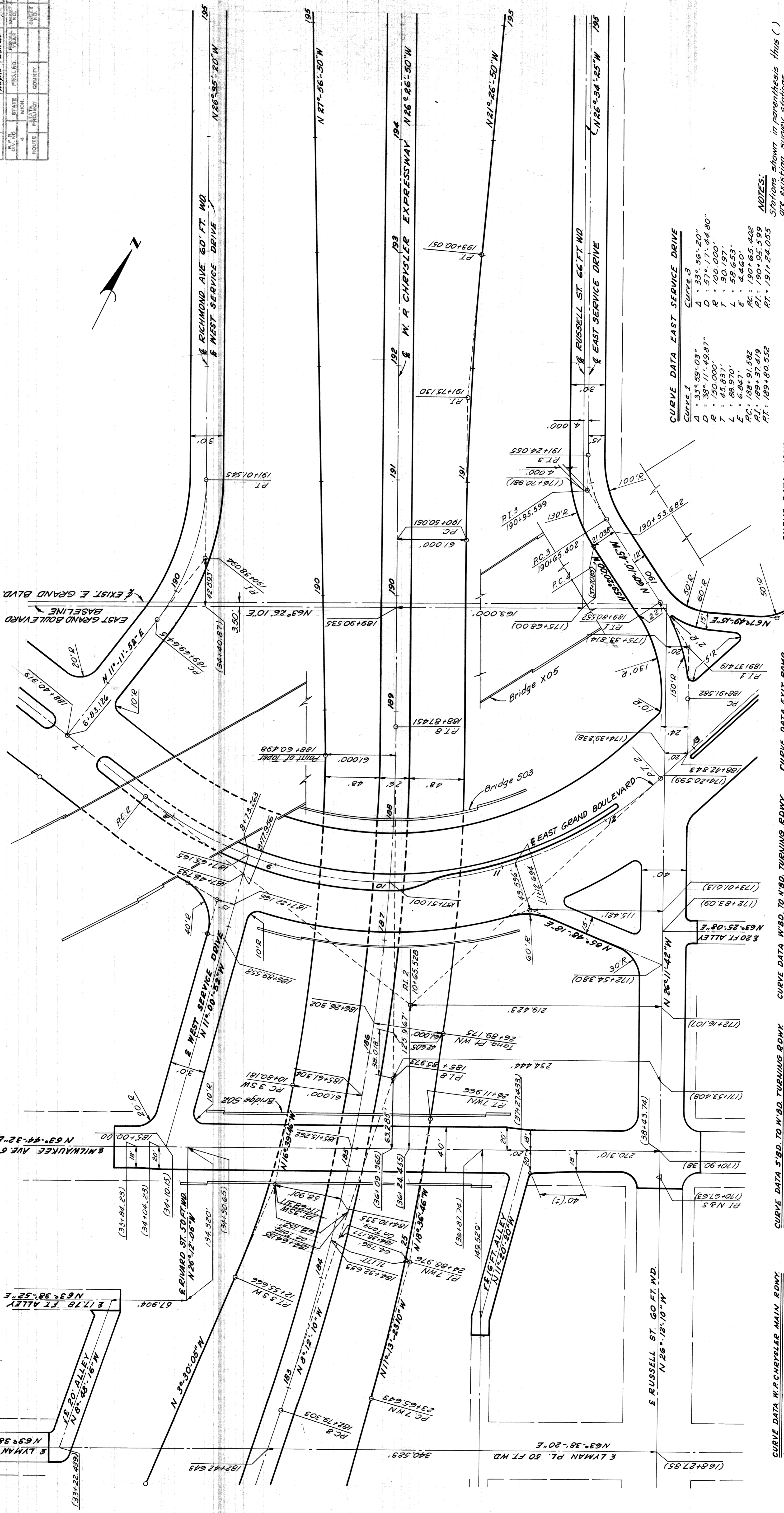


CITY NO.	STATE	PROJ. NO.	YEAR	SHEET NO.	TOTAL SHEETS	
4	MICH.					
ROUTE	CITY	COUNTY	PROJ. NO.	YEAR	SHEET NO.	TOTAL SHEETS
	Wayne	Dearborn				
ROUTE	CITY	COUNTY	PROJ. NO.	YEAR	SHEET NO.	TOTAL SHEETS
	Wayne	Dearborn				

C.B.M. #156 Elev. 154.023 Arrow on Hydrant
 N.W. corner Rivard St. and Milwaukee Ave.
 C.B.M. #157 Elev. 153.902 Arrow on Hydrant
 N.W. corner Russell St. and Milwaukee Ave.
 C.B.M. #158 Elev. 153.352 Arrow on Hydrant
 N.E. corner Russell St. and Lyman Place.
 C.B.M. #159 Elev. 153.545 Arrow on Hydrant
 S.E. corner Russell St. and E. Grand Blvd.
 C.B.M. #160 Elev. 151.999 Arrow on Hydrant
 N.E. corner Richmond Ave. and E. Grand Blvd.



