

# ALLEGAN COUNTY ROAD COMMISSION

## 25TH STREET & 123RD AVENUE RECONSTRUCTION PROJECT

### 122ND AVENUE TO TOWNSHIP LINE

### ALLEGAN TOWNSHIP

#### UTILITY CONTACTS

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

TELEPHONE  
 FRONTIER  
 601 N US 131  
 THREE RIVERS, MI 49093  
 269-370-4046  
 MR. LANCE WEBLEY  
 lance.webley@ftr.com

GAS TRANSMISSION  
 CONSUMERS ENERGY  
 2500 E CORK ST  
 KALAMAZOO, MI 49001  
 689-574-7538  
 MR. KEVIN COUTURIER  
 kevin.couturier@cmsenergy.com

\*MISS DIG\* 811

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

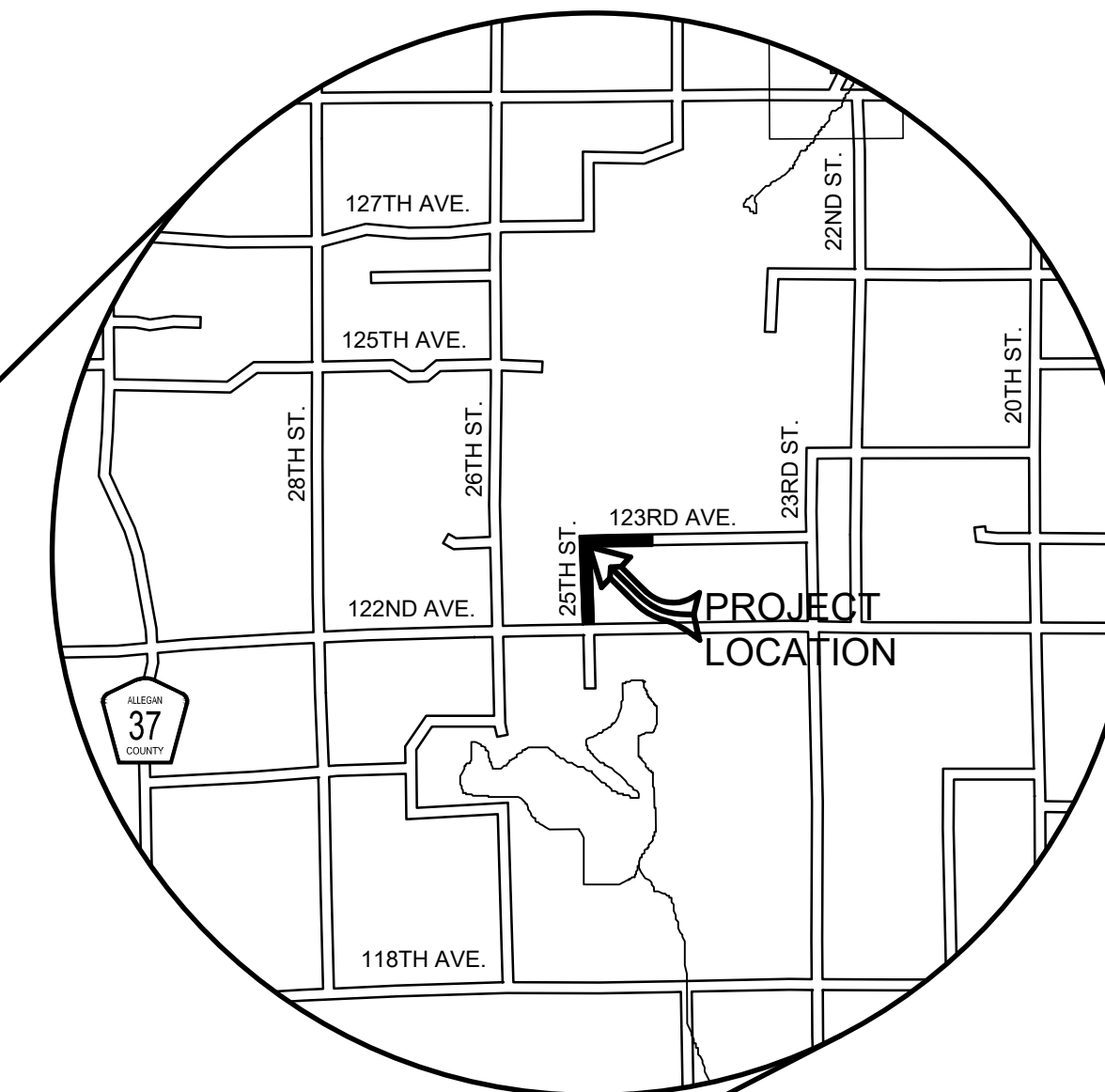
1308 LINCOLN ROAD  
 ALLEGAN, MICHIGAN 49010-9762  
 TELEPHONE (269) 673-2184 www.alleganroads.org FAX (269) 673-5922

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.

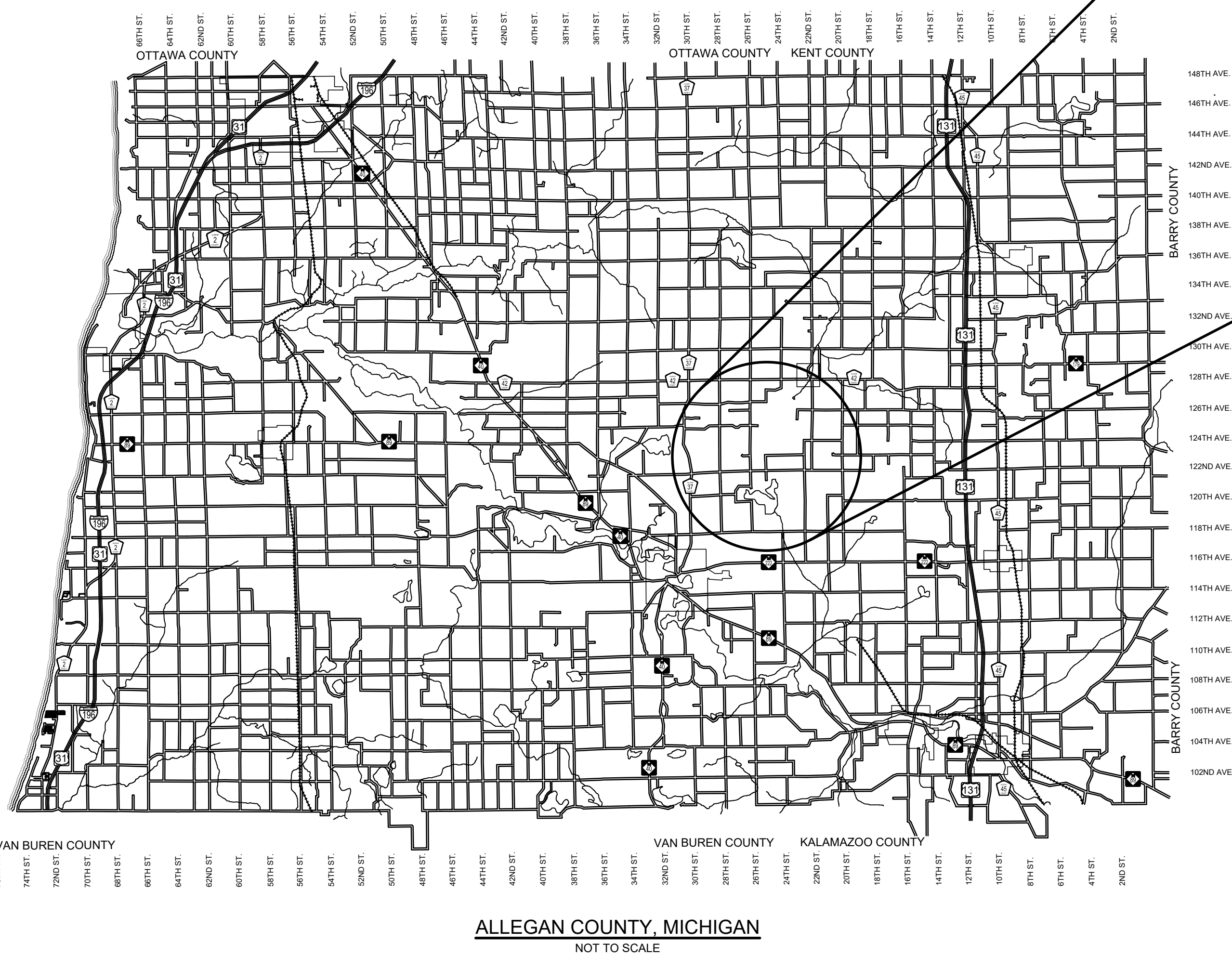
THE PLACING OF PAVEMENT MARKINGS AND TRAFFIC CONTROL SIGNS SHALL BE DONE IN ACCORDANCE WITH THE 2011 MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS AMENDED.

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.




REVISIONS						
NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY
1				2		
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**CONTRACT FOR ROAD IMPROVEMENTS**  
 1.05 MILES OF ROADWAY RECONSTRUCTION INCLUDING CLEARING, GRADE ESTABLISHMENT, SAND SUBBASE, AGGREGATE BASE, CULVERT REPLACEMENTS, AND RESTORATION ON 25TH STREET & 123RD AVENUE FROM 122ND AVENUE TO THE TOWNSHIP LINE IN ALLEGAN TOWNSHIP, ALLEGAN COUNTY.

PREPARED UNDER THE SUPERVISION OF:



*Ryan P. Brown*

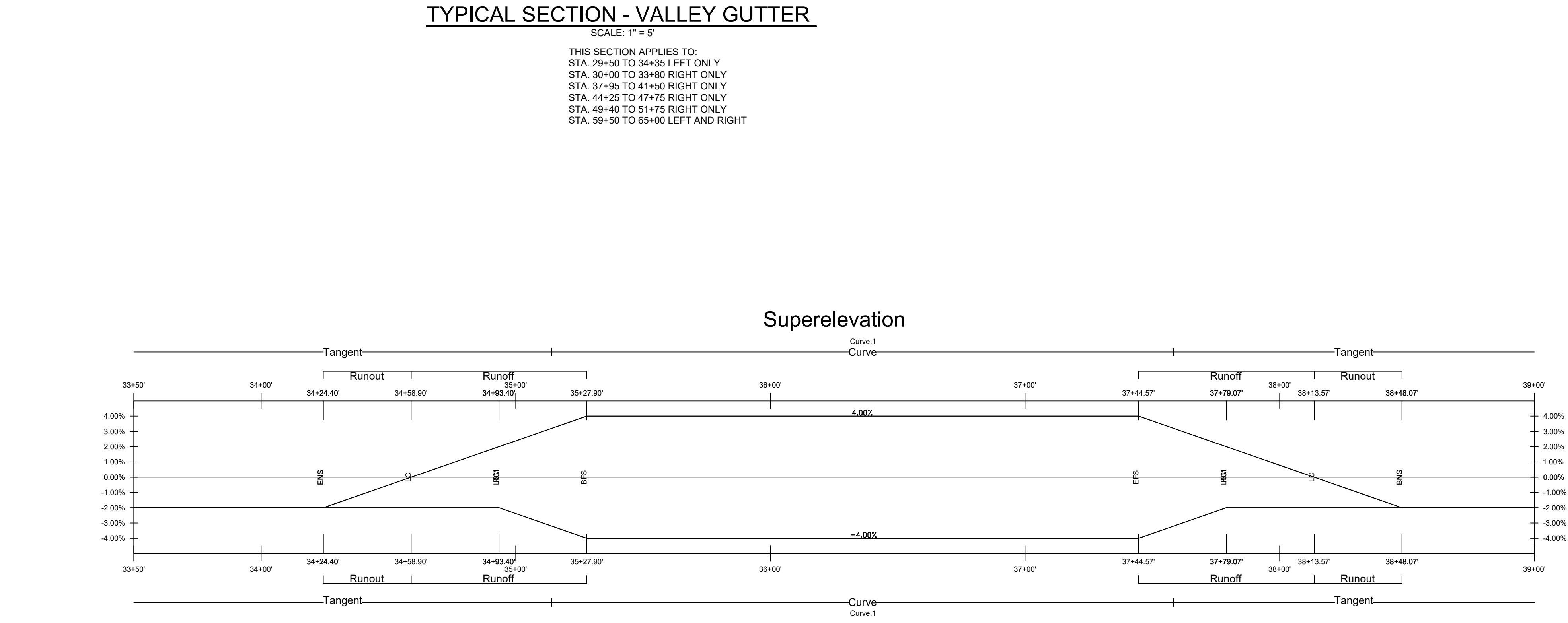
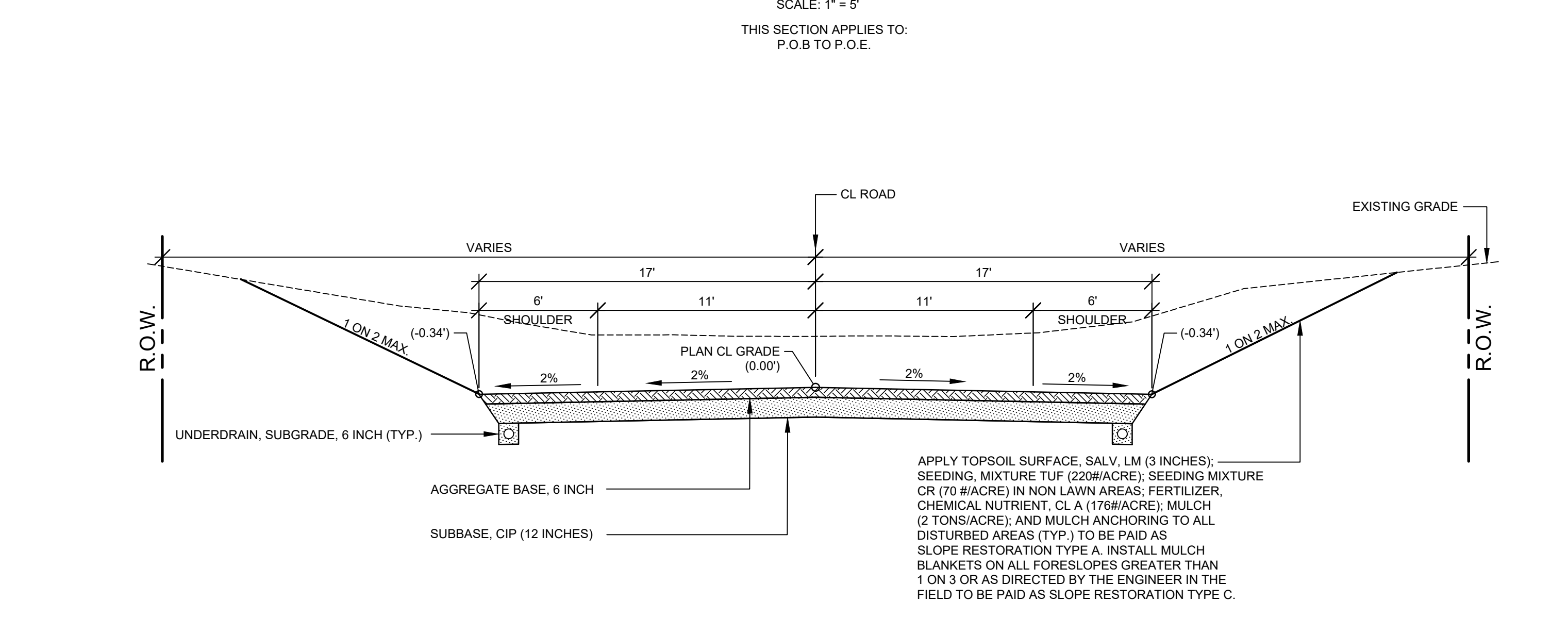
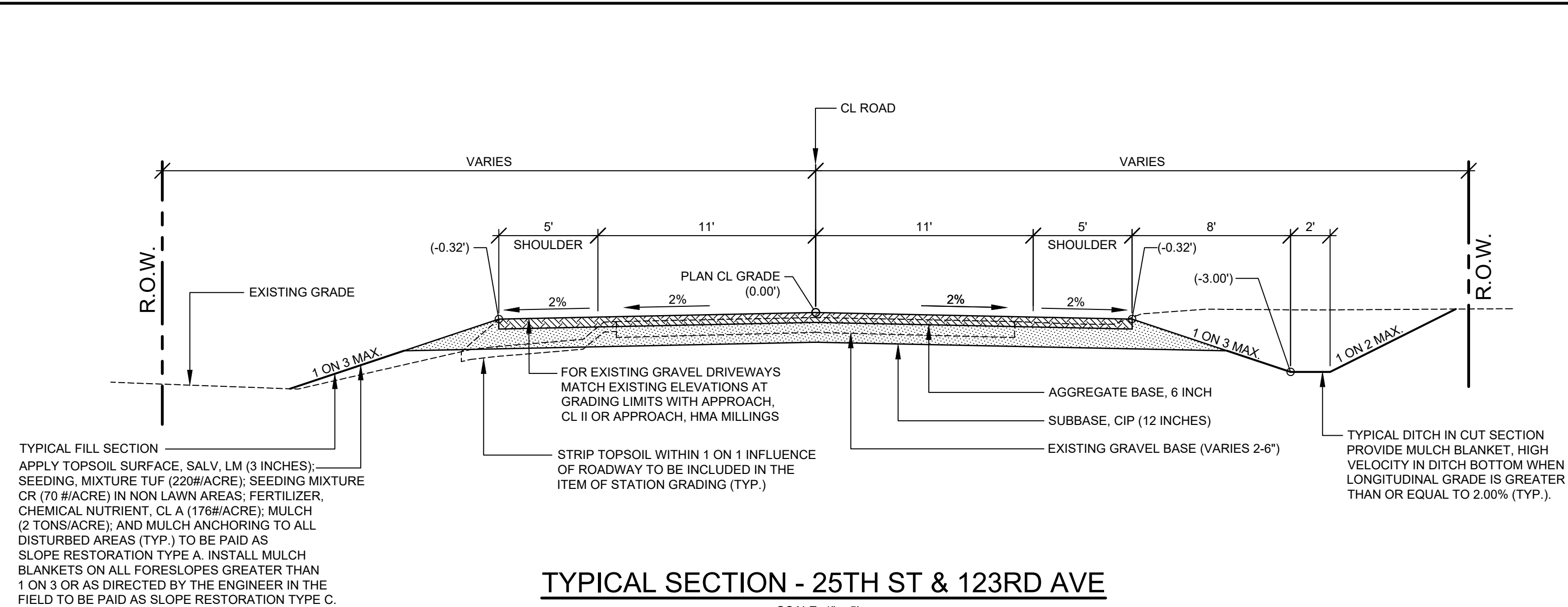
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RYAN P. BROWN  
 REGISTERED PROFESSIONAL ENGINEER No. 65933

**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE

COVER SHEET

DRAWN BY: RPB  
 REVIEWED BY:  
 DATE: JANUARY, 2021  
 SCALE: NONE



**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 30, 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 THIS 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 TRANSMISSION LOWERED THE 12" HP MAIN AT STATION 31+50.00. THE OLD MAIN IS STILL IN THE GROUND AND WILL BE REMOVED BY CONSUMERS ONCE THE ROAD HAS BEEN CUT DOWN CLOSE TO GRADE. COORDINATION WITH CONSUMERS GAS TRANSMISSION WILL BE NECESSARY.

