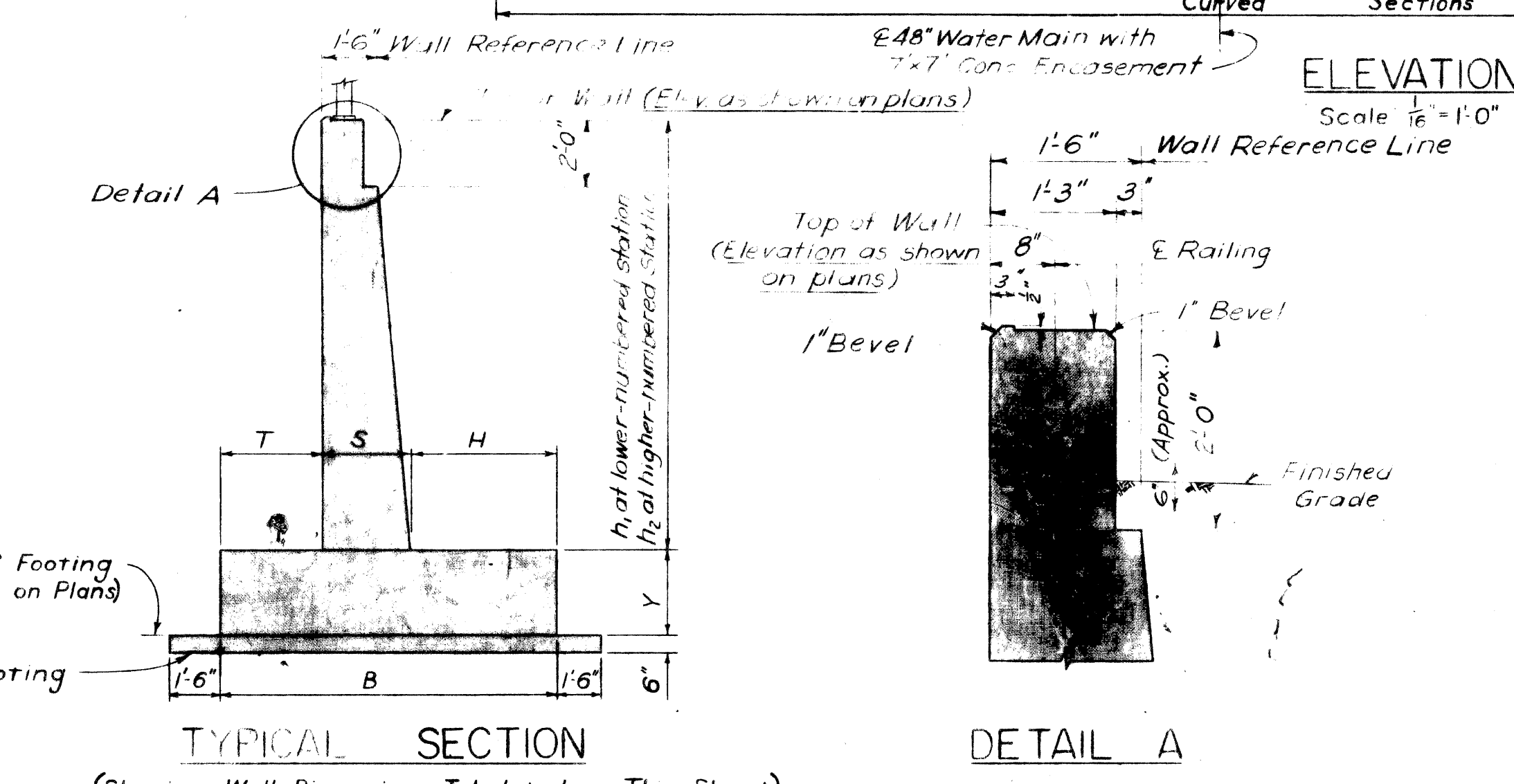
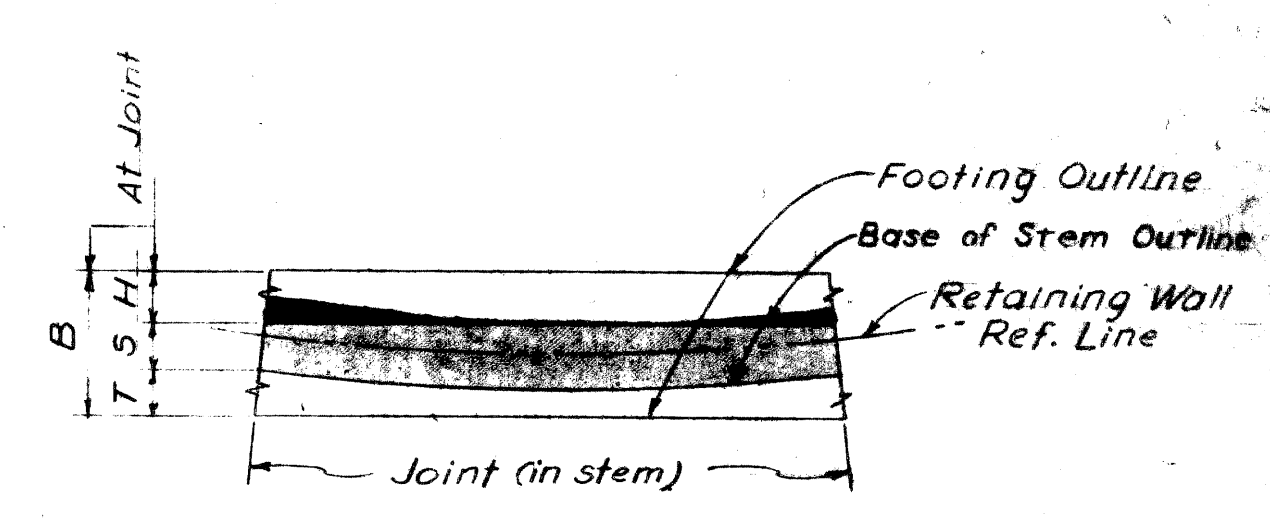
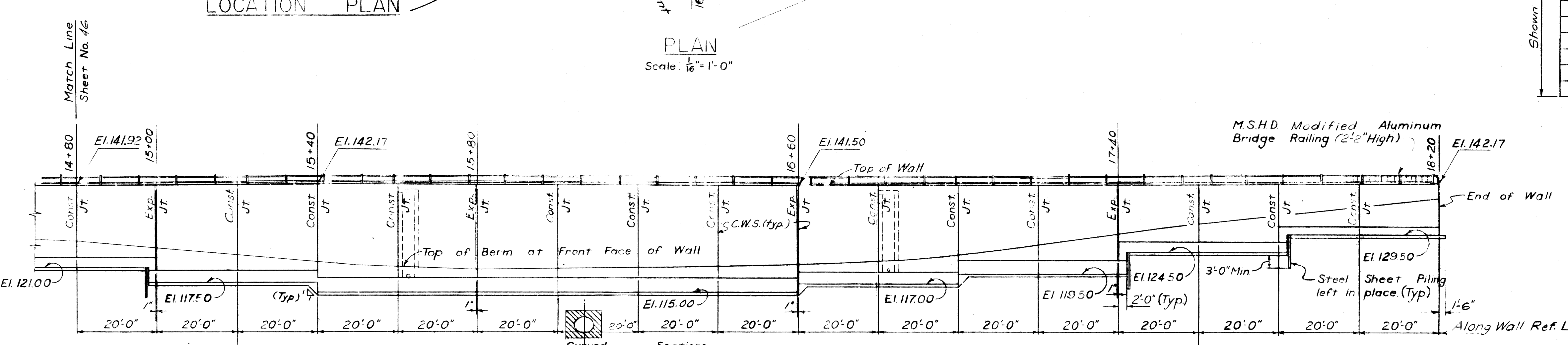


CURVE DATA

$\Delta = 57^\circ 55' 09''$
 $D = 24^\circ 59' 18''$
 $R = 229.29'$
 $L = 126.89'$
 $T = 231.78'$
 $E = 32.77'$
 $PC = 15+1917$
 $PI = 16+4606$
 $PT = 17+5095$

Station to Station	Length	h ₁	h ₂	B	Y	T	S	H
10+00 to 10+20	20'-0"	8'-11"	9'-0"	5'-6"	2'-0"	0'-9"	2'-1"	2'-8"
10+20 to 10+40	20'-0"	12'-0"	12'-1"	7'-3"	2'-6"	1'-1"	2'-4"	3'-10"
10+40 to 10+60	20'-0"	14'-7"	14'-8"	9'-9"	2'-6"	1'-6"	2'-3"	5'-7"
10+60 to 10+80	20'-0"	17'-2"	17'-3"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
10+80 to 11+00	20'-0"	17'-3"	17'-4"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
11+00 to 11+20	20'-0"	17'-4"	17'-5"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
11+20 to 11+40	20'-0"	17'-5"	17'-6"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
11+40 to 11+60	20'-0"	17'-6"	17'-7"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
11+60 to 11+80	20'-0"	17'-7"	17'-8"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
11+80 to 12+00	20'-0"	17'-8"	17'-9"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
12+00 to 12+20	20'-0"	17'-9"	17'-10"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
12+20 to 12+40	20'-0"	17'-10"	17'-11"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
12+40 to 12+60	20'-0"	17'-11"	17'-12"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
12+60 to 12+80	20'-0"	17'-12"	17'-13"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
12+80 to 13+00	20'-0"	17'-13"	17'-14"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
13+00 to 13+20	20'-0"	17'-14"	17'-15"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
13+20 to 13+40	20'-0"	17'-15"	17'-16"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
13+40 to 13+60	20'-0"	17'-16"	17'-17"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
13+60 to 13+80	20'-0"	17'-17"	17'-18"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
13+80 to 14+00	20'-0"	17'-18"	17'-19"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
14+00 to 14+20	20'-0"	17'-19"	17'-20"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
14+20 to 14+40	20'-0"	17'-20"	17'-21"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
14+40 to 14+60	20'-0"	17'-21"	17'-22"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
14+60 to 14+80	20'-0"	17'-22"	17'-23"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
14+80 to 15+00	20'-0"	17'-23"	17'-24"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
15+00 to 15+20	20'-0"	17'-24"	17'-25"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
15+20 to 15+40	20'-0"	17'-25"	17'-26"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
15+40 to 15+60	20'-0"	17'-26"	17'-27"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
15+60 to 15+80	20'-0"	17'-27"	17'-28"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
15+80 to 16+00	20'-0"	17'-28"	17'-29"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
16+00 to 16+20	20'-0"	17'-29"	17'-30"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
16+20 to 16+40	20'-0"	17'-30"	17'-31"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
16+40 to 16+60	20'-0"	17'-31"	17'-32"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
16+60 to 16+80	20'-0"	17'-32"	17'-33"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
16+80 to 17+00	20'-0"	17'-33"	17'-34"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
17+00 to 17+20	20'-0"	17'-34"	17'-35"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
17+20 to 17+40	20'-0"	17'-35"	17'-36"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
17+40 to 17+60	20'-0"	17'-36"	17'-37"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
17+60 to 17+80	20'-0"	17'-37"	17'-38"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"
17+80 to 18+00	20'-0"	17'-38"	17'-39"	11'-9"	2'-6"	1'-10"	2'-10"	7'-1"



NOTE
 The Contractor shall take special precautions to arrange the forms for the curved face of the wall in such a manner as to present a neat geometric pattern of form work on the wall face. The pattern of form work shall be uniform. No offsets or shifting of form patterns will be permitted without the approval of the Engineer.

NOTES
 C.W.S. denotes copper waterstop.
 N.F. denotes near face.
 F.F. denotes far face.
 For bevel and molding details see standard sheet R10.
 Railing post anchor bolts shall be set accurately to a template and shall be set from the front face of the wall.
 The design of this structure is based on a maximum foundation pressure of 3700 psf under D.L. only and on a maximum foundation pressure of 4500 psf under D.L.+L.L. Maximum average foundation pressure under D.L. only is 2450 psf and under D.L.+L.L. is 2700 psf. Maximum allowable foundation pressure with R=1.0 is 3800 psf and with R=1.5 is 5300 psf.

FOR INFORMATION ONLY
 NOT FOR CONSTRUCTION

Work this Sheet with Sheet No. 67

PLANS PREPARED BY
CITY OF DETROIT
 DEPARTMENT OF PUBLIC WORKS
 CITY ENGINEER OFFICE
 BUREAU OF HIGHWAYS AND BRIDGES

RECOMMENDED FOR APPROVAL: *[Signature]* PW897B(2)

MICHIGAN STATE HIGHWAY DEPARTMENT
 CHRYSLER-FISHER INTERCHANGE
 RETAINING WALL "A" NEAR THE FREDERICK DOUGLASS APARTMENTS ON THE WALTER P. CHRYSLER EXPRESSWAY IN DETROIT

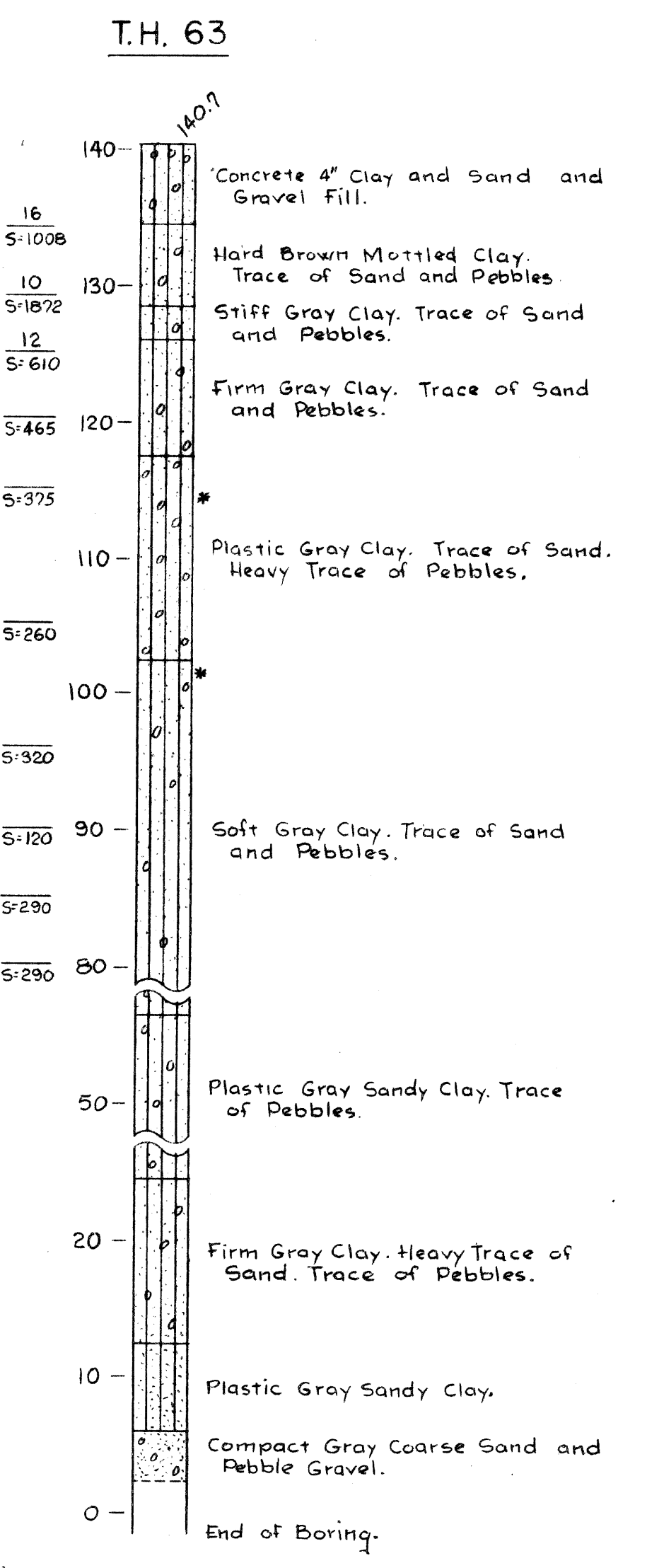
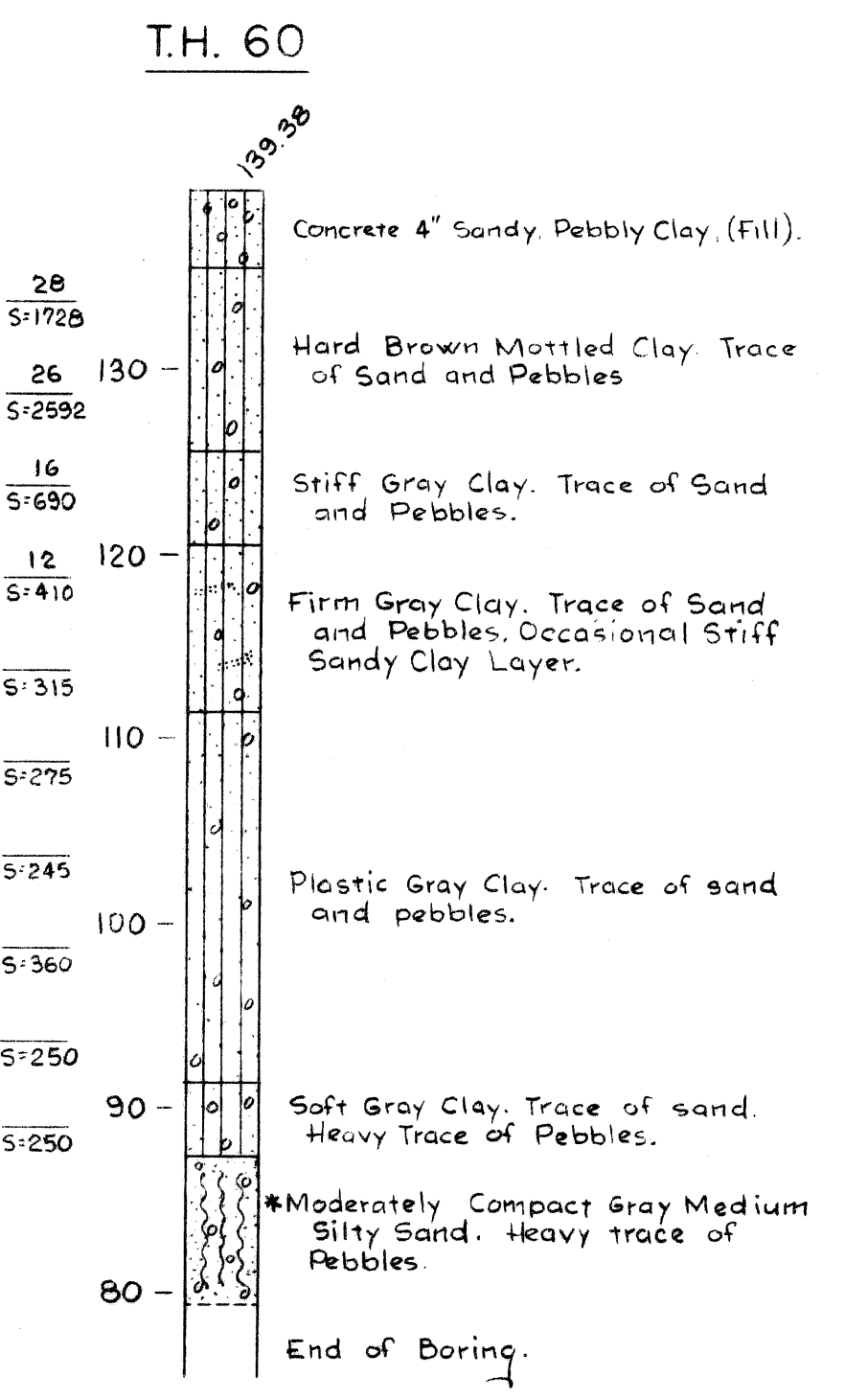
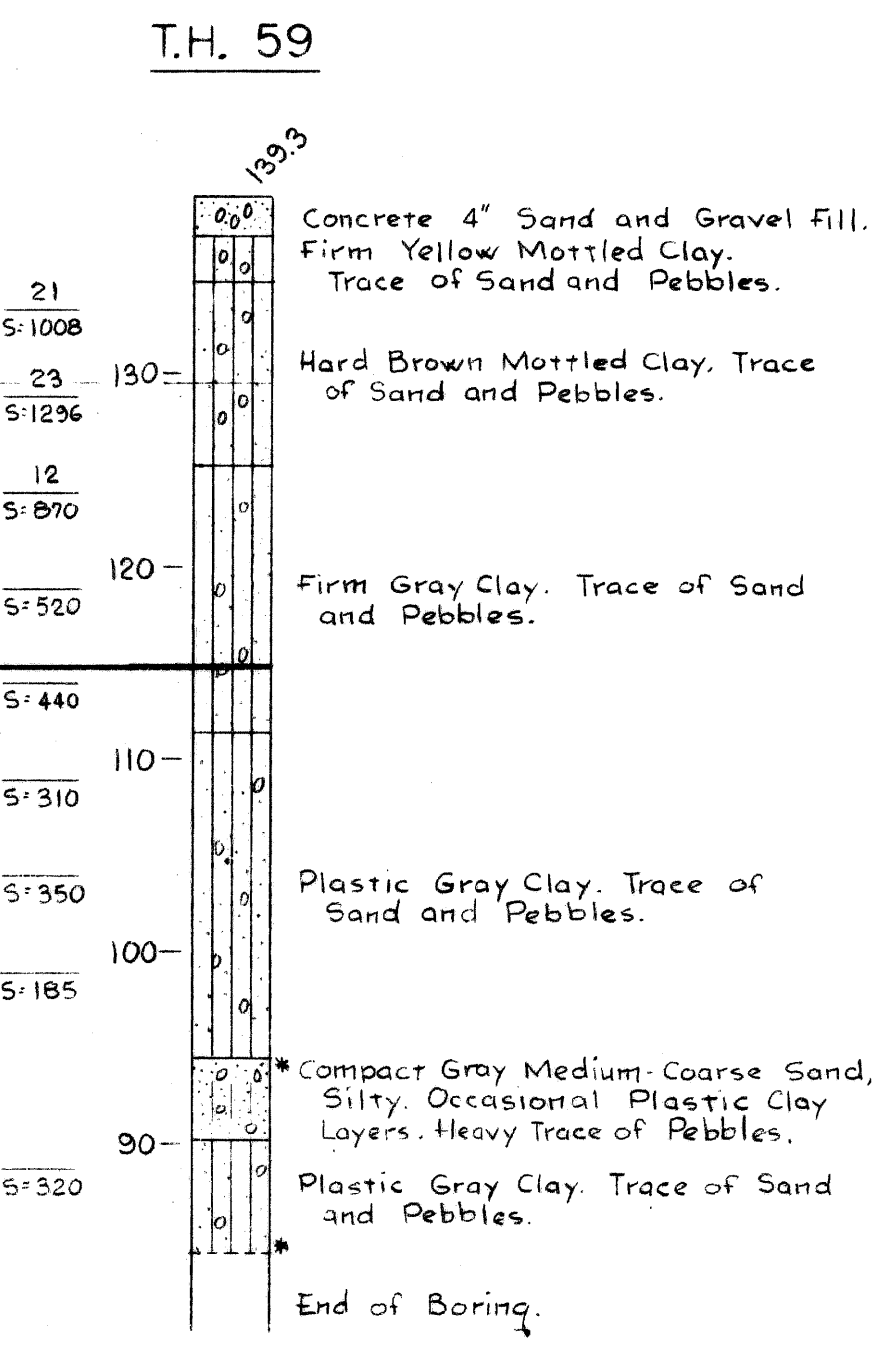
