CITY OF ANN ARBOR
ENGINEERING
GEDDES & HURON PARKWAY / TUEBINGEN RESURFACING PROJECT

RFP NO. 22-25, FILE NO. 2022-009
CONSTRUCTION NOTES:

- The Contractor shall be responsible for ensuring that the construction is performed in accordance with the approved plans and specifications.
- The Contractor shall be responsible for ensuring that all necessary permits are obtained prior to the beginning of construction.
- The Contractor shall be responsible for ensuring that all construction activities are conducted in a safe and environmentally friendly manner.

PROJECT NAME: BENCHMARKS

<table>
<thead>
<tr>
<th>BM #</th>
<th>ELEV</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>1</td>
<td>902.83</td>
<td>BRASS DISC SET IN CONC AT SW CORNER OF GEDDES AVE AND HILL ST</td>
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NOTES:

- All work shall be in accordance with the approved plans and specifications.
- All work shall be completed in a workmanlike manner.
- All work shall be in accordance with all applicable codes and regulations.
- All work shall be guaranteed for a period of one year from the date of completion.

CONTACT INFORMATION

- PUBLIC UTILITIES
  - OWNER: CITY OF ANN ARBOR
  - CONTACT: 734-794-5350
- PRIVATE UTILITIES
  - OWNER: CITY OF ANN ARBOR
  - CONTACT: 734-794-4340

CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING

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

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

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<tr>
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<td>AERIAL / AERIAL &amp; SUBSURFACE CONSTRUCTION</td>
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* NO COST TO CONTRACTOR

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* NO COST TO CONTRACTOR
Know what's below. Call before you dig.
EXISTING GEDDES AVE
TYPICAL SECTION
(LOOKING WEST)

PROPOSED GEDDES AVE
TYPICAL SECTION
(LOOKING WEST)
EXISTING HURON PKWY
TYPICAL SECTION
(LOOKING WEST)

PROPOSED HURON PKWY
TYPICAL SECTION
(LOOKING WEST)
## Existing Tuebingen PKWY
### Typical Section
(looking north)

### Proposed Tuebingen PKWY
### Typical Section
(looking north)

### HMA Application Estimate

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<th>Date of Application</th>
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<th>Binder</th>
<th>Location/Notes</th>
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<td>64-28 Base Course</td>
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**Bond Coat SS-1h**

- 0.05 - 0.15 gal/syd
- Include in cost of HMA item
STANDARD MANHOLE (TYPE 1) DETAIL

FOR 8" TO 30" SEWERS

SINGLE INLET STRUCTURE DETAIL

Know what's below.
Call before you dig.

NOTES
1. PLATE SIZE MAY VARY BASED ON SITE REQUIREMENTS
2. ATTACHMENT MAY BE MADE BY A PLATE (AS SHOWN), A SLEEVE OR A BOLTING FLANGE
3. OUTLET SIZE VARIES BASED ON DESIRED OUTFLOW RATES
4. ALL WELDS CONTINUOUS UNLESS NOTED OTHERWISE

MATERIALS:
12 GAGE SS 304L

PIPE OR WEIR WALL
OPENING SHOWN
FOR REFERENCE

TACC WELD
LIFTING LUG

SECTION A-A VIEW

This CADD file is for the purpose of specifying stormwater flow control equipment to be furnished by Contech Engineered Solutions LLC and may only be transferred to other documents exactly as provided by Contech Engineered Solutions LLC. Title block information, excluding the Contech Engineered Solutions LLC logo and the Fluidic-Amp or Fluidic-Cone designation and patent number, may be deleted if necessary. Revisions to any part of this CADD file without prior coordination with Contech Engineered Solutions LLC shall be considered unauthorized use of proprietary information.

STANDARD DETAIL - FLUIDIC-AMPTM

www.contechES.com
200 Enterprise Drive, Scarborough, ME 04074
877-907-8676
207-885-9830
207-885-9825 FAX

DATE: 9/6/17
SCALE: NONE
FILE NAME: FA1719-PLATE-DTL
DRAWN: DWB
CHECKED:
GENERAL NOTES
1. Drawings show typical construction and does not represent all conditions.
2. This drawing is for reference only and not for construction purposes.
3. All dimensions shall be done in accordance with the City of Ann Arbor.
4. This drawing is subject to change without notice.

LIGHT FIXTURE SCHEDULE

<table>
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<tr>
<th>Type</th>
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TYPICAL LIGHT POLE FOUNDATION DETAIL

POLE TYPE LP3 DETAIL

ANCHOR BOLT PROJECTION DETAIL
TEMPORARY PEDESTRIAN ACCESS

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, AND SUPPORT ON THE FRONT OF THE DEVICE SHALL NOT EXTEND INTO THE WALKWAY CLEAR SPACE WHEN LOCATED A MINIMUM OF 27 INCHES ABOVE THE WALKWAY SURFACE. 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 EDGES 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 RAILING IS REQUIRED, THE TOP RAIL OR TOP SURFACE SHALL BE IN A VERTICAL PLANE PERPENDICULAR TO THE WALKWAY ABOVE THE DETECTABLE EDGE. DETECTABLE EDGE SHALL BE CONTINUES 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 USED TO CHANNELIZE PEDESTRIAN TRAFFIC SHALL BE SUPPORTED SUCH THAT THEY DO NOT ALLOW PEDESTRIANS TO ENTRAP FROM THE WALKWAY CLEAR SPACE.

A TEMPORARY WALKWAY SURFACE OF FIRE, STONE, AND OTHER TOGETHER, CONCRETE, CONCRETE, OR SLAB MATERIALS ARE NOT ALLOWED.

GENERAL NOTES

PEDESTRIAN TRAFFIC CONTROL - NARROW TEMPORARY PEDESTRIAN ACCESS ROUTE PASSING DETAIL

PEDESTRIAN CHANNELIZER USING A BARRIER (MINIMUM REQUIREMENTS)

PEDESTRIAN CHANNELIZER (MINIMUM REQUIREMENTS)

TYPICAL AUDIBLE MESSAGE DEVICE LOCATION WHEN USED

SIDEWALK BARRICADE

NARROW TEMPORARY PEDESTRIAN ACCESS ROUTE PASSING DETAIL

PEDESTRIAN TRAFFIC CONTROL - NARROW TEMPORARY PEDESTRIAN ACCESS ROUTE PASSING DETAIL

PEDESTRIAN CHANNELIZER USING A BARRIER (MINIMUM REQUIREMENTS)

PEDESTRIAN CHANNELIZER (MINIMUM REQUIREMENTS)

TYPICAL AUDIBLE MESSAGE DEVICE LOCATION WHEN USED

SIDEWALK BARRICADE

NARROW TEMPORARY PEDESTRIAN ACCESS ROUTE PASSING DETAIL
MINIMIZE DISRUPTION TO PEDESTRIANS TO THE MAXIMUM EXTENT FEASIBLE BY PROVIDING FIRM, STABLE, AND SLIP RESISTANT TEMPORARY WALKWAY SURFACE TO COVER SHORT PROVISION OF THE TPAR AND ALL OF ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO, CREATION OF THE TEMPORARY PEDESTRIAN CONTROL PLAN, SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES SHALL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE CONTRACTOR'S COST TO PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.

PROVIDE AN ALTERNATE PEDESTRIAN ROUTE (APR) AT ALL TIMES. FOR ROADWAYS WITH NO PEDESTRIAN FACILITIES, PROVIDE DETECTABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

COORDINATE THIS WORK WITH THE ENGINEER A MINIMUM OF 72 HOURS (NOT INCLUDING OR DEACTIVATED BY THE CITY OF ANN ARBOR. THE CONTRACTOR SHALL SCHEDULE AND 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. PEDESTRIAN CHANNELIZATION (TPAR) DETOURS ARE TO BE POSTED AND AN ALTERNATE ROUTE SHALL BE POSTED WHEN THE PRIMARY TEMPORARY PEDESTRIAN TRAFFIC CONTROL DEVICES ARE NON-COMPLIANT TO TPAR STANDARDS.

PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN CHANNELIZATION USING A CONSTRUCTION PLAN THAT MINIMIZES THE IMPACT TO PEDESTRIANS. THIS PLAN SHALL BE REVIEWED BY THE ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL PROVIDE THE TO THE ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.

TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS IN A LOCATION OTHER THAN ACROSS THE STREET FROM THE SIDEWALK CLOSURE, PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES SHALL APPLY.

2. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ACCESSIBLE PROPERTY, INCLUDING BUT NOT LIMITED TO BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY REQUIRE THE CONTRACTOR TO PROVIDE TEMPORARY PEDESTRIAN CHANNELIZATION DEVICES AT THESE LOCATIONS.


TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS IN A LOCATION OTHER THAN ACROSS THE STREET FROM THE SIDEWALK CLOSURE, PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES SHALL APPLY.

4. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION CHANNELIZING DEVICES MUST BE INFRASTRUCTURE. THE CONTRACTOR SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.

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

6. THE CONTRACTOR OPERATING THIS PEDESTRIAN CHANNELIZATION SHALL CERTIFY THAT THE PEDESTRIAN CHANNELIZATION DEVICES ARE IN PLACE AND SECURE BEFORE PROCEEDING.

7. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL BY THE ENGINEER A MINIMUM OF THREE WEEKS BEFORE THE START OF WORK. SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION WORK, SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES THAT MEET THE REQUIREMENTS OF NCHRP 350 AND THE MMUTCD.

8. IF POSSIBLE, SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS IN A LOCATION OTHER THAN ACROSS THE STREET FROM THE SIDEWALK CLOSURE, PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES SHALL APPLY.

9. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL BY THE ENGINEER A MINIMUM OF THREE WEEKS BEFORE THE START OF WORK. SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION WORK, SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES THAT MEET THE REQUIREMENTS OF NCHRP 350 AND THE MMUTCD.

10. PROVIDE AN ALTERNATE PEDESTRIAN ROUTE (APR) AT ALL TIMES. FOR ROADWAYS WITH NO PEDESTRIAN FACILITIES, PROVIDE DETECTABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

PROVIDE AN ALTERNATE PEDESTRIAN ROUTE (APR) AT ALL TIMES. FOR ROADWAYS WITH NO PEDESTRIAN FACILITIES, PROVIDE DETECTABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

PROVIDE AN ALTERNATE PEDESTRIAN ROUTE (APR) AT ALL TIMES. FOR ROADWAYS WITH NO PEDESTRIAN FACILITIES, PROVIDE DETECTABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.
REDGES & HURON PARKWAY/TUEBINGEN RESURFACING PROJECT

MINIMIZE DISRUPTION TO PEDESTRIANS TO THE MAXIMUM EXTENT FEASIBLE BY PROVIDING TEMPORARY PEDESTRIAN FACILITIES AND INCLUDE ACCESSIBILITY FEATURES.

