

# ALLEGAN COUNTY ROAD COMMISSION

## OTTOGAN STREET RECONSTRUCTION PROJECT

### 30TH STREET TO 26TH STREET

### SALEM TOWNSHIP

#### UTILITY CONTACTS

**ELECTRIC**  
 CONSUMERS ENERGY  
 4000 CLAY AVE, SW  
 GRAND RAPIDS, MI 49548  
 616-530-4185  
 MS. KYLEE MAYCROFT  
 grvimp@cmsenergy.com

**CABLE**  
 CHARTER COMMUNICATIONS  
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 HOLLAND, MI 49424  
 616-741-4485  
 MR. GREG FRANTOM  
 gregory.frantom@charter.com

**TELEPHONE**  
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 955 36TH STREET  
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 MR. BRAD DYKENS  
 bd1636@att.com

**GAS**  
 CONSUMERS ENERGY  
 2500 E CORK ST  
 KALAMAZOO, MI 49001  
 269-337-2366  
 MR. KYLE OAK  
 kyle.oak@cmsenergy.com

\*MISS DIG\* 811

**Board of County Road Commissioners  
 Of Allegan County**

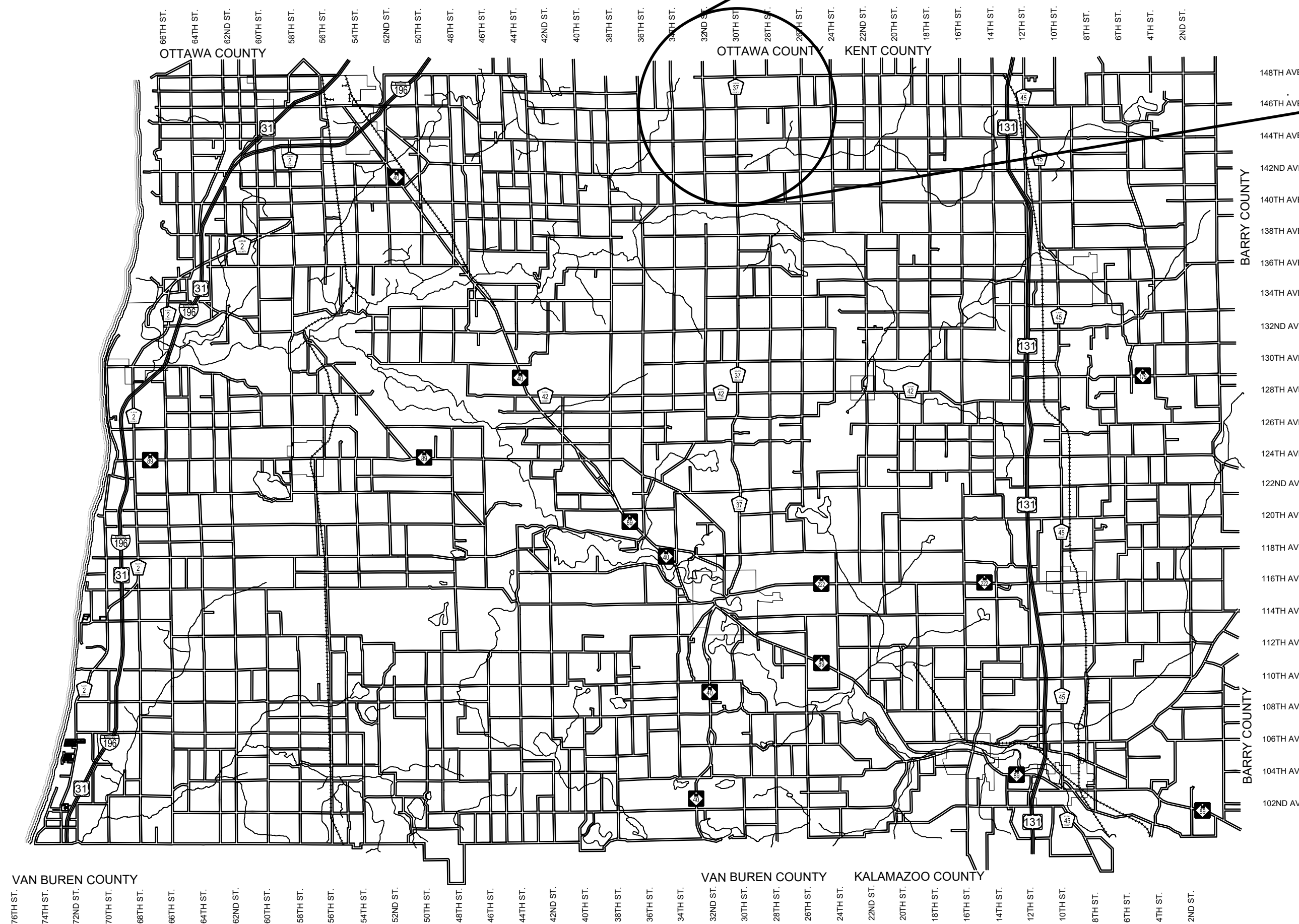
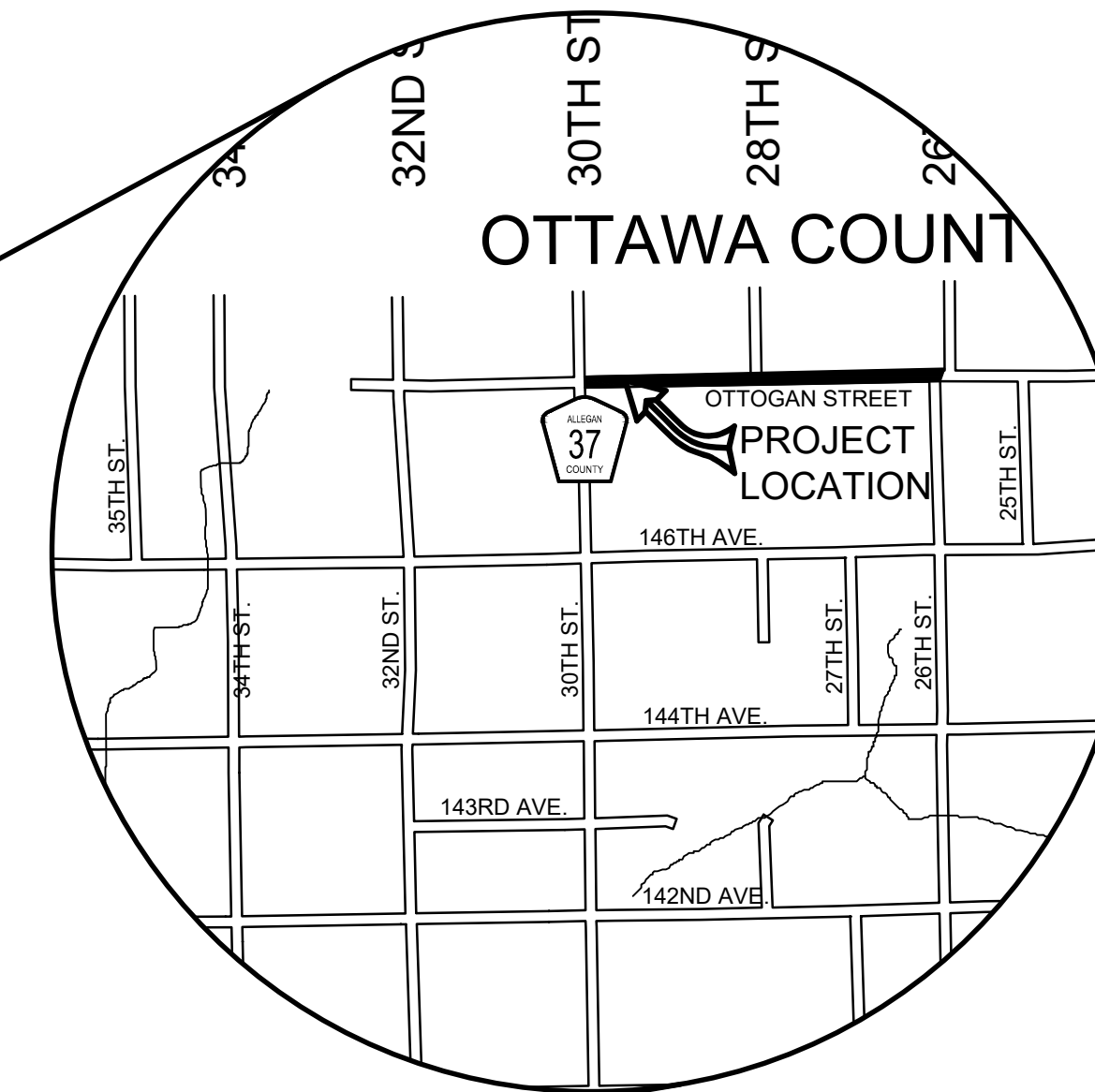
1308 LINCOLN ROAD  
 ALLEGAN, MICHIGAN 49010-9762  
 www.alleganroads.org  
 TELEPHONE (269) 673-2184 FAX (269) 673-5922

EXCEPT WHERE OTHERWISE INDICATED ON THESE PLANS OR IN THE PROPOSAL AND SUPPLEMENTAL SPECIFICATIONS CONTAINED THEREIN, ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE 2012 MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION.

THE PLACING OF PAVEMENT MARKINGS AND TRAFFIC CONTROL SIGNS SHALL BE DONE IN ACCORDANCE WITH THE 2011 MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS AMENDED.

THE IMPROVEMENTS COVERED BY THESE PLANS ARE IN ACCORDANCE WITH THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2011 EDITION, A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.

THE CONTRACTOR SHALL DIAL MISS DIG @ 811 FOR PROTECTION OF UNDER GROUND UTILITIES AND IN CONFORMANCE WITH PUBLIC ACT 174 OF 2013 A MINIMUM OF THREE FULL WORKING DAYS, EXCLUDING SATURDAYS, SUNDAYS AND HOLIDAYS PRIOR TO BEGINNING EACH EXCAVATION IN AREAS WHERE PUBLIC UTILITIES HAVE NOT BEEN PREVIOUSLY LOCATED. MEMBERS WILL THUS BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING UTILITY OWNERS WHO MAY NOT BE A PART OF THE "MISS DIG" ALERT SYSTEM.



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ALLEGAN COUNTY, MICHIGAN  
 NOT TO SCALE

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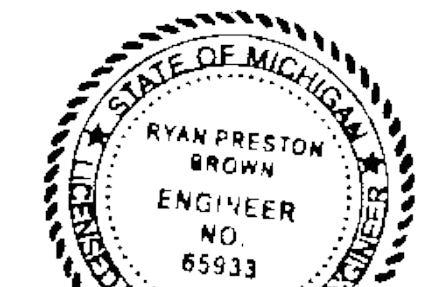
**OTTOGAN STREET RECONSTRUCTION PROJECT**  
 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET

COVER SHEET

#### CONTRACT FOR ROAD IMPROVEMENTS

1.98 MILES OF ROADWAY RECONSTRUCTION INCLUDING CLEARING, GRADE ESTABLISHMENT, SAND SUBBASE, AGGREGATE BASE, CULVERT REPLACEMENTS, AND RESTORATION ON OTTOGAN STREET FROM 30TH STREET TO 26TH STREET IN SALEM TOWNSHIP, ALLEGAN COUNTY.

PREPARED UNDER THE SUPERVISION OF:

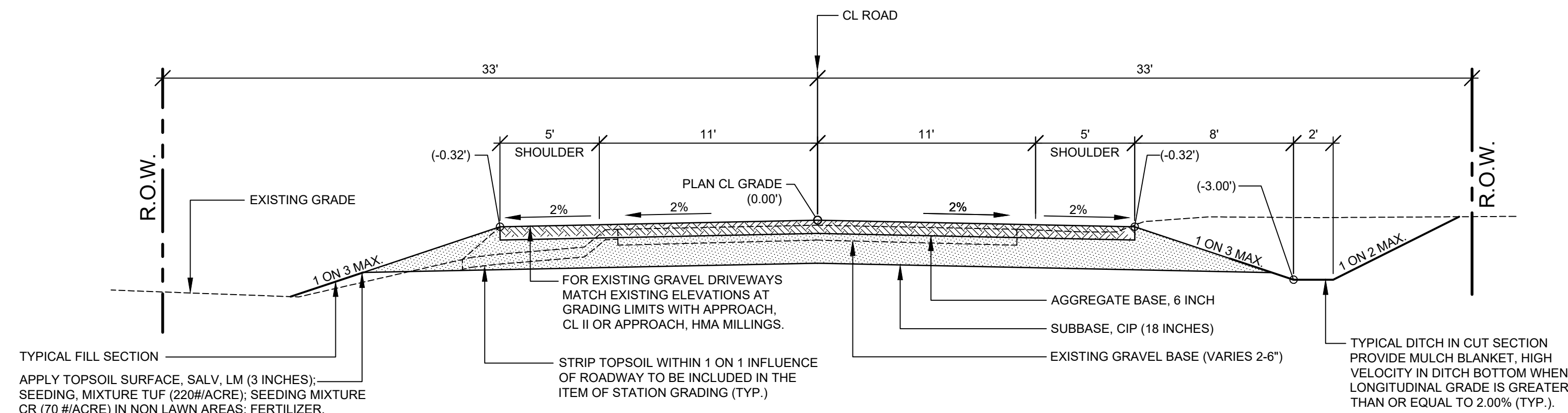


*Ryan P. Brown*

RYAN P. BROWN  
 REGISTERED PROFESSIONAL ENGINEER No. 65933

DRAWN BY: RPB  
 REVIEWED BY:  
 DATE: FEBRUARY, 2020  
 SCALE: NONE

LH 4014 1

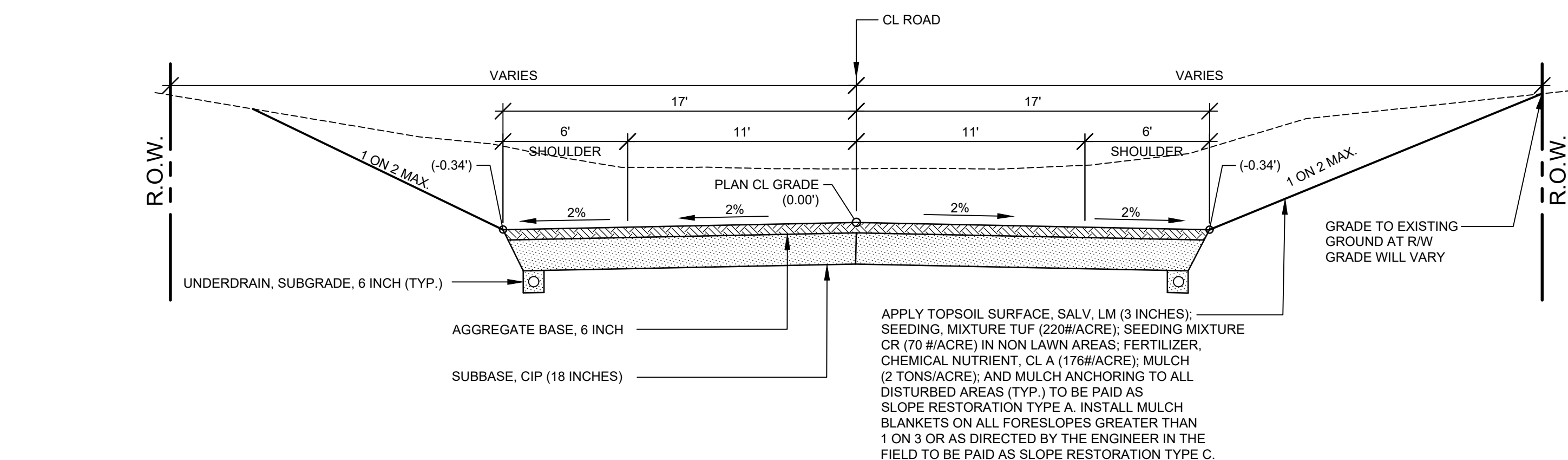


TYPICAL FILL SECTION  
 APPLY TOPSOIL SURFACE, SALV. LM (3 INCHES); SEEDING, MIXTURE TUF (220#/ACRE); SEEDING MIXTURE CR (70 #/ACRE) IN NON LAWN AREAS; FERTILIZER, CHEMICAL NUTRIENT, CL A (176#/ACRE); MULCH (2 TONS/ACRE); AND MULCH ANCHORING TO ALL DISTURBED AREAS (TYP.) TO BE PAID AS SLOPE RESTORATION TYPE A. INSTALL MULCH BLANKETS ON ALL FORESLOPES GREATER THAN 1 ON 3 OR AS DIRECTED BY THE ENGINEER IN THE FIELD TO BE PAID AS SLOPE RESTORATION TYPE C.

**TYPICAL SECTION - OTTOGAN STREET**

SCALE: 1" = 5'

THIS SECTION APPLIES TO:  
 P.O.B TO P.O.E.



**TYPICAL SECTION - VALLEY GUTTER**

SCALE: 1" = 5'

THIS SECTION APPLIES TO:  
 STA. 10+70 TO 13+25 LEFT  
 STA. 54+00 TO 56+50 LEFT  
 STA. 54+00 TO 58+00 RIGHT  
 STA. 71+50 TO 75+00 RIGHT  
 STA. 81+40 TO 87+00 LEFT  
 STA. 83+00 TO 87+00 RIGHT

**PROJECT NOTES**

THE "2012 STANDARD SPECIFICATIONS FOR CONSTRUCTION" AND "STANDARD PLANS" BY THE MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT) ARE HEREBY INCORPORATED INTO THESE CONTRACT DOCUMENTS. COPIES OF THESE STANDARDS ARE AVAILABLE FOR INSPECTION AT THE OFFICE OF THE ENGINEER.

THE CONTRACTOR WILL BE RESPONSIBLE FOR CONTACTING THE ALLEGAN COUNTY ROAD COMMISSION TO NOTIFY THEM THAT WORK IS COMMENCING.

THE CONTRACTOR SHOULD NOTE THAT STATION GRADING WILL INCLUDE THE REMOVAL OF FENCES, CULVERTS, BRUSH, TREES SMALLER THAN 6". CONCRETE FOUNDATIONS, AND MISCELLANEOUS ITEMS AS REQUIRED AND WILL ALSO INCLUDE ALL EARTH EXCAVATION, EMBANKMENT, AND ALL OTHER OPERATIONS NECESSARY TO DEVELOP THE DESIRED CROSS SECTION. ALL TOPSOIL AND OTHER UNSUITABLE MATERIAL LOCATED BENEATH THE PROPOSED PAVEMENT SECTION WILL BE REMOVED TO THE SUBGRADE ELEVATION AS PART OF STATION GRADING. ALL TOPSOIL REMOVED MAY BE STOCKPILED AND REUSED AS TOPSOIL SURFACE, SALV. LM.

ALL FILL FOR THIS PROJECT MUST BE OBTAINED AND FURNISHED BY THE CONTRACTOR. ALL REQUIRED FILL SHALL BE SELECTED EXCAVATED MATERIAL FROM THE SITE APPROVED BY THE ENGINEER. OR MDOOT CLASS II GRANULAR MATERIAL FROM BORROW. EXCESS FILL WILL BE REMOVED FROM SITE BY THE CONTRACTOR. NO BORROW OR SOIL REMOVAL ARRANGEMENTS HAVE BEEN PREARRANGED FOR THIS PROJECT AND WILL BE THE TOTAL RESPONSIBILITY OF THE CONTRACTOR.

THE SOIL BORINGS WERE TAKEN BY GREAT LAKES DRILLING COMPANY, P.O. BOX 51, ALLEGAN, MI 49010 ON OCTOBER 18, 2019. THE TEST BORINGS REPRESENT POINT INFORMATION AND MAY NOT HAVE ENCOUNTERED ALL THE TYPES AND MATERIALS WHICH ARE PRESENT AT THE SITE. THESE BORING LOGS DO NOT CONSTITUTE A GUARANTEE OF THE SOIL OR GROUNDWATER CONDITIONS, OR THAT THE TEST BORINGS ARE AN EXACT REPRESENTATION OF THE SOIL OR GROUNDWATER CONDITIONS AT ALL POINTS ON THE SITE.

SEE PLAN AND PROFILE SHEETS FOR SOIL BORING DATA.

DRIVE REPLACEMENT WILL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

THE ITEM OF SUBBASE, CIP WILL BE PAID FOR AT PLAN QUANTITY EXCEPT IN THE CASE OF A DESIGN CHANGE OR DEMONSTRATED ERROR.

AS PART OF THIS PROJECT THE CONTRACTOR WILL COORDINATE WITH THE ALLEGAN COUNTY ROAD COMMISSION TO PRESERVE AND RESET ALL GOVERNMENT CORNERS WITHIN THE PROJECT LIMITS.

CONTRACTOR WILL RELOCATE ALL MAILBOXES TO A TEMPORARY CENTRAL LOCATION APPROVED BY THE POSTAL SERVICE PRIOR TO CONSTRUCTION. CONTRACTOR SHALL INSTALL A 1" x 3" STAKE WITH THE RESPECTIVE PROPERTY ADDRESS WRITTEN ON IT IN THE FRONT YARD OF EACH RESIDENCE TO ASSIST WITH IDENTIFICATION FOR EMERGENCY VEHICLES. PAYMENT FOR RELOCATION WILL BE INCLUDED IN THE ITEM OF PROJECT CLEANUP. AT THE COMPLETION OF THE PROJECT SAID MAILBOXES SHALL BE RESET AT THEIR APPROPRIATE LOCATIONS.

ALL DISTURBED AREAS NOT TO BE PAVED WILL BE RESTORED WITH TOPSOIL SURFACE, SALV. LM (3 INCHES), MDOOT SEED MIXTURE TUF (220#/ACRE); SEEDING MIXTURE CR (70 #/ACRE) IN NON LAWN AREAS; FERTILIZER, CHEMICAL NUTRIENT, CL A (176#/ACRE); AND MULCH AND MULCH ANCHORING (2 TON/ACRE). TO BE PAID AS SLOPE RESTORATION TYPE A. SEE SESC PLAN FOR AREAS TO USE HIGH VELOCITY MULCH BLANKET, TO BE PAID AS SLOPE RESTORATION TYPE C.

ADEQUATE DUST CONTROL MEASURES WILL BE MAINTAINED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER IN THE FIELD, TO BE INCLUDED IN THE VARIOUS ITEMS OF WORK.

MULCH BLANKET, HIGH VELOCITY WILL BE PLACED ON THE BOTTOM OF ALL DITCHES WHEN THE LONGITUDINAL GRADE IS GREATER THAN OR EQUAL TO 2.00% UNLESS OTHERWISE NOTED, OR AS DIRECTED BY THE ENGINEER IN THE FIELD TO BE PAID AS SLOPE RESTORATION TYPE C.

WHEN FIELD DRAIN TILES ARE ENCOUNTERED IN THE EXISTING DITCHES, THE CONTRACTOR WILL EXTEND THEM AS REQUIRED WITH UNDERDRAIN, SUBGRADE 4" OR 6" AND ADJUST THE DITCH GRADES AS NECESSARY TO PROVIDE POSITIVE DRAINAGE AS DIRECTED BY THE ENGINEER IN THE FIELD. THE COST OF THE CONNECTION WILL BE INCLUDED IN THE NEW PIPE ITEM. IF THE ENGINEER DETERMINES THAT AN EXISTING TILE IS TOO LONG THE CONTRACTOR WILL REMOVE THE TILE AS NECESSARY, TO BE INCLUDED IN THE ITEM OF STATION GRADING.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EXISTING DRAINAGE PATTERNS, AND WILL RESOLVE ANY DRAINAGE PROBLEMS ON ADJACENT PROPERTIES WHICH MAY RESULT FROM THE CONTRACTOR'S ACTIVITIES.

DATUM REFERS TO NAVD88 DATUM.

DIMENSIONS TAKE PRECEDENCE OVER SCALE. CONTRACTOR TO VERIFY ALL DIMENSIONS IN FIELD.

**UTILITY NOTES**

FOR PROTECTION OF UNDERGROUND UTILITIES AND IN CONFORMANCE WITH PUBLIC ACT 174 OF 2013, THE CONTRACTOR WILL CONTACT "MISS DIG" AT 811, A MINIMUM OF 72 HOURS, EXCLUDING SATURDAYS, SUNDAYS, AND HOLIDAYS, PRIOR TO BEGINNING EACH EXCAVATION IN AREAS WHERE PUBLIC UTILITIES HAVE NOT BEEN PREVIOUSLY LOCATED. MEMBERS WILL NOT BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING UTILITY OWNERS WHO MAY NOT BE A PART OF THE "MISS DIG" ALERT SYSTEM.

THE CONTRACTOR WILL LOCATE ALL ACTIVE UNDERGROUND UTILITIES PRIOR TO STARTING WORK AND WILL CONDUCT HIS OPERATIONS IN A MANNER AS TO ENSURE THAT THOSE UTILITIES NOT REQUIRING RELOCATION WILL NOT BE DISTURBED.

PRELIMINARY UTILITY COORDINATION WAS PERFORMED AND ALL UTILITIES HAVE VERIFIED LOCATIONS. CONSUMERS GAS HAS STATED THEY ARE NOT IN CONFLICT WITH THE PROJECT. CONSUMERS ELECTRIC WILL BE RELOCATING POLE AT STA. 36+00 AT&T WILL BE RELOCATING TO THE SOUTH R/W LINE ALONG THE LENGTH OF THE PROJECT AND HAS STATED THEY WILL BE A MINIMUM OF 54" DEEP AT 32.5' FROM SECTION LINE. RELOCATIONS WILL BE STARTING AT THE END OF FEBRUARY, BEGINNING OF MARCH. CHARTER COMMUNICATIONS WILL BE RELOCATING ON THE SOUTH SIDE AS WELL. THEY HAVE STATED A 6 WEEK RELOCATION TIMELINE AND WILL BEGIN IN EARLY SPRING.

**MISCELLANEOUS QUANTITIES**

DESCRIPTION	QUANTITY	UNIT
SUBGRADE UNDERCUTTING, TYPE II	2,000	CYD
AGGREGATE, 6A	50	TON
GEOTEXTILE STABILIZATION	4,000	SYD
RIPRAP, PLAIN	75	SYD
EROSION CONTROL, SILT FENCE	300	FT
EROSION CONTROL, CHECK DAM	300	FT
APPROACH, CL II	75	TON
CULV, CL E, CONC, 18 INCH	40	FT
CULV END SECT, CONC, 18 INCH	2	EA
CULV, CL F, 12 INCH	160	FT
CULV, CL F, 18 INCH	40	FT

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REVISIONS	1	2	3	4	5	6	7

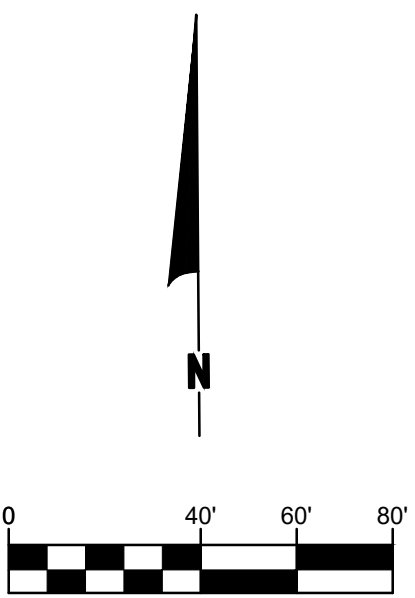
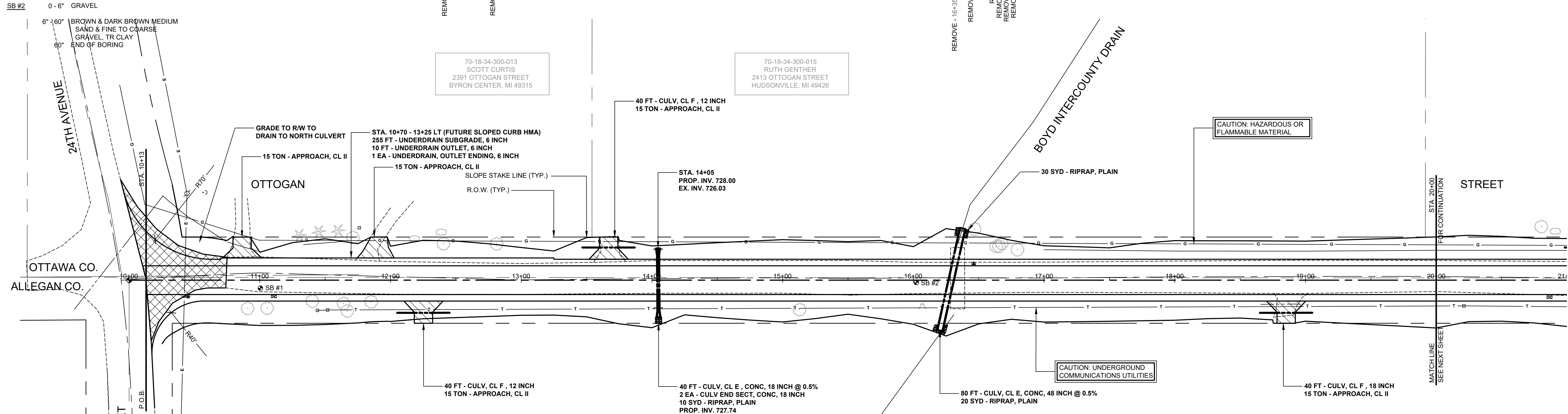
**OTTOGAN STREET RECONSTRUCTION PROJECT**  
 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET

TYPICAL SECTIONS, DETAILS, & NOTES

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: JANUARY, 2020  
 SCALE: AS NOTED

**SOIL BORINGS**

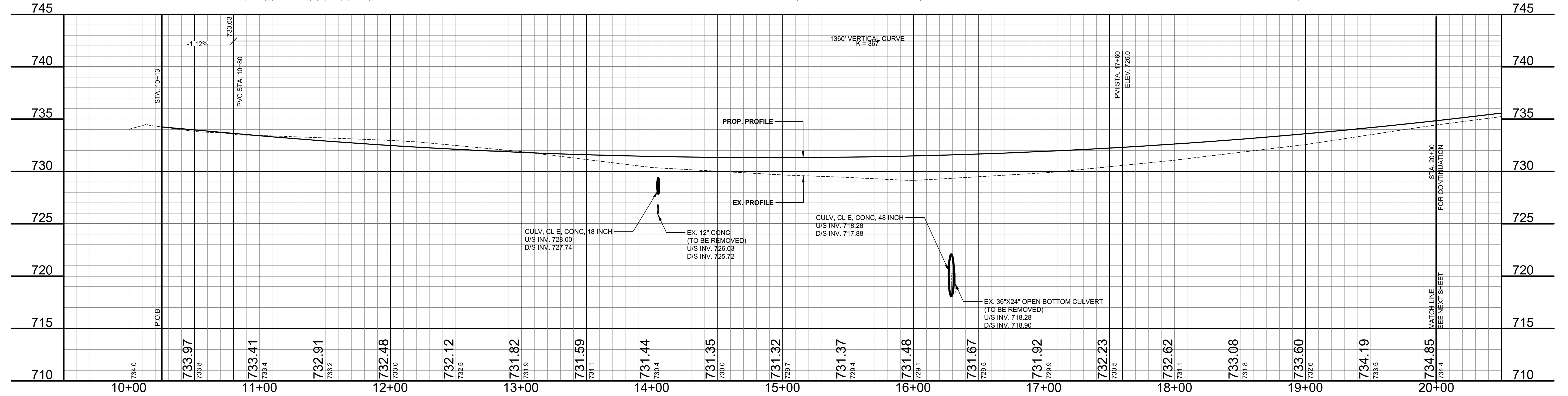
SB #1	0 - 8" BROWN MEDIUM SAND AND FINE TO COARSE GRAVEL	REMOVE -10+26 12.84 1'
	8" - 24" BROWN MEDIUM SAND, TR FINE TO COARSE GRAVEL	10+44 POWER POLE 66.4'
	24" - 60" BROWN CLAYEY FINE TO MEDIUM SAND, TR FINE GRAVEL	10+57 GUY WIRE 67.1'
	60" END OF BORING	REMOVE -10+76 12.29 1'
		REMOVE -10+98 CMP 22.2'
SB #2	0 - 6" GRAVEL	
	6" - 36" BROWN & DARK BROWN MEDIUM SAND & FINE TO COARSE GRAVEL, TR CLAY	11+30 30" PINE 34.4'
	60" END OF BORING	11+45 15" PINE 37.3'
		11+60 24" PINE 38.0'
		REMOVE -11+71 6" ELM 32.6'
		11+75 TELE RISER BOX 40.2'
		12+18 BUSH 31.6'
		12+39 BUSH 36.6'
		REMOVE -12+40 30" WALNUT 27.9'
		REMOVE -12+81 42" WALNUT 27.8'



- 10+91 15' APPLE 21.6' - REMOVE
- 11+06 15' TRI 21.4' - REMOVE
- 11+11 MAILBOX 2391 12.4' - RELOCATE
- 11+45 15' ELM 18.5' - REMOVE
- 11+45 15' TELE RISER BOX 22.8' - RELOCATE BY OTHERS
- 11+52 TELE RISER BOX 22.8' - RELOCATE BY OTHERS
- 11+64 21' ELM 17.9' - REMOVE
- 11+67 9' ELM 23.6' - REMOVE
- 11+85 12' ELM 16.6' - REMOVE
- 14+05 12' CMP 22.4' - REMOVE
- 15+13 27' CHERRY 22.5' - REMOVE
- 16+07 21' STUMP 20.0' - REMOVE
- 18+66 CMP 18.4' - REMOVE
- 18+98 12' 18.2' - REMOVE

**LEGEND**

	REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS II TO A DEPTH OF 6". AS DIRECTED BY THE ENGINEER IN THE FIELD, PAID FOR AS APPROACH, CL II BY THE TON.
	SAWCUT AND REMOVE EXISTING HMA PAVEMENT. REGRADE EXISTING DRIVE OR APPROACH AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP). (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)
	SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT. REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP). (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)



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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET

PLAN & PROFILE - STA. P.O.B. TO STA. 20+00

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: JANUARY, 2020  
SCALE: 1"= 40'H, 5V

**SOIL BORINGS**

**SB #3** 0 - 12" BROWN MEDIUM SAND & FINE TO COARSE GRAVEL  
 12" - 60" BROWN SANDY CLAY  
 60" END OF BORING

**SB #4** 0 - 4" BROWN MEDIUM SAND & FINE GRAVEL  
 4" - 42" BROWN SANDY CLAY, TR FINE GRAVEL  
 42" - 60" BROWN CLAYEY MEDIUM SAND, TR FINE GRAVEL  
 60" END OF BORING

20+88 9" MAPLE 41.0'  
 20+91 BUSH 37.4'  
 REMOVE -21+02 PLASTIC 23.1'

21+32 9" PINE 40.1'  
 REMOVE -21+33 12 22.9'  
 21+44 9" PINE 42.0'

REMOVE -21+85 12" PEAR 33.0'

REMOVE -22+14 12" PINE 28.3'

REMOVE -22+35 CMP 21.1'  
 22+36 GAS MARKER POST 26.1'  
 RELOCATE BY OTHERS -22+51 TELE RISER BOX 23.7'  
 REMOVE -22+52 FENCE POST 23.7'  
 REMOVE -22+53 FENCE POST 23.7'  
 22+66 FN GATE 53.7'

REMOVE -22+80 12 18.8'  
 22+81 FENCE 53.7'  
 22+82 GRN WILL 43.7'

70-18-34-300-012  
 KEITH GENTHER  
 2253 OTTOGAN STREET  
 BYRON CENTER, MI 49315

70-18-34-300-017  
 DAVID & CHRISTINA WEURDING  
 2175 OTTOGAN STREET  
 BYRON CENTER, MI 49315

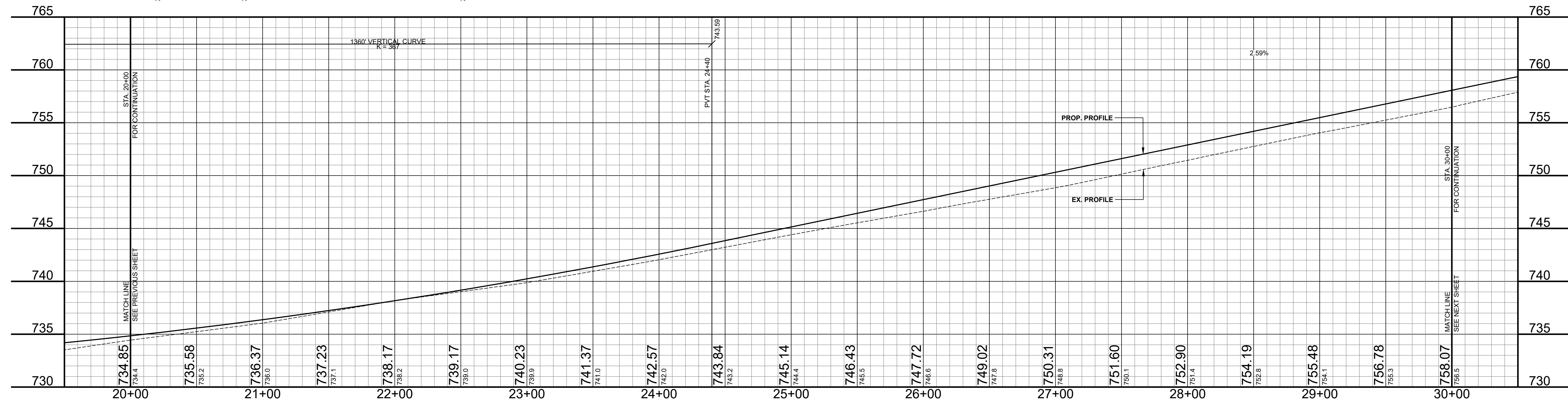
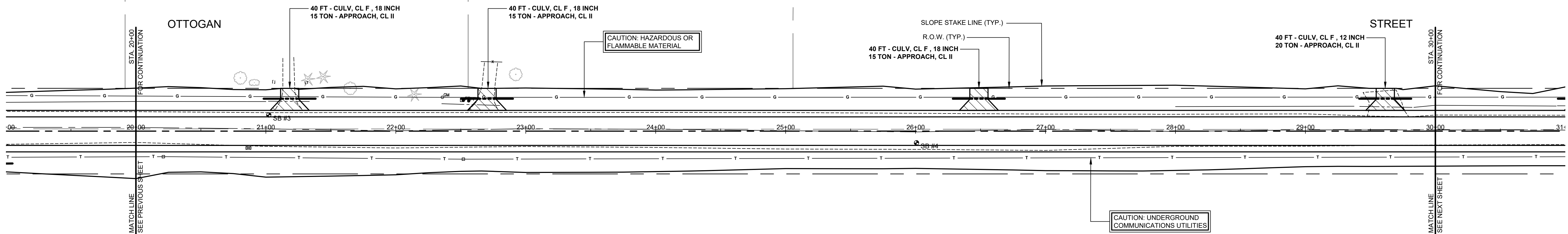
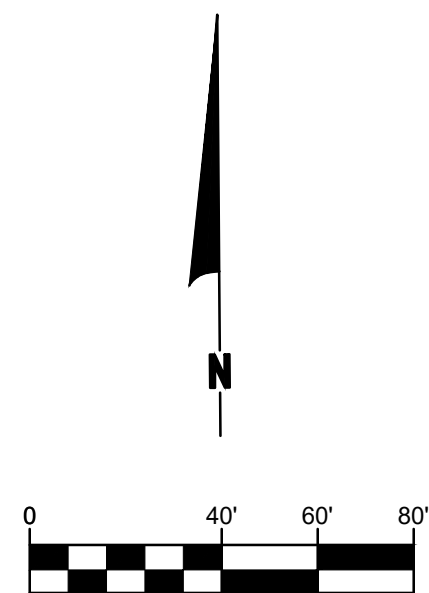
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 VIRGINIA WEURDING  
 2055 OTTOGAN STREET  
 BYRON CENTER, MI 49315

19-003-001-00  
 WENDELL & DIANE LOEW  
 1877 OTTOGAN STREET  
 BYRON CENTER, MI 49315

20+21 TELE RISER BOX 19.7' - RELOCATE BY OTHERS

20+87 MAILBOX 2175 2253 13.0' - RELOCATE

22+52 TELE RISER BOX 21.6' - RELOCATE BY OTHERS



**LEGEND**

- REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS II TO A DEPTH OF 6" AS DIRECTED BY THE ENGINEER IN THE FIELD, PAID FOR AS APPROACH, CL II BY THE TON.
- SAWCUT AND REMOVE EXISTING HMA PAVEMENT. REGRADE EXISTING DRIVE OR APPROACH AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP). (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)
- SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT. REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP). (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)

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 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET

PLAN & PROFILE - STA. 20+00 TO STA. 30+00

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**SOIL BORINGS**

<b>SB #5</b>	0 - 7" GRAVEL
	7" - 36" BROWN FINE TO MEDIUM FINE SAND TR CLAY & FINE GRAVEL
	36" - 84" LIGHT BROWN FINE TO MEDIUM SAND
	84" - 96" LIGHT BROWN FINE SAND TR SILT
	96" END OF BORING
<b>SB #6</b>	0 - 4" GRAVEL
	4" - 30" BROWN FINE TO MEDIUM FINE SAND TR FINE GRAVEL
	30" - 48" DARK BROWN TO BLACK SANDY CLAY
	48" - 60" BROWN VERY CLAYEY MEDIUM SAND
	60" END OF BORING

REMOVE - 30+94 PLASTIC 19.97  
REMOVE - 31+02 FENCE POST 26.87

REMOVE - 31+39 12 19.37

RELOCATE BY OTHERS - 32+38 TELE RISER BOX 23.97  
RELOCATE BY OTHERS - 32+38 TELE RISER BOX 26.77

REMOVE - 33+44 PLASTIC 19.87

REMOVE - 33+64 12 19.07

RELOCATE BY OTHERS - 35+72 36" LINDEN 24.4'

REMOVE - 35+90 POWER POLE 25.4'

REMOVE - 39+41 18" CMP 21.6'

70-18-34-300-018  
VIRGINIA WEURDING  
2055 OTTOGAN STREET  
BYRON CENTER, MI 49315

70-18-34-300-019  
MATTHEW & MARI DEJONGE  
2027 OTTOGAN STREET  
BYRON CENTER, MI 49315

70-18-34-400-007  
GALE & MILDRED LOEW  
2951 146TH AVENUE  
BYRON CENTER, MI 49315

19-003-001-00  
WENDELL & DIANE LOEW  
1877 OTTOGAN STREET  
BYRON CENTER, MI 49315

19-003-001-10  
WENDELL & DIANE LOEW  
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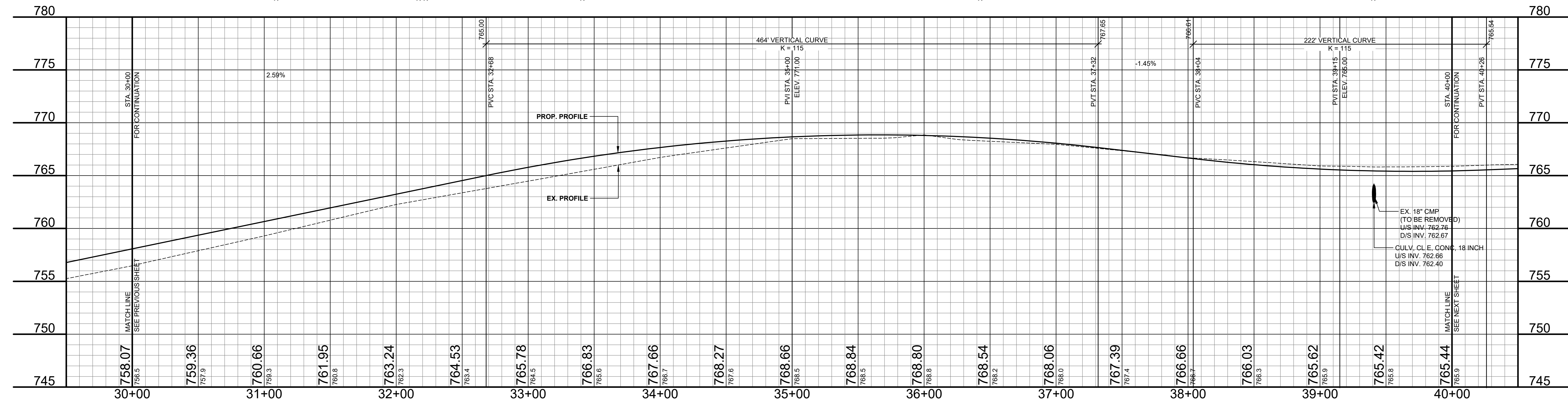
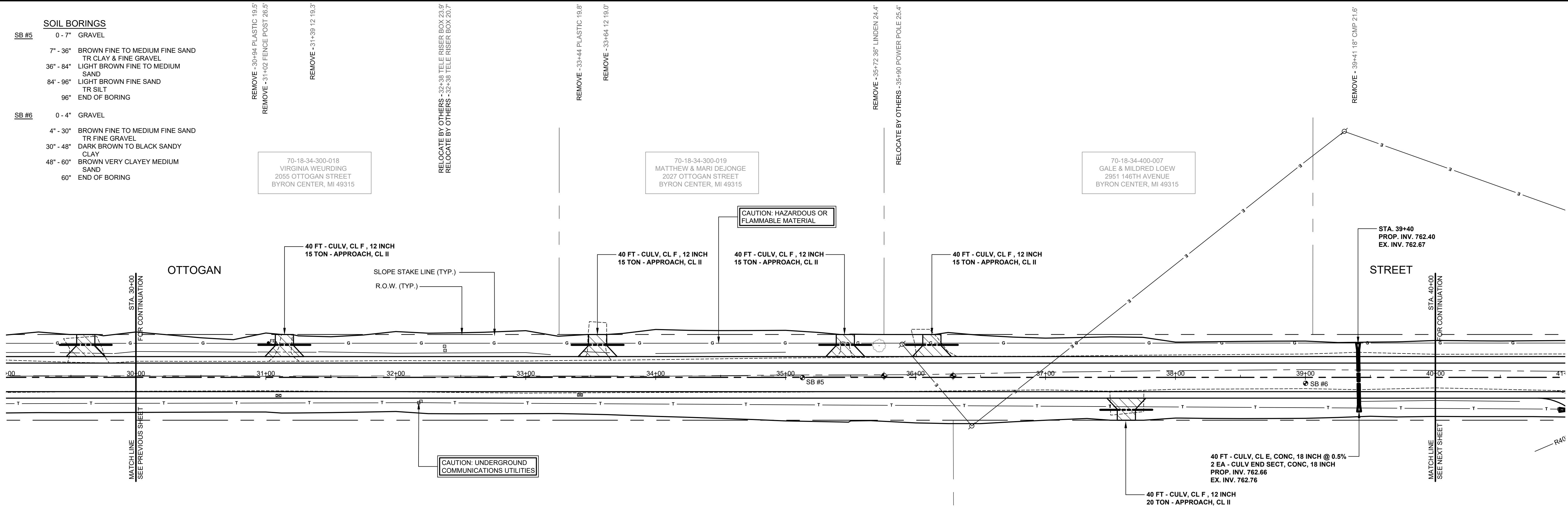
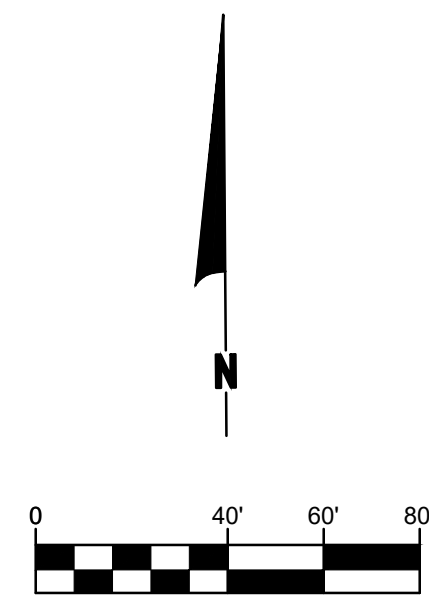
CAUTION: HAZARDOUS OR FLAMMABLE MATERIAL

CAUTION: UNDERGROUND COMMUNICATIONS UTILITIES

40 FT - CULV, CL E, CONC, 18 INCH @ 0.5%  
2 EA - CULV END SECT, CONC, 18 INCH  
PROP. INV. 762.66  
EX. INV. 762.76

40 FT - CULV, CL F, 12 INCH  
20 TON - APPROACH, CL II

- LEGEND**
- REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS II TO A DEPTH OF 6" AS DIRECTED BY THE ENGINEER IN THE FIELD, PAID FOR AS APPROACH, CL II BY THE TON.
  - SAWCUT AND REMOVE EXISTING HMA PAVEMENT. REGRADE EXISTING DRIVE OR APPROACH AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP) (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)
  - SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT. REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP) (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)



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TELEPHONE (269) 673-2184 FAX (269) 673-5922

