

# AGREEMENT

## JURISDICTIONAL TRANSFER

(Between City of Detroit and MDOT)

This Agreement (“**Agreement**”) is entered as of June 19, 2017, between the Michigan Department of Transportation (“**MDOT**”), and the City of Detroit and all of its agents, officers, and departments, all acting by and through the City’s Mayor’s Office (“**City**”), for the purpose of transferring jurisdictional control of certain road and alley segments within the City of Detroit to MDOT to help facilitate construction and operation of the proposed Gordie Howe International Bridge project (“**Facility**”). Collectively, these entities are referred to as the “**Parties**” and each as a “**Party**”. The Facility will provide a new transportation bridge connection between the United States and Canada over the Detroit River.

The road and alley segments are defined in the attached Exhibit A, and shown on attached Exhibit B. Certain road and alley segments identified in Exhibits A-1, A-2 and B shall be permanently transferred to MDOT (“**Permanent Road Segments**”). Certain other road segments identified in Exhibits A-3 and B shall be temporarily transferred to MDOT (“**Temporary Road Segments**”) and will be returned to the City at the completion of construction of the Facility. The Permanent Road Segments and Temporary Road Segments are collectively referred to as the “**Road Segments**”.

The City is willing to transfer jurisdictional control of the Road Segments to MDOT and MDOT is willing to accept jurisdictional control of the Road Segments on the terms and conditions set forth in this Agreement.

In addition, MDOT agrees to make certain infrastructure improvements on the terms and conditions set forth in this Agreement.

This Agreement is consistent with the 2012 Crossing Agreement between Michigan and Canada, which requires Michigan to acquire properties located within the Facility. All costs associated with the jurisdictional transfer of the Road Segments and the infrastructure improvements transfers addressed in this Agreement are being initially paid by MDOT but fully reimbursed by the Windsor Detroit Bridge Authority, a Canadian entity. The transfers and

construction set forth in this Agreement have been established in consideration of the anticipated construction schedule and other requirements for the Facility.

This Agreement is conditioned on the Detroit City Council's adoption of a resolution approving both that certain "Agreement – Transfer of Properties, Assets, Interest, and Jurisdiction" and that certain "Agreement – Leases and Services", and is further conditioned on each of those Agreements being signed by all the parties thereto and in full force and effect. The effective date of this Agreement ("Effective Date") shall be the same as the effective date of the foregoing "Agreement – Transfer of Properties, Assets, Interest, and Jurisdiction".

## ARTICLE I

### MDOT'S OBLIGATIONS

- A. Permanent Road Segments. MDOT hereby permanently accepts full jurisdictional control of the Permanent Road Segments from the City as of the Effective Date and may ultimately vacate all Permanent Road Segments per applicable law.
- B. Temporary Road Segments. MDOT hereby temporarily accepts full jurisdictional control of the Temporary Road Segments from the City as of the Effective Date until such time as they are no longer needed for construction of the Facility and will then transfer back to the City jurisdictional control of the Temporary Road Segments, which may occur on a serial basis as a Temporary Road Segment is no longer needed for the construction of the Facility as determined by MDOT in its sole discretion. Promptly after the Effective Date, MDOT and the City will jointly conduct an existing condition assessment of the Temporary Road Segments. At the time the Temporary Road Segments are transferred back to the City they shall be in the same condition as shown in the existing condition assessment, reasonable wear and tear excepted. Notwithstanding the foregoing sentence, at the time of the transfer back to the City: (1) certain Temporary Road Segments identified in Section I.E., below, shall be improved as provided in that Section (in addition to other work identified in that Section to property other than Temporary Road Segments); and (2) MDOT will, upon request of the City, resurface any remaining Temporary Road Segment with two inches of hot mix asphalt.
- C. ROW. MDOT shall acquire and dedicate to the City the following right-of-way ("ROW"):
  - 1. ROW to accommodate necessary cul-de-sacs on Livernois and Cavalry;
  - 2. ROW to accommodate the proposed realignment of Campbell and Green;
  - 3. ROW to accommodate proposed intersection improvements for West End at Fort, West End at Jefferson, Dearborn at Jefferson, Melville at Green, South at Harrington, Gould at Harrington, Clark at Fort and Clark at Jefferson;

4. ROW to accommodate improved road alignment along Jefferson between Green and Campbell.
- D. Construction Traffic. MDOT shall direct construction traffic accessing the Facility construction site to the following routes:
1. M-85, Fort St.;
  2. Green, from Fort to the Norfolk Southern Railroad ROW (and south through the proposed realigned Green ROW to Jefferson);
  3. Livernois, from I-75 to the Norfolk Southern Railroad ROW;
  4. Dagoon, from I-75 to the Norfolk Southern Railroad ROW;
  5. Campbell, from Fort to Jefferson;
  6. Jefferson from Campbell to the west City Limits; and/or
  7. Any Permanent Road Segment or Temporary Road Segment after the same is closed by MDOT.
- E. Infrastructure Improvements. MDOT shall construct, at its cost, and without any cost or match from the City, the following infrastructure improvements to the roads and assets as noted below prior to the opening of public traffic to the Facility:
1. EB I-75 Service Drive HMA Resurfacing from West End to Clark. Pavement section to consist of 8.5 inches of HP Portland Cement Concrete, Grade P1, Modified, Non Reinforced, 16" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;
  2. WB I-75 Service Drive HMA Resurfacing from West End to Clark. Pavement section to consist of 8.5 inches of HP Portland Cement Concrete, Grade P1, Modified, Non Reinforced, 16" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;
  3. Reconstruction and Reconfiguration of the West End & Fort St. intersection. Pavement section to consist of 6.0" HMA base course, 2.0" HMA 4E3 Leveling Course, 1.5" HMA 5E3 Top Course, 6" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;
  4. Reconstruction and Reconfiguration of the West End & Jefferson intersection. Pavement section to consist of 6.0" HMA base course, 2.0" HMA 4E3 Leveling Course, 1.5" HMA 5E3 Top Course, 6" of Open-Graded Drainage Course,

Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;

5. Reconstruction and Reconfiguration of the Dearborn & Jefferson intersection. Pavement section to consist of 6.0" HMA base course, 2.0" HMA 4E3 Leveling Course, 1.5" HMA 5E3 Top Course, 6" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;
6. Reconstruction and Reconfiguration of the Clark & Fort intersection. Pavement section to consist of 7.5" HMA base course, 2.0" HMA 4E3 Leveling Course, 1.5" HMA 5E3 Top Course, 6" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;
7. Reconstruction and Reconfiguration of the Clark & Jefferson intersection. Pavement section to consist of 6.0" HMA base course, 2.0" HMA 4E3 Leveling Course, 1.5" HMA 5E3 Top Course, 6" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;
8. Reconstruction and Realignment of Green from I-75 south to Jefferson, including a boulevard section from the Norfolk Southern Railway ROW to Jefferson. Pavement section to consist of 5.5" HMA base course, 2.0" HMA 4E3 Leveling Course, 1.5" HMA 5E3 Top Course, 6" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;
9. Reconstruction and Realignment of Campbell from I-75 south to Jefferson, including a boulevard section from the Norfolk Southern Railway ROW to Jefferson. Pavement section to consist of 4.5" HMA base course, 2.0" HMA 4E3 Leveling Course, 1.5" HMA 5E3 Top Course, 6" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;
10. Reconstruction and conversion to 2 way traffic (from Fort St. south) of Livernois from I-75 south to the dead end, with the construction of a cul-de-sac. Pavement section to consist of 7.0" HMA base course (from Fort to I-75) 4.0" HMA base course (Fort south to the cul-de-sac), 2.0" HMA 4E3 Leveling Course, 1.5" HMA 5E3 Top Course, 6" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;
11. Construction of a new Cul-de-Sac at the southern terminus of Cavalry. Pavement section to consist of 4.0" HMA base course, 2.0" HMA 4E3 Leveling Course, 1.5" HMA 5E3 Top Course, 6" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch;

12. Reconstruction of portions of Jefferson in conjunction with geometric improvements and resurfacing of the remainder of Jefferson from Campbell Street to West End Avenue. Pavement section to consist of 7.5" HMA base course, 2.0" HMA 4E3 Leveling Course, 1.5" HMA 5E3 Top Course, 6" of Open-Graded Drainage Course, Modified with Geotextile Separator, Curb and Gutter, Detail C-1, Underdrain, Pipe, Open-Graded, 6 inch in reconstruction sections. Pavement section to consist of 1.5" depth of milling and 1.5" overlay with HMA 5E3 Top Course in resurfacing sections;
13. Installation of Decorative Security Fencing around the Perimeter of the Gordie Howe International Bridge plaza area and site landscaping sufficient to buffer the plaza from the neighboring community, including an irrigation system to service the landscaping;
14. Along the entire northern property line of the City's Historic Fort Wayne running on the south side of W. Jefferson Avenue, installation of Decorative Security Fencing and site landscaping sufficient to buffer Historic Fort Wayne from the neighboring community, including an irrigation system to service the landscaping. This includes the removal of the existing fence at Fort Wayne, along Jefferson Avenue, to be replaced with the installation of a wrought iron, decorative fence, measuring 8 feet in height, subject to review by the State Historic Preservation Office.
15. Installation of site landscaping and an irrigation system along the new boulevard sections of Campbell and Green.

Prior to commencing construction of the infrastructure improvements listed above, MDOT will consult with the City's Department of Public Works. The reconstruction of Green, Campbell and Jefferson shall be to an all-season road construction standard to allow for the elimination of any seasonal weight restrictions.

- F. Connectivity Improvements. MDOT shall construct, at its cost and without any cost or match from the City, the connectivity and complete street infrastructure improvements outlined in the attached Exhibit C to the assets noted therein prior to transfer of the Temporary Road Segments back to the City.

## ARTICLE II

### THE CITY'S OBLIGATIONS

- A. Vacation Petition. The City shall complete the processing of vacation petition number 947, from a property owner to vacate Post, from Fort to the Norfolk Southern Railroad ROW and Waterman, from Fort to the Norfolk Southern Railroad.
- B. Jurisdictional Transfer. The City hereby transfers jurisdictional control of the Road Segments to MDOT.

- C. Maintenance. The City shall perform all maintenance, including snow removal, on each Road Segment (including the sidewalk therein) pursuant to the City's normal standards until MDOT closes such Road Segment.
- D. Cooperation. The City shall provide all cooperation needed to effectuate the terms of this Agreement. Without limiting the foregoing, this includes the following: when tendered by MDOT, promptly accept and dedicate as public roads (as needed) all ROW identified in Section I.C., above, and all other parcels (or portions thereof) acquired by MDOT and included in relocated roads and/or new roads as identified by MDOT; upon such acceptance and dedication, assume all maintenance, including snow removal, of the foregoing; provide MDOT and other Facility participants prompt review and approval of any permits required for construction activities described in this Agreement; and cooperate in all right-of-way vacation proceedings required for the Facility.
- E. Acceptance. The City shall accept full jurisdictional control of each Temporary Road Segments back from MDOT as when tendered by MDOT as provided in Section II.B., above. At such time as the City receives back jurisdictional control of such Temporary Road Segments, the City will resume the performance of all maintenance, including snow removal, of the Temporary Road Segments (including the sidewalk therein). The transfer back of jurisdictional control of each Temporary Road Segment shall be effective upon the date of MDOT's written notification to the City that it is tendering jurisdiction back to the City.
- F. Access. The City shall provide access to City property and improvements necessary or desirable for all infrastructure work required of MDOT under this Agreement or required for the Facility, subject to applicable law, including permit requirements. This includes, but is not limited, the temporary closure of roads.
- G. Landscaping. The maintenance of all landscaping installed under this Agreement will be the responsibility of the City, except for the landscaping installed in I-75 right-of-way (with the exceptions of the roads and bridges cross I-75) which shall be the responsibility of the State of Michigan.

### ARTICLE III

#### MISCELLANEOUS

- A. Includes All Assets. The transfer of jurisdictional control of the Road Segments includes the transfer of: operational and drainage permits, whether recorded or otherwise; all bridges, culverts, signs, traffic lights, trees, street lights, pavement, curbs, conduits and other improvements, and/or other structures or traffic control devices for highway purposes; and any and all features and appurtenances, rights, title, interests, now existing within the Road Segments.
- B. Leasing. The Parties agree that MDOT may lease the Road Segments.

- C. Modification. This Agreement may be modified, in writing, upon mutual agreement by the parties. Any modification must be signed by the authorized representative of each party.
- D. Notice. All notices provided pursuant to this Agreement shall be in writing and directed to: the parties at their addresses below or to any other address a party may designate by notice under this Agreement, and shall be either: (i) delivered by hand; or (ii) sent by nationally recognized overnight courier (e.g. Federal Express, UPS). All notices, requests, consents and other communications under this Agreement shall be deemed to have been given either (i) if by hand, at the time of the delivery of the notice to the receiving party; or (ii) if by overnight courier, on the next business day following the day the notice is delivered to the courier service.

Michigan Department of Transportation  
 Attn: Director  
 Van Wagner Building  
 425 West Ottawa Street  
 Lansing, MI 48909

City of Detroit  
 Attn: Director, Department of Public Works  
 Coleman A. Young Municipal Center  
 2 Woodward Avenue - Suite 611  
 Detroit, MI 48226

With a copy to:

With a copy to:

Michigan Department of Attorney General  
 Attn: Attorney General  
 G. Mennen Williams Building  
 525 West Ottawa Street  
 Lansing, MI 48090

City of Detroit Law Department  
 Attn: Corporation Counsel  
 Coleman A. Young Municipal Center  
 2 Woodward Avenue - Suite 500  
 Detroit, MI 48226

- E. Cooperation. In the event the City's right, title, or interest in any of the Road Segments is challenged or the City's authority to enter into this Agreement is challenged, MDOT shall defend such a claim and the City shall cooperate in such defense.
- F. Authority. Each Party represents and warrant that such Party is duly formed and in good standing, has full authority to enter into this Agreement, and has taken all organizational action necessary to carry out the transactions contemplated herein so that when executed this Agreement constitutes a valid and binding obligation enforceable in accordance with its terms.
- G. Savings Clause. The City agrees that, at the request of MDOT, it shall transfer to MDOT jurisdictional control, permanently or temporarily as requested by MDOT, to any road or alley within the Facility boundaries described on Exhibit D even if not expressly identified in Exhibits A-1, A-2, A-3 or B. Such transfer shall be for no additional consideration.
- H. Further Assurances. Each of the Parties shall execute any documents reasonably required to effectuate the intent of this Agreement for no additional consideration.

- I. Delegation. To carry out the intent of this Agreement, the City hereby authorizes the Mayor of the City to execute any document necessary to effectuate the intent of this Agreement.
- J. Merger. This Agreement, which includes the Exhibits attached hereto and forming a part hereof, sets forth all the covenants, promises, agreements, conditions and understandings between and among the Parties concerning the subject matter of this Agreement. There are no covenants, promises, agreements, conditions or understandings, either oral or written, between them concerning the subject matter of this Agreement other than set forth in the Agreement. No alteration, amendment, change or addition to this Agreement shall be binding upon a Party unless reduced to writing and signed by such Party.
- K. Successors and Assigns. All rights and liabilities herein given to, or imposed upon, the respective Parties hereto shall extend to and bind the several respective successors and assigns of the said Parties.
- L. Counterparts and Electronic Signatures. This Agreement may be signed in counterparts and electronic signatures are fully enforceable.

IN WITNESS WHEREOF, the Parties have signed this Agreement as of the day and year first written above.

CITY OF DETROIT

  
\_\_\_\_\_  
Mike Duggan, Mayor

Approved by Detroit City Council:

July 25, 2017  
\_\_\_\_\_

Approved as to Form:

  
\_\_\_\_\_  
Corporation Counsel

MICHIGAN DEPARTMENT OF TRANSPORTATION

  
\_\_\_\_\_  
Kirk T. Steudle, Director

6-19-2017  
\_\_\_\_\_  
Date





Index of Exhibits

- Exhibit A-1 - Narrative – Permanent Road Segments (Roads)
- Exhibit A-2 - Narrative – Permanent Road Segments (Alleys)
- Exhibit A-3 - Narrative – Temporary Road Segments
- Exhibit B - Depiction of Permanent Road Segments (Both Roads and Alleys) and of  
Temporary Road Segments
- Exhibit C - Connectivity & Complete Streets Improvements
- Exhibit D - GHIB Project Boundaries

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**EXHIBIT A-1**  
**NARRATIVE -- PERMANENT ROAD SEGMENTS (ROADS)**

- (a) NB I-75 service drive from the eastern ROW line of Livernois Avenue northeasterly to the Western ROW line of Campbell Street, a distance of approx. 0.32 miles.
- (b) Wilde Avenue – Beginning at the northeast corner of lot 13, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET; thence northeast 60.02 feet to a point on the east ROW line of Wilde Avenue and the northwest corner of lot 12, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET; thence southeast along the east ROW line of Wilde Avenue 53.09 feet; thence southwest 60.55 feet to a point on the west ROW line of Wilde Avenue and 43.55 feet south of the northeast corner of lot 13, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET; thence northwest 43.55 feet along the west ROW line Wilde Avenue to the northeast corner of lot 13, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET and the P.O.B.
- (c) McKinstry Street – Beginning at a point on the western ROW line of McKinstry Street that is the southeast corner of lot 17, J.C.D. WILLIAMS SUB OF LOT 17 OF P.C. 30; thence northwest along the west ROW line of McKinstry Street 10.00 feet; thence northeast 60.18 feet to a point on the east ROW line of McKinstry Street and 14.00 feet north of the southwest corner of lot 17, COTTIN'S SUB OF LOTS 1 TO 9 (INCLUSIVE) OF BARTHOLOMEWS SUB OF P.C. 47; thence southeast along the east ROW line of McKinstry Street 14.00 feet to the southwest corner of lot 17, COTTIN'S SUB OF LOTS 1 TO 9 (INCLUSIVE) OF BARTHOLOMEWS SUB OF P.C. 47; thence southwest 60.00 feet to the P.O.B.
- (d) Post Street, from the northern ROW line of W Jefferson Avenue northwesterly to the southern ROW line of the Norfolk Southern Rail ROW, a distance of approx. 0.41 miles.
- (e) Schroeder Street, from the northern ROW line of W Jefferson Avenue northwesterly to the southern ROW line of South Street, a distance of approx. 0.23 miles.
- (f) Waterman Street, from the northern ROW line of W Jefferson Avenue northwesterly to the southern ROW line of the Norfolk Southern Railroad ROW, a distance of approx. 0.40 miles.
- (g) Waterman Street from the NB I-75 service drive ROW northwesterly to the SB I-75 service drive ROW, a distance of approx. 0.06 miles.
- (h) Rademacher Street, from the northern ROW line of W Jefferson Avenue northwesterly to the southern ROW line of the Norfolk Southern Railroad ROW, a distance of approx. 0.40 miles.
- (i) Crawford Street from the northern ROW line of W Jefferson Avenue northwesterly to the southern ROW line of the Norfolk Southern Railroad ROW, a distance of approx. 0.35 miles.

- (j) Livernois Avenue, from the northern ROW line of W Jefferson Avenue North to the southern ROW line of the Norfolk Southern Railroad ROW, a distance of approx. 0.30 miles.
- (k) Dragoon Avenue, from the northern ROW line of W Jefferson Avenue northwesterly to the southern ROW line of SB I-75 Service Drive, a distance of approx. 0.58 miles.
- (l) Military Street, from the northern ROW line of W Jefferson Avenue northwesterly to the southern ROW line of NB I-75 Service Drive, a distance of approx. 0.52 miles.
- (m) Cavalry Street, from the northern ROW line of W Jefferson Avenue northwesterly to the southern ROW line of the Norfolk Southern Rail ROW; and from the northern ROW line of Fort Street northwesterly to the southern ROW line of NB I-75 Service Drive, a combined distance of approx. 0.34 miles.
- (n) Junction Street from the NB I-75 service drive ROW northwesterly to the SB I-75 service drive ROW, a distance of approx. 0.05 miles.
- (o) Hussar Street, from the eastern ROW line of Livernois Avenue northeasterly to the eastern proposed limited access ROW line of the GHIB Interchange, a combined distance of approx. 0.15 miles.
- (p) Gaynor Court from the western ROW line of Cavalry Street southwesterly approximately 170 feet to its terminus, a distance of approx. 0.03 miles.
- (q) Lansing Street – Beginning at a point on the western ROW line of Lansing Street that is the southeast corner of lot 19, SANDERSON & JOHNSTON'S SUB OF LOT 19 PF P.C. 30; thence northwest along the west ROW line of Lansing Street 15.00 feet; thence northeast 60.00 feet to a point on the east ROW line of Lansing Street and 15.00 feet north of the southwest corner of lot 19, PLAT OF THE SUBDIVISION OF OUTLOT 18 OF P.C. 30; thence southeast along the east ROW line of Lansing Street 15.00 feet to the southwest corner of lot 19, PLAT OF THE SUBDIVISION OF OUTLOT 18 OF P.C. 30; thence southwest 60.00 feet to the P.O.B.
- (r) South Street, from the eastern ROW line of the Green Street (Gateway Corridor) northeasterly to the western ROW line of Dragoon Street, a distance of approx. 0.55 miles.
- (s) Holly Street, from the western ROW line of Livernois Street southwesterly to the eastern ROW line of Crawford Street and Holly Street from western ROW line of Crawford Street southwesterly to the extended western ROW line of Reid Street, a combined distance of approx. 0.14 miles.
- (t) Reid Street, from the northern ROW line of South Street northwesterly to the southern ROW line of Hesse Street, a distance of approx. 0.15 miles.
- (u) Reid Street, from the northern ROW line of W Jefferson Avenue northwesterly to the southern ROW line of Holly Street, a distance of approx. 0.15 miles.
- (v) Buelow Court, from the western ROW line of Livernois Avenue southwesterly approximately 326 feet to its terminus at the eastern ROW line of an alley, a distance of approx. 0.06 miles.
- (w) Driggs Street, from the eastern ROW line of Cavalry Street northeasterly to the western ROW line of Campbell Street, a distance of approx. 0.09 miles.

- (x) Harvey Street, from the eastern ROW line of Cavalry Street northeasterly to the western ROW line of Campbell Street, a distance of approx. 0.09 miles.
- (y) Reeder Street, from the eastern ROW line of Cavalry Street northeasterly to the western ROW line of Campbell Street, a distance of approx. 0.09 miles.
- (z) Hesse Street, from the eastern ROW line of Rademacher Street northeasterly approximately 256 feet to its terminus at the extended eastern ROW line of S Reid Street, a distance of approx. 0.05 miles.
- (aa) Ferdinand Street – Beginning at a point on the western ROW line of Ferdinand Street that is the southeast corner of lot 27, SUB OF OUTLOTS 20 & 21, SUB OF P.C. 30; thence north along the west ROW line of Ferdinand Street 11.00 feet; thence northeast 60.00 feet to a point being on the east ROW line of Ferdinand Street and 11.00 feet north of the southwest corner of lot 86, SUB OF OUTLOTS 20 & 21, SUB OF P.C. 30; thence southeast along the east ROW line of Ferdinand Street 11.00 feet to the southwest corner of lot 86, SUB OF OUTLOTS 20 & 21, SUB OF P.C. 30; thence southwest 60.00 feet to the P.O.B.
- (bb) Morrell Street – Beginning at a point on the western ROW line of Morrell Street that is 11.00 feet north of the southeast corner of lot 13, J.V. COPLIN'S SUB OF LOTS 15 TO 26 OF THE SUB OF OUTLOTS 22 AND 23, PRIVATE CLAIM 30; thence northeast 60.15 feet to a point on the east ROW line of Morrell Street and 4.80 feet north of the northwest corner of lot 13, SUB OF LOTS 22 & 23, P.C. 30; thence southeast along the east ROW line of Morrell Street 22.00 feet to the southwest corner of lot 12, SUB OF LOTS 22 & 23, P.C. 30; thence southwest 60.00 feet to a point on the west ROW line of Morrell Street being the southeast corner of lot 12, J.V. COPLIN'S SUB OF LOTS 15 TO 26 OF THE SUB OF OUTLOTS 22 AND 23, PRIVATE CLAIM 30; thence northwest 26.20 feet along the west ROW line Morrell Street to the P.O.B.
- (cc) Junction Street – Beginning at a point on the western ROW line of Junction Street that is 12.63 feet north of the southeast corner of lot 13, REEDER, JERMOE & DUFFIELD SUB OF THE EAST 354 FEET OF PRIVATE CLAIM NO. 39; thence northeast 67.41 feet to a point on the east ROW line of Junction Street and 13.54 feet north of the northwest corner of lot 13, SUB OF LOTS 24, P.C. 30; thence southeast along the east ROW line of Junction Street 59.00 feet to the southwest corner of lot 12, SUB OF LOTS 24; thence southwest 66.00 feet to a point on the west ROW line of Junction Street being the southeast corner of lot 15, REEDER, JERMOE & DUFFIELD SUB OF THE EAST 354 FEET OF PRIVATE CLAIM NO. 39; thence northwest 72.71 feet along the west ROW line Junction Street to the P.O.B.
- (dd) Wheelock Street – Beginning at the northeast corner of lot 145, MOSES W. FIELD'S SUB OF PART OF P.C. NO. 67; thence northwest along the west ROW line of Wheelock Street 7.00 feet; thence northeast 60.02 feet to a point on the east ROW line of Wheelock Street and 8.56 feet north of the southwest corner of lot 164, MOSES W. FIELD'S SUB OF PART OF P.C. NO. 67; thence south along the east ROW line of Wheelock Street 4.00 feet; thence southwest 60.18 feet to a point being on the west ROW line of Wheelock Street and the northeast corner of lot 145, MOSES W. FIELD'S SUB OF PART OF P.C. NO. 67 and the P.O.B.

- (ee) Beard Street – Beginning at the northeast corner of lot 1, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET; thence northeast 60.02 feet to a point on the east ROW line of Beard Street and 11.29 feet south of the northwest corner of lot 6, CHARLES A. MCLEE'S SUB OF PART OF THE WEST 1/2 OF THE WEST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB; thence southeast along the east ROW line of Beard Street 68.81 feet; thence southwest 60.05 feet to a point on the west ROW line of Beard Street and the southeast corner of lot 13, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET; thence northwest 69.84 feet along the west ROW line Beard Street to the northeast corner of lot 1, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET and the P.O.B.
- (ff) Lewerenz Street – Beginning at a point on the western ROW line of Lewerenz Street that is 2.00 feet north of the northeast corner of lot 5, FREDERICH BLEICH'S SUB OF PART OF THE EAST 1/2 OF THE WEST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB; thence northeast 60.00 feet to a point on the east ROW line of Lewerenz Street and 17.56 feet north of the northwest corner of lot 29, F. C. LEWERENZ RESUB OF LOTS 5, 6, 7, 8 AND EAST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB; thence southeast along the east ROW line of Lewerenz Street 30.00 feet; thence southwest 60.65 feet to a point on the west ROW line of Lewerenz Street and being 3.77 feet south of the southeast corner of lot 5, FREDERICH BLEICH'S SUB OF PART OF THE EAST 1/2 OF THE WEST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB; thence northwest 38.78 feet along the west ROW line Lewerenz Street to the northeast corner of lot 5, FREDERICH BLEICH'S SUB OF PART OF THE EAST 1/2 OF THE WEST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB and the P.O.B.
- (gg) Rademacher Street – Beginning at a point on the western ROW line of Rademacher Street that is 5.30 feet south of the northeast corner of lot 8, KAISER'S SUB OF LOTS 5 TO 11 AND 30 TO 36 INCLUSIVE OF CYNTHIA W. CRAWFORD'S SUB. LOTS 43 TO 47 INCLUSIVE OF P.C. 268 LYING BETWEEN FORT ST. AND REGULAR AVE.; thence northeast 68.39 feet to a point on the east ROW line of Rademacher Street and 6.99 feet south of the northwest corner of lot 113, CASGRAIN'S SUB OF PART OF P.C. 268 LYING NORTH OF AND ADJOINING THE NORTHERLY LINE OF FORT ST WEST; thence southeast along the east ROW line of Rademacher Street 55.71 feet; thence southwest 66.17 feet to a point on the west ROW line of Rademacher Street and being 8.43 feet south of the southeast corner of lot 8, KAISER'S SUB OF LOTS 5 TO 11 AND 30 TO 36 INCLUSIVE OF CYNTHIA W. CRAWFORD'S SUB. LOTS 43 TO 47 INCLUSIVE OF P.C. 268 LYING BETWEEN FORT ST. AND REGULAR AVE.; thence northwest 33.12 feet along the west ROW line Rademacher Street to the P.O.B.
- (hh) Casgrain Street – Beginning at a point on the western ROW line of Casgrain Street that is 10.00 feet south of the northeast corner of lot 71, CASGRAIN'S SUB OF PART OF P.C. 268 LYING NORTH OF AND ADJOINING THE NORTHERLY LINE OF FORT ST WEST; thence northeast 60.55 feet to a point on the east ROW line of Casgrain Street and 5.66 feet south of the northwest corner of lot 22,

- CASGRAIN'S SUB OF PART OF P.C. 268 LYING NORTH OF AND ADJOINING THE NORTHERLY LINE OF FORT ST WEST; thence southeast along the east ROW line of Casgrain Street 94.90 feet; thence southwest 60.09 feet to a point on the west ROW line of Casgrain Street and being 9.98 feet south of the northeast corner of lot 74, CASGRAIN'S SUB OF PART OF P.C. 268 LYING NORTH OF AND ADJOINING THE NORTHERLY LINE OF FORT ST WEST; thence northwest 89.93 feet along the west ROW line Casgrain Street to the P.O.B.
- (ii) Crawford Street – Beginning at a point on the western ROW line of Crawford Street that is 9.00 feet south of the northeast corner of lot 27, ABERLE'S SUB; thence northeast 60.02 feet to a point on the east ROW line of Crawford Street and the northwest corner of lot 19, WOODRUFF'S SUB OF THE NORTHERLY 3 ACRES OF LOT 41, CRAWFORD'S FORT TRACT; thence southeast along the east ROW line of Crawford Street 100.78 feet; thence southwest 66.04 feet to a point on the west ROW line of Crawford Street and being 6.56 feet north of the southeast corner of lot 30, ABERLE'S SUB; thence northwest 104.36 feet along the west ROW line Crawford Street to the P.O.B.
- (jj) Campbell Street – Beginning at a point on the western ROW line of Campbell Street that is 11.95 feet south of the northeast corner of lot 524, THIRD PLAT SUB OF WALTER CRANE FARM PRIVATE CLAIM 39 LYING NORTH OF FOR STREET; thence northeast 66.22 feet to a point on the east ROW line of Campbell Street and 6.61 feet south of the northwest corner of lot 525, THIRD PLAT SUB OF WALTER CRANE FARM PRIVATE CLAIM 39 LYING NORTH OF FOR STREET; thence southeast along the east ROW line of Campbell Street 28.36 feet to the southwest corner of lot 525, THIRD PLAT SUB OF WALTER CRANE FARM PRIVATE CLAIM 39 LYING NORTH OF FOR STREET; thence southwest 66.00 feet to a point on the west ROW line of Campbell Street being the southeast corner of lot 524, THIRD PLAT SUB OF WALTER CRANE FARM PRIVATE CLAIM 39 LYING NORTH OF FOR STREET; thence northwest 23.00 feet along the west ROW line Campbell Street to the P.O.B.
- (kk) Wilde Avenue – Beginning at the northeast corner of lot 10, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET; thence northeast 60.02 feet to a point on the east ROW line of Wilde Avenue and the northwest corner of lot 8, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET; thence southeast along the east ROW line of Wilde Avenue 35.00 feet; thence southwest 60.20 feet to a point on the west ROW line of Wilde Avenue and 28.59 feet south of the northeast corner of lot 10, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET; thence northwest 28.59 feet along the west ROW line Wilde Avenue to the northeast corner of lot 13, BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET and the P.O.B.

**EXHIBIT A-2**  
**NARRATIVE -- PERMANENT ROAD SEGMENTS (ALLEYS)**

- A1 – Alley abutting the Northwest line of Lots 1 thru 3 and the Southeast line of Lot 8 of LARNED, DUCHARME AND SCHMIT'S SUBDIVISION OF LOTS 1, 2, 8, 9 AND 10 OF WESSONS SEC. OF P.C. 267 IN SPRINGWELLS, bounded on the west by Post Street and being the first alley northerly of W. Jefferson Avenue.
- A2 – Alley abutting the Northeast line of LARNED, DUCHARME AND SCHMIT'S SUBDIVISION OF LOTS 1, 2, 8, 9 AND 10 OF WESSONS SEC. OF P.C. 267 IN SPRINGWELLS from the Southeast ROW line of South Street Southeast to an Alley running Northeast-Southwest adjacent to the Northwest line of Lots 1 thru 3 of said Subdivision.
- A3 – Alley abutting the Southwest line of SCHROEDERS SUBDIVISION OF LOTS 73 & 90 OF CRAWFORDS SUBDIVISION OF FORT TRACT BEING PART OF PRIVATE CLAIM 267 & 270, SPRINGWELLS located from the Southeast ROW line of South Street to a Northeast-Southwest Alley abutting to the Northwest line of Lots 1 thru 3 of said Subdivision.
- A4 – Alley abutting the Northwest line of Lots 1 thru 3 and the Southeast line of Lot 4 of SCHROEDERS SUBDIVISION OF LOTS 73 & 90 OF CRAWFORDS SUBDIVISION OF FORT TRACT BEING PART OF PRIVATE CLAIM 267 & 270, SPRINGWELLS located from Schroeder Street Southwest to Southwest line of said Lot 3 extended
- A5 – Alley located within Lot 25 of SCHROEDERS SUBDIVISION OF LOTS 74 & 89 OF CRAWFORDS FORT TRACT PRIVATE CLAIM 270, 267 & 268, SPRINGWELLS located from Schroeder Street northeast to the westerly line of a Northwest-Southeast Alley.
- A6 – Alley abutting the Northeast line of Lots 1 thru 25 of SCHROEDERS SUBDIVISION OF LOTS 74 & 89 OF CRAWFORDS FORT TRACT PRIVATE CLAIM 270, 267 & 268, SPRINGWELLS and the Southwest line of Lots 6 thru 31 of DRIGGS AND ADAMS SUBDIVISION OF LOTS 75 AND 88 OF CRAWFORDS FORT TRACT BEING PRIVATE CLAIM 270 THE EAST PART OF PRIVATE CLAIM 267 AND THE WEST PART OF PRIVATE CLAIM 268, SPRINGWELLS, located from South Street Southeast to Northeast-Southwest Alley adjacent to the Northwest line of Lots 1 thru 5 of said DRIGGS AND ADAMS SUBDIVISION.
- A7 – Alley abutting the Northwest line of Lots 1 thru 5 and the Southeast line of Lot 6 of DRIGGS AND ADAMS SUBDIVISION OF LOTS 75 AND 88 OF CRAWFORDS FORT TRACT BEING PRIVATE CLAIM 270 THE EAST PART OF PRIVATE CLAIM 267 AND THE WEST PART OF PRIVATE CLAIM 268, SPRINGWELLS located from Waterman Street Southwest to the Southwest line of Lot 5 extended.
- A8 – Alley abutting the Northwest line of Lot 28 and the Southeast line of Lots 29 thru 32 of SUBDIVISION OF LOTS NO. 76 AND 87 CRAWFORD'S SUBDIVISION OF THE FORT TRACT, SPRINGWELL and adjacent to the Northeast line of Lot 6 and the South line of Lots 1 thru 5 of PETER'S SUBDIVISION OF OUTLOT 77 OF CRAWFORD'S SUB OF P.C. 268, SPRINGWELLS Located from Waterman Street Northeast to Rademacher Street.

- A9 – Alley abutting the Eastern line of SUBDIVISION OF LOTS NO. 76 AND 87 CRAWFORD'S SUBDIVISION OF THE FORT TRACT, SPRINGWELL, from the Northeast-Southwest alley abutting the Northeast line of Lot 28 of said Subdivision and abutting to the Southwest line of Lot 6 of said PETER'S SUBDIVISION OF OUTLOT 77 OF CRAWFORD'S SUB OF P.C. 268, SPRINGWELLS, Southeast to the Northeast-Southwest alley abutting the Southeast line of Lot 37 of RATIGAN'S SUB OF LOTS 85 & 86 OF CRAWFORD'S SUB OF THE FORT TRACT and the Southeast line of Lot 7 of said PETER'S SUBDIVISION OF OUTLOT.
- A10–Alley abutting the Northwest line of Lots 1 thru 6 and the South line of Lot 7 of SUBDIVISION OF LOTS NO. 76 AND 87 CRAWFORD'S SUBDIVISION OF THE FORT TRACT, SPRINGWELL and abutting the Northwest line of Lots 38 thru 45 and the South line of Lot 37 of PETER'S SUBDIVISION OF OUTLOT 77 OF CRAWFORD'S SUB OF P.C. 268, SPRINGWELLS, located from Waterman Street ROW Northeast to Rademacher Street ROW.
- A11–Alley abutting Northwest line of Lots 46 thru 53 and the Southeast line of Lot 36 of RATIGAN'S SUB OF LOTS 85 & 86 OF CRAWFORD'S SUB OF THE FORT TRACT and abutting the Northwest line of Lots 4 thru 6 and the Southeast line of Lot 7 of GORMAN'S SUBDIVISION OF LOTS A, B, 1 & 2 OF JOHANNA HENNESEY'S PLAT OF O.L. 84 & 79 OF CRAWFORD'S SUB. OF FORT TRACT, BEING IN P.C.'S 270, 267 & 268, located from Rademacher Street Northeast to Reid Street
- A12- Alley abutting the Northeast line of Lots 16 and 17 of F.G. RUSSEL'S SUBDIVISION OF LOT 78, CRAWFORD'S FORT TRACT, Northeast line of Lots 1, 4, 5, 8, 9, 12, 13, 16, 17, 20, 21, 24, 25, 28, 29, 32, 33, and 36 of RATIGAN'S SUBDIVISION OF LOTS 85 & 86 OF CRAWFORDS SUB OF THE FORT TRACT and abutting the Southwest line of Lots 19-26, inclusive, of GORMAN'S ADDITION OF LOTS 3 TO 12, BOTH INCLUSIVE OF JOHANNA HENNESEY'S PLAT OF O.L. 84 & 79 OF CRAWFORD'S SUB OF THE FORT TRACT, BEING P.C.'S 270, 267, AND 268 and the Southwest line of Lots 7-12, inclusive, of GORMAN'S SUBDIVISION OF LOTS A, B, 1 & 2 OF JOHANNA HENNESEY'S PLAT OF O.L. 84 & 79 OF CRAWFORD'S SUB OF THE FORT TRACT, BEING IN P.C. 270, 267, AND 268, located from the line common to Lots 26 and 27 of said plat of GORMAN's Addition, Southeast to the Northeast-Southeast Alley located first northerly from W. Jefferson Avenue in RATIGAN'S SUB OF LOTS 85 & 86 OF CRAWFORD'S SUB OF THE FORT TRACT and GORMAN'S SUBDIVISION OF LOTS A, B, 1 & 2 OF JOHANNA HENNESEY'S PLAT OF O.L. 84 & 79 OF CRAWFORD'S SUB. OF FORT TRACT, BEING IN P.C.'S 270, 267 & 268.
- A13- Alley abutting the Northeast line of Lots 11 and 12, of F.G. RUSSEL'S SUBDIVISION OF LOT 78, CRAWFORD'S FORT TRACT, the Southwest and Northwest lines of Lot 29 and the Southeast line of Lot 30 of JOHANNA HENNESEY'S PRIVATE PLAT OF OUTLOTS 84 & 79 OF CRAWFORD'S SUBDIVISION OF FORT TRACT, BEING P.C. 270, EAST PART OF P.C. 267 AND WEST PART OF P.C. 268, running southwesterly from Reid Street.
- A14- Alley bounded on the West by the Northeast line of Lots 33 to 43, inclusive of GORMAN'S ADDITION OF LOTS 3 TO 12 INCLUSIVE OF JOHANNA



HENNESEY'S PLAT OF O.L. 84 & 79 OF CRAWFORD'S SUB. OF FORT TRACT, BEING IN P.C.'S 270, 267, AND 268 and on the East by the Southwest line of JOHANNA HENNESEY'S PLAT OF O.L. 84 & 79 OF CRAWFORD'S SUBDIVISION OF FORT TRACT, BEING IN P.C. 270, 267, AND 268 located from Holly Street Southeast to the Southeast line of Lot 43 of said GORMAN'S ADDITION.

- A15- Alley between the Northwest line of Lots 1, 2, and 3 and the Southeast line of Lot 18 of GORMAN'S SUBDIVISION OF LOTS A, B, 1 & 2 OF JOHANNA HENNESEY'S PLAT OF O.L. 84 & 79 OF CRAWFORD'S SUB. OF FORT TRACT, BEING IN P.C. 270, 267, & 268, running northeasterly from Reid Street.
- A16- Alley between the Northwest line of Lots 1 to 8, inclusive, and the Southeast line of Lots 9 and 10 of ELEONORE ROHNERT'S CRAWFORD AVE. SUBDIVISION OF LOTS 81 AND 82 OF CRAWFORD'S FORT TRACT SUBDIVISION OF P.C. 267 AND 268 AND 270, running northeasterly from Crawford Avenue.
- A17- Alley between the Northeast line of Lots 10 to 25, inclusive, of ELEONORE ROHNERT'S CRAWFORD AVE. SUBDIVISION OF LOTS 81 AND 82 OF CRAWFORD'S FORT TRACT SUBDIVISION OF P.C. 267 AND 268 AND 270 and the Southwest line of Lots 27 and 28 of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD and the Southwest line of Lot 23 of LARNED'S SUBDIVISION OF LOTS 29, 36, 37, 177, AND 179 OF DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD, running Southeasterly from Holly Street.
- A18- Alley along the Southeast line of Lots 23 to 29, inclusive, of LARNED'S SUBDIVISION OF LOTS 29, 36, 37, 177, AND 179 OF DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD and the North line of 28 of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD, located between two northwest-southeast alleys running southeasterly from Holly Street.
- A19- Alley between the Northeast line of Lot 29 and the Southwest line of Lots 30 to 33, inclusive of LARNED'S SUBDIVISION OF LOTS 29, 36, 37, 177, AND 179 OF DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD and in Lot 28 of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD, located from Holly Street Southeast to Buelow Court.
- A20- Alley between the Northeast line of Lot 26 and the Southwest line of Lot 176 of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD located from Buelow Court Southeast to the

Northeast-Southwest Alley, in said subdivision and located first northerly from W. Jefferson Avenue.

- A21- Alley between the Northwest line of 168 to 175, inclusive, and the Southeast line of Lot 176 of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD located from Livernois Avenue Southwest to the Northeast line of Lot 26 of said DANIEL SCOTTEN'S SUBDIVISION.
- A22- Alley between the Northeast line of Lots 26 to 33, inclusive of ELEONORE ROHNERT'S CRAWFORD AVE. SUBDIVISION OF LOTS 81 AND 82 OF CRAWFORD'S FORT TRACT SUBDIVISION OF P.C. 267 AND 268 AND 270 and the Southwest line of Lots 1 and 22 of LARNED'S SUBDIVISION OF LOTS 29, 36, 37, 177, AND 179 OF DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD, located from South Street ROW Southeast to Holly Street ROW.
- A23- Alley between the Southeast line of Lots 1 to 7, inclusive, and the Northwest line of Lots 16 to 22, inclusive, of LARNED'S SUBDIVISION OF LOTS 29, 36, 37, 177, AND 179 OF DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD, located between two northwest-southeast alleys running from South Street ROW Southeast to Holly Street ROW.
- A24- Alley between the Northeast line of Lots 7 and 16 and the Southwest line of Lots 8 to 15, inclusive, of LARNED'S SUBDIVISION OF LOTS 29, 36, 37, 177, AND 179 OF DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD, located from South Street ROW Southeast to Holly Street ROW.
- A25- Alley between the Southeast line of Lots 229 and 304, and the Northwest line of Lots 156 to 167, inclusive, of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD, located from Livernois Avenue ROW Northeast to Dragoon Street ROW.
- A26- Alley between the Northeast line of Lots 229 to 244, inclusive, and the Southwest line of Lots 293 to 304, inclusive, of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD, located from South Street ROW Southeast to the Northwest ROW line of a Northeast-Southwest Alley in said subdivision located first northerly of W. Jefferson Avenue.
- A27- Alley between Dragoon Street and Military Street, Northwest of W. Jefferson Ave., contained within Lots 34, 40, 43, 48, 51, 56, 59, 64, and 67 of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD and along the Southwest line of Lots 1 to 6, inclusive, of BARBARA WENDEL'S SUBDIVISION OF THE EASTERLY 148.50 FEET OF LOT 48, THE

EASTERLY 148.50 FEET OF THE SOUTHERLY 70 FEET OF LOT 51 OF PLAT OF DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND THE RIVER ROAD.

- A28- Alley located within Lot 34 of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD, Southwest of Military Street, first northerly of W. Jefferson Avenue.
- A29- Alley between Military Street and Cavalry Street, Northwest of Jefferson Ave., contained within Lots 32, 33, 41, 42, 49, 50, and 57 of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD
- A30- Alley between Military Street and Cavalry Street, Northwest of Jefferson Ave., between the Southeast line of Lot 32 and the Northwest line of Lots 1 to 7, inclusive, of DANIEL SCOTTEN'S SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 AND THE EAST 735.90 FEET OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND RIVER ROAD, located from Military Street ROW Northeast to Cavalry Street ROW.
- A31- Alley between the Northwest line of Lots 1 to 6, inclusive, Lots 17, 18, and Lot A and the Southeast line of Lots 37, 42 to 56, inclusive, of the PLAT OF THE SUBDIVISION OF THE WALTER CRANE FARM, located from Cavalry Street ROW Northeast to Campbell Street ROW.
- A32- Alley between the Northeast line of Lot 42 and the Southwest line of Lots 37 to 41, inclusive, of the PLAT OF THE SUBDIVISION OF THE WALTER CRANE FARM, located from Reeder Street ROW Southeast to an Alley running Northeast-Southwest in said subdivision lying first northerly of W. Jefferson Avenue.
- A33- Alley between the Northwest line of Lots 57 to 71, inclusive, and the Southeast line of Lots 98 to 112, inclusive, of the PLAT OF THE SUBDIVISION OF THE WALTER CRANE FARM, located from Cavalry Street Northeast to an Alley running Northwest-Southeast.
- A34- Alley between the northeast line of Lots 71 and 98 and the Southwest line of Lots 72 to 76, inclusive, and Lots 93 to 97, inclusive, of the PLAT OF THE SUBDIVISION OF THE WALTER CRANE FARM, located from Reeder Street ROW Northwest to Harvey Street.
- A35- Alley between the Southwest line of Lots 128 to 132, inclusive and Lots 149 to 153, inclusive, and the Northeast line of the former Zoar Orphan Asylum (excepted from Plat) of the SECOND PLAT OF THE SUBDIVISION OF PART OF THE WALTER CRANE FARM OF PRIVATE CLAIM 39, located from Harvey Street Northwest to Driggs Street.
- A36- Alley between the Northeast line of Lot 183 and the Southwest line of Lots 184 to 187, inclusive, and Southwest line of Lot 205 of the SECOND PLAT OF THE SUBDIVISION OF PART OF THE WALTER CRANE FARM OF PRIVATE CLAIM 39, located from Driggs Street Northwesterly to a Northeast-Southwest Alley, first northerly of Driggs Street.

- A37- Alley between the Northeast line of Lots 176 to 183, inclusive, and the Southwest line of Lots 210 to 217, inclusive, including the areas of Lots 215 and 216 utilized for road ROW purposes, of the SECOND PLAT OF THE SUBDIVISION OF PART OF THE WALTER CRANE FARM OF PRIVATE CLAIM 39.
- A38- Alley between the South line of Lots 353 to 359, inclusive, and the North line of Lot 13, and the portion of the alley that falls north of Wilde Avenue, of the BARKER'S SUB OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268 AND 270 NORTH OF FORT STREET.
- A39- Alley between the Northwest line of Lots 49 to 51, inclusive, and the Southeast line of Lot 52 of PATTERSON'S SUBDIVISION OF LOTS 64 & 65 OF CRAWFORD'S SUBDIVISION OF THE FORT TRACT, located from Reid Street Northeast to a Northwest-Southeast Alley, first northeasterly of Reid Street.
- A40- Alley between the Northeast line of Lots 51 to 60, inclusive, of PATTERSON'S SUBDIVISION OF LOTS 64 & 65 OF CRAWFORD'S SUBDIVISION OF THE FORT TRACT and the Northwest line of the South 20 feet of Lot 38 and Southwest line of Lots 39 to 50, inclusive, of the PLAT OF POHL'S SUBDIVISION OF PART OF LOTS 58, 59, AND 60 OF CRAWFORD'S SUBDIVISION OF LOT 62 & 63 OF THE SUBDIVISION OF CRAWFORD'S FORT TRACT and the Southeast line of the South 20 feet of Lot 38 of the PLAT OF POHL'S SUBDIVISION OF PART OF LOTS 58, 59, AND 60 OF CRAWFORD'S SUBDIVISION OF LOT 62 & 63 OF THE SUBDIVISION OF CRAWFORD'S FORT TRACT, located northerly of South Street and westerly of Crawford Street.
- A41- Alley between the Northwest line of Lot A and Northwest line of Lots 1 to 6, inclusive, and the Southeast line of Lot 7 and Lot 48, of PATTERSON'S SUBDIVISION OF LOTS 64 & 65 OF CRAWFORD'S SUBDIVISION OF THE FORT TRACT, located from Rademacher Street ROW Northeast to Reid Street ROW.
- A42- Alley between the Northeast line of Lots 7 to 17, inclusive, and the Southwest line of Lots 37 to 48, inclusive, and over the South 21.5 feet of Lot 18 of PATTERSON'S SUBDIVISION OF LOTS 64 & 65 OF CRAWFORD'S SUBDIVISION OF THE FORT TRACT, located easterly of Rademacher Street.
- A43- Alley between the Southeast line of Lot 12 and the Northwest line of Lots 7 to 11, inclusive, of FAULCONER AND BOYNTON'S SUBDIVISION OF LOTS 4, 5, 6, AND 7 OF WESSON'S SECTION OF P.C. 267, located first northerly of W. Jefferson Street and running Southwesterly from Harrington Street to the first northwest-southeast alley.
- A44- Alley between the Northwest line of Lots 4, 5, and 6 and the Southeast line of Lot 7 of LARNED, DUCHARME AND SCHMIT'S SUBDIVISION OF LOTS 1, 2, 8, 9 AND 10 OF WESSON'S SECTION OF P.C. 267, located first northerly of W. Jefferson Street and running Southwesterly from Post Street to the first northwest-southeast alley.
- A45- Alley between the Southwest line of 7, 10, 11, 14, 15, 18, 19, 22, 23, 26, 27, 30, 31, and Lots 50 to 66, inclusive and the Northeast line of Lots 67 to 83, inclusive of LARNED, DUCHARME AND SCHMIT'S SUBDIVISION OF LOTS 1, 2, 8, 9 AND 10 OF WESSON'S SECTION OF P.C. 267 and the Northeast line of Lots 1 to 4, inclusive, of MRS. LYDIA A. NOYES SUBDIVISION OF THE NORTH 120

- FEET OF OUTLOT 3 OF WESSON'S SECTION OF P.C. 267, and Northeast line of Lots 5 to 12, inclusive, of L.A. NOYES SUBDIVISION NO. 2 OF OUTLOT 3 OF WESSON'S SECTION OF P.C. 267, located southwesterly of Post Street and running southeasterly from South street to a northeast-southwest alley, first northerly of West Jefferson Avenue.
- A46- Alley between the Southeast line of Lot 67 of LARNED, DUCHARME AND SCHMIT'S SUBDIVISION OF LOTS 1, 2, 8, 9 AND 10 OF WESSON'S SECTION OF P.C. 267 and the North line of Lot 1 of MRS. LYDIA A. NOYES SUBDIVISION OF THE NORTH 120 FEET OF OUTLOT 3 OF WESSON'S SECTION OF P.C. 267, located from Harrington northeasterly to an alley running northwest-southeast.
- A47- Alley between the Southeast line of Lot 66 and the Northwest line of Lot 31 of LARNED, DUCHARME AND SCHMIT'S SUBDIVISION OF LOTS 1, 2, 8, 9 AND 10 OF WESSON'S SECTION OF P.C. 267, located from Post Street southwesterly to an alley running northwest-southeast.
- A48- Alley between the Northeast line of Lots 46 to 51, inclusive of PLAT OF BEARD'S SUBDIVISION OF OUTLOTS 15 AND 16 AND THE WEST 42.05 FEET OF THE NORTH 200 FEET OF OUTLOT 17 ALSO THE WEST 10 FEET OF OUTLOT 14 AND 17 (IN THE ALLEY ON THE EAST SIDE OF THIS PLAT) OF WESSON'S SECTION OF P.C. 267 and the Southwest line of Lots 63 to 68, inclusive of JOE L. HARRINGTON'S SUB. OF A PART OF OUTLOT 14 & 17 AND THE WESTERLY 30 FEET OF OUTLOT 13 & 18 OF WESSON'S SECTION OF P.C. 267, being bound on the Northwest and Southeast by the ROW line of the Green Street Gateway Corridor.
- A49- Alley between the Northeast line of Lot 81 and the Southwest line of Lot 102 of MOSES W. FIELD'S SUBDIVISION OF PART OF P.C. 67, being bound on the North by a line which begins 3.00 feet Northwest of the Southeast corner of said Lot 81 to a point which is 3.00 feet Northwest of the Southwest corner of said Lot 102 and bounded on the south by the existing Right of Way of the I-75 Southbound Service Drive and located generally between Central Street and Solvay Street.
- A50- Alley between the Northeast line of Lot 123 and the Southwest line of Lot 144 of MOSES W. FIELD'S SUBDIVISION OF PART OF P.C. 67, being bound on the North by a line which begins 7.00 feet Northwest of the Southeast corner of said Lot 123 to a point which is 7.00 feet Northwest of the Southwest corner of said Lot 144 and bounded on the south by the existing Right of Way of the I-75 Southbound Service Drive and located generally between Solvay Street and Wheelock Street.
- A51- Alley between the Northeast line of Lot 165 and the Southwest line of Lot 186 of MOSES W. FIELD'S SUBDIVISION OF PART OF P.C. 67, being bound on the North by a line which begins 5.23 feet Southeast of the Northeast corner of said Lot 165 to a point which is 4.27 feet Southeast of the Northwest corner of said Lot 186 and bounded on the south by the existing Right of Way of the I-75 Southbound Service Drive and located generally between Wheelock Street and Green Avenue.
- A52- Alley between the Northeast line of Lots 11 and 12 and the Southwest line of Lots 1 and 2 of BARKER'S SUBDIVISION OF LOT NO. 10 OF THE SUB OF PART OF P.C. 267, 268, AND 270 NORTH OF FORT STREET, Bounded on the north by an existing alley and bounded on the South by a line beginning at a point which is 4.00 feet northwest from the Southwest corner of Lot 2, running southwest to a point

which is 7.90 feet northwest from the Southeast corner of Lot 11 and along the existing Right of Way of the I-75 Southbound Service Drive located generally between Wilde Avenue and Beard Avenue.

- A53- Alley between the Northeast line of Lots 4, 5, and 6 of CHARLES A. MCLEE'S SUBDIVISION OF THAT PART OF THE WEST 1/2 OF THE WEST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB. And the West line of Lots 4, 5, and 6 of FREDERICH BLEICH'S SUB. OF THE EAST 1/2 OF THE WEST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB, being bound on the North by a line which begins 2.00 feet North of the Southeast corner of said Lot 6 of CHARLES A. MCLEE'S SUBDIVISION OF THAT PART OF THE WEST 1/2 OF THE WEST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB. to a point which is 3.46 feet Northwest of the Southwest corner of said Lot 6 of FREDERICH BLEICH'S SUB. OF THE EAST 1/2 OF THE WEST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB. and is bounded on the south by the existing Right of Way of the I-75 Southbound Service Drive and located generally between Beard Avenue and Lewerenz Street.
- A54- Alley between the Northeast line of Lot 28 and the Southwest line of Lot 27 of F.C. LEWERENZ RESUBDIVISION OF SUBDIVISION OF LOTS 5, 6, 7, 8 AND EAST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB., being bound on the North by a line which begins 20.06 feet Northwest of the Southeast corner of said Lot 28 to a point which is 18.51 feet Northwest of the Southwest corner of said Lot 27. Bounded on the South by a line which begins 8.51 feet northwest of the Southeast corner of said Lot 28 to a point which is 5.06 feet northwest of the Southwest corner of said Lot 27, being along the existing Right of Way of the I-75 Southbound Service Drive and located generally between Lewerenz Street and Waterman Street.
- A55- Alley between the Northeast line of Lots 111 to 114, inclusive, and the Southwest line of Lots 71 to 74, inclusive, of CASGRAIN'S SUB OF PART OF P.C. 268 LYING NORTH OF AND ADJOINING THE NORTHERLY LINE OF FORT ST. WEST, being bound on the North by a line which begins 7.00 feet Northwest of the Southeast corner of said Lot 114 to a point which is 7.99 feet Northwest of the Southwest corner of said Lot 71. Bounded on the South by a line which begins 6.77 feet southeast of the Northeast corner of said Lot 111 to a point which is 10.00 feet southeast of the Southwest Corner of said Lot 73, being along the existing Right of Way of the I-75 Southbound Service Drive and located generally between Rademacher Street and Casgrain Street.
- A56- Alley between the Northeast line of Lots 19 to 23, inclusive, of CASGRAIN'S SUB. OF PART OF P.C. 268 LYING NORTH OF AND ADJOINING THE NORTHERLY LINE OF FORT ST. WEST, and the Southwest line of Lots 27 to 30, inclusive of AMENDED PLAT OF ABERLE'S SUB. OF THE EAST 142.04 FEET OF LOT 42 OF THE SUBDIVISION OF CRAWFORD'S FORT TRACT, being bounded on the North by a line which begins 5.00 feet North of the Southeast corner of said Lot 23 to a point which is 21.11 feet North of the Southwest corner of said Lot 27; being bounded on the South by a line which begins 7.57 feet Northwest of the Northeast corner of said Lot 19 to a point which is 8.53 feet Northwest of the Southwest of corner of said Lot 30, said line being along the existing Right of Way

- of the I-75 Southbound Service Drive and located generally between Casgrain Street and Crawford Street.
- A57- Alley over the East 9.00 feet of Lots 17, 18, and 19 of STENTON'S SUBDIVISION OF SOUTH PART OF OUTLOT 41 OF CRAWFORD'S SUBDIVISION OF P.C.S 268 AND 270 and located generally between Crawford Street and Livernois Avenue.
- A58- Alley between the Southeast line of Lots 86 and 99 and the Northwest line of Lots 87 to 98, inclusive, of CASGRAIN'S SUB OF PART OF P.C. 268 LYING NORTH OF AND ADJOINING THE NORTHERLY LINE OF FORT ST. WEST, located from Rademacher Street Northeast to Casgrain Street.
- A59- Alley between the Northeast line of Lots 99 and 100 and the Southwest line of Lots 85 and 86, of CASGRAIN'S SUB OF PART OF P.C. 268 LYING NORTH OF AND ADJOINING THE NORTHERLY LINE OF FORT ST. WEST. Bounded on the North by a line which begins 7.86 feet northwest of the Northeast corner of Lot 100 to a point which is 3.44 feet northwest of the Southwest corner of Lot 85, said line being the Right of Way line of the existing northbound I-75 Service Drive; and bounded on the south by a northeast-southwest alley first north of Fort Street extending from Rademacher Street northeast to Casgrain Street.
- A60- Alley between the Southeast line of Lot 7 and the Northwest line of Lots 1 to 6, inclusive, of CASGRAIN'S SUB OF PART OF P.C. 268 LYING NORTH OF AND ADJOINING THE NORTHERLY LINE OF FORT ST. WEST, located from Casgrain Street northeast to a northwest-southeast alley.
- A61- Alley adjacent to the Southwest line of the South 13.31 feet of Lot 42 of AMENDED PLAT OF ABERLE'S SUB. OF THE EAST 142.04 FEET OF LOT 42 OF THE SUBDIVISION OF CRAWFORD'S FORT TRACT, bounded on the north by the Right of Way line of the existing northbound I-75 Service Drive; and bounded on the south by a northeast-southwest alley first north of Fort Street extending from Casgrain Street to Crawford Street.
- A62- Alley between the Southeast line of Lot 42 and the Northwest line of Lots 43 to 46, inclusive, of AMENDED PLAT OF ABERLE'S SUB. OF THE EAST 142.04 FEET OF LOT 42 OF THE SUBDIVISION OF CRAWFORD'S FORT TRACT, being the first alley northerly of Fort Street and running from Crawford Street southwest to a northwest-southeast alley.
- A63- Alley between the Southeast line of Lot 5 and the Northwest line of Lots 1 to 4, inclusive, of STENTON'S SUBDIVISION OF SOUTH PART OF OUTLOT 41 OF CRAWFORD'S SUBDIVISION OF P.C.S 268 AND 270, being the first alley northerly of Fort Street and running from Crawford Street northeasterly.
- A64- Alley between the northeast line of Lots 45 to 48, inclusive, and the Southwest line of Lots 29 to 32, inclusive of DANIEL SCOTTEN'S RESUBDIVISION OF LOTS 122, 125, 126, 655 AND 845 AND OF ALLEY OF DANIEL SCOTTEN'S RESUBDIVISION OF P.C. 32 AND THE EAST PART OF P.C. 268 LYING BETWEEN FORT STREET AND DIX AVE. Bounded on the North by the Southeast ROW line of the existing I-75 Service drive and bounded on the south by an alley running northeast-southwest being the first northerly of Fort Street and generally located between Dragoon Avenue and Military Street.
- A65- Alley between the Northeast line of Lot 507 and the Southwest line of Lot 511 of the FOURTH PLAT SUBDIVISION OF WALTER CRANE FARM OF P.C. 39 of the

THIRD PLAT SUBDIVISION OF WALTER CRANE FARM OF P.C. 39, being bound on the North by a line which begins 10.00 feet Northwest of the Southeast corner of said Lot 507 to a point which is 10.00 feet Northwest of the Southwest corner of said Lot 511. Bounded on the South by the Northwest ROW line of Lafayette Street and being generally located the first alley northeasterly of Cavalry Street.

A66- Alley between the Northeast line of Lot 519 and the Southwest line of Lot 524 of the THIRD PLAT SUBDIVISION OF WALTER CRANE FARM OF P.C. 39, being bound on the North by a line which begins 10.00 feet Northwest of the Southeast corner of said Lot 519 to a point which is 10.00 feet Northwest of the Southwest corner of said Lot 524. Bounded on the South by the Northwest ROW line of Lafayette Street and being generally located the first alley southwesterly of Campbell Street.

A67- Alley between the Northeast line of Lot 525 and 526 and the Southwest line of Lot 530 of the THIRD PLAT SUBDIVISION OF WALTER CRANE FARM OF P.C. 39, being bound on the North by a line which begins 57.25 feet Northwest of the Southeast corner of said Lot 525 to a point which is 61.88 feet Northwest of the Southwest corner of said Lot 530. Bounded on the South by the Northwest ROW line of Lafayette Street and being generally located the first alley northeasterly of Campbell Street.

A68- Alley between the Northeast line of Lot 16 and the Southwest line of Lots 13, 14, and 15 of the REEDER, JERMONE & DUFFIELD SUB OF THE EAST 354 FEET OF PRIVATE CLAIM NO. 39, being bounded on the North by a line which begins 85.39 feet northwest of the Southeast corner of said Lot 16 to a point which is 86.09 feet northwest of the Southwest corner of said Lot 15. Bounded on the South by the Northwest ROW line of Lafayette Street and being generally located the first alley southwesterly of Junction Street.

A69- Alley between the Northeast line of Lot 12 and Lot 13 of SUB LOT 24, and the Southwest line of Lots 12 and Lot 13 of the J.V. COPLIN'S SUB OF LOTS 15 TO 26 OF THE SUB OF OUTLOTS 22 AND 23, PRIVATE CLAIM 30, being bound on the North by a line which begins 44.00 feet northwest of the Southeast corner of said Lot 12 to a point which is 43.00 feet Northwest of the Southwest corner of said Lot 12. Bounded on the South by the Northwest ROW line of Lafayette Street and being generally located between Junction Street and Morrel Street.

A70- Alley between the Northeast line of Lot 12 of J.V. COPLIN'S SUB OF LOTS 15 TO 26 OF THE SUB OF OUTLOTS 22 AND 23, PRIVATE CLAIM 30 and the Southwest line of Lot 27 of the SUB OF OUTLOTS 20 & 21, SUB OF P.C. 30, being bound on the North by a line which begins 14.00 feet northwest of the Southeast corner of said Lot 12 to a point which is 13.00 feet Northwest of the Southwest corner of said Lot 27. Bounded on the South by the Northwest ROW line of Lafayette Street and being generally located between Morrel Street and Ferdinand Street.

A71- Alley between the Northeast line of Lot 86 of SUB OF OUTLOTS 20 & 21, SUB OF P.C. 30 and the Southwest line of Lot 19 of the SANDERSON & JOHNSTON'S SUB OF LOT 19 PF P.C. 30, being bound on the North by a line which begins 11.00 feet northwest of the Southeast corner of said Lot 86 to a point which is 11.00 feet Northwest of the Southwest corner of said Lot 19. Bounded on the South by the



- Northwest ROW line of Lafayette Street and being generally located between Ferdinand Street and Lansing Street.
- A72- Alley between the Northeast line of Lot 19 of PLAT OF THE SUBDIVISION OF OUTLOT 18 OF P.C. 30 and the Southwest line of Lots 17 and 18 of the J.C.D. WILLIAMS SUB OF LOT 17 OF P.C. 30, being bound on the North by a line which begins 11.00 feet northwest of the Southeast corner of said Lot 19 to a point which is 11.00 feet Northwest of the Southwest corner of said Lot 17. Bounded on the South by the Northwest ROW line of Lafayette Street and being generally located between Lansing Street and Mckinstry Street.
- A73- Alley between the North line of Lots 393 to 396 inclusive, the south line of lot 442 inclusive, the east line of lots 442 to 446, and the west line of lot 397 of FOURTH PLAT SUB OF WALTER CRANE FARM P.C. 39, being bound on the west by the eastern ROW line of Cavalry Street and on the north by an east-west alley of the said subdivision.
- A74- Alley between the Northeast line of Lots 447 to 451, and the southwest line of lot 452 inclusive, of FOURTH PLAT SUB OF WALTER CRANE FARM P.C. 39, being bound on the north by a line which begins 6.50 feet southeast of the northwest corner of said lot 451 to the northwest corner of said lot 452, said line being the Right of Way line of the existing I-75 Northbound Service Drive; and bounded on the south by and east-west alley of the said subdivision.
- A75- Alley between the Northeast line of Lot 434 inclusive, and the southwest line of lots 429 to 433, of THIRD PLAT SUB OF WALTER CRANE FARM PRIVATE CLAIM 39 LYING NORTH OF FOR STREET, being bound on the north by the south ROW line of the existing NB I-75 service drive; and bounded on the south by and east-west alley of the said subdivision.
- A76- Alley between the North line of Lots 1 to 4 inclusive, the south line of lot 5 inclusive, the west line of lots 5 to 7 inclusive, and east line of lot 407 of WILLIAM S. RATHORNE SUB OF LOTS 408-409-410- 411-412 OF THIRD PLAT SUB WALTER CRANE FARM P.C.39, being bound on the east by the western ROW line of Campbell Street. Bounded on the north by and east-west alley of the said subdivision.
- A77- Alley between the South line of Lots 447 and 452 of FOURTH PLAT SUB OF WALTER CRANE FARM P.C. 39, the South line of Lots 429, and 434 to 441 inclusive, of THIRD PLAT SUB OF WALTER CRANE FARM PRIVATE CLAIM 39 LYING NORTH OF FOR STREET, the North line of Lots 397 to 399, inclusive, of FOURTH PLAT SUB OF WALTER CRANE FARM P.C. 39, the North line of Lots 400 to 408, inclusive, of THIRD PLAT SUB OF WALTER CRANE FARM PRIVATE CLAIM 39 LYING NORTH OF FOR STREET, and the North line of Lot 7, of WILLIAM S. RATHORNE SUB OF LOTS 408-409-410- 411-412 OF THIRD PLAT SUB WALTER CRANE FARM P.C.39, being bounded on the east by the western ROW line of Campbell Street. Bounded on the west by lots 445 and 447 of FOURTH PLAT SUB OF WALTER CRANE FARM P.C. 39.
- A78- Alley between the North line of Lots 268 and 269 inclusive, the south line of lots 139 to 148, inclusive, of DANIEL SCOTTENS SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 & THE EAST 735.90 FT OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND THE RIVER ROAD, being bound on the east by

- the Western ROW line of Dragoon Street. Bounded on the west by the eastern ROW line of Livernois Avenue and being located between Fort Street and Hussar Street.
- A79- Alley between the North line of Lot 5, and the south line of lots 1 to 4, inclusive, of BEHR'S SUBDIVISION OF LOT 109 EXCEPT THE S. 60 FT. THEREOF IN SCOTTENS SUB, being bounded on the east by the Western ROW line of Military Street. Bounded on the west by the eastern line of lot 110 of DANIEL SCOTTENS SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 & THE EAST 735.90 FT OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND THE RIVER ROAD.
- A80- Alley between the East line of Lots 336 to 341, inclusive, and lot 342, of DANIEL SCOTTENS SUBDIVISION OF THAT PART OF PRIVATE CLAIM 32 & THE EAST 735.90 FT OF PRIVATE CLAIM 268 LYING BETWEEN FORT STREET AND THE RIVER ROAD, being bounded on the north by the south line of lot 7 of MCLAUGHLIN AND ECKEL'S SUB OF LOTS 9 TO 16 INCL. AND THE NORTHERLY VACATED 10 FEET OF PUBLIC ALLEY ADJACENT TO LOTS 14, 15, AND 16 OF THE SUB OF LOTS 106 AND 107 OF DANIEL SCOTTEN'S SUB OF THAT PART OF P.C. 32 AND E. 735.90 FT OF P.C. 268. Bounded on the south by the northern ROW line of Hussar Street.
- A81- Alley between the North line of Lots 342 to 348, inclusive, of PLAT OF POHL'S SUBDIVISION OF PART OF LOTS 58, 59, AND 60 OF CRAWFORD'S SUBDIVISION OF LOT 62 & 63 OF THE SUBDIVISION OF CRAWFORD'S FORT TRACT and the South line of Lots 7 to 12, inclusive, of MCLAUGHLIN AND ECKEL'S SUB OF LOTS 9 TO 16 INCL. AND THE NORTHERLY VACATED 10 FEET OF PUBLIC ALLEY ADJACENT TO LOTS 14, 15, AND 16 OF THE SUB OF LOTS 106 AND 107 OF DANIEL SCOTTEN'S SUB OF THAT PART OF P.C. 32 AND E. 735.90 FT OF P.C. 268, being bounded on the east by the western ROW line of Crawford Street and on the west by a north-south alley.
- A82- Alley between the South line of Lots 3 to 8, inclusive, of SUB OF LOTS 106 AND 107 OF DANIEL SCOTTEN'S SUB OF THAT PART OF P.C. 32 AND E. 735.90 FT OF P.C. 268, and the North line of Lots 1 to 4, inclusive, of MCLAUGHLIN AND ECKEL'S SUB OF LOTS 9 TO 16 INCL. AND THE NORTHERLY VACATED 10 FEET OF PUBLIC ALLEY ADJACENT TO LOTS 14, 15, AND 16 OF THE SUB OF LOTS 106 AND 107 OF DANIEL SCOTTEN'S SUB OF THAT PART OF P.C. 32 AND E. 735.90 FT OF P.C. 268, being bounded on the east by the western ROW line of Crawford Street and on the west by the extended west line of said lot 4.
- A83- Alley between the North line of Lot 47 and the South line of Lot 46 of PLAT OF POHL'S SUBDIVISION OF PART OF LOTS 58, 59, AND 60 OF CRAWFORD'S SUBDIVISION OF LOT 62 & 63 OF THE SUBDIVISION OF CRAWFORD'S FORT TRACT, being bounded on the east by the western ROW line of Cavalry Street and on the west by a north-south alley and generally located first alley north of South Street.
- A84- Alley between the Northeast line of Lots 7 to 9 of N.S. IRWIN'S SUB OF OUT LOT 3 OF SCOTTEN AND LOVETT'S SUB and the Southwest line of Lot 4 of SCOTTEN AND LOVETT'S SUB OF ALL THOSE PARTS OF P.C. 267, 268 AND 270 LYING BETWEEN FRONT ST AND THE DETROIT MONROE AND

TOLEDO R.R. AND W. OF WATERMAN AVE. Bounded on the North by a line which begins 5.00 feet northwest from the Northeast corner of said Lot 8; thence N67°-14'-17"E, 16.60 feet to a point of ending, being along the Right of Way line of the existing Northbound I-75 Service Drive. Bounded on the south by a line which begins 15.70 feet southeast from the Northeast corner of said Lot 7; thence N62°-53'48"E, 16.56 feet to a point of ending. Said alley being generally located between Wilde Avenue and Beard Avenue.

- A85- Alley between the Northeast line of Lots 49 and 50, of CHARLES A. MCLEE'S SUB OF PART OF THE WEST 1/2 OF THE WEST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB and the Southwest line of Lots 39 and 40, of FREDERICH BLEICH'S SUB OF PART OF THE EAST 1/2 OF THE WEST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB, being bounded on the north by a line which begins 13.92 feet southeast of the Northeast corner of said Lot 49 to a point which is 13.96 feet southeast of the Northwest corner of said Lot 40 and being along the Right of Way line of the existing Northbound I-75 Service Drive. Bounded on the south by an east-west alley. Said alley being generally located between Beard Avenue and Lewerenz Street.
- A86- Alley between the North line of Lots 9 to 16, inclusive, and the South line of Lots 17 and 37 of F. C. LEWERENZ RESUB OF LOTS 5, 6, 7, 8 AND EAST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB, being bounded on the east by the western ROW line of Waterman Street and on the west by the eastern ROW line of Lewerenz Street.
- A87- Alley between the Northeast line of Lots 37 and 38, and the Southwest line of Lots 17 and 18, of F. C. LEWERENZ RESUB OF LOTS 5, 6, 7, 8 AND EAST 1/2 OF LOT 9 OF SCOTTEN AND LOVETT'S SUB, being bounded on the north by a line which begins 2.90 feet northwest of the Northeast corner of said Lot 38 to a point which is 1.84 feet northwest of the Northwest corner of said Lot 17 and being along the Right of Way line of the existing Northbound I-75 Service Drive. Bounded on the south by an east-west alley.
- A88- Alley between the North line of Lots 27 to 32, inclusive, and the South line of Lot 33 of KAISER'S SUB OF LOTS 5 TO 11 AND 30 TO 36 INCLUSIVE OF CYNTHIA W. CRAWFORD'S SUB. LOTS 43 TO 47 INCLUSIVE OF P.C. 268 LYING BETWEEN FORT ST. AND REGULAR AVE., being bounded on the west by the eastern ROW line of Waterman Street and on the east by the extended west line of a north-south alley northeasterly of Waterman Street.
- A89- Alley between the North line of Lots 7 to 10, inclusive, and Lots 57 to 63, inclusive, and the South line of Lot 6 and 56, of DANIEL SCOTTEN'S RESUB OF LOTS 122, 125, 126, 655 & 845 AND OF ALLEY OF DANIEL SCOTTEN'S RESUB OF P.C. 268 LYING BETWEEN FORT STREET AND DIX AVENUE, being bounded on the east by the western ROW line of Dragoon Street and on the west by a line which begins at northwest corner of said Lot 7 to a point which is 27.47 feet northeast of the Southwest corner of said Lot 6.
- A90- Alley between the Northeast line of Lot 6 and the Southwest line of Lot 56, of DANIEL SCOTTEN'S RESUB OF LOTS 122, 125, 126, 655 & 845 AND OF ALLEY OF DANIEL SCOTTEN'S RESUB OF P.C. 268 LYING BETWEEN FORT STREET AND DIX AVENUE, being bounded on the north by a line which begins

7.54 feet southeast of the Northeast corner of said Lot 6 to a point which is 4.00 feet southeast of the Northwest corner of said Lot 56, being along the Right of Way line of the existing Northbound I-75 Service Drive. Bounded on the south by an east-west alley and generally located between Livernois Avenue and Dragoon Avenue.

- A91- Alley between the North line of Lots 33 to 44, inclusive, and the South line of Lots 32 and 45 of DANIEL SCOTTEN'S RESUB OF LOTS 122, 125, 126, 655 & 845 AND OF ALLEY OF DANIEL SCOTTEN'S RESUB OF P.C. 268 LYING BETWEEN FORT STREET AND DIX AVENUE, being bounded on the east by the western ROW line of Military Street and on the west by the eastern ROW line of Dragoon Street.
- A92- Alley between the Northerly line of Lots 127 to 129, inclusive, and the Southerly line of Lots 488 and 489 of DANIEL SCOTTEN'S RESUB OF P.C. 32 AND THE EAST PART OF P.C. 268 LYING BETWEEN FORT STREET AND THE DIX ROAD OR AVENUE, bounded on the west by Military Street and the existing Northbound I-75 Service Drive and bounded on the east by Cavalry Street.
- A93 - Alley between the Northeast line of Lot 489 and the Southwest line of Lot 488 of DANIEL SCOTTEN'S RESUB OF P.C. 32 AND THE EAST PART OF P.C. 268 LYING BETWEEN FORT STREET AND THE DIX ROAD OR AVENUE, and bounded on the north by the exiting north bound I-75 Service Drive and bounded on the south by and east-west alley and being generally located between Military Street and Cavalry Street.
- A94 – Alley between the North line of Lot 11 and the South line of Lot 10 of Block 14 of REEDER, JEROME, & DUFFIELD, SUBDIVISION OF THE EAST 354 FEET OF PRIVATE CLAIM NO. 39, bounded on the east by the western ROW line of Junction Street and on the west by a line being a 15 foot offset, at right angles, to the west of said western ROW line of Junction Street.

**EXHIBIT A-3**  
**NARRATIVE – TEMPORARY ROAD SEGMENTS**

1. Southbound I-75 Service Drive - All that part of the Existing Southbound I-75 Service Drive ROW from the point of intersection of the Northerly ROW line of the existing Southbound I-75 Service Drive and the West line of Lot 25, Moore's Subdivision of Lots 4, 5 & 6 of the Subdivision of Lot 5 Shipyard Tract, Northeast to a point being 133.13 feet East of the Easterly ROW line of Clark Avenue (not including any Park Property), a distance approx. 1.87 miles.
2. Northbound I-75 Service Drive - All that part of the Existing ROW of the Northbound I-75 Service drive from the point of intersection of the Southerly ROW line of the existing Northbound I-75 Service Drive and the West line of Lot 15, Welch Brothers Happy Home Subdivision of Lot 3, Except Part taken from the RailRoad of the Subdivision of Lot 5 Shipyard Tract, Northeast to the West line of Livernois Avenue, and also all that part of the Existing Northbound I-75 Service Drive ROW beginning at the West ROW line of Campbell Street northeast to a point being 203.61 feet East of the Easterly ROW line of Clark Avenue, a total distance of approx. 1.55 miles.
3. Anthon Street - from the eastern ROW line of Cavalry Street, Northeast to the western ROW line of the Campbell Street, a distance of approx. 0.09 miles.
4. W Jefferson Avenue - from the extended western ROW line of Green Street, Northeast to the extended eastern ROW line of Campbell Street, a distance of approx. 0.94 miles.
5. South Street - from the eastern ROW line of Green Street, Northeast to the proposed Eastern ROW line of Green (Gateway Corridor), a distance of approx. 0.09 miles.
6. West End Avenue - from the Southerly ROW line of Fort Street, Southeast 397.73 feet.
7. Campbell Street - from the Northerly ROW line of Jefferson Avenue, Northwest to the Southerly ROW line of the Northbound Service Drive, a distance of approx. 0.54 miles.
8. Cavalry Street - from the Northerly ROW line of the Norfolk Southern Railroad ROW, Northwest to the Southerly ROW line of Fort Street, a distance of approx. 0.17 miles.
9. Livernois Avenue - from the Northerly ROW line of the Norfolk Southern ROW, Northwest to a point 68.35 feet North of the Northerly ROW line of Lafayette Avenue, a distance of approx. 0.35 miles.
10. Springwells Street - All that part of the existing ROW of Springwells Street from the Northerly ROW line of Fort Street, Northerly to the Southerly ROW line of the Northbound I-75 Service Drive, a distance of approx. 0.03 miles.
11. Green Street - from the Northerly ROW line of Jefferson Avenue, Northwest to the Northerly ROW line of Lafayette Avenue extended, a distance of approx. 0.75 miles.

12. Harrington Street - from the Northerly ROW line of Jefferson Avenue, Northwest to the Southerly line of a parcel owned by Michigan Central Railroad also known as MDOT parcel 5408, a distance of approx. 0.37 miles.
13. Wilde Avenue - from the Northerly ROW line of Fort Street, Northwest to the Southerly ROW line of the Northbound I-75 Service Drive, a distance approx. 0.04 miles.
14. Beard Avenue - from the Northerly ROW line of Fort Street, Northwest the Southerly ROW line of the Northbound I-75 Service Drive, a distance of approx. 0.04 miles.
15. Lewerenz Street - from the Northerly ROW line of Fort Street, Northwest to the Southerly ROW line of the Northbound I-75 Service Drive, a distance of approx. 0.04 miles.
16. Waterman Street - from the Northerly ROW line of Fort Street, Northwest to the Southerly ROW line of the Northbound I-75 Service Drive, a distance of approx. 0.02 miles.
17. All Saints Road - from the Northerly ROW line of Fort Street, Northwesterly to a point being 3.24 feet Northerly of the North ROW line of Olivet Street extended, a distance of approx. 0.15 miles.
18. Clark Avenue - from the Northerly ROW line of Fort Street, Northwesterly to a point 288.55 feet Northerly of the North ROW line of the Southbound I-75 Service Drive, a distance of approx. 0.18 miles.
19. Crawford Street - from the Northerly ROW line of Fort Street, Northwest to the Southerly ROW line of the Northbound I-75 Service Drive, a distance of approx. 0.03 miles.
20. Springwells Court - from the Southerly ROW line of Jefferson Avenue to the Southerly line of Lot 8, of the AMENDED PLAT OF THE VACATED PORTIONS OF LOTS 13 TO 19 INCLUSIVE, OF WILLIAM DWIGHTS SUBDIVISION OF THE FRONTS OF PRIVATE CLAIMS 267, 270 AND 268 AND THE VACATED PORTIONS OF LOTS 95 TO 101, INCLUSIVE, OF CRAWFORD'S FORT TRACT, BEING PRIVATE CLAIM 270, THE EAST PART OF PRIVATE CLAIM 267, AND THE WEST PART OF PRIVATE CLAIM NO. 268, AND PARTS OF PRIVATE CLAIMS 67 AND 267, OF CITY OF DETROIT, WAYNE COUNTY, MICHIGAN as recorded in Liber 2, Page 6 of Plats, Wayne County Records, a distance of approx. 0.69 miles.
21. Rademacher Street - from the Northerly ROW line of Fort Street, Northwest to the Southerly ROW line of the Northbound I-75 Service Drive, a distance of approx. 0.03 miles.
22. Casgrain Street - from the Northerly ROW line of Fort Street, Northwest to the Southerly ROW line of the Northbound I-75 Service Drive, a distance of approx. 0.03 miles.
23. Jefferson Avenue & West End Avenue- Jefferson Avenue from a point 158.80 feet Easterly of the intersection of the Northerly ROW line of Jefferson Avenue and the Easterly ROW line of West End Avenue, Southwesterly to a point being 155.53 feet Westerly of the intersection of the Northerly ROW line of Jefferson

Avenue and the Westerly ROW line of West End Avenue, AND ALSO West End Avenue beginning at a point being 240.58 feet Northerly of the intersection of the Westerly ROW line of West End Avenue to the Northerly ROW line of Jefferson Avenue, Southwesterly to the Northerly ROW line of Jefferson Avenue, a total distance of 0.07 miles

24. Jefferson Avenue & Dearborn Avenue - Jefferson Avenue from a point 56.33 feet Easterly of the intersection of the Northerly ROW line of Jefferson Avenue and the Easterly ROW line of Dearborn Avenue, Southwesterly to a point being 198.01 feet Westerly of the intersection of the Westerly ROW line of Dearborn Street and the Northerly ROW line of Jefferson Avenue, AND ALSO Dearborn Avenue from a point being 314.58 feet Northwesterly of the intersection of the Westerly ROW line of Dearborn Street and the Northerly ROW line of Jefferson Avenue, Southeasterly to the Northerly ROW line of Jefferson Avenue, a total distance of 0.13 miles.
25. Jefferson Avenue & Clark Street - A portion of Jefferson Avenue and Clark Street beginning at a point 114.21 feet North of the intersection of the Westerly ROW line of Clark Street and the Northerly Line of Jefferson Avenue, Southerly and then Westerly to a point 109.80 feet Westerly of the intersection of the Northerly ROW line of Jefferson Avenue and the Westerly ROW of Clark Street, a distance of approx. 0.01 miles.
26. Junction Street - from the Northerly ROW line of Fort Street, Northwest to the Southerly ROW line of the Northbound I-75 Service Drive, a distance of approx. 0.06 miles.

**EXHIBIT B**

**DEPICTION OF PERMANENT ROAD SEGMENTS  
(BOTH ROADS AND ALLEYS) AND OF TEMPORARY ROAD SEGMENTS**

PERMANENT ROAD / ALLEY SEGMENTS AND TEMPORARY ROAD SEGMENTS





PERMANENT ROAD / ALLEY SEGMENTS AND TEMPORARY ROAD SEGMENTS

MATCHLINE  
SEE SHEET 2 OF 17

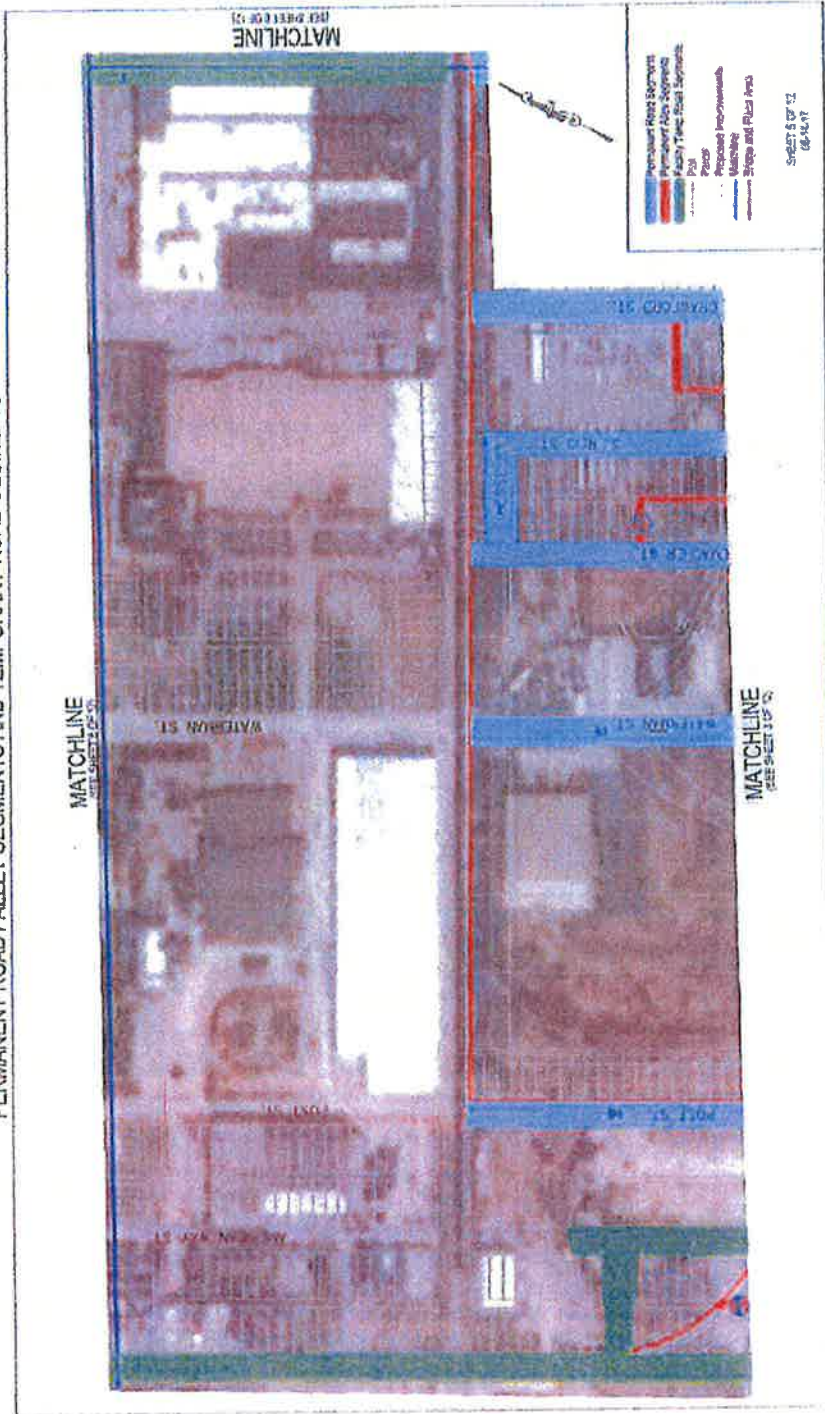


SHEET 2 OF 17  
06.14.17





PERMANENT ROAD / ALLEY SEGMENTS AND TEMPORARY ROAD SEGMENTS



PERMANENT ROAD / ALLEY SEGMENTS AND TEMPORARY ROAD SEGMENTS



PERMANENT ROAD / ALLEY SEGMENTS AND TEMPORARY ROAD SEGMENTS

FUTURE LOCATION OF SIDEWALKS/BIKEWAYS MAY VARY IN WIDTH  
 LOCATION AT TUSAS BACKROADS MEETS THE CITY OF DENVER



MATCHLINE  
 SEE SHEET B OF 12A

<span style="color: green;">—</span>	Permanent Road Segments
<span style="color: orange;">—</span>	Permanent Alley Segments
<span style="color: blue;">—</span>	Future Temporary Road Segments
<span style="color: red;">—</span>	Proposed Improvements
<span style="color: purple;">—</span>	Side and Plaza Area

SHEET 7 OF 12  
 05-14-17

PERMANENT ROAD / ALLEY SEGMENTS AND TEMPORARY ROAD SEGMENTS

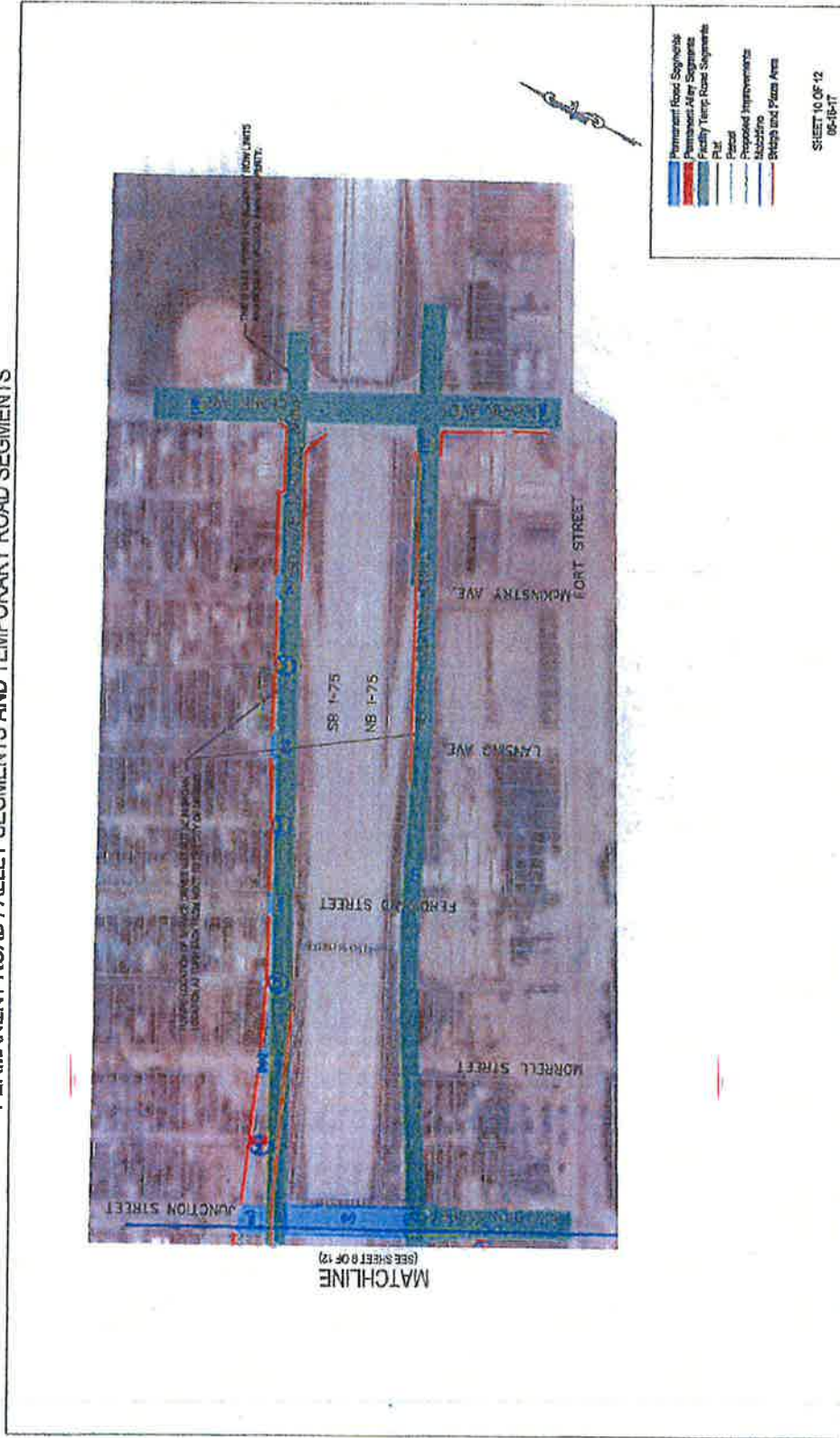


PERMANENT ROAD / ALLEY SEGMENTS AND TEMPORARY ROAD SEGMENTS





PERMANENT ROAD / ALLEY SEGMENTS AND TEMPORARY ROAD SEGMENTS



PERMANENT ROAD / ALLEY SEGMENTS AND TEMPORARY ROAD SEGMENTS



- Permanent Road Segments
- Permanent Alley Segments
- Temporary Road Segments
- Proposed Improvements
- Map Data
- Stage 2012 Plan Area

SHEET 11 OF 12  
05-11-12

PERMANENT ROAD / ALLEY SEGMENTS AND TEMPORARY ROAD SEGMENTS



- Permanent Road Segments
  - Permanent Alley Segments
  - Future Temporary Road Segments
  - POI
  - Pole
  - Proposed Improvements
  - Manhole
  - Bridge and Plaza Area
- BBBY 12/09/12  
03-14-12

## EXHIBIT C

### CONNECTIVITY & COMPLETE STREETS IMPROVEMENTS

#### I. Service Drive: Pedestrian Bridge Access Points at Beard, Waterman, Solvay, Junction and Lansing.

Ensure safe pedestrian and cyclist access to these pedestrian bridges by providing enhanced Service Drive crossings. This work shall include the following at a minimum:

1. Build pedestrian bridges across I-75 at Beard, Waterman, Solvay, and Lansing and at grade crossings of the service drives.
2. Build pedestrian bridge across I-75 and the service drives at Junction (in replacement of the crossing at Morrell contemplated in the EIS). On the north side of I-75 and the service drive the bridge will transition to grade. The entrance to the bridge structure will align with any future multi-use trails in the area.
3. Curb extensions to minimize the pedestrian/cyclist crossing distance across the Service Drive.
4. Raised intersections at either the closest intersect or at mid-block crossings along the Service Drive, such that the function of the service drive is not altered.
5. Provide FHWA-standard "international" thermoplastic crosswalk striping to clearly define pedestrian crossing areas both along and across the Service Drive.
6. Provide pedestrian countdown signals at all signalized intersections and pedestrian signals at all mid-block crossings related to the pedestrian bridges along the Service Drive.
7. A continuous, fully accessible sidewalk will be provided along the City side of the Service Drive at a minimum, and sidewalks will be provided between the Service Drive and the I-75 main line when necessary to connect the entrance of each pedestrian bridge to the nearest intersection both to the east and west, or to a signalized mid-block crossing.
8. 2.5-inch caliper deciduous shade trees will be provided in the parkway between the sidewalk and the street every 25 feet between Springwells and Clark. Where there is no sidewalk between the Service Drive and the I-75 mainline 2.5-inch caliper deciduous shade trees will be provided every 25 feet. Such trees shall be planted so as not to obstruct intersection sight distance.
9. Landscape enhancements at the City side of the sound walls with year-round interest.
10. The maintenance of all landscaping installed by the project will be the responsibility of the City, including landscaping on the road bridges over I-75. Landscaping installed in I-75 right-of-way shall be the responsibility of the State of Michigan.
11. All plant material plans and specifications that will be the maintenance responsibility of the City of Detroit will be reviewed by the City of Detroit prior to installation

12. On the south side of I-75 and the service drive the bridge will transition to grade on the Junction right of way between the east bound service drive and Fort Street per the cross-section in the detail drawings below. The bridge will be on structure until clearance below bridge structure is 10' or less. Once the clearance is less than 10' the bridge will be on fill. Lighting will be provided on the underside of the bridge to address safety but not light trespass in adjacent residents or businesses. Junction will be reconstructed in this area to match the cross section in the detail drawings below for the entire length between the east bound service drive and Fort street, including 2.5" caliper street trees every 25' on the east side of the street and irrigated planters adjacent to the west retaining walls which will contain vines or other plant material to be recommended approved by the City of Detroit. The bridge will safely transition to the Junction and Fort intersection.
13. Junction will be converted into a one way street between the service drive and Fort Street and MDOT will work with the City of Detroit to cause this to happen and determine the flow of traffic.
14. The mid-block alley on the west side of junction will be closed with decorative bollards to through vehicle traffic but remain open for pedestrian and bicycle traffic.
15. The retaining walls and columns of the bridge will have a decorative treatment to match both the aesthetics of the bridge and the materials and style of the adjacent buildings.
16. New street lighting will be provided on Junction between the east bound service drive and Fort Street.

II. **Service Drive: Vehicular Crossings at Springwells, Green, Livernois and Clark Street.**

Provide the following enhanced multi-modal infrastructure along the Service Drive at vehicular crossings:

1. Remove vehicular turn-around lanes on freeway bridges; to be replaced with standard left-hand turn lanes, pending the City's Department of Public Works ("DPW") traffic review and approval.
2. Provide protected intersections per NACTO guidelines at Service Drive to ensure connectivity and safety of all modes at these locations.
3. Provide FHWA-standard "international" thermoplastic crosswalk striping to clearly define pedestrian crossings on the Service Drive to vehicular bridges, complete with all countdown pedestrian signals, and bike signals (as required for a multi-use path, or to separate left-turn or turn-around from bicycle movements). Provide clear bike-lane markings through the intersection following NACTO guidelines.
4. Work with the City to study, determine and implement changes to Livernois/Dragon to allow for logical flow of two-way traffic and to identify if traffic should run two-way or one-way on these streets due to the removal of the Dragon overpass connection.
5. The following applies to Livernois and Clark only: Include 8-12-foot sidewalks on both sides of the bridges, 6-foot protected bike lanes on both sides of the bridges

and at least 6-foot landscape buffers on both sides of the bridges. Final number of traffic lanes, not to exceed two in each direction, to be determined through a review of traffic movements and approval of DPW. Refer to detail drawings below.

6. The following applies to Green and Springwells only: Include 12' and 8' respectively (refer to detail drawings below) sidewalks on these bridges, 6-foot protected bike lanes on both sides of the bridges and 6-foot landscape buffers on both sides of the bridges. Final number of traffic lanes, not to exceed two in each direction, to be determined through a review of traffic movements and approval of DPW. Refer to detail drawings below.
7. Provide adequate lighting for pedestrians, cyclists and motorists.
8. Provide irrigated landscape buffers between motorists and bicyclists, and motorists and pedestrians.
9. All landscaping, including irrigation systems, to be maintained by the City. Plant material and irrigation plans and specification to be reviewed by the City of Detroit prior to installation.

III. **South Bound Service Drive: Re-alignment to accommodate future multi-use trail on north side of east-bound Service Drive.**

MDOT will work with the City to review the alignment of the Southbound Service Drive, and to the extent possible, with minimal cost, re-align the road up to 15 feet, between Casgrain and the alley east of Cavalry.

IV. **Complete Bicycle Network on Campbell and Green.**

Complete the following work to construct a greenway from GHIB Plaza to I-75 Freeway crossings at Green St. and Campbell/ Junction streets, including:

1. Extend the proposed, separated multi-use path along Green and Campbell to the enhanced pedestrian crossings over I-75 at Green and the new pedestrian bridge at Junction.
2. Identify and provide a safe transition from the two-way off-road path to the two single-direction protected on-street bike lanes, complete with all required pavement markings, countdown pedestrian signals (or bike signals, if required), and way-finding to make this transition safe and intuitive.
3. Provide 2.5" caliper trees 25' on center wherever a parkway between the sidewalk and street is provided and at the transition slopes on either side of the cross section, see detail drawings below.

V. **Jefferson Avenue.**

Provide improvements between Campbell and West End Avenue (improvements to be mirrored on both sides of the street, unless otherwise noted) as follows:

1. Installation of new 6-foot sidewalk with a 5-foot, curb-adjacent grass parkway; right-of-way permitting on the south side.

2. Installation of a row of shade trees along the sidewalk in the parkway, no less than 2.5 inches in caliper, spaced at 25 feet on center.
3. A protected two-way cycle track along the north side of Jefferson a minimum of 11' wide and buffered from the street with a minimum 5' irrigated landscape buffer.
4. In areas not scheduled for reconstruction, patch and repair curb and gutter and mill and fill asphalt. Pavement section to consist of 1.5" depth of milling and 1.5" overlay with HMA 5E3 Top Course.

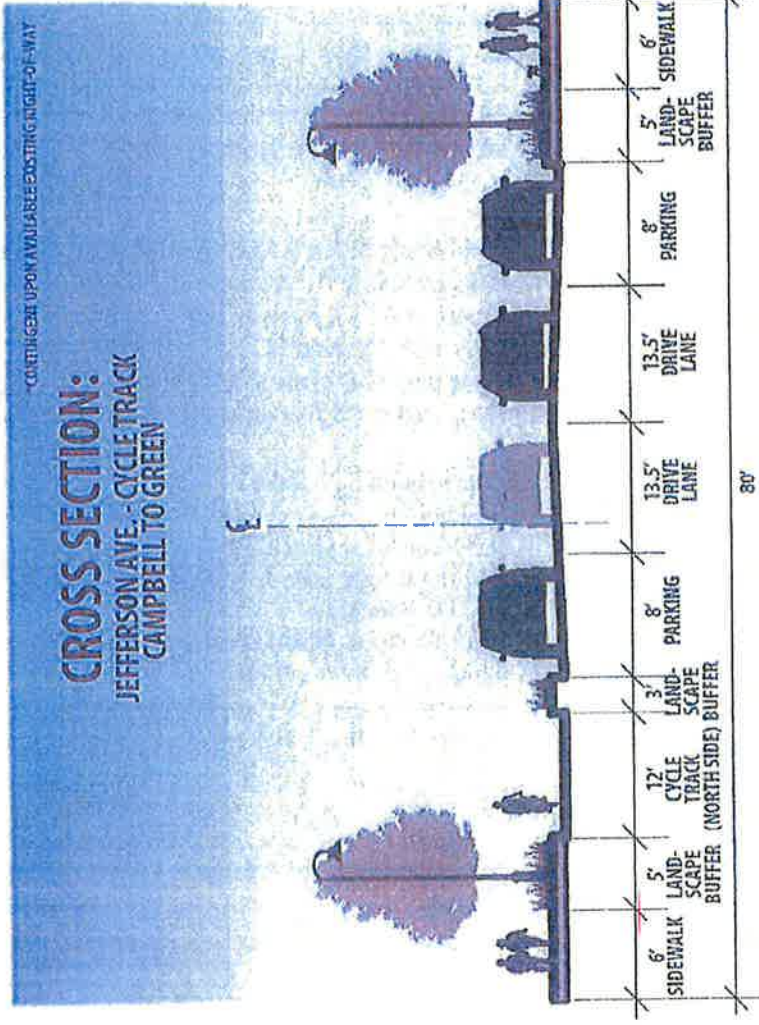
VI. **Fort Street between Green and Junction.**

Provide improvements between Green and Junction in connection with the construction of the Facility (improvements to be mirrored on both sides of the street, unless otherwise noted). The City agrees to effect changes in street parking to incorporate the desired cross-section:

1. Installation of new 7-foot sidewalk with a 5-foot, curb-adjacent parkway.
2. Repair of existing sidewalks including ADA ramps at all intersections where they do not already exist to meet code. Driveway reconstructions with continuous pedestrian path design per NACTO standards.
3. Installation of a row of shade trees within the sidewalk adjacent to the curb, no less than 2.5 inches in caliper, spaced at 25 feet on center and curb adjacent with tree grates.
4. A 6-foot protected cycle track along both sides of the street, separated from traffic by a minimum 3-foot raised buffer.
5. Protected intersections at Springwells, Green, Livernois, Campbell and Clark, per NACTO standards. Pedestrian refuge islands should be installed at intersections wherever possible per NACTO standards.
6. FHWA-standard "international" thermoplastic crosswalks at all intersections.
7. Countdown pedestrian signals at all intersections.
8. Bicycle signals are required to separate left-hand vehicle turning from bicycle movements, or at any two-way cycle tracks where these cross Fort Street.

VII. **Detail Drawings.**

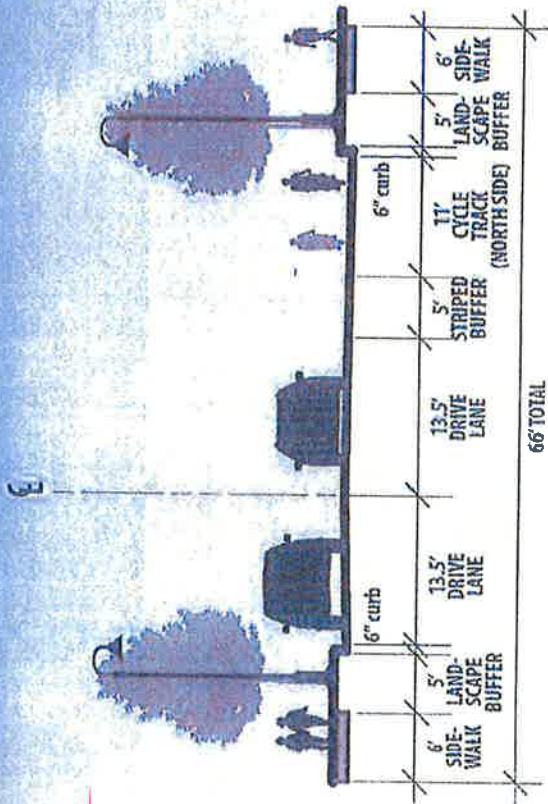
1. All work outlined in this Exhibit C shall also conform to the following detail drawings.





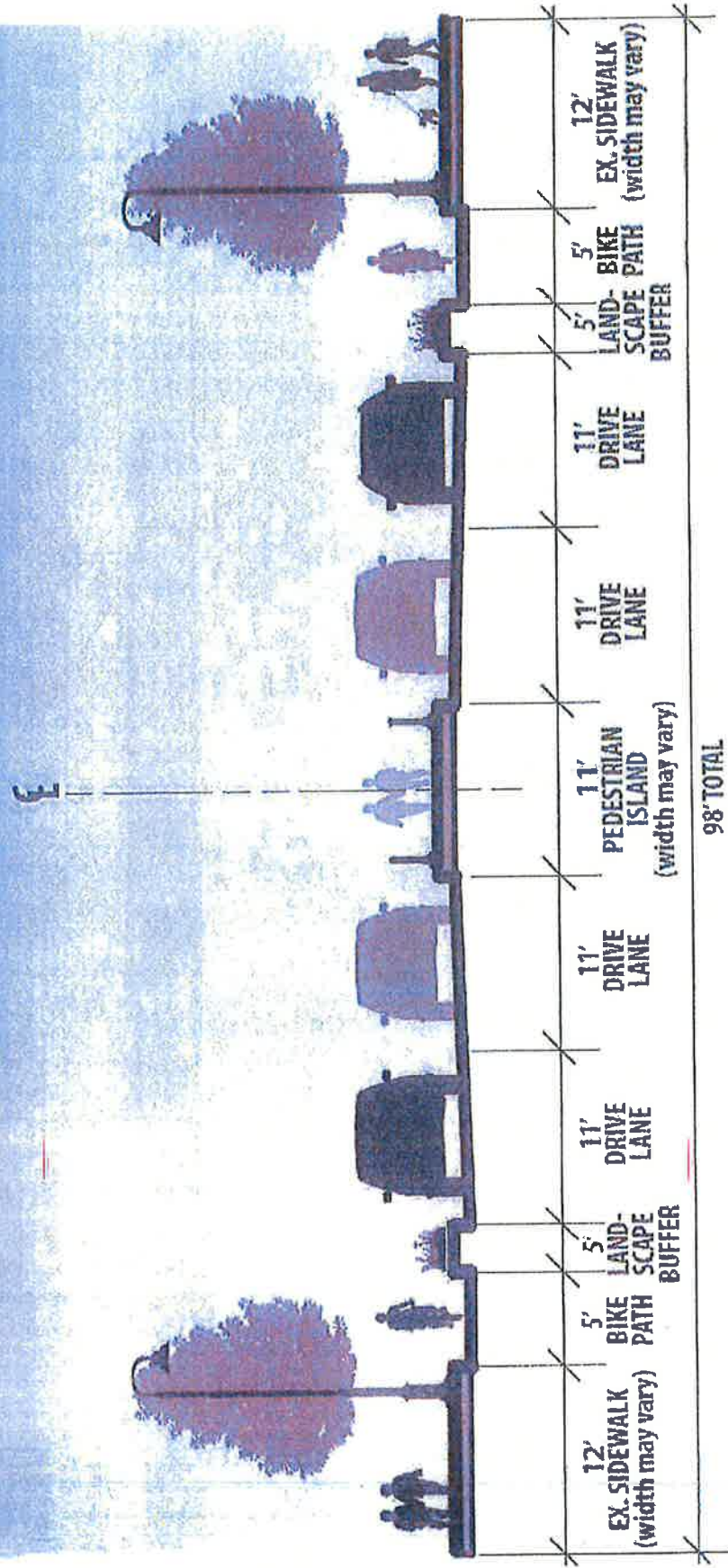
\*CONTINGENT UPON AVAILABLE EXISTING RIGHT-OF-WAY

# CROSS SECTION: JEFFERSON AVE. - CYCLETRACK GREEN TO WEST END



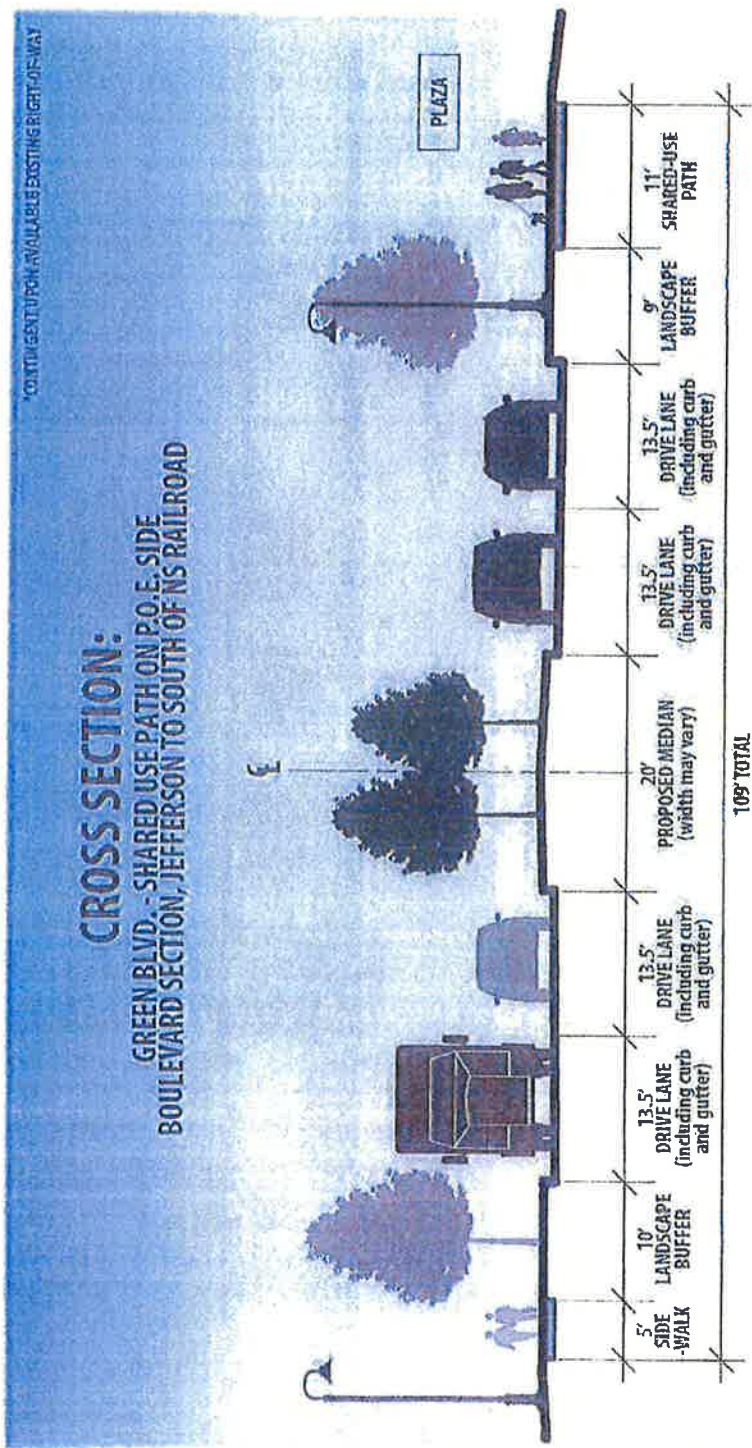
\* CONTINGENT UPON AVAILABLE EXISTING RIGHT-OF-WAY

# CROSS SECTION: FORT ST. - FOUR LANE PEDESTRIAN ISLAND GREEN TO JUNCTION



CONTINUED FROM AVAILABLE EXISTING RIGHT-OF-WAY

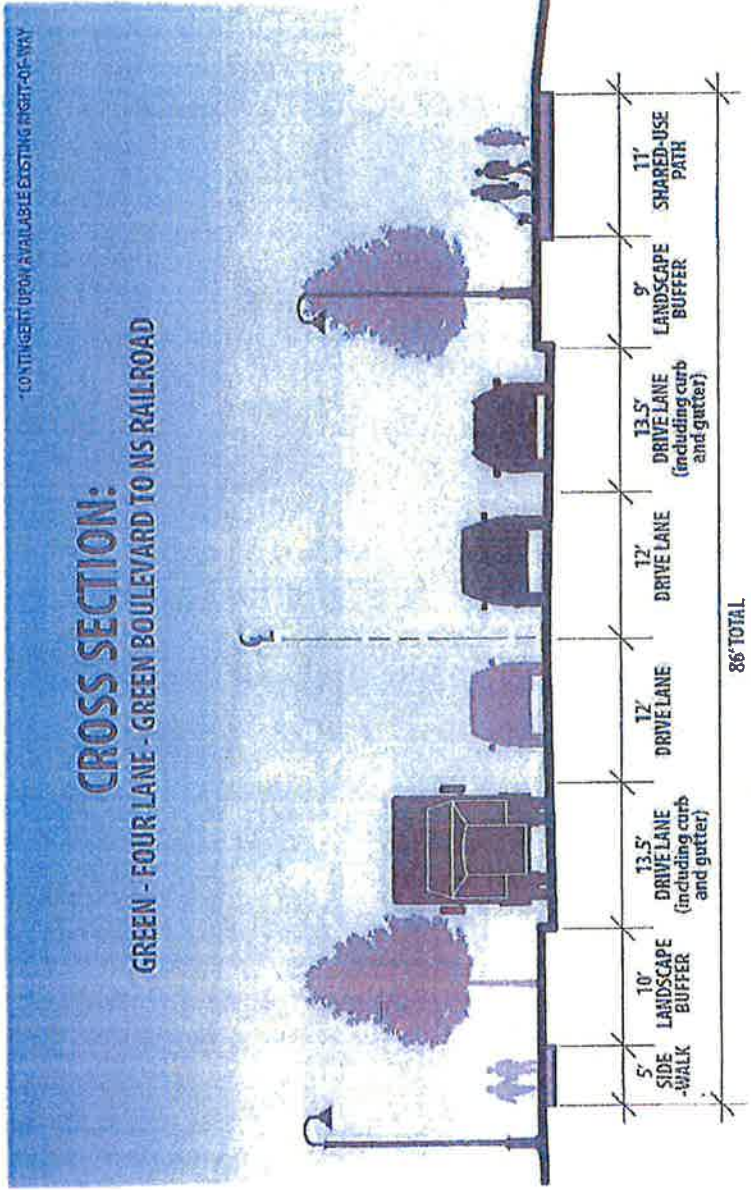
# CROSS SECTION: GREEN BLVD. - SHARED USE PATH ON P.O.E. SIDE BOULEVARD SECTION, JEFFERSON TO SOUTH OF NS RAILROAD



CONTINGENT UPON AVAILABLE EXISTING RIGHT-OF-WAY

# CROSS SECTION:

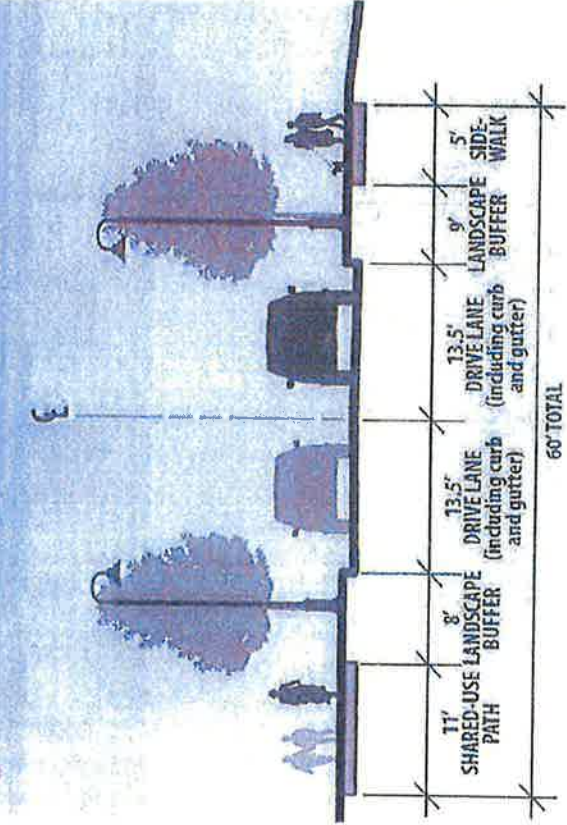
## GREEN - FOUR LANE - GREEN BOULEVARD TO NS RAILROAD



\*CONTINGENT UPON AVAILABLE EXISTING RIGHT-OF-WAY

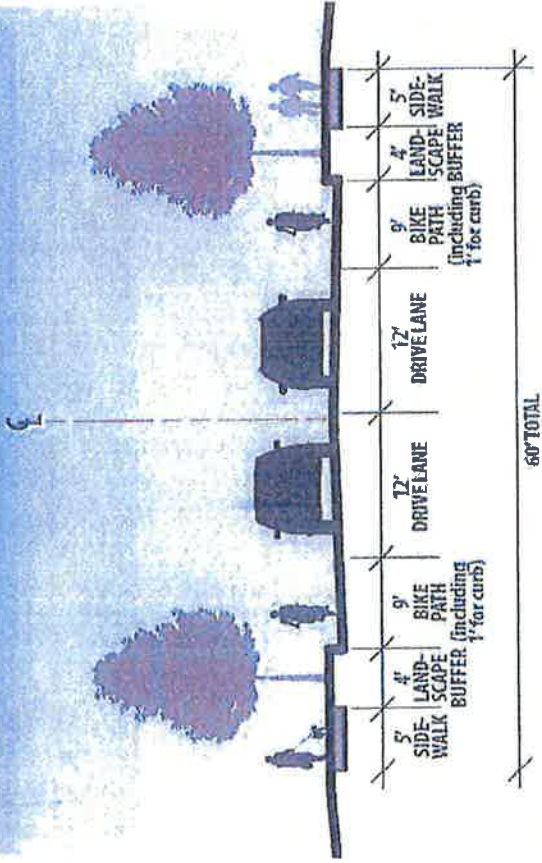
### CROSS SECTION:

GREEN 2-LANE - SECTION BETWEEN R.R. AND FORT  
11' PATH SHIFTS FROM EAST SIDE TO WEST SIDE VIA  
ACTUATED SIGNAL/CROSSWALK