CONSUMERS ELECTRIC WILL BE RELOCATING POLES IN CONFLICT WITH GRADING LIMITS.

FRONTIER COMMUNICATIONS WILL BE RELOCATING/REPAIRING LINES AS NEEDED DURING CONSTRUCTION. COORDINATION WITH FRONTIER COMMUNICATIONS WILL BE NECESSARY.

**MISCELLANEOUS QUANTITIES**

DESCRIPTION	QUANTITY	UNIT
SUBGRADE UNDERCUTTING, TYPE II	2,000	CYD
AGGREGATE, 6A	50	TON
GEOTEXTILE STABILIZATION	2,000	SYD
RIPRAP, PLAIN	80	SYD
EROSION CONTROL, SILT FENCE	300	FT
EROSION CONTROL, CHECK DAM	450	FT
APPROACH, CL II	60	TON
APPROACH, HMA MILLINGS	15	TON
CULV, CL E, CONC, 18 INCH	40	FT
CULV, CL F, 12 INCH	2	EA
CULV, CL F, 18 INCH	80	FT
CULV, CL F, 18 INCH	120	FT

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REVISIONS

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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE

TYPICAL SECTIONS, DETAILS, & NOTES

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: MARCH, 2021  
SCALE: AS NOTED



**SOIL BORINGS**

- SB #1**
- 0 - 10" BROWN MEDIUM SAND AND FINE TO COARSE GRAVEL
  - 10" - 24" BROWN MEDIUM SAND, TR CLAY
  - 24" - 48" BROWN MEDIUM SAND, TR FINE GRAVEL
  - 48" - 60" LIGHT BROWN MEDIUM TO COARSE SAND, TR FINE GRAVEL
  - 60" END OF BORING
- SB #2**
- 0 - 8" BROWN MEDIUM SAND AND FINE TO COARSE GRAVEL
  - 8" - 24" DARK BROWN SILTY, VERY CLAYEY, FINE SAND
  - 24" - 36" BROWN SILTY, CLAYEY FINE SAND
  - 36" - 60" BROWN CLAYEY MEDIUM SAND, SOME FINE TO COARSE GRAVEL
  - 60" END OF BORING

10+40 SIGN, STOP 7.7'

REMOVE - 12+10 10" CHERRY 16.5'

REMOVE - 12+88 12" TRIPLE CHERRY 10.4'

15+74 SIGN, STOP AHEAD 7.9'

REMOVE - 16+72 8" ELM CLUSTER 12.0'

REMOVE - 18+53 10" ELM CLUSTER 15.5'

PROPERTY OWNER WANTS WOOD

01-001-014-00  
UNGER FAMILY TRUST  
2531 122ND AVE  
ALLEGAN, MI 49010

01-001-016-30  
JONATHAN & DEBRA TEW  
2215 25TH STREET  
HOPKINS, MI 49328

01-001-016-02  
JEFFREY & KELLY REYNOLDS  
2281 25TH STREET  
HOPKINS, MI 49328

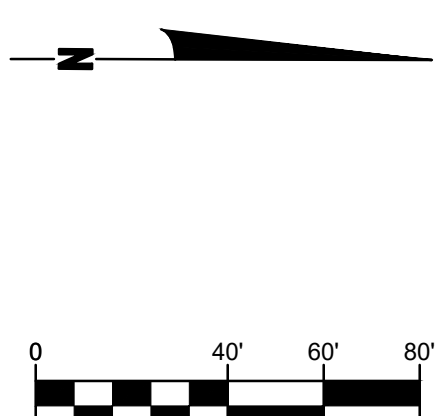
BENCHMARK MARKER IN PP  
ELEV. = 755.75

BENCHMARK: 1/2 INCH REBAR  
ELEV. = 760.75

GRADING PERMIT  
(1508' X 50')

CONSTRUCT EARTHEN BERM  
SEE CROSS SECTIONS FOR DIMENSIONS  
(PAID AS STATION GRADING)

- 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)



- 16+27 BM CTN SW POWER POLE 59.2'
- 10+27 POWER POLE 59.8'
- 10+29 GUY WIRE 47.4'
- 10+30 TELEPHONE BOX 60.7'
- 10+43 GUY WIRE 61.8'
- 10+48 GUY WIRE 59.7'

11+48 10' APPLE 38.5'

12+19 8" TWIN WALNUT 35.4'

12+26 8" MAPLE 97.0'

12+70 BUSH 32.6'

13+73 5" WALNUT 34.5'

13+82 10' ORNAMENTAL 54.6'

14+27 DG HOUSE 43.1'

14+48 MAIL BOX, 2215, 18.8" - RELOCATE

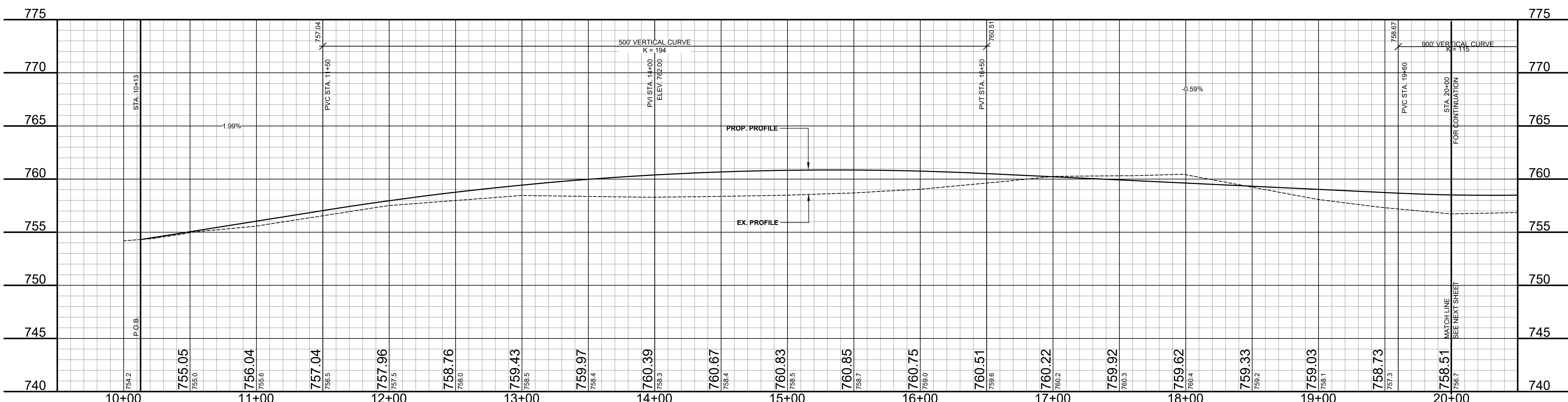
14+51 MB GAZETTE 18.5'

14+70 30" WALNUT 32.9' - REMOVE

14+72 12" APPLE 35.9'

16+82 24" DEAD TREE 18.8" - REMOVE

17+06 BM 1/2" B 26.9'



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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE

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

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: MARCH, 2021  
SCALE: 1"= 40'H, 5'V

**SOIL BORINGS**

SB #3 0 - 60" BROWN MEDIUM SAND AND FINE TO COARSE GRAVEL, TR CLAY  
60" END OF BORING

SB #4 0 - 16" BROWN MEDIUM SAND AND FINE TO COARSE GRAVEL, TR CLAY  
16" - 24" DARK BROWN CLAYEY, FINE SAND  
24" - 32" BROWN SILTY, CLAYEY FINE SAND  
32" - 60" DARK BROWN VERY SANDY CLAY  
60" END OF BORING

20+00 24" ELM 37.9'

REMOVE - 21+34 24" STUMP 30.1'  
21+37 12" ELM 35.2'  
21+49 12" TWIN ELM 40.0'  
21+59 14" ELM 35.7'

REMOVE - 21+76 18" CHERRY 38.1'  
REMOVE - 21+79 20" TWIN ELM 19.6'  
21+80 12" CHERRY 37.4'  
REMOVE - 21+94 6" ELM 31.4'  
REMOVE - 21+95 6" ELM 31.4'  
REMOVE - 22+03 24" ELM 26.3'  
REMOVE - 22+11 16" ELM 28.0'  
22+19 6" ELM 31.3'  
REMOVE - 22+23 12" ELM 24.4'  
REMOVE - 22+24 12" ELM 24.4'  
REMOVE - 22+25 12" ELM 30.9'  
REMOVE - 22+26 12" ELM 30.9'  
REMOVE - 22+31 10" ELM 24.3'  
REMOVE - 22+37 10" ELM 35.9'  
REMOVE - 22+53 20" ELM 20.9'  
REMOVE - 22+55 8" ELM 25.7'  
REMOVE - 22+58 8" ELM 25.7'  
REMOVE - 22+64 16" TWIN ELM 24.0'  
REMOVE - 22+71 12" ELM 27.6'  
REMOVE - 22+71 12" ELM 27.6'  
REMOVE - 22+85 12" ELM 35.6'  
REMOVE - 22+89 16" ELM 31.3'  
REMOVE - 22+90 16" ELM 31.3'  
REMOVE - 22+90 16" ELM 24.8'  
REMOVE - 22+90 16" ELM 24.8'  
REMOVE - 23+08 6" TWHAW 23.7'

REMOVE - 23+60 46" TWIN MAPLE 16.2'  
23+60 8" ELM 16.23'  
REMOVE - 23+78 18" MAPLE CLUSTER 23.5'  
REMOVE - 23+84 24" ELM 13.4'  
REMOVE - 23+97 24" MAPLE 21.7'

REMOVE - 24+18 36" MAPLE 23.0'  
REMOVE - 24+29 10" TRIPLE MAPLE 27.1'

REMOVE - 24+47 24" MAPLE 23.4'  
REMOVE - 24+52 8" MAPLE 23.3'  
REMOVE - 24+52 8" MAPLE 23.3'  
REMOVE - 24+57 8" MAPLE 20.2'  
REMOVE - 24+70 20" MAPLE 23.9'  
REMOVE - 24+71 8" MAPLE 23.2'  
REMOVE - 24+71 8" MAPLE 23.2'  
REMOVE - 24+73 12" MAPLE 21.7'  
REMOVE - 24+77 14" TWIN MAPLE 22.4'  
REMOVE - 24+84 6" TRIPLE MAPLE 21.0'  
REMOVE - 24+80 10" MAPLE 21.9'  
REMOVE - 24+80 10" MAPLE 21.9'  
REMOVE - 24+87 16" MAPLE 23.6'  
REMOVE - 24+87 16" MAPLE 23.6'  
REMOVE - 25+09 12" TWIN MAPLE 21.1'  
REMOVE - 25+12 20" TWIN MAPLE 24.8'  
REMOVE - 25+12 20" TWIN MAPLE 24.8'  
REMOVE - 25+32 14" MAPLE 22.9'  
REMOVE - 25+39 16" TWIN MAPLE 21.0'  
REMOVE - 25+40 16" MAPLE 20.8'  
REMOVE - 25+42 12" ELM 20.8'  
REMOVE - 25+63 16" MAPLE 24.6'  
REMOVE - 25+76 14" TWIN MAPLE 24.0'  
REMOVE - 25+80 16" MAPLE 21.9'  
REMOVE - 25+91 12" DEAD TREE 22.0'  
REMOVE - 26+08 15" MAPLE 23.3'

REMOVE - 26+73 12" MAPLE 27.3'  
REMOVE - 26+79 12" ELM 26.6'  
REMOVE - 26+89 8" TREE LINE 17.0'  
REMOVE - 26+93 8" TREE LINE 15.9'  
REMOVE - 27+03 30" ELM 15.9'

REMOVE - 27+31 6" TWIN APPLE 23.3'  
REMOVE - 27+54 20" ELM 18.8'  
REMOVE - 27+70 20" ELM 21.4'  
REMOVE - 27+77 10" ELM 18.1'

REMOVE - 27+95 6" APPLE CLUSTER 14.0'  
REMOVE - 28+02 6" APPLE CLUSTER 15.7'  
REMOVE - 28+17 12" ELM 19.5'  
REMOVE - 28+36 8" APPLE CLUSTER 18.4'

REMOVE - 28+62 10" APPLE 26.1'  
REMOVE - 28+73 12" MAPLE 19.9'  
REMOVE - 28+73 8" MAPLE 21.2'  
REMOVE - 28+77 28" MAPLE 22.5'  
REMOVE - 28+85 10" HACKBERRY 16.6'  
REMOVE - 28+89 8" SE ROOT MAPLE 15.8'  
REMOVE - 29+00 6" MAPLE 11.4'  
REMOVE - 29+00 6" MAPLE 11.4'  
REMOVE - 29+11 11" TREE LINE 36.1'  
REMOVE - 29+20 6" ELM 26.2'  
REMOVE - 29+20 6" ELM 26.2'  
REMOVE - 29+39 6" MAPLE 11.0'  
REMOVE - 29+40 12" TWIN MAPLE 10.8'  
REMOVE - 29+42 14" ELM 22.7'  
REMOVE - 29+44 8" ELM 24.2'  
REMOVE - 29+51 14" ELM 17.7'  
REMOVE - 29+51 14" ELM 17.7'  
REMOVE - 29+52 12" MAPLE 10.6'  
REMOVE - 29+72 18" TWIN MAPLE 31.1'  
REMOVE - 29+80 16" FENCE 36.8'  
REMOVE - 29+80 16" FENCE 36.8'  
REMOVE - 29+87 10" MAPLE 22.5'  
REMOVE - 29+87 10" MAPLE 24.0'  
REMOVE - 29+91 12" FENCE 37.8'  
REMOVE - 29+91 12" FENCE 38.4'  
REMOVE - 29+99 16" CHERRY 20.4'

01-001-014-00  
UNGER FAMILY TRUST  
2531 122ND AVE  
ALLEGAN, MI 49010

PROPERTY OWNER  
WANTS WOOD

PROPERTY OWNER  
WANTS WOOD

01-001-011-00  
UNGER FAMILY TRUST  
2531 122ND AVE  
ALLEGAN, MI 49010

BENCHMARK MARKER IN MAPLE  
ELEV. = 760.02

BENCHMARK MARKER IN MAPLE  
ELEV. = 789.52

FOR CONTINUATION  
STA. 20+00

FOR CONTINUATION  
STA. 30+00

MATCH LINE  
SEE PREVIOUS SHEET

MATCH LINE  
SEE NEXT SHEET

GRADING PERMIT  
(1508' X 50')

CONSTRUCT EARTHEN BERM  
SEE CROSS SECTIONS FOR DIMENSIONS  
(PAID AS STATION GRADING)

01-001-016-02  
JEFFREY & KELLY REYNOLDS  
2281 25TH STREET  
HOPKINS, MI 49328

25+28 DG FIELD 19.5' - REMOVE  
25+44 TOE 1 19.9'

28+41 SIGN ROAD NARROWS 19.1'

