

CITY OF DETROIT DEPARTMENT OF PUBLIC WORKS

THE IMPROVEMENTS COVERED BY THESE PLANS SHALL BE DONE IN ACCORDANCE WITH THE MICHIGAN DEPARTMENT OF TRANSPORTATION CURRENT STANDARD SPECIFICATIONS AND SUPPLEMENTAL SPECIFICATIONS.

IN CO-OPERATION WITH MICHIGAN DEPARTMENT OF TRANSPORTATION AND FEDERAL HIGHWAY ADMINISTRATION FEDERAL AID URBAN PROJECT NO. MICHIGAN M 2000 (206) CONTROL SECTION MU 82400 JOB NO. 19333A

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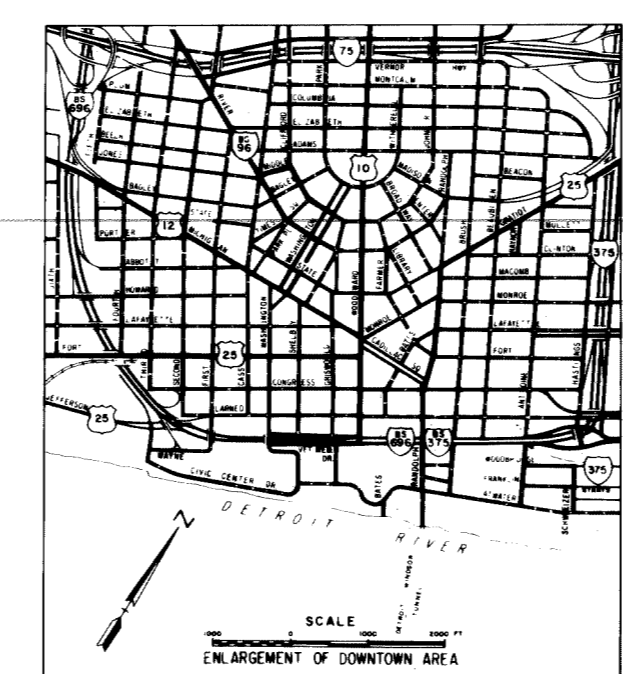
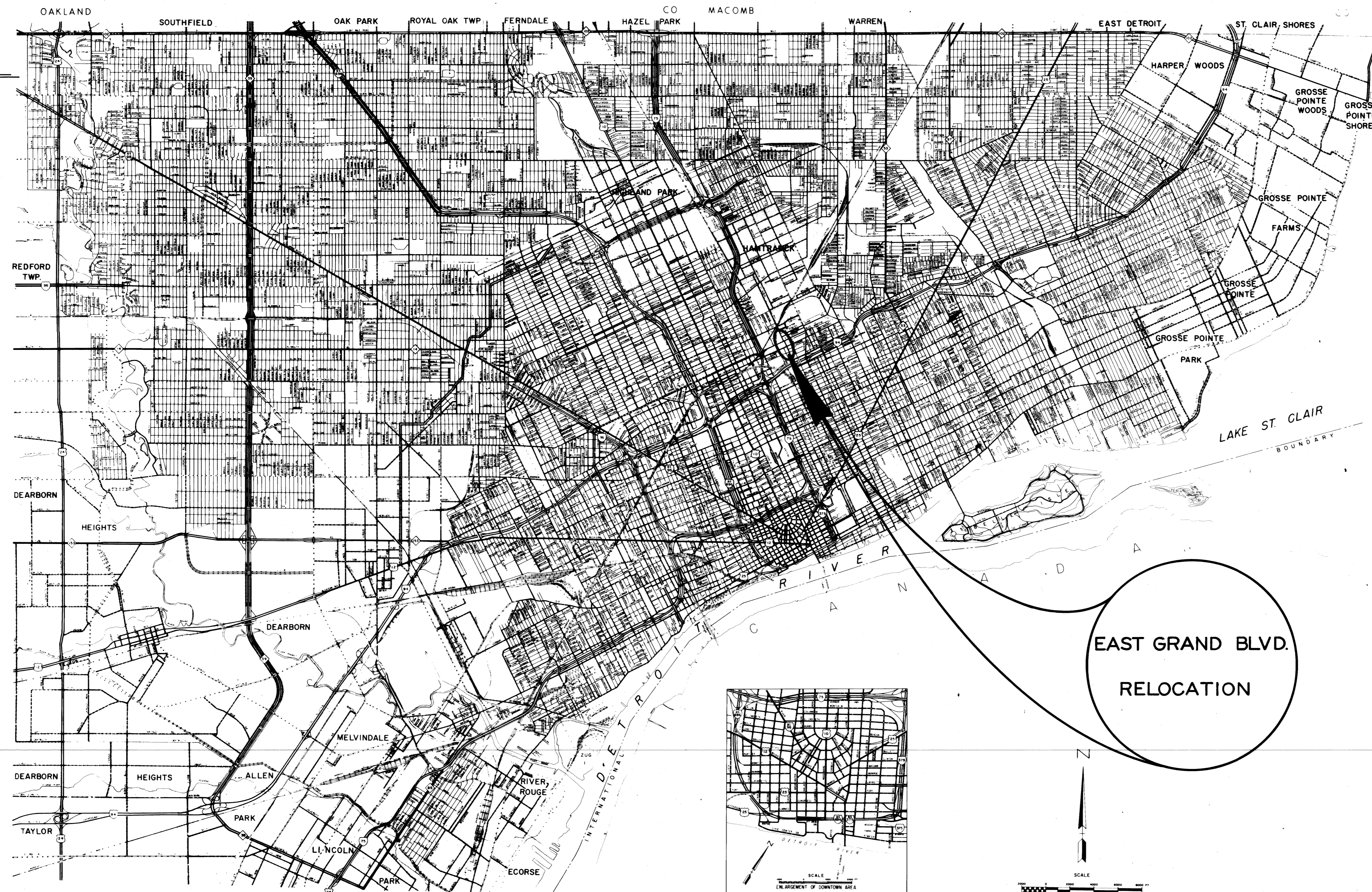
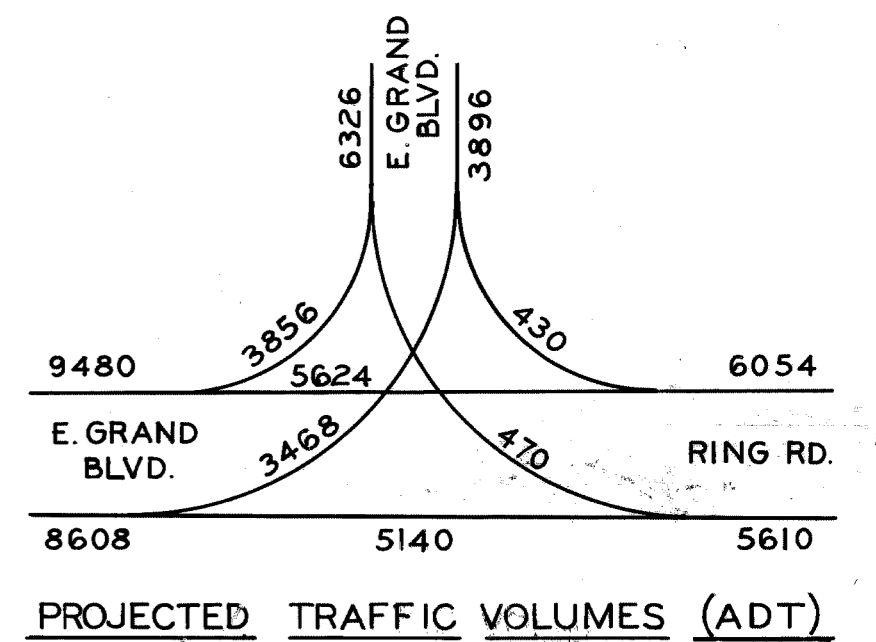
ELECTRICAL

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- II 28F II 41D III 60E
- II 29C II 42C IV 84B
- II 39G II 43C V 100A
- II 40D II 45C VI 125E

FHWA REGION	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MICH				
STREET	CITY	COUNTY	TWP	SHEET NO.	TOTAL SHEETS



ITEM NO. 867

CONTRACT FOR G, DS, P, & UTILITIES

LOCAL AUTHORITY APPROVAL
CITY OF DETROIT
CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

APPROVED BY: [Signature] DATE: 11/1/82
ASSISTANT CITY ENGINEER

APPROVED BY: [Signature] DATE: 1/1/82
CITY ENGINEER

PREPARED UNDER SUPERVISION OF

Allen E. Prager REGISTRATION NO. 09261
REGISTERED PROFESSIONAL ENGINEER

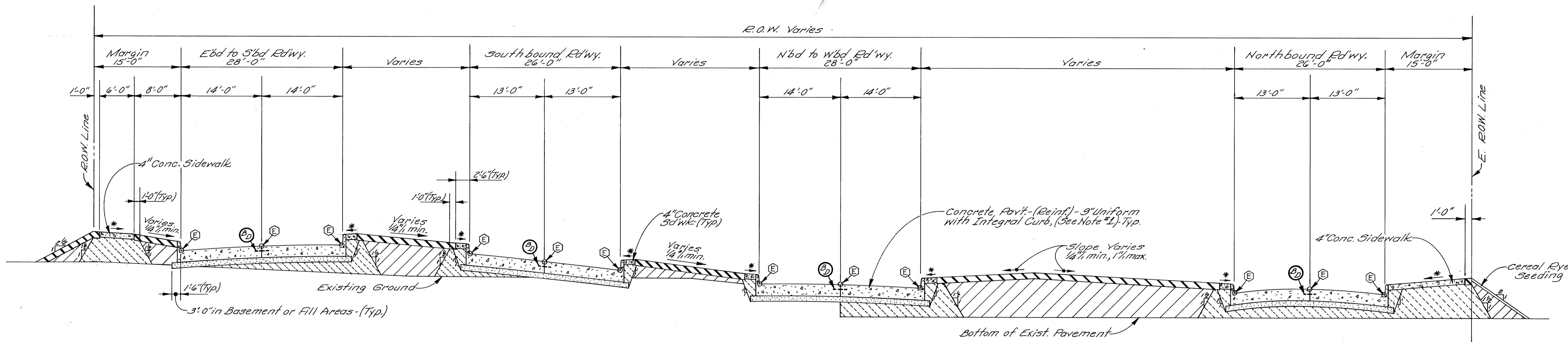
CITY OF DETROIT
ORGANIZATION

DETROIT, MICHIGAN
ADDRESS

(SEAL)

FILE NO.	STATE PROJECT	FEDERAL PROJECT	SHEET NO.
NO. 380			7

CONTROL SECTION MU 82400 JOB. NO. 19333A M 2000 (206)



TYPICAL CROSS-SECTION

**AT
PROPOSED EAST GRAND BOULEVARD INTERCHANGE**

NO SCALE

* Sidewalk slopes are to be 3/8"/ft unless the Engineer determines that a minimum slope of 1/4"/ft or a maximum slope of 3/4"/ft must be used to meet exist. conditions.

E For profiles and roadway elevations, See Sh. Nos. 20, & Sh. No. 21.

MISCELLANEOUS QUANTITIES	
Mobilization	1 Lump Sum
On The Job Training	3 Each
Minor Traffic Devices	1 Lump Sum
Field Office	16 Months
ESTIMATED QUANTITIES FOR USE AT THE DISCRETION OF THE ENGINEER	
Removing Old Pavement (Patching)	100 Sq. Yds.
Conc. Pavt. Patching, Type F5, 9", Nonreinforced	100 Sq. Yds.
Basement Cleanout (See Note # 4)	4,000 Cu. Yds.
Subgrade Undercutting, Type II	1,000 Cu. Yds.
4" Concrete Sidewalk	360 Sq. Ft.
Removing Sidewalk	40 Sq. Yds.
Cleaning Existing Storm Drainage Structures	5 Each
Class "B" Sodding	75 Sq. Yds.
Topsoil Surface - 3"	75 Sq. Yds.
Water	1 Units
Removing Masonry & Concrete Structures	150 Cu. Yds.
Sewer Cleanout	150 Lin. Ft.
Cement	5 Tons
Concrete Curb, Detail "X"	50 Lin. Ft.
Concrete Curb, Detail "Y"	50 Lin. Ft.
Catch Basin "L"	1 Each
12" Sewer C-76-IX Trench Detail 8	30 Lin. Ft.
12" Sewer C-76-IX Trench Detail 9	30 Lin. Ft.
Edge Drains - 6"	300 Lin. Ft.
Removing Drainage Structures	1 Each

EARTHWORK LEGEND

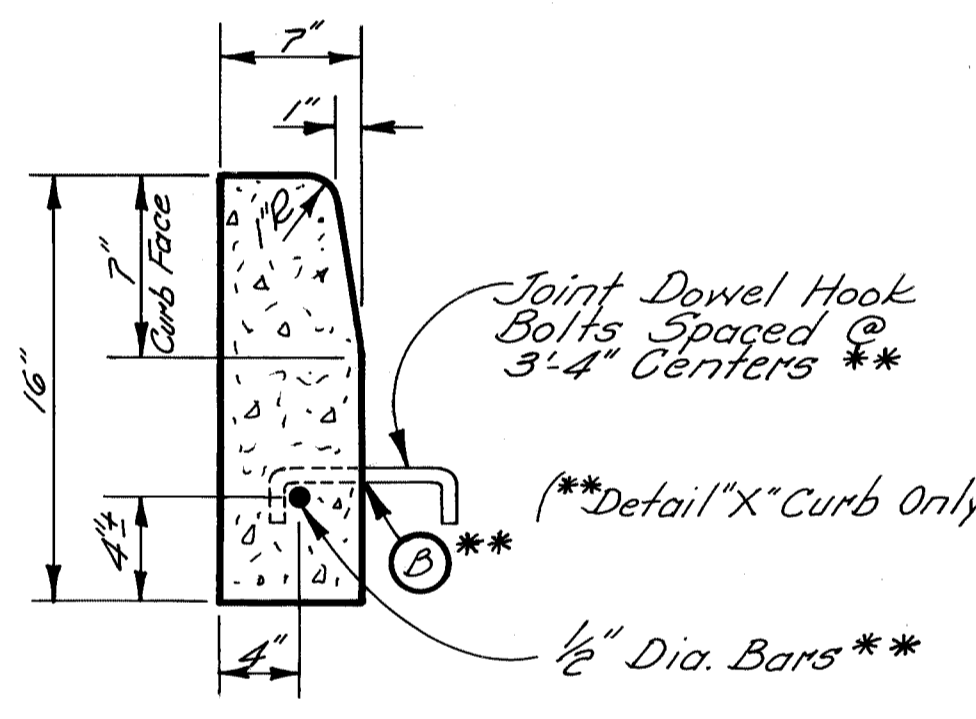
- Granular Material Class II (See Note # 2.)
- Aggregate Base - Concrete (4" in Place)
- Selected Excavated Material (Incidental to Paving Costs)
- Class "B" Sodding (Class "A" Slopes) with 3" Topsoil

JOINT LEGEND

- Longitudinal Bulkhead Joint, according to M.D.O.T. Std. Dwg. II-41D.
- Longitudinal Lane Tie Joint with Tie Bar, according to M.D.O.T. Std. Dwg. II-41D.
- Optional, B or D.

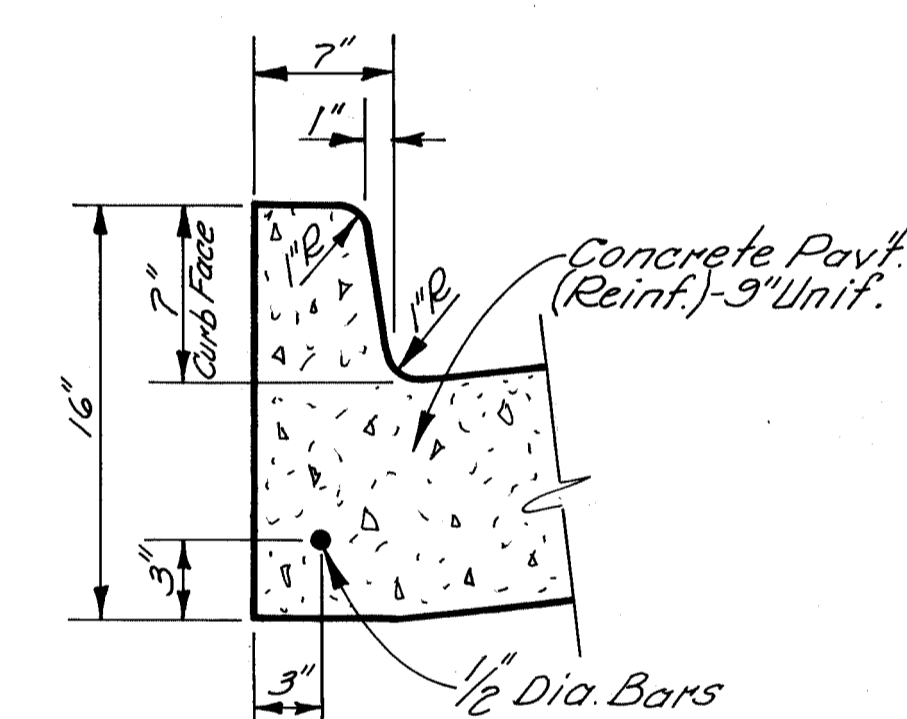
GENERAL NOTES

1. The proposed curb shall be Integral Curb (See detail this sheet) with Concrete Curb Detail "X" as an alternate. Regardless of construction method, the proposed curb shall be paid for as "Concrete Pavt. (Reinf.) - 9" Uniform with Integral Curb."
2. Granular Mat'l. Class II which is used for backfill other than that required for "Basement Cleanout," shall be paid for as "Embankment - Granular Mat'l. Class II."
3. It is estimated that approx. 1000 cu. yds of Subgrade Undercutting Type II will be required for this contract.
4. Basements shown on the plans have been properly cleaned out & backfilled under a prior Central Industrial Contract. Other basements, the locations of which are not known might have to be cleaned out & backfilled to specifications. A quantity of "Basement Cleanout" has been included for this & other areas as determined by the Engineer.



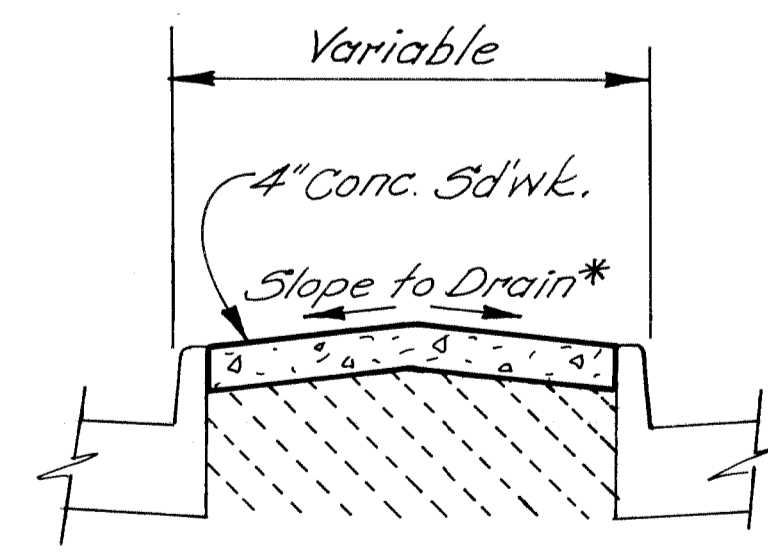
**CONCRETE CURB
DETAIL "X" & DETAIL "Y"**

NO SCALE



INTEGRAL CURB

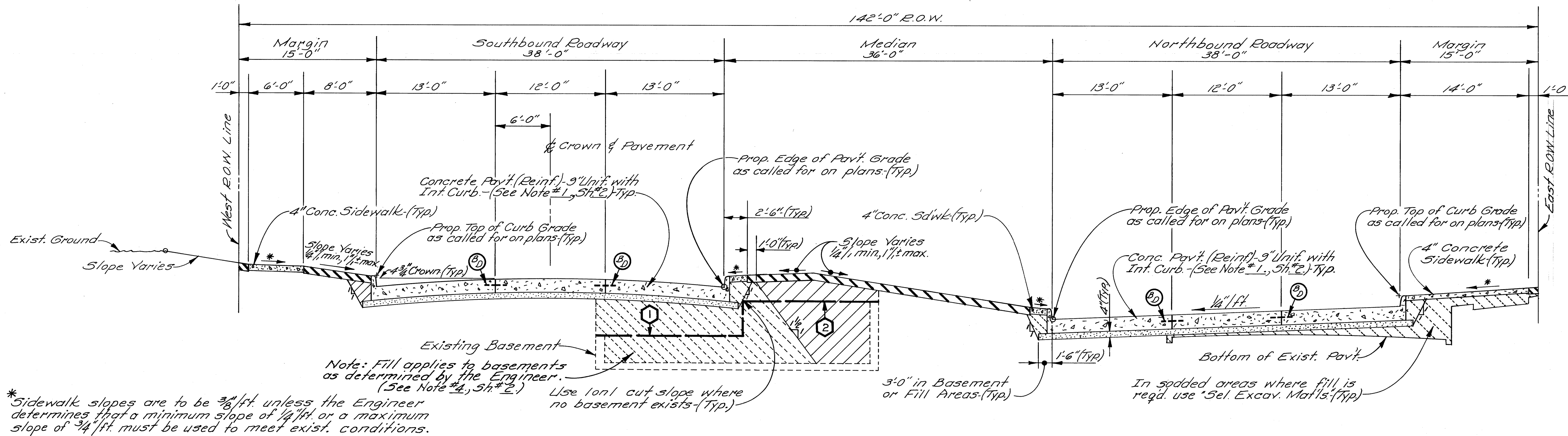
NO SCALE



CONCRETE MEDIAN

NO SCALE

REFERENCE DRAWINGS		DESIGNED BY	APPROVED:	CITY OF DETROIT CITY ENGINEERING DIVISION - D.P.W. BUREAUS OF STREETS AND HIGHWAYS	EAST GRAND BOULEVARD RELOCATION	SHEET 2 OF 79 SHEETS
DRAWN BY		TRACED BY	ENGINEER OF STREETS			CONTRACT NO. 19333A
CHECKED BY			HIGHWAY ENGINEER			ASSIGNMENT NO.
COORD.	DESCRIPTION	DRN	CK'D	APVD	DATE	TYPICAL CROSS-SECTIONS
REVISIONS LOCATED BY COORDINATES ON SHEET						DATE Jan, 1982



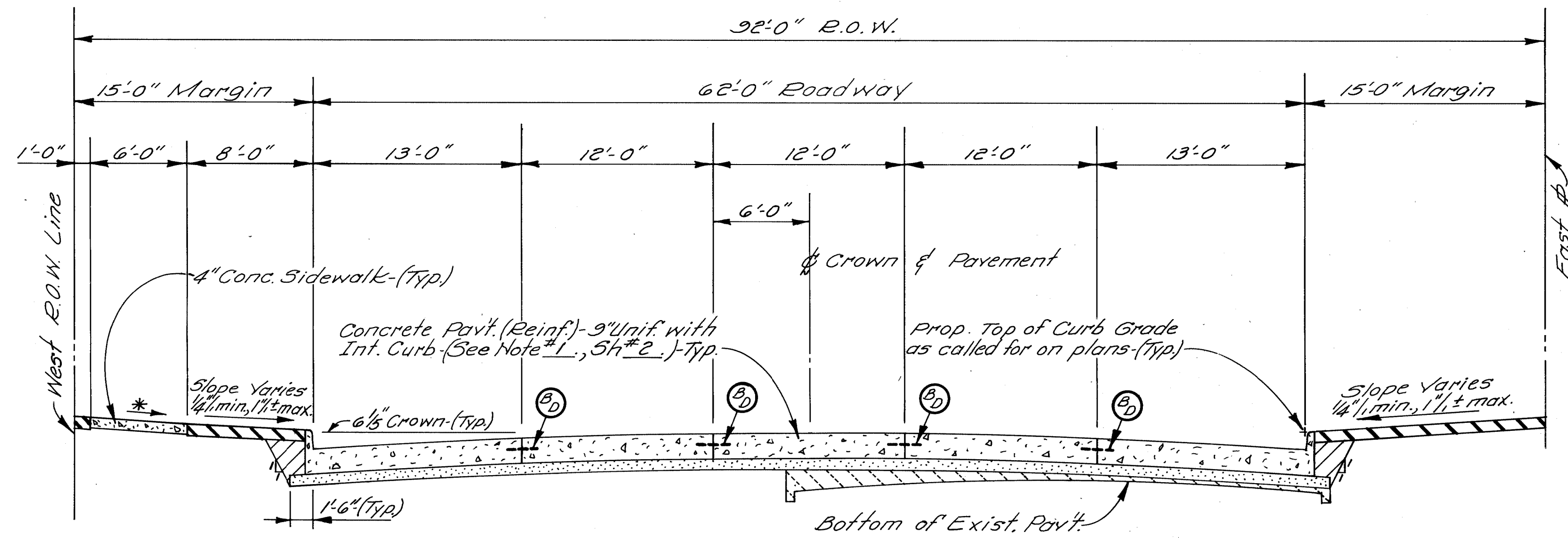
TYPICAL CROSS-SECTION PROPOSED EAST GRAND BLVD.

STA. 7+15.51 ± TO STA. 18+05.35 ±

NO SCALE

BASEMENT WALL REMOVAL

- ① Remove walls 3'-0" below lowest point of proposed pavement surface up to 2'-0" beyond face of curb.
- ② Remove walls to bottom of proposed pavement slab in median and sidewalk areas.

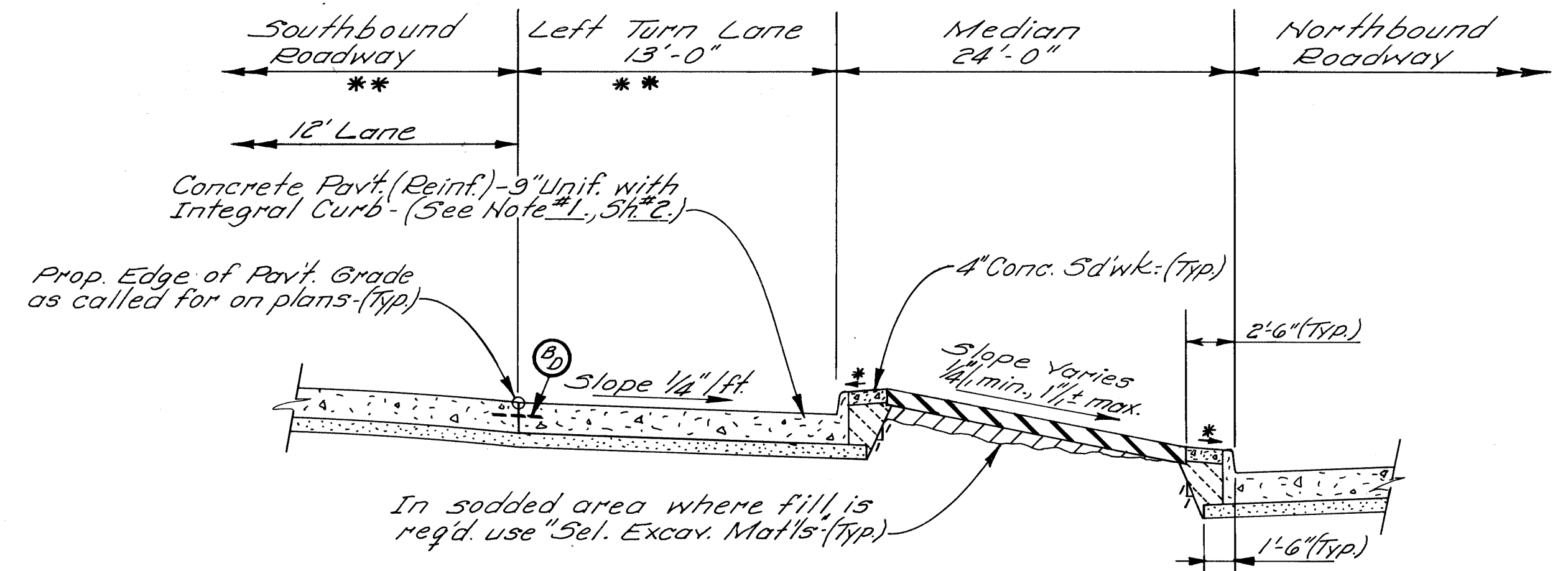


TYPICAL CROSS-SECTION PROPOSED RING ROAD

STA. 25+75.44 TO STA. 29+23.78

(N'BD RD'WY. REF. LINE STATIONING)

NO SCALE



TYPICAL CROSS-SECTION LEFT TURN LANE

NO SCALE

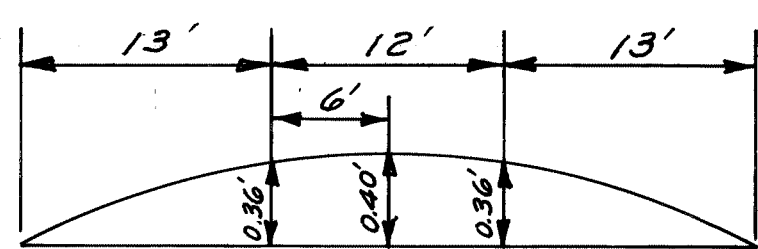
* * This portion of the typical cross-section also applies to the Right Turn Lane at the Southbound Rdwy. to Westbound Rdwy.

