



Station Relation
Sta. 0+00 Crossover =
Sta. 310+15 E. Bd. D.I.E.

Proj. 81-7
Curve Data N. Bd. Wiard Rd. (E. Slab)
To W. Bd. M-17, US-12 By Pass (N. Slab)
 $\Delta = 124^\circ 28' L.$
 $D = 6^\circ 50'$
 $T = 1593.50'$
 $L = 1821.47'$
 $PC = \text{Sta. } 94 + 46.41$
 $PI = \text{Sta. } 110 + 39.91$
 $PT = \text{Sta. } 112 + 67.88, 22.37' L. \text{ of}$
 $\text{Sta. } 313 + 43.04 \text{ on Surv. } \xi.$

Proj. 81-7
Curve Data W. Bd. M-17, US-12 By Pass (N. Slab)
To S. Bd. Wiard Rd. (W. Slab)
 $\Delta = 70^\circ 55' 05'' R.$
 $D = 6^\circ 30'$
 $T = 628.14'$
 $L = 1091.04'$
 $PC = \text{Sta. } 102 + 83.46$
 $PI = \text{Sta. } 109 + 11.60$
 $PT = \text{Sta. } 113 + 74.50, 20.89' R. \text{ of}$
 $\text{Sta. } 330 + 25.07 \text{ W. Bd. N. Slab.}$

For ROW in this
area see sheet 101

Station Relation
Sta. 103 + 38.24 S. Bd. W. Slab WIARD RD. =
Sta. 103 + 38.24 N. Bd. E. Slab WIARD RD. =
Sta. 324 + 28.66 E. Bd. S. Slab M-17 and
US-12 By Pass on $\frac{1}{2}$ of 44' part 11' N'ly.
of Const. $\xi.$

Proj. 81-7
Curve Data E. Bd. M-17, US-12 By Pass (S. Slab)
To S. Bd. Wiard Rd. (W. Slab)
 $\Delta = 118^\circ 17' 55'' L.$
 $D = 12^\circ 00'$
 $T = 800.82'$
 $L = 985.82'$
 $PC = \text{Sta. } 94 + 74.98$
 $PI = \text{Sta. } 102 + 75.79$
 $PT = \text{Sta. } 104 + 60.80, 27.5' L. \text{ of}$
 $\text{Sta. } 315 + 67.35 \text{ on Const. } \xi.$

Proj. 81-7
Curve Data N. Bd. Wiard Rd. (E. Slab)
To E. Bd. M-17, US-12 By Pass
 $\Delta = 69^\circ 51' 18'' R.$
 $D = 8^\circ 00'$
 $T = 500.54'$
 $L = 873.22'$
 $PC = \text{Sta. } 99 + 41.33$
 $PI = \text{Sta. } 104 + 41.87$
 $PT = \text{Sta. } 108 + 14.55, 27.5' R. \text{ of}$
 $\text{Sta. } 334 + 61.93 \text{ E. Bd. S. Slab.}$

Proj. 81-7
Curve Data Const. $\xi.$ N. Bd. Wiard Rd. (E. Slab)
To N. Bd. Wiard Rd. Conn. to W. Bd. N. Slab.
 $\Delta = 30^\circ 28' 15'' L.$
 $D = 6^\circ 14' 20''$
 $T = 250.25'$
 $L = 488.41'$
 $PC = \text{Sta. } 94 + 03.91 \text{ opp. } 94 + 06.91$
 $PI = \text{Sta. } 96 + 54.16$
 $PCC = \text{Sta. } 98 + 92.32$

Proj. 81-7
Curve Data E. Bd. Const. $\xi.$
of S. 22' of S. Slab
 $\Delta = 37^\circ 10' R.$
 $D = 1^\circ 24'$
 $T = 1375.99'$
 $L = 2654.76'$
 $PC = \text{Sta. } 327 + 00.90$
 $PI = \text{Sta. } 340 + 76.93$
 $PT = \text{Sta. } 353 + 55.66$

Proj. 81-7
Curve Data W. Bd. Surv. $\xi.$
of S. 22' of N. Slab.
 $\Delta = 40^\circ 50' R.$
 $D = 1^\circ 12'$
 $T = 1777.25'$
 $L = 3402.78'$
 $PC = \text{Sta. } 319 + 51.47$
 $PI = \text{Sta. } 337 + 28.72$
 $PT = \text{Sta. } 353 + 54.25$

CURVE DATA AND
ALIGNMENT FOR
SHEET 101

Proj. 81-7
Curve Data N. Entrance
S. Bd. Wiard Rd. (W. Slab)
 $\Delta = 69^\circ 49' 10'' R.$
 $D = 11^\circ 00'$
 $T = 353.38'$
 $L = 617.06'$
 $PC = \text{Sta. } 84 + 15.74$
 $PI = \text{Sta. } 87 + 69.12$
 $PT = \text{Sta. } 90 + 32.80, 22' R. \text{ of}$
 $\text{Sta. } 90 + 32.80 \text{ Wiard Rd.}$

Proj. 81-6
Curve Data OLD ECORSE RD.
 $\Delta = 5^\circ 50' R.$
 $D = 1^\circ 00'$
 $T = 291.92'$
 $L = 583.33'$
 $PC = \text{Sta. } 506 + 55.08$
 $PI = \text{Sta. } 509 + 47.00$
 $PT = \text{Sta. } 512 + 38.41$

RIGHT-OF-WAY MAP

DRAWN BY: WILCOX		CHECKED BY:	
LAST REVISION DATE: APRIL 2005	ROUTE	PROJ. JOB#	CONTROL SECTION
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