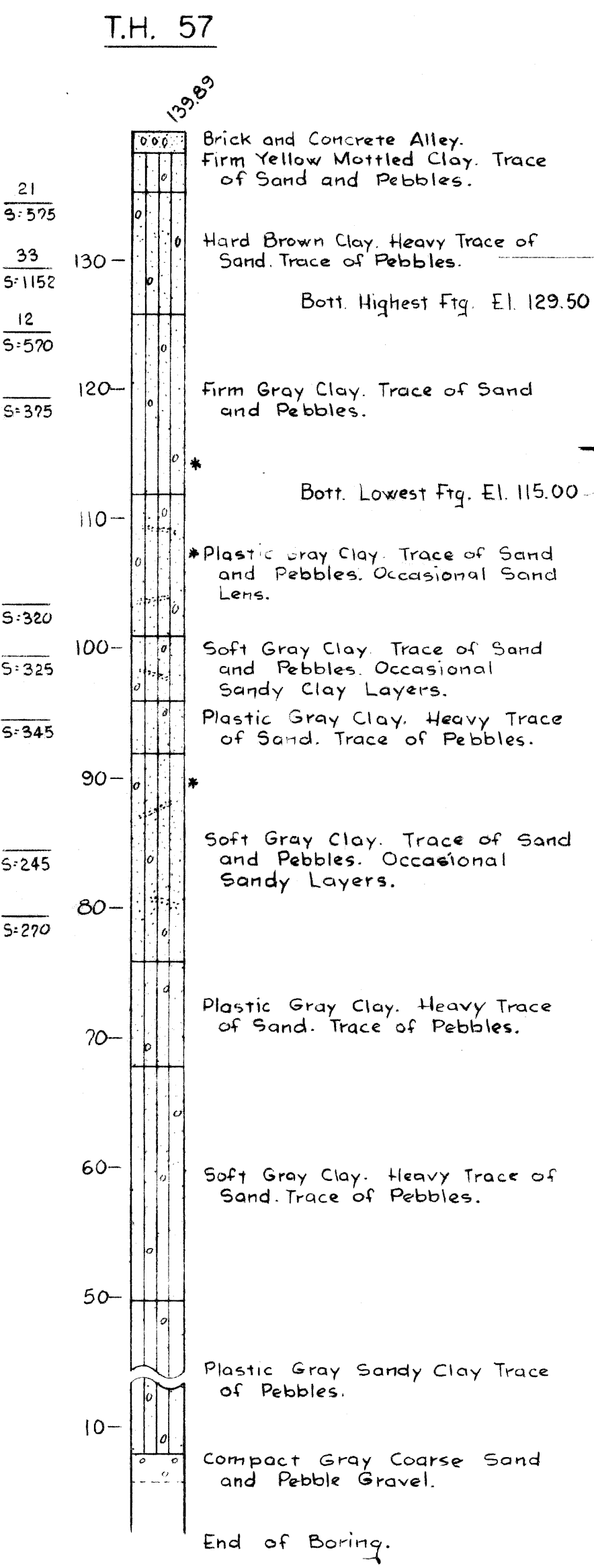
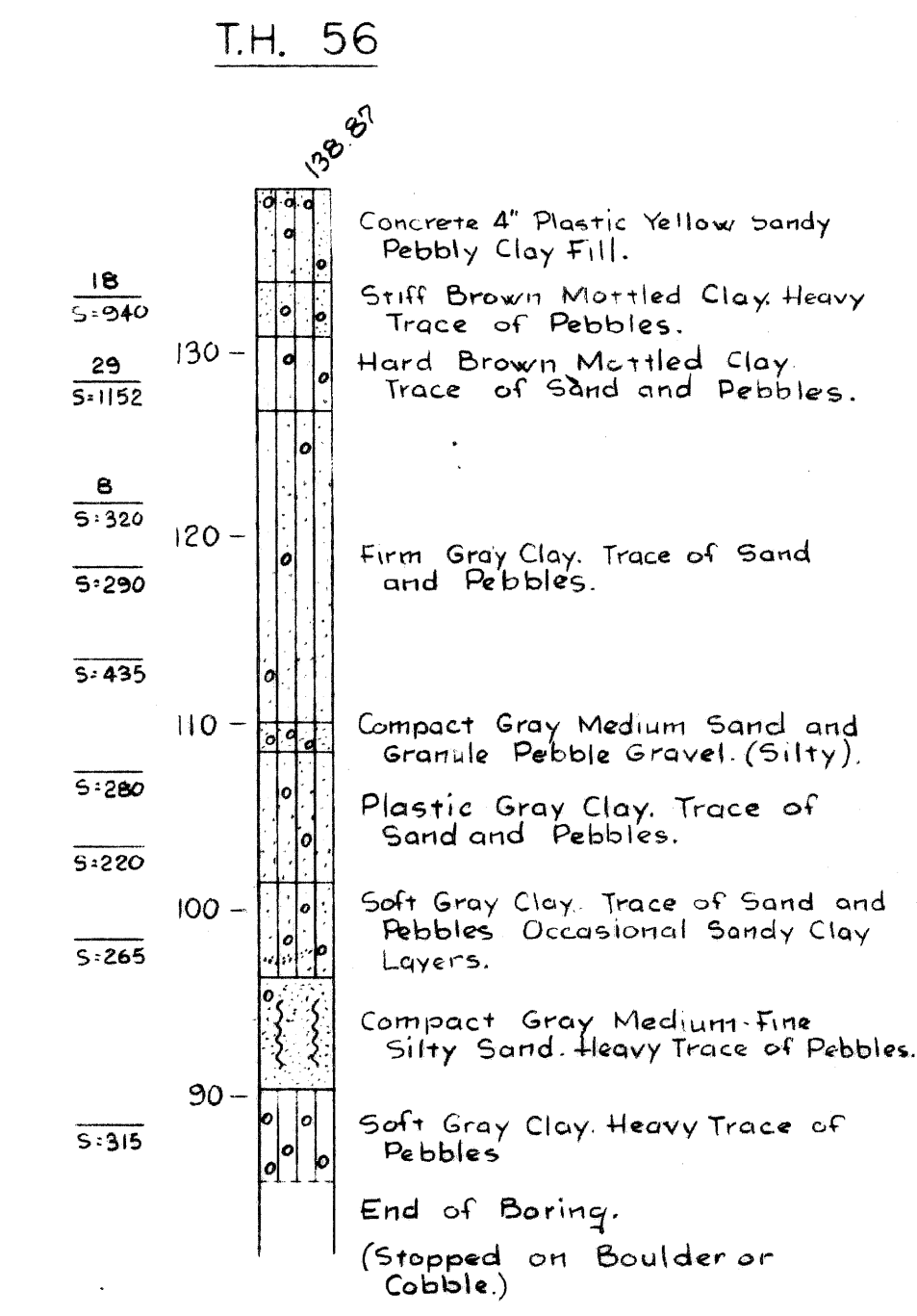
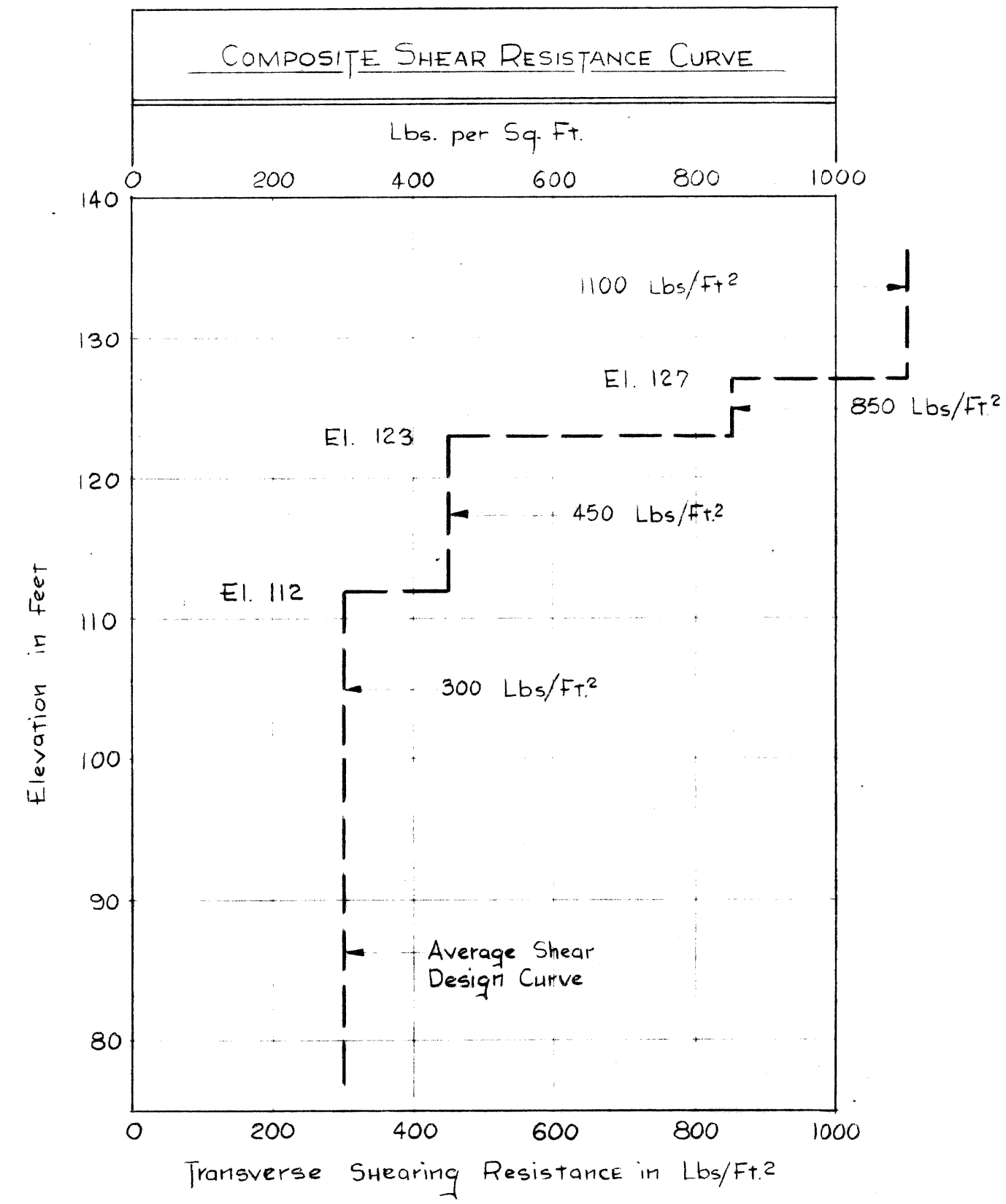
RETAINING WALL GENERAL PLAN