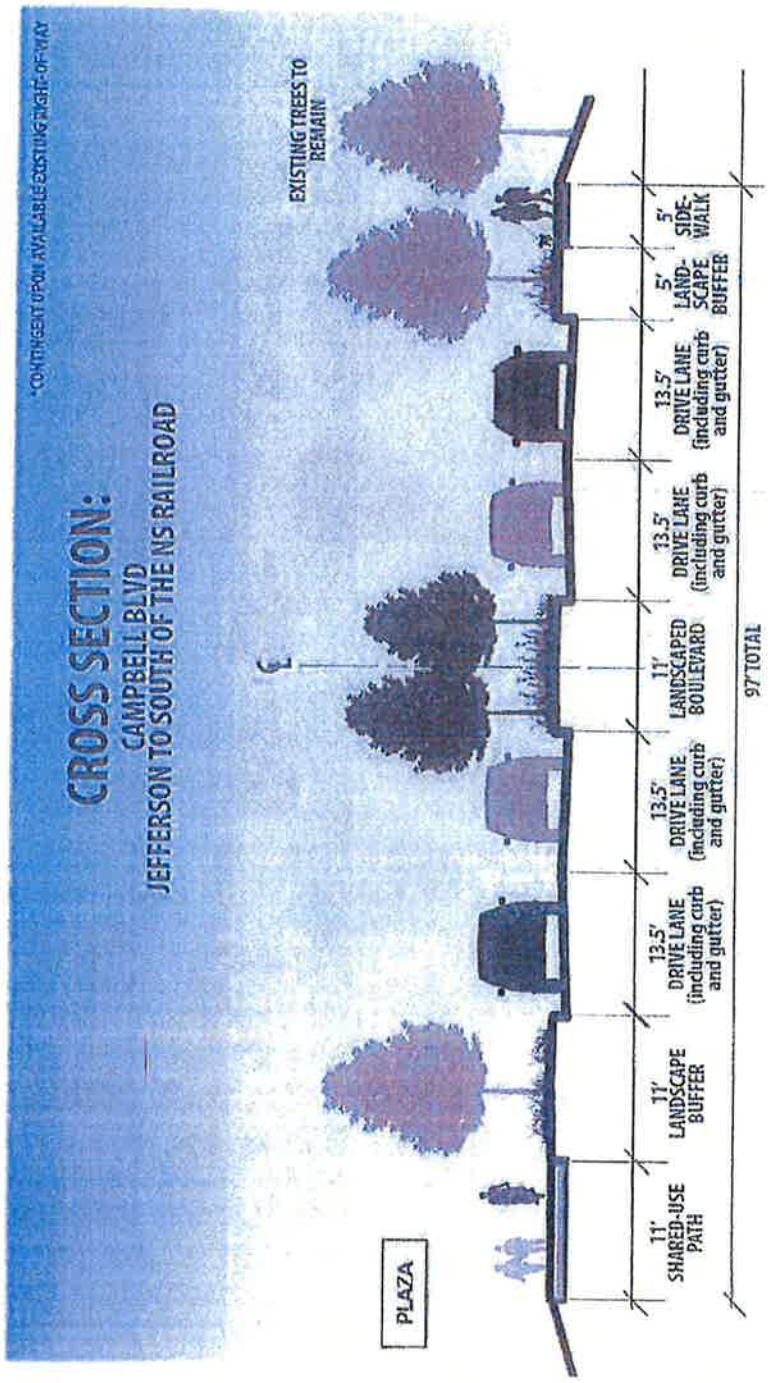
CONTINGENT UPON AVAILABLE EXISTING RIGHT-OF-WAY

# CROSS SECTION: GREEN 2-LANE - SECTION BETWEEN FORT AND SERVICE DRIVE



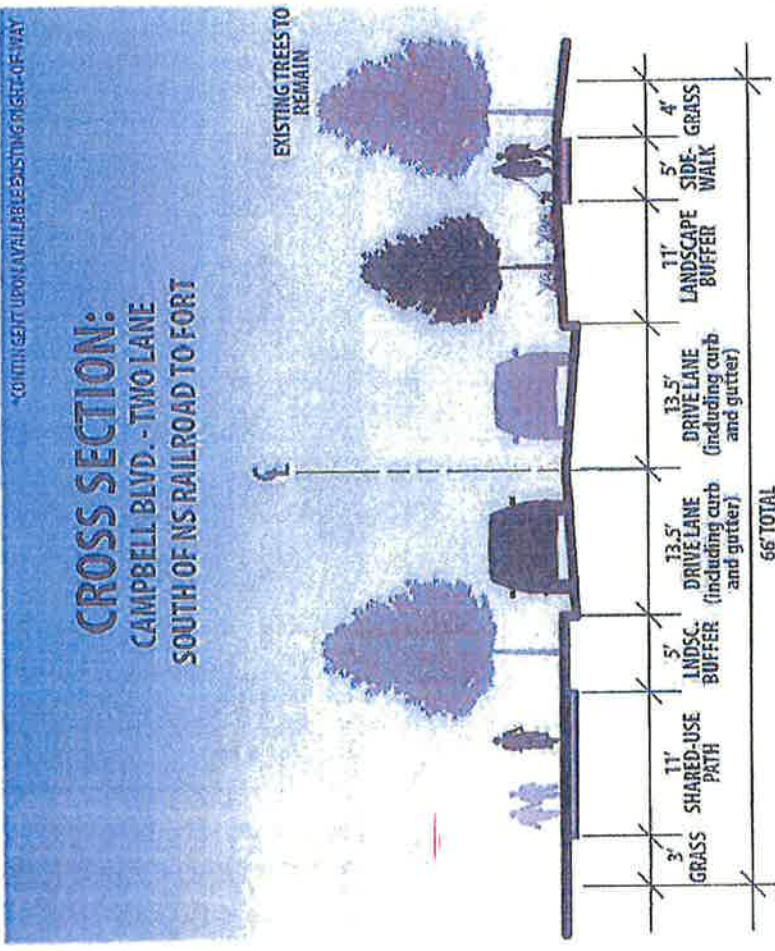
\*CONTINGENT UPON AVAILABLE EXISTING RIGHT-OF-WAY

# CROSS SECTION: CAMPBELL BLVD JEFFERSON TO SOUTH OF THE NS RAILROAD



CONTINGENT UPON AVAILABLE EXISTING RIGHT-OF-WAY

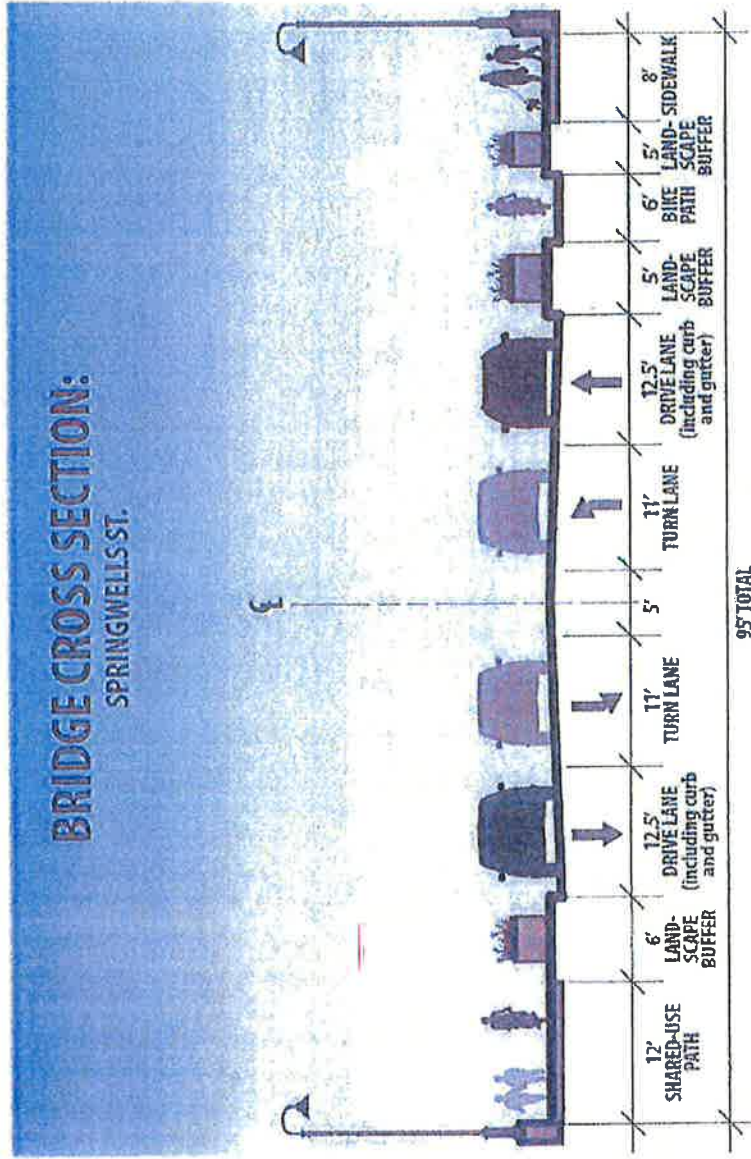
# CROSS SECTION: CAMPBELL BLVD. - TWO LANE SOUTH OF NS RAILROAD TO FORT



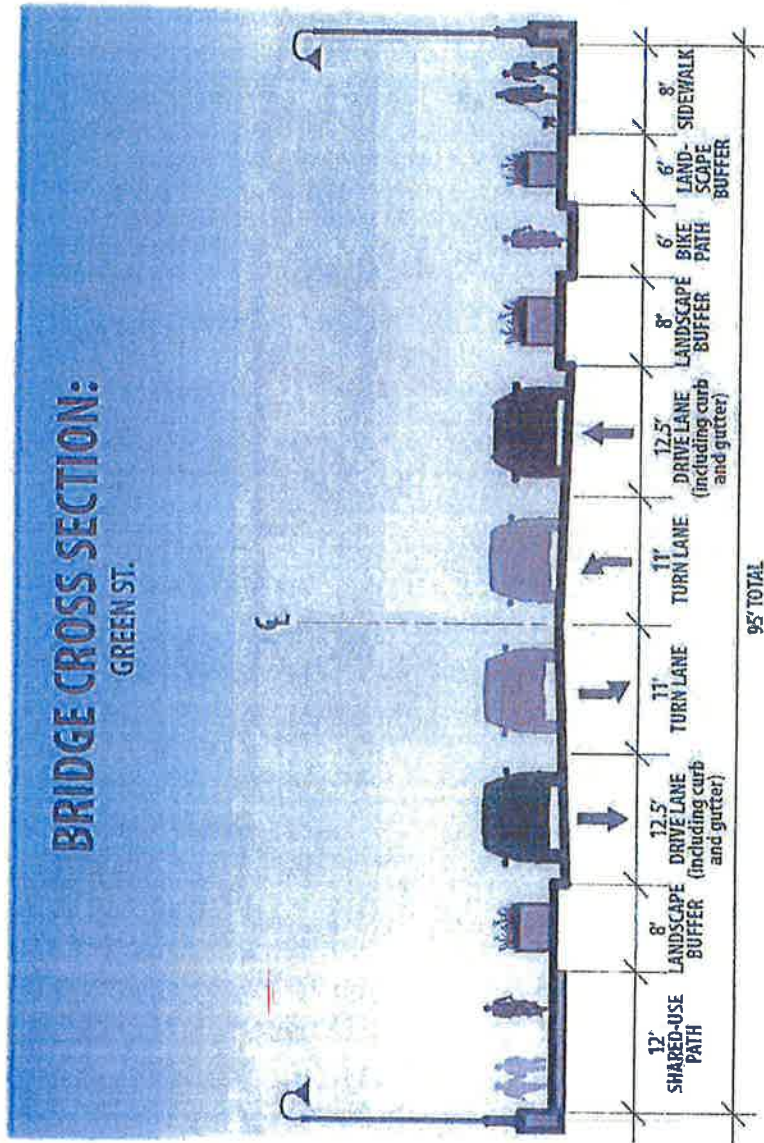




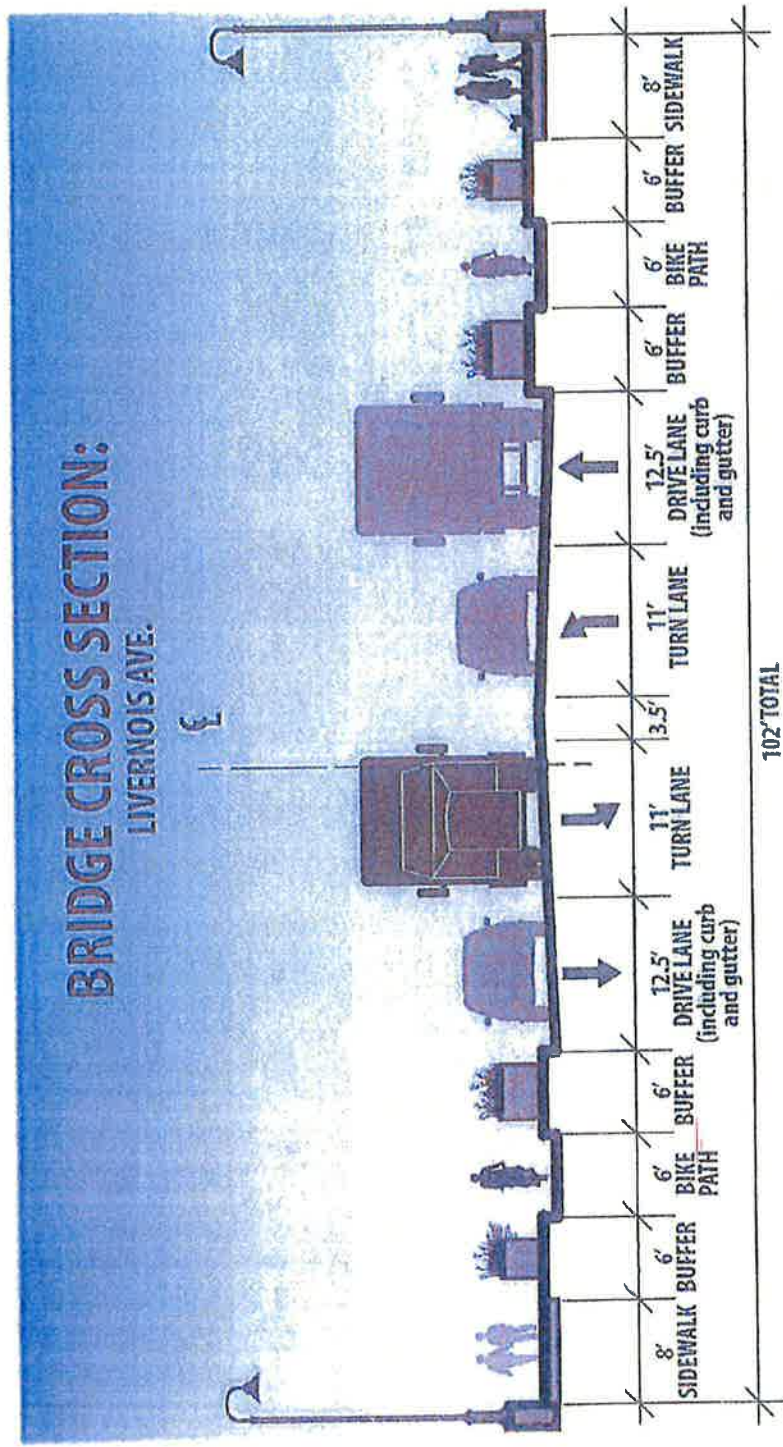
# BRIDGE CROSS SECTION: SPRINGWELLS ST.



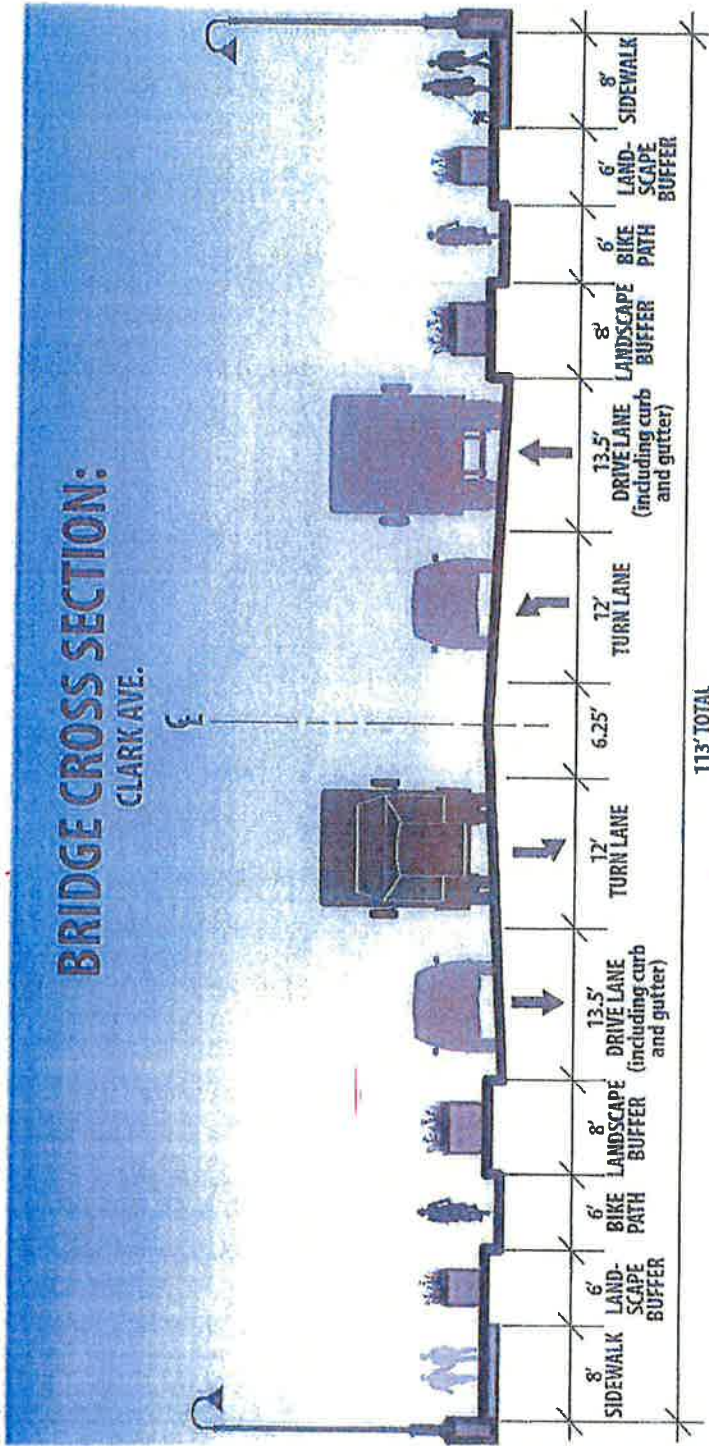
# BRIDGE CROSS SECTION: GREEN ST.



# BRIDGE CROSS SECTION: LIVEROIS AVE.



# BRIDGE CROSS SECTION: CLARK AVE.



**EXHIBIT D  
GHIB PROJECT BOUNDARIES**