REVISIONS

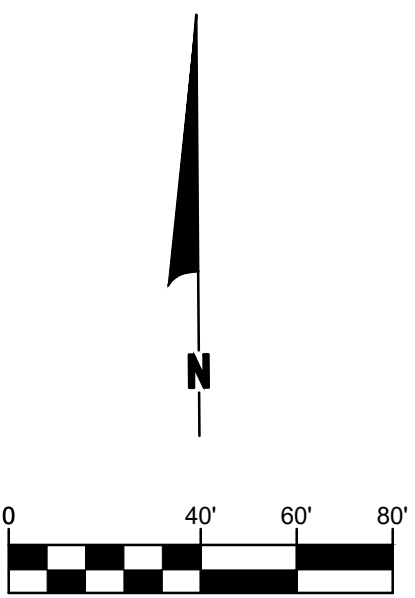
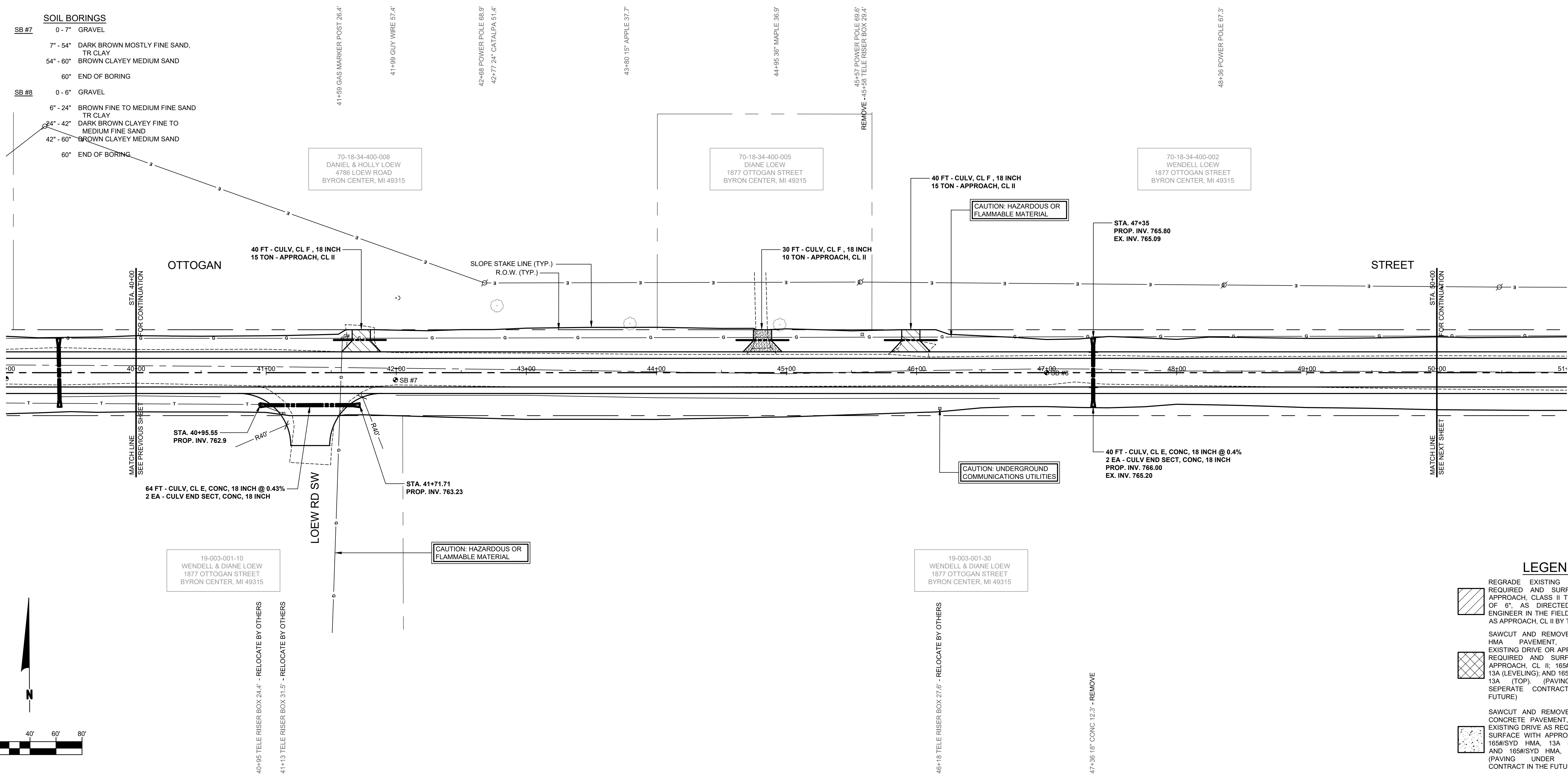
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
PLAN & PROFILE - STA. 30+00 TO STA. 40+00

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: JANUARY, 2020  
SCALE: 1"= 40'H, 5'V

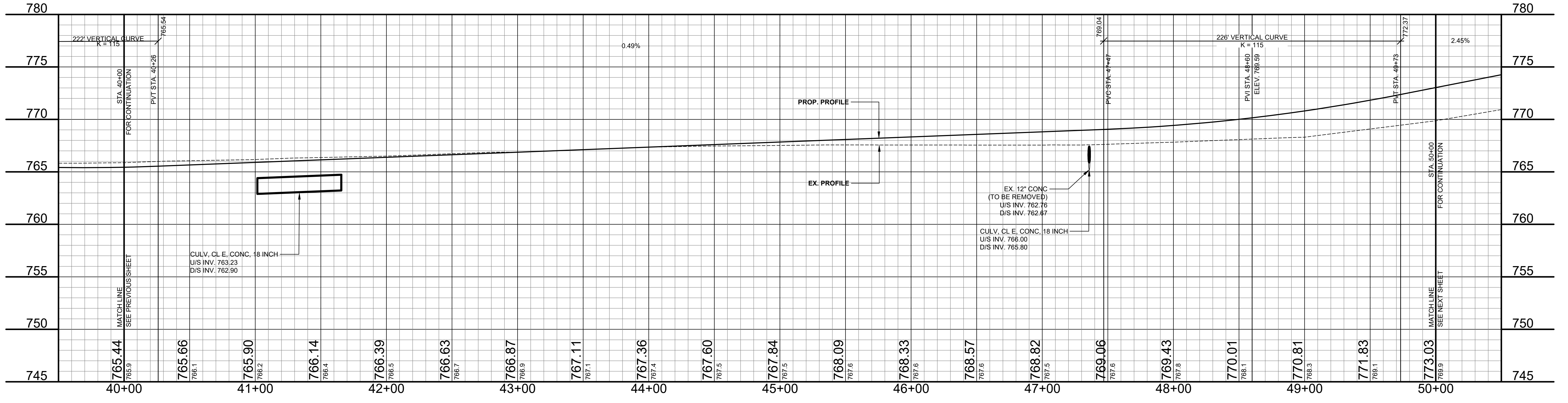
**SOIL BORINGS**

<b>SB #7</b>	0 - 7" GRAVEL
	7" - 54" DARK BROWN MOSTLY FINE SAND, TR CLAY
	54" - 60" BROWN CLAYEY MEDIUM SAND
	60" END OF BORING
<b>SB #8</b>	0 - 6" GRAVEL
	6" - 24" BROWN FINE TO MEDIUM FINE SAND, TR CLAY
	24" - 42" DARK BROWN CLAYEY FINE TO MEDIUM FINE SAND
	42" - 60" BROWN CLAYEY MEDIUM SAND
	60" END OF BORING



**LEGEND**

	REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS II TO A DEPTH OF 6" AS DIRECTED BY THE ENGINEER IN THE FIELD, PAID FOR AS APPROACH, CL II BY THE TON.
	SAWCUT AND REMOVE EXISTING HMA PAVEMENT. REGRADE EXISTING DRIVE OR APPROACH AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP) (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)
	SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT. REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP) (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)



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REVISIONS

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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
PLAN & PROFILE - STA. 40+00 TO STA. 50+00

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: JANUARY, 2020  
SCALE: 1"= 40'H, 5'V

**SOIL BORINGS**

<b>SB #9</b>	0 - 3" GRAVEL
	3" - 30" BLACK SLIGHTLY CLAYEY FINE SAND
	30" - 42" BROWN SLIGHTLY CLAYEY FINE SAND
	42" - 60" BROWN CLAYEY VERY SAND SILT
	60" END OF BORING
<b>SB #10</b>	0 - 8" GRAVEL
	8" - 42" BROWN FINE TO MEDIUM FINE SAND TR CLAY
	42" - 96" BROWN SANDY CLAY
	96" END OF BORING

50+48 POWER POLE 65.7'

52+75 POWER POLE 65.2'

54+52 GAS MARKER POST 28.0'

54+92 POWER POLE 65.7'

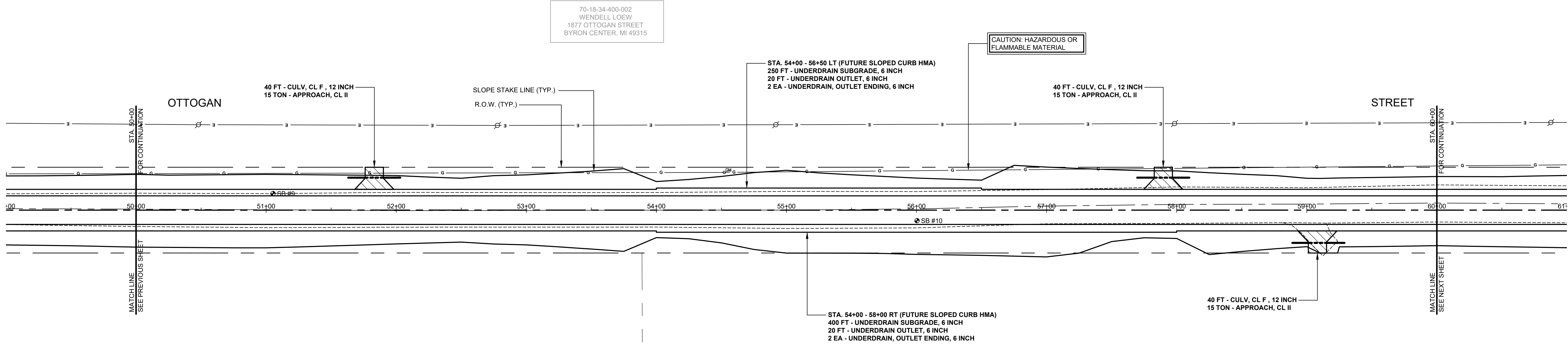
57+88 POWER POLE 66.6'

70-18-34-400-002  
WENDELL LOEW  
1877 OTTOGAN STREET  
BYRON CENTER, MI 49315

CAUTION: HAZARDOUS OR  
FLAMMABLE MATERIAL

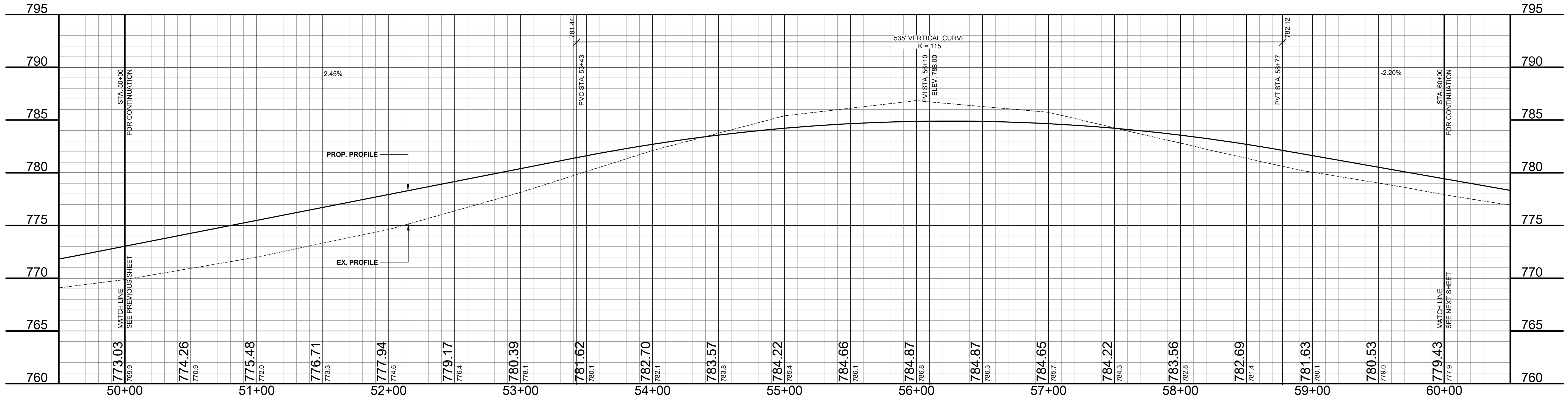
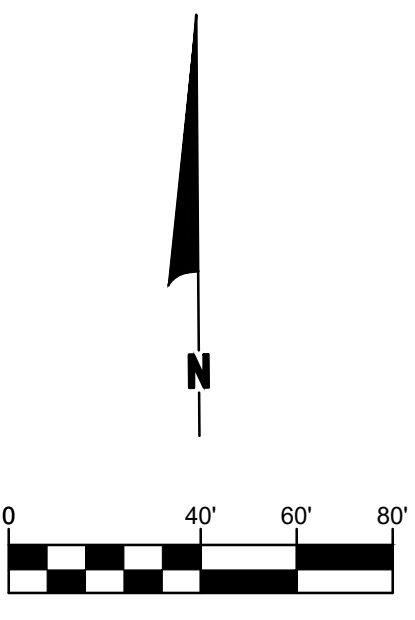
19-003-001-30  
WENDELL & DIANE LOEW  
1877 OTTOGAN STREET  
BYRON CENTER, MI 49315

19-003-001-20  
WENDELL & DIANE LOEW  
1877 OTTOGAN STREET  
BYRON CENTER, MI 49315



**LEGEND**

	REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS II TO A DEPTH OF 6" AS DIRECTED BY THE ENGINEER IN THE FIELD, PAID FOR AS APPROACH, CL II BY THE TON.
	SAWCUT AND REMOVE EXISTING HMA PAVEMENT. REGRADE EXISTING DRIVE OR APPROACH AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP). (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)
	SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT. REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP). (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)



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REVISIONS

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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
PLAN & PROFILE - STA. 50+00 TO STA. 60+00

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: JANUARY, 2020  
SCALE: 1"= 40'H, 5V

**SOIL BORINGS**  
**SB #11**  
 0 - 10" GRAVEL  
 10" - 42" BROWN CLAY  
 42" - 60" BROWN CLAYEY FINE TO MEDIUM SAND, TR FINE TO COARSE GRAVEL  
 60" END OF BORING

**SB #12**  
 0 - 24" GRAVEL  
 24" - 30" BROWN CLAYEY FINE TO MEDIUM SAND  
 30" - 48" BROWN CLAY  
 48" - 60" DARK BROWN FINE TO MEDIUM SAND, TR CLAY  
 60" END OF BORING

70-18-34-400-002  
 WENDELL LOEW  
 1877 OTTOGAN STREET  
 BYRON CENTER, MI 49315

72 FT - CULV. CL E, CONC, 18 INCH @ 2.20%  
 2 EA - CULV END SECT, CONC, 18 INCH

STA. 61+72.46  
 PROP. INV. 772.64

STA. 62+56.62  
 15 SYD - RIPRAP, PLAIN  
 PROP. INV. 770.79

40 FT - CULV. CL F, 18 INCH  
 15 TON - APPROACH, CL II

CAUTION: HAZARDOUS OR  
 FLAMMABLE MATERIAL

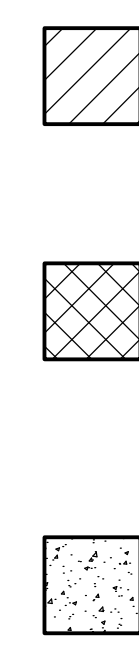
STA. 66+00  
 10 SYD - RIPRAP, PLAIN  
 PROP. INV. 766.24

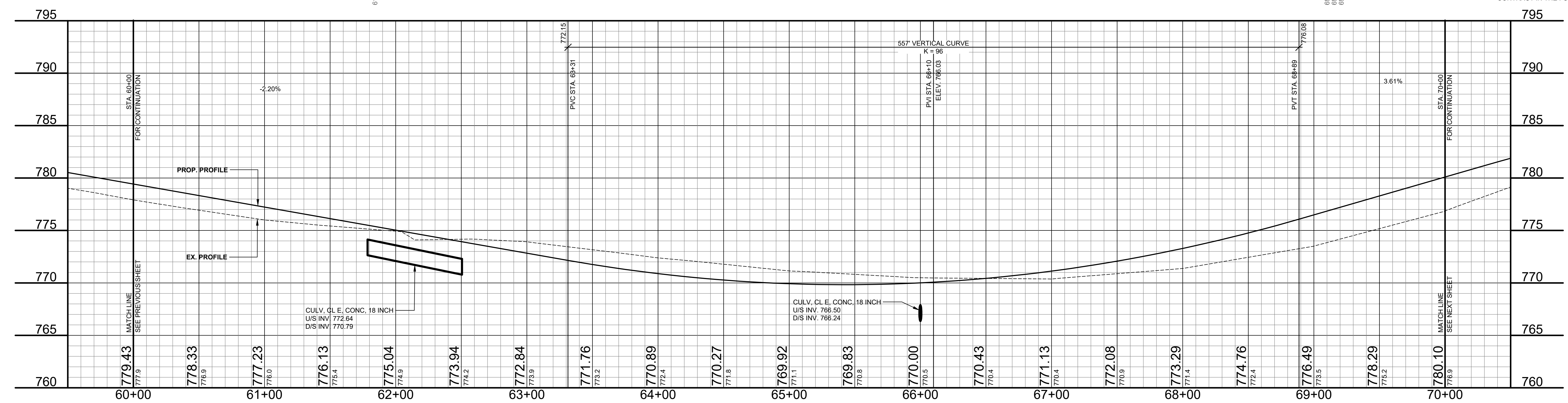
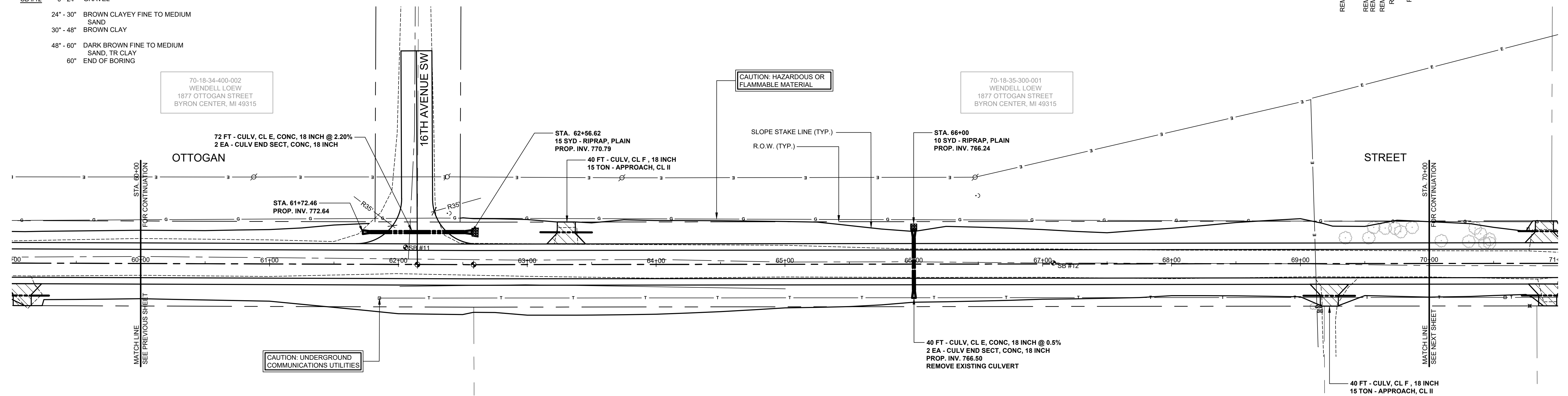
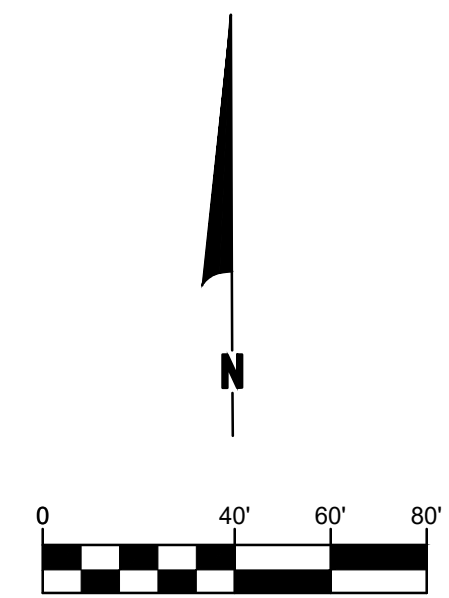
40 FT - CULV. CL E, CONC, 18 INCH @ 0.5%  
 2 EA - CULV END SECT, CONC, 18 INCH  
 PROP. INV. 766.50  
 REMOVE EXISTING CULVERT

19-002-006-00  
 WENDELL & DIANE LOEW  
 1877 OTTOGAN STREET  
 BYRON CENTER, MI 49315

REMOVE -69+35-12' DEAD TREE 20.1'  
 REMOVE -69+55-12' DEAD TREE 20.0'  
 REMOVE -69+66-12' DEAD TREE 22.5'  
 REMOVE -69+73-12' HICKORY 23.4'  
 REMOVE -69+78-12' BEECH 24.7'  
 REMOVE -69+87-12' CHERRY 28.1'

19-002-005-10  
 MICHAEL & SUS FEIN  
 2774 OTTOGAN STREET  
 DORR, MI 49323

**LEGEND**  
  
 REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS II TO A DEPTH OF 6" AS DIRECTED BY THE ENGINEER IN THE FIELD, PAID FOR AS APPROACH, CL II BY THE TON.  
 SAWCUT AND REMOVE EXISTING HMA PAVEMENT. REGRADE EXISTING DRIVE OR APPROACH AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP) (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)  
 SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT. REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP) (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)



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NO.	REVISIONS
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
 PLAN & PROFILE - STA. 60+00 TO STA. 70+00

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: JANUARY, 2020  
 SCALE: 1"= 40'H, 5'V



**SOIL BORINGS**

SB #13	0 - 6" GRAVEL
	6" - 30" BROWN CLAYEY MEDIUM SAND
	30" - 42" LIGHT BROWN MEDIUM AND FINE SAND
	42" - 60" BROWN SANDY CLAY
	60" - 96" BROWN CLAYEY MEDIUM SAND
	96" END OF BORING
SB #14	0 - 18" GRAVEL
	18" - 42" DARK BROWN FINE TO MEDIUM SAND, TR CLAY
	42" - 60" BROWN FINE TO MEDIUM SAND
	60" END OF BORING

REMOVE -70+09 12" DEAD TREE 17.7'  
 REMOVE -70+31 18" BASSWOOD 17.2'  
 REMOVE -70+36 12" BASSWOOD 27.5'  
 REMOVE -70+40 12" BASSWOOD 23.0'  
 REMOVE -70+42 12" BASSWOOD 18.8'  
 REMOVE -70+47 12" BASSWOOD 15.8'

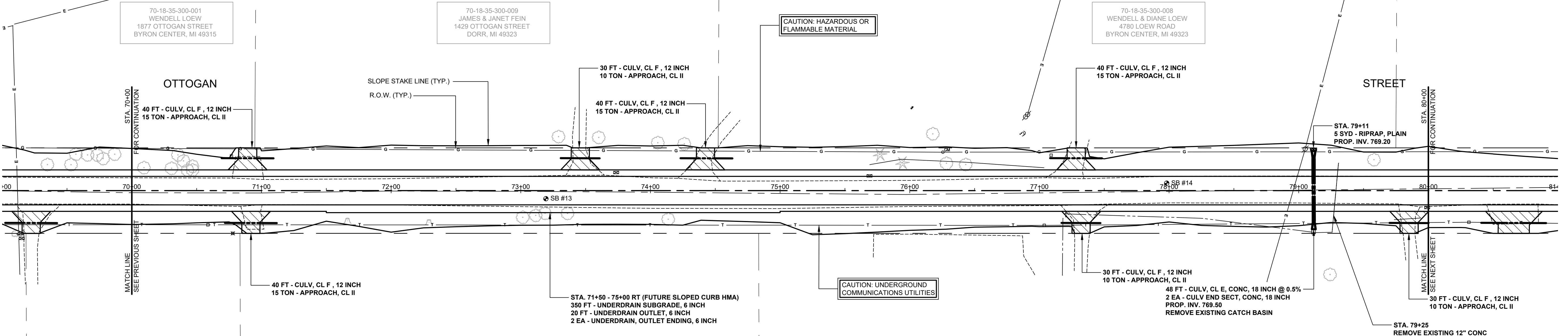
RELOCATE BY OTHERS -70+77 TELE RISER BOX 28.7'  
 RELOCATE -73+29 ORN\* OAK 41.6'  
 RELOCATE -73+74 MAILBOX 1429 14.0'  
 74+06 6" OAK 36.9'  
 74+26 ORN\* OAK 36.1'

RELOCATE -75+69 MAILBOX 1387 11.4'  
 REMOVE -75+77 27" PINE 28.1'  
 REMOVE -75+94 36" PINE 21.5'  
 76+01 WELL 63.5'  
 76+19 36" MAPLE 43.8'  
 76+28 GAS MARKER POST 29.7'  
 REMOVE -76+28 16" APPLE 21.1'  
 REMOVE -76+43 12" APPLE 20.1'

76+85 GUY WIRE 43.6'  
 76+86 GUY WIRE 44.3'  
 76+89 POWER POLE 56.9'  
 76+91 POWER POLE 56.6'  
 RELOCATE BY OTHERS -77+09 TELE RISER BOX 27.4'

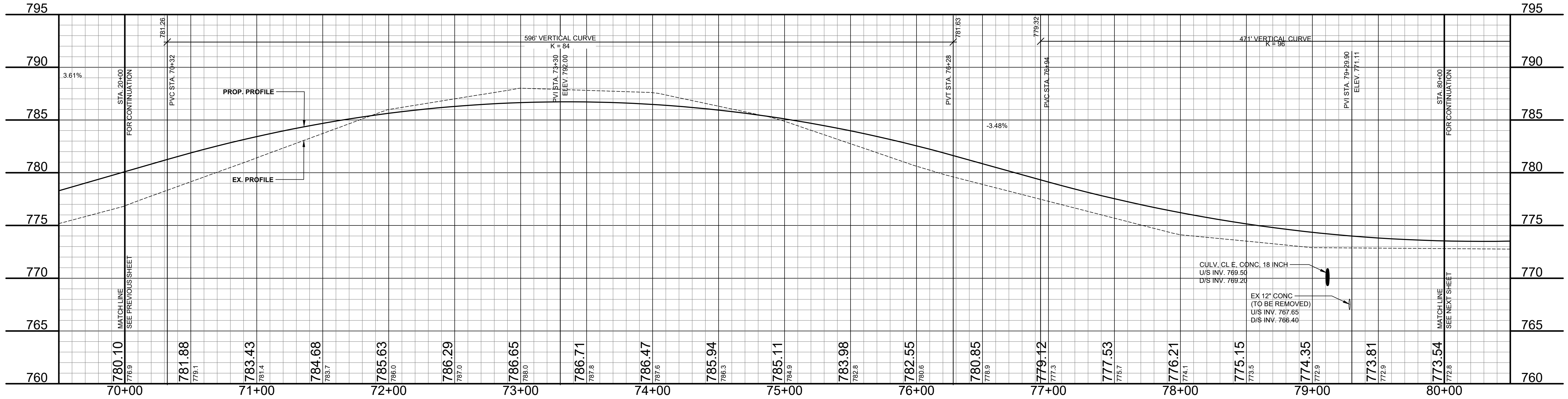
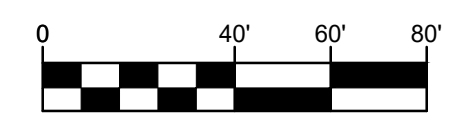
79+05 POWER POLE 32.1'

REMOVE -79+58 30" WALNUT 23.8'



CAUTION: HAZARDOUS OR FLAMMABLE MATERIAL

CAUTION: UNDERGROUND COMMUNICATIONS UTILITIES



**LEGEND**

[Symbol]	REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS II TO A DEPTH OF 6" AS DIRECTED BY THE ENGINEER IN THE FIELD, PAID FOR AS APPROACH, CL II BY THE TON.
[Symbol]	SAWCUT AND REMOVE EXISTING HMA PAVEMENT. REGRADE EXISTING DRIVE OR APPROACH AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP) (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)
[Symbol]	SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT. REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP) (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)

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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
 PLAN & PROFILE - STA. 70+00 TO STA. 80+00

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: JANUARY, 2020  
 SCALE: 1"= 40'H, 5V

**SOIL BORINGS**

- SB #15**  
 0 - 3" GRAVEL  
 3" - 30" BROWN CLAYEY MEDIUM SAND, TR FINE GRAVEL  
 30" - 60" BROWN MEDIUM TO COARSE SAND, SOME FINE TO COARSE GRAVEL  
 60" END OF BORING
- SB #16**  
 0 - 5" GRAVEL  
 5" - 30" BROWN CLAYEY MEDIUM SAND, TR COBBLES  
 30" - 60" BROWN VERY SANDY CLAY  
 60" END OF BORING

- 82+44 18" MAPLE 33.1'  
 82+64 15" APPLE 39.8'  
 83+02 ORN PINE 37.2'  
 REMOVE 83+08 48" STUMP 29.4'  
 83+44 18" MAPLE BOX 1287 14.3'  
 REMOVE 85+16 9" DEAD TREE 18.5'  
 REMOVE 85+19 9" DEAD TREE 17.5'  
 REMOVE 86+16 18" DEAD TREE 18.6'  
 88+46 CUS MARKER POST 97.4'  
 REMOVE 88+52 12" CATALPA 27.1'  
 REMOVE 88+81 30" CATALPA 26.4'  
 REMOVE 88+84 30" CATALPA 26.1'  
 REMOVE 88+91 18" CATALPA 24.7'  
 REMOVE 89+04 30" CATALPA 25.6'  
 REMOVE 89+32 24" CATALPA 25.2'  
 REMOVE 89+42 15" CATALPA 25.3'  
 REMOVE 89+45 12" STUMP 25.3'  
 REMOVE 89+55 30" CATALPA 24.0'  
 REMOVE 89+66 30" CATALPA 24.5'  
 REMOVE 89+75 12" DEAD TREE 24.0'  
 REMOVE 89+86 30" CATALPA 24.7'  
 REMOVE 89+95 30" CATALPA 24.3'  
 RELOCATE 89+97 MAILBOX 1185 18.0'

70-18-35-300-007  
 STEVE & DEBRA DYKSTRA  
 1287 OTTOGAN STREET  
 DORR, MI 49323

70-18-35-300-006  
 ALFLEN DAIRY FARMS, INC.  
 851 OTTOGAN STREET  
 DORR, MI 49323

70-18-35-400-011  
 NATHAN & ANNEE CRANSON  
 1185 OTTOGAN STREET  
 DORR, MI 49323

19-002-005-00  
 ANDREW FEIN  
 2734 OTTOGAN STREET  
 DORR, MI 49323

19-002-005-20  
 MICHAEL & SUSIE FEIN  
 2774 OTTOGAN STREET  
 DORR, MI 49323

19-002-004-01  
 LARRY WEST  
 1005 ARIEBILL STREET  
 WYOMING, MI 49509

19-002-004-11  
 GENE & BONNIE MAJOR  
 2884 OTTOGAN STREET  
 DORR, MI 49323

80+31 TELE RISER BOX 24.4' - RELOCATE BY OTHERS

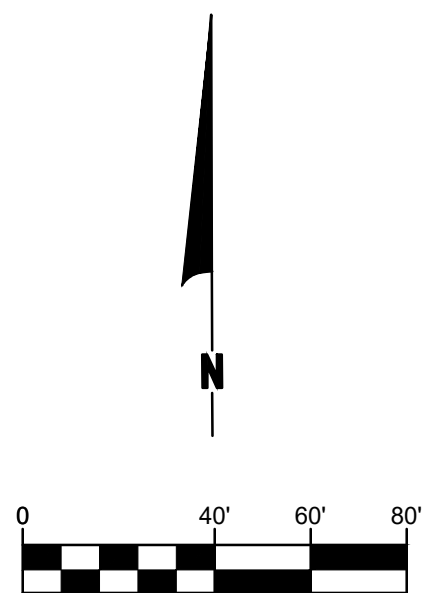
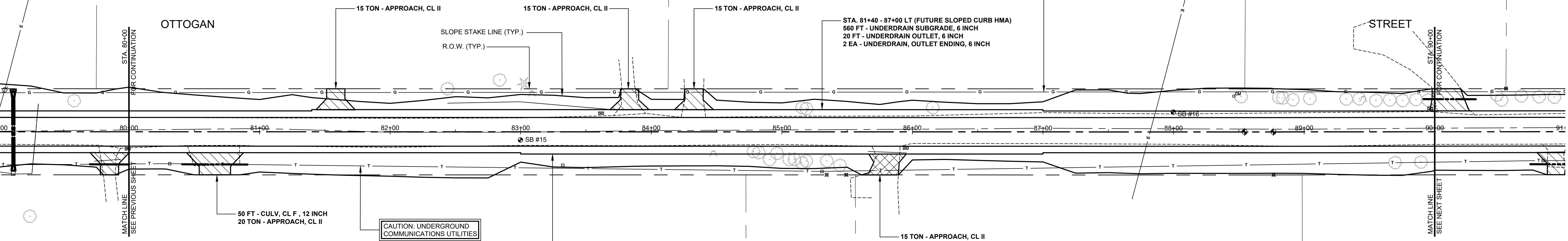
83+32 TELE RISER BOX 25.7' - RELOCATE BY OTHERS

88+77 FND NED CIB 32.9' - PRESERVE

89+70 36" WALNUT 23.6' - REMOVE

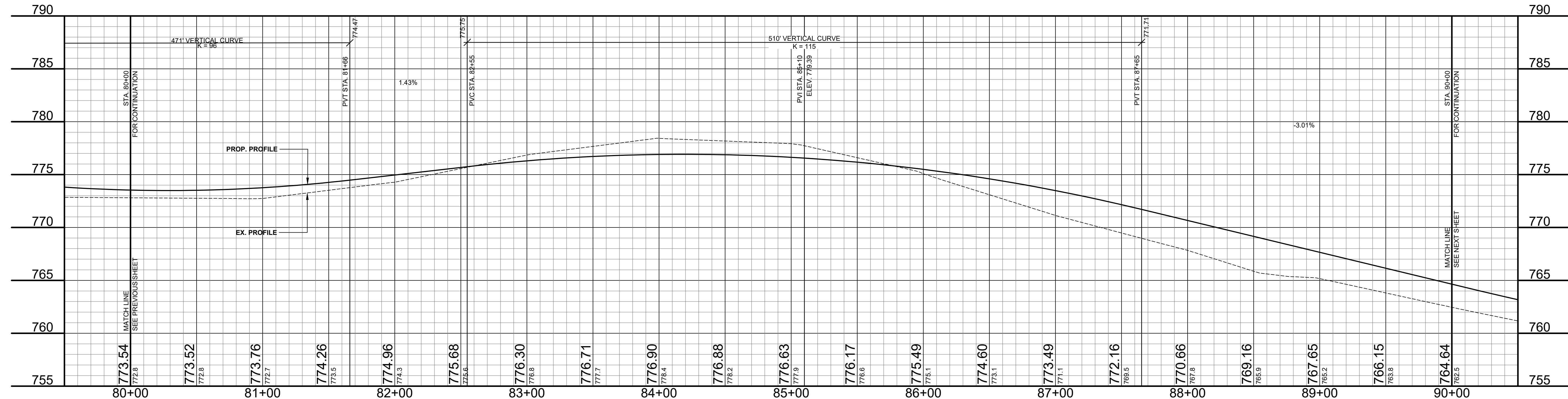
89+89 15" WALNUT 23.2' - REMOVE

- 84+48 18" STUMP 16.6' - REMOVE  
 84+78 6" CHERRY 15.1' - REMOVE  
 84+82 6" CHERRY 15.9' - REMOVE  
 84+81 9" MAPLE 21.2' - REMOVE  
 84+86 6" MAPLE 16.3' - REMOVE  
 85+48 9" CHERRY 21.1' - REMOVE  
 85+49 15" CHERRY 23.8' - REMOVE  
 85+19 15" CHERRY 22.3' - REMOVE  
 85+31 TELE RISER BOX 30.3'  
 85+34 FND NA CIB 32.9' - PRESERVE  
 85+44 45" MAPLE 25.6' - REMOVE  
 85+49 FND NA CIB 32.9' - PRESERVE  
 85+66 CMP 15.1'  
 85+65 MAILBOX 97.0 19.4' - RELOCATE  
 85+55 12 18.1' - REMOVE



**LEGEND**

- REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS II TO A DEPTH OF 6". AS DIRECTED BY THE ENGINEER IN THE FIELD, PAID FOR AS APPROACH, CL II BY THE TON.
- SAWCUT AND REMOVE EXISTING HMA PAVEMENT. REGRADE EXISTING DRIVE OR APPROACH AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP) (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)
- SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT. REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP) (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)



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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
 PLAN & PROFILE - STA. 80+00 TO STA. 90+00

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: JANUARY, 2020  
 SCALE: 1"= 40'H, 5V

**SOIL BORINGS**

- SB #17**  
 0 - 10" GRAVEL  
 10" - 24" DARK BROWN FINE TO MEDIUM SAND  
 24" - 42" DARK BROWN CLAYEY FINE TO MEDIUM SAND  
 42" - 60" BROWN CLAYEY MEDIUM SAND, TR FINE TO COARSE GRAVEL  
 60" END OF BORING
- SB #18**  
 0 - 6" GRAVEL  
 6" - 18" BROWN CLAYEY MEDIUM SAND, TR FINE GRAVEL  
 18" - 60" BROWN SANDY CLAY, TR FINE GRAVEL  
 60" END OF BORING

- REMOVE -80+47 15" MAPLE 28.2'  
 REMOVE -80+51 35" MAPLE 24.3'  
 PRESERVE -90+55 FND NED CIB 33.1'  
 REMOVE -90+66 12" CHERRY 27.5'  
 REMOVE -90+80 15" HICKORY 26.8'  
 REMOVE -90+92 9" CHERRY 26.5'  
 REMOVE -91+13 27" CATALPA 24.2'  
 REMOVE -91+31 12" CHERRY 25.0'  
 REMOVE -91+47 36" DEAD TREE 22.7'  
 REMOVE -91+51 12" BASSWOOD 25.8'  
 REMOVE -91+59 18" DEAD TREE 22.3'  
 REMOVE -91+76 42" CATALPA 24.0'  
 REMOVE -91+92 12" BASSWOOD 23.8'  
 REMOVE -91+96 12" CHERRY 25.6'  
 REMOVE -92+03 9" CHERRY 25.1'  
 REMOVE -92+11 36" CATALPA 23.0'

- REMOVE -92+44 36" CATALPA 22.5'  
 REMOVE -92+65 42" CATALPA 23.1'  
 92+72 GUY WIRE 39.1'  
 92+76 POWER POLE 51.7'

- REMOVE -93+03 18" CATALPA 22.6'  
 REMOVE -93+06 27" CATALPA 22.3'  
 REMOVE -93+22 15" WALNUT 27.1'

- REMOVE -93+55 15" MAPLE 25.2'  
 REMOVE -93+77 42" CATALPA 22.0'

- REMOVE -94+11 36" MAPLE 26.2'  
 94+18 BUILDING 61.6'  
 REMOVE -94+25 36" MAPLE 23.4'

- 94+44 BUILDING HOUSE 61.7'  
 RELOCATE -94+56 MAILBOX 1113 15.5'  
 94+60 6" MAPLE 38.5'  
 REMOVE -94+61 12" CHERRY 25.1'  
 94+65 12" MAPLE 55.5'  
 94+70 21" MAPLE 55.3'

- 95+11 WELL 57.3'  
 REMOVE -95+30 36" CATALPA 22.4'  
 REMOVE -95+45 24" CPP 19.8'

- REMOVE -95+85 36" CATALPA 23.4'  
 REMOVE -96+17 36" CATALPA 24.0'

- REMOVE -96+43 36" CATALPA 23.0'  
 REMOVE -96+63 CMP 18.0'  
 REMOVE -96+77 12 17.8'

- 97+35 BUILDING BARN 28.3'

- 97+67 BUILDING 28.5'  
 97+68 BUILDING 86.0'  
 REMOVE -97+69 12 19.2'

- REMOVE -97+85 15" 15.7'  
 REMOVE -97+95 18" FINE 32.0'  
 97+97 18" FINE 25.6'  
 97+97 18" FINE 53.6'

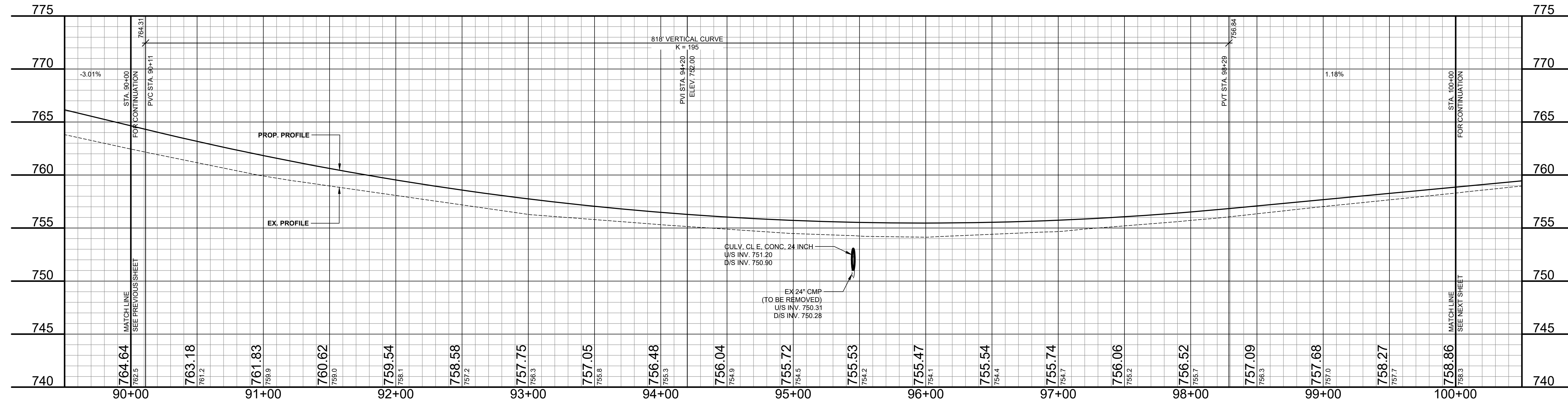
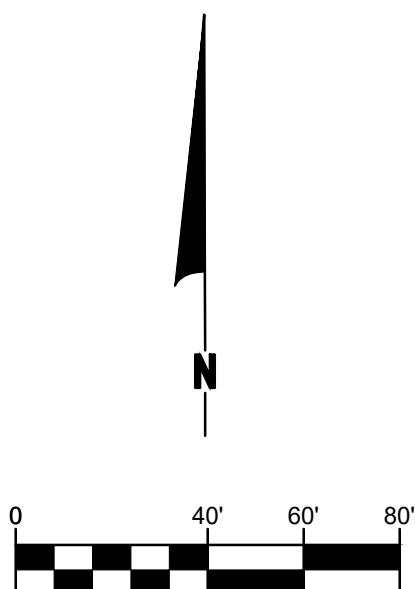
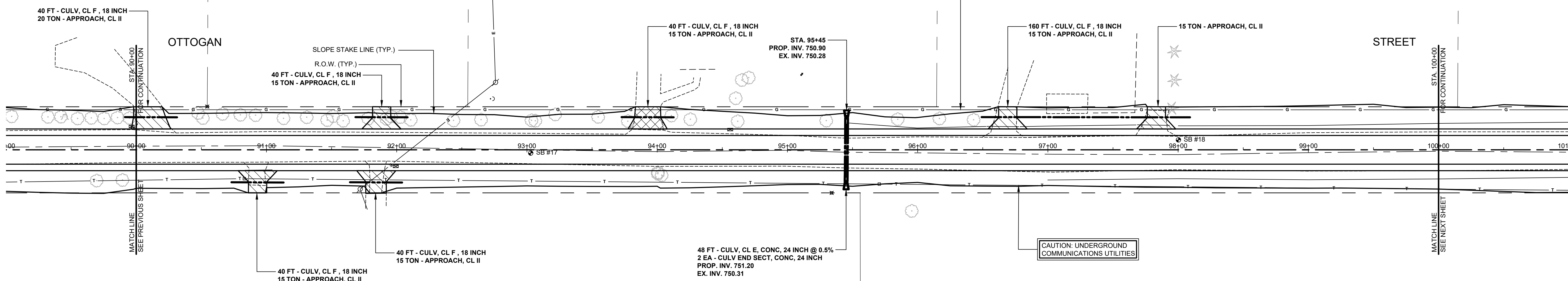
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 ROBERT & MARY SEIDEL  
 1113 OTTOGAN STREET  
 DORR, MI 49323

70-18-35-400-013  
 ROBERT & MARY SEIDEL  
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 DORR, MI 49323

70-18-35-400-012  
 ROBERT & MARY SEIDEL  
 1113 OTTOGAN STREET  
 DORR, MI 49323

19-002-001-02  
 RONALD & JANEI LENARD  
 418 ADAMS  
 BYRON CENTER, MI 49315

19-002-004-11  
 GENE & BONNIE MAJOR  
 2884 OTTOGAN STREET  
 DORR, MI 49323



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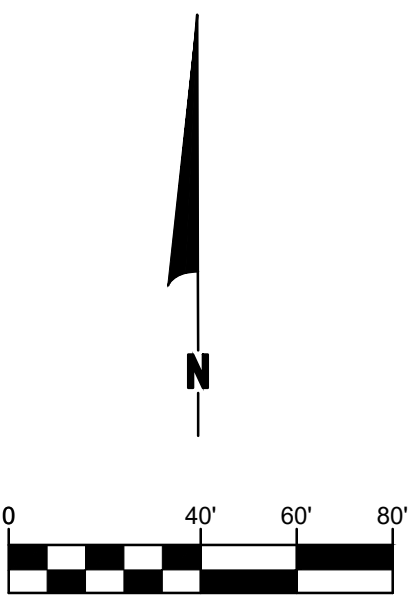
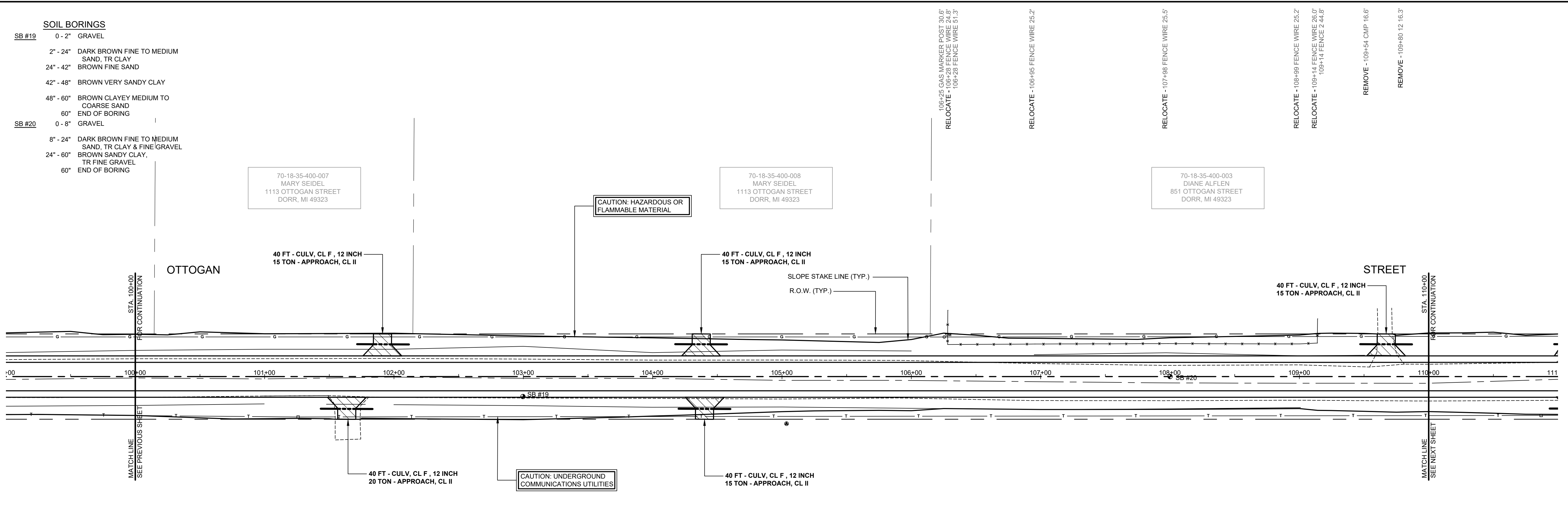
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
 PLAN & PROFILE - STA. 90+00 TO STA. 100+00