NOTE: SEE SHEET No. 2 FOR THE FOLLOWING

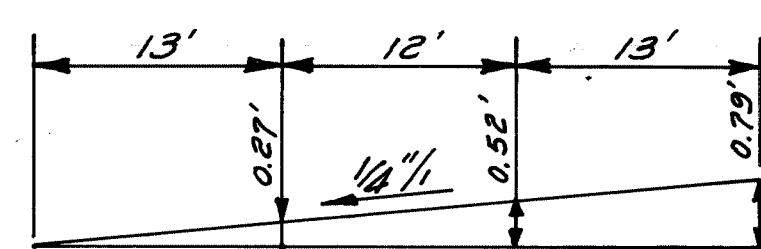
- 1. Integral Curb Detail
- 2. Concrete Curb Detail "X" & Detail "Y"
- 3. Earthwork Legend
- 4. Joint Legend

ELEMENTS OF STANDARD ROADWAY SECTIONS

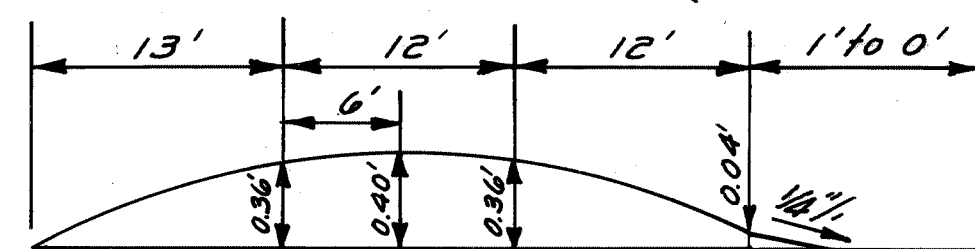
(DOES NOT APPLY IN DETAILED GRADE AREAS)



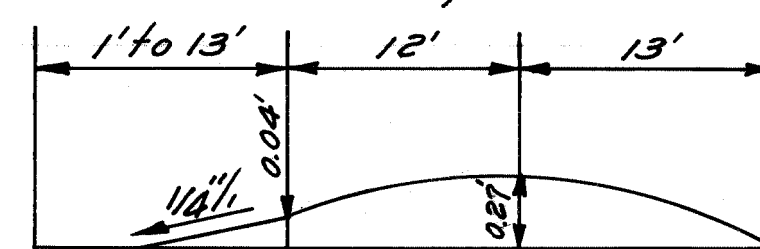
* APPLIES AT 38' S'BD RD'WY



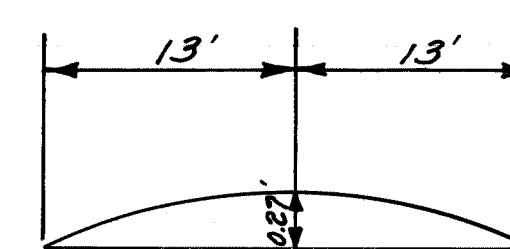
* APPLIES N'BD RD'WY POB. TO STA. 17+90



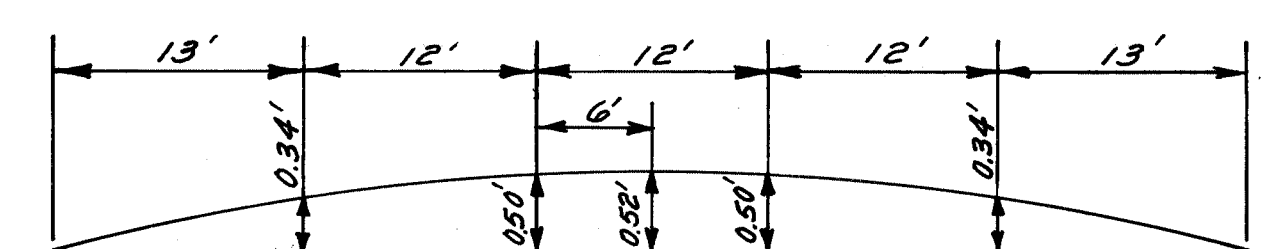
* APPLIES S'BD RD'WY AT LEFT TURN LANES



* APPLIES S'BD RD'WY AT RIGHT TURN LANE STA. 31+17.80 TO 33+23.53

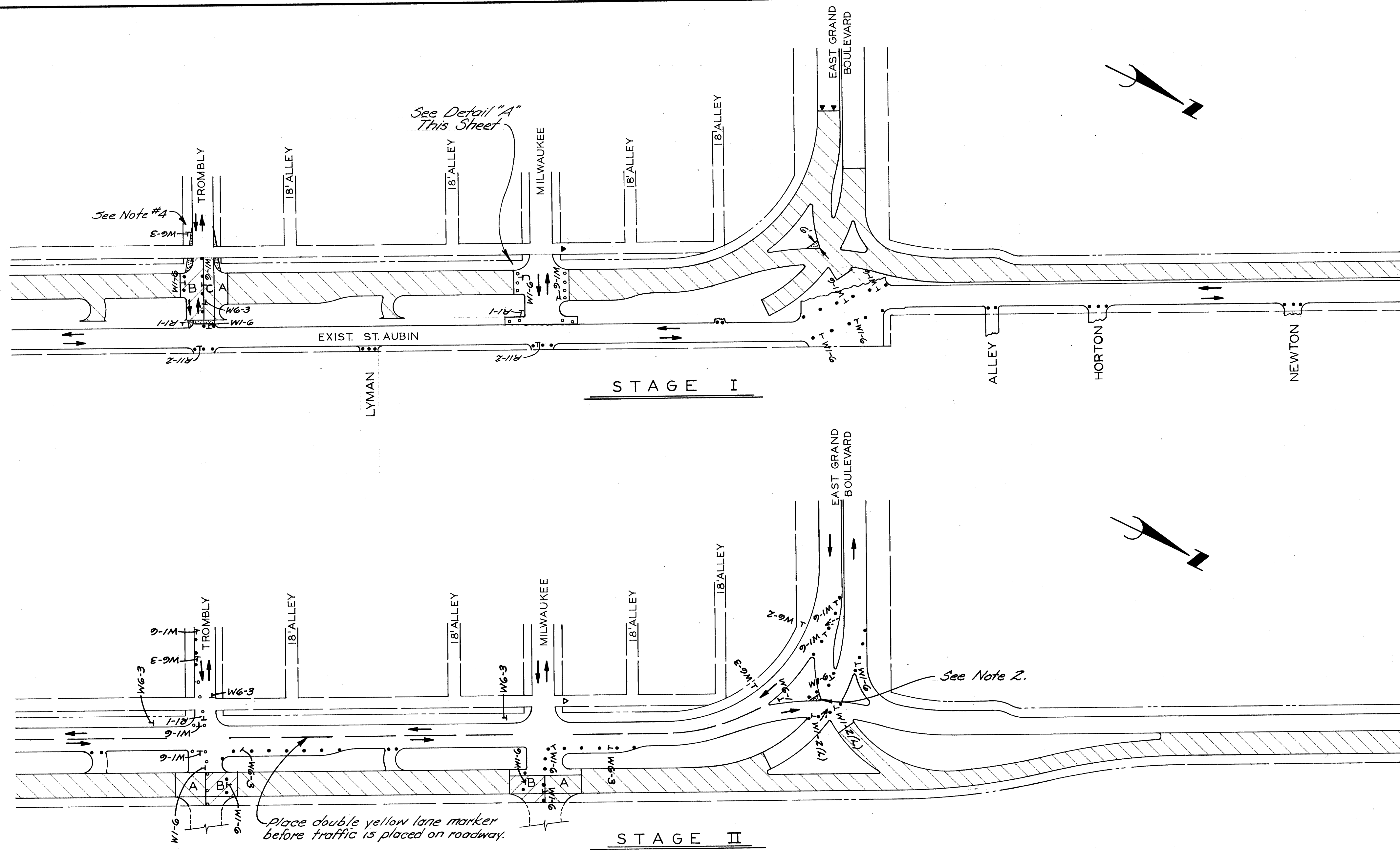


* APPLIES AT 26' N'BD & S'BD RD'WYS



* APPLIES STA. 25+75.44 TO P.O.E.

<p>REFERENCE DRAWINGS</p>		<p>DESIGNED BY</p> <p>MAF</p>	<p>APPROVED:</p> <p>ENGINEER OF STREETS</p> <p>Allen Prager</p> <p>HIGHWAY ENGINEER</p>	<p>CITY OF DETROIT</p> <p>CITY ENGINEERING DIVISION - D.P.W.</p> <p>BUREAUS OF STREETS AND HIGHWAYS</p>	<p>EAST GRAND BOULEVARD RELOCATION</p>	<p>SHEET 3 OF 79 SHEETS</p>
<p>COORD. DESCRIPTION</p>		<p>DRAWN BY</p> <p>TRACED BY</p> <p>RP/WB</p>	<p>CHECKED BY</p>	<p>CONTRACT NO.</p> <p>19333A</p>	<p>ASSIGNMENT NO.</p>	<p>DATE</p> <p>Jan, 1982</p>
<p>REVISIONS LOCATED BY COORDINATES ON SHEET</p>						



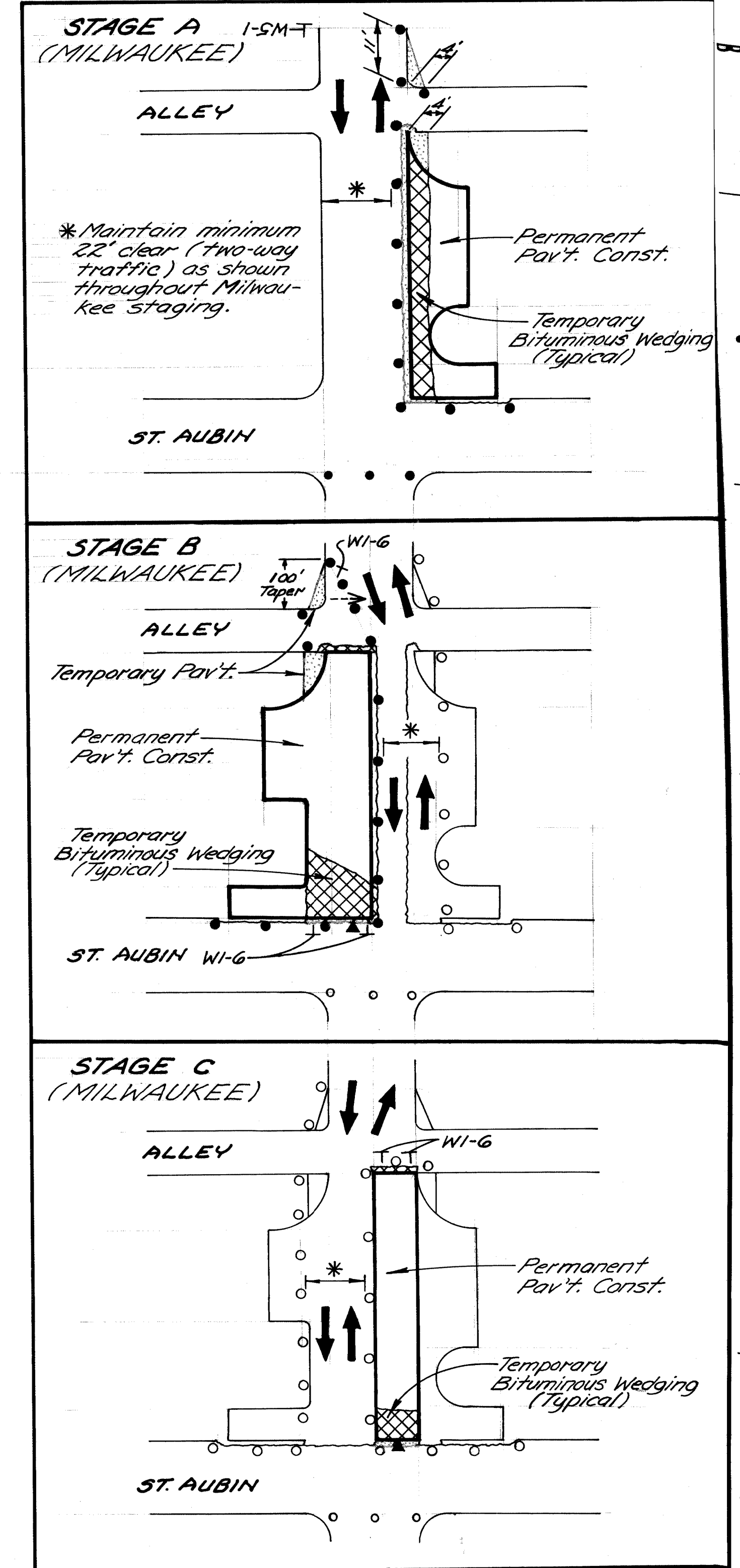
SCALE: 1" = 100'

NOTES:

1. Construct Milwaukee intersection (Detail "A" shown at right) prior to taking traffic off of existing East Grand Boulevard in Stage I (above).
2. See Proposal for additional Detour Roadways and signing around the Construction Area.
3. After completing Stage II (above) and switching traffic to its final, permanent location, remove the temporary pavement and construct the curb.
4. Shape Trombly similar to the Milwaukee Staging - (Detail 'A' this sheet)

LEGEND

- Permanent Pavt. Construction (Sub-Stage "A")
- Permanent Pavt. Construction (Sub-Stage "B")
- Temporary Concrete Pavt. - Nonreinforced-?"
- Sign, Type B, Temporary
- Barricade, Type II, Lighted
- Barricade, Type II, Lighted (Placed Previously)
- Barricade, Type III, Lighted
- Barricade, Type III, Lighted (Placed Previously)
- Lighted Arrow, Type "A"



DETAIL 'A'
MILWAUKEE STAGING
1" = 40'

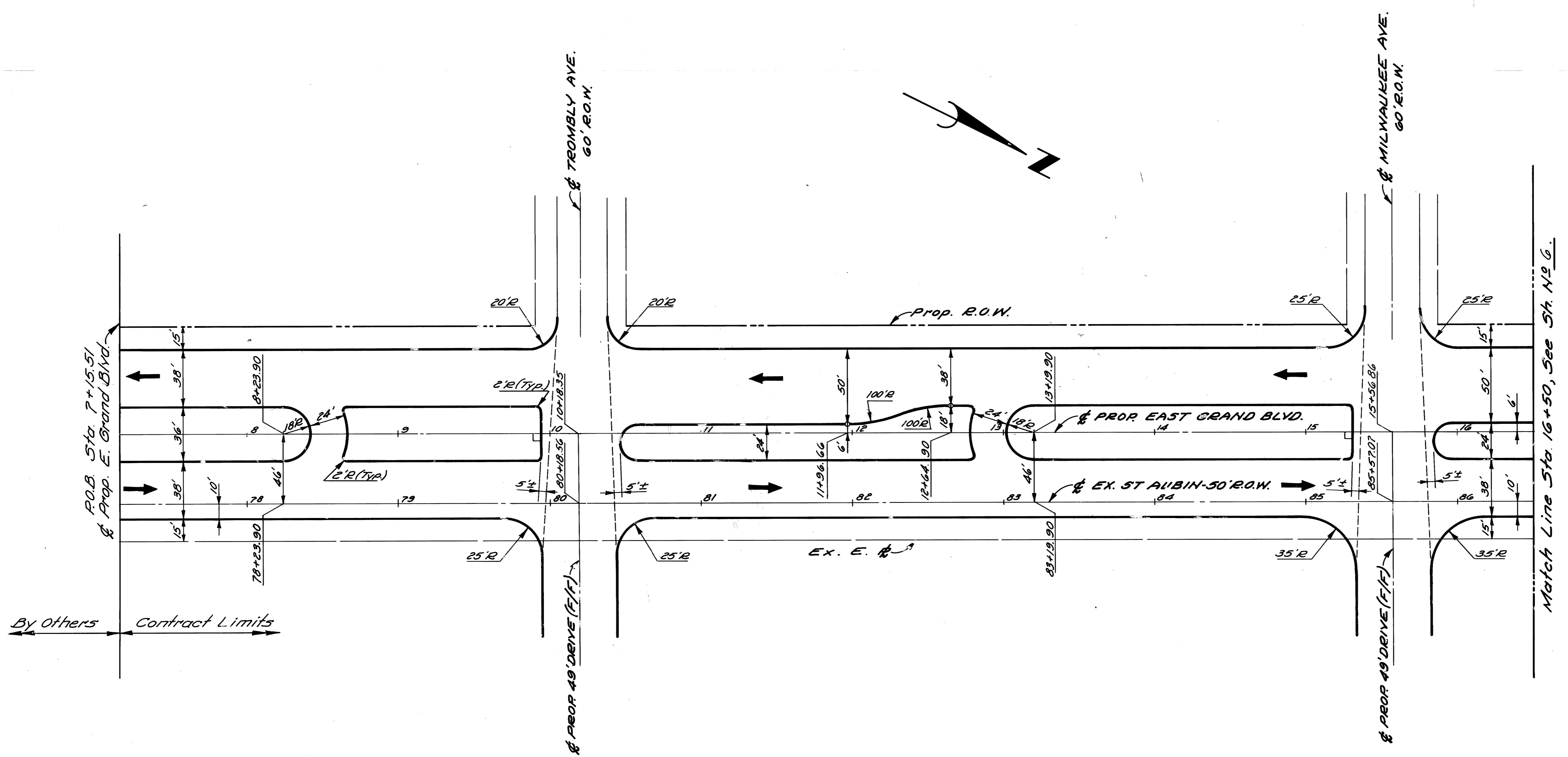
DESIGNED BY	DRAWN BY	TRACED BY	CHECKED BY
	<i>MAP</i>		<i>RP/WB</i>
APPROVED:	ENGINEER OF STREETS		
	<i>Allen [Signature]</i>		
	HIGHWAY ENGINEER		
REFERENCE DRAWINGS	COORDINATES LOCATED BY COORDINATES ON SHEET		
	1	2	

CITY OF DETROIT
CITY ENGINEERING DIVISION - D.P.W.
BUREAUS OF STREETS AND HIGHWAYS

EAST GRAND BOULEVARD RELOCATION

CONSTRUCTION SEQUENCE

SHEET 4 OF 79 SHEETS
CONTRACT NO. 19333 A
ASSIGNMENT NO.
DATE Jan, 1982



COORD	DESCRIPTION	DRN	CK'D	AP'D	DATE

REFERENCE DRAWINGS

DESIGNED BY	
DRAWN BY	MAP
TRACED BY	
CHECKED BY	RP/WB

APPROVED:

ENGINEER OF STREETS

Alvin Pagan

HIGHWAY ENGINEER

CITY OF DETROIT

CITY ENGINEERING DIVISION - D. P. W.

BUREAUS OF STREETS AND HIGHWAYS

EAST GRAND BOULEVARD RELOCATION

ALIGNMENT

STA. 7+15.51 TO STA. 16+50

SCALE: 1" = 40'
SHEET 5 OF 79 SHEETS
CONTRACT NO. 19328A
ASSIGNMENT NO.
DATE Jan, 1962

CURVE DATA

E'BD TO S'BD

Curve #70
 $\Delta = 90^{\circ}24'06.8''$
 $D = 23^{\circ}23'09.7''$
 $R = 245.00'$
 $T = 246.72'$
 $L = 386.56'$
 $E = 102.70'$
 $PC = 37+49.21$
 $PI = 39+35.93$
 $PT = 41+35.77$

N'BD TO W'BD

Curve #71
 $\Delta = 90^{\circ}24'06.8''$
 $D = 25^{\circ}07'47.0''$
 $R = 228.00'$
 $T = 229.60'$
 $L = 359.74'$
 $E = 95.58'$
 $PC = 48+05.35$
 $PI = 50+34.95$
 $PT = 51+65.09$

N'BD

Curve #72
 $\Delta = 12^{\circ}49'41.9''$
 $D = 05^{\circ}35'03.8''$
 $R = 1,026.00'$
 $T = 115.34'$
 $L = 229.72'$
 $E = 6.46'$
 $PC = 21+23.90$
 $PI = 22+39.24$
 $PT = 23+53.62$

Curve #73
 $\Delta = 12^{\circ}42'33.4''$
 $D = 05^{\circ}43'46.5''$
 $R = 1,000.00'$
 $T = 111.37'$
 $L = 221.82'$
 $E = 6.18'$
 $PC = 23+53.62$
 $PI = 24+64.99$
 $PT = 25+75.44$

S'BD

Curve #76
 $\Delta = 16^{\circ}40'23.9''$
 $D = 20^{\circ}14'45.1''$
 $R = 283.00'$
 $T = 41.47'$
 $L = 82.35'$
 $E = 3.02'$
 $PC = 27+49.21$
 $PI = 27+30.68$
 $PT = 28+31.56$

Curve #77
 $\Delta = 33^{\circ}13'49.6''$
 $D = 15^{\circ}54'55.8''$
 $R = 360.00'$
 $T = 107.42'$
 $L = 208.79'$
 $E = 15.69'$
 $PC = 28+88.32$
 $PI = 29+35.74$
 $PT = 30+37.11$

Curve #78
 $\Delta = 16^{\circ}40'34.2''$
 $D = 14^{\circ}19'26.2''$
 $R = 400.00'$
 $T = 58.63'$
 $L = 116.42'$
 $E = 4.27'$
 $PC = 30+37.11$
 $PI = 31+55.74$
 $PT = 32+13.53$

S'BD TO W'BD

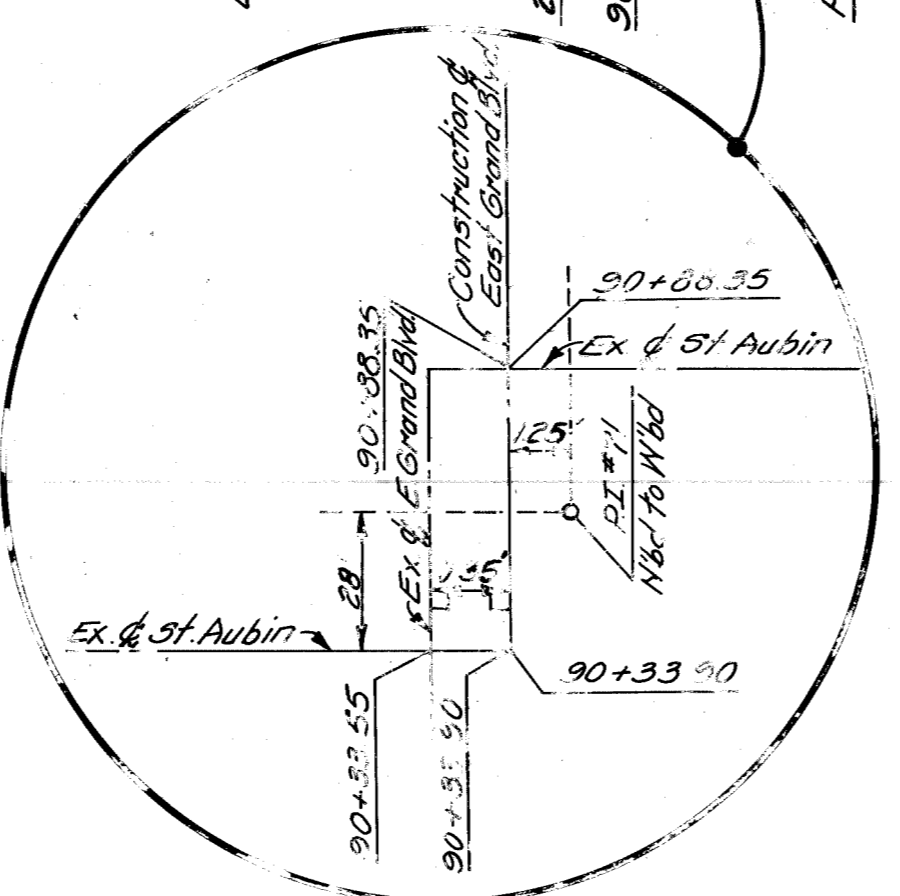
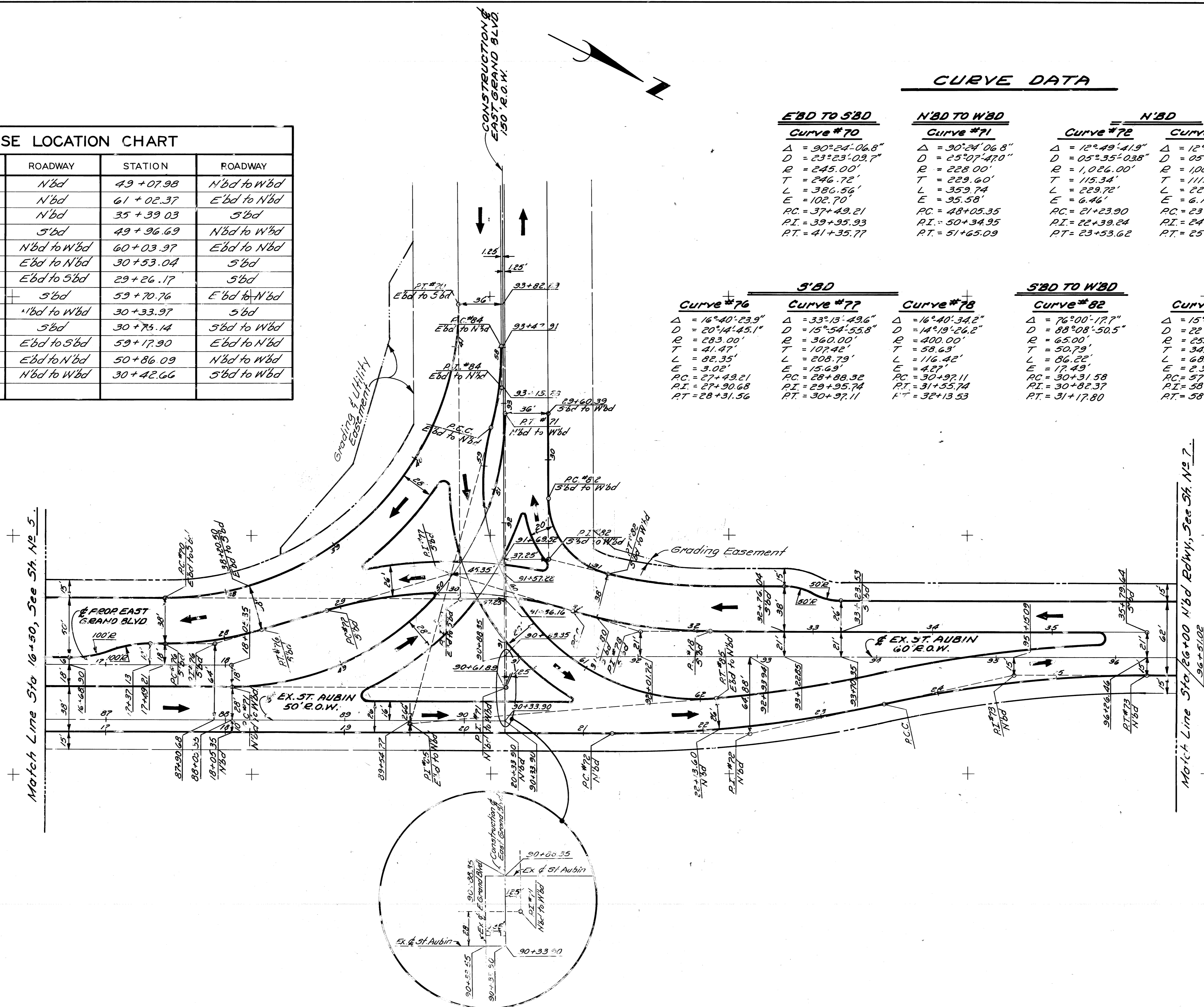
Curve #82
 $\Delta = 76^{\circ}00'17.7''$
 $D = 88^{\circ}08'50.5''$
 $R = 65.00'$
 $T = 50.79'$
 $L = 86.22'$
 $E = 17.49'$
 $PC = 30+31.58$
 $PI = 30+82.37$
 $PT = 31+17.80$

E'BD TO N'BD

Curve #84
 $\Delta = 15^{\circ}28'06.7''$
 $D = 22^{\circ}28'08.2''$
 $R = 255.00'$
 $T = 34.63'$
 $L = 68.85'$
 $E = 2.34'$
 $PC = 57+98.94$
 $PI = 58+33.57$
 $PT = 58+67.79$

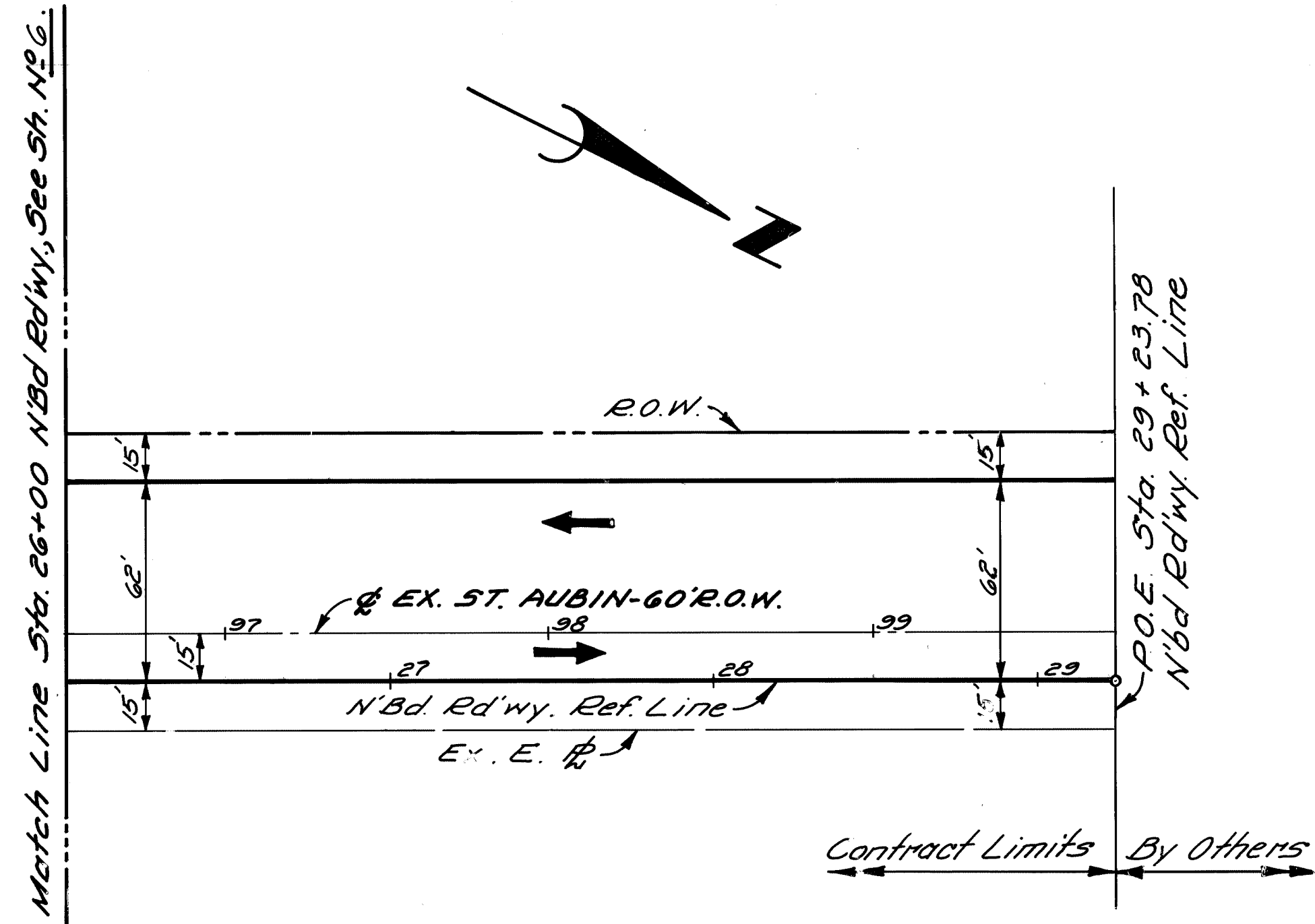
Curve #85
 $\Delta = 110^{\circ}04'33.4''$
 $D = 31^{\circ}49'51.6''$
 $R = 180.00'$
 $T = 257.43'$
 $L = 345.81'$
 $E = 134.12'$
 $PC = 58+67.79$
 $PI = 61+25.22$
 $PT = 62+13.60$

RADIUS	STATION	ROADWAY	STATION	ROADWAY
5'	19+18.91	N'bd	49+07.98	N'bd to W'bd
2'	20+89.24	N'bd	61+02.37	E'bd to N'bd
5.4'	25+36.05	N'bd	35+39.03	S'bd
2'	29+78.45	S'bd	49+96.69	N'bd to W'bd
2'	50+15.04	N'bd to W'bd	60+03.97	E'bd to N'bd
2'	60+21.00	E'bd to N'bd	30+53.04	S'bd
2'	39+09.28	E'bd to S'bd	29+26.17	S'bd
2'	29+99.94	S'bd	59+70.76	E'bd to N'bd
2'	50+50.00	N'bd to W'bd	30+33.97	S'bd
5'	30+64.10	S'bd	30+75.14	S'bd to W'bd
5'	39+93.21	E'bd to S'bd	59+17.90	E'bd to N'bd
2'	59+33.74	E'bd to N'bd	50+86.09	N'bd to W'bd
2'	50+87.65	N'bd to W'bd	30+42.66	S'bd to W'bd

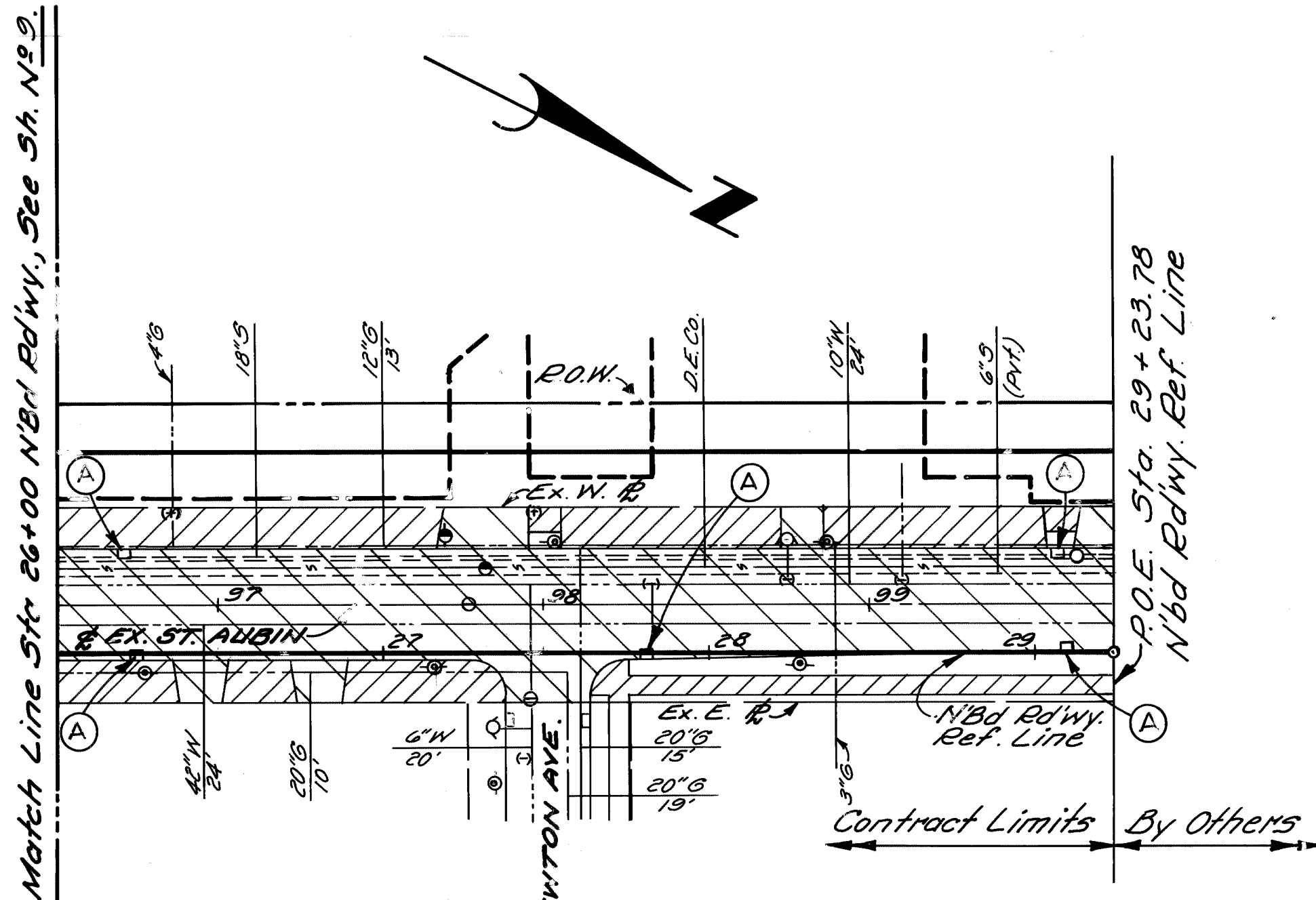


SCALE: 1" = 40'

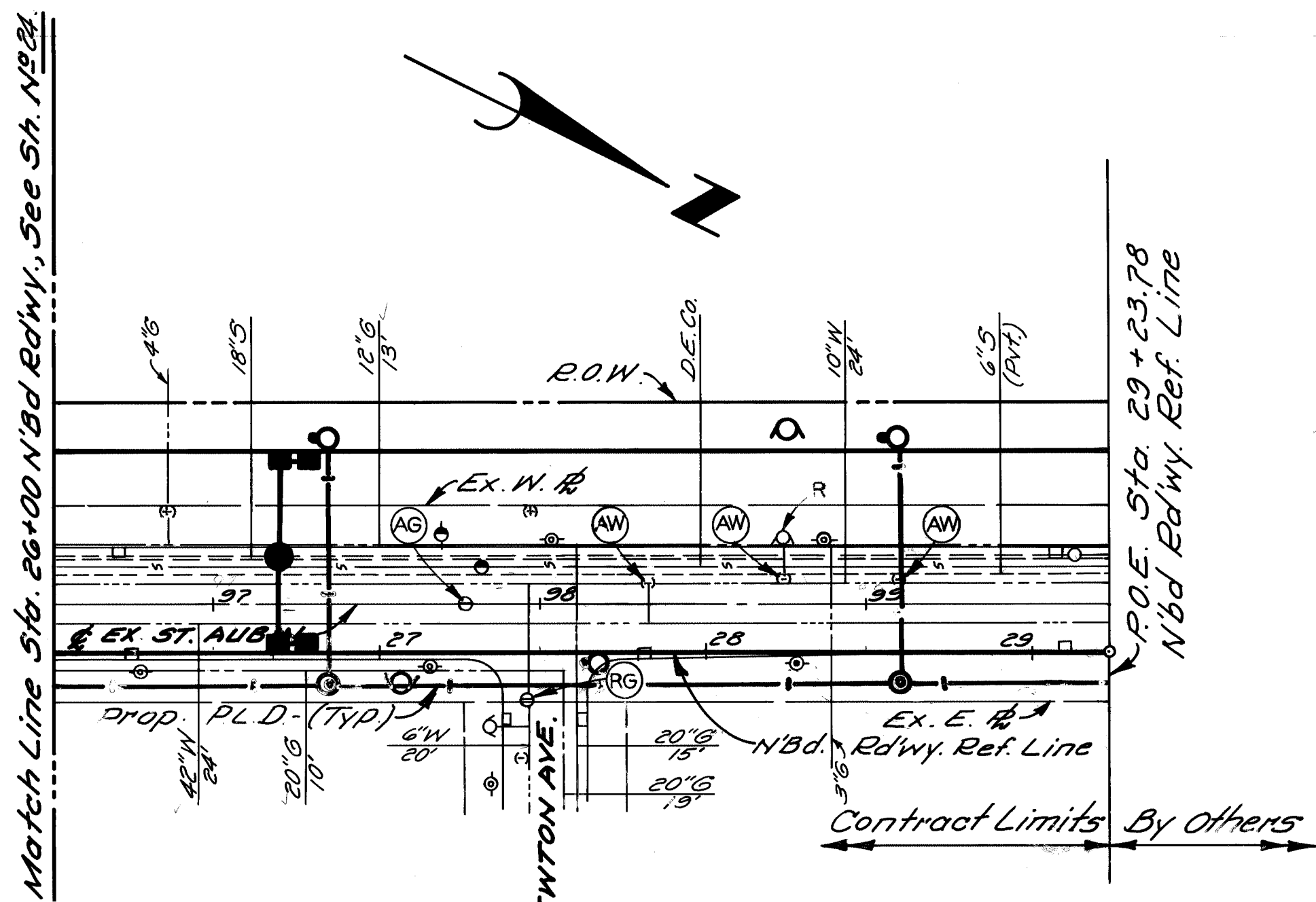
REFERENCE DRAWINGS		DESIGNED BY	APPROVED:	<p align="center">CITY OF DETROIT CITY ENGINEERING DIVISION - D. P. W. BUREAUS OF STREETS AND HIGHWAYS</p>	<p align="center">EAST GRAND BOULEVARD RELOCATION</p> <p align="center">ALIGNMENT</p> <p align="center">STA. 16+50 TO STA. 26+00</p>	SHEET 6 OF 79 SHEETS
		DRAWN BY	ENGINEER OF STREETS			CONTRACT NO. 19333A
		TRACED BY	HIGHWAY ENGINEER			ASSIGNMENT NO.
		CHECKED BY				DATE Jan., 1968
COORD	DESCRIPTION	DRN	CKD	APVD	DATE	
REVISIONS LOCATED BY COORDINATES ON SHEET						



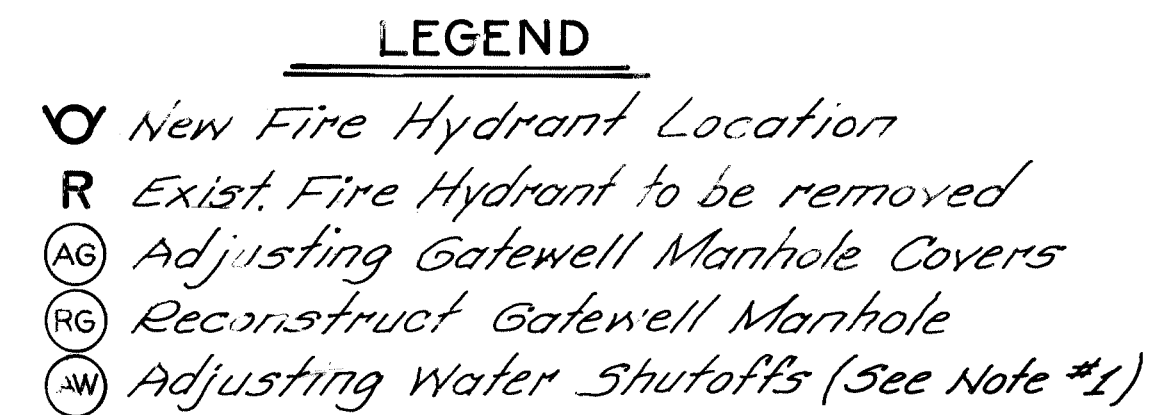
ALIGNMENT
SCALE: 1" = 40'



REMOVALS
SCALE: 1" = 40'



UTILITIES
SCALE: 1" = 40'



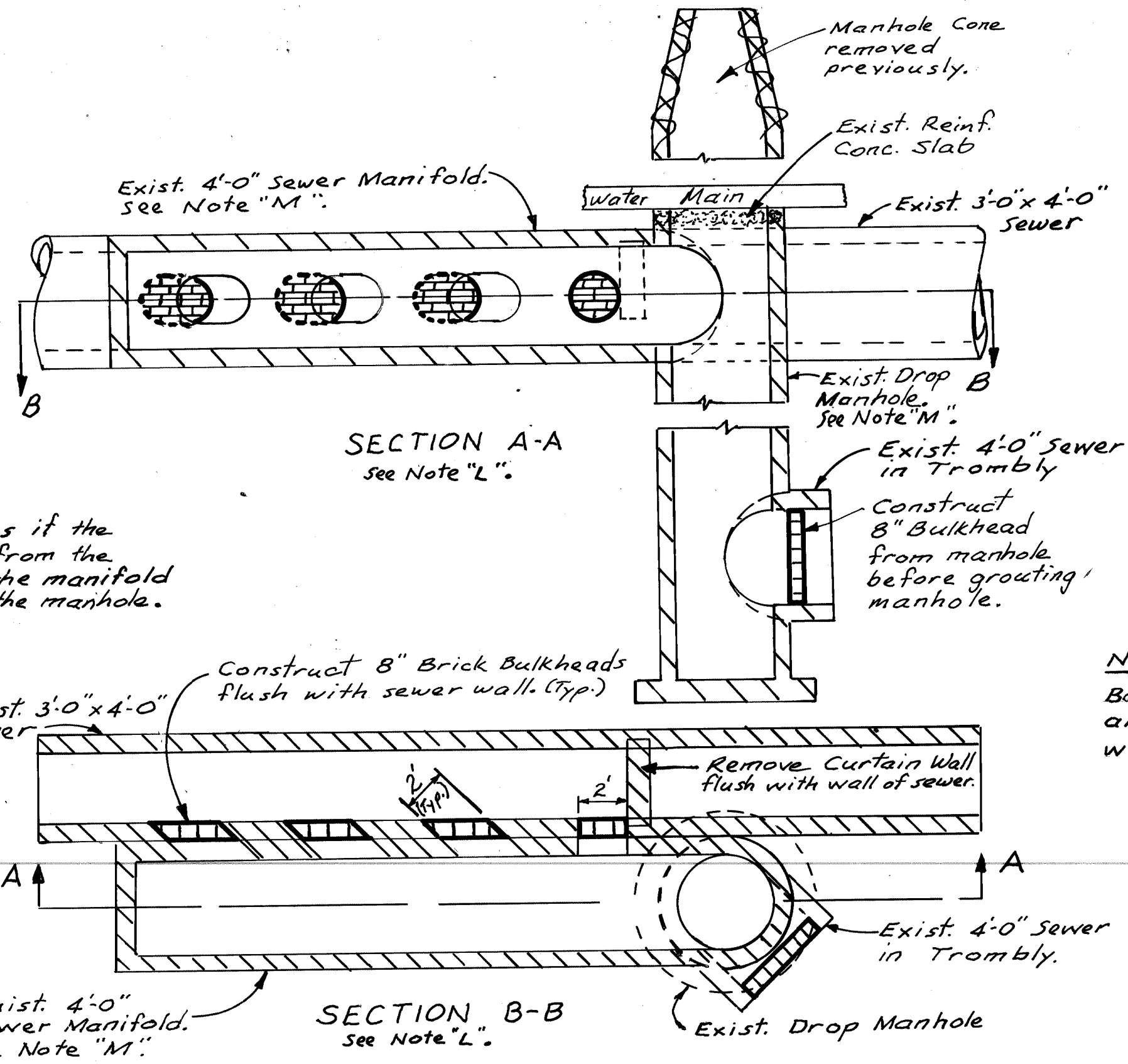
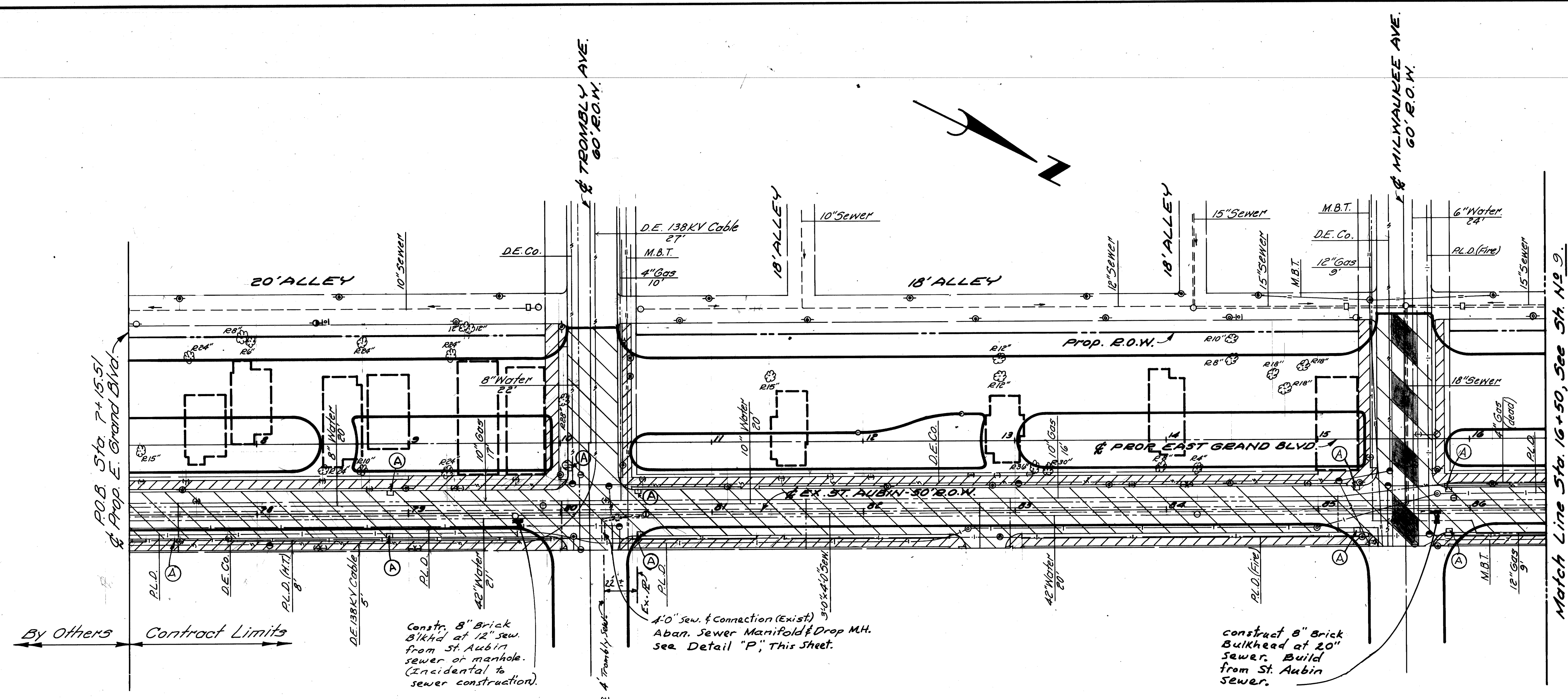
Note #1
The contractor is required to contact the Detroit Water and Sewerage Department for their determination as to which shut-offs must be adjusted.

FIRE HYDRANT QUANTITIES (THIS SHEET)	
PAY ITEM	QUANTITY
Fire Hydrant	1 Each
Relocate Hydrant-Method I	1 Each
Relocate Hydrant-Method II	1 Each

Note: Final location of fire hydrants shall be determined by the Detroit Fire Department at the time of construction.

- NOTES:**
- For Utility Legend, See Sh. No. 36.
 - Locations of existing utility lines are based on the best available records & are not guaranteed for accuracy.

REFERENCE DRAWINGS DESIGNED BY DRAWN BY <i>MAB</i> TRACED BY CHECKED BY <i>RP/WB</i>		APPROVED: ENGINEER OF STREETS HIGHWAY ENGINEER	CITY OF DETROIT CITY ENGINEERING DIVISION - D. P. W. BUREAUS OF STREETS AND HIGHWAYS	EAST GRAND BOULEVARD RELOCATION ALIGNMENT - REMOVALS - UTILITIES STA. 26+00 TO STA. 29+23.78	SHEET 7 OF 79 SHEETS CONTRACT NO. 123330 ASSIGNMENT NO. DATE Jan, 1988
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- REMOVAL LEGEND**
- Removing Pavement
 - Removing Sidewalk
 - Existing Basement
 - Removing Track Encasement
 - Existing Sidewalk or Driveway to Remain
 - Abandoning Drainage Structures
 - Tree Removal

Note "L":
Detail "P" is drawn as if the manhole ran southerly from the manhole. Actually, the manifold runs northerly from the manhole.

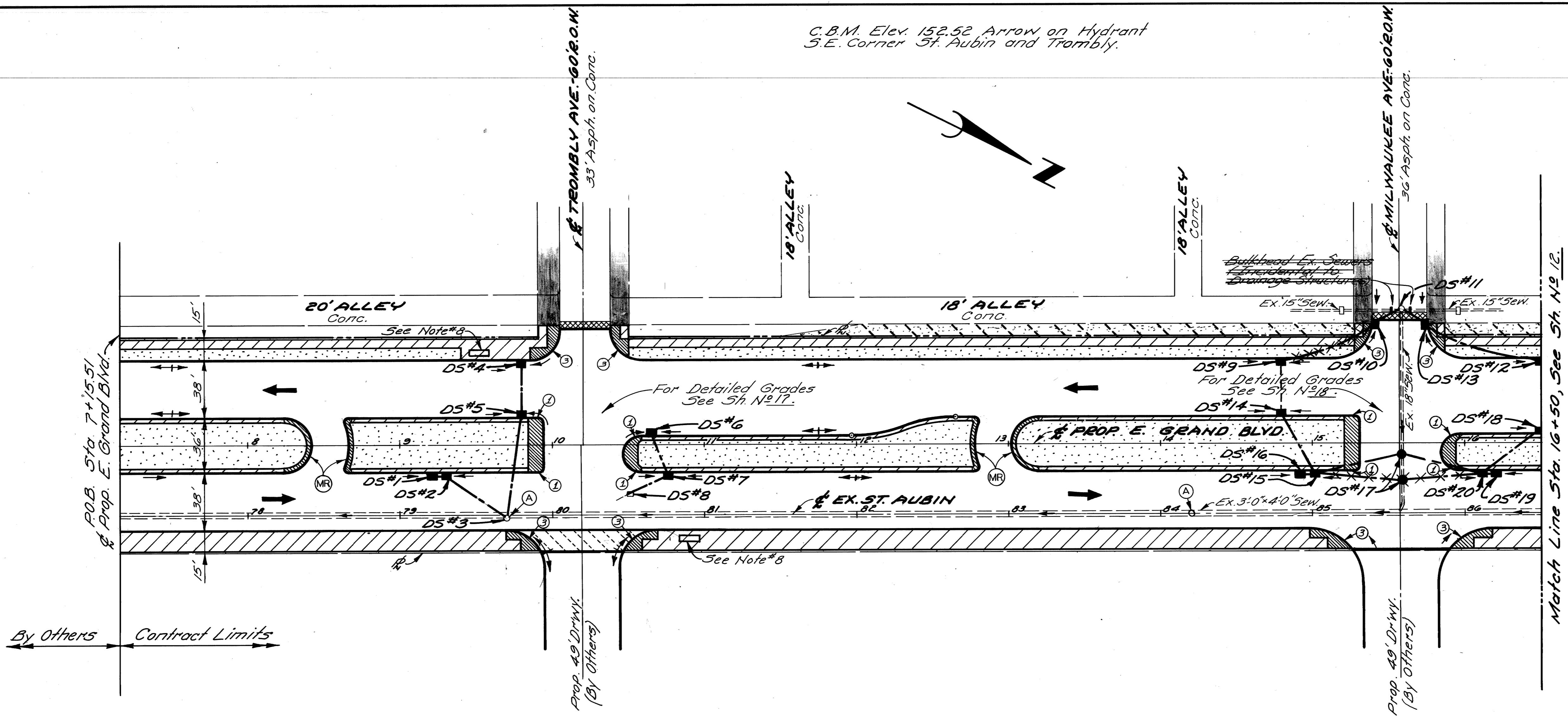
Note "M":
Backfill Exist. drop manhole and 4'-0" sewer manifold with 3-bag conc. mix.

Abandoning Sewer Manifold and Drop Manhole:
There are no access manholes conveniently located. Therefore, a construction shaft will be required. See the supplemental specifications in the Proposal.

- NOTES:**
- For Utility Legend, See Sh. No 36.
 - Locations of existing utility lines are based on the best available records & are not guaranteed for accuracy.

CALL MISS DIG
48 HOURS PRIOR TO
CONSTRUCTION 647-7344

<table border="1"> <tr> <th>COORD</th> <th>DESCRIPTION</th> <th>DRN</th> <th>CKD</th> <th>APVD</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		COORD	DESCRIPTION	DRN	CKD	APVD	DATE							<table border="1"> <tr> <td>DESIGNED BY</td> <td> </td> </tr> <tr> <td>DRAWN BY</td> <td>TMP/RP</td> </tr> <tr> <td>TRACED BY</td> <td> </td> </tr> <tr> <td>CHECKED BY</td> <td>RP/WB</td> </tr> </table>	DESIGNED BY		DRAWN BY	TMP/RP	TRACED BY		CHECKED BY	RP/WB	<table border="1"> <tr> <td>APPROVED:</td> <td> </td> </tr> <tr> <td>ENGINEER OF STREETS</td> <td><i>Allen Pagan</i></td> </tr> <tr> <td>HIGHWAY ENGINEER</td> <td> </td> </tr> </table>	APPROVED:		ENGINEER OF STREETS	<i>Allen Pagan</i>	HIGHWAY ENGINEER		<p align="center">CITY OF DETROIT CITY ENGINEERING DIVISION - D. P. W. BUREAUS OF STREETS AND HIGHWAYS</p>	<p align="center">EAST GRAND BOULEVARD RELOCATION</p> <p align="center">REMOVALS STA. 7 + 15.51 TO STA. 16 + 50</p>	<p>SCALE: 1" = 40'</p> <p>SHEET 8 OF 79 SHEETS</p> <p>CONTRACT NO. 19333A</p> <p>ASSIGNMENT NO. </p> <p>DATE Jan, 1982</p>
COORD	DESCRIPTION	DRN	CKD	APVD	DATE																											
DESIGNED BY																																
DRAWN BY	TMP/RP																															
TRACED BY																																
CHECKED BY	RP/WB																															
APPROVED:																																
ENGINEER OF STREETS	<i>Allen Pagan</i>																															
HIGHWAY ENGINEER																																



C.B.M. Elev. 152.52 Arrow on Hydrant
S.E. Corner St. Aubin and Trembly.

SURFACING LEGEND

- Concrete Pavement - (Reinforced) - 9" Uniform with Integral Curb
- Concrete Pavement - (Nonreinforced) - 8" Uniform with Integral Curb
- 4" Concrete Sidewalk
- 6" Concrete Sidewalk (Ramp areas are paid for separately)
- Removing Bituminous Surface. Replace with Bituminous Approaches.
- Class "B" Sodding with 3" Topsoil
- Exist. Sd'wk. or Dr'wy. to Remain
- Drainage Flow Arrows
- Adjust Drainage Structure Covers
- Reconstructing Drainage Structures
- Sidewalk Ramps, Types 1 & 3
- Mower Ramp (Incidental to Contract Cost, For Details, See Sh. N#35)
- Cereal Rye Seeding

NOTES:

1. For Alignment, See Sh. #5.
2. For Typical Cross-Section, See Sh. #3.
3. For Construction Sequence, See Sh. #4.
4. For Driveway Details, See Sh. #36.
5. For Utility Legend & Symbols, See Sh. #36.
6. For Landscaping, See Sh. #25.
7. For Drainage Structure Information, See Sh. #16.
8. Bus Passenger Shelter: For Details, See Specifications in the Proposal.

COORD	DESCRIPTION	DRN	CK'D	AP'D	DATE
	As Built				9/84
REVISIONS LOCATED BY COORDINATES ON SHEET					

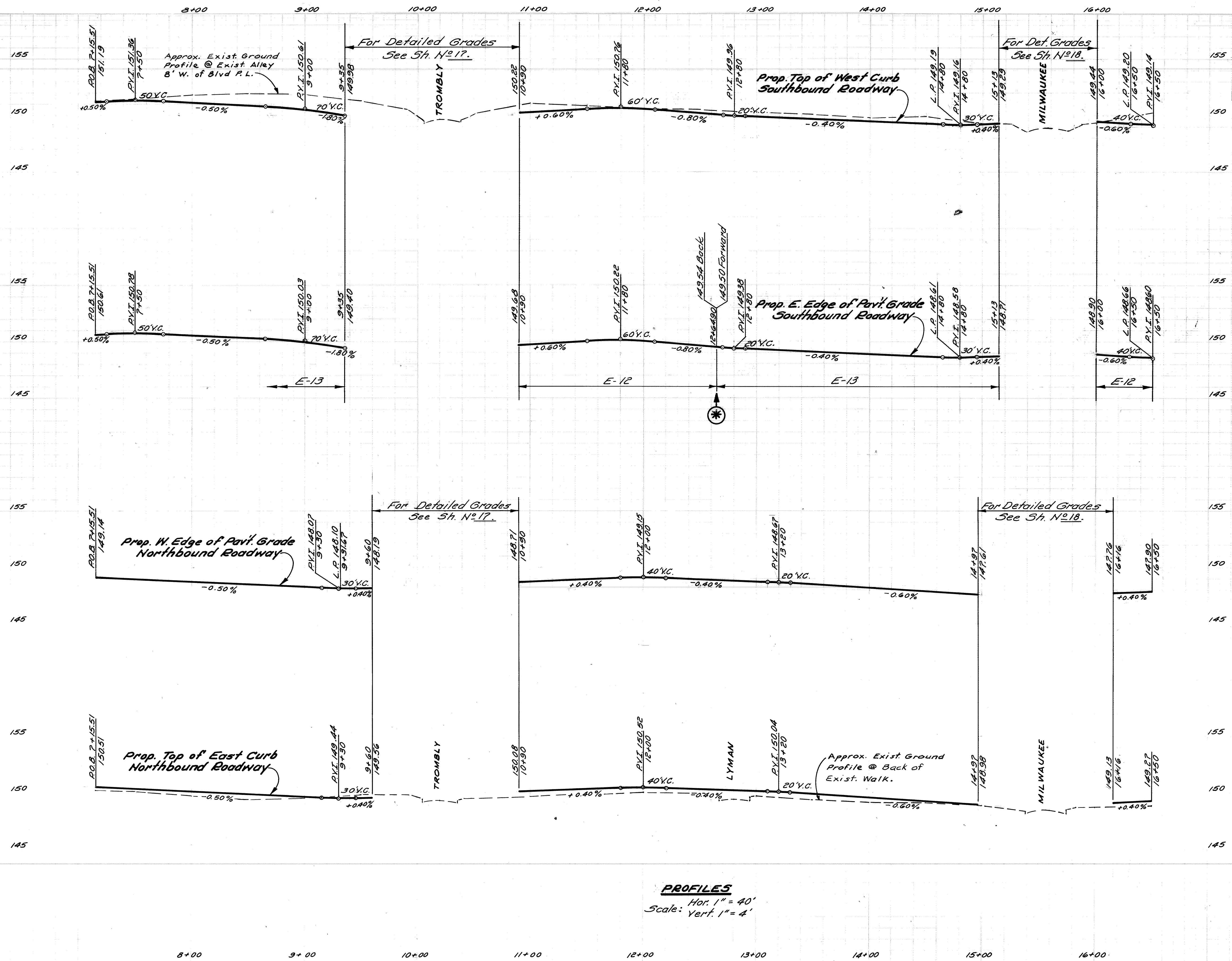
DESIGNED BY	
DRAWN BY	TMB
TRACED BY	
CHECKED BY	RP/WB

APPROVED:
ENGINEER OF STREETS
Allen Kruger
HIGHWAY ENGINEER

CITY OF DETROIT
CITY ENGINEERING DIVISION - D. P. W.
BUREAUS OF STREETS AND HIGHWAYS

EAST GRAND BOULEVARD RELOCATION
PLAN
STA. 7+15.51 TO STA. 16+50

SCALE: 1" = 40'
SHEET 10 OF 79 SHEETS
CONTRACT NO. 19333A
ASSIGNMENT NO.
DATE Jan., 1982



PROFILES
 Hor. 1" = 40'
 Scale: Vert. 1" = 4'

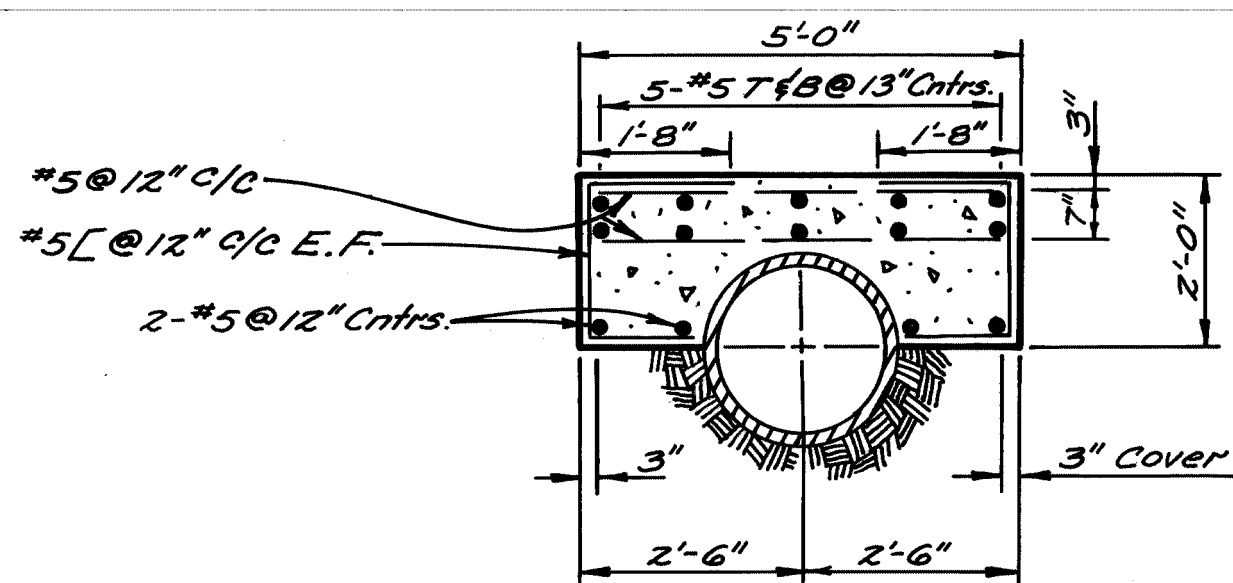
EAST GRAND BOULEVARD RELOCATION

PROFILES
 STA. 7+15.51 TO STA. 16+50

SHEET 11 OF 79 SHEETS
CONTRACT NO. 19333A
DATE Jan., 1982

C.B.M. Elev. 151.83 Arrow on Hydrant NW Corner of St. Aubin & E. Grand Blvd.

14' from South to Sta. 38+74.48. Transition, 14' to 9'. 9' from Sta. 39+25 to Sta. 41+15. Transition, 9' to 6.0' @ Exist. Wall.



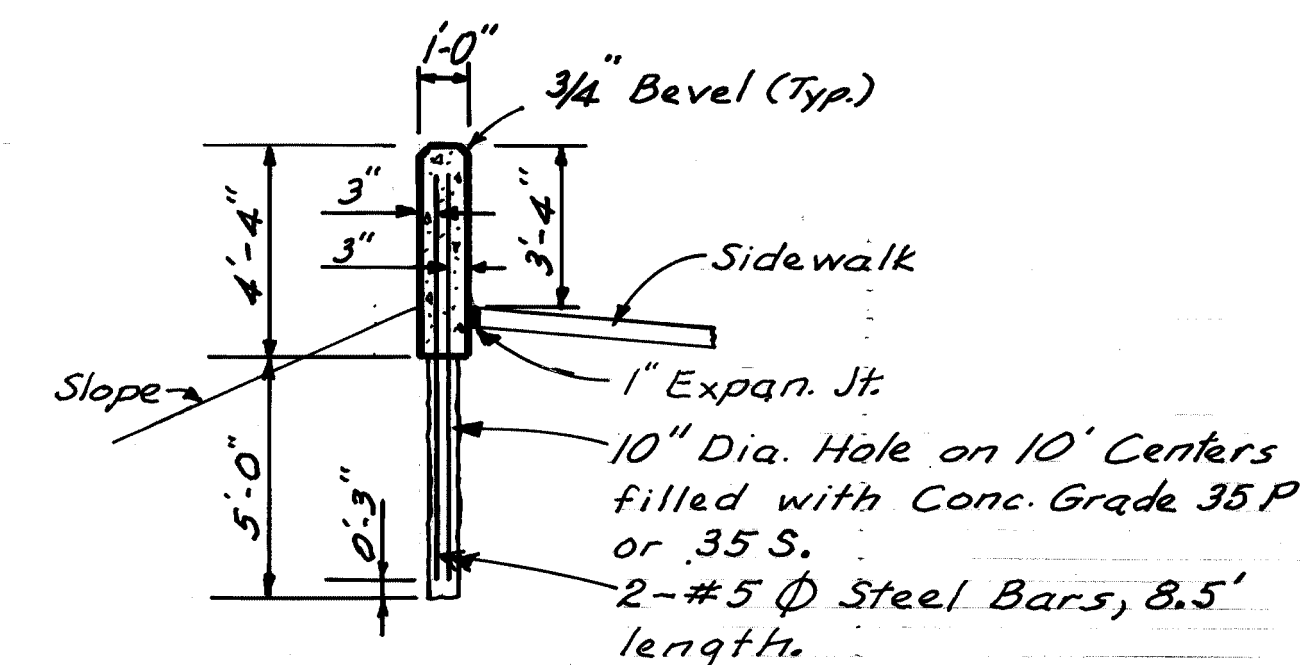
SECTION A-A
SLAB DETAIL OVER EX. 24" SEWER.
REINF. CONC. SEWER CAP.

Expansion-Anchored Lane-Ties are required.

Conc. Curb, Det. "Y", @ End of Ser. Rd. (Blvd Sta. 94+37).

Reinf. Conc. Sewer Cap: Build a 5'-0" x 2'-4 1/2" x 2'-4" thick slab over sewer. (See Section A-A)

1' Conc. Barrier begins at Sta. 39+25 and continues to existing wall. See Conc. Barrier Detail, This Sheet.



CONCRETE BARRIER
(See section C-C)

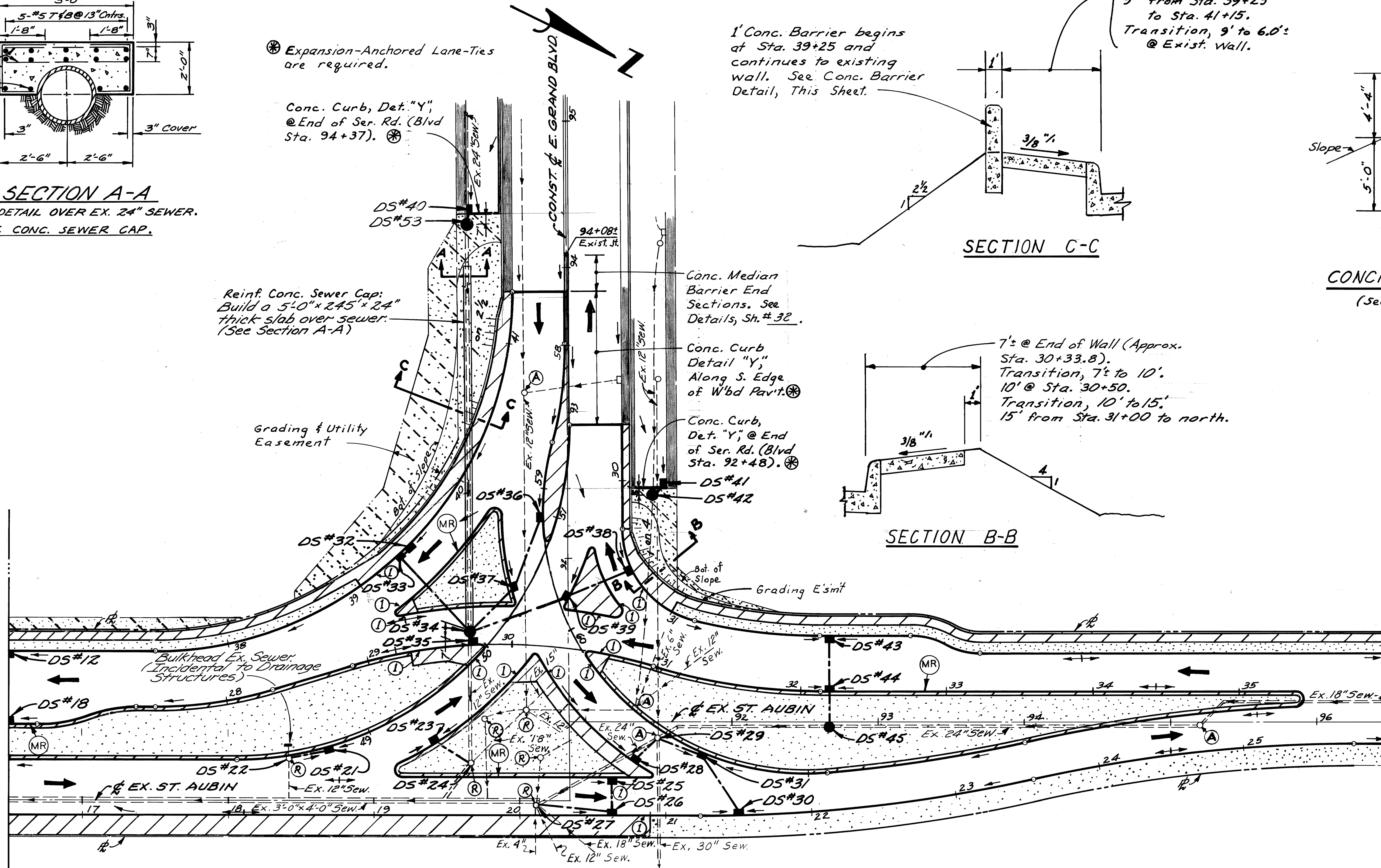
SECTION C-C

7' @ End of Wall (Approx. Sta. 30+33.8). Transition, 7' to 10'. 10' @ Sta. 30+50. Transition, 10' to 15'. 15' from Sta. 31+00 to north.

SECTION B-B

Match Line Sta. 16+50, See Sh. No. 10.

Match Line Sta. 26+00 N'bd. Rdwy. See Sh. No. 13.



SURFACING LEGEND

- Concrete Pavement - (Reinforced) - 9" Uniform with Integral Curb.
- 4" Concrete Sidewalk
- Class "B" Sodding with 3" Topsoil
- Exist. Sd/wk or Drwy. to Remain
- Cereal Rye Seeding
- Drainage Flow Arrows
- (A) Adjust Drainage Structure Covers
- (R) Reconstructing Drainage Structures
- (1, 2, 3) Sidewalk Ramps, Types 1 & 3
- (MR) Mower Ramp (Incidental to Contract Cost, For Details, See Sh. No. 35.)

NOTES:

1. For Alignment, See Sh. # 6.
2. For Typical Cross-Section, See Sh. # 2 & 3.
3. For Construction Sequence, See Sh. # 4.
4. For Driveway Details, See Sh. # 36.
5. For Utility Legend & Symbols, See Sh. # 36.
6. For Landscaping, See Sh. # 26.
7. For Detailed Grades, See Sh. # 19.
8. For Drainage Structure Information, See Sh. # 16.

SCALE: 1" = 40'

CITY OF DETROIT CITY ENGINEERING DIVISION - D. P. W. BUREAUS OF STREETS AND HIGHWAYS				EAST GRAND BOULEVARD RELOCATION PLAN STA. 16+50 TO STA. 26+00		SHEET 12 OF 79 SHEETS CONTRACT NO. 19333A ASSIGNMENT NO. DATE Jan, 1962
DESIGNED BY DRAWN BY TRACED BY CHECKED BY	MAP/RBP RP	APPROVED HIGHWAY ENGINEER				
REVISIONS LOCATED BY COORDINATES ON SHEET						

SCALE	HORIZONTAL	BOOK	LEVEL
	VERTICAL	NO. PG.	DATE
		BEFORE STARTING CONSTRUCTION, CONTRACTOR MUST CHECK WITH UTILITIES FOR LOCATIONS OF EXISTING STRUCTURES WHETHER OR NOT INDICATED ON PLANS.	

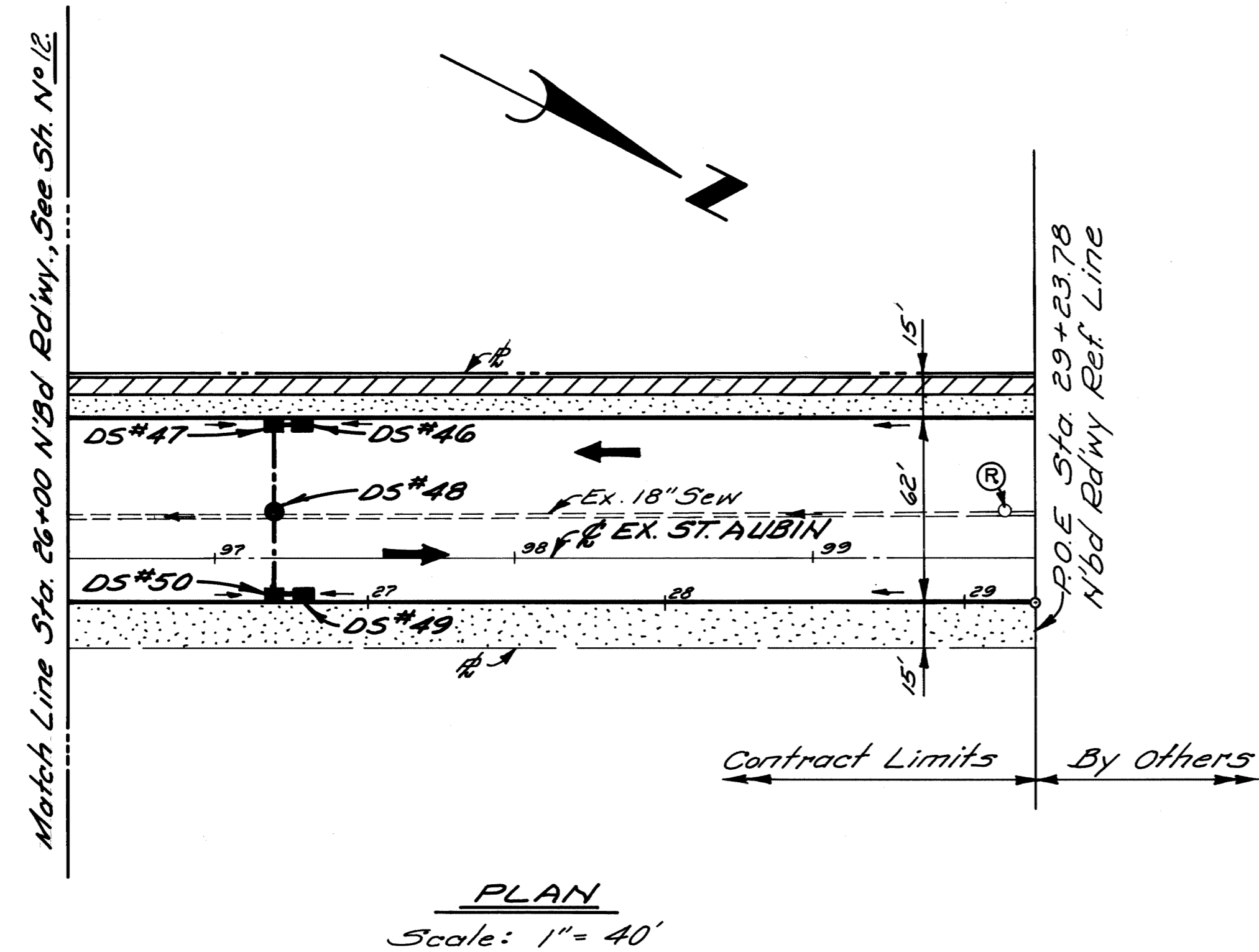
NOTE - FOR SYMBOLS (A) ETC., SEE STANDARD DETAIL DRAWING NO. C-4173

BENCH MARKS ELEV

SURFACING LEGEND

- Concrete Pavement (Reinforced) - 9" Uniform with Integral Curb
- 4" Concrete Sidewalk
- Class "B" Sodding with 3" Topsoil
- Drainage Flow Arrows
- Reconstructing Drainage Structures

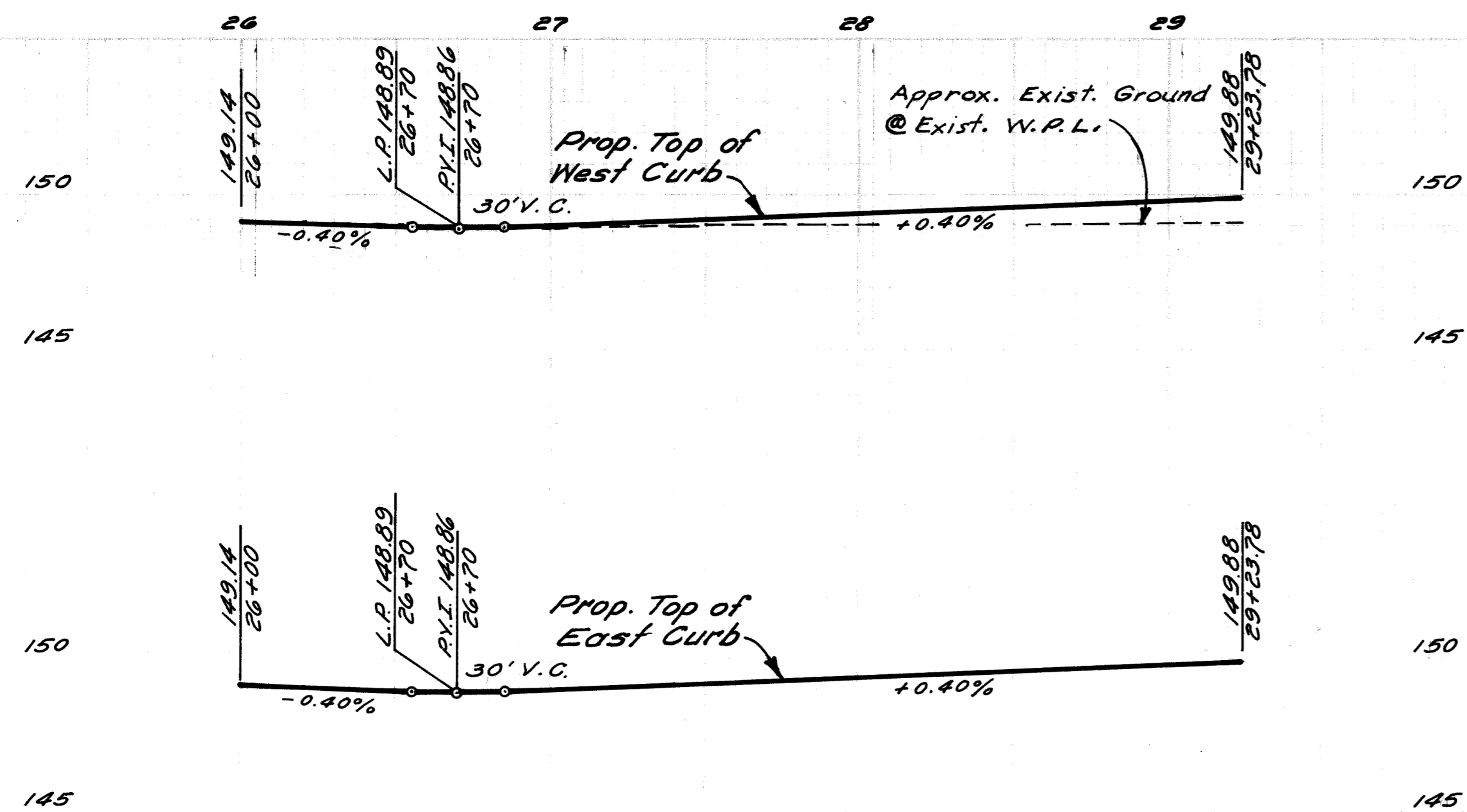
C.B.M. Elev. 152.27 Arrow on Hydrant S. Side of Clay 20' West of R.R. Tracks.



PLAN
Scale: 1" = 40'

NOTES:

1. For Alignment, See Sh.#7.
2. For Typical Cross Section, See Sh.#3.
3. For Construction Sequence, See Sh.#4.
4. For Utility Legend & Symbols, See Sh.#36.
5. For Landscaping, See Sh.#27.
6. For Drainage Structure Information, See Sh.#16.



PROFILES
Hor. 1" = 40'
Scale: Vert. 1" = 4'

DESCRIPTION	DR	N	CK	D	AP	VO	DATE
REVISIONS							
PLAN							
GRADE							
ESTIMATE							
FINAL							

CITY OF DETROIT
CITY ENGINEERING DIVISION - D.P.W.
BUREAUS OF STREETS AND HIGHWAYS

BY: *WAP*
CHECKED BY: *RP*
APPROVED: *Allen Proger*
ENGINEER OF STREETS
HIGHWAY ENGINEER

EAST GRAND BOULEVARD RELOCATION

PLAN AND PROFILES
STA. 26+00 TO STA. 29+23.78

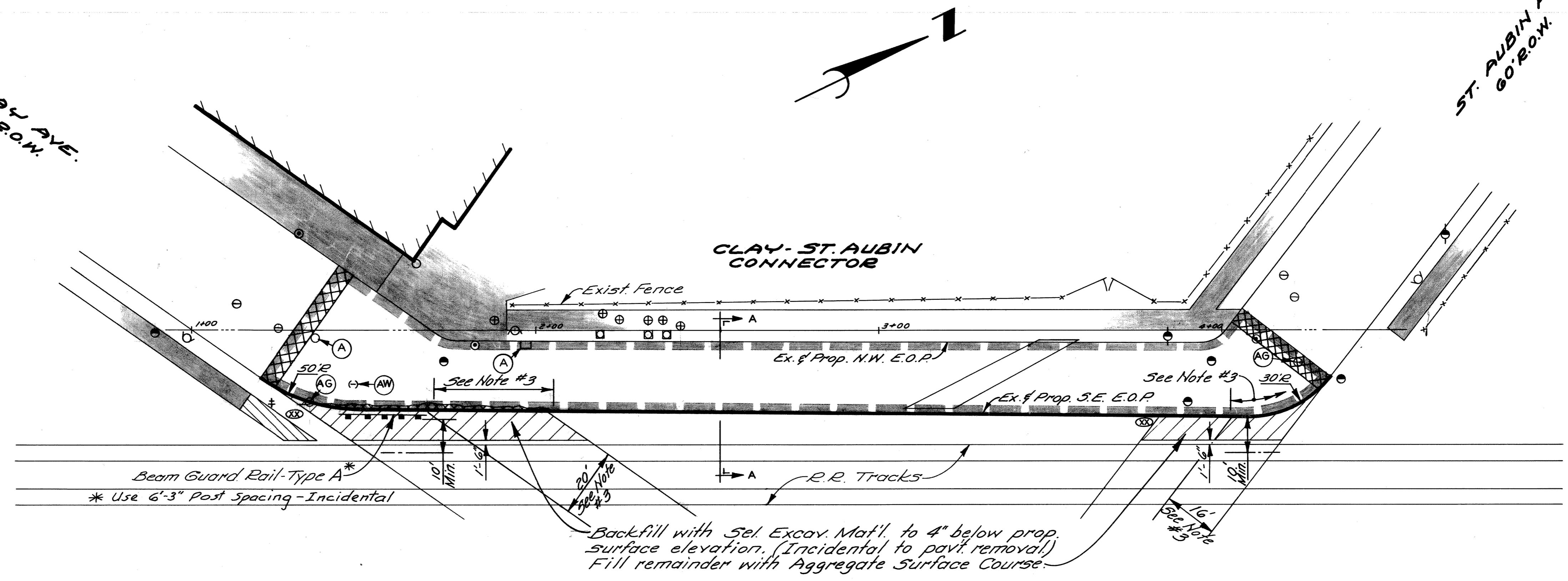
INDEX NO.	SHEET 13 OF 79 SHEETS
CONTRACT NO.	19333A
ASSIGNMENT NO.	
DATE	Jan., 1982

P.B.M. # 41-252A Elev. 148.65(M) - 148.705(R)
N.E. Corner E. Grand Blvd. & DuBois

C.B.M. Elev. 153.14 Arrow on Hydrant
E. Side St. Aubin 200' North of Clay.

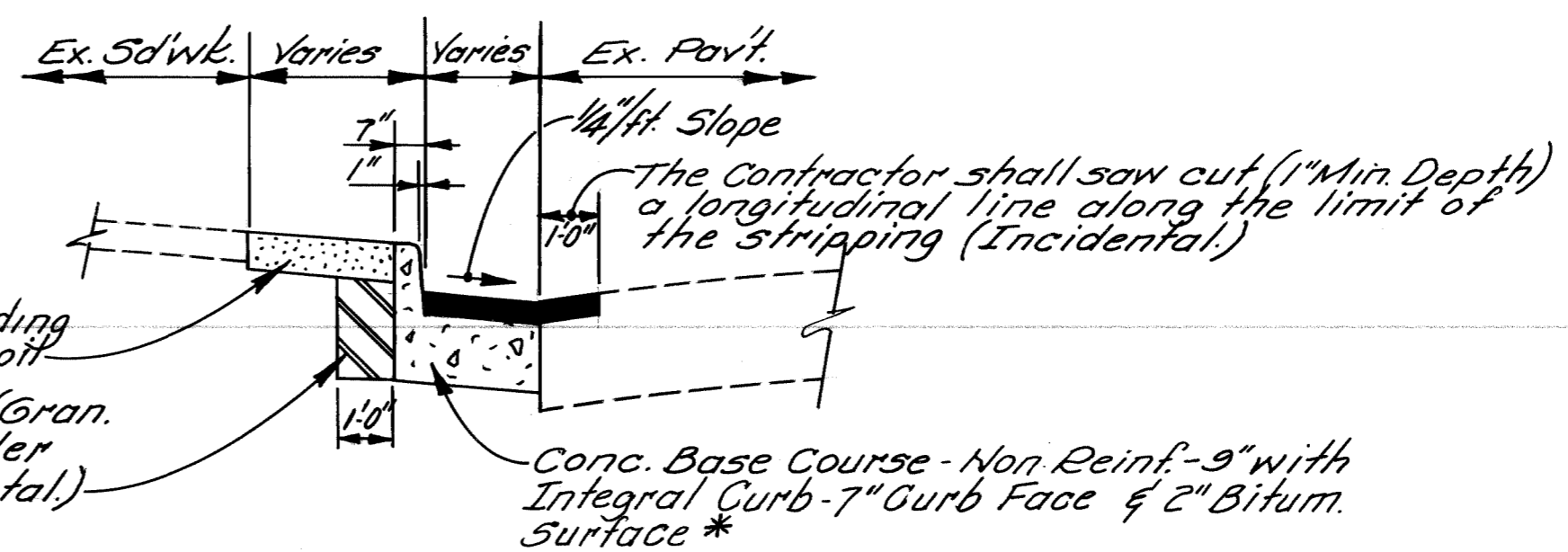
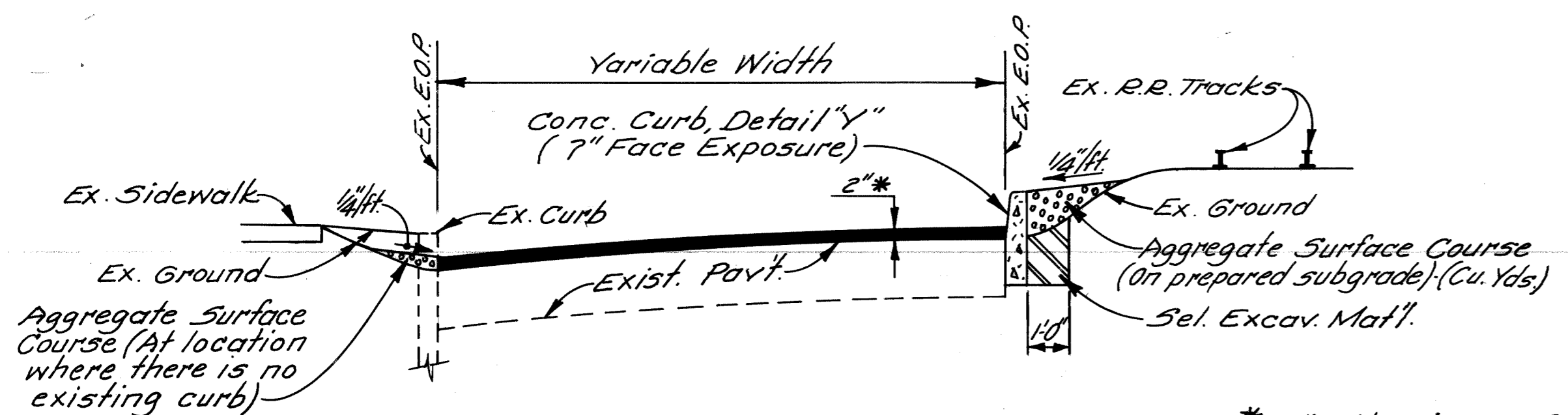
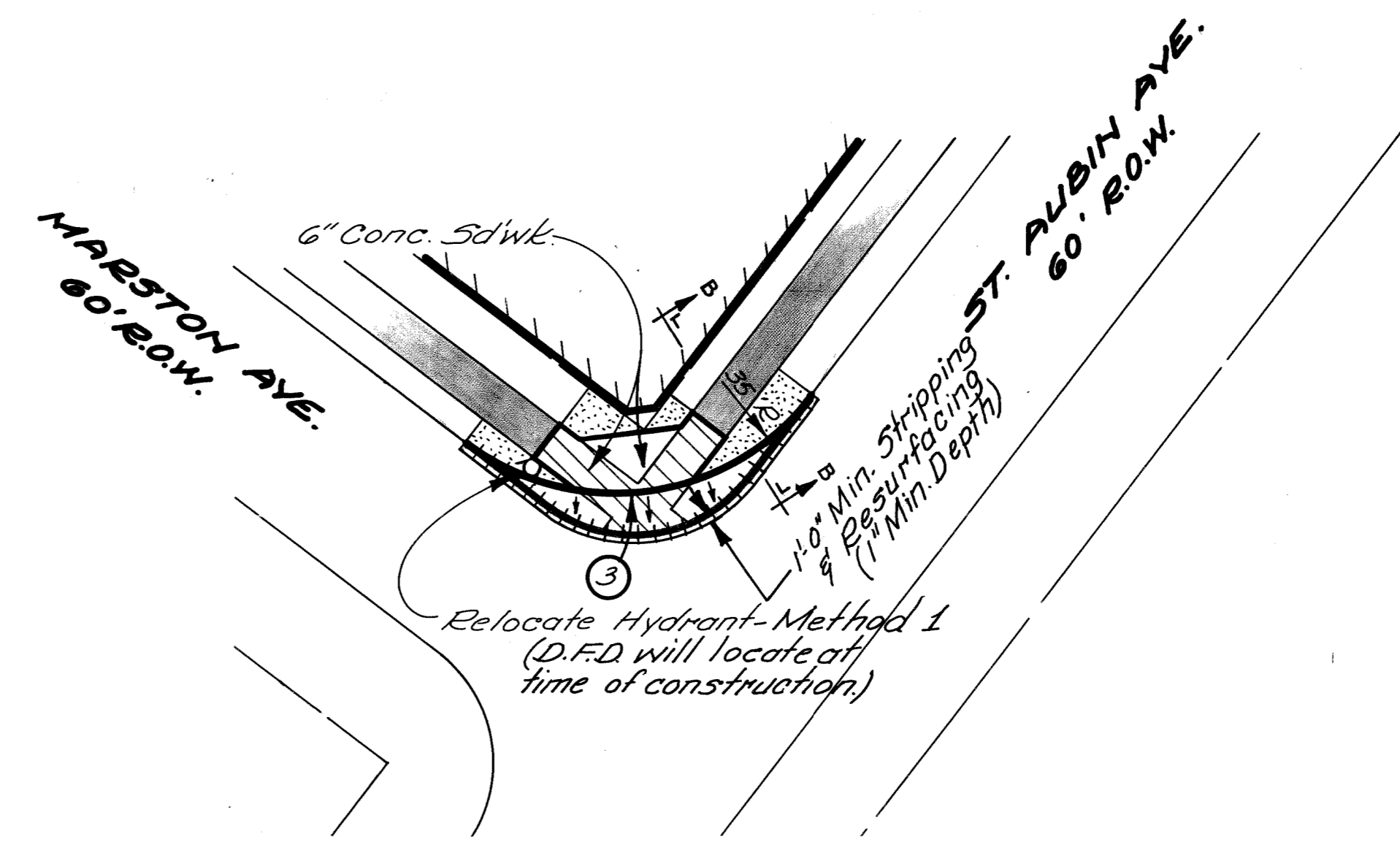
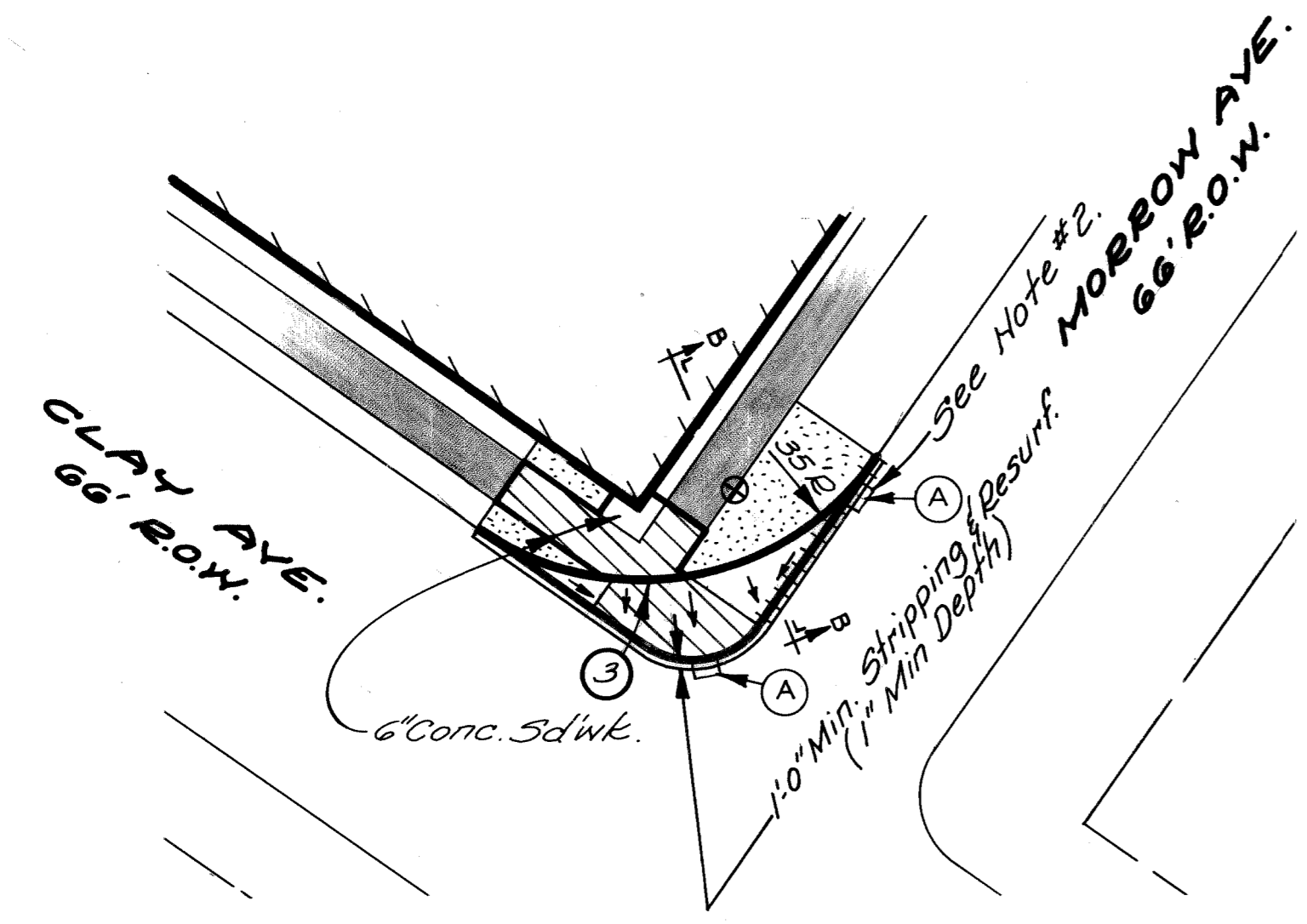
CLAY AVE.
66' R.O.W.

ST. AUBIN AVE.
60' R.O.W.



SURFACING LEGEND

- 2" Bituminous Surface
- Concrete Curb Detail "Y," For Detail, See Sh. #2.
- Bitum. on Conc Base Course - 3" with Int. Curb
- Class "B" Sodding with 3" Topsoil
- Existing Sidewalk or Driveway to Remain
- Existing Building to Remain
- Existing R.R. Signal and Crossing Gate
- Removing Pavement
- Removing Sidewalk
- Removing Curb
- Sidewalk Ramp, Type 3
- Drainage Flow Arrows
- Adjust Drainage Structure Cover
- Adjust Gatewell Cover
- Adjust Water Shutoff
- Removing Bitum. Surf - Resurface.



* 2" Bituminous Surface Consisting Of:
110 #/5.4 of Bit. Mixture N° 1100 L, 20 AA
& 110 #/5.4 of Bit. Mixture N° 1100 T, 20 AA

NOTES:

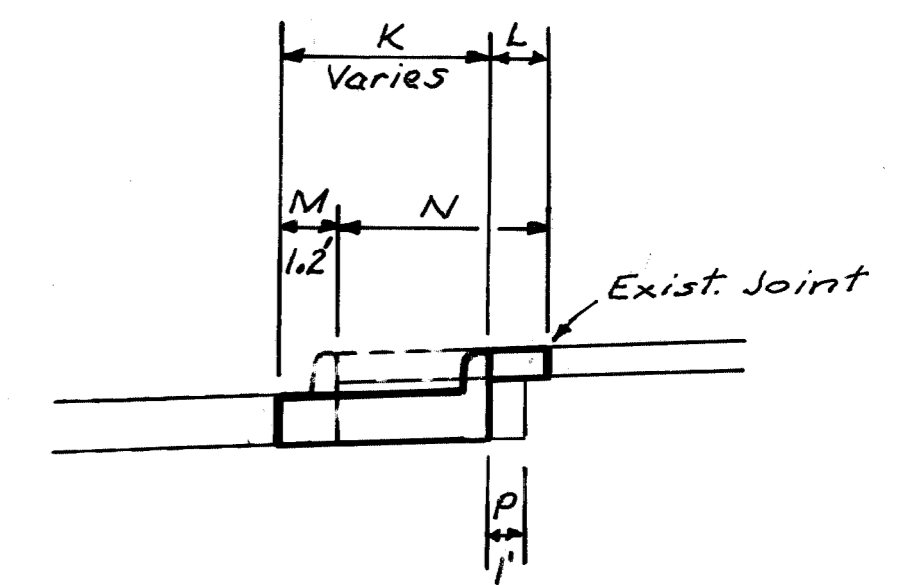
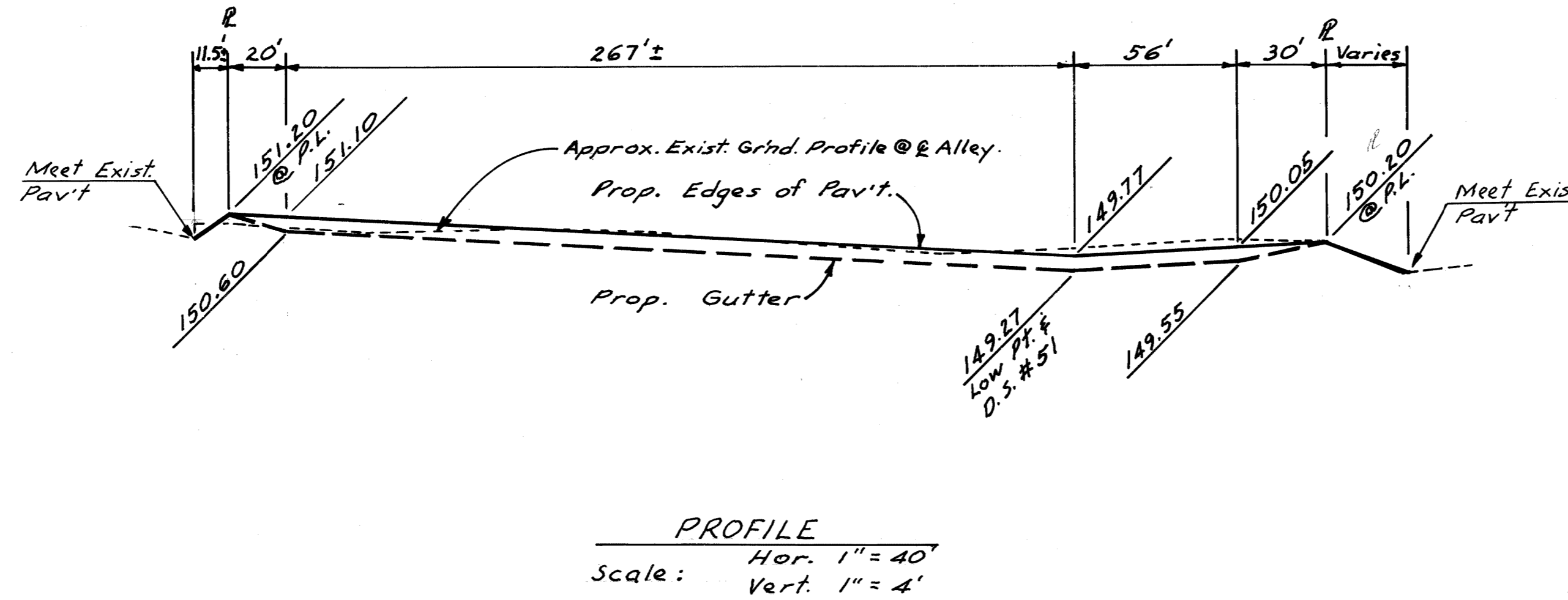
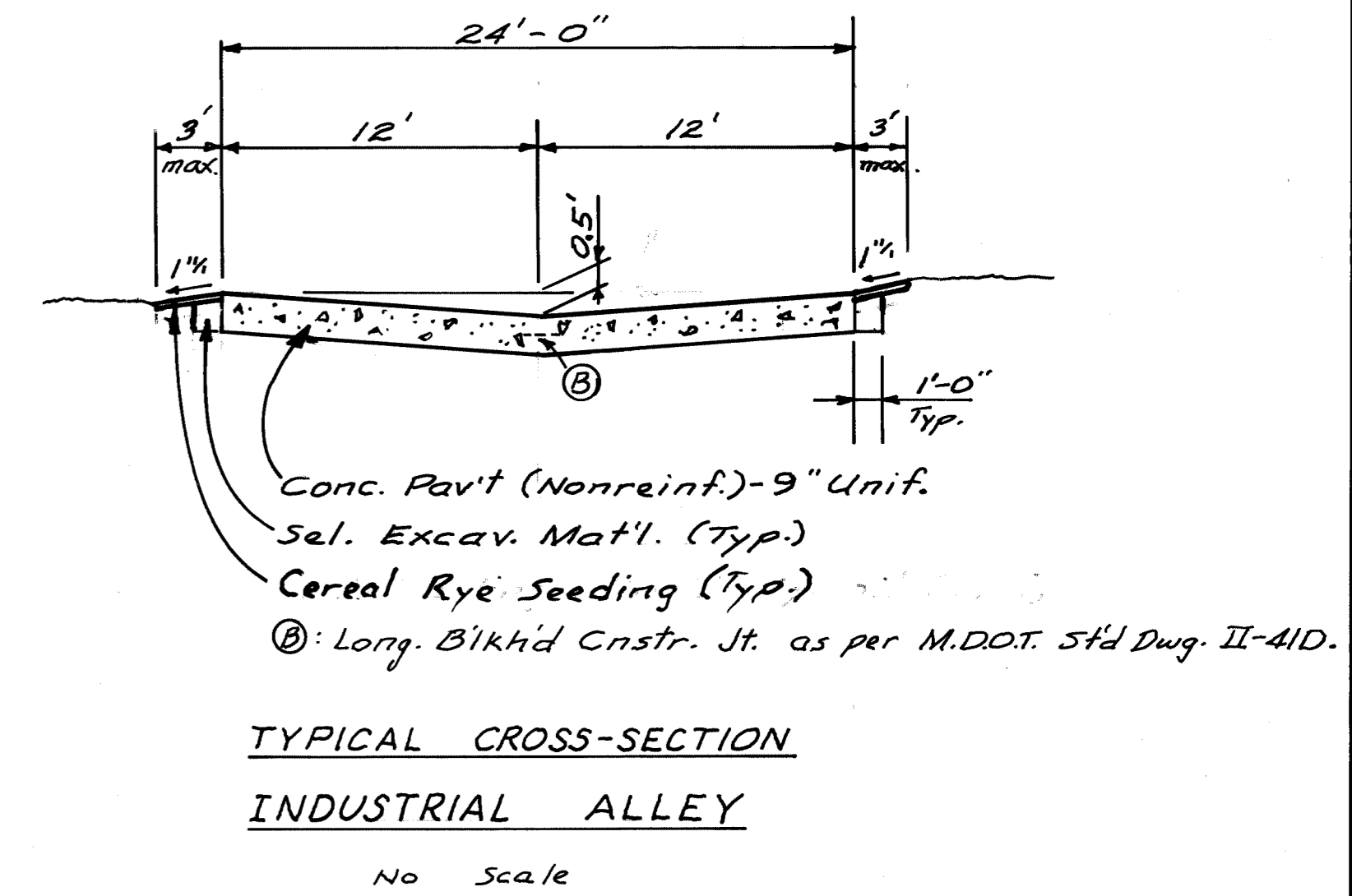
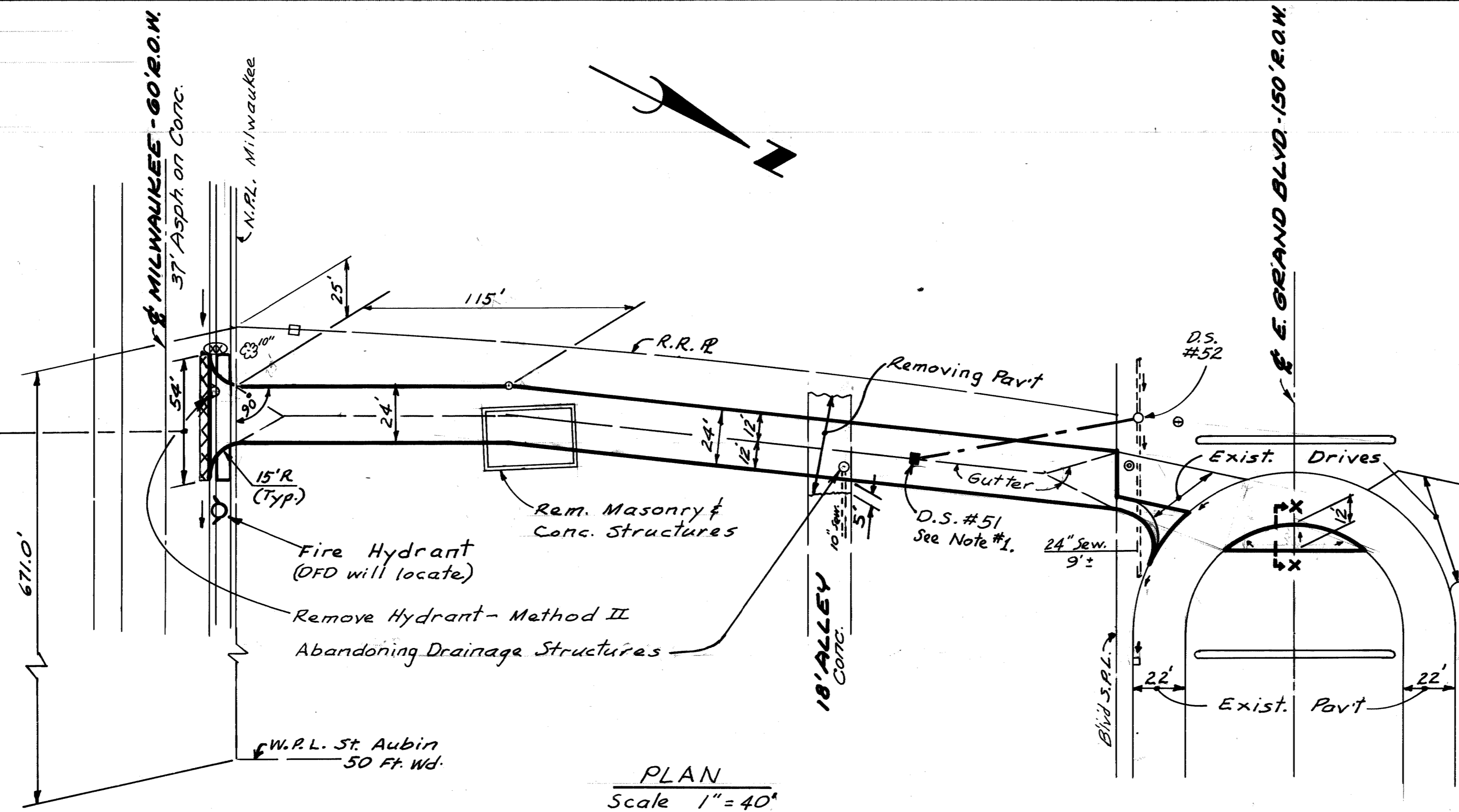
1. For Utility Legend, See Sh. N° 36.
2. Removal of the existing curb box and removal and replacement of the C.B. cover, if necessary, shall be incidental to drainage items.
3. Delay curb construction & pavement removal within these limits until R.R. access at the Ring Rd., southeast of the tracks, is available.

SCALE: 1" = 20'

<p>CITY OF DETROIT CITY ENGINEERING DIVISION - D.P.W. BUREAUS OF STREETS AND HIGHWAYS</p>				<p>EAST GRAND BOULEVARD RELOCATION CLAY - ST. AUBIN CONNECTOR</p>				<p>SHEET 14 OF 79 SHEETS CONTRACT NO. 19333A ASSIGNMENT NO. DATE Jan., 1982</p>																	
<p>DESIGNED BY DRAWN BY <i>MAP</i> TRACED BY CHECKED BY <i>RP</i></p>		<p>APPROVED: ENGINEER OF STREETS <i>Allen Torga</i> HIGHWAY ENGINEER</p>																							
<p>REVISIONS LOCATED BY COORDINATES ON SHEET</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DRN</th> <th>CKD</th> <th>APVD</th> <th>DATE</th> </tr> <tr> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		NO.	DESCRIPTION	DRN	CKD	APVD	DATE	1						2											
NO.	DESCRIPTION	DRN	CKD	APVD	DATE																				
1																									
2																									

C.B.M. Elev. 153.18, Arrow on Hydrant,
 North Side Milwaukee at prop. Alley.
 C.B.M. Elev. 152.43, Arrow on Hydrant,
 East of prop. Alley on E. Grand Blvd S. Ser. Rd.

Removing Curb,
 Rem. Bit. Surf. (Shown Cross-Hatched)
 and Bituminous Approaches.
 Removing Sidewalk.
 Construct: 6" Conc. Sidewalk (Both
 sides Alley Return.)



- K - Construct: Conc. Pav't (Nonreinf.) - 9" Unif. with Integral Curb (Match exist. curb shape - curb face to meet sidewalk).
- L - Construct: 6" Conc. Sidewalk.
- M - Removing Curb (Integral)
- N - Removing Pav't (Rem. Exist. 6" Walk to Joint.)
- P - Granular Mat'l. Cl. II Backfill (Incidental to pav't construction.)

Note: Slope pav't toward exist. pav't to drain.

NOTES:
 1. See Drainage Structure Table, Sh. #16.

DESIGNED BY RP		APPROVED: ENGINEER OF STREETS <i>Allen Piquet</i> HIGHWAY ENGINEER		CITY OF DETROIT CITY ENGINEERING DIVISION - D.P.W. BUREAUS OF STREETS AND HIGHWAYS			EAST GRAND BOULEVARD RELOCATION			SHEET 15 OF 79 SHEETS	
DRAWN BY RP							INDUSTRIAL ALLEY			CONTRACT NO. 19333A	
TRACED BY										ASSIGNMENT NO.	
CHECKED BY WB										DATE Jan., 1982	
REVISIONS LOCATED BY COORDINATES ON SHEET											

DRAINAGE STRUCTURE TABLE

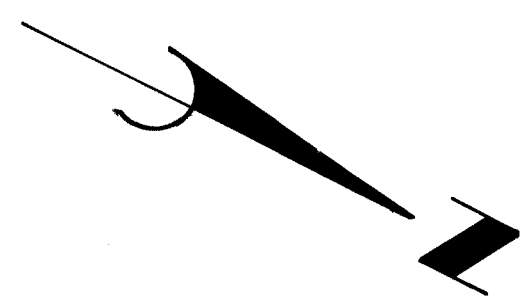
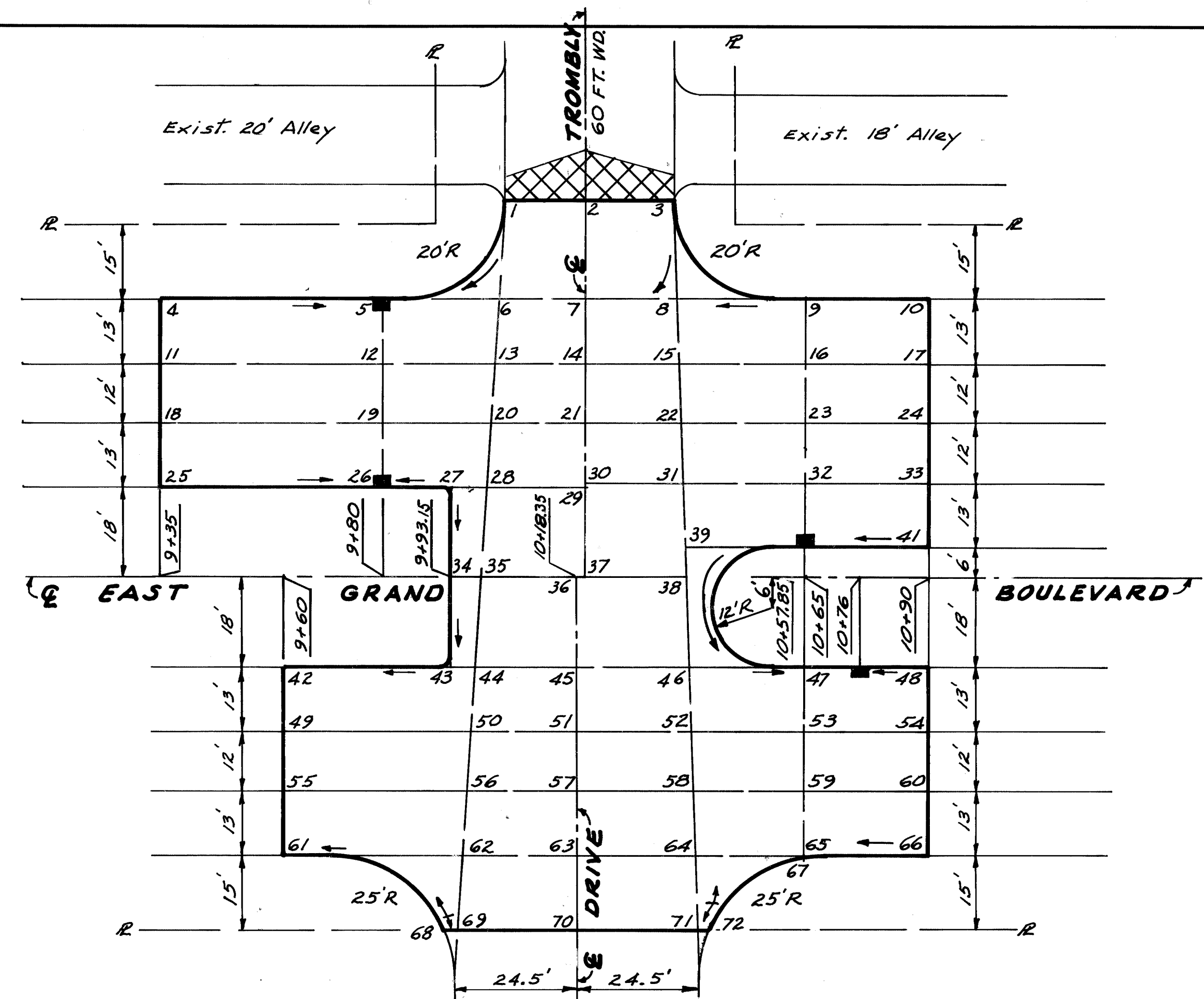
DRAINAGE STRUCTURE NUMBER (D.S.#)	SHEET NUMBER	ROADWAY	STATION	DRAINAGE STRUCTURE TYPE	WITH TRAP (T)	TYPE OF DRAINAGE STRUCTURE COVER	OUTLET SEWER SIZE (IN)	OUTLET SEWER TYPE [C-76-(?)]	OUTLET ELEVATION	OUTLET SEWER RUNS TO:			SEWER LENGTH (FT)	LENGTH OF TRENCH DETAIL 8 (FT)	LENGTH OF TRENCH DETAIL 9 (FT)	SEWER TAP SIZE (IN)	COMMENTS
										DRAINAGE STRUCTURE NUMBER	EXISTING SEWER (SIZE)	INLET ELEVATION					
1		Northbound	9+24	C.B. "A"	~	D	12"	III	143.0	2	~	142.8	5	~	5	~	
2		Northbound	9+31.67	C.B. "B"	T	D	12"	III	140.8	3	~	140.6	42	~	42	12"	Connections shown from D5*2 & D5*5 are temporary. Connect to stubs in proposed replacement S.M.H. (by others) if available.
3		Northbound	9+70±	Ex. S.M.H.	~	~	Ex. 3'-0" x 4'-0"	~	133.1±F	~	~	~	~	~	~	~	
4		Southbound	9+80	C.B. "A"	~	D	12"	III	143.9	5	~	143.7	31	~	31	~	
5		Southbound	9+80	C.B. "B"	T	D	12"	III	140.9	3	~	140.6	61	36	25	~	Passes under Proposed P.L.D.
6		Southbound	10+65	C.B. "A"	~	D	12"	III	F	7	~	F	25	25	~	~	Passes under Proposed P.L.D.
7		Northbound	10+76	C.B. "B"	T	D	12"	III	F	8	~	F	21	~	21	~	Meet outlet of Ex. C.B. (D.S. #8).
8		Northbound	10+51±	Ex. C.B.	~	~	Ex. 12"	~	F	~	~	~	~	~	~	~	Abandon Existing Catch Basin.
9		Southbound	14+80	C.B. "A"	~	D	12"	III	142.3	10	~	142.0	62	16	46	~	
10		Milwaukee	~	C.B. "B"	T	D	12"	III	141.8	11	~	141.6	16	~	16	12"	Passes under Proposed P.L.D.
11		Milwaukee	~	Ex. S.M.H.	~	~	Ex. 18"	~	137.7±F	17	~	135.7±F	~	~	~	~	
12		Southbound	16+50	C.B. "A"	~	D	12"	III	144.6	13	~	144.1	74	16	58	~	
13		Milwaukee	~	C.B. "B"	T	D	12"	III	141.0	11	~	140.8	12	~	12	12"	Passes under Proposed P.L.D.
14		Southbound	14+80	C.B. "A"	~	D	12"	III	142.0	15	~	141.7	42	42	~	~	Passes under Proposed P.L.D.
15		Northbound	15+02	C.B. "B"	T	D	12"	III	141.5	17	~	141.2	51	~	51	~	
16		Northbound	14+94	C.B. "A"	~	D	12"	III	142.4	15	~	142.2	5	~	5	~	Depth of water cushion = 24". Build M.H. directly on Existing 18" Sewer.
17		Milwaukee	~	M.H.-Drop	~	A	Ex. 18"	~	135.7±F	~	~	~	~	~	~	~	
18		Southbound	16+50	C.B. "A"	~	D	12"	III	142.0	20	~	141.7	44	44	~	~	Passes under Proposed P.L.D.
19		Northbound	16+19	C.B. "A"	~	D	12"	III	142.6	20	~	142.4	5	~	5	~	
20		Northbound	16+11	C.B. "B"	T	D	12"	III	140.9	17	~	140.6	46	~	46	~	
21		N'bd-W'bd.	48+70	C.B. "B"	T	D	12"	III	143.0	22	~	142.8	22	~	22	12"	
22		N'bd-W'bd.	18+42±	Ex. S.M.H.	~	~	Ex. 12"	~	131.2±F	~	~	~	~	~	~	~	
23		N'bd-W'bd.	49+35	C.B. "B"	T	D	12"	III	142.0	24	~	141.8	22	22	~	12"	Passes under Proposed P.L.D.
24		N'bd-Island	19+67±	Ex. S.M.H.	~	~	Ex. 24"	~	137.6±F	~	~	~	~	~	~	~	
25		Northbound	20+63	C.B. "A"	~	D	12"	III	140.4	26	~	140.2	21	~	21	~	
26		Northbound	20+63	C.B. "B"	T	D	12"	III	140.0	27	~	139.7	45	~	45	12"	
27		Northbound	20+11±	Ex. S.M.H.	~	~	Ex. 3'-0" x 4'-0"	~	134.0±F	~	~	~	~	~	~	~	
28		E'bd-N'bd.	60+88	C.B. "B"	T	D	12"	III	141.5	29	~	141.3	15	~	15	12"	
29		E'bd-N'bd.	20+95±	Ex. S.M.H.	~	~	Ex. 24"	~	136.0±	~	~	~	~	~	~	~	
30		Northbound	21+50	C.B. "A"	~	D	12"	III	141.3	31	~	141.0	45	~	45	~	
31		E'bd-N'bd.	61+25	C.B. "B"	T	D	12"	III	140.1	29	~	139.9	28	~	28	12"	
32		E'bd-S'bd.	39+43	C.B. "A"	~	D	12"	III	146.2	33	~	146.0	5	~	5	~	
33		E'bd-S'bd.	39+35	C.B. "B"	T	D	12"	III	142.2	34	~	141.8	69	19	50	~	Passes under Proposed P.L.D.
34		Southbound	29+70±	M.H.-Drop	~	A	Ex. 24"	~	137.7±F	24	~	~	~	~	~	~	Build M.H. directly on Existing 24" Sewer. Depth of water cushion = 30".
35		Southbound	29+75	C.B. "B"	T	D	12"	III	144.6	34	~	144.4	1	~	1	~	
36		E'bd-N'bd.	59+20	C.B. "A"	~	D	12"	III	146.7	37	~	146.4	50	~	50	~	Passes over Existing 12" Sewer.
37		E'bd-N'bd.	59+60	C.B. "B"	T	D	12"	III	146.2	34	~	145.9	35	14	21	~	
38		S'bd-W'bd.	30+60	C.B. "A"	~	D	12"	III	144.9	39	~	144.6	45	~	45	~	Passes under Proposed P.L.D.
39		N'bd-W'bd.	50+55	C.B. "B"	T	D	12"	III	139.3	34	~	139.0	61	~	61	~	
40		S. Ser. Dr.	~	C.B. "B"	T	D	12"	III	139.3±F	~	Ex. 24" Sew.	139.1±F	2	~	2	12"	
41		N. Ser. Dr.	~	C.B. "B"	T	D	12"	III	143.6	42	~	143.4	4	~	4	~	
42		N. Ser. Dr.	~	M.H.-Std.	~	A	Ex. 12"	~	143.0±F	~	~	~	~	~	~	~	Build M.H. directly on Existing 12" Sewer.
43		Southbound	32+20	C.B. "A"	~	D	12"	III	143.1	44	~	142.9	31	~	31	~	
44		Southbound	32+20	C.B. "B"	T	D	12"	III	140.6	45	~	140.4	13	13	~	~	
45		Median	32+20	M.H.-Drop	~	A	Ex. 24"	~	136.4±F	29	~	~	~	~	~	~	Build M.H. directly on Existing 24" Sewer. Depth of water cushion = 12".
46		Southbound	26+78	C.B. "A"	~	D	12"	III	143.8	47	~	143.6	5	~	5	~	
47		Southbound	26+70	C.B. "B"	T	D	12"	III	142.8	48	~	142.6	25	~	25	~	
48		Northbound	26+70	M.H.-Drop	~	A	Ex. 18"	~	138.2±F	~	~	~	~	~	~	~	Build M.H. directly on Existing 18" Sewer. Depth of water cushion = 12".
49		Northbound	26+78	C.B. "A"	~	D	12"	III	143.8	50	~	143.6	5	~	5	~	
50		Northbound	26+70	C.B. "B"	T	D	12"	III	138.7±F	48	~	138.5±F	21	~	21	~	
51	15	Ind. Alley	~	C.B. "B"	T	D	12"	III	144.0	52	~	143.5	89	49	40	12"	
52	15	Blvd. Ser. Rd.	~	Ex. S.M.H.	~	~	Ex. 24"	~	F	~	~	~	~	~	~	~	
53	12	S. Ser. Dr.	94+30	M.H.-Drop	~	A	Ex. 24"	~	138.3±F	34	Ex. 24" Sew.	137.7±F	~	~	~	~	Build M.H. directly on Existing 24" Sewer.

<p>DESIGNED BY: <i>R.B.P./W.B.</i></p> <p>DRAWN BY: <i>W.B.</i></p> <p>TRACED BY:</p> <p>CHECKED BY: <i>RP</i></p>	<p>APPROVED:</p> <p style="text-align: center;">ENGINEER OF STREETS</p> <p style="text-align: center;"><i>Allen [Signature]</i></p> <p style="text-align: center;">HIGHWAY ENGINEER</p>	<p>CITY OF DETROIT</p> <p>CITY ENGINEERING DIVISION - D.P.W.</p> <p>BUREAUS OF STREETS AND HIGHWAYS</p>	<p>EAST GRAND BOULEVARD RELOCATION</p> <p>DRAINAGE STRUCTURE TABLE</p>	<p>SHEET 16 OF 79 SHEETS</p> <p>CONTRACT NO. 19333A</p> <p>ASSIGNMENT NO.</p> <p>DATE Jan., 1982</p>
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SCALE	HORIZONTAL	VERTICAL	BOOK NO.	PG.	LEVEL	DATE	BEFORE STARTING CONSTRUCTION, CONTRACTOR MUST CHECK WITH UTILITIES FOR LOCATIONS OF EXISTING STRUCTURES WHETHER OR NOT INDICATED ON PLANS.

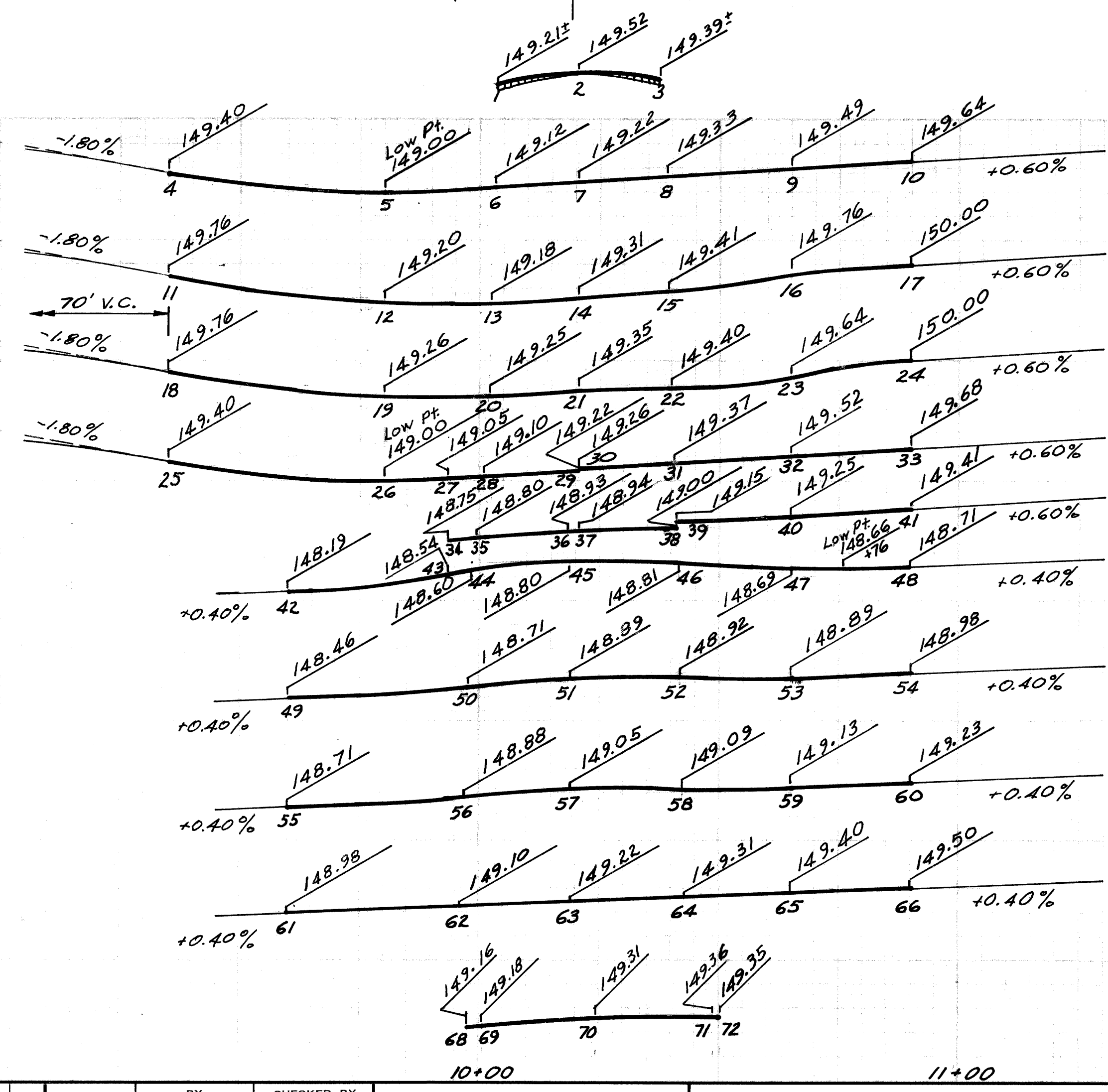
NOTE - FOR SYMBOLS (A) ETC. SEE STANDARD DETAIL DRAWING NO. C-4173

BENCH MARKS ELEV.



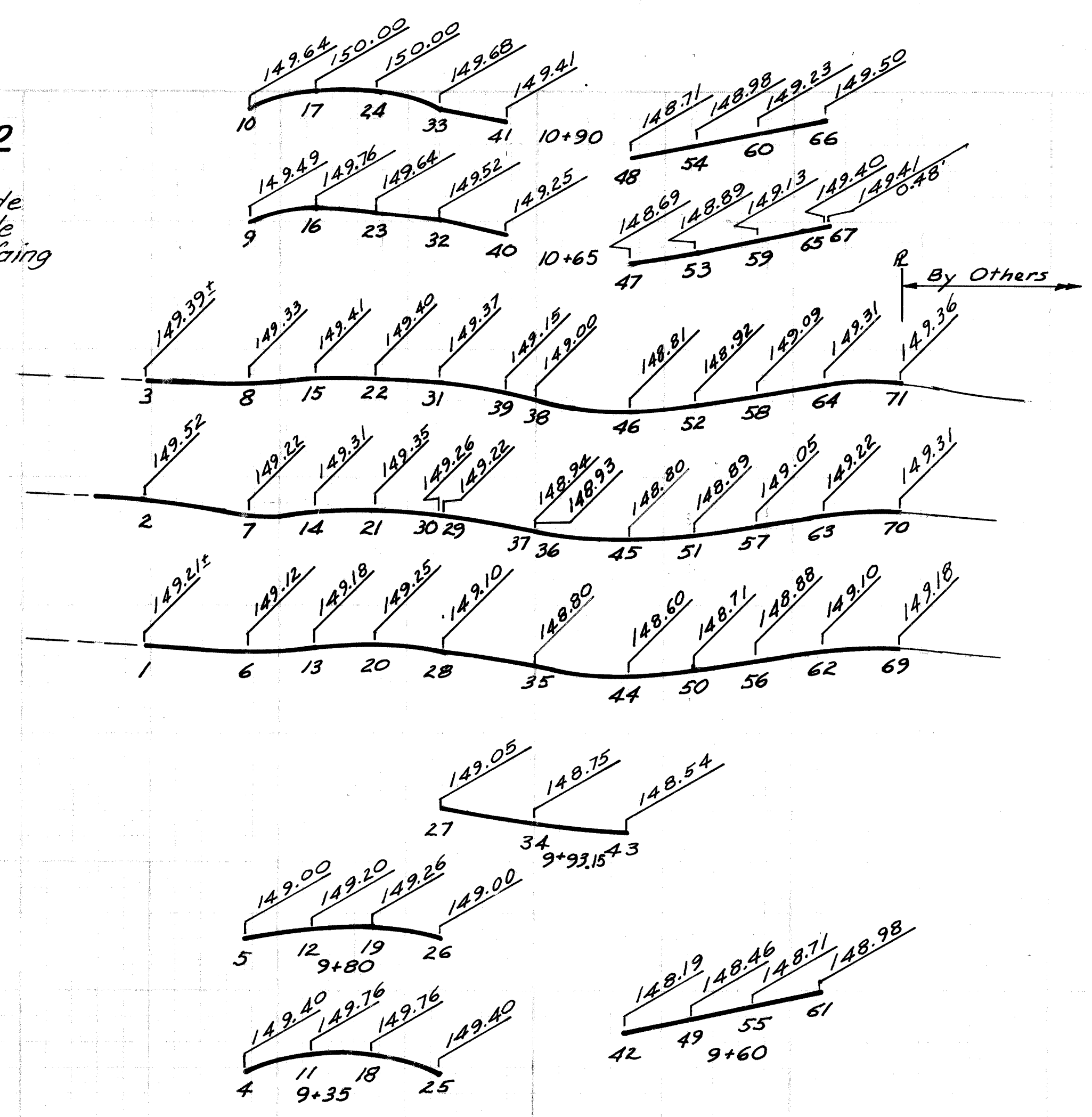
- LEGEND**
- XXXX Stripping & Resurfacing.
 - Prop. Catch Basin.
 - Prop. Direction of Surface Drainage.
 - Outline of Detailed Grade Area.

PLAN
Scale: 1" = 20'



- PROFILE LEGEND**
- Detailed Grade
 - Prop. Pavt. Grade
 - Exist. Pavt. Grade
 - XXXX Stripping & Resurfacing

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



PLAN	BY RP	CHECKED BY WB	APPROVED:
GRADE	RP	WB	ENGINEER OF STREETS
ESTIMATE			<i>Allen Proger</i> REGISTERED PROFESSIONAL ENGINEER MICHIGAN
DESCRIPTION	DR'N	CK'D	AP'VD
REVISIONS	CHECK	REVIEW	HEAD CIVIL ENGINEER

CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
CITY ENGINEERS OFFICE

EAST GRAND BOULEVARD RELOCATION
DETAILED GRADES
E. GRAND BLVD. AT TROMBLY

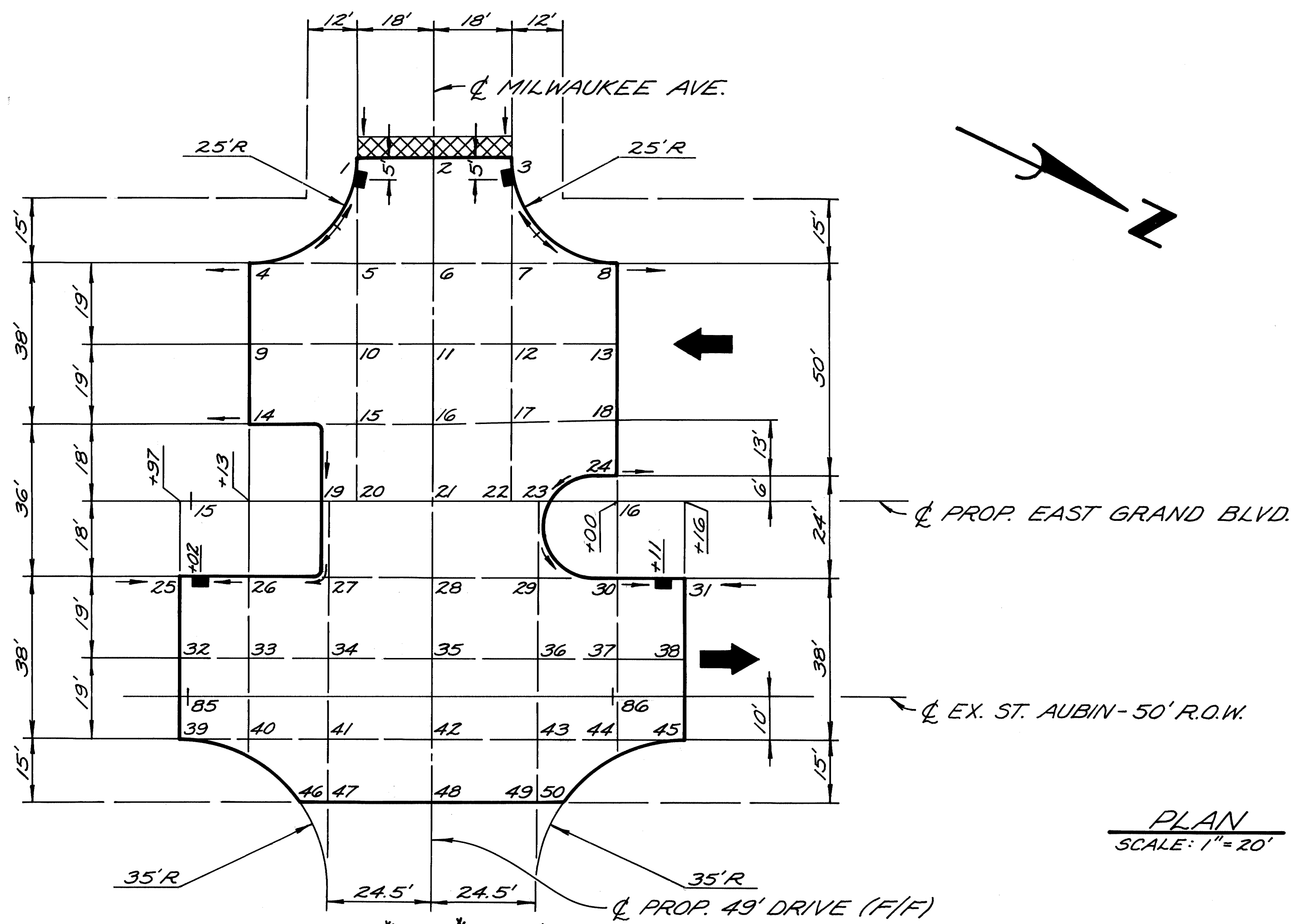
INDEX NO.	SHEET 17 OF 79 SHEETS
CONTRACT NO.	19333A
ASSIGNMENT NO.	
DATE	Jan, 1982

SCALE	HORIZONTAL	VERTICAL	BOOK	NO.	PG.	LEVEL	DATE

BEFORE STARTING CONSTRUCTION, CONTRACTOR MUST CHECK WITH UTILITIES FOR LOCATIONS OF EXISTING STRUCTURES WHETHER OR NOT INDICATED ON PLANS.

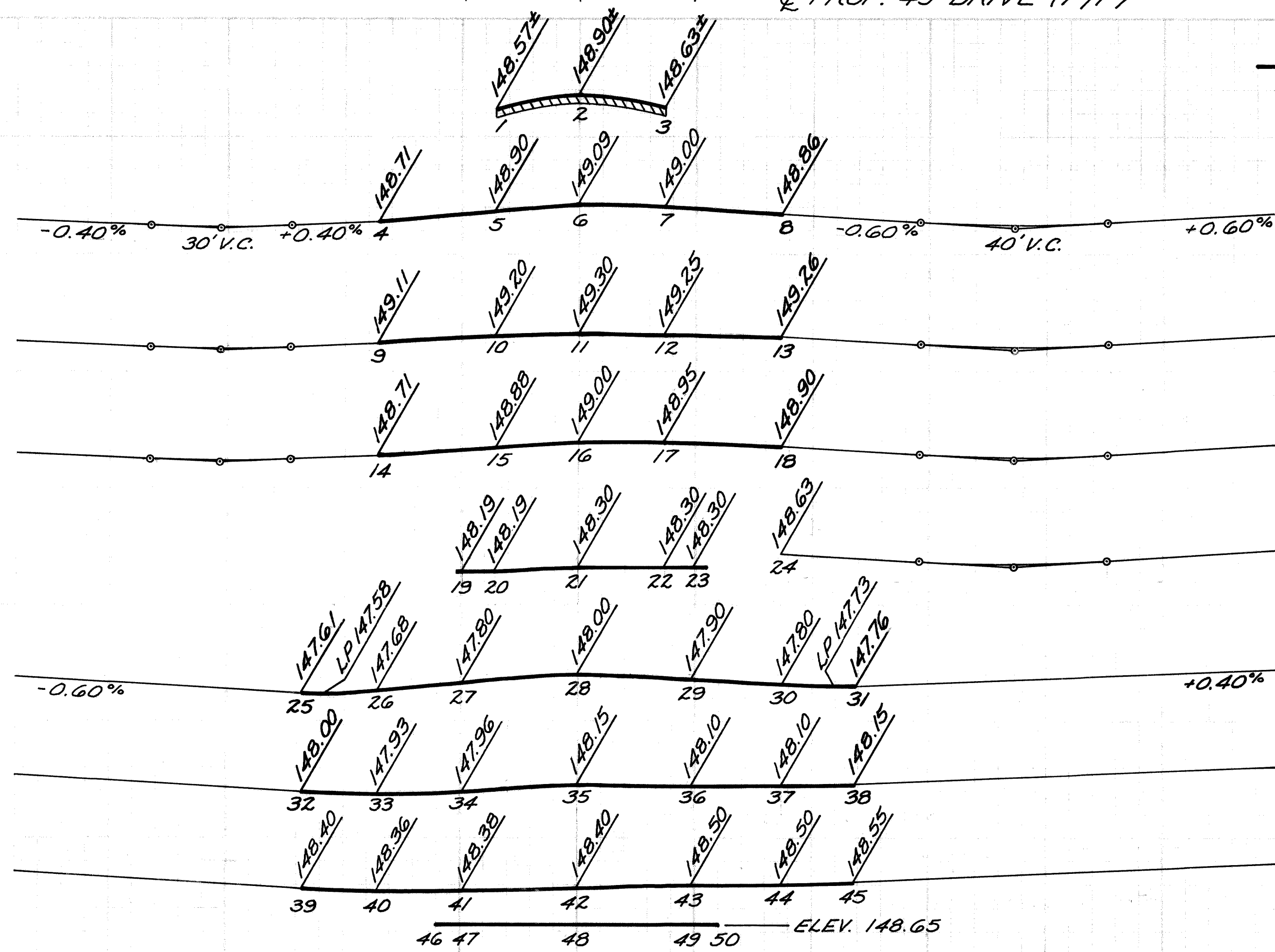
NOTE - FOR SYMBOLS (A) ETC., SEE STANDARD DETAIL DRAWING NO. C-4173

BENCH MARKS ELEV



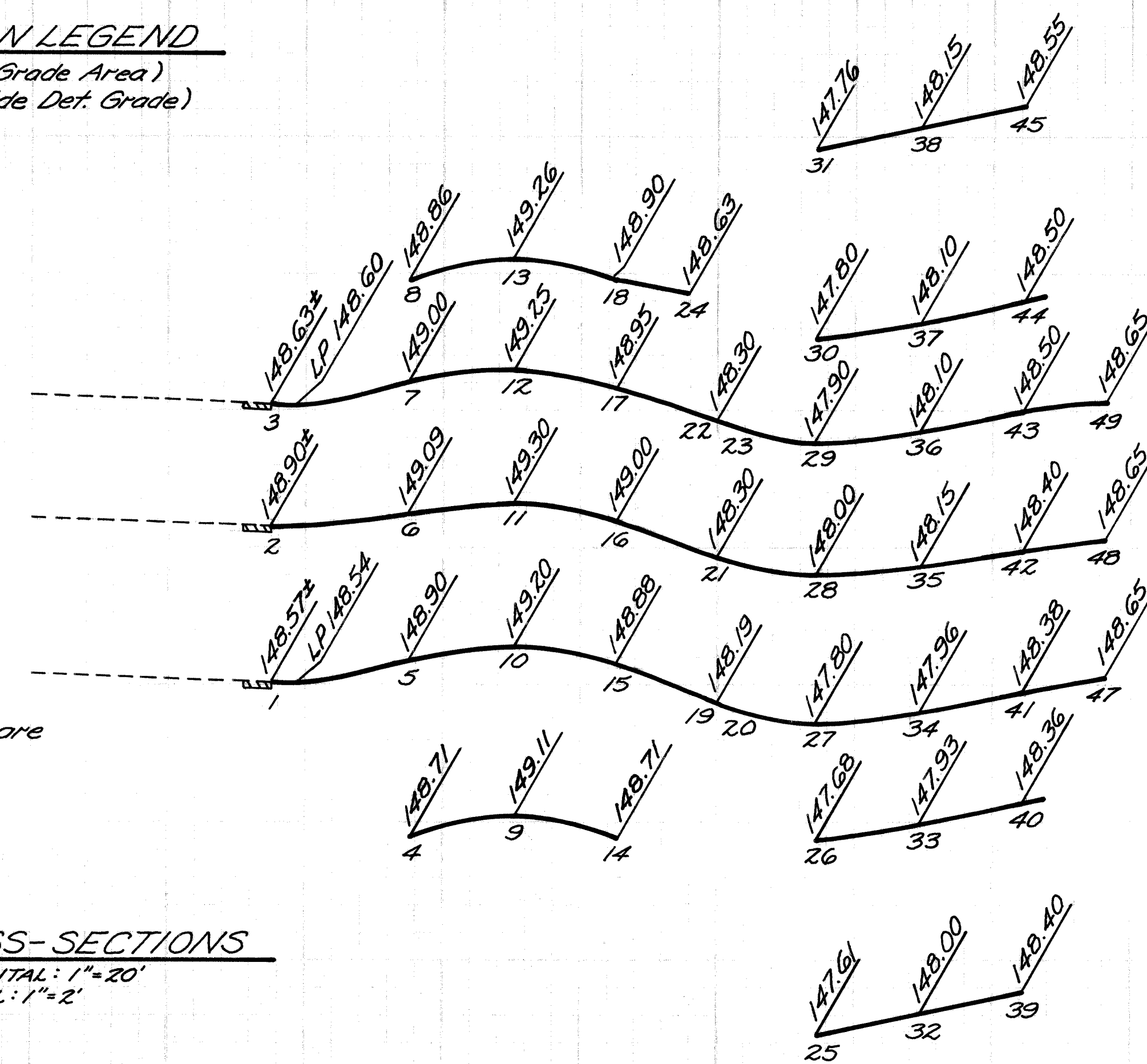
- PLAN LEGEND**
- Proposed Catch Basin
 - Drainage Flow Arrow
 - ▨ Strip & Resurface (Bituminous Approaches)
 - ▭ Detailed Grade Area

- PROFILE AND CROSS-SECTION LEGEND**
- Proposed Pav't. Grade (Det. Grade Area)
 - Proposed Pav't. Grade (Outside Det. Grade)
 - - - Existing Pav't. Grade



All Profiles and Cross-Sections are drawn true length.

PROFILES AND CROSS-SECTIONS
SCALE: HORIZONTAL: 1" = 20'
VERTICAL: 1" = 2'

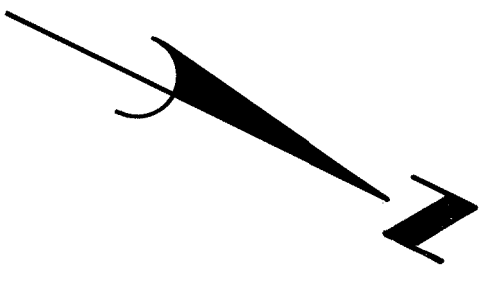


PLAN	BY	W. Bonus	CHECKED BY	RP	APPROVED:
GRADE	BY	W. Bonus	CHECKED BY	RP	ENGINEER OF STREETS
ESTIMATE	BY		CHECKED BY		Allen Proger HIGHWAY ENGINEER
DESCRIPTION	DRN	CHK	DATE		
REVISIONS					

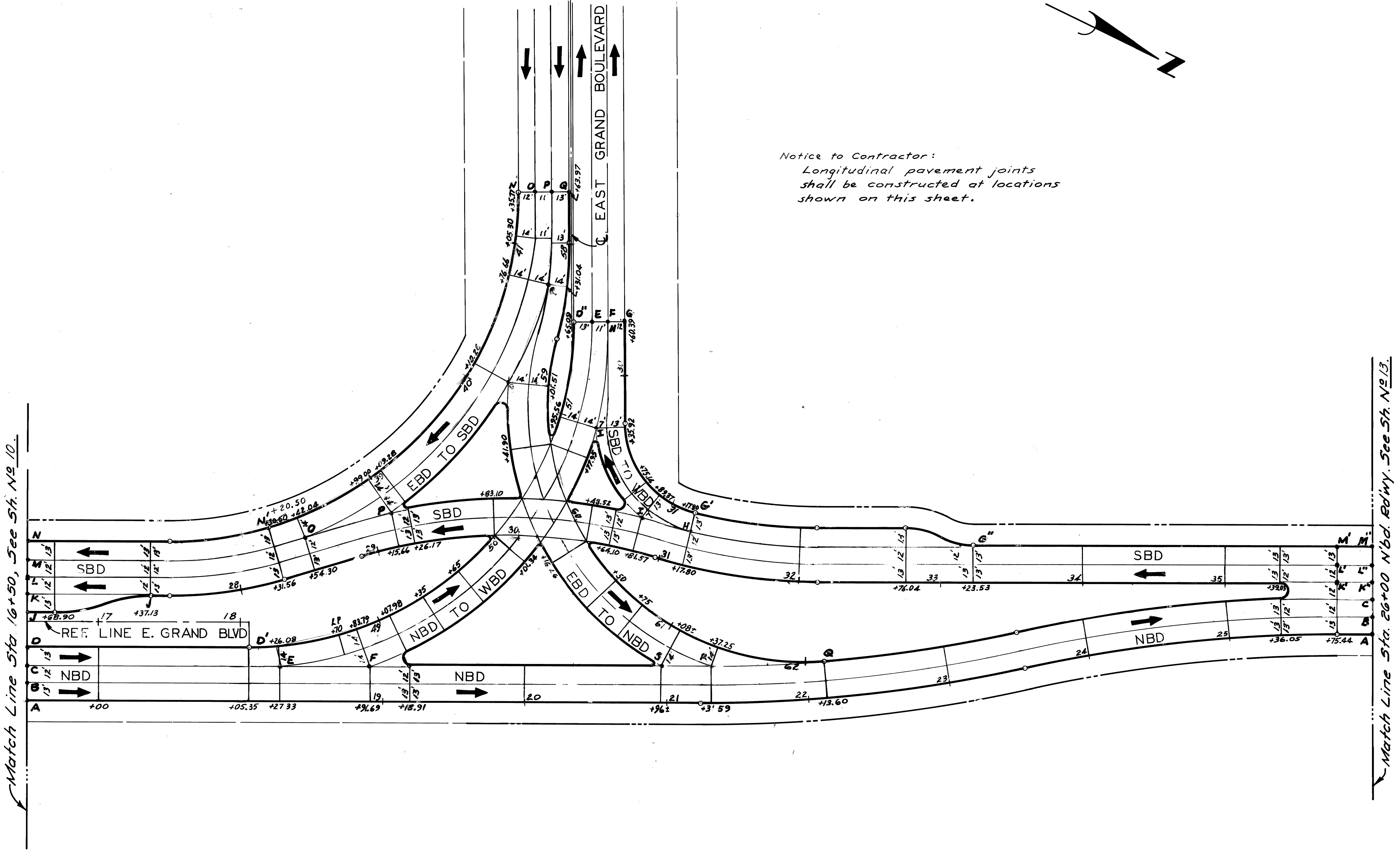
CITY OF DETROIT
CITY ENGINEERING DIVISION - D.P.W.
BUREAUS OF STREETS AND HIGHWAYS

EAST GRAND BOULEVARD RELOCATION
DETAILED GRADES
E. GRAND BLVD. AT MILWAUKEE

INDEX NO.	SHEET 18 OF 79 SHEETS
CONTRACT NO.	19333 A
ASSIGNMENT NO.	
DATE	Jan., 1982



Notice to Contractor:
 Longitudinal pavement joints
 shall be constructed at locations
 shown on this sheet.



Match Line Sta. 16+50, See Sh. No. 10.

Match Line Sta. 26+00 N'bd. Rdwy. See Sh. No. 13.

COORD	DESCRIPTION	DRN	CKD	APVD	DATE
	As Built	NW		9/6A	
REVISIONS LOCATED BY COORDINATES ON SHEET					

DESIGNED BY	MP / RP
DRAWN BY	
TRACED BY	
CHECKED BY	WB

APPROVED:
 ENGINEER OF STREETS
Allen Payne
 HIGHWAY ENGINEER

CITY OF DETROIT
 CITY ENGINEERING DIVISION - D. P. W.
 BUREAUS OF STREETS AND HIGHWAYS
 FOR

EAST GRAND BOULEVARD RELOCATION
 DETAILED GRADES
 E. GRAND BLVD. INTERCHANGE

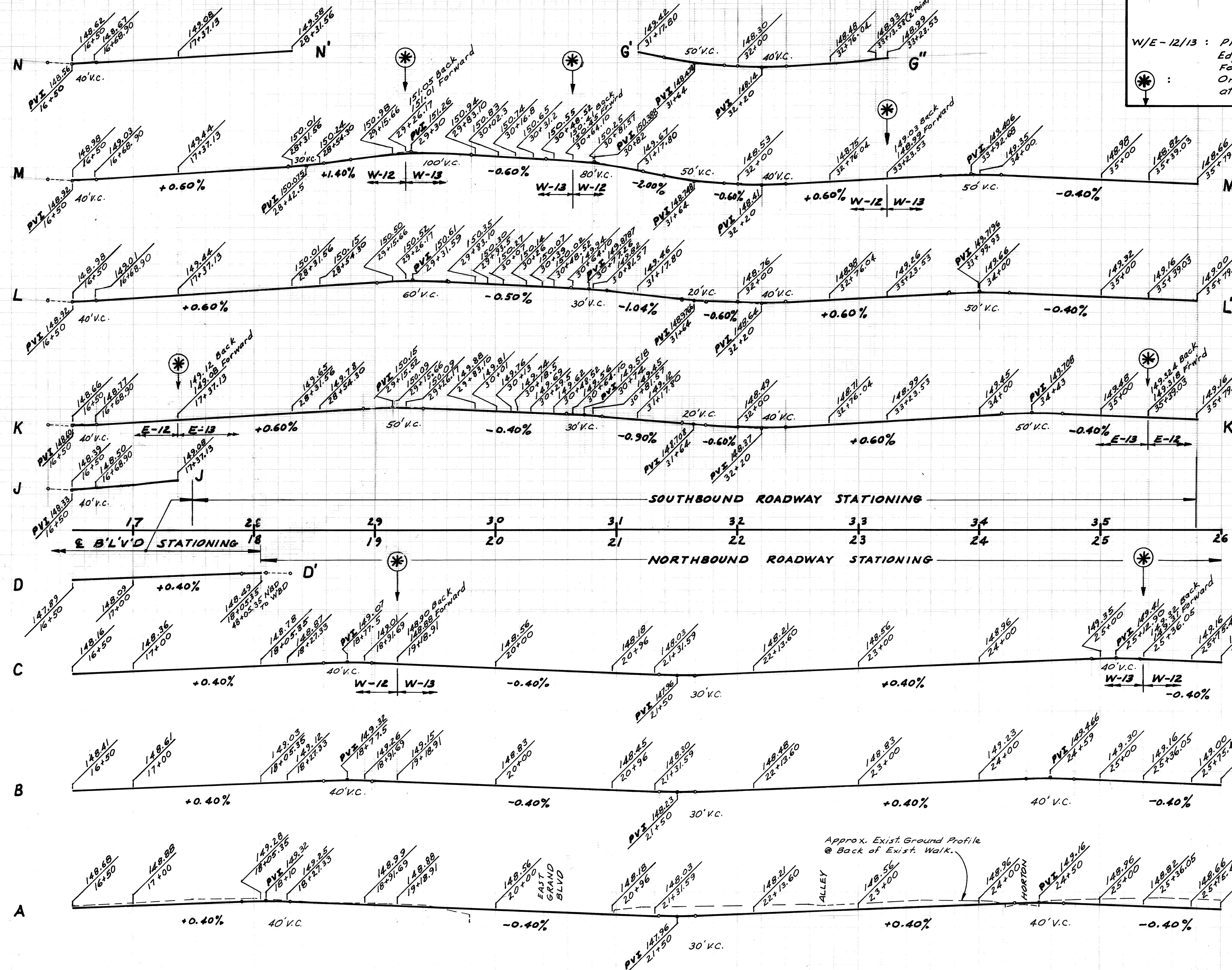
SCALE	1" = 40'
SHEET	19 OF 79 SHEETS
CONTRACT NO.	19333A
ASSIGNMENT NO.	
DATE	Jan, 1982

16 17 18 19 20 21 22 23 24 25 26

LEGEND

W/E-12/13 : Profile Along West (W) or East (E) Edge of Twelve (12) or Thirteen (13) Foot Lane.

⊛ : One Foot Horizontal Jog in Profile at this Point.



Scale: Hor. 1" = 40'
Vert. 1" = 4'

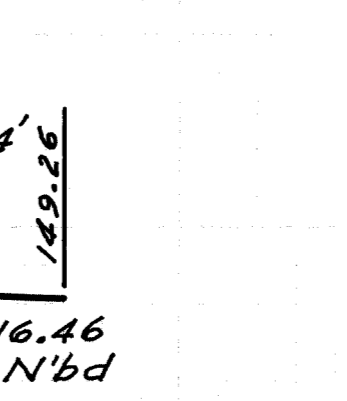
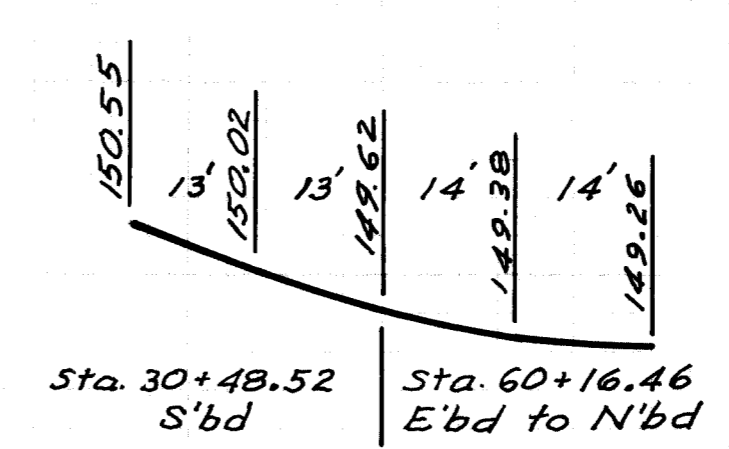
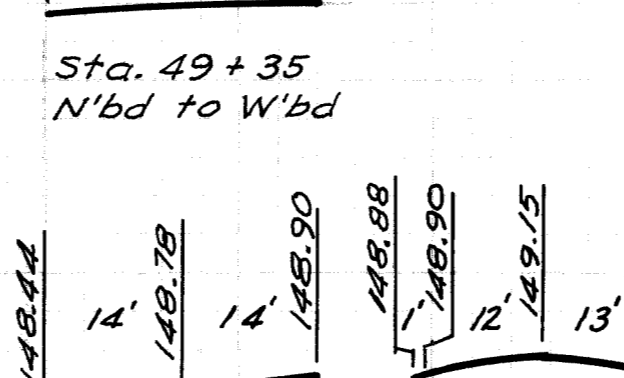
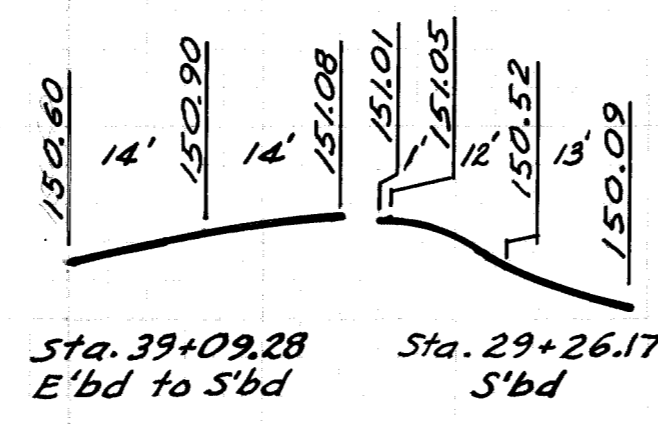
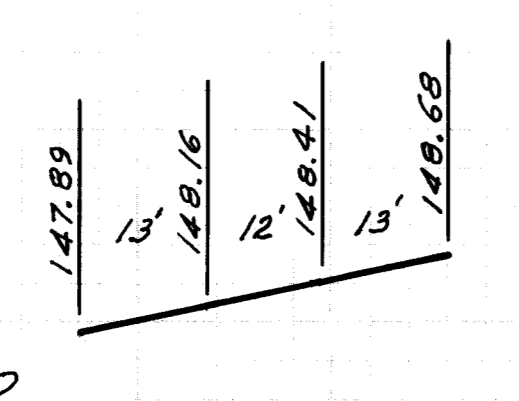
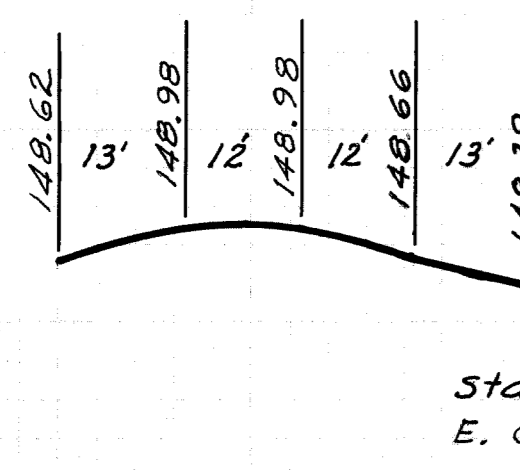
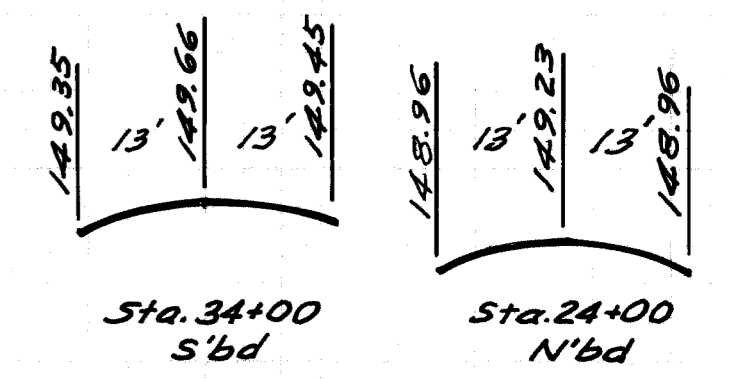
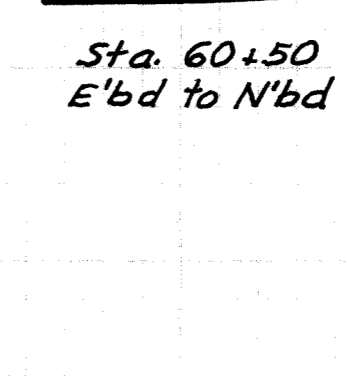
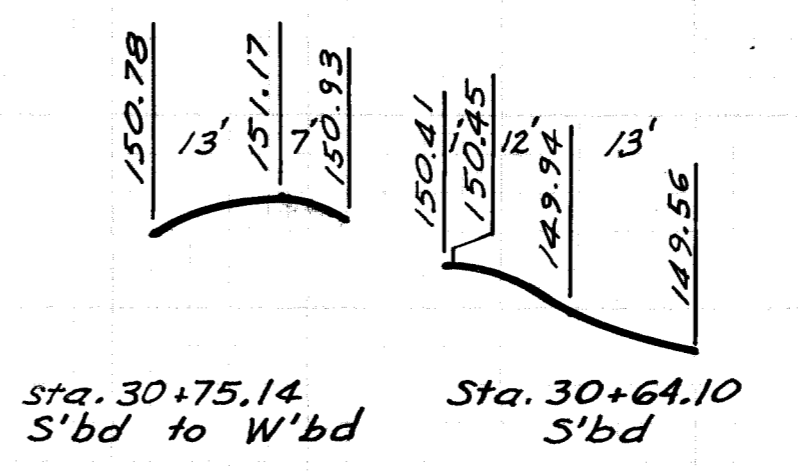
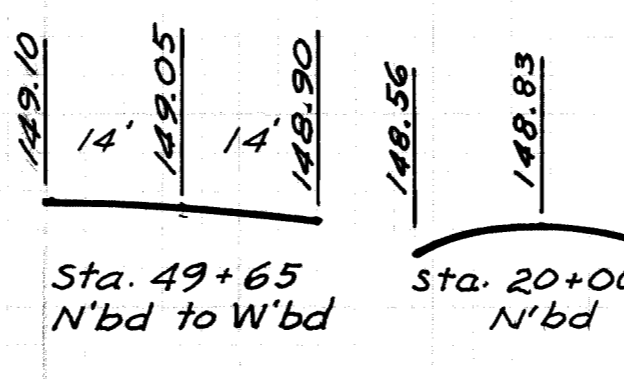
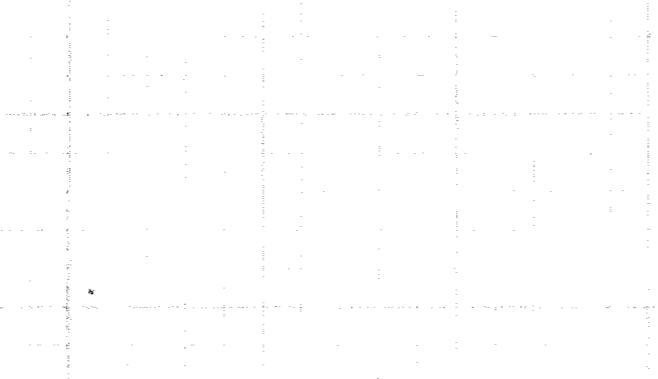
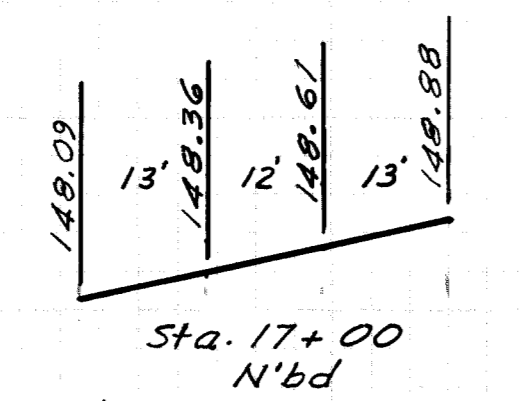
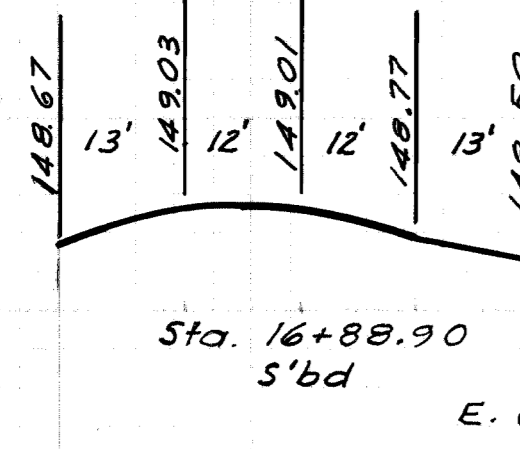
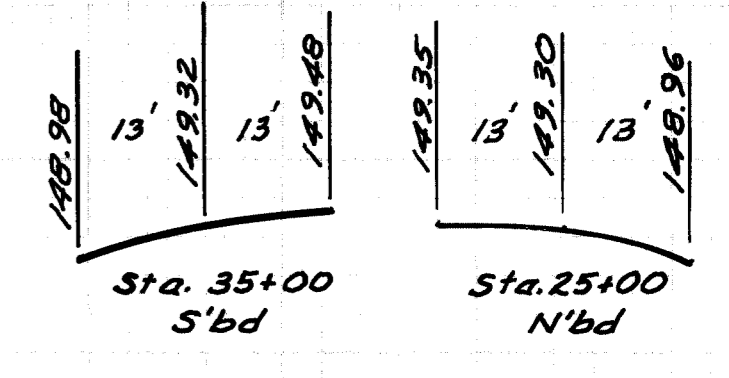
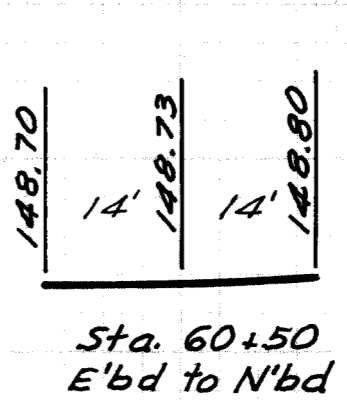
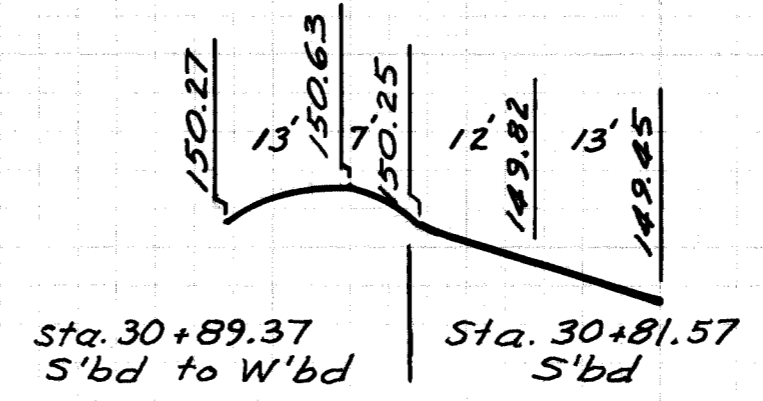
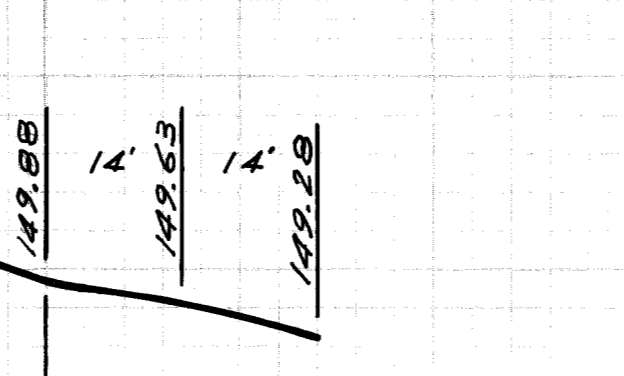
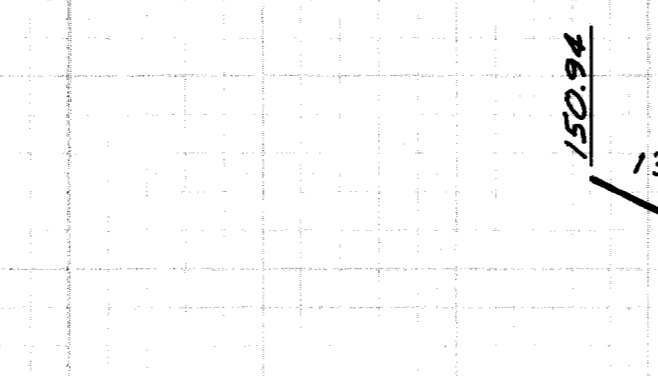
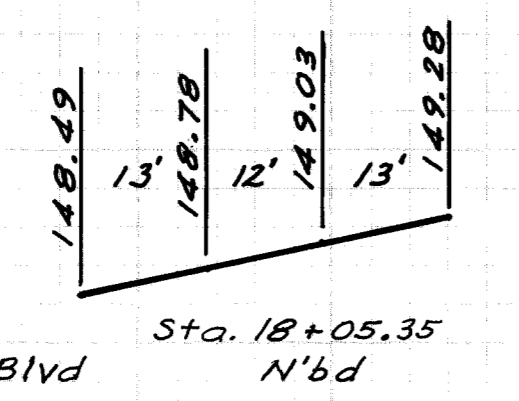
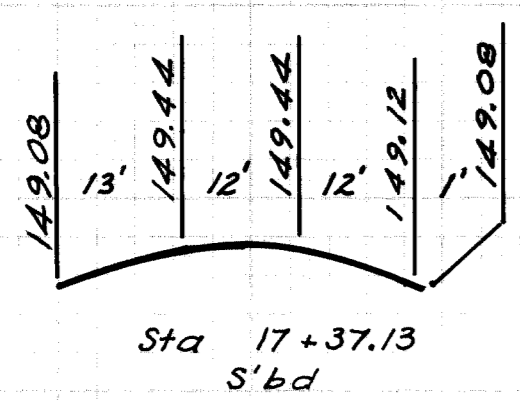
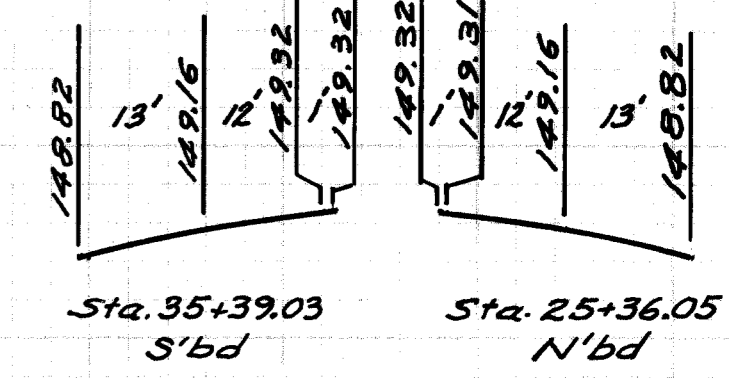
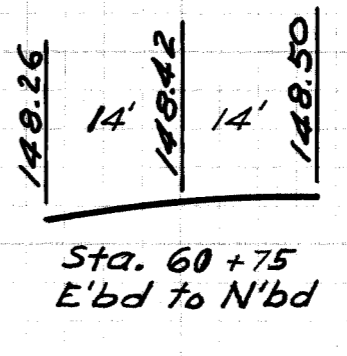
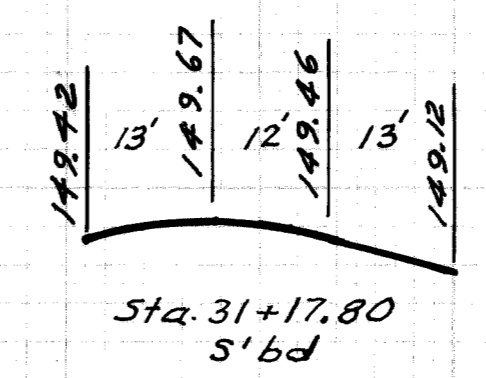
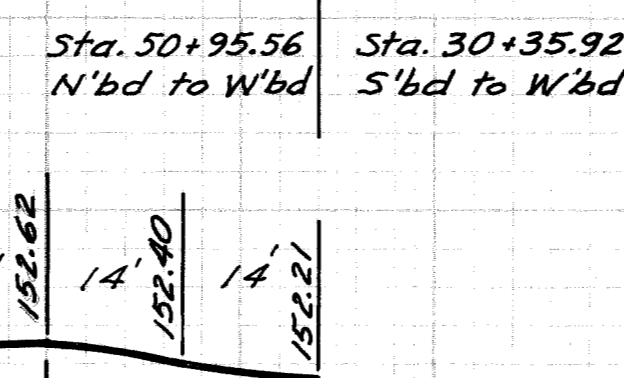
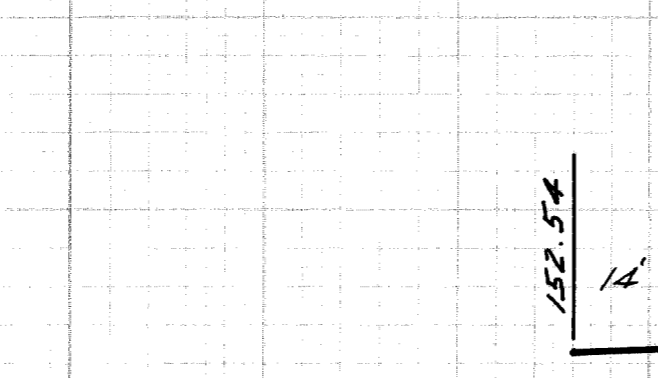
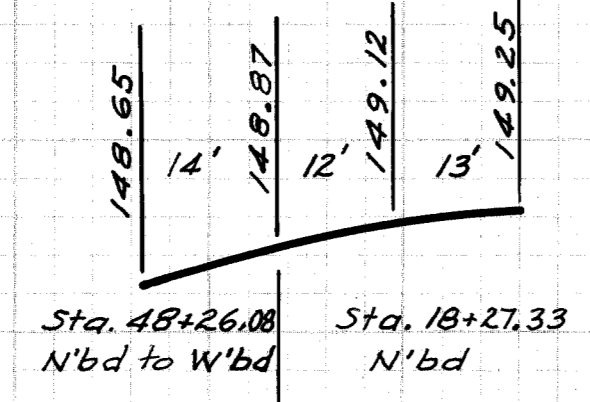
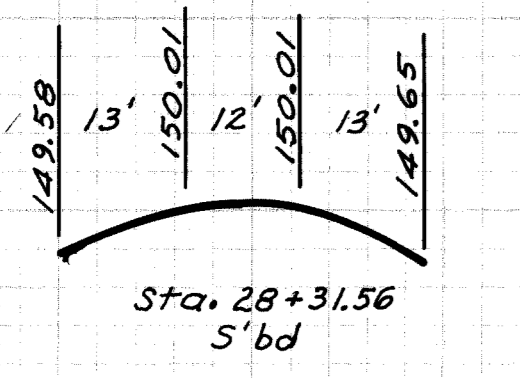
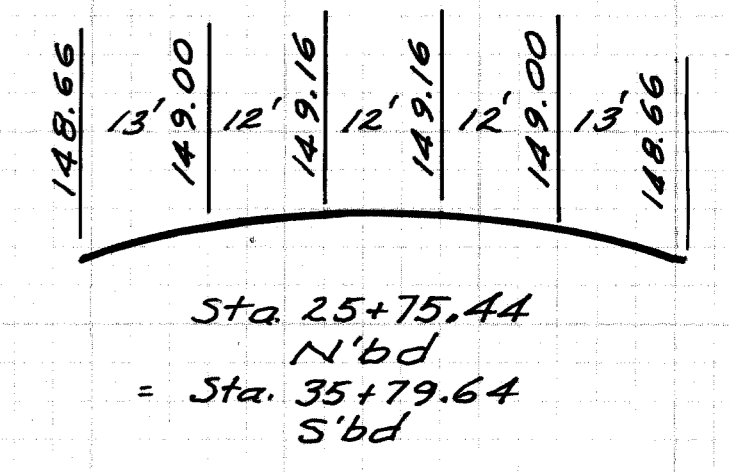
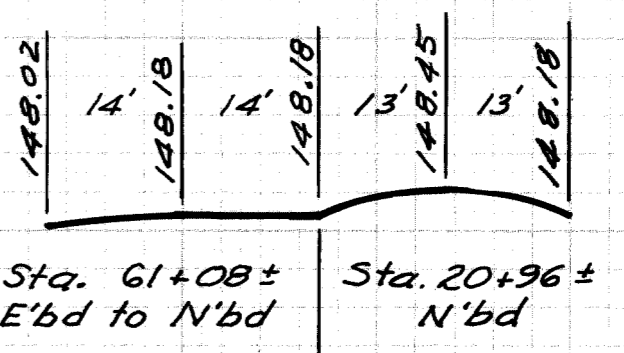
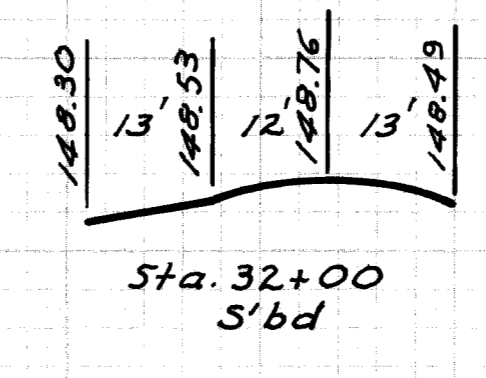
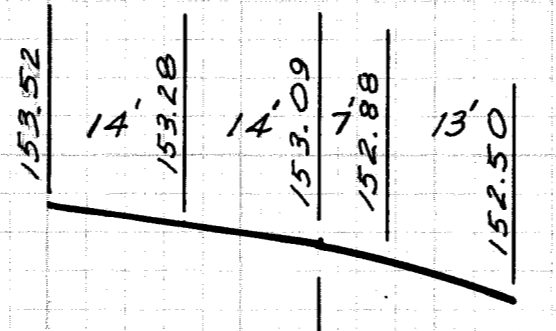
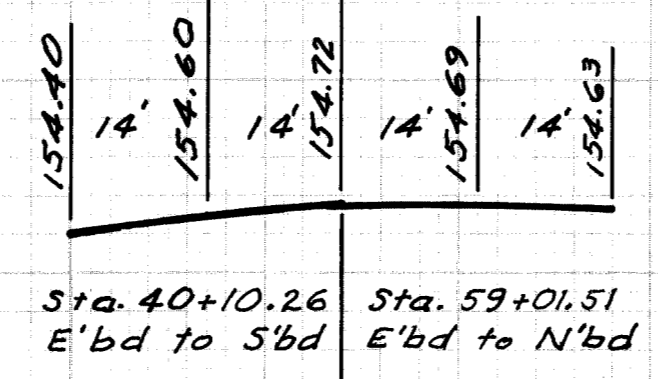
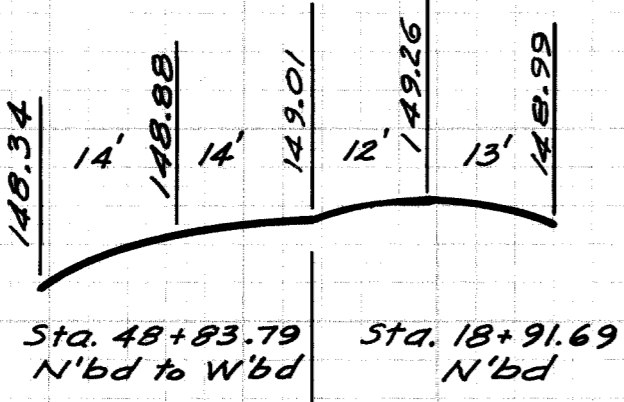
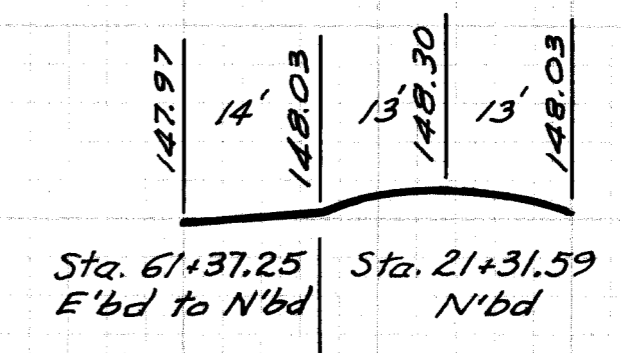
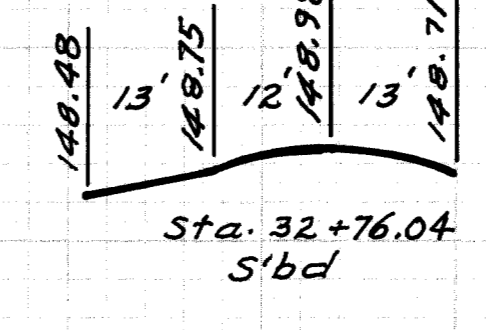
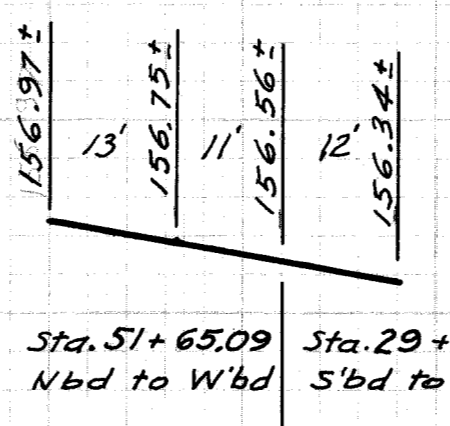
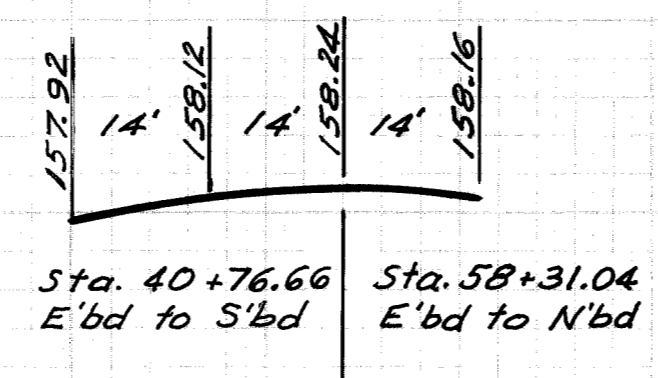
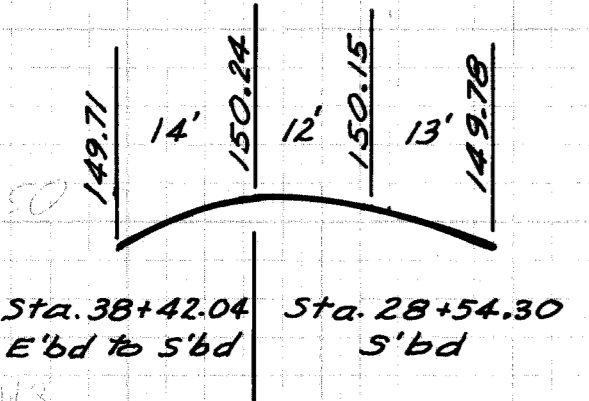
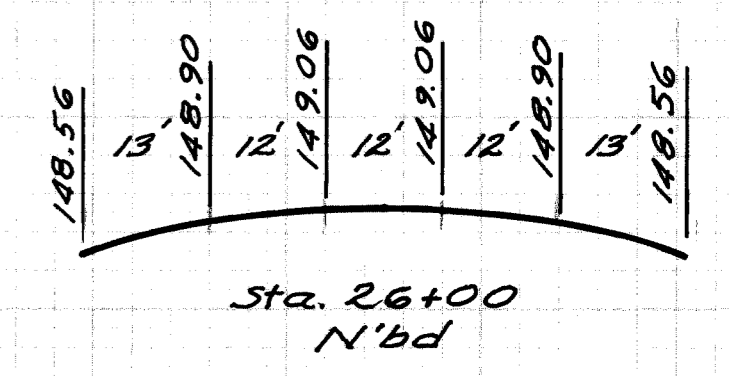
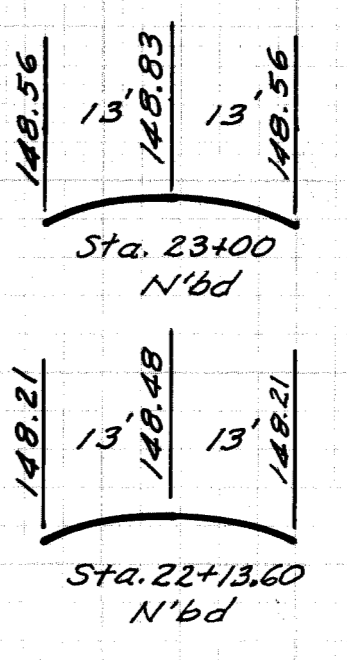
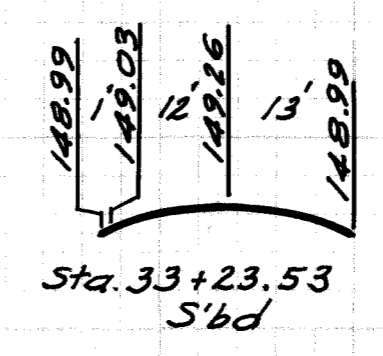
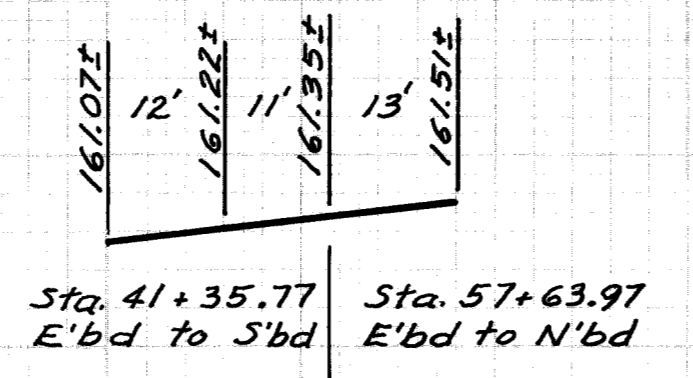
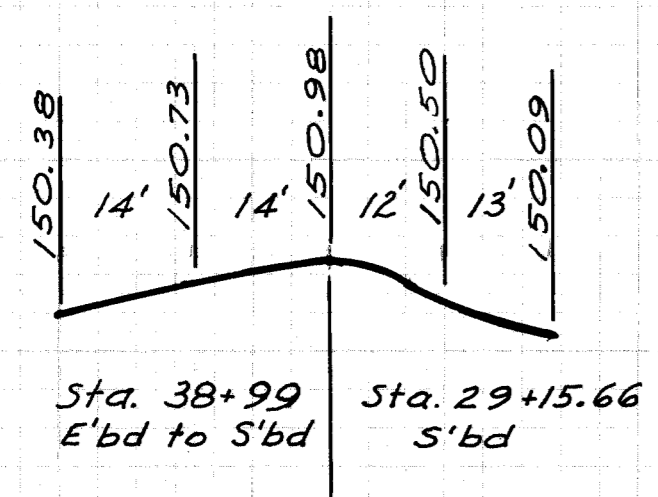
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EAST GRAND BOULEVARD RELOCATION

DETAILED GRADES
INTERCHANGE PROFILES

SHEET 20 OF 79 SHEETS
CONTRACT NO. 19333 A
DATE Jan., 1982

PROJECT NO.	DATE	SCALE	TITLE
19333		1" = 20'	INTERCHANGE CROSS-SECTIONS



CROSS-SECTIONS
SCALE
Hor. 1" = 20'
Vert. 1" = 2'

BY: DATE:
PLOTTER: DATE:
COMPUTER: DATE:
CHECKED: DATE: