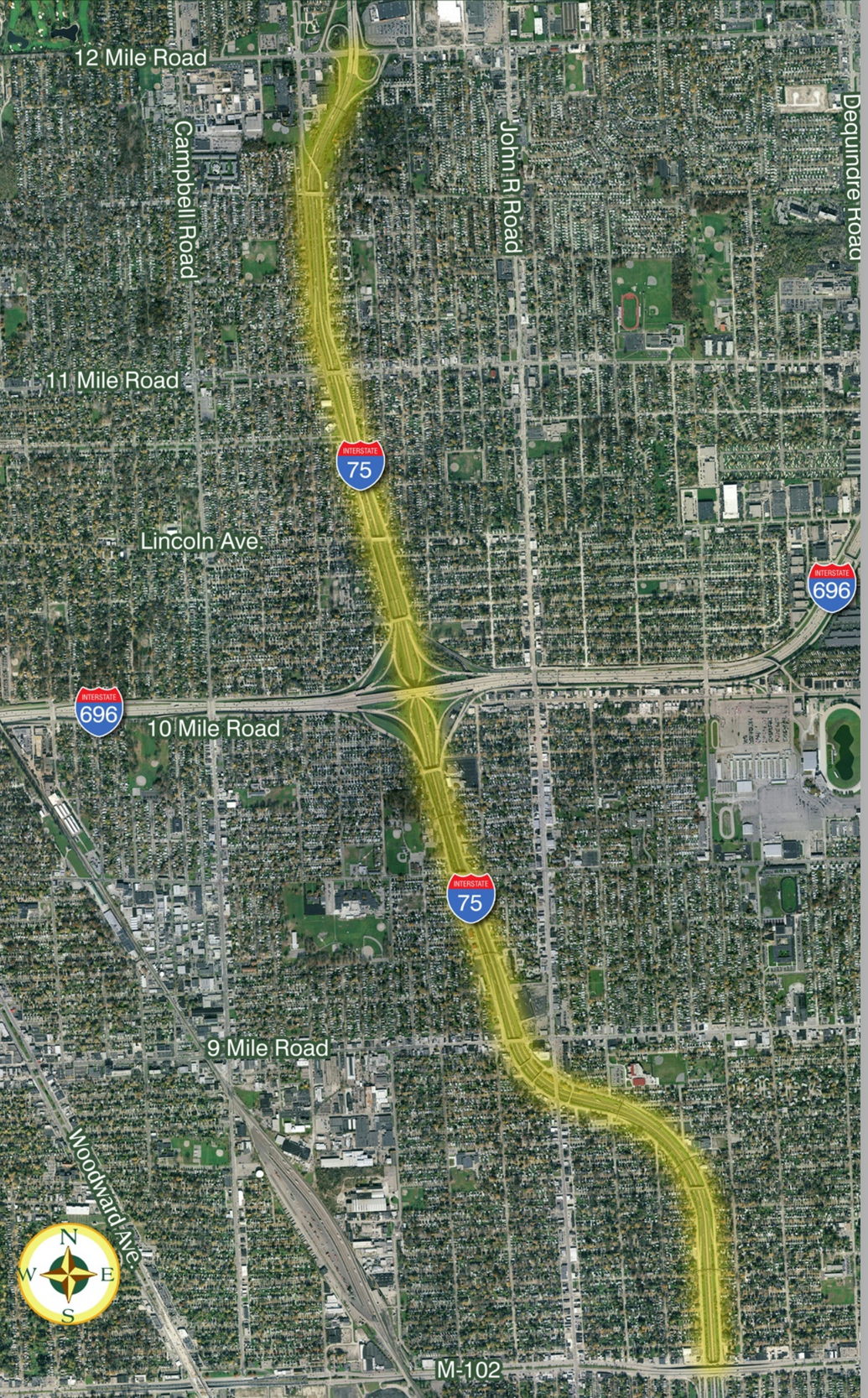


I-75 Engineering Report

M-102 to South of 12 Mile Rd

CS 63174 – JN 45700 and 100948

Appendix A
Geometrics

Submitted to:

Michigan Department of Transportation

August, 2010

Geometric Design Criteria

Slip Ramps

8 Mile Ramp A (NB Service Drive to NB I-75)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	N/A	300	Yes	Parallel Dist (ft)	240	240	Yes
S (ft)	N/A	300	Yes	S (ft)	N/A	680	Yes
L (ft)	735.2	601.6	Yes	Taper Dist (ft)	N/A	300	Yes
Q (ft)	53.4	42	Yes				
Δ°	4	4	Yes				

Notes: N/A

8 Mile Ramp D (SB I-75 to SB Service Drive)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	N/A	300	Yes	Parallel Dist (ft)	240	240	Yes
S (ft)	N/A	300	Yes	S (ft)	N/A	680	Yes
L (ft)	793.3	601.6	Yes	Taper Dist (ft)	N/A	300	Yes
Q (ft)	55.3	42	Yes				
Δ°	4	4	Yes				

Notes: N/A

9 Mile Ramp A (NB Service Drive to NB I-75)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	N/A	300	Yes	Parallel Dist (ft)	142	240	No
S (ft)	N/A	300	Yes	S (ft)	615	680	No
L (ft)	530	601.6	No	Taper Dist (ft)	300	300	Yes
Q (ft)	46.2	42	Yes				
Δ°	5	4	Yes				

Notes: The service drives pinch I-75 near station 779+00. To maximize length of ramp, it ties into service drive immediately north of 9 mile bridge. Existing geometry dictates this ramp must begin north of 9 Mile and tie-into I-75 before the pinch point to avoid taking additional ROW.

9 Mile Ramp B (NB I-75 to NB Service Drive)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	300	300	Yes	Parallel Dist (ft)	136	240	No
S (ft)	300	300	Yes	S (ft)	N/A	680	Yes
L (ft)	522	601.6	No	Taper Dist (ft)	N/A	300	Yes
Q (ft)	42	42	Yes				
Δ°	1.41	4	Yes				

Notes: N/A

9 Mile Ramp C (SB Service Drive to SB I-75)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	176	300	No	Parallel Dist (ft)	130	240	No
S (ft)	0	300	No	S (ft)	300	680	No
L (ft)	765.1	601.6	Yes	Taper Dist (ft)	300	300	Yes
Q (ft)	53	42	Yes				
Δ°	4	4	Yes				

Notes: The service drives pinch I-75 near station 723+00. The substandard lengths are direct result of the length between John R and pinch point. Existing geometry dictates this ramp must begin south of John R and tie-into I-75 before the pinch point to avoid taking additional ROW.

9 Mile Ramp D (SB I-75 to SB Service Drive)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	300	300	Yes	Parallel Dist (ft)	240	240	Yes
S (ft)	300	300	Yes	S (ft)	N/A	680	Yes
L (ft)	647	601.6	Yes	Taper Dist (ft)	N/A	300	Yes
Q (ft)	42	42	Yes				
Δ°	4.24	4	Yes				

Notes: The service drives pinch I-75 near station 779+00. To maximize length of ramp, it begins departure immediately north of 9 mile bridge. Existing geometry dictates this ramp must begin north of 9 Mile and tie-into I-75 before the pinch point to avoid taking additional ROW.

11 Mile Ramp A (NB Service Drive to NB I-75)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	301.6	300	Yes	Parallel Dist (ft)	240	240	Yes
S (ft)	300	300	Yes	S (ft)	380	380	Yes
L (ft)	663.5	601.6	Yes	Taper Dist (ft)	300	300	Yes
Q (ft)	46.3	42	Yes				
Δ°	4	4	Yes				

Notes: N/A

11 Mile Ramp D (SB I-75 to SB Service Drive)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	300	300	Yes	Parallel Dist (ft)	247.6	240	Yes
S (ft)	300	300	Yes	S (ft)	N/A	680	Yes
L (ft)	602.8	601.6	Yes	Taper Dist (ft)	N/A	300	Yes
Q (ft)	42	42	Yes				
Δ°	4	4	Yes				

Notes: N/A

11 Mile C-D Ramp B (NB I-75 to NB Service Drive)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	N/A	300	Yes	Parallel Dist (ft)	240	240	Yes
S (ft)	N/A	300	Yes	S (ft)	680	680	Yes
L (ft)	675.2	601.6	Yes	Taper Dist (ft)	300	300	Yes
Q (ft)	71.3	42	Yes				
Δ°	4.59	4	Yes				

Notes: N/A

11 Mile Ramp C (SB Service Drive to SB I-75)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	300	300	Yes	Parallel Dist (ft)	243.5	240	Yes
S (ft)	300	300	Yes	S (ft)	N/A	680	Yes
L (ft)	602	601.6	Yes	Taper Dist (ft)	N/A	300	Yes
Q (ft)	42.9	42	Yes				
Δ°	4	4	Yes				

Notes: N/A

11 Mile Ramp B (C-D Road to NB Service Drive)

Design Speed	Exit Design					Design Speed	Entrance Design
45 MPH	GEO-202-B					45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
Taper (ft)	300	300	Yes	Parallel Dist (ft)	240	240	Yes
S (ft)	300	300	Yes	S (ft)	N/A	680	Yes
L (ft)	950	601.6	Yes	Taper Dist (ft)	N/A	300	Yes
Q (ft)	77.2	42	Yes				
Δ°	4	4	Yes				

Notes: N/A

C-D Slip Ramp (WB I-696 to NB I-75)

Design Speed	Exit Design					Design Speed	Entrance Design
						45 MPH	GEO-202-B

Variables	Proposed	Required	Satisfy	Variables	Proposed	Required	Satisfy
				Parallel Dist (ft)	242	240	Yes
				S (ft)	680	680	Yes
				Taper Dist (ft)	300	300	Yes

Notes: N/A

Geometric Design Criteria

Non-Slip Ramps

C-D Slip Ramp (WB I-696 to NB I-75)

Design Speed	Exit Design
45 MPH	GEO-130-C and GEO-140-B

Variables	Proposed	Required	Satisfy
Taper (ft)	N/A	N/A	Yes
S (ft)	N/A	N/A	Yes
L (ft)	171	300	**No**
Q (ft)	27.4	24	Yes
Δ°	1.29	2.29	**No**

Notes:
Exit design can't meet required delta angle and L distance without constructing into existing bridge. Design exception needed.

696 Ramp C/E (WB/EB I-696 to SB I-75)

Design Speed	Entrance Design
75 MPH	GEO-110-C

CASE II	Proposed	Required	Satisfy
30' Width @ P.T.	Yes	Yes	Yes
Taper from PT	1245	1170	Yes
Taper from 24'-12	781	780	Yes

Notes:
N/A

696 Ramp D/H (SB I-75 to WB/EB I-696)

Design Speed	Exit Design
	VII-240-A

CASE II	Proposed	Required	Satisfy
Taper from 12'-2	N/A	300	Yes
S (ft)	N/A	1500	Yes
L (ft)	786.27	773.2	Yes
Q (ft)	41.4'	53.9	**No**
Δ°	4	4	Yes

Notes:
Mainline curve to the right after the ramp diverges, therefore minimizing the Q dist. Q distance would be exceeded if mainline continued at the same bearing at location of ramp divergence.

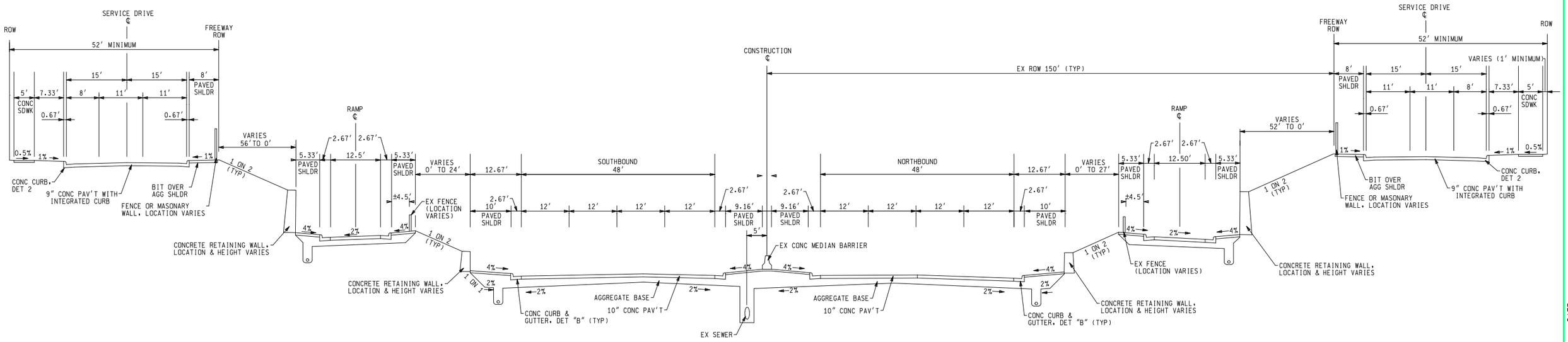
696 Ramp F/B (NB I-75 to WB/EB I-696)

Design Speed	Exit Design
	GEO-140-B

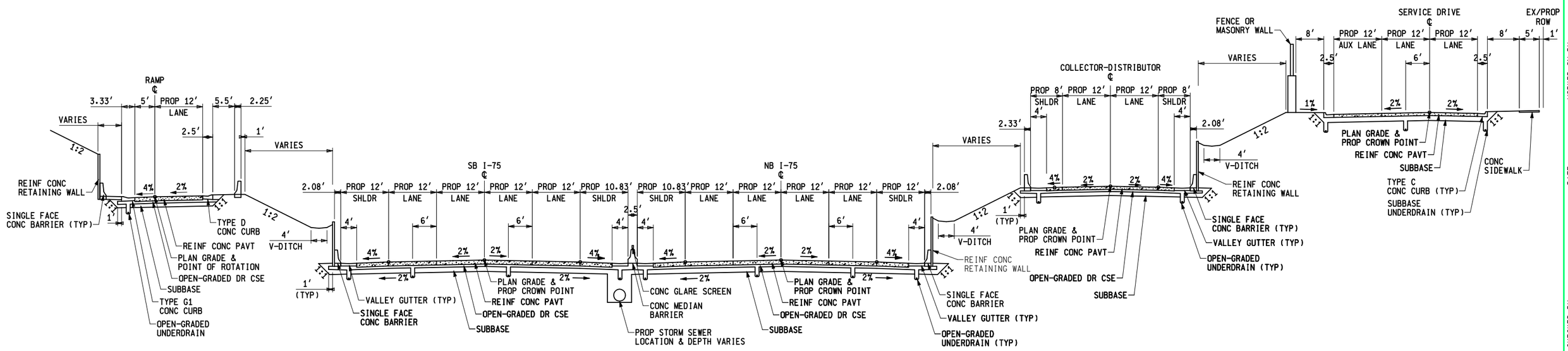
Variables	Proposed	Required	Satisfy
Taper from 0'-12	N/A	N/A	Yes
S (ft)	N/A	N/A	Yes
L (ft)	850.28	601.6	Yes
Q (ft)	44.07	42	Yes
Δ°	4	4	Yes

Notes:
3 pnt curve used as taper from 12' to 18'. Used **Urban Freeway Exit Ramp** (sheet 2 of 5) for values due to existing geometry.

AUTH	DATE	NO.	FINAL R.O.W. REVISION



TYPICAL EXISTING FREEWAY CROSS-SECTION FOR I-75
(4-LANE SECTION WITH RAMPS AND SERVICE DRIVES)



TYPICAL PROPOSED FREEWAY CROSS-SECTION FOR I-75
4-LANE SECTION WITH COLLECTOR DISTRIBUTOR ROAD, SLIP RAMP AND SERVICE DRIVE

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

PB 100 YEARS
PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

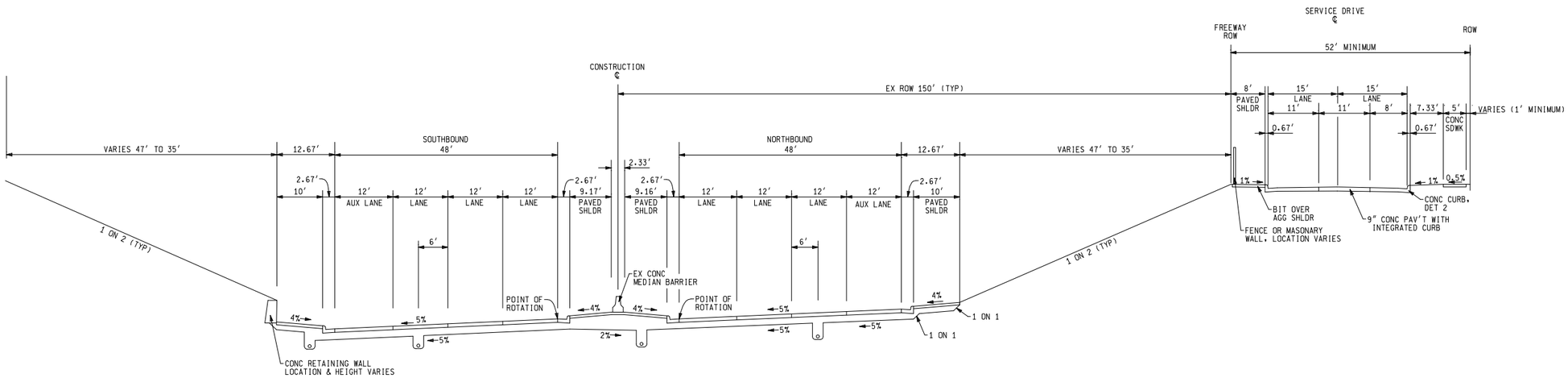
MDOT Michigan Department of Transportation

TYPICAL CROSS SECTIONS

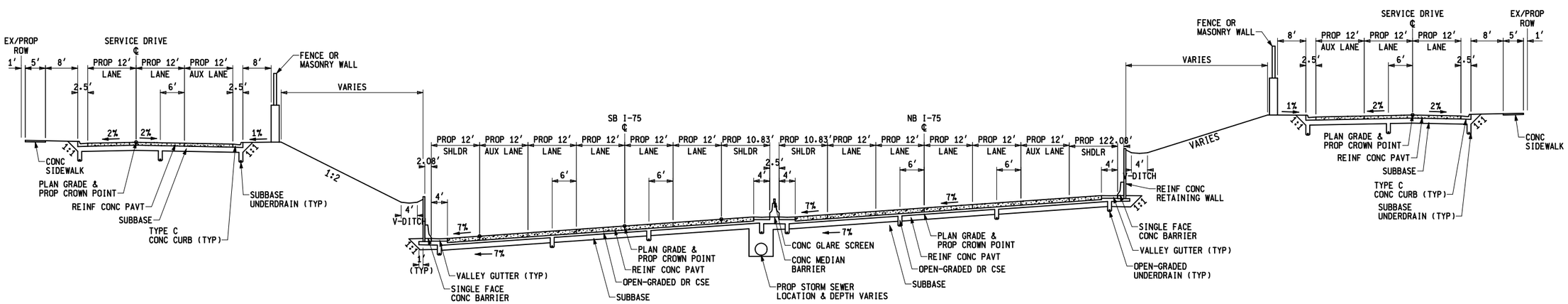
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		

DATE:
WORKED ON BY:
DATE:
CHECKED BY:
FILE NAME:

AUTH	DATE	NO.	FINAL R.O.W. REVISION



TYPICAL EXISTING SUPERELEVATED CROSS-SECTION FOR I-75
SOUTH OF JOHN R ROAD BRIDGE
(4-LANE SECTION WITH SERVICE DRIVES)



TYPICAL PROPOSED SUPERELEVATED CROSS-SECTION FOR I-75

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

8 20 32
0 16 40
20 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

MDOT Michigan Department of Transportation

TYPICAL CROSS SECTIONS

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		3

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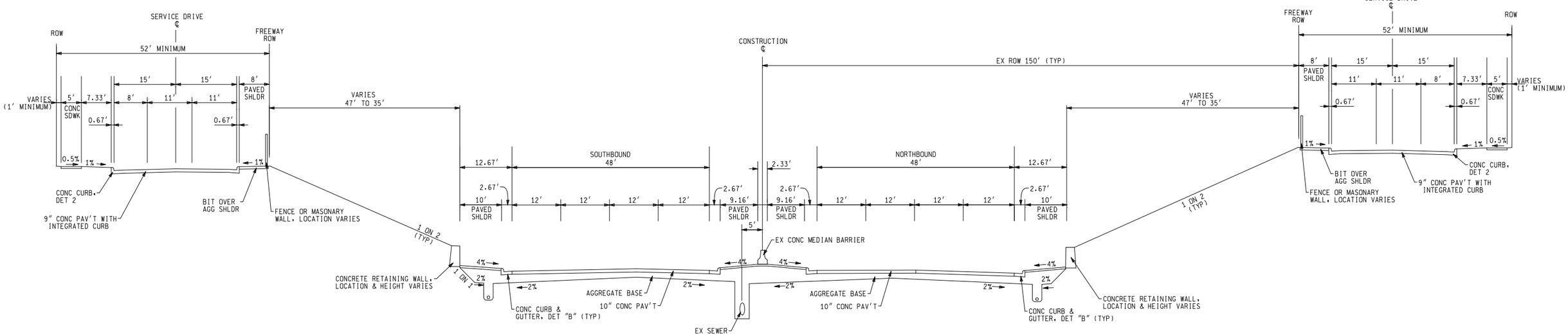
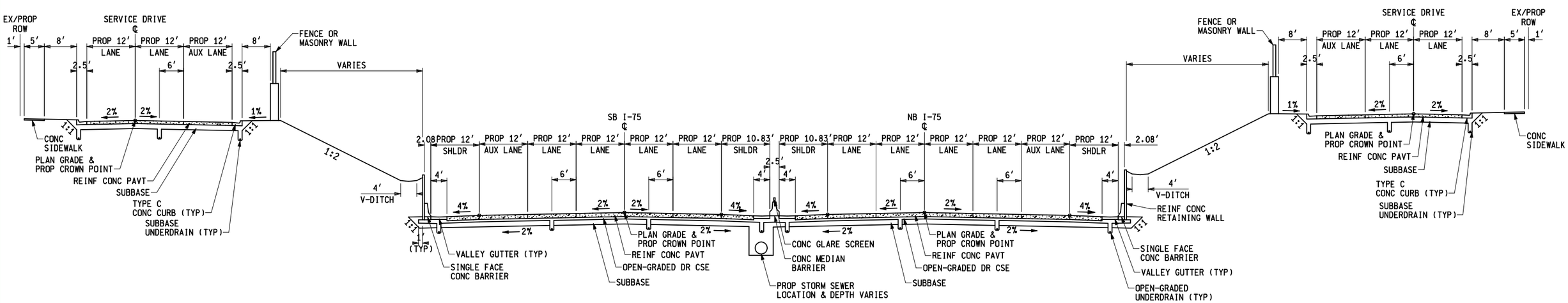


TYPICAL EXISTING FREEWAY CROSS-SECTION FOR I-75
(4-LANE SECTION WITH SERVICE DRIVES)



TYPICAL PROPOSED FREEWAY CROSS-SECTION FOR I-75
5-LANE SECTION WITH SERVICE DRIVES

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

8 20 32
0 16 40
20 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

MDOT Michigan Department of Transportation

TYPICAL CROSS SECTIONS

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		4

DATE:
WORKED ON BY:
DATE:
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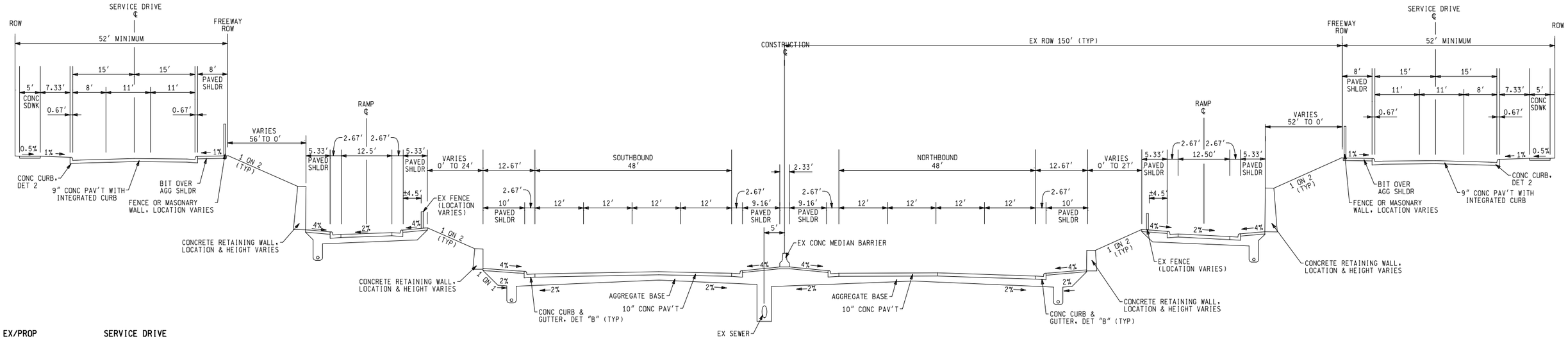
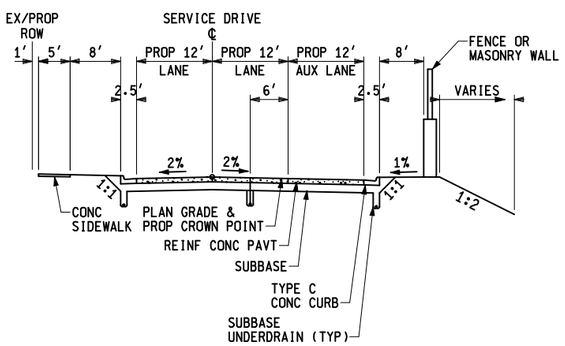
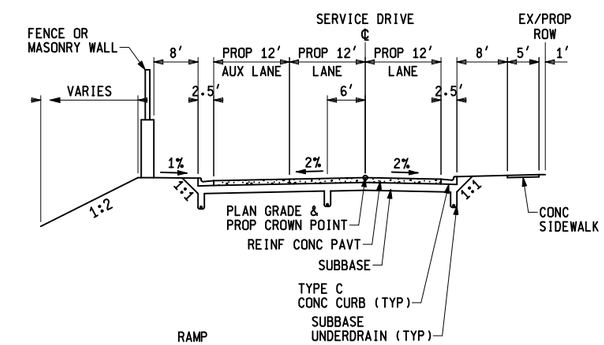
FILE NAME:

