

MICHIGAN
STATE HIGHWAY DEPARTMENT
CHARLES M ZIEGLER
STATE HIGHWAY COMMISSIONER

PLANS OF PROPOSED

MICHIGAN PROJECT BUI 391 (58) & (34)
THE EDESEL FORD EXPRESSWAY

CITY OF DETROIT
WAYNE COUNTY

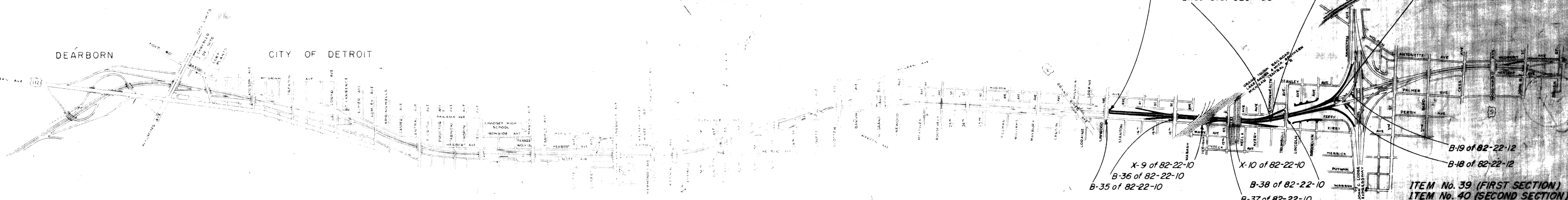
FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	MICH.	BUI 391 (58)			
	MICH.	BUI 391 (34)			
ROUTE	PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112 82-55 & 66	WAYNE	Wayne	Detroit		

CONTROL SECTION 82023 - U
HIGHWAY CLASSIFICATION 4350 - M-60

INDEX OF SHEETS

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THE IMPROVEMENTS COVERED BY THESE PLANS SHALL BE DONE IN ACCORDANCE WITH THE MICHIGAN STATE HIGHWAY DEPARTMENT'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 1950 EDITION, EXCEPT AS OTHERWISE INDICATED ON THE PLANS OR IN THE PROPOSAL AND SUPPLEMENTAL SPECIFICATIONS CONTAINED THEREIN.



STANDARDS

BUI 391 (58)	BUI 391 (34)
E-4-A-9C	E-4-A-9C
E-4-A-10B	E-4-A-10B
E-4-A-21B	E-4-A-21B
E-4-A-26D	E-4-A-26D
E-4-A-27R-3	E-4-A-27R-3
E-4-A-27A-3	E-4-A-27A-3
E-4-A-27B-3	E-4-A-27B-3
E-4-A-27D-3	E-4-A-29D
E-4-A-29D	E-4-A-33D
E-4-A-33D	E-4-A-49B-7
E-4-A-49B-7	E-4-A-77D
E-4-A-77D	E-4-A-110B
E-4-A-110B	E-4-A-127A
E-4-A-127A	E-4-A-129
E-4-A-129	E-4-A-130
E-4-A-130	E-4-A-131
E-4-A-131	E-4-A-135A
E-4-A-135A	E-6-A-55E
E-6-A-55E	
E-4-A-27B-4	E-4-A-27B-4

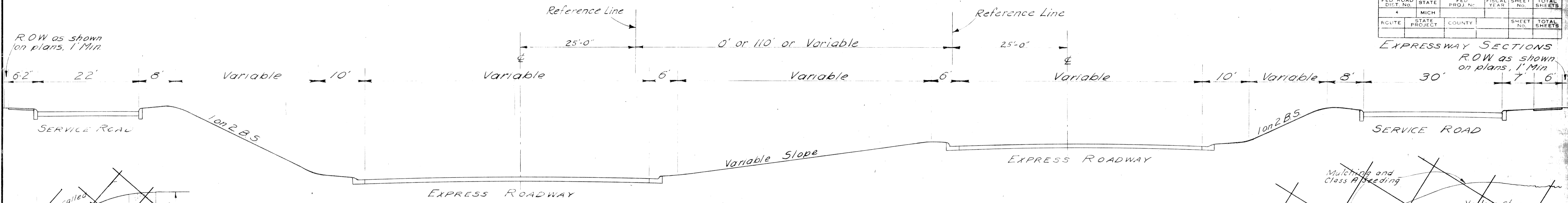
CONTRACT FOR G. & D.S. Dual 36' Roadways, Ramps, Service Roads and Certain Utilities.

<p>ROAD DIVISION APPROVAL</p> <p>CHECKED <u>R. W. [Signature]</u> 8/20/53 CHIEF ROAD DRAFTSMAN (EXP) DATE</p> <p>CHECKED <u>[Signature]</u> 8-21-53 ASSISTANT ENGINEER OF ROAD DESIGN DATE</p> <p>RECOMMENDED FOR APPROVAL <u>[Signature]</u> 8-21-53 ENGINEER OF ROAD DESIGN DATE</p> <p>RECOMMENDED FOR APPROVAL <u>[Signature]</u> 8-21-53 CONSTRUCTION ENGINEER DATE</p> <p>APPROVED <u>[Signature]</u> 8-21-53 DIST. ROAD ENGINEER DATE</p>	<p>STATE HIGHWAY DEPARTMENT APPROVAL</p> <p>APPROVED CHARLES M. ZIEGLER STATE HIGHWAY COMMISSIONER</p> <p>BY <u>[Signature]</u> 8-21-53 DEPUTY COMMISSIONER - CHIEF ENGINEER DATE</p> <p>DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS</p> <p>APPROVED [Redacted] [Redacted] DISTRICT ENGINEER 8-27-53 DATE</p>
<p>BRIDGE DIVISION APPROVAL</p> <p>CHECKED _____ DATE CHIEF BRIDGE DRAFTSMAN</p> <p>RECOMMENDED FOR APPROVAL _____ DATE ENGINEER OF BRIDGE DESIGN</p> <p>APPROVED _____ DATE BRIDGE ENGINEER</p>	

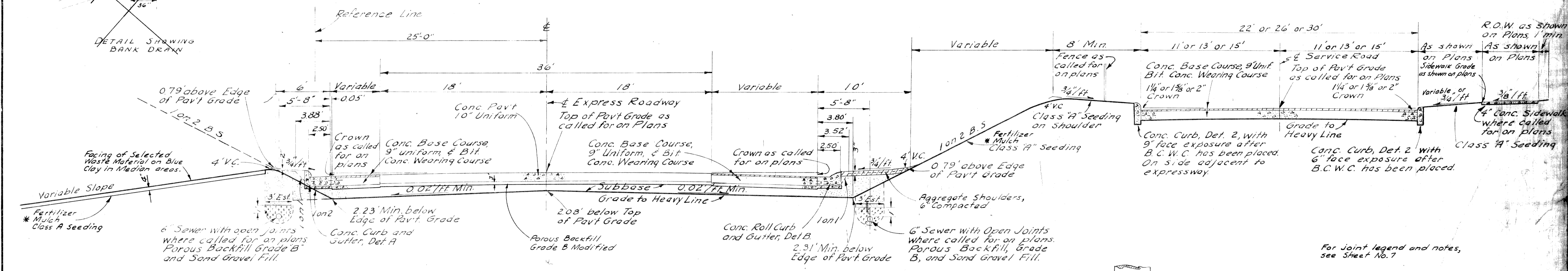
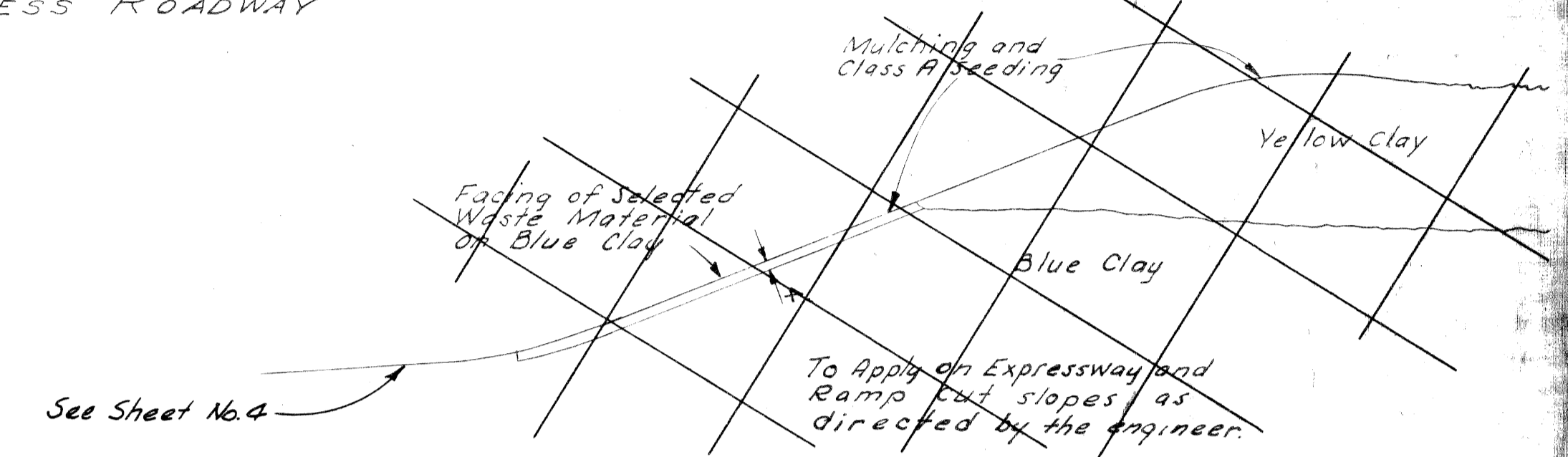
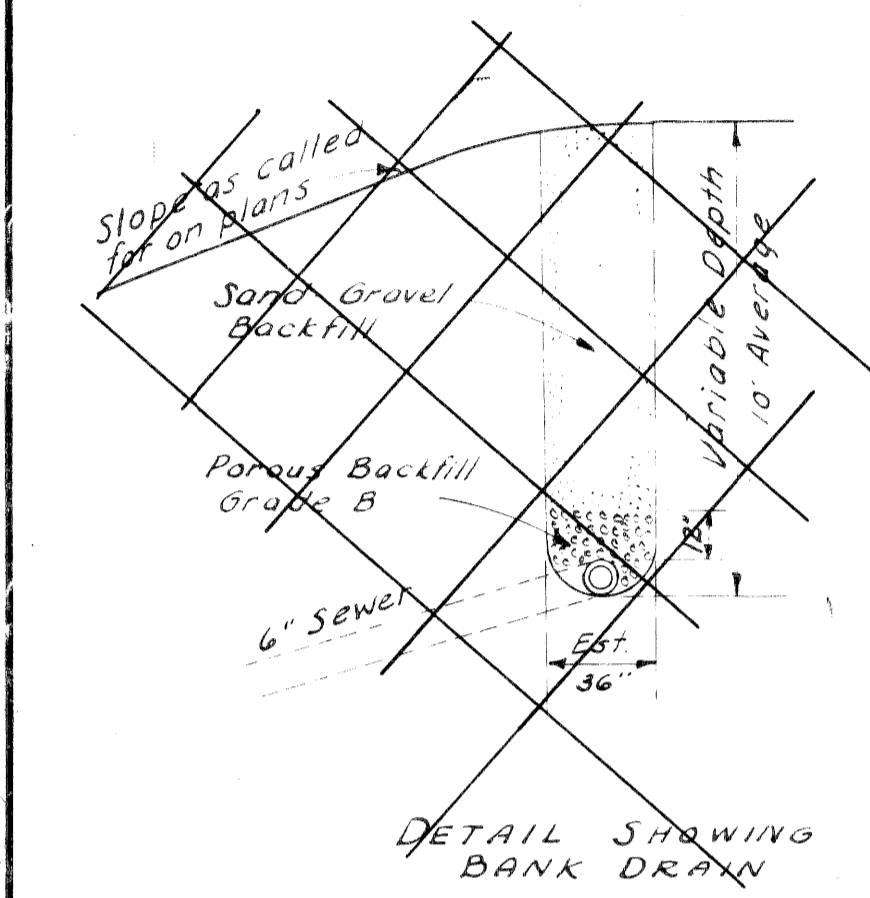
T-3-A-4

TYPICAL CROSS-SECTIONS

FED. ROAD DIV. NO.	STATE	FED. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	801 391 (50)			
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-53	Wayne	Detroit	3	

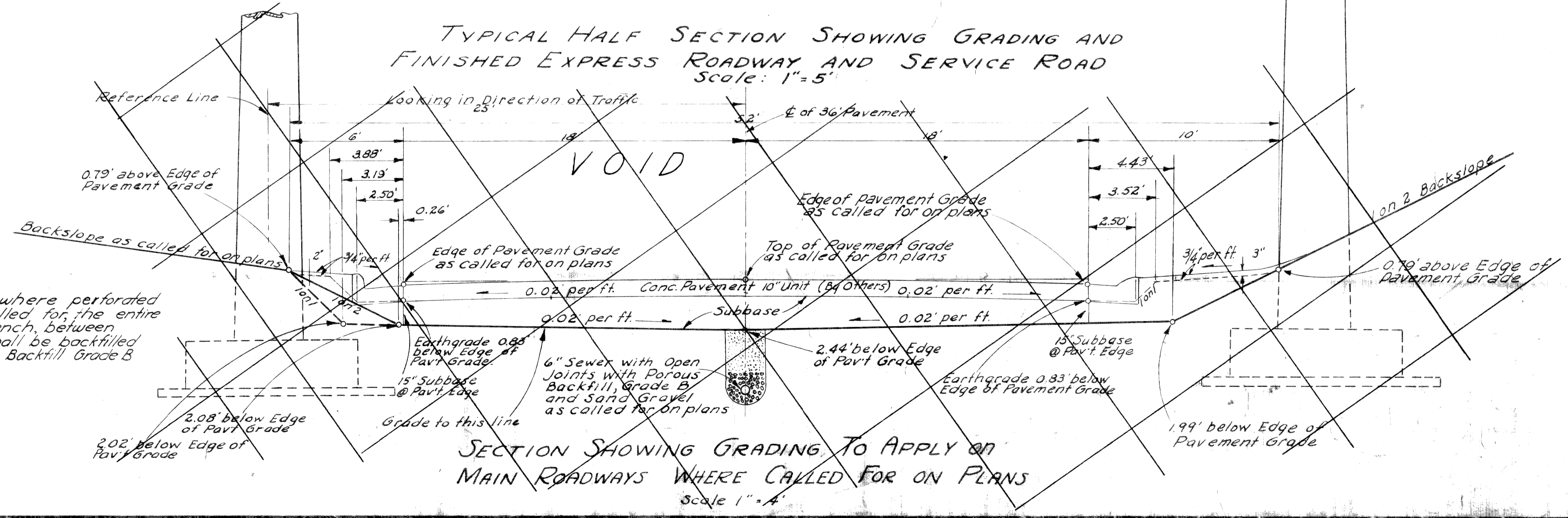


TYPICAL CROSS-SECTION
 Showing Variable Median
 Applies Sta. 515+36 to Sta. 533+50
 Scale 1"=10'



* See Sheet No. 4

For Joint Legend and notes, see Sheet No. 7



Note:
 In trenches where perforated sewer is called for, the entire length of trench, between manholes, shall be backfilled with Porous Backfill Grade B

Section of Manhole Showing perforated Sewer Pipe placed in Manhole at lower end of Sewer trench for trench bleeder.

Traced by: J. Anthony Squad: H. Threep 3-51

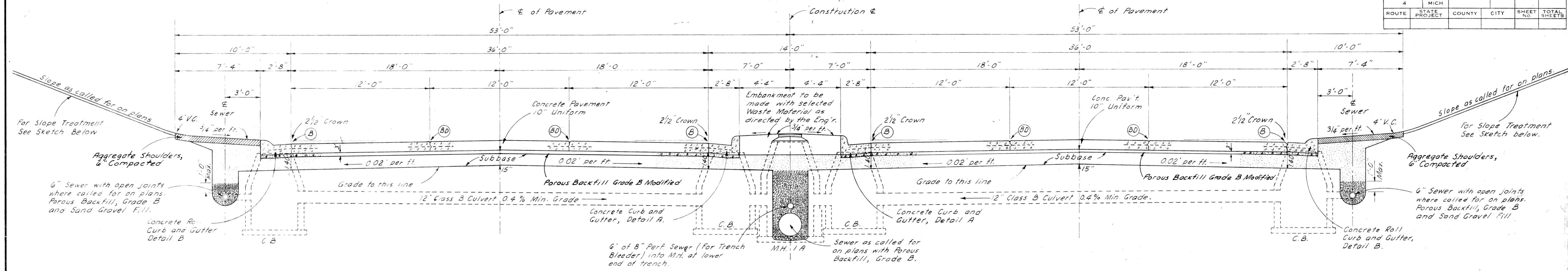
EXPRESSWAY SECTIONS

T-3-A-4

TYPICAL CROSS-SECTIONS

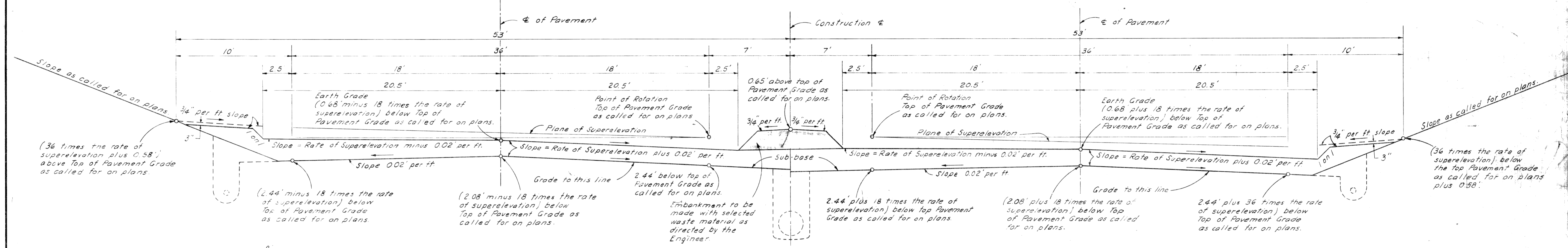
FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	801 391 (80)			
		801 391 (34)			
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65 & 866	WAYNE	Detroit	4	

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS



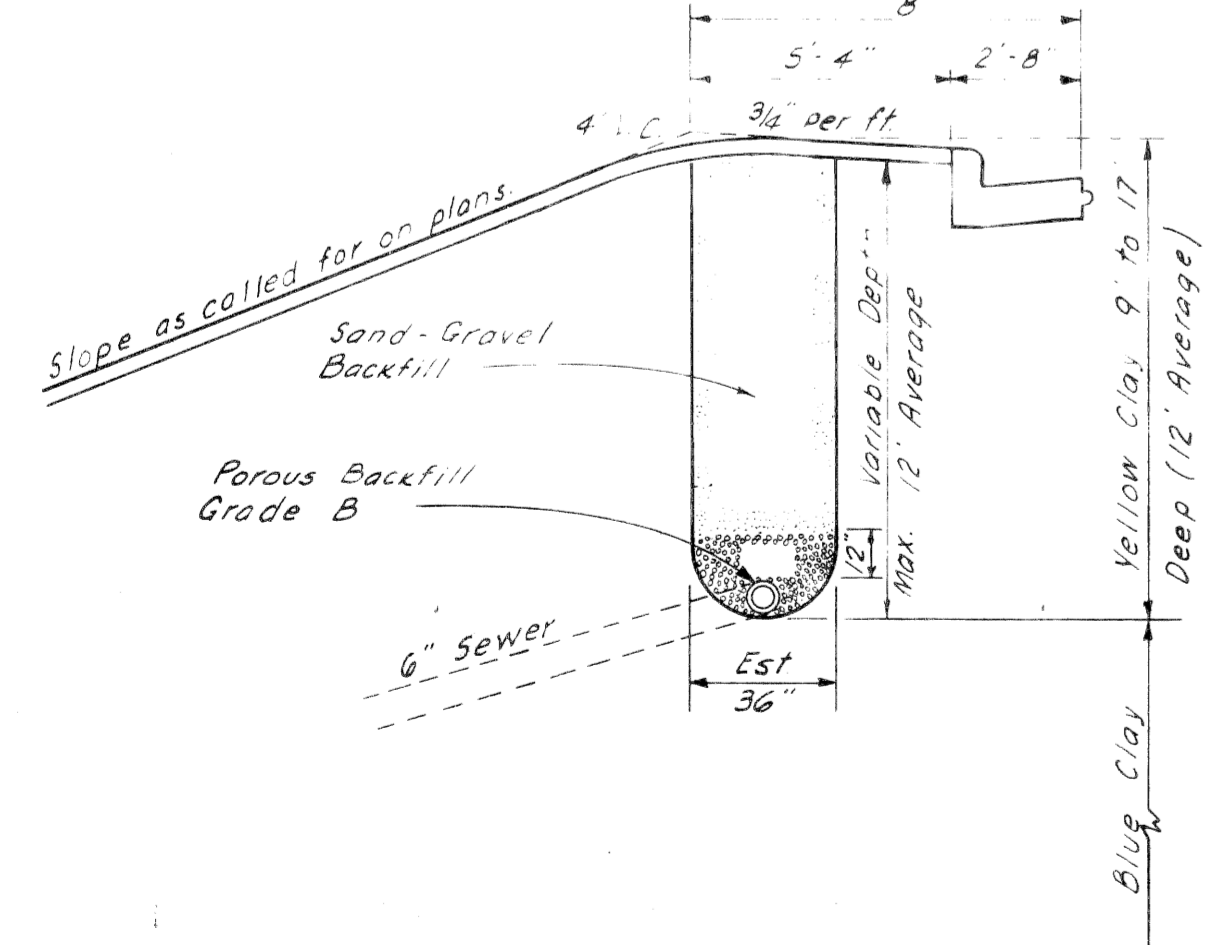
TYPICAL CROSS SECTION OF EXPRESSWAY SHOWING PAVEMENT, SUBBASE AND UNDERDRAINAGE

SCALE 1" = 4'



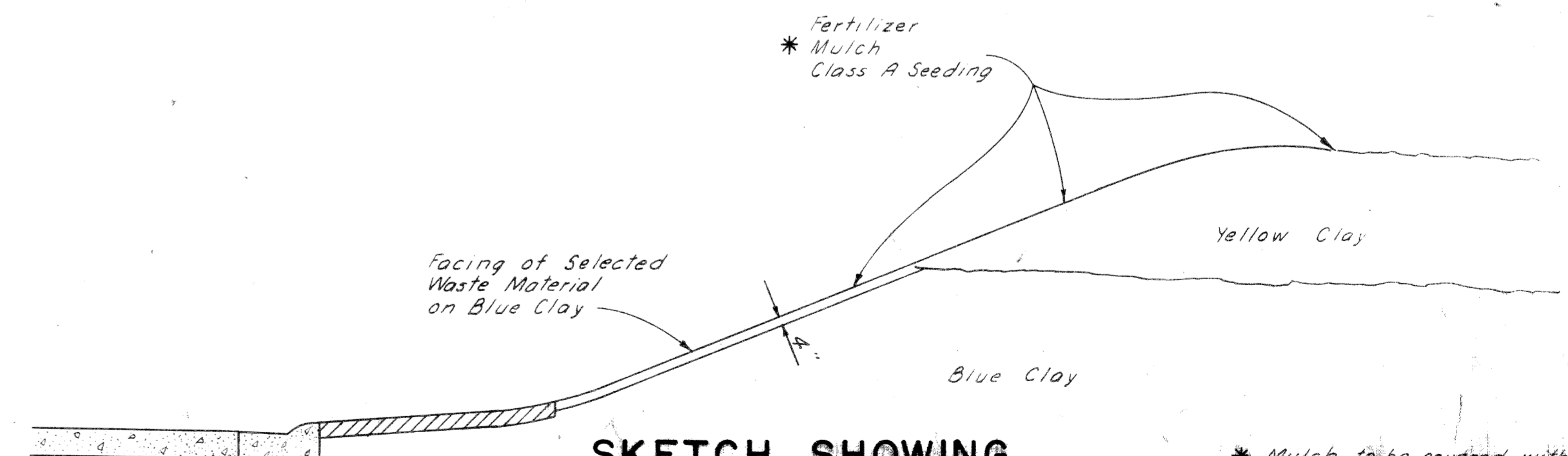
TYPICAL CROSS SECTION FOR GRADING SUPERELEVATED EXPRESSWAY

SCALE 1" = 4'



SKETCH SHOWING BANK DRAIN

SCALE 1" = 4'



SKETCH SHOWING SLOPE TREATMENT

SCALE 1" = 4'

NOTE: For Joint Legend and Notes See Sheet #7

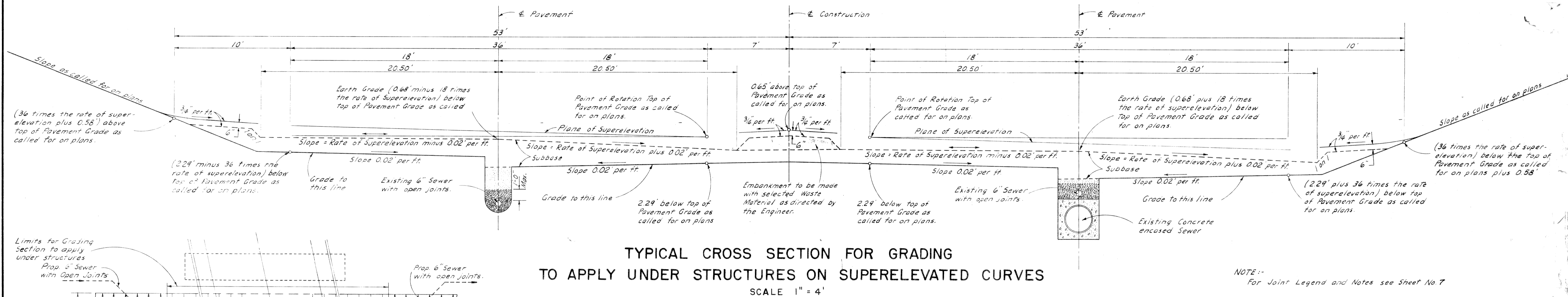
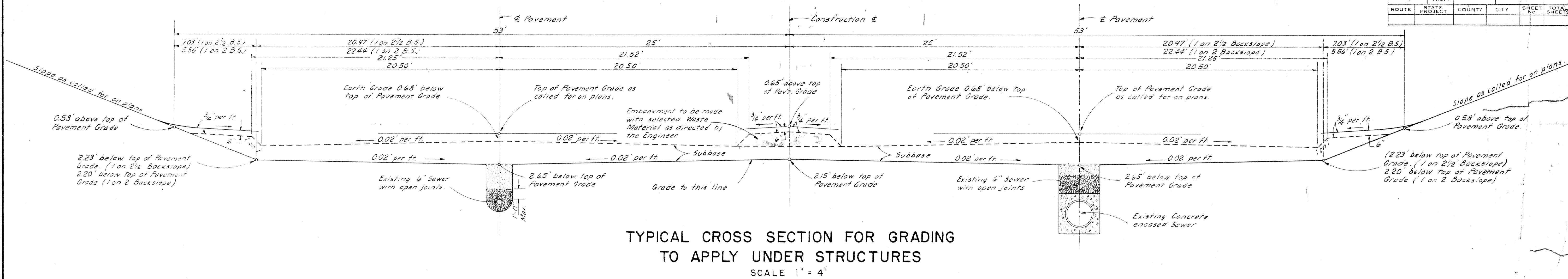
* Mulch to be covered with a thin coating of selected waste material according to 6.24 of the Standard Specifications.

DETAIL EXPRESSWAY SECTIONS

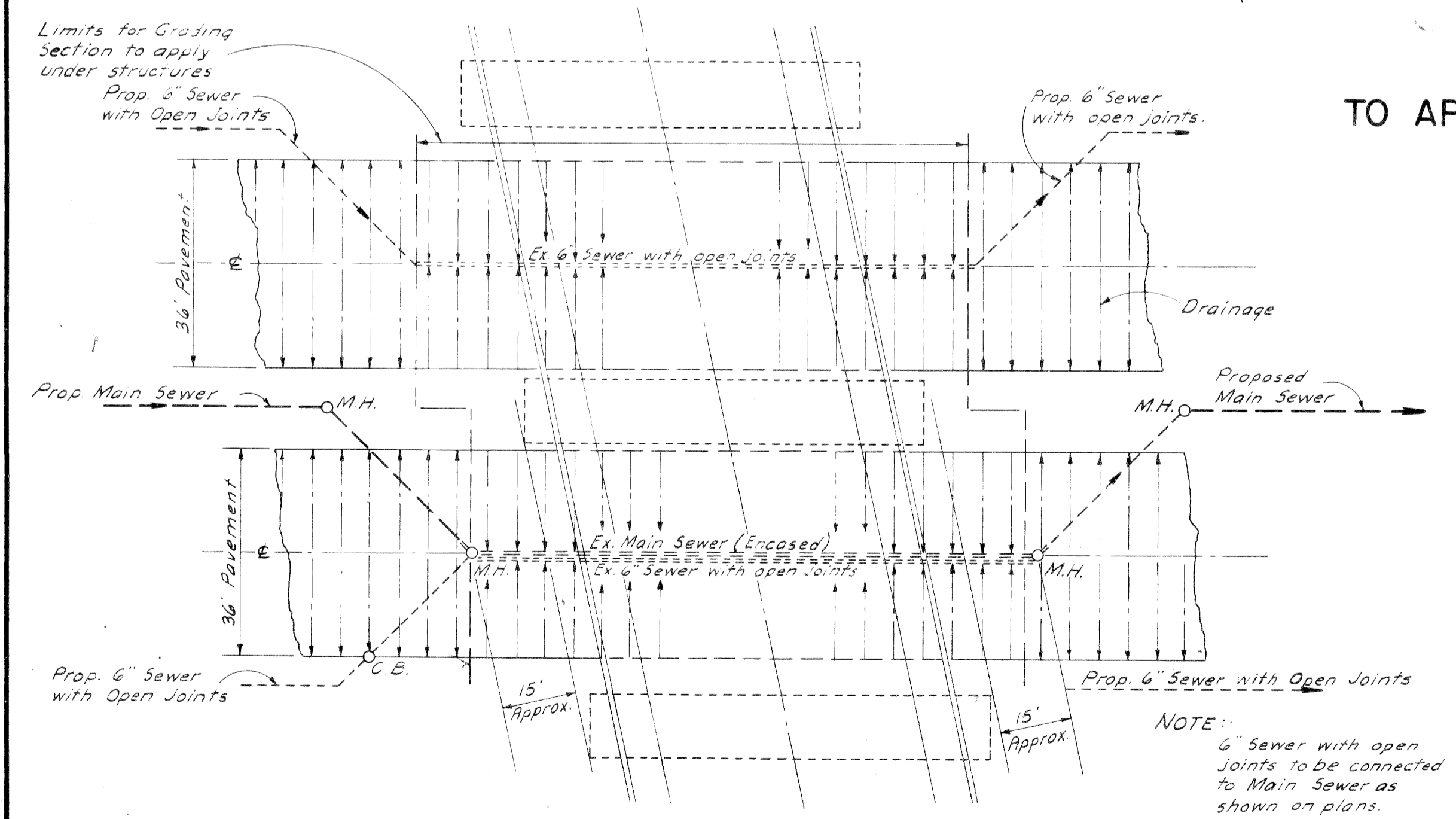
T-3-A-4

TYPICAL CROSS-SECTIONS

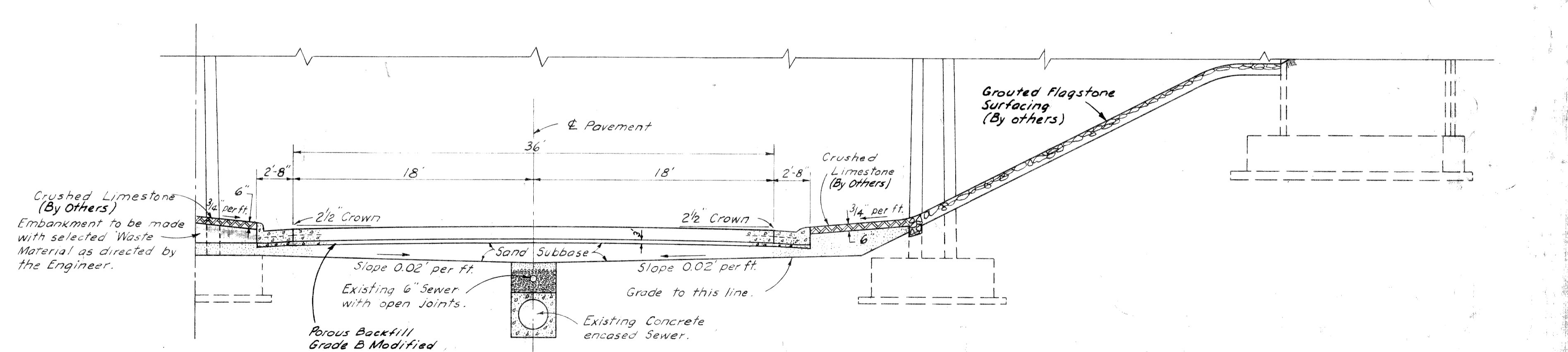
FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	801 391 (34)			
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65 & 65	WAYNE	Detroit	5	
FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS



NOTE:-
For Joint Legend and Notes see Sheet No. 7



NOTE:-
6" Sewer with open joints to be connected to Main Sewer as shown on plans.

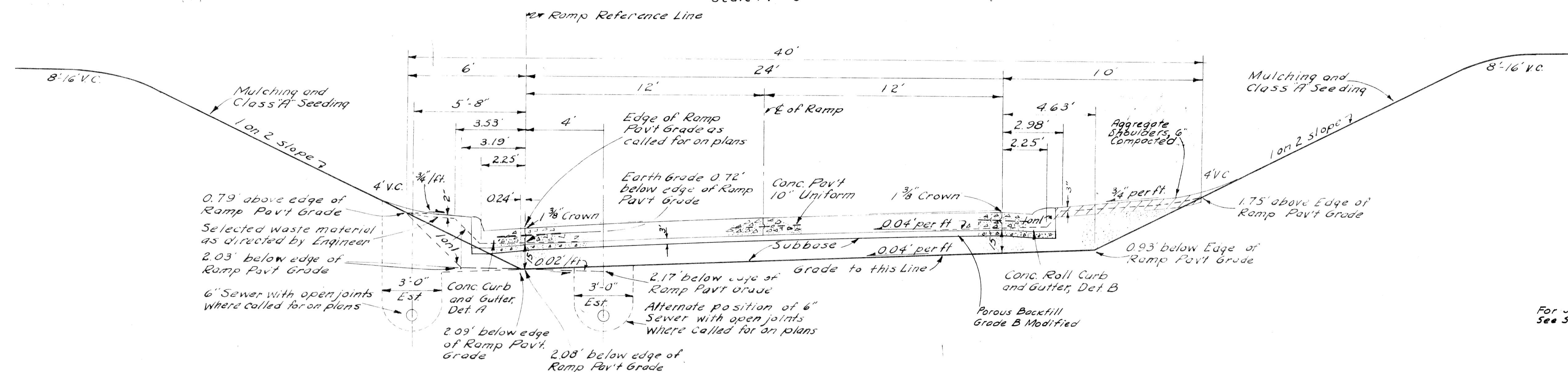
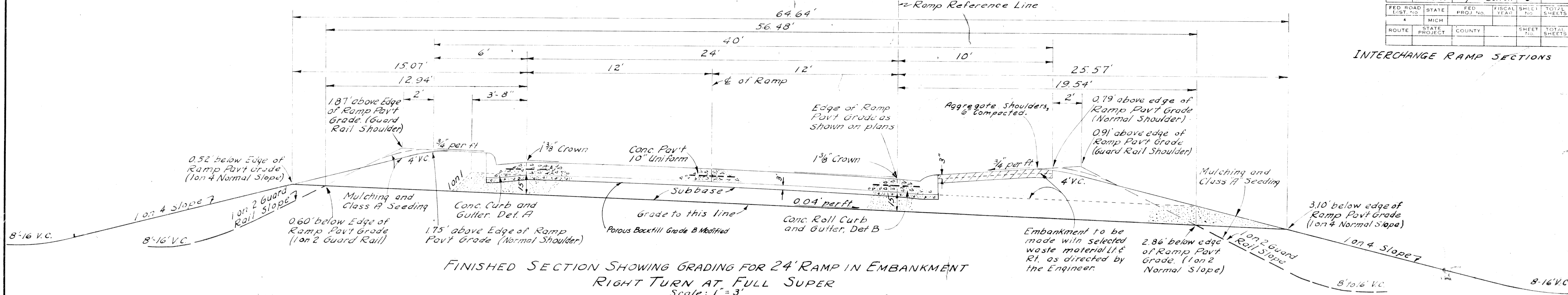


DETAIL EXPRESSWAY SECTIONS

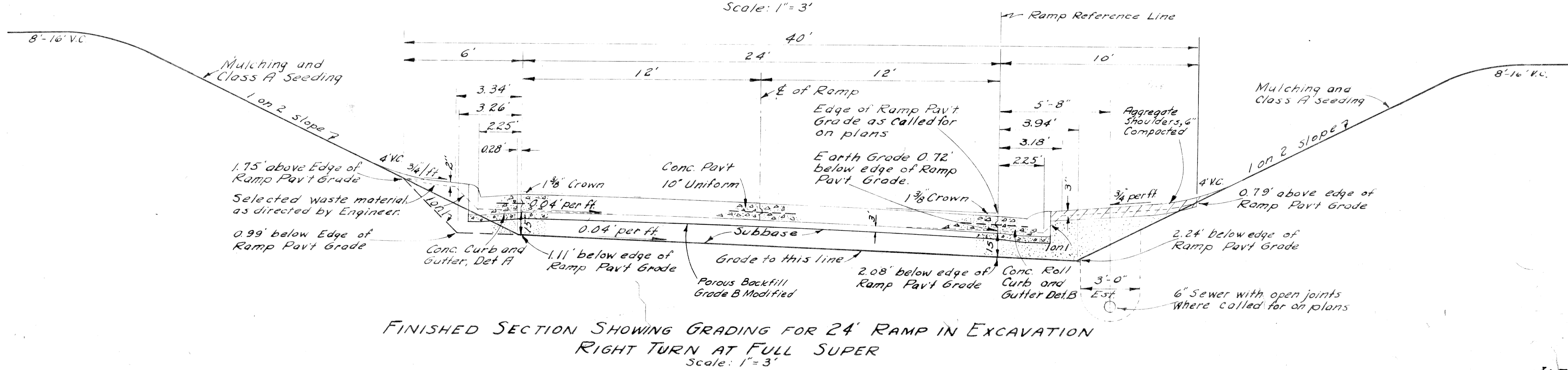
TYPICAL CROSS-SECTIONS

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4	MICH.	801 331 (394)			
ROUTE	STATE	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	MI	Wayne	Detroit	6	
FED. ROAD LIST NO.	STATE	FED. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE	COUNTY	CITY	SHEET NO.	TOTAL SHEETS

INTERCHANGE RAMP SECTIONS



For Joint legend and notes, See Sheet No. 7

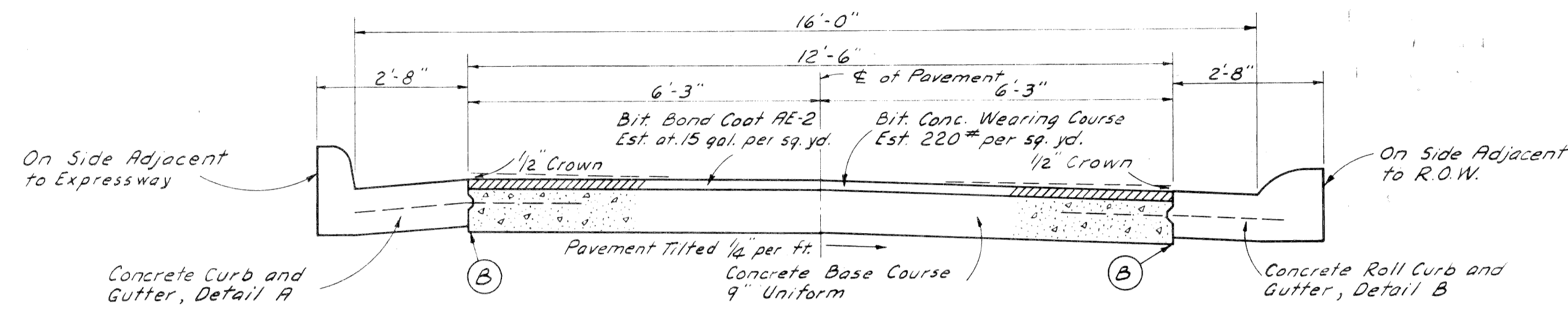


INTERCHANGE RAMP SECTIONS

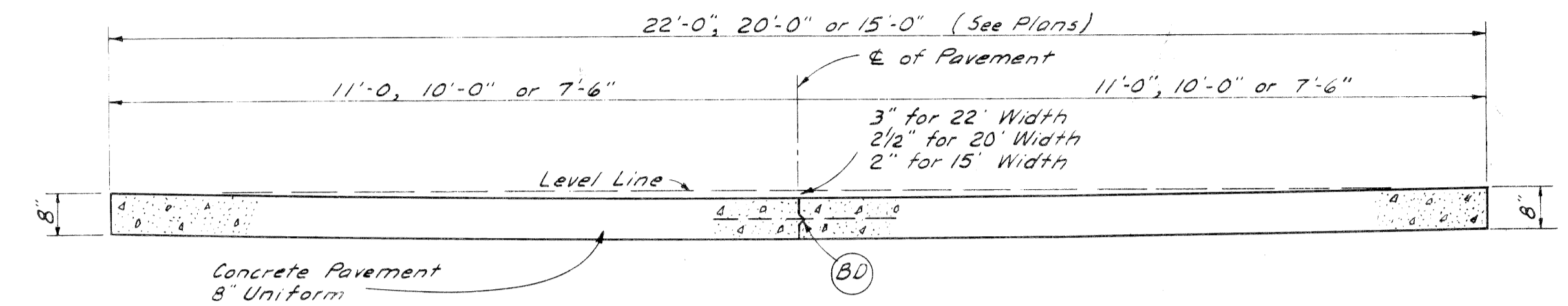
Traced by: J. Antton, 3-51 Squad: H. Throop

TYPICAL CROSS-SECTIONS

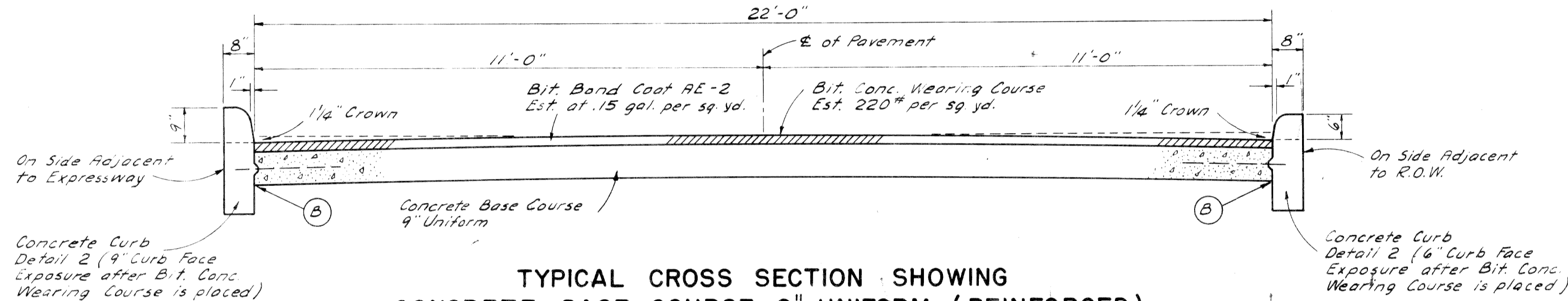
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4	MICH.	BUL 391 (34)		7	
ROUTE PROJECT	COUNTY	CITY		SHEET NO.	TOTAL SHEETS
M-112 82-65 & 66	WAYNE	Detroit		7	



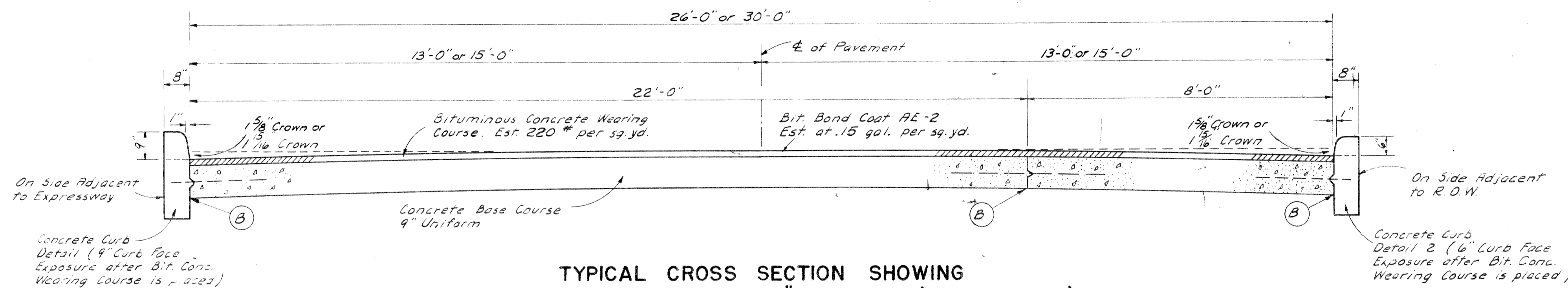
TYPICAL CROSS SECTION SHOWING
CONCRETE BASE COURSE 9" UNIFORM (REINFORCED)
WITH BITUMINOUS CONCRETE (CLASS I)
TO APPLY ON 16' RAMPS - SCALE 1/2" = 1'



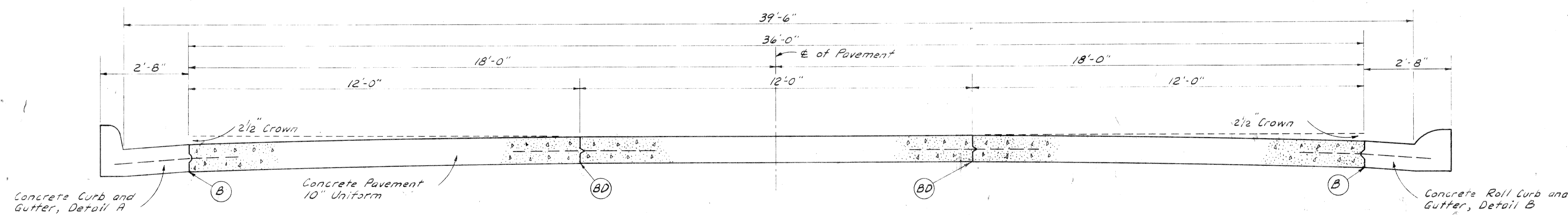
TYPICAL CROSS SECTION SHOWING
CONCRETE PAVEMENT 8" UNIFORM
TO APPLY ON ALLEYS WHERE CALLED FOR ON PLANS - SCALE 1/2" = 1'



TYPICAL CROSS SECTION SHOWING
CONCRETE BASE COURSE 9" UNIFORM (REINFORCED)
WITH BITUMINOUS CONCRETE (CLASS I)
TO APPLY ON 22' SERVICE ROAD - SCALE 1/2" = 1'



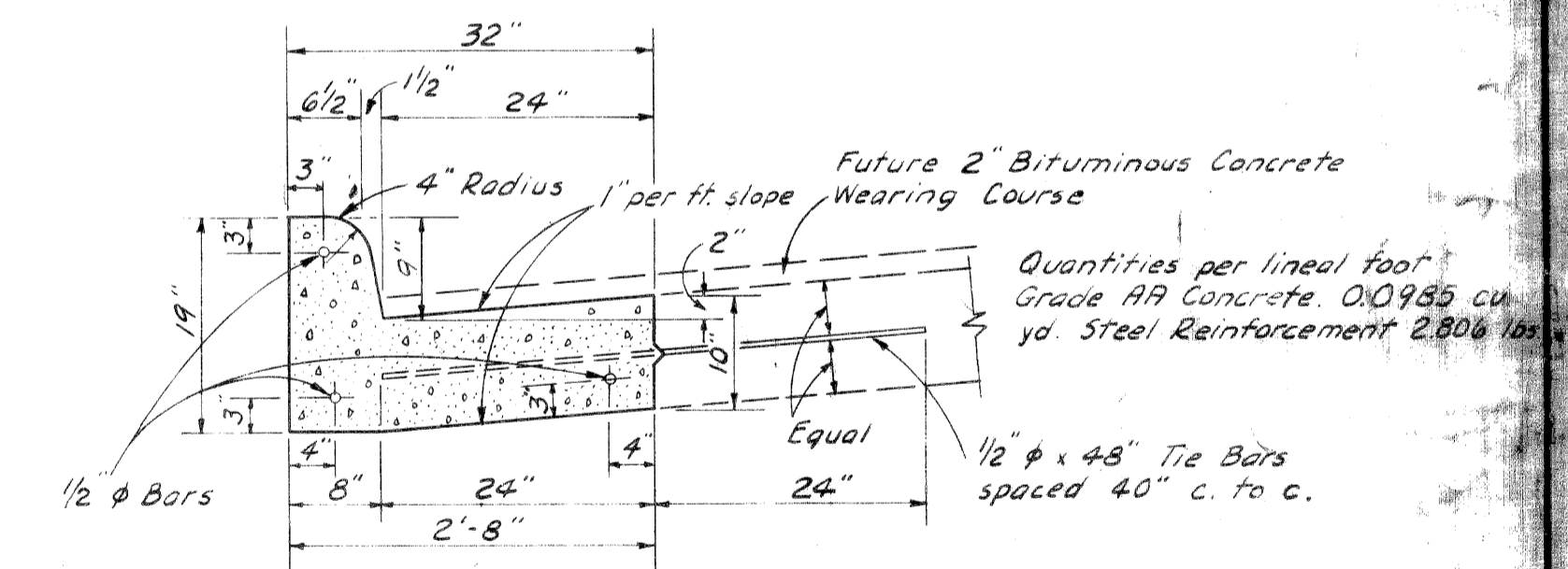
TYPICAL CROSS SECTION SHOWING
CONCRETE BASE COURSE 9" UNIFORM (REINFORCED)
WITH BITUMINOUS CONCRETE (CLASS I)
TO APPLY ON 26' or 30' SERVICE ROAD - SCALE 1/2" = 1'



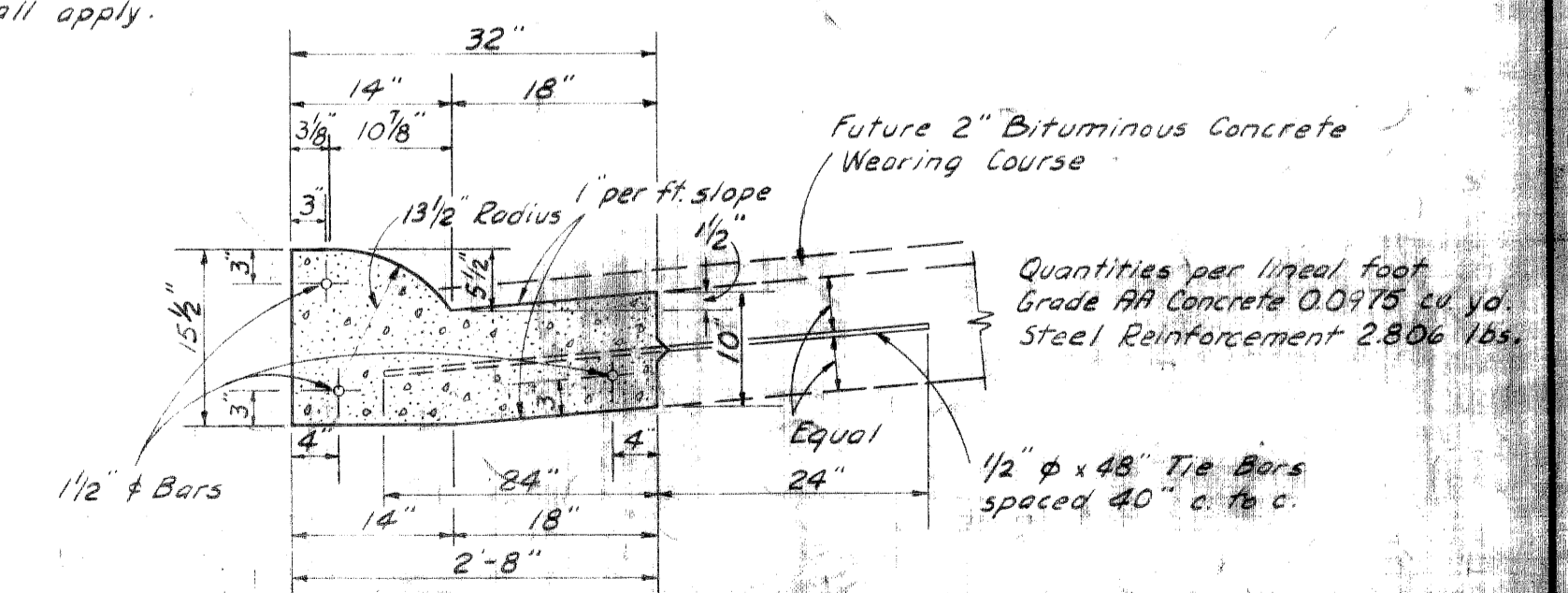
TYPICAL CROSS SECTION SHOWING
CONCRETE PAVEMENT 10" UNIFORM (REINFORCED)
TO APPLY ON EXPRESS ROADWAY - SCALE 1/2" = 1'

- ### JOINT LEGEND
- B- Longitudinal Bulkhead Construction Joint with Tie Bars. Standard E-4-A-33 D, Detail 3 or 4.
 - D- Longitudinal Lane Tie Joint with Tie Bars. Standard E-4-A-33 D, Detail 1 or 2.
 - BD- Optional B or D.

NOTE:
No poies will be allowed within the R.O.W. along this Project.
The Concrete Base Course and Concrete Pavement shall be reinforced throughout in accordance with Standard Plan E-4-A-21 F.
Class A Slopes will be required on this project according to article 2.13.03 (b) of the Standard Specifications.



CONCRETE CURB & GUTTER, DETAIL A
SCALE 3/4" = 1'-0"



CONCRETE ROLL CURB & GUTTER, DETAIL B
SCALE 3/4" = 1'-0"

PAVEMENT SECTIONS

T-3-A-4

82-65
BUI-39 (58)

The following items of work shall be done as they apply throughout the project. These items are not detailed or included on the Plan and Profile Sheets.

Table with columns: Location, Sta. to Sta., Fine Grading and Cleanup, Fine Grading, Final Trimming and Cleaning Up. Includes rows for West Bound Expressway, East Bound Expressway, Stanton 'Off' Ramp, 12th 'On' Ramp, Trumbull 'Off' Ramp, North Service Road, South Service Road, and a TOTALS row.

Organic Fertilizer - (On Unsodded Slopes, Median and Roadside) Entire Project 7360 Lbs.
Inorganic Fertilizer (On Unsodded Slopes, Median and Roadside) Entire Project 3680 Lbs.
Mulching (On Unsodded Slopes, Median and Roadside) Entire Project 18.4 Tons
Class A Seeding (On Unsodded Slopes, Median and Roadside) Entire Project 5.2 Acres
Aggregate Shoulders - Entire Project 1462 Tons

The following items are estimated for the project to correct possible unstable subgrade conditions where designated by the Engineer.

*Earth Excavation (Unstable Material) 2000 Cu. Yds.
Sand Gravel Backfill (Loose Measure) 2500 Cu. Yds.
6" Sewer with Open Joints (10' to 14' Depth - Bank Drains) 1580 Lin. Ft.
6" Sewer (10' to 14' Depth - Bank Drains) 730 Lin. Ft.
*Earth Excavation (Waste from Bank Drain Sewer Trenches) 4500 Cu. Yds.
Porous Backfill, Grade B (Loose Measure) 980 Cu. Yds.
Sand Gravel Backfill (Loose Measure) 5110 Cu. Yds.

*6900 Cu. Yds. to be disposed of by the Contractor (Pit No. 1 is available)

82-66
BUI-39 (34)

The following items of work shall be done as they apply throughout the project. These items are not detailed or included on the Plan and Profile Sheets

Table with columns: Location, Sta. to Sta., Fine Grading and Cleanup, Fine Grading, Final Trimming and Cleaning Up. Includes rows for West Bound Expressway, East Bound Expressway, Trumbull 'Off' Ramp, A to D Ramp, B to C Ramp, B to G Ramp, A to I Ramp, North Service Road, South Service Road, and a TOTALS row.

Organic Fertilizer (On Unsodded Slopes, Median and Roadside) - Entire Project 6880 Lbs.
Inorganic Fertilizer (On Unsodded Slopes, Median and Roadside) - Entire Project 4840 Lbs.
Mulching (On Unsodded Slopes, Median and Roadside) Entire Project 22.2 Tons
Class A Seeding (On Unsodded Slopes, Median and Roadside) 11.1 Acres
Aggregate Shoulders - Entire Project 1325 Tons

The following items are estimated for the project to correct possible unstable subgrade conditions where designated by the Engineer.

*Earth Excavation (Unstable Material) 1000 Cu. Yds.
Sand Gravel Backfill (Loose Measure) 1250 Cu. Yds.
6" Sewer with Open Joints (10' to 14' Depth - Bank Drains) 4070 Lin. Ft.
6" Sewer (10' to 14' Depth - Bank Drains) 1350 Lin. Ft.
*Earth Excavation (Waste from Bank Drain Sewer Trenches) 5420 Cu. Yds.
Porous Backfill, Grade B (Loose Measure) 1080 Cu. Yds.
Sand Gravel Backfill (Loose Measure) 5650 Cu. Yds.

*6420 Cu. Yds. to be disposed of by the Contractor. (Pit No. 1 is available)

PUBLIC UTILITIES

82-65
82-66

The following public utilities are represented on this project:

- Gas Mains - Michigan Consolidated Gas Company
Telephone Lines - Michigan Bell Telephone Company
Power Lines - Detroit-Edison Company
Sewers - City of Detroit, Department of Public Works
Street Lighting - City of Detroit, Public Lighting Commission
Signal Lines - City of Detroit, Fire Department Signal Bureau
Water Mains - City of Detroit, Police Department Signal Bureau
Water Mains - City of Detroit, Department of Water Supply

Records indicate that all public utilities adjacent to the work are as shown on plans. The information shown is believed to be reasonably correct and complete but it is not guaranteed by the Department. No claims for extras will be allowed because of any inaccuracies in location of utilities as shown on plans, or because any existing utilities are not shown.

Utilities to be abandoned are as shown on plans, and after their services are cut, shall be removed as a part of the work of earth excavation where they occur within the limits of excavation. The Contractor shall give ample notification to the owners of the utilities involved before proceeding with the work of excavation so that they can, if they wish, remove any salvageable material with their own forces and at their own expense without delay to the work hereunder. If after due notice, the owners decide the material in such abandoned lines is not worth salvaging, the Contractor shall proceed with his work and all material removed shall be disposed of by the Contractor outside the limits of the work.

The Contractor shall check the location and status of all existing utilities, within the limits of the project, with the owners before excavation is started.

Every effort will be made by the Department to see that utilities are moved or removed from Contractor's interference in advance of work by the Contractor.

Delays, due to material shortages or other reasons beyond the Department's control, may occur and no additional compensation will be paid the Contractor for any delays on construction due to the encountering of existing utilities that are or are not shown on the plans.

GAS MAINS - Michigan Consolidated Gas Company

Existing gas mains, as tabulated below are to be abandoned within the limits of the expressway. The removal of such mains will be considered as a part of the work of earth excavation. (See Removing Miscellaneous Structures).

Table with columns: Location, Size. Lists locations from Stanton to Ferry with corresponding pipe sizes.

A new 16" high pressure gas main has been, or will be placed, under the expressway on the west side of 12th St.

A new 12" gas main is proposed to be placed under the expressway, at Commonwealth, at approximately the same location as the existing 12" gas main.

TELEPHONE LINES - MICHIGAN BELL TELEPHONE COMPANY

Telephone lines located within the area of construction will be removed by owners.

POWER LINES - Detroit-Edison Company

Overhead power lines located within the area of construction will be removed by the owners.

SEWERS - City of Detroit

Sewers crossing the expressway, at the following approximate locations, shall be removed within the limits of excavation. (See Plugging Abandoned Sewers).

- Sta. 487+37 - 15" x 20" Brick; Sta. 491+19 - 10"; Sta. 494+44 - 15" x 20" Brick; Sta. 497+45 - 15" x 20" Brick; Sta. 515+65 - 15" x 20" Brick; Sta. 518+46 - 15" x 20" Brick, and Sta. 521+52 - 15" x 20" Brick

Sewers crossing the expressway at the following approximate locations (west bound reference line stationing) shall be removed or abandoned within the limits of excavation as shown on plans and as directed by the Engineer.

- Sta. 525+10 - 15" x 20" Brick; Sta. 526+84 - 3'-0" x 4'-0" Brick, and Sta. 528+43 - 15" x 20" Brick

Sewers crossing the expressway at the following locations shall be left in place.

- Sta. 492+97 - 3'-3" x 4'-4" Brick; Sta. 520+C - 9'-0" Cylinder; Sta. 10+78 (HA Ramp) - 5'-3" Cylinder; Sta. 8+40 (HA Ramp) - 3'-3" x 4'-4" Brick, and Sta. 13+0 (BC Ramp) - 3'-3" x 4'-4" Brick

STREET LIGHTING - City of Detroit, Public Lighting Commission

Street lighting installation within the area of improvement is to be revised by the Contractor in accordance with details shown on plans.

SIGNAL LINES - City of Detroit, Fire Department Signal Bureau and Police Department Signal Bureau

Signal line installation, within the area of the improvement, is to be revised by the Contractor in accordance with details shown on plans.

WATER MAINS - City of Detroit, Department of Water Supply

Existing water mains crossing expressway and ramps, as tabulated below, are to be abandoned within the limits as shown on plans. The removal of such mains will be considered as a part of the work of Earth Excavation. (See Removing Miscellaneous Structures).

Table with columns: Location, Size. Lists locations from Stanton to Commonwealth with corresponding pipe sizes.

(CONTINUED IN NEXT COLUMN - RIGHT)

Table with columns: FED. ROAD DIV. NO., STATE, FEDERAL PROJ. NO., FISCAL YEAR, SHEET NO., TOTAL SHEETS. Includes project details for M-112, Wayne, Detroit.

82-65
82-66

NOTES APPLYING TO STANDARD PLANS

Where the following items are called for on plans they are to be constructed according to the Standard Plan given below opposite each item unless otherwise indicated.

- Sewer with Open Joints E-4-A-9C, Detail 5 (except that Grade B Porous Backfill shall be used and that the estimated sewer trench width shall be 36")
Sodding E-4-A-10B
Pavement Reinforcement E-4-A-21F
Grading Cross Sections E-4-A-26D
Manholes, Catch Basins and Inlets E-4-A-27R-3
Cover A E-4-A-27A-3
Cover B Optional- E-4-A-27B-3 or E-4-A-27B-4
Cover D E-4-A-27D-3
Concrete Curb, Roll Curb and Curb and Gutter E-4-A-29D
Driveway Returns and Driveway Openings E-4-A-29D (except that on Detail 18, the radius shall be 10')
Pavement Joints E-4-A-33D
Superelevation of Curves E-4-A-49B-7 (except that rate of superelevation is to be as called for on plans)
Pavement Crowns E-4-A-49B-7
Road Project Markers E-4-A-77D
4" Concrete Sidewalk E-4-A-110B, Detail 2
Concrete Pavement, 7" Uniform E-4-A-110B, Detail 4
Typical Joint Layout E-4-A-127A
Tile Trap E-4-A-129
Dowel Bar Installation for Load Transfer at Transverse Contraction Joints E-4-A-130 and Attached Supplemental Specifications
Dowel Bar Installation for Load Transfer at Expansion Joints E-4-A-131 and Attached Supplemental Specifications
Location of Transverse Expansion and Contraction Joints in Concrete Pavement E-4-A-135A
Barricade and Project Sign E-6-A-55E

PUBLIC UTILITIES (CONTINUED)

Table with columns: Location, Size. Lists locations from Lincoln to Hamilton with corresponding pipe sizes.

Water mains to be removed, or abandoned, have been, or will be, replaced on previous contracts.

OTHER UTILITIES

The owners of other existing poles and service structures that are within grading or structure limits will move them to location designated by the Engineer, or will remove them entirely from the highway right of way.

Owners of public utilities will not be required by the Department to move additional poles and structures in order to facilitate the operations of construction equipment unless it is determined extraordinarily dangerous to the Contractor's operations.

GENERAL PLAN NOTES

POLES No poles will be permitted within the right of way along this project.

82-65
82-66

AJ
8-19-53

Table with columns: FILE NO., PROJECT, STATE, FEDERAL PROJ. NO., SHEET NO. Includes project details for T-3-A-4.

Curve Data on Ford Construction Centerline Westbound Ford Ref. Line

$\Delta = 17^{\circ}14'05''$ Lt
 $D = 2^{\circ}00'01.80''$
 $R = 2864.0740'$
 $T = 434.0381'$
 $L = 861.5211'$
 $E = 32.7017'$
 $WF1 = DC = Sta. 515 + 36.0189$
 $WF2 = PI = Sta. 519 + 70.0570$
 $WF3 = PCC = Sta. 523 + 97.5400$
 Superelevate .027' per ft.

* See Sta Equation below

Curve Data, Eastbound Ford Ref. Line

$\Delta = 17^{\circ}14'05''$ Lt
 $D = 1^{\circ}24'04.16''$
 $R = 4089.1343'$
 $T = 619.6933'$
 $L = 1230.0375'$
 $E = 46.6399'$
 $EF1 - DC = Sta. 515 + 35.2200$
 $EF2 - PI = Sta. 521 + 55.6882$
 $EF3 - P.T. = Sta. 527 + 66.0274$
 Superelevate .019' per ft.

* Note:
 Sta Equation below occurs on Curve 0.0290 ahead of PC of curve.

B.M. # 29A - Elev 148.144
 Arrow on Fire Hydrant - N.W. Cor of Hecla & Kirby Ave

B.M. # 29B - Elev 148.399
 Arrow on Fire Hydrant - N.W. Cor of Avery & Kirby Ave

B.M. # 29C - Elev 148.614
 Arrow on Fire Hydrant - N.W. Cor of Commonwealth & Kirby Ave

B.M. # 29D - Elev 148.699
 Arrow on Fire Hydrant - N.W. Cor of Trumbull & Kirby Ave

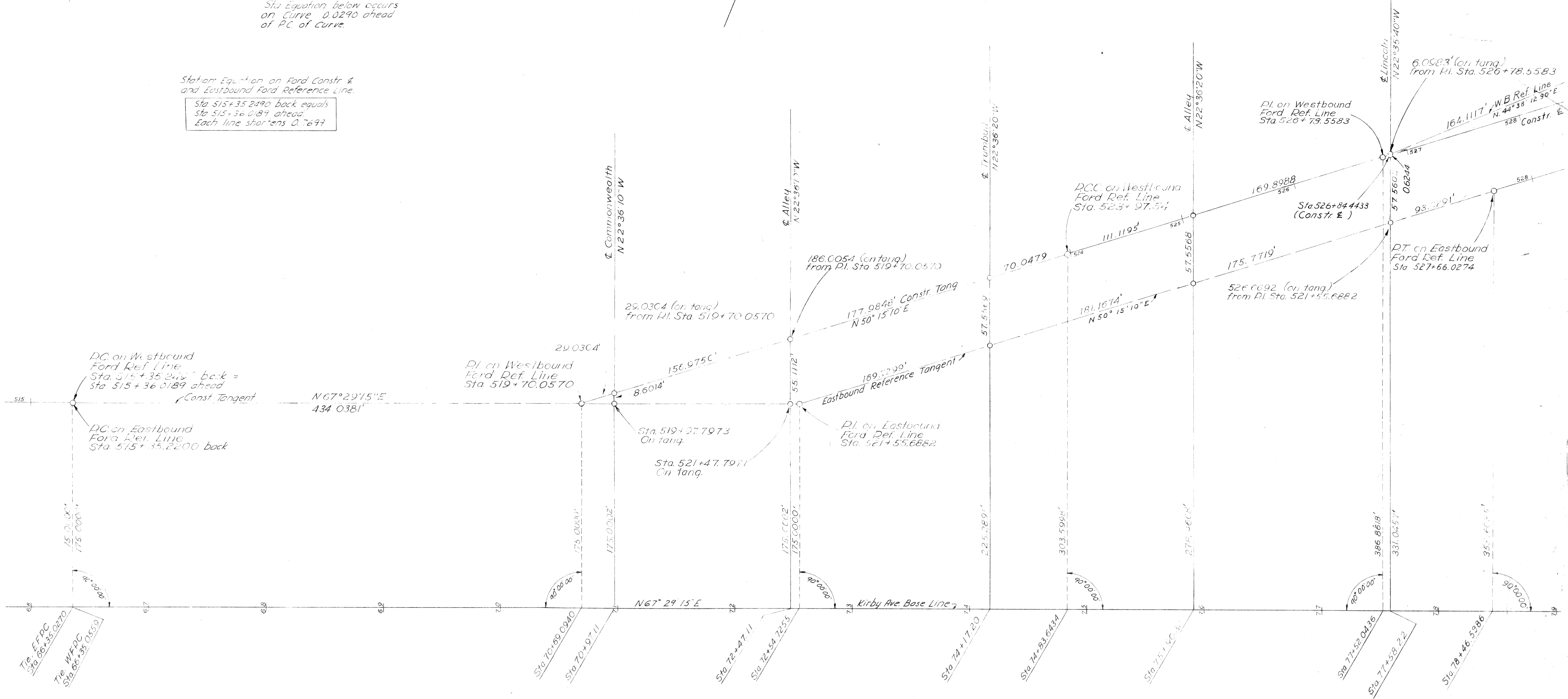
B.M. # 29E - Elev 148.959
 Arrow on Fire Hydrant - N.W. Cor of Lincoln & Kirby Ave

FED. ROAD	FEDERAL	STATE	CITY	PROJECT
M-112	82-65	9-66	Wayne	Detroit
				10

FORD EXPRESSWAY ALIGNMENT TIES
 MAIN LINE TIES

Station Equation on Ford Constr. & Eastbound Ford Reference Line.

Sta 515 + 35.2490 back equals
 Sta 515 + 36.0189 ahead
 Each line shortens 0.7699



FORD EXPRESSWAY ALIGNMENT TIES
 MAIN LINE TIES

B.M. #29 F Elev. 148.959
Arrow on Fire Hydrant at NE Cor.
of Brooklyn Ave & Kirby Ave

Curve Data on Westbound Ford Ref. Line

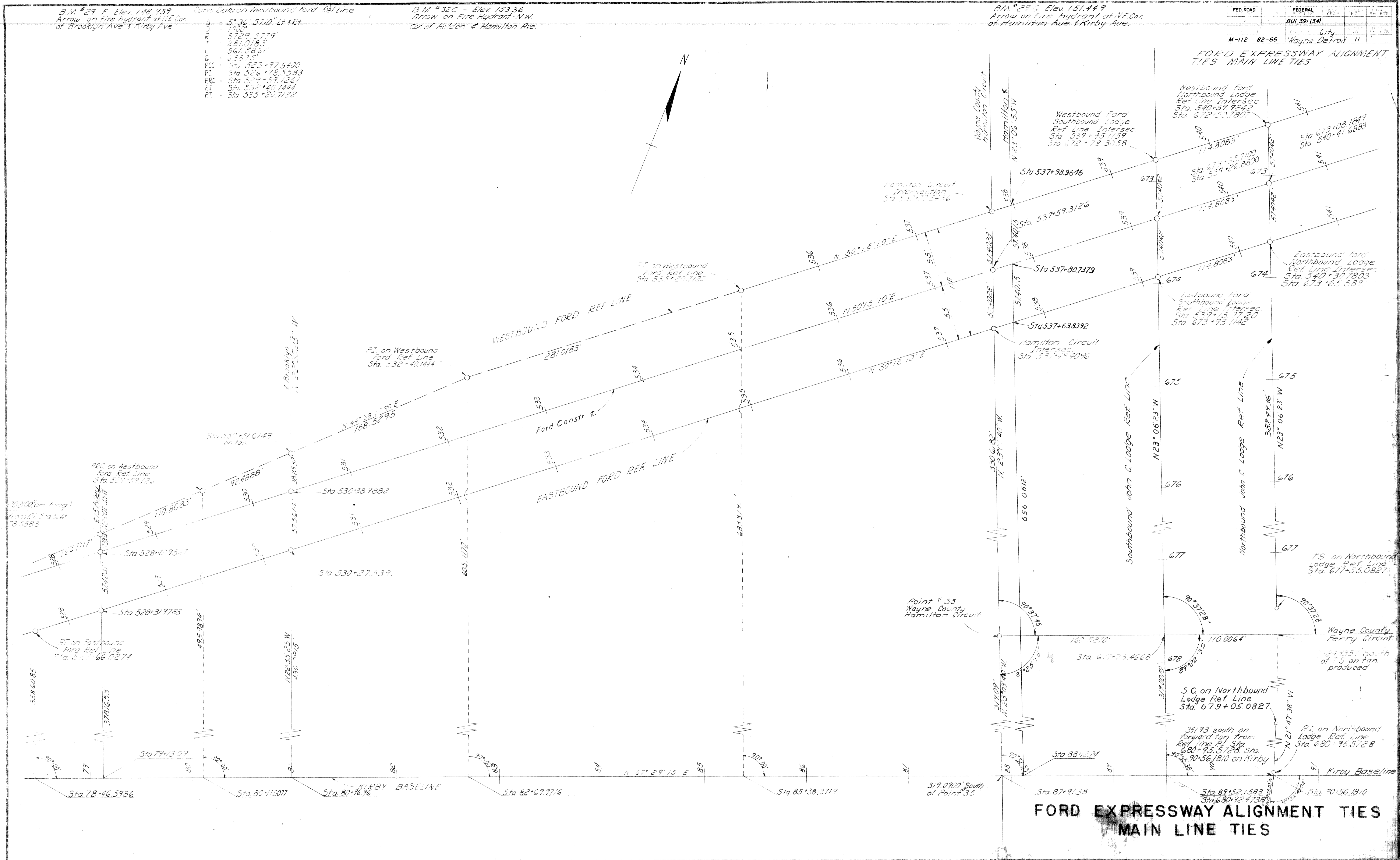
Δ 5° 36' 57.10" Lt 16ft
1:300
5729.5779'
281.0183'
561.5661'
338.75'
PCC Sta 523+97.5400
PI Sta 526+78.5583
PRC Sta 529+39.1261
PT Sta 532+20.1444
PT Sta 535+20.7122

B.M. #32C - Elev. 153.36
Arrow on Fire Hydrant N.W.
Cor. of Holden & Hamilton Ave.

B.M. #29 G Elev. 151.449
Arrow on Fire Hydrant at NE Cor.
of Hamilton Ave & Kirby Ave.

FED. ROAD	FEDERAL	STATE	CITY	PLAT	DATE
M-112 82-66	Wayne	Detroit	11		

FORD EXPRESSWAY ALIGNMENT TIES MAIN LINE TIES



FORD EXPRESSWAY ALIGNMENT TIES
MAIN LINE TIES

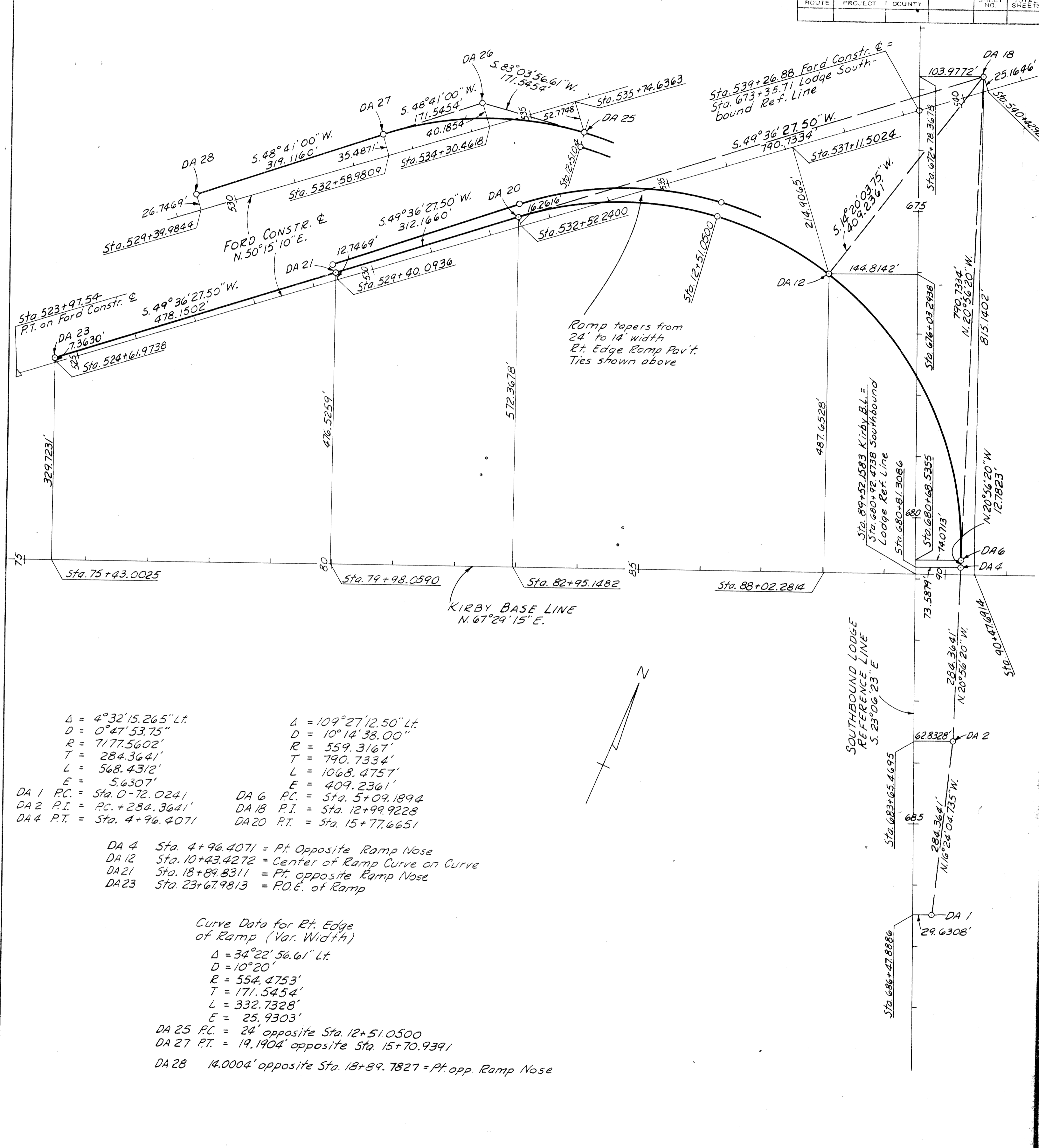
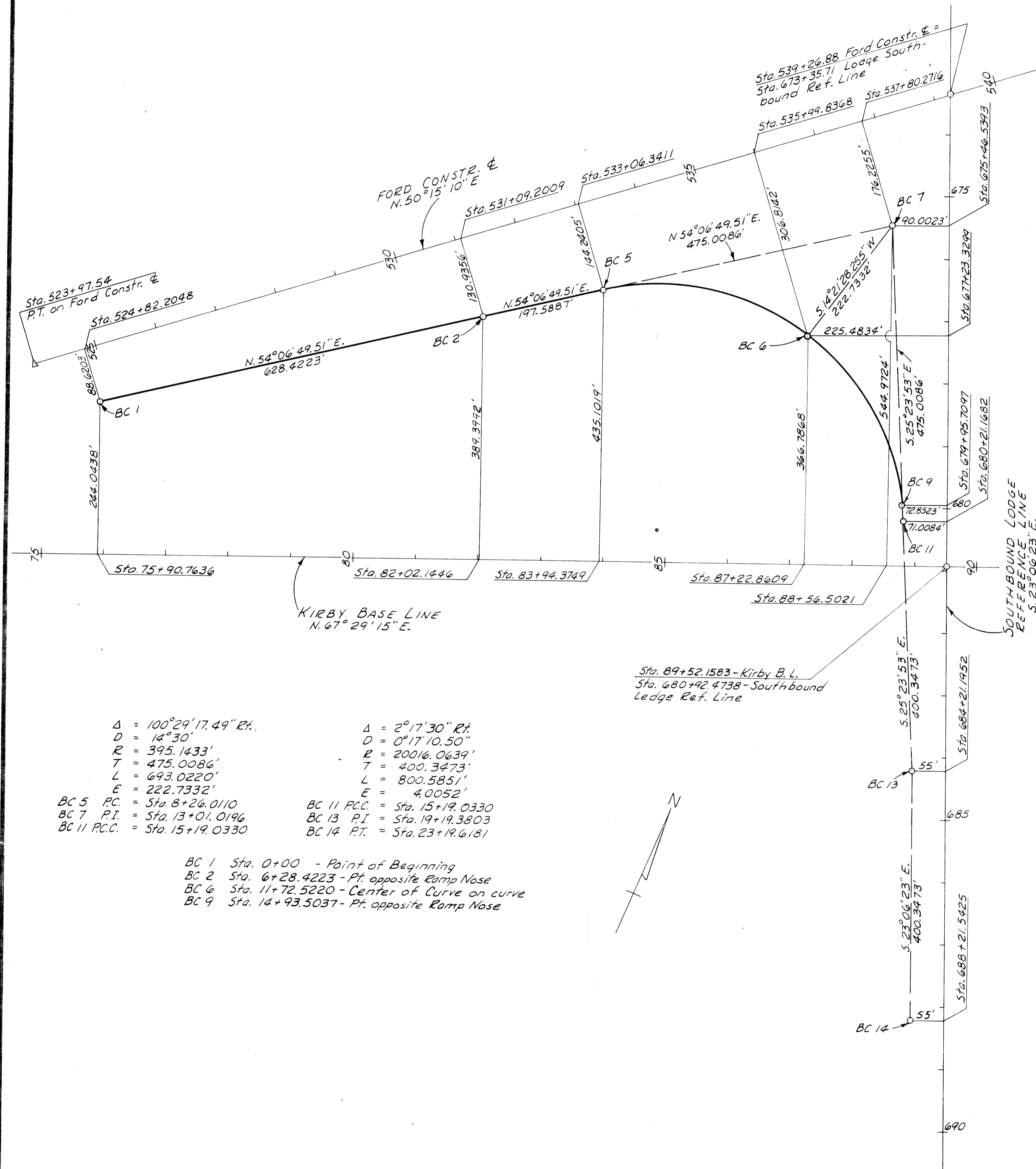
B to C RAMP ALIGNMENT DATA & TIES

ON REFERENCE LINE (RT. EDGE OF PAV'T.)

D to A RAMP ALIGNMENT DATA & TIES

ON REFERENCE LINE (LT. EDGE OF PAV'T.)

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
4	MICH.	BUI 391 (34)		13		
ROUTE	STATE	PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-66	WAYNE	Detroit	13		
ROUTE	STATE	PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (34)		13		



$\Delta = 100^{\circ}29'17.49''$ Rt.
 $D = 14^{\circ}30'$
 $R = 395.1433'$
 $T = 475.0086'$
 $L = 693.0220'$
 $E = 222.7332'$
 BC 5 P.C. = Sta. 8+26.0110
 BC 7 P.I. = Sta. 13+01.0196
 BC 11 P.C.C. = Sta. 15+19.0330

 $\Delta = 2^{\circ}17'30''$ Rt.
 $D = 0^{\circ}17'10.50''$
 $R = 20016.0639'$
 $T = 400.3473'$
 $L = 800.5851'$
 $E = 4.0052'$
 BC 11 P.C.C. = Sta. 15+19.0330
 BC 13 P.I. = Sta. 19+19.3803
 BC 14 P.T. = Sta. 23+19.6181

 BC 1 Sta. 0+00 - Point of Beginning
 BC 2 Sta. 6+28.4223 - Pt. opposite Ramp Nose
 BC 6 Sta. 11+72.5220 - Center of Curve on curve
 BC 9 Sta. 14+93.5037 - Pt. opposite Ramp Nose

$\Delta = 4^{\circ}32'15.265''$ Lt.
 $D = 0^{\circ}47'53.75''$
 $R = 7177.5602'$
 $T = 284.3641'$
 $L = 568.4312'$
 $E = 5.6307'$
 DA 1 P.C. = Sta. 0-72.0241
 DA 2 P.I. = Sta. 4+96.4071
 DA 4 P.T. = Sta. 4+96.4071

 $\Delta = 109^{\circ}27'12.50''$ Lt.
 $D = 10^{\circ}14'38.00''$
 $R = 559.3167'$
 $T = 790.7334'$
 $L = 1068.4757'$
 $E = 409.2361'$
 DA 6 P.C. = Sta. 5+09.1894
 DA 12 P.I. = Sta. 12+99.9228
 DA 18 P.T. = Sta. 12+99.9228
 DA 20 P.T. = Sta. 15+77.6651

 DA 4 Sta. 4+96.4071 = Pt. Opposite Ramp Nose
 DA 12 Sta. 10+43.4272 = Center of Ramp Curve on Curve
 DA 21 Sta. 18+89.8311 = Pt. opposite Ramp Nose
 DA 23 Sta. 23+67.9813 = P.O.E. of Ramp

Curve Data for Rt. Edge of Ramp (Var. Width)
 $\Delta = 34^{\circ}22'56.61''$ Lt.
 $D = 10^{\circ}20'$
 $R = 554.4753'$
 $T = 171.5454'$
 $L = 332.7328'$
 $E = 25.9303'$
 DA 25 P.C. = 24' opposite Sta. 12+51.0500
 DA 27 P.T. = 19.1904' opposite Sta. 15+70.9391
 DA 28 14.0004' opposite Sta. 18+89.7827 = Pt. opp. Ramp Nose

ALIGNMENT DIAGRAM

B to G RAMP ALIGNMENT DATA & TIES

ON REFERENCE LINE (LT. EDGE OF PAVT.)

$\Delta = 6^{\circ}52'47.83''$ Lt.	$\Delta = 72^{\circ}17'27''$ Lt.	$\Delta = 2^{\circ}49'00.37''$ Lt.
$D = 2^{\circ}09'21.45''$	$D = 5^{\circ}24'41.98''$	$D = 0^{\circ}24'32.23''$
$R = 2657.5446'$	$R = 1058.7466'$	$R = 14010.3210'$
$T = 159.7482'$	$T = 773.3375'$	$T = 344.4564'$
$L = 319.1122'$	$L = 1335.8344'$	$L = 688.7740'$
$E = 4.7971'$	$E = 252.3580'$	$E = 4.2339'$
BG1 P.C. = Sta. 0+00	BG6 P.C. = Sta. 7+54.5082	BG33 P.C. = Sta. 22+56.6048
BG2 P.I. = Sta. 1+59.7482	BG23 P.I. = Sta. 15+27.8457	BG35 P.I. = Sta. 26+01.0612
BG3 P.T. = Sta. 3+19.1122	BG31 P.T. = Sta. 20+90.3426	BG36 P.T. = Sta. 23+45.3788

BG4 Sta. 7+46.1741 - Pt. opposite Ramp Nose
 BG18 Sta. 14+22.4254 - Center of Curve on Curve
 BG33 Sta. 22+56.6048 - Pt. opposite Ramp Nose

H to A RAMP ALIGNMENT DATA & TIES

ON REFERENCE LINE (RT. EDGE OF PAVT.)

$\Delta = 3^{\circ}26'00''$ Rt.	$\Delta = 31^{\circ}56'20.50''$ Rt.
$D = 0^{\circ}29'27.23''$	$D = 5^{\circ}57'52.03''$
$R = 11671.6604'$	$R = 960.6210'$
$T = 349.8055'$	$T = 274.9005'$
$L = 699.4006'$	$L = 535.4897'$
$E = 5.2406'$	$E = 38.5602'$
HA1 P.C. = Sta. 0+263.7876	HA6 P.C. = Sta. 5+61.0369
HA2 P.I. = Sta. P.C. +349.8055	HA7 P.I. = Sta. 8+35.9374
HA3 P.T. = Sta. 4+35.6130	HA8 P.C.C. = Sta. 10+96.5266

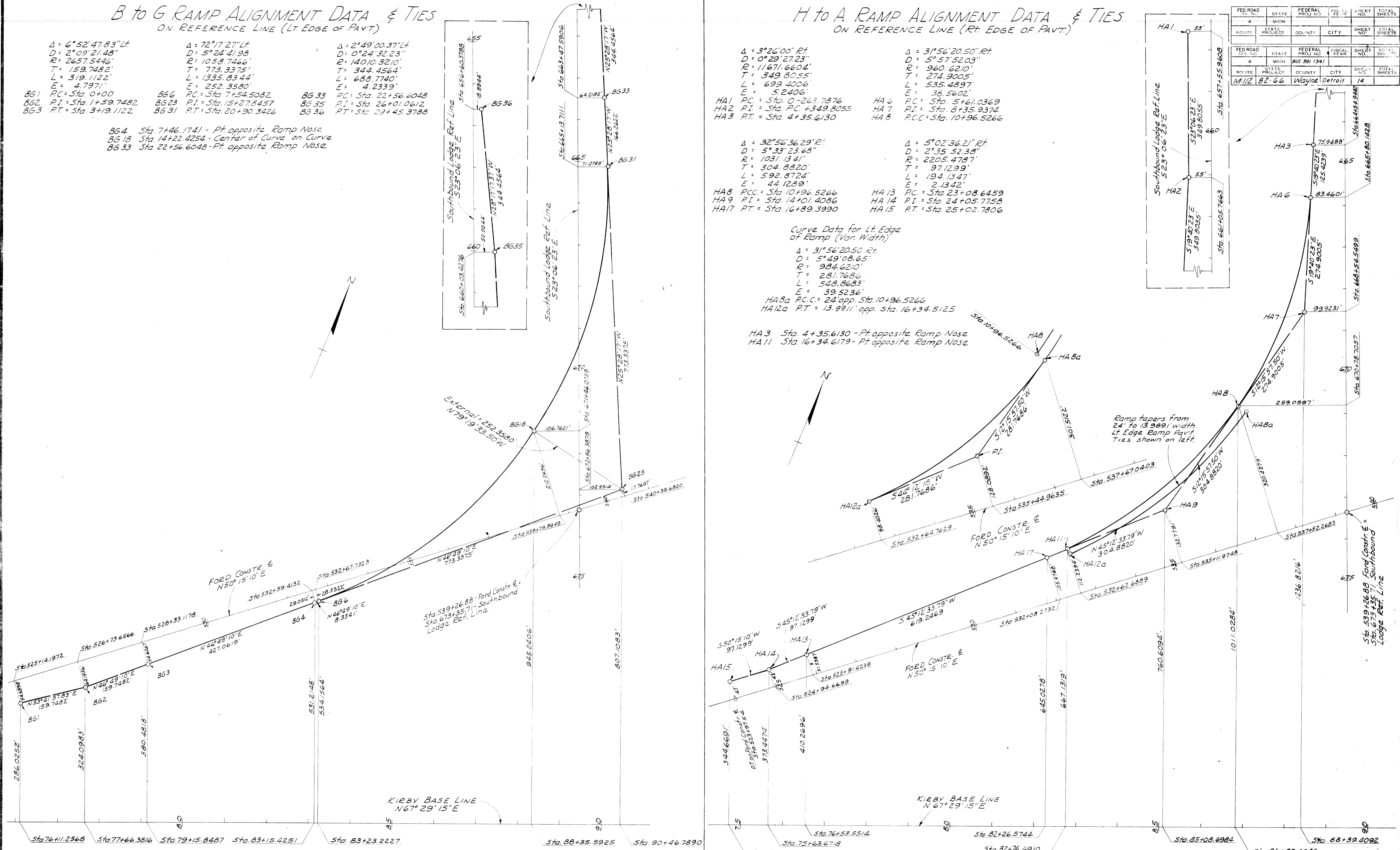
$\Delta = 32^{\circ}56'36.29''$ Rt.	$\Delta = 5^{\circ}02'36.21''$ Rt.
$D = 5^{\circ}33'23.68''$	$D = 2^{\circ}35'52.38''$
$R = 1031.1341'$	$R = 2205.4787'$
$T = 304.8820'$	$T = 97.1299'$
$L = 592.8724'$	$L = 194.1347'$
$E = 44.1289'$	$E = 2.1342'$
HA8 P.C.C. = Sta. 10+96.5266	HA13 P.C. = Sta. 23+08.6459
HA9 P.I. = Sta. 14+01.4086	HA14 P.I. = Sta. 24+05.7758
HA17 P.T. = Sta. 16+89.3990	HA15 P.T. = Sta. 25+02.7806

Curve Data for Lt. Edge of Ramp (Var. Width)

$\Delta = 31^{\circ}56'20.50''$ Rt.
$D = 5^{\circ}49'08.65''$
$R = 984.6210'$
$T = 281.7686'$
$L = 548.8683'$
$E = 39.5236'$
HA8a P.C.C. = 24' opp. Sta. 10+96.5266
HA12a P.T. = 13.9911' opp. Sta. 16+34.5125

HA3 Sta. 4+35.6130 - Pt. opposite Ramp Nose
 HA11 Sta. 16+34.6179 - Pt. opposite Ramp Nose

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-66	Wayne	Detroit	14	



ALIGNMENT DIAGRAM

FED. ROAD	FEDERAL
M-112 82-65	WAYNE DETROIT 15
BUI 391 (58)	CITY

Curve Data
W. Bound "On" Ramp

$\Delta = 08^{\circ}11'50''$ Lt.
 $D = 07^{\circ}00'00''$
 $R = 818.51'$
 $T = 58.65'$
 $L = 117.10'$
 $E = 2.10'$
 $PC = 479 + 62.10$
 $PI = 480 + 20.15$
 $PT = 480 + 74.20$

Curve Data
W. Bound Bus Ramp

$\Delta = 05^{\circ}00'00''$ Rt.
 $D = 10^{\circ}30'00''$
 $R = 543.67'$
 $T = 23.82'$
 $L = 47.62'$
 $E = 0.52'$
 $PC = 482 + 40.02$
 $PI = 482 + 63.84$
 $PT = 482 + 87.64$

Curve Data
W. Bound Bus Ramp

$\Delta = 11^{\circ}16'40''$ Lt.
 $D = 10^{\circ}30'00''$
 $R = 543.67'$
 $T = 53.88'$
 $L = 107.14'$
 $E = 2.65'$
 $PC = 482 + 87.64$
 $PI = 483 + 41.52$
 $PT = 483 + 94.78$ 483+43.02-12.5 Ramp

Curve Data
East Bound "On" Ramp

$\Delta = 04^{\circ}00'00''$ Rt.
 $D = 02^{\circ}30'00''$
 $R = 2864.45'$
 $T = 100.05'$
 $L = 200.00'$
 $E = 1.75'$
 $PC = 475 + 30.41$
 $PI = 476 + 30.96$
 $PT = 477 + 33.41$

Curve Data
East Bound "On" Ramp

$\Delta = 03^{\circ}28'45''$ Rt.
 $D = 07^{\circ}40'00''$
 $R = 3437.57'$
 $T = 104.41'$
 $L = 203.70'$
 $E = 1.98'$
 $PC = 477 + 37.35$
 $PI = 478 + 01.70$
 $PT = 478 + 00.10$

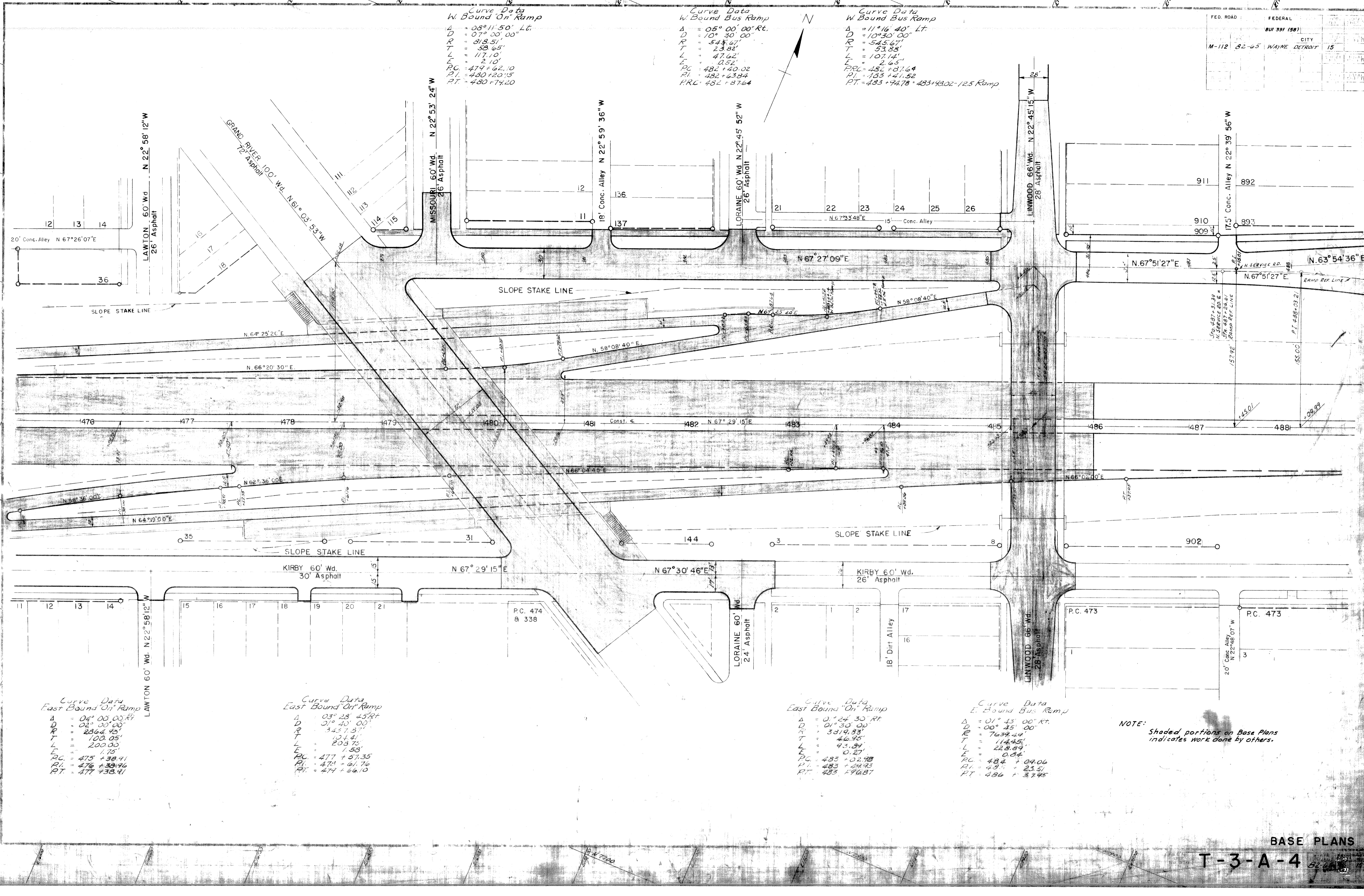
Curve Data
East Bound "On" Ramp

$\Delta = 0^{\circ}24'30''$ Rt.
 $D = 01^{\circ}30'00''$
 $R = 3319.83'$
 $T = 46.95'$
 $L = 93.89'$
 $E = 0.27'$
 $PC = 483 + 02.98$
 $PI = 483 + 04.93$
 $PT = 483 + 76.87$

Curve Data
E. Bound Bus Ramp

$\Delta = 01^{\circ}45'00''$ Rt.
 $D = 00^{\circ}45'00''$
 $R = 7639.24'$
 $T = 114.45'$
 $L = 228.89'$
 $E = 0.84'$
 $PC = 484 + 04.06$
 $PI = 485 + 23.51$
 $PT = 486 + 37.95$

NOTE: Shaded portions on Base Plans indicates work done by others.



Curve Data for Rt. Edge
of North Service Road
P.I. Sta. 489+28.35
A = 6°54'32"
T = 24.15'
R = 400'
L = 48.27'

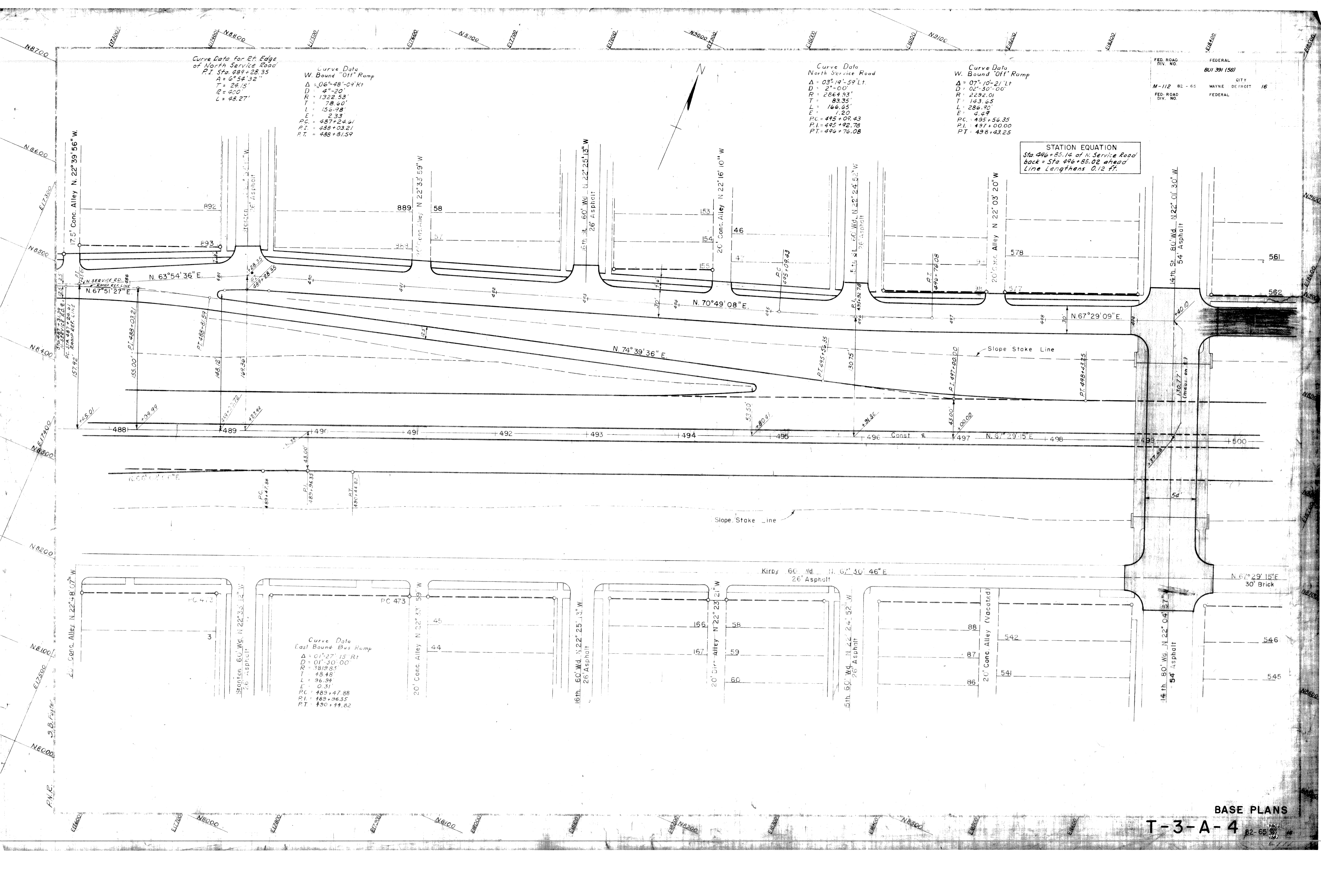
Curve Data
W. Bound "Off" Ramp
Δ = 06°48'09" Rt
D = 4'-20"
R = 1322.93'
T = 79.60'
L = 156.98'
E = 2.33'
P.C. = 487+24.41
P.I. = 488+03.21
P.T. = 488+81.59

Curve Data
North Service Road
Δ = 03°19'59" Lt
D = 2'-00"
R = 2864.93'
T = 83.35'
L = 166.65'
E = 1.20'
P.C. = 495+09.43
P.I. = 495+92.78
P.T. = 496+76.08

Curve Data
W. Bound "Off" Ramp
Δ = 07°10'21" Lt
D = 02'-30"-00"
R = 2292.01'
T = 143.65'
L = 286.90'
E = 4.49'
P.C. = 495+56.35
P.I. = 497+00.00
P.T. = 498+43.25

FED. ROAD
DIV. NO. M-112 82-65
WAYNE DETROIT 16
FEDERAL
CITY
BUI 391 (58)
FEDERAL

STATION EQUATION
Sta 496+85.14 of N. Service Road
back = Sta 496+85.02 ahead
Line Lengthens 0.12 ft.

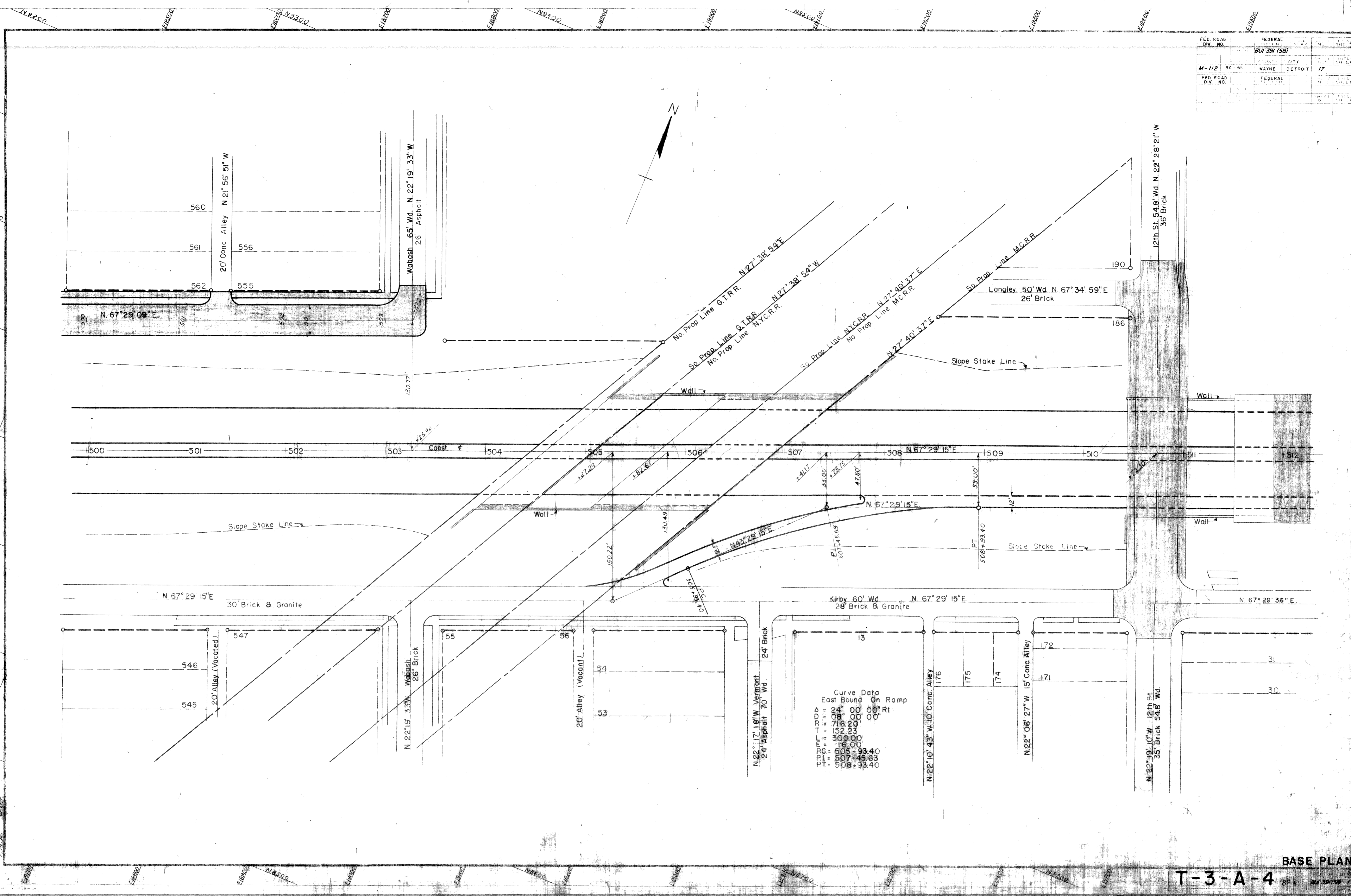


BASE PLANS

T-3-A-4

82-65
158

FED. ROAD DIV. NO.	FEDERAL PROJECT NO.	DATE	SHEET NO.
M-112	BUI 391 (58)	WAYNE DETROIT	17
FED. ROAD DIV. NO.	FEDERAL PROJECT NO.	DATE	SHEET NO.



BASE PLANS

T-3-A-4 82-65 BUI 391(58) 17

Curve Data
East Bound off Ramp
 $\Delta = 05^{\circ}30'00''R$
 $D = 03^{\circ}40'00''$
 $R = 1562.88'$
 $T = 75.07'$
 $L = 130.00'$
 $E = 1.80'$
 $PC = 512+90.41$
 $PI = 513+65.48$
 $PT = 514+40.41$

Curve Data
West Bound On Ramp
 $\Delta = 01^{\circ}46'00''L$
 $D = 01^{\circ}00'00''$
 $R = 5729.65'$
 $T = 38.34'$
 $L = 176.47'$
 $E = 0.68'$
 $PC = 511+47.95$
 $PI = 512+36.29$
 $PT = 513+24.62$

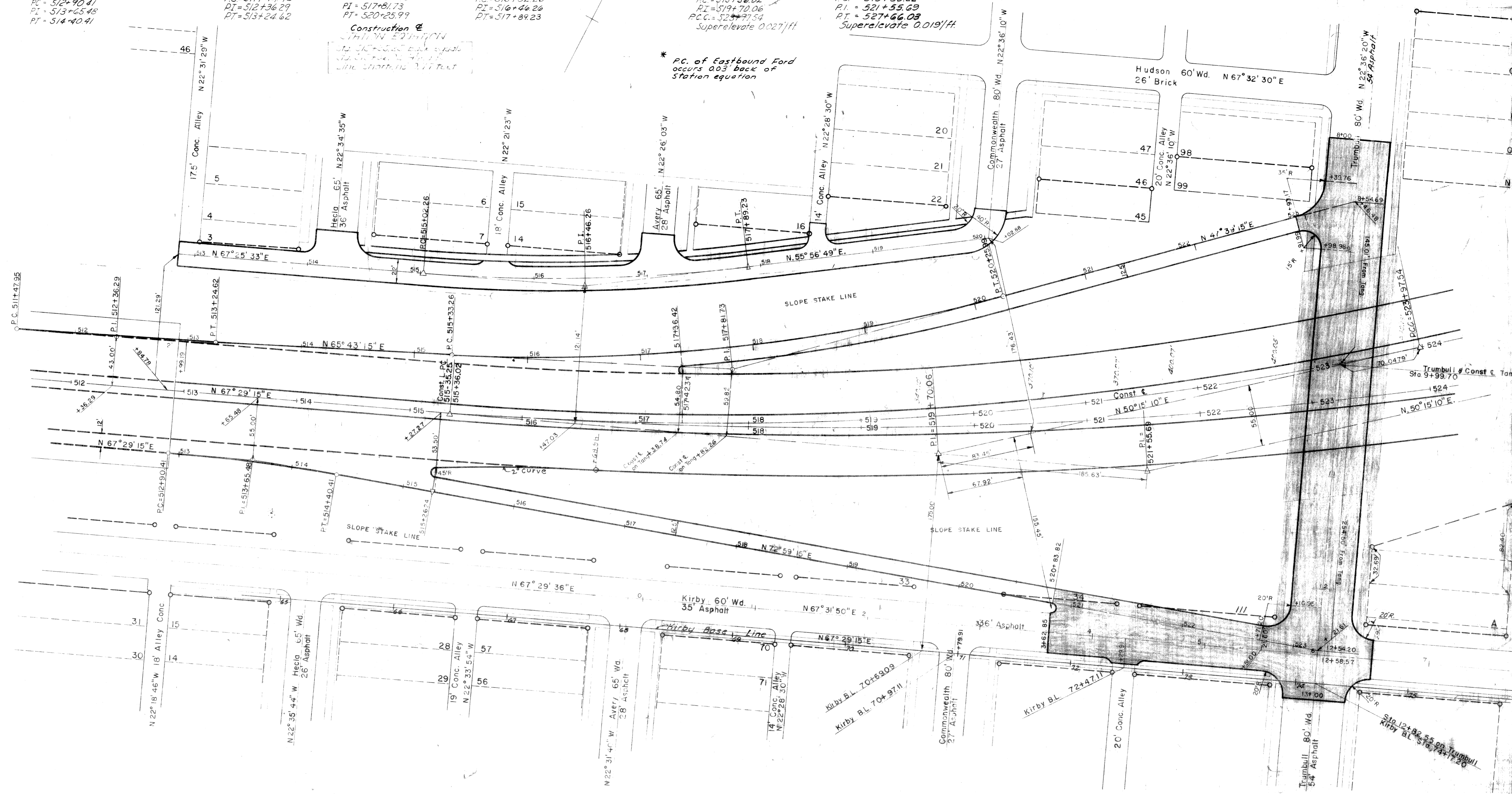
Curve Data
West Bound On Ramp
 $\Delta = 18^{\circ}04'00''L$
 $D = 03^{\circ}40'00''$
 $R = 1562.88'$
 $T = 248.47'$
 $L = 492.73'$
 $E = 19.63'$
 $PC = 515+33.26$
 $PI = 517+81.73$
 $PT = 520+25.99$

Curve Data
North Service Road
 $\Delta = 11^{\circ}28'44''L$
 $D = 4^{\circ}00'00''$
 $R = 1432.69'$
 $T = 144.00'$
 $L = 286.97'$
 $E = 7.22'$
 $PC = 515+02.26$
 $PI = 516+46.26$
 $PT = 517+89.23$

Curve Data
Westbound Ref. Line & Constr. E
 $\Delta = 17^{\circ}14'05''L$
 $D = 2^{\circ}00'02''$
 $R = 2864.07'$
 $T = 434.04'$
 $L = 861.52'$
 $E = 32.70'$
 $PC = 515+36.02$
 $PI = 519+70.06$
 $PT = 523+97.54$
 $Superelevate 0.027/ft$

Curve Data
Eastbound Ford Ref. Line
 $\Delta = 17^{\circ}14'05''L$
 $D = 1^{\circ}24'04''$
 $R = 4089.18'$
 $T = 619.70'$
 $L = 1230.04'$
 $E = 46.69'$
 $PC = 515+35.22$
 $PI = 521+55.69$
 $PT = 527+66.03$
 $Superelevate 0.019/ft$

FED. ROAD DIV. NO. M-112 82-65 B 65 Wayne Detroit 18
 FEDERAL CITY Detroit 18
 811 391 (58)
 811 391 (34)



Slope Stake Line Corrected @
 Ramps Added Aug 3, 50
BASE PLANS Correct to 6-1-51
T-3-A-4
 82-65 B 65

HA Ramp Alignment & Curve Data on Ref Line

$\Delta = 31^{\circ}56'20.50"$ Lt.	$\Delta = 32^{\circ}56'36.29"$ Rt.	$\Delta = 5^{\circ}02'36.21"$ Lt.
$D = 5^{\circ}57'58.03"$	$D = 5^{\circ}33'23.68"$	$D = 2^{\circ}35'52.38"$
$R = 940.62'$	$R = 1031.13'$	$R = 2205.48'$
$T = 274.90'$	$T = 304.89'$	$T = 97.13'$
$L = 535.49'$	$L = 592.87'$	$L = 194.13'$
$E = 38.56'$	$E = 44.13'$	$E = 2.13'$
$PC = Sta. 5+61.04$	$PCC = Sta. 10+46.53$	$PC = Sta. 23+08.65$
$PI = Sta. 8+35.94$	$PI = Sta. 14+01.41$	$PI = Sta. 24+05.78$
$PCC = Sta. 10+96.53$	$PT = Sta. 16+89.40$	$PT = Sta. 25+02.78$

BC Ramp Alignment & Curve Data on Ref Line

$\Delta = 6^{\circ}52'47.83"$ Lt.	$\Delta = 72^{\circ}17'27"$ Lt.
$D = 2^{\circ}09'21.48"$	$D = 5^{\circ}24'42"$
$R = 2657.54'$	$R = 1058.75'$
$T = 159.75'$	$T = 773.34'$
$L = 319.11'$	$L = 1335.83'$
$E = 4.80'$	$E = 252.36'$
$PC = Sta. 0+00$	$PC = Sta. 7+54.51$
$PI = Sta. 1+59.75$	$PI = Sta. 15+27.85$
$PT = Sta. 3+19.11$	$PT = Sta. 20+90.34$

Curve Data on Eastbound Ford Reference Line

$\Delta = 1^{\circ}14'05"$ Lt.
$D = 1^{\circ}24'04"$
$R = 4089.18'$
$T = 419.70'$
$L = 1230.04'$
$E = 46.69'$
$PC = Sta. 5+5-35.22$
$PI = Sta. 52+55.69$
$PT = Sta. 327+66.03$

Curve Data on Westbound Ford Reference Line

$\Delta = 5^{\circ}36'57.10"$ Lt. & Rt.
$D = 1^{\circ}00"$
$R = 5729.58'$
$T = 281.02'$
$L = 561.59'$
$E = 6.89'$
$PCC = 523+97.84$
$PI = 526+78.56$
$PRC = 529+59.13$
$RI = 532+40.14$
$PT = 535+20.71$

DA Ramp Alignment & Curve Data on Ref Line

$\Delta = 10^{\circ}27'12.50"$ Lt.
$D = 10^{\circ}14'38.00"$
$R = 559.32'$
$T = 790.73'$
$L = 1068.48'$
$E = 409.24'$
$PC = Sta. 5+09.19$
$PI = Sta. 12+99.92$
$PT = Sta. 13+17.6$

BC Ramp Alignment & Curve Data on Ref Line

$\Delta = 100^{\circ}29'17.49"$ Rt.
$D = 14^{\circ}30'00"$
$R = 395.14'$
$T = 475.01'$
$L = 673.02'$
$E = 222.73'$
$PC = Sta. 8+26.0$
$PI = Sta. 13+01.02$
$PT = Sta. 15+19.03$

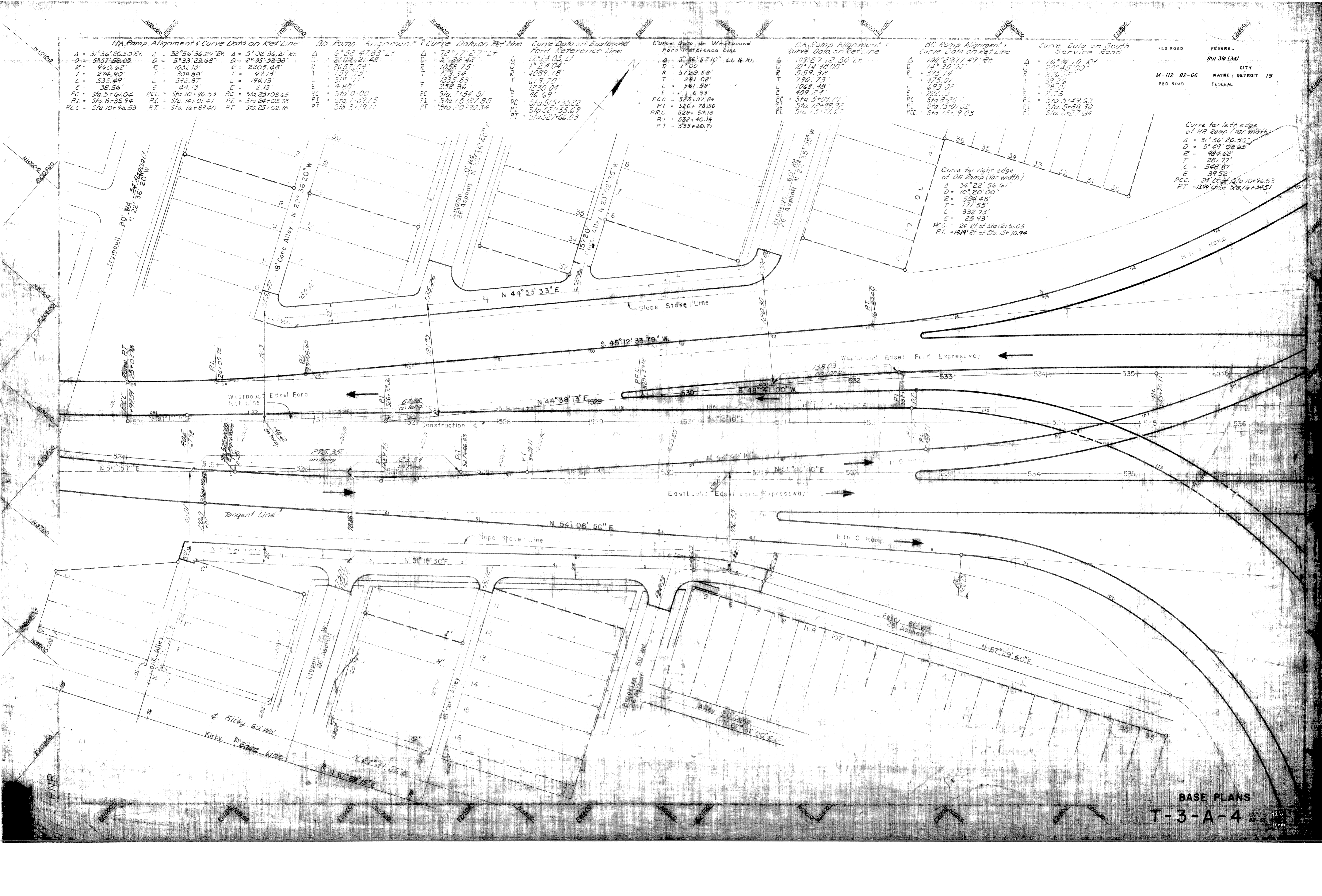
Curve Data on South Service Road

$\Delta = 16^{\circ}41'10"$ Pt.
$D = 20^{\circ}45'00"$
$R = 276.12'$
$T = 39.26'$
$L = 28.01'$
$E = 2.78'$
$PC = Sta. 5+49.63$
$PI = Sta. 5+88.90$
$PT = Sta. 6+27.64$

FED. ROAD FEDERAL
 BUI 391 (34)
 CITY
 M-112 82-66 WAYNE DETROIT 19
 FED. ROAD FEDERAL

Curve for left edge of HA Ramp (Var. Width)
 $\Delta = 31^{\circ}56'20.50"$
 $D = 5^{\circ}49'08.65"$
 $R = 984.62'$
 $T = 281.77'$
 $L = 548.87'$
 $E = 39.52'$
 $PCC = 24'$ Lt. of Sta. 10+96.53
 $PT = 1349'$ Lt. of Sta. 16+34.51

Curve for right edge of DA Ramp (Var. Width)
 $\Delta = 34^{\circ}22'56.61"$
 $D = 10^{\circ}20'00"$
 $R = 534.48'$
 $T = 171.58'$
 $L = 332.73'$
 $E = 25.93'$
 $PCC = 24'$ Rt. of Sta. 12+51.05
 $PT = 1919'$ Rt. of Sta. 15+70.94



BASE PLANS
 T-3-A-4

Squad - March 1951
 Squad - Damelson 1953

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391.00		20	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	Detroit	20	
FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS

Remove trees as marked
 (This sheet)
 Sta. 486+00 to Sta. 487+46
 8" to 12" Diam. (4) each
 13" to 24" Diam. (3) each

Abandoning Catch Basins
 (2) each

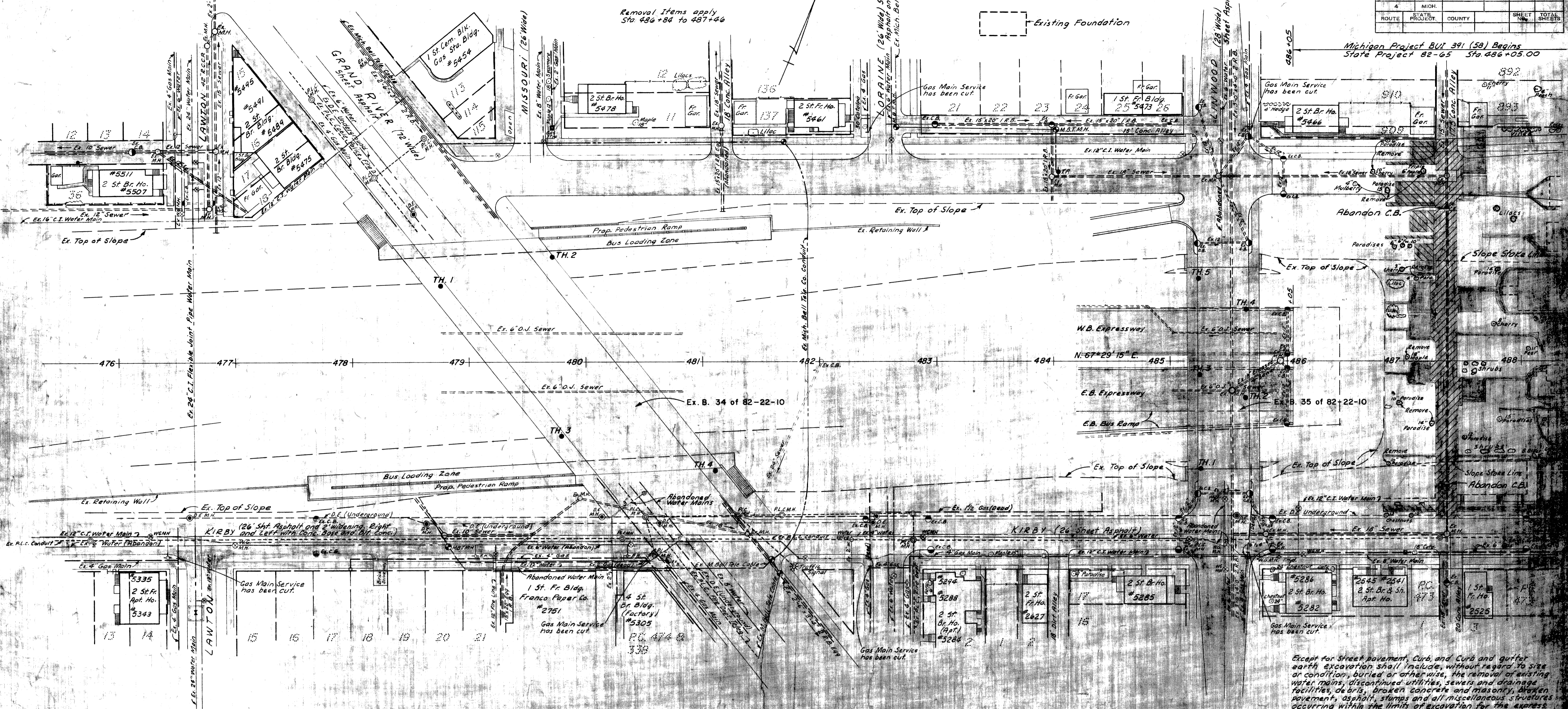
Remove existing conc. sidewalk, conc. driveways, and conc. garage floors shown hatched.
 258 Sq. yds. Removing Sidewalk.

Remove existing pavement shown hatched.
 733 Sq. yds. Removing Old Pavement this sheet.

Estimated 15 cu. yds. of Removing Masonry and Concrete this sheet (between ex. top of slope or slope stake line and R.O.W. Line)

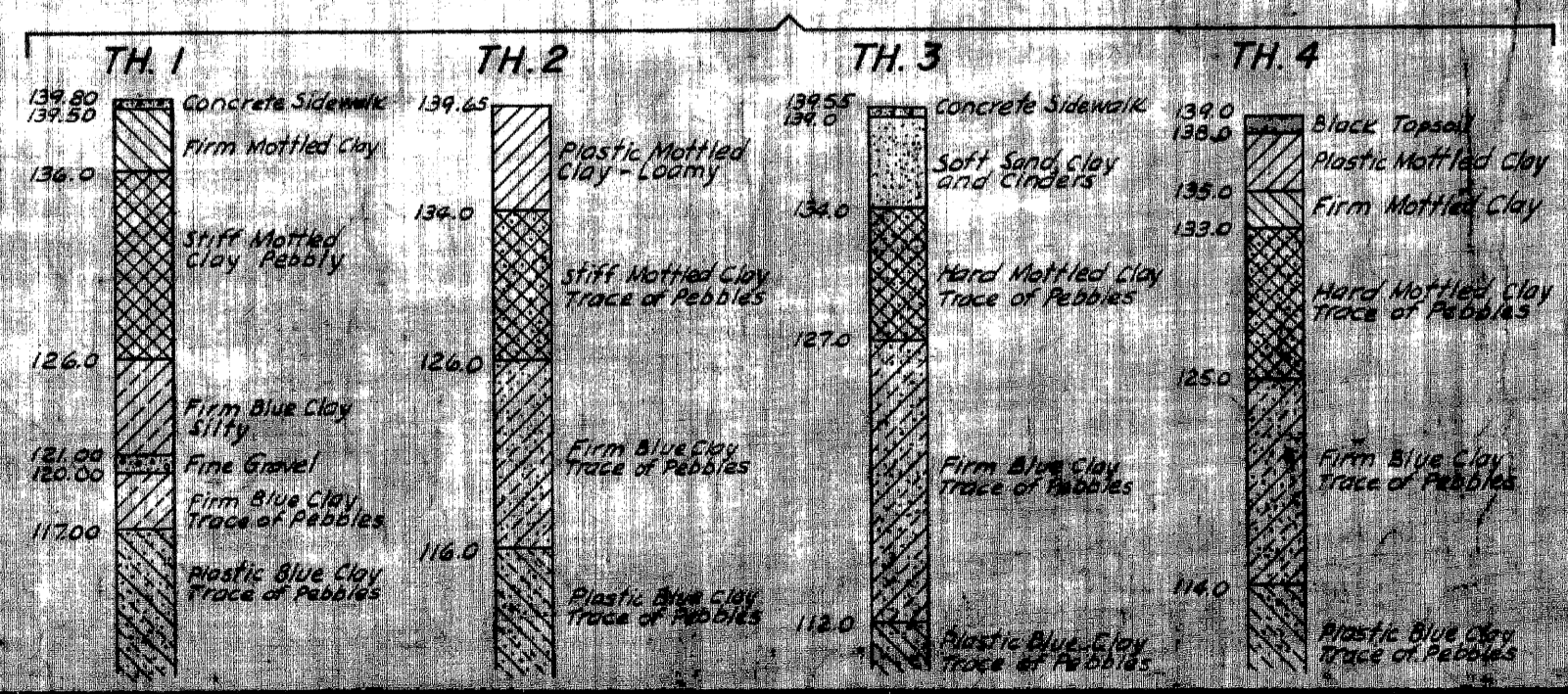
Removal Items apply Sta 486+84 to 487+46

Existing Foundation

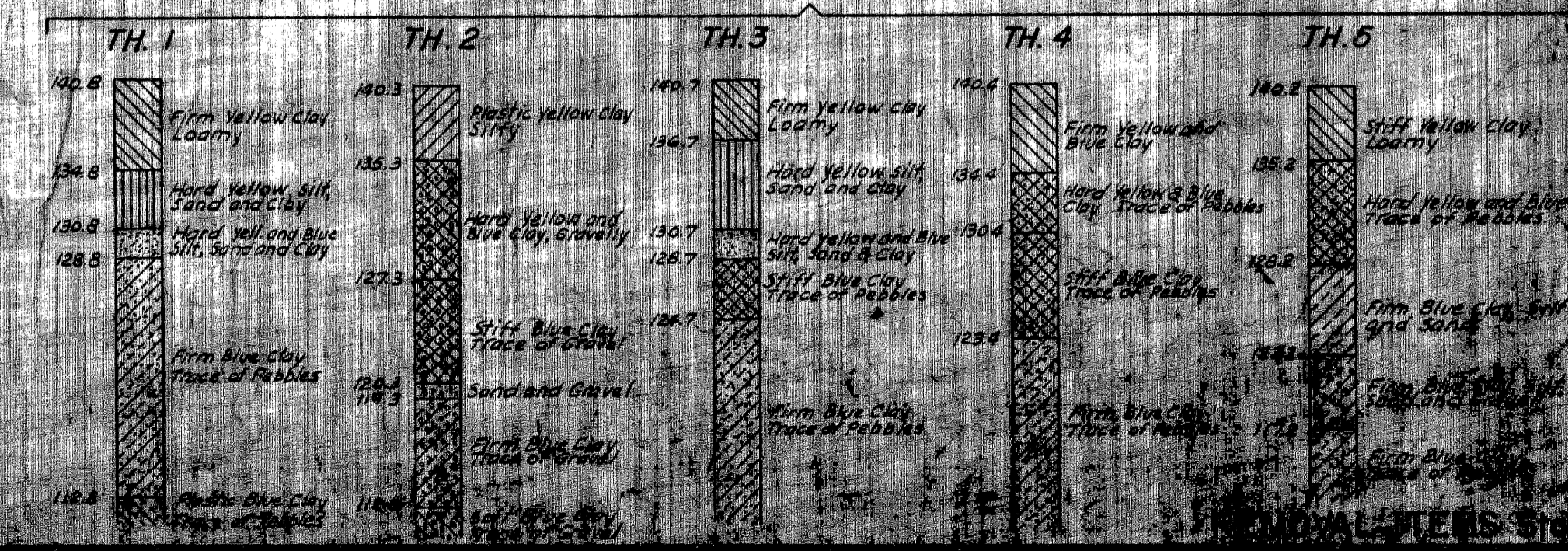


Except for Street pavement, Curb and Gutter and earth excavation shall include, without regard to size or condition, buried or otherwise, the removal of existing water mains, discontinued utilities, sewers and drainage facilities, debris, broken concrete and masonry, broken pavement, asphalt, stumps and all miscellaneous structures occurring within the limits of excavation for the express roadways and ramps.

LOG OF BORINGS GRAND RIVER



LOG OF BORINGS LINWOOD



M.C. B. B. 10/14/51-5-51
 S.B. FOSTER 5-51

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH	BUI 39(08)			
ROUTE	STATE PROJ. NO.	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	DETROIT	21	
DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH				
ROUTE	STATE PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS	

Remove trees as marked (this sheet)
Sta. 487+46 to Sta. 497+90
8" to 12" Diam. (42) each
13" to 24" Diam. (46) each
25" to 36" Diam. 7 each

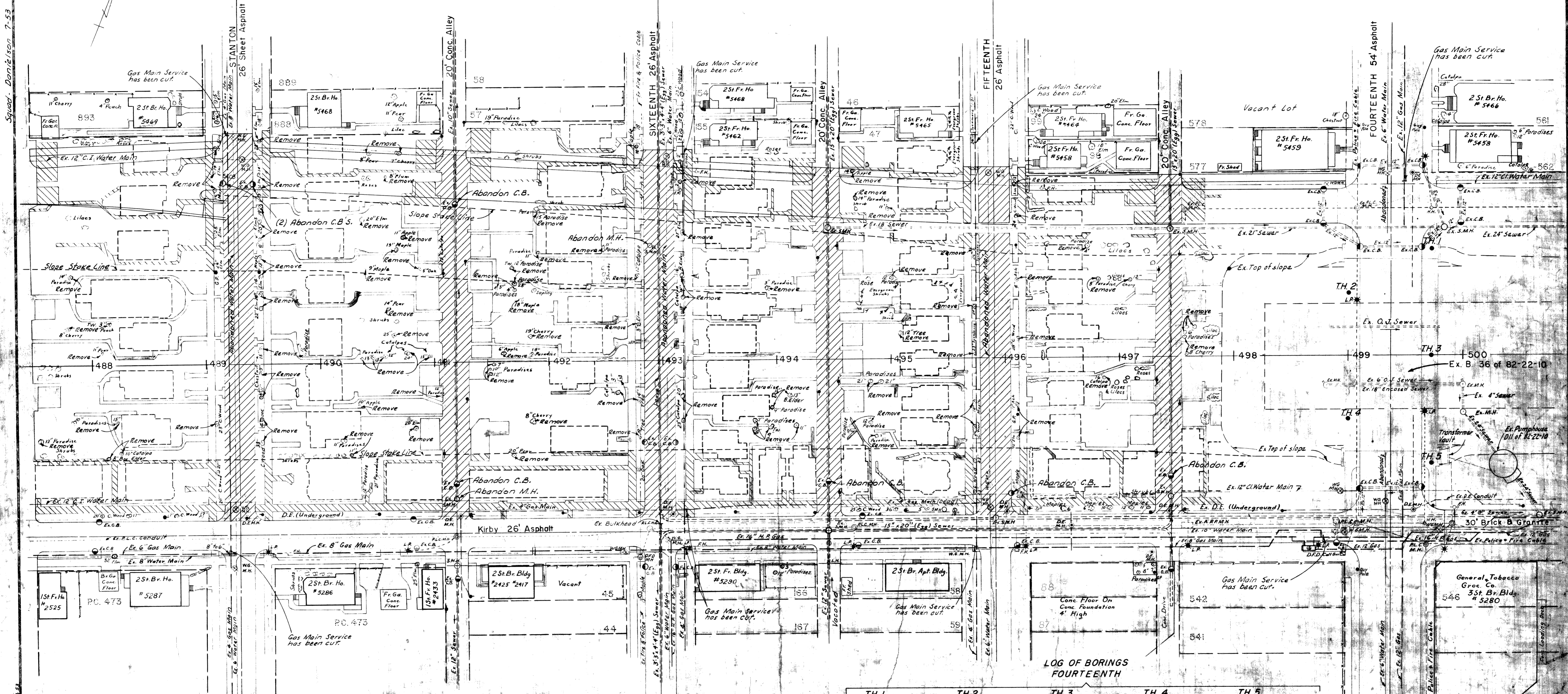
Remove existing conc. sidewalk, conc. driveways, and conc. garage floors shown hatched
2577 Sq. yds. Removing Sidewalk.

Remove existing pavement shown hatched
5282 Sq. yds. Removing Old Pavement this sheet.

Estimated 478 cu. yds. of Removing Masonry and Concrete this sheet (between ex top of slope or slope stake line and R.O.W. line.)

Abandoning Manholes (2) each
Abandoning Catch Basins (7) each

Removal Item apply Sta. 487+46 to 497+90



LOG OF BORINGS FOURTEENTH

TH. 1	TH. 2	TH. 3	TH. 4	TH. 5
121.8 Concrete Walk Firm yellow stiff blue clay	121.2 Concrete Walk Firm yellow stiff blue clay	121.5 Concrete Walk Firm yellow stiff blue clay	121.5 Concrete Walk Firm yellow stiff blue clay	121.0 Concrete Walk Firm yellow stiff blue clay
137.3 Hard yellow and blue clay Trace of pebbles	136.6 Hard yellow and blue clay	138.6 Hard yellow and blue clay	136.6 Hard yellow and blue clay	136.0 Hard yellow and blue clay
141.0 Stiff blue clay heavy trace of pebbles	144.0 Stiff blue clay heavy trace of pebbles	129.4 Stiff blue clay heavy trace of pebbles	130.1 Stiff blue clay heavy trace of pebbles	130.0 Stiff blue clay heavy trace of pebbles
153.8 Medium gray sand Plastic blue clay	123.6 Stiff blue clay heavy trace of pebbles	123.6 Stiff blue clay heavy trace of pebbles	118.6 Stiff blue clay heavy trace of pebbles	124.0 Stiff blue clay heavy trace of pebbles
111.8 Soft to plastic blue clay heavy trace of pebbles	116.6 Soft to plastic blue clay heavy trace of pebbles	113.6 Soft to plastic blue clay heavy trace of pebbles	113.1 Soft to plastic blue clay heavy trace of pebbles	112.0 Soft to plastic blue clay heavy trace of pebbles

REMOVAL ITEMS Sta. 488

T-3-A-4

Squad. Danielson 7-53

W.B. Reiniche 6-53

PNR:cd

Remove trees as marked
(this sheet)
8" to 12" Diam. (25) each (82-65) (6) each (82-66)
13 to 24" Diam. (23) each (82-65) (12) each (82-66)
25" to 36" Diam. (7) each (82-65)

Remove existing conc. sidewalk
conc. driveways and conc. Garage
floor shown hatched.
695 sq. yds. Removing Sidewalk (82-65)
133 sq. yds. Removing Sidewalk (82-66)

Remove existing Pavement
shown hatched.
4503 sq. yds. Removing Old Pavement (82-65)
730 sq. yds. Removing Old Pavement (82-66)
Removal Items apply
Sta. 513+40 to 523+10

Estimated 97 cu. yds. of Removing
Masonry and Concrete (82-65)
(between Ex. top of slope or slope
stake line and R.O.W. line).
Est. 19 Cu. Yds. Removing Masonry and Concrete (82-66)

FED. ROAD DIST. NO.	CITY	FEDERAL PROJECT NO.	LOCAL YEAR	SHEET NO.	TOTAL SHEETS
4	DETROIT	BUI 391 (58) BUI 391 (34)		22	
M-112 82-65 8-66	WAYNE	CITY	DETROIT	22	
S.P. No.	STA. E.	PROJ. No.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MI-112			22	
ROUTE	ST. PROJ. No.	COUNTY			

Mich. Project BUI 391 (58) Ends
State Project 82-65 Sta. 520+00.00

Mich. Project BUI 391 (34) Begins
State Project 82-66 Sta. 520+00.00



**LOG OF BORINGS
NEW YORK CENTRAL TEAM TRACKS**

T.H. 5	T.H. 6	T.H. 7	
116.3 116.4 116.5 116.6 116.7 116.8 116.9 117.0 117.1 117.2	115.9 115.8 115.7 115.6 115.5 115.4 115.3 115.2 115.1 115.0 114.9 114.8 114.7 114.6 114.5 114.4 114.3 114.2 114.1 114.0 113.9 113.8 113.7 113.6 113.5 113.4 113.3 113.2 113.1 113.0 112.9 112.8 112.7 112.6 112.5 112.4 112.3 112.2 112.1 112.0 111.9 111.8 111.7 111.6 111.5 111.4 111.3 111.2 111.1 111.0 110.9 110.8 110.7 110.6 110.5 110.4 110.3 110.2 110.1 110.0 109.9 109.8 109.7 109.6 109.5 109.4 109.3 109.2 109.1 109.0 108.9 108.8 108.7 108.6 108.5 108.4 108.3 108.2 108.1 108.0 107.9 107.8 107.7 107.6 107.5 107.4 107.3 107.2 107.1 107.0 106.9 106.8 106.7 106.6 106.5 106.4 106.3 106.2 106.1 106.0 105.9 105.8 105.7 105.6 105.5 105.4 105.3 105.2 105.1 105.0 104.9 104.8 104.7 104.6 104.5 104.4 104.3 104.2 104.1 104.0 103.9 103.8 103.7 103.6 103.5 103.4 103.3 103.2 103.1 103.0 102.9 102.8 102.7 102.6 102.5 102.4 102.3 102.2 102.1 102.0 101.9 101.8 101.7 101.6 101.5 101.4 101.3 101.2 101.1 101.0 100.9 100.8 100.7 100.6 100.5 100.4 100.3 100.2 100.1 100.0 99.9 99.8 99.7 99.6 99.5 99.4 99.3 99.2 99.1 99.0 98.9 98.8 98.7 98.6 98.5 98.4 98.3 98.2 98.1 98.0 97.9 97.8 97.7 97.6 97.5 97.4 97.3 97.2 97.1 97.0 96.9 96.8 96.7 96.6 96.5 96.4 96.3 96.2 96.1 96.0 95.9 95.8 95.7 95.6 95.5 95.4 95.3 95.2 95.1 95.0 94.9 94.8 94.7 94.6 94.5 94.4 94.3 94.2 94.1 94.0 93.9 93.8 93.7 93.6 93.5 93.4 93.3 93.2 93.1 93.0 92.9 92.8 92.7 92.6 92.5 92.4 92.3 92.2 92.1 92.0 91.9 91.8 91.7 91.6 91.5 91.4 91.3 91.2 91.1 91.0 90.9 90.8 90.7 90.6 90.5 90.4 90.3 90.2 90.1 90.0 89.9 89.8 89.7 89.6 89.5 89.4 89.3 89.2 89.1 89.0 88.9 88.8 88.7 88.6 88.5 88.4 88.3 88.2 88.1 88.0 87.9 87.8 87.7 87.6 87.5 87.4 87.3 87.2 87.1 87.0 86.9 86.8 86.7 86.6 86.5 86.4 86.3 86.2 86.1 86.0 85.9 85.8 85.7 85.6 85.5 85.4 85.3 85.2 85.1 85.0 84.9 84.8 84.7 84.6 84.5 84.4 84.3 84.2 84.1 84.0 83.9 83.8 83.7 83.6 83.5 83.4 83.3 83.2 83.1 83.0 82.9 82.8 82.7 82.6 82.5 82.4 82.3 82.2 82.1 82.0 81.9 81.8 81.7 81.6 81.5 81.4 81.3 81.2 81.1 81.0 80.9 80.8 80.7 80.6 80.5 80.4 80.3 80.2 80.1 80.0 79.9 79.8 79.7 79.6 79.5 79.4 79.3 79.2 79.1 79.0 78.9 78.8 78.7 78.6 78.5 78.4 78.3 78.2 78.1 78.0 77.9 77.8 77.7 77.6 77.5 77.4 77.3 77.2 77.1 77.0 76.9 76.8 76.7 76.6 76.5 76.4 76.3 76.2 76.1 76.0 75.9 75.8 75.7 75.6 75.5 75.4 75.3 75.2 75.1 75.0 74.9 74.8 74.7 74.6 74.5 74.4 74.3 74.2 74.1 74.0 73.9 73.8 73.7 73.6 73.5 73.4 73.3 73.2 73.1 73.0 72.9 72.8 72.7 72.6 72.5 72.4 72.3 72.2 72.1 72.0 71.9 71.8 71.7 71.6 71.5 71.4 71.3 71.2 71.1 71.0 70.9 70.8 70.7 70.6 70.5 70.4 70.3 70.2 70.1 70.0 69.9 69.8 69.7 69.6 69.5 69.4 69.3 69.2 69.1 69.0 68.9 68.8 68.7 68.6 68.5 68.4 68.3 68.2 68.1 68.0 67.9 67.8 67.7 67.6 67.5 67.4 67.3 67.2 67.1 67.0 66.9 66.8 66.7 66.6 66.5 66.4 66.3 66.2 66.1 66.0 65.9 65.8 65.7 65.6 65.5 65.4 65.3 65.2 65.1 65.0 64.9 64.8 64.7 64.6 64.5 64.4 64.3 64.2 64.1 64.0 63.9 63.8 63.7 63.6 63.5 63.4 63.3 63.2 63.1 63.0 62.9 62.8 62.7 62.6 62.5 62.4 62.3 62.2 62.1 62.0 61.9 61.8 61.7 61.6 61.5 61.4 61.3 61.2 61.1 61.0 60.9 60.8 60.7 60.6 60.5 60.4 60.3 60.2 60.1 60.0 59.9 59.8 59.7 59.6 59.5 59.4 59.3 59.2 59.1 59.0 58.9 58.8 58.7 58.6 58.5 58.4 58.3 58.2 58.1 58.0 57.9 57.8 57.7 57.6 57.5 57.4 57.3 57.2 57.1 57.0 56.9 56.8 56.7 56.6 56.5 56.4 56.3 56.2 56.1 56.0 55.9 55.8 55.7 55.6 55.5 55.4 55.3 55.2 55.1 55.0 54.9 54.8 54.7 54.6 54.5 54.4 54.3 54.2 54.1 54.0 53.9 53.8 53.7 53.6 53.5 53.4 53.3 53.2 53.1 53.0 52.9 52.8 52.7 52.6 52.5 52.4 52.3 52.2 52.1 52.0 51.9 51.8 51.7 51.6 51.5 51.4 51.3 51.2 51.1 51.0 50.9 50.8 50.7 50.6 50.5 50.4 50.3 50.2 50.1 50.0 49.9 49.8 49.7 49.6 49.5 49.4 49.3 49.2 49.1 49.0 48.9 48.8 48.7 48.6 48.5 48.4 48.3 48.2 48.1 48.0 47.9 47.8 47.7 47.6 47.5 47.4 47.3 47.2 47.1 47.0 46.9 46.8 46.7 46.6 46.5 46.4 46.3 46.2 46.1 46.0 45.9 45.8 45.7 45.6 45.5 45.4 45.3 45.2 45.1 45.0 44.9 44.8 44.7 44.6 44.5 44.4 44.3 44.2 44.1 44.0 43.9 43.8 43.7 43.6 43.5 43.4 43.3 43.2 43.1 43.0 42.9 42.8 42.7 42.6 42.5 42.4 42.3 42.2 42.1 42.0 41.9 41.8 41.7 41.6 41.5 41.4 41.3 41.2 41.1 41.0 40.9 40.8 40.7 40.6 40.5 40.4 40.3 40.2 40.1 40.0 39.9 39.8 39.7 39.6 39.5 39.4 39.3 39.2 39.1 39.0 38.9 38.8 38.7 38.6 38.5 38.4 38.3 38.2 38.1 38.0 37.9 37.8 37.7 37.6 37.5 37.4 37.3 37.2 37.1 37.0 36.9 36.8 36.7 36.6 36.5 36.4 36.3 36.2 36.1 36.0 35.9 35.8 35.7 35.6 35.5 35.4 35.3 35.2 35.1 35.0 34.9 34.8 34.7 34.6 34.5 34.4 34.3 34.2 34.1 34.0 33.9 33.8 33.7 33.6 33.5 33.4 33.3 33.2 33.1 33.0 32.9 32.8 32.7 32.6 32.5 32.4 32.3 32.2 32.1 32.0 31.9 31.8 31.7 31.6 31.5 31.4 31.3 31.2 31.1 31.0 30.9 30.8 30.7 30.6 30.5 30.4 30.3 30.2 30.1 30.0 29.9 29.8 29.7 29.6 29.5 29.4 29.3 29.2 29.1 29.0 28.9 28.8 28.7 28.6 28.5 28.4 28.3 28.2 28.1 28.0 27.9 27.8 27.7 27.6 27.5 27.4 27.3 27.2 27.1 27.0 26.9 26.8 26.7 26.6 26.5 26.4 26.3 26.2 26.1 26.0 25.9 25.8 25.7 25.6 25.5 25.4 25.3 25.2 25.1 25.0 24.9 24.8 24.7 24.6 24.5 24.4 24.3 24.2 24.1 24.0 23.9 23.8 23.7 23.6 23.5 23.4 23.3 23.2 23.1 23.0 22.9 22.8 22.7 22.6 22.5 22.4 22.3 22.2 22.1 22.0 21.9 21.8 21.7 21.6 21.5 21.4 21.3 21.2 21.1 21.0 20.9 20.8 20.7 20.6 20.5 20.4 20.3 20.2 20.1 20.0 19.9 19.8 19.7 19.6 19.5 19.4 19.3 19.2 19.1 19.0 18.9 18.8 18.7 18.6 18.5 18.4 18.3 18.2 18.1 18.0 17.9 17.8 17.7 17.6 17.5 17.4 17.3 17.2 17.1 17.0 16.9 16.8 16.7 16.6 16.5 16.4 16.3 16.2 16.1 16.0 15.9 15.8 15.7 15.6 15.5 15.4 15.3 15.2 15.1 15.0 14.9 14.8 14.7 14.6 14.5 14.4 14.3 14.2 14.1 14.0 13.9 13.8 13.7 13.6 13.5 13.4 13.3 13.2 13.1 13.0 12.9 12.8 12.7 12.6 12.5 12.4 12.3 12.2 12.1 12.0 11.9 11.8 11.7 11.6 11.5 11.4 11.3 11.2 11.1 11.0 10.9 10.8 10.7 10.6 10.5 10.4 10.3 10.2 10.1 10.0 9.9 9.8 9.7 9.6 9.5 9.4 9.3 9.2 9.1 9.0 8.9 8.8 8.7 8.6 8.5 8.4 8.3 8.2 8.1 8.0 7.9 7.8 7.7 7.6 7.5 7.4 7.3 7.2 7.1 7.0 6.9 6.8 6.7 6.6 6.5 6.4 6.3 6.2 6.1 6.0 5.9 5.8 5.7 5.6 5.5 5.4 5.3 5.2 5.1 5.0 4.9 4.8 4.7 4.6 4.5 4.4 4.3 4.2 4.1 4.0 3.9 3.8 3.7 3.6 3.5 3.4 3.3 3.2 3.1 3.0 2.9 2.8 2.7 2.6 2.5 2.4 2.3 2.2 2.1 2.0 1.9 1.8 1.7 1.6 1.5 1.4 1.3 1.2 1.1 1.0 0.9 0.8 0.7 0.6 0.5 0.4 0.3 0.2 0.1 0.0	116.3 116.4 116.5 116.6 116.7 116.8 116.9 117.0 117.1 117.2	116.3 116.4 116.5 116.6 116.7 116.8 116.9 117.0 117.1 117.2

**LOG OF BORINGS
TRUMBULL**

T.H. 1	T.H. 2	T.H. 3	T.H. 4	T.H. 5
116.3 116.4 116.5 116.6 116.7 116.8 116.9 117.0 117.1 117.2	115.9 115.8 115.7 115.6 115.5 115.4 115.3 115.2 115.1 115.0 114.9 114.8 114.7 114.6 114.5 114.4 114.3 114.2 114.1 114.0 113.9 113.8 113.7 113.6 113.5 113.4 113.3 113.2 113.1 113.0 112.9 112.8 112.7 112.6 112.5 112.4 112.3 112.2 112.1 112.0 111.9 111.8 111.7 111.6 111.5 111.4 111.3 111.2 111.1 111.0 110.9 110.8 110.7 110.6 110.5 110.4 110.3 110.2 110.1 110.0 109.9 109.8 109.7 109.6 109.5 109.4 109.3 109.2 109.1 109.0 108.9 108.8 108.7 108.6 108.5 108.4 108.3 108.2 108.1 108.0 107.9 107.8 107.7 107.6 107.5 107.4 107.3 107.2 107.1 107.0 106.9 106.8 106.7 106.6 106.5 106.4 106.3 106.2 106.1 106.0 105.9 105.8 105.7 105.6 105.5 105.4 105.3 105.2 105.1 105.0 104.9 104.8 104.7 104.6 104.5 104.4 104.3 104.2 104.1 104.0 103.9 103.8 103.7 103.6 103.5 103.4 103.3 103.2 103.1 103.0 102.9 102.8 102.7 102.6 102.5 102.4 102.3 102.2 102.1 102.0 101.9 101.8 101.7 101.6 101.5 101.4 101.3 101.2 101.1 101.0 100.9 100.8 100.7 100.6 100.5 100.4 100.3 100.2 100.1 100.0 99.9 99.8 99.7 99.6 99.5 99.4 99.3 99.2 99.1 99.0 98.9 98.8 98.7 98.6 98.5 98.4 98.3 98.2 98.1 98.0 97.9 97.8 97.7 97.6 97.5 97.4 97.3 97.2 97.1 97.0 96.9 96.8 96.7 96.6 96.5 96.4 96.3 96.2 96.1 96.0 95.9 95.8 95.7 95.6 95.5 95.4 95.3 95.2 95.1 95.0 94.9 94.8 94.7 94.6 94.5 94.4 94.3 94.2 94.1 94.0 93.9 93.8 93.7 93.6 93.5 93.4 93.3 93.2 93.1 93.0 92.9 92.8 92.7 92.6 92.5 92.4 92.3 92.2 92.1 92.0 91.9 91.8 91.7 91.6 91.5 91.4 91.3 91.2 91.1 91.0 90.9 90.8 90.7 90.6 90.5 90.4 90.3 90.2 90.1 90.0 89.9 89.8 89.7 89.6 89.5 89.4 89.3 89.2 89.1 89.0 88.9 88.8 88.7 88.6 88.5 88.4 88.3 88.2 88.1 88.0 87.9 87.8 87.7 87.6 87.5 87.4 87.3 87.2 87.1 87.0 86.9 86.8 86.7 86.6 86.5 86.4 86.3 86.2 86.1 86.0 85.9 85.8 85.7 85.6 85.5 85.4 85.3 85.2 85.1 85.0 84.9 84.8 84.7 84.6 84.5 84.4 84.3 84.2 84.1 84.0 83.9 83.8 83.7 83.6 83.5 83.4 83.3 83.2 83.1 83.0 82.9 82.8 82.7 82.6 82.5 82.4 82.3 82.2 82.1 82.0 81.9 81.8 81.7 81.6 81.5 81.4 81.3 81.2 81.1 81.0 80.9 80.8 80.7 80.6 80.5 80.4 80.3 80.2 80.1 80.0 79.9 79.8 79.7 79.6 79.5 79.4 79.3 79.2 79.1 79.0 78.9 78.8 78.7 78.6 78.5 78.4 78.3 78.2 78.1 78.0 77.9 77.8 77.7 77.6 77.5 77.4 77.3 77.2 77.1 77.0 76.9 76.8 76.7 76.6 76.5 76.4 76.3 76.2 76.1 76.0 75.9 75.8 75.7 75.6 75.5 75.4 75.3 75.2 75.1 75.0 74.9 74.8 74.7 74.6 74.5 74.4 74.3 74.2 74.1 74.0 73.9 73.8 73.7 73.6 73.5 73.4 73.3 73.2 73.1 73.0 72.9 72.8 72.7 72.6 72.5 72.4 72.3 72.2 72.1 72.0 71.9 71.8 71.7 71.6 71.5 71.4 71.3 71.2 71.1 71.0 70.9 70.8 70.7 70.6 70.5 70.4 70.3 70.2 70.1 70.0 69.9 69.8 69.7 69.6 69.5 69.4 69.3 69.2 69.1 69.0 68.9 68.8 68.7 68.6 68.5 68.4 68.3 68.2 68.1 68.0 67.9 67.8 67.7 67.6 67.5 67.4 67.3 67.2 67.1 67.0 66.9 66.8 66.7 66.6 66.5 66.4 66.3 66.2 66.1 66.0 65.9 65.8 65.7 65.6 65.5 65.4 65.3 65.2 65.1 65.0 64.9 64.8 64.7 64.6 64.5 64.4 64.3 64.2 64.1 64.0 63.9 63.8 63.7 63.6 63.5 63.4 63.3 63.2 63.1 63.0 62.9 62.8 62.7 62.6 62.5 62.4 62.3 62.2 62.1 62.0 61.9 61.8 61.7 61.6 61.5 61.4 61.3 61.2 61.1 61.0 60.9 60.8 60.7 60.6 60.5 60.4 60.3 60.2 60.1 60.0 59.9 59.8 59.7 59.6 59.5 59.4 59.3 59.2 59.1 59.0 58.9 58.8			

Remove trees as marked
(This sheet)
Sta. 524+45 to Sta. 532+20
8" to 12" Diam. (19) each
13" to 24" Diam. (38) each
25" to 36" Diam. (5) each

Remove existing conc. sidewalk, conc.
driveways, and conc. garage floors
shown hatched.
894 Sq. yds. Removing sidewalk

Remove existing pavement
shown hatched
4609 Sq. yds. Removing Old
Pavement this sheet

Estimated 163 cu. yds. of Removing
Masonry and Concrete this Sheet
(Between ex Top of Slope or Slope
stake line and R.O.W. line.)

Abandoning Catch Basins
(5) each

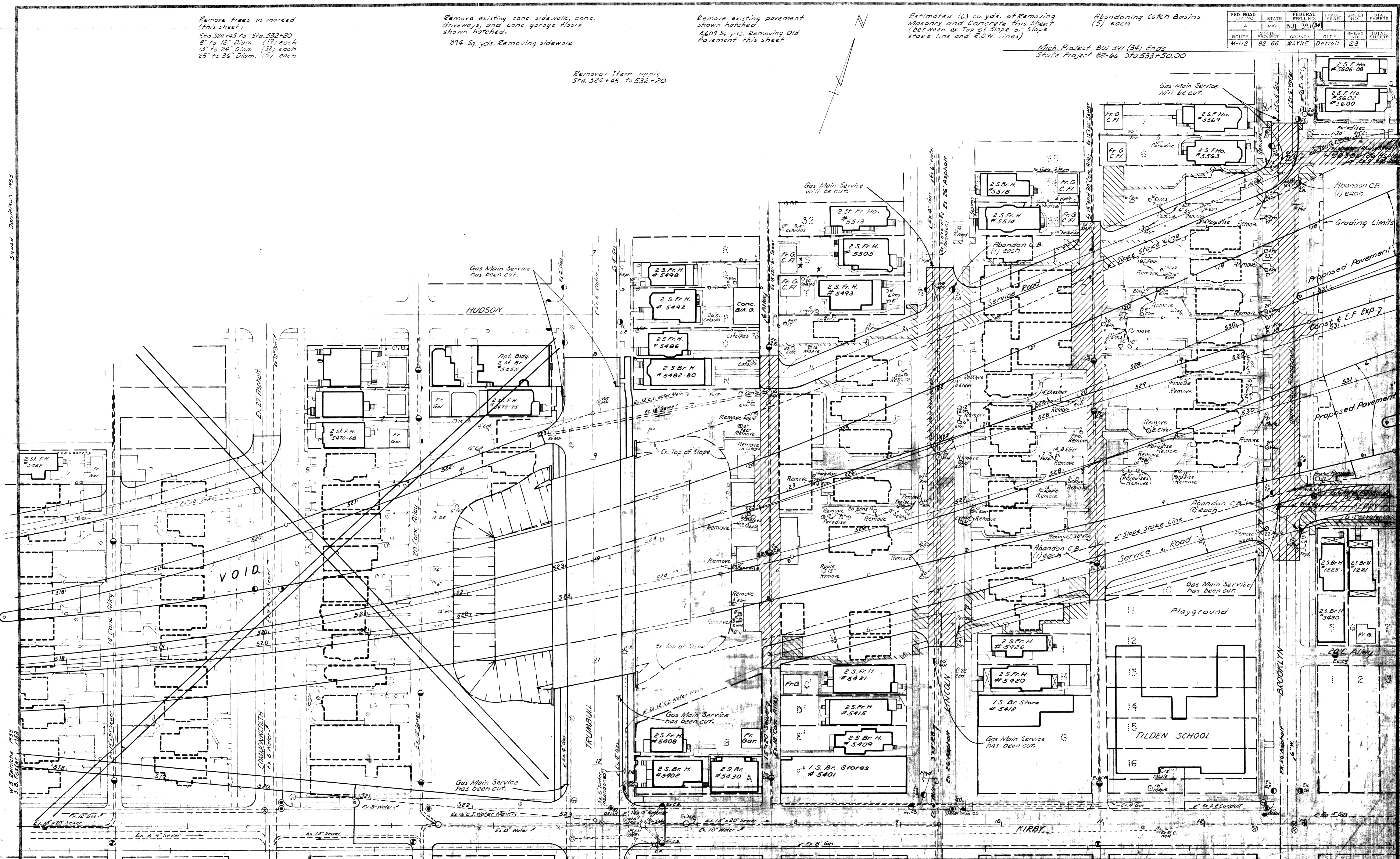
FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391(34)		23	
ROUTE	STATE	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-66	WAYNE	Detroit	23	

Mich. Project BUI 391 (34) Ends
State Project 82-66 Sta. 533+50.00

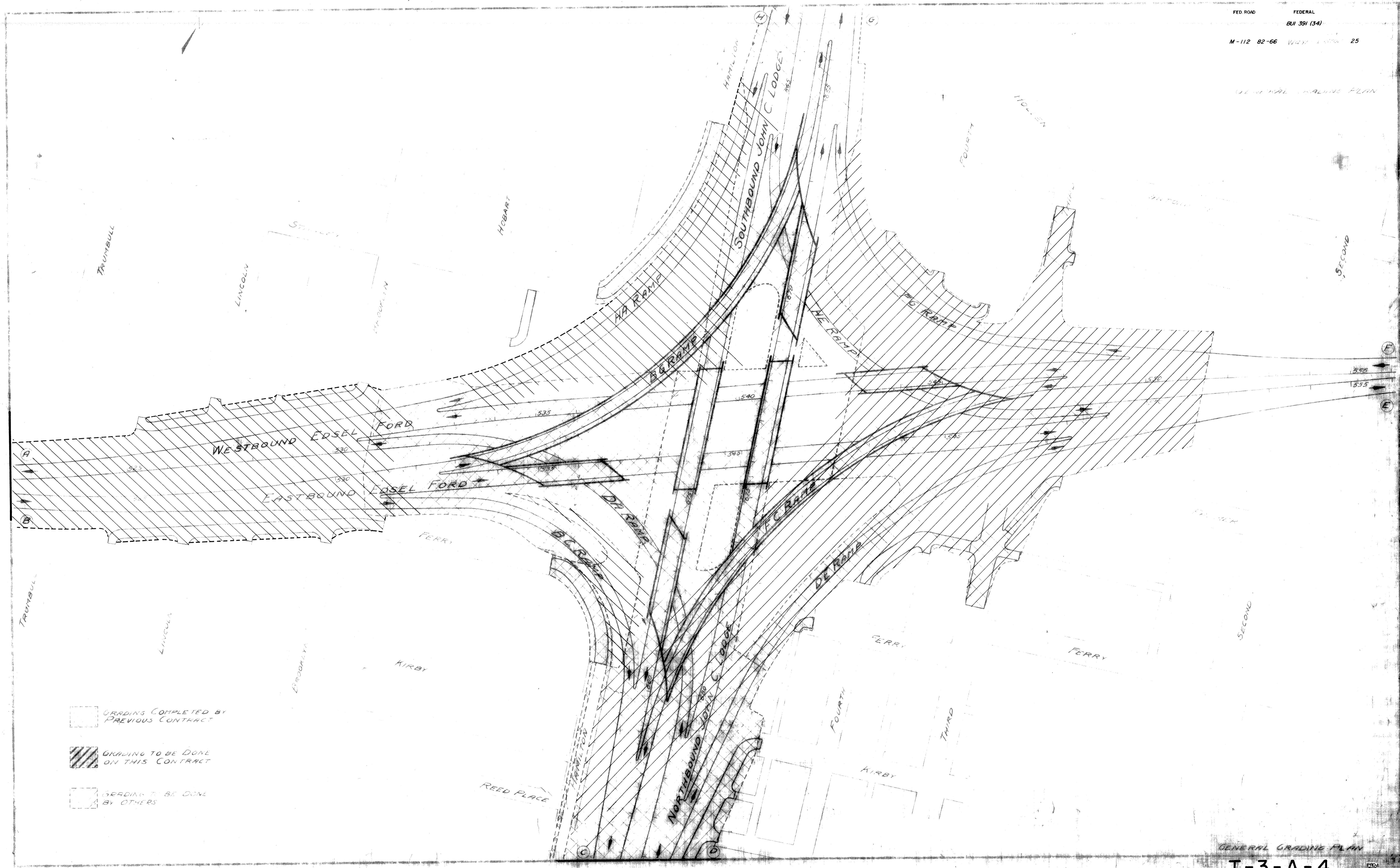
Removal Item apply
Sta. 524+45 to 532+20



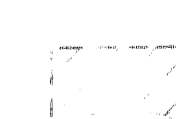
Squad - Danilson 1953

M.B. Briniche 1953
S.B. Foster 1953



GENERAL GRADING PLAN



-  GRADING COMPLETED BY PREVIOUS CONTRACT
-  GRADING TO BE DONE ON THIS CONTRACT
-  GRADING TO BE DONE BY OTHERS

GENERAL GRADING PLAN

Note:
Removal items on this project are shown and called for on sheets No. 20, 21, 22, 23, 24, 38 & 46

Note:
The maximum pay limits for Sand Gravel fill around manholes and catch basins on the entire project shall be 1-2" outside of footing outline.

Note:
Information relative to actual R.O.W. will be furnished to the Engineer on request.

Note:
All abandoned service sewers and drains encountered in excavation for the expressway and ramps shall be cut at least two feet beyond the limits of the excavation and shall be plugged to a depth of at least one-half the diameter of the pipe, but not less than 12" with Grade A Concrete at the severed end and at the nearest manhole.

Note:
The Engineer is to adjust flow lines of drainage to be placed under service roads, as necessary, to clear existing utility lines.

Note:
Grouted Stone Surface on backslopes under bridges and crushed stone surface on shoulder under bridges is to be placed by others.

Note:
Elevations shown on these plans are on the City of Detroit datum. For conversion to U.S.G.S. datum add 479.87'

Note:
The estimate for restoring Roadside (State Proj. 82-66) includes areas between Slope Stake lines and R.O.W. from Commonwealth to Point of Ending and portions beyond to the John C. Lodge Expressway as follows:
The area between H to F Ramp and the North R.O.W.
The area between the H to A Ramp and the West-Bound Roadway of the E.F. Expressway.
The area between the B to C Ramp and Ferry Ave.

Note:
The area for fertilizing seeding and mulching (State Proj. 82-66) includes areas to be restored, slopes, and median area on E.F. Expressway from Sta. 520+00 to point of ending at Sta. 533+50 and beyond to the John C. Lodge Expressway between Stanley Ave. and Connecting Service road on the North to Ferry Ave. and Connecting Service road on the South, omitting median area between E. Bound and W. Bound Roadways from Sta. 533+50 to the John C. Lodge Expressway.

Note:
Sketches showing locations of Sand borrow and Waste pits are shown on Sheet No. 54

Notes Covering Items not shown elsewhere on plans.

Backfill sewer trenches under sidewalks and pavement with Porous Backfill Grade B.
1218 Cu. yds. (Loose Meas.) (82-65)
1306 Cu. yds. (Loose Meas.) (82-66)

Sand Gravel Backfill around Manholes and Catch Basins (Entire Project)
690 Cu. yds. (Loose Meas.) (82-65)
352 Cu. yds. (Loose Meas.) (82-66)

Backfill basements occurring under pavements and sidewalks with Sand Gravel Backfill as directed by the Engineer (Entire Project)
Estimated 1768 Cu. yds. (Loose Meas.) (82-65)
Estimated 718 Cu. yds. (Loose Meas.) (82-66)

Porous Backfill Grade B and Sand Gravel Backfill for Open Joint Sewer as shown on plans (Entire Proj.)
2251 Cu. yds. Porous Backfill Grade B (Loose Meas.) (82-65)
2123 Cu. yds. Sand Gravel Backfill (Loose Meas.) (82-65)
1794 Cu. yds. Porous Backfill Grade B (Loose Meas.) (82-66)
1692 Cu. yds. Sand Gravel Backfill (Loose Meas.) (82-66)

Under cutting on backslopes and in median area where Facing of Selected Waste Material is required
* 900 Cu. yds. Excavation and Waste (Entire Project) (82-65)
* 1440 Cu. yds. Excavation and Waste (Entire Proj.) (82-66)

Facing of Selected Waste Material (from stockpiles)
3400 Cu. yds. (Loose Meas.) (Entire Project) (82-66)
1800 Cu. yds. (Loose Meas.) (Entire Project) (82-66)

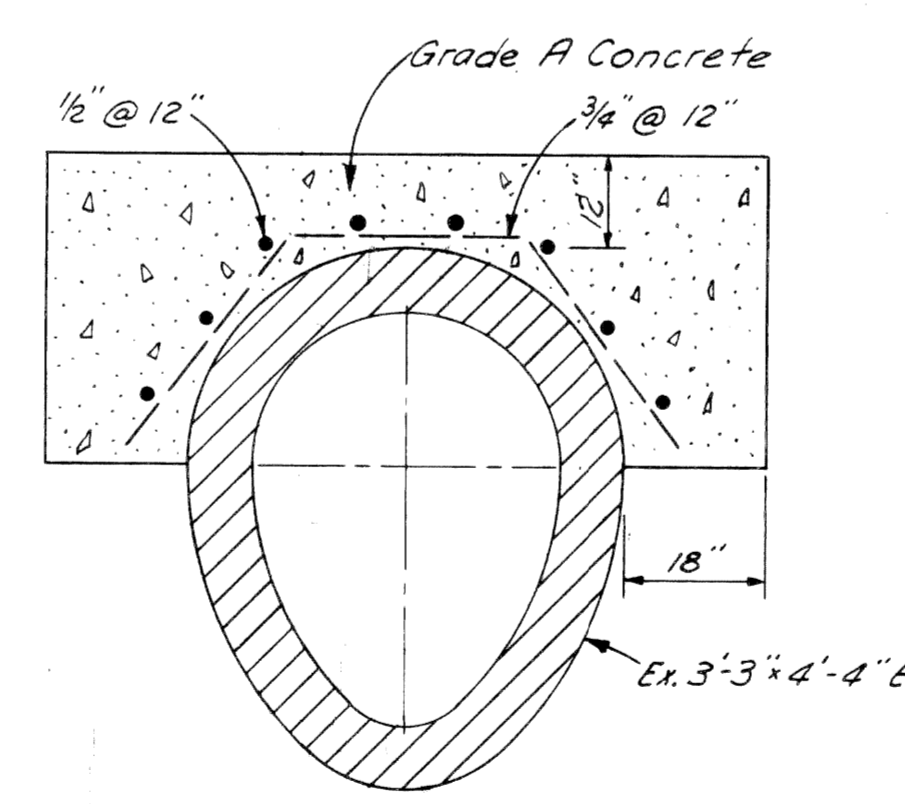
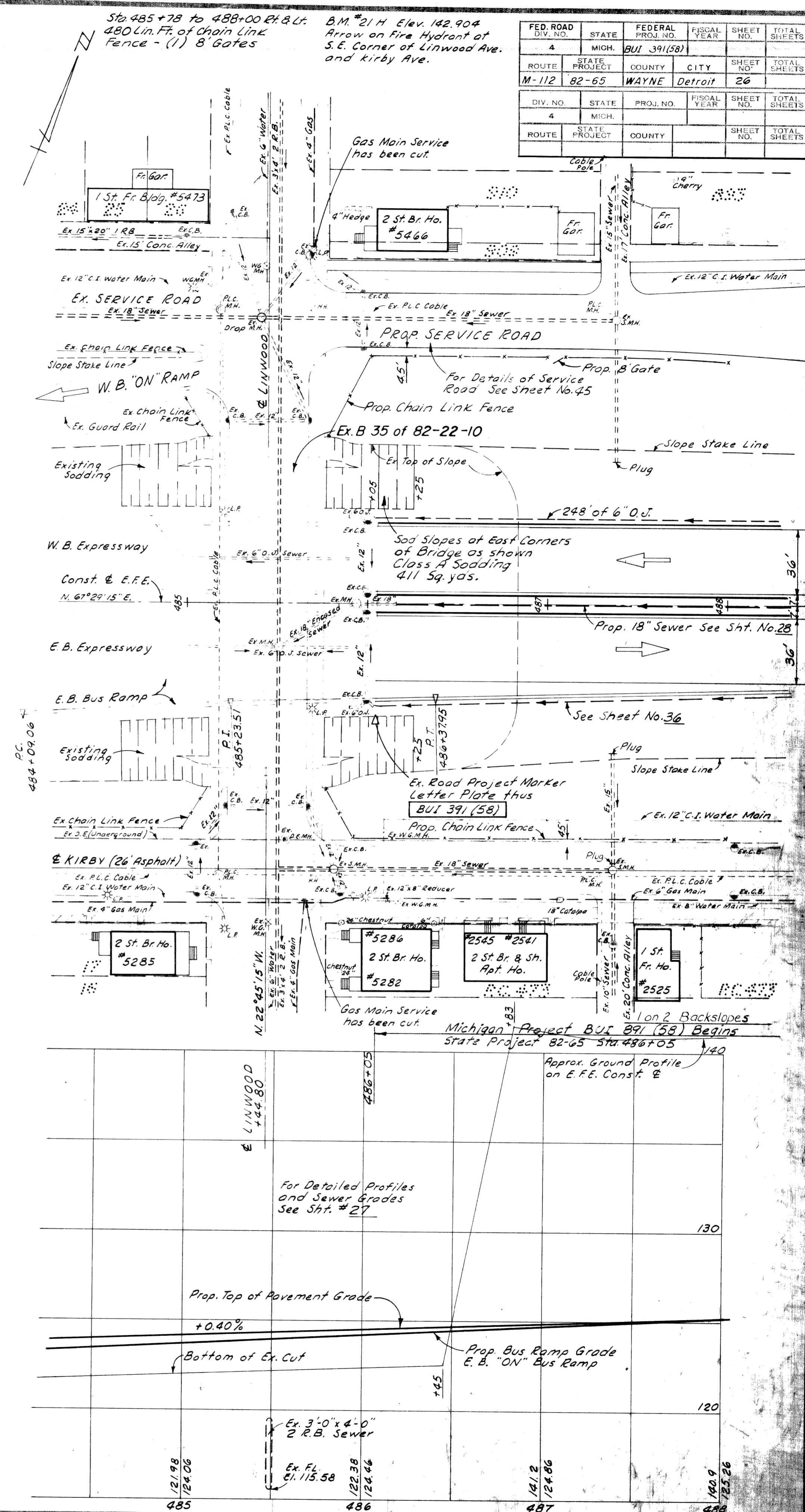
Miscellaneous Excavation for manholes, catch basins, sewers and basements in pavement areas:
* 7334 Cu. yds. Excavation and Waste (Entire Proj.) (82-65)
* 5098 Cu. yds. Excavation and Waste (Entire Proj.) (82-66)

Restoring Roadside as directed by the Engineer.
18 Acres (Entire Project) (82-65)
22 Acres (Entire Project) (82-66)

Bituminous Concrete Wearing Course to repair Street approaches (Entire Project)
Estimated 25 Tons (82-65)
Estimated 20 Tons (82-66)

Miscellaneous Items for Lighting Installations
55 Sq. yds. Removing Old Pavement
30 Sq. yds. Removing Sidewalk
650 Cu. yds. Excavation and Waste
240 Cu. yds. Sand Gravel Backfill (Loose Meas.) (82-65)
55 Cu. yds. Concrete Base Course, 9" Uniform
8 Gals. Bituminous Bond Coat, AE-2
6 Tons. Bituminous Concrete Wearing Course
30 Lin. Ft. Concrete Curb, Det. 2 (6" Curb Face)
270 Sq. Ft. 4" Concrete Sidewalk
15 Sq. yds. Removing Old Pavement
100 Sq. yds. Removing Sidewalk
290 Cu. yds. Sand Gravel Backfill (Loose Meas.) (82-66)
280 Cu. yds. Sand Gravel Backfill (Loose Meas.) (82-66)
15 Sq. yds. Concrete Base Course, 9" Uniform
2 Gals. Bituminous Bond Coat, AE-2
2 Tons. Bituminous Concrete Wearing Course
20 Lin. Ft. Concrete Curb, Det. 2 (6" Curb Face)
885 Sq. Ft. 4" Concrete Sidewalk

CURVE DATA
E. BOUND BUS RAMP
Δ = 01° 43' 00" Rt.
D = 00° 45' 00"
R = 7634.49'
T = 114.45'
L = 228.89'
E = 0.84'
PC = 484 + 04.06
PT = 485 + 23.51
PI = 486 + 37.95



DETAIL OF REINF. CONC. CAP OVER 16" ST. SEWER
Scale 1/2" = 1'

Length of Capping = 120 Lin. Ft.
Grade A Concrete = 742 Cu. yds.
Steel Reinforcement = 2093 Lbs.

Danielson - Squad 2-53

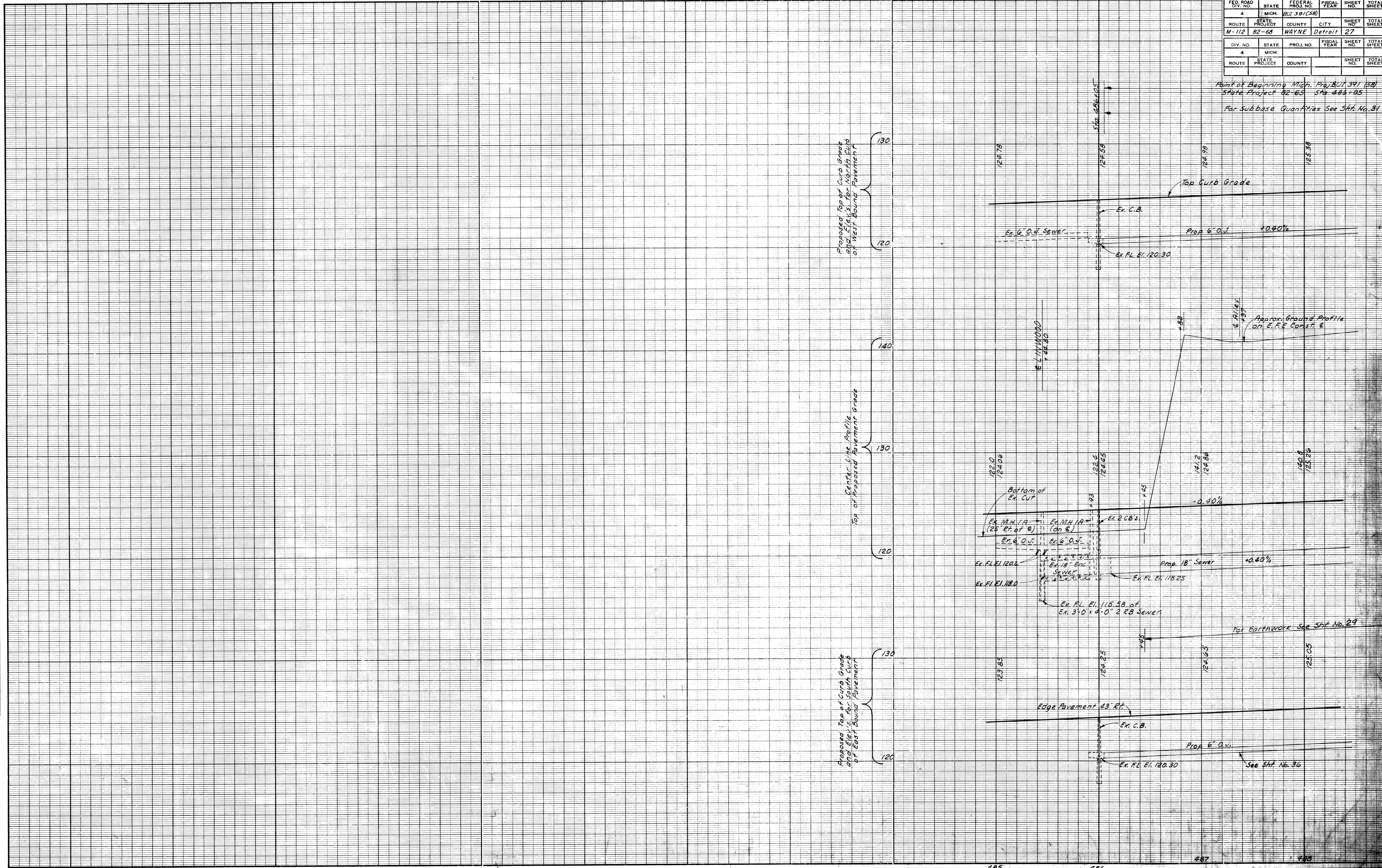
W.B. Reiniche 1-53

OPERATION	BY	DATE
PRELIMINARY R.O.W. CHECKED	K.E.B./D.R.H.	2-53
FINAL DESIGN CHECKED	K.E.B./D.R.H.	2-53
FINAL R.O.W. CHECK	K.E.B./D.R.H.	2-53
QUANTITIES CHECKED	D.P.O./L.S.O.	2-53
SQUAD		

OPERATION	BY	DATE
SURVEYED		
PLAN PLOTTED		
PLAN CHECKED	K.E.B./D.R.H.	2-53
PROFILE CHECKED	K.E.B./D.R.H.	2-53
PRELIMINARY GRADE		
GRADE INSPECTION		
FEDERAL INSPECTION		

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391(58)		27	27
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-68	WAYNE	Detroit	27	27
DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.			27	27
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
				27	27

Point of Beginning Mich. Proj. BUI 391 (58)
 State Project 82-68 Sta. 486+05
 For Subbase Quantities See Sht. No. 31



FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUT 39(158)			
ROUTE	PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	B2-65	WAYNE	DETROIT	28	
P.R.A. DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS

B.M. "21I Elev. 143.189
Arrow On Fire Hydrant
At S.E. Corner of
Stanton Ave. Kirby Ave.

Curve Data
E. Bound Bus Ramp
Δ = 01° 27' 15" Rt.
D = 01° 30' 00"
R = 3819.83'
T = 48.48'
L = 96.94'
E = 0.31'
PC = 489.47.38
PI = 489.96.35
PT = 490.44.82

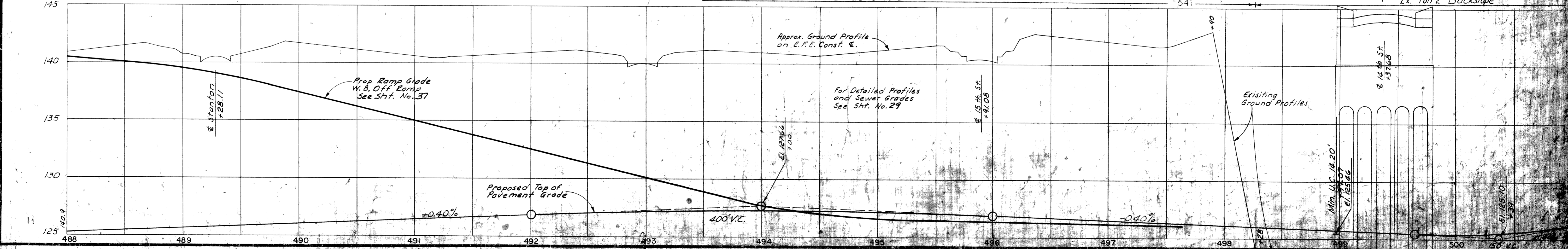
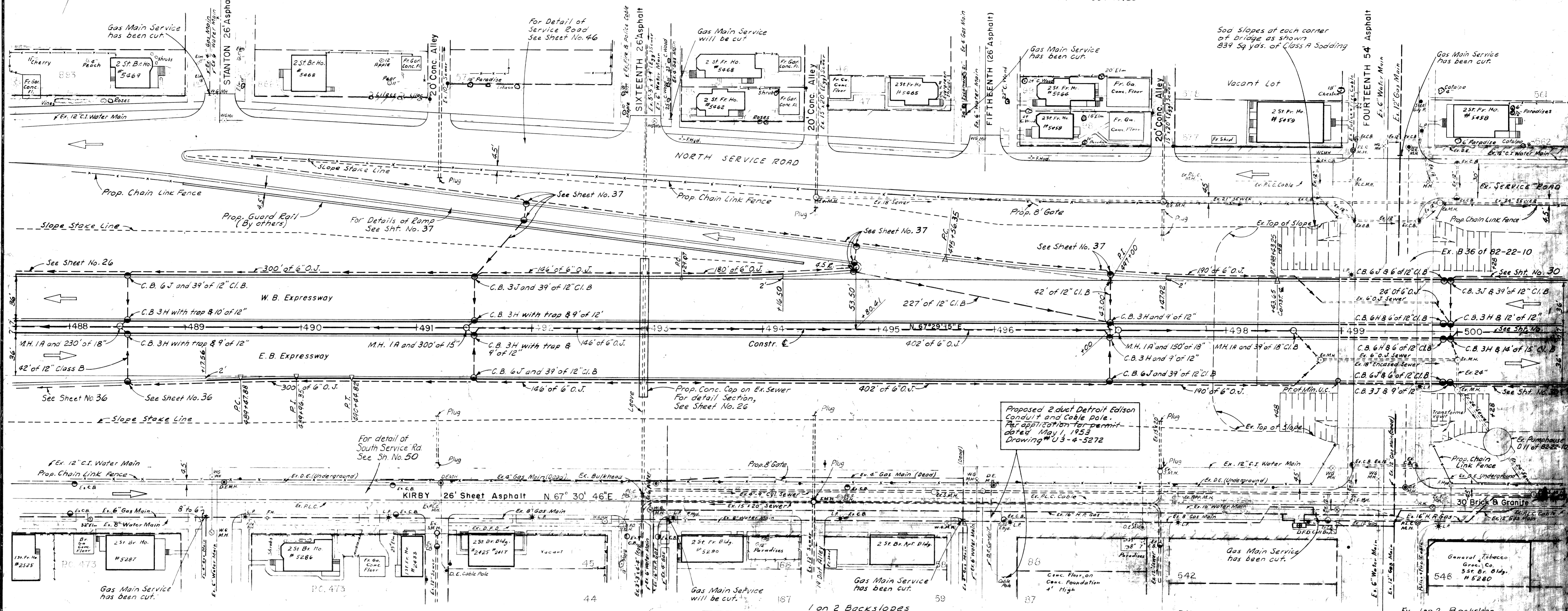
B.M. "21J Elev. 143.629
Arrow On Fire Hydrant
At S.L. Corner of 16th St.
and Kirby Ave.

Sta. 488+00 to 498+96 Rt. and Lt.
245 Lin. Ft. of Chain Link Fence
(2) 8' Gates

B.M. "21K Elev. 143.499
Arrow On Fire Hydrant
At S.E. Corner of 15th St
and Kirby Ave.

Curve Data
W. Bound "OFF" Ramp
Δ = 07° 10' 21" Lt.
D = 02° 30' 00"
R = 2292.01'
T = 143.65'
L = 286.90'
E = 4.49'
PC = 495+56.35
PI = 497+00.00
PT = 498+43.25

B.M. "21L Elev. 144.519
Arrow On Fire Hydrant
At N.E. Corner of 14th St
and Kirby Ave.



EXPRESSWAY ITEMS Sta. 488 to 500

T-3-A-4

Donkison - Squad

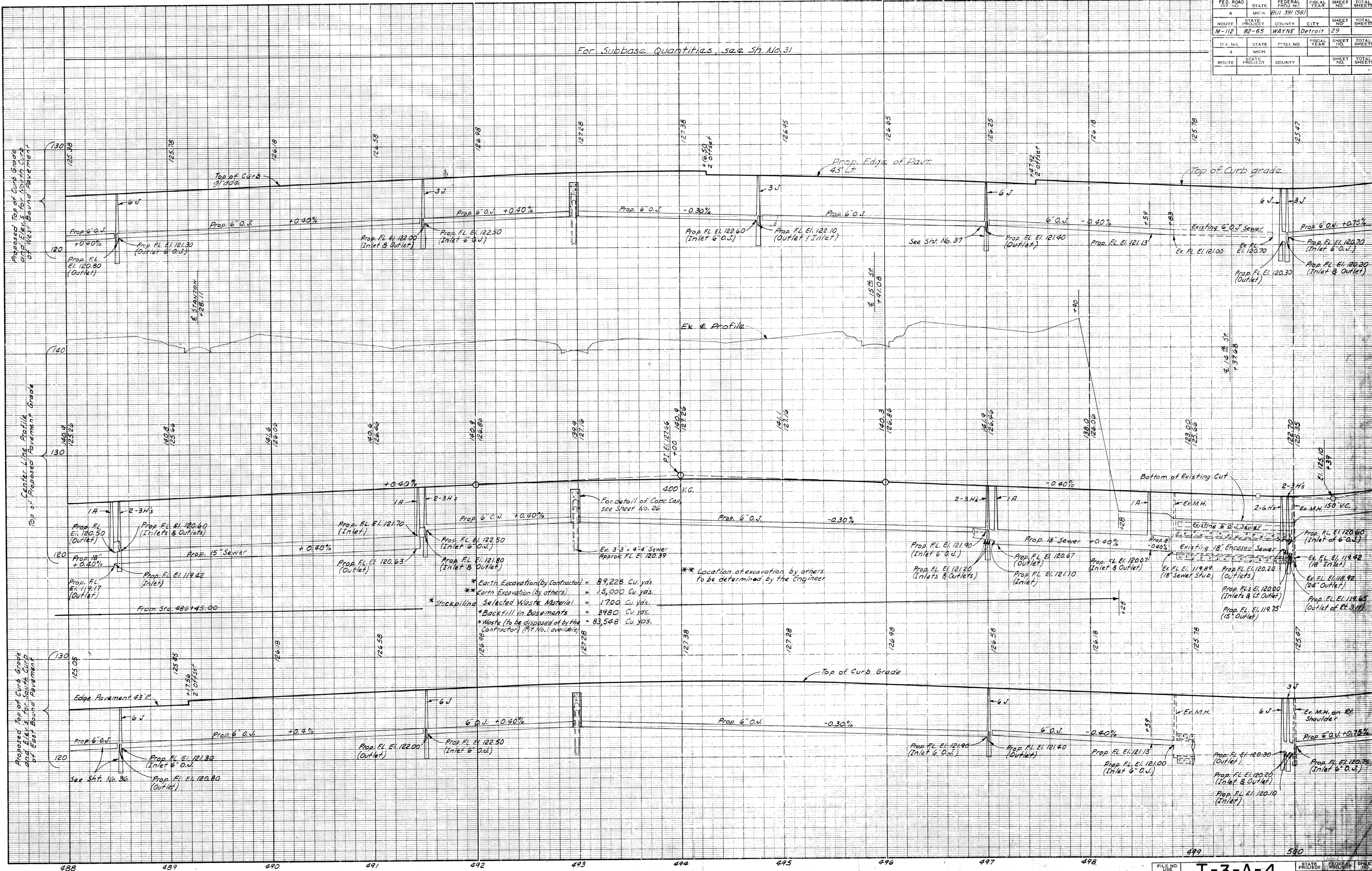
P.M. Ely
S.B. Ely
W.B. Ely

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (56)		29	29
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	Detroit	29	29
DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MICH.			29	29
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS
				29	29

For Subbase Quantities, see Sh. No. 31

OPERATION	DATE
PRELIMINARY R.C.W. DREADED	3-53
FINAL DESIGN	3-53
TRACED	3-53
FINAL R.O.W. CHECKED	3-53
QUANTITIES CHECKED	3-53
SQUAD	7-53

OPERATION	DATE
SURVEYED	3-53
PLAN CHECKED	3-53
PROFILE CHECKED	3-53
PRELIMINARY GRADE	3-53
GRADE INSPECTION	3-53
GENERAL INSPECTION	3-53



- * Earth Excavation (by Contractor) = 89,228 Cu. yds.
- * Earth Excavation (by others) = 15,000 Cu. yds.
- * Selected Waste Material = 1,700 Cu. yds.
- * Backfill in Basements = 3,980 Cu. yds.
- * Waste (to be disposed of by the Contractor) (M.T. No. 1 available) = 83,548 Cu. yds.

** Location of excavation by others to be determined by the Engineer

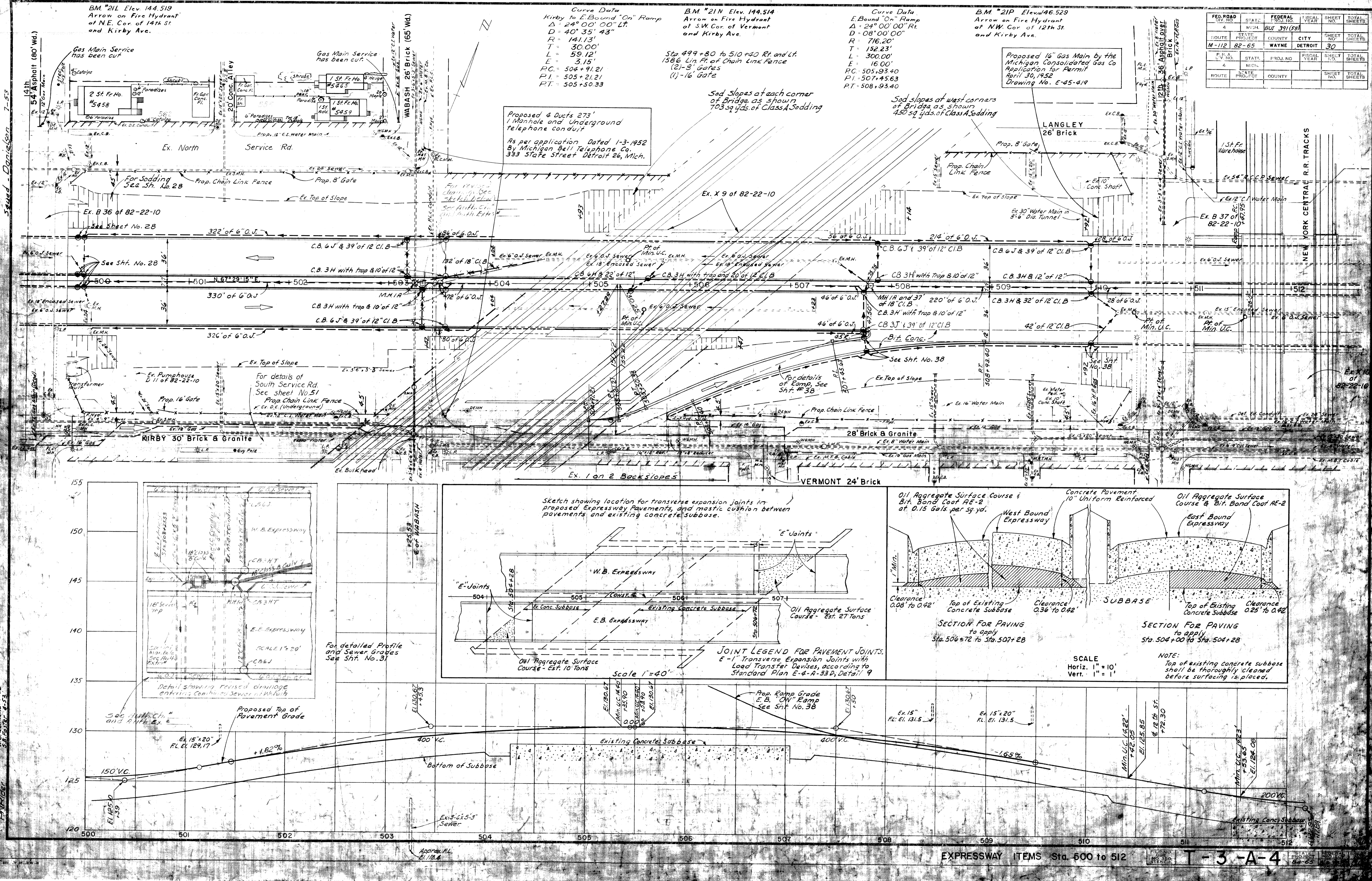
For detail of Conc. Cap. see Sheet No. 26

Ex. 3' x 4' Sewer Approx. Fl. El. 120.39

PROFILES Sta. 488-500

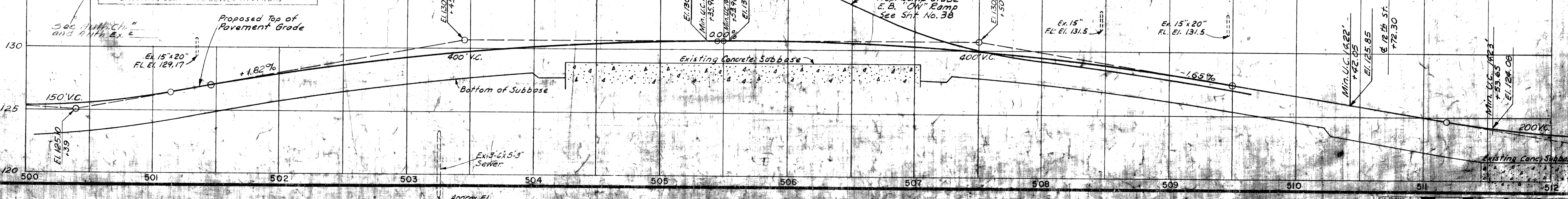
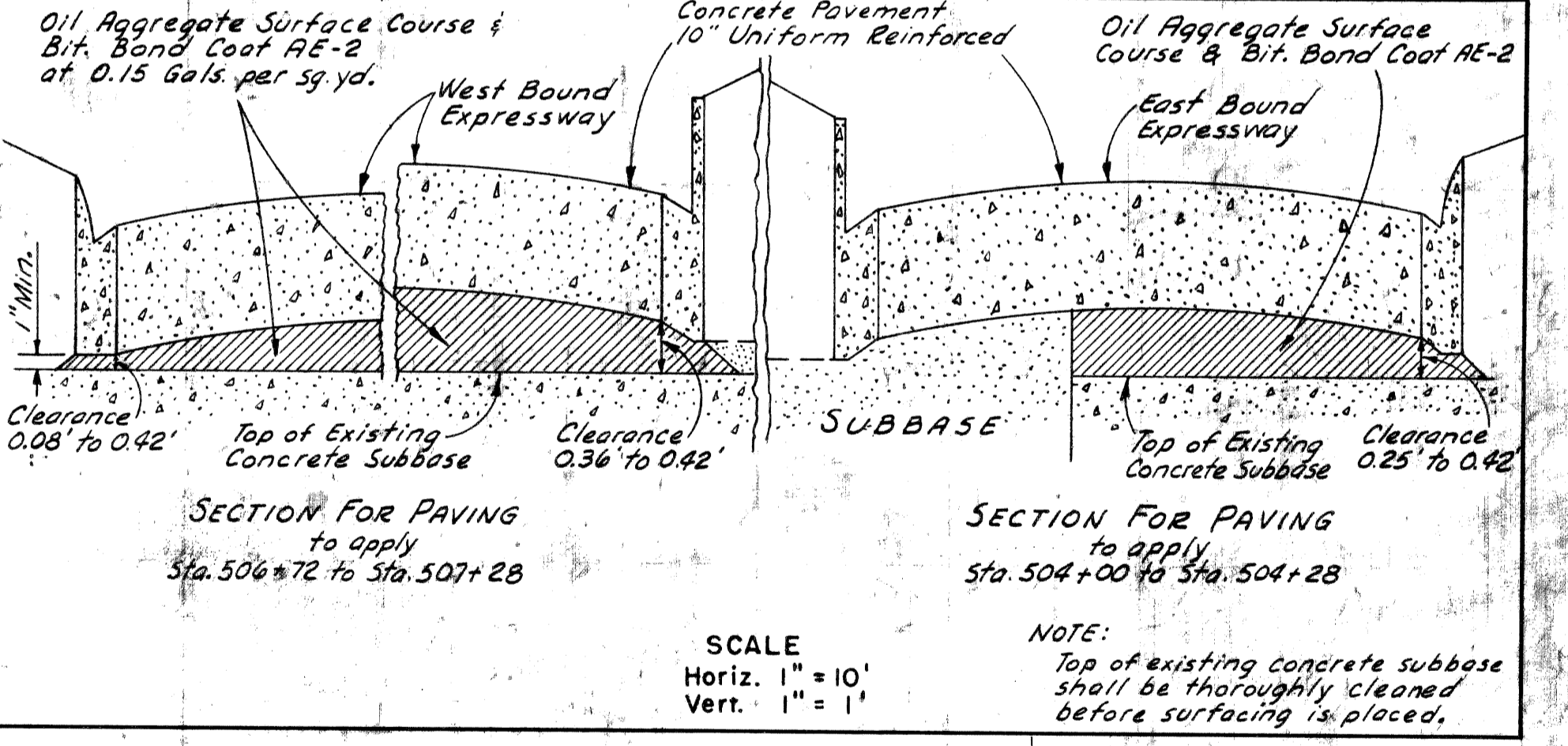
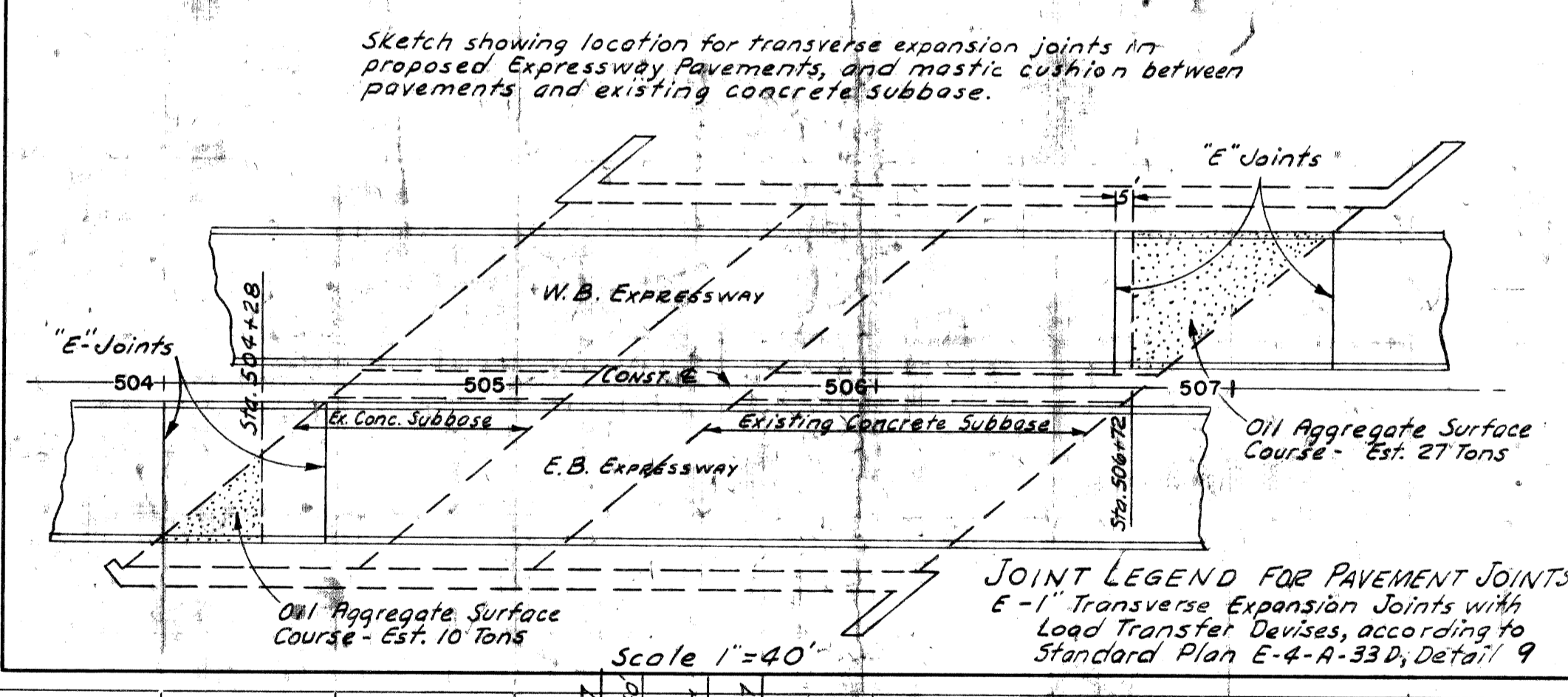
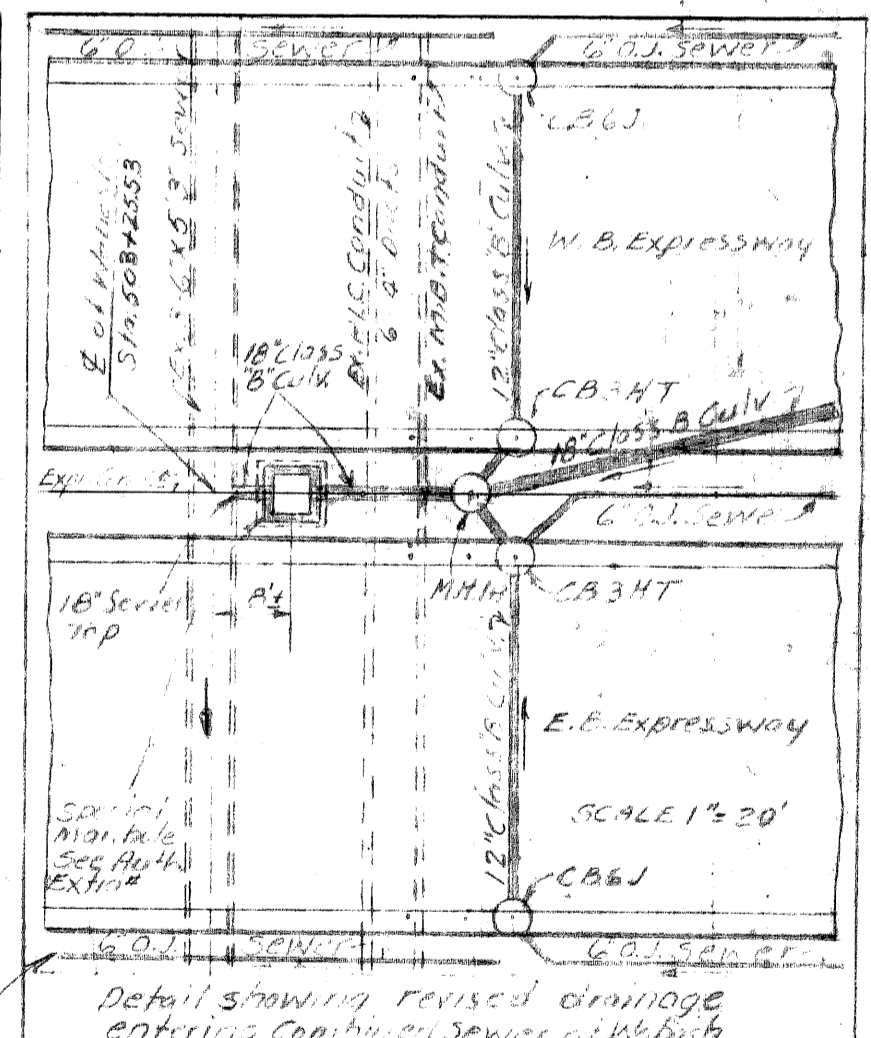
STATE PROJECT 82-65 BUI 391 (56) SHEET NO. 29

T-3-A-4



FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (58)			
ROUTE	PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	DETROIT	30	

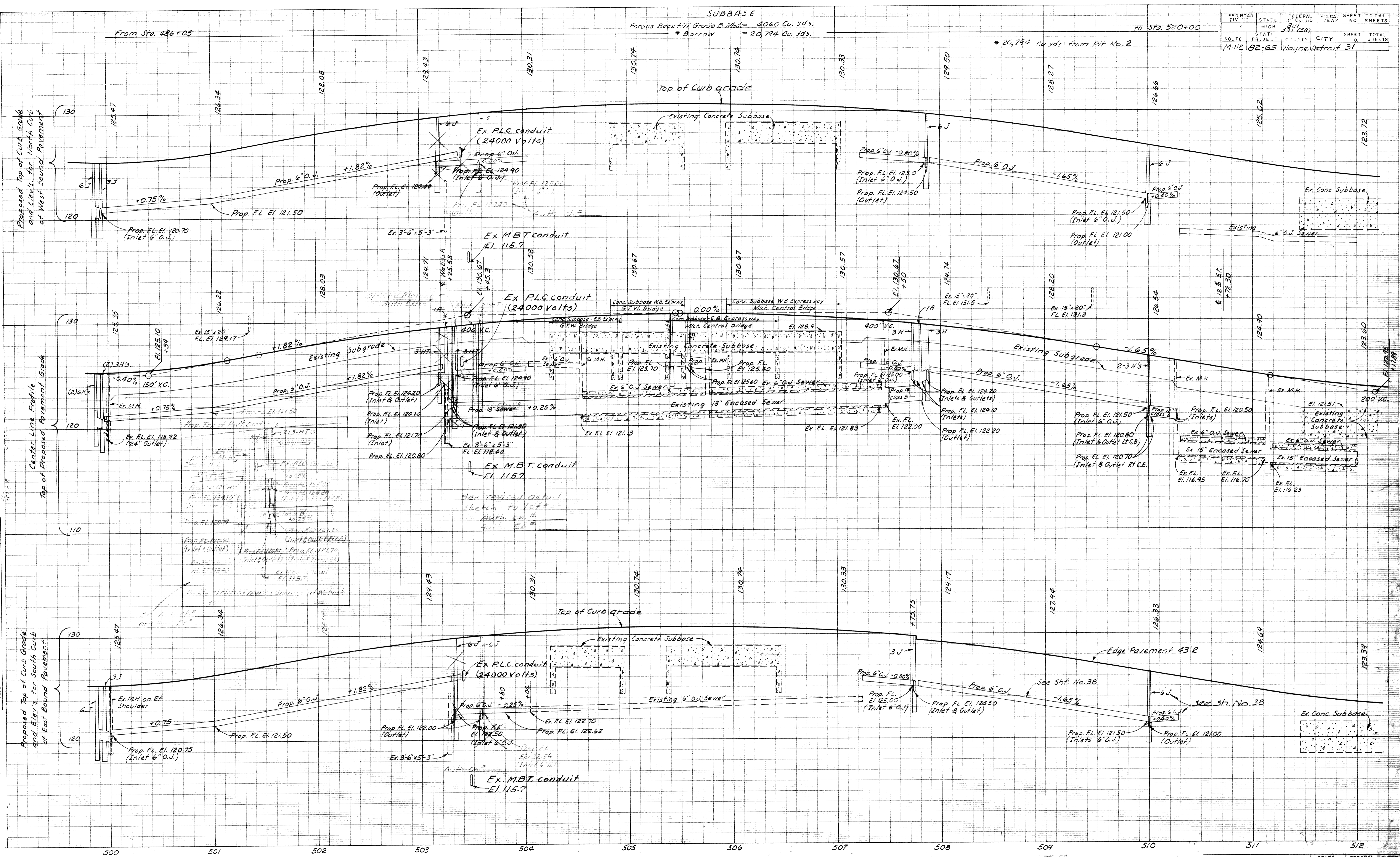
P.L.A. (V. NO.)	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS



FEDERAL DIV. NO.	STATE	FEDERAL PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH	331(15A)		31	31
ROUTE	PROJECT	CITY		SHEET	TOTAL SHEETS
M-112	82-65	Wayne	Detroit	31	31

OPERATION	BY	DATE
PRELIMINARY CHECK	W.B. RUDOLPH	2-53
FINAL DESIGN	W.B. RUDOLPH	4-53
FINAL CONSTRUCTION	W.B. RUDOLPH	4-53
FINAL AS-BUILT	W.B. RUDOLPH	4-53
QUANTITIES CHECK	W.B. RUDOLPH	4-53
CONTRACT ADMINISTRATION	W.B. RUDOLPH	4-53
FINAL REVIEW	W.B. RUDOLPH	4-53

OPERATION	BY	DATE
PLAN CHECKED	W.B. RUDOLPH	3-53
PROFILE PLOTTED	W.B. RUDOLPH	3-53
PRELIMINARY GRADE	W.B. RUDOLPH	3-53
PROF. INSPECTION	W.B. RUDOLPH	3-53
FEDERAL INSPECTION	W.B. RUDOLPH	3-53



B.M. 29 A Elev. 148.144
Arrow on Fire Hydrant at
N.W. Cor. of Hecla Ave.
and Kirby Ave.

Curve Data
East Bound 'Off' Ramp
Δ = 5°30'00" Rt.
D = 3°40'00"
R = 1562.85
T = 75.07
L = 150.00
E = 1.80
P.C. = 512+40.41
P.T. = 513+65.48
P.T. = 514+40.41

B.M. 29 B Elev. 148.40
Arrow on Fire Hydrant at
N.W. Cor. of Avery Ave.
and Kirby Ave.

B.M. 29 C Elev. 148.614
Arrow on Fire Hydrant at
N.W. Cor. of Commonwealth
and Kirby Ave.

Curve Data
East Bound E.F.E. Ref. Line
Δ = 17°4'05" Lt.
D = 1°24'04"
R = 4089.18'
T = 619.70'
L = 1230.04'
E = 46.69'
P.C. = 515+35.22
P.T. = 521+55.69
P.T. = 527+64.03
Superelevation 0.019/Ht
Rotate about left
pavement edge.

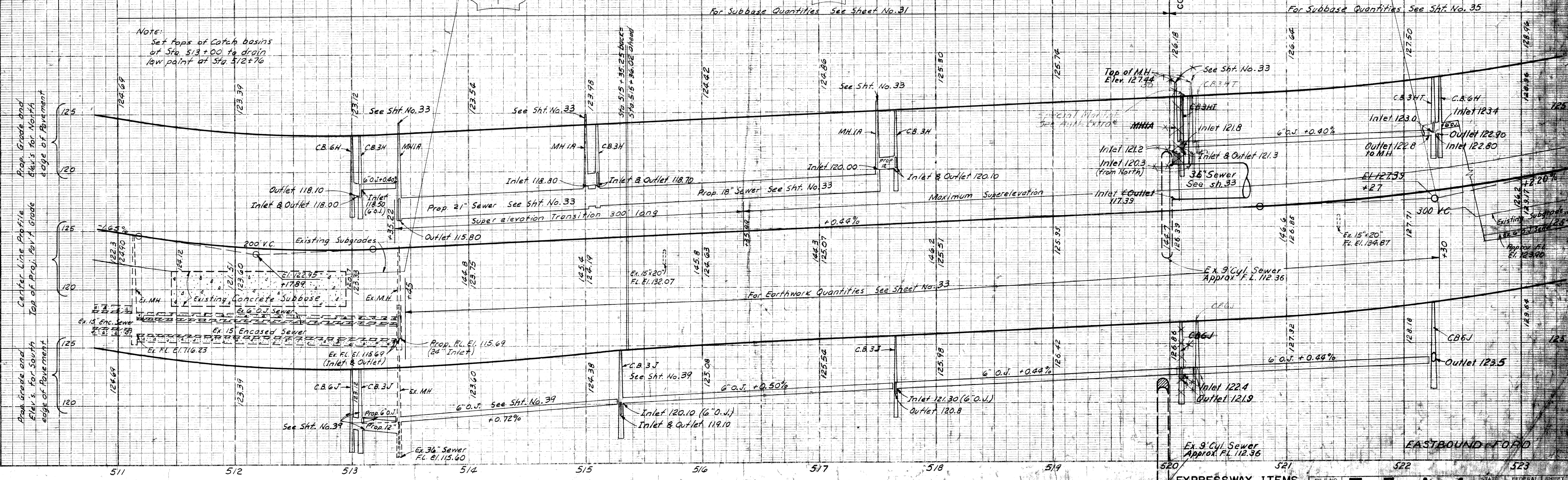
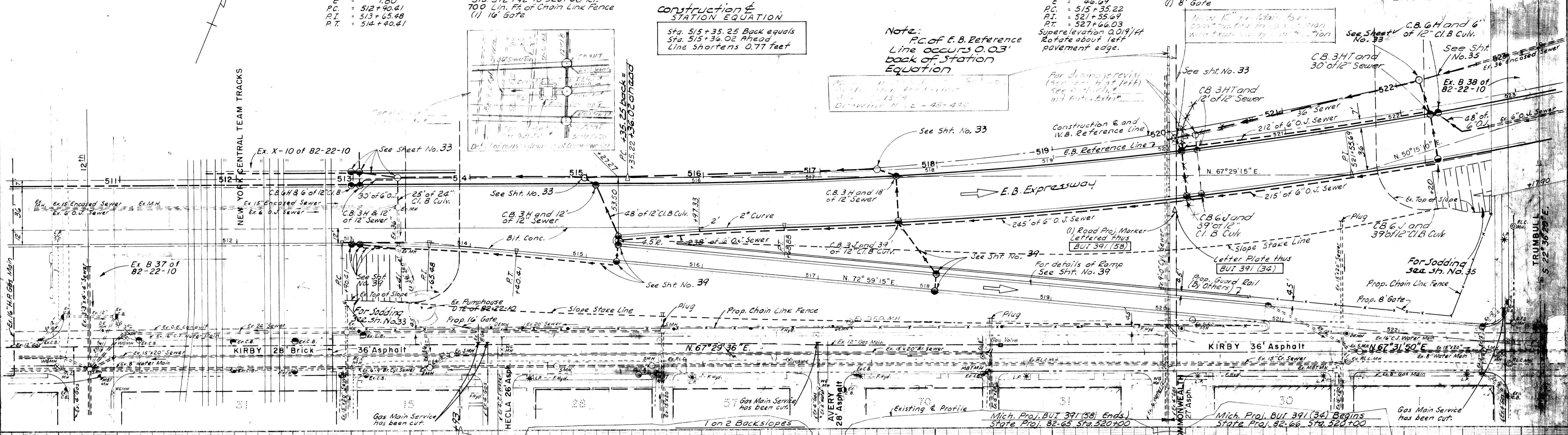
B.M. 29 D Elev. 148.644
Arrow on Fire Hydrant at
N.W. Cor. of Trumbull Ave.
and Kirby Ave.

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1112	MI.	811(381)(32)		32	

EASTBOUND FORD

DATE	BY	REVISION
7-33	W.B. BROWN	FINAL DESIGN
7-33	W.B. BROWN	FINAL DESIGN
6-33	W.B. BROWN	FINAL DESIGN

OPERATION	DATE	BY
PLAN CHECKED	7-33	W.B. BROWN
PROFILE PLOTTED	7-33	W.B. BROWN
PRELIMINARY GRADE	7-33	W.B. BROWN
GRADE INSPECTION	7-33	W.B. BROWN
FEDERAL INSPECTION	7-33	W.B. BROWN



Alignment and Ties for Ramps and Main Lines shown on sh. 19

Curve Data on E.B. Ford Reference Line
 $\Delta = 17^{\circ}14'05''$ Lt.
 $D = 1^{\circ}24'04''$
 $R = 4084.18'$
 $T = 614.13'$
 $L = 1230.94'$
 $E = 46.69'$
 $PC = Sta. 515+35.22$
 $PT = Sta. 521+55.69$
 $PI = Sta. 527+66.03$
 Superelevate 0.019' ft. Rotate about left Pav. Edge

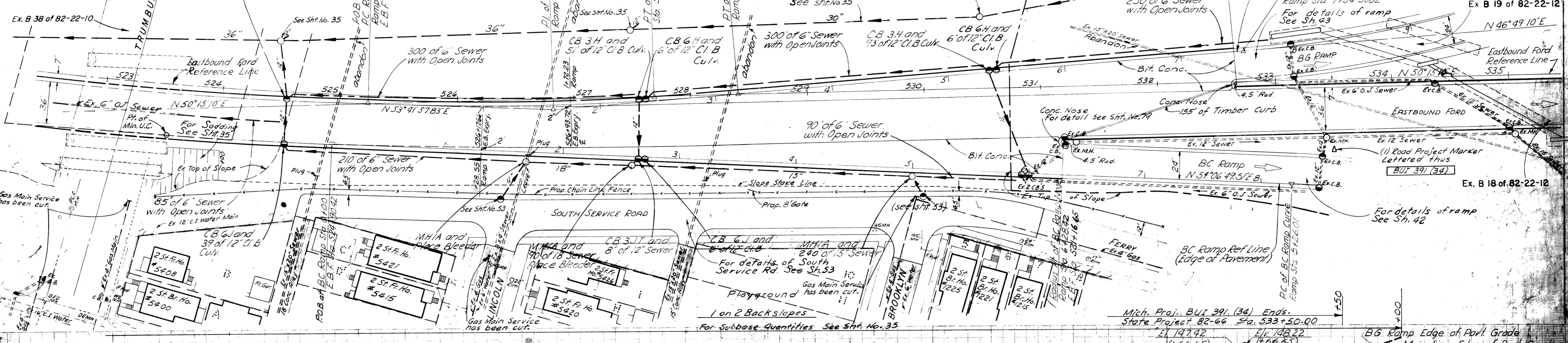
BG Ramp Curve Data
 $\Delta = 6^{\circ}52'47.83''$ Lt.
 $D = 2^{\circ}09'21.48''$
 $R = 2657.54'$
 $T = 159.75'$
 $L = 319.11'$
 $E = 4.80'$
 $PC = Sta. 0+00$
 $PT = Sta. 1+59.75$
 $PI = Sta. 3+19.11$

B.M. *290 - El. 148.699
 Arrow on Fire Hydrant at N.W. Corner of Trumbull Ave & Kirby Ave.

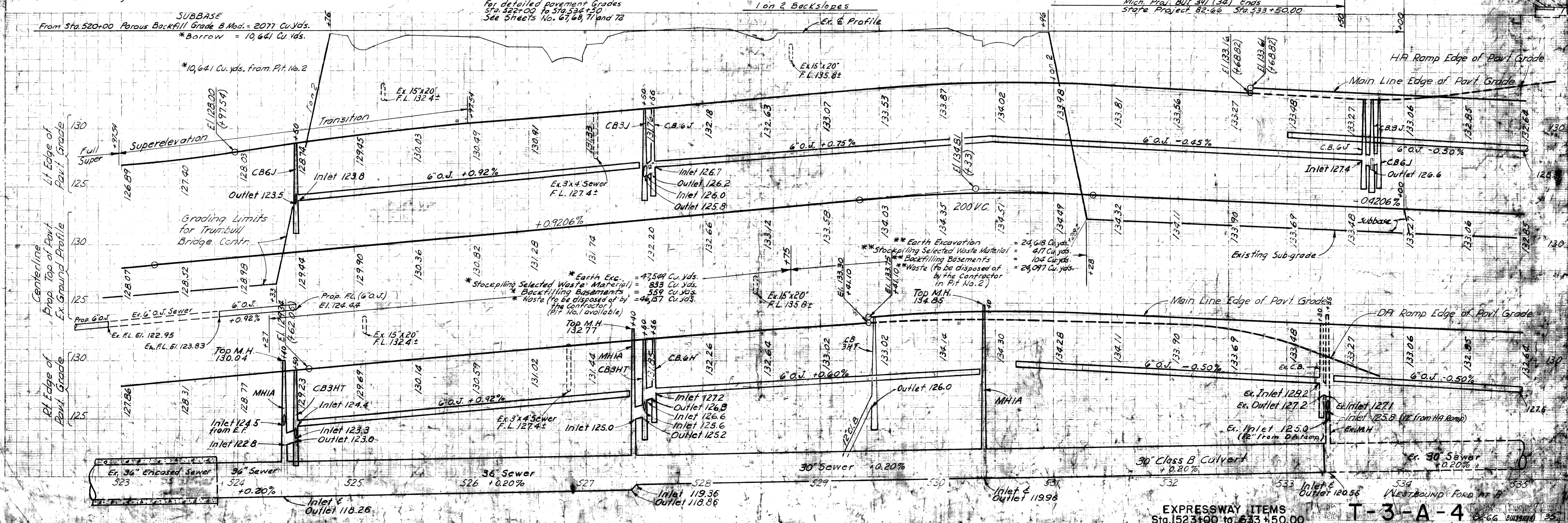
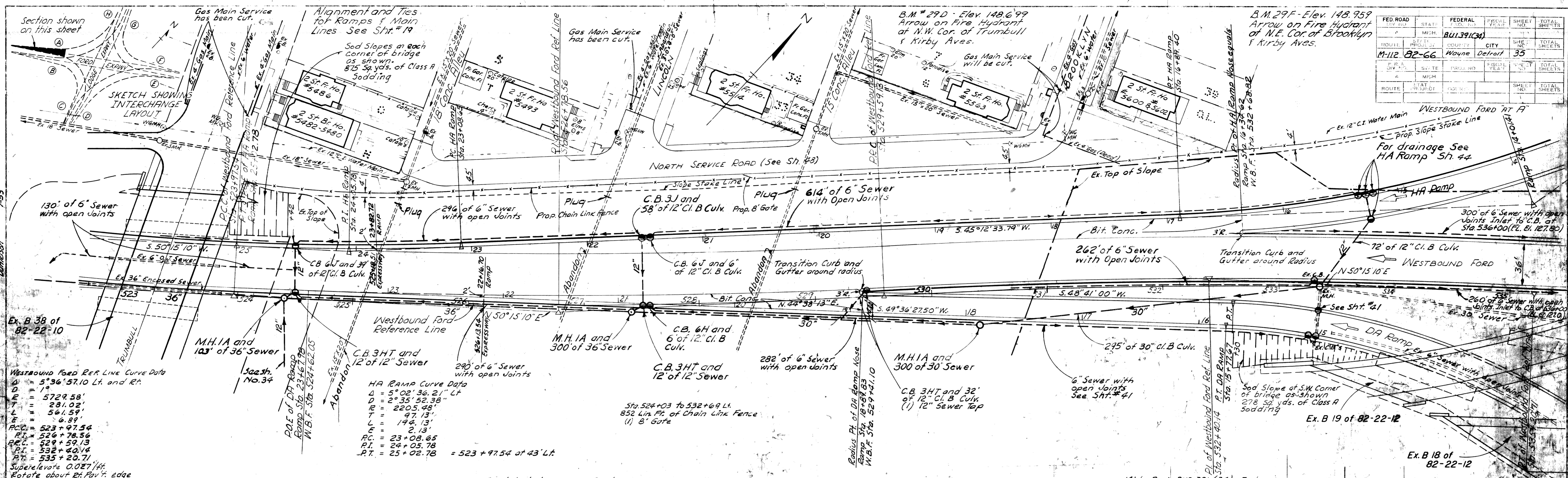
B.M. *29F - El. 148.959
 Arrow on Fire Hydrant at N.E. Corner of Brooklyn Ave & Kirby Ave.

B.M. *29G - El. 151.449
 Arrow on Fire Hydrant at N.E. Corner of Hamilton Ave & Kirby

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
M112	MI	BUI 391(34)		34	
ROUTE	PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS



FED. ROAD DIST. NO.	STATE	FEDERAL PROJECT NO.	SHEET NO.	TOTAL SHEETS
M-112	MI	BUI-391C(34)	35	35
FEDERAL PROJECT NO. BUI-391C(34) CITY: Wayne, Detroit SHEET NO.: 35 TOTAL SHEETS: 35				



Westbound Ford REF. LINE Curve Data
 D = 5°36'57.10 Lt. and Rt.
 R = 5729.58'
 P.C. = 524+97.54
 P.T. = 526+78.56
 P.C. = 529+59.13
 P.T. = 532+40.14
 P.T. = 535+20.71
 Superelevate 0.027'/ft.
 Rotate about Rt. Pavt. edge

HA Ramp Curve Data
 D = 5°02'36.21" Lt.
 R = 2°35'53.38" Rt.
 T = 2205.48'
 L = 97.13'
 L = 194.13'
 P.C. = 23+08.65
 P.T. = 24+05.78
 P.T. = 25+02.78 = 523+97.54 of 43' Lt.

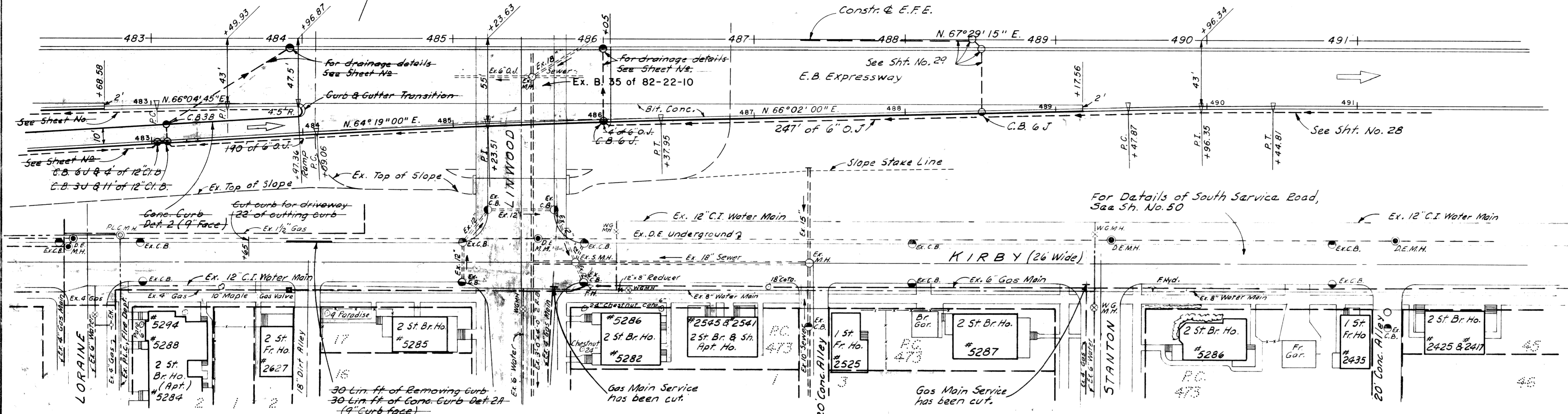
For detailed pavement Grades
 Sta. 524+00 to 532+69.44
 See Sheets No. 6, 6A, 7, and 7A

Curve Data for 12.5' Ramp (E.B. On Ramp)
 $\Delta = 01^\circ 24' 30''$ Rt.
 $D = 01^\circ 30' 00''$
 $R = 3819.83'$
 $T = 46.95'$
 $L = 93.81'$
 $E = 0.27'$
 $PC = 483 + 02.98$
 $PT = 483 + 49.93$
 $PI = 483 + 26.45$

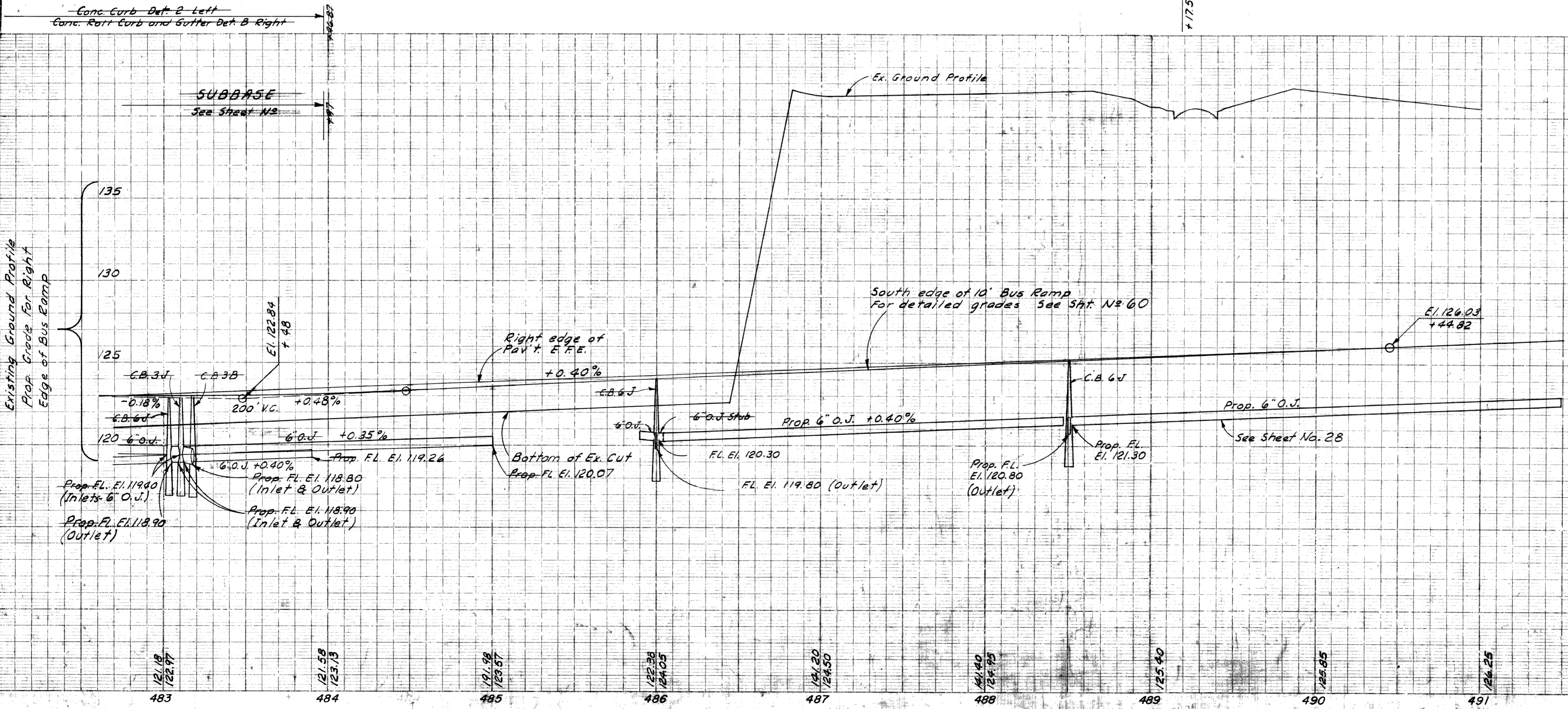
Curve Data for Bus Ramp (E. Bound)
 $\Delta = 01^\circ 43' 00''$ Rt.
 $D = 00^\circ 45' 00''$
 $R = 7639.49'$
 $T = 114.45'$
 $L = 228.89'$
 $E = 0.84'$
 $PC = 484 + 09.06$
 $PT = 485 + 23.51$
 $PI = 484 + 16.28$

Curve Data for Bus Ramp (E. Bound)
 $\Delta = 01^\circ 27' 15''$ Rt.
 $D = 01^\circ 30' 00''$
 $R = 3819.83'$
 $T = 48.98'$
 $L = 96.96'$
 $E = 0.31'$
 $PC = 489 + 47.87$
 $PT = 489 + 76.35$
 $PI = 489 + 62.11$

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (58)		36	
ROUTE	STATE	PROJECT	COUNTY	CITY	TOTAL SHEETS
M-112	82-65	WAYNE	Detroit	36	
ROUTE	STATE	PROJECT	COUNTY	CITY	TOTAL SHEETS



Michigan Project BUI 391 (58)
 State Project 82-65 Begins
 Concrete Pavement 10' Uniform (on Bus Ramp and Acceleration Lane)



DATE	BY	OPERATION
7-53	H. P. Foster	FINAL DESIGN CHECKED
8-157	S. B. Foster	FINAL DESIGN CHECKED
	S. B. Foster	QUANTITIES CHECKED
	H. B. Reinhardt	QUANTITIES CHECKED
	H. B. Reinhardt	BOARD

DATE	BY	OPERATION
1960	S. B. Foster	PLAN PROTECTED
1961	S. B. Foster	PROFILE CHECKED
1961	S. B. Foster	PRELIMINARY GRADE
1961	H. B. Reinhardt	GRADE INSPECTION
1961	H. B. Reinhardt	FIELD REVISIONS

Remove Existing Pavement on Kirby shown hatched. Sta. 505+00.26 to 506+21.78
419' Sq. yds. Removing Old Pavement

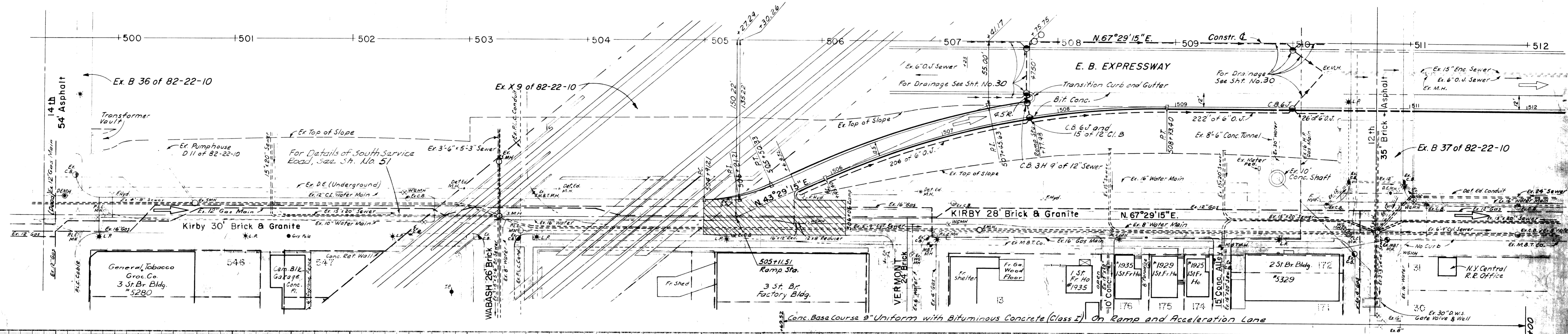
Curve Data (Ramp Stationing)
Kirby to E Bound On Ramp
Δ = 24° 00' 00"
D = 40° 35' 43"
R = 14114'
T = 3000'
L = 59.12'
E = 3.15'
PC = 504+91.21
PI = 505+21.21
PT = 505+50.33

Curve Data
E Bound On Ramp
Δ = 24° 00' 00" Rt.
D = 08° 00' 00"
R = 71620'
T = 152.23'
L = 300.00'
E = 16.00'
PC = 505+93.40
PI = 507+45.63
PT = 508+93.40

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	82-65		38	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	DETROIT	38	
U. S. P. R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS

OPERATION	BY	DATE
PRELIMINARY P.L.O. CHECKED	B. W. WICK	3-53
FINAL DESIGN	B. W. WICK	7-53
FRASER	E. DANIELSON	
FINAL P.O.W. CHECK		
QUANTITIES CHECKED		
SOULS	DAVIDSON	3-53

OPERATION	BY	DATE
SURVEYED	P. N. ROSE	8-51
PLAN PLOTTED	P. N. ROSE	8-51
PROFILE PLOTTED	P. N. ROSE	8-51
QUANTITIES CHECKED		
FINAL INSPECTION		



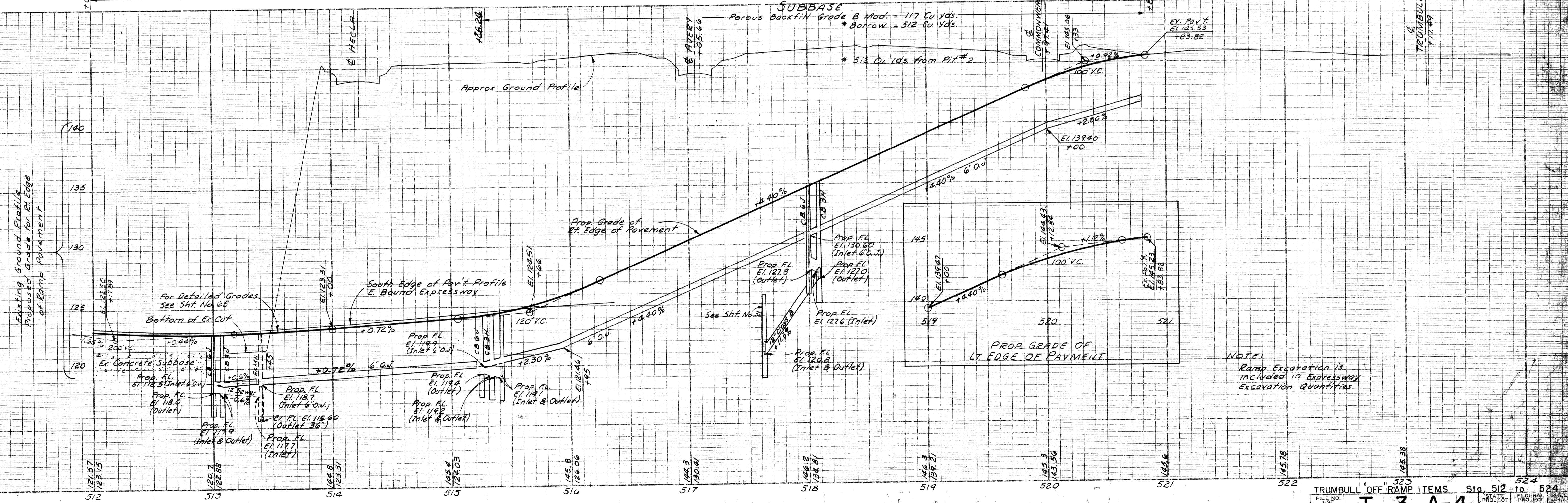
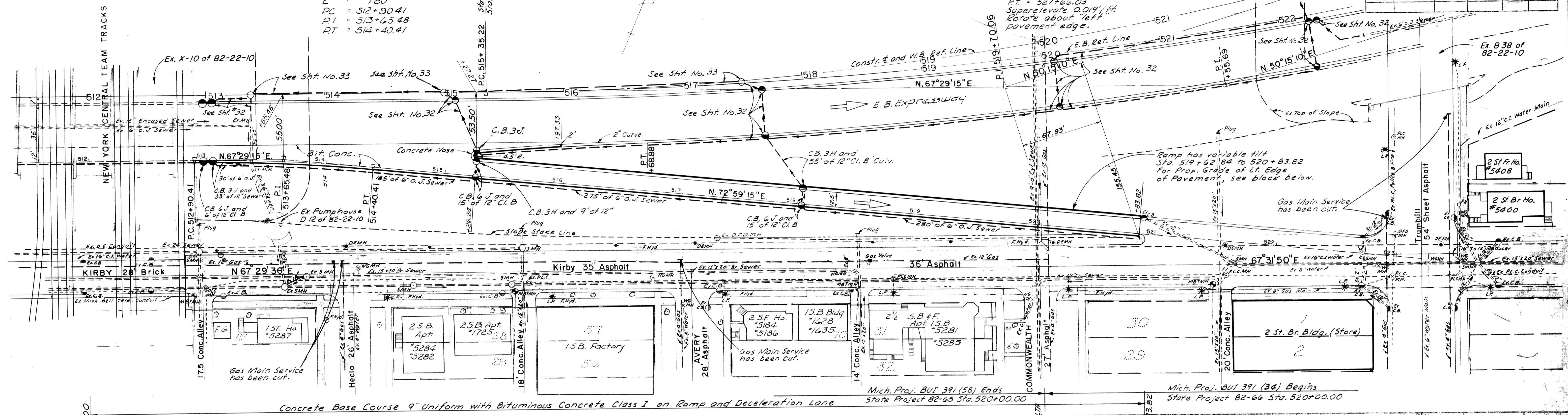
OPERATION	DATE
PRELIMINARY P.O. W. DREIFED	4-53
FINAL DESIGN CHECKED	4-53
TRACED	4-53
FINAL P.L.S. CHECK	4-53
QUANTITIES CHECKED	4-53
SQUAD	4-53

OPERATION	DATE
SURVEYED	4-53
PLAN PLOTTED	4-53
PLAN DIMENSIONED	4-53
PROFILE CHECKED	4-53
PRELIMINARY GRADE	4-53
GRADE INSPECTION	4-53
FEDERAL INSPECTION	4-53

Curve Data
 East Bound Off Ramp
 Δ = 05° 30' 00" Rt.
 D = 03° 40' 00"
 R = 1562.83
 T = 75.07'
 L = 150.00'
 E = 1.80'
 PC = 512+90.41
 PI = 513+65.48
 PT = 514+40.41

Curve Data
 East Bound E.F.E. Ref. Line
 Δ = 17° 14' 05" Lt.
 D = 1° 24' 04"
 R = 4089.18
 T = 619.70'
 L = 1230.04'
 E = 26.69'
 PC = 515+35.22
 PI = 521+55.69
 PT = 527+60.03
 Superelevate 0.019' / ft.
 Rotate about 'left' pavement edge.

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BU1 391	1961 (75)	39	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-66	WAYNE	DETROIT	39	
DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS

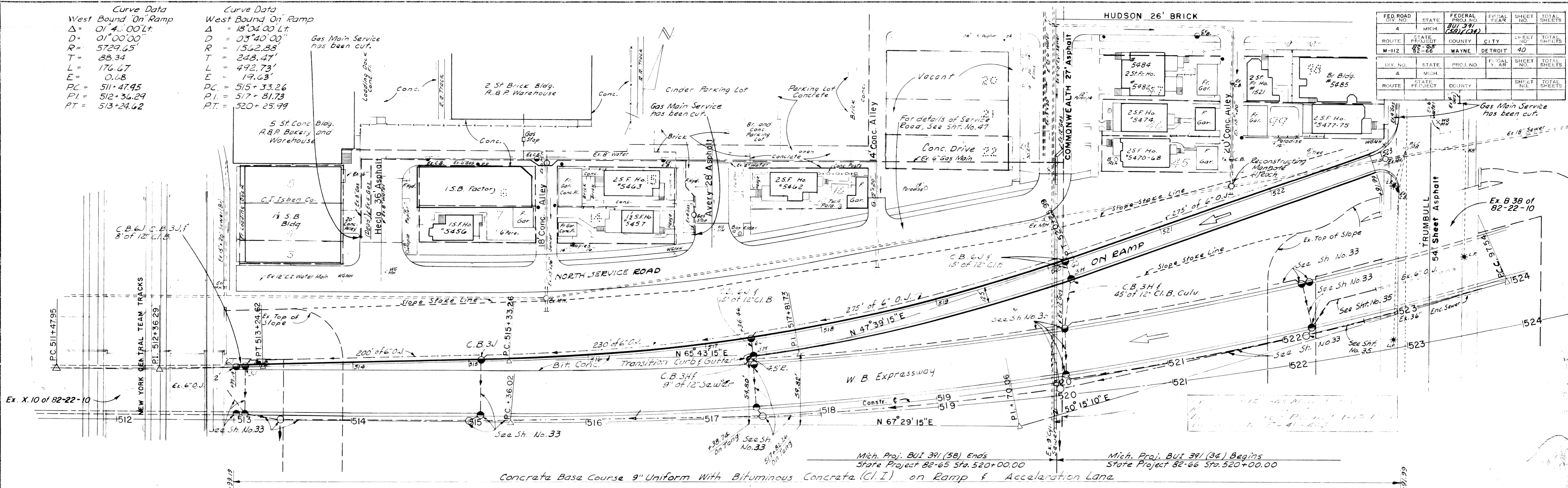


Curve Data
 West Bound On Ramp
 Δ = 01° 4' 00" Lt.
 D = 01' 00' 00"
 R = 5729.65'
 T = 88.34'
 L = 176.67'
 E = 0.68'
 PC = 511+47.95
 PI = 512+36.29
 PT = 513+24.62

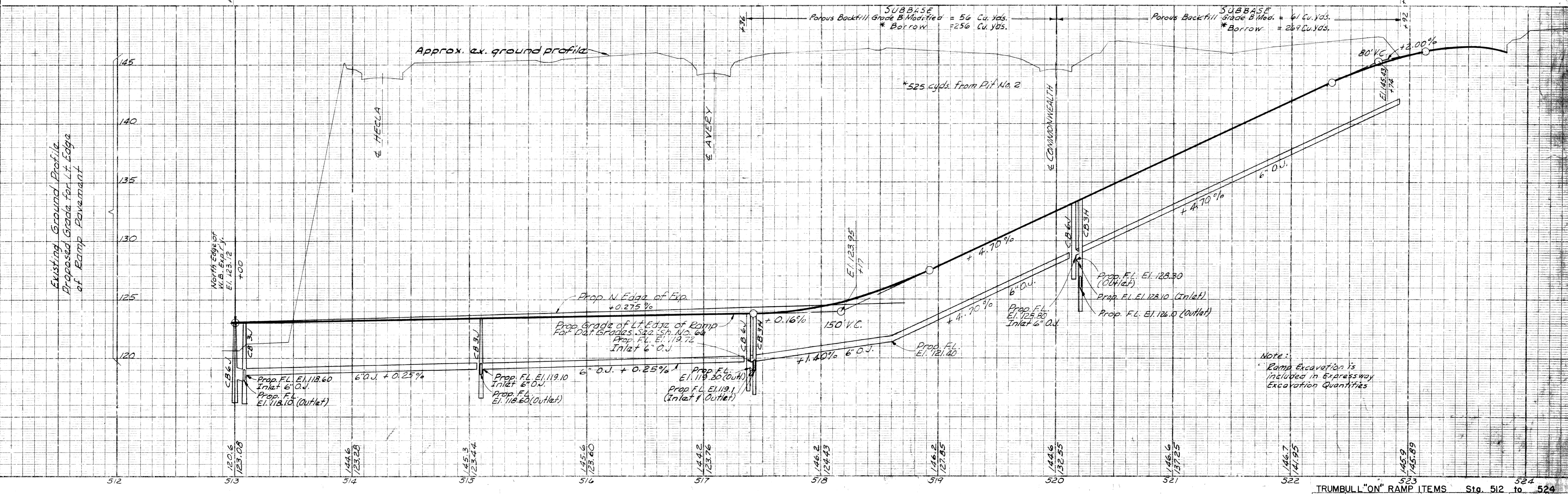
Curve Data
 West Bound On Ramp
 Δ = 18° 04' 00" Lt.
 D = 03' 40' 00"
 R = 1562.88'
 T = 248.47'
 L = 492.73'
 E = 19.63'
 PC = 515+33.26
 PI = 517+81.73
 PT = 520+25.99

OPERATION:	DATE:
PRELIMINARY E.C.O.W. CHECKED	BY:
FINAL DESIGN CHECKED	DATE:
FINAL E.C.O.W. CHECK	BY:
QUANTITIES CHECKED	DATE:
ISSUED	BY:

FED. ROAD DIV. NO.	STATE	FEDERAL PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (34)		40	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-66	WAYNE	DETROIT	40	
DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS



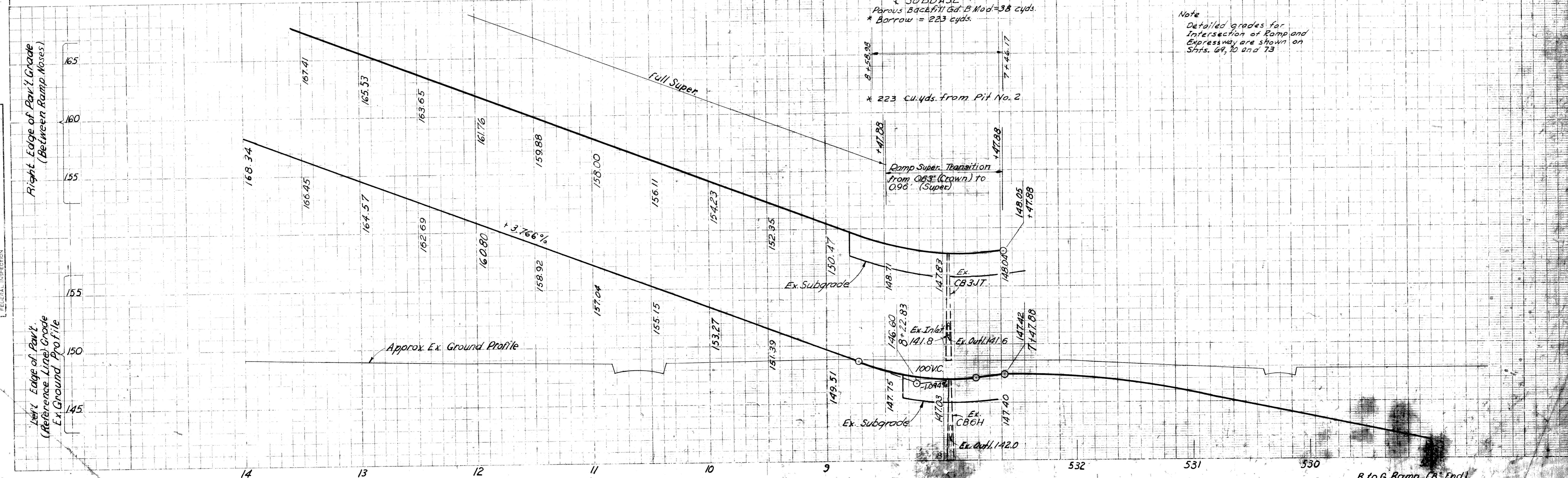
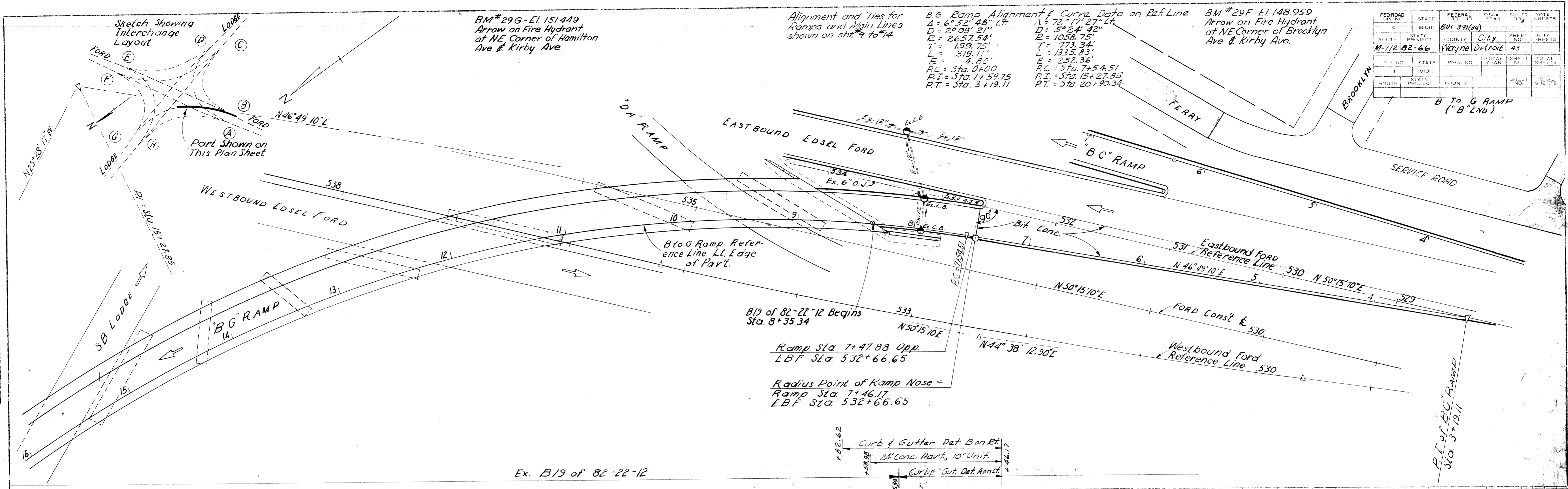
OPERATION:	DATE:
PLAN PLOTTED	BY:
PROFILE CHECKED	DATE:
PRELIMINARY GRADE	BY:
GRADE INSPECTION	DATE:
FINAL INSPECTION	BY:



Note:
 Ramp Excavation is included in Expressway Excavation Quantities

DATE	BY	CHECKED
1/12	E. Morrison	E. Morrison
1/12	E. Morrison	E. Morrison

OPERATION	DATE	BY
DESIGNED	1/12	E. Morrison
CHECKED	1/12	E. Morrison

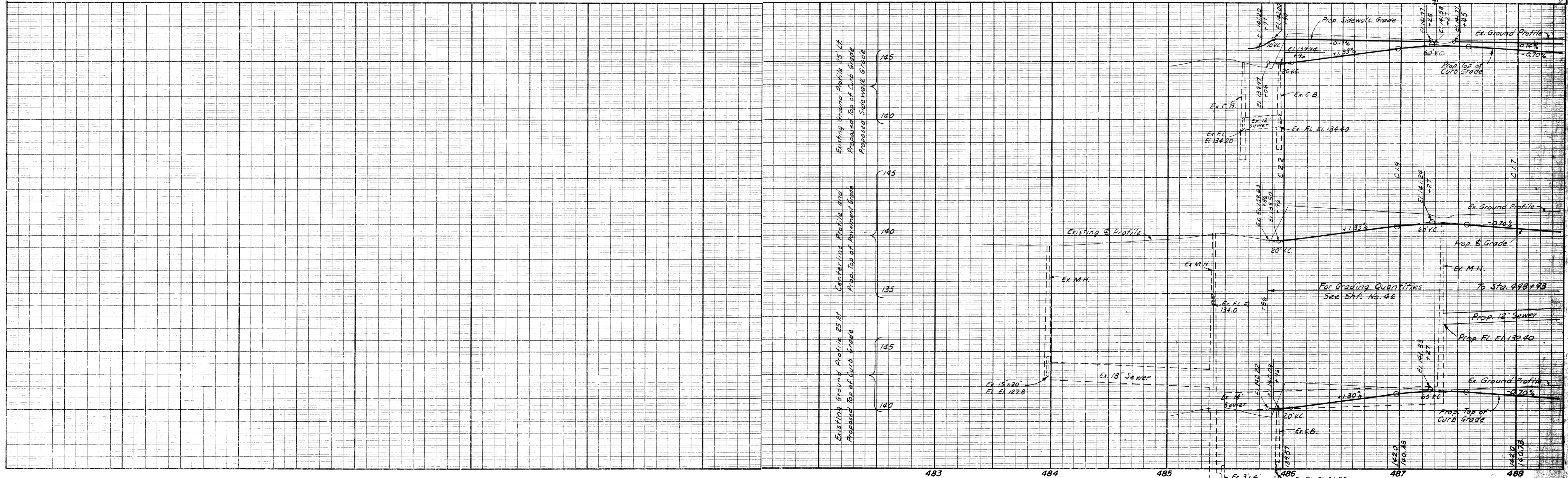
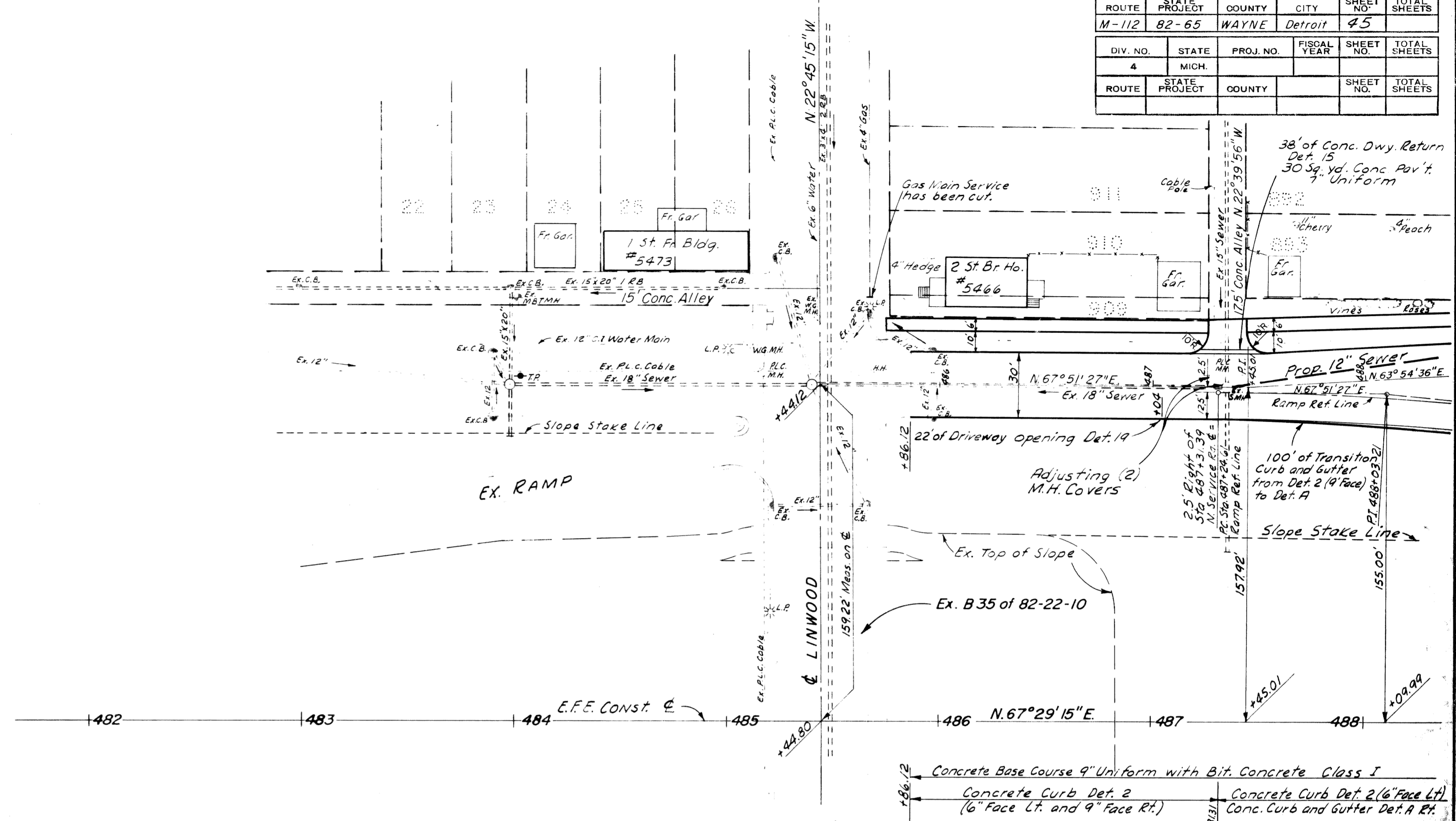


OPERATION	BY	DATE
PRELIMINARY R.O.W. CHECKED	EP/7/27g	3-53
FINAL DESIGN CHECKED	S.B. FOSZEL	3-53
FINAL R.O.W. CHECK		
QUANTITIES CHECKED		
SOUGHT	DAW/ELSON	3-53

OPERATION	BY	DATE
SURVEYED	REINICHA	3-53
PLAN PLOTTED	REINICHA	3-53
PLAN CHECKED	REINICHA	3-53
PROFILE CHECKED		
PRELIMINARY GRADE		
FINAL INSPECTION		

Sta 485+75 to Sta. 487+27 Lt
 912 Sq. Ft. of 4" Conc. Sidewalk

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 39(39)			
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	Detroit	45	
DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS

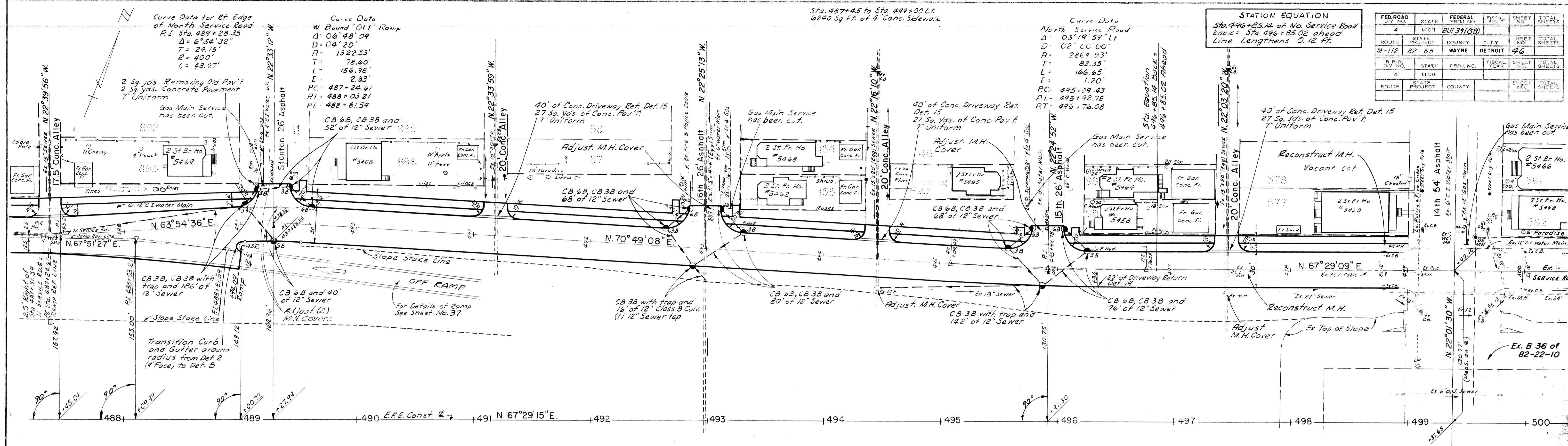


NO. SERVICE ROAD ITEMS STA. 486+05.00 to 488

FILE NO.	STATE	FEDERAL PROJECT	SHEET NO.
T-3-A-4	82-65	BUI 39	45

OPERATION	BY	DATE
PRELIMINARY P.O.W. DOKUMENTED	N.B. REINICKE	3-53
FINAL DESIGN	N.B. REINICKE	3-53
TRACED	S.B. FORSTER	3-53
FINAL P.O.W. CHECK		
QUANTITIES CHECKED		
ROAD	DRIVELLOY	4-53

OPERATION	BY	DATE
SURVEYED	P.V. RIDER	6-51
PLAN PLOTTED	N.B. REINICKE	3-53
PROFILE PLOTTED	N.B. REINICKE	3-53
PROFILE CHECKED		
QUANTITIES CHECKED		
FEDERAL INSPECTION		



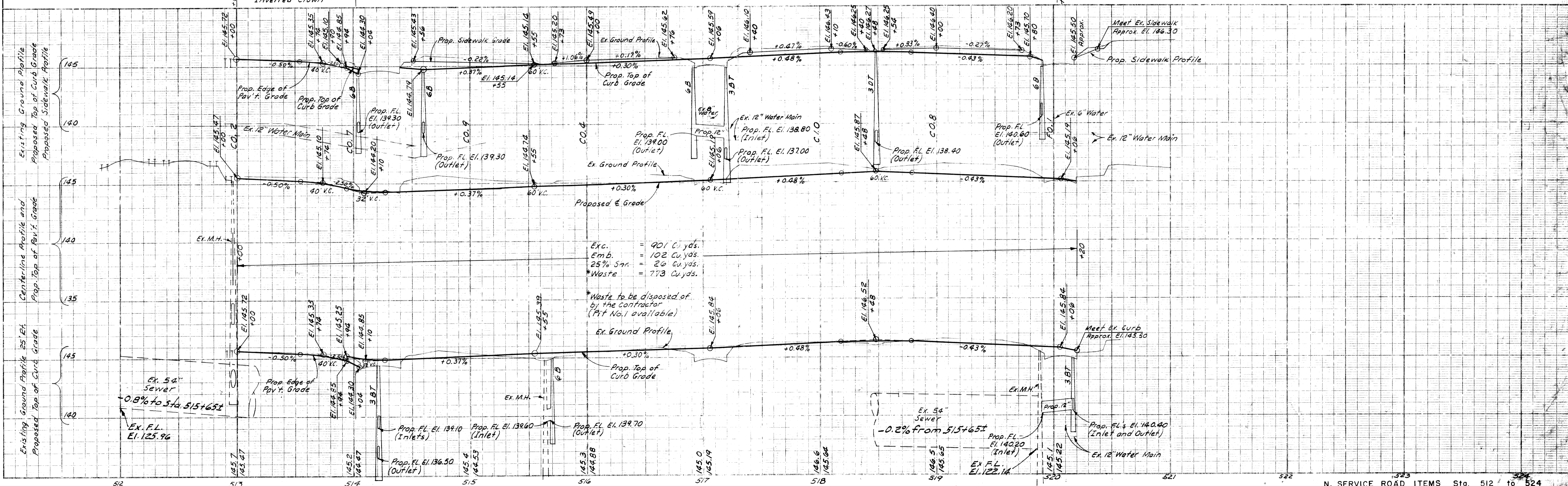
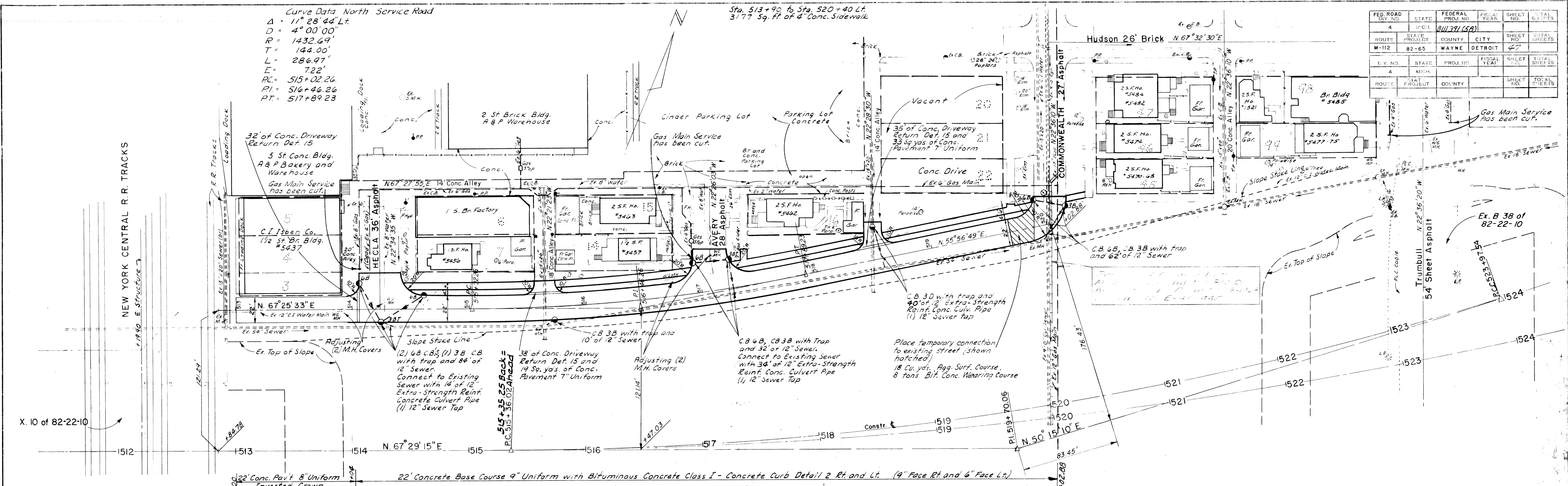
FED. ROAD DIV. NO.	4	STATE	MICH.	FEDERAL PROJ. NO.	BUI 31(32)	FISCAL YEAR	77	SHEET NO.	TOTAL SHEETS
ROUTE NO.	M-112	STATE PROJECT	82-65	COUNTY	WAYNE	CITY	DETROIT	SHEET NO.	TOTAL SHEETS
S.P.R. DIV. NO.	4	STATE PROJECT		FISCAL YEAR		SHEET NO.		TOTAL SHEETS	
ROUTE		PROJECT		COUNTY		SHEET NO.		TOTAL SHEETS	

Concrete Base Course 9" Uniform with Bituminous Concrete Class I
 Concrete Curb Detail 2 Rt. and Lt. 9" Face Rt. and 6" Face Lt.



OPERATION	BY	DATE
REVISION	R.D.W. CHECKED	4-53
FINAL DESIGN	W.B. REYNOLDS	4-53
TRACED	W.B. REYNOLDS	4-53
QUANTITIES CHECKED	W.B. REYNOLDS	4-53
QUANTITIES CHECKED	W.B. REYNOLDS	4-53
QUANTITIES CHECKED	W.B. REYNOLDS	4-53
QUANTITIES CHECKED	W.B. REYNOLDS	4-53
QUANTITIES CHECKED	W.B. REYNOLDS	4-53

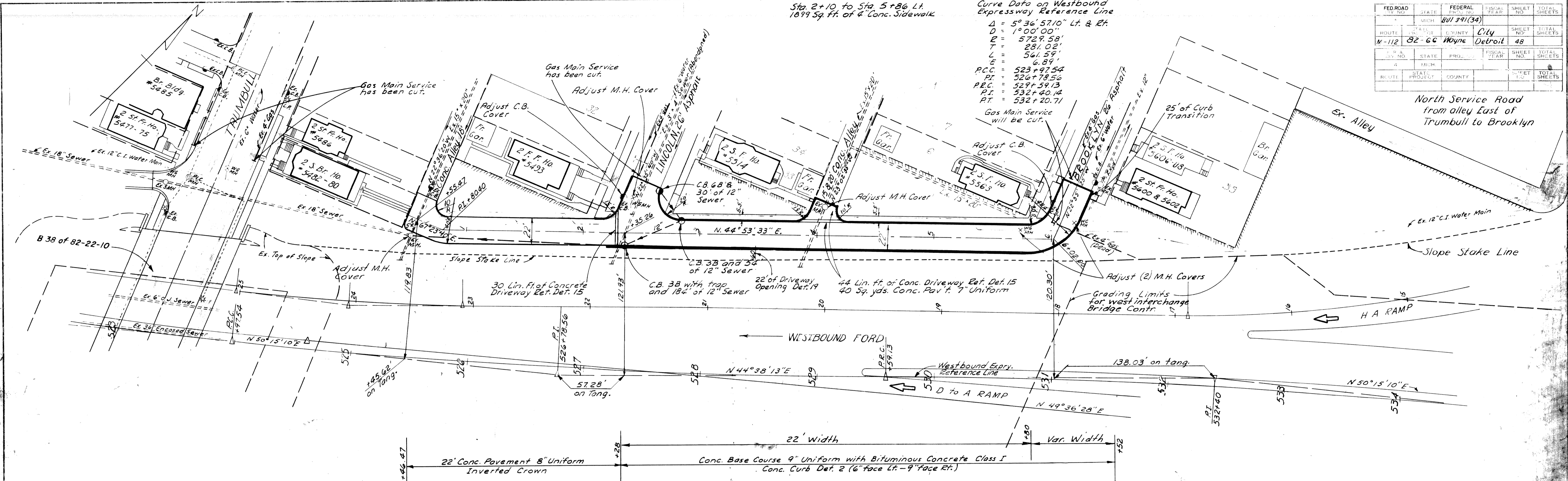
OPERATION	BY	DATE
SURVEYED	E. VERRILL	8-51
PLAN CHECKED	W.B. REYNOLDS	4-53
PROFILE PLOTTED	W.B. REYNOLDS	4-53
PROFILE CHECKED	W.B. REYNOLDS	4-53
GRADE INSPECTION	W.B. REYNOLDS	4-53
FEDERAL INSPECTION	W.B. REYNOLDS	4-53



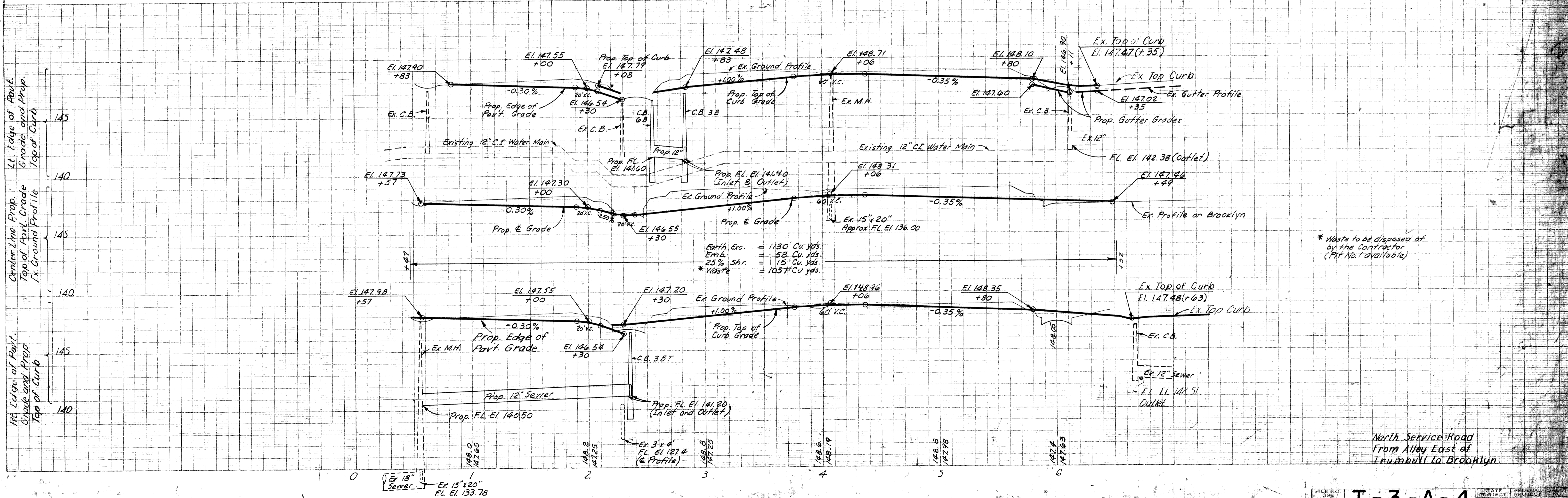
FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MI.	BUL 391 (5A)		47	47
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	DETROIT	47	47
E.V. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MI.			47	47
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
				47	47

DATE	7-53
BY	Peppie Jan
OPERATION	CONSTRUCTION
SURVEYED	10-30
PLAN PLOTTED	10-30
PROFILES PLOTTED	10-30
PRELIMINARY GRADE	10-30
FEDERAL INSPECTION	10-30

DATE	10-30
BY	L. Morrison
OPERATION	CONSTRUCTION
SURVEYED	10-30
PLAN PLOTTED	10-30
PROFILES PLOTTED	10-30
PRELIMINARY GRADE	10-30
FEDERAL INSPECTION	10-30



FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
M-112	MI	801391(34)		48	
CITY	COUNTY	PROJECT	SHEET NO.	TOTAL SHEETS	
Detroit	Wayne		48		

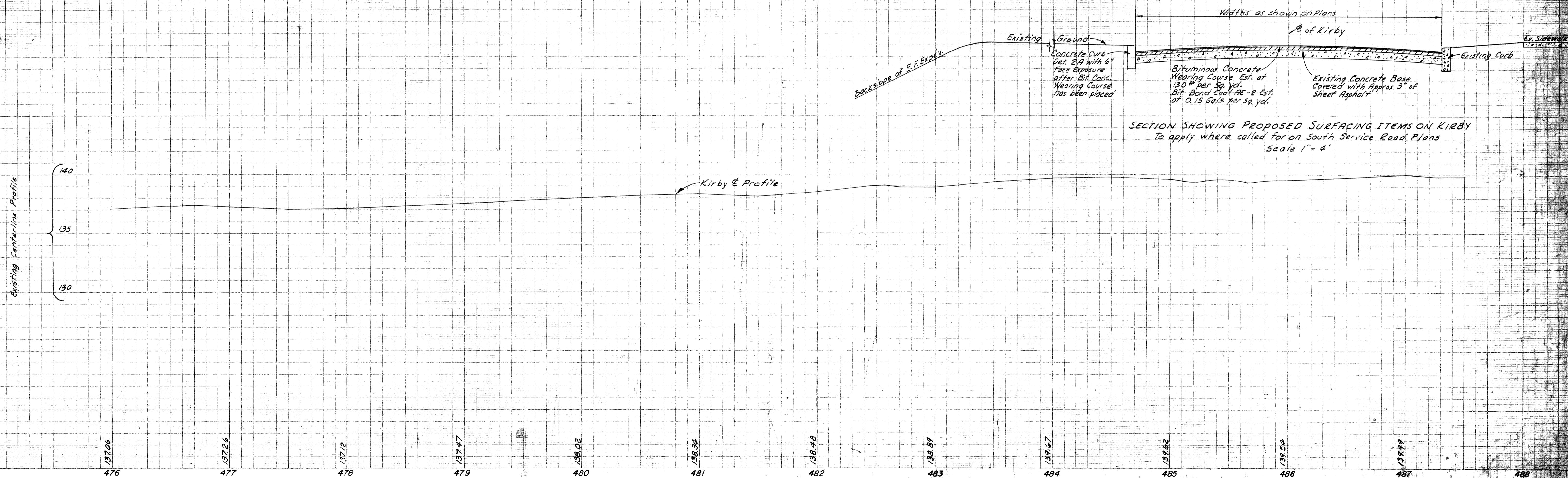
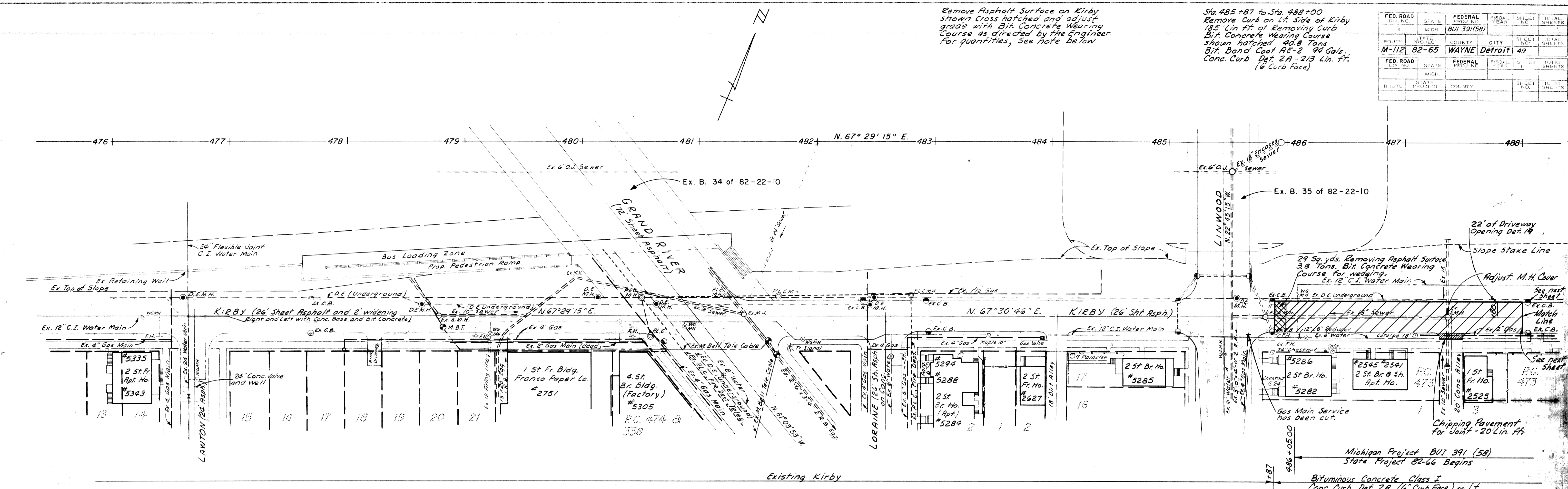


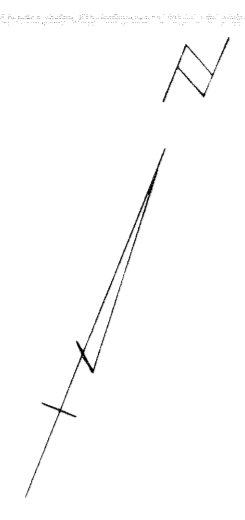
* Waste to be disposed of by the Contractor (Pit No. 1 available)

North Service Road From Alley East of Trumbull to Brooklyn

OPERATION	BY	DATE
SURVEYED	F.P.	1950
PLANNING	S.B. Foster	1950
DESIGNED	F.P.	1950
PROFILE PLOTTED	S.B. Foster	1951
PROFILE CHECKED	N.B.C.	1951
GRADE INSPECTION	N.B.C.	1951
FINAL INSPECTION	N.B.C.	1951

OPERATION	BY	DATE
SURVEYED	F.P.	1950
PLANNING	S.B. Foster	1950
DESIGNED	F.P.	1950
PROFILE PLOTTED	S.B. Foster	1951
PROFILE CHECKED	N.B.C.	1951
GRADE INSPECTION	N.B.C.	1951
FINAL INSPECTION	N.B.C.	1951





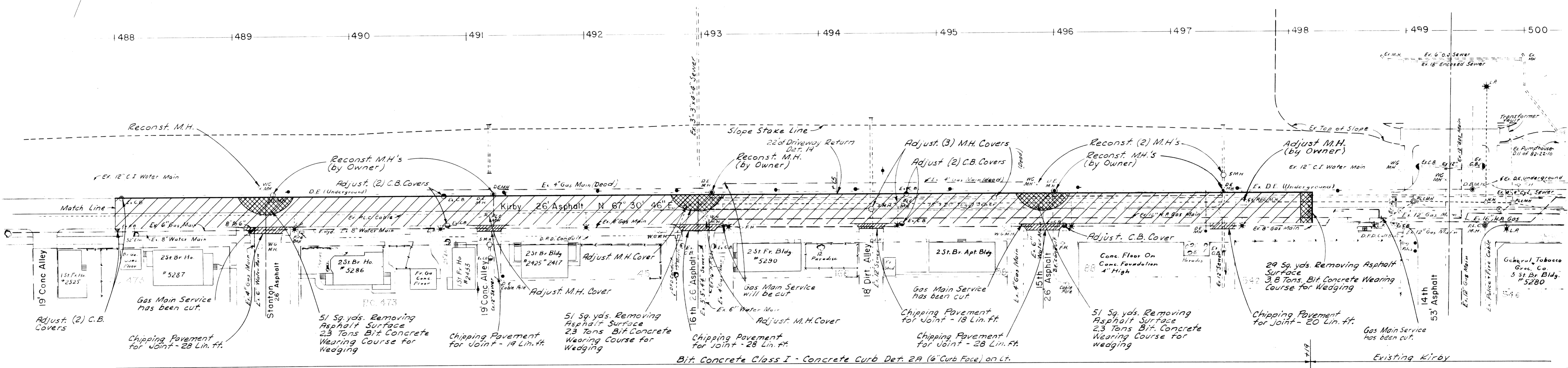
488 489 490 491 492 493 494 495 496 497 498 499 500

OPERATION	BY	DATE
PRELIMINARY P.O.W. CHECKED	M.B. REINOLTA	4-53
FINAL DESIGN CHECKED	M.B. REINOLTA	4-53
TRACED	S.B. ROSE	9-52
FINAL P.O.W. CHECK		
QUANTITIES CHECKED		
SQUAD		

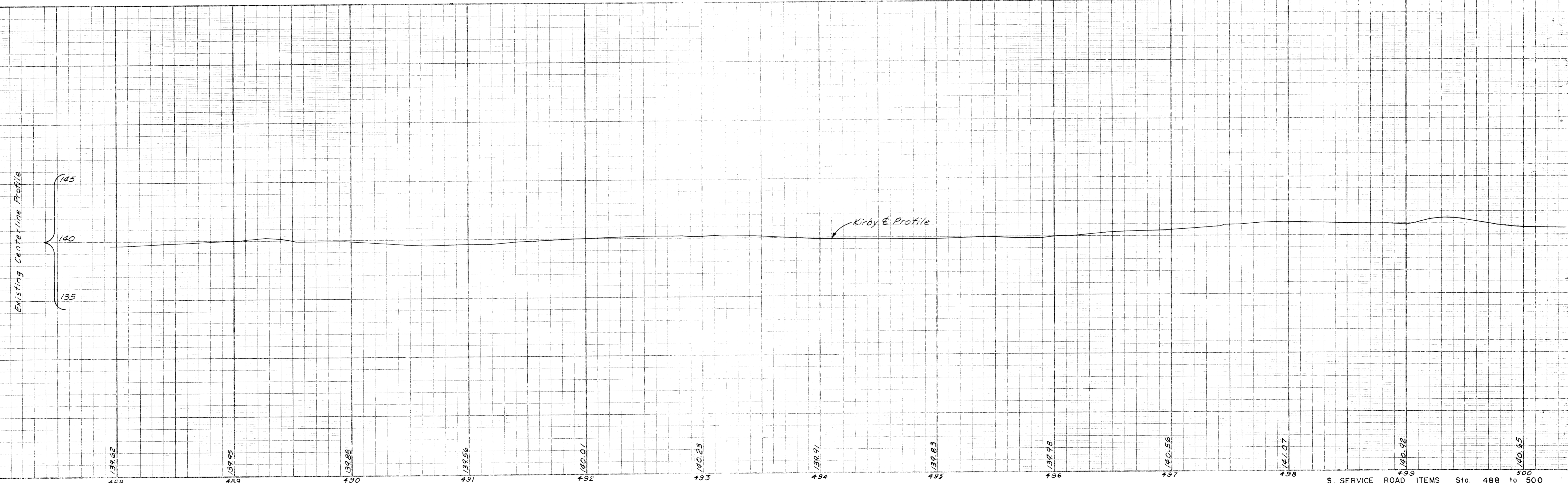
Remove Asphalt Surface on Kirby shown cross hatched and adjust crown or grade with Bit. Concrete Wearing Course as directed by the Engineer.
For Quantities, see notes below

Sta. 488+00 to Sta. 498+19
Remove Curb on Lt. side of Kirby 783 Lin. Ft. of Removing Curb Bit. Concrete Wearing Course shown hatched - 197.3 Tons Bit. Bond Coat AC-2 455 Gal. Conc. Curb Det. 2A - 107 Lin. Ft. (6' Curb Face)

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (58)		50	50
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	DETROIT	50	50
B.P.F. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.			50	50
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
				50	50



OPERATION	BY	DATE
PLAN PLOTTED	P.V. ROSE - S.B. ROSE	7-51
PLAN CHECKED	M.B. REINOLTA	5-53
PROFILE CHECKED		
PRELIMINARY GRADE		
GRADE INSPECTION		
FEDERAL INSPECTION		



S. SERVICE ROAD ITEMS Sta. 488 to 500
T-3-A-4
82-65 BUI 391 (58) 50

Note: - Where Conc. Base Course is covered with Bit. Concrete Wearing Course as called for on this sheet, the Bit. Concrete Wearing Course is estimated at 220 lbs. per sq. yd.

Sta 500+53 to Sta. 505+00.26
Remove Curb on Lt. Side of Kirby
298 Lin. ft. of Removing Curb
Bit. Concrete Wearing Course
shown hatched
94.0 Tons
Bit. Bond Coat RE-2 218 Gals.
Conc. Curb Det. 2A 901 Lin. ft.
(6" Curb Face)

Sta 505+00.26 to Sta. 506+21.78
Conc. Base Course 9" Uniform 470 Sq. yds.
Bit. Concrete Wearing Course 517 Tons
Bit. Bond Coat RE-2 71 Gals.
Conc. Curb and Gutter Det. A 78 Lin. ft.
Conc. Curb and Gutter Det. B 11 Lin. ft.
Concrete Curb Det. 2 (6" Curb Face) 140 Lin. ft.
Note: - For Old Pav't. Removal See Sht. No. 38

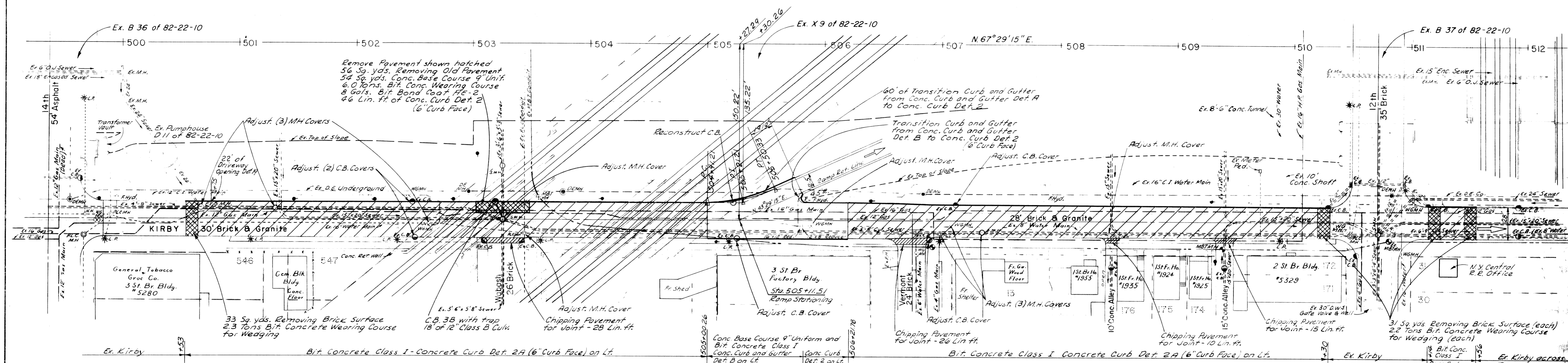
Curve Data (Ramp Stationing)
Left Edge of E.B. "ON" Ramp
D = 24°00'00"
D = 40°35'43"
R = 141.14'
T = 30.00'
L = 59.12'
E = 3.15'
P.C. = 504+91.21
P.I. = 505+21.21
P.T. = 505+50.33

Remove Brick Surface on Kirby
shown cross hatched and replace
with Bit. Concrete Wearing
Course to adjust grade. For
quantities, see notes below

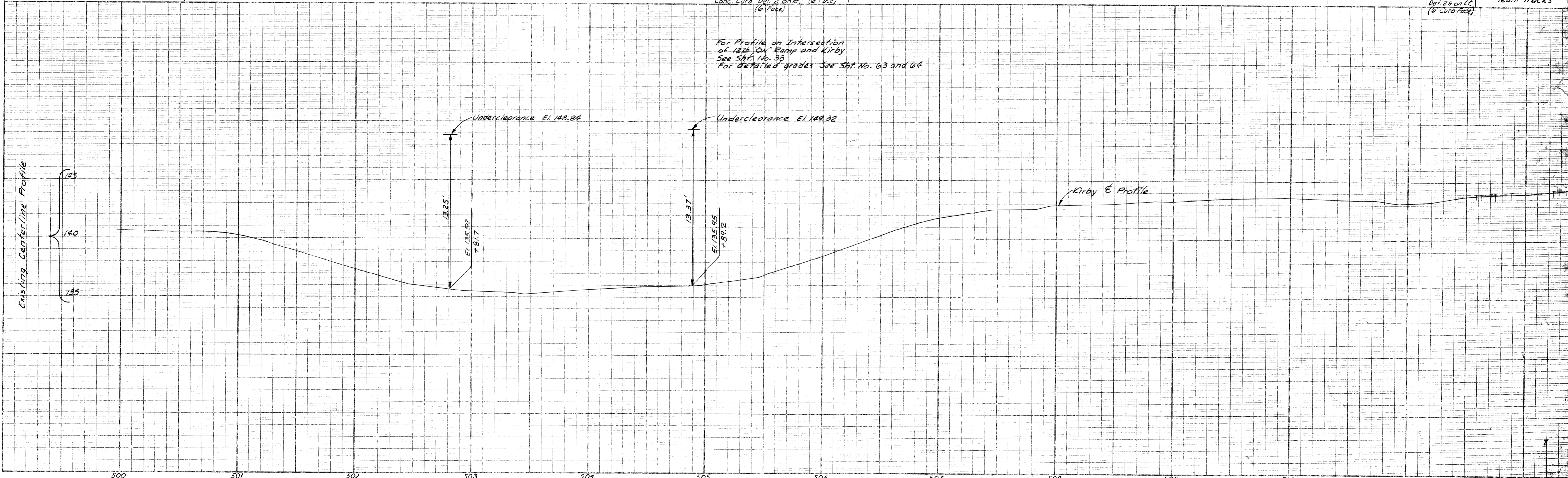
Sta. 506+21.78 to Sta. 511+56
Remove Curb on Lt. Side of Kirby
Removing Curb 318 Lin. ft.
Bit. Concrete Wearing Course
shown hatched 94.0 Tons
Bit. Bond Coat RE-2 217 Gals.
Conc. Curb Det. 2A 950 Lin. ft.
(6" Curb Face)

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391(58)			
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	DETROIT	51	
B. P. R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS

OPERATION	BY	DATE
PRELIMINARY R.O.W. CHECKED	W.B.R./M.M.	5-23
FINAL DESIGN CHECKED		
TRAGED CHECKED		
FINAL R.O.W. CHECK		
QUANTITIES CHECKED		
SQUAD		7-53



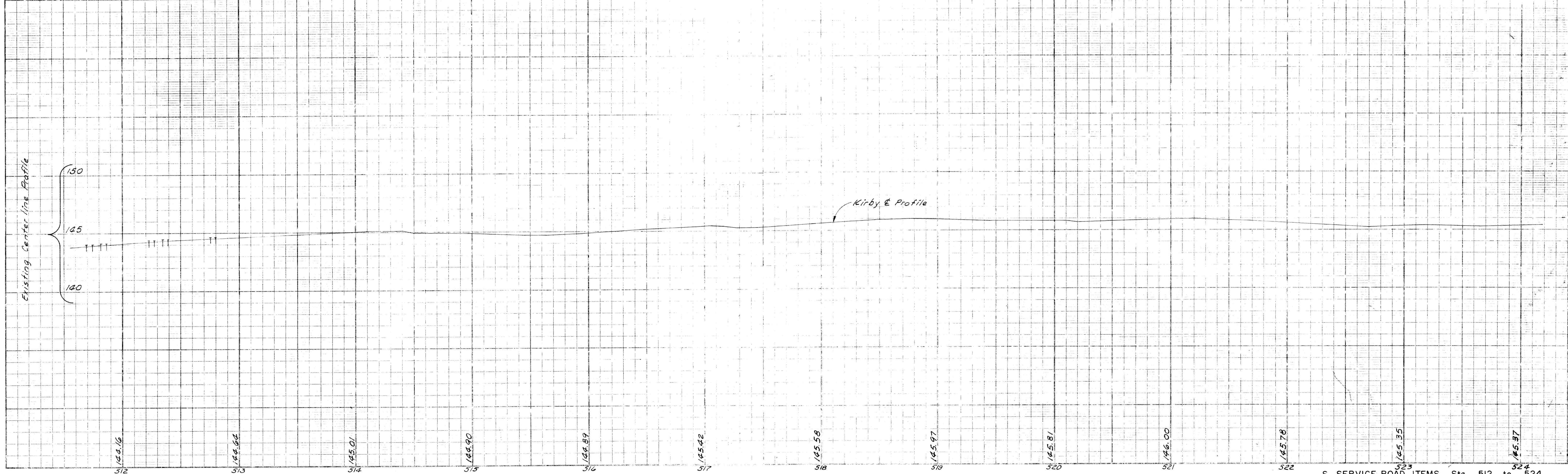
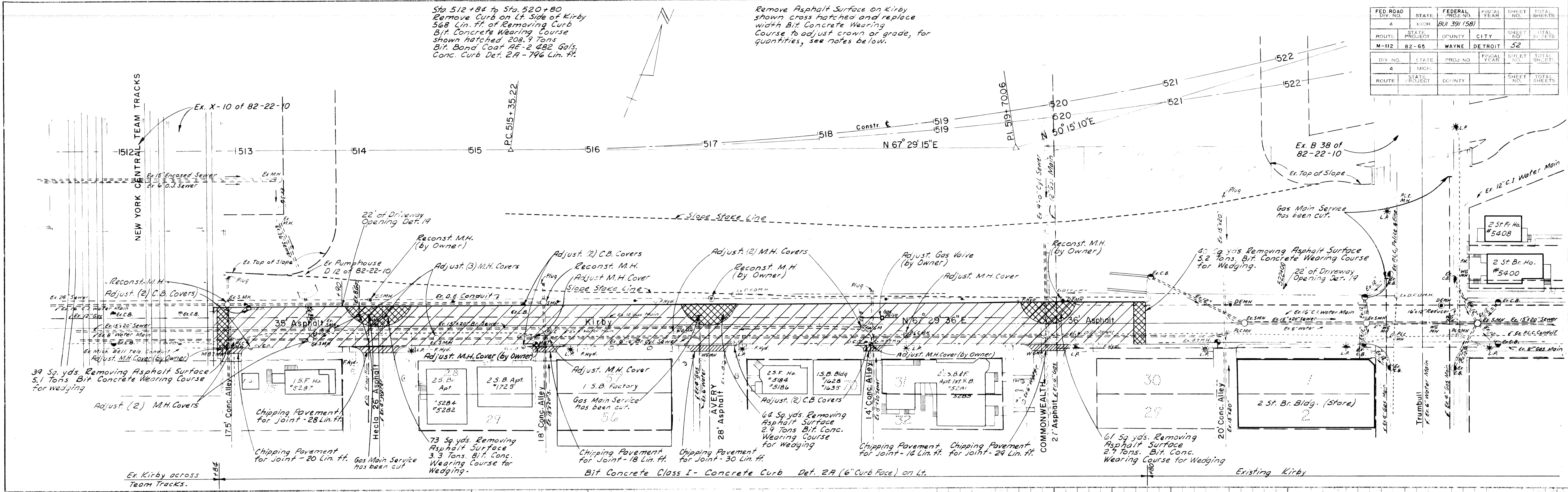
OPERATION	BY	DATE
SURVEYED	P.W.E./R.B. PETER	4-27-59
PLAN PLOTTED		
PROF. PLOTTED		
PROF. CHECKED		
DESIGNED		
DESIGNED		
FEDERAL INSPECTION		



FED. ROAD DIST. NO.	STATE	FEDERAL PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (58)		52	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	DETROIT	52	
DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS

OPERATION	BY	DATE
PRELIMINARY R.O.W. CHECKED	H.B. Reinhardt	5-53
FINAL DESIGN CHECKED	H.B. Reinhardt	6-53
TRACED	E. Varma / B.S.B. / S.M. / B.S. / E. J.S.	
FINAL R.O.W. CHECK		
QUANTITIES CHECKED		
SQUAD	M.P.T.C.K. & Division 8-51	

OPERATION	BY	DATE
SURVEYED	E. Varma / B.S.B. / S.M.	7-51
PLAN PLOTTED	H.B. Reinhardt	
PROFILE PLOTTED		
PROFILE CHECKED		
PRELIMINARY GRADE		
FEDERAL INSPECTION		

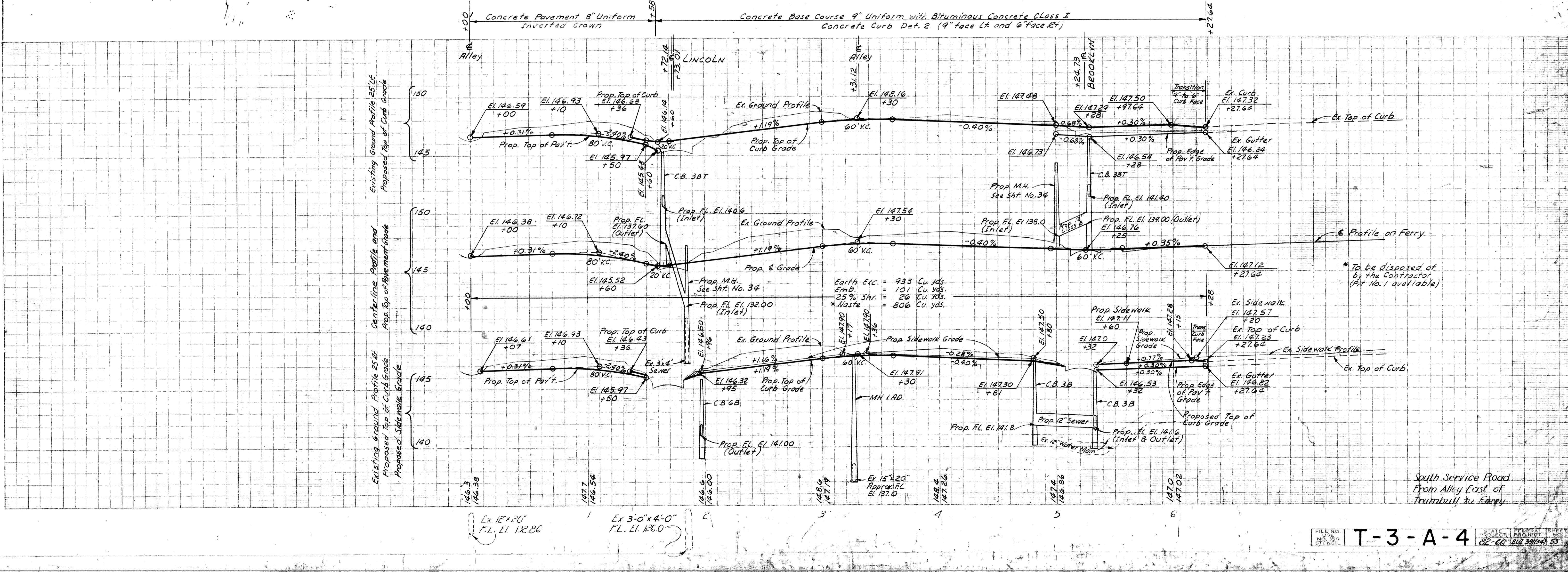
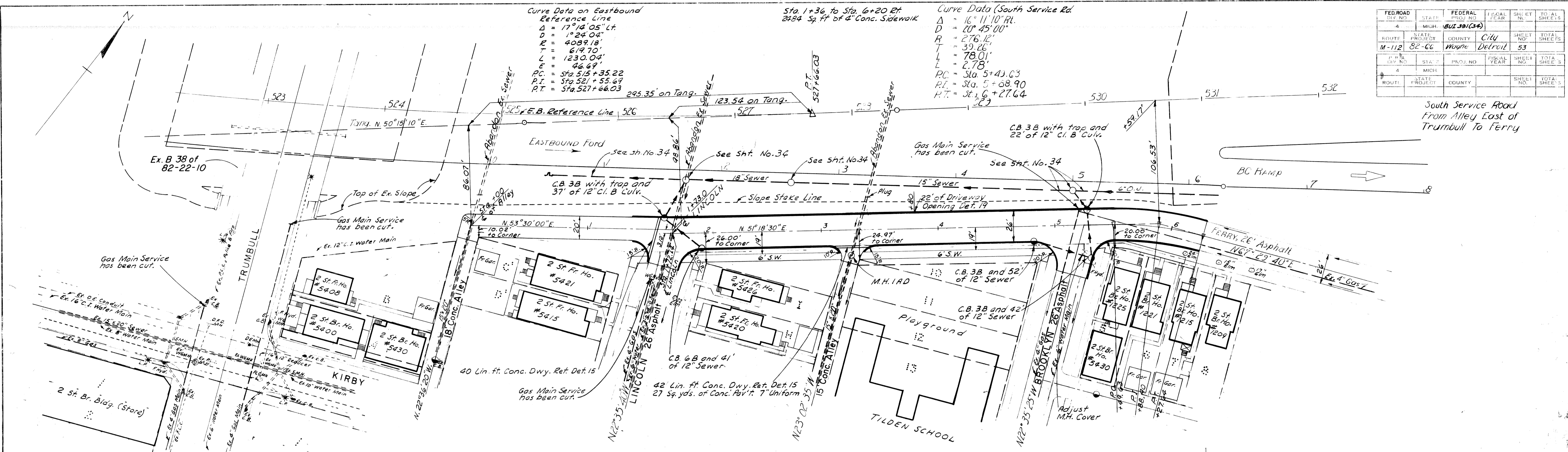


FED. ROAD DIST. NO.	STATE	FEDERAL PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
M-112	MI	82-66	1982	53	53

South Service Road From Alley East of Trumbull to Ferry

OPERATION	DATE	BY
OPERATION		
FINAL DESIGN CHECKED		Danielson
FRAMED		
QUANTITIES CHECKED		
DATE		

OPERATION	DATE	BY
OPERATION		
PLAN CHECKED		L. Morrison
PROFILE CHECKED		L. Morrison
GRADE INSPECTION		L. Morrison
DATE		

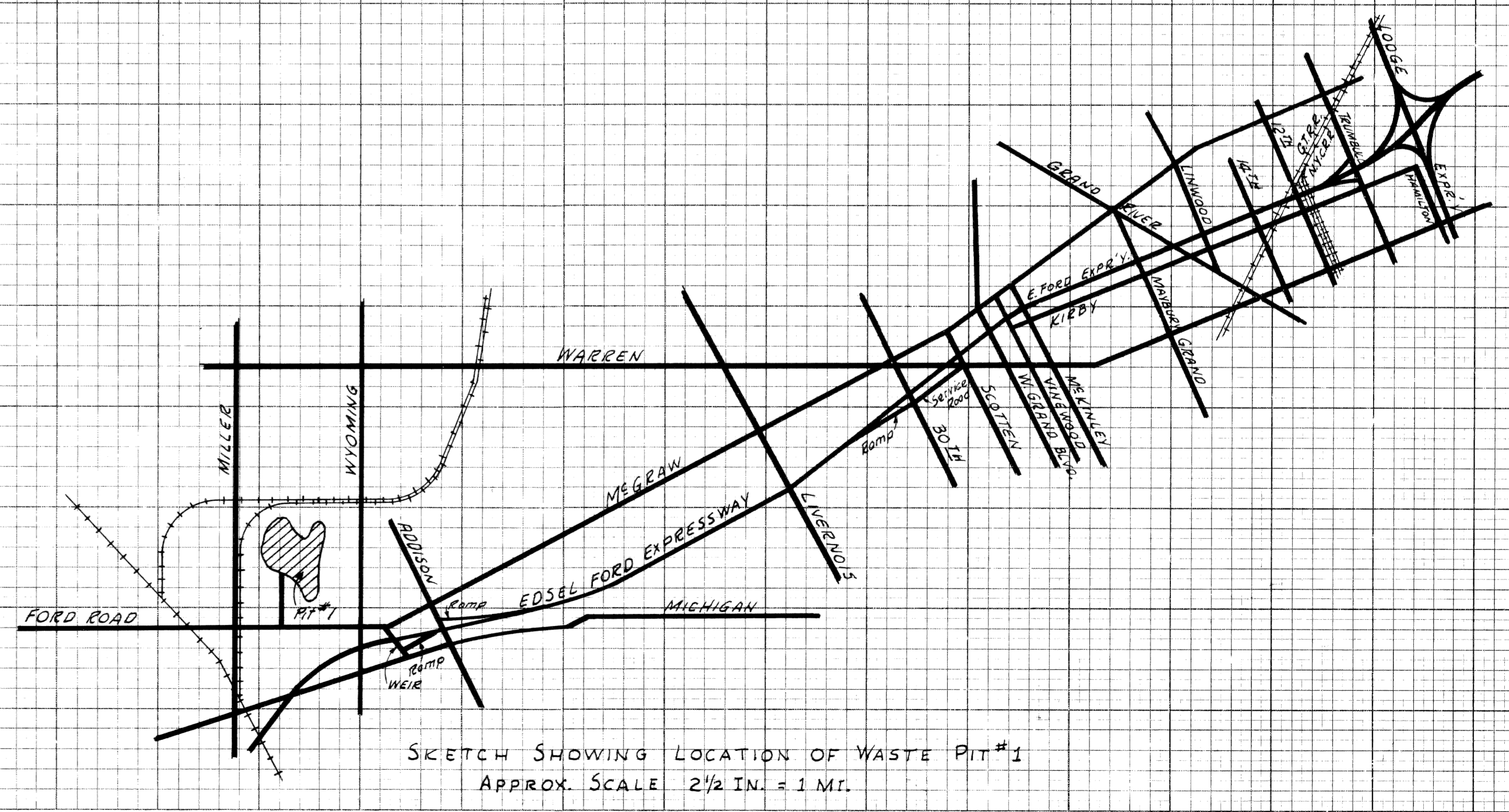
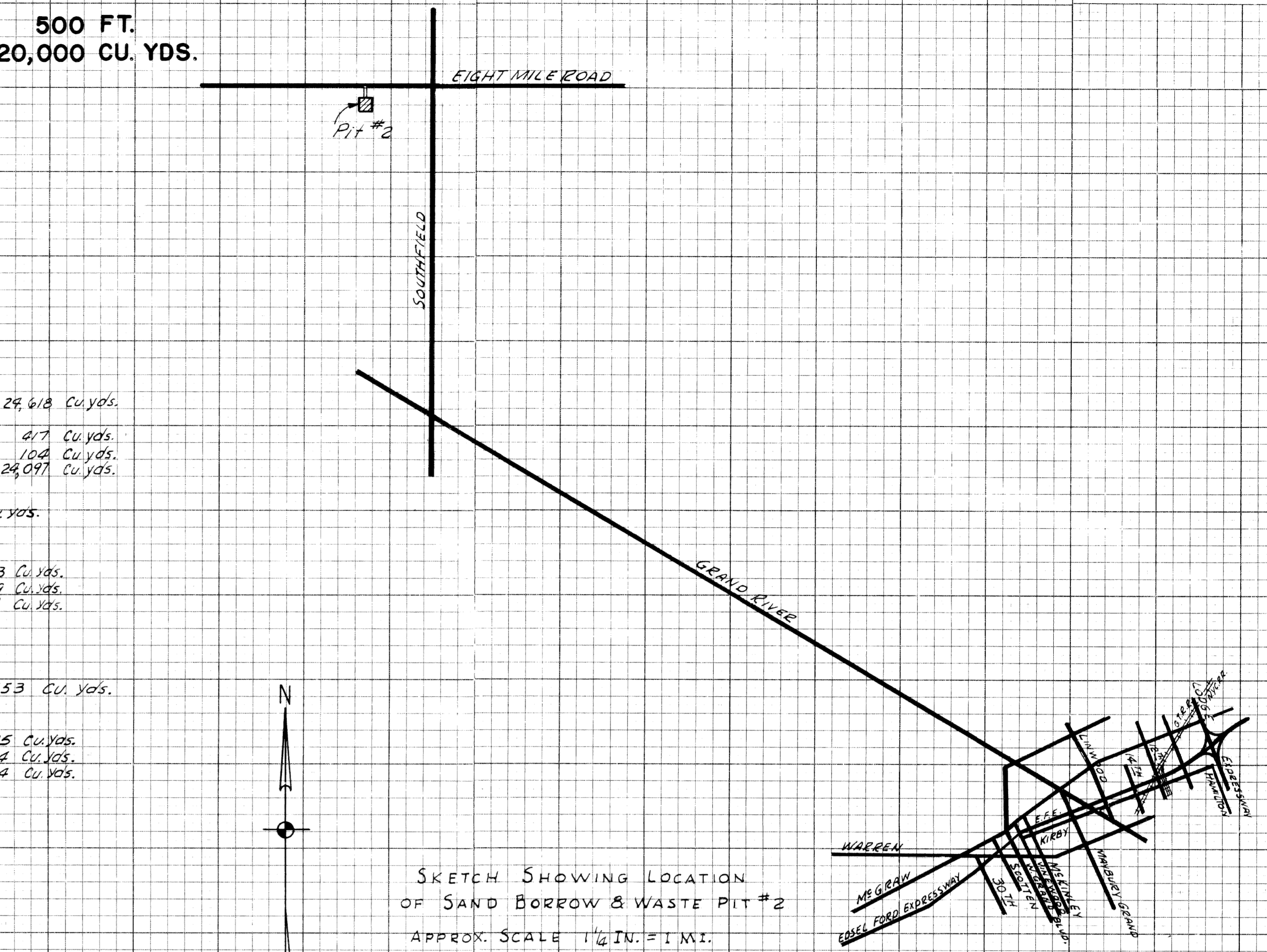
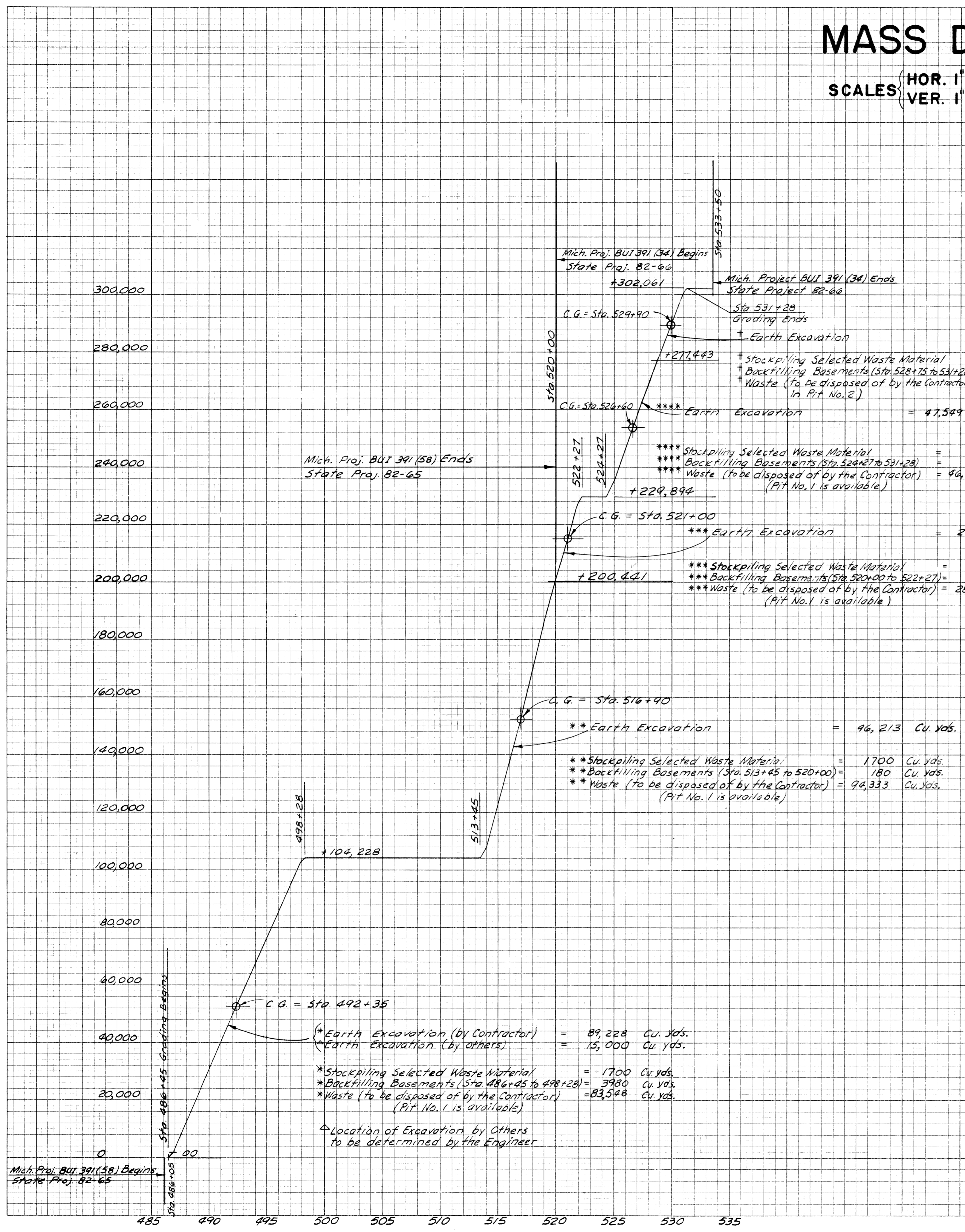


MASS DIAGRAM

SCALES (HOR. 1" = 500 FT.
VER. 1" = 20,000 CU. YDS.)

FED. ROAD DIV. NO.	STATE	FED. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (34)			
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	Detroit	54	

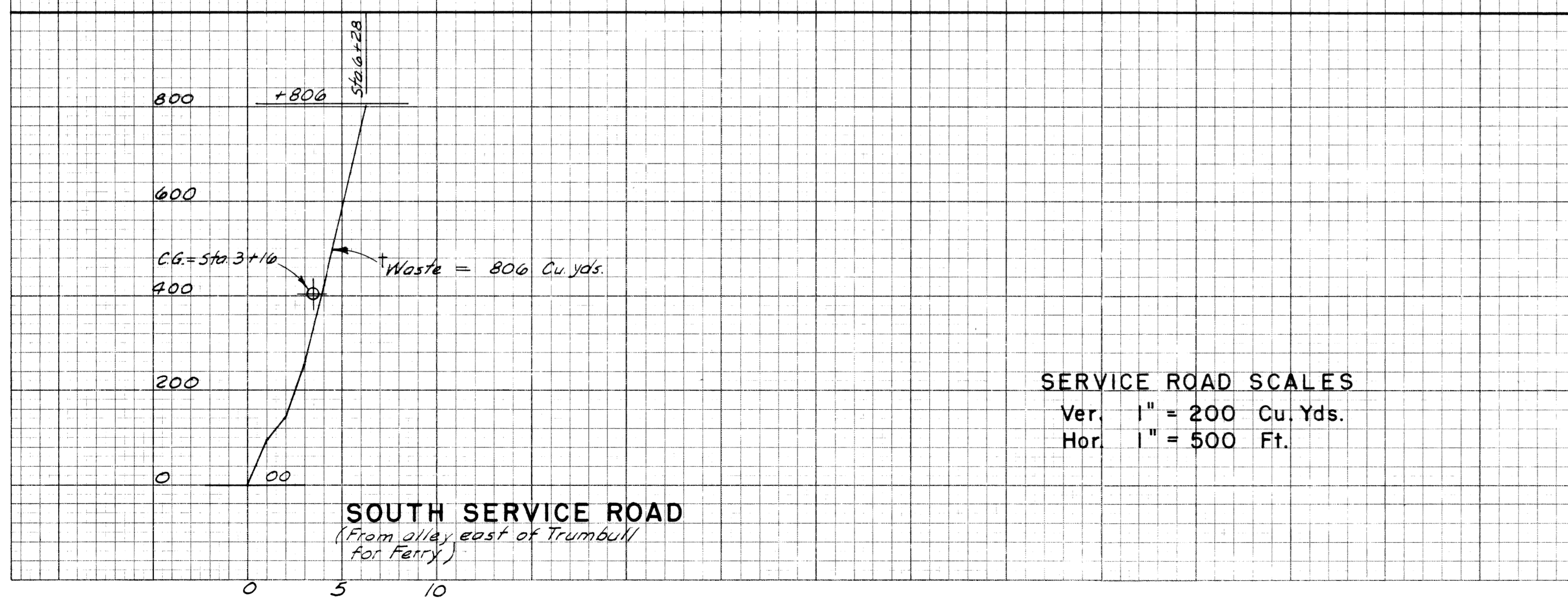
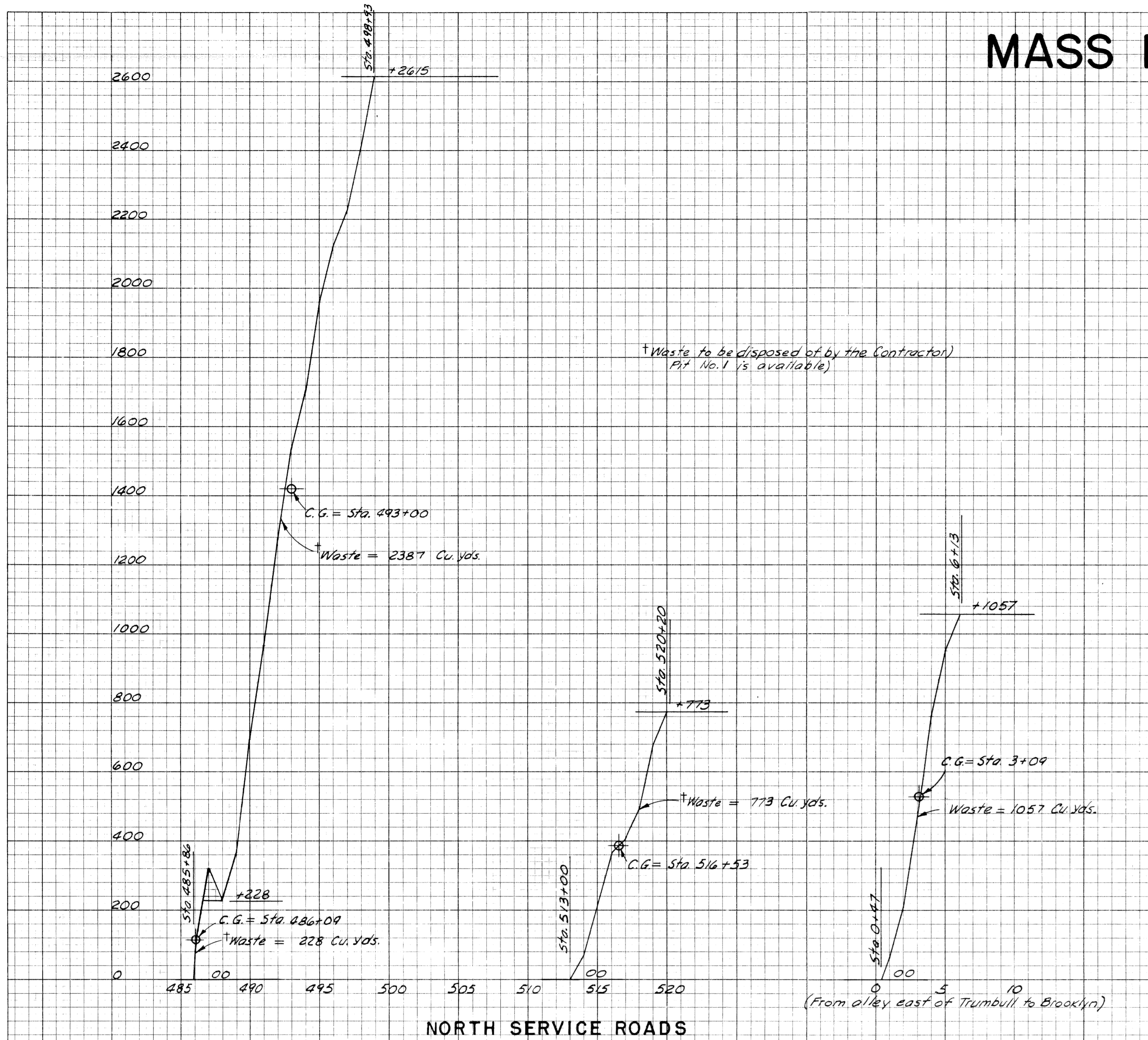
DATE	BY
7-53	A. Bourquin
7-53	H. Bourquin
7-53	E. Bourquin



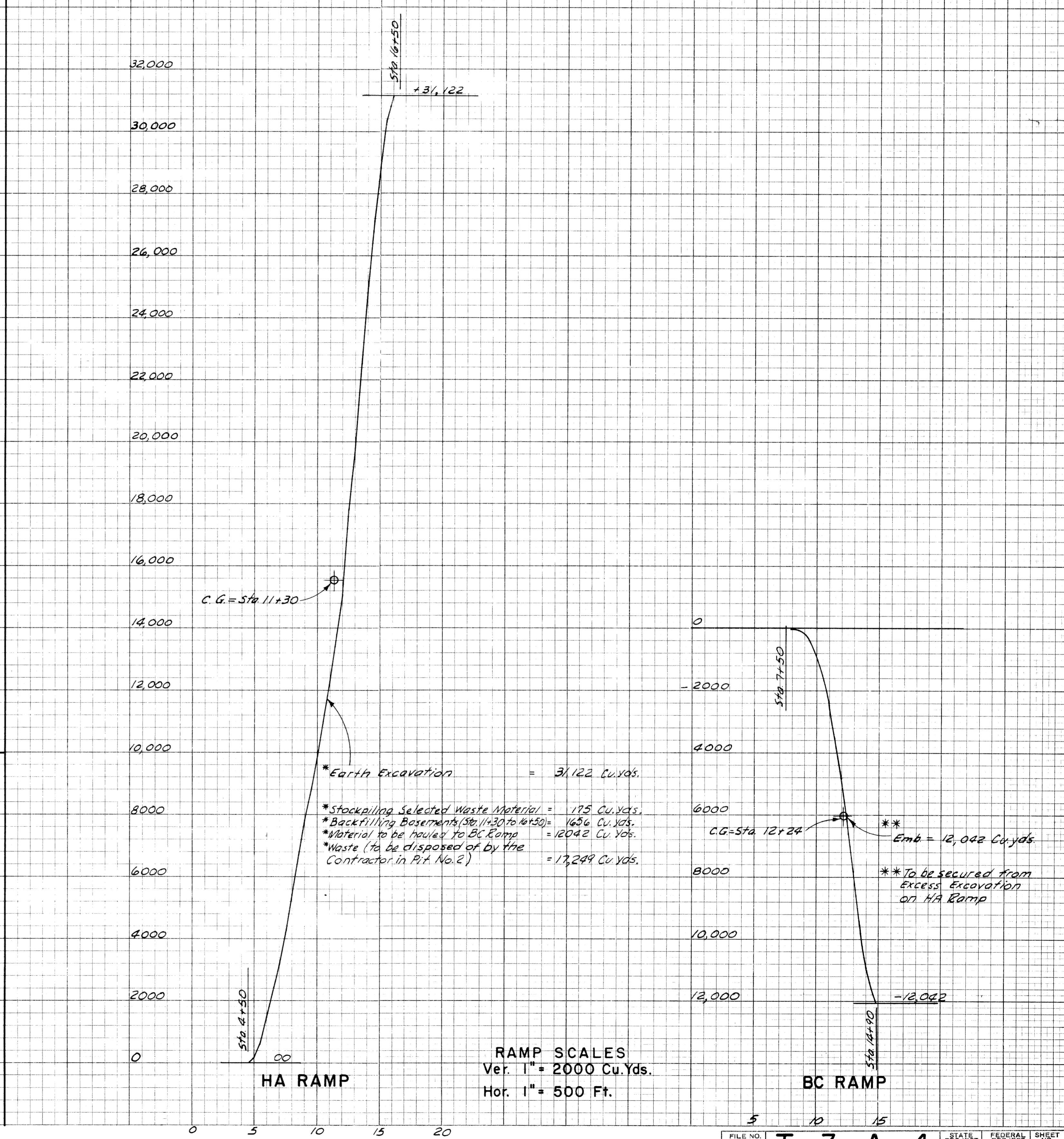
MASS DIAGRAM

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (587)			
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	WAYNE	Detroit	55	

BY	DATE
A. B. QUINN	7-53
A. B. QUINN	7-53
C. D. NELSON	7-53



SERVICE ROAD SCALES
Ver. 1" = 200 Cu. Yds.
Hor. 1" = 500 Ft.

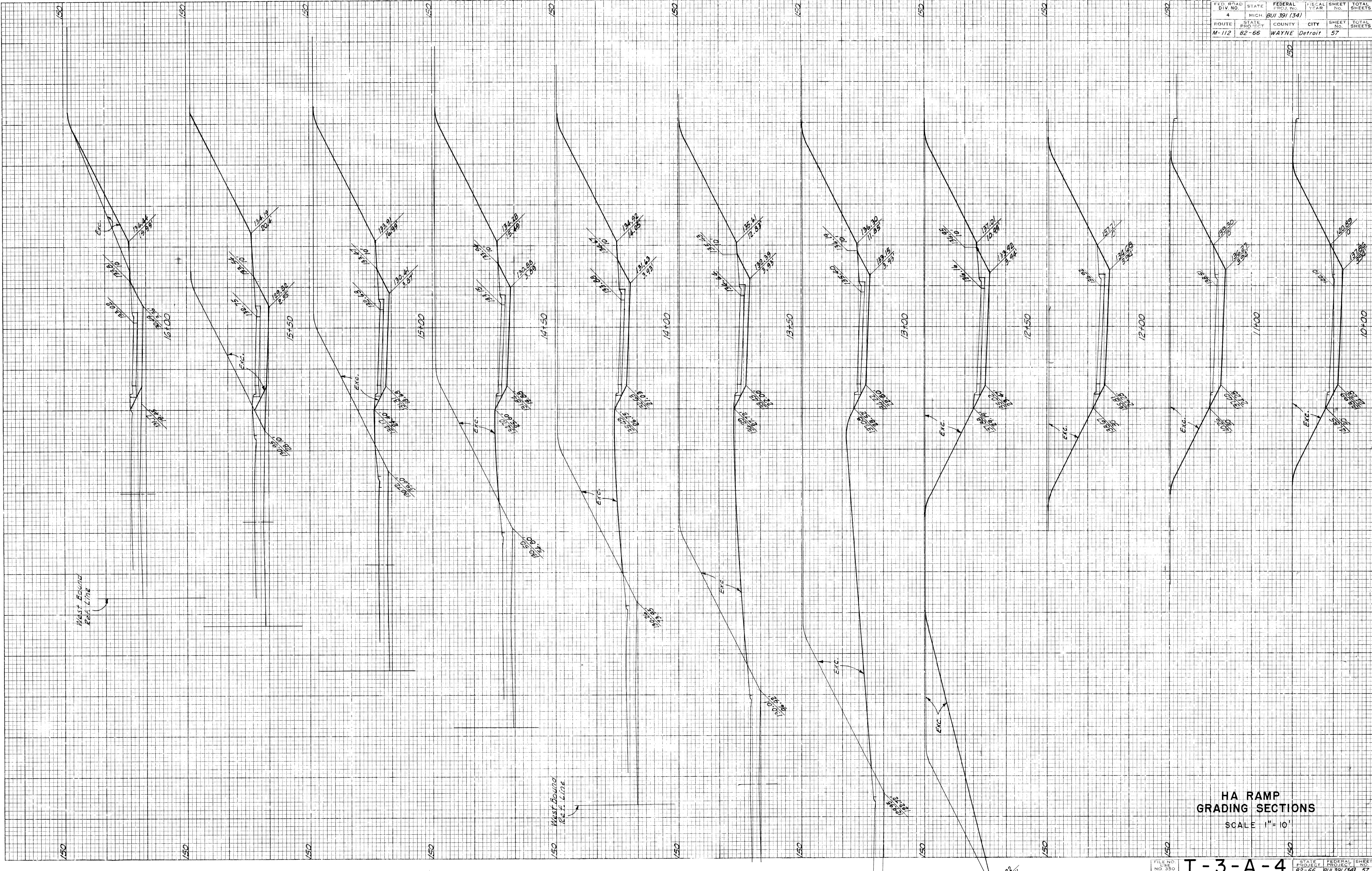


RAMP SCALES
Ver. 1" = 2000 Cu. Yds.
Hor. 1" = 500 Ft.

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (34)		57	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-66	WAYNE	Detroit	57	

FINAL SURVEY NO.	SURVEY PLOTTED DATE
NOTE BOOK NO.	AREAS CHECKED

ORIGINAL SURVEY NO.	SURVEY PLOTTED DATE
NOTE BOOK NO.	AREAS CHECKED



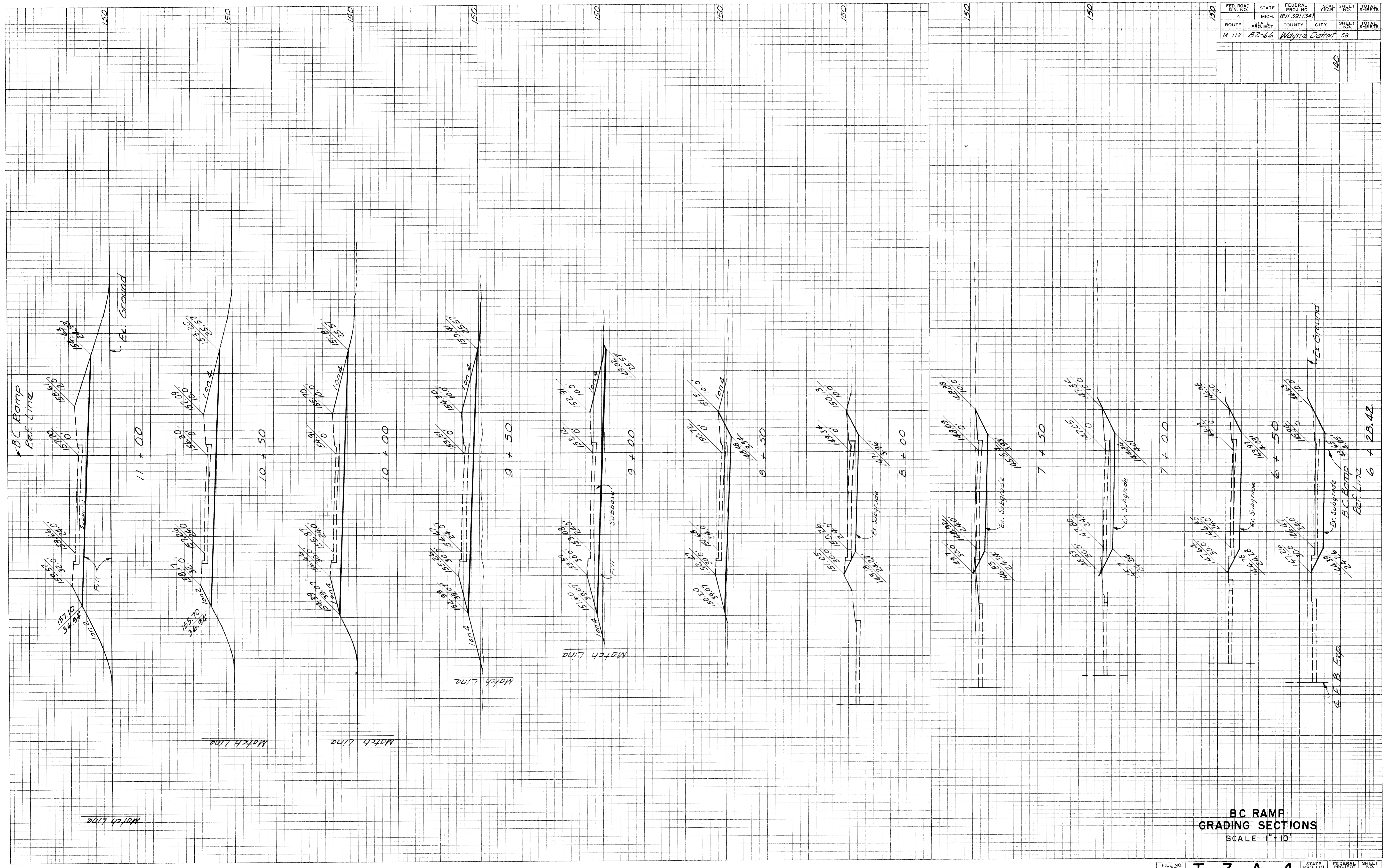
HA RAMP GRADING SECTIONS
SCALE 1" = 10'

FILE NO. T-3-A-4
STATE PROJECT NO. 82-66
FEDERAL PROJECT NO. BUI 391 (34)
SHEET NO. 57

PLATE 3 CROSS SECTION G. P. R. & H. E. STANDARD
Gardner & Keen, Chicago

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BU 391(34)		58	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-66	Wayne	Detroit	58	

BY
A. Bourquin
DATE
7/53
PLOTTED
COMPUTED
CHECKED

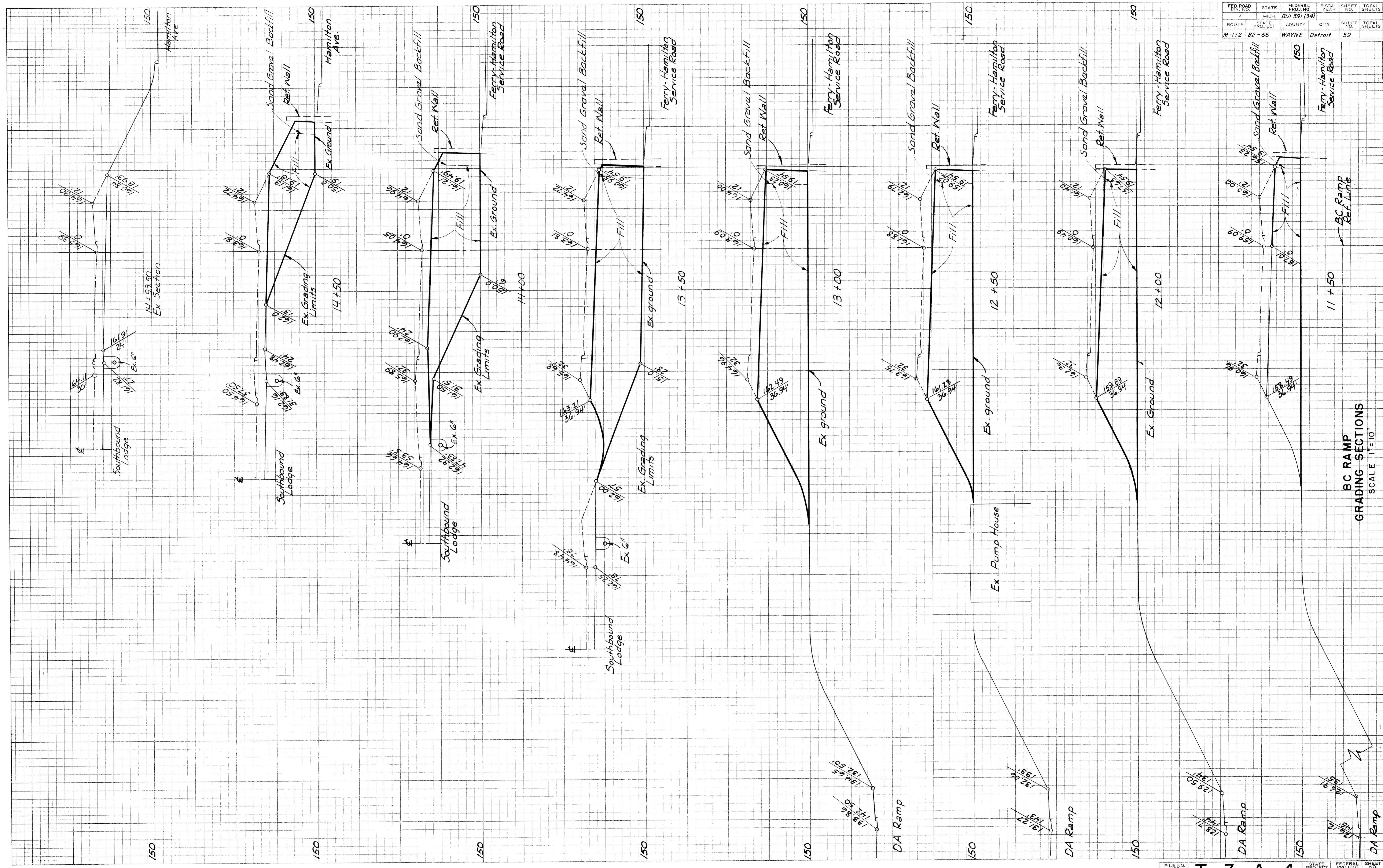


**BC RAMP
GRADING SECTIONS**
SCALE 1"=10'

FILE NO.	TITLE	STATE PROJECT	FEDERAL PROJECT	SHEET NO.	TOTAL SHEETS
T-3-A-4		82-66	BU 391(34)	58	

PLOTTED BY E. Marey
 COMPUTED DATE 7-53
 CHECKED

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
A	MICH.	BUI 391 (34)		59	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-66	WAYNE	Detroit	59	



BC RAMP
GRADING SECTIONS
 SCALE 1" = 10'

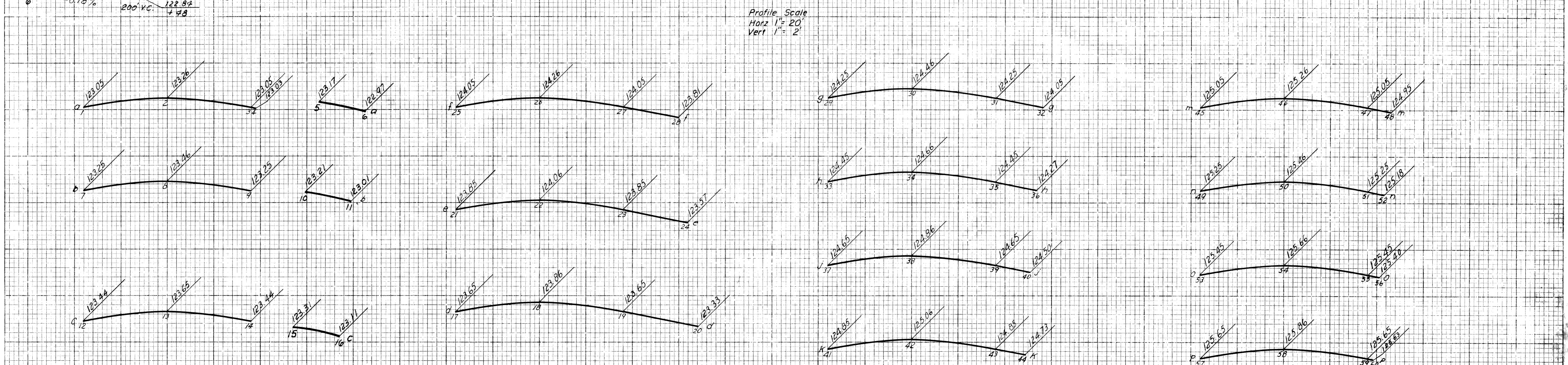
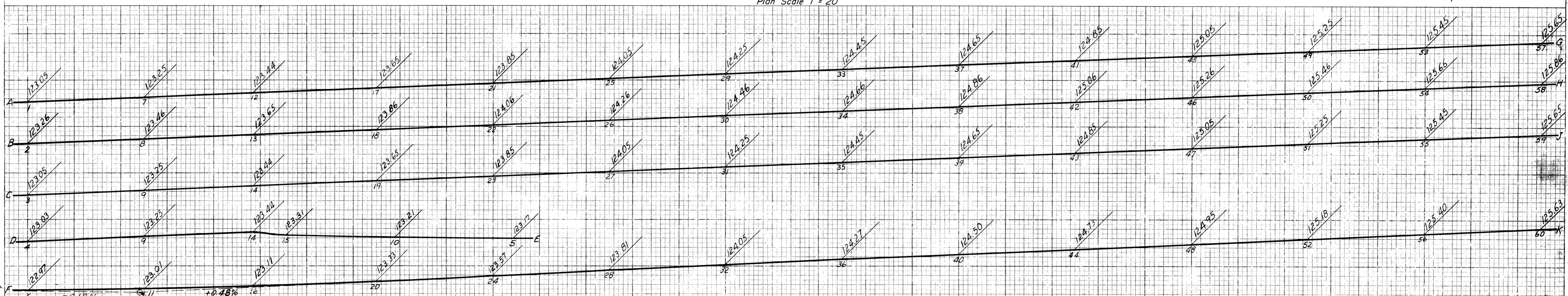
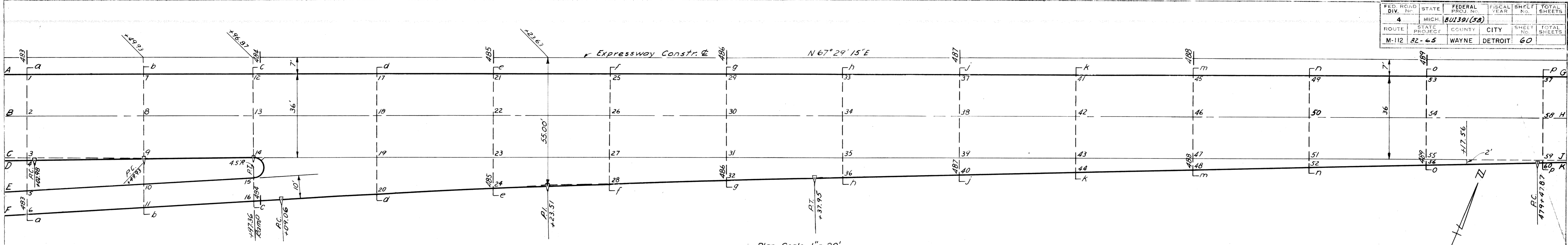
FILE NO.	STATE PROJECT	FEDERAL PROJECT	SHEET NO.
T-3-A-4	82-66	BUI 391 (34)	59

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI391(58)		60	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-45	WAYNE	DETROIT	60	

DATE	BY
NO.	NO.
NO.	NO.

DATE	BY
6-31	W. B. Reimiche
6-31	H. M. Hoodley
NO.	NO.
NO.	NO.

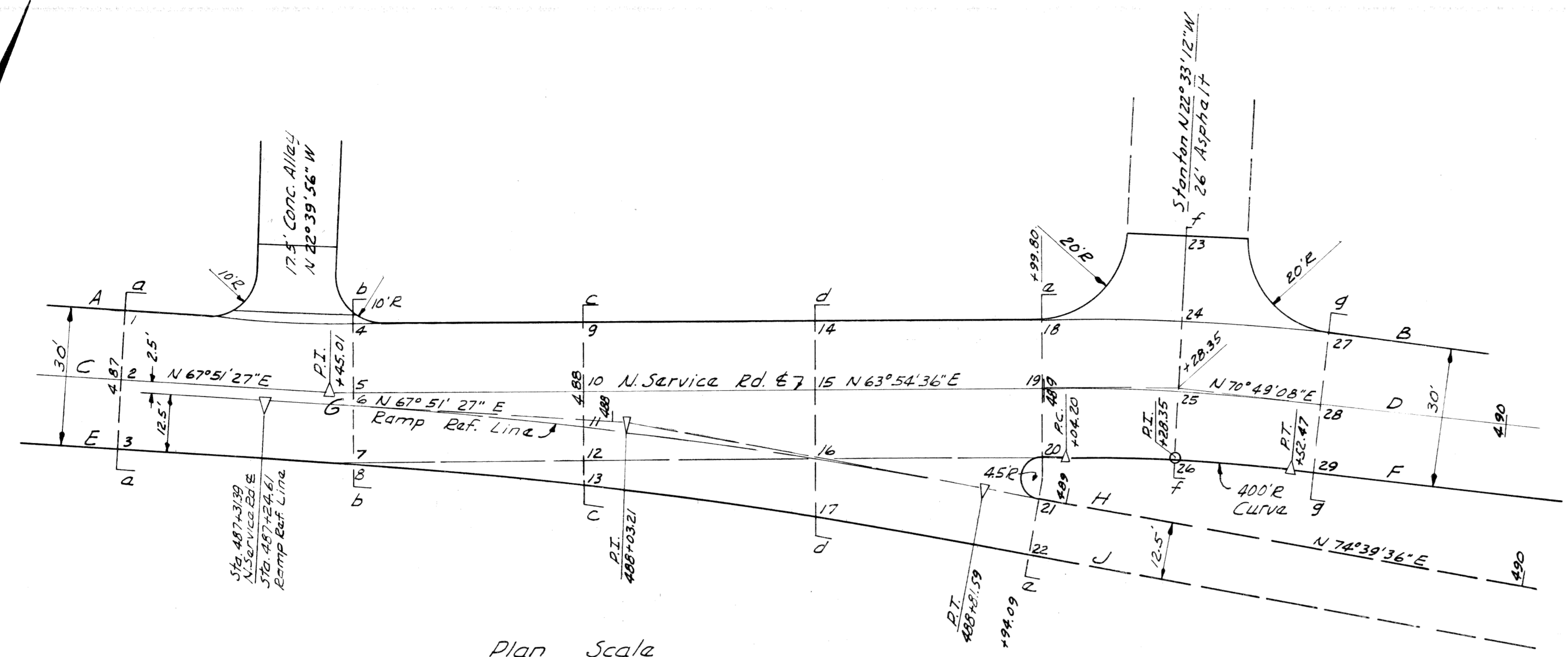
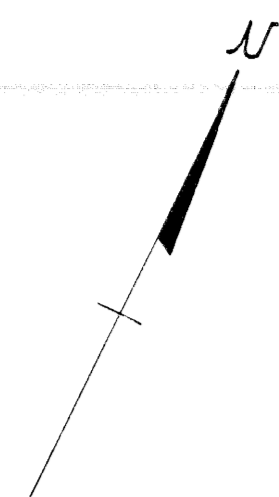
Lead, Daniels, 53
Square Mark 51



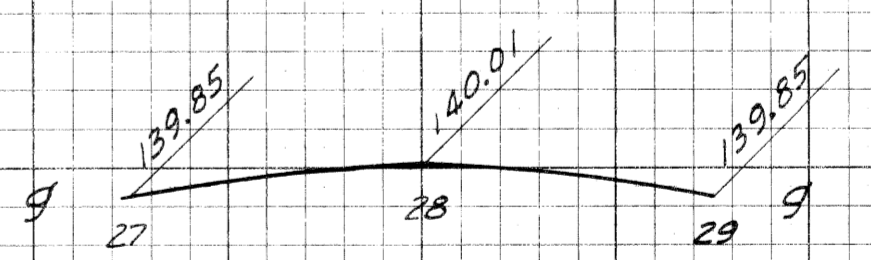
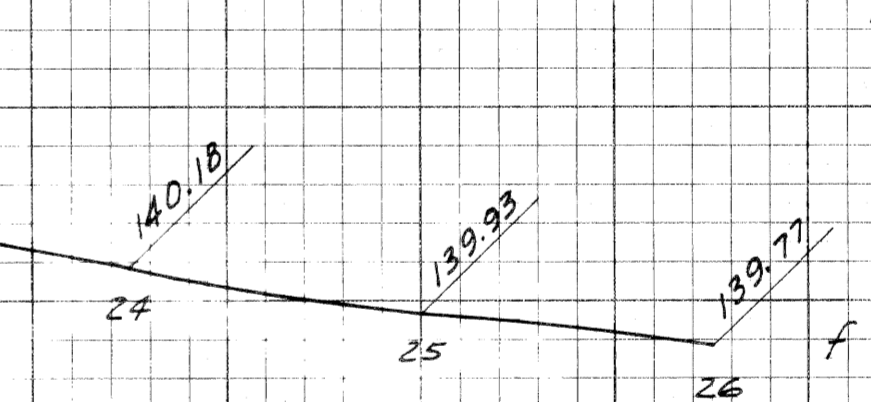
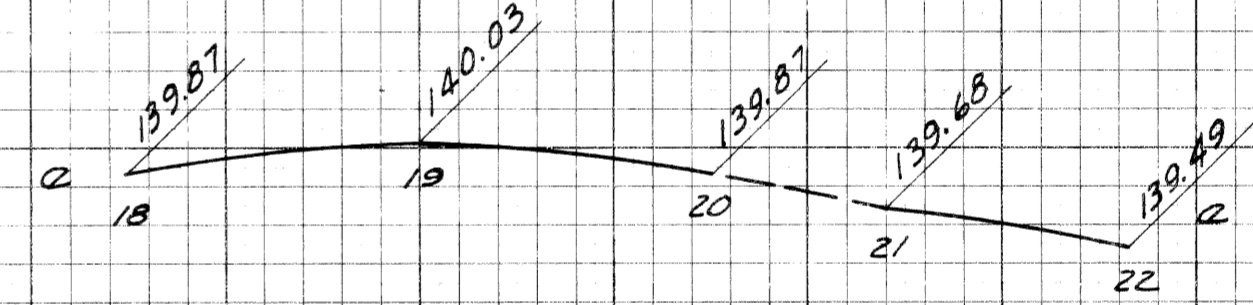
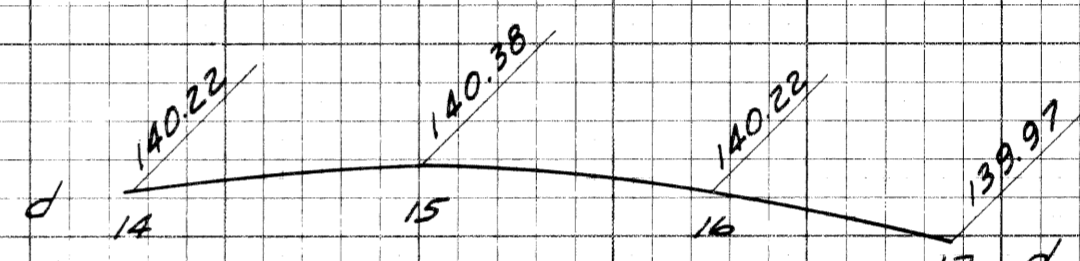
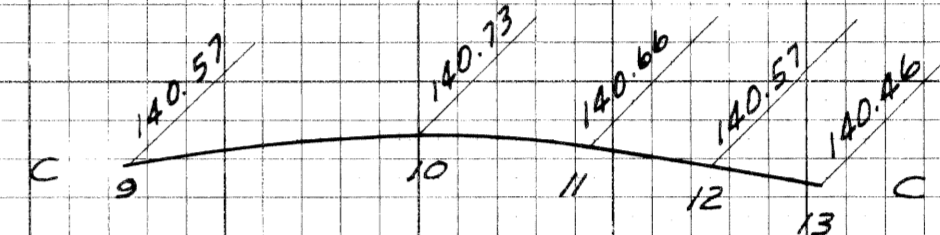
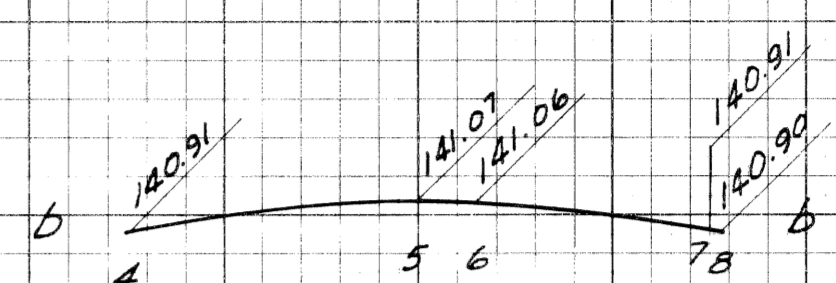
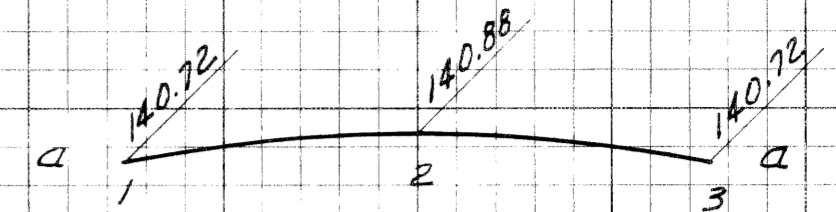
DETAILED GRADES FOR INTERSECTION OF BUS RAMP FROM MAYBURY GRAND WITH E. B. EXPRESSWAY

N. Serv. Rd.

FED. ROAD DIST. NO.	STATE	FEDERAL PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	5-139(53)			
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	Wayne	Detroit	61	



Plan Scale
1" = 20'



Section Scale
Hor. 1" = 10'
Vert. 1" = 1'

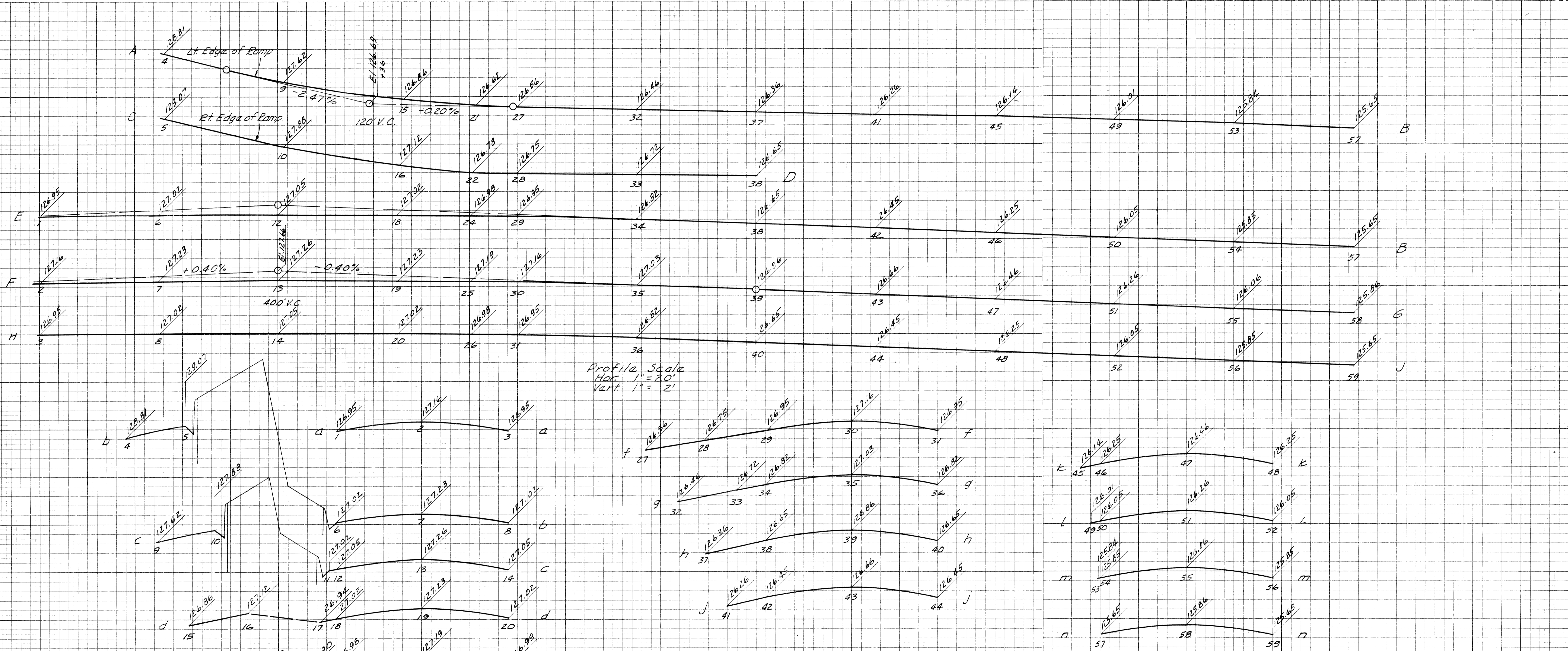
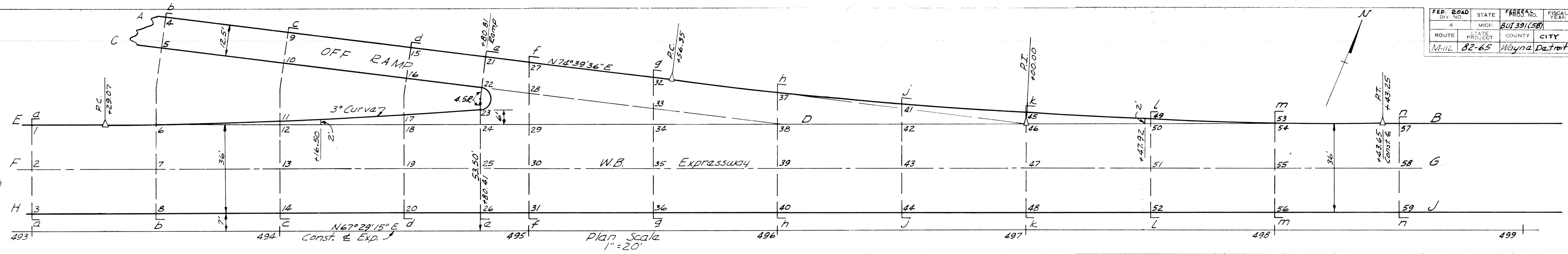


Profile Scale
Hor. 1" = 20'
Vert. 1" = 2'

DETAILED GRADES FOR
INTERSECTION OF STANTON "OFF" RAMP
WITH N. SERVICE ROAD

DATE	4/57
BY	Bourquin
COMPUTED	Bourquin
CHECKED	

FED. ROAD DIV. NO.	STATE	FEDERAL PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
A	MICH.	BUT 39(158)		62	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-12	82-65	Wayne	Dearborn	62	



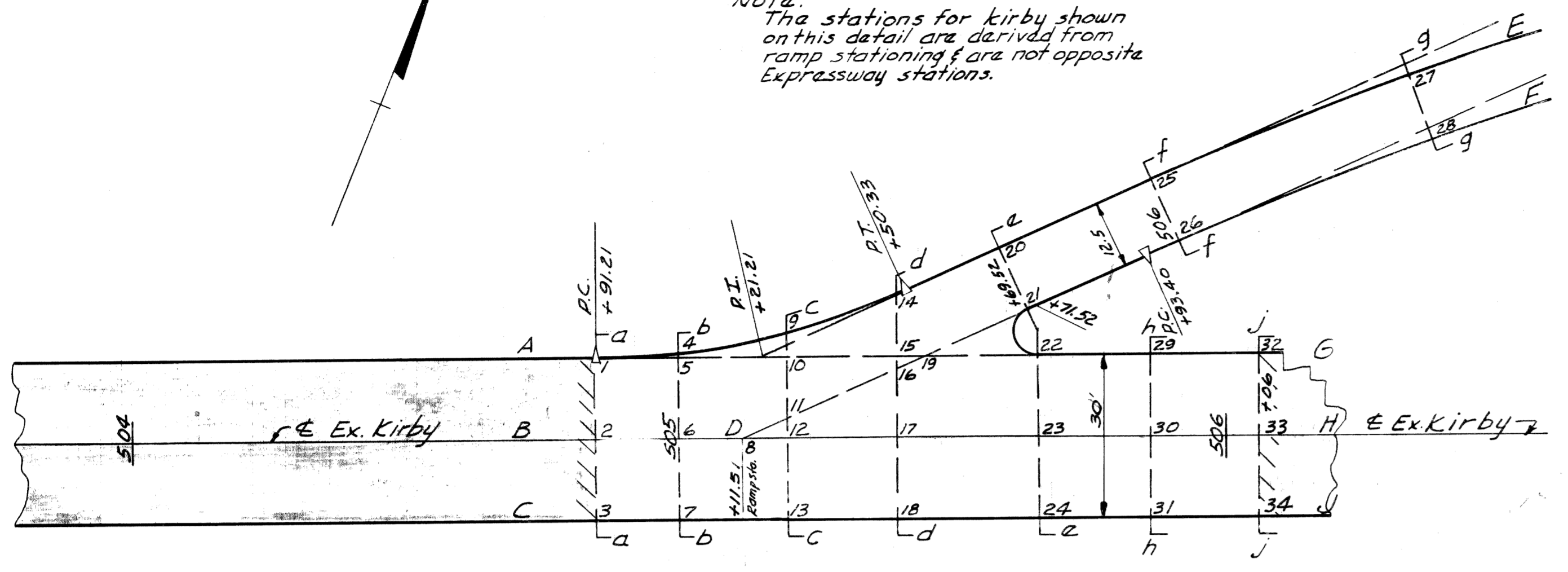
DATE	BY
4/19	B. Ferguson
4/19	B. Ferguson
	Checked

DETAILED GRADES FOR INTERSECTION OF STANTON "OFF" RAMP WITH W.B. EXPRESSWAY

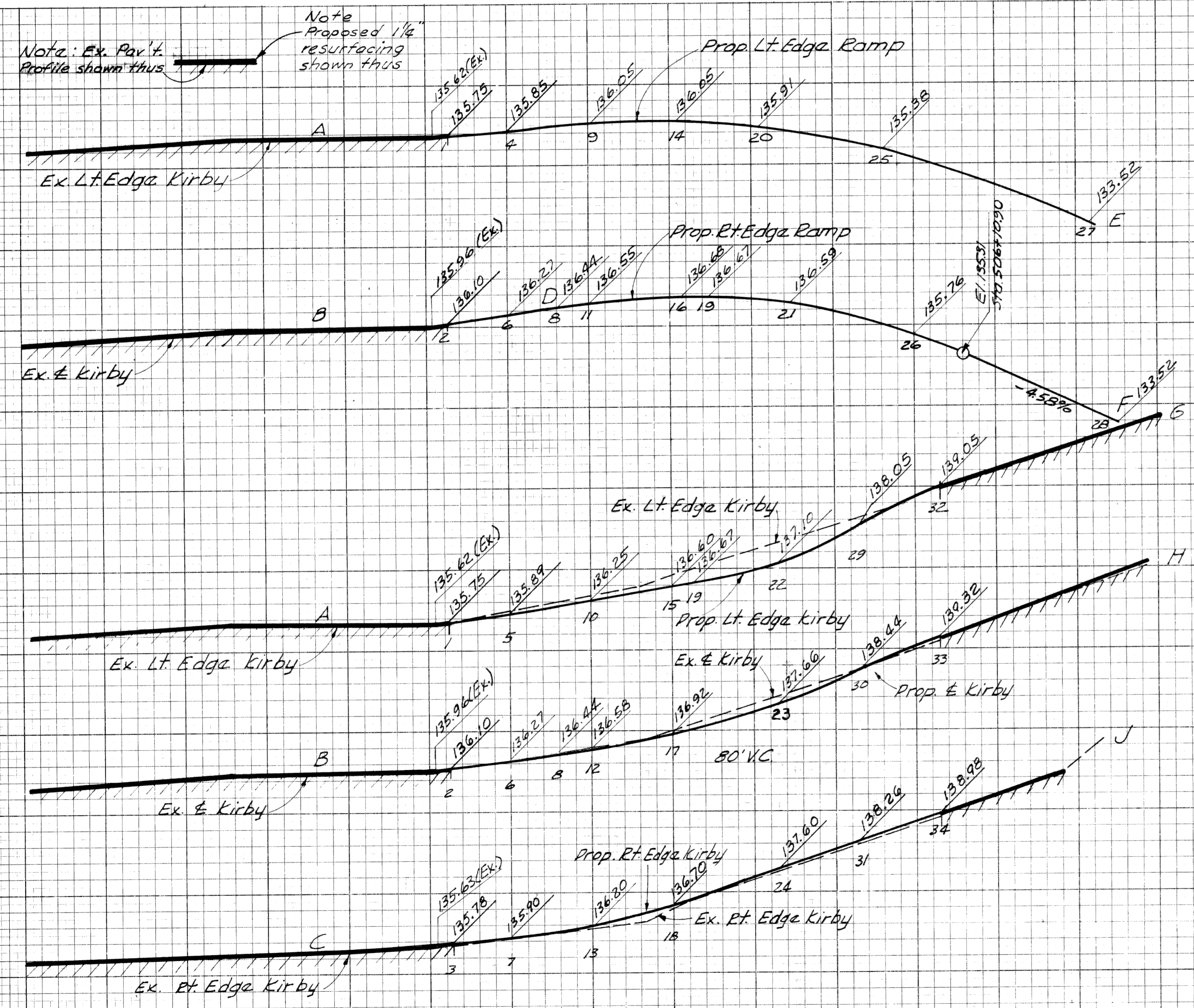
← Kirby

FEDERAL ROAD DIV. NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MI	1965	63	63
ROUTE	STATE PROJECT	COUNTY	CITY	TOTAL SHEETS
M-112	B-2-65	Wayne	Detroit	63

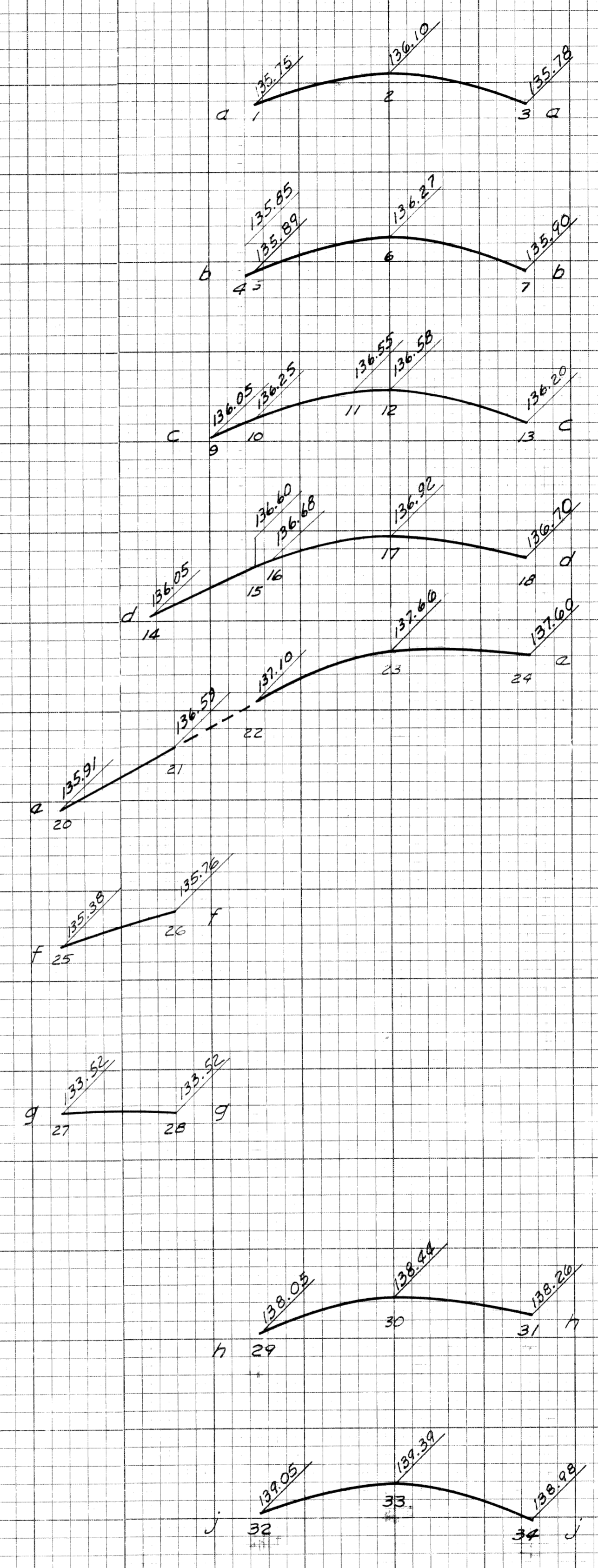
Note: The stations for Kirby shown on this detail are derived from ramp stationing & are not opposite Expressway stations.



Plan Scale
1" = 20'



Profile Scale
Hor. 1" = 20'
Vert. 1" = 2'

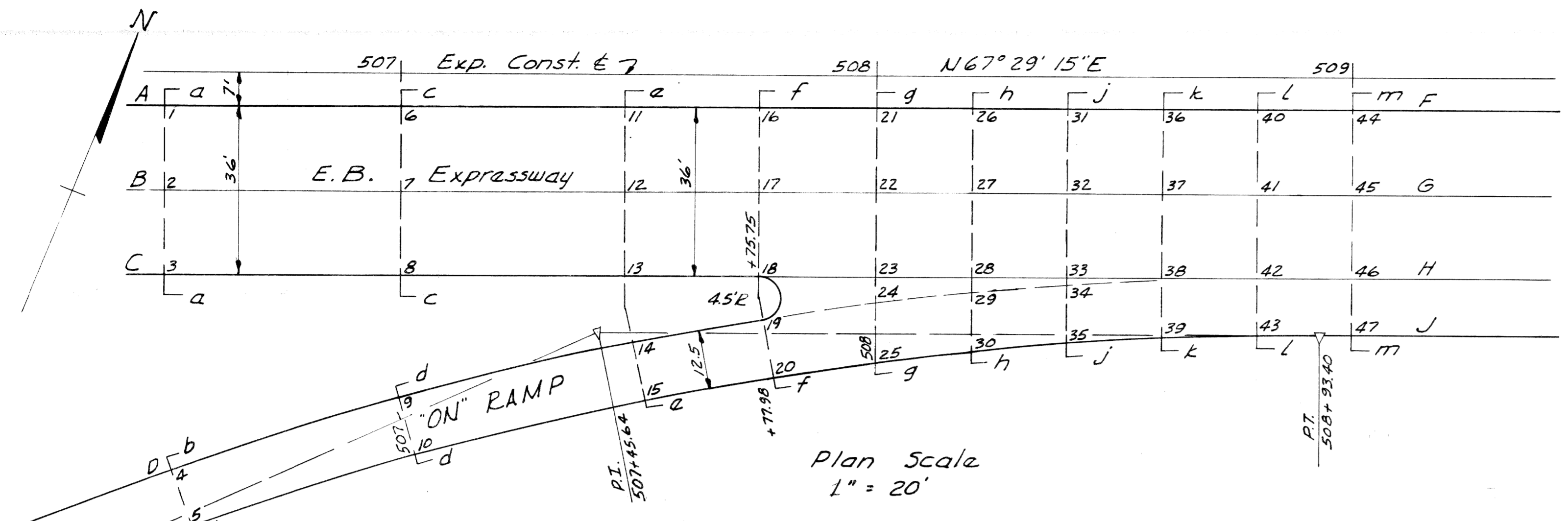


Section Scale
Hor. 1" = 10'
Vert. 1" = 1'

DETAILED GRADES FOR
INTERSECTION OF 12th STREET
"ON" RAMP WITH KIRBY

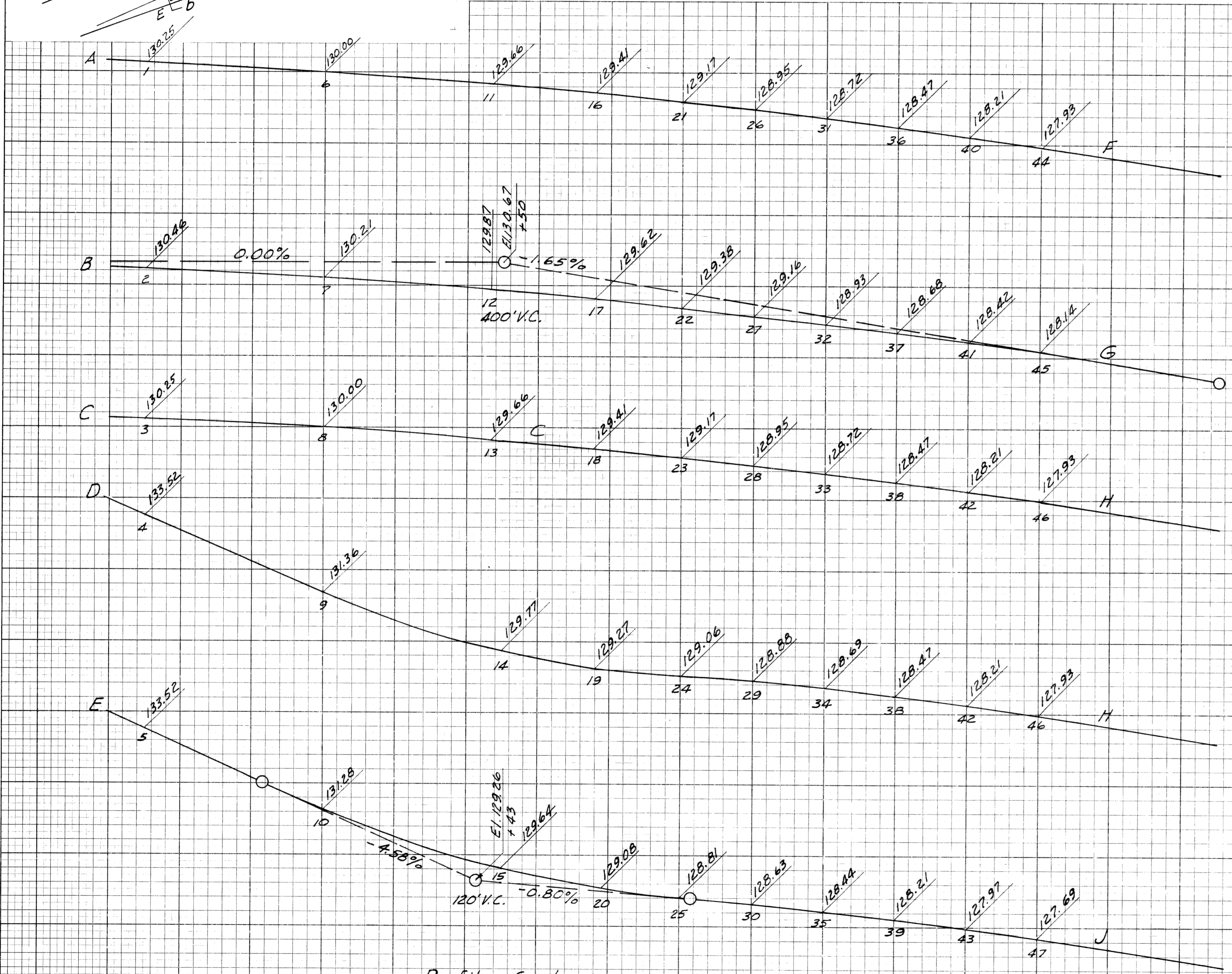
DATE	BY
3/11/65	Bourquin
COMPUTED	Bourquin
CHECKED	W. J. ...

FED. ROAD DIV. NO.	STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	817-39(158)		64	64
ROUTE	CITY	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	Detroit	Wayne	Detroit	64	64

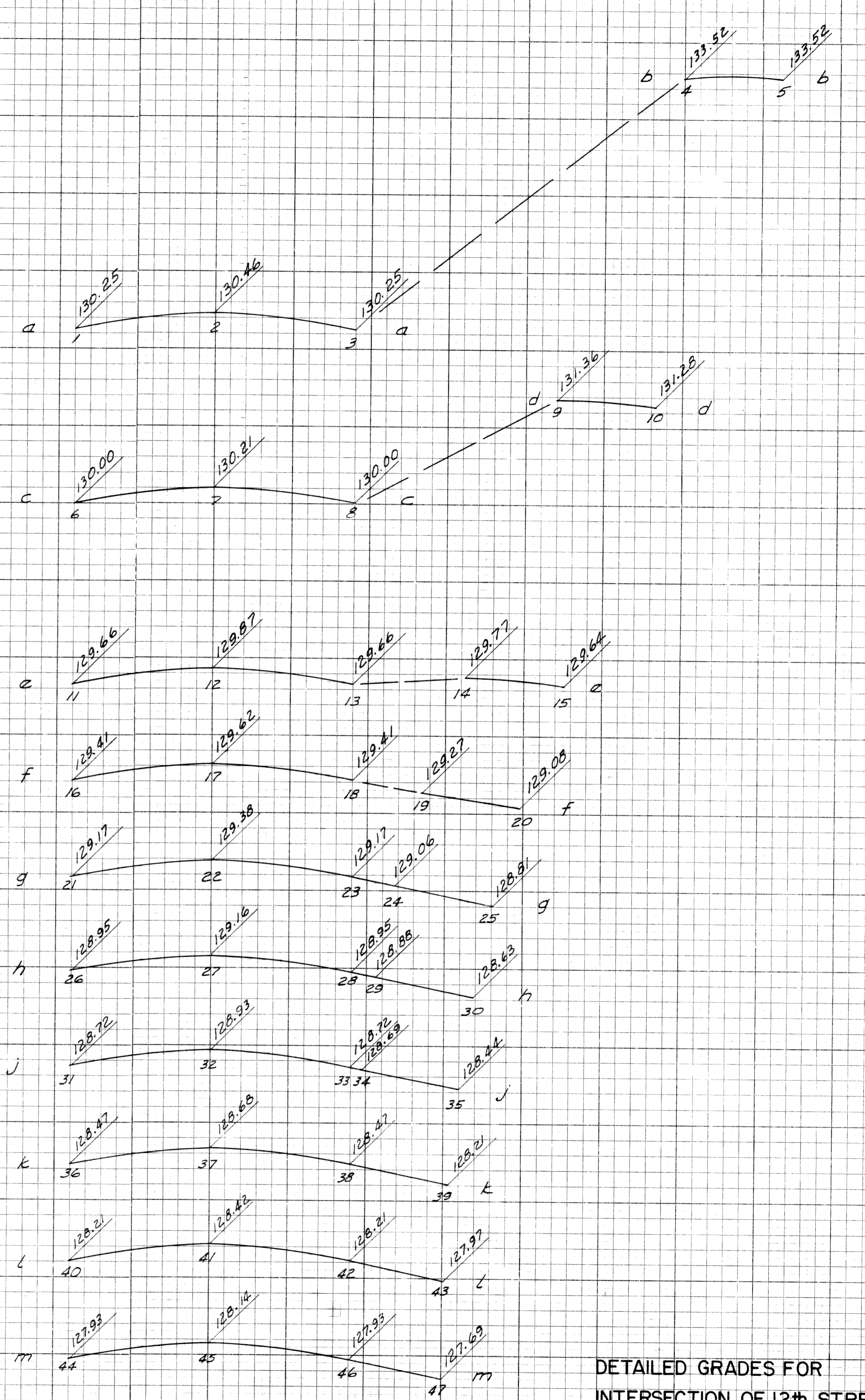


Plan Scale
1" = 20'

DATE	BY
3/1/67	B. W. B. W.
7/6/67	B. W. B. W.
PLOTTED	CHECKED
COMPUTED	



Profile Scale
Hor. 1" = 20'
Vert. 1" = 2'



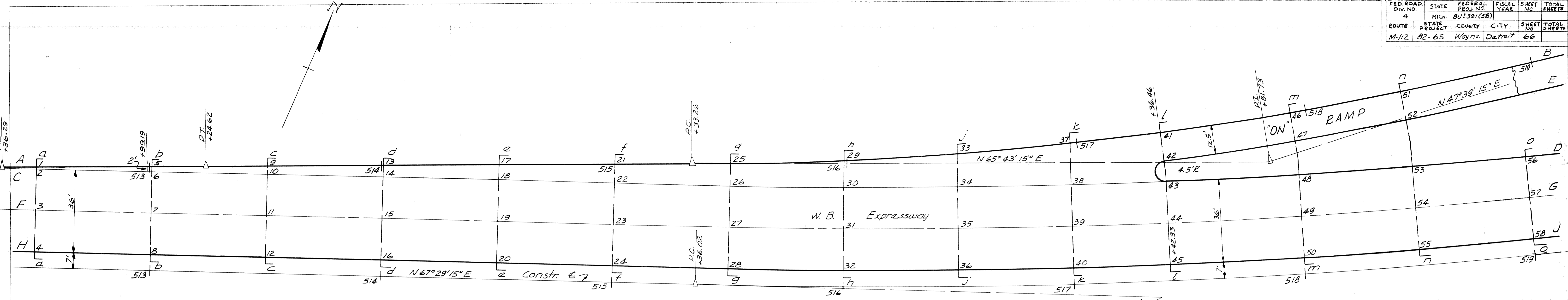
Section Scale
Hor. 1" = 10'
Vert. 1" = 1'

DETAILED GRADES FOR
INTERSECTION OF 12th STREET
'ON' RAMP WITH E.B. EXPRESSWAY

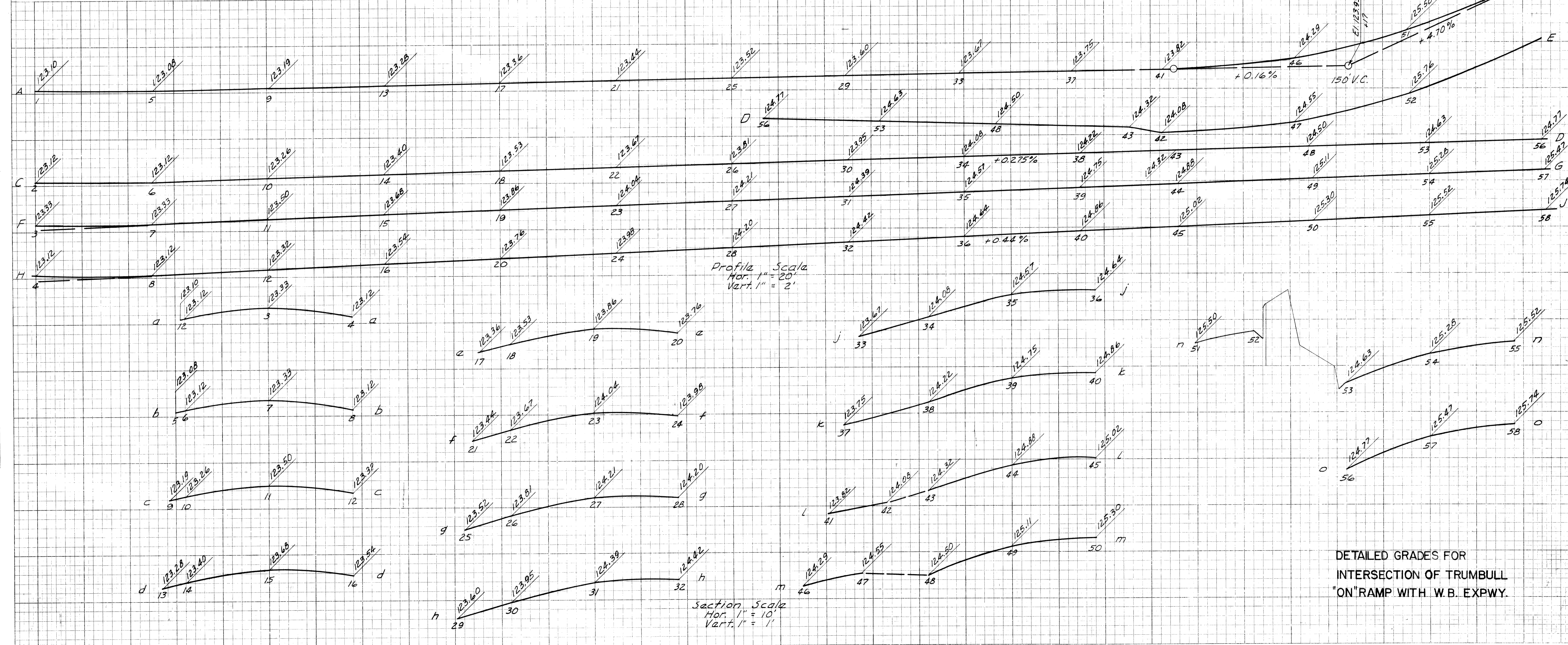
FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUI 391 (SB)		66	66
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-65	Wayne	Detroit	66	66

FINAL SURVEY PLOTTED	DATE
NO	
ORIGINAL SURVEY PLOTTED	DATE
NO	5/22

BY	DATE
Boisjoly	5/22
AREAS CHECKED	



Plan Scale
1" = 20'



FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	BUL391(34)		68	68
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	B2-66	Wayne	Detroit	68	68

PAVEMENT PROFILES
Sta. 528+00 to Sta. 534+50
Westbound Edsel Ford

DATE	BY
9/57	E. Morrison
NO. OF SHEETS	DATE
7	9/57
NO. OF SHEETS	DATE
7	9/57

DATE	BY
NO. OF SHEETS	DATE
NO. OF SHEETS	DATE



PAVEMENT PROFILES
Sta. 528+00 to Sta. 534+50
Westbound Edsel Ford

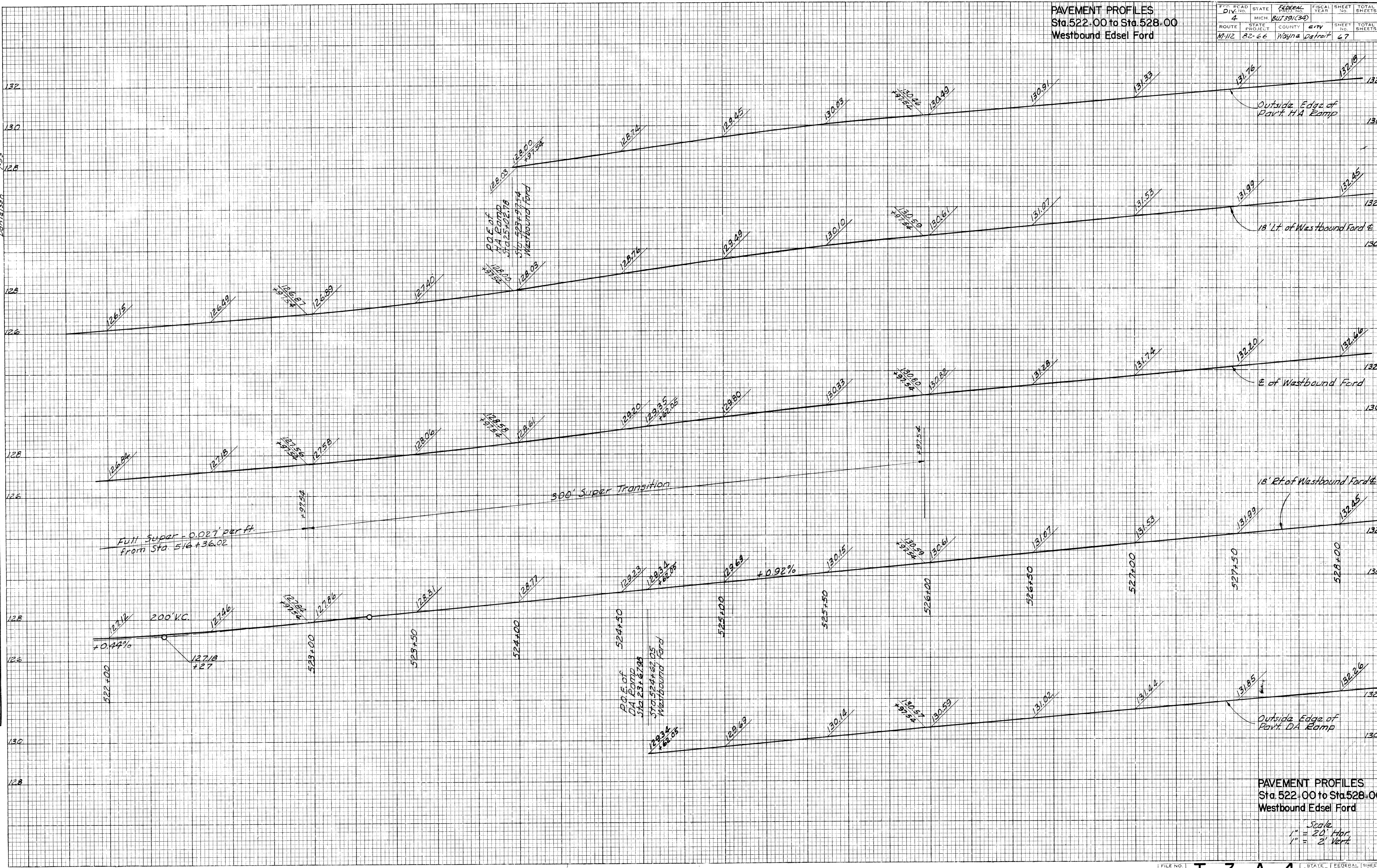
Scale
1" = 20' Hor
1" = 2' Vert

PAVEMENT PROFILES
Sta. 522+00 to Sta. 528+00
Westbound Edsel Ford

FILE NO.	STATE	FEDERAL	FISCAL	SHEET	TOTAL
82-66	MICH	801391(34)	YEAR	NO.	SHEETS
ROUTE	STATE	COUNTY	CITY	SHEET	TOTAL
M-112	82-66	Wayne	Detroit	67	SHEETS

FINAL SURVEY	DATE
NO.	9/57
BY	E. Morrison
PLOTTED	9/57
AREA'S CHECKER	

ORIGINAL SURVEY	DATE
NO.	
BY	
PLOTTED	
AREA'S CHECKER	



PAVEMENT PROFILES
Sta. 522+00 to Sta. 528+00
Westbound Edsel Ford

Scale
1" = 20' Hor.
1" = 2' Vert.

FILE NO.	STATE	FEDERAL	FISCAL	SHEET	TOTAL
82-66	MICH	801391(34)	YEAR	NO.	SHEETS
ROUTE	STATE	COUNTY	CITY	SHEET	TOTAL
M-112	82-66	Wayne	Detroit	67	SHEETS

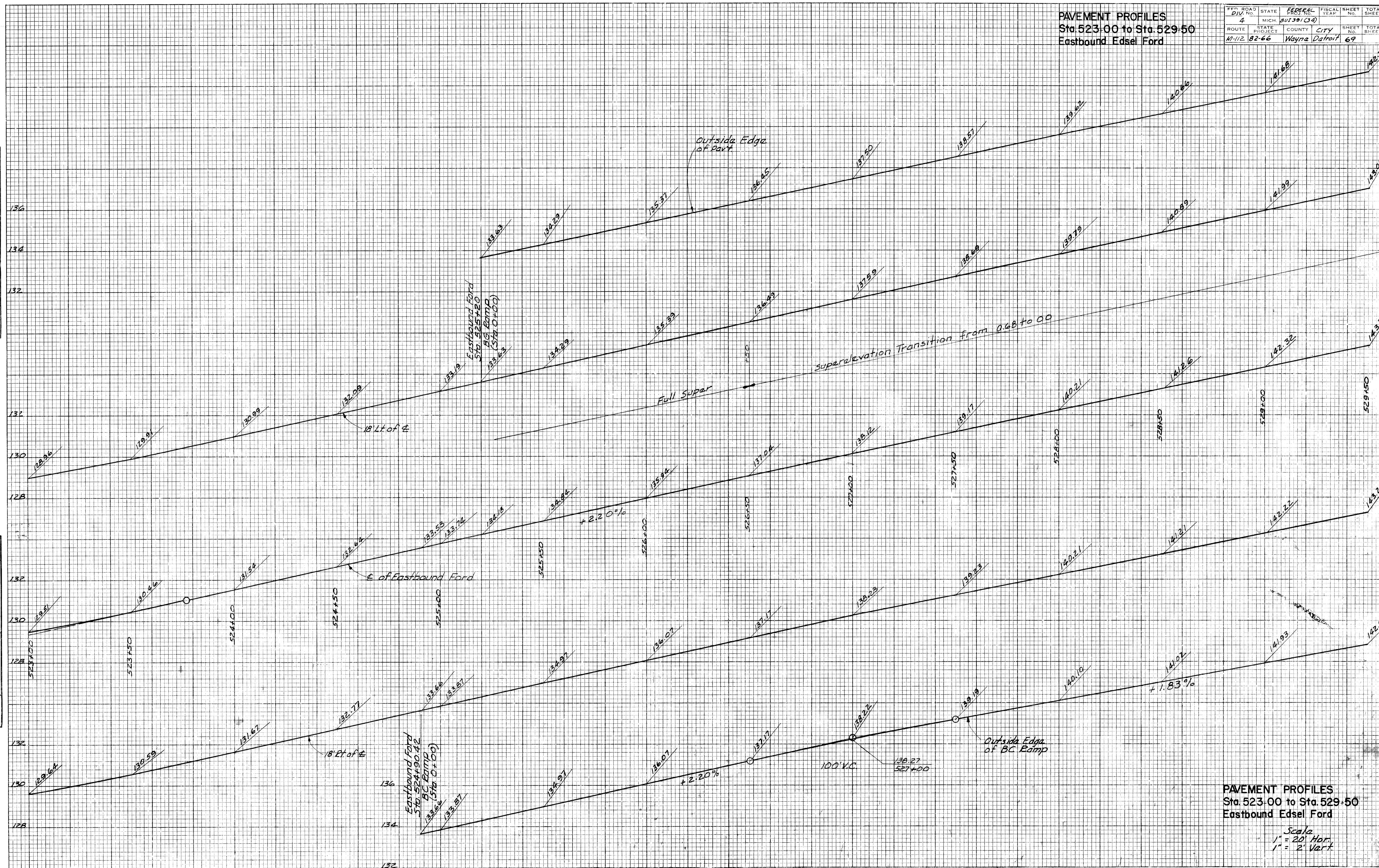
T-3-A-4

PAVEMENT PROFILES
Sta. 523-00 to Sta. 529-50
Eastbound Edsel Ford

FED. ROAD DIV. NO.	STATE	FEDERAL PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	50139(34)			
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-66	Wayne	Detroit	69	

DATE	BY
1960	M. J. J. J.
ORIGINAL SURVEY	PLOTTED
NOTE BOOK	AREAS CHECKED
NO.	

DATE	BY
ORIGINAL SURVEY	PLOTTED
NOTE BOOK	AREAS CHECKED
NO.	



PAVEMENT PROFILES
Sta. 523-00 to Sta. 529-50
Eastbound Edsel Ford

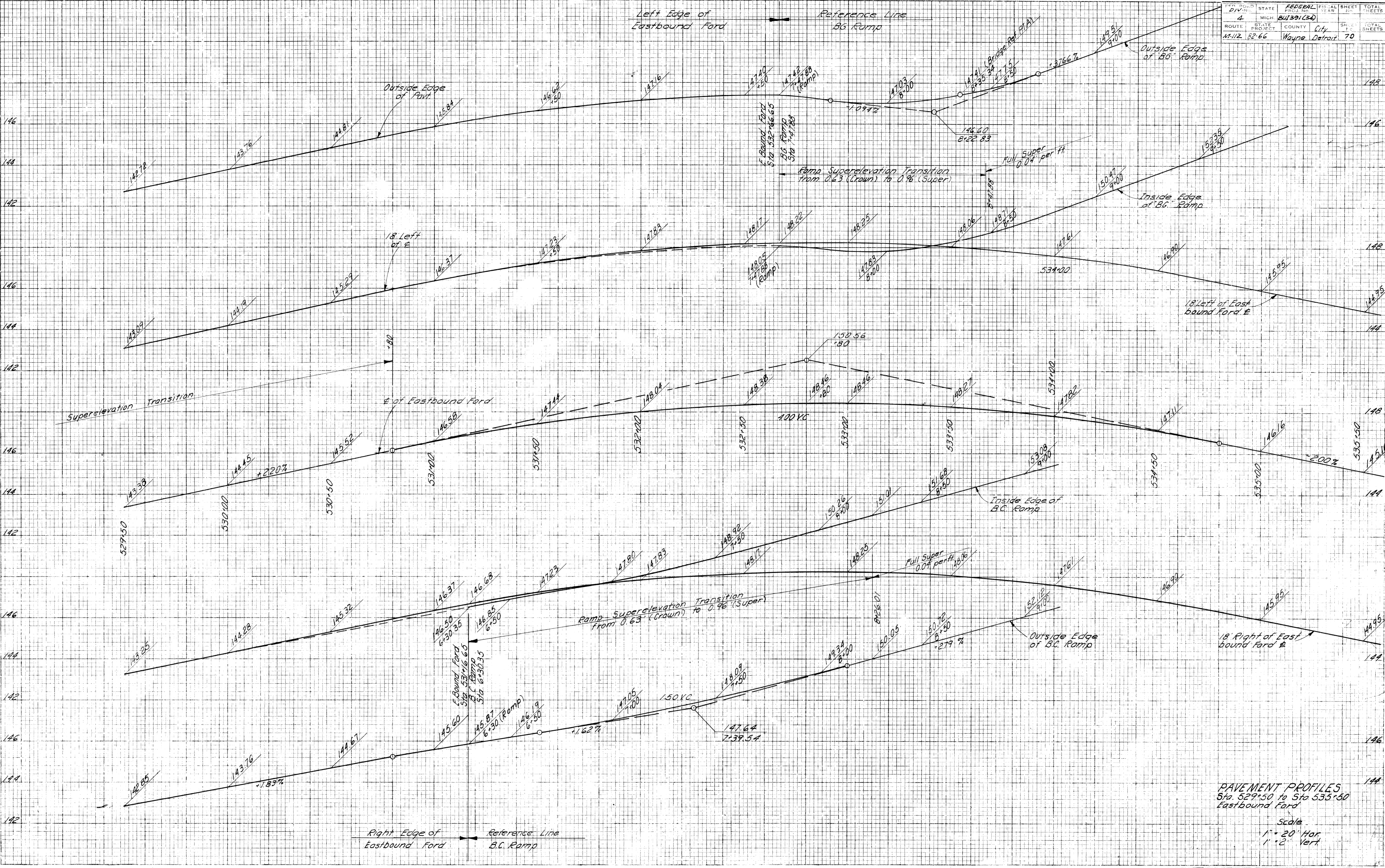
Scale
1" = 20' Hor.
1" = 2' Vert.

FILE NO. 82-66 PROJECT 50139(34) SHEET NO. 69

DIVISION	STATE	FEDERAL PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH	BUI391(34)		70	
ROUTE	STATE PROJECT	COUNTY	CITY		
M-112	82-66	Wayne	Detroit		

DATE: _____
 BY: Mustafa Szulc
 SURVEY NO. _____
 TEMPLATE: Traverse
 AREAS CHECKED: _____
 NO. _____

DATE: _____
 BY: _____
 SURVEY NO. _____
 TEMPLATE: _____
 AREAS CHECKED: _____
 NO. _____



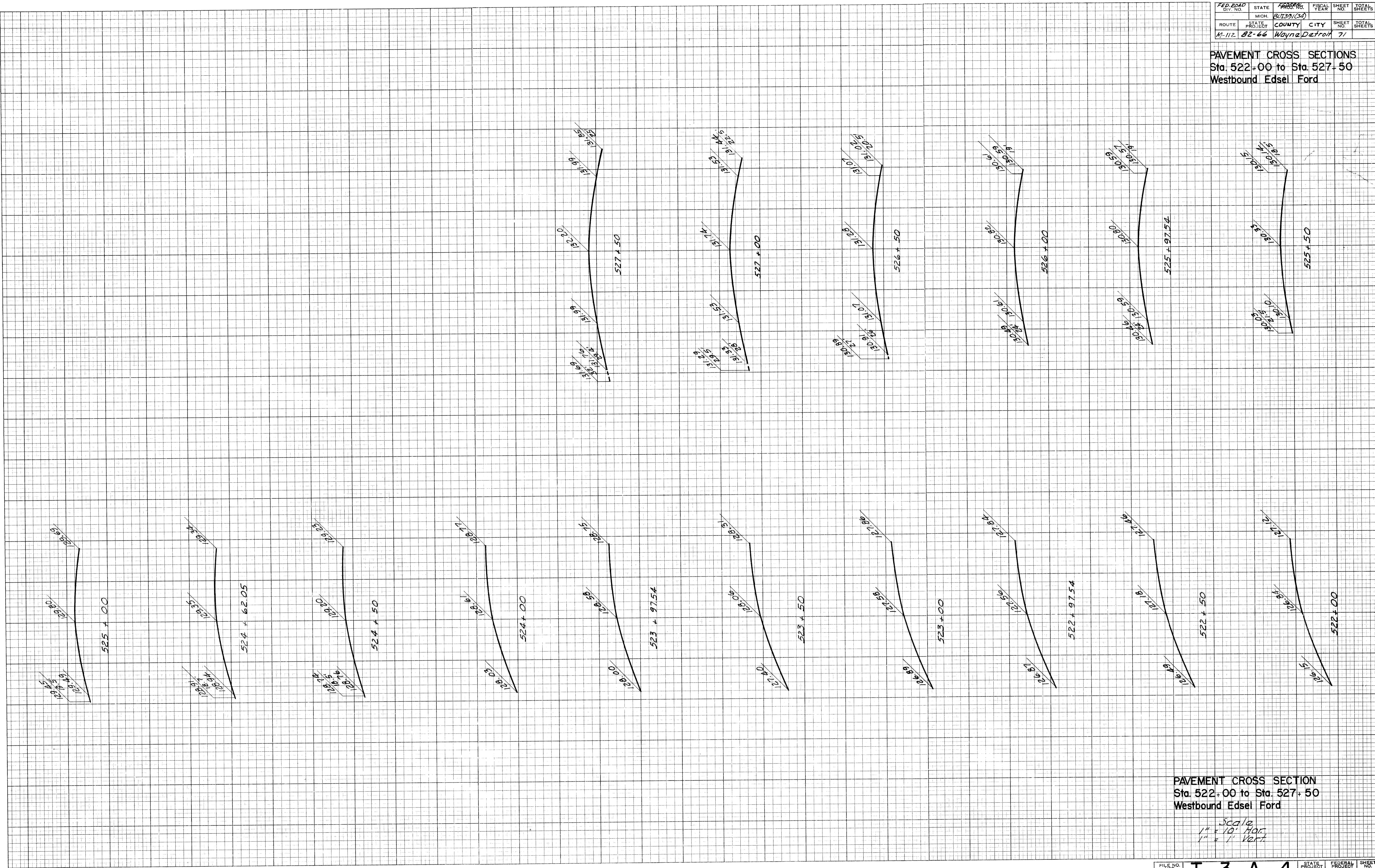
PAVEMENT PROFILES
 Sta 529+50 to Sta 535+50
 Eastbound Ford

Scale
 1" = 20' Hor
 1" = 2' Vert

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
M-112	MICH.	82-66		71	

PAVEMENT CROSS SECTIONS
Sta. 522+00 to Sta. 527+50
Westbound Edsel Ford

DATE 7/53
BY A. Bouquin
CHECKED



PAVEMENT CROSS SECTION
Sta. 522+00 to Sta. 527+50
Westbound Edsel Ford

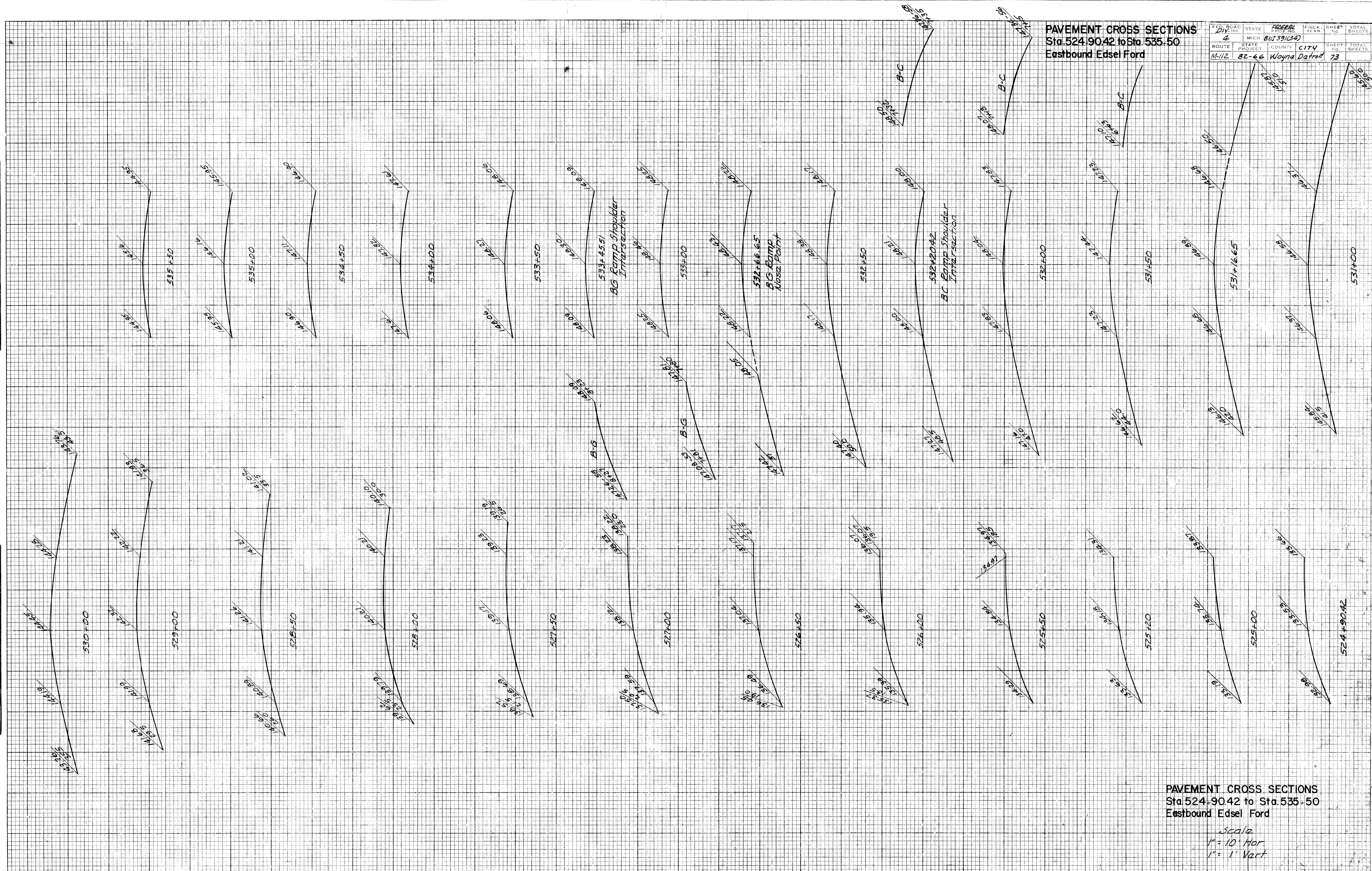
Scale
1" = 10' Hor.
1" = 1' Vert.

FINAL SURVEY PLOTTED TEMPLATE NO. 17777507 DATE 7/27/57 BY

ORIGINAL SURVEY PLOTTED TEMPLATE NO. 17777507 DATE 7/27/57 BY

PAVEMENT CROSS SECTIONS
Sta. 524+90.42 to Sta. 535+50
Eastbound Edsel Ford

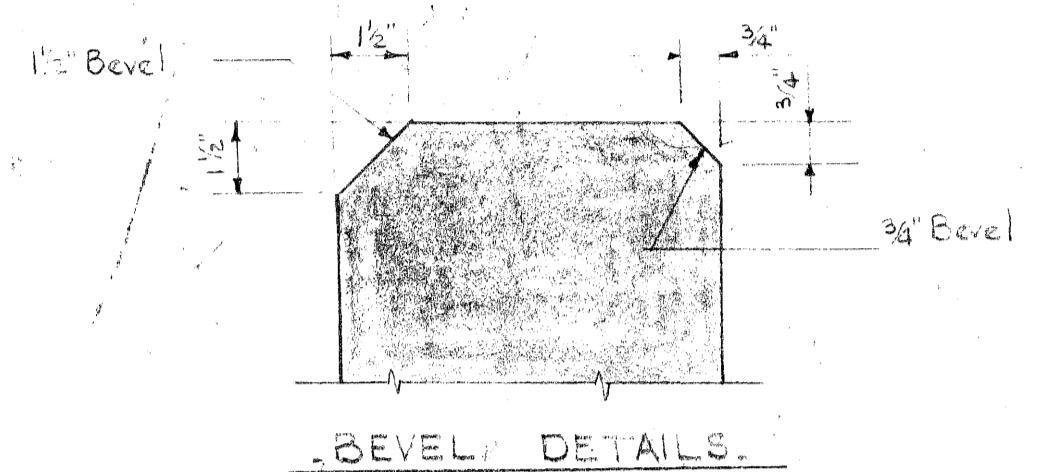
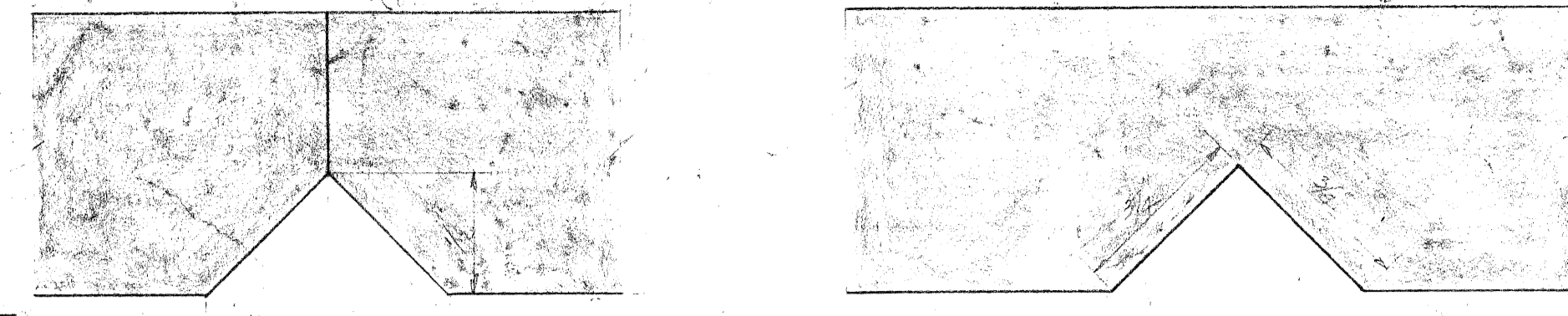
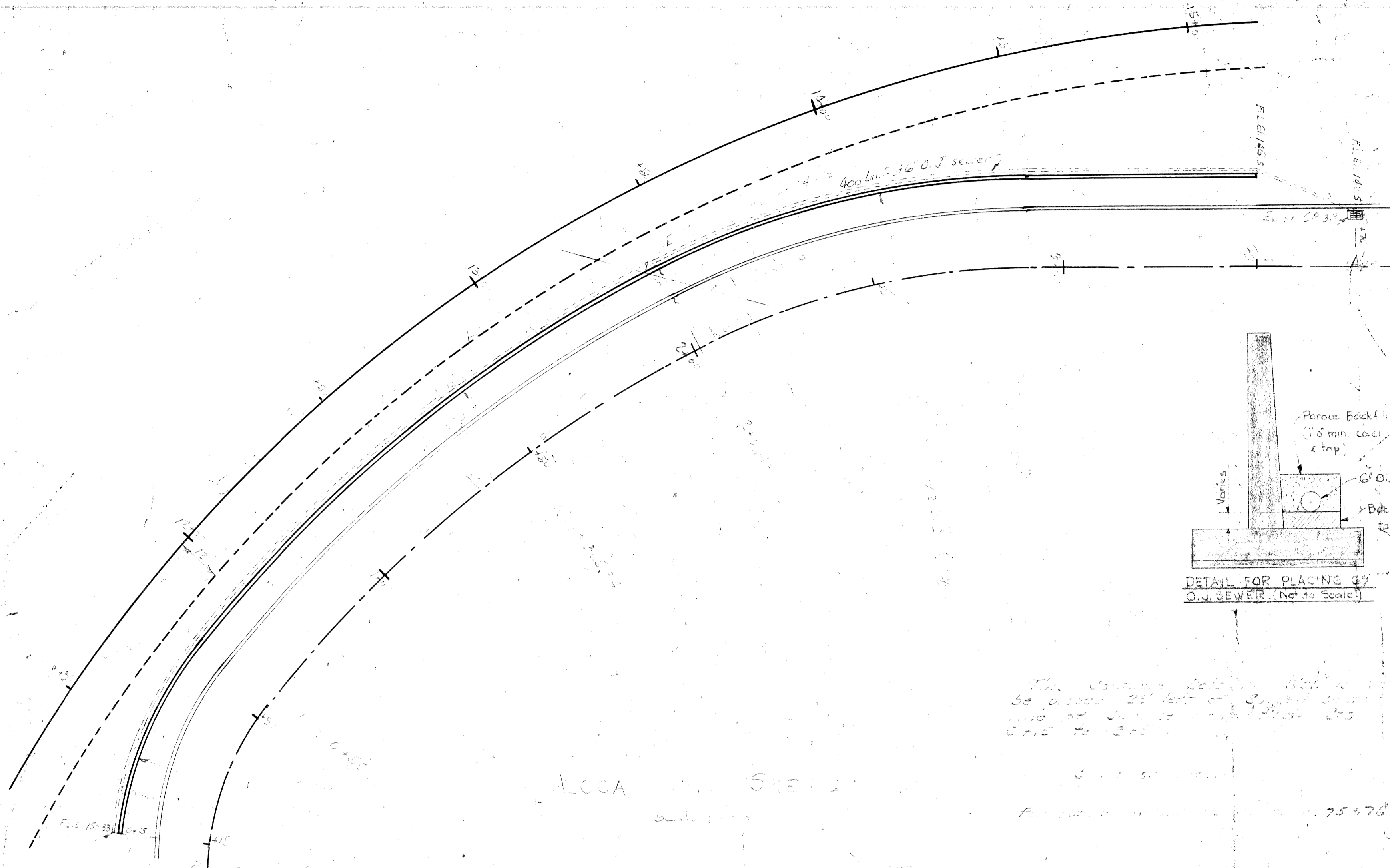
FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH	801391(34)		73	
ROUTE	STATE PROJECT	COUNTY	CITY	SHEET NO.	TOTAL SHEETS
M-112	82-66	Wayna	Detroit	73	



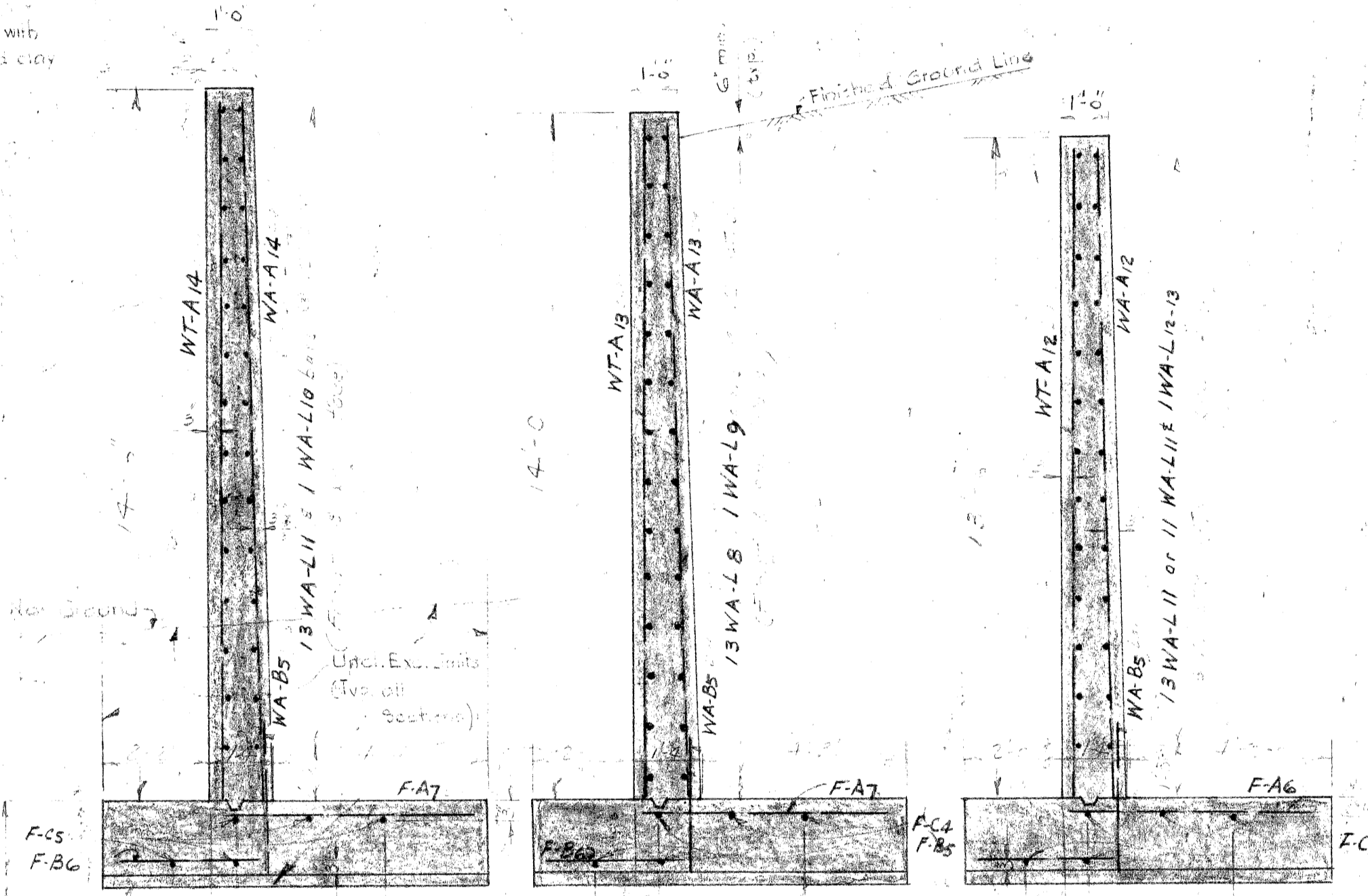
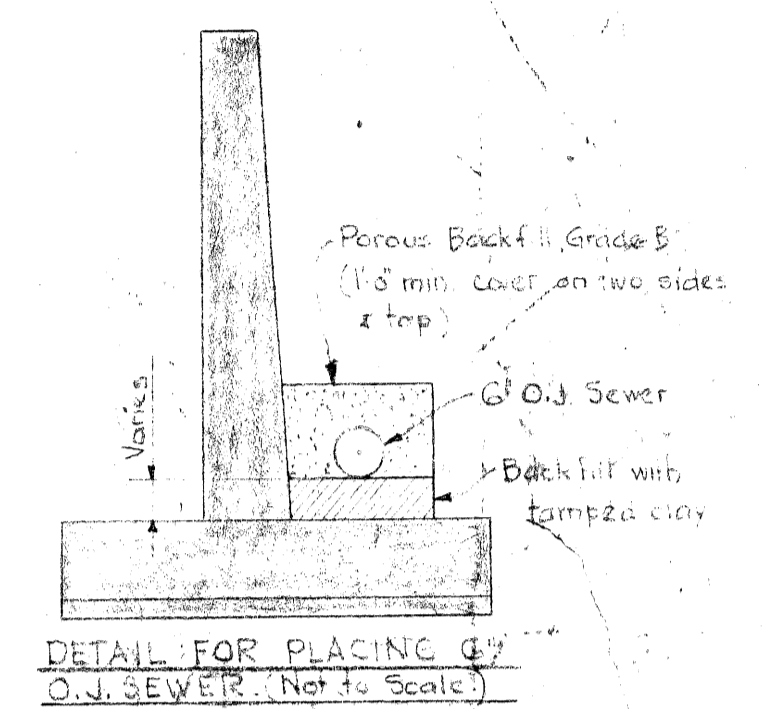
PAVEMENT CROSS SECTIONS
Sta. 524+90.42 to Sta. 535+50
Eastbound Edsel Ford

Scale
1" = 10' Hor.
1" = 1' Vert.

FILE NO. 82-66 PROJECT NO. 801391(34) SHEET NO. 73

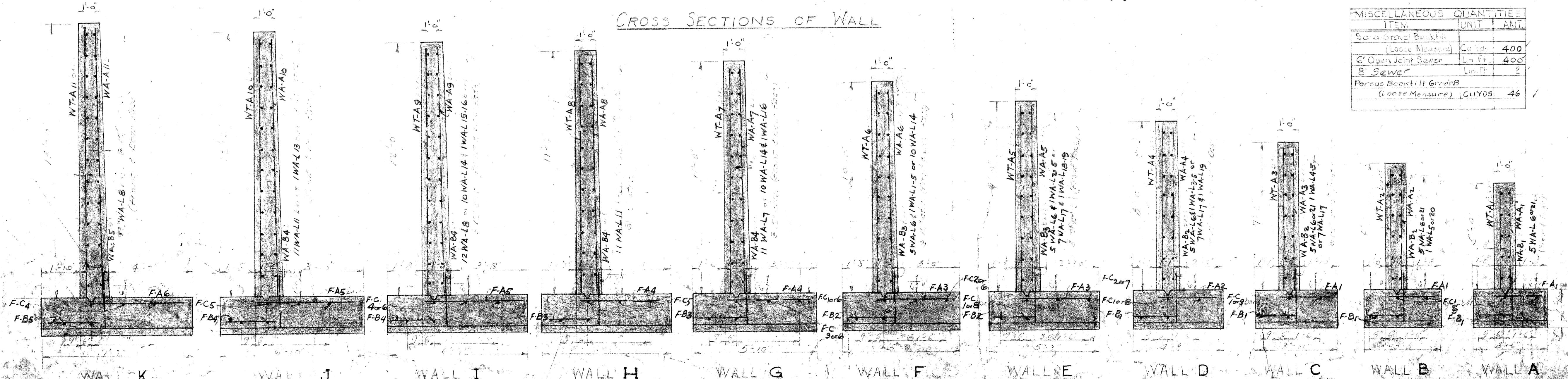


GRADE A CONCRETE	
Quantity	
Location	172.2
Footings	166.7
Substructure	61.2
TOTAL	399.1



Notes:
 1. Gravel bedding to be placed in structure.
 2. Exposed ends of concrete to be finished and painted with a protective coating.
 3. Reinforcing steel to be placed in concrete and secured with ties.

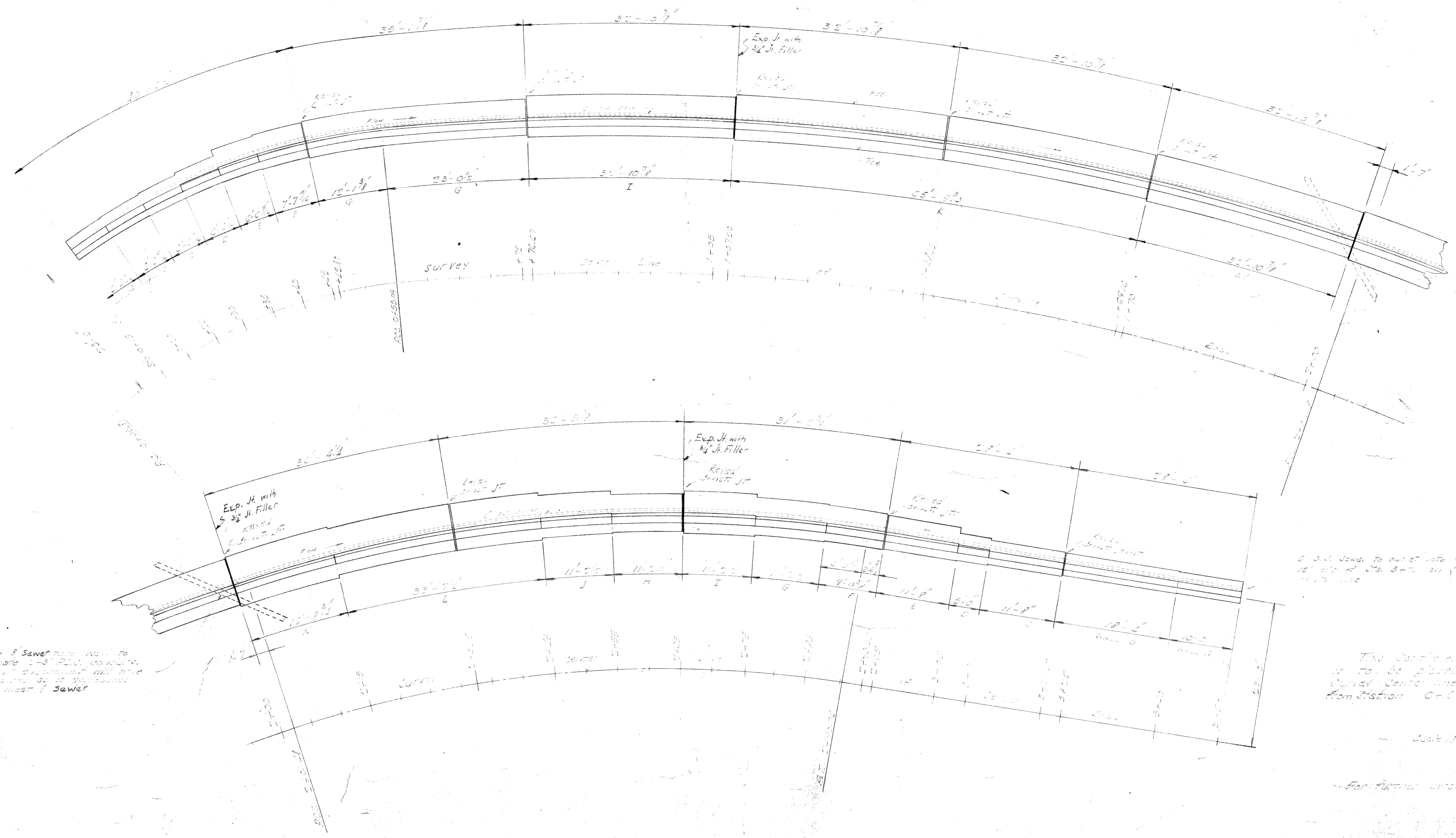
CROSS SECTIONS OF WALL



ITEM	UNIT	AMT
Sand gravel Backfill	Cu Yd	400
Open Joint Sewer	Lin. Ft.	400
8" Sewer	Lin. Ft.	?
Porous Backfill Grade B	Cu Yds	46

Bar	S.A.	Spacing	No.	Length	Vol.
WA-A1	1/2"	12"	10	11.8	1.18
WA-A2	1/2"	12"	10	11.8	1.18
WA-A3	1/2"	12"	10	11.8	1.18
WA-A4	1/2"	12"	10	11.8	1.18
WA-A5	1/2"	12"	10	11.8	1.18
WA-A6	1/2"	12"	10	11.8	1.18
WA-A7	1/2"	12"	10	11.8	1.18
WA-A8	1/2"	12"	10	11.8	1.18
WA-A9	1/2"	12"	10	11.8	1.18
WA-A10	1/2"	12"	10	11.8	1.18
WA-A11	1/2"	12"	10	11.8	1.18
WA-A12	1/2"	12"	10	11.8	1.18
WA-A13	1/2"	12"	10	11.8	1.18
WA-A14	1/2"	12"	10	11.8	1.18
WA-A15	1/2"	12"	10	11.8	1.18
WA-A16	1/2"	12"	10	11.8	1.18
WA-A17	1/2"	12"	10	11.8	1.18
WA-A18	1/2"	12"	10	11.8	1.18
WA-A19	1/2"	12"	10	11.8	1.18
WA-A20	1/2"	12"	10	11.8	1.18
WA-A21	1/2"	12"	10	11.8	1.18
WA-A22	1/2"	12"	10	11.8	1.18
WA-A23	1/2"	12"	10	11.8	1.18
WA-A24	1/2"	12"	10	11.8	1.18
WA-A25	1/2"	12"	10	11.8	1.18
WA-A26	1/2"	12"	10	11.8	1.18
WA-A27	1/2"	12"	10	11.8	1.18
WA-A28	1/2"	12"	10	11.8	1.18
WA-A29	1/2"	12"	10	11.8	1.18
WA-A30	1/2"	12"	10	11.8	1.18
WA-A31	1/2"	12"	10	11.8	1.18
WA-A32	1/2"	12"	10	11.8	1.18
WA-A33	1/2"	12"	10	11.8	1.18
WA-A34	1/2"	12"	10	11.8	1.18
WA-A35	1/2"	12"	10	11.8	1.18
WA-A36	1/2"	12"	10	11.8	1.18
WA-A37	1/2"	12"	10	11.8	1.18
WA-A38	1/2"	12"	10	11.8	1.18
WA-A39	1/2"	12"	10	11.8	1.18
WA-A40	1/2"	12"	10	11.8	1.18
WA-A41	1/2"	12"	10	11.8	1.18
WA-A42	1/2"	12"	10	11.8	1.18
WA-A43	1/2"	12"	10	11.8	1.18
WA-A44	1/2"	12"	10	11.8	1.18
WA-A45	1/2"	12"	10	11.8	1.18
WA-A46	1/2"	12"	10	11.8	1.18
WA-A47	1/2"	12"	10	11.8	1.18
WA-A48	1/2"	12"	10	11.8	1.18
WA-A49	1/2"	12"	10	11.8	1.18
WA-A50	1/2"	12"	10	11.8	1.18
WA-A51	1/2"	12"	10	11.8	1.18
WA-A52	1/2"	12"	10	11.8	1.18
WA-A53	1/2"	12"	10	11.8	1.18
WA-A54	1/2"	12"	10	11.8	1.18
WA-A55	1/2"	12"	10	11.8	1.18
WA-A56	1/2"	12"	10	11.8	1.18
WA-A57	1/2"	12"	10	11.8	1.18
WA-A58	1/2"	12"	10	11.8	1.18
WA-A59	1/2"	12"	10	11.8	1.18
WA-A60	1/2"	12"	10	11.8	1.18
WA-A61	1/2"	12"	10	11.8	1.18
WA-A62	1/2"	12"	10	11.8	1.18
WA-A63	1/2"	12"	10	11.8	1.18
WA-A64	1/2"	12"	10	11.8	1.18
WA-A65	1/2"	12"	10	11.8	1.18
WA-A66	1/2"	12"	10	11.8	1.18
WA-A67	1/2"	12"	10	11.8	1.18
WA-A68	1/2"	12"	10	11.8	1.18
WA-A69	1/2"	12"	10	11.8	1.18
WA-A70	1/2"	12"	10	11.8	1.18
WA-A71	1/2"	12"	10	11.8	1.18
WA-A72	1/2"	12"	10	11.8	1.18
WA-A73	1/2"	12"	10	11.8	1.18
WA-A74	1/2"	12"	10	11.8	1.18
WA-A75	1/2"	12"	10	11.8	1.18
WA-A76	1/2"	12"	10	11.8	1.18
WA-A77	1/2"	12"	10	11.8	1.18
WA-A78	1/2"	12"	10	11.8	1.18
WA-A79	1/2"	12"	10	11.8	1.18
WA-A80	1/2"	12"	10	11.8	1.18
WA-A81	1/2"	12"	10	11.8	1.18
WA-A82	1/2"	12"	10	11.8	1.18
WA-A83	1/2"	12"	10	11.8	1.18
WA-A84	1/2"	12"	10	11.8	1.18
WA-A85	1/2"	12"	10	11.8	1.18
WA-A86	1/2"	12"	10	11.8	1.18
WA-A87	1/2"	12"	10	11.8	1.18
WA-A88	1/2"	12"	10	11.8	1.18
WA-A89	1/2"	12"	10	11.8	1.18
WA-A90	1/2"	12"	10	11.8	1.18
WA-A91	1/2"	12"	10	11.8	1.18
WA-A92	1/2"	12"	10	11.8	1.18
WA-A93	1/2"	12"	10	11.8	1.18
WA-A94	1/2"	12"	10	11.8	1.18
WA-A95	1/2"	12"	10	11.8	1.18
WA-A96	1/2"	12"	10	11.8	1.18
WA-A97	1/2"	12"	10	11.8	1.18
WA-A98	1/2"	12"	10	11.8	1.18
WA-A99	1/2"	12"	10	11.8	1.18
WA-A100	1/2"	12"	10	11.8	1.18
NTA-A1	1/2"	12"	10	11.8	1.18
NTA-A2	1/2"	12"	10	11.8	1.18
NTA-A3	1/2"	12"	10	11.8	1.18
NTA-A4	1/2"	12"	10	11.8	1.18
NTA-A5	1/2"	12"	10	11.8	1.18
NTA-A6	1/2"	12"	10	11.8	1.18
NTA-A7	1/2"	12"	10	11.8	1.18
NTA-A8	1/2"	12"	10	11.8	1.18
NTA-A9	1/2"	12"	10	11.8	1.18
NTA-A10	1/2"	12"	10	11.8	1.18
NTA-A11	1/2"	12"	10	11.8	1.18
NTA-A12	1/2"	12"	10	11.8	1.18
NTA-A13	1/2"	12"	10	11.8	1.18
NTA-A14	1/2"	12"	10	11.8	1.18
NTA-A15	1/2"	12"	10	11.8	1.18
NTA-A16	1/2"	12"	10	11.8	1.18
NTA-A17	1/2"	12"	10	11.8	1.18
NTA-A18	1/2"	12"	10	11.8	1.18
NTA-A19	1/2"	12"	10	11.8	1.18
NTA-A20	1/2"	12"	10	11.8	1.18
NTA-A21	1/2"	12"	10	11.8	1.18
NTA-A22	1/2"	12"	10	11.8	1.18
NTA-A23	1/2"	12"	10	11.8	1.18
NTA-A24	1/2"	12"	10	11.8	1.18
NTA-A25	1/2"	12"	10	11.8	1.18
NTA-A26	1/2"	12"	10	11.8	1.18
NTA-A27	1/2"	12"	10	11.8	1.18
NTA-A28	1/2"	12"	10	11.8	1.18
NTA-A29	1/2"	12"	10	11.8	1.18
NTA-A30	1/2"	12"	10	11.8	1.18
NTA-A31	1/2"	12"	10	11.8	1.18
NTA-A32	1/2"	12"	10	11.8	1.18
NTA-A33	1/2"	12"	10	11.8	1.18
NTA-A34	1/2"	12"	10	11.8	1.18
NTA-A35	1/2"	12"	10	11.8	1.18
NTA-A36	1/2"	12"	10	11.8	1.18
NTA-A37	1/2"	12"	10	11.8	1.18
NTA-A38	1/2"	12"	10	11.8	1.18
NTA-A39	1/2"	12"	10	11.8	1.18
NTA-A40	1/2"	12"	10	11.8	1.18
NTA-A41	1/2"	12"	10	11.8	1.18
NTA-A42	1/2"	12"	10	11.8	1.18
NTA-A43	1/2"	12"	10	11.8	1.18
NTA-A44	1/2"	12"	10	11.8	1.18
NTA-A45	1/2"	12"	10	11.8	1.18
NTA-A46	1/2"	12"	10	11.8	1.18
NTA-A47	1/2"	12"	10	11.8	1.18
NTA-A48	1/2"	12"	10	11.8	1.18
NTA-A49	1/2"	12"	10	11.8	1.18
NTA-A50	1/2"	12"	10	11.8	1.18
NTA-A51	1/2"	12"	10	11.8	1.18
NTA-A52	1/2"	12"	10	11.8	1.18
NTA-A53	1/2"	12"	10	11.8	1.18
NTA-A54	1/2"	12"	10	11.8	1.18
NTA-A55	1/2"	12"	10	11.8	1.18
NTA-A56	1/2"	12"	10	11.8	1.18
NTA-A57	1/2"	12"	10	11.8	1.18
NTA-A58	1/2"	12"	10	11.8	1.18
NTA-A59	1/2"	12"	10	11.8	1.18
NTA-A60	1/2"	12"	10	11.8	1.18
NTA-A61	1/2"	12"	10	11.8	1.18
NTA-A62	1/2"	12"	10	11.8	1.18
NTA-A63	1/2"	12"	10	11.8	1.18
NTA-A64	1/2"	12"	10	11.8	1.18
NTA-A65	1/2"	12"	10	11.8	1.18
NTA-A66	1/2"	12"	10	11.8	1.18
NTA-A67	1/2"	12"	10	11.8	1.18
NTA-A68	1/2"	12"	10	11.8	1.18
NTA-A69	1/2"	12"	10	11.8	1.18
NTA-A70	1/2"	12"	10	11.8	1.18
NTA-A71	1/2"	12"	10	11.8	1.18
NTA-A72	1/2"	12"	10	11.8	1.18
NTA-A73	1/2"	12"	10	11.8	1.18
NTA-A74	1/2"	12"	10	11.8	1.18
NTA-A75	1/2"	12"	10	11.8	1.18
NTA-A76	1/2"	12"	10	11.8	1.18
NTA-A77	1/2"	12"	10	11.8	1.18
NTA-A78	1/2"	12"	10	11.8	1.18
NTA-A79	1/2"	12"	10	11.8	1.18
NTA-A80	1/2"	12"	10	11.8	1.18
NTA-A81	1/2"	12"	10	11.8	1.18
NTA-A82	1/2"	12"	10	11.8	1.18
NTA-A83	1/2"	12"	10	11.8	1.18
NTA-A84	1/2"	12"	10	11.8	1.18
NTA-A85	1/2"	12"	10	11.8	1.18
NTA-A86	1/2"	12"	10	11.8	1.18
NTA-A87	1/2"	12"	10	11.8	1.18
NTA-A88	1/2"	12"	10	11.8	1.18
NTA-A89	1/2"	12"	10	11.8	1.18
NTA-A90	1/2"	12"	10	11.8	1.18
NTA-A91	1/2"	12"	10	11.8	1.18
NTA-A92	1/2"	12"	10	11.8	1.18
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NTA-A97	1/2"	12"	10	11.8	1.18
NTA-A98	1/2"	12"	10	11.8	1.18
NTA-A99	1/2"	12"	10	11.8	1.18
NTA-A100	1/2"	12"	10	11.8	1.18
NTA-A101	1/2"	12"	10	11.8	1.18
NTA-A102	1/2"	12"	10	11.8	1.18
NTA-A103	1/2"	12"	10	11.8	1.18
NTA-A104	1/2"	12"	10	11.8	1.18
NTA-A105	1/2"	12"	10	11.8	1.18
NTA-A106	1/2"	12"	10	11.8	1.18
NTA-A107	1/2"	12"	10	11.8	1.18
NTA-A108					

Dimensions shown on this side view
 of wall are to be measured at
 same point as side view.



Place of Sewer Main Wall to
 be shown 1-3' from concrete
 wall. Dimension will have
 to be shown as discussed
 wall to main & sewer

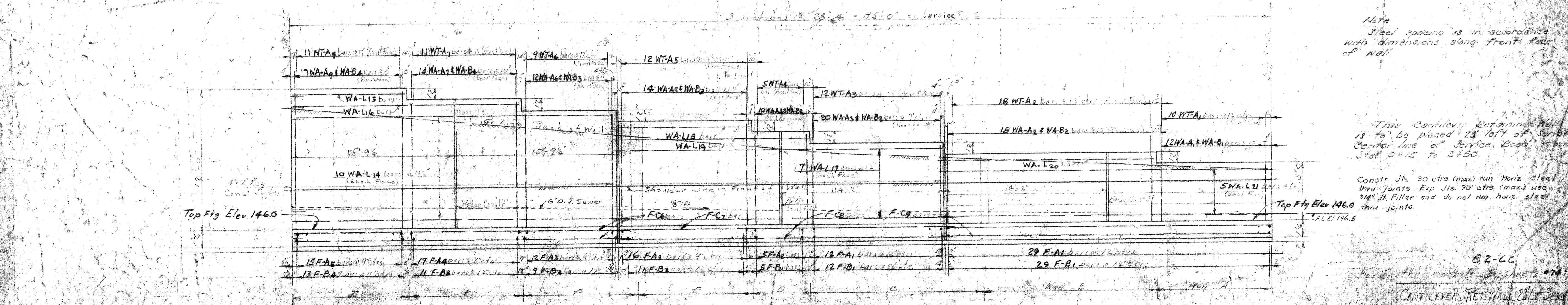
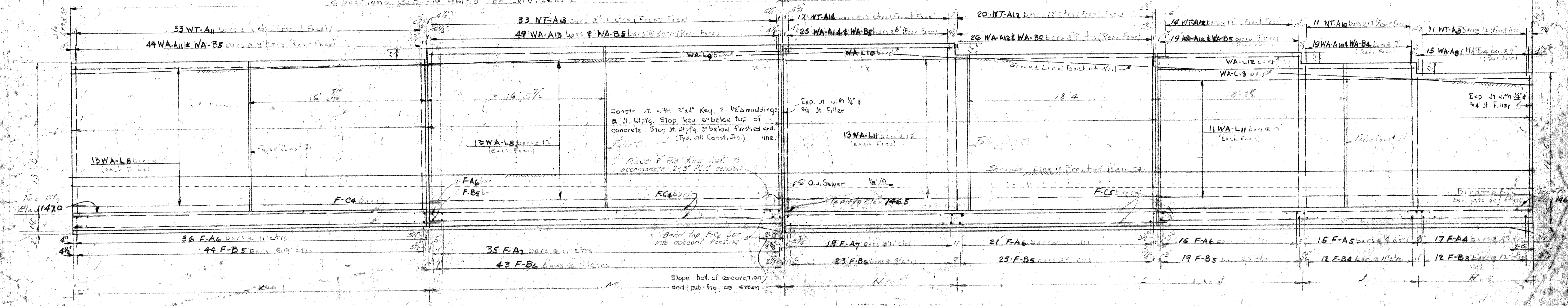
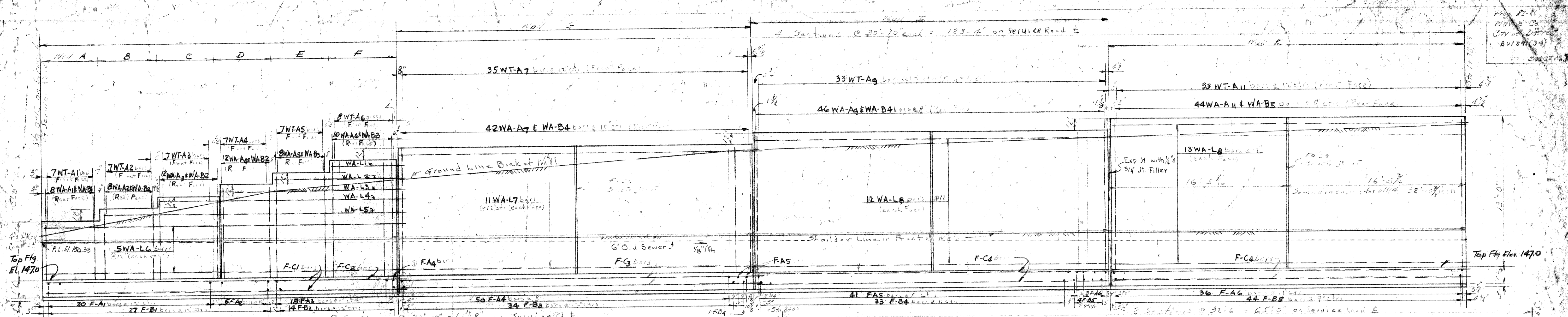
S. O. J. Sewer to cut off into S.S.
 15' out of Sta. 3+11 on terms of
 utility line

The Cantilever Retaining Wall
 is to be placed 25' out of
 survey center line of Service Road
 from Station C+5 to 3+50

Scale 1/4" = 1'-0"
 For further details see sheets
 No. 74 & 76

PLAN OF RETAINING WALL
 Scale 1/4" = 1'-0"

82-66
 CANTILEVER RETAINING WALL
 25' ST. STA. 0+5 TO 3+50
 Re. Drawn by M. H. [unclear]
 Checked by E. G. [unclear]
 Drawn by [unclear]



Note
Steel spacing is in accordance with dimensions along front face of wall.

This Cantilever Retaining Wall is to be placed 23' left of Service Center line of Service Road from Sta 0+15 to 3+50.

Constr Jts. 30' ctrs (max) run horiz steel thru joints. Exp Jts. 90' ctrs (max) use 3/4" Jt. Filler and do not run horiz steel thru joints.

FRONT ELEVATION OF WALL ON ONE PLANE

CANTILEVER RET. WALL 23' LT SERVICE ROAD