AGREEMENT BETWEEN HURON CONTRACTING AND THE DOWNTOWN DEVELOPMENT AUTHORITY OF THE CITY OF ANN ARBOR REGARDING RESPONSIBILITIES AND COST ALLOCATION FOR THE CATHERINE MILLER PROJECT

This Agreement ("Agreement") is made and entered into this 21st date of October, 2022, by and between Huron Contracting, with its principal offices at 212 Miller, Ann Arbor, and the Downtown Development Authority of the City of Ann Arbor, a public corporation organized and existing pursuant to the authority of Act 197, Public Acts of Michigan, 1975, MCL 125.1651 et seq. with its principal offices at 150 South Fifth Avenue, Suite 301, Ann Arbor, Michigan 48104 ("DDA"), for the purpose of fixing the rights and obligations of the parties relative to the Catherine Miller Project (the "Project"). Relevant details and the scope of the Project are set forth in Exhibit A.

Whereas, The DDA has begun construction of the Catherine and Miller Project, with expected completion by winter 2022. The project scope includes utility improvements on Catherine Street between Main Street and 4th Ave and a two-way separated bikeway extending along Miller/Catherine Street, from the Miller and First Street intersection to the Catherine and Division Street intersection;

Whereas, Huron Contracting has submitted a site plan for 212 Miller Street, and will be required by the City of Ann Arbor to upgrade utilities and restore the roadway within the DDA’s Catherine and Miller project area;

Whereas, Huron Contracting and the DDA have expressed interest in working cooperatively on the Catherine and Miller Bikeway Project to reduce community disruption and construction resources;

Whereas, Huron Contracting and the DDA have agreed that the DDA shall construct the full extent of the Catherine and Miller Project, except for the area that will be disturbed by the construction of the 212 Miller Street development (the 212 Project Area shown in Exhibit A);

Whereas, Huron Contracting is responsible for constructing a portion of the project;

Whereas, Huron Contracting and the DDA have reached an understanding with each other regarding their respective responsibilities for Project Construction, and desire to enter into this Agreement to memorialize that understanding.

Therefore, in consideration of the premises and of the mutual undertakings of the parties and in conformity with applicable law, Huron Contracting and the DDA agree:

1. Huron Contracting is responsible for the completion of the Catherine and Miller Bikeway Project between the western edge of the First and Miller intersection (station 2+60) to the eastern edge of the 212 Miller disturbance area (station 4+68) (the 212 Project Area) in accordance with the terms of this agreement and in strict conformity with the DDA’s plans and specifications provided in Exhibit A.
2. Huron Contracting shall include the DDA’s Catherine and Miller Project plan (version 2022-0826 Bulletin 01) in their 212 Miller civil plan submittal to the City of Ann Arbor.

3. The DDA will construct the Catherine and Miller Bikeway Project, except for the 212 Project Area. Within the 212 Project Area, the DDA will install a temporary concrete patch over excavated areas, temporary pavement markings, and temporary bikeway delineators in the 212 Project Area.

4. Huron Contracting shall construct the 212 Project Area prior to June 1, 2024. If Huron Contracting doesn’t complete the project by June 1, 2024, the DDA may complete the bikeway at Huron Contracting’s expense, for which Huron Contracting agrees to pay $61,250 (see Exhibit B). At any time that a 212 Miller contractor is working in the Miller Avenue ROW and disturbs the temporary bikeway, they shall restore the temporary bikeway upon completion of work consistent with any relevant City standard specifications or directive.

5. Huron Contracting shall indemnify, defend and hold the DDA, its officers, employees and agents harmless from all suits, claims, judgments and expenses including attorney’s fees resulting or alleged to result from any negligent, grossly negligent, reckless and/or intentional wrongful or tortious acts or omissions by Huron Contracting or its employees and agents occurring in the performance of this Agreement.

HURON CONTRACTING

By: Thomas R Fitzsimmons

DEVELOPMENT AUTHORITY, a public corporation

By: Amber Miller, DDA Capital Projects & Planning Manager
EXHIBIT A
Scope of the Catherine-Miller Project
The 212 Project Area

Limits of the bikeway to be constructed by the 212 Miller project are from station 2+60 to station 4+68. The concrete work is noted below in blue. The temporary treatment to be done by the DDA includes pavement markings on the blue and red highlighted areas.

MILLER AVE

See attached construction plans for full construction details.
CITY OF ANN ARBOR
DOWNTOWN DEVELOPMENT AUTHORITY
CATHERINE AND MILLER

AUGUST 26, 2022
BULLETIN 01

DDA 2022-05
CATHERINE MILLER BIKEWAY PROJECT

NOTE:
THE UNDERGROUND LOCATIONS SHOWN FOR NATURAL GAS, TELEPHONE, ELECTRICAL POWER, CABLE TV AND FIBER OPTIC LINES ARE APPROXIMATE. THE DOWNTOWN DEVELOPMENT AUTHORITY (DDA) ASSUMES NO RESPONSIBILITY FOR THEIR ACCURATE REPRESENTATION IN THIS DRAWING. MISS DIG MUST BE CONTACTED PRIOR TO CONSTRUCTION TO LOCATE THESE UTILITIES.

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151 S. Saginaw Street, Suite 201
Flint, MI 48502
517.858.4000
www.wadetrtrim.com
For included in the item of work “General Conditions”.

All concrete shall be placed in accordance with American Concrete Institute guidelines and technical details.

All concrete placed between 9 a.m. and 3 p.m., all concrete placed between 9 a.m. and 3 p.m., all concrete placed between 9 a.m. and 3 p.m.

The Contractor shall furnish, construct, and place all required equipment and materials.

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CATHERINE MILLER - CITY OF ANN ARBOR

TOPOGRAPHIC SURVEY PLAN

DRAWING NO.:

SCALE

INCH

BENCHMARK #204
ELEV 796.98

BENCHMARK #203
ELEV 819.85
CLOSED ROAD AHEAD

SB FIRST DETOUR

EB MILLER DETOUR

NOTE: The SB MILLER closure is an adjustment of the full closure.
A full closure would be shown on that drawing.

THE CATHERINE MILLER - CITY OF ANN ARBOR
MILLER AVE.
ASHLEY ST.
FIRST ST.
ANN ST.
SEVENTH ST.
KINGSLEY ST.
HURON ST.
CHAPIN ST.
SEVENTH ST.
CHAPIN ST.
MILLER AVE.
KINGSLEY ST.
HURON ST.
CATHY MILLER  -  CITY OF ANN ARBOR

MAINTENANCE OF TRAFFIC
NORTHBOUND MAIN ST.

NOTE:
1. This construction area occurs when the full construction area is in place. Additional lanes shown to provide travel.
PEDESTRIAN CHANNELIZERS

4' MINIMUM
5' DESIRABLE

PROVIDE TEMPORARY WALKWAY SURFACE

1. PROVIDE TEMPORARY WALKWAY SURFACE.
2. TEMPORARY TRUNCATED DOMES REQUIRED IF CROSSING A MINOR ROAD OR COMMERCIAL DRIVEWAY.

BYPASS ON ADJACENT AVAILABLE RIGHT OF WAY

BYPASS TYPE A

PROVIDE A SMOOTH, CONTINUOUS, HARD SURFACE THROUGH THE LENGTH OF THE APR.

PROVIDE A FIRM, STABLE, AND SLIP RESISTANT TEMPORARY WALKWAY SURFACE TO COVER SHORT SEGMENTS OF ROUGH, SOFT, OR INEVEN GROUND.

THE PEDESTRIAN TRAFFIC SIGNALS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

WHEN A SIGN OR BARRICADE IS ORIENTED SUCH THAT VISIBILITY TO TRAFFIC (BIKES, PEDESTRIANS) IS REDUCED ENOUGH TO CAUSE HAZARD, DELINEATE THE SIGN/BARRICADE WITH APPROPRIATE DEVICES.

MINIMIZE DISRUPTION TO PEDESTRIANS TO THE MAXIMUM EXTENT FEASIBLE BY PROVIDING AN APR IN THE FOLLOWING ORDER OF PREFERENCE:

1. PROVIDE THE APR ON THE SAME SIDE OF THE STREET AS THE DISRUPTED ROUTE UTILIZING BYPASSES.
2. WHERE IT IS NOT FEASIBLE TO PROVIDE A SAME SIDE APR, PROVIDE A DETOUR ON THE OTHER SIDE OF THE STREET.
3. WHERE IT IS NOT FEASIBLE TO PROVIDE AN APR ON THE OTHER SIDE OF THE ROADWAY, PROVIDE AN APR DETOUR WITH TRAILBLAZING SIGNS.

TEMPORARY CURB RAMPS WITH DETECTABLE WARNINGS.

5 DEVICE TAPER 25 FEET LONG, RECOMMENDED WHEN THE CLOSED AREA WAS USED AS AN INTERMITTENT TRAFFIC LANE OR BYPASS LANE. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

AN APPROVED AUDIBLE MESSAGE DEVICE OR TACTILE MESSAGE SHOULD BE PROVIDED FOR BICYCLES.

THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL BE DISPLAYED WHEN ANY WALKWAY THROUGH A WORK ZONE HAS BEEN DETERMINED TO BE TPAR COMPLIANT. THE SYMBOL OF ACCESSIBILITY SHALL NOT BE DISPLAYED IF PERSONS WITH DISABILITIES SHOULD NOT USE THE PRIMARY TEMPORARY PEDESTRIAN DETOUR. THE REASON FOR THE NON-COMPLIANCE SHALL BE POSTED AND AN ALTERNATE ROUTE SHALL BE POSTED WHEN THE PRIMARY TEMPORARY PEDESTRIAN DETOUR IS NON-COMPLIANT TO TPAR STANDARDS.

TYPICAL SIGN MESSAGE FOR A TEMPORARY PEDESTRIAN DETOUR SHOULD INCLUDE INFORMATION SUCH AS THE DURATION OF THE WALKWAY RESTRICTIONS (BEGINNING AND/OR END DATES) AND A PROJECT CONTACT NUMBER FOR 24 / 7 QUESTIONS OR REPORTING HAZARDS.

SEE MMUTCD FOR GUIDANCE ON PLACEMENT AND USAGE OF BARRIER.

NOTE: MAY ONLY BE USED ON ROADWAY WITH POSTED SPEEDS OF 45 MPH OR LESS.
OTHER SIDE OF STREET DETOUR
(FOR MID-BLOCK CLOSURE)

OTHER SIDE OF STREET DETOUR OR DETOUR WITH TRAILBLAZING SIGNS
(FOR CORNER SIDEWALK CLOSURE WITH OPTIONAL TEMPORARY CROSSWALK)

SPECIFIC NOTES
1. TEMPORARY CURB RAMPS WITH DETECTABLE WARNINGS
2. DEVICES TAPER 25 FEET LONG, RECOMMENDED WHEN THE CLOSED AREA WAS USED AS AN INTERMITTENT TRAFFIC LANE OR BYPASS LANE. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
3. AN APPROVED AUDIBLE MESSAGE DEVICE OR TACTILE MESSAGE SHALL BE PROVIDED FOR SIGHT-IMPAIRED PEDESTRIANS.
4. THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL BE DISPLAYED WHEN ANY WALKWAY THROUGH A WORK ZONE HAS BEEN DETERMINED TO BE APR COMPLIANT. THE SYMBOL OF ACCESSIBILITY SHALL NOT BE DISPLAYED IF PERSONS WITH DISABILITIES SHOULD NOT USE THE PRIMARY TEMPORARY PEDESTRIAN DETOUR. THE REASON FOR THE NON-COMPLIANCE SHALL BE POSTED AND AN ALTERNATE ROUTE SHALL BE POSTED WHEN THE PRIMARY TEMPORARY PEDESTRIAN DETOUR IS NON-COMPLIANT TO APR STANDARDS.
5. THE SYMBOL OF ACCESSIBILITY SHALL NOT BE DISPLAYED IF PERSONS WITH DISABILITIES SHOULD NOT USE THE PRIMARY TEMPORARY PEDESTRIAN DETOUR. THE REASON FOR THE NON-COMPLIANCE SHALL BE POSTED AND AN ALTERNATE ROUTE SHALL BE POSTED WHEN THE PRIMARY TEMPORARY PEDESTRIAN DETOUR IS NON-COMPLIANT TO APR STANDARDS.
6. TYPICAL SIGN MESSAGE FOR A TEMPORARY PEDESTRIAN DETOUR SHOULD INCLUDE INFORMATION SUCH AS THE DURATION OF THE WALKWAY RESTRICTIONS (BEGINNING AND/OR END DATES) AND A PROJECT CONTACT NUMBER FOR 24/7 QUESTIONS OR REPORTING HAZARDS.

SEE MMUTCD FOR GUIDANCE ON PLACEMENT AND USAGE OF BARRIER.
SPECIFIC NOTES

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

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

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

CURB RAMPS AND LANDINGS SHALL HAVE A 2% MAX. CROSS SLOPE.

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

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

WATER FLOW IN THE GUTTER SYSTEM SHALL NOT BE IMPeded.

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

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHOULD BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2" HEIGHT.

TEMPORARY CURB RAMP
PARALLEL TO CURB

TEMPORARY CURB RAMP
PERPENDICULAR TO CURB
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

1. Railings or other objects may protrude a maximum of 4 inches into the walkway clear space when located a minimum of 27 inches above the walkway surface.

2. Pedestrian devices used to provide positive protection for pedestrians or workers shall meet MASH crashworthy requirements appropriate for the barriers application.

3. Barricades shall be placed across the entire width of the walkway surface.

SPECIFIC NOTES

1. Any tripping hazard in the walkway needs a detectable edge. Ballast shall be located behind or internal to the device. Any support on the front of the device shall not extend into the minimum walkway clear space and shall not exceed 0.5 inches in height above the walkway surface.

2. Detectable edges shall be continuous and a minimum of 2 inches high above the walkway surface. Detectable edges shall be at least 1 inch thick, minimum 6 inches above the walkway surface, and shall be painted in white. The top, rear, or front edge shall be supported with horizontal reinforcement to the pedestrian's knee or elbow to prevent excessive tripping hazard given the walking hazard. Detectable edges shall be a minimum of 3 inches in height above the walkway surface. Detectable edges shall be continuous and a minimum of 6 inches high above the walkway surface.

3. When hand guidance is required, the top rail or handrail shall:
   - Be in a vertical plane perpendicular to the walkway above the detectable edge;
   - Be supported with horizontal reinforcement to the pedestrian's hand or finger;
   - Be continuous at a height of 34 to 38 inches above the walkway surface, and
   - Be supported with minimal interference to the pedestrian's hands or fingers.

4. All devices shall be free of sharp or rough edges, and fasteners (bolts) shall be rounded to prevent harm to hands, arms, or clothing of pedestrians.

5. All devices used to channelize pedestrian flow shall interlock such that gaps do not allow pedestrians to stray from the channelized path.

6. No stone, sand, or gravel shall be allowed on the walkway.

7. All temporary walkway surfaces shall be firm, stable, and slip resistant.

8. Longitudinal channelizing devices for pedestrians shall be 32 inches high or greater.

NARROW TEMPORARY PEDESTRIAN ACCESS ROUTE PASSING DETAIL

CATHARINE MILLER - CITY OF ANN ARBOR

MAINTENANCE OF TRAFFIC PEDESTRIAN TYPICALS

07.22.2022

BULLETIN 1

08.26.2022
CATHERINE MILLER - CITY OF ANN ARBOR

PROPOSED WATER MAIN PROFILE

CATHERINE MILLER

PROPOSED WATER MAIN PROFILE

SCALE

CATHERINE MILLER - CITY OF ANN ARBOR

PROPOSED WATER MAIN PROFILE

PROJECT NORTH

BID SET

05.06.2022

REV. NO.

DESCRIPTION

DR.BY

DATE

CH.BY

SHEET NO.

ISSUE FOR CONSTRUCTION

07.22.2022

REVISED PER CITY COMMENTS

08.04.2022

PROFILE VIEW FOR FOURTH AVENUE CONNECTION

PROFILE VIEW FOR 4" DOMESTIC WATER SERVICE

PROFILE VIEW FOR 6" FIRE WATER SERVICE

PROFILE VIEW FOR H1

ADDENDUM NO. 1

05.20.2022

RTB

CGT

1

LEGEND

PROFILE VIEW FOR 4" DOMESTIC WATER SERVICE

(121 CATHERINE)

PROFILE VIEW FOR 6" FIRE WATER SERVICE

(121 CATHERINE)

PROFILE VIEW FOR H1
LOADING ZONE

10+00

MATCHING LINE

CB-103 (2' Ø)
RIM: 828.49
12" NE INV: 825.41
8 LF - 12" RCP @ 0.50%

STMH-02 (4' Ø)
RIM: 830.61
12" W INV: 825.46
12" SW INV: 825.36
12" N INV: 825.36

EX

STMH-01 (4' Ø)
RIM: 828.59
12" S INV: 824.64
12" NE INV: 824.54
22 LF - 12" RCP @ 0.50%

CB-102 (2' Ø)
RIM: 828.80
12" N INV: 824.75

CB-104 (2' Ø)
RIM: 829.12
12" E INV: 825.74
56 LF - 12" RCP @ 0.50%

EX

CB-2324
RIM: 828.71
12" SW INV: 825.37
12" N INV: 825.27

EX

EXISTING STRUCTURE WITH NEW SOLID MANHOLE COVER

47 LF - 12" RCP @ 0.50%

EX ST-2326
RIM: 828.66
12" SW INV: 824.30
12" NW INV: 821.47
EX 12" SE INV UNKNOWN
EX 12" SE INV UNKNOWN
EX

CAUTION!
WATER MAIN
STORM SEWER
STORM MANHOLE
EXISTING STORM MANHOLE

EX

6" WRAPPED EDGE DRAIN
CAUTION!

PROPOSED GRADE
EXISTING GRADE

INVERTS ON CROSSING PIPES ARE APPROXIMATE BASED ON INFORMATION FROM WADE TRIM SURVEY. ENSURE VERTICAL CLEARANCE FOR PIPES IS 18" MINIMUM.

PROPOSED GRADE
EXISTING GRADE

INVERTS ON CROSSING PIPES ARE APPROXIMATE BASED ON INFORMATION FROM WADE TRIM SURVEY. ENSURE VERTICAL CLEARANCE FOR PIPES IS 18" MINIMUM.

REMOVE ABANDONED WATER MAIN AT CROSSING

56 LF - 12" RCP @ 0.50%

EX GAS LINE
EX 8" SANITARY SEWER

FIELD VERIFY LOCATION OF EXISTING 14" WATER MAIN. IF IT IS DETERMINED IN THE FIELD THAT THE WATER MAIN IS FURTHER WEST IN MAIN STREET THAN THE SURVEY SUGGESTS, THIS CATCH BASIN LOCATION TO BE REVISED.

EXISTING 14" WATER MAIN

FIELD VERIFY LOCATION OF EXISTING 14" WATER MAIN. IF IT IS DETERMINED IN THE FIELD THAT THE WATER MAIN IS FURTHER WEST IN MAIN STREET THAN THE SURVEY SUGGESTS, THIS CATCH BASIN LOCATION TO BE REVISED.

EX GAS
EX TELECOM

INVERTS ON CROSSING PIPES ARE APPROXIMATE BASED ON INFORMATION FROM WADE TRIM SURVEY. ENSURE VERTICAL CLEARANCE FOR PIPES IS 18" MINIMUM.

HORIZ SCALE: 1" = 20'
VERT SCALE: 1" = 2'
INSTALL FACING EAST
MOUNT ON UTILITY POLE

INSTALL FACING WEST
MOUNT ON UTILITY POLE

INSTALL FACING WEST
MOUNT ON SIGNAL MAST ARM

INSTALL FACING SOUTH
MOUNT ON SIGNAL MAST ARM

REM: BICYCLE WARNING AND SHARE THE ROAD SIGN

MATCHING LINE

C9.2

MATCHING LINE

C9.1

NOTES:
1. ALL EXISTING SIGNS TO REMAIN UNLESS NOTED ON PLANS FOR REMOVAL.

MILLER AVE
N 1ST ST
N ASHLEY ST

Catherine Miller - City of Ann Arbor

SIGNAGE PLAN 1

SCALE 1" = 20'

Issued for Construction 07.22.2022

Bulletin 01 08.26.2022

Sheet No.

Issue No.

Drawing No.

REV. NO.

DESCRIPTION

CH. BY

DATE

BENCH MARK

SURVEY NO.

SCALE

PROJECT NORTH

ISSUING AGENCY: CITY OF ANN ARBOR

SIGNAGE PLAN 1

SCALE 1" = 20'

Issued for Construction 07.22.2022

Bulletin 01 08.26.2022

Sheet No.

Issue No.

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DESCRIPTION

CH. BY

DATE

BENCH MARK

SURVEY NO.

SCALE

PROJECT NORTH

ISSUING AGENCY: CITY OF ANN ARBOR
LOADING ZONE

9+00
10+00
11+00
12+00
13+00
14+00
15+00

R10-11b
24"x24"
INSTALL FACING WEST

R9-5
12"x18"
INSTALL FACING EAST

R1-1
30"x30"
INSTALL FACING WEST
WITH REFLECTIVE STRIPING
ON POST

R9-6
12"x18"
INSTALL FACING WEST
MOUNT TO EXISTING
PEDESTRIAN CROSSING
WARNING SIGN

REM: NO PARKING
SIGN
INSTALL FACING EAST

REM: BIKE LANE SIGN
INSTALL FACING EAST
ADD:
REM: BIKE WARNING
AND SHARE THE ROAD
SIGN

R10-11b
24"x24"
INSTALL FACING EAST

R3-8
30"x36"
INSTALL FACING EAST

R1-1
30"x30"
INSTALL FACING EAST
WITH REFLECTIVE STRIPING
ON POST

R3-7bP
6"x24"
INSTALL FACING WEST
MATCHING LINE
C9.2
MATCHING LINE
C9.3
MATCHING LINE
C9.1

DETROIT ST
N MAIN ST
N 4TH AVE
CATHERINE ST
CATHERINE ST

OF
DRAWING NO.
SCALE
INCH

CATHERINE/ MILLER - CITY OF ANN ARBOR

BENCH
MARK
BOOK
SURVEY

REV. NO.
DESCRIPTION

DR.BY
DATE
CH.BY

SHEET NO.

PROJECT NORTH
ISSUE FOR CONSTRUCTION
07.22.2022

C9.2

NOTES:
1. ALL EXISTING SIGNS TO REMAIN UNLESS NOTED ON PLANS FOR REMOVAL.

BULLETIN 01
08.26.2022

1

1

MATCHING LINE
C9.2
MATCHING LINE
C9.3
MATCHING LINE
C9.1

SIGNAGE PLAN 2
1"=20'
NOTES:

1. HMA PAVEMENT, FULL DEPTH RECONSTRUCTION
2. ALL CONCRETE CURB AND GUTTER TO HAVE 6" REVEAL EXCEPT WHERE NOTED OTHERWISE.
3. HMA PAVEMENT, FULL DEPTH RECONSTRUCTION

STANDARD CURB AND GUTTER

VARIES, CURB ISLAND, MODIFIED

CONCRETE PAVEMENT

VARIES 4"-6"

VARIES 6"-8"

OTHER CONCRETE ITEMS WITHIN A.D.A.A.G. COMPLIANCE.

STANDARD DETAIL R-28-J.

CONTRACTOR TO CONSTRUCT ALL SIDEWALKS, SIDEWALK RAMPS, CURBS, AND ALL SIDEWALK CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MDOT.

EXISTING GRADE

COURSE, 21AA

AGGREGATE BASE

STRAIGHT CURB

CONCRETE

#4 BARS, CONT

1" DIAMOND DOWEL SYSTEM @ 24" O.C.

4" ZINC ELECTROPLATE

6" HMA, 4E1 LEVELING COURSE

2" HMA, 5E1 TOP COURSE

3" HMA, 3E1 BASE COURSE

10" AGGREGATE BASE

2" HMA, 4E1 LEVELING COURSE

2" HMA, 5E1 TOP COURSE

EXISTING SUBBASE

COURSE, 21AA, MODIFIED

SAND SUBBASE

3" HMA, 3E1 BASE COURSE

6" AT RAMPS, DRIVES AND ADJACENT SIDEWALK AS SHOWN ON PLANS

6" IN ROADWAY, BIKE LANE, AND BUS LANES.

SAND:

95% OF THE MATERIAL'S DRY DENSITY

AGGREGATE:

SHOWN ON PLANS

CONCRETE SIDEWALK: 6"; 8" AT RAMPS, TO DIRECTION OF TRAVEL

1'-6" MIN SEE GRADING PLAN

6" AT SIDEWALK

AGGREGATE BASE, MDOT 21AA

EXPANSION JOINT

SECTION B-B (MONOLITHIC)

1" DIAMOND DOWEL SYSTEM @ 24" O.C.

4" ZINC ELECTROPLATE

SECTION B-B (CURB AND FLATWORK)

DIAMOND DOWEL

SECTION A-A

SIDE FACING INTERSECTION

BRICK PAVING

CORNERS TO CONCRETE

9" X 9" MIN. GEOTEXTILE FILTER FABRIC, TACKED TO THE SURFACE OF JOINT

JOINT FILLER MATERIAL

JOINT SEALANT

2" UNLESS NOTED

PLAN

SECTION B-B

SECTION A

SECTION B-B (CURB AND FLATWORK)

SECTION A-A

DETECTABLE DIRECTIONAL GUIDEWAY

LEGEND

CATHERINE MILLS - CITY OF ANN ARBOR

SITE DETAILS 1

CATHERINE MILLS - CITY OF ANN ARBOR

SITE DETAILS 1

DIAGRAM

C10.1

SHEET NO.

INCH

OF

SCALE

DESCRIPTION

DATE

DRAWN

CHECKED

ISSUE FOR CONSTRUCTION

07.22.2022

DR.BY

CH.BY

REV. NO.

1/%

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NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWING.
3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
5. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info AND ENTER REFERENCE NUMBER 13524-DE

PEXCO, DAVIDSON TRAFFIC CONTROL PRODUCTS
3110 70TH AVENUE EAST
TACOMA, WA 98424, USA
TOLL FREE: 1-877-335-4638
PHONE: (253) 284-8000
FAX: (253) 284-8080
www.pexco.com/traffic

36" CITY POST SM
SHOWN WITH TWO WRAPS REFLECTIVE SHEETING

18" TO 48"

3.25" 2" 6"

3.35" 3.35"

EACH POST REQUIRES 4 HCA ANCHORS:
- CONCRETE: P/N 80SMANCHOR COIL ANCHOR 3" X 3/8"
- ASPHALT: P/N 80SMANCHOR5 COIL ANCHOR 5" X 3/8"

SELECT DESIRED COLOR:
WHITE
YELLOW
FLUORESCENT ORANGE
BLACK

SELECT DESIRED HEIGHT:
18"
24"
28"
CUSTOM (SEE NOTE 4)
36"

SELECT DESIRED REFLECTIVE SHEETING:
ABRASION RESISTANT AR 1000
3M FLEX DIAMOND GRADE
3M FLEXIBLE HIP

MANUFACTURER NOTES:
1. FLUORESCENT COLORS ARE RECOMMENDED FOR APPLICATIONS REQUIRING THE HIGHEST VISIBILITY.
EXHIBIT B

$61,250 reimbursement calculated using unit prices in the DDA’s Catherine and Miller construction contract (below) plus 65% to account for cost escalation, remobilization, and soft costs.

### 212 Miller Bikeway Estimated Cost

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Cat.</th>
<th>Item Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Fonson Unit Price</th>
<th>Total Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>22-03</td>
<td>1</td>
<td>Pavement, Rem</td>
<td>57.00</td>
<td>SYD</td>
<td>$45.00</td>
<td>$2,565.00</td>
</tr>
<tr>
<td>27-01</td>
<td>1</td>
<td>Erosion Control, Inlet Filter</td>
<td>2.00</td>
<td>EA</td>
<td>$120.00</td>
<td>$240.00</td>
</tr>
<tr>
<td>50-03</td>
<td>1</td>
<td>Aggregate Base Course, 21AA, Modified</td>
<td>16.00</td>
<td>CYD</td>
<td>$125.00</td>
<td>$2,000.00</td>
</tr>
<tr>
<td>50-04</td>
<td>1</td>
<td>Machine Grading, Modified (half width)</td>
<td>1.50</td>
<td>STA</td>
<td>$4,150.00</td>
<td>$6,225.00</td>
</tr>
<tr>
<td>51-05</td>
<td>1</td>
<td>Curbed Island</td>
<td>120.00</td>
<td>LFT</td>
<td>$140.00</td>
<td>$16,800.00</td>
</tr>
<tr>
<td>52-02</td>
<td>1</td>
<td>Concrete Pavement, 8 inch</td>
<td>84.00</td>
<td>SFT</td>
<td>$8.00</td>
<td>$672.00</td>
</tr>
<tr>
<td>59-01</td>
<td>1</td>
<td>Pavt Mrkg, Polyurea, 4 inch, Yellow</td>
<td>53.00</td>
<td>LFT</td>
<td>$0.99</td>
<td>$52.47</td>
</tr>
<tr>
<td>59-03</td>
<td>1</td>
<td>Pavt Mrkg, Polyurea, Bike Arrow and Yield Sym.</td>
<td>2.00</td>
<td>EA</td>
<td>$120.00</td>
<td>$240.00</td>
</tr>
<tr>
<td>59-04</td>
<td>1</td>
<td>Pavt Mrkg, Polyurea, Directional/Turn Arrow</td>
<td>2.00</td>
<td>EA</td>
<td>$185.00</td>
<td>$370.00</td>
</tr>
<tr>
<td>59-05</td>
<td>1</td>
<td>Pavt Mrkg, Polyurea, Bike Sym.</td>
<td>3.00</td>
<td>EA</td>
<td>$120.00</td>
<td>$360.00</td>
</tr>
<tr>
<td>59-07</td>
<td>1</td>
<td>Pavt Mrkg, Polyurea, 12 Inch, Stop Bar Or Crosswalk</td>
<td>93.00</td>
<td>LFT</td>
<td>$5.95</td>
<td>$533.35</td>
</tr>
<tr>
<td>59-08</td>
<td>1</td>
<td>Pavt Mrkg, Polyurea, 24 Inch, Stop Bar Or Crosswalk</td>
<td>4.00</td>
<td>LFT</td>
<td>$12.95</td>
<td>$51.80</td>
</tr>
<tr>
<td>59-09</td>
<td>1</td>
<td>Pavt Mrkg, Endurablend, Bike Lane Green</td>
<td>587.00</td>
<td>SFT</td>
<td>$8.50</td>
<td>$4,989.50</td>
</tr>
<tr>
<td>59-10</td>
<td>1</td>
<td>Pavt Mrkg, Polyurea, 18 Inch X 18 Inch Bikeway Marks</td>
<td>587.00</td>
<td>SFT</td>
<td>$7.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>72-02</td>
<td>1</td>
<td>Bike lane Delineator Post</td>
<td>5.00</td>
<td>EA</td>
<td>$400.00</td>
<td>$2,000.00</td>
</tr>
</tbody>
</table>

**TOTAL CONSTRUCTION COST**

$37,119.12