

S.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.			31	

S.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.			31	

Bench Mark #42 Elev. 140.52
R.R. Spike in R.P. on SE Corner
of Wadsworth & NB Southfield
Service Drive.

Bench Mark #38 Elev. 145.84
Arrow on Hydrant N.W. Corner
of Capitol and 5B Southfield
Service Drive.

Bench Mark #55 Elev. 143.32
Chiseled 5/8" N.W. Corner of
Cone base of Sign Post in
Median (Way Road Exit 1 Mile)
Near Capitol to West.

Bench Mark #39 Elev. 145.81
Arrow on Hydrant NE Corner
of Capitol and Archdale.

ASHTON AVE. 60' WD.

CAPITOL AVE. 40' WD.

WADSWORTH AVE. 50' WD.

EX. WEST SERVICE ROAD

EX. EAST SERVICE ROAD

ARCHDALE AVE. 60' WD.

SOUTHFIELD ALIGNMENT

SOUTHFIELD FREEWAY
DETAILS OF ALIGNMENT
STA. 440+00 TO STA. 450+00

CURVE #5-9
Δ = 2°00'00"
D = 2°00'00"
R = 2864.79'
L = 100.00'
T = 0.44'
P.I. = 42+44.79
P.T. = 42+44.79

CURVE #5-8
Δ = 4°00'00"
D = 3°00'00"
R = 1909.86'
L = 66.69'
T = 1.16'
P.I. = 3+73.31
P.T. = 4+40.00

CURVE #39
Δ = 2°34'18"
D = 2°00'00"
R = 2864.79'
L = 64.30'
T = 0.77'
P.I. = 27+08.27
P.T. = 28+36.85

CURVE #40
Δ = 6°56'30.16"
D = 3°00'00"
R = 1909.86'
L = 23.39'
T = 3.51'
P.I. = 31+37.85
P.T. = 32+48.68

CURVE #41
Δ = 4°03'44"
D = 2°00'00"
R = 2864.79'
L = 101.60'
T = 203.11'
P.I. = 90+18.70
P.T. = 91+51.30

CURVE #E1
Δ = 4°03'44"
D = 2°00'00"
R = 2864.79'
L = 101.60'
T = 203.11'
P.I. = 90+18.70
P.T. = 91+51.30

CURVE #E2
Δ = 4°03'44"
D = 2°00'00"
R = 2864.79'
L = 101.60'
T = 203.11'
P.I. = 90+18.70
P.T. = 91+51.30

STATION RELATION
STATION 443+35.90 =
STATION 90+49.70

E75800

E76000

E76200

E76400

E75800

E76000

E76200

E76400

R.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MCH			32	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
82123 A		WAYNE		32	

R.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MCH			32	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
82123 A		WAYNE		32	

BENCH MARKS

B.M. #36 ELEV. 146.85
BRASS DISC IN SIDEWALK
S.E. COR. OF FULLERTON BRIDGE

B.M. #37 ELEV. 146.33
W.C.R.C. X-22 CUT D ON S.E.
COR. 1ST STEP D.P.W. BLDG.
12255 SOUTHFIELD S.B. SERV. DR.

B.M. #54 ELEV. 144.00
P.K. NAIL & B.M. TAG IN
GUARD RAIL POST IN MEDIAN
5' N. OF P.I. NORTH OF FOLEY
(FULLERTON)

B.M. #56 ELEV. 147.37
ARROW ON HYD. COR. OF
FOLEY (FULLERTON) & N.B.
SOUTHFIELD SERV. DR.

CURVE DATA
U-TURN SERVICE RD.

U-1	U-2
Δ: 23°53'30" Lt.	Δ: 23°56'42" Lt.
D: 42°00'00"	D: 13°30'00"
R: 136.42'	R: 424.41'
T: 28.86'	T: 90.00'
L: 56.88'	L: 177.37'
E: 3.02'	E: 9.44'
P.C.: 94+14.74	P.C.C.: 94+71.62
P.I.: 94+43.60	P.I.: 95+61.62
P.C.C.: 94+71.62	P.C.C.: 96+48.99

U-7	UT-1	UT-2
Δ: 31°25'20"	Δ: 20°26'22"	Δ: 12°53'49.72"
D: 35°21'03.94"	D: 34°17'55.41"	D: 9°00'04.34"
R: 162.00'	R: 167.05'	R: 636.53'
T: 45.57'	T: 30.12'	T: 71.95'
L: 88.84'	L: 59.59'	L: 143.28'
E: 6.29'	E: 2.69'	E: 4.06'
P.C.: 105+01.46	P.C.: 94+04.30	P.C.C.: 94+63.89
P.I.: 105+47.03	P.I.: 94+34.42	P.I.: 95+35.84
P.T.: 105+90.30	P.C.C.: 94+63.89	P.T.: 96+07.17

WEST SERVICE ROAD

W-3	W-4
Δ: 04°02'06"	Δ: 05°19'02"
D: 02°00'00"	D: 05°00'00"
R: 2864.79'	R: 1145.92'
T: 100.92'	T: 53.21'
L: 201.75'	L: 106.34'
E: 1.78'	E: 1.23'
P.C.: 98+55.06	P.C.: 104+96.28
P.I.: 99+55.98	P.I.: 105+49.49
P.T.: 100+56.81	P.T.: 106+02.02

S.B. SOUTHFIELD

S-13A	S-3
Δ: 01°08'20"	Δ: 02°46'37"
D: 00°30'03.78"	D: 00°45'00"
R: 11435.16'	R: 7639.44'
T: 113.65'	T: 185.17'
L: 227.20'	L: 370.26'
E: 0.56'	E: 2.24'
P.C.: 448+92.92	P.C.C.: 451+20.22
P.I.: 450+06.57	P.I.: 453+05.38
P.C.C.: 451+20.22	P.R.C.: 454+90.48

SOUTHFIELD MED.

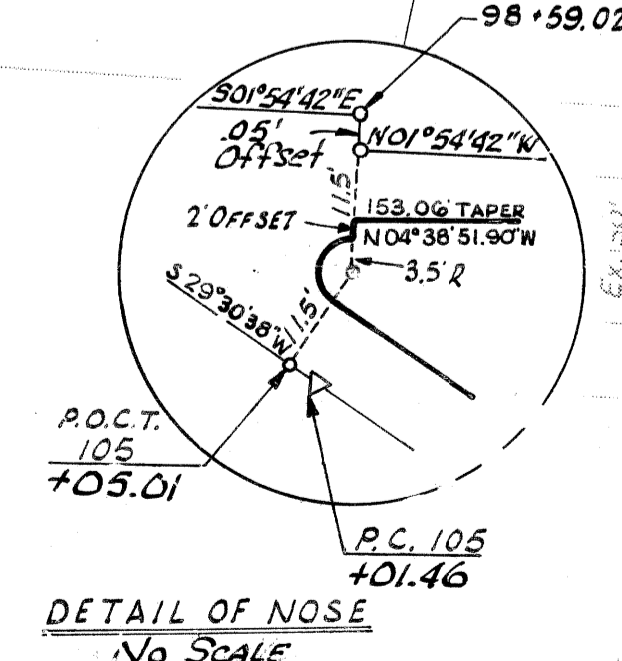
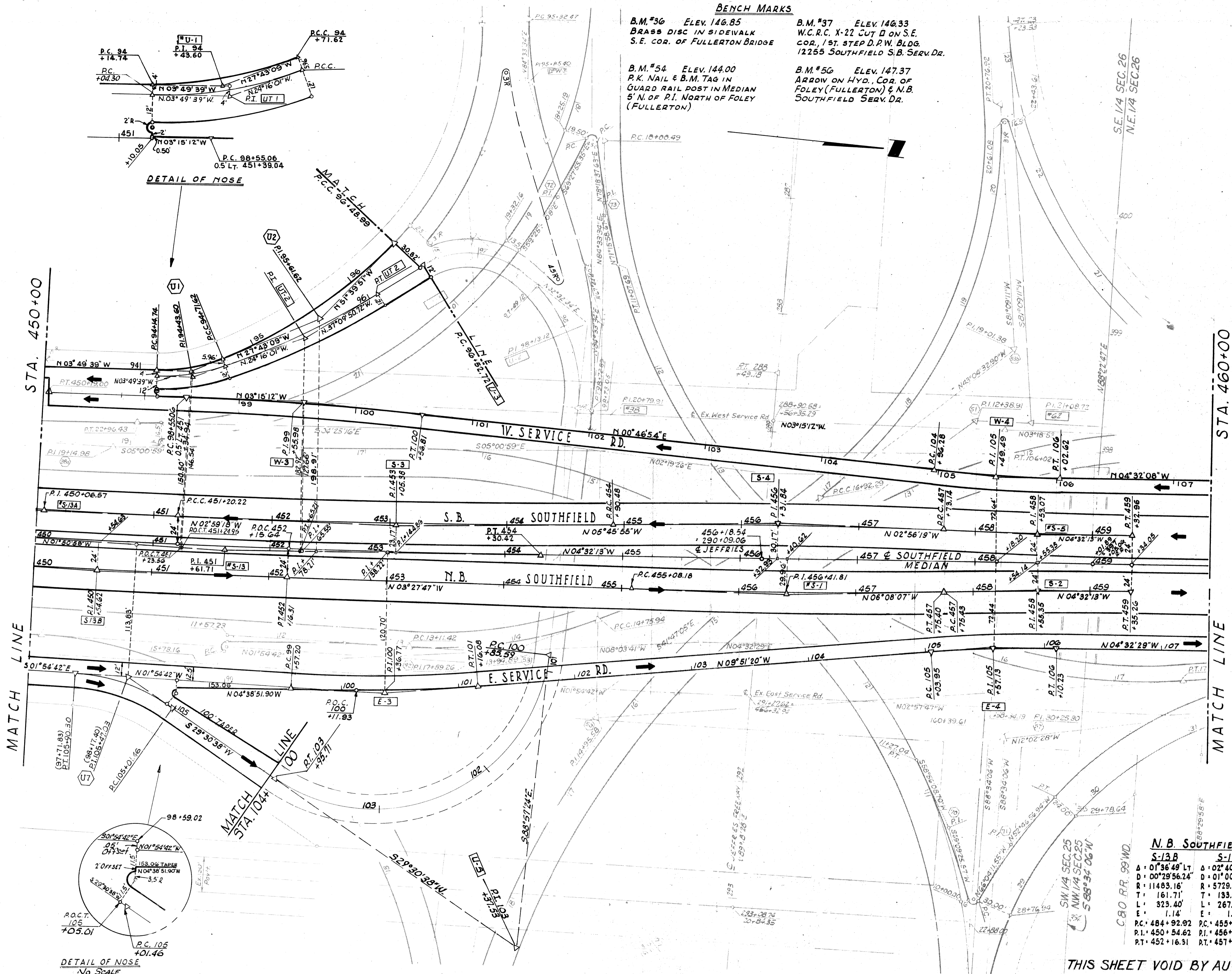
S-13	E-3	E-4
Δ: 02°41'15" Lt.	Δ: 07°56'38"	Δ: 03°18'51"
D: 00°30'00"	D: 05°00'00"	D: 05°00'00"
R: 11459.16'	R: 1145.92'	R: 1145.92'
T: 268.80'	T: 79.57'	T: 53.18'
L: 537.50'	L: 158.88'	L: 106.28'
E: 3.15'	E: 2.76'	E: 1.28'
P.C.: 448+92.92	P.C.: 99+57.20	P.C.: 105+03.95
P.I.: 451+61.71	P.I.: 100+36.77	P.I.: 105+57.13
P.T.: 454+30.42	P.T.: 101+16.08	P.T.: 106+10.23