1. PROVIDE TEMPORARY WALKWAY SURFACE
2. PERMIT PEDESTRIANS TO UTILIZE BYPASSES ON THE SAME SIDE OF THE STREET OR OTHER AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.
3. 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.
4. WHERE IT IS NOT FEASIBLE TO PROVIDE A SAME SIDE APR, PROVIDE A DETOUR ON THE OTHER SIDE OF THE STREET.
5. PROVIDE A SMOOTH, CONTINUOUS, HARD SURFACE THROUGH THE LENGTH OF THE APR.
6. TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO仙 LEAVE OF ENTRANCE OR EXIT DURING MOW IN MID-BLOCK CROSSWALK.
7. TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED BY PIPE OR OTHER ENGINEER-APPROVED DEVICES AT NO MORE THAN 24 INCHES ABOVE THE WALKWAY SURFACE TO COVER SHORT PERIOD CLOSURES FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.
8. PROVIDE AN ALTERNATE PEDESTRIAN ROUTE (APR) AT ALL TIMES. FOR ROADWAYS WITH NO INTERSECTION CONTROL, PEDESTRIANS SHOULD BE DIRECTED TO A PREFERRED ALTERNATE ROUTE, SUCH AS A PARTIAL FILLER. WHERE INTERSECTION CONTROL IS PRESENT, PEDESTRIANS SHOULD BE DIRECTED TO THE PRIMARY 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.
9. Providing temporary pedestrian facilities shall consist of a continuous, level surface walkway at least 4 feet wide with a minimum of 5 feet desirable. Temporary pedestrian facilities shall be delineated with flags or other engineer-approved devices.
10. Provide temporary pedestrian facilities shall be delineated with flags or other engineer-approved devices at no more than 24 inches above the walkway surface to cover short period closures from the bottom of the sign to the sidewalk surface.
11. Provide an alternate pedestrian route (APR) at all times. For roadways with no intersection control, pedestrians should be directed to a preferred alternate route, such as a partial filler. Where intersection control is present, pedestrians should be directed to the primary 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.
12. Provide temporary pedestrian facilities shall consist of a continuous, level surface walkway at least 4 feet wide with a minimum of 5 feet desirable. Temporary pedestrian facilities shall be delineated with flags or other engineer-approved devices.
13. Provide temporary pedestrian facilities shall be delineated with flags or other engineer-approved devices at no more than 24 inches above the walkway surface to cover short period closures from the bottom of the sign to the sidewalk surface.
14. Provide an alternate pedestrian route (APR) at all times. For roadways with no intersection control, pedestrians should be directed to a preferred alternate route, such as a partial filler. Where intersection control is present, pedestrians should be directed to the primary 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.
15. Provide temporary pedestrian facilities shall consist of a continuous, level surface walkway at least 4 feet wide with a minimum of 5 feet desirable. Temporary pedestrian facilities shall be delineated with flags or other engineer-approved devices at no more than 24 inches above the walkway surface to cover short period closures from the bottom of the sign to the sidewalk surface.

NOTE: MAY ONLY BE USED ON ROADWAY WITH POSTED SPEED OF 45 MPH OR LESS.
SPECIFIC NOTES

1. ***Temporarily***, Curb Ramps shall be 48" min. width with a firm, stable and slip resistant surface.

2. Protective Edging, being a 2" min. height shall be placed where a Curb Ramp or Landing Platform has a vertical drop of 3" or more. Protective Edging shall be considered where Curb Ramps or Landing Platforms have a vertical drop of 1" or more.

3. Protective Edging, being a 2" min. height and contrasting color shall be placed on all Curb Ramp Landings where the Roadway Changes Direction (Turns).

4. Curb Ramps (or Landings) shall have a 2% max. Cross Slope.

5. Clear Space of 48" x 48" min. shall be provided above and below ramp surface.

6. The Curb Ramp Walkway Edge shall be marked with a contrasting color 2" to 4" wide marking. The marking is optional where color contrast in the Edging is used.

7. Water Flow in the Gutter System shall not be impeded.

8. Lateral Joints or Gaps between Surfaces shall not exceed 1/2" width.

9. Changes between Surface Heights shall not exceed 1/2". Lateral Edges should be vertical up to 1/4" high, and beveled at 1:2 between 1/4" and 1/2" height.

---

**TEMPORARY CURB RAMP**

**PARALLEL TO CURB**

**TEMPORARY CURB RAMP**

**PERPENDICULAR TO CURB**

---

**Know what's below. Call before you dig.**
GEDDES AVE DETOUR PHASE 2: EASTBOUND LANE CLOSURE
August 20 to Project Completion

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<tr>
<td>M4-9L</td>
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| W20-2     | 48x48   |
| M4-9R     | 30x24   |
| W20-3     | 48x48   |
| M4-9L     | 30x24   |
| R11-4     | 60x30   |
| M4-8a     | 24x18   |

GEDDES AVE DETOUR PHASE 2:
EASTBOUND LANE CLOSURE
August 20 to Project Completion

TRAFFIC CONTROL SIGN

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**EXISTING STORM SEWER STRUCTURE REMOVAL TABLE**

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**DESCRIPTION**

- 4' Storm MH (Cover B)
- 2' Inlet (Cover K)
- 2' Inlet (Cover K)
- 2' Inlet (Cover K)
- 4' Storm MH (Cover B)
EXISTING STORM SEWER STRUCTURE REMOVAL TABLE

<table>
<thead>
<tr>
<th>STRUCTURE</th>
<th>REMOVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>88-63719</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>92-58626</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-63718</td>
<td>4' Storm MH (Cover B)</td>
</tr>
<tr>
<td>92-58627</td>
<td>4' Storm MH (Cover B)</td>
</tr>
<tr>
<td>88-63717</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>92-59137</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-63716</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>92-58628</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-63715</td>
<td>2' Inlet (Cover K)</td>
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<tr>
<td>92-58629</td>
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</tr>
<tr>
<td>88-63714</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>92-59138</td>
<td>2' Inlet (Cover K)</td>
</tr>
</tbody>
</table>

Know what's below. Call before you dig.

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CITY OF ANN ARBOR
PUBLIC SERVICES
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GEDDES & HURON PARKWAY/TUEBINGEN RESURFACING PROJECT
GEDDES AVENUE
EXISTING CONDITIONS, REMOVALS STA 10+00 TO 20+00

PLAN VIEW
GEDDES AVE (66' WIDE R.O.W.)

OXFORD RD
(60' WIDE R.O.W.)

PLAN VIEW
GEDDES AVE
(66' WIDE R.O.W.)

OXFORD RD
(60' WIDE R.O.W.)

EXISTING STORM SEWER STRUCTURE REMOVAL TABLE
REMOVAL KEY

<table>
<thead>
<tr>
<th>REMOVAL KEY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Know what's below. Call before you dig.</td>
</tr>
</tbody>
</table>

EXISTING STORM SEWER STRUCTURE REMOVAL TABLE

<table>
<thead>
<tr>
<th>STRUCTURE</th>
<th>DEPTH (Feet)</th>
<th>REMOVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>88-60447</td>
<td>4.40</td>
<td>4' Storm MH (Cover B)</td>
</tr>
<tr>
<td>92-59138</td>
<td>10.55</td>
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</tr>
<tr>
<td>88-60448</td>
<td>4.40</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>92-59139</td>
<td>8.95</td>
<td>4' Storm MH (Cover B)</td>
</tr>
<tr>
<td>88-60449</td>
<td>3.85</td>
<td>2' Inlet (Cover K)</td>
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<tr>
<td>88-60450</td>
<td>4.60</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>92-59039</td>
<td>9.00</td>
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</tr>
<tr>
<td>88-60451</td>
<td>3.85</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-60594</td>
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<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-60456</td>
<td>3.10</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-60593</td>
<td>2.40</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-60611</td>
<td>3.85</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-60593</td>
<td>2.40</td>
<td>2' Inlet (Cover K)</td>
</tr>
</tbody>
</table>
Know what's below. Call before you dig.
Know what's below. Call before you dig.
PLAN:  1' = 20'
PROFILE: 1" = 2'

Know what's below.
Call before you dig.

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GEDDES AVE (66' WIDE R.O.W.)