CITY OF DETROIT
 DRAWN BY: L.B. Jackson 8-59
 TRACED BY: L.B. Jackson 8-59
 CHECKED BY: STURM 8-59
 SHEET 47 OF 48

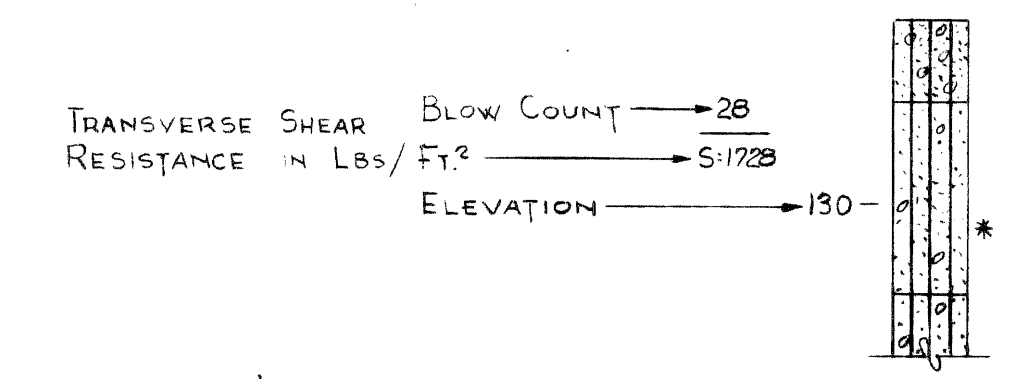
APPROVED: _____ COORDINATING ENGINEER
 APPROVED: _____ ENGINEER OF DESIGN-CONSULTANTS

82251A C-3

LOG OF BORINGS



LEGEND

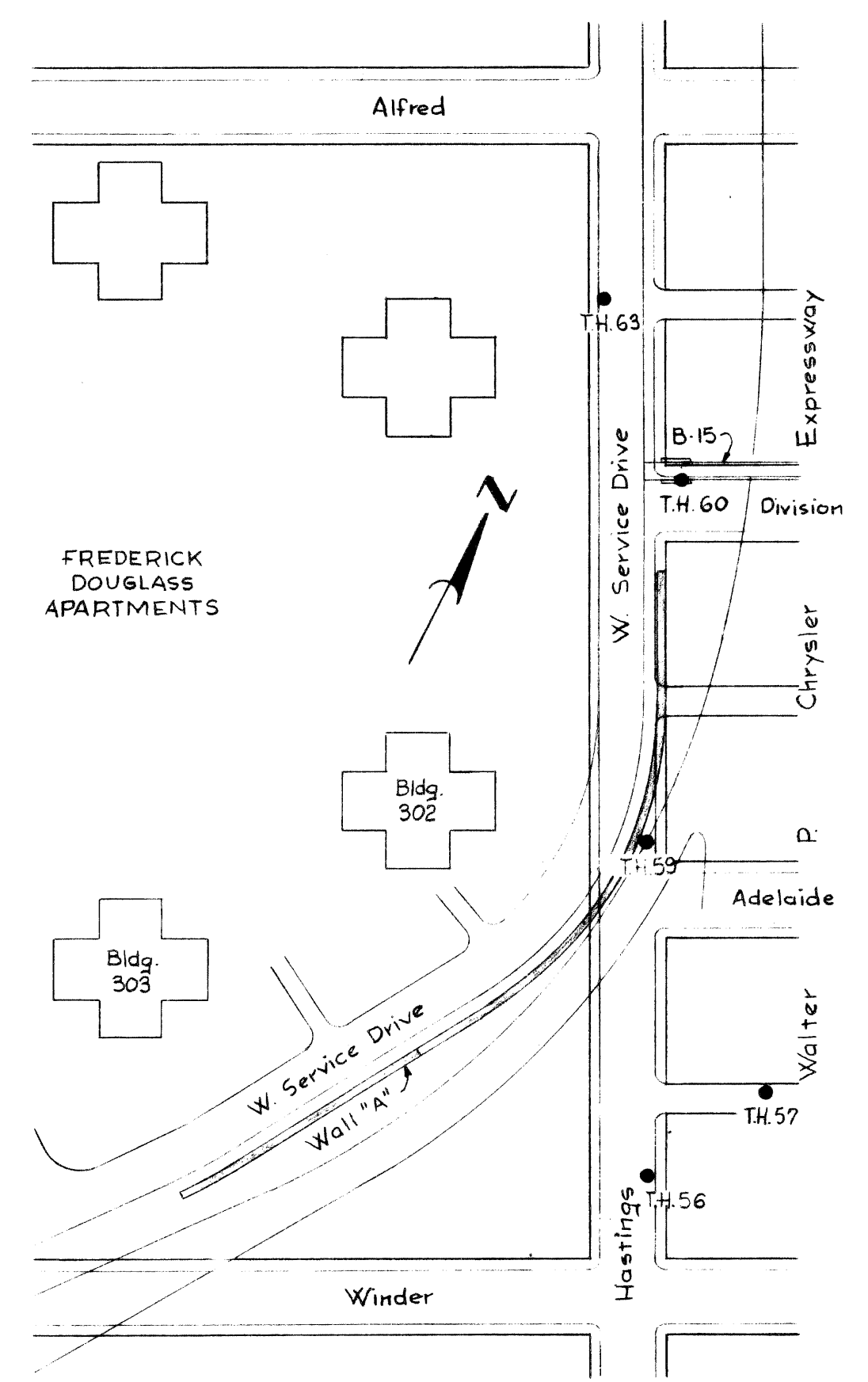


*Indicates unsuccessful recovery of liner sample.

FOR INFORMATION ONLY
NOT FOR CONSTRUCTION

CONTROL SECTION 82251B

NOTE:
Penetration Resistance (Blow Count) is measured by the number of blows required to drive a core sampler 1 ft. using a 140# weight falling 30".
Where no values are shown, sampler was either hand driven or pushed.
Transverse Shearing Resistance has been determined from samples at the M.S.H.D. Soils Laboratory at Ann Arbor.



LOCATION PLAN
Scale: 1"=100'

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

RECOMMENDED FOR APPROVAL: *[Signature]*

NO. _____ DESCRIPTION _____ DATE _____ BY _____

MICHIGAN STATE HIGHWAY DEPARTMENT

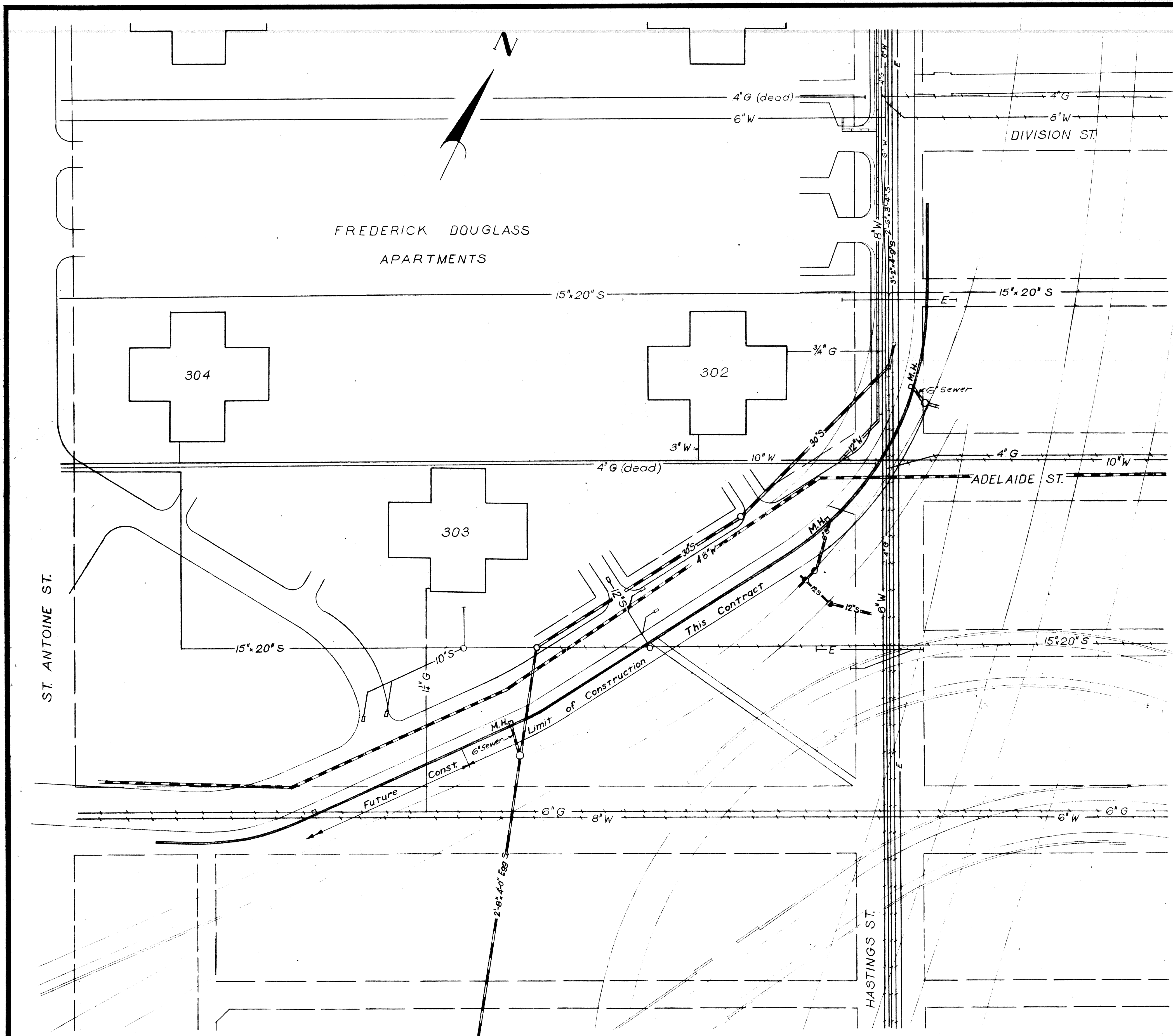
CHRYSLER-FISHER INTERCHANGE
RETAINING WALL "A" NEAR THE FREDERICK DOUGLASS APARTMENTS
ON THE WALTER P. CHRYSLER EXPRESSWAY IN DETROIT

LOG OF SOIL BORINGS

APPROVED: _____ COORDINATING ENGINEER
APPROVED: _____ ENGINEER OF DESIGN-CONSULTANTS

82251A C-3

SQUAD BOSS	L. G. [Signature]	10-59
DRAWN BY	A. Gersh	Oct. '59
TRACED BY		
CHECKED BY	STURM	10-59
SHEET #2 OF		



FREDERICK DOUGLASS
APARTMENTS

LEGEND

UTILITY	DESIGNATION			
	Existing	Deleted or Abandoned	New Work by Others	New Work by Contractor
Mich. Cons. Gas Co.	— G —	— G —	— G —	— S —
City of Detroit Sewers	— S —	— S —	— S —	— W —
Detroit Water Dept.	— W —	— W —	— W —	— W —
Detroit Edison Co.	— E —	— E —	— E —	— E —

WINDER ST.

Retaining Wall Construction and Utility Alterations are included in Package Contract for Control Section 82251B

Construction of 6" Sewer between retaining wall Manholes and expressway drainage system is part of retaining wall construction.

FOR INFORMATION ONLY
NOT FOR CONSTRUCTION

SITUATION PLAN
Scale 1"=40'

CONTROL SECTION 82251B

PLANS PREPARED BY CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS CITY ENGINEERS OFFICE BUREAU OF HIGHWAYS AND EXPRESSWAYS REVISIONS NO. DESCRIPTION DATE BY		MICHIGAN STATE HIGHWAY DEPARTMENT CHRYSLER-FISHER INTERCHANGE RETAINING WALL "A" NEAR THE FREDERICK DOUGLASS APARTMENTS ON THE WALTER P. CHRYSLER EXPRESSWAY IN DETROIT EXISTING UTILITIES AND PROPOSED ALTERATIONS CITY OF DETROIT DRAWN BY G. Molnar 5-59 TRACED BY S. Molnar 5-59 CHECKED BY Stryker 8-59 SHEET 61 OF	
APPROVED _____ COORDINATING ENGINEER		APPROVED _____ ENGINEER OF DESIGN—CONSULTANTS	
JOB No. PW897B(2)		82251A C-3	

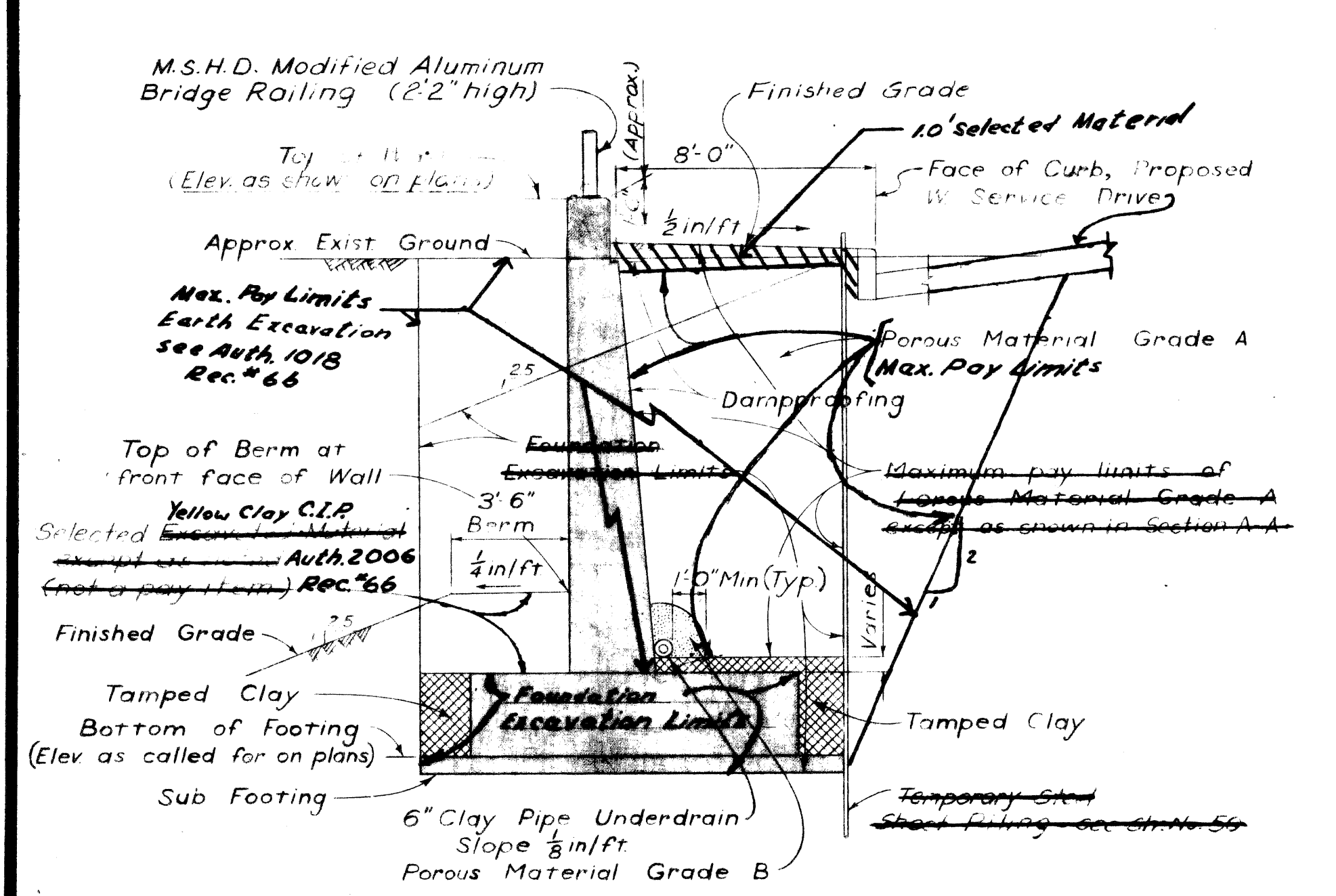
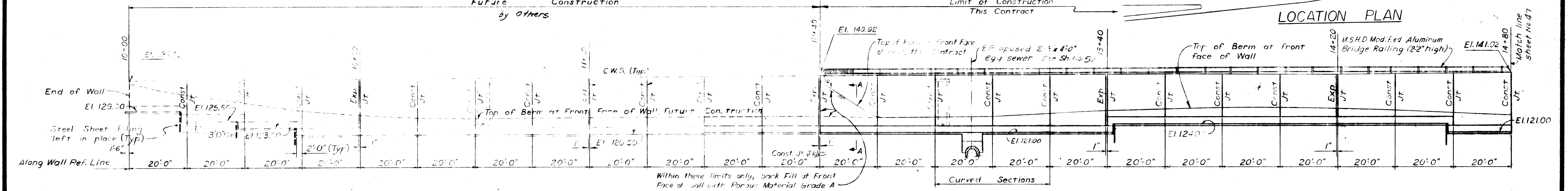
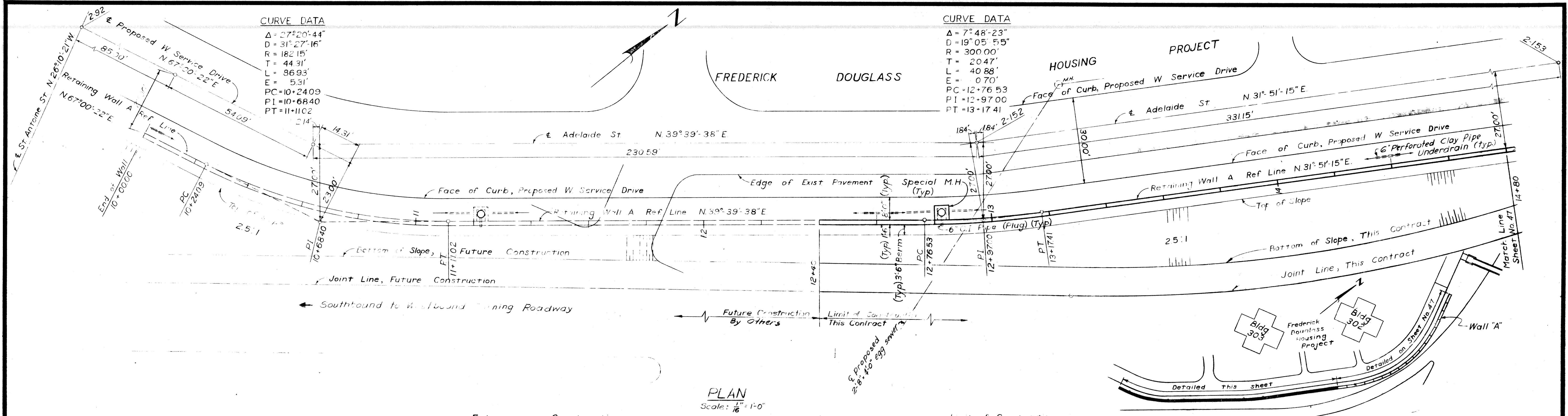
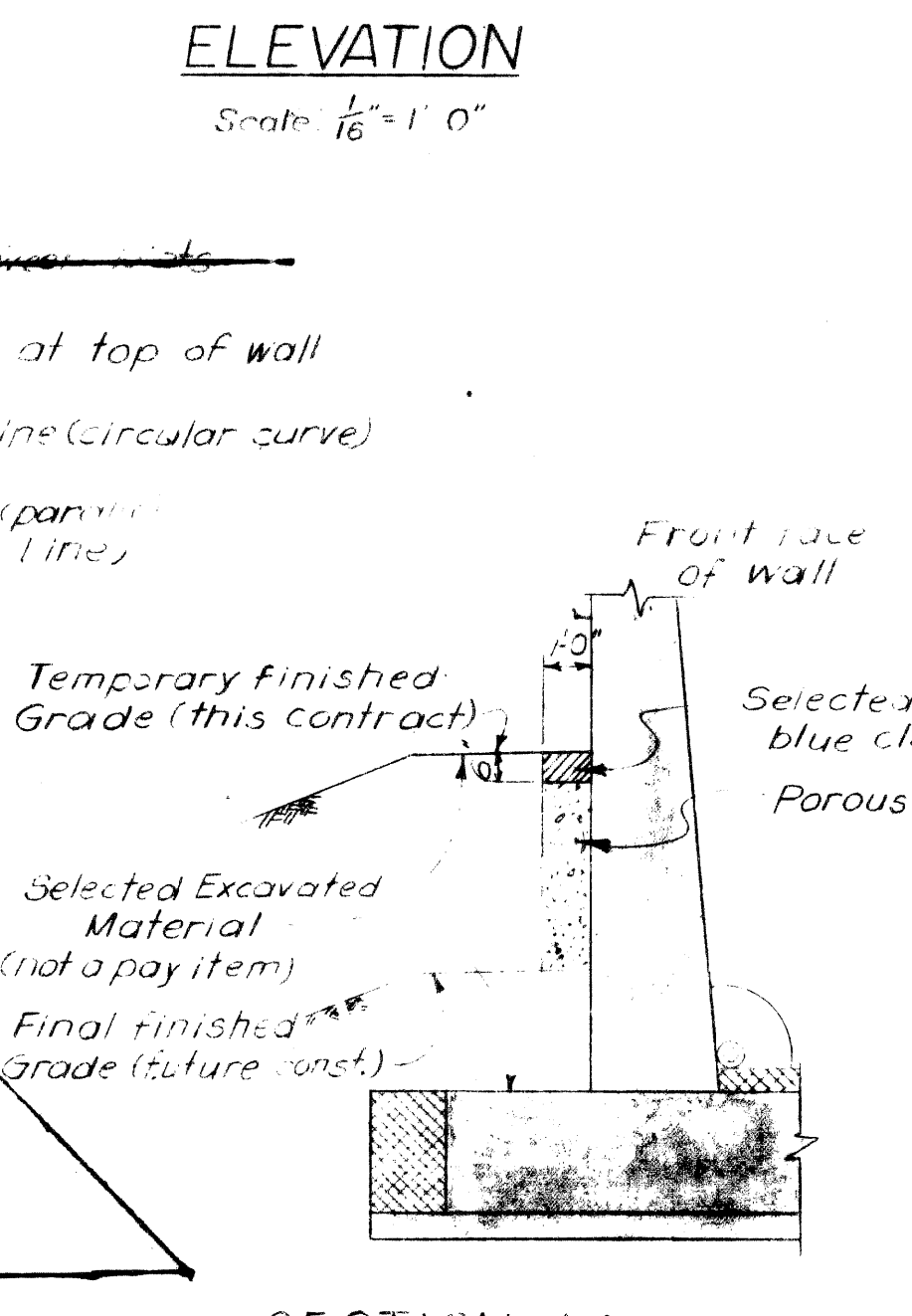


TABLE OF WALL THICKNESSES

Station to Station	Wall Section	L	Thickness at Top of Wall
			m_1 m_2 m_3
10+20 to 10+40	20'-0"	1'-5 1/2"	1'-6" 1'-5 1/2"
10+40 to 11+00	3 @ 20'-0"	1'-5 1/2"	1'-6" 1'-5 1/2"
11+00 to 11+20	20'-0"	1'-4 1/2"	1'-5" 1'-4"
12+60 to 12+80	20'-0"	1'-4 1/2"	1'-5" 1'-4"
12+80 to 13+00	20'-0"	1'-4 1/2"	1'-5" 1'-4"
13+00 to 13+20	20'-0"	1'-4 1/2"	1'-5" 1'-4"
15+00 to 17+40	11 @ 20'-0"	1'-5"	1'-5 1/2" 1'-5"
17+40 to 17+60	20'-0"	1'-4 1/2"	1'-5" 1'-4 1/2"

Constant Thickness = 1'-3"
 See Auth. 1028



MISCELLANEOUS QUANTITIES

As Constructed	As Constructed
6" Sewer, 6' deep or less	75 Lin. Ft. 67 Lin. Ft.
Special Manhole Frame and Cover	3 Each 3 Each
Unclassified Excavation	590 Cu. Yds. 1134 Auth. 1018
1" Joint Filler	425 Sq. Ft. 425 Ft.
Joint Waterproofing	816 Sq. Ft. 790 " Rec. 67
Dampproofing	1842 Sq. Ft. 9/85 " Rec. 67
Copper	193 Lbs. 193 Lbs.
6" Perforated Clay Pipe Underdrain	900 Lin. Ft. 589 Lin. Ft. Rec. 67
6" Cast Iron Pipe	20 Lin. Ft. 20 "
Porous Material Grade A (Comp. in Place)	3254 Cu. Yds. 5233 Cu. Yds. Auth. 1018 Rec. 67
Porous Material Grade B (Comp. in Place)	33 Cu. Yds. 33 Cu. Yds.
Ladder Rungs	45 Each 45 Ea.

**FOR INFORMATION ONLY
 NOT FOR CONSTRUCTION**

Work this Sheet with Sheet No 68

MICHIGAN STATE HIGHWAY DEPARTMENT

**CHRYSLER-FISHER INTERCHANGE
 RETAINING WALL NEAR THE FREDERICK DOUGLASS APARTMENTS
 ON THE WALTER P. CHRYSLER EXPRESSWAY IN DETROIT**

RETAINING WALL GENERAL PLAN

CITY OF DETROIT
 ROAD DIST. C. Leisner 9-53
 DRAWN BY L. Jackson 8-59
 TRACED BY L. Jackson 8-59
 CHECKED BY STURM 8-59
 SHEET 46 of

APPROVED _____
 COORDINATING ENGINEER

APPROVED _____
 ENGINEER OF DESIGN-CONSULTANTS

82251A C-3