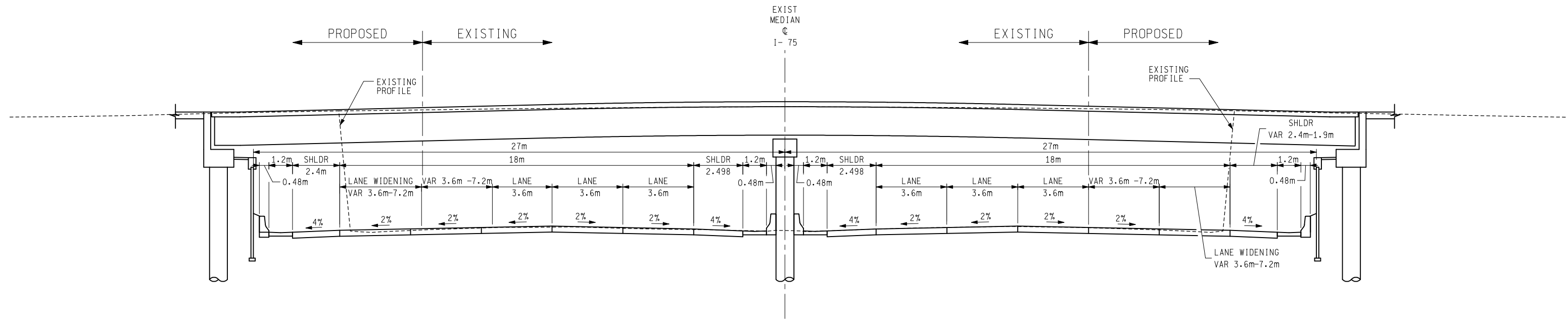


APPENDIX B: PRACTICAL ALTERNATIVE ROADWAY AND PLAZA PLANS

The graphics in this appendix depict the Practical Alternatives.

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



PROPOSED TYPICAL WIDENING
 I-75 FREEWAY SECTION
 WITH LOCAL ROAD BRIDGE OVER FREEWAY

CONCEPTUAL TYPICAL CROSS SECTIONS

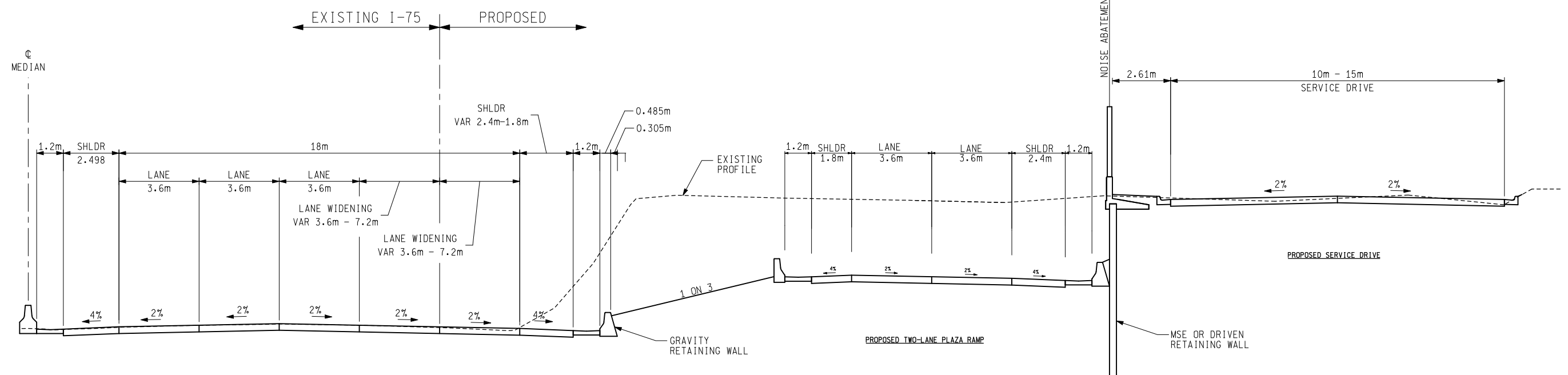


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FINAL R.O.W.		
AUTH	DATE	REVISION



PROPOSED TYPICAL WIDENING I-75
WITH PLAZA RAMP AND SERVICE DRIVE

CONCEPTUAL TYPICAL CROSS SECTIONS

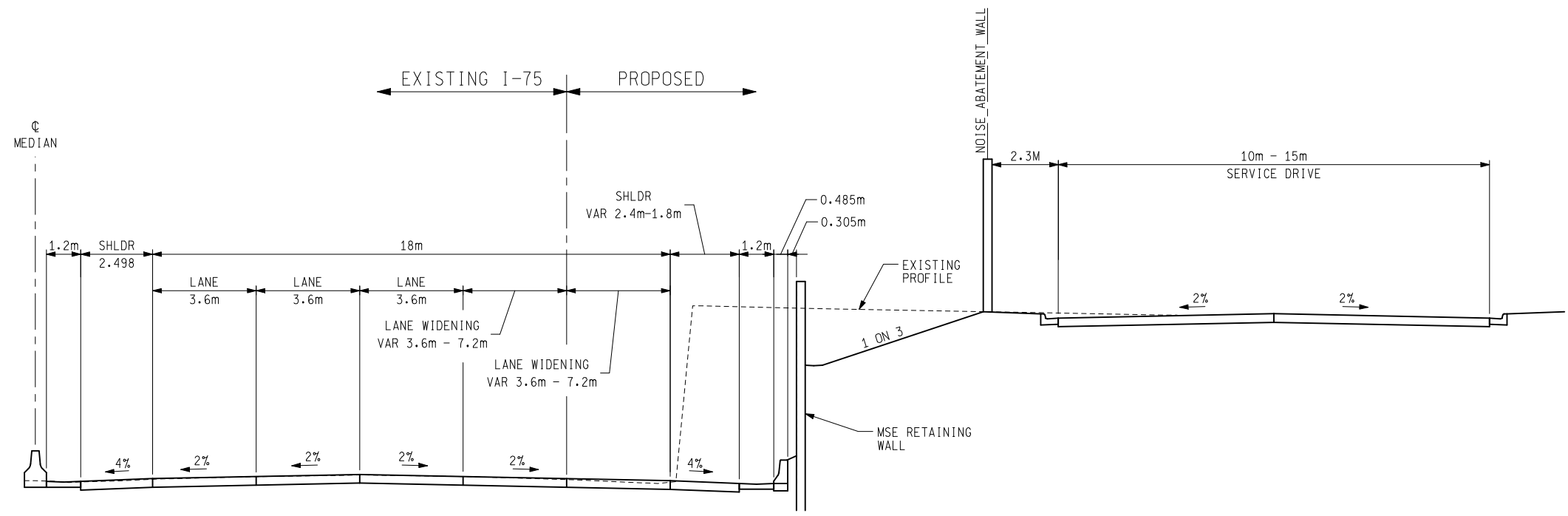
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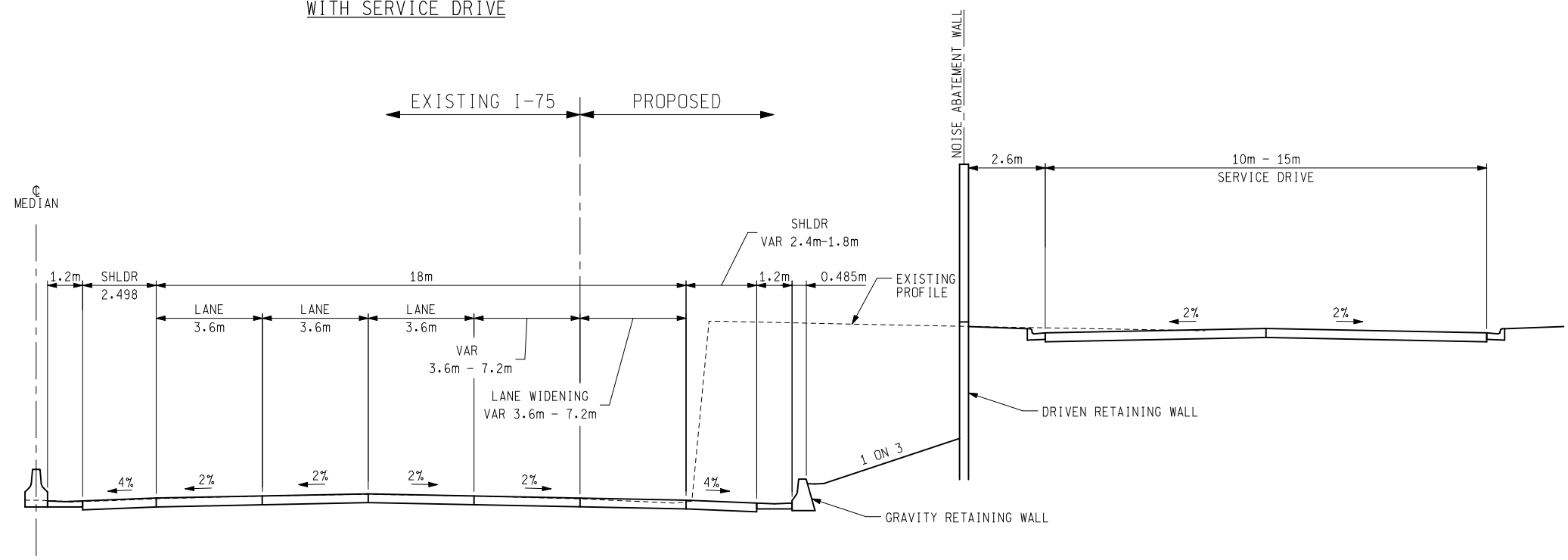
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PROPOSED TYPICAL WIDENING I-75
NEAR CROSS ROAD BRIDGE OVER FREEWAY
WITH SERVICE DRIVE



PROPOSED TYPICAL WIDENING I-75
REGULAR SECTION
WITH SERVICE DRIVE

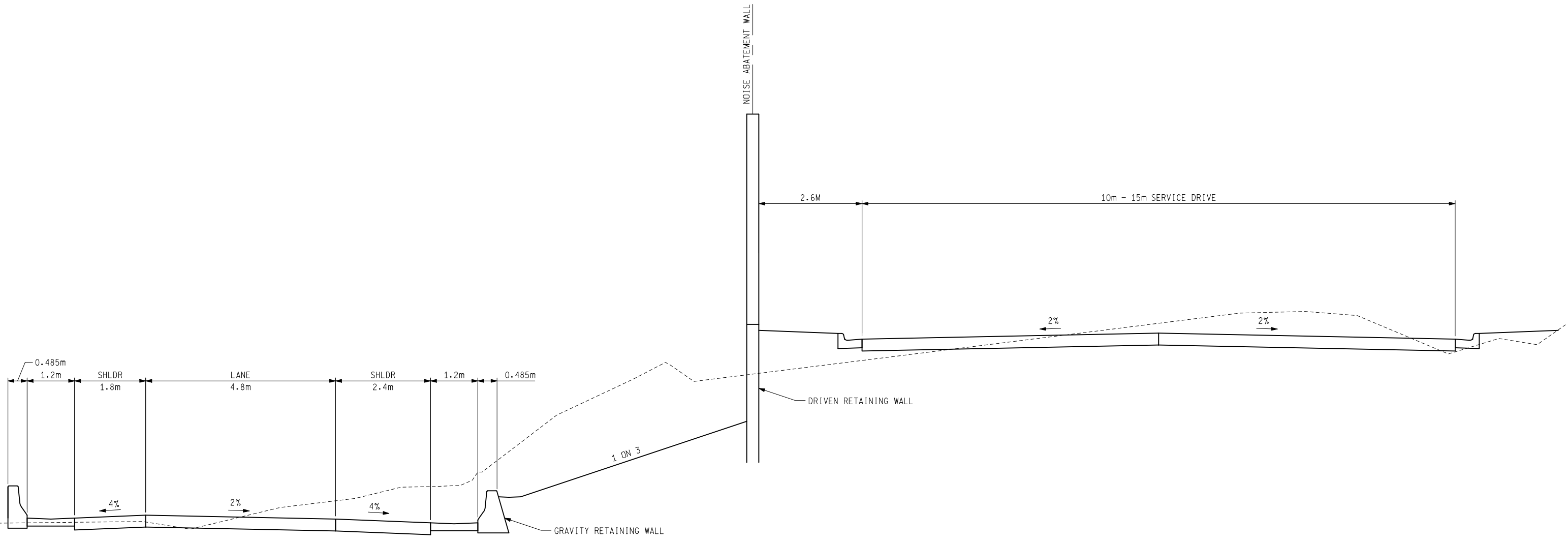
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FINAL R.O.W.			
AUTH	DATE	NO.	REVISION



PROPOSED 4.8m WIDTH URBAN RAMP WITH SERVICE DRIVE

CONCEPTUAL TYPICAL CROSS SECTIONS

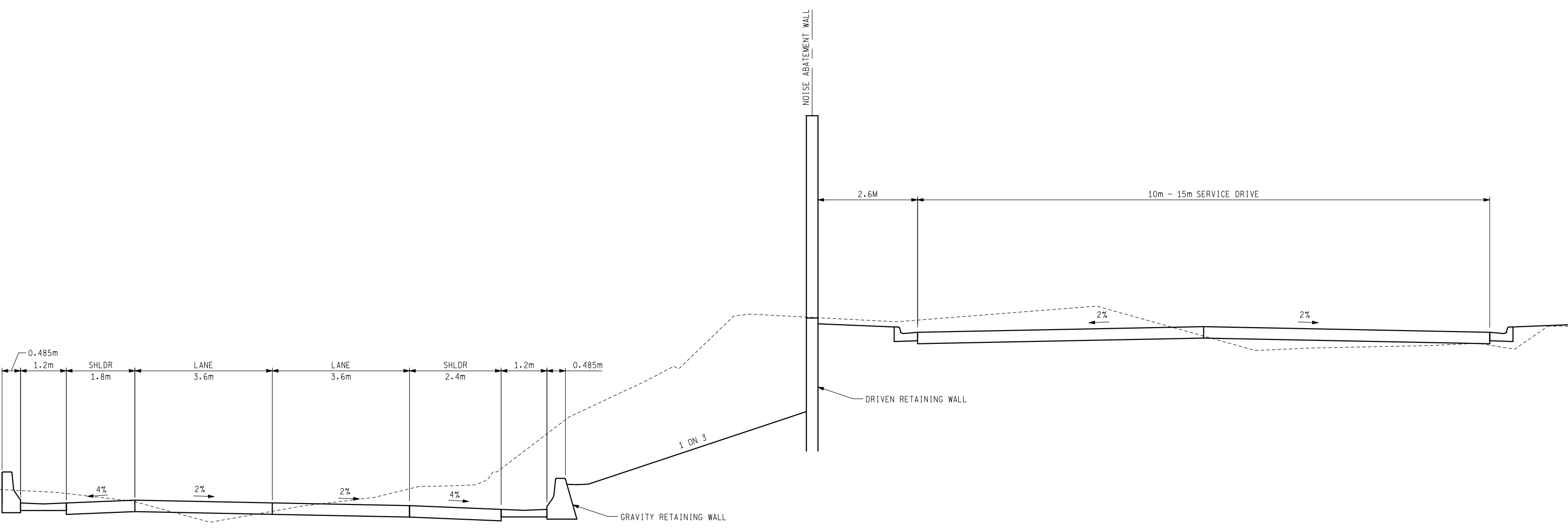


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PROPOSED URBAN TWO-LANE PLAZA RAMP
WITH SERVICE DRIVE

CONCEPTUAL TYPICAL CROSS SECTIONS

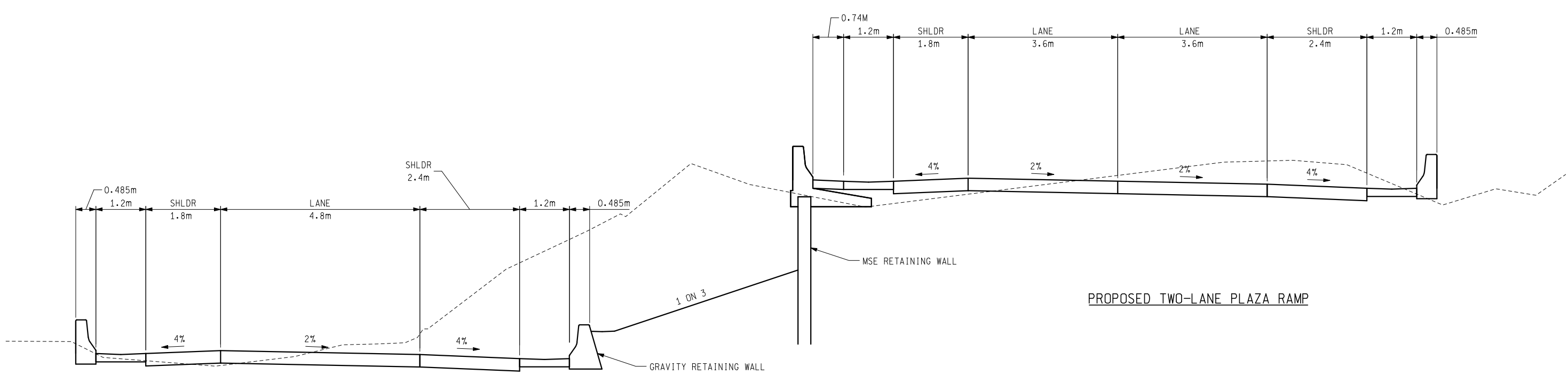
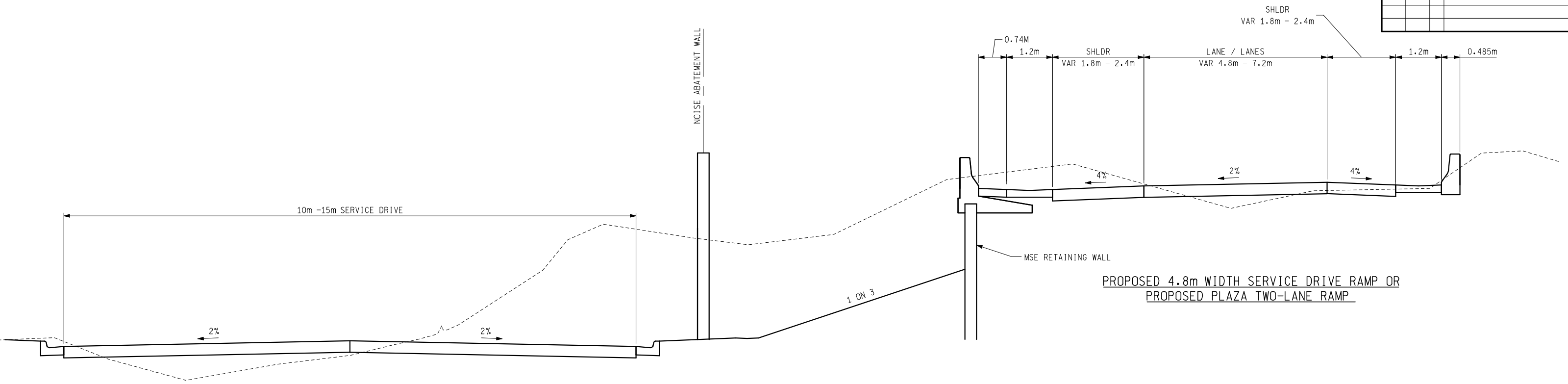


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PROPOSED 4.8m WIDTH SERVICE DRIVE RAMP

PROPOSED TWO-LANE PLAZA RAMP

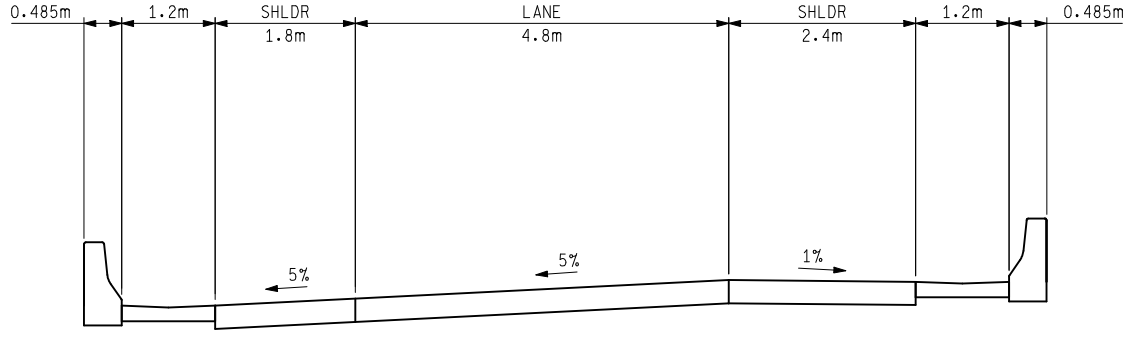
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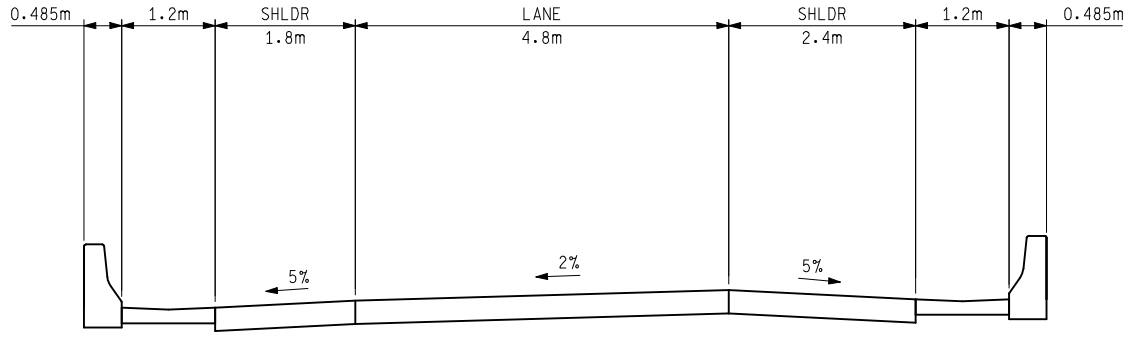
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AUTH	DATE	REVISION



PROPOSED 4.8m WIDTH URBAN RAMP (LOCAL ACCESS ROAD)
 SUPERELEVATED TYPICAL SECTION



PROPOSED 4.8m WIDTH URBAN RAMP (LOCAL ACCESS ROAD)
 NORMAL TYPICAL SECTION

CONCEPTUAL TYPICAL CROSS SECTIONS

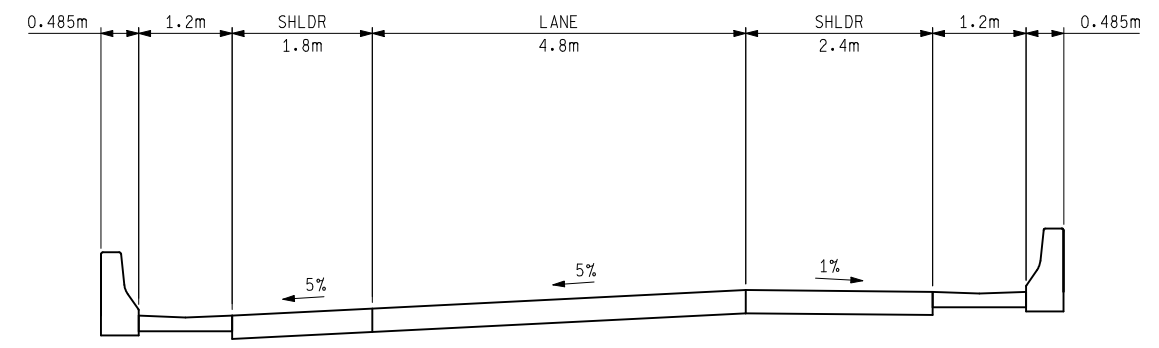


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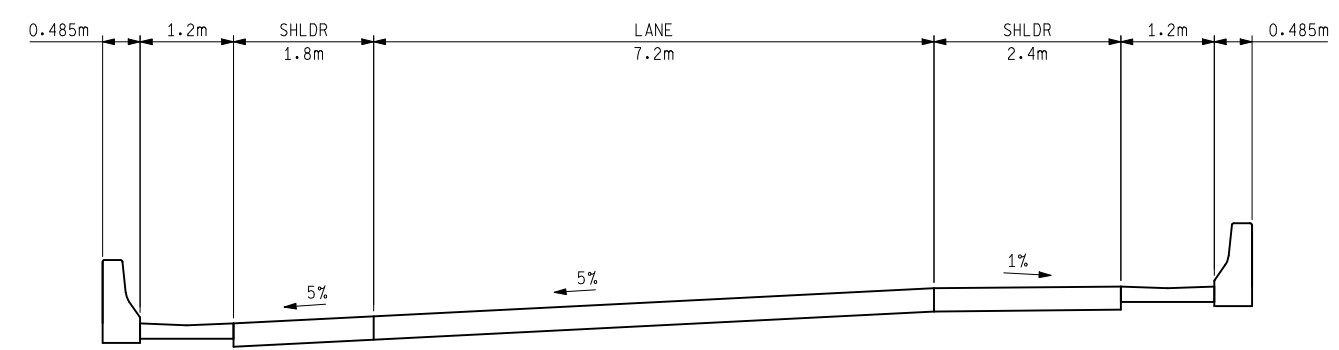
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FINAL R.O.W.		
AUTH	DATE	REVISION



PROPOSED 4.8m WIDTH URBAN RAMP (SERVICE DRIVE RAMP)
SUPERELEVATED TYPICAL SECTION



PROPOSED URBAN TWO-LANE RAMP (PLAZA RAMP)
SUPERELEVATED TYPICAL SECTION

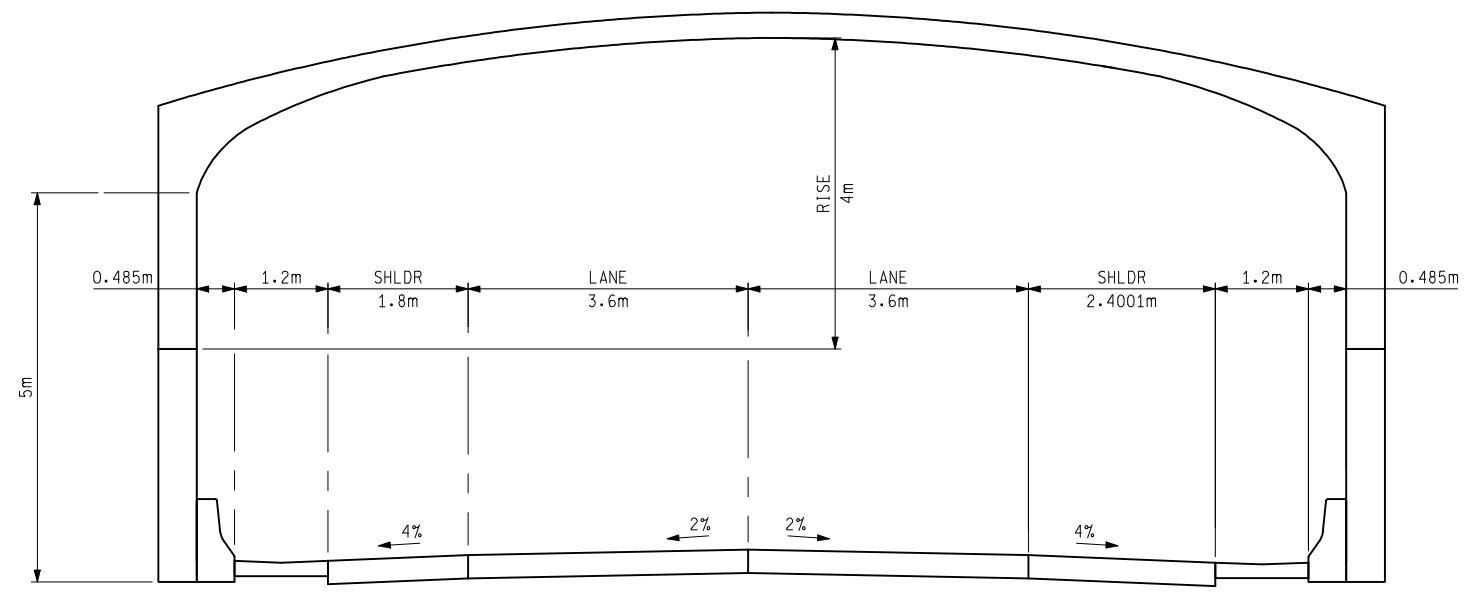
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AUTH	DATE	REVISION



PROPOSED THREE SIDED UNDERPASS
TYPICAL SECTION

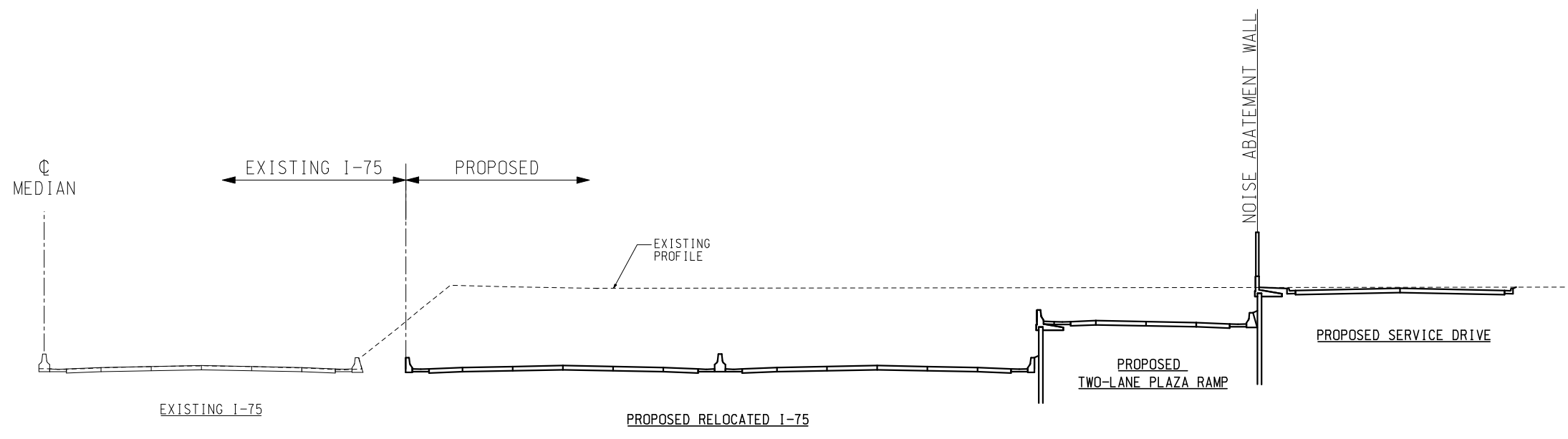
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	NTS				
					SHEET NO.
					R.O.W CONST.

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FINAL R.O.W.		
AUTH	DATE	REVISION



PROPOSED TYPICAL I -75 RELOCATION
 WITH PLAZA RAMP AND SERVICE DRIVE

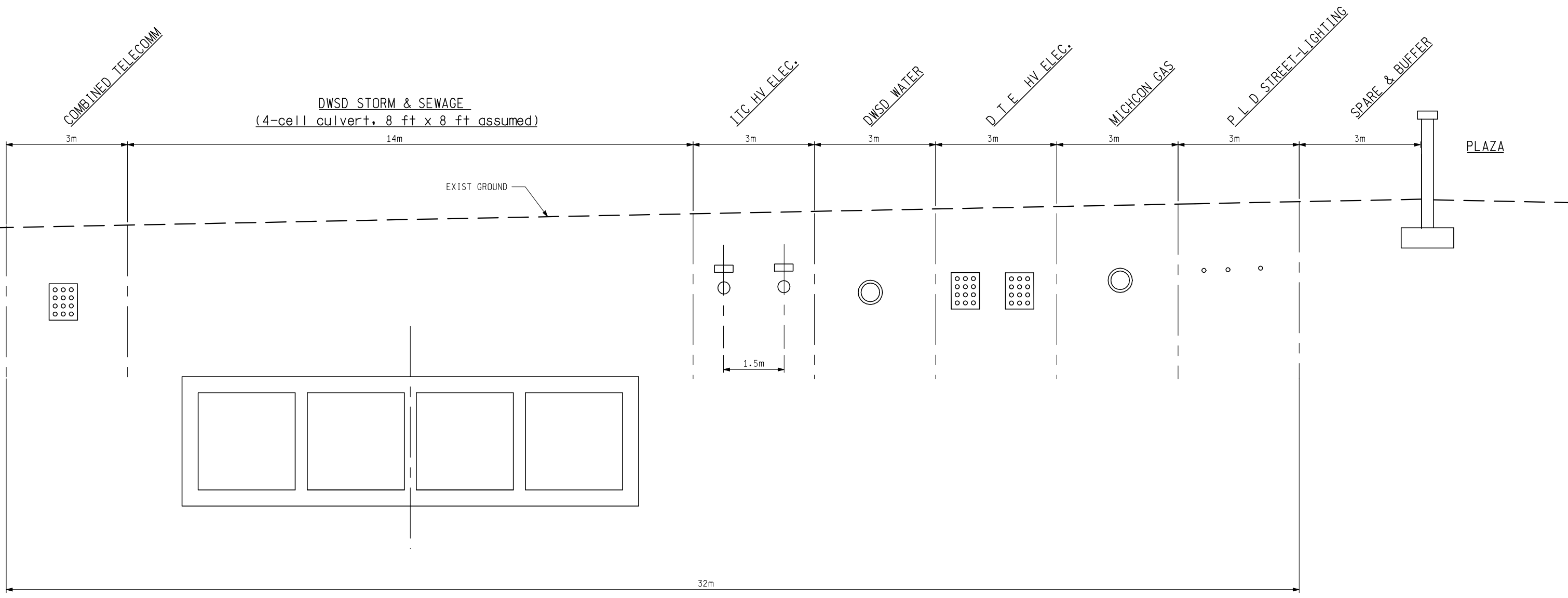
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					R.O.W CONST.

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



WEST SIDE OF PLAZA
 POTENTIAL NORTH-SOUTH UTILITY CORRIDOR CONCEPT

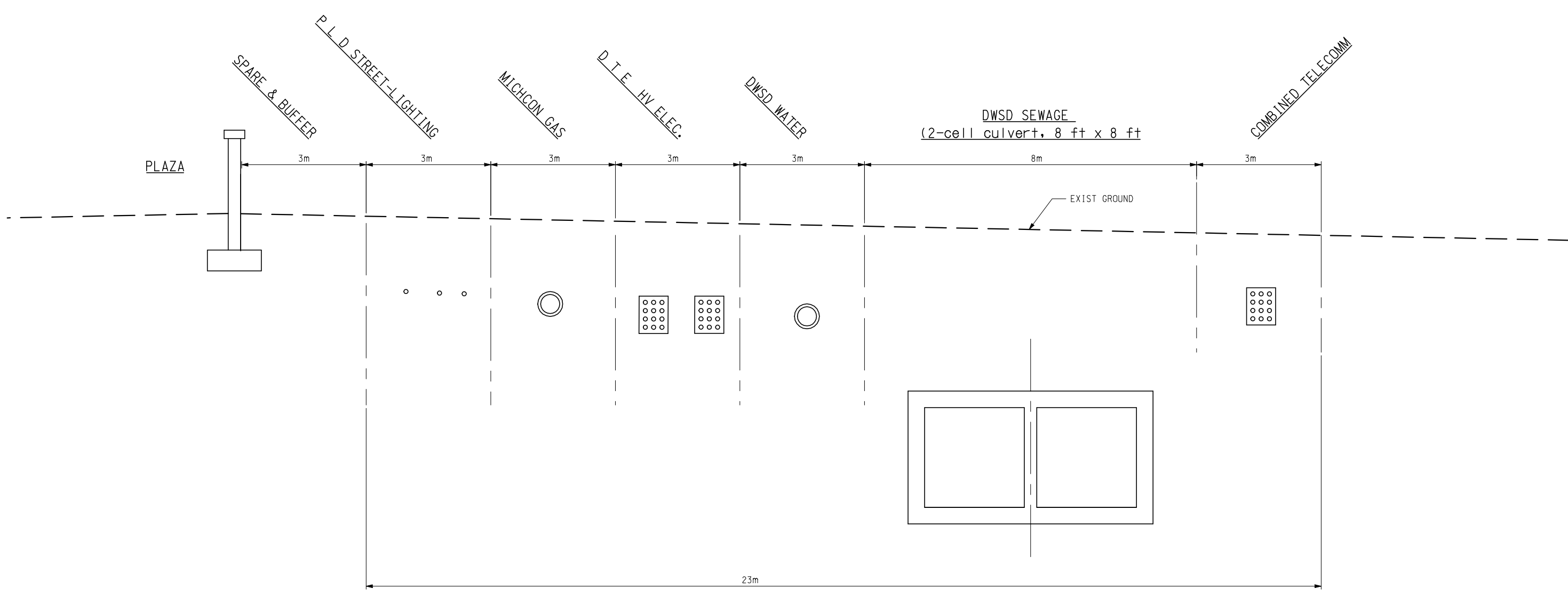


DETROIT RIVER INTERNATIONAL CROSSING					
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	NTS				R.O.W CONST.

CHECKED BY: WORKED ON BY: DATE:

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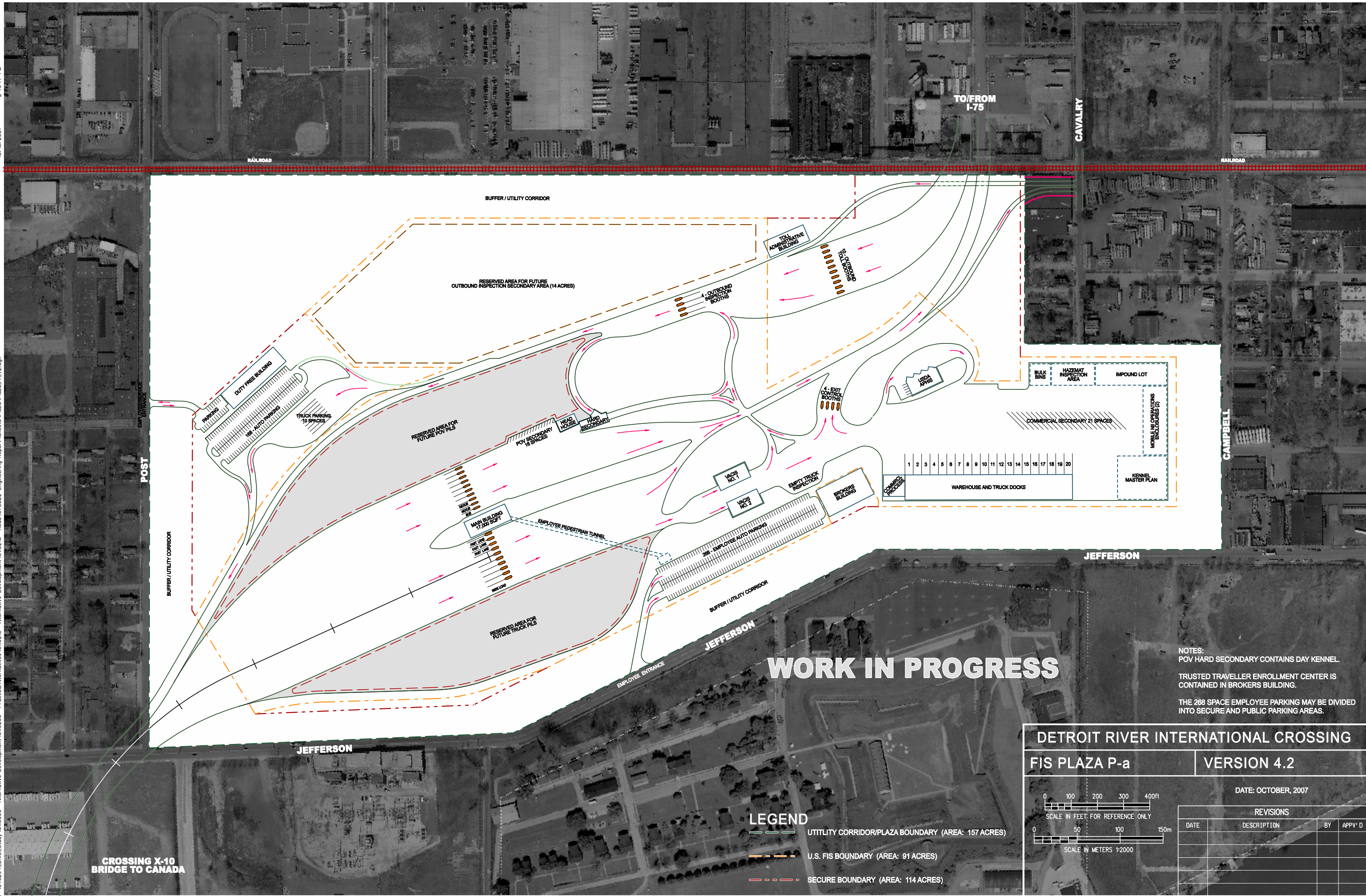
FINAL R.O.W.		
AUTH	DATE	REVISION



EAST SIDE OF PLAZA
 POTENTIAL NORTH-SOUTH UTILITY CORRIDOR CONCEPT

	DETROIT RIVER INTERNATIONAL CROSSING				
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FILE NAME: DATE: WORKED ON BY: DATE:



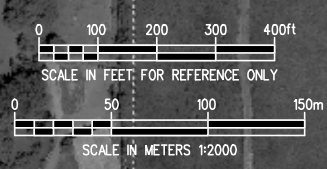
CROSSING X-10
BRIDGE TO CANADA

WORK IN PROGRESS

- LEGEND**
- UTILITY CORRIDOR/PLAZA BOUNDARY (AREA: 157 ACRES)
 - U.S. FIS BOUNDARY (AREA: 91 ACRES)
 - SECURE BOUNDARY (AREA: 114 ACRES)

**DETROIT RIVER INTERNATIONAL CROSSING
FIS PLAZA P-a**

VERSION 4.2



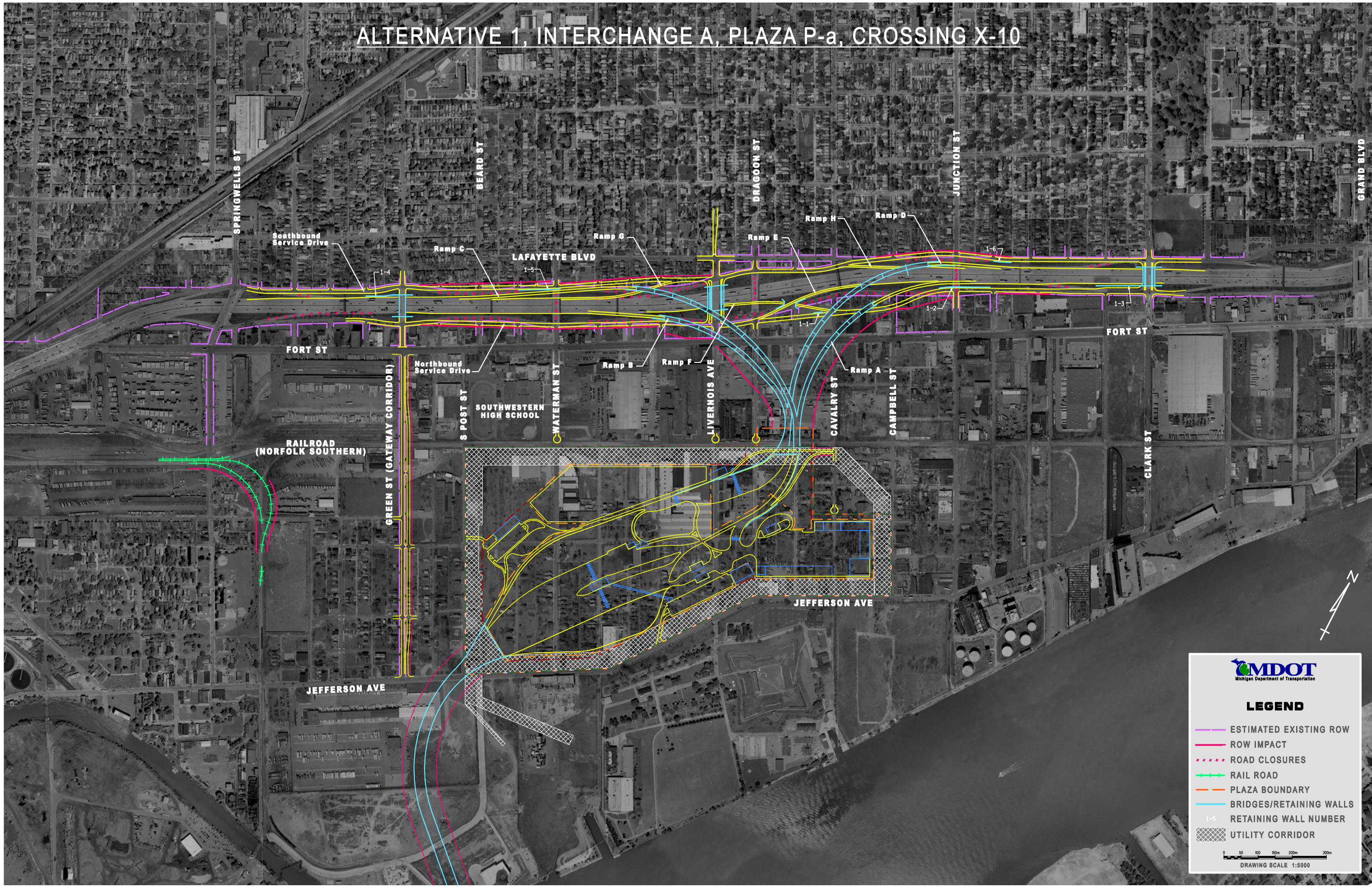
DATE: OCTOBER, 2007

REVISIONS			
DATE	DESCRIPTION	BY	APP' D

NOTES:
POV HARD SECONDARY CONTAINS DAY KENNEL.
TRUSTED TRAVELLER ENROLLMENT CENTER IS CONTAINED IN BROKERS BUILDING.
THE 288 SPACE EMPLOYEE PARKING MAY BE DIVIDED INTO SECURE AND PUBLIC PARKING AREAS.

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ALTERNATIVE 1, INTERCHANGE A, PLAZA P-a, CROSSING X-10



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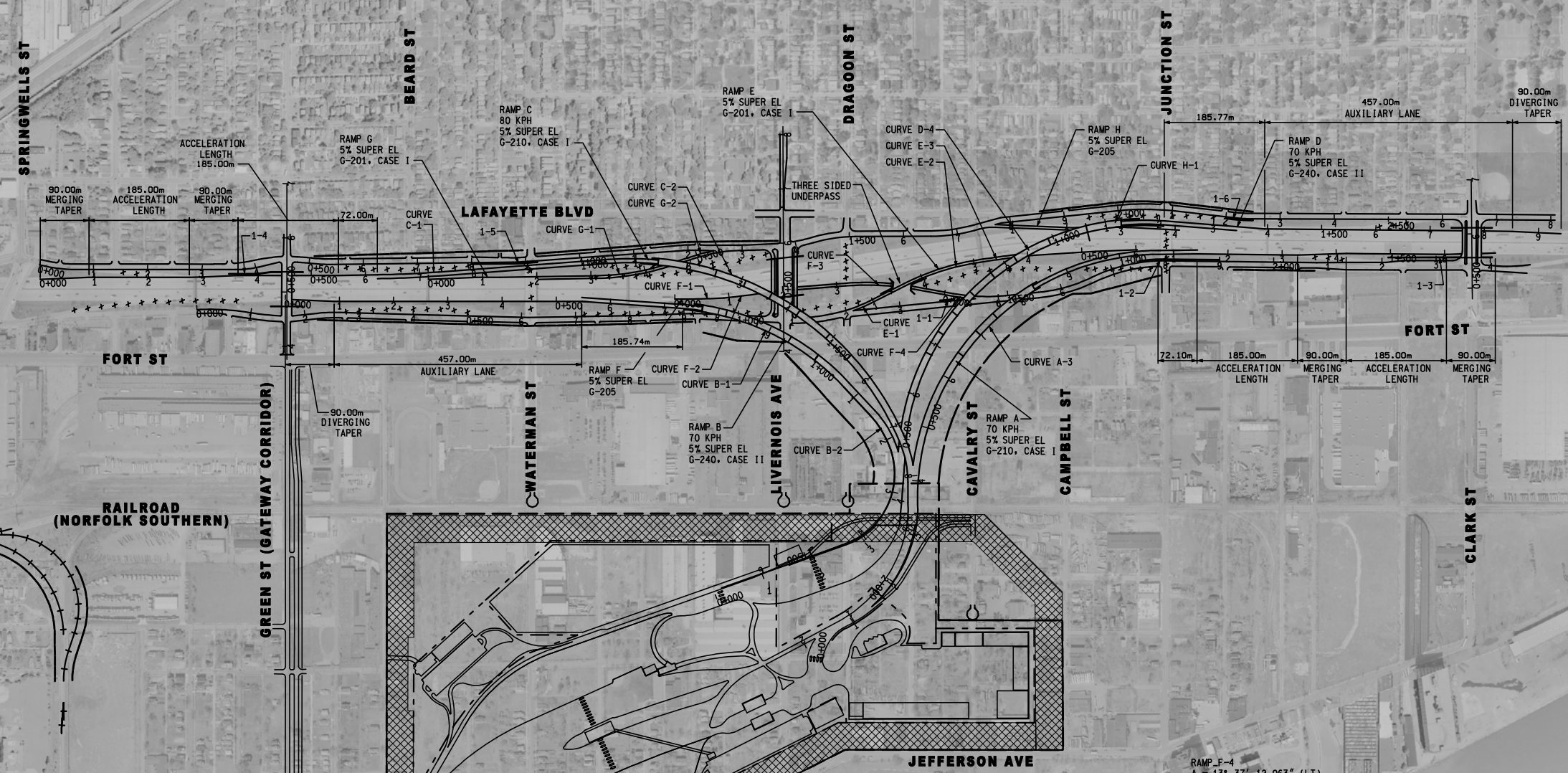
LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- RETAINING WALL NUMBER
- UTILITY CORRIDOR

0 50 100 150 200 300m
DRAWING SCALE 1:5000

ALTERNATIVE 1, INTERCHANGE A, PLAZA P-a, CROSSING X-10

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RAMP_A1-1
 $\Delta = 59^\circ 42' 21.033''$ (RT)
 R = 52.000m
 T = 29.844m
 L = 54.187m
 E = 7.956m
 PC = 0+003.067
 PI = 0+032.911
 PT = 0+057.254

RAMP_B-2
 $\Delta = 24^\circ 09' 17.155''$ (RT)
 R = 180.000m
 T = 38.514m
 L = 75.884m
 E = 4.074m
 PC = 1+144.046
 PI = 1+182.560
 PT = 1+421.931

RAMP_A1-2
 $\Delta = 62^\circ 45' 50.011''$ (LT)
 R = 264.398m
 T = 161.275m
 L = 289.631m
 E = 45.305m
 PC = 0+057.254
 PI = 0+218.529
 PT = 0+346.886

RAMP_B-3
 $\Delta = 89^\circ 17' 50.078''$ (RT)
 R = 140.000m
 T = 138.293m
 L = 218.194m
 E = 4.079m
 PC = 1+421.931
 PI = 1+438.224
 PT = 1+438.125

RAMP_C-3
 $\Delta = 22^\circ 57' 02.215''$ (RT)
 R = 200.000m
 T = 40.601m
 L = 80.113m
 E = 4.079m
 PC = 1+731.923
 PI = 1+772.524
 PT = 1+812.036

RAMP_A1-3
 $\Delta = 92^\circ 18' 53.785''$ (RT)
 R = 450.000m
 T = 468.559m
 L = 725.040m
 E = 199.652m
 PC = 0+346.886
 PI = 0+815.445
 PT = 1+071.926

RAMP_C-1
 $\Delta = 3^\circ 15' 09.277''$ (LT)
 R = 2,000.000m
 T = 56.783m
 L = 113.536m
 E = 0.806m
 PC = 0+4622.154
 PI = 0+678.937
 PT = 0+735.690

RAMP_C-4
 $\Delta = 61^\circ 06' 57.968''$ (RT)
 R = 257.200m
 T = 151.854m
 L = 274.349m
 E = 41.483m
 PC = 1+848.955
 PI = 2+000.809
 PT = 2+123.305

RAMP_B-1
 $\Delta = 43^\circ 06' 12.719''$ (RT)
 R = 456.610m
 T = 180.340m
 L = 343.507m
 E = 34.323m
 PC = 0+730.638
 PI = 0+910.978
 PT = 1+074.145

RAMP_C-2
 $\Delta = 71^\circ 10' 11.530''$ (RT)
 R = 550.000m
 T = 393.543m
 L = 683.182m
 E = 126.296m
 PC = 1+048.742
 PI = 1+442.284
 PT = 1+731.923

RAMP_D1-1
 $\Delta = 17^\circ 29' 40.958''$ (RT)
 R = 193.000m
 T = 29.696m
 L = 58.931m
 E = 2.271m
 PC = 0+037.352
 PI = 0+067.049
 PT = 0+096.283

RAMP_D1-2
 $\Delta = 17^\circ 29' 40.958''$ (LT)
 R = 193.000m
 T = 29.696m
 L = 58.931m
 E = 2.271m
 PC = 0+096.283
 PI = 0+125.980
 PT = 0+155.214

RAMP_E-1
 $\Delta = 7^\circ 29' 13.141''$ (LT)
 R = 274.800m
 T = 17.980m
 L = 35.908m
 E = 0.588m
 PC = 0+059.450
 PI = 0+077.430
 PT = 0+095.359

RAMP_F-1
 $\Delta = 3^\circ 58' 22.368''$ (LT)
 R = 1,307.972m
 T = 45.365m
 L = 90.695m
 E = 0.786m
 PC = 0+000.000
 PI = 0+045.365
 PT = 0+090.695

RAMP_G-1
 $\Delta = 16^\circ 21' 51.388''$ (LT)
 R = 450.000m
 T = 64.703m
 L = 128.525m
 E = 4.628m
 PC = 0+312.097
 PI = 0+376.800
 PT = 0+440.622

RAMP_D1-3
 $\Delta = 70^\circ 59' 10.022''$ (LT)
 R = 193.000m
 T = 137.630m
 L = 239.116m
 E = 44.047m
 PC = 0+4219.064
 PI = 0+4356.695
 PT = 0+458.180

RAMP_E-2
 $\Delta = 17^\circ 20' 24.486''$ (RT)
 R = 450.004m
 T = 68.620m
 L = 136.190m
 E = 5.202m
 PC = 0+167.975
 PI = 0+236.595
 PT = 0+304.166

RAMP_F-2
 $\Delta = 2^\circ 54' 12.185''$ (LT)
 R = 1,310.800m
 T = 33.219m
 L = 66.423m
 E = 0.421m
 PC = 0+090.695
 PI = 0+123.913
 PT = 0+157.118

RAMP_G-2
 $\Delta = 10^\circ 06' 07.627''$ (RT)
 R = 274.800m
 T = 24.289m
 L = 48.451m
 E = 1.071m
 PC = 0+501.549
 PI = 0+525.837
 PT = 0+550.000

RAMP_D1-4
 $\Delta = 94^\circ 59' 31.006''$ (RT)
 R = 457.000m
 T = 498.658m
 L = 757.670m
 E = 219.394m
 PC = 0+458.180
 PI = 0+956.838
 PT = 1+215.851

RAMP_E-3
 $\Delta = 3^\circ 26' 34.521''$ (RT)
 R = 1,793.656m
 T = 53.907m
 L = 107.781m
 E = 0.810m
 PC = 0+304.166
 PI = 0+358.073
 PT = 0+411.947

RAMP_F-3
 $\Delta = 14^\circ 38' 36.736''$ (RT)
 R = 500.000m
 T = 64.245m
 L = 127.789m
 E = 4.110m
 PC = 0+316.134
 PI = 0+380.378
 PT = 0+443.923

RAMP_H-1
 $\Delta = 4^\circ 13' 21.969''$ (RT)
 R = 1,224.662m
 T = 45.150m
 L = 90.259m
 E = 0.832m
 PC = 0+227.596
 PI = 0+272.746
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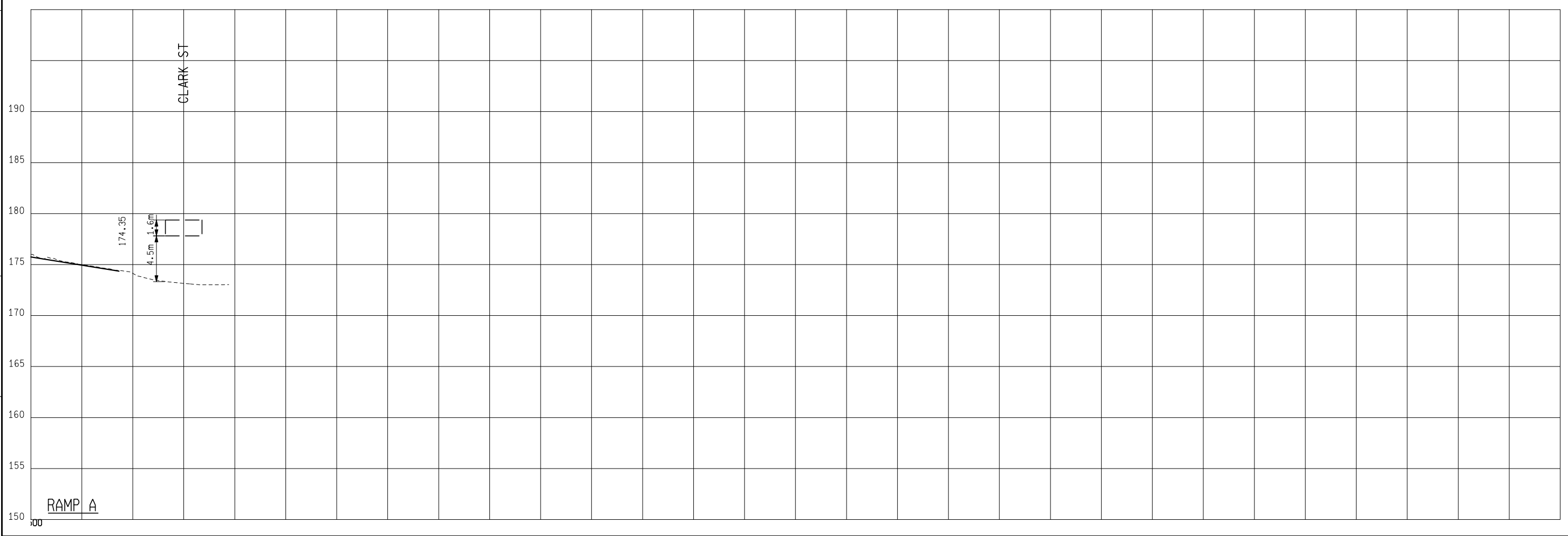
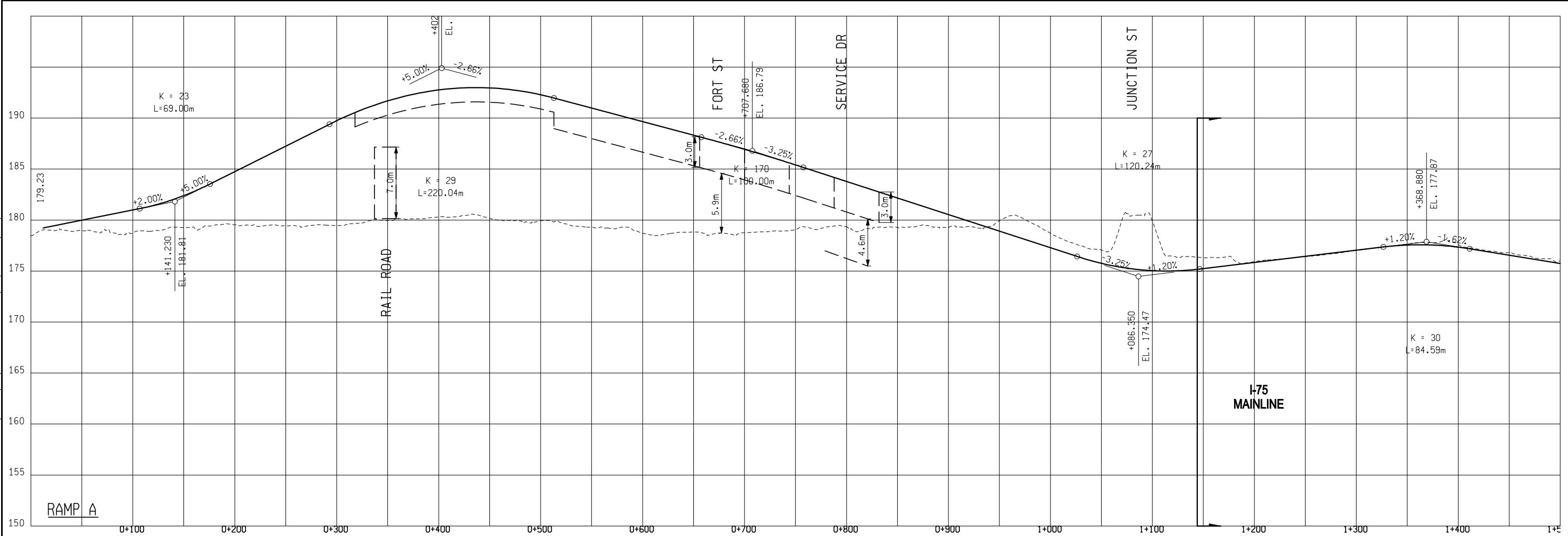
MDOT
Michigan Department of Transportation

LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ***** ROAD CLOSURES
- +++ RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- 1-5 RETAINING WALL NUMBER
- Utility Corridor

DRAWING SCALE 1:5000

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AUTH	DATE
	REVISION

ALTERNATE 1 - INTERCHANGE A - PLAZA P-a			
RAMP A		CONT. SEC.	JOB NO.
DATE	SCALE	VERT. 1" = 1'	DESIGN UNIT
	HORIZ. 1" = 1'		

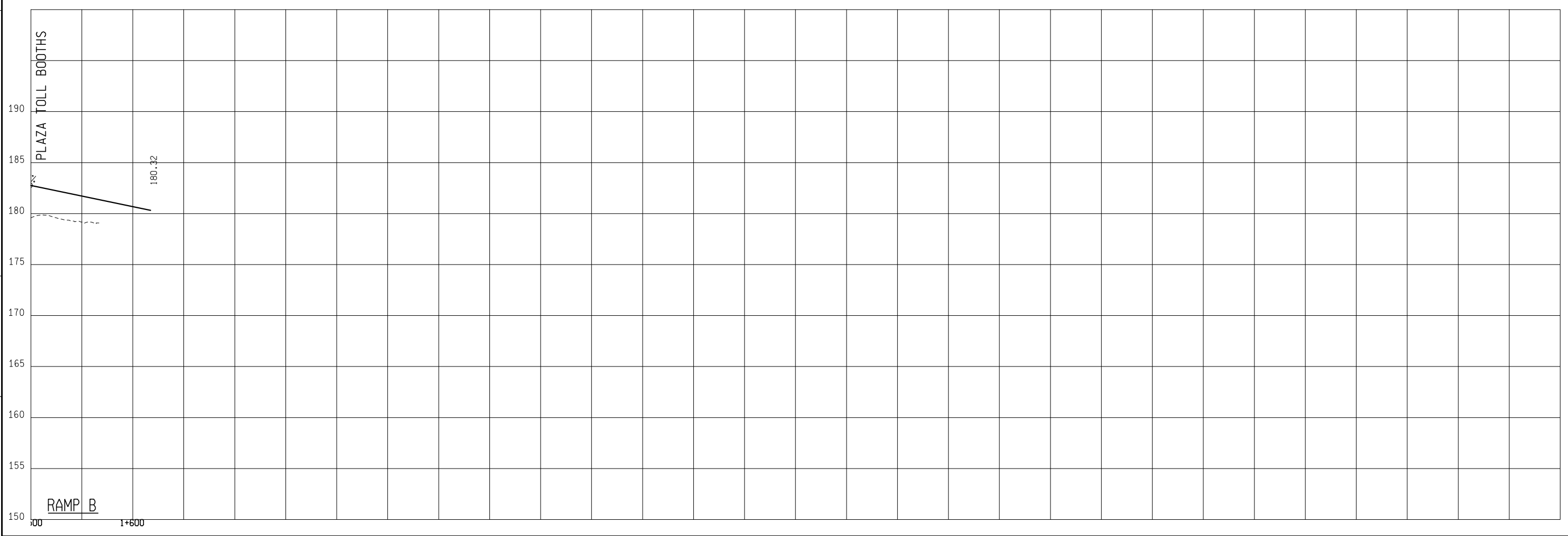
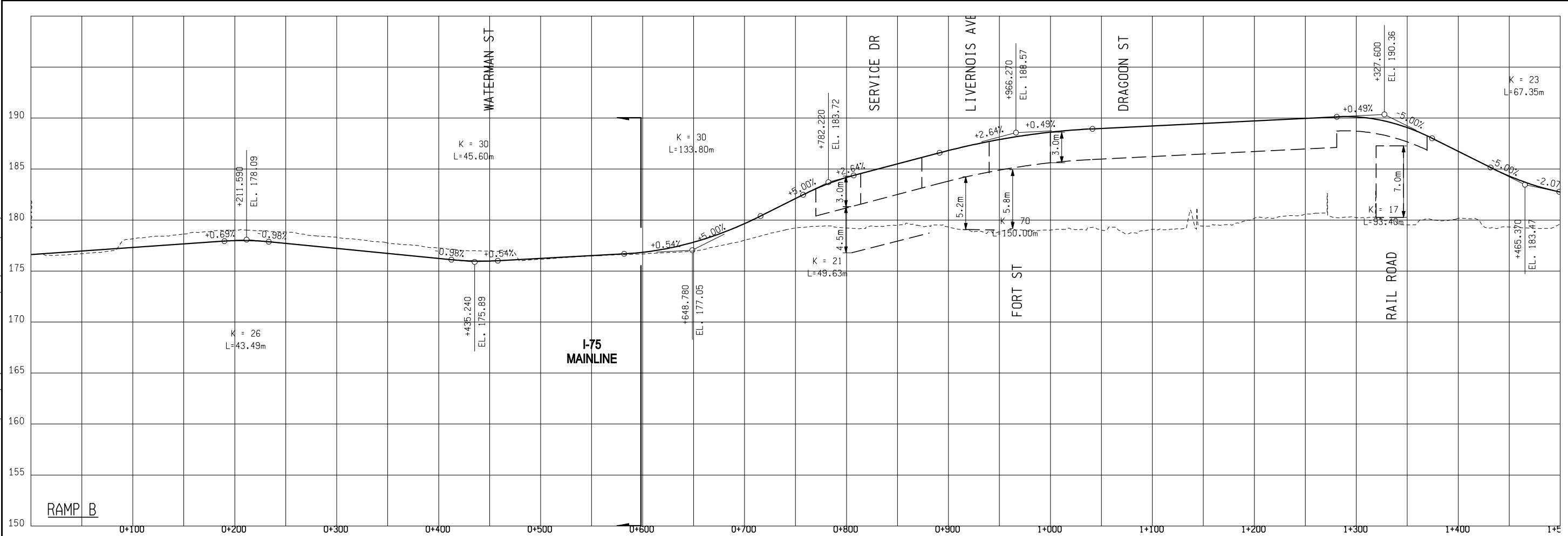
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AUTH	DATE
NO.	REVISION

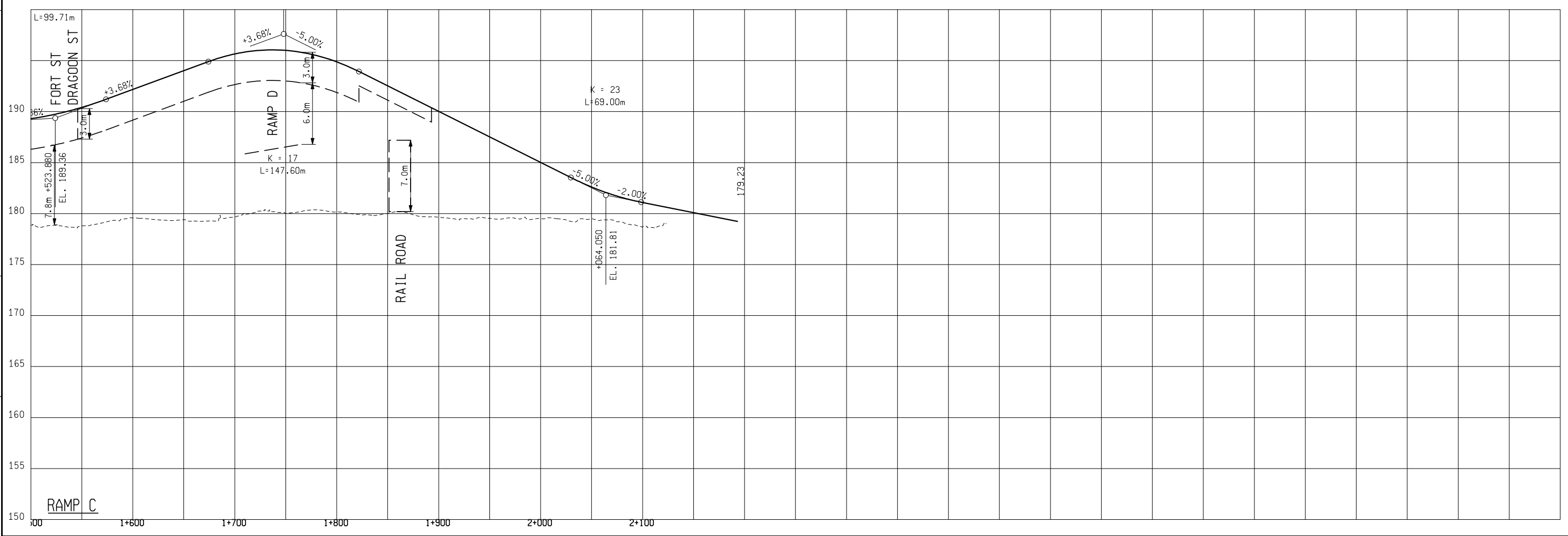
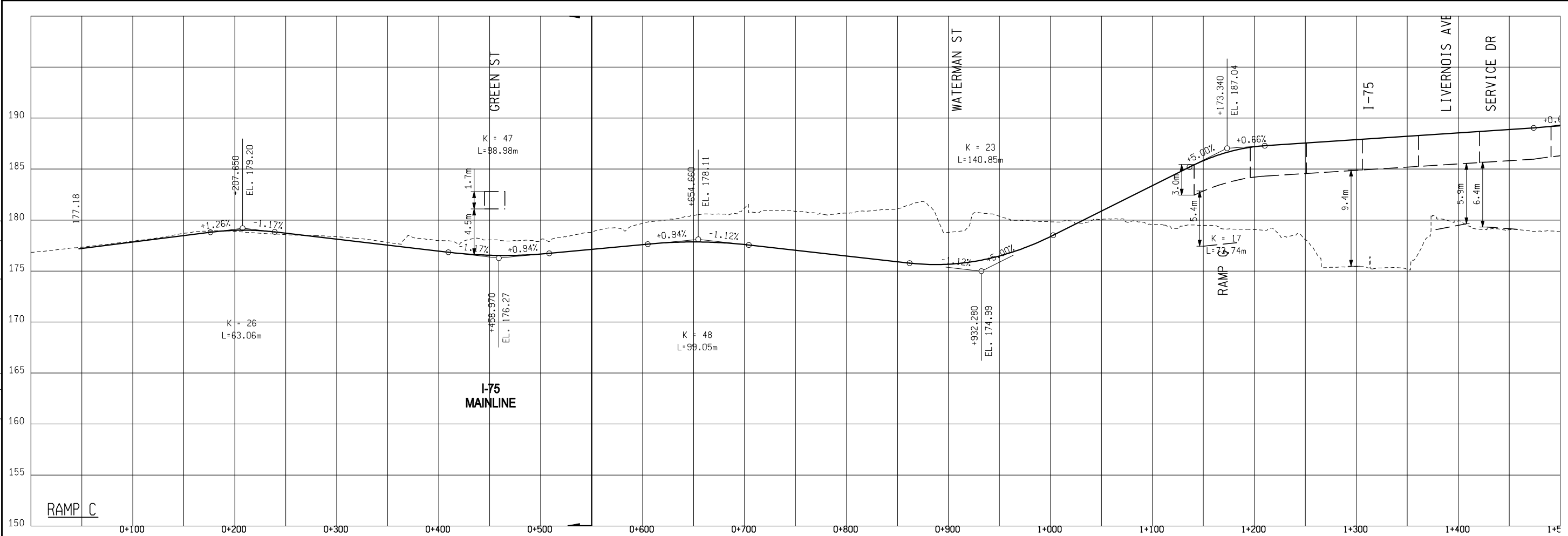
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	VERT. 1" = 1'		

SHEET NO.