N.B. SOUTHFIELD

S-13B	S-1	S-2
Δ: 01°36'49" Lt.	Δ: 02°40'20"	Δ: 01°35'54"
D: 00°29'56.24"	D: 01°00'00"	D: 01°00'00"
R: 11483.16'	R: 5729.58'	R: 5729.58'
T: 161.71'	T: 133.64'	T: 79.92'
L: 323.40'	L: 267.22'	L: 159.85'
E: 1.14'	E: 1.56'	E: 0.56'
P.C.: 484+92.92	P.C.: 455+08.18	P.C.: 457+75.43
P.I.: 450+54.62	P.I.: 456+40.62	P.I.: 458+54.13
P.T.: 452+16.31	P.T.: 451+75.40	P.T.: 459+35.26

EAST SERVICE ROAD

E-3	E-4
Δ: 07°56'38"	Δ: 03°18'51"
D: 05°00'00"	D: 05°00'00"
R: 1145.92'	R: 1145.92'
T: 79.57'	T: 53.18'
L: 158.88'	L: 106.28'
E: 2.76'	E: 1.28'
P.C.: 99+57.20	P.C.: 105+03.95
P.I.: 100+36.77	P.I.: 105+57.13
P.T.: 101+16.08	P.T.: 106+10.23



DETAILS OF ALIGNMENT
STA. 450+00 TO 460+00

THIS SHEET VOID BY AUTH. # SEE SHEET #32A

B.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MO.				
ROUTE	PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
82123 A	WAYNE			32 A	

BENCH MARKS

B.M.#36 ELEV. 146.85
BRASS DISC IN SIDEWALK
S.E. COR. OF FULLERTON BRIDGE

B.M.#37 ELEV. 146.93
W.C.R.C. X-22 CUT D ON S.E.
COR., 1ST. STEP D.R.W. BLDG.
12255 SOUTHFIELD S.B. SERV. DR.

B.M.#54 ELEV. 144.00
P.K. NAIL & B.M. TAG IN
GUARD RAIL POST IN MEDIAN
5' N. OF P.I. NORTH OF FOLEY
(FULLERTON)

B.M.#56 ELEV. 147.37
ARROW ON HYD. COR. OF
FOLEY (FULLERTON) & N.B.
SOUTHFIELD SERV. DR.

Curve B-1
 $\Delta = 20^{\circ}37'45''$
 $D = 15^{\circ}36'42.9''$
 $R = 367.00'$
 $T = 66.79'$
 $L = 132.14'$
 $C = 6.23'$
 $PC = 5+34.81$
 $PI = 6+01.61$
 $PT = 6+66.95$

CURVE DATA
U-TURN SERVICE RD.

Curve	Delta	D	R	T	L	E	PC	P.I.	P.T.
U-1	23°53'30" LT.	42°00'00"	136.42'	28.86'	56.88'	3.02'	94+14.74	94+43.60	94+71.62
U-2	23°56'42" LT.	13°30'00"	424.41'	90.00'	177.37'	9.44'	94+71.62	95+61.62	96+48.99
U-7	31°25'20"	35°22'03.94"	162.00'	45.57'	88.84'	6.29'	105+01.46	105+47.03	105+90.30

Curve	Delta	D	R	T	L	E	PC	P.I.	P.T.
UT-1	20°26'22"	34°17'55.41"	167.05'	30.12'	59.59'	2.69'	94+10.11	94+40.23	94+69.70
UT-2 (Old)	12°53'49.12"	9°00'04.34"	636.53'	17.98'	143.28'	4.06'	94+69.70	95+45.84	96+07.17
UT-2	17°09'59.1"	9°00'04.34"	636.53'	17.98'	143.28'	4.06'	94+69.70	95+45.84	96+07.17

WEST SERVICE ROAD

Curve	Delta	D	R	T	L	E	PC	P.I.	P.T.
W-3	02°02'06"	02°00'00"	2864.79'	100.92'	201.76'	1.78'	98+55.06	99+55.98	100+56.81
W-4	05°19'02"	05°00'00"	1145.92'	53.21'	106.34'	1.23'	104+96.28	105+49.49	106+02.62

S.B. SOUTHFIELD

Curve	Delta	D	R	T	L	E	PC	P.I.	P.T.
S-13A	01°08'20"	00°30'03.78"	11435.16'	113.65'	227.30'	0.56'	448+92.92	450+06.57	451+20.22
S-3	02°46'37"	00°45'00"	7639.44'	185.17'	370.26'	2.24'	451+20.22	453+05.38	454+90.48
S-4	02°49'36"	01°00'00"	5729.58'	141.36'	282.67'	1.74'	454+90.48	456+31.84	457+73.14
S-5	01°35'54"	01°00'00.57"	5730.12'	79.93'	159.82'	0.56'	457+73.14	458+53.07	459+32.96

EAST SERVICE ROAD

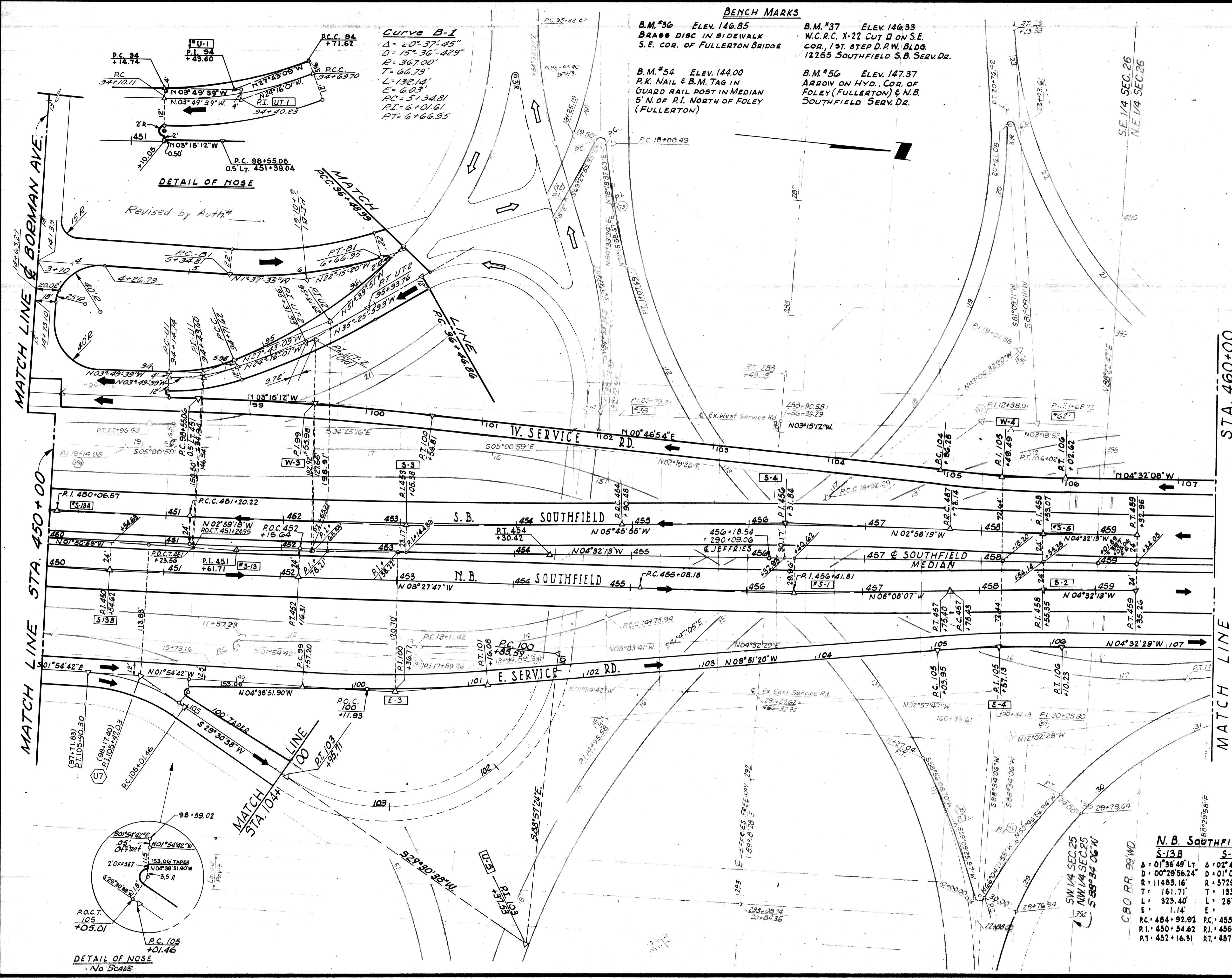
Curve	Delta	D	R	T	L	E	PC	P.I.	P.T.
E-3	07°56'38"	05°00'00"	1145.92'	79.57'	158.88'	2.76'	448+92.92	451+61.71	454+30.42
E-4	05°18'51"	05°00'00"	1145.92'	53.18'	106.28'	1.28'	105+03.96	105+57.13	106+10.23