28+98 6" STUMP 18.5' - REMOVE

29+26 10" MAPLE 26.0' - REMOVE

29+54 10" ELM 33.0' - REMOVE

29+62 TREE LINE 53.5' - REMOVE

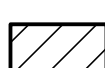

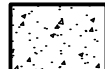
29+75 TREE LINE 38.2' - REMOVE

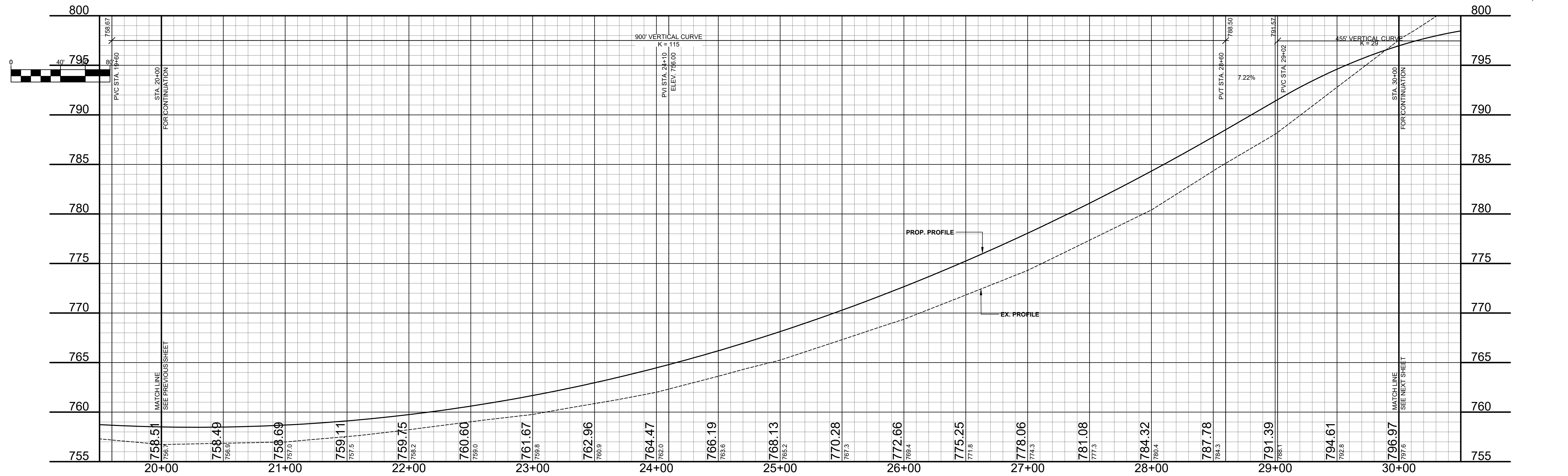
29+83 10" TWIN ELM 4.3' - REMOVE

29+91 12" MAPLE 54.3' - REMOVE

29+98 TREE LINE 24.2' - REMOVE

**LEGEND**

-  REGRADE EXISTING DRIVE AS REQUIRED AND SURFACE WITH APPROACH, CLASS 1/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)



**Board of County Road Commissioners  
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1308 LINCOLN ROAD  
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REVISIONS	
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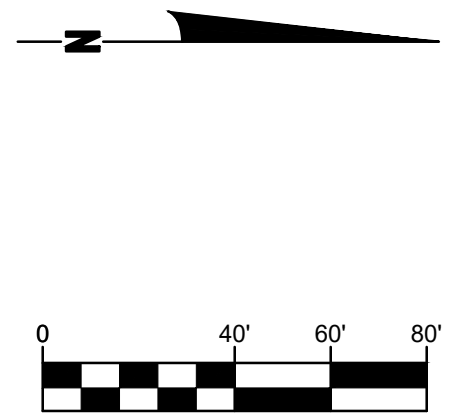
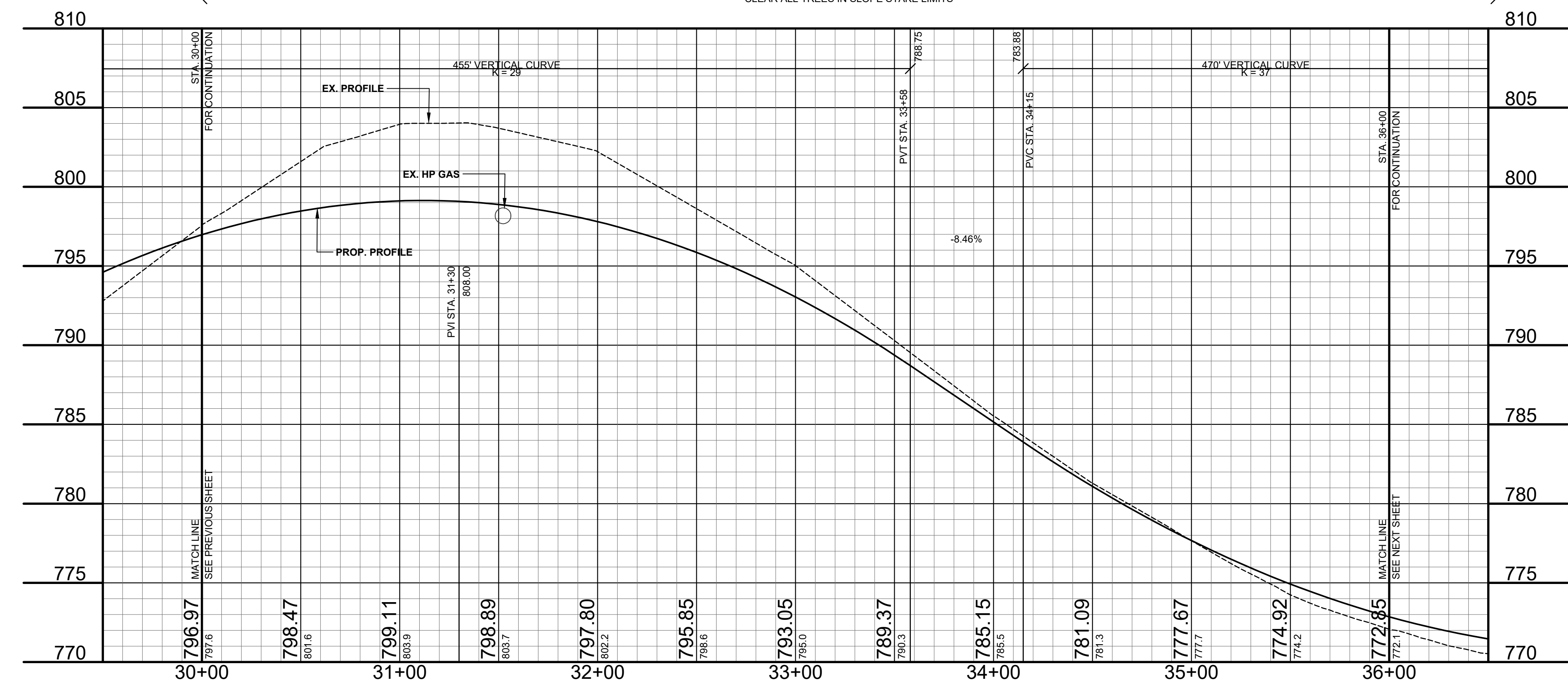
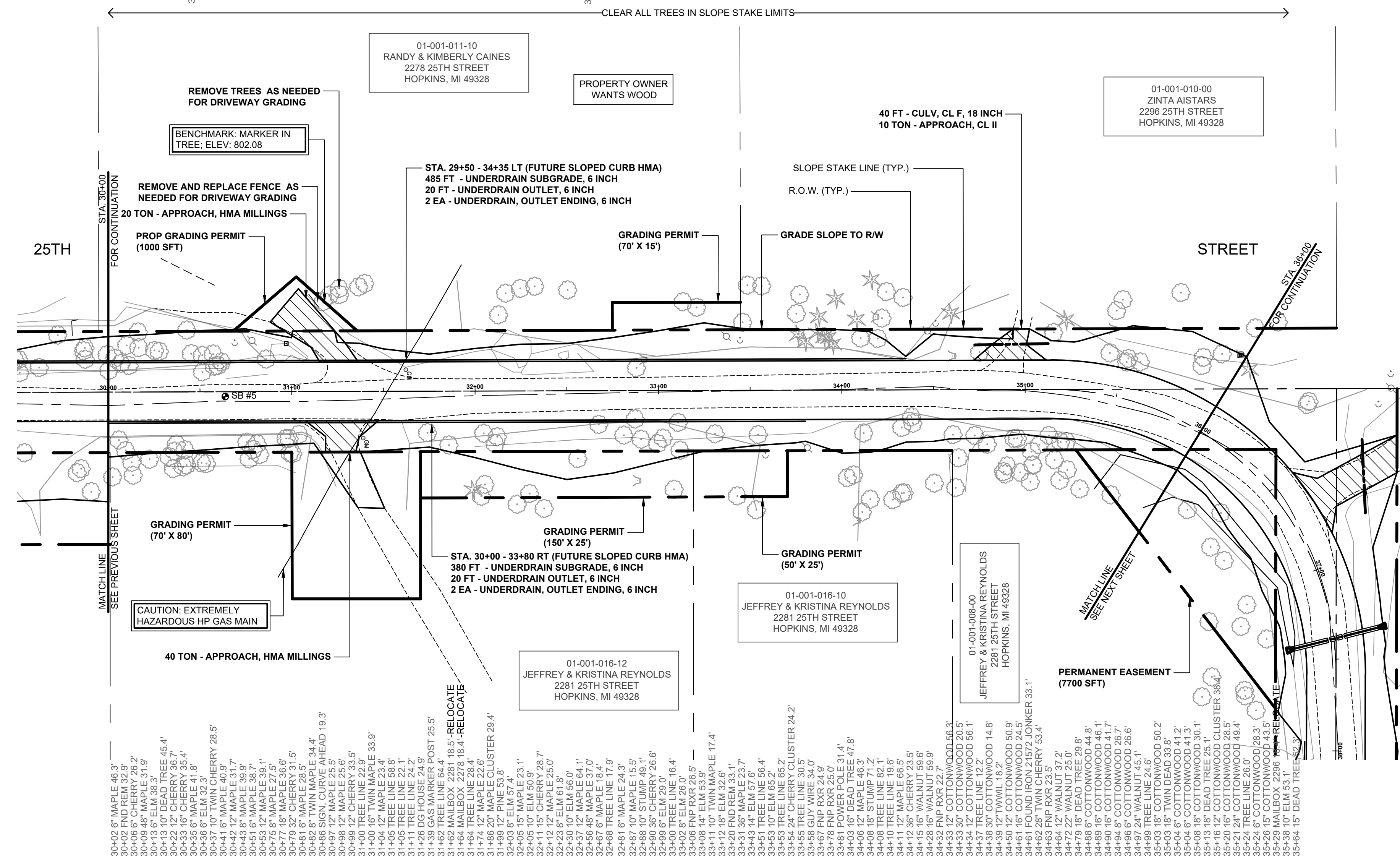
**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE

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

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: MARCH, 2021  
SCALE: 1"= 40'H, 5'V

**SOIL BORINGS**

- SB #5  
 0 - 17" BROWN MEDIUM SAND AND FINE TO COARSE GRAVEL  
 17" - 36" BROWN FINE TO MEDIUM SAND, TR CLAY AND COARSE GRAVEL  
 36" - 60" LIGHT BROWN MEDIUM TO COARSE SAND, TR FINE GRAVEL  
 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.
  - SAW CUT 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)
  - SAW CUT 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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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE

PLAN & PROFILE - STA. 30+00 TO STA. 36+00

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: MARCH, 2021  
 SCALE: 1"= 40'H, 5V





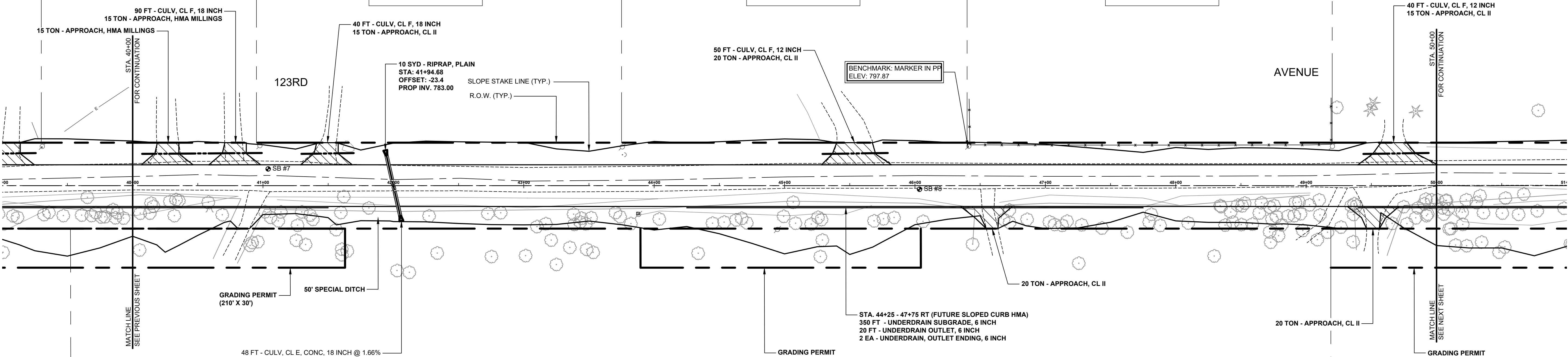
**SOIL BORINGS**

SB #7 0 - 6" BROWN MEDIUM SAND AND FINE TO COARSE GRAVEL  
 6" - 24" DARK BROWN CLAY MEDIUM SAND, FINE TO COARSE GRAVEL  
 24" - 60" BROWN CLAYEY FINE TO MEDIUM SAND AND FINE GRAVEL  
 60" END OF BORING

SB #8 0 - 18" BROWN MEDIUM SAND AND FINE TO COARSE GRAVEL  
 18" - 30" BROWN SILTY FINE SAND  
 30" - 96" BROWN SILTY, CLAYEY FINE TO MEDIUM SAND, SOME GRAVEL  
 96" END OF BORING

40+27 DG BARN 64.7'  
 40+76 DG BARN 70.1'  
 40+95 FND MUSH CIB 33.0'  
 41+03 SIGN CURVE AHEAD 23.9'  
 41+53 DG FIELD 56.9'  
 43+76 POWER POLE 25.7'  
 43+76 GUY WIRE 23.7'  
 45+36 DG HOUSE 66.3'  
 46+41 POST 3/4" WOOD FENCE 32.0'  
 46+41 BM 31.0'  
 46+41 POWER POLE 30.3'  
 46+42 FENCE ELEC 66.5'  
 RELOCATE - 46+42 FENCE 31.3'  
 RELOCATE - 47+03 FENCE 31.1'  
 RELOCATE - 48+02 FENCE 31.1'  
 RELOCATE - 49+02 FENCE 31.3'  
 49+19 FENCE ELEC 59.4'  
 RELOCATE - 49+19 FENCE 49.3'  
 RELOCATE - 49+19 FENCE 31.8'  
 49+20 FNP 8/16" WOOD FENCE 32.7'  
 49+23 15" MAPLE 60.1'  
 49+49 6" PINE 58.3'  
 49+55 FENCE POST 8/16" GATE 45.7'  
 49+88 DG HOUSE 50.5'  
 49+79 FENCE POST 8/16" GATE 45.7'  
 49+81 FNP SIGN 44.4'  
 49+84 6" PINE 57.2'

01-001-003-30 CADE BOLSER 2483 123RD AVENUE HOPKINS, MI 49328  
 01-001-003-10 TODD COLLIER 2489 123RD AVENUE HOPKINS, MI 49328  
 01-001-003-40 AUSTIN JOOSTBERNS 3107 140TH AVENUE DORR, MI 48823  
 01-001-003-50 JAMES POLL 2445 123RD AVENUE HOPKINS, MI 49328  
 01-001-016-11 JEFFREY & KRISTINA REYNOLDS 2281 25TH STREET HOPKINS, MI 49328  
 01-001-016-20 LEE DREYER 2440 123RD AVENUE HOPKINS, MI 49328

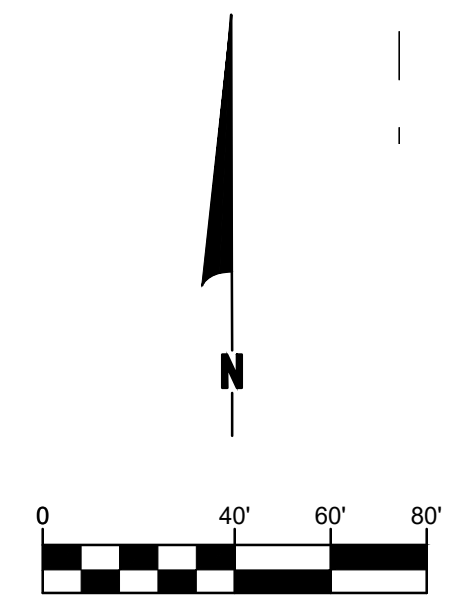


48 FT - CULV, CL E, CONC, 18 INCH @ 1.66%  
 2 EA - CULV END SECT, CONC, 18 INCH  
 STA: 42+05.32, OFFSET: 23.4  
 PROP INV. 784.00  
 (PLACE AT EXISTING ROAD ELEVATION)

STA. 44+25 - 47+75 RT (FUTURE SLOPED CURB HMA)  
 350 FT - UNDERDRAIN SUBGRADE, 6 INCH  
 20 FT - UNDERDRAIN, 6 INCH  
 2 EA - UNDERDRAIN, OUTLET ENDING, 6 INCH