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

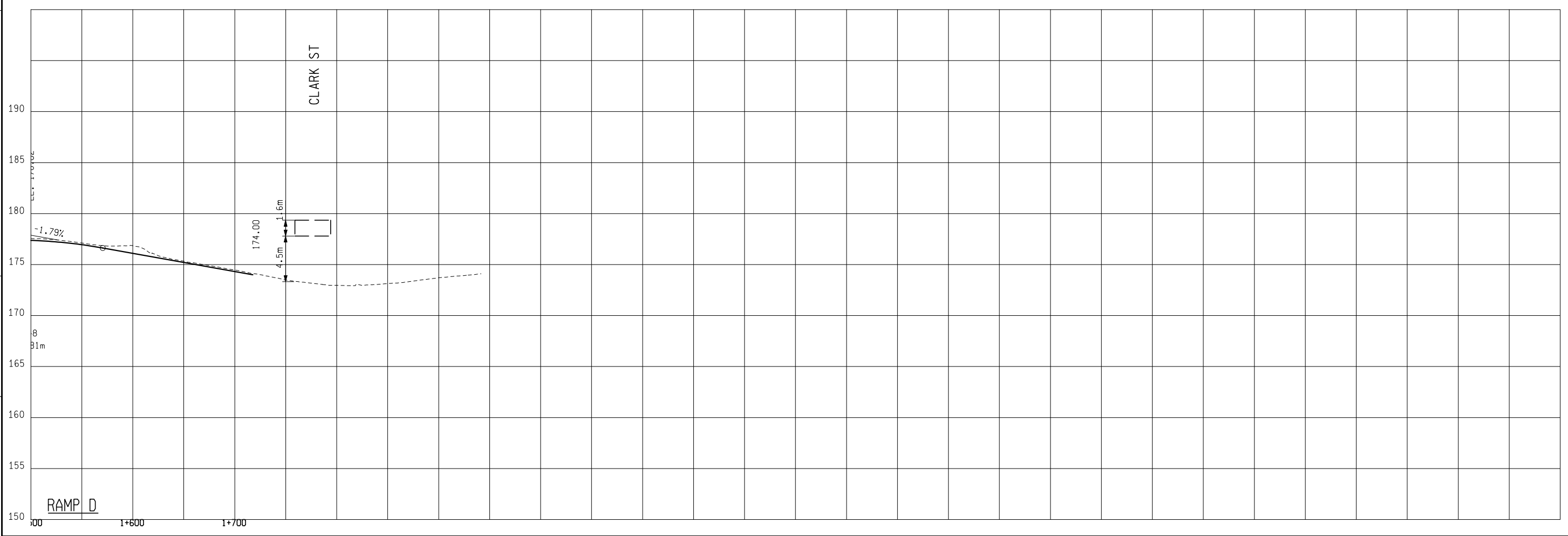
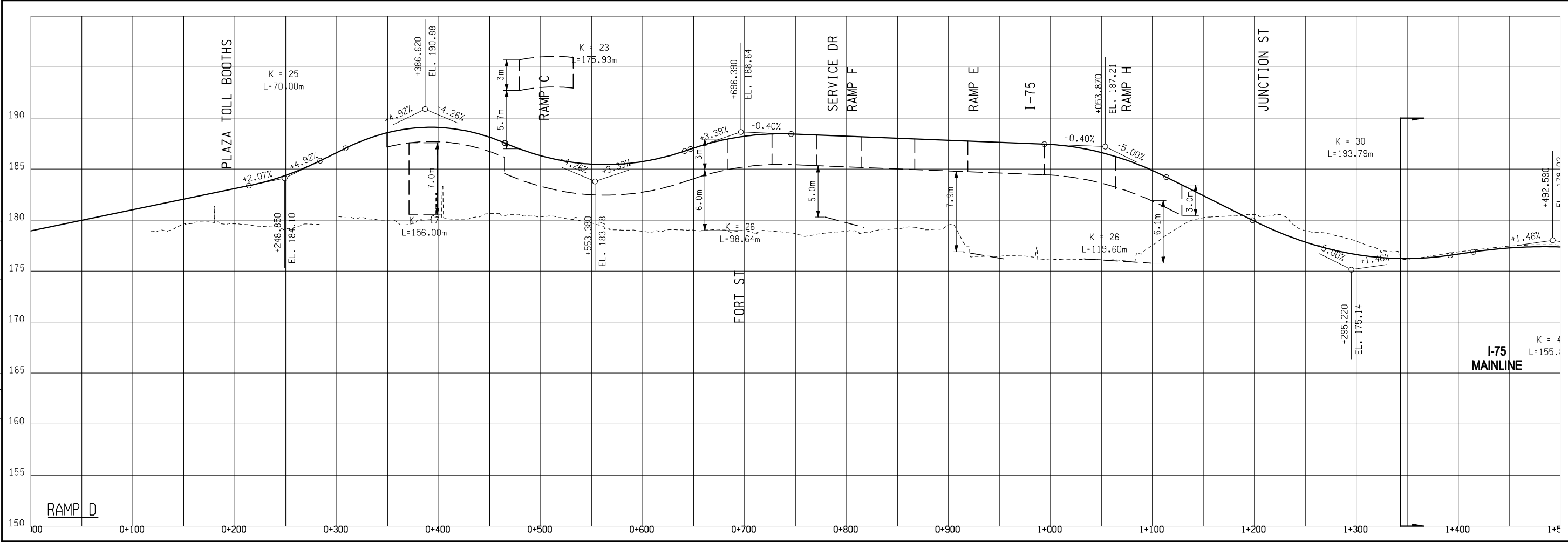
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SHEET NO.
R.O.W CONST.

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AUTH	DATE
NO.	REVISION

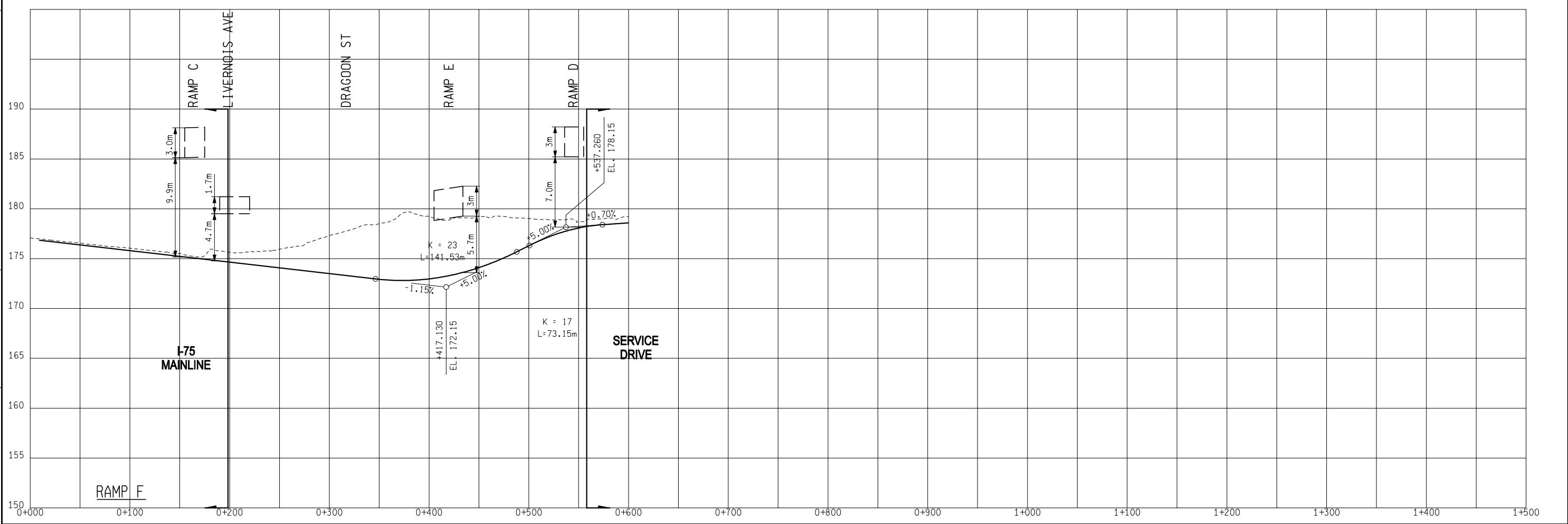
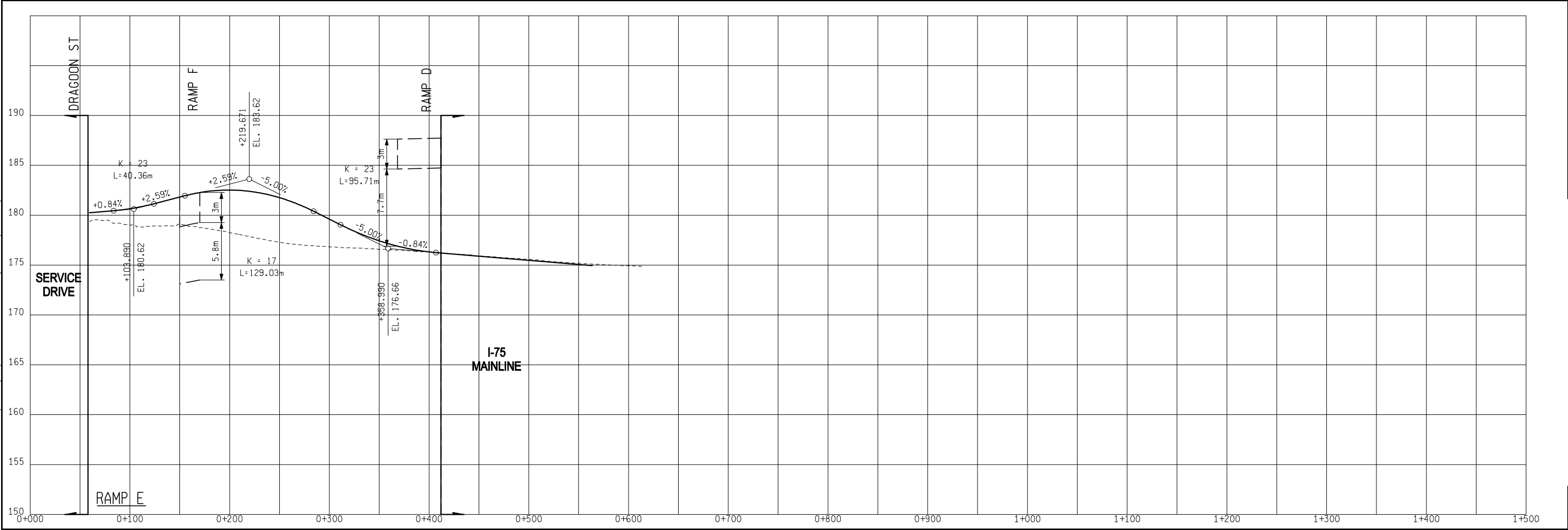
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RAMP D		JOB NO.
DATE	CONT. SEC.	SCALE
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Michigan Department of Transportation

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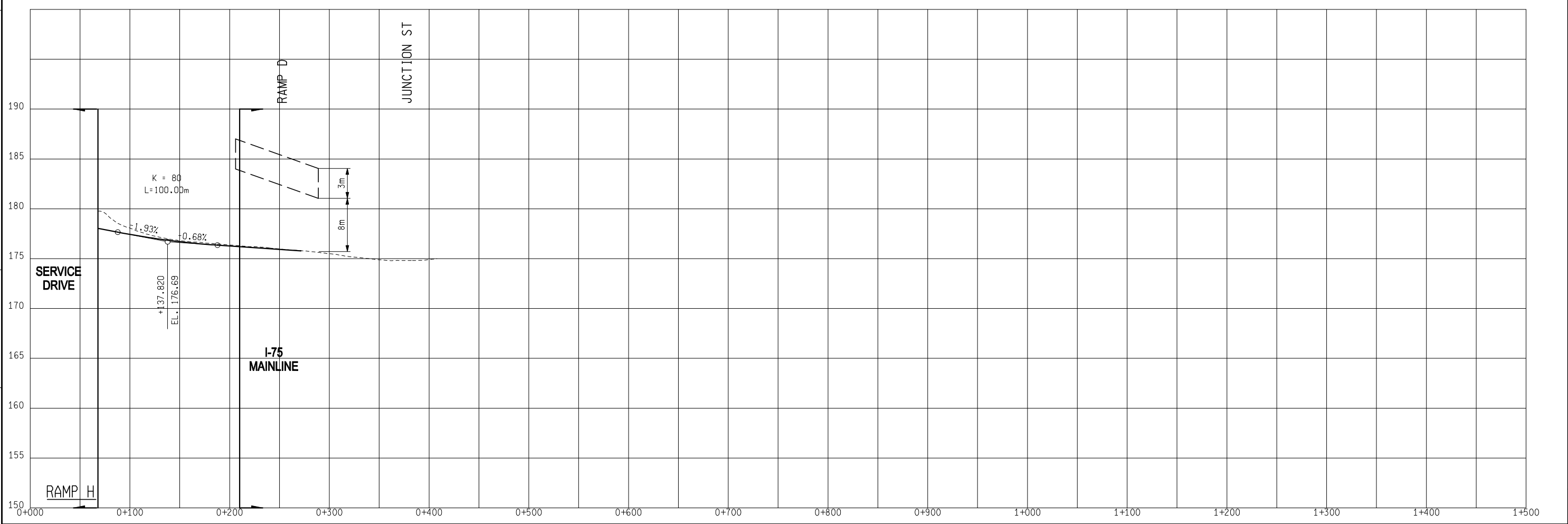
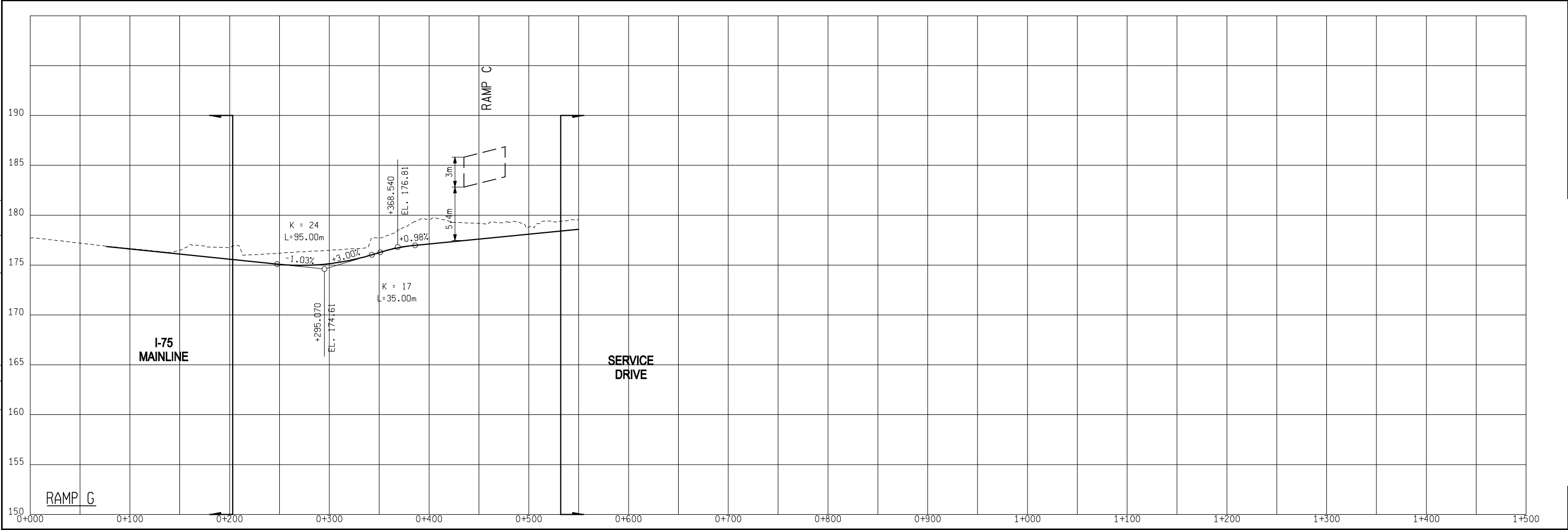
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Michigan Department of Transportation

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FINAL R.O.W.	
AUTH	DATE
	REVISION

ALTERNATE 1 - INTERCHANGE A - PLAZA P-a	
SCALE	JOB NO.
HORIZ. 1" = 1'	CONT. SEC.
VERT. 1" = 1'	DESIGN UNIT

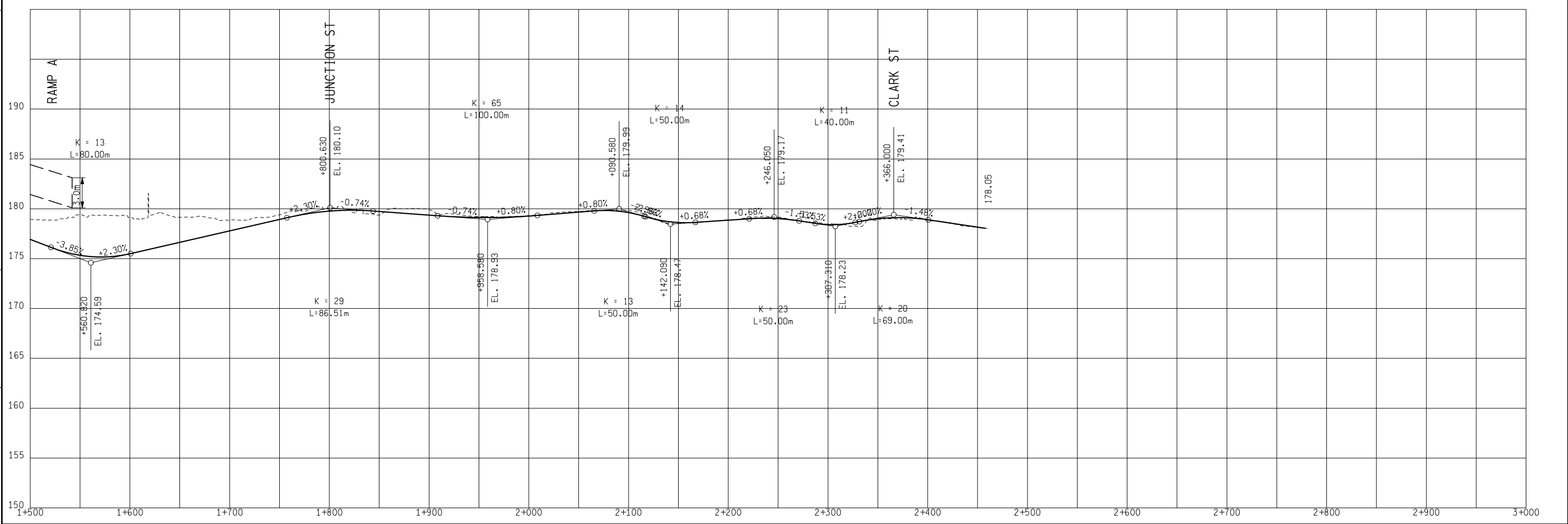
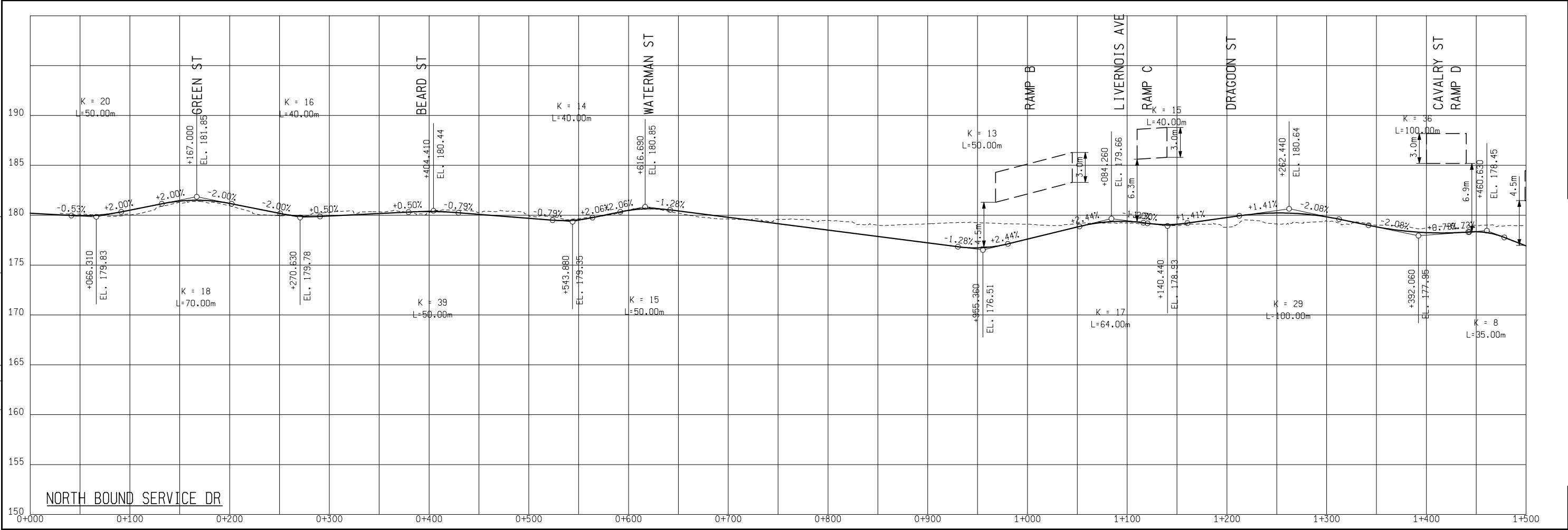
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AUTH	DATE
NO.	REVISION

ALTERNATE 1 - INTERCHANGE A - PLAZA P-a

NB SERVICE DR

DATE: _____ SCALE: _____

HORIZ. 1" = _____ VERT. 1" = _____

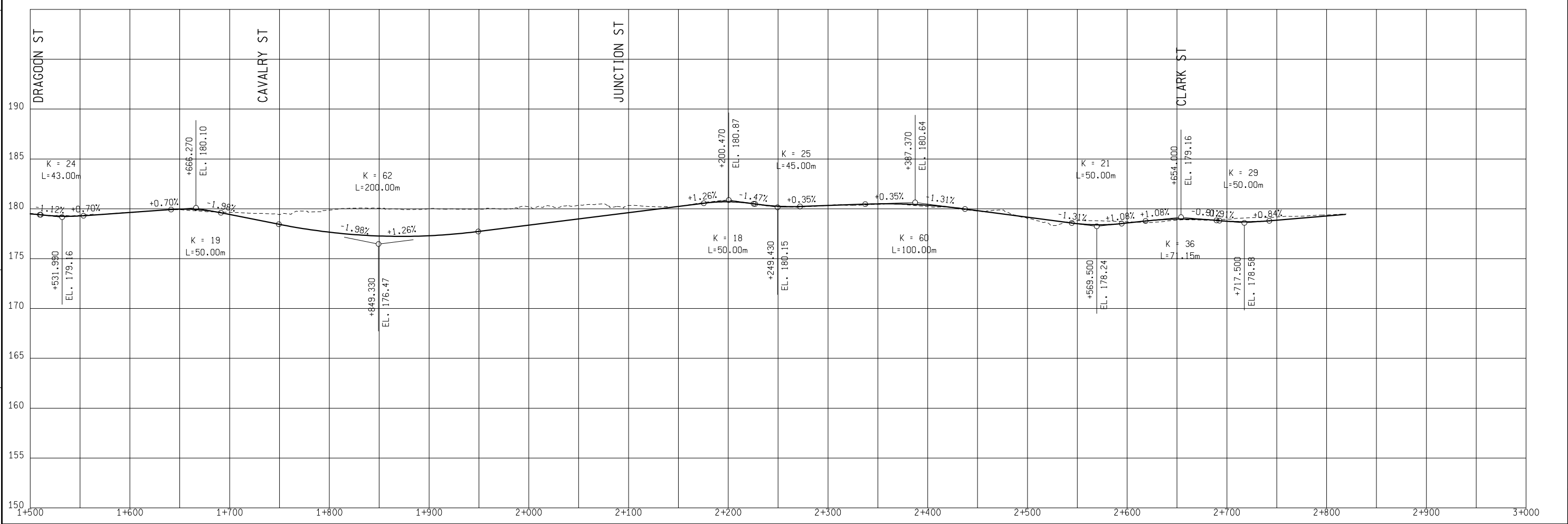
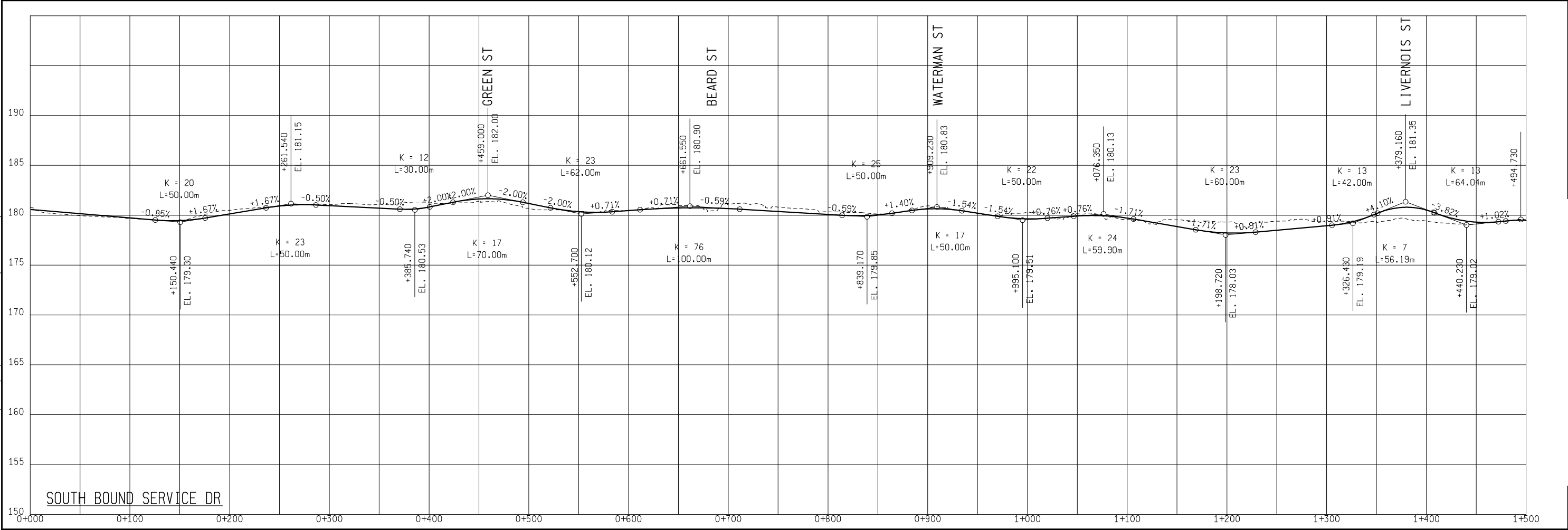
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AUTH	DATE
	REVISION

ALTERNATE 1 - INTERCHANGE A - PLAZA P-a

SB SERVICE DR

DATE: _____ SCALE: HORIZ. 1" = 100' VERT. 1" = 10'

JOB NO. _____ DESIGN UNIT _____

CONT. SEC. _____

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AUTH	DATE
	REVISION

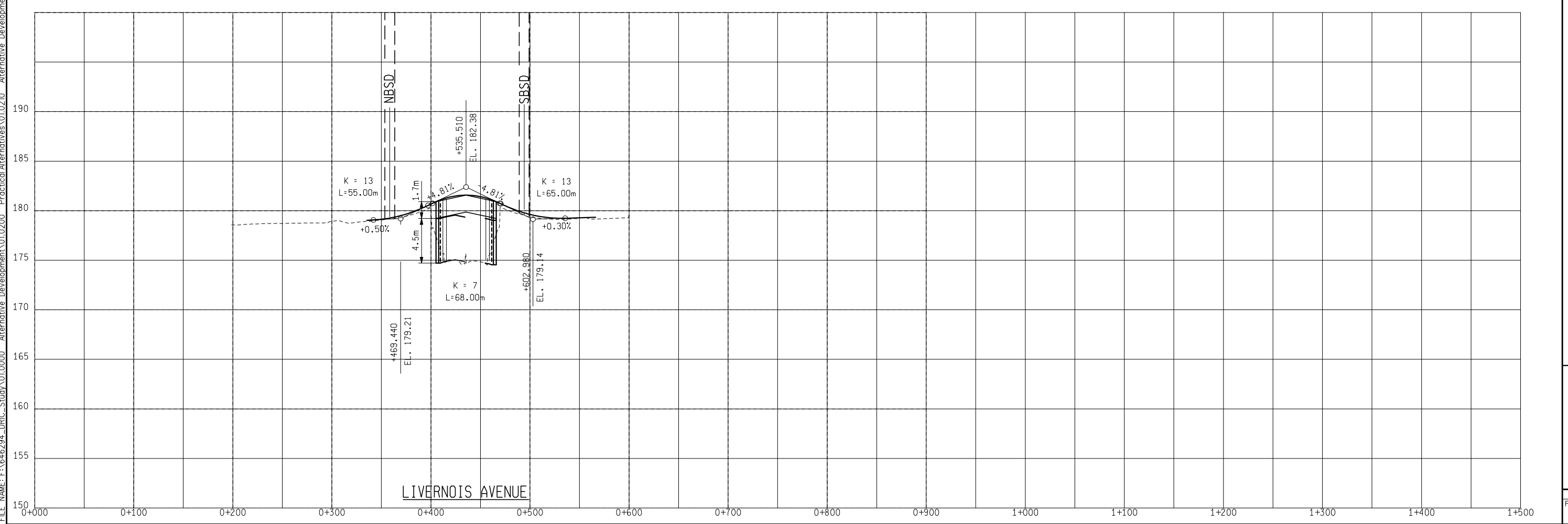
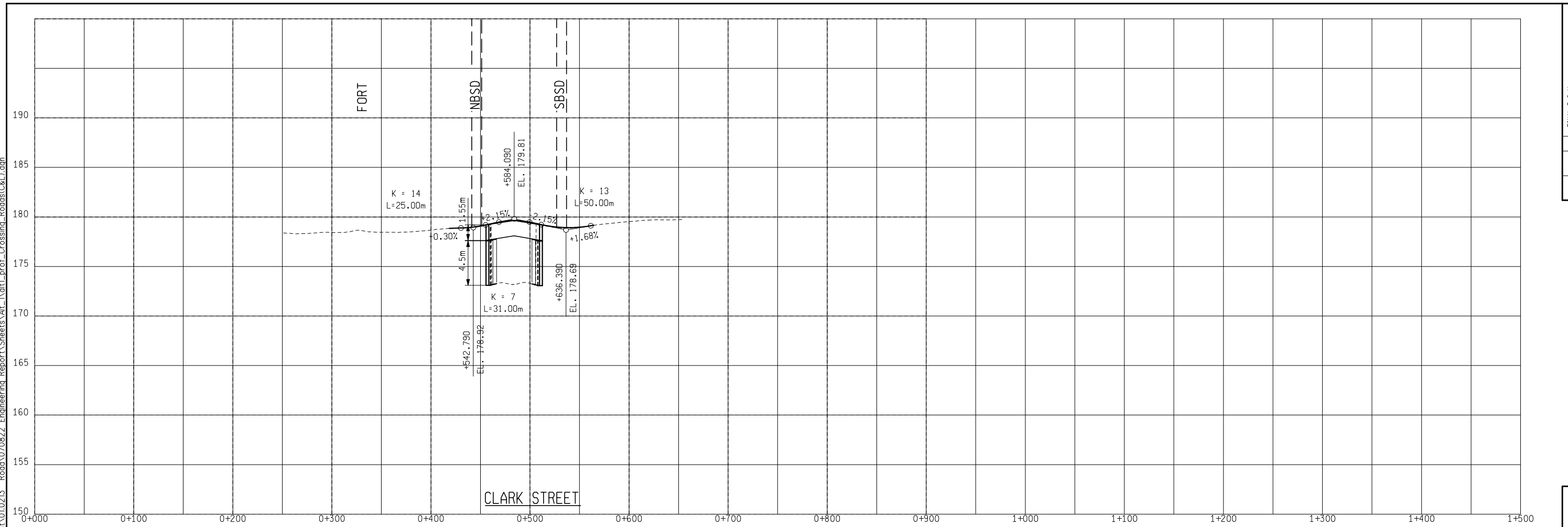
ALTERNATE 1 - INTERCHANGE A - PLAZA P-a	
LOCAL PLAZA ACCESS RAMPS	JOB NO.
SCALE	DESIGN UNIT
HORZ. 1" = 1'	
VERT. 1" = 1'	
DATE	CONT. SEC.

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R.O.W CONST.

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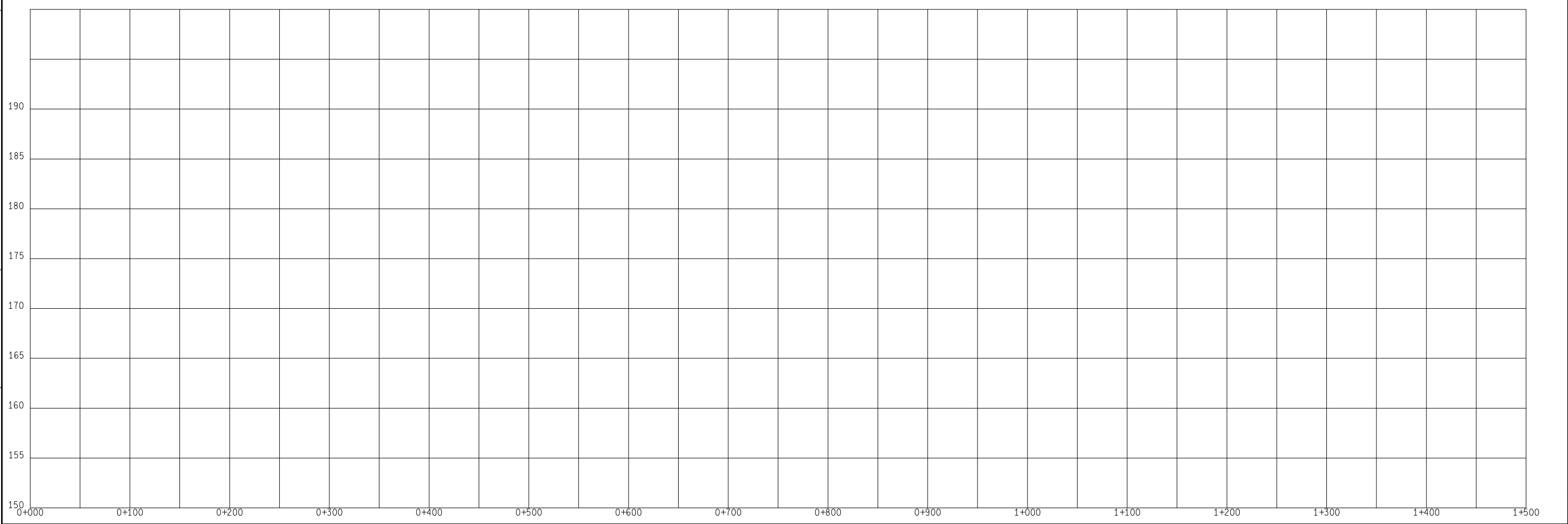
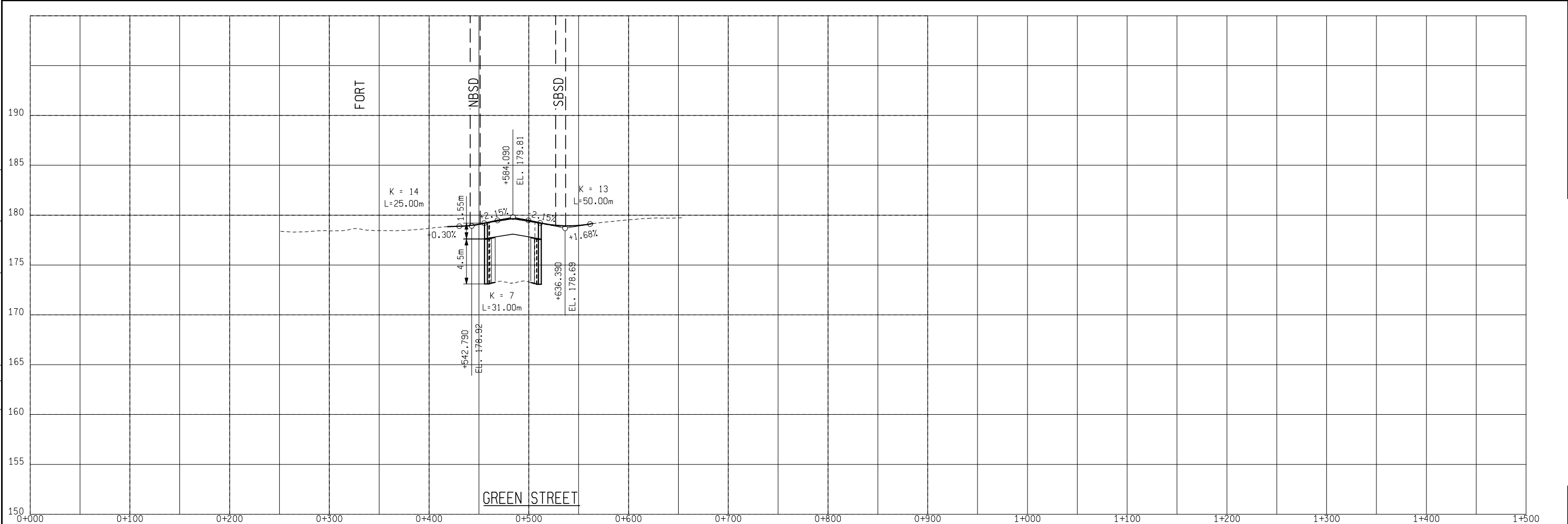
FINAL R.O.W.	
AUTH	REVISION
DATE	

ALTERNATE 1 - INTERCHANGE A - PLAZA P-a	
CROSSING ROADS (CLARK STREET AND LIVERNOIS AVENUE)	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	
VERT. 1" = 1'	

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FINAL R.O.W.	
AUTH	REVISION
DATE	

ALTERNATE 1 - INTERCHANGE A - PLAZA P-a
 CROSSING ROADS (GREEN STREET)
 SCALE: HORIZ. 1" = 1', VERT. 1" = 1'
 DATE: _____ JOB NO.: _____
 CONT. SEC.: _____ DESIGN UNIT: _____

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ALTERNATIVE 2, INTERCHANGE B, PLAZA P-a, CROSSING X-10



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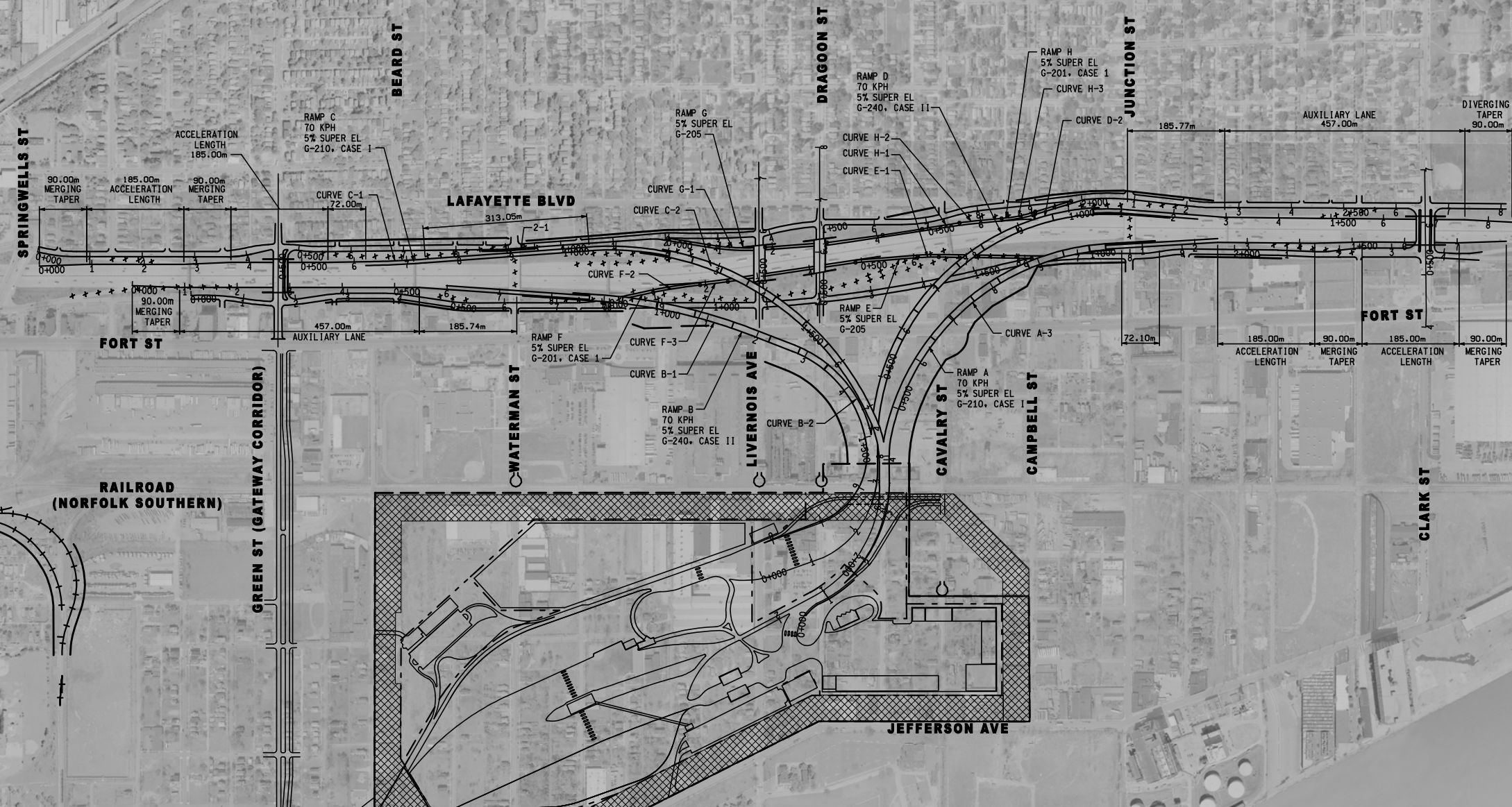
LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- RETAINING WALL NUMBER 1-5
- UTILITY CORRIDOR

0 50 100 150 200 300m
DRAWING SCALE 1:5000

F:\1646294_DRIC_Study\01.0000 Alternative Development\01.0210 Practical Alternatives\01.0210 Alternative Development\01.0213 Road\070822 Engineering Report\Sheets\A11_2\A112_inB_plazaP-a_BW.dgn 10/11/2007 11:18:55 AM

ALTERNATIVE 2, INTERCHANGE B, PLAZA P-a, CROSSING X-10



RAMP_A-1 $\Delta = 52^\circ 03' 41.770''$ (RT) R = 83.425m T = 40.745m L = 75.804m E = 9.418m PC = 0+000.000 PI = 0+040.745 PT = 0+075.804	RAMP_A-4 $\Delta = 73^\circ 42' 02.371''$ (RT) R = 450.359m T = 337.529m L = 579.306m E = 112.446m PC = 0+453.049 PI = 0+790.578 PT = 1+032.355	RAMP_B-3 $\Delta = 79^\circ 08' 44.605''$ (RT) R = 140.000m T = 115.706m L = 193.389m E = 41.626m PC = 1+511.934 PI = 1+627.640 PT = 1+705.323
RAMP_A-2 $\Delta = 60^\circ 39' 58.384''$ (LT) R = 264.400m T = 154.708m L = 279.953m E = 41.936m PC = 0+075.804 PI = 0+230.512 PT = 0+355.757	RAMP_B-1 $\Delta = 17^\circ 14' 50.887''$ (RT) R = 1,000.000m T = 151.660m L = 301.025m E = 11.435m PC = 0+889.537 PI = 1+041.196 PT = 1+190.562	RAMP_C-1 $\Delta = 3^\circ 15' 09.278''$ (LT) R = 2,000.000m T = 56.783m L = 113.536m E = 0.906m PC = 0+622.154 PI = 0+678.937 PT = 0+735.690
RAMP_A-3 $\Delta = 12^\circ 57' 12.429''$ (RT) R = 210.582m T = 23.906m L = 47.608m E = 1.353m PC = 0+405.440 PI = 0+429.347 PT = 0+453.049	RAMP_B-2 $\Delta = 60^\circ 09' 36.128''$ (RT) R = 226.667m T = 131.288m L = 237.998m E = 35.277m PC = 1+273.936 PI = 1+405.224 PT = 1+511.934	RAMP_C-2 $\Delta = 71^\circ 10' 11.530''$ (RT) R = 550.000m T = 393.543m L = 683.182m E = 126.296m PC = 1+048.742 PI = 1+442.284 PT = 1+731.923

RAMP_C-3 $\Delta = 22^\circ 57' 02.215''$ (RT) R = 200.000m T = 40.601m L = 80.113m E = 4.079m PC = 1+731.923 PI = 1+772.524 PT = 1+812.036	RAMP_D-2 $\Delta = 94^\circ 42' 21.713''$ (RT) R = 450.000m T = 488.567m L = 743.819m E = 214.227m PC = 1+731.923 PI = 0+856.131 PT = 1+111.384	RAMP-3 $\Delta = 2^\circ 43' 52.157''$ (LT) R = 1,117.181m T = 26.632m L = 53.253m E = 0.317m PC = 0+189.330 PI = 0+215.962 PT = 0+242.584
RAMP_C-4 $\Delta = 61^\circ 07' 42.193''$ (RT) R = 257.200m T = 151.891m L = 274.405m E = 41.502m PC = 1+848.955 PI = 2+000.846 PT = 2+123.360	RAMP-1 $\Delta = 2^\circ 06' 51.431''$ (LT) R = 504.800m T = 9.315m L = 18.628m E = 0.086m PC = 0+000.000 PI = 0+009.315 PT = 0+018.628	RAMP_E-1 $\Delta = 5^\circ 20' 11.271''$ (RT) R = 445.200m T = 20.748m L = 41.465m E = 0.483m PC = 0+606.297 PI = 0+627.045 PT = 0+647.763
RAMP_D-1 $\Delta = 64^\circ 32' 45.891''$ (LT) R = 169.265m T = 106.894m L = 190.685m E = 30.927m PC = 0+123.075 PI = 0+229.969 PT = 0+313.759	RAMP-2 $\Delta = 5^\circ 12' 13.172''$ (RT) R = 996.296m T = 45.273m L = 90.485m E = 1.028m PC = 0+098.846 PI = 0+144.119 PT = 0+189.330	RAMP_G-1 $\Delta = 13^\circ 40' 05.401''$ (LT) R = 450.000m T = 53.931m L = 107.350m E = 3.220m PC = 0+078.687 PI = 0+132.618 PT = 0+186.036

RAMP_H-1 $\Delta = 1^\circ 24' 11.910''$ (RT) R = 2,946.255m T = 36.082m L = 72.161m E = 0.221m PC = 0+487.329 PI = 0+523.411 PT = 0+559.490	RAMP_H-2 $\Delta = 3^\circ 08' 58.018''$ (RT) R = 1,468.141m T = 40.361m L = 80.701m E = 0.555m PC = 0+559.490 PI = 0+599.851 PT = 0+640.191	RAMP_H-3 $\Delta = 12^\circ 45' 16.725''$ (LT) R = 295.500m T = 33.027m L = 65.782m E = 1.840m PC = 0+640.191 PI = 0+673.218 PT = 0+705.973
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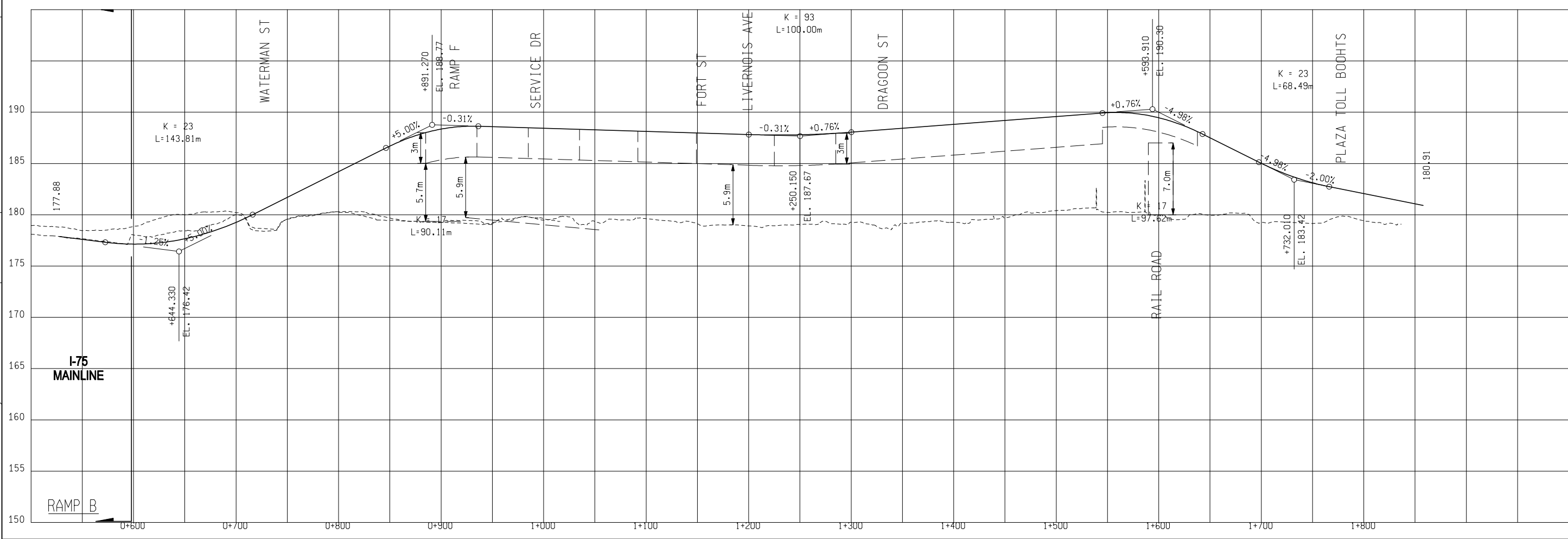
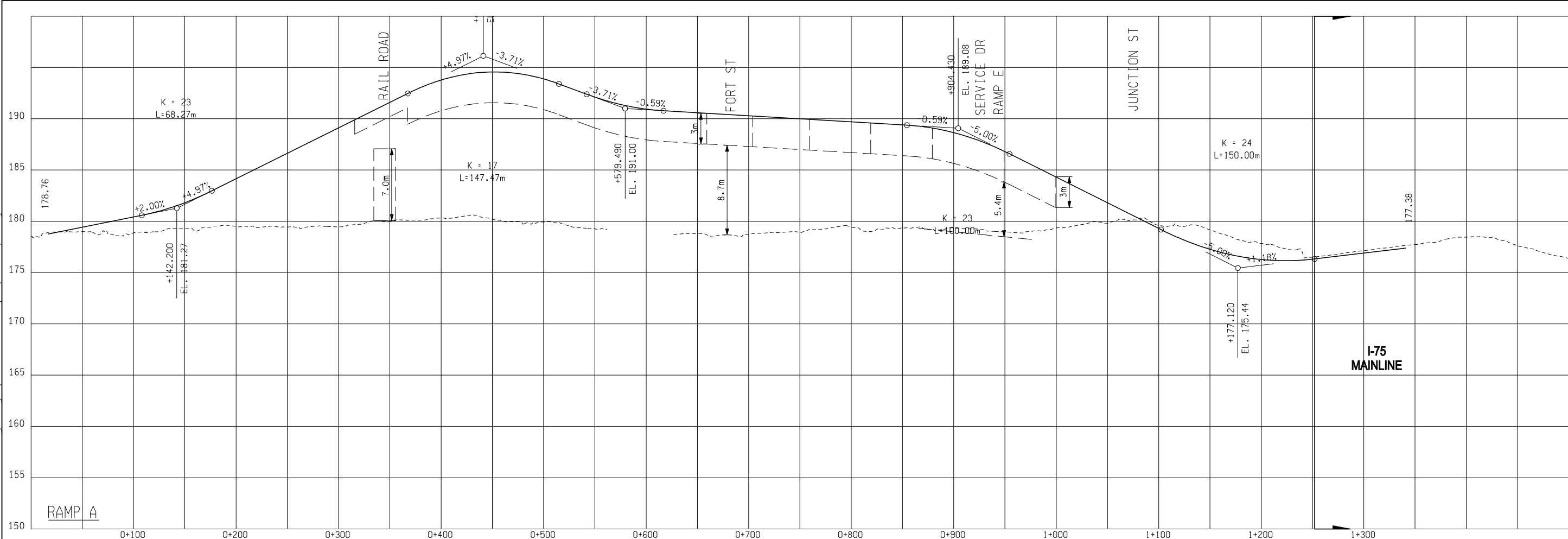
LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ***** ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- 1-5 RETAINING WALL NUMBER
- ▨ UTILITY CORRIDOR

DRAWING SCALE 1:5000



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NO.	REVISION

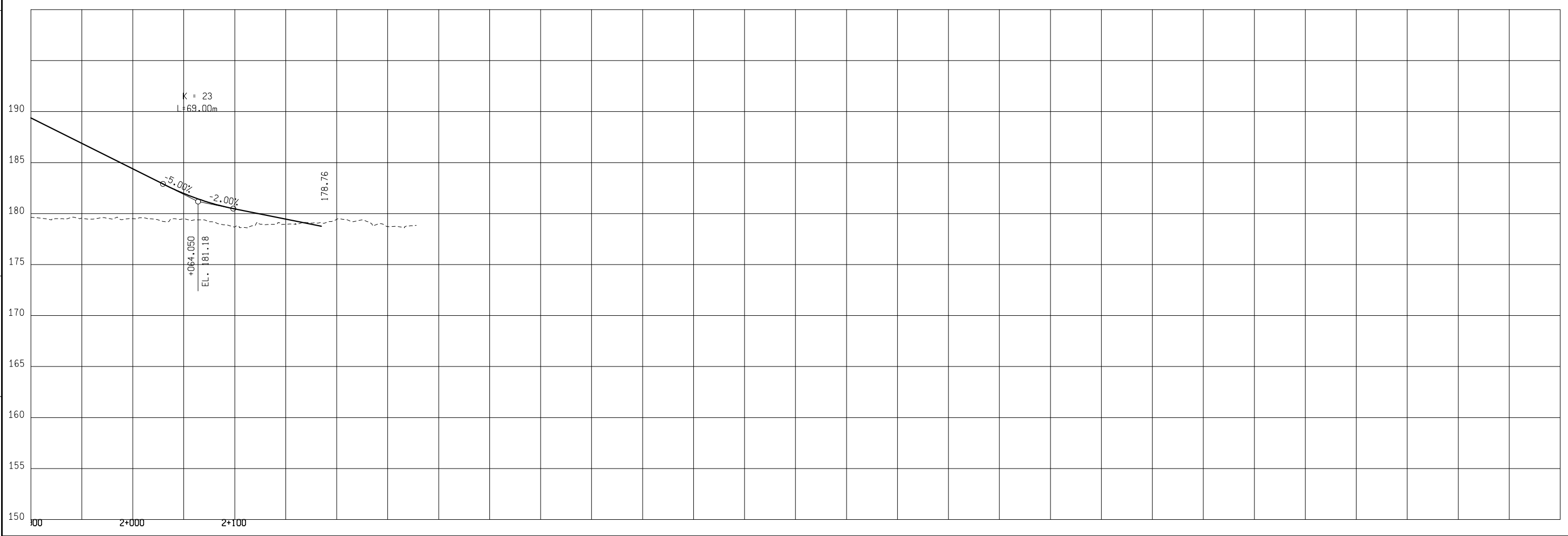
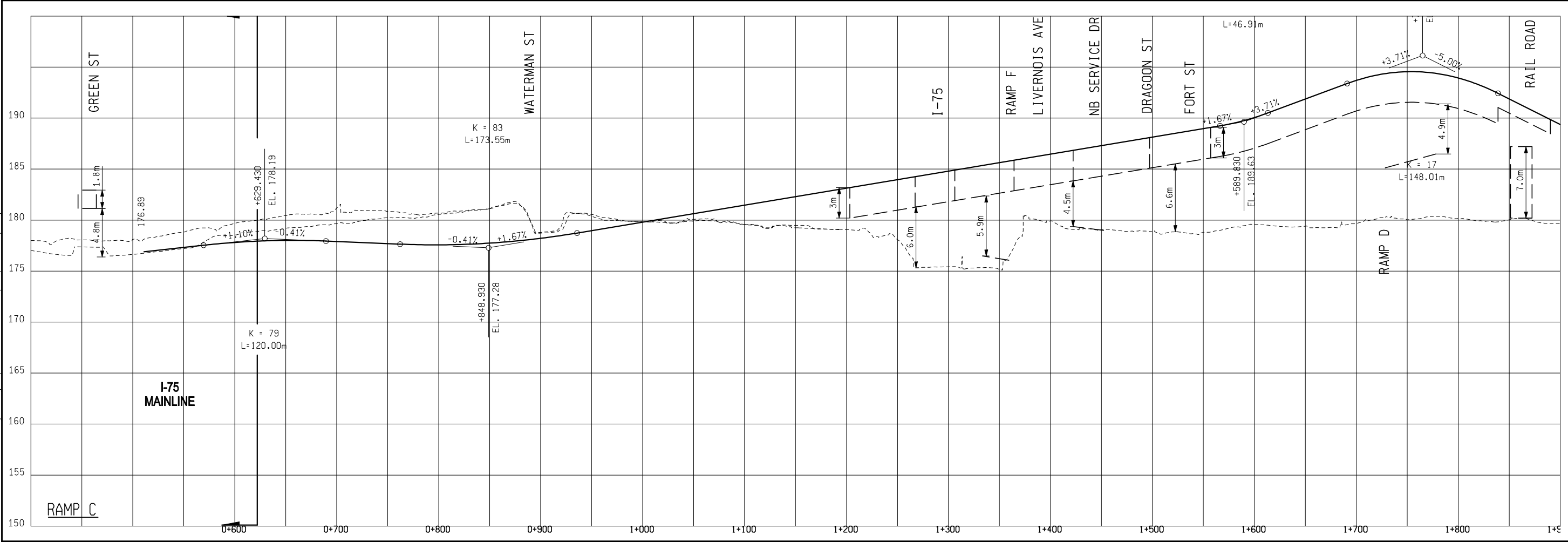
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DATE	SCALE	JOB NO.	DESIGN UNIT
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NO.	REVISION

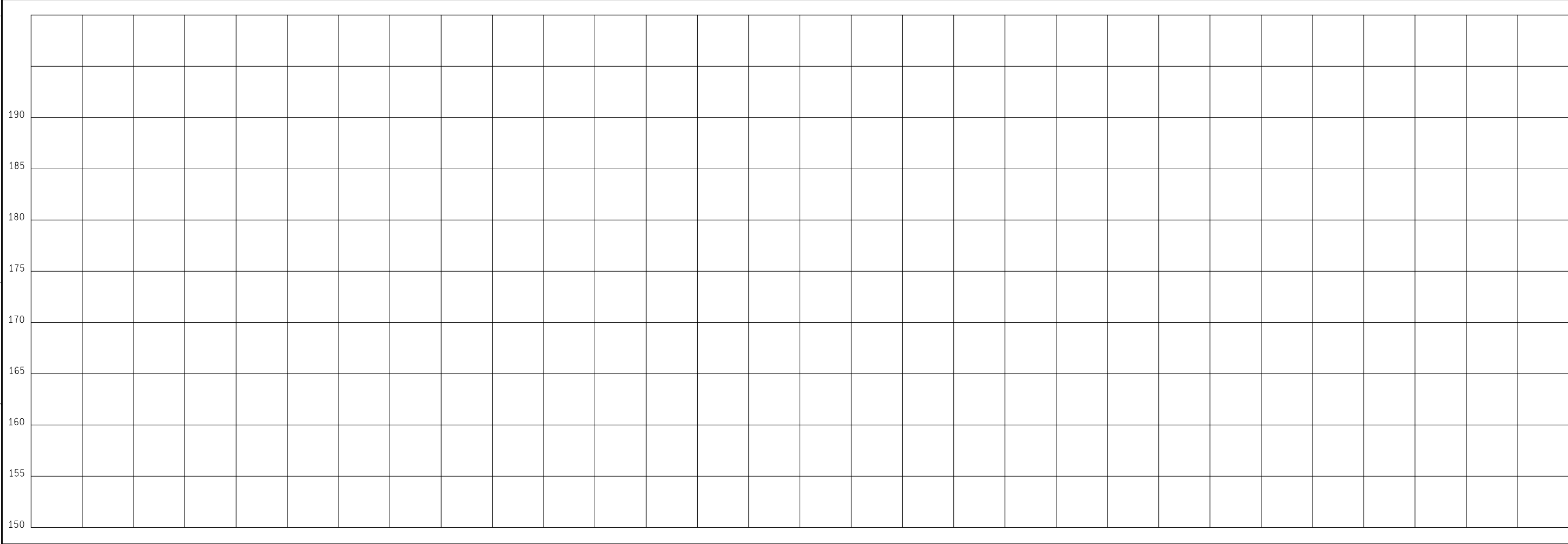
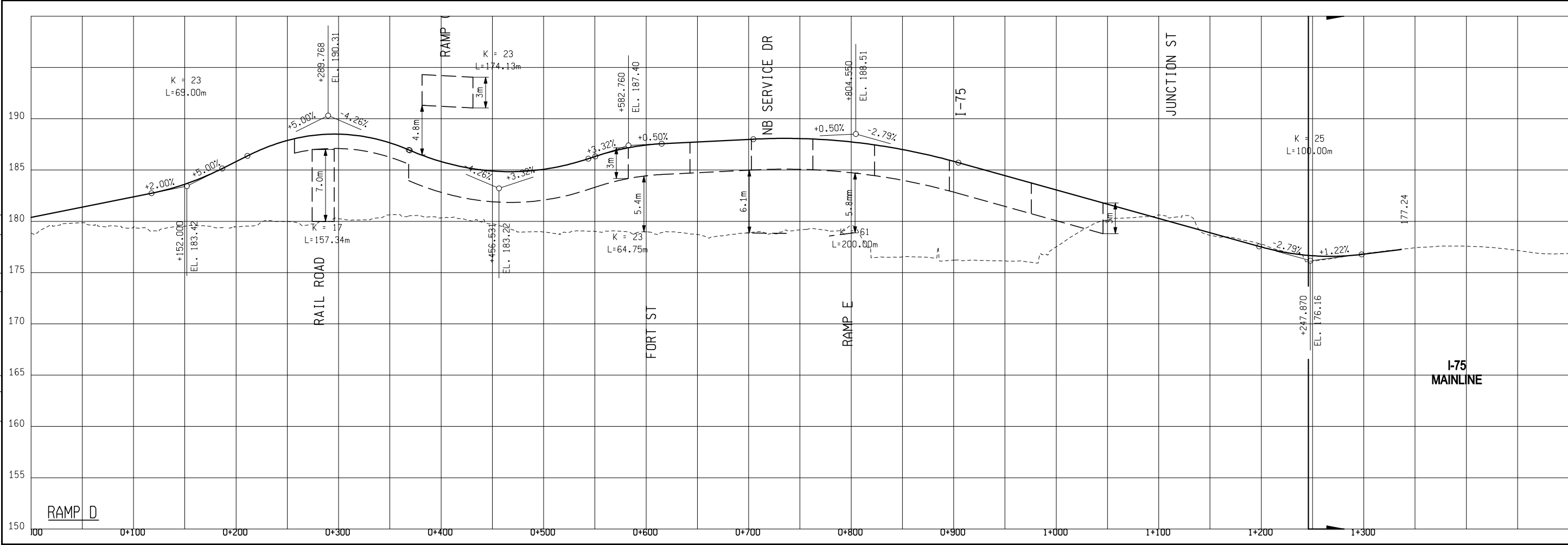
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NO.	REVISION