N.B. SOUTHFIELD

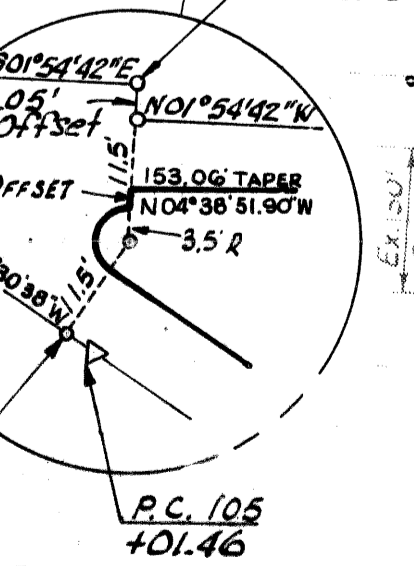
Curve	Delta	D	R	T	L	E	PC	P.I.	P.T.
S-13B	01°36'49" LT.	00°29'56.24"	11483.16'	161.71'	323.40'	1.14'	484+92.92	450+54.62	452+16.31
S-1	02°40'20"	01°00'00"	5729.58'	133.64'	267.22'	1.56'	455+08.18	456+40.62	457+73.43
S-2	01°35'54"	01°00'00"	5728.58'	79.92'	159.83'	0.56'	457+73.43	458+54.13	459+35.26

SOUTHFIELD FREEWAY
DETAILS OF ALIGNMENT
STA. 450+00 TO 460+00

This Sheet Added by Auth.#



DETAIL OF NOSE
NO SCALE



BENCH MARKS

B.M. #36 ELEV. 146.85
BRASS DISC IN SIDEWALK
S.E. COR. OF FULLERTON BRIDGE.

B.M. #37 ELEV. 146.33
W.C.R.C. X-22 CUT D ON S.E.
COR. 1ST. ST. D.P.W. BLDG.
12255 SOUTHFIELD S.B. SERV. DR.

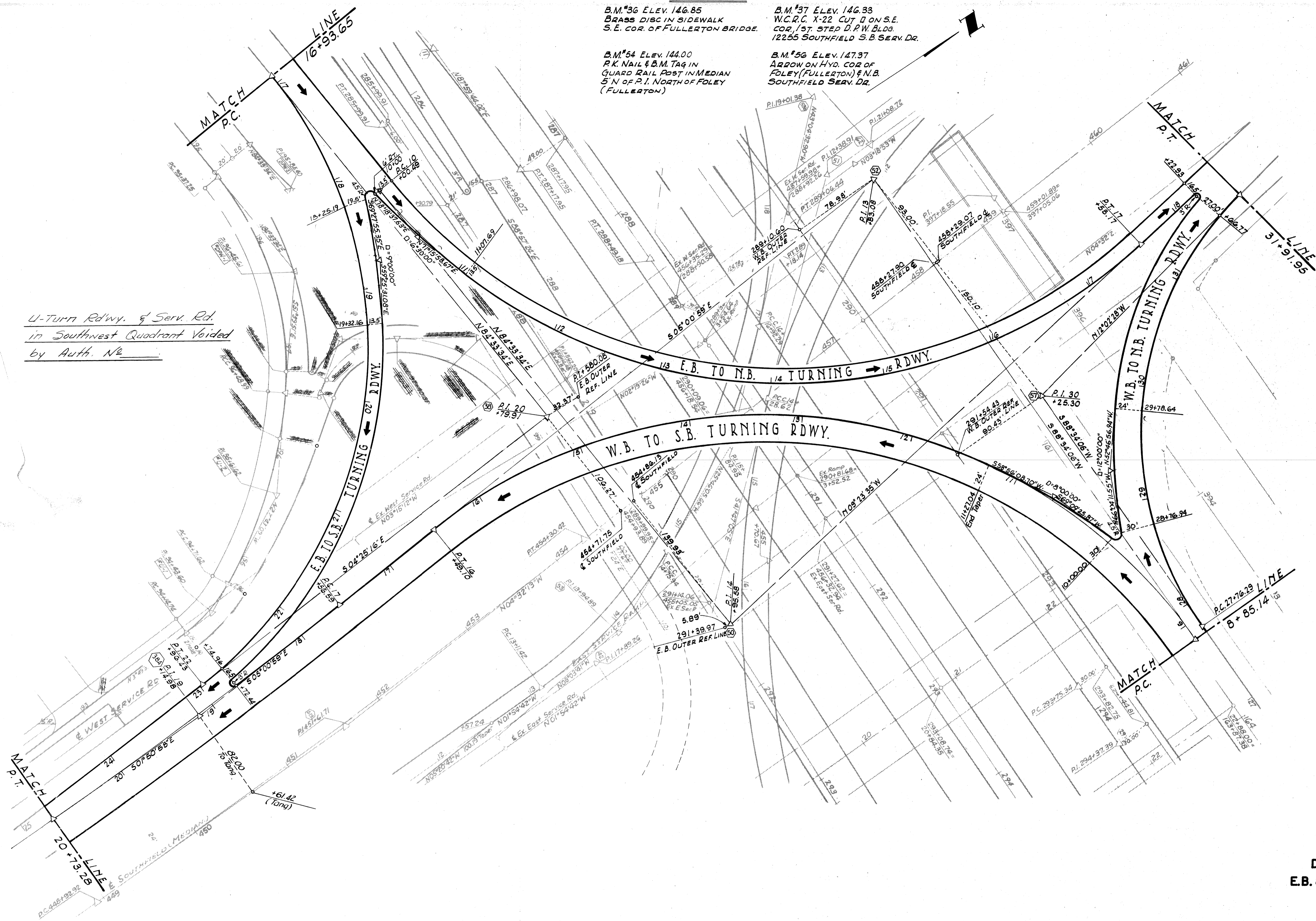
B.M. #54 ELEV. 144.00
R.K. NAIL & B.M. TAG IN
GUARD RAIL POST IN MEDIAN
S.N. OF P.I. NORTH OF FOLEY
(FULLERTON)

B.M. #56 ELEV. 147.37
ARROW ON HYD. COR OF
FOLEY (FULLERTON) & N.B.
SOUTHFIELD SERV. DR.

S.P. & DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
I-96	B2123A	WAYNE	DETROIT	35	

S.P. & DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS

U-Turn Rd'wy. & Serv. Rd.
in Southwest Quadrant Voided
by Auth. No.



E.B. TO N.B. TURNING RDWY.

CURVE #50
 $\Delta = 93^{\circ}57'09''$
 $D = 12^{\circ}24'$
 $R = 462.06'$
 $T = 495.09'$
 $L = 757.68'$
 $E = 215.15'$
 $P.C. = 10^+00.49$
 $P.I. = 14^+95.58$
 $P.T. = 17^+58.17$

E.B. TO S.B. TURNING RDWY.

CURVE #38
 $\Delta = 91^{\circ}01'10''$
 $D = 15^{\circ}06'00''$
 $R = 379.44'$
 $T = 386.25'$
 $L = 602.78'$
 $E = 162.01'$
 $P.C. = 16^+93.65$
 $P.I. = 20^+79.91$
 $P.T. = 22^+96.43$

W.B. TO S.B. TURNING RDWY.

CURVE #52		CURVE 38A	
$\Delta = 93^{\circ}35'05''$	$\Delta = 03^{\circ}10'01''$	$\Delta = 03^{\circ}10'01''$	$\Delta = 01^{\circ}00'00''$
$D = 12^{\circ}15'00''$	$D = 01^{\circ}00'00''$	$D = 01^{\circ}00'00''$	$D = 01^{\circ}00'00''$
$R = 467.72'$	$R = 5729.58'$	$R = 5729.58'$	$R = 158.39'$
$T = 497.94'$	$T = 158.39'$	$T = 158.39'$	$T = 316.09'$
$L = 763.96'$	$L = 316.09'$	$L = 316.09'$	$L = 2.19'$
$E = 215.44'$	$E = 2.19'$	$E = 2.19'$	$E = 8.85.14$
$P.C. = 8^+85.14$	$P.C. = 17^+56.59$	$P.C. = 17^+56.59$	$P.C. = 19^+14.98$
$P.I. = 13^+83.08$	$P.I. = 19^+14.98$	$P.I. = 19^+14.98$	$P.I. = 20^+79.28$
$P.T. = 16^+49.10$	$P.T. = 20^+79.28$	$P.T. = 20^+79.28$	

W.B. TO N.B. TURNING RDWY.