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: JANUARY, 2020  
 SCALE: 1"= 40'H, 5V

**SOIL BORINGS**

- SB #19**  
 0 - 2" GRAVEL  
 2" - 24" DARK BROWN FINE TO MEDIUM SAND, TR CLAY  
 24" - 42" BROWN FINE SAND  
 42" - 48" BROWN VERY SANDY CLAY  
 48" - 60" BROWN CLAYEY MEDIUM TO COARSE SAND  
 60" END OF BORING
- SB #20**  
 0 - 8" GRAVEL  
 8" - 24" DARK BROWN FINE TO MEDIUM SAND, TR CLAY & FINE GRAVEL  
 24" - 60" BROWN SANDY CLAY, TR FINE GRAVEL  
 60" END OF BORING

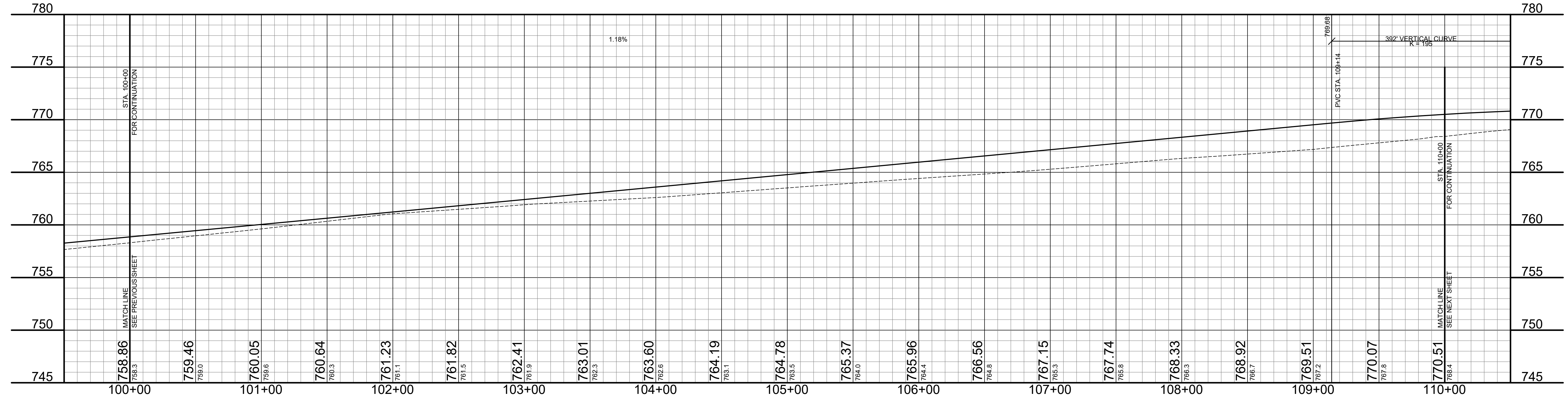


- 101+26 TELE RISER BOX 31.3'
- 101+48 12.21' - REMOVE
- 101+78 CMP 21.4' - REMOVE

19-002-001-02  
 RONALD & JANET LENARD  
 418 ADAMS  
 BYRON CENTER, MI 49315

**LEGEND**

- REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS II TO A DEPTH OF 6" AS DIRECTED BY THE ENGINEER IN THE FIELD, PAID FOR AS APPROACH, CL II BY THE TON.
- SAWCUT AND REMOVE EXISTING HMA PAVEMENT. REGRADE EXISTING DRIVE OR APPROACH AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP). (PAVING UNDER SEPERATE CONTRACT IN THE FUTURE)
- SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT. REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP). (PAVING UNDER SEPERATE CONTRACT IN THE FUTURE)



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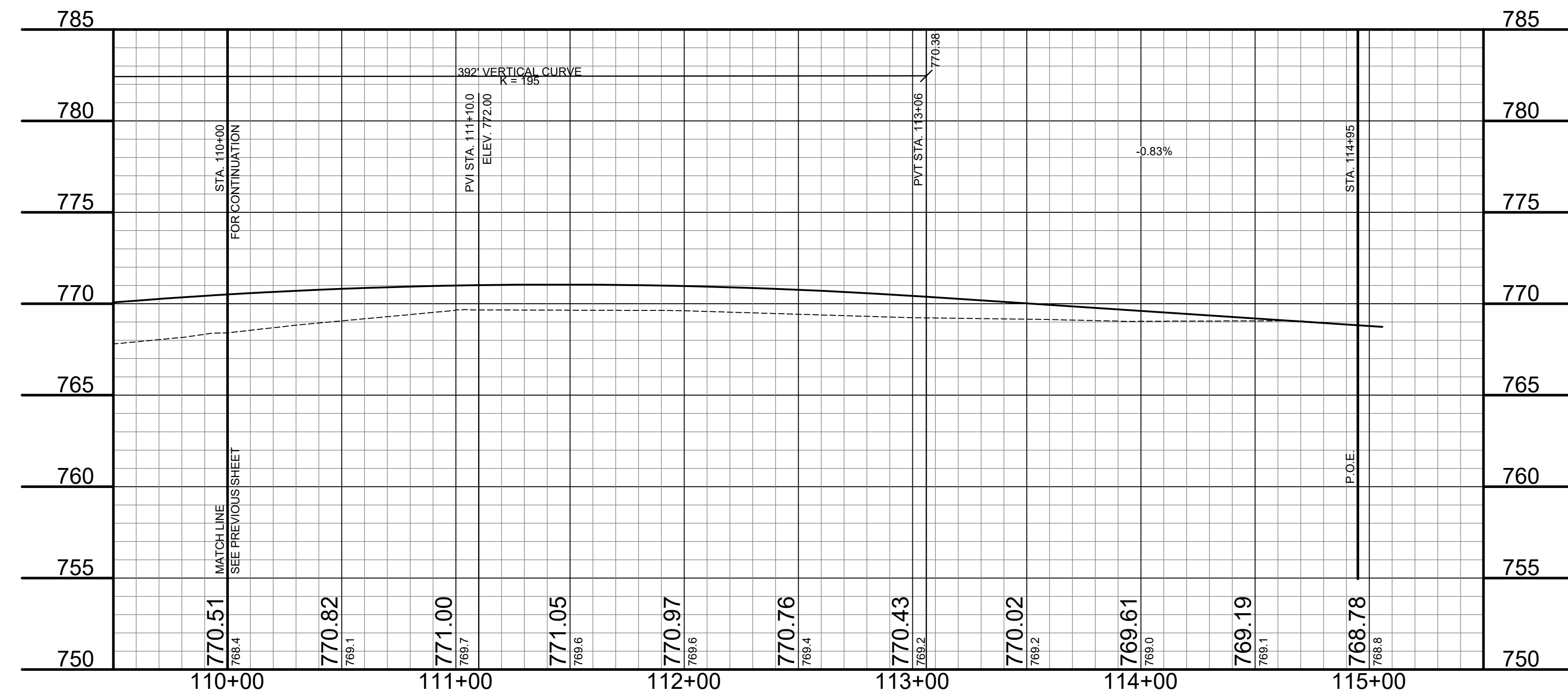
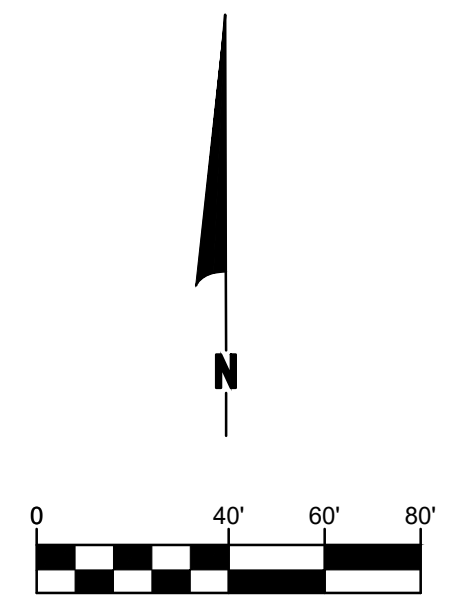
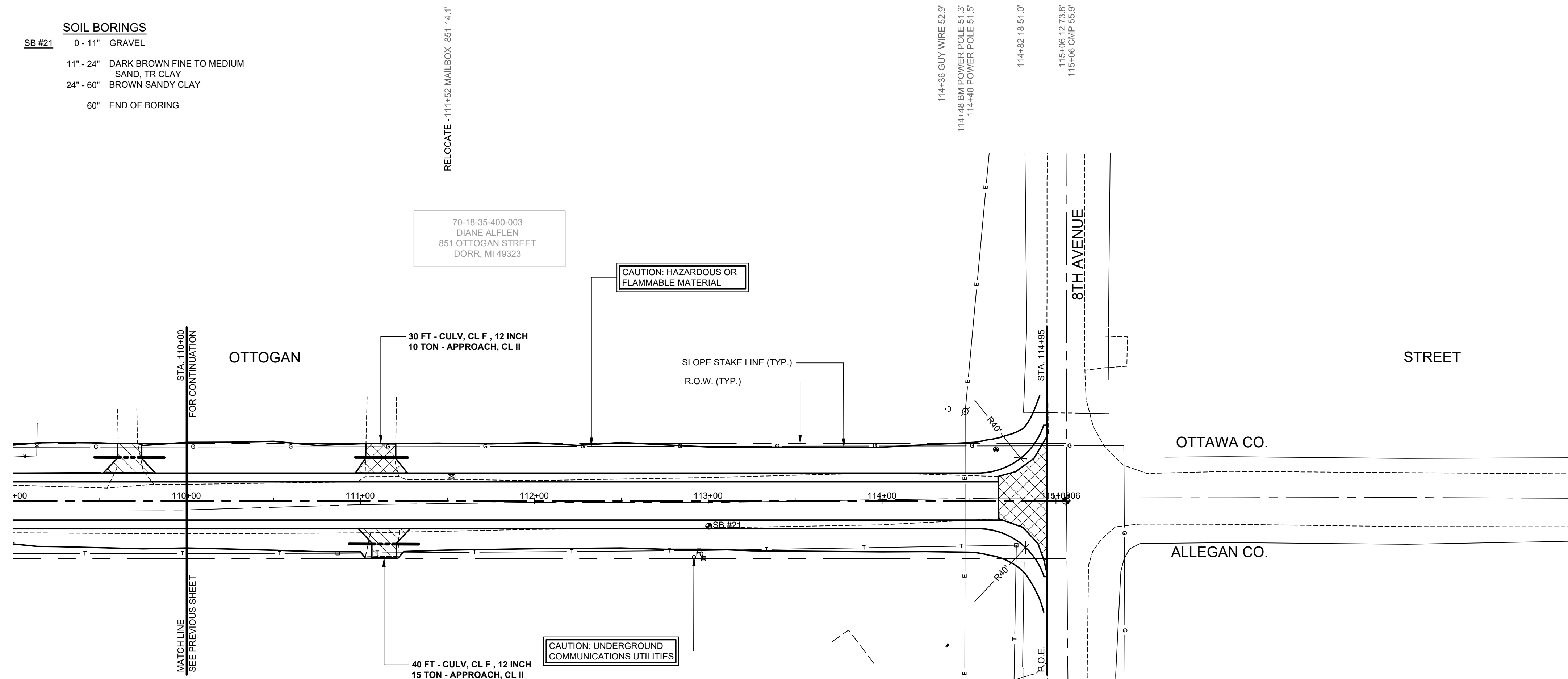
**OTTOGAN STREET RECONSTRUCTION PROJECT**  
 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
 PLAN & PROFILE - STA. 100+00 TO STA. 110+00

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: JANUARY, 2020  
 SCALE: 1"= 40'H, 5V



**SOIL BORINGS**

SB #21	0 - 11" GRAVEL
	11" - 24" DARK BROWN FINE TO MEDIUM SAND, TR CLAY
	24" - 60" BROWN SANDY CLAY
	60" END OF BORING



**LEGEND**

	REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS II TO A DEPTH OF 6". AS DIRECTED BY THE ENGINEER IN THE FIELD, PAID FOR AS APPROACH, CL II BY THE TON.
	SAWCUT AND REMOVE EXISTING HMA PAVEMENT. REGRADE EXISTING DRIVE OR APPROACH AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP). (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)
	SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT. REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CL II; 165#/SYD HMA, 13A (LEVELING); AND 165#/SYD HMA, 13A (TOP). (PAVING UNDER SEPARATE CONTRACT IN THE FUTURE)

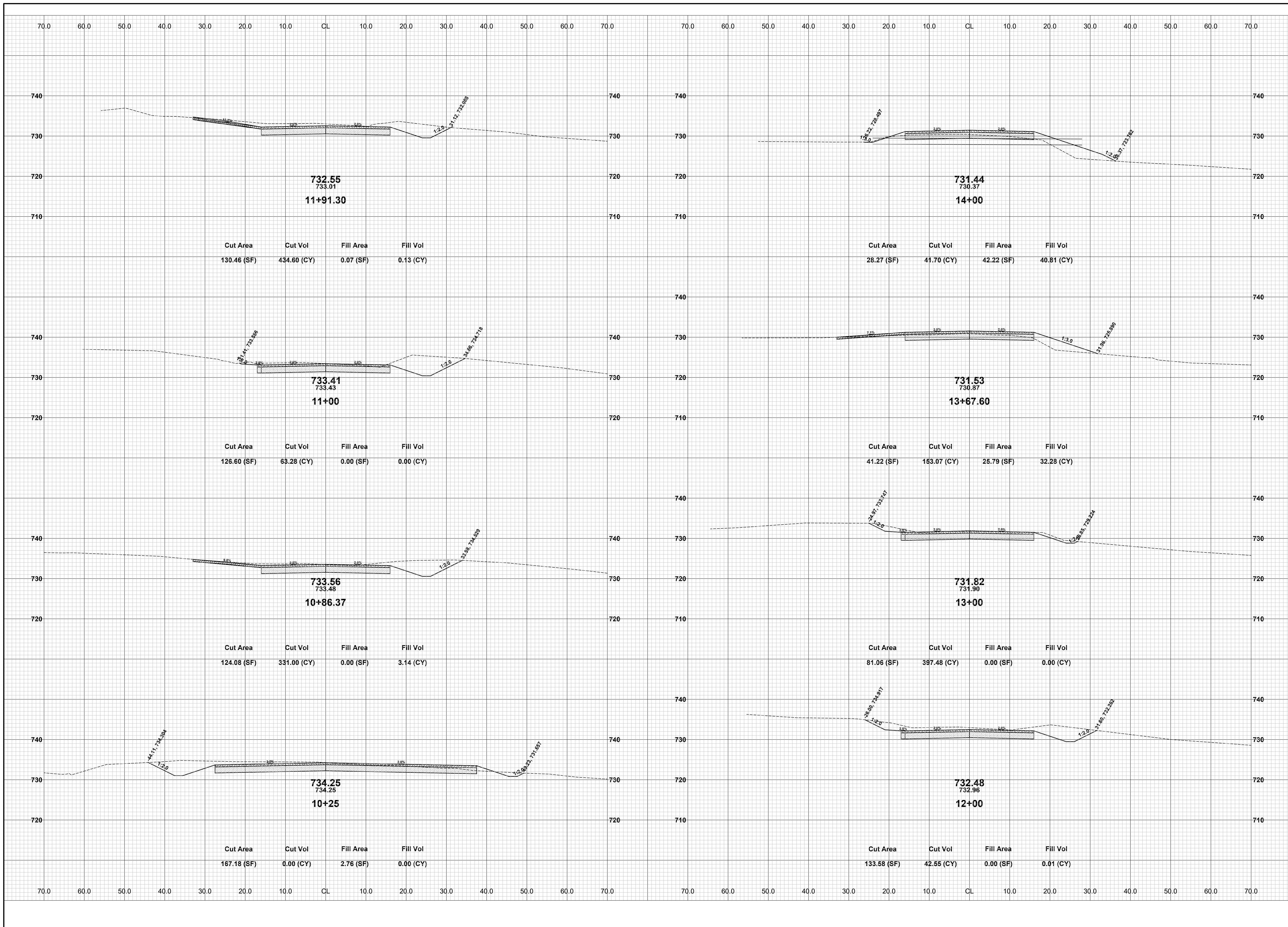
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REVISIONS

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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
PLAN & PROFILE - STA. 110+00 TO P.O.E.

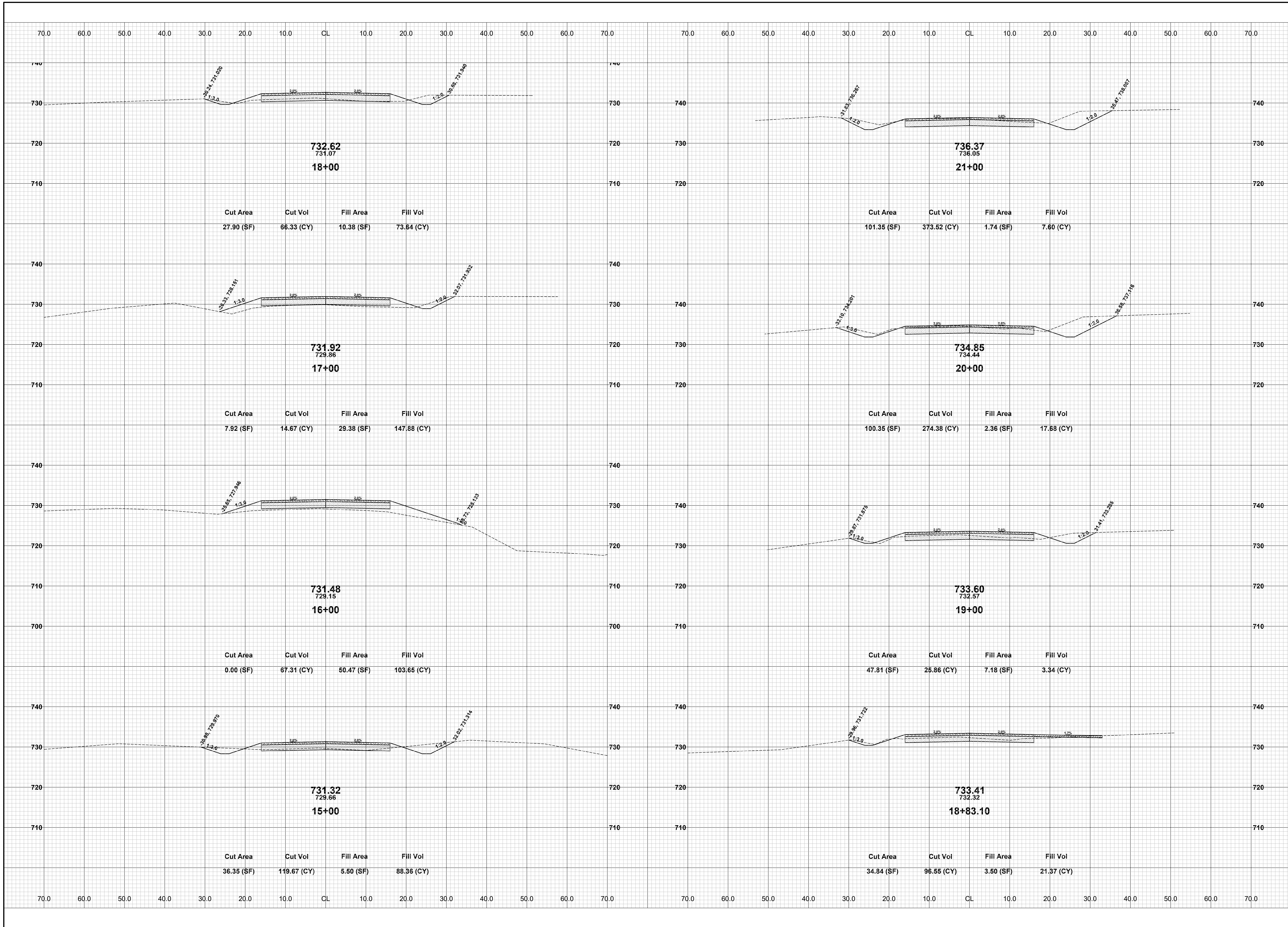
DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: JANUARY, 2020  
SCALE: 1" = 40'H, 5'V



REVISIONS	
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
 CROSS SECTIONS - STA. 10+25 TO STA. 14+00

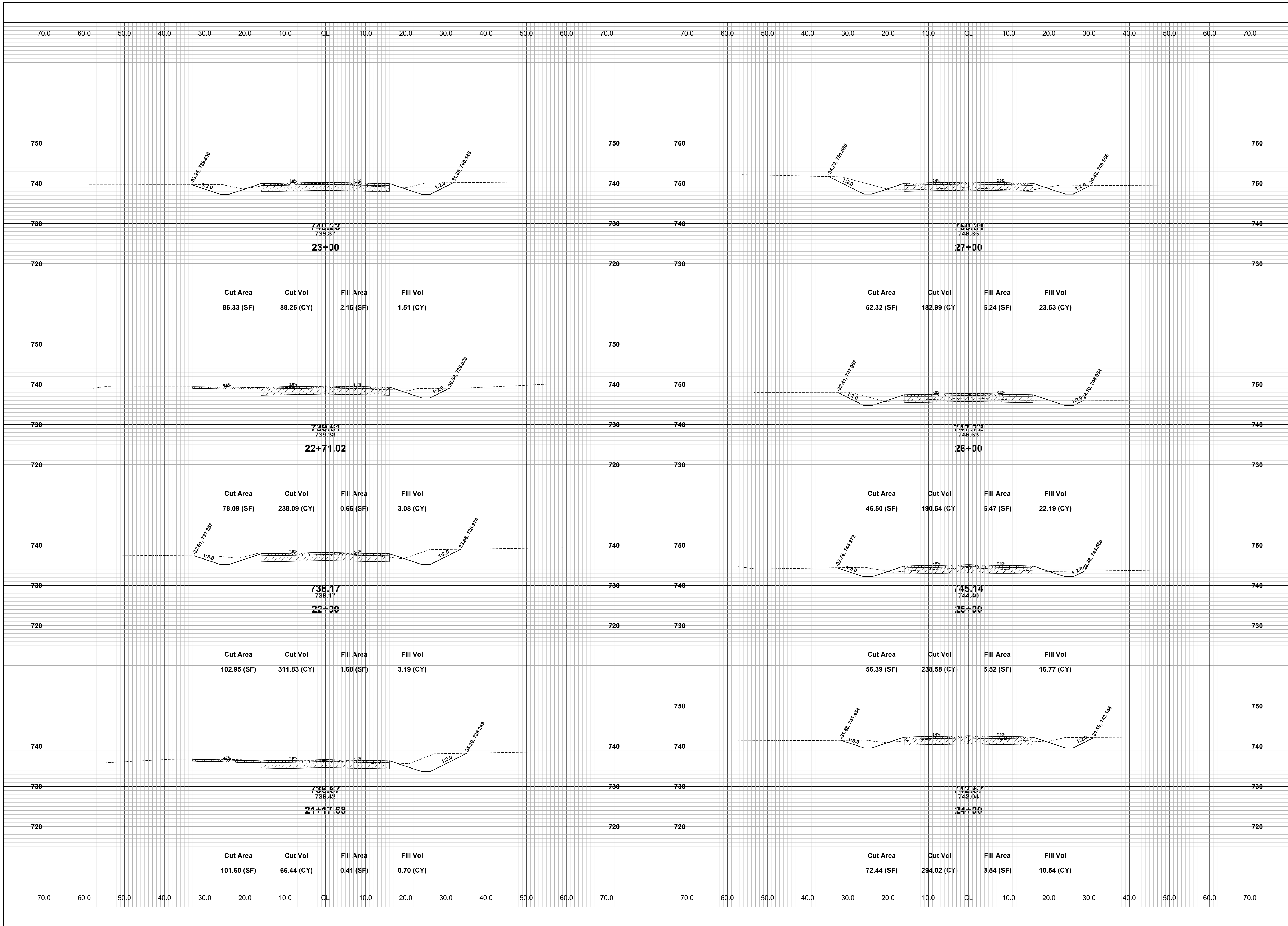
DRAWN BY: RPB  
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 SCALE: 1" = 10'



REVISIONS	
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 15+00 TO STA. 21+00

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: FEBRUARY, 2020  
SCALE: 1"= 10'

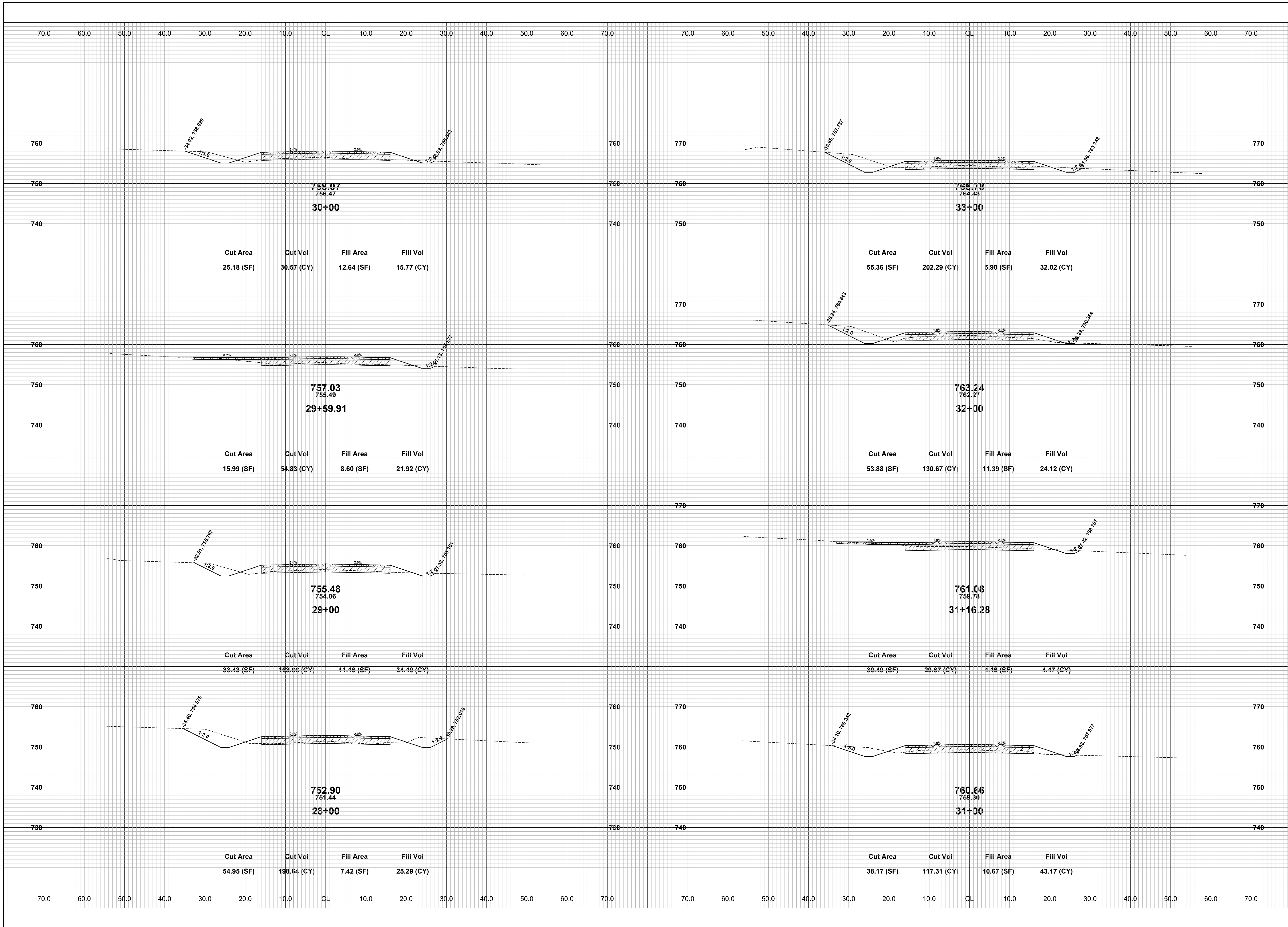


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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 21+17.68 TO STA. 27+00

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: FEBRUARY, 2020  
SCALE: 1"= 10'

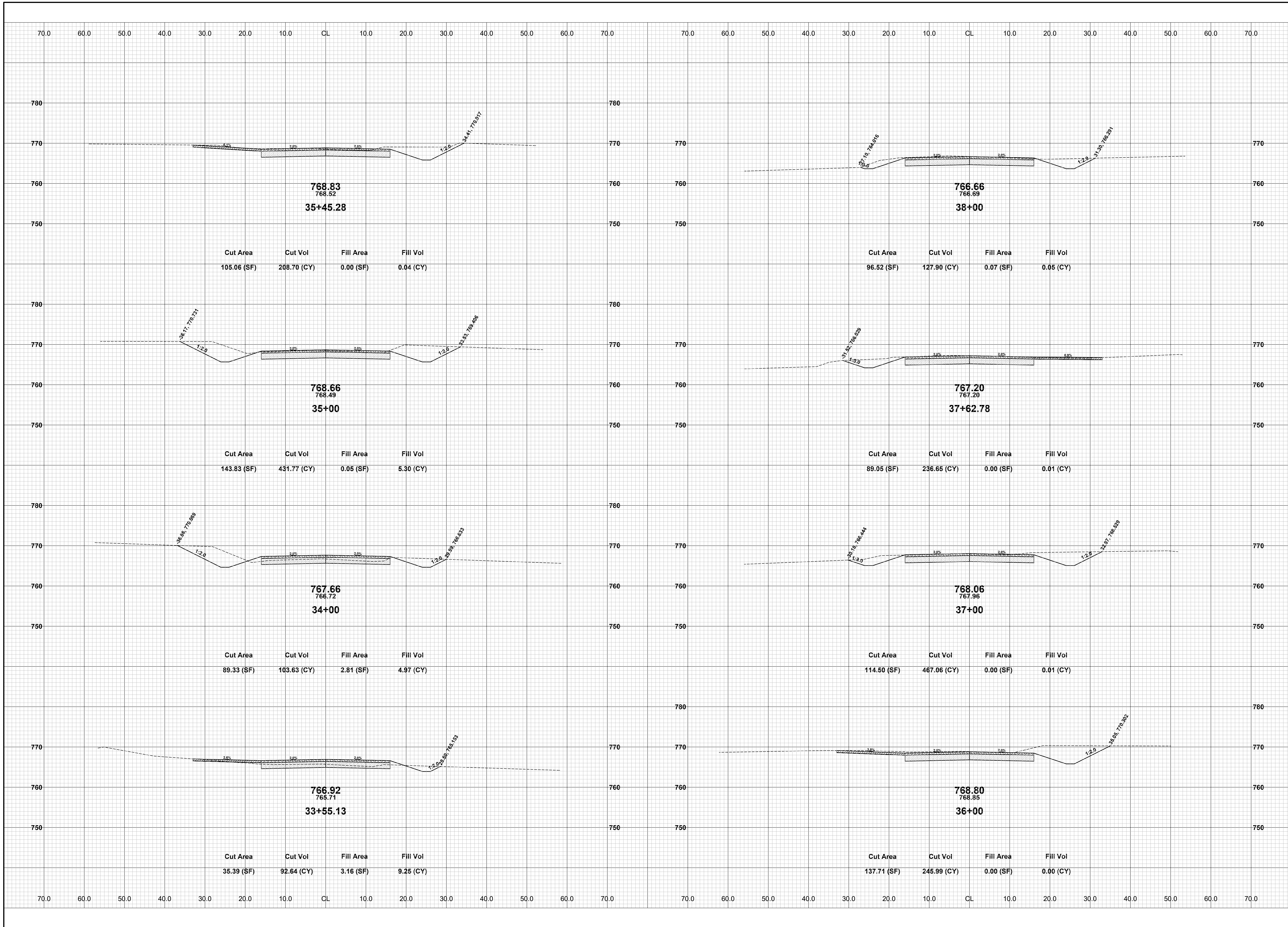




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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 28+00 TO STA. 33+00

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: FEBRUARY, 2020  
SCALE: 1"= 10'

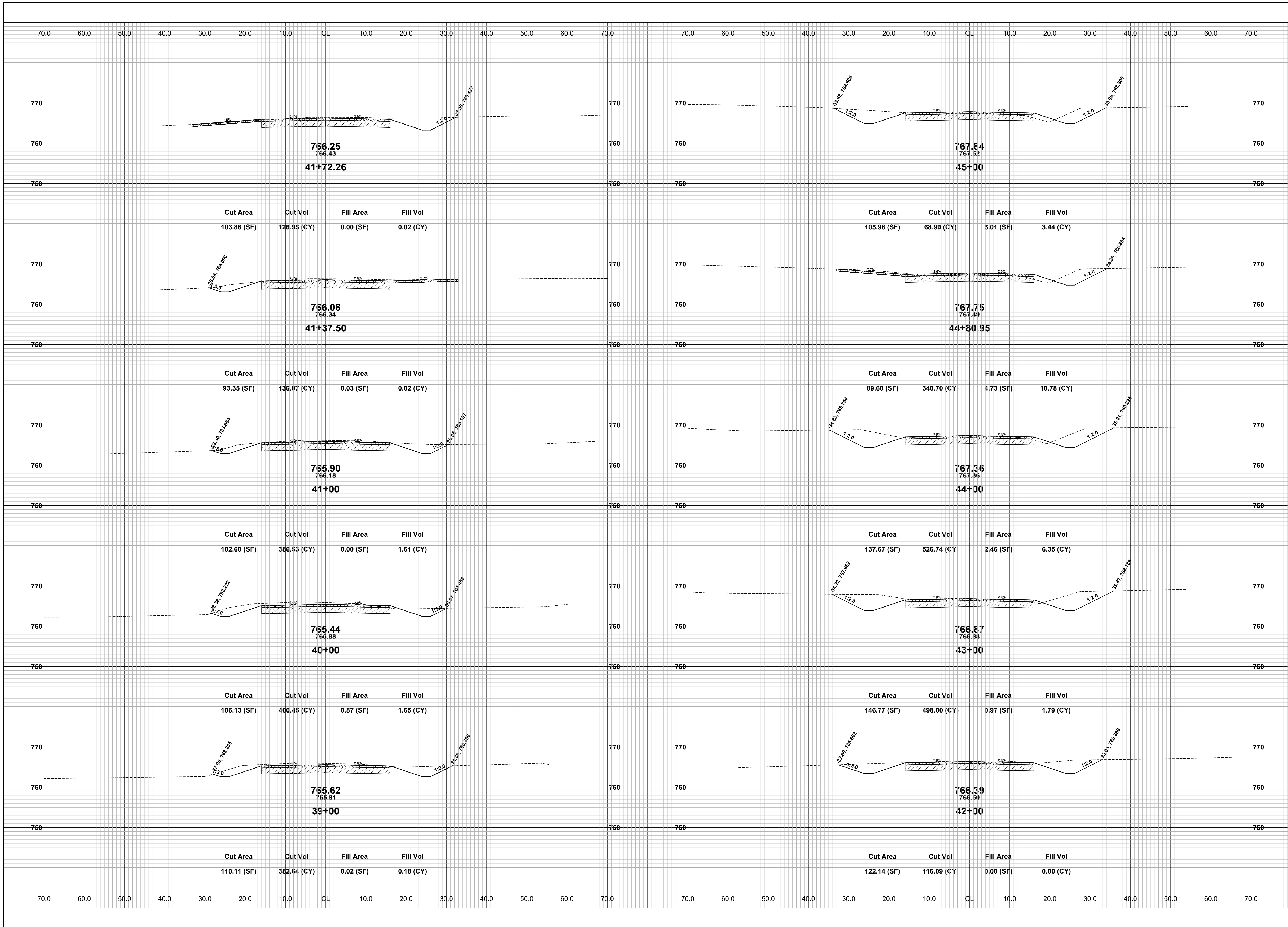


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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 33+55.13 TO STA. 38+00

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: FEBRUARY, 2020  
SCALE: 1"= 10'



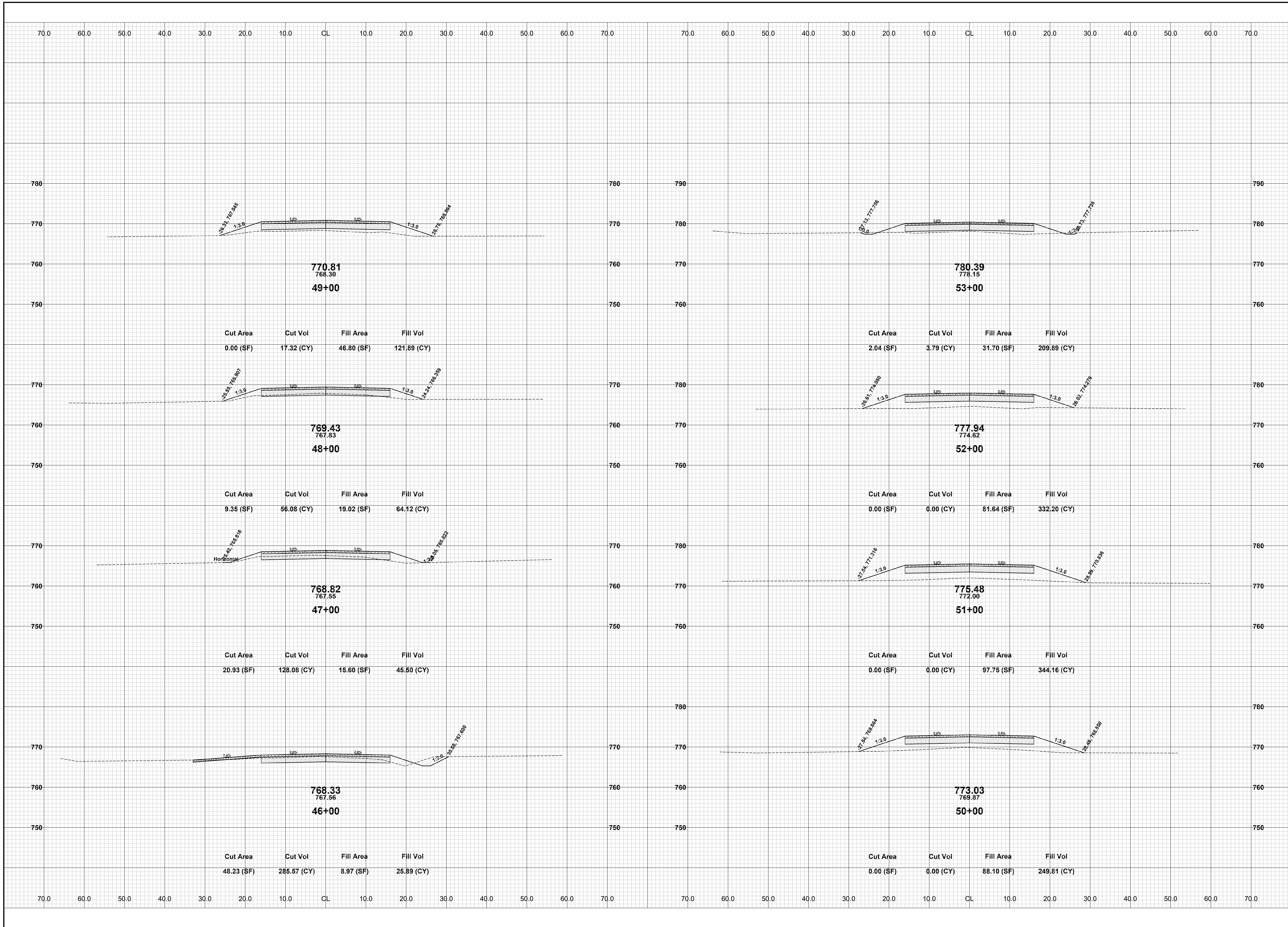
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 39+00 TO STA. 45+00

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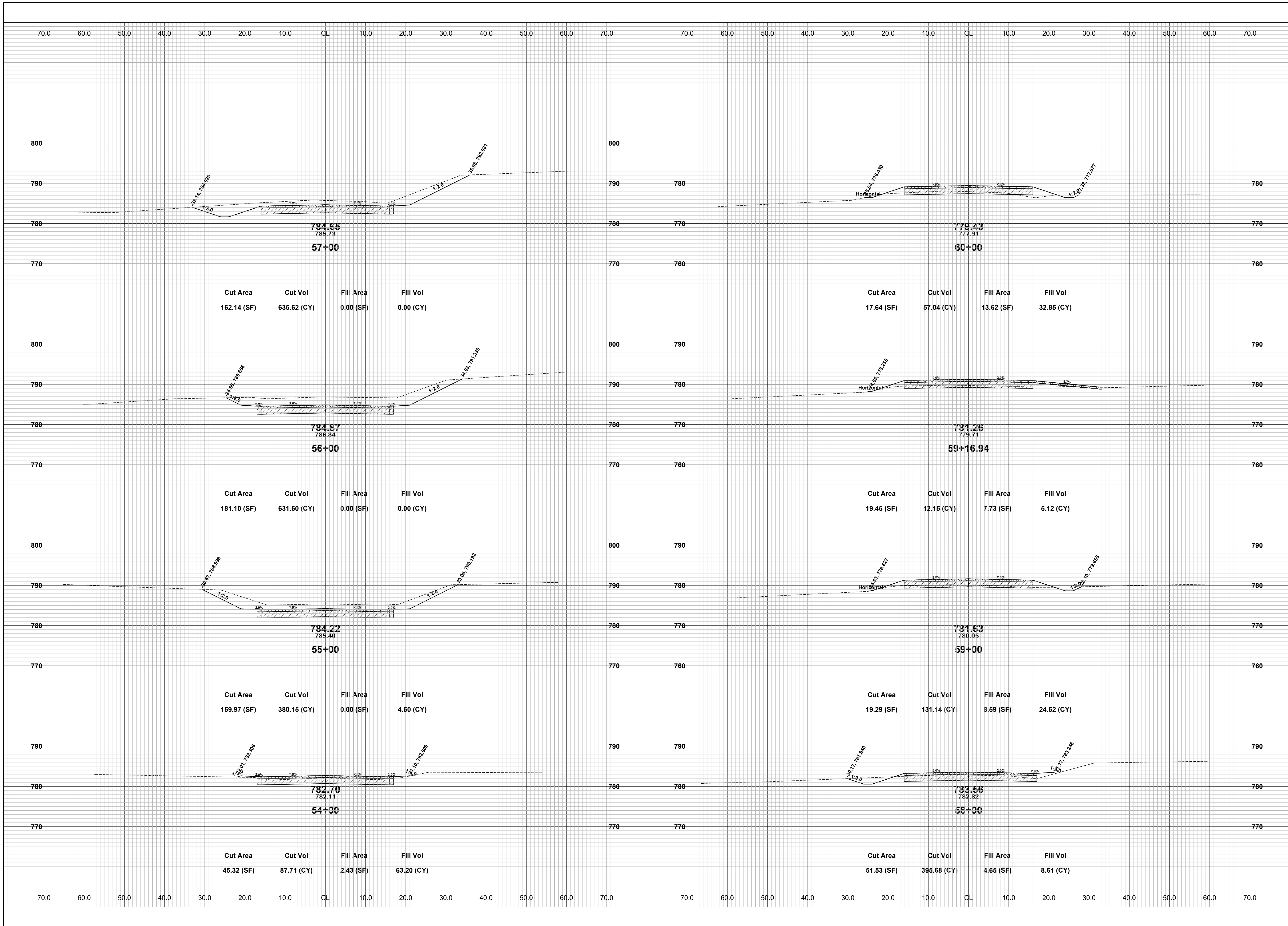
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 46+00 TO STA. 53+00

DRAWN BY: RPB  
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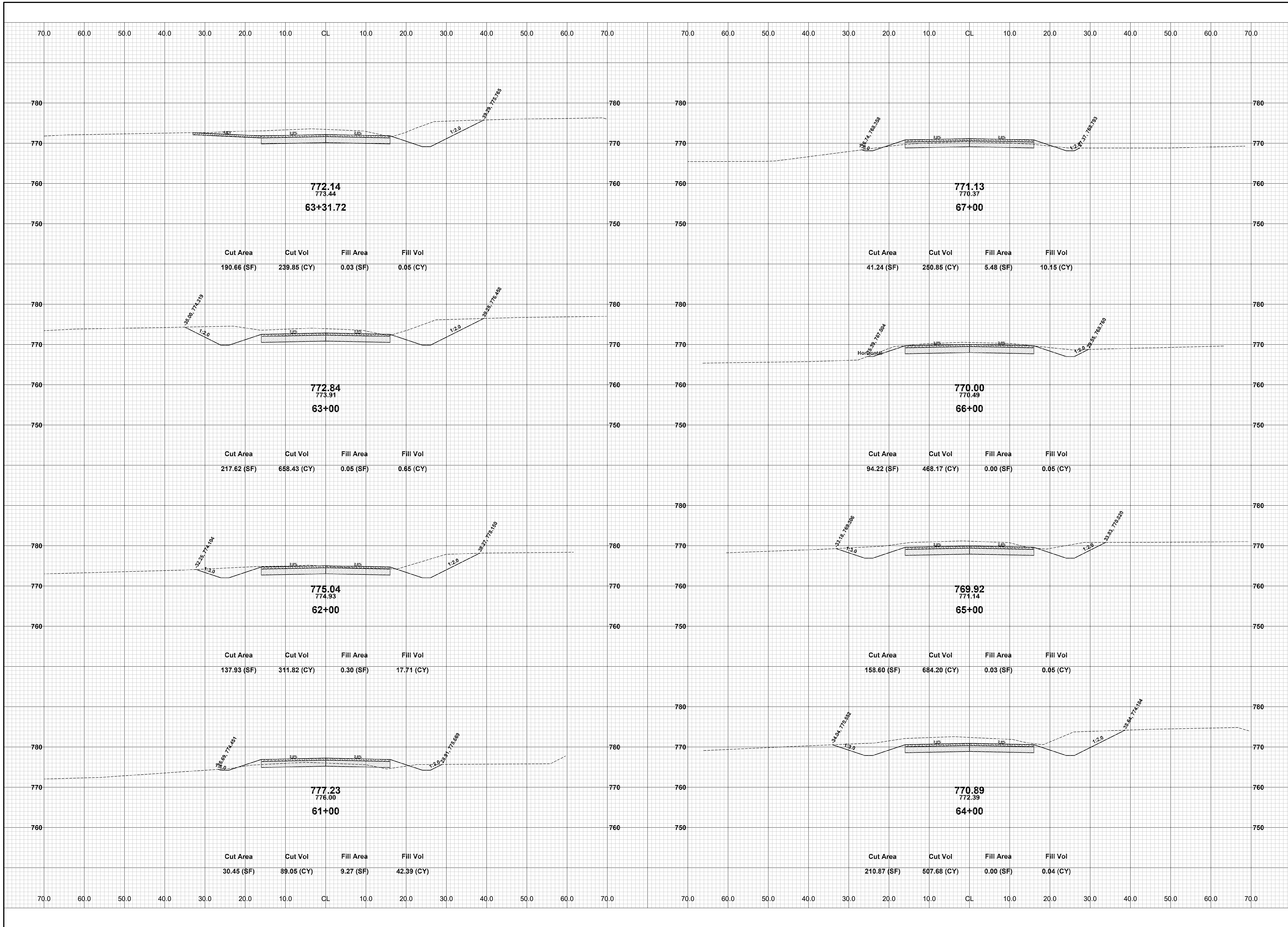




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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 54+00 TO STA. 60+00

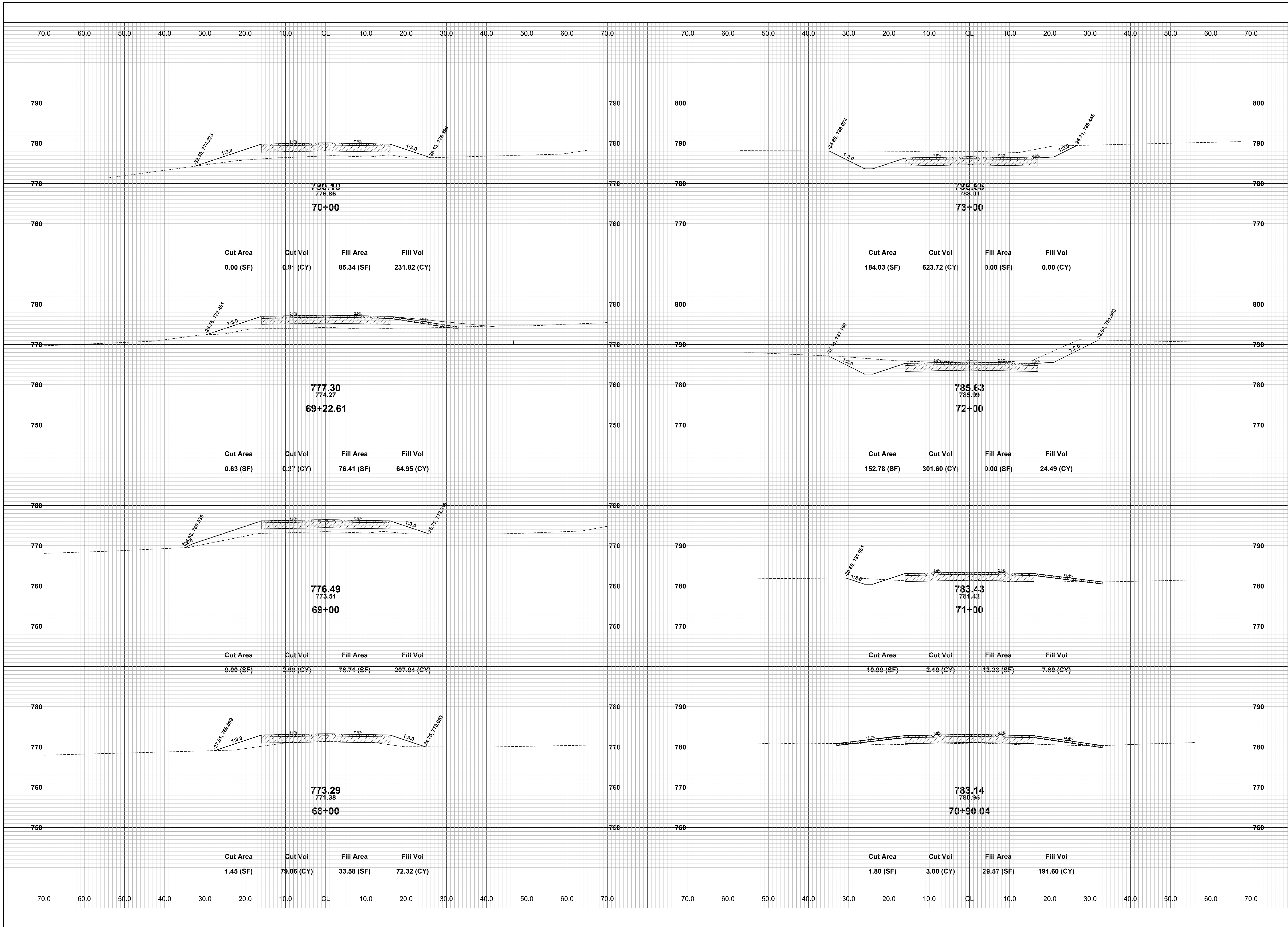
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 61+00 TO STA. 67+00

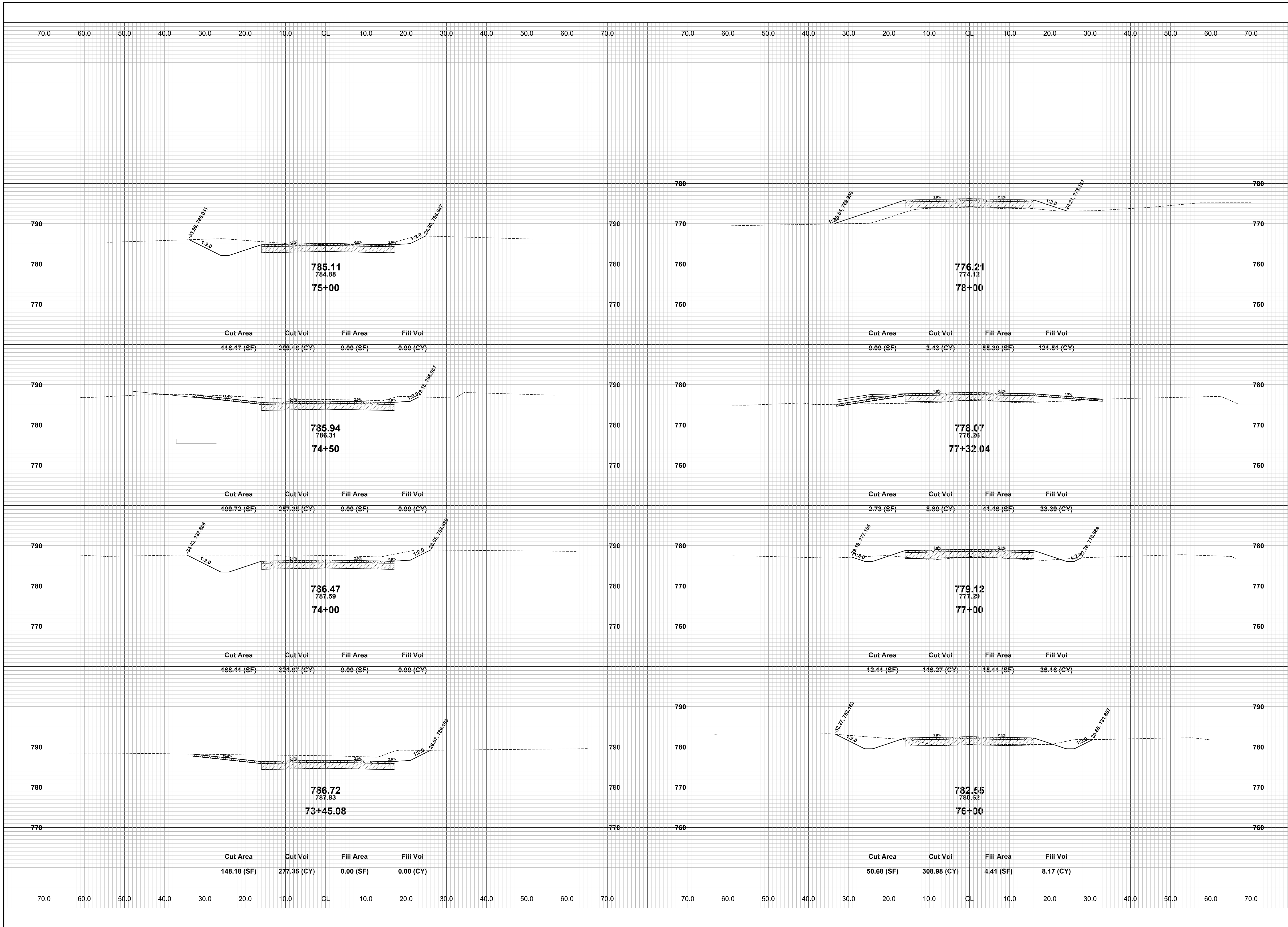
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REVIEWED BY: JSE  
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SCALE: 1"= 10'



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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 68+00 TO STA. 73+00

DRAWN BY: RPB  
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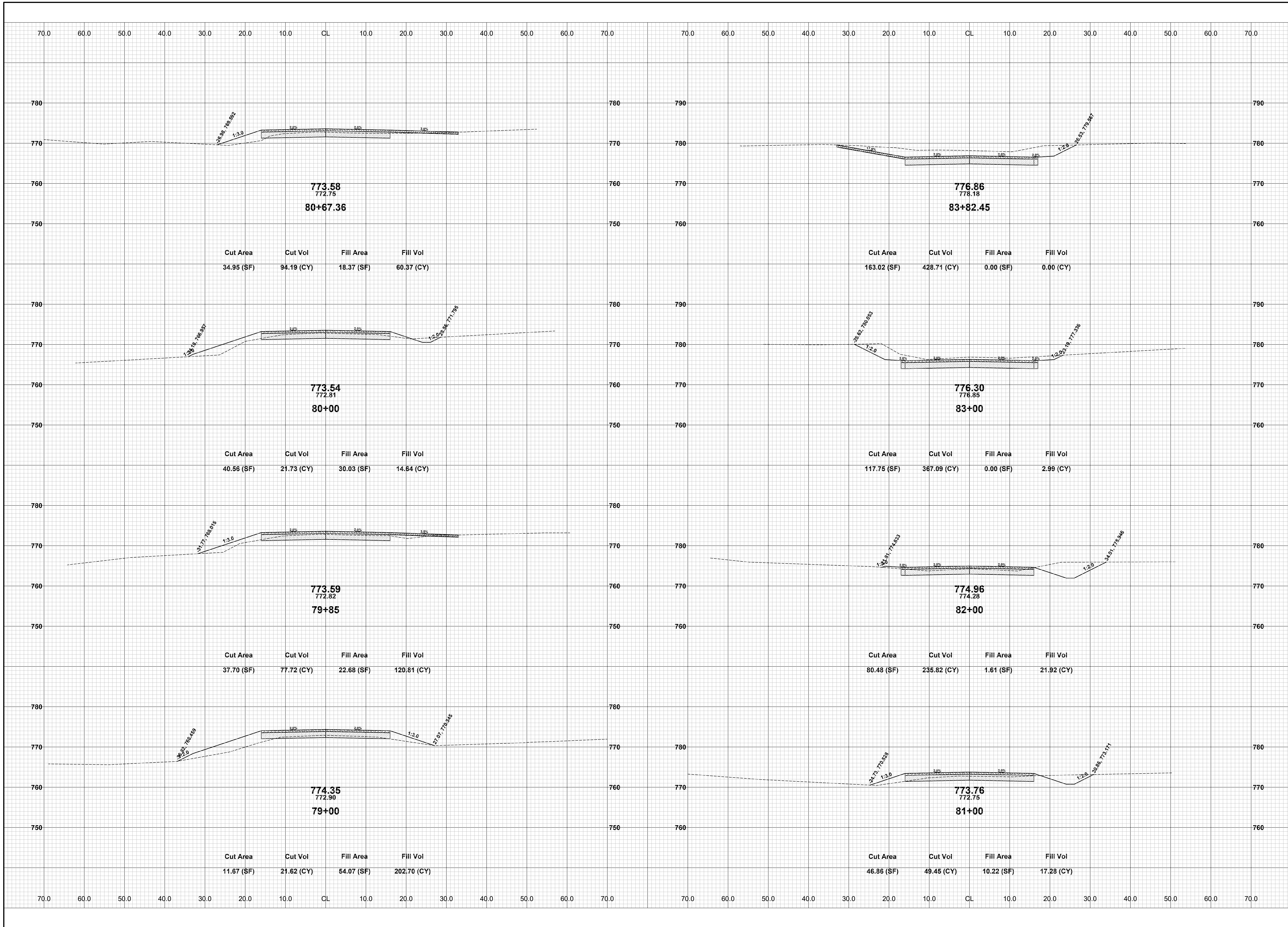
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 73+45.08 TO STA. 78+00

DRAWN BY: RPB  
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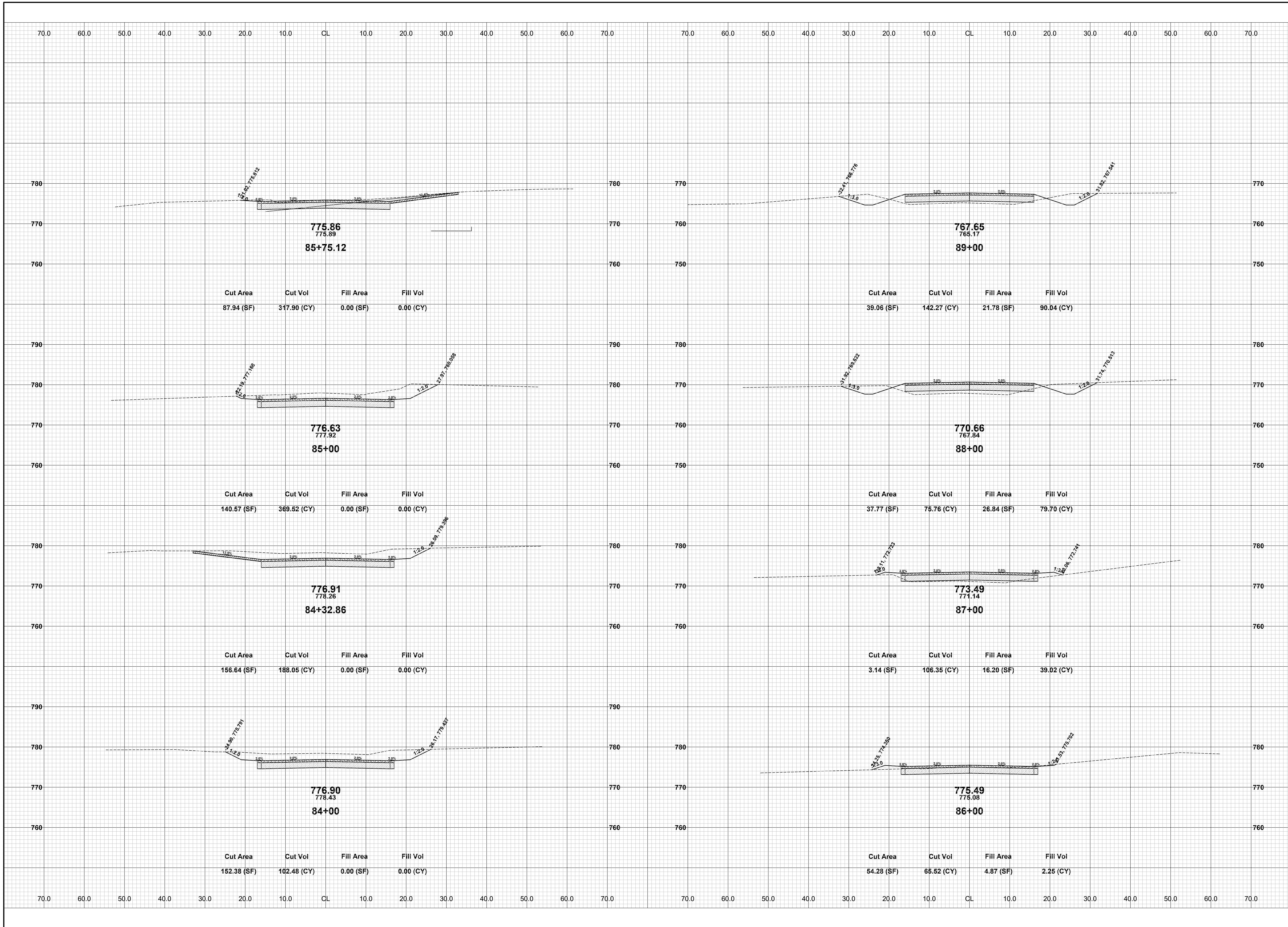


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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 79+00 TO STA. 83+82.45

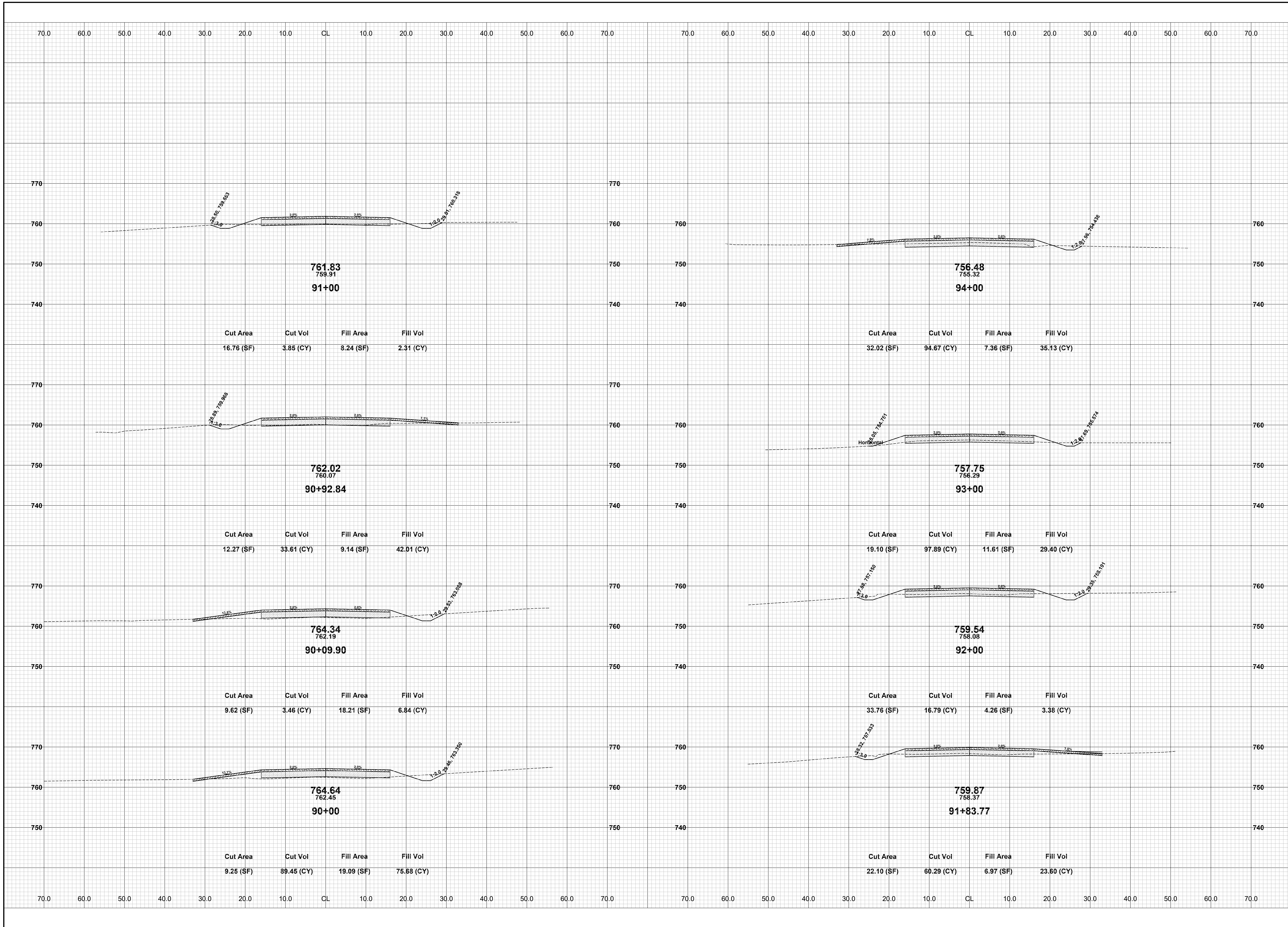
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 84+00 TO STA. 89+00

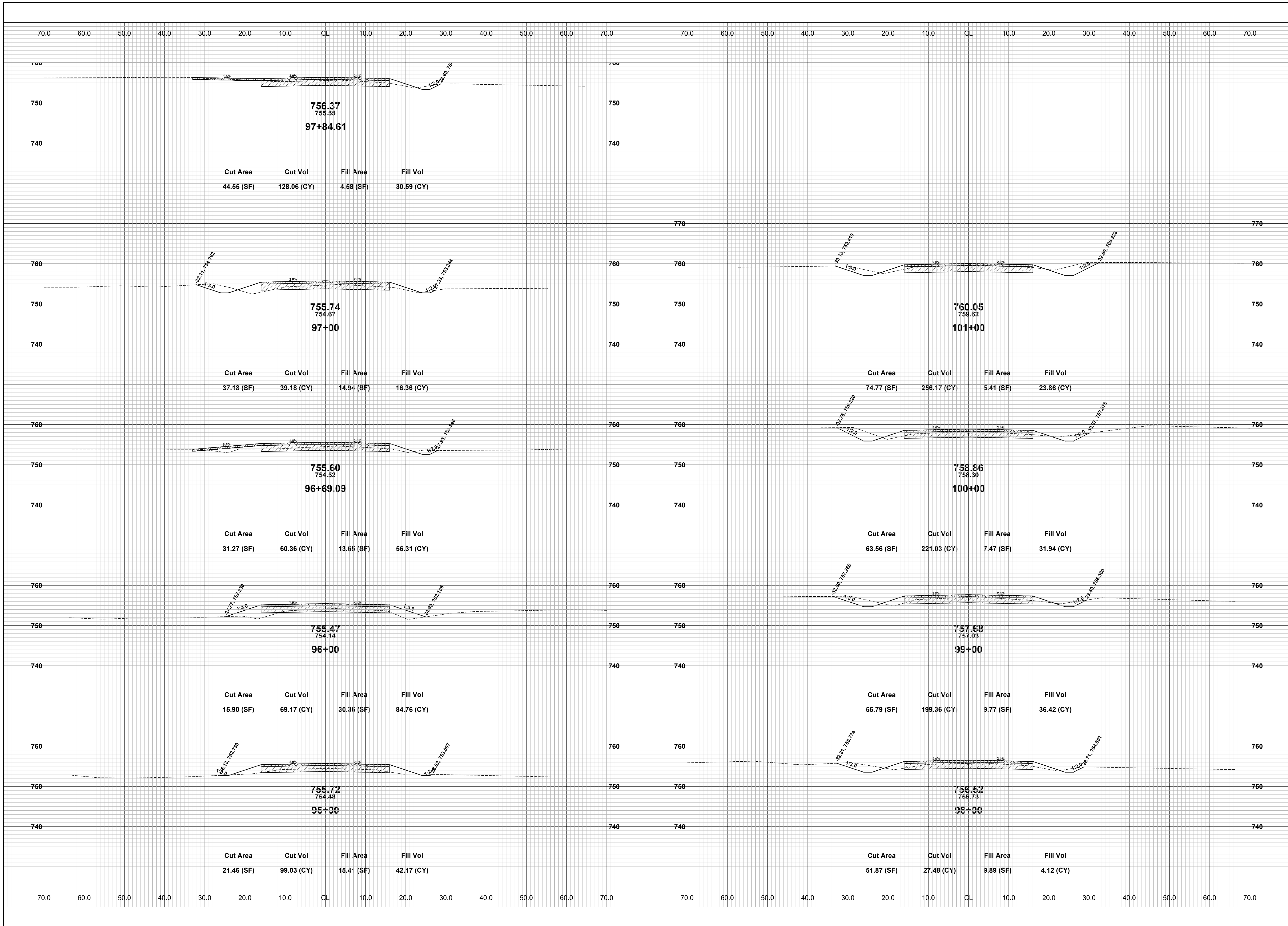
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 90+00 TO STA. 94+00

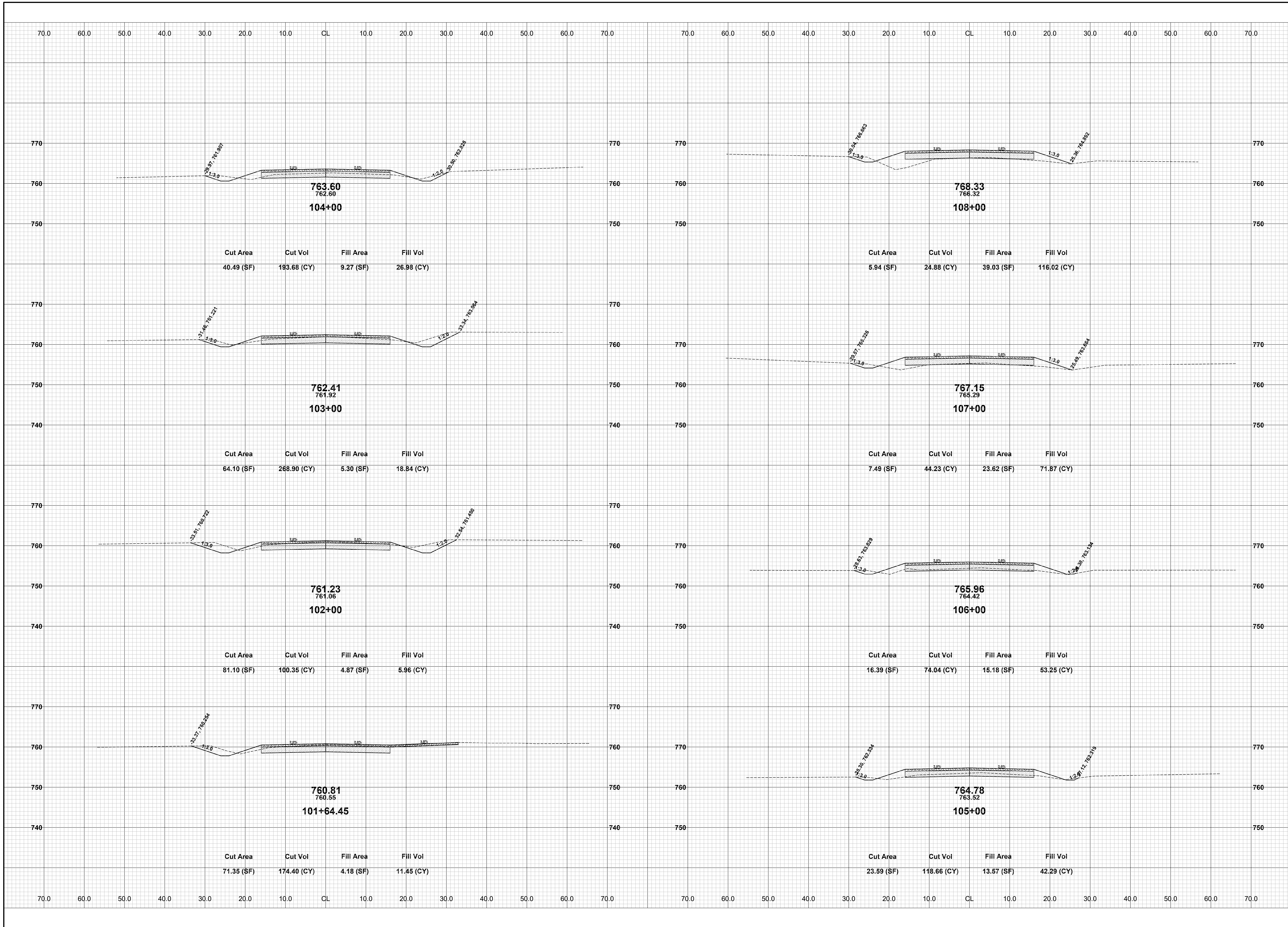
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
 CROSS SECTIONS - STA. 95+00 TO STA. 101+00

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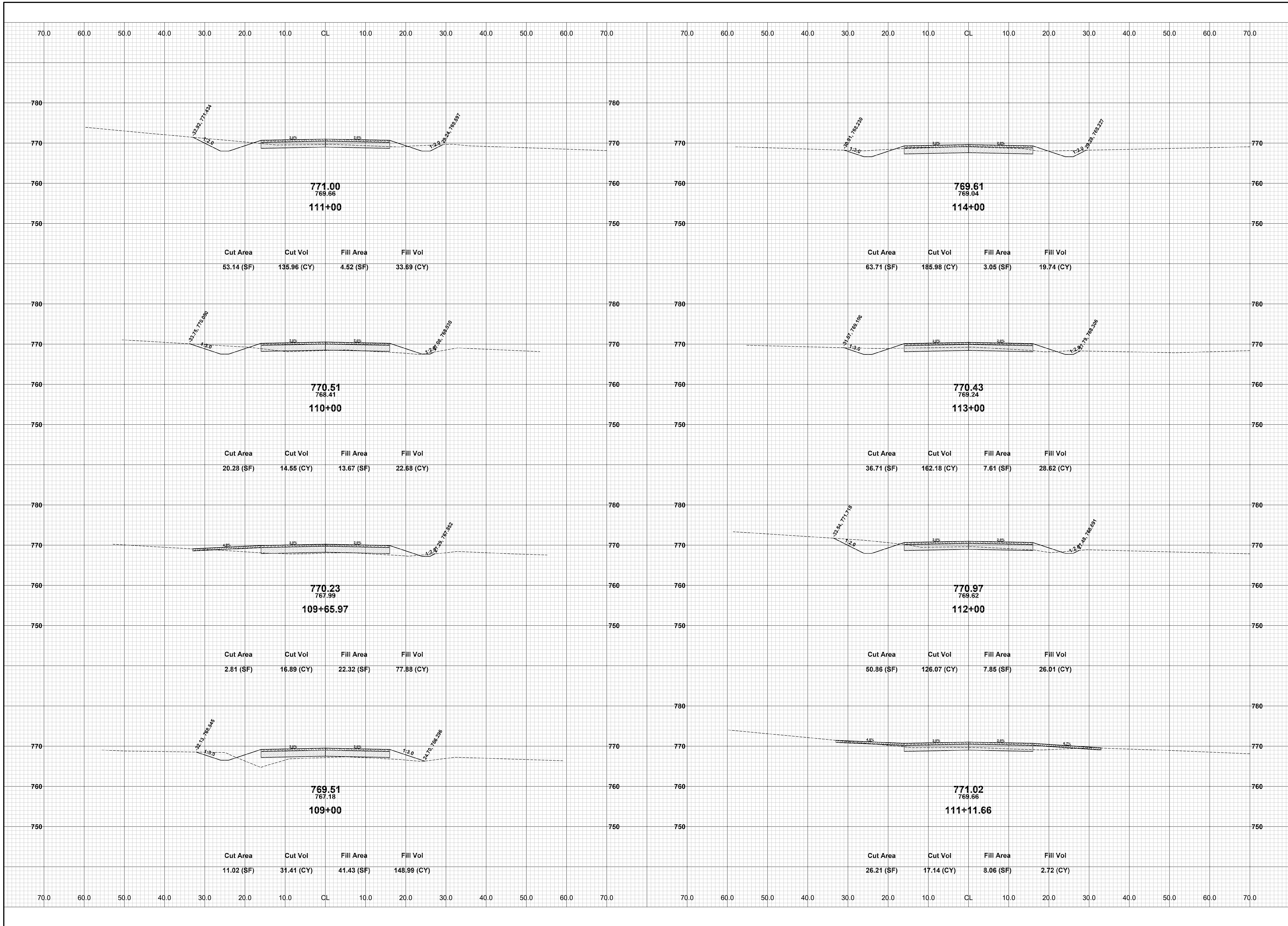
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
CROSS SECTIONS - STA. 101+64.45 TO STA. 108+00

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: FEBRUARY, 2020  
SCALE: 1"= 10'

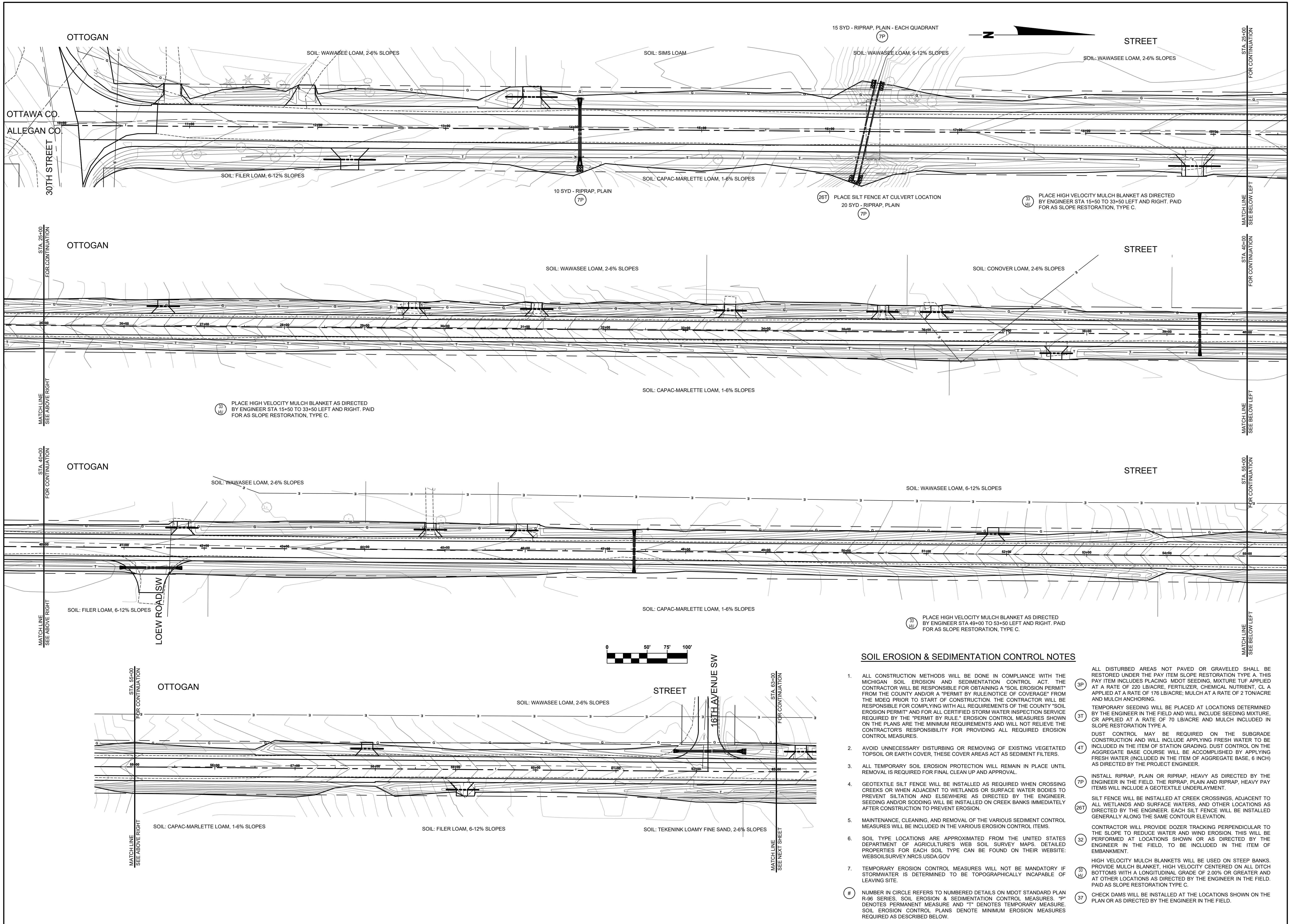




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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
 SALEM TOWNSHIP - 30TH STREET TO 26TH STREET  
 CROSS SECTIONS - STA. 109+00 TO STA. 114+00

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: FEBRUARY, 2020  
 SCALE: 1"= 10'



**SOIL EROSION & SEDIMENTATION CONTROL NOTES**

- ALL CONSTRUCTION METHODS WILL BE DONE IN COMPLIANCE WITH THE MICHIGAN SOIL EROSION AND SEDIMENTATION CONTROL ACT. THE CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING A "SOIL EROSION PERMIT" FROM THE COUNTY AND/OR A "PERMIT BY RULE/NOTICE OF COVERAGE" FROM THE MDEQ PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR COMPLYING WITH ALL REQUIREMENTS OF THE COUNTY "SOIL EROSION PERMIT" AND FOR ALL CERTIFIED STORM WATER INSPECTION SERVICE REQUIRED BY THE "PERMIT BY RULE." EROSION CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS AND WILL NOT RELIEVE THE CONTRACTOR'S RESPONSIBILITY FOR PROVIDING ALL REQUIRED EROSION CONTROL MEASURES.
  - AVOID UNNECESSARY DISTURBING OR REMOVING OF EXISTING VEGETATED TOPSOIL OR EARTH COVER, THESE COVER AREAS ACT AS SEDIMENT FILTERS.
  - ALL TEMPORARY SOIL EROSION PROTECTION WILL REMAIN IN PLACE UNTIL REMOVAL IS REQUIRED FOR FINAL CLEAN UP AND APPROVAL.
  - GEOTEXTILE SILT FENCE WILL BE INSTALLED AS REQUIRED WHEN CROSSING CREEKS OR WHEN ADJACENT TO WETLANDS OR SURFACE WATER BODIES TO PREVENT SILTATION AND ELSEWHERE AS DIRECTED BY THE ENGINEER. SEEDING AND/OR SODDING WILL BE INSTALLED ON CREEK BANKS IMMEDIATELY AFTER CONSTRUCTION TO PREVENT EROSION.
  - MAINTENANCE, CLEANING, AND REMOVAL OF THE VARIOUS SEDIMENT CONTROL MEASURES WILL BE INCLUDED IN THE VARIOUS EROSION CONTROL ITEMS.
  - SOIL TYPE LOCATIONS ARE APPROXIMATED FROM THE UNITED STATES DEPARTMENT OF AGRICULTURE'S WEB SOIL SURVEY MAPS. DETAILED PROPERTIES FOR EACH SOIL TYPE CAN BE FOUND ON THEIR WEBSITE: [WEBSOILSURVEY.NRCS.USDA.GOV](http://WEBSOILSURVEY.NRCS.USDA.GOV)
  - TEMPORARY EROSION CONTROL MEASURES WILL NOT BE MANDATORY IF STORMWATER IS DETERMINED TO BE TOPOGRAPHICALLY INCAPABLE OF LEAVING SITE.
  - NUMBER IN CIRCLE REFERS TO NUMBERED DETAILS ON MDOT STANDARD PLAN R-96 SERIES, SOIL EROSION & SEDIMENTATION CONTROL MEASURES. "P" DENOTES PERMANENT MEASURE AND "T" DENOTES TEMPORARY MEASURE. SOIL EROSION CONTROL PLANS DENOTE MINIMUM EROSION MEASURES REQUIRED AS DESCRIBED BELOW.
- ALL DISTURBED AREAS NOT PAVED OR GRAVELED SHALL BE RESTORED UNDER THE PAY ITEM SLOPE RESTORATION TYPE A. THIS PAY ITEM INCLUDES PLACING MDOT SEEDING MIXTURE TUF APPLIED AT A RATE OF 220 LB/ACRE, FERTILIZER, CHEMICAL NUTRIENT, CL A APPLIED AT A RATE OF 176 LB/ACRE; MULCH AT A RATE OF 2 TON/ACRE AND MULCH ANCHORING.
- TEMPORARY SEEDING WILL BE PLACED AT LOCATIONS DETERMINED BY THE ENGINEER IN THE FIELD AND WILL INCLUDE SEEDING MIXTURE, OR APPLIED AT A RATE OF 70 LB/ACRE AND MULCH INCLUDED IN SLOPE RESTORATION TYPE A.
- DUST CONTROL MAY BE REQUIRED ON THE SUBGRADE CONSTRUCTION AND WILL INCLUDE APPLYING FRESH WATER TO BE INCLUDED IN THE ITEM OF STATION GRADING. DUST CONTROL ON THE AGGREGATE BASE COURSE WILL BE ACCOMPLISHED BY APPLYING FRESH WATER (INCLUDED IN THE ITEM OF AGGREGATE BASE, 6 INCH) AS DIRECTED BY THE PROJECT ENGINEER.
- INSTALL RIPRAP, PLAIN OR RIPRAP, HEAVY AS DIRECTED BY THE ENGINEER IN THE FIELD. THE RIPRAP, PLAIN AND RIPRAP, HEAVY PAY ITEMS WILL INCLUDE A GEOTEXTILE UNDERLAYMENT.
- SILT FENCE WILL BE INSTALLED AT CREEK CROSSINGS, ADJACENT TO ALL WETLANDS AND SURFACE WATERS, AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. EACH SILT FENCE WILL BE INSTALLED GENERALLY ALONG THE SAME CONTOUR ELEVATION.
- CONTRACTOR WILL PROVIDE DOZER TRACKING PERPENDICULAR TO THE SLOPE TO REDUCE WATER AND WIND EROSION. THIS WILL BE PERFORMED AT LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER IN THE FIELD, TO BE INCLUDED IN THE ITEM OF EMBANKMENT.
- HIGH VELOCITY MULCH BLANKETS WILL BE USED ON STEEP BANKS, PROVIDE MULCH BLANKET, HIGH VELOCITY CENTERED ON ALL DITCH BOTTOMS WITH A LONGITUDINAL GRADE OF 2.00% OR GREATER AND AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER IN THE FIELD. PAID AS SLOPE RESTORATION TYPE C.
- CHECK DAMS WILL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

**Board of County Road Commissioners  
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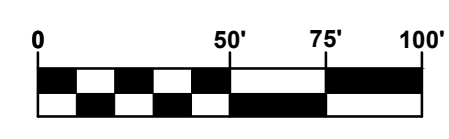
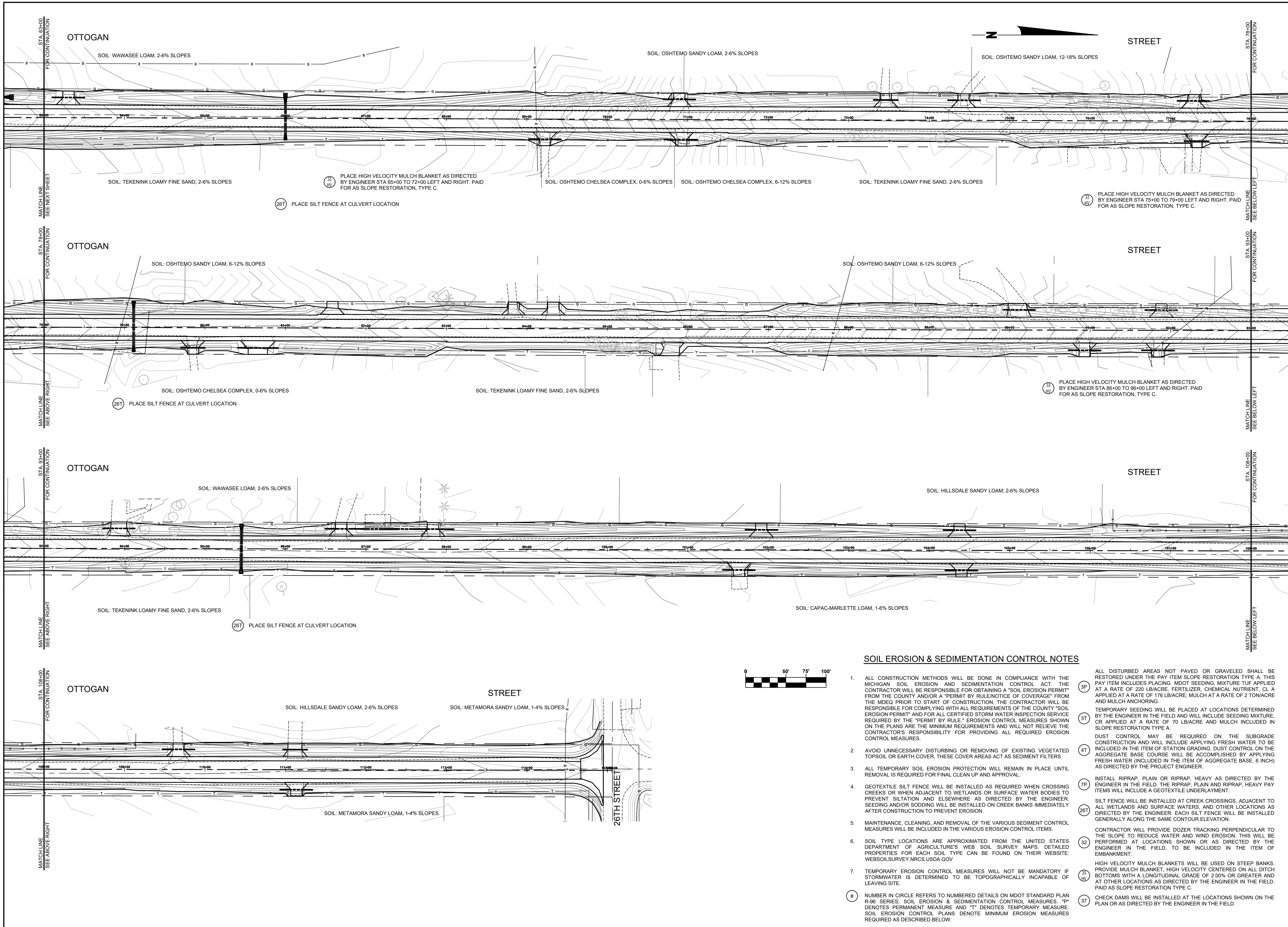
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**OTTOGAN STREET RECONSTRUCTION PROJECT**  
SALEM TOWNSHIP - 30TH STREET TO 26TH STREET

**SOIL EROSION & SEDIMENTATION CONTROL PLAN P.O.B. TO 63+00**

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: FEBRUARY, 2019  
SCALE: 1" = 50'





**SOIL EROSION & SEDIMENTATION CONTROL NOTES**

- ALL CONSTRUCTION METHODS WILL BE DONE IN COMPLIANCE WITH THE MICHIGAN SOIL EROSION AND SEDIMENTATION CONTROL ACT. THE CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING A "SOIL EROSION PERMIT" FROM THE COUNTY AND/OR A "PERMIT BY RULE/NOTICE OF COVERAGE" FROM THE MDEQ PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR COMPLYING WITH ALL REQUIREMENTS OF THE COUNTY "SOIL EROSION PERMIT" AND FOR ALL CERTIFIED STORM WATER INSPECTION SERVICE REQUIRED BY THE "PERMIT BY RULE." EROSION CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS AND WILL NOT RELIEVE THE CONTRACTOR'S RESPONSIBILITY FOR PROVIDING ALL REQUIRED EROSION CONTROL MEASURES.
  - AVOID UNNECESSARY DISTURBING OR REMOVING OF EXISTING VEGETATED TOPSOIL OR EARTH COVER, THESE COVER AREAS ACT AS SEDIMENT FILTERS.
  - ALL TEMPORARY SOIL EROSION PROTECTION WILL REMAIN IN PLACE UNTIL REMOVAL IS REQUIRED FOR FINAL CLEAN UP AND APPROVAL.
  - GEOTEXTILE SILT FENCE WILL BE INSTALLED AS REQUIRED WHEN CROSSING CREEKS OR WHEN ADJACENT TO WETLANDS OR SURFACE WATER BODIES TO PREVENT SILTATION AND ELSEWHERE AS DIRECTED BY THE ENGINEER. SEEDING AND/OR SODDING WILL BE INSTALLED ON CREEK BANKS IMMEDIATELY AFTER CONSTRUCTION TO PREVENT EROSION.
  - MAINTENANCE, CLEANING, AND REMOVAL OF THE VARIOUS SEDIMENT CONTROL MEASURES WILL BE INCLUDED IN THE VARIOUS EROSION CONTROL ITEMS.
  - SOIL TYPE LOCATIONS ARE APPROXIMATED FROM THE UNITED STATES DEPARTMENT OF AGRICULTURE'S WEB SOIL SURVEY MAPS. DETAILED PROPERTIES FOR EACH SOIL TYPE CAN BE FOUND ON THEIR WEBSITE: [WEBSOILSURVEY.NRCS.USDA.GOV](http://WEBSOILSURVEY.NRCS.USDA.GOV)
  - TEMPORARY EROSION CONTROL MEASURES WILL NOT BE MANDATORY IF STORMWATER IS DETERMINED TO BE TOPOGRAPHICALLY INCAPABLE OF LEAVING SITE.
- # NUMBER IN CIRCLE REFERS TO NUMBERED DETAILS ON MDOT STANDARD PLAN R-96 SERIES, SOIL EROSION & SEDIMENTATION CONTROL MEASURES. "P" DENOTES PERMANENT MEASURE AND "T" DENOTES TEMPORARY MEASURE. SOIL EROSION CONTROL PLANS DENOTE MINIMUM EROSION MEASURES REQUIRED AS DESCRIBED BELOW.
- 3P ALL DISTURBED AREAS NOT PAVED OR GRAVELED SHALL BE RESTORED UNDER THE PAY ITEM SLOPE RESTORATION TYPE A. THIS PAY ITEM INCLUDES PLACING MIDOT SEEDING MIXTURE TUF APPLIED AT A RATE OF 220 LB/ACRE, FERTILIZER, CHEMICAL NUTRIENT, CL A APPLIED AT A RATE OF 176 LB/ACRE, MULCH AT A RATE OF 2 TON/ACRE AND MULCH ANCHORING.
- 3T TEMPORARY SEEDING WILL BE PLACED AT LOCATIONS DETERMINED BY THE ENGINEER IN THE FIELD AND WILL INCLUDE SEEDING MIXTURE, OR APPLIED AT A RATE OF 70 LB/ACRE AND MULCH INCLUDED IN SLOPE RESTORATION TYPE A.
- 4T DUST CONTROL MAY BE REQUIRED ON THE SUBGRADE CONSTRUCTION AND WILL INCLUDE APPLYING FRESH WATER TO BE INCLUDED IN THE ITEM OF STATION GRADING. DUST CONTROL ON THE AGGREGATE BASE COURSE WILL BE ACCOMPLISHED BY APPLYING FRESH WATER (INCLUDED IN THE ITEM OF AGGREGATE BASE, 6 INCH) AS DIRECTED BY THE PROJECT ENGINEER.
- 7P INSTALL RIPRAP, PLAIN OR RIPRAP, HEAVY AS DIRECTED BY THE ENGINEER IN THE FIELD. THE RIPRAP, PLAIN AND RIPRAP, HEAVY PAY ITEMS WILL INCLUDE A GEOTEXTILE UNDERLAYMENT.
- 26T SILT FENCE WILL BE INSTALLED AT CREEK CROSSINGS, ADJACENT TO ALL WETLANDS AND SURFACE WATERS, AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. EACH SILT FENCE WILL BE INSTALLED GENERALLY ALONG THE SAME CONTOUR ELEVATION.
- 32 CONTRACTOR WILL PROVIDE DOZER TRACKING PERPENDICULAR TO THE SLOPE TO REDUCE WATER AND WIND EROSION. THIS WILL BE PERFORMED AT LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER IN THE FIELD, TO BE INCLUDED IN THE ITEM OF EMBANKMENT.
- 33 HIGH VELOCITY MULCH BLANKETS WILL BE USED ON STEEP BANKS, PROVIDE MULCH BLANKET, HIGH VELOCITY CENTERED ON ALL DITCH BOTTOMS WITH A LONGITUDINAL GRADE OF 2.00% OR GREATER AND AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER IN THE FIELD. PAID AS SLOPE RESTORATION TYPE C.
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