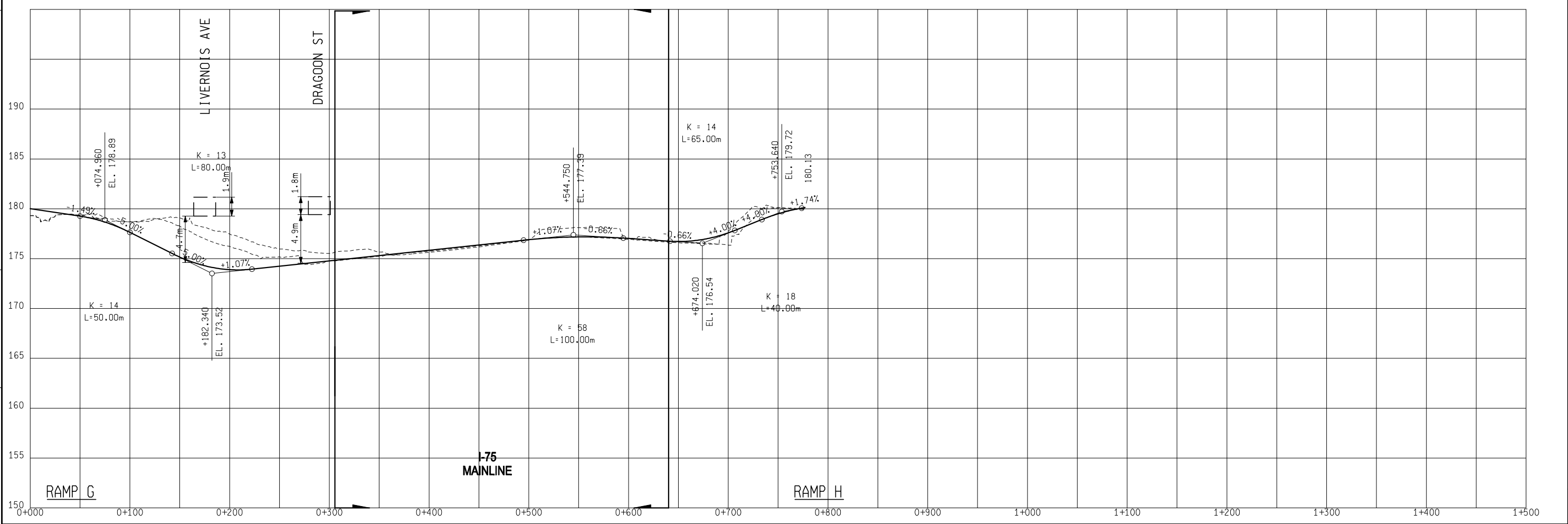
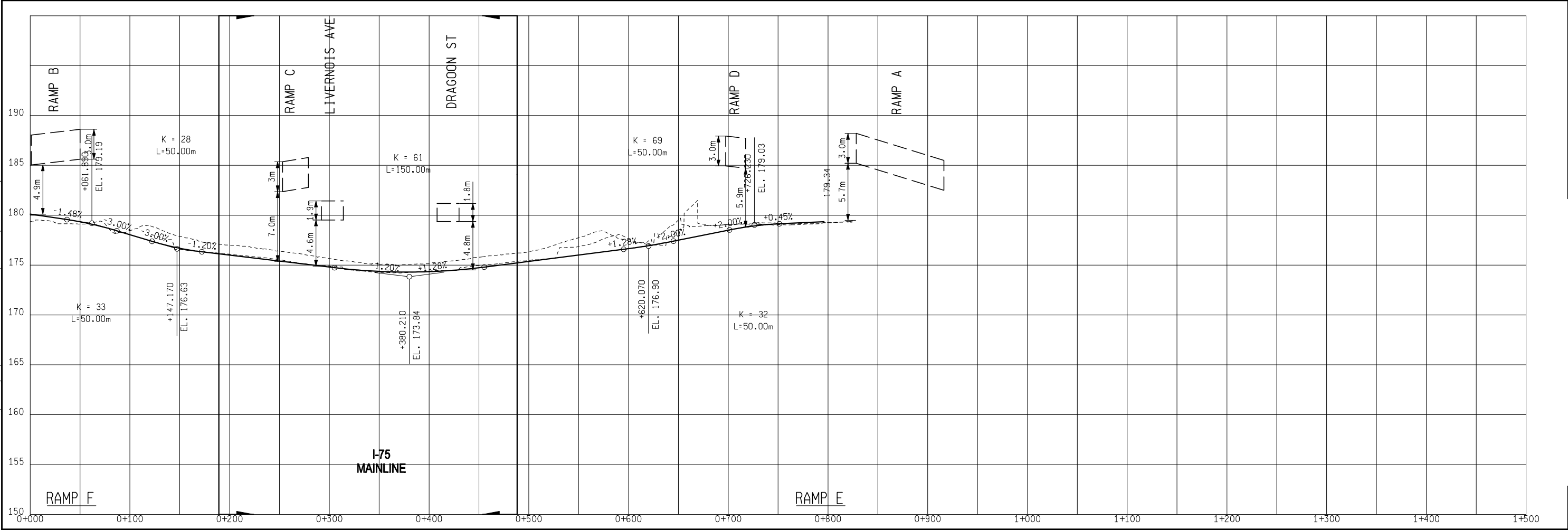
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RAMP D		JOB NO.	DESIGN UNIT
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	VERT. 1" = 1'		

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AUTH	DATE
NO.	REVISION

ALTERNATE 2 - INTERCHANGE B - PLAZA P-a
RAMPS E, F, G & H

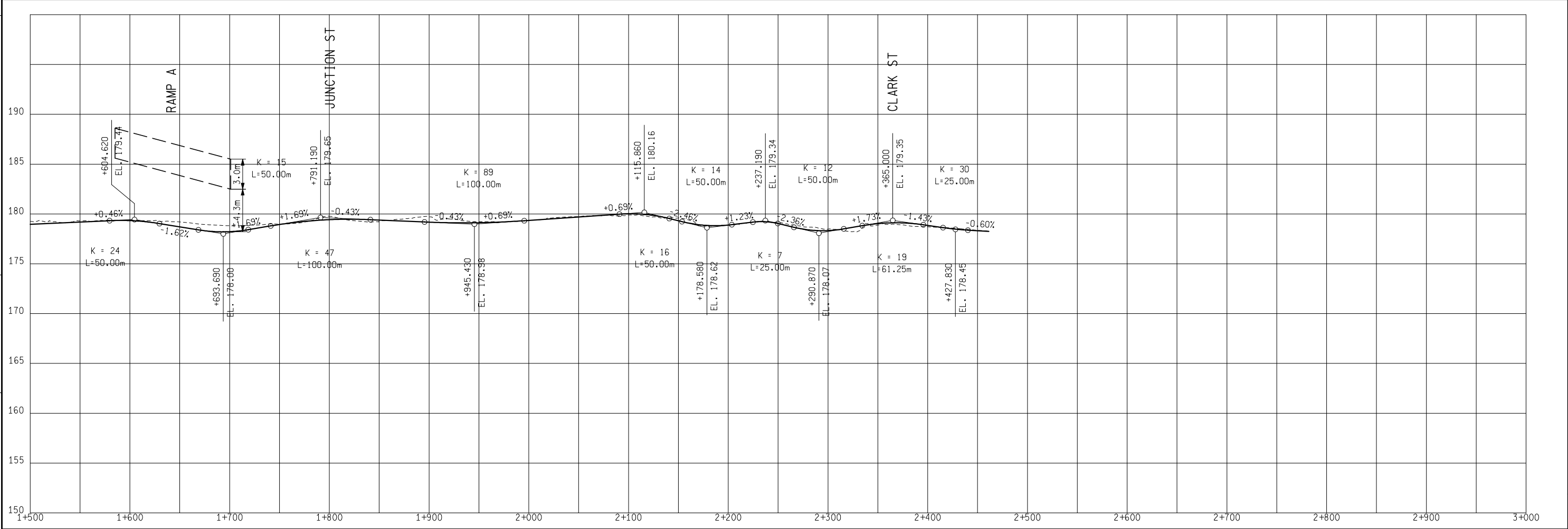
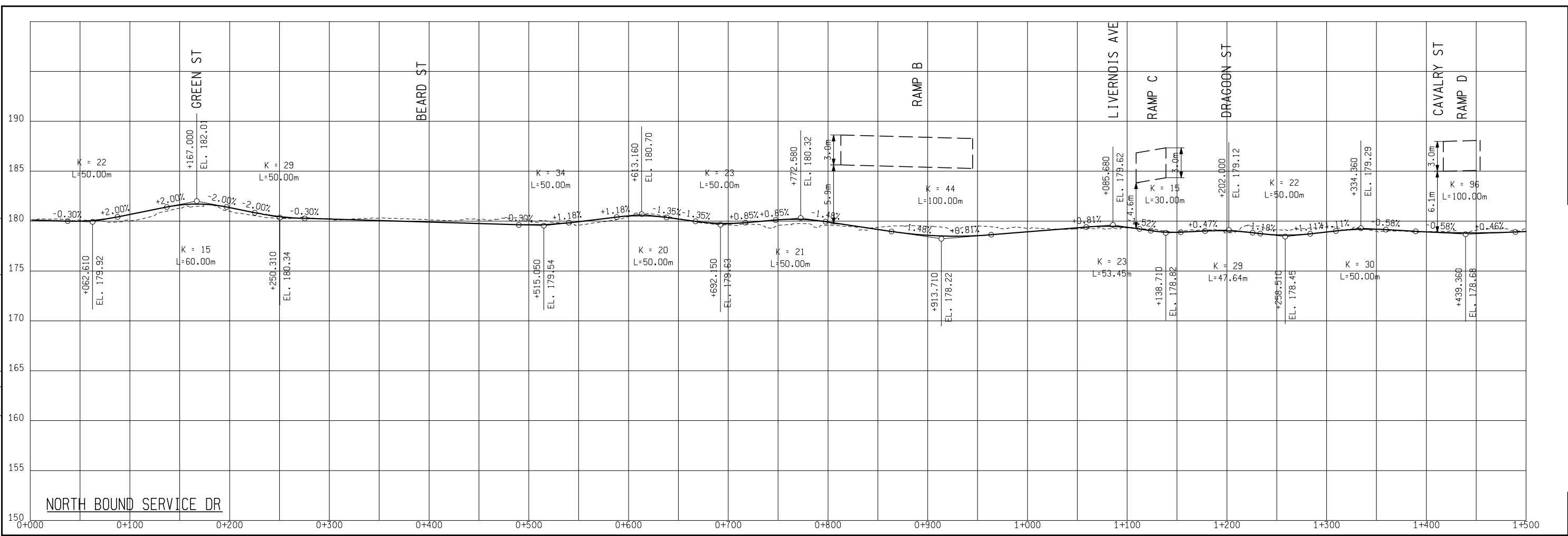
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Michigan Department of Transportation

SHEET NO. _____ R.O.W. CONST. _____

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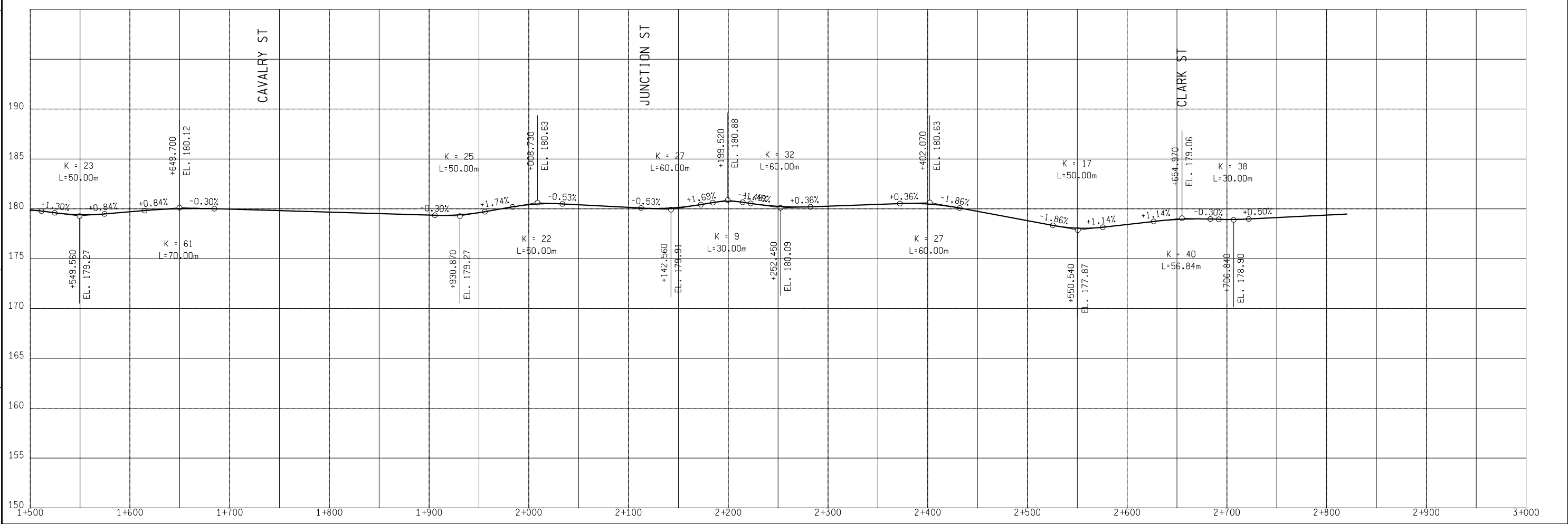
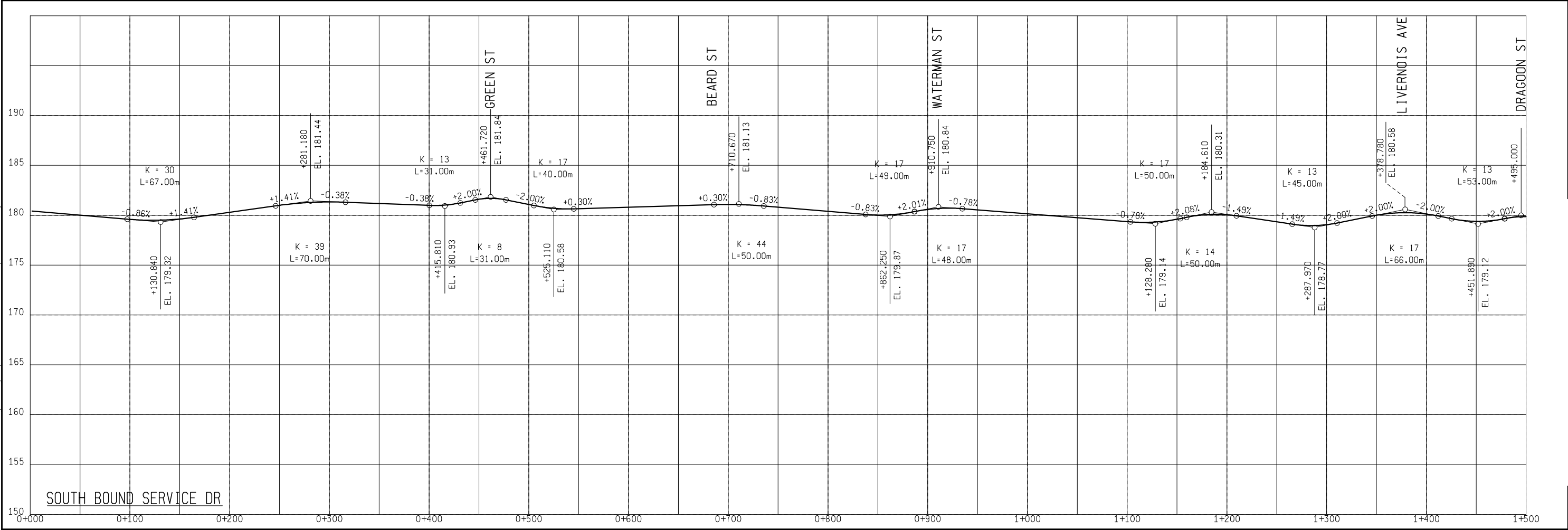
FINAL R.O.W.	
AUTH	DATE
NO.	REVISION

ALTERNATE 2 - INTERCHANGE B - PLAZA P-a	
NB SERVICE DR	
DATE	SCALE
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	VERT. 1" = 10'
CONT. SEC.	DESIGN UNIT
JOB NO.	

SHEET NO. 31+0

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AUTH	DATE
	REVISION

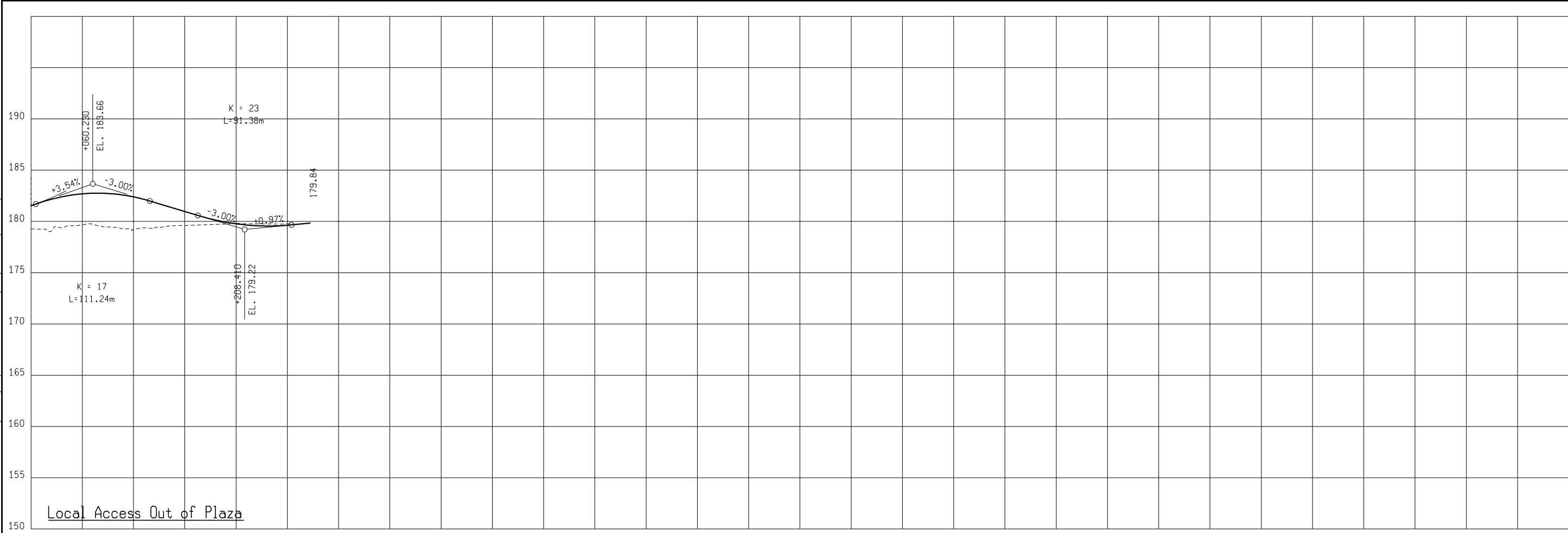
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VERT. 1" = 1'	

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Michigan Department of Transportation

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SHEET NO. 31+0
R.O.W CONST.

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AUTH	REVISION

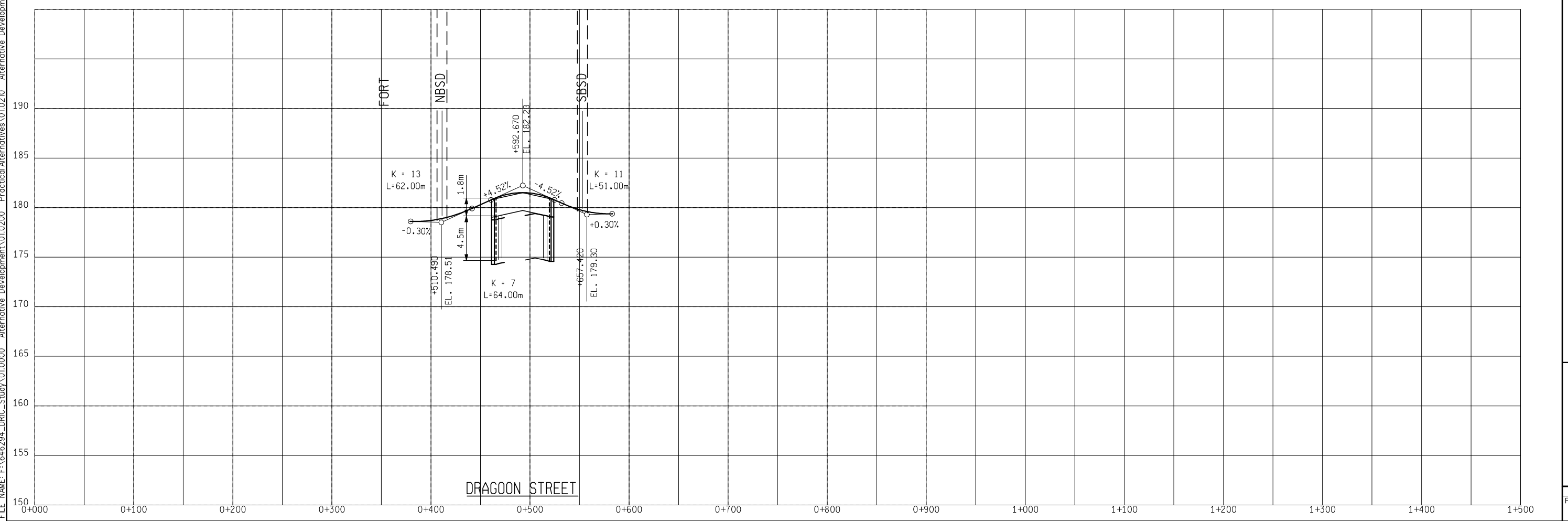
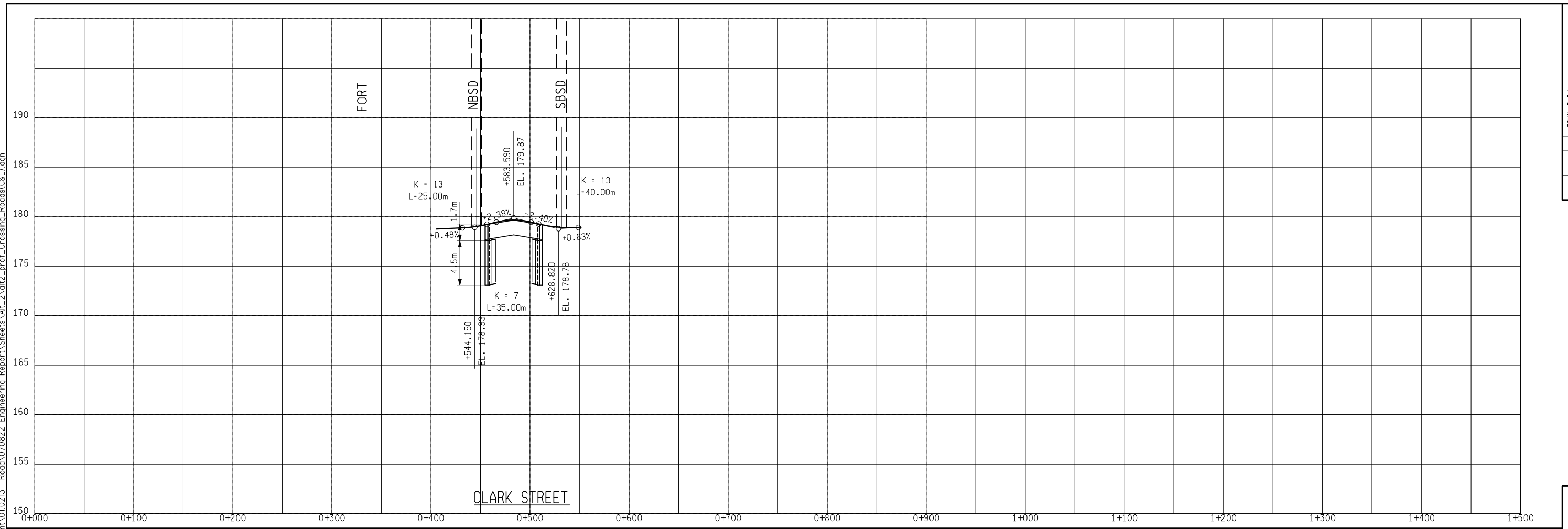
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LOCAL PLAZA ACCESS RAMPS			
DATE	SCALE	JOB NO.	DESIGN UNIT
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	VERT. 1" = 1'		

MDOT
Michigan Department of Transportation

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

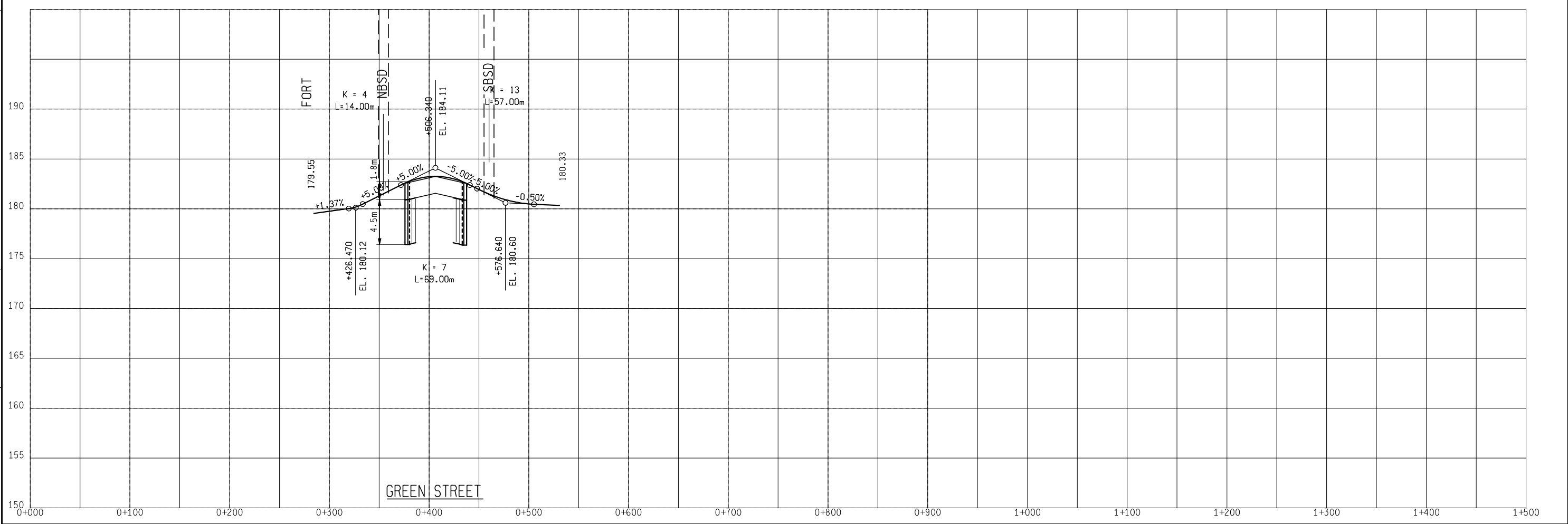
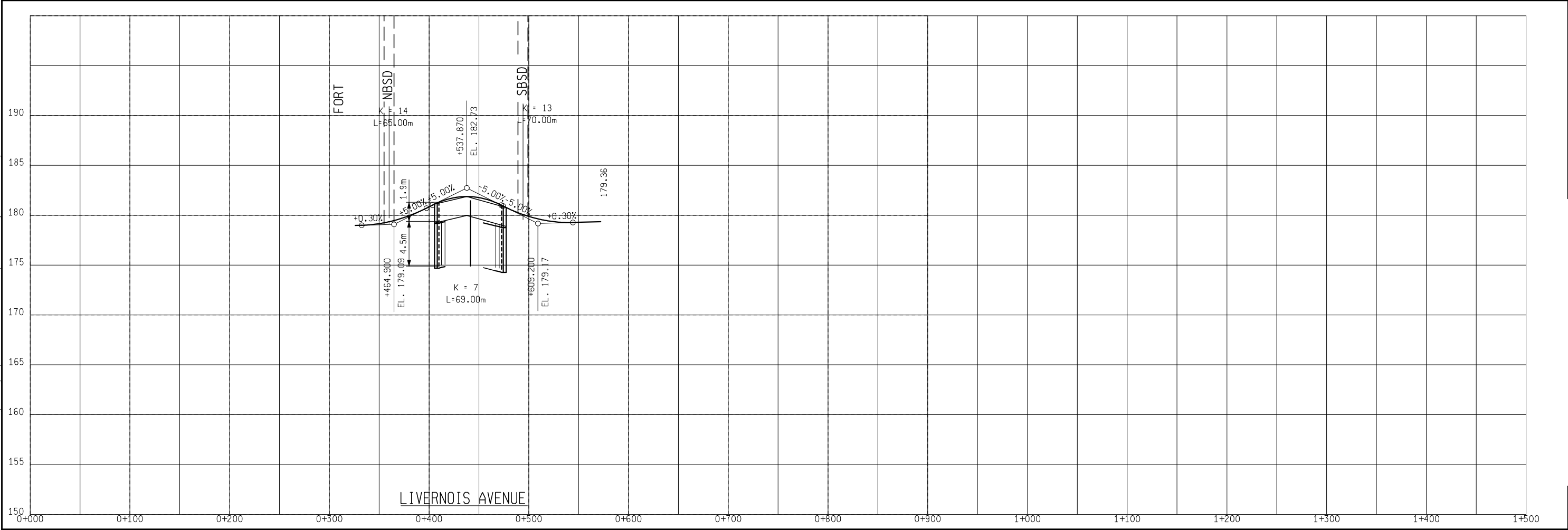
ALTERNATE 2 - INTERCHANGE B - PLAZA P-a	
CROSSING ROADS (CLARK STREET AND DRAGON STREET)	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	
VERT. 1" = 1'	

SHEET NO.

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ALTERNATE 2 - INTERCHANGE B - PLAZA P-a
 CROSSING ROADS (LIVERNOIS AVENUE AND GREEN STREET)

DATE: _____ SCALE: _____ JOB NO.: _____ DESIGN UNIT: _____
 CONT. SEC.: _____

HORIZ. 1" = 1' VERT. 1" = 1'

SHEET NO. _____
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ALTERNATIVE 3, INTERCHANGE C, PLAZA P-a, CROSSING X-10



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LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ⋯ ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- 1-5 RETAINING WALL NUMBER
- UTILITY CORRIDOR

0 50 100 150 200 300m
DRAWING SCALE 1:5000



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ALTERNATIVE 3, INTERCHANGE C, PLAZA P-a, CROSSING X-10



RAMP_A-1
 $\Delta = 52^\circ 03' 41.710''$ (RT)
 R = 83.425m
 T = 40.745m
 L = 75.804m
 E = 9.418m
 PC = 0+000.000
 PI = 0+040.745
 PT = 0+075.804

RAMP_A-2
 $\Delta = 61^\circ 07' 30.538''$ (LT)
 R = 264.400m
 T = 156.133m
 L = 282.071m
 E = 42.658m
 PC = 0+075.804
 PI = 0+231.937
 PT = 0+437.875

RAMP_A-4
 $\Delta = 19^\circ 38' 49.320''$ (RT)
 R = 220.000m
 T = 38.094m
 L = 75.439m
 E = 3.274m
 PC = 0+599.821
 PI = 0+637.915
 PT = 0+675.260

RAMP_A-6
 $\Delta = 1^\circ 58' 22.856''$ (RT)
 R = 1,251.121m
 T = 21.544m
 L = 43.083m
 E = 0.185m
 PC = 1+259.915
 PI = 1+281.458
 PT = 1+302.998

RAMP_A-3
 $\Delta = 41^\circ 42' 01.197''$ (RT)
 R = 263.500m
 T = 100.358m
 L = 191.777m
 E = 18.465m
 PC = 0+408.044
 PI = 0+508.402
 PT = 0+599.821

RAMP_A-5
 $\Delta = 18^\circ 34' 38.138''$ (RT)
 R = 450.000m
 T = 73.599m
 L = 145.905m
 E = 5.979m
 PC = 0+810.018
 PI = 0+883.617
 PT = 0+955.924

RAMP_A-7
 $\Delta = 7^\circ 58' 31.571''$ (RT)
 R = 1,489.009m
 T = 103.801m
 L = 207.267m
 E = 3.614m
 PC = 1+302.998
 PI = 1+406.799
 PT = 1+510.264

RAMP_B-1
 $\Delta = 43^\circ 05' 42.400''$ (RT)
 R = 180.000m
 T = 177.691m
 L = 338.468m
 E = 33.812m
 PC = 0+733.264
 PI = 0+910.995
 PT = 1+071.732

RAMP_B-2
 $\Delta = 24^\circ 09' 39.112''$ (RT)
 R = 450.000m
 T = 38.524m
 L = 75.904m
 E = 4.076m
 PC = 1+144.270
 PI = 1+182.794
 PT = 1+220.173

RAMP_B-3
 $\Delta = 89^\circ 17' 50.078''$ (RT)
 R = 140.000m
 T = 138.293m
 L = 218.194m
 E = 56.787m
 PC = 1+220.173
 PI = 1+358.466
 PT = 1+438.367

RAMP_C-1
 $\Delta = 3^\circ 44' 20.770''$ (LT)
 R = 2,000.000m
 T = 65.283m
 L = 130.519m
 E = 1.065m
 PC = 0+622.147
 PI = 0+687.430
 PT = 0+752.666

RAMP_C-2
 $\Delta = 63^\circ 59' 29.807''$ (RT)
 R = 450.024m
 T = 281.161m
 L = 502.616m
 E = 80.610m
 PC = 0+854.666
 PI = 1+135.827
 PT = 1+357.282

RAMP_C-3
 $\Delta = 30^\circ 36' 55.431''$ (RT)
 R = 326.000m
 T = 89.231m
 L = 174.956m
 E = 11.991m
 PC = 1+357.282
 PI = 1+446.513
 PT = 1+531.477

RAMP_C-4
 $\Delta = 61^\circ 06' 57.968''$ (RT)
 R = 257.200m
 T = 101.868m
 L = 183.403m
 E = 28.290m
 PC = 1+581.814
 PI = 1+733.668
 PT = 1+856.164

RAMP_D-1
 $\Delta = 62^\circ 04' 52.665''$ (LT)
 R = 169.265m
 T = 101.868m
 L = 183.403m
 E = 28.290m
 PC = 0+123.075
 PI = 0+224.943
 PT = 0+306.478

RAMP_D-2
 $\Delta = 49^\circ 15' 39.104''$ (RT)
 R = 300.000m
 T = 137.544m
 L = 257.929m
 E = 30.028m
 PC = 0+372.203
 PI = 0+509.747
 PT = 0+630.133

RAMP_D-3
 $\Delta = 33^\circ 14' 01.840''$ (RT)
 R = 450.000m
 T = 134.296m
 L = 274.349m
 E = 41.483m
 PC = 0+735.710
 PI = 0+870.006
 PT = 0+936.728

RAMP_D-4
 $\Delta = 9^\circ 44' 47.535''$ (RT)
 R = 1,510.800m
 T = 128.811m
 L = 257.001m
 E = 5.481m
 PC = 1+263.370
 PI = 1+392.181
 PT = 1+520.371

RAMP_E-1
 $\Delta = 9^\circ 35' 27.408''$ (LT)
 R = 274.800m
 T = 23.054m
 L = 46.000m
 E = 0.965m
 PC = 0+085.690
 PI = 0+108.744
 PT = 0+131.690

RAMP_E-2
 $\Delta = 3^\circ 10' 16.872''$ (RT)
 R = 205.000m
 T = 23.667m
 L = 47.126m
 E = 1.362m
 PC = 0+216.482
 PI = 0+240.150
 PT = 0+263.608

RAMP_E-3
 $\Delta = 1^\circ 37' 24.991''$ (LT)
 R = 1,512.366m
 T = 21.430m
 L = 42.856m
 E = 0.152m
 PC = 0+371.517
 PI = 0+392.946
 PT = 0+414.373

RAMP_E-4
 $\Delta = 1^\circ 06' 17.740''$ (LT)
 R = 1,512.364m
 T = 14.583m
 L = 29.165m
 E = 0.070m
 PC = 0+414.373
 PI = 0+428.956
 PT = 0+443.538

RAMP_E-5
 $\Delta = 1^\circ 35' 34.116''$ (LT)
 R = 1,510.801m
 T = 21.001m
 L = 42.000m
 E = 0.146m
 PC = 0+443.538
 PI = 0+464.540
 PT = 0+485.538

RAMP_E-6
 $\Delta = 3^\circ 25' 03.492''$ (LT)
 R = 1,507.794m
 T = 44.983m
 L = 89.938m
 E = 0.671m
 PC = 0+485.538
 PI = 0+530.521
 PT = 0+575.477

RAMP_F-1
 $\Delta = 0^\circ 45' 11.329''$ (RT)
 R = 1,595.200m
 T = 10.485m
 L = 20.969m
 E = 0.034m
 PC = 0+314.964
 PI = 0+325.448
 PT = 0+335.933

RAMP_F-2
 $\Delta = 0^\circ 45' 11.329''$ (LT)
 R = 1,595.200m
 T = 10.485m
 L = 20.969m
 E = 0.034m
 PC = 0+990.826
 PI = 1+001.311
 PT = 1+011.795

RAMP_G-1
 $\Delta = 6^\circ 57' 37.648''$ (LT)
 R = 595.200m
 T = 36.198m
 L = 72.307m
 E = 1.100m
 PC = 0+312.097
 PI = 0+348.295
 PT = 0+384.404

RAMP_G-2
 $\Delta = 4^\circ 16' 54.567''$ (RT)
 R = 804.800m
 T = 30.086m
 L = 60.144m
 E = 0.562m
 PC = 0+485.538
 PI = 0+627.675
 PT = 0+657.733

RAMP_H-1
 $\Delta = 7^\circ 58' 57.143''$ (LT)
 R = 354.800m
 T = 24.234m
 L = 48.392m
 E = 0.827m
 PC = 0+314.964
 PI = 0+325.448
 PT = 0+335.933

RAMP_H-2
 $\Delta = 7^\circ 58' 57.143''$ (LT)
 R = 995.200m
 T = 69.439m
 L = 138.653m
 E = 2.420m
 PC = 0+253.249
 PI = 0+322.688
 PT = 0+391.902

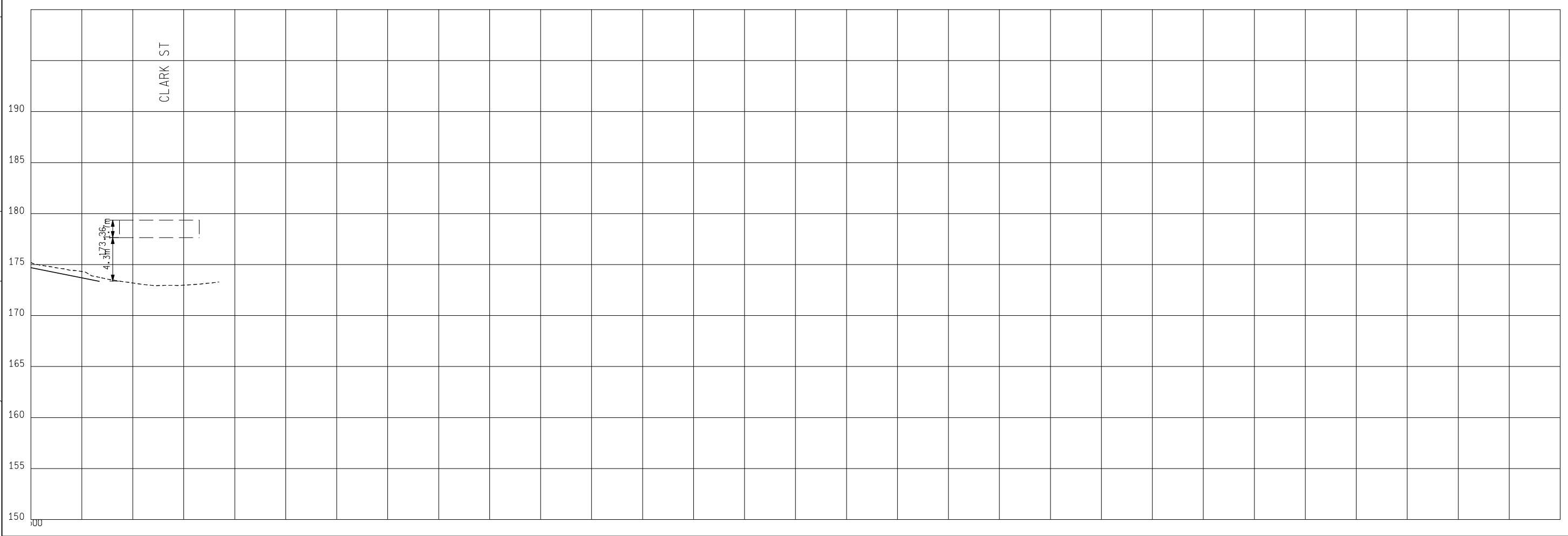
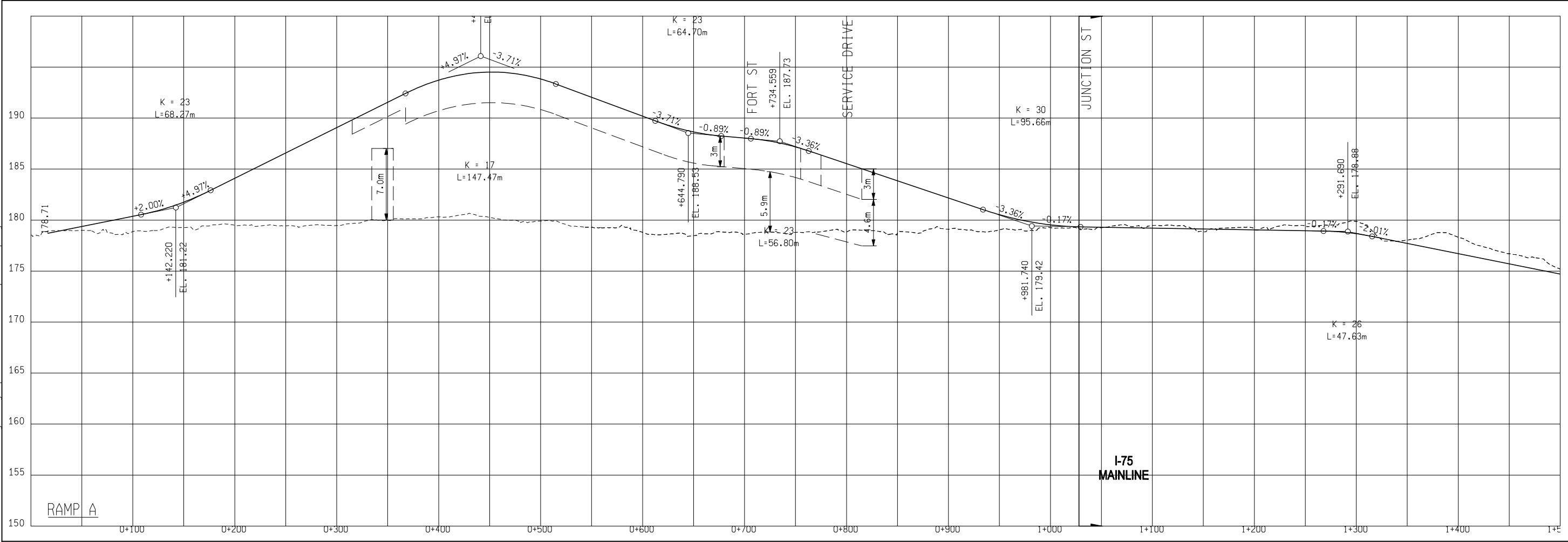
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 $\Delta = 1^\circ 59' 53.426''$ (LT)
 R = 1,489.200m
 T = 25.970m
 L = 51.935m
 E = 0.226m
 PC = 0+562.291
 PI = 0+588.262
 PT = 0+614.227

LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- RETAINING WALL NUMBER
- UTILITY CORRIDOR

0 50 100 200 300
DRAWING SCALE 1:6000

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AUTH	REVISION

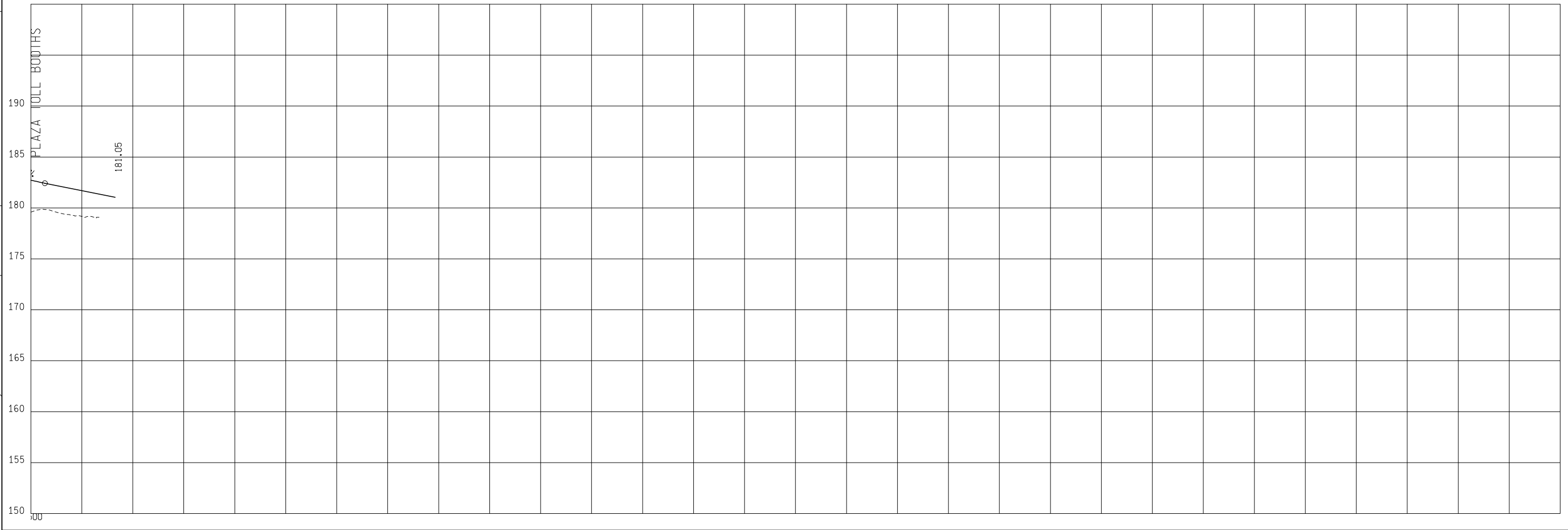
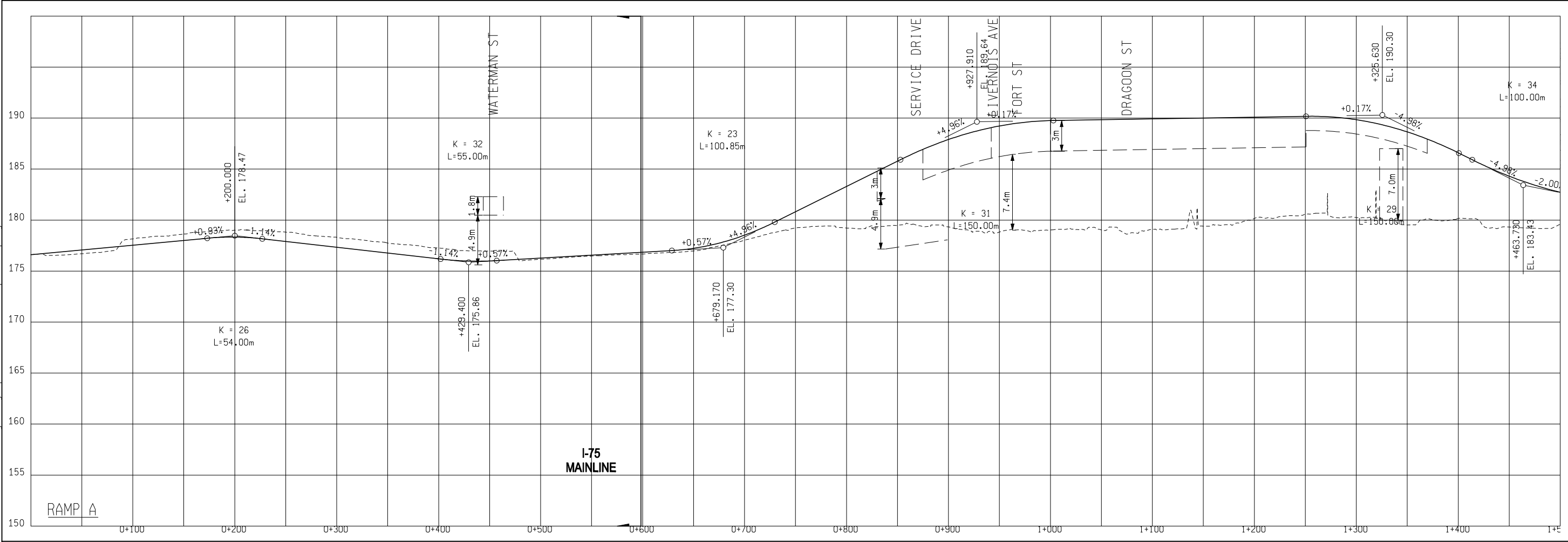
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AUTH	REVISION

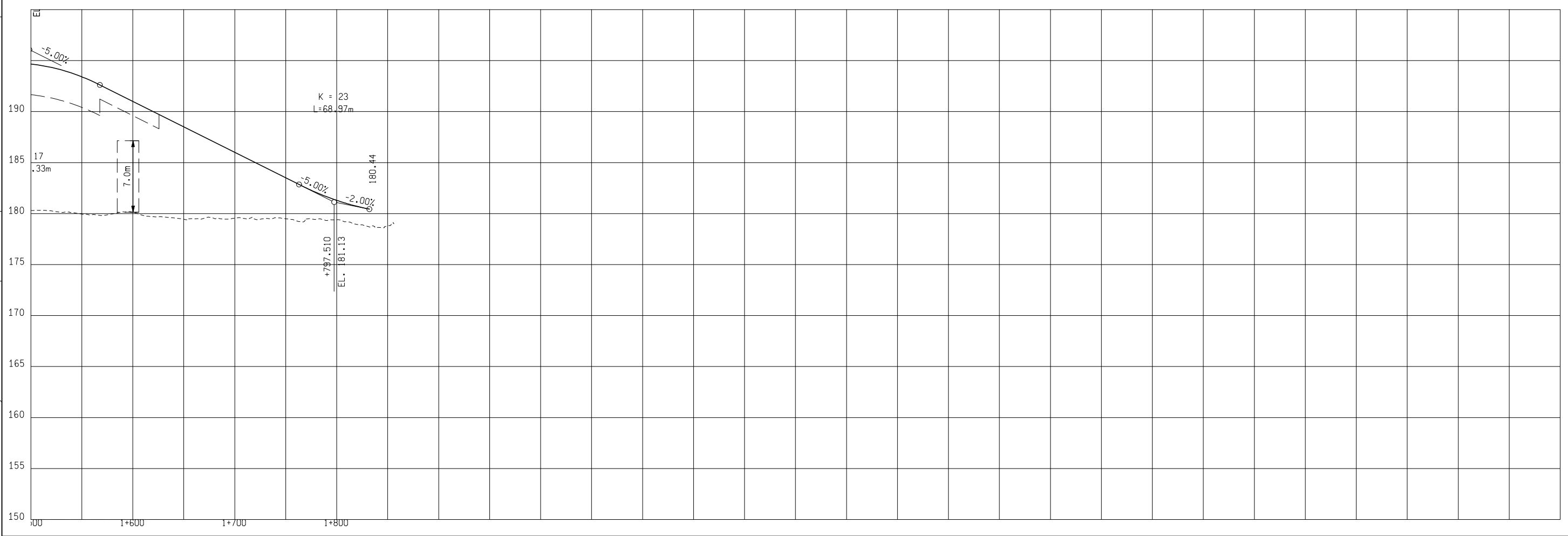
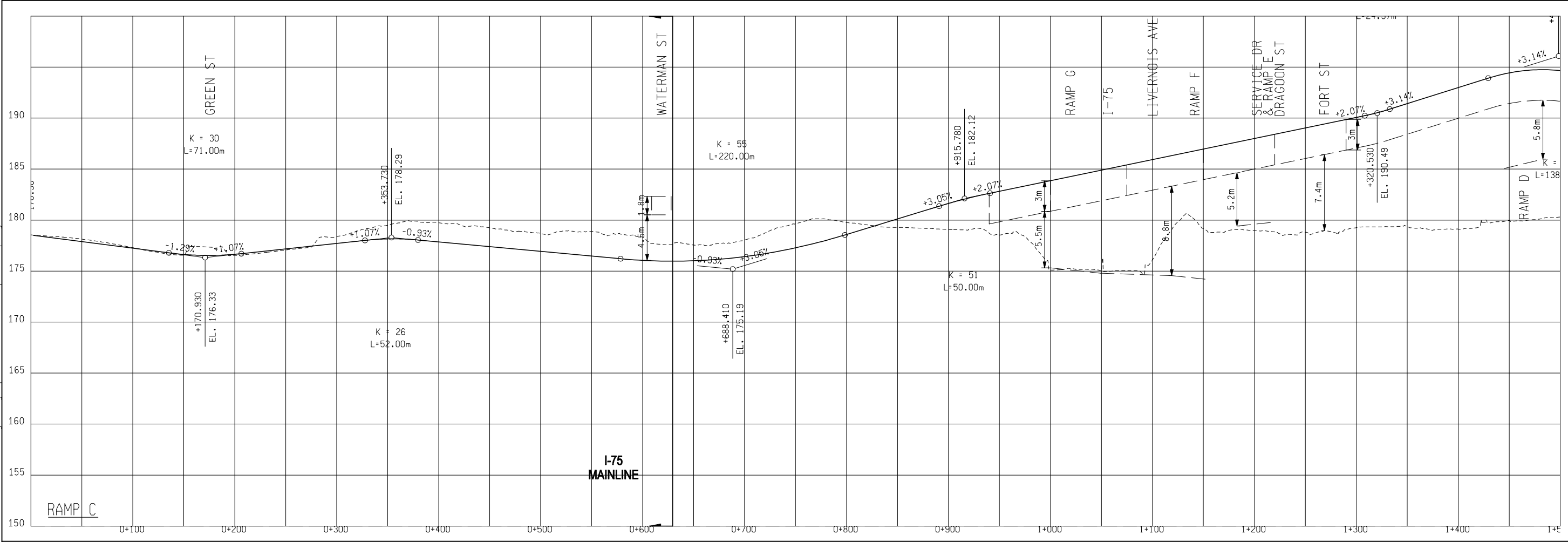
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AUTH	REVISION
DATE	

ALTERNATE 3 - INTERCHANGE C - PLAZAS P-a			
RAMP C		JOB NO.	DESIGN UNIT
DATE	SCALE	CONT. SEC.	
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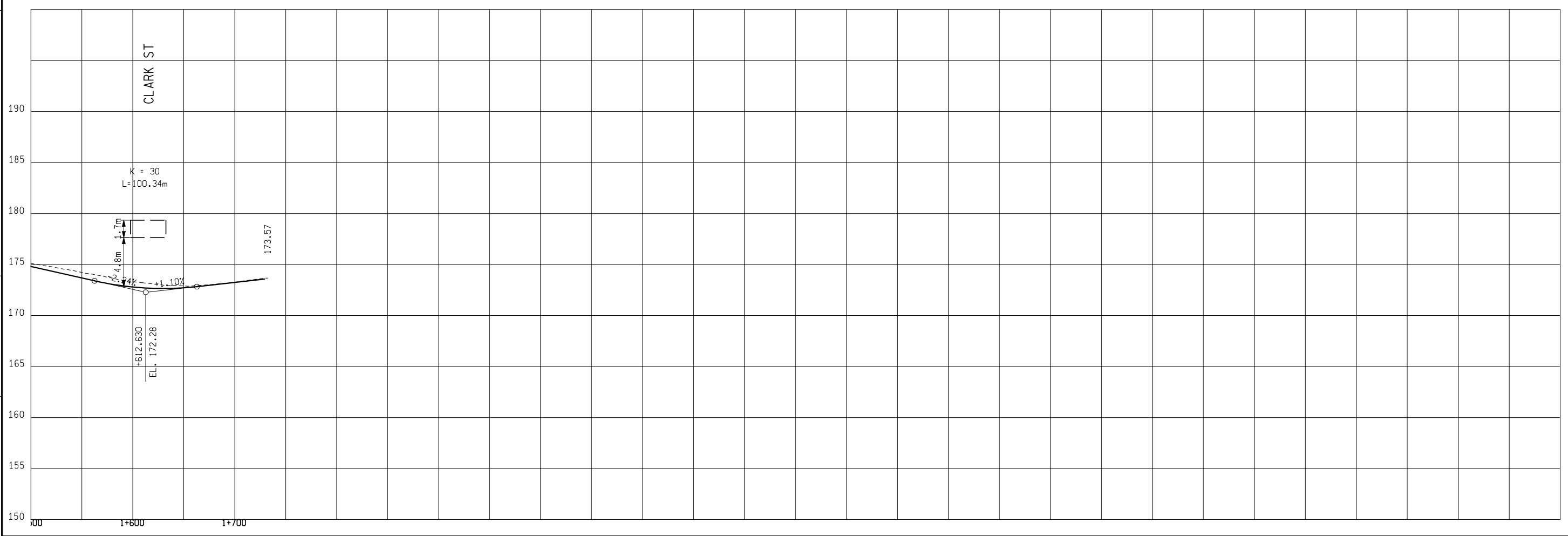
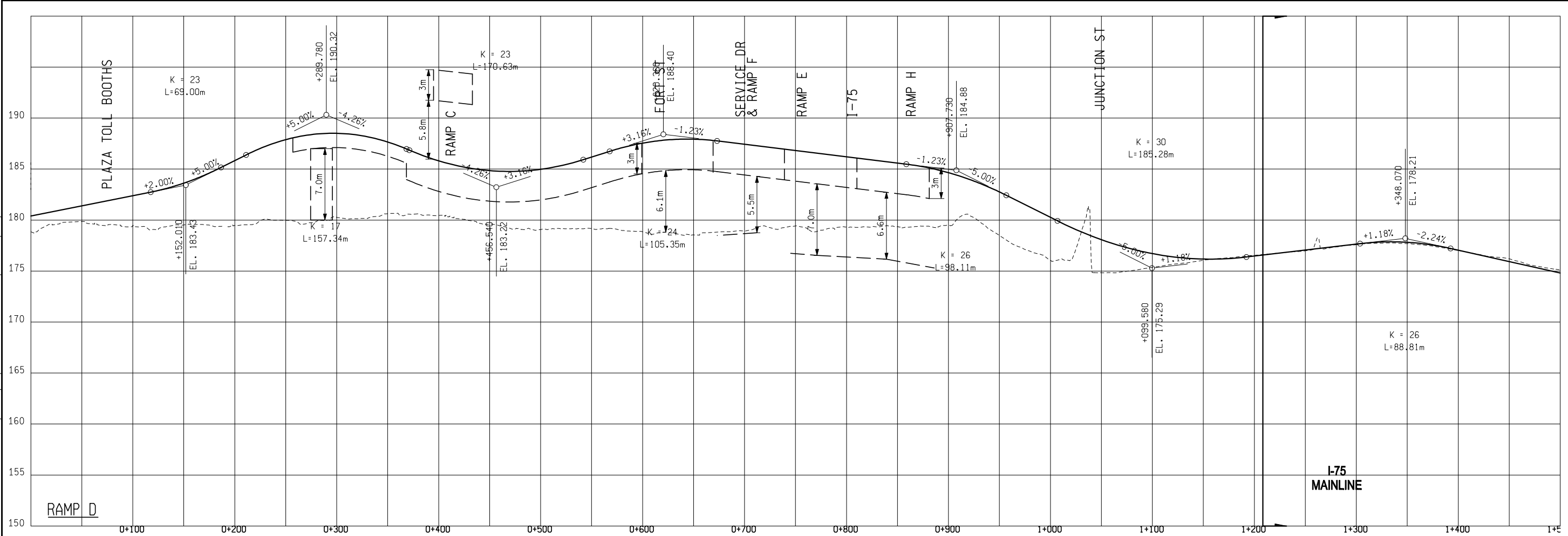


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AUTH	DATE
NO.	REVISION

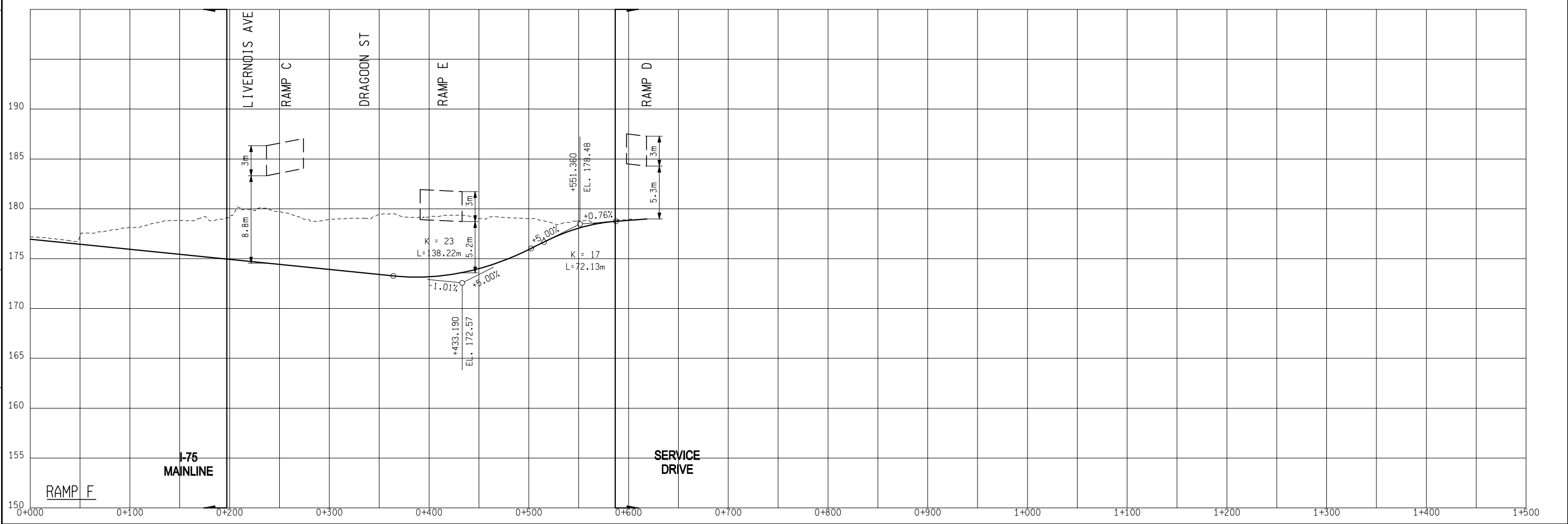
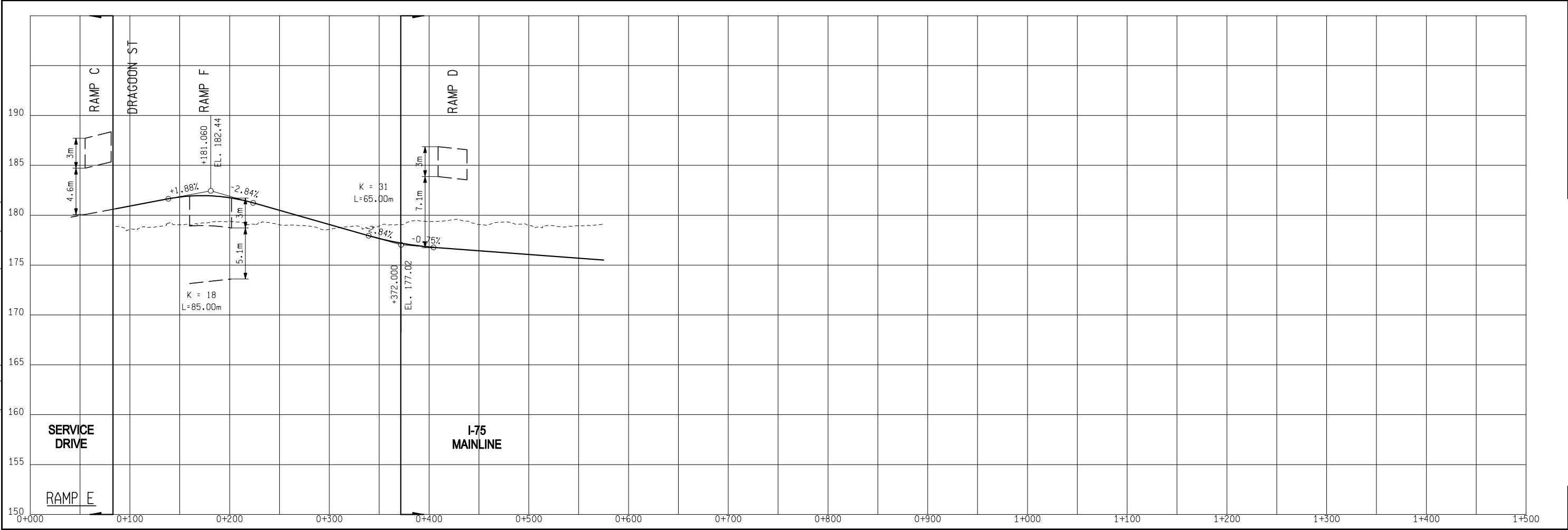
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DATE	CONT. SEC.	SCALE
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AUTH	DATE
	REVISION

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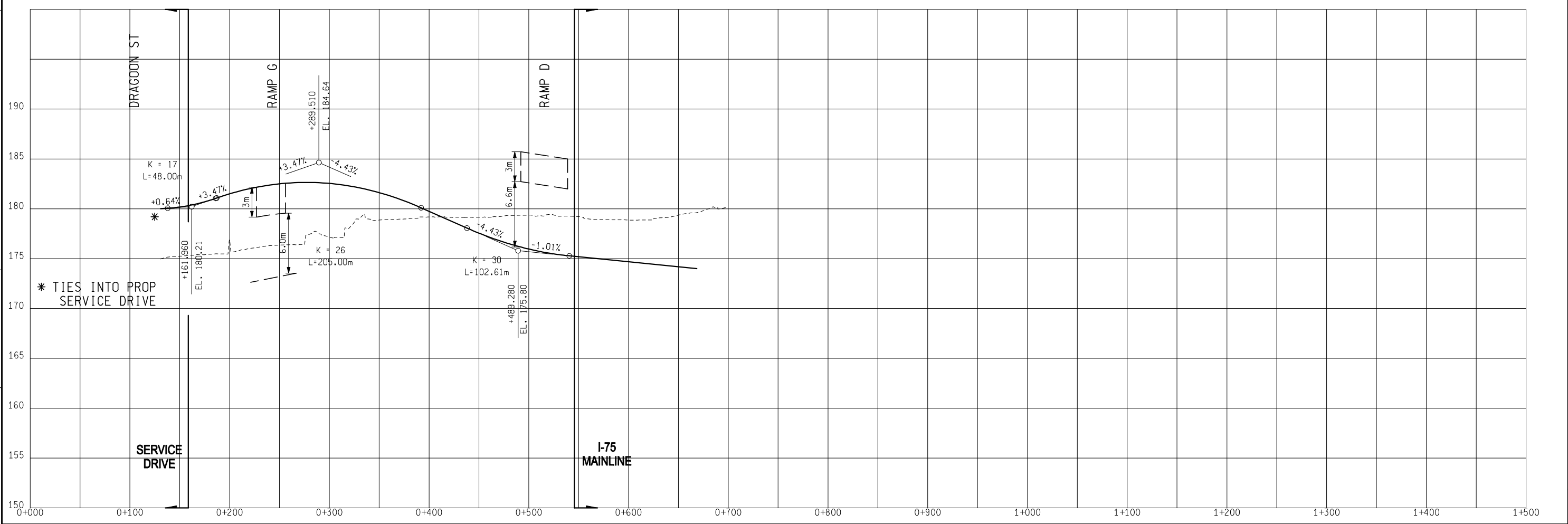
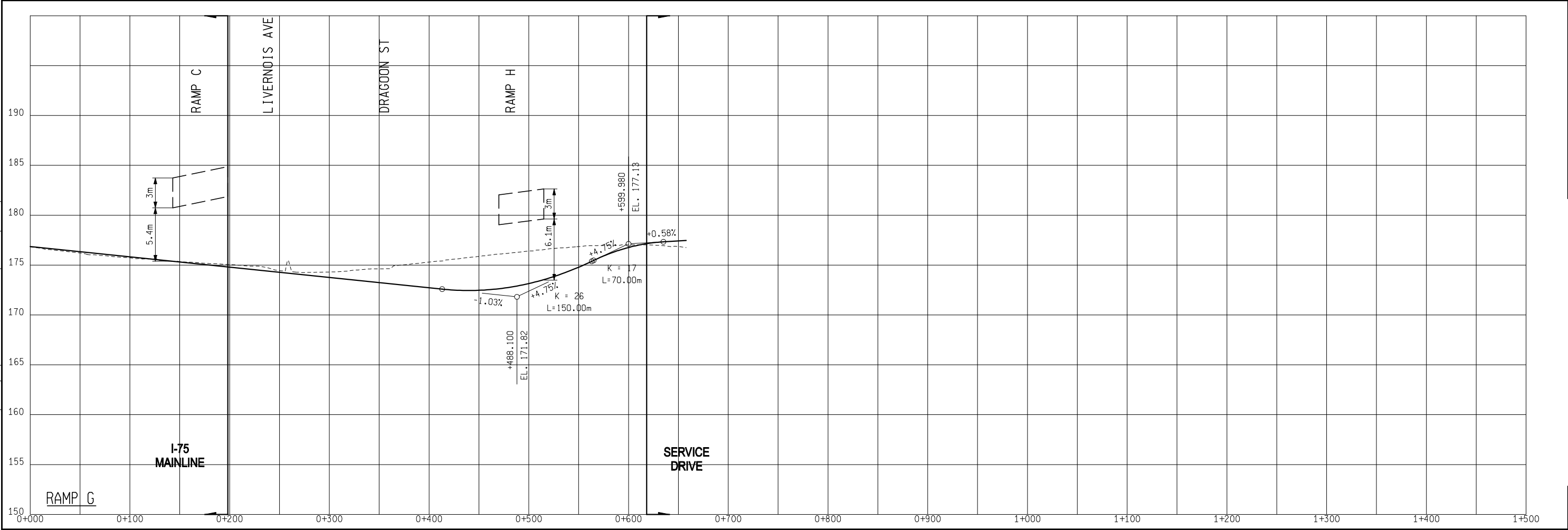
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FINAL R.O.W.	
AUTH	REVISION
DATE	

ALTERNATE 3 - INTERCHANGE C - PLAZA P-a	
DATE	JOB NO.
SCALE	DESIGN UNIT
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VERT. 1" = 1'	
CONT. SEC.	

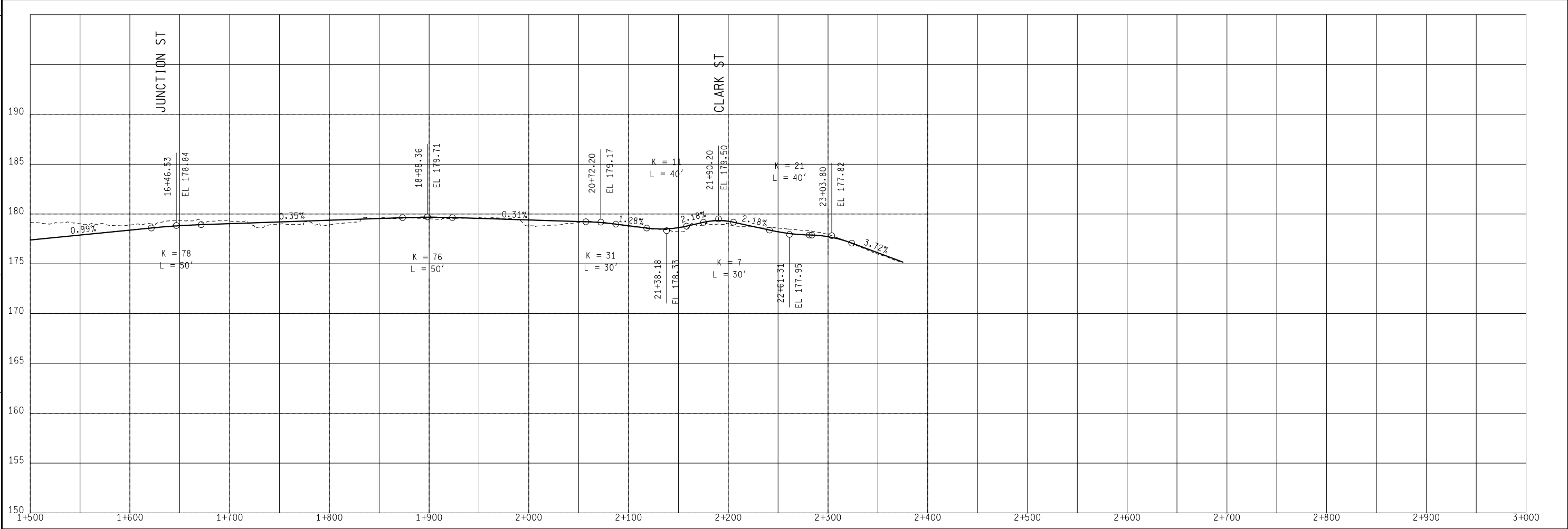
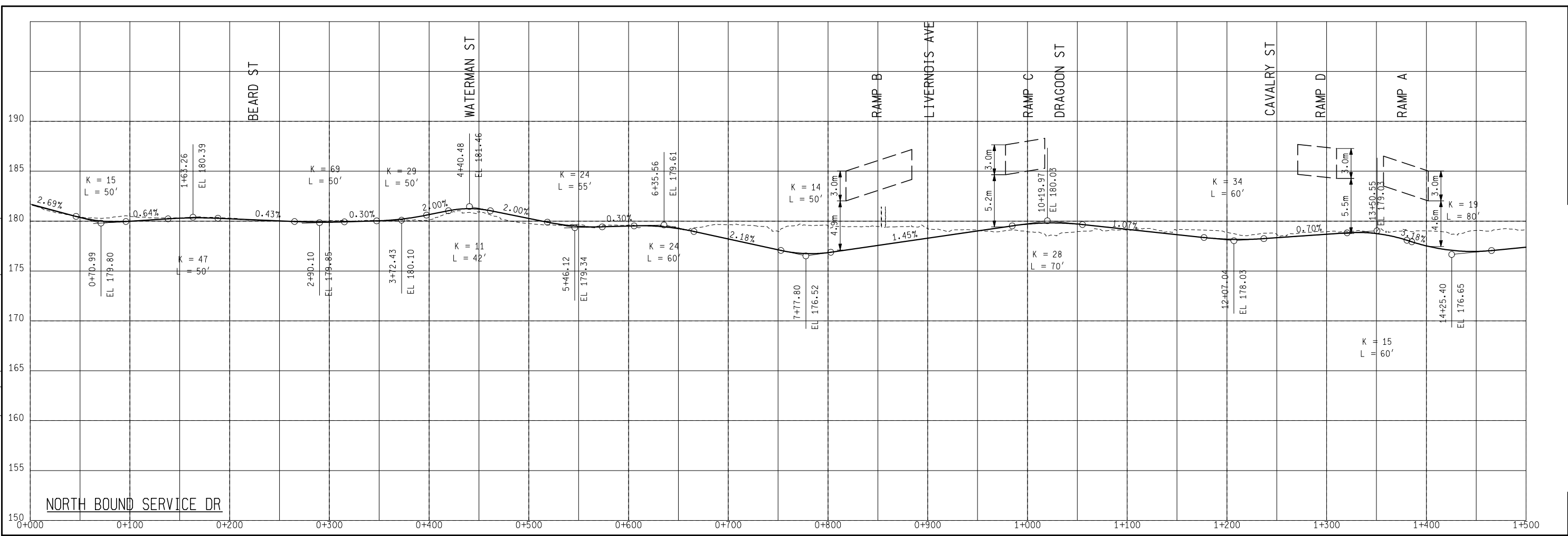
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AUTH	DATE
NO.	REVISION

ALTERNATE 3 - INTERCHANGE C - PLAZA P-a
NB SERVICE DR

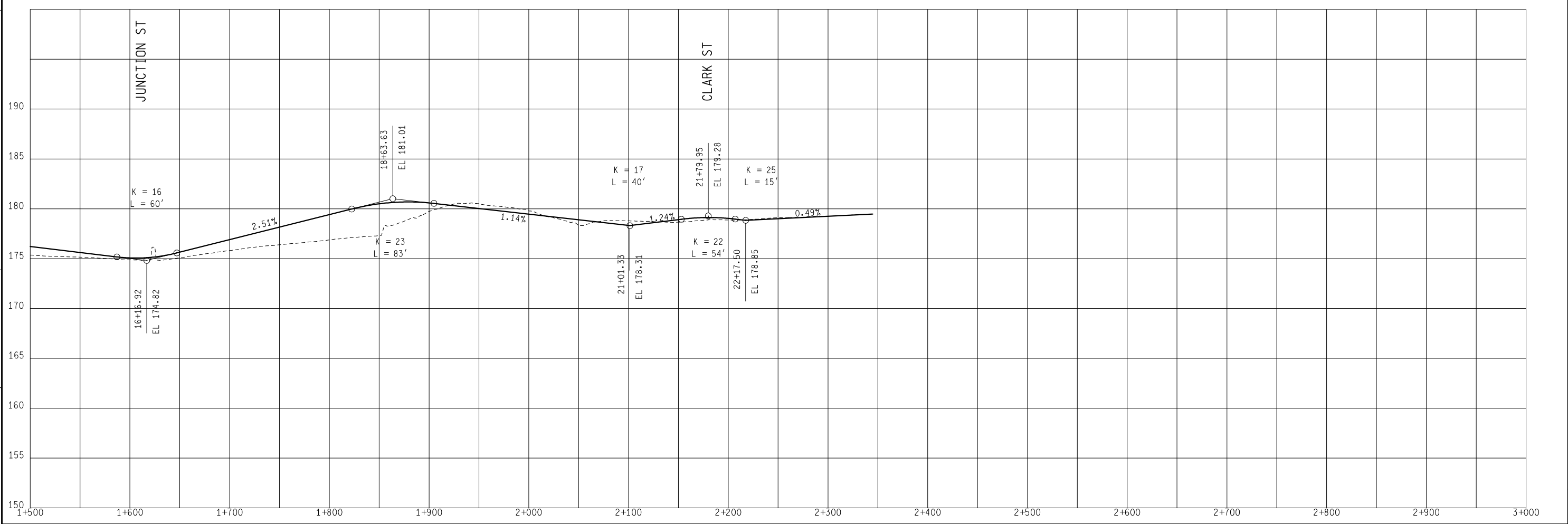
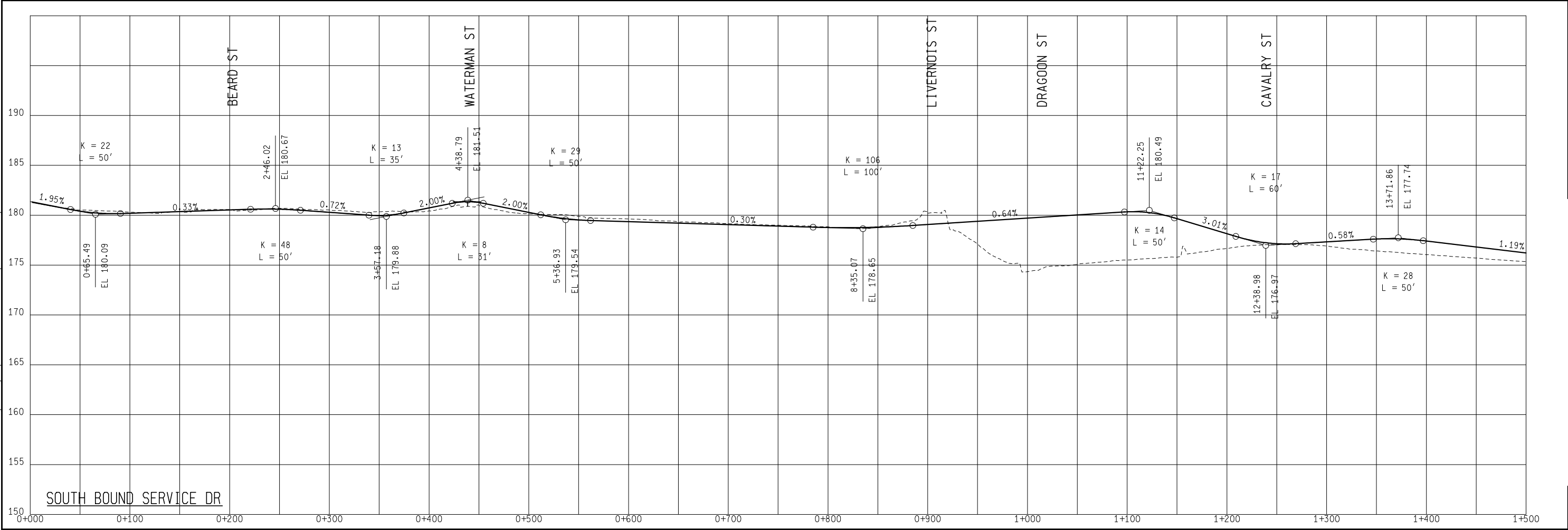
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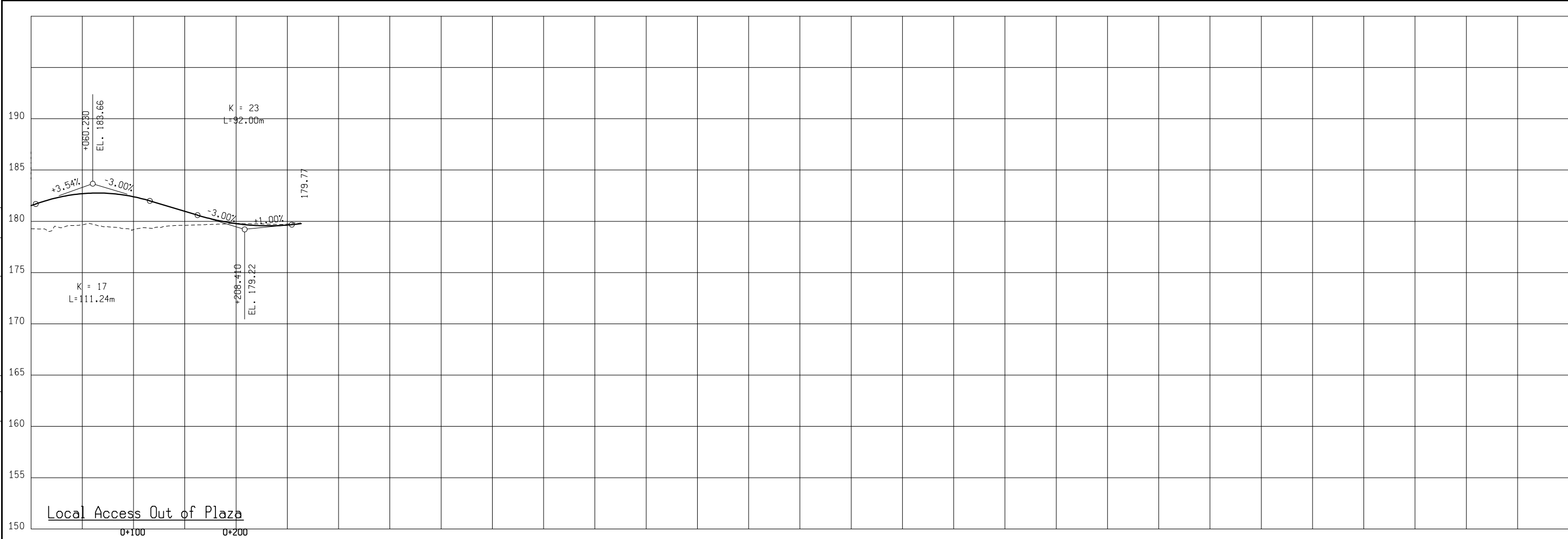


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AUTH	REVISION
DATE	

ALTERNATE 3 - INTERCHANGE C - PLAZA P-a
SB SERVICE DR

DATE	SCALE	JOB NO.	DESIGN UNIT
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	VERT. 1" = 1'		
		CONT. SEC.	

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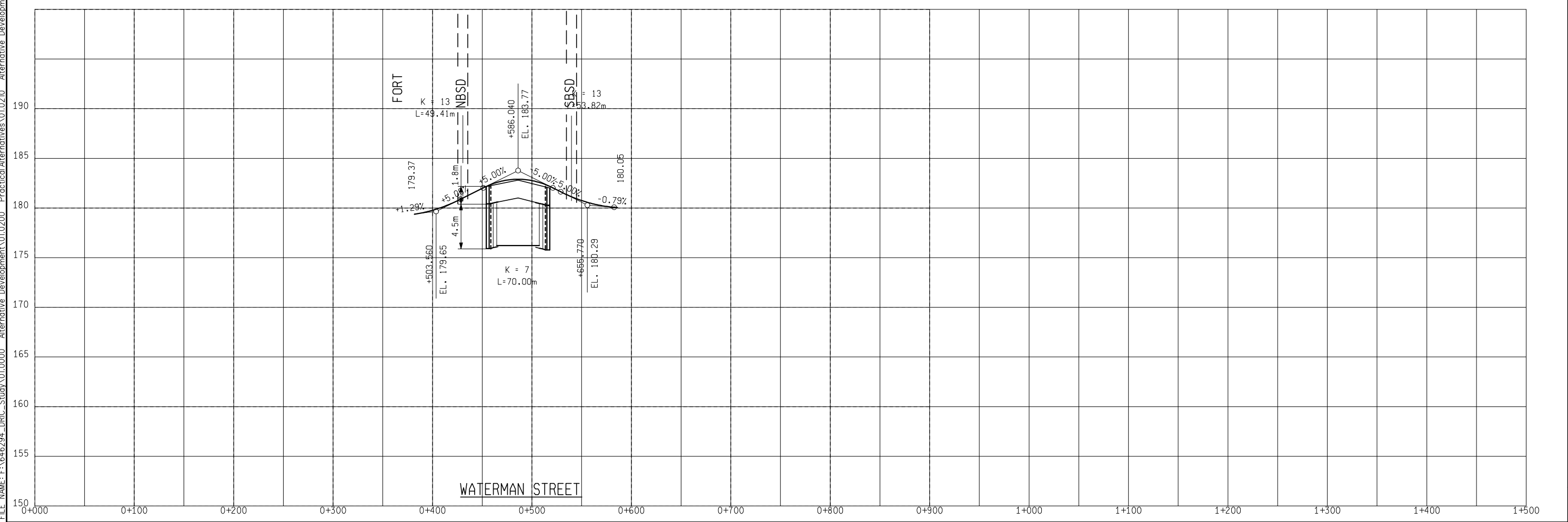
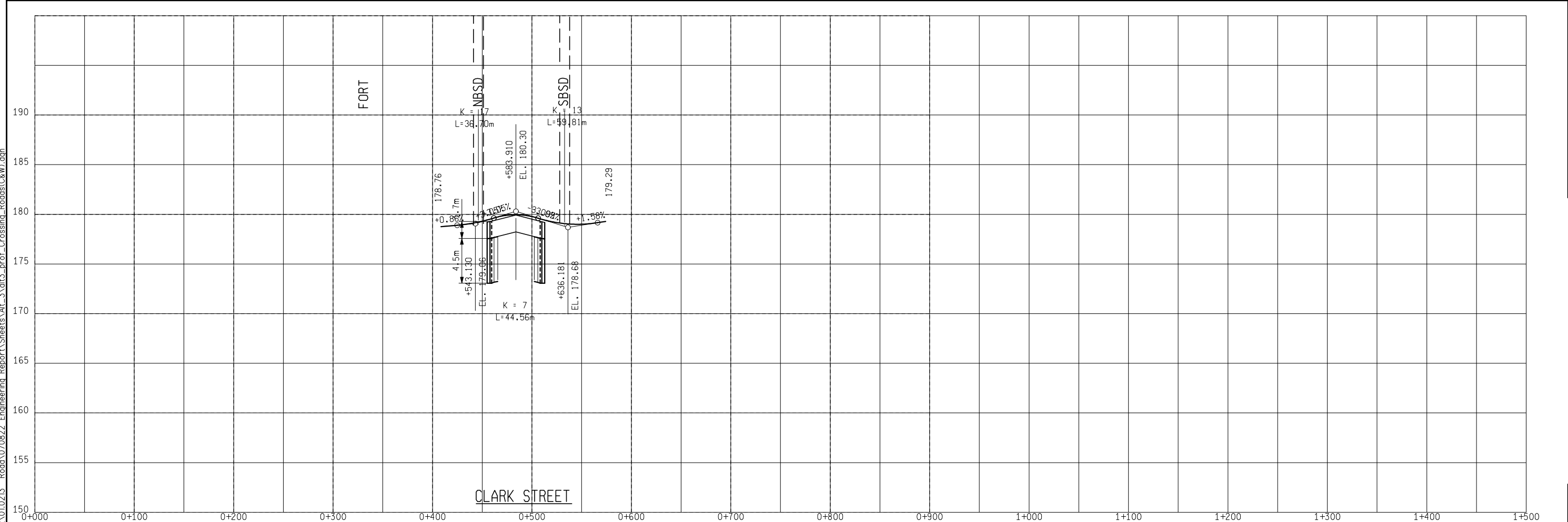
ALTERNATE 3 - INTERCHANGE C - PLAZA P-a			
LOCAL PLAZA ACCESS RAMPS			
DATE	SCALE	JOB NO.	DESIGN UNIT
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AUTH	
DATE	
NO.	
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ALTERNATE 3 - INTERCHANGE C - PLAZA P-a	
CROSSING ROADS (CLARK STREET AND WATERMAN STREET)	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	
VERT. 1" = 1'	

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ALTERNATIVE 5, INTERCHANGE E, PLAZA P-a Mod, CROSSING X-10



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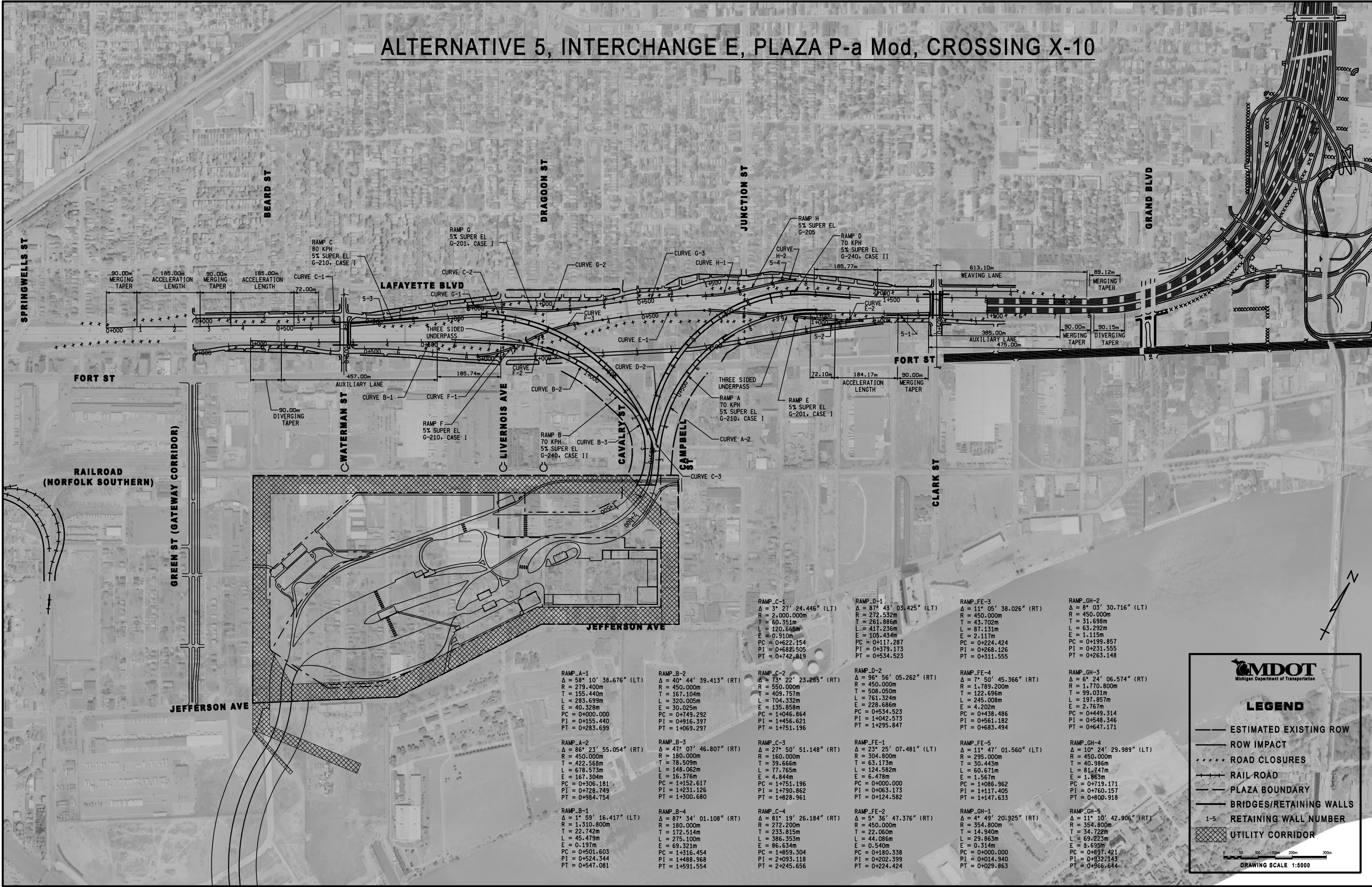
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- ESTIMATED EXISTING ROW
- ROW IMPACT
- ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- RETAINING WALL NUMBER 1-5
- UTILITY CORRIDOR

0 50 100 150 200 300m
DRAWING SCALE 1:5000

ALTERNATIVE 5, INTERCHANGE E, PLAZA P-a Mod, CROSSING X-10

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RAMP_C-1 $\Delta = 3^\circ 27' 24.446''$ (LT) R = 2,000.000m T = 60.351m L = 120.666m E = 0.910m PC = 0+622.154 PI = 0+682.505 PT = 0+742.819	RAMP_D-1 $\Delta = 87^\circ 43' 03.425''$ (LT) R = 272.532m T = 261.886m L = 417.236m E = 105.434m PC = 0+117.287 PI = 0+379.173 PT = 0+534.523	RAMP_FE-3 $\Delta = 11^\circ 05' 38.026''$ (RT) R = 450.000m T = 43.702m L = 87.131m E = 2.117m PC = 0+224.424 PI = 0+268.126 PT = 0+311.555	RAMP_GH-2 $\Delta = 8^\circ 03' 30.716''$ (LT) R = 450.000m T = 31.698m L = 63.292m E = 1.115m PC = 0+199.857 PI = 0+231.555 PT = 0+263.148
RAMP_A-1 $\Delta = 58^\circ 10' 38.676''$ (LT) R = 279.400m T = 155.440m L = 283.693m E = 40.328m PC = 0+000.000 PI = 0+155.440 PT = 0+283.699	RAMP_B-2 $\Delta = 40^\circ 44' 39.413''$ (RT) R = 450.000m T = 167.104m L = 320.005m E = 30.025m PC = 0+749.292 PI = 0+916.397 PT = 1+069.297	RAMP_C-2 $\Delta = 73^\circ 22' 23.285''$ (RT) R = 550.000m T = 409.757m L = 704.332m E = 135.858m PC = 1+046.864 PI = 1+456.621 PT = 1+751.196	RAMP_D-2 $\Delta = 96^\circ 56' 05.262''$ (RT) R = 450.000m T = 508.050m L = 761.324m E = 228.686m PC = 0+534.523 PI = 1+402.573 PT = 1+295.847
RAMP_A-2 $\Delta = 86^\circ 23' 55.054''$ (RT) R = 450.000m T = 422.568m L = 678.573m E = 167.304m PC = 0+306.181 PI = 0+728.749 PT = 0+984.754	RAMP_B-3 $\Delta = 47^\circ 07' 46.807''$ (RT) R = 180.000m T = 78.509m L = 148.062m E = 16.376m PC = 1+152.617 PI = 1+231.126 PT = 1+300.680	RAMP_C-3 $\Delta = 27^\circ 50' 51.148''$ (RT) R = 160.000m T = 39.666m L = 77.765m E = 4.844m PC = 1+751.196 PI = 1+790.862 PT = 1+828.961	RAMP_FE-1 $\Delta = 23^\circ 25' 07.481''$ (LT) R = 304.800m T = 63.173m L = 124.582m E = 1.567m PC = 0+000.000 PI = 0+063.173 PT = 0+124.582
RAMP_B-1 $\Delta = 1^\circ 59' 16.417''$ (LT) R = 1,310.800m T = 22.742m L = 45.479m E = 0.197m PC = 0+501.603 PI = 0+524.344 PT = 0+547.081	RAMP_B-4 $\Delta = 87^\circ 34' 01.108''$ (RT) R = 180.000m T = 172.514m L = 275.100m E = 69.321m PC = 1+316.454 PI = 1+488.968 PT = 1+591.554	RAMP_C-4 $\Delta = 81^\circ 19' 26.184''$ (RT) R = 272.200m T = 233.815m L = 386.353m E = 86.634m PC = 1+316.454 PI = 2+093.118 PT = 2+245.656	RAMP_FE-2 $\Delta = 5^\circ 36' 47.376''$ (RT) R = 450.000m T = 22.060m L = 44.086m E = 0.540m PC = 0+180.338 PI = 0+202.399 PT = 0+224.424
RAMP_GH-1 $\Delta = 4^\circ 49' 20.925''$ (RT) R = 354.800m T = 14.940m L = 29.863m E = 0.314m PC = 0+000.000 PI = 0+014.940 PT = 0+029.863	RAMP_GH-3 $\Delta = 6^\circ 24' 06.574''$ (RT) R = 1,770.800m T = 99.031m L = 197.857m E = 2.767m PC = 0+449.314 PI = 0+548.346 PT = 0+647.171	RAMP_GH-4 $\Delta = 10^\circ 24' 29.989''$ (LT) R = 450.000m T = 40.986m L = 81.747m E = 1.863m PC = 0+719.171 PI = 0+760.157 PT = 0+800.918	RAMP_GH-5 $\Delta = 11^\circ 10' 42.906''$ (RT) R = 354.800m T = 34.722m L = 69.223m E = 1.693m PC = 0+837.421 PI = 0+932.143 PT = 0+966.644

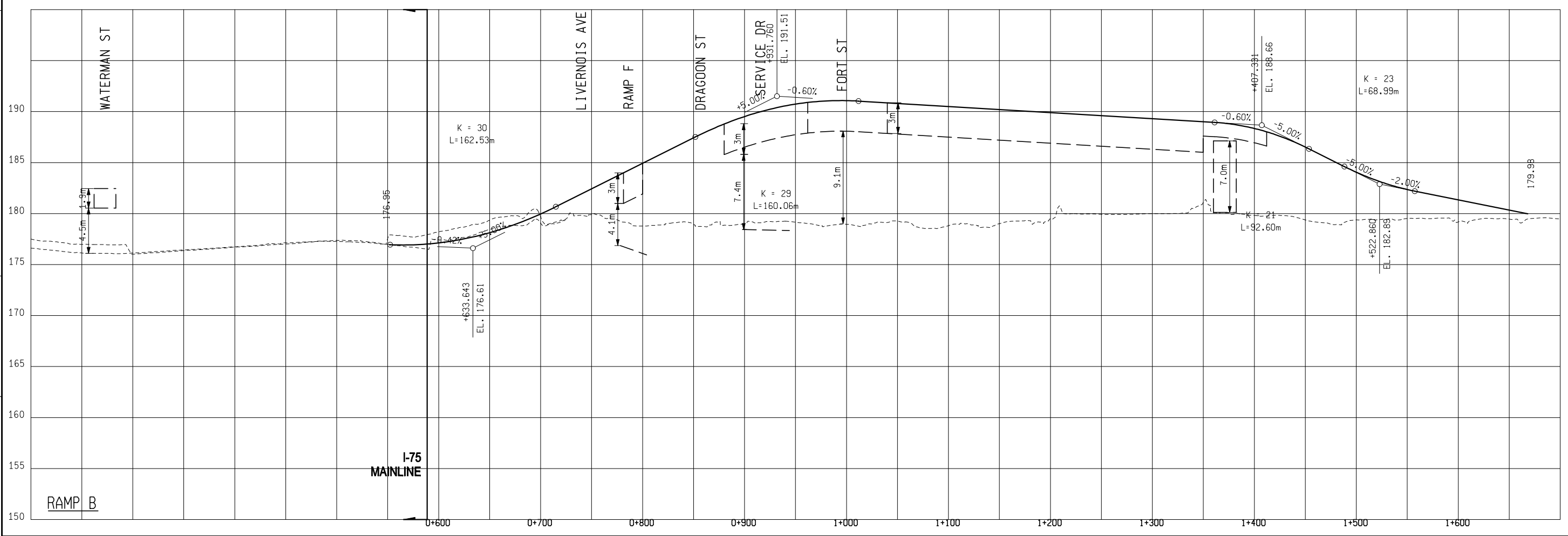
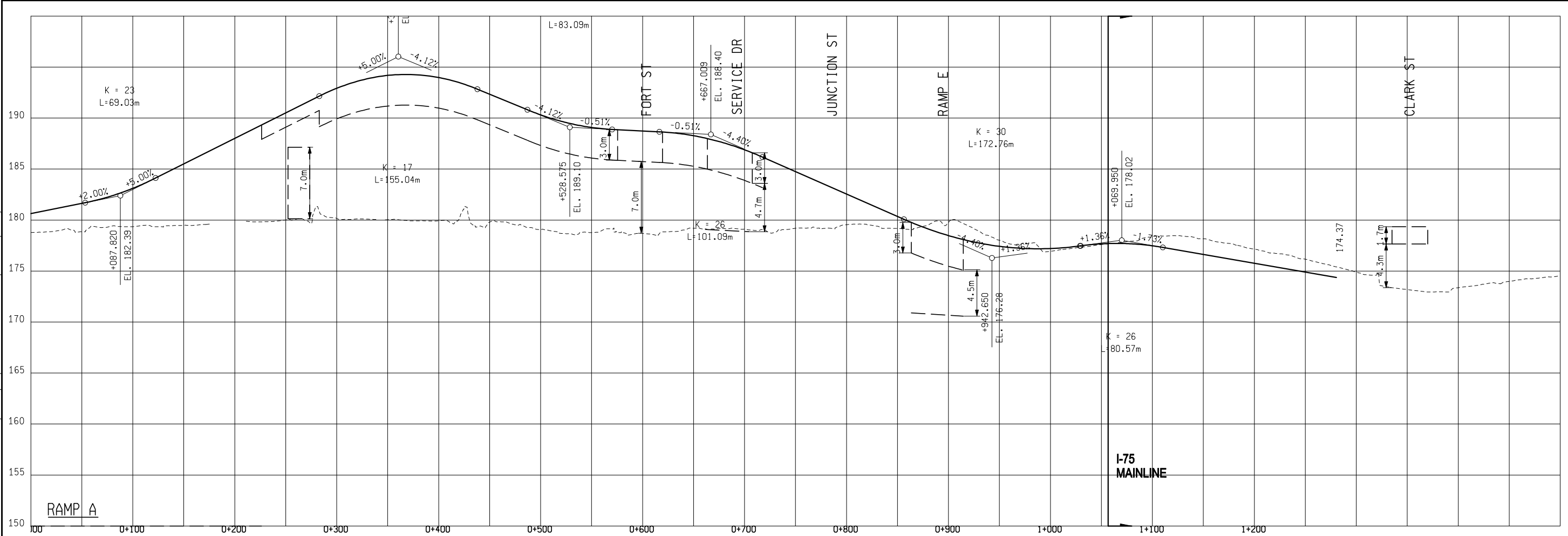
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- ESTIMATED EXISTING ROW
- ROW IMPACT
- ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- 1-5 RETAINING WALL NUMBER
- UTILITY CORRIDOR

0 50 100 200m 300m

DRAWING SCALE 1:5000

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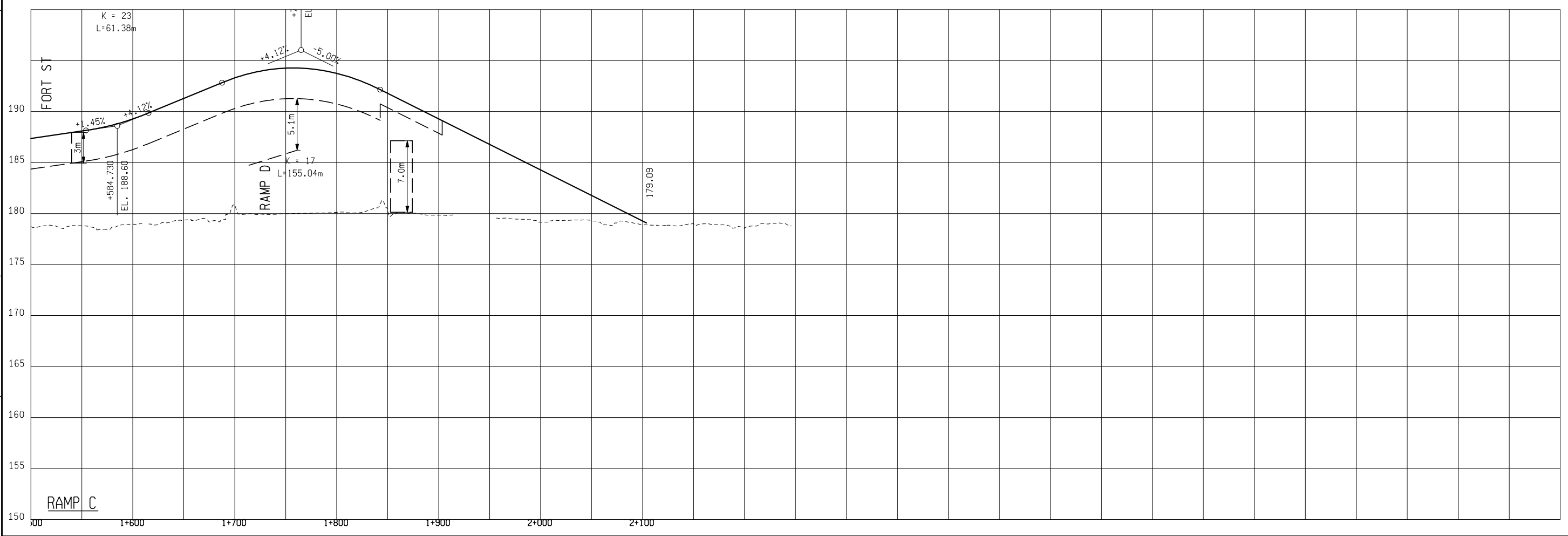
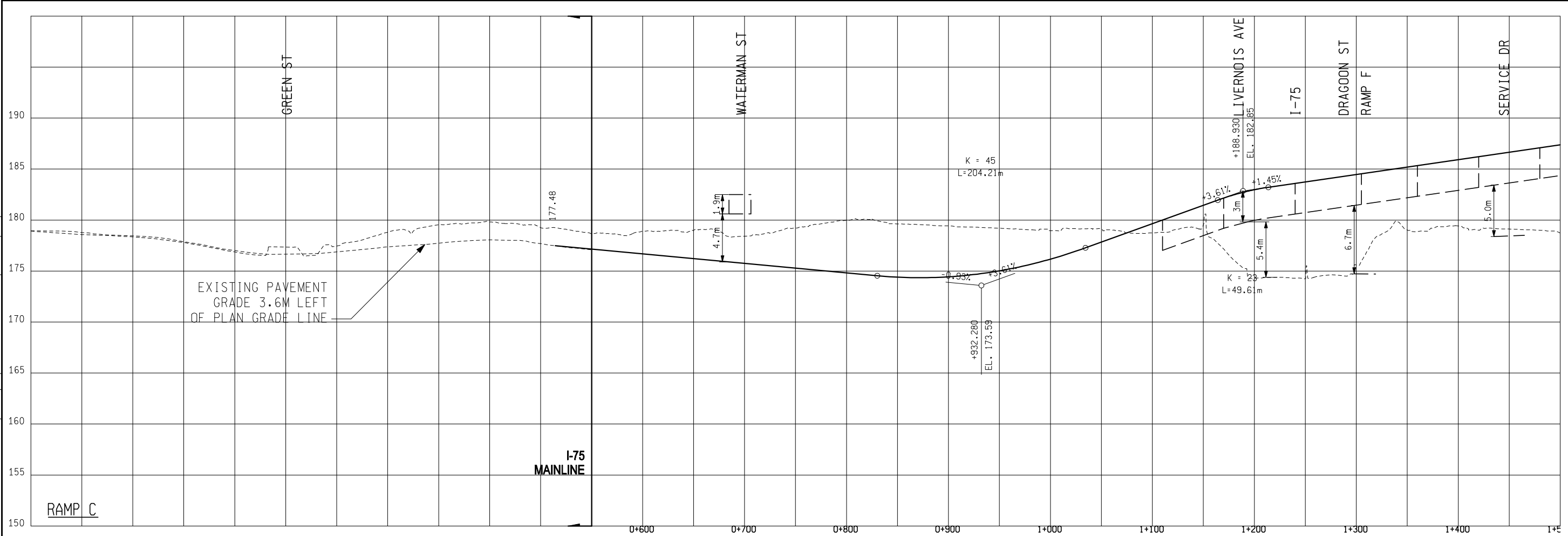
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AUTH	DATE
	REVISION

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RAMPS A & B			
DATE	SCALE	CONT. SEC.	
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AUTH	DATE
NO.	REVISION

ALTERNATE 5 - INTERCHANGE E - PLAZA P-a Mod		DESIGN UNIT
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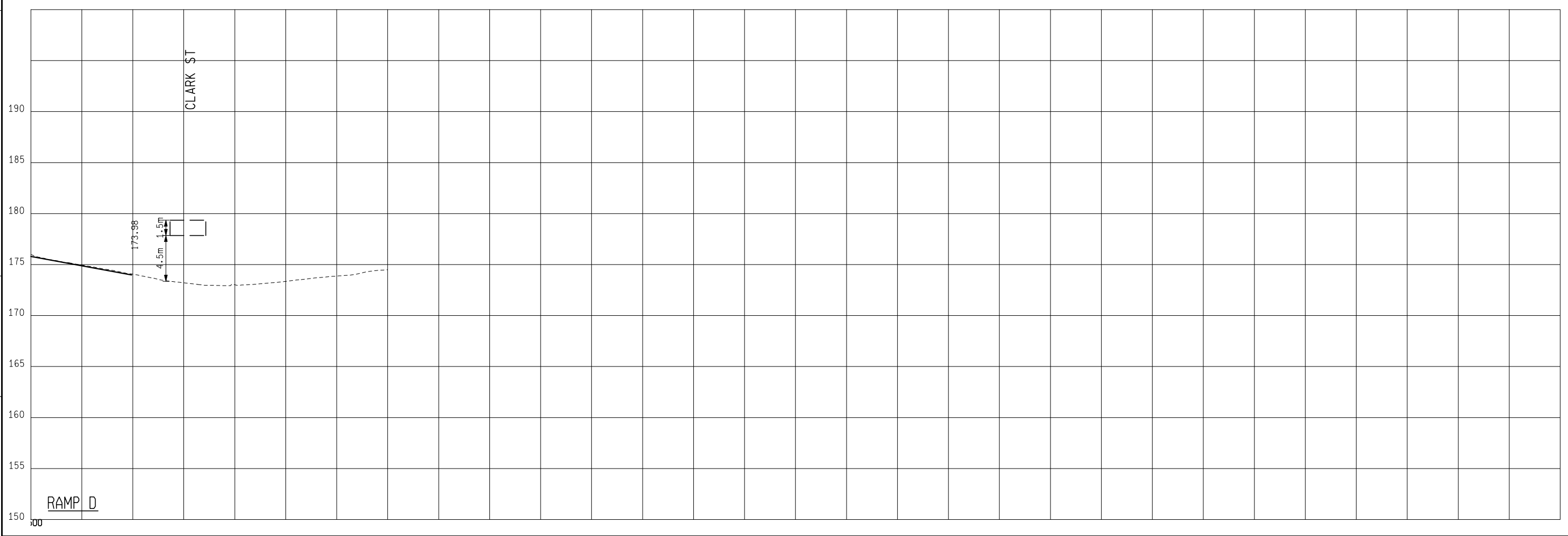
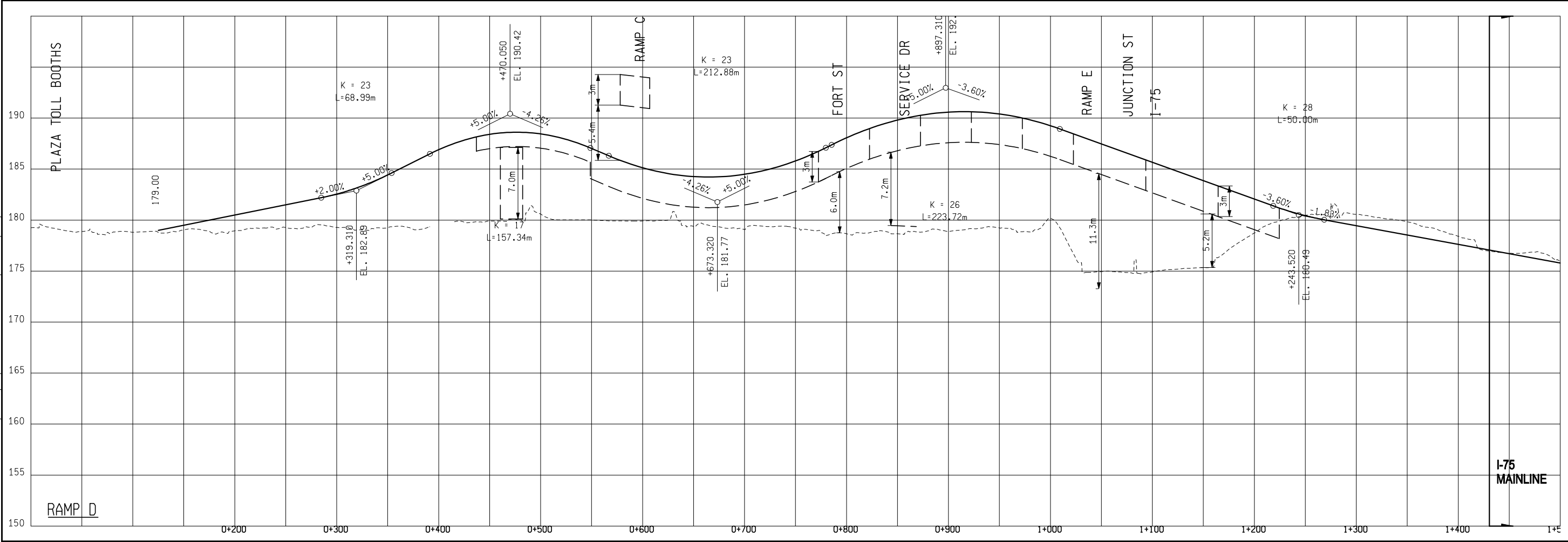
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AUTH	DATE
	REVISION

ALTERNATE 5 - INTERCHANGE E - PLAZA P-a Mod	
RAMP D	
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CONT. SEC.	JOB NO.
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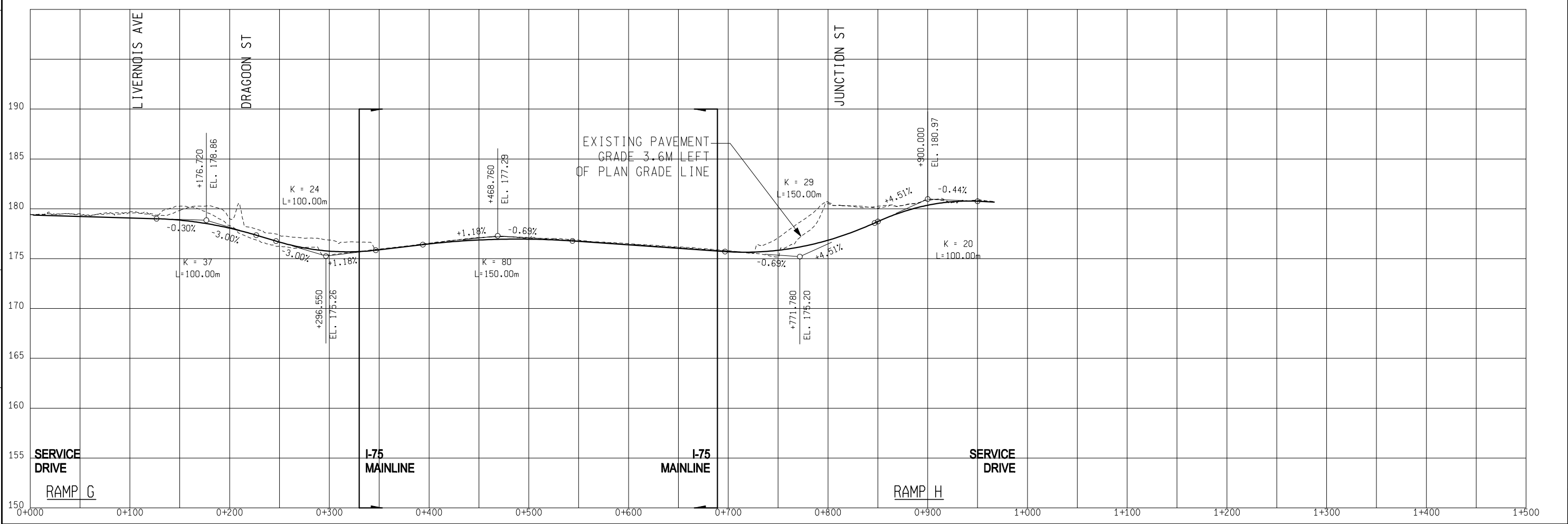
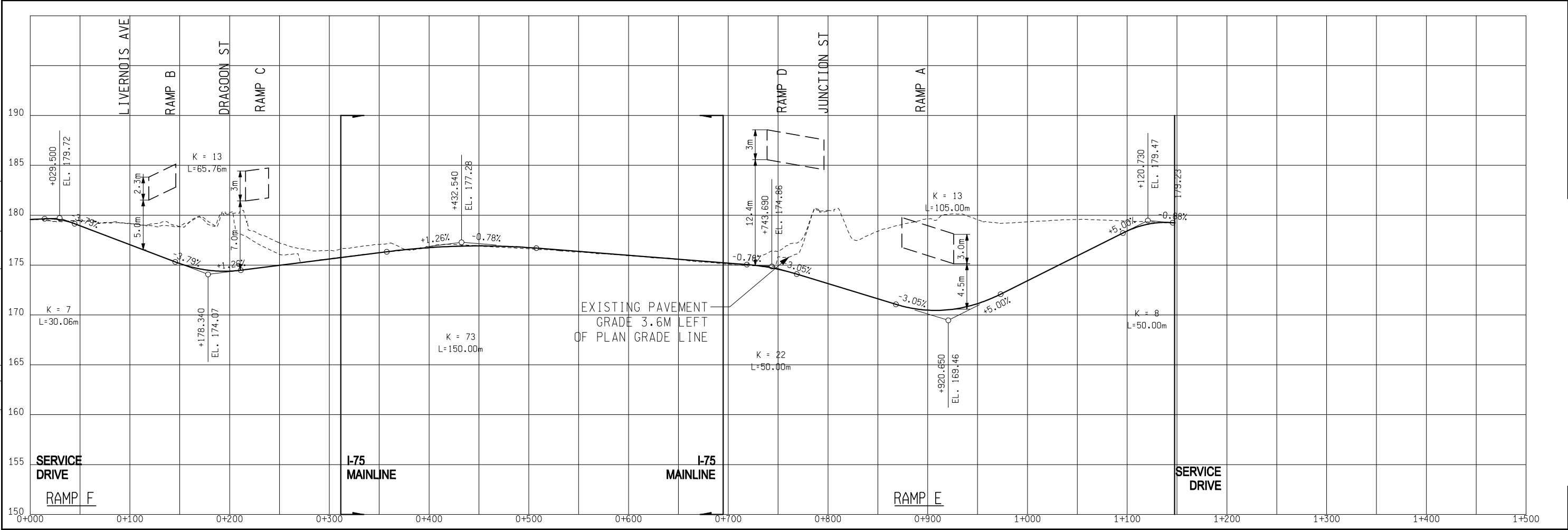
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AUTH	DATE
NO.	REVISION

ALTERNATE 5 - INTERCHANGE E - PLAZA P-a Mod
RAMP E, F, G & H

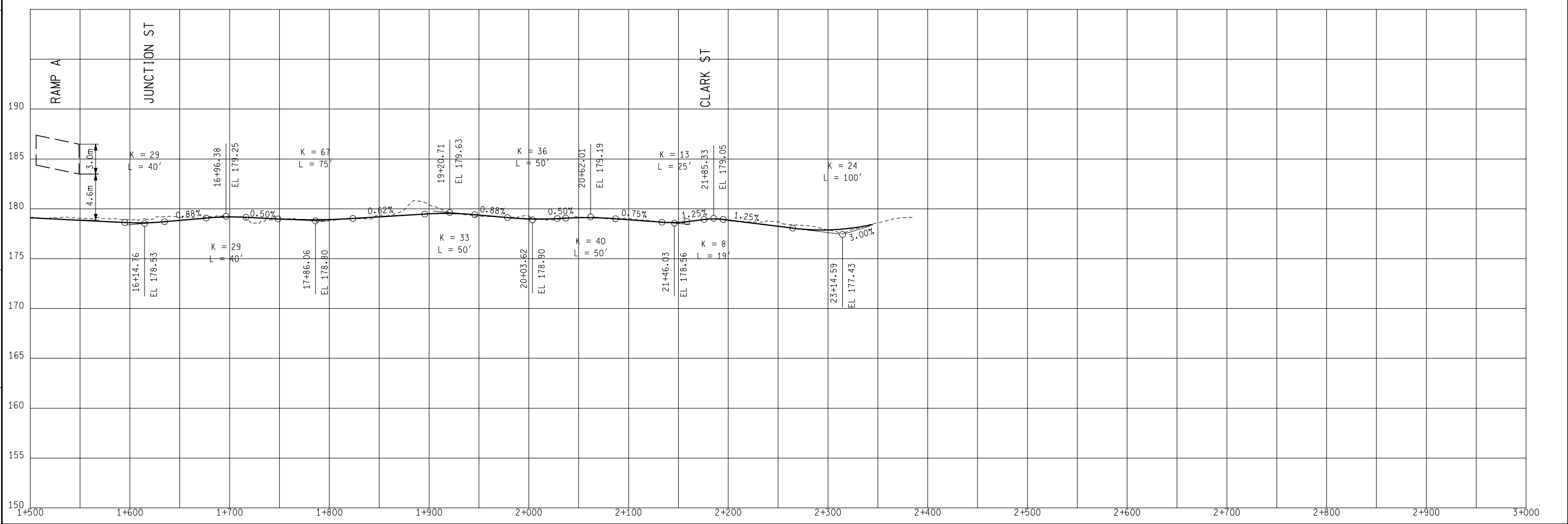
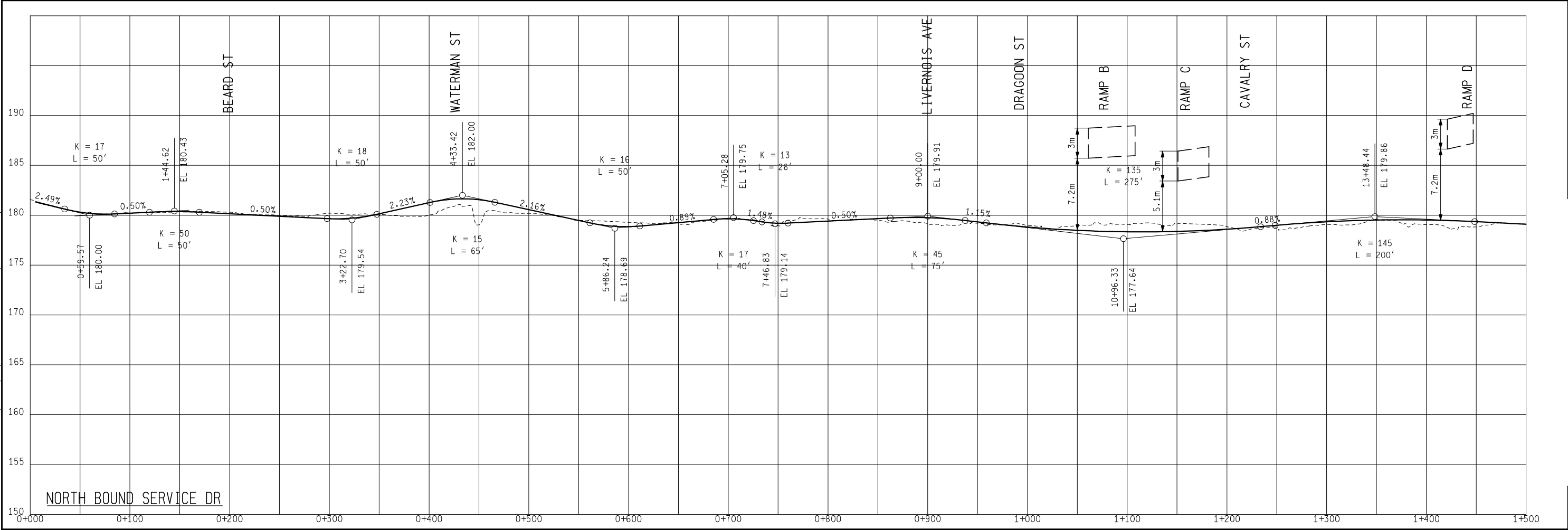
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ALTERNATE 5 - INTERCHANGE E - PLAZA P-a Mod
NB SERVICE DR

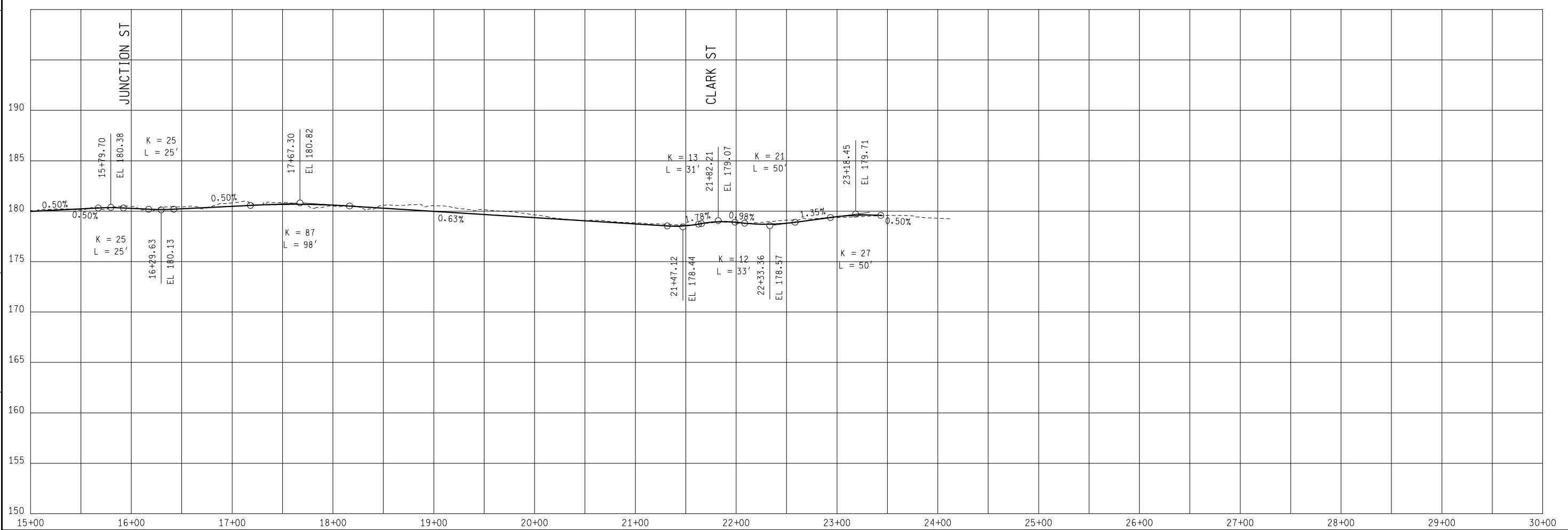
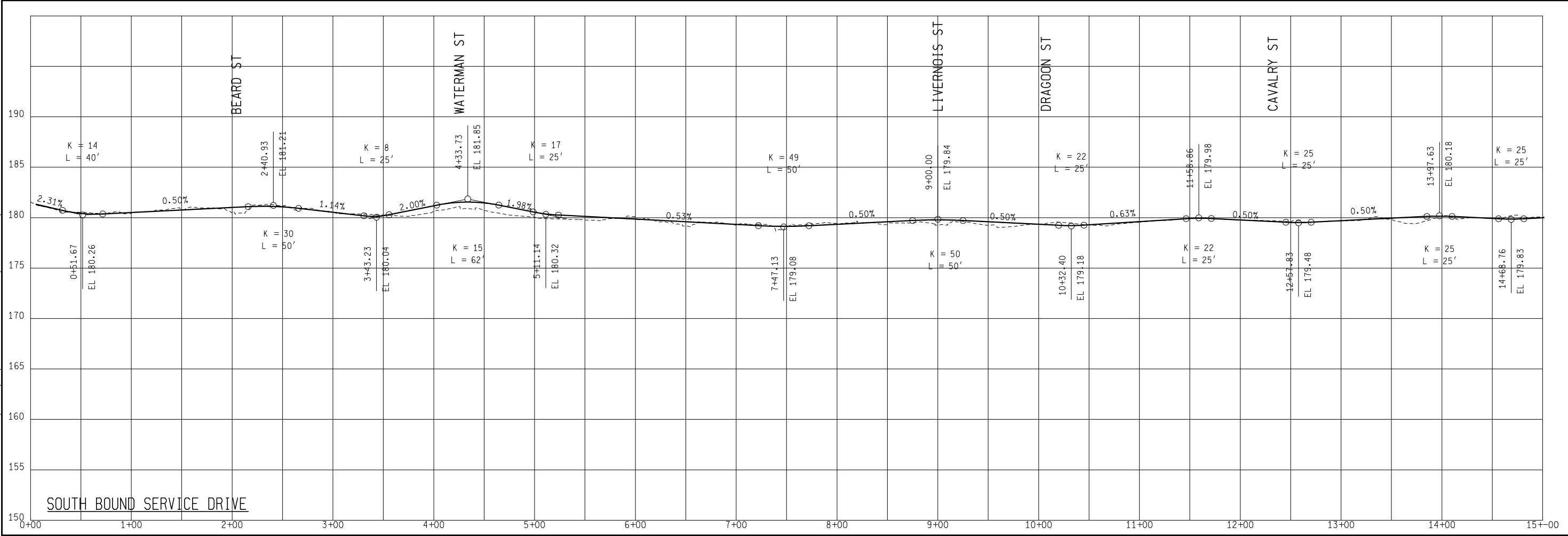
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NO.	REVISION

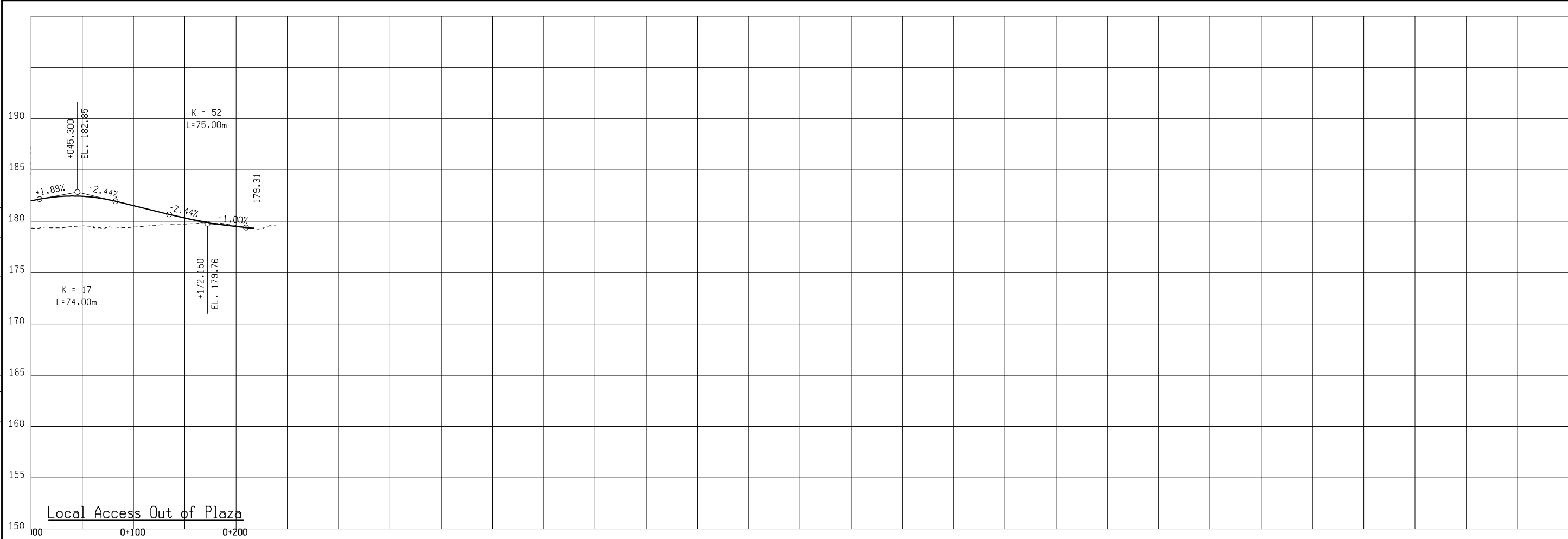
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SB SERVICE DR		JOB NO.
DATE	CONT. SEC.	SCALE
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AUTH	DATE
	REVISION

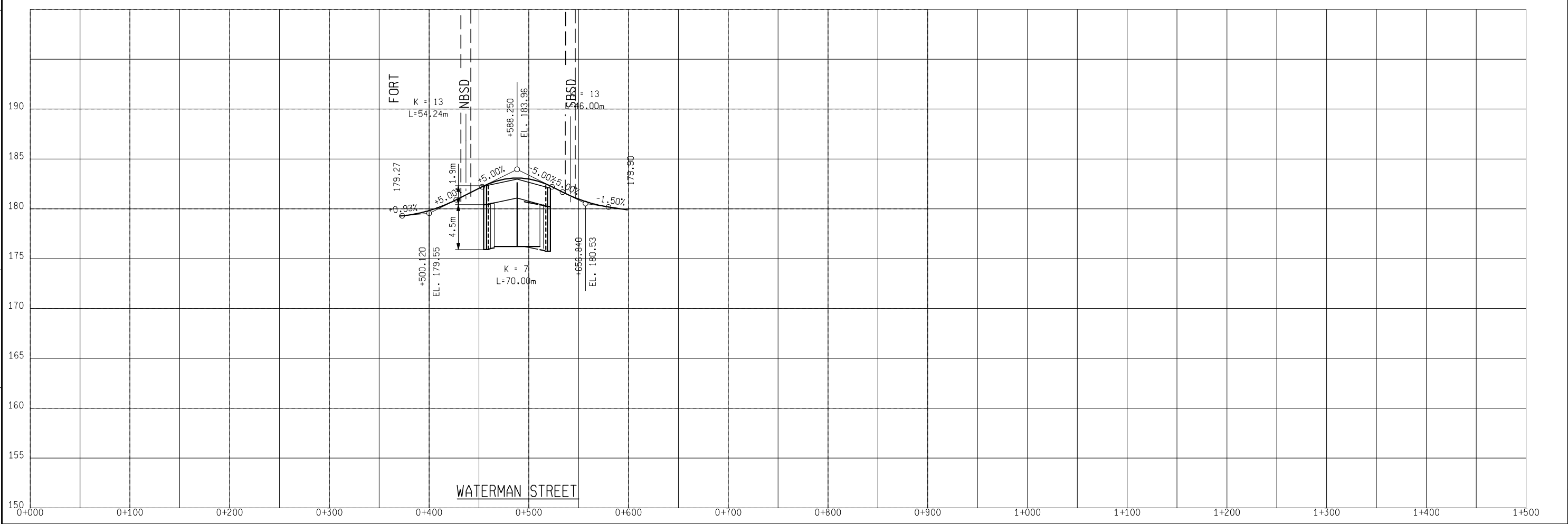
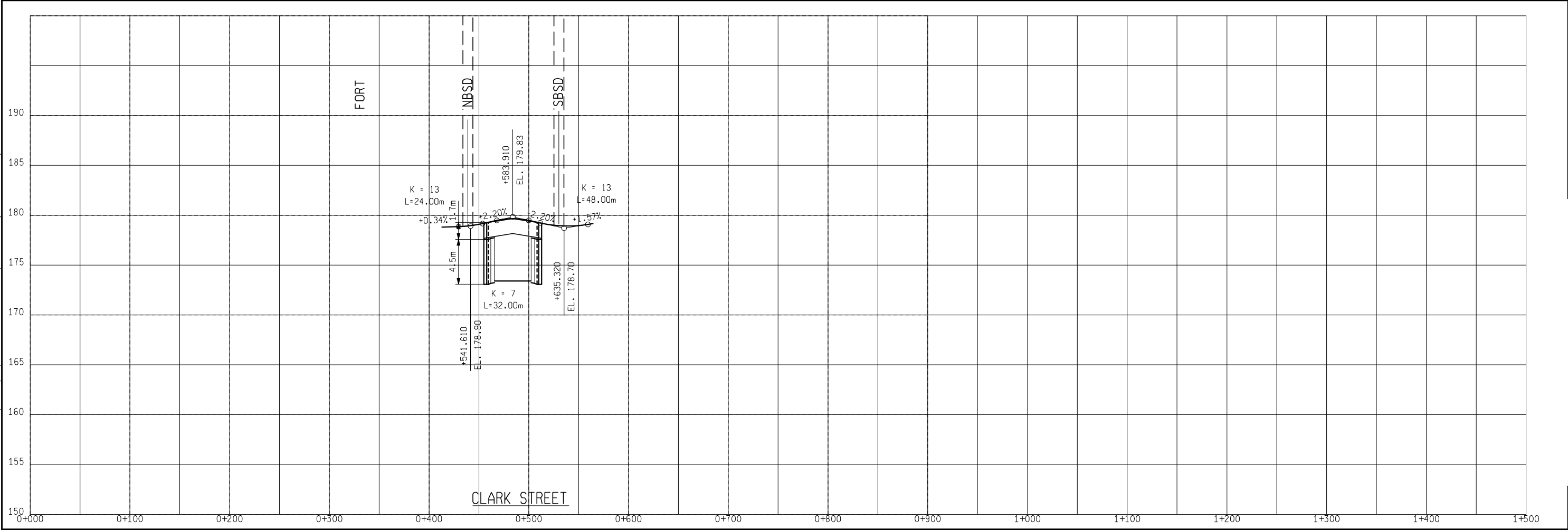
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LOCAL PLAZA ACCESS RAMPS	
DATE	JOB NO.
SCALE	CONT. SEC.
HORIZ. 1" = 1'	DESIGN UNIT
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FINAL R.O.W.	
AUTH	REVISION
DATE	

ALTERNATE 5 - INTERCHANGE E - PLAZA P-a Mod	
CROSSING ROADS (CLARK STREET AND WATERMAN STREET)	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	
VERT. 1" = 1'	

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ALTERNATIVE 7, INTERCHANGE A, PLAZA P-c, CROSSING X-11



