

| S.P.D. DIV. NO. | STATE   | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|-----------------|---------|-----------|-------------|-----------|--------------|
| 4               | MICH.   |           |             |           |              |
| ROUTE           | PROJECT | COUNTY    | CITY        | SHEET NO. | TOTAL SHEETS |
| 82251           | Wayne   | Detroit   |             |           |              |

C.B.M. #133 Elev. 155.343 Arrow on hydrant N side of Ferry Ave. 352' E of C.B.M. #118  
 C.B.M. #119 Elev. 156.250 Arrow on hydrant N.E. corner St. Antoine St. and Palmer Ave.  
 C.B.M. #120 Elev. 156.138 Arrow on hydrant S.E. corner St. Antoine St. and Hendrie Ave.  
 C.B.M. #121 Elev. 155.928 Arrow on hydrant S side of Hendrie Ave. 283' E of C.B.M. #120  
 C.B.M. #134 Elev. 155.561 Arrow on hydrant N.W. corner Hastings St. and Ferry Ave.

**CURVE DATA WEST SERVICE DRIVE**

|                                 |                                 | North Edge                   |                              | North Edge |  |
|---------------------------------|---------------------------------|------------------------------|------------------------------|------------|--|
| $\Delta = 43^{\circ}01'04.32''$ | $\Delta = 39^{\circ}07'30.69''$ | $\Delta = 26^{\circ}07'31''$ | $\Delta = 35^{\circ}56'28''$ |            |  |
| $D = 6^{\circ}39'44.28''$       | $D = 6^{\circ}15'00''$          | $D = 95^{\circ}29'34.68''$   | $D = 286^{\circ}28'44.04''$  |            |  |
| $R = 860'$                      | $R = 916.73'$                   | $R = 60'$                    | $R = 20'$                    |            |  |
| $T = 338.92'$                   | $T = 325.76'$                   | $T = 19.36'$                 | $T = 6.49'$                  |            |  |
| $L = 645.69'$                   | $L = 626.00'$                   | $L = 37.46'$                 | $L = 12.55'$                 |            |  |
| $E = 64.37'$                    | $E = 56.16'$                    | $E = 3.05'$                  | $E = 1.03'$                  |            |  |
| $PC = 152+12.12$                | $PC = 160+52.01$                | $PC = 162+30.36$ (True Sta.) | $PC = 162+67.82$ (P.R.C.)    |            |  |
| $PI = 155+51.04$                | $PI = 163+77.77$                | $PI = 162+49.72$             | $PI = 162+74.30$             |            |  |
| $PT = 158+57.81$                | $PT = 166+78.02$                | $PT = 162+67.82$ (P.R.C.)    | $PT = 162+80.36$             |            |  |

**CURVE DATA E'BD. TO S'BD. TURNING ROADWAY**

| Curve 2 ES                   | Curve 3 ES                   | Mistake Lane Curve             |
|------------------------------|------------------------------|--------------------------------|
| $\Delta = 42^{\circ}57'42''$ | $\Delta = 33^{\circ}55'53''$ | $\Delta = 3^{\circ}57'38.92''$ |
| $D = 6^{\circ}36'17.91''$    | $D = 5^{\circ}06'56.50''$    | $D = 2^{\circ}34'57.29''$      |
| $R = 867.46'$                | $R = 1120.00'$               | $R = 2218.55'$                 |
| $T = 341.37'$                | $T = 321.69'$                | $T = 76.71'$                   |
| $L = 630.44'$                | $L = 663.28'$                | $L = 153.37'$                  |
| $E = 64.75'$                 | $E = 50.96'$                 | $E = 1.33'$                    |
| $PC = 4+09.12$               | $PC = 12+31.45$              | $PC = 8+38.94$                 |
| $PI = 7+50.49$               | $PI = 16+23.14$              | $PI = 9+15.65$                 |
| $PT = 10+39.56$              | $PT = 19+44.73$              | $PT = 9+92.31$ (True Sta.)     |

**CURVE DATA W'BD. TO S'BD. TURNING ROADWAY**

Curve 5 WS

$\Delta = 27^{\circ}30'44.52''$   
 $D = 4^{\circ}42'43.35''$   
 $R = 1215.94'$   
 $T = 297.69'$   
 $L = 583.89'$   
 $E = 35.91'$   
 $PC = 26+56.56$   
 $PI = 29+54.24$   
 $PT = 32+40.44$

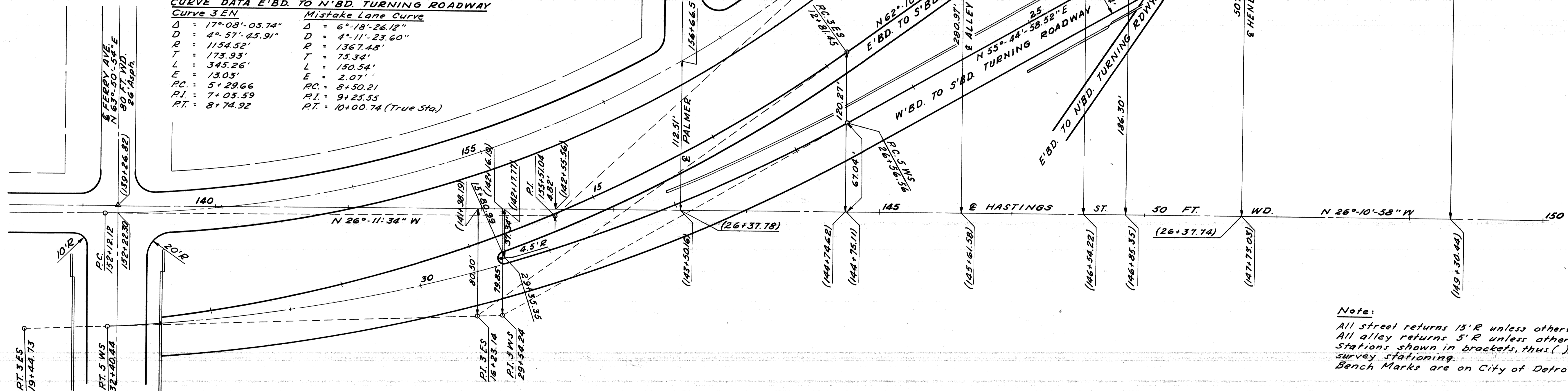
**CURVE DATA E'BD. TO N'BD. TURNING ROADWAY**

Curve 3 EN

$\Delta = 17^{\circ}08'03.74''$   
 $D = 4^{\circ}57'45.91''$   
 $R = 1134.52'$   
 $T = 173.93'$   
 $L = 345.26'$   
 $E = 13.03'$   
 $PC = 5+29.66$   
 $PI = 7+03.59$   
 $PT = 8+74.92$

Mistake Lane Curve

$\Delta = 6^{\circ}18'26.12''$   
 $D = 4^{\circ}11'23.60''$   
 $R = 1367.48'$   
 $T = 75.34'$   
 $L = 150.54'$   
 $E = 2.07'$   
 $PC = 8+50.21$   
 $PI = 9+25.55$   
 $PT = 10+00.74$  (True Sta.)



C.B.M. #135 Elev. 156.270 Arrow on hydrant S side of Ferry Ave. 550' E of C.B.M. #134

C.B.M. #122 Elev. 156.206 Arrow on hydrant S side of Hendrie Ave. 330' E of P.B.M. #41-250

Scale: 1"=40'

P.B.M. #41-250 Elev. 152.672 City of Detroit Monument N.E. Corner Hastings St. and Hendrie Ave.

Note:  
 All street returns 15'R unless otherwise noted.  
 All alley returns 5'R unless otherwise noted.  
 Stations shown in brackets, thus ( ), refer to survey stationing.  
 Bench Marks are on City of Detroit Datum.

ALIGNMENT OF WEST SERVICE DRIVE AND E'BD. FORD TO S'BD. CHRYSLER TURNING ROADWAY AND W'BD. FORD TO S'BD. CHRYSLER TURNING ROADWAY

| FILE NO. | STATE | FEDERAL | SHEET |
|----------|-------|---------|-------|
| 82251    | Wayne | Detroit |       |

C.B.M. #21 Elev. 125.086 Arrow on hydrant  
S.E. corner of St. Antoine and Mullett

**CONST. & CURVE DATA**

**Curve 3W**  
 $\Delta = 19^{\circ}19'00''$   
 $D = 3^{\circ}00'00''$   
 $R = 1909.85'$   
 $T = 325.03'$   
 $L = 643.87'$   
 $PC = 41+03.51$   
 $PI = 44+28.54$   
 $PT = 47+47.40$   
 $E = 27.46'$

**Curve 3E**  
 $\Delta = 17^{\circ}24'00''$   
 $D = 3^{\circ}00'00''$   
 $R = 1909.85'$   
 $T = 297.20'$   
 $L = 580.00'$   
 $PC = 43+11.64$   
 $PI = 46+06.18$   
 $PT = 48+01.84$   
 $E = 22.13'$

Superelevation = 0.05 per ft. Superelevation = 0.05 per ft.

**Exit Ramp Curve Data**

$\Delta = 27^{\circ}05'04''$   
 $D = 4^{\circ}00'00''$   
 $R = 1432.39$   
 $T = 345.00'$   
 $L = 677.11'$   
 $PC = 41+40.40$   
 $PI = 44+85.21$   
 $PT = 48+17.51$   
 $E = 40.96'$

**West Service Dr. Curve Data**

$\Delta = 23^{\circ}16'34''$   
 $D = 20^{\circ}00'00''$   
 $R = 286.48'$   
 $T = 59.00'$   
 $L = 116.38'$   
 $PC = 44+32.51$   
 $PI = 44+91.51$   
 $PT = 45+48.69$   
 $E = 6.01'$

C.B.M. #23 Elev. 125.272 Arrow on hydrant  
S.E. corner of Madison and Gratiot.  
C.B.M. #25 Elev. 125.029 Arrow on hydrant  
E. side of Hastings on the S. line of Madison  
Extended.

C.B.M. #24 Elev. 127.040 Arrow on hydrant  
S.W. corner of Hastings and Gratiot.

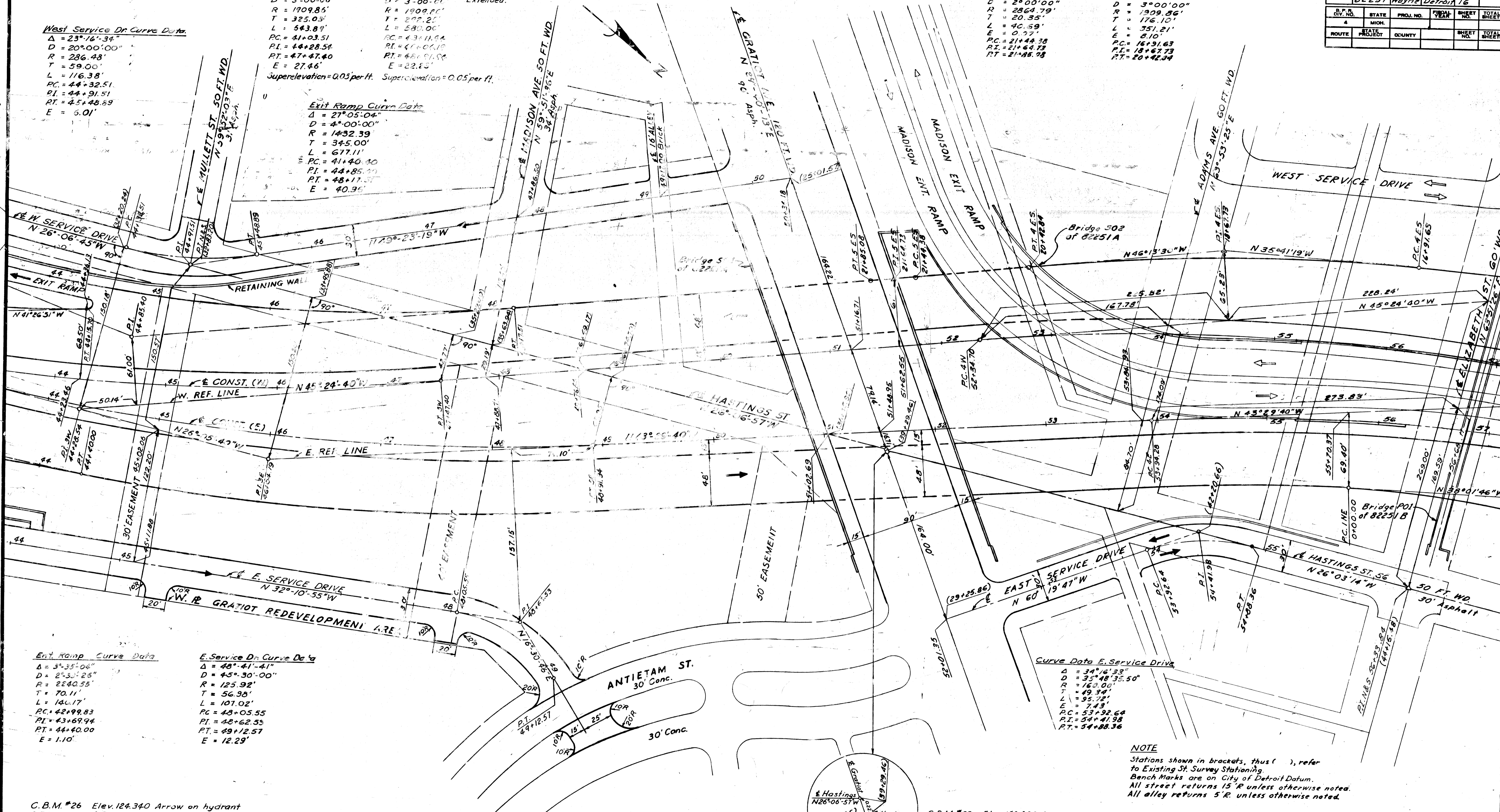
**Curve 5 ES**  
 $\Delta = 0^{\circ}48'50''$   
 $D = 2^{\circ}00'00''$   
 $R = 2864.79'$   
 $T = 20.35'$   
 $L = 40.39'$   
 $E = 0.97'$   
 $PC = 21+44.38$   
 $PI = 21+64.73$   
 $PT = 21+85.98$

**Curve 4 ES**  
 $\Delta = 10^{\circ}32'11''$   
 $D = 3^{\circ}00'00''$   
 $R = 1909.86'$   
 $T = 176.10'$   
 $L = 351.21'$   
 $E = 8.10'$   
 $PC = 16+31.63$   
 $PI = 18+62.73$   
 $PT = 20+42.04$

| DIV. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|----------|-------|-----------|-------------|-----------|--------------|
| 4        | MICH. | 82251     | 1959        | 16        | 16           |

| DIV. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|----------|-------|-----------|-------------|-----------|--------------|
| 4        | MICH. | 82251     | 1959        | 16        | 16           |



**Exit Ramp Curve Data**

$\Delta = 3^{\circ}35'04''$   
 $D = 2^{\circ}30'25''$   
 $R = 2240.55'$   
 $T = 70.11'$   
 $L = 140.17'$   
 $PC = 42+99.83$   
 $PI = 43+69.94$   
 $PT = 44+40.00$   
 $E = 1.10'$

**E. Service Dr. Curve Data**

$\Delta = 48^{\circ}41'41''$   
 $D = 45^{\circ}30'00''$   
 $R = 125.92'$   
 $T = 56.95'$   
 $L = 107.02'$   
 $PC = 48+05.55$   
 $PI = 48+62.53$   
 $PT = 49+12.57$   
 $E = 12.29'$

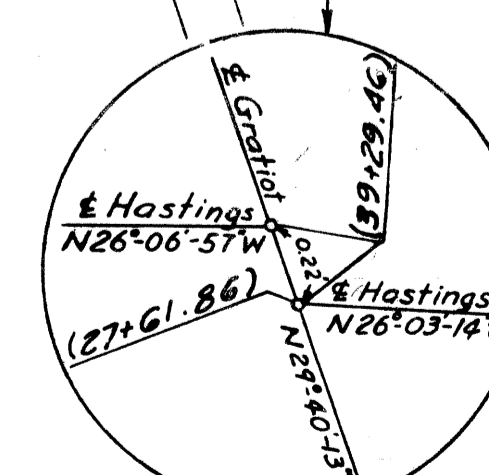
**Curve Data E. Service Drive**

$\Delta = 34^{\circ}16'33''$   
 $D = 35^{\circ}48'35.50''$   
 $R = 163.00'$   
 $T = 49.34'$   
 $L = 95.72'$   
 $E = 7.43'$   
 $PC = 53+92.64$   
 $PI = 54+41.98$   
 $PT = 54+88.36$

C.B.M. #26 Elev. 124.340 Arrow on hydrant  
S.E. corner of Rivard and Antietam.

C.B.M. #52 Elev. 132.380 Arrow on hydrant  
S.E. corner of Maple and Gratiot.

**NOTE**  
 Stations shown in brackets, thus ( ), refer to Existing St. Survey Stationing.  
 Bench Marks are on City of Detroit Datum.  
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Scale 1" = 40'

**DETAILS OF EXPRESSWAY ALIGNMENT STA. 44+00 TO STA. 57+00**

|          |        |     |      |      |           |    |
|----------|--------|-----|------|------|-----------|----|
| FILE NO. | 82251A | C-3 | DATE | 1959 | SHEET NO. | 16 |
|----------|--------|-----|------|------|-----------|----|

PLANS PREPARED BY  
CITY OF DETROIT  
DEPARTMENT OF PUBLIC WORKS  
CITY ENGINEERS OFFICE  
BUREAU OF HIGHWAYS AND EXPRESSWAYS