CURVE #57
 $\Delta = 78^{\circ}23'26''$
 $D = 19^{\circ}06'00''$
 $R = 299.98'$
 $T = 249.00'$
 $L = 415.66'$
 $E = 89.88'$
 $P.C. = 27^+76.29$
 $P.I. = 30^+25.30$
 $P.T. = 31^+91.95$

**DETAILS OF ALIGNMENT
E.B. & W.B. TURNING ROADWAYS**

B.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE	PROJECT	CITY	SHEET NO.	TOTAL SHEETS
I-96	MI	82123	WAYNE	37	

B.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE	PROJECT	CITY	SHEET NO.	TOTAL SHEETS
I-96	MI	82123	WAYNE	37	

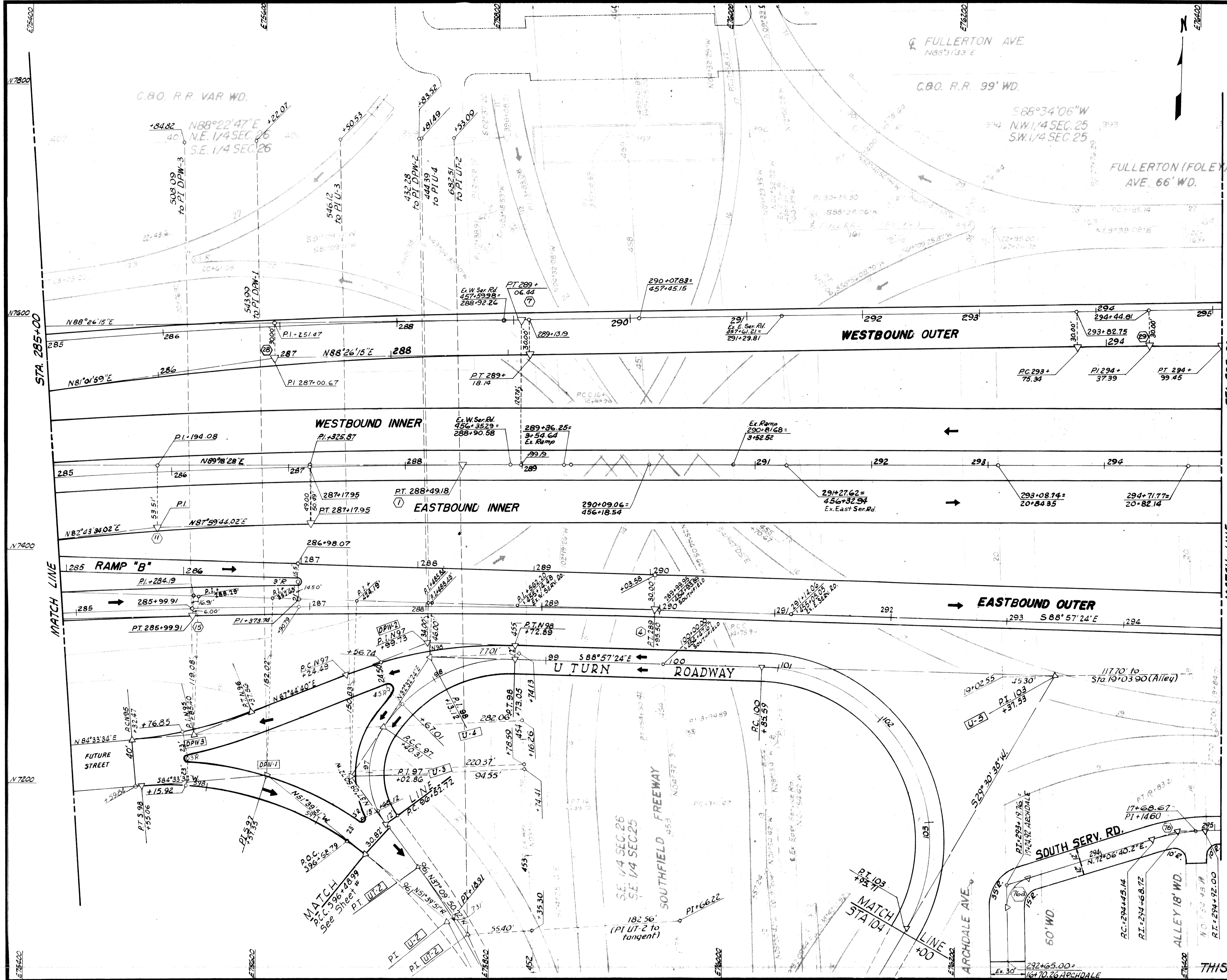
Bench Mark #36 Elev. 146.85
Brass Disc in Sidewalk S.E. Corner of Fullerton Bridge.

Bench Mark #53 Elev. 128.76
Pt. Nail & B.M. Tag in First Guard Post North of Fullerton Bridge in Median.

Bench Mark #37 Elev. 146.33
W.C.R.C. X22 Cut square on SE Corner 1st Step DPW Bldg. 1255 Southfield SB Service Drive.

Bench Mark #54 Elev. 144.00
Pt. Nail & B.M. Tag in Guard Rail Post North of Foley (Fullerton) North of Foley (Fullerton).

Bench Mark #56 Elev. 147.37
Arrow on Hydrant Corner of Foley (Fullerton) & NB Southfield Service Drive.



WESTBOUND OUTER ROADWAY		
CURVE #28	CURVE #7	CURVE #29
$\Delta = 72^\circ 16'$	$\Delta = 8^\circ 18' 57''$	$\Delta = 1^\circ 4' 28''$
$D = 147.00'$	$D = 0.54'$	$D = 100.00'$
$R = 3370.34'$	$R = 6366.20'$	$R = 5729.28'$
$T = 218.28'$	$T = 575.98'$	$T = 122.76'$
$L = 452.56'$	$L = 16.80'$	$L = 0.34'$
$E = 7.05'$	$E = 0.34'$	$E = 0.34'$
$PC = 284+82.59$	$PC = 279+87.46$	$PC = 301+733+82.75$ W.B. Outer
$PI = 287+00.67$	$PI = 284+45.27$	$PI = 301+733+82.75$ W.B. Outer
$PT = 289+18.14$	$PT = 289+06.44$	$PT = 294+99.45$

CONSTR. & E.B. OUTER TO INNER	
CURVE #1	CURVE #11
$\Delta = 09^\circ 06' 00''$	$\Delta = 05^\circ 16' 10''$
$D = 01^\circ 00' 00''$	$D = 02^\circ 00' 00''$
$R = 5729.58'$	$R = 2864.79'$
$T = 455.96'$	$T = 131.83'$
$L = 910.00'$	$L = 263.47'$
$E = 18.11'$	$E = 3.03'$
$PC = 279+39.18$	$PC =$
$PI = 283+95.14$	$PI = 53.51'$ RT. OF P.I. +194.08; CONSTR. &
$PT = 288+49.18$	$PT = 49'$ LT. OF STA. 287+17.95; CONSTR. &

EASTBOUND OUTER ROADWAY	
CURVE #4	CURVE #15
$\Delta = 10^\circ 50' 08''$	$\Delta = 07^\circ 13' 11.85''$
$D = 0^\circ 48' 00''$	$D = 01^\circ 12' 00''$
$R = 7161.97'$	$R = 4774.65'$
$T = 679.25'$	$T = 301.23'$
$L = 1354.44'$	$L = 601.66'$
$E = 32.14'$	$E = 9.49'$
$PC = 276+41.06$	$PC = 29.83'$ RT. P.O.C.T. 282+97.71 E.B. OUTER
$PI = 283+20.30$	$PI =$
$PT = 289+95.50$	$PT = 285+99.91$ G' RT. 285+99.91, REF. LINE, E.B. OUTER

PRIVATE DRIVE		
CURVE D.P.V.1	CURVE D.P.V.2	CURVE D.P.V.3
$\Delta = 48^\circ 46' 35''$	$\Delta = 23^\circ 17' 56''$	$\Delta = 16^\circ 48' 54''$
$D = 21^\circ 14' 35.81''$	$D = 15^\circ 42' 00''$	$D = 16^\circ 00' 00''$
$R = 249.71'$	$R = 364.94'$	$R = 358.10'$
$T = 108.30'$	$T = 75.24'$	$T = 52.93'$
$L = 206.07'$	$L = 148.40'$	$L = 105.09'$
$E = 20.95'$	$E = 7.68'$	$E = 3.89'$
$PCC = 96+48.99$	$PC = 97+24.49$	$PC = 95+32.47$
$PI = 97+57.55$	$PI = 97+99.73$	$PI = 95+85.40$
$PT = 98+55.06$	$PT = 98+72.89$	$PT = 96+37.56$

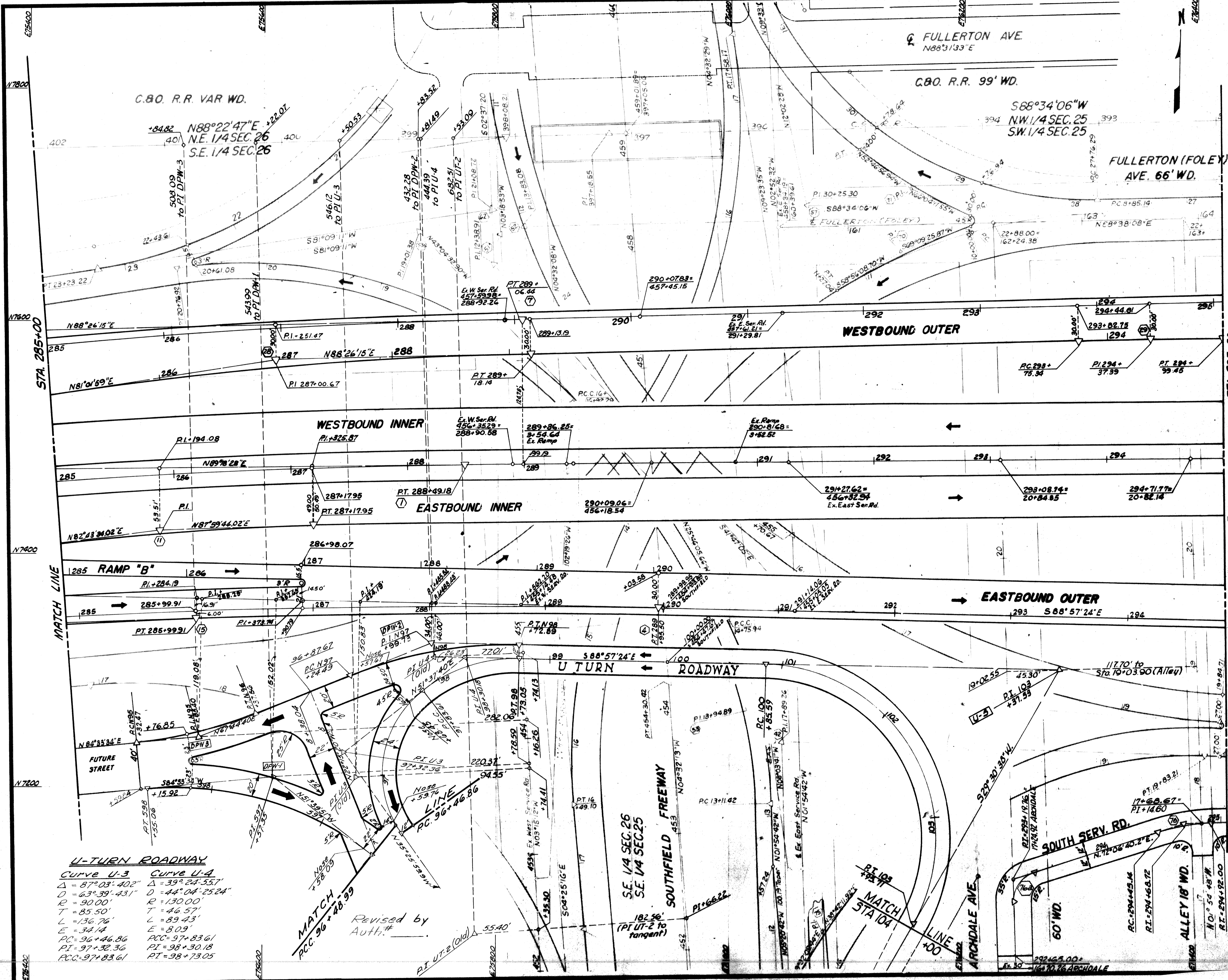
U TURN ROADWAY		
CURVE U-3	CURVE U-4	CURVE U-5
$\Delta = 69^\circ 42' 24.72''$	$\Delta = 58^\circ 30' 02''$	$\Delta = 118^\circ 28' 02''$
$D = 79^\circ 34' 39.30''$	$D = 44^\circ 04' 25.24''$	$D = 38^\circ 12' 00''$
$R = 72.00'$	$R = 130.00'$	$R = 149.99'$
$T = 50.14'$	$T = 72.80'$	$T = 251.94'$
$L = 87.60'$	$L = 132.73'$	$L = 310.12'$
$E = 15.74'$	$E = 19.00'$	$E = 143.22'$
$PC = 96+52.72$	$PC = 97+40.81$	$PC = 100+85.59$
$PI = 97+02.86$	$PI = 98+18.12$	$PI = 103+37.53$
$PT = 97+40.31$	$PT = 98+73.05$	$PT = 103+95.71$

SOUTH SERV. RD.	
CURVE DATA #76	CURVE DATA #76B
$\Delta = 15^\circ 58' 57.8''$ RT.	$\Delta = 74^\circ 01' 28''$
$D = 34^\circ 06' 16.67''$	$D = 229^\circ 10' 59''$
$R = 168.00'$	$R = 25.00'$
$T = 23.59'$	$T = 18.85'$
$L = 46.86'$	$L = 32.30'$
$E = 1.65'$	$E = 6.31'$
$PC = 294+45.14$	$PC = 293+00.91$
$PI = 294+68.72$	$PI = 293+19.76$
$PT = 294+92.00$	$PT = 293+33.21$

DETAILS OF ALIGNMENT
U-TURN SERVICE ROAD & SOUTH SERVICE ROAD

THIS SHEET VOID BY AUTH. SEE SHEET #37A

S.P. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE	PROJECT	COUNTY	CITY	SHEET NO.
T-96	MI	82123	WAYNE	DETROIT	37A
S.P. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE	PROJECT	COUNTY	CITY	SHEET NO.
T-96	MI	82123	WAYNE	DETROIT	37A



Bench Mark #36 Elev. 146.85
Brass Disc in Sidewalk S.E. Corner of Fullerton Bridge.

Bench Mark #37 Elev. 146.33
W.C.R.C. 1/2" Cut Square on S.E. Corner of S.W. Driv. Along Drive Southfield S.B. Service Drive.

Bench Mark #38 Elev. 128.76
Rk. Nail & B.M. Top in First Guard Post North of Fullerton Bridge in Median.

Bench Mark #34 Elev. 144.00
Rk. Nail & B.M. Top in Guard Rail Post in Median S. North of Fullerton North of Foley (Fullerton).

Bench Mark #35 Elev. 147.37
Rk. Nail & B.M. Top in Corner of Foley (Fullerton) & N.B. Southfield Service Drive.

WESTBOUND OUTER ROADWAY		
CURVE #28	CURVE #7	CURVE #29
Δ = 72°16'	Δ = 8°15'57"	Δ = 1°41'28"
D = 142°00'	D = 0°00'	D = 1°00'00"
R = 5370.34'	R = 6566.20'	R = 5729.59'
T = 214.08'	T = 229.80'	T = 23.06'
L = 455.58'	L = 925.58'	L = 124.11'
E = 7.05'	E = 0.31'	E = 0.31'
RC = 284+18.59	RC = 215+51.46	RC = 301+58.02
RI = 287+00.07	RI = 215+00.07	RI = 301+58.02
RT = 289+18.14	RT = 215+00.07	RT = 294+59.45

CONSTR. & E.B. OUTER TO INNER	
CURVE #1	CURVE #11
Δ = 09°08'00"	Δ = 05°16'10"
D = 01°00'00"	D = 02°00'00"
R = 5729.58'	R = 2864.79'
T = 455.96'	T = 131.83'
L = 910.00'	L = 263.47'
E = 18.11'	E = 3.03'
RC = 279+39.18	RC =
RI = 283+95.14	RI = 53.51' Rt. of P.I. + 194.08, CONSTR. &
RT = 288+49.18	RT = 49' Lt. of STA. 287+17.95, CONSTR. &

EASTBOUND OUTER ROADWAY	
CURVE #4	CURVE #15
Δ = 10°50'08"	Δ = 07°13'11.85"
D = 0°48'00"	D = 01°12'00"
R = 7161.97'	R = 4774.65'
T = 679.25'	T = 301.23'
L = 1354.44'	L = 601.66'
E = 32.14'	E = 9.48'
RC = 276+41.06	RC = 29.83' Rt. R.O.C.T. 282+97.71 E.B. OUTER
RI = 283+20.30	RI =
RT = 289+95.50	RT = 285+99.91 G' Rt. 285+99.91, REF. LINE, E.B. OUTER

PRIVATE DRIVE		
CURVE D.P.V. 1	CURVE D.P.V. 2	CURVE D.P.V. 3
Δ = 43°46'38"	Δ = 33°17'56"	Δ = 16°48'54"
D = 21°14'55.81"	D = 15°42'00"	D = 16°00'00"
R = 249.71'	R = 364.94'	R = 358.10'
T = 108.36'	T = 75.24'	T = 82.93'
L = 206.07'	L = 148.40'	L = 108.09'
E = 20.95'	E = 7.68'	E = 5.89'
RC = 96+48.99	RC = 97+24.49	RC = 96+32.47
RI = 97+37.85	RI = 97+99.73	RI = 95+85.40
RT = 98+58.08	RT = 98+72.89	RT = 96+37.86

U-TURN ROADWAY		
CURVE U-3 (Old)	CURVE U-4 (Old)	CURVE U-5
Δ = 87°03'40.2"	Δ = 64°30'02"	Δ = 118°28'02"
D = 63°39'43.1"	D = 44°04'15.24"	D = 38°12'00"
R = 90.00'	R = 150.00'	R = 149.99'
T = 85.50'	T = 46.57'	T = 251.94'
L = 136.76'	L = 89.43'	L = 310.12'
E = 34.14'	E = 8.09'	E = 143.22'
RC = 96+46.86	RC = 97+83.61	RC = 100+82.89
RI = 97+32.36	RI = 98+30.18	RI = 103+31.55
RT = 97+83.61	RT = 98+73.05	RT = 103+31.55

SOUTH SERV. RD.		
CURVE DATA #16	CURVE DATA #16B	
Δ = 15°38'27.8" RT.	Δ = 74°01'28"	RC = 298+00.91
D = 34°06'16.67"	D = 229°10'59"	RI = 298+19.76
R = 168.00'	R = 25.00'	RT = 298+58.21
T = 23.99'	T = 15.65'	
L = 46.86'	L = 32.30'	
E = 1.65'	E = 6.51'	
RC = 294+43.14		
RI = 294+68.72		
RT = 294+92.00		

DETAILS OF ALIGNMENT
U-TURN SERVICE ROAD &
SOUTH SERVICE ROAD
This Sheet Added by Auth. #

U-TURN ROADWAY	
Curve U-3	Curve U-4
Δ = 87°03'40.2"	Δ = 39°24'55.7"
D = 63°39'43.1"	D = 44°04'25.24"
R = 90.00'	R = 130.00'
T = 85.50'	T = 46.57'
L = 136.76'	L = 89.43'
E = 34.14'	E = 8.09'
RC = 96+46.86	RC = 97+83.61
RI = 97+32.36	RI = 98+30.18
RT = 97+83.61	RT = 98+73.05

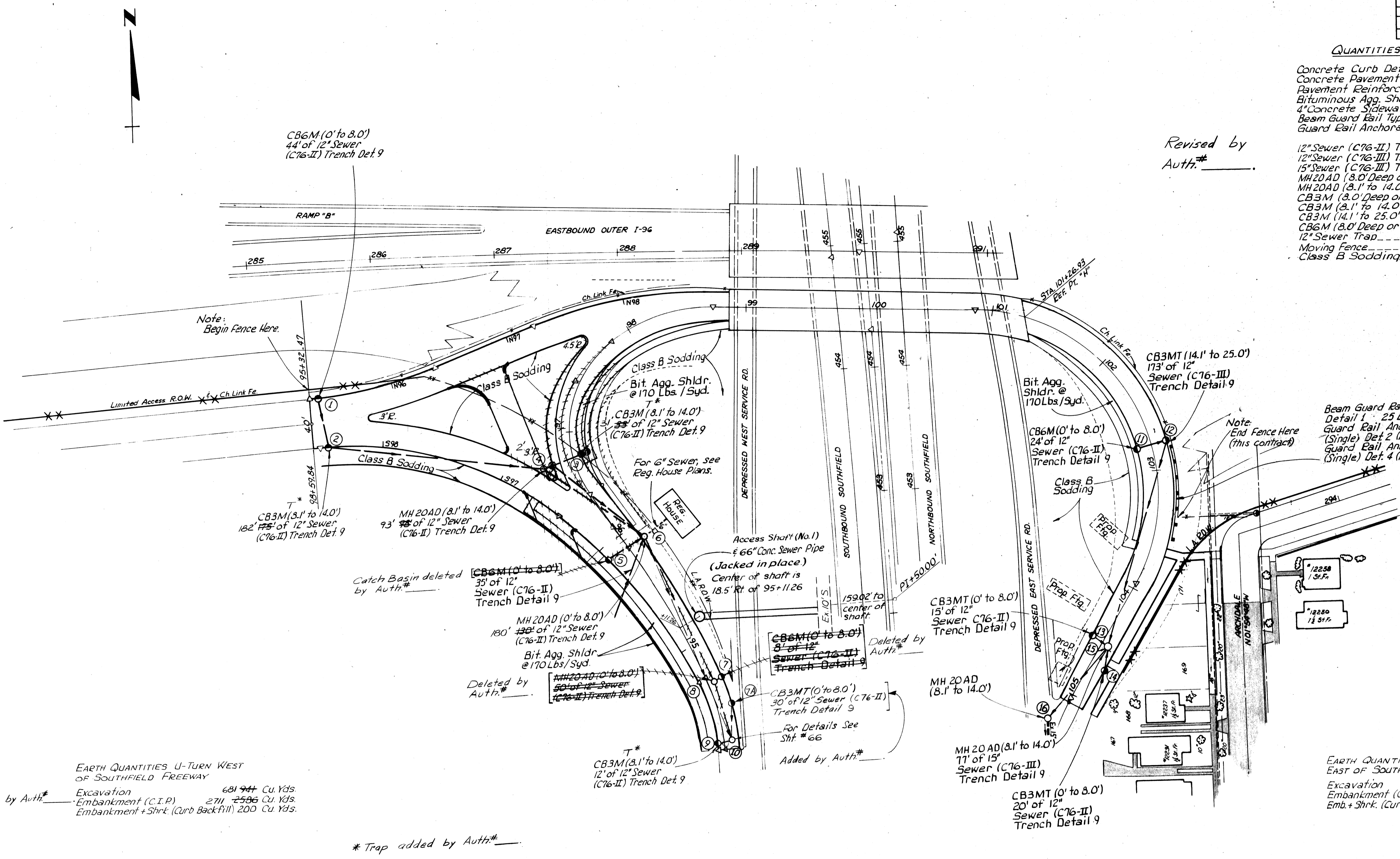
Revised by
Auth. #

B.P. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.			72	72
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS
				72	72

QUANTITIES THIS SHEET

Concrete Curb Detail E1	2416	2469	L. Ft.
Concrete Pavement 9" Uniform	3763	3779	S. Yds.
Pavement Reinforcement	3763	3779	S. Yds.
Bituminous Agg. Shoulders (Conc. Pav't.)	52		Tons
4" Concrete Sidewalk	5610	5628	S. Ft.
Beam Guard Rail Type B Detail 1	25		L. Ft.
Guard Rail Anchorage (Single)	2		Each
12" Sewer (C76-II) Trench Detail 9	666	644	L. Ft.
12" Sewer (C76-III) Trench Detail 9	173		L. Ft.
15" Sewer (C76-III) Trench Detail 9	77		L. Ft.
MH 20AD (8.0' Deep or less)	1		Each
MH 20AD (8.1' to 14.0' Deep)	3		Each
CB3M (8.0' Deep or less)	3		Each
CB3M (8.1' to 14.0' Deep)	3		Each
CB3M (14.1' to 25.0' Deep)	1		Each
CB6M (8.0' Deep or less)	2		Each
12" Sewer Trap	7		Each
Moving Fence	590		L. Ft.
Class B Sodding	4379	4649	S. Yds.

Revised by
Auth. #



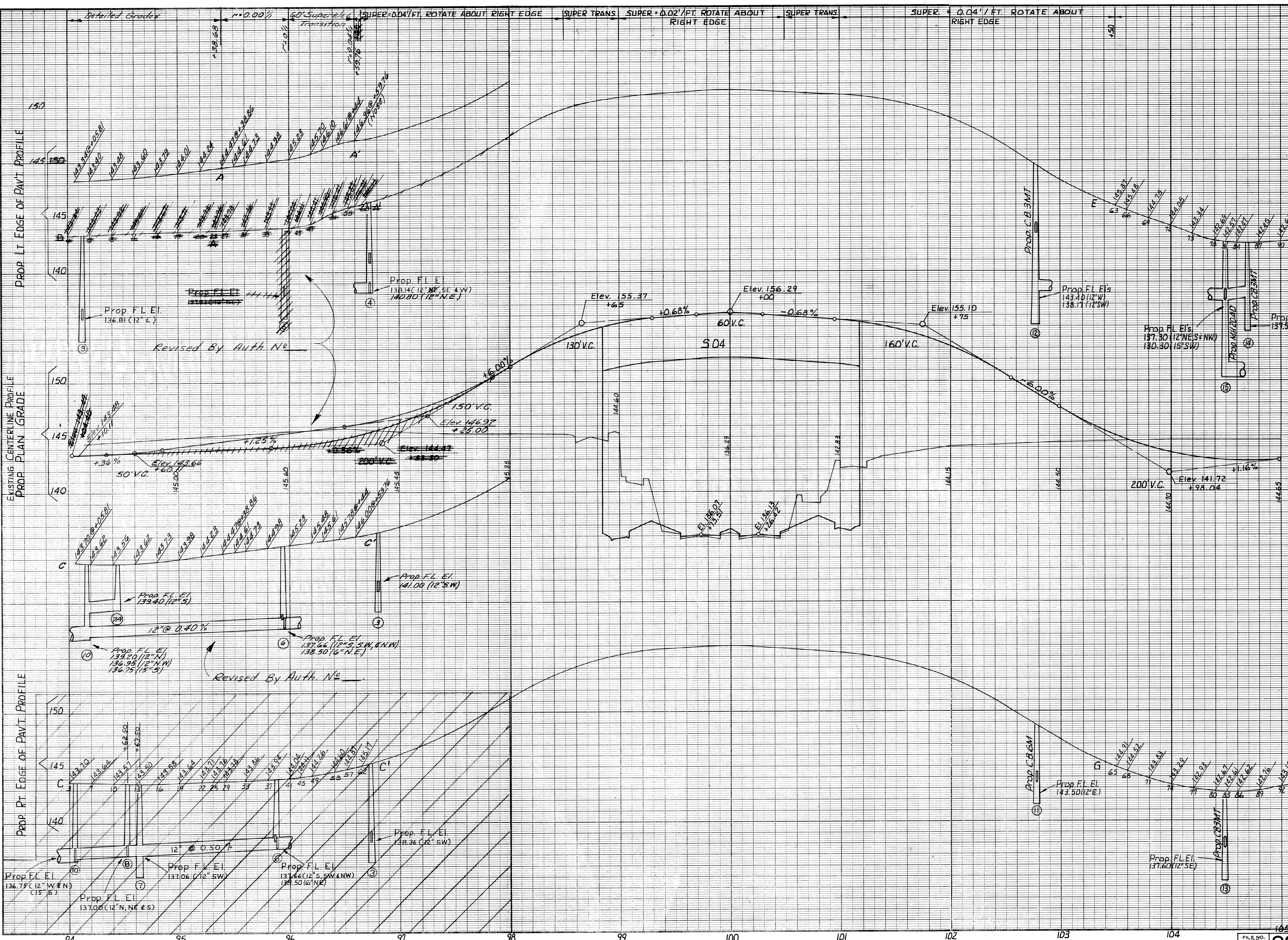
EARTH QUANTITIES U-TURN WEST OF SOUTHFIELD FREEWAY
 Excavation 681 ~~944~~ Cu. Yds.
 Embankment (C.I.P.) 2711 2586 Cu. Yds.
 Embankment + Shrk. (Curb Backfill) 200 Cu. Yds.

EARTH QUANTITIES U-TURN EAST OF SOUTHFIELD FREEWAY
 Excavation 864 Cu. Yds.
 Embankment (C.I.P.) 5078 Cu. Yds.
 Emb. + Shrk. (Curb Backfill) 62 Cu. Yds.

* Trap added by Auth. #

U-TURN SERVICE ROAD

S.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.			73	
ROUTE	PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS
				73	

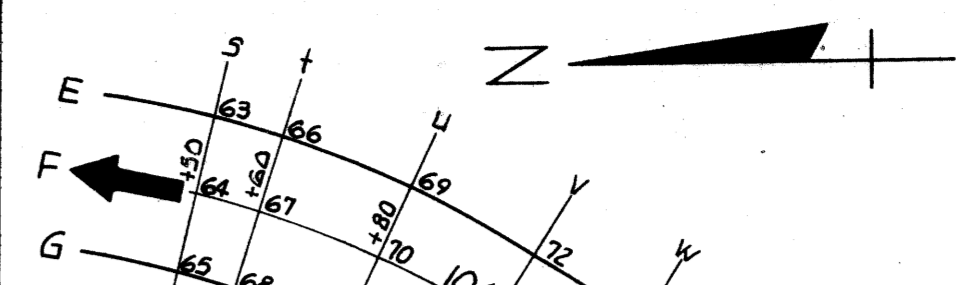


OPERATION	BY	DATE
SURVEYED		
PLAN PLOTTED		
PLAN CHECKED		
PROFILE CHECKED		
PRELIMINARY GRADE		
DESIGNED BY		
FEDERAL INSPECTION		

OPERATION	BY	DATE
PRELIMINARY G.W. CHECKED		
FINAL DESIGN CHECKED		
TRACED		
G.W. CHECK		
QUANTITIES CHECKED		
SCALED		

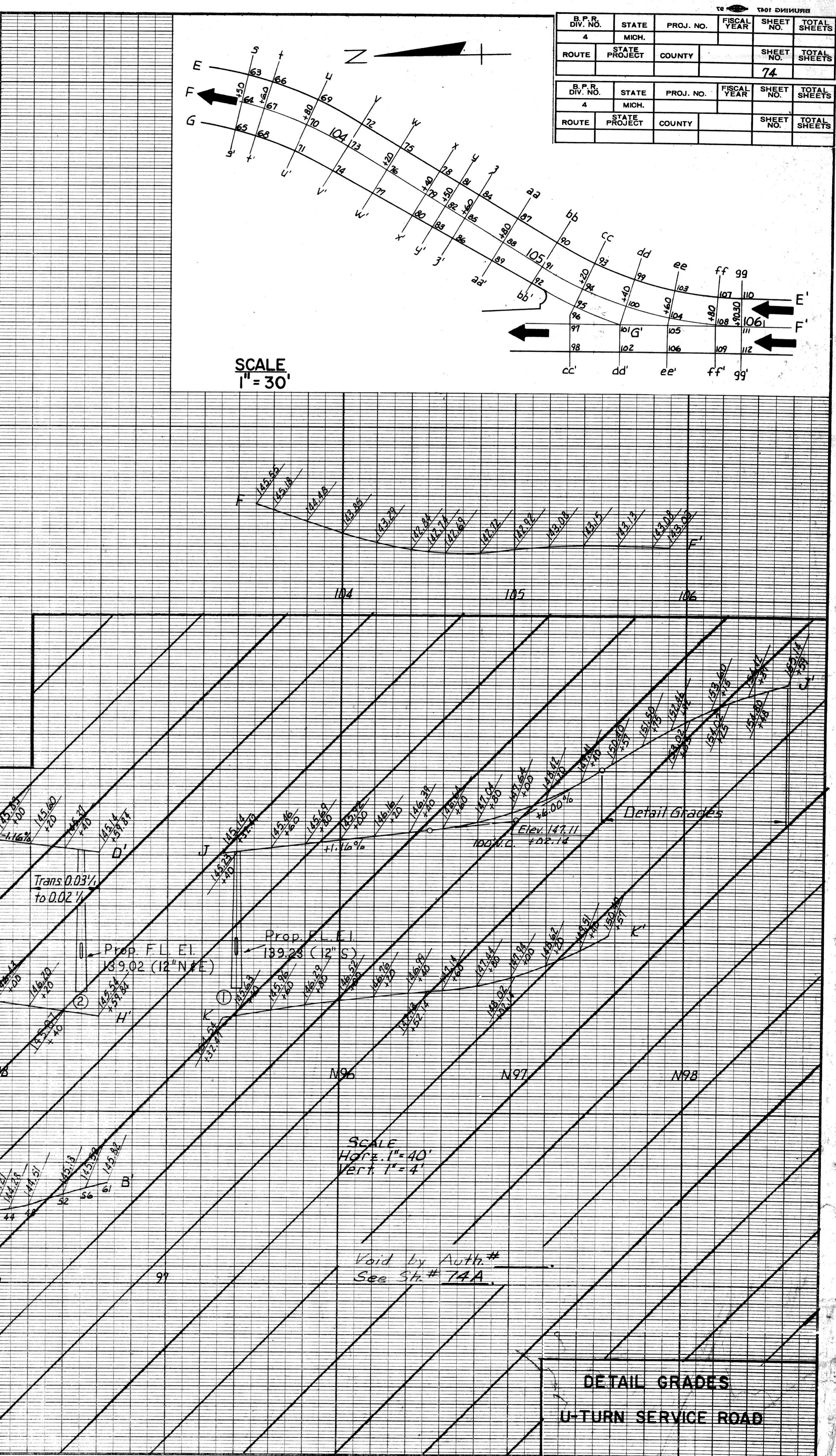
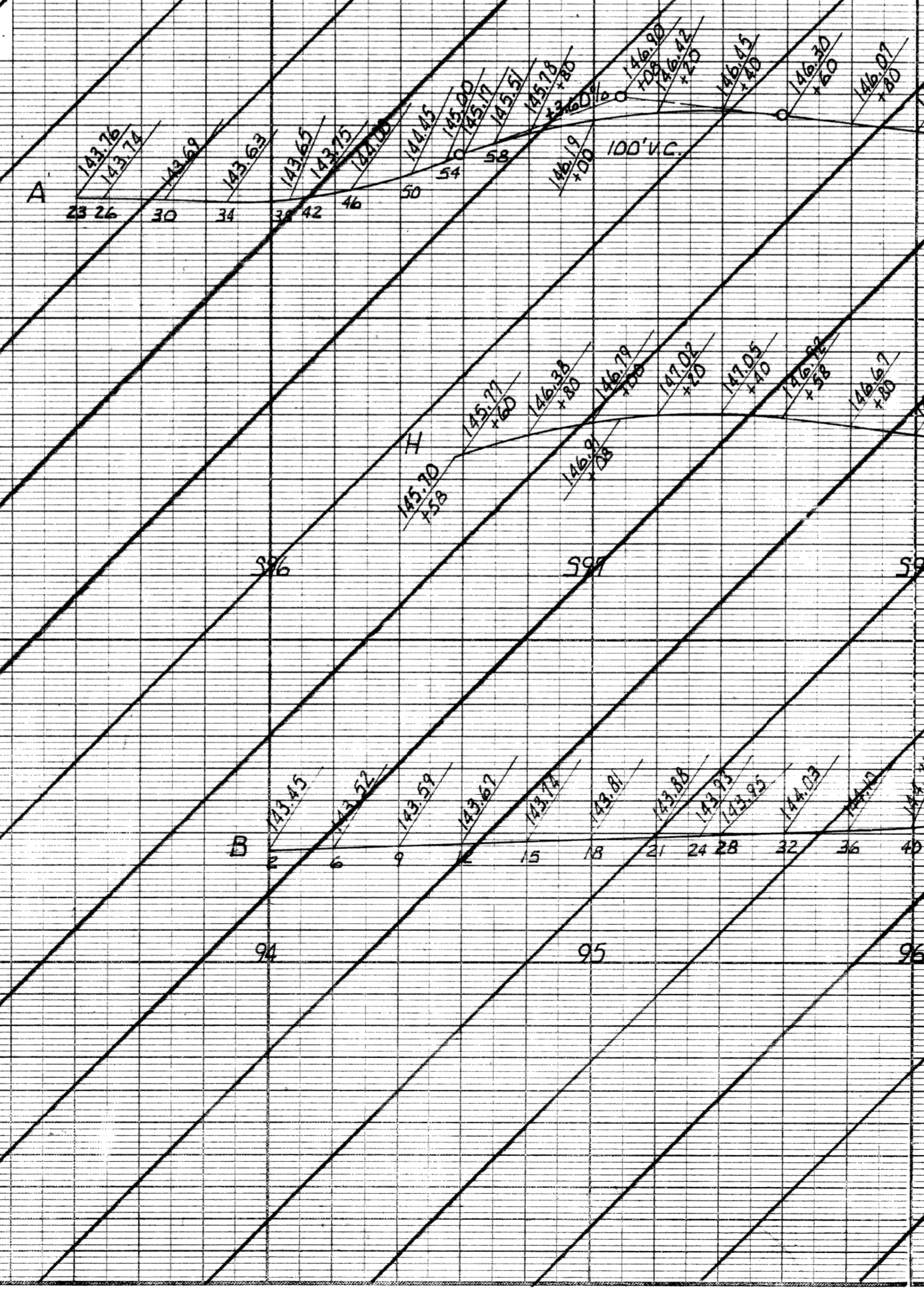
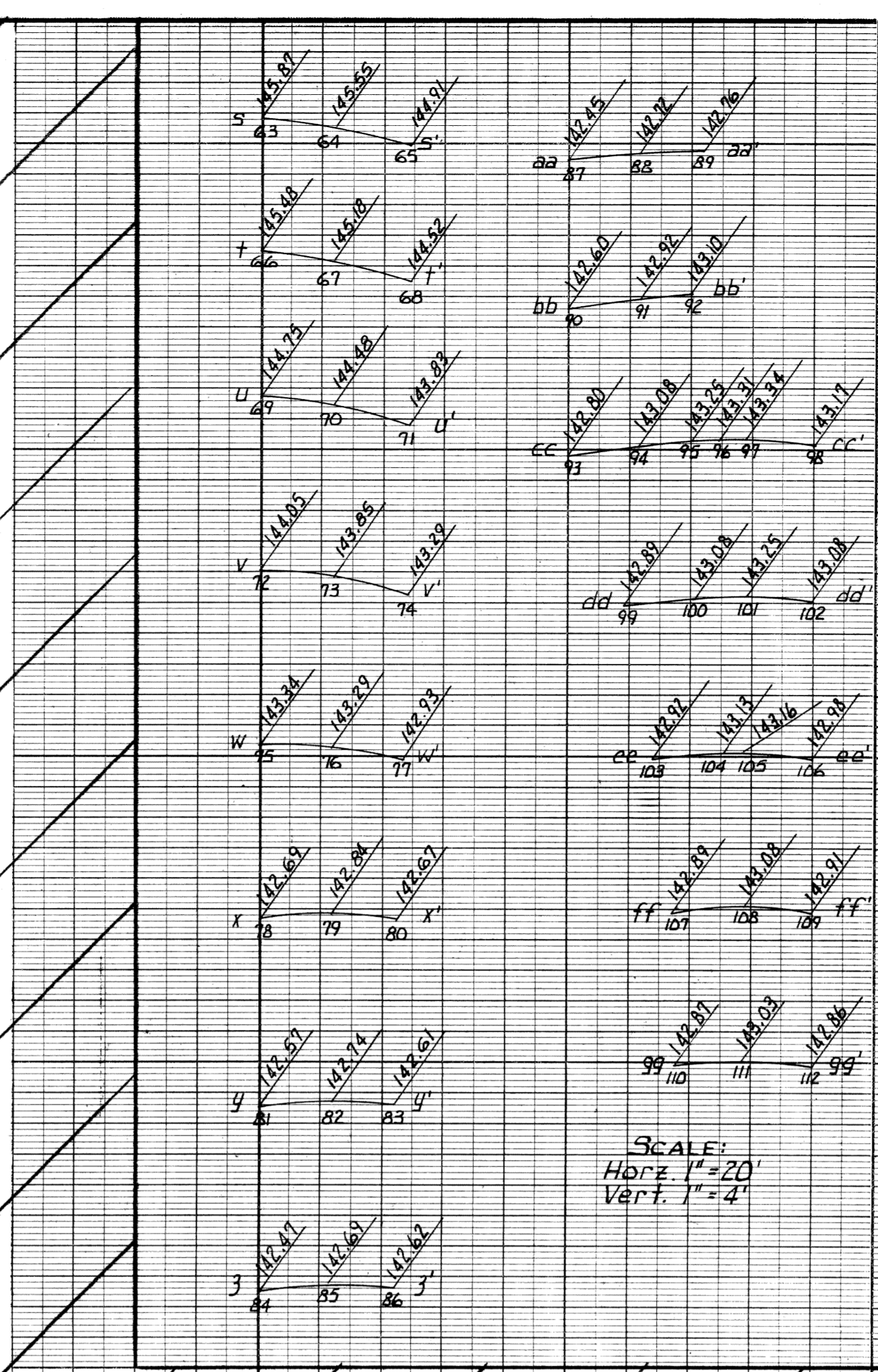
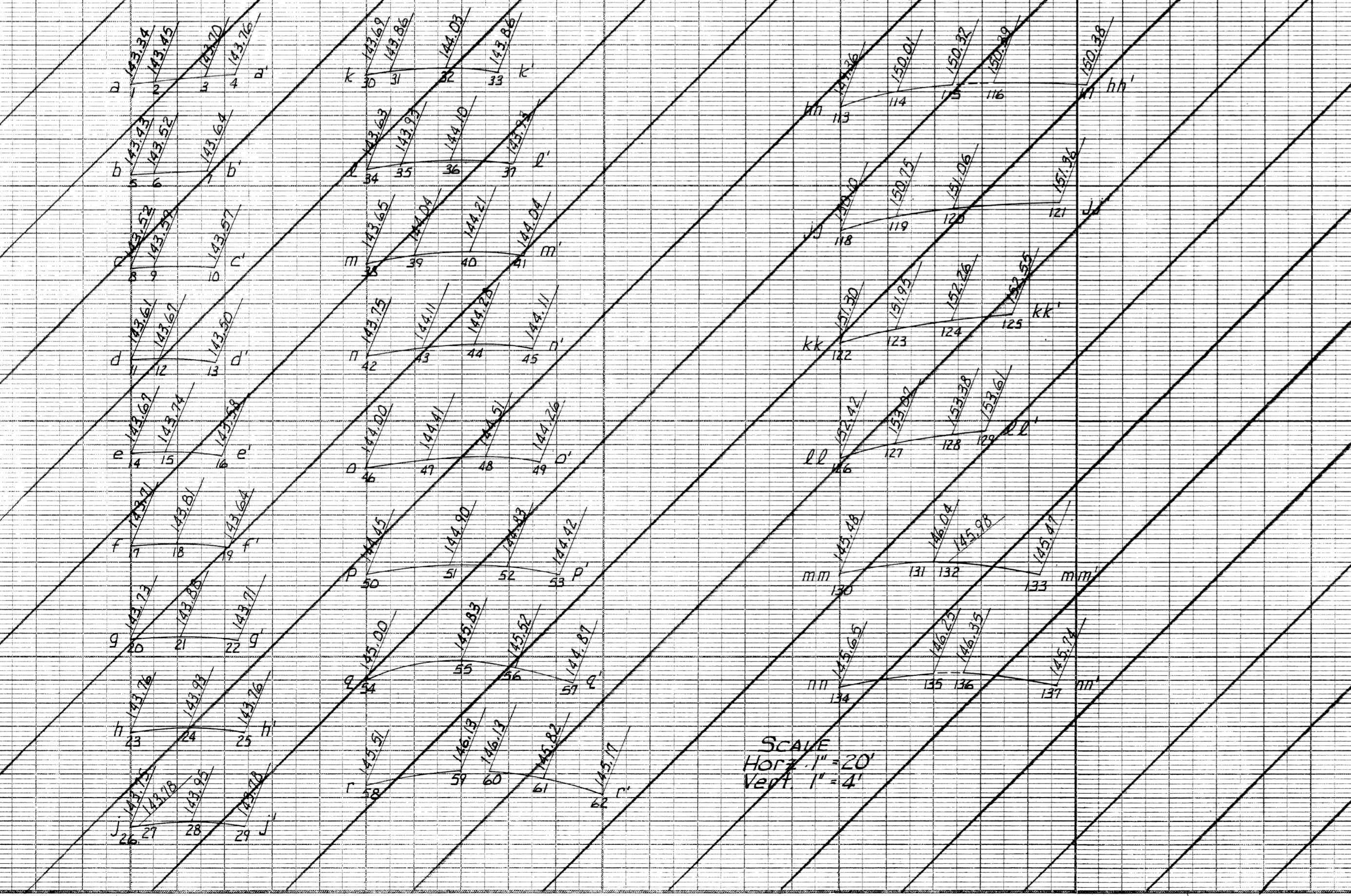
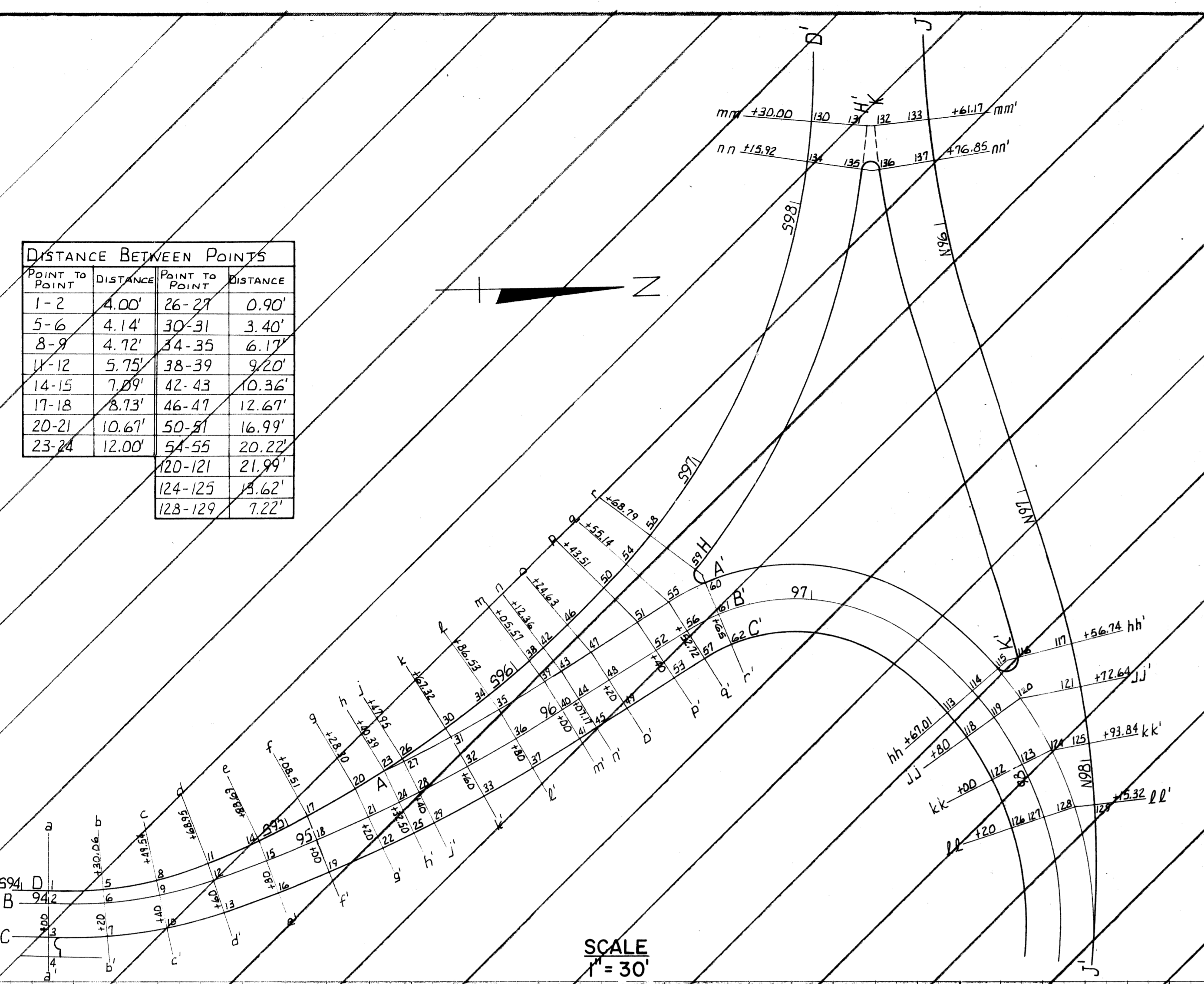
PROFILES
U-TURN
SERVICE ROAD

B. F. R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.			74	
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS
B. F. R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.			74	
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS



SCALE
1" = 30'

POINT TO POINT	DISTANCE	POINT TO POINT	DISTANCE
1-2	4.00'	26-27	0.90'
5-6	4.14'	30-31	3.40'
8-9	4.72'	34-35	6.17'
11-12	5.75'	38-39	9.20'
14-15	7.09'	42-43	10.36'
17-18	8.73'	46-47	12.67'
20-21	10.67'	50-51	16.99'
23-24	12.00'	54-55	20.22'
		120-121	21.99'
		124-125	13.62'
		128-129	7.22'



DATE	BY	OPERATION
		SURVEYED
		PLAN PLOTTED
		PROFILE CHECKED
		PRELIMINARY GRADE
		GRADE INSPECTION
		FEDERAL INSPECTION

DATE	BY	OPERATION
		PRELIMINARY GRADE CHECKED
		FINAL DESIGN CHECKED
		TRACED
		QUANTITIES CHECKED
		SCALE

DETAIL GRADES
U-TURN SERVICE ROAD