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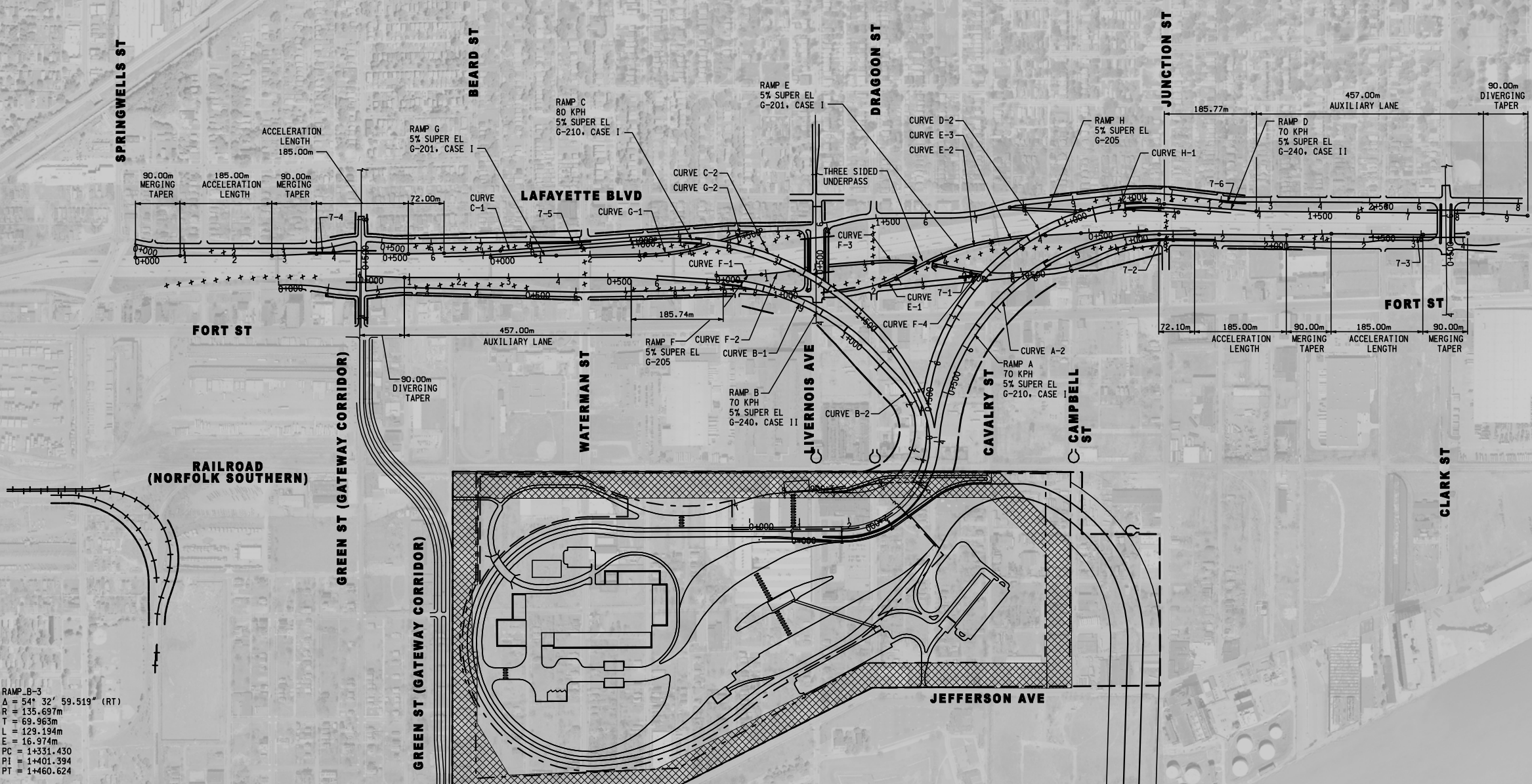
LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- - - - ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- 1-5 RETAINING WALL NUMBER
- UTILITY CORRIDOR

0 50 100 150 200 300m
DRAWING SCALE 1:5000

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ALTERNATIVE 7, INTERCHANGE A, PLAZA P-c, CROSSING X-11



RAMP_A-1
 $\Delta = 86^\circ 22' 19.931''$ (LT)
 R = 197.000m
 T = 184.905m
 L = 296.973m
 E = 73.183m
 PC = 0+097.768
 PI = 0+282.673
 PT = 0+394.741

RAMP_B-3
 $\Delta = 54^\circ 32' 59.519''$ (RT)
 R = 135.697m
 T = 69.963m
 L = 129.194m
 E = 16.974m
 PC = 1+331.430
 PI = 1+401.394
 PT = 1+460.624

RAMP_A-2
 $\Delta = 86^\circ 13' 18.192''$ (RT)
 R = 450.000m
 T = 421.263m
 L = 677.184m
 E = 166.411m
 PC = 0+394.741
 PI = 0+816.004
 PT = 1+071.925

RAMP_B-4
 $\Delta = 17^\circ 24' 29.806''$ (LT)
 R = 400.000m
 T = 61.238m
 L = 121.533m
 E = 4.660m
 PC = 1+551.821
 PI = 1+613.059
 PT = 1+673.354

RAMP_B-1
 $\Delta = 43^\circ 06' 12.719''$ (RT)
 R = 456.610m
 T = 180.340m
 L = 343.507m
 E = 34.323m
 PC = 0+730.638
 PI = 0+910.978
 PT = 1+074.145

RAMP_C-1
 $\Delta = 3^\circ 15' 09.278''$ (LT)
 R = 2,000.000m
 T = 56.783m
 L = 113.536m
 E = 0.806m
 PC = 0+622.154
 PI = 1+749.163
 PT = 0+735.690

RAMP_C-3
 $\Delta = 17^\circ 46' 01.434''$ (RT)
 R = 240.000m
 T = 70.448m
 L = 143.423m
 E = 0.806m
 PC = 1+711.651
 PI = 0+956.838
 PT = 1+786.073

RAMP_D-1
 $\Delta = 47^\circ 31' 40.779''$ (LT)
 R = 160.000m
 T = 70.448m
 L = 132.723m
 E = 14.823m
 PC = 0+181.759
 PI = 0+252.208
 PT = 0+314.482

RAMP_D-3
 $\Delta = 94^\circ 59' 31.006''$ (RT)
 R = 457.000m
 T = 498.658m
 L = 757.670m
 E = 219.394m
 PC = 0+458.181
 PI = 0+236.595
 PT = 1+215.851

RAMP_E-2
 $\Delta = 17^\circ 20' 24.486''$ (RT)
 R = 450.004m
 T = 68.620m
 L = 136.190m
 E = 5.202m
 PC = 0+167.975
 PI = 0+045.365
 PT = 0+304.166

RAMP_F-1
 $\Delta = 3^\circ 58' 22.368''$ (LT)
 R = 1,307.972m
 T = 45.365m
 L = 90.695m
 E = 0.786m
 PC = 0+000.000
 PI = 0+045.365
 PT = 0+090.695

RAMP_F-4
 $\Delta = 13^\circ 37' 12.063''$ (LT)
 R = 354.800m
 T = 42.370m
 L = 84.341m
 E = 2.521m
 PC = 0+515.659
 PI = 0+558.029
 PT = 0+600.000

RAMP_H-1
 $\Delta = 4^\circ 13' 21.969''$ (RT)
 R = 1,224.662m
 T = 45.150m
 L = 90.259m
 E = 0.832m
 PC = 0+227.596
 PI = 0+272.746
 PT = 0+317.855

RAMP_B-2
 $\Delta = 78^\circ 24' 20.187''$ (RT)
 R = 120.000m
 T = 97.879m
 L = 164.212m
 E = 34.856m
 PC = 1+167.218
 PI = 1+265.097
 PT = 1+331.430

RAMP_C-2
 $\Delta = 69^\circ 03' 28.735''$ (RT)
 R = 550.000m
 T = 378.414m
 L = 662.909m
 E = 117.606m
 PC = 1+048.742
 PI = 1+427.156
 PT = 1+711.651

RAMP_C-4
 $\Delta = 96^\circ 50' 42.492''$ (RT)
 R = 184.308m
 T = 207.755m
 L = 311.529m
 E = 93.418m
 PC = 1+786.073
 PI = 1+993.829
 PT = 2+097.602

RAMP_D-2
 $\Delta = 42^\circ 39' 34.538''$ (LT)
 R = 193.000m
 T = 75.363m
 L = 143.698m
 E = 14.192m
 PC = 0+314.482
 PI = 0+389.846
 PT = 0+458.181

RAMP_E-1
 $\Delta = 7^\circ 29' 13.141''$ (LT)
 R = 274.800m
 T = 17.980m
 L = 35.909m
 E = 0.588m
 PC = 0+059.450
 PI = 0+077.430
 PT = 0+095.359

RAMP_E-3
 $\Delta = 2^\circ 26' 34.521''$ (RT)
 R = 1,793.656m
 T = 53.907m
 L = 107.781m
 E = 0.810m
 PC = 0+304.166
 PI = 0+123.913
 PT = 0+157.118

RAMP_F-2
 $\Delta = 2^\circ 54' 12.185''$ (LT)
 R = 1,310.800m
 T = 33.219m
 L = 66.423m
 E = 0.421m
 PC = 0+090.695
 PI = 0+123.913
 PT = 0+157.118

RAMP_G-1
 $\Delta = 16^\circ 21' 51.388''$ (LT)
 R = 450.000m
 T = 64.703m
 L = 128.525m
 E = 4.628m
 PC = 0+312.097
 PI = 0+376.800
 PT = 0+440.622

RAMP_G-2
 $\Delta = 10^\circ 06' 07.627''$ (RT)
 R = 274.800m
 T = 24.289m
 L = 48.451m
 E = 1.071m
 PC = 0+501.549
 PI = 0+525.837
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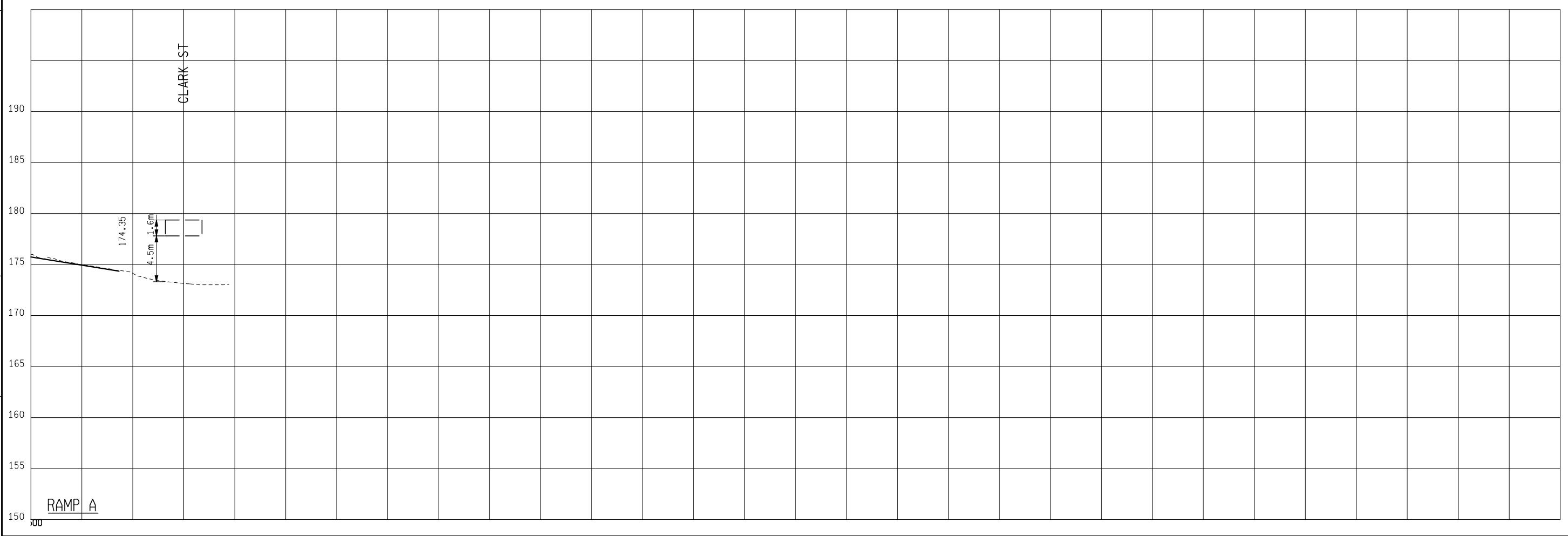
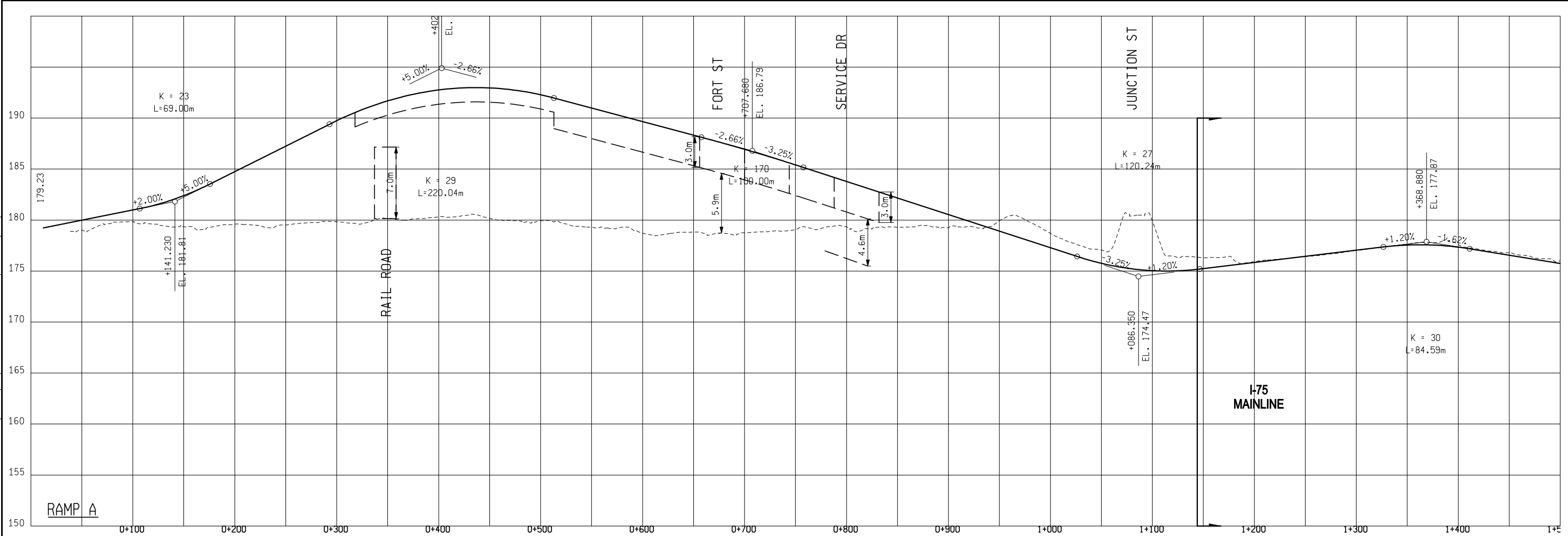
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LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ***** ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- 1-5 RETAINING WALL NUMBER
- UTILITY CORRIDOR

0 50 100 150 200 300m
 DRAWING SCALE 1:5000

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AUTH	DATE
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RAMP A

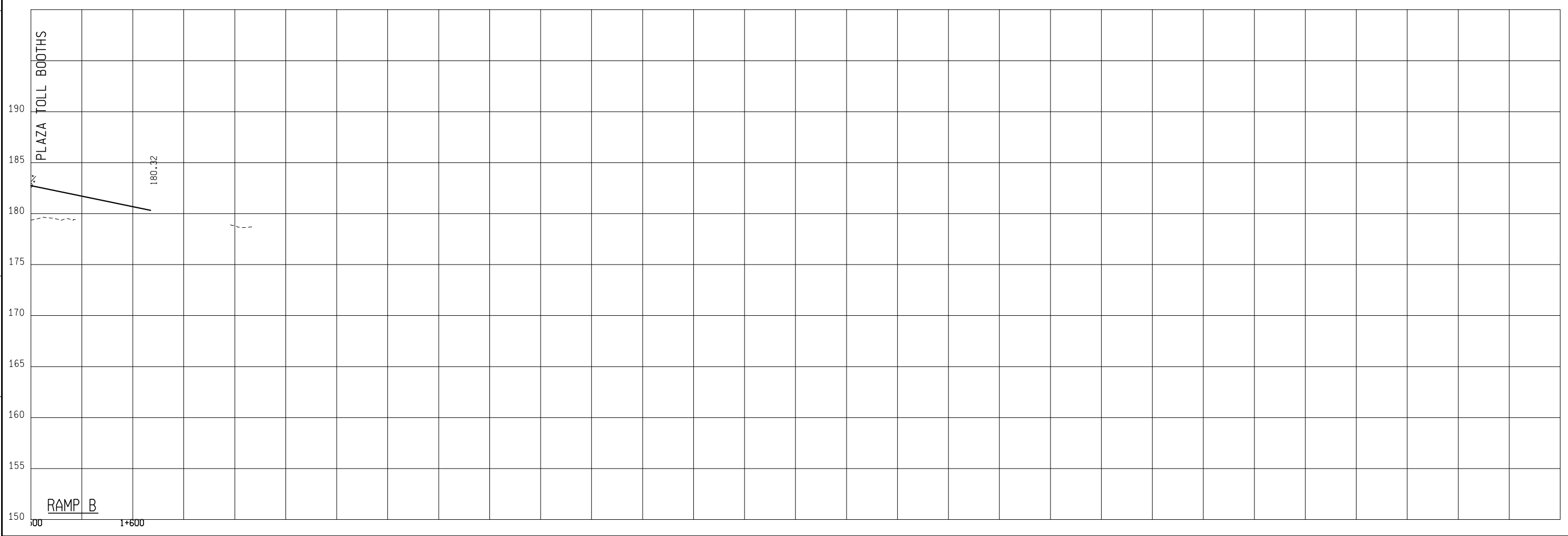
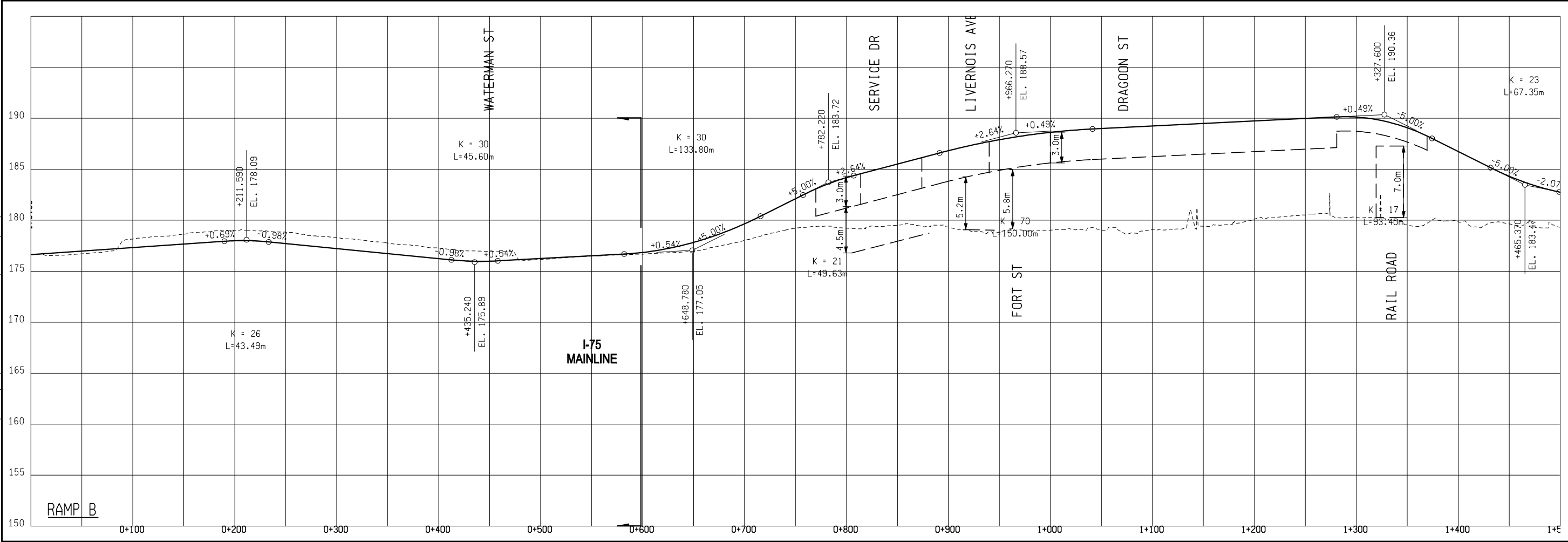
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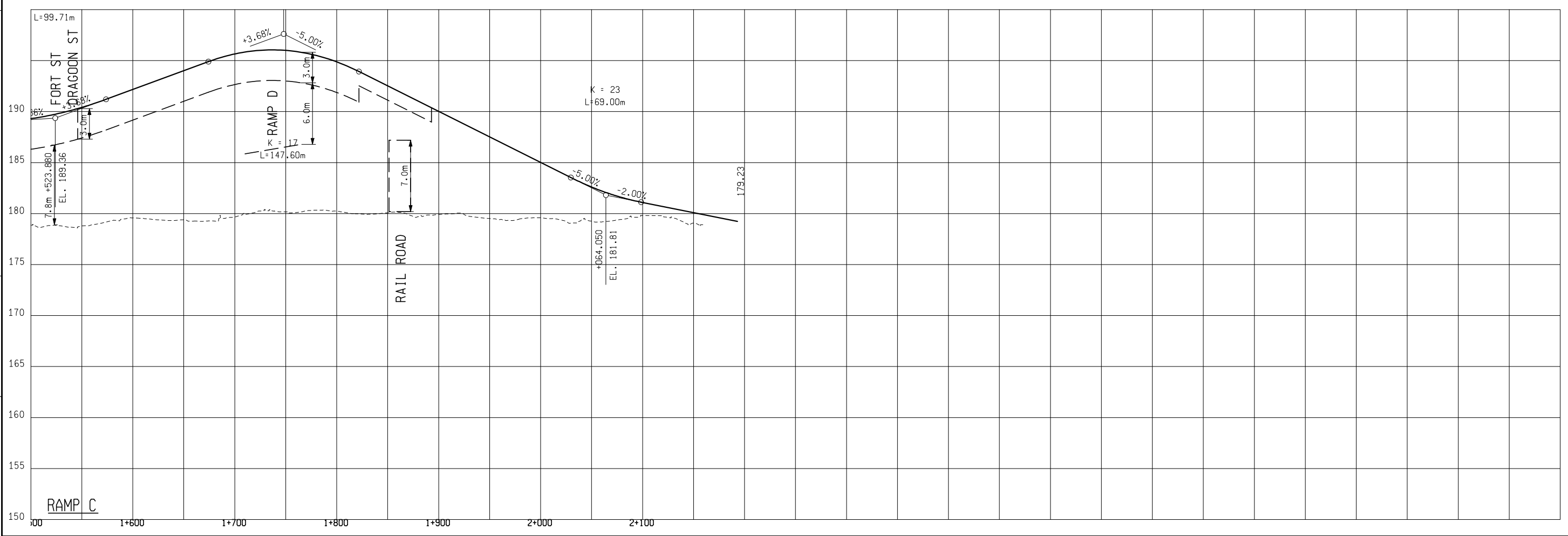
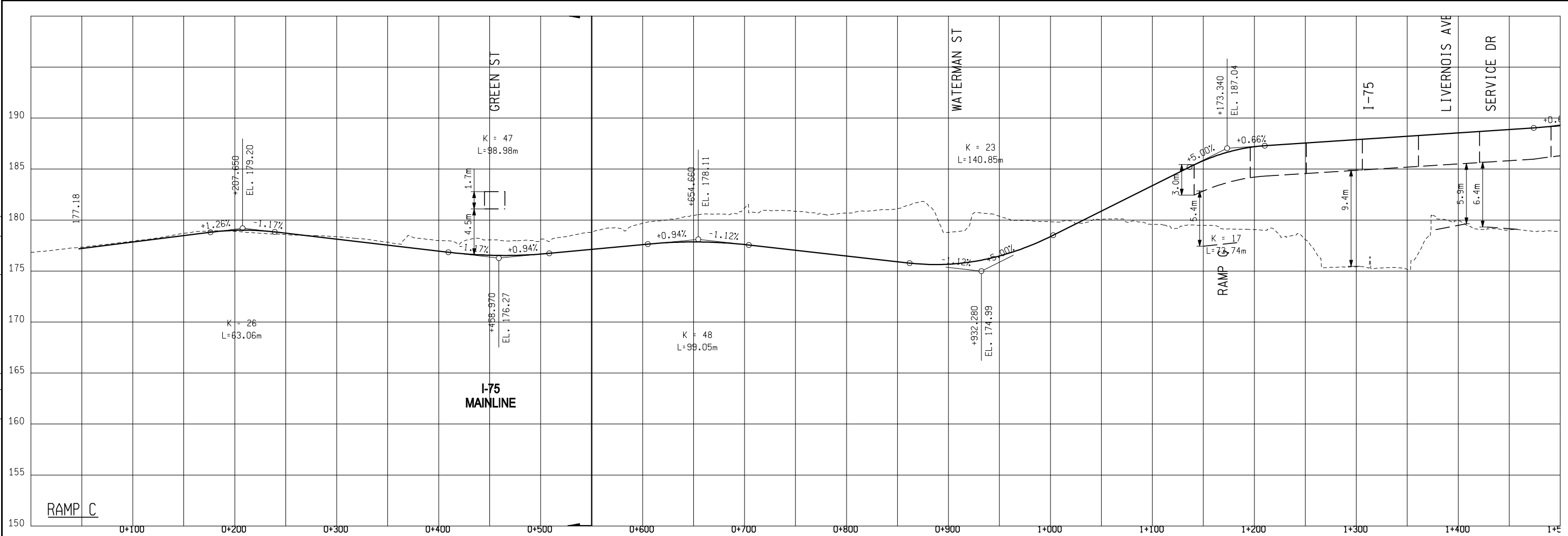
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RAMP B		JOB NO.	
DATE	SCALE	CONT. SEC.	DESIGN UNIT
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AUTH	DATE
NO.	REVISION

ALTERNATE 7 - INTERCHANGE A - PLAZA P-C
RAMP C

DATE	SCALE	JOB NO.	DESIGN UNIT
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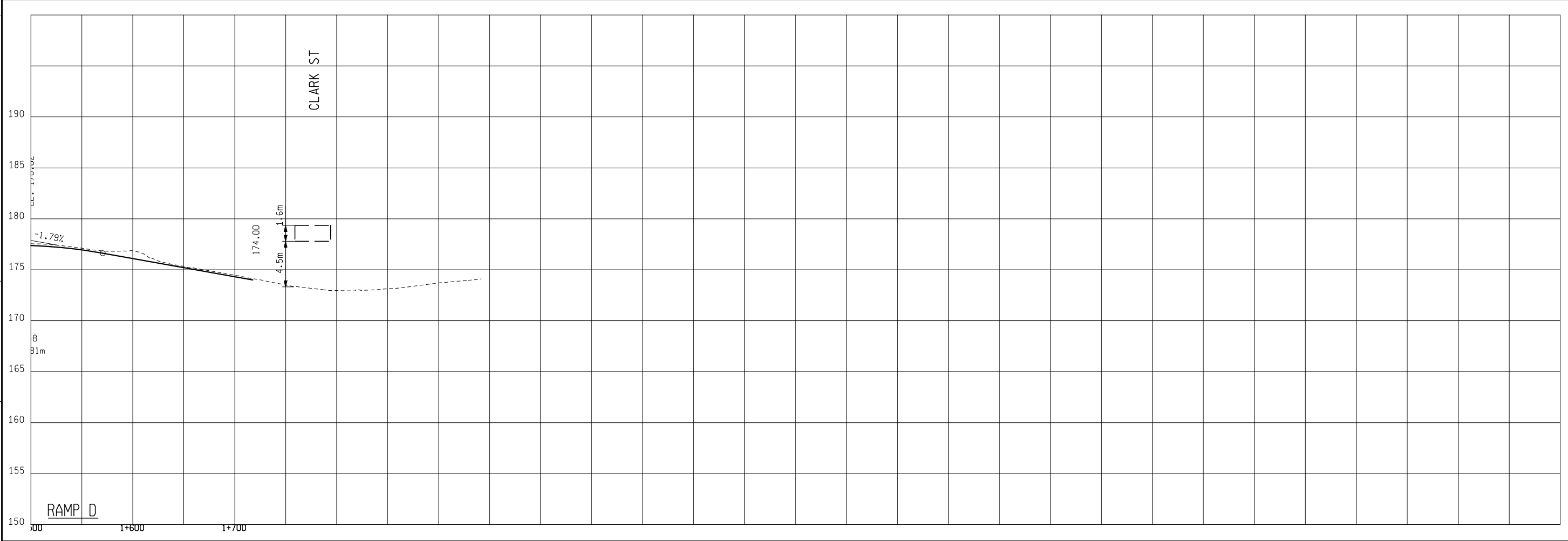
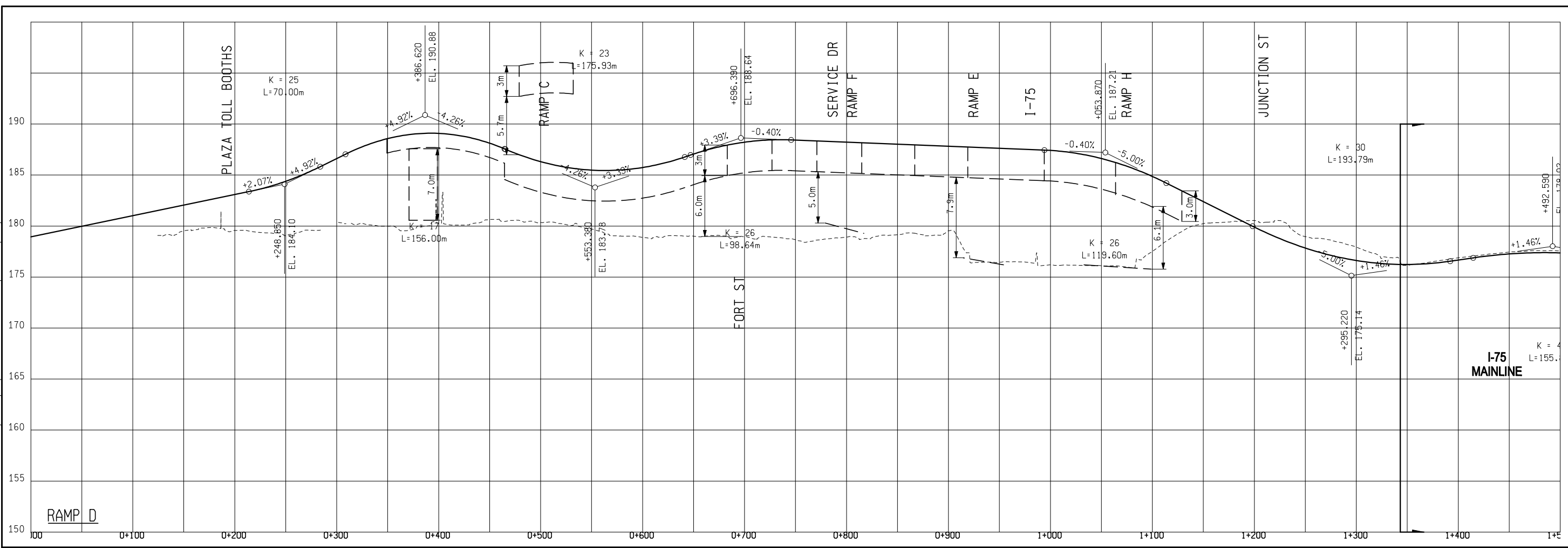
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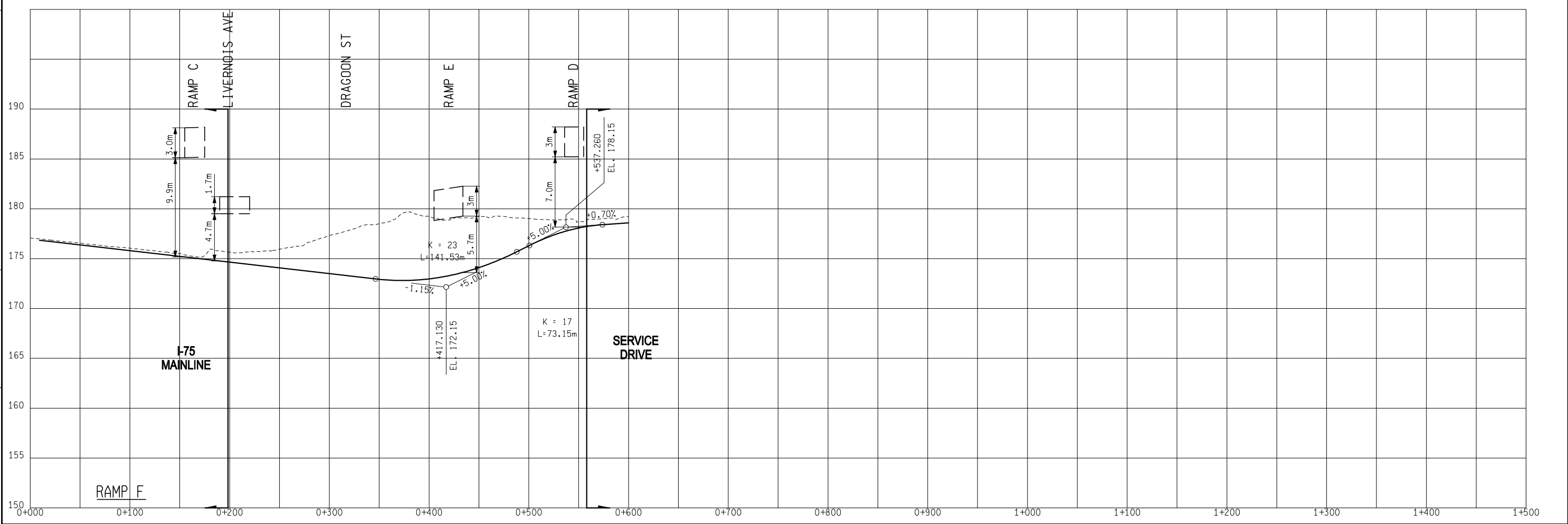
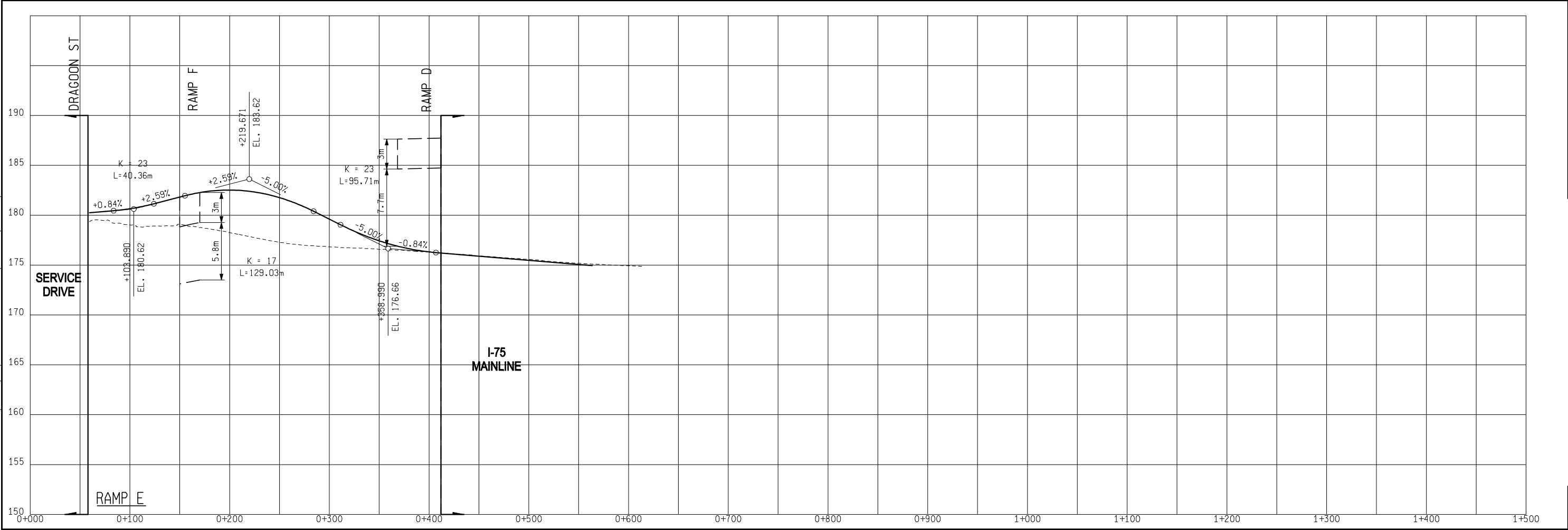
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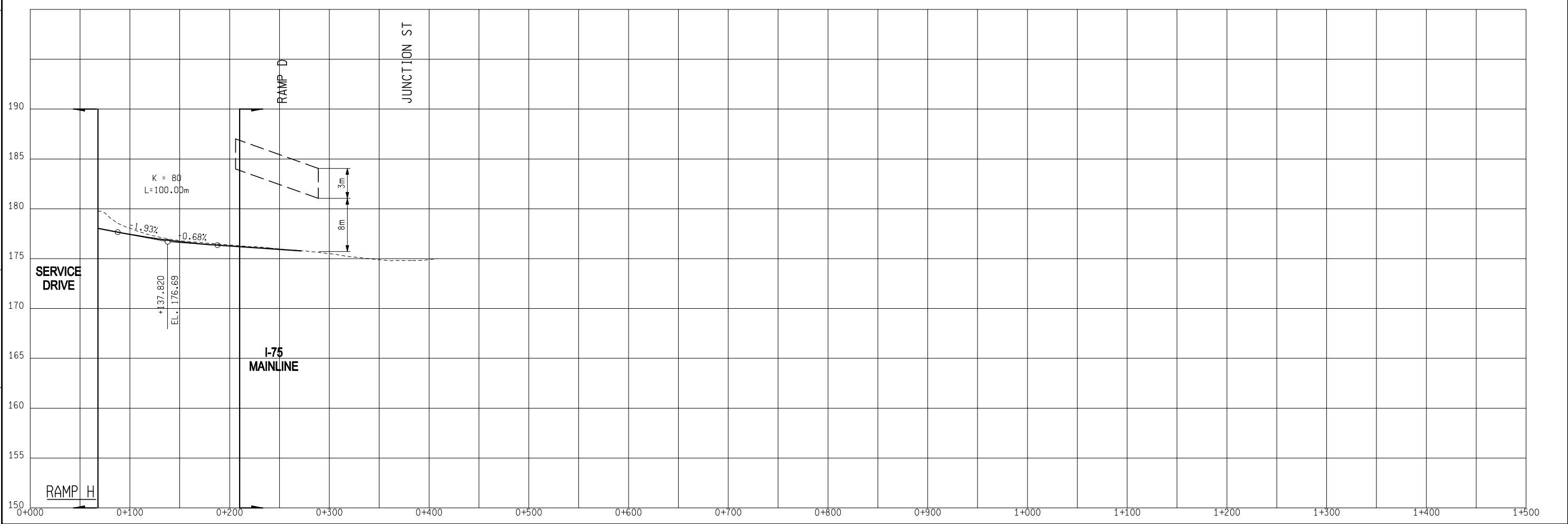
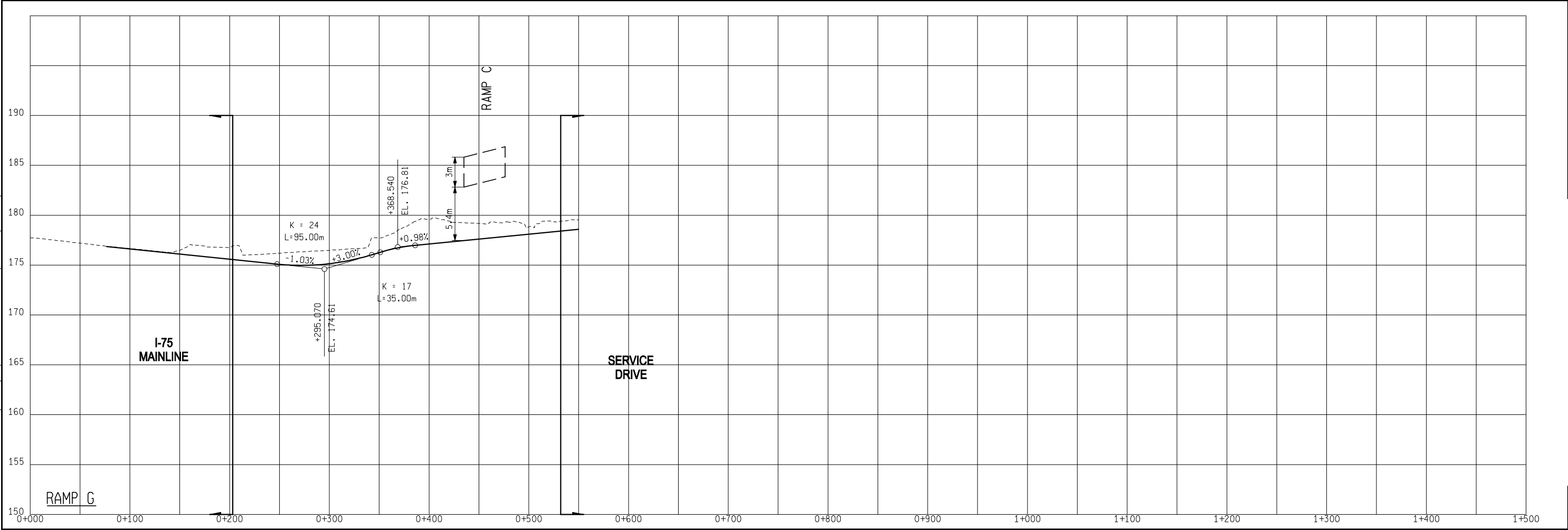
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RAMPS E & F		DESIGN UNIT	
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AUTH	DATE
	REVISION

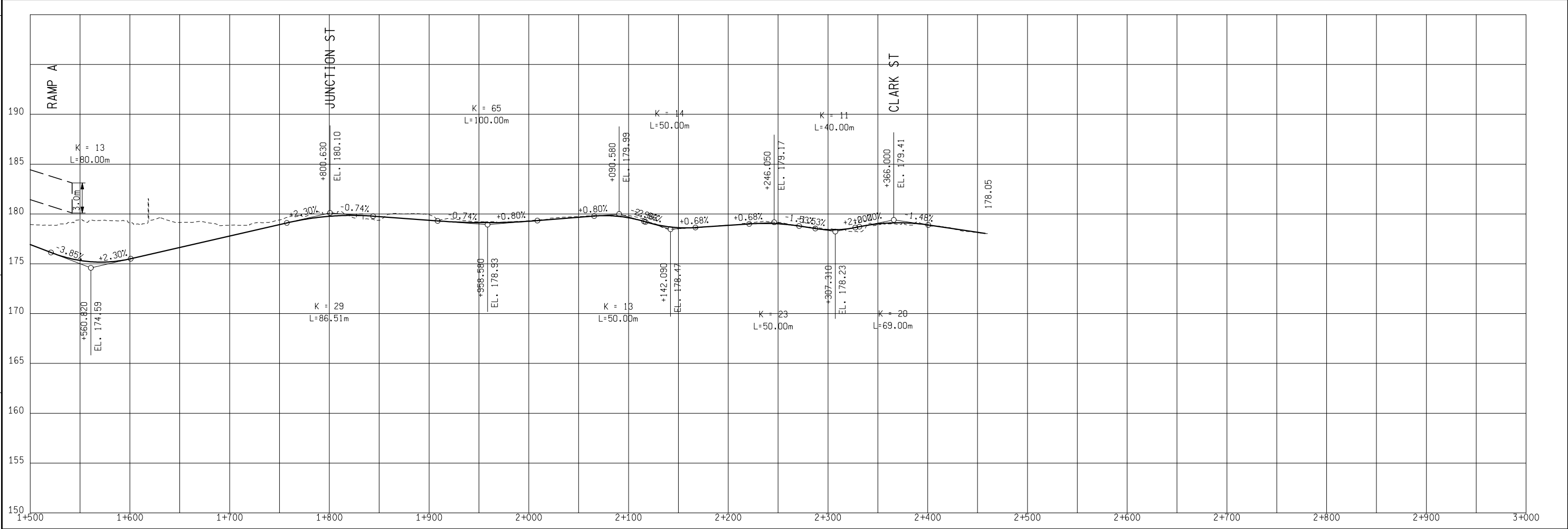
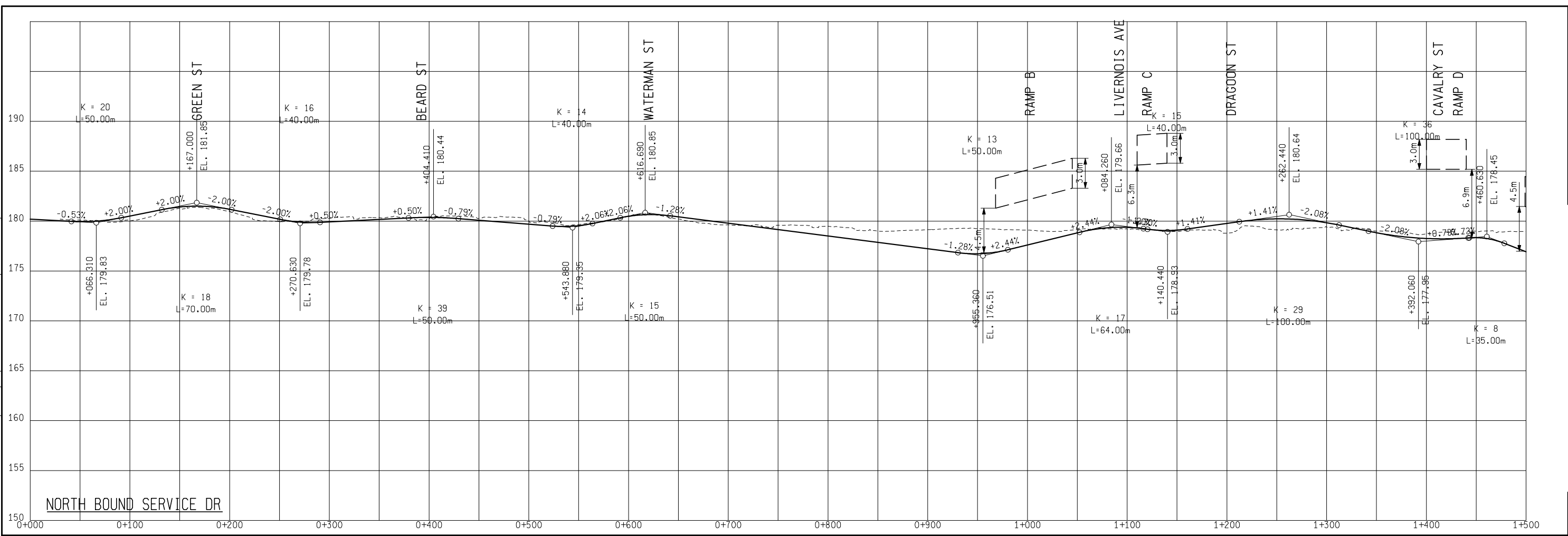
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SCALE	JOB NO.
HORIZ. 1" = 1'	CONT. SEC.
VERT. 1" = 1'	DESIGN UNIT

SHEET NO.

 R.O.W CONST.

 10/10/2007 4:17:56 PM

FILE NAME: F:\646294_DRC_Study\01.0000_Alt Alternative Development\01.0200_Practical Alternatives\01.0210_Alt Alternative Development\01.0213_Road\070822_Engineering_Report\Sheets\Alt_7\Alt7_prof_NB_SD.dgn



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

ALTERNATE 7 - INTERCHANGE A - PLAZA P-C

NB SERVICE DR

DATE: _____ SCALE: HORIZ. 1" = 100' VERT. 1" = 10'

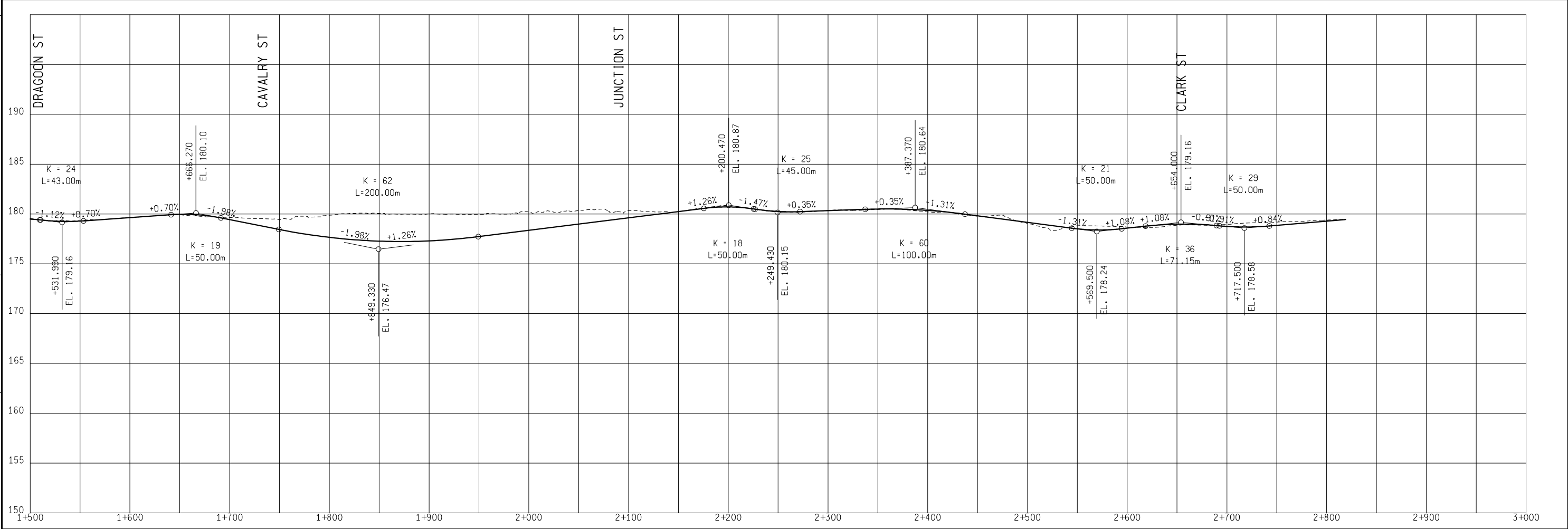
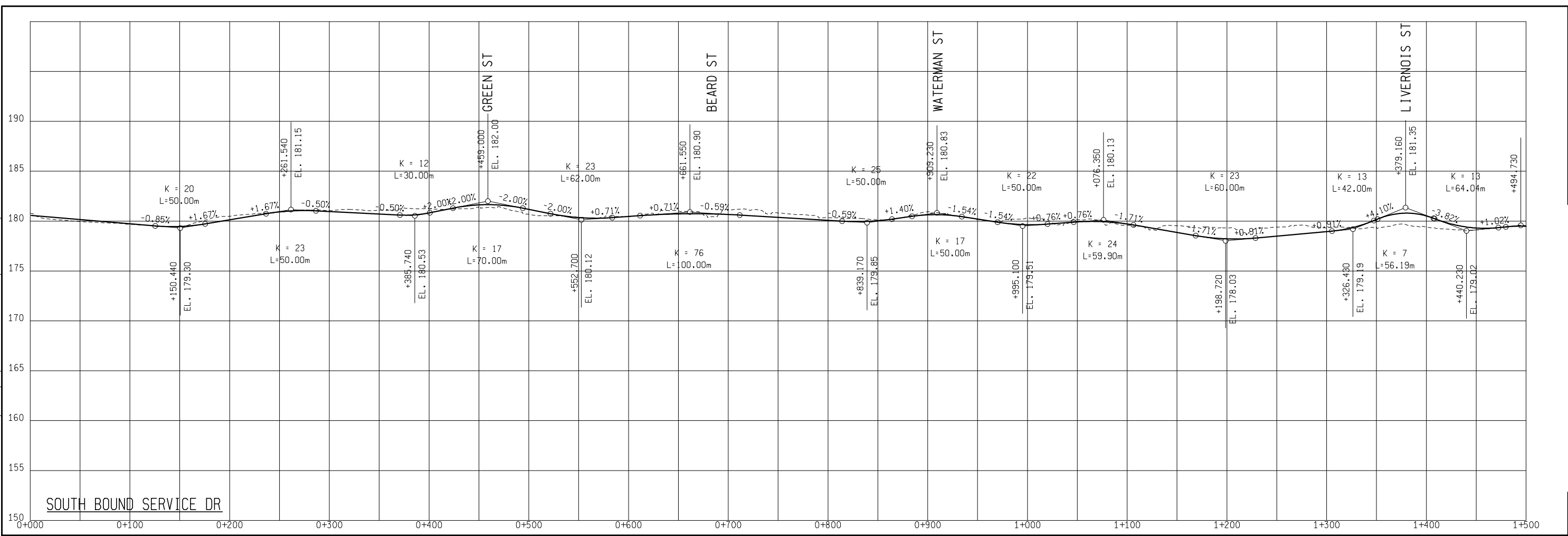
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FINAL R.O.W.	
AUTH	DATE
NO.	REVISION

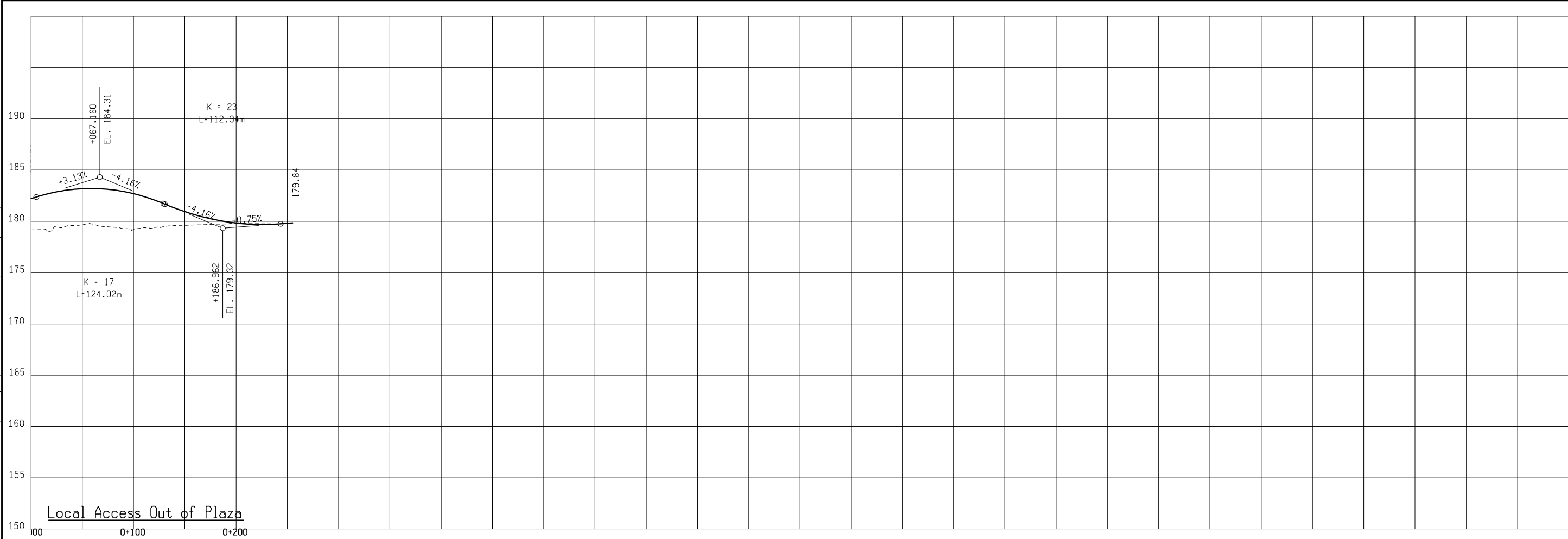
ALTERNATE 7 - INTERCHANGE A - PLAZA P-C	
SB SERVICE DR	JOB NO.
DATE	CONT. SEC.
SCALE	DESIGN UNIT
HORIZ. 1" = 100'	
VERT. 1" = 10'	

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SHEET NO. R.O.W CONST.

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FINAL R.O.W.	
DATE	REVISION

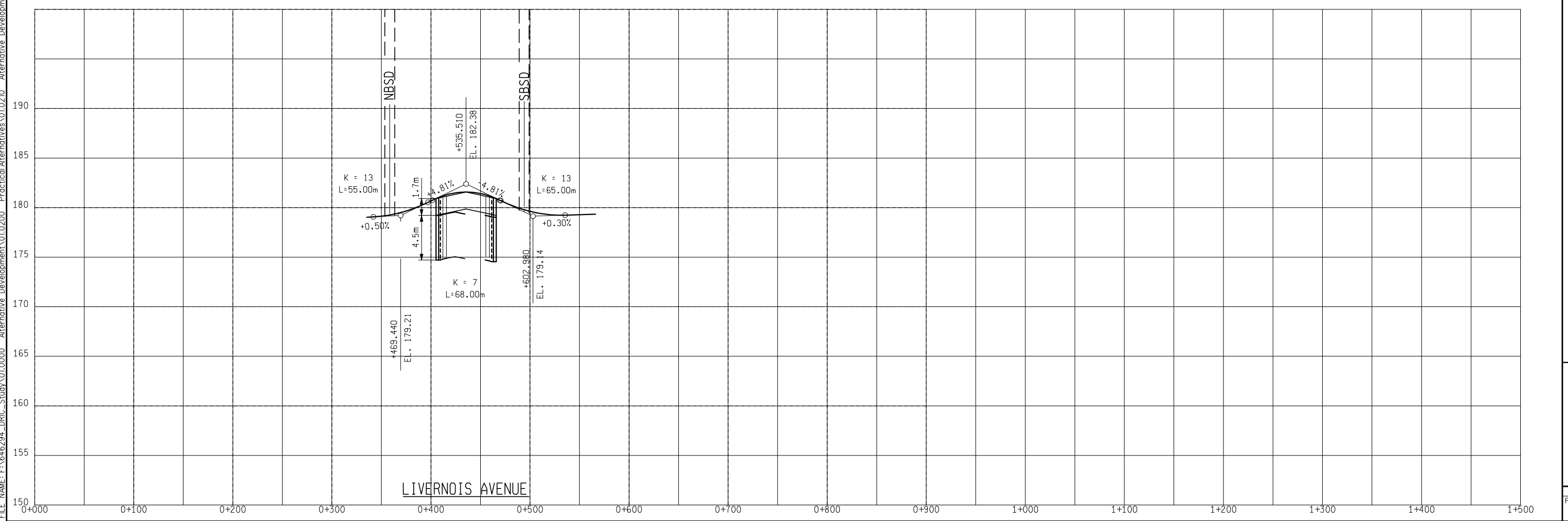
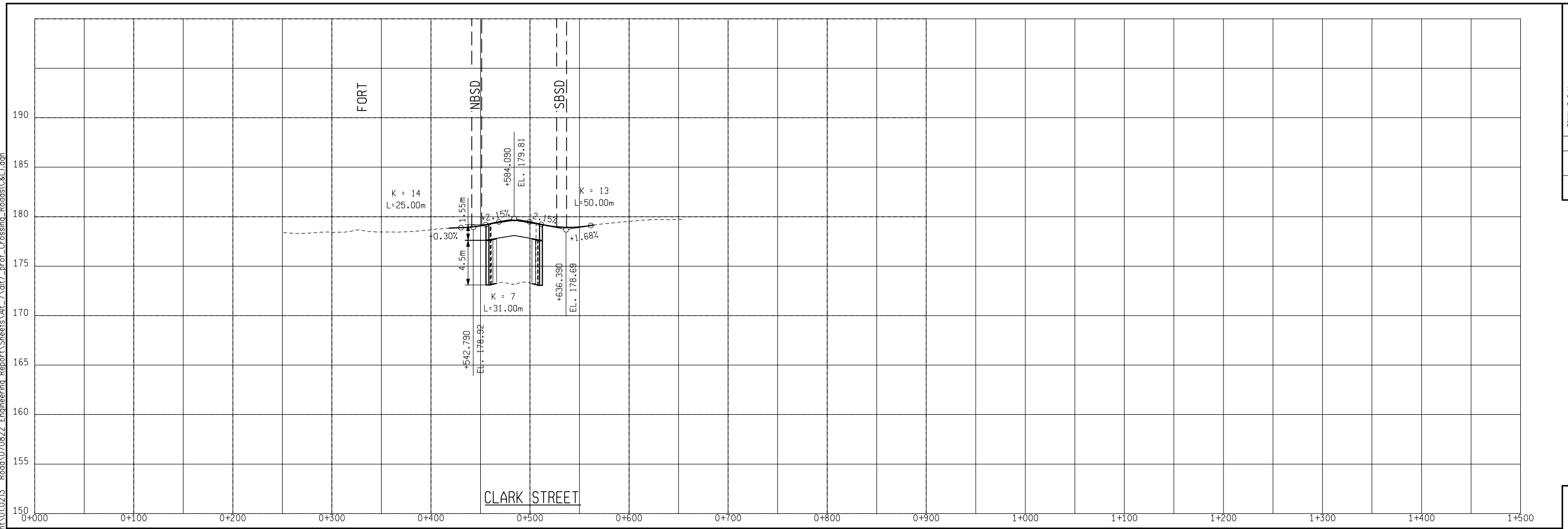
ALTERNATE 7 - INTERCHANGE A - PLAZA P-C			
LOCAL PLAZA ACCESS RAMPS			
DATE	SCALE	JOB NO.	DESIGN UNIT
	HORZ. 1" = 1'		
	VERT. 1" = 1'		

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FINAL R.O.W.	
AUTH	DATE
	REVISION

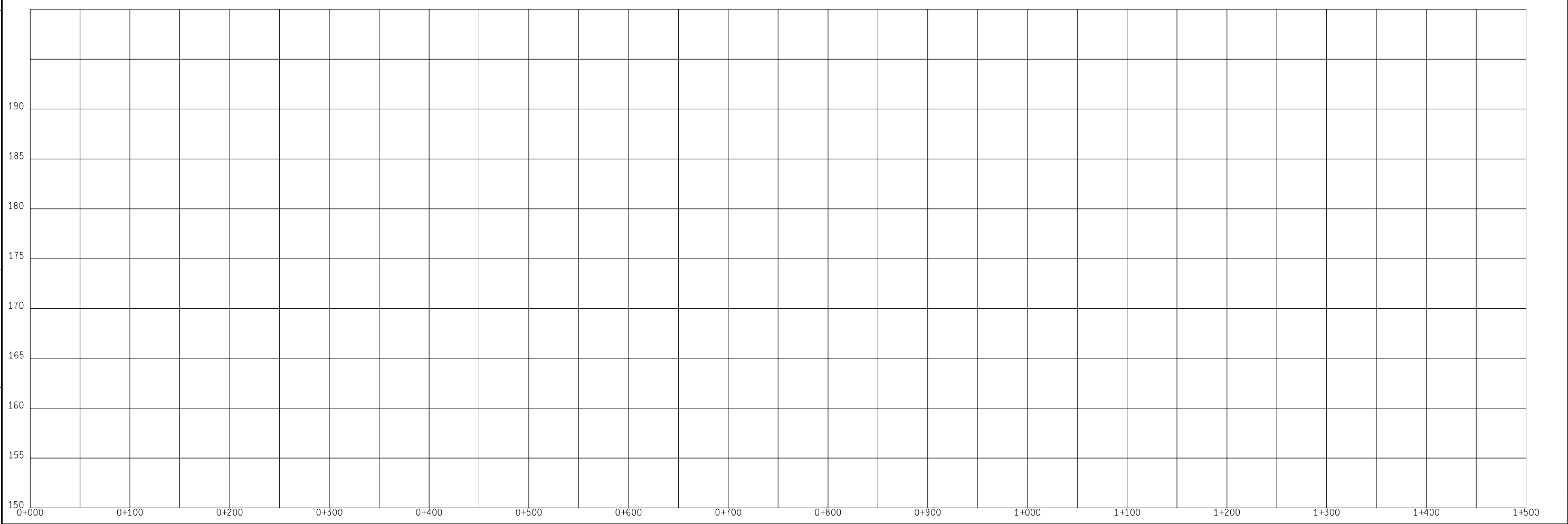
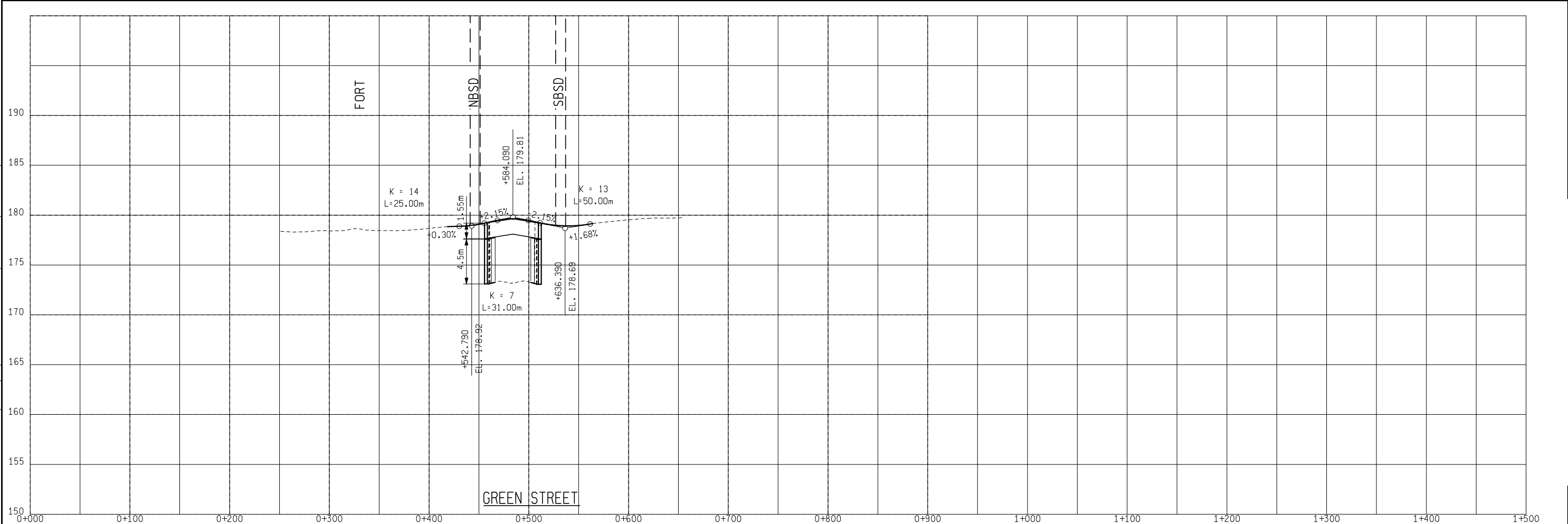
ALTERNATE 7 - INTERCHANGE A - PLAZA P-C	
CROSSING ROADS (CLARK STREET AND LIVERNOIS AVENUE)	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	
VERT. 1" = 1'	

SHEET NO.

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AUTH	REVISION
DATE	

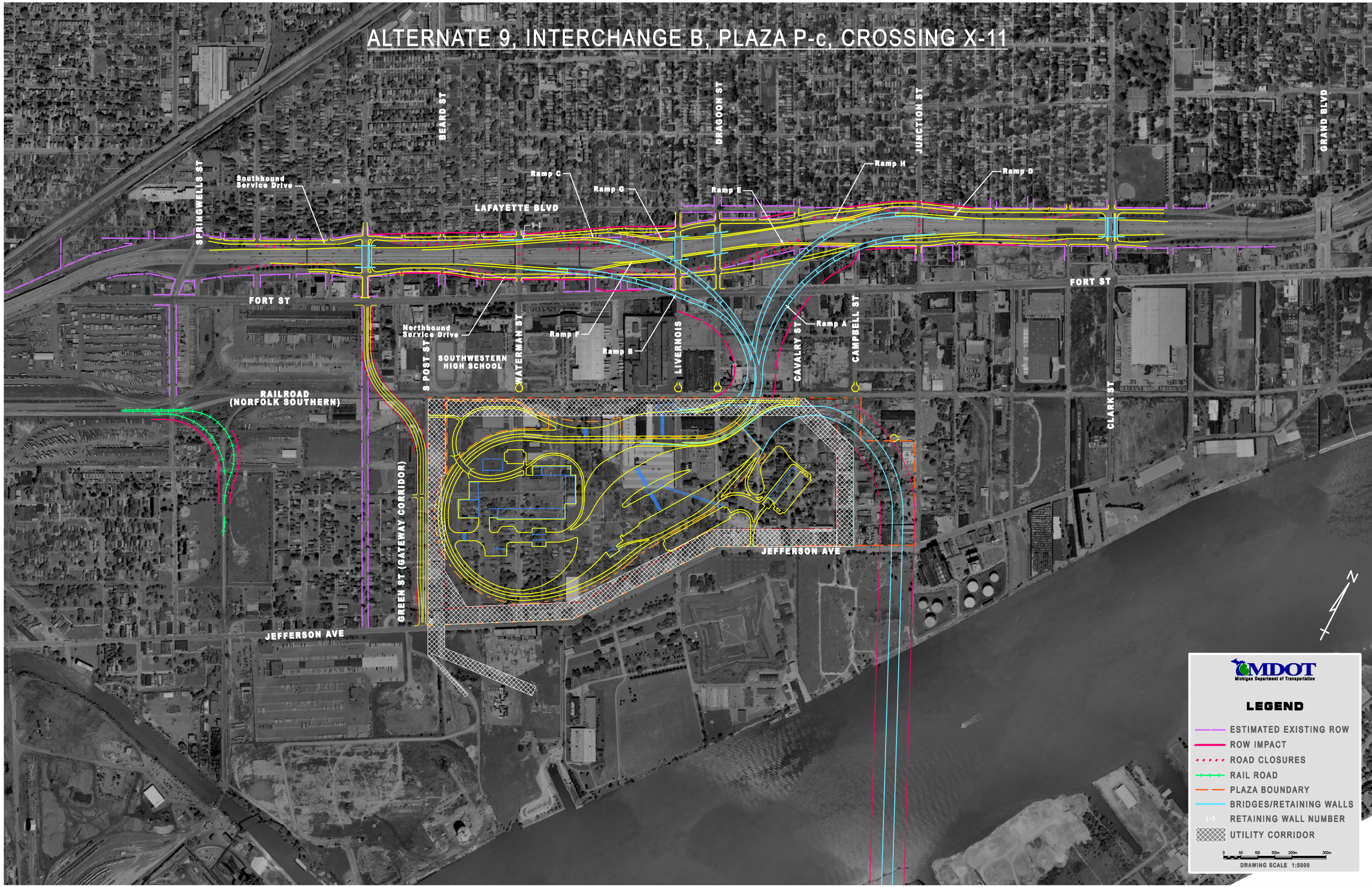
ALTERNATE 7 - INTERCHANGE A - PLAZA P-C
 CROSSING ROADS (GREEN STREET)
 SCALE: HORIZ. 1" = 1', VERT. 1" = 1'
 DATE: _____ JOB NO.: _____
 CONT. SEC.: _____ DESIGN UNIT: _____

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ALTERNATE 9, INTERCHANGE B, PLAZA P-c, CROSSING X-11



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LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- RETAINING WALL NUMBER 1-5
- UTILITY CORRIDOR

0 50 100 150 200 300m
DRAWING SCALE 1:5000

F:\1646294_DRIC_Study\01.0000 Alternative Development\01.0210 Practical Alternatives\01.0210 Alternative Development\01.0213 Road\070822 Engineering Report\Sheets\AIL_9\AIL9_inIB_plazaP-c_BW.dgn 10/11/2007 11:58:12 AM

ALTERNATE 9, INTERCHANGE B, PLAZA P-c, CROSSING X-11



RAMP_A-1 $\Delta = 88^\circ 54' 03.204''$ (LT) R = 193.309m T = 189.636m L = 299.940m E = 77.486m PC = 0+000.000 PI = 0+189.636 PT = 0+299.940	RAMP_B-1 $\Delta = 17^\circ 14' 50.887''$ (RT) R = 1,000.000m T = 151.660m L = 301.025m E = 11.435m PC = 0+889.537 PI = 1+041.196 PT = 1+190.562	RAMP_B-4 $\Delta = 43^\circ 58' 51.008''$ (RT) R = 135.697m T = 54.799m L = 104.163m E = 10.647m PC = 1+620.914 PI = 1+675.713 PT = 1+725.076	RAMP_C-3 $\Delta = 15^\circ 02' 04.943''$ (RT) R = 200.000m T = 26.392m L = 52.481m E = 1.734m PC = 1+731.923 PI = 1+758.315 PT = 1+784.404	RAMP_D-2 $\Delta = 94^\circ 20' 05.021''$ (RT) R = 450.000m T = 485.401m L = 948.903m E = 211.902m PC = 0+289.479 PI = 0+774.879 PT = 1+030.382	RAMP_FE-3 $\Delta = 2^\circ 43' 52.157''$ (LT) R = 1,117.181m T = 26.632m L = 53.253m E = 0.317m PC = 0+189.330 PI = 0+215.962 PT = 0+242.584	RAMP_GH-2 $\Delta = 1^\circ 24' 11.910''$ (RT) R = 2,946.255m T = 36.082m L = 72.161m E = 0.221m PC = 0+487.329 PI = 0+523.411 PT = 0+559.490
RAMP_A-2 $\Delta = 12^\circ 18' 29.484''$ (RT) R = 210.582m T = 22.706m L = 45.237m E = 1.221m PC = 0+313.264 PI = 0+335.970 PT = 0+358.501	RAMP_B-2 $\Delta = 57^\circ 11' 47.777''$ (RT) R = 226.667m T = 123.574m L = 226.274m E = 31.497m PC = 1+273.936 PI = 1+397.510 PT = 1+500.210	RAMP_C-1 $\Delta = 3^\circ 15' 09.278''$ (LT) R = 2,000.000m T = 56.783m L = 113.536m E = 0.806m PC = 0+622.154 PI = 1+996.479 PT = 0+735.690	RAMP_C-4 $\Delta = 97^\circ 27' 43.420''$ (RT) R = 186.109m T = 212.075m L = 316.577m E = 96.047m PC = 1+784.404 PI = 1+996.479 PT = 2+100.981	RAMP_FE-1 $\Delta = 2^\circ 06' 51.431''$ (LT) R = 504.800m T = 9.315m L = 19.628m E = 0.086m PC = 0+000.000 PI = 0+009.315 PT = 0+018.628	RAMP_FE-4 $\Delta = 5^\circ 20' 11.271''$ (RT) R = 445.200m T = 20.748m L = 41.465m E = 0.483m PC = 0+606.297 PI = 0+627.045 PT = 0+647.763	RAMP_GH-3 $\Delta = 3^\circ 08' 58.018''$ (RT) R = 1,468.141m T = 40.361m L = 80.701m E = 0.555m PC = 0+559.490 PI = 0+599.851 PT = 0+640.191
RAMP_A-3 $\Delta = 73^\circ 42' 02.371''$ (RT) R = 450.359m T = 337.529m L = 579.306m E = 112.446m PC = 0+358.501 PI = 0+696.030 PT = 0+937.807	RAMP_B-3 $\Delta = 57^\circ 37' 54.420''$ (RT) R = 120.000m T = 66.014m L = 120.704m E = 16.953m PC = 1+500.210 PI = 1+566.224 PT = 1+620.914	RAMP_C-2 $\Delta = 71^\circ 10' 11.530''$ (RT) R = 550.000m T = 393.543m L = 683.182m E = 126.296m PC = 1+048.742 PI = 1+442.284 PT = 1+731.923	RAMP_D-1 $\Delta = 89^\circ 13' 36.856''$ (LT) R = 163.708m T = 161.513m L = 254.942m E = 66.264m PC = 0+000.000 PI = 0+161.513 PT = 0+254.942	RAMP_FE-2 $\Delta = 5^\circ 12' 13.172''$ (RT) R = 996.296m T = 45.273m L = 90.485m E = 1.028m PC = 0+098.846 PI = 0+144.119 PT = 0+189.330	RAMP_GH-1 $\Delta = 13^\circ 40' 05.401''$ (LT) R = 450.000m T = 53.931m L = 107.350m E = 3.220m PC = 0+078.687 PI = 0+132.618 PT = 0+186.036	RAMP_GH-4 $\Delta = 12^\circ 45' 16.725''$ (RT) R = 295.500m T = 33.027m L = 65.782m E = 1.840m PC = 0+640.191 PI = 0+673.218 PT = 0+705.973

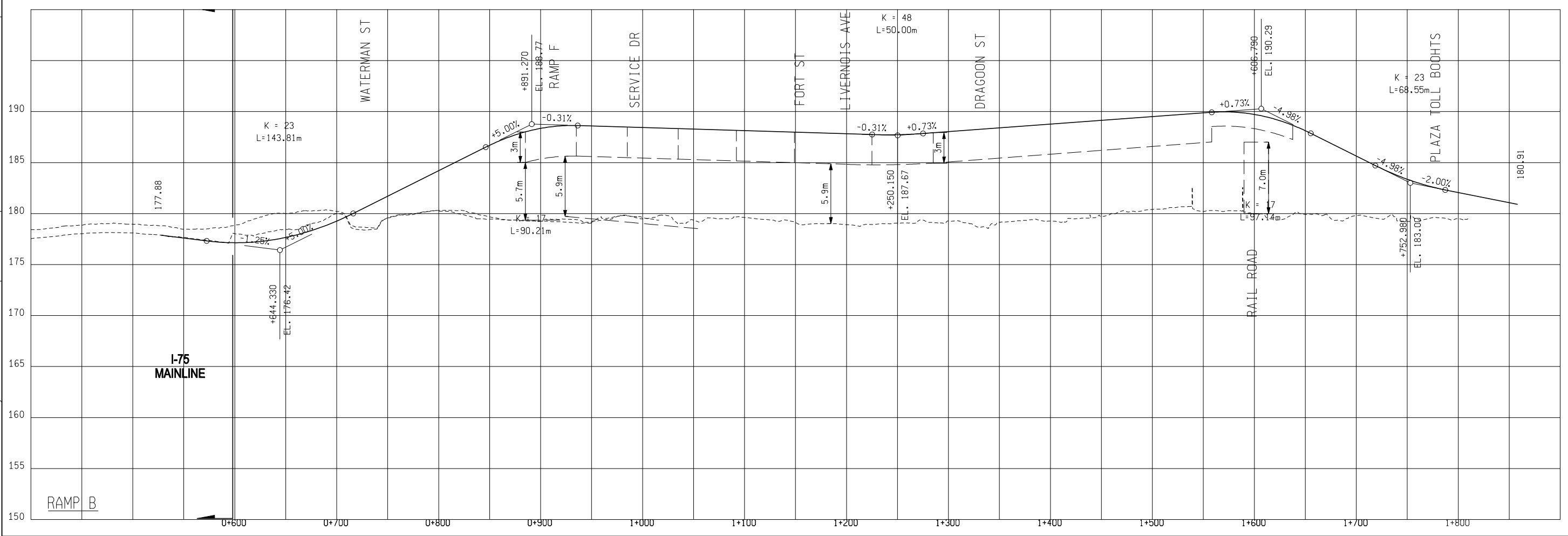
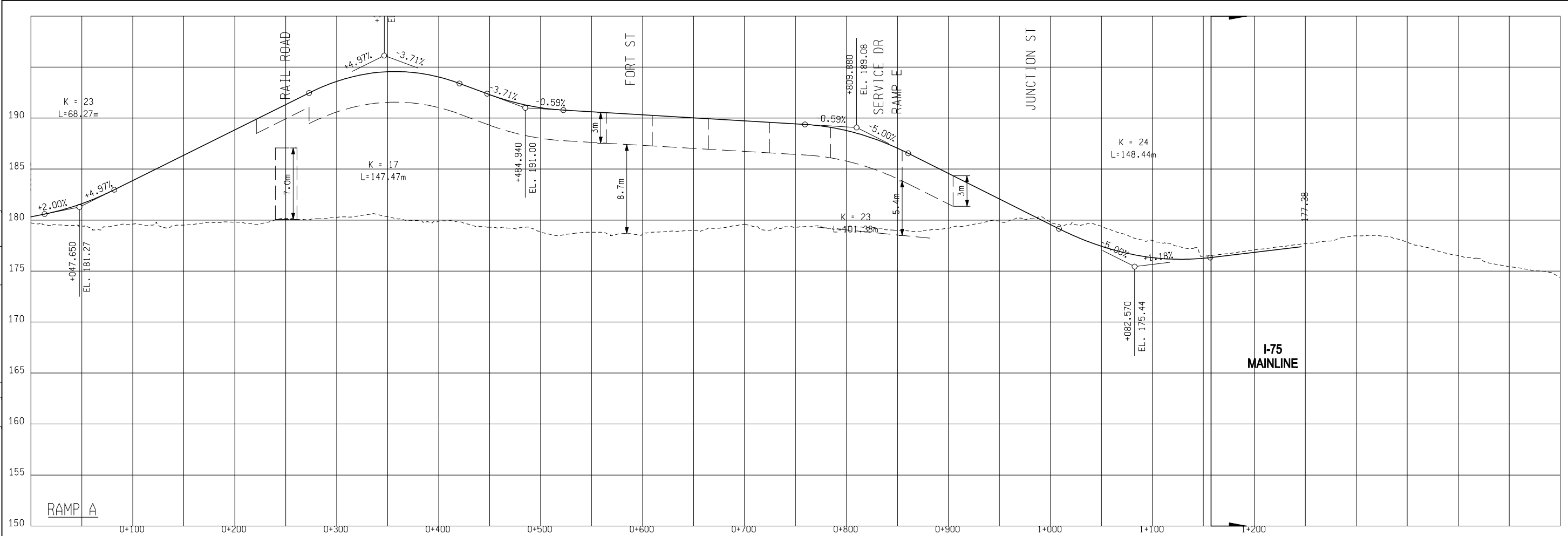
LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- RETAINING WALL NUMBER 1-5
- UTILITY CORRIDOR

DRAWING SCALE 1:5000



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AUTH	DATE
	REVISION

ALTERNATE 9 - INTERCHANGE B - PLAZA P-C		DESIGN UNIT
RAMPS A & B		JOB NO.
DATE	SCALE	CONT. SEC.
	HORIZ. 1" = 1'	
	VERT. 1" = 10'	

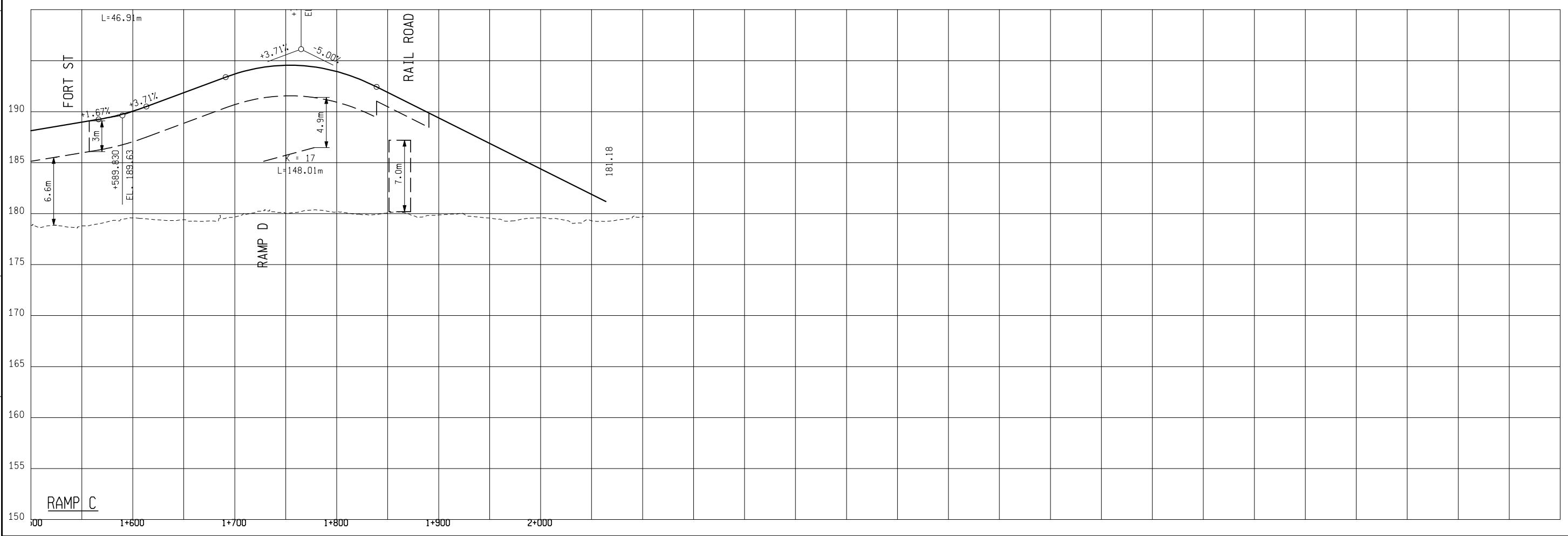
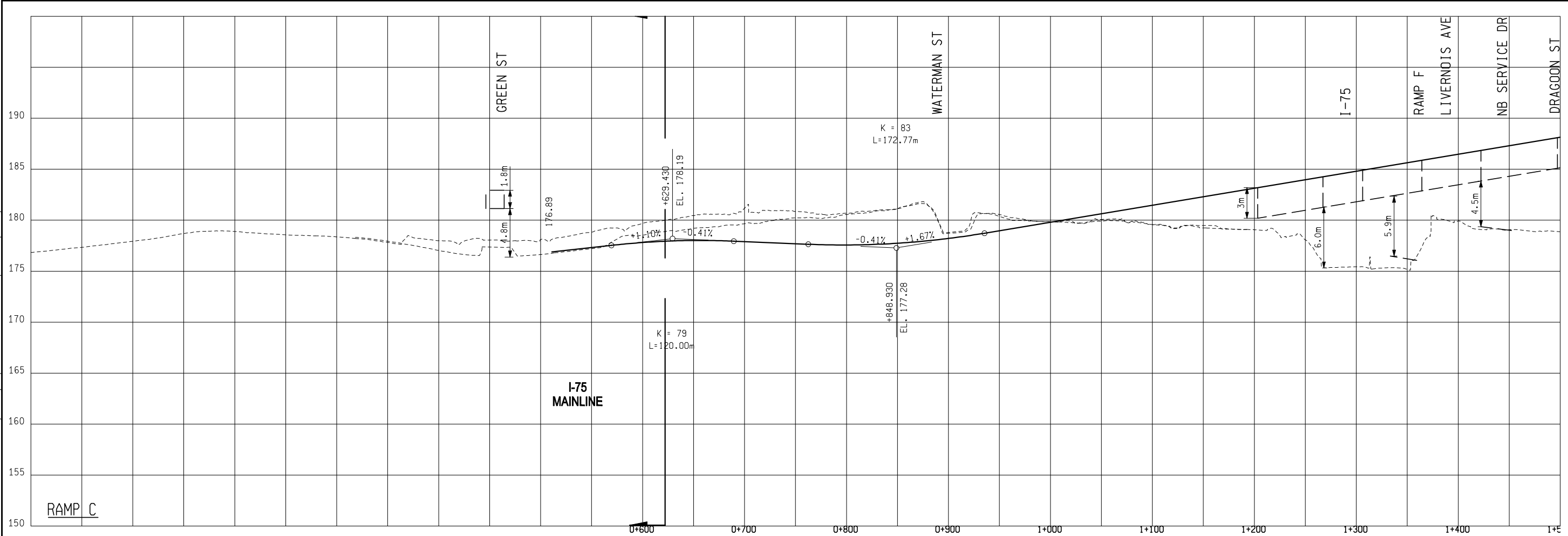


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FINAL R.O.W.	
AUTH	DATE
NO.	REVISION

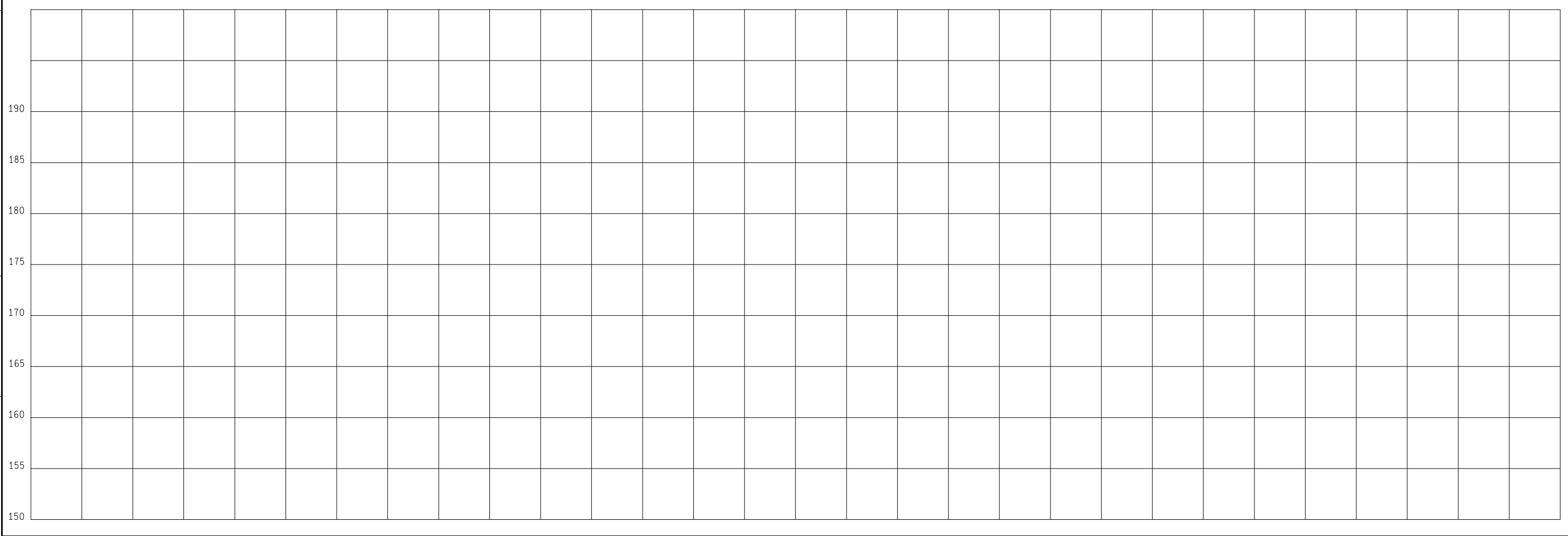
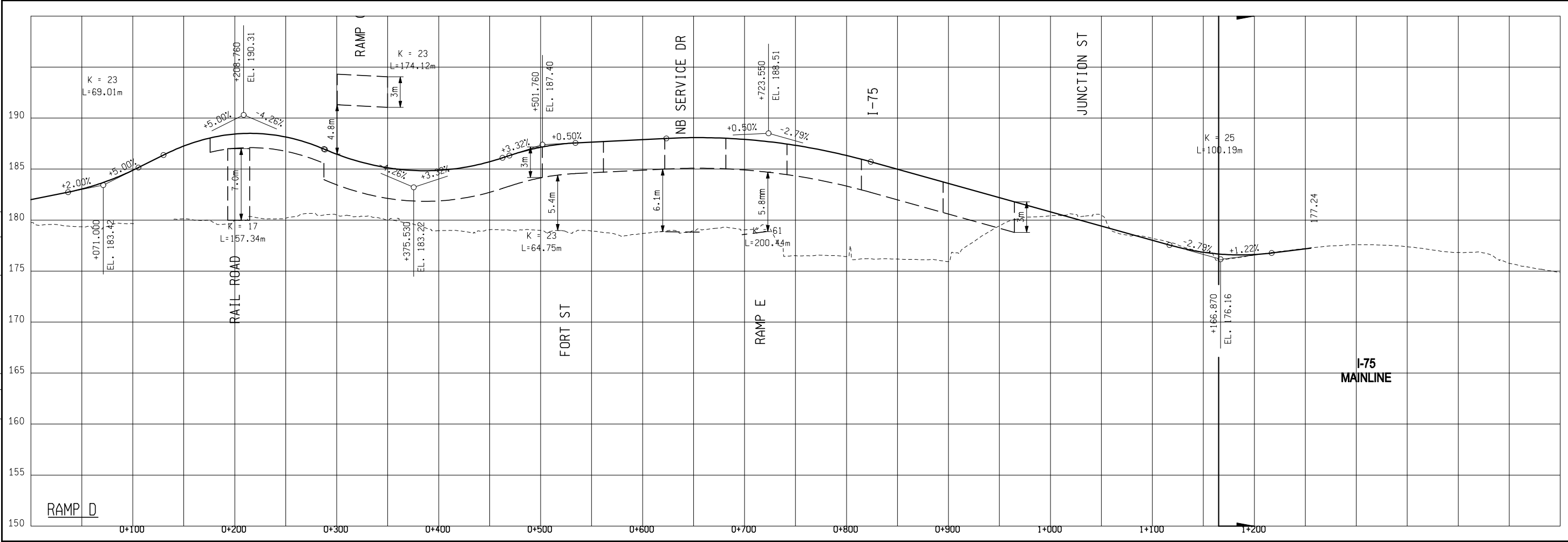
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RAMP C		CONT. SEC.		SCALE	
DATE		HORZ. 1" = 1'		VERT. 1" = 1'	

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R.O.W CONST.

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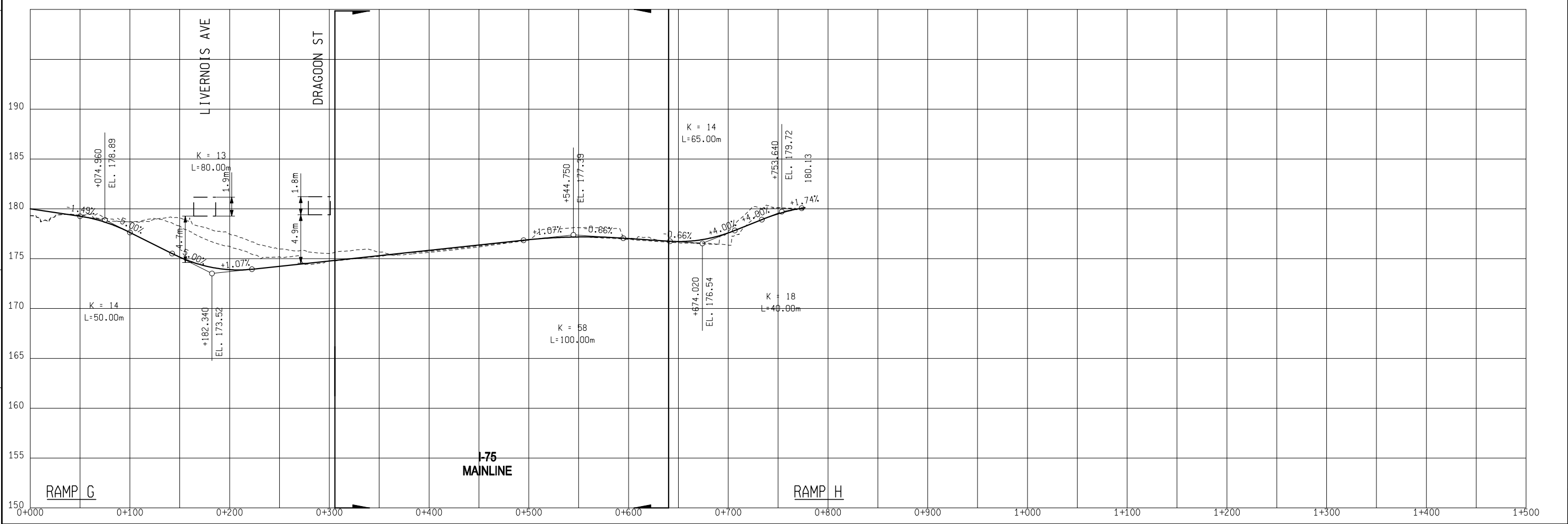
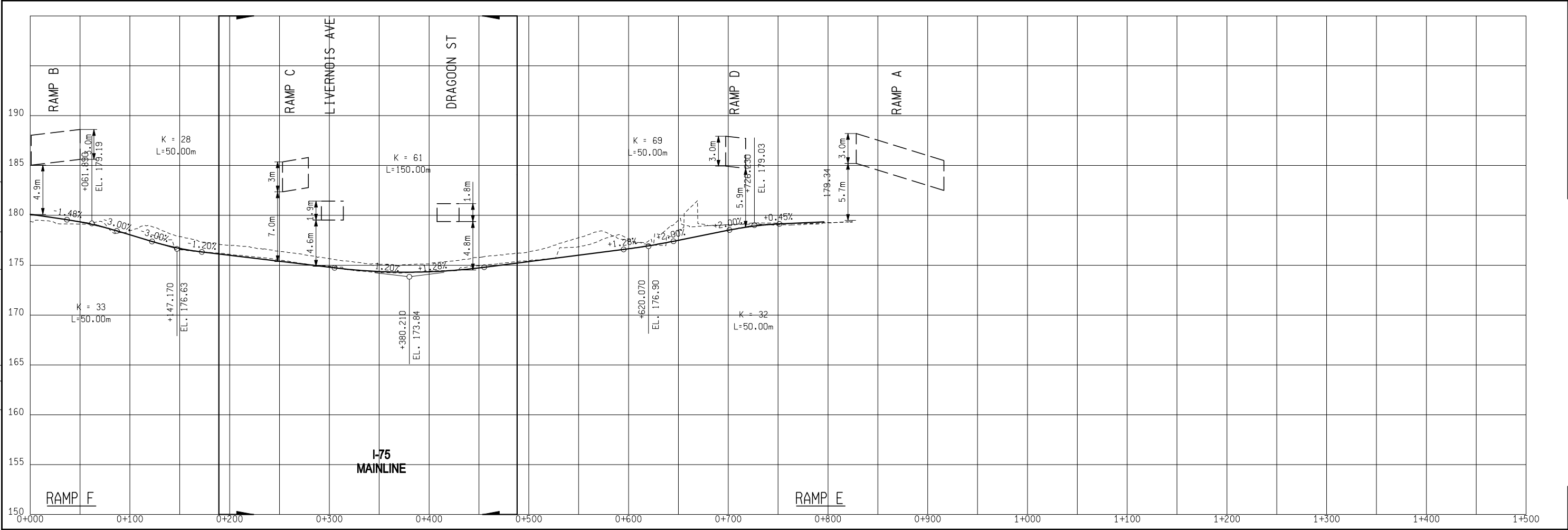
ALTERNATE 9 - INTERCHANGE B - PLAZA P-C
RAMP D

DATE: _____ SCALE: _____ JOB NO.: _____ DESIGN UNIT: _____
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R.O.W CONST.

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AUTH	DATE
NO.	REVISION

ALTERNATE 9 - INTERCHANGE B - PLAZA P-C

RAMP E, F, G & H

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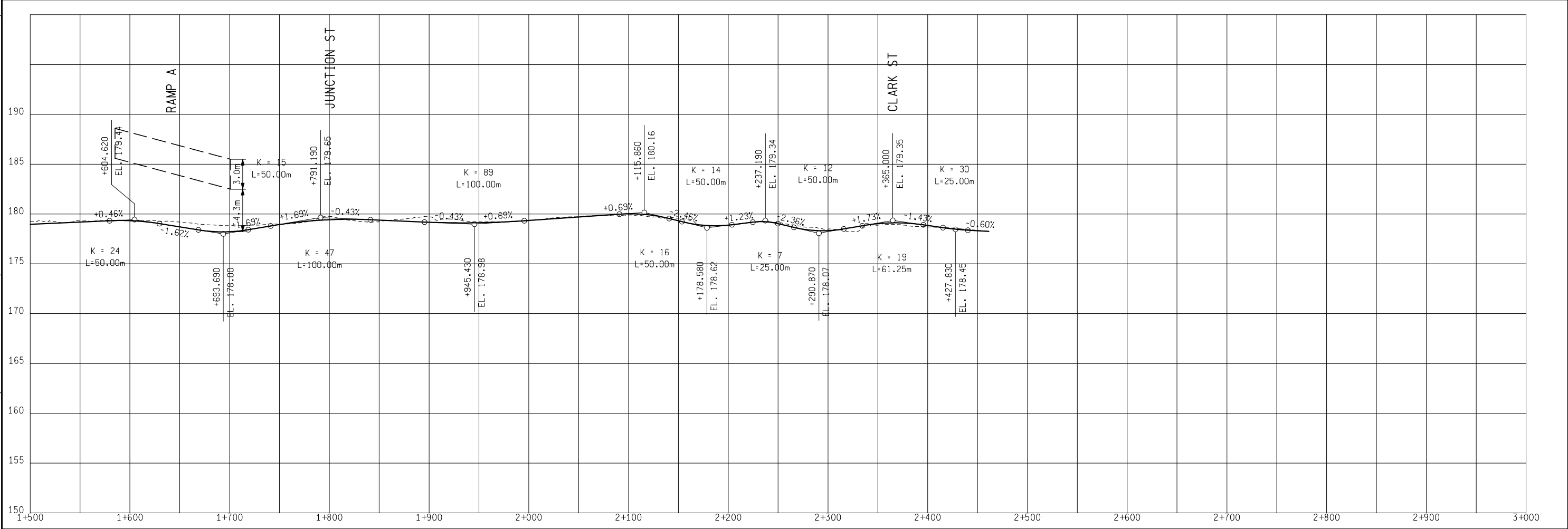
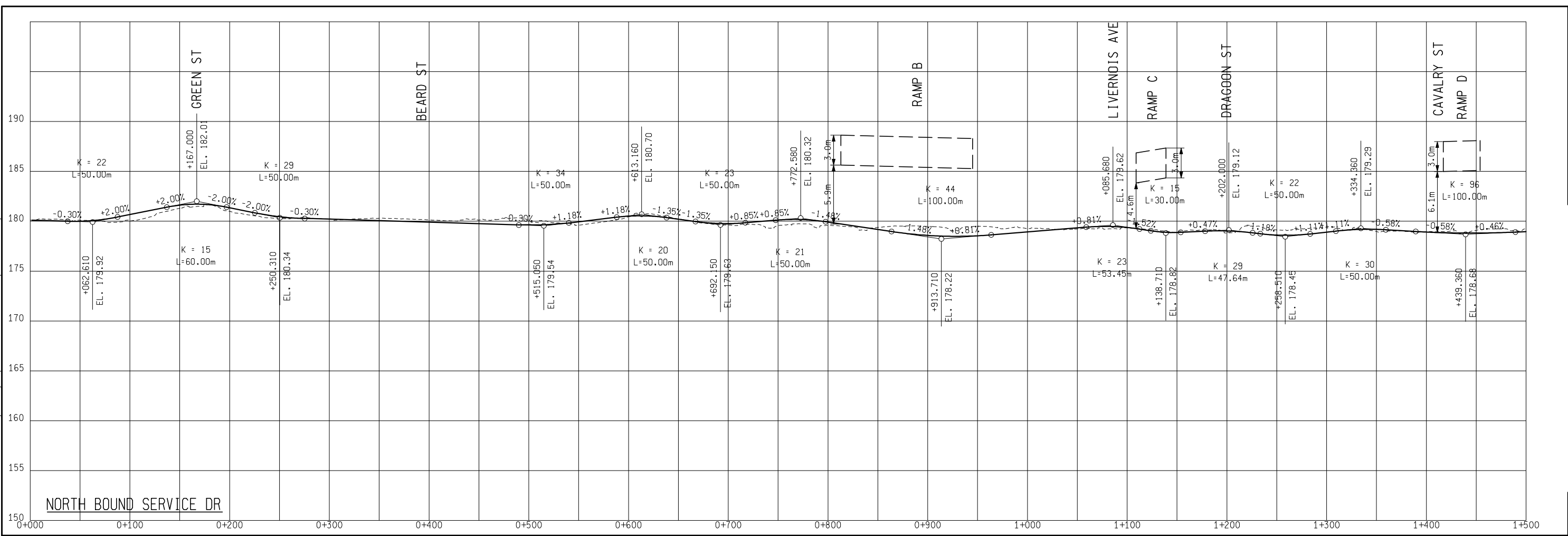
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FINAL R.O.W.	
AUTH	DATE
	REVISION

ALTERNATE 9 - INTERCHANGE B - PLAZA P-C

NB SERVICE DR

DATE: _____ SCALE: HORIZ. 1" = _____ VERT. 1" = _____

JOB NO. _____ DESIGN UNIT _____

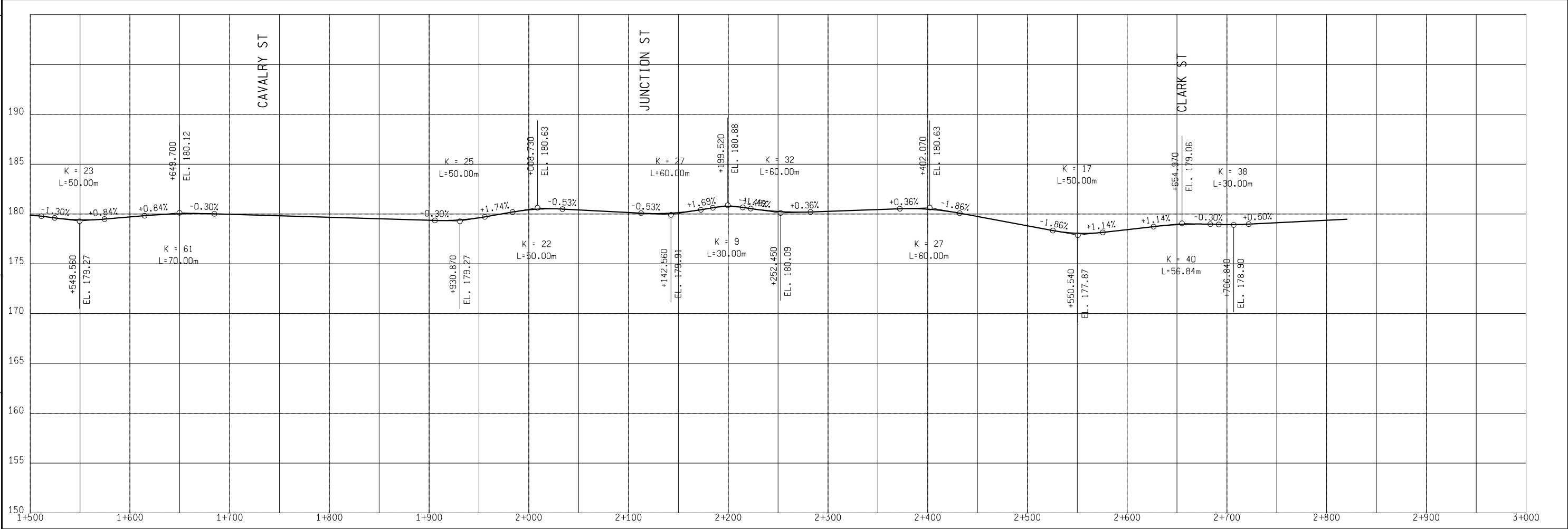
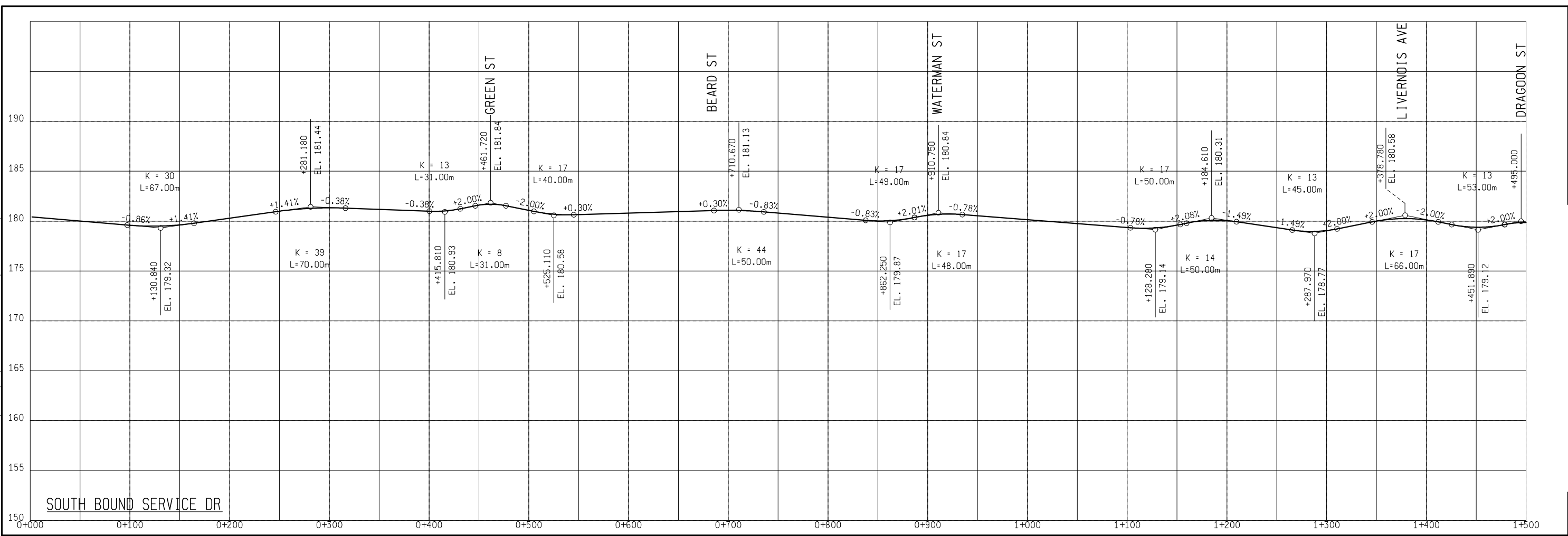
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FINAL R.O.W.	
AUTH	DATE
	REVISION

ALTERNATE 9 - INTERCHANGE B - PLAZA P-C
SB SERVICE DR

DATE: _____ SCALE: HORIZ. 1" = 100' VERT. 1" = 10'

JOB NO. _____ DESIGN UNIT _____

CONT. SEC. _____

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SHEET NO. 31+0
R.O.W CONST.

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AUTH	REVISION

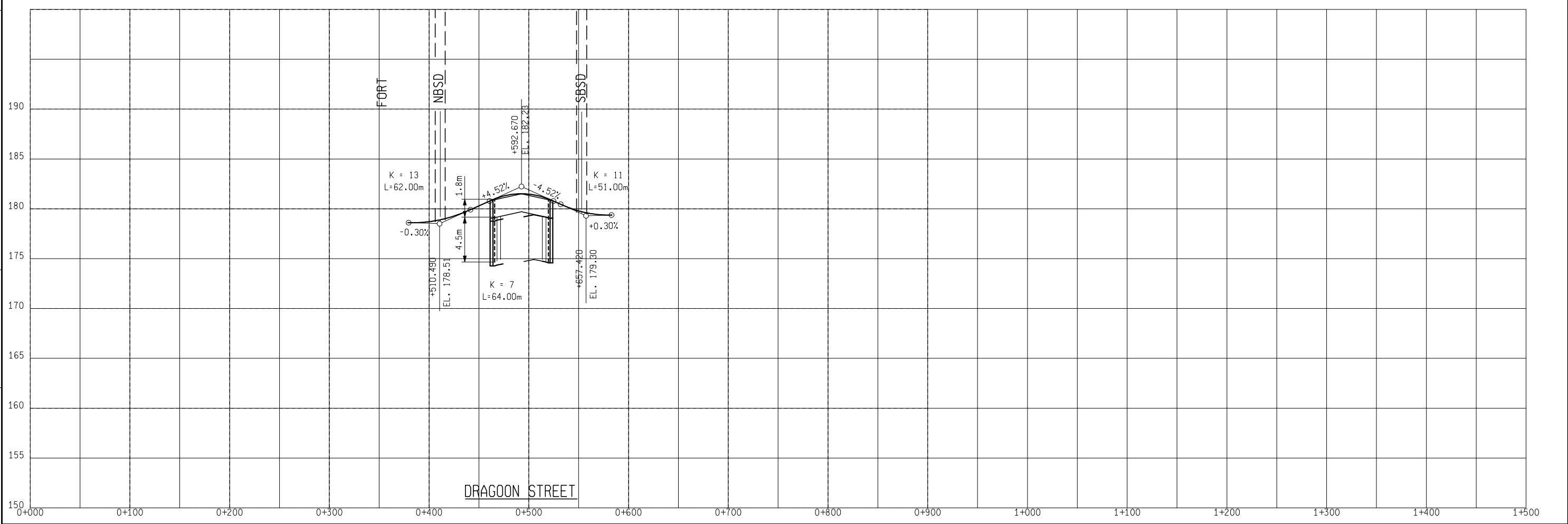
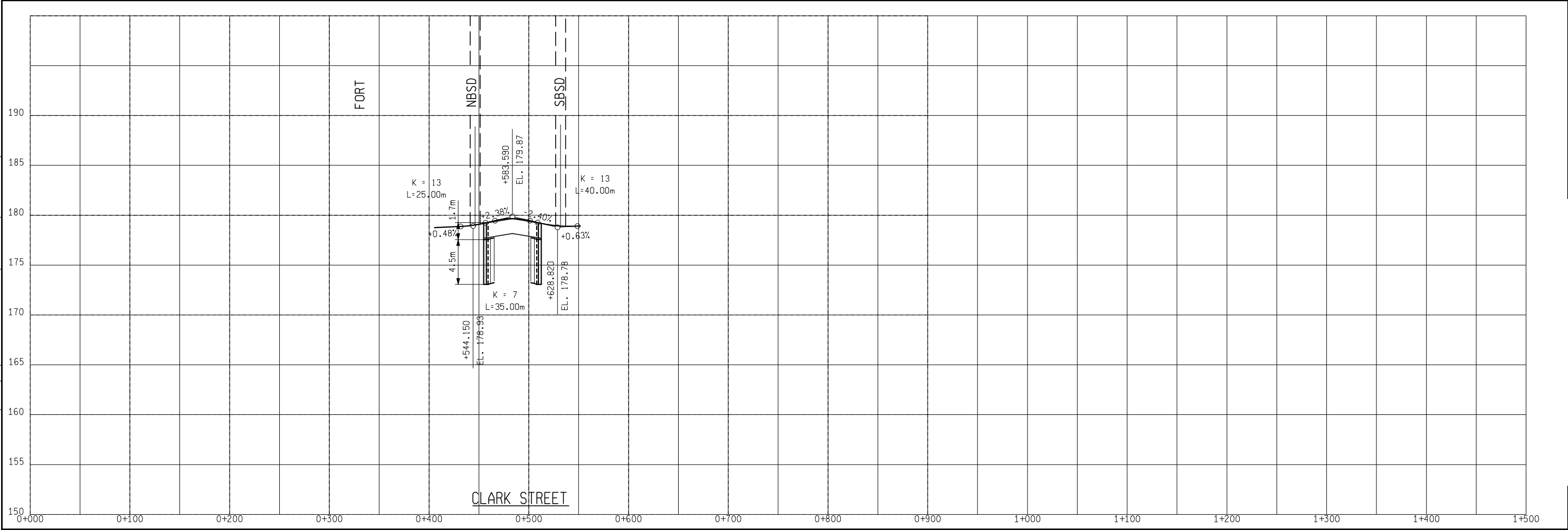
ALTERNATE 9 - INTERCHANGE B - PLAZA P-C			
LOCAL PLAZA ACCESS RAMPS			
DATE	SCALE	JOB NO.	DESIGN UNIT
	HORZ. 1" = 1'		
	VERT. 1" = 1'		

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FINAL R.O.W.	
AUTH	DATE
	REVISION

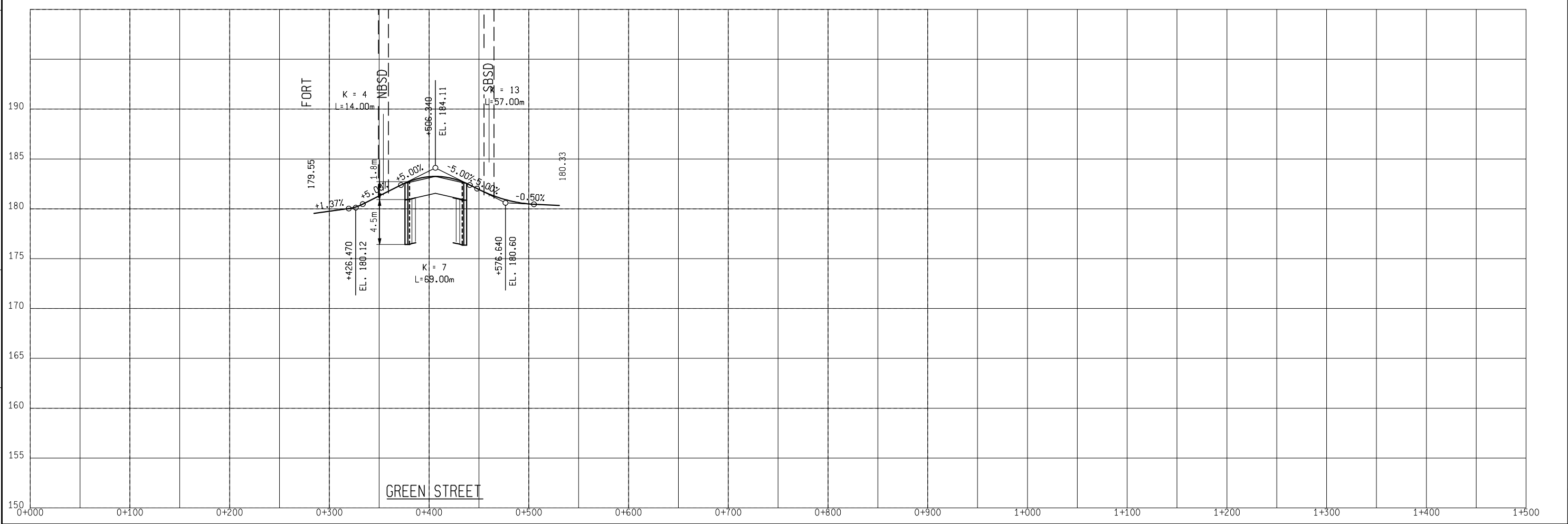
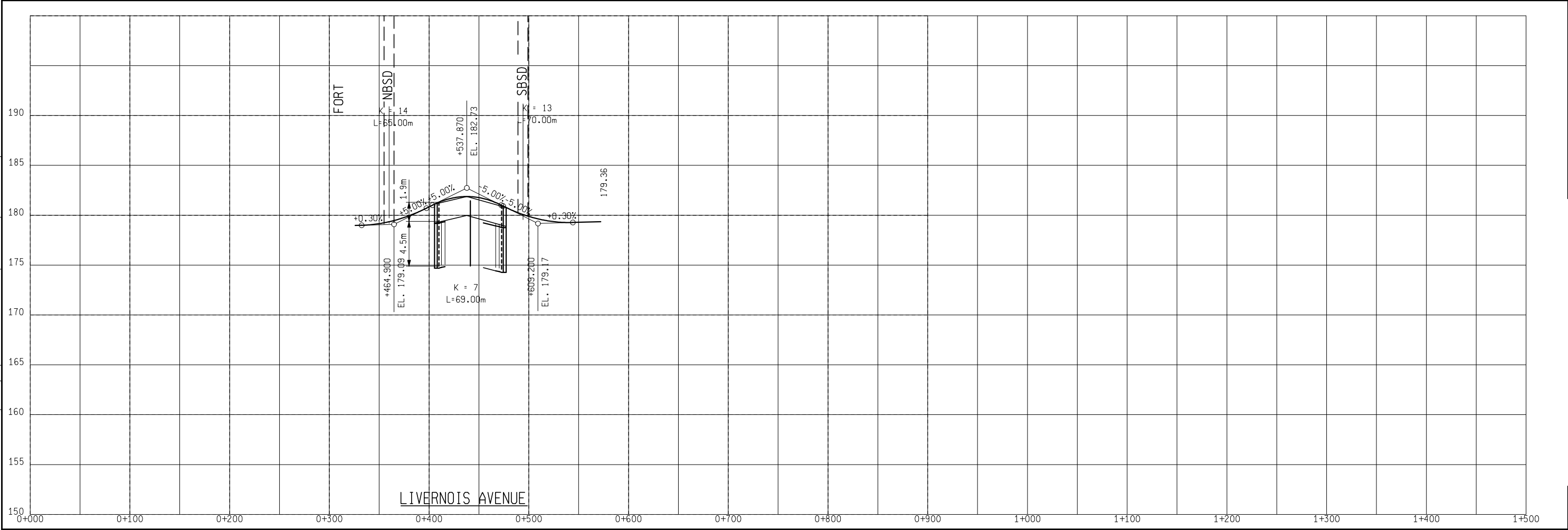
ALTERNATE 9 - INTERCHANGE B - PLAZA P-C	
CROSSING ROADS (CLARK STREET AND DRAGON STREET)	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	
VERT. 1" = 1'	

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	REVISION

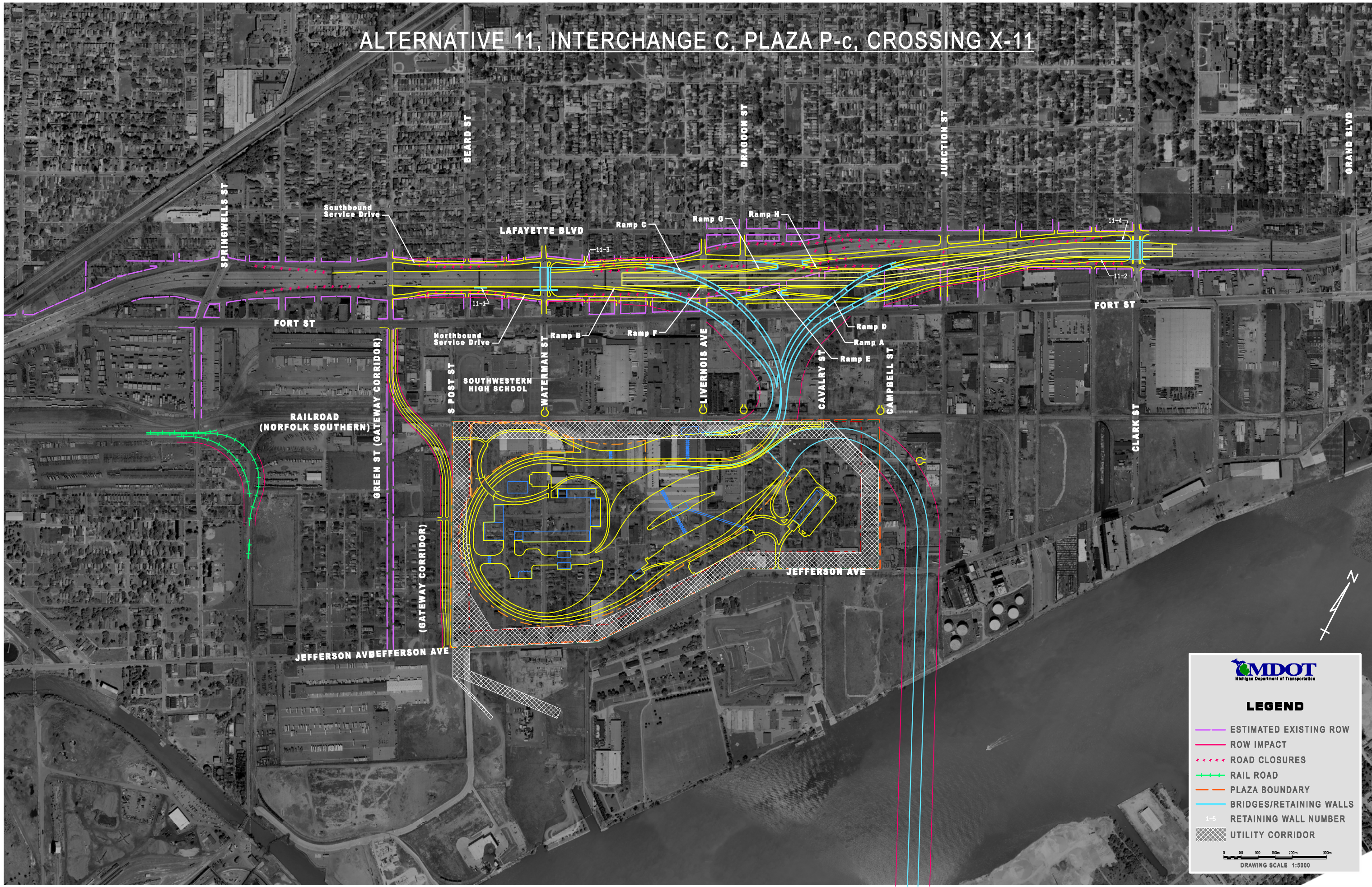
ALTERNATE 9 - INTERCHANGE B - PLAZA P-C	
CROSSING ROADS (LIVERNOIS AVENUE AND GREEN STREET)	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	
VERT. 1" = 1'	

SHEET NO. R.O.W CONST.

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ALTERNATIVE 11, INTERCHANGE C, PLAZA P-c, CROSSING X-11



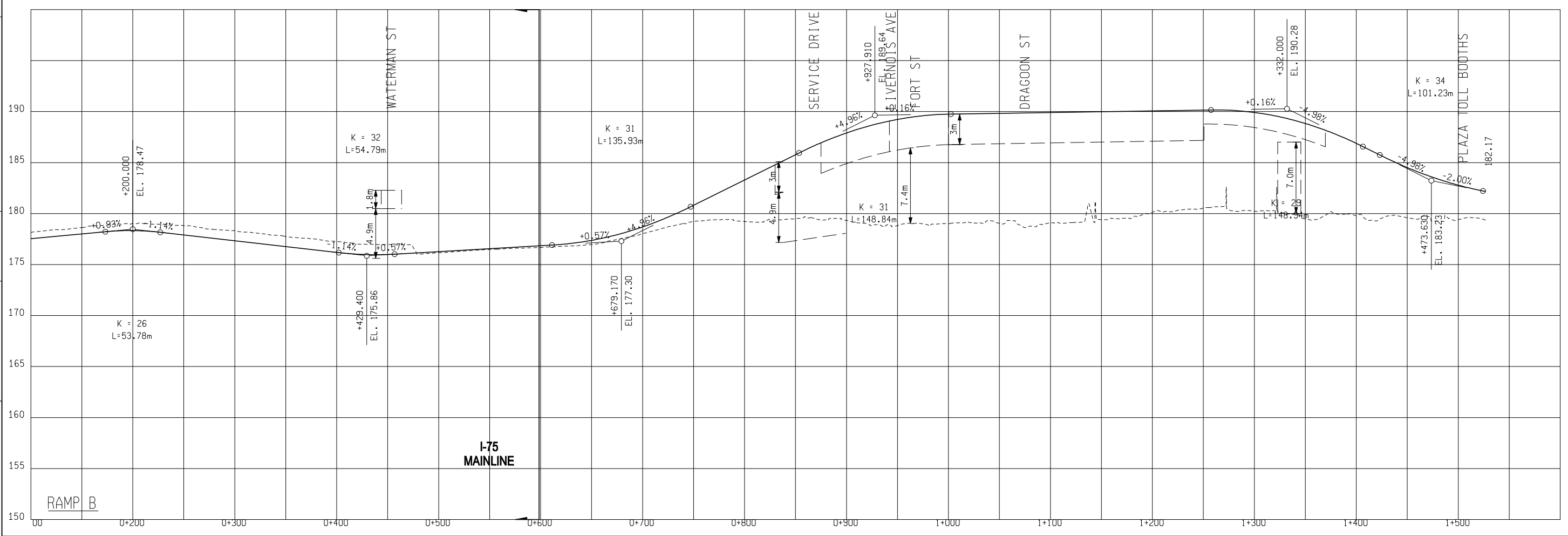
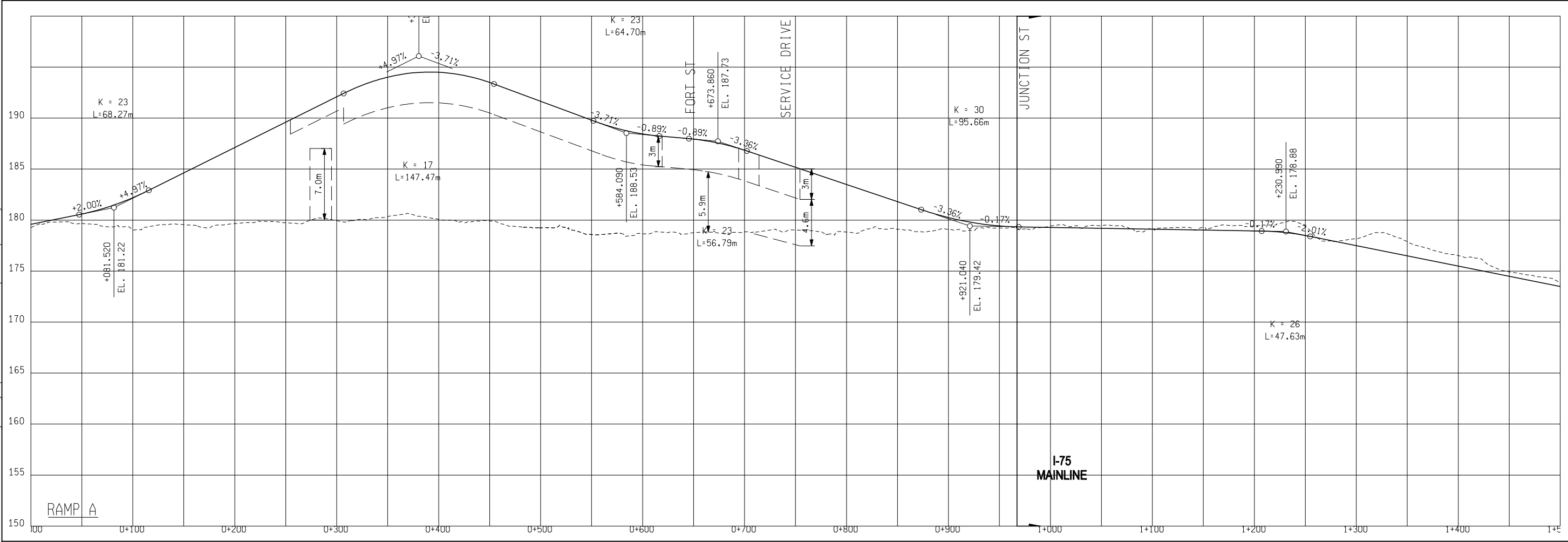
MDOT
Michigan Department of Transportation

LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- RETAINING WALL NUMBER 1-5
- UTILITY CORRIDOR

0 50 100 150 200 300m
DRAWING SCALE 1:5000

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AUTH	DATE
	REVISION

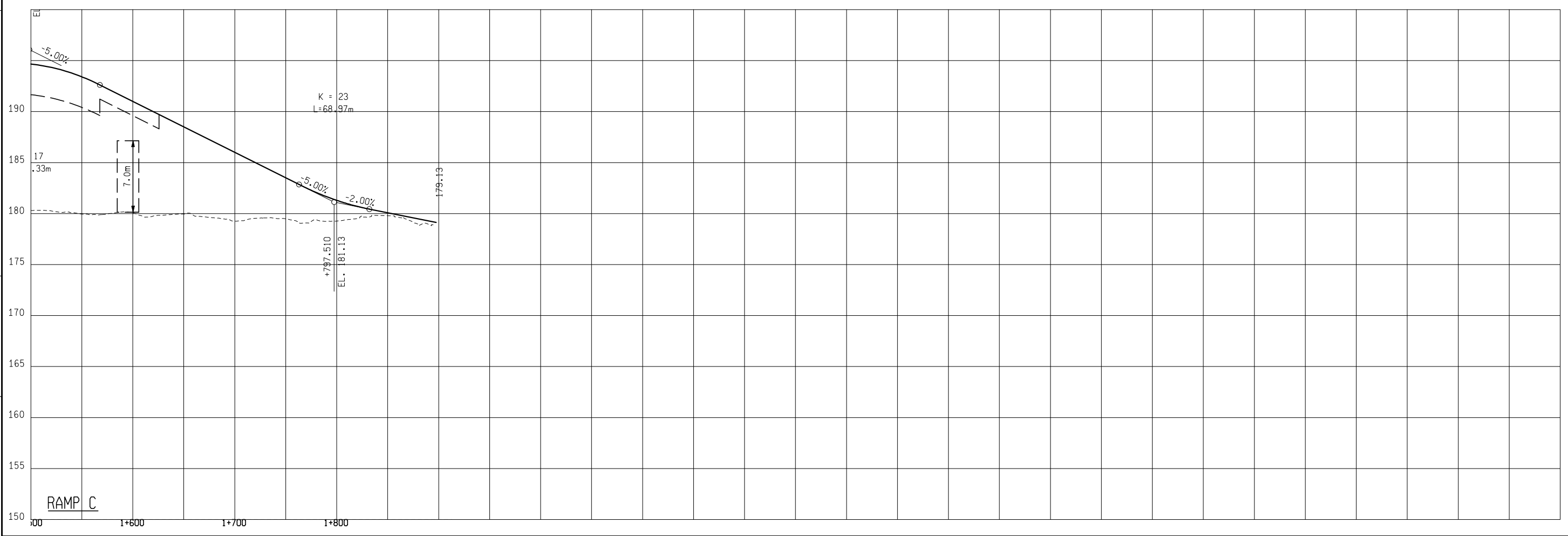
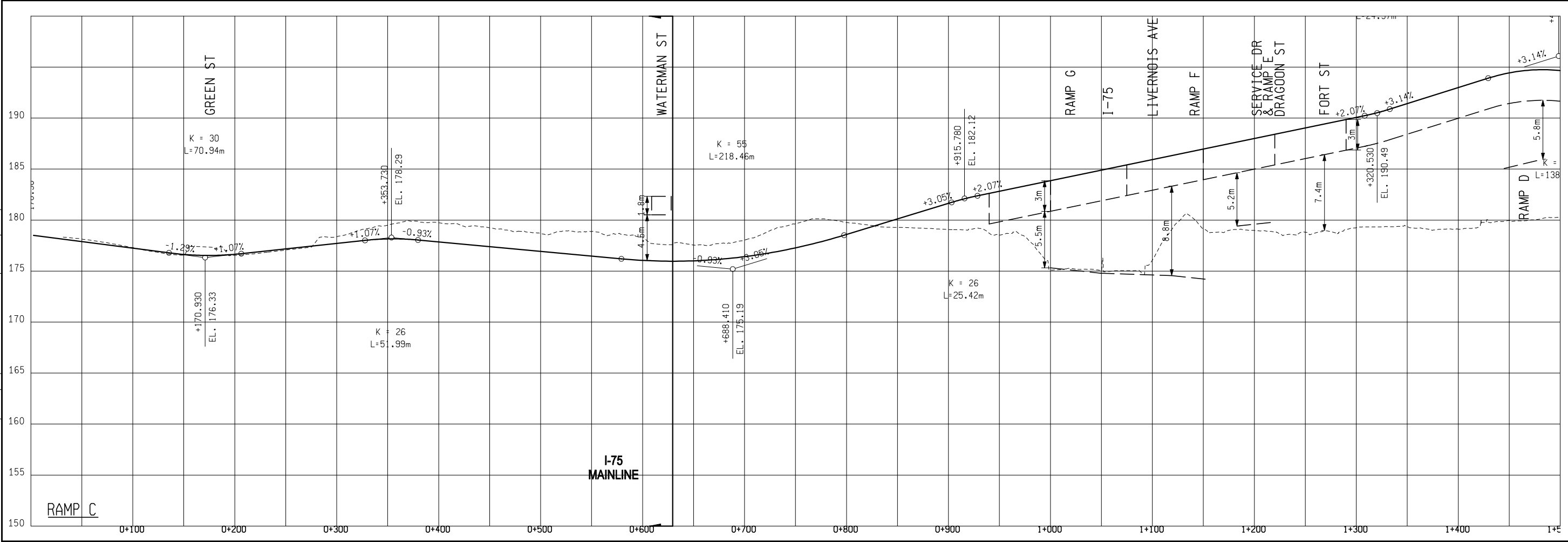
ALTERNATE 11 - INTERCHANGE C - PLAZA P-c		JOB NO.	DESIGN UNIT
RAMPS A & B			
DATE	SCALE	CONT. SEC.	
	HORIZ. 1" = 1'		
	VERT. 1" = 10'		

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SHEET NO.
R.O.W CONST.

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

ALTERNATE 11 - INTERCHANGE C - PLAZA P-c		JOB NO.		DESIGN UNIT	
RAMP C		CONT. SEC.		SCALE	
DATE		HORIZ. 1" = 1'	VERT. 1" = 1'		

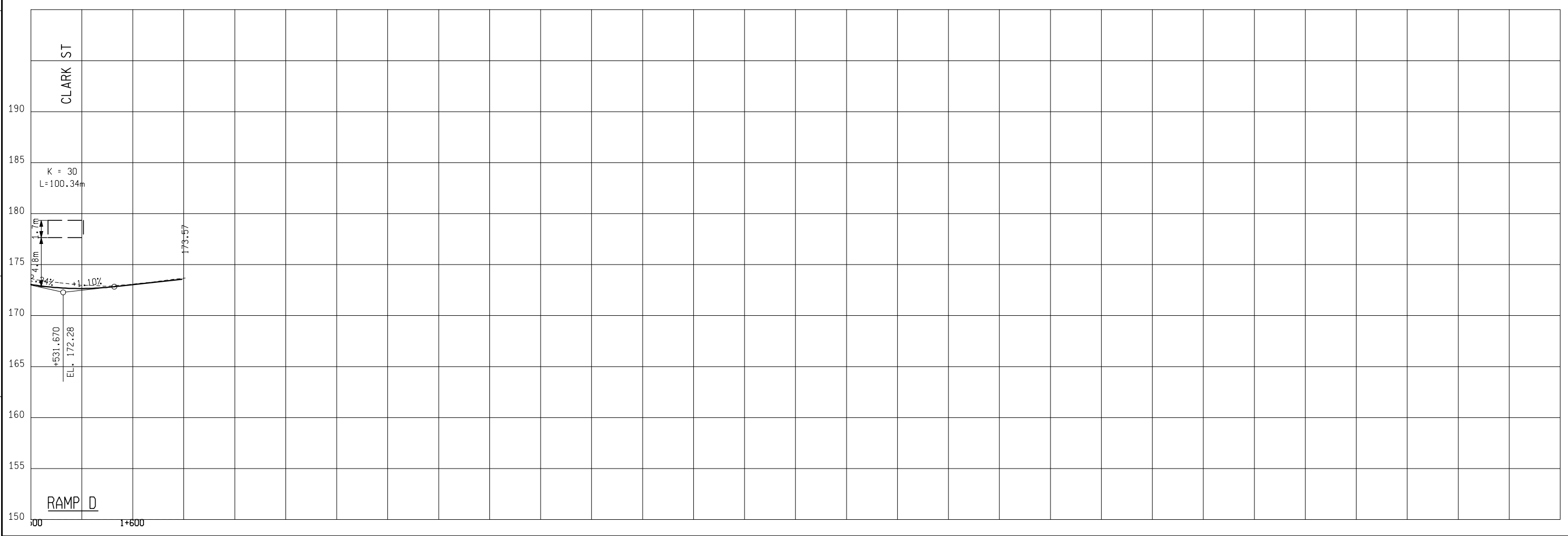
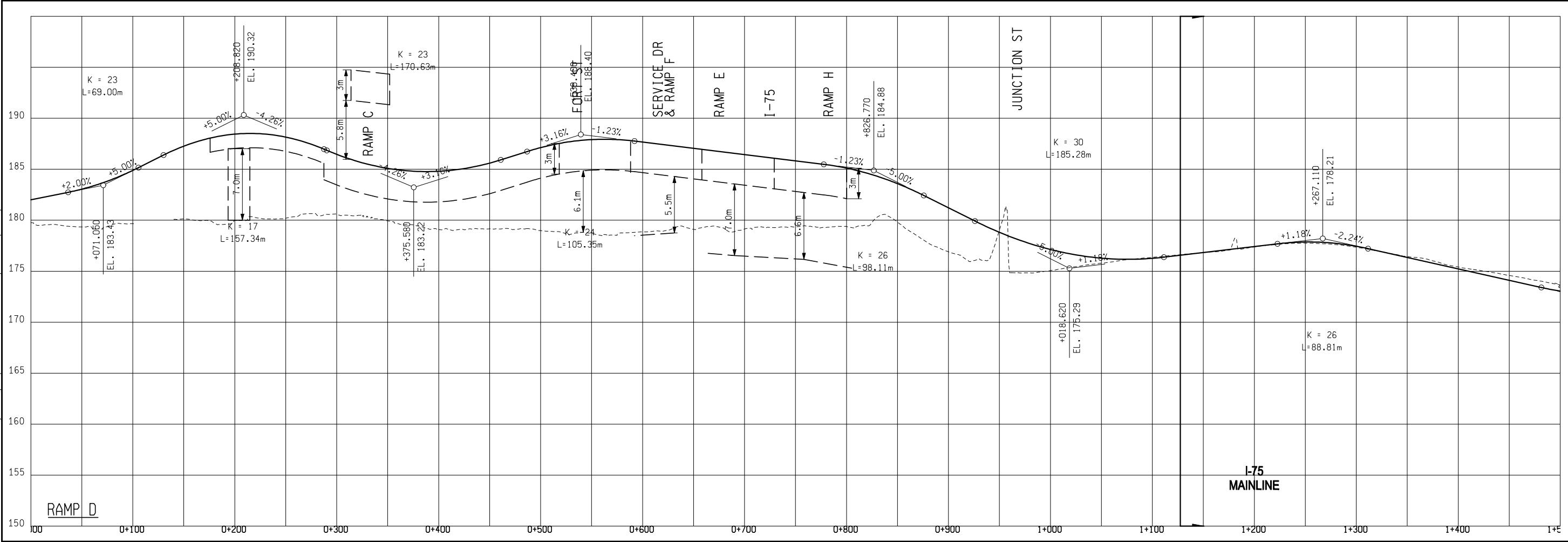
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FINAL R.O.W.	
AUTH	DATE
NO.	REVISION

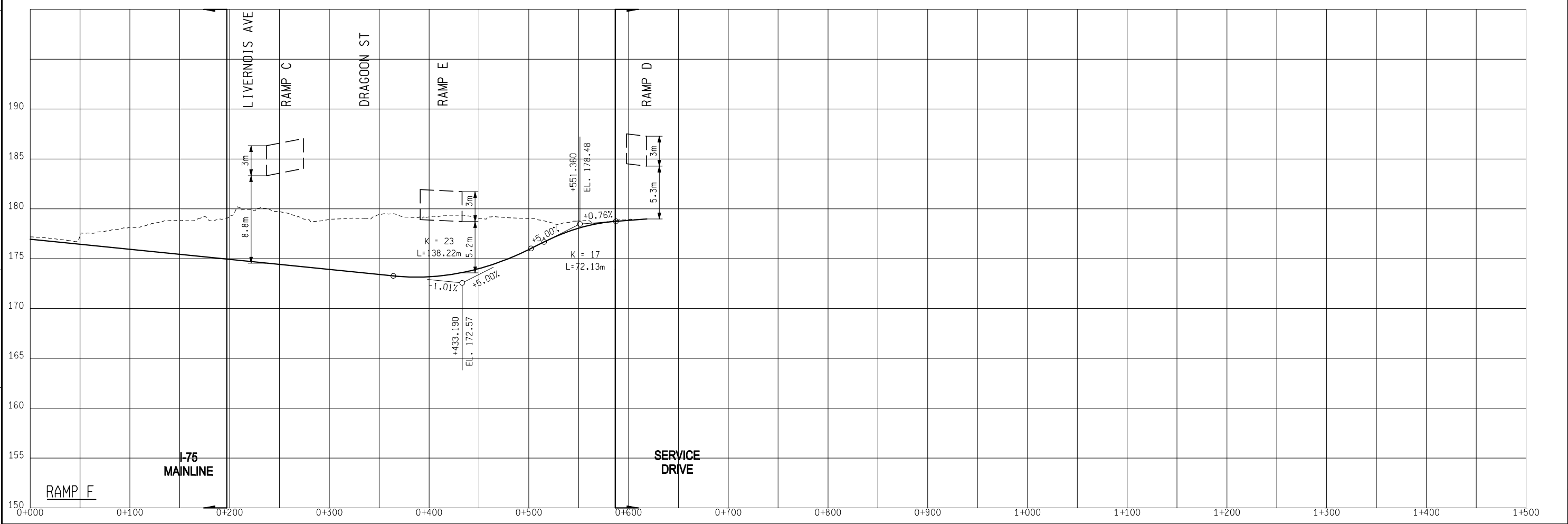
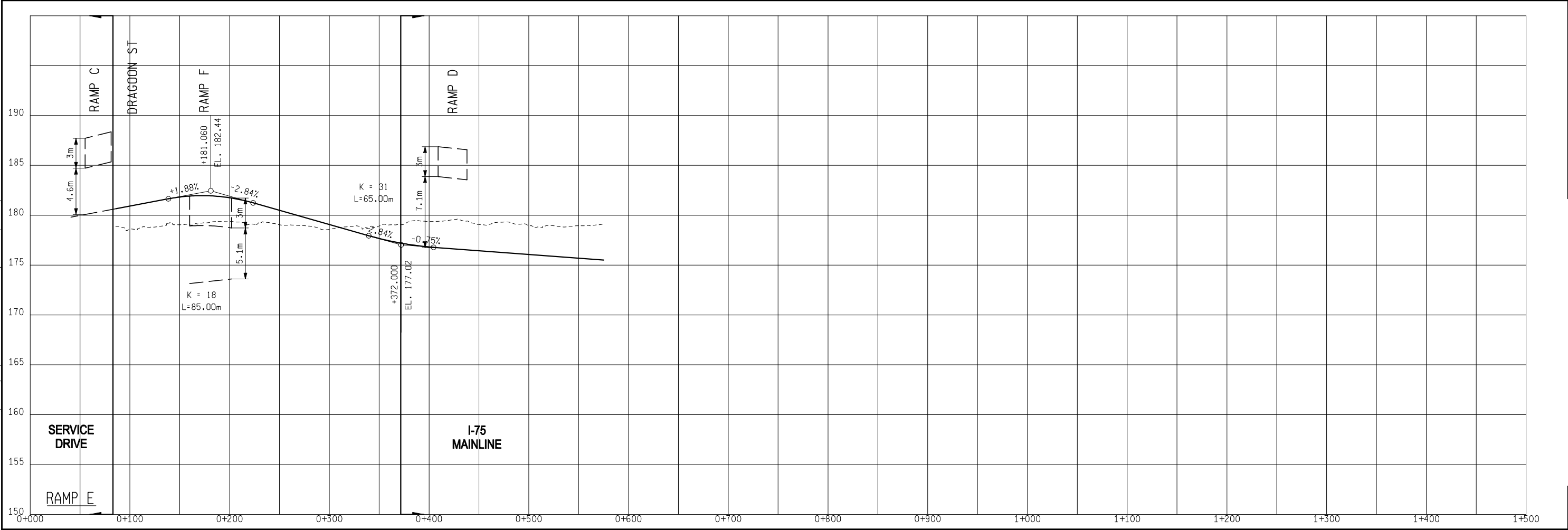
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RAMP D		DESIGN UNIT	
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	VERT. 1" = 1'		

SHEET NO.

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FINAL R.O.W.	DATE	NO.	REVISION

DATE	SCALE	JOB NO.	DESIGN UNIT
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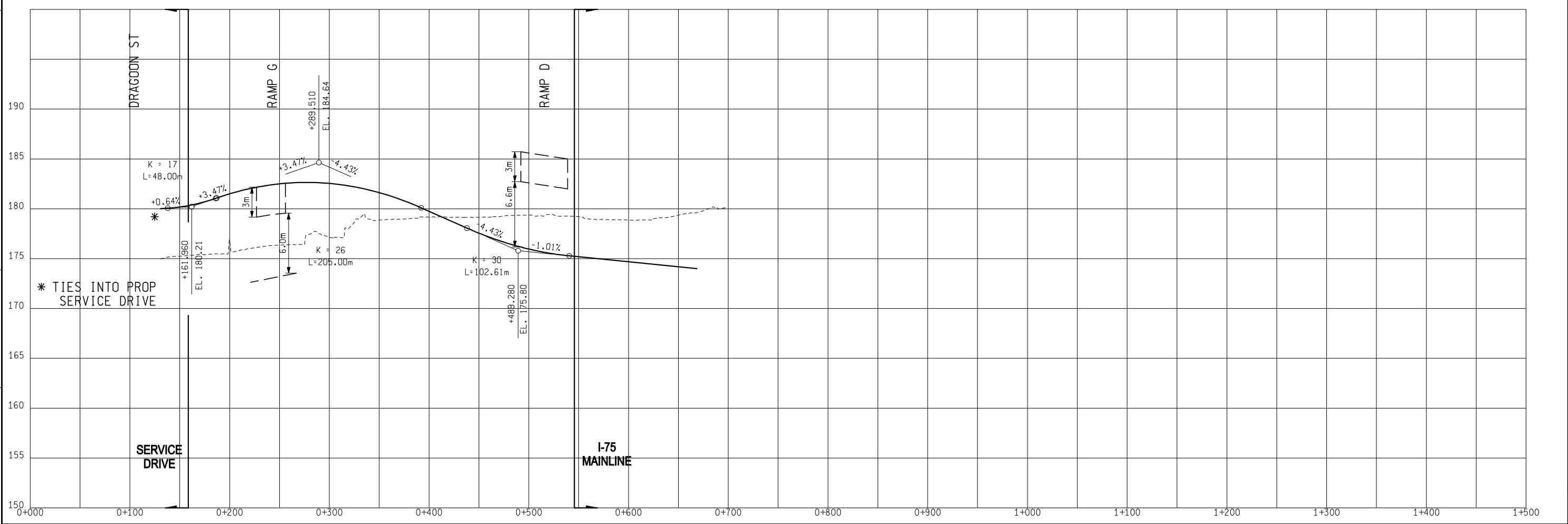
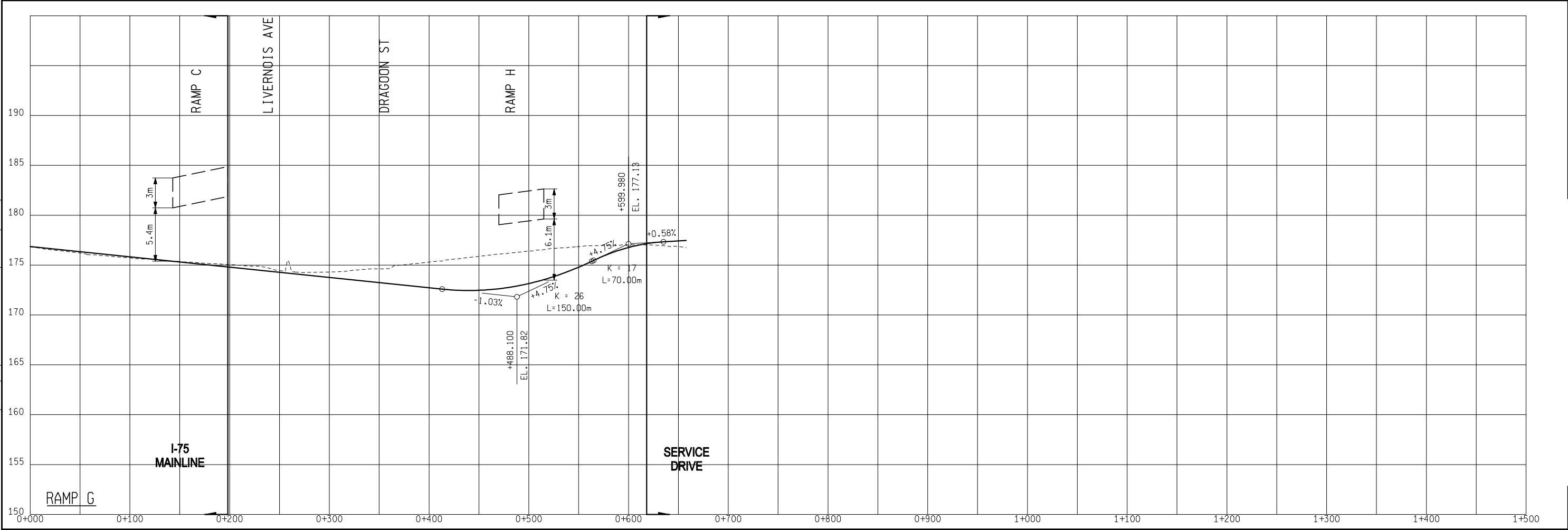
ALTERNATE 11 - INTERCHANGE C - PLAZA P-c
RAMPS E & F

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* TIES INTO PROP SERVICE DRIVE

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AUTH	DATE NO. REVISION

ALTERNATE 11 - INTERCHANGE C - PLAZA P-c		JOB NO.	
RAMPS G & H		CONT. SEC.	
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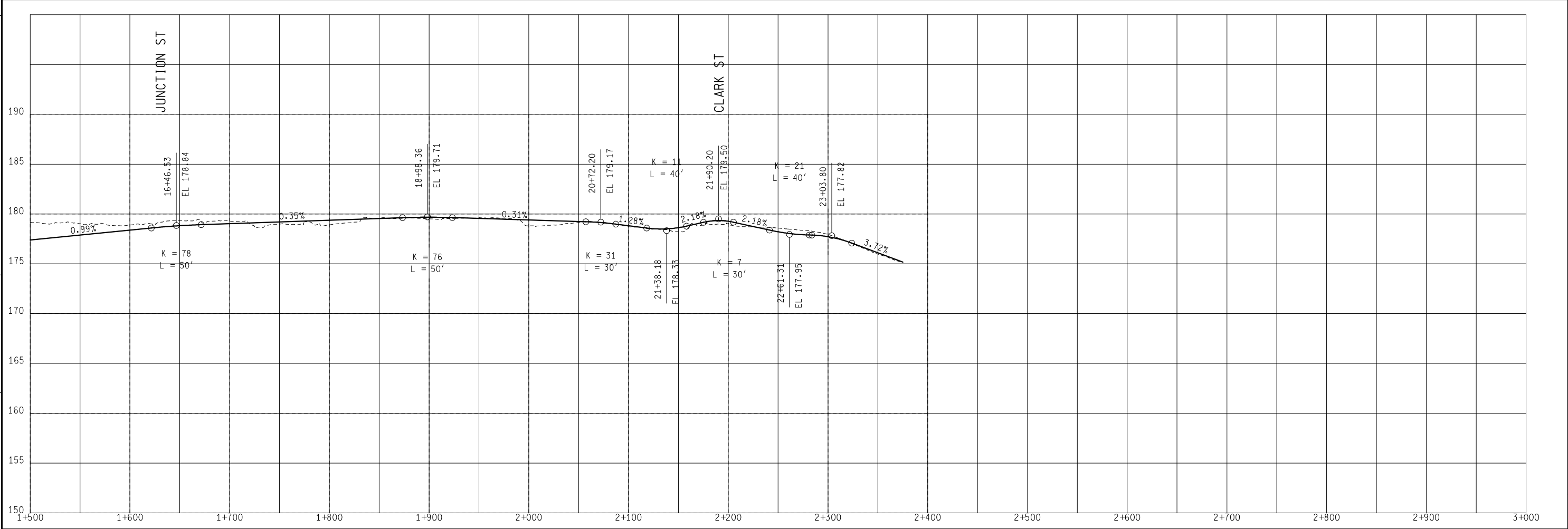
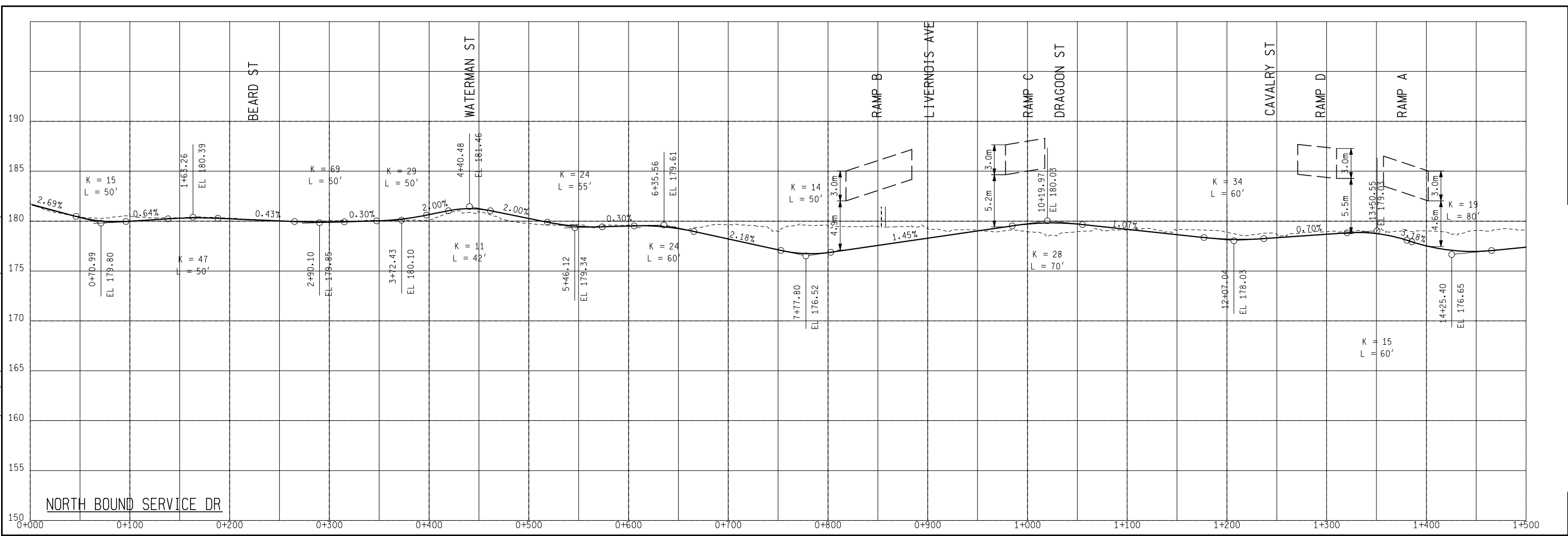
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ALTERNATE 11 - INTERCHANGE C - PLAZA P-c
NB SERVICE DR

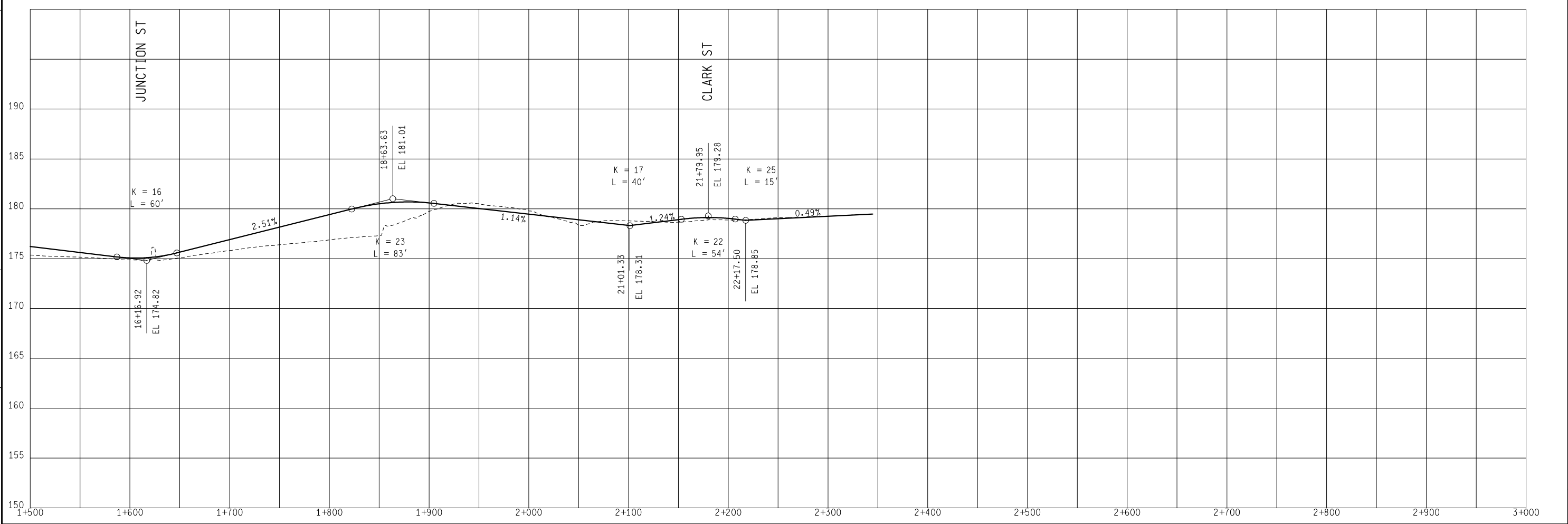
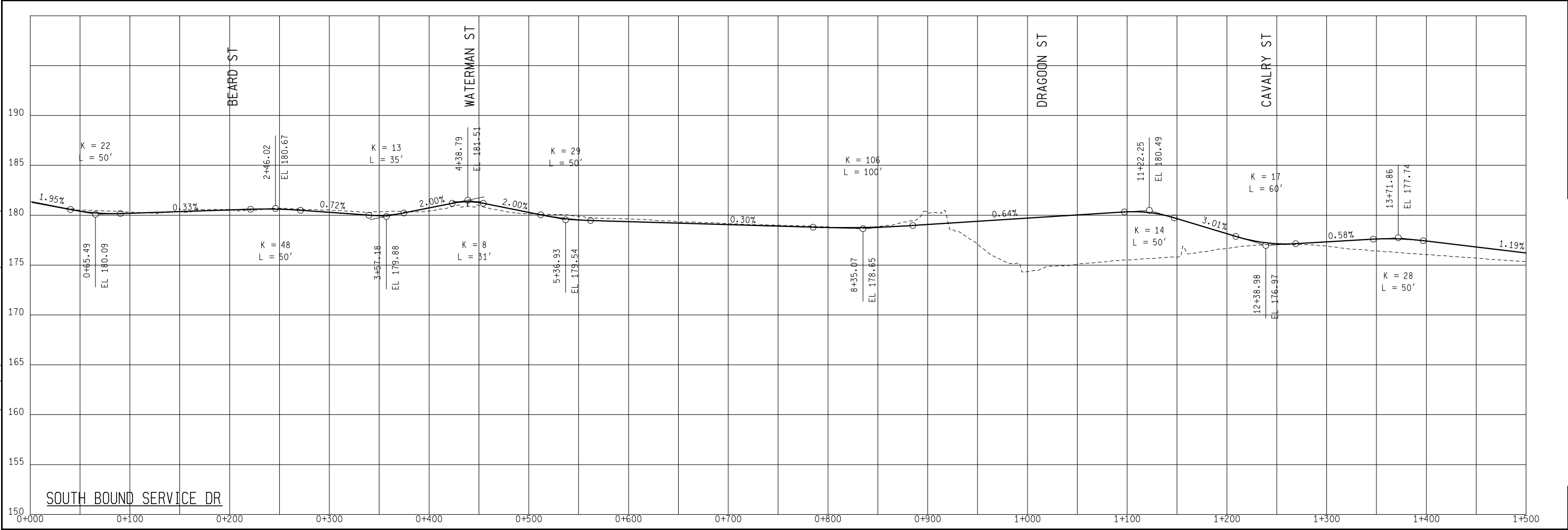
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ALTERNATE 11 - INTERCHANGE C - PLAZA P-c
SB SERVICE DR

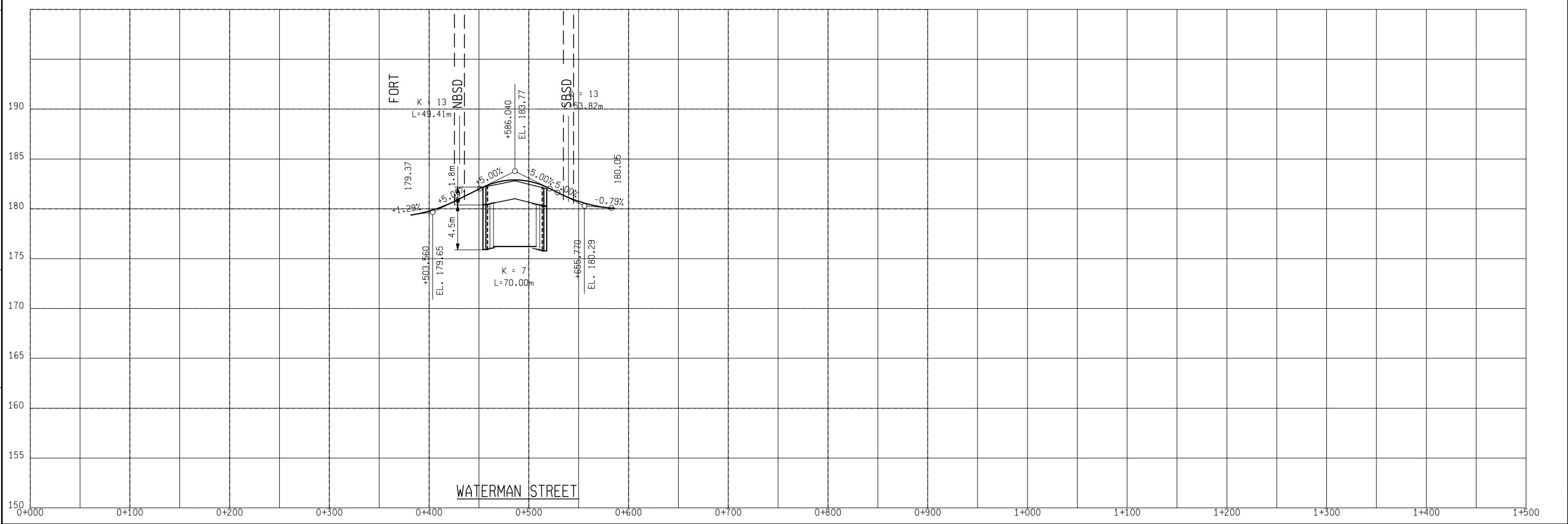
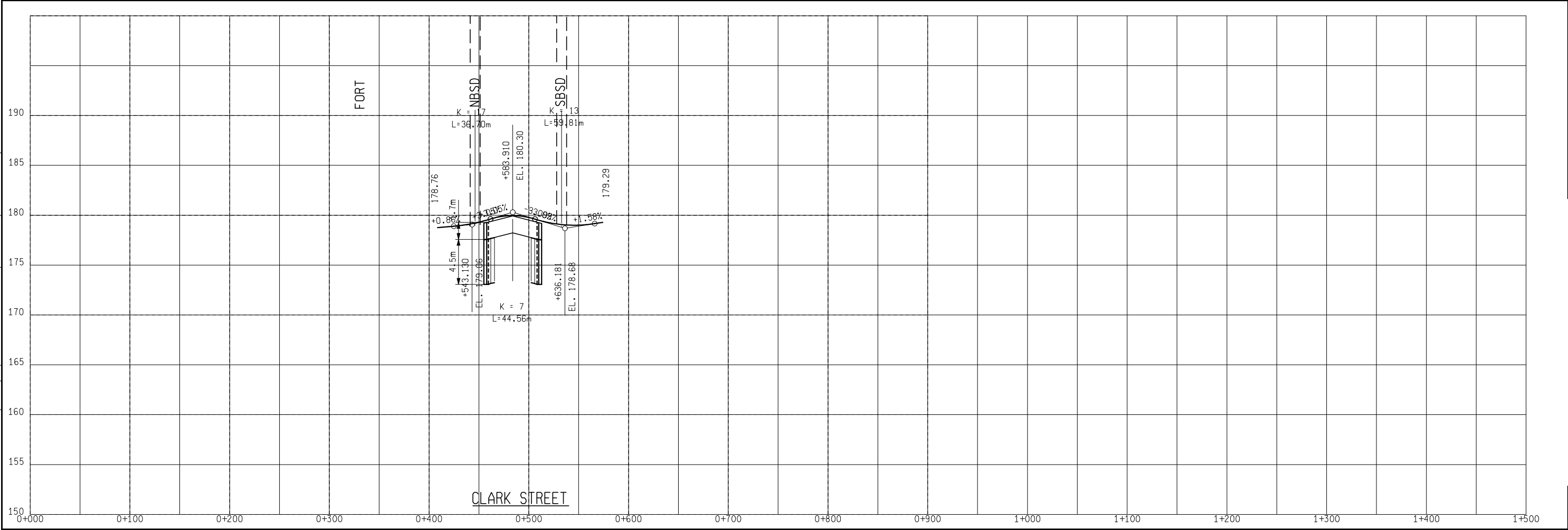
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FINAL R.O.W.	
AUTH	DATE
	REVISION

ALTERNATE 11 - INTERCHANGE C - PLAZA P-c		DESIGN UNIT
CROSSING ROADS (CLARK STREET AND WATERMAN STREET)		JOB NO.
DATE	CONT. SEC.	
SCALE		
HORIZ. 1" = 1'		
VERT. 1" = 1'		

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AUTH	REVISION

ALTERNATE 11 - INTERCHANGE C - PLAZA P-c			
LOCAL PLAZA ACCESS RAMPS			
DATE	SCALE	JOB NO.	DESIGN UNIT
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ALTERNATE 14, INTERCHANGE G, PLAZA P-a, CROSSING X-10



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LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- + + + + ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- 1-9 RETAINING WALL NUMBER
- UTILITY CORRIDOR

0 50 100 150m 200m 300m
DRAWING SCALE 1:5000

ALTERNATE 14, INTERCHANGE G, PLAZA P-a, CROSSING X-10



RAMP A CURVE RAMP CURVE A-1 $\Delta = 76^{\circ}11'45''$ (RT) LENGTH = 531.948 m RADIUS = 400.000 m PC STA = 10+117.942 PI STA = 10+431.559 PT STA = 10+649.890 T = 313.617 m E = 108.287 m	RAMP B CURVE RAMP B-1 $\Delta = 4^{\circ}00'00''$ (RT) LENGTH = 61.087 m RADIUS = 875.000 m PC STA = 20+516.516 PI STA = 20+547.072 PT STA = 20+577.603 T = 30.556 m E = 0.533 m	RAMP B CURVE RAMP B-2 $\Delta = 40^{\circ}21'14''$ (RT) LENGTH = 281.724 m RADIUS = 400.000 m PC STA = 20+733.388 PI STA = 20+880.377 PT STA = 21+015.111 T = 146.989 m E = 26.152 m	RAMP B CURVE RAMP B-3 $\Delta = 31^{\circ}58'15''$ (RT) LENGTH = 44.640 m RADIUS = 80.000 m PC STA = 21+261.037 PI STA = 21+283.955 PT STA = 21+305.677 T = 22.918 m E = 3.218 m
RAMP C CURVE RAMP C-1 $\Delta = 118^{\circ}45'55''$ (LT) LENGTH = 481.314 m RADIUS = 232.200 m PC STA = 30+145.381 PI STA = 30+537.738 PT STA = 30+626.696 T = 392.357 m E = 223.718 m	RAMP C CURVE RAMP C-2 $\Delta = 14^{\circ}23'38''$ (RT) LENGTH = 226.098 m RADIUS = 900.000 m PC STA = 30+626.696 PI STA = 30+740.343 PT STA = 30+852.794 T = 113.647 m E = 7.147 m	RAMP D CURVE RAMP D-1 $\Delta = 4^{\circ}00'00''$ (RT) LENGTH = 61.087 m RADIUS = 875.000 m PC STA = 40+516.577 PI STA = 40+547.132 PT STA = 40+577.663 T = 30.556 m E = 0.533 m	RAMP D CURVE RAMP D-2 $\Delta = 8^{\circ}40'43''$ (LT) LENGTH = 90.882 m RADIUS = 600.000 m PC STA = 40+733.300 PI STA = 40+778.828 PT STA = 40+824.182 T = 45.528 m E = 1.725 m
RAMP D CURVE RAMP D-3 $\Delta = 131^{\circ}31'35''$ (LT) LENGTH = 533.031 m RADIUS = 232.200 m PC STA = 41+109.618 PI STA = 41+625.400 PT STA = 41+642.649 T = 515.782 m E = 333.439 m	RAMP D CURVE RAMP D-4 $\Delta = 42^{\circ}31'49''$ (RT) LENGTH = 34.708 m RADIUS = 46.758 m PC STA = 41+698.110 PI STA = 41+716.307 PT STA = 41+732.818 T = 18.197 m E = 3.416 m		

LOCAL ACCESS INTO PLAZA CURVE RAMP LOC_IN-1 $\Delta = 20^{\circ}43'17.73''$ (LT) LENGTH = 23.436 m RADIUS = 64.800 m PC STA = 0+027.129 PI STA = 0+038.976 PT STA = 0+050.564 T = 11.8472 m E = 1.0741 m	LOCAL ACCESS INTO PLAZA CURVE RAMP LOC_IN-2 $\Delta = 43^{\circ}58'43.97''$ (RT) LENGTH = 88.271 m RADIUS = 115.000 m PC STA = 0+088.176 PI STA = 0+134.614 PT STA = 0+176.447 T = 46.4384 m E = 9.0223 m
LOCAL ACCESS OUT OF PLAZA CURVE RAMP LOC_OUT-1 $\Delta = 19^{\circ}03'55.98''$ (LT) LENGTH = 38.334 m RADIUS = 115.200 m PC STA = 0+039.490 PI STA = 0+058.836 PT STA = 0+077.824 T = 19.3456 m E = 1.6131 m	LOCAL ACCESS OUT OF PLAZA CURVE RAMP LOC_OUT-2 $\Delta = 58^{\circ}32'23.20''$ (RT) LENGTH = 66.207 m RADIUS = 64.800 m PC STA = 0+162.268 PI STA = 0+198.588 PT STA = 0+228.475 T = 36.3193 m E = 9.4841 m

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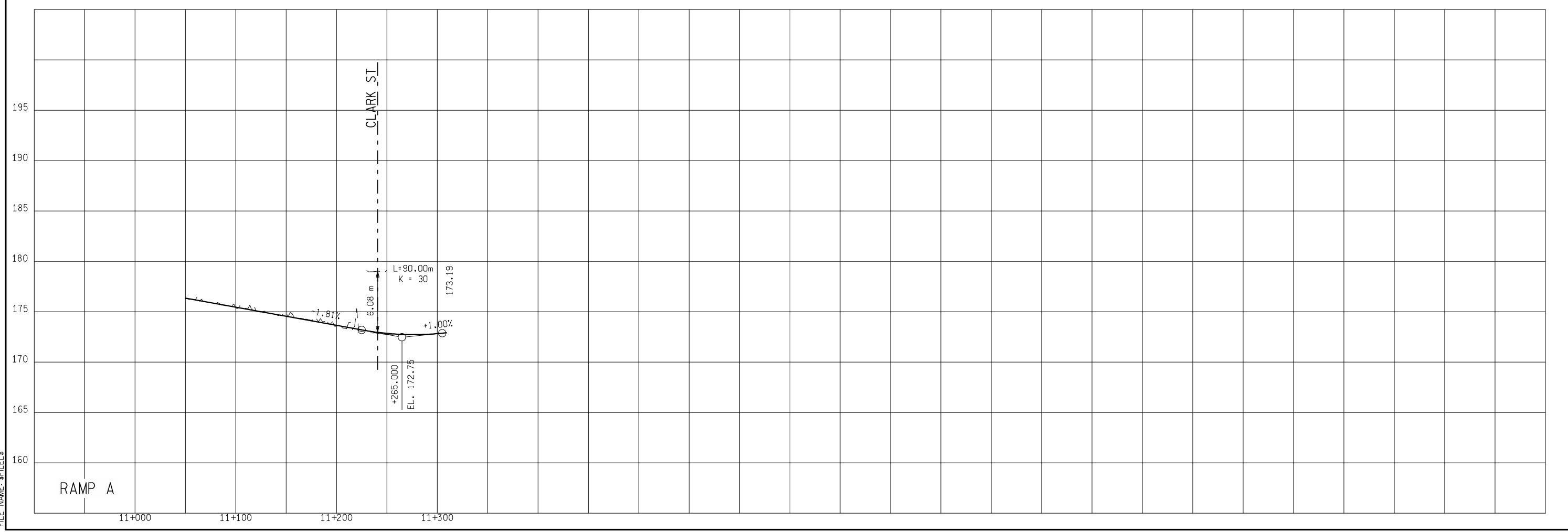
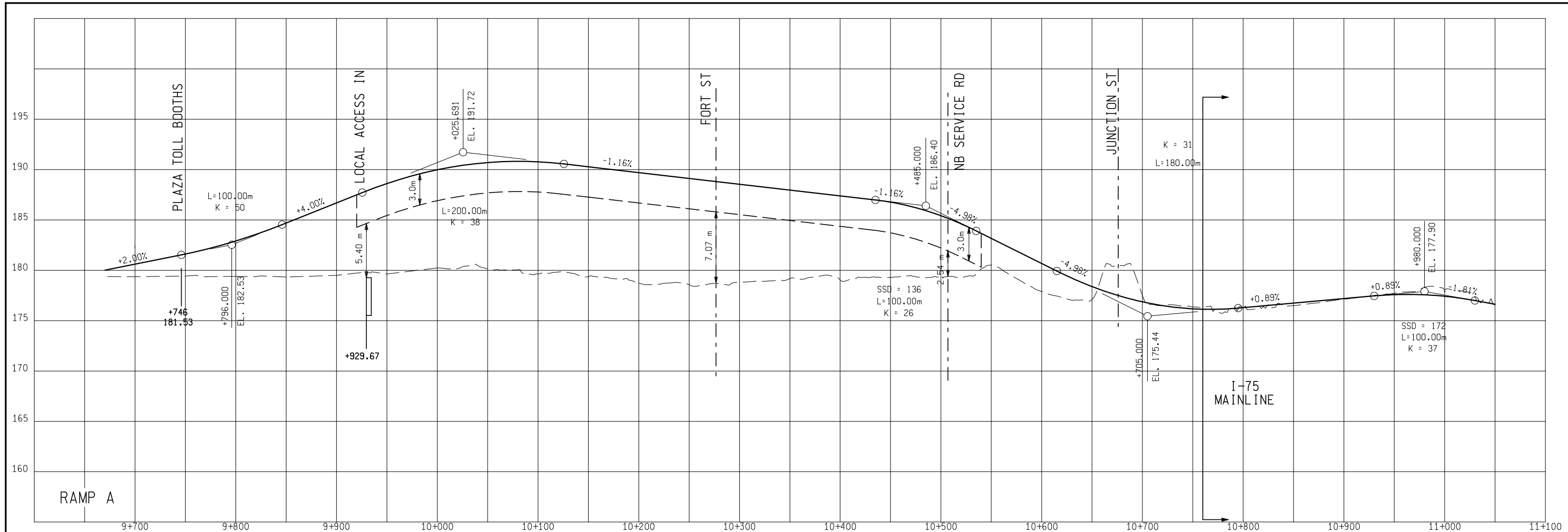
LEGEND

- ESTIMATED EXISTING ROW
- ROW IMPACT
- ROAD CLOSURES
- RAIL ROAD
- PLAZA BOUNDARY
- BRIDGES/RETAINING WALLS
- RETAINING WALL NUMBER
- UTILITY CORRIDOR

DRAWING SCALE 1:5000



FILE NAME: \$FILEL\$



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ALTERNATE 14 - INTERCHANGE G - PLAZA P-a - RAMP A	JOB NO.	DESIGN UNIT
DATE	CONT. SEC.	
SCALE	HORZ. 1" = 1'	VERT. 1" = 1'

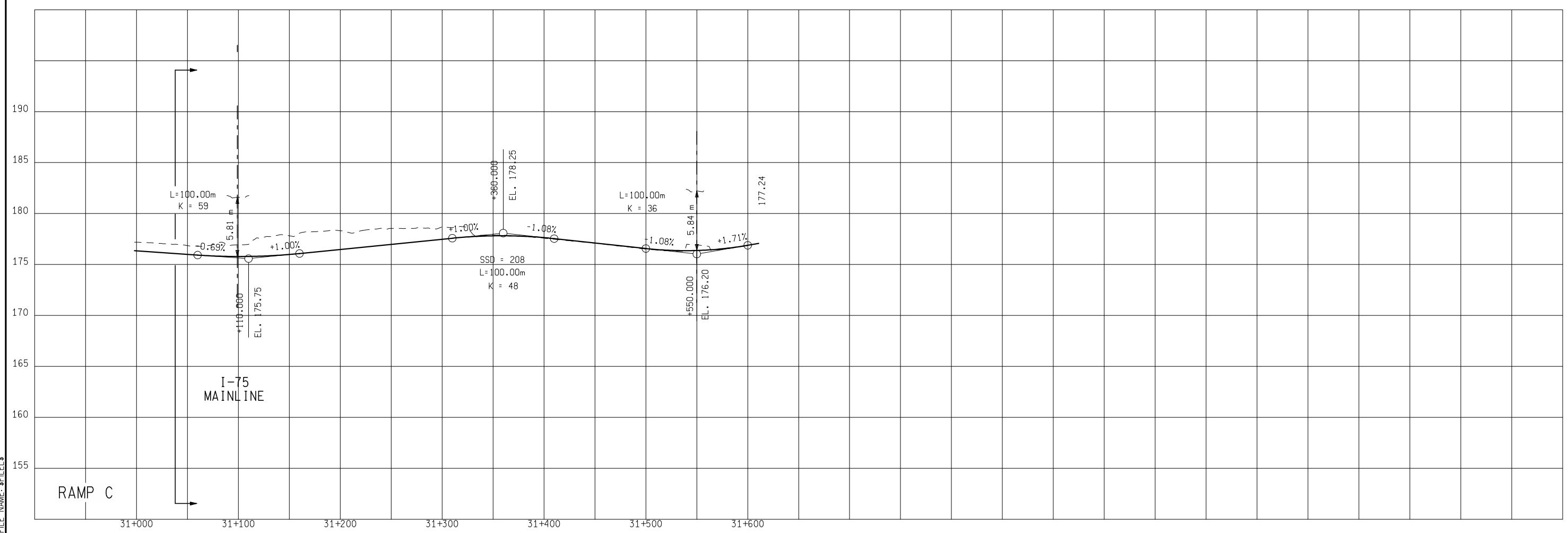
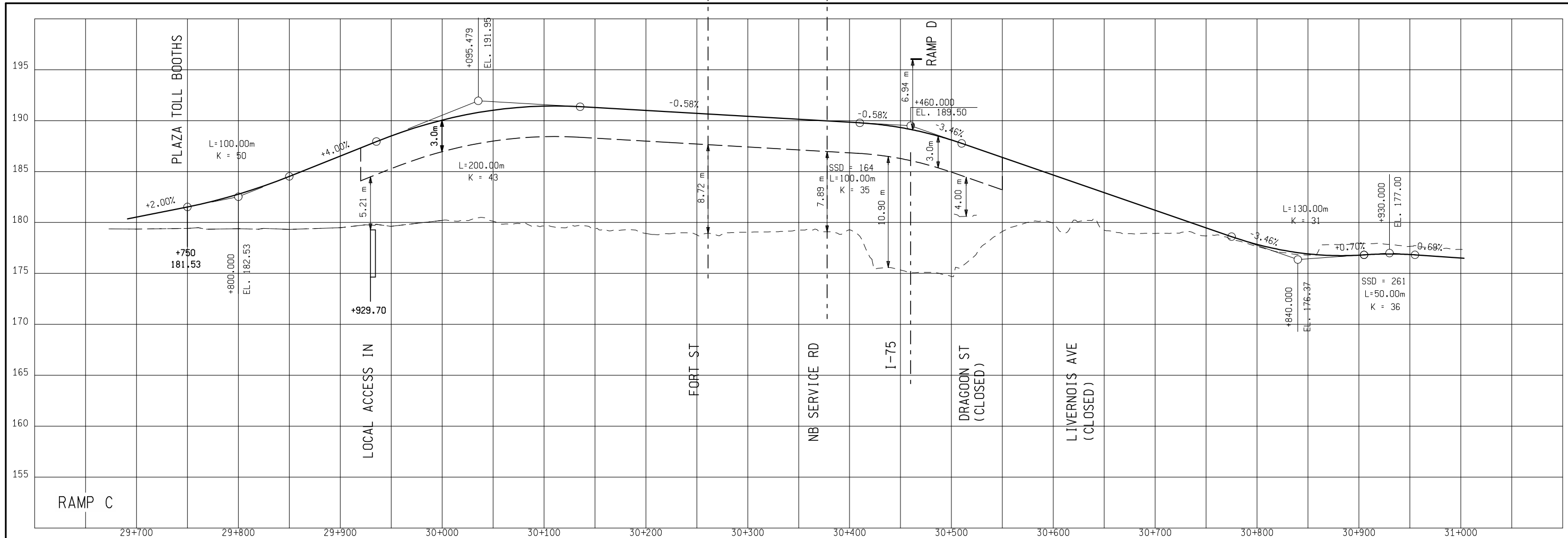


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	REVISION

ALTERNATE 14 - INTERCHANGE G - PLAZA P-a - RAMP C	JOB NO.	DESIGN UNIT
DATE	SCALE	CONT. SEC.
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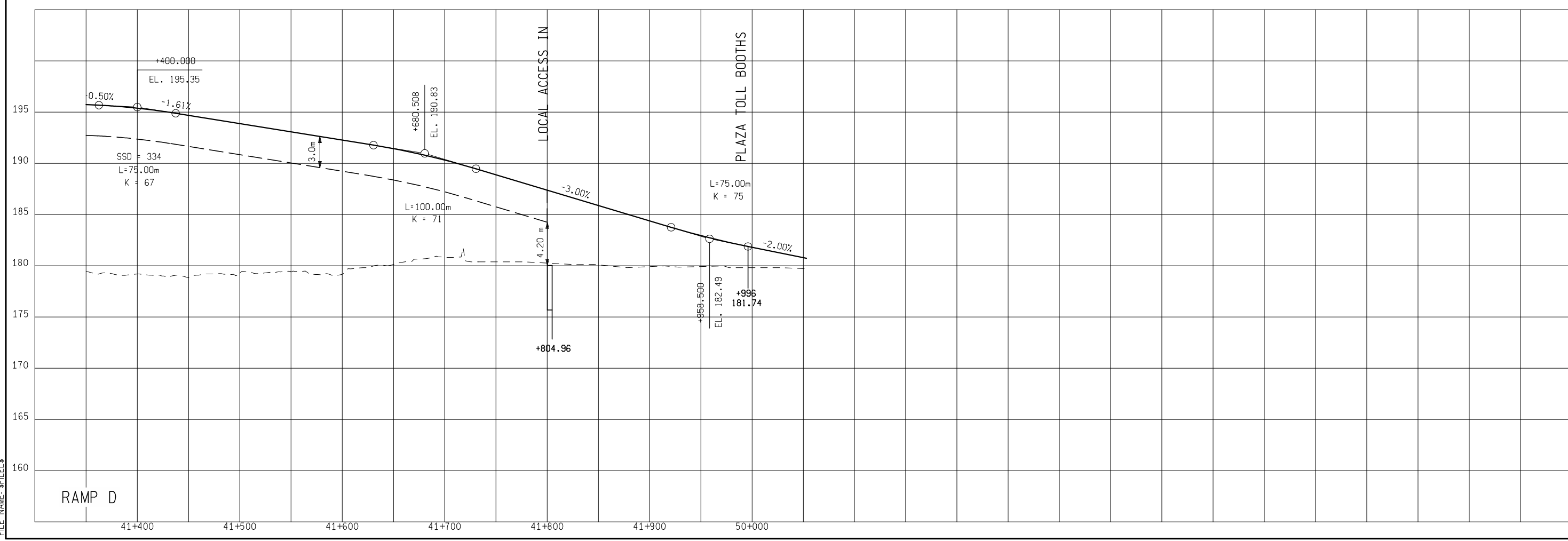
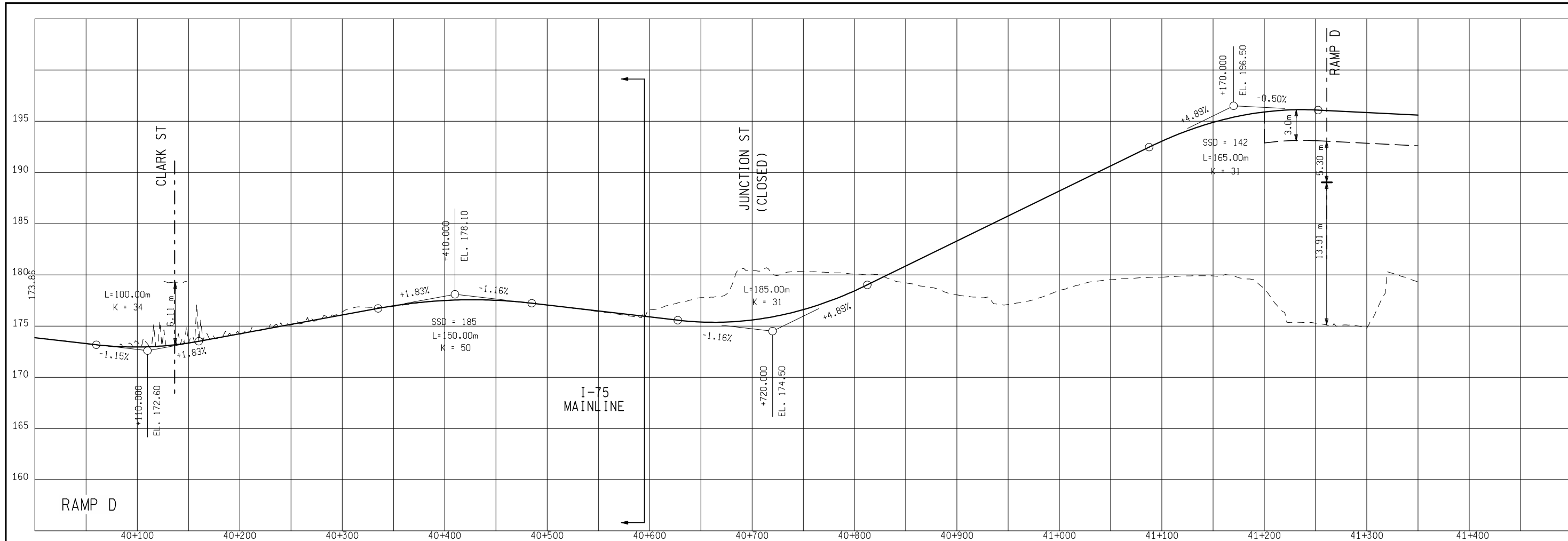
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ALTERNATE 14 - INTERCHANGE G - PLAZA P-a - RAMP D	DESIGN UNIT
DATE	JOB NO.
SCALE	CONT. SEC.
HORZ. 1" = 1'	
VERT. 1" = 1'	



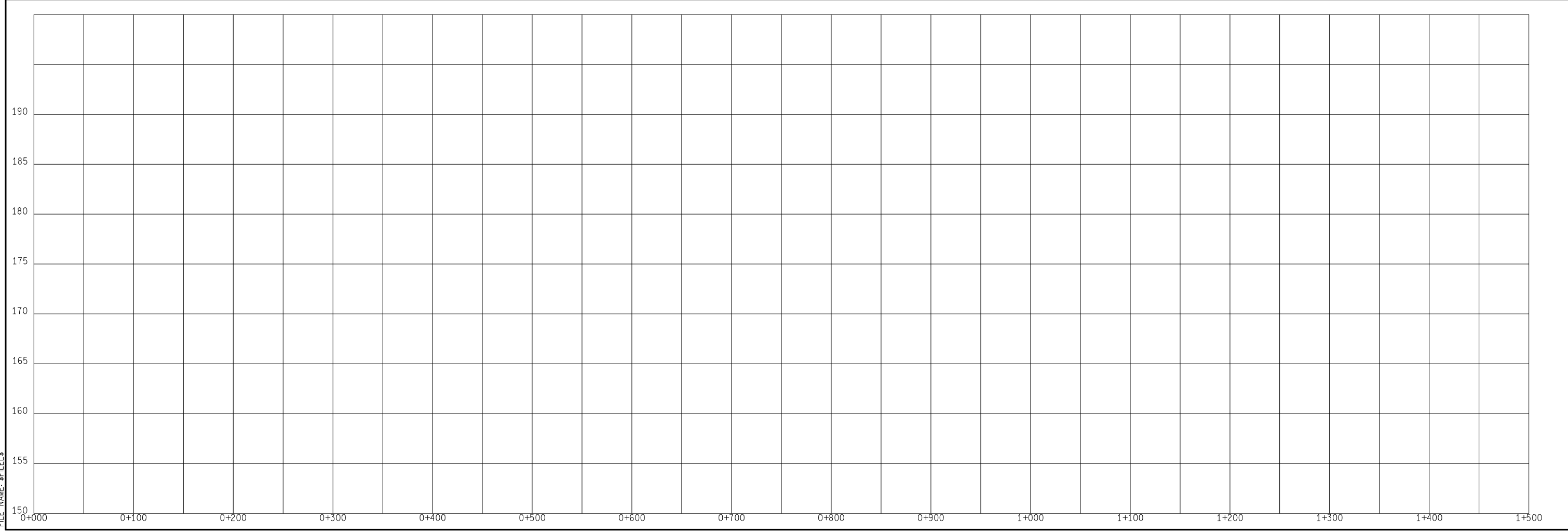
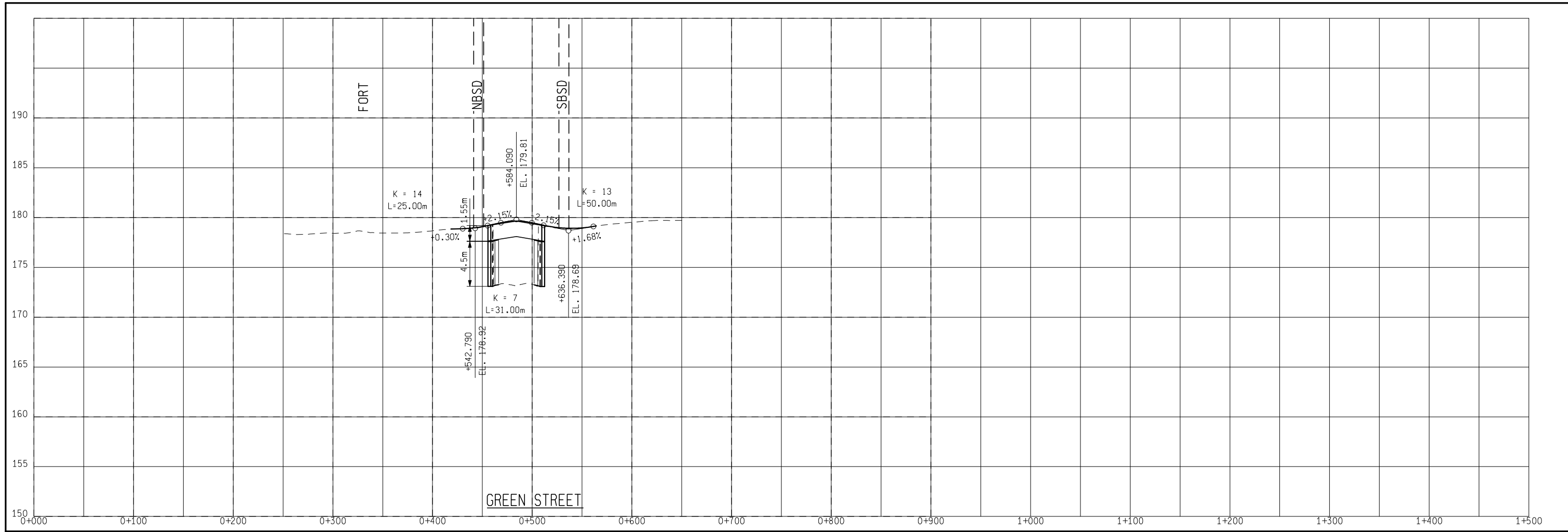
 Michigan Department of Transportation

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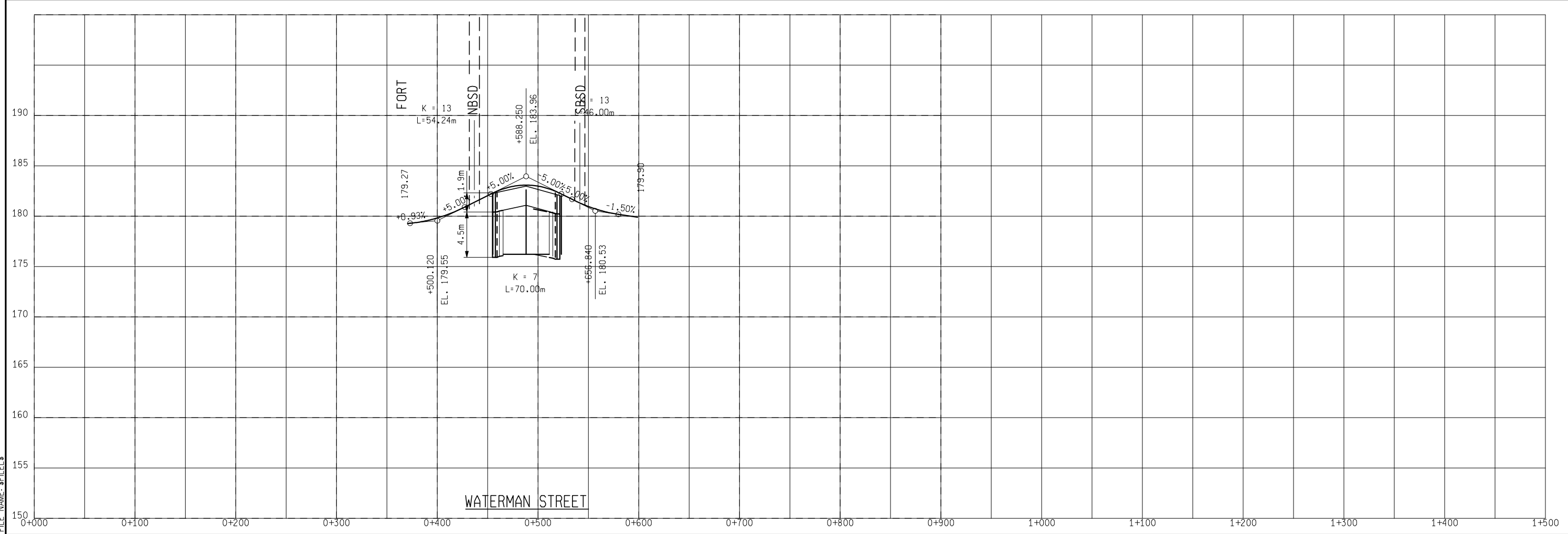
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CROSSING ROADS (GREEN STREET)	
DATE	JOB NO.
SCALE	CONT. SEC.
HORZ. 1" = 1'	DESIGN UNIT
VERT. 1" = 1'	

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ALTERNATE 14 - INTERCHANGE G - PLAZA P-a Mod
 CROSSING ROADS (CLARK STREET AND WATERMAN STREET)
 DATE _____ SCALE _____ CONT. SEC. _____ JOB NO. _____ DESIGN UNIT _____
 HORZ. 1" = ' VERT. 1" = ' \$ TIME \$

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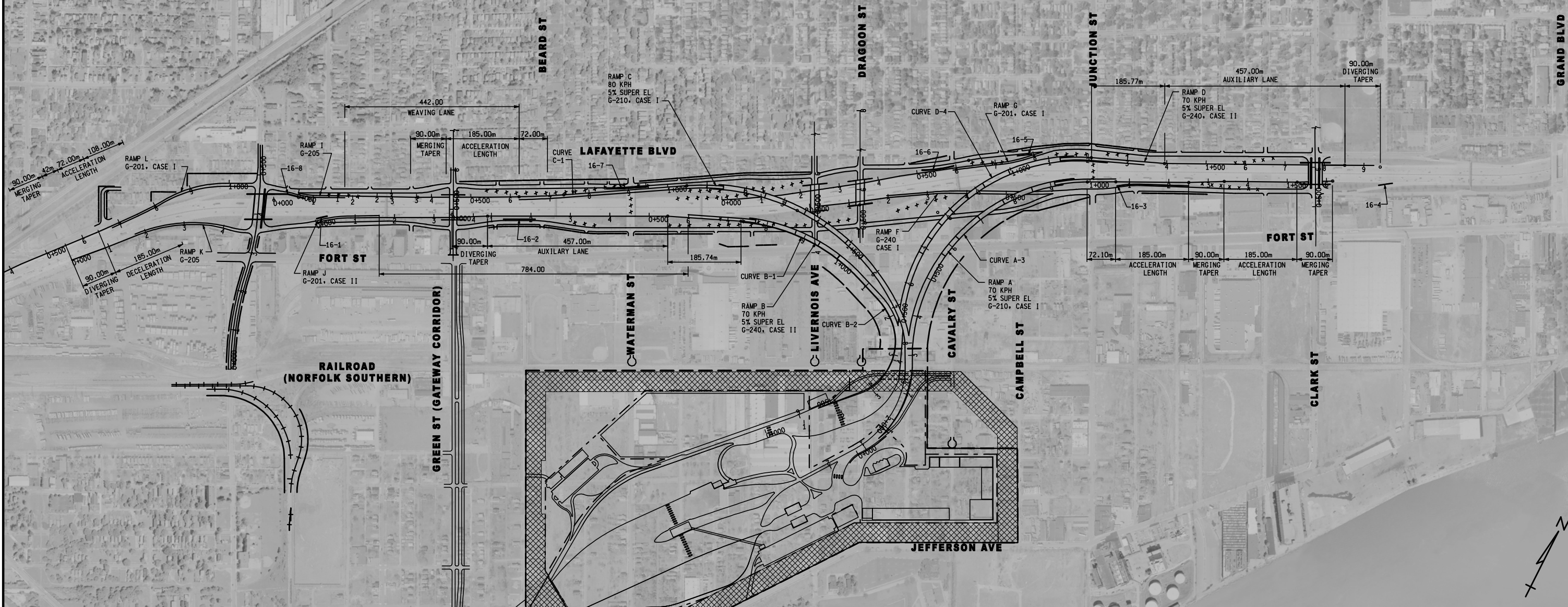
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ALTERNATIVE 16, INTERCHANGE I, PLAZA P-a, CROSSING X-10



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ALTERNATIVE 16, INTERCHANGE I, PLAZA P-a, CROSSING X-10



RAMP A-1 $\Delta = 61^\circ 33' 35.346''$ (LT) R = 264.400m T = 157.488m L = 284.077m E = 43.350m PC = 0+000.000 PI = 0+157.488 PT = 0+284.077	RAMP B-1 $\Delta = 43^\circ 06' 12.719''$ (RT) R = 456.610m T = 180.340m L = 343.507m E = 34.323m PC = 0+730.638 PI = 0+910.978 PT = 1+074.145	RAMP C-1 $\Delta = 3^\circ 15' 09.278''$ (LT) R = 2,000.000m T = 56.783m L = 113.536m E = 0.806m PC = 0+622.154 PI = 0+678.937 PT = 0+735.690
RAMP A-2 $\Delta = 5^\circ 13' 55.517''$ (RT) R = 254.540m T = 11.630m L = 23.244m E = 0.266m PC = 0+306.726 PI = 0+318.356 PT = 0+329.970	RAMP B-2 $\Delta = 24^\circ 09' 17.155''$ (RT) R = 180.000m T = 38.514m L = 75.884m E = 4.074m PC = 1+144.046 PI = 1+182.560 PT = 1+219.931	RAMP C-3 $\Delta = 22^\circ 57' 02.215''$ (RT) R = 200.000m T = 40.601m L = 80.113m E = 4.079m PC = 1+731.923 PI = 1+772.524 PT = 1+812.036
RAMP A-3 $\Delta = 84^\circ 28' 01.855''$ (RT) R = 450.000m T = 408.516m L = 663.404m E = 157.771m PC = 0+329.970 PI = 0+738.486 PT = 0+993.374	RAMP B-3 $\Delta = 89^\circ 17' 50.078''$ (RT) R = 140.000m T = 138.293m L = 218.194m E = 56.787m PC = 1+219.931 PI = 1+358.224 PT = 1+438.125	RAMP C-4 $\Delta = 61^\circ 06' 57.968''$ (RT) R = 257.200m T = 151.854m L = 274.349m E = 41.483m PC = 1+848.955 PI = 2+000.809 PT = 2+123.305

RAMP D-1 $\Delta = 17^\circ 29' 40.958''$ (RT) R = 193.000m T = 29.696m L = 58.931m E = 2.271m PC = 0+037.352 PI = 0+067.049 PT = 0+096.283	RAMP D-3 $\Delta = 70^\circ 59' 10.022''$ (LT) R = 193.000m T = 137.630m L = 239.116m E = 44.047m PC = 0+219.064 PI = 0+356.695 PT = 0+458.180
RAMP D-2 $\Delta = 17^\circ 29' 40.958''$ (LT) R = 193.000m T = 29.696m L = 58.931m E = 2.271m PC = 0+096.283 PI = 0+125.980 PT = 0+155.214	RAMP D-4 $\Delta = 94^\circ 59' 31.006''$ (RT) R = 457.000m T = 498.658m L = 757.570m E = 219.394m PC = 0+458.180 PI = 0+956.838 PT = 1+215.851

LEGEND

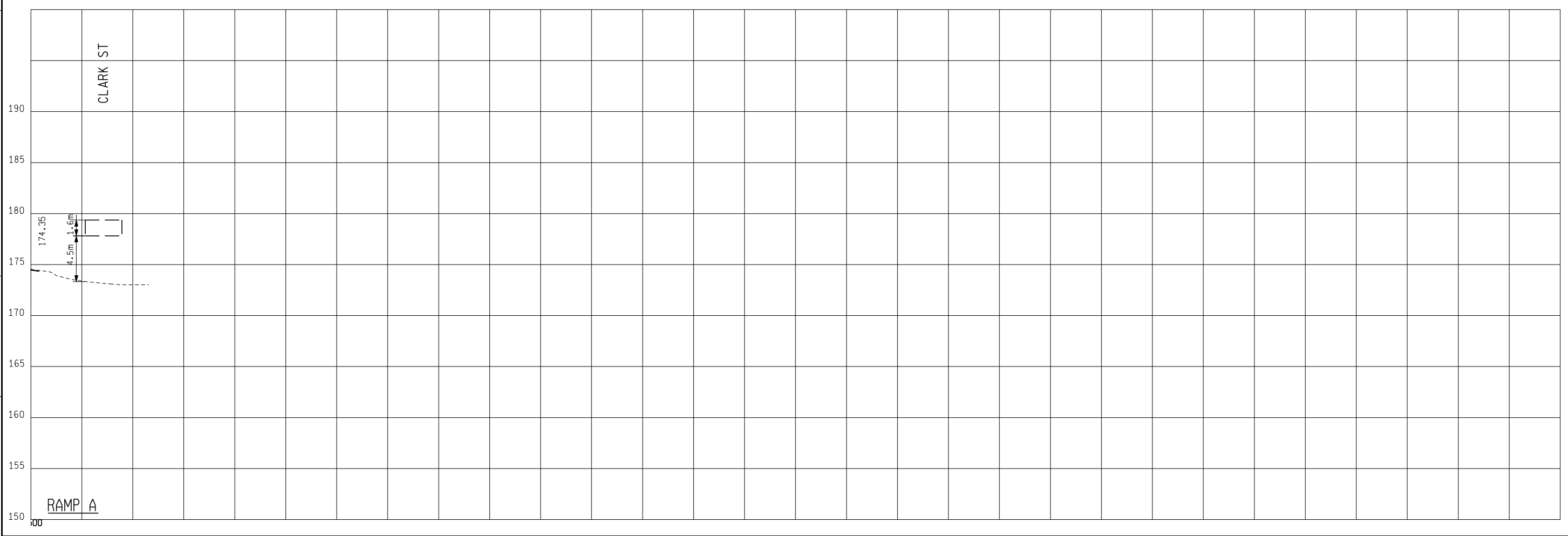
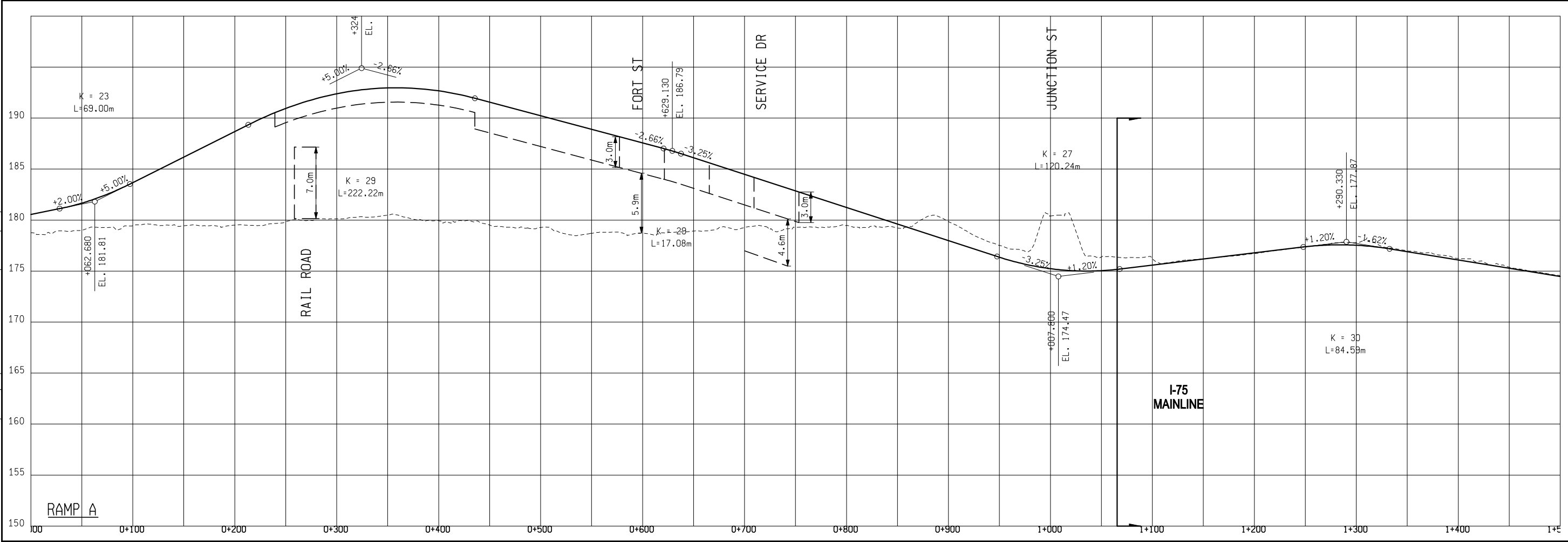
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- ROW IMPACT
- ***** ROAD CLOSURES
- RAIL ROAD
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- BRIDGES/RETAINING WALLS
- 1-5 RETAINING WALL NUMBER
- ▨ UTILITY CORRIDOR

0 50 100 200m

DRAWING SCALE 1:5000



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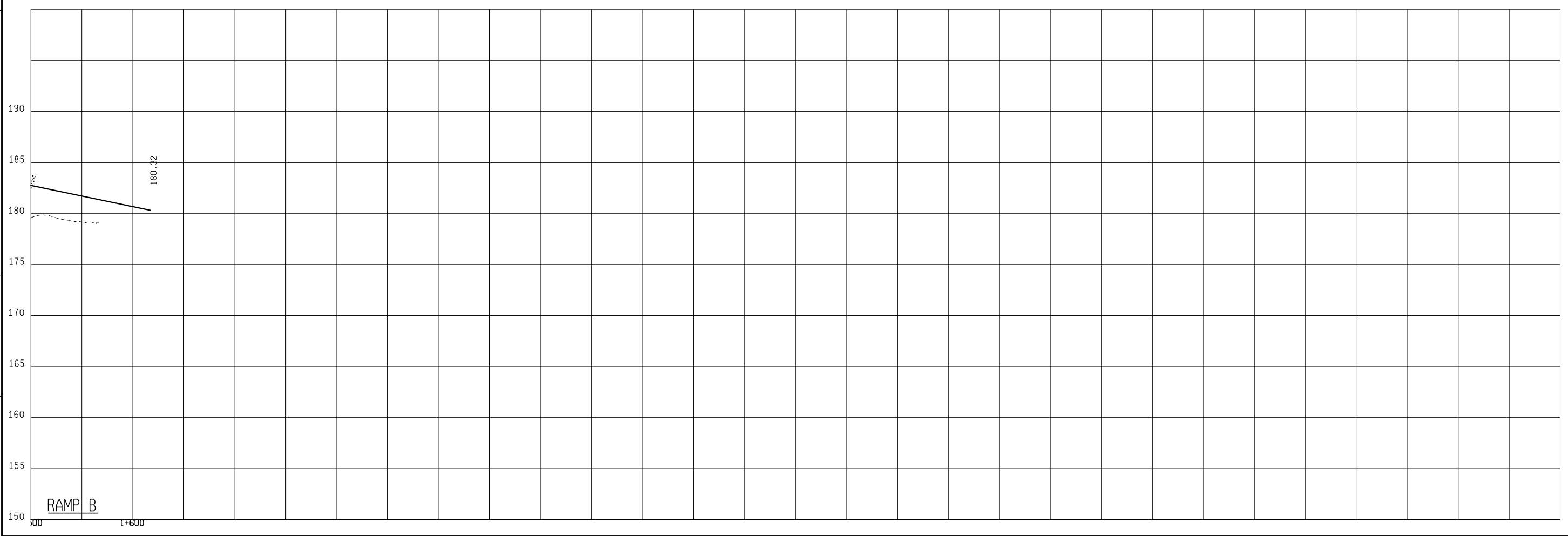
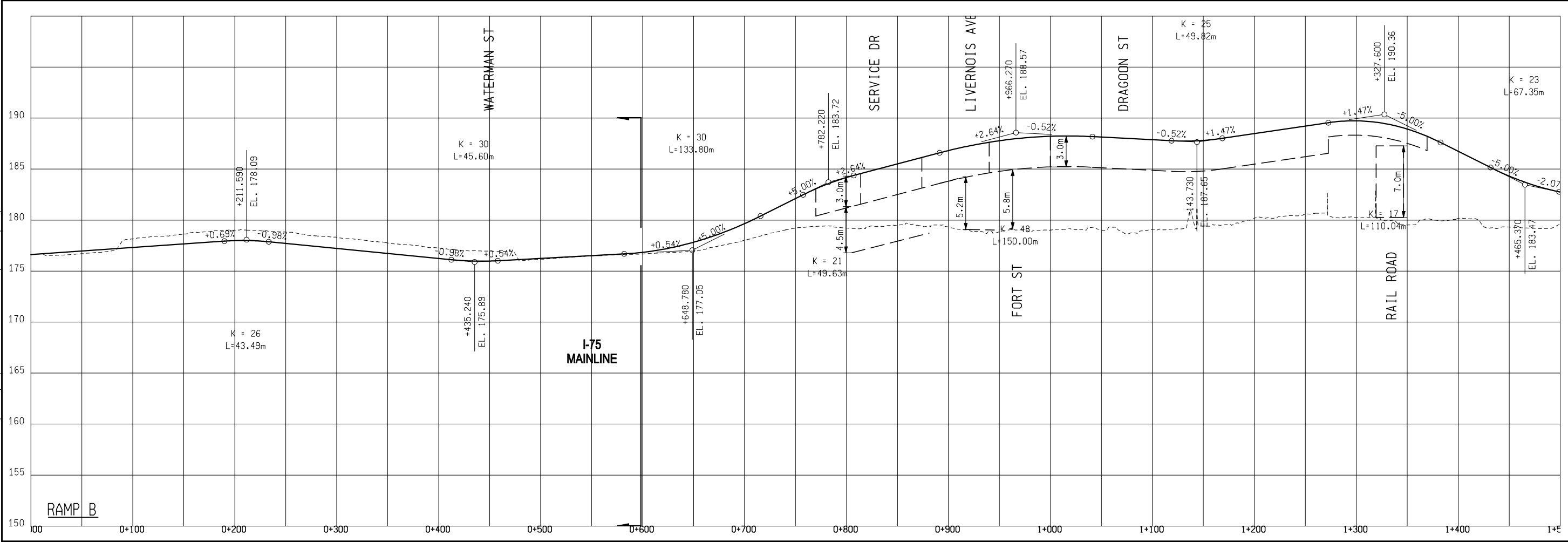
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RAMP A		JOB NO.
DATE	CONT. SEC.	SCALE
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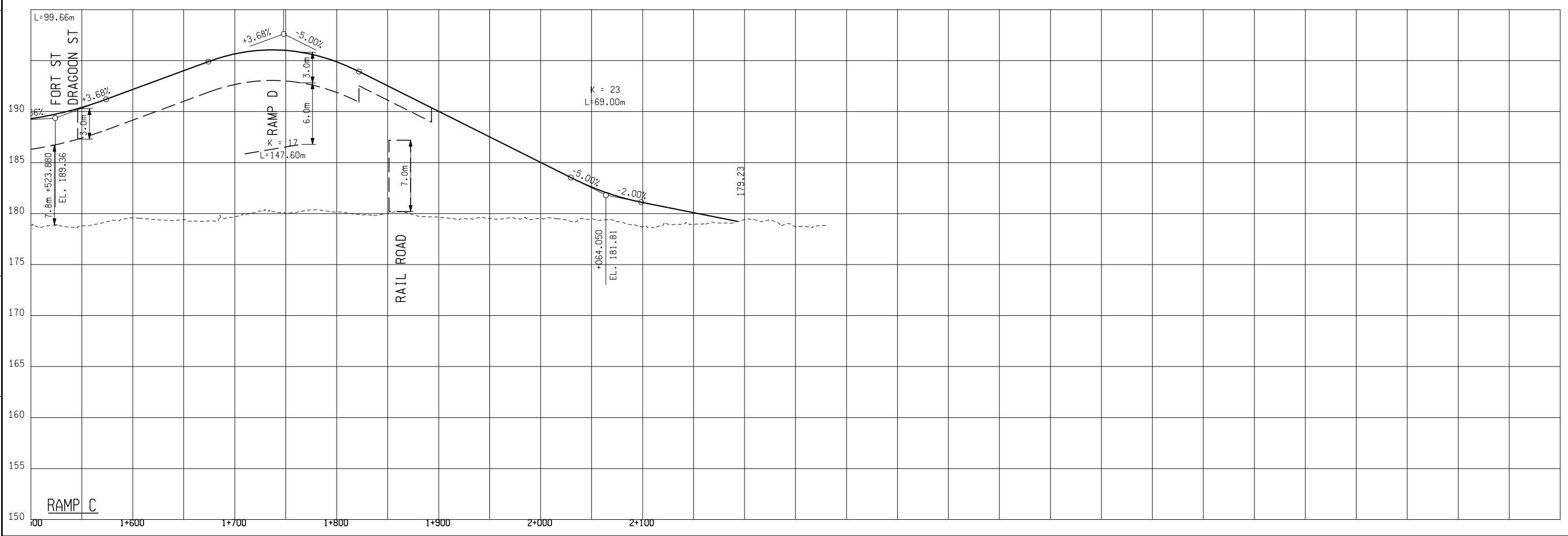
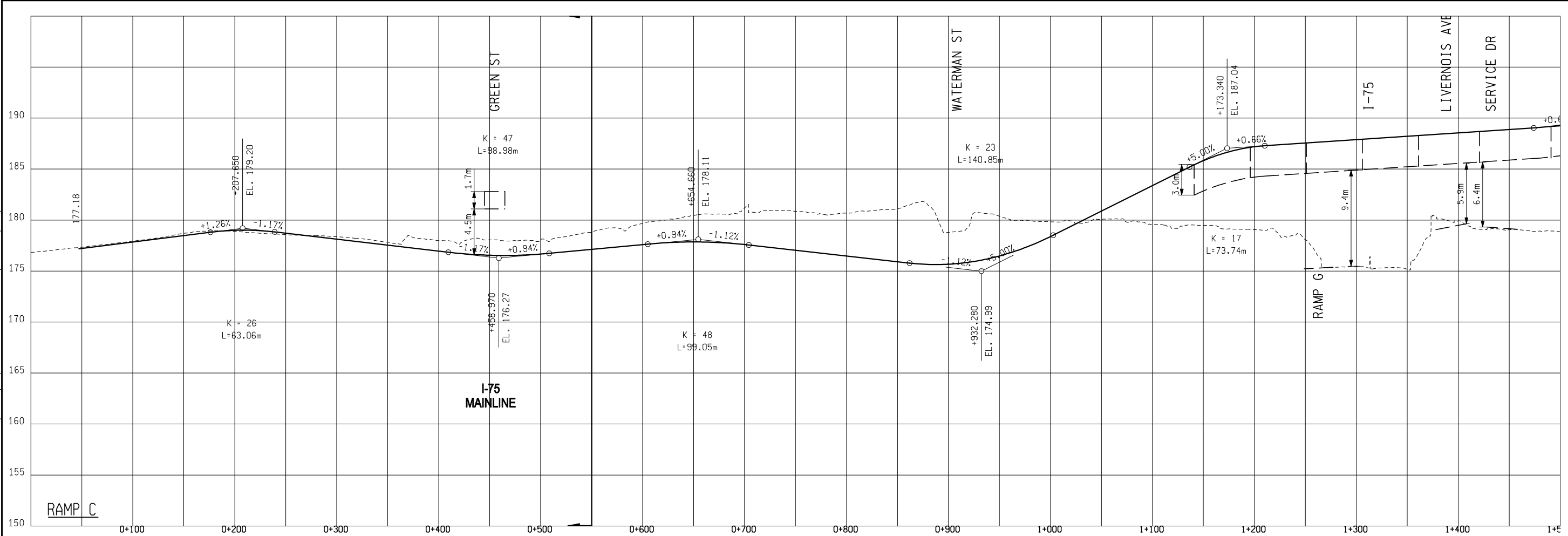
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RAMP B			
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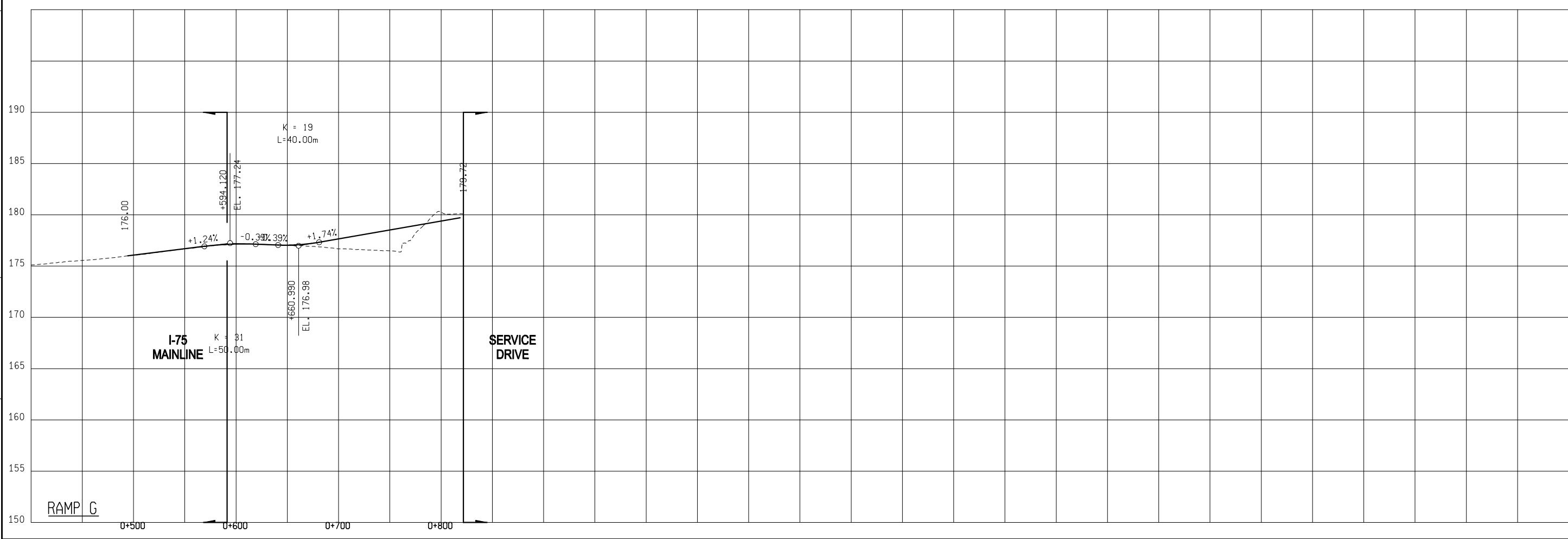
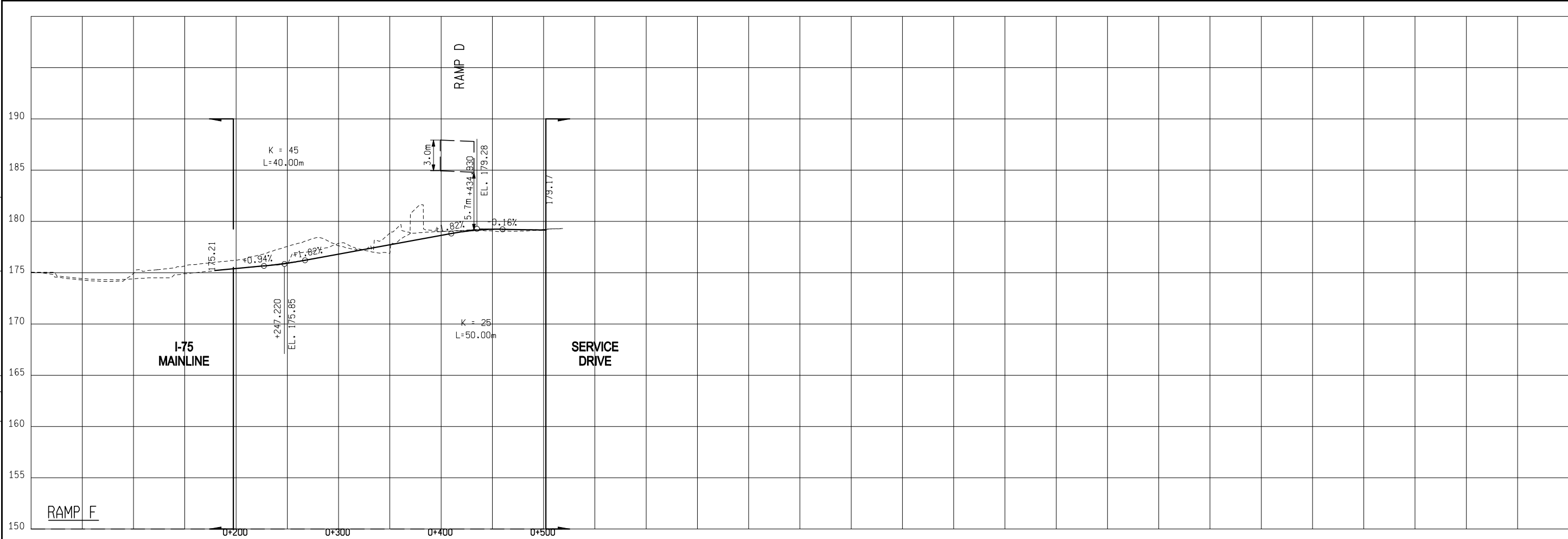
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Michigan Department of Transportation

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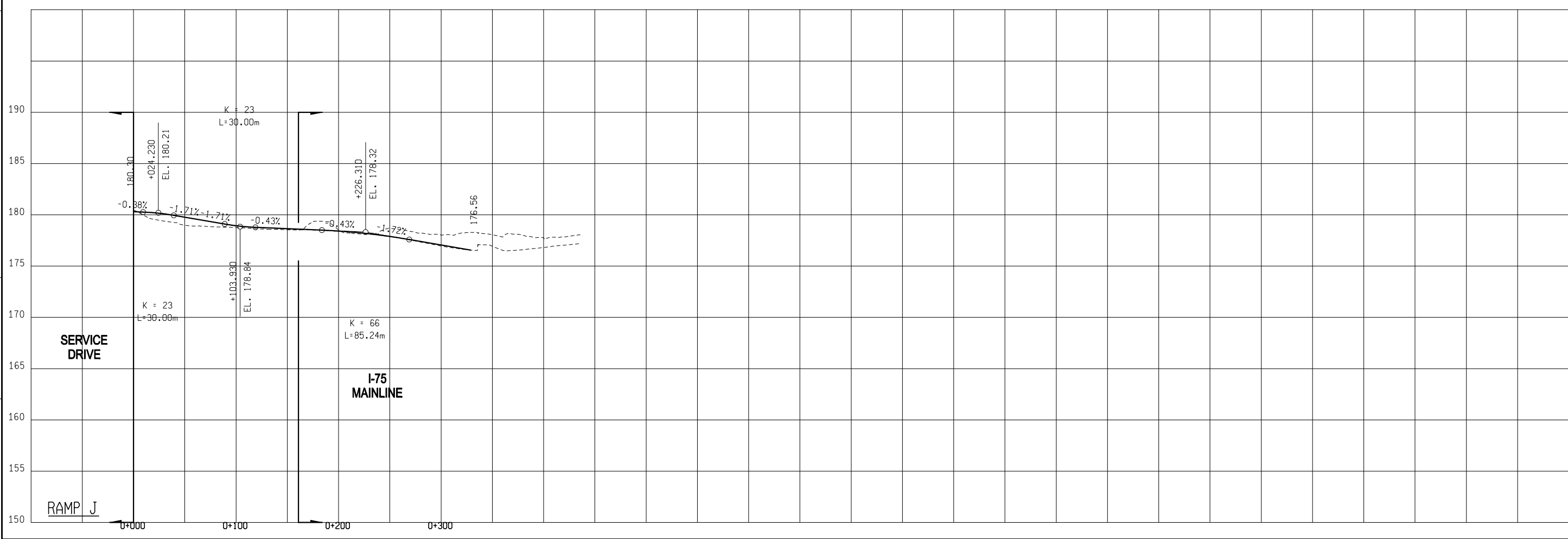
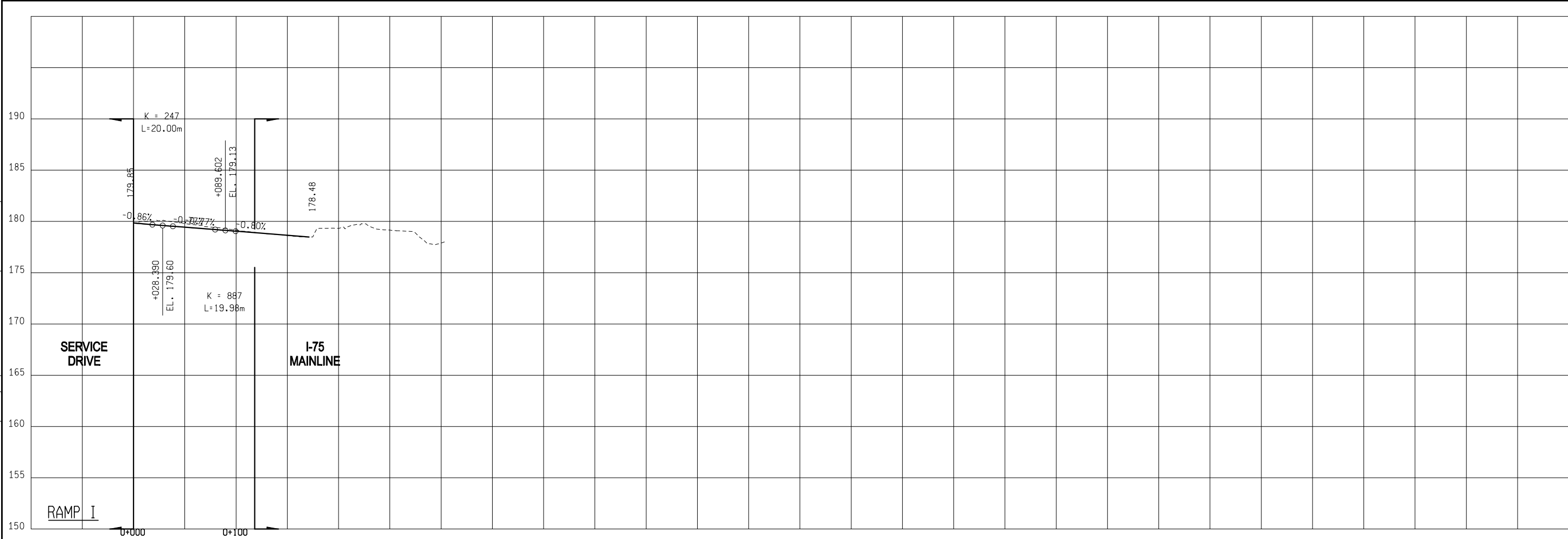
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RAMPS F & G			
DATE	SCALE	CONT. SEC.	
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	VERT. 1" = 1'		

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Michigan Department of Transportation

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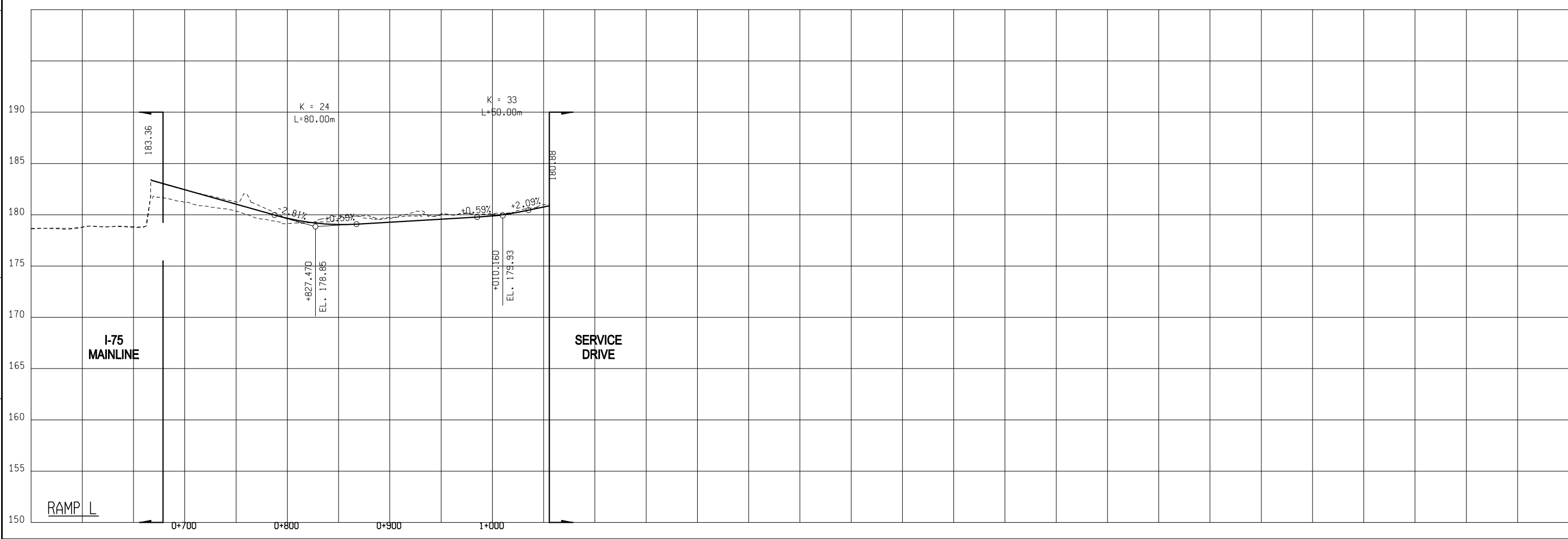
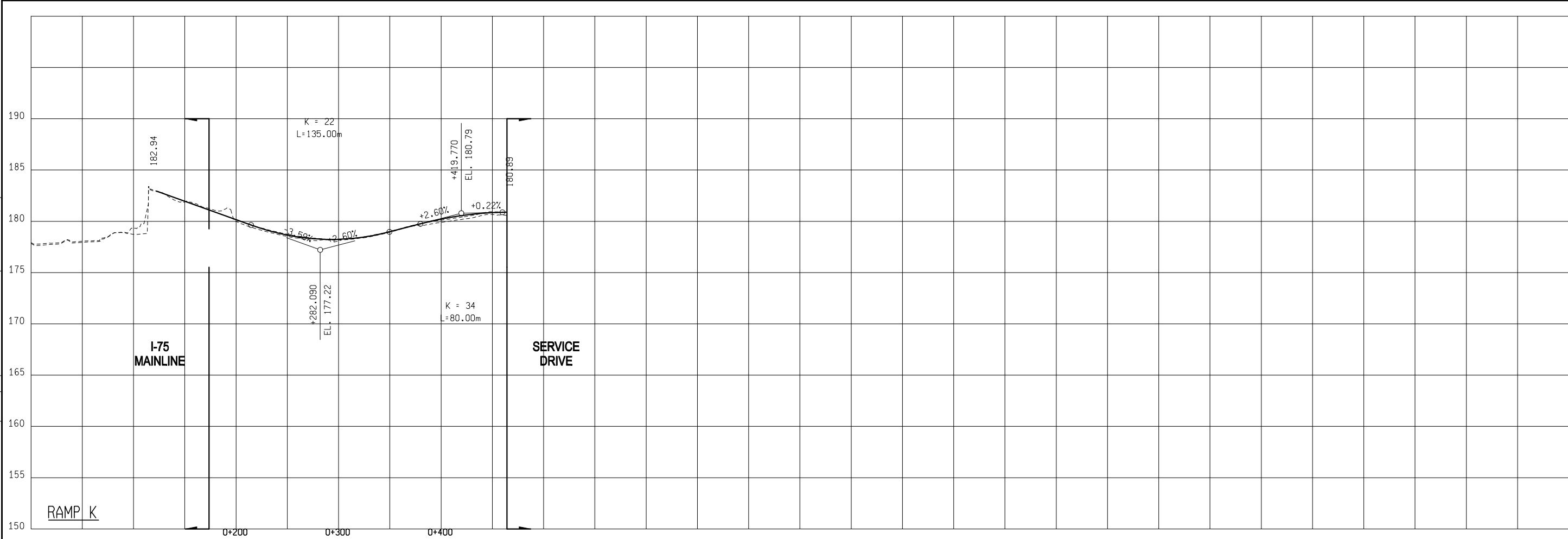
ALTERNATE 16 - INTERCHANGE I - PLAZA P-a			
RAMP I & J		JOB NO.	DESIGN UNIT
DATE	SCALE	CONT. SEC.	
	HORIZ. 1" = 1'		
	VERT. 1" = 1'		

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R.O.W CONST.

10/10/2007 4:57:51 PM

FILE NAME: F:\646294_DRC_Study\01.0000_Alternative Development\01.0200_Practical Alternatives\01.0210_Alternative Development\01.0213_Road\070822_Engineering Report\Sheets\ALT_16\alt16_prof_RAMP_K_L.dgn



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AUTH	REVISION
DATE	

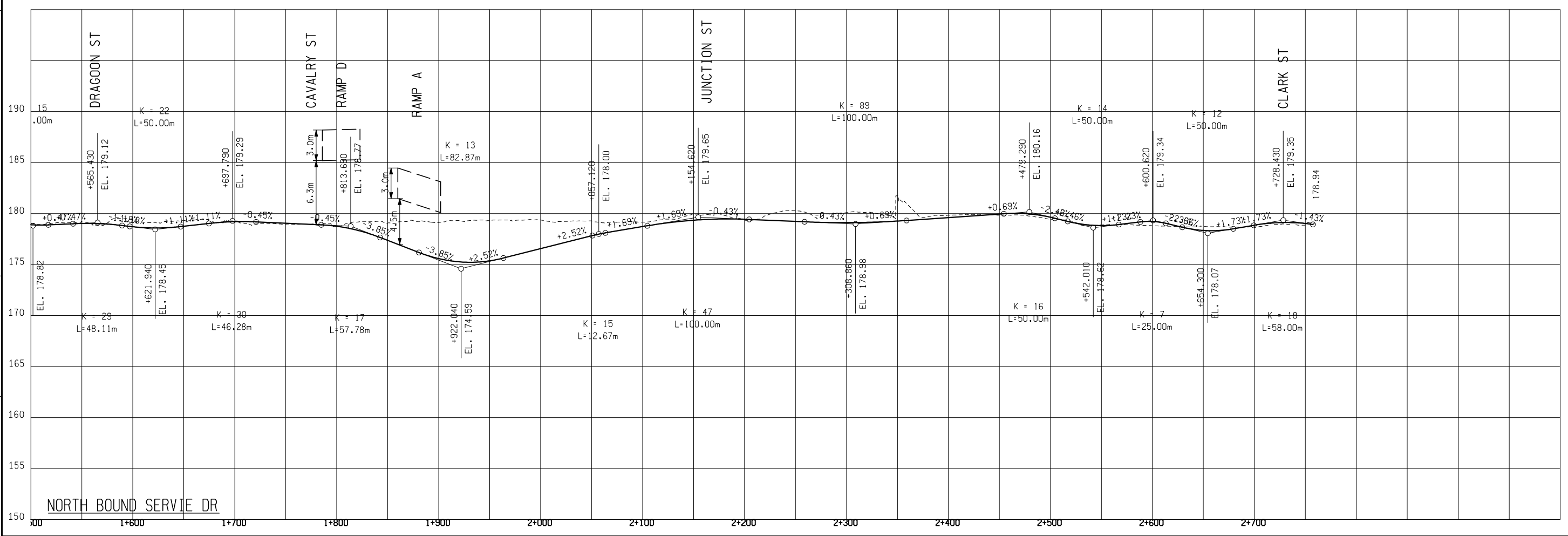
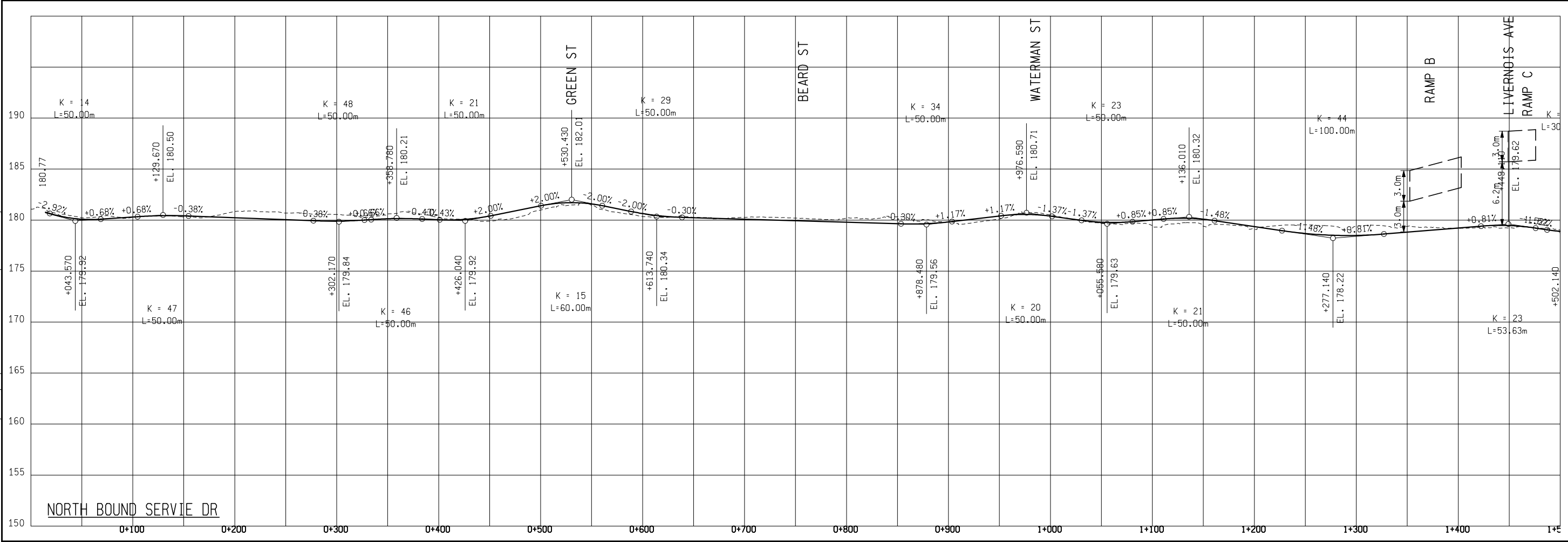
ALTERNATE 16 - INTERCHANGE I - PLAZA P-a	
RAMPS K & L	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	
VERT. 1" = 1'	

SHEET NO. _____

 R.O.W CONST. _____

 10/10/2007 4:58:17 PM

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AUTH	DATE
NO.	REVISION

ALTERNATE 16 - INTERCHANGE I - PLAZA P-a		DESIGN UNIT
NORTH BOUND SERVIE DR		JOB NO.
DATE	SCALE	CONT. SEC.
	HORIZ. 1" = 1'	
	VERT. 1" = 10'	

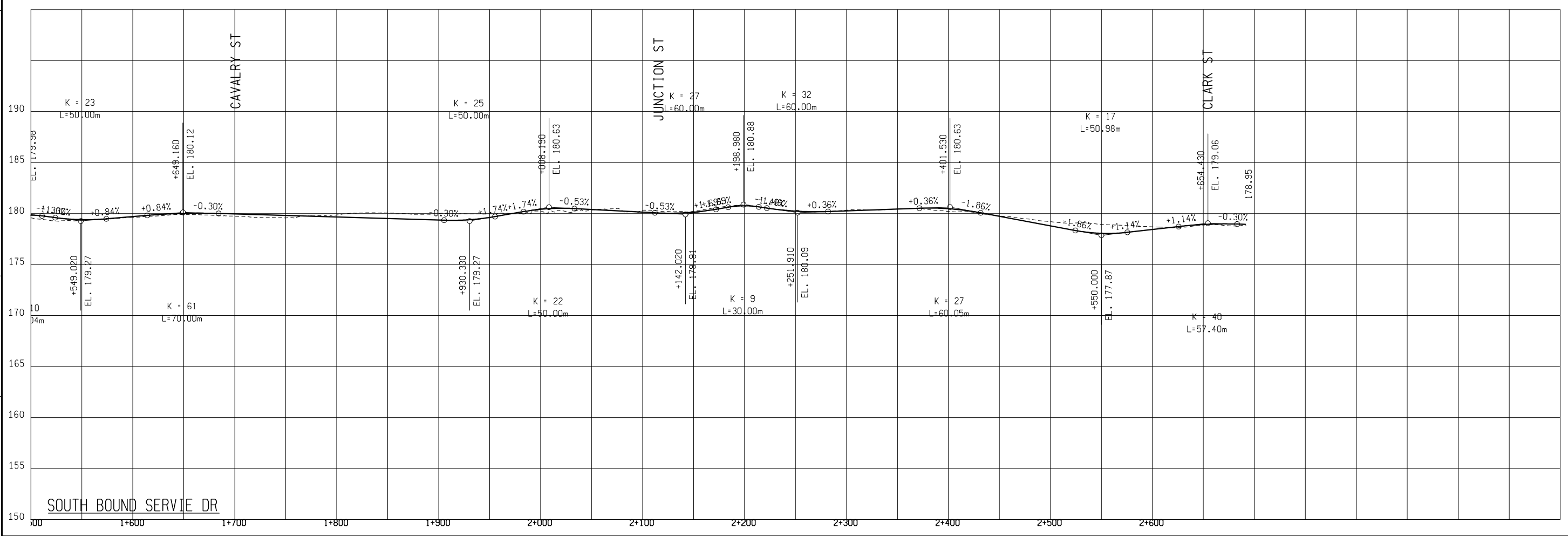
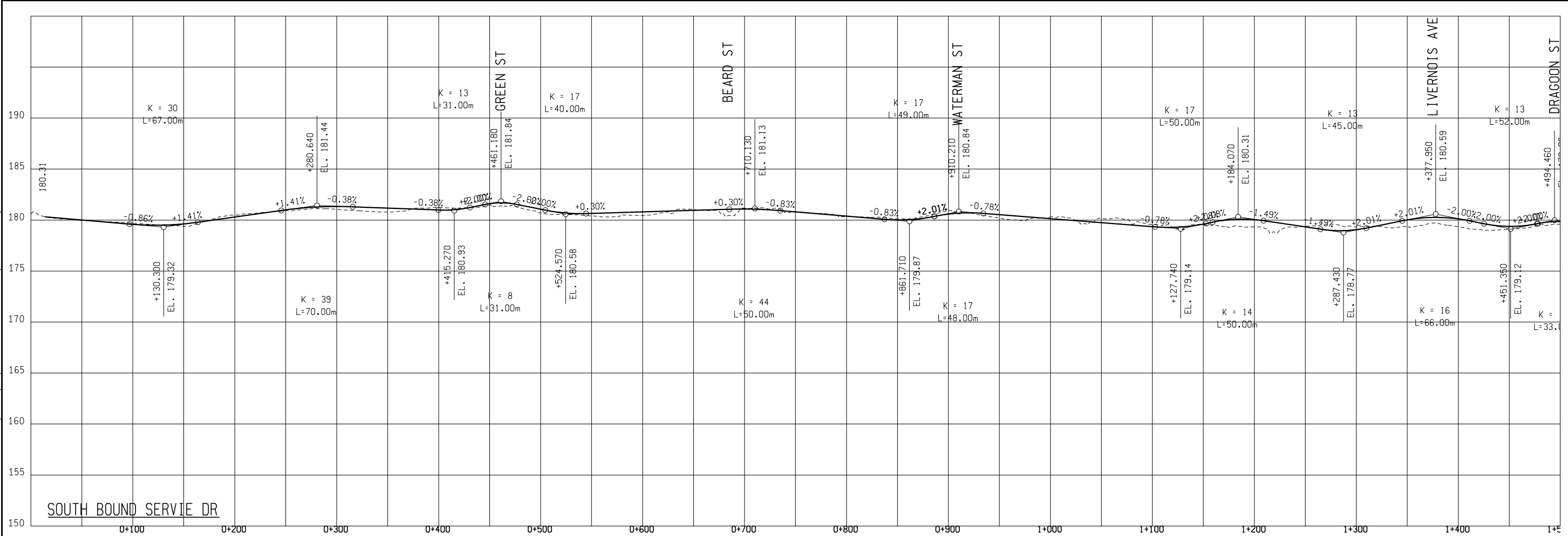
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 R.O.W CONST.

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 4:56:59 PM

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

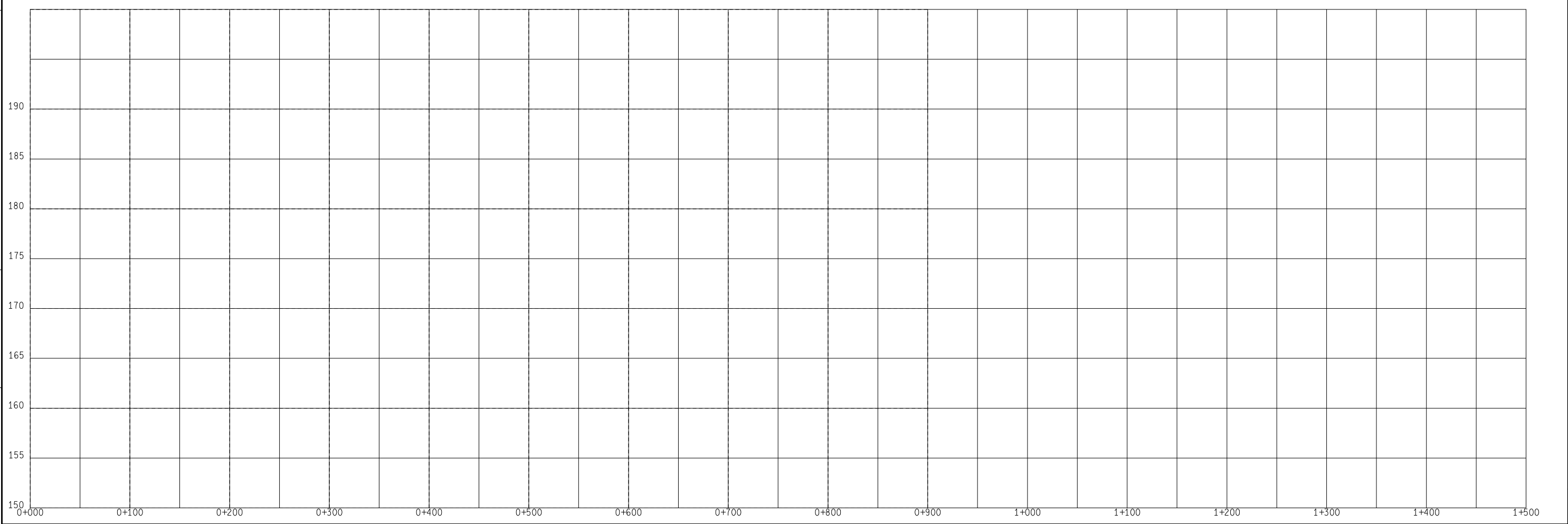
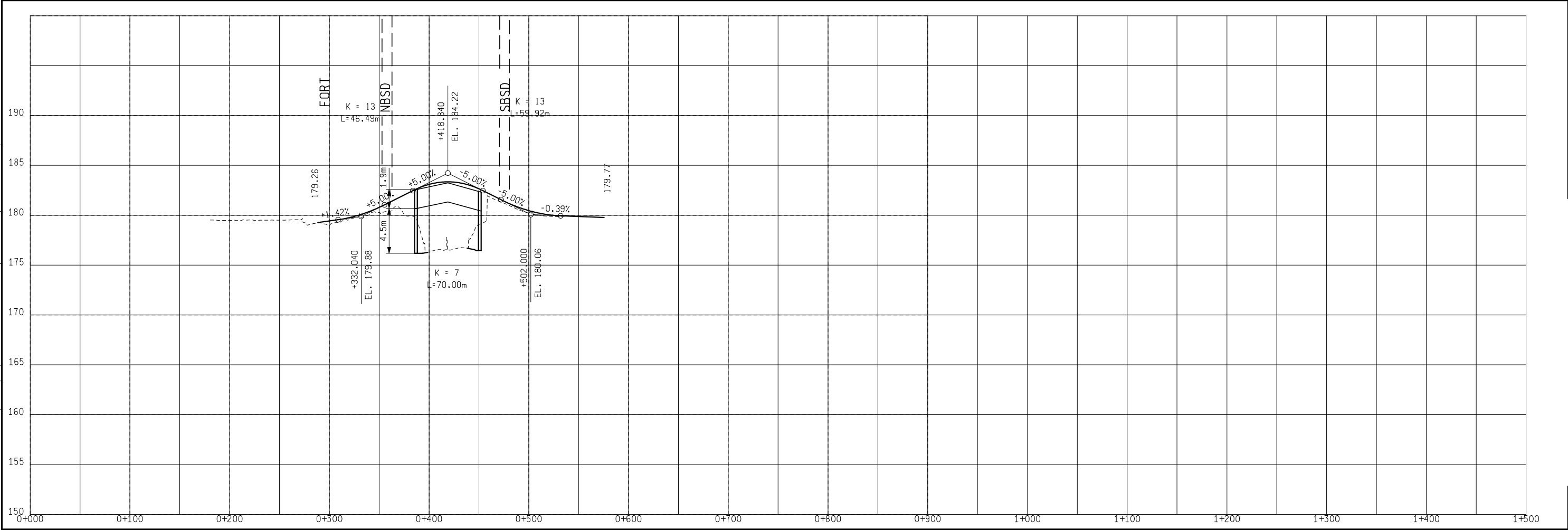
ALTERNATE 16 - INTERCHANGE I - PLAZA P-a	
SOUTH BOUND SERVIE DR	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	
VERT. 1" = 10'	

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SHEET NO. R.O.W CONST.

FILE NAME: F:\646294_DRC_Study\01.0000_Alternative Development\01.0200_Practical Alternatives\01.0210_Alternative Development\01.0213_Road\070822_Engineering_Report\Sheets\ALT_16\alt16_prof_Crossing_Roads(SPWL).dgn



FINAL R.O.W.	
AUTH	REVISION
DATE	

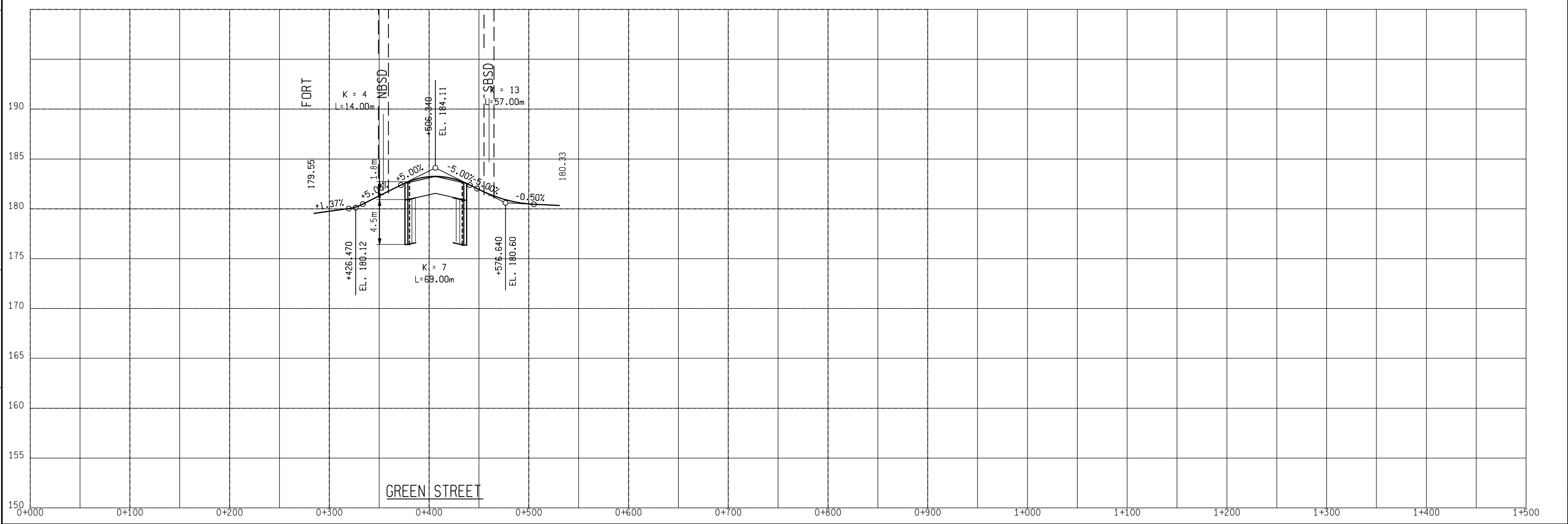
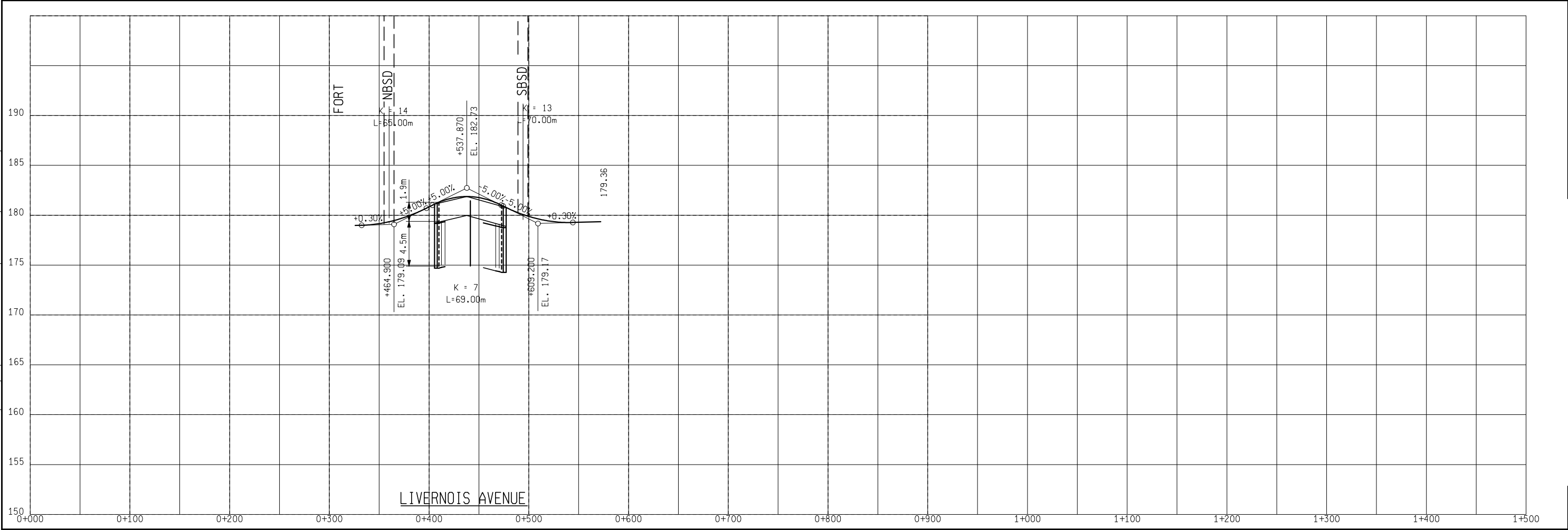
ALTERNATE 16 - INTERCHANGE I - PLAZA P-a	
CROSSING ROADS (SPRINGWELLS STREET)	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	CONT. SEC.
VERT. 1" = 1'	

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SHEET NO.
R.O.W CONST.

FILE NAME: F:\646294_DRC_Study\01.0000_Alternative Development\01.0200_PracticalAlternatives\01.0210_Alternative Development\01.0213_Road\070822_Engineering_Report\Sheets\ALT_16\alt16_prof_Crossing_Roads(L&C).dgn



FINAL R.O.W.	
AUTH	DATE
	REVISION

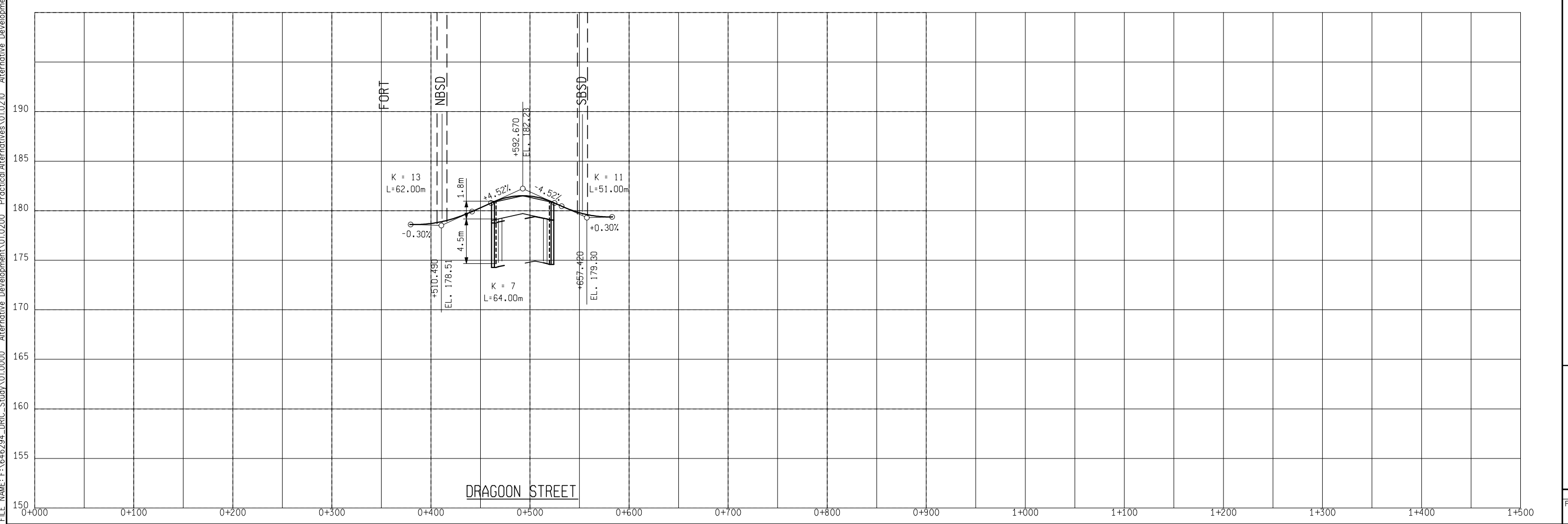
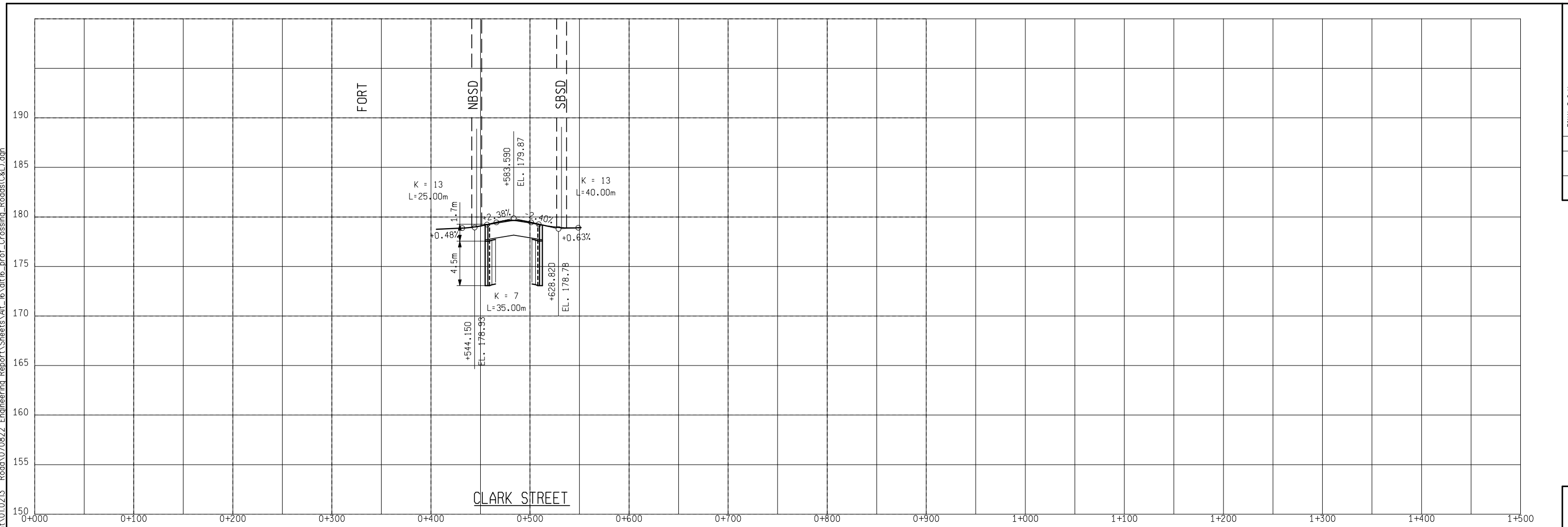
ALTERNATE 16 - INTERCHANGE I - PLAZA P-3	
CROSSING ROADS (LIVERNOIS AVENUE AND GREEN STREET)	
DATE	JOB NO.
SCALE	DESIGN UNIT
HORIZ. 1" = 1'	CONT. SEC.
VERT. 1" = 1'	

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SHEET NO. R.O.W CONST.

FILE NAME: F:\646294_DRC_Study\01.0000_Alternative Development\01.0200_Practical Alternatives\01.0210_Alternative Development\01.0213_Road\070822_Engineering_Report\Sheets\Alt_16\alt16_prof_Crossing_Roads(C&L).dgn



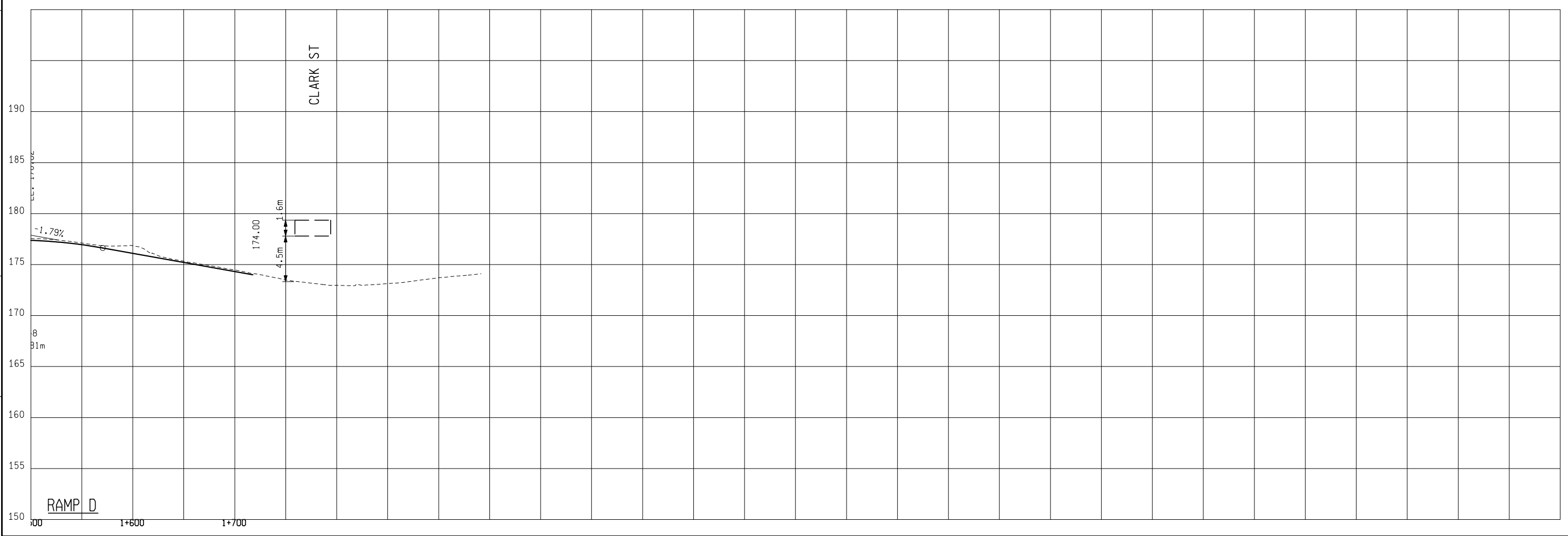
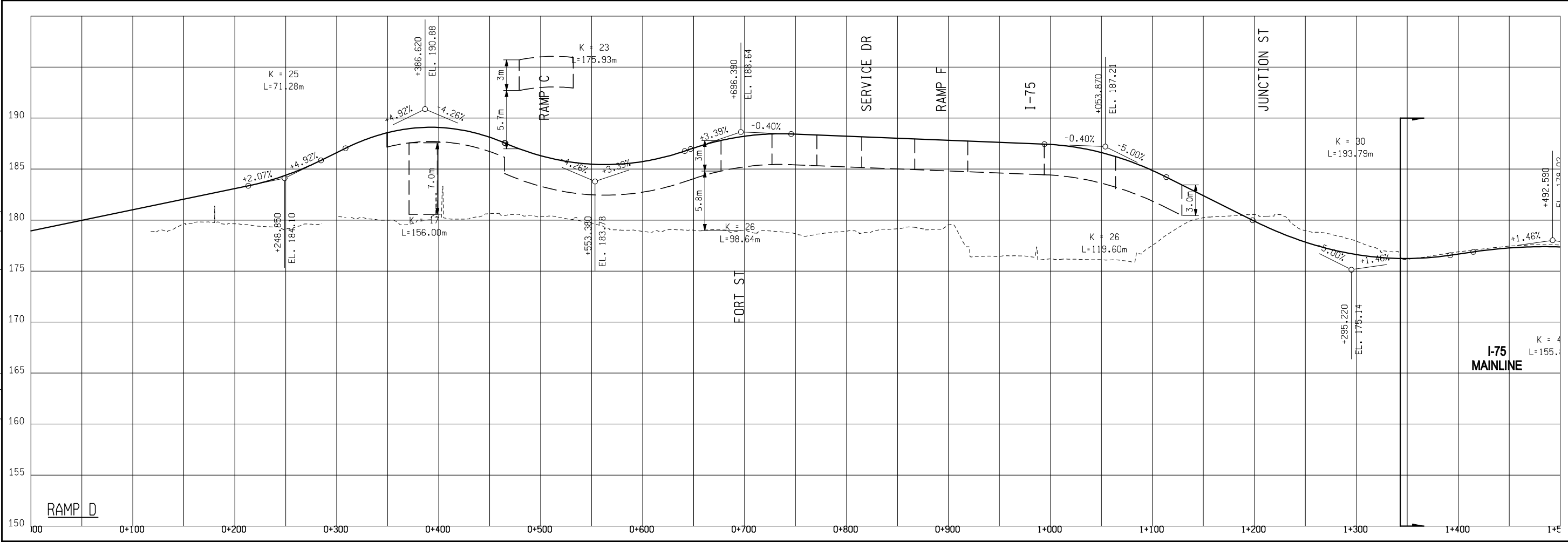
FINAL R.O.W.	
AUTH	REVISION
DATE	

ALTERNATE 16 - INTERCHANGE I - PLAZA P-8	
CROSSING ROADS (CLARK STREET AND DRAGON STREET)	
DATE	JOB NO.
SCALE	CONT. SEC.
HORIZ. 1" = 1'	DESIGN UNIT
VERT. 1" = 1'	

SHEET NO. R.O.W CONST.

10/10/2007 4:55:28 PM

FILE NAME: F:\646294_DRC_Study\01.0000_Alternative Development\01.0200_Practical Alternatives\01.0210_Alternative Development\01.0213_Road\070822_Engineering Report\Sheets\Alt_16\alt16_prof_RampD.dgn



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

ALTERNATE 16 - INTERCHANGE I - PLAZA P-a		DESIGN UNIT
RAMP D		JOB NO.
DATE	CONT. SEC.	SCALE
		HORIZ. 1" = 1'
		VERT. 1" = 1'

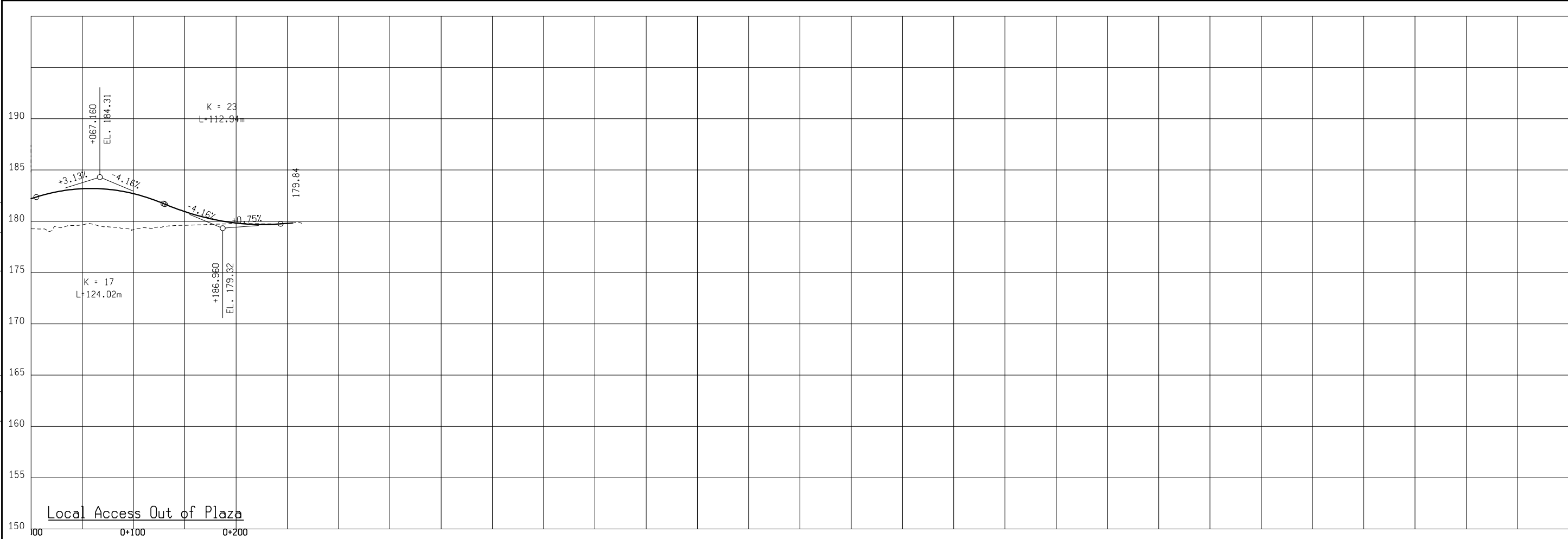


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AUTH	REVISION
DATE	

ALTERNATE 16 - INTERCHANGE I - PLAZA P-a			
LOCAL PLAZA ACCESS RAMPS			
DATE	SCALE	JOB NO.	DESIGN UNIT
	HORZ. 1" = 1'	CONT. SEC.	
	VERT. 1" = 1'		

SHEET NO. _____

 R.O.W CONST. _____

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