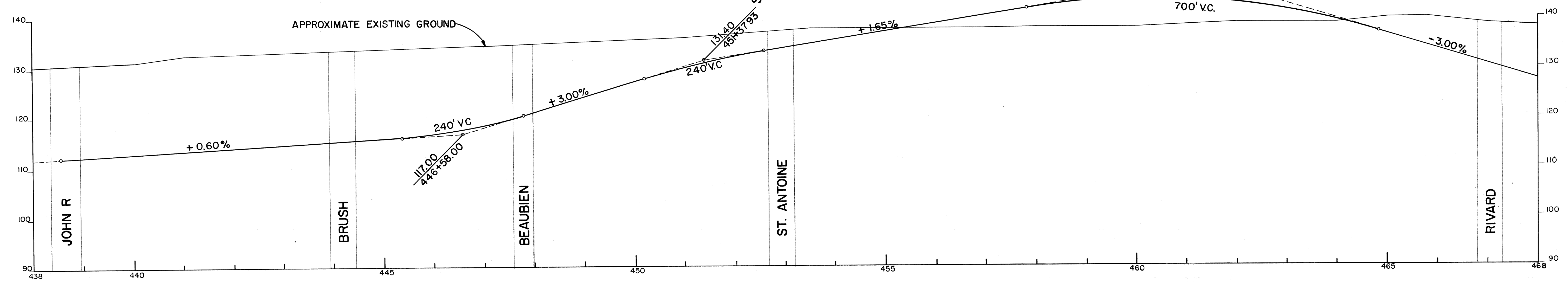
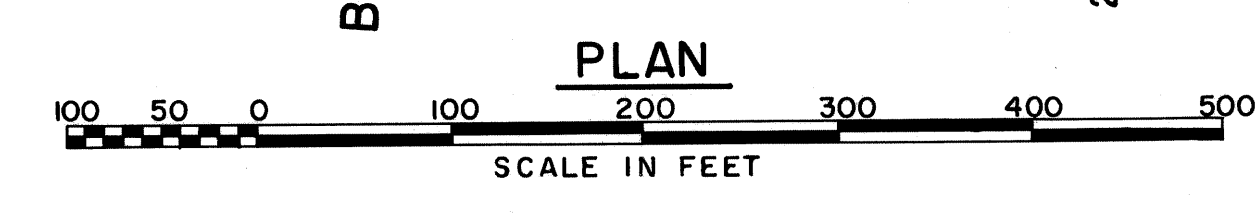


**CURVE DATA**  
 $\Delta = 00^{\circ}26'25''$   
 $D = 0^{\circ}15'00''$   
 $R = 22,918.312'$   
 $T = 88.056'$   
 $L = 176.111'$   
 $E = 0.169'$   
 $P.C. = 460+11.944$   
 $P.I. = 461+00.000$   
 $P.T. = 461+88.055$

**CURVE DATA**  
 $\Delta = 4^{\circ}23'14''$   
 $D = 1^{\circ}15'00''$   
 $R = 4583.662'$   
 $T = 175.575'$   
 $L = 350.978'$   
 $E = 3.361'$   
 $P.C. = 443+34.506$   
 $P.I. = 445+10.081$   
 $P.T. = 446+85.484$



**PROFILE**  
 SCALE HORIZONTAL: 1" = 50'  
 SCALE VERTICAL: 1" = 10'

SQUAD LEADER \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY *Paul C. ...* 3-12-65  
 CHECKED BY \_\_\_\_\_  
 CORRECT \_\_\_\_\_

**CITY OF DETROIT**  
 DEPARTMENT OF PUBLIC WORKS  
 CITY ENGINEERS OFFICE  
 BUREAU OF HIGHWAYS AND EXPRESSWAYS

APPROVED \_\_\_\_\_ MICHIGAN STATE HIGHWAY DEPARTMENT APPROVED \_\_\_\_\_

**I-75 FISHER FREEWAY U-212**  
**JOHN R ST. TO RIVARD ST.**  
**FISHER-CHRYSLER INTERCHANGE**

ISSUE NO. 1 DATE 2-65  
 CITY JOB 897B(6) SHEET NO. 132  
 STATE PROJECT 82251 B

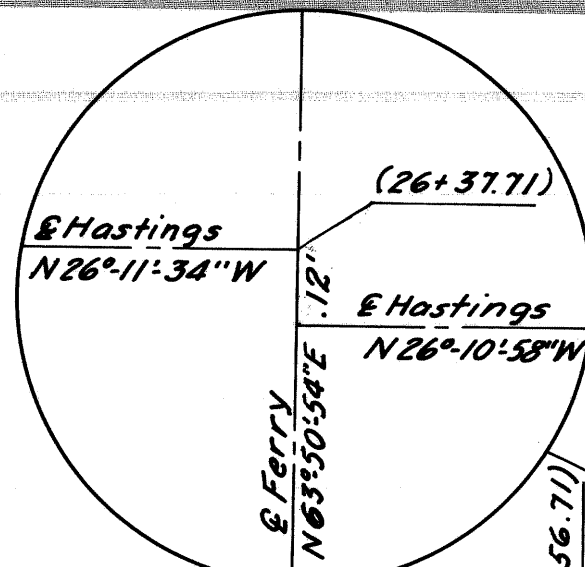
FILE NO. \_\_\_\_\_  
 NO. 350 STENCIL



C.B.M. #132 Elev. 154.482 Arrow on hydrant S. side of Frederick Ave. 397' E. of C.B.M. #131  
 C.B.M. #131 Elev. 155.325 Arrow on hydrant N.W. corner of Hastings St. and Frederick Ave.  
 C.B.M. #134 Elev. 155.561 Arrow on hydrant N.W. corner Hastings St. and Ferry Ave.

**Curve Data West Service Drive**

$\Delta = 43^{\circ}01'04.32''$   
 $D = 6^{\circ}39'44.28''$   
 $R = 860'$   
 $T = 338.92'$   
 $L = 645.69'$   
 $E = 64.37'$   
 $PC = 152+12.12$   
 $PI = 155+51.04$   
 $PT = 158+57.81$



DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
82251	MI				

DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
82251	MI				

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

Curve 3 ES	Curve 4 ES	Curve 5 ES
$\Delta = 33^{\circ}55'53''$	$\Delta = 3^{\circ}19'27''$	$\Delta = 8^{\circ}34'49''$
$D = 5^{\circ}06'56.30''$	$D = 5^{\circ}00'00''$	$D = 5^{\circ}00'00''$
$R = 1120'$	$R = 1145.92'$	$R = 1145.92'$
$T = 341.69'$	$T = 33.25'$	$T = 85.96'$
$L = 663.28'$	$L = 66.48'$	$L = 171.61'$
$E = 50.96'$	$E = 0.48'$	$E = 3.22'$
$PC = 12+81.45$	$PC = 23+22.17$	$PC = 27+24.57$
$PI = 16+23.14$	$PI = 23+55.43$	$PI = 28+10.49$
$PT = 19+44.73$	$PT = 23+88.66$	$PT = 28+96.13$

**CURVE DATA EXIT RAMP**

Curve 1	Curve 2
$\Delta = 16^{\circ}49'45''$	$\Delta = 12^{\circ}26'42''$
$D = 7^{\circ}30'00''$	$D = 5^{\circ}00'00''$
$R = 763.94'$	$R = 1145.92'$
$T = 113.01'$	$T = 124.94'$
$L = 224.39'$	$L = 248.90'$
$E = 8.31'$	$E = 6.79'$
$PC = 142+45.22$	$PC = 149+83.27$
$PI = 143+74.35$	$PI = 151+08.21$
$PT = 144+85.73$	$PT = 152+32.17$

**CURVE DATA ENTRANCE RAMP TO EXPRESSWAY**

Curve 1	Curve 2	Curve 3
$\Delta = 10^{\circ}35'25''$	$\Delta = 5^{\circ}51'34''$	$\Delta = 1^{\circ}36'46''$
$D = 14^{\circ}19'26.20''$	$D = 5^{\circ}00'00''$	$D = 3^{\circ}00'00''$
$R = 400'$	$R = 1145.92'$	$R = 1909.86'$
$T = 37.07'$	$T = 58.65'$	$T = 26.88'$
$L = 73.93'$	$L = 117.19'$	$L = 53.76'$
$E = 1.71'$	$E = 1.50'$	$E = 0.19'$
$PC = 142+45.22$	$PC = 145+96.38$	$PC = 151+60.98$
$PI = 142+92.29$	$PI = 146+55.03$	$PI = 151+87.86$
$PT = 143+19.16$	$PT = 147+13.57$	$PT = 152+14.74$

**CURVE DATA N'BD. TO E'BD. & W'BD. TURNING RDWY.**

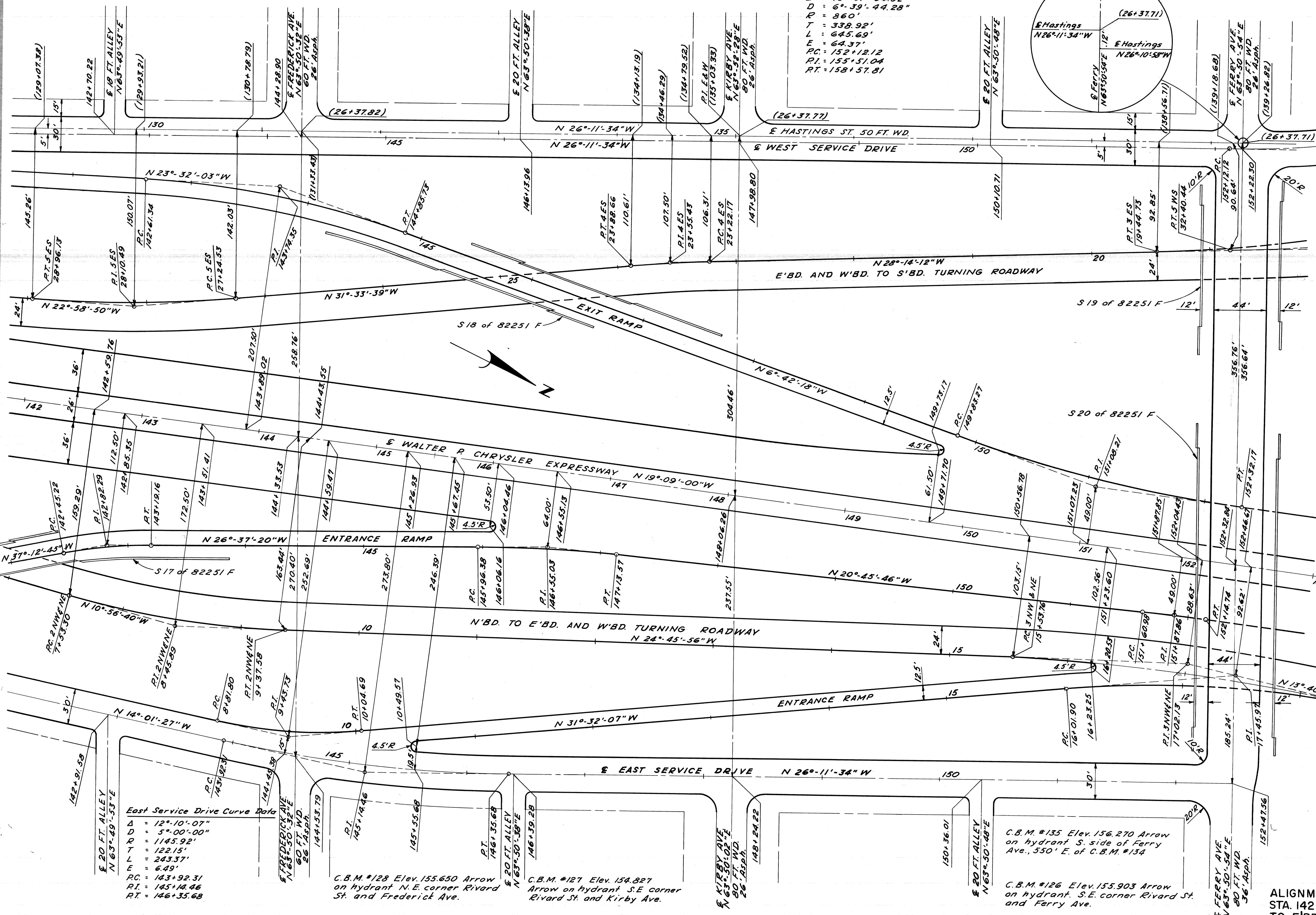
Curve 2 NE&NW	Curve 3 NE&NW
$\Delta = 13^{\circ}49'16''$	$\Delta = 11^{\circ}05'34''$
$D = 7^{\circ}30'00''$	$D = 3^{\circ}45'00''$
$R = 763.94'$	$R = 1527.89'$
$T = 92.59'$	$T = 148.37'$
$L = 184.28'$	$L = 295.81'$
$E = 5.59'$	$E = 7.19'$
$PC = 145+33.30$	$PC = 15+53.76$
$PI = 8+45.89$	$PI = 17+02.13$
$PT = 9+37.58$	$PT = 18+49.57$

**CURVE DATA ENTRANCE RAMP TO TURNING ROADWAY**

Curve 1	Curve 2
$\Delta = 17^{\circ}30'40''$	$\Delta = 17^{\circ}51'45''$
$D = 14^{\circ}15'00''$	$D = 6^{\circ}15'00''$
$R = 402.08'$	$R = 916.73'$
$T = 61.93'$	$T = 144.07'$
$L = 122.89'$	$L = 285.80'$
$E = 4.74'$	$E = 11.25'$
$PC = 8+81.80$	$PC = 16+01.90$
$PI = 9+43.73$	$PI = 17+45.97$
$PT = 10+04.69$	$PT = 18+87.70$

**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 WALTER P. CHRYSLER EXPRESSWAY STA. 142+00 TO STA. 153+00 AND N'BD. CHRYSLER TO E'BD. AND W'BD. FORD TURNING ROADWAY AND E'BD. AND W'BD. FORD TO S'BD. CHRYSLER TURNING ROADWAY**



**East Service Drive Curve Data**  
 $\Delta = 12^{\circ}10'07''$   
 $D = 5^{\circ}00'00''$   
 $R = 1145.92'$   
 $T = 122.15'$   
 $L = 243.37'$   
 $E = 6.49'$   
 $PC = 143+92.31$   
 $PI = 145+14.46$   
 $PT = 146+35.68$

C.B.M. #128 Elev. 155.650 Arrow on hydrant N.E. corner Rivard St. and Frederick Ave.

C.B.M. #127 Elev. 154.827 Arrow on hydrant S.E. corner Rivard St. and Kirby Ave.

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. #126 Elev. 155.903 Arrow on hydrant S.E. corner Rivard St. and Ferry Ave.

Scale: 1" = 40'



DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
STATE PROJECT		CITY		SHEET NO.	TOTAL SHEETS
82251		Wayne Detroit			
DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
STATE PROJECT		CITY		SHEET NO.	TOTAL SHEETS
82251		Wayne Detroit			

C.B.M. #134 Elev. 155.561 Arrow on hydrant NW corner Hastings St and Ferry Ave.  
 C.B.M. #135 Elev. 156.270 Arrow on hydrant S. side of Ferry Ave. 550' E of C.B.M. #134

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

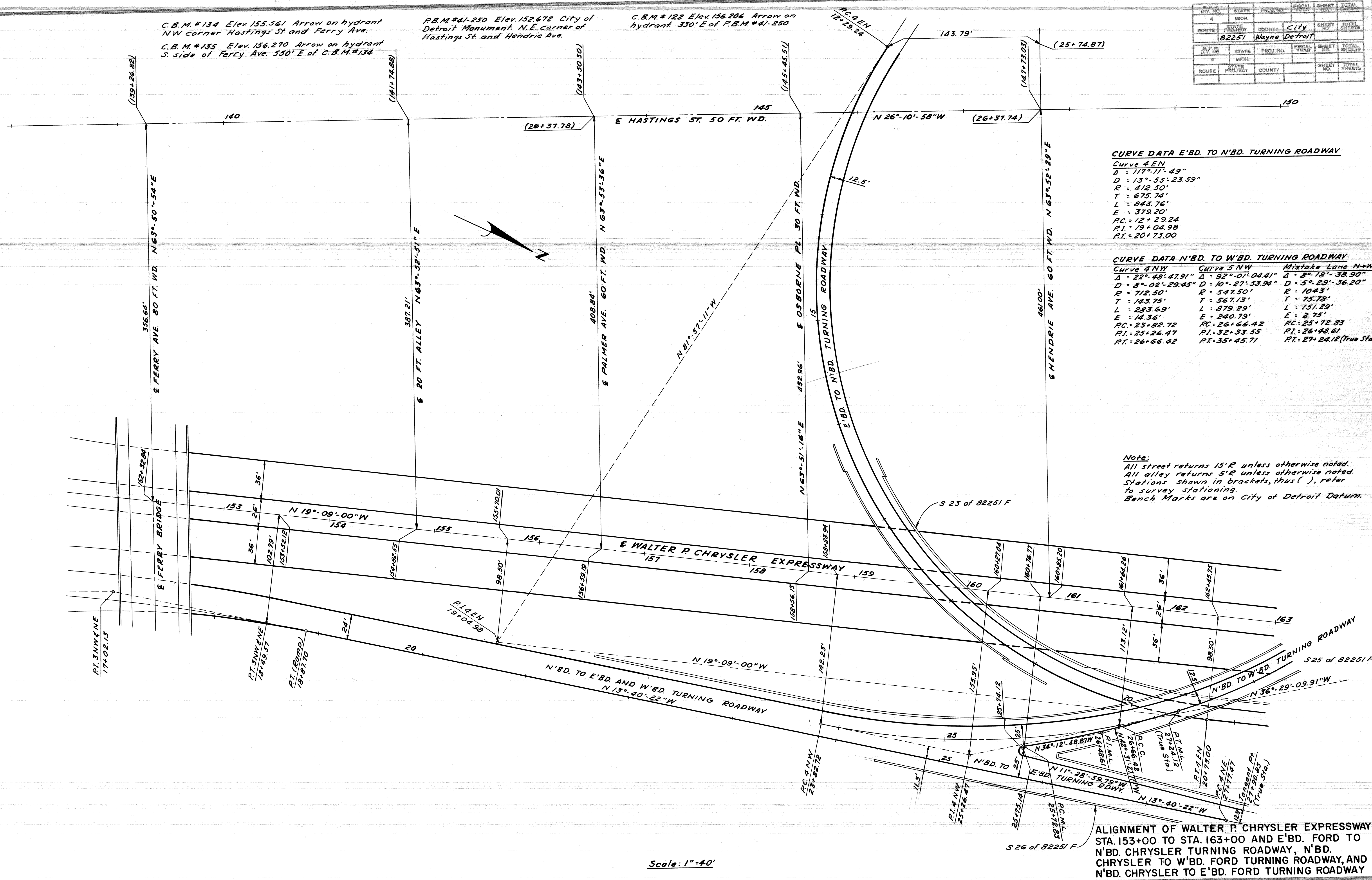
C.B.M. #122 Elev. 156.206 Arrow on hydrant. 330' E of P.B.M. #41-250

**CURVE DATA E'BD. TO N'BD. TURNING ROADWAY**  
 Curve 4 EN  
 $\Delta = 117^{\circ} 17' 49''$   
 $D = 13^{\circ} 53' 23.59''$   
 $R = 412.50'$   
 $T = 675.74'$   
 $L = 843.76'$   
 $E = 379.20'$   
 $PC = 12+29.24$   
 $PI = 19+04.98$   
 $PT = 20+73.00$

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

Curve 4 NW	Curve 5 NW	Mistake Lane N+W
$\Delta = 22^{\circ} 45' 47.91''$	$\Delta = 92^{\circ} 01' 04.41''$	$\Delta = 8^{\circ} 18' 38.90''$
$D = 8^{\circ} 02' 29.45''$	$D = 10^{\circ} 27' 53.94''$	$D = 5^{\circ} 29' 36.20''$
$R = 712.50'$	$R = 547.50'$	$R = 1043'$
$T = 143.75'$	$T = 567.13'$	$T = 75.78'$
$L = 283.69'$	$L = 879.29'$	$L = 151.29'$
$E = 14.36'$	$E = 240.79'$	$E = 2.75'$
$PC = 23+82.72$	$PC = 26+66.42$	$PC = 25+72.83$
$PI = 25+26.47$	$PI = 32+33.55$	$PI = 26+48.61$
$PT = 26+66.42$	$PT = 35+45.71$	$PT = 27+24.12$ (True Sta.)

**Note:**  
 All street returns 15'R unless otherwise noted.  
 All alley returns 5'R unless otherwise noted.  
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 Bench Marks are on City of Detroit Datum.



Scale: 1"=40'

ALIGNMENT OF WALTER P. CHRYSLER EXPRESSWAY STA. 153+00 TO STA. 163+00 AND E'BD. FORD TO N'BD. CHRYSLER TURNING ROADWAY, N'BD. CHRYSLER TO W'BD. FORD TURNING ROADWAY, AND N'BD. CHRYSLER TO E'BD. FORD TURNING ROADWAY



C.B.M. # 143 Elev. 155.728 Arrow on Hydrant  
N.W. Corner Harper Ave. and Mansur Ave.

C.B.M. # 144 Elev. 155.964 Arrow on Hydrant  
N.W. Corner Harper Ave. and Rivard St.

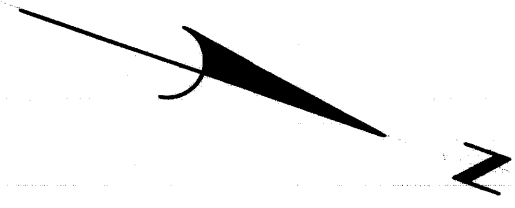
C.B.M. # 151 Elev. 156.621 Arrow on Hydrant  
N.W. Corner Rivard St. and Piquette Ave.

C.B.M. # 152 Elev. 155.134 Arrow on Hydrant  
S.E. Corner Rivard St. and Piquette Ave.

B.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
82251		Wayne	Detroit		

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



**CURVE DATA WALTER P CHRYSLER EXPRESSWAY**

**Curve 7**  
 $\Delta = 10^{\circ}56'50''$   
 $D = 3^{\circ}00'00''$   
 $R = 1909.86'$   
 $T = 183.01'$   
 $L = 364.91'$   
 $E = 8.75'$   
 $PC = 173+09.65$   
 $PI = 174+92.66$   
 $PT = 176+74.56$

**CURVE DATA SOUTH TO WEST TURNING ROADWAY**

<b>Curve 5 SW</b>	<b>Curve 6 SW</b>
$\Delta = 10^{\circ}56'50''$	$\Delta = 4^{\circ}55'19''$
$D = 2^{\circ}31'25.68''$	$D = 3^{\circ}18'10.48''$
$R = 2005.36'$	$R = 1734.71'$
$T = 192.16'$	$T = 74.56'$
$L = 383.15'$	$L = 149.02'$
$E = 9.19'$	$E = 1.60'$
$PC = 19+58.18$	$PC = 23+41.34 (P.C.C.)$
$PI = 21+50.34$	$PI = 24+15.89$
$PT = 23+41.34 (P.C.C.)$	$PT = 24+90.35$

**CURVE DATA EAST TO NORTH TURNING ROADWAY**

<b>Curve 5 EN</b>	<b>Curve 6 EN</b>
$\Delta = 4^{\circ}06'29.81''$	$\Delta = 4^{\circ}06'29.81''$
$D = 3^{\circ}00'00''$	$D = 3^{\circ}05'56.33''$
$R = 1909.86'$	$R = 1843.86'$
$T = 68.50'$	$T = 66.31'$
$L = 136.94'$	$L = 132.57'$
$E = 1.23'$	$E = 1.19'$
$PC = 24+79.92$	$PC = 30+05.56$
$PI = 25+48.42$	$PI = 30+71.87$
$PT = 26+16.86$	$PT = 31+38.13$

**CURVE DATA WEST TO NORTH TURNING ROADWAY**

<b>Curve 4 WN</b>	<b>Curve 5 WN</b>
$\Delta = 21^{\circ}37'51.43''$	$\Delta = 9^{\circ}08'14.69''$
$D = 7^{\circ}38'21.97''$	$D = 3^{\circ}09'31.60''$
$R = 750'$	$R = 1813.86'$
$T = 143.28'$	$T = 144.94'$
$L = 283.15'$	$L = 289.27'$
$E = 13.56'$	$E = 5.78'$
$PC = 11+52.13 (P.C.C.)$	$PC = 14+35.28 (P.C.C.)$
$PI = 12+25.41$	$PI = 15+80.22$
$PT = 14+35.28 (P.C.C.)$	$PT = 17+24.55$

**ALIGNMENT OF WALTER P CHRYSLER EXPRESSWAY  
 STA. 162+00 TO STA. 175+00 AND  
 EASTBOUND FORD TO NORTHBOUND CHRYSLER  
 TURNING ROADWAY AND SOUTHBOUND CHRYSLER  
 TO WESTBOUND FORD TURNING ROADWAY  
 AND WESTBOUND FORD TO NORTHBOUND  
 CHRYSLER TURNING ROADWAY**

**Note:**  
 Survey Stationing shown in brackets thus, ( ).  
 Bench Marks are on City of Detroit Datum.  
 All street returns 15' R, unless otherwise noted.

Scale: 1" = 40'

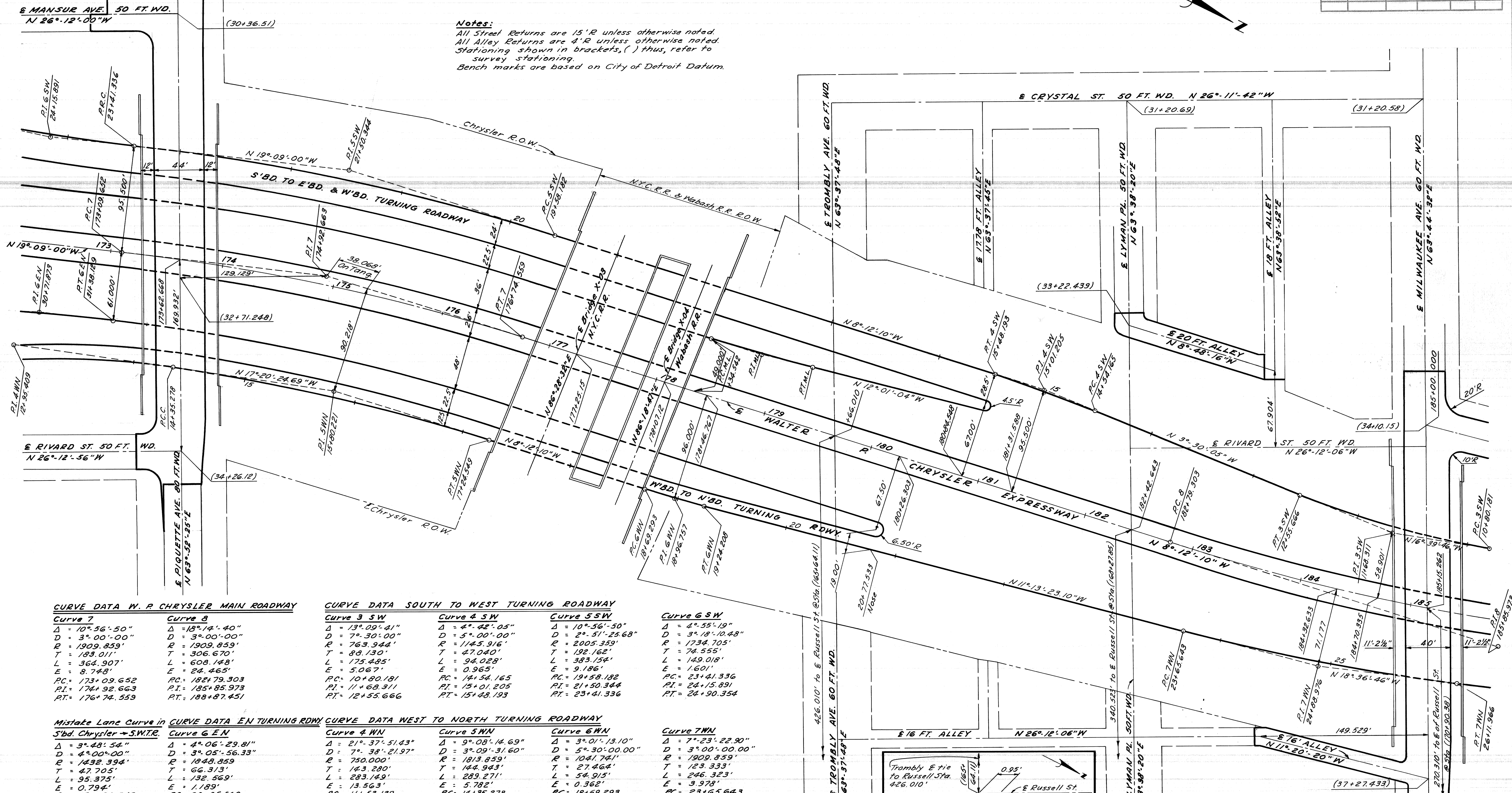
FILE NO.	STATE PROJECT	FEDERAL PROJECT	SHEET NO.
NO. 30			2
SYNCHIC			



C.B.M. 951 Elev. 156.621 Arrow on Hydrant. N.W. corner of Rivard St. and Piquette Ave.  
 C.B.M. 153 Elev. 145.042 Arrow on Hydrant. N.W. corner of Russell St. and Piquette Ave.  
 C.B.M. 159 Elev. 154.391 Arrow on Hydrant. N.E. corner of Russell St. and Trombly Ave.  
 C.B.M. 155 Elev. 148.093 Arrow on Hydrant. N. side of Milwaukee Ave., 300' E. of C.B.M. 154  
 C.B.M. 157 Elev. 153.502 Arrow on Hydrant. N.W. corner of Russell St. and Milwaukee Ave.  
 C.B.M. 152 Elev. 155.134 Arrow on Hydrant. S.E. corner of Rivard St. and Piquette Ave.  
 C.B.M. 160 Elev. 145.043 Arrow on Hydrant. E. side of Russell St., 238' N. of Piquette Ave.  
 C.B.M. 158 Elev. 153.352 Arrow on Hydrant. N.E. corner of Russell St. and Lyman Place.  
 C.B.M. 156 Elev. 154.023 Arrow on Hydrant. N.W. corner Rivard St. and Milwaukee Ave.  
 C.B.M. 154 Elev. 148.022 Arrow on Hydrant. N.E. corner Hastings St. and Milwaukee Ave.

STATE	PROJECT	COUNTY	SHEET NO.	TOTAL SHEETS
MI.				
ROUTE				

**Notes:**  
 All Street Returns are 15'R unless otherwise noted.  
 All Alley Returns are 4'R unless otherwise noted.  
 Stationing shown in brackets, ( ) thus, refer to survey stationing.  
 Bench marks are based on City of Detroit Datum.



**CURVE DATA W. P. CHRYSLER MAIN ROADWAY**

Curve 7	Curve 8
Δ = 10° 56' 50"	Δ = 13° 14' 40"
D = 3° 00' 00"	D = 3° 00' 00"
R = 1909.859'	R = 1909.859'
T = 183.011'	T = 306.670'
L = 364.907'	L = 608.148'
E = 8.748'	E = 24.465'
PC = 173+09.652	PC = 182+79.303
PI = 174+92.663	PI = 185+85.973
PT = 176+74.559	PT = 188+87.451

**CURVE DATA SOUTH TO WEST TURNING ROADWAY**

Curve 3 SW	Curve 4 SW	Curve 5 SW
Δ = 13° 09' 41"	Δ = 4° 42' 05"	Δ = 10° 56' 50"
D = 7° 30' 00"	D = 5° 00' 00"	D = 2° 51' 25.68"
R = 763.944'	R = 1145.916'	R = 2005.359'
T = 88.130'	T = 47.040'	T = 192.162'
L = 175.485'	L = 94.028'	L = 383.154'
E = 5.067'	E = 0.965'	E = 9.186'
PC = 10+80.181	PC = 14+54.165	PC = 19+58.182
PI = 11+68.311	PI = 15+01.205	PI = 21+50.344
PT = 12+55.666	PT = 15+48.193	PT = 23+41.336

**Curve 6 SW**

Δ = 4° 55' 19"
D = 3° 18' 10.48"
R = 1734.705'
T = 74.555'
L = 149.018'
E = 1.601'
PC = 23+41.336
PI = 24+15.891
PT = 24+90.354

**Mistake Lane Curve in S'bd. Chrysler + S.W.T.R.**

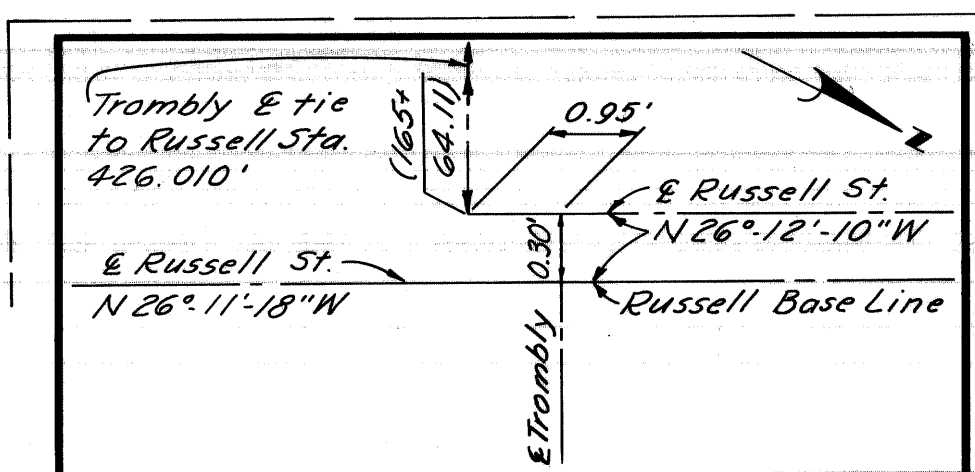
Curve 6 EN	Curve 6 EN
Δ = 3° 48' 54"	Δ = 4° 06' 29.81"
D = 4° 00' 00"	D = 3° 05' 56.33"
R = 1432.394'	R = 1848.859'
T = 47.705'	T = 66.313'
L = 95.375'	L = 132.569'
E = 0.794'	E = 1.189'
PC = 178+34.542	PC = 30+05.560
PI = 178+34.542	PI = 30+41.873
PT = -	PT = 31+38.129

**CURVE DATA WEST TO NORTH TURNING ROADWAY**

Curve 4 WN	Curve 5 WN	Curve 6 WN
Δ = 21° 37' 51.43"	Δ = 9° 08' 14.69"	Δ = 3° 01' 13.10"
D = 7° 38' 21.97"	D = 3° 09' 31.60"	D = 5° 30' 00.00"
R = 750.000'	R = 1813.859'	R = 1041.741'
T = 123.280'	T = 144.943'	T = 123.333'
L = 283.149'	L = 289.271'	L = 54.915'
E = 13.563'	E = 5.782'	E = 0.362'
PC = 11+52.129	PC = 14+35.278	PC = 18+69.293
PI = 12+95.409	PI = 18+96.757	PI = 24+88.976
PT = 14+35.278	PT = 17+24.549	PT = 19+24.208

**Curve 7 WN**

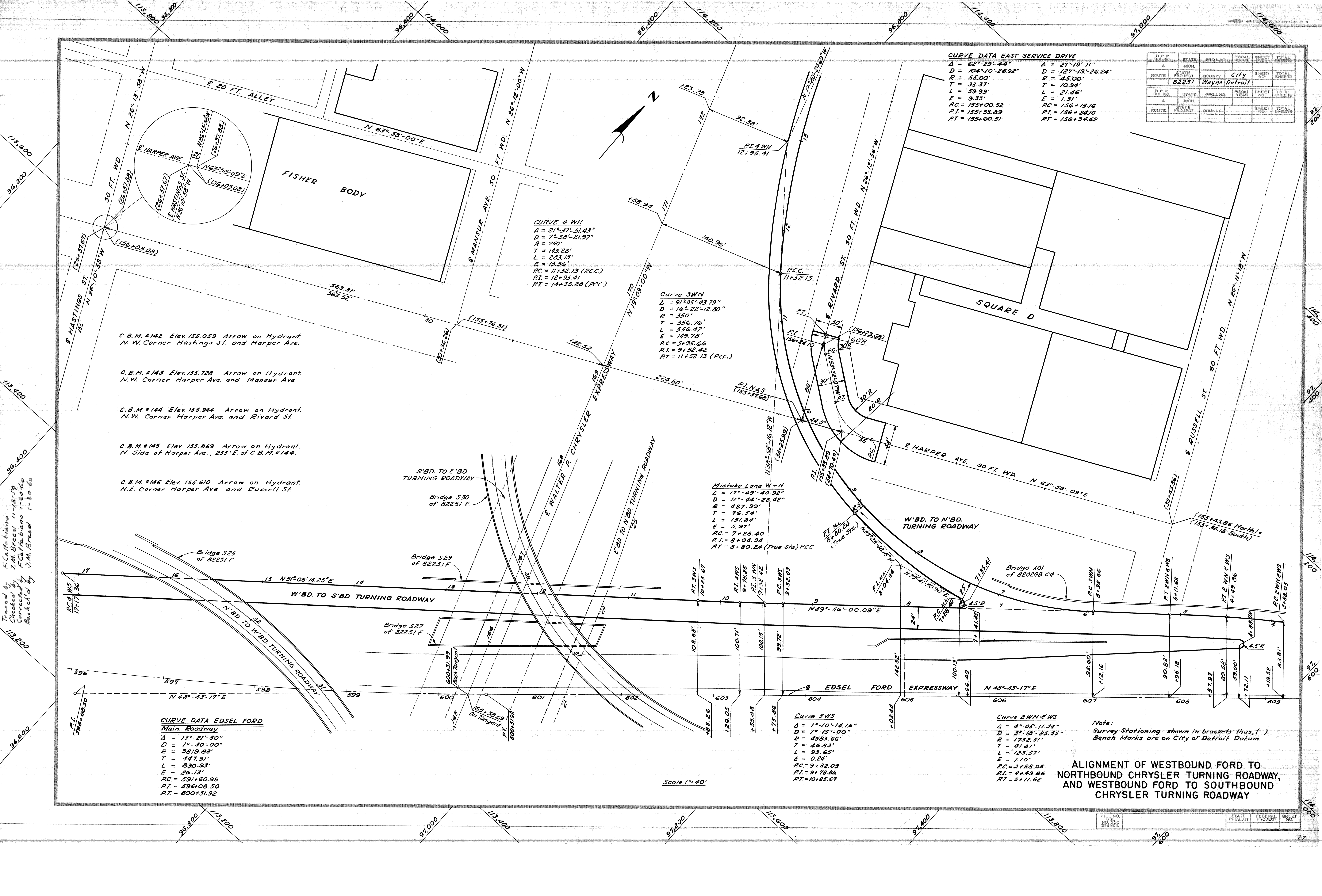
Δ = 7° 23' 22.90"
D = 3° 00' 00.00"
R = 1909.859'
T = 123.333'
L = 246.323'
E = 3.978'
PC = 23+65.643
PI = 24+88.976
PT = 26+11.966



**ALIGNMENT OF WALTER P CHRYSLER EXPRESSWAY STA. 173+00 TO STA. 185+00 S'BD. CHRYSLER TO E'BD. AND W'BD. FORD TURNING ROADWAY AND W'BD. FORD TO N'BD. CHRYSLER TURNING ROADWAY**

Scale: 1" = 40'





**CURVE DATA EAST SERVICE DRIVE**

$\Delta = 62^{\circ}29'44''$	$\Delta = 27^{\circ}19'11''$
$D = 104^{\circ}10'26.92''$	$D = 127^{\circ}19'26.24''$
$R = 55.00'$	$R = 45.00'$
$T = 33.37'$	$T = 10.94'$
$L = 39.99'$	$L = 21.46'$
$E = 9.33'$	$E = 1.31'$
$P.C. = 155+00.52$	$P.C. = 156+13.16$
$P.T. = 155+33.89$	$P.T. = 156+24.10$
$P.T. = 155+60.51$	$P.T. = 156+34.62$

DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE	PROJECT	CITY	SHEET NO.	TOTAL SHEETS
82251	Wayne	Detroit			

**CURVE 4 WN**  
 $\Delta = 21^{\circ}37'51.43''$   
 $D = 7^{\circ}38'21.97''$   
 $R = 750'$   
 $T = 143.28'$   
 $L = 233.15'$   
 $E = 13.56'$   
 $P.C. = 11+52.13 (P.C.C.)$   
 $P.T. = 12+95.41 (P.C.C.)$   
 $P.T. = 14+35.28 (P.C.C.)$

**Curve 3WN**  
 $\Delta = 91^{\circ}25'43.79''$   
 $D = 16^{\circ}22'12.80''$   
 $R = 350'$   
 $T = 356.76'$   
 $L = 556.47'$   
 $E = 149.78'$   
 $P.C. = 5+95.66$   
 $P.T. = 9+52.42$   
 $P.T. = 11+52.13 (P.C.C.)$

**Mistake Lane W-N**  
 $\Delta = 17^{\circ}49'40.92''$   
 $D = 11^{\circ}44'28.42''$   
 $R = 487.99'$   
 $T = 76.54'$   
 $L = 131.84'$   
 $E = 5.97'$   
 $P.C. = 7+28.40$   
 $P.T. = 8+04.94$   
 $P.T. = 8+80.24 (True Sta) P.C.C.$

**CURVE DATA EDSSEL FORD**  
**Main Roadway**  
 $\Delta = 13^{\circ}21'50''$   
 $D = 1^{\circ}30'00''$   
 $R = 3813.83'$   
 $T = 447.51'$   
 $L = 830.93'$   
 $E = 26.13'$   
 $P.C. = 591+60.99$   
 $P.T. = 596+08.50$   
 $P.T. = 600+51.92$

**Curve 3WS**  
 $\Delta = 1^{\circ}10'14.16''$   
 $D = 1^{\circ}15'00''$   
 $R = 4583.66'$   
 $T = 46.83'$   
 $L = 93.65'$   
 $E = 0.24'$   
 $P.C. = 9+32.03$   
 $P.T. = 9+78.85$   
 $P.T. = 10+25.67$

**Curve 2WN & WS**  
 $\Delta = 4^{\circ}05'11.34''$   
 $D = 3^{\circ}18'25.55''$   
 $R = 1732.51'$   
 $T = 61.81'$   
 $L = 123.57'$   
 $E = 1.10'$   
 $P.C. = 3+88.05$   
 $P.T. = 4+49.86$   
 $P.T. = 5+11.62$

Note:  
 Survey Stationing shown in brackets thus, ( ).  
 Bench Marks are on City of Detroit Datum.

**ALIGNMENT OF WESTBOUND FORD TO NORTHBOUND CHRYSLER TURNING ROADWAY, AND WESTBOUND FORD TO SOUTHBOUND CHRYSLER TURNING ROADWAY**

Scale 1" = 40'

Traced by F. Callabiano  
 Checked by J. M. Breen 11-13-59  
 Corrected by F. Callabiano 1-20-60  
 Backsight by J. M. Breen 1-20-60

FILE NO.	USE	FEDERAL PROJECT	SHEET NO.
82251	ENCLOSURE		72



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

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

Mistake Lane in Sto E  
 $\Delta = 17^{\circ}49'40.92''$   
 $D = 11^{\circ}44'28.42''$   
 $R = 487.99'$   
 $T = 76.54'$   
 $L = 151.84'$   
 $E = 5.97'$   
 $PC = 27+85.54$   
 $PI = 28+62.08$   
 $PT = 29+37.38$  (True Sta.)

C.B.M.#143 Elev. 155.728 Arrow on Hydrant  
 N.W. Corner Harper Ave. and Mansur Ave.  
 C.B.M.#146 Elev. 155.610 Arrow on Hydrant  
 N.E. Corner Harper Ave. and Russell St.

C.B.M.#144 Elev. 155.964 Arrow on Hydrant  
 N.W. Corner Harper Ave. and Rivard St.  
 C.B.M.#147 Elev. 155.988 Arrow on Hydrant  
 N.E. Corner Medbury Ave. and Russell St.

C.B.M.#145 Elev. 155.869 Arrow on Hydrant  
 N. side of Harper Ave., 255' E. of C.B.M.#144

Curve 7 SE  
 $\Delta = 77^{\circ}54'20.79''$   
 $D = 15^{\circ}43'20.64''$   
 $R = 362.50'$   
 $T = 293.06'$   
 $L = 492.90'$   
 $E = 103.64'$   
 $PC = 26+74.19$   
 $PI = 29+67.25$   
 $PT = 31+67.09$

Curve 8 SE  
 $\Delta = 45^{\circ}01'32.95''$   
 $D = 13^{\circ}53'23.59''$   
 $R = 412.50'$   
 $T = 170.97'$   
 $L = 324.16'$   
 $E = 34.03'$   
 $PC = 31+67.09 = PT. 7 SE$   
 $PI = 33+38.06$   
 $PT = 34+91.25$

Curve 5 NE  
 $\Delta = 10^{\circ}48'54.54''$   
 $D = 1^{\circ}14'00''$   
 $R = 4645.60'$   
 $T = 439.76'$   
 $L = 876.90'$   
 $E = 20.77'$   
 $PC = 30+92.55 = PT. 4 NE$   
 $PI = 35+32.31$   
 $PT = 39+69.46$

CURVE DATA EDEL FORD  
 Main Roadway  
 $\Delta = 13^{\circ}21'50''$   
 $D = 1^{\circ}30'00''$   
 $R = 3819.83'$   
 $T = 447.51'$   
 $L = 890.93'$   
 $E = 26.13'$   
 $PC = 59+60.99$   
 $PI = 596+08.50$   
 $PT = 600+51.92$

Curve 4 NE  
 $\Delta = 51^{\circ}34'44.46''$   
 $D = 16^{\circ}22'12.80''$   
 $R = 330'$   
 $T = 169.12'$   
 $L = 315.08'$   
 $E = 38.72'$   
 $PC = 27+77.47$   
 $PI = 29+46.59$   
 $PT = 30+92.55 = PC. 5 NE$

Note:  
 Survey Stationing shown in brackets thus ( ).  
 Bench Marks are on City of Detroit Datum.

ALIGNMENT OF SOUTHBOUND CHRYSLER TO  
 EASTBOUND FORD TURNING ROADWAY, AND  
 NORTHBOUND CHRYSLER TO EASTBOUND  
 FORD TURNING ROADWAY

Scale 1"=40'

FILE NO.	STATE PROJECT	FEDERAL PROJECT	SHEET NO.



C.B.M. #142 Elev. 155.039 Arrow on Hydrant  
N.W. Corner Harper Ave. and Hastings St.

C.B.M. #143 Elev. 155.728 Arrow on Hydrant  
N.W. Corner Harper Ave. and Mansur Ave.

DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
82251		Wayne	Detroit		
DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS



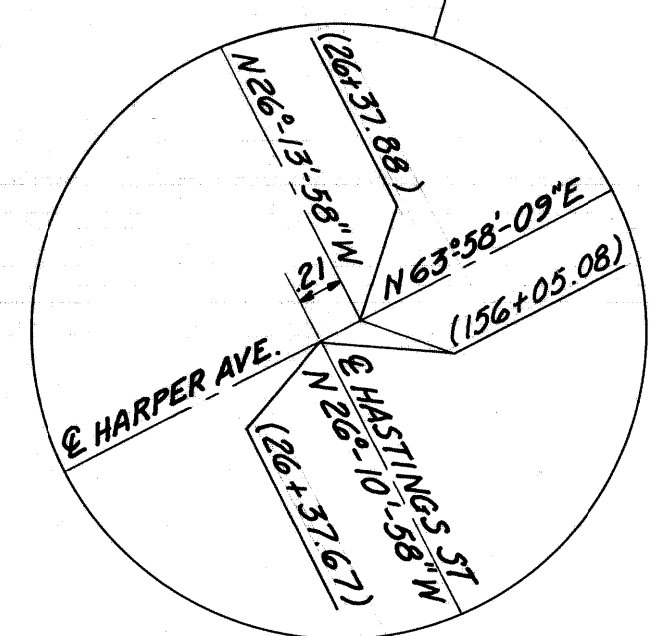
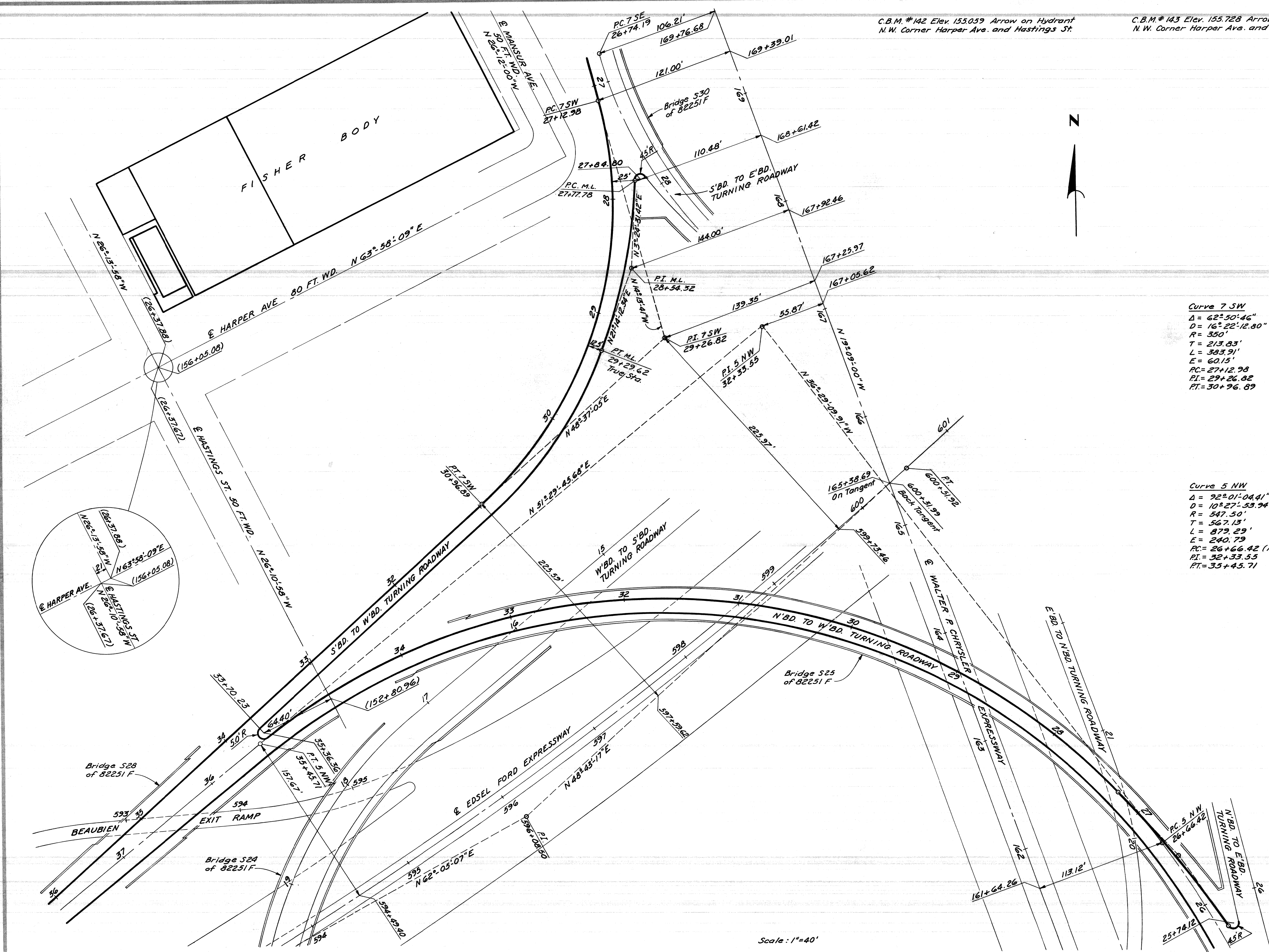
**Curve 7 SW**  
 $\Delta = 62^{\circ}50'46''$   
 $D = 16^{\circ}22'12.80''$   
 $R = 350'$   
 $T = 213.83'$   
 $L = 383.91'$   
 $E = 60.15'$   
 $PC = 27+12.98$   
 $PI = 29+26.82$   
 $PT = 30+96.89$

**Mistake Lane in SW**  
 $\Delta = 17^{\circ}49'40.92''$   
 $D = 11^{\circ}44'28.42''$   
 $R = 487.99'$   
 $T = 76.54'$   
 $L = 151.84'$   
 $E = 5.97'$   
 $PC = 27+77.78$   
 $PI = 28+54.32$   
 $PT = 29+29.62$  (True Sta.)

**Curve 5 NW**  
 $\Delta = 92^{\circ}01'04.41''$   
 $D = 10^{\circ}27'53.94''$   
 $R = 547.50'$   
 $T = 567.13'$   
 $L = 879.29'$   
 $E = 240.79'$   
 $PC = 26+66.42$  (P.C.C.)  
 $PI = 32+33.55$   
 $PT = 35+45.71$

Note:  
 Survey Stationing shown in brackets thus, ( )  
 Bench Marks are on City of Detroit Datum.

**ALIGNMENT OF SOUTHBOUND CHRYSLER  
 TO WESTBOUND FORD TURNING ROADWAY  
 AND NORTHBOUND CHRYSLER TO  
 WESTBOUND FORD TURNING ROADWAY**



Scale: 1"=40'

FILE NO.	STATE	FEDERAL	SHEET
NO. 380	PROJECT	PROJECT	NO.
STRAIGHT			