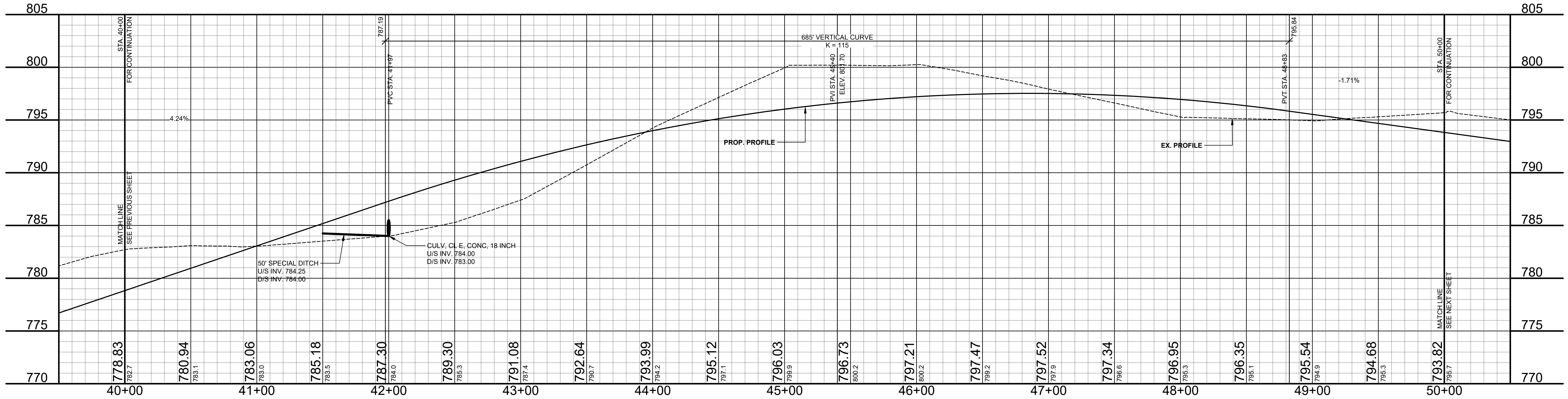
01-001-016-11  
 JEFFREY & KRISTINA REYNOLDS  
 2281 25TH STREET  
 HOPKINS, MI 49328

- 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)



CLEAR ALL TREES IN SLOPE STAKE LIMITS

40+05 14" ELM 49.4'  
 40+06 28" MAPLE 21.2'  
 40+10 MAILBOX 2483 6.3' - RELOCATE  
 40+14 8" TRIPLE MAPLE 19.5'  
 40+16 12" MAPLE 15.9'  
 40+23 6" MAPLE 12.2'  
 40+29 6" MAPLE 10.8'  
 40+33 30" MAPLE 10.8'  
 40+35 15" DEAD TREE 11.6'  
 40+50 18" STUMP 18.4'  
 40+52 52" MAPLE 12.8'  
 40+62 TREE LINE 56.1'  
 40+80 TREE LINE 59.5'  
 40+83 TREE LINE 10.0'  
 40+86 8" MAPLE 43.7'  
 40+92 6" MAPLE 78.4  
 41+01 TREE LINE 16.2' 20.1'  
 41+06 12" MAPLE 24.4'  
 41+12 6" ELM 27.0'  
 41+16 12" MAPLE 24.4'  
 41+22 FNP R/R 22.0'  
 41+26 8" CHERRY 42.0'  
 41+33 18" MAPLE 45.2'  
 41+36 6" MAPLE 22.6'  
 41+38 6" MAPLE 25.6'  
 41+56 22" HACKBERRY 33.8'  
 41+60 8" HACKBERRY 20.7'  
 41+60 8" ELM 48.8'  
 41+62 8" ELM 48.8'  
 41+62 8" TWIN DEAD 8.4'  
 41+65 16" ELM 50.2'  
 41+67 17' 11"  
 42+01 TREE LINE 19.9'  
 42+03 15" CHERRY 65.2'  
 42+12 FNP R/R 24.8' 66.6'  
 42+27 30" WALNUT 23.3'  
 42+32 FNP R/R 25.0'  
 42+33 10" HACKBERRY 28.8'  
 42+33 20" DEAD TREE 28.0'  
 42+34 10" ELM 25.0'  
 42+38 6" MAPLE 29.3'  
 42+42 14" WALNUT 21.4'  
 42+45 14" WALNUT 54.5'  
 42+76 FNP R/R 26.3'  
 42+82 16" WALNUT 20.8'  
 43+01 16" WALNUT 53.8'  
 43+10 14" DEAD CL 31.5'  
 43+17 8" HACKBERRY 29.2'  
 43+21 26" TRIVAL 41.8'  
 43+25 12" WALNUT 60.6'  
 43+36 6" ELM 71.7'  
 43+38 6" ELM 71.7'  
 43+39 10" HACKBERRY 28.8'  
 43+43 20" DEAD TREE 28.0'  
 43+44 12" MAPLE 25.0'  
 43+48 6" MAPLE 29.3'  
 43+48 6" MAPLE 29.3'  
 43+48 6" ELM 48.0' 24.6'  
 43+53 6" MAPLE 51.3'  
 43+53 6" MAPLE 51.3'  
 43+74 10" MAPLE 23.9'  
 43+88 POWER POLE 22.1'  
 43+88 TELE RISER BOX 21.4'  
 44+04 14" ELM 48.0' 24.6'  
 44+04 14" ELM 48.0' 24.6'  
 44+34 10" MAPLE 52.0'  
 44+45 30" MAPLE 28.8'  
 44+54 10" MAPLE 28.0'  
 44+63 18" TWIN DEAD 26.4'  
 44+67 24" MAPLE 25.1'  
 44+71 35" MAPLE 28.6'  
 44+85 POWER POLE 33.7'  
 44+90 25" CHERRY 23.0'  
 45+05 TREE LINE 11.9'  
 45+07 8" DEAD TREE 12.7'  
 45+20 28" MAPLE 29.5'  
 45+20 28" MAPLE 29.5'  
 45+24 24" MAPLE 24.4'  
 45+26 30" MAPLE 28.1'  
 45+29 12" DEAD TREE 41.8'  
 45+69 44" MAPLE 27.1'  
 45+84 12" DEAD TREE 24.5'  
 46+02 TREE LINE 13.5'  
 46+04 12" DEAD TREE 24.5'  
 46+04 12" DEAD TREE 24.5'  
 46+44 TREE LINE 44.8'  
 46+44 12" MAPLE 22.0'  
 46+44 12" MAPLE 22.0'  
 46+66 TREE LINE 25.2'  
 46+66 6" MAPLE 25.2'  
 46+68 18" MAPLE 26.0'  
 46+73 36" MAPLE 28.5'  
 46+78 TREE LINE 57.0'  
 46+78 TREE LINE 57.0'  
 47+03 30" MAPLE 27.9'  
 47+03 TREE LINE 13.5'  
 47+13 18" DEAD TREE 30.5'  
 47+17 24" MAPLE 27.3'  
 47+26 16" WALNUT 159.6'  
 47+30 30" DEAD CL 32.6'  
 47+33 30" DEAD CL 32.6'  
 47+63 8" MAPLE 35.8'  
 47+63 8" MAPLE 35.8'  
 47+81 36" MAPLE 22.0'  
 47+81 36" MAPLE 22.0'  
 47+88 24" TWIN DEAD 30.6'  
 47+89 FNP R/R 24.8' 28.8'  
 48+29 20" WALNUT 54.0'  
 48+34 14" MAPLE 15.4'  
 48+38 30" CHERRY 20.3'  
 48+42 14" MAPLE 20.3'  
 48+44 12" MAPLE 28.1'  
 48+50 14" MAPLE 29.9'  
 48+51 6" MAPLE 15.5'  
 48+51 6" MAPLE 15.5'  
 48+59 8" MAPLE 29.5'  
 48+64 18" MAPLE 21.0'  
 48+65 8" MAPLE 13.2'  
 48+72 6" MAPLE 16.6'  
 48+73 20" WALNUT 45.5'  
 48+75 18" MAPLE 15.5'  
 48+75 18" MAPLE 15.5'  
 48+77 8" MAPLE 23.8'  
 48+79 8" MAPLE 38.5'  
 48+86 8" MAPLE 23.3'  
 48+91 24" TWIN DEAD 23.1'  
 48+95 FNP R/R 26.8'  
 48+95 FNP R/R 26.8'  
 48+95 FNP R/R 26.8'  
 49+03 TREE LINE 7.3'  
 49+03 TREE LINE 7.3'  
 49+10 16" COTTONWOOD 11.0'  
 49+11 20" WALNUT 22.5'  
 49+11 FND BEACON 53.0'  
 49+27 15" MAPLE 31.9'  
 49+34 14" DEAD TREE 15.6'  
 49+36 15" MAPLE 22.2' 40.4.1'  
 49+37 12" COTTONWOOD 13.9'  
 49+39 TREE LINE 18.9'  
 49+39 TREE LINE 18.9'  
 49+39 18" DEAD TREE 15.4'  
 49+55 DG HOUSE 4.7'  
 49+70 MAILBOX 7.4' - RELOCATE  
 49+70 12" HACKBERRY 29.0'  
 49+75 6" MAPLE 16.2'  
 49+75 6" MAPLE 16.2'  
 49+82 FNP R/R 28.7'  
 49+86 52" WALNUT 17.0'  
 49+90 6" COTTONWOOD 14.0'  
 49+93 18" WALNUT 23.1'  
 49+93 18" WALNUT 23.1'  
 49+96 10" COTTONWOOD 11.0'



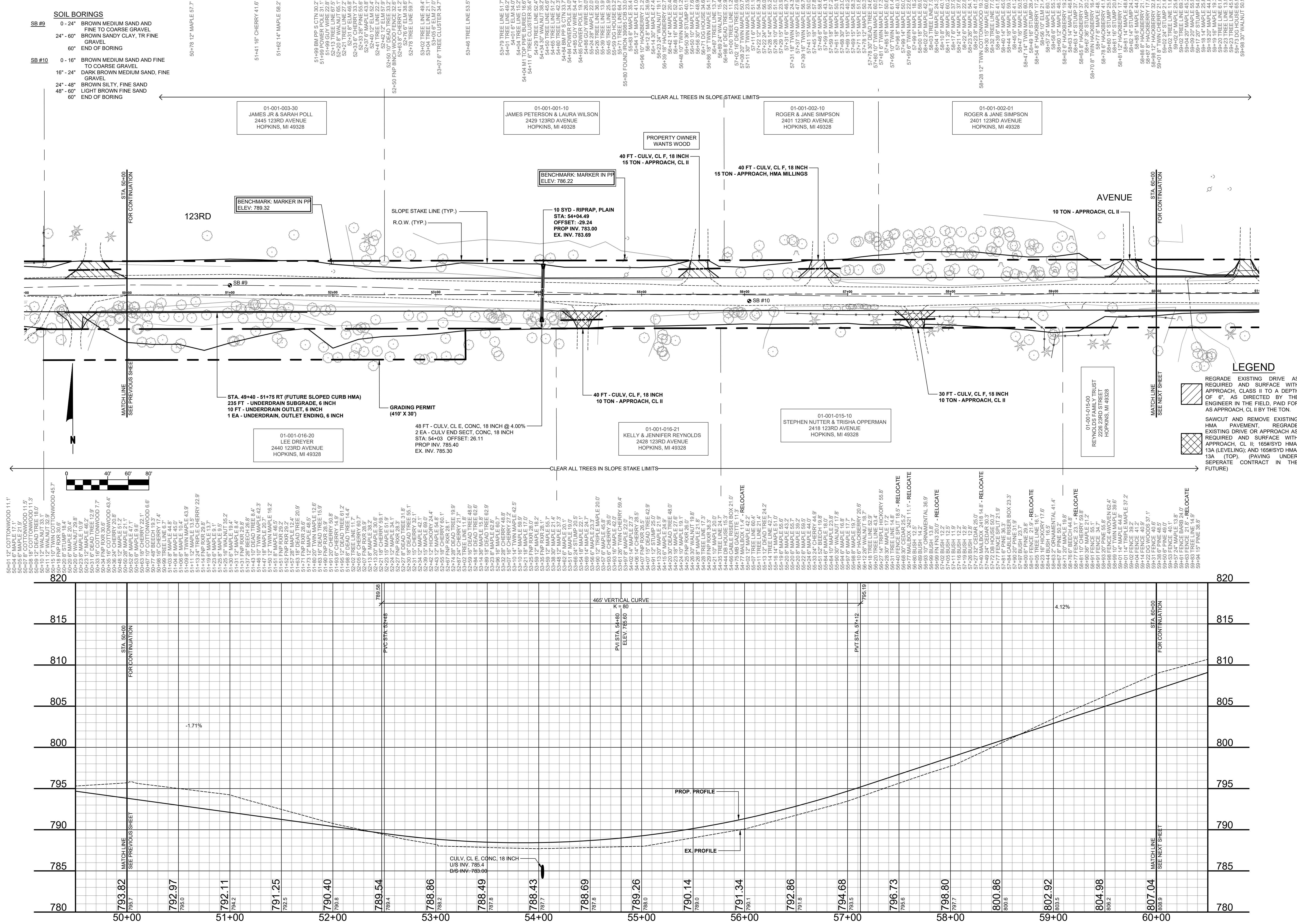
**Board of County Road Commissioners  
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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
 PLAN & PROFILE - STA. 40+00 TO STA. 50+00

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: MARCH, 2021  
 SCALE: 1"= 40'H, 5V



**SOIL BORINGS**

SB #9	0 - 24"	BROWN MEDIUM SAND AND FINE TO COARSE GRAVEL
	24" - 60"	BROWN SANDY CLAY, TR FINE GRAVEL
	60"	END OF BORING
SB #10	0 - 16"	BROWN MEDIUM SAND AND FINE TO COARSE GRAVEL
	16" - 24"	DARK BROWN MEDIUM SAND, FINE GRAVEL
	24" - 48"	BROWN SILTY, FINE SAND
	48" - 60"	LIGHT BROWN FINE SAND
	60"	END OF BORING

- 50+04.6' MAPLE 17.1'
- 50+07.8' COTTONWOOD 11.5'
- 50+08.18' COTTONWOOD 11.3'
- 50+08.12' WALNUT 18.0'
- 50+11.12' WALNUT 32.9'
- 50+15.10' TWIN COTTONWOOD 45.7'
- 50+20.6' MAPLE 20.4'
- 50+25.3' MAPLE 10.9'
- 50+25.3' MAPLE 10.9'
- 50+23.12' MAPLE 46.2'
- 50+31.6' DEAD TREE 12.9'
- 50+34.1' FNP RFR 30.8'
- 50+35.16' COTTONWOOD 43.4'
- 50+38.12' MAPLE 57.8'
- 50+40.35' MAPLE 21.1'
- 50+43.16' CHERRY 22.1'
- 50+47.10' COTTONWOOD 6.6'
- 50+48.15' CHERRY 17.4'
- 50+49.15' MAPLE 44.6'
- 50+51.15' MAPLE 13.7'
- 50+52.15' MAPLE 10.4'
- 50+53.15' MAPLE 43.9'
- 50+54.15' FNP RFR 29.6'
- 50+55.15' MAPLE 13.7'
- 50+56.15' MAPLE 9.9'
- 50+57.15' WALNUT 35.2'
- 50+58.15' MAPLE 8.4'
- 50+59.15' TWIN MAPLE 42.3'
- 50+60.15' MAPLE 16.2'
- 50+61.15' MAPLE 46.5'
- 50+62.15' FNP RFR 29.2'
- 50+63.15' FNP RFR 28.6'
- 50+64.15' FNP RFR 28.6'
- 50+65.15' FNP RFR 28.6'
- 50+66.15' FNP RFR 28.6'
- 50+67.15' FNP RFR 28.6'
- 50+68.15' FNP RFR 28.6'
- 50+69.15' FNP RFR 28.6'
- 50+70.15' FNP RFR 28.6'
- 50+71.15' FNP RFR 28.6'
- 50+72.15' FNP RFR 28.6'
- 50+73.15' FNP RFR 28.6'
- 50+74.15' FNP RFR 28.6'
- 50+75.15' FNP RFR 28.6'
- 50+76.15' FNP RFR 28.6'
- 50+77.15' FNP RFR 28.6'
- 50+78.15' FNP RFR 28.6'
- 50+79.15' FNP RFR 28.6'
- 50+80.15' FNP RFR 28.6'
- 50+81.15' FNP RFR 28.6'
- 50+82.15' FNP RFR 28.6'
- 50+83.15' FNP RFR 28.6'
- 50+84.15' FNP RFR 28.6'
- 50+85.15' FNP RFR 28.6'
- 50+86.15' FNP RFR 28.6'
- 50+87.15' FNP RFR 28.6'
- 50+88.15' FNP RFR 28.6'
- 50+89.15' FNP RFR 28.6'
- 50+90.15' FNP RFR 28.6'
- 50+91.15' FNP RFR 28.6'
- 50+92.15' FNP RFR 28.6'
- 50+93.15' FNP RFR 28.6'
- 50+94.15' FNP RFR 28.6'
- 50+95.15' FNP RFR 28.6'
- 50+96.15' FNP RFR 28.6'
- 50+97.15' FNP RFR 28.6'
- 50+98.15' FNP RFR 28.6'
- 50+99.15' FNP RFR 28.6'
- 50+100.15' FNP RFR 28.6'

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REVISIONS

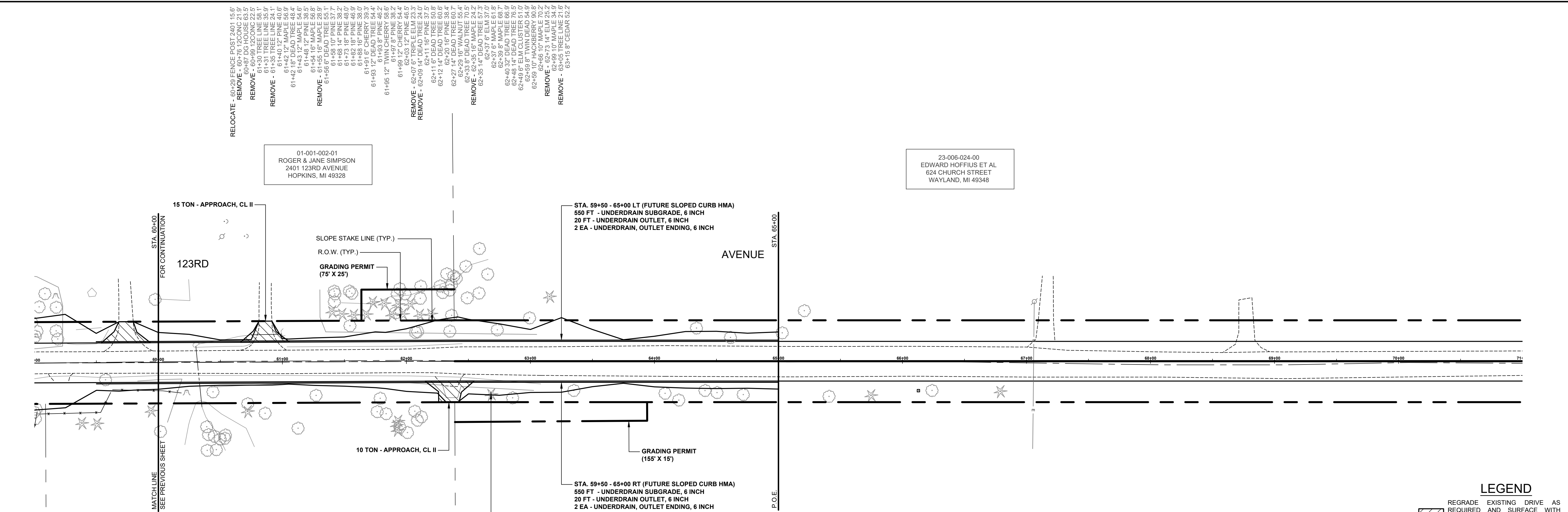
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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE

PLAN & PROFILE - STA. 50+00 TO STA. 60+00

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: MARCH, 2021  
 SCALE: 1"= 40'H, 5'V





- ### 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 BY THE TON.
  - 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)

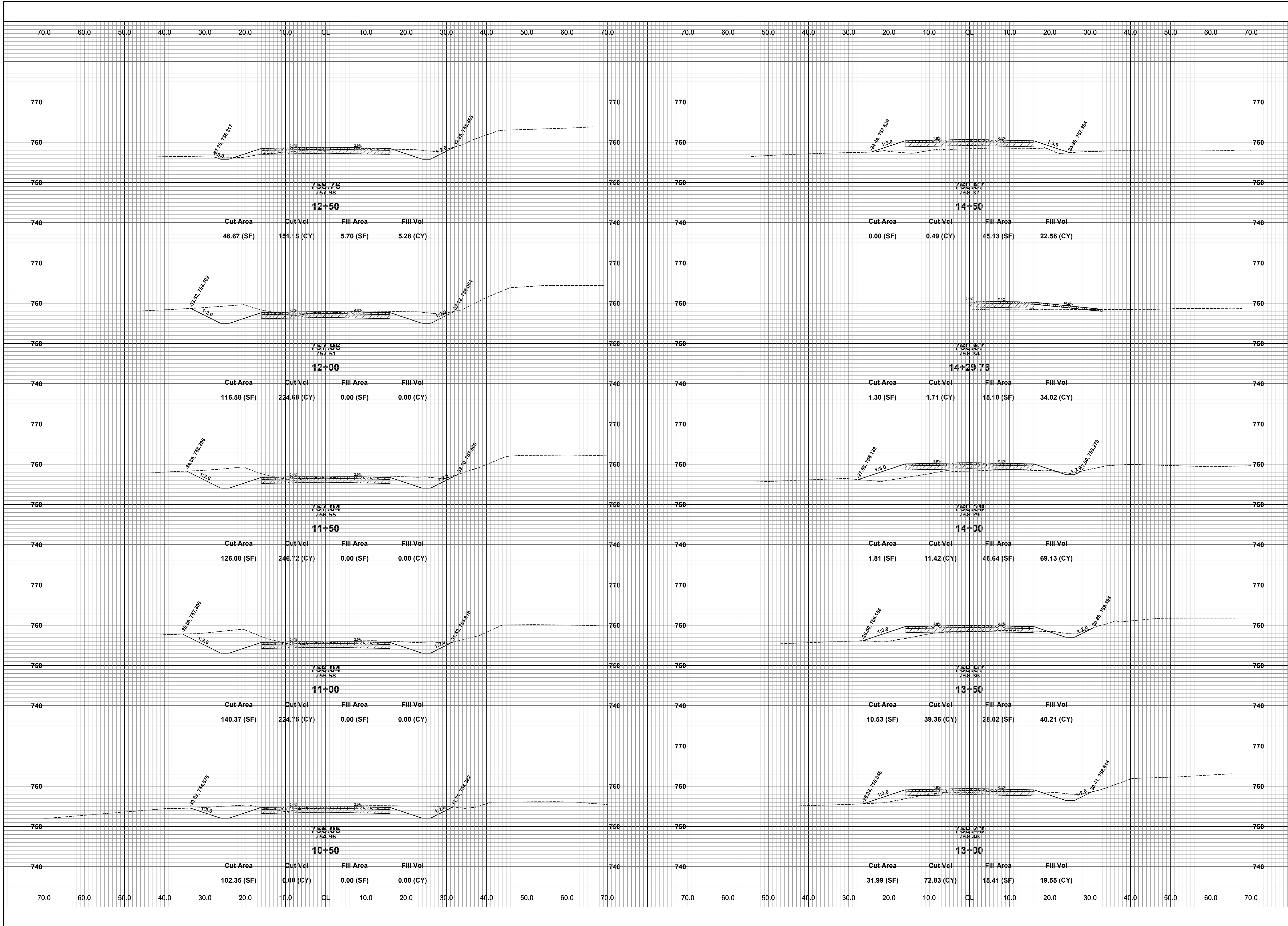
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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE

PLAN & PROFILE - STA. 60+00 TO P.O.E

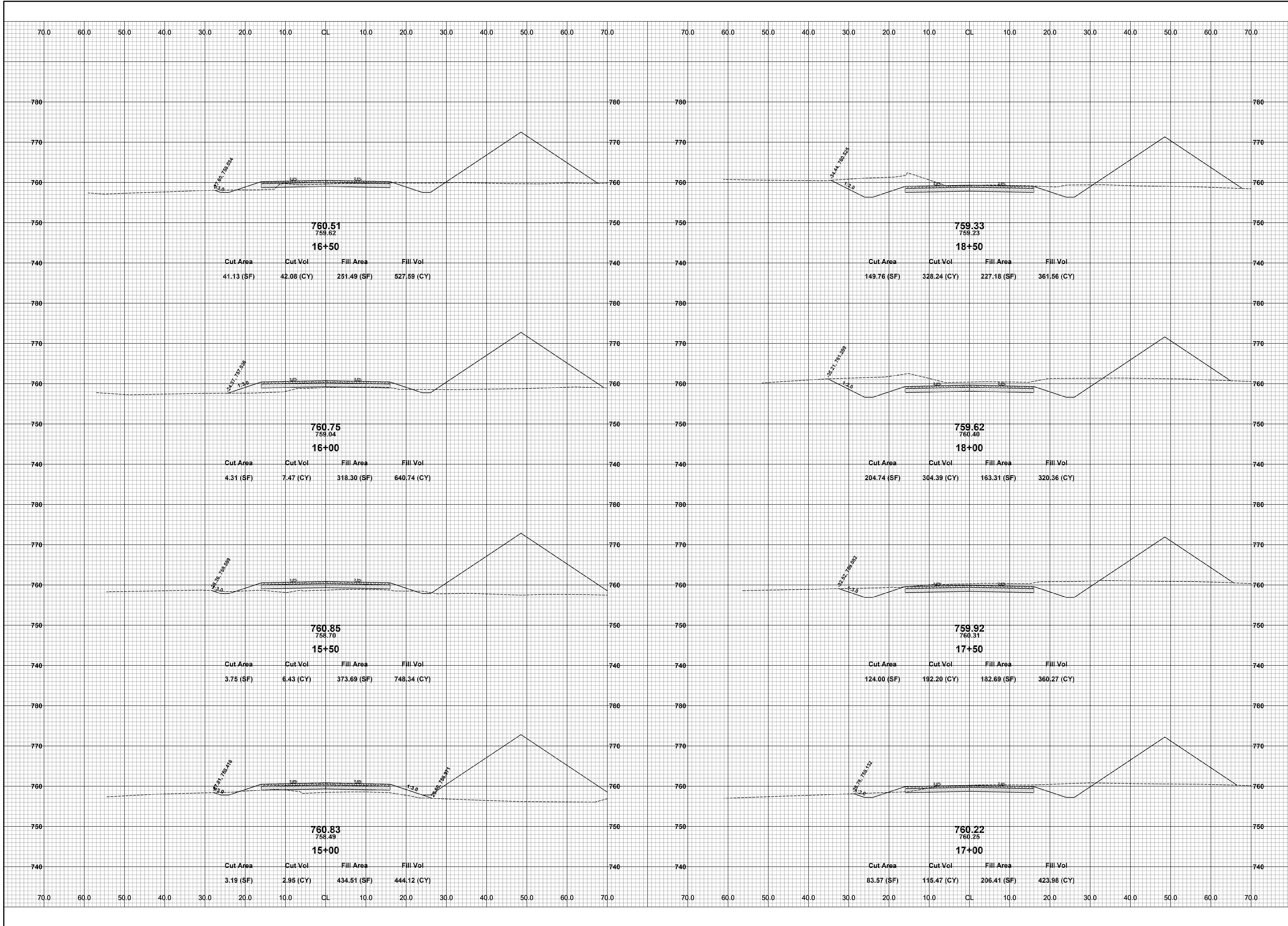
DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: MARCH, 2021  
SCALE: 1"= 40'H, 5V



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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
CROSS SECTIONS - STA. 10+50 TO STA. 14+50

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: MARCH, 2021  
SCALE: 1"= 10'

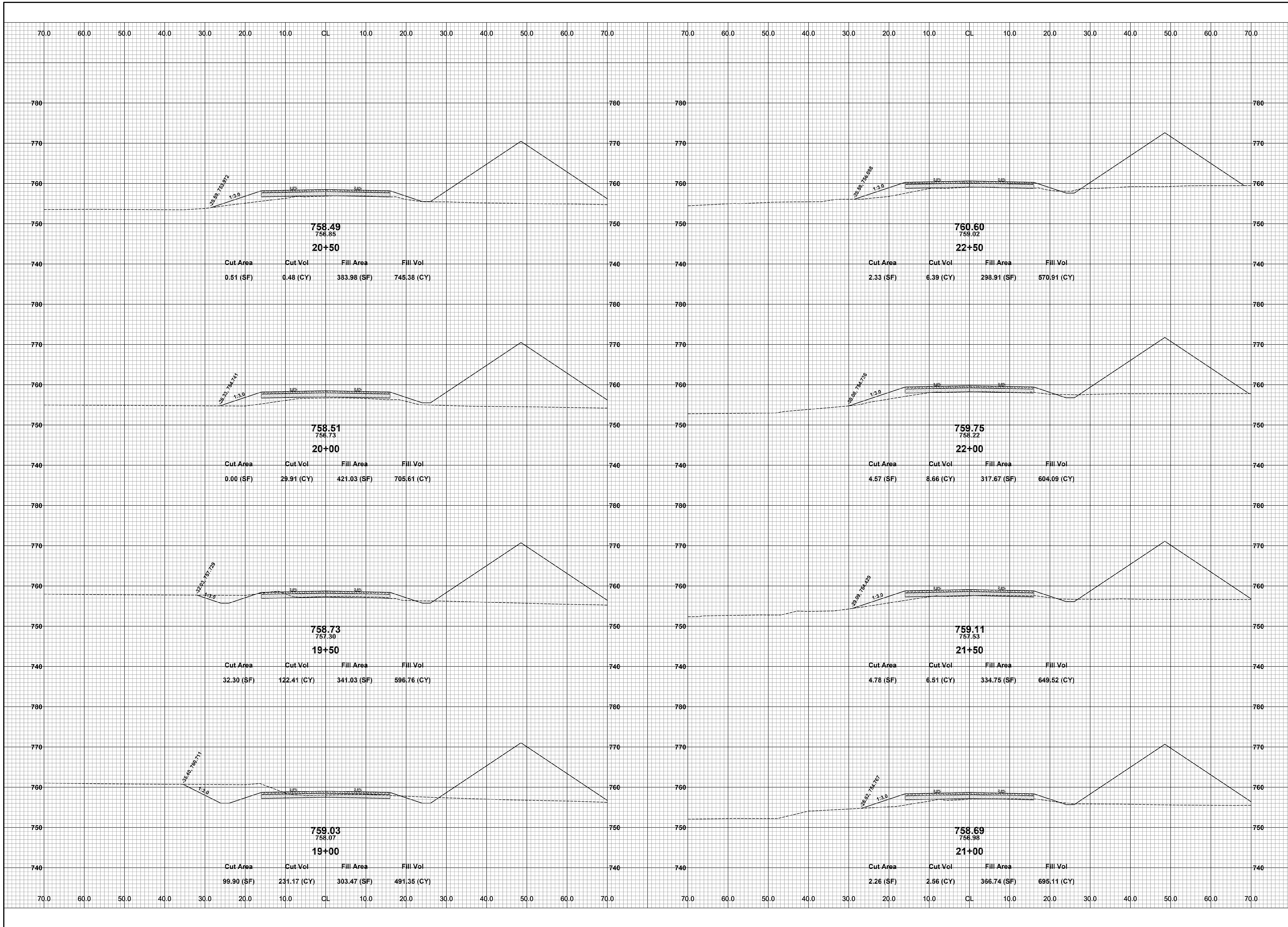


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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
 CROSS SECTIONS - STA. 15+00 TO STA. 18+50

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: MARCH, 2021  
 SCALE: 1"= 10'



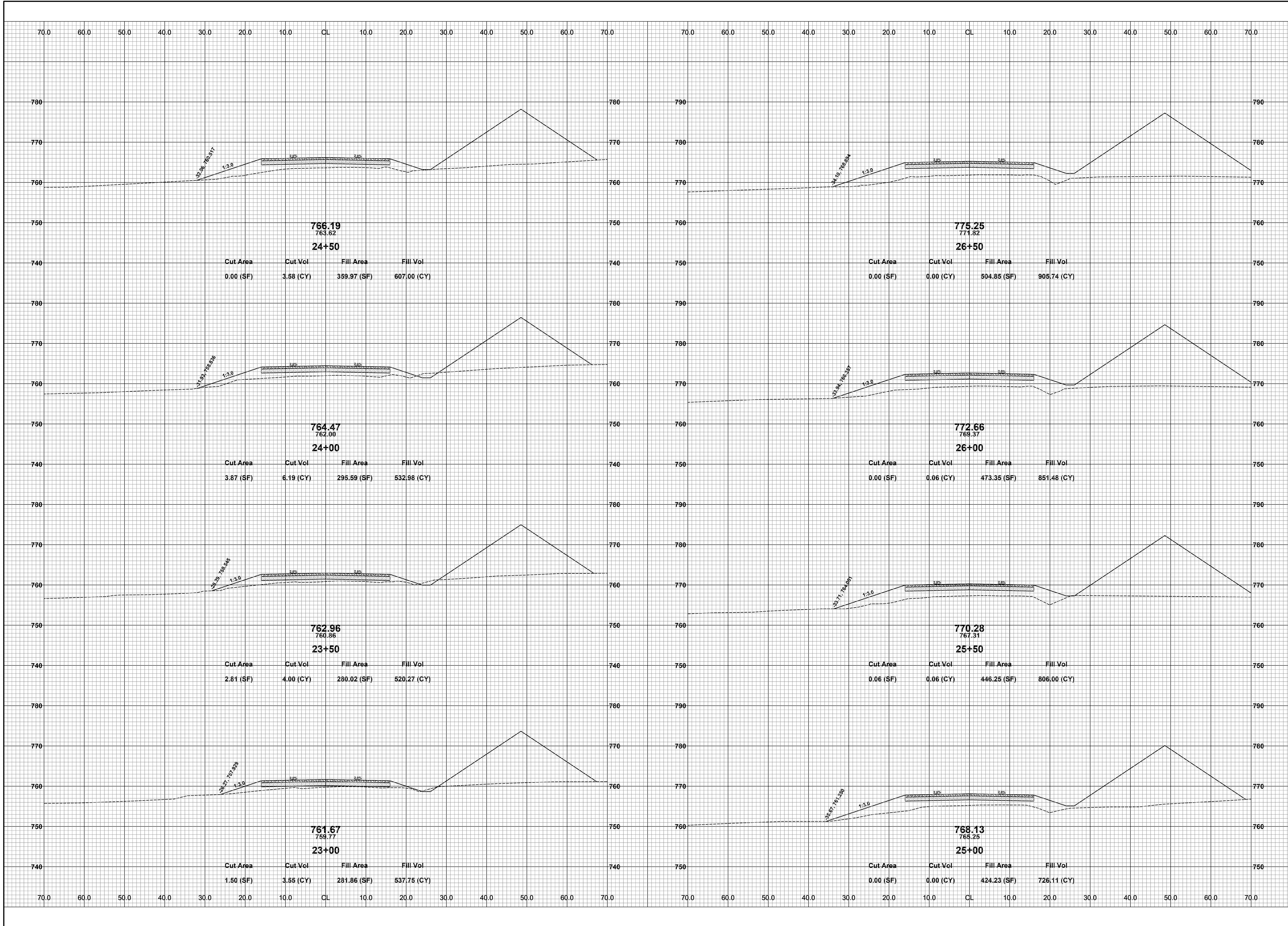


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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
CROSS SECTIONS - STA. 19+00 TO STA. 22+50

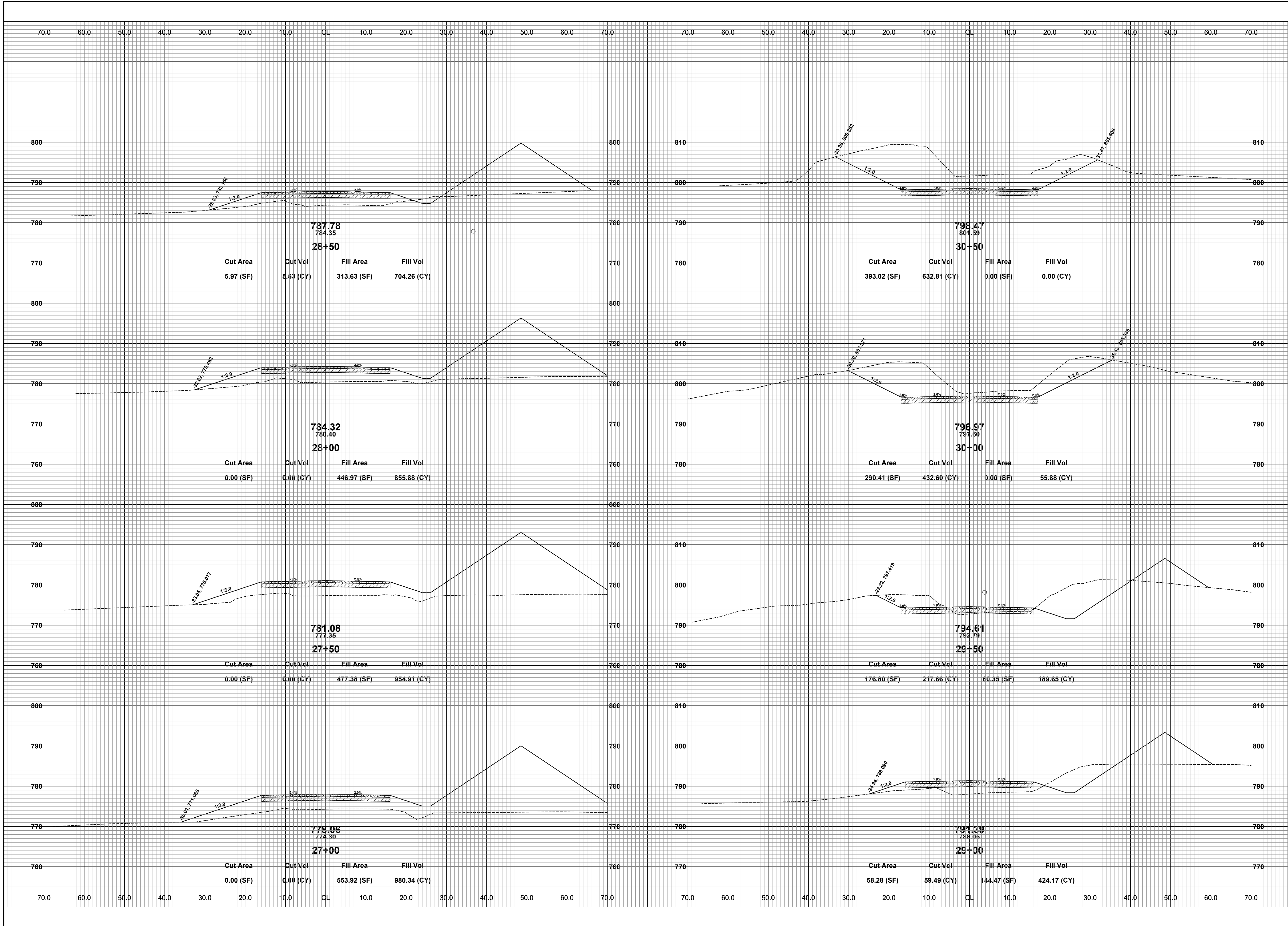
DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: MARCH, 2021  
SCALE: 1" = 10'



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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
 CROSS SECTIONS - STA. 23+00 TO STA. 26+50

DRAWN BY: RPB  
 REVIEWED BY: JSE  
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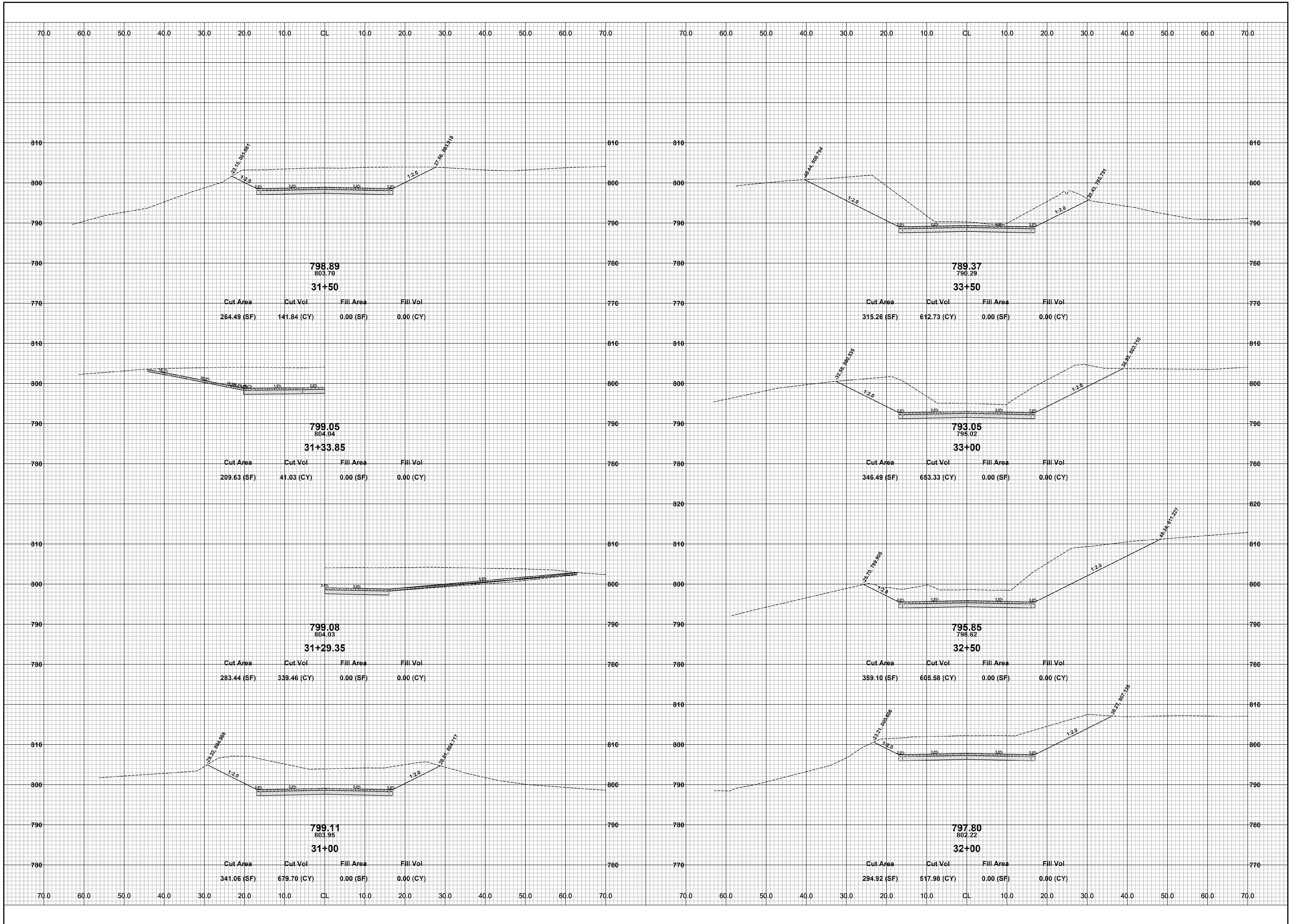
**Board of County Road Commissioners  
Of Allegan County**  
 1308 LINCOLN ROAD  
 ALLEGAN, MICHIGAN 49010-9762  
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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
 CROSS SECTIONS - STA. 27+00 TO STA. 30+50

DRAWN BY: RPB  
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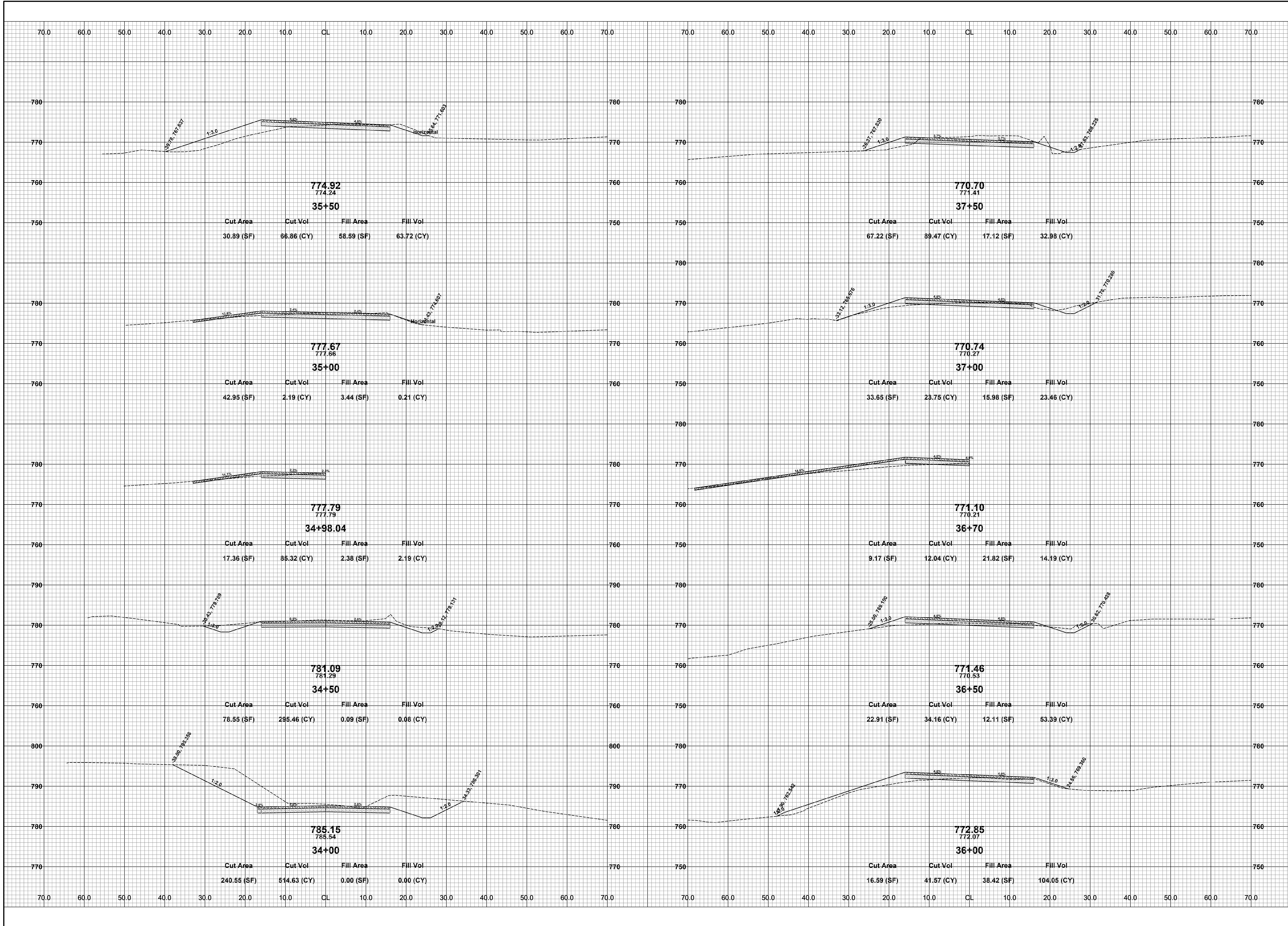




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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
CROSS SECTIONS - STA. 31+00 TO STA. 33+50

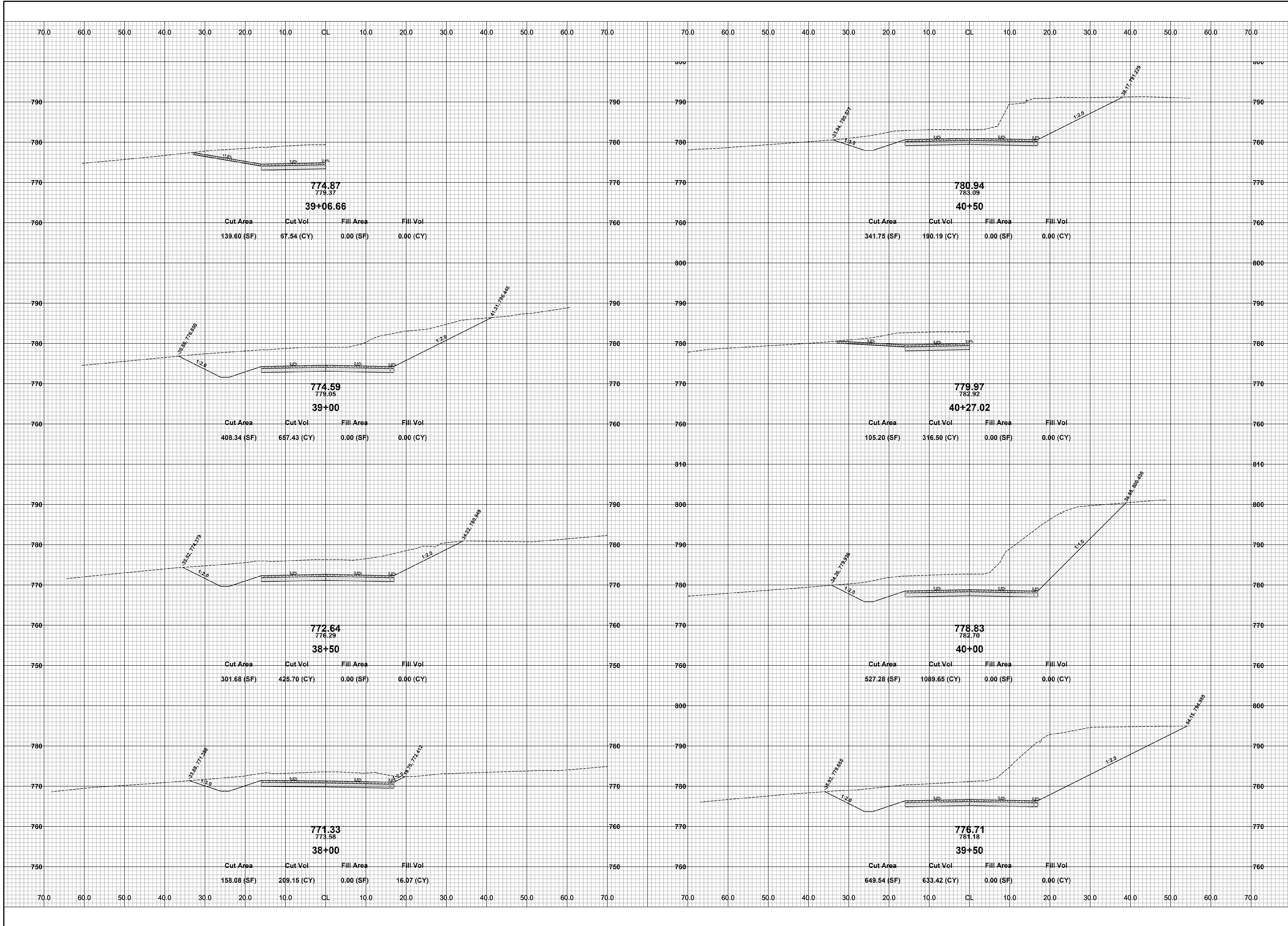
DRAWN BY: RPB  
REVIEWED BY: JSE  
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SCALE: 1"= 10'



REVISIONS	
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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
 CROSS SECTIONS - STA. 34+00 TO STA. 37+50

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: MARCH, 2021  
 SCALE: 1"= 10'