CONSTRUCTION KEY

<table>
<thead>
<tr>
<th>KEY</th>
<th>DESCRIPTION</th>
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</thead>
<tbody>
<tr>
<td>HMA</td>
<td>Hot-Mix Asphalt</td>
</tr>
<tr>
<td>CG</td>
<td>Crude Gum</td>
</tr>
<tr>
<td>SW4</td>
<td>Stone Wool 4</td>
</tr>
<tr>
<td>SWR6</td>
<td>Stone Wool 6</td>
</tr>
<tr>
<td>DWS</td>
<td>Dense-Wet Typ</td>
</tr>
<tr>
<td>DOM</td>
<td>Dewatered Mix</td>
</tr>
<tr>
<td>ASC</td>
<td>Acreage Site Carrier</td>
</tr>
<tr>
<td>AB</td>
<td>Acreage Base</td>
</tr>
</tbody>
</table>

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2022-009
GEDDES & HURON PARKWAY/TUEBINGEN RESURFACING PROJECT

PLAN VIEW

GEDDES AVE (66' WIDE R.O.W.)

OBERVATORY ST
(75' WIDE R.O.W.)

ELM ST
(60' WIDE R.O.W.)

PLAN VIEW

GEDDES AVE
(66' WIDE R.O.W.)

WALNUT ST
(60' WIDE R.O.W.)

LINDEN ST
(60' WIDE R.O.W.)

PLAN VIEW
Know what's below. Call before you dig.

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GEDDES & HURON PARKWAY/TUEBINGEN RESURFACING PROJECT

GEDDES AVENUE
PAVING PLAN STA 20+00 TO 30+00

CONSTRUCTION KEY

<table>
<thead>
<tr>
<th>KEY</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>HMA</td>
<td>Hot Mix Asphalt</td>
</tr>
<tr>
<td>CG</td>
<td>Concrete Gravel</td>
</tr>
<tr>
<td>SW4</td>
<td>Shoulder Width 4'</td>
</tr>
<tr>
<td>SWR6</td>
<td>Shoulder Width 6'</td>
</tr>
<tr>
<td>DWS</td>
<td>Drainage Wall Section</td>
</tr>
<tr>
<td>DOM</td>
<td>Drainage Outlet Manhole</td>
</tr>
<tr>
<td>ASC</td>
<td>Accessory Street Furniture</td>
</tr>
<tr>
<td>AB</td>
<td>Access Point</td>
</tr>
<tr>
<td>STP</td>
<td>Street Furniture</td>
</tr>
</tbody>
</table>

PLAN VIEW

GEDDES AVE
(66' WIDE R.O.W.)

OSWEGO ST
(60' WIDE R.O.W.)

ONONDAGA ST
(60' WIDE R.O.W.)

HIGHLAND DR
(60' WIDE R.O.W.)

RIDGEWAY ST
(60' WIDE R.O.W.)

HARVARD PL
(60' WIDE R.O.W.)

RIDGEWAY ST
PLAN VIEW

GEDDES AVENUE
(66' WIDE R.O.W.)

LINDEN ST
(60' WIDE R.O.W.)
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GEDDES & HURON PARKWAY/TUEBINGEN RESURFACING PROJECT

GEDDES AVENUE
DETAILED GRADING PLAN III

GEDDES AVE
(66' WIDE R.O.W.)

OXFORD RD
(66' WIDE R.O.W.)

HARVARD PL
(40' WIDE R.O.W.)

GEDDES HEIGHTS DR
(45' WIDE R.O.W.)

GEDDES AVENUE
(66' WIDE R.O.W.)

PLAN VIEW

PLAN VIEW

PLAN VIEW

PLAN VIEW
Know what's below.
Call before you dig.
Know what's below. Call before you dig.
Know what's below. Call before you dig.
Know what's below. Call before you dig.
Know what's below.
Call before you dig.
**Traffic Control Signs**

<table>
<thead>
<tr>
<th>SIGN</th>
<th>NUMBER</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stop</td>
<td>500-2</td>
<td>3</td>
</tr>
<tr>
<td>Tow</td>
<td>500-01</td>
<td>1</td>
</tr>
<tr>
<td>Detour</td>
<td>500-05</td>
<td>2</td>
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</tbody>
</table>

**Traffic Control Sign**

<table>
<thead>
<tr>
<th>SIGN</th>
<th>NUMBER</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detour</td>
<td>500-06</td>
<td>1</td>
</tr>
</tbody>
</table>

**Notes**

Construction shall be responsible for maintaining traffic during construction. Vehicles on Huron Parkway shall be the responsibility of the contractor and shall maintain a speed as necessary to control with regard to pedestrian access to construction activities. Traffic on Huron Parkway shall be maintained at all times.

