PERMITS REQUIRED TO BE OBTAINED BY THE CONTRACTOR PRIOR TO THE BEGINNING OF CONSTRUCTION.

**PERMIT ISSUING AUTHORITY**
- **LANE CLOSURE PERMIT**: CITY OF ANN ARBOR ENGINEERING
- **"NO PARKING" SIGNS PERMIT**: CITY OF ANN ARBOR ENGINEERING
- **GRADING/SOIL EROSION & SEDIMENTATION CONTROL PERMIT**: CITY OF ANN ARBOR CUSTOMER SERVICE
- **RIGHT-OF-WAY PERMIT**: CITY OF ANN ARBOR CUSTOMER SERVICE

*NO COST TO CONTRACTOR

**CONSTRUCTION NOTES: BUCHOLZ COURT BENCHMARKS**

<table>
<thead>
<tr>
<th>BM #</th>
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<tbody>
<tr>
<td>1</td>
<td>857.876</td>
<td>LAG SCREW IN W. FACE OF PP @ SE CORNER OF ARBANA DRIVE AND MARK HANNAH, BK 1112A PG 27</td>
</tr>
<tr>
<td>2</td>
<td>852.679</td>
<td>STEAMER VALVE ON FIRE HYDRANT, BK 1112A PG 28</td>
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<tr>
<td>3</td>
<td>849.550</td>
<td>SET RR SPIKE IN N. SIDE OF U.P. ON S. SIDE OF BATH STREET IN FRONT OF HSE NO. 1011</td>
</tr>
<tr>
<td>4</td>
<td>845.396</td>
<td>SET RR SPIKE IN E. SIDE OF U.P. ON W. SIDE OF BUCHOLZ CT. BETWEEN HSE NO. 301 AND 303.</td>
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**CEDAR BEND DRIVE BENCHMARKS**

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<tr>
<td>1</td>
<td>780.536</td>
<td>RR SPIKE IN E. SIDE OF U.P. ON E. SIDE OF CEDAR BEND DRIVE, 2ND POLE N. OF FULLER RD. BK 1116 PG 40.</td>
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<tr>
<td>2</td>
<td>776.316</td>
<td>TOP, S. SIDE OF CONC. BASE FOR SIGNAL POLE AT NE CORNER OF CEDAR BEND DRIVE AND FULLER ROAD.</td>
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**MAYWOOD AVENUE BENCHMARKS**

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<tr>
<td>1</td>
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<td>TOP, S. SIDE OF CONC. BASE FOR L.P. @ N.E. CORNER OF STADIUM AND ARELLA/MAYWOOD.</td>
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<tr>
<td>2</td>
<td>966.448</td>
<td>SET RR SPIKE IN E. SIDE OF U.P. ON W. SIDE OF MAYWOOD BETWEEN HSE NO. 1402 AND 1611 STADIUM BLVD.</td>
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<tr>
<td>3</td>
<td>962.504</td>
<td>TOP OF SE ANCHOR BOLT FOR L.P. ON W. SIDE OF MAYWOOD BETWEEN HSE NO. 1476 AND 1406.</td>
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<tr>
<td>4</td>
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<td>5</td>
<td>956.842</td>
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<td>6</td>
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**CONTACT INFORMATION**

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<td>OWNER CONTACT</td>
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**NOTES:**
- Always contact the appropriate authorities before starting any construction work.
- Ensure all permits are obtained as required.
- Follow all safety and environmental regulations.
- Keep the site clean and safe for all employees and passersby.

**SIGNATURES:**
- (Signatures of responsible parties)
Know what's below. Call before you dig.
Know what's below. Call before you dig.

CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING

CITY OF ANN ARBOR
PUBLIC SERVICES
301 EAST HURON STREET
P.O. BOX 8647
ANN ARBOR, MI 48107-8647
734-794-6410
www.a2gov.org

STANDARD MANHOLE (TYPE I)

TRENCH DETAIL - TYPE I, SD-TD-1, MODIFIED

UTILITY TRENCH-TYPE II, SD-TD-2, MODIFIED

TREE PROTECTION DETAIL

CURB AND GUTTER, CONC. DET F4, SPECIAL

TRENCH DETAIL FOR UNDER DRAIN (UNDER PAVEMENT)

STORM SEWER, TRENCH AND MISC DETAILS

STANDARD MANHOLE (TYPE I)

AGGREGATE BASE COURSE

SAND SUB-BASE

CURB AND GUTTER, CONC. DET F4, SPECIAL

TRENCH DETAIL - TYPE I, SD-TD-1, MODIFIED

UTILITY TRENCH-TYPE II, SD-TD-2, MODIFIED

TREE PROTECTION DETAIL

TRENCH DETAIL FOR UNDER DRAIN (UNDER PAVEMENT)
Know what's below.
Call before you dig.

MAYWOOD AVENUE
PROPOSED CROSS-SECTION

AVONDALE AVENUE
PROPOSED CROSS-SECTION

HMA APPLICATION ESTIMATE
GENERAL NOTES

RAILINGS OR OTHER OBJECTS MAY PROTRUDE A MAXIMUM OF 4 INCHES INTO THE WALKWAY CLEAR SPACE WHEN LOCATED A MINIMUM OF 27 INCHES ABOVE THE WALKWAY SURFACE.

ANY PEDESTRIAN DEVICES USED TO PROVIDE POSITIVE PROTECTION FOR PEDESTRIANS OR WORKERS SHALL MEET NCHRP 350 CRASHWORTHY REQUIREMENTS APPROPRIATE FOR THE BARRIER'S APPLICATION.

BARRICADES SHALL BE PLACED CONTINUOUSLY ACROSS THE ENTIRE WIDTH OF THE WALKWAY SURFACE BEING CLOSED.

SPECIFIC NOTES

ANY TRIPPING HAZARD IN THE WALKWAY NEEDS A DETECTABLE EDGE. BALLAST SHALL BE LOCATED BEHIND OR INTERNAL TO THE DEVICE. ANY SUPPORT ON THE FRONT OF THE DEVICE SHALL NOT EXTEND INTO THE 48 INCH MINIMUM WALKWAY CLEAR SPACE AND SHALL NOT EXCEED 0.5 INCHES IN HEIGHT ABOVE THE WALKWAY SURFACE.

DETECTABLE EDGE SHALL BE CONTINUOUS AND A MINIMUM OF 6 INCHES IN HEIGHT ABOVE THE WALKWAY SURFACE. DEVICES SHALL NOT BLOCK WATER DRAINAGE FROM THE WALKWAY. A GAP HEIGHT OR OPENING FROM THE WALKWAY SURFACE UP TO A MAXIMUM OF 2 INCHES IS ALLOWED FOR DRAINAGE PURPOSES.

WHEN HAND GUIDANCE IS REQUIRED, THE TOP RAIL OR TOP SURFACE SHALL:
- BE IN A VERTICAL PLANE PERPENDICULAR TO THE WALKWAY ABOVE THE DETECTABLE EDGE.
- BE CONTINUOUS AT A HEIGHT OF 34 TO 38 INCHES ABOVE THE WALKWAY SURFACE, AND
- BE SUPPORTED WITH MINIMAL INTERFERENCE TO THE PEDESTRIAN'S HANDS OR FINGERS.

ALL DEVICES SHALL BE FREE OF SHARP OR ROUGH EDGES, AND FASTENERS (BOLTS) SHALL BE ROUNDED TO PREVENT HARM TO HANDS, ARMS OR CLOTHING OF PEDESTRIANS.

ALL DEVICES USED TO CHANNELIZE PEDESTRIAN FLOW SHOULD INTERLOCK SUCH THAT GAPS DO NOT ALLOW PEDESTRIANS TO STRAY FROM THE INTENDED CHANNELIZED PATH.

A WALKWAY SURFACE SHALL BE FIRM, STABLE, AND SLIP RESISTANT. COMPACTED GRAVEL, AGGREGATE, OR SLAQ MATERIALS ARE NOT ALLOWED.

LONGITUDINAL CHANNELIZING DEVICES FOR PEDESTRIANS SHALL BE 32 INCHES IN HEIGHT OR GREATER.

NARROW TEMPORARY PEDESTRIAN ACCESS ROUTE PASSING DETAIL
GENERAL NOTES

When closure of existing crosswalks or sidewalks, the contractor shall provide an alternate pedestrian route (TPAR) consistent with existing pedestrian facilities.

Temporary traffic control devices for pedestrians are needed. Other devices may be necessary to control adjacent traffic. Where necessary, to provide an alternate pedestrian route (APR) of at least 2 ft. Where sidewalk with no available detours, shortens or opens available at all times. Provide a quality, continuous, non-skid surface through the length of the APR in accordance with the International Flashing Pedestrian Control Device Standard. APRs shall have a minimum width of 2 ft. A temporary, non-skid, non-reflected surface permanent to cover short segments of rough, soft, or uneven ground.

Compacted gravel, aggregate, or slag materials are not allowed. Provide a firm, stable, and slip resistant temporary walkway surface to cover short segments of rough, soft, or uneven ground.

CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

AN APR IN THE FOLLOWING ORDER OF PREFERENCE:

1. PEDESTRIAN TEMPORARY PEDESTRIAN DETOUR USING OPPOSITE SIDE OF STREET
2. PEDESTRIAN TEMPORARY PEDESTRIAN DETOUR USING OPPOSITE SIDE OF STREET DETOUR OR DETOUR WITH TRAILBLAZING SIGNS
3. PEDESTRIAN TEMPORARY PEDESTRIAN DETOUR TRAILBLAZING SIGNS SHALL BE USED IF THE PEDESTRIAN DETOUR IS NOT FEASIBLE TO PROVIDE AN ALTERNATE PEDESTRIAN ROUTE (APR) AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

APR on the same side of the street as the disrupted route:

Where it is not feasible to provide an APR on the other side of the street, provide a detour where it is feasible to do so. When directed by the Engineer, or stated on the plans, the contractor shall not store or place any construction materials, equipment or signs in the pedestrian path of travel.

OTHER SIDE OF STREET DETOUR OR DETOUR WITH TRAILBLAZING SIGNS

(FOR CORNER SIDEWALK CLOSURE WITH OPTIONAL TEMPORARY CROSSWALK)

TEMPORARY TRAFFIC CONTROL NOTES

1. IF THE PROVISION OF THE TPAR AND ALL OF ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO, THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES.

2. PEDESTRIAN TEMPORARY PEDESTRIAN CONTROL NOTES

3. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.

4. IF THE CONSTRUCTION AREA IS CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE SHALL BE PROVIDED AT LEAST EVERY 200 FEET. THE TPAR SHALL LEAD PEDESTRIANS AWAY FROM CONSTRUCTION OPERATIONS/Equipment OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.

5. THE PEDESTRIAN TRAFFIC SIGNALS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED OR EXTENDED BY THE CITY OF ANN ARBOR. THE CONTRACTOR SHALL CHOOSE AND CONSTRUCT THE MODEL WITH THE DIMENSIONS OF 24 INCHES (INCLUDING FRAME & MOUNTING) PLUS THE MINIMUM OF 24 INCHES THAT REALIZES A TEMPORARY PEDGATE CONTROL PLAN

6. POST MESSAGE USING LOCATION DESIGNATION TO A MESSAGE SHIELD (A-post) OR (T-post) OR CLEAT-ON-CLEAT FROM THE BOTTOM OF THE SIGN TO THE SIGN BASE.(A-POST)

PROJECT PLANS.

THE PEDESTRIAN TRAFFIC SIGNALS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED OR EXTENDED BY THE CITY OF ANN ARBOR. THE CONTRACTOR SHALL CHOOSE AND CONSTRUCT THE MODEL WITH THE DIMENSIONS OF 24 INCHES (INCLUDING FRAME & MOUNTING) PLUS THE MINIMUM OF 24 INCHES THAT REALIZES A TEMPORARY PEDESTRIAN CONTROL PLAN

THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.

EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.

THE PEDESTRIAN TRAFFIC SIGNALS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED OR EXTENDED BY THE CITY OF ANN ARBOR. THE CONTRACTOR SHALL CHOOSE AND CONSTRUCT THE MODEL WITH THE DIMENSIONS OF 24 INCHES (INCLUDING FRAME & MOUNTING) PLUS THE MINIMUM OF 24 INCHES THAT REALIZES A TEMPORARY PEDESTRIAN CONTROL PLAN

THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES.

SIGHT-IMPAIRED PEDESTRIANS.
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE PLACED ABOVE A CURB RAMP OR LANDING PLATFORM WHERE A VERTICAL DROP OF 6" OR GREATER OR A CURB APRON SLOPE STEeper THAN 1:3. PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH A 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE PLACED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

CURB RAMPS AND LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH A 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE PLACED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

CLEAR SPACE OF 48" x 48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A CONTRASTING COLOR, 2" TO 4" WIDE MARKING. THE MARKING IS OPTIONAL WHERE COLOR CONTRASTING EDGING IS USED.

WATER FLOW IN THE GUTTER SYSTEM SHALL NOT BE IMPEDED.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2".

THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A CONTRASTING COLOR, 2" TO 4" WIDE MARKING. THE MARKING IS OPTIONAL WHERE COLOR CONTRASTING EDGING IS USED.

WATER FLOW IN THE GUTTER SYSTEM SHALL NOT BE IMPEDED.
PROVIDE THE APR ON THE SAME SIDE OF THE STREET AS THE DISRUPTED ROUTE.

WHERE IT IS NOT FEASIBLE TO PROVIDE A SAME SIDE APR, PROVIDE A DETOUR ON THE OTHER SIDE OF THE STREET.

MINIMIZE DISRUPTION TO PEDESTRIANS TO THE MAXIMUM EXTENT FEASIBLE BY PROVIDING TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE DELINEATED WITH FLAGS OR OTHER ENGINEER-APPROVED DEVICES AT NO COST TO THE PROJECT.

CONTROL DEVICE IS REDUCED ENOUGH TO CREATE A HAZARD, THE TRAFFIC CONTROL OF TRAFFIC CONTROL DEVICES HAS CAUSED A SITUATION THAT THE VISIBILITY OF A TRAFFIC POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLOSURE.

COORDINATE THIS WORK WITH THE ENGINEER A MINIMUM OF 72 HOURS (NOT INCLUDING WEEKENDS & HOLIDAYS) PRIOR TO THE BEGINNING OF WORK THAT REQUIRES A SIDEWALK CLOSURE.

THE PEDESTRIAN TRAFFIC SIGNALS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED AND/OR DEACTIVATED BY THE CITY OF ANN ARBOR. THE CONTRACTOR SHALL SCHEDULE AND REPORTING HAZARDS.

WHEN THE ENGINEER DETERMINES THAT THE CONTRACTOR'S OPERATIONS OR PLACEMENT OF TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NEEDED TO CONTROL TRAFFIC AND PEDESTRIANS, RECOMMENDED WHEN THE CLOSED AREA WAS USED AS AN INTERSECTION/ TRAFFIC LANE OR ANY LANE, STREET TRAFFIC SHALL BE PRIORITIZED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

AN APPROVED SUBURBAN MESSAGE DEVICE OR A VICTA MESSAGE SHOULD BE PROVIDED FOR EASY VIEWABLE PEDESTRIANS.

TURN OFF ELECTRONIC DECALS ON TEMPORARY PEDESTRIAN TRAFFIC CONTROL DEVICES FORWARD TO ALL PEDESTRIANS. THE CONTRACTOR SHALL PROVIDE TEMPORARY PEDESTRIAN DETOUR. THE REASON FOR THE NON-COMPLIANCE SHALL BE POSTED AND AN ALTERNATE ROUTE SHALL BE POSTED WHEN THE PRIMARY TEMPORARY PEDESTRIAN DETOUR IS NON-COMPLIANT TO TPAR STANDARDS.

ACCESSIBILITY SHALL NOT BE DISPLAYED IF PERSONS WITH DISABILITIES SHOULD NOT USE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.

AN APPROVED AUDIBLE MESSAGE DEVICE OR TACTILE MESSAGE SHOULD BE PROVIDED FOR SIGHT-IMPAIRED PEDESTRIANS.

AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

TEMPORARY CURB RAMPS WITH DETECTABLE WARNINGS.

TEMPORARY TRUNCATED DOMES, CHANNELIZERS, OR DRIVEWAY BARRIER WITH BARBED WIRE TAPER 25 FEET LONG, RECOMMENDED WHEN THE CLOSED AREA WAS USED AS AN INTERSECTION/ TRAFFIC LANE OR ANY LANE, STREET TRAFFIC SHALL BE PRIORITIZED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

THE SYMBOL OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL BE DISPLAYED WHEN ANY WALKWAY SEGMENT OF ROUGH, SOFT, OR UNEVEN GROUND.

SPECIAL NOTES

1. Temporary Crosswalks with Detectable Warning Devices shall be used as an intersection/ traffic lane or any lane, street traffic shall be prioritized for at least 50 feet in advance of the mid-block crosswalk.

2. An approved suburban message device or a tactile message should be provided for easy viewable pedestrians.

3. Turn off electronic decals on temporary pedestrian traffic control devices. Forward to all pedestrians. The contractor shall provide temporary pedestrian detour. The reason for the non-compliance shall be posted and an alternate route shall be posted when the primary temporary pedestrian detour is non-compliant to TPAR standards.

4. Accessibility shall not be displayed if persons with disabilities should not use the international symbol of accessibility.

5. An approved audible message device or tactile message should be provided for sight-impaired pedestrians.

6. At least 50 feet in advance of the mid-block crosswalk.

LEGEND

SPECS: N.T.S.

NOTE: MAY ONLY BE USED ON ROADWAY WITH POSTED SPEED OF 45 MPH OR LESS.
What's below.
Call before you dig.

CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING
CITY OF ANN ARBOR
PUBLIC SERVICES
301 EAST HURON STREET
P.O. BOX 8647
ANN ARBOR, MI 48107-8647
734-794-6410
www.a2gov.org

2019 MISCELLANEOUS UTILITY PROJECTS
2019 MISC UTILITY PROJECTS

BUCHOLZ CT
WILLow ST
BATH ST
MAPLE RIDGE ST
MILLER AVE
ARBORVIEW BLVD
MAPLE RIDGE ST
BUCHOLZ CT (17' R.O.W.)
WILLOW ST (57.5' R.O.W.)
BATH ST (66' R.O.W.)
MAPLE RIDGE ST. (57.5' R.O.W.)

MAP: 1" = 20'

Know what's below. Call before you dig.

CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING
CITY OF ANN ARBOR
PUBLIC SERVICES
301 EAST HURON STREET
P.O. BOX 8647
ANN ARBOR, MI 48107-8647
734-794-6410
www.a2gov.org

2019 MISC UTILITY PROJECTS
BUCHOLZ CT REMOVALS

REMOVAL KEY

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2018025-14
CAUTION

Know what's below. Call before you dig.

WATER MAIN STRUCTURE TABLE

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<thead>
<tr>
<th>STRUCTURE TYPE</th>
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CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING

CITY OF ANN ARBOR
PUBLIC SERVICES
301 EAST HURON STREET
P.O. BOX 8647
ANN ARBOR, MI 48107-8647
734-794-6410
www.a2gov.org

2019 MISC UTILITY PROJECTS
CEDAR BEND DRIVE
Know what's below. Call before you dig.
CAUTION

Know what's below. Call before you dig.

