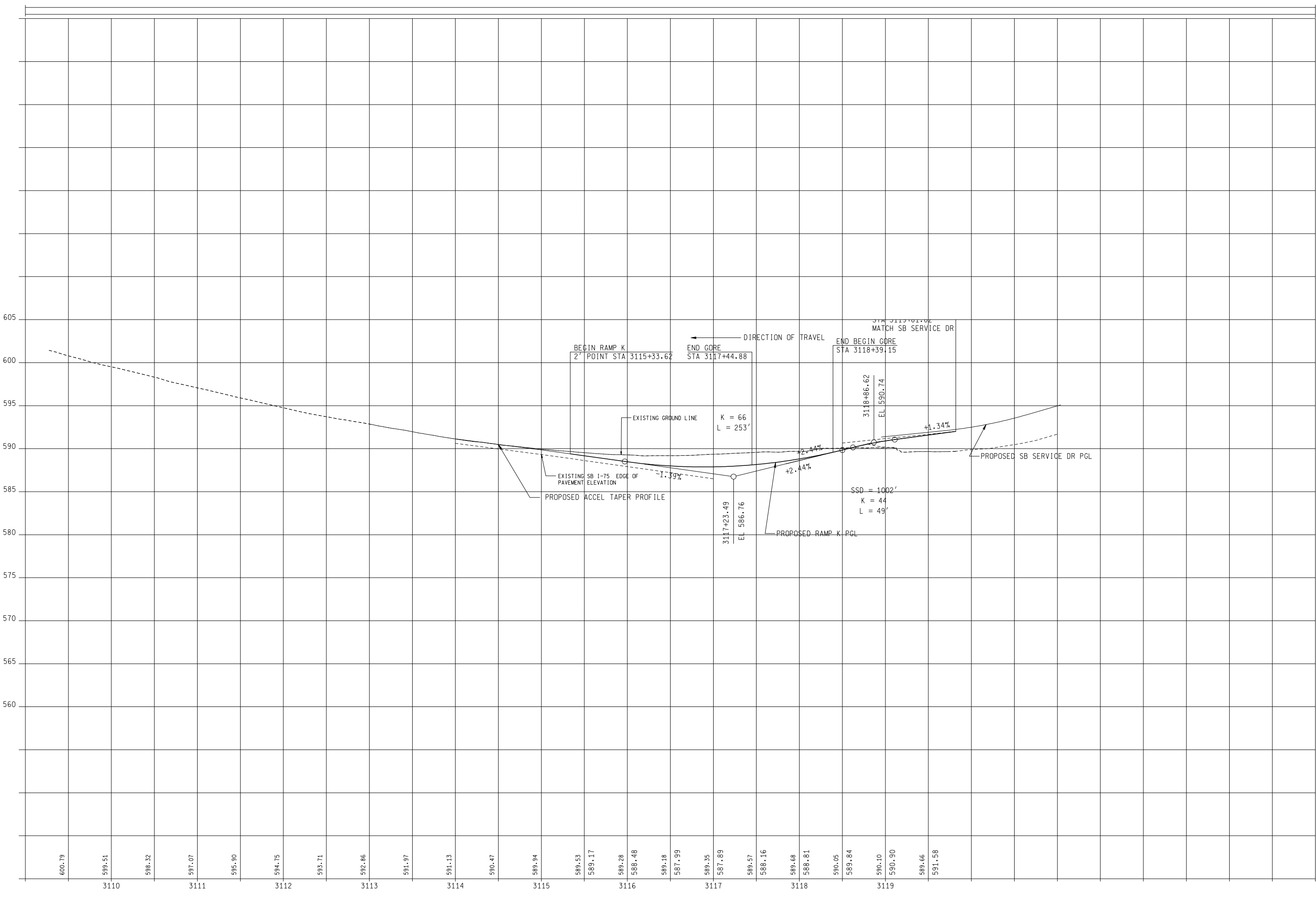
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11/21/2008	11/21/2008	S. MYERS

PARSONS

DATE	COUNT. SEC.	JOB NO.	DESIGN UNIT
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DESIGN UNIT

DATE: 11/21/2008

CONT. SEC. 82194

JOB NO. 802330

MDOT Michigan Department of Transportation

SHEET NO. 65

R.O.W CONST.

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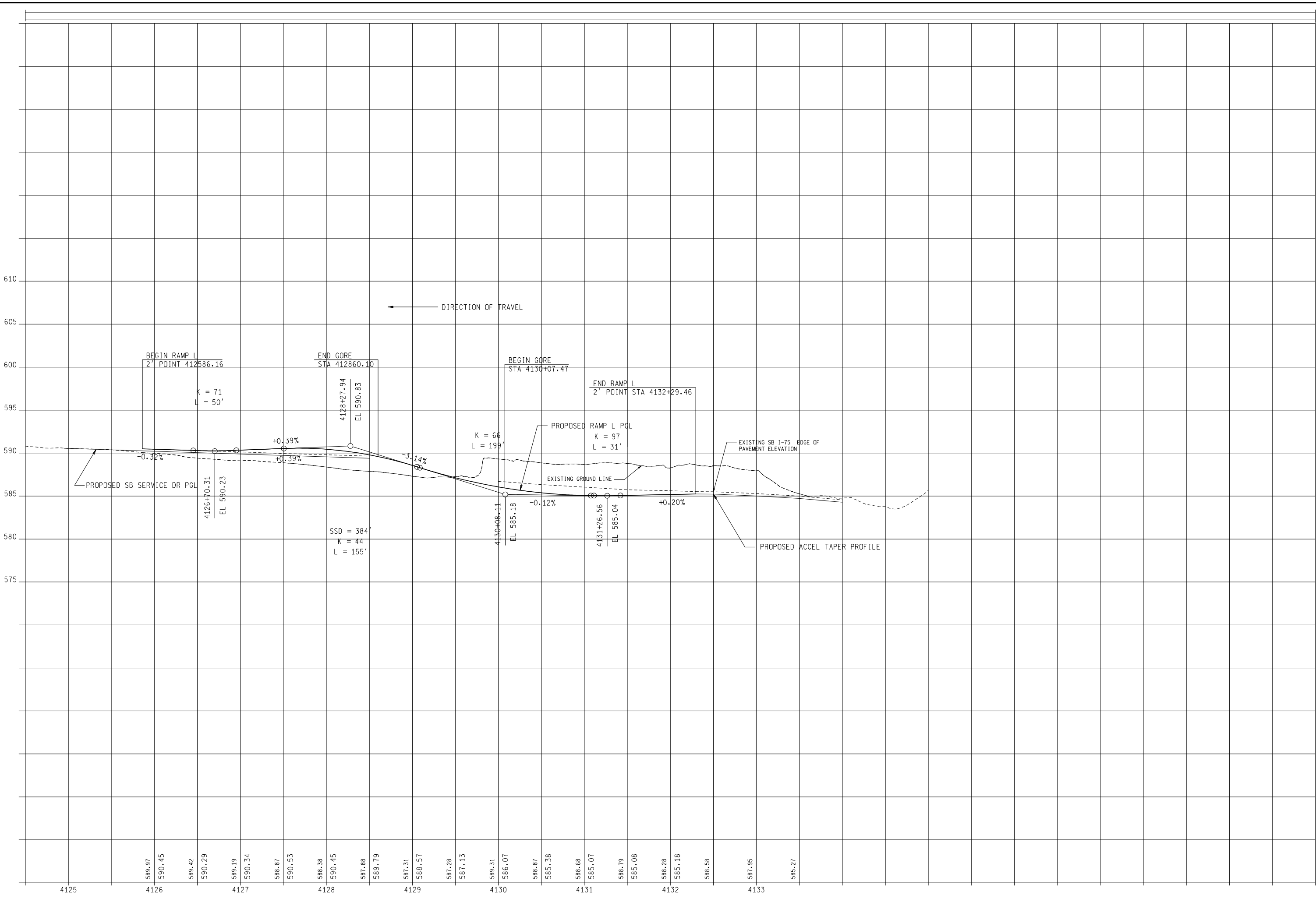
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WORKED ON BY: S. MYERS DATE: 11/21/2008

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AUTH	REVISION
DATE	NO.



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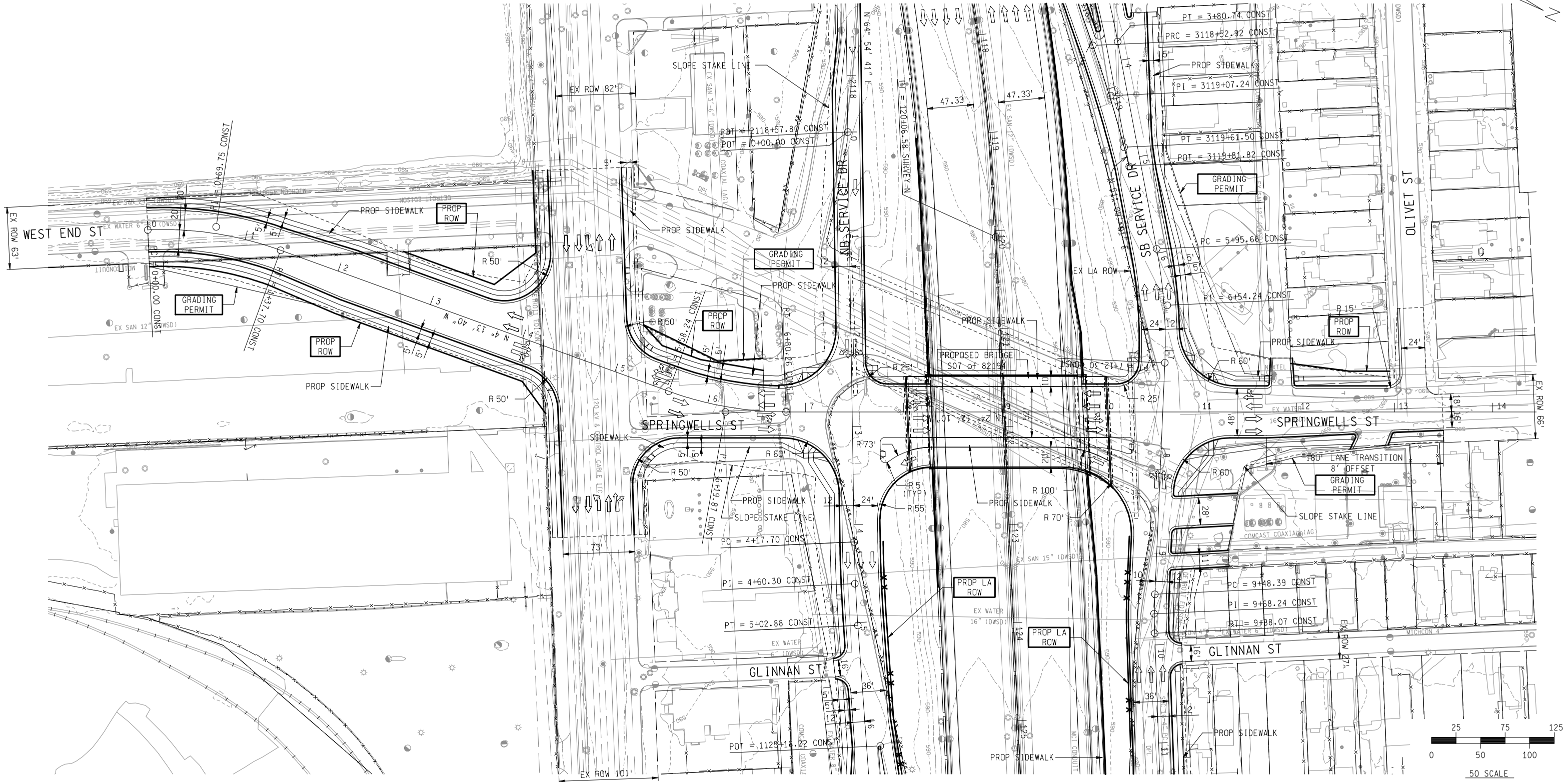
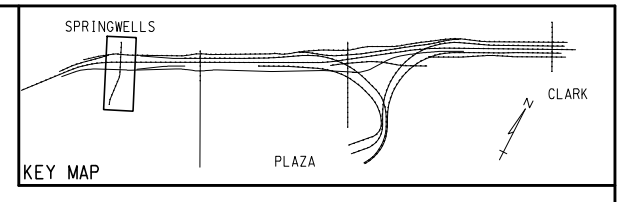
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11/21/2008	82194	802330	RAMP L

SHEET NO. 66
 R.O.W CONST.
 FILE NAME:

CHECKED BY: P. GIBBONS DATE: 11/21/2008
 WORKED ON BY: S. MYERS DATE: 11/21/2008

CURVE SPRINGWELLS-1
 $\Delta = 22^\circ 32' 32''$ (RT)
 $R = 350.00'$
 $T = 69.75'$
 $L = 137.70'$
 $E = 6.88'$
 $PC = 0+00.00$
 $PI = 0+69.75$
 $PT = 1+37.70$
 $PC N = 15371259.11$ $E = 1067515.61$
 $PI N = 15371321.39$ $E = 1067484.19$
 $PT N = 15371390.95$ $E = 1067828.10$

CURVE SPRINGWELLS-2
 $\Delta = 19^\circ 58' 30''$ (LT)
 $R = 350.00'$
 $T = 61.64'$
 $L = 122.02'$
 $E = 5.39'$
 $PC = 5+58.24$
 $PI = 6+19.87$
 $PT = 6+80.26$
 $PC N = 15371810.35$ $E = 1067448.05$
 $PI N = 15371871.81$ $E = 1067443.50$
 $PT N = 15371784.54$ $E = 1067099.00$

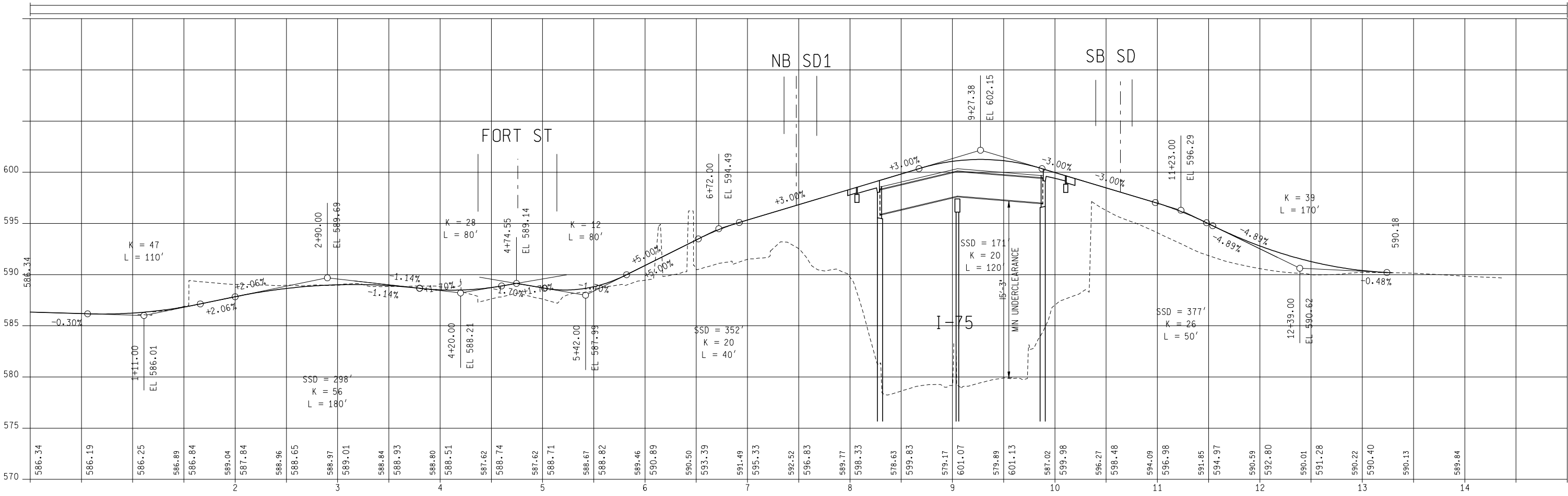


NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN

CONSTRUCTION SHEET

PARSONS	MDOT Michigan Department of Transportation	SPRINGWELLS STREET			
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
		10/03/08	82194	802330	
					SHEET NO.
					R.O.W. CONST.
					67

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FILE NAME:	
WORKED ON BY:	S. MYERS
DATE:	11/21/2008
DESIGN UNIT:	
JOB NO.:	802330
COUNT. SEC.:	82194
DATE:	
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SHEET NO.:	68
R.O.W. CONST.:	
REVISION:	
NO.:	
DATE:	
AUTH.:	
FINAL R.O.W.:	



SPRINGWELLS STREET
 COUNT. SEC. 82194
 JOB NO. 802330

MDOT
 Michigan Department of Transportation

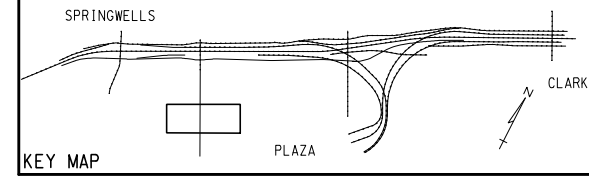
PARSONS

NB GATEWAY CORRIDOR CURVE-1
 $\Delta = 49^\circ 44' 43''$ (RT)
 $D = 14^\circ 55' 15''$
 $T = 178.02'$
 $L = 333.40'$
 $R = 384.00'$
 $E = 39.26'$
 $PC = 2+28.37$
 $PI = 4+06.40$
 $PT = 5+61.77$
 $PC N = 15,369,964.68$ $E = 1,070,486.60$
 $PI N = 15,370,119.96$ $E = 1,070,399.55$
 $PT N = 15,370,286.75$ $E = 1,070,461.81$

NB GATEWAY CORRIDOR CURVE-2
 $\Delta = 47^\circ 14' 19''$ (LT)
 $D = 17^\circ 03' 00''$
 $T = 146.95'$
 $L = 277.06'$
 $R = 336.05'$
 $E = 30.73'$
 $PC = 5+61.77$
 $PI = 7+08.72$
 $PT = 8+38.83$
 $PC N = 15,370,286.75$ $E = 1,070,461.81$
 $PI N = 15,370,424.42$ $E = 1,070,513.20$
 $PT N = 15,370,555.62$ $E = 1,070,447.02$

SB GATEWAY CORRIDOR CURVE-1
 $\Delta = 45^\circ 49' 56''$ (RT)
 $D = 15^\circ 54' 56''$
 $T = 152.19'$
 $L = 287.97'$
 $R = 360.00'$
 $E = 30.85'$
 $PC = 2+53.05$
 $PI = 4+05.24$
 $PT = 5+41.02$
 $PC N = 15,369,974.48$ $E = 1,070,453.57$
 $PI N = 15,370,107.23$ $E = 1,070,379.15$
 $PT N = 15,370,253.11$ $E = 1,070,422.52$

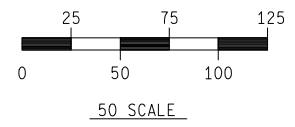
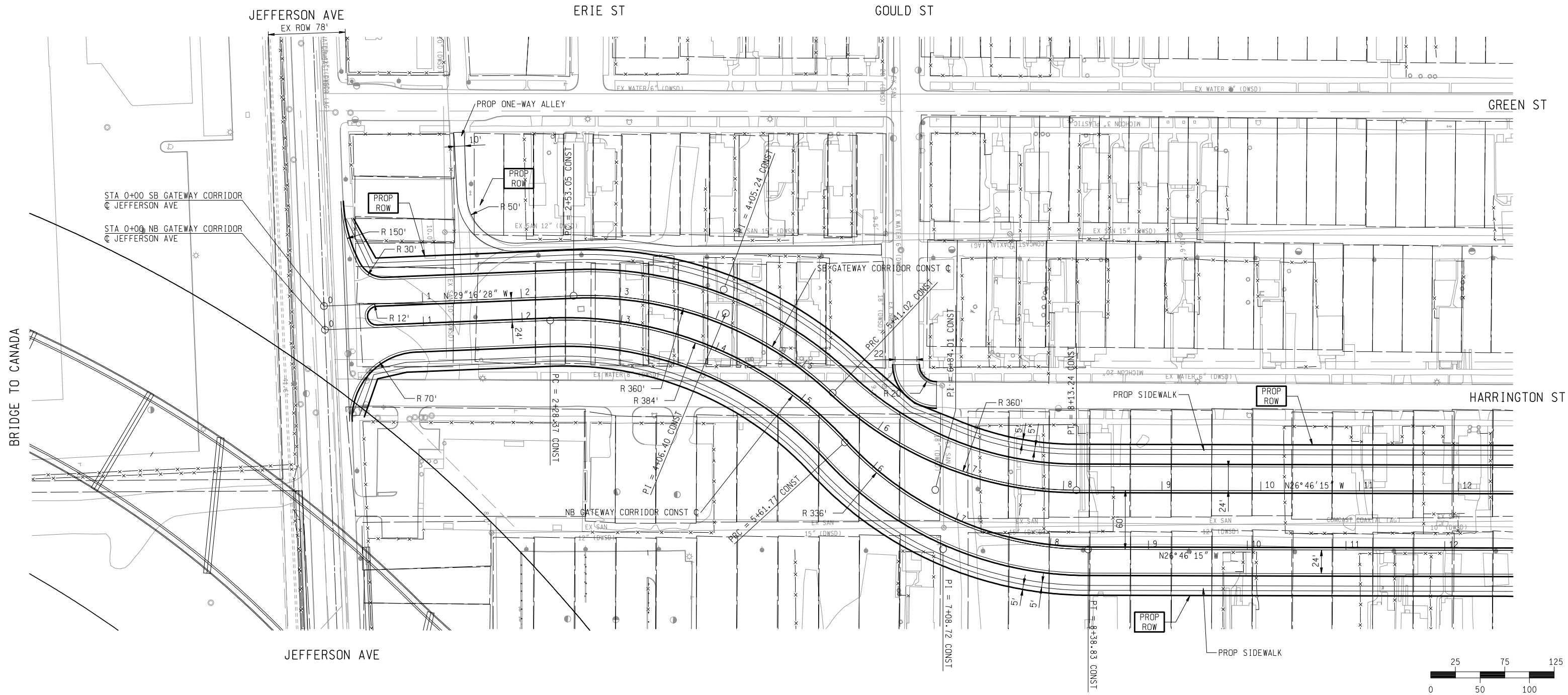
SB GATEWAY CORRIDOR CURVE-2
 $\Delta = 43^\circ 19' 31''$ (LT)
 $D = 15^\circ 54' 56''$
 $T = 142.99'$
 $L = 272.22'$
 $R = 360.00'$
 $E = 27.36'$
 $PC = 5+41.02$
 $PI = 6+84.01$
 $PT = 8+13.24$
 $PC N = 15,370,253.11$ $E = 1,070,422.52$
 $PI N = 15,370,390.17$ $E = 1,070,463.27$
 $PT N = 15,370,517.84$ $E = 1,070,398.87$



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WORKED ON BY: S. MYERS
 CHECKED BY: P. GIBBONS
 DATE: 11/21/2008
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CONSTRUCTION SHEET

		GATEWAY CORRIDOR			
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
		10/03/08	82194	802330	SHEET NO. R.O.W CONST. 69

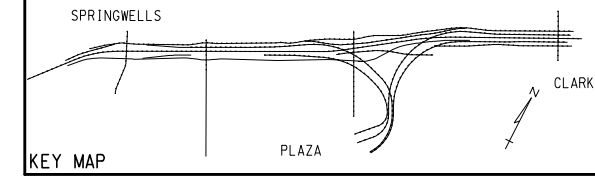
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NB GATEWAY CORRIDOR CURVE-3
 $\Delta = 41^\circ 15' 32''$ (LT)
 $D = 15^\circ 52' 34''$
 $T = 135.86'$
 $L = 259.88'$
 $R = 360.89'$
 $E = 24.73'$
 $PC = 13+08.62$
 $PI = 14+44.48$
 $PT = 15+68.50$
 $PC N = 15,370,975.06$ $E = 1,070,235.41$
 $PI N = 15,371,096.81$ $E = 1,070,175.13$
 $PT N = 15,371,148.59$ $E = 1,070,049.52$

NB GATEWAY CORRIDOR CURVE-4
 $\Delta = 40^\circ 25' 41''$ (RT)
 $D = 8^\circ 53' 49''$
 $T = 237.12'$
 $L = 454.41'$
 $R = 644.00'$
 $E = 42.27'$
 $PC = 18+84.90$
 $PI = 21+22.03$
 $PT = 23+39.31$
 $PC N = 15,371,269.17$ $E = 1,069,757.00$
 $PI N = 15,371,359.53$ $E = 1,069,537.77$
 $PT N = 15,371,570.49$ $E = 1,069,429.48$

SB GATEWAY CORRIDOR CURVE-3
 $\Delta = 35^\circ 55' 31''$ (LT)
 $D = 14^\circ 53' 08''$
 $T = 124.79'$
 $L = 241.34'$
 $R = 384.91'$
 $E = 19.72'$
 $PC = 12+95.06$
 $PI = 14+19.85$
 $PT = 15+36.40$
 $PC N = 15,370,948.01$ $E = 1,070,181.85$
 $PI N = 15,371,059.23$ $E = 1,070,125.26$
 $PT N = 15,371,116.08$ $E = 1,070,014.17$

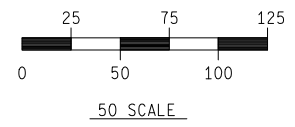
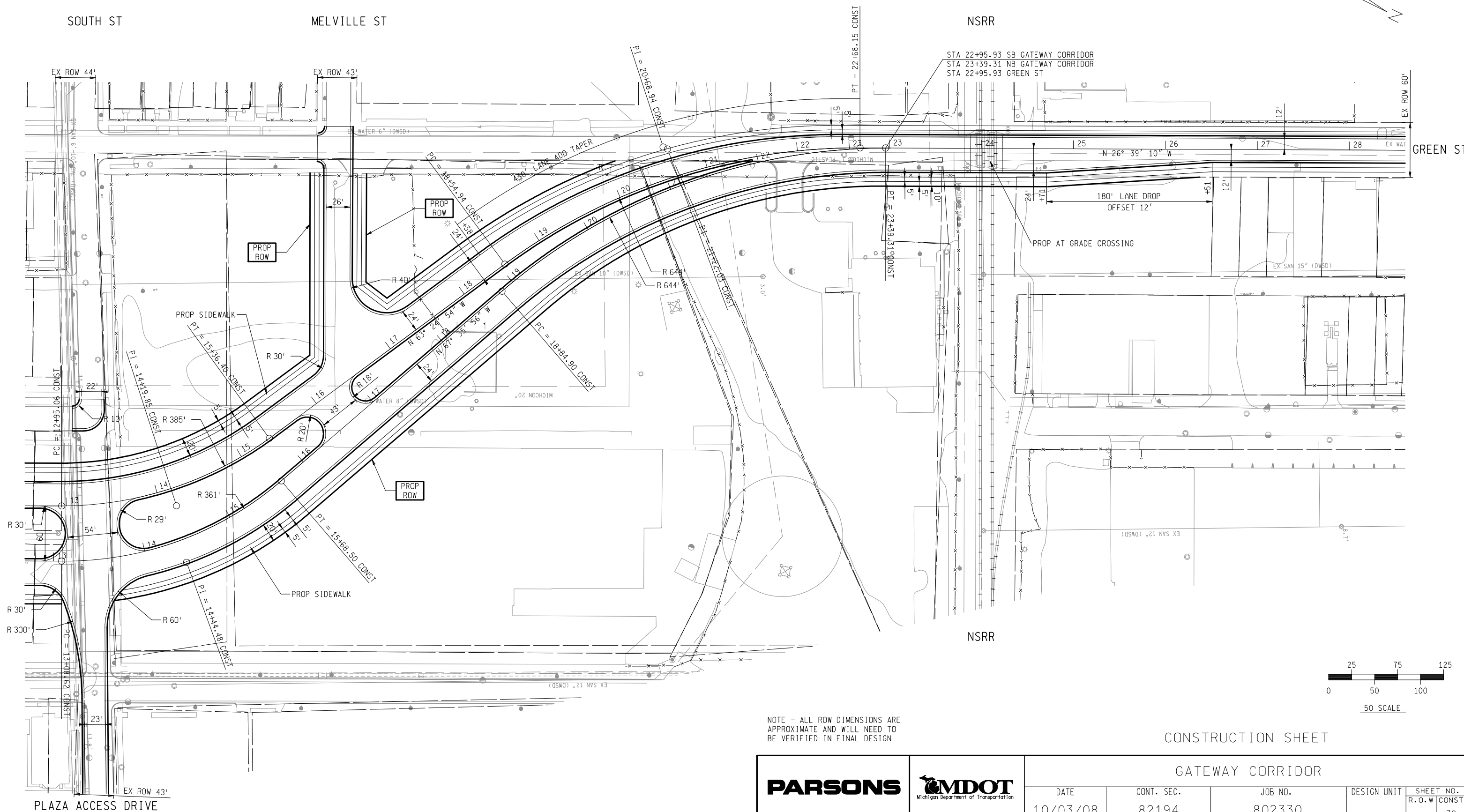
SB GATEWAY CORRIDOR CURVE-4
 $\Delta = 36^\circ 45' 44''$ (RT)
 $D = 8^\circ 53' 49''$
 $T = 213.99'$
 $L = 413.20'$
 $R = 644.00'$
 $E = 34.62'$
 $PC = 18+54.94$
 $PI = 20+68.94$
 $PT = 22+68.15$
 $PC N = 15,371,258.63$ $E = 1,069,729.31$
 $PI N = 15,371,354.40$ $E = 1,069,537.94$
 $PT N = 15,371,545.66$ $E = 1,069,441.95$



SOUTH ST

MELVILLE ST

NSRR



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CONSTRUCTION SHEET

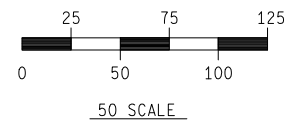
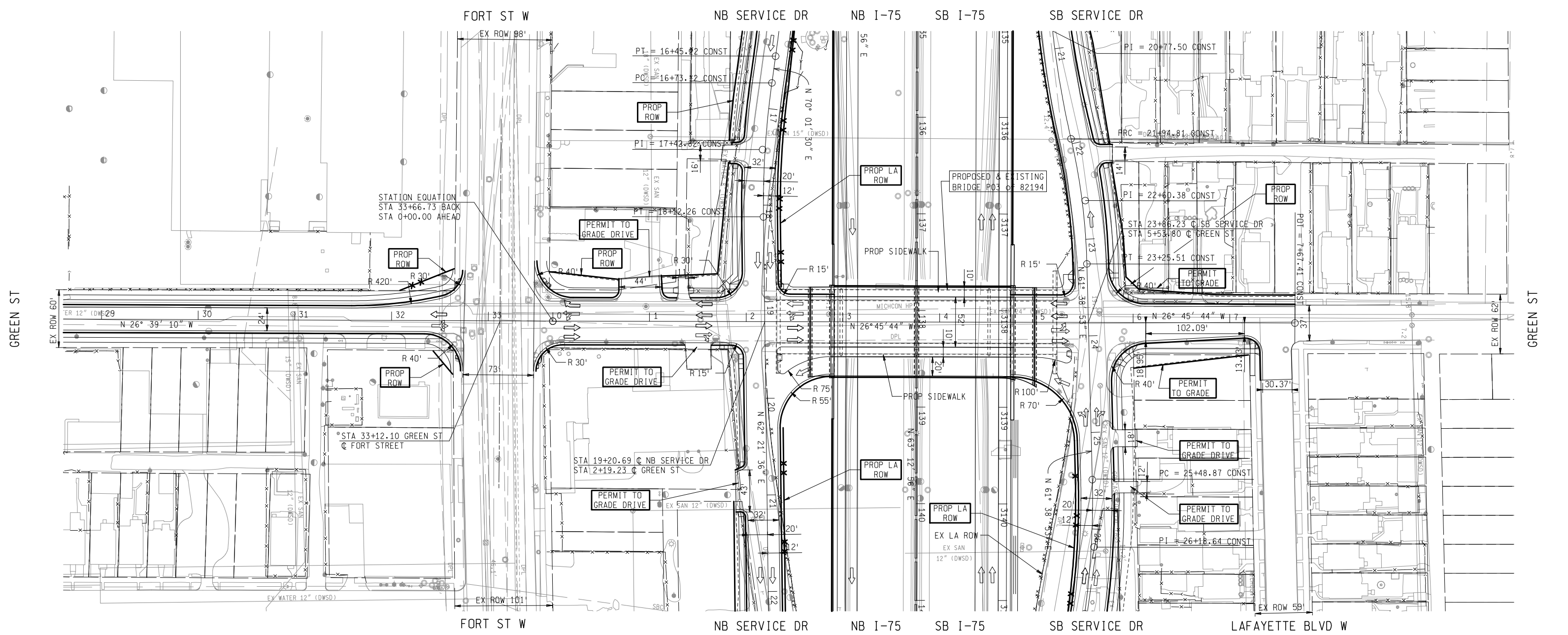
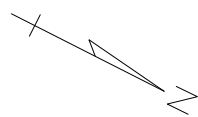
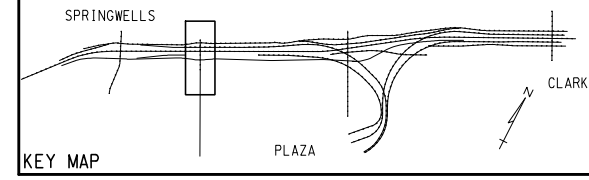
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WORKED ON BY: S. MYERS
 CHECKED BY: P. GIBBONS
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CHECKED BY: P. GIBBONS
DATE: 11/21/2008
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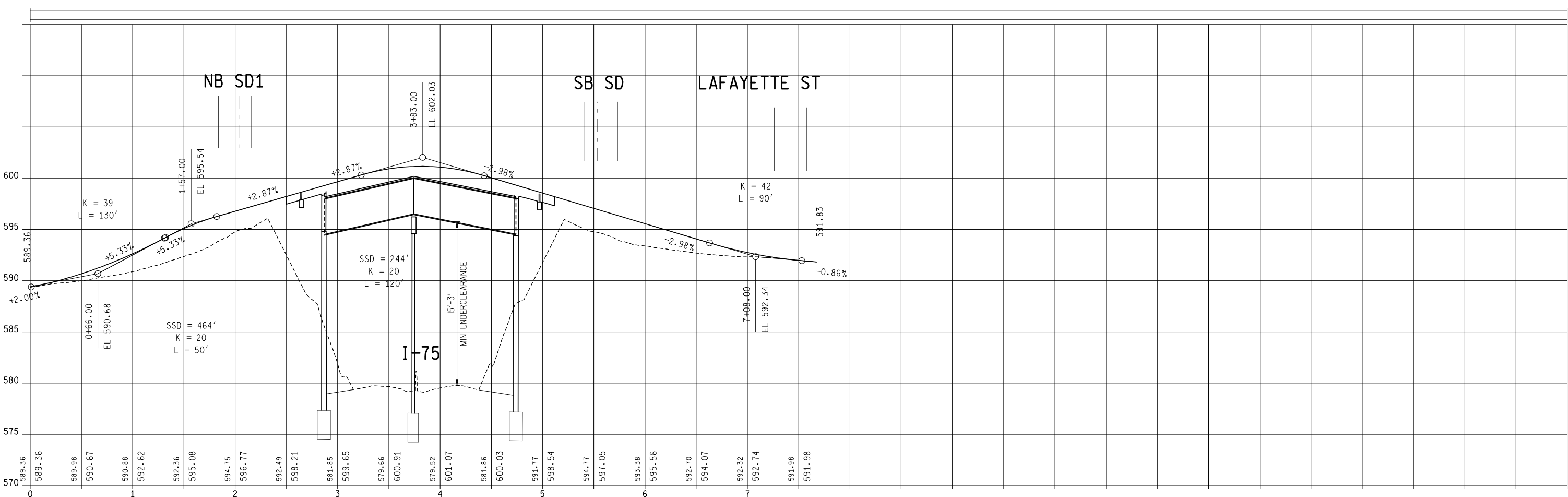
NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN

CONSTRUCTION SHEET

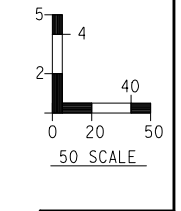
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GREEN STREET	JOB NO.	802330
COUNT. SEC.	82194	DESIGN UNIT
DATE		

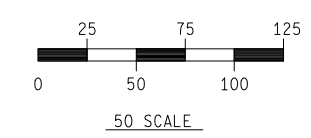
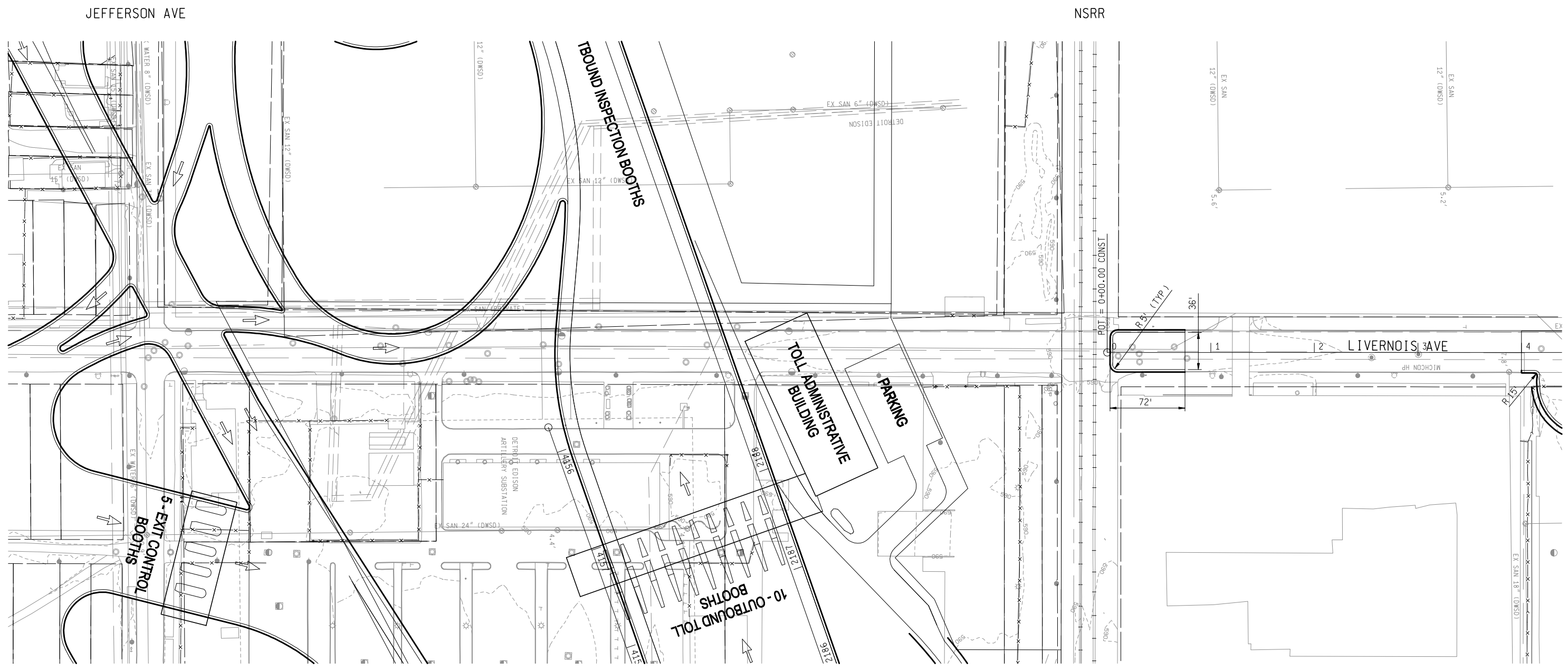
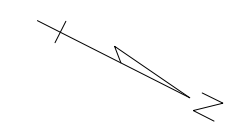
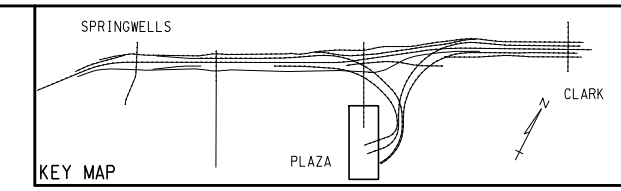
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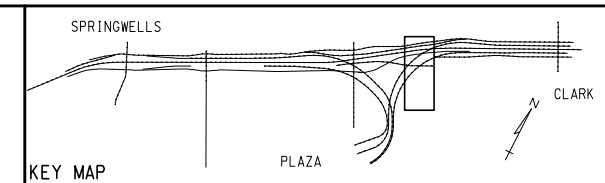


NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN

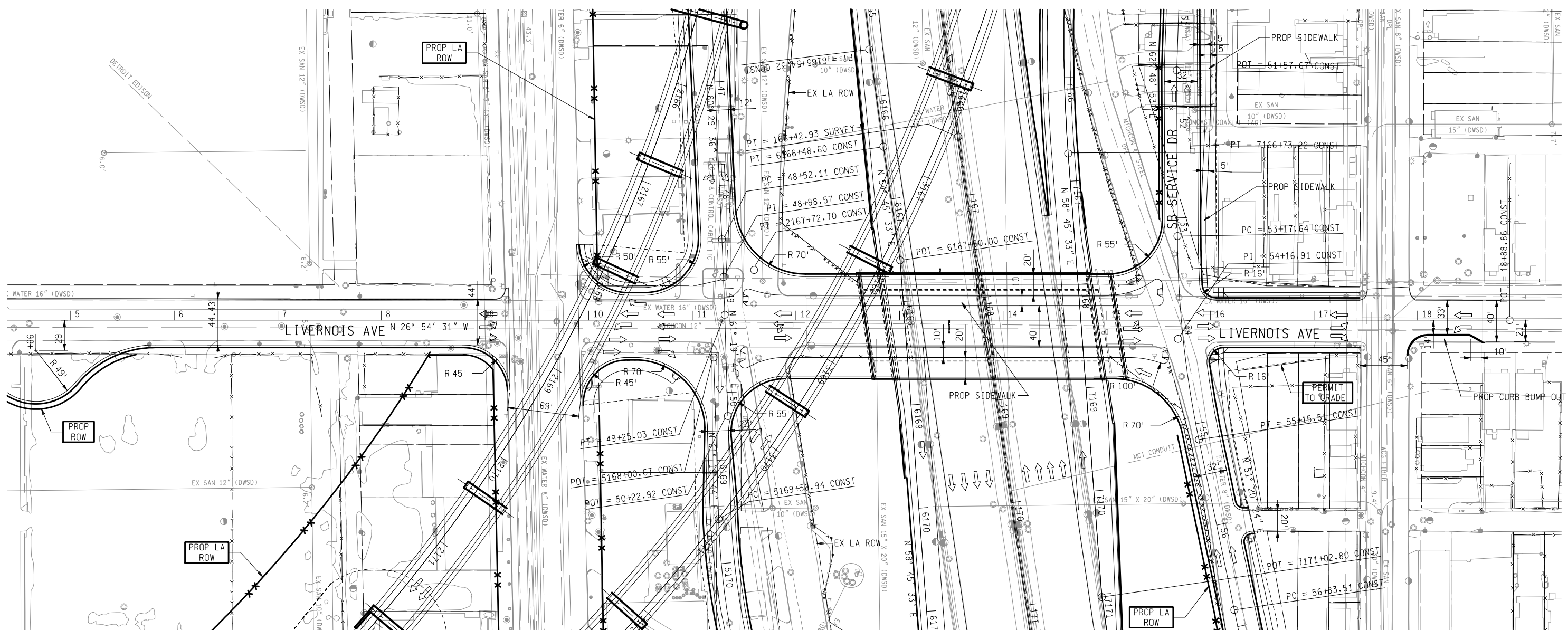
CONSTRUCTION SHEET

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		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
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WORKED ON BY: S. MYERS
 CHECKED BY: P. GIBBONS
 DATE: 11/21/2008
 FILE NAME:



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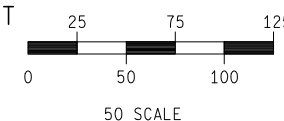


FORT ST

RAMP E

NB I-75 SB I-75

LAFAYETTE ST



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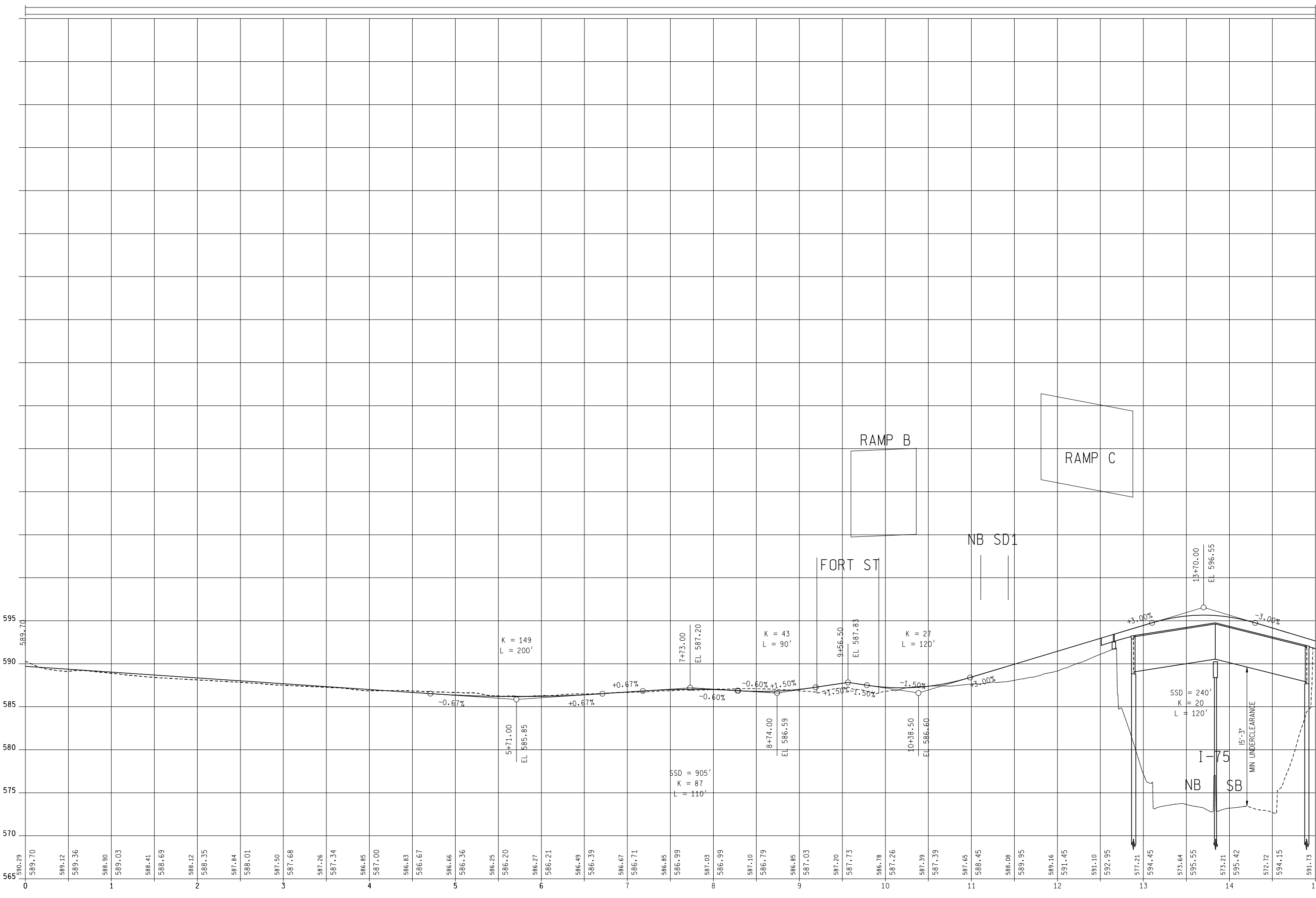
CONSTRUCTION SHEET

LIVERNOIS AVENUE

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	10/03/08	82194	802330		R.O.W CONST. 74

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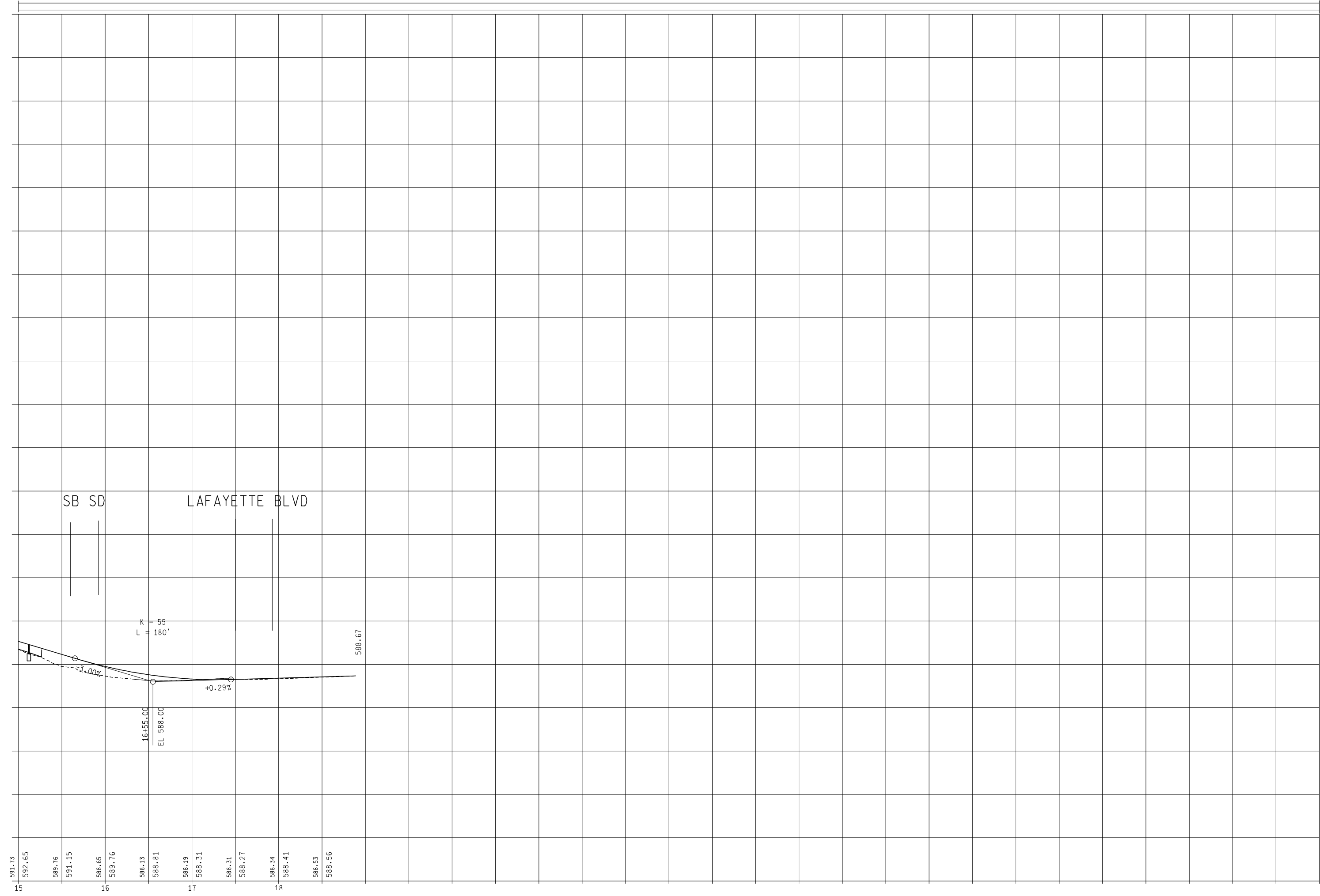


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11/21/2008	11/21/2008	S. MYERS	50 SCALE

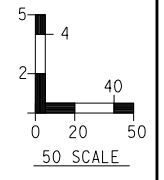


PROJECT:	DATE:	CONT. SEC.:	JOB NO.:
LIVERNOIS AVENUE	1/21/2008	82194	802330

DESIGN UNIT:	CONSTR.:
75	75



FINAL R.O.W.	REVISION	AUTH	DATE	NO.



MDOT
Michigan Department of Transportation

LIVERNOIS AVENUE

DATE: 11/21/2008

CONT. SEC. 82194

JOB NO. 802330

DESIGN UNIT

WORKED ON BY: S. MYERS

DATE: 11/21/2008

CHECKED BY: P. GIBBONS

DATE: 11/21/2008

SHEET NO.	76
R.O.W CONST.	

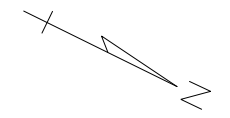
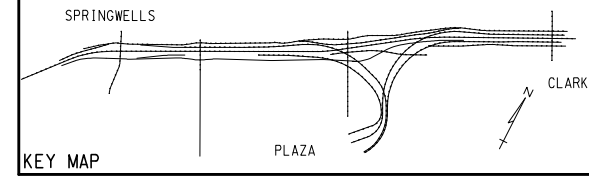
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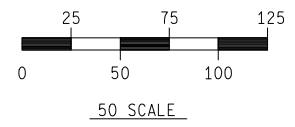
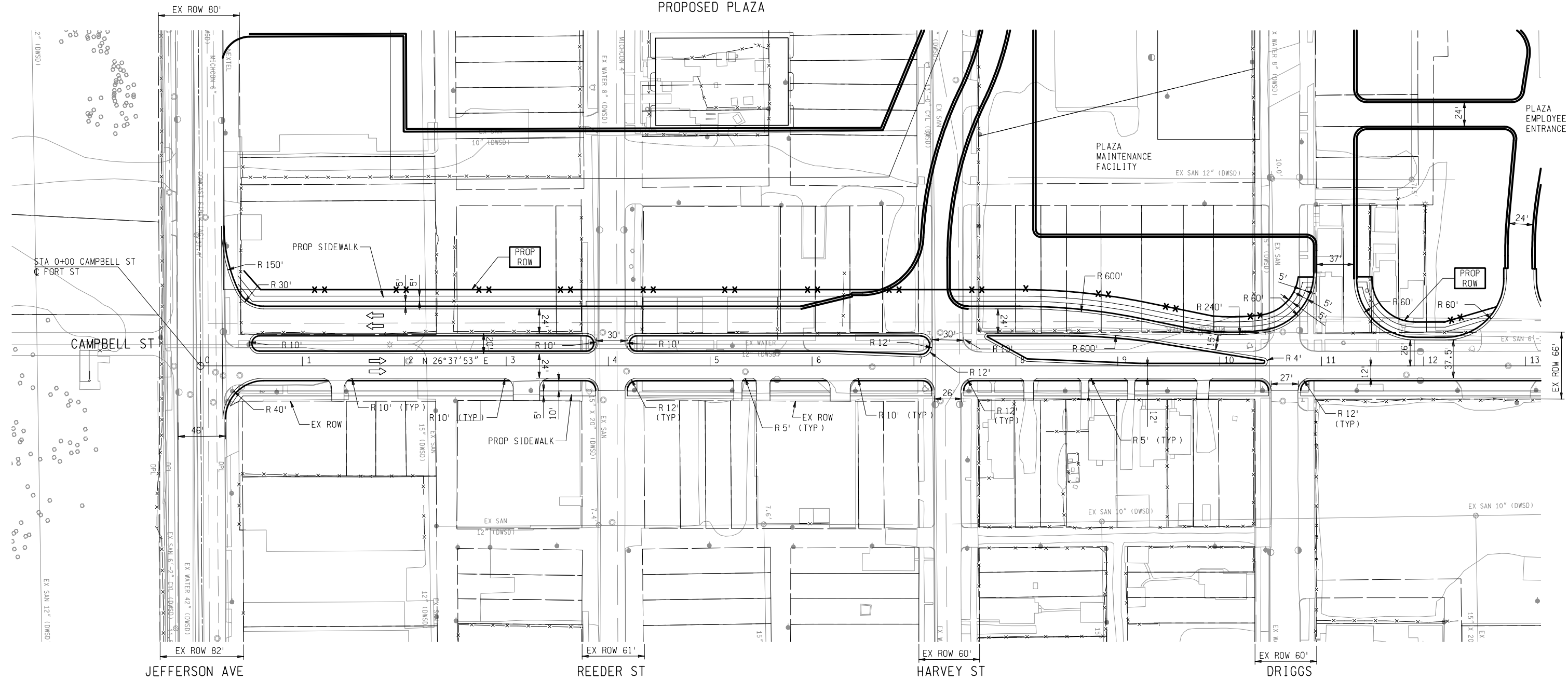
11/21/2008 5:42:18 PM

CHECKED BY: P. GIBBONS DATE: 11/21/2008

FILE NAME:



PROPOSED PLAZA



NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN

CONSTRUCTION SHEET

		CAMPBELL ST			
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
		10/03/08	82194	802330	
					SHEET NO. 77

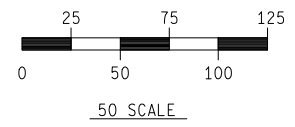
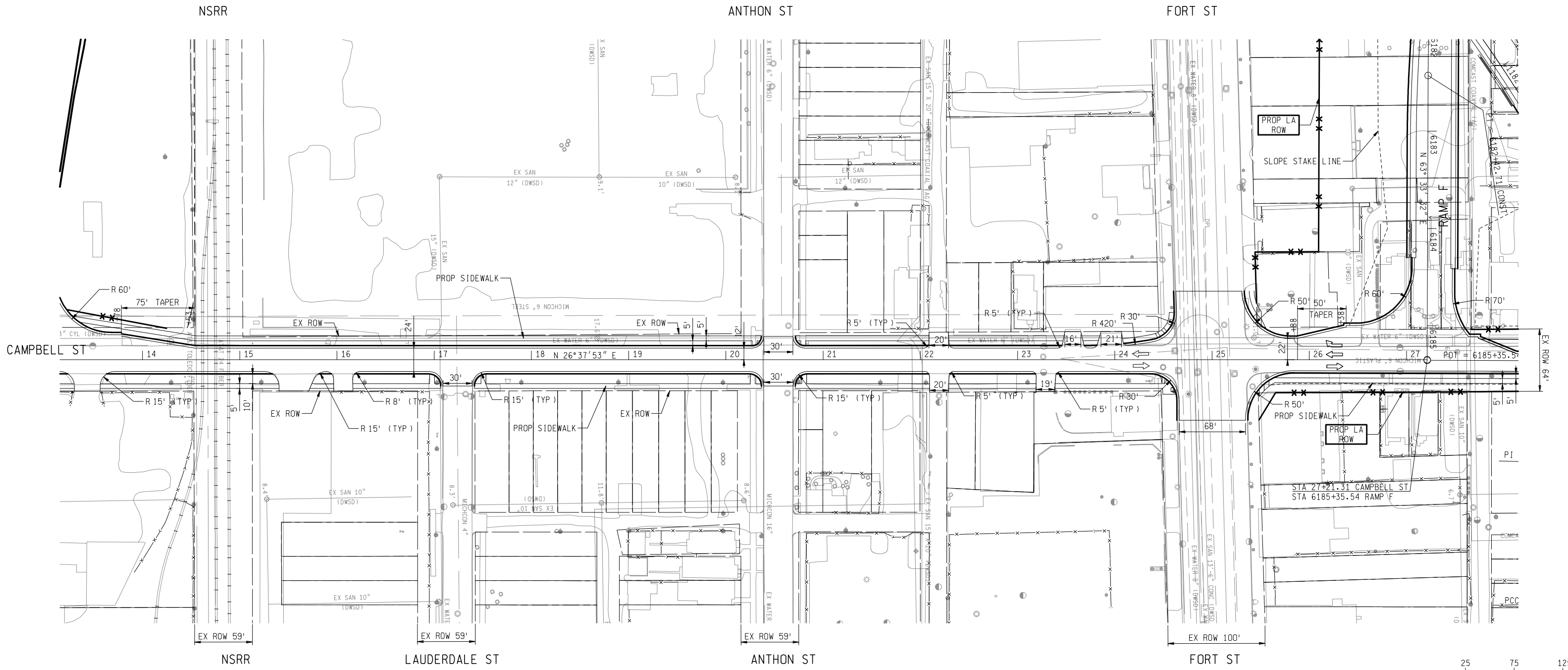
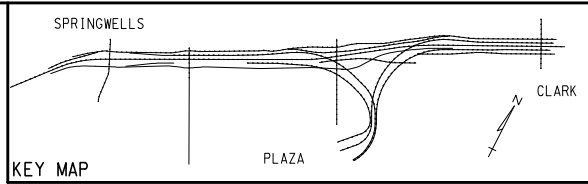
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WORKED ON BY: S. MYERS DATE: 11/21/2008

CHECKED BY: P. GIBBONS DATE: 11/21/2008

FILE NAME:



NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN

CONSTRUCTION SHEET

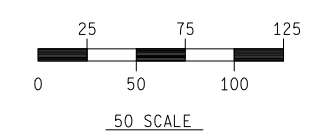
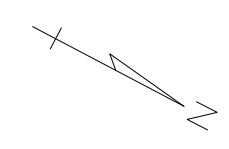
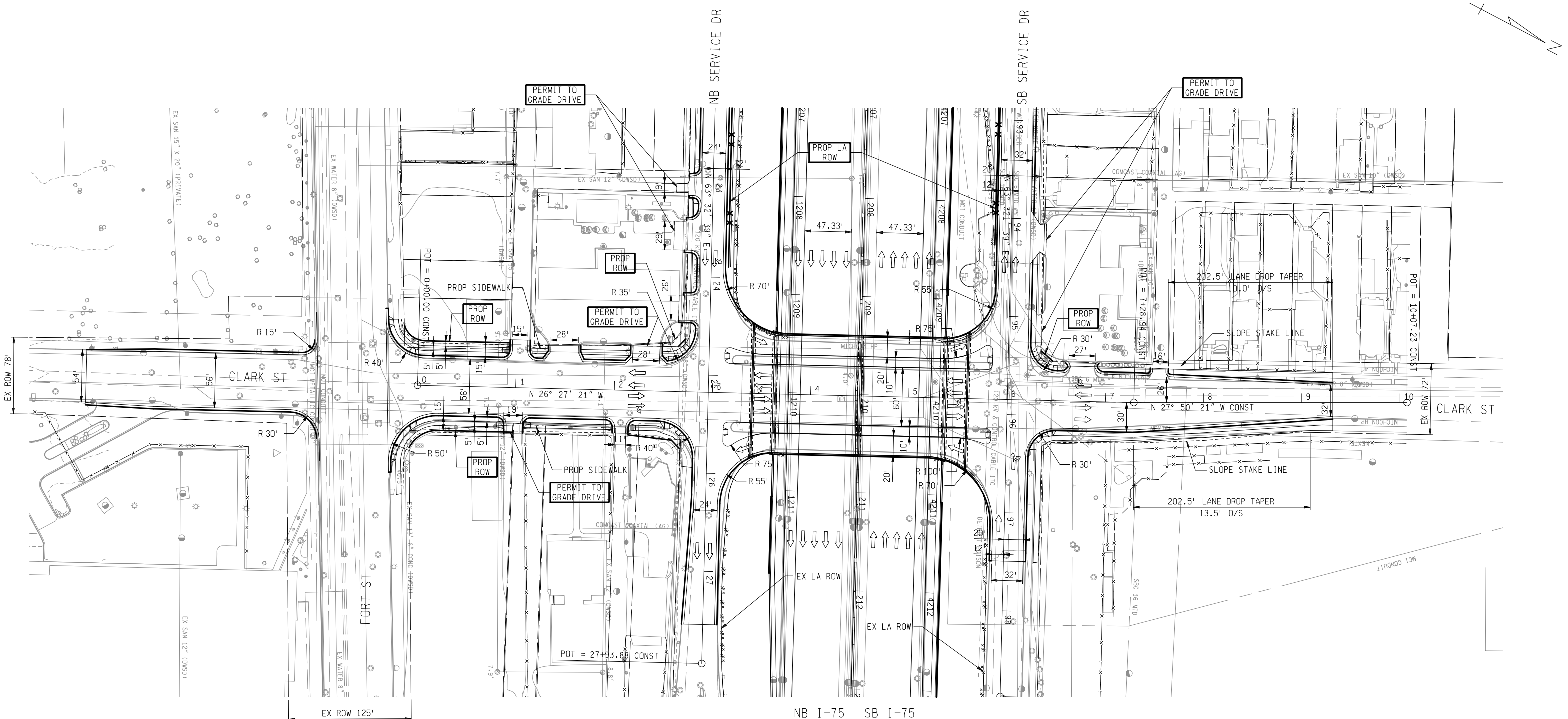
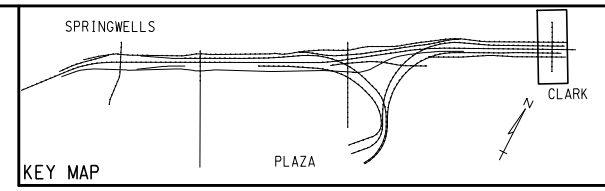
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		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
		10/03/08	82194	802330	R.O.W CONST.	78

11/21/2008 5:42:32 PM

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11/21/2008 5:42:32 PM

FILE NAME:



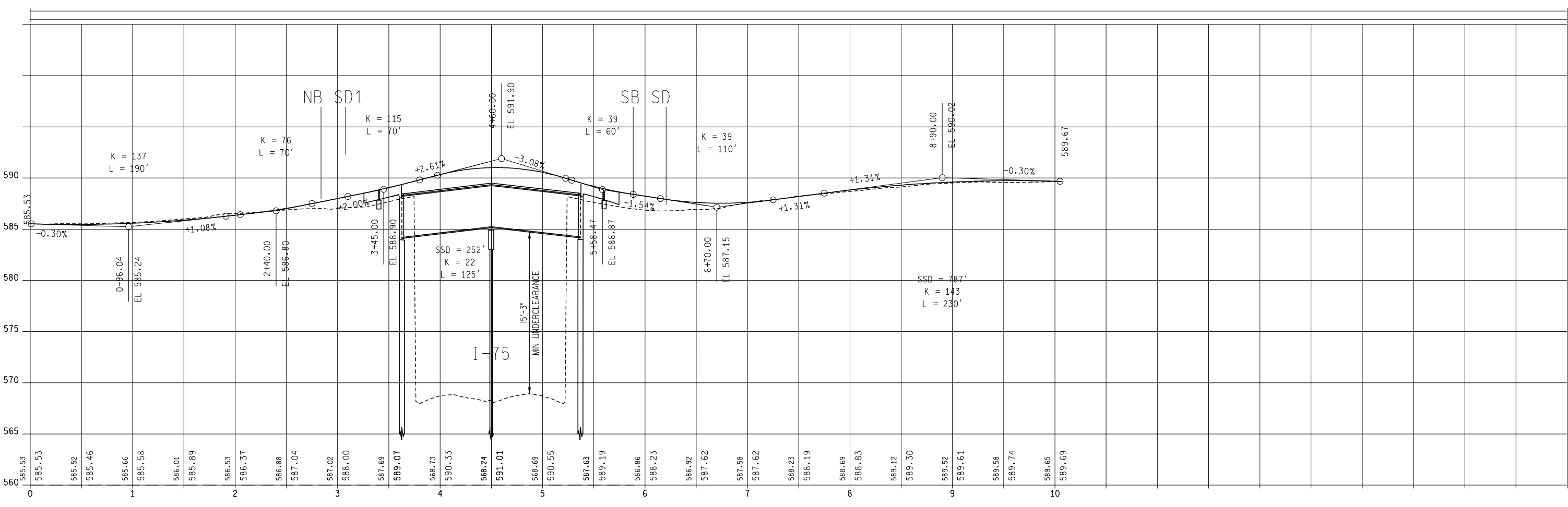
NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN

CONSTRUCTION SHEET

		CLARK STREET			
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
		10/03/08	82194	802330	
					SHEET NO.
					R.O.W CONST.
					79

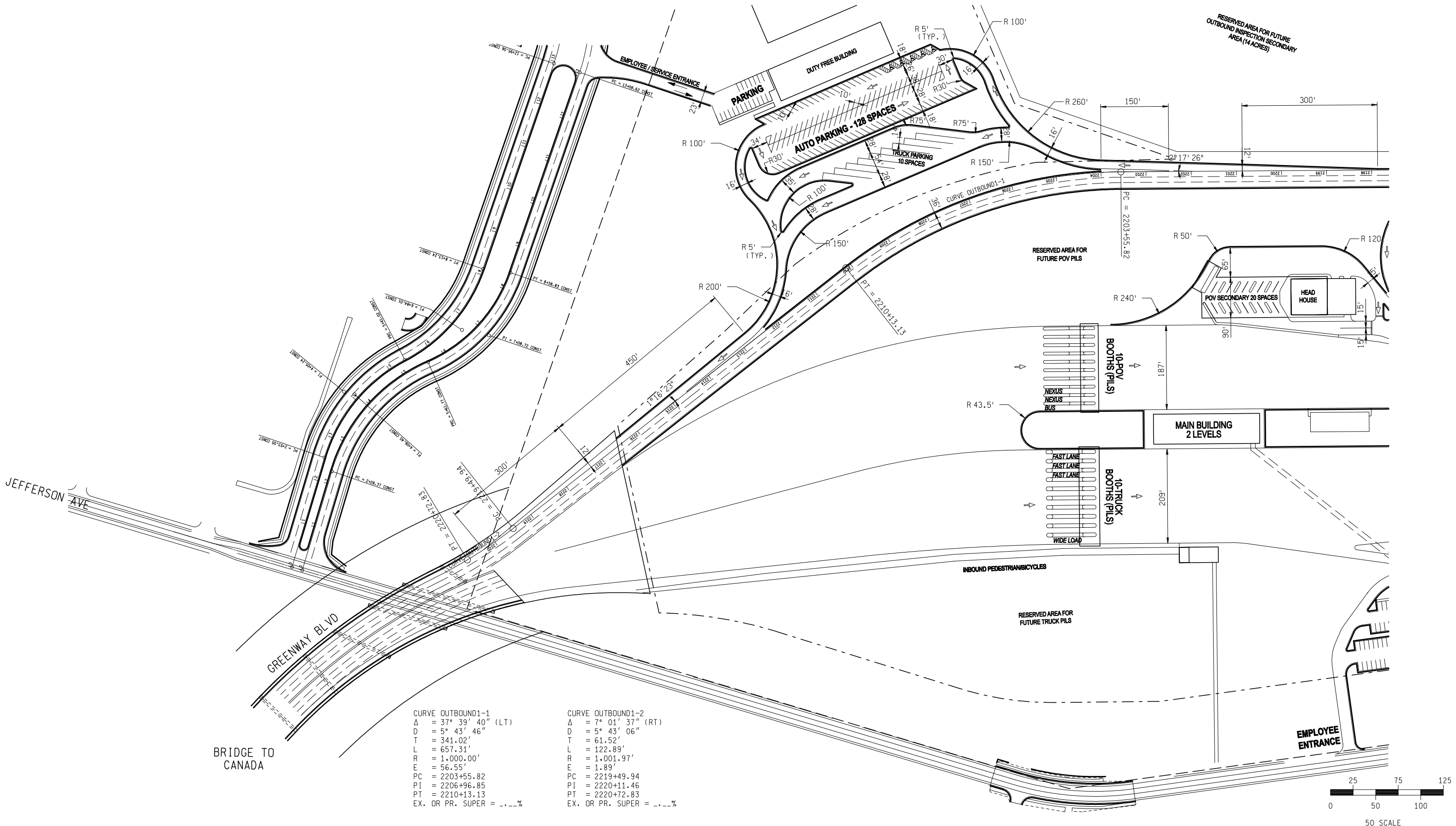
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5:42:39 PM
11/21/2008
f:\646294_dric_study\final_eng_report_report_08_sheets\802330_con_plaza_sht1.dgn

WORKED ON BY: S. MYERS
CHECKED BY: P. GIBBONS
DATE: 11/21/2008
FILE NAME:



CURVE OUTBOUND1-1	CURVE OUTBOUND1-2
$\Delta = 37^\circ 39' 40''$ (LT)	$\Delta = 7^\circ 01' 37''$ (RT)
D = 5° 43' 46"	D = 5° 43' 06"
T = 341.02'	T = 61.52'
L = 657.31'	L = 122.89'
R = 1,000.00'	R = 1,001.97'
E = 56.55'	E = 1.89'
PC = 2203+55.82	PC = 2219+49.94
PI = 2206+96.85	PI = 2220+11.46
PT = 2210+13.13	PT = 2220+72.83
EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%

NOTE - ALL ROW DIMENSIONS ARE APPROXIMATE AND WILL NEED TO BE VERIFIED IN FINAL DESIGN

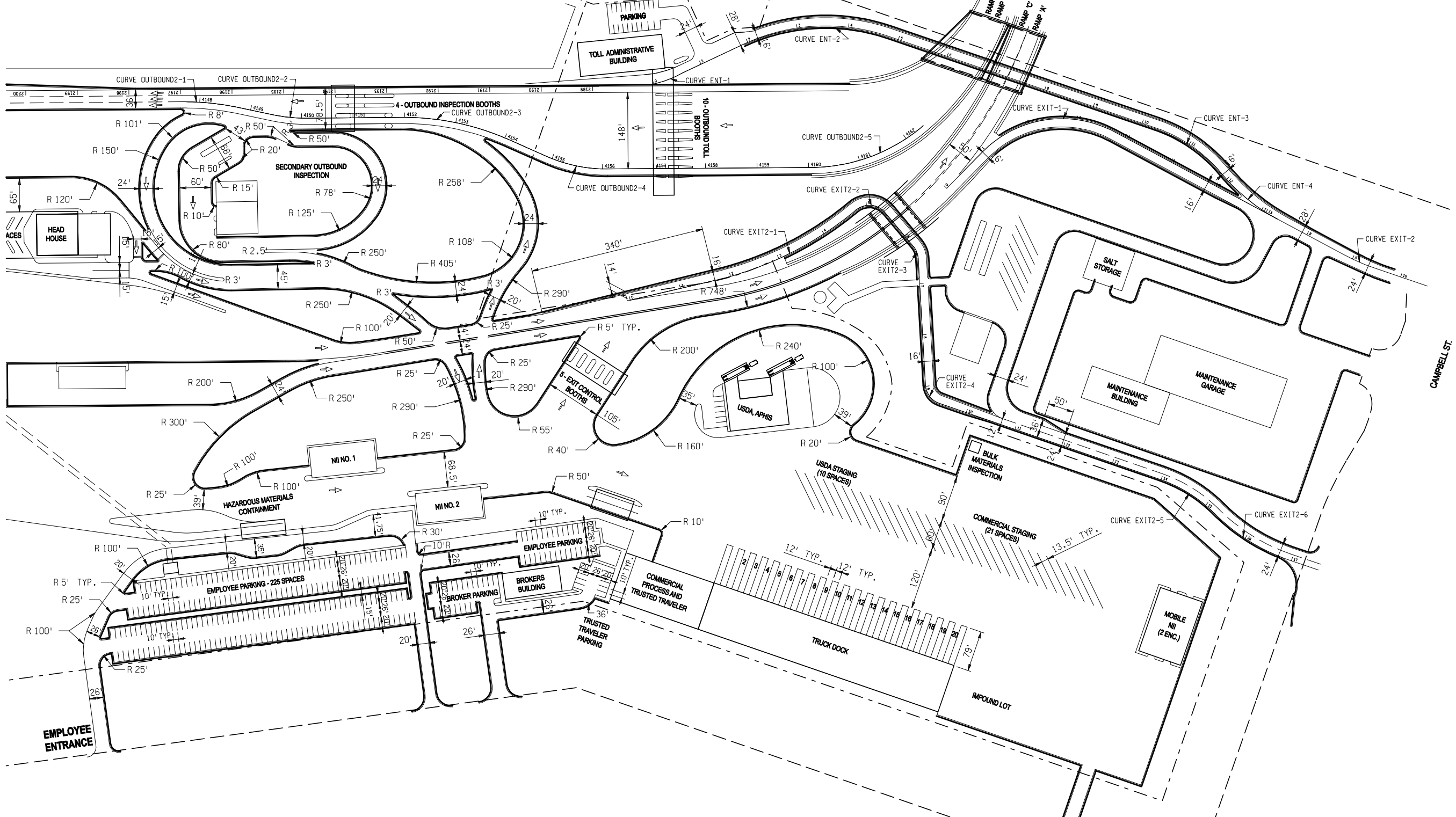
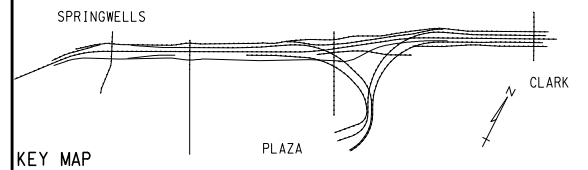
CONSTRUCTION SHEET

PARSONS	MDOT Michigan Department of Transportation	PLAZA			
		DATE 10/03/08	CONT. SEC. 82194	JOB NO. 802330	DESIGN UNIT
				SHEET NO. R.O.W CONST. 81	FILE NAME:

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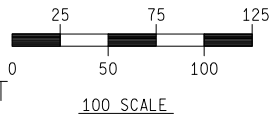
CURVE ENT-1	CURVE ENT-2	CURVE ENT-3	CURVE ENT-4
$\Delta = 16^\circ 55' 24''$ (LT)	$\Delta = 43^\circ 58' 44''$ (RT)	$\Delta = 30^\circ 57' 06''$ (RT)	$\Delta = 21^\circ 37' 22''$ (LT)
D = 27° 53' 23"	D = 15° 16' 44"	D = 20° 10' 28"	D = 15° 43' 20"
T = 30.56'	T = 151.43'	T = 78.63'	T = 69.59'
L = 60.68'	L = 287.84'	L = 153.42'	L = 137.53'
R = 205.44'	R = 375.00'	R = 284.00'	R = 364.42'
E = 2.26'	E = 29.42'	E = 10.68'	E = 6.59'
PC = 0+00.00	PC = 1+85.00	PC = 10+31.79	PC = 11+85.21
PI = 0+30.56	PI = 3+36.43	PI = 11+10.42	PI = 12+54.80
PT = 0+60.68	PT = 4+72.84	PT = 11+85.21	PT = 13+22.73
EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%

CURVE EXIT-1	CURVE EXIT-2
$\Delta = 73^\circ 38' 02''$ (RT)	$\Delta = 9^\circ 19' 41''$ (LT)
D = 26° 31' 33"	D = 14° 28' 07"
T = 161.69'	T = 32.31'
L = 277.59'	L = 64.47'
R = 216.00'	R = 396.00'
E = 53.81'	E = 1.32'
PC = 0+99.12	PC = 8+82.92
PI = 2+60.81	PI = 9+15.23
PT = 3+76.71	PT = 9+47.39
EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%



CURVE OUTBOUND2-1	CURVE OUTBOUND2-2	CURVE OUTBOUND2-3	CURVE OUTBOUND2-4	CURVE OUTBOUND2-5
$\Delta = 12^\circ 16' 12''$ (RT)	$\Delta = 12^\circ 18' 57''$ (LT)	$\Delta = 24^\circ 19' 33''$ (RT)	$\Delta = 24^\circ 16' 48''$ (LT)	$\Delta = 40^\circ 08' 21''$ (LT)
D = 11° 11' 26"	D = 19° 05' 55"	D = 11° 27' 33"	D = 19° 53' 40"	D = 16° 57' 05"
T = 55.03'	T = 32.37'	T = 107.77'	T = 61.95'	T = 123.49'
L = 109.65'	L = 64.49'	L = 212.28'	L = 122.04'	L = 236.79'
R = 512.00'	R = 300.00'	R = 500.00'	R = 288.00'	R = 338.00'
E = 2.95'	E = 1.74'	E = 11.48'	E = 6.59'	E = 21.85'
PC = 4147+65.52	PC = 4149+45.81	PC = 4151+94.95	PC = 4154+88.18	PC = 4160+05.29
PI = 4148+20.55	PI = 4149+78.18	PI = 4153+02.72	PI = 4155+50.13	PI = 4161+28.78
PT = 4148+75.17	PT = 4150+10.30	PT = 4154+07.23	PT = 4156+10.23	PT = 4162+42.08
EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%

CURVE EXIT2-1	CURVE EXIT2-2	CURVE EXIT2-3	CURVE EXIT2-4	CURVE EXIT2-5	CURVE EXIT2-6
$\Delta = 26^\circ 43' 44''$ (LT)	$\Delta = 89^\circ 58' 24''$ (RT)	$\Delta = 36^\circ 37' 39''$ (RT)	$\Delta = 67^\circ 42' 17''$ (LT)	$\Delta = 26^\circ 03' 23''$ (RT)	$\Delta = 26^\circ 03' 23''$ (LT)
D = 8° 39' 18"	D = 143° 14' 22"	D = 143° 14' 22"	D = 143° 14' 22"	D = 20° 45' 34"	D = 15° 19' 11"
T = 157.28'	T = 39.98'	T = 13.24'	T = 26.83'	T = 63.86'	T = 86.54'
L = 308.83'	L = 62.81'	L = 25.57'	L = 47.27'	L = 125.52'	L = 170.08'
R = 662.00'	R = 40.00'	R = 40.00'	R = 40.00'	R = 276.00'	R = 374.00'
E = 18.43'	E = 16.56'	E = 2.13'	E = 8.17'	E = 7.29'	E = 9.88'
PC = 1+68.71	PC = 4+77.54	PC = 6+26.01	PC = 8+97.68	PC = 13+97.96	PC = 15+23.47
PI = 3+25.98	PI = 5+17.52	PI = 6+39.25	PI = 9+24.51	PI = 14+61.82	PI = 16+10.01
PT = 4+77.54	PT = 5+40.35	PT = 6+51.58	PT = 9+44.94	PT = 15+23.47	PT = 16+93.56
EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%	EX. OR PR. SUPER = ...%



CONSTRUCTION SHEET

PARSONS	MDOT Michigan Department of Transportation	PLAZA		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
		10/03/08	82194	802330	R.O.W	CONST.	82	

FILE NAME: WORKED ON BY: S. MYERS DATE: 11/22/2008 CHECKED BY: P. GIBBONS DATE: 11/22/2008

\$DATE\$

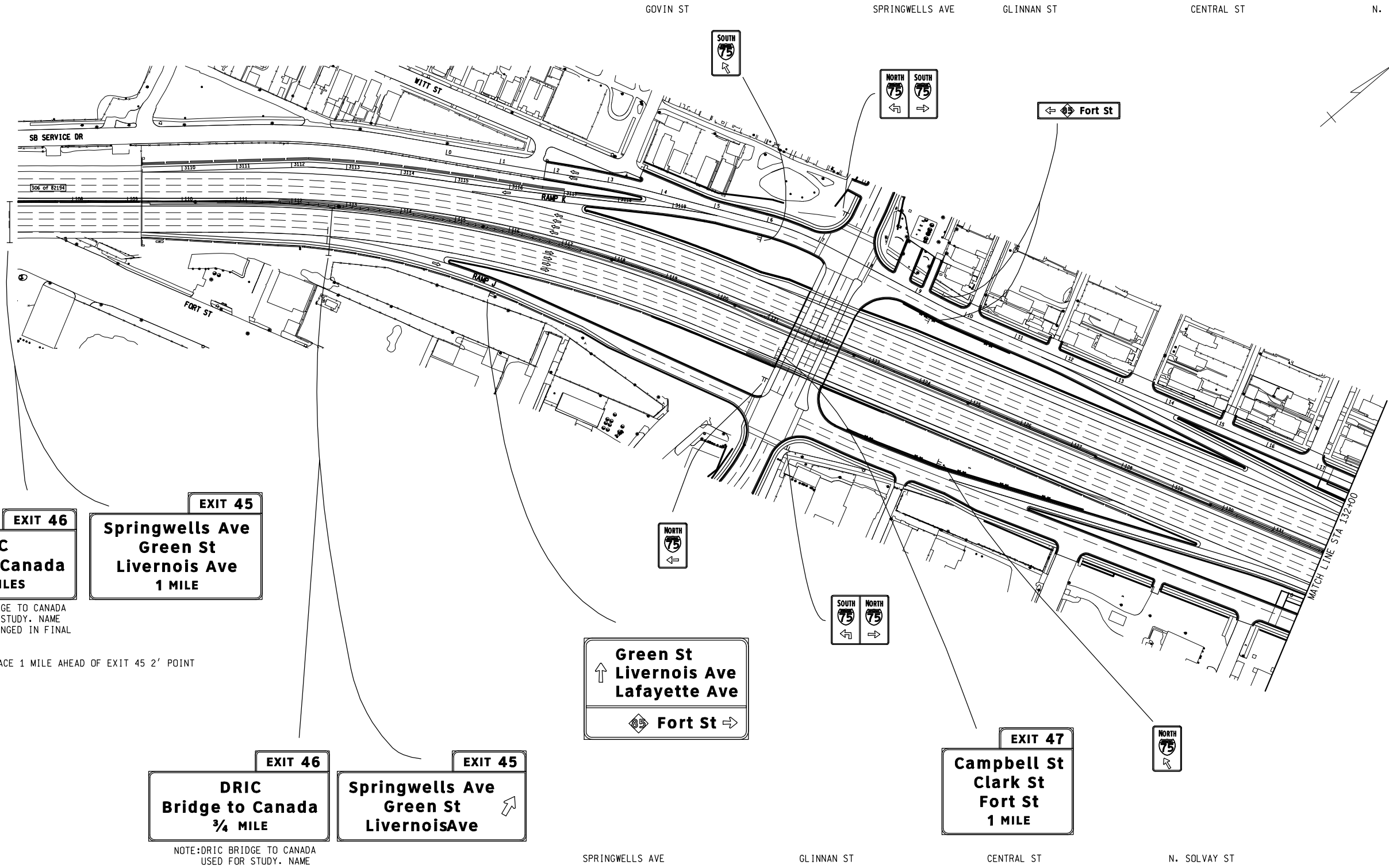
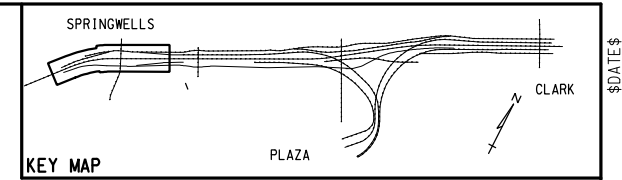
\$DATE\$

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\$DATE\$

\$DATE\$

\$FILE\$



EXIT 46
DRIC
Bridge to Canada
1 3/4 MILES

NOTE: DRIC BRIDGE TO CANADA
 USED FOR STUDY. NAME
 TO BE CHANGED IN FINAL
 DESIGN.

PLACE 1 MILE AHEAD OF EXIT 45 2' POINT

EXIT 45
Springwells Ave
Green St
Livernois Ave
1 MILE

EXIT 46
DRIC
Bridge to Canada
3/4 MILE

NOTE: DRIC BRIDGE TO CANADA
 USED FOR STUDY. NAME
 TO BE CHANGED IN FINAL
 DESIGN.

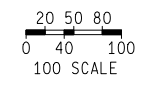
EXIT 45
Springwells Ave
Green St
Livernois Ave

Green St
Livernois Ave
Lafayette Ave
Fort St

EXIT 47
Campbell St
Clark St
Fort St
1 MILE



PRELIMINARY GUIDE SIGNING SHEET



I-75 STA. 107+00 TO STA. 132+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
10/03/08	82194	802330		R.O.W CONST. 83

\$DATE\$

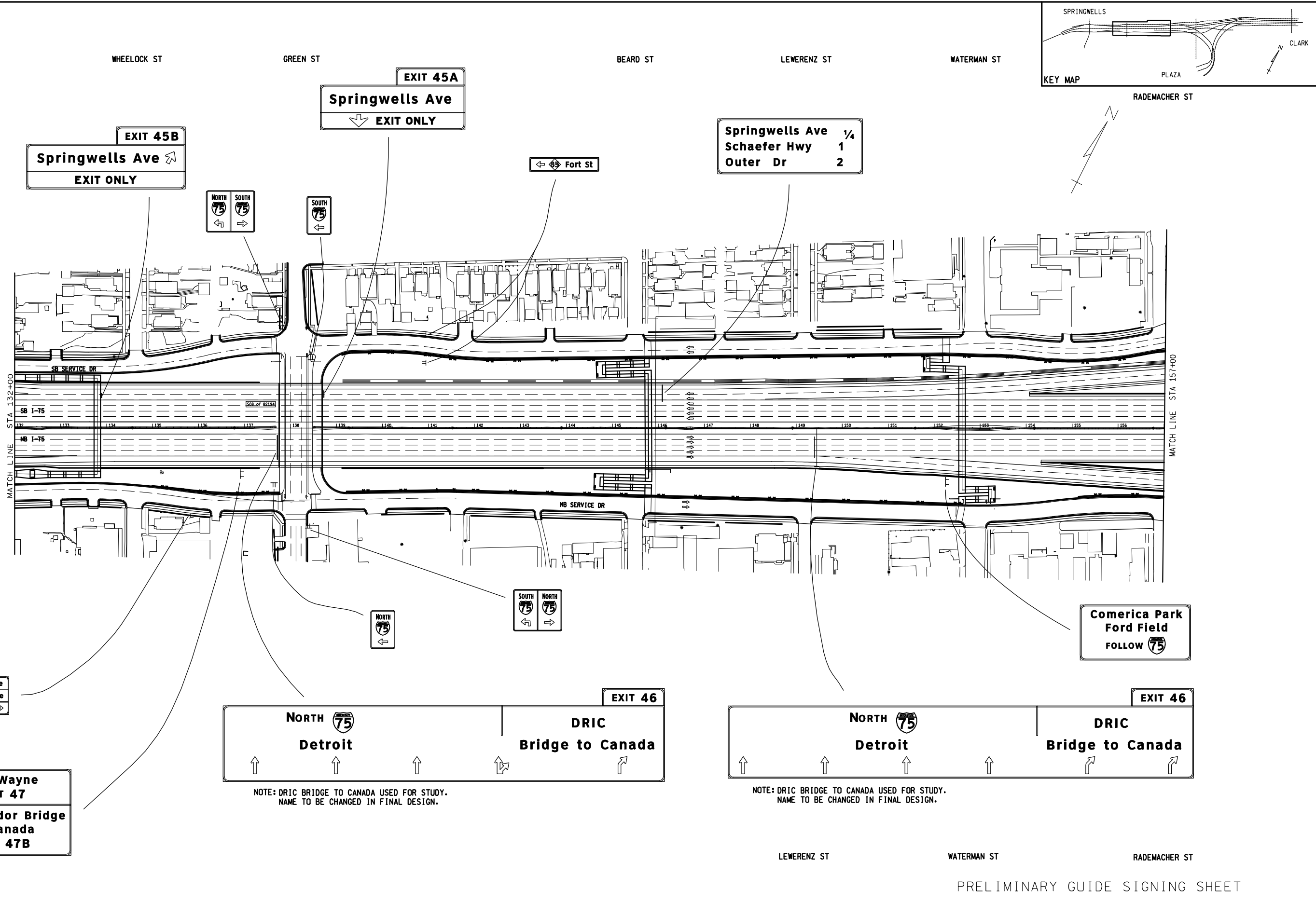
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\$FILE\$

\$DATE\$

\$DATE\$

FILE NAME:



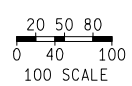
↕ Livernols Ave
 ↕ Lafayette Ave
 ↕ Fort St ↕

Fort Wayne
EXIT 47
Ambassador Bridge
to Canada
EXIT 47B

EXIT 46
NORTH 75
Detroit
DRIC
Bridge to Canada
 NOTE: DRIC BRIDGE TO CANADA USED FOR STUDY.
 NAME TO BE CHANGED IN FINAL DESIGN.

EXIT 46
NORTH 75
Detroit
DRIC
Bridge to Canada
 NOTE: DRIC BRIDGE TO CANADA USED FOR STUDY.
 NAME TO BE CHANGED IN FINAL DESIGN.

Comerica Park
Ford Field
FOLLOW 75



		I-75 STA. 132+00 TO STA. 157+00				
		DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
		10/03/08	82194	802330		R.O.W / CONST. 84

\$DATE\$

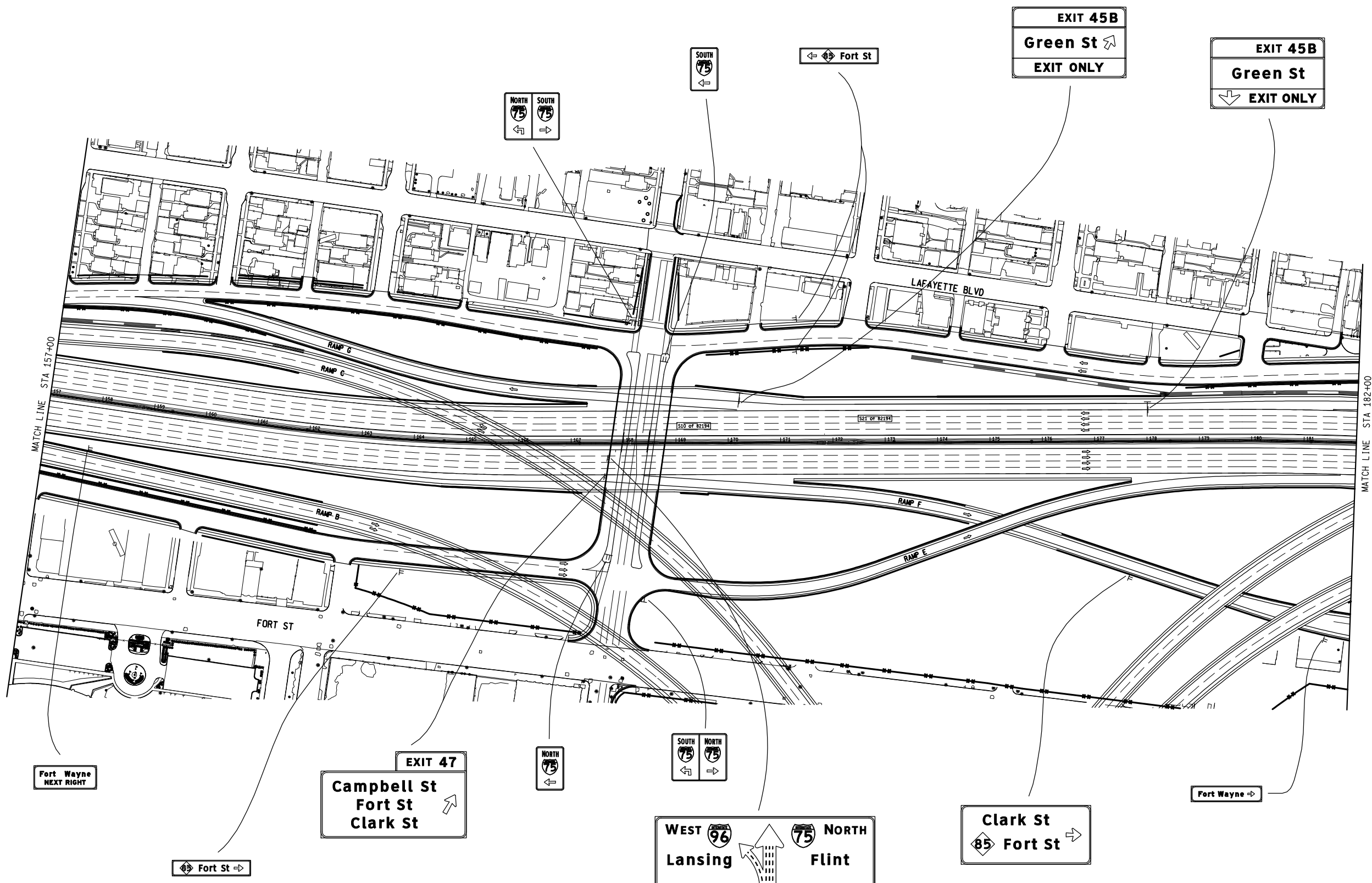
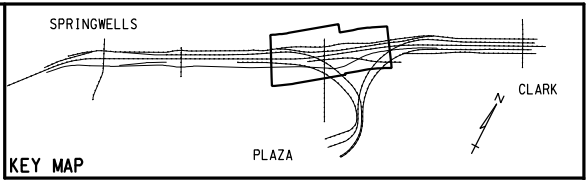
\$FILE\$

\$DATE\$

\$DATE\$

\$FILE\$

CASGRAIN ST CRAWFORD ST LIVERNOIS AVE DRAGON AVE MILITARY ST CAVALRY ST



EXIT 45B
Green St ↗
EXIT ONLY

EXIT 45B
Green St
 ↓ **EXIT ONLY**

EXIT 47
Campbell St
Fort St ↗
Clark St

WEST **96** **Lansing** NORTH **75** **Flint**
 ↑
 1 1/2 MILE

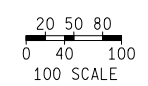
Clark St
 ⬅ **85** **Fort St** ➡

Fort Wayne NEXT RIGHT

Fort Wayne ➡

PRELIMINARY GUIDE SIGNING SHEET

I-75 STA. 157+00 TO STA. 182+00



DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
10/03/08	82194	802330		R.O.W CONST. 85

\$TIMES

\$DATES

\$FILES

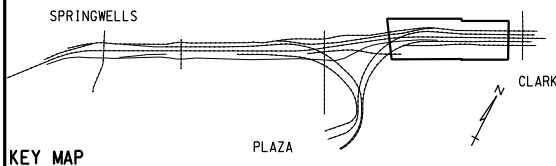
CAMPBELL ST

JUNCTION ST

MORRELL ST

FERDINAND ST

LANSING ST



\$DATES

\$DATES

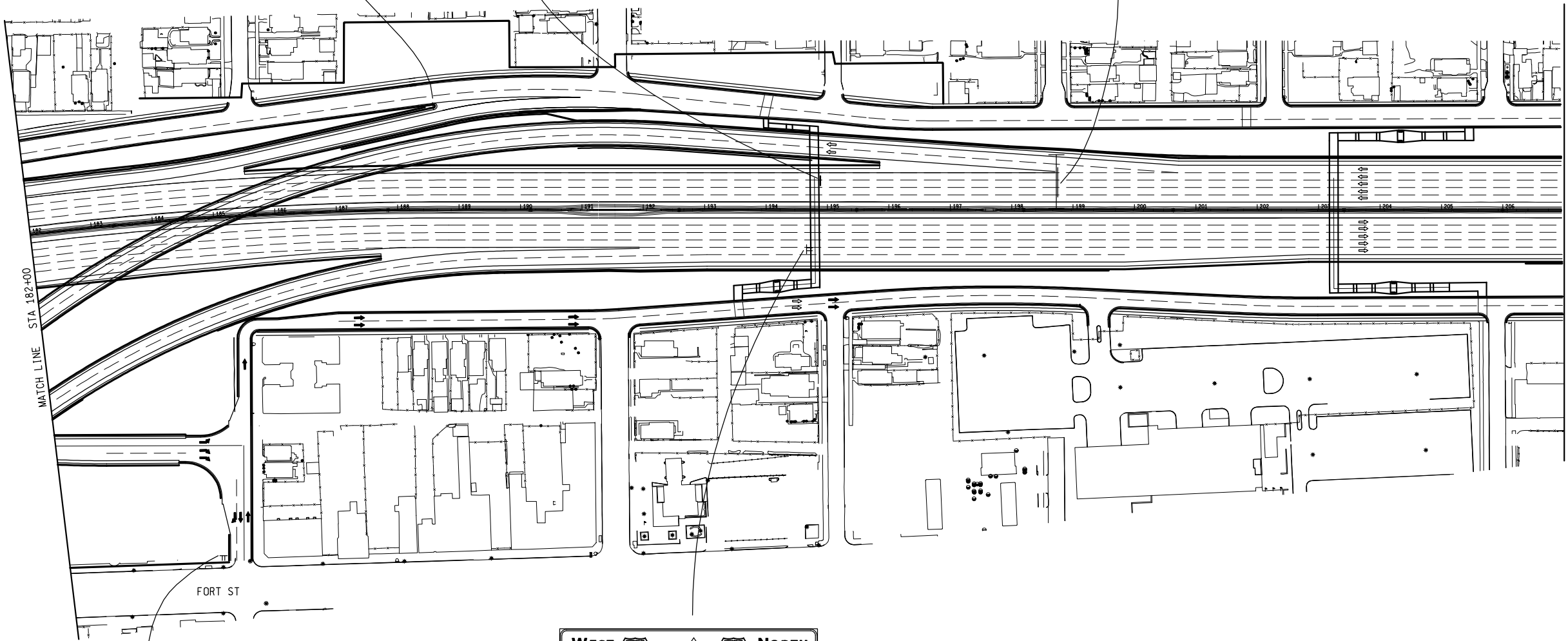
FILE NAME: 802330_sign_207.dgn

Green St 1/2
Springwells Ave 1
Schaefer Hwy 4

EXIT 46
SOUTH 75
Detroit
DRIC
Bridge to Canada

NOTE: DRIC BRIDGE TO CANADA USED FOR STUDY.
 NAME TO BE CHANGED IN FINAL DESIGN.

MCKINSTRY ST



MATCH LINE STA 182+00

MATCH LINE STA 207+00

FORT ST

DRIC Bridge to Canada
 Fort Wayne
 Clark St ⇌

NOTE: DRIC BRIDGE TO CANADA USED FOR STUDY.
 NAME TO BE CHANGED IN FINAL DESIGN.

WEST 96 **75** **NORTH**
Lansing **Flint**
 1 MILE

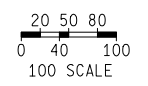
MCKINSTRY ST

CAMPBELL ST

JUNCTION ST

MORRELL ST

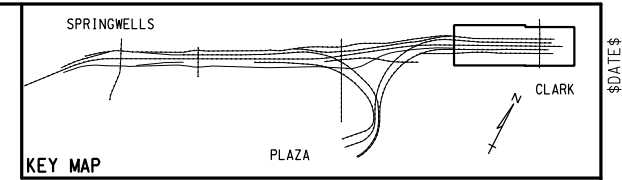
PRELIMINARY GUIDE SIGNING SHEET



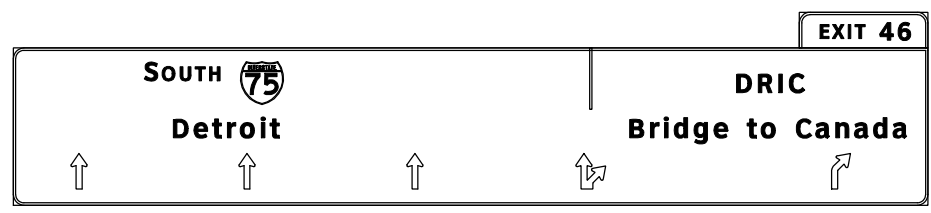
I-75 STA. 182+00 TO STA. 207+00				
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
11/14/08	82194	802330		R.O.W / CONST. / 86

\$FILES \$DATE\$ \$TIME\$ \$DATE\$ \$DATE\$

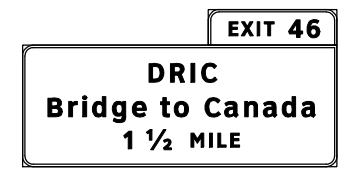
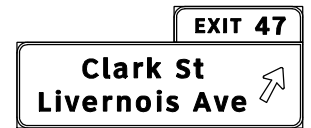
CLARK ST SCOTTEN ST HUBBARD ST VINEWOOD ST



W. GRAND BLVD



NOTE: DRIC BRIDGE TO CANADA USED FOR STUDY. NAME TO BE CHANGED IN FINAL DESIGN.



NOTE: DRIC BRIDGE TO CANADA USED FOR STUDY. NAME TO BE CHANGED IN FINAL DESIGN.



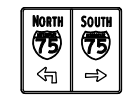
PLACE 1 MILE AHEAD OF EXIT 47 2' POINT



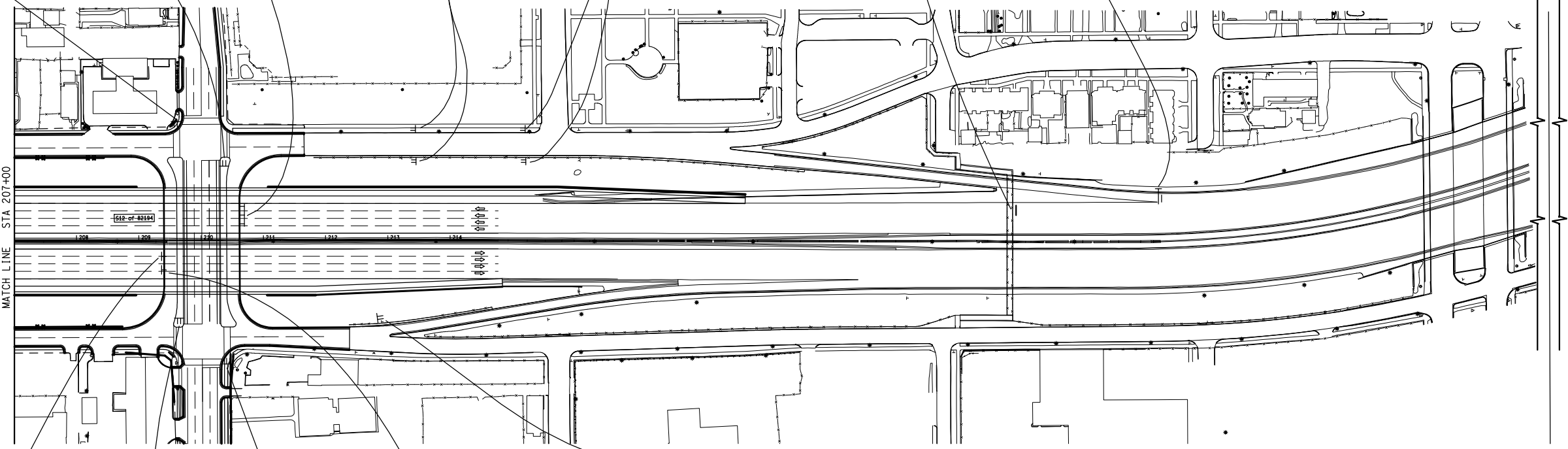
PLACE 1/4 MILE AHEAD OF EXIT 47 2' POINT



PLACE 1/2 MILE AHEAD OF EXIT 47 2' POINT



MATCH LINE STA 207+00

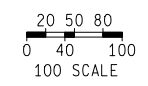


HUBBARD ST

W. GRAND BLVD

CLARK ST

SCOTTEN ST



PRELIMINARY GUIDE SIGNING SHEET



I-75 STA. 207+00 TO STA. 232+00

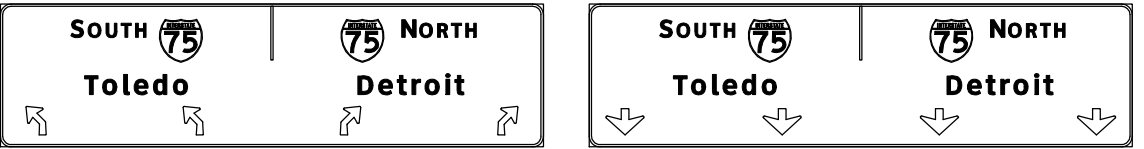
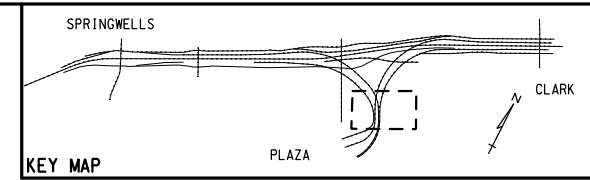
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
10/03/08	82194	802330		R.O.W/CONST. 87

FILE NAME:

\$DATE\$ \$TIME\$

\$FILE\$

WORKED ON BY: S. MYERS DATE: \$DATE\$
CHECKED BY: P. GIBBONS DATE: \$DATE\$
FILE NAME:



CAMPBELL ST

TOLLS 1/4 MILE
PREPARE TO STOP

DRIC Bridge to Canada

NOTE: DRIC BRIDGE TO CANADA USED FOR STUDY. NAME TO BE CHANGED IN FINAL DESIGN.

TRUCK INSPECTION

LAUDERDALE ST

Fort Wayne

Fort St
Jefferson Ave
Fort Wayne

DRIGGS ST

Fort Wayne

HARVEY ST

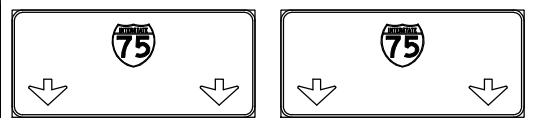
Fort St
Jefferson Ave
Fort Wayne

TRUCK INSPECTION
REQUIRED ON
RED SIGNAL
EXIT NEXT RIGHT

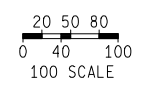
TRUCK INSPECTION
Campbell St
Fort St
Jefferson Ave

Fort Wayne
NEXT RIGHT

Campbell St
Fort St
Jefferson Ave



PRELIMINARY GUIDE SIGNING SHEET



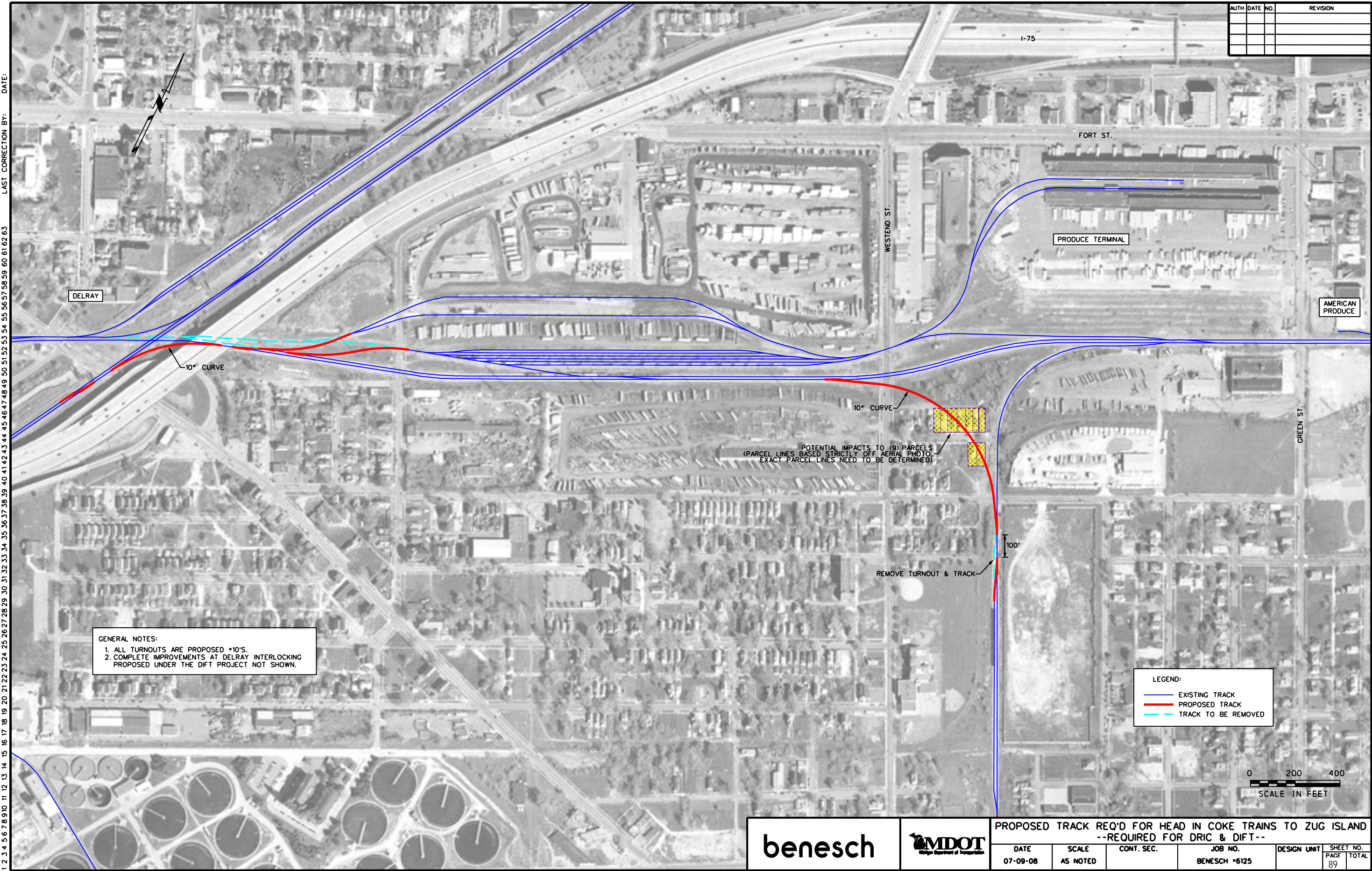
PLAZA TO I-75				
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
11/14/08	82194	802330		R.O.W CONST. 88

SPL NO.
JOB NO.
CONTROL SECTION

EXISTING BY: MJK
PROPOSED BY:
LAST CORRECTION BY:

DATE: 12-28-05
DATE:
DATE:
61 62 63
55 56 57 58 59 60 61 62 63
45 46 47 48 49 50 51 52 53 54
35 36 37 38 39 40 41 42 43 44
25 26 27 28 29 30 31 32 33 34
15 16 17 18 19 20 21 22 23 24
5 6 7 8 9 10 11 12 13 14

AUTH	DATE	NO.	REVISION



benesch **MDOT** Michigan Department of Transportation

PROPOSED TRACK REQ'D FOR HEAD IN COKE TRAINS TO ZUG ISLAND
--REQUIRED FOR DRIC & DIFT--

DATE	SCALE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
07-09-08	AS NOTED		BENESCH *6125		PAGE 89 TOTAL