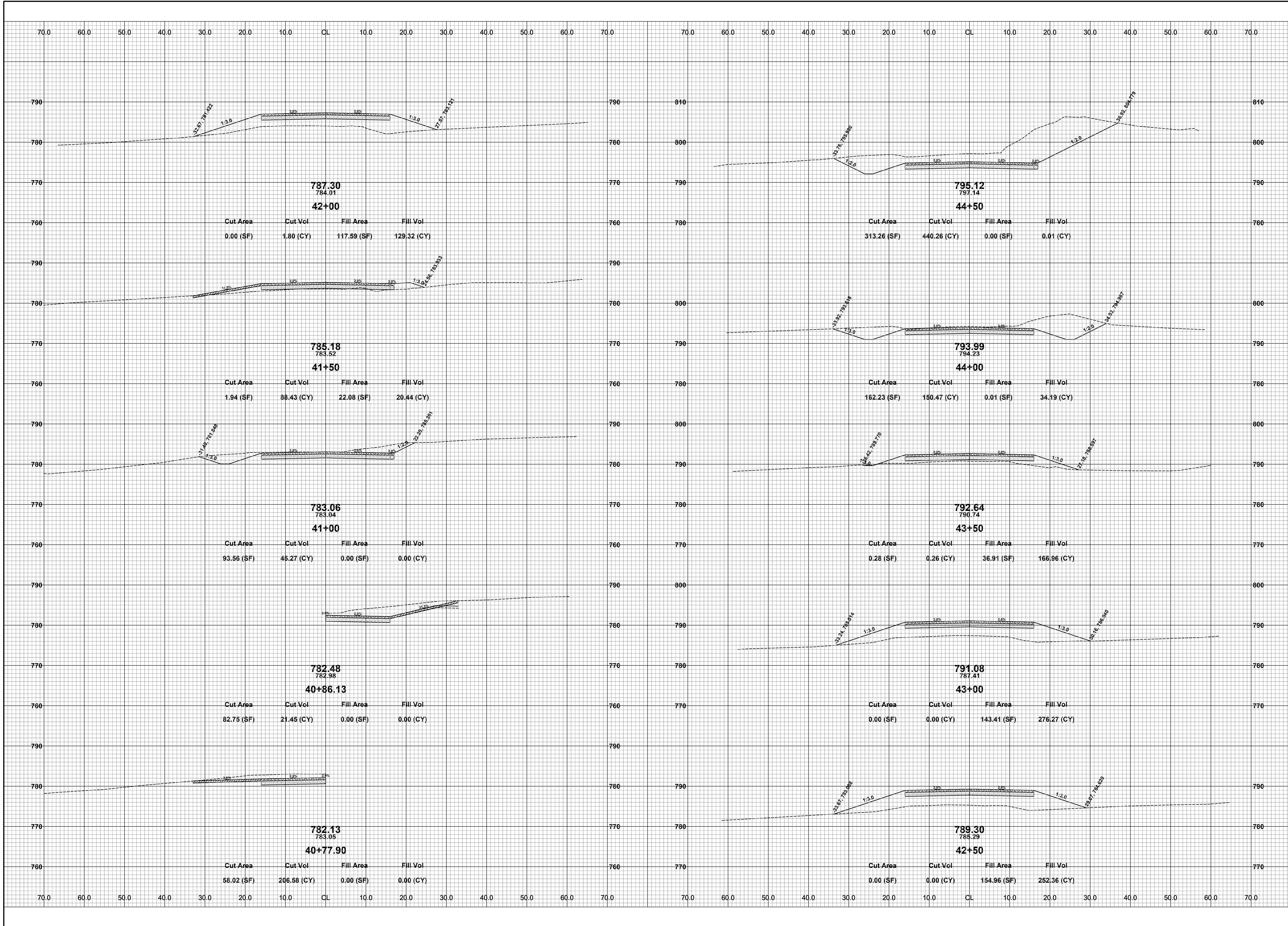


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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
 CROSS SECTIONS - STA. 38+00 TO STA. 40+50

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: MARCH, 2021  
 SCALE: 1" = 10'



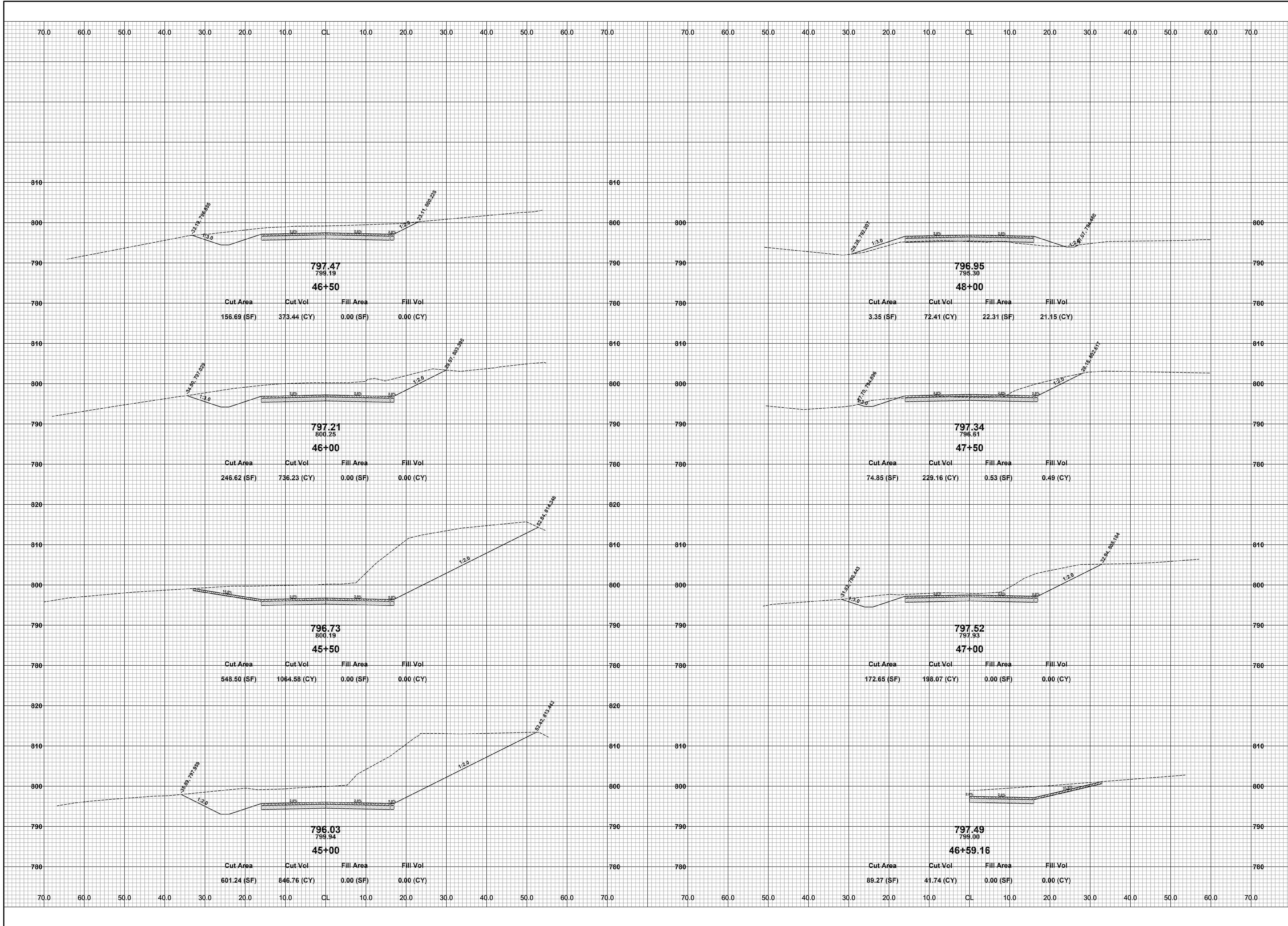


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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
CROSS SECTIONS - STA. 40+77.90 TO STA. 44+50

DRAWN BY: RPB  
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SCALE: 1"= 10'

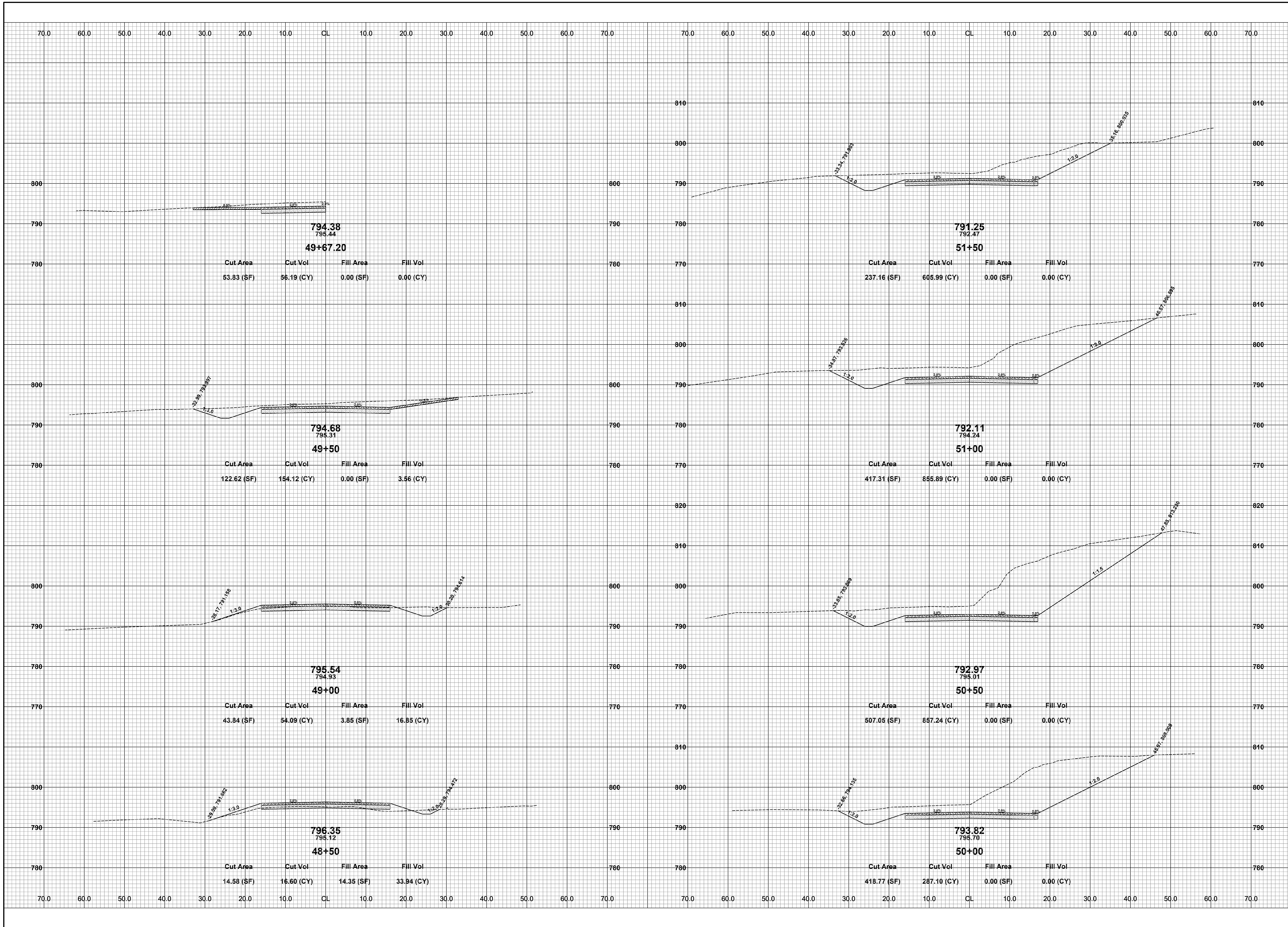


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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
 CROSS SECTIONS - STA. 45+00 TO STA. 48+50

DRAWN BY: RPB  
 REVIEWED BY: JSE  
 DATE: MARCH, 2021  
 SCALE: 1"= 10'



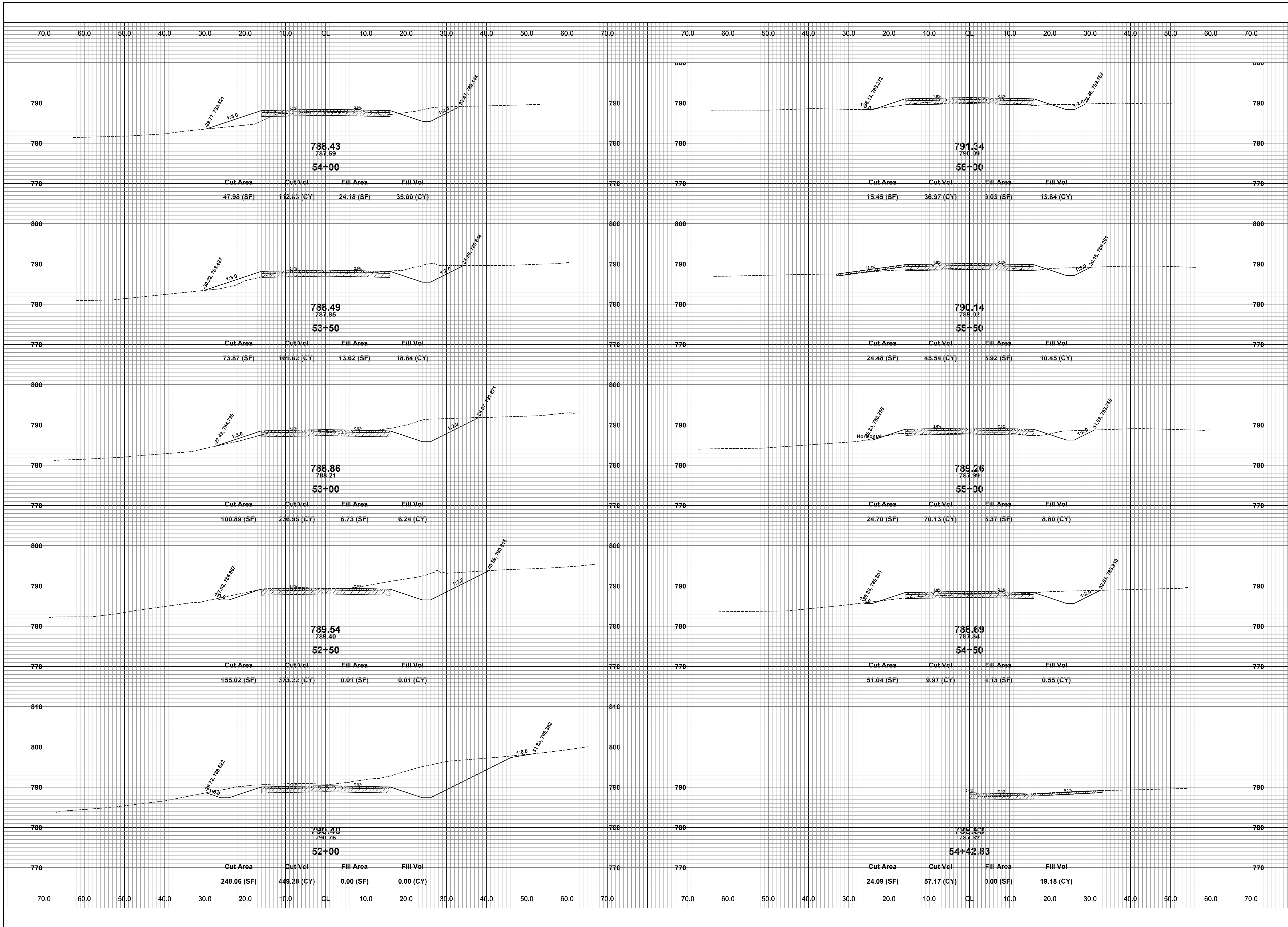
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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
CROSS SECTIONS - STA. 48+50 TO STA. 51+50

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: MARCH, 2021  
SCALE: 1" = 10'



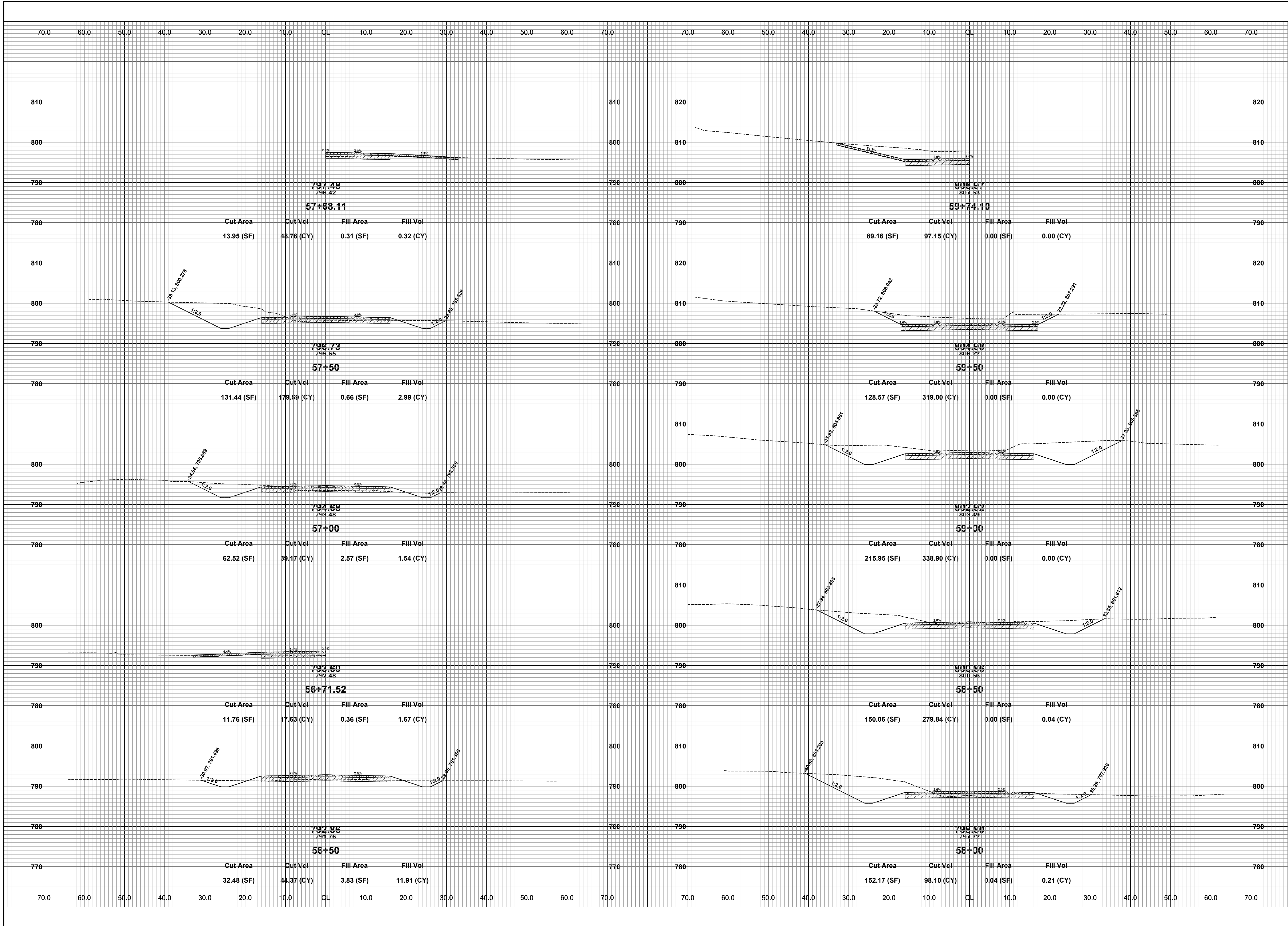


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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
CROSS SECTIONS - STA. 52+00 TO STA. 56+00

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: MARCH, 2021  
SCALE: 1"= 10'

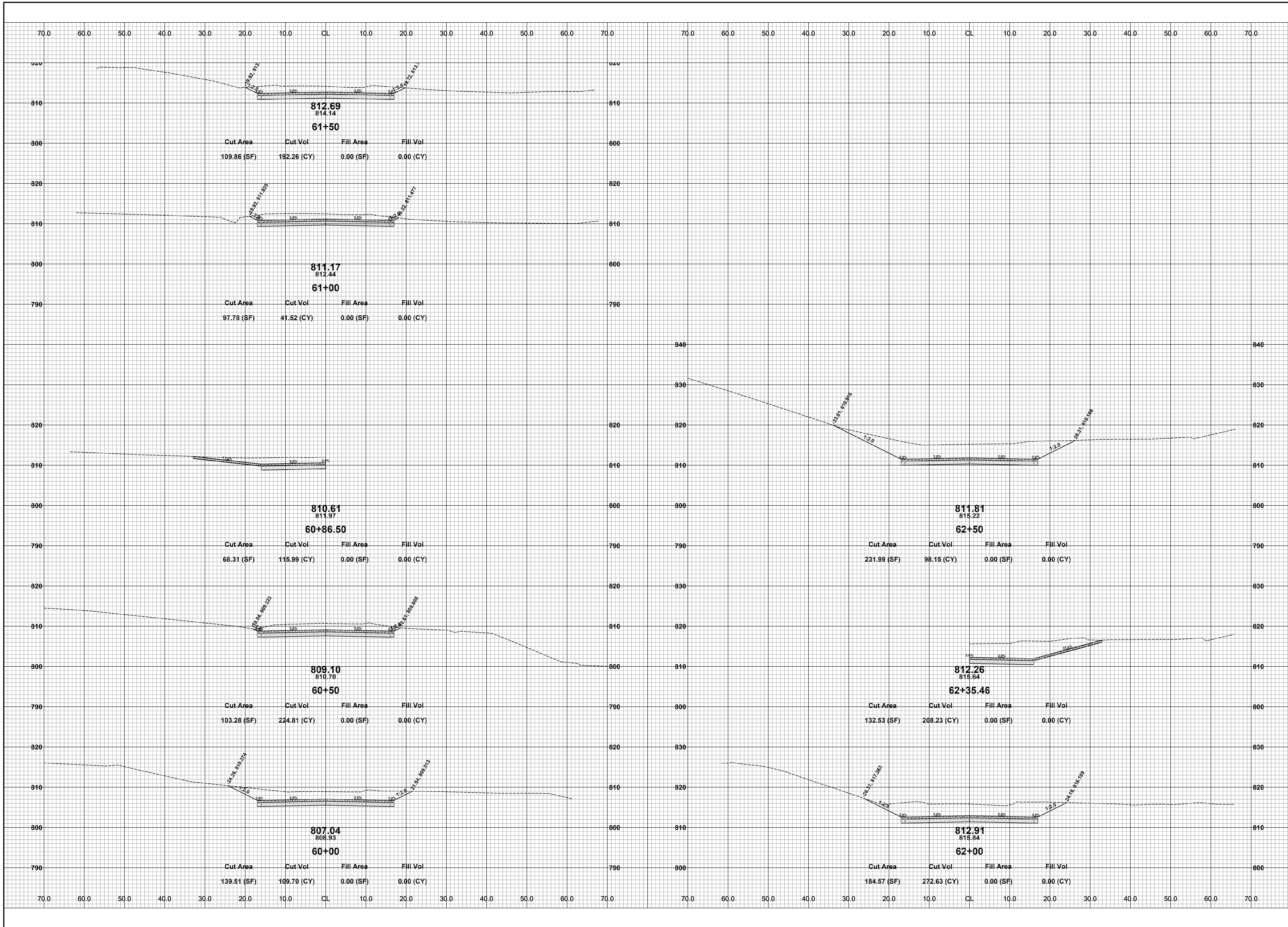


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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
CROSS SECTIONS - STA. 56+50 TO STA. 59+74.10

DRAWN BY: RPB  
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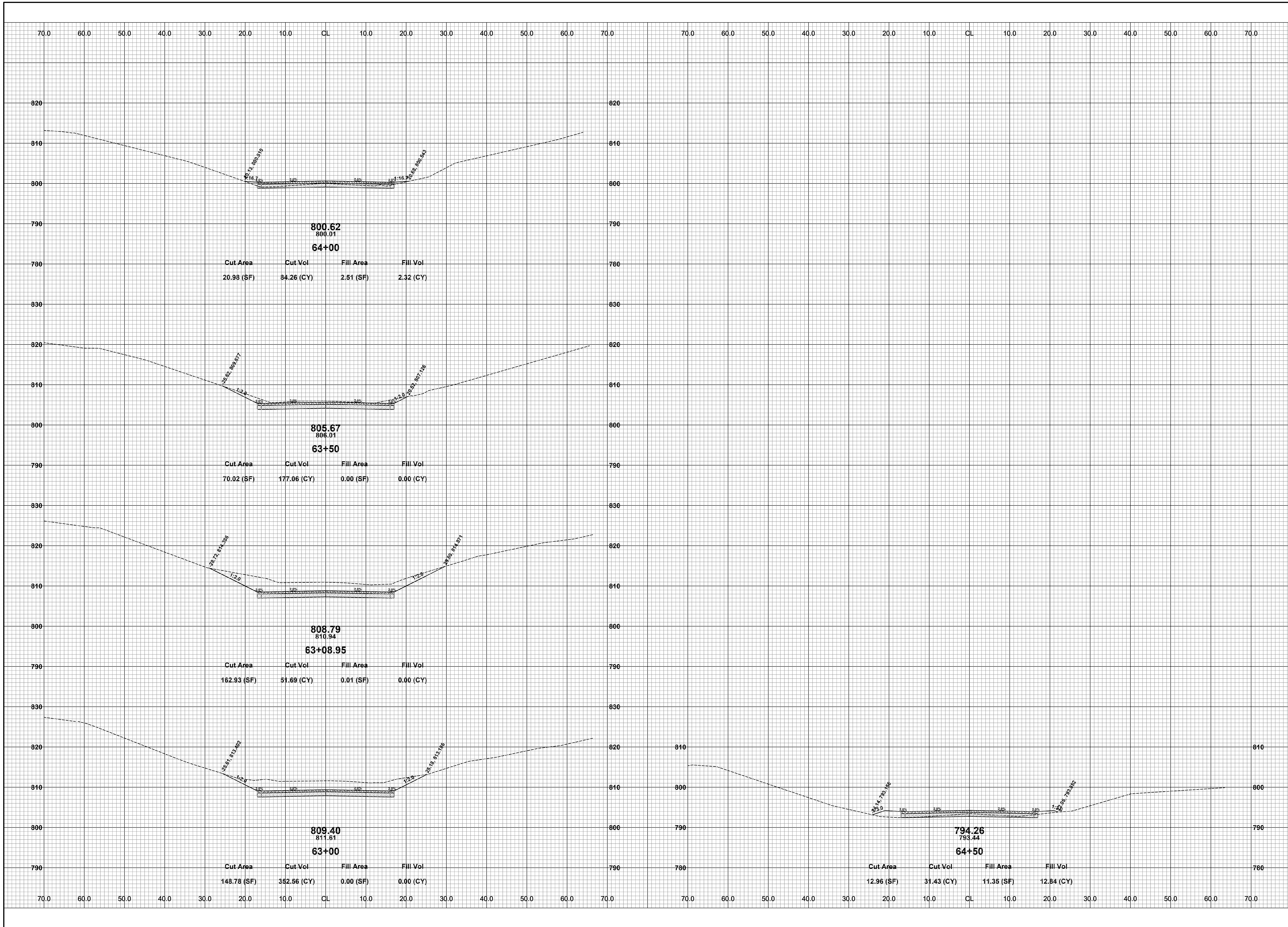
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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
 ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
 CROSS SECTIONS - STA. 60+00 TO STA. 62+50

DRAWN BY: RPB  
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 SCALE: 1"= 10'





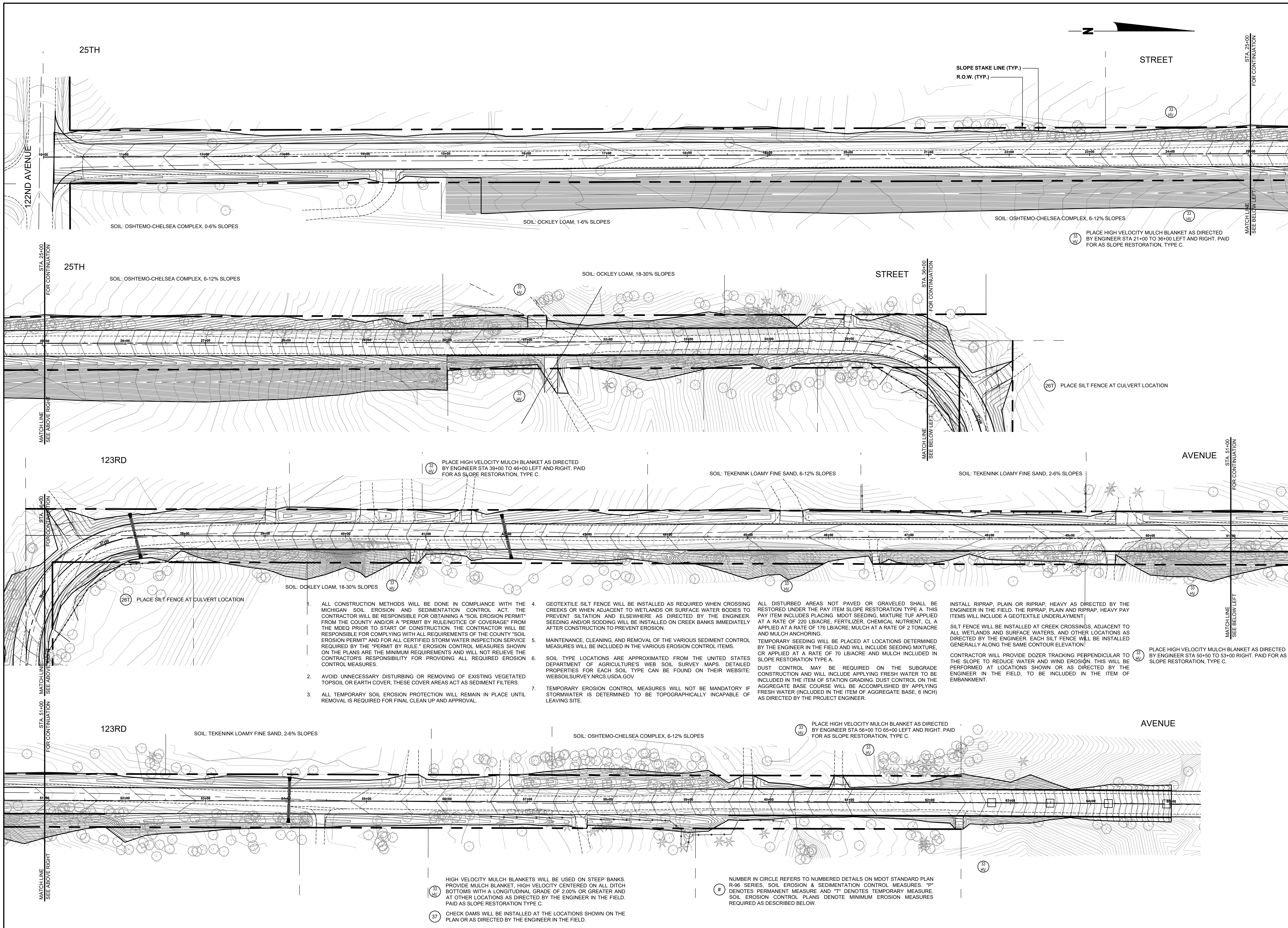
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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
CROSS SECTIONS - STA. 63+00 TO STA. 64+50

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: MARCH, 2021  
SCALE: 1" = 10'





STREET

SLOPE STAKE LINE (TYP.)  
R.O.W. (TYP.)

STA. 25+00  
FOR CONTINUATION  
MATCHLINE  
SEE BELOW LEFT

SOIL: OSHTEMO-CHELSEA COMPLEX, 0-6% SLOPES

SOIL: OCKLEY LOAM, 1-6% SLOPES

SOIL: OSHTEMO-CHELSEA COMPLEX, 6-12% SLOPES

35 HV PLACE HIGH VELOCITY MULCH BLANKET AS DIRECTED BY ENGINEER STA 21+00 TO 36+00 LEFT AND RIGHT. PAID FOR AS SLOPE RESTORATION, TYPE C.

25TH

SOIL: OSHTEMO-CHELSEA COMPLEX, 6-12% SLOPES

SOIL: OCKLEY LOAM, 18-30% SLOPES

STREET

STA. 36+00  
FOR CONTINUATION  
MATCHLINE  
SEE BELOW LEFT

26T PLACE SILT FENCE AT CULVERT LOCATION

123RD

35 HV PLACE HIGH VELOCITY MULCH BLANKET AS DIRECTED BY ENGINEER STA 39+00 TO 46+00 LEFT AND RIGHT. PAID FOR AS SLOPE RESTORATION, TYPE C.

SOIL: TEKENINK LOAMY FINE SAND, 6-12% SLOPES

SOIL: TEKENINK LOAMY FINE SAND, 2-6% SLOPES

AVENUE

STA. 51+00  
FOR CONTINUATION  
MATCHLINE  
SEE BELOW LEFT

26T PLACE SILT FENCE AT CULVERT LOCATION

SOIL: OCKLEY LOAM, 18-30% SLOPES

- 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: [WEB.SOILSURVEY.NRCS.USDA.GOV](http://WEB.SOILSURVEY.NRCS.USDA.GOV)
- TEMPORARY EROSION CONTROL MEASURES WILL NOT BE MANDATORY IF STORMWATER IS DETERMINED TO BE TOPOGRAPHICALLY INCAPABLE OF LEAVING SITE.

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 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, CR 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.

35 HV PLACE HIGH VELOCITY MULCH BLANKET AS DIRECTED BY ENGINEER STA 50+50 TO 53+00 RIGHT. PAID FOR AS SLOPE RESTORATION, TYPE C.

123RD

SOIL: TEKENINK LOAMY FINE SAND, 2-6% SLOPES

SOIL: OSHTEMO-CHELSEA COMPLEX, 6-12% SLOPES

AVENUE

35 HV PLACE HIGH VELOCITY MULCH BLANKET AS DIRECTED BY ENGINEER STA 56+00 TO 65+00 LEFT AND RIGHT. PAID FOR AS SLOPE RESTORATION, TYPE C.

35 HV 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.

37 CHECK DAMS WILL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

35 HV 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.

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**25TH ST & 123RD AVE RECONSTRUCTION PROJECT**  
ALLEGAN TOWNSHIP - 122ND AVENUE TO TOWNSHIP LINE  
**SOIL EROSION & SEDIMENTATION CONTROL PLAN**

DRAWN BY: RPB  
REVIEWED BY: JSE  
DATE: MARCH, 2021  
SCALE: 1" = 50'