City of Ann Arbor - Public Services - Engineering

CITY OF ANN ARBOR
PUBLIC SERVICES
301 EAST HURON STREET
P.O. BOX 8647
ANN ARBOR, MI 48107-8647
734-794-6410
www.a2gov.org

2019 MISC UTILITY PROJECTS
MAYWOOD AVENUE
REMOVALS - STA. 0+00 - STA. 8+00

REMOVAL KEY

<table>
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</table>

MERSHON DR
MAYWOOD AVE (60' R.O.W.)
AVONDALE AVE (60' R.O.W.)
CAUTION

Know what's below. Call before you dig.

WATER MAIN STRUCTURE TABLE

<table>
<thead>
<tr>
<th>STRUCTURE</th>
<th>TYPE</th>
<th>STATION</th>
<th>RM</th>
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MERSHON DR
MAYWOOD AVE
(60' R.O.W.)

AVONDALE AVE (60' R.O.W.)

WATER MAIN STRUCTURE PLAN:
1" = 20'

PROFILE: 1" = 2'

MAYWOOD AVENUE
WATER MAIN - AVONDALE AVE. - STA. 1+00 - STA. 3+50
MAYWOOD AVE (60' R.O.W.)

CAUTION

Know what's below. Call before you dig.

WATER MAIN STRUCTURE TABLE

<table>
<thead>
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<td>Hydrant-Approved</td>
<td>Landfill</td>
<td>668.10</td>
</tr>
</tbody>
</table>

CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING
CITY OF ANN ARBOR
PUBLIC SERVICES
301 EAST HURON STREET
P.O. BOX 8647
ANN ARBOR, MI 48107-8647
734-794-6410
www.a2gov.org

2019 MISC UTILITY PROJECTS
MAYWOOD AVENUE
Know what's below. Call before you dig.
STORM STRUCTURE TABLE

<table>
<thead>
<tr>
<th>STRUCTURE</th>
<th>STATION</th>
<th>TYPE</th>
<th>TOP OF CASING ELEV.</th>
<th>DIRECTION ELEV.</th>
<th>PIPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>83-15500</td>
<td>949.47</td>
<td>D-1M</td>
<td>949.45</td>
<td>S W 90°</td>
<td>30&quot;</td>
</tr>
<tr>
<td>83-64300</td>
<td>949.05</td>
<td>E-2M</td>
<td>949.03</td>
<td>N W 45°</td>
<td>36&quot;</td>
</tr>
<tr>
<td>81-14100</td>
<td>950.28</td>
<td>E-2M</td>
<td>950.26</td>
<td>N W 45°</td>
<td>24&quot;</td>
</tr>
<tr>
<td>91-13700</td>
<td>949.53</td>
<td>E-2M</td>
<td>949.50</td>
<td>S E 45°</td>
<td>24&quot;</td>
</tr>
<tr>
<td>81-13300</td>
<td>949.12</td>
<td>E-2M</td>
<td>949.10</td>
<td>S E 45°</td>
<td>24&quot;</td>
</tr>
</tbody>
</table>

CAUTION
Know what's below. Call before you dig.
MAYWOOD AVE (60' R.O.W.)

STORM STRUCTURE TABLE

<table>
<thead>
<tr>
<th>STRUCTURE</th>
<th>UTILITY STATION</th>
<th>TYPE</th>
<th># OF CASTING (ELEV.1)</th>
<th>DEG. ORIENTATION (ELEV.2)</th>
<th>PFE</th>
</tr>
</thead>
<tbody>
<tr>
<td>R0302</td>
<td>S021</td>
<td>1/f</td>
<td>7' DIA 63.75</td>
<td>25 DEG OF 12' AT 1400</td>
<td></td>
</tr>
<tr>
<td>R0306</td>
<td>S015</td>
<td>2/f</td>
<td>7' DIA 63.00</td>
<td>25 DEG OF 12' AT 1500</td>
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<tr>
<td>R0316</td>
<td>S010</td>
<td>2/f</td>
<td>7' DIA 63.00</td>
<td>25 DEG OF 12' AT 1600</td>
<td></td>
</tr>
</tbody>
</table>

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MAYWOOD AVENUE

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