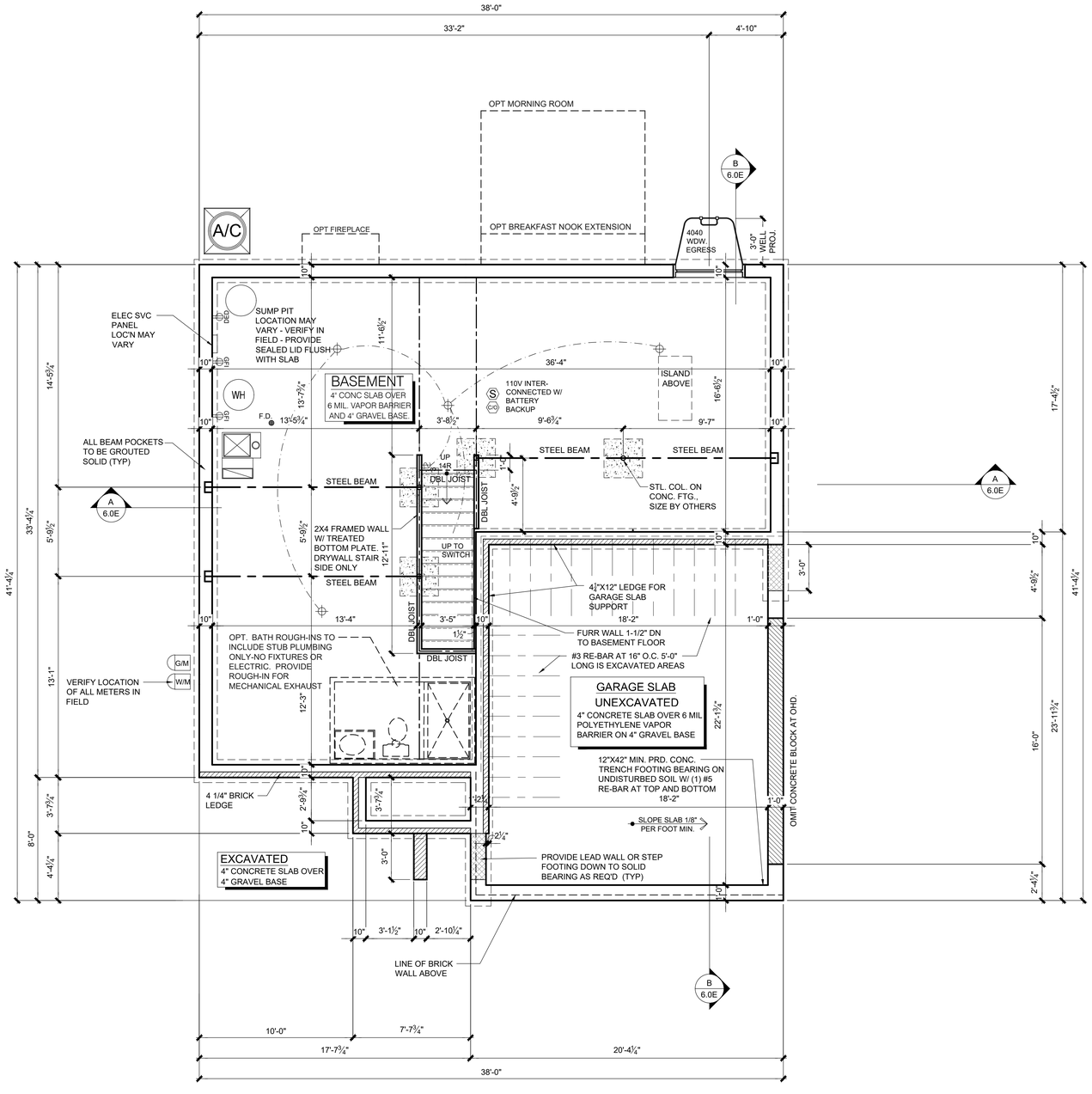

ELEVATION E
FOUNDATION PLAN

SCALE: 1/4" = 1'-0"

☒ OPTIONAL EXTRA

- ☐ FULL BATH ROUGH-IN
- ☐ EXTERIOR DIRECT VENT FIREPLACE
- ☐ BREAKFAST NOOK EXTENSION
- ☐ MORNING ROOM
- ☐ 7'-10" BASEMENT
- ☐ 8'-0" BASEMENT
- ☐ 8'-6" BASEMENT
- ☐ GARDEN BASEMENT
- ☐ WALK-OUT BASEMENT
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3-CAR FRONT LOAD GARAGE
  - ☐ GARAGE SERVICE DOOR

ESCAPE WINDOW NOTES:

PROVIDE GALV. METAL AREAWELL W/ MIN. 36" PROJECTION.

AREAWELL TO BE A MINIMUM OF 9 S.F. DRAIN TO DRAIN TILE. SILL OF ESCAPE WINDOW AT 44" MAX. ABOVE FLOOR. PROVIDE LADDER AS REQUIRED.

MIN. 5.7 S.F. CLEAR OPENING, 24" MIN. CLEAR OPENING HEIGHT, 20" MIN. CLEAR OPENING WIDTH . SASH NOT INCLUDED IN S.F.

VERIFY LOCATION IN FIELD
DO NOT LOCATE EGRESS WINDOWS BELOW ANY FIRST FLOOR CANTILEVERS ABOVE

Foundation Notes

1. WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE FOOTING EXCAVATIONS
2. PROVIDE A MIN. OF 6" OF GRANULAR FILL BELOW ALL INTERIOR SLABS-ON-GRADE
3. PROVIDE GRANULAR BACKFILL FOR BASEMENT WALLS. ALL BACKFILL SHALL BE WELL DRAINED
4. THE FOUNDATION DESIGN IS BASED ON A SOIL BEARING PRESSURE OF 2500 PSF. OTHERS SHALL DETERMINE THE ACTUAL BEARING CAPACITY OF THE SOIL
5. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED PRIOR TO CONCRETE PLACEMENT
6. WHERE COMPACTION OF FILL IS SPECIFIED, COMPACTION OF FILL MATERIAL SHALL BE A MINIMUM 95% OF MAXIMUM DRY DENSITY
7. BOTTOM OF THE EXTERIOR BUILDING FOOTINGS ARE TO BE AT LEAST 42" BELOW FINISH GRADE REGARDLESS OF ELEVATIONS SHOWN ON PLAN
8. ALL CONTINUOUS FOOTINGS SHALL BE CENTERED UNDER WALLS AND ALL PIERS AND SPREAD FOOTINGS SHALL BE CENTERED UNDER COLUMNS OR PIERS UNLESS NOTED OTHERWISE.
9. NO SLABS OR FOUNDATIONS SHALL BE PLACED INTO OR ADJACENT TO SUB-GRADE CONTAINING WATER, ICE, FROST, OR ORGANIC MATERIAL.
10. WHERE FOUNDATION WALLS ARE TO HAVE SOIL PLACED O BOT SIDES, PLACE SOIL SIMULTANEOUSLY SO AS TO MAINTAIN A COMMON ELEVATION ON EACH SIDE OF THE WALL.
11. BASEMENT WALLS ARE DESIGNED TO BE LATERALLY RESTRAINED BY THE CONCRETE FLOOR. PROVIDE TEMPORARY SUPPORT TO BASE OF THE BASEMENT WALL IF WALL IS BACKFILLED PRIOR TO THE PLACEMENT OF THE BASEMENT CONCRETE FLOOR. DO NOT BACKFILL MORE THAN 4'-0" FROM THE FOOTING PRIOR TO PLACING THE BASEMENT CONCRETE FLOOR.
12. THE REINFORCING STEEL CONTRACTOR SHALL FABRICATE ALL REINFORCEMENT AND FURNISH ALL ACCESSORIES, CHAIRS, SPACER BARS, AND SUPPORTS NECESSARY TO SECURE THE REINFORCEMENT UNLESS NOTED OTHERWISE.
13. REINFORCING STEEL SHALL BE ASTM A615 (GRADE 60)
14. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185
15. CONCRETE REINFORCEMENT SHALL BE PLACED ACCORDING TO CRSI RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS
16. CONCRETE COVERAGE FOR REINFORCING, U.N.O.

FOOTINGS	3"
SLAB ON GRADE	CENTER OF SLAB
WALLS EXPOSED TO EARTH	2"
COLUMN TIES	1½"

17. COMPRESSION LAB SPLICED FOR GRADE 60 BARS SHALL BE 30 BAR DIAMETER MIN.
18. TENSION LAP SPLICES SHALL BE AS DETAILED. USE CLASS B SPLICES U.N.O.
19. ALL WELDED WIRE FABRIC LAPS SHALL BE 8" AT ENDS AND SIDES
20. BAR LENGTHS SHOWN DO NOT INCLUDE HOOKS AND BENDS
21. CONCRETE AT THE TIME OF PLACEMENT SHALL HAVE A SLUMP OF 4" +/- 1" UNLESS A SUPER-PLASTICIZING AGENT IS USED
22. ALL OPENINGS IN CONCRETE WALLS SHALL HAVE (2) #5 RE-BARS PLACED AROUND THE OPENING. EXTEND THE BARS 24" BEYOND EACH FACE OF OPENING. PLACE (2) #5 X 4'-0" LONG BARS DIAGONALLY AT EACH CORNER.

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REFER TO ENGINEERING SHEET FOR STEEL BEAM, COLUMN, AND PAD SIZES

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ESSENTIAL BRICK SERIES

11x17 PRINTS ARE 1/2 SCALE

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Phone#: 248-221-5000

M/I HOMES

Aubrey SL

Lot # - Subdivision
Address, City, MI Zip Code

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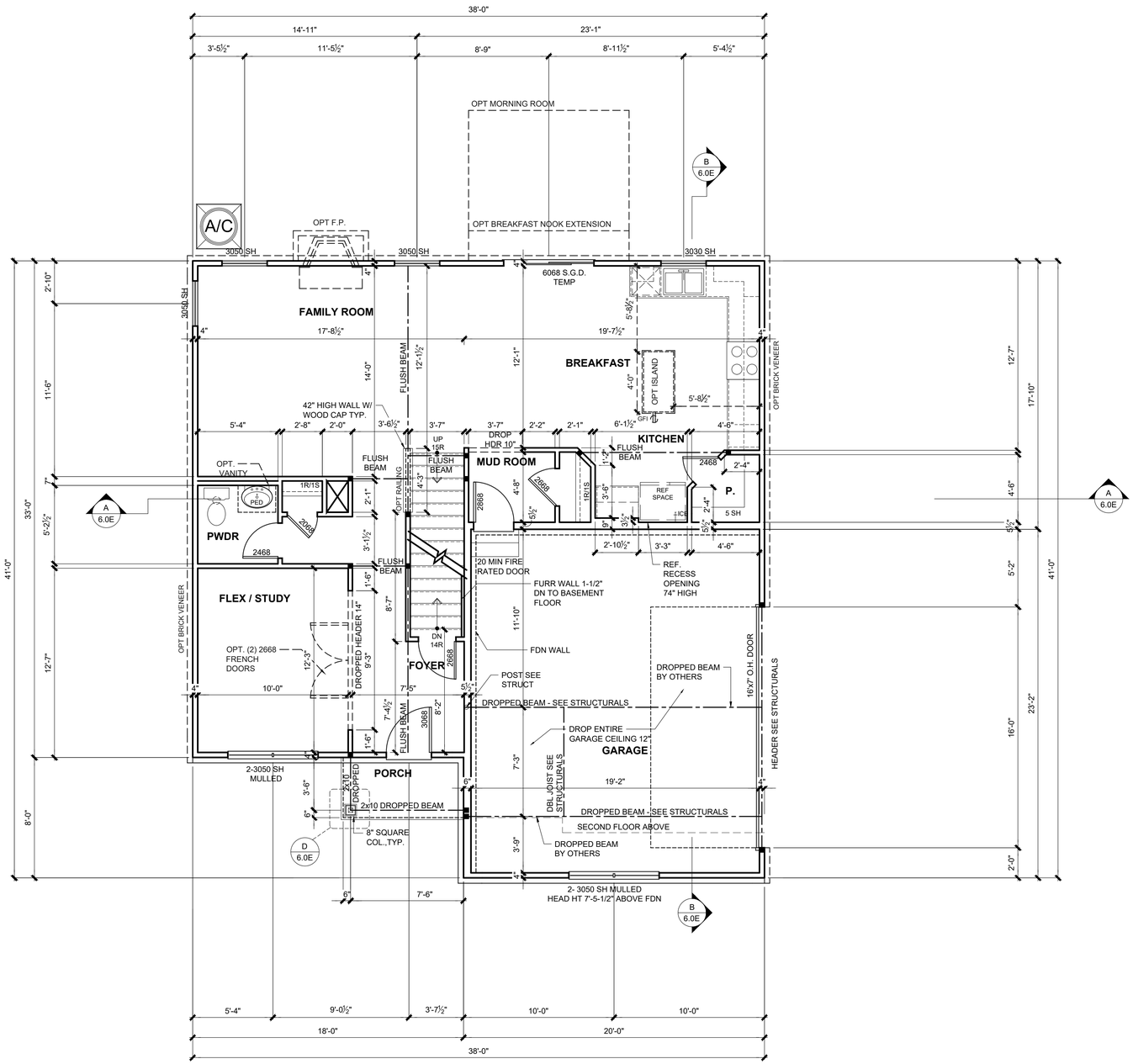
LSP By:	XXX
LSP Rev:	
Sheet Title :	Foundation Plan
Sheet:	2.0E



FRAMING PLAN
FIRST FLOOR PLAN - E

SCALE: 1/4" = 1'-0"

PLAN OPTIONS

- ☒ RAILING - FIRST FLOOR
- ☐ POWDER ROOM CABINET
- ☐ FRENCH DOORS - FLEX / STUDY
- ☐ MORNING ROOM
- ☐ KITCHEN ISLAND
- ☐ BREAKFAST NOOK EXTENSION
- ☐ EXTERIOR DIRECT VENT FIREPLACE (REAR WALL)
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3 CAR GARAGE
  - ☐ GARAGE SERVICE DOOR

Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB. CEILING TO BE ⅝" TYPE "X" FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE:
   1ST FLOOR: 7'-6"
   SECOND FLOOR" 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F.
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

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Phone#: 248-221-5000

M/I HOMES

11x17 PRINTS ARE ½ SCALE

Aubrey SL

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Address, City, MI Zip Code

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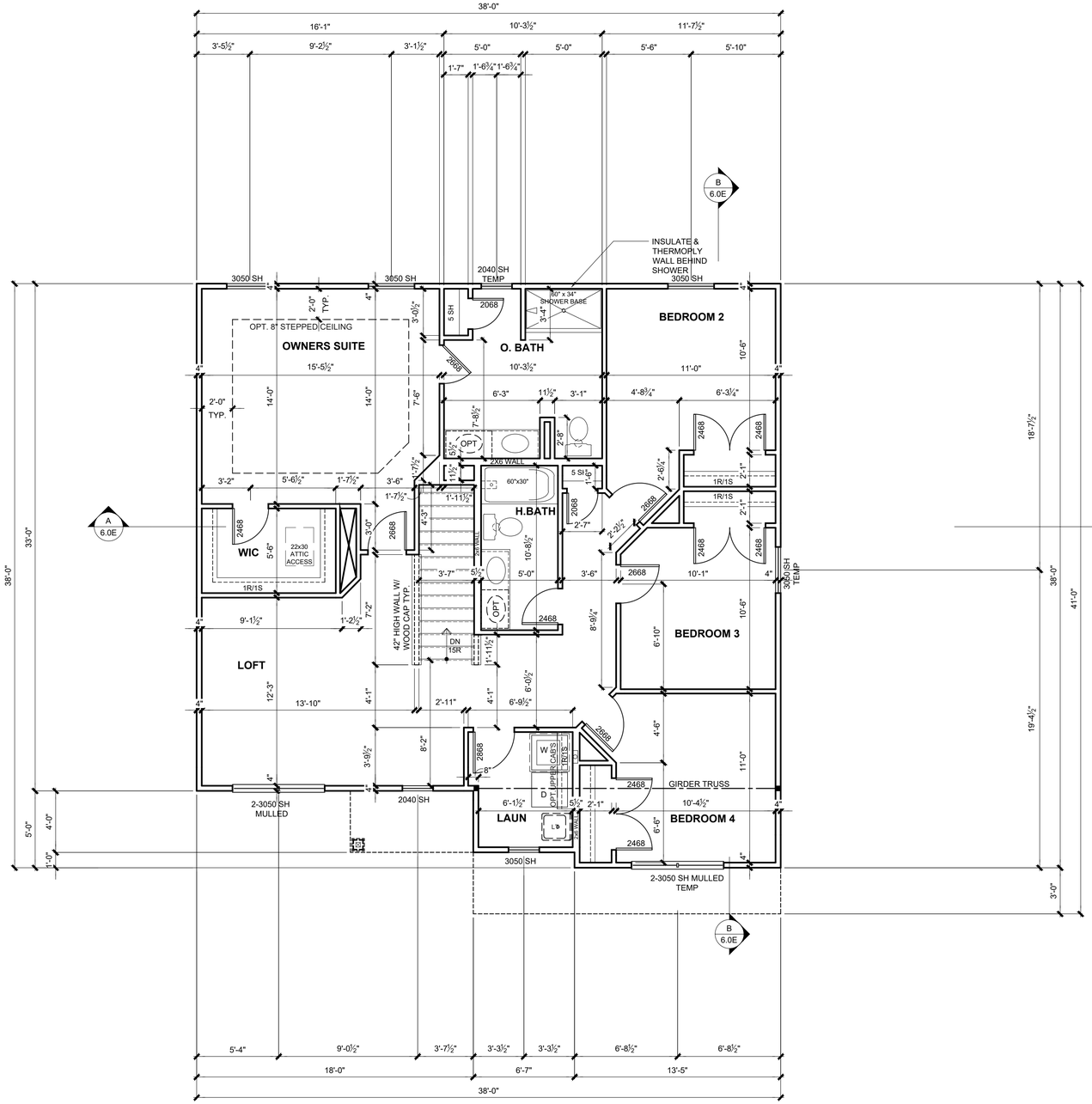
LSP By:	XXX
LSP Rev:	

Sheet Title :
First Floor Plan

Sheet:
3.0E

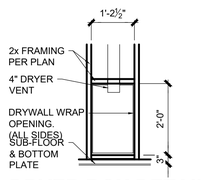


FRAMING PLAN
SECOND FLOOR PLAN - E

SCALE: 1/4" = 1'-0"

PLAN OPTIONS

- ☐ LAUNDRY SINK ONLY
- ☐ LAUNDRY UPPER CABINETS (CABINETS ABOVE WASHER AND DRYER)
- ☐ OWNERS SUITE STEPPED CEILING
- ☐ SECOND FLOOR RAILING
- ☐ OWNERS STD BATH UPGRADES
  - ☐ 2ND SINK BOWL
- ☐ OWNERS DELUXE BATH
- ☐ HALL BATH 2ND SINK BOWL



DRYER BOX DETAIL

SCALE: 1/2" = 1'-0"

Floor Plan Notes

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Phone#: 248-221-5000

M/I HOMES

11x17 PRINTS ARE ½ SCALE

Aubrey SL

Lot # - Subdivision
Address, City, MI Zip Code

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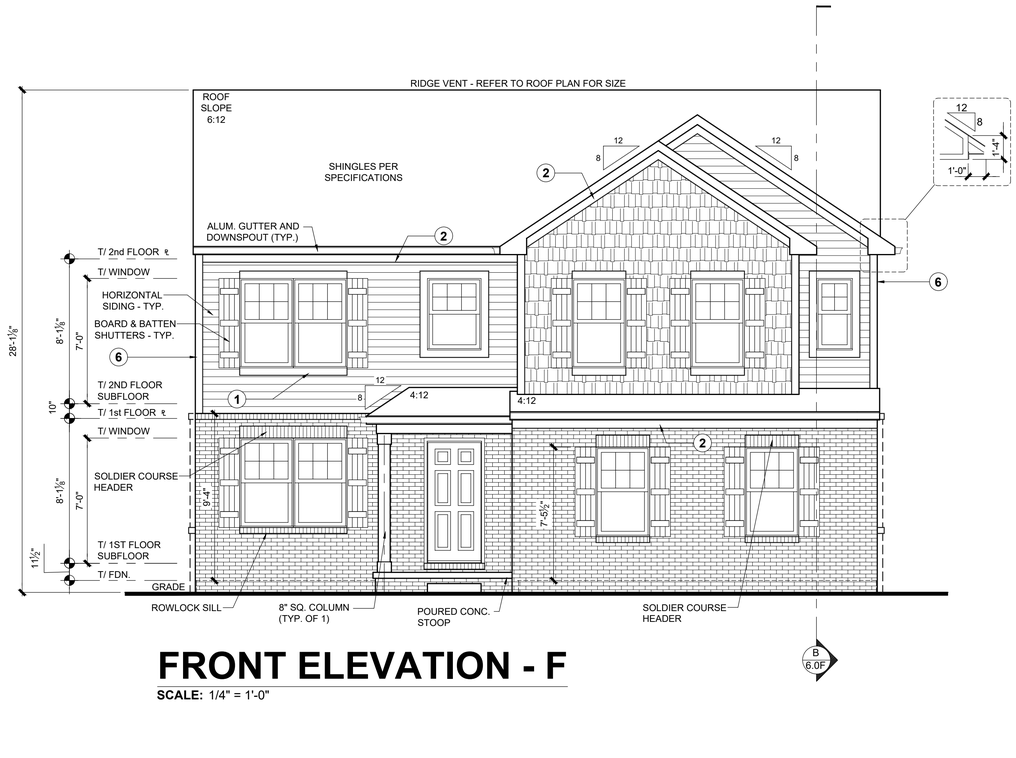
LSP Rev:	

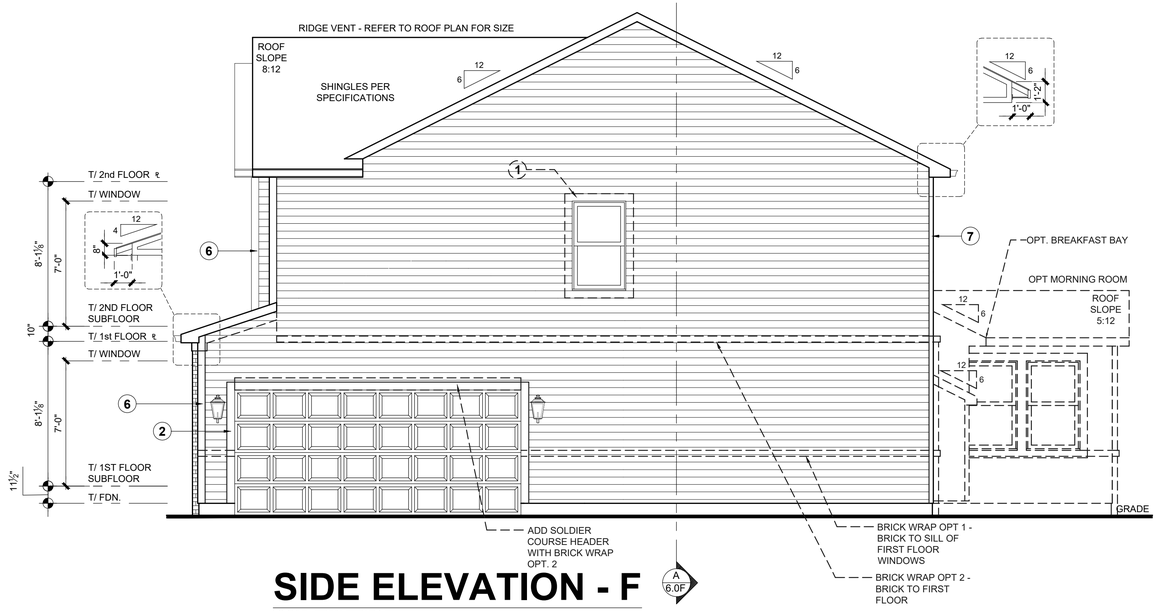
Sheet Title :
Second Floor Plan

Sheet:
3.1E



FRONT ELEVATION - F

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - F

SCALE: 1/4" = 1'-0"

Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES; WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

Typ Ext Trim Finish

THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SOLELY AS A GUIDE FOR TRIM SIZES. ALL TRIM NOTED ON THE ELEVATIONS IS NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL

Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

Trim Schedule

KEY #	DESCRIPTION
1	4" TRIM (2x4)
2	6" TRIM (2x6)
3	8" TRIM (2x8)
4	10" TRIM (2X10)
5	12" TRIM (2X12)
6	FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS
7	REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS
8	VINYL ACCENT SIDING

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ⅝ TRIM THICKNESS

Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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Sheet Title :
Front & Garage Side Elevations

Sheet:

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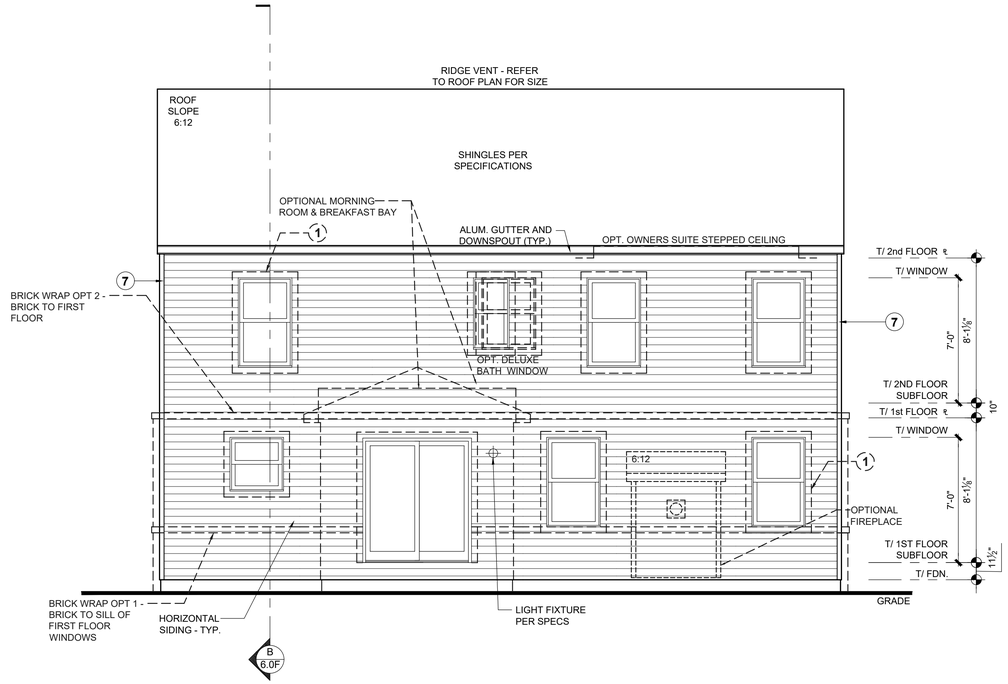
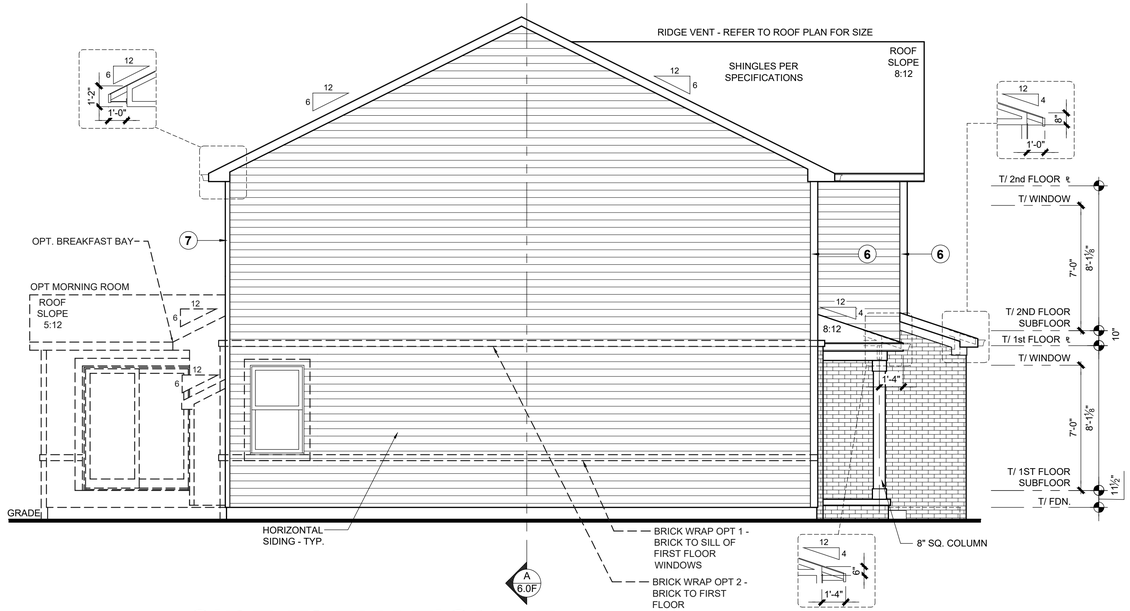


REAR ELEVATION - F

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - F

SCALE: 1/4" = 1'-0"

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Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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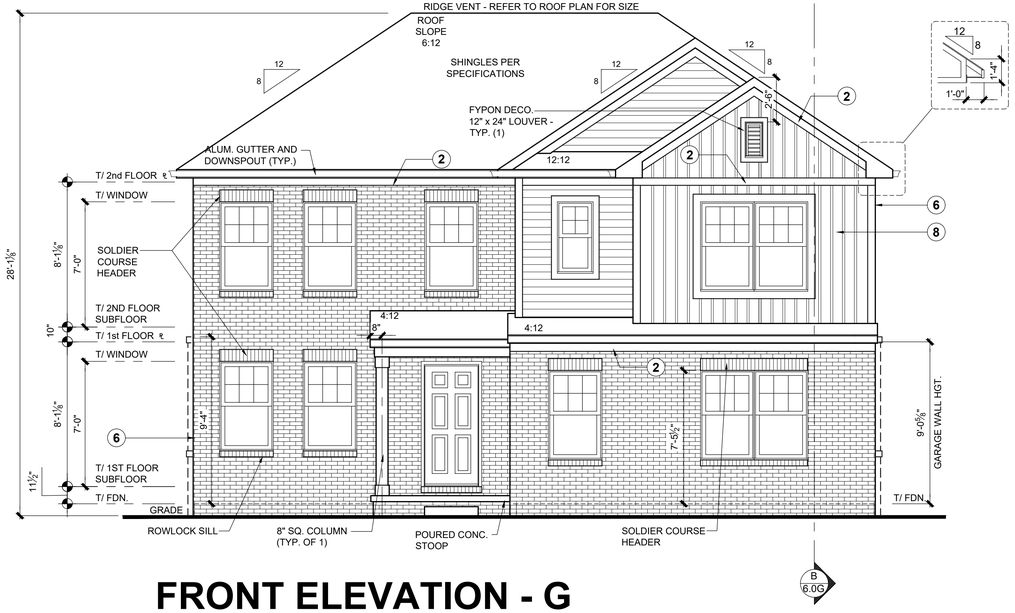
LSP By:	XXX
LSP Rev:	

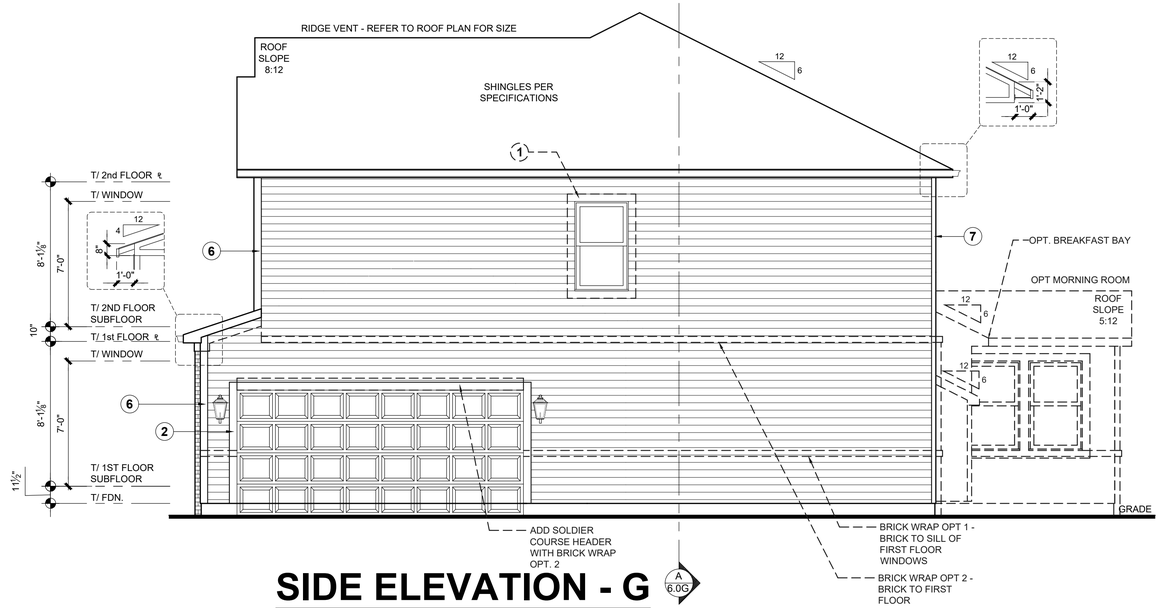
Sheet Title : Rear & Side Elevations

Sheet: 1.1F



FRONT ELEVATION - G

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - G

SCALE: 1/4" = 1'-0"

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Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

Trim Schedule

KEY #	DESCRIPTION
1	4" TRIM (2x4)
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1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
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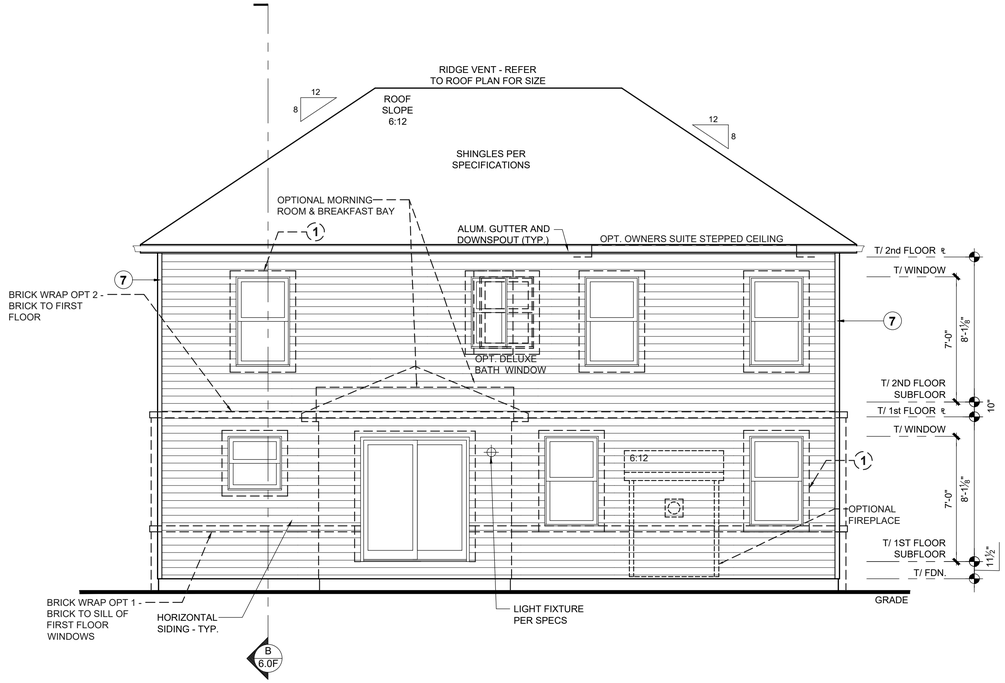
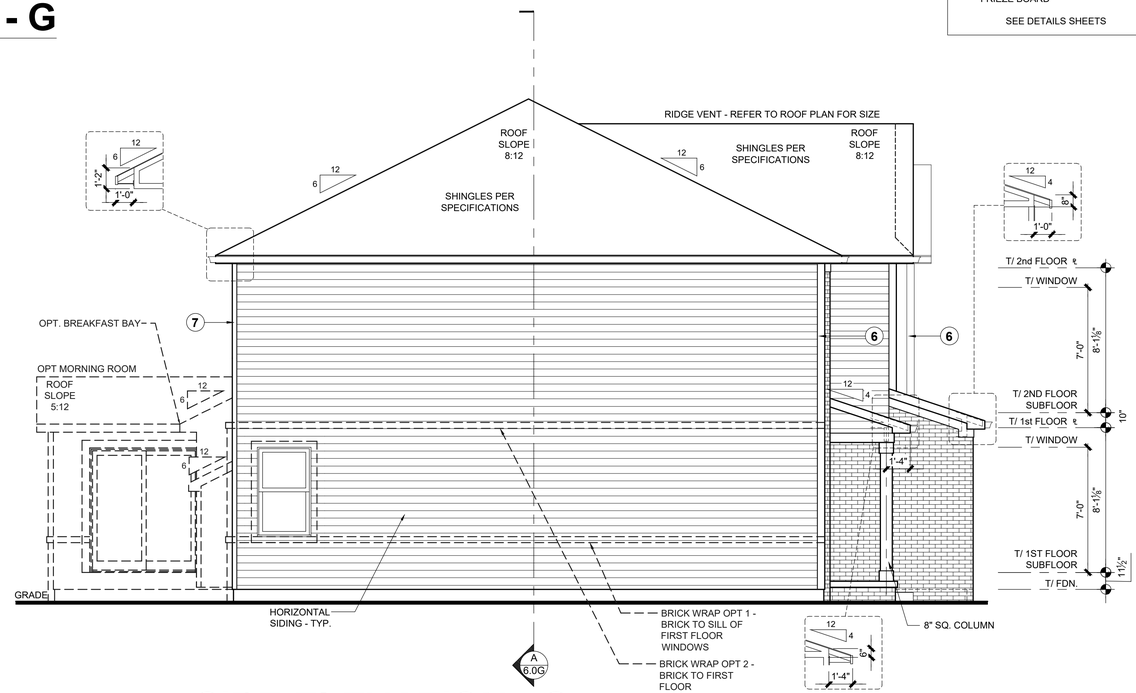
LSP Rev:	
Sheet Title :	Front & Garage Side Elevations
Sheet:	1.0G



REAR ELEVATION - G

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - G

SCALE: 1/4" = 1'-0"

Division Note

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Typ Ext Trim Finish

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Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

Trim Schedule

KEY #	DESCRIPTION
1	4" TRIM (2x4)
2	6" TRIM (2x6)
3	8" TRIM (2x8)
4	10" TRIM (2X10)
5	12" TRIM (2X12)
6	FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS
7	REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS
8	VINYL ACCENT SIDING

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR 4/4 TRIM THICKNESS

Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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ESSENTIAL BRICK SERIES

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M/I HOMES

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11x17 PRINTS ARE ½ SCALE

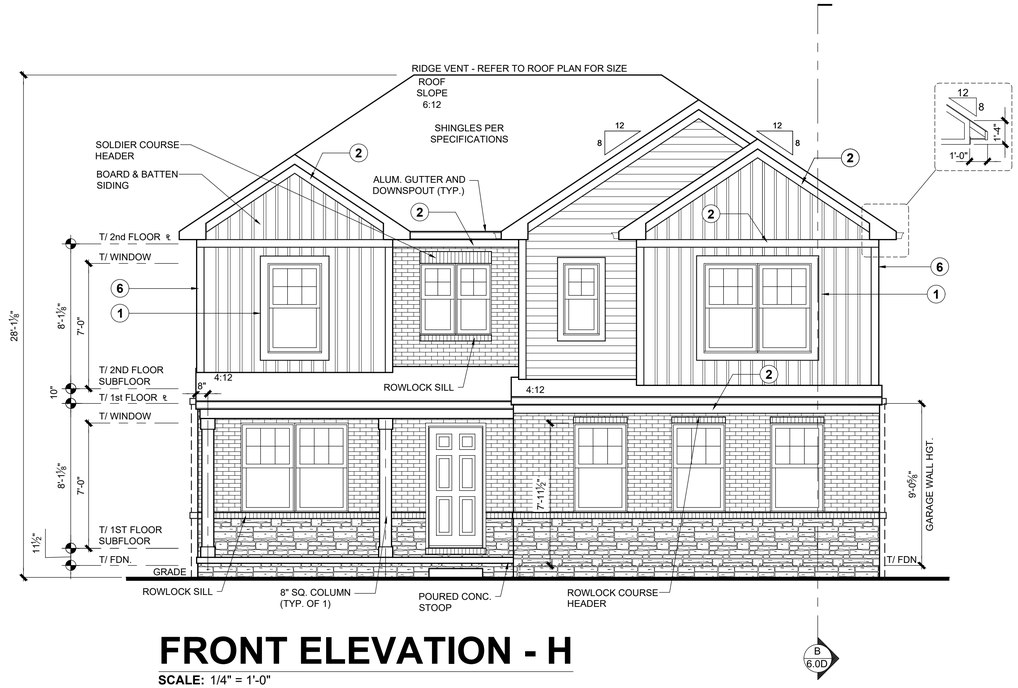
Aubrey SL

Lot # - Subdivision
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
LSP By:	XXX
LSP Rev:	

Sheet Title : Rear & Side Elevations

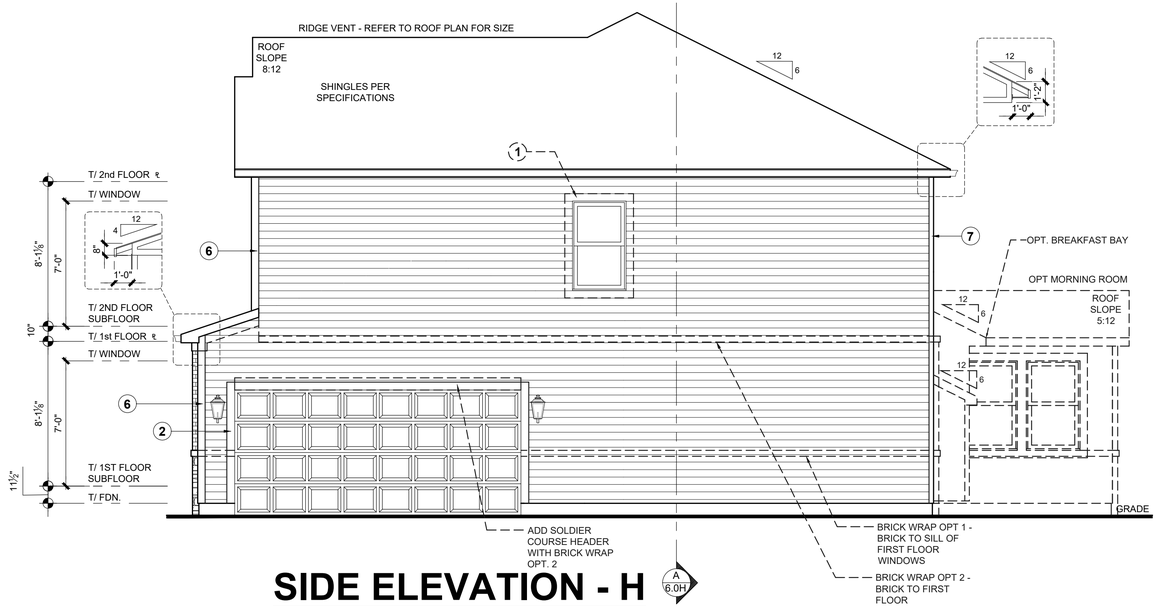
Sheet: 1.1G



FRONT ELEVATION - H

SCALE: 1/4" = 1'-0"

B 6.0D



SIDE ELEVATION - H

SCALE: 1/4" = 1'-0"

A 6.0H

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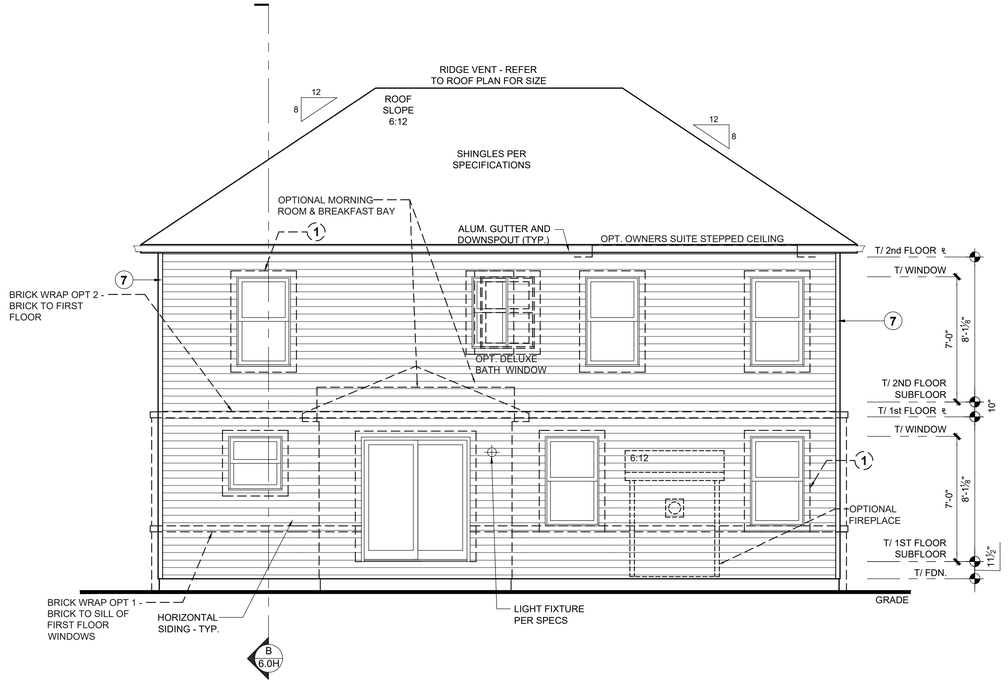
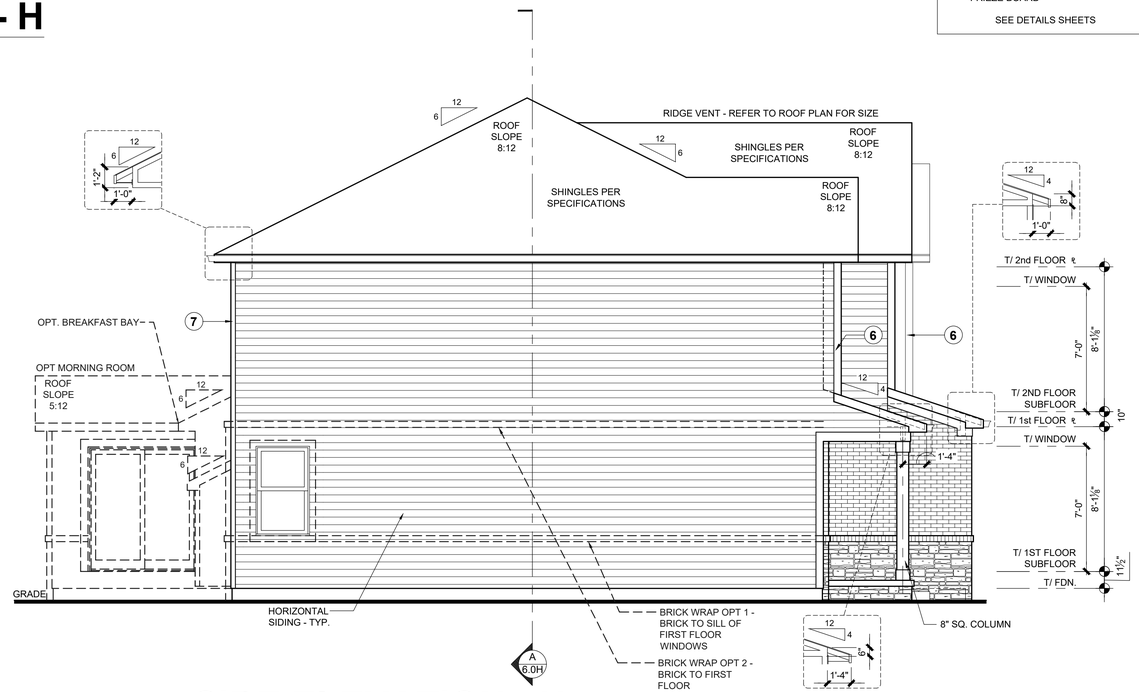


REAR ELEVATION - H

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - H

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Fascia / Rakes

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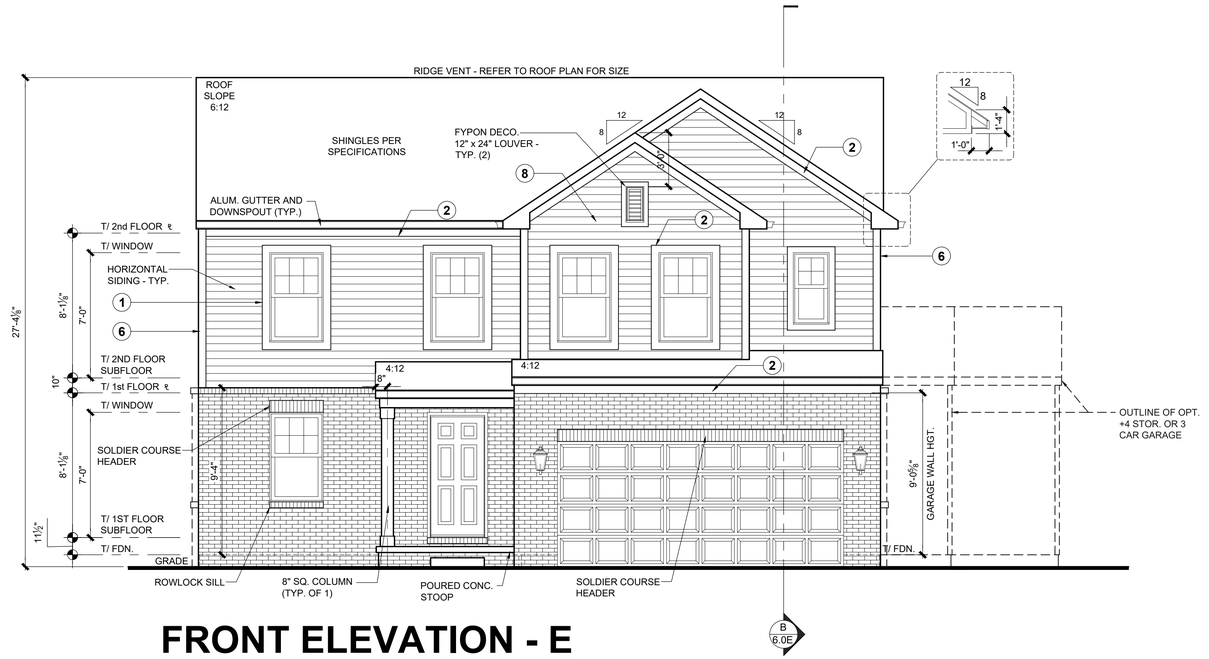
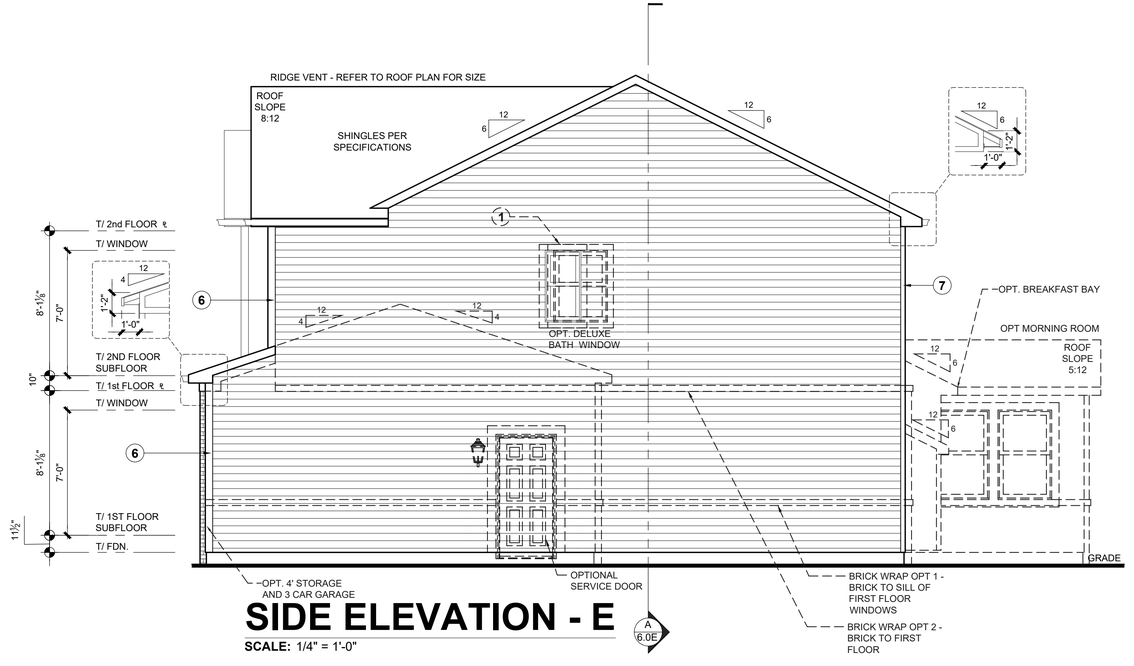


FRONT ELEVATION - E

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - E

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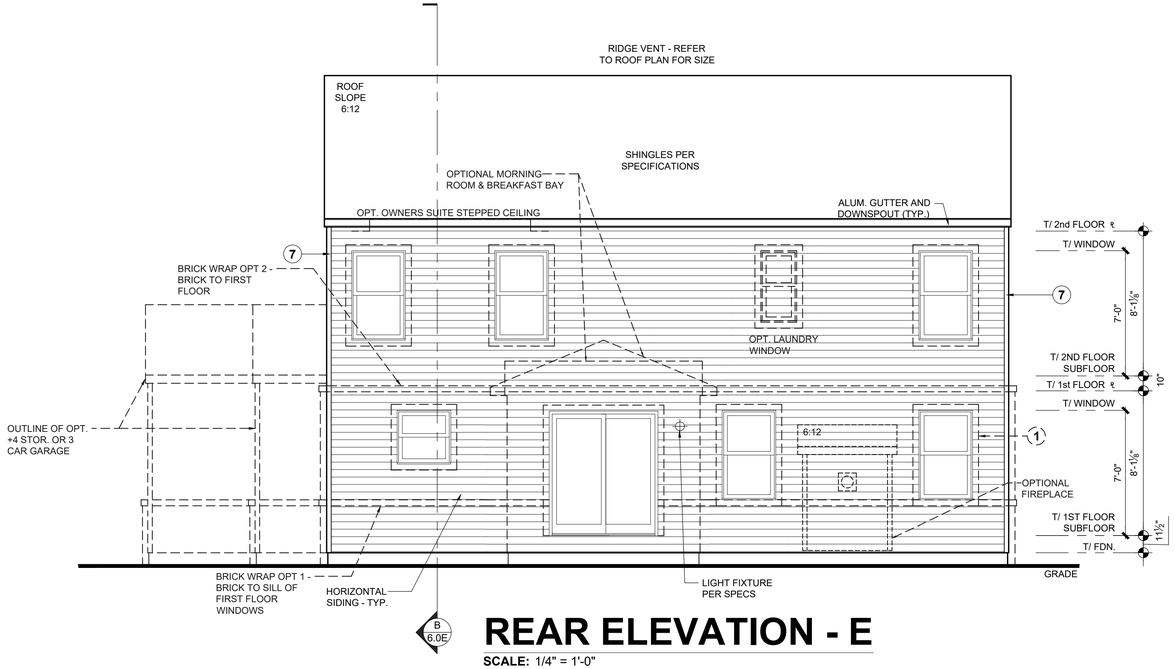

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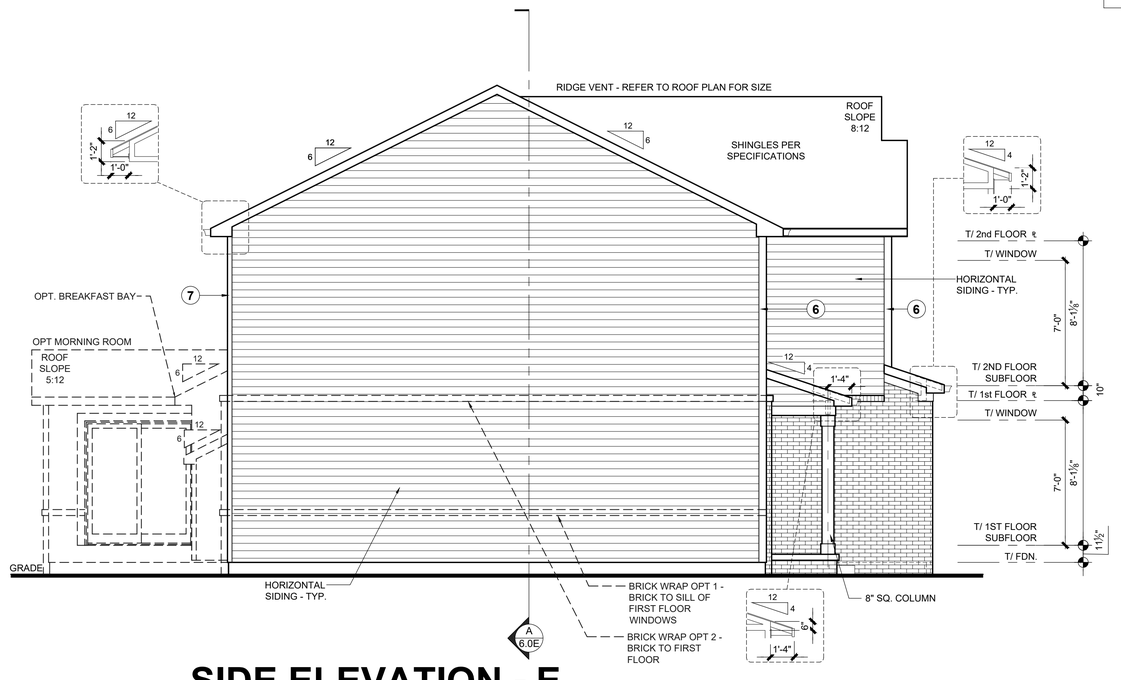

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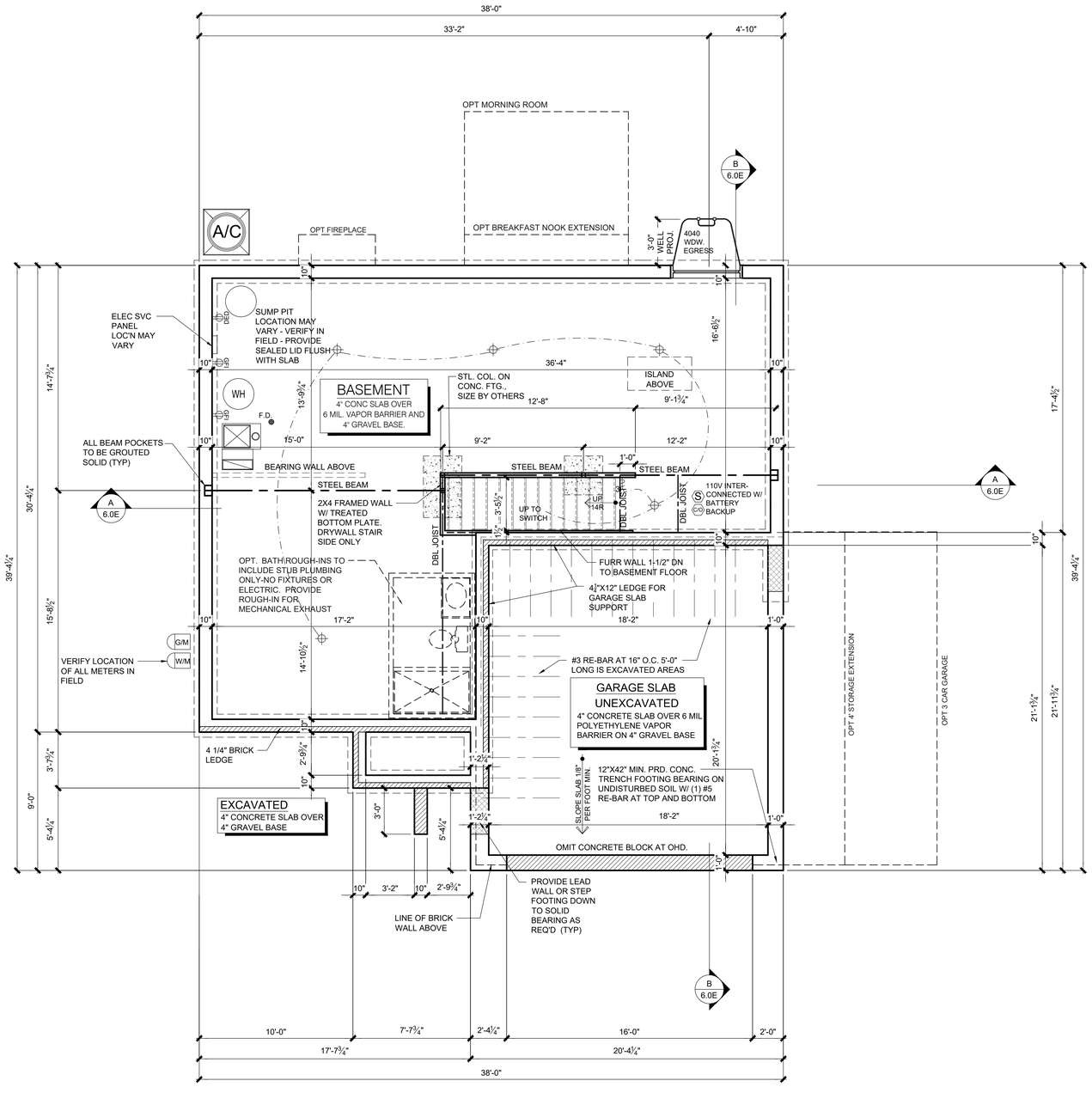

ELEVATION E
FOUNDATION PLAN

SCALE: 1/4" = 1'-0"

☒ OPTIONAL EXTRA

- ☐ BRICK WRAP
- ☐ FULL BATH ROUGH-IN
- ☐ EXTERIOR DIRECT VENT FIREPLACE
- ☐ BREAKFAST NOOK EXTENSION
- ☐ MORNING ROOM
- ☐ 7'-10" BASEMENT
- ☐ 8'-0" BASEMENT
- ☐ 8'-6" BASEMENT
- ☐ GARDEN BASEMENT
- ☐ WALK-OUT BASEMENT
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3-CAR FRONT LOAD GARAGE
  - ☐ GARAGE SERVICE DOOR

ESCAPE WINDOW NOTES:

PROVIDE GALV. METAL AREAWELL W/ MIN. 36" PROJECTION.

AREAWELL TO BE A MINIMUM OF 9 S.F. DRAIN TO DRAIN TILE. SILL OF ESCAPE WINDOW AT 44" MAX. ABOVE FLOOR. PROVIDE LADDER AS REQUIRED.

MIN. 5.7 S.F. CLEAR OPENING, 24" MIN. CLEAR OPENING HEIGHT, 20" MIN. CLEAR OPENING WIDTH . SASH NOT INCLUDED IN S.F.

VERIFY LOCATION IN FIELD
DO NOT LOCATE EGRESS WINDOWS BELOW ANY FIRST FLOOR CANTILEVERS ABOVE

Foundation Notes

1. WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE FOOTING EXCAVATIONS
2. PROVIDE A MIN. OF 6" OF GRANULAR FILL BELOW ALL INTERIOR SLABS-ON-GRADE
3. PROVIDE GRANULAR BACKFILL FOR BASEMENT WALLS. ALL BACKFILL SHALL BE WELL DRAINED
4. THE FOUNDATION DESIGN IS BASED ON A SOIL BEARING PRESSURE OF 2500 PSF. OTHERS SHALL DETERMINE THE ACTUAL BEARING CAPACITY OF THE SOIL
5. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED PRIOR TO CONCRETE PLACEMENT
6. WHERE COMPACTION OF FILL IS SPECIFIED, COMPACTION OF FILL MATERIAL SHALL BE A MINIMUM 95% OF MAXIMUM DRY DENSITY
7. BOTTOM OF THE EXTERIOR BUILDING FOOTINGS ARE TO BE AT LEAST 42" BELOW FINISH GRADE REGARDLESS OF ELEVATIONS SHOWN ON PLAN
8. ALL CONTINUOUS FOOTINGS SHALL BE CENTERED UNDER WALLS AND ALL PIERS AND SPREAD FOOTINGS SHALL BE CENTERED UNDER COLUMNS OR PIERS UNLESS NOTED OTHERWISE.
9. NO SLABS OR FOUNDATIONS SHALL BE PLACED INTO OR ADJACENT TO SUB-GRADE CONTAINING WATER, ICE, FROST, OR ORGANIC MATERIAL.
10. WHERE FOUNDATION WALLS ARE TO HAVE SOIL PLACED O BOT SIDES, PLACE SOIL SIMULTANEOUSLY SO AS TO MAINTAIN A COMMON ELEVATION ON EACH SIDE OF THE WALL.
11. BASEMENT WALLS ARE DESIGNED TO BE LATERALLY RESTRAINED BY THE CONCRETE FLOOR. PROVIDE TEMPORARY SUPPORT TO BASE OF THE BASEMENT WALL IF WALL IS BACKFILLED PRIOR TO THE PLACEMENT OF THE BASEMENT CONCRETE FLOOR. DO NOT BACKFILL MORE THAN 4'-0" FROM THE FOOTING PRIOR TO PLACING THE BASEMENT CONCRETE FLOOR.
12. THE REINFORCING STEEL CONTRACTOR SHALL FABRICATE ALL REINFORCEMENT AND FURNISH ALL ACCESSORIES, CHAIRS, SPACER BARS, AND SUPPORTS NECESSARY TO SECURE THE REINFORCEMENT UNLESS NOTED OTHERWISE.
13. REINFORCING STEEL SHALL BE ASTM A615 (GRADE 60)
14. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185
15. CONCRETE REINFORCEMENT SHALL BE PLACED ACCORDING TO CRSI RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS
16. CONCRETE COVERAGE FOR REINFORCING, U.N.O.
    - FOOTINGS 3"
    - SLAB ON GRADE CENTER OF SLAB
    - WALLS EXPOSED TO EARTH 2"
    - COLUMN TIES 1½"
17. COMPRESSION LAB SPLICED FOR GRADE 60 BARS SHALL BE 30 BAR DIAMETER MIN.
18. TENSION LAP SPLICES SHALL BE AS DETAILED. USE CLASS B SPLICES U.N.O.
19. ALL WELDED WIRE FABRIC LAPS SHALL BE 8" AT ENDS AND SIDES
20. BAR LENGTHS SHOWN DO NOT INCLUDE HOOKS AND BENDS
21. CONCRETE AT THE TIME OF PLACEMENT SHALL HAVE A SLUMP OF 4" +/- 1" UNLESS A SUPER-PLASTICIZING AGENT IS USED
22. ALL OPENINGS IN CONCRETE WALLS SHALL HAVE (2) #5 RE-BARS PLACED AROUND THE OPENING. EXTEND THE BARS 24" BEYOND EACH FACE OF OPENING. PLACE (2) #5 X 4'-0" LONG BARS DIAGONALLY AT EACH CORNER.

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REFER TO ENGINEERING SHEET FOR STEEL BEAM, COLUMN, AND PAD SIZES

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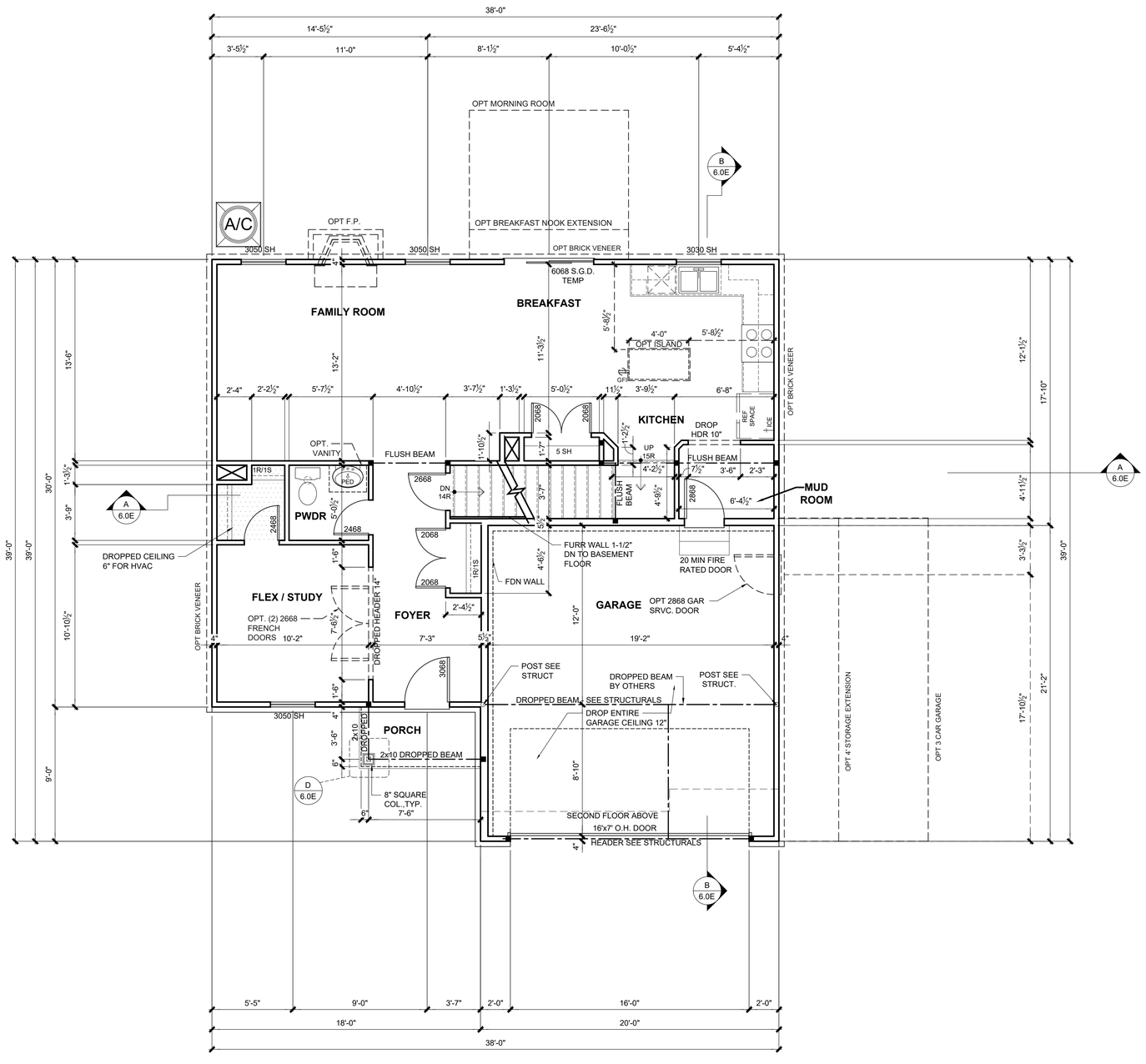
LSP By:	XXX
LSP Rev:	

Sheet Title : Foundation Plan

Sheet: 2.0E



PLAN OPTIONS

- [ ] RAILING - FIRST FLOOR
- [ ] POWDER ROOM CABINET
- [ ] FRENCH DOORS - FLEX / STUDY
- [ ] MORNING ROOM
- [ ] KITCHEN ISLAND
- [ ] BREAKFAST NOOK EXTENSION
- [ ] EXTERIOR DIRECT VENT FIREPLACE (REAR WALL)
- [ ] GARAGE SERVICE DOOR
- [ ] 4'-0" GARAGE STORAGE
  - [ ] GARAGE SERVICE DOOR
- [ ] 3 CAR GARAGE
  - [ ] GARAGE SERVICE DOOR

Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB. CEILING TO BE ⅝" TYPE "X" FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE: 1ST FLOOR: 7'-6" SECOND FLOOR" 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F.
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

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REFER TO ENGINEERING SHEET FOR FRAMING AND HEADER SIZES

FRAMING PLAN

FIRST FLOOR PLAN - E

SCALE: 1/4" = 1'-0"

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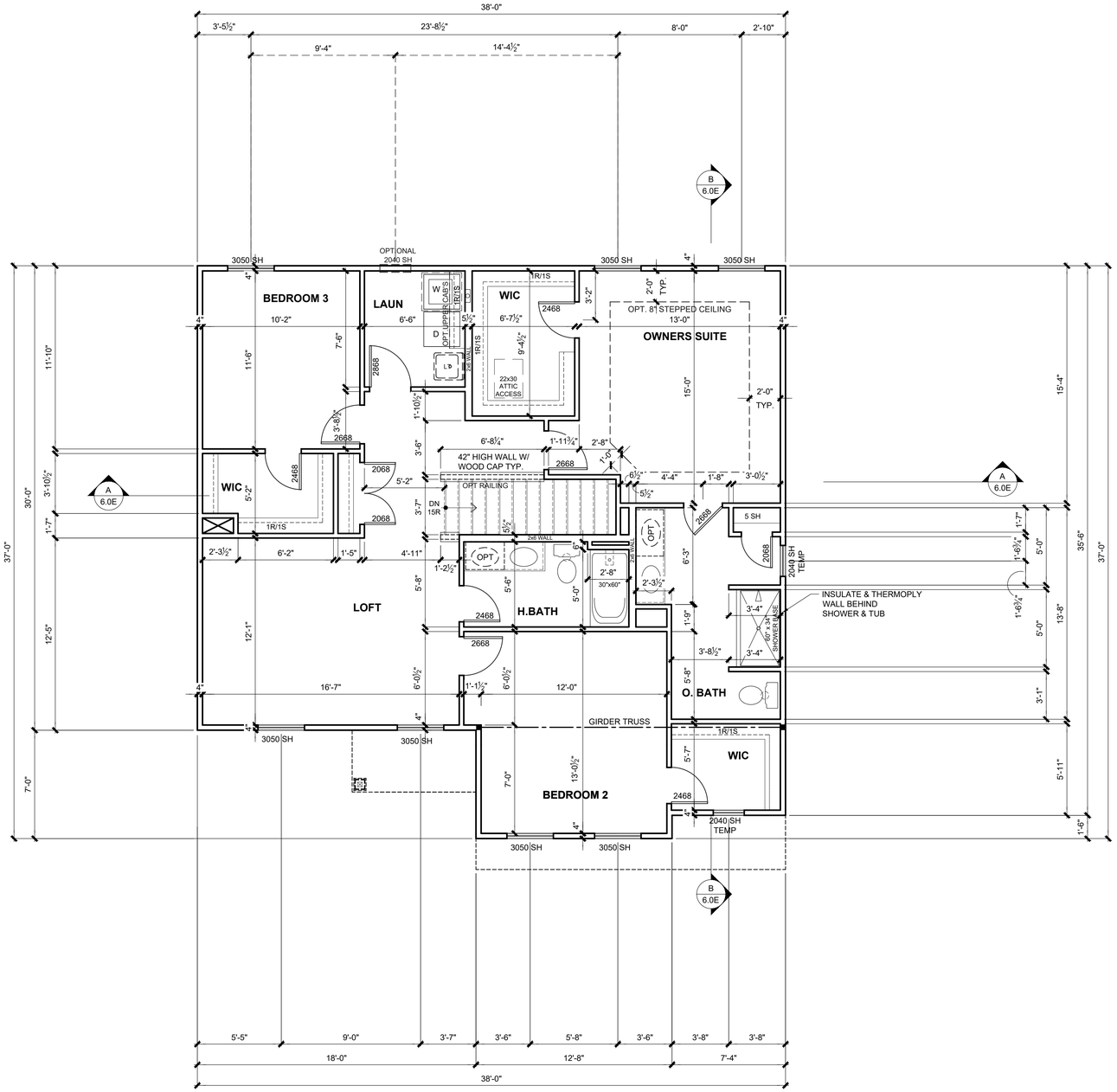
LSP Rev:	

Sheet Title :

First Floor Plan

Sheet:

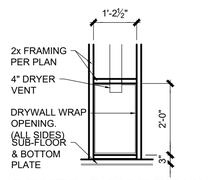
3.0E



FRAMING PLAN
SECOND FLOOR PLAN - E
SCALE: 1/4" = 1'-0"

PLAN OPTIONS

- ☐ LAUNDRY SINK ONLY
- ☐ LAUNDRY UPPER CABINETS (CABINETS ABOVE WASHER AND DRYER)
- ☐ WINDOW OPTIONS
  - ☐ 3040 LAUNDRY ROOM
- ☐ OWNERS SUITE STEPPED CEILING
- ☐ SECOND FLOOR RAILING
- ☐ BEDROOM #4 IN-LIEU OF LOFT
- ☐ OWNERS STD BATH UPGRADES
  - ☐ 2ND SINK BOWL
- ☐ OWNERS DELUXE BATH
- ☐ HALL BATH 2ND SINK BOWL



DRYER BOX DETAIL
SCALE: 1/2" = 1'-0"

Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB. CEILING TO BE ⅝" TYPE "X" FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE: 1ST FLOOR: 7'-6" SECOND FLOOR" 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

Structural Disclaimer

STRUCTURAL INFORMATION; HEADER, BEAM, GIRDER SIZES, ETC. TO BE PROVIDED BY OTHERS, AND ARE NOT CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS.

ANY INFORMATION RELATIVE TO STRUCTURE WITHIN THESE DOCUMENTS IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY.

REFER TO ENGINEERING SHEET FOR FRAMING AND HEADER SIZES

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Phone#: 248-221-5000

M/I HOMES

11x17 PRINTS ARE ½ SCALE

Brooklyn
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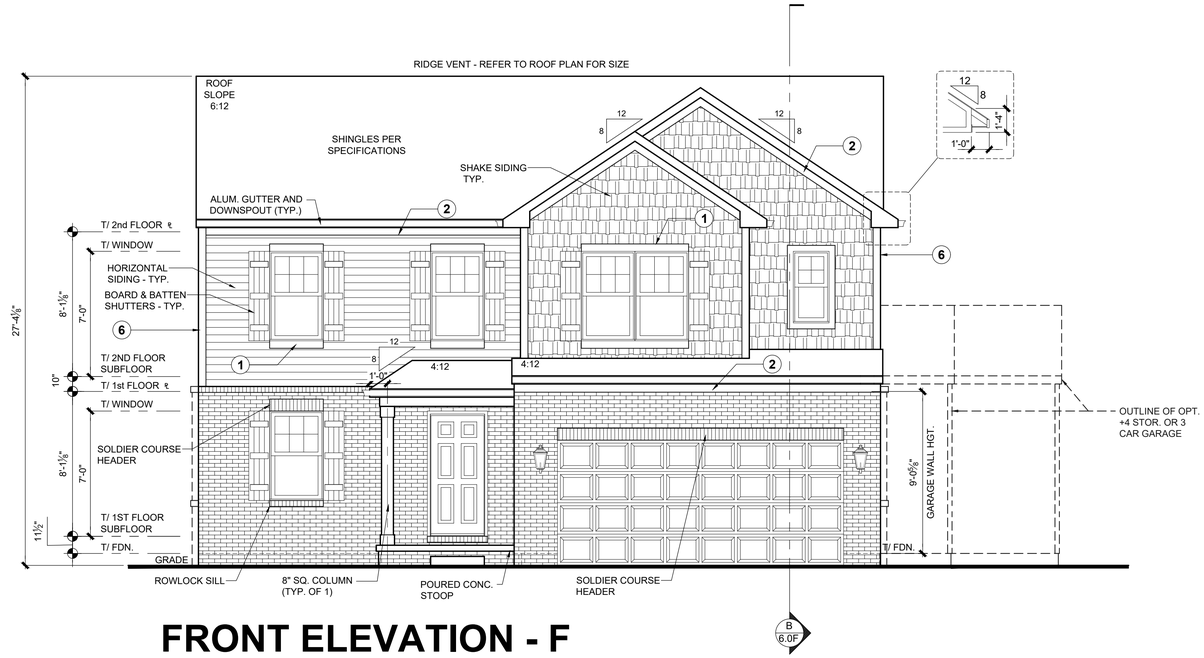
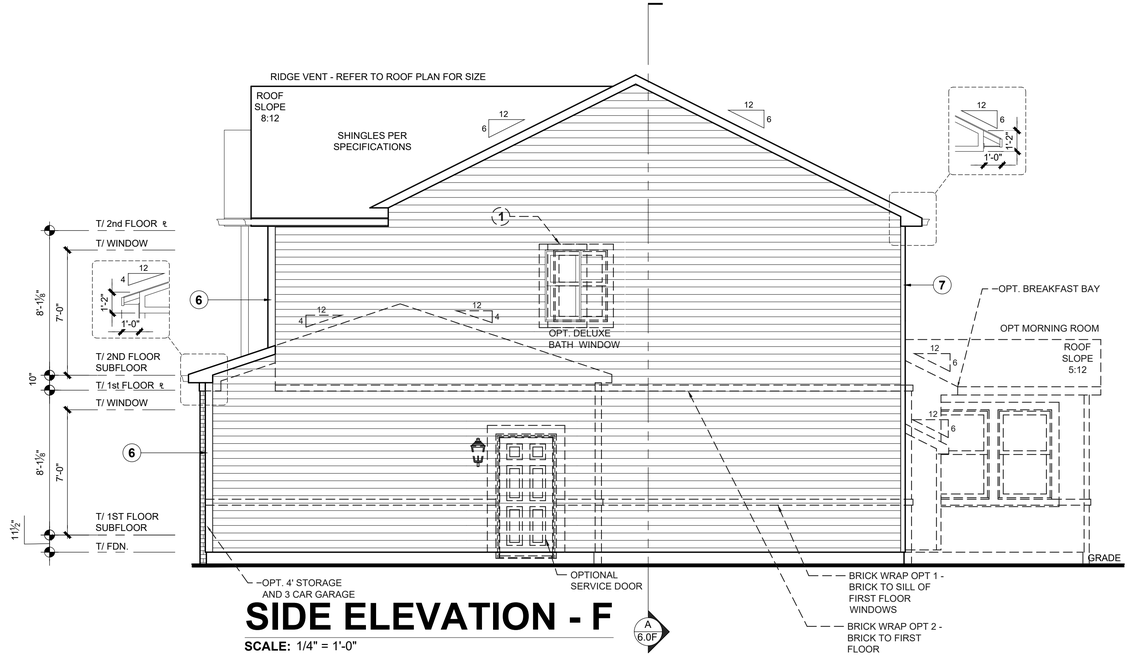
LSP By: XXX
LSP Rev:
Sheet Title : Second Floor Plan
Sheet: 3.1E



FRONT ELEVATION - F

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - F

SCALE: 1/4" = 1'-0"

Division Note

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Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ⅝ TRIM THICKNESS

Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

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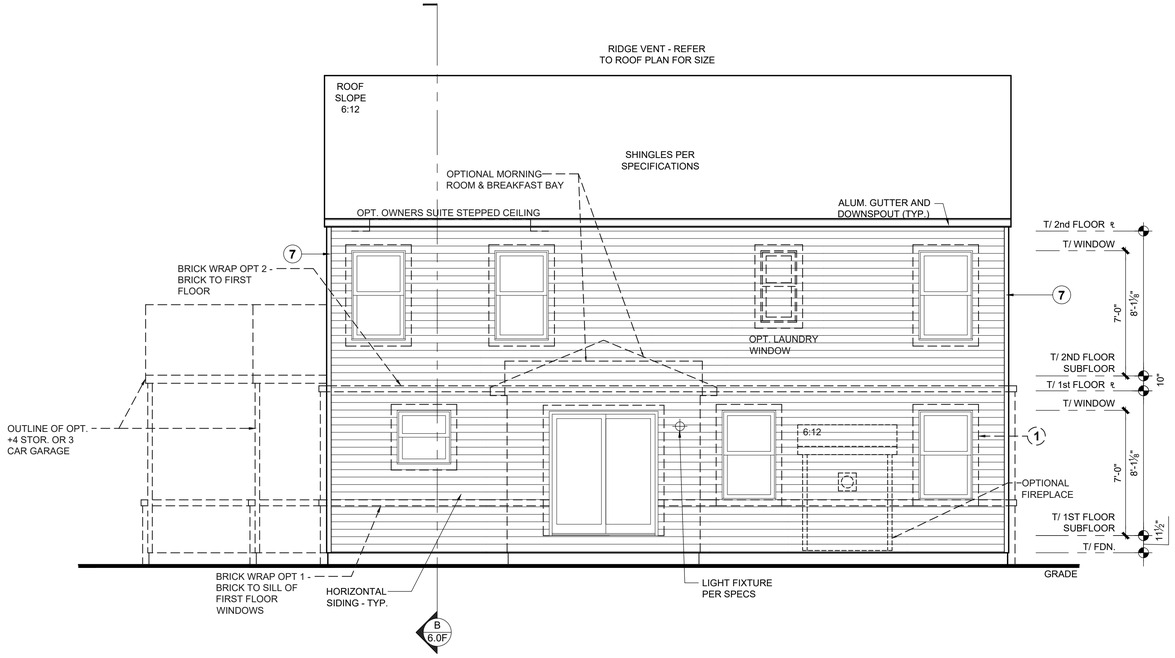
LSP By:	XXX
LSP Rev:	

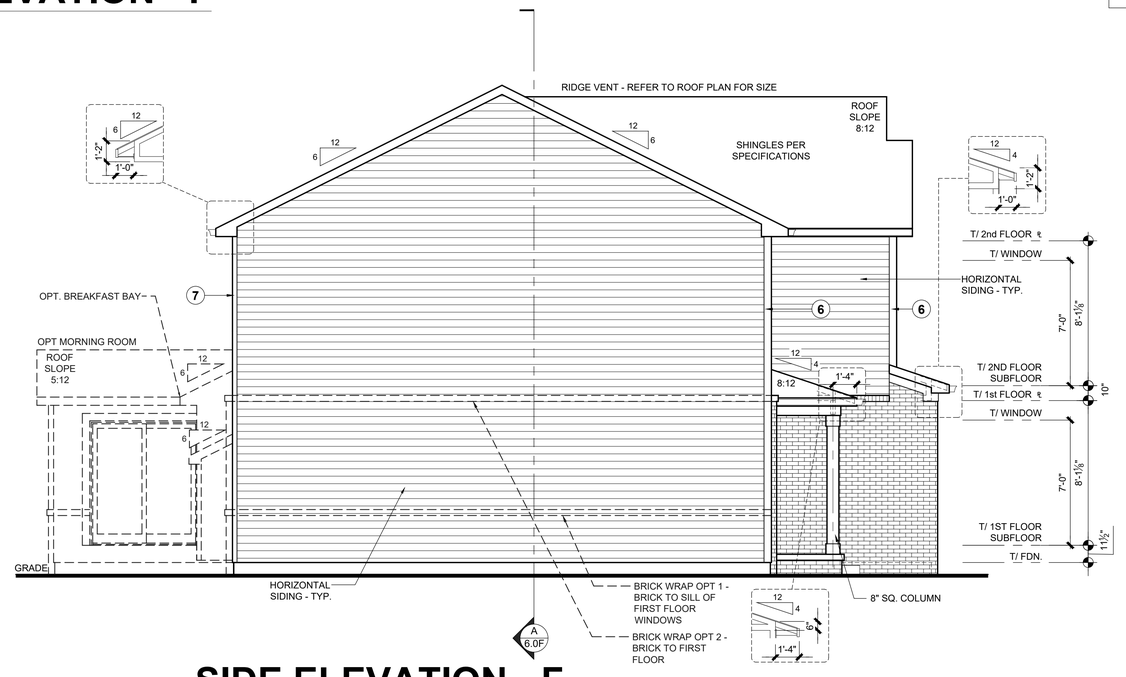
Sheet Title : Front & Garage Side Elevations

Sheet: 1.0F



REAR ELEVATION - F

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - F

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Brooklyn

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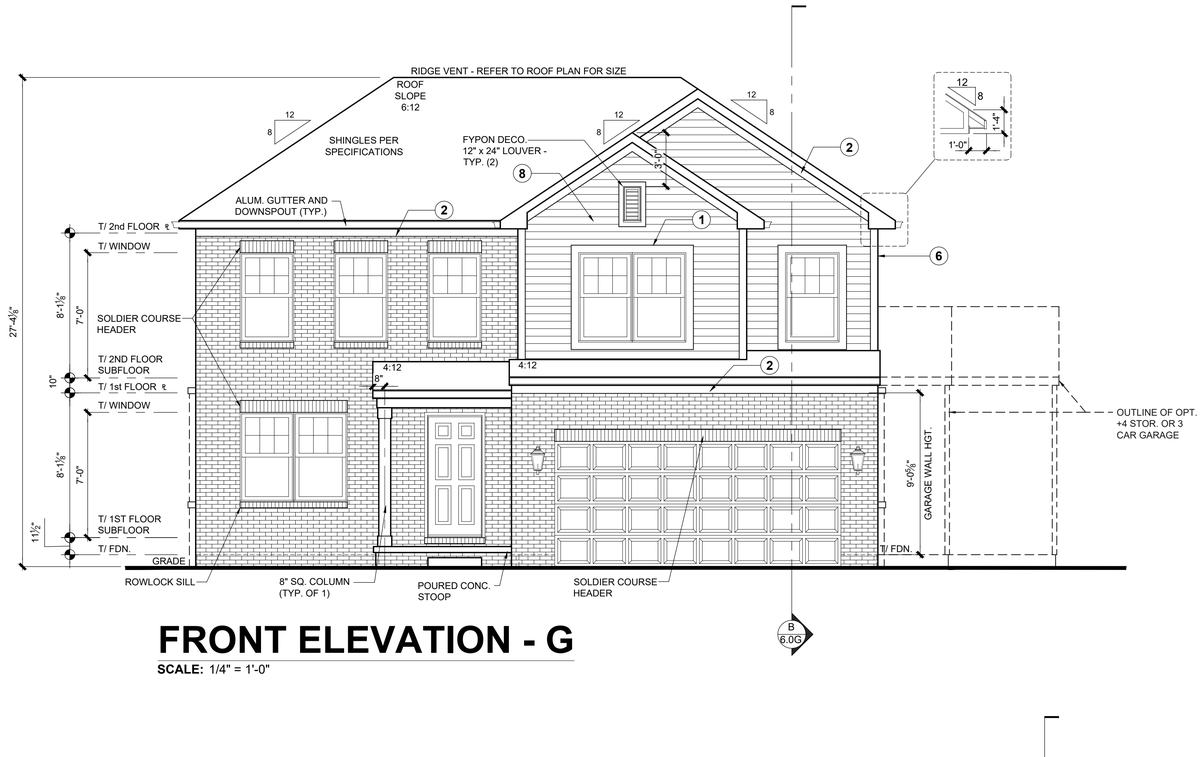
LSP By:	XXX
LSP Rev:	

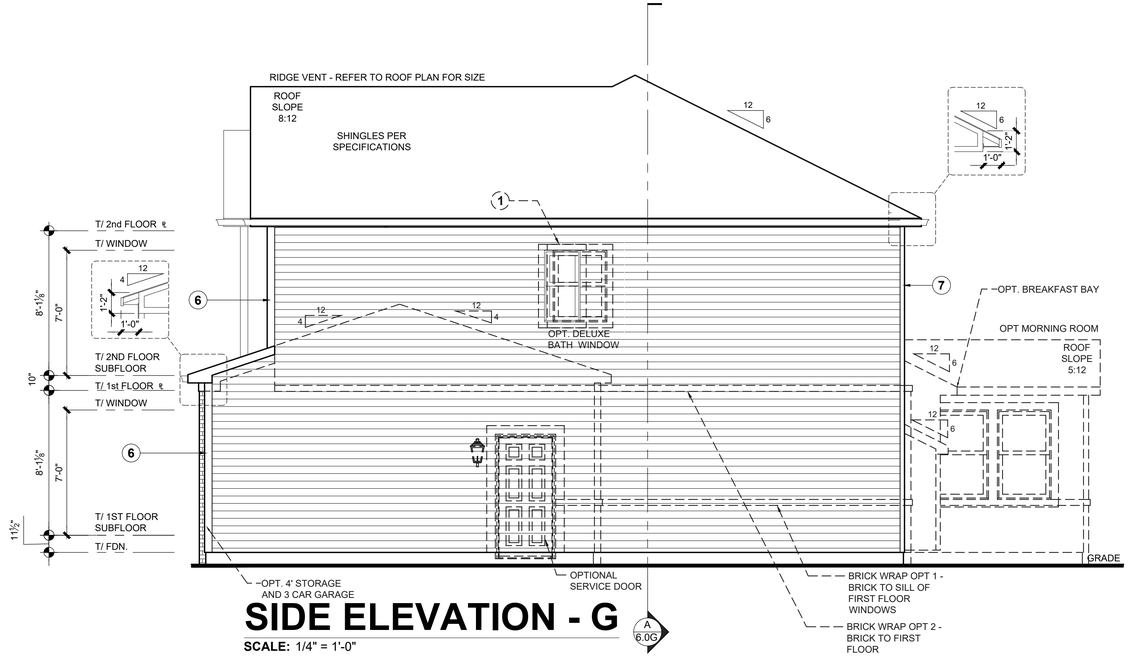
Sheet Title : Rear & Side Elevations

Sheet: 1.1F



FRONT ELEVATION - G

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - G

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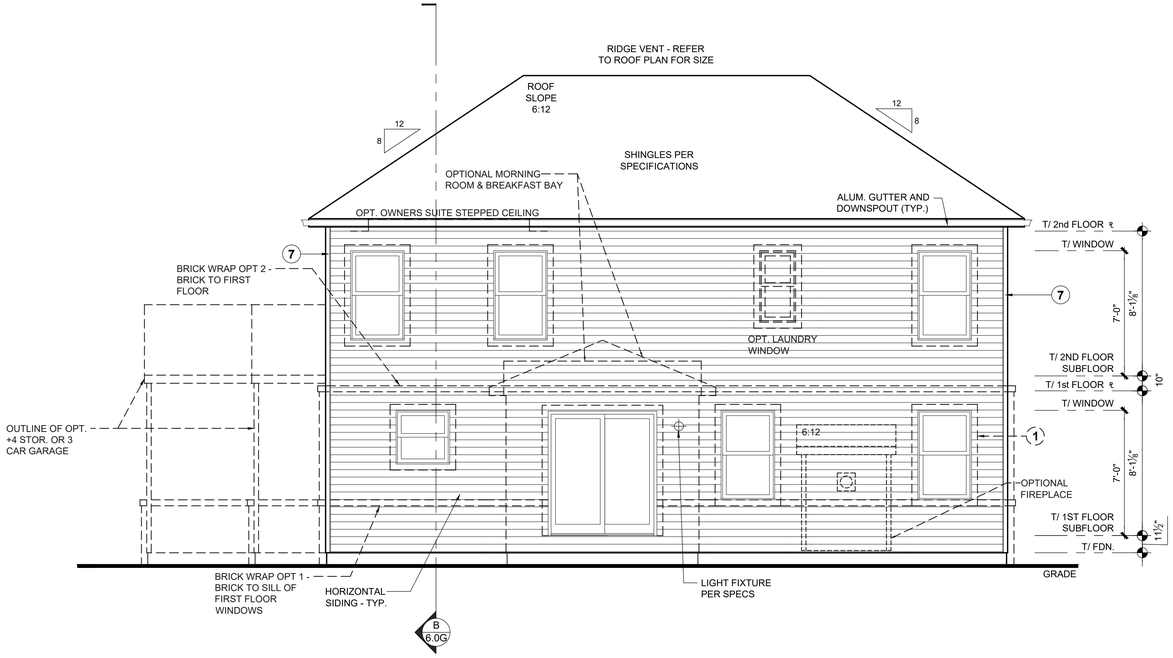
Sheet Title :	Front & Garage Side Elevations
Sheet:	1.0G



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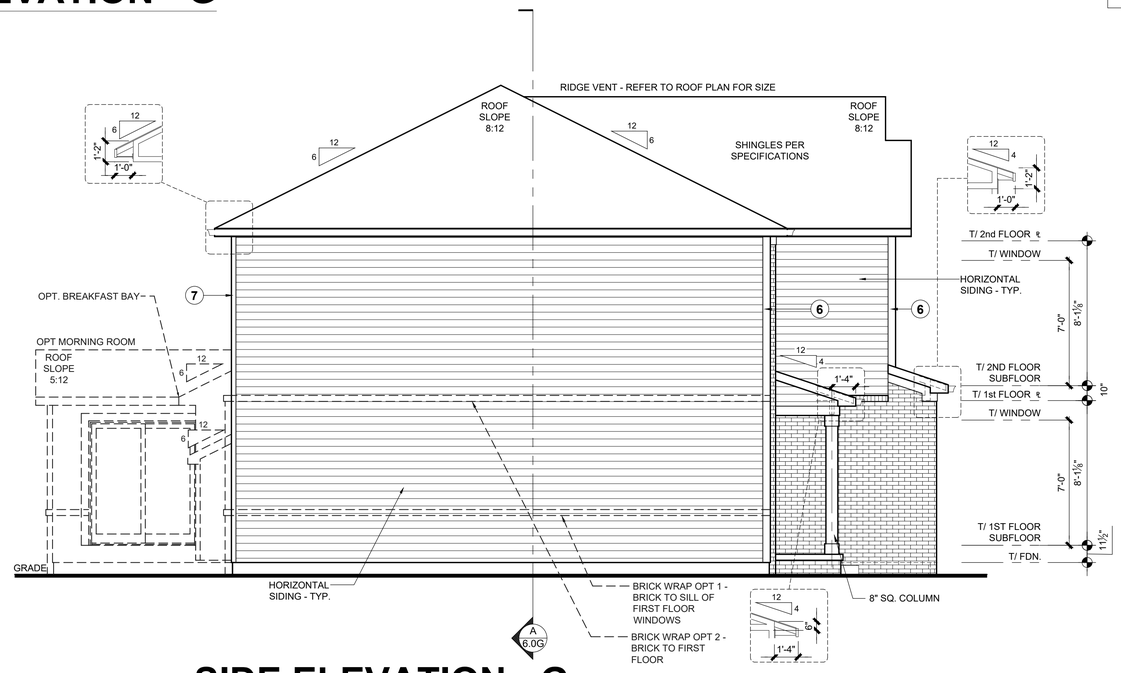

SIDE ELEVATION - G

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Sheet Title : Rear & Side Elevations

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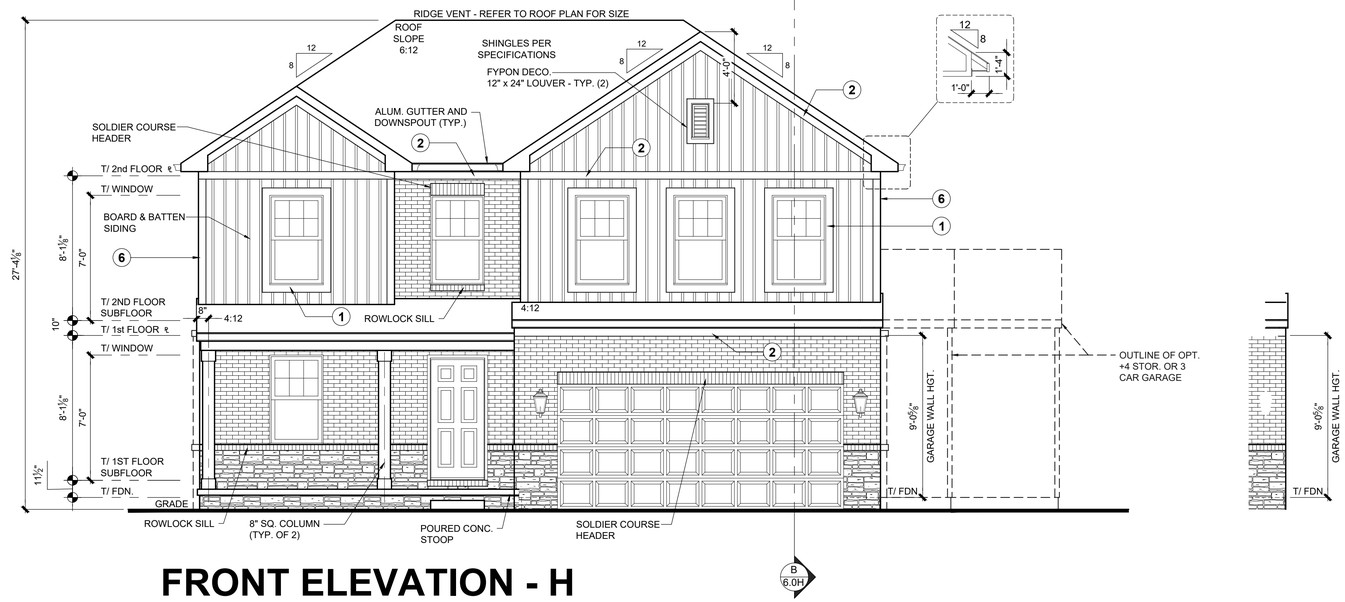

FRONT ELEVATION - H

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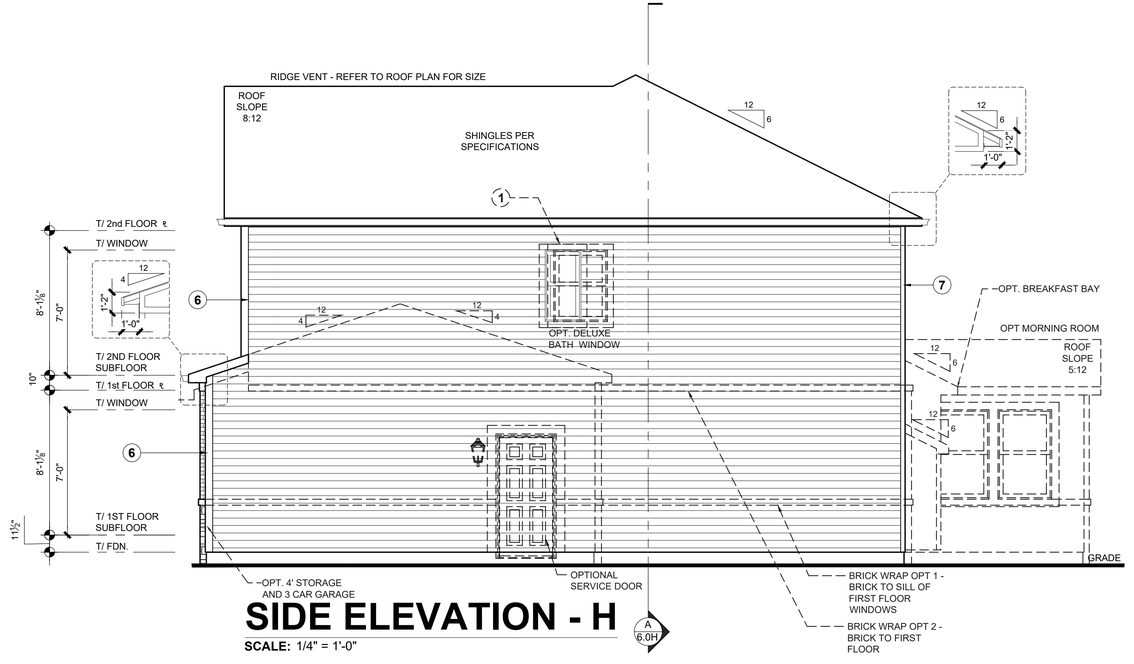

SIDE ELEVATION - H

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Front & Garage Side Elevations

Sheet:
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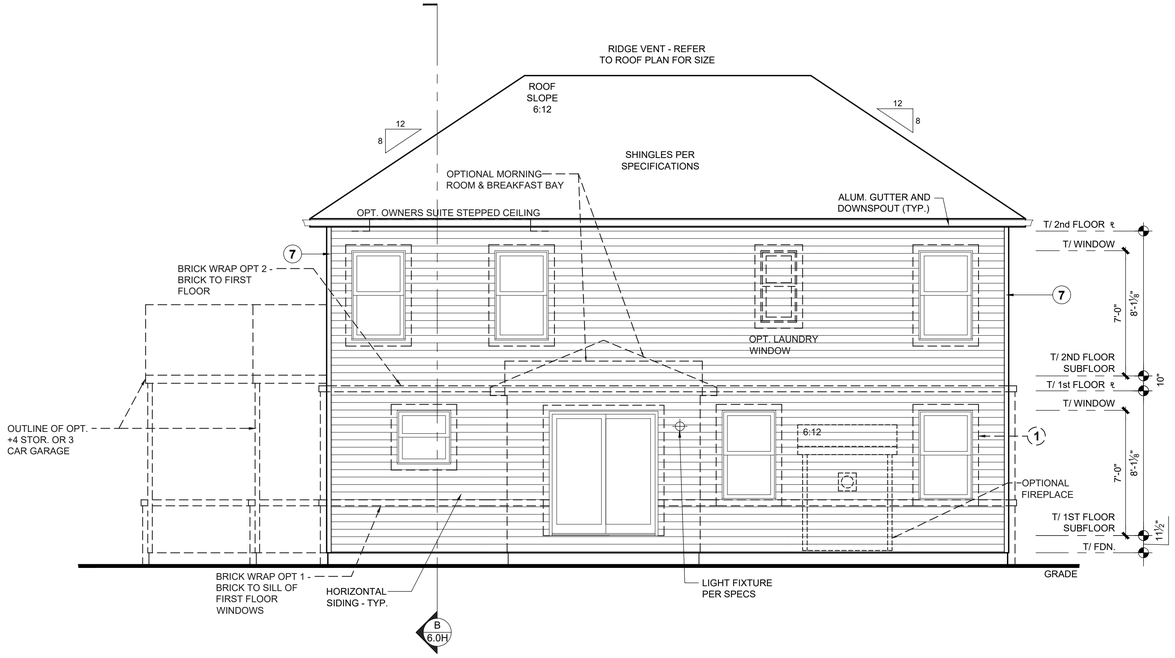

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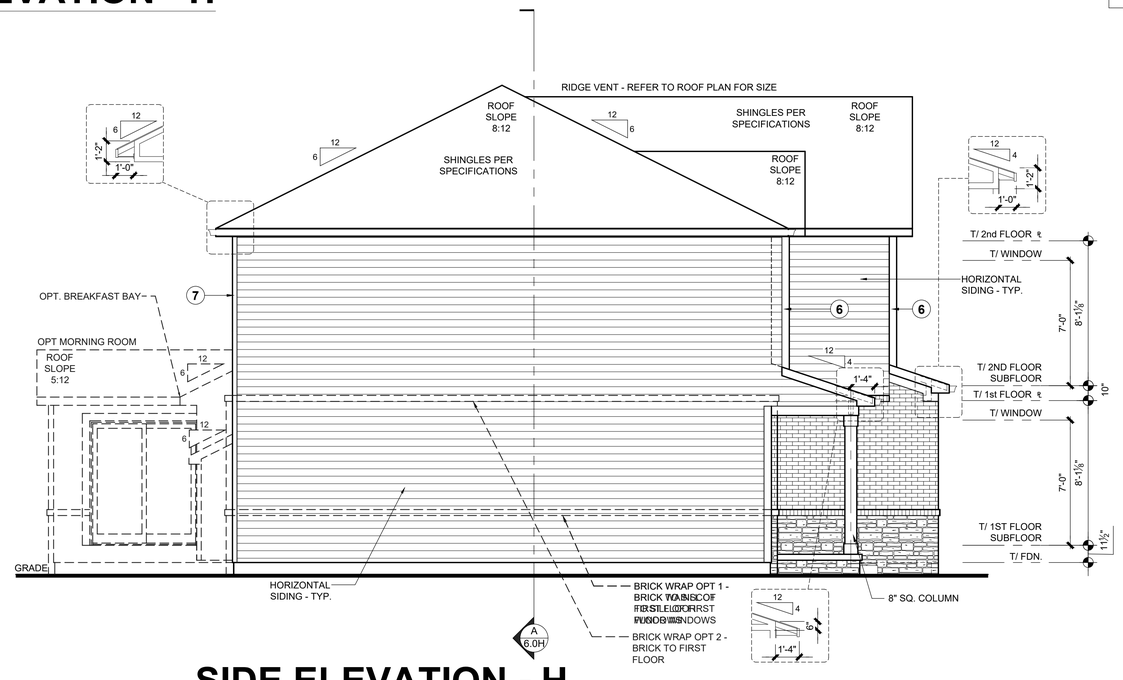

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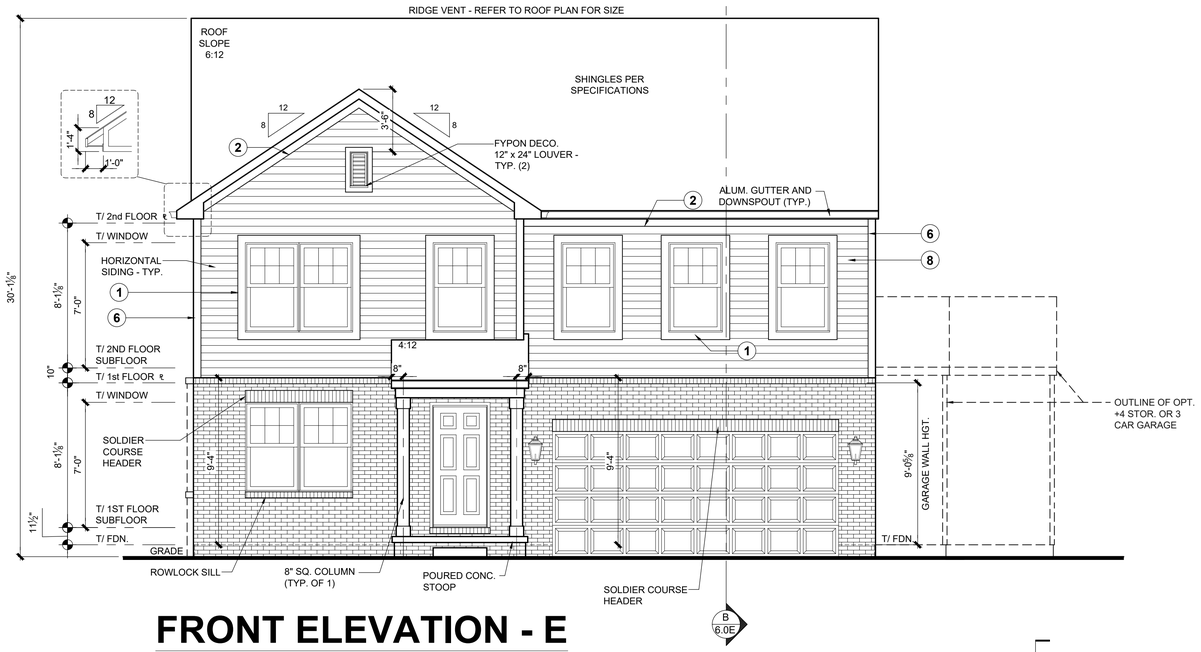

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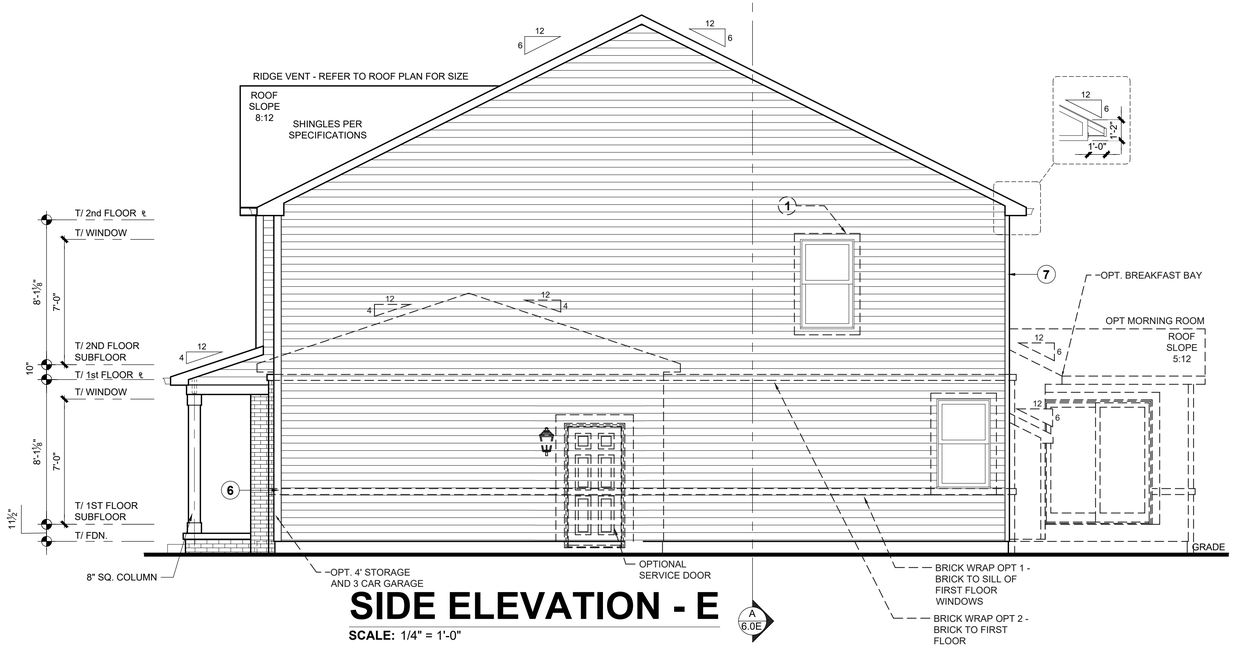

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ESSENTIAL BRICK SERIES

Plan Issued Date: 12-18-23

BASE PLAN REVISION:

1	----
2	----
3	----
4	----

M/I Homes of Michigan, LLC
1668 S. Telegraph Road, Suite 200
Bloomfield Hills, MI 48302
Phone#: 248-221-5000

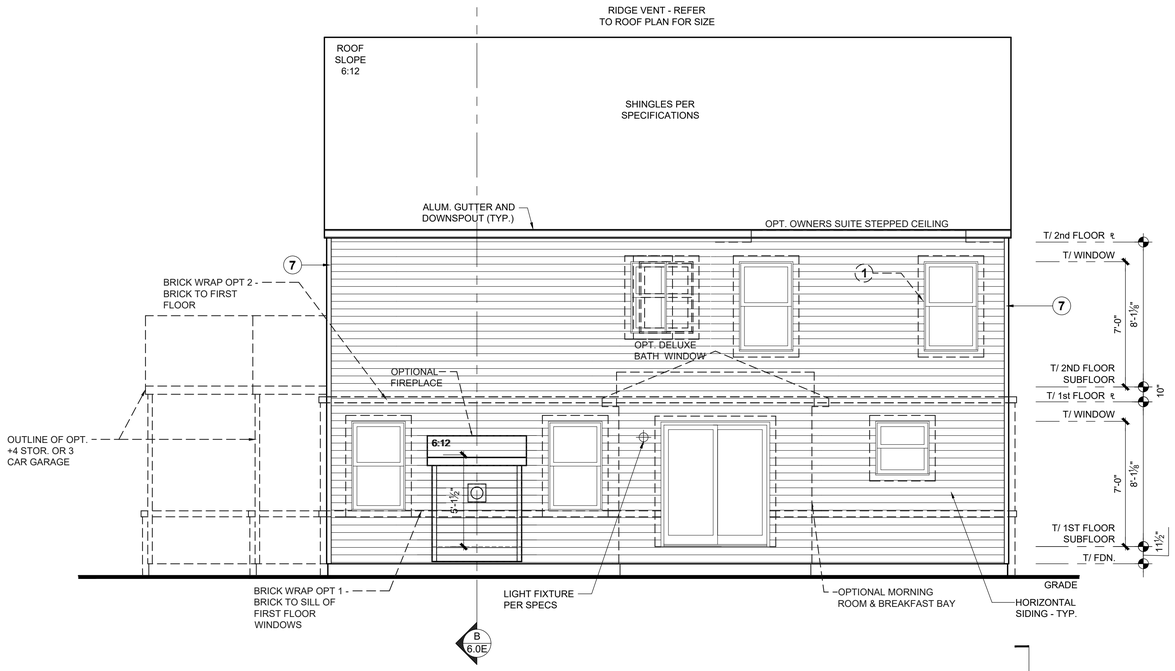
M/I HOMES

Juliet

Lot # - Subdivision
Address, City, MI Zip Code

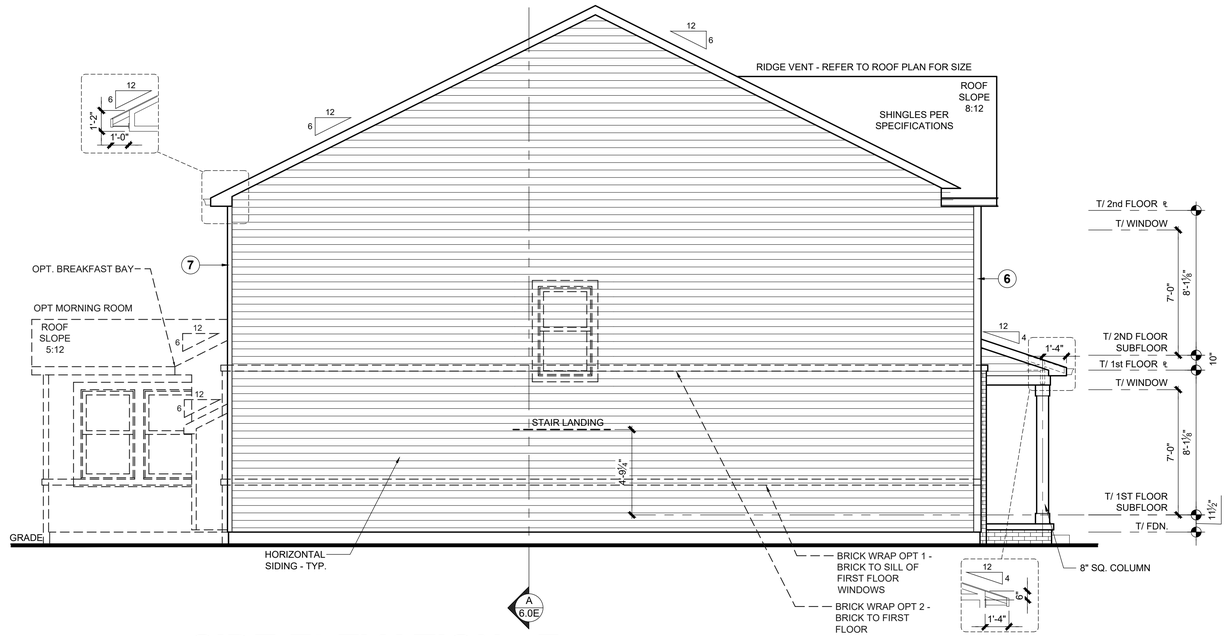
11x17 PRINTS ARE ½ SCALE

Job #:	XXX
LSP Date:	XX/XX /XX
LSP By:	XXX
LSP Rev:	
Sheet Title :	Front & Garage Side Elevations
Sheet:	1.0E



REAR ELEVATION - E

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - E

SCALE: 1/4" = 1'-0"

Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES; WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

Typ Ext Trim Finish

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Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

Trim Schedule

KEY #	DESCRIPTION
1	4" TRIM (2x4)
2	6" TRIM (2x6)
3	8" TRIM (2x8)
4	10" TRIM (2X10)
5	12" TRIM (2X12)
6	FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS
7	REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS
8	VINYL ACCENT SIDING

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ¾ TRIM THICKNESS

Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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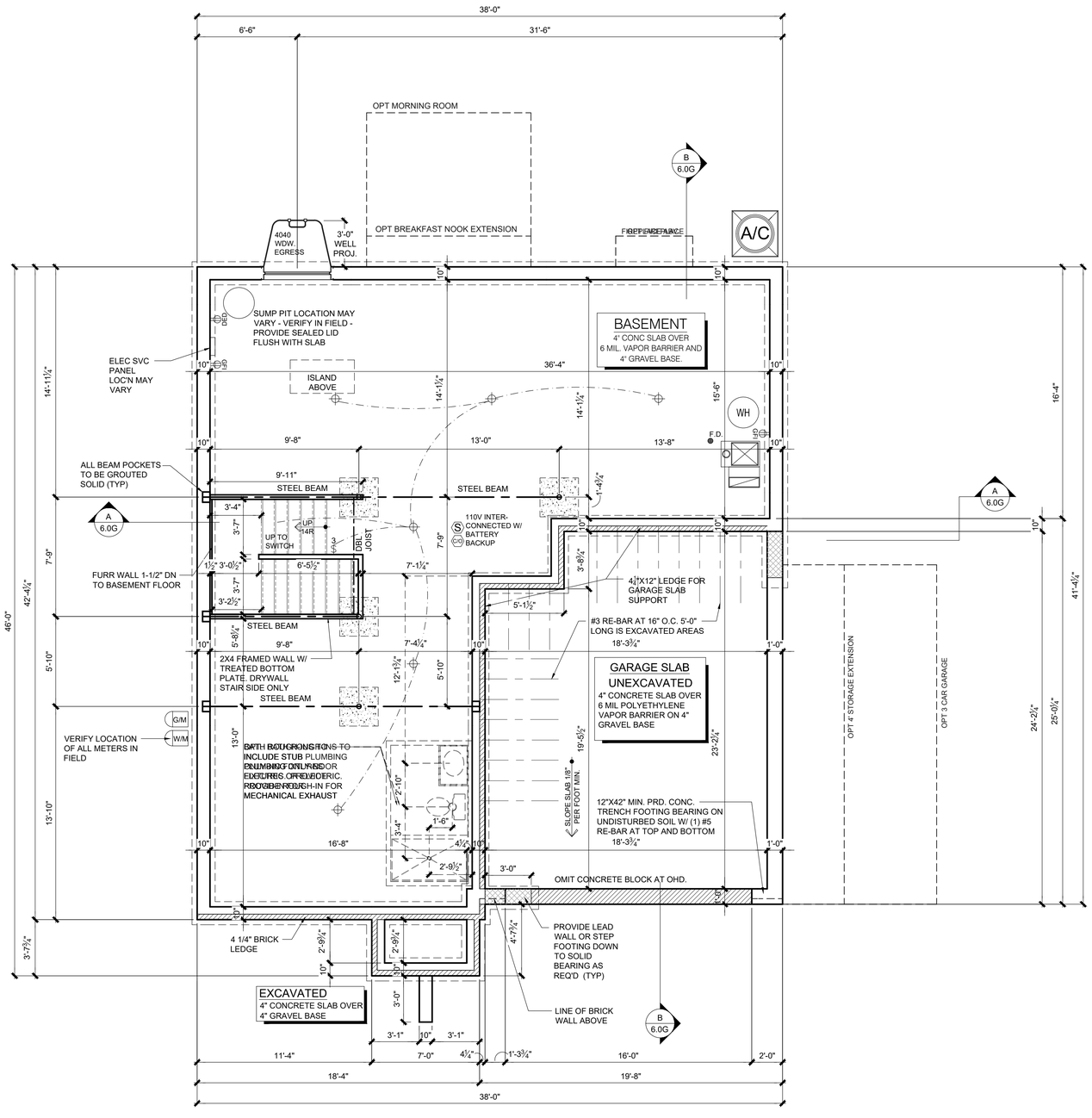
Sheet Title :
Rear & Side Elevations

Sheet:
1.1E



ELEVATION E
FOUNDATION PLAN

SCALE: 1/4" = 1'-0"

☒ OPTIONAL EXTRA

- ☐ FULL BATH ROUGH-IN
- ☐ EXTERIOR DIRECT VENT FIREPLACE
- ☐ BREAKFAST NOOK EXTENSION
- ☐ MORNING ROOM
- ☐ 7'-10" BASEMENT
- ☐ 8'-0" BASEMENT
- ☐ 8'-6" BASEMENT
- ☐ GARDEN BASEMENT
- ☐ WALK-OUT BASEMENT
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3-CAR FRONT LOAD GARAGE
  - ☐ GARAGE SERVICE DOOR

ESCAPE WINDOW NOTES:

PROVIDE GALV. METAL AREAWELL W/ MIN. 36" PROJECTION.

AREAWELL TO BE A MINIMUM OF 9 S.F. DRAIN TO DRAIN TILE. SILL OF ESCAPE WINDOW AT 44" MAX. ABOVE FLOOR. PROVIDE LADDER AS REQUIRED.

MIN. 5.7 S.F. CLEAR OPENING, 24" MIN. CLEAR OPENING HEIGHT, 20" MIN. CLEAR OPENING WIDTH . SASH NOT INCLUDED IN S.F.

VERIFY LOCATION IN FIELD
DO NOT LOCATE EGRESS WINDOWS BELOW ANY FIRST FLOOR CANTILEVERS ABOVE

Foundation Notes

1. WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE FOOTING EXCAVATIONS
2. PROVIDE A MIN. OF 6" OF GRANULAR FILL BELOW ALL INTERIOR SLABS-ON-GRADE
3. PROVIDE GRANULAR BACKFILL FOR BASEMENT WALLS. ALL BACKFILL SHALL BE WELL DRAINED
4. THE FOUNDATION DESIGN IS BASED ON A SOIL BEARING PRESSURE OF 2500 PSF. OTHERS SHALL DETERMINE THE ACTUAL BEARING CAPACITY OF THE SOIL
5. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED PRIOR TO CONCRETE PLACEMENT
6. WHERE COMPACTION OF FILL IS SPECIFIED, COMPACTION OF FILL MATERIAL SHALL BE A MINIMUM 95% OF MAXIMUM DRY DENSITY
7. BOTTOM OF THE EXTERIOR BUILDING FOOTINGS ARE TO BE AT LEAST 42" BELOW FINISH GRADE REGARDLESS OF ELEVATIONS SHOWN ON PLAN
8. ALL CONTINUOUS FOOTINGS SHALL BE CENTERED UNDER WALLS AND ALL PIERS AND SPREAD FOOTINGS SHALL BE CENTERED UNDER COLUMNS OR PIERS UNLESS NOTED OTHERWISE.
9. NO SLABS OR FOUNDATIONS SHALL BE PLACED INTO OR ADJACENT TO SUB-GRADE CONTAINING WATER, ICE, FROST, OR ORGANIC MATERIAL.
10. WHERE FOUNDATION WALLS ARE TO HAVE SOIL PLACED O BOT SIDES, PLACE SOIL SIMULTANEOUSLY SO AS TO MAINTAIN A COMMON ELEVATION ON EACH SIDE OF THE WALL.
11. BASEMENT WALLS ARE DESIGNED TO BE LATERALLY RESTRAINED BY THE CONCRETE FLOOR. PROVIDE TEMPORARY SUPPORT TO BASE OF THE BASEMENT WALL IF WALL IS BACKFILLED PRIOR TO THE PLACEMENT OF THE BASEMENT CONCRETE FLOOR. DO NOT BACKFILL MORE THAN 4'-0" FROM THE FOOTING PRIOR TO PLACING THE BASEMENT CONCRETE FLOOR.
12. THE REINFORCING STEEL CONTRACTOR SHALL FABRICATE ALL REINFORCEMENT AND FURNISH ALL ACCESSORIES, CHAIRS, SPACER BARS, AND SUPPORTS NECESSARY TO SECURE THE REINFORCEMENT UNLESS NOTED OTHERWISE.
13. REINFORCING STEEL SHALL BE ASTM A615 (GRADE 60)
14. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185
15. CONCRETE REINFORCEMENT SHALL BE PLACED ACCORDING TO CRSI RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS
16. CONCRETE COVERAGE FOR REINFORCING, U.N.O.

FOOTINGS	3"
SLAB ON GRADE	CENTER OF SLAB
WALLS EXPOSED TO EARTH	2"
COLUMN TIES	1½"

17. COMPRESSION LAB SPLICED FOR GRADE 60 BARS SHALL BE 30 BAR DIAMETER MIN.
18. TENSION LAP SPLICES SHALL BE AS DETAILED. USE CLASS B SPLICES U.N.O.
19. ALL WELDED WIRE FABRIC LAPS SHALL BE 8" AT ENDS AND SIDES
20. BAR LENGTHS SHOWN DO NOT INCLUDE HOOKS AND BENDS
21. CONCRETE AT THE TIME OF PLACEMENT SHALL HAVE A SLUMP OF 4" +/- 1" UNLESS A SUPER-PLASTICIZING AGENT IS USED
22. ALL OPENINGS IN CONCRETE WALLS SHALL HAVE (2) #5 RE-BARS PLACED AROUND THE OPENING. EXTEND THE BARS 24" BEYOND EACH FACE OF OPENING. PLACE (2) #5 X 4'-0" LONG BARS DIAGONALLY AT EACH CORNER.

Structural Disclaimer

STRUCTURAL INFORMATION; HEADER, BEAM, GIRDER SIZES, ETC. TO BE PROVIDED BY OTHERS, AND ARE NOT CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS.

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REFER TO ENGINEERING SHEET FOR STEEL BEAM, COLUMN, AND PAD SIZES

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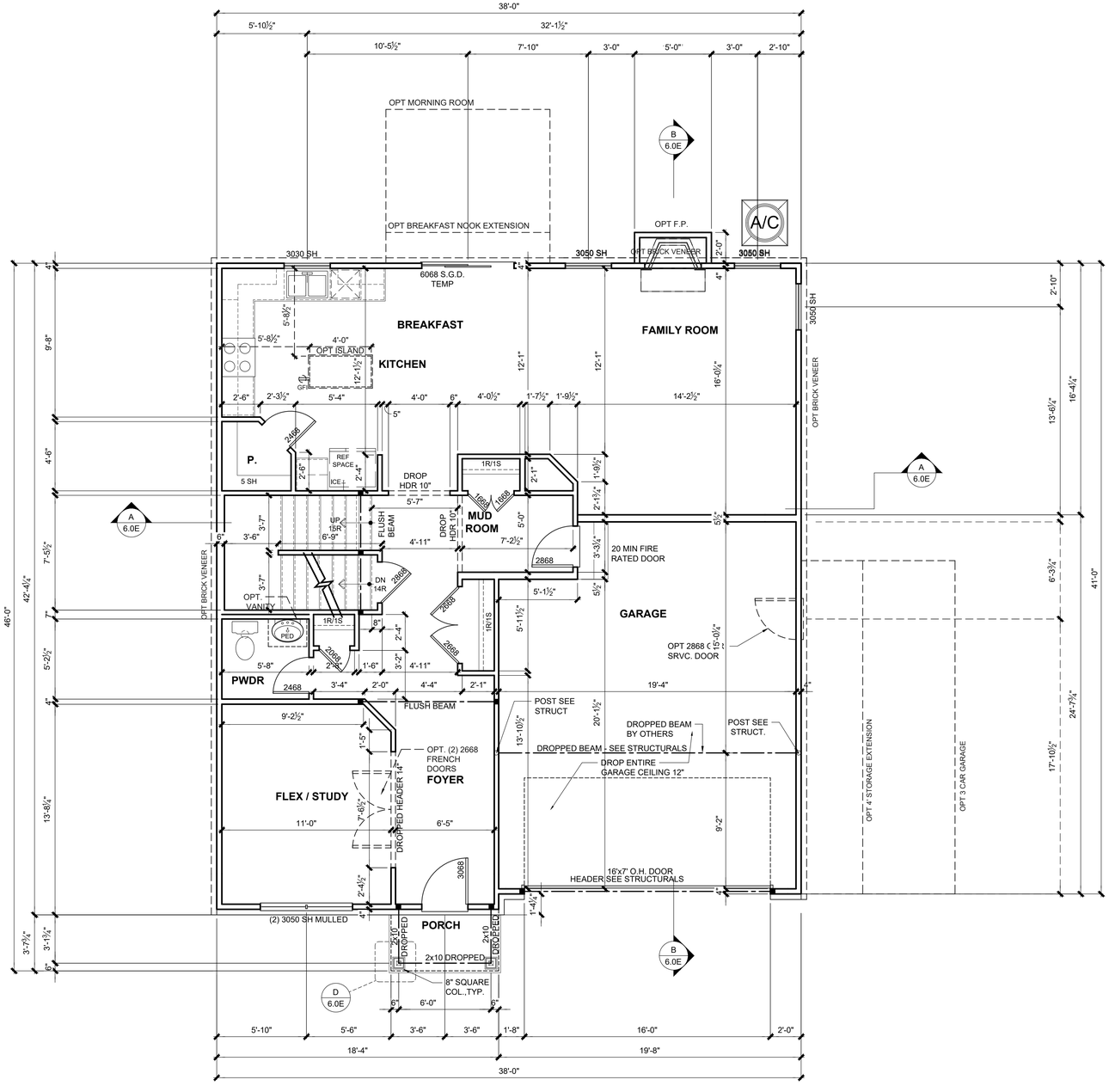
Sheet Title : Foundation Plan

Sheet: 2.0E



FRAMING PLAN
FIRST FLOOR PLAN - E

SCALE: 1/4" = 1'-0"

PLAN OPTIONS

- ☐ POWDER ROOM CABINET
- ☐ MORNING ROOM
- ☐ FRENCH DOORS - FLEX / STUDY
- ☐ KITCHEN ISLAND
- ☐ BREAKFAST NOOK EXTENSION
- ☐ EXTERIOR DIRECT VENT FIREPLACE (REAR WALL)
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3 CAR GARAGE
  - ☐ GARAGE SERVICE DOOR

DIRECT VENT GAS FIREPLACE
QUARTZ 36 BY [illegible] MATERIAL
42"x 38 1/4" ROUGH OPENING

PROVIDE NON-COMBUSTIBLE HEARTH
HEARTH EXTENSION TO BE MIN. 20" FRONT AND 12" TO EACH SIDE OF THE FIREPLACE BOX.

FIREPLACE CHASE TO BE INSULATED TO MATCH EXTERIOR WALLS, AND SHEATHED WITH 1/2" GYPSUM BOARD AT ALL INTERIOR ROOMS.

Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB. CEILING TO BE ⅝" TYPE "X" FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

STAIR TREADS AND RISERS

OPTIONAL STRUCTURAL HANDRAIL

HANDRAIL 30" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE: 1ST FLOOR: 7'-6" SECOND FLOOR" 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

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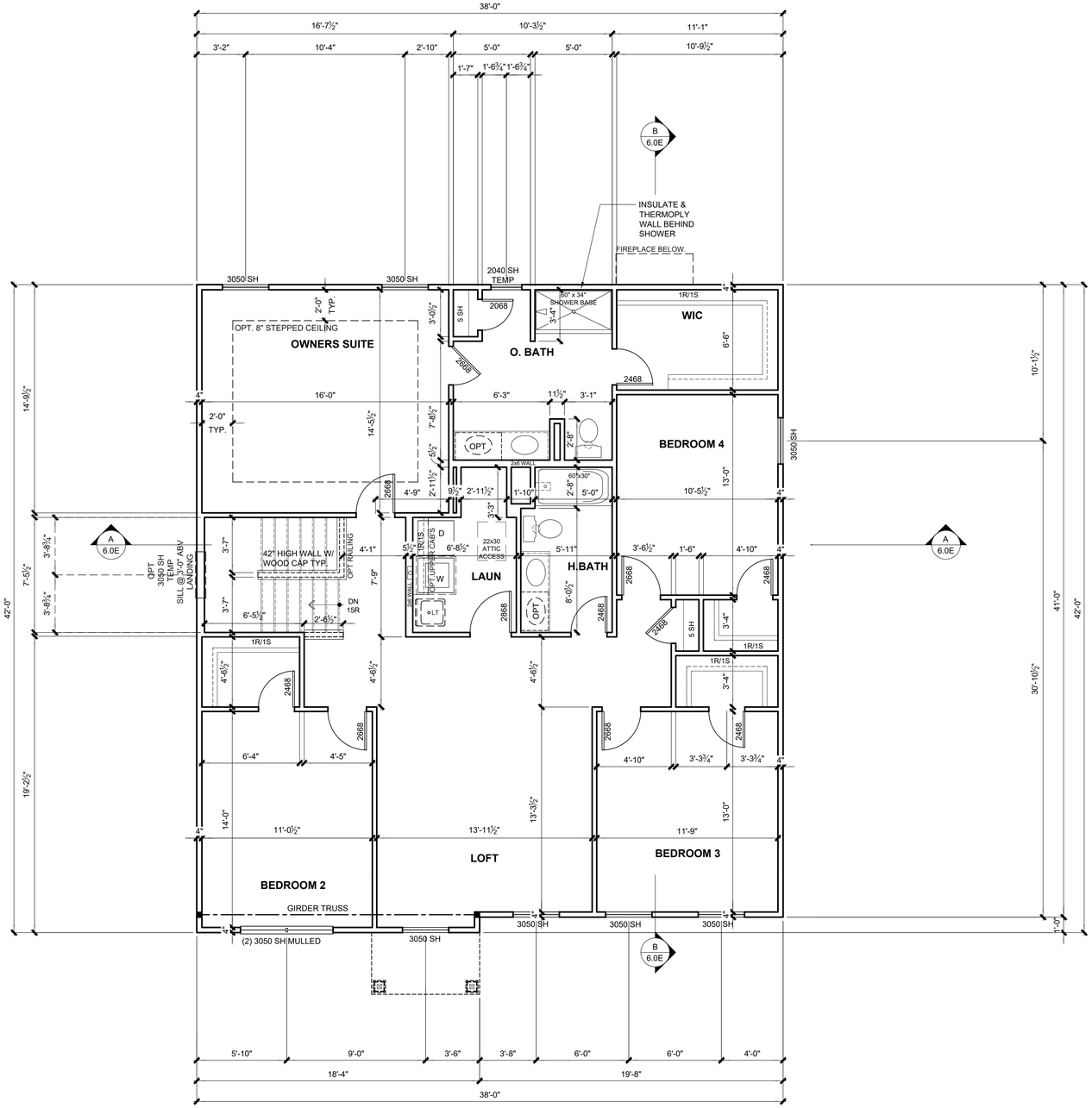
Sheet Title :
First Floor Plan

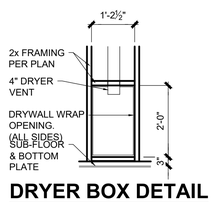
Sheet:
3.0E



FRAMING PLAN
SECOND FLOOR PLAN - E
SCALE: 1/4" = 1'-0"

PLAN OPTIONS

- [ ] LAUNDRY SINK ONLY
- [ ] LAUNDRY UPPER CABINETS (CABINETS ABOVE WASHER AND DRYER)
- [ ] WINDOW OPTIONS
  - [ ] 3050 STAIR WINDOW
- [ ] OWNERS SUITE STEPPED CEILING
- [ ] SECOND FLOOR RAILING
- [ ] BEDROOM #2 BATH
- [ ] BEDROOM #5 IN-LIEU OF LOFT
- [ ] OWNERS STD BATH UPGRADES
  - [ ] 2ND SINK BOWL
- [ ] OWNERS DELUXE BATH
- [ ] HALL BATH 2ND SINK BOWL



DRYER BOX DETAIL
SCALE: 1/2" = 1'-0"

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TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

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Second Floor Plan

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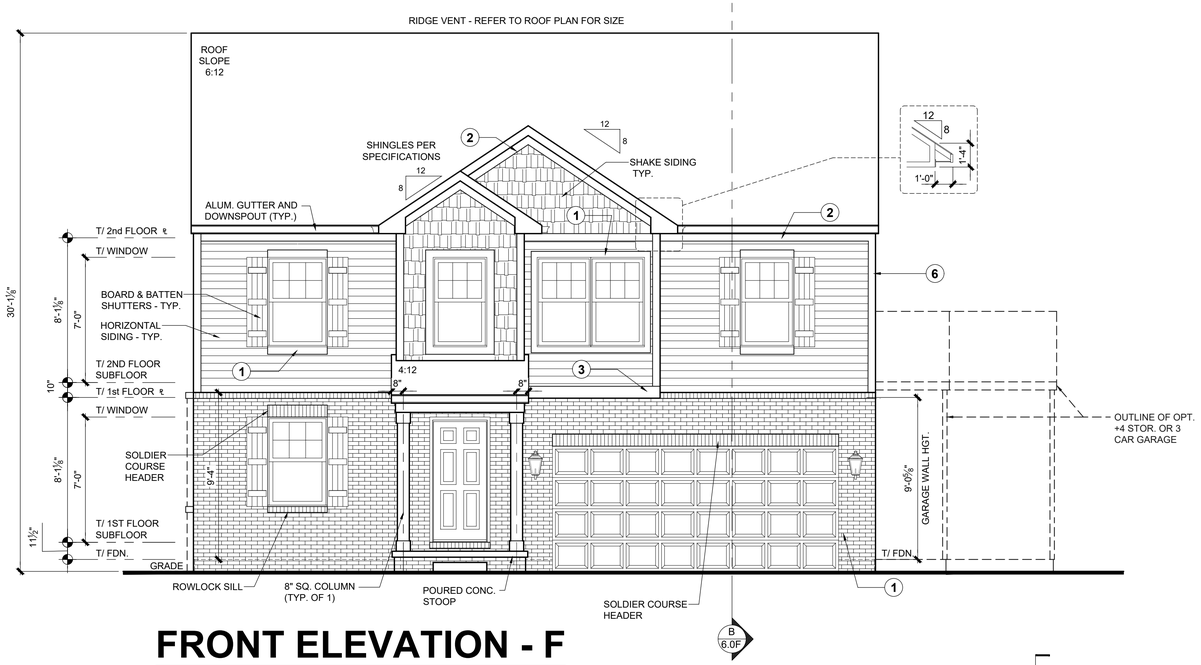
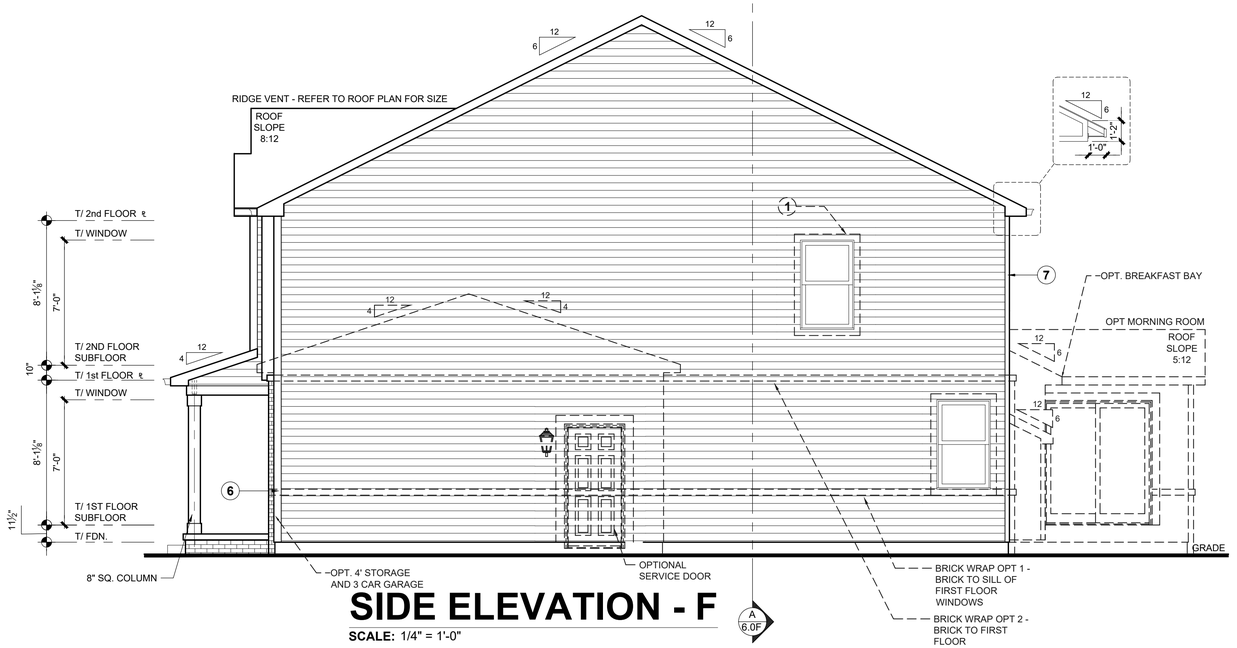
3.1E



FRONT ELEVATION - F

SCALE: 1/4" = 1'-0"



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Trim Schedule

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1	4" TRIM (2x4)
2	6" TRIM (2x6)
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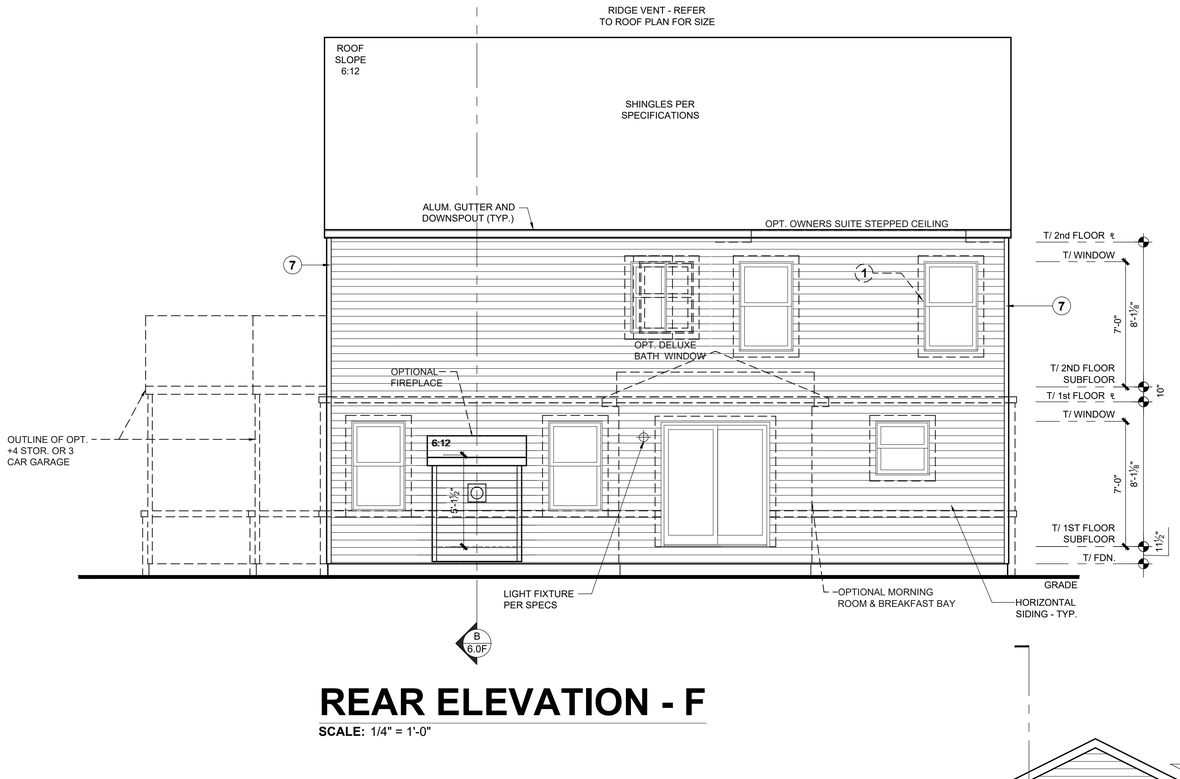

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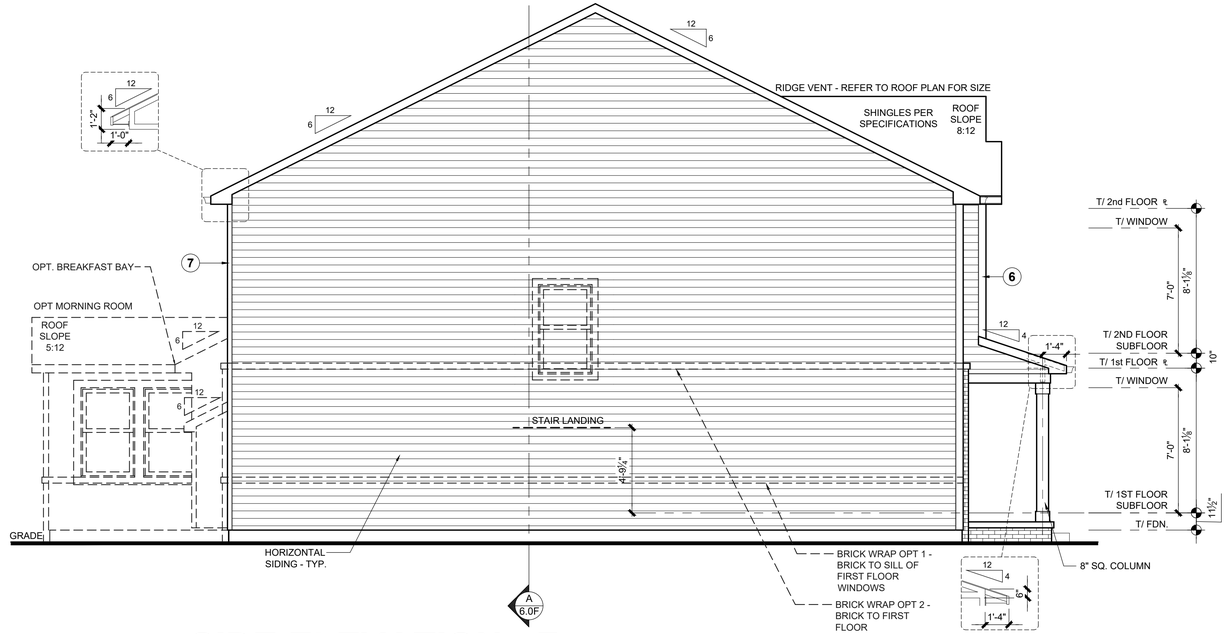

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Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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ESSENTIAL BRICK SERIES

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Phone#: 248-221-5000

M/I HOMES

11x17 PRINTS ARE ½ SCALE

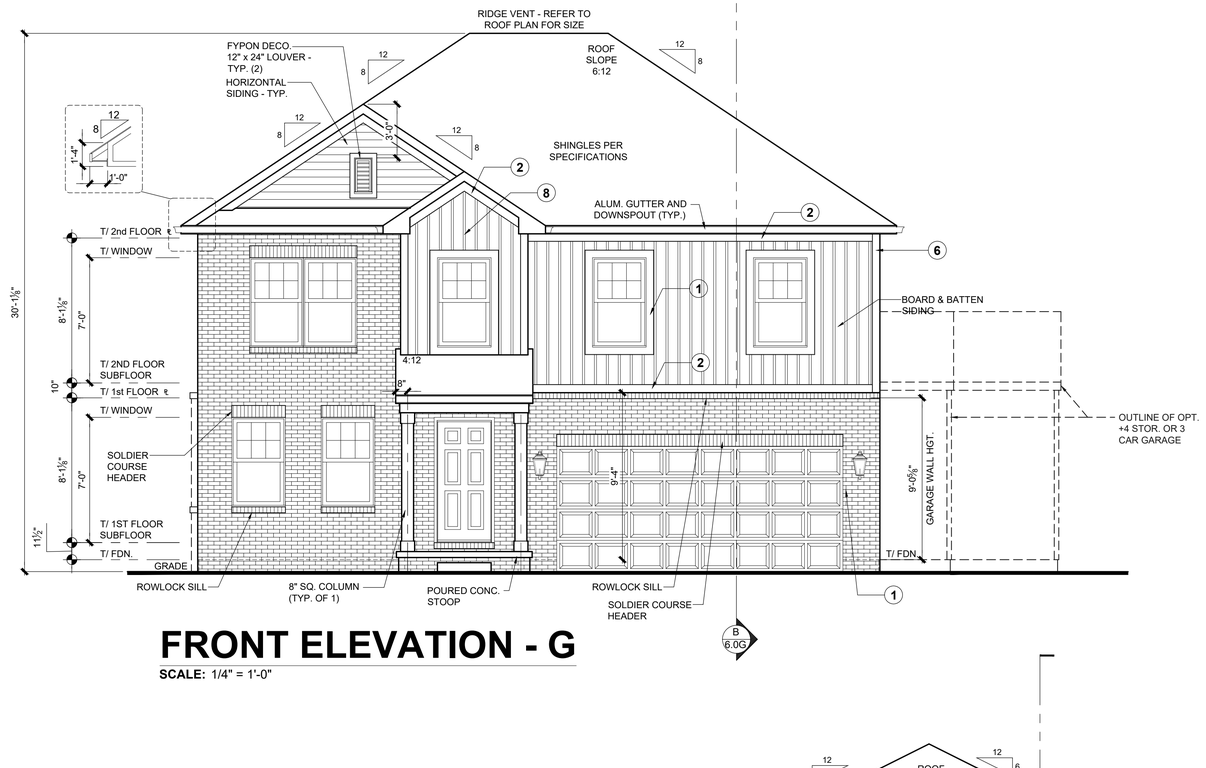
Juliet

Lot # - Subdivision
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
LSP By:	XXX
LSP Rev:	

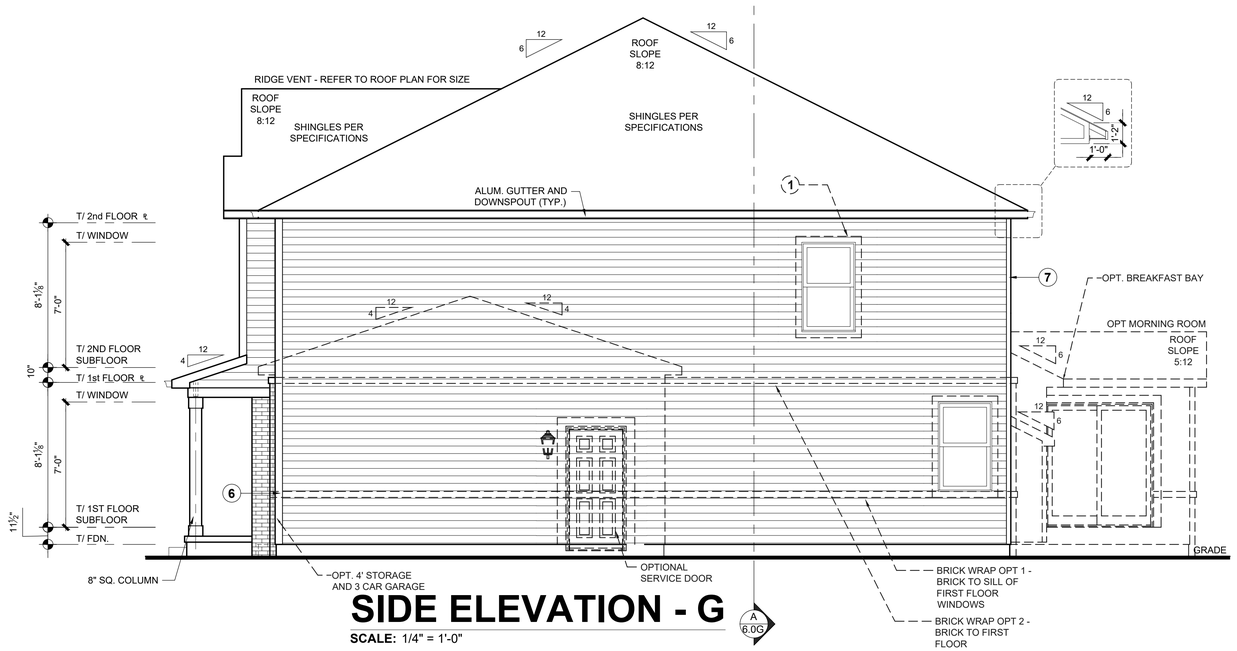
Sheet Title : Rear & Side Elevations

Sheet: 1.1F



FRONT ELEVATION - G

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - G

SCALE: 1/4" = 1'-0"

Division Note

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Typ Ext Trim Finish

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Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

Trim Schedule

KEY #	DESCRIPTION
1	4" TRIM (2x4)
2	6" TRIM (2x6)
3	8" TRIM (2x8)
4	10" TRIM (2X10)
5	12" TRIM (2X12)
6	FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS
7	REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS
8	VINYL ACCENT SIDING

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ⅝ TRIM THICKNESS

Fascia / Rakes

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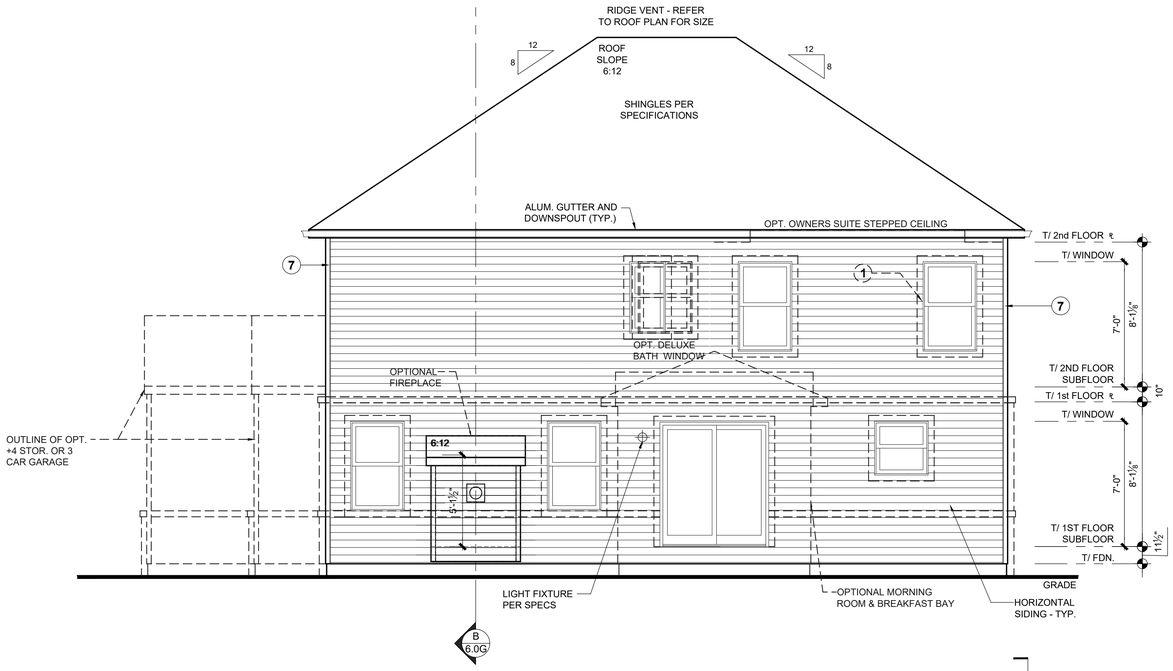
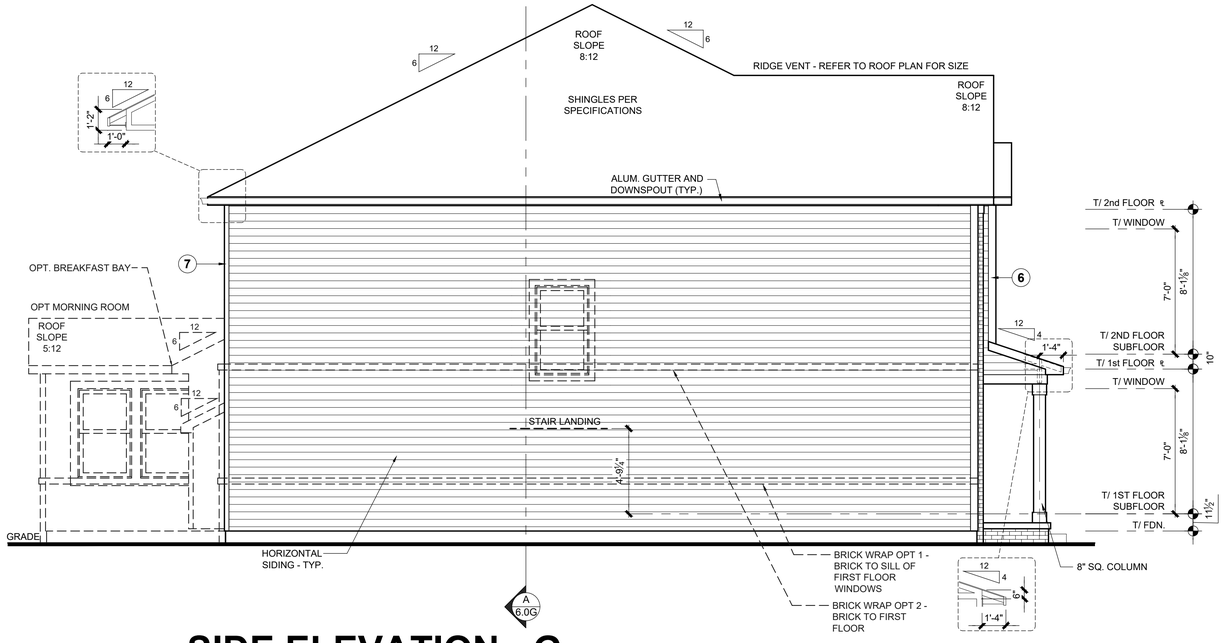
Sheet Title :
Front & Garage Side Elevations

Sheet:
1.0G



REAR ELEVATION - G

SCALE: 1/4" = 1'-0"



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Fascia / Rakes

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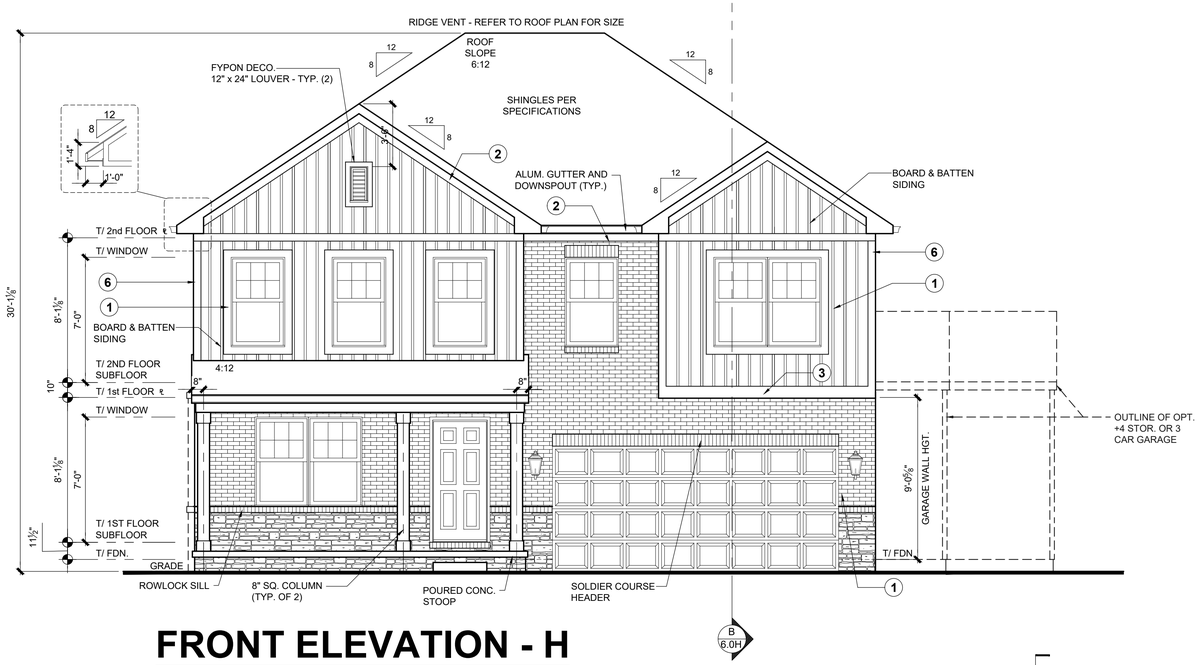
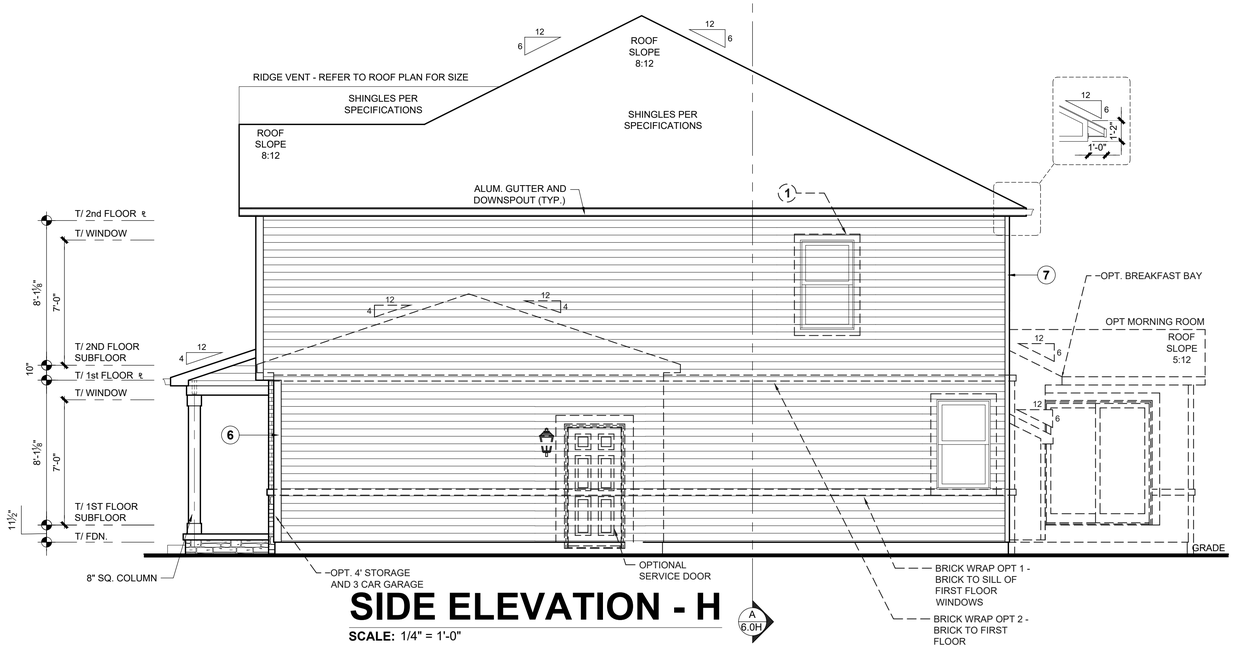


FRONT ELEVATION - H

SCALE: 1/4" = 1'-0"

B 6.0H



SIDE ELEVATION - H

SCALE: 1/4" = 1'-0"

A 6.0H

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ⅜ TRIM THICKNESS

Fascia / Rakes

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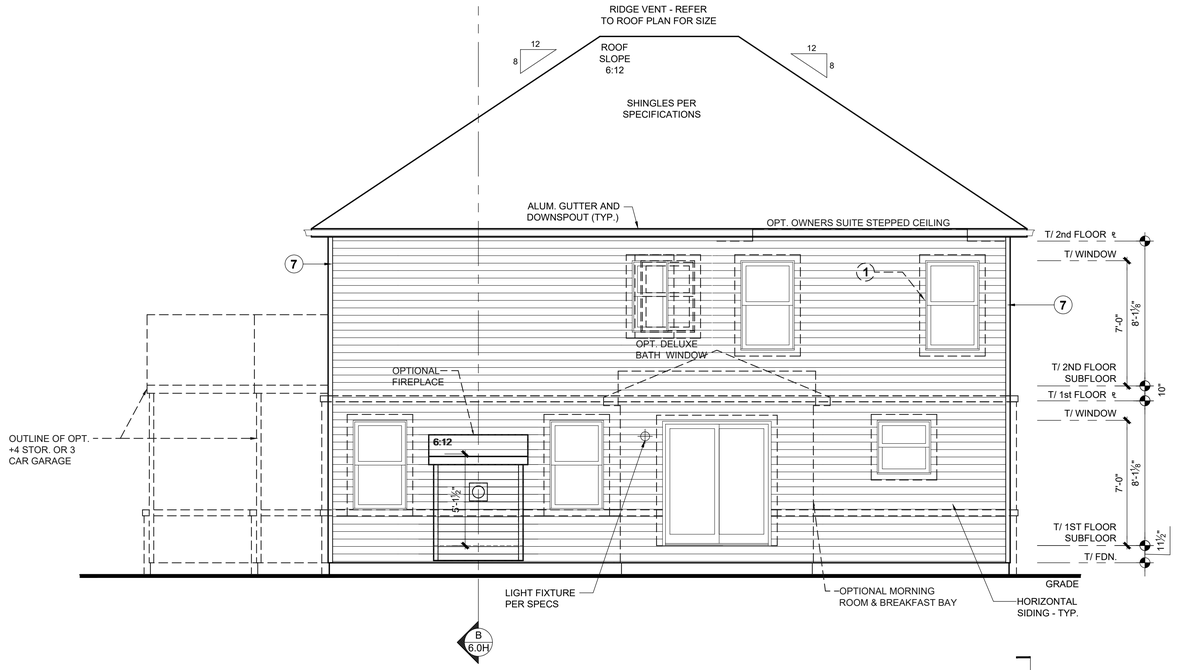

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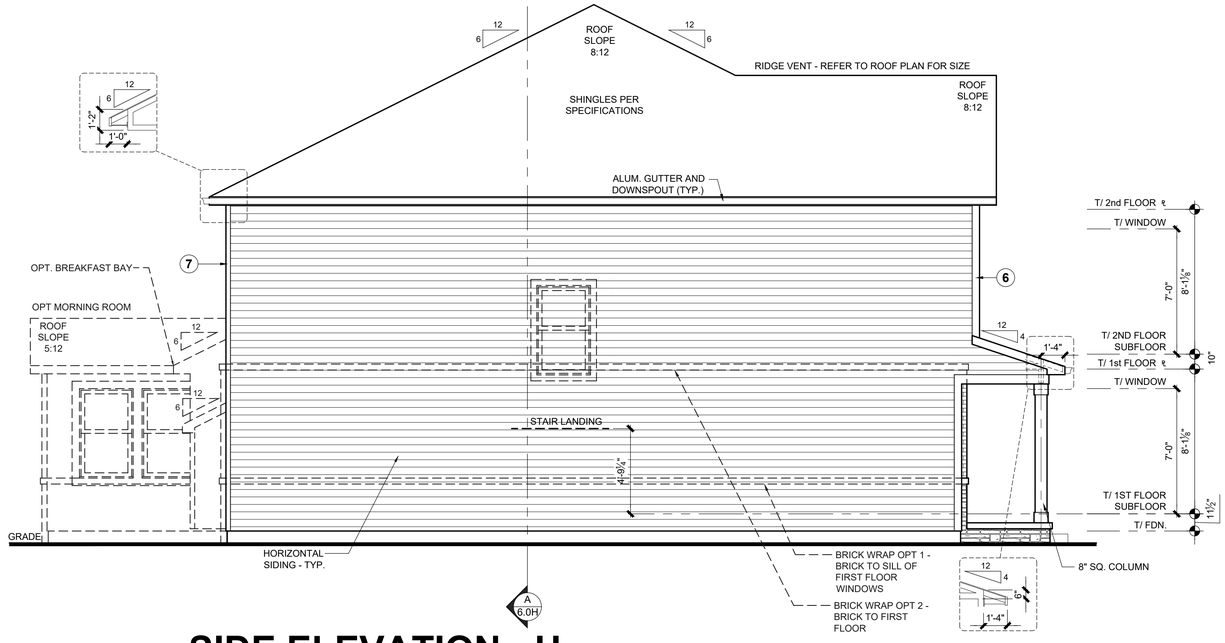

SIDE ELEVATION - H

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Fascia / Rakes

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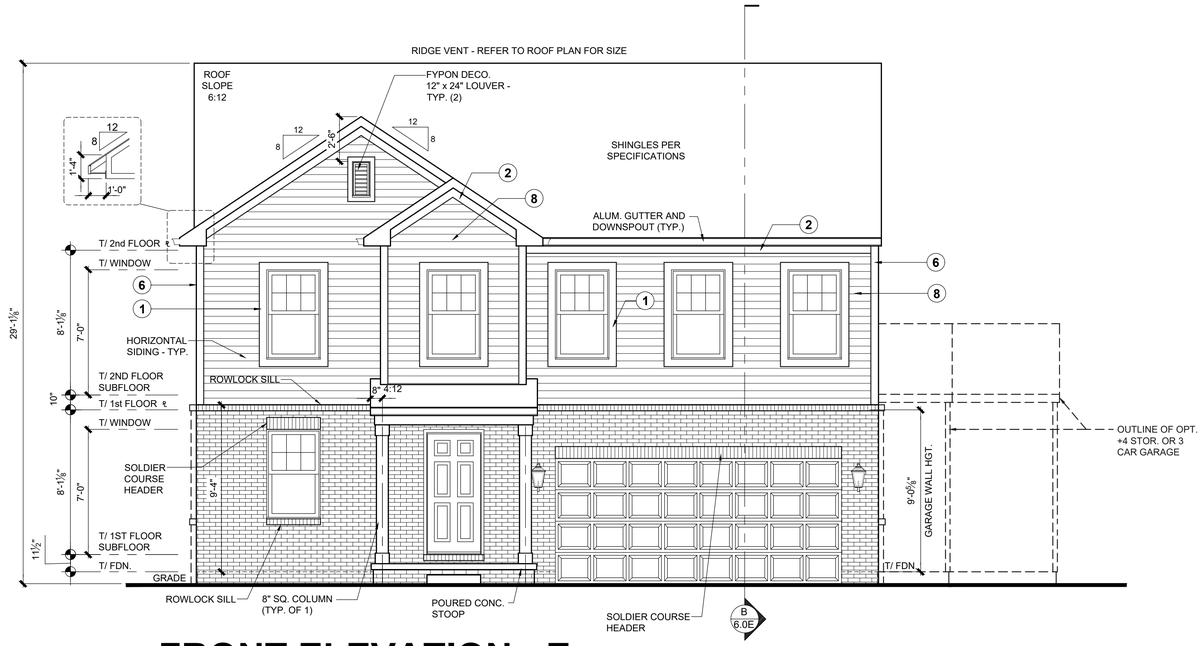
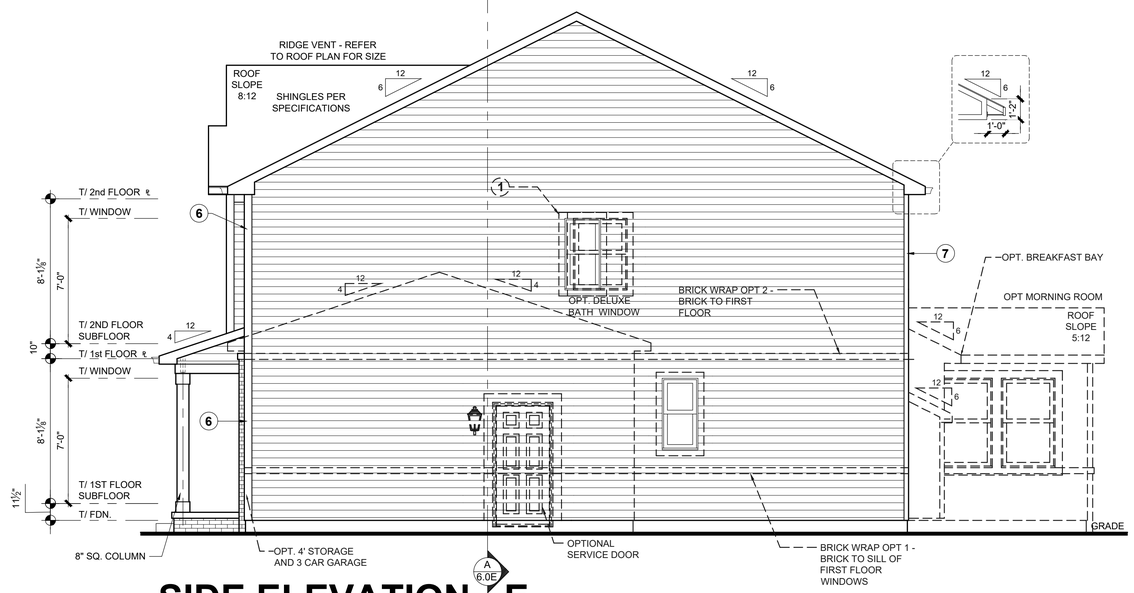


FRONT ELEVATION - E

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - E

SCALE: 1/4" = 1'-0"

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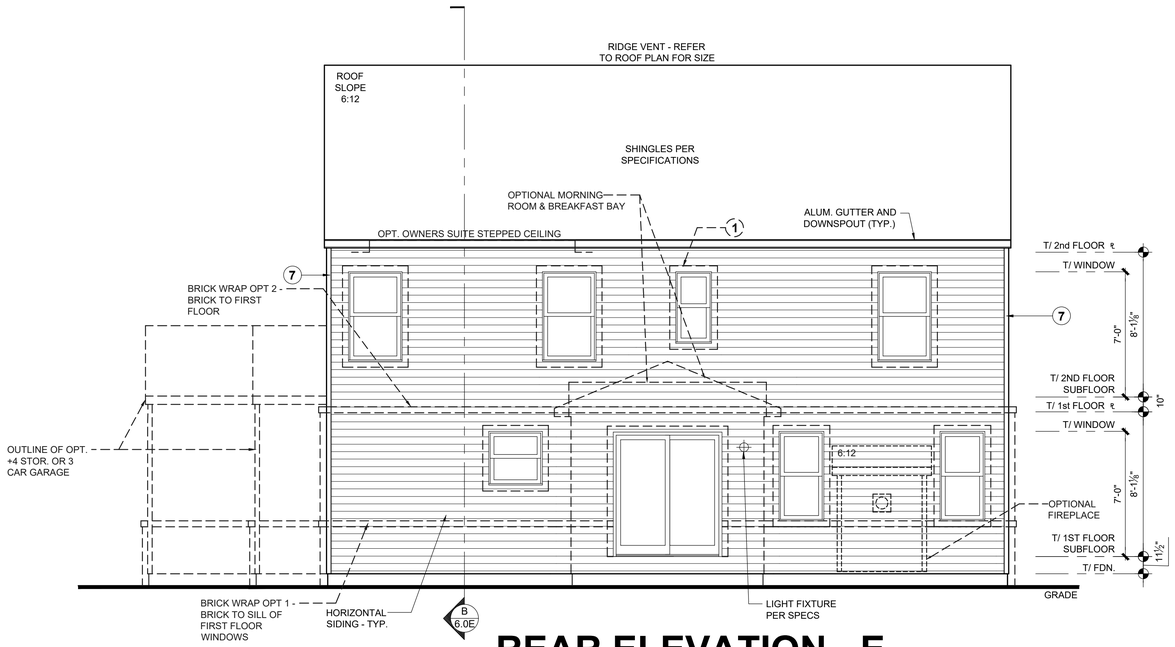

REAR ELEVATION - E

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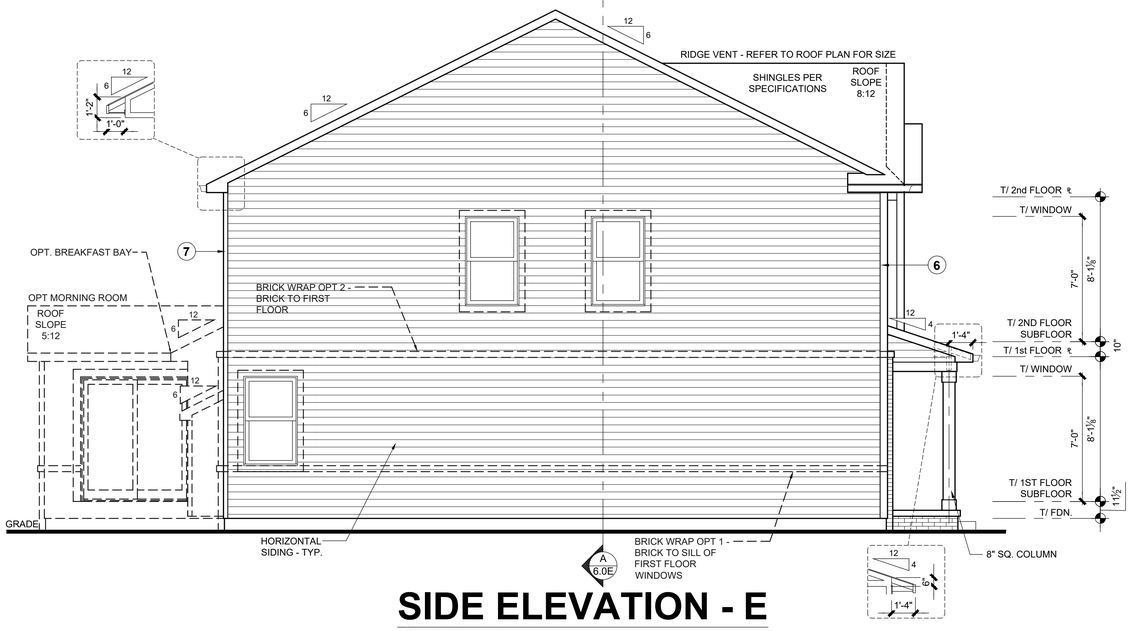

SIDE ELEVATION - E

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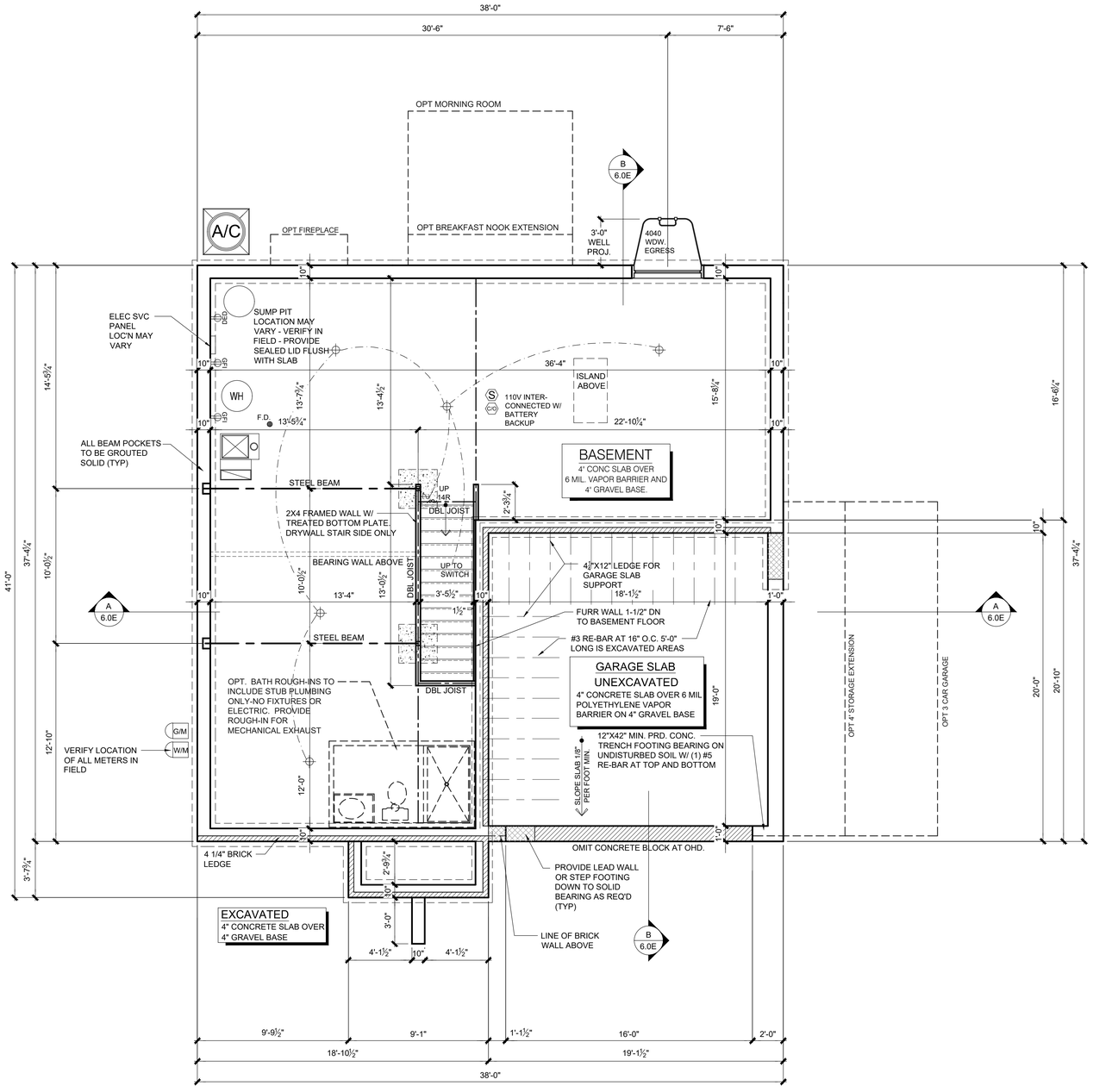

ELEVATION E
FOUNDATION PLAN

SCALE: 1/4" = 1'-0"

OPTIONAL EXTRA

- ☐ FULL BATH ROUGH-IN
- ☐ EXTERIOR DIRECT VENT FIREPLACE
- ☐ BREAKFAST NOOK EXTENSION
- ☐ MORNING ROOM
- ☐ 7'-10" BASEMENT
- ☐ 8'-0" BASEMENT
- ☐ 8'-6" BASEMENT
- ☐ GARDEN BASEMENT
- ☐ WALK-OUT BASEMENT
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3-CAR FRONT LOAD GARAGE
  - ☐ GARAGE SERVICE DOOR

ESCAPE WINDOW NOTES:

PROVIDE GALV. METAL AREAWELL W/ MIN. 36" PROJECTION.

AREAWELL TO BE A MINIMUM OF 9 S.F. DRAIN TO DRAIN TILE. SILL OF ESCAPE WINDOW AT 44" MAX. ABOVE FLOOR. PROVIDE LADDER AS REQUIRED.

MIN. 5.7 S.F. CLEAR OPENING, 24" MIN. CLEAR OPENING HEIGHT, 20" MIN. CLEAR OPENING WIDTH . SASH NOT INCLUDED IN S.F.

VERIFY LOCATION IN FIELD
DO NOT LOCATE EGRESS WINDOWS BELOW ANY FIRST FLOOR CANTILEVERS ABOVE

Foundation Notes

1. WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE FOOTING EXCAVATIONS
2. PROVIDE A MIN. OF 6" OF GRANULAR FILL BELOW ALL INTERIOR SLABS-ON-GRADE
3. PROVIDE GRANULAR BACKFILL FOR BASEMENT WALLS. ALL BACKFILL SHALL BE WELL DRAINED
4. THE FOUNDATION DESIGN IS BASED ON A SOIL BEARING PRESSURE OF 2500 PSF. OTHERS SHALL DETERMINE THE ACTUAL BEARING CAPACITY OF THE SOIL
5. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED PRIOR TO CONCRETE PLACEMENT
6. WHERE COMPACTION OF FILL IS SPECIFIED, COMPACTION OF FILL MATERIAL SHALL BE A MINIMUM 95% OF MAXIMUM DRY DENSITY
7. BOTTOM OF THE EXTERIOR BUILDING FOOTINGS ARE TO BE AT LEAST 42" BELOW FINISH GRADE REGARDLESS OF ELEVATIONS SHOWN ON PLAN
8. ALL CONTINUOUS FOOTINGS SHALL BE CENTERED UNDER WALLS AND ALL PIERS AND SPREAD FOOTINGS SHALL BE CENTERED UNDER COLUMNS OR PIERS UNLESS NOTED OTHERWISE.
9. NO SLABS OR FOUNDATIONS SHALL BE PLACED INTO OR ADJACENT TO SUB-GRADE CONTAINING WATER, ICE, FROST, OR ORGANIC MATERIAL.
10. WHERE FOUNDATION WALLS ARE TO HAVE SOIL PLACED O BOT SIDES, PLACE SOIL SIMULTANEOUSLY SO AS TO MAINTAIN A COMMON ELEVATION ON EACH SIDE OF THE WALL.
11. BASEMENT WALLS ARE DESIGNED TO BE LATERALLY RESTRAINED BY THE CONCRETE FLOOR. PROVIDE TEMPORARY SUPPORT TO BASE OF THE BASEMENT WALL IF WALL IS BACKFILLED PRIOR TO THE PLACEMENT OF THE BASEMENT CONCRETE FLOOR. DO NOT BACKFILL MORE THAN 4'-0" FROM THE FOOTING PRIOR TO PLACING THE BASEMENT CONCRETE FLOOR.
12. THE REINFORCING STEEL CONTRACTOR SHALL FABRICATE ALL REINFORCEMENT AND FURNISH ALL ACCESSORIES, CHAIRS, SPACER BARS, AND SUPPORTS NECESSARY TO SECURE THE REINFORCEMENT UNLESS NOTED OTHERWISE.
13. REINFORCING STEEL SHALL BE ASTM A615 (GRADE 60)
14. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185
15. CONCRETE REINFORCEMENT SHALL BE PLACED ACCORDING TO CRSI RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS
16. CONCRETE COVERAGE FOR REINFORCING, U.N.O.

FOOTINGS	3"
SLAB ON GRADE	CENTER OF SLAB
WALLS EXPOSED TO EARTH	2"
COLUMN TIES	1½"

17. COMPRESSION LAP SPLICED FOR GRADE 60 BARS SHALL BE 30 BAR DIAMETER MIN.
18. TENSION LAP SPLICES SHALL BE AS DETAILED. USE CLASS B SPLICES U.N.O.
19. ALL WELDED WIRE FABRIC LAPS SHALL BE 8" AT ENDS AND SIDES
20. BAR LENGTHS SHOWN DO NOT INCLUDE HOOKS AND BENDS
21. CONCRETE AT THE TIME OF PLACEMENT SHALL HAVE A SLUMP OF 4" +/- 1" UNLESS A SUPER-PLASTICIZING AGENT IS USED
22. ALL OPENINGS IN CONCRETE WALLS SHALL HAVE (2) #5 RE-BARS PLACED AROUND THE OPENING. EXTEND THE BARS 24" BEYOND EACH FACE OF OPENING. PLACE (2) #5 X 4'-0" LONG BARS DIAGONALLY AT EACH CORNER.

Structural Disclaimer

STRUCTURAL INFORMATION; HEADER, BEAM, GIRDER SIZES, ETC. TO BE PROVIDED BY OTHERS, AND ARE NOT CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS.

ANY INFORMATION RELATIVE TO STRUCTURE WITHIN THESE DOCUMENTS IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY.

REFER TO ENGINEERING SHEET FOR STEEL BEAM, COLUMN, AND PAD SIZES

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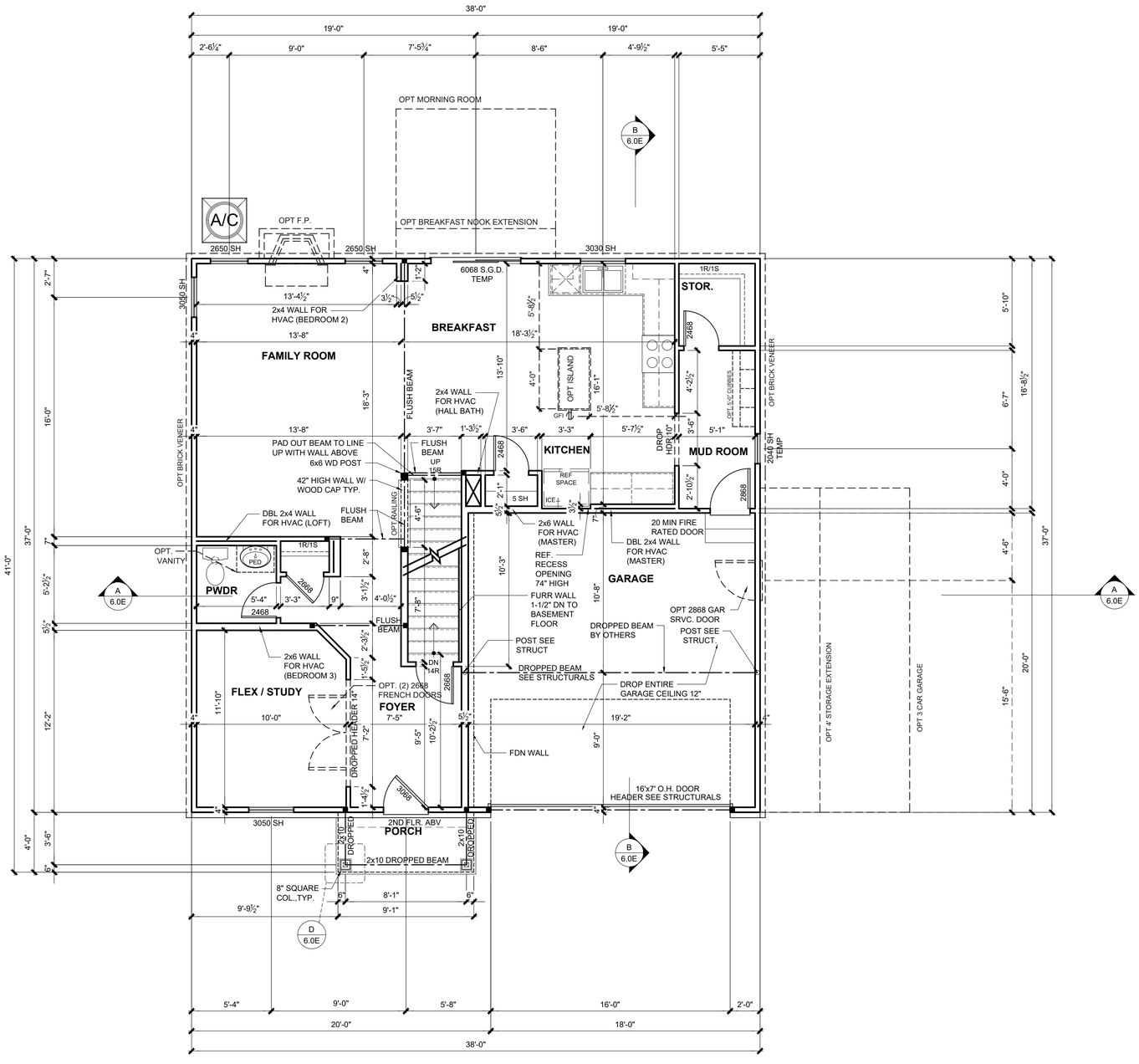
Sheet Title : Foundation Plan

Sheet: 2.0E



FRAMING PLAN
FIRST FLOOR PLAN - E

SCALE: 1/4" = 1'-0"

PLAN OPTIONS

- ☒ RAILING - FIRST FLOOR
- ☐ MUDROOM CUBBIES
- ☐ POWDER ROOM CABINET
- ☐ FRENCH DOORS - FLEX / STUDY
- ☐ MORNING ROOM
- ☐ KITCHEN ISLAND
- ☐ BREAKFAST NOOK EXTENSION
- ☐ EXTERIOR DIRECT VENT FIREPLACE (REAR WALL)
- ☐ CORNER DIRECT VENT FIREPLACE (SIDE WALL)
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3 CAR GARAGE
  - ☐ GARAGE SERVICE DOOR

Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ⅝" GWB. CEILING TO BE ⅝" TYPE "X" FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE: 1ST FLOOR: 7'-6" SECOND FLOOR" 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

Structural Disclaimer

STRUCTURAL INFORMATION; HEADER, BEAM, GIRDER SIZES, ETC. TO BE PROVIDED BY OTHERS, AND ARE NOT CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS.

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REFER TO ENGINEERING SHEET FOR FRAMING AND HEADER SIZES

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ESSENTIAL BRICK SERIES

M/I HOMES

Plan Issued Date: 1-15-24

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M/I Homes of Michigan, LLC
1668 S. Telegraph Road, Suite 200
Bloomfield Hills, MI 48302
Phone#: 248-221-5000

11x17 PRINTS ARE ½ SCALE

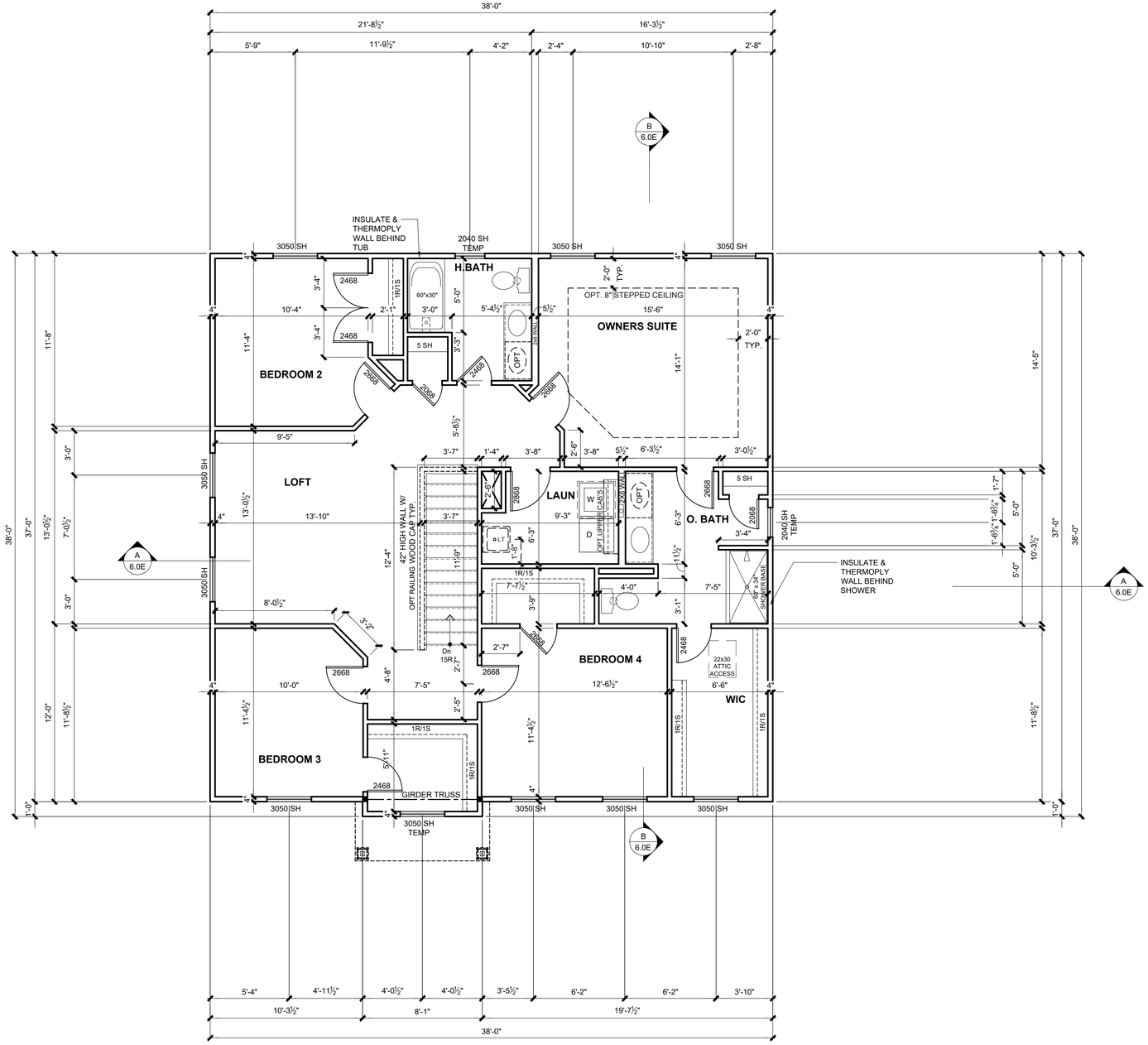
Peyton

Lot # - Subdivision
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
LSP By:	XXX
LSP Rev:	

Sheet Title : First Floor Plan

Sheet: 3.0E



FRAMING PLAN
SECOND FLOOR PLAN - E
SCALE: 1/4" = 1'-0"

PLAN OPTIONS

- ☐ LAUNDRY SINK ONLY
- ☐ LAUNDRY UPPER CABINETS (CABINETS ABOVE WASHER AND DRYER)
- ☐ OWNERS SUITE STEPPED CEILING
- ☐ SECOND FLOOR RAILING
- ☐ OWNERS STD BATH UPGRADES
  - ☐ 2ND SINK BOWL
- ☐ OWNERS DELUXE BATH
- ☐ HALL BATH 2ND SINK BOWL

Floor Plan Notes

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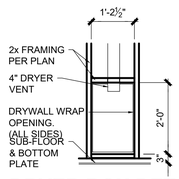

DRYER BOX DETAIL
SCALE: 1/2" = 1'-0"

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Peyton

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Address, City, MI Zip Code

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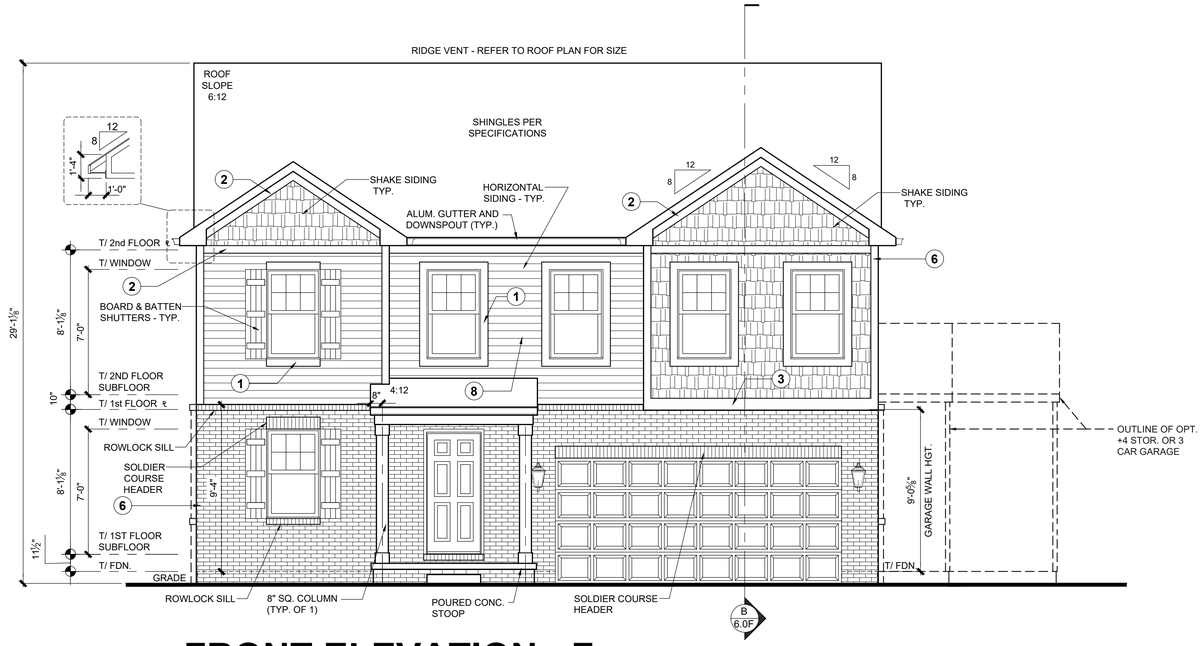
LSP By:	XXX
LSP Rev:	

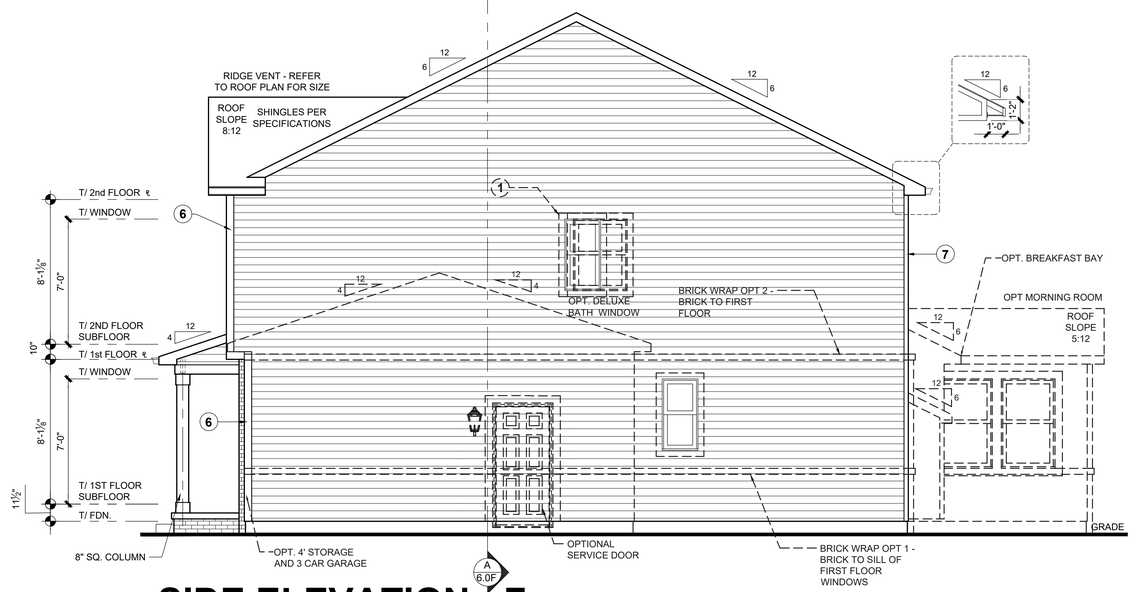
Sheet Title :
Second Floor Plan

Sheet:
3.1E



FRONT ELEVATION - F

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - F

SCALE: 1/4" = 1'-0"

Division Note

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Typ Ext Trim Finish

THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SOLELY AS A GUIDE FOR TRIM SIZES. ALL TRIM NOTED ON THE ELEVATIONS IS NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL

Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

Trim Schedule

KEY #	DESCRIPTION
1	4" TRIM (2x4)
2	6" TRIM (2x6)
3	8" TRIM (2x8)
4	10" TRIM (2X10)
5	12" TRIM (2X12)
6	FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS
7	REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS
8	VINYL ACCENT SIDING

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ⅝ TRIM THICKNESS

Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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Phone#: 248-221-5000

M/I HOMES

11x17 PRINTS ARE ½ SCALE

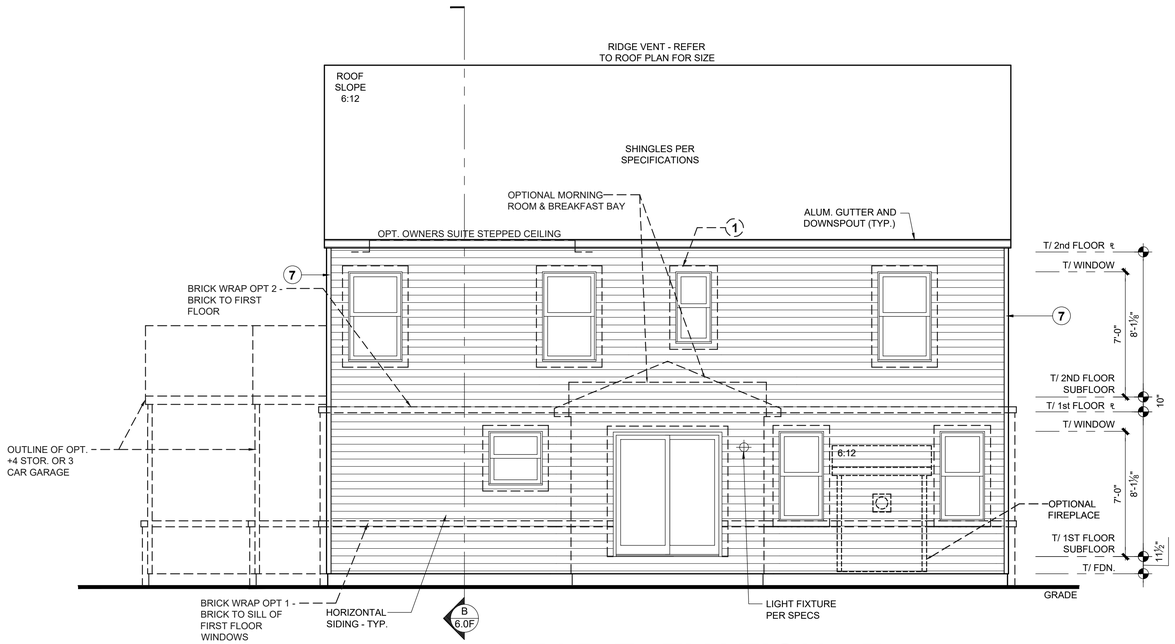
Peyton

Lot # - Subdivision
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
LSP By:	XXX
LSP Rev:	

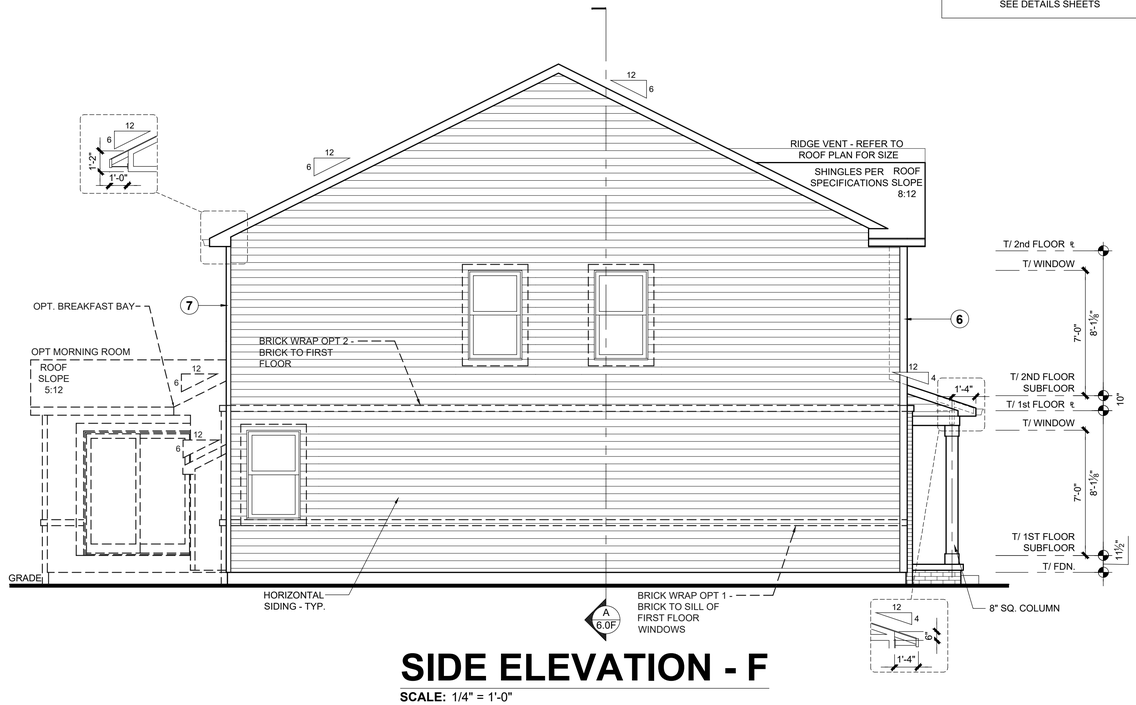
Sheet Title :
Front & Garage Side Elevations

Sheet:
1.0F



REAR ELEVATION - F

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - F

SCALE: 1/4" = 1'-0"

Division Note

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ¾ TRIM THICKNESS

Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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Phone#: 248-221-5000

M/I HOMES

11x17 PRINTS ARE ½ SCALE

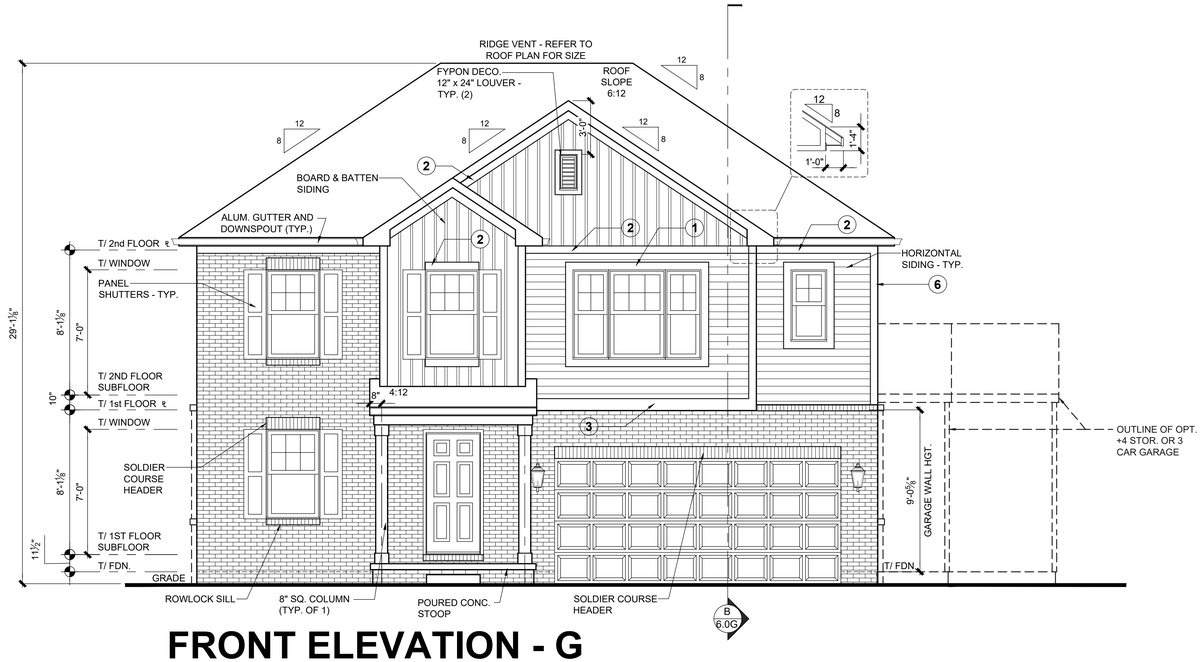
Peyton

Lot # - Subdivision
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
LSP By:	XXX
LSP Rev:	

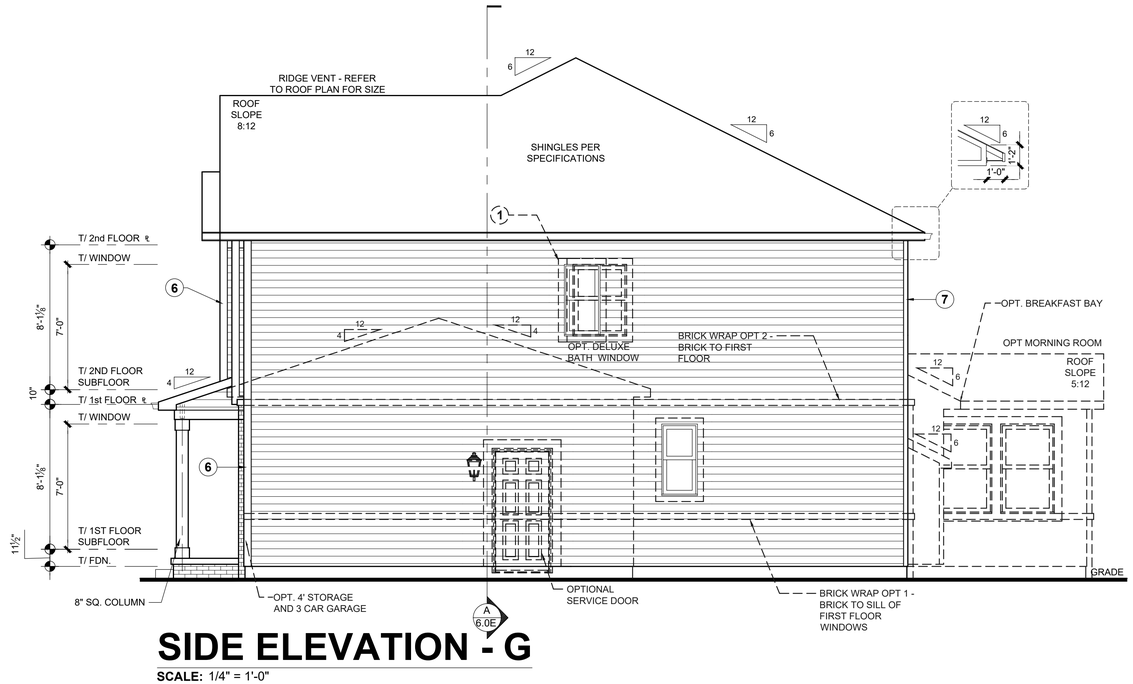
Sheet Title : Rear & Side Elevations

Sheet: 1.1F



FRONT ELEVATION - G

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - G

SCALE: 1/4" = 1'-0"

Division Note

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Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

Trim Schedule

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1	4" TRIM (2x4)
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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ¾ TRIM THICKNESS

Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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Bloomfield Hills, MI 48302
Phone#: 248-221-5000

M/I HOMES

11x17 PRINTS ARE ½ SCALE

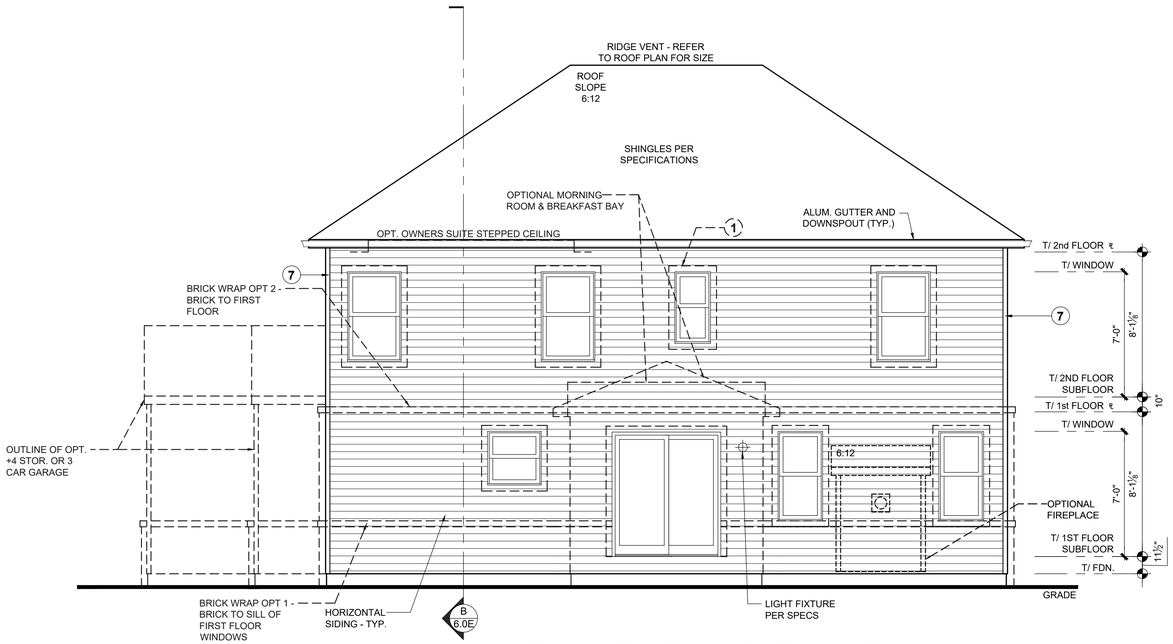
Peyton

Lot # - Subdivision
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
LSP By:	XXX
LSP Rev:	

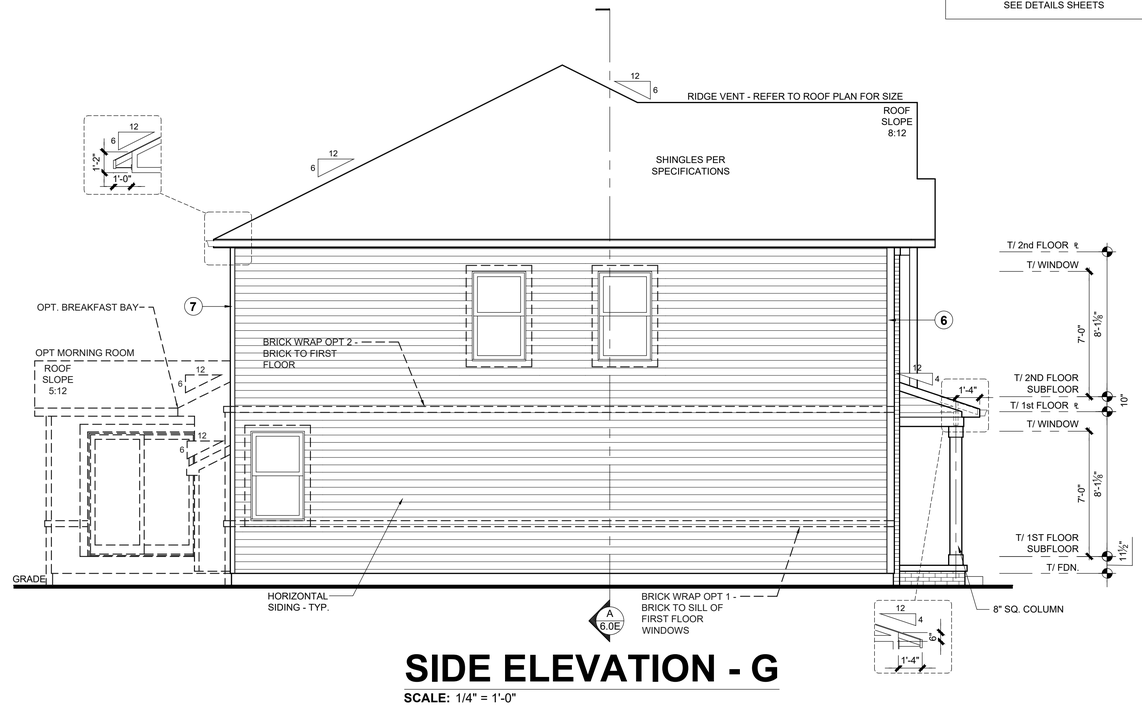
Sheet Title : Front & Garage Side Elevations

Sheet: 1.0G



REAR ELEVATION - G

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - G

SCALE: 1/4" = 1'-0"

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SEE DETAILS SHEETS

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M/I HOMES

11x17 PRINTS ARE $\frac{1}{2}$ SCALE

Peyton

Lot # - Subdivision
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
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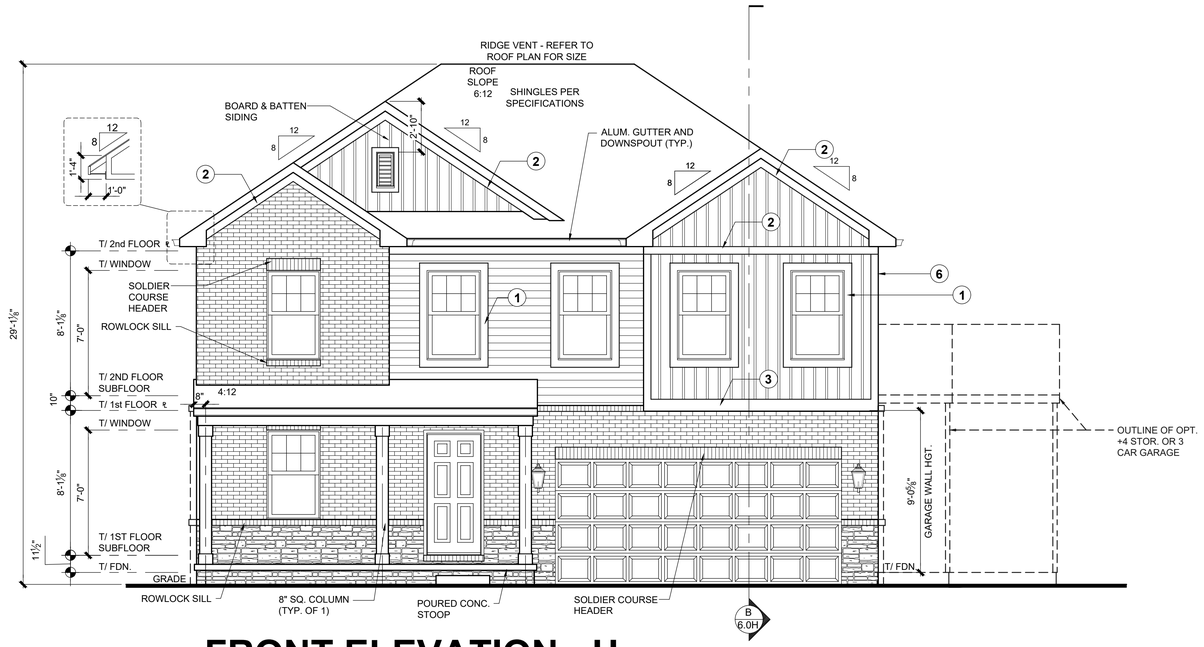
LSP Rev:	

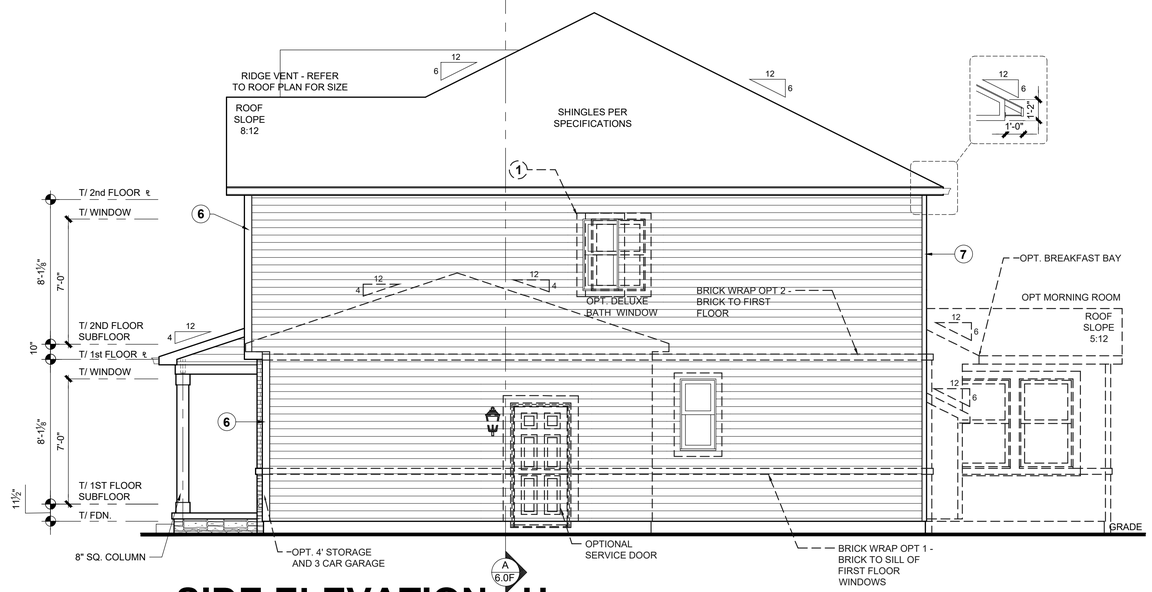
Sheet Title : Rear & Side Elevations

Sheet: 1.1G



FRONT ELEVATION - H

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - H

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M/I HOMES

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Peyton

Lot # - Subdivision
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
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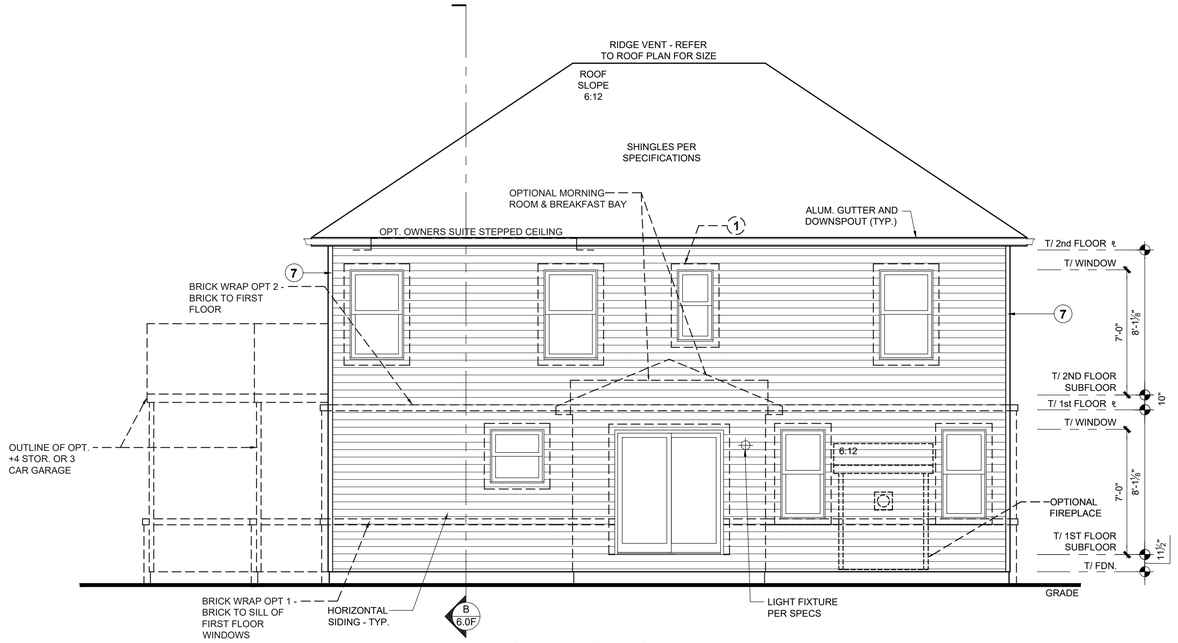
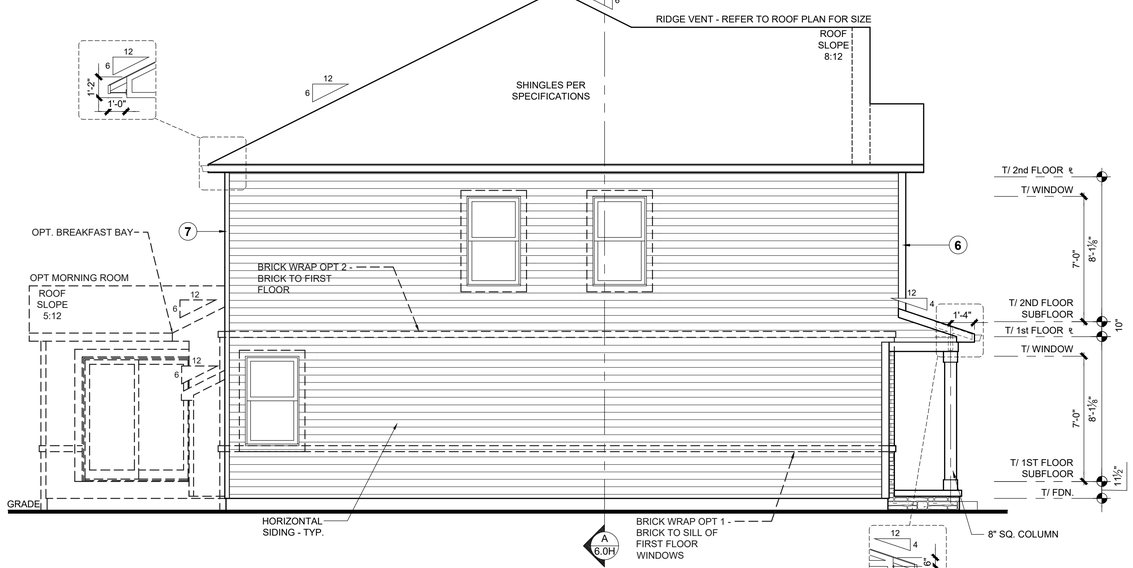
LSP Rev:	
Sheet Title :	Front & Garage Side Elevations
Sheet:	1.0H



REAR ELEVATION - H

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - H

SCALE: 1/4" = 1'-0"

Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES; WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

Typ Ext Trim Finish

THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SOLELY AS A GUIDE FOR TRIM SIZES. ALL TRIM NOTED ON THE ELEVATIONS IS NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL

Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

Trim Schedule

KEY #	DESCRIPTION
1	4" TRIM (2x4)
2	6" TRIM (2x6)
3	8" TRIM (2x8)
4	10" TRIM (2X10)
5	12" TRIM (2X12)
6	FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS
7	REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS
8	VINYL ACCENT SIDING

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ¾ TRIM THICKNESS

Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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ESSENTIAL BRICK SERIES

Plan Issued Date: 1-15-24

BASE PLAN REVISION:

1	----
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3	----
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1668 S. Telegraph Road, Suite 200
Bloomfield Hills, MI 48302
Phone#: 248-221-5000

M/I HOMES

11x17 PRINTS ARE ½ SCALE

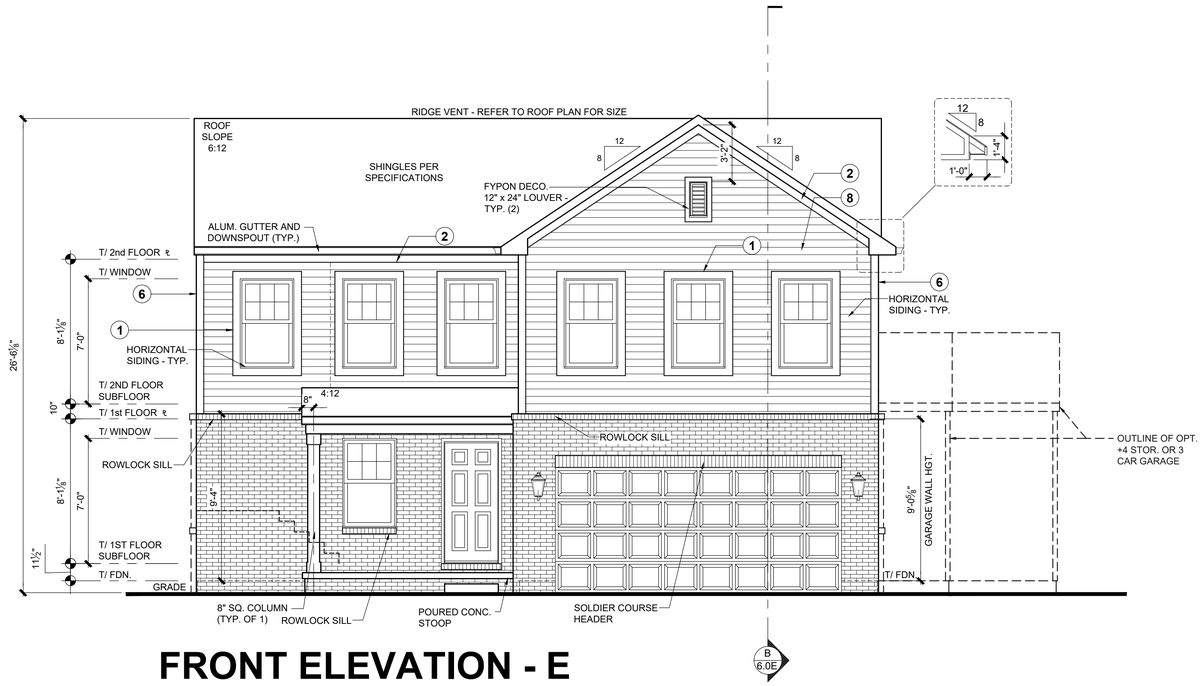
Peyton

Lot # - Subdivision
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
LSP By:	XXX
LSP Rev:	

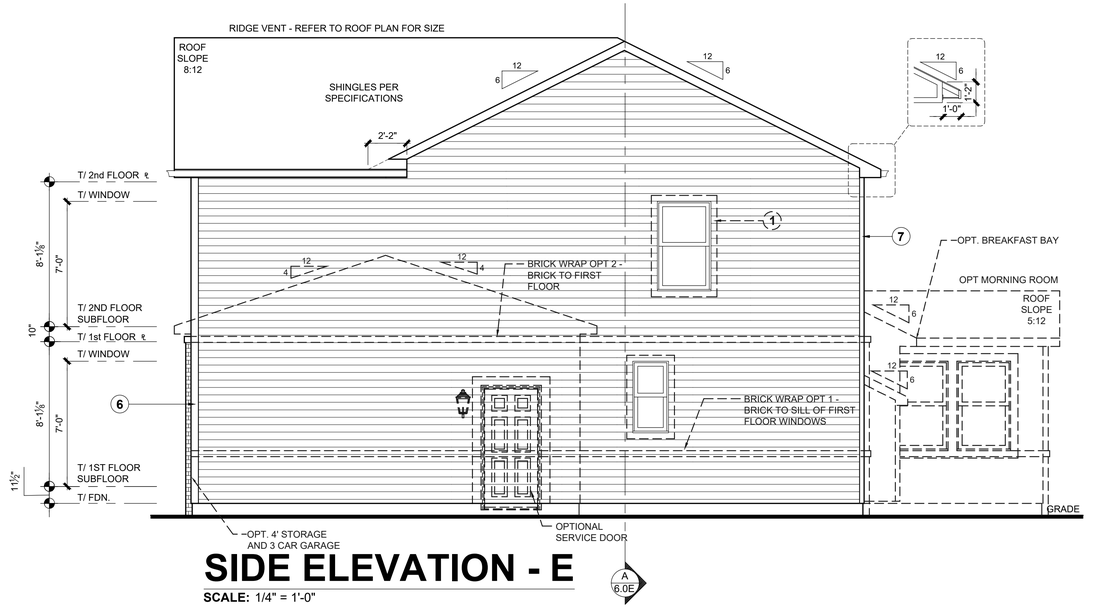
Sheet Title : Rear & Side Elevations

Sheet: 1.1H



FRONT ELEVATION - E

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - E

SCALE: 1/4" = 1'-0"

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SEE DETAILS SHEETS

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ESSENTIAL BRICK SERIES

Plan Issued Date: 6-23-23

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1668 S. Telegraph Road, Suite 200
Bloomfield Hills, MI 48302
Phone#: 248-221-5000

M/I HOMES

11x17 PRINTS ARE ½ SCALE

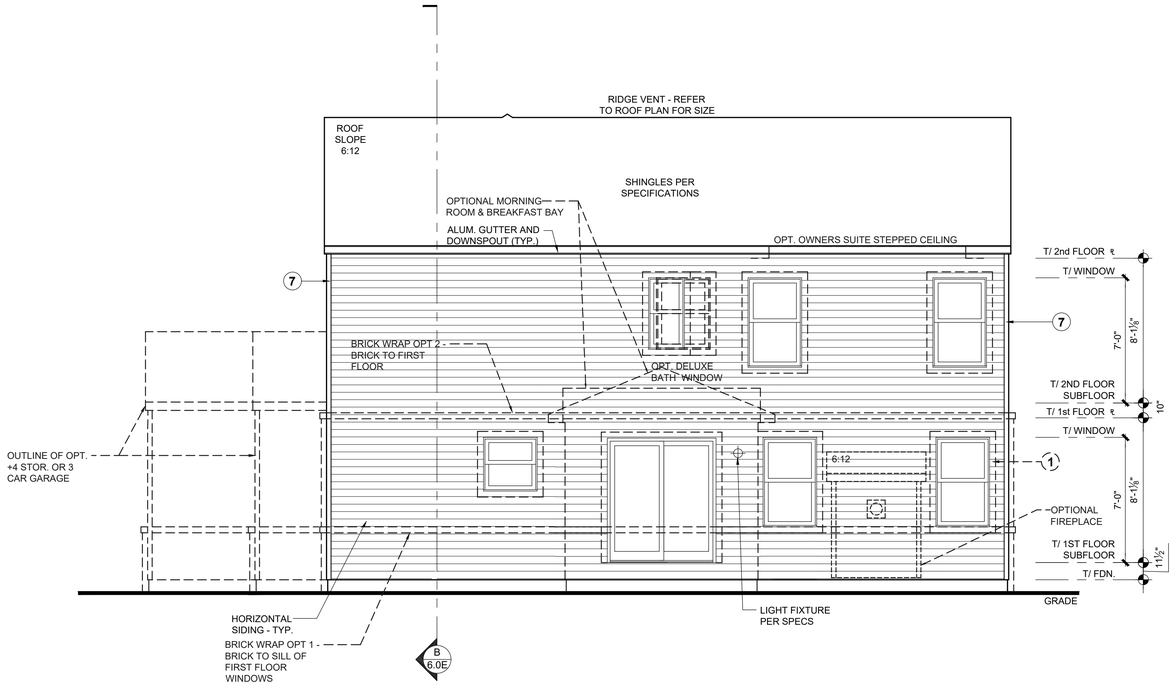
Sawyer

Lot # - Subdivision
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
LSP By:	XXX
LSP Rev:	

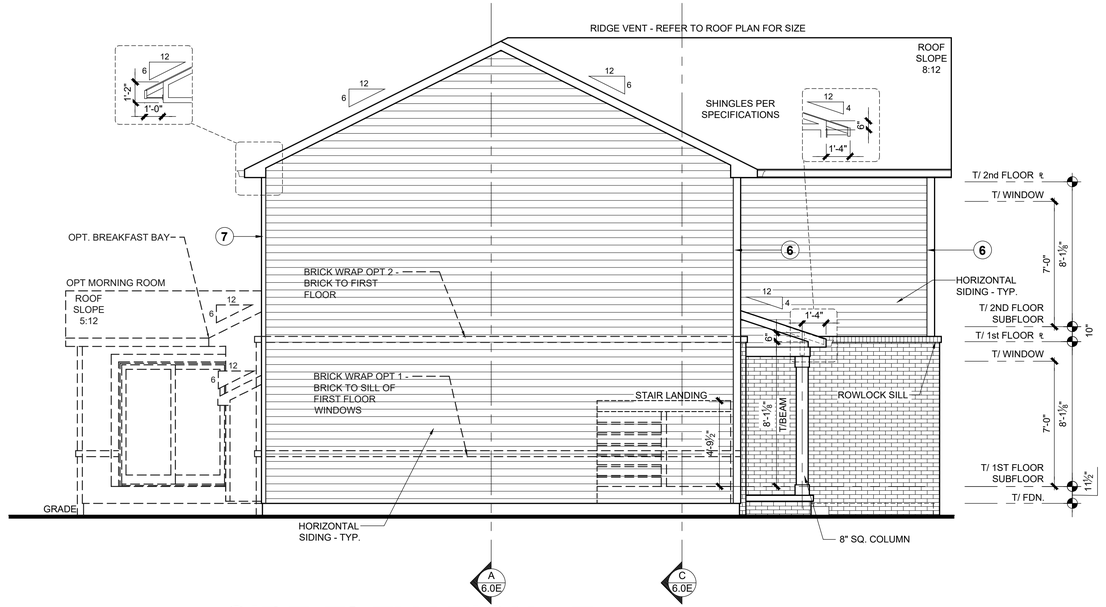
Sheet Title :
Front & Garage Side Elevations

Sheet:
1.0E



REAR ELEVATION - E

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - E

SCALE: 1/4" = 1'-0"

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SEE DETAILS SHEETS

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M/I HOMES

11x17 PRINTS ARE ½ SCALE

Sawyer

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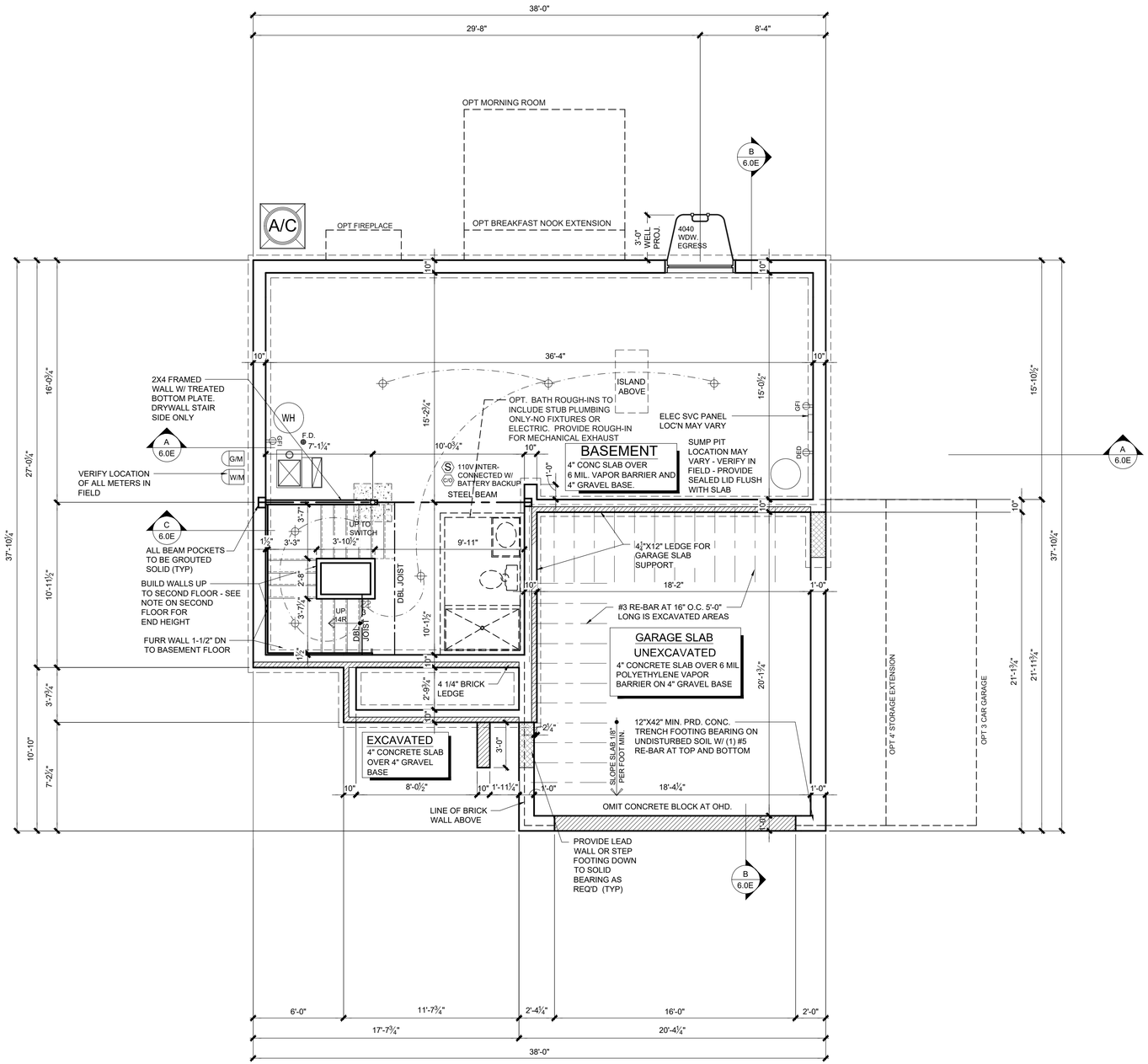

ELEVATION E
FOUNDATION PLAN
SCALE: 1/4" = 1'-0"

☒ OPTIONAL EXTRA

- ☐ FULL BATH ROUGH-IN
- ☐ EXTERIOR DIRECT VENT FIREPLACE
- ☐ BREAKFAST NOOK EXTENSION
- ☐ MORNING ROOM
- ☐ 7'-10" BASEMENT
- ☐ 8'-0" BASEMENT
- ☐ 8'-6" BASEMENT
- ☐ GARDEN BASEMENT
- ☐ WALK-OUT BASEMENT
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3-CAR FRONT LOAD GARAGE
  - ☐ GARAGE SERVICE DOOR

ESCAPE WINDOW NOTES:

PROVIDE GALV. METAL AREAWELL W/ MIN. 36" PROJECTION.

AREAWELL TO BE A MINIMUM OF 9 S.F. DRAIN TO DRAIN TILE. SILL OF ESCAPE WINDOW AT 44" MAX. ABOVE FLOOR. PROVIDE LADDER AS REQUIRED.

MIN. 5.7 S.F. CLEAR OPENING, 24" MIN. CLEAR OPENING HEIGHT, 20" MIN. CLEAR OPENING WIDTH . SASH NOT INCLUDED IN S.F.

VERIFY LOCATION IN FIELD
DO NOT LOCATE EGRESS WINDOWS BELOW ANY FIRST FLOOR CANTILEVERS ABOVE

Foundation Notes

1. WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE FOOTING EXCAVATIONS
2. PROVIDE A MIN. OF 6" OF GRANULAR FILL BELOW ALL INTERIOR SLABS-ON-GRADE
3. PROVIDE GRANULAR BACKFILL FOR BASEMENT WALLS. ALL BACKFILL SHALL BE WELL DRAINED
4. THE FOUNDATION DESIGN IS BASED ON A SOIL BEARING PRESSURE OF 2500 PSF. OTHERS SHALL DETERMINE THE ACTUAL BEARING CAPACITY OF THE SOIL
5. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED PRIOR TO CONCRETE PLACEMENT
6. WHERE COMPACTION OF FILL IS SPECIFIED, COMPACTION OF FILL MATERIAL SHALL BE A MINIMUM 95% OF MAXIMUM DRY DENSITY
7. BOTTOM OF THE EXTERIOR BUILDING FOOTINGS ARE TO BE AT LEAST 42" BELOW FINISH GRADE REGARDLESS OF ELEVATIONS SHOWN ON PLAN
8. ALL CONTINUOUS FOOTINGS SHALL BE CENTERED UNDER WALLS AND ALL PIERS AND SPREAD FOOTINGS SHALL BE CENTERED UNDER COLUMNS OR PIERS UNLESS NOTED OTHERWISE.
9. NO SLABS OR FOUNDATIONS SHALL BE PLACED INTO OR ADJACENT TO SUB-GRADE CONTAINING WATER, ICE, FROST, OR ORGANIC MATERIAL.
10. WHERE FOUNDATION WALLS ARE TO HAVE SOIL PLACED O BOT SIDES, PLACE SOIL SIMULTANEOUSLY SO AS TO MAINTAIN A COMMON ELEVATION ON EACH SIDE OF THE WALL.
11. BASEMENT WALLS ARE DESIGNED TO BE LATERALLY RESTRAINED BY THE CONCRETE FLOOR. PROVIDE TEMPORARY SUPPORT TO BASE OF THE BASEMENT WALL IF WALL IS BACKFILLED PRIOR TO THE PLACEMENT OF THE BASEMENT CONCRETE FLOOR. DO NOT BACKFILL MORE THAN 4'-0" FROM THE FOOTING PRIOR TO PLACING THE BASEMENT CONCRETE FLOOR.
12. THE REINFORCING STEEL CONTRACTOR SHALL FABRICATE ALL REINFORCEMENT AND FURNISH ALL ACCESSORIES, CHAIRS, SPACER BARS, AND SUPPORTS NECESSARY TO SECURE THE REINFORCEMENT UNLESS NOTED OTHERWISE.
13. REINFORCING STEEL SHALL BE ASTM A615 (GRADE 60)
14. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185
15. CONCRETE REINFORCEMENT SHALL BE PLACED ACCORDING TO CRSI RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS
16. CONCRETE COVERAGE FOR REINFORCING, U.N.O.
    FOOTINGS 3"
    SLAB ON GRADE CENTER OF SLAB
    WALLS EXPOSED TO EARTH 2"
    COLUMN TIES 1½"
17. COMPRESSION LAB SPLICED FOR GRADE 60 BARS SHALL BE 30 BAR DIAMETER MIN.
18. TENSION LAP SPLICES SHALL BE AS DETAILED. USE CLASS B SPLICES U.N.O.
19. ALL WELDED WIRE FABRIC LAPS SHALL BE 8" AT ENDS AND SIDES
20. BAR LENGTHS SHOWN DO NOT INCLUDE HOOKS AND BENDS
21. CONCRETE AT THE TIME OF PLACEMENT SHALL HAVE A SLUMP OF 4" +/- 1" UNLESS A SUPER-PLASTICIZING AGENT IS USED
22. ALL OPENINGS IN CONCRETE WALLS SHALL HAVE (2) #5 RE-BARS PLACED AROUND THE OPENING. EXTEND THE BARS 24" BEYOND EACH FACE OF OPENING. PLACE (2) #5 X 4'-0" LONG BARS DIAGONALLY AT EACH CORNER.

Structural Disclaimer

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REFER TO ENGINEERING SHEET FOR STEEL BEAM, COLUMN, AND PAD SIZES

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M/I HOMES

11x17 PRINTS ARE ½ SCALE

Sawyer

Lot # - Subdivision
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Job #:	XXX
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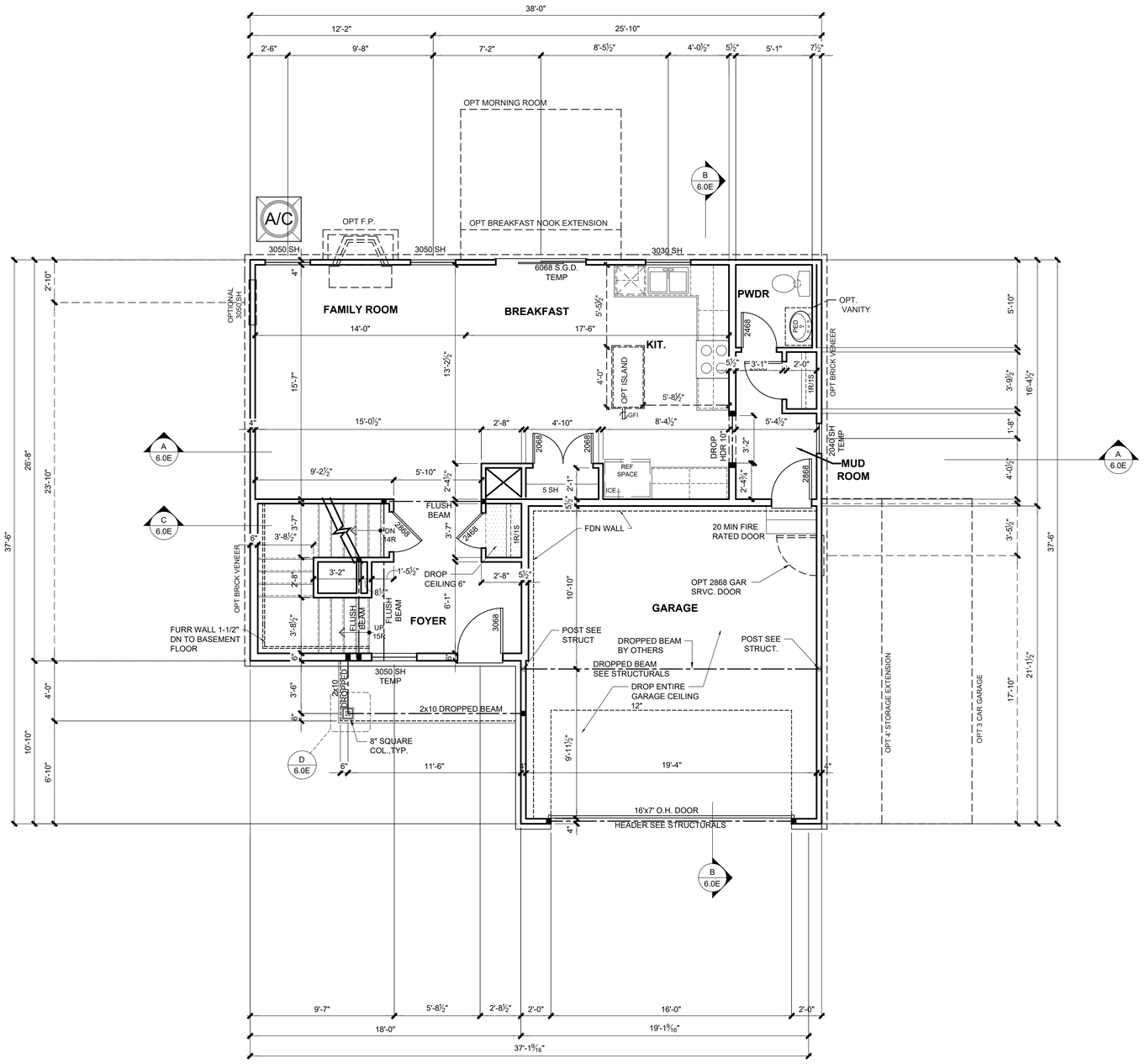
LSP By:	XXX
LSP Rev:	

Sheet Title : Foundation Plan

Sheet: 2.0E



PLAN OPTIONS

- ☐ RAILING - FIRST FLOOR
- ☐ POWDER ROOM CABINET
- ☐ MORNING ROOM
- ☐ KITCHEN ISLAND
- ☐ BREAKFAST NOOK EXTENSION
- ☐ EXTERIOR DIRECT VENT FIREPLACE (REAR WALL)
- ☐ WINDOW OPTIONS
  - ☐ 3050 FAMILY ROOM WINDOW (SIDE WALL)
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3 CAR GARAGE
  - ☐ GARAGE SERVICE DOOR

Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB. CEILING TO BE ⅝" TYPE "X" FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE: 1ST FLOOR: 7'-6" SECOND FLOOR" 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F.
4. WITHIN 60" OF A STAIRWAY LANDING
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REFER TO ENGINEERING SHEET FOR FRAMING AND HEADER SIZES

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LSP By:	XXX
LSP Rev:	

Sheet Title :

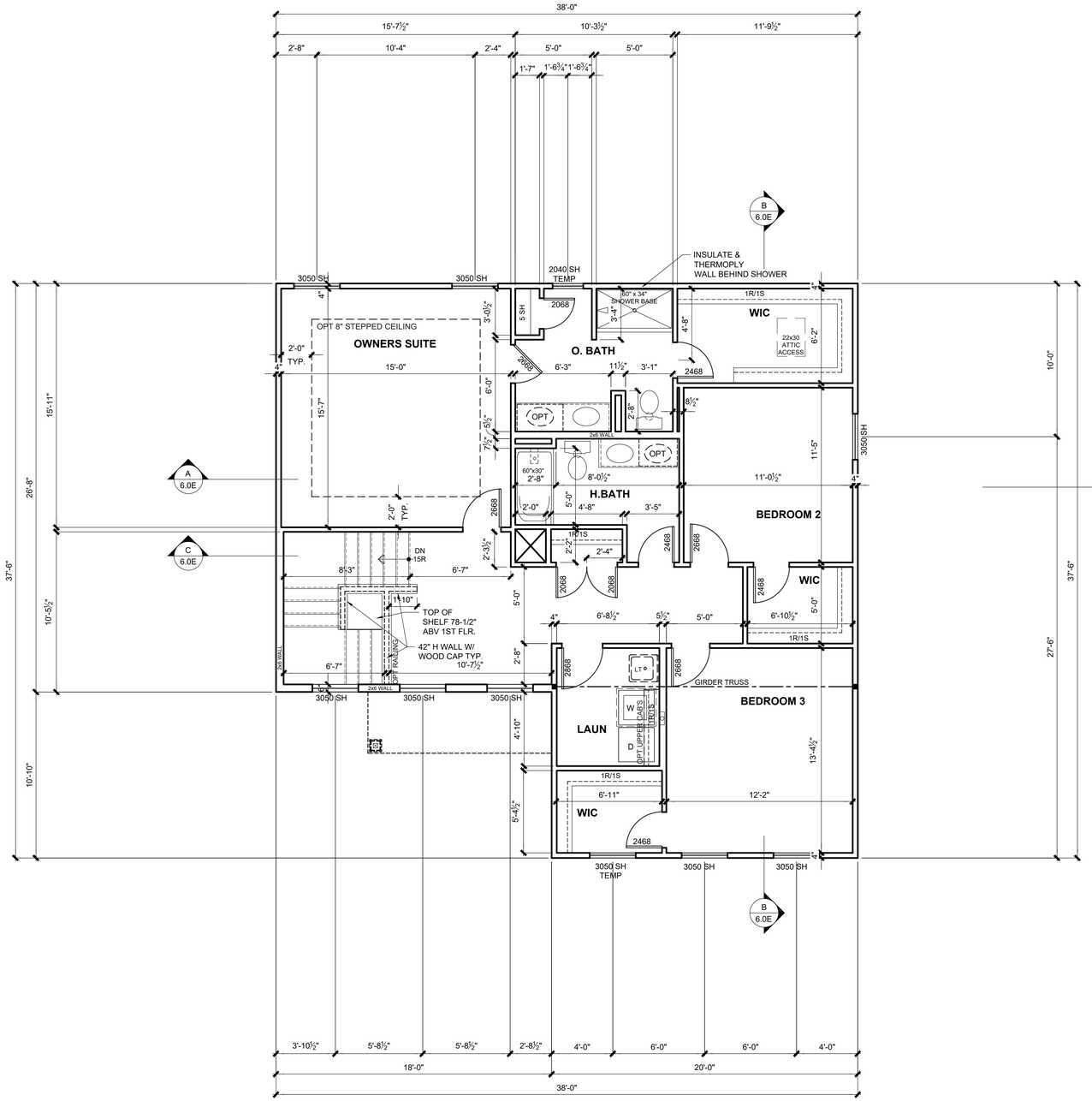
First Floor Plan

Sheet:

3.0E

FRAMING PLAN
FIRST FLOOR PLAN - E

SCALE: 1/4" = 1'-0"

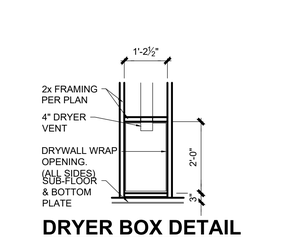


FRAMING PLAN
SECOND FLOOR PLAN - E

SCALE: 1/4" = 1'-0"

☒ PLAN OPTIONS

- ☐ LAUNDRY SINK ONLY
- ☐ LAUNDRY UPPER CABINETS (CABINETS ABOVE WASHER AND DRYER)
- ☐ OWNERS SUITE STEPPED CEILING
- ☐ SECOND FLOOR RAILING
- ☐ OWNERS STD BATH UPGRADES
  - ☐ 2ND SINK BOWL
- ☐ OWNERS DELUXE BATH
- ☐ HALL BATH 2ND SINK BOWL



DRYER BOX DETAIL

SCALE: 1/2" = 1'-0"

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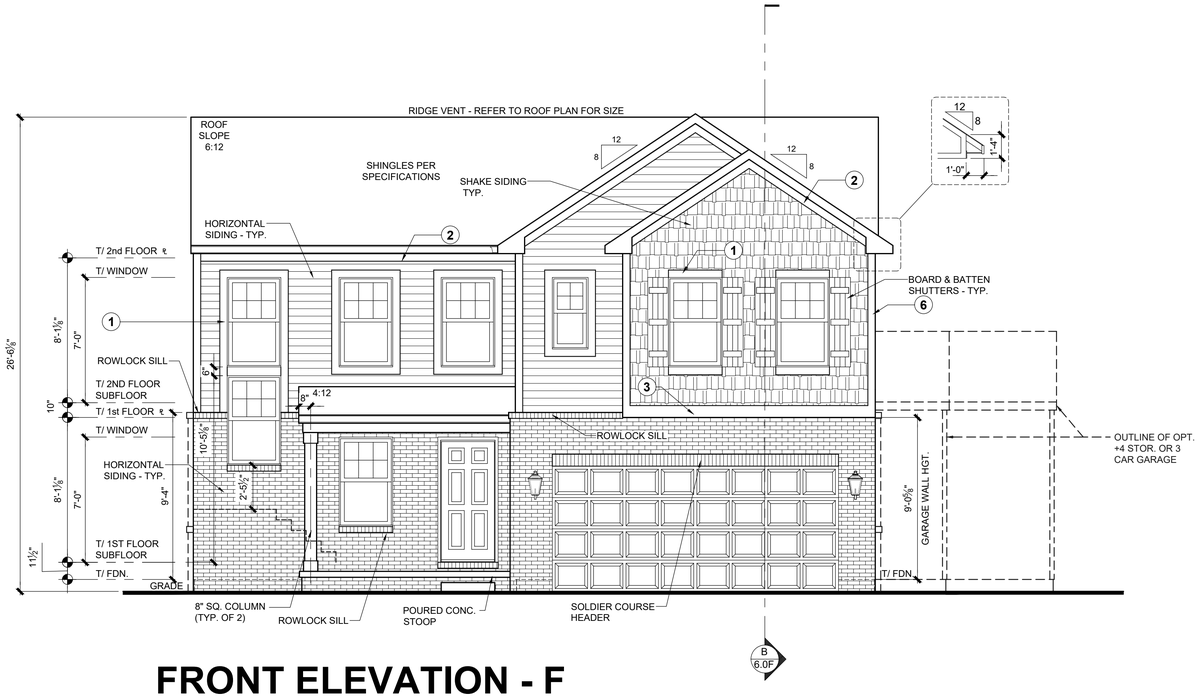
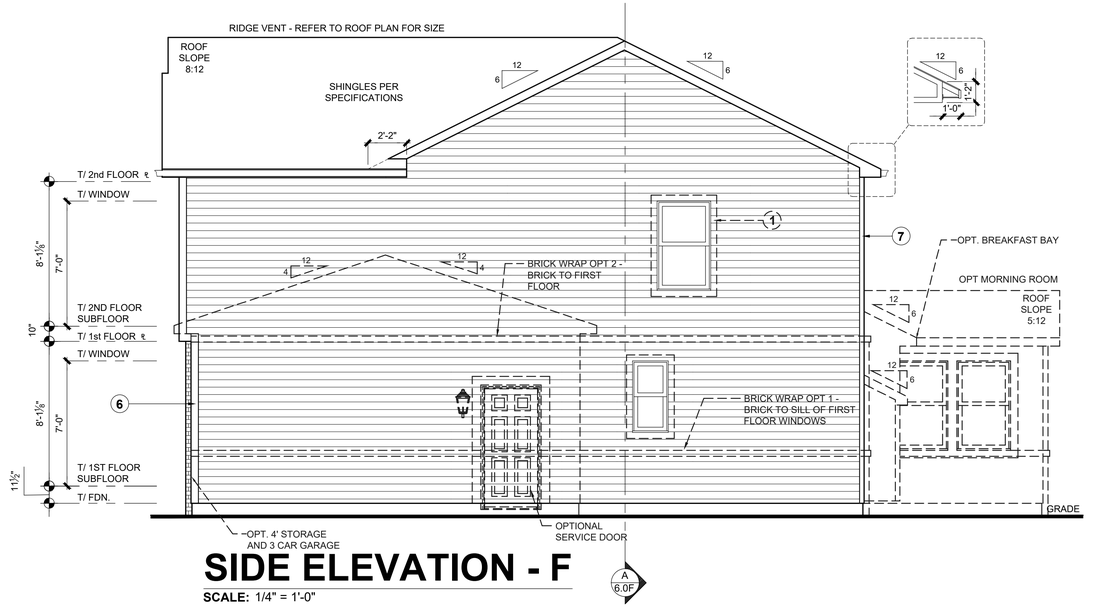
LSP Rev:	
Sheet Title :	Second Floor Plan
Sheet:	3.1E



FRONT ELEVATION - F

SCALE: 1/4" = 1'-0"

B 6.0F



SIDE ELEVATION - F

SCALE: 1/4" = 1'-0"

A 6.0F

Division Note

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Window Grid Note

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7	REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS
8	VINYL ACCENT SIDING

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ⅝ TRIM THICKNESS

Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

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M/I HOMES

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Sawyer

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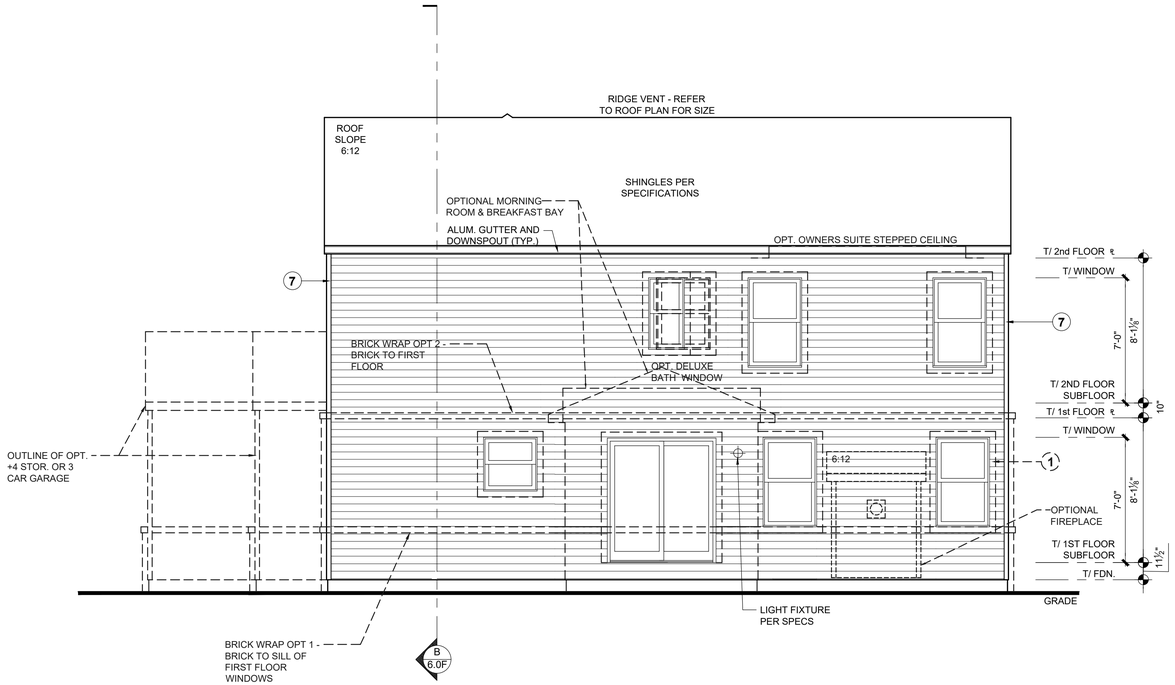
Address, City, MI Zip Code

Job #:	XXX
LSP Date:	XX/XX /XX
LSP By:	XXX
LSP Rev:	

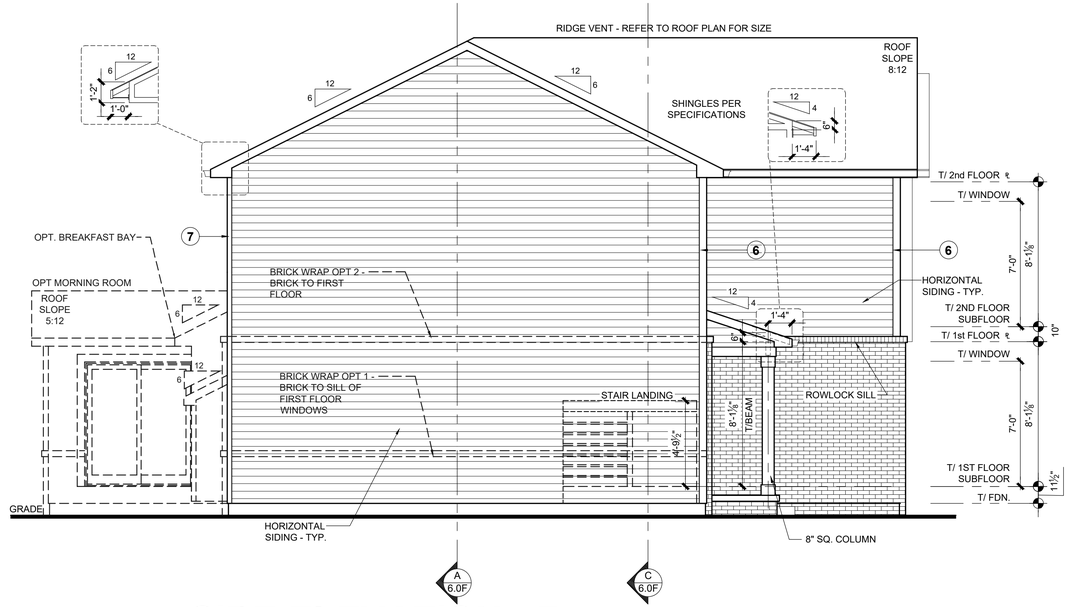
Sheet Title : Front & Garage Side Elevations

Sheet: 1.0F



REAR ELEVATION - F

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - F

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Sheet Title : Rear & Side Elevations

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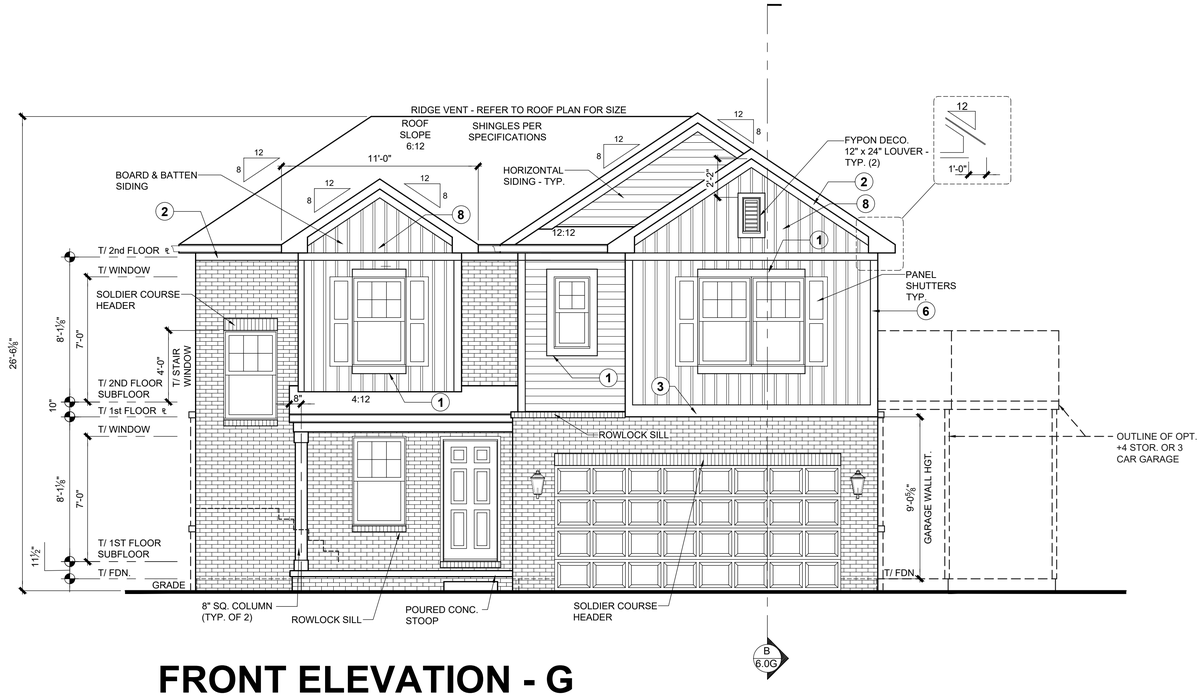
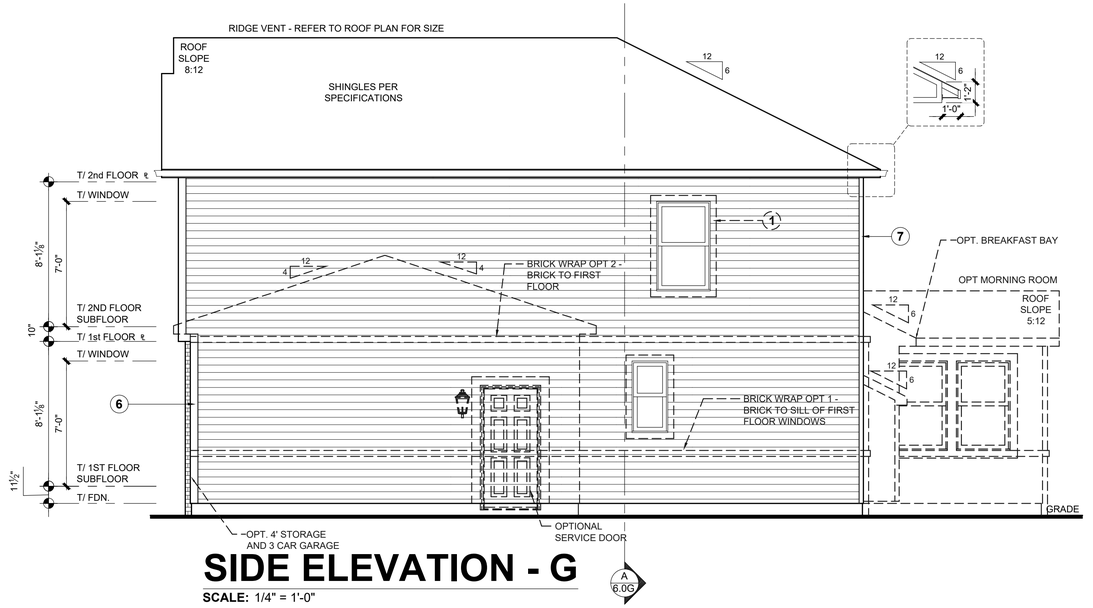


FRONT ELEVATION - G

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - G

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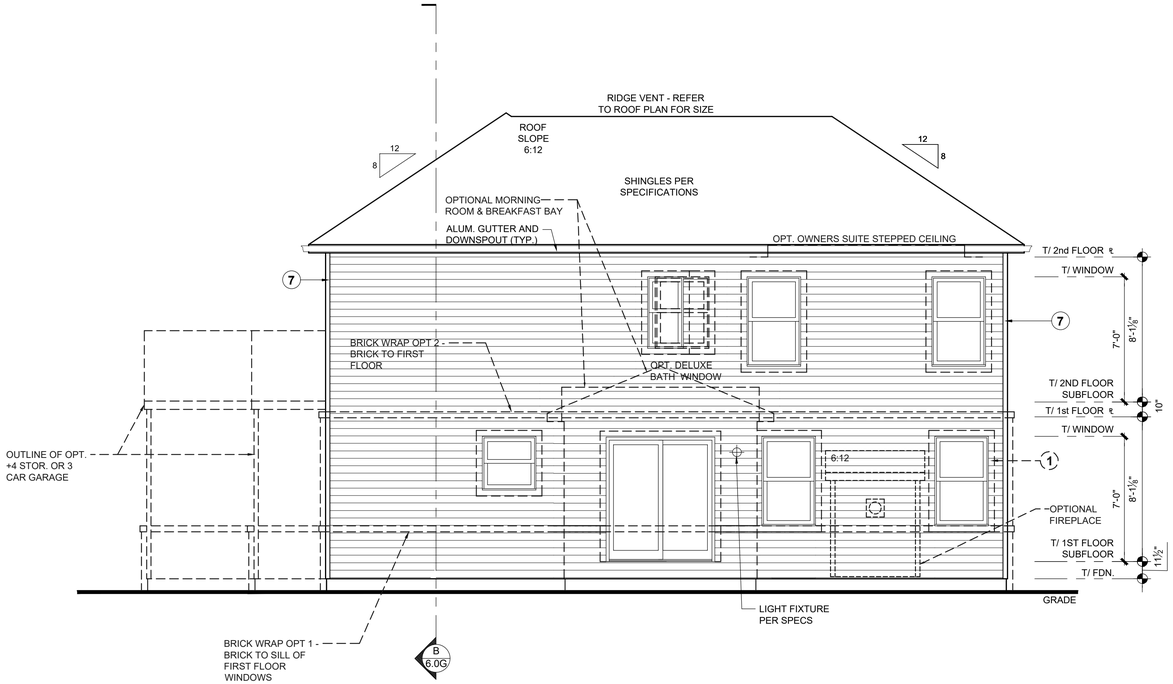

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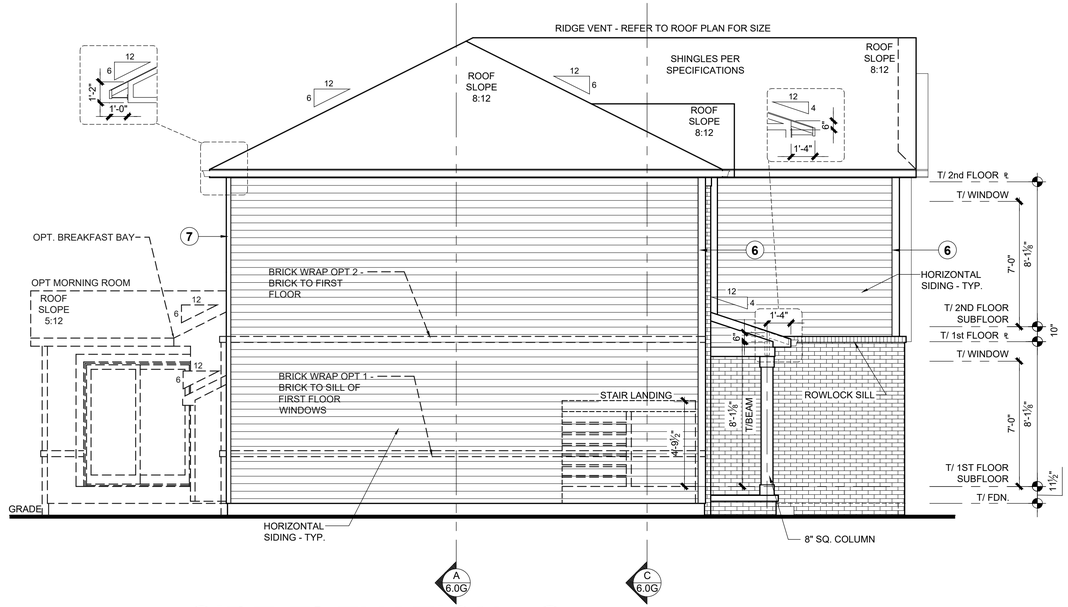

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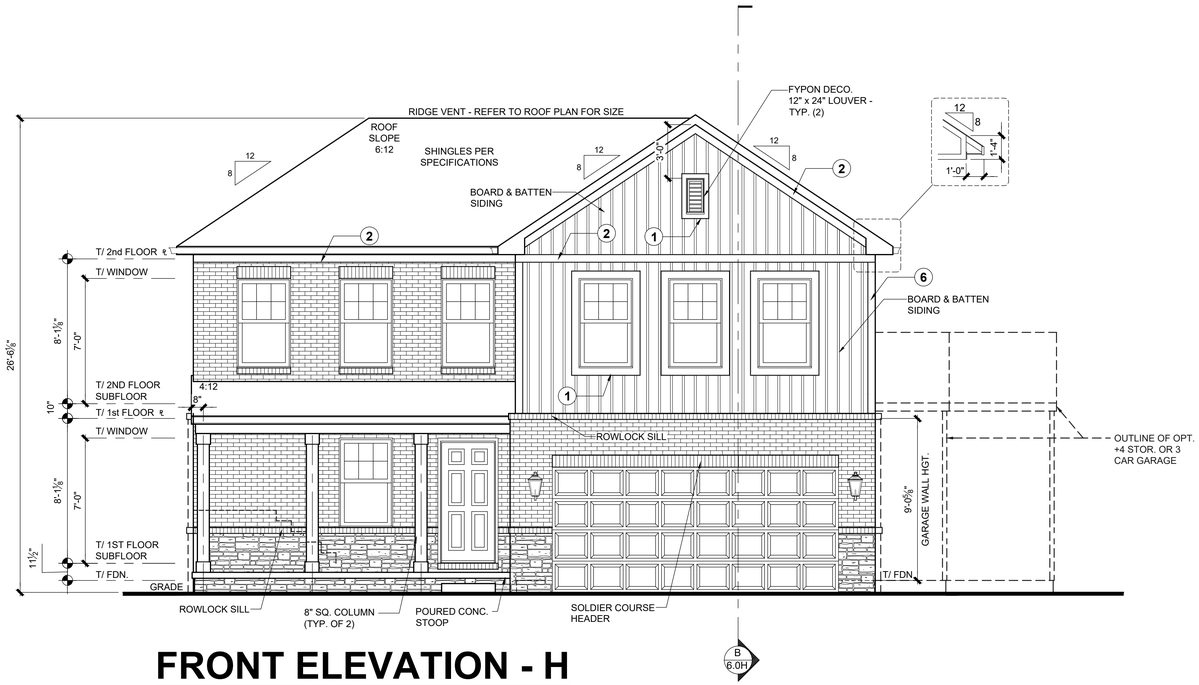
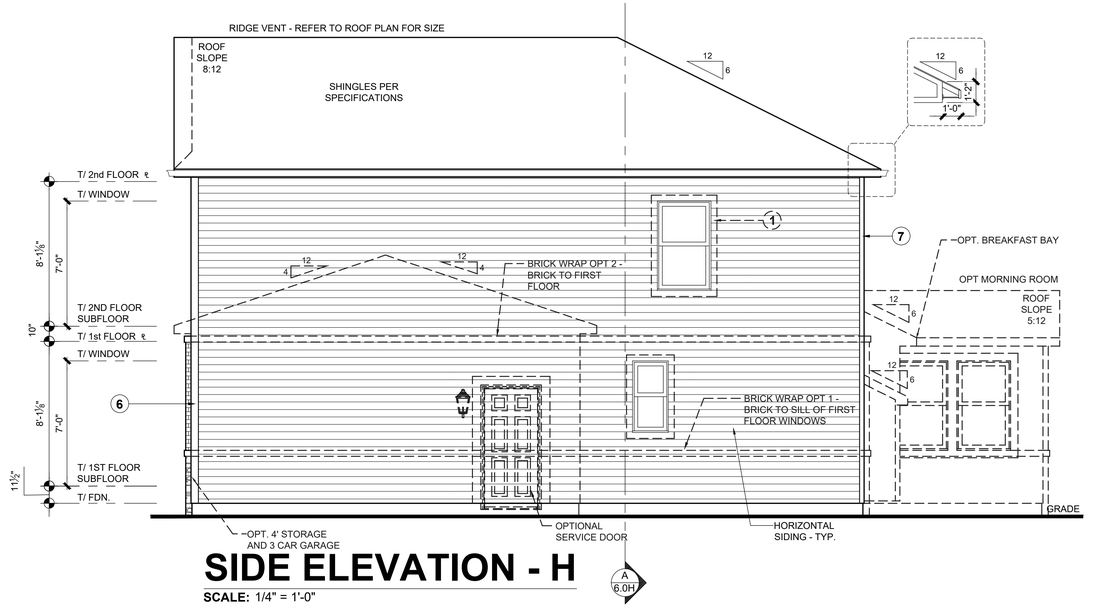


FRONT ELEVATION - H

SCALE: 1/4" = 1'-0"



SIDE ELEVATION - H

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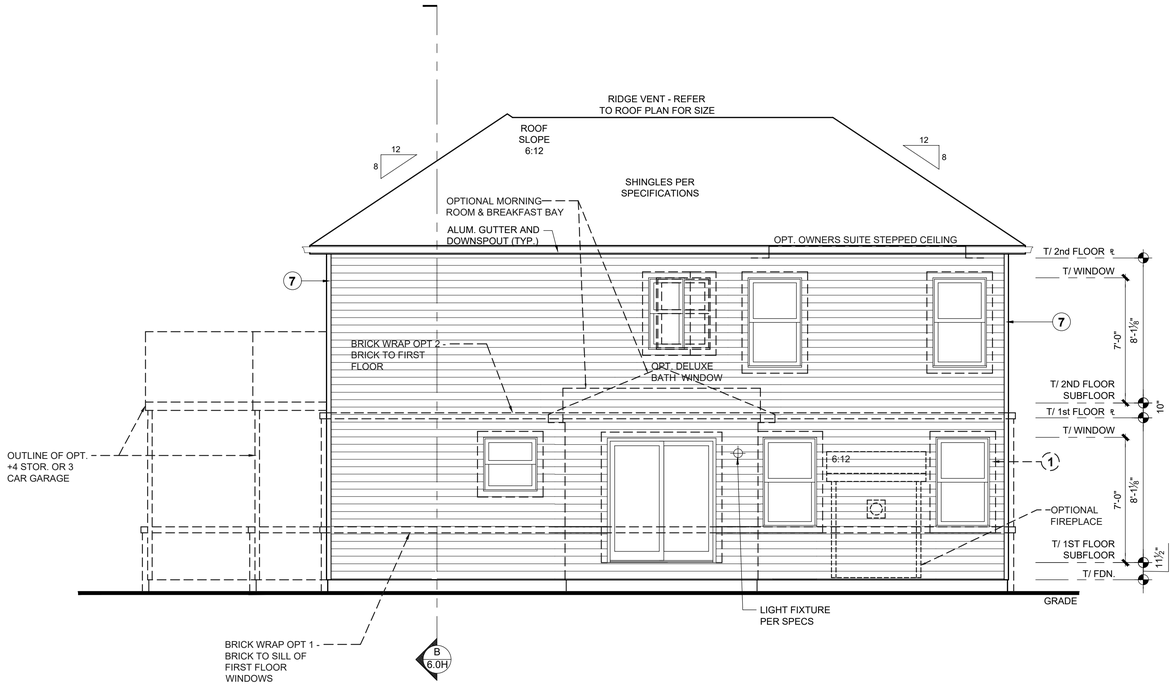

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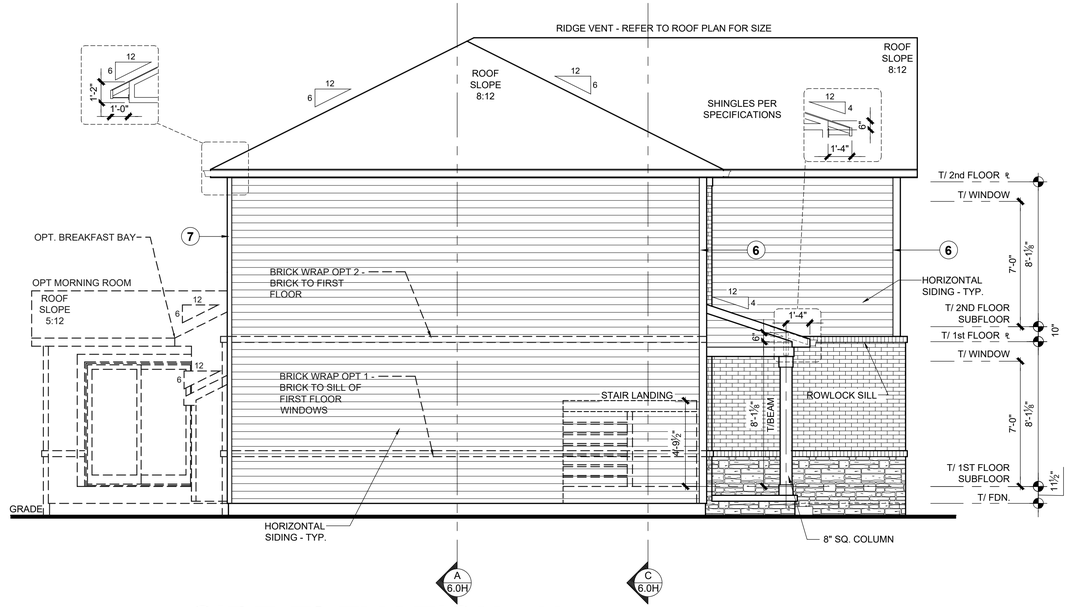

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Sheet Title :
Rear & Side Elevations

Sheet:
1.1H

Statistics							
Description	**Symbol**	**Avg**	**Max**	**Min**	**Max/Min**	**Avg/Min**	**Avg/Max**
OVERALL	+	0.0 fc	4.2 fc	0.0 fc	N/A	N/A	0.0:1

Schedule										
Symbol	**Label**	**QTY**	**Manufacturer**	**Catalog Number**	**Description**	**Lamp**	**Number Lamps**	**Lumens per Lamp**	**LLF**	**Wattage**	**Mounting Height**
○	A	9	Lumenpulse	LIAM-120_277-CSL-M110-30K-CRI 80-5S	Lumenicon Medium	LED	1	9316	0.9	92	15'-0"

Dark Sky Note
ALL FIXTURES INCLUDED ON THIS DESIGN ARE IN COMPLIANCE WITH INTERNATIONAL DARK SKY ASSOCIATION REGULATIONS FOR DARK SKY FRIENDLY FIXTURE(S).

Alternates Note
ALTERNATE LIGHTING FIXTURES WILL NOT MEET CITY ORDINANCE COMPLIANCE DUE TO THE PRECISE OPTICAL AND OUTPUT PERFORMANCE SELECTED FOR THESE FIXTURES. ALTERNATE LIGHTING PROPOSALS MUST BE RECALCULATED AND RESUBMITTED TO THE CITY FOR APPROVAL. CONTACT LAYOUTS@GASSERBUSH.COM FOR ASSISTANCE WITH ALTERNATE OPTIONS IF NEEDED.

Ordering Note
FOR INQUIRIES CONTACT GASSER BUSH AT QUOTES@GASSERBUSH.COM OR 734-266-6705.

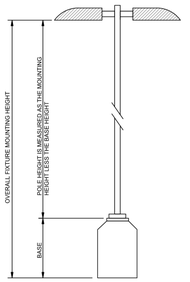
Drawing Note
THIS DRAWING WAS GENERATED FROM AN ELECTRONIC IMAGE FOR ESTIMATION PURPOSE ONLY. LAYOUT TO BE VERIFIED IN FIELD BY OTHERS.

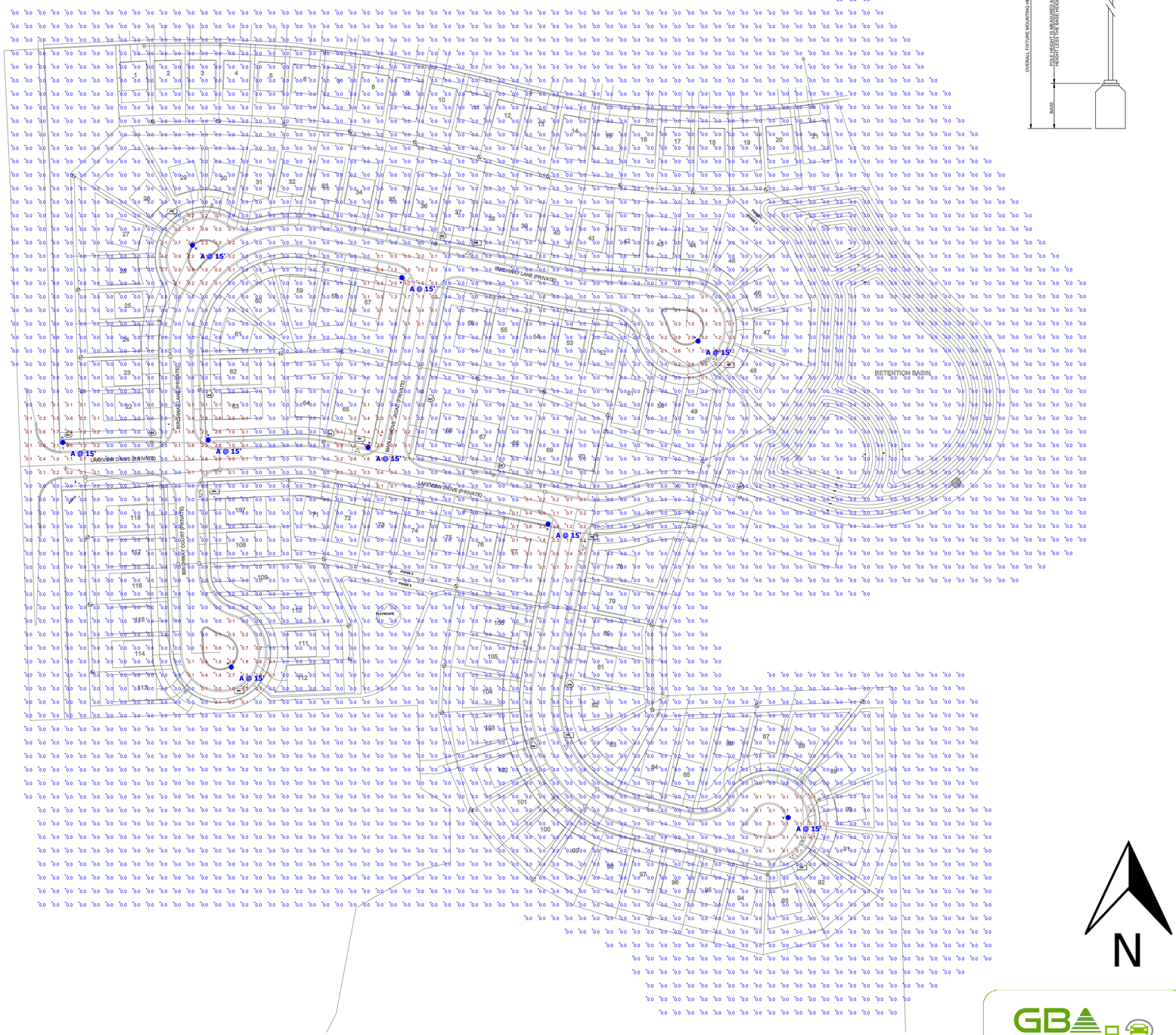
General Note
1. SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
2. SEE LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTOR.
3. CALCULATIONS ARE SHOWN IN FOOTCANDLES AT: 0' - 0"

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.

THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

UNLESS EXEMPT, PROJECT MUST COMPLY WITH LIGHTING CONTROLS REQUIRMENTS DEFINED IN ASHRAE 90.1 2013. FOR SPECIFIC INFORMATION CONTACT GBA CONTROLS GROUP AT CONTROLS@GASSERBUSH.COM OR 734-266-6705.

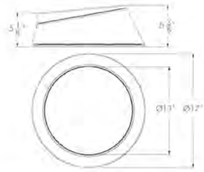




Plan View
Scale - 1" = 80ft

Specification Sheet — **lumenicon** Area Medium

Project Name _____ Qty _____
Type _____ Catalog / Part Number _____



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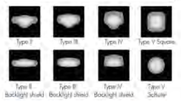

Colors and Color Temperatures

Control
ON/OFF 0-10V

Rating
IP66 (optical chamber)

Certifications
3G VIBRATION RATING

Description
The Lumenicon Area Medium creates a consistent aesthetic while illuminating city streets, local roads, residential streets, parking lots and laneways. An innovative, tooless opening system makes the plug-and-play components easy to access. IP66 rated with phenomenal heat dissipation; the Lumenicon Area Medium is ready to take it to the streets (or parking lots, or building sides, or entrances, or...).

Features	
Color and Color Temperature	2200K, 2700K, 3000K, 3500K, 4000K, 5700K
Distributions	Type II, Type III or Type IV (with or without backlight shield), Type V square and Type V Solfsite
3G Vibration Rated	Meets 3G ANSI C136.31-2010 vibration standard for bridge applications
Options	Corrosion-resistant coating for hostile environments; Surge protector, 5-Pin Receptacles with cord without shorting cap; 7 Pin Receptacles with cord without shorting cap
Mounting Options	Side Clevelap (2 3/8 in Tenon)
Warranty	5-year limited warranty
Performance	
Output (nominal lumens)	Minimum 3000lm / Maximum 20000lm
Color Rendering	3 SDCM for CRI 70+ and 2 SDCM for CRI 80+
Lumen Maintenance	TM-21 L70 527,000 hrs (projected; Ta 77 °F). 36,000 hrs (reported; Ta 77 °F)
Dark Sky	Dark sky compliant (2200K, 2700K and 3000K color temperatures, BUG rating of U0)
Physical	
Housing Material	Die cast low copper 360 aluminum alloy

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PHOTOMETRIC SITE PLAN
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Designer
JM/KB
Date
5/28/2025
rev. 9/26/2025
Scale
Not to Scale
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#25-43953-V2
1 of 1

fishbeck
Engineers | Architects | Scientists | Constructors

Prospect Pointe South Traffic Impact Study

Project No. 2501801
December 3, 2025

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Engineers | Architects | Scientists | Constructors

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Canton, Michigan 48187

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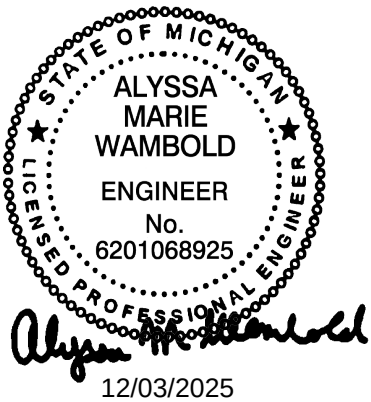
Prospect Pointe South
Traffic Impact Study

Prepared For:
M/I Homes of Michigan, LLC
Bloomfield Hills, Michigan

December 3, 2025
Project No. 2501801



12/03/2025

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List of Abbreviations/Acronyms

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
DU	dwelling units
EB	eastbound
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
LUC	Land Use Code
MDOT	Michigan Department of Transportation
mph	miles per hour
NB	northbound
PDO	Property Damage Only
SB	southbound
SEMCOG	Southeast Michigan Council of Governments
s/veh	seconds per vehicle
TIS	traffic impact study
TMC	turning movement count
Township	Superior Township
v/c	volume to capacity ratio
vpd	vehicles per day
WCRC	Washtenaw County Road Commission
WB	westbound

References

Institute of Transportation Engineers, 2017, *Trip Generation Handbook*, 3rd Edition.
Institute of Transportation Engineers, 2025, *Trip Generation Manual*, 12th Edition.
Michigan Department of Transportation, 2024, *Electronic Traffic Control Device Guidelines.*
Michigan Department of Transportation, 2017, *Geometric Design Guidance*.
Transportation Research Board, 2022, *Highway Capacity Manual,* 7th Edition.

Executive Summary

Fishbeck has conducted a traffic impact study (TIS) for a proposed residential neighborhood development located in the southeast quadrant of Prospect Road and Berkshire Drive in Superior Township (Township), Washtenaw County, Michigan. The parcel is currently vacant. The development will contain 118 single-family detached dwelling units (DU) and will be constructed in three phases, assumed to be open and fully operational in 2026, 2027, and 2029, respectively. A single future analysis was completed for the entire development buildout in 2029.

On the south side of Berkshire Drive, 21 of the proposed homes will be constructed and will access the site via the existing intersection of Prospect Road and Berkshire Drive. The remaining 97 homes will have access to Prospect Road via a proposed roadway, named Lakeview Drive. Lakeview Drive will connect to Prospect Road, approximately 650 feet south of Berkshire Drive. Lakeview Drive will also connect to the existing Lakeview Drive roadway to the east.

This study was conducted according to the methodologies and guidance published by the Institute of Transportation Engineers (ITE), American Association of State Highway and Transportation Officials (AASHTO), Michigan Department of Transportation (MDOT), Washtenaw County Road Commission (WCRC), and the Township. MDOT standards and guidelines were referenced where local standards/guidelines are not defined.

Vehicular, pedestrian, and cyclist turning movement counts (TMCs) were collected at the study intersections on Tuesday, November 4, 2025, during the weekday morning (7 a.m. to 9 a.m.) and afternoon (4 p.m. to 6 p.m.) peak periods for the roadway network. One background development (Prospect Pointe West) was identified and included in this study.

Site-generated traffic was forecast using the information and methodologies specified in the ITE *Trip Generation Manual*. Existing traffic volumes, site layout, and engineering judgement were used to develop a trip distribution model for the a.m. and p.m. peak hours for the new traffic that would be generated by the proposed development.

Operational analyses were conducted for existing, background, and total future conditions based on the *Highway Capacity Manual* (HCM) 7th Edition methodologies using Synchro traffic analysis software. Synchro network models were also simulated using SimTraffic to evaluate network operations including intersection queueing.

Based on the findings of the HCM operational analyses, crash data, and site traffic generation, Table 1 has the recommended future improvements to the study intersections to mitigate traffic operation impacts.

Table 1 – Recommended Improvements

Intersection	Future
Prospect Road and Geddes Road	• Adjust maximum split timings in the a.m. and p.m. peak hours.
Prospect Road and Clark Road	• Adjust the maximum split timings in the a.m. peak hour.
Prospect Road and Lakeview Drive (Site Driveway)	• Construct a southbound (SB) left turn lane.

The opinions, findings, and conclusions expressed in this TIS are those of Fishbeck and not necessarily those of the Owner/Applicant, MDOT, WCRC, or Superior Township.

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1.0 Introduction

1.1 Project Overview

On behalf of M/I Homes of Michigan, LLC, Fishbeck has conducted a TIS for a proposed residential neighborhood development located in the southeast quadrant of Prospect Road and Berkshire Drive in Superior Township (Township), Washtenaw County, Michigan. The parcel is currently vacant. The development will contain 118 single-family detached DU and will be constructed in three phases, assumed to be open and fully operational in 2026, 2027, and 2029, respectively. A single future analysis was completed for the entire development buildout in 2029.

On the south side of Berkshire Drive, 21 of the proposed homes will be constructed and will access the site via the existing intersection of Prospect Road and Berkshire Drive. The remaining 97 homes will have access to Prospect Road via a proposed roadway, named Lakeview Drive. Lakeview Drive will connect to Prospect Road, approximately 650 feet south of Berkshire Drive. Lakeview Drive will also connect to the existing Lakeview Drive roadway to the east. For the purpose of this study, it was assumed no traffic from the proposed development would utilize the existing Lakeview Drive. The project location and study intersections are displayed in Figure 1.

Figure 1 – Project Location and Study Network

Maps Data: Google, ©2025 Airbus, Maxar Technologies

A. Prospect Road and Geddes Road
B. Prospect Road and Clark Road
C. Prospect Road and Berkshire Drive
D. Prospect Road and Lakeview Drive (Site Driveway)

1.2 Study Methodology

The objectives of this TIS were to determine what impacts the proposed project would have on adjacent roadway traffic operations, and to develop recommendations for any improvements necessary to mitigate the project impacts on the studied intersections. Study analyses were completed relative to typical weekday a.m. and p.m. peak periods.

This study was conducted according to the methodologies and guidance published by ITE, AASHTO, MDOT, WCRC, and the Township. MDOT standards and guidelines were referenced where local standards/guidelines are not defined. WCRC reviewed and provided input on the scope of the TIS via email on October 17, 2025.

1.3 Intersection Characteristics

Based on the type and size of the proposed development and the likely area of influence for the site trips, traffic operations were analyzed for the following intersections:

- Prospect Road and Geddes Road (signalized).
- Prospect Road and Clark Road (signalized).
- Prospect Road and Berkshire Drive (unsignalized).
- Prospect Road and Lakeview Drive (proposed unsignalized driveway).
    - Located approximately 650 feet south of Berkshire Drive.

The existing intersection lane configurations, traffic controls, and posted speed limits are displayed in Figure 2.

1.4 Roadway Characteristics

The characteristics of the study area roadways are described in Table 2. The data points referenced were from the MDOT Traffic Count Database System and the Southeast Michigan Council of Governments (SEMCOG) online maps.

Table 2 – Roadway Characteristics

Roadway	Jurisdiction	Speed Limit (mph)	No. of Lanes	Roadway Classification	AADT		
					Direction	Volume	Year
Prospect Road North of Geddes Road	WCRC	50	2-3	Minor Arterial	NB	5,136	2024
					SB	5,013	2024
Prospect Road Geddes Road to Clark Road	WCRC	45	2-4	Minor Arterial	NB	4,725	2024
					SB	4,643	2024
Prospect Road South of Clark Road	WCRC	35	2-3	Minor Arterial	NB	3,959	2024
					SB	3,971	2024
Geddes Road	WCRC	50	2-3	Minor Arterial	EB	6,943	2024
					WB	6,648	2024
Clark Road	WCRC	45	2-3	Major Collector	EB	3,742	2024
					WB	3,368	2024

AADT	Average Annual Daily Traffic	NB	northbound
EB	eastbound	vpd	vehicles per day
mph	miles per hour	WB	westbound

1.5 Existing Traffic Volumes

Vehicular, pedestrian, and cyclist TMCs were collected at the following study intersections during the weekday morning (7 a.m. to 9 a.m.) and afternoon (4 p.m. to 6 p.m.) peak periods of the road network on Tuesday, November 4, 2025:

- Prospect Road and Geddes Road.
- Prospect Road and Clark Road.
- Prospect Road and Berkshire Drive.

Traffic volume information can be found in Appendix 1, which includes heavy vehicle and pedestrian crossing data. The existing traffic volumes used in this study are provided in Figure 3.

Figure 2 – 2025 Existing Lane Configurations

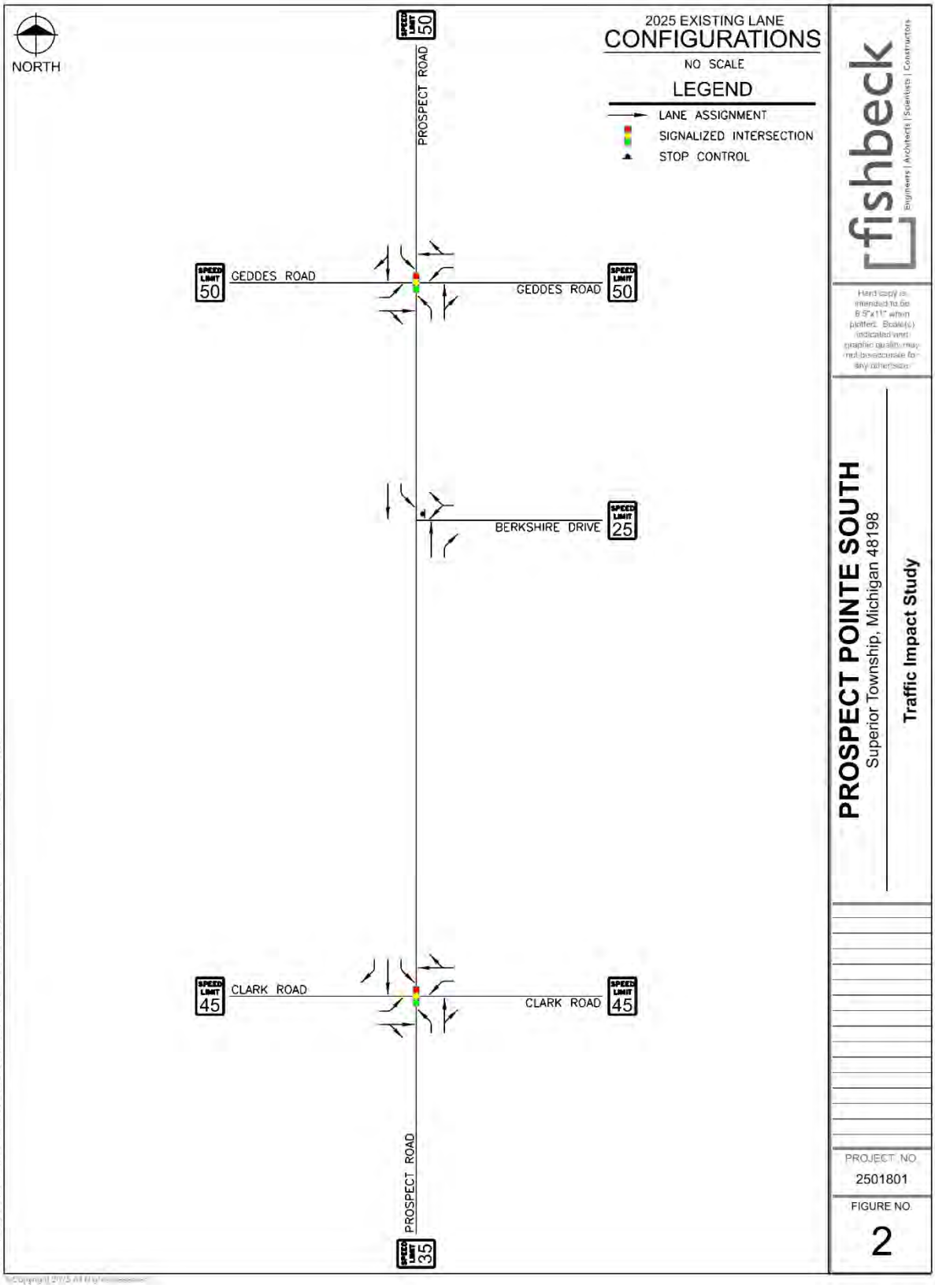
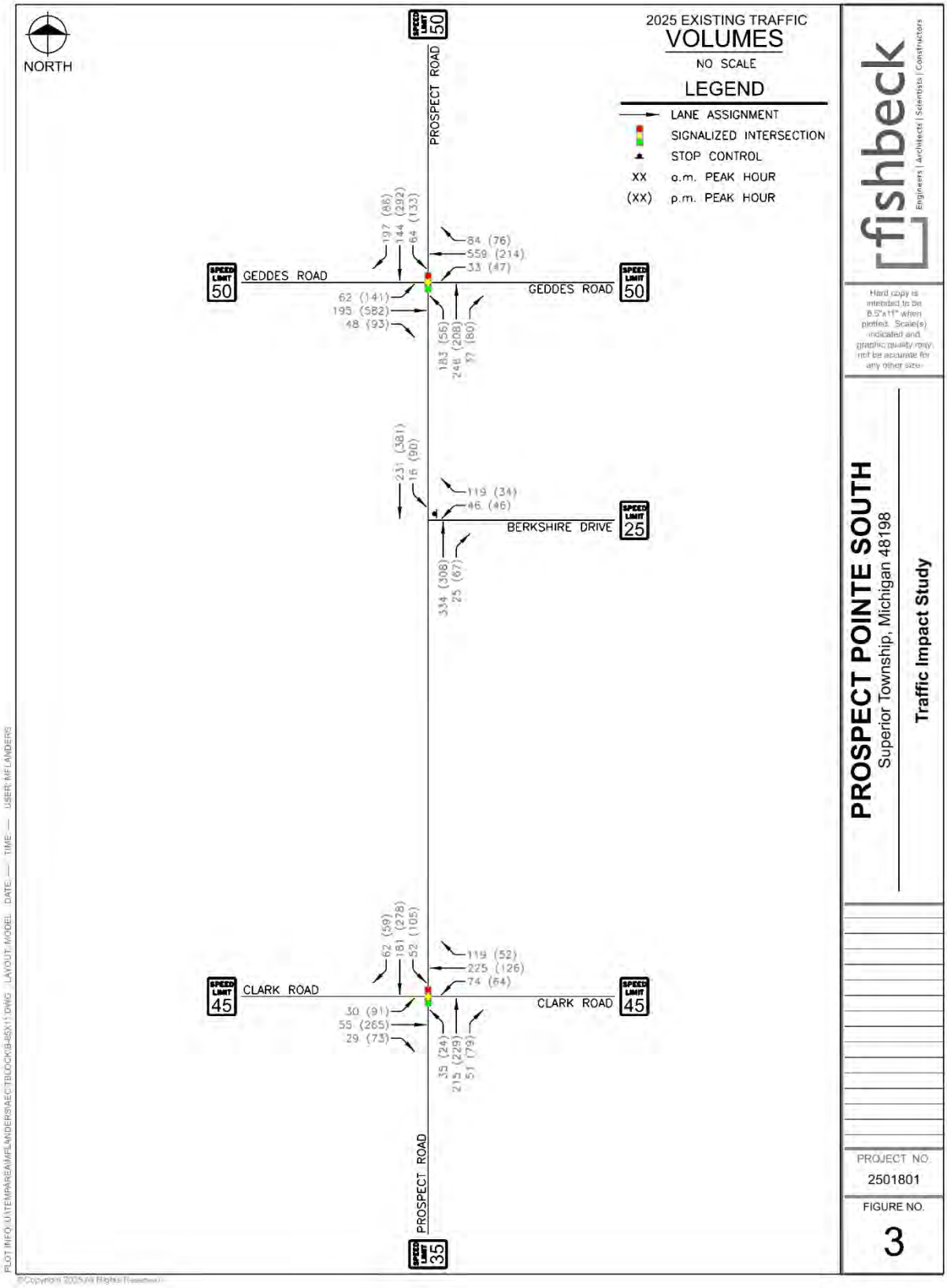


Figure 3 – 2025 Existing Traffic Volumes



2.0 2025 Existing Conditions Analysis

2.1 Traffic Operations Analysis Methodology

Synchro was used to perform HCM operational analyses during the a.m. and p.m. peak hours for all intersections within this study. According to the HCM, Level of Service (LOS) is a qualitative measure describing operational conditions of a traffic stream or intersection. LOS ranges from A to F, with LOS A representing desirable traffic operations characterized by low delay and LOS F representing extremely poor traffic operations characterized by excessive delays and long vehicle queues. LOS D is generally considered acceptable for most areas. Table 3 presents the HCM LOS criteria for unsignalized and signalized intersections. The color coding in the table is used in the operational analysis summary tables later in this report.

Table 3 – LOS Criteria

LOS	Control Delay (s/veh)	
	Unsignalized	Signalized
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50 or v/c > 1.0	> 80 or v/c > 1.0

s/veh seconds per vehicle
v/c volume to capacity ratio

2.2 2025 Existing Conditions Traffic Analysis

Synchro models for the existing network were created based on the existing roadway configurations and traffic controls, as observed in the field and from available aerial and street level imagery. The existing traffic signal timing permits for the signalized intersections were provided by WCRC for use in the models.

The resulting LOS and delay for the existing conditions are provided in Table 4.

Table 4 – LOS Analysis for 2025 Existing Conditions

Approach	Lane Group	LOS/Delay (s/veh)			
		a.m. Peak Hour		p.m. Peak Hour	
Prospect Road and Geddes Road (Signalized)					
EB Geddes Road	Left	D	50.5	C	28.4
	Through/Right	D	52.9	D	42.5
	Overall	D	52.4	D	40.0
WB Geddes Road	Left	C	27.7	D	46.2
	Through/Right	D	49.8	D	44.9
	Overall	D	48.8	D	45.1
NB Prospect Road	Left	E	73.2	D	46.1
	Through/Right	E	64.9	E	58.6
	Overall	E	68.2	E	56.6
SB Prospect Road	Left	D	40.7	D	43.9
	Through/Right	F	115.9	E	62.2
	Overall	F	104.0	E	57.5
Overall		E	67.3	D	48.3

Table 4 – LOS Analysis for 2025 Existing Conditions

Approach	Lane Group	LOS/Delay (s/veh)	
		a.m. Peak Hour	p.m. Peak Hour
Prospect Road and Clark Road (Signalized)			
EB Clark Road	Left	C 23.0	C 25.8
	Through/Right	C 24.8	D 49.7
	Overall	C 24.3	D 44.7
WB Clark Road	Left	C 24.2	C 24.9
	Through/Right	E 55.0	C 29.4
	Overall	D 49.6	C 28.2
NB Prospect Road	Left	C 29.1	C 29.3
	Through/Right	C 28.9	C 27.3
	Overall	C 28.9	C 27.5
SB Prospect Road	Left	D 35.4	D 37.2
	Through	C 24.6	C 25.2
	Right	C 21.6	C 20.5
	Overall	C 25.9	C 27.4
	Overall	C 34.5	C 32.7
Prospect Road and Berkshire Drive (WB Stop-Controlled)			
WB Berkshire Drive	Left/Right/Overall	C 15.4	C 18.7
NB Prospect Road	Through	Free	Free
	Right	Free	Free
	Overall	Free	Free
SB Prospect Road	Left	A 8.3	A 8.5
	Through	Free	Free
	Overall	A 0.5	A 1.6
	Overall	A 3.4	A 2.5

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For existing conditions, study network operations are generally acceptable. There is queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours. See Appendix 2 for the existing conditions LOS reports and queueing analysis reports.

2.3 Crash Analysis

In addition to operational analyses, historical crash data for the study area was reviewed. Crash data was obtained at all studied intersections and roadway segments fronting the development for the most recent three years (January 1, 2022–December 31, 2025) of available data on Michigan Traffic Crash Facts website, which references the Michigan State Police database. There was a total of 20 reported crashes at these locations. Of these crashes, there were no fatal or serious injury (A) crashes, two minor injury (B) crashes, two potential injury (C) crashes, and 16 property damage only (PDO) crashes. A breakdown of crashes by location and crash type is provided in Tables 5 and 6. All crashes occurred at the study area intersections and there were no crashes reported on the roadway segments between the intersections.

Table 5 – Crash Summary by Location (January 1, 2022–December 31, 2024)

Intersection	Total Crashes	Fatal	A	B	C	PDO
Prospect Road and Geddes Road	14	-	-	2	1	11
Prospect Road and Clark Road	5	-	-	-	1	4
Prospect Road and Berkshire Drive	1	-	-	-	-	1
Total	20	-	-	2	2	16

Table 6 – Crash Summary by Type (January 1, 2022–December 31, 2024)

Crash Type	Total Crashes	Fatal	A	B	C	PDO
Angle	4	-	-	-	-	4
Head-On	6	-	-	1	1	4
Other	2	-	-	1	-	1
Rear-End	4	-	-	-	1	3
Single Motor Vehicle	4	-	-	-	-	4
Total	20	-	-	2	2	16

UD-10 crash reports were reviewed. Based on this review and the existing conditions analysis, no crash patterns were identified, and no operational or safety improvements are recommended to mitigate any unacceptable traffic conditions absent of the proposed development. See Appendix 3 for a summary of the crash data.

3.0 2029 Background Conditions Analysis

Historical population data from the SEMCOG Community Profiles was referenced to determine the applicable growth rate for the existing traffic volumes to the full project build-out year in 2029. Based on this review, a background growth rate of 0.8% per year was utilized. In addition, one background development was identified for inclusion in the background traffic conditions. The Prospect Pointe West residential development is currently under construction, and is located on the south side of Geddes Road, west of Prospect Road. It is estimated there are approximately 102 DU proposed within this development that are not yet completed. Using the information and methodologies specified in the ITE *Trip Generation Manual*, Fishbeck forecast the weekday a.m. and p.m. peak hour trips associated with the background developments. The results of the trip generation forecasts for the background developments are provided in Table 7.

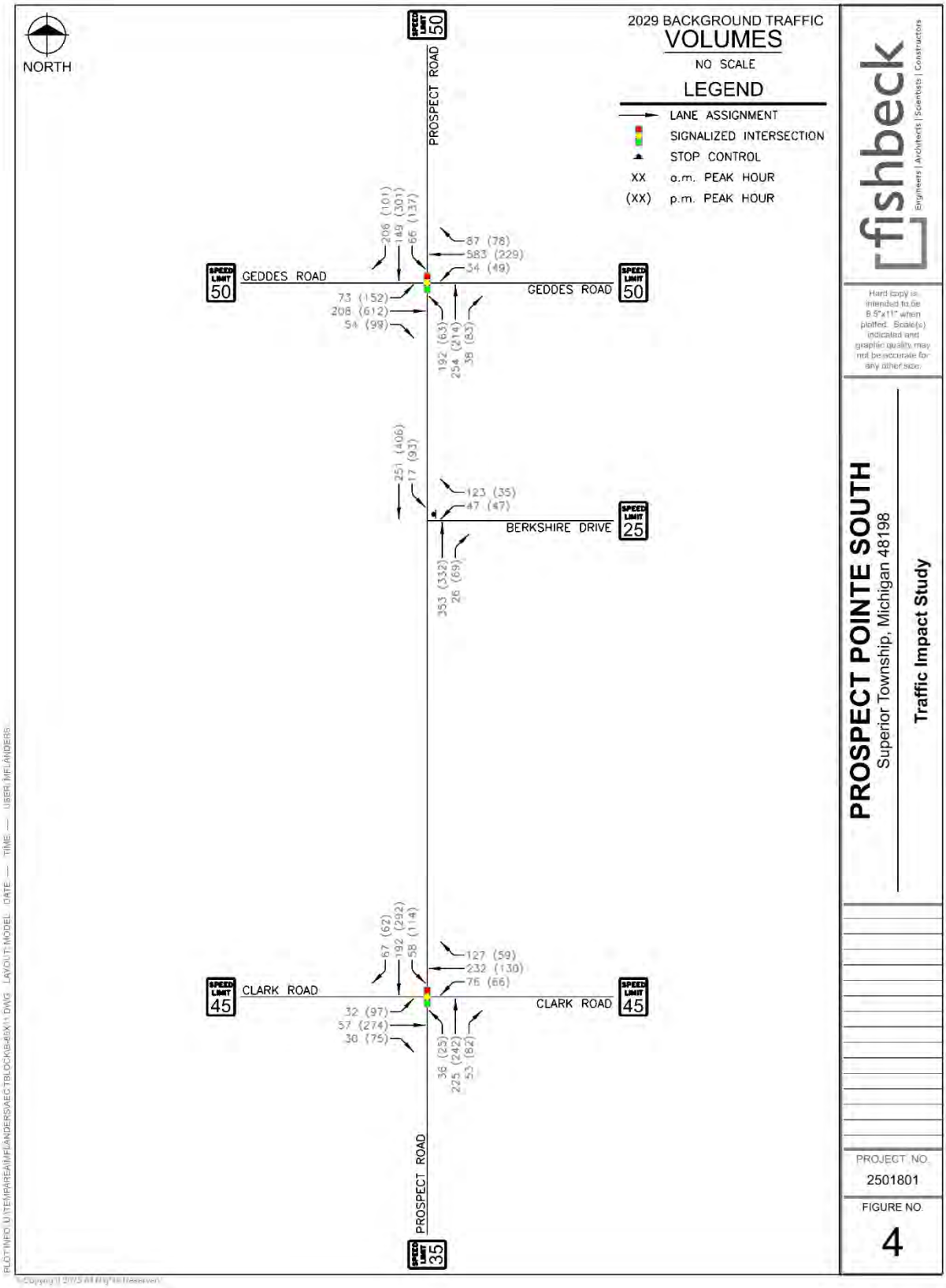
Table 7 – Trip Generation for Background Developments

Development	ITE Land Use	LUC	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
				In	Out	Total	In	Out	Total	
Prospect Pointe West	Single-Family Detached Housing	210	102 DU	20	54	74	61	37	98	1,089

LUC Land Use Code

Refer to Appendix 4 for additional details related to trip generation for the background development. These trips were distributed through the road network as described in Section 4.2. The total background traffic volumes are presented in Figure 4.

Figure 4 – 2029 Background Traffic Volumes



3.1 2029 Background Conditions Traffic Analysis

The resulting LOS and delay for the background conditions are provided in Table 8.

Table 8 – LOS Analysis for 2029 Background Conditions

Approach	Lane Group	LOS/Delay (s/veh)	
		a.m. Peak Hour	p.m. Peak Hour
Prospect Road and Geddes Road (Signalized)			
EB Geddes Road	Left	D 51.6	C 29.6
	Through/Right	D 52.8	D 49.1
	Overall	D 52.5	D 45.6
WB Geddes Road	Left	C 28.4	D 47.4
	Through/Right	E 55.4	D 45.3
	Overall	D 54.1	D 45.6
NB Prospect Road	Left	F 84.3	D 47.6
	Through/Right	E 67.3	E 61.8
	Overall	E 74.1	E 59.3
SB Prospect Road	Left	D 42.0	D 45.8
	Through/Right	F 138.1	E 78.4
	Overall	F 122.9	E 70.1
	Overall	E 74.9	D 54.2
Prospect Road and Clark Road (Signalized)			
EB Clark Road	Left	C 23.6	C 26.0
	Through/Right	C 25.5	D 53.3
	Overall	C 25.0	D 47.4
WB Clark Road	Left	C 24.9	C 24.9
	Through/Right	E 67.1	C 30.0
	Overall	E 59.8	C 28.7
NB Prospect Road	Left	C 29.3	C 30.0
	Through/Right	C 29.1	C 28.4
	Overall	C 29.1	C 28.5
SB Prospect Road	Left	D 36.3	D 41.4
	Through	C 24.5	C 25.8
	Right	C 21.4	C 20.6
	Overall	C 26.0	C 28.9
	Overall	D 37.9	C 34.2
Prospect Road and Berkshire Drive (WB Stop-Controlled)			
WB Berkshire Drive	Left/Right/Overall	C 16.4	C 20.3
NB Prospect Road	Through	Free	Free
	Right	Free	Free
	Overall	Free	Free
SB Prospect Road	Left	A 8.4	A 8.6
	Through	Free	Free
	Overall	A 0.5	A 1.6
	Overall	A 3.5	A 2.6

Further analysis of the LOS results for background conditions revealed most movements, approaches, and intersections are expected to continue to operate at the same or better LOS grade during both the a.m. and p.m. peak hours when compared to existing conditions, with the following exceptions:

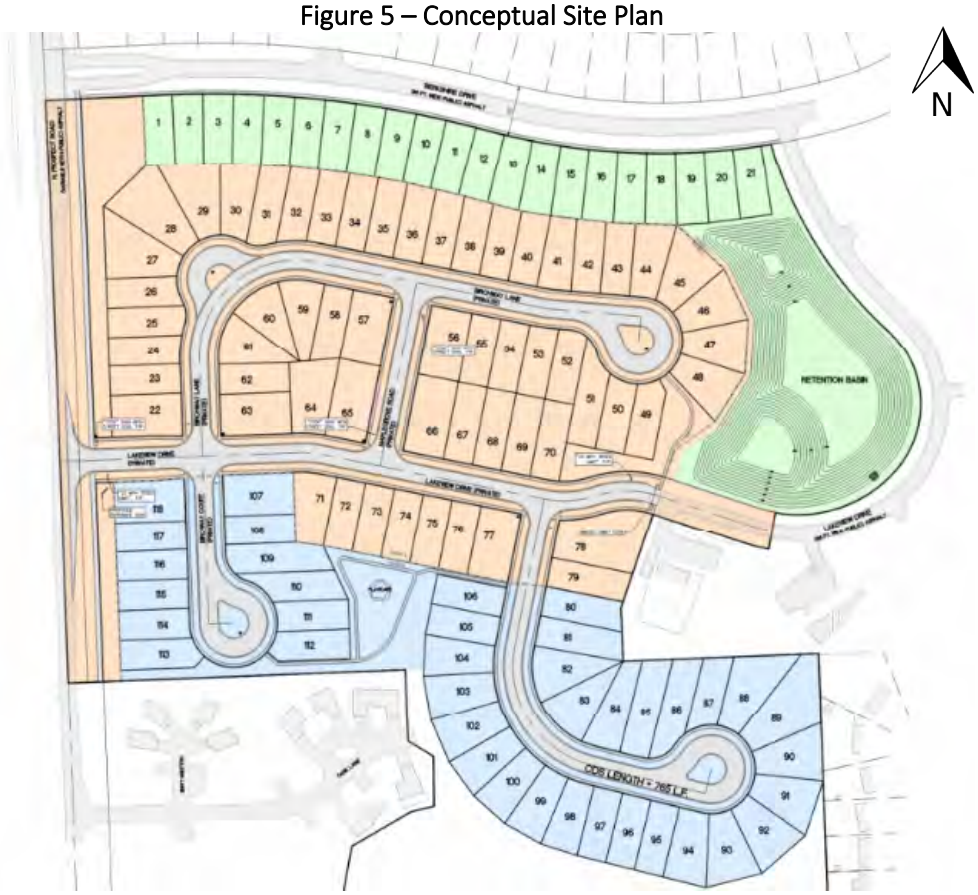
- Prospect Road and Geddes Road:
  - The WB through/right movement would degrade from LOS D to LOS E in the a.m. peak hour, with a 5.6 s/veh increase in delay.
  - The NB left movement would degrade from LOS E to LOS F in the a.m. peak hour, with an 11.1 s/veh increase in delay.
- Prospect Road and Clark Road:
  - The WB approach would degrade from LOS D to LOS E in the a.m. peak hour, with a 10.2 s/veh increase in delay.
  - The overall intersection would degrade from LOS C to LOS D in the a.m. peak hour, with a 3.4 s/veh increase in delay.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For background conditions, study network operations are generally acceptable. There will continue to be queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours, similar to existing conditions. See Appendix 5 for the background conditions LOS reports and queueing analysis reports.

4.0 Site Traffic Characteristics

A representation of the current conceptual site plan is provided in Figure 5.

Figure 5 – Conceptual Site Plan



4.1 Trip Generation

Using the information and methodologies specified in the ITE *Trip Generation Manual*, Fishbeck forecast the weekday a.m. and p.m. peak hour trips associated with the proposed development. Table 9 presents the resulting trip generation for the development. Refer to Appendix 6 for additional information.

Table 9 – Trip Generation for Proposed Development

ITE Land Use	LUC	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	210	118 DU	23	62	85	69	43	112	1,218

4.2 Trip Distribution

The directions that site traffic will travel to and from were based upon existing traffic patterns during the a.m. and p.m. peak hours. The existing traffic patterns reflect the gravity between origins and destinations in the study area, and therefore an accurate indication of where the proposed trips would be coming from and going to. Table 10 provides the probable distribution based on existing traffic patterns.

Table 10 – Trip Distribution for New Trips

Direction	Via	a.m. Peak Hour		p.m. Peak Hour	
		To	From	To	From
North	Prospect Road	16%	18%	16%	19%
South	Prospect Road	12%	14%	16%	12%
East	Geddes Road	12%	30%	30%	13%
	Clark Road	7%	19%	17%	9%
West	Geddes Road	39%	14%	13%	31%
	Clark Road	14%	5%	8%	16%

The trip distribution for the site is indicated in Figure 6. These trips were added to the background volumes (Figure 4) to result in the future conditions volumes in Figure 7.

Figure 6 – New Trip Generation Volumes

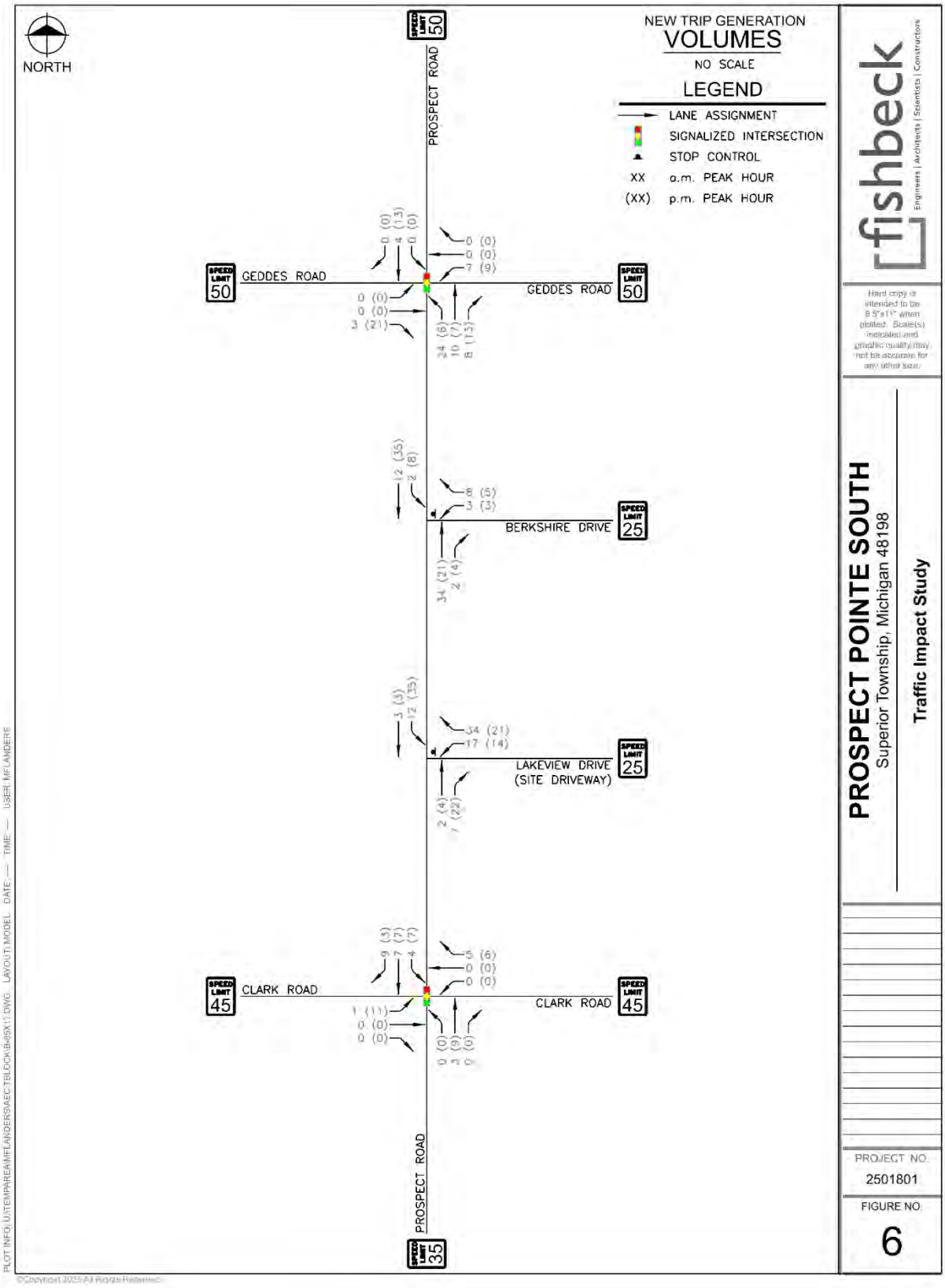
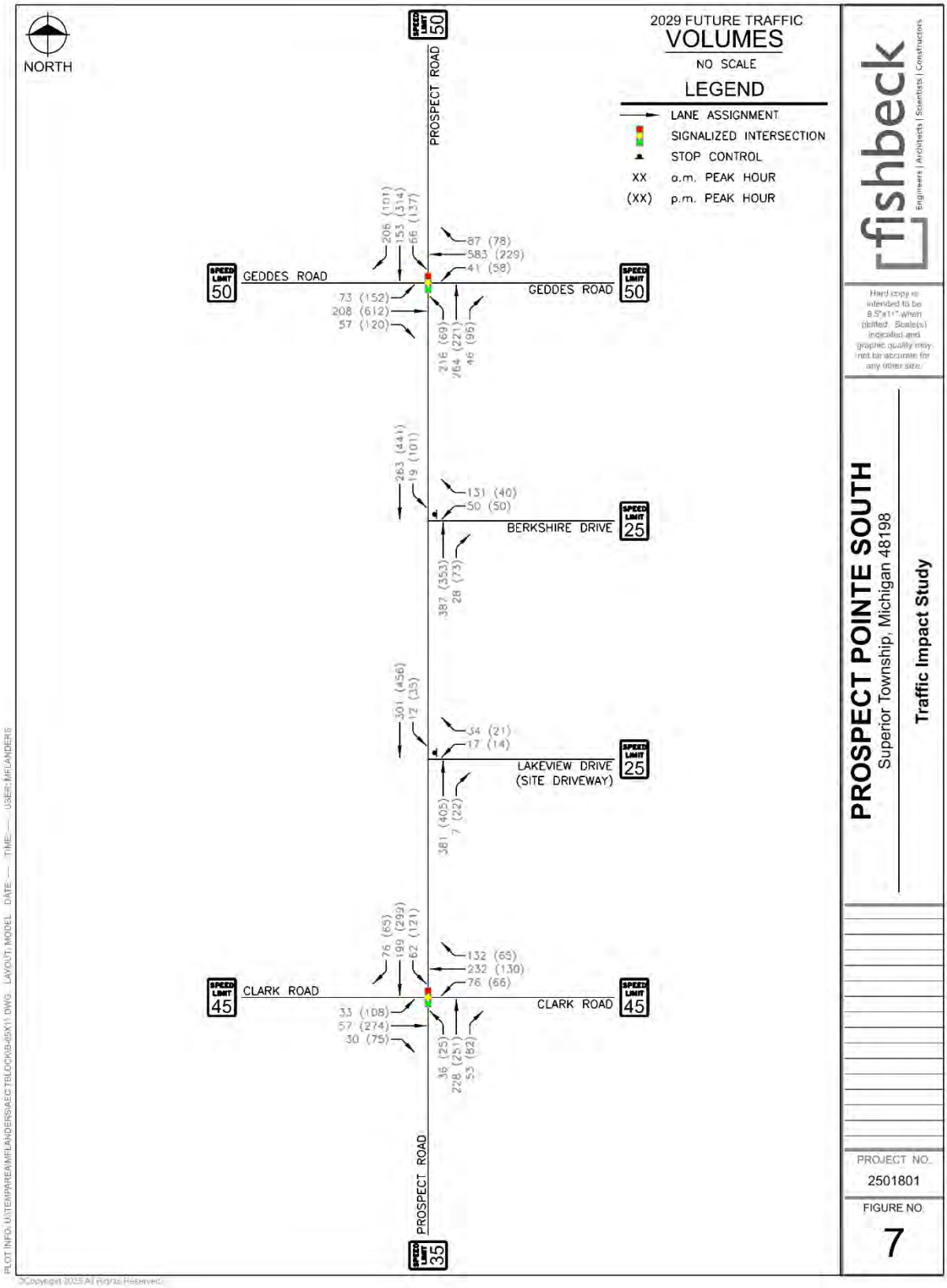


Figure 7 – 2029 Future Traffic Volumes



5.0 2029 Future Conditions Analysis

5.1 Turn Lane Analysis

An evaluation was performed in accordance with WCRC and MDOT guidance to determine if the projected traffic volumes met the criteria for consideration of left turn or right turn treatments at Lakeview Drive (Site Driveway). There is an existing NB right turn lane and SB left turn lane at the intersection of Prospect Road and Berkshire Drive; therefore, no turn lane analysis was completed at this intersection.

The results of the evaluation indicated that SB left turn treatment is recommended at Lakeview Drive (Site Driveway). No right turn treatment is recommended at Lakeview Drive (Site Driveway). All turn lane charts are provided in Appendix 7. The results of the evaluation are presented in Table 11.

Table 11 – Turn Lane Evaluation

Intersection	Movement	Existing Treatment	Result
Prospect Road and Lakeview Drive (Site Driveway)	NB Right	N/A	No Treatment Recommended
	SB Left	N/A	Treatment Recommended

5.2 2029 Future Conditions Traffic Analysis

The resulting LOS and delay for the future conditions are presented in Table 12.

Table 12 – LOS Analysis for 2029 Future Conditions

Approach	Lane Group	LOS/Delay (s/veh)			
		a.m. Peak Hour		p.m. Peak Hour	
Prospect Road and Geddes Road (Signalized)					
EB Geddes Road	Left	D	51.6	C	29.5
	Through/Right	D	52.6	E	56.0
	Overall	D	52.4	D	51.4
WB Geddes Road	Left	C	28.8	D	48.0
	Through/Right	E	55.4	D	45.9
	Overall	D	53.9	D	46.2
NB Prospect Road	Left	F	115.4	D	48.4
	Through/Right	E	70.2	E	65.9
	Overall	F	88.7	E	62.8
SB Prospect Road	Left	D	43.0	D	49.2
	Through/Right	F	142.7	F	90.1
	Overall	F	127.1	E	80.0
Overall		E	79.9	E	59.6
Prospect Road and Clark Road (Signalized)					
EB Clark Road	Left	C	23.9	C	26.4
	Through/Right	C	25.8	D	53.3
	Overall	C	25.3	D	47.0
WB Clark Road	Left	C	25.2	C	24.9
	Through/Right	E	72.0	C	30.4
	Overall	E	64.0	C	29.0
NB Prospect Road	Left	C	29.5	C	30.3
	Through/Right	C	29.0	C	29.0
	Overall	C	29.0	C	29.1

Table 12 – LOS Analysis for 2029 Future Conditions

Approach	Lane Group	LOS/Delay (s/veh)	
		a.m. Peak Hour	p.m. Peak Hour
SB Prospect Road	Left	D 36.7	D 45.2
	Through	C 24.6	C 26.1
	Right	C 21.5	C 20.7
	Overall	C 26.2	C 30.2
Overall		D 39.2	C 34.6
Prospect Road and Berkshire Drive (WB Stop-Controlled)			
WB Berkshire Drive	Left/Right/Overall	C 18.3	C 23.1
NB Prospect Road	Through	Free	Free
	Right	Free	Free
	Overall	Free	Free
SB Prospect Road	Left	A 8.5	A 8.8
	Through	Free	Free
	Overall	A 0.6	A 1.6
Overall		A 3.9	A 2.9
Prospect Road and Lakeview Drive (Site Driveway) (WB Stop-Controlled)			
WB Lakeview Drive (Site Driveway)	Left/Right/Overall	B 13.9	C 15.7
NB Prospect Road	Through/Right/Overall	Free	Free
SB Prospect Road	Left	A 8.4	A 8.5
	Through	Free	Free
	Overall	A 0.3	A 0.6
Overall		A 1.0	A 0.9

Further analysis of the LOS results for future conditions revealed most movements, approaches, and intersections are expected to continue to operate at the same or better LOS grade during both the a.m. and p.m. peak hours when compared to background conditions, with the following exceptions:

- Prospect Road and Geddes Road:
  - The NB approach would degrade from LOS E to LOS F in the a.m. peak hour, with a 14.6 s/veh increase in delay.
  - The EB through/right movement would degrade from LOS D to LOS E in the p.m. peak hour, with a 6.9 s/veh increase in delay.
  - The SB through/right movement would degrade from LOS E to LOS F in the p.m. peak hour, with an 11.7 s/veh increase in delay.
  - The overall intersection would degrade from LOS D to LOS E in the p.m. peak hour, with a 5.4 s/veh increase in delay.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For future conditions, study network operations are generally acceptable. There will continue to be queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours, similar to background conditions.

The 95th percentile queue lengths were reviewed at Berkshire Drive and Lakeview Drive (Site Driveway) for traffic entering and exiting the development. The 95th percentile queue lengths for inbound traffic did not exceed 49 feet (2 vehicles) in either peak hour and the 95th percentile queue lengths for outbound traffic did not exceed 82 feet (3 vehicles) in either peak hour.

See Appendix 8 for the future conditions LOS reports and queueing analysis reports.

5.3 2029 Future Improvement Conditions Traffic Analysis

Observations of future traffic conditions were made, and improvements are recommended, at the following intersections:

- Prospect Road and Geddes Road:
  - The signal currently operates freely, with all phases fully actuated and maximum splits set during the peak hours. Adjustments to the maximum splits were reviewed during the a.m. and p.m. peak hours, revealing the signal could operate similarly to background conditions with the addition of the site generated traffic.
  - There are existing movements at this intersection that are failing or close to failing under existing traffic volumes. The addition of dedicated right turn lanes on all of the approaches could be considered under existing traffic volumes to help improve operations of the intersection. No right turn treatment was included in the analysis within this study.
- Prospect Road and Clark Road:
  - The signal currently operates freely, with all phases fully actuated and maximum splits set during the peak hours. Adjustments to the maximum splits were reviewed during the a.m. peak hour, revealing all movements, approaches, and the overall intersection could operate at LOS D or better in both peak hours.

The resulting LOS and delay for the future improvement conditions are presented in Table 13.

Table 13 – LOS Analysis for 2029 Future Improvement Conditions

Approach	Lane Group	LOS/Delay (s/veh)			
		a.m. Peak Hour		p.m. Peak Hour	
Prospect Road and Geddes Road (Signalized)					
EB Geddes Road	Left	D	52.3	C	31.5
	Through/Right	D	53.3	D	53.9
	Overall	D	53.1	D	50.0
WB Geddes Road	Left	C	29.4	D	52.6
	Through/Right	E	57.5	D	49.8
	Overall	E	55.8	D	50.2
NB Prospect Road	Left	F	98.8	D	53.1
	Through/Right	E	58.8	E	59.6
	Overall	E	75.2	E	58.5
SB Prospect Road	Left	D	44.3	D	53.4
	Through/Right	F	148.5	E	72.9
	Overall	F	132.2	E	68.0
Overall		E	78.0	E	56.0
Prospect Road and Clark Road (Signalized)					
EB Clark Road	Left	C	24.9	No Proposed Improvements	
	Through/Right	C	27.0		
	Overall	C	26.4		
WB Clark Road	Left	C	22.7		
	Through/Right	D	45.2		
	Overall	D	41.4		

Table 13 – LOS Analysis for 2029 Future Improvement Conditions

Approach	Lane Group	LOS/Delay (s/veh)		
		a.m. Peak Hour		p.m. Peak Hour
NB Prospect Road	Left	C	31.7	No Proposed Improvements
	Through/Right	C	33.2	
	Overall	C	33.0	
SB Prospect Road	Left	D	40.5	
	Through	C	26.9	
	Right	C	23.1	
	Overall	C	28.6	
Overall		C	33.7	

Further analysis of the LOS results for future conditions revealed that most movements, approaches, and intersections are expected to continue to operate at the same or better LOS grade during both the a.m. and p.m. peak hours when compared to background conditions, with the following exceptions:

- Prospect Road and Geddes Road:
  - The WB approach would degrade from LOS D to LOS E in the a.m. peak hour, with a 1.7 s/veh increase in delay.
  - The overall intersection would degrade from LOS D to LOS E in the p.m. peak hour, with a 1.8 s/veh increase in delay.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For future conditions, study network operations are generally acceptable. There will continue to be queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours, similar to background conditions.

The 95th percentile queue lengths were reviewed at Berkshire Drive and Lakeview Drive (Site Driveway) for traffic entering and exiting the development. The 95th percentile queue lengths for inbound traffic did not exceed 53 feet (2 vehicles) in either peak hour and the 95th percentile queue lengths for outbound traffic did not exceed 84 feet (3 vehicles) in either peak hour. See Appendix 9 for the future improvement conditions LOS reports and queueing analysis reports.

6.0 Findings and Recommendations

The analyses conducted for this TIS indicate the proposed development will not result in any significant operational/safety impacts to the adjacent road network with the recommended improvements. The proposed site access configuration is appropriate and will acceptably facilitate site ingress and egress.

Based on the findings of the HCM operational analyses, crash data, and site traffic generation, Table 14 includes the recommended future improvements to the study intersections to mitigate traffic impacts. Both signalized intersections have movements and approaches that are operating at capacity without the additional traffic for this development. The additional traffic generated from the development does increase delay at the intersections. While signal timing adjustments can be made in the future condition to achieve similar LOS/delay as the background conditions, the intersections could benefit from geometric improvements such as the addition of right turn lanes to improve capacity with or without the proposed development.

Table 14 – Recommended Improvements

Intersection	Future
Prospect Road and Geddes Road	• Adjust maximum split timings in the a.m. and p.m. peak hours.
Prospect Road and Clark Road	• Adjust the maximum split timings in the a.m. peak hour.
Prospect Road and Lakeview Drive (Site Driveway)	• Construct a SB left turn lane.

fishbeck

Appendix

Traffic Data

1

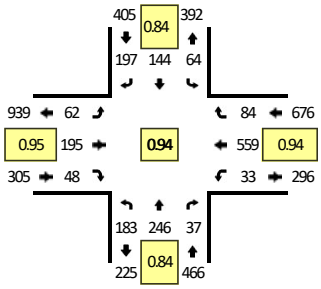
Type of peak hour being reported: Intersection Peak

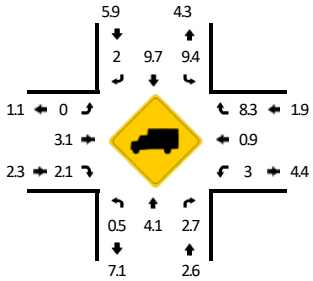
Method for determining peak hour: Total Entering Volume

LOCATION: Prospect Rd -- Geddes Rd
CITY/STATE: Washtenaw, MI

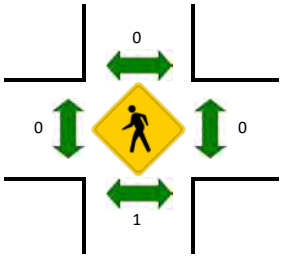
QC JOB #: 17305905
DATE: Tue, Nov 4 2025

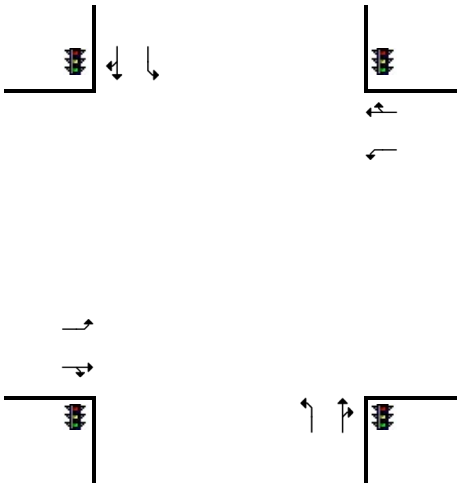
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

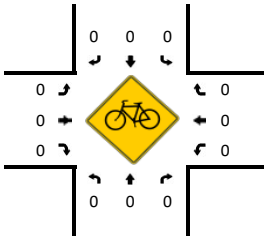


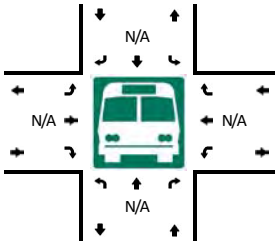


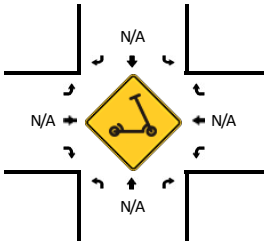
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Prospect Rd (Northbound)				Prospect Rd (Southbound)				Geddes Rd (Eastbound)				Geddes Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	38	49	8	0	11	19	17	0	13	20	2	0	7	116	29	0	329	
7:15 AM	40	72	7	0	12	23	28	0	10	37	5	0	7	139	27	0	407	
7:30 AM	48	70	7	0	14	26	51	0	17	51	8	0	9	128	27	0	456	
7:45 AM	50	74	14	0	15	50	55	0	20	42	11	0	7	138	19	0	495	1687
8:00 AM	41	57	9	0	20	31	43	0	13	50	13	0	6	140	23	0	446	1804
8:15 AM	44	45	7	0	15	37	48	0	12	52	16	0	11	153	15	0	455	1852
8:30 AM	58	50	10	0	14	34	62	0	12	36	6	0	10	131	17	0	440	1836
8:45 AM	22	28	7	0	12	51	48	0	15	48	9	0	13	153	26	0	432	1773

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	200	296	56	0	60	200	220	0	80	168	44	0	28	552	76	0	1980
Heavy Trucks	0	4	0		0	28	4		0	0	0		0	4	4		44
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

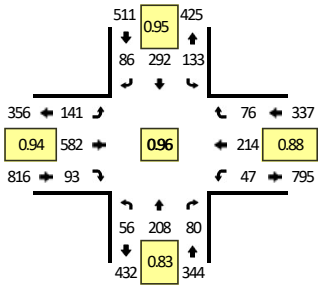
Method for determining peak hour: Total Entering Volume

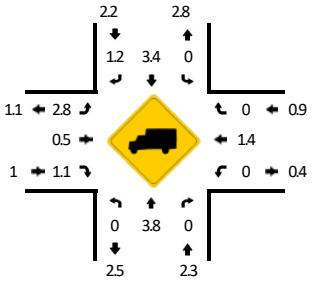
LOCATION: Prospect Rd -- Geddes Rd
CITY/STATE: Washtenaw, MI

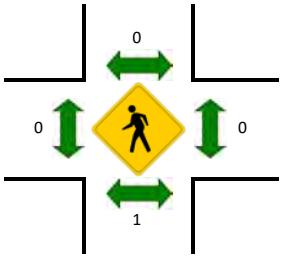
QC JOB #: 17305906
DATE: Tue, Nov 4 2025

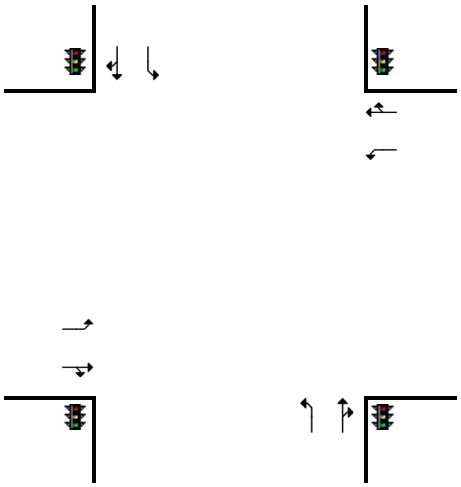
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

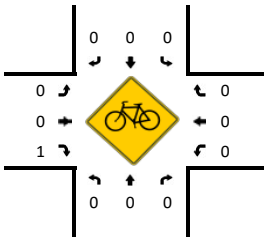
TRUE DATA TO IMPROVE MOBILITY

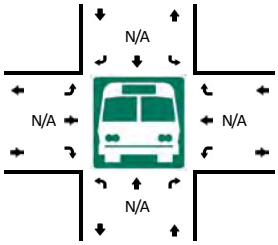


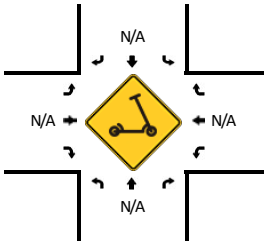












15-Min Count Period Beginning At	Prospect Rd (Northbound)				Prospect Rd (Southbound)				Geddes Rd (Eastbound)				Geddes Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	50	14	0	22	59	22	0	28	151	18	1	9	52	20	0	474	
4:15 PM	15	35	16	0	29	65	17	0	33	154	25	0	8	51	15	0	463	
4:30 PM	22	53	19	0	25	70	20	0	37	150	31	0	11	65	20	0	523	
4:45 PM	10	55	15	0	35	74	21	0	30	140	25	0	12	47	15	0	479	1939
5:00 PM	19	67	18	0	31	75	25	0	42	135	22	0	10	48	14	0	506	1971
5:15 PM	5	33	28	0	42	73	20	0	32	157	15	0	14	54	27	0	500	2008
5:30 PM	17	53	8	0	41	91	24	0	19	129	25	0	10	61	25	0	503	1988
5:45 PM	21	29	12	0	23	78	23	0	20	126	31	0	9	53	9	0	434	1943

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	212	76	0	100	280	80	0	148	600	124	0	44	260	80	0	2092
Heavy Trucks	0	8	0		0	20	0		0	4	0		0	4	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

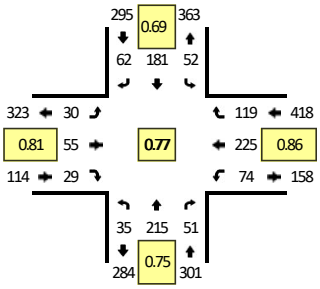
Type of peak hour being reported: Intersection Peak

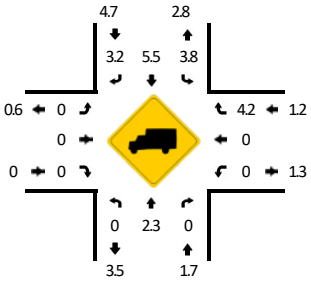
Method for determining peak hour: Total Entering Volume

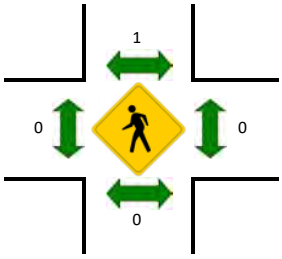
LOCATION: Prospect Rd -- Clark Rd
CITY/STATE: Washtenaw, MI

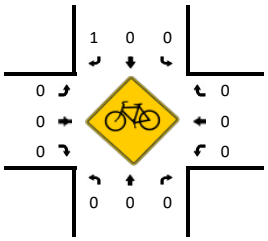
QC JOB #: 17305901
DATE: Tue, Nov 4 2025

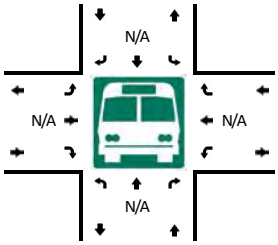
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

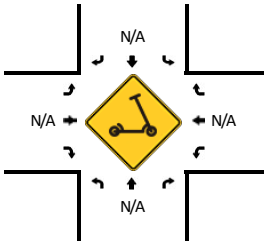












15-Min Count Period Beginning At	Prospect Rd (Northbound)				Prospect Rd (Southbound)				Clark Rd (Eastbound)				Clark Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	29	5	0	12	21	9	0	2	11	3	0	13	31	33	0	175	
7:15 AM	4	49	4	0	9	32	10	0	9	17	2	0	7	38	22	0	203	
7:30 AM	4	48	8	0	14	23	12	0	8	22	4	0	19	56	24	0	242	
7:45 AM	18	69	13	0	11	79	17	0	8	17	10	0	29	65	28	0	364	984
8:00 AM	9	52	13	0	14	30	13	0	6	11	6	1	12	62	42	0	271	1080
8:15 AM	3	43	10	0	14	50	11	0	7	7	7	0	11	46	16	0	225	1102
8:30 AM	5	51	15	0	13	22	21	0	8	20	6	0	22	52	33	0	268	1128
8:45 AM	5	34	6	0	10	46	19	0	5	28	3	0	14	46	16	0	232	996

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	276	52	0	44	316	68	0	32	68	40	0	116	260	112	0	1456
Heavy Trucks	0	0	0		8	16	4		0	0	0		0	0	12		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

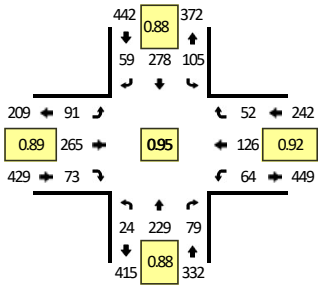
Type of peak hour being reported: Intersection Peak

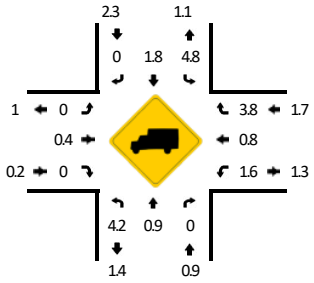
Method for determining peak hour: Total Entering Volume

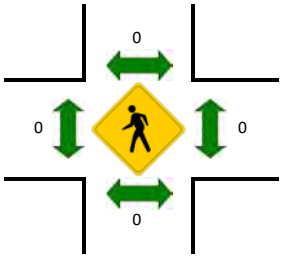
LOCATION: Prospect Rd -- Clark Rd
CITY/STATE: Washtenaw, MI

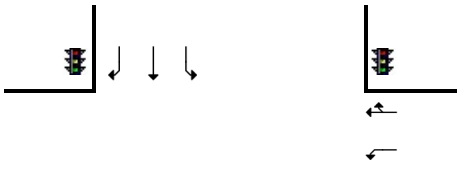
QC JOB #: 17305902
DATE: Tue, Nov 4 2025

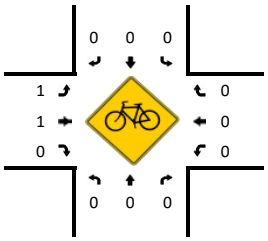
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

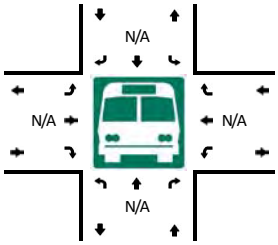


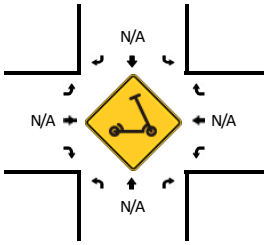












15-Min Count Period Beginning At	Prospect Rd (Northbound)				Prospect Rd (Southbound)				Clark Rd (Eastbound)				Clark Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	59	24	0	15	59	7	0	18	42	19	0	11	32	19	0	311	
4:15 PM	5	41	16	0	27	49	10	0	19	65	13	0	15	26	11	0	297	
4:30 PM	8	61	13	0	31	78	16	0	18	52	19	0	20	29	17	0	362	
4:45 PM	5	51	21	0	31	62	12	0	20	73	17	0	13	27	15	0	347	1317
5:00 PM	5	72	17	0	19	71	13	0	31	71	19	0	16	41	7	0	382	1388
5:15 PM	6	45	28	0	24	67	18	0	22	69	18	0	15	29	13	0	354	1445
5:30 PM	4	44	27	0	21	60	16	0	18	75	16	0	14	27	18	0	340	1423
5:45 PM	7	53	20	0	25	65	22	0	13	62	12	0	16	34	15	0	344	1420

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	288	68	0	76	284	52	0	124	284	76	0	64	164	28	0	1528
Heavy Trucks	0	0	0		0	8	0		0	0	0		0	4	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		4	4	0		0	0	0		8
Scooters																	

Comments:

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

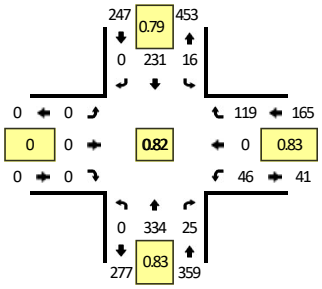
Type of peak hour being reported: Intersection Peak

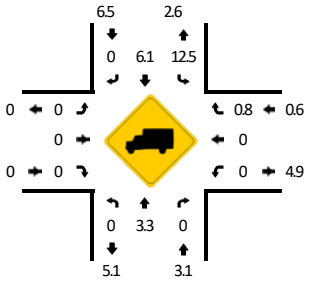
Method for determining peak hour: Total Entering Volume

LOCATION: Prospect Rd -- Berkshire Dr
CITY/STATE: Washtenaw, MI

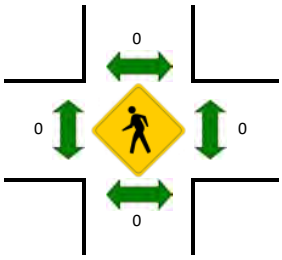
QC JOB #: 17305903
DATE: Tue, Nov 4 2025

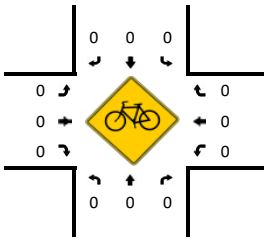
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

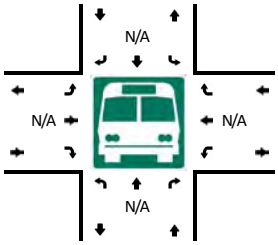


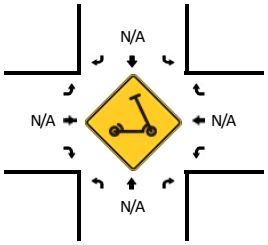


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	Prospect Rd (Northbound)				Prospect Rd (Southbound)				Berkshire Dr (Eastbound)				Berkshire Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	68	0	0	2	30	0	0	0	0	0	0	10	0	30	0	140	
7:15 AM	0	75	3	0	3	40	0	0	0	0	0	0	10	0	41	0	172	
7:30 AM	0	84	3	0	2	47	0	0	0	0	0	0	11	0	39	0	186	
7:45 AM	0	99	9	0	4	74	0	0	0	0	0	0	19	0	30	0	235	733
8:00 AM	0	86	9	0	3	47	0	0	0	0	0	0	7	0	23	0	175	768
8:15 AM	0	65	4	0	7	63	0	0	0	0	0	0	9	0	27	0	175	771
8:30 AM	0	86	7	0	5	41	0	0	0	0	0	0	12	0	27	0	178	763
8:45 AM	0	50	7	0	6	63	0	0	0	0	0	0	9	0	8	0	143	671

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	396	36	0	16	296	0	0	0	0	0	0	76	0	120	0	940
Heavy Trucks	0	8	0		0	28	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

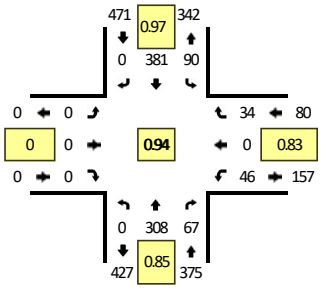
Type of peak hour being reported: Intersection Peak

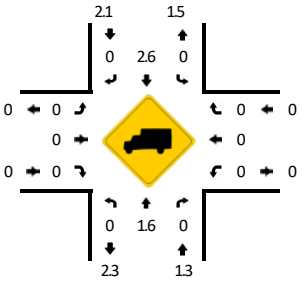
Method for determining peak hour: Total Entering Volume

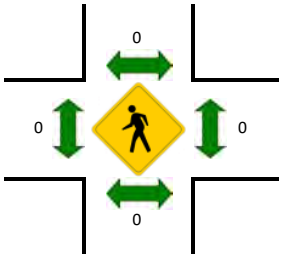
LOCATION: Prospect Rd -- Berkshire Dr
CITY/STATE: Washtenaw, MI

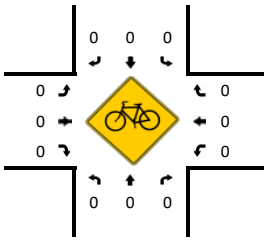
QC JOB #: 17305904
DATE: Tue, Nov 4 2025

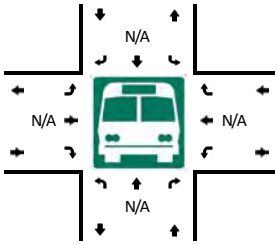
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

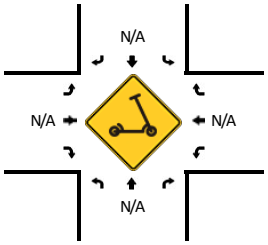












15-Min Count Period Beginning At	Prospect Rd (Northbound)				Prospect Rd (Southbound)				Berkshire Dr (Eastbound)				Berkshire Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	71	22	0	13	78	0	0	0	0	0	0	6	0	17	0	207	
4:15 PM	0	64	9	0	24	88	0	0	0	0	0	0	12	0	14	0	211	
4:30 PM	0	83	10	0	24	95	0	0	0	0	0	0	14	0	10	0	236	
4:45 PM	0	67	15	0	23	92	0	0	0	0	0	0	11	0	8	0	216	870
5:00 PM	0	93	17	0	21	95	0	0	0	0	0	0	12	0	9	0	247	910
5:15 PM	0	65	25	0	22	99	0	0	0	0	0	0	9	0	7	0	227	926
5:30 PM	0	58	17	0	28	90	0	0	0	0	0	0	9	0	17	0	219	909
5:45 PM	0	48	22	0	25	99	0	0	0	0	0	0	12	0	14	0	220	913

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	372	68	0	84	380	0	0	0	0	0	0	48	0	36	0	988
Heavy Trucks	0	4	0		0	8	0		0	0	0		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
	a.m. Peak Hour		PHF	0.95			0.94			0.84			0.84			EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
#1001 - Prospect Road and Geddes Road	11/04/25		% Heavy	2%			2%			3%			6%					1					
	7:30 - 8:30 a.m.	2025	Existing	**62**	**195**	**48**	**33**	**559**	**84**	**183**	**246**	**37**	**64**	**144**	**197**								
		2025	Existing Adj.	62	195	48	33	559	84	183	246	37	64	144	197								
		2029	Background	64	201	50	34	577	87	189	254	38	66	149	203								
			Bckgrd. Dev. A	9	7	4		6		3					3								
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background	**73**	**208**	**54**	**34**	**583**	**87**	**192**	**254**	**38**	**66**	**149**	**206**								
			Site Generated			3	7			24	10	8		4									
			Pass By																				
			Total Site Gen	0	0	3	7	0	0	24	10	8	0	4	0								
			Total Future	**73**	**208**	**57**	**41**	**583**	**87**	**216**	**264**	**46**	**66**	**153**	**206**								

Count Date: 11/4/2025
Count Year: 2025
Existing Adj. Year: 2025

Existing Adjustment Rate: 1.00
Growth Rate: 0.80%
Buildout Year: 2029
Scenario: a.m. Peak Hour

Bckgrd. Dev. A: Prospect Pointe West
Bckgrd. Dev. B:
Bckgrd. Dev. C:

Volume Balancing:

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
	a.m. Peak Hour		PHF	0.81			0.86			0.75			0.69			EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
#1002 - Prospect Road and Clark Road	11/04/25		% Heavy	0%			1%			2%			5%						1				1
	7:45 - 8:45 a.m.	2025	Existing	**30**	**55**	**29**	**74**	**225**	**119**	**35**	**215**	**51**	**52**	**181**	**62**								
		2025	Existing Adj.	30	55	29	74	225	119	35	215	51	52	181	62								
		2029	Background	31	57	30	76	232	123	36	222	53	54	186	64								
			Bckgrd. Dev. A	1					4		3		4	6	3								
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background	**32**	**57**	**30**	**76**	**232**	**127**	**36**	**225**	**53**	**58**	**192**	**67**								
			Site Generated	1					5		3		4	7	9								
			Pass By																				
			Total Site Gen	1	0	0	0	0	5	0	3	0	4	7	9								
			Total Future	**33**	**57**	**30**	**76**	**232**	**132**	**36**	**228**	**53**	**62**	**199**	**76**								

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
	a.m. Peak Hour		PHF				0.83			0.83			0.79			EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
#9001 - Prospect Road and Berkshire Drive	11/04/25		% Heavy				1%			3%			7%										
	7:30 - 8:30 a.m.	2025	Existing				**46**		**119**		**334**	**25**	**16**	**231**									
		2025	Existing Adj.				46		119		334	25	16	231									
		2029	Background				47		123		345	26	17	238									
			Bckgrd. Dev. A								8			13									
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background				**47**		**123**		**353**	**26**	**17**	**251**									
			Site Generated				3		8		34	2	2	12									
			Pass By																				
			Total Site Gen				3		8		34	2	2	12									
			Total Future				**50**		**131**		**387**	**28**	**19**	**263**									

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	a.m. Peak Hour		PHF				0.92			0.83			0.79		
#9002 - Prospect Road and Lakeview Drive (Site Driveway)	11/04/25		% Heavy				2%			3%			7%		
	7:30 - 8:30 a.m.	2025	Existing								**359**			**277**	
		2025	Existing Adj.								359			277	
		2029	Background								371			285	
			Bckgrd. Dev. A								8			13	
			Bckgrd. Dev. B								0			0	
			Bckgrd. Dev. C								0			0	
			Total Background				**0**		**0**		**379**			**298**	
			Site Generated				17		34		2	7	12	3	
			Pass By												
			Total Site Gen				17		34		2	7	12	3	
			Total Future				**17**		**34**		**381**	**7**	**12**	**301**	

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
																EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
#1001 - Prospect Road and Geddes Road	p.m. Peak Hour		PHF	0.94			0.88			0.83			0.95										
	11/04/25		% Heavy	1%			1%			2%			2%					1		1			
	4:30 - 5:30 p.m.	2025	Existing	**141**	**582**	**93**	**47**	**214**	**76**	**56**	**208**	**80**	**133**	**292**	**86**								
		2025	Existing Adj.	141	582	93	47	214	76	56	208	80	133	292	86								
		2029	Background	146	601	96	49	221	78	58	214	83	137	301	89								
			Bckgrd. Dev. A	6	11	3		8		5					12								
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background	**152**	**612**	**99**	**49**	**229**	**78**	**63**	**214**	**83**	**137**	**301**	**101**								
			Site Generated			21	9			6	7	13		13									
			Pass By																				
			Total Site Gen	0	0	21	9	0	0	6	7	13	0	13	0								
			Total Future	**152**	**612**	**120**	**58**	**229**	**78**	**69**	**221**	**96**	**137**	**314**	**101**								

Count Date: 11/4/2025
Count Year: 2025
Existing Adj. Year: 2025

Existing Adjustment Rate: 1.00
Growth Rate: 0.80%
Buildout Year: 2029
Scenario: p.m. Peak Hour

Bckgrd. Dev. A: Prospect Pointe West
Bckgrd. Dev. B:
Bckgrd. Dev. C:

Volume Balancing:

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
																EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
#1002 - Prospect Road and Clark Road	p.m. Peak Hour		PHF	0.89			0.92			0.88			0.88										
	11/04/25		% Heavy	0%			2%			1%			2%							2			
	4:30 - 5:30 p.m.	2025	Existing	**91**	**265**	**73**	**64**	**126**	**52**	**24**	**229**	**79**	**105**	**278**	**59**								
		2025	Existing Adj.	91	265	73	64	126	52	24	229	79	105	278	59								
		2029	Background	94	274	75	66	130	54	25	235	82	108	286	61								
			Bckgrd. Dev. A	3					5		7		6	6	1								
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background	**97**	**274**	**75**	**66**	**130**	**59**	**25**	**242**	**82**	**114**	**292**	**62**								
			Site Generated	11					6		9		7	7	3								
			Pass By																				
			Total Site Gen	11	0	0	0	0	6	0	9	0	7	7	3								
			Total Future	**108**	**274**	**75**	**66**	**130**	**65**	**25**	**251**	**82**	**121**	**299**	**65**								

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
																EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
#9001 - Prospect Road and Berkshire Drive	p.m. Peak Hour		PHF				0.83			0.85			0.95										
	11/04/25		% Heavy				0%			1%			2%										
	4:30 - 5:30 p.m.	2025	Existing				**46**		**34**		**308**	**67**	**90**	**381**										
		2025	Existing Adj.				46		34		308	67	90	381										
		2029	Background				47		35		317	69	93	393										
			Bckgrd. Dev. A								15			13										
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background				**47**		**35**		**332**	**69**	**93**	**406**										
			Site Generated				3		5		21	4	8	35										
			Pass By																				
			Total Site Gen				3		5		21	4	8	35										
			Total Future				**50**		**40**		**353**	**73**	**101**	**441**										

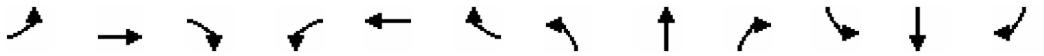
Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#9002 - Prospect Road and Lakeview Drive (Site Driveway)	p.m. Peak Hour		PHF				0.92			0.85			0.95		
	11/04/25		% Heavy				2%			1%			2%		
	4:30 - 5:30 p.m.	2025	Existing								**375**			**427**	
		2025	Existing Adj.								375			427	
		2029	Background								386			440	
			Bckgrd. Dev. A								15			13	
			Bckgrd. Dev. B								0			0	
			Bckgrd. Dev. C								0			0	
			Total Background				**0**		**0**		**401**			**453**	
			Site Generated				14		21		4	22	35	3	
			Pass By												
			Total Site Gen				14		21		4	22	35	3	
			Total Future				**14**		**21**		**405**	**22**	**35**	**456**	

fishbeck

Appendix

Existing LOS Output Reports

2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	195	48	33	559	84	183	246	37	64	144	197
Future Volume (veh/h)	62	195	48	33	559	84	183	246	37	64	144	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	65	205	51	35	595	89	218	293	44	76	171	235
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	6	6	6
Cap, veh/h	140	269	67	560	639	96	247	329	49	301	156	215
Arrive On Green	0.04	0.19	0.19	0.26	0.40	0.40	0.10	0.21	0.21	0.12	0.23	0.23
Sat Flow, veh/h	1781	1445	359	1781	1589	238	1767	1576	237	1725	691	949
Grp Volume(v), veh/h	65	0	256	35	0	684	218	0	337	76	0	406
Grp Sat Flow(s),veh/h/ln	1781	0	1805	1781	0	1827	1767	0	1813	1725	0	1640
Q Serve(g_s), s	0.0	0.0	14.2	0.0	0.0	37.9	8.7	0.0	19.1	0.0	0.0	23.9
Cycle Q Clear(g_c), s	0.0	0.0	14.2	0.0	0.0	37.9	8.7	0.0	19.1	0.0	0.0	23.9
Prop In Lane	1.00		0.20	1.00		0.13	1.00		0.13	1.00		0.58
Lane Grp Cap(c), veh/h	140	0	336	560	0	734	247	0	378	301	0	371
V/C Ratio(X)	0.46	0.00	0.76	0.06	0.00	0.93	0.88	0.00	0.89	0.25	0.00	1.10
Avail Cap(c_a), veh/h	252	0	749	560	0	758	250	0	410	301	0	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.7	0.0	40.8	27.6	0.0	30.3	45.3	0.0	40.7	40.5	0.0	40.9
Incr Delay (d2), s/veh	1.8	0.0	12.1	0.0	0.0	19.6	28.0	0.0	24.2	0.2	0.0	74.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	7.1	0.6	0.0	19.1	7.3	0.0	10.7	1.7	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.5	0.0	52.9	27.7	0.0	49.8	73.2	0.0	64.9	40.7	0.0	115.9
LnGrp LOS	D		D	C		D	E		E	D		F
Approach Vol, veh/h		321			719			555			482	
Approach Delay, s/veh		52.4			48.8			68.2			104.0	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	28.2	33.1	25.8	16.8	30.0	10.4	48.6
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9
Max Q Clear Time (g_c+I1), s	2.0	21.1	2.0	16.2	10.7	25.9	2.0	39.9
Green Ext Time (p_c), s	0.0	0.9	0.0	3.5	0.0	0.0	0.0	2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	67.3
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	55	29	74	225	119	35	215	51	52	181	62
Future Volume (veh/h)	30	55	29	74	225	119	35	215	51	52	181	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	37	68	36	86	262	138	47	287	68	75	262	90
Peak Hour Factor	0.81	0.81	0.81	0.86	0.86	0.86	0.75	0.75	0.75	0.69	0.69	0.69
Percent Heavy Veh, %	0	0	0	1	1	1	2	2	2	5	5	5
Cap, veh/h	446	288	152	442	286	151	262	416	98	202	519	431
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	1169	619	1795	1162	612	1029	1462	346	1002	1826	1514
Grp Volume(v), veh/h	37	0	104	86	0	400	47	0	355	75	262	90
Grp Sat Flow(s),veh/h/ln	1810	0	1787	1795	0	1774	1029	0	1808	1002	1826	1514
Q Serve(g_s), s	1.2	0.0	3.6	3.0	0.0	17.1	3.1	0.0	13.6	5.6	9.3	3.5
Cycle Q Clear(g_c), s	1.2	0.0	3.6	3.0	0.0	17.1	12.5	0.0	13.6	19.3	9.3	3.5
Prop In Lane	1.00		0.35	1.00		0.34	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	446	0	440	442	0	437	262	0	514	202	519	431
V/C Ratio(X)	0.08	0.00	0.24	0.19	0.00	0.92	0.18	0.00	0.69	0.37	0.50	0.21
Avail Cap(c_a), veh/h	446	0	440	442	0	437	288	0	561	228	567	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	23.5	23.3	0.0	28.6	28.5	0.0	24.8	33.4	23.3	21.2
Incr Delay (d2), s/veh	0.4	0.0	1.3	1.0	0.0	26.4	0.6	0.0	4.1	1.9	1.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.6	1.3	0.0	9.8	0.8	0.0	6.1	1.4	4.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	0.0	24.8	24.2	0.0	55.0	29.1	0.0	28.9	35.4	24.6	21.6
LnGrp LOS	C		C	C		E	C		C	D	C	C
Approach Vol, veh/h		141			486			402			427	
Approach Delay, s/veh		24.3			49.6			28.9			25.9	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	28.0	25.0	28.0	25.0
Change Period (Y+Rc), s	5.8	5.8	5.8	5.8
Max Green Setting (Gmax), s	24.2	19.2	24.2	19.2
Max Q Clear Time (g_c+I1), s	15.6	5.6	21.3	19.1
Green Ext Time (p_c), s	2.2	0.7	0.9	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	119	334	25	16	231
Future Vol, veh/h	46	119	334	25	16	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	79	79
Heavy Vehicles, %	1	1	3	3	7	7
Mvmt Flow	55	143	402	30	20	292

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	735	402	0	0	433	0
Stage 1	402	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.17	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.263	-
Pot Cap-1 Maneuver	388	650	-	-	1101	-
Stage 1	677	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	381	650	-	-	1101	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.41	0	0.54
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	543	1101	-
HCM Lane V/C Ratio	-	-	0.366	0.018	-
HCM Ctrl Dly (s/v)	-	-	15.4	8.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0.1	-

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	108	216	349	765	348	389	290	679
Average Queue (ft)	47	87	88	475	180	162	68	286
95th Queue (ft)	92	166	309	819	349	299	209	574
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)						0		
Queuing Penalty (veh)						0		
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)		2		49	1			32
Queuing Penalty (veh)		1		16	2			21

Intersection: 1002: Prospect Road & Clark Road

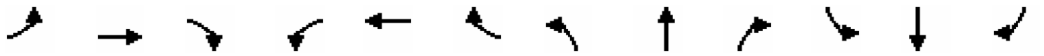
Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	57	91	199	355	92	258	125	219	124
Average Queue (ft)	17	36	47	152	24	107	34	80	24
95th Queue (ft)	45	74	131	300	68	195	84	159	78
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	2	6	0	15	1	25		18	0
Queuing Penalty (veh)	2	2	1	12	4	9		22	1

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	113	31
Average Queue (ft)	40	6
95th Queue (ft)	82	24
Link Distance (ft)	429	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 92



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	582	93	47	214	76	56	208	80	133	292	86
Future Volume (veh/h)	141	582	93	47	214	76	56	208	80	133	292	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	619	99	53	243	86	67	251	96	140	307	91
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.83	0.83	0.83	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	536	677	108	144	315	112	155	285	109	217	332	98
Arrive On Green	0.23	0.43	0.43	0.04	0.24	0.24	0.04	0.22	0.22	0.06	0.24	0.24
Sat Flow, veh/h	1795	1580	253	1795	1329	470	1781	1289	493	1781	1386	411
Grp Volume(v), veh/h	150	0	718	53	0	329	67	0	347	140	0	398
Grp Sat Flow(s),veh/h/ln	1795	0	1833	1795	0	1799	1781	0	1782	1781	0	1796
Q Serve(g_s), s	0.0	0.0	35.9	0.0	0.0	16.7	0.0	0.0	18.4	1.4	0.0	21.1
Cycle Q Clear(g_c), s	0.0	0.0	35.9	0.0	0.0	16.7	0.0	0.0	18.4	1.4	0.0	21.1
Prop In Lane	1.00		0.14	1.00		0.26	1.00		0.28	1.00		0.23
Lane Grp Cap(c), veh/h	536	0	785	144	0	427	155	0	394	217	0	431
V/C Ratio(X)	0.28	0.00	0.91	0.37	0.00	0.77	0.43	0.00	0.88	0.64	0.00	0.92
Avail Cap(c_a), veh/h	536	0	824	274	0	809	277	0	436	306	0	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	26.2	45.1	0.0	34.8	44.7	0.0	36.8	42.7	0.0	36.3
Incr Delay (d2), s/veh	0.2	0.0	16.3	1.2	0.0	10.1	1.4	0.0	21.9	1.2	0.0	26.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	17.4	1.2	0.0	8.0	1.6	0.0	10.0	3.1	0.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.4	0.0	42.5	46.2	0.0	44.9	46.1	0.0	58.6	43.9	0.0	62.2
LnGrp LOS	C		D	D		D	D		E	D		E
Approach Vol, veh/h		868			382			414			538	
Approach Delay, s/veh		40.0			45.1			56.6			57.5	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	27.7	9.9	47.9	10.3	29.5	28.6	29.3
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9
Max Q Clear Time (g_c+I1), s	3.4	20.4	2.0	37.9	2.0	23.1	2.0	18.7
Green Ext Time (p_c), s	0.1	1.2	0.0	3.9	0.1	0.3	0.2	4.5

Intersection Summary	
HCM 7th Control Delay, s/veh	48.3
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	265	73	64	126	52	24	229	79	105	278	59
Future Volume (veh/h)	91	265	73	64	126	52	24	229	79	105	278	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	102	298	82	70	137	57	27	260	90	119	316	67
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	2	2	2	1	1	1	2	2	2
Cap, veh/h	434	342	94	428	301	125	252	405	140	229	566	479
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	1426	392	1781	1254	522	1008	1338	463	1031	1870	1585
Grp Volume(v), veh/h	102	0	380	70	0	194	27	0	350	119	316	67
Grp Sat Flow(s),veh/h/ln	1810	0	1818	1781	0	1776	1008	0	1802	1031	1870	1585
Q Serve(g_s), s	3.6	0.0	16.1	2.5	0.0	7.5	1.8	0.0	13.5	9.0	11.3	2.5
Cycle Q Clear(g_c), s	3.6	0.0	16.1	2.5	0.0	7.5	13.2	0.0	13.5	22.5	11.3	2.5
Prop In Lane	1.00		0.22	1.00		0.29	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	434	0	436	428	0	426	252	0	545	229	566	479
V/C Ratio(X)	0.23	0.00	0.87	0.16	0.00	0.46	0.11	0.00	0.64	0.52	0.56	0.14
Avail Cap(c_a), veh/h	434	0	436	428	0	426	252	0	545	229	566	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	29.2	24.0	0.0	25.9	29.0	0.0	24.2	33.9	23.4	20.3
Incr Delay (d2), s/veh	1.3	0.0	20.5	0.8	0.0	3.5	0.3	0.0	3.2	3.3	1.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	8.9	1.1	0.0	3.3	0.5	0.0	5.9	2.4	5.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.8	0.0	49.7	24.9	0.0	29.4	29.3	0.0	27.3	37.2	25.2	20.5
LnGrp LOS	C		D	C		C	C		C	D	C	C
Approach Vol, veh/h		482			264			377			502	
Approach Delay, s/veh		44.7			28.2			27.5			27.4	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	25.0	30.0	25.0
Change Period (Y+Rc), s	5.8	5.8	5.8	5.8
Max Green Setting (Gmax), s	24.2	19.2	24.2	19.2
Max Q Clear Time (g_c+I1), s	15.5	18.1	24.5	9.5
Green Ext Time (p_c), s	2.2	0.4	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	32.7
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	34	308	67	90	381
Future Vol, veh/h	46	34	308	67	90	381
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	85	85	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	55	41	362	79	95	401

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	953	362	0	0	441	0
Stage 1	362	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	290	687	-	-	1119	-
Stage 1	709	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	265	687	-	-	1119	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.67	0	1.63
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	359	1119	-
HCM Lane V/C Ratio	-	-	0.268	0.085	-
HCM Ctrl Dly (s/v)	-	-	18.7	8.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.3	-

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	395	776	95	314	126	394	304	427
Average Queue (ft)	138	413	38	129	45	177	101	227
95th Queue (ft)	378	745	82	245	93	316	204	371
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	1	42	0	8		0	0	20
Queuing Penalty (veh)	3	59	0	4		0	1	27

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	151	367	81	147	75	209	236	229	125
Average Queue (ft)	63	162	29	73	18	118	83	106	27
95th Queue (ft)	136	309	64	134	53	188	175	186	93
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	16	51	0	1	1	27	7	24	0
Queuing Penalty (veh)	54	47	0	1	3	7	25	39	1

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	70	20	62
Average Queue (ft)	25	0	18
95th Queue (ft)	51	6	47
Link Distance (ft)	429		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 270

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Appendix

Crash Data

3

Crash Data January 1, 2022 - December 31, 2024

ID #	Date	Intersection	Crash Type	Road Conditions	Light	Injury	Alcohol or Drugs	Cause
202224058	1/7/2022	Prospect Road and Geddes Road	Head-On Left Turn	Dry	Daylight	B	No	WB vehicle attempted to turn left without assured clear distance.
202235907	2/3/2022	Prospect Road and Geddes Road	Head-On Left Turn	Snow	Daylight	O	No	EB vehicle attempted to turn left without assured clear distance.
202269849	3/2/2022	Prospect Road and Clark Road	Single Motor Vehicle	Wet	Dark Unlighted	O	No	Vehicle lost a wheel.
2022178154	8/9/2022	Prospect Road and Geddes Road	Rear-End	Dry	Daylight	C	No	Failed to stop for stopped traffic.
2022190148	8/25/2022	Prospect Road and Clark Road	Rear-End	Dry	Daylight	O	No	Failed to stop for stopped traffic.
2022189362	8/26/2022	Prospect Road and Geddes Road	Head-On	Dry	Dark Unlighted	O	No	SB vehicle attempted to turn left without assured clear distance.
2022244958	10/27/2022	Prospect Road and Geddes Road	Angle	Dry	Daylight	O	No	EB vehicle attempted to turn left without assured clear distance.
202344241	2/18/2023	Prospect Road and Clark Road	Head-On Left Turn	Dry	Daylight	C	No	SB vehicle attempted to turn left without assured clear distance.
202390591	4/19/2023	Prospect Road and Geddes Road	Rear-End	Dry	Daylight	O	No	Failed to stop for stopped traffic.
2023122369	5/19/2023	Prospect Road and Geddes Road	Other	Dry	Daylight	B	Yes	EB vehicle was traveling at high rate of speed, attempted to turn right, and struck a NB vehicle. Alcohol was involved.
2023121033	5/25/2023	Prospect Road and Clark Road	Angle	Dry	Daylight	O	No	NB vehicle disregarded red light.
2023144876	6/26/2023	Prospect Road and Geddes Road	Angle	Wet	Daylight	O	No	Signal was nonoperational due to power failure. SB vehicle failed to stop at intersection.
2023214495	9/18/2023	Prospect Road and Geddes Road	Head-On Left Turn	Dry	Daylight	O	No	WB vehicle attempted to turn left without assured clear distance.
2023213884	9/27/2023	Prospect Road and Geddes Road	Rear-End	Dry	Daylight	O	No	Failed to stop for stopped traffic.
2023251725	10/16/2023	Prospect Road and Geddes Road	Single Motor Vehicle	Dry	Daylight	O	No	SB vehicle attempted to turn right and lost control.
202466864	3/22/2024	Prospect Road and Geddes Road	Other	Ice	Daylight	O	No	SB right turn lost control and struck EB vehicle.
202471000	3/29/2024	Prospect Road and Clark Road	Head-On Left Turn	Dry	Dark Lighted	O	No	NB vehicle attempted to turn left without assured clear distance.
2024180982	8/7/2024	Prospect Road and Geddes Road	Single Motor Vehicle	Dry	Dark Lighted	O	No	Vehicle was fleeing police and struck a utility pole.
2024192010	8/20/2024	Prospect Road and Geddes Road	Angle	Dry	Daylight	O	No	WB vehicle disregarded red light.
2024293087	12/17/2024	Prospect Road and Berkshire Drive	Single Motor Vehicle	Snow	Daylight	O	No	NB vehicle attempted to turn right, lost control, and struck a sign.

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Appendix

Background Development Trip Generation Calculations

4

Prospect Pointe West

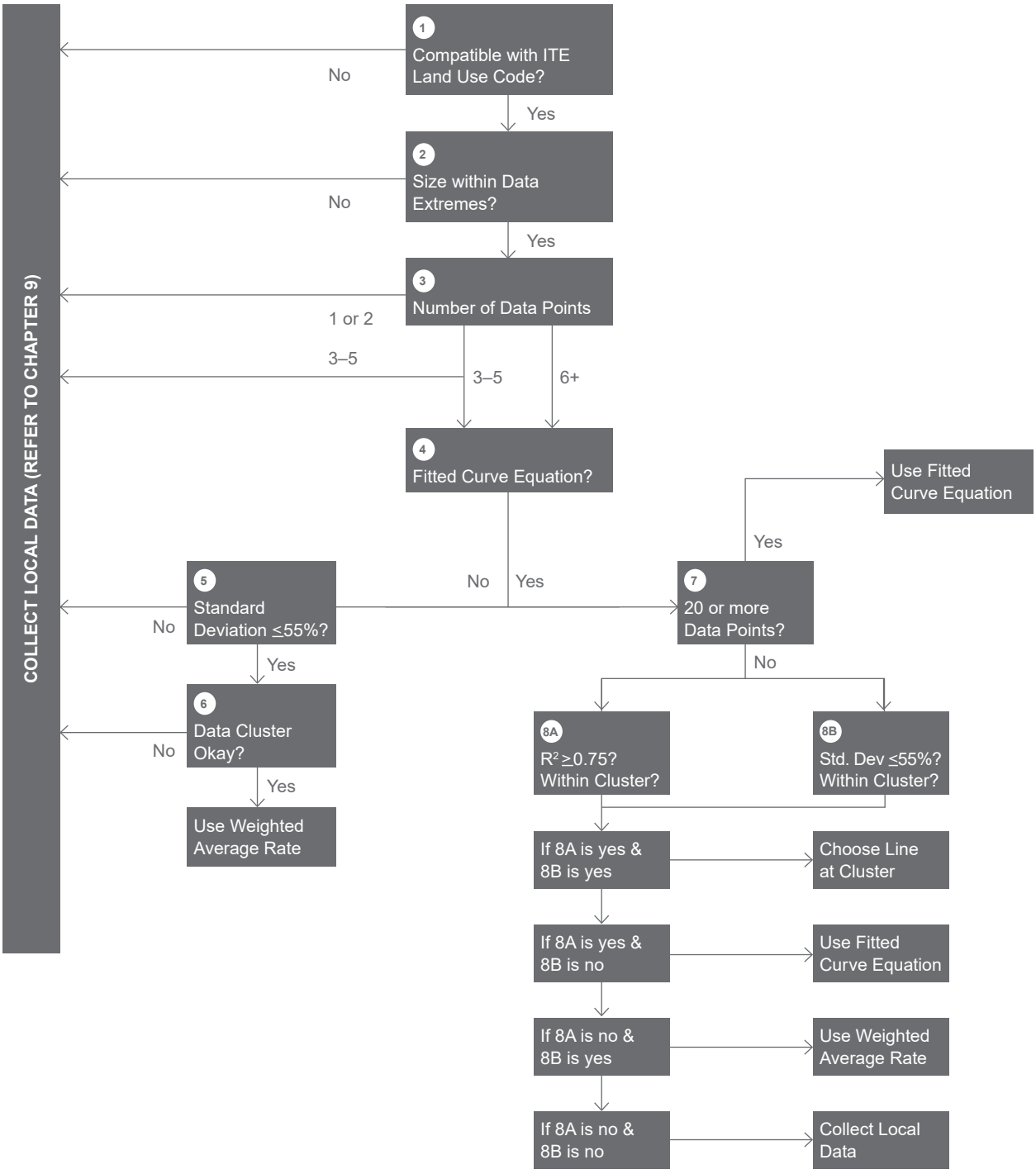
FILTER BY TYPE

- AVAILABLE (18)
- INVENTORY-UNDER CONSTRUCTION (1)
- INVENTORY-COMPLETED (0)
- RESERVED (0)
- SOLD (55)
- MODEL (1)
- NOT RELEASED (11)

Development	ITE Land Use	LUC	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
				In	Out	Total	In	Out	Total	
Prospect Pointe West	Single-Family Detached Housing	210	102 DU	20	54	74	61	37	98	1089

ITE Land Use	LUC	Units	Time Period	Equation	R2	Rate	Studies	Notes
Single-Family Detached Housing	210	DU	a.m.	T=0.67(X)+5.59	0.89	0.70	153	# Studies > 20, Use Fitted Curve.
			p.m.	Ln(T)=0.92Ln(X)+0.33	0.90	0.93	166	# Studies > 20, Use Fitted Curve.
			Weekday	T=8.07(X)+265.45	0.94	9.09	155	# Studies > 20, Use Fitted Curve.

Figure 4.2 Process for Selecting Average Rate or Equation in *Trip Generation Manual* Data



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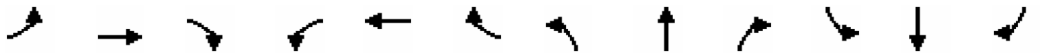
Appendix

Background LOS Output Reports

5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	208	54	34	583	87	192	254	38	66	149	206
Future Volume (veh/h)	73	208	54	34	583	87	192	254	38	66	149	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	77	219	57	36	620	93	229	302	45	79	177	245
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	6	6	6
Cap, veh/h	142	283	74	550	645	97	247	334	50	287	153	212
Arrive On Green	0.04	0.20	0.20	0.25	0.41	0.41	0.10	0.21	0.21	0.11	0.22	0.22
Sat Flow, veh/h	1781	1430	372	1781	1589	238	1767	1578	235	1725	688	952
Grp Volume(v), veh/h	77	0	276	36	0	713	229	0	347	79	0	422
Grp Sat Flow(s),veh/h/ln	1781	0	1802	1781	0	1827	1767	0	1813	1725	0	1640
Q Serve(g_s), s	0.4	0.0	15.6	0.0	0.0	40.8	9.7	0.0	20.0	0.0	0.0	23.9
Cycle Q Clear(g_c), s	0.4	0.0	15.6	0.0	0.0	40.8	9.7	0.0	20.0	0.0	0.0	23.9
Prop In Lane	1.00		0.21	1.00		0.13	1.00		0.13	1.00		0.58
Lane Grp Cap(c), veh/h	142	0	357	550	0	742	247	0	384	287	0	365
V/C Ratio(X)	0.54	0.00	0.77	0.07	0.00	0.96	0.93	0.00	0.90	0.28	0.00	1.16
Avail Cap(c_a), veh/h	248	0	738	550	0	748	247	0	404	287	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.3	0.0	40.7	28.4	0.0	31.0	46.2	0.0	41.2	41.8	0.0	41.7
Incr Delay (d2), s/veh	2.4	0.0	12.0	0.0	0.0	24.4	38.1	0.0	26.1	0.2	0.0	96.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	7.7	0.7	0.0	21.3	8.4	0.0	11.3	1.8	0.0	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	52.8	28.4	0.0	55.4	84.3	0.0	67.3	42.0	0.0	138.1
LnGrp LOS	D		D	C		E	F		E	D		F
Approach Vol, veh/h		353			749			576			501	
Approach Delay, s/veh		52.5			54.1			74.1			122.9	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	28.8	32.9	27.4	17.0	30.0	10.6	49.7
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9
Max Q Clear Time (g_c+I1), s	2.0	22.0	2.0	17.6	11.7	25.9	2.4	42.8
Green Ext Time (p_c), s	0.0	0.7	0.0	3.7	0.0	0.0	0.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	74.9
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	57	30	76	232	127	36	225	53	58	192	67
Future Volume (veh/h)	32	57	30	76	232	127	36	225	53	58	192	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	40	70	37	88	270	148	48	300	71	84	278	97
Peak Hour Factor	0.81	0.81	0.81	0.86	0.86	0.86	0.75	0.75	0.75	0.69	0.69	0.69
Percent Heavy Veh, %	0	0	0	1	1	1	2	2	2	5	5	5
Cap, veh/h	439	283	150	435	277	152	261	432	102	203	539	447
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	1169	618	1795	1144	627	1008	1462	346	987	1826	1514
Grp Volume(v), veh/h	40	0	107	88	0	418	48	0	371	84	278	97
Grp Sat Flow(s),veh/h/ln	1810	0	1787	1795	0	1771	1008	0	1808	987	1826	1514
Q Serve(g_s), s	1.4	0.0	3.8	3.1	0.0	18.5	3.3	0.0	14.4	6.5	10.0	3.8
Cycle Q Clear(g_c), s	1.4	0.0	3.8	3.1	0.0	18.5	13.3	0.0	14.4	20.9	10.0	3.8
Prop In Lane	1.00		0.35	1.00		0.35	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	439	0	433	435	0	429	261	0	534	203	539	447
V/C Ratio(X)	0.09	0.00	0.25	0.20	0.00	0.97	0.18	0.00	0.69	0.41	0.52	0.22
Avail Cap(c_a), veh/h	439	0	433	435	0	429	271	0	553	213	558	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	24.2	23.9	0.0	29.7	28.7	0.0	24.7	34.0	23.2	21.0
Incr Delay (d2), s/veh	0.4	0.0	1.4	1.0	0.0	37.3	0.6	0.0	4.4	2.3	1.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.7	1.3	0.0	11.6	0.8	0.0	6.4	1.6	4.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.6	0.0	25.5	24.9	0.0	67.1	29.3	0.0	29.1	36.3	24.5	21.4
LnGrp LOS	C		C	C		E	C		C	D	C	C
Approach Vol, veh/h		147			506			419			459	
Approach Delay, s/veh		25.0			59.8			29.1			26.0	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	29.2	25.0	29.2	25.0
Change Period (Y+Rc), s	5.8	5.8	5.8	5.8
Max Green Setting (Gmax), s	24.2	19.2	24.2	19.2
Max Q Clear Time (g_c+I1), s	16.4	5.8	22.9	20.5
Green Ext Time (p_c), s	2.2	0.8	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	123	353	26	17	251
Future Vol, veh/h	47	123	353	26	17	251
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	79	79
Heavy Vehicles, %	1	1	3	3	7	7
Mvmt Flow	57	148	425	31	22	318

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	786	425	0	0	457	0
Stage 1	425	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.17	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.263	-
Pot Cap-1 Maneuver	362	631	-	-	1078	-
Stage 1	661	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	355	631	-	-	1078	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.37	0	0.53
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	519	1078	-
HCM Lane V/C Ratio	-	-	0.394	0.02	-
HCM Ctrl Dly (s/v)	-	-	16.4	8.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.9	0.1	-

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	116	228	349	999	350	354	351	664
Average Queue (ft)	53	102	76	619	185	166	134	380
95th Queue (ft)	102	194	278	1108	328	302	379	734
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	0	4		54			0	45
Queuing Penalty (veh)	0	3		18			0	30

Intersection: 1002: Prospect Road & Clark Road

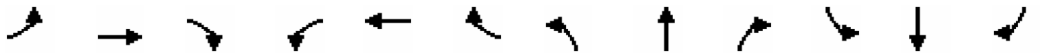
Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	64	112	199	421	124	249	154	230	125
Average Queue (ft)	20	40	57	184	31	113	43	81	27
95th Queue (ft)	52	85	163	342	83	203	116	160	86
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	2	8	0	27	2	26	2	16	0
Queuing Penalty (veh)	2	3	0	21	5	10	7	21	1

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	115	32
Average Queue (ft)	39	5
95th Queue (ft)	78	22
Link Distance (ft)	429	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 120



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	612	99	49	229	78	63	214	83	137	301	101
Future Volume (veh/h)	152	612	99	49	229	78	63	214	83	137	301	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	651	105	56	260	89	76	258	100	144	317	106
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.83	0.83	0.83	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	525	684	110	143	333	114	150	287	111	207	321	107
Arrive On Green	0.23	0.43	0.43	0.04	0.25	0.25	0.04	0.22	0.22	0.06	0.24	0.24
Sat Flow, veh/h	1795	1578	255	1795	1342	459	1781	1283	497	1781	1341	448
Grp Volume(v), veh/h	162	0	756	56	0	349	76	0	358	144	0	423
Grp Sat Flow(s),veh/h/ln	1795	0	1833	1795	0	1801	1781	0	1781	1781	0	1790
Q Serve(g_s), s	0.3	0.0	39.8	0.0	0.0	18.1	0.0	0.0	19.5	2.1	0.0	23.5
Cycle Q Clear(g_c), s	0.3	0.0	39.8	0.0	0.0	18.1	0.0	0.0	19.5	2.1	0.0	23.5
Prop In Lane	1.00		0.14	1.00		0.26	1.00		0.28	1.00		0.25
Lane Grp Cap(c), veh/h	525	0	794	143	0	447	150	0	399	207	0	428
V/C Ratio(X)	0.31	0.00	0.95	0.39	0.00	0.78	0.51	0.00	0.90	0.70	0.00	0.99
Avail Cap(c_a), veh/h	525	0	805	268	0	791	266	0	426	296	0	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	27.3	46.1	0.0	35.1	45.7	0.0	37.7	44.2	0.0	37.9
Incr Delay (d2), s/veh	0.2	0.0	21.8	1.3	0.0	10.3	1.9	0.0	24.2	1.6	0.0	40.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	20.2	1.3	0.0	8.7	1.8	0.0	10.7	3.3	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	0.0	49.1	47.4	0.0	45.3	47.6	0.0	61.8	45.8	0.0	78.4
LnGrp LOS	C		D	D		D	D		E	D		E
Approach Vol, veh/h		918			405			434			567	
Approach Delay, s/veh		45.6			45.6			59.3			70.1	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	28.5	10.0	49.4	10.5	30.0	28.6	30.9
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9
Max Q Clear Time (g_c+I1), s	4.1	21.5	2.0	41.8	2.0	25.5	2.3	20.1
Green Ext Time (p_c), s	0.1	0.9	0.0	1.6	0.1	0.0	0.2	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	54.2
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	274	75	66	130	59	25	242	82	114	292	62
Future Volume (veh/h)	97	274	75	66	130	59	25	242	82	114	292	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	109	308	84	72	141	64	28	275	93	130	332	70
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	2	2	2	1	1	1	2	2	2
Cap, veh/h	434	343	94	428	292	133	241	408	138	215	566	479
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	1429	390	1781	1218	553	991	1347	456	1014	1870	1585
Grp Volume(v), veh/h	109	0	392	72	0	205	28	0	368	130	332	70
Grp Sat Flow(s),veh/h/ln	1810	0	1819	1781	0	1771	991	0	1803	1014	1870	1585
Q Serve(g_s), s	3.9	0.0	16.7	2.6	0.0	8.0	2.0	0.0	14.3	9.9	12.0	2.6
Cycle Q Clear(g_c), s	3.9	0.0	16.7	2.6	0.0	8.0	14.0	0.0	14.3	24.2	12.0	2.6
Prop In Lane	1.00		0.21	1.00		0.31	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	434	0	437	428	0	425	241	0	545	215	566	479
V/C Ratio(X)	0.25	0.00	0.90	0.17	0.00	0.48	0.12	0.00	0.67	0.60	0.59	0.15
Avail Cap(c_a), veh/h	434	0	437	428	0	425	241	0	545	215	566	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	29.5	24.1	0.0	26.1	29.6	0.0	24.5	35.2	23.7	20.4
Incr Delay (d2), s/veh	1.4	0.0	23.9	0.9	0.0	3.9	0.4	0.0	3.9	6.2	2.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.5	1.1	0.0	3.5	0.5	0.0	6.3	2.8	5.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	0.0	53.3	24.9	0.0	30.0	30.0	0.0	28.4	41.4	25.8	20.6
LnGrp LOS	C		D	C		C	C		C	D	C	C
Approach Vol, veh/h		501			277			396			532	
Approach Delay, s/veh		47.4			28.7			28.5			28.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	25.0	30.0	25.0
Change Period (Y+Rc), s	5.8	5.8	5.8	5.8
Max Green Setting (Gmax), s	24.2	19.2	24.2	19.2
Max Q Clear Time (g_c+I1), s	16.3	18.7	26.2	10.0
Green Ext Time (p_c), s	2.1	0.2	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	34.2
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	35	332	69	93	406
Future Vol, veh/h	47	35	332	69	93	406
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	85	85	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	57	42	391	81	98	427

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1014	391	0	0	472	0
Stage 1	391	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	267	662	-	-	1090	-
Stage 1	688	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	243	662	-	-	1090	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	20.32	0	1.61
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	333	1090	-
HCM Lane V/C Ratio	-	-	0.297	0.09	-
HCM Ctrl Dly (s/v)	-	-	20.3	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.3	-

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	450	931	107	294	103	390	400	908
Average Queue (ft)	215	540	38	133	49	185	199	557
95th Queue (ft)	515	1063	83	234	91	323	445	1213
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)		0						8
Queuing Penalty (veh)		0						0
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	1	48		7			1	52
Queuing Penalty (veh)	4	73		4			2	71

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	165	379	70	167	119	283	200	244	125
Average Queue (ft)	73	187	27	83	22	133	93	116	29
95th Queue (ft)	155	347	64	148	71	235	178	208	101
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	17	54		2	1	31	9	27	0
Queuing Penalty (veh)	59	53		2	2	8	31	47	0

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	58	9	69
Average Queue (ft)	23	0	20
95th Queue (ft)	47	6	49
Link Distance (ft)	429		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 355

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Appendix

Trip Generation Calculations

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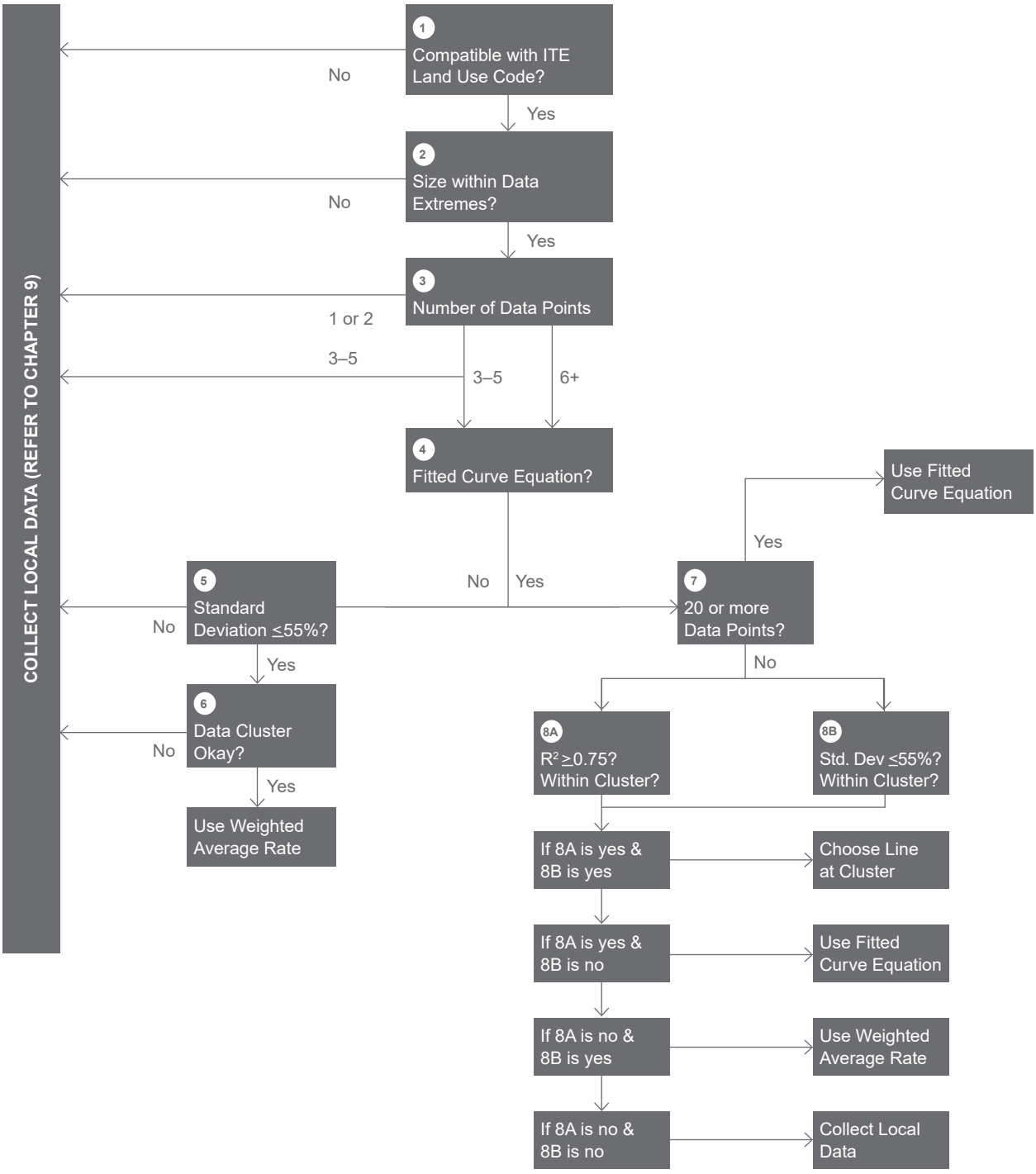
ITE Land Use	LUC	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	210	118 DU	23	62	85	69	43	112	1218

ITE Land Use	LUC	Units	Time Period	Equation	R2	Rate	Studies	Notes
Single-Family Detached Housing	210	DU	a.m.	T=0.67(X)+5.59	0.89	0.70	153	# Studies > 20, Use Fitted Curve.
			p.m.	Ln(T)=0.92Ln(X)+0.33	0.90	0.93	166	# Studies > 20, Use Fitted Curve.
			Weekday	T=8.07(X)+265.45	0.94	9.09	155	# Studies > 20, Use Fitted Curve.

Figure 4.2 Process for Selecting Average Rate or Equation in *Trip Generation Manual* Data



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Appendix

Turn Lane Charts

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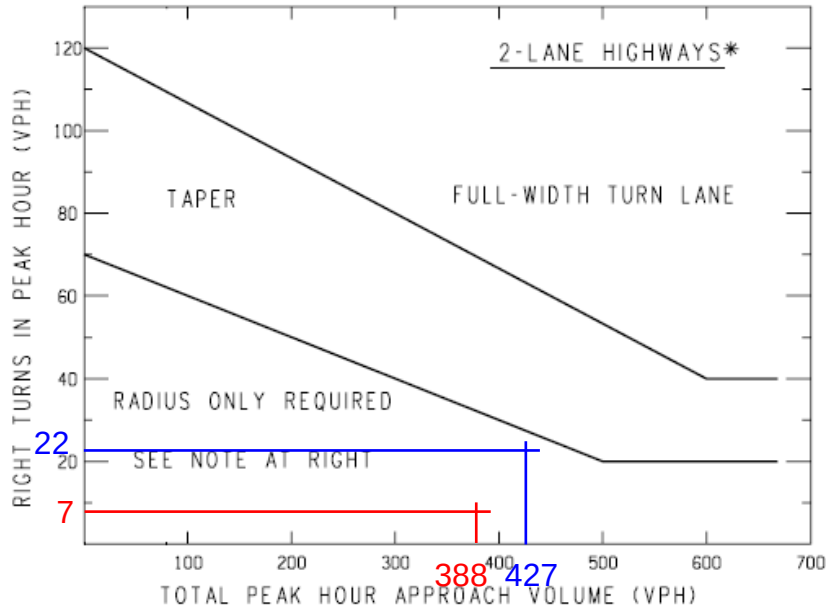
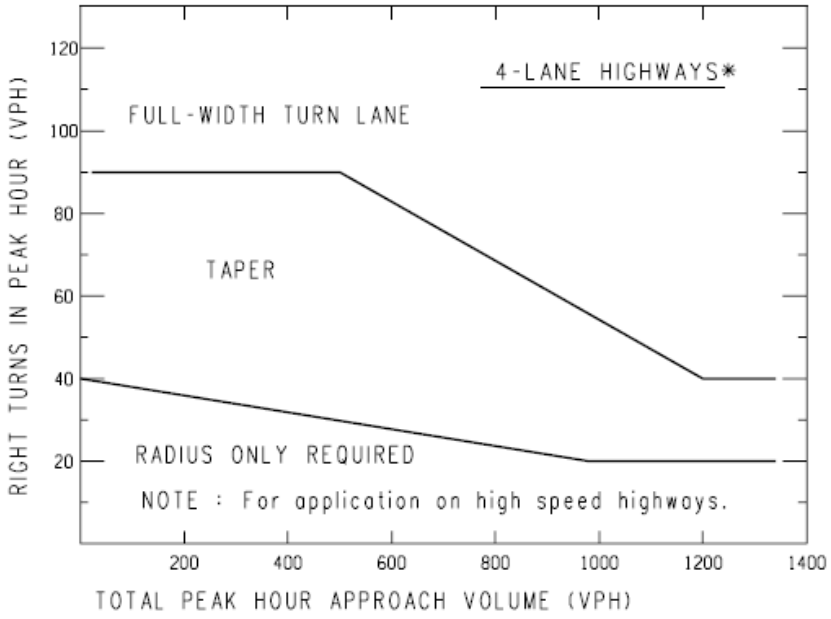
Prospect Road and Lakeview Drive (Site Driveway)

a.m. Peak Hour
p.m. Peak Hour



NOTE: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour
Right turns = Peak hour
Right turns – 20



*If a center left-turn lane exists (ie 3 or 5 lane roadway), subtract the number of left turns in approach volume form the total approach volume to get an adjusted total approach volume.

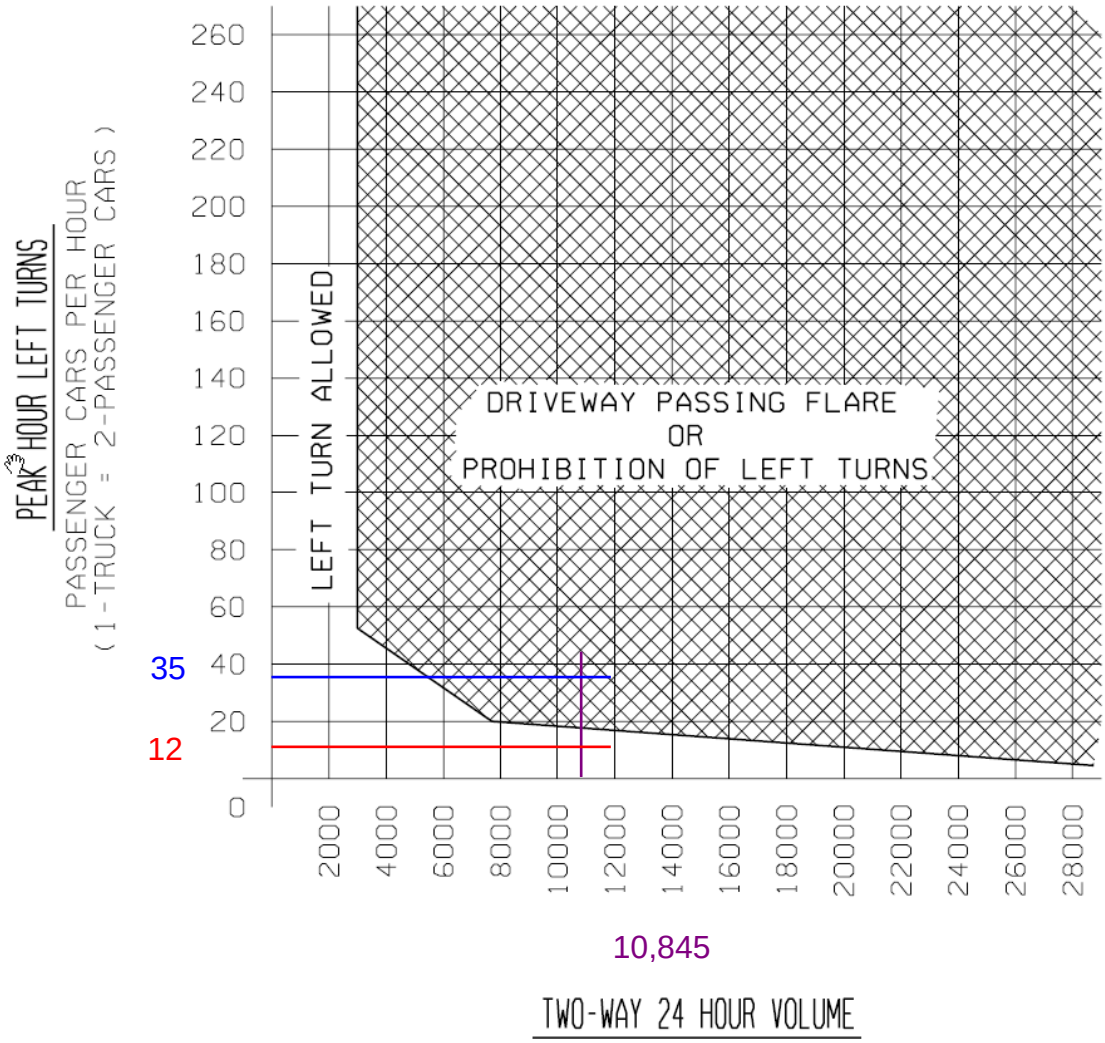
Sample Problem: The Design Speed is 55 mph. The Peak Hour Approach Volume is 300 vph. The Number of Right Turns in the Peak Hous is 100 vph. Determine if a right turn lane is recommended.

Solution: Figure indicates that the intersection of 300 vph and 100 vph is located above the upper trend line; thus, a right-turn lane may be recommended.

1.2.3 Traffic Volume Guidelines for Driveway Passing Flares

Driveways serving large developments along state trunkline highways frequently generate large numbers of left-turns. On two-lane, two-way roadways, this situation can aggravate the efficiency of traffic operations and often make shoulder maintenance difficult. In such situations, prohibition of left-turns at driveways to large developments or construction of driveway passing flares should be considered.

In an attempt to alleviate the types of problems outlined above, the following chart is provided showing the relationship between peak hour left-turns and 24-hour volumes. When peak hour left-turns and 24-hour volumes fall within the area above and to the right of the trend line, left-turns should be prohibited or a driveway passing flare be installed. If a driveway passing flare is constructed, the entire cost should be borne by the developer. For additional information and geometric design guidance regarding driveway passing flares, please refer to Geometric Design Guide GEO-650.



NOTE: This chart is based on Total Development and is for Two-Way Roadways.

Two Way Volume:
2024 AADT (9,368) Grown to 2029 at 0.8% per year + 90% Weekday Site Trips (1,218) = 10,845

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Appendix

Future LOS Output Reports

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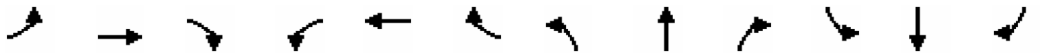


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	208	57	41	583	87	216	264	46	66	153	206
Future Volume (veh/h)	73	208	57	41	583	87	216	264	46	66	153	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	77	219	60	44	620	93	257	314	55	79	182	245
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	6	6	6
Cap, veh/h	142	283	78	547	645	97	247	339	59	267	156	210
Arrive On Green	0.04	0.20	0.20	0.25	0.41	0.41	0.10	0.22	0.22	0.10	0.22	0.22
Sat Flow, veh/h	1781	1413	387	1781	1589	238	1767	1538	269	1725	700	942
Grp Volume(v), veh/h	77	0	279	44	0	713	257	0	369	79	0	427
Grp Sat Flow(s),veh/h/ln	1781	0	1800	1781	0	1827	1767	0	1807	1725	0	1642
Q Serve(g_s), s	0.4	0.0	15.7	0.0	0.0	40.8	10.9	0.0	21.5	0.0	0.0	23.9
Cycle Q Clear(g_c), s	0.4	0.0	15.7	0.0	0.0	40.8	10.9	0.0	21.5	0.0	0.0	23.9
Prop In Lane	1.00		0.22	1.00		0.13	1.00		0.15	1.00		0.57
Lane Grp Cap(c), veh/h	142	0	360	547	0	742	247	0	398	267	0	366
V/C Ratio(X)	0.54	0.00	0.77	0.08	0.00	0.96	1.04	0.00	0.93	0.30	0.00	1.17
Avail Cap(c_a), veh/h	248	0	736	547	0	748	247	0	403	267	0	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.3	0.0	40.6	28.7	0.0	31.0	46.7	0.0	41.0	42.8	0.0	41.7
Incr Delay (d2), s/veh	2.4	0.0	12.0	0.0	0.0	24.4	68.6	0.0	29.2	0.2	0.0	101.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	7.8	0.8	0.0	21.3	11.0	0.0	12.4	1.8	0.0	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	52.6	28.8	0.0	55.4	115.4	0.0	70.2	43.0	0.0	142.7
LnGrp LOS	D		D	C		E	F		E	D		F
Approach Vol, veh/h		356			757			626			506	
Approach Delay, s/veh		52.4			53.9			88.7			127.1	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	29.7	32.7	27.6	17.0	30.0	10.6	49.7
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9
Max Q Clear Time (g_c+I1), s	2.0	23.5	2.0	17.7	12.9	25.9	2.4	42.8
Green Ext Time (p_c), s	0.0	0.2	0.0	3.7	0.0	0.0	0.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	79.9
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	57	30	76	232	132	36	228	53	62	199	76
Future Volume (veh/h)	33	57	30	76	232	132	36	228	53	62	199	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	41	70	37	88	270	153	48	304	71	90	288	110
Peak Hour Factor	0.81	0.81	0.81	0.86	0.86	0.86	0.75	0.75	0.75	0.69	0.69	0.69
Percent Heavy Veh, %	0	0	0	1	1	1	2	2	2	5	5	5
Cap, veh/h	436	282	149	433	272	154	257	440	103	205	547	454
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	1169	618	1795	1129	640	987	1466	342	984	1826	1515
Grp Volume(v), veh/h	41	0	107	88	0	423	48	0	375	90	288	110
Grp Sat Flow(s),veh/h/ln	1810	0	1787	1795	0	1768	987	0	1809	984	1826	1515
Q Serve(g_s), s	1.4	0.0	3.9	3.1	0.0	19.0	3.4	0.0	14.6	7.1	10.4	4.4
Cycle Q Clear(g_c), s	1.4	0.0	3.9	3.1	0.0	19.0	13.8	0.0	14.6	21.7	10.4	4.4
Prop In Lane	1.00		0.35	1.00		0.36	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	436	0	431	433	0	426	257	0	542	205	547	454
V/C Ratio(X)	0.09	0.00	0.25	0.20	0.00	0.99	0.19	0.00	0.69	0.44	0.53	0.24
Avail Cap(c_a), veh/h	436	0	431	433	0	426	261	0	549	209	554	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	24.4	24.1	0.0	30.2	28.9	0.0	24.6	34.2	23.2	21.1
Incr Delay (d2), s/veh	0.4	0.0	1.4	1.1	0.0	41.8	0.6	0.0	4.3	2.5	1.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.7	1.4	0.0	12.3	0.8	0.0	6.5	1.8	4.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	0.0	25.8	25.2	0.0	72.0	29.5	0.0	29.0	36.7	24.6	21.5
LnGrp LOS	C		C	C		E	C		C	D	C	C
Approach Vol, veh/h		148			511			423			488	
Approach Delay, s/veh		25.3			64.0			29.0			26.2	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	29.7	25.0	29.7	25.0
Change Period (Y+Rc), s	5.8	5.8	5.8	5.8
Max Green Setting (Gmax), s	24.2	19.2	24.2	19.2
Max Q Clear Time (g_c+I1), s	16.6	5.9	23.7	21.0
Green Ext Time (p_c), s	2.2	0.8	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	39.2
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	131	387	28	19	263
Future Vol, veh/h	50	131	387	28	19	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	79	79
Heavy Vehicles, %	1	1	3	3	7	7
Mvmt Flow	60	158	466	34	24	333

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	847	466	0	0	500	0
Stage 1	466	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.17	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.263	-
Pot Cap-1 Maneuver	333	598	-	-	1039	-
Stage 1	634	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	326	598	-	-	1039	-
Mov Cap-2 Maneuver	326	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.3	0	0.58
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	486	1039	-
HCM Lane V/C Ratio	-	-	0.449	0.023	-
HCM Ctrl Dly (s/v)	-	-	18.3	8.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.3	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	34	381	7	12	301
Future Vol, veh/h	17	34	381	7	12	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	79	79
Heavy Vehicles, %	2	2	3	3	7	7
Mvmt Flow	18	37	459	8	15	381

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	875	463	0	0	467	0
Stage 1	463	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	320	599	-	-	1068	-
Stage 1	633	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	599	-	-	1068	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	659	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.88	0	0.32
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	461	1068	-
HCM Lane V/C Ratio	-	-	0.12	0.014	-
HCM Ctrl Dly (s/v)	-	-	13.9	8.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	125	233	349	919	524	671	400	829
Average Queue (ft)	61	93	86	550	347	313	133	425
95th Queue (ft)	110	170	295	1017	612	703	380	844
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)						9		
Queuing Penalty (veh)						43		
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	0	2		50	22	1		51
Queuing Penalty (veh)	0	1		20	65	1		34

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	65	91	200	449	114	262	146	294	125
Average Queue (ft)	16	36	68	195	27	118	47	88	29
95th Queue (ft)	45	74	184	369	75	209	122	202	91
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	2	7	0	29	1	26	3	18	1
Queuing Penalty (veh)	2	2	1	24	4	9	8	28	2

Intersection: 9001: Prospect Road & Berkshire Drive

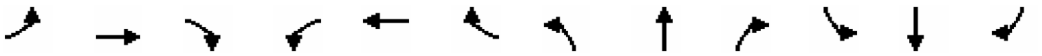
Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	118	34
Average Queue (ft)	41	4
95th Queue (ft)	82	22
Link Distance (ft)	428	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	57	31
Average Queue (ft)	30	3
95th Queue (ft)	52	17
Link Distance (ft)	913	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 244



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	612	120	58	229	78	69	221	96	137	314	101
Future Volume (veh/h)	152	612	120	58	229	78	69	221	96	137	314	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	651	128	66	260	89	83	266	116	144	331	106
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.83	0.83	0.83	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	532	663	130	146	332	114	151	288	125	180	321	103
Arrive On Green	0.23	0.43	0.43	0.04	0.25	0.25	0.04	0.23	0.23	0.05	0.24	0.24
Sat Flow, veh/h	1795	1524	300	1795	1342	459	1781	1235	539	1781	1357	435
Grp Volume(v), veh/h	162	0	779	66	0	349	83	0	382	144	0	437
Grp Sat Flow(s),veh/h/ln	1795	0	1823	1795	0	1801	1781	0	1773	1781	0	1792
Q Serve(g_s), s	0.3	0.0	42.6	0.0	0.0	18.3	0.5	0.0	21.3	2.7	0.0	23.9
Cycle Q Clear(g_c), s	0.3	0.0	42.6	0.0	0.0	18.3	0.5	0.0	21.3	2.7	0.0	23.9
Prop In Lane	1.00		0.16	1.00		0.26	1.00		0.30	1.00		0.24
Lane Grp Cap(c), veh/h	532	0	793	146	0	445	151	0	413	180	0	424
V/C Ratio(X)	0.30	0.00	0.98	0.45	0.00	0.78	0.55	0.00	0.92	0.80	0.00	1.03
Avail Cap(c_a), veh/h	532	0	793	265	0	783	264	0	420	286	0	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	28.1	46.3	0.0	35.5	46.1	0.0	37.8	45.9	0.0	38.5
Incr Delay (d2), s/veh	0.2	0.0	27.9	1.6	0.0	10.4	2.3	0.0	28.1	3.3	0.0	51.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	22.5	1.6	0.0	8.8	2.0	0.0	12.0	3.5	0.0	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	0.0	56.0	48.0	0.0	45.9	48.4	0.0	65.9	49.2	0.0	90.1
LnGrp LOS	C		E	D		D	D		E	D		F
Approach Vol, veh/h		941			415			465			581	
Approach Delay, s/veh		51.4			46.2			62.8			80.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	29.6	10.3	50.0	10.6	30.0	29.3	31.1
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9
Max Q Clear Time (g_c+I1), s	4.7	23.3	2.0	44.6	2.5	25.9	2.3	20.3
Green Ext Time (p_c), s	0.1	0.3	0.0	0.0	0.1	0.0	0.2	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	59.6
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	274	75	66	130	65	25	251	82	121	299	65
Future Volume (veh/h)	108	274	75	66	130	65	25	251	82	121	299	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	121	308	84	72	141	71	28	285	93	138	340	74
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	2	2	2	1	1	1	2	2	2
Cap, veh/h	434	343	94	428	282	142	235	412	134	208	566	479
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	1429	390	1781	1173	591	980	1361	444	1005	1870	1585
Grp Volume(v), veh/h	121	0	392	72	0	212	28	0	378	138	340	74
Grp Sat Flow(s),veh/h/ln	1810	0	1819	1781	0	1764	980	0	1805	1005	1870	1585
Q Serve(g_s), s	4.4	0.0	16.7	2.6	0.0	8.3	2.0	0.0	14.8	9.4	12.4	2.7
Cycle Q Clear(g_c), s	4.4	0.0	16.7	2.6	0.0	8.3	14.4	0.0	14.8	24.2	12.4	2.7
Prop In Lane	1.00		0.21	1.00		0.33	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	434	0	437	428	0	423	235	0	546	208	566	479
V/C Ratio(X)	0.28	0.00	0.90	0.17	0.00	0.50	0.12	0.00	0.69	0.66	0.60	0.15
Avail Cap(c_a), veh/h	434	0	437	428	0	423	235	0	546	208	566	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	29.5	24.1	0.0	26.3	29.9	0.0	24.6	36.0	23.8	20.4
Incr Delay (d2), s/veh	1.6	0.0	23.9	0.9	0.0	4.2	0.4	0.0	4.4	9.2	2.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	9.5	1.1	0.0	3.7	0.5	0.0	6.6	3.2	5.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.4	0.0	53.3	24.9	0.0	30.4	30.3	0.0	29.0	45.2	26.1	20.7
LnGrp LOS	C		D	C		C	C		C	D	C	C
Approach Vol, veh/h		513			284			406			552	
Approach Delay, s/veh		47.0			29.0			29.1			30.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	25.0	30.0	25.0
Change Period (Y+Rc), s	5.8	5.8	5.8	5.8
Max Green Setting (Gmax), s	24.2	19.2	24.2	19.2
Max Q Clear Time (g_c+I1), s	16.8	18.7	26.2	10.3
Green Ext Time (p_c), s	2.1	0.2	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	34.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	40	353	73	101	441
Future Vol, veh/h	50	40	353	73	101	441
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	85	85	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	60	48	415	86	106	464

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1092	415	0	0	501	0
Stage 1	415	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	240	642	-	-	1063	-
Stage 1	671	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	642	-	-	1063	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.1	0	1.63
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	306	1063	-
HCM Lane V/C Ratio	-	-	0.355	0.1	-
HCM Ctrl Dly (s/v)	-	-	23.1	8.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0.3	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	21	405	22	35	456
Future Vol, veh/h	14	21	405	22	35	456
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	85	85	95	95
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	15	23	476	26	37	480

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1043	489	0	0	502	0
Stage 1	489	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	254	579	-	-	1062	-
Stage 1	616	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	245	579	-	-	1062	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	556	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.69	0	0.61
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	375	1062	-
HCM Lane V/C Ratio	-	-	0.102	0.035	-
HCM Ctrl Dly (s/v)	-	-	15.7	8.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	450	1358	112	312	262	450	400	944
Average Queue (ft)	294	1118	46	142	70	220	209	504
95th Queue (ft)	602	1866	92	254	227	444	461	1037
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)		34				0		2
Queuing Penalty (veh)		0				2		0
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	2	58		8		3	1	58
Queuing Penalty (veh)	13	88		5		2	4	79

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	165	343	96	170	133	212	229	243	125
Average Queue (ft)	77	186	31	78	19	126	106	115	26
95th Queue (ft)	159	304	71	139	65	203	204	208	89
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	19	56	0	1	0	32	12	26	0
Queuing Penalty (veh)	69	61	0	1	0	8	43	48	0

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	81	4	57
Average Queue (ft)	26	0	22
95th Queue (ft)	55	3	49
Link Distance (ft)	428		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	58	41
Average Queue (ft)	23	10
95th Queue (ft)	50	33
Link Distance (ft)	913	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

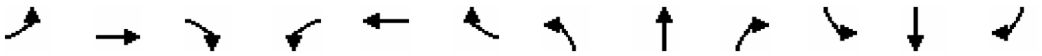
Zone wide Queuing Penalty: 422

fishbeck

Appendix

Future Improvement LOS Output Reports

9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	208	57	41	583	87	216	264	46	66	153	206
Future Volume (veh/h)	73	208	57	41	583	87	216	264	46	66	153	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	77	219	60	44	620	93	257	314	55	79	182	245
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	6	6	6
Cap, veh/h	140	282	77	541	641	96	260	361	63	254	154	208
Arrive On Green	0.04	0.20	0.20	0.25	0.40	0.40	0.11	0.24	0.24	0.09	0.22	0.22
Sat Flow, veh/h	1781	1413	387	1781	1589	238	1767	1538	269	1725	700	942
Grp Volume(v), veh/h	77	0	279	44	0	713	257	0	369	79	0	427
Grp Sat Flow(s),veh/h/ln	1781	0	1800	1781	0	1827	1767	0	1807	1725	0	1642
Q Serve(g_s), s	0.5	0.0	15.9	0.0	0.0	41.4	11.7	0.0	21.3	0.0	0.0	23.9
Cycle Q Clear(g_c), s	0.5	0.0	15.9	0.0	0.0	41.4	11.7	0.0	21.3	0.0	0.0	23.9
Prop In Lane	1.00		0.22	1.00		0.13	1.00		0.15	1.00		0.57
Lane Grp Cap(c), veh/h	140	0	359	541	0	737	260	0	425	254	0	362
V/C Ratio(X)	0.55	0.00	0.78	0.08	0.00	0.97	0.99	0.00	0.87	0.31	0.00	1.18
Avail Cap(c_a), veh/h	163	0	728	541	0	739	260	0	498	254	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	41.1	29.3	0.0	31.7	46.7	0.0	39.9	44.0	0.0	42.3
Incr Delay (d2), s/veh	2.5	0.0	12.2	0.0	0.0	25.8	52.1	0.0	18.9	0.3	0.0	106.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	7.9	0.8	0.0	21.9	10.4	0.0	11.3	1.9	0.0	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.3	0.0	53.3	29.4	0.0	57.5	98.8	0.0	58.8	44.3	0.0	148.5
LnGrp LOS	D		D	C		E	F		E	D		F
Approach Vol, veh/h		356			757			626			506	
Approach Delay, s/veh		53.1			55.8			75.2			132.2	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	31.6	32.7	27.8	18.0	30.0	10.6	49.9
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	5.9	29.9	5.9	43.9	11.9	23.9	5.9	43.9
Max Q Clear Time (g_c+I1), s	2.0	23.3	2.0	17.9	13.7	25.9	2.5	43.4
Green Ext Time (p_c), s	0.0	2.2	0.0	3.7	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	78.0
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	57	30	76	232	132	36	228	53	62	199	76
Future Volume (veh/h)	33	57	30	76	232	132	36	228	53	62	199	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	41	70	37	88	270	153	48	304	71	90	288	110
Peak Hour Factor	0.81	0.81	0.81	0.86	0.86	0.86	0.75	0.75	0.75	0.69	0.69	0.69
Percent Heavy Veh, %	0	0	0	1	1	1	2	2	2	5	5	5
Cap, veh/h	412	266	141	498	313	178	230	407	95	177	507	420
Arrive On Green	0.23	0.23	0.23	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	1169	618	1795	1129	640	987	1466	342	984	1826	1514
Grp Volume(v), veh/h	41	0	107	88	0	423	48	0	375	90	288	110
Grp Sat Flow(s),veh/h/ln	1810	0	1787	1795	0	1769	987	0	1809	984	1826	1514
Q Serve(g_s), s	1.4	0.0	3.9	3.0	0.0	18.2	3.5	0.0	15.1	7.1	10.8	4.5
Cycle Q Clear(g_c), s	1.4	0.0	3.9	3.0	0.0	18.2	14.3	0.0	15.1	22.2	10.8	4.5
Prop In Lane	1.00		0.35	1.00		0.36	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	412	0	407	498	0	491	230	0	502	177	507	420
V/C Ratio(X)	0.10	0.00	0.26	0.18	0.00	0.86	0.21	0.00	0.75	0.51	0.57	0.26
Avail Cap(c_a), veh/h	412	0	407	498	0	491	230	0	502	177	507	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	25.4	22.0	0.0	27.4	30.9	0.0	26.3	36.6	24.8	22.5
Incr Delay (d2), s/veh	0.5	0.0	1.6	0.8	0.0	17.8	0.8	0.0	6.8	3.9	2.1	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.7	1.3	0.0	9.4	0.9	0.0	7.1	1.9	4.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.9	0.0	27.0	22.7	0.0	45.2	31.7	0.0	33.2	40.5	26.9	23.1
LnGrp LOS	C		C	C		D	C		C	D	C	C
Approach Vol, veh/h		148			511			423			488	
Approach Delay, s/veh		26.4			41.4			33.0			28.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	28.0	24.0	28.0	28.0
Change Period (Y+Rc), s	5.8	5.8	5.8	5.8
Max Green Setting (Gmax), s	22.2	18.2	22.2	22.2
Max Q Clear Time (g_c+I1), s	17.1	5.9	24.2	20.2
Green Ext Time (p_c), s	1.6	0.7	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	33.7
HCM 7th LOS	C

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	123	240	349	1078	458	492	342	802
Average Queue (ft)	61	95	78	606	270	241	138	423
95th Queue (ft)	110	180	275	1142	517	594	390	825
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)						6		
Queuing Penalty (veh)						32		
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	0	2		51	14	1		51
Queuing Penalty (veh)	0	2		21	42	1		34

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	77	99	128	283	141	247	202	310	125
Average Queue (ft)	17	36	42	152	29	115	55	89	29
95th Queue (ft)	47	75	115	271	80	213	146	196	90
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	3	6	0	16	2	27	4	20	1
Queuing Penalty (veh)	2	2	0	13	7	10	13	30	1

Intersection: 9001: Prospect Road & Berkshire Drive

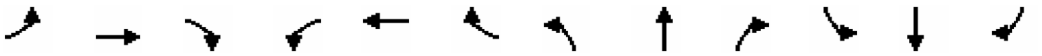
Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	120	31
Average Queue (ft)	42	5
95th Queue (ft)	84	22
Link Distance (ft)	428	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	56	36
Average Queue (ft)	30	3
95th Queue (ft)	51	19
Link Distance (ft)	913	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 211



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	612	120	58	229	78	69	221	96	137	314	101
Future Volume (veh/h)	152	612	120	58	229	78	69	221	96	137	314	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	651	128	66	260	89	83	266	116	144	331	106
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.83	0.83	0.83	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	538	674	133	136	329	112	145	303	132	194	345	110
Arrive On Green	0.24	0.44	0.44	0.04	0.24	0.24	0.04	0.25	0.25	0.05	0.25	0.25
Sat Flow, veh/h	1795	1524	300	1795	1342	459	1781	1235	539	1781	1357	435
Grp Volume(v), veh/h	162	0	779	66	0	349	83	0	382	144	0	437
Grp Sat Flow(s),veh/h/ln	1795	0	1823	1795	0	1801	1781	0	1773	1781	0	1792
Q Serve(g_s), s	0.7	0.0	45.7	0.0	0.0	19.9	0.6	0.0	22.8	2.2	0.0	26.4
Cycle Q Clear(g_c), s	0.7	0.0	45.7	0.0	0.0	19.9	0.6	0.0	22.8	2.2	0.0	26.4
Prop In Lane	1.00		0.16	1.00		0.26	1.00		0.30	1.00		0.24
Lane Grp Cap(c), veh/h	538	0	807	136	0	441	145	0	435	194	0	455
V/C Ratio(X)	0.30	0.00	0.97	0.48	0.00	0.79	0.57	0.00	0.88	0.74	0.00	0.96
Avail Cap(c_a), veh/h	538	0	812	162	0	802	279	0	499	264	0	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	29.8	50.7	0.0	38.8	50.4	0.0	39.9	49.2	0.0	40.4
Incr Delay (d2), s/veh	0.2	0.0	24.1	2.0	0.0	10.9	2.7	0.0	19.8	4.2	0.0	32.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	23.4	1.8	0.0	9.7	2.2	0.0	11.9	3.9	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	0.0	53.9	52.6	0.0	49.8	53.1	0.0	59.6	53.4	0.0	72.9
LnGrp LOS	C		D	D		D	D		E	D		E
Approach Vol, veh/h		941			415			465			581	
Approach Delay, s/veh		50.0			50.2			58.5			68.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	33.0	10.4	54.7	10.7	34.0	32.1	33.0
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	9.9	30.9	5.9	48.9	12.9	27.9	5.9	48.9
Max Q Clear Time (g_c+I1), s	4.2	24.8	2.0	47.7	2.6	28.4	2.7	21.9
Green Ext Time (p_c), s	0.1	2.2	0.0	0.9	0.1	0.0	0.1	5.0

Intersection Summary	
HCM 7th Control Delay, s/veh	56.0
HCM 7th LOS	E

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	450	1369	105	304	150	364	400	843
Average Queue (ft)	323	1164	50	155	55	184	198	454
95th Queue (ft)	616	1889	99	261	113	333	439	885
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)		40						0
Queuing Penalty (veh)		0						0
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	2	57		10		0	1	51
Queuing Penalty (veh)	16	87		6		0	5	69

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	165	401	82	170	114	224	196	237	125
Average Queue (ft)	81	195	29	81	19	124	95	128	34
95th Queue (ft)	167	343	66	145	62	204	172	216	109
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	20	56	0	2	0	31	6	29	0
Queuing Penalty (veh)	70	61	0	1	0	8	21	54	1

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	89	20	64
Average Queue (ft)	27	1	24
95th Queue (ft)	57	11	53
Link Distance (ft)	428		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	46	49
Average Queue (ft)	22	11
95th Queue (ft)	47	36
Link Distance (ft)	913	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 399

Carlisle | Wortman
ASSOCIATES, INC.
117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

Date: September 5, 2025
Revised: December 4, 2025

Final Site Plan Review Phase 4
For
Superior Township, Michigan

Applicant: Diverse Real Estate

Project Name: Prospect Pointe West

Location: Southwest of Geddes Road and Prospect Road

Plan Date: November 22, 2024
Revised: November 24, 2025

Zoning: R-4 Single Family Residential

Action Requested: Final Site Plan Approval-Phase 4

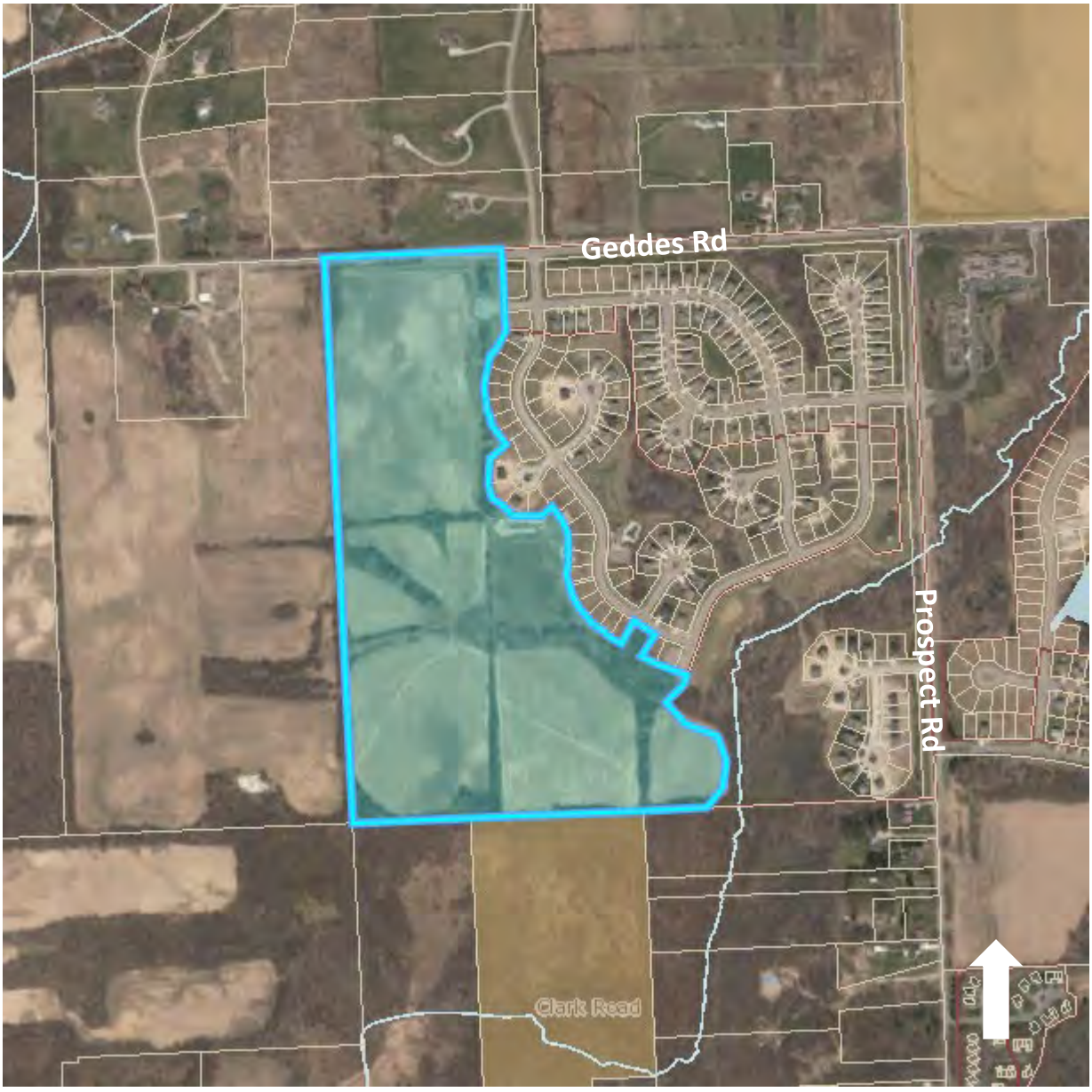
PROJECT DESCRIPTION

The applicant received preliminary site plan approval for the development of a single-family site condominium. The development consists of 157 lots that are proposed to be developed in four phases.

The project is proposed in four phases. The applicant provided a phasing schedule on the Cover Page.

The project site is 67.63 gross acres in size. The project is located west of the existing Prospect Pointe neighborhood that is located at the southwest corner of Geddes Road and Prospect Road. The development has 833 feet of road frontage on Geddes Road. Access to the site is proposed to be provided through connections into the existing neighborhood.

Aerial Photograph



PRELIMINARY SITE PLAN APPROVAL

The Planning Commission approved the preliminary site plan on November 20, 2019.

PHASE 4

The applicant is seeking final site plan approval for Phase 4, which includes 46 lots and a detention basin. Access will be off Maggie Lane through Phases 1 and 3 and Jennifer Drive from Phase 3. The submitted final site plan for Phase 4 is consistent with the approved preliminary site plan.

FINAL SITE PLAN

The following items are requirements for the final site plan submittal:

1. **Detailed grading plan and utility plans**

   CWA Response: The applicant provided a detailed grading plan and utility plan that will be reviewed by the Township Engineer.

2. **Provide the regulatory status of each wetland along with verification from the EGLE**

   CWA Response: The applicant has obtained the required wetland permit from EGLE.

3. **Detailed tree inventory.**

   CWA Response: The applicant provided a detailed tree inventory. The landscape plan complies with the final engineering plan set.

4. **Details for ramps and cross walks.**

   CWA Response: Details for ramps and cross walks are shown on Sheet 39 and will be reviewed by the Township Engineer.

5. **Detailed landscaping plan.**

   CWA Response: The applicant provided a detailed landscape plan. Landscaping is in compliance.

6. **Detailed lighting plan**

   CWA Response: The applicant is not proposing any site lighting.

7. **Additional building information to determine compliance with Section 14.09.B. of the Zoning Ordinance.**

   CWA Response: The applicant provided building elevations on Sheets 40 through 43. Sheet 44 includes a table with the vinyl screening coverage, demonstrating how the various home models comply with the standards of Section 14.09.B which require that no more than 50% of the total area of the front and side elevations are vinyl, aluminum, or steel.

8. **Phasing Plan**

   CWA Response: The applicant provided a phasing schedule on the Cover Page.

9. Outside Agency Approvals.

CWA Response: The applicant has obtained all outside agency approvals.

SUMMARY

We recommend final site plan approval.

CARLISLE/WORTMAN ASSOC., INC.
Benjamin R. Carlisle, AICP, LEED AP

CARLISLE/WORTMAN ASSOC., INC.
Michelle Marin, AICP

cc: Emily Dabish Yahkind, Township Supervisor
Bill Balmes, CBO, Building Department
George Tsakof, Township Engineer

December 11, 2025

CHARTER TOWNSHIP OF SUPERIOR
3040 N. Prospect Road
Ypsilanti, MI 48198

Attention: **Emily Dabish Yahkind, Township Supervisor**

Regarding: **Prospect Pointe West – Phase 4**
Final Site Plan Review #2
OHM Job No. 0140-19-1050

Dear Ms. Dabish Yahkind,

On behalf of the Township, we have completed a review of the revised Final Site Plan submittal for Phase 4 on the above referenced project, dated November 21, 2025, and submitted to the Township on November 24, 2025. The work included in this site plan submittal includes: utility construction, road construction, grading, sidewalks, and landscaping for Phase 4, the final phase of the Prospect Pointe West development.

In our opinion, this plan is ready for consideration by the Planning Commission at their regular meeting on December 17, 2025 regarding Preliminary Site Plan action. We offer the following comments to the Planning Commission related to the site/civil engineering aspects of the Final Site Plan that in our opinion can be made a condition to Final Site Plan Approval to be addressed by the Applicant during the Engineering Plan review stage:

Plan Comments

1. On sheet 21, please clarify the paving limits shown in the plan and profile views. These paving limits should show agreement between the plan and profile view and should also agree with the paving limits shown on the Phase 3 plans. The Phase 3 plans show that paving limits at Sta 23+25 for this section of road.

2. On sheet 21, please check the length of 8" water main called out in the plan view between the 8"x8"x 8" tee and V14 along Primrose Drive. The length called out at this location differs from the length shown in the profile view.

3. On the grading detail for the intersection of Jennifer Drive and Primrose Lane on sheet 35, please review and revise the grading for the sidewalk at the southeast corner of Jennifer Drive and Primrose Lane to address these following items:
    a. Diagonal slope of the northerly level landing should be less than 2%
    b. Longitudinal slope should be under 5.0% for the sidewalk south of the southerly level landing
    c. Cross slope should be less than 2% for the sidewalk to the right of road Sta 17+95

OHM Advisors
34000 PLYMOUTH ROAD
LIVONIA, MICHIGAN 48150
T 734.522.6711
F 734.522.6427
OHM-Advisors.com

4. In the grading detail for the intersection of Jennifer Drive and Primrose Lane on sheet 35, it is noted that the vertical distance between the GU grades and EM grades varies and the vertical distance from the EM grades to the TC grades varies. Review and revise the spot elevations so that these vertical distances are consistent from spot to spot as well as consistent with the specified curb detail for the intersection.

5. In the grading detail for the pathway on sheet 35 at the midblock pedestrian crossing of Jennifer Drive, please clearly call out the ramps and level landings at this crossing.

Permits and Other Agency Approvals

1. A Part 303 Wetland Permit and Part 31 Water Resources Protection Permit from the Michigan Department of Environment, Great Lakes, and Energy (EGLE) for disturbance of regulated wetland areas has been approved (Permit No. WRP036295 V.1), which was issued on March 16, 2023, and expires on March 16, 2028.
2. A Part 399 Permit for Water Supply Systems construction has been approved (Permit No. ACT-229388), which was issued by EGLE on February 6, 2023. As construction of the permitted water system commenced with Phase 1 of the development before the permit expiration date (2/6/2025) this permit will not expire.
3. A Part 41 Permit for Construction of Wastewater Systems has been approved (Permit No. P41003992 v.1), which was issued by EGLE on October 14, 2022. As construction of the permitted sanitary sewer system commenced with Phase 1 of the development before the permit expiration date (10/14/2024) this permit will not expire.
4. The Final Site Plan for Phase 4 have been reviewed by the Washtenaw County Water Resources Commission (WCWRC) and in their review letter of December 10, 2025 they note that the plans are technically correct and do not require revisions.
5. A Soil Erosion and Sedimentation Control (SESC) permit has been approved by WCWRC for Phases 3 and 4 as the mass grading of Phase 4 was included in the Phase 3 FSP approval.

If you have any questions regarding our review, please do not hesitate to contact me at (734) 466-4585, or George Tsakoff at (734) 466-4439.

Sincerely,
OHM Advisors

Cresson Slotten, P.E. Digitally signed by Cresson Slotten, P.E. DN: C=US, E=cresson.slotten@ohm-advisors.com, O=OHM Advisors, CN="Cresson Slotten, P.E." Date: 2025.12.11 11:43:19-05'00'

Cresson Slotten, PE
Senior Project Manager

cc: Angela Robinson, Township Clerk (via email)
Bill Balmes, CBO, Building Department (via email)
Michelle Marin, CWA (via email)
Ben Carlisle, CWA, Twp Planner (via email)
George Tsakoff, OHM
Claire Martin, OHM
Mariah Cummings, OHM
Matthew Bush, Atwell (via email)

P:\0126_0165\SITE_SuperiorTwp\2019\0140191050_Prospect_Pt_West\1052_Final Site Plan_Ph 4\Reviews\Review 2\2025-12-09_Prospect Pointe West FSP_Phase 4_Review 2.docx

GRETCHEN DRISKELL
Water Resources Commissioner
705 N Zeeb Road
Ann Arbor, MI 48103
734-222-6860
Drains@washtenaw.org

Harry Sheehan
Chief Deputy Water Resources Commissioner

Scott Miller P.E.
Deputy Water Resources Commissioner

Theo Eggermont
Public Works Director

December 10, 2025

Mr. Matt Bush, P.E.
Atwell, LLC
311 N. Main Street
Ann Arbor, Michigan 48104

RE: Prospect Pointe West, Phase 4
Superior Township, Michigan
WCWRC Project No. 12927

Dear Mr. Bush:

This office has reviewed the final site plans for the above referenced project to be located in Superior Township. These plans have a job number of 16000819, a date of November 21, 2025, were submitted via e-mail after regular business hours on November 24, 2025, and were received on November 25, 2025. As a result of our review, we would like to offer the following comments:

1. The design plans are technically correct and do not require revisions at this time. Please note any future revisions should be submitted to our office for further review.
2. This site is located within the Prospect Pointe drainage district and will be under the jurisdiction of the Washtenaw County Water Resources Commissioner. The existing Prospect Pointe county drain and drainage district were established under provisions of section 280.433 of the Michigan Drain Code, which provides for a mechanism for the long-term operation and maintenance of the storm drainage facilities. This project is considered a new phase of development within the existing drainage district.
3. An engineer's estimate of probable costs for the construction of the proposed storm drainage facilities within the Prospect Pointe West phase 3 should be submitted to our office for review.
4. After a cost estimate is finalized and approved, a letter of credit or cash in the sum of 50 percent of the construction cost should be provided to serve as a construction security. This will remain in effect until final construction approval of the project by the district. The applicable inspection and contingency fees will also be based on the approved cost estimate. The inspection and contingency fees should be separate from the construction security account. Inspection and contingency fees will be held until final acceptance of the stormwater infrastructure as a county drain.

5. A draft copy of the amended master deed documents and the exhibit B drawings for this phase should be submitted to our office for review prior to recording. These documents must not be recorded until they receive approval from this office.
6. On-site inspection of the storm water management system (including full time inspection of the underground portions) will be required during construction, to be arranged by the owner/developer. Our understanding is that Superior Township will be providing this service through its township engineer. Please contact me to make other arrangements if this is not the case.
7. At the time of plant and seed delivery, a WCWRC landscape reviewer must be present. The quantity and species delivered will be reviewed on site. Contact Catie Wytychak at wytychakc@washtenaw.org or (734) 222-6813 to coordinate.
8. Prior to construction, a pre-construction meeting must be held between the developer, design engineer and WCWRC. This meeting can be held in conjunction with the municipality's pre-construction meeting, if requested.
9. Please see the attached invoice for the current fees and remit these fees upon receipt. As requested, the invoice is being submitted directly to Lombardo Homes.

If you have any questions, please contact our office.

Sincerely,

Theresa M. Marsik, P.E.
Stormwater Engineer
(drainage district\prospect pointe west phase 4 rev1)

cc: Kyler Sheerin, P.E., Atwell, LLC
Jennifer Thomas, Lombardo Homes
Emily Dabish Yahkind, Superior Township Supervisor
Angela Robinson, Superior Township Clerk
Michelle Marin, Superior Township Planning & Zoning Administrator
George Tsakoff, P.E., Superior Township Engineer (OHM)
Cresson Slotten, P.E., Superior Township Engineer (OHM)

PROSPECT POINTE WEST

A SINGLE FAMILY DEVELOPMENT

SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MICHIGAN

FINAL SITE PLAN - PHASE 4

PROJECT CONTACTS

DEVELOPER / APPLICANT
DIVERSE REAL ESTATE LLC
13001 23 MILE ROAD, SUITE 200
SHELBY TWP, MICHIGAN 48315
CONTACT: AUBREY MERHIB
PHONE: (239) 273-8306

CIVIL ENGINEER
ATWELL, LLC
101 N. MAIN STREET
SUITE 130
ANN ARBOR, MICHIGAN 48104
CONTACT: MATT BUSH, P.E.
PHONE: (810) 923-6878

LEGAL DESCRIPTION

DESCRIPTION OF 67.99 ACRE PARCEL OF LAND LOCATED IN THE NORTHEAST 1/4 OF SECTION 33, TOWN 2 SOUTH, RANGE 7 EAST, SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MICHIGAN, INCLUDING A PORTION OF LOT 200 OF AMENDED PLAT OF LOT 1 AND THE VACATED PORTION OF ABIGAIL DRIVE OF "PROSPECT POINTE SUBDIVISION NO. 1" AS RECORDED IN LIBER 36 OF PLATS, PAGE 64, WASHTENAW COUNTY RECORDS, ALSO INCLUDING A PORTION OF LOT 201 OF AMENDED PLAT OF LOT 199 AND THE VACATED PORTION OF FRANCES WAY OF "PROSPECT POINTE SUBDIVISION NO. 2" AS RECORDED IN LIBER 36 OF PLATS, PAGE 65, WASHTENAW COUNTY RECORDS, BEING MORE PARTICULARLY DESCRIBED AS: (AS SURVEYED BY ATWELL)

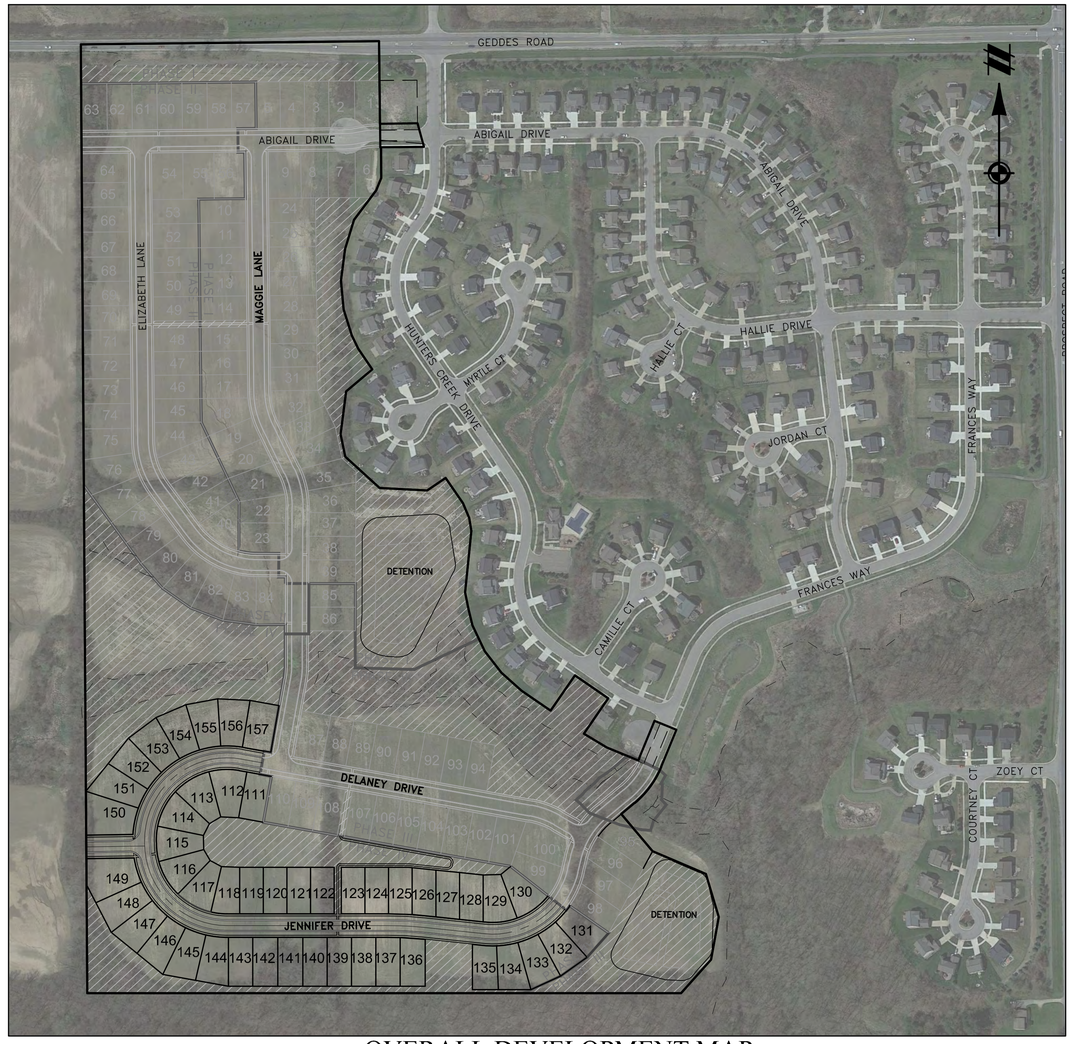
COMMENCING AT THE EAST 1/4 CORNER OF SECTION 33, TOWN 2 SOUTH, RANGE 7 EAST, SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MICHIGAN; THENCE S87°25'50"W (RECORDED AS S87°41'00"W) 1079.06 FEET ALONG THE EAST-WEST 1/4 LINE OF SAID SECTION 33 FOR A **PLACE OF BEGINNING**; THENCE CONTINUING S87°25'50"W (RECORDED AS S87°41'00"W) 1658.89 FEET ALONG THE EAST-WEST 1/4 LINE OF SAID SECTION 33 TO THE CENTER POST OF SAID SECTION 33; THENCE N02°57'34"W (RECORDED AS N02°42'24"W) 2652.37 FEET ALONG THE NORTH-SOUTH 1/4 LINE OF SAID SECTION 33 TO THE NORTH 1/4 CORNER OF SAID SECTION 33; THENCE N86°48'36"E (RECORDED AS N87°03'46"E) 833.32 FEET ALONG THE NORTH LINE OF SAID SECTION 33 AND THE CENTERLINE OF GEDDES ROAD (VARIABLE WIDTH); THENCE S03°12'30"E (PLATTED AS S02°57'20"E) 230.61 FEET ALONG THE WESTERLY LINE OF PROSPECT POINTE SUBDIVISION NO. 1, AS RECORDED IN LIBER 35 OF PLATS, PAGE 67, WASHTENAW COUNTY RECORDS, ALSO BEING THE WEST LINE OF LOT 200 OF AMENDED PLAT OF LOT 1 AND THE VACATED PORTION OF ABIGAIL DRIVE OF "PROSPECT POINTE SUBDIVISION NO. 1" AS RECORDED IN LIBER 36 OF PLATS, PAGE 64, WASHTENAW COUNTY RECORDS; THENCE N86°47'30"E 105.00 FEET; THENCE S17°39'09"E (PLATTED AS S17°23'58"E) 68.15 FEET ALONG THE WEST LINE OF HUNTERS CREEK DRIVE (100 FEET WIDE) OF SAID PROSPECT POINTE SUBDIVISION NO. 1; THENCE S86°47'30"W (PLATTED AS S87°02'40"W) 120.00 FEET ALONG THE SOUTH LINE OF SAID LOT 200, ALSO BEING THE NORTH LINE OF LOT 86 OF SAID PROSPECT POINTE SUBDIVISION NO. 1; THENCE S03°12'30"E (PLATTED AS S02°57'20"E) 86.00 FEET ALONG THE WEST LINE OF SAID PROSPECT POINTE SUBDIVISION NO. 1; THENCE ALONG THE WESTERLY LINE OF PROSPECT POINTE SUBDIVISION NO. 2, AS RECORDED IN LIBER 35 OF PLATS, PAGE 99, WASHTENAW COUNTY RECORDS, FOR THE FOLLOWING TWENTY NINE (29) COURSES: S20°03'11"W (PLATTED AS S20°18'21"W) 37.01 FEET, S34°16'37"W (PLATTED AS S34°31'47"W) 103.24 FEET, S14°36'50"W (PLATTED AS S14°52'00"W) 85.12 FEET, S04°44'49"W (PLATTED AS S05°59'59"W) 89.33 FEET, S08°01'14"E (PLATTED AS S07°46'04"E) 81.01 FEET, S19°49'12"E (PLATTED AS S19°34'02"E) 76.46 FEET, S28°36'23"E (PLATTED AS S28°21'13"E) 40.86 FEET, S36°50'24"E (PLATTED AS S36°35'14") 69.56 FEET, S47°03'42"W (PLATTED AS S47°18'52"W) 95.59 FEET, S04°56'41"W (PLATTED AS S05°11'51"W) 120.87 FEET, S14°29'11"E (PLATTED AS S14°14'10"E) 63.68 FEET, S50°10'13"E (PLATTED AS S49°55'03"E) 129.94 FEET, S89°37'53"E (PLATTED AS S89°22'43"E) 133.38 FEET, N53°09'36"E (PLATTED AS N53°24'46"E) 62.06 FEET, S36°50'24"E (PLATTED AS S36°35'14"E) 85.67 FEET, S25°39'53"E (PLATTED AS S25°24'43"E) 44.78 FEET, S12°08'48"E (PLATTED AS S11°53'38"E) 36.45 FEET, S03°10'48"W (PLATTED AS S03°25'58"W) 173.12 FEET, S13°51'38"E (PLATTED AS S13°36'28"E) 37.88 FEET, S14°58'30"E (PLATTED AS S14°43'20"E) 14.00 FEET, S16°17'53"E (PLATTED AS S16°41'17"E) 42.30 FEET, S27°56'27"E (PLATTED AS S27°41'17"E) 80.08 FEET, S40°21'48"E (PLATTED AS S40°06'38"E) 75.94 FEET, S50°50'05"E (PLATTED AS S50°34'55"E) 75.85 FEET, S57°55'06"E (PLATTED AS S57°39'56"E) 98.34 FEET, N32°04'54"E (PLATTED AS N32°20'04"E) 120.00 FEET, S57°55'06"E (PLATTED AS S57°39'56"E) 112.81 FEET, S32°04'54"W (PLATTED AS S32°20'04"W) 120.00 FEET, S61°33'56"E (PLATTED AS S61°18'46"E) 74.87 FEET; THENCE S70°08'30"E (PLATTED AS N69°53'20"W) 94.83 FEET ALONG THE SOUTH LINE OF LOT 201 OF AMENDED PLAT OF LOT 199 AND THE VACATED PORTION OF FRANCES WAY OF "PROSPECT POINTE SUBDIVISION NO. 2" AS RECORDED IN LIBER 36 OF PLATS, PAGE 65, WASHTENAW COUNTY RECORDS; THENCE 8.22 FEET ALONG THE ARC OF A 197.00 FOOT RADIUS CIRCULAR CURVE TO THE LEFT, CHORD BEARING N21°03'12"E 8.22 FEET; THENCE N19°51'30"E 111.78 FEET; THENCE S70°08'30"E (PLATTED AS S69°53'20"E) 66.00 FEET ALONG THE SOUTH LINE OF HUNTERS CREEK DRIVE (66 FEET WIDE) OF SAID PROSPECT POINTE SUBDIVISION NO. 2; THENCE THE FOLLOWING TWO (2) COURSES ALONG THE EAST LINE OF SAID LOT 201, ALSO BEING THE WEST LINE OF SAID PROSPECT POINTE SUBDIVISION NO. 1: S19°51'30"W (PLATTED AS S20°06'40"W) 111.78 FEET AND 8.22 FEET ALONG THE ARC OF A 263.00 FOOT RADIUS CIRCULAR CURVE TO THE RIGHT, CHORD BEARING S20°45'13"W (PLATTED AS S21°00'23"W) 8.22 FEET; THENCE ALONG THE WESTERLY LINE OF SAID PROSPECT POINTE SUBDIVISION NO. 1 FOR THE FOLLOWING SEVEN (7) COURSES: 118.83 FEET ALONG THE ARC OF A 263.00 FOOT RADIUS NON TANGENTIAL CIRCULAR CURVE TO THE RIGHT, CHORD BEARING S34°35'35"W 117.82 FEET, S47°32'14"W (PLATTED AS S47°47'24"W) 48.01 FEET, S42°27'46"E 135.80 FEET (RECORDED AS S42°12'36"E 135.08 FEET AND PLATTED AS S42°12'36"E 135.80 FEET), S69°28'35"E (PLATTED AS S69°13'25"E) 162.02 FEET, S19°15'30"E (PLATTED AS S19°00'20"E) 125.77 FEET, S07°37'05"W (PLATTED AS S07°52'15") 120.86 FEET AND S39°20'09"W (PLATTED AS S39°35'19"W) 126.12 FEET TO THE PLACE OF BEGINNING, CONTAINING 67.99 ACRES OF LAND, MORE OR LESS, BEING SUBJECT TO THE RIGHTS OF THE PUBLIC OVER THE NORTHERLY 33 FEET THEREOF AS OCCUPIED BY SAID GEDDES ROAD AND SUBJECT TO EASEMENTS, CONDITIONS, RESTRICTIONS AND EXCEPTIONS OF RECORD, IF ANY.

PROJECT NARRATIVE

PROSPECT POINTE WEST IS LOCATED AT THE SOUTHWEST CORNER OF GEDDES ROAD AND PROSPECT ROAD, WEST OF HUNTERS CREEK DRIVE IN SUPERIOR TOWNSHIP. THIS PARCEL WAS ORIGINALLY PART OF THE PROSPECT POINTE DEVELOPMENT, A PLATTED SUBDIVISION, WHICH WAS PERMITTED THROUGH SUPERIOR TOWNSHIP APPROXIMATELY 10 YEARS AGO. PROSPECT POINTE WEST IS 67.99 ACRES AND IS ZONED R4, SINGLE FAMILY RESIDENTIAL DISTRICT, URBAN.

THE APPLICANT IS PROPOSING TO DEVELOP THE PROJECT AS A 157 - UNIT SITE CONDOMINIUM. THE PROPOSED LOT DIMENSIONS ARE 66' X 130' WITH A MINIMUM LOT SIZE OF 8,580 SF. THE HOMES WILL RANGE IN SIZE FROM 2,000 TO 3,200 SF WITH SALES PRICES STARTING IN THE $400,000S. THE DEVELOPMENT WILL BE CONSTRUCTED IN 4 PHASES. THIS PLAN IS FOR PHASE 4 OF THE DEVELOPMENT.

PROSPECT POINTE IS PROPOSED TO CONTAIN PRIVATE ROADS WITH SIDEWALKS ON BOTH SIDES, WHICH HAVE ALREADY RECEIVED APPROVAL FROM THE COUNTY ROAD COMMISSION BASED ON THE PREVIOUSLY APPROVED PLANS FOR THE PROJECT. THE DEVELOPMENT WILL BE SERVICED BY PUBLIC SANITARY SEWER WHICH WILL BE DESIGNED AS AN EXTENSION OFF OF THE EXISTING PROSPECT POINTE DEVELOPMENT. PUBLIC WATER WILL ALSO BE EXTENDED FROM THE EXISTING SUBDIVISION.



OVERALL DEVELOPMENT MAP

SCALE: 1" = 200'

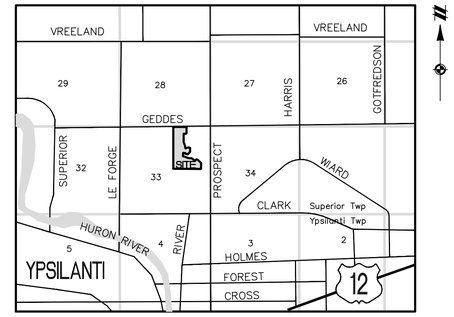
PHASING SCHEDULE

	# UNITS	START	COMPLETION
PHASE I	39	OCTOBER 2023	JULY 2024
PHASE II	45	JUNE 2024	APRIL 2025
PHASE III	26	OCTOBER 2025	APRIL 2026
PHASE IV	47	MAY 2026	APRIL 2027

NOTES:
1. ACTUAL START OF PHASES IV IS SUBJECT TO ECONOMIC AND OTHER FACTORS

PERMITS AND APPROVALS

Agency	Status/Date Approved	Application/Permit Number
Superior Township Preliminary Site Plan	8/26/2020	
Superior Township Engineering Plan	6/1/2023	
WCWRC SESC PHASE 1/2	4/13/2023	SESC2023-0054
WCWRC SESC PHASE 3/4	7/9/2025	SESC2024-0583
EGLE Wetlands Permit	3/16/2023	WRP036295
Washtenaw County Road Commission	11/21/2022	2022-000681
WCWRC - Stormwater	7/8/2022	1524
EGLE Water Supply (PA 399)	2/26/2023	ACT-229388
EGLE Waste Water Collection (Part 41)	10/14/2022	P41003992
NPDES Construction Stormwater Discharge PH 1/2	5/16/2023	MIR117620
NPDES Construction Stormwater Discharge PH 3/4	7/9/2025	MIR118728



VICINITY MAP
NOT TO SCALE

SHEET INDEX

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14	LAYOUT PLAN	41	TYPICAL BUILDING DETAILS
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18	OVERALL UTILITIES PLAN	45	SUPERIOR TOWNSHI SANITARY DETAIL SHEET 1
19	UTILITIES PLAN	46	SUPERIOR TOWNSHIP SANITARY DETAIL SHEET 2
20	UTILITIES PLAN	47	SUPERIOR TOWNSHIP STORM DETAIL 1
21	JENNIFER DRIVE PLAN & PROFILE 1	48	SUPERIOR TOWNSHIP STORM DETAIL SHEET 2
22	JENNIFER DRIVE PLAN & PROFILE 2	49	SUPERIOR TOWNSHIP WATER DETAIL SHEET 1
23	SANITARY PLAN & PROFILE 1	50	SUPERIOR TOWNSHIP WATER DETAIL SHEET 2
24	SANITARY PLAN & PROFILE 2	L-1	LANDSCAPE PLAN
25	STORM PLAN & PROFILES	L-2	LANDSCAPE DETAILS
26	STORM PLAN & PROFILES		
27	STORM PLAN & PROFILES		

SITE DATA

GROSS AREA:	67.99 ACRES
GEDDES ROAD ROW:	1.15 ACRES
NET AREA:	66.84 ACRES
EXISTING ZONING:	R4 - SINGLE FAMILY RESIDENTIAL
PROPOSED ZONING:	R4 - SINGLE FAMILY RESIDENTIAL
PROPOSED USE:	SINGLE FAMILY RESIDENTIAL SITE CONDOMINIUM
NUMBER OF PROPOSED LOTS TOTAL:	157
PROPOSED DENSITY (GROSS):	2.31
PROPOSED DENSITY (NET):	2.35
NUMBER OF PROPOSED LOTS PHASE 4:	47
LOT AREA PER DWELLING UNIT:	66' X 130' = 8580 SF (TYPICAL)
MINIMUM LOT WIDTH:	66'
LOT SETBACKS:	
FRONT-	25'
SIDE-	6' MIN. (16' TOTAL)
REAR-	35'
PROPOSED LOT COVERAGE:	MAX 25%
PROPOSED GENERAL COMMON ELEMENT (G.C.E.):	21.77 ACRES
WETLAND IMPACTS:	
REGULATED	0.50 ACRES
NON-REGULATED	0.06 ACRES

*FIRE DEPARTMENT NOTE: ROADWAYS AND BRIDGES TO BE CAPABLE OF SUPPORTING THE IMPOSED LOAD OF FIRE APPARATUS WEIGHTING 80,000 POUNDS

STATE OF MICHIGAN
KYLER SHEERIN
No. 68966
LICENSED PROFESSIONAL ENGINEER

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SECTION 33
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

COVER SHEET

DATE
JULY 18, 2025

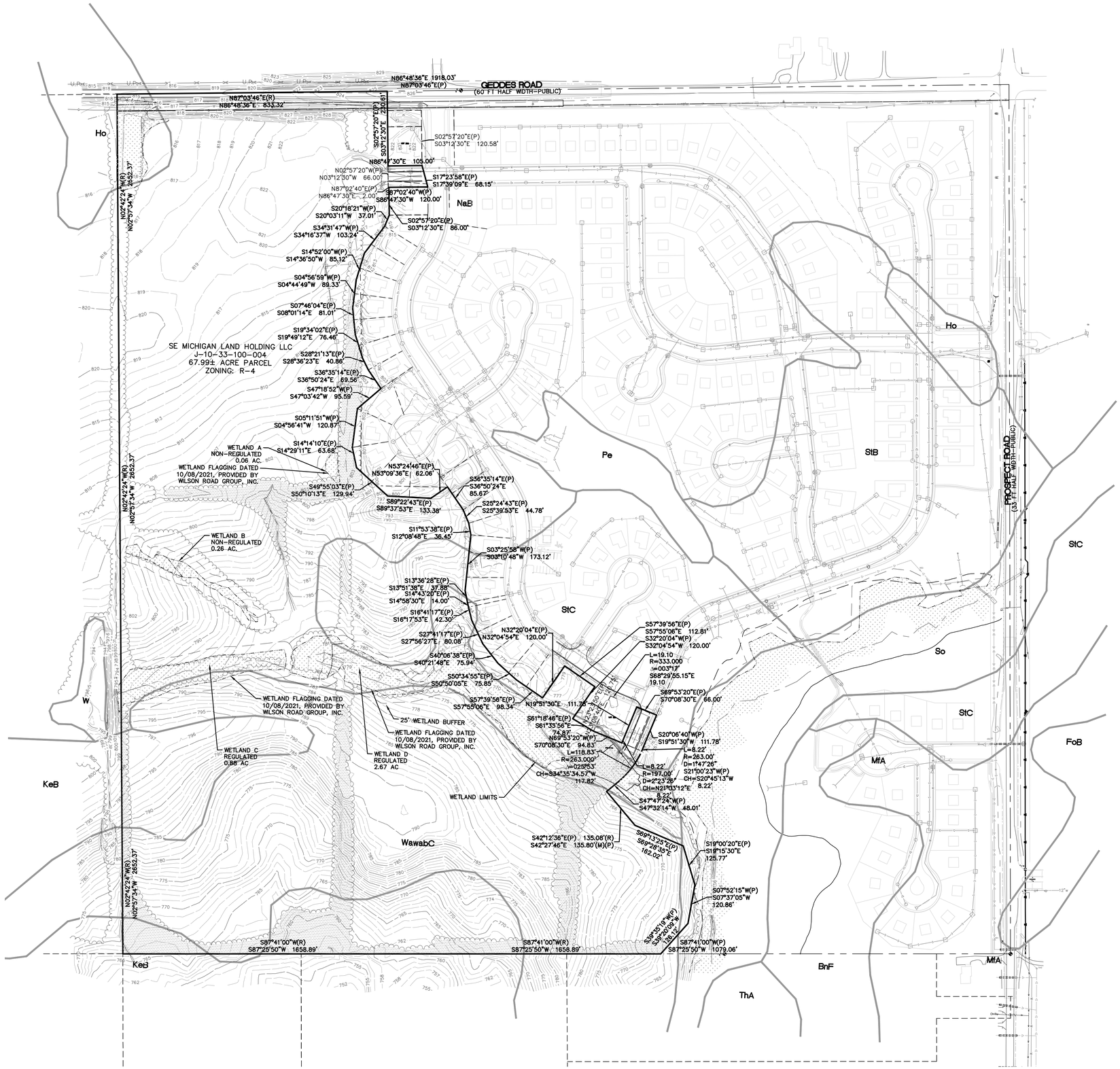
2025-11-21 PER TWP.

REVISIONS

0 100 200
SCALE: 1" = 200 FEET

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	01

\\ATWN-DFS\PROJECT DATA\WORKPROJECTS\16000819\CAD\CAD FILES\SITE - FINAL PHASE 4\16000819 SP4 SITE - FINAL PHASE 4.DWG 11/24/2025 3:11 PM MATTHEW MYERS



LEGEND

- BOUNDARY LINE
- EXISTING EASEMENT
- SECTION LINE
- BOUNDARY/PROPERTY LINE
- 890 EXISTING CONTOUR
- EXISTING TREE LINE
- EXISTING CURB AND GUTTER
- EXISTING FENCE
- EXISTING BUILDING
- EXISTING STRUCTURE
- EXISTING WALL
- EXISTING WATER MAIN
- EXISTING SANITARY
- EXISTING GAS
- EXISTING STORM
- EXISTING OVERHEAD ELECTRICAL LINE
- EXISTING OVERHEAD TELEPHONE LINE
- EXIST. CULVERT
- EXIST. CATCH BASIN/INLET
- EXIST. HYDRANT
- EXIST. VALVE
- EXIST. SANITARY SEWER
- EXIST. UNSPECIFIED UTILITY
- EXISTING WETLAND
- EXISTING WETLAND BUFFER
- EXISTING SOILS LIMIT
- FoB EXISTING SOILS TYPE
- EXISTING TEST PIT
- HEDGEROW TO BE REMOVED

BENCHMARKS

BM#1 ARROW ON HYDRANT SW CORNER OF LOT 1, NORTH SIDE OF ABIGAIL DR 150' WEST OF HUNTERS CREEK DR

ELEV=822.79 NAVD88

BM#2 ARROW ON HYDRANT SE CORNER OF LEAH LANE AND HUNTERS CREEK DRIVE

ELEV=798.38 NAVD88

BM#3 ARROW ON HYDRANT SW CORNER OF FRANCES WAY AND HUNTERS CREEK DRIVE

ELEV=771.22 NAVD88

TEST PIT LOCATIONS

TEST PIT ID	NORTHING (SPC MI S)	EASTING (SPC MI S)	ELEVATION (NAVD 88)
TP-1	283170.7	13327402.1	816.7
TP-2	283047.3	13327940.1	818.1
TP-3	282510.8	13327990.3	805.4
TP-4	282477.0	13327411.2	815.0
TP-5	281831.7	13327622.6	790.9
TP-6	281734.0	13328261.8	778.6
TP-7	281485.7	13328494.5	775.2
TP-8	281332.6	13328707.7	772.7
TP-9	280930.7	13329088.4	765.0
TP-10	280854.1	13328352.8	762.1
TP-11	280855.9	13328103.7	759.7
TP-12	280823.7	13327639.4	765.8

SOIL INFORMATION

BNC	BOYER LOAMY SAND, 6 TO 12 PERCENT SLOPES
BNF	BOYER LOAMY SAND, 25 TO 50 PERCENT SLOPES
FOB	FOX SANDY LOAM, TILL PLAIN, 2 TO 6 PERCENT SLOPES
HO	HOYTVILLE SILTY CLAY LOAM
KEB	KENDALLVILLE LOAM, 2 TO 6 PERCENT SLOPES
MDA	MATHERTON SANDY LOAM, 0 TO 4 PERCENT SLOPES
MFA	METAMORA SANDY LOAM, 0 TO 4 PERCENT SLOPES
NAB	NAPPANEE SILTY CLAY LOAM, 2 TO 6 PERCENT SLOPES
OSB	OSHTEMO LOAMY SAND, 0 TO 6 PERCENT SLOPES
PE	PEWAMO CLAY LOAM, 0 TO 2 PERCENT SLOPES
SB	SEBEWA LOAM, DISINTEGRATION MORAINE, 0 TO 2 PERCENT SLOPES
SO	SLOAN SILT LOAM, WET
SPB	SPINKS LOAMY SAND, 0 TO 6 PERCENT SLOPES
STB	ST. CLAIR CLAY LOAM, 2 TO 6 PERCENT SLOPES
STC	ST. CLAIR CLAY LOAM, 6 TO 12 PERCENT SLOPES
THA	THETFORD LOAMY SAND, 0 TO 4 PERCENT SLOPES
W	WATER
WAWABC	WAWASEE LOAM, 6 TO 12 PERCENT SLOPES

SCHEDULE B II – EXCEPTIONS (PER TITLE COMMITMENT ISSUED BY FIRST AMERICAN TITLE INSURANCE, FILE NO.: 755321, COMMITMENT DATE SEPTEMBER 07, 2016)

6. TERMS AND CONDITIONS CONTAINED IN AGREEMENT TO ESTABLISH THE PROSPECT POINTE DRAIN DRAINAGE DISTRICT AS DISCLOSED BY INSTRUMENT RECORDED IN LIBER 4366, PAGE 973. **(COVERS SUBJECT PARCEL AND ADDITIONAL LANDS, BLANKET IN NATURE.)**

7. TERMS AND CONDITIONS CONTAINED IN SUPERIOR CHARTER TOWNSHIP DEVELOPMENT AGREEMENT AS DISCLOSED BY INSTRUMENT RECORDED IN LIBER 4320, PAGE 260; FIRST AMENDMENT TO SUPERIOR CHARTER TOWNSHIP DEVELOPMENT AGREEMENT RECORDED IN LIBER 5023, PAGE 805; ASSIGNMENT OF DEVELOPER RIGHTS RECORDED IN LIBER 5061, PAGE 898. **(L.4320, P.260 COVERS SUBJECT PARCEL AND ADDITIONAL LANDS, BLANKET IN NATURE. L.5023, P.805 COVERS PROSPECT POINTE SUBDIVISION NO. 1 AND PROSPECT POINTE SUBDIVISION NO. 2. L.5061, P.898 COVERS SUBJECT PARCEL AND ADDITIONAL LANDS, BLANKET IN NATURE.)**

8. TERMS AND CONDITIONS CONTAINED IN PLANNED COMMUNITY AGREEMENT AS DISCLOSED BY INSTRUMENT RECORDED IN LIBER 1549, PAGE 467. **(COVERS SUBJECT PARCEL AND ADDITIONAL LANDS, BLANKET IN NATURE.)**

9. TERMS AND CONDITIONS CONTAINED IN SANITARY SEWER AGREEMENT AS DISCLOSED BY INSTRUMENT RECORDED IN LIBER 1549, PAGE 462. **(COVERS SUBJECT PARCEL AND ADDITIONAL LANDS, BLANKET IN NATURE.)**

10. RIGHT OF WAY IN FAVOR OF THE MICHIGAN BELL TELEPHONE COMPANY AND THE COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED IN INSTRUMENT RECORDED IN LIBER 1330, PAGE 362 AND LIBER 1793, PAGE 509. **(L.1793, P.509 AS SHOWN. L.1330, P.362 LIES APPROX. 500' EAST OF SUBJECT PARCEL.)**

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SECTION 33
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC
PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
OVERALL ORIGINAL CONITIONS

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

0 75 150
SCALE: 1" = 150 FEET

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	02

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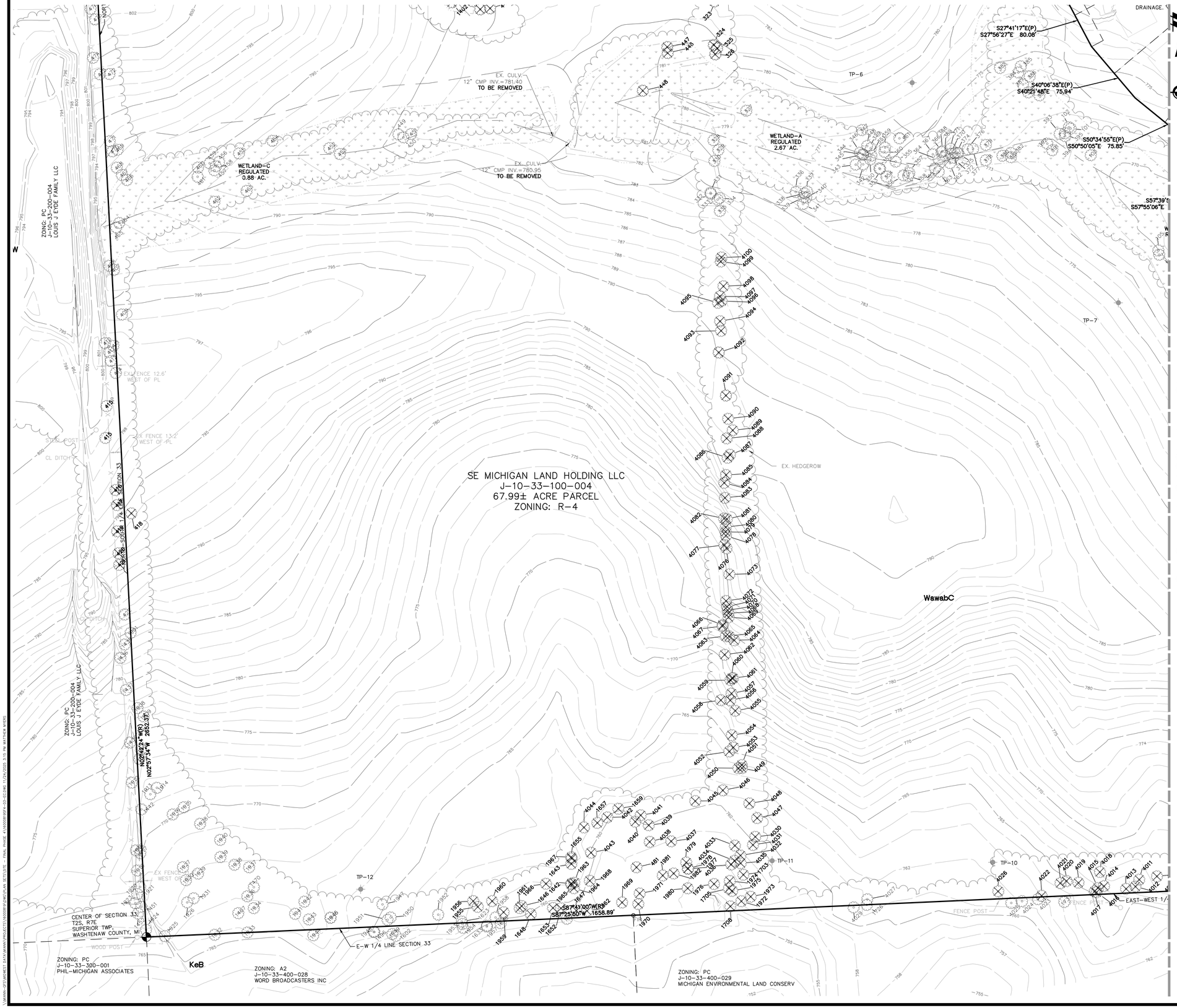

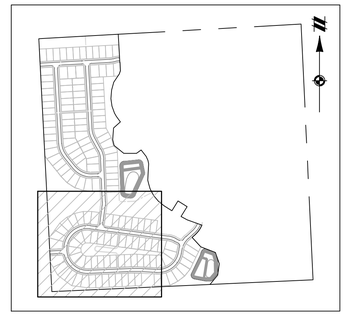

KEYMAP
SCALE: 1" = 750'

LEGEND

- BOUNDARY LINE
- EXISTING EASEMENT
- SECTION LINE
- BOUNDARY/PROPERTY LINE
- 890 EXISTING CONTOUR
- EXISTING TREE LINE
- EXISTING CURB AND GUTTER
- EXISTING FENCE
- EXISTING BUILDING
- EXISTING STRUCTURE
- EXISTING WALL
- W EXISTING WATER MAIN
- EXISTING SANITARY
- G EXISTING GAS
- C EXISTING STORM
- OHE EXISTING OVERHEAD ELECTRICAL LINE
- OHT EXISTING OVERHEAD TELEPHONE LINE
- EXIST. CULVERT
- EXIST. CATCH BASIN/INLET
- EXIST. HYDRANT
- EXIST. VALVE
- EXIST. SANITARY SEWER
- EXIST. UNSPECIFIED UTILITY
- EXISTING WATER EDGE
- EXISTING WETLAND
- EXISTING WETLAND BUFFER
- EXISTING TREES
- EXISTING TREES TO BE REMOVED

BENCHMARKS

BM#1 ARROW ON HYDRANT
SW CORNER OF LOT 1, NORTH SIDE OF ABIGAIL DR 150' WEST OF HUNTERS CREEK DR
ELEV=822.79 NAVD88

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SE CORNER OF LEAH LANE AND HUNTERS CREEK DRIVE
ELEV=798.38 NAVD88

BM#3 ARROW ON HYDRANT
SW CORNER OF FRANCES WAY AND HUNTERS CREEK DRIVE
ELEV=771.22 NAVD88

NOTES

1) BEARINGS ARE BASED ON NAD83 MICHIGAN STATE PLANE COORDINATE SYSTEM,SOUTH ZONE, INTERNATIONAL FEET, GROUND DISTANCES. VERTICAL DATUM: NAVD88.

2) WATER MAIN, STORM SEWER, AND SANITARY SEWER UTILITY STRUCTURES HAVE BEEN FIELD LOCATED WHERE VISIBLE. UTILITY AND AS-BUILT MAPS HAVE BEEN REQUESTED AND SOME MAPS HAVE BEEN RECEIVED AT DATE OF THIS SURVEY. FRANCHISE UTILITY MAPS HAVE BEEN REQUESTED FROM THE APPROPRIATE FRANCHISE COMPANY, BUT NOT ALL MAPS HAVE BEEN RECEIVED AT DATE OF SURVEY. FRANCHISE UTILITY STRUCTURES HAVE BEEN FIELD LOCATED WHERE VISIBLE.

3) THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED.

4) SUBJECT PROPERTY AS SHOWN AND NOTED ON SURVEY DESCRIBES THE SAME PROPERTY AS SCHEDULE C PROPERTY DESCRIPTION (PER TITLE COMMITMENT ISSUED BY FIRST AMERICAN TITLE INSURANCE,
FILE NO.: 755321, COMMITMENT DATE SEPTEMBER 07, 2016)

5) SUBJECT PROPERTY IS NOT LOCATED WITHIN A FLOODPLAIN PER FIRM MAP NUMBER 26161C0288E DATED APRIL 3, 2012.

6) PROSPECT POINTE SUBDIVISION NO. 1 PLAT WAS AMENDED TO REMOVE ABIGAIL DRIVE STUB AS PUBLIC RIGHT-OF-WAY AS RECORDED IN LIBER 35, PAGES 67-68 AS OF 12/12/22 AND PROSPECT POINT SUBDIVISION NO. 2 PLAT WAS AMENDED TO REMOVE THE FRANCES WAY STUB AS A PUBLIC RIGHT OF WAY AS RECORDED IN LIBER 5426, PAGE 892, AS OF 11/5/22, AS REQUIRED BY THE WASHTENAW COUNTY ROAD COMMISSION.

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SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

ORIGINAL CONDITIONS
& DEMOLITION PLAN

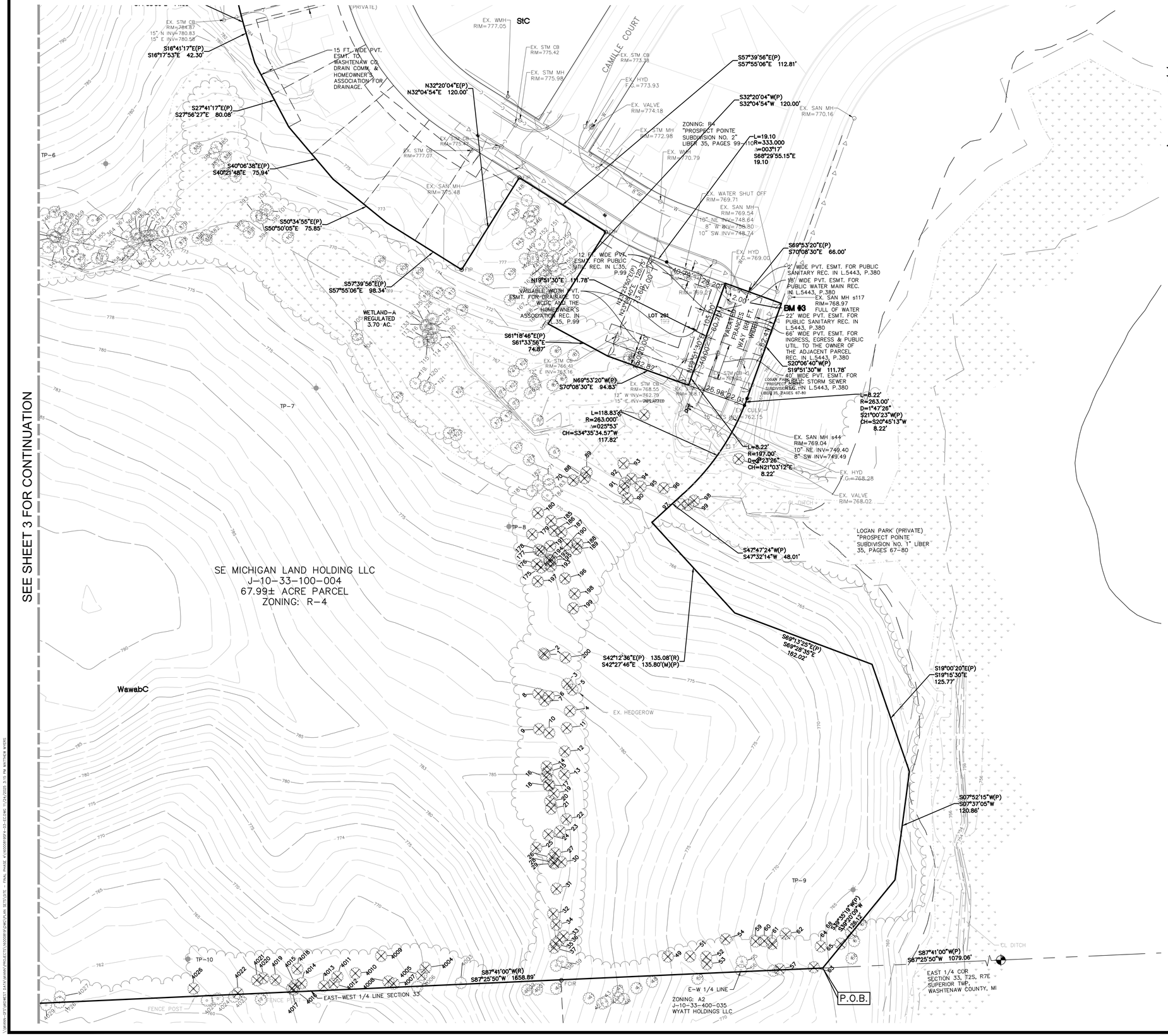
DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

0 25 50
SCALE: 1" = 50 FEET

DR. SK	CH. SS
P.M. MB	
BOOK --	
JOB 16000819	
SHEET NO. 03	


SEE SHEET 3 FOR CONTINUATION
EX. WMH RIM=777.05
StC
EX. STM CB RIM=775.42
EX. STM MH RIM=775.98
CAMILLE COURT
EX. STM CB RIM=773.38
EX. HYD F.G.=773.93
EX. VALVE RIM=774.18
EX. STM MH RIM=772.98
EX. WMH RIM=770.79
EX. SAN MH RIM=770.16
EX. STM CB RIM=775.53
EX. STM CB RIM=777.07
EX. SAN MH RIM=775.48
EX. WATER SHUT OFF RIM=769.71
EX. SAN MH RIM=769.54
10" NE INV=748.64
8" W INV=748.80
10" SW INV=748.74
EX. HYD F.G.=769.00
EX. STM CB RIM=769.21
EX. STM CB RIM=766.61
12" E INV=763.16
EX. STM CB RIM=768.55
12" W INV=762.70
15" E INV=UNLISTED
EX. STM MH RIM=768.82
EX. CULV. INV=762.15
EX. SAN MH s44 RIM=769.04
10" NE INV=749.40
8" SW INV=749.49
EX. HYD F.G.=768.28
EX. VALVE RIM=768.02
EX. SAN MH s117 RIM=768.97
FULL OF WATER
EX. HEDGEROW
EX. FENCE POST
EX. FENCE POST
EX. FENCE POST

TAG #	COMMON NAME	BOTANICAL NAME	DIAMETER (IN.)	CONDITION	LANDMARK	INVASIVE	EXEMPT	REMOVE
1	Pignut Hickory	*Carya glabra*	10	Good				Y
2	Black Cherry	*Prunus serotina*	21	Poor	Y		Y	Y
3	Red Oak	*Quercus rubra*	8.5	Good				Y
4	Black Walnut	*Juglans nigra*	8	Good				Y
5	Red Oak	*Quercus rubra*	12.5	Good				Y
6	Bur Oak	*Quercus macrocarpa*	20	Good	Y			Y
7	Pignut Hickory	*Carya glabra*	9	Fair				Y
8	Red Oak	*Quercus rubra*	13	Good				Y
9	Red Oak	*Quercus rubra*	13	Good				Y
10	Swamp White Oak	*Quercus bicolor*	11.5	Excellent				Y
11	Black Walnut	*Juglans nigra*	12	Excellent				Y
12	Black Walnut	*Juglans nigra*	14	Good				Y
13	Black Walnut	*Juglans nigra*	15	Good				Y
14	Black Cherry	*Prunus serotina*	15	Fair				Y
15	Box-elder	*Acer negundo*	18	Fair		Y	Y	Y
16	Pignut Hickory	*Carya glabra*	9	Good				Y
17	American Elm	*Ulmus americana*	10	Good				Y
18	Pignut Hickory	*Carya glabra*	12	Good				Y
19	Black Cherry	*Prunus serotina*	8	Fair				Y
20	Black Cherry	*Prunus serotina*	18	Good	Y			Y
21	Black Cherry	*Prunus serotina*	21	Good	Y			Y
22	Red Oak	*Quercus rubra*	9	Good				Y
23	Red Oak	*Quercus rubra*	8	Good				Y
24	Black Cherry	*Prunus serotina*	21	Fair	Y			Y
25	Apple/Crabapple	*Malus spp.*	8	Good				Y
26	Black Cherry	*Prunus serotina*	11	Good				Y
27	Black Cherry	*Prunus serotina*	18	Fair	Y			Y
28	Black Cherry	*Prunus serotina*	18	Good	Y			Y
29	Black Cherry	*Prunus serotina*	14	Good				Y
30	Black Walnut	*Juglans nigra*	16	Excellent				Y
31	Black Walnut	*Juglans nigra*	17	Good				Y
32	Black Walnut	*Juglans nigra*	20	Fair	Y			Y
33	Black Walnut	*Juglans nigra*	10	Good				Y
34	Black Walnut	*Juglans nigra*	19	Good	Y			Y
35	Red Oak	*Quercus rubra*	15	Good				Y
36	Red Oak	*Quercus rubra*	9	Good				Y
37	Red Oak	*Quercus rubra*	14	Good				Y
38	Red Oak	*Quercus rubra*	17	Good	Y			
39	Black Walnut	*Juglans nigra*	8.5	Good				Y
40	White Oak	*Quercus alba*	35	Fair	Y			
41	Black Cherry	*Prunus serotina*	8.5	Fair				
42	Black Cherry	*Prunus serotina*	16	Good				
43	Black Cherry	*Prunus serotina*	8	Good				
44	Black Cherry	*Prunus serotina*	8.5	Good				
45	Black Cherry	*Prunus serotina*	14.5	Fair				
46	White Oak	*Quercus alba*	20	Excellent	Y			
47	Black Cherry	*Prunus serotina*	17	Good				
48	American Elm	*Ulmus americana*	14.5	Good				
49	Box-elder	*Acer negundo*	14	Good		Y	Y	Y
50	White Oak	*Quercus alba*	42	Fair	Y			
51	Black Cherry	*Prunus serotina*	12	Good				Y
52	Black Cherry	*Prunus serotina*	11	Fair				Y
53	Black Cherry	*Prunus serotina*	17	Good				Y
54	Box-elder	*Acer negundo*	10.5	Good		Y	Y	Y
55	Black Cherry	*Prunus serotina*	18.5	Good	Y			Y
56	American Elm	*Ulmus americana*	13.5	Fair				
57	Black Cherry	*Prunus serotina*	24	Good		Y		Y
58	Black Cherry	*Prunus serotina*	12	Good				
59	Box-elder	*Acer negundo*	11.5	Fair		Y	Y	Y
60	Box-elder	*Acer negundo*	9.5	Fair		Y	Y	Y
61	American Elm	*Ulmus americana*	10	Good				Y
62	Black Cherry	*Prunus serotina*	11	Good				Y
63	Black Cherry	*Prunus serotina*	9.5	Fair				Y
64	Cottonwood	*Populus deltoides*	11	Good		Y	Y	Y
65	Cottonwood	*Populus deltoides*	19	Good		Y	Y	Y
66	Black Walnut	*Juglans nigra*	14	Good				
67	Bitternut Hickory	*Carya cordiformis*	8.5	Good				
68	American Elm	*Ulmus americana*	10.5	Good				Y
69	Black Cherry	*Prunus serotina*	9	Good				
70	Box-elder	*Acer negundo*	8	Fair		Y	Y	Y
71	Black Cherry	*Prunus serotina*	14	Fair				
72	White Mulberry	*Morus alba*	14	Good				
73	Willow species	*Salix spp.*	20	Good				
74	Cottonwood	*Populus deltoides*	14	Good		Y	Y	
75	Cottonwood	*Populus deltoides*	33	Good	Y	Y	Y	
76	Black Walnut	*Juglans nigra*	18	Good	Y			
77	Swamp White Oak	*Quercus bicolor*	10	Good				
78	Swamp White Oak	*Quercus bicolor*	9.5	Good				
79	Basswood	*Tilia americana*	17.5	Good				
80	Black Walnut	*Juglans nigra*	17	Excellent				
81	Black Walnut	*Juglans nigra*	13.5	Excellent				
82	Swamp White Oak	*Quercus bicolor*	9	Fair				
83	Swamp White Oak	*Quercus bicolor*	9	Good				
84	Black Walnut	*Juglans nigra*	14	Excellent				
85	Box-elder	*Acer negundo*	9	Fair		Y	Y	
86	Black Walnut	*Juglans nigra*	20	Good	Y			
87	Cottonwood	*Populus deltoides*	28	Good	Y	Y	Y	Y
88	Box-elder	*Acer negundo*	13	Fair		Y	Y	Y
89	Cottonwood	*Populus deltoides*	28	Good	Y	Y	Y	Y
90	Black Walnut	*Juglans nigra*	10	Good				Y
91	Box-elder	*Acer negundo*	8.5	Fair		Y	Y	Y
92	White Mulberry	*Morus alba*	12	Good				Y
93	Cottonwood	*Populus deltoides*	35	Good	Y	Y	Y	Y
94	American Elm	*Ulmus americana*	19	Good	Y			Y
95	Box-elder	*Acer negundo*	11	Good		Y	Y	Y
96	Black Walnut	*Juglans nigra*	9	Good				Y
97	Black Cherry	*Prunus serotina*	12.5	Good				Y
98	Box-elder	*Acer negundo*	13	Fair		Y	Y	Y
99	Box-elder	*Acer negundo*	16	Fair		Y	Y	Y
100	Pignut Hickory	*Carya glabra*	14.5	Excellent				Y
101	Willow species	*Salix spp.*	14	Good				
102	Willow species	*Salix spp.*	9.5	Good				
103	Willow species	*Salix spp.*	17.5	Good				
104	Box-elder	*Acer negundo*	8	Fair		Y	Y	
105	Box-elder	*Acer negundo*	9	Fair		Y	Y	
106	Willow species	*Salix spp.*	20	Good				
107	Willow species	*Salix spp.*	12	Fair				
108	Box-elder	*Acer negundo*	8.5	Fair		Y	Y	
109	Red-Cedar	*Juniperus virginiana*	6.5	Good		Y	Y	
110	Box-elder	*Acer negundo*	9.5	Good		Y	Y	
111	Box-elder	*Acer negundo*	9.5	Good		Y	Y	
112	Apple/Crabapple	*Malus spp.*	9	Good				
113	Willow species	*Salix spp.*	17.5	Good				
114	Willow species	*Salix spp.*	13	Good				
115	Willow species	*Salix spp.*	11	Good				
116	Willow species	*Salix spp.*	12	Good				
117	Willow species	*Salix spp.*	17	Good				
118	Red Maple	*Acer rubrum*	8	Good				
119	Box-elder	*Acer negundo*	8	Good		Y	Y	
120	American Elm	*Ulmus americana*	17.5	Good				
121	Cottonwood	*Populus deltoides*	14	Good		Y	Y	
122	Black Walnut	*Juglans nigra*	9.5	Good				
123	Black Cherry	*Prunus serotina*	8	Good				
124	White Oak	*Quercus alba*	11	Good				
125	Cottonwood	*Populus deltoides*	26	Good	Y	Y	Y	
126	Swamp White Oak	*Quercus bicolor*	9	Good				
127	Cottonwood	*Populus deltoides*	40	Good	Y	Y	Y	
128	American Elm	*Ulmus americana*	8.5	Good				
129	Willow species	*Salix spp.*	9.5	Good				
130	Willow species	*Salix spp.*	9	Good				

TAG #	COMMON NAME	BOTANICAL NAME	DIAMETER (IN.)	CONDITION	LANDMARK	INVASIVE	EXEMPT	REMOVE
131	Willow species	*Salix spp.*	10	Good				
132	Willow species	*Salix spp.*	11.5	Good				
133	Willow species	*Salix spp.*	16.5	Good				
134	Willow species	*Salix spp.*	9	Good				
135	Willow species	*Salix spp.*	9	Good				
136	Box-elder	*Acer negundo*	10	Good		Y	Y	
137	American Elm	*Ulmus americana*	8	Poor			Y	
138	Black Cherry	*Prunus serotina*	10	Good				
139	Bitternut Hickory	*Carya cordiformis*	10.5	Good				
140	Bitternut Hickory	*Carya cordiformis*	14	Good				
141	Swamp White Oak	*Quercus bicolor*	9	Good				
142	Swamp White Oak	*Quercus bicolor*	12	Good				
143	White Mulberry	*Morus alba*	15	Fair				
144	Black Cherry	*Prunus serotina*	37	Fair	Y			
145	Apple/Crabapple	*Malus spp.*	12	Good				
146	Apple/Crabapple	*Malus spp.*	8	Good				
147	Basswood	*Tilia americana*	9.5	Good				
148	Bitternut Hickory	*Carya cordiformis*	8	Good				
149	Basswood	*Tilia americana*	16	Good				
150	Bitternut Hickory	*Carya cordiformis*	18	Excellent	Y			
151	American Elm	*Ulmus americana*	14	Excellent				
152	Basswood	*Tilia americana*	12	Good				
153	Black Walnut	*Juglans nigra*	13	Good				
154	Black Walnut	*Juglans nigra*	10.5	Good				
155	Black Walnut	*Juglans nigra*	17	Good				
156	Black Cherry	*Prunus serotina*	8	Good				
157	Bitternut Hickory	*Carya cordiformis*	8	Good				
158	Black Walnut	*Juglans nigra*	9	Good				
159	Bitternut Hickory	*Carya cordiformis*	11	Good				
160	Bitternut Hickory	*Carya cordiformis*	13	Excellent				
161	Bitternut Hickory	*Carya cordiformis*	8	Excellent				
162	American Elm	*Ulmus americana*	20	Good	Y			
163	Black Walnut	*Juglans nigra*	10	Fair				
164	Black Walnut	*Juglans nigra*	8	Good				
165	Black Walnut	*Juglans nigra*	8	Good				
166	Black Walnut	*Juglans nigra*	10	Good				
167	Swamp White Oak	*Quercus bicolor*	9	Good				
168	Black Walnut	*Juglans nigra*	15	Good				
169	Black Walnut	*Juglans nigra*	10.5	Fair				
170	Black Walnut	*Juglans nigra*	14	Excellent				
171	Box-elder	*Acer negundo*	9	Fair		Y	Y	
172	American Elm	*Ulmus americana*	8.5	Good				
173	Box-elder	*Acer negundo*	9	Good		Y	Y	
174	Black Oak	*Quercus velutina*	15	Good				
175	Black Cherry	*Prunus serotina*	10	Fair				Y
176	Box-elder	*Acer negundo*	10.5	Fair		Y	Y	Y
177	Black Cherry	*Prunus serotina*	9	Good				Y
178	Black Cherry	*Prunus serotina*	13.5	Good				Y
179	Black Cherry	*Prunus serotina*	11.5	Good				Y
180	Black Cherry	*Prunus serotina*	12	Good				Y
181	Swamp White Oak	*Quercus bicolor*	15	Good				
182	Swamp White Oak	*Quercus bicolor*	8	Good				
183	Black Cherry	*Prunus serotina*	9	Good				
184	Swamp White Oak	*Quercus bicolor*	13	Excellent				
185	Black Cherry	*Prunus serotina*	15	Fair				Y
186	Black Walnut	*Juglans nigra*	17	Good				Y
187	Black Walnut	*Juglans nigra*	21	Good	Y			Y
188	Box-elder	*Acer negundo*	15	Good		Y	Y	Y
189	Box-elder	*Acer negundo*	9	Good		Y	Y	Y
190	Box-elder	*Acer negundo*	9	Poor		Y	Y	Y
191	Black Cherry	*Prunus serotina*	11	Good				Y
192	Black Cherry	*Prunus serotina*	11	Good				Y
193	Black Cherry	*Prunus serotina*	11	Good				Y
194	Swamp White Oak	*Quercus bicolor*	8	Good				Y
195	Swamp White Oak	*Quercus bicolor*	9	Fair				Y
196	Swamp White Oak	*Quercus bicolor*	10	Good				Y
197	Black Cherry	*Prunus serotina*	8	Good				Y
198	Black Cherry	*Prunus serotina*	13	Fair				Y
199	Black Walnut	*Juglans nigra*	12.5	Good				Y
200	Bitternut Hickory	*Carya cordiformis*	8.5	Good				Y
201	Box-elder	*Acer negundo*	13	Poor		Y	Y	Y
202	Box-elder	*Acer negundo*	12.5	Fair		Y	Y	Y
203	Box-elder	*Acer negundo*	8	Fair		Y	Y	Y
204	Box-elder	*Acer negundo*	13	Poor		Y	Y	Y
205	Hawthorn	*Crataegus spp.*	9	Poor			Y	Y
206	Box-elder	*Acer negundo*	8.5	Fair		Y	Y	Y
207	Box-elder	*Acer negundo*	12	Good		Y	Y	Y
208	Box-elder	*Acer negundo*	10.5	Good		Y	Y	Y
209	Box-elder	*Acer negundo*	11.5	Fair		Y	Y	Y
210	Cottonwood	*Populus deltoides*	18	Good		Y	Y	Y
211	Box-elder	*Acer negundo*	8	Good		Y	Y	Y
212	Box-elder	*Acer negundo*	8	Good		Y	Y	Y
213	Box-elder	*Acer negundo*	9	Good		Y	Y	Y
214	Box-elder	*Acer negundo*	11.5	Good		Y	Y	Y
215	Box-elder	*Acer negundo*	9.5	Fair		Y	Y	Y
216	Box-elder	*Acer negundo*	12	Good		Y	Y	Y
217	Box-elder	*Acer negundo*	9	Good		Y	Y	Y
218	Hawthorn	*Crataegus spp.*	8	Fair				Y
219	Box-elder	*Acer negundo*	8.5	Fair		Y	Y	Y
220	Black Cherry	*Prunus serotina*	10.5	Poor			Y	Y
221	Box-elder	*Acer negundo*	8	Good		Y	Y	Y
222	Black Cherry	*Prunus serotina*	8	Good				Y
223	Black Cherry	*Prunus serotina*	8	Good				Y
224	Common Buckthorn	*Rhamnus cathartica*	9.5	Fair		Y	Y	Y
225	Apple/Crabapple	*Malus spp.*	9.5	Fair				Y
226	Apple/Crabapple	*Malus spp.*	8	Good				Y
227	Apple/Crabapple	*Malus spp.*	17	Fair				Y
228	Common Buckthorn	*Rhamnus cathartica*	8	Fair		Y	Y	Y
229	Black Cherry	*Prunus serotina*	8.5	Fair				Y
230	Black Cherry	*Prunus serotina*	13	Fair				Y
231	Black Cherry	*Prunus serotina*	13.5	Poor			Y	Y
232	Black Cherry	*Prunus serotina*	10.5	Fair				Y
233	Black Cherry	*Prunus serotina*	14	Good				Y
234	White Mulberry	*Morus alba*	9.5	Good				Y
235	Black Cherry	*Prunus serotina*	15	Fair				Y
236	Apple/Crabapple	*Malus spp.*	14	Fair				
237	Apple/Crabapple	*Malus spp.*	10.5	Poor			Y	
238	Black Cherry	*Prunus serotina*	16	Poor			Y	
239	Box-elder	*Acer negundo*	17	Poor		Y	Y	Y
240	Black Cherry	*Prunus serotina*	15.5	Fair				Y
241	Black Cherry	*Prunus serotina*	11	Poor			Y	
242	American Elm	*Ulmus americana*	13	Good				Y
243	American Elm	*Ulmus americana*	12	Good				
244	Box-elder	*Acer negundo*	8.5	Good		Y	Y	Y
245	Box-elder	*Acer negundo*	8.5	Good		Y	Y	Y
246	Apple/Crabapple	*Malus spp.*	17	Fair				Y
247	Black Cherry	*Prunus serotina*	8.5	Fair				
248	Willow species	*Salix spp.*	11	Fair				Y
249	Willow species	*Salix spp.*	9	Fair				Y
250	Willow species	*Salix spp.*	13	Good				Y
251	Willow species	*Salix spp.*	13	Good				Y
252	Red Maple	*Acer rubrum*	11	Good				Y
253	Willow species	*Salix spp.*	11	Fair				Y
254	Red Maple	*Acer rubrum*	11.5	Good				Y
255	Cottonwood	*Populus deltoides*	28	Fair	Y	Y	Y	
256	Willow species	*Salix spp.*	21	Fair				Y
257	Apple/Crabapple	*Malus spp.*	8.5	Good				
258	Apple/Crabapple	*Malus spp.*	12.5	Good				
259	Siberian Elm	*Ulmus pumila*	19	Fair				
260	Common Buckthorn	*Rhamnus cathartica*	9	Poor		Y	Y	

TAG #	COMMON NAME	BOTANICAL NAME	DIAMETER (IN.)	CONDITION	LANDMARK	INVASIVE	EXEMPT	REMOVE
261	Siberian Elm	*Ulmus pumila*	17.5	Fair				
262	American Elm	*Ulmus americana*	8	Good				
263	American Elm	*Ulmus americana*	8.5	Fair				
264	American Elm	*Ulmus americana*	8.5	Fair				
265	American Elm	*Ulmus americana*	9.5	Fair				
266	American Elm	*Ulmus americana*	11.5	Fair				
267	Apple/Crabapple	*Malus spp.*	9.5	Fair				
268	American Elm	*Ulmus americana*	8	Fair				Y
269	Box-elder	*Acer negundo*	8.5	Fair		Y	Y	Y
270	Apple/Crabapple	*Malus spp.*	10.5	Good				Y
271	Common Buckthorn	*Rhamnus cathartica*	10.5	Fair		Y	Y	Y
272	American Elm	*Ulmus americana*	13.5	Fair				Y
273	Hawthorn	*Crataegus spp.*	8	Good				Y
274	Apple/Crabapple	*Malus spp.*	10.5	Good				Y
275	Hawthorn	*Crataegus spp.*	10.5	Good				
276	Hawthorn	*Crataegus spp.*	12.5	Fair				
277	Apple/Crabapple	*Malus spp.*	12.5	Fair				
278	Hawthorn	*Crataegus spp.*	10.5	Poor			Y	
279	Black Cherry	*Prunus serotina*	8.5	Fair				
280	Hawthorn	*Crataegus spp.*	8	Good				
281	Hawthorn	*Crataegus spp.*	9	Good				
282	Black Cherry	*Prunus serotina*	10.5	Fair				
283	Black Walnut	*Juglans nigra*	8	Excellent				
284	Box-elder	*Acer negundo*	10.5	Fair		Y	Y	
285	Hawthorn	*Crataegus spp.*	12	Good				
286	Box-elder	*Acer negundo*	11	Fair		Y	Y	
287	Box-elder	*Acer negundo*	12	Fair		Y	Y	
288	Box-elder	*Acer negundo*	8.5	Fair		Y	Y	
289	Apple/Crabapple	*Malus spp.*	12.5	Fair				
290	Hawthorn	*Crataegus spp.*	10	Fair				
291	Hawthorn	*Crataegus spp.*	11	Fair				
292	Hawthorn	*Crataegus spp.*	12.5	Fair				
293	Black Cherry	*Prunus serotina*	9.5	Good				
294	Apple/Crabapple	*Malus spp.*	8	Fair				
295	Apple/Crabapple	*Malus spp.*	10	Fair				
296	Apple/Crabapple	*Malus spp.*	8.5	Good				
297	Apple/Crabapple	*Malus spp.*	8.5	Good				
298	Black Cherry	*Prunus serotina*	8	Fair				
299	Hackberry	*Celtis occidentalis*	14.5	Good				
300	American Elm	*Ulmus americana*	12	Fair				
301	Apple/Crabapple	*Malus spp.*	11.5	Good				
302	Hawthorn	*Crataegus spp.*	8	Poor		Y		
303	Hawthorn	*Crataegus spp.*	10.5	Fair				
304	American Elm	*Ulmus americana*	8	Fair				Y
305	American Elm	*Ulmus americana*	9.5	Fair				Y
306	American Elm	*Ulmus americana*	8.5	Good				
307	Hawthorn	*Crataegus spp.*	10.5	Good				Y
308	American Elm	*Ulmus americana*	9	Good				Y
309	Box-elder	*Acer negundo*	12.5	Fair		Y	Y	Y
310	Common Buckthorn	*Rhamnus cathartica*	9	Fair		Y	Y	Y
311	Apple/Crabapple	*Malus spp.*	8.5	Good				Y
312	American Elm	*Ulmus americana*	9	Good				Y
313	Hawthorn	*Crataegus spp.*	8	Fair				Y
314	Hawthorn	*Crataegus spp.*	8	Fair				Y
315	American Elm	*Ulmus americana*	10	Good				Y
316	Red-Cedar	*Juniperus virginiana*	8	Good		Y	Y	Y
317	Black Cherry	*Prunus serotina*	11	Fair				Y
318	Black Cherry	*Prunus serotina*	8.5	Fair				Y
319	Black Cherry	*Prunus serotina*	15	Fair				Y
320	Hawthorn	*Crataegus spp.*	8	Fair				Y
321	Black Cherry	*Prunus serotina*	8.5	Fair				Y
322	Black Walnut	*Juglans nigra*	14.5	Fair				Y
323	American Elm	*Ulmus americana*	20	Poor	Y		Y	Y
324	Black Walnut	*Juglans nigra*	14	Good				Y
325	Black Walnut	*Juglans nigra*	19	Poor	Y		Y	Y
326	Black Walnut	*Juglans nigra*	8.5	Good				Y
327	Willow species	*Salix spp.*	10	Good				
328	Black Walnut	*Juglans nigra*	29	Excellent	Y			
329	Black Walnut	*Juglans nigra*	14	Good				
330	Black Walnut	*Juglans nigra*	19	Fair	Y			
331	Hackberry	*Celtis occidentalis*	8	Good				
332	Hackberry	*Celtis occidentalis*	9	Good				
333	Black Walnut	*Juglans nigra*	17.5	Good				
334	Black Walnut	*Juglans nigra*	14	Fair				
335	Black Walnut	*Juglans nigra*	27	Fair	Y			
336	Black Walnut	*Juglans nigra*	10.5	Good				
337	Black Walnut	*Juglans nigra*	16.5	Good				
338	Black Walnut	*Juglans nigra*	12	Good				
339	Black Cherry	*Prunus serotina*	14.5	Fair				
340	Black Walnut	*Juglans nigra*	10	Good				
341	Black Walnut	*Juglans nigra*	11.5	Good				
342	Cottonwood	*Populus deltoides*	8	Good		Y	Y	
343	Cottonwood	*Populus deltoides*	20	Good		Y	Y	
344	Cottonwood	*Populus deltoides*	10.5	Good		Y	Y	
345	Cottonwood	*Populus deltoides*	13	Good		Y	Y	
346	Cottonwood	*Populus deltoides*	12	Fair		Y	Y	
347	Willow species	*Salix spp.*	8	Good				
348	Cottonwood	*Populus deltoides*	14.5	Good		Y	Y	
349	Cottonwood	*Populus deltoides*	14	Good		Y	Y	
350	Cottonwood	*Populus deltoides*	9	Good		Y	Y	
351	Cottonwood	*Populus deltoides*	9	Good		Y	Y	
352	Cottonwood	*Populus deltoides*	9	Good		Y	Y	
353	Cottonwood	*Populus deltoides*	10	Good		Y	Y	
354	Cottonwood	*Populus deltoides*	22	Good		Y	Y	
355	Willow species	*Salix spp.*	15.5	Good				
356	Willow species	*Salix spp.*	8.5	Good				
357	Willow species	*Salix spp.*	10.5	Fair				
358	Cottonwood	*Populus deltoides*	12	Good		Y	Y	
359	Willow species	*Salix spp.*	8	Good				
360	Willow species	*Salix spp.*	10	Good				
361	Black Walnut	*Juglans nigra*	9.5	Good				
362	Cottonwood	*Populus deltoides*	14.5	Good		Y	Y	
363	Cottonwood	*Populus deltoides*	15	Good		Y	Y	
364	Cottonwood	*Populus deltoides*	17	Good		Y	Y	
365	Cottonwood	*Populus deltoides*	14	Good		Y	Y	
366	Cottonwood	*Populus deltoides*	14	Good		Y	Y	
367	Cottonwood	*Populus deltoides*	13.5	Good		Y	Y	
368	Willow species	*Salix spp.*	11.5	Good				
369	Cottonwood	*Populus deltoides*	9	Good		Y	Y	
370	American Elm	*Ulmus americana*	13	Good				
371	Cottonwood	*Populus deltoides*	10.5	Good		Y	Y	
372	Cottonwood	*Populus deltoides*	18.5	Good		Y	Y	
373	Cottonwood	*Populus deltoides*	12	Good		Y	Y	
374	Cottonwood	*Populus deltoides*	18	Good		Y	Y	
375	Cottonwood	*Populus deltoides*	12	Good		Y	Y	
376	Willow species	*Salix spp.*	12	Good				
377	Cottonwood	*Populus deltoides*	14.5	Good		Y	Y	
378	Cottonwood	*Populus deltoides*	9	Good		Y	Y	
379	Cottonwood	*Populus deltoides*	10	Good		Y	Y	
380	Willow species	*Salix spp.*	18.5	Fair				
381	Cottonwood	*Populus deltoides*	8	Good		Y	Y	
382	Willow species	*Salix spp.*	13.5	Good				
383	Cottonwood	*Populus deltoides*	11.5	Good		Y	Y	
384	Cottonwood	*Populus deltoides*	10	Good		Y	Y	
385	Willow species	*Salix spp.*	11	Fair				
386	Cottonwood	*Populus deltoides*	9.5	Good		Y	Y	
387	Cottonwood	*Populus deltoides*	9	Good		Y	Y	
388	Cottonwood	*Populus deltoides*	14	Good		Y	Y	
389	Cottonwood	*Populus deltoides*	10.5	Good		Y	Y	
391	Cottonwood	*Populus deltoides*	10	Fair		Y	Y	

TAG #	COMMON NAME	BOTANICAL NAME	DIAMETER (IN.)	CONDITION	LANDMARK	INVASIVE	EXEMPT	REMOVE
392	Cottonwood	*Populus deltoides*	16.5	Excellent				
393	Willow species	*Salix spp.*	25	Fair	Y			
394	American Elm	*Ulmus americana*	8.5	Fair				
395	Cottonwood	*Populus deltoides*	18	Good		Y	Y	
401	White Mulberry	*Morus alba*	12.5	Good				
402	Black Cherry	*Prunus serotina*	11	Poor			Y	
403	Common Apple	*Malus pumila*	9	Poor			Y	
404	Apple/Crabapple	*Malus spp.*	13	Poor			Y	
405	Sweet Cherry	*Prunus avium*	13	Excellent	Y			
406	Hackberry	*Celtis occidentalis*	18	Excellent				
407	Black Cherry	*Prunus serotina*	8	Good				
408	Box-elder	*Acer negundo*	8	Good		Y	Y	
409	American Elm	*Ulmus americana*	11	Excellent				
410	Apple/Crabapple	*Malus spp.*	8.5	Good				
411	Apple/Crabapple	*Malus spp.*	8	Good				
412	Apple/Crabapple	*Malus spp.*	22	Good				
413	Apple/Crabapple	*Malus spp.*	8.5	Good				
414	Apple/Crabapple	*Malus spp.*	12.5	Excellent				
415	Black Cherry	*Prunus serotina*	12.5	Fair				Y
415	Black Cherry	*Prunus serotina*	12.5	Fair				Y
416	Black Cherry	*Prunus serotina*	12.5	Poor			Y	Y
417	Black Cherry	*Prunus serotina*	9	Fair				Y
418	Peachleaf Willow	*Salix amygdaloides*	11	Good				Y
419	Black Cherry	*Prunus serotina*	20.5	Fair	Y			
420	Black Cherry	*Prunus serotina*	13	Good				
421	Black Cherry	*Prunus serotina*	8	Fair				
422	Black Cherry	*Prunus serotina*	8.5	Fair				
423	Common Buckthorn	*Rhamnus cathartica*	14	Fair		Y	Y	
424	Siberian Elm	*Ulmus pumila*	11.5	Good				
425	Common Pear	*Pyrus communis*	15.5	Fair				
426	Cottonwood	*Populus deltoides*	37	Fair	Y	Y	Y	Y
427	Cottonwood	*Populus deltoides*	54.5	Good	Y	Y	Y	Y
428	Box-elder	*Acer negundo*	9	Good		Y

TAG #	COMMON NAME	BOTANICAL NAME	DIAMETER (IN.)	CONDITION	LANDMARK	INVASIVE	EXEMPT	REMOVE
1708	Black Walnut	*Juglans nigra*	15	Good				Y
1726	Black Walnut	*Juglans nigra*	22	Good	Y			
1737	Black Walnut	*Juglans nigra*	19	Fair	Y			
1901	White Ash	*Fraxinus americana*	8.5	Good				
1908	Red Oak	*Quercus rubra*	19.5	Good	Y			
1909	Black Walnut	*Juglans nigra*	10	Good				
1910	Black Walnut	*Juglans nigra*	13	Good				
1911	Black Walnut	*Juglans nigra*	14	Excellent				
1912	Black Walnut	*Juglans nigra*	13	Good				
1913	American Elm	*Ulmus americana*	15	Good				
1914	Box-elder	*Acer negundo*	12	Good		Y	Y	
1915	American Elm	*Ulmus americana*	9	Good				
1916	Black Walnut	*Juglans nigra*	9	Good				
1917	Black Walnut	*Juglans nigra*	12	Good				
1918	Black Walnut	*Juglans nigra*	15	Good				
1919	Black Walnut	*Juglans nigra*	12	Good				
1920	American Elm	*Ulmus americana*	8	Good				
1921	Bitternut Hickory	*Carya cordiformis*	11	Excellent				
1923	Black Walnut	*Juglans nigra*	10.5	Fair				
1924	Black Walnut	*Juglans nigra*	9.5	Excellent				
1925	Black Walnut	*Juglans nigra*	16	Good				
1926	Box-elder	*Acer negundo*	13.5	Poor		Y	Y	
1927	Black Walnut	*Juglans nigra*	16	Good				
1928	Box-elder	*Acer negundo*	9	Fair		Y	Y	
1929	Box-elder	*Acer negundo*	11	Fair		Y	Y	
1930	Peachleaf Willow	*Salix amygdaloides*	20	Good				
1931	Box-elder	*Acer negundo*	10	Poor		Y	Y	
1932	Black Walnut	*Juglans nigra*	20	Excellent	Y			
1933	Black Walnut	*Juglans nigra*	20.5	Good	Y			
1934	Box-elder	*Acer negundo*	10	Dead		Y	Y	
1936	Box-elder	*Acer negundo*	8	Poor		Y	Y	
1937	Black Walnut	*Juglans nigra*	8.5	Good				
1938	Common Buckthorn	*Rhamnus cathartica*	11	Fair		Y	Y	
1939	American Elm	*Ulmus americana*	12	Good				
1940	Black Walnut	*Juglans nigra*	10	Good				
1941	Box-elder	*Acer negundo*	10	Dead		Y	Y	
1942	Black Walnut	*Juglans nigra*	8	Good				
1943	Black Walnut	*Juglans nigra*	16	Good				
1944	Bitternut Hickory	*Carya cordiformis*	11.5	Excellent				
1945	Red Oak	*Quercus rubra*	11	Good				
1946	Black Cherry	*Prunus serotina*	14	Poor			Y	
1947	American Elm	*Ulmus americana*	9	Fair				
1948	Black Walnut	*Juglans nigra*	12	Good				
1949	Black Walnut	*Juglans nigra*	12	Poor			Y	
1950	Box-elder	*Acer negundo*	8	Fair		Y	Y	
1951	Box-elder	*Acer negundo*	14	Good		Y	Y	
1952	Box-elder	*Acer negundo*	13	Good		Y	Y	
1953	Black Walnut	*Juglans nigra*	11	Fair				
1954	Black Walnut	*Juglans nigra*	21	Good	Y			
1955	Box-elder	*Acer negundo*	10.5	Fair		Y	Y	Y
1956	Box-elder	*Acer negundo*	10	Fair		Y	Y	Y
1957	Box-elder	*Acer negundo*	11	Good		Y	Y	
1958	Black Walnut	*Juglans nigra*	11	Fair				
1959	Box-elder	*Acer negundo*	14	Fair		Y	Y	Y
1960	Box-elder	*Acer negundo*	9.5	Fair		Y	Y	Y
1961	Box-elder	*Acer negundo*	11.5	Fair		Y	Y	Y
1962	Black Walnut	*Juglans nigra*	11	Excellent				Y
1963	Cottonwood	*Populus deltoides*	12.5	Excellent		Y	Y	Y
1964	Cottonwood	*Populus deltoides*	11.5	Good		Y	Y	Y
1965	Cottonwood	*Populus deltoides*	14	Excellent		Y	Y	Y
1966	Cottonwood	*Populus deltoides*	12.5	Good		Y	Y	Y
1967	Cottonwood	*Populus deltoides*	10.5	Good		Y	Y	Y
1968	Black Walnut	*Juglans nigra*	12.5	Excellent				Y
1969	Black Walnut	*Juglans nigra*	8	Good				Y
1970	Box-elder	*Acer negundo*	9	Good		Y	Y	Y
1971	Box-elder	*Acer negundo*	8	Poor		Y	Y	Y
1972	Box-elder	*Acer negundo*	15	Fair		Y	Y	Y
1973	Black Walnut	*Juglans nigra*	9	Good				Y
1974	Black Walnut	*Juglans nigra*	17.5	Good				Y
1975	Black Walnut	*Juglans nigra*	9	Good				Y
1976	Box-elder	*Acer negundo*	9.5	Fair		Y	Y	Y
1977	Box-elder	*Acer negundo*	14	Good		Y	Y	Y
1978	Box-elder	*Acer negundo*	8	Good		Y	Y	Y
1979	Box-elder	*Acer negundo*	11	Good		Y	Y	Y
1980	Box-elder	*Acer negundo*	8.5	Fair		Y	Y	Y
1981	Box-elder	*Acer negundo*	8	Dead		Y	Y	Y
1982	Box-elder	*Acer negundo*	8	Fair		Y	Y	Y
4001	Red Oak	*Quercus rubra*	11.3	Good				
4002	Red Oak	*Quercus rubra*	18.2	Good	Y			
4003	Box-elder	*Acer negundo*	9.5	Poor		Y	Y	
4004	Box-elder	*Acer negundo*	8	Poor		Y	Y	Y
4005	Box-elder	*Acer negundo*	8.5	Poor		Y	Y	Y
4006	Box-elder	*Acer negundo*	8	Fair		Y	Y	
4007	Box-elder	*Acer negundo*	9	Fair		Y	Y	Y
4008	Box-elder	*Acer negundo*	11	Fair		Y	Y	Y
4009	American Elm	*Ulmus americana*	11	Good				Y
4010	American Elm	*Ulmus americana*	9.5	Excellent				Y
4011	Box-elder	*Acer negundo*	12	Fair		Y	Y	Y
4012	Box-elder	*Acer negundo*	12	Poor		Y	Y	Y
4013	Box-elder	*Acer negundo*	14.5	Fair		Y	Y	Y
4014	Box-elder	*Acer negundo*	19.5	Good		Y	Y	Y
4015	Box-elder	*Acer negundo*	10	Fair		Y	Y	Y
4016	Box-elder	*Acer negundo*	15	Good		Y	Y	Y
4017	Box-elder	*Acer negundo*	8	Good		Y	Y	Y
4018	Box-elder	*Acer negundo*	10.5	Poor		Y	Y	Y
4019	Box-elder	*Acer negundo*	10	Fair		Y	Y	Y
4020	Box-elder	*Acer negundo*	16	Fair		Y	Y	Y
4021	Box-elder	*Acer negundo*	11.5	Fair		Y	Y	Y
4022	Box-elder	*Acer negundo*	21	Good		Y	Y	Y
4023	Box-elder	*Acer negundo*	9	Fair		Y	Y	
4024	Box-elder	*Acer negundo*	12.5	Fair		Y	Y	
4025	Black Walnut	*Juglans nigra*	22	Excellent	Y			
4026	Box-elder	*Acer negundo*	20	Good		Y	Y	Y
4027	Hackberry	*Celtis occidentalis*	10	Fair				
4029	American Elm	*Ulmus americana*	14.5	Good				
4030	Black Walnut	*Juglans nigra*	8	Good				Y
4031	Black Walnut	*Juglans nigra*	8.5	Excellent				Y
4032	Black Walnut	*Juglans nigra*	15	Good				Y
4033	Black Walnut	*Juglans nigra*	14	Good				Y
4034	Black Walnut	*Juglans nigra*	12.5	Good				Y
4035	Black Walnut	*Juglans nigra*	10	Good				Y
4036	Box-elder	*Acer negundo*	8.5	Fair		Y	Y	Y
4037	Box-elder	*Acer negundo*	10	Fair		Y	Y	Y
4038	Box-elder	*Acer negundo*	8	Fair		Y	Y	Y
4039	Black Walnut	*Juglans nigra*	9.5	Good				Y
4040	Black Walnut	*Juglans nigra*	8	Excellent				Y
4041	Black Walnut	*Juglans nigra*	13	Good				Y
4042	Cottonwood	*Populus deltoides*	43	Good	Y	Y	Y	Y
4043	Black Walnut	*Juglans nigra*	10.5	Excellent				Y
4044	Black Walnut	*Juglans nigra*	9.5	Good				Y
4045	Pussy Willow	*Salix discolor*	8	Good				Y
4046	Hackberry	*Celtis occidentalis*	10	Excellent				Y
4047	Black Walnut	*Juglans nigra*	10	Excellent				Y
4048	Black Walnut	*Juglans nigra*	13	Excellent				Y
4049	Black Walnut	*Juglans nigra*	10.5	Good				Y
4050	Black Walnut	*Juglans nigra*	18	Good	Y			Y
4051	Black Walnut	*Juglans nigra*	18	Good	Y			Y
4052	Black Walnut	*Juglans nigra*	23	Good	Y			Y
4053	Black Walnut	*Juglans nigra*	8.5	Fair				Y
4054	Black Walnut	*Juglans nigra*	13	Good				Y

TAG #	COMMON NAME	BOTANICAL NAME	DIAMETER (IN.)	CONDITION	LANDMARK	INVASIVE	EXEMPT	REMOVE
4055	Black Walnut	*Juglans nigra*	22	Excellent	Y			Y
4056	Black Walnut	*Juglans nigra*	11.5	Good				Y
4057	Black Walnut	*Juglans nigra*	8	Fair				Y
4058	White Ash	*Fraxinus americana*	8	Fair				Y
4059	Apple/Crabapple	*Malus spp.*	18.5	Fair				Y
4060	Black Cherry	*Prunus serotina*	16	Poor			Y	Y
4061	Black Cherry	*Prunus serotina*	18	Fair	Y			Y
4062	Black Cherry	*Prunus serotina*	45	Fair	Y			Y
4063	Black Cherry	*Prunus serotina*	17	Poor			Y	Y
4064	Black Walnut	*Juglans nigra*	15.5	Good				Y
4065	Black Cherry	*Prunus serotina*	8	Fair				Y
4066	American Elm	*Ulmus americana*	10.5	Good				Y
4067	Apple/Crabapple	*Malus spp.*	12	Fair				Y
4068	Black Walnut	*Juglans nigra*	11	Good				Y
4069	Black Walnut	*Juglans nigra*	8	Good				Y
4070	Black Walnut	*Juglans nigra*	12.5	Good				Y
4071	Black Walnut	*Juglans nigra*	16.5	Good				Y
4072	Black Cherry	*Prunus serotina*	17.5	Poor			Y	Y
4073	Black Walnut	*Juglans nigra*	27	Good	Y			Y
4076	Black Walnut	*Juglans nigra*	11	Good				Y
4077	Black Cherry	*Prunus serotina*	15	Poor			Y	Y
4078	Serviceberry	*Amelanchier spp.*	8	Good				Y
4079	Black Cherry	*Prunus serotina*	16	Poor			Y	Y
4080	Black Cherry	*Prunus serotina*	14	Fair				Y
4081	Black Cherry	*Prunus serotina*	18	Fair	Y			Y
4082	Apple/Crabapple	*Malus spp.*	13	Good				Y
4083	Hawthorn	*Crataegus spp.*	13	Good				Y
4084	Black Cherry	*Prunus serotina*	15	Poor			Y	Y
4085	Hawthorn	*Crataegus spp.*	8	Fair				Y
4086	Hawthorn	*Crataegus spp.*	12	Fair				Y
4087	Hawthorn	*Crataegus spp.*	15.5	Fair				Y
4088	Black Cherry	*Prunus serotina*	12	Good				Y
4089	Hawthorn	*Crataegus spp.*	8	Good				Y
4090	Hawthorn	*Crataegus spp.*	9.5	Excellent				Y
4091	Black Cherry	*Prunus serotina*	27	Poor	Y		Y	Y
4092	Black Walnut	*Juglans nigra*	28	Good	Y			Y
4093	American Elm	*Ulmus americana*	11	Good				Y
4094	Black Cherry	*Prunus serotina*	23	Fair	Y			Y
4095	American Elm	*Ulmus americana*	11	Good				Y
4096	Black Cherry	*Prunus serotina*	19	Poor	Y		Y	Y
4097	Black Cherry	*Prunus serotina*	17	Fair				Y
4098	Shagbark Hickory	*Carya ovata*	12	Excellent				Y
4099	Black Walnut	*Juglans nigra*	15.5	Excellent				Y
4100	Black Cherry	*Prunus serotina*	20	Fair	Y			Y

COMMON NAME	DIAMETER (IN.)	SOVEREIGN DIAMETER (IN.)
Basswood	18	54
Beech	18	45
Ohio Buckeye	18	
Catalpa	18	45
Black Cherry	18	54
American Elm	18	50
Fir	18	
Douglas Fir	18	
Kentucky Coffee Tree	18	40
Pine	18	
Sycamore	18	54
London Plane	18	54
Spruce	18	
Tulip-tree	18	54
Black Walnut	18	54
Shagbark Hickory	18	54
Pignut Hickory	18	54
Bitternut Hickory	16	35
Red Maple	16	48
Red Oak	16	48
Bur Oak	16	48
White Oak	16	48
Black Oak	16	48
Swamp White Oak	16	48
Birch	12	36
Cherry	12	36
Sweet Cherry	12	36
American Chestnut	6	18
Butternut	6	18

COMMON NAME	
Common Buckthorn	Y
Glossy Buckthorn	Y
Autumn Olive	Y
Honeysuckle	Y
Multiflora Rose	Y
Phramites	Y
Box-Elder	Y
Silver Maple	Y
Cottonwood	Y
Cottonwood	Y
Red-Cedar	Y

PHASE 1 AND 2 TREE REMOVAL / REPLACEMENT CALCULATIONS

TREE REMOVAL/REPLACEMENT CALCULATION		
REGULATED 8"-12" TREES REMOVED	**76** : **76**	REPLACEMENT TREES REQUIRED
REGULATED 12.1"-16" TREES REMOVED	**25** : **75**	REPLACEMENT TREES REQUIRED
REGULATED 16.1" & GREATER TREES REMOVED	**9** : **54**	REPLACEMENT TREES REQUIRED
TOTAL NUMBER OF REGULATED TREES REMOVED	**110** : **205**	REPLACEMENT TREES REQUIRED
TOTAL NUMBER OF LANDMARK TREES REMOVED	**3**	
TOTAL LANDMARK DBH REMOVED (INCHES)	**68** : **68**	REPLACEMENT TREES REQUIRED
TOTAL NUMBER OF REPLACEMENT TREES	**273**	TREES

PHASE 3 AND 4 TREE REMOVAL / REPLACEMENT CALCULATIONS

TREE REMOVAL/REPLACEMENT CALCULATION		
REGULATED 8"-12" TREES REMOVED	**101** : **101**	REPLACEMENT TREES REQUIRED
REGULATED 12.1"-16" TREES REMOVED	**19** : **57**	REPLACEMENT TREES REQUIRED
REGULATED 16.1" & GREATER TREES REMOVED	**7** : **42**	REPLACEMENT TREES REQUIRED
TOTAL NUMBER OF REGULATED TREES REMOVED	**127** : **200**	REPLACEMENT TREES REQUIRED
TOTAL NUMBER OF LANDMARK TREES REMOVED	**12**	
TOTAL LANDMARK DBH REMOVED (INCHES)	**271** : **271**	REPLACEMENT TREES REQUIRED
TOTAL NUMBER OF REPLACEMENT TREES	**471**	TREES

1. REMOVALS ON SHOWN ON SHEETS 5 AND 6 WITHIN THE PHASE 1 AND 2 AREA WERE REMOVED AS PART OF PHASE 1 MASS GRADING EFFORTS. TREE REMOVALS FOR PHASE 3 AND 4 WERE REMOVED AS PART OF PHASE 3 MASS GRADING.

2. CLASSIFICATION: BASED ON SUBSECTION 14.05F (WOODLANDS AND TREE PRESERVATION) OF SUPERIOR TOWNSHIP ZONING ORDINANCE, LANDMARK CRITERIA CORRESPONDS TO LANDMARK TREE, AS REGULATED BY THIS SECTION, SHALL BE ANY TREE THAT HAS A DIAMETER AT BREAST HEIGHT (D.B.H.) OF 24 INCHES OR GREATER; OR THAT IS OF A TYPE AND D.B.H. EQUAL TO OR GREATER THAN THAT SHOWN IN THE ZONING ORDIANCE. A SOVEREIGN TREE, AS REGULATED BY THIS SECTION, SHALL BE ANY TREE THAT IS REGISTERED ON THE NATIONAL BIG TREE REGISTRY OR A SIMILAR NATIONAL OR STATE REGISTRY ACCEPTED BY THE PLANNING COMMISSION; THAT HAS BEEN DOCUMENTED BY THE TOWNSHIP, A HISTORIAN, OR OTHER MEANS ACCEPTED BY THE PLANNING COMMISSION TO BE CLOSELY ASSOCIATED WITH AN EVENT, PERSON, OR PLACE OF HISTORICAL SIGNIFICANCE TO THE TOWNSHIP; OR THAT IS OF A SPECIES AND DIAMETER AT BREAST HEIGHT (D.B.H.) EQUAL TO OR GREATER THAN THAT SHOWN UNDER SUBSECTION 14.05F4 LANDMARK & SOVEREIGN TREE STANDARDS.

3. NO REPLACEMENT NEEDED: NO REPLACEMENTS SHALL BE REQUIRED FOR FOLLOWING TREES OTHERWISE REGULATED BY THIS SECTION, SUBJECT TO DOCUMENTATION AND VERIFICATION AS PART OF THE REQUIRED PLAN INFORMATION, AND SUCH TREES SHALL NOT COUNT TOWARDS THE MINIMUM REQUIRED PERCENTAGE OF PRESERVED TREES:
   1. DYING AND DISEASED TREES.
   2. ANY INVASIVE WOODY SHRUB SPECIES LISTED IN SECTION 14.05F.3; INCLUDING COMMON BUCKTHORN (RHAMNUS CATHARTICA)
   3. ANY OF THE FOLLOWING SPECIES OF TREES: BOX ELDER (ACER NEGUNDO),SILVER MAPLE (ACER SACCHARINUM), COTTONWOOD (POPULUS DELTOIDS), AND RED CEDAR (JUNIPERUS VIRGINIANA).

811 Know what's **below.** **Call** before you dig.

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NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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734.994.4000

SECTION 33 TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC
PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

TREE LIST

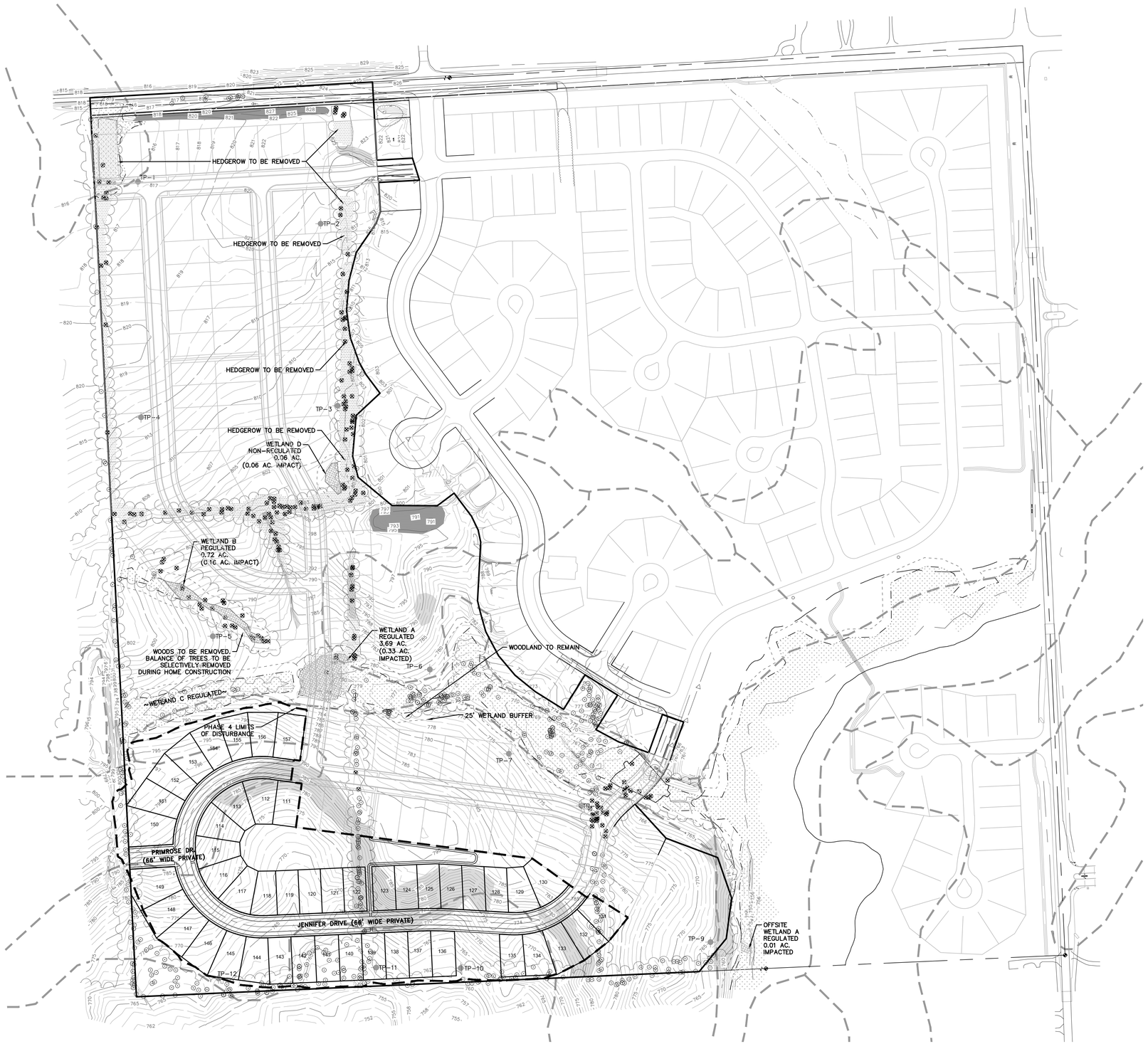
DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS
NA NA NA
N/A

DR. SK | CH. SS
P.M. MB
BOOK --
JOB 16000819
SHEET NO. 06

\\ATWELL-GROUP.COM\DET DATA\PROJECTS\16000819\CAD\PLAN SETS\SITE - FINAL PHASE 4 16000819SP24-04-4.DWG 11/24/2025 3:17 PM MATTHEW MYERS



LEGEND

- 12%–18% SLOPES
- 18%+ SLOPES
- REMOVE WOODS
- EXISTING WETLAND
- WETLAND IMPACTS
- LIMITS OF GRADING
- EXISTING SOILS LIMIT
- FoB EXISTING SOILS TYPE

NATURAL FEATURES NARRATIVE

NATURAL FEATURES ON THE SITE CONSIST OF WETLAND, TREES, SLOPES AND AGRICULTURAL FIELD. WITH TWO MAIN HIGH POINTS ON THE SITE, ONE IN THE NORTHERN PORTION AND THE SECOND ON THE FAR SOUTH SIDE. THE TOPOGRAPHY GENERALLY SLOPES TOWARD A WETLAND SWALE IN THE LOWER THIRD OF THE PROPERTY. THERE IS APPROXIMATELY 45 FEET OF TOPOGRAPHIC RELIEF ACROSS THE SITE. THERE ARE STEEP SLOPES ON THE SITE IN THE SOUTHERN PORTION IN THE AREA OF 18%.

THERE ARE FOUR WETLANDS ON THE SITE. THE TWO LARGER REGULATED WETLANDS (C AND D) ARE HYDRAULICALLY CONNECTED VIA A 12" CULVERT AND BOTH RUN EAST TO WEST ACROSS THE PROPERTY AND LEAD ALL THE WAY TO PROSPECT ROAD, WHERE IT'S CONNECTED TO ANOTHER LARGE WETLAND, BY A 12" CULVERT THAT FLOWS EAST TO WEST. THE TWO SMALLER, POCKET WETLANDS (A AND B), ARE JUST NORTH OF THE LARGER SYSTEM; THEY ARE DEPENDENT ON AGRICULTURAL TILE RUNOFF, WHICH WHEN DISTURBED THE TILE WILL BE REMOVED AND THE RESULTANT HYDROLOGICAL PATTERN WILL BE ALTERED. WETLAND A IS PREDOMINANTLY COTTONWOOD, ELM AND BOXELDER.

TREES ON THE SITE ALTHOUGH IN GOOD CONDITION, ARE NOT NECESSARILY HIGH QUALITY WITH RESPECT TO SPECIES. THE TREES EXIST LARGELY IN HEDGE ROWS AND SCATTERED CLUSTERS. THE PREDOMINANT SPECIES ARE ELM, BOXELDER AND POPLAR RANGING FROM 6"–24" WITH THE VAST MAJORITY IN THE 7"–13" RANGE.

SOIL INFORMATION

BNC	BOYER LOAMY SAND, 6 TO 12 PERCENT SLOPES
BNF	BOYER LOAMY SAND, 25 TO 50 PERCENT SLOPES
FOB	FOX SANDY LOAM, TILL PLAIN, 2 TO 6 PERCENT SLOPES
HO	HOYTVILLE SILTY CLAY LOAM
KEB	KENDALLVILLE LOAM, 2 TO 6 PERCENT SLOPES
MDA	MATHERTON SANDY LOAM, 0 TO 4 PERCENT SLOPES
MFA	METAMORA SANDY LOAM, 0 TO 4 PERCENT SLOPES
NAB	NAPPANEE SILTY CLAY LOAM, 2 TO 6 PERCENT SLOPES
OSB	OSHTEMO LOAMY SAND, 0 TO 6 PERCENT SLOPES
PE	PEWAMO CLAY LOAM, 0 TO 2 PERCENT SLOPES
SB	SEBEWA LOAM, DISINTEGRATION MORAINE, 0 TO 2 PERCENT SLOPES
SO	SLOAN SILT LOAM, WET
SPB	SPINKS LOAMY SAND, 0 TO 6 PERCENT SLOPES
STB	ST. CLAIR CLAY LOAM, 2 TO 6 PERCENT SLOPES
STC	ST. CLAIR CLAY LOAM, 6 TO 12 PERCENT SLOPES
THA	THETFORD LOAMY SAND, 0 TO 4 PERCENT SLOPES
W	WATER
WAWABC	WAWASEE LOAM, 6 TO 12 PERCENT SLOPES

NOTES

1) BEARINGS ARE BASED ON NAD83 MICHIGAN STATE PLANE COORDINATE SYSTEM,SOUTH ZONE, INTERNATIONAL FEET, GROUND DISTANCES. VERTICAL DATUM: NAVD88.

2) WATER MAIN, STORM SEWER, AND SANITARY SEWER UTILITY STRUCTURES HAVE BEEN FIELD LOCATED WHERE VISIBLE. UTILITY AND AS-BUILT MAPS HAVE BEEN REQUESTED AND SOME MAPS HAVE BEEN RECEIVED AT DATE OF THIS SURVEY. FRANCHISE UTILITY MAPS HAVE BEEN REQUESTED FROM THE APPROPRIATE FRANCHISE COMPANY, BUT NOT ALL MAPS HAVE BEEN RECEIVED AT DATE OF SURVEY. FRANCHISE UTILITY STRUCTURES HAVE BEEN FIELD LOCATED WHERE VISIBLE.

3) THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED.

4) SUBJECT PROPERTY AS SHOWN AND NOTED ON SURVEY DESCRIBES THE SAME PROPERTY AS SCHEDULE C PROPERTY DESCRIPTION (PER TITLE COMMITMENT ISSUED BY FIRST AMERICAN TITLE INSURANCE,
FILE NO.: 755321, COMMITMENT DATE SEPTEMBER 07, 2016)

5) SUBJECT PROPERTY IS NOT LOCATED WITHIN A FLOODPLAIN PER FIRM MAP NUMBER 26161C0288E DATED APRIL 3, 2012.

6) PROSPECT POINTE SUBDIVISION NO. 1 PLAT WAS AMENDED TO REMOVE ABIGAIL DRIVE STUB AS PUBLIC RIGHT-OF-WAY AS RECORDED IN LIBER 35, PAGES 67-68 AS OF 12/12/22 AND PROSPECT POINT SUBDIVISION NO. 2 PLAT WAS AMENDED TO REMOVE THE FRANCES WAY STUB AS A PUBLIC RIGHT OF WAY AS RECORDED IN LIBER 5426, PAGE 892, AS OF 11/5/22, AS REQUIRED BY THE WASHTENAW COUNTY ROAD COMMISSION.

WETLAND IMPACT SUMMARY

Wetland Impact	Wetland Area (acre)	EGLE Regulated	Regulated Wetland Impact Area (SF)	Regulated Wetland Impact Area (AC)	Estimated Cut Impact Volume (cubic yards)	Estimated Fill Impact Volume (cubic yards)	Estimated Net Impact Volume (cubic yards)
A1	3.69	Yes	14,480	0.33	0	2950	2950
A2	3.69	Yes	611	0.01	52	0	-52
B	0.72	Yes	6,892	0.16	41	295	254
D	0.06	No	0	0.00	-	-	-
Total		**-**	**21,983**	**0.50**	**93**	**3245**	**3152**

811
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SECTION 33
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

NATURAL FEATURES PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

0 75 150
SCALE: 1" = 150 FEET

DR. SK | CH. SS
P.M. MB
BOOK ——
JOB 16000819
SHEET NO. 07

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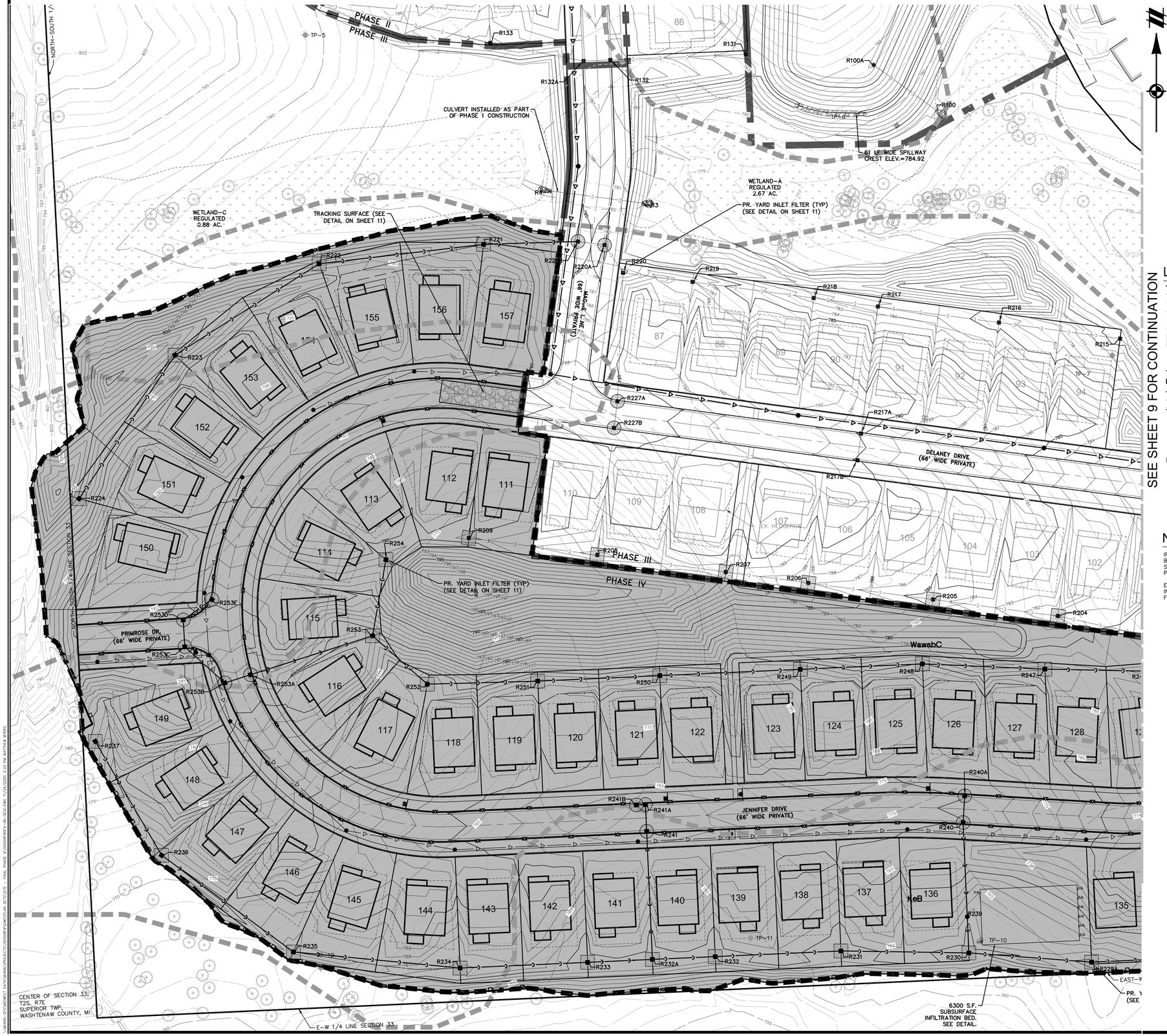

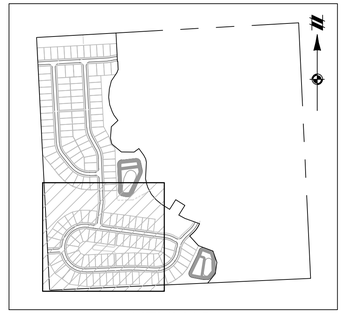

KEYMAP
SCALE: 1" = 750'

SEE SHEET 9 FOR CONTINUATION

LEGEND

- PROPERTY LINE
- EASEMENT
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- PHASE 1-3 GRADING 1' CONTOUR
- PHASE 1-3 GRADING 5' CONTOUR
- PROPOSED PHASE 4 1' CONTOUR
- PROPOSED PHASE 4 5' CONTOUR
- EXISTING MANHOLE/CATCH BASIN/END SECTION
- PROPOSED MANHOLE/CATCH BASIN/END SECTION
- PROPOSED SILT FENCE
- GRADING LIMITS
- TREE PROTECTION
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- PROPOSED SILT SACK INLET FILTER
- PROPOSED YARD INLET FILTER
- PROPOSED RIP-RAP
- EX. SOIL TYPE BOUNDARY
- Pe — EX. SOIL TYPE LABEL
- PR. LIMIT OF DISTURBANCE

NOTES

IF STOCKPILING IS NECESSARY AND/OR CREATED, SILT FENCE SHALL BE INSTALLED AND MAINTAINED AROUND THE PERIMETER OF THE STOCKPILE IF THE STOCKPILE WILL BE ON-SITE FOR AN EXTENDED PERIOD OF TIME.

EMERGENCY ACCESS ALONG GEDDES TO BE MAINTAINED AT ALL TIMES, INCLUDING SNOW REMOVAL, UNTIL SECONDARY SITE ACCESS AT FRANCES WAY IS CONSTRUCTED.

811
Know what's **below.**
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PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

SOIL EROSION CONTROL PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

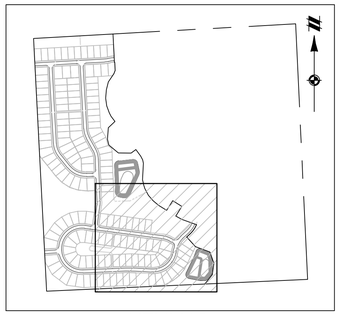
REVISIONS

0 25 50
SCALE: 1" = 50 FEET

DR. SK	CH. SS
P.M. MB	
BOOK --	
JOB 16000819	
SHEET NO. 08	

\\ANN-DFS\PROJECT DATA\MAIN\PROJECTS\16000819\DWG\FSA\FSA_SITE.DWG - FINAL PHASE 4 LAYOUT\SHEET 08 - SOIL EROSION 11/24/2025 3:23 PM MATTHEW KIRTS

SEE SHEET 8 FOR CONTINUATION



KEYMAP
SCALE: 1" = 750'

LEGEND

- PROPERTY LINE
- EASEMENT
- 588 EXISTING 1' CONTOUR
- 590 EXISTING 5' CONTOUR
- 588 PHASE 1–3 GRADING 1' CONTOUR
- 590 PHASE 1–3 GRADING 5' CONTOUR
- 588 PROPOSED PHASE 4 1' CONTOUR
- 590 PROPOSED PHASE 4 5' CONTOUR
- EXISTING MANHOLE/CATCH BASIN/END SECTION
- PROPOSED MANHOLE/CATCH BASIN/END SECTION
- PROPOSED SILT FENCE
- GRADING LIMITS
- TREE PROTECTION
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- PROPOSED SILT SACK INLET FILTER
- PROPOSED YARD INLET FILTER
- PROPOSED RIP–RAP
- EX. SOIL TYPE BOUNDARY
- Pe EX. SOIL TYPE LABEL
- PR. LIMIT OF DISTURBANCE
- PHASE LINE

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SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

SOIL EROSION CONTROL PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

SCALE: 1" = 50 FEET

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	09

I:\ANN_ARB\PROJECTS\16000819\CAD\SHEETS\SOIL EROSION CONTROL PLAN.DWG, 11/21/2025 3:33 PM, MATTHEW MYERS

MAINTAIN TEMPORARY ASPHALT DRIVE APPROACH AND GRAVEL DRIVE THROUGHOUT CONSTRUCTION. REPLACE STONE AS NECESSARY. TEMPORARY ACCESS TO BE REMOVED AT DIRECTION OF OWNER.

GEDDES ROAD
(60 FT HALF WIDTH–PUBLIC)

~BITUMINOUS~

BITUMINOUS WALK

U.P.

OHE

815.67EX

815.92EX

R30'

R20'

"CONSTRUCTION AND EMERGENCY VEHICLE ENTRANCE" SIGN

28'

EX. ROW

EMERGENCY VEHICLE ACCESS TO BE MAINTAINED AT ALL TIMES, INCLUDING SNOW REMOVAL, UNTIL SECONDARY SITE ACCESS IS CONSTRUCTED AT FRANCES WAY IN PHASE 3.

R120

R117

R119

R118

EXTEND STONE TRACKING MAT TO BACK OF CURB. SEE SHEET 11

199'

EDGE OF WATER
AREA: 0.24 AC.

WETLAND–E
NON–REGUALTED
0.53 AC. ON–SITE

63
62
61
60
59
58

TP–1

R115A

R115

R146A

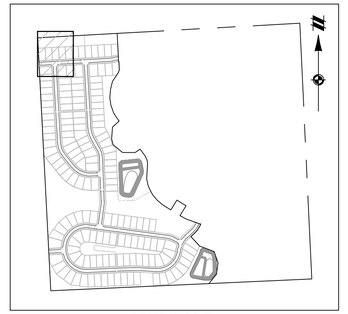
R146

"CONSTRUCTION AND EMERGENCY VEHICLE EXIT" SIGN

EX. HEDGEROW

55
56

Ho



KEYMAP
SCALE: 1" = 750'

LEGEND

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- EASEMENT
- 588 EXISTING 1' CONTOUR
- 590 EXISTING 5' CONTOUR
- 588 PHASE 1 GRADING 1' CONTOUR
- 590 PHASE 1 GRADING 5' CONTOUR
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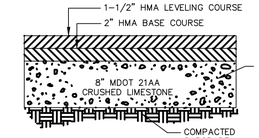

TEMPORARY ASPHALT CROSS SECTION
NO SCALE

811
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PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

TEMPORARY CONSTRUCTION ACCESS DRIVE

DATE
JULY 18, 2025

2025–11–21 PER TWP.

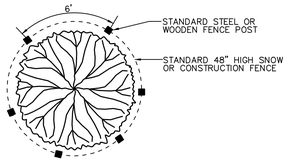
REVISIONS

0 10 20
SCALE: 1" = 20 FEET

DR. SK	CH. SS
P.M. MB	
BOOK ––	
JOB 16000819	
SHEET NO. 10	

\\MAIN-DFS\SHARE1 DATA\MAIN\PROJECTS\16000819\CIVIL\PLAN SETS\SITE - FINAL PHASE 4\16000819SP1-06-SECOND 11/24/2025 3:24 PM MATTHEW MYERS

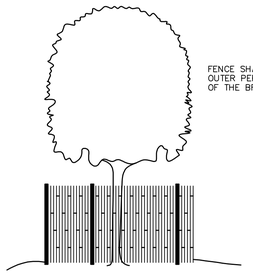
PLAN



TREE PROTECTION NOTES:

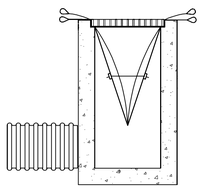
1. ALL TREES TO BE REMOVED WILL BE IDENTIFIED BY RED FLAGGING.
2. TREE PROTECTION FENCING IS TO BE ERECTED PRIOR TO ANY EARTHWORK OR CONSTRUCTION AND IS TO REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
3. ALL DEBRIS, FILL, EQUIPMENT OR MATERIAL IS TO BE KEPT CLEAR OF AREA WITHIN PROTECTIVE FENCE. NO CLEANING OF EQUIPMENT,OR MATERIAL OR STORAGE OR DISPOSAL OF ANY MATERIAL WITHIN THE DRIP LINE OF ANY TREES TO BE SAVED.

ELEVATION



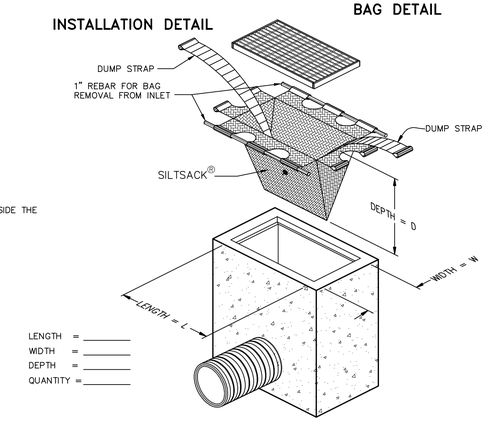
TREE PROTECTION FENCE DETAIL

NO SCALE



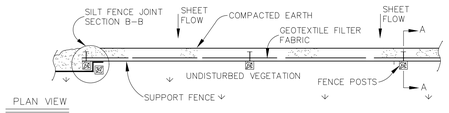
INSTALLATION DETAIL

BAG DETAIL

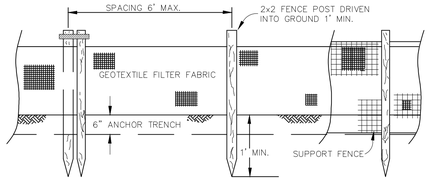


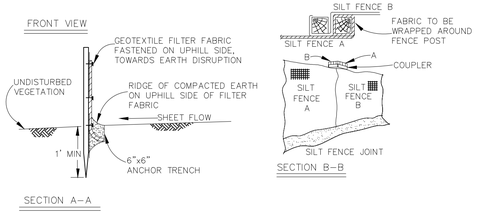
SILTSACK DETAIL

NO SCALE



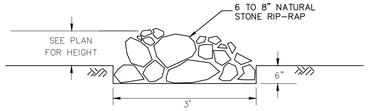
PLAN VIEW





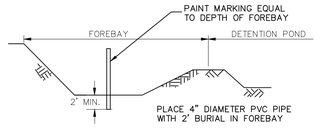
SILTFENCE DETAIL

NO SCALE



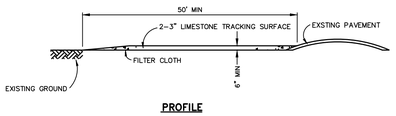
SEDIMENT FOREBAY RIP-RAP BARRIER DETAIL

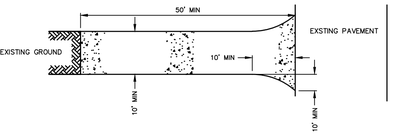
NO SCALE



SEDIMENT FOREBAY MARKER DETAIL

NO SCALE





TRACKING SURFACE

NO SCALE

811
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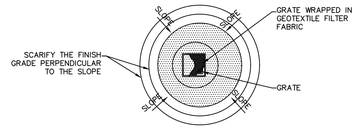
SOIL EROSION AND SEDIMENTATION CONTROL NOTES:

1. THE SMALLEST PRACTICAL AREA OF LAND SHALL BE EXPOSED AT ANY ONE TIME DURING DEVELOPMENT.
2. WHEN LAND IS EXPOSED DURING DEVELOPMENT, THE EXPOSURE SHALL BE KEPT TO THE SHORTEST PERIOD OF TIME.
3. TEMPORARY VEGETATION AND/OR MULCHING SHALL BE BE USED TO PROTECT CRITICAL AREAS EXPOSED DURING DEVELOPMENT.
4. THE PERMANENT FINAL VEGETATION AND STRUCTURES SHALL BE INSTALLED AS SOON AS PRACTICAL IN DEVELOPMENT.
5. THE DEVELOPMENT PLAN SHOULD BE FITTED TO THE TOPOGRAPHY AND SOIL SO AS TO CREATE THE LEAST SOIL EROSION POTENTIAL.
6. REFER TO WASHTENAW COUNTY STANDARD DETAILS OF THE SESC BMP MEASURES AS THEY CORRESPOND WITH THIS PLAN.
7. ALL EROSION AND SEDIMENT CONTROL WORK SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE TOWNSHIP AND THE WASHTENAW COUNTY DRAIN COMMISSIONER.
8. THE CONTRACTOR SHALL MAKE DAILY INSPECTIONS TO DETERMINE EFFECTIVENESS OF EROSION AND SEDIMENT CONTROL MEASURES, AND ANY NECESSARY REPAIRS SHALL BE PERFORMED WITHOUT DELAY.
9. EROSION AND ANY SEDIMENTATION FROM WORK ON THIS SITE SHALL BE CONTAINED ON THE SITE AND NOT ALLOWED TO COLLECT ON ANY OFF-SITE AREAS OR IN WATERWAYS. WATERWAYS INCLUDE NATURAL AND MAN-MADE OPEN DITCHES, STREAMS, STORM DRAINS, LAKES AND PONDS.
10. EROSION AND ANY SEDIMENTATION CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CONSTRUCTION. SEDIMENT CONTROL PRACTICES WILL BE APPLIED AS A PERIMETER DEFENSE AGAINST ANY TRANSPORTING OF SILT OFF THE SITE.
11. PERMANENT SOIL EROSION CONTROL MEASURES FOR ALL SLOPES, CHANNELS, DITCHES, OR ANY DISTURBED LAND AREA SHALL BE COMPLETED WITHIN 5 CALENDAR DAYS AFTER FINAL GRADING OR THE FINAL EARTH CHANGE HAS BEEN COMPLETED. WHEN IT IS NOT POSSIBLE TO PERMANENTLY STABILIZE A DISTURBED AREA AFTER AN EARTH CHANGE HAS BEEN COMPLETED OR WHERE SIGNIFICANT EARTH CHANGE ACTIVITY CEASES, TEMPORARY SOIL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL PERMANENT SOIL EROSION CONTROL MEASURES ARE IMPLEMENTED. ALL PERMANENT SOIL EROSION CONTROL MEASURES WILL BE IMPLEMENTED AND ESTABLISHED BEFORE A CERTIFICATE OF COMPLIANCE IS ISSUED.
12. A WATER TRUCK SHALL BE AVAILABLE TO WATER DOWN THE SITE ON A DAILY BASIS FOR DUST CONTROL.
13. ALL MUD/DIRT TRACKED ONTO EXISTING CITY/COUNTY ROADS FROM THIS SITE, DUE TO CONSTRUCTION, SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR/BUILDER, AS DIRECTED BY THE TOWNSHIP. MUD MAT DAILY MAINTENANCE WILL INCLUDE THE ADDITION OF EXTRA LAYERS OF STONE AS NECESSARY.
14. DURING CONSTRUCTION OF THE STORM SEWER SYSTEM, STRAW BALES, STONE FILTERS OR OTHER APPROVED MEANS, WILL PROTECT THE ENDS OF ALL OPEN PIPES.
15. PROMPTLY UPON THE BACKFILLING OF STORM STRUCTURES, INLET FILTERS WILL BE PLACED AROUND THE STRUCTURE PER DETAILS.
16. WITHIN FIVE (5) DAYS AFTER COMPLETION OF PAVING, A 16-FOOT STRIP AROUND PAVED AREAS SHALL BE PROTECTED FROM SOIL EROSION BY AN APPROVED METHOD CONSISTENT WITH THE GROWING SEASON.
17. ANY REMAINING DENUDED AREA SHALL BE SEEDED AND MULCHED WITHIN 5 DAYS AFTER COMPLETION OF FINAL GRADING. SEED MIX AND APPLICATION RATES SHALL BE PER MDOT CLASS A SEED.
18. SOIL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE MAINTAINED ON A DAILY BASIS TO ENSURE PROPER FUNCTIONING. SEDIMENT DEPOSIT MUST BE REMOVED WHEN ACCUMULATION REACHES 1/3 TO 1/2 OF THE HEIGHT OF THE SILT FENCE AND SHOULD BE REMOVED AFTER EACH STORM EVENT. FABRIC SHALL BE REPLACED PROMPTLY IF IT DECOMPOSES OR BECOMES INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USEABLE LIFE.
19. THAT ALL EROSION CONTROL MEASURES ARE INSTALLED IN ACCORDANCE WITH THE FOLLOWING SEQUENCE OF CONSTRUCTION
    - 19.1. INSTALL SILT FENCE/STRAW BERMS AS SHOWN ON PLANS.
    - 19.2. STRIP AND STOCKPILE TOPSOIL AND GRADE SITE.
    - 19.3. INSTALL ON-SITE AND OFF-SITE STORM SEWER SYSTEMS COMPLETE, IMMEDIATELY INSTALL STONE FILTERS ON ALL PIPE INLETS AND CATCH BASINS AND ESTABLISH VEGETATION ON ALL DITCHES, SWALES, AND DISTURBED AREAS.
    - 19.4. INSTALL ALL PUBLIC UTILITIES (GAS, ELECTRICITY, AND TELEPHONE)
    - 19.5. INSTALL PAVEMENT COMPLETE REPAIR AND/OR REPLACE STONE FILTERS AS REQUIRED.
    - 19.6. FINISH GRADE, REDISTRIBUTE TOPSOIL, ESTABLISH VEGETATION AND/OR LANDSCAPE ALL DISTURBED AREAS.
    - 19.7. CLEAN PAVEMENT, WALKS, CULVERTS, WATERCOURSES, AND STORM SEWER SYSTEMS OF ALL SEDIMENT IN CONJUNCTION WITH THE REMOVAL OF ALL TEMPORARY EROSION CONTROL MEASURES. REESTABLISHED VEGETATION AS NECESSARY.
20. SHOULD DEWATERING BE NECESSARY, DISCHARGE SHALL BE ROUTED THROUGH A SEDIMENT FOREBAY, FILTER BAG OVER A WELL VEGETATED AREA OR OTHER APPROVED FILTERING MECHANISM PRIOR TO BEING DISCHARGED FROM THE SITE. DISCHARGE MUST BE LIMITED TO A NON-EROSIVE VELOCITY.
21. SOIL EROSION WILL BE CONTROLLED DURING AND AFTER CONSTRUCTION TO PROTECT ADJACENT PROPERTIES OR FACILITIES.
22. EROSION CONTROL BLANKET/MATTING SHALL BE INSTALLED ON SLOPES AT OR NEAR MAXIMUM ALLOWABLE GRADE AND AS NEEDED TO EFFECTIVELY ESTABLISH BOTH TEMPORARY AND PERMANENT VEGETATIVE COVER.
23. IF STOCKPILING IS NECESSARY AND/OR CREATED, SILT FENCE SHALL BE INSTALLED AND MAINTAINED AROUND THE PERIMETER OF THE STOCKPILE IF THE STOCKPILE WILL BE ON-SITE FOR AN EXTENDED PERIOD OF TIME.
24. AT THE TIME OF PLANT AND SEED DELIVERY, A WCWRC LANDSCAPE REVIEWER MUST BE PRESENT. THE QUANTITY AND SPECIES DELIVERED WILL BE REVIEWED ON SITE. CONTACT CATIE WYTYCHAK AT WYRYCHAKC@WASHTENAW.ORD OR (734) 222-6813.

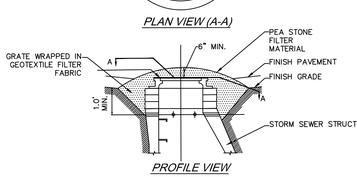
NOTE: NO WORK WITHIN REGULATED WETLANDS UNTIL EGLE PERMIT IS ISSUED

SOIL EROSION CONSTRUCTION SEQUENCE

1. NOTIFY SOIL EROSION OFFICE 48 HOURS BEFORE WORK IS TO BEGIN.
2. PRIOR TO CONSTRUCTION, INSTALL TEMPORARY STONE ACCESS DRIVES AT ENTRANCE, SILT FENCE, TREE PROTECTION FENCE, AND EROSION CONTROL MEASURES ON EXISTING STORM INLETS AS DESIGNATED ON THE SESC PLAN.
3. INSTALL UNDERGROUND UTILITIES (I.E. SANITARY, STORM, AND WATER MAIN.). INSTALL INLET FILTER PROTECTION ON PROPOSED STORM SEWER STRUCTURES. (6/1/26 – 15 DAYS)
4. PAVING ACTIVITIES. REMOVE STONE ACCESS DRIVE WHEN COMPLETE. (11/01/26 – 10 DAYS)
5. INSTALL PUBLIC UTILITIES (ELECTRIC, TELEPHONE, AND CABLE T.V.). (11/15/26 – 30 DAYS)
6. FINAL GRADING AND INSTALLATION OF LANDSCAPING. ESTABLISH PERMANENT VEGETATION FOR REMAINING DISTURBED AREAS. (04/15/27 – 45 DAYS)
7. CLEAN OUT STORM SEWER SYSTEM. CLEAN OUT SEDIMENT AND RESTORE SEDIMENT FOREBAY AND DETENTION POND TO DESIGN SPECIFICATIONS. (MAY 2026 – 15 DAYS)
8. CALL SOIL EROSION OFFICE FOR FINAL INSPECTION. REMOVE TEMPORARY SOIL EROSION MEASURES UPON APPROVAL. (JULY 2027)



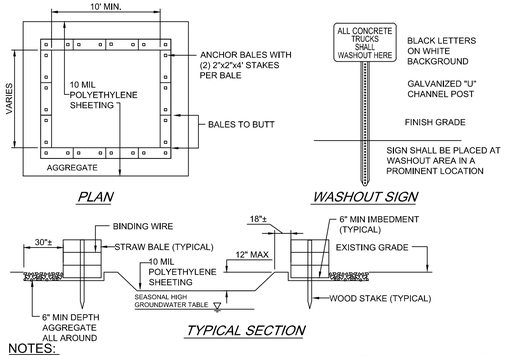
PLAN VIEW (A-A)



PROFILE VIEW

LOW POINT INLET FILTER

NO SCALE



NOTES:

1. CONTAINMENT MUST BE STRUCTURALLY SOUND AND LEAK FREE AND CONTAIN ALL LIQUID WASTES.
2. CONTAINMENT DEVICES MUST BE OF SUFFICIENT QUANTITY OR VOLUME TO COMPLETELY CONTAIN THE LIQUID WASTES GENERATED.
3. WASHOUT MUST BE CLEANED OR NEW FACILITIES CONSTRUCTED AND READY TO USE ONCE ASHOUT IS 75% FULL.
4. WASHOUT AREA(S) SHALL BE INSTALLED IN A LOCATION EASILY ACCESSIBLE BY CONCRETE TRUCKS.
5. ONE OR MORE AREAS MAY BE INSTALLED ON THE CONSTRUCTION SITE AND MAY BE RELOCATED AS CONSTRUCTION PROGRESSES.
6. AT LEAST WEEKLY REMOVE ACCUMULATION OF SAND AND AGGREGATE AND DISPOSE OF PROPERLY.

CONCRETE WASHOUT AREA

NO SCALE

SITE INFORMATION

SITE LOCATION: NORTHEAST 1/4 OF SECTION 33, SUPERIOR TOWNSHIP, MICHIGAN.

1. ULTIMATE RECEIVING WATER: HURON RIVER, VIA SUPERIOR DRAIN NO. 1
2. SITE SOILS INFORMATION: PER THE NRCS WEB SURVEY FOR WASHTENAW COUNTY; BNC. BNF, FOB, HO, KEB, MDA, MFA, NAB, OSB, PE , SB, SO, SPB, STB, STC, THA, WAWABC
3. APPROXIMATE AREA OF DISTURBANCE: 27± ACRES IN PHASE 3 & 4
4. THIS PROJECT BOUNDARY IS APPROXIMATELY 60 FEET FROM AN UN-NAMED WATERCOURSE

Maintenance Tasks and Schedule (during construction)

Tasks	Components: Storm Sewer System	Catch Basin Sumps	Catch Basin Inlet Castings	Channels	Outflow Control Structures	Rip-Rap	Storm Detention Areas	Subsurface Infiltration Bed	Wetlands	Emergency Overflow	Schedule
Inspect for sediment accumulation	*	*			*		*	*	*		Weekly
Removal of sediment accumulation	*	*					*	*	*		As needed* and prior to turnover
Inspect for floatables and debris	*	*	*	*	*		*	*	*	*	Quarterly
Cleaning of floatables and debris	*	*	*	*	*		*	*	*	*	Quarterly and at turnover
Inspection for erosion				*	*	*	*		*	*	Weekly
Reestablish permanent vegetation on eroded slopes				*			*		*	*	As needed* and prior to turnover
Replacement of gravel jackets					*						As needed*
Mowing				*			*			*	0 to 2 times per yr.
Inspect structural elements during wet weather and compare as-built plans (by a professional engineer reporting to the Developer)	*			*	*	*	*		*	*	Annually and at turnover
Make adjustments or replacements as determined by pre-turnover inspection	*			*	*	*	*		*	*	As needed*

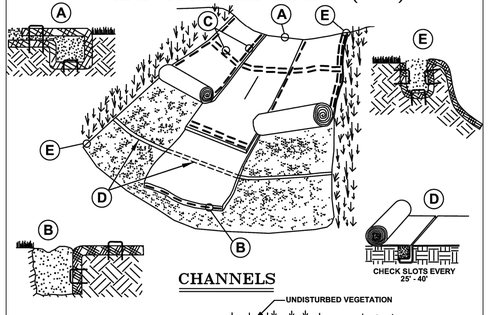
* "as needed" means when sediment has accumulated to a maximum of one foot depth
Contractor is responsible for maintaining Soil Erosion and Sedimentation Control measures during construction

Maintenance Tasks and Schedule (following construction)

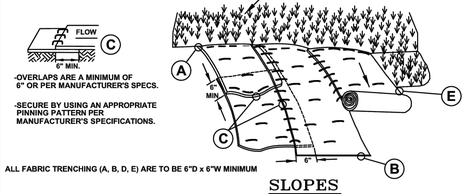
Tasks	Components: Streets	Storm Sewer System	Catch Basin Sumps	Catch Basin Inlet Castings	Channels	Outflow Control Structures	Filtration Basins	Storm Detention Areas	Subsurface Infiltration Bed	Wetlands	Woodlands	Emergency Overflow	Schedule	Annual Cost
Inspect for sediment accumulation		*	*			*	*	*	*	*			Annually	$300.00
Removal of sediment accumulation		*	*			*	*	*	*	*			Every 5-10 yrs as needed	$1,000.00
Inspect for floatables and debris		*	*	*	*	*	*	*	*	*		*	Annually	$300.00
Cleaning of floatables and debris		*	*	*	*	*	*	*	*	*		*	Annually	$400.00
Inspection for erosion					*	*	*	*		*		*	Annually	$300.00
Inspect wetlands and woodlands for invasive species. Remove or treat as needed.										*	*		Annually (removal or treatment every 3-5 years as needed)	$800.00
Reestablish permanent vegetation on eroded slopes					*		*	*		*		*	As needed	$500.00
Replacement of gravel jackets						*							Every 3-5 yrs as needed	$700.00
Clean streets	*												Semi-annually	$400.00
Mowing	*				*		*	*				*	0 to 2 times per yr.	$400.00
Inspect structural elements during wet weather and compare as-built plans (by a professional engineer reporting to the condominium association)						*							Annually	$400.00
Make adjustments or replacements as determined by wet weather inspection		*			*	*	*	*	*	*		*	As needed	$500.00
Keep records of all inspections and maintenance activities and report to condominium association		*			*	*	*	*	*	*		*	Annually	
Keep records of all costs for inspections, maintenance and repairs. Report to condominium association		*	*	*	*	*	*	*	*	*	*	*	Annually	
Condominium association reviews cost effectiveness of the preventative maintenance program and makes necessary adjustments		*	*	*	*	*	*	*	*	*	*	*	Annually	
Condominium association to have a professional engineer carry out emergency inspections upon identification of severe problems.		*	*	*	*	*	*	*	*	*	*	*	As needed	$200.00
														$6,200.00

The Condominium Association will assess its members to pay for all maintenance activities on an annual basis

EROSION CONTROL BLANKETS AND TURF MAT LINING (E-9)



CHANNELS



-OVERLAPS ARE A MINIMUM OF 6" OR PER MANUFACTURER'S SPECS.

-SECURE BY USING AN APPROPRIATE PINNING PATTERN PER MANUFACTURER'S SPECIFICATIONS.

ALL FABRIC TRENCHING (A, B, D, E) ARE TO BE 6"D x 6"W MINIMUM

SLOPES

DEPENDING ON THE VELOCITY, SLOPE, SOILS, USE PROPER BLANKET OR TURF MAT LINING PER MANUFACTURER'S SPECIFICATIONS TO HANDLE THE SHEER STRESSES OF THE SLOPE/CHANNEL.

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROJECT
PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

SOIL EROSION CONTROL NOTES & DETAILS

SECTION 33
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS
NA NA NA
N/A

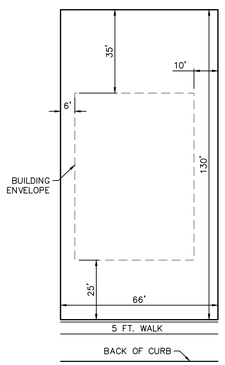
DR. SK CH. SS
P.M. MB
BOOK --
JOB 16000819
SHEET NO. 11

I:\ATWELL-SD\PROJECTS\16000819\PROSPECTPOINTE_FINAL PHASE 4\DOCS\PSP-04_SESC.DWG, 11/24/2025 3:23 PM, MATTHEW MYERS

Parcel Table	
Parcel #	Area (S.F.)
111	9,100
112	10,315
113	9,667
114	9,601
115	9,126
116	9,291
117	9,312
118	8,632
119	8,580
120	8,580

Parcel Table	
Parcel #	Area (S.F.)
121	8,580
122	8,580
123	8,580
124	8,580
125	8,632
126	8,634
127	8,627
128	8,627
129	9,663
130	9,472
131	9,874
132	9,871
133	10,056
134	9,591
135	8,638
136	9,360
137	9,283

Parcel Table	
Parcel #	Area (S.F.)
138	9,292
139	9,292
140	9,292
141	9,566
142	9,566
143	9,292
144	10,283
145	10,313
146	10,516
147	10,516
148	10,744
149	13,927
150	13,587



TYPICAL 66' LOT DETAIL

N.T.S.

SITE DATA

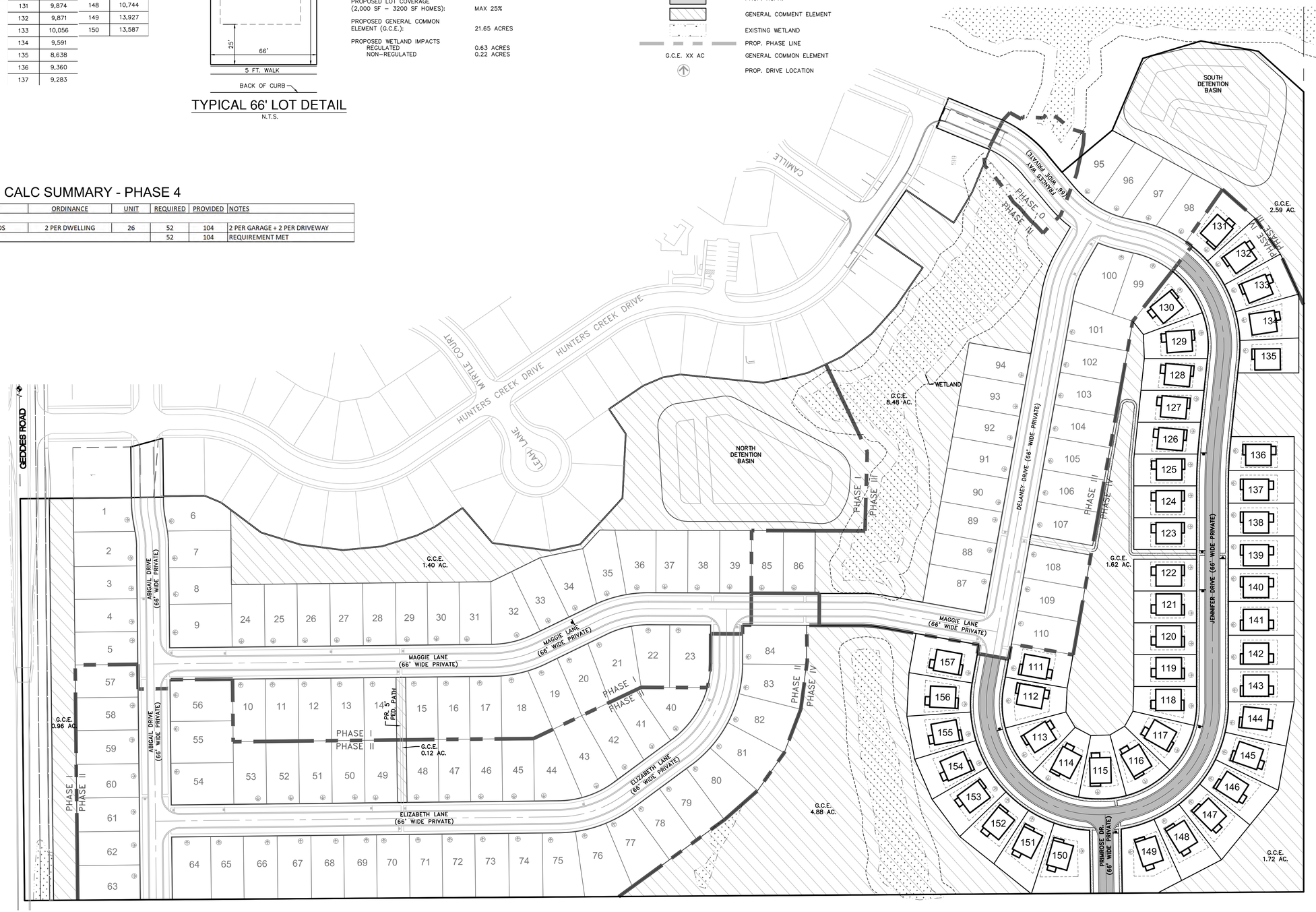
GROSS AREA:	67.99 ACRES
GEDDES ROAD ROW:	1.15 ACRES
NET AREA:	66.84 ACRES
EXISTING ZONING:	R4 SINGLE FAMILY RESIDENTIAL
PROPOSED ZONING:	R4 SINGLE FAMILY RESIDENTIAL
PROPOSED USE:	SINGLE FAMILY RESIDENTIAL SITE CONDOMINIUM
NUMBER OF PROPOSED LOTS:	157
PROPOSED DENSITY (GROSS):	2.31
PROPOSED DENSITY (NET):	2.35
LOT AREA PER DWELLING UNIT:	66' X 130' = 8580 SF (TYPICAL)
MINIMUM LOT WIDTH:	66'
LOT SETBACKS:	
FRONT	25'
SIDE	6' MIN. (16' TOTAL)
REAR	35'
PROPOSED LOT COVERAGE (2,000 SF – 3200 SF HOMES):	MAX 25%
PROPOSED GENERAL COMMON ELEMENT (G.C.E.):	21.65 ACRES
PROPOSED WETLAND IMPACTS	
REGULATED	0.63 ACRES
NON-REGULATED	0.22 ACRES

LEGEND

- BOUNDARY LINE
- EXIST. EASEMENT
- SECTION LINE
- BOUNDARY/PROPERTY LINE
- EXIST. SETBACK
- EXIST. TREE LINE
- EXIST. CURB AND GUTTER
- EXIST. BUILDING
- EXIST. WETLAND BUFFER
- PROP. SETBACK
- PROP. LOT LINE
- PROP. ROAD CENTERLINE
- PROP. BACK OF CURB
- PROP. WALK
- PROP. ASPH.
- GENERAL COMMENT ELEMENT
- EXISTING WETLAND
- PROP. PHASE LINE
- G.C.E. XX AC — GENERAL COMMON ELEMENT
- PROP. DRIVE LOCATION

PARKING CALC SUMMARY - PHASE 4

PARKING SUMMARY	ORDINANCE	UNIT	REQUIRED	PROVIDED	NOTES
RESIDENTIAL					
DETACHED CONDOS	2 PER DWELLING	26	52	104	2 PER GARAGE + 2 PER DRIVEWAY
TOTAL			52	104	REQUIREMENT MET



811
Know what's below.
Call before you dig.
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101 N. MAIN STREET, SUITE 130
ANN ARBOR, MI 48104
734.994.4000

SECTION 33
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

OVERALL LAYOUT PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

0 50 100
SCALE: 1" = 100 FEET

DR. SK	CH. SS
P.M. MB	
BOOK —	
JOB 16000819	
SHEET NO. 12	

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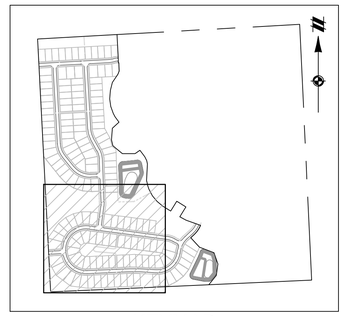

KEYMAP
SCALE: 1" = 750'

LEGEND

- BOUNDARY LINE
- EXIST. EASEMENT
- SECTION LINE
- BOUNDARY/PROPERTY LINE
- EXIST. SETBACK
- EXIST. TREE LINE
- EXIST. CURB AND GUTTER
- EXIST. BUILDING
- EXIST. WETLAND BUFFER
- PROP. SETBACK
- PROP. LOT LINE
- PROP. ROAD CENTERLINE
- PROP. BACK OF CURB
- PROP. WALK
- PROP. ASPH.
- GENERAL COMMON ELEMENT
- PROP. PHASE LINE
- EXIST. WETLAND
- GCE XX AC — GENERAL COMMON ELEMENT
- GARAGE/DRIVEWAY LOCATION INDICATOR

SIGN LEGEND

- (A) W11A-2 PEDESTRIAN CROSSING SIGN
- (B) R1-1 STOP SIGN
- (C) D3-1 STREET NAME SIGN
- (D) 'NO PARKING' FIRE LANE SIGN

FRANCES WAY, JENNIFER DR., DELANEY DR., PRIMROSE DR.

ALIGNMENT LINE TABLE				
Line #	Length	Direction	Start Point	End Point
L11	60.27	S19° 51' 29.48"W	(13328960.63,281542.12)	(13328940.16,281485.43)
L12	86.82	S47° 32' 13.57"W	(13328879.11,281393.89)	(13328815.06,281335.27)
L13	38.17	S10° 54' 11.78"W	(13328744.49,281209.10)	(13328737.27,281171.62)
L14	8.86	N2° 57' 34.43"W	(13327538.96,281194.13)	(13327538.50,281202.98)
L15	233.73	S82° 26' 42.68"E	(13327798.44,281442.86)	(13328030.13,281412.13)
L16	168.78	N86° 36' 24.80"W	(13328497.81,280985.53)	(13328329.32,280995.52)
L17	446.79	S87° 25' 49.58"W	(13328225.30,280996.27)	(13327778.96,280976.24)
L18	820.96	S82° 26' 42.68"E	(13327798.44,281442.86)	(13328612.26,281334.92)
L19	88.32	S62° 44' 35.31"E	(13328687.36,281311.38)	(13328765.87,281270.93)
L20	213.08	S86° 27' 34.60"W	(13327589.25,281191.31)	(13327376.57,281178.15)

ALIGNMENT CURVE TABLE					
CURVE #	RADIUS	LENGTH	DELTA	CHD. BEARING	CHORD
C8	230.00'	111.11'	27°40'44"	S33°41'52"W	110.03'
C9	230.00'	147.06'	36°38'02"	S29°13'13"W	144.57'
C10	230.00'	331.14'	82°29'23"	S52°08'53"W	303.27'
C11	230.00'	359.72'	89°36'36"	N47°45'52"W	324.16'
C12	230.00'	403.49'	100°30'52"	N47°17'51"E	353.70'
C13	1000.00'	104.07'	5°57'46"	N89°35'18"W	104.02'
C14	230.00'	79.09'	19°42'07"	S72°35'39"E	78.70'

811 Know what's below. Call before you dig.

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SECTION 33
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
LAYOUT PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

0 25 50
SCALE: 1" = 50 FEET

DR. SK	CH. SS
P.M. MB	
BOOK --	
JOB 16000819	
SHEET NO. 13	

ZONING PER J-10-33-200-004
LOUIS J EYDE FAMILY LLC

L:\WMU_GIS\PROJECTS\WASHTENAW\PROJECTS\16000819\CAD\SITE\16000819-FSP-PHASE 4 LAYOUT.DWG, 11/21/2025 3:33 PM, MATTHEW MYERS

SEE SHEET 13 FOR CONTINUATION

NORTH BASIN

15 FT. WIDE PVT. ESMT. TO WASHTENAW CO. DRAIN COMM. & HOMEOWNER'S ASSOCIATION FOR DRAINAGE.

CAMILLE CO

ZONING: R4
"PROSPECT POINTE SUBDIVISION NO. 2"
LIBER 35, PAGES 99-110

BITUMINOUS

PHASE I

PHASE III

12 FT. WIDE PVT. ESMT. FOR PUBLIC UTIL. REC. IN L.35, P.99

VARIABLE WIDTH PVT. ESMT. FOR DRAINAGE TO WCDC AND THE HOMEOWNER'S ASSOCIATION REC. IN L.35, P.99

LOT 201

2' WIDE PVT. ESMT. FOR PUBLIC SANITARY REC. IN L.5443, P.380

18' WIDE PVT. ESMT. FOR PUBLIC WATER MAIN REC. IN L.5443, P.380

22' WIDE PVT. ESMT. FOR PUBLIC SANITARY REC. IN L.5443, P.380

66' WIDE PVT. ESMT. FOR INGRESS, EGRESS & PUBLIC UTIL. TO THE OWNER OF THE ADJACENT PARCEL REC. IN L.5443, P.380

40' WIDE PVT. ESMT. FOR PUBLIC STORM SEWER REC. IN L.5443, P.380

LOGAN PARK (PRIVATE) "PROSPECT POINTE SUBDIVISION NO. 1" LIBER 35, PAGES 67-80

PHASE III

PHASE IV

DELANEY DRIVE (66' WIDE PRIVATE)

FRANCES WAY (66' WIDE PRIVATE)

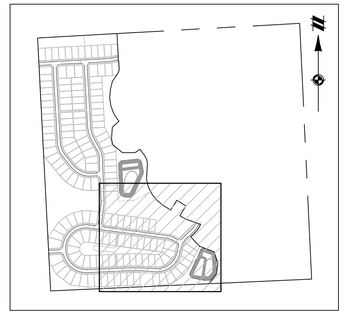
JENNIFER DRIVE (66' WIDE PRIVATE)

PROPOSED 5' PEDESTRIAN PATH.

SUBSURFACE INFILTRATION BASIN

SOUTH BASIN

ZONING: A2
J-10-33-400-035
WYATT HOLDINGS LLC



KEYMAP
SCALE: 1" = 750'

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R1-1 SIGN DETAIL
NO SCALE

W11A-2 SIGN DETAIL
NO SCALE

FRANCES WAY, JENNIFER DR., DELANEY DR., PRIMROSE DR.

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Line #	Length	Direction	Start Point	End Point
L11	60.27	S19° 51' 29.48"W	(13328960.63,281542.12)	(13328940.16,281485.43)
L12	86.82	S47° 32' 13.57"W	(13328879.11,281393.89)	(13328815.06,281335.27)
L13	38.17	S10° 54' 11.78"W	(13328744.49,281209.10)	(13328737.27,281171.62)
L14	8.86	N2° 57' 34.43"W	(13327538.96,281194.13)	(13327538.50,281202.98)
L15	233.73	S82° 26' 42.68"E	(13327798.44,281442.86)	(13328030.13,281412.13)
L16	168.78	N86° 36' 24.80"W	(13328497.81,280985.53)	(13328329.32,280995.52)
L17	446.79	S87° 25' 49.58"W	(13328225.30,280996.27)	(13327778.96,280976.24)
L18	820.96	S82° 26' 42.68"E	(13327798.44,281442.86)	(13328612.26,281334.92)
L19	88.32	S62° 44' 35.31"E	(13328687.36,281311.38)	(13328765.87,281270.93)
L20	213.08	S86° 27' 34.60"W	(13327589.25,281191.31)	(13327376.57,281178.15)

ALIGNMENT CURVE TABLE

CURVE #	RADIUS	LENGTH	DELTA	CHD. BEARING	CHORD
C8	230.00'	111.11'	27°40'44"	S33°41'52"W	110.03'
C9	230.00'	147.06'	36°38'02"	S29°13'13"W	144.57'
C10	230.00'	331.14'	82°29'23"	S52°08'53"W	303.27'
C11	230.00'	359.72'	89°36'36"	N47°45'52"W	324.16'
C12	230.00'	403.49'	100°30'52"	N47°17'51"E	353.70'
C13	1000.00'	104.07'	5°57'46"	N89°35'18"W	104.02'
C14	230.00'	79.09'	19°42'07"	S72°35'39"E	78.70'

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SECTION 33 TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC
PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
LAYOUT PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

0 25 50
SCALE: 1" = 50 FEET

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	14

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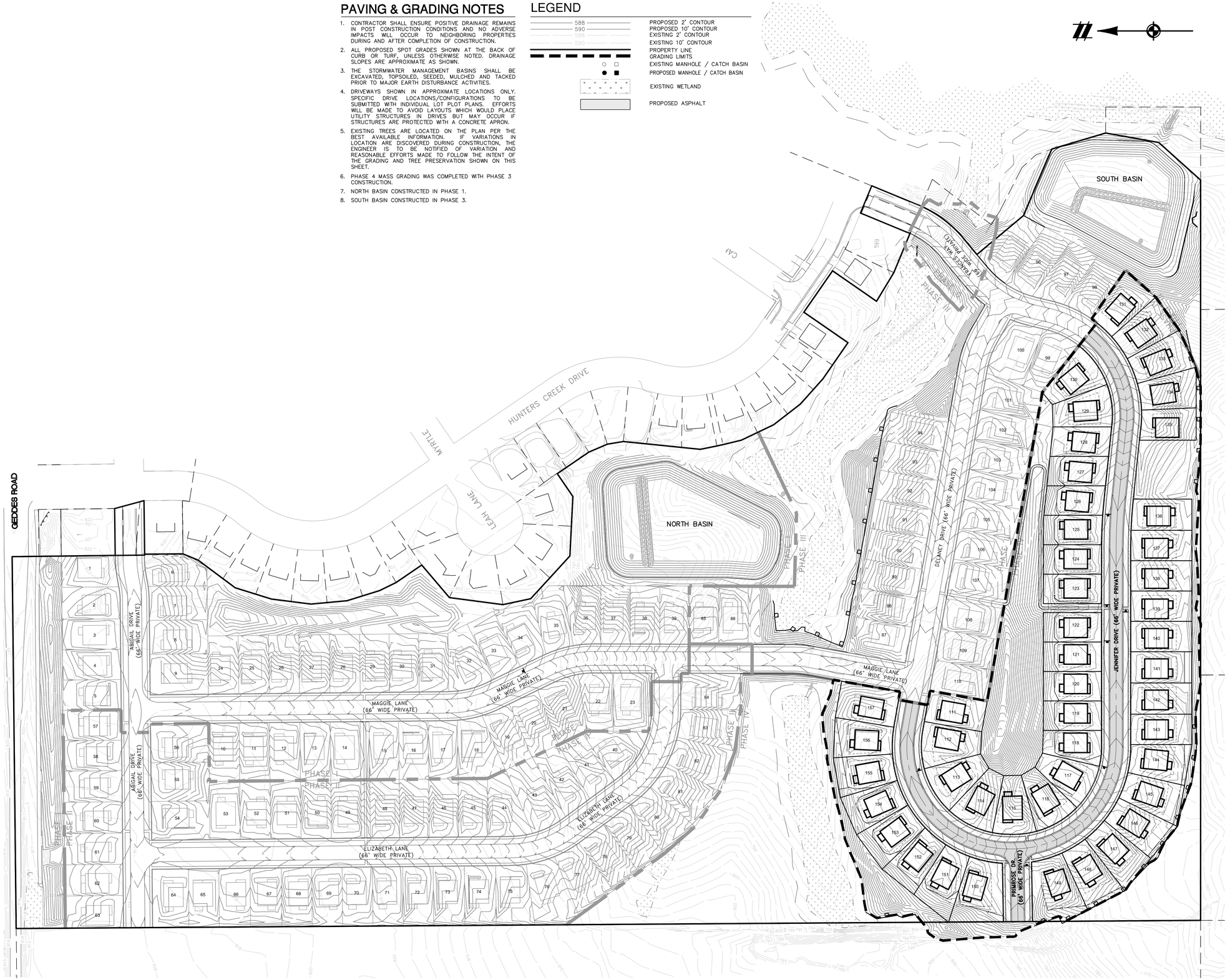
PAVING & GRADING NOTES

1. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE REMAINS IN POST CONSTRUCTION CONDITIONS AND NO ADVERSE IMPACTS WILL OCCUR TO NEIGHBORING PROPERTIES DURING AND AFTER COMPLETION OF CONSTRUCTION.
2. ALL PROPOSED SPOT GRADES SHOWN AT THE BACK OF CURB OR TURF, UNLESS OTHERWISE NOTED. DRAINAGE SLOPES ARE APPROXIMATE AS SHOWN.
3. THE STORMWATER MANAGEMENT BASINS SHALL BE EXCAVATED, TOPSOILED, SEEDED, MULCHED AND TACKED PRIOR TO MAJOR EARTH DISTURBANCE ACTIVITIES.
4. DRIVEWAYS SHOWN IN APPROXIMATE LOCATIONS ONLY. SPECIFIC DRIVE LOCATIONS/CONFIGURATIONS TO BE SUBMITTED WITH INDIVIDUAL LOT PLOT PLANS. EFFORTS WILL BE MADE TO AVOID LAYOUTS WHICH WOULD PLACE UTILITY STRUCTURES IN DRIVES BUT MAY OCCUR IF STRUCTURES ARE PROTECTED WITH A CONCRETE APRON.
5. EXISTING TREES ARE LOCATED ON THE PLAN PER THE BEST AVAILABLE INFORMATION. IF VARIATIONS IN LOCATION ARE DISCOVERED DURING CONSTRUCTION, THE ENGINEER IS TO BE NOTIFIED OF VARIATION AND REASONABLE EFFORTS MADE TO FOLLOW THE INTENT OF THE GRADING AND TREE PRESERVATION SHOWN ON THIS SHEET.
6. PHASE 4 MASS GRADING WAS COMPLETED WITH PHASE 3 CONSTRUCTION.
7. NORTH BASIN CONSTRUCTED IN PHASE 1.
8. SOUTH BASIN CONSTRUCTED IN PHASE 3.

LEGEND

- PROPOSED 2' CONTOUR
- PROPOSED 10' CONTOUR
- EXISTING 2' CONTOUR
- EXISTING 10' CONTOUR
- PROPERTY LINE
- GRADING LIMITS
- EXISTING MANHOLE / CATCH BASIN
- PROPOSED MANHOLE / CATCH BASIN
- EXISTING WETLAND
- PROPOSED ASPHALT



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OVERALL GRADING PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

0 50 100
SCALE: 1" = 100 FEET

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P.M. MB	
BOOK --	
JOB 16000819	
SHEET NO. 15	

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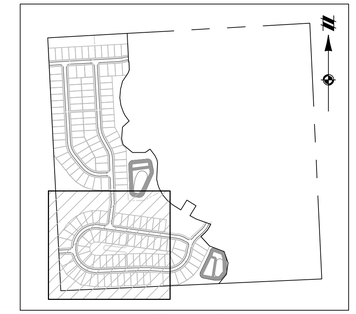

KEYMAP
SCALE: 1" = 750'

LEGEND

- PROPOSED 1' CONTOUR
- PROPOSED 5' CONTOUR
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- PROPERTY LINE
- GRADING LIMITS
- EXISTING MANHOLE / CATCH BASIN
- PROPOSED MANHOLE / CATCH BASIN
- EXISTING HYDRANT
- PROPOSED HYDRANT
- EXISTING GATE VALVE & WELL
- PROPOSED GATE VALVE & WELL
- EXISTING WATER MAIN MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WETLAND
- PROPOSED ASPHALT
- PROPOSED CONCRETE
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PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
GRADING PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

SCALE: 1" = 50 FEET

DR. SK | CH. SS
P.M. MB
BOOK --
JOB 16000819
SHEET NO. 16

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SEE SHEET 16 FOR CONTINUATION

SEE SHEET 35 FOR DETAILS

61 LF WIDE SPILLWAY CREST ELEV.=784.92

EXISTING HOUSE

EXISTING HOUSE

EXISTING HOUSE

EX. STM CB RIM=777.07

EX. STM CB RIM=775.43

EX. STM MH RIM=772.98

EX. WMH RIM=770.79

EX. WATER SHUT OFF RIM=769.71

EX. HYD F.G.=769.00

EX. STM CB RIM=769.27

EX. STM CB RIM=768.42

EX. STM CB RIM=768.55

EX. STM CB RIM=766.41

EX. STM CB RIM=762.16

EX. HYD F.G.=768.28

EX. VALVE RIM=768.02

HUNTERS CREEK DR. (66 FT WIDE-PUBLIC)

FRANCES WAY (66 FT WIDE-PUBLIC)

FRANCES WAY (66' WIDE PRIVATE)

DELANEY DRIVE (66' WIDE PRIVATE)

JENNIFER DRIVE (66' WIDE PRIVATE)

MARCH LANE (66' WIDE PRIVATE)

12' EX. WIDE PVT. ESMT. FOR PUBLIC UTIL. REC. IN L.35, P.99

VARIABLE WIDTH PVT. ESMT. FOR DRAINAGE TO WCDC AND THE HOMEOWNER'S ASSOCIATION REC. IN L.35, P.99

LOT 201

2' WIDE PVT. ESMT. FOR PUBLIC SANITARY REC. IN L.5443, P.380

18' WIDE PVT. ESMT. FOR PUBLIC WATER MAIN REC. IN L.5443, P.380

BM #3

22' WIDE PVT. ESMT. FOR PUBLIC SANITARY REC. IN L.5443, P.380

66' WIDE PVT. ESMT. FOR INGRESS, EGRESS & PUBLIC UTIL. TO THE OWNER OF THE ADJACENT PARCEL REC. IN L.5443, P.380

40' WIDE PVT. ESMT. FOR PUBLIC STORM SEWER REC. IN L.5443, P.380

PROP. PERMANENT SEDIMENT DEPTH MARKER

50 LF WIDE SPILLWAY CREST ELEV.=761.41

767.00T/WALL

765.00B/WALL 766.60T/WALL

250 LF BOULDER WALL (1-2' TALL)

765.00B/WALL 766.21T/WALL

768.00B/WALL 771.46T/WALL

768.00B/WALL 770.79T/WALL

768.99B/WALL 770.63T/WALL

769.53B/WALL 770.03T/WALL

45 LF BOULDER WALL (1-2' TALL)

765.00B/WALL 767.00T/WALL

DIVERSION BERM

6300 S.F. SUBSURFACE INFILTRATION BED. SEE DETAIL.

PHASE I

PHASE III

PHASE IV

PHASE II

KEYMAP

SCALE: 1" = 750'

LEGEND

- PROPOSED 1' CONTOUR
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- PROPOSED GATE VALVE & WELL
- EXISTING WATER MAIN MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WETLAND
- PROPOSED ASPHALT
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PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
GRADING PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

0 25 50
SCALE: 1" = 50 FEET

DR. SK | CH. SS
P.M. MB
BOOK --
JOB 16000819
SHEET NO. 17

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INITIAL UTILITY BASIS OF DESIGN

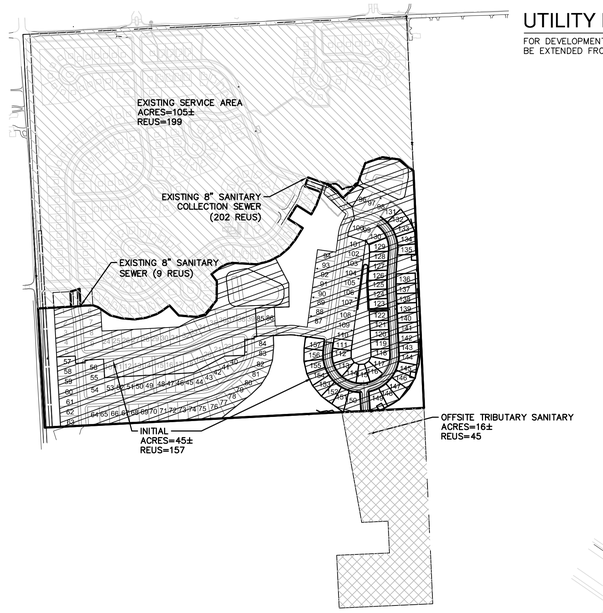
No. of Single Family Lots:			157 Lots
No. of Users per Lot:			3.5 Persons
Total Expected Population Served:			550 Persons
Average Daily Flow (per capita):			100 G.P.D.
Peaking Factor:	$18+\sqrt{(POP/1000)}$ / $4+\sqrt{(POP/1000)}$ =		3.95
Average Demand:	POP * 100 =		**55,000 G.P.D.**
	=		38.2 G.P.M.
	=		0.085 C.F.S.
Peak Demand:	55,000 * 3.95 =		**217,392 G.P.D.**
	=		151.0 G.P.M.
	=		0.336 C.F.S.

ULTIMATE UTILITY BASIS OF DESIGN

	Prospect Pointe West		157 Lots
	Future Service Area		45 Lots
Total No. of Single Family Lots:			202 Lots
No. of Users per Lot:			3.5 Persons
Total Expected Population Served:			707 Persons
Average Daily Flow (per capita):			100 G.P.D.
Peaking Factor:	$18+\sqrt{(POP/1000)}$ / $4+\sqrt{(POP/1000)}$ =		3.89
Average Flow:	POP * 100 =		**70,700 G.P.D.**
	=		49.1 G.P.M.
	=		0.109 C.F.S.
Peak Flow:	70,700 * 3.89 =		**275,169 G.P.D.**
	=		191.1 G.P.M.
	=		0.426 C.F.S.
Pipe Capacity:	8 in. diameter	A=	0.349 sf
	0.40% slope	R=	0.167 ft
	0.013 Manning's 'n'		
	Manning's Capacity =		0.766 C.F.S.
	Velocity Flowing Full =		2.20 F.P.S.

NOTES

1. ALL UTILITIES SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION.
2. CONTRACTOR SHALL COORDINATE SCHEDULING AND PROCEDURES WITH THE AUTHORITY HAVING JURISDICTION PRIOR TO PERFORMING THE PROPOSED CONNECTIONS TO THE EXISTING WATER MAIN.
3. 10' HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN WATER MAINS AND SEWERS.
4. A MINIMUM VERTICAL SEPARATION OF 18" SHALL BE MAINTAINED BETWEEN CROSSING UTILITIES, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. ALL PROPOSED STORM SEWER SHALL BE R.C.P. CL-IV UNLESS OTHERWISE NOTED.
6. LOW HEAD (FLAT TOP) STRUCTURES SHALL BE PROVIDED FOR STORM STRUCTURES WITH LESS THAN FOUR FEET OF COVER.
7. ALL PROPOSED WATER MAIN SHALL BE DUCTILE IRON THICKNESS CL-54, AS APPROVED. WATER LEADS SHALL BE 1" TYPE K COPPER, UNLESS OTHERWISE APPROVED. ALL GATE VALVES, EXCEPT HYDRANT SHUTOFFS, SHALL BE INSTALLED IN WELLS.
8. ALL WATERMAIN SHALL BE INSTALLED 5.5' DEEP. NO PIPE WILL BE ALLOWED DEEPER THAN 10' DEEP.
9. ALL SANITARY LEADS SHALL BE 6" PVC SDR 23.5 LAID AT 1% MINIMUM SLOPE.
10. ALL SANITARY SEWER PIPES SHALL BE PVC SDR 26 TO 20 FEET DEPTH AND PVC TRUSS PIPE FOR SANITARY SEWER DEEPER THAN 20 FT FROM FINISHED GRADE.
11. SANITARY SEWERS LOCATED OUTSIDE OF THE ROAD RIGHT OF WAY SHALL BE LOCATED WITHIN A 20' WIDE EASEMENT.
12. THE MINIMUM COVER OVER SANITARY SEWER IS 4'.
13. TRAFFIC CONTROL TO BE PROVIDED IN ACCORDANCE WITH THE MMUTCD & COUNTY ROAD COMMISSION.
14. M.D.O.T CLASS II SAND BACKFILL IS REQUIRED FOR ALL UTILITY BACKFILL UNDER OR WITHIN A 1:1 INFLUENCE OF PROPOSED PAVEMENT.
15. WATER MAIN STRUCTURES (GATE WELLS, CURB STOPS, ETC.) MAY NOT BE PLACED WITHIN ANY PAVED SURFACE INCLUDING ROADS, DRIVEWAYS, AND SIDEWALKS.
16. SANITARY SEWER STRUCTURES MAY NOT BE PLACED WITHIN ANY PAVED SURFACE INCLUDING ROADS, DRIVEWAYS, AND SIDEWALKS.
17. ALL STORM SEWER SHALL BE PLACED IN 20' WIDE DRAINAGE EASEMENTS. ALL STORM SEWER PIPES SHALL BE C-76 CLASS IV UNLESS OTHERWISE NOTED.
18. WATER SERVICE TAPS AND LEAD INSTALLATION SHALL OCCUR AFTER WATERMAIN TESTING.
19. SEE SHEETS 19 THROUGH 20 FOR UTILITY EASEMENTS.



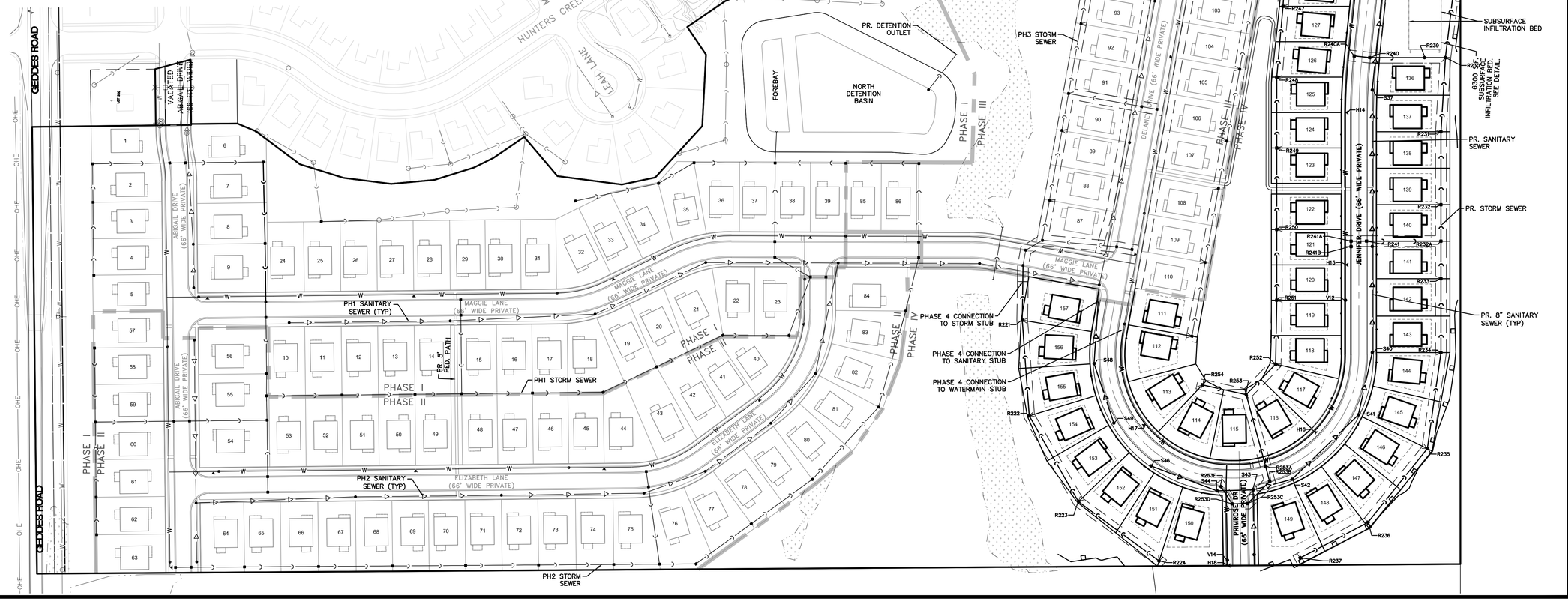
UTILITY SERVICE DISTRICT MAP
SCALE: 1" = 500 FEET

UTILITY NARRATIVE

FOR DEVELOPMENT OF PHASE 4, ALL UTILITIES NEEDED TO SERVICE LOTS 111-157 SHALL BE EXTENDED FROM THE PHASE 3 STUBS.

LEGEND

- PROPERTY LINE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING MANHOLE/CATCH BASIN/END SECTION
- PROPOSED MANHOLE/CATCH BASIN/END SECTION
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- EXISTING HYDRANT
- PROPOSED HYDRANT
- EXISTING GATE VALVE & WELL
- PROPOSED GATE VALVE & WELL
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED EASEMENT
- EXISTING WETLAND



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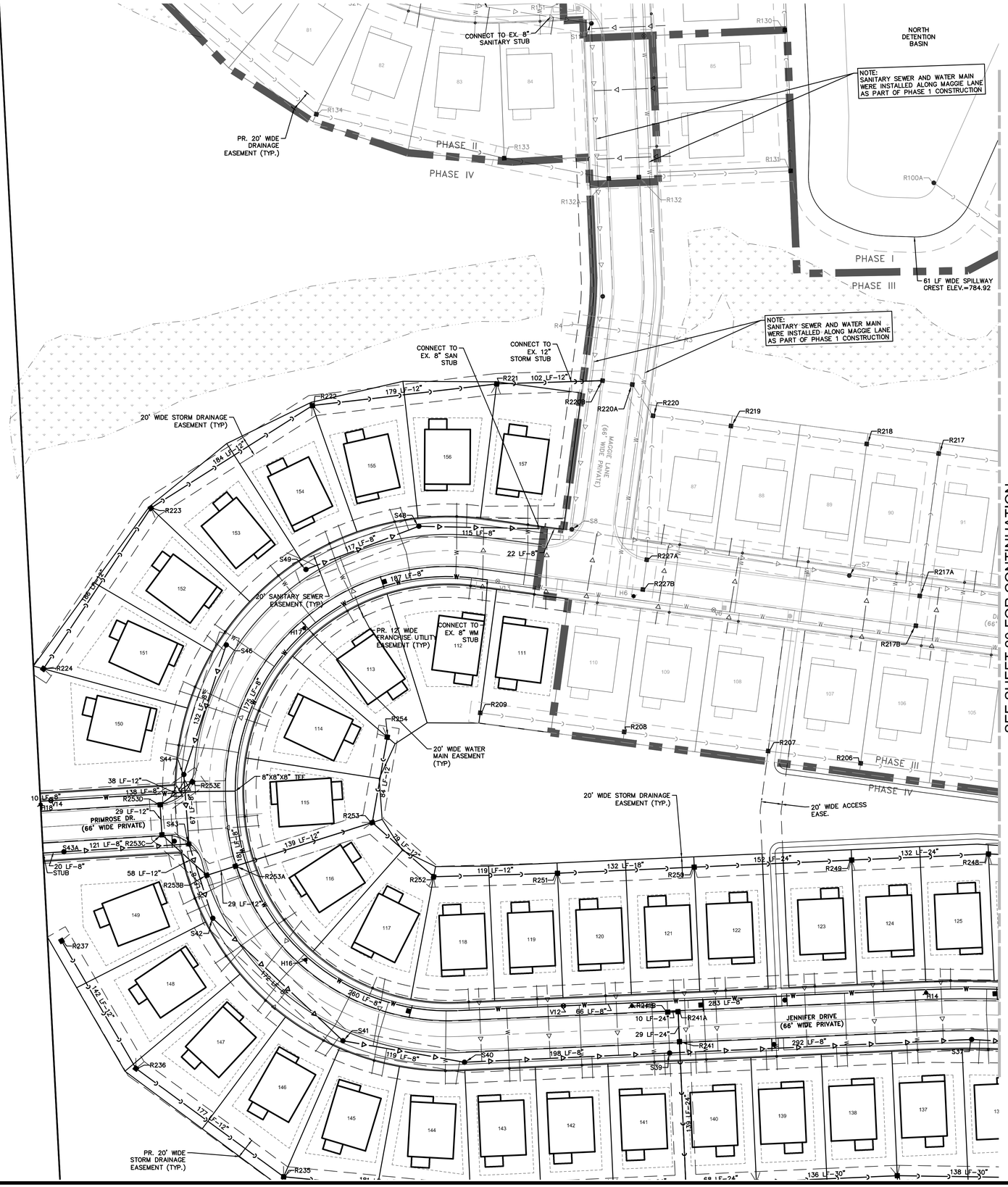
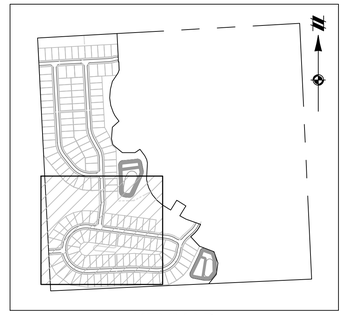
BOOK ---	
JOB 16000819	
SHEET NO. 18	

\\ANN-SPS\PROJECT DATA\ANN\PROJECTS\16000819\CAD\PLAN SETS\FSP - FINAL PHASE 4 VERSION\FSP-4 - FSP-4 - 11/21/2025 3:42 PM MATTHEW MYERS





KEYMAP
SCALE: 1" = 750'

LEGEND

- PROPERTY LINE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING MANHOLE/CATCH BASIN/END SECTION
- PROPOSED MANHOLE/CATCH BASIN/END SECTION
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- EXISTING HYDRANT
- PROPOSED HYDRANT
- EXISTING GATE VALVE & WELL
- PROPOSED GATE VALVE & WELL
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED EASEMENT
- EXISTING WETLAND

NOTES

1. ALL UTILITIES SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION.
2. CONTRACTOR SHALL COORDINATE SCHEDULING AND PROCEDURES WITH THE AUTHORITY HAVING JURISDICTION PRIOR TO PERFORMING THE PROPOSED CONNECTIONS TO THE EXISTING WATER MAIN.
3. 10' HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN WATER MAINS AND SEWERS.
4. A MINIMUM VERTICAL SEPARATION OF 18" SHALL BE MAINTAINED BETWEEN CROSSING UTILITIES, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. ALL PROPOSED STORM SEWER SHALL BE R.C.P. CL-IV UNLESS OTHERWISE NOTED.
6. LOW HEAD (FLAT TOP) STRUCTURES SHALL BE PROVIDED FOR STORM STRUCTURES WITH LESS THAN FOUR FEET OF COVER.
7. ALL PROPOSED WATER MAIN SHALL BE DUCTILE IRON THICKNESS CL-54, AS APPROVED. WATER LEADS SHALL BE 1" TYPE K COPPER, UNLESS OTHERWISE APPROVED. ALL GATE VALVES, EXCEPT HYDRANT SHUTOFFS, SHALL BE INSTALLED IN WELLS.
8. ALL WATERMAIN SHALL BE INSTALLED 5.5' DEEP. NO PIPE WILL BE ALLOWED DEEPER THAN 10' DEEP.
9. ALL SANITARY LEADS SHALL BE 6" PVC SDR 23.5 LAID AT 1% MINIMUM SLOPE.
10. ALL SANITARY SEWER PIPES SHALL BE PVC SDR 26 TO 20 FEET DEPTH AND PVC TRUSS PIPE FOR SANITARY SEWER DEEPER THAN 20 FT FROM FINISHED GRADE.
11. SANITARY SEWERS LOCATED OUTSIDE OF THE ROAD RIGHT OF WAY SHALL BE LOCATED WITHIN A 20' WIDE EASEMENT.
12. THE MINIMUM COVER OVER SANITARY SEWER IS 4'.
13. TRAFFIC CONTROL TO BE PROVIDED IN ACCORDANCE WITH THE MMUTCD & COUNTY ROAD COMMISSION.
14. M.D.O.T CLASS II SAND BACKFILL IS REQUIRED FOR ALL UTILITY BACKFILL UNDER OR WITHIN A 1:1 INFLUENCE OF PROPOSED PAVEMENT.
15. WATER MAIN STRUCTURES (GATE WELLS, CURB STOPS, ETC.) MAY NOT BE PLACED WITHIN ANY PAVED SURFACE INCLUDING ROADS, DRIVEWAYS, AND SIDEWALKS.
16. SANITARY SEWER STRUCTURES MAY NOT BE PLACED WITHIN ANY PAVED SURFACE INCLUDING ROADS, DRIVEWAYS, AND SIDEWALKS.
17. ALL STORM SEWER SHALL BE PLACED IN 20' WIDE DRAINAGE EASEMENTS. ALL STORM SEWER PIPES SHALL BE C-76 CLASS IV UNLESS OTHERWISE NOTED.
18. WATER SERVICE TAPS AND LEAD INSTALLATION SHALL OCCUR AFTER WATERMAIN TESTING.

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SECTION 33
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
UTILITIES PLAN

DATE
JULY 18, 2025

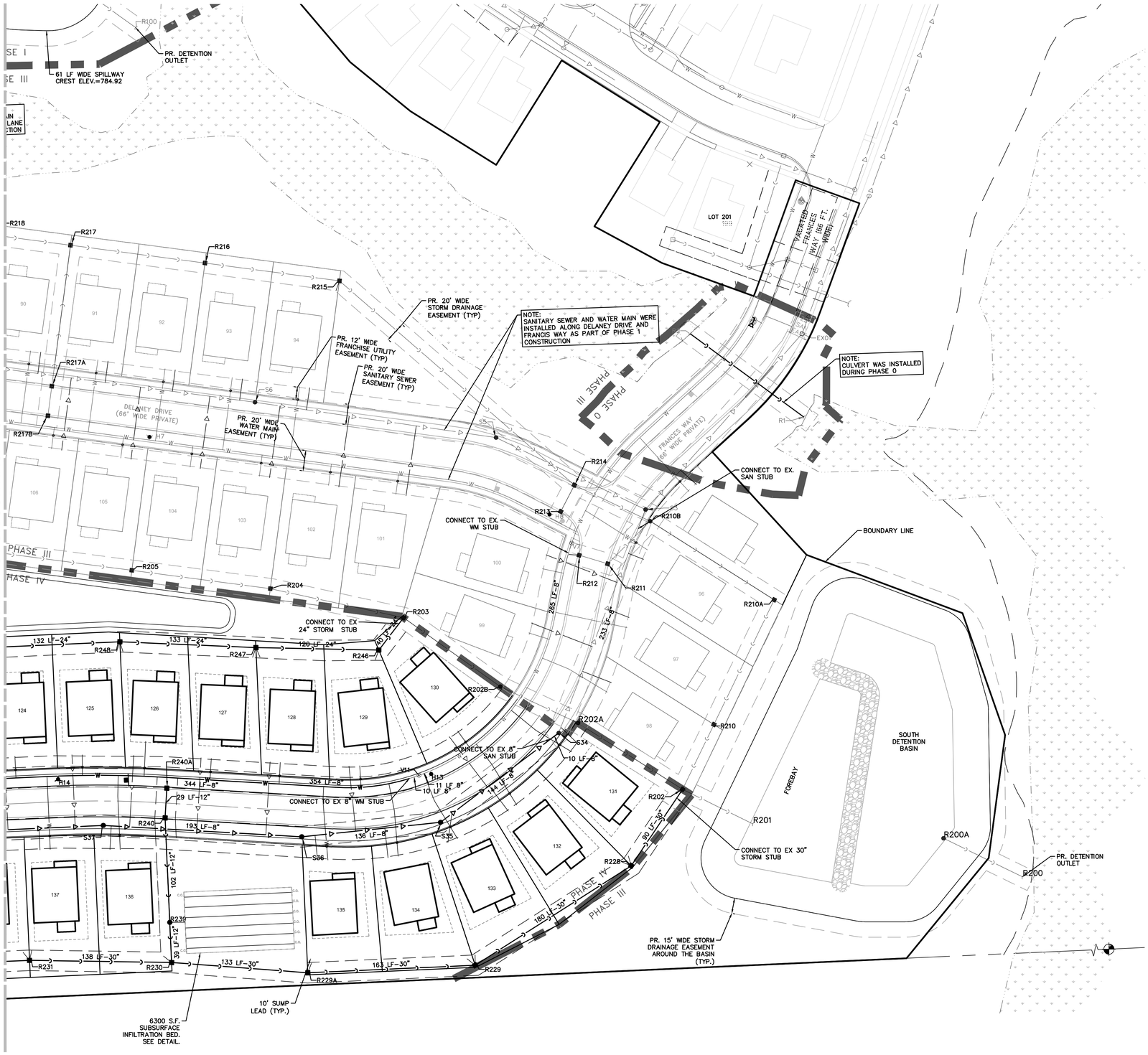
2025-11-21 PER TWP.

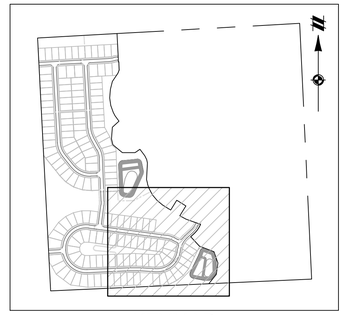
REVISIONS

SCALE: 1" = 50 FEET

DR. SK	CH. SS
P.M. MB	
BOOK --	
JOB 16000819	
SHEET NO. 19	

\\ATWELL-GFS\PROJECT DATA\WORKING\PROJECTS\16000819\CAD\CAD ALL REVISED - FINAL PHASE 4\16000819 SP2-4 S-UTIL 11/24/2025 3:46 PM MATTHEW MYERS





KEYMAP
SCALE: 1" = 750'

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- EXISTING STORM SEWER
- PROPOSED STORM SEWER
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- PROPOSED MANHOLE/CATCH BASIN/END SECTION
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- EXISTING HYDRANT
- PROPOSED HYDRANT
- EXISTING GATE VALVE & WELL
- PROPOSED GATE VALVE & WELL
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
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SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
UTILITIES PLAN

DATE
JULY 18, 2025

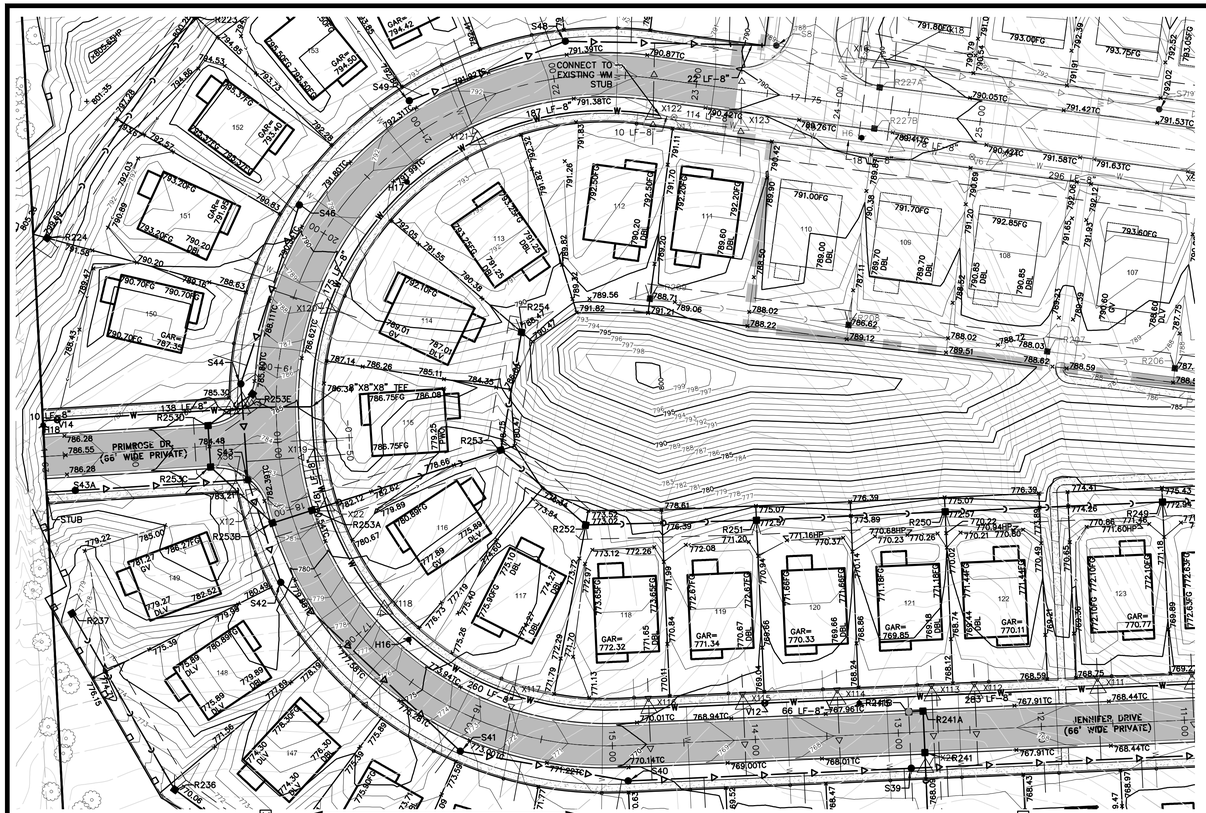
2025-11-21 PER TWP.

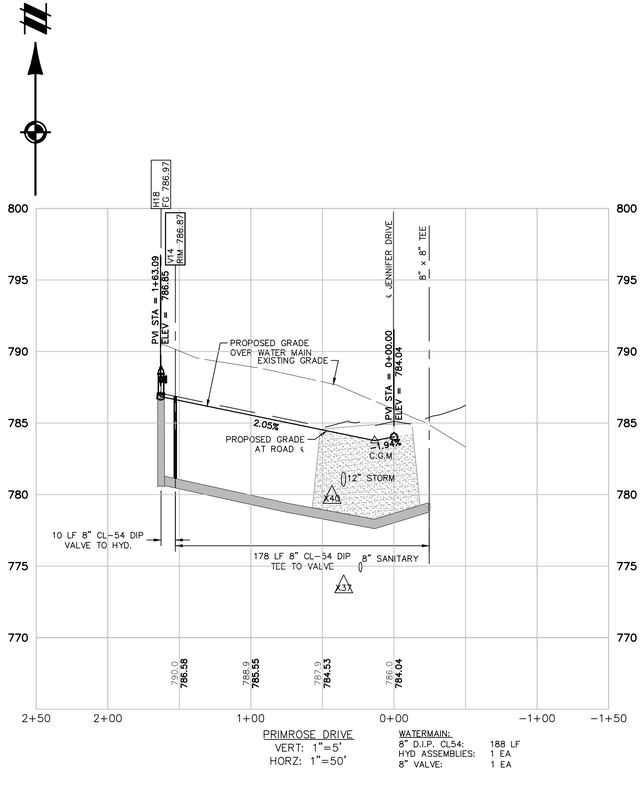
REVISIONS

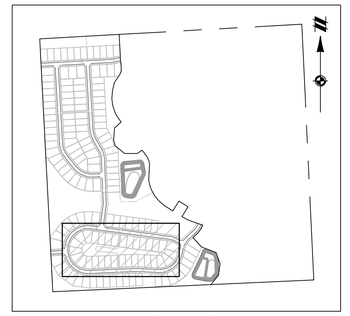
SCALE: 1" = 50 FEET

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	20

\\ATWK-DFS\SHARE1\DATA\WORKPACKETS\16000819\DWG\FSA\FSA_KEYSHEET - FINAL PHASE 4 (USER) 11/24/2025 3:47:15 PM MATTHEW MYERS





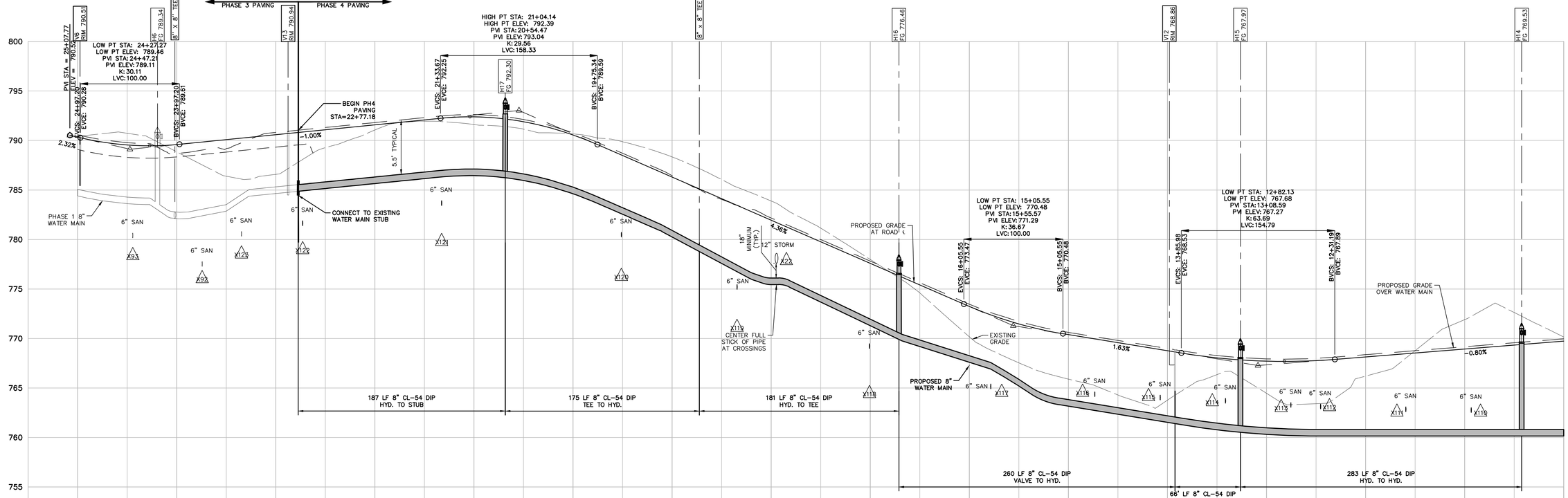


KEYMAP
SCALE: 1" = 750'

LEGEND

- PROPOSED 1' CONTOUR
- PROPOSED 5' CONTOUR
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- PROPERTY LINE
- GRADING LIMITS
- EXISTING MANHOLE / CATCH BASIN
- PROPOSED MANHOLE / CATCH BASIN
- EXISTING HYDRANT
- PROPOSED HYDRANT
- EXISTING GATE VALVE & WELL
- PROPOSED GATE VALVE & WELL
- EXISTING WATER MAIN MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WETLAND
- PROPOSED ASPHALT
- PROPOSED CONCRETE

SEE SHEETS 13 AND 14 FOR ROAD CENTERLINE HORIZONTAL CURVE DATA
SEE SHEET 34 FOR UTILITY CROSSING TABLE



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SECTION 33
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SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT:
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
JENNIFER DRIVE PLAN & PROFILE 1

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

SCALE: 1" = 50 FEET

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	21

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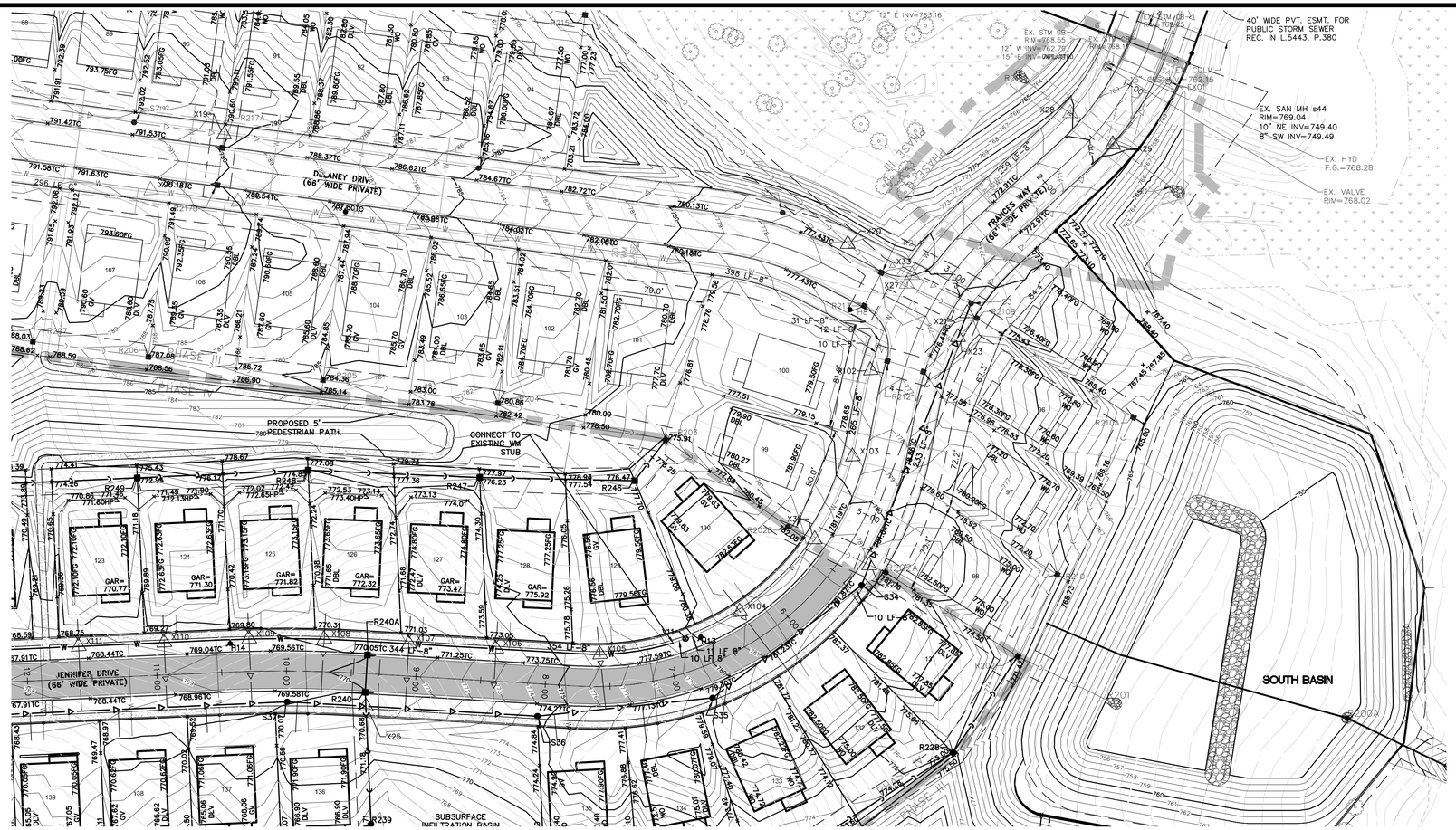

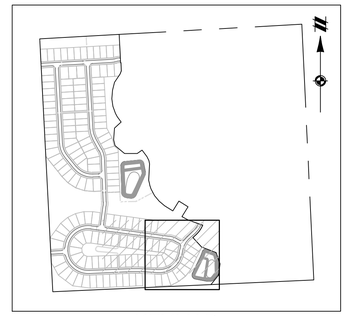

KEYMAP
SCALE: 1" = 750'

LEGEND

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- EXISTING GATE VALVE & WELL
- PROPOSED GATE VALVE & WELL
- EXISTING WATER MAIN MANHOLE
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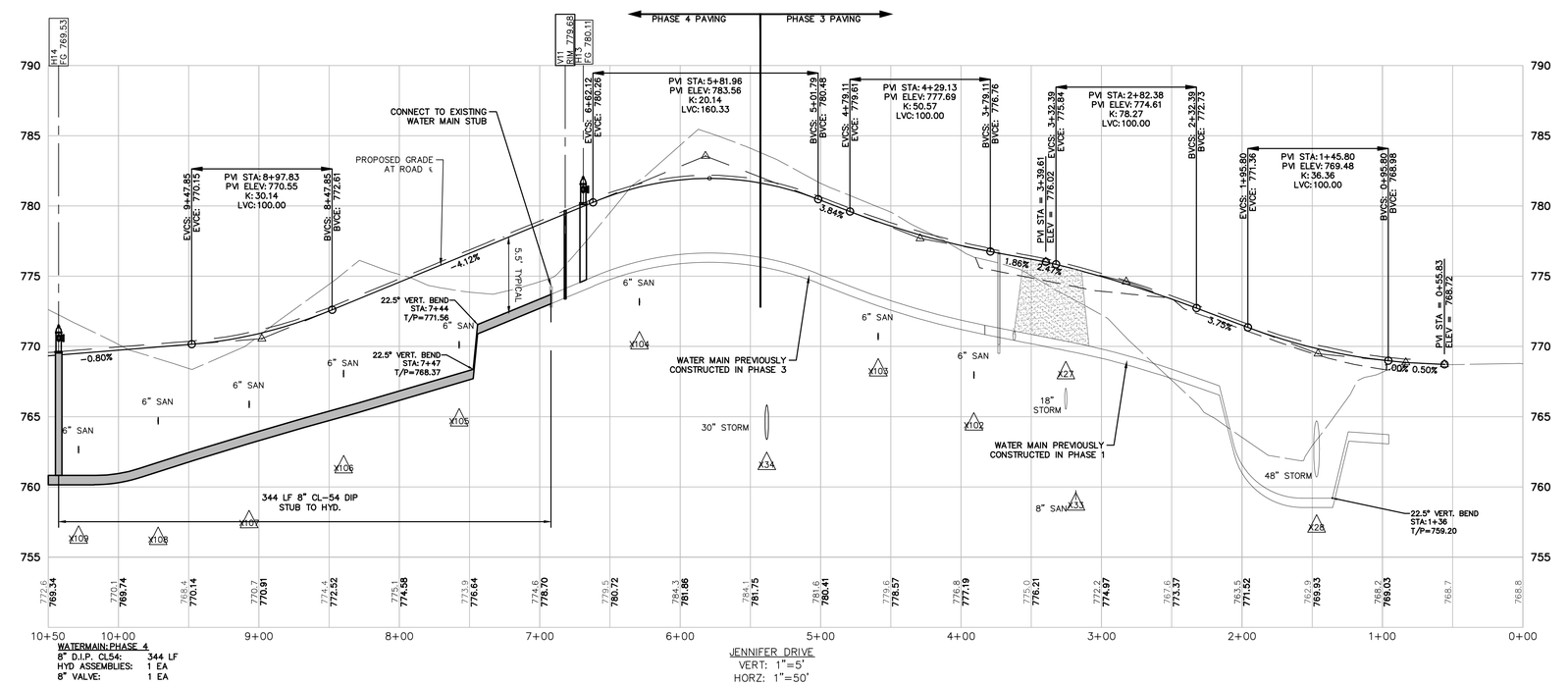
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WETLAND
- PROPOSED ASPHALT
- PROPOSED CONCRETE

SEE SHEETS 13 AND 14 FOR ROAD CENTERLINE HORIZONTAL CURVE DATA
SEE SHEET 34 FOR UTILITY CROSSING TABLE



WATERMAIN: PHASE 4
8" D.I.P. CL54: 344 LF
HYD ASSEMBLIES: 1 EA
8" VALVE: 1 EA

JENNIFER DRIVE
VERT: 1"=5'
HORZ: 1"=50'

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CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
JENNIFER DRIVE PLAN
& PROFILE 2

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

SCALE: 1" = 50 FEET

DR. SK	CH. SS
P.M. MB	
BOOK --	
JOB 16000819	
SHEET NO. 22	

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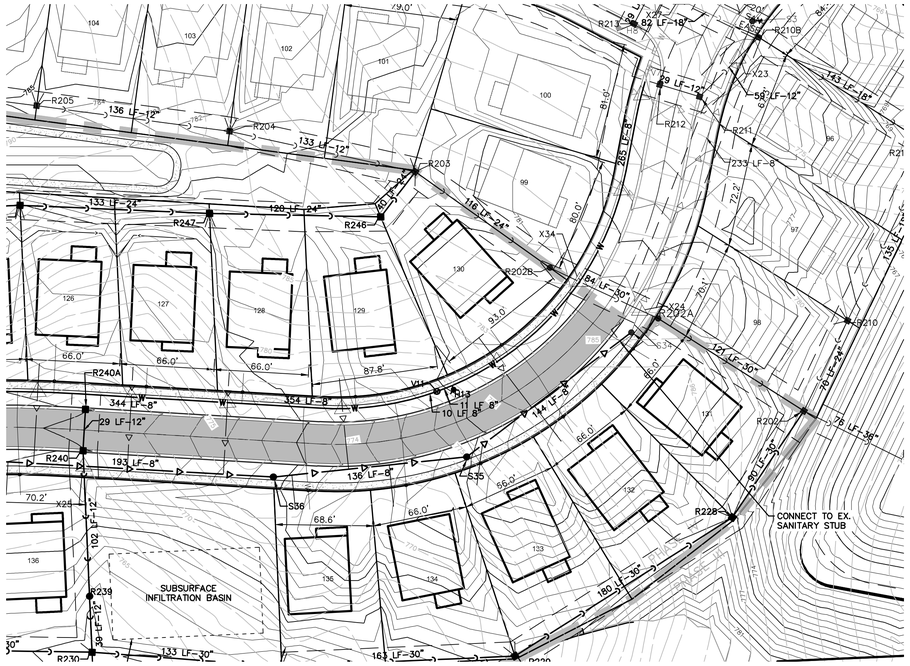
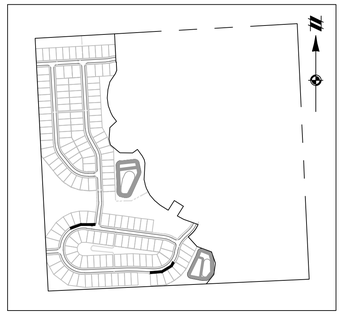


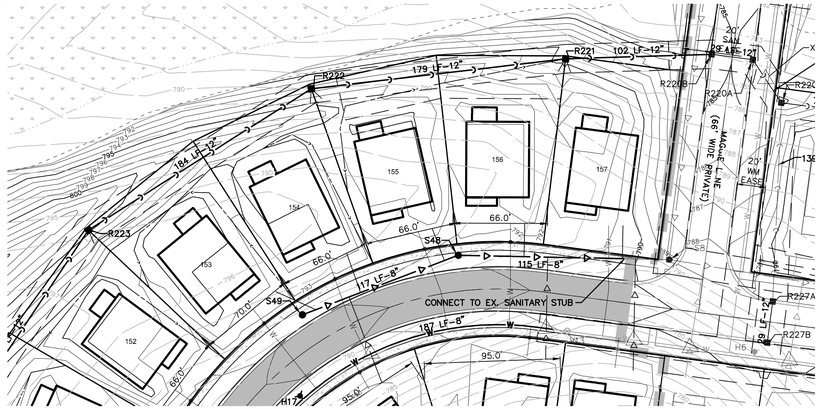


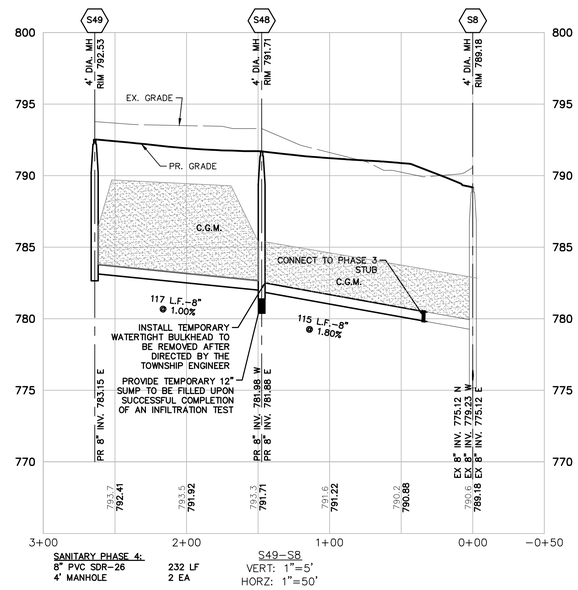
KEYMAP
SCALE: 1" = 750'

SEE SHEET 35 FOR UTILITY CROSSING TABLE

SANITARY LEAD TABLE

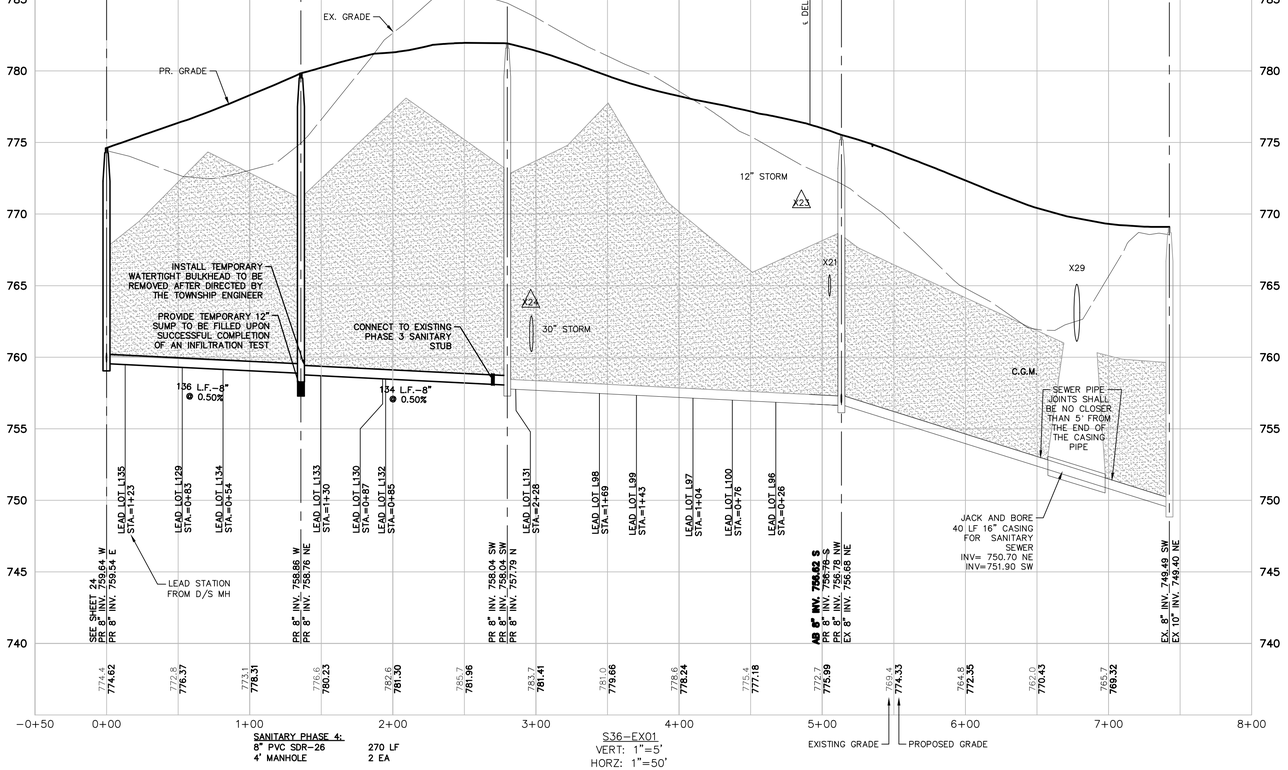
Lot No.	Size	Sta	Riser	Length	Invert	F.G.
L 129	6" SDR 23.5	STA 0+83	9.5' RISER	64 LF	770.50	781.50
L 130	6" SDR 23.5	STA 0+87	13.5' RISER	61 LF	773.30	784.30
L 131	6" SDR 23.5	STA 2+28	14.0' RISER	23 LF	773.20	784.20
L 132	6" SDR 23.5	STA 0+85	13.5' RISER	31 LF	773.40	784.40
L 133	6" SDR 23.5	STA 1+30	12.5' RISER	28 LF	772.20	783.20
L 134	6" SDR 23.5	STA 0+54	10.0' RISER	29 LF	770.60	781.60
L 135	6" SDR 23.5	STA 1+23	7.5' RISER	23 LF	768.25	779.25





SANITARY PHASE 4:
8" PVC SDR-26
4" MANHOLE
232 LF
2 EA

S49–S8
VERT: 1"=5'
HORZ: 1"=50'



SANITARY PHASE 4:
8" PVC SDR-26
4" MANHOLE
270 LF
2 EA

S36–EX01
VERT: 1"=5'
HORZ: 1"=50'

EXISTING GRADE — PROPOSED GRADE

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FINAL SITE PLAN – PHASE 4
SANITARY PLAN & PROFILE 1

DATE
JULY 18, 2025

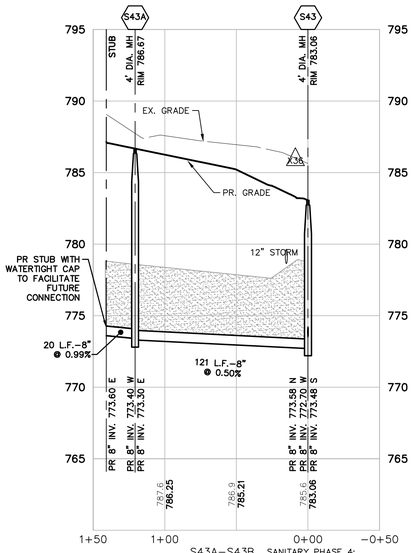
2025-11-21 PER TWP.

REVISIONS

0 25 50
SCALE: 1" = 50 FEET

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	23

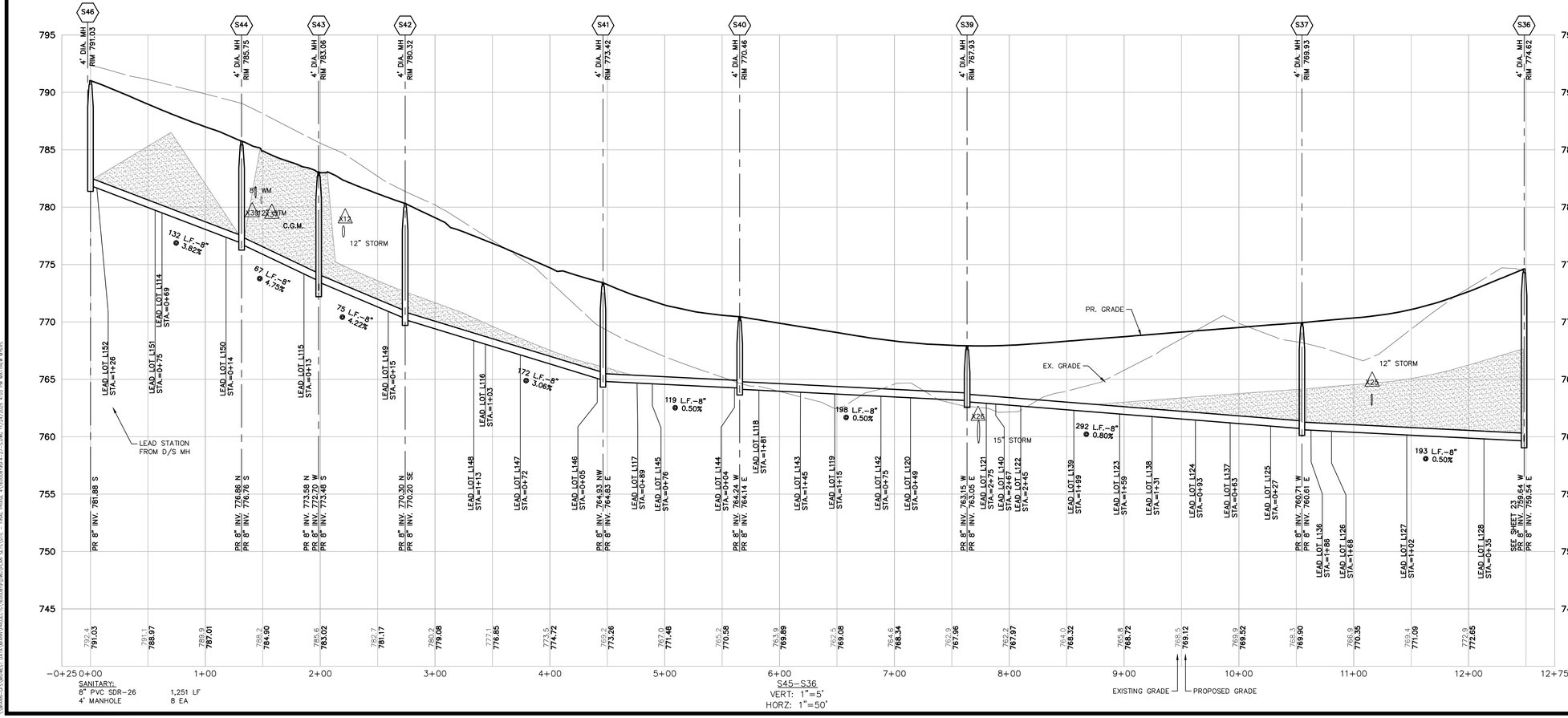
L:\WORK\DEVELOPMENT\SEMI\PROJECTS\16000819\PDS\PLAN SETS\SITE - FINAL PHASE 4\16000819FP4-SP-1.DWG 7/24/2025 4:05 PM MATTHEW MYERS



S43A–S43B
VERT: 1"=5'
HORZ: 1"=50'

SANITARY PHASE 4:

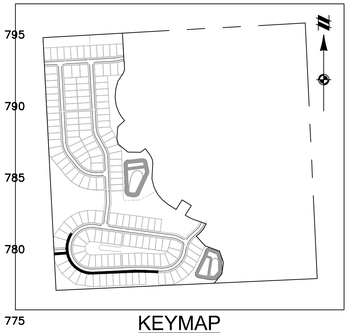
8" PVC SDR-26	141 LF
4' MANHOOLE	1 EA



SANITARY:

8" PVC SDR-26	1,251 LF
4' MANHOLE	8 EA

S45–S36
VERT: 1"=5'
HORZ: 1"=50'



KEYMAP
SCALE: 1" = 750'

SEE SHEET 34 FOR UTILITY CROSSING TABLE

SANITARY LEAD TABLE

Lot No.	Size	Sta	Riser	Length	Invert	F.G.
L 114	6" SDR 23.5	STA 0+69	0.0' RISER	62 LF	781.95	792.95
L 115	6" SDR 23.5	STA 0+20	0.0' RISER	70 LF	776.45	787.45
L 116	6" SDR 23.5	STA 1+03	0.0' RISER	67 LF	771.10	782.10
L 117	6" SDR 23.5	STA 0+89	0.0' RISER	66 LF	765.65	776.65
L 118	6" SDR 23.5	STA 1+81	0.0' RISER	71 LF	764.56	775.05
L 119	6" SDR 23.5	STA 1+15	0.0' RISER	71 LF	764.23	774.50
L 120	6" SDR 23.5	STA 0+49	0.0' RISER	71 LF	763.90	773.90
L 121	6" SDR 23.5	STA 2+75	0.0' RISER	71 LF	763.47	773.50
L 122	6" SDR 23.5	STA 2+45	0.0' RISER	71 LF	763.32	773.80
L 123	6" SDR 23.5	STA 1+59	0.0' RISER	71 LF	763.41	774.41
L 124	6" SDR 23.5	STA 0+93	0.0' RISER	71 LF	763.91	774.91
L 125	6" SDR 23.5	STA 0+27	0.0' RISER	70 LF	764.40	775.40
L 126	6" SDR 23.5	STA 1+68	3.0' RISER	70 LF	765.00	776.00
L 127	6" SDR 23.5	STA 1+02	4.5' RISER	71 LF	766.15	777.15
L 128	6" SDR 23.5	STA 0+35	7.0' RISER	71 LF	768.40	779.40
L 136	6" SDR 23.5	STA 1+86	3.0' RISER	23 LF	764.70	775.70
L 137	6" SDR 23.5	STA 0+63	2.0' RISER	20 LF	764.10	775.10
L 138	6" SDR 23.5	STA 1+31	1.0' RISER	21 LF	763.50	774.50
L 139	6" SDR 23.5	STA 1+99	0.0' RISER	21 LF	763.10	774.10
L 140	6" SDR 23.5	STA 2+67	0.0' RISER	21 LF	762.93	773.70
L 141	6" SDR 23.5	STA 0+05	0.0' RISER	21 LF	763.18	773.60
L 142	6" SDR 23.5	STA 0+75	0.0' RISER	21 LF	763.60	774.60
L 143	6" SDR 23.5	STA 1+45	0.0' RISER	21 LF	764.10	775.10
L 144	6" SDR 23.5	STA 0+04	0.0' RISER	23 LF	764.29	775.20
L 145	6" SDR 23.5	STA 0+76	0.0' RISER	28 LF	764.70	775.70
L 146	6" SDR 23.5	STA 0+05	1.0' RISER	23 LF	766.20	777.20
L 147	6" SDR 23.5	STA 0+72	1.0' RISER	29 LF	768.60	779.60
L 148	6" SDR 23.5	STA 1+13	2.5' RISER	29 LF	771.20	782.20
L 149	6" SDR 23.5	STA 0+58	2.0' RISER	27 LF	773.40	784.40
L 150	6" SDR 23.5	STA 0+14	1.5' RISER	25 LF	779.35	790.35
L 151	6" SDR 23.5	STA 0+75	1.5' RISER	29 LF	781.60	792.60
L 152	6" SDR 23.5	STA 1+26	1.0' RISER	23 LF	782.85	793.85

811
Know what's **below.**
Call before you dig.

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TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
SANITARY PLAN & PROFILE 2

DATE
JULY 18, 2025

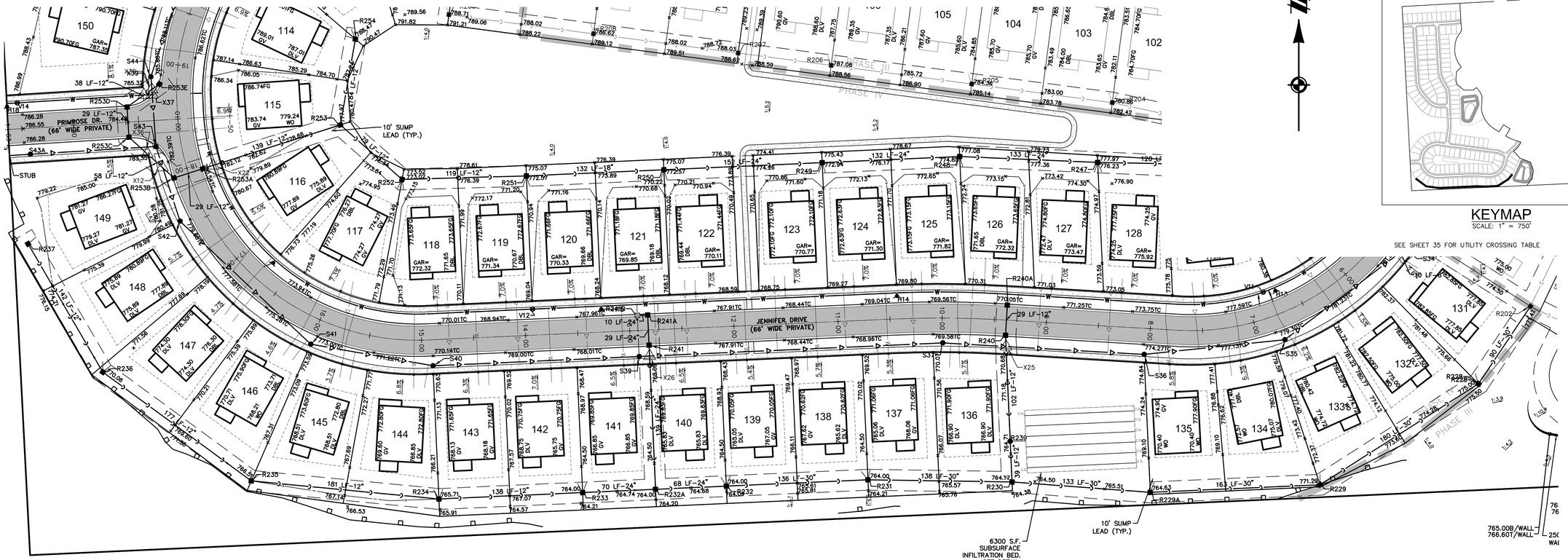
2025-11-21 PER TWP.

REVISIONS

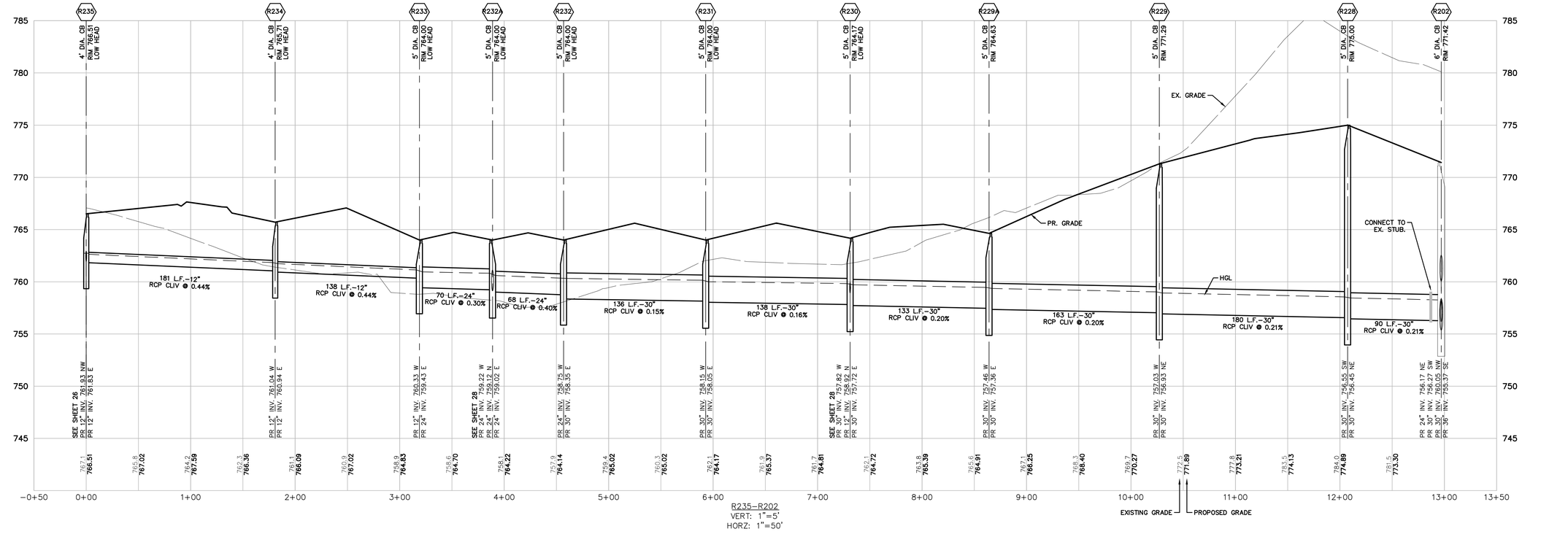
SCALE: 1" = 50 FEET (0, 25, 50)

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	24

L:\WORK_OFFSHORE\16819\WORK\ENGINEERING\PLAN SETS\FSP - FINAL PHASE 4\16000819FSP4-2S-SSPW 11/21/2025 4:33 PM MATTHEW MYERS



KEYMAP
SCALE: 1" = 750'



R235–R202
VERT: 1"=5'
HORZ: 1"=50'

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STORM PLAN & PROFILES

DATE
JULY 18, 2025

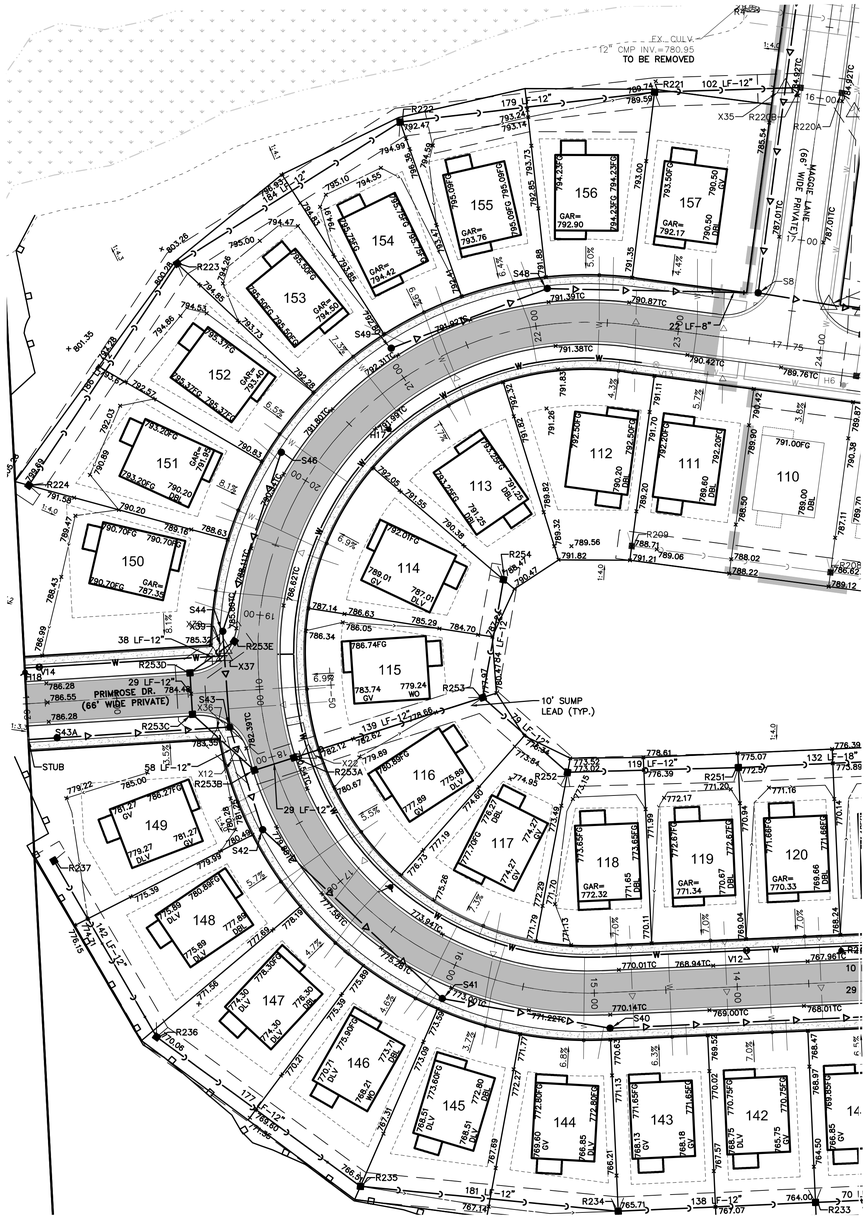
2025-11-21 PER TWP.

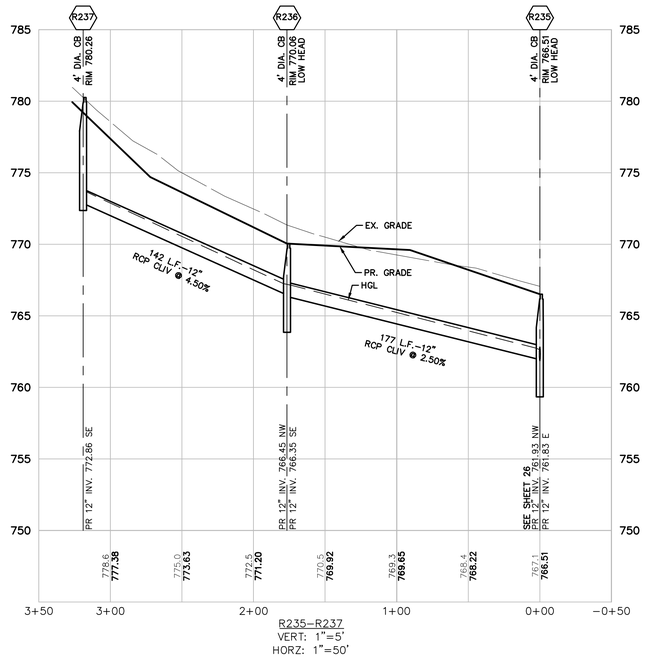
REVISIONS

SCALE: 1" = 50 FEET

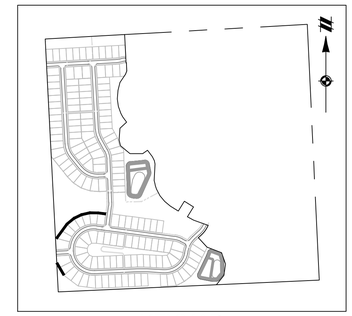
DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	25

L:\WORK-SITS\PROJECT DATA\WASHTENAW\16000819\PLOT\PLOT PLAN SHEETS - FINAL SHEET 4.1\16000819SP4-1-SLD-SHEET 17.DWG 11/21/2025 4:07 PM MATTHEW MYERS





R235–R237
VERT: 1"=5'
HORZ: 1"=50'



KEYMAP
SCALE: 1" = 750'

SEE SHEET 34 FOR UTILITY CROSSING TABLE

R224–R220
VERT: 1"=5'
HORZ: 1"=50'

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PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
STORM PLAN & PROFILES

DATE
JULY 18, 2025

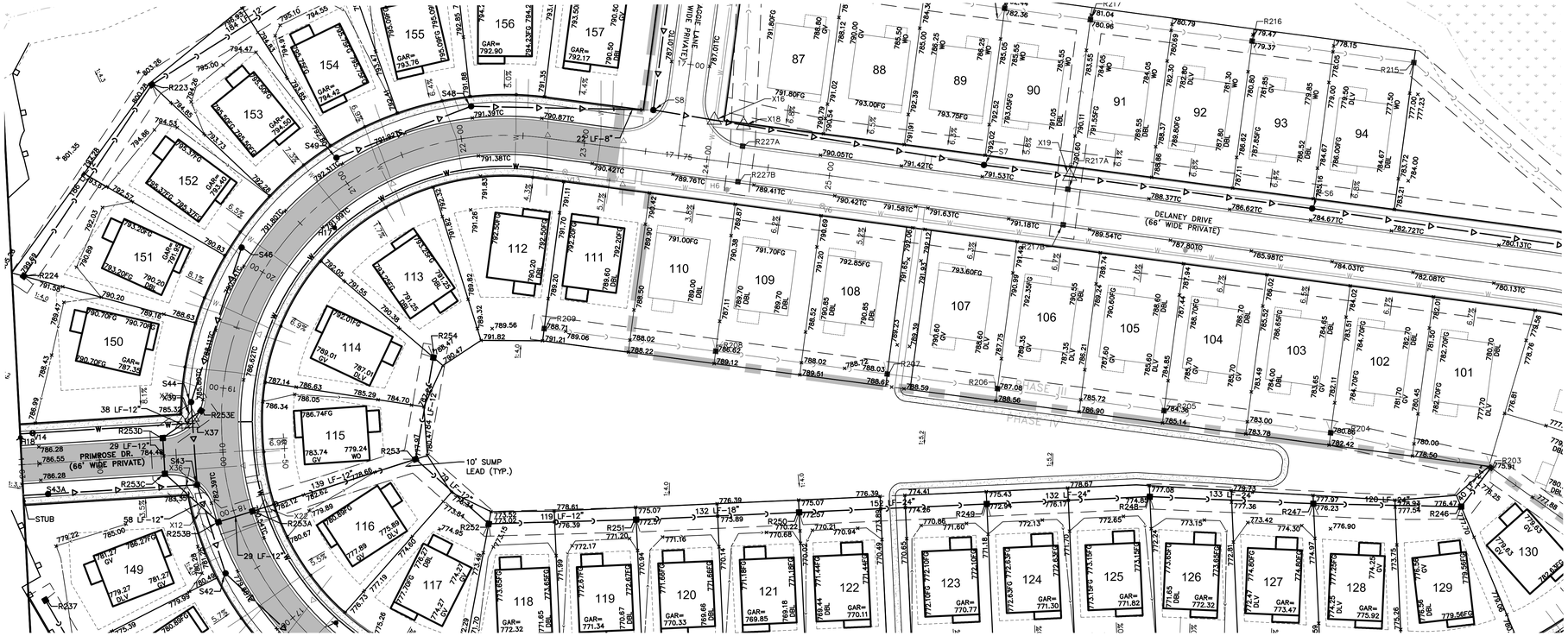
2025-11-21 PER TWP.

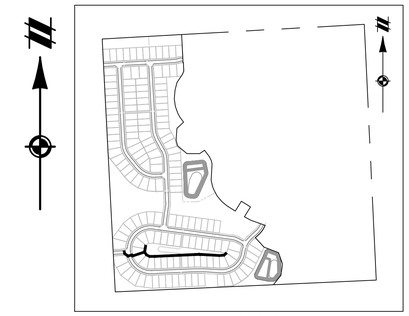
REVISIONS

SCALE: 1" = 50 FEET

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	26

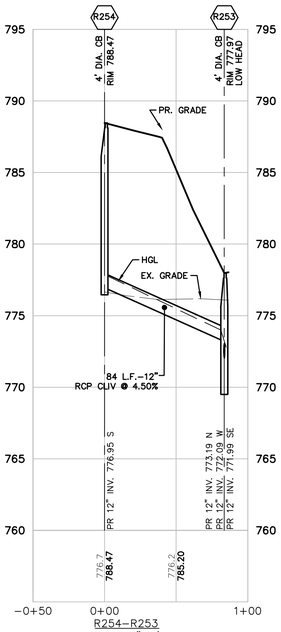
\\ANN-DFS\PROJECTS\16000819\CAD\SHEETS\STORM PLAN & PROFILES - PHASE 4.DWG 11/21/2025 4:03 PM MATTHEW MYERS



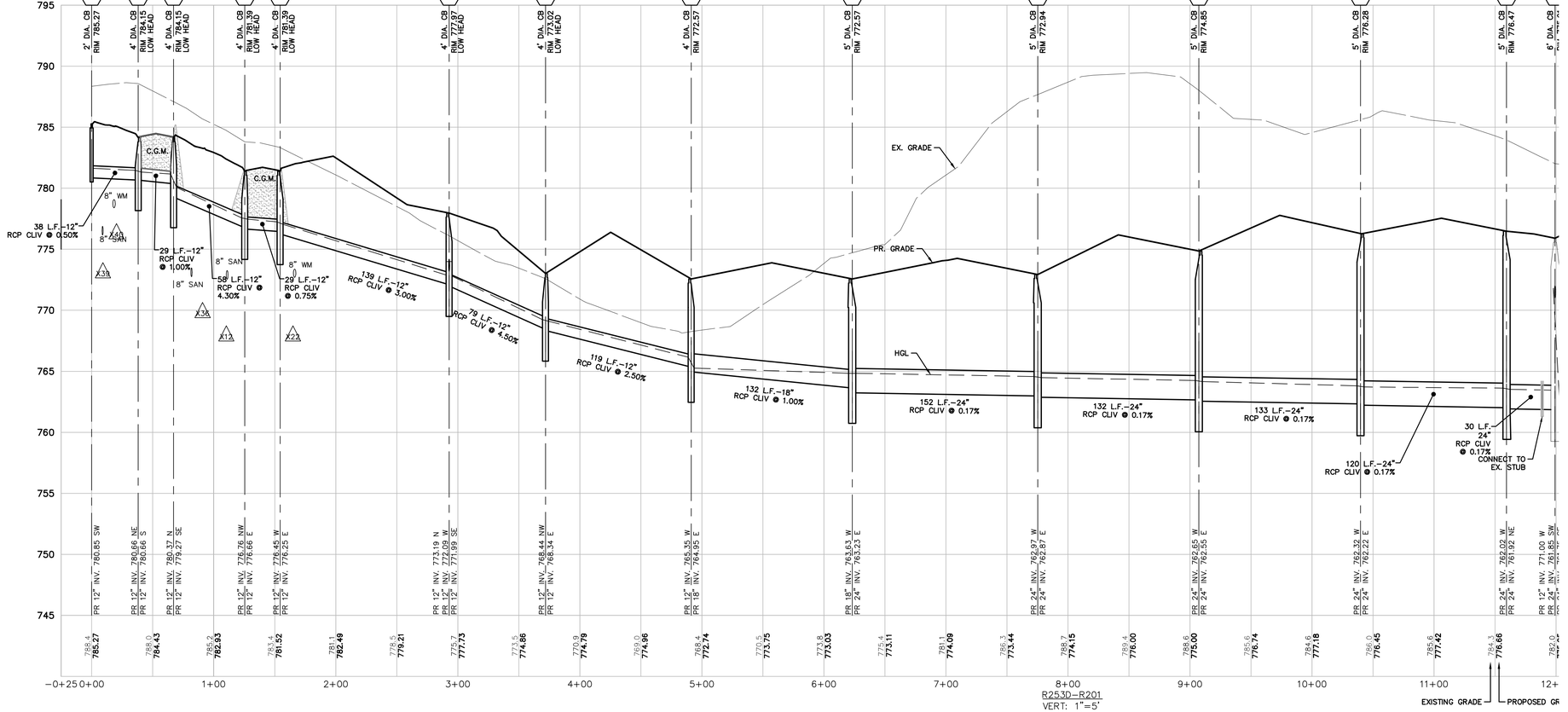


KEYMAP
SCALE: 1" = 750'

SEE SHEET 35 FOR UTILITY CROSSING TABLE



R254–R253
VERT: 1"=5'
HORZ: 1"=50'



R253D–R201
VERT: 1"=5'
HORZ: 1"=50'

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FINAL SITE PLAN – PHASE 4
STORM PLAN & PROFILES

DATE
JULY 18, 2025

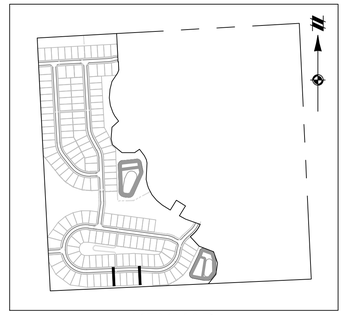
2025-11-21 PER TWP.

REVISIONS

SCALE: 1" = 50 FEET

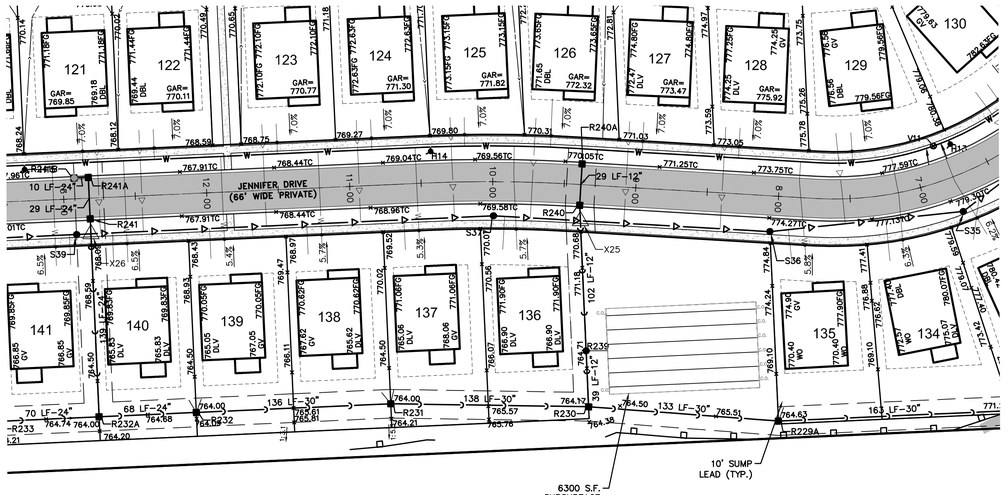
DR. SK	CH. SS
P.M. MB	
BOOK --	
JOB 16000819	
SHEET NO. 27	

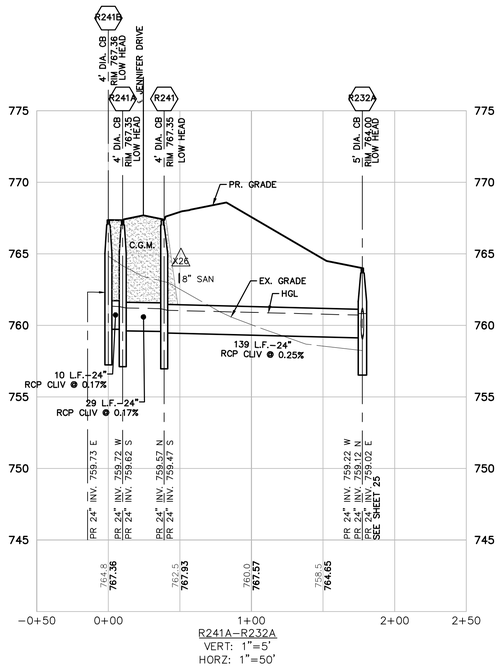
L:\WORK\SPOKANE\DATA\WASHINGTON\SURVEY\DWG\SPOKANE SITE.DWG - FINAL IMAGE 4/1/2025 9:57:47 PM - 1:1 - 11/21/2025 4:03:18 PM MATTHEW MYERS



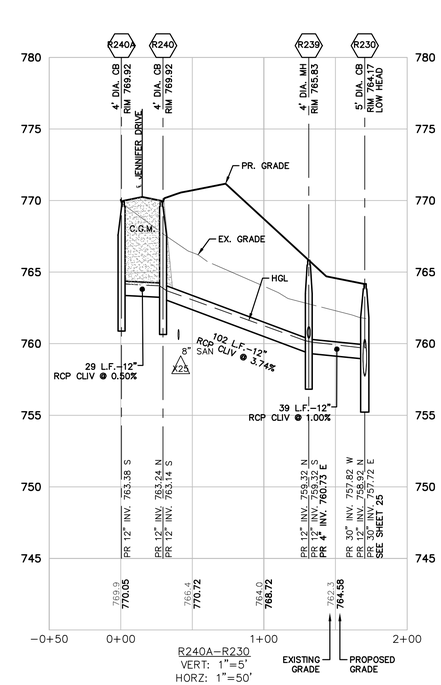
KEYMAP
SCALE: 1" = 750'

SEE SHEET 35 FOR UTILITY CROSSING TABLE





R241A–R232A
VERT: 1"=5'
HORZ: 1"=50'



R240A–R230
VERT: 1"=5'
HORZ: 1"=50'

811
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FINAL SITE PLAN – PHASE 4

STORM PLAN & PROFILES

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

SCALE: 1" = 50 FEET

DR. SK	CH. SS
P.M. MB	
BOOK --	
JOB 16000819	
SHEET NO. 28	

L:\WWW-GPS\WORKSET DATA\WWW PROJECTS\16000819\PROPOSAL REVISIONS - FINAL PHASE 4\16000819P4_25-11.DWG, 11/24/2025 4:18 PM, MATTHEW MYERS

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FINAL SITE PLAN – PHASE 4
OVERALL DRAINAGE AREA PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

0 75 150
SCALE: 1" = 150 FEET

DR. SK	CH. SS
P.M. MB	
BOOK --	
JOB 16000819	
SHEET NO. 29	

I:\ATWELL\JOBS\2016\16000819\CAD\SITE\16000819_FINAL PHASE 4 DRAINAGE AREA PLAN.DWG 11/21/2025 4:13 PM MATTHEW KEMPF

LEGEND

- PROPOSED 1' CONTOUR
- PROPOSED 5' CONTOUR
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- PROPERTY LINE
- GRADING LIMITS
- EXISTING MANHOLE / CATCH BASIN
- PROPOSED MANHOLE / CATCH BASIN
- EXISTING HYDRANT
- PROPOSED HYDRANT
- EXISTING GATE VALVE & WELL
- PROPOSED GATE VALVE & WELL
- EXISTING WATER MAIN MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WETLAND
- PROPOSED ASPHALT
- PROPOSED CONCRETE

811 Know what's **below.** **Call** before you dig.

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WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
DRAINAGE AREA PLAN

DATE
JULY 18, 2025

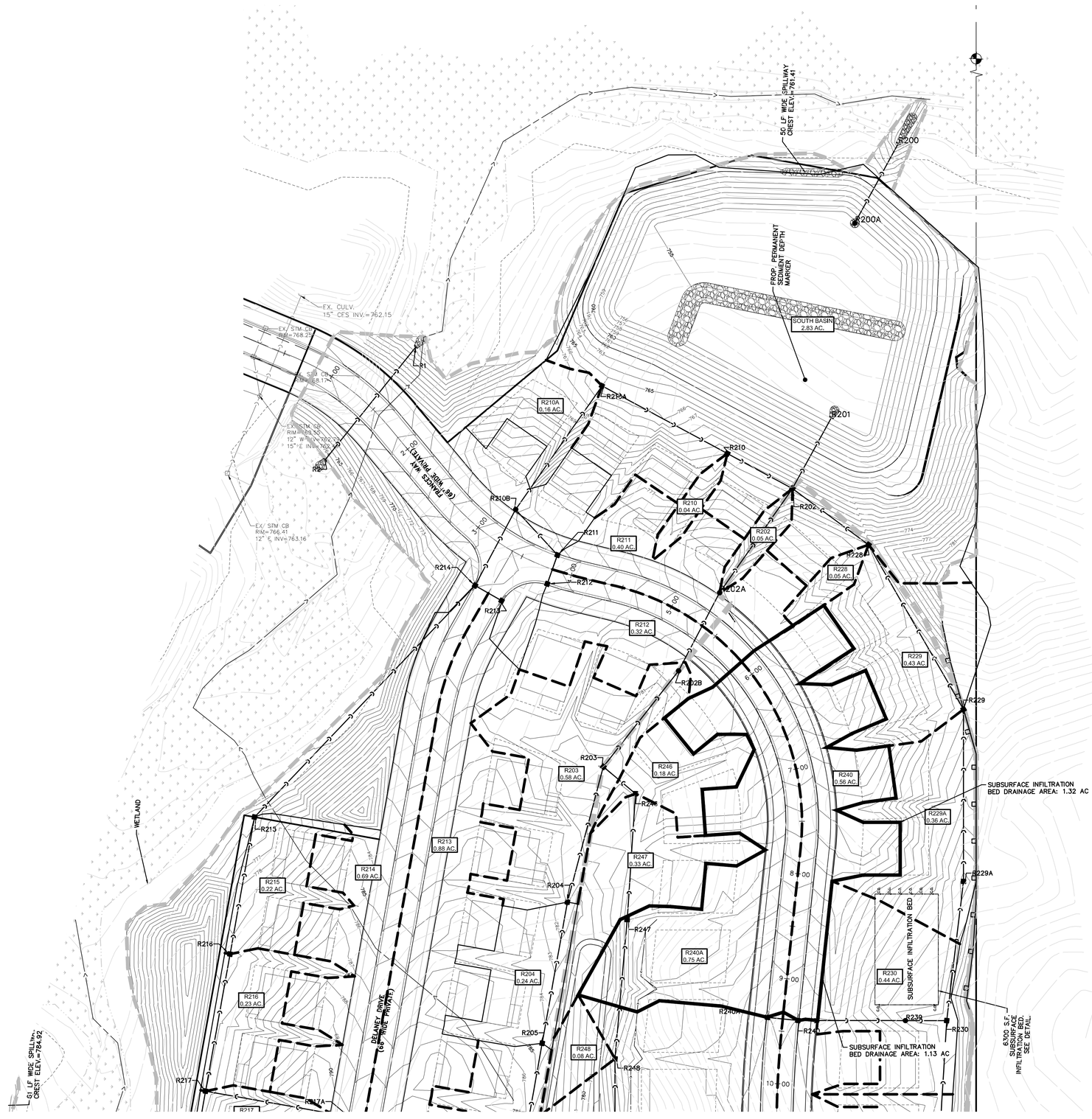
2025-11-21 PER TWP.

REVISIONS

SCALE: 1" = 50 FEET (0, 25, 50)

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	30

\\ANN-DFS\WORKSITE DATA\WORK\PROJECTS\16000819\SPECS\04_FINAL SITE PLAN\DRAWINGS\FSP04_1-DRAINAGE AREA.DWG 11/21/2025 4:01 PM MATTHEW MORRIS



LEGEND

- PROPOSED 1' CONTOUR
- PROPOSED 5' CONTOUR
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- PROPERTY LINE
- GRADING LIMITS
- EXISTING MANHOLE / CATCH BASIN
- PROPOSED MANHOLE / CATCH BASIN
- EXISTING HYDRANT
- PROPOSED HYDRANT
- EXISTING GATE VALVE & WELL
- PROPOSED GATE VALVE & WELL
- EXISTING WATER MAIN MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WETLAND
- PROPOSED ASPHALT
- PROPOSED CONCRETE

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NOTICE:
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ANN ARBOR, MI 48104
734.994.4000

SECTION 33
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4
DRAINAGE AREA PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

SCALE: 1" = 50 FEET

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	31

L:\WORK_SITEWORK\11_DATA\WORK\PROJECTS\16000819\SPDOCS\FSP4_SITE PLAN\2 - FINAL SITE PLAN\16000819FSP4_2 - FSP4_SITE PLAN.DWG 11/21/2025 1:18 PM MATTHEW MORRIS

W1 Determining Post-Development Cover Types, Areas, Curve Numbers and runoff coefficients

Total Contributing Drainage Area = **1.32** Acres

Rational Method Variables

Cover Type	Soil Type	Area (sf)	Area (ac)	Runoff Coef	(c)(Area)
Paved Parking Lots, roofs, driveways	-	34,427	0.79	0.95	32,706
Water Surfaces	-	0	0.00	1.00	0
Developed Open Space, Good Condition	B	9,921	0.23	0.30	2,976
Developed Open Space, Good Condition	D	13,151	0.30	0.45	5,918
				Total - Sum (c)(Area) =	41,600
				Area Total (sf)=	57,499
				Weighted C-Sum(c)(Area)/Sum(ac) or Sum(sf)=	**0.72**

NRCS Variables

Pervious Cover Type	Soil Type	Area (sf)	Area (ac)	Curve Number	(CN)(Area)
Developed Open Space, Good Condition	B	9,921	0.23	61	605,184
Developed Open Space, Good Condition	D	13,151	0.30	80	1,052,092
		Total - Sum (CN)(Area) =			1,657,276
		Area Total - Sum(ac) of Sum(sf)=			23,072
		Weighted CN-Sum(CN)(Area)/Sum(ac) or Sum(sf)=			**72**

NRCS Variables

Impervious Cover Type	Soil Type	Area (sf)	Area (ac)	Curve Number	(CN)(Area)
Paved Parking Lots, roofs, driveways	-	34,427	0.79	98	3,373,846
Impervious, Ponds	-	0	0.00	98	0
		Total - Sum (CN)(Area) =			3,373,846
		Area Total - Sum(ac) of Sum(sf)=			34,427
		Weighted CN-Sum(CN)(Area)/Sum(ac) or Sum(sf)=			**98**

W2 First Rush Runoff Calculations (Vff)

A. Vff = (1") (1/12) (43560/1) (C) AC= **3,450** cf

W3 Predevelopment Bankfull Runoff Calculations (Vbf-pre)

A.	2 year/24 hour storm event	P=	2.35	in
B.	Pervious Cover CN *(good condition woods or meadow)*	CN =	69	
C.	S= (1000/CN)-10	S=	4.49	in
D.	Q = (P-0.2S)^2/(P+0.8S)	Q=	0.35	in
E.	Pervious Cover Area	Area =	57,499	sf
F.	$V_{bf\text{-}pre}$ = Q(1/12)Area	$V_{bf\text{-}pre}$ =	**1,698**	cf

W4 Pervious Cover Post-development Bankfull Runoff Calculations (Vbf-per-post)

A.	2 year/24 hour storm event	P=	2.35	in
B.	Pervious Cover CN	CN =	72	
C.	S= (1000/CN)-10	S=	3.92	in
D.	Q = (P-0.2S)^2/(P+0.8S)	Q=	0.45	in
E.	Pervious Cover Area	Area =	23,072	sf
F.	$V_{bf\text{-}per\text{-}post}$ = Q(1/12)Area	$V_{bf\text{-}per\text{-}post}$ =	**859**	cf

W5 Impervious Cover Post-development Bankfull Runoff Calculations (Vbf-imp-post)

A.	2 year/24 hour storm event	P=	2.35	in
B.	Impervious Cover CN	CN =	98	
C.	S= (1000/CN)-10	S=	0.20	in
D.	Q = (P-0.2S)^2/(P+0.8S)	Q=	2.12	in
E.	Pervious Cover Area	Area =	34,427	sf
F.	$V_{bf\text{-}imp\text{-}post}$ = Q(1/12)Area	$V_{bf\text{-}imp\text{-}post}$ =	**6,087**	cf

W6 Pervious Cover Post-development 100-year Storm Runoff Calculations (V100-per-post)

A.	100 year storm event	P=	5.11	in
B.	Pervious Cover CN	CN =	72	
C.	S= (1000/CN)-10	S=	3.92	in
D.	Q = (P-0.2S)^2/(P+0.8S)	Q=	2.27	in
E.	Pervious Cover Area	Area =	23,072	sf
F.	$V_{100\text{-}imp\text{-}post}$ = Q(1/12)Area	$V_{100\text{-}imp\text{-}post}$ =	**4,362**	cf

W7 Impervious Cover Post-development 100-year Storm Runoff Calculations (V100-imp-post)

A.	100 year storm event	P=	5.11	in
B.	Pervious Cover CN	CN =	98	
C.	S= (1000/CN)-10	S=	0.20	in
D.	Q = (P-0.2S)^2/(P+0.8S)	Q=	4.87	in
E.	Pervious Cover Area	Area =	34,427	sf
F.	$V_{100\text{-}imp\text{-}post}$ = Q(1/12)Area	$V_{100\text{-}imp\text{-}post}$ =	**13,980**	cf

W8 Determine Time of Concentration (Tc-hrs)

User specified; assume 22 minutes from storm sewer calcualtions - use 20 min

Total Time of Concentration (hrs) = 0.33

W9 Runoff Summary & Onsite Infiltration Requirement

A. Runoff Summary from Previous Worksheets

V_{ff} =	**3,450**	cf*	
$V_{bf\text{-}pre}$ =	1,698	cf	
$V_{bf\text{-}per\text{-}post}$ =	859	cf	**Total BF Volume ($V_{bf\text{-}post}$)**
$V_{bf\text{-}imp\text{-}post}$ =	6,087	cf	**6,946** cf
$V_{100\text{-}per\text{-}post}$ =	4,362	cf	**Total 100-year Volume (V_{100})**
$V_{100\text{-}imp\text{-}post}$ =	13,980	cf	**18,342** cf

B. Determine Onsite Infiltration Requirement

$V_{bf\text{-}post}$ =	6,946	cf
$V_{bf\text{-}pre}$ =	1,698	cf
Bankfull Volume Difference =	**5,248**	cf*

Onsite Infiltration Requirement (V_{inf}) = Bankfull Difference= **5,248** cf

W10 Detention / Retention Requirement

A.	Q_p = 238.6 (T_c) ^ -0.82	587.37	cfs/in-mi^2
B.	Total Site Area	1.32	ac
C.	Q_{100} = $Q_{100\text{-}per}$ + $Q_{100\text{-}imp}$	7.14	in
D.	Peak Flow (PF) =(Q_p-(Q_{100}-A)/640	8.652	cfs
E.	Delta = PF- 0.15A	8.454	cfs
F.	V_{inf} = (Delta/PF) x V_{100} - V_{ff}*	**17,923**	cf

* V_{ff} refers to total infiltration provided per worksheet W11

W11 Determine Applicable BMPs and Associated Volume Credits

Proposed BMP	Area (ft²)	Storage Depth (ft)	Storage Volume (ft³)	Ave. Design Infil. Rate (in/hr)*	Infil. During Storm (ft³)	Total Volume Reduction (ft³)
Underground Infiltration Bed	6,300	0.60	1,134	3.78	11,907	13,041

Actual Runoff Volume Directed to Infiltration Bed (Vinf) = 17,923 cf

Total Volume Reduction Credit by Proposed Structural BMPs (Vinf) = **13,041** cf

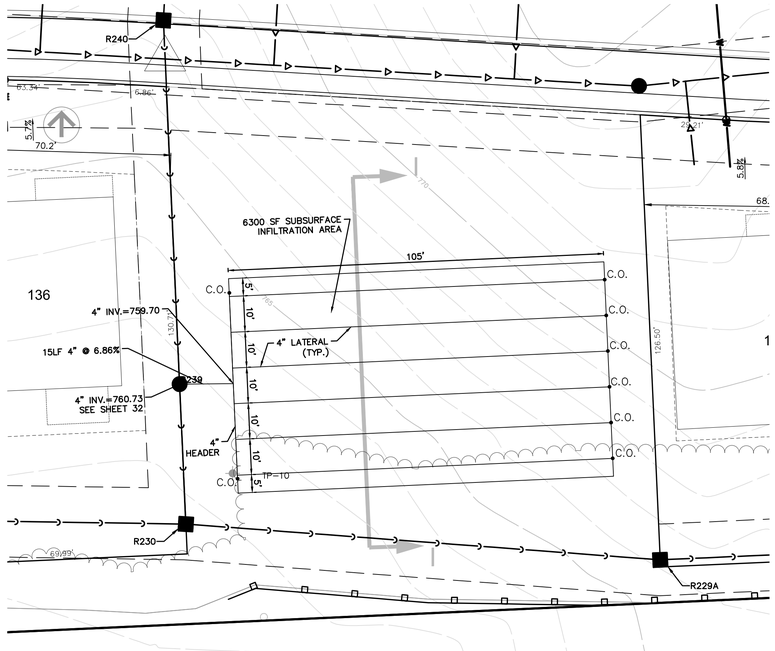
* A void volume of 0.30 was assumed when calculating storage volume

* Per Geotecnical investigation, includes a factor of safety of 2.

Proposed BMP	Ave. Design Infil. Rate (ft/hr)*	Volume Rate (cf/hr)	Estimated Drawdown Time (hrs)
Infiltration Basin	0.3150	1,985	0.57

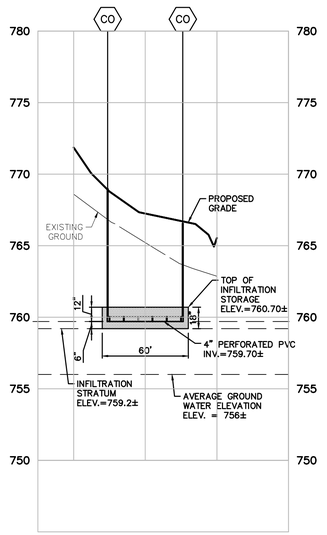
SUBSURFACE INFILTRATION

SCALE: 1" = 20'

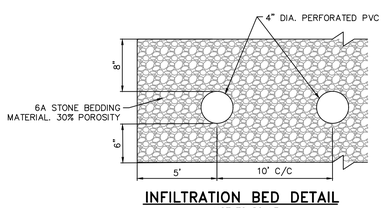


INFILTRATION SYSTEM PLAN

SCALE: 1" = 20'

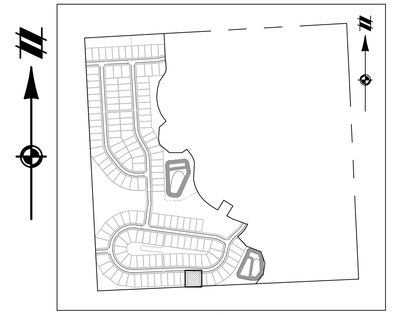


SECTION I–I
VERT: 1"=5'
HORZ: 1"=50'



INFILTRATION BED DETAIL

NOT TO SCALE



KEYMAP
SCALE: 1" = 750'

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WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC
PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

INFILTRATION SYSTEM DETAILS

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS
NA NA NA
N/A

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	32

\\ANN-DFS\WORK\16XX\16000819\PROJECTS\16000819\DWG\PLAN SETS\SITE - FINAL SHEET 4 16000819 W11 & I-11-21-2025.DWG 11/21/2025 4:03 PM MATTHEW MYERS

	FROM STRUCT	TO STRUCT	A TRIB AREA (AC)	C RUNOFF COEFF	AxC EQUIV AREA	CA DESIGN SUM AxC	T TIME CONC. (MIN)	I INTEN-SITY (IN/HR)	Q FLOW CAxI (CFS)	Qc PIPE CAPAC. (CFS) * see above	D PIPE DIAM. (IN)	L PIPE LENGTH (FT)	S PIPE SLOPE (%)	HGq MIN HG for Q (%)	HGv MIN HG for Vmin (%)	HG HGL SLOPE (%)	Vf VEL. FULL (FPS)	Tf TIME OF FLOW (MIN)	H.G.L. ELEV. UPPER END	H.G.L. ELEV. LOWER END	RIM/GROUND ELEV. UPPER END	RIM/GROUND ELEV. LOWER END	INVERT ELEV. UPPER END	INVERT ELEV. LOWER END
	INPUT																								
	R119	R118	0.27	0.44	0.12	0.12	20.0	3.89	0.47	3.09	12	70	0.75	0.02	0.44	0.44	3.9	0.3	812.71	812.40	814.96	814.93	812.13	811.60
	R118	R117	0.48	0.50	0.24	0.36	20.3	3.86	1.39	2.36	12	140	0.44	0.15	0.44	0.44	3.0	0.8	812.24	811.63	814.93	817.23	811.40	810.79
	R117	R115A	0.41	0.47	0.19	0.68	21.1	3.80	2.58	2.64	12	147	0.55	0.52	0.44	0.44	0.52	3.4	0.7	811.63	810.86	817.23	820.35	810.69	809.88
	R115A	R115	0.37	0.76	0.28	0.96	21.8	3.74	3.59	7.56	12	29	4.50	1.02	0.44	1.02	9.6	0.1	810.86	810.56	820.35	820.35	809.68	808.38
	R115	R114	0.30	0.76	0.23	1.19	21.9	3.73	4.44	4.48	15	144	0.48	0.47	0.32	0.47	3.6	0.7	810.56	809.88	820.35	816.80	808.18	807.48
	R114	R113	0.12	0.56	0.06	2.49	22.6	3.68	9.15	10.50	18	45	1.00	0.76	0.25	0.76	5.9	0.1	809.88	809.54	816.80	815.90	806.65	806.20
	R113	R112	0.40	0.53	0.21	4.64	22.7	3.67	17.02	17.02 *	18	141	2.01	2.63	0.25	2.63	8.4	0.3	809.54	805.84	815.90	815.92	806.10	803.27
	R112	R111	0.49	0.55	0.27	4.91	23.0	3.65	17.90	17.90 *	18	136	2.26	2.90	0.25	2.90	8.9	0.3	805.84	801.89	815.92	815.06	803.07	800.00
	R111	R110	0.28	0.52	0.15	5.06	23.3	3.62	18.33	18.33 *	18	87	2.39	3.05	0.25	3.05	9.2	0.2	801.89	799.24	815.06	813.55	799.80	797.71
	R110	R109	0.35	0.54	0.19	5.72	23.5	3.61	20.64	20.64 *	24	132	0.67	0.83	0.17	0.83	5.9	0.4	799.24	798.14	813.55	809.84	797.31	796.43
	R109	R108	0.48	0.55	0.27	6.20	23.9	3.58	21.44	21.44 *	24	132	0.73	0.90	0.17	0.90	6.2	0.4	798.14	796.96	809.84	807.21	796.23	795.27
	R108	R107	0.43	0.52	0.22	6.21	24.3	3.55	22.04	22.04 *	24	132	0.78	0.95	0.17	0.95	6.4	0.3	796.96	795.91	807.21	802.00	795.17	794.31
	R107	R106	0.56	0.52	0.29	6.50	24.6	3.53	22.93	30.35	24	137	1.80	1.03	0.17	1.03	9.7	0.2	794.66	793.25	802.00	796.73	794.11	791.65
	R106	R105	0.59	0.51	0.30	6.80	24.8	3.51	23.90	29.50	24	123	1.70	1.12	0.17	1.12	9.4	0.2	792.43	791.06	796.73	795.15	791.55	789.46
	R105	R150	0.33	0.57	0.19	6.99	25.0	3.50	24.47	30.35	24	116	1.80	1.17	0.17	1.17	9.7	0.2	790.22	788.86	795.15	792.18	789.36	787.26
	R150	R102B	0.92	0.73	0.67	8.52	25.2	3.49	29.70	30.35	24	76	1.80	1.72	0.17	1.72	9.7	0.1	788.70	787.39	792.18	796.34	787.16	785.79
	R102B	R102A	1.08	0.74	0.80	9.32	25.3	3.48	32.43	46.77	30	29	1.30	0.62	0.13	0.62	9.5	0.1	787.20	787.01	796.34	796.34	785.39	785.01
	R102A	R102	1.09	0.74	0.81	10.13	25.4	3.47	35.17	46.77	30	147	1.30	0.74	0.13	0.74	9.5	0.3	784.59	783.51	796.34	787.00	783.41	781.51
	R102	R101	0.38	0.54	0.21	13.94	25.7	3.45	48.12	48.12 *	36	58	0.50	0.52	0.10	0.52	6.7	0.1	780.14	779.84	787.00	781.85	778.31	778.02
	R120	R117	0.30	0.43	0.13	0.13	20.0	3.89	0.51	4.36	12	138	1.50	0.02	0.44	0.44	5.6	0.4	815.76	813.69	819.29	817.23	814.96	812.89
	R129	R128	0.33	0.50	0.17	0.17	20.0	3.89	0.66	2.36	12	136	0.44	0.03	0.44	0.44	3.0	0.8	817.93	817.34	820.54	820.95	816.43	815.83
	R128	R127	0.16	0.50	0.08	0.25	20.8	3.82	0.96	2.36	12	72	0.44	0.07	0.44	0.44	3.0	0.4	817.34	817.02	820.95	820.31	815.73	815.42
	R127	R125A	0.39	0.47	0.18	0.43	21.2	3.79	1.63	2.36	12	144	0.44	0.21	0.44	0.44	3.0	0.7	817.02	816.39	820.31	820.60	815.32	814.68
	R125A	R125	0.65	0.71	0.46	0.89	22.0	3.72	3.31	3.31 *	12	29	0.44	0.87	0.44	0.87	3.0	0.2	816.39	816.14	820.60	820.63	814.58	814.46
	R125	R124	0.53	0.71	0.38	1.27	22.2	3.71	4.71	5.27	12	145	2.19	1.75	0.44	1.75	6.7	0.4	816.14	813.61	820.63	814.81	814.36	811.19
	R124	R123	0.61	0.49	0.30	1.57	22.6	3.68	5.77	6.62	15	152	1.05	0.80	0.32	0.80	5.4	0.5	813.61	812.40	814.81	816.83	810.99	809.40
	R123	R122A	0.18	0.48	0.09	1.66	23.1	3.64	6.04	7.08	15	109	1.20	0.87	0.32	0.87	5.8	0.3	812.40	811.45	816.83	821.36	809.30	807.99
	R122A	R122	0.17	0.61	0.11	1.77	23.4	3.62	6.40	6.40 *	15	29	0.44	0.98	0.32	0.98	3.5	0.1	811.45	811.16	821.36	821.36	807.79	807.66
	R122	R121	0.15	0.64	0.10	1.87	23.5	3.61	6.75	6.75 *	15	105	0.85	1.09	0.32	1.09	4.9	0.4	811.16	810.01	821.36	817.53	807.56	806.67
	R121	R113	0.14	0.52	0.07	1.94	23.9	3.58	6.94	6.94 *	15	41	0.65	1.16	0.32	1.16	4.2	0.2	810.01	809.54	817.53	815.90	806.57	806.30
	R114B	R114A	0.83	0.73	0.60	0.60	20.0	3.89	2.33	4.78	12	29	1.80	0.43	0.44	0.44	6.1	0.1	813.92	813.80	817.02	817.02	813.52	813.00
	R114A	R114	0.92	0.70	0.64	1.24	20.1	3.88	4.81	4.85	12	105	1.85	1.82	0.44	1.82	6.2	0.3	813.57	811.65	817.02	816.80	812.80	810.85
	R109B	R109A	0.67	0.35	0.24	0.24	20.0	3.89	0.93	2.36	12	29	0.44	0.07	0.44	0.44	3.0	0.2	810.53	810.41	813.90	813.90	809.73	809.61
	R109A	R110	0.67	0.35	0.23	0.47	20.2	3.87	1.82	3.47	12	146	0.95	0.26	0.44	0.44	4.4	0.6	809.56	808.91	813.90	813.55	809.51	808.11
	R149	R148	0.12	0.35	0.04	0.04	20.0	3.89	0.16	5.40	12	159	2.30	0.00	0.44	0.44	6.9	0.4	802.82	798.37	805.22	801.54	801.22	797.57
	R148	R147	0.33	0.57	0.19	0.23	20.4	3.85	0.89	5.40	12	76	2.30	0.06	0.44	0.44	6.9	0.2	798.27	796.51	801.54	799.80	797.47	795.71
	R147	R102	0.13	0.54	0.07	0.30	20.6	3.84	1.15	7.56	12	151	4.50	0.10	0.44	0.44	9.6	0.3	790.51	783.71	799.80	787.00	789.71	782.91
	R146A	R146	0.53	0.74	0.39	0.39	20.0	3.89	1.52	2.36	12	29	0.44	0.18	0.44	0.44	3.0	0.2	813.66	813.54	816.87	816.87	812.86	812.74
	R146	R145	0.11	0.77	0.09	0.48	20.2	3.87	1.86	3.56	12	100	1.00	0.27	0.44	0.44	4.5	0.4	812.38	812.34	816.87	815.56	812.54	811.54
	R145	R144	0.26	0.53	0.14	0.62	20.6	3.84	2.38	2.52	12	138	0.50	0.45	0.44	0.44	3.2	0.7	812.07	811.45	815.56	815.53	811.34	810.65
	R144	R143	0.37	0.55	0.20	0.82	21.3	3.78	3.10	3.11	12	138	0.76	0.76	0.44	0.44	0.76	4.0	0.6	811.25	810.20	815.53	818.00	810.45	809.40
	R143	R142	0.08	0.35	0.03	0.85	21.9	3.73	3.17	3.19	12	136	0.80	0.79	0.44	0.44	0.79	4.1	0.6	809.99	809.81	818.00	818.48	809.20	808.11
	R142	R141	0.22	0.57	0.13	0.98	22.5	3.68	3.61	3.65	12	136	1.05	1.03	0.44	1.03	4.7	0.5	808.68	807.29	818.48	815.00	807.91	806.49
	R141	R140	0.25	0.54	0.14	1.12	23.0	3.65	4.08	4.09	12	140	1.32	1.31	0.44	1.31	5.2	0.4	807.08	805.24	815.00	810.50	806.29	804.44
	R140	R139	0.28	0.52	0.14	1.26	23.4	3.62	4.56	4.58	12	85	1.65	1.64	0.44	1.64	5.8	0.2	805.03	803.63	810.50	808.00	804.24	802.83
	R139	R138	0.17	0.49	0.08	1.87	23.6	3.60	6.73	6.76	12	68	3.60	3.57	0.44	3.57	8.6	0.1	803.41	800.99	808.00	806.20	802.63	800.19
	R138	R137	0.04	0.35	0.01	1.88	23.7	3.59	6.76	6.94	12	127	3.80	3.60	0.44	3.60	8.8	0.2	800.63	796.05	806.20	800.00	800.09	795.25
	R137	R136	0.30	0.51	0.16	2.04	23.9	3.58	7.30	7.34	12	141	4.25	4.20	0.44	4.20	9.4	0.3	796.78	789.87	800.00	794.00	795.05	789.07
	R136	R134	0.28	0.52	0.14	2.18	24.2	3.56	7.75	10.34	15	183	2.56	1.44	0.32	1.44	8.4	0.4	789.87	785.19	794.00	788.50	788.87	784.19
	R134	R133	0.38	0.54	0.20	2.38	24.6	3.53	8.40	13.08	18	186	1.55	0.64	0.25	0.64	7.4	0.4	785.19	782.30	788.50	785.61	783.99	781.10
	R133	R132A	0.35	0.49	0.17	2.55	25.0	3.50	8.93	12.39	24	103	0.30	0.16	0.17	0.17	3.9	0.4	782.07	781.89	785.61	787.28	780.60	780.29
	R132A	R132	0.16	0.67	0.11	2.66	25.4	3.47	9.24	9.33	24	29	0.17	0.17	0.17	0.17	3.0	0.2	781.80	781.75	787.28	787.28	780.19	780.15
	R132	R131	0.57	0.76	0.43	3.09	25.6	3.46	10.69	10.85	24	147	0.23	0.22	0.17	0.22	3.5	0.7	781.64	781.31	787.28	785.33	780.05	779.71
	R131	R130	0.23	0.45	0.10	3.19	26.3	3.41	10.88	11.08	24	136	0.24	0.23	0.17	0.23	3.5	0.6	781.20	780.88	785.33	787.00	779.61	779.28
	R130	R102	0.16	0.64	0.11	3.30	26.9	3.37	11.13	14.79	30	132	0.13	0.07	0.13	0.13	3.0	0.7	780.88	780.71	787.00	787.00	778.88	778.71
	R139B	R139A	0.75	0.35	0.26	0.26	20.0	3.89	1.01	2.52	12	29	0.50	0.08	0.44	0.44	3.2	0.2	805.86	805.73	809.64	809.64	805.07	804.93
	R139A	R139	0.77	0.35	0.27	0.53	20.2	3.87	2.05	3.74	12	145	1.10	0.33	0.44	0.44	4.8	0.5	805.53	803.93	809.64	808.00	804.73	803.13
	R151	R150	1.16	0.74	0.86	0.86	20.0	3.89	3.34	3.38	12	29	0.90	0.88	0.44	0.88	4.3	0.1	789.02	788.76	792.18	792.18	788.22	787.96
*	R253E	R253D	0.98	0.35	0.34	0.34	20.0	3.89	1.32	2.52	12	38	0.50	0.14	0.44	0.44	3.2	0.2	781.63	781.46	786.42	784.99	780.85	780.66
*	R253D	R253C	0.44	0.77	0.34	0.68	20.2	3.87	2.63	3.56	12	29	1.00	0.55	0.44	0.44	4.5	0.1	781.33	781.17	784.99	784.99	780.66	780.37
*	R253C	R253B	0.10	0.72	0.07	0.75	20.3	3.86	2.90	7.39	12	58	4.30	0.66	0.44	0.66	9.4	0.1	780.07	777.56	784.99	781.45	778.27	776.76
*	R253B	R253A	0.07	0.71	0.05	0.80	20.4	3.85	3.08	3.09	12	29	0.75	0.75	0.44	0.75	3.9	0.1	777.46	777.25	781.45	781.45	776.66	776.45
*	R253A	R253	0.36	0.74	0.27	1.07	20.5	3.85	4.12	6.17	12	139	3.00	1.33	0.44	1.33	7.9	0.3	777.05	772.89	781.45	777.97	776.25	772.09
*	R253	R252	0.28	0.52	0.15	1.25	20.8	3.82	4.78	7.56	12	79	4.50	1.80	0.44	1.80	9.6	0.1	772.79	769.24	777.97	773.02	771.99	768.44
*	R252	R251	0.50	0.45	0.22	1.47	20.9	3.81	5.60	5.63	12	119	2.50	2.47	0.44	2.47	7.2	0.3	769.11	766.15	773.02	772.57	768.34	765.35
*	R251	R250	0.16	0.66	0.10	1.57	21.2	3.79	5.95	10.50	18	132	1.00	0.32	0.25	0.32	5.9	0.4	765.26	764.84	772.57	772.57	764.95	763.63
*	R250	R249	0.12	1.46	0.17	1.74	21.6	3.76	6.53	9.33	24	152	0.17	0.08	0.17	0.17	3.0	0.9	764.84	764.57	772.57	774.85	763.23	762.97
*	R249	R248	0.15	0.51	0.08	1.82	22.5	3.68	6.71	9.33	24	132	0.17	0.09	0.17	0.17	3.0	0.7	764.48	764.25	774.85	774.85	762.87	762.65
*	R248	R247	0.08	0.92	0.08	1.90	23.2	3.63	6.90	9.33	24	133	0.17	0.09	0.17	0.17	3.0	0.7	764.15	763.92	774.85	776.28	762.55	762.32
*	R247	R246	0.33	0.57	0.19	2.09	23.9	3.58	7.48	9.33	24	120	0.17	0.11	0.17	0.17	3.0	0.7	763.83	763.62	773.14	776.47	762.22	762.02
*	R246	R203	0.18	0.62	0.11	2.20	24.6	3.53	7.76	9.33	24	40	0.17	0.12	0.17	0.17	3.0	0.2	763.52	763.45	776.47	775.91	761.92	761.85
*	R203	R202B	0.58	0.43	0.25	3.29	24.8	3.51	11.56	17.52	24	116	0.60	0.26	0.17	0.26	5.6	0.3	762.96	762.66	775.91	782.34	761.75	761.06
*	R202B	R202A	0.00	0.00	0.00	3.29	25.1	3.49	11.56	25.94	30	84	0.40	0.08	0.13	0.13	5.3	0.3	762.43	762.33	782.34	781.73	760.66	760.33
*	R202A	R202	0.00	0.00	0.00	3.29	25.4	3.47	11.56	15.89	30	121	0.15	0.08	0.13	0.13	3.2	0.6	762.20	762.05	781.73	771.42	760.23	760.05
*	R202	R201	0.05	0.35	0.02	13.28	26.0	3.43	45.57	46.21	36	76	0.48	0.47	0.10	0.47	6.5	0.2	757.32	756.96	771.42	758.83	755.37	755.00

	FROM STRUCT	TO STRUCT	A TRIB AREA (AC)	C RUNOFF COEFF	AxC EQUIV AREA	CA DESIGN SUM AxC	T TIME CONC. (MIN)	I INTEN-SITY (IN/HR)	Q FLOW CAxI (CFS)	Qc PIPE CAPAC. (CFS) * see above	D PIPE DIAM. (IN)	L PIPE LENGTH (FT)	S PIPE SLOPE (%)	HGq MIN HG for Q (%)	HGv MIN HG for Vmin (%)	HG HGL SLOPE (%)	Vf VEL. FULL (FPS)	Tf TIME OF FLOW (MIN)	H.G.L. ELEV. UPPER END	H.G.L. ELEV. LOWER END	RIM/GROUND ELEV. UPPER END	RIM/GROUND ELEV. LOWER END	INVERT ELEV. UPPER END	INVERT ELEV. LOWER END
	INPUT																							
	R254	R253	0.07	0.35	0.03	0.03	20.0	3.89	0.12	7.56	12	84	4.50	0.00	0.44	0.44	9.6	0.1	777.75	773.99	788.47	777.97	776.95	773.19
	R209	R208	0.48	0.50	0.24	0.24	20.0	3.89	0.93	4.36	12	140	1.50	0.07	0.44	0.44	5.6	0.4	784.93	782.83	788.71	786.62	784.13	782.03
	R208	R207	0.52	0.49	0.25	0.49	20.4	3.85	1.89	2.36	12	140	0.44	0.28	0.44	0.44	3.0	0.8	782.63	782.02	786.62	788.03	781.83	781.22
	R207	R206	0.00	0.00	0.00	0.49	21.2	3.79	1.89	2.36	12	90	0.44	0.28	0.44	0.44	3.4	0.5	781.82	781.42	788.03	787.08	781.02	780.62
	R206	R205	0.09	0.86	0.08	0.57	21.7	3.75	2.14	2.39	12	136	0.45	0.36	0.44	0.44	3.0	0.7	781.21	780.61	787.08	784.36	780.42	779.81
	R205	R204	0.25	0.54	0.14	0.71	22.4	3.69	2.62	5.52	12	136	3.20	2.40	0.54	0.54	7.0	0.3	780.41	777.15	784.36	780.86	779.61	776.35
	R204	R203	0.24	0.55	0.13	0.84	22.7	3.67	3.08	7.08	12	133	3.95	0.75	0.44	0.75	9.0	0.2	777.05	771.80	780.86	775.91	776.25	771.00
	R224	R223	0.03	4.45	0.11	0.11	20.0	3.89	0.43	4.36	12	186	1.50	0.01	0.44	0.44	5.6	0.6	792.65	789.85	799.69	800.29	791.85	789.05
	R223	R222	0.01	2.73	0.04	0.15	20.6	3.84	0.58	4.36	12	184	1.50	0.03	0.44	0.44	5.6	0.6	789.75	786.98	800.29	792.47	788.95	786.18
	R222	R221	0.12	0.76	0.09	0.24	21.2	3.79	0.91	4.36	12	179	1.50	0.07	0.44	0.44	5.6	0.5	786.88	784.20	792.47	789.59	786.08	783.40
	R221	R220B	0.29	0.52	0.15	0.39	21.7	3.75	1.46	2.64	12	102	0.55	0.17	0.44	0.44	3.4	0.5	780.98	780.54	789.59	784.67	780.30	779.74
	R220B	R220A	0.92	0.73	0.67	1.06	22.2	3.71	3.93	5.04	12	29	2.00	1.22	0.44	1.22	6.4	0.1	780.21	779.86	784.67	784.67	779.64	779.06
	R220A	R220	0.36	0.64	0.23	1.29	22.3	3.70	4.77	9.14	15	36	2.00	0.55	0.32	0.55	7.4	0.1	779.32	779.14	784.67	784.69	778.86	778.14
	R220	R219	0.03	0.35	0.01	2.10	22.4	3.69	7.75	8.79	15	76	1.85	1.44	0.32	1.44	7.2	0.2	778.73	777.63	784.69	784.69	787.12	778.04
	R219	R218	0.10	0.39	0.04	2.14	22.6	3.68	7.87	8.79	18	132	0.70	0.56	0.25	0.56	5.0	0.4	777.45	776.71	787.12	782.36	776.43	775.51
	R218	R217	0.23	0.38	0.09	2.23	23.0	3.65	8.13	9.10	18	70	0.75	0.60	0.25	0.60	5.2	0.2	776.40	775.98	782.36	780.96	775.31	774.78
	R217	R216	0.13	0.54	0.07	2.57	23.2	3.63	9.33	10.50	18	132	1.00	0.79	0.25	0.79	5.9	0.4	775.51	774.46	780.96	779.37	774.58	773.26
	R216	R215	0.23	0.56	0.13	2.70	23.6	3.60	9.72	17.10	18	132	2.65	0.86	0.25	0.86	9.7	0.2	774.26	770.77	779.37	774.10	773.06	769.57
	R215	R214	0.22	0.57	0.12	2.82	23.8	3.59	10.11	11.02	18	271	1.10	0.93	0.25	0.93	6.2	0.7	770.20	767.68	774.10	776.45	769.47	766.48
	R214	R210B	0.67	0.74	0.50	3.56	24.5	3.54	13.96	14.85	18	115	2.00	1.77	0.25	1.77	8.4	0.2	767.32	765.29	776.45	775.88	766.38	764.38
	R210B	R210A	0.00	0.00	0.00	4.47	24.7	3.52	15.74	16.61	18	143	2.50	2.25	0.25	2.25	9.4	0.3	764.83	761.62	775.88	765.00	763.99	760.42
	R210A	R210	0.16	0.35	0.06	4.53	25.0	3.50	15.86	16.61	18	135	2.50	2.28	0.25	2.28	9.4	0.2	761.22	758.14	765.00	771.02	760.32	756.94
	R210	R202	0.04	0.35	0.02	4.55	25.2	3.49	15.86	16.62	24	70	0.54	0.49	0.17	0.49	5.3	0.2	758.11	757.77	771.02	771.42	756.54	756.17
	R227B	R227A	0.87	0.68	0.59	0.59	20.0	3.89	2.29	2.52	12	29	0.50	0.41	0.44	0.44	3.2	0.2	786.16	786.04	789.13	789.13	785.38	785.24
	R227A	R220	0.30	0.70	0.21	0.80	20.2	3.87	3.10	6.12	12	139	2.95	0.76	0.44	0.76	7.8	0.3	785.94	781.84	789.13	784.69	785.14	781.04
	R217A	R217	0.15	0.73	0.11	0.11	20.0	3.89	0.43	2.36	12	29	0.44	0.01	0.44	0.44	3.0	0.2	786.85	786.72	789.86	789.86	786.05	785.92
	R217A	R217	0.20	0.79	0.16	0.27	20.2	3.87	1.05	7.54	12	138	4.48	0.09	0.44	0.44	9.6	0.2	784.09	777.88	789.86	780.96	783.29	777.08
	R213	R214	0.87	0.73	0.63	0.63	20.0	3.89	2.45	2.52	12	29	0.50	0.47	0.44	0.47	3.2	0.2	773.22	773.08	776.45	776.45	772.43	772.28
	R212	R211	0.32	0.73	0.23	0.23	20.0	3.89	0.89	2.52	12	29	0.50	0.06	0.44	0.44	3.2	0.2	773.24	773.12	776.46	776.46	772.46	772.32
	R211	R210B	0.40	0.73	0.29	0.52	20.2	3.87	2.01	3.38	12	59	0.90	0.32	0.44	0.44	4.3	0.2	772.75	772.49	776.46	775.88	772.22	771.69
*	R237	R236	0.00	0.00	0.00	0.00	20.0	3.89	0.00	7.56	12	142	4.50	0.00	0.44	0.44	9.6	0.2	773.66	767.25	780.26	770.06	772.86	766.45
*	R236	R235	0.46	0.46	0.21	0.21	20.2	3.87	0.81	5.63	12	177	2.50	0.05	0.44	0.44	7.2	0.4	767.15	762.73	770.06	765.51	766.35	761.93
*	R235	R234	0.53	0.53	0.28	0.49	20.6	3.84	1.88	2.36	12	181	0.44	0.28	0.44	0.44	3.0	1.0	762.63	761.84	766.51	765.71	761.83	761.04
*	R234	R233	0.17	0.63	0.11	0.60	21.

SANITARY SEWER TABLE

NUMBER	SIZE	DESC.	ELEVATION	INVERTS	NORTHING EASTING
EX01	4' DIA	EX MH	RIM=769.04	PR. 8" SW INV.749.49	N = 281452.169 E = 1328953.306
EX02	4' DIA	EX MH	RIM=821.35	PR. 8" W INV.810.65	N = 283176.437 E = 1328093.851
S3	4' DIA	MH	RIM=775.53	PR. 8" S INV.756.62 PR. 8" NE INV.756.68 PR. 8" NW INV.756.78	N = 281280.998 E = 1328800.922
S5	4' DIA	MH	RIM=778.15	PR. 8" W INV.764.12 PR. 8" SE INV.764.02	N = 281351.117 E = 1328655.459
S6	4' DIA	MH	RIM=784.99	PR. 8" W INV.772.88 PR. 8" E INV.772.78	N = 281385.533 E = 1328420.819
S7	4' DIA	MH	RIM=791.84	PR. 8" W INV.774.32 PR. 8" E INV.774.22	N = 281420.768 E = 1328155.145
S8	4' DIA	MH	RIM=789.18	PR. 8" N INV.775.77 PR. 8" E INV.775.67	N = 281465.319 E = 1327887.681
S9	4' DIA	MH	RIM=786.22	PR. 8" N INV.777.01 PR. 8" S INV.776.91	N = 281689.985 E = 1327917.477
S11	4' DIA	MH	RIM=791.19	PR. 8" N INV.779.03 PR. 8" S INV.778.63 PR. 8" W INV.779.52	N = 281953.240 E = 1327906.605
S12	4' DIA	MH	RIM=802.78	PR. 8" NW INV.791.54 PR. 8" S INV.790.24	N = 282199.651 E = 1327896.428
S15	4' DIA	MH	RIM=808.95	PR. 8" N INV.798.02 PR. 8" SE INV.797.92	N = 282401.433 E = 1327790.767
S16	4' DIA	MH	RIM=814.92	PR. 8" N INV.804.06 PR. 8" S INV.803.96	N = 282670.347 E = 1327765.928
S17	4' DIA	MH	RIM=821.44	PR. 8" S INV.810.66	N = 282969.883 E = 1327749.233
S18	4' DIA	MH	RIM=822.54	PR. 8" W INV.811.78 PR. 8" E INV.811.68	N = 283155.006 E = 1327887.549
S19	4' DIA	MH	RIM=823.01	PR. 8" E INV.812.60	N = 283150.486 E = 1327806.438
S21	4' DIA	MH	RIM=796.51	PR. 8" NW INV.788.08 PR. 8" E INV.787.98	N = 281986.022 E = 1327698.460
S22	4' DIA	MH	RIM=801.06	PR. 8" NW INV.790.72 PR. 8" SE INV.790.62	N = 282064.932 E = 1327602.329
S23	4' DIA	MH	RIM=807.05	PR. 8" N INV.796.14 PR. 8" SE INV.796.04	N = 282183.057 E = 1327507.132
S24	4' DIA	MH	RIM=810.48	PR. 8" N INV.799.99 PR. 8" S INV.799.89	N = 282295.245 E = 1327461.399
S26	4' DIA	MH	RIM=818.68	PR. 8" N INV.803.41 PR. 8" S INV.803.31	N = 282560.488 E = 1327445.545
S27	4' DIA	MH	RIM=820.00	PR. 8" N INV.804.87 PR. 8" S INV.804.77	N = 282832.066 E = 1327430.409
S29	4' DIA	MH	RIM=818.16	PR. 8" E INV.807.86 PR. 8" W INV.806.46 PR. 8" S INV.806.36	N = 283128.152 E = 1327405.736
S30	4' DIA	MH	RIM=817.53	PR. 8" E INV.807.56	N = 283122.041 E = 1327296.096
S31	4' DIA	MH	RIM=823.24	PR. 8" W INV.813.03	N = 283145.053 E = 1327708.964
S34	4' DIA	MH	RIM=781.92	PR. 8" SW INV.758.04 PR. 8" N INV.757.79 PR. 8" SW INV.758.04	N = 281063.434 E = 1328716.396
S35	4' DIA	MH	RIM=779.84	PR. 8" NE INV.758.76 PR. 8" W INV.758.86	N = 280976.457 E = 1328601.412
* S36	4' DIA	MH	RIM=774.62	PR. 8" W INV.759.64 PR. 8" E INV.759.54	N = 280962.351 E = 1328466.338
* S37	4' DIA	MH	RIM=769.93	PR. 8" W INV.760.71 PR. 8" E INV.760.61	N = 280973.391 E = 1328273.206
* S39	4' DIA	MH	RIM=767.93	PR. 8" W INV.763.15 PR. 8" E INV.763.05	N = 280960.320 E = 1327981.952
* S40	4' DIA	MH	RIM=770.46	PR. 8" W INV.764.24 PR. 8" E INV.764.14	N = 280951.443 E = 1327784.151
* S41	4' DIA	MH	RIM=773.42	PR. 8" NW INV.764.93 PR. 8" E INV.764.83	N = 280972.173 E = 1327666.927
* S42	4' DIA	MH	RIM=780.32	PR. 8" N INV.770.30 PR. 8" SE INV.770.20	N = 281090.209 E = 1327541.461
* S43	4' DIA	MH	RIM=783.06	PR. 8" N INV.773.58 PR. 8" S INV.773.48 PR. 8" W INV.772.70	N = 281161.885 E = 1327518.452
* S43A	4' DIA	MH	RIM=786.67	PR. 8" W INV.773.40 PR. 8" E INV.773.30	N = 281154.427 E = 1327397.925
* S44	4' DIA	MH	RIM=785.75	PR. 8" N INV.776.86 PR. 8" S INV.776.76	N = 281228.837 E = 1327513.580
* S46	4' DIA	MH	RIM=791.03	PR. 8" S INV.781.88	N = 281353.897 E = 1327554.439
* S48	4' DIA	MH	RIM=791.71	PR. 8" W INV.781.98 PR. 8" E INV.781.88	N = 281468.316 E = 1327740.226
* S49	4' DIA	MH	RIM=792.53	PR. 8" E INV.783.15	N = 281426.686 E = 1327631.274
* STUB	???' DIA	STUB	RIM=773.38	PR. 8" E INV.773.60	N = 281153.186 E = 1327377.859

WATER MAIN STRUCTURE TABLE

NUMBER	DESCRIPTION	ELEVATION	NORTHING EASTING
H1	HYD	FG/RIM=822.68	N = 283123.903 E = 1327787.722
H2	HYD	FG/RIM=817.33	N = 283168.423 E = 1327283.697
H3	HYD	FG/RIM=816.34	N = 282739.999 E = 1327809.119
H4	HYD	FG/RIM=807.60	N = 282370.079 E = 1327857.417
H5	HYD	FG/RIM=793.80	N = 282007.135 E = 1327951.419
H6	HYD	FG/RIM=790.33	N = 281400.920 E = 1327947.309
H7	HYD	FG/RIM=787.67	N = 281351.727 E = 1328318.229
H8	HYD	FG/RIM=776.51	N = 281276.252 E = 1328707.509
H9	HYD	FG/RIM=818.16	N = 283098.273 E = 1327462.644
H10	HYD	FG/RIM=821.88	N = 282721.857 E = 1327483.624
H11	HYD	FG/RIM=812.60	N = 282371.261 E = 1327503.165
H12	HYD	FG/RIM=800.64	N = 282088.154 E = 1327644.003
H13	HYD	FG/RIM=780.11	N = 281023.510 E = 1328592.338
* H14	HYD	FG/RIM=769.53	N = 281018.455 E = 1328229.289
* H15	HYD	FG/RIM=767.97	N = 281005.737 E = 1327945.627
* H16	HYD	FG/RIM=775.96	N = 281050.177 E = 1327830.878
* H17	HYD	FG/RIM=792.59	N = 281370.041 E = 1327629.701
* H18	HYD	FG/RIM=786.98	N = 281200.132 E = 1327375.543
V1	GV	FG/RIM=823.11	N = 283194.259 E = 1327693.330
V2	GV	FG/RIM=817.53	N = 283171.975 E = 1327293.514
V3	GV	FG/RIM=822.65	N = 283140.544 E = 1327789.799
V4	GV	FG/RIM=810.40	N = 282473.697 E = 1327826.966
V5	GV	FG/RIM=790.90	N = 281941.315 E = 1327957.140
V6	GV	FG/RIM=790.51	N = 281387.670 E = 1328024.404
V7	GV	FG/RIM=776.68	N = 281248.297 E = 1328729.120
V8	GV	FG/RIM=818.16	N = 283088.455 E = 1327466.196
V9	GV	FG/RIM=814.75	N = 282437.326 E = 1327502.487
V10	GV	FG/RIM=792.75	N = 282013.922 E = 1327873.415
V11	GV	FG/RIM=779.68	N = 281022.119 E = 1328580.511
* V12	GV	FG/RIM=768.86	N = 281005.775 E = 1327879.559
V13	GV	FG/RIM=790.94	N = 281415.279 E = 1327816.226
* V14	GV	FG/RIM=786.94	N = 281203.742 E = 1327385.338

UTILITY CROSSING TABLE

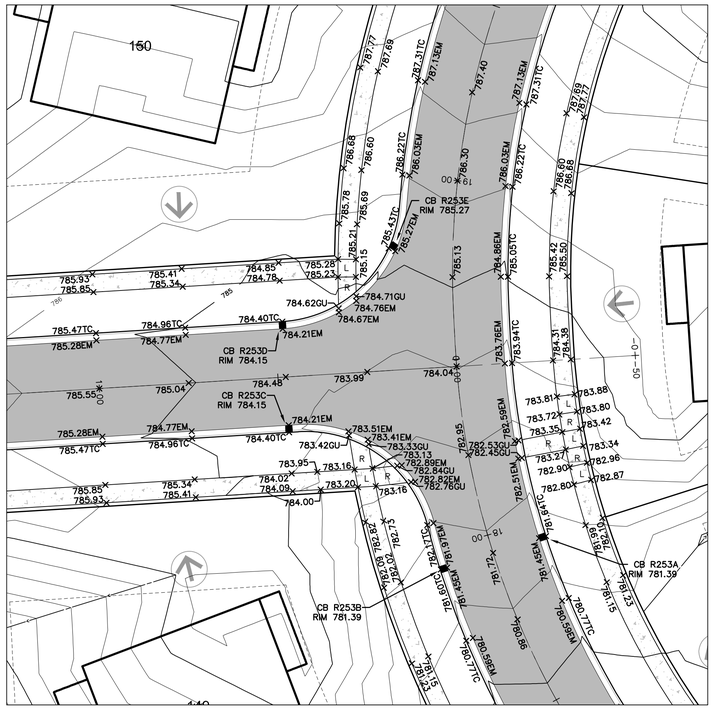
CROSSING	CROSSING PIPE 1		CROSSING PIPE 2	
X1.	12" ST. T/P	811.13	12" W.M. B/P	814.40
X2.	12" ST. B/P	814.54	12" W.M. T/P	813.04
X3.	12" ST. B/P	814.05	8" SAN. T/P	811.64
X4.	15" ST. T/P	809.59	8" SAN. B/P	810.41
X5.	8" SAN. T/P	809.58	8" W.M. B/P	812.43
X6.	15" ST. T/P	809.57	8" W.M. B/P	815.73
X7.	12" ST. B/P	812.41	8" W.M. T/P	810.91
X8.	12" ST. B/P	809.22	8" SAN. T/P	804.24
X9.	12" ST. B/P	804.45	8" SAN. T/P	800.30
X10.	24" ST. B/P	785.93	8" SAN. T/P	784.32
X11.	24" ST. B/P	787.57	8" W.M. T/P	786.07
X12.	12" ST. B/P	776.20	8" SAN. T/P	773.66
X13.	8" SAN. T/P	782.65	8" W.M. B/P	787.83
X14.	24" ST. B/P	780.08	8" SAN. T/P	778.30
X15.	36" ST. B/P	780.05	8" SAN. T/P	777.52
X16.	8" SAN. T/P	776.14	6" W.M. B/P	782.60
X17.	36" ST. B/P	779.92	8" W.M. T/P	778.10
X18.	12" ST. B/P	784.44	8" SAN. T/P	776.02
X19.	12" ST. B/P	782.63	8" SAN. T/P	774.59
X20.	18" ST. B/P	766.54	8" SAN. T/P	763.37
X21.	18" ST. B/P	764.03	8" SAN. T/P	757.54
X22.	12" ST. B/P	774.79	8" SAN. T/P	773.29
X23.	12" ST. B/P	771.69	8" SAN. T/P	757.64
X24.	30" ST. B/P	760.09	8" SAN. T/P	758.58
X25.	12" ST. B/P	762.58	8" SAN. T/P	761.03
X26.	24" ST. T/P	761.26	8" SAN. B/P	762.91
X27.	18" ST. T/P	767.03	8" W.M. B/P	768.83
X28.	48" ST. B/P	760.70	8" W.M. T/P	759.20
X29.	48" ST. B/P	760.63	8" SAN. T/P	752.24
X30.	24" ST. B/P	779.77	8" W.M. T/P	778.27
X31.	30" ST. T/P	786.07	8" W.M. B/P	790.73
X32.	15" ST. B/P	778.24	8" W.M. T/P	776.74
X33.	8" SAN. T/P	759.75	8" W.M. B/P	768.63
X34.	30" ST. T/P	763.36	8" W.M. B/P	775.73
X35.	12" ST. B/P	779.61	8" SAN. T/P	777.17
X36.	12" ST. B/P	777.03	8" SAN. T/P	773.84
X37.	8" SAN. T/P	776.76	8" W.M. B/P	780.03
X38.	24" ST. B/P	786.70	8" W.M. T/P	785.20
X39.	12" ST. B/P	778.44	8" SAN. T/P	776.97
X40.	12" ST. B/P	778.40	8" W.M. T/P	776.90
X50.	6" SAN. T/P	808.48	12" W.M. B/P	811.70
X51.	6" SAN. T/P	809.77	12" W.M. B/P	812.40
X52.	6" SAN. T/P	810.96	12" W.M. B/P	813.50
X53.	6" SAN. T/P	812.15	12" W.M. B/P	814.7
X54.	6" SAN. T/P	813.35	12" W.M. B/P	815.80
X55.	6" SAN. T/P	814.02	12" W.M. B/P	816.70
X56.	6" SAN. T/P	814.03	12" W.M. B/P	816.90
X57.	6" SAN. T/P	813.08	12" W.M. B/P	816.00
X58.	6" SAN. T/P	812.85	12" W.M. B/P	815.50
X59.	6" SAN. T/P	812.45	12" W.M. B/P	814.80
X60.	6" SAN. T/P	812.11	12" W.M. B/P	814.20
X61.	6" SAN. T/P	807.46	8" W.M. B/P	811.43
X62.	6" SAN. T/P	809.71	8" W.M. B/P	812.43
X63.	6" SAN. T/P	810.91	8" W.M. B/P	813.73
X64.	6" SAN. T/P	812.00	8" W.M. B/P	814.93
X65.	6" SAN. T/P	812.53	8" W.M. B/P	815.63
X66.	6" SAN. T/P	810.49	8" W.M. B/P	813.13
X67.	6" SAN. T/P	808.33	8" W.M. B/P	811.13
X68.	6" SAN. T/P	806.42	8" W.M. B/P	809.03
X69.	6" SAN. T/P	803.13	8" W.M. B/P	807.03
X70.	6" SAN. T/P	801.97	8" W.M. B/P	804.93
X71.	6" SAN. T/P	797.31	8" W.M. B/P	800.43
X72.	6" SAN. T/P	795.20	8" W.M. B/P	797.93
X73.	6" SAN. T/P	792.52	8" W.M. B/P	795.13
X74.	6" SAN. T/P	790.18	8" W.M. B/P	792.53
X75.	6" SAN. T/P	779.11	8" W.M. B/P	781.63
X76.	6" SAN. T/P	779.74	8" W.M. B/P	782.93
X77.	6" SAN. T/P	782.82	8" W.M. B/P	784.83
X78.	6" SAN. T/P	784.49	8" W.M. B/P	788.63
X79.	6" SAN. T/P	787.44	8" W.M. B/P	791.63
X80.	6" SAN. T/P	792.08	8" W.M. B/P	793.83
X81.	6" SAN. T/P	794.31	8" W.M. B/P	796.73
X82.	6" SAN. T/P	795.12	8" W.M. B/P	798.93
X83.	6" SAN. T/P	796.72	8" W.M. B/P	800.43
X84.	6" SAN. T/P	798.50	8" W.M. B/P	801.83
X85.	6" SAN. T/P	801.60	8" W.M. B/P	804.53
X86.	6" SAN. T/P	804.47	8" W.M. B/P	807.53
X87.	6" SAN. T/P	806.12	8" W.M. B/P	809.13
X88.	6" SAN. T/P	807.56	8" W.M. B/P	810.63
X89.	6" SAN. T/P	809.12	8" W.M. B/P	812.23
X90.	6" SAN. T/P	810.60	8" W.M. B/P	813.73
X91.	6" SAN. T/P	812.02	8" W.M. B/P	815.13
X92.	6" SAN. T/P	777.77	8" W.M. B/P	783.93
X93.	6" SAN. T/P	780.66	8" W.M. B/P	783.53
X94.	6" SAN. T/P	781.82	8" W.M. B/P	784.73
X95.	6" SAN. T/P	782.59	8" W.M. B/P	785.43
X96.	6" SAN. T/P	781.27	8" W.M. B/P	783.83
X97.	6" SAN. T/P	779.46	8" W.M. B/P	782.03
X98.	6" SAN. T/P	777.60	8" W.M. B/P	780.13
X99.	6" SAN. T/P	774.04	8" W.M. B/P	778.13
X100.	6" SAN. T/P	773.47	8" W.M. B/P	776.13
X101.	6" SAN. T/P	771.54	8" W.M. B/P	774.13
X102.	6" SAN. T/P	768.21	8" W.M. B/P	771.03
X103.	6" SAN. T/P	770.97	8" W.M. B/P	772.93
X104.	6" SAN. T/P	773.43	8" W.M. B/P	776.13
X105.	6" SAN. T/P	770.36	8" W.M. B/P	772.43
X106.	6" SAN. T/P	768.32	8" W.M. B/P	769.93
X107.	6" SAN. T/P	766.13	8" W.M. B/P	768.33
X108.	6" SAN. T/P	764.96	8" W.M. B/P	767.73
X109.	6" SAN. T/P	762.91	8" W.M. B/P	767.23
X110.	6" SAN. T/P	763.02	8" W.M. B/P	766.73
X111.	6" SAN. T/P	763.10	8" W.M. B/P	766.23
X112.	6" SAN. T/P	763.37	8" W.M. B/P	765.63
X113.	6" SAN. T/P	763.52	8" W.M. B/P	765.53
X114.	6" SAN. T/P	763.96	8" W.M. B/P	765.83
X115.	6" SAN. T/P	764.29	8" W.M. B/P	766.33
X116.	6" SAN. T/P	764.62	8" W.M. B/P	766.83
X117.	6" SAN. T/P	765.41	8" W.M. B/P	768.03
X118.	6" SAN. T/P	769.47	8" W.M. B/P	772.73
X119.	6" SAN. T/P	775.46	8" W.M. B/P	778.63
X120.	6" SAN. T/P	780.73	8" W.M. B/P	783.73
X121.	6" SAN. T/P	783.93	8" W.M. B/P	786.33
X122.	6" SAN. T/P	781.89	8" W.M. B/P	784.93
X123.	6" SAN. T/P	780.82	8" W.M. B/P	784.33
X124.	6" SAN. T/P	808.90	12" W.M. B/P	811.00
X125.	6" SAN. T/P	803.06	8" W.M. B/P	806.03

STORM SEWER TABLE

NUMBER	SIZE	DESC.	RIM ELEV.	INVERTS	NORTHING EASTING
EX00	4' DIA.	CB	807.18	EX. 15" N 802.23	N = 282685.132 E = 13327970.823
EX01	4' DIA.	CB	810.20	PR. 12" N 804.65 EX. 15" S 804.45	N = 282811.215 E = 13327948.149
EX02	4' DIA.	CB	811.12	EX. 12" W 807.12	N = 282938.116 E = 13328050.132
R1	3' DIA.	ES		48 inch Concrete Pipe. 48" NW 761.00	N = 281371.183 E = 13328954.916
R2	3' DIA.	ES		48 inch Concrete Pipe. 48" SE 761.26	N = 281452.001 E = 13328844.654
R3	4' DIA.	ES		PR. 60" W 778.62	N = 281650.253 E = 13327986.638
R4	4' DIA.	ES	782.84	PR. 60" E 778.86	N = 281663.269 E = 13327888.498
R5	4' DIA.	CB	815.29	PR. 12" S 806.58 EX. 12" E 806.59	N = 282918.597 E = 13327940.363
R100	2' DIA.	ES		PR. 18" NW 776.12	N = 281750.420 E = 13328304.687
R100A	4' DIA.	OCS	784.34	PR. 18" SE 776.35	N = 281799.528 E = 13328236.634
R101	4' DIA.	ES		PR. 36" W 778.02	N = 282078.815 E = 13328145.602
R102	7' DIA.	CB	787.00	PR. 30" W 781.51 PR. 30" S 778.71 PR. 12" N 782.91 PR. 36" E 778.31	N = 282078.815 E = 13328087.577
R102A	4' DIA.	CB	796.34	PR. 30" W 785.01 PR. 30" E 783.41	N = 282072.770 E = 13327941.202
R102B	4' DIA.	CB	796.34	PR. 30" E 785.39 PR. 24" SW 785.79	N = 282071.573 E = 13327912.227
R105	4' DIA.	CB	795.15	PR. 24" NE 796.46 PR. 24" E 789.36	N = 282038.814 E = 13327766.955
R106	4' DIA.	CB	796.73	PR. 24" NW 791.65 PR. 24" S 791.55	N = 282161.770 E = 13327761.877
R107	4' DIA.	CB	802.00	PR. 24" NW 794.31 PR. 24" SE 794.11	N = 282282.428 E = 13327697.662
R108	4' DIA.	CB	807.21	PR. 24" N 795.27 PR. 24" SE 795.17	N = 282379.662 E = 13327645.979
R109	5' DIA.	CB	809.84	PR. 24" N 796.43 PR. 24" S 796.23	N = 282511.015 E = 13327636.598
R109A	4' DIA.	CB	813.90	PR. 12" E 809.61 PR. 12" W 809.51	N = 282650.963 E = 13327777.525
R109B	4' DIA.	CB	813.90	PR. 12" W 809.73	N = 282652.577 E = 13327806.480
R110	4' DIA.	CB	813.55	PR. 18" N 797.71 PR. 24" S 797.31 PR. 12" E 808.11	N = 282642.810 E = 13327631.252
R111	4' DIA.	CB	815.06	PR. 18" N 800.00 PR. 18" S 799.80	N = 282729.815 E = 13327626.403
R112	4' DIA.	CB	815.92	PR. 18" N 803.27 PR. 18" S 803.07	N = 282865.604 E = 13327618.834
R113	5' DIA.	CB	815.90	PR. 15" E 806.30 PR. 18" S 806.10 PR. 18" W 806.20	N = 283006.076 E = 13327611.005
R114	4' DIA.	CB	816.80	PR. 15" N 807.48 PR. 18" E 806.65 PR. 12" W 810.85	N = 283002.865 E = 13327565.784
R114A	4' DIA.	CB	817.02	PR. 12" W 813.00 PR. 12" E 812.80	N = 282997.012 E = 13327460.777
R114B	4' DIA.	CB	817.02	PR. 12" E 813.52	N = 282995.398 E = 13327431.821
R115	4' DIA.	CB	820.35	PR. 12" N 808.38 PR. 15" S 808.18	N = 283147.141 E = 13327557.742
R115A	4' DIA.	CB	820.35	PR. 12" N 809.88 PR. 12" S 809.68	N = 283176.096 E = 13327556.128
R117	4' DIA.	CB	817.23	PR. 12" W 810.79 PR. 12" S 810.69 PR. 12" E 812.89	N = 283322.369 E = 13327547.976
R118	4' DIA.	CB	814.93	PR. 12" W 811.60 PR. 12" E 811.40	N = 283314.578 E = 13327408.193
R119	2' DIA.	INLET	814.96	PR. 12" E 812.13	N = 283310.682 E = 13327338.301
R120	2' DIA.	INLET	819.29	PR. 12" W 814.96	N = 283330.048 E = 13327685.762
R121	4' DIA.	CB	817.53	PR. 15" E 806.67 PR. 15" W 806.57	N = 283007.627 E = 13327652.312
R122	4' DIA.	CB	821.36	PR. 15" E 807.66 PR. 15" W 807.56	N = 283013.540 E = 13327757.316
R122A	4' DIA.	CB	821.36	PR. 15" E 807.99 PR. 15" W 807.79	N = 283015.154 E = 13327786.271
R123	4' DIA.	CB	816.83	PR. 15" E 809.40 PR. 15" W 809.30	N = 283021.214 E = 13327895.006
R124	4' DIA.	CB	814.81	PR. 12" N 811.19 PR. 15" W 810.99	N = 283031.670 E = 13328046.659
R125	4' DIA.	CB	820.63	PR. 12" N 814.46 PR. 12" S 814.36	N = 283176.216 E = 13328038.603
R125A	4' DIA.	CB	820.60	PR. 12" N 814.68 PR. 12" S 814.58	N = 283205.468 E = 13328036.972
R127	4' DIA.	CB	820.31	PR. 12" W 815.42 PR. 12" S 815.32	N = 283349.177 E = 13328028.962
R128	4' DIA.	CB	820.95	PR. 12" W 815.83 PR. 12" E 815.73	N = 283345.185 E = 13327957.340
R129	2' DIA.	INLET	820.54	PR. 12" E 816.43	N = 283337.617 E = 13327821.551
R130	5' DIA.	CB	787.00	PR. 24" S 779.28 PR. 30" N 778.88	N = 281946.927 E = 13328093.024
R131	7' DIA.	CB	785.33	PR. 24" W 779.71 PR. 24" N 779.61	N = 281811.043 E = 13328098.636
R132	4' DIA.	CB	787.28	PR. 24" W 780.15 PR. 24" E 780.05	N = 281804.998 E = 13327952.261
R132A	4' DIA.	CB	787.28	PR. 24" W 780.29 PR. 24" E 780.19	N = 281803.801 E = 13327923.285
R133	4' DIA.	CB	785.61	PR. 18" W 781.10 PR. 24" E 780.60	N = 281823.349 E = 13327822.474
R134	4' DIA.	CB	788.50	PR. 15" NW 784.19 PR. 18" E 783.99	N = 281865.747 E = 13327641.369
R136	4' DIA.	CB	794.00	PR. 12" NW 789.07 PR. 15" SE 788.87	N = 281983.009 E = 13327501.180
R137	4' DIA.	CB	800.00	PR. 12" NW 795.25 PR. 12" SE 795.05	N = 282093.029 E = 13327413.516
R138	4' DIA.	CB	806.20	PR. 12" N 800.19 PR. 12" SE 800.09	N = 282192.657 E = 13327334.132
R139	4' DIA.	CB	808.00	PR. 12" N 802.83 PR. 12" S 802.63 PR. 12" E 803.13	N = 282260.398 E = 13327330.630
R139A	4' DIA.	CB	809.64	PR. 12" E 804.93 PR. 12" W 804.73	N = 282287.329 E = 13327473.378
R139B	4' DIA.	CB	809.64	PR. 12" W 805.07	N = 282292.705 E = 13327501.875
R140	4' DIA.	CB	810.50	PR. 12" N 804.44 PR. 12" S 804.24	N = 282345.514 E = 13327326.209
R141	4' DIA.	CB	815.00	PR. 12" N 806.49 PR. 12" S 806.29	N = 282485.327 E = 13327318.963

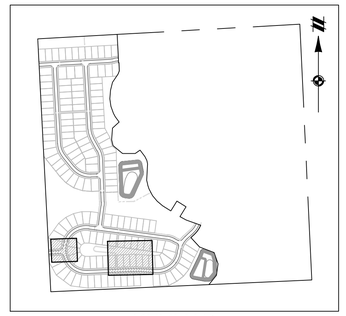
STORM SEWER TABLE

NUMBER	SIZE	DESC.	RIM ELEV.	INVERTS	NORTHING EASTING
R142	4' DIA.	CB	818.48	PR. 12" N 808.11 PR. 12" S 807.91	N = 282621.146 E = 13327311.923
R143	4' DIA.	CB	818.00	PR. 12" N 809.40 PR. 12" S 809.20	N = 282756.965 E = 13327304.883
R144	4' DIA.	CB	815.53	PR. 12" N 810.65 PR. 12" S 810.45	N = 282894.781 E = 13327297.740
R145	4' DIA.	CB	815.56	PR. 12" N 811.54 PR. 12" S 811.34	N = 283032.603 E = 13327290.707
R146	4' DIA.	CB	816.87	PR. 12" N 812.74 PR. 12" S 812.54	N = 283131.971 E = 13327285.569
R146A	4' DIA.	CB	816.87	PR. 12" N 812.86	N = 283160.933 E = 13327284.072
R147	4' DIA.	CB	799.80	PR. 12" NW 795.71 PR. 12" S 789.71	N = 282229.791 E = 13326081.342
R148	4' DIA.	CB	801.54	PR. 12" N 797.57 PR. 12" SE 797.47	N = 282293.925 E = 13328039.857
R149	2' DIA.	INLET	805.22	PR. 12" S 801.22	N = 282447.539 E = 13328000.155
R150	4' DIA.	CB	792.18	PR. 12" S 787.96 PR. 24" W 787.26 PR. 24" NE 787.16	N = 282003.603 E = 13327878.002
R151	4' DIA.	CB	792.18	PR. 12" N 788.22	N = 281974.627 E = 13327879.199
R200	2' DIA.	ES		PR. 18" NW 754.10	N = 280923.346 E = 13329167.768
R200A	4' DIA.	OCS	760.63	PR. 18" SE 754.34	N = 280960.893 E = 13329090.961
R201	3' DIA.	ES		PR. 36" NW 755.00	N = 280974.962 E = 13328905.394
R202	6' DIA.	CB	771.42	PR. 24" NE 756.17 PR. 30" SW 756.27 PR. 30" NW 760.05 PR. 36" SE 755.37	N = 281008.553 E = 13328837.028
R202A	4' DIA.	MH	781.73	PR. 30" NW 760.33 PR. 30" SE 760.23	N = 281073.165 E = 13328735.189
R202B	5' DIA.	MH	782.34	PR. 30" NW 761.06 PR. 30" SE 760.66	N = 281108.593 E = 13328659.542
R203	6' DIA.	CB	775.91	PR. 12" W 771.00 PR. 24" SE 761.75 PR. 24" SW 761.85	N = 281175.748 E = 13328565.524
R204	4' DIA.	CB	780.86	PR. 12" W 776.35 PR. 12" E 776.25	N = 281203.984 E = 13328435.825
R205	4' DIA.	CB	784.36	PR. 12" W 779.81 PR. 12" E 779.61	N = 281221.864 E = 13328301.005
R206	4' DIA.	CB	787.08	PR. 12" W 780.62 PR. 12" E 780.42	N = 281239.745 E = 13328166.186
R207	4' DIA.	CB	788.03	PR. 12" W 781.22 PR. 12" E 781.02	N = 281251.577 E = 13328076.967
R208	4' DIA.	CB	786.62	PR. 12" E 781.83 PR. 12" W 782.03	N = 281269.984 E = 13327938.182
R209	2' DIA.	INLET	788.71	PR. 12" E 784.13	N = 281288.390 E = 13327799.398
R210	4' DIA.	CB	771.02	PR. 18" NE 756.94 PR. 24" SW 756.54	N = 281071.678 E = 13328867.500
R210A	6' DIA.	CB	765.00	PR. 18" NW 760.42 PR. 18" SW 760.32	N = 281193.133 E = 13328926.194
R210B	5' DIA.	MH	775.88	PR. 12" SW 771.69 PR. 18" SE 763.99 PR. 18" NW 764.09	N = 281269.719 E = 13328805.473
R211	5' DIA.	CB	776.46	PR. 12" W 772.32 PR. 12" NE 772.22	N = 281228.188 E = 13328764.127
R212	4' DIA.	CB	776.46	PR. 12" E 772.46	N = 281236.611 E = 13328736.377
R213	4' DIA.	CB	775.93	PR. 12" NE 771.77	N = 281279.070 E = 13328718.416
R214	4' DIA.	CB	775.91	PR. 18" NW 765.82 PR. 12" SW 771.62 PR. 18" SE 765.72	N = 281304.850 E = 13328731.697
R215	4' DIA.	CB	774.10	PR. 18" W 769.26 PR. 18" SE 769.16	N = 281503.744 E = 13328503.074
R216	4' DIA.	CB	779.37	PR. 18" W 772.96 PR. 18" E 772.76	N = 281521.099 E = 13328372.220
R217	4' DIA.	CB	780.96	PR. 18" W 774.48 PR. 18" E 774.28 PR. 12" S 776.78	N = 281538.453 E = 13328241.366
R217A	4' DIA.	CB	789.86	PR. 12" S 785.61 PR. 12" N 782.98	N = 281401.156 E = 13328223.157
R217B	4' DIA.	CB	789.86	PR. 12" N 785.74	N = 281372.407 E = 13328219.344
R218	4' DIA.	CB	782.36	PR. 18" W 775.20 PR. 18" E 775.00	N = 281547.657 E = 13328171.974
R219	4' DIA.	CB	787.12	PR. 15" W 776.33 PR. 18" E 776.13	N = 281565.011 E = 13328041.119
R220	4' DIA.	CB	784.69	PR. 15" NW 777.83 PR. 15" E 777.73 PR. 12" S 780.73	N = 281574.946 E = 13327965.959
R220A	4' DIA.	CB	784.67	PR. 15" SE 778.55 PR. 12" W 778.75	N = 281604.962 E = 13327946.047
R220B	4' DIA.	CB	784.67



JENNIFER DR. + PRIMROSE LANE

SCALE: 1"=20'



KEYMAP

SCALE: 1" = 750'

PATH GRADING DETAIL

SCALE: 1"=20'

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SECTION 33
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC

PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

INTERSECTION PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

0 10 20
SCALE: 1" = 20 FEET

DR.	SK
CH.	SS
P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	35

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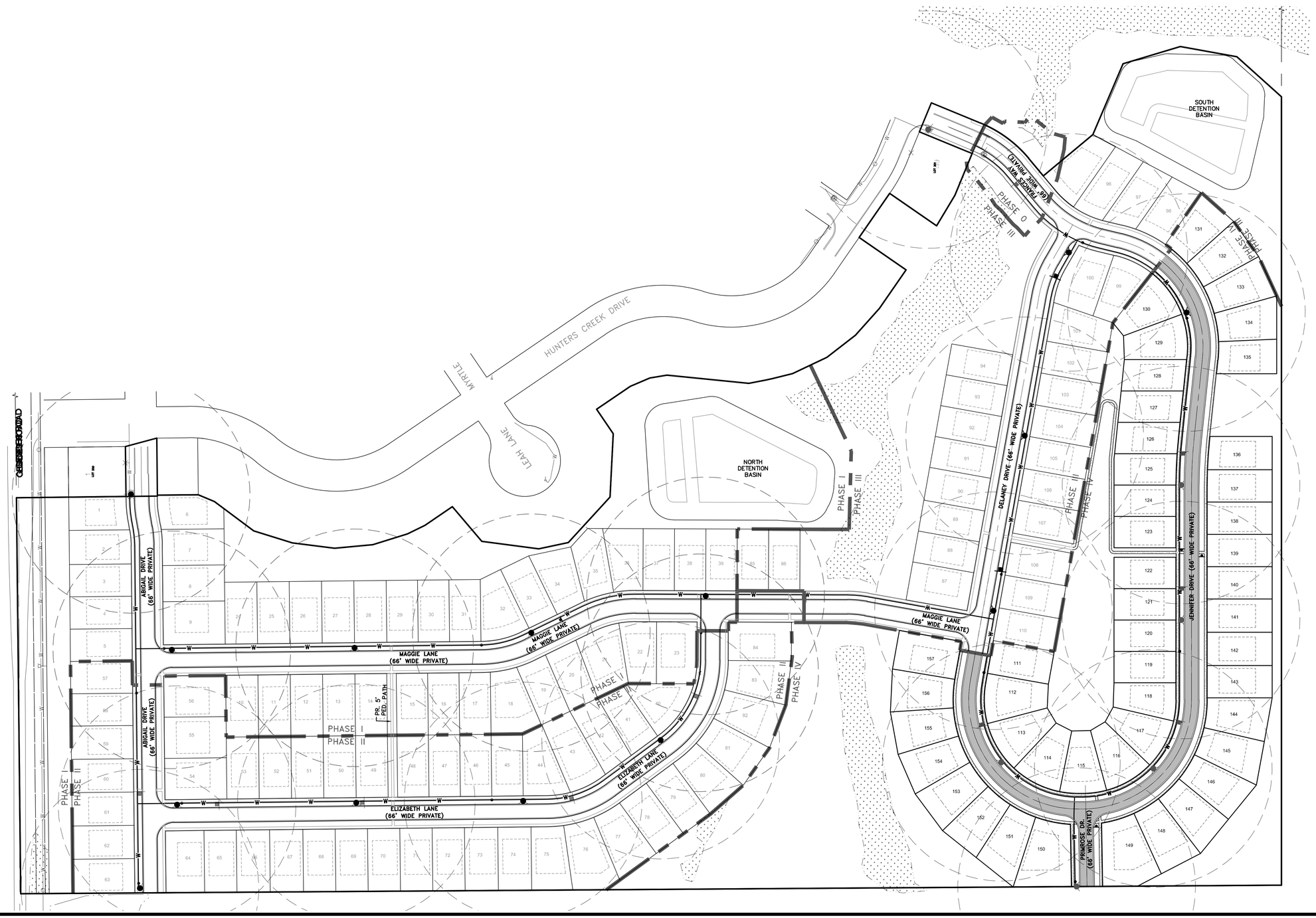
LEGEND

- PROPOSED WATER MAIN
- EXISTING WATER MAIN
- 250' RADIUS HYDRANT COVERAGE (TYP.)
- PROPOSED PAVEMENT
- PROPOSED HYDRANT
- 'NO PARKING – FIRE LANE' SIGN



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PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

FIRE PROTECTION PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

SCALE: 1" = 100 FEET

DR.	SK
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P.M.	MB
BOOK	--
JOB	16000819
SHEET NO.	36

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INVASIVE SHRUB ERADICATION AND MANAGEMENT PLAN FOR PROSPECT POINTE WEST

1.0 PLAN GOALS AND OBJECTIVES

As part of the development project, an invasive shrub inventory and management plan is proposed. The inventory and management plan are required for a development plan defined by the Superior Charter Township's Woodlands & Tree Preservation, subsection 14.05F of *Article 14 Special Development Provisions* of the Township's zoning ordinance. The goal of the management plan is to eliminate or reduce the presence and growth of four (4) species of invasive woody shrubs during and after the construction of the Project.

Atwell conducted a site visit to inventory the general locations of the following four (4) invasive woody shrub species within the Site boundaries: common (European) and glossy buckthorn (*Rhamnus cathartica* and *Frangula alnus*, respectively), autumn-olive (*Elaeagnus umbellata*), honeysuckle (*Lonicera tatarica*), and multi-flora rose (*Rosa multiflora*). Atwell also noted the percentage of the site covered by these species and their growth extent, range, condition, and size.

2.0 INVENTORY FINDINGS

Atwell conducted the invasive shrub inventory site visit on February 28, 2017 and identified 14 areas containing a predominance (>50%) of the above-listed invasive shrub species within scrub-shrub, forested, or tree line areas. These areas are located particularly along the perimeter of the property boundary and along the tree lines that intersect the agricultural fields. The southern periphery of the Site also contains a shrub layer dominated by those four invasive shrubs.

Along the perimeter of the Site, common buckthorn is especially prolific, although these areas contain a few individual honeysuckle, autumn-olive, and occasional multi-flora rose plants. These areas contain many common buckthorn seedlings and saplings. The larger buckthorns are scattered, with small multi-stem trees, and with diameters varying in size from about 1.0 inch to 12.0 inches diameter at breast height (dbh). Overall, these invasive buckthorn shrub plants appear to be in fair to good condition, with little to no evidence of decay or damage.

There are select areas, particularly in the tree lines within the eastern portion of the Site, that contain a dominance of invasive honeysuckle (>50%) shrubs, with scattered buckthorn, multi-flora rose, and autumn-olive sapling plants. The honeysuckle shrubs in these areas vary in size from 2.0 dbh inches to 7.0 inches dbh. Overall, these shrub plants appear to be in fair to good condition, with little to no evidence of decay or damage.

The forested areas along the southern perimeter of the Site contain a dense invasive shrub understory consisting primarily of buckthorn, honeysuckle, and multi-flora rose. These areas contain small (less than 10 feet tall) shrubs that are in fair to good health; with little to no evidence of decay or damage. Trees observed along the southern property boundary include: oaks (*Quercus spp.*), maples (*Acer spp.*), hickories (*Carya spp.*), cottonwood, American elm (*Ulmus americana*), and basswood (*Tilia americana*).

Overall, Atwell noted that invasive shrub density was inversely proportional to native herbaceous, shrub, and tree sapling growth, which indicates that these invasive shrubs are suppressing the vigor of native plants.

3.0 CONTROL METHODS

3.1 Developed Areas

Mechanical Control

Equipment, such as bulldozers will be used for on-site grading and vegetation removal in the developed areas. Vegetation removal, site grading, and construction will eradicate the invasive shrubs in developed areas.

Stockpiled soils will be kept on-site, and a construction barrier will be placed around the perimeter of stockpiles to prevent spread of invasive species and sediment.

1.1 Undeveloped Areas

Herbicide & Stump Cut Treatment

Undeveloped areas can be defined as those lands that will not be subject to buildings, permanent infrastructure, or maintained landscape planting and management. The undeveloped areas include planned natural areas and natural grade buffers, wetlands, wetland and stream setbacks, etc., that are planned to remain in the aftermath of construction.

Invasive shrubs tend to increase in undeveloped and natural areas following ground disturbance or vegetation disturbance. As a result, undeveloped areas that are to be permanently retained will not be subject to soil or vegetation disturbance during construction and development activities; the only exception will be the invasive shrub removal in undeveloped areas.

The four (4) invasive shrub species will be controlled through two rounds of treatments—one during the initial construction phases and a second follow-up control visit. The first control round will consist of stump cutting and herbicide treatments within all undeveloped areas during construction phases. In undeveloped areas, stump cutting with herbicidal application will be an effective means to eradicate/control the four (4) invasive shrub species. While cutting removes the canopy of invasive shrubs, the herbicide treatment is necessary to kill roots and prevent re-sprout. Cut stump treatments are usually preferred over broadcast herbicidal spraying, because stump treatments can more easily avoid non-target species during herbicide application. The most effective time to cut and chemically treat the stumps is from late summer through the fall; however, cutting and herbicidal application can be conducted during winter as well.

In construction areas, a construction barrier will be placed around the drip line perimeter of protected trees in order to protect them from damage. However, removal of the four (4) invasive shrub species will still need to occur near and beneath these trees. Removal of invasive shrub species and other site grading activities within the protected zone of a landmark tree or sovereign tree shall be done with care.

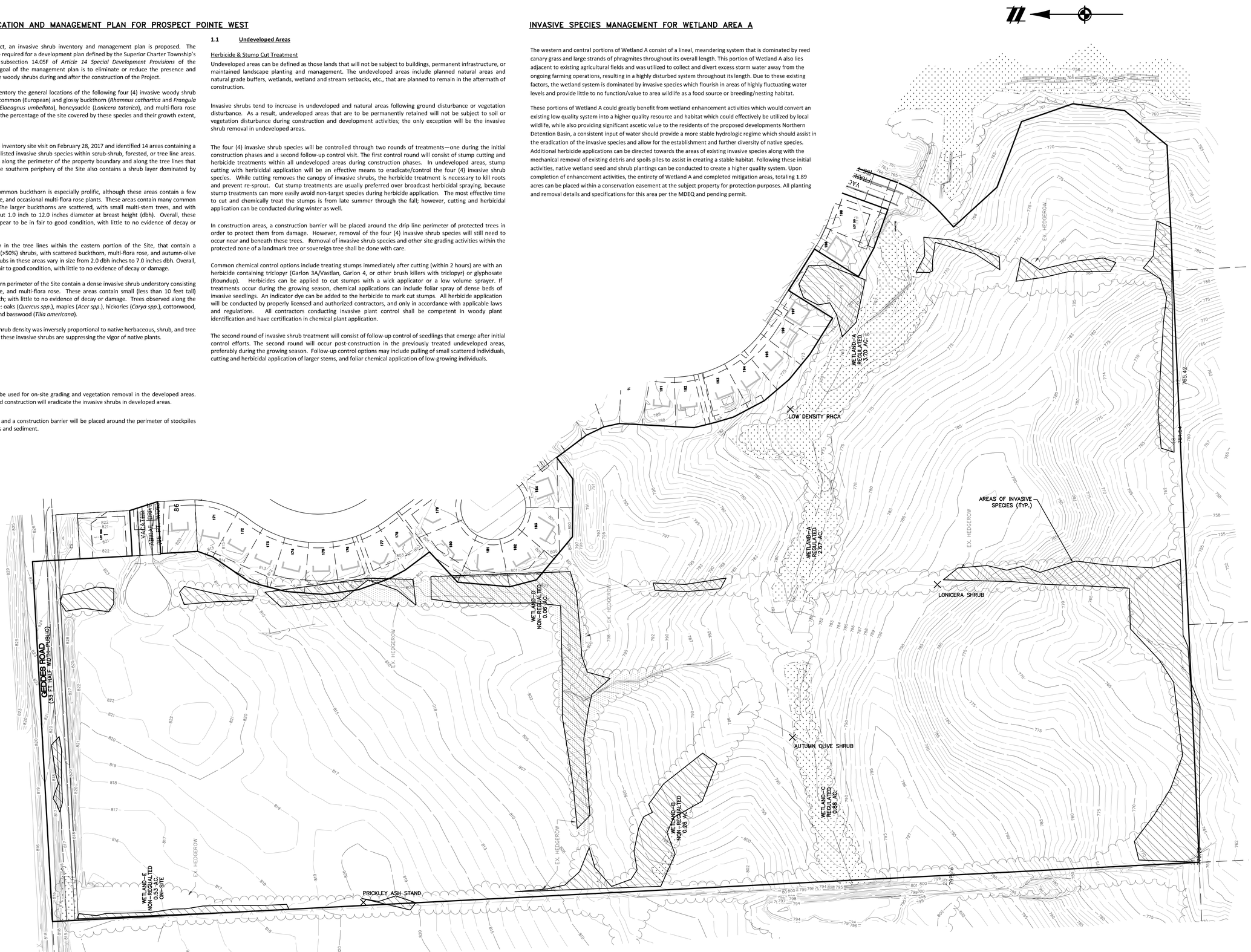
Common chemical control options include treating stumps immediately after cutting (within 2 hours) are with an herbicide containing triclopyr (Garlon 3A/Vastlan, Garlon 4, or other brush killers with triclopyr) or glyphosate (Roundup). Herbicides can be applied to cut stumps with a wick applicator or a low volume sprayer. If treatments occur during the growing season, chemical applications can include foliar spray of dense beds of invasive seedlings. An indicator dye can be added to the herbicide to mark cut stumps. All herbicide application will be conducted by properly licensed and authorized contractors, and only in accordance with applicable laws and regulations. All contractors conducting invasive plant control shall be competent in woody plant identification and have certification in chemical plant application.

The second round of invasive shrub treatment will consist of follow-up control of seedlings that emerge after initial control efforts. The second round will occur post-construction in the previously treated undeveloped areas, preferably during the growing season. Follow-up control options may include pulling of small scattered individuals, cutting and herbicidal application of larger stems, and foliar chemical application of low-growing individuals.

INVASIVE SPECIES MANAGEMENT FOR WETLAND AREA A

The western and central portions of Wetland A consist of a lineal, meandering system that is dominated by reed canary grass and large strands of phragmites throughout its overall length. This portion of Wetland A also lies adjacent to existing agricultural fields and was utilized to collect and divert excess storm water away from the ongoing farming operations, resulting in a highly disturbed system throughout its length. Due to these existing factors, the wetland system is dominated by invasive species which flourish in areas of highly fluctuating water levels and provide little to no function/value to area wildlife as a food source or breeding/nesting habitat.

These portions of Wetland A could greatly benefit from wetland enhancement activities which would convert an existing low quality system into a higher quality resource and habitat which could effectively be utilized by local wildlife, while also providing significant ascetic value to the residents of the proposed developments Northern Detention Basin, a consistent input of water should provide a more stable