**Detour**

Huron Parkway Closed

Follow Nixon Rd North for detour.
EXISTING STORM SEWER STRUCTURE REMOVAL TABLE

<table>
<thead>
<tr>
<th>STRUCTURE</th>
<th>DEPTH (Feet)</th>
<th>REMOVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>88-56807</td>
<td>4.90</td>
<td>2' Inlet (Cover K)</td>
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<tr>
<td>88-56808</td>
<td>4.60</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-56806</td>
<td>5.00</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-56805</td>
<td>4.70</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-50534</td>
<td>2.60</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-50535</td>
<td>3.95</td>
<td>2' Inlet (Cover K)</td>
</tr>
<tr>
<td>88-50536</td>
<td>3.80</td>
<td>2' Inlet (Cover K)</td>
</tr>
</tbody>
</table>

This diagram shows the existing conditions and removals of storm sewer structures along TRAVER BLVD and TUEBINGEN PKWY between STA 0+00 to 8+00. The table lists the structure numbers, depths, and types of removals. The plans indicate the removal of 2' inlets (Cover K) from the existing storm sewer structures along the specified roads.
Know what's below. Call before you dig.
PLAN VIEW

EXISTING CONDITIONS  REMOVALS STA 18+00 TO 28+00

- [ ] REMOVE 2' Inlet (Cover K)
- [ ] REMOVE 2' Inlet (Cover K)
- [ ] REMOVE 2' Inlet (Cover K)
- [ ] REMOVE 2' Inlet (Cover K)

<table>
<thead>
<tr>
<th>STRUCTURE</th>
<th>DEPTH (Feet)</th>
<th>REMOVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>88-50536</td>
<td>3.50</td>
<td>K</td>
</tr>
<tr>
<td>92-63332</td>
<td>4.20</td>
<td>K</td>
</tr>
<tr>
<td>88-50538</td>
<td>4.60</td>
<td>K</td>
</tr>
<tr>
<td>92-63333</td>
<td>5.80</td>
<td>K</td>
</tr>
</tbody>
</table>

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734-794-6410
www.a2gov.org
REMOVAL KEY

<table>
<thead>
<tr>
<th>KEY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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GEDDES & HURON PKWY/TUEBINGEN RESURFACING PROJECT

EXISTING CONDITIONS  REMOVALS STA 28+00 TO 38+00

PLAN VIEW

HURON PKWY
(100' WIDE R.O.W.)

NIXON ROAD
(VARIABLE WIDTH R.O.W.)

PLAN VIEW
TRAVER BLVD
(60' WIDE R.O.W.)

TUEBINGEN PKWY
(100' WIDE R.O.W.)

PLAN VIEW

PROFILE VIEW

STORM SEWER STRUCTURE TABLE

<table>
<thead>
<tr>
<th>STRUCTURE</th>
<th>STATION</th>
<th>LENGTH</th>
<th>ELECTRIC</th>
<th>ELEVATION</th>
<th>DEPTH</th>
<th>SIZE</th>
<th>TYPE</th>
<th>SUMP</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-231</td>
<td>0+15</td>
<td>15'</td>
<td></td>
<td>806.25</td>
<td>811.16</td>
<td>7.11</td>
<td>24&quot;</td>
<td>2&quot;</td>
</tr>
<tr>
<td>R-232</td>
<td>0+17</td>
<td>17'</td>
<td>24&quot;</td>
<td>806.27</td>
<td>812.52</td>
<td>7.25</td>
<td>24&quot;</td>
<td>2&quot;</td>
</tr>
<tr>
<td>R-233</td>
<td>0+20</td>
<td>20'</td>
<td>34&quot;</td>
<td>806.67</td>
<td>808.95</td>
<td>6.26</td>
<td>24&quot;</td>
<td>2&quot;</td>
</tr>
<tr>
<td>R-234</td>
<td>0+23</td>
<td>23'</td>
<td>34&quot;</td>
<td></td>
<td>807.24</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-235</td>
<td>0+25</td>
<td>25'</td>
<td></td>
<td>808.68</td>
<td>807.53</td>
<td>5.05</td>
<td>24&quot;</td>
<td>2&quot;</td>
</tr>
<tr>
<td>R-236</td>
<td>0+28</td>
<td>28'</td>
<td>24&quot;</td>
<td></td>
<td>807.85</td>
<td>6.60</td>
<td>24&quot;</td>
<td>2&quot;</td>
</tr>
<tr>
<td>R-237</td>
<td>0+31</td>
<td>31'</td>
<td></td>
<td>809.05</td>
<td>808.67</td>
<td>4.81</td>
<td>24&quot;</td>
<td>2&quot;</td>
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<tr>
<td>R-238</td>
<td>0+34</td>
<td>34'</td>
<td>24&quot;</td>
<td></td>
<td>807.62</td>
<td>7.11</td>
<td>24&quot;</td>
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<tr>
<td>R-239</td>
<td>0+37</td>
<td>37'</td>
<td>34&quot;</td>
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<td>807.87</td>
<td>7.80</td>
<td>24&quot;</td>
<td>2&quot;</td>
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<tr>
<td>R-240</td>
<td>0+40</td>
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<td>2.00</td>
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<td>2&quot;</td>
</tr>
<tr>
<td>R-241</td>
<td>0+43</td>
<td>43'</td>
<td></td>
<td>808.20</td>
<td>803.82</td>
<td>1.40</td>
<td>24&quot;</td>
<td>2&quot;</td>
</tr>
<tr>
<td>R-242</td>
<td>0+46</td>
<td>46'</td>
<td>24&quot;</td>
<td></td>
<td>808.45</td>
<td>7.00</td>
<td>24&quot;</td>
<td>2&quot;</td>
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</tbody>
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CONSTRUCTION KEY

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GEDDES & HURON PARKWAY/TUEBINGEN RESURFACING PROJECT

HURON PARKWAY - TUEBINGEN
PAVING PLAN STA 0+00 TO 3+50

PROFILE VIEW

PROFILE VIEW
Know what's below. Call before you dig.
HURON PKWY
(100' WIDE R.O.W.)

CONSTRUCTION KEY

DESCRIPTION

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KNOW WHAT'S BELOW.
CALL BEFORE YOU DIG.

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2022-009 - GEDDES & HURON PARKWAY/TUEBINGEN RESURFACING PROJECT

HURON PKWY - TUEBINGEN
PAVING PLAN STA 28+00 TO 38+00

PLAN VIEW

HURON PKWY
(100' WIDE R.O.W.)

PLAN VIEW
Know what's below.
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GEDDES & HURON PARKWAY/TUEBINGEN RESURFACING PROJECT
HURON PARKWAY - TUEBINGEN
DETAILED GRADING PLAN I

TRAVEL BLVD
(60’ WIDE R.O.W.)

TUEBINGEN PKWY
(100’ WIDE R.O.W.)

TUEBINGEN PKWY
(100’ WIDE R.O.W.)

PLAN VIEW
Know what's below. Call before you dig.
Know what's below. Call before you dig.
Know what's below. Call before you dig.

---

HURON PKWY
(100' WIDE R.O.W.)

---

PLAN VIEW

---

HURON PKWY
(100' WIDE R.O.W.)

---

PLAN VIEW

---

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GEDDES & HURON PARKWAY/TUEBINGEN RESURFACING PROJECT
HURON PKWY - TUEBINGEN
PAVEMENT MARKING PLAN STA 8+00 TO 18+00

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PLAN VIEW

---

HURON PKWY
(100' WIDE R.O.W.)

---

PLAN VIEW
Know what's below. Call before you dig.
Know what's below. Call before you dig.