CURVE DATA EAST SERVICE DRIVE

Curve 1	Curve 3
$\Delta = 33^{\circ}59'03''$	$\Delta = 33^{\circ}36'20''$
$D = 38^{\circ}11'49.87''$	$D = 57^{\circ}17'44.80''$
$R = 150.000'$	$R = 100.000'$
$T = 45.837'$	$T = 30.197'$
$L = 88.970'$	$L = 58.653'$
$E = 6.847'$	$E = 4.460'$
$PC: 188+91.582$	$PC: 190+65.402$
$PT: 189+37.419$	$PT: 190+95.599$
$PI: 189+00.552$	$PI: 191+24.055$

CURVE DATA WEST SERVICE DRIVE

Curve West Service Dr.
$\Delta = 37^{\circ}47'12''$
$D = 2^{\circ}00'00''$
$R = 2864.789'$
$T = 68.449'$
$L = 131.900'$
$E = 11.989'$
$PC: 189+69.645$
$PT: 191+38.084$
$PI: 191+01.545$

CURVE DATA EXIT RAMP

$\Delta = 5^{\circ}00'00''$
$D = 2^{\circ}00'00''$
$R = 2864.789'$
$T = 125.079'$
$L = 250.000'$
$E = 2.729'$
$PC: 190+50.051$
$PT: 191+75.130$
$PI: 193+00.051$

CURVE DATA W.B.D. TO N.B.D. TURNING RDMY.

Curve 7WN
$\Delta = 7^{\circ}23'22.90''$
$D = 5^{\circ}00'00.00''$
$R = 1909.859'$
$T = 23.333'$
$L = 246.323'$
$E = 3.978'$
$PC: 24+65.643$
$PT: 24+89.976$
$PI: 26+11.966$

CURVE DATA S.B.D. TO W.B.D. TURNING RDMY.

Curve 3 SW
$\Delta = 13^{\circ}03'41''$
$D = 7^{\circ}30'00''$
$R = 763.944'$
$T = 88.150'$
$L = 173.495'$
$E = 5.067'$
$PC: 10+60.181$
$PT: 11+68.311$
$PI: 12+55.666$

CURVE DATA W.R. CHRYSLER MAIN RDMY.

Curve 8
$\Delta = 19^{\circ}14'40''$
$D = 5^{\circ}00'00''$
$R = 1909.859'$
$T = 306.620'$
$L = 608.148'$
$E = 24.465'$
$PC: 182+79.803$
$PT: 185+85.973$
$PI: 188+87.451$

NOTES:
 Stations shown in parenthesis thus ()
 are existing survey stations.
 Work This Sheet With Sheet #

ALIGNMENT OF WALTER P. CHRYSLER EXPRESSWAY
 STA. 183+00 TO STA. 194+00 S.B.D. CHRYSLER TO E.B.D.
 AND W.B.D. FORD TURNING ROADWAY AND W.B.D. FORD
 TO N.B.D. CHRYSLER TURNING ROADWAY

FILE NO.	PROJECT	SHEET

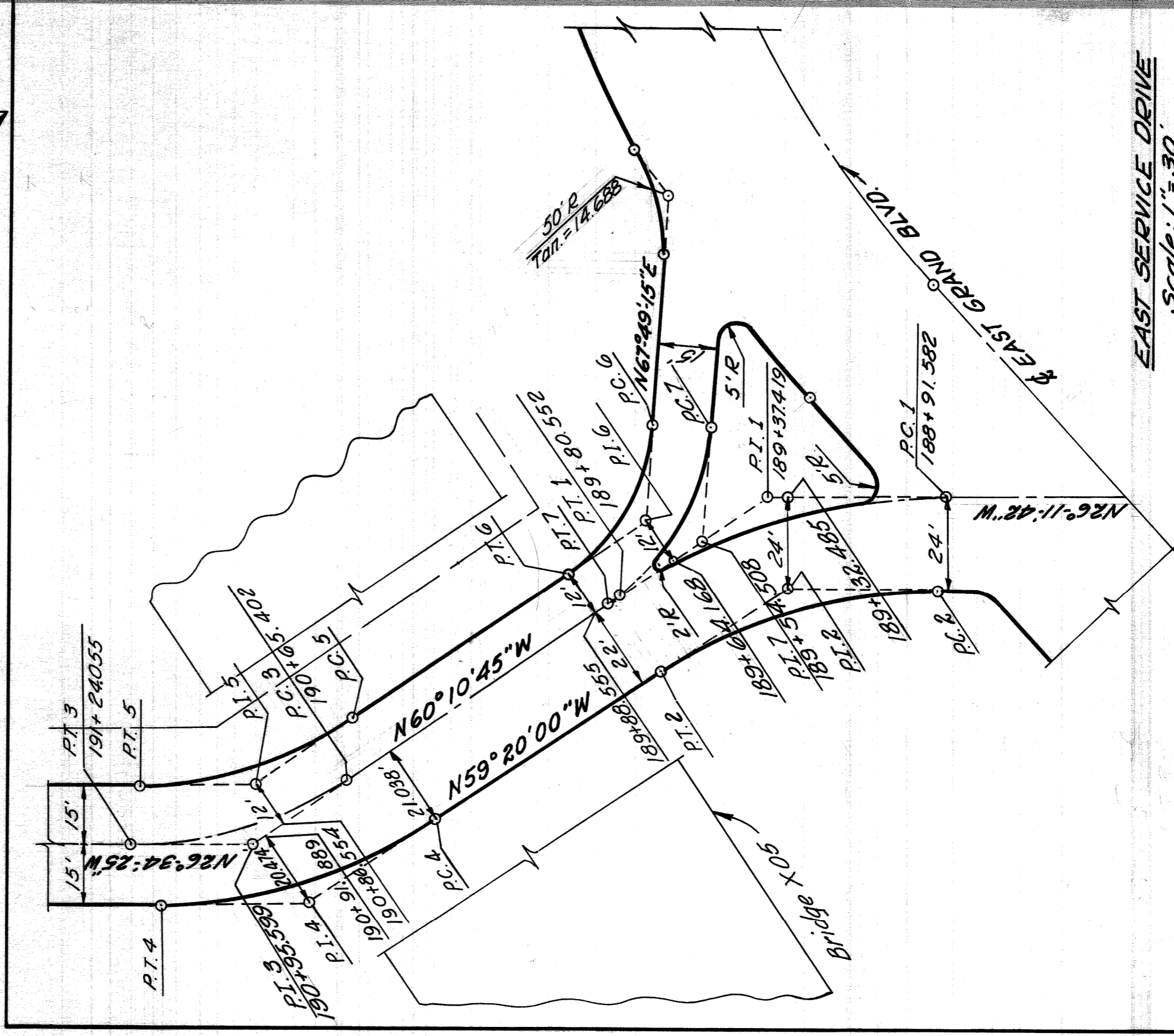
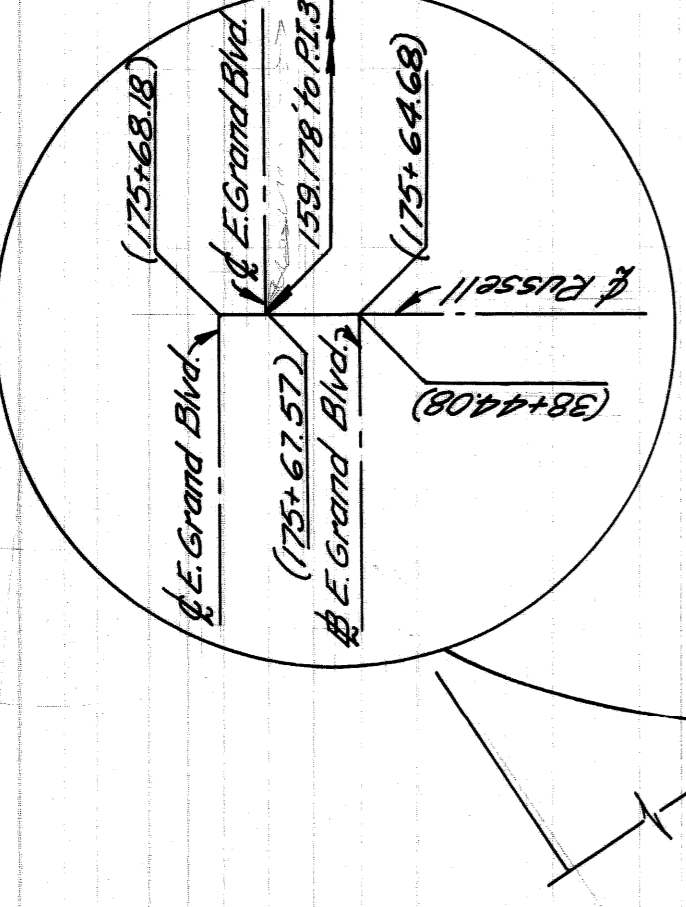
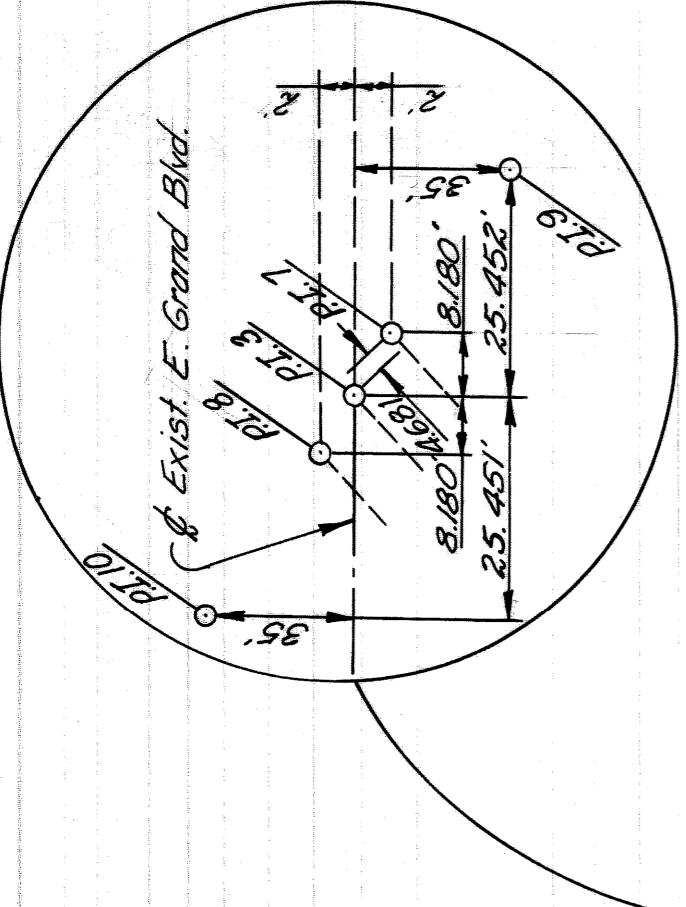
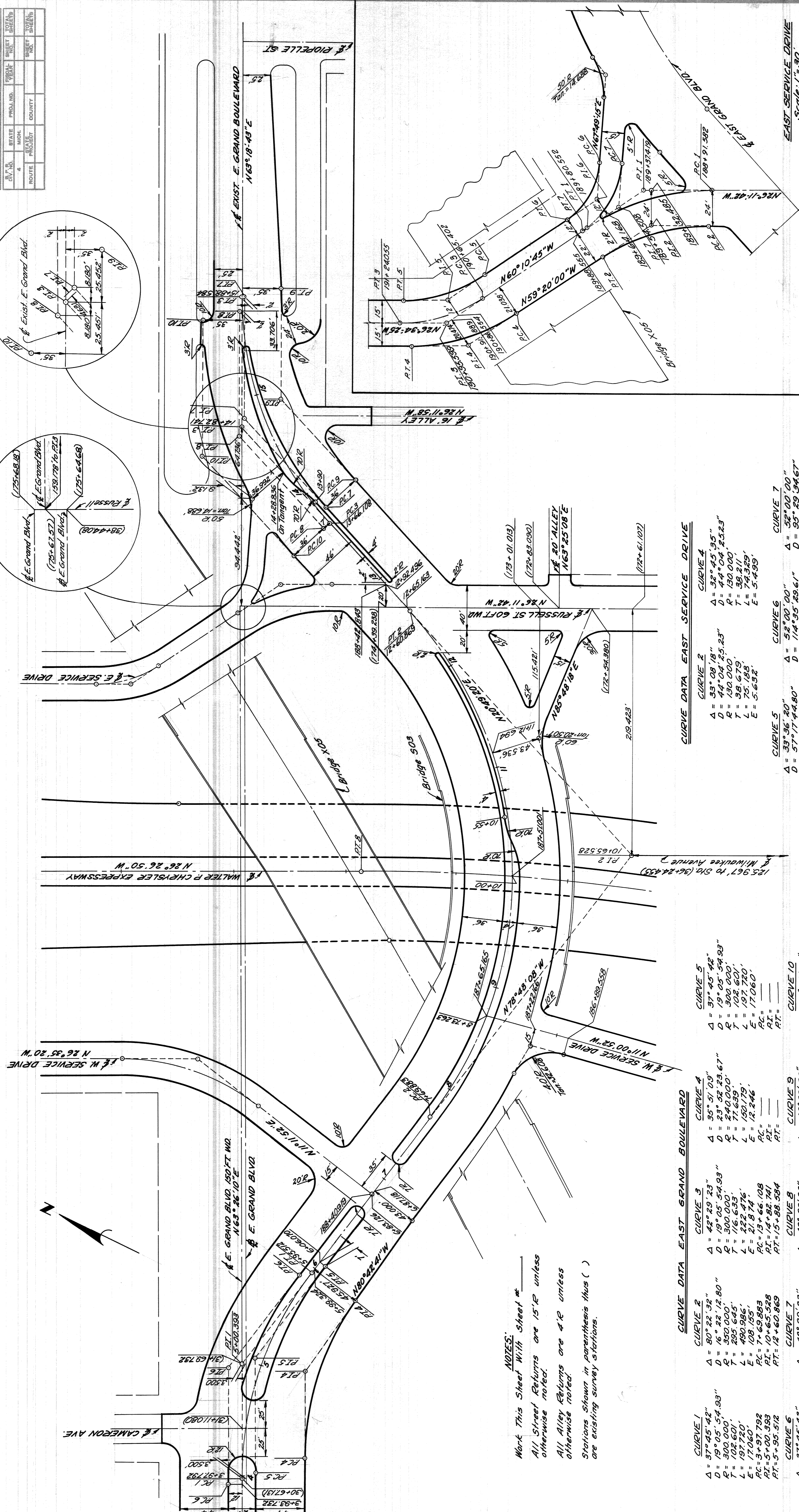
C.B.M. #156 Elev. 154.023 Arrow on Hydrant
N.W. Corner Richard St. and Milwaukee Ave.

C.B.M. #163 Elev. 151.999 Arrow on Hydrant
N.E. Corner Richmond Ave. and E. Grand Blvd.

C.B.M. #164 Elev. 145.545 Arrow on Hydrant
S.E. Corner Russell St. and E. Grand Blvd.

C.B.M. #157 Elev. 153.502 Arrow on Hydrant
N.W. Corner Russell St. and Milwaukee Ave.

DATE	PROJECT	YEAR	SHEET
1991	156	1991	1
1991	156	1991	2
1991	156	1991	3
1991	156	1991	4
1991	156	1991	5
1991	156	1991	6
1991	156	1991	7
1991	156	1991	8
1991	156	1991	9
1991	156	1991	10



CURVE DATA EAST SERVICE DRIVE

CURVE 1	CURVE 2	CURVE 3	CURVE 4	CURVE 5	CURVE 6	CURVE 7
$\Delta = 37^{\circ}45'44''$	$\Delta = 33^{\circ}08'18''$	$\Delta = 42^{\circ}29'23''$	$\Delta = 32^{\circ}45'35''$	$\Delta = 33^{\circ}36'20''$	$\Delta = 52^{\circ}00'00''$	$\Delta = 52^{\circ}00'00''$
$D = 19^{\circ}05'54.93''$	$D = 44^{\circ}04'23.23''$	$D = 19^{\circ}05'54.93''$	$D = 44^{\circ}04'23.23''$	$D = 57^{\circ}17'44.80''$	$D = 114^{\circ}35'59.61''$	$D = 95^{\circ}29'54.67''$
$R = 300.000$	$R = 150.000$	$R = 300.000$	$R = 150.000$	$R = 100.000$	$R = 50.000$	$R = 60.000$
$T = 102.601$	$T = 98.211$	$T = 102.601$	$T = 98.211$	$T = 90.197$	$T = 24.397$	$T = 23.264$
$L = 197.720$	$L = 75.185$	$L = 197.720$	$L = 75.185$	$L = 58.653$	$L = 45.379$	$L = 54.454$
$E = 170.60$	$E = 5.652$	$E = 170.60$	$E = 5.652$	$E = 4.460$	$E = 3.630$	$E = 6.756$
$PC = 3+97.792$		$PC = 13+66.108$		$PC = 14+82.741$		
$PT = 5+00.393$		$PT = 14+82.741$		$PT = 15+88.584$		
$PI = 3+95.512$		$PI = 15+88.584$				

CURVE DATA EAST GRAND BOULEVARD

CURVE 1	CURVE 2	CURVE 3	CURVE 4	CURVE 5	CURVE 6	CURVE 7	CURVE 8	CURVE 9	CURVE 10
$\Delta = 37^{\circ}45'44''$	$\Delta = 80^{\circ}22'32''$	$\Delta = 42^{\circ}29'23''$	$\Delta = 35^{\circ}51'09''$	$\Delta = 37^{\circ}45'42''$	$\Delta = 42^{\circ}29'23''$	$\Delta = 42^{\circ}29'23''$	$\Delta = 42^{\circ}29'23''$	$\Delta = 42^{\circ}29'23''$	$\Delta = 42^{\circ}29'23''$
$D = 19^{\circ}05'54.93''$	$D = 16^{\circ}22'12.80''$	$D = 19^{\circ}05'54.93''$	$D = 19^{\circ}05'54.93''$	$D = 19^{\circ}05'54.93''$	$D = 22^{\circ}31'22.76''$	$D = 19^{\circ}05'54.93''$	$D = 22^{\circ}31'22.76''$	$D = 22^{\circ}31'22.76''$	$D = 18^{\circ}19'57.98''$
$R = 300.000$	$R = 350.000$	$R = 300.000$	$R = 300.000$	$R = 300.000$	$R = 254.388$	$R = 254.388$	$R = 254.388$	$R = 254.388$	$R = 287.561$
$T = 102.601$	$T = 295.645$	$T = 116.633$	$T = 77.639$	$T = 102.601$	$T = 111.952$	$T = 111.952$	$T = 111.952$	$T = 111.952$	$T = 121.506$
$L = 197.720$	$L = 490.986$	$L = 222.476$	$L = 159.179$	$L = 197.720$	$L = 185.500$	$L = 185.500$	$L = 185.500$	$L = 185.500$	$L = 231.771$
$E = 170.60$	$E = 108.155$	$E = 21.874$	$E = 12.246$	$E = 170.60$	$E = 203.549$	$E = 203.549$	$E = 203.549$	$E = 203.549$	$E = 22.788$
$PC = 3+97.792$	$PC = 7+69.883$	$PC = 13+66.108$	$PC = 13+66.108$	$PC = 14+82.741$	$PC = 14+82.741$	$PC = 14+82.741$	$PC = 14+82.741$	$PC = 14+82.741$	$PC = 15+88.584$
$PT = 5+00.393$	$PT = 10+65.528$	$PT = 14+82.741$	$PT = 15+88.584$	$PT = 15+88.584$	$PT = 15+88.584$	$PT = 15+88.584$	$PT = 15+88.584$	$PT = 15+88.584$	$PT = 17+00.000$
$PI = 3+95.512$	$PI = 12+60.869$	$PI = 15+88.584$	$PI = 15+88.584$	$PI = 15+88.584$	$PI = 15+88.584$	$PI = 15+88.584$	$PI = 15+88.584$	$PI = 15+88.584$	$PI = 17+00.000$

NOTES:
Mark This Sheet With Sheet #
All Street Returns are 15' E unless otherwise noted.
All Alley Returns are 4' E unless otherwise noted.
Stations Shown in parenthesis thus () are existing survey stations.

Scale: 1" = 40'

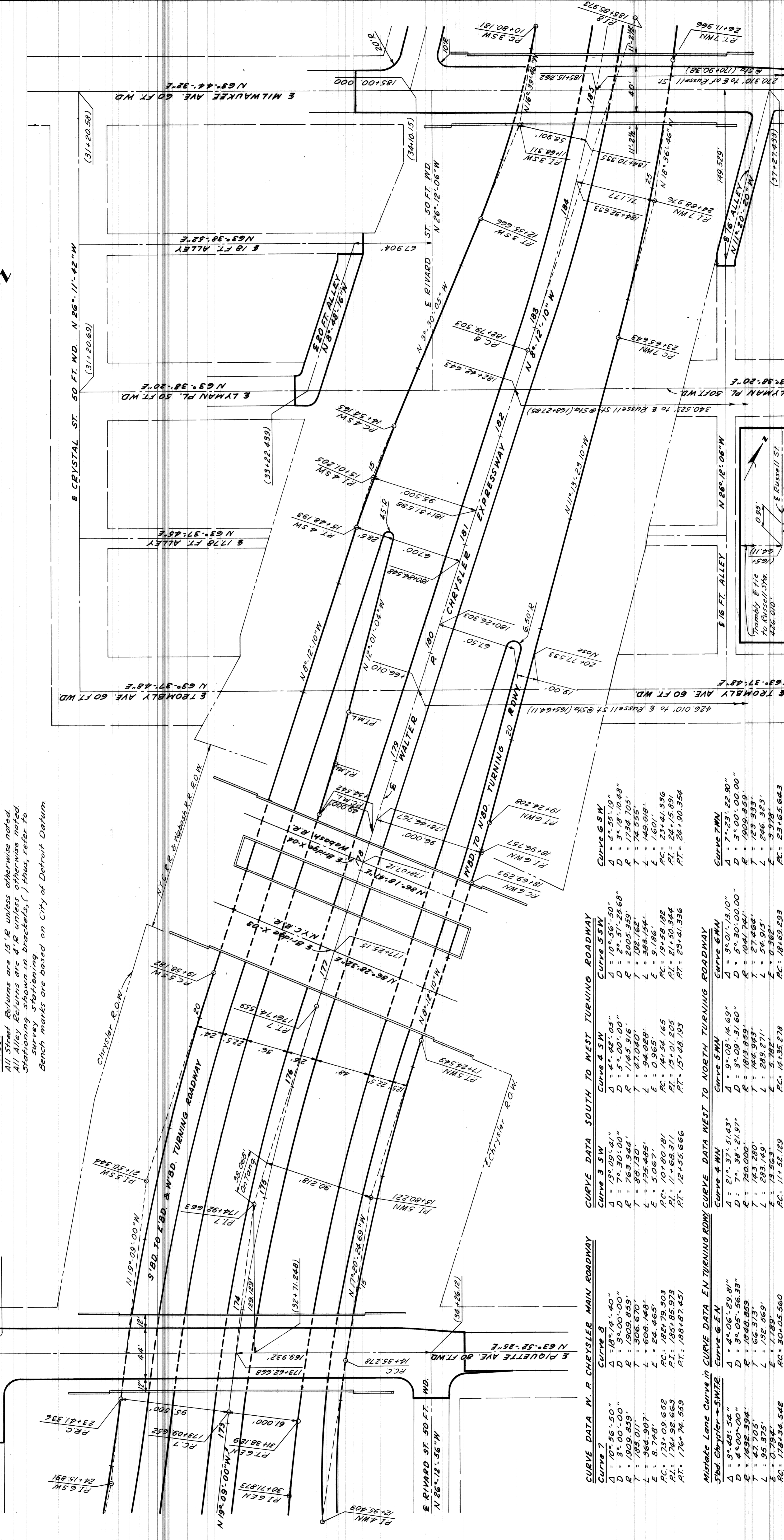
ALIGNMENT OF EAST GRAND BOULEVARD STA. 188 + 42 TO STA. 192 + 00
AND EAST SERVICE DRIVE STA. 188 + 42 TO STA. 192 + 00
Scale: 1" = 30'

STATE	PROJ. NO.	YEAR	SHEET NO.	TOTAL SHEETS
WIS.	4		1	1
ROUTE	SECTION	COUNTY	DATE	BY
185	1	Waukesha	11/11/11	J.M.

C.B.M. 157 Elev. 149.099 Arrow on Hydrant C.B.M. 157 Elev. 149.099 Arrow on Hydrant C.B.M. 157 Elev. 149.099 Arrow on Hydrant
 N.W. corner of Rivard St. and Piquette Ave. N.E. corner of Russell St. and Tremby Ave. N.E. corner of Russell St. and Milwaukee Ave.
 C.B.M. 156 Elev. 145.043 Arrow on Hydrant C.B.M. 156 Elev. 145.043 Arrow on Hydrant C.B.M. 156 Elev. 145.043 Arrow on Hydrant
 S.E. corner of Rivard St. and Piquette Ave. E. side of Russell St. 288' N of Piquette Ave. N.E. corner of Russell St. and Lyman Place
 C.B.M. 155 Elev. 145.023 Arrow on Hydrant C.B.M. 155 Elev. 145.023 Arrow on Hydrant C.B.M. 155 Elev. 145.023 Arrow on Hydrant
 N.W. corner of Rivard St. and Piquette Ave. E. side of Russell St. 288' N of Piquette Ave. N.E. corner of Russell St. and Lyman Place
 C.B.M. 154 Elev. 145.023 Arrow on Hydrant C.B.M. 154 Elev. 145.023 Arrow on Hydrant C.B.M. 154 Elev. 145.023 Arrow on Hydrant
 N.W. corner of Rivard St. and Piquette Ave. E. side of Russell St. 288' N of Piquette Ave. N.E. corner of Russell St. and Lyman Place

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

(30+36.51)



CURVE DATA N. P. CHRYSLER MAIN ROADWAY

Curve 7	Curve 8
Δ = 10° 56' 50"	Δ = 18° 14' 40"
D = 3° 00' 00"	D = 3° 00' 00"
R = 1909.859'	R = 1909.859'
T = 783.011'	T = 306.670'
L = 364.907'	L = 608.148'
E = 8.748'	E = 24.465'
PC: 173+09.652	PC: 182+79.303
PT: 174+92.663	PT: 185+85.973
PI: 176+74.559	PI: 188+87.451

CURVE DATA SOUTH TO WEST TURNING ROADWAY

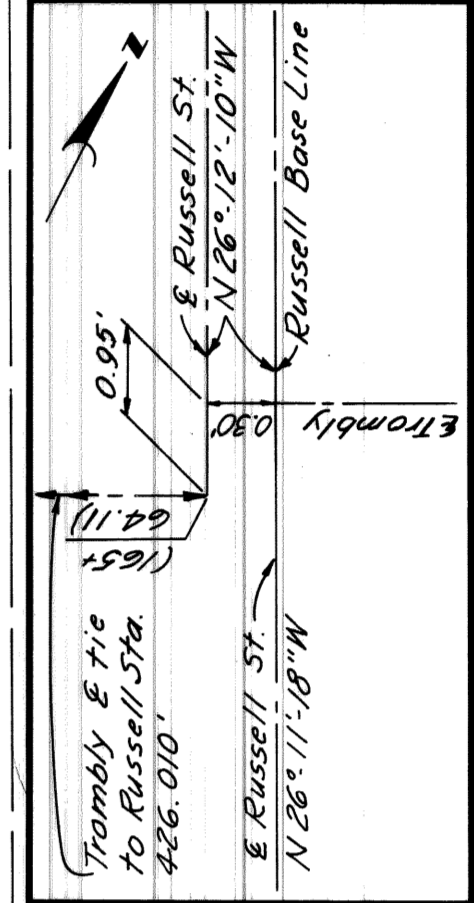
Curve 3 SW	Curve 4 SW	Curve 5 SW	Curve 6 SW
Δ = 73° 09' 41"	Δ = 4° 42' 05"	Δ = 10° 56' 50"	Δ = 4° 55' 19"
D = 7° 30' 00"	D = 5° 00' 00"	D = 2° 51' 25.68"	D = 3° 18' 10.48"
R = 763.944'	R = 145.916'	R = 2005.359'	R = 1734.705'
T = 88.730'	T = 47.040'	T = 792.162'	T = 74.555'
L = 175.485'	L = 94.028'	L = 383.154'	L = 149.018'
E = 5.067'	E = 0.965'	E = 9.186'	E = 1.601'
PC: 10+80.81	PC: 14+54.165	PC: 19+58.182	PC: 23+41.336
PT: 11+68.311	PT: 15+01.205	PT: 21+50.344	PT: 24+15.891
PI: 12+55.609	PI: 15+48.193	PI: 25+41.336	PI: 24+90.354

CURVE DATA WEST TO NORTH TURNING ROADWAY

Curve 5 NW	Curve 6 NW
Δ = 21° 37' 51.43"	Δ = 9° 01' 19.10"
D = 3° 09' 31.60"	D = 5° 30' 00.00"
R = 790.000'	R = 504.741'
T = 143.280'	T = 27.464'
L = 289.271'	L = 54.051'
E = 3.782'	E = 0.386'
PC: 14+50.218	PC: 18+65.643
PT: 15+50.218	PT: 19+65.643
PI: 17+45.278	PI: 19+24.288

Mistake Lane Curve in CURVE DATA EN TURNING RDWY

Curve 6 EN	Curve 7 EN
Δ = 5° 48' 54"	Δ = 4° 06' 29.81"
D = 4° 00' 00"	D = 5° 05' 56.33"
R = 1432.354'	R = 764.659'
T = 47.705'	T = 66.373'
L = 95.375'	L = 132.569'
E = 0.294'	E = 1.789'
PC: 178+54.542	PC: 30+05.560
PT: 180+22.823	PT: 32+22.823
PI: 179+38.129	PI: 31+38.129



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'