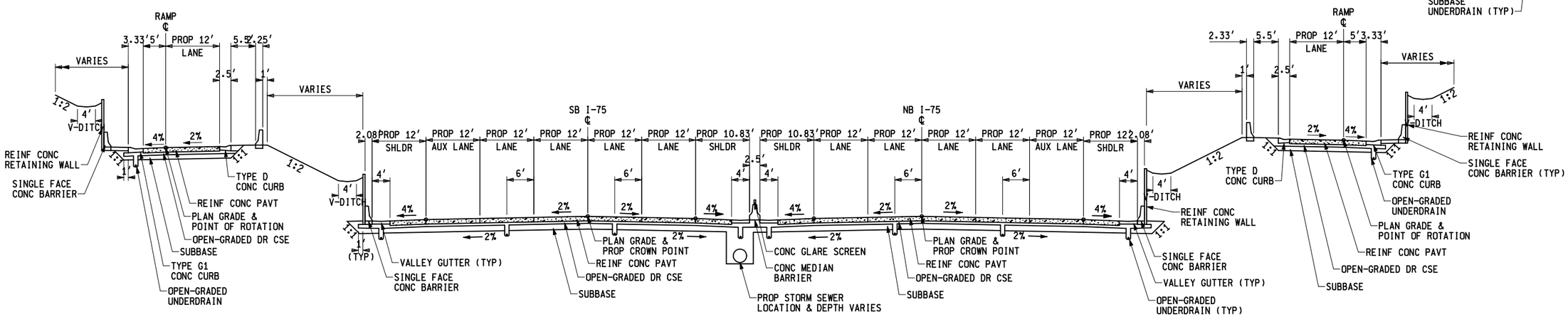
AUTH	DATE	NO.	FINAL R.O.W. REVISION



TYPICAL EXISTING FREEWAY CROSS-SECTION FOR I-75
(4-LANE SECTION WITH RAMPS AND SERVICE DRIVES)







TYPICAL PROPOSED FREEWAY CROSS-SECTION FOR I-75
5-LANE SECTION WITH SLIP RAMPS AND SERVICE DRIVES

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

8 20 32
0 16 40
20 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

MDOT Michigan Department of Transportation

TYPICAL CROSS SECTIONS

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		5

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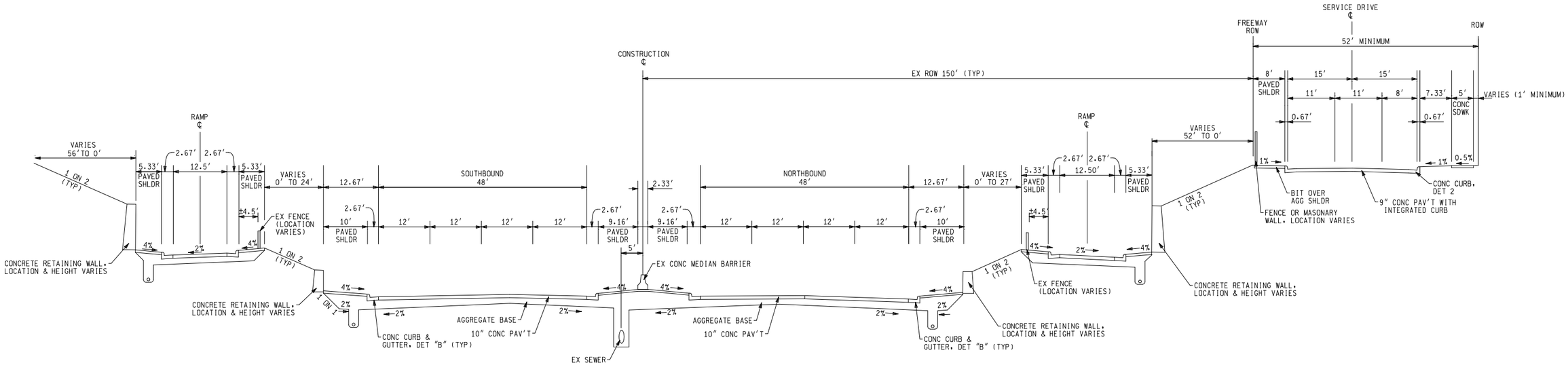
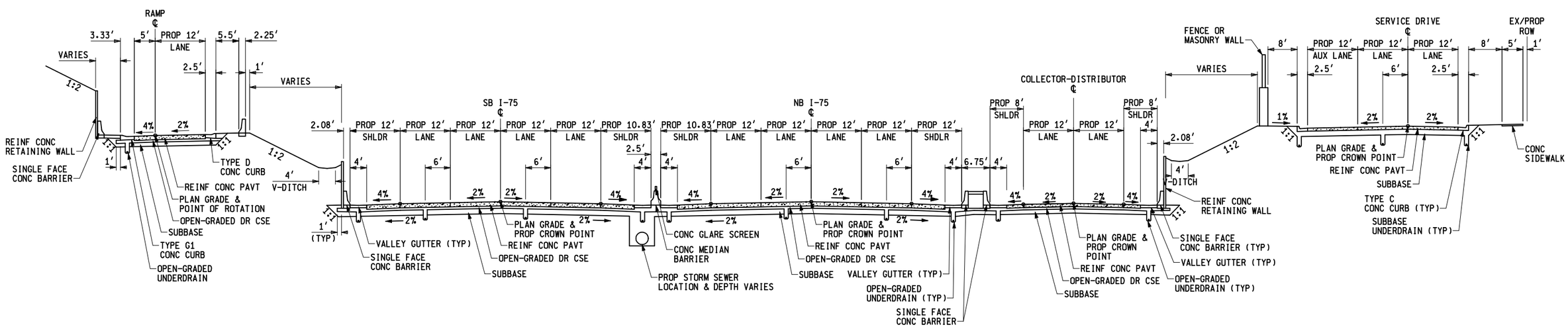


TYPICAL EXISTING FREEWAY CROSS-SECTION FOR I-75
(4-LANE SECTION WITH RAMPS AND SERVICE DRIVES)



TYPICAL PROPOSED FREEWAY CROSS-SECTION FOR I-75
4-LANE SECTION WITH COLLECTOR DISTRIBUTOR ROAD, SLIP RAMP AND SERVICE DRIVE

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

8 20 32
0 16 40
20 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

MDOT Michigan Department of Transportation

TYPICAL CROSS SECTIONS

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		6

DATE:
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DATE:
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FILE NAME:

WATER & SEWER SYMBOLS

- EXISTING SANITARY CATCH BASIN
- EXISTING STORM CATCH BASIN
- PROPOSED SANITARY CATCH BASIN
- PROPOSED STORM CATCH BASIN
- SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- PROPOSED STORM SEWER MANHOLE
- EXISTING MANHOLE - UNIVERSAL
- PROPOSED MANHOLE - UNIVERSAL
- EXISTING CULVERT END SECTION
- PROPOSED CULVERT END SECTION
- EXISTING HEADWALL
- PROPOSED HEADWALL
- WATER SERVICE BOX
- WATER GATE VALVE BOX
- WATER MANHOLE
- WATER METER
- WATER WELL/ GROUND WATER MONITORING WELL
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- RIVER BOTTOM
- PINE TREE
- TREE
- RIPRAP
- SIGN
- SIGN2
- STUMP
- SWAMP

REAL ESTATE SYMBOLS & LINESTYLES

- PROPERTY OWNERSHIP ARROW
- CONTIGUOUS PROPERTY SYMBOL
- 123456 PARCEL NUMBER BOX
- SECTION CORNER
- QUARTER QUARTER CORNER
- QUARTER CORNER
- HALF QUARTER CORNER
- ROW MARKER
- PROPERTY CORNER
- REFERENCE POINT
- REFERENCE MARKER
- CONTROL POINT
- BENCH MARK
- GOVERNMENT LINE
- PARCEL LINES

UTILITIES SYMBOLS

- POWER POLE
- GUY POLE
- LIGHT POLE
- LIGHT STANDARD
- POWER AND LIGHT POLE
- TELEPHONE POLE
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- WALK NO-WALK SIGN
- GAS LINE MARKER
- GAS VALVE
- GAS FILLER PIPE
- GAS WELL
- OIL WELL
- PETROLEUM MARKER
- FIBER OPTIC MARKER
- ELECTRIC MANHOLE
- ELECTRIC HANDHOLE
- PHONE OR CALL BOX
- MAIL BOX
- DEADMAN FOR GUYWIRE
- RAILROAD SWITCH BOX
- R R FLASHING RAILROAD SIGN
- POWER TOWER

MISCELLANEOUS SYMBOLS

- ADJ — ADJUST DRAINAGE STRUCTURE
- ADJ- — ADJUST DRAINAGE STRUCTURE W/COVER
- ADJ-HYD — ADJUST FIRE HYDRANT
- ADJ-B/O — ADJUST DRAINAGE STRUCTURE BY OTHERS
- REL-B/O — RELOCATE - BY OTHERS
- SR- — SIDEWALK RAMP TYPE
- SIDEWALK RAMP WITH DETECTABLE WARNING
- CHECK DAM (PROFILES)
- DIKE (PROFILES)
- H.W.T. — WATER TABLE (PROFILES)
- T.H.# — TEST HOLE NO.
- 123 — BEAM G. R. RUN NUMBER (EXISTING)
- 123 — BEAM G. R. RUN NUMBER (PROPOSED)
- HAZARDOUS OR FLAMMABLE MATERIAL — USED WITH UNDERGROUND GAS & ELECTRICAL LINES
- CAUTION - CRITICAL UNDERGROUND UTILITY — USED WITH UNDERGROUND FIBER OPTICS & TELEPHONE LINES

UNDERGROUND UTILITY LINESTYLES

- ELEC — ELECTRICAL LINE
- 24" GAS — GAS LINE
- 12" OIL — OIL LINE
- TELE — TELEPHONE LINE
- 36" WM — WATER LINE
- CTV — CABLE TV
- TELE FO — FIBER OPTICS

ABOVE GROUND UTILITY LINESTYLES

- POWER TRANSMISSION LINE

R.O.W. LINESTYLES

- EX. LIMITED ACCESS R.O.W.
- EXISTING R.O.W.
- PROP LIMITED ACCESS R.O.W.
- PROP R.O.W.

TOPO LINESTYLES

- HEDGE LINE
- TREE LINE
- EXISTING FENCE
- PROPOSED FENCE
- EXISTING GUARD RAIL
- PROPOSED GUARD RAIL
- EXISTING MEDIAN CABLE BARRIER
- PROPOSED MEDIAN CABLE BARRIER
- EXISTING DRAINAGE CRS EDGE OF WATER
- PROPOSED DRAINAGE CRS EDGE OF WATER
- CITY LIMITS
- RAILROAD
- SOUND ABATEMENT WALL
- CONCRETE MEDIAN BARRIER
- SLOPE STAKE LINE
- PROP 36" — PROPOSED CULVERT/SEWER
- EX 12" CMP — EXISTING CULVERT/SEWER

PLAN SHEET DRIVEWAY & MISC PAVEMENTS LEGEND

- CONCRETE DRIVEWAY AND SIDEWALK
- HMA APPROACH/DRIVEWAY
- AGGREGATE DRIVEWAY
- MISC CONCRETE PAVEMENT

PLAN SHEET REMOVAL LEGEND

- REMOVING HMA
- REMOVING SIDEWALK
- REMOVING PAVEMENT
- COLD-MILLING HMA
- HMA BASE CRUSH & SHAPE
- REMOVING CURB, GUTTER AND CURB & GUTTER
- REMOVING (R)
- ABANDONING (A)
- SAVE (S)
- BULKHEAD (B)
- CLEARING (C)

TYPICAL CROSS SECTION LEGEND

- REMOVAL OF PAVEMENT, SIDEWALK, & CURB & GUTTER
- CRUSH & SHAPE & RUBBLIZE
- COLD MILLING
- HMA TOP COURSE & WEDGING
- HMA LEVELING COURSE
- HMA BASE COURSE
- AGGREGATE, SUBBASE, SIDEWALK, CURB & GUTTER, BARRIER & VALLEY GUTTER
- CONCRETE PAVEMENT & SHOULDERS

AUTH	DATE	NO.	FINAL R.O.W. REVISION

SPECIAL LEGEND THIS PROJECT

- POTENTIAL CONTAMINATED SITE
- WETLANDS AREA
- RETAINING WALL
- NOISE WALL
- RETAINING WALL/NOISE WALL

DATE:

WORKED ON BY:

DATE:

CHECKED BY:

FILE NAME:

MDOT MICHIGAN DEPARTMENT OF TRANSPORTATION

LEGEND SHEET

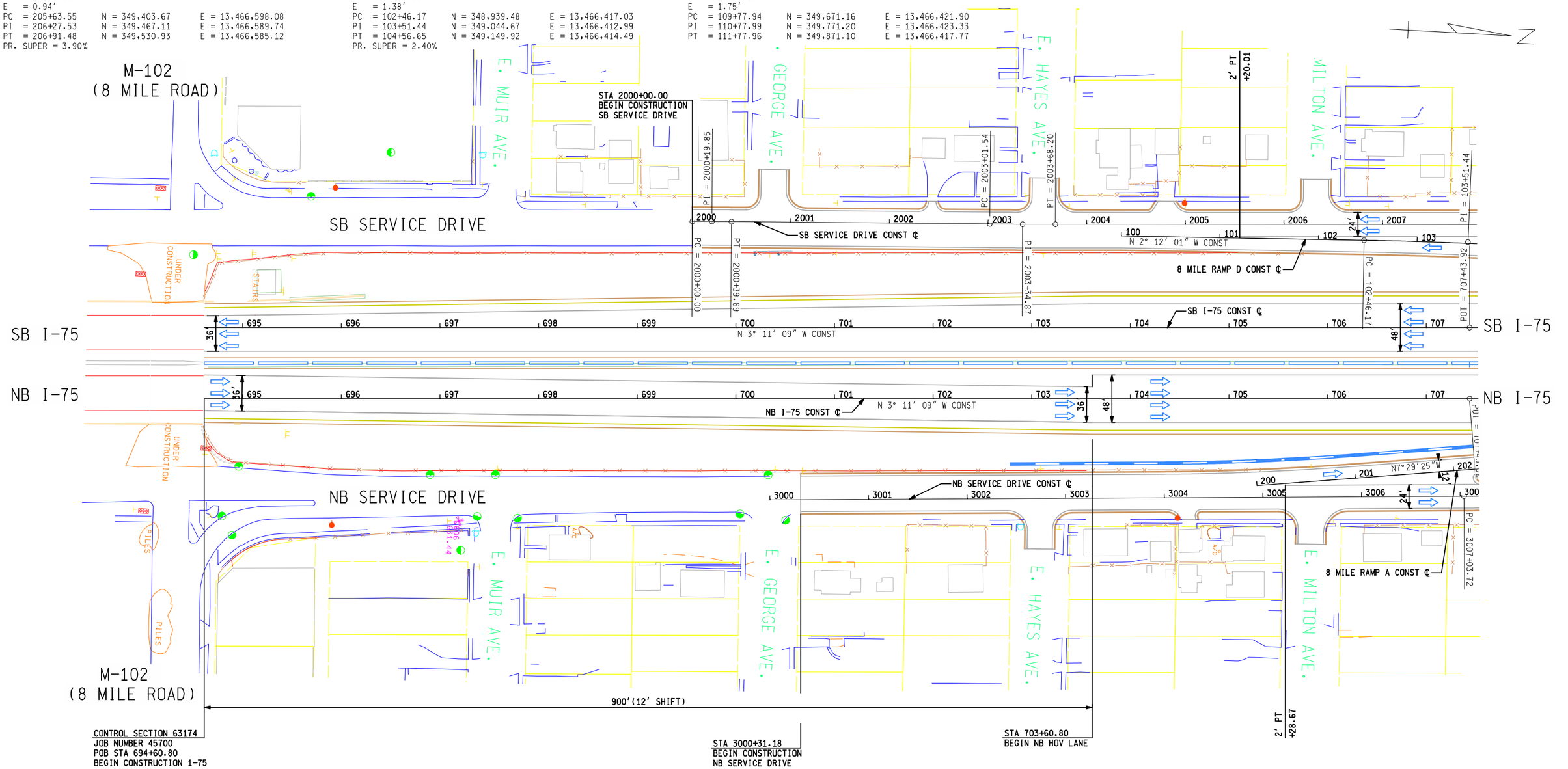
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		7

8 MILE RAMP A CURVE 1
Δ = 3° 21′ 00″ (RT)
D = 2° 37′ 07″
T = 63.99′
L = 127.93′
R = 2,188.00′
E = 0.94′
PC = 205+63.55 N = 349,403.67 E = 13,466,598.08
PI = 206+27.53 N = 349,467.11 E = 13,466,589.74
PT = 206+91.48 N = 349,530.93 E = 13,466,585.12
PR. SUPER = 3.90%

8 MILE RAMP D CURVE 1
Δ = 3° 00′ 54″ (RT)
D = 1° 25′ 57″
T = 105.27′
L = 210.48′
R = 4,000.00′
E = 1.38′
PC = 102+46.17 N = 348,939.48 E = 13,466,417.03
PI = 103+51.44 N = 349,044.67 E = 13,466,412.99
PT = 104+56.65 N = 349,149.92 E = 13,466,414.49
PR. SUPER = 2.40%

8 MILE RAMP D CURVE 2
Δ = 4° 00′ 02″ (LT)
D = 2° 00′ 00″
T = 100.05′
L = 200.02′
R = 2,864.80′
E = 1.75′
PC = 109+77.94 N = 349,671.16 E = 13,466,421.90
PI = 110+77.99 N = 349,771.20 E = 13,466,423.33
PT = 111+77.96 N = 349,871.10 E = 13,466,417.77

AUTH	DATE	NO.	FINAL R.O.W. REVISION



PRELIMINARY
NOT FOR
CONSTRUCTION

20 50 80
0 40 100
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

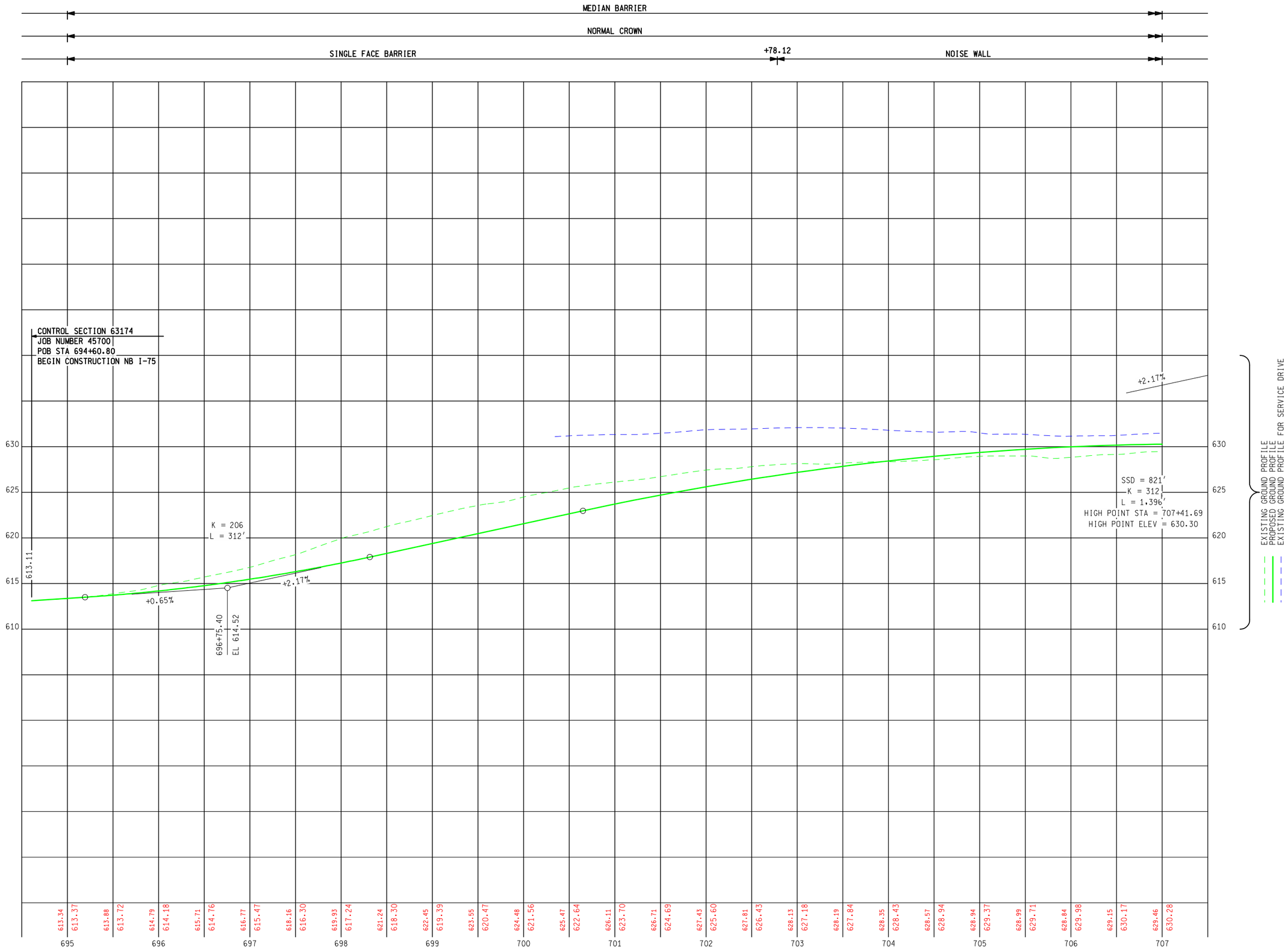
MDOT
Michigan Department of Transportation

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

PROPOSED I-75 PLAN STA 694+60.80 TO STA 707+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		8

DATE:
WORKED ON BY:
DATE:
CHECKED BY:
FILE NAME:



AUTH	DATE	NO.	REVISION
			FINAL R.O.W.

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-983-5780

DATE:

PROPOSED NB I-75 PROFILE
STA 694+60.80 TO STA 707+00

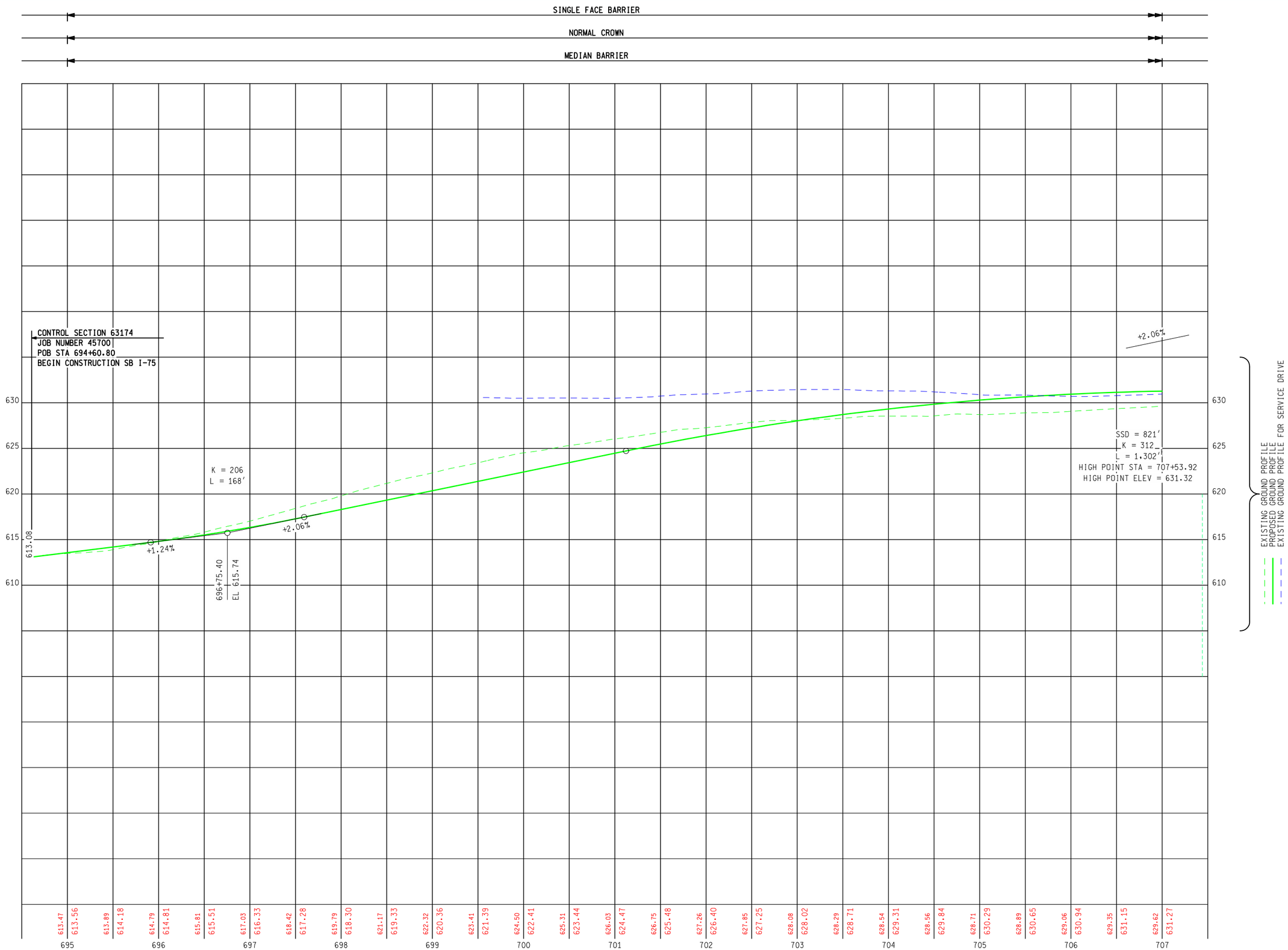
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.	
R.O.W	CONST.
	9A

FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50

50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-983-5780

DATE:

PROPOSED SB I-75 PROFILE
STA 694+60.80 TO STA 707+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.	
R.O.W	CONST.
	9B

FILE NAME:

NB I-75 CURVE 1 ℄
Δ = 68° 52′ 05″ (LT)
D = 2° 52′ 23″
T = 1,367.17′
L = 2,396.93′
R = 1,994.17′
E = 423.65′
PC = 717+08.14 N = 350,017.95 E = 13,466,517.93
PI = 730+75.31 N = 351,383.01 E = 13,466,441.95
PT = 741+05.07 N = 351,804.27 E = 13,465,141.30
PR. SUPER = 7.00%

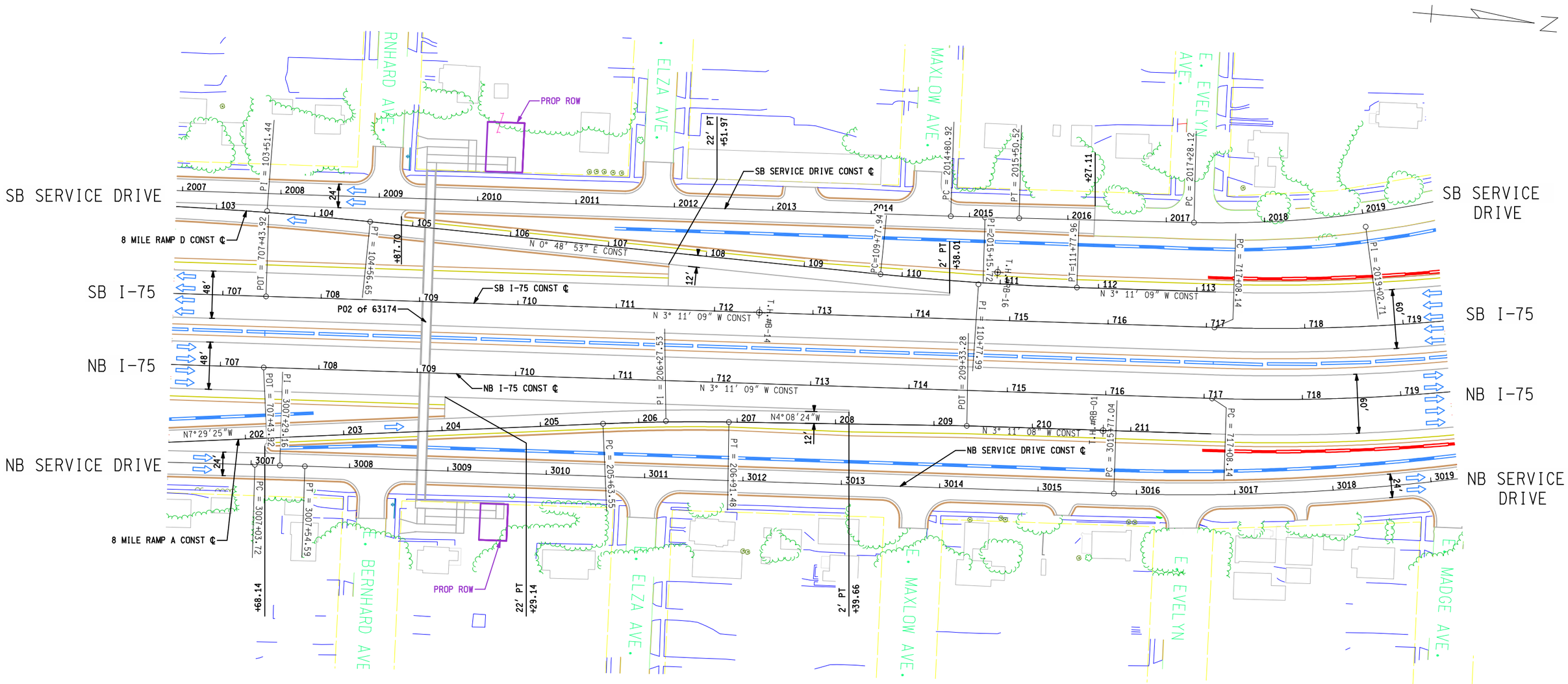
SB I-75 CURVE 1
Δ = 68° 52′ 05″ (LT)
D = 2° 58′ 52″
T = 1,317.69′
L = 2,310.19′
R = 1,922.00′
E = 408.32′
PC = 717+08.14 N = 350,013.94 E = 13,466,445.87
PI = 730+25.83 N = 351,329.60 E = 13,466,372.64
PT = 740+18.33 N = 351,735.61 E = 13,465,119.06
PR. SUPER = 7.00%

8 MILE RAMP A CURVE 1
Δ = 3° 21′ 00″ (RT)
D = 2° 37′ 07″
T = 63.99′
L = 127.93′
R = 2,188.00′
E = 0.94′
PC = 205+63.55 N = 349,403.67 E = 13,466,598.08
PI = 206+27.53 N = 349,467.11 E = 13,466,589.74
PT = 206+91.48 N = 349,530.93 E = 13,466,585.12
PR. SUPER = 3.90%

8 MILE RAMP D CURVE 1
Δ = 3° 00′ 54″ (RT)
D = 1° 25′ 57″
T = 105.27′
L = 210.48′
R = 4,000.00′
E = 1.38′
PC = 102+46.17 N = 348,939.48 E = 13,466,417.03
PI = 103+51.44 N = 349,044.67 E = 13,466,412.99
PT = 104+56.65 N = 349,149.92 E = 13,466,414.49
PR. SUPER = 2.40%

8 MILE RAMP D CURVE 2
Δ = 4° 00′ 02″ (LT)
D = 2° 00′ 00″
T = 100.05′
L = 200.02′
R = 2,864.80′
E = 1.75′
PC = 109+77.94 N = 349,671.16 E = 13,466,421.90
PI = 110+77.99 N = 349,771.20 E = 13,466,423.33
PT = 111+77.96 N = 349,871.10 E = 13,466,417.77

AUTH	DATE	NO.	FINAL R.O.W. REVISION



PRELIMINARY
NOT FOR
CONSTRUCTION

20 50 80
0 40 100
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

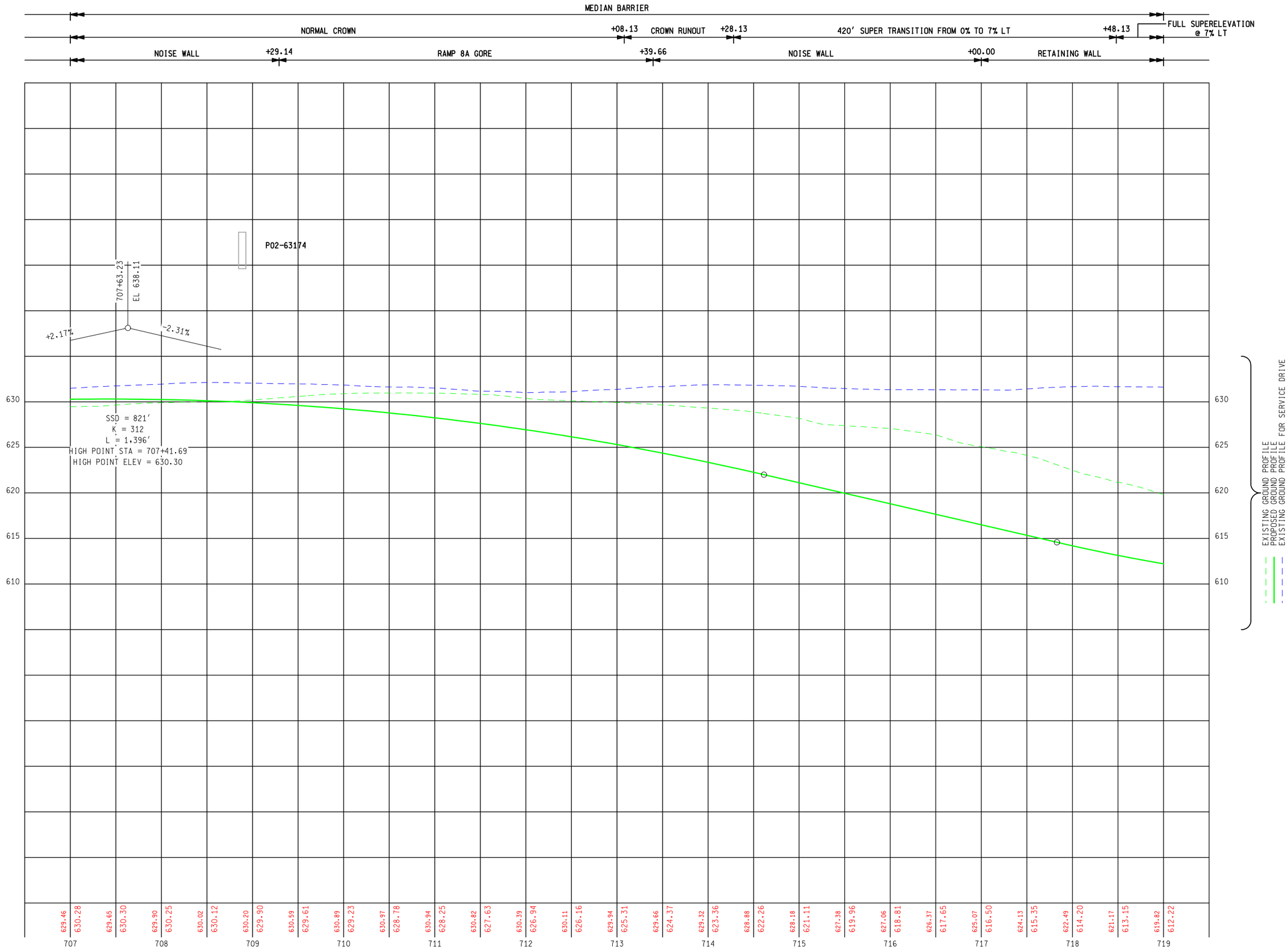
MDOT Michigan Department of Transportation

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

PROPOSED I-75 PLAN STA 707+00 TO 719+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		10

DATE:
WORKED ON BY:
DATE:
CHECKED BY:
FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED NB I-75 PROFILE STA 707+00 TO STA 719+00

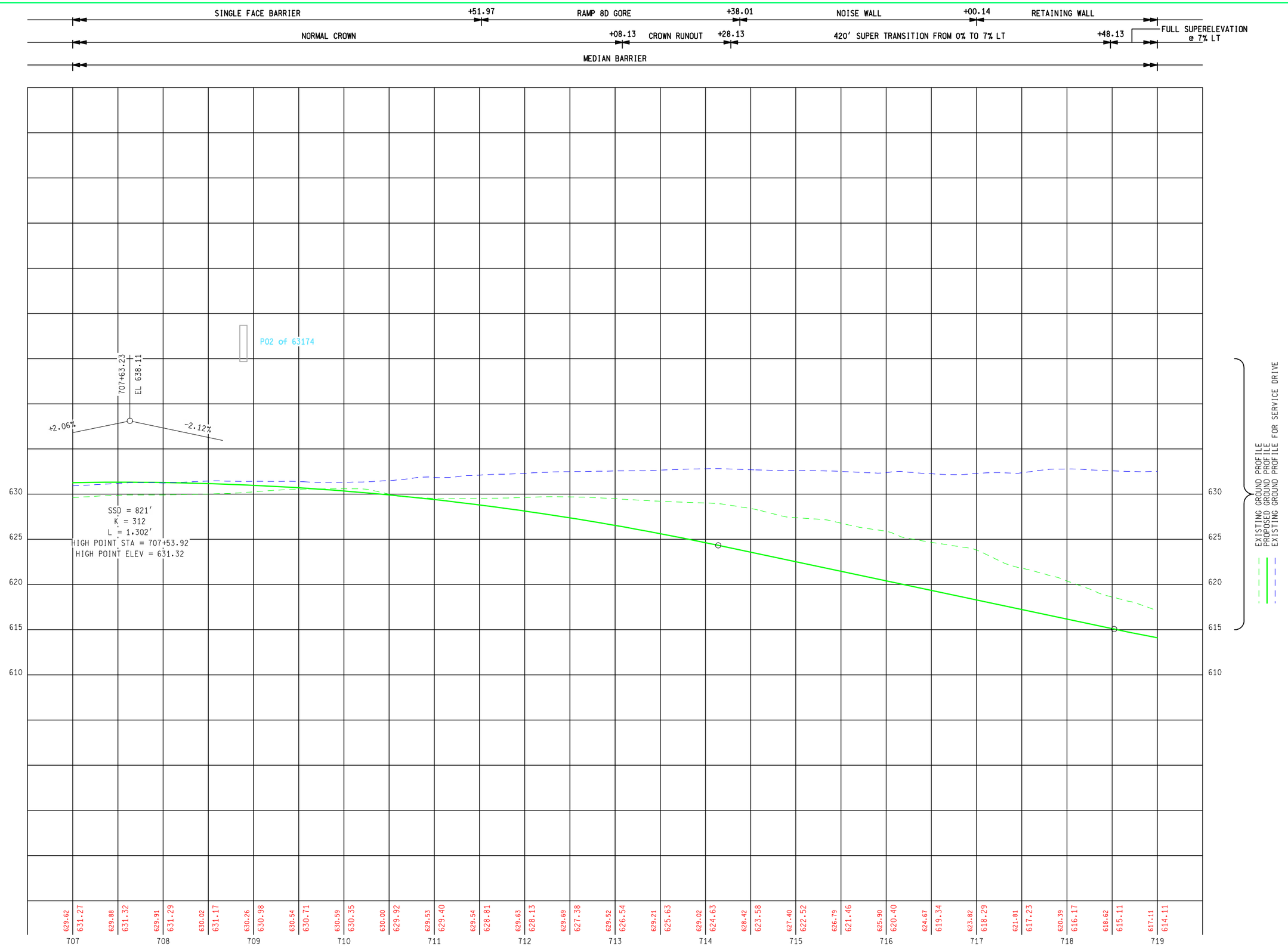
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.
R.O.W CONST.
11A

FILE NAME:



AUTH	DATE	NO.	REVISION
			FINAL R.O.W.

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED SB I-75 PROFILE STA 707+00 TO STA 719+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.
R.O.W CONST.
11B

FILE NAME:

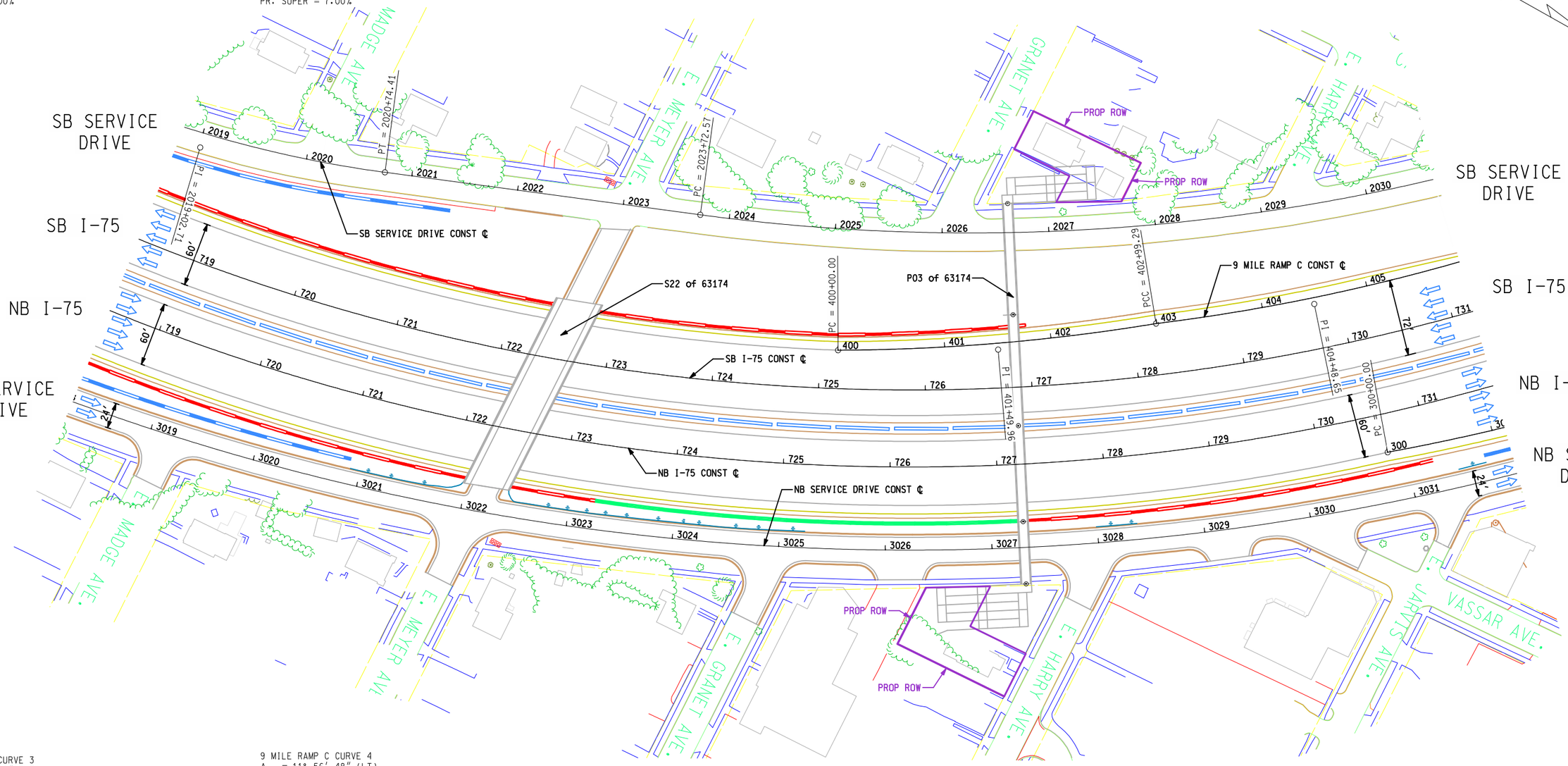
NB I-75 CURVE 1
Δ = 68° 52′ 05″ (LT)
D = 2° 52′ 23″
T = 1,367.17′
L = 2,396.93′
R = 1,994.17′
E = 423.65′
PC = 717+08.14 N = 350,017.95 E = 13,466,517.93
PI = 730+75.31 N = 351,383.01 E = 13,466,441.95
PT = 741+05.07 N = 351,804.27 E = 13,465,141.30
PR. SUPER = 7.00%

SB I-75 CURVE 1
Δ = 68° 52′ 05″ (LT)
D = 2° 58′ 52″
T = 1,317.69′
L = 2,310.19′
R = 1,922.00′
E = 408.32′
PC = 717+08.14 N = 350,013.94 E = 13,466,445.87
PI = 730+25.83 N = 351,329.60 E = 13,466,372.64
PT = 740+18.33 N = 351,735.61 E = 13,465,119.06
PR. SUPER = 7.00%

9 MILE RAMP C CURVE 1
Δ = 9° 07′ 43″ (LT)
D = 3° 03′ 00″
T = 149.96′
L = 299.29′
R = 1,878.49′
E = 5.98′
PC = 400+00.00 N = 350,771.97 E = 13,466,202.86
PI = 401+49.96 N = 350,902.39 E = 13,466,128.83
PCC = 402+99.29 N = 351,019.41 E = 13,466,035.05

9 MILE RAMP C CURVE 2
Δ = 9° 06′ 50″ (LT)
D = 3° 03′ 27″
T = 149.36′
L = 298.09′
R = 1,874.00′
E = 5.94′
PCC = 402+99.29 N = 351,019.41 E = 13,466,035.05
PI = 404+48.65 N = 351,139.62 E = 13,465,946.40
PCC = 405+97.38 N = 351,244.26 E = 13,465,839.83

AUTH	DATE	NO.	FINAL R.O.W. REVISION



9 MILE RAMP C CURVE 3
Δ = 13° 07′ 11″ (LT)
D = 5° 47′ 57″
T = 113.61′
L = 226.23′
R = 988.00′
E = 6.51′
PCC = 405+97.38 N = 351,244.26 E = 13,465,839.83
PI = 407+10.99 N = 351,323.86 E = 13,465,758.77
PT = 408+23.61 N = 351,382.99 E = 13,465,661.75
PR. SUPER = 6.20%

9 MILE RAMP C CURVE 4
Δ = 11° 56′ 48″ (LT)
D = 3° 07′ 46″
T = 191.56′
L = 381.74′
R = 1,830.82′
E = 9.99′
PC = 410+27.51 N = 351,489.09 E = 13,465,487.64
PI = 412+19.07 N = 351,588.78 E = 13,465,324.05
PT = 414+09.25 N = 351,652.45 E = 13,465,143.38
PR. SUPER = 4.40%

PRELIMINARY
NOT FOR
CONSTRUCTION

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

20 50 80
0 40 100
50 SCALE

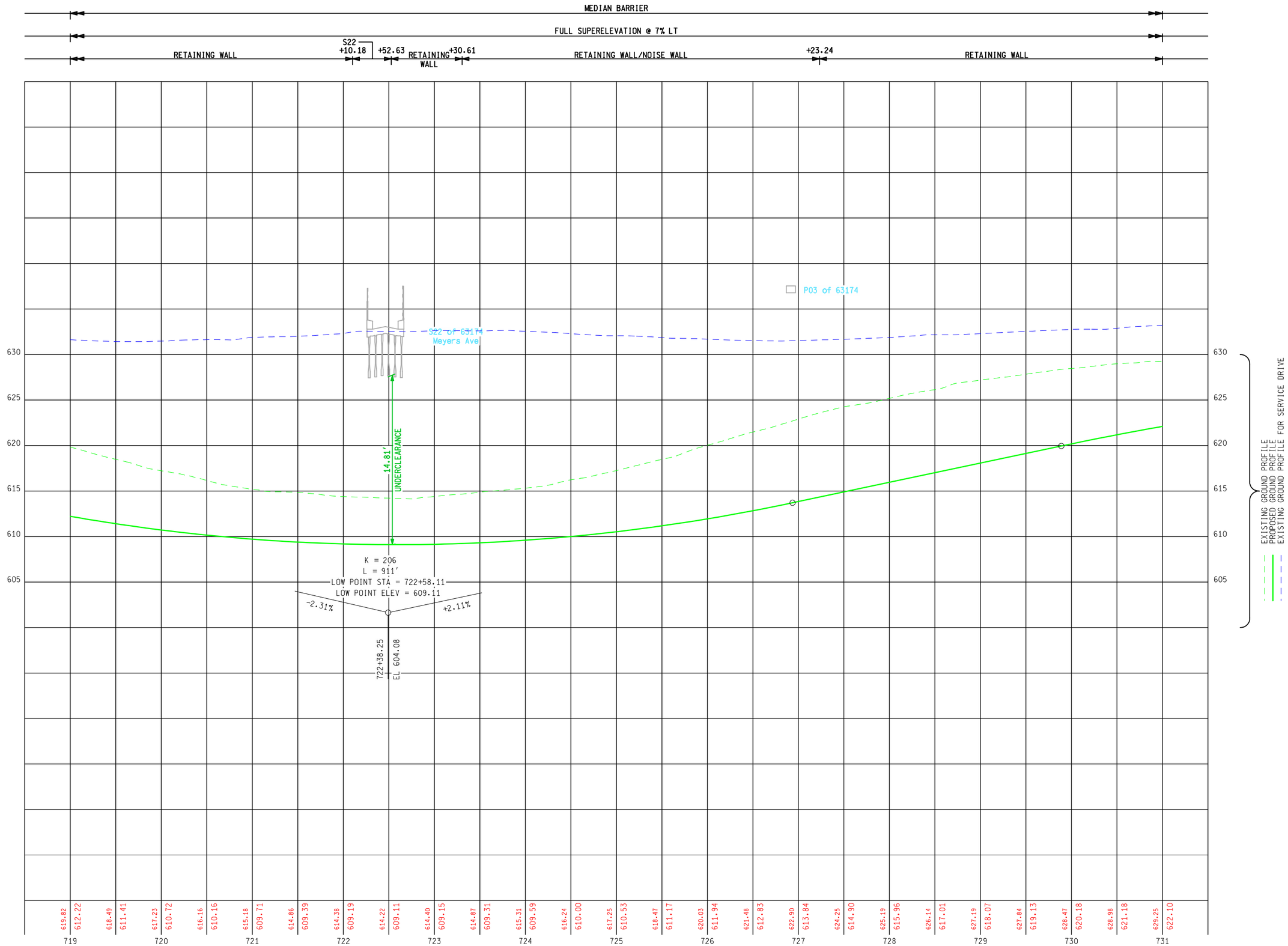
PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

MDOT Michigan Department of Transportation

PROPOSED I-75 PLAN STA 719+00 TO STA 731+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		12

DATE:
WORKED ON BY:
DATE:
CHECKED BY:
FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-983-5780

DATE:

PROPOSED NB I-75 PROFILE STA 719+00 TO STA 731+00

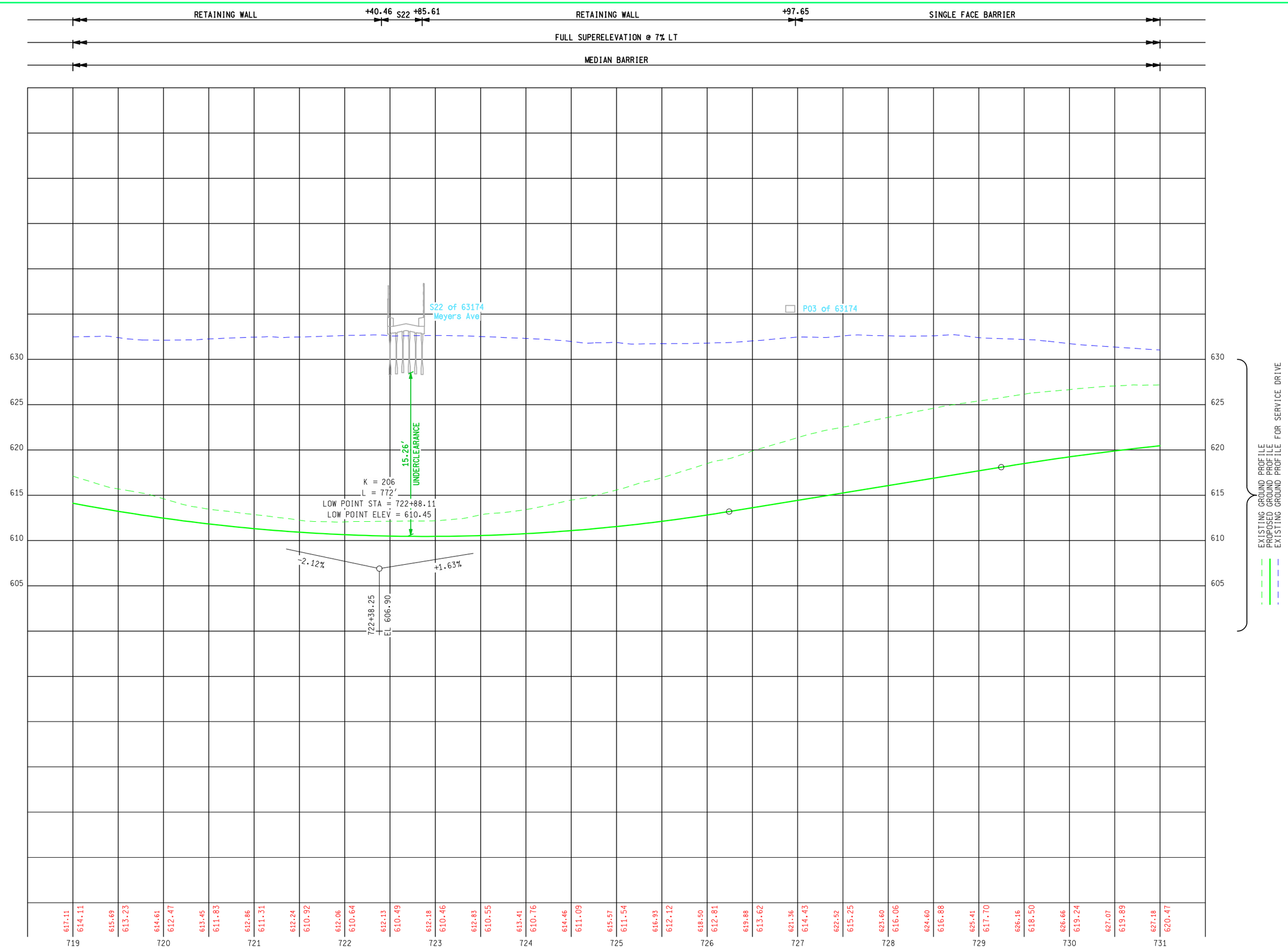
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.	
R.O.W	CONST.
	13A

FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50

50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-983-5780

DATE:

PROPOSED SB I-75 PROFILE STA 719+00 TO STA 731+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.	
R.O.W	CONST.
	13B

FILE NAME:

NB I-75 CURVE 1
Δ = 68° 52′ 05″ (LT)
D = 2° 52′ 23″
T = 1,367.17′
L = 2,396.93′
R = 1,994.17′
E = 423.65′
PC = 717+08.14 N = 350,017.95 E = 13,466,517.93
PI = 730+75.31 N = 351,383.01 E = 13,466,441.95
PT = 741+05.07 N = 351,804.27 E = 13,465,141.30
PR. SUPER = 7.00%

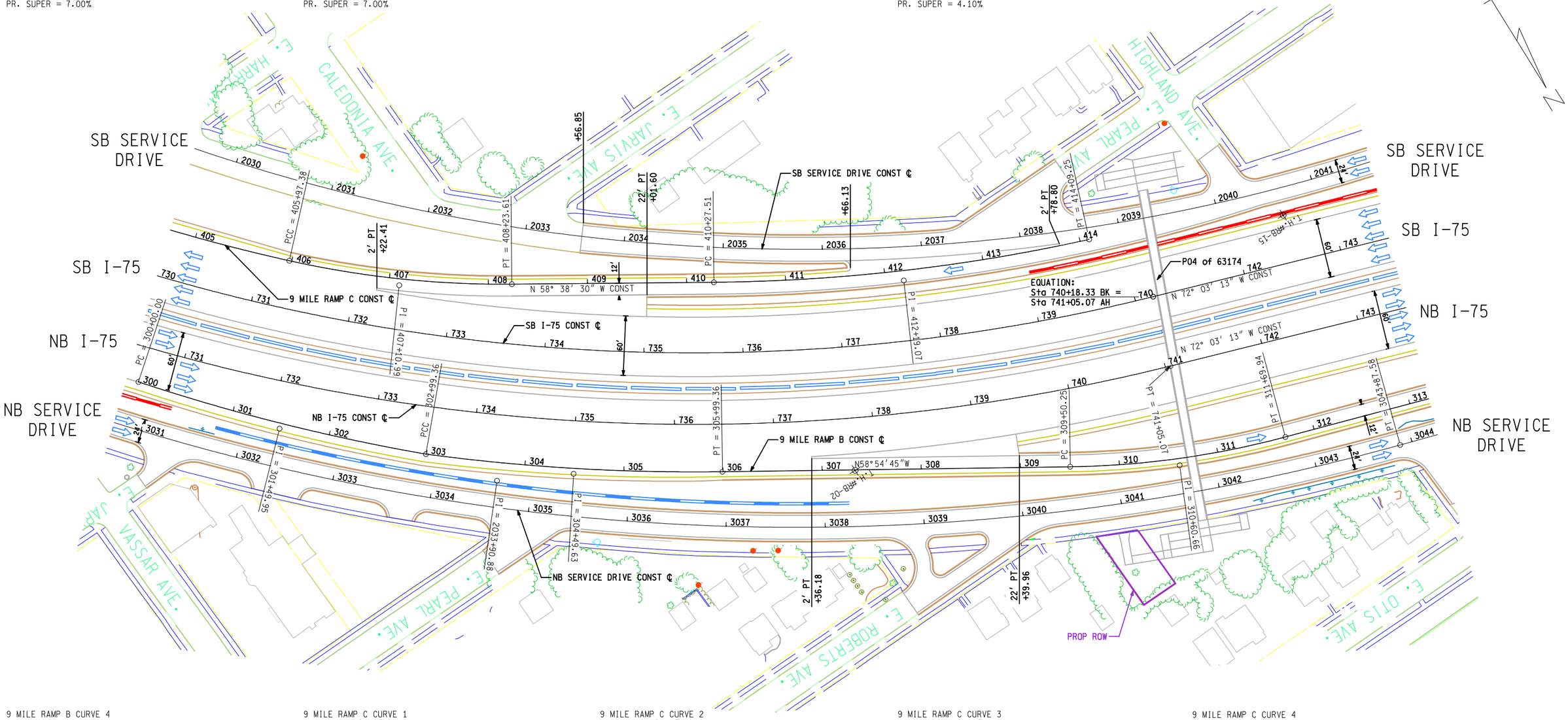
SB I-75 CURVE 1
Δ = 68° 52′ 05″ (LT)
D = 2° 58′ 52″
T = 1,317.69′
L = 2,310.19′
R = 1,922.00′
E = 408.32′
PC = 717+08.14 N = 350,013.94 E = 13,466,445.87
PI = 730+25.83 N = 351,329.60 E = 13,466,372.64
PT = 740+18.33 N = 351,735.61 E = 13,465,119.06
PR. SUPER = 7.00%

9 MILE RAMP B CURVE 1
Δ = 8° 25′ 50″ (LT)
D = 2° 48′ 58″
T = 149.95′
L = 299.36′
R = 2,034.54′
E = 5.52′
PC = 300+00.00
PI = 301+49.95
PCC = 302+99.36

9 MILE RAMP B CURVE 2
Δ = 8° 25′ 01″ (LT)
D = 2° 48′ 20″
T = 150.27′
L = 300.00′
R = 2,042.17′
E = 5.52′
PCC = 302+99.36 N = 351,482.82 E = 13,465,825.94
PI = 304+49.63 N = 351,578.41 E = 13,465,709.99
PT = 305+99.36 N = 351,656.00 E = 13,465,581.30
PR. SUPER = 4.10%

9 MILE RAMP B CURVE 3
Δ = 14° 08′ 47″ (LT)
D = 6° 26′ 21″
T = 110.41′
L = 219.69′
R = 889.80′
E = 6.82′
PRC = 309+50.25 N = 351,837.18 E = 13,465,280.81
PI = 310+60.66 N = 351,894.19 E = 13,465,186.26
PT = 311+69.94 N = 351,926.36 E = 13,465,080.64

AUTH	DATE	NO.	FINAL R.O.W. REVISION



9 MILE RAMP B CURVE 4

PR. SUPER = 4.50%

9 MILE RAMP C CURVE 1
Δ = 9° 07′ 43″ (LT)
D = 3° 03′ 00″
T = 149.96′
L = 299.29′
R = 1,878.49′
E = 5.98′
PC = 400+00.00 N = 350,771.97 E = 13,466,202.86
PI = 401+49.96 N = 350,902.39 E = 13,466,128.83
PCC = 402+99.29 N = 351,019.41 E = 13,466,035.05

9 MILE RAMP C CURVE 2
Δ = 9° 06′ 50″ (LT)
D = 3° 03′ 27″
T = 149.36′
L = 298.09′
R = 1,874.00′
E = 5.94′
PCC = 402+99.29 N = 351,019.41 E = 13,466,035.05
PI = 404+48.65 N = 351,139.62 E = 13,465,946.40
PCC = 405+97.38 N = 351,244.26 E = 13,465,839.83

9 MILE RAMP C CURVE 3
Δ = 13° 07′ 11″ (LT)
D = 5° 47′ 57″
T = 113.61′
L = 226.23′
R = 988.00′
E = 6.51′
PCC = 405+97.38 N = 351,244.26 E = 13,465,839.83
PI = 407+10.99 N = 351,323.86 E = 13,465,758.77
PT = 408+23.61 N = 351,382.99 E = 13,465,661.75
PR. SUPER = 6.20%

9 MILE RAMP C CURVE 4
Δ = 11° 56′ 48″ (LT)
D = 3° 07′ 46″
T = 191.56′
L = 381.74′
R = 1,830.82′
E = 9.99′
PC = 410+27.51 N = 351,489.09 E = 13,465,487.64
PI = 412+19.07 N = 351,588.78 E = 13,465,324.05
PT = 414+09.25 N = 351,652.45 E = 13,465,143.38
PR. SUPER = 4.40%

PRELIMINARY
NOT FOR
CONSTRUCTION

20 50 80
0 40 100
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

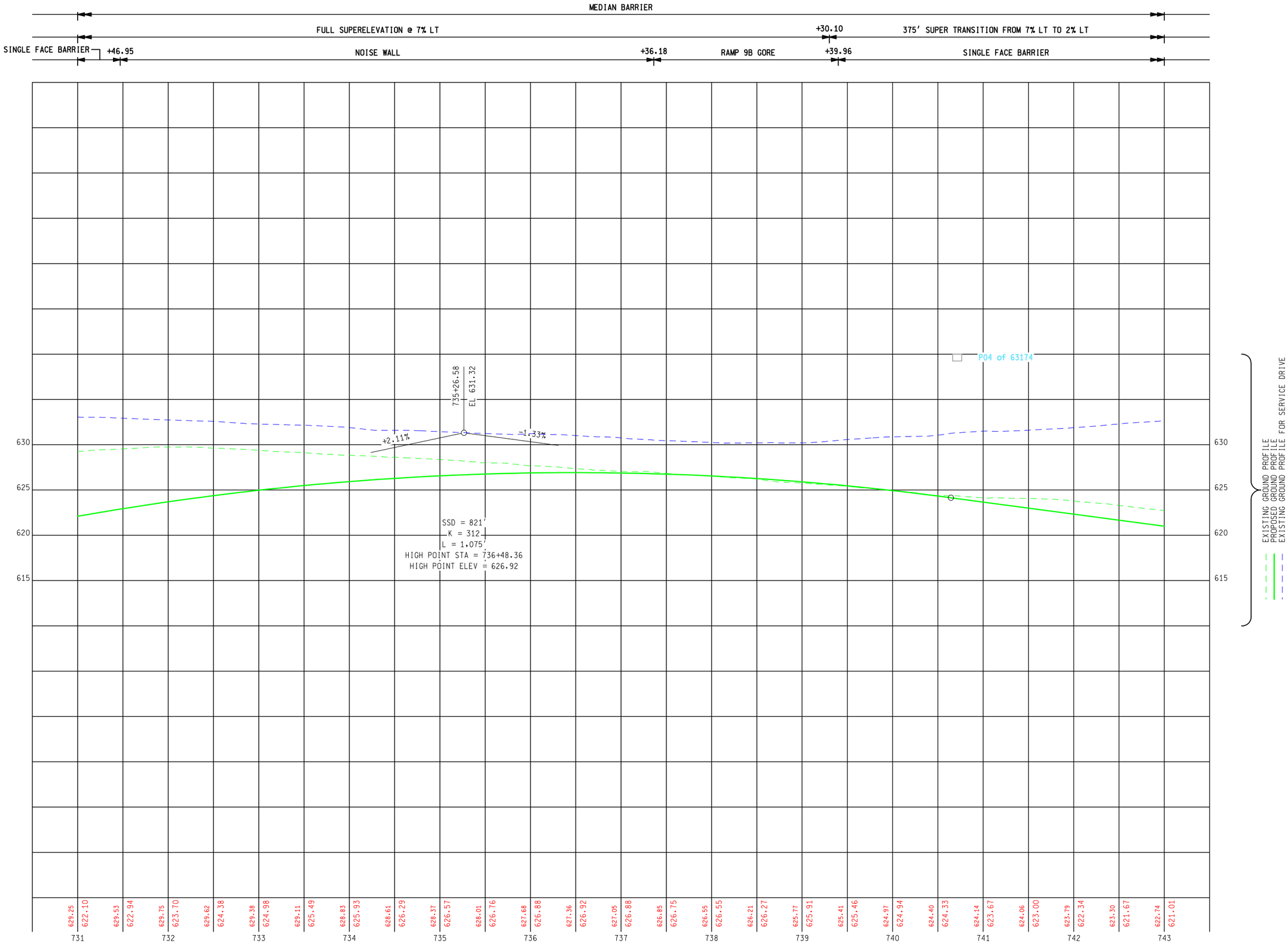
MDOT Michigan Department of Transportation

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

PROPOSED I-75 PLAN STA 731+00 TO STA 743+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		14

DATE:
WORKED ON BY:
DATE:
CHECKED BY:
FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED NB I-75 PROFILE STA 731+00 TO STA 743+00

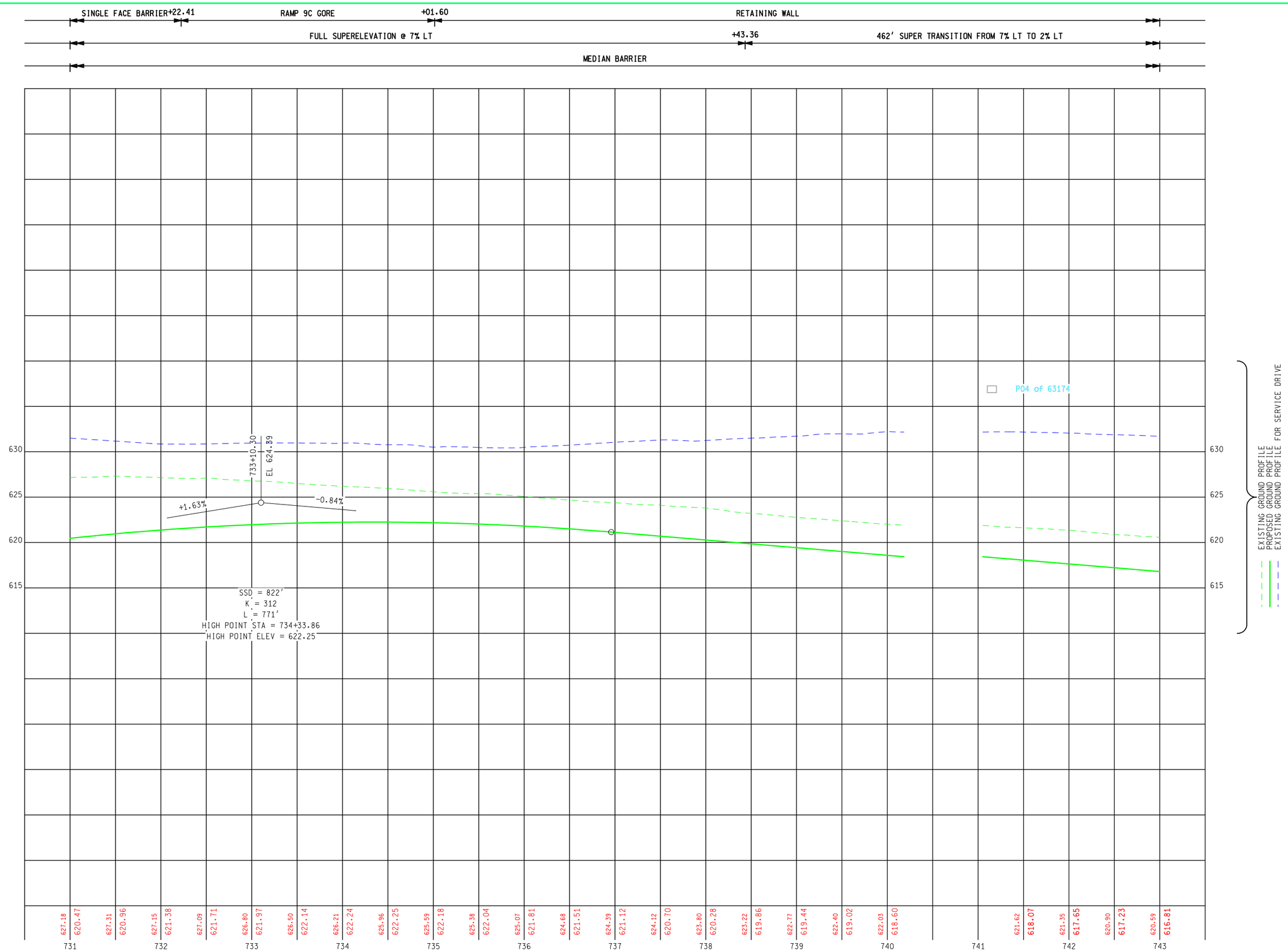
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.	
R.O.W	CONST.
	15A

FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50

50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED SB I-75 PROFILE STA 731+00 TO STA 743+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.
R.O.W CONST.
15B

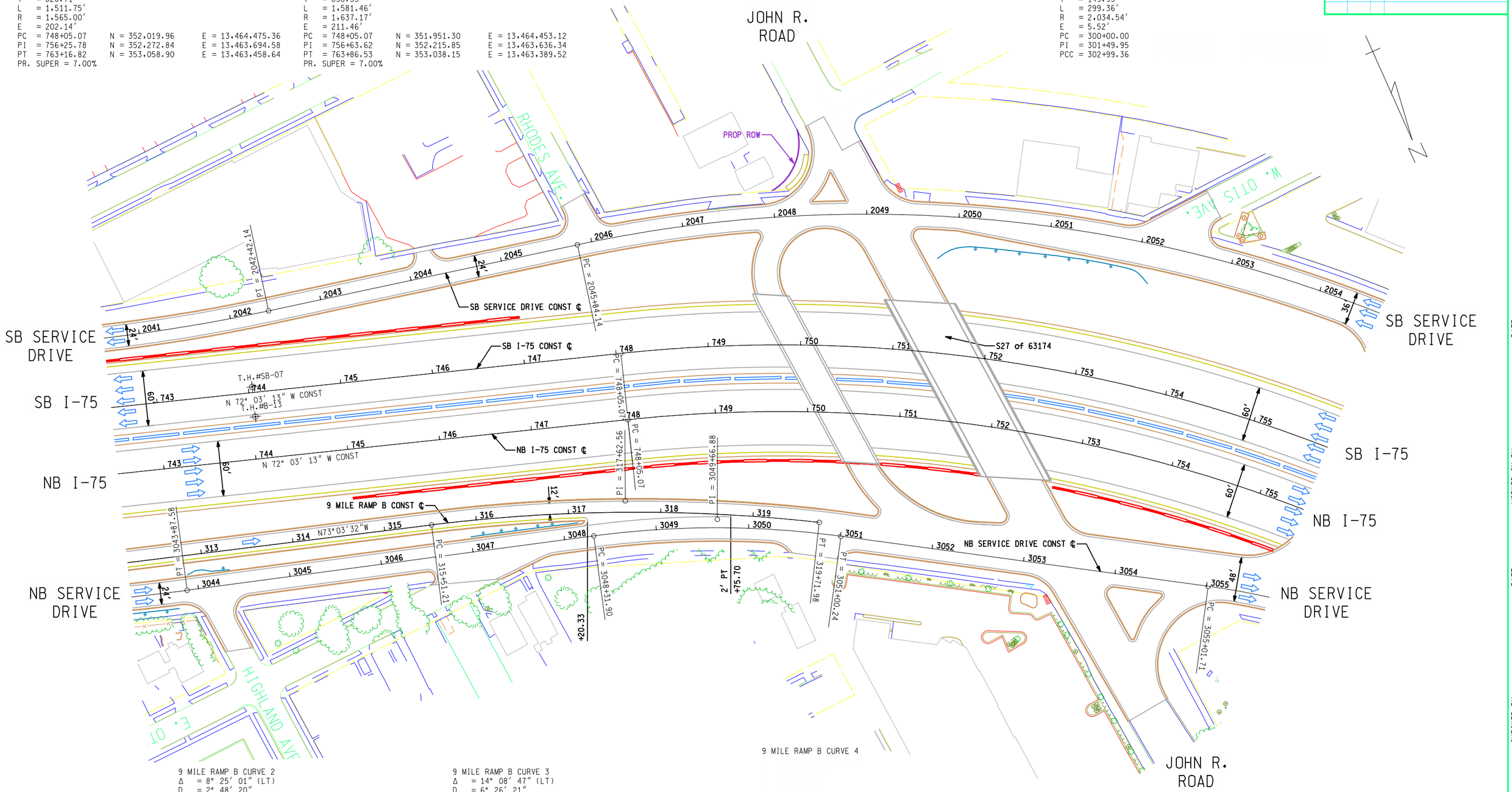
FILE NAME:

NB I-75 CURVE 2
Δ = 55° 20′ 46″ (RT)
D = 3° 39′ 40″
T = 820.71′
L = 1,511.75′
R = 1,565.00′
E = 202.14′
PC = 748+05.07 N = 352,019.96 E = 13,464,475.36
PI = 756+25.78 N = 352,272.84 E = 13,463,694.58
PT = 763+16.82 N = 353,058.90 E = 13,463,458.64
PR. SUPER = 7.00%

SB I-75 CURVE 2
Δ = 55° 20′ 46″ (RT)
D = 3° 29′ 59″
T = 858.55′
L = 1,581.46′
R = 1,637.17′
E = 211.46′
PC = 748+05.07 N = 351,951.30 E = 13,464,453.12
PI = 756+63.62 N = 352,215.85 E = 13,463,636.34
PT = 763+86.53 N = 353,038.15 E = 13,463,389.52
PR. SUPER = 7.00%

9 MILE RAMP B CURVE 1
Δ = 8° 25′ 50″ (LT)
D = 2° 48′ 58″
T = 149.95′
L = 299.36′
R = 2,034.54′
E = 5.52′
PC = 300+00.00
PI = 301+49.95
PCC = 302+99.36

AUTH	DATE	NO.	FINAL R.O.W. REVISION



9 MILE RAMP B CURVE 2
Δ = 8° 25′ 01″ (LT)
D = 2° 48′ 20″
T = 150.27′
L = 300.00′
R = 2,042.17′
E = 5.52′
PCC = 302+99.36 N = 351,482.82 E = 13,465,825.94
PI = 304+49.63 N = 351,578.41 E = 13,465,709.99
PT = 305+99.36 N = 351,656.00 E = 13,465,581.30
PR. SUPER = 4.10%

9 MILE RAMP B CURVE 3
Δ = 14° 08′ 47″ (LT)
D = 6° 26′ 21″
T = 110.41′
L = 219.69′
R = 889.80′
E = 6.82′
PRC = 309+50.25 N = 351,837.18 E = 13,465,280.81
PI = 310+60.66 N = 351,894.19 E = 13,465,186.26
PT = 311+69.94 N = 351,926.36 E = 13,465,080.64

PR. SUPER = 4.50%

20 50 80
0 40 100
50 SCALE

PRELIMINARY NOT FOR CONSTRUCTION

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

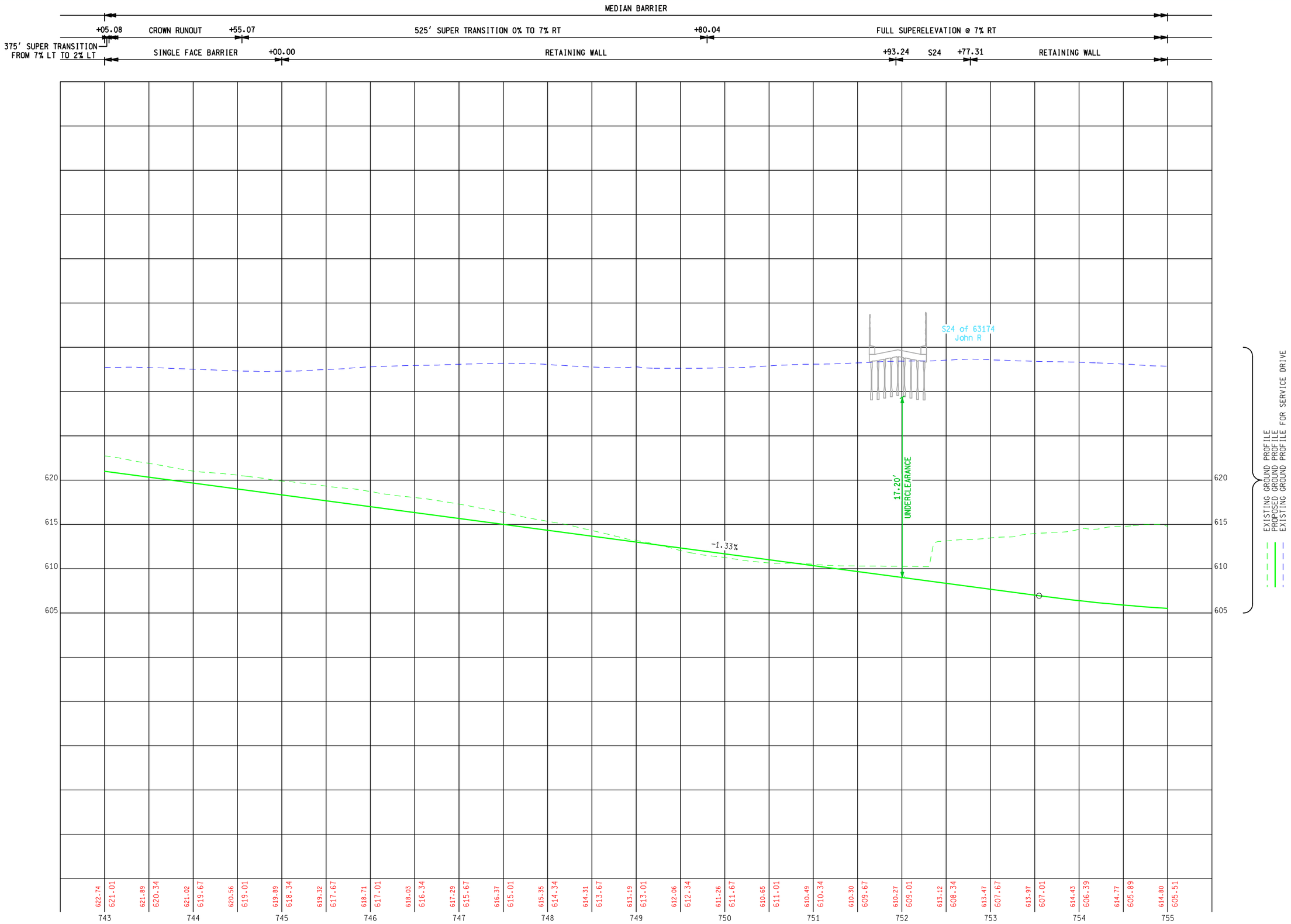
PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

MDOT Michigan Department of Transportation

PROPOSED I-75 PLAN STA 743+00 TO STA 755+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		16

DATE:
WORKED ON BY:
DATE:
CHECKED BY:
FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50

50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-983-5780

DATE:

PROPOSED NB I-75 PROFILE STA 743+00 TO STA 755+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

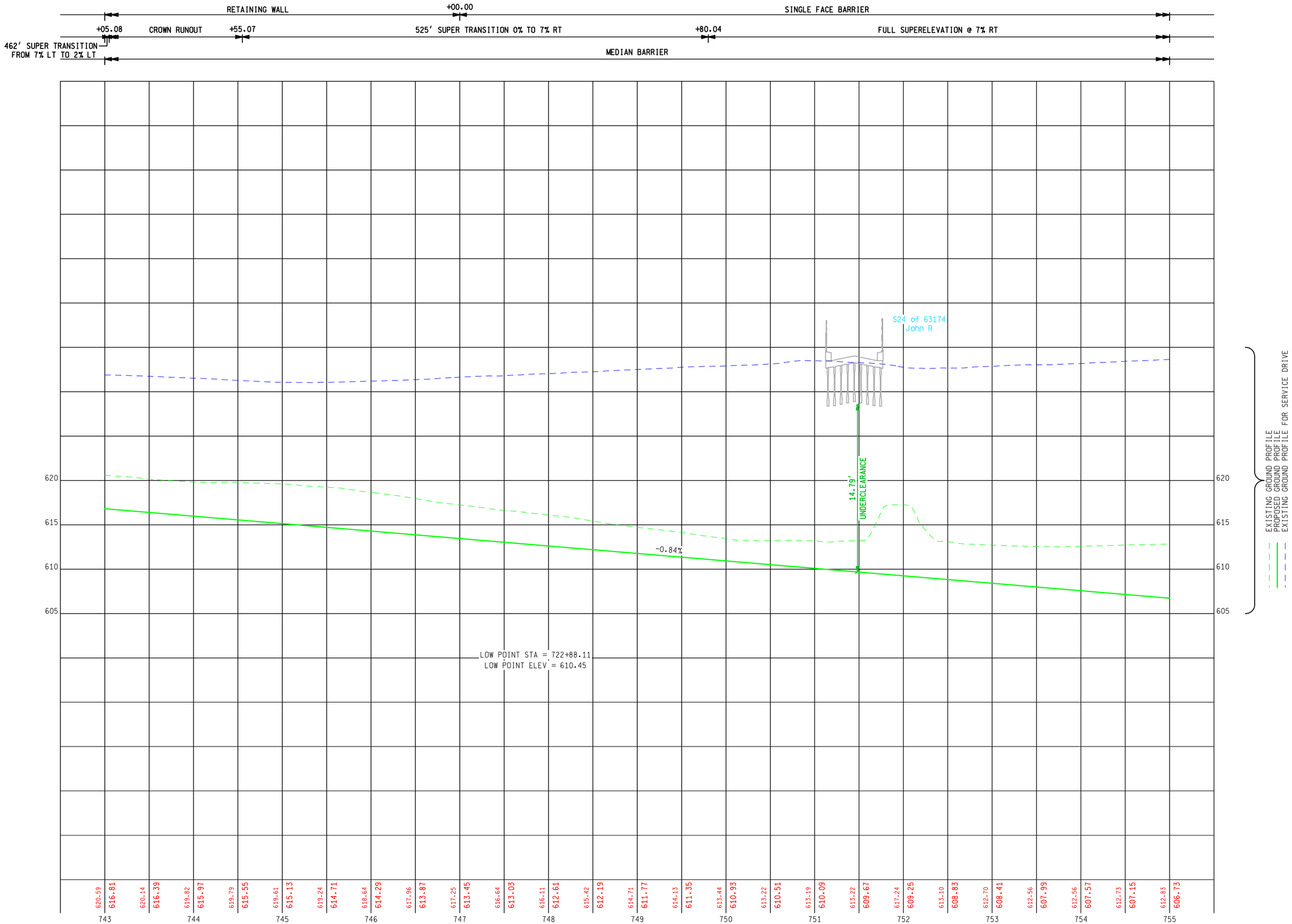
CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.

R.O.W	CONST.
	17A

FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-983-5780

DATE:

PROPOSED SB I-75 PROFILE STA 743+00 TO STA 755+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.
R.O.W CONST.
17B

FILE NAME:

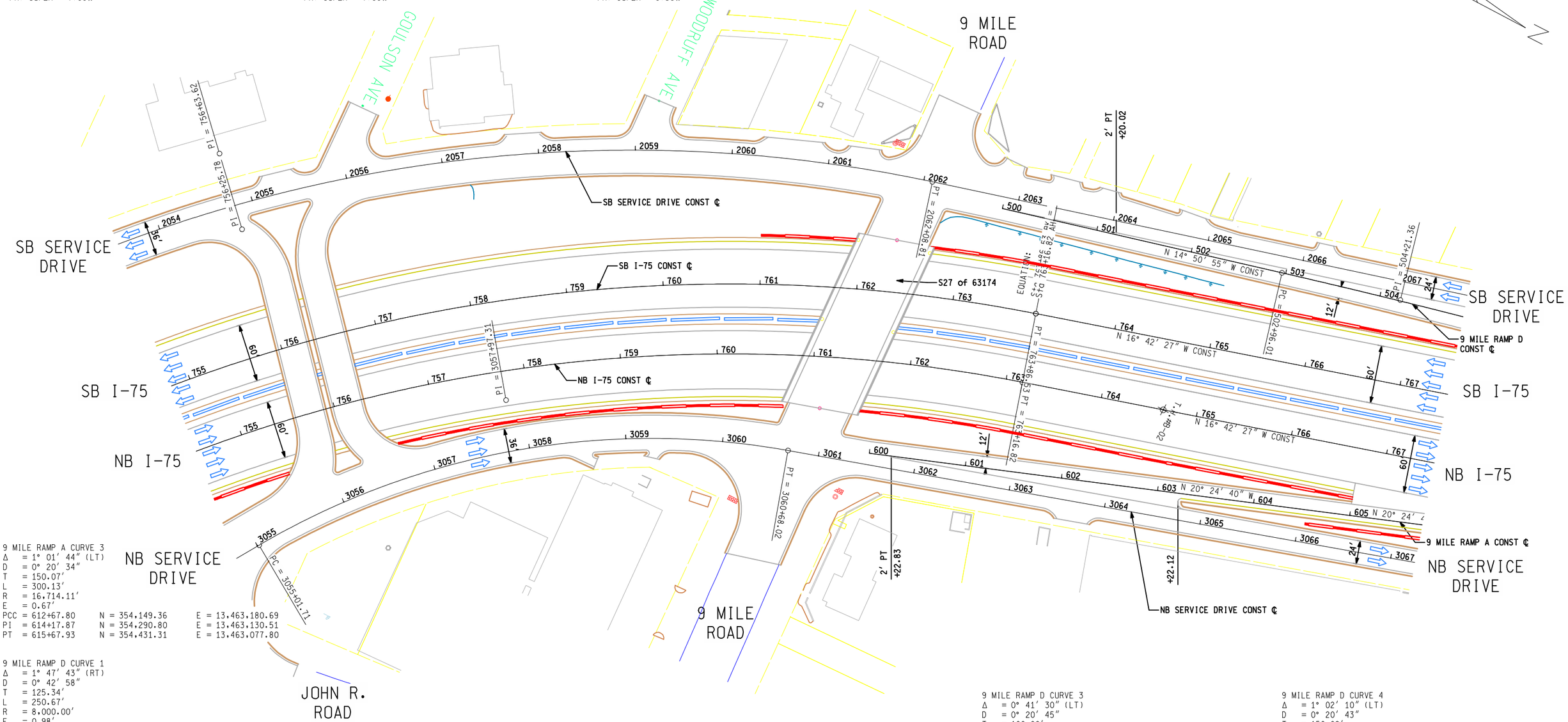
NB I-75 CURVE 2
Δ = 55° 20′ 46″ (RT)
D = 3° 39′ 40″
T = 820.71′
L = 1,511.75′
R = 1,565.00′
E = 202.14′
PC = 748+05.07 N = 352,019.96 E = 13,464,475.36
PI = 756+25.78 N = 352,272.84 E = 13,463,694.58
PT = 763+16.82 N = 353,058.90 E = 13,463,458.64
PR. SUPER = 7.00%

SB I-75 CURVE 2
Δ = 55° 20′ 46″ (RT)
D = 3° 29′ 59″
T = 858.55′
L = 1,581.46′
R = 1,637.17′
E = 211.46′
PC = 748+05.07 N = 351,951.30 E = 13,464,453.12
PI = 756+63.62 N = 352,215.85 E = 13,463,636.34
PT = 763+86.53 N = 353,038.15 E = 13,463,389.52
PR. SUPER = 7.00%

9 MILE RAMP A CURVE 1
Δ = 5° 57′ 30″ (RT)
D = 2° 17′ 31″
T = 130.11′
L = 259.98′
R = 2,500.00′
E = 3.38′
PC = 603+92.74 N = 353,315.79 E = 13,463,445.75
PI = 605+22.84 N = 353,435.85 E = 13,463,395.61
PT = 606+52.72 N = 353,560.46 E = 13,463,358.21
PR. SUPER = 3.50%

9 MILE RAMP A CURVE 2
Δ = 0° 32′ 05″ (LT)
D = 0° 20′ 33″
T = 78.08′
L = 156.17′
R = 16,733.44′
E = 0.18′
PC = 611+11.63 N = 354,000.00 E = 13,463,226.28
PI = 611+89.71 N = 354,074.79 E = 13,463,203.83
PCC = 612+67.80 N = 354,149.36 E = 13,463,180.69

AUTH	DATE	NO.	FINAL R.O.W. REVISION



9 MILE RAMP A CURVE 3
Δ = 1° 01′ 44″ (LT)
D = 0° 20′ 34″
T = 150.07′
L = 300.13′
R = 16,714.11′
E = 0.67′
PCC = 612+67.80 N = 354,149.36 E = 13,463,180.69
PI = 614+17.87 N = 354,290.80 E = 13,463,130.51
PT = 615+67.93 N = 354,431.31 E = 13,463,077.80

9 MILE RAMP D CURVE 1
Δ = 1° 47′ 43″ (RT)
D = 0° 42′ 58″
T = 125.34′
L = 250.67′
R = 8,000.00′
E = 0.98′
PC = 502+96.01 N = 353,243.30 E = 13,463,233.78
PI = 504+21.36 N = 353,364.46 E = 13,463,201.66
PT = 505+46.68 N = 353,486.57 E = 13,463,173.35
PR. SUPER = 2.00%

9 MILE RAMP D CURVE 2
Δ = 4° 00′ 00″ (LT)
D = 2° 00′ 00″
T = 100.04′
L = 200.00′
R = 2,864.80′
E = 1.75′
PC = 509+24.14 N = 353,854.27 E = 13,463,088.10
PI = 510+24.18 N = 353,951.72 E = 13,463,065.51
PCC = 511+24.14 N = 354,047.36 E = 13,463,036.17

9 MILE RAMP D CURVE 3
Δ = 0° 41′ 30″ (LT)
D = 0° 20′ 45″
T = 100.00′
L = 200.00′
R = 16,565.28′
E = 0.30′
PCC = 511+24.14 N = 354,047.36 E = 13,463,036.17
PI = 512+24.14 N = 354,142.97 E = 13,463,006.84
PCC = 513+24.14 N = 354,238.21 E = 13,462,976.36

9 MILE RAMP D CURVE 4
Δ = 1° 02′ 10″ (LT)
D = 0° 20′ 43″
T = 150.02′
L = 300.03′
R = 16,593.08′
E = 0.68′
PCC = 513+24.14 N = 354,238.21 E = 13,462,976.36
PI = 514+74.15 N = 354,382.81 E = 13,462,936.39
PT = 516+24.16 N = 354,526.66 E = 13,462,893.81

PRELIMINARY NOT FOR CONSTRUCTION

20 50 80
0 40 100
50 SCALE

PB 100 YEARS
PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

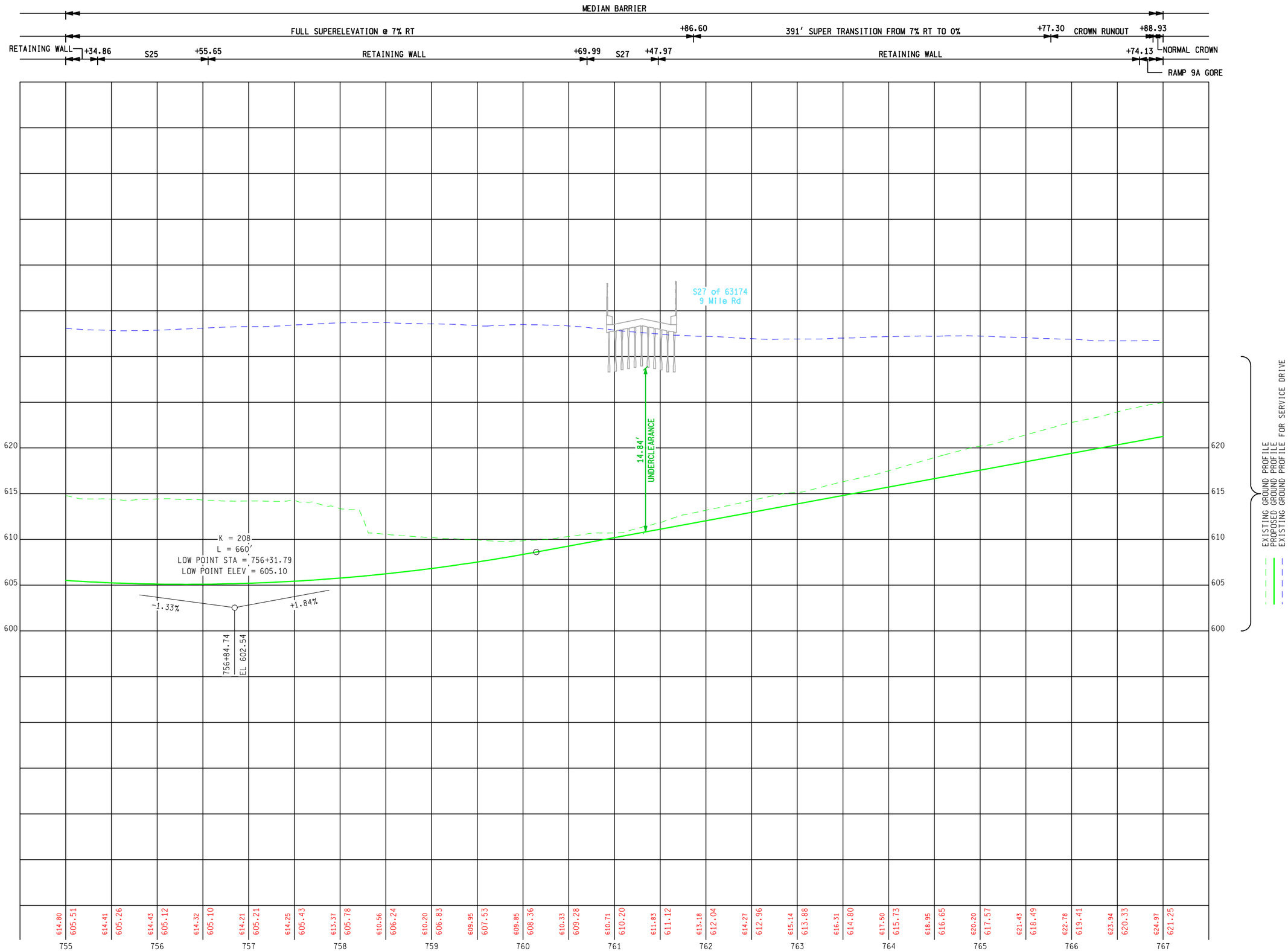
MDOT Michigan Department of Transportation

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

PROPOSED I-75 PLAN STA 755+00 TO STA 767+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		18

DATE:
WORKED ON BY:
DATE:
CHECKED BY:
FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED NB I-75 PROFILE STA 755+00 TO STA 767+00

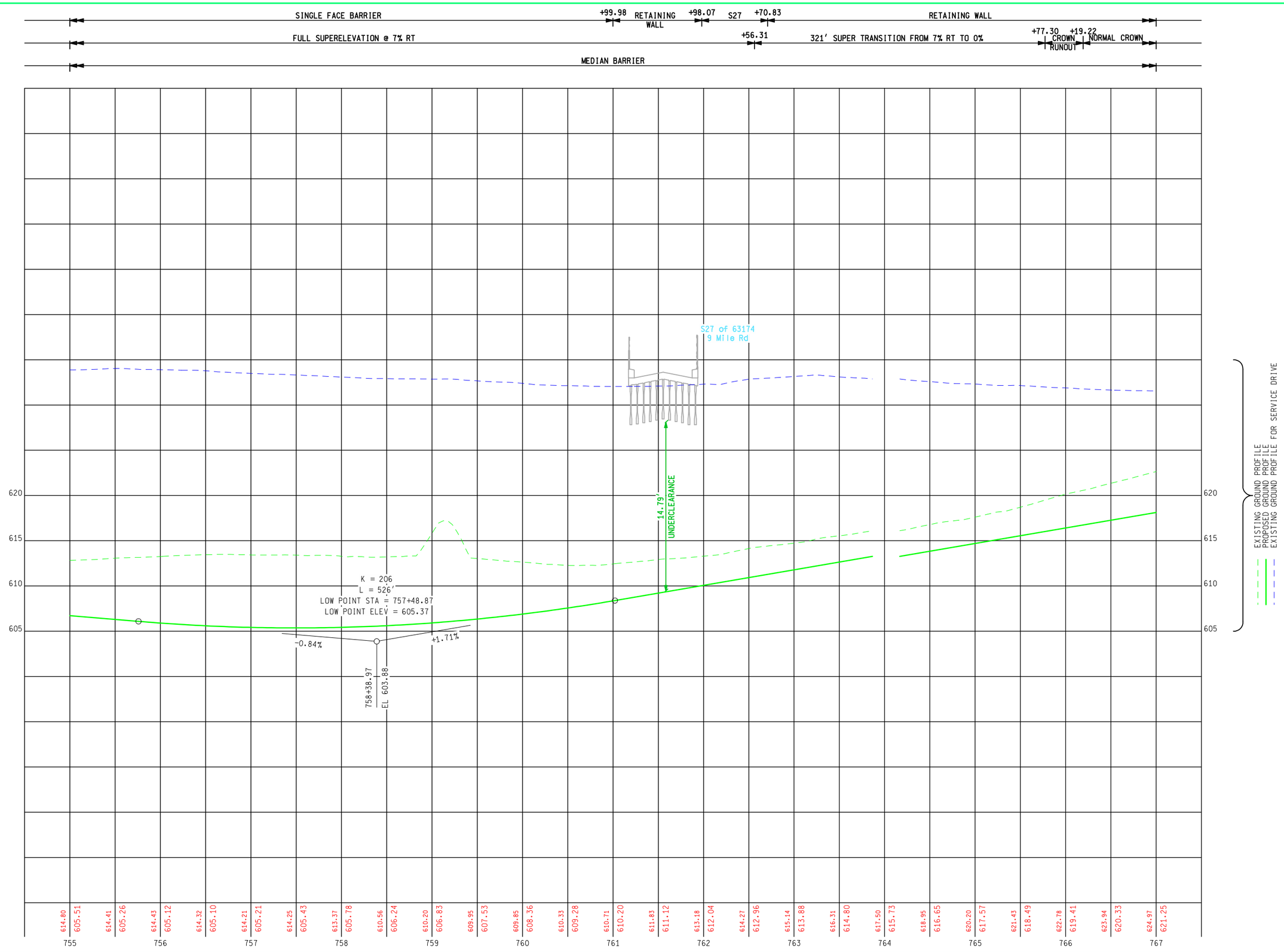
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.
R.O.W CONST.
19A

FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED SB I-75 PROFILE STA 755+00 TO STA 767+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.
R.O.W CONST.
19B

FILE NAME:

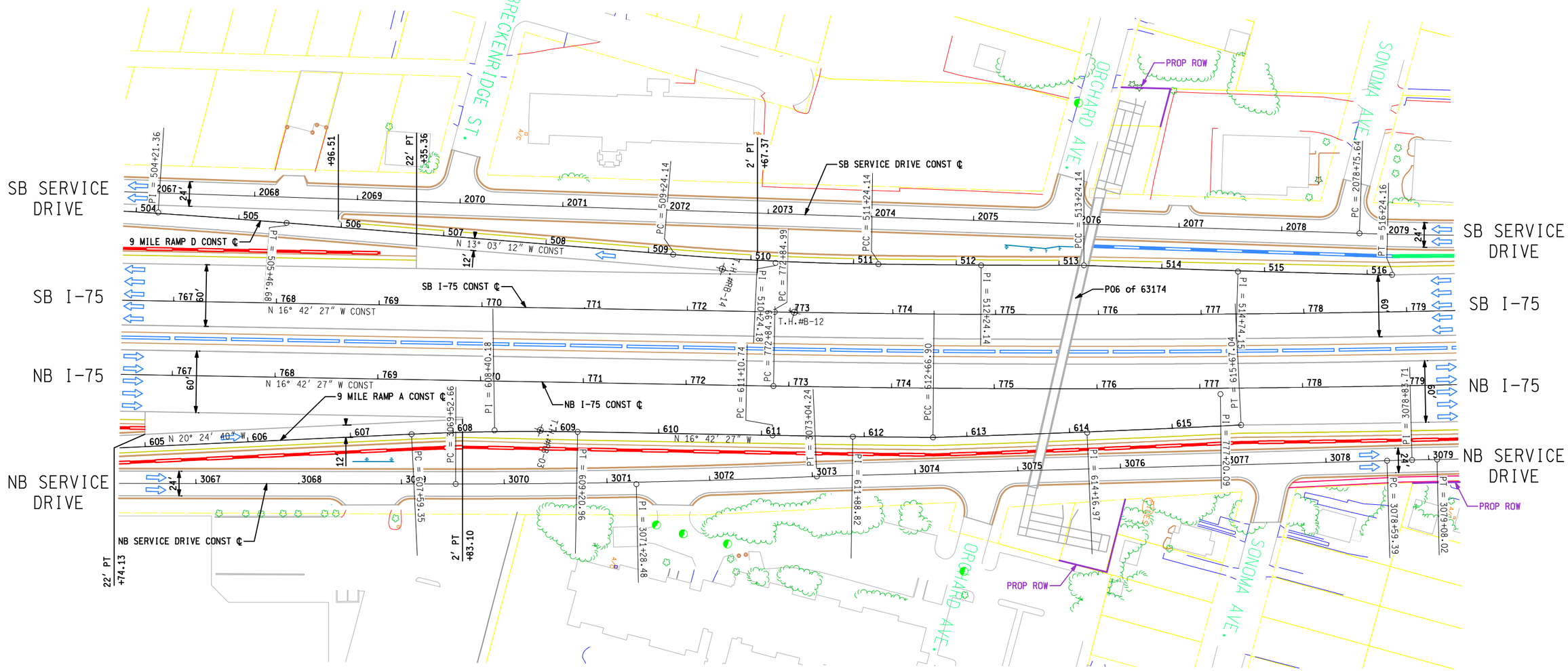
AUTH	DATE	NO.	FINAL R.O.W. REVISION

NB I-75 CURVE 3
Δ = 2° 59′ 15″ (LT)
D = 0° 20′ 36″
T = 435.10′
L = 870.00′
R = 16,685.44′
E = 5.67′
PC = 772+84.99 N = 353,986.20 E = 13,463,180.31
PI = 777+20.09 N = 354,402.93 E = 13,463,055.22
PRC = 781+54.99 N = 354,812.58 E = 13,462,908.59
PR. SUPER = 2.00%

SB I-75 CURVE 3
Δ = 2° 59′ 15″ (LT)
D = 0° 20′ 42″
T = 433.21′
L = 866.23′
R = 16,613.28′
E = 5.65′
PC = 772+84.99 N = 353,965.46 E = 13,463,111.19
PI = 777+18.21 N = 354,380.38 E = 13,462,986.64
PRC = 781+51.22 N = 354,788.26 E = 13,462,840.65
PR. SUPER = 2.00%

9 MILE RAMP A CURVE 1
Δ = 5° 57′ 30″ (RT)
D = 2° 17′ 31″
T = 130.11′
L = 259.98′
R = 2,500.00′
E = 3.38′
PC = 603+92.74 N = 353,315.79 E = 13,463,445.75
PI = 605+22.84 N = 353,435.85 E = 13,463,395.61
PT = 606+52.72 N = 353,560.46 E = 13,463,358.21
PR. SUPER = 3.50%

9 MILE RAMP A CURVE 2
Δ = 0° 32′ 05″ (LT)
D = 0° 20′ 33″
T = 78.08′
L = 156.17′
R = 16,733.44′
E = 0.18′
PC = 611+11.63 N = 354,000.00 E = 13,463,226.28
PI = 611+89.71 N = 354,074.79 E = 13,463,203.83
PCC = 612+67.80 N = 354,149.36 E = 13,463,180.69



9 MILE RAMP A CURVE 3
Δ = 1° 01′ 44″ (LT)
D = 0° 20′ 34″
T = 150.07′
L = 300.13′
R = 16,714.11′
E = 0.67′
PCC = 612+67.80 N = 354,149.36 E = 13,463,180.69
PI = 614+17.87 N = 354,290.80 E = 13,463,130.51
PT = 615+67.93 N = 354,431.31 E = 13,463,077.80

9 MILE RAMP D CURVE 1
Δ = 1° 47′ 43″ (RT)
D = 0° 42′ 58″
T = 125.34′
L = 250.67′
R = 8,000.00′
E = 0.98′
PC = 502+96.01 N = 353,243.30 E = 13,463,233.78
PI = 504+21.36 N = 353,364.46 E = 13,463,201.66
PT = 505+46.68 N = 353,486.57 E = 13,463,173.35
PR. SUPER = 2.00%

9 MILE RAMP D CURVE 2
Δ = 4° 00′ 00″ (LT)
D = 2° 00′ 00″
T = 100.04′
L = 200.00′
R = 2,864.80′
E = 1.75′
PC = 509+24.14 N = 353,854.27 E = 13,463,088.10
PI = 510+24.18 N = 353,951.72 E = 13,463,065.51
PCC = 511+24.14 N = 354,047.36 E = 13,463,036.17

9 MILE RAMP D CURVE 3
Δ = 0° 41′ 30″ (LT)
D = 0° 20′ 45″
T = 100.00′
L = 200.00′
R = 16,565.28′
E = 0.30′
PCC = 511+24.14 N = 354,047.36 E = 13,463,036.17
PI = 512+24.14 N = 354,142.97 E = 13,463,006.84
PCC = 513+24.14 N = 354,238.21 E = 13,462,976.36

9 MILE RAMP D CURVE 4
Δ = 1° 02′ 10″ (LT)
D = 0° 20′ 43″
T = 150.02′
L = 300.03′
R = 16,593.08′
E = 0.68′
PCC = 513+24.14 N = 354,238.21 E = 13,462,976.36
PI = 514+74.15 N = 354,382.81 E = 13,462,936.39
PT = 516+24.16 N = 354,526.66 E = 13,462,893.81

PRELIMINARY
NOT FOR
CONSTRUCTION

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

0 20 40 50 80 100
50 SCALE

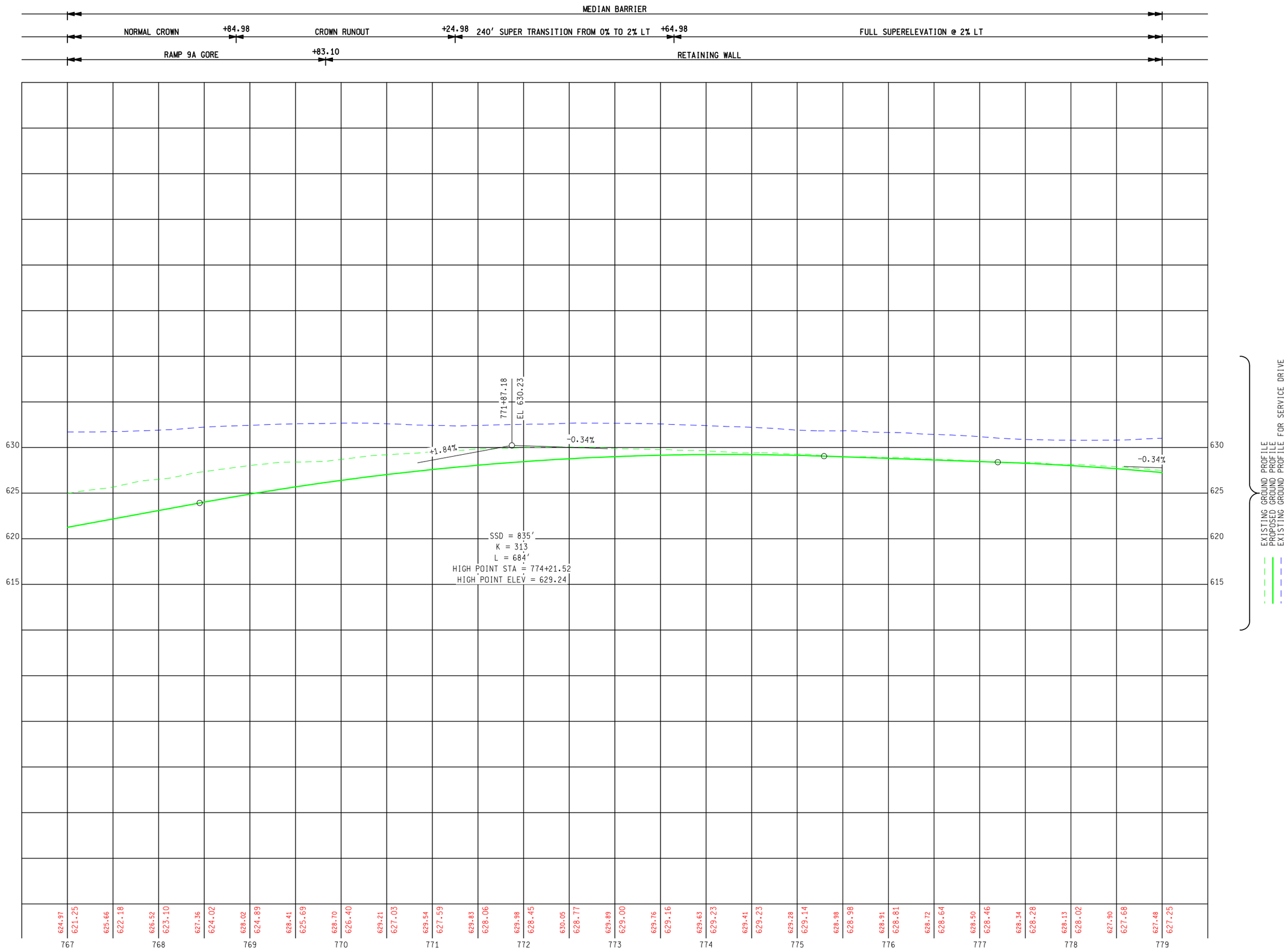
PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

MDOT Michigan Department of Transportation

PROPOSED I-75 PLAN STA 767+00 TO STA 779+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		20

DATE:
WORKED ON BY:
DATE:
CHECKED BY:
FILE NAME:



AUTH	DATE	NO.	REVISION
			FINAL R.O.W.

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED NB I-75 PROFILE STA 767+00 TO STA 779+00

DESIGN UNIT

DATTA

DATE	CONT. SEC.	JOB NO.
MAY 2010	63174	45700, 100948

DATE:

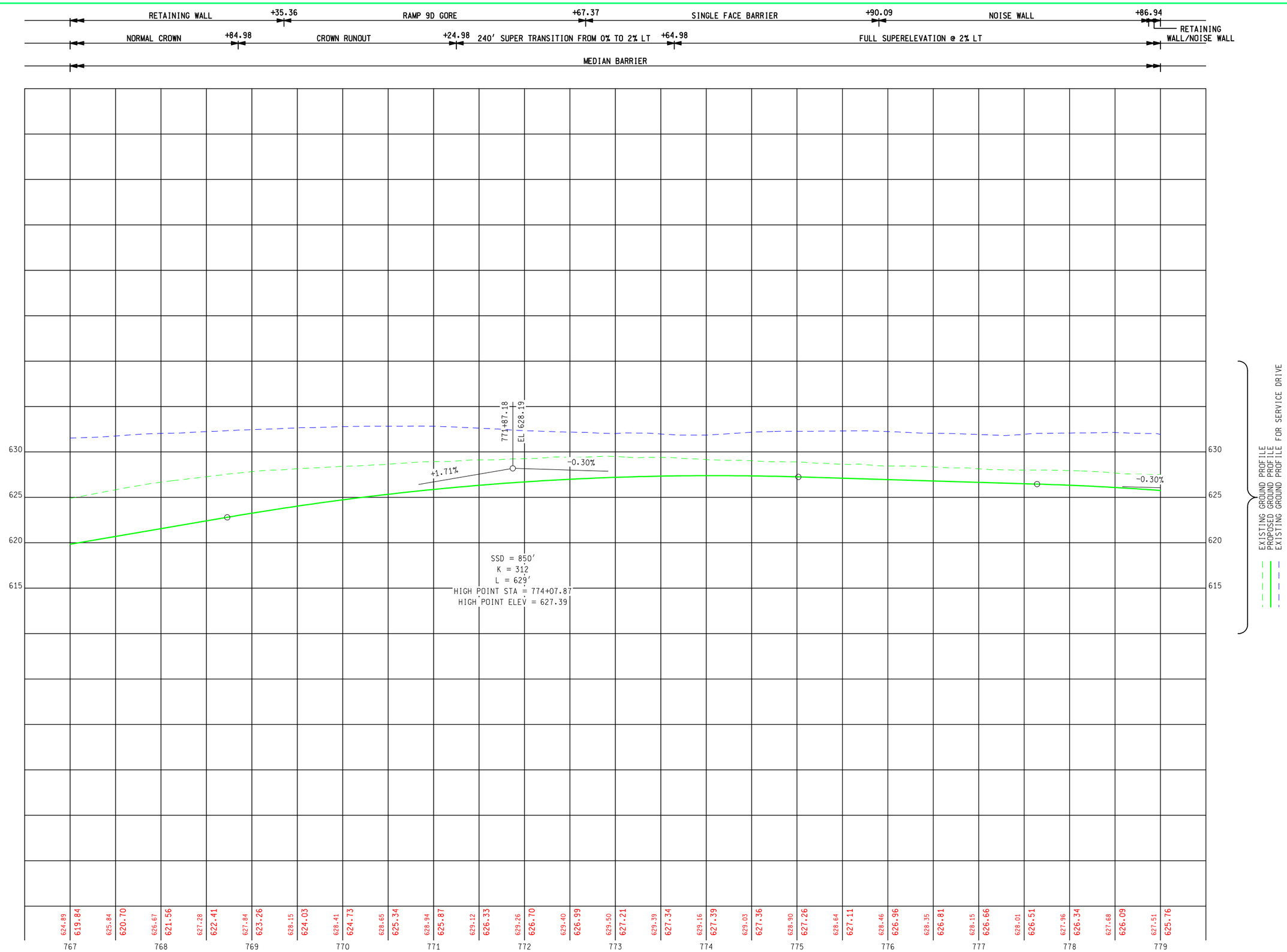
WORKED ON BY:

CHECKED BY:

MDOT Michigan Department of Transportation

SHEET NO.	
R.O.W	CONST.
	21A

FILE NAME:



AUTH	DATE	NO.	REVISION
			FINAL R.O.W.

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED SB I-75 PROFILE STA 767+00 TO STA 779+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

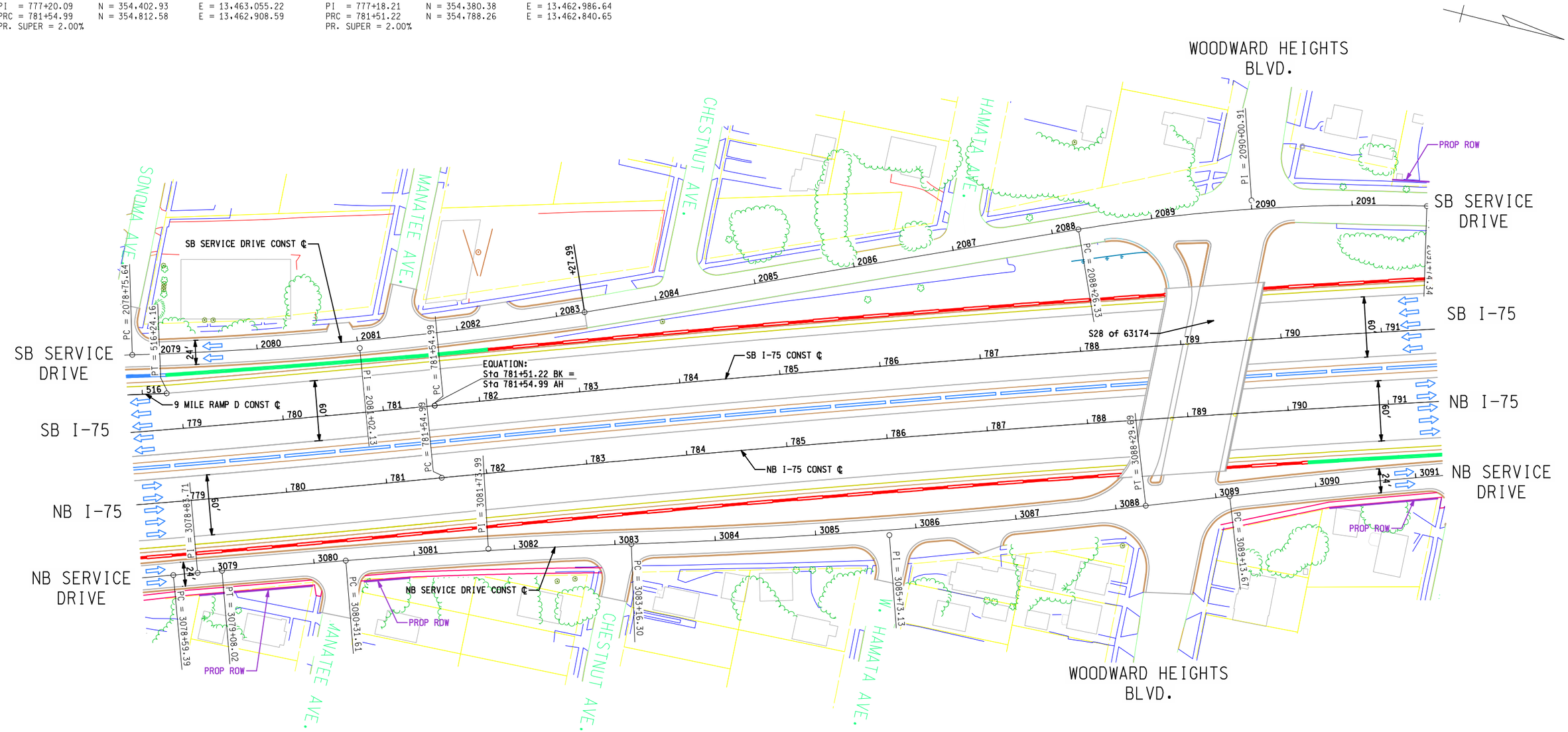
SHEET NO.
R.O.W CONST.
21B

FILE NAME:

NB I-75 CURVE 3
Δ = 2° 59′ 15″ (LT)
D = 0° 20′ 36″
T = 435.10′
L = 870.00′
R = 16,685.44′
E = 5.67′
PC = 772+84.99 N = 353,986.20 E = 13,463,180.31
PI = 777+20.09 N = 354,402.93 E = 13,463,055.22
PRC = 781+54.99 N = 354,812.58 E = 13,462,908.59
PR. SUPER = 2.00%

SB I-75 CURVE 3
Δ = 2° 59′ 15″ (LT)
D = 0° 20′ 42″
T = 433.21′
L = 866.23′
R = 16,613.28′
E = 5.65′
PC = 772+84.99 N = 353,965.46 E = 13,463,111.19
PI = 777+18.21 N = 354,380.38 E = 13,462,986.64
PRC = 781+51.22 N = 354,788.26 E = 13,462,840.65
PR. SUPER = 2.00%

AUTH	DATE	NO.	FINAL R.O.W. REVISION



PRELIMINARY
NOT FOR
CONSTRUCTION

20 50 80
0 40 100
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

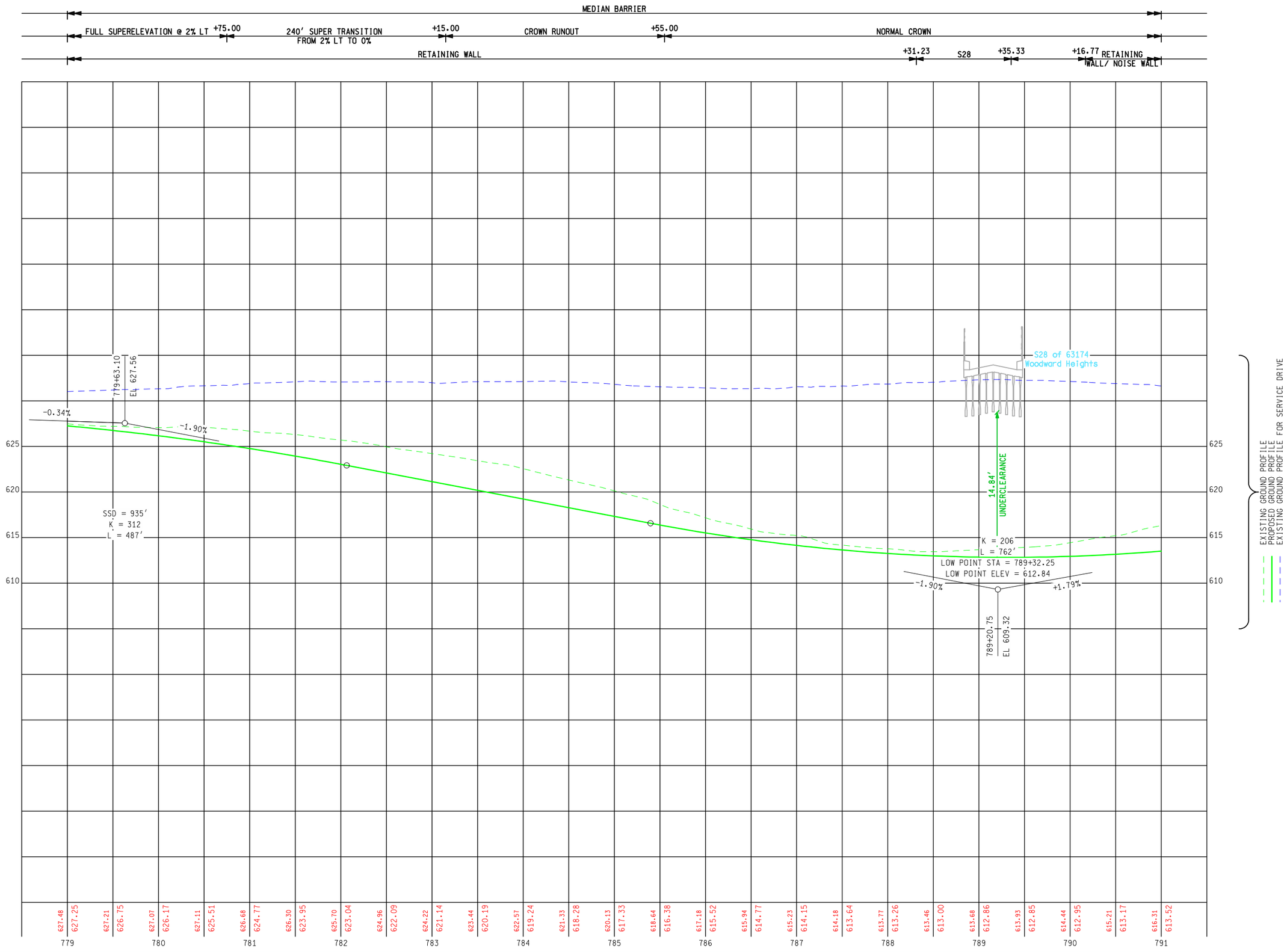
MDOT Michigan Department of Transportation

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

PROPOSED I-75 PLAN STA 779+00 TO STA 791+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		22

DATE:
WORKED ON BY:
DATE:
CHECKED BY:
FILE NAME:



AUTH	DATE	NO.	REVISION
			FINAL R.O.W.

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED NB I-75 PROFILE STA 779+00 TO STA 791+00

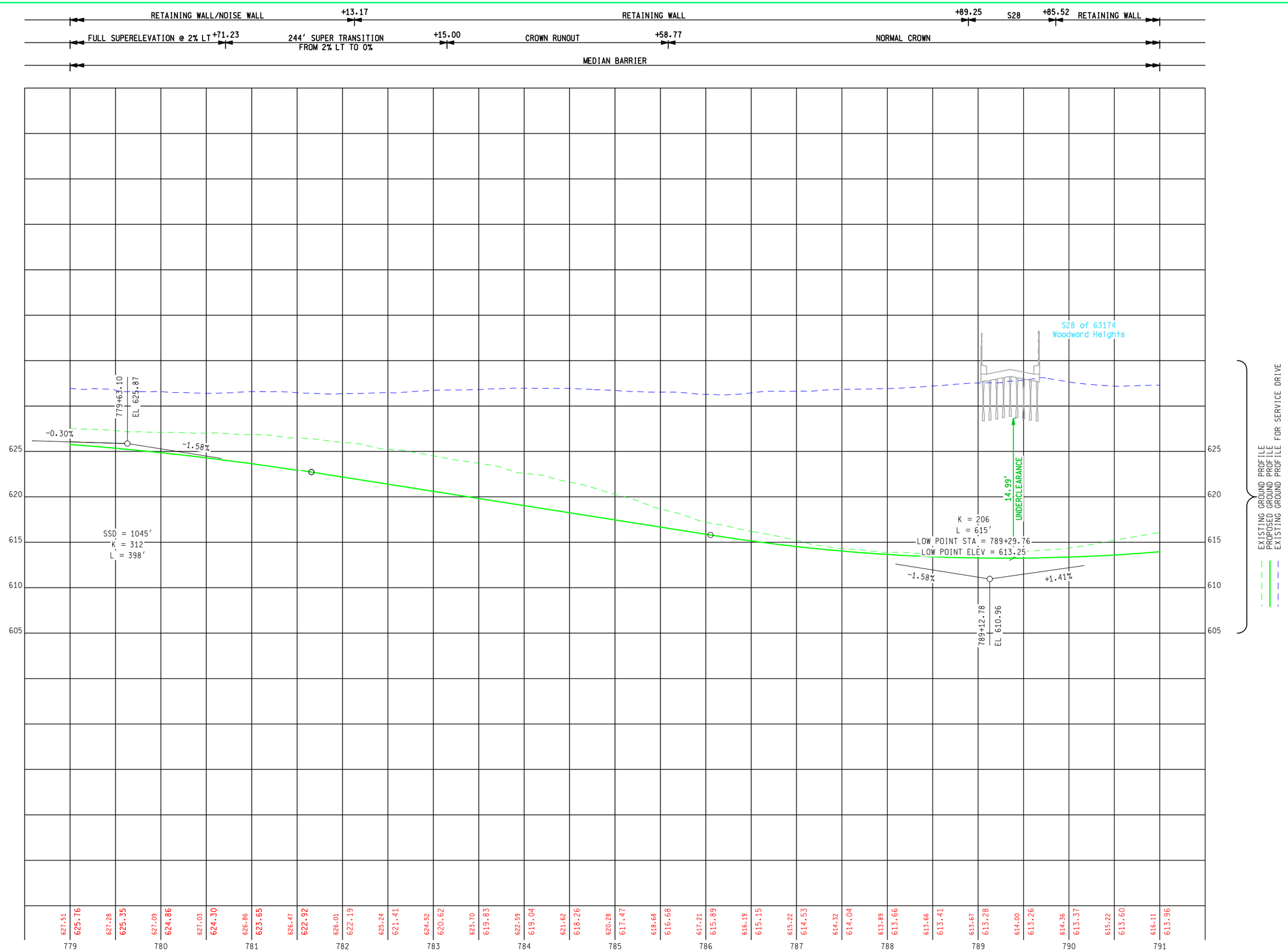
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.
R.O.W CONST.
23A

FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED SB I-75 PROFILE STA 779+00 TO STA 791+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.	
R.O.W	CONST.
	23B

FILE NAME:

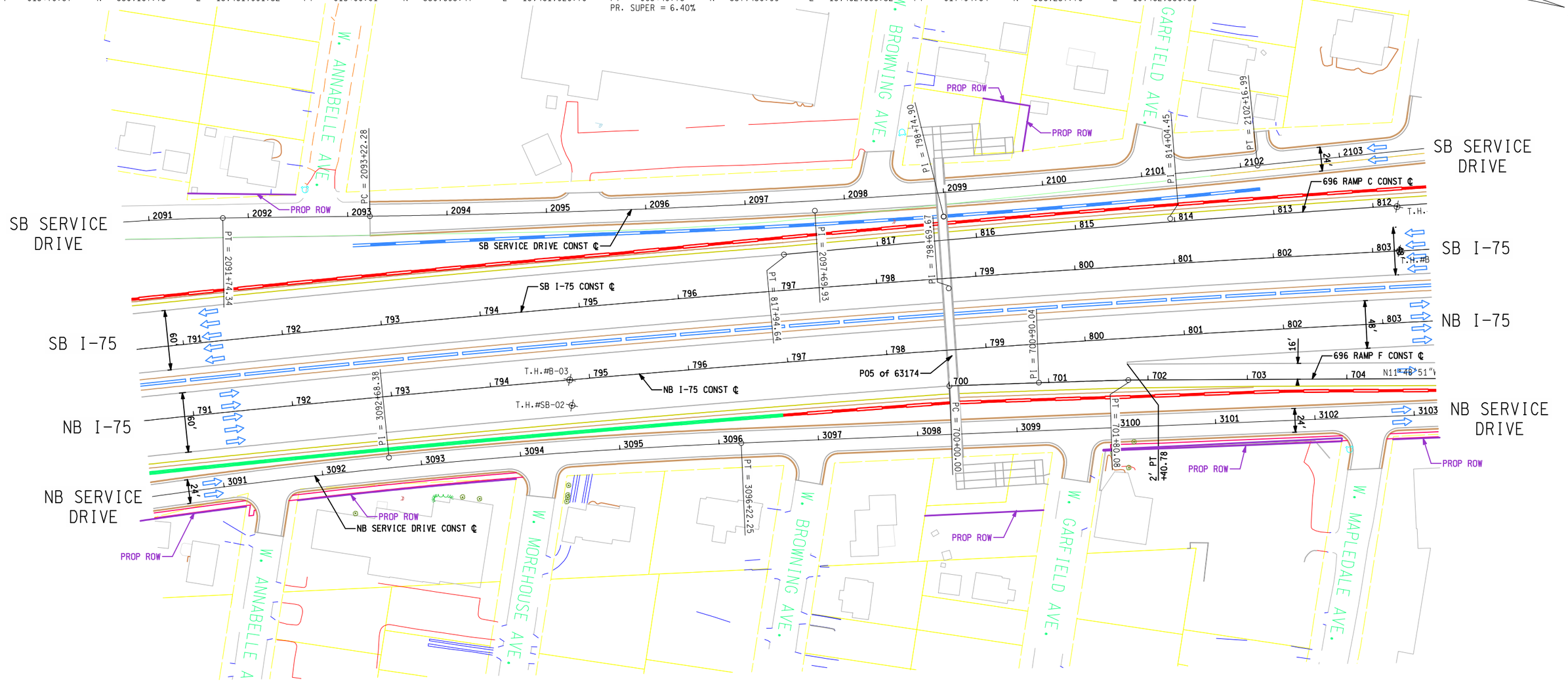
NB I-75 CURVE 4
Δ = 8° 17′ 06″ (RT)
D = 0° 14′ 31″
T = 1,714.68′
L = 3,423.39′
R = 23,674.85′
E = 62.01′
PRC = 781+54.99 N = 354,812.58 E = 13,462,908.59
PI = 798+69.67 N = 356,426.95 E = 13,462,330.72
PT = 815+78.37 N = 358,107.75 E = 13,461,991.52

SB I-75 CURVE 4
Δ = 8° 17′ 06″ (RT)
D = 0° 14′ 29″
T = 1,719.91′
L = 3,433.82′
R = 23,747.01′
E = 62.20′
PRC = 781+54.99 N = 354,788.26 E = 13,462,840.65
PI = 798+74.90 N = 356,407.55 E = 13,462,261.02
PT = 815+88.81 N = 358,093.47 E = 13,461,920.78

I-696 RAMP C CURVE 1
Δ = 34° 23′ 54″ (RT)
D = 6° 16′ 07″
T = 282.92′
L = 548.73′
R = 914.00′
E = 42.78′
PC = 800+00.00 N = 357,919.00 E = 13,461,716.68
PI = 802+82.92 N = 357,732.93 E = 13,461,929.80
PT = 805+48.73 N = 357,458.99 E = 13,462,000.52
PR. SUPER = 6.40%

I-696 RAMP C CURVE 2
Δ = 1° 52′ 43″ (LT)
D = 0° 14′ 26″
T = 390.27′
L = 780.46′
R = 23,805.04′
E = 3.20′
PC = 810+14.18 N = 357,008.32 E = 13,462,116.88
PI = 814+04.45 N = 356,631.26 E = 13,462,217.53
PT = 817+94.64 N = 356,257.70 E = 13,462,330.50

AUTH	DATE	NO.	FINAL R.O.W. REVISION



I-696 RAMP F CURVE 1
Δ = 0° 28′ 12″ (RT)
D = 0° 15′ 40″
T = 90.04′
L = 180.08′
R = 21,952.54′
E = 0.18′
PC = 700+00.00 N = 356,447.29 E = 13,462,426.80
PI = 700+90.04 N = 356,534.78 E = 13,462,405.53
PT = 701+80.08 N = 356,622.44 E = 13,462,384.97

I-696 RAMP F CURVE 2
Δ = 10° 06′ 29″ (RT)
D = 3° 49′ 11″
T = 132.66′
L = 264.63′
R = 1,500.00′
E = 5.85′
PC = 707+47.84 N = 357,178.18 E = 13,462,268.73
PI = 708+80.50 N = 357,308.03 E = 13,462,241.57
PT = 710+12.47 N = 357,440.63 E = 13,462,237.62
PR. SUPER = 5.00%

I-696 RAMP F CURVE 3
Δ = 8° 07′ 44″ (LT)
D = 7° 30′ 33″
T = 54.22′
L = 108.25′
R = 763.00′
E = 1.92′
PC = 713+73.19 N = 357,801.18 E = 13,462,226.88
PI = 714+27.40 N = 357,855.37 E = 13,462,225.27
PT = 714+81.44 N = 357,908.79 E = 13,462,216.01
PR. SUPER = 6.80%

PRELIMINARY
NOT FOR
CONSTRUCTION

20 50 80
0 40 100
50 SCALE

PB 100 YEARS
PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

MDOT Michigan Department of Transportation

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

PROPOSED I-75 PLAN STA 791+00 TO STA 803+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		24

DATE:
WORKED ON BY:
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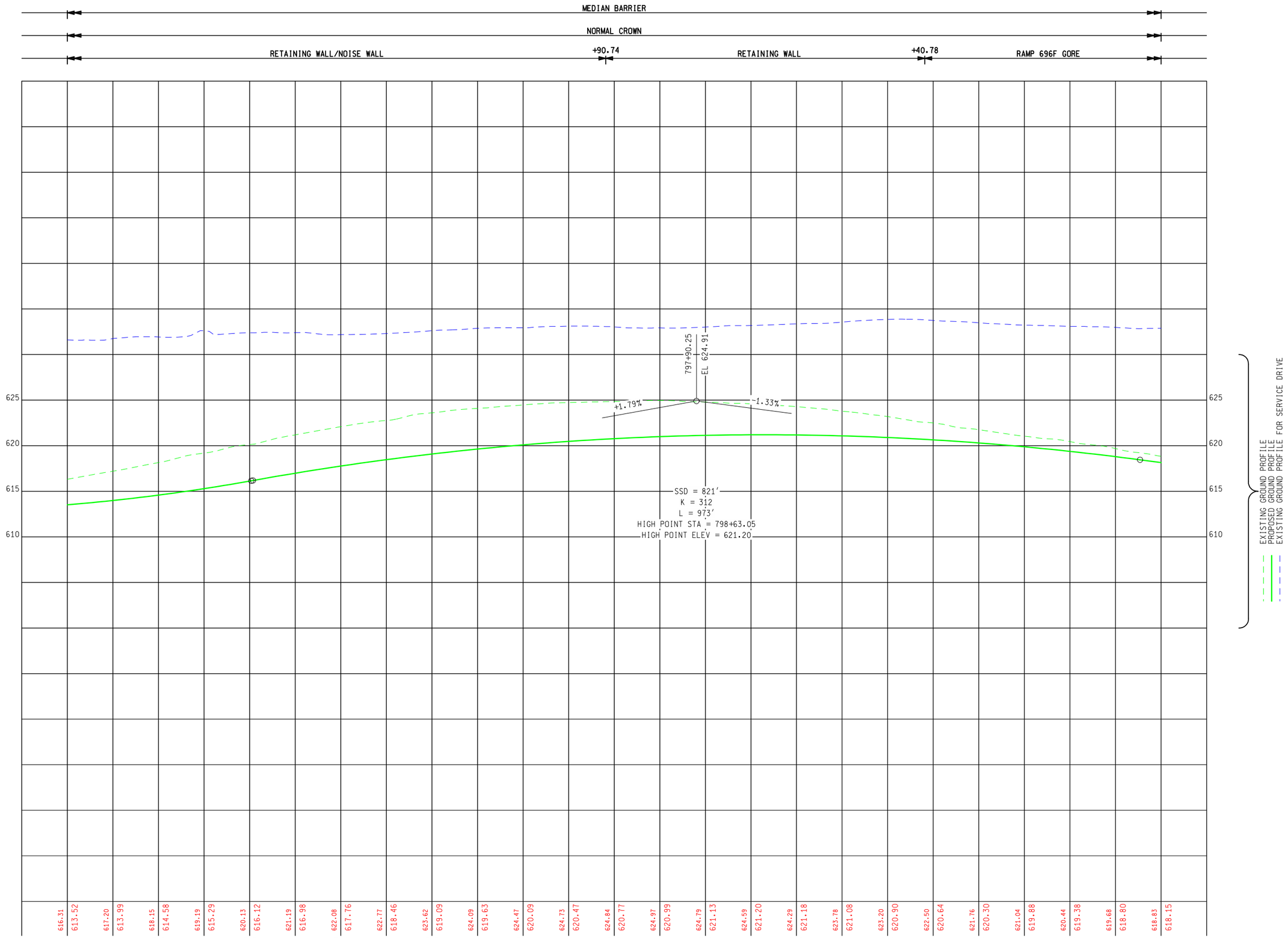
FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-983-5780

DATE:

PROPOSED NB I-75 PROFILE STA 791+00 TO STA 803+00

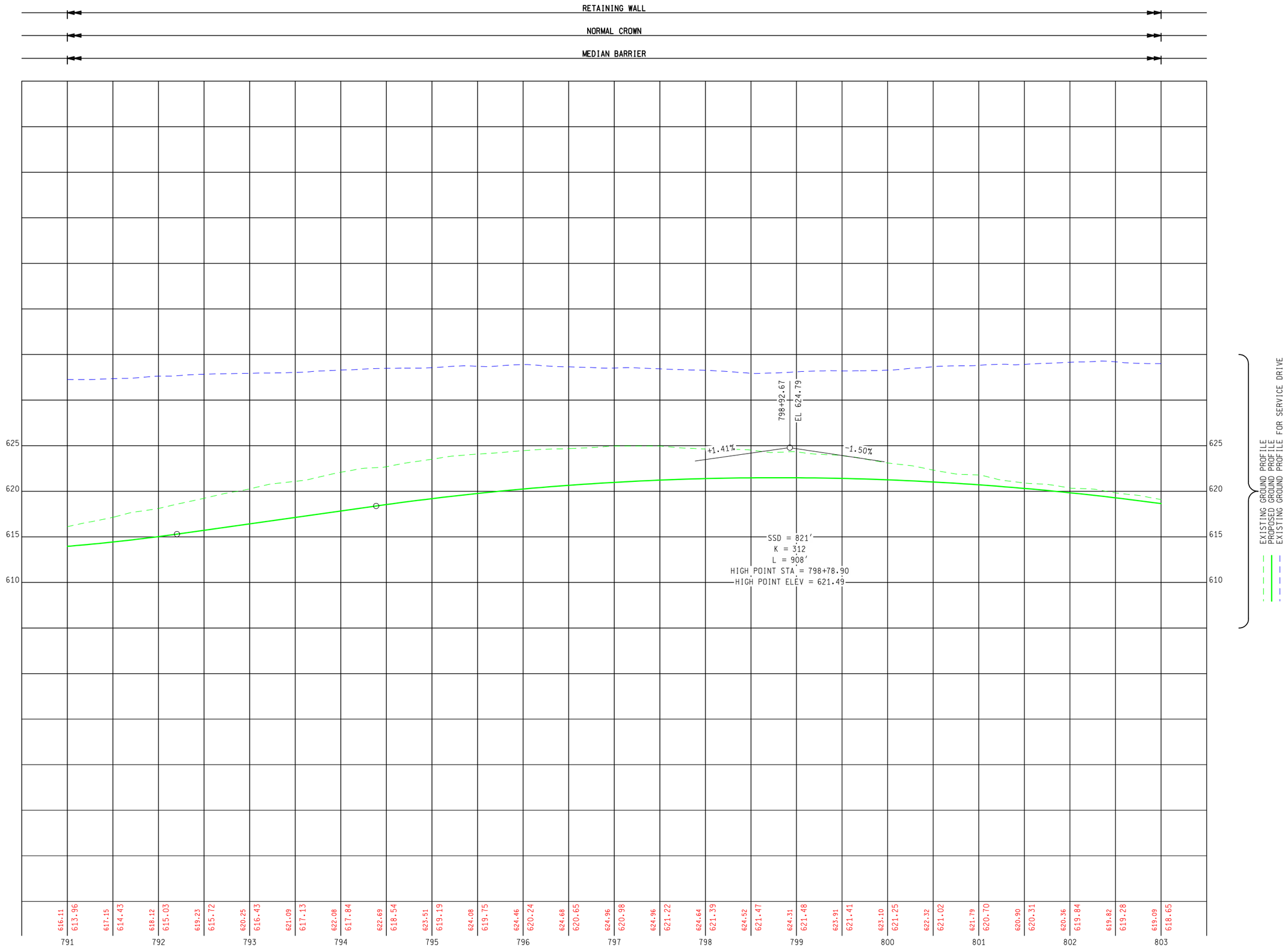
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.	
R.O.W	CONST.
	25A

FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-983-5780

DATE:

PROPOSED SB I-75 PROFILE STA 791+00 TO STA 803+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.	
R.O.W	CONST.
	25B

FILE NAME:

AUTH	DATE	NO.	FINAL R.O.W. REVISION

NB I-75 CURVE 4
Δ = 8° 17′ 06″ (RT)
D = 0° 14′ 31″
T = 1,714.68′
L = 3,423.39′
R = 23,674.85′
E = 62.01′

PRC = 781+54.99	N = 354,812.58	E = 13,462,908.59
PI = 798+69.67	N = 356,426.95	E = 13,462,330.72
PT = 815+78.37	N = 358,107.75	E = 13,461,991.52

SB I-75 CURVE 4
Δ = 8° 17′ 06″ (RT)
D = 0° 14′ 29″
T = 1,719.91′
L = 3,433.82′
R = 23,747.01′
E = 62.20′

PRC = 781+54.99	N = 354,788.26	E = 13,462,840.65
PI = 798+74.90	N = 356,407.55	E = 13,462,261.02
PT = 815+88.81	N = 358,093.47	E = 13,461,920.78

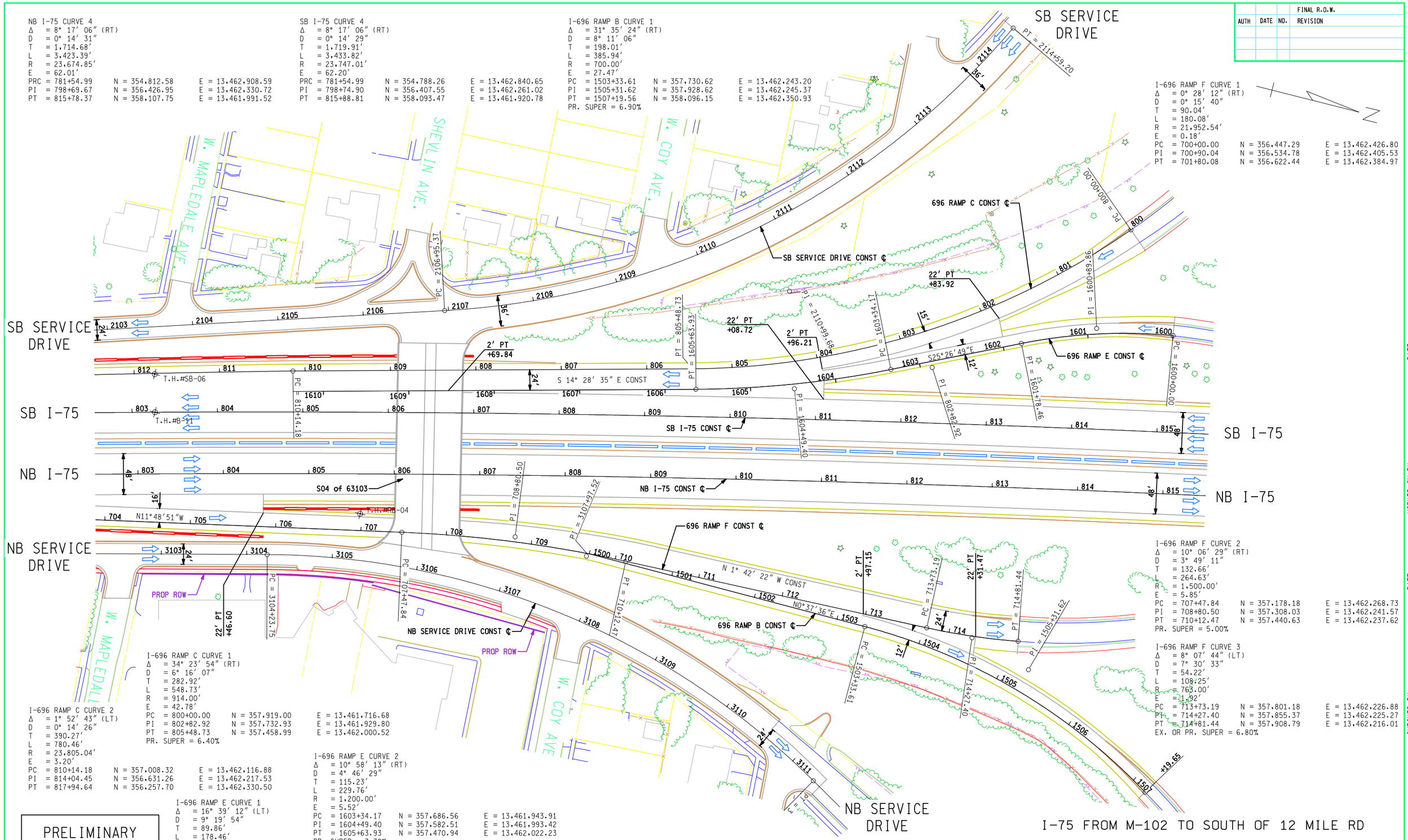
I-696 RAMP B CURVE 1
Δ = 31° 35′ 24″ (RT)
D = 8° 11′ 06″
T = 198.01′
L = 385.94′
R = 700.00′
E = 27.47′

PC = 1503+33.61	N = 357,730.62	E = 13,462,243.20
PI = 1505+31.62	N = 357,928.62	E = 13,462,245.37
PT = 1507+19.56	N = 358,096.15	E = 13,462,350.93

PR. SUPER = 6.90%

I-696 RAMP F CURVE 1
Δ = 0° 28′ 12″ (RT)
D = 0° 15′ 40″
T = 90.04′
L = 180.08′
R = 21,952.54′
E = 0.18′

PC = 700+00.00	N = 356,447.29	E = 13,462,426.80
PI = 700+90.04	N = 356,534.78	E = 13,462,405.53
PT = 701+80.08	N = 356,622.44	E = 13,462,384.97



I-696 RAMP C CURVE 1
Δ = 34° 23′ 54″ (RT)
D = 6° 16′ 07″
T = 282.92′
L = 548.73′
R = 914.00′
E = 42.78′

PC = 800+00.00	N = 357,919.00	E = 13,461,716.68
PI = 802+82.92	N = 357,732.93	E = 13,461,929.80
PT = 805+48.73	N = 357,458.99	E = 13,462,000.52

PR. SUPER = 6.40%

I-696 RAMP C CURVE 2
Δ = 1° 52′ 43″ (LT)
D = 0° 14′ 26″
T = 390.27′
L = 780.46′
R = 23,805.04′
E = 3.20′

PC = 810+14.18	N = 357,008.32	E = 13,462,116.88
PI = 814+04.45	N = 356,631.26	E = 13,462,217.53
PT = 817+94.64	N = 356,257.70	E = 13,462,330.50

I-696 RAMP E CURVE 1
Δ = 16° 39′ 12″ (LT)
D = 9° 19′ 54″
T = 89.86′
L = 178.46′
R = 614.00′
E = 6.54′

PC = 1600+00.00	N = 357,997.12	E = 13,461,824.65
PI = 1600+89.86	N = 357,908.31	E = 13,461,838.39
PT = 1601+78.46	N = 357,827.16	E = 13,461,877.00

PR. SUPER = 6.90%

I-696 RAMP E CURVE 2
Δ = 10° 58′ 13″ (RT)
D = 4° 46′ 29″
T = 115.23′
L = 229.76′
R = 1,200.00′
E = 5.52′

PC = 1603+34.17	N = 357,686.56	E = 13,461,943.91
PI = 1604+49.40	N = 357,582.51	E = 13,461,993.42
PT = 1605+63.93	N = 357,470.94	E = 13,462,022.23

PR. SUPER = 3.30%

I-696 RAMP F CURVE 2
Δ = 10° 06′ 29″ (RT)
D = 3° 49′ 11″
T = 132.66′
L = 264.63′
R = 1,500.00′
E = 5.85′

PC = 707+47.84	N = 357,178.18	E = 13,462,268.73
PI = 708+80.50	N = 357,308.03	E = 13,462,241.57
PT = 710+12.47	N = 357,440.63	E = 13,462,237.62

PR. SUPER = 5.00%

I-696 RAMP F CURVE 3
Δ = 8° 07′ 44″ (LT)
D = 7° 30′ 33″
T = 54.22′
L = 108.25′
R = 763.00′
E = 1.92′

PC = 713+73.19	N = 357,801.18	E = 13,462,226.88
PI = 714+27.40	N = 357,855.37	E = 13,462,225.27
PT = 714+81.44	N = 357,908.79	E = 13,462,216.01

EX. OR PR. SUPER = 6.80%

PRELIMINARY NOT FOR CONSTRUCTION

20 50 80
0 40 100
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

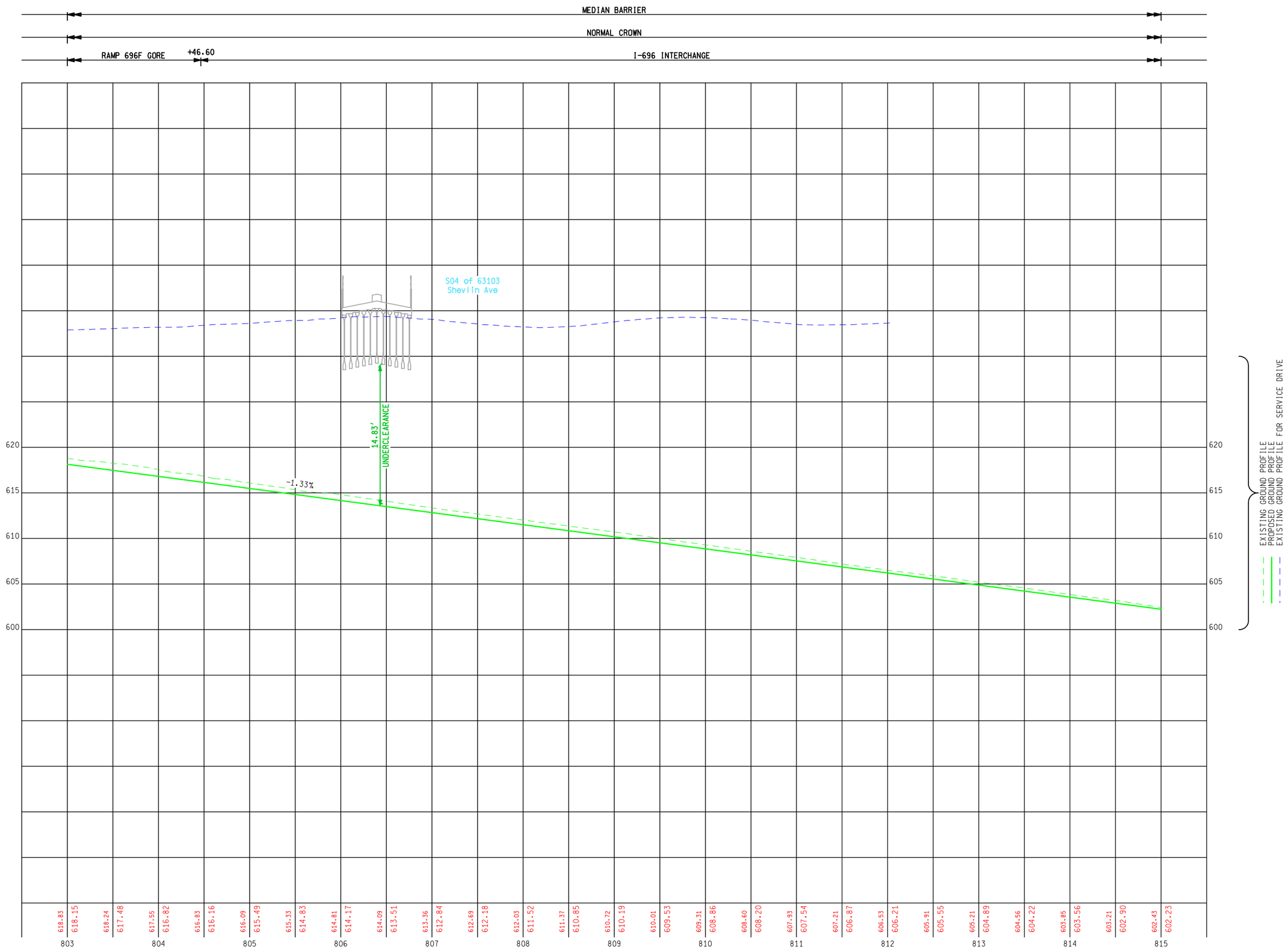
MDOT Michigan Department of Transportation

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

PROPOSED I-75 PLAN STA 803+00 TO 815+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		26

DATE:
WORKED ON BY:
DATE:
CHECKED BY:
FILE NAME:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50

50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED NB I-75 PROFILE STA 803+00 TO STA 815+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

WORKED ON BY:

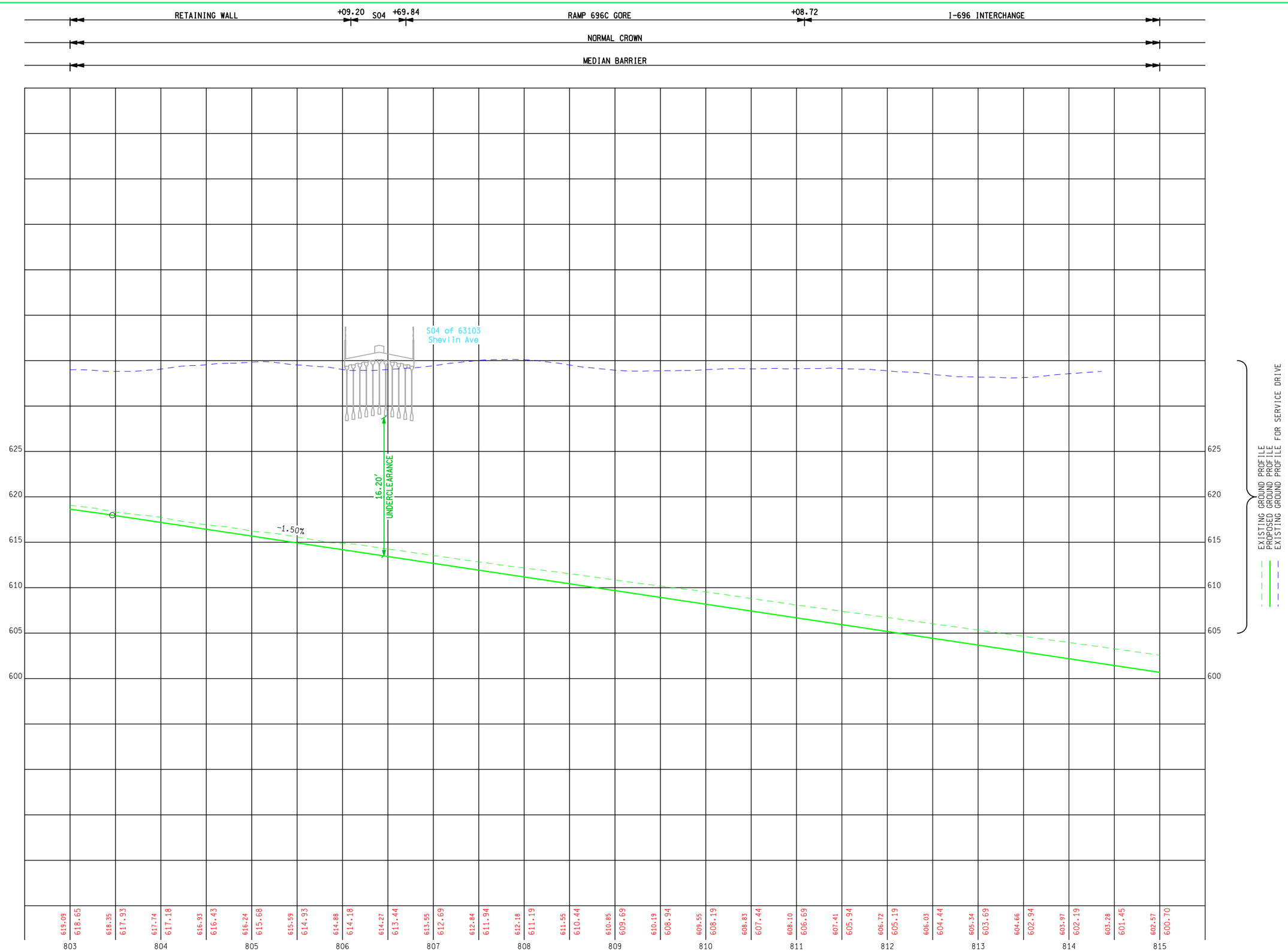
DATE:

CHECKED BY:

MDOT Michigan Department of Transportation

SHEET NO.
R.O.W CONST.
27A

FILE NAME:



AUTH	DATE	NO.	REVISION
			FINAL R.O.W.

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED SB I-75 PROFILE STA 803+00 TO STA 815+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

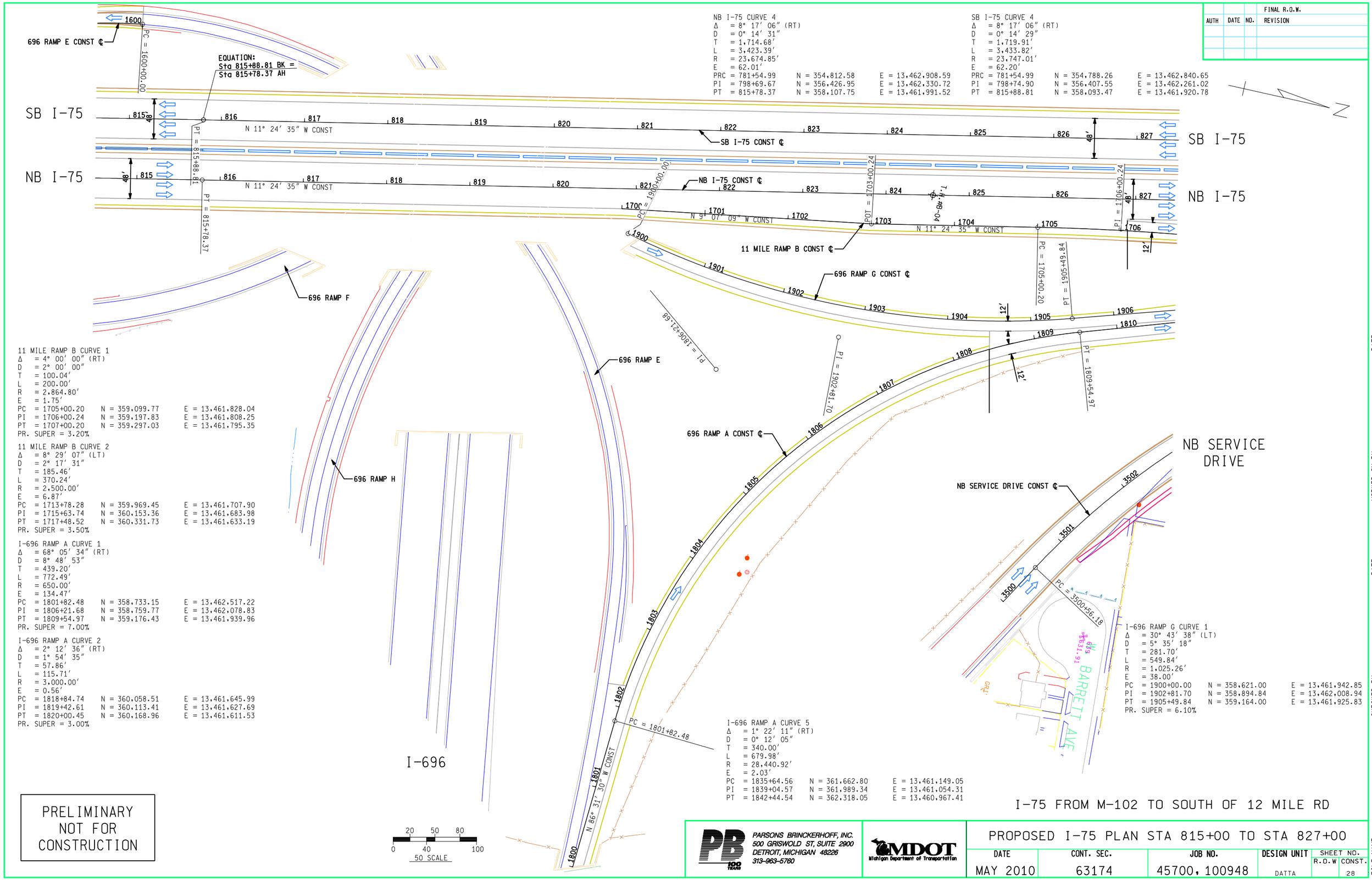
SHEET NO.	
R.O.W	CONST.
	27B

FILE NAME:

AUTH	DATE	NO.	FINAL R.O.W. REVISION

NB I-75 CURVE 4
Δ = 8° 17′ 06″ (RT)
D = 0° 14′ 31″
T = 1,714.68′
L = 3,423.39′
R = 23,674.85′
E = 62.01′
PRC = 781+54.99 N = 354,812.58 E = 13,462,908.59
PI = 798+69.67 N = 356,426.95 E = 13,462,330.72
PT = 815+78.37 N = 358,107.75 E = 13,461,991.52

SB I-75 CURVE 4
Δ = 8° 17′ 06″ (RT)
D = 0° 14′ 29″
T = 1,719.91′
L = 3,433.82′
R = 23,747.01′
E = 62.20′
PRC = 781+54.99 N = 354,788.26 E = 13,462,840.65
PI = 798+74.90 N = 356,407.55 E = 13,462,261.02
PT = 815+88.81 N = 358,093.47 E = 13,461,920.78



11 MILE RAMP B CURVE 1
Δ = 4° 00′ 00″ (RT)
D = 2° 00′ 00″
T = 100.04′
L = 200.00′
R = 2,864.80′
E = 1.75′
PC = 1705+00.20 N = 359,099.77 E = 13,461,828.04
PI = 1706+00.24 N = 359,197.83 E = 13,461,808.25
PT = 1707+00.20 N = 359,297.03 E = 13,461,795.35
PR. SUPER = 3.20%

11 MILE RAMP B CURVE 2
Δ = 8° 29′ 07″ (LT)
D = 2° 17′ 31″
T = 185.46′
L = 370.24′
R = 2,500.00′
E = 6.87′
PC = 1713+78.28 N = 359,969.45 E = 13,461,707.90
PI = 1715+63.74 N = 360,153.36 E = 13,461,683.98
PT = 1717+48.52 N = 360,331.73 E = 13,461,633.19
PR. SUPER = 3.50%

I-696 RAMP A CURVE 1
Δ = 68° 05′ 34″ (RT)
D = 8° 48′ 53″
T = 439.20′
L = 772.49′
R = 650.00′
E = 134.47′
PC = 1801+82.48 N = 358,733.15 E = 13,462,517.22
PI = 1806+21.68 N = 358,759.77 E = 13,462,078.83
PT = 1809+54.97 N = 359,176.43 E = 13,461,939.96
PR. SUPER = 7.00%

I-696 RAMP A CURVE 2
Δ = 2° 12′ 36″ (RT)
D = 1° 54′ 35″
T = 57.86′
L = 115.71′
R = 3,000.00′
E = 0.56′
PC = 1818+84.74 N = 360,058.51 E = 13,461,645.99
PI = 1819+42.61 N = 360,113.41 E = 13,461,627.69
PT = 1820+00.45 N = 360,168.96 E = 13,461,611.53
PR. SUPER = 3.00%

I-696 RAMP A CURVE 5
Δ = 1° 22′ 11″ (RT)
D = 0° 12′ 05″
T = 340.00′
L = 679.98′
R = 28,440.92′
E = 2.03′
PC = 1835+64.56 N = 361,662.80 E = 13,461,149.05
PI = 1839+04.57 N = 361,989.34 E = 13,461,054.31
PT = 1842+44.54 N = 362,318.05 E = 13,460,967.41

I-696 RAMP G CURVE 1
Δ = 30° 43′ 38″ (LT)
D = 5° 35′ 18″
T = 281.70′
L = 549.84′
R = 1,025.26′
E = 38.00′
PC = 1900+00.00 N = 358,621.00 E = 13,461,942.85
PI = 1902+81.70 N = 358,894.84 E = 13,462,008.94
PT = 1905+49.84 N = 359,164.00 E = 13,461,925.83
PR. SUPER = 6.10%

PRELIMINARY
NOT FOR
CONSTRUCTION

I-75 FROM M-102 TO SOUTH OF 12 MILE RD

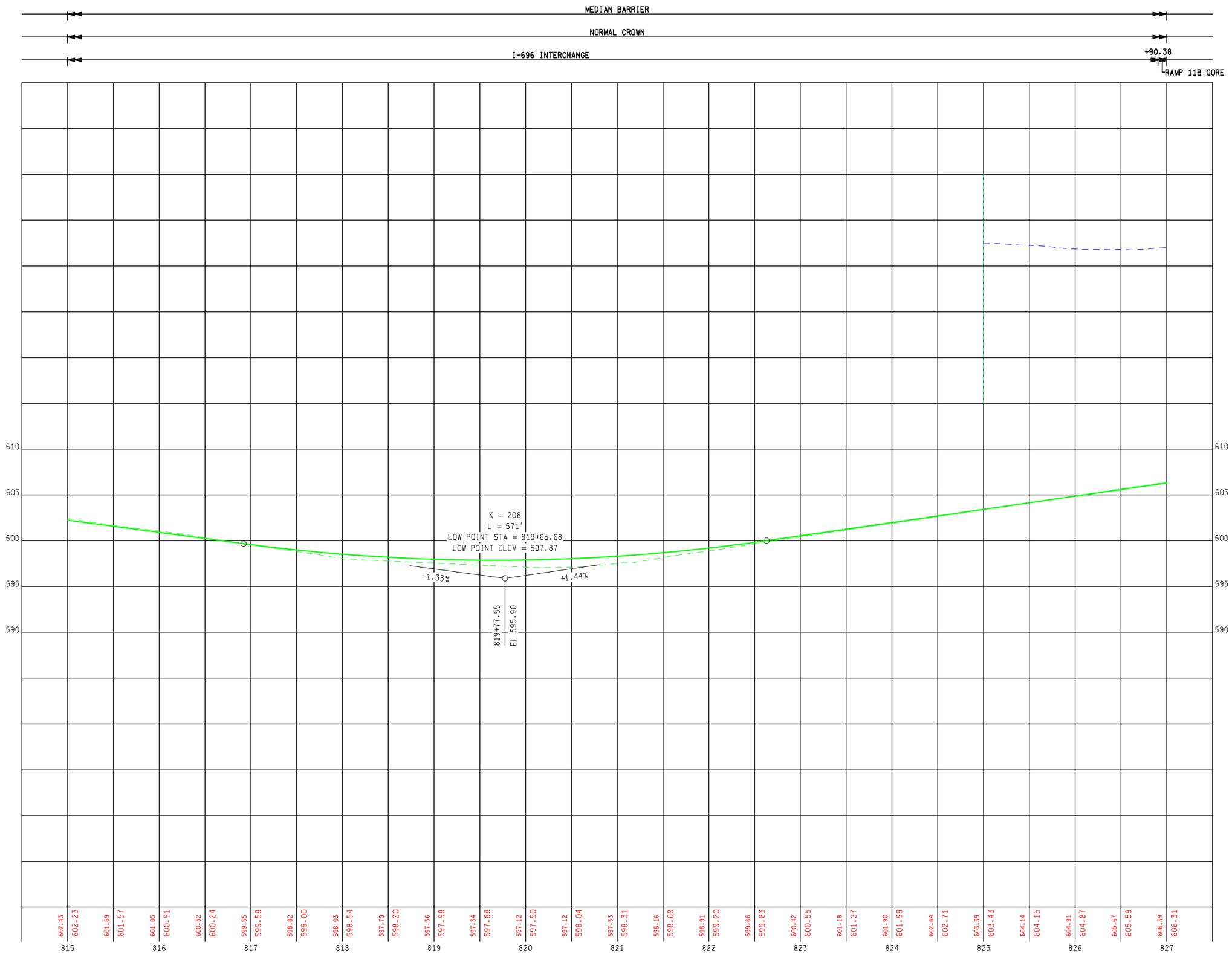
PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST, SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5760

MDOT Michigan Department of Transportation

PROPOSED I-75 PLAN STA 815+00 TO STA 827+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO. R.O.W	SHEET NO. CONST.
MAY 2010	63174	45700, 100948	DATTA		28

FILE NAME: CHECKED BY: DATE: WORKED ON BY: DATE:



FINAL R.O.W.

AUTH	DATE	NO.	REVISION

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED NB I-75 PROFILE STA 815+00 TO STA 827+00

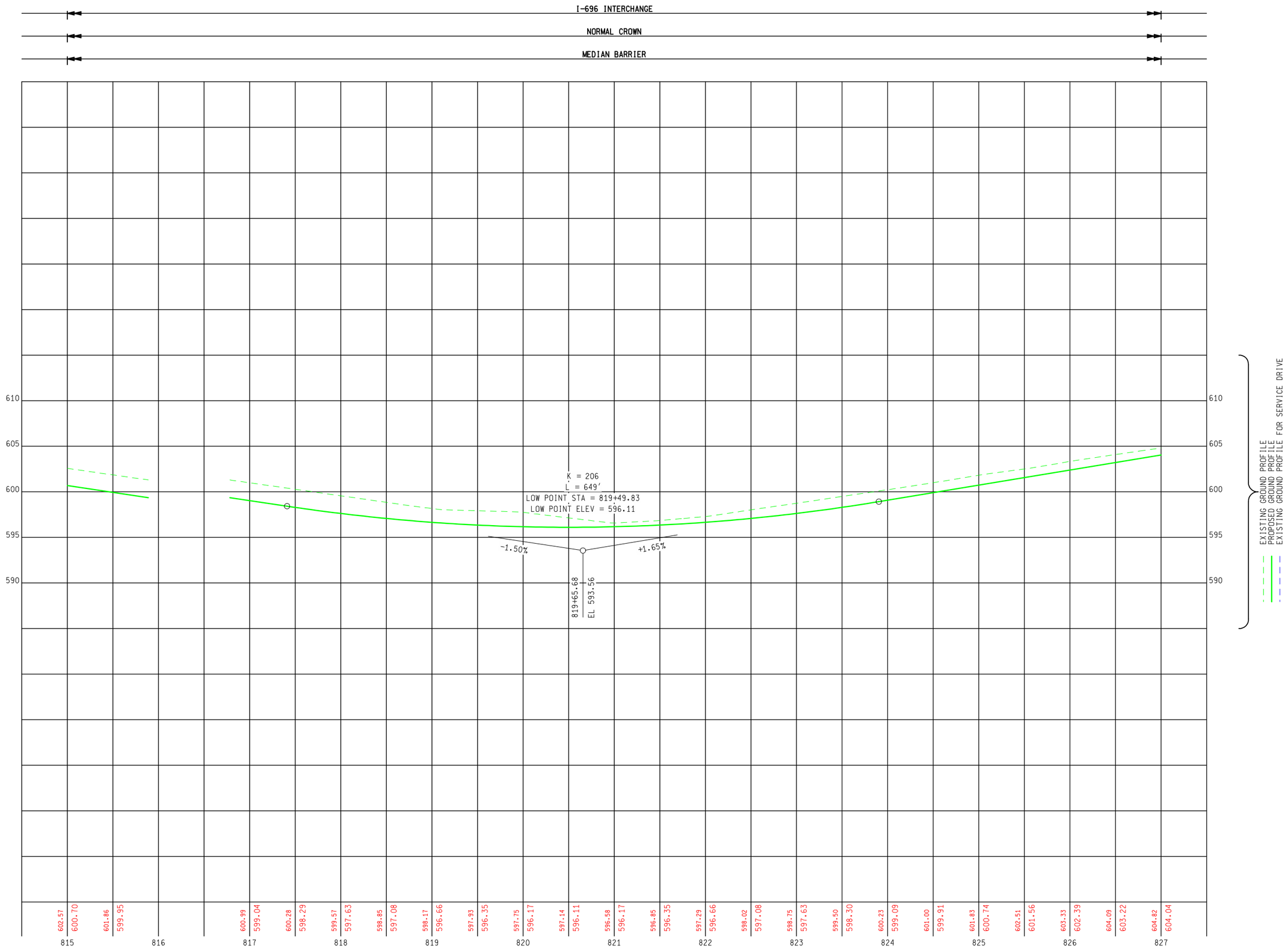
DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.
R.O.W CONST.
29A

FILE NAME:



AUTH	DATE	NO.	REVISION
			FINAL R.O.W.

5 4 2 40 0 20 50
50 SCALE

PARSONS BRINCKERHOFF, INC.
500 GRISWOLD ST. SUITE 2900
DETROIT, MICHIGAN 48226
313-963-5780

DATE:

PROPOSED SB I-75 PROFILE STA 815+00 TO STA 827+00

DATE	CONT. SEC.	JOB NO.	DESIGN UNIT
MAY 2010	63174	45700, 100948	DATTA

CHECKED BY: DATE: WORKED ON BY:

MDOT Michigan Department of Transportation

SHEET NO.	
R.O.W	CONST.
	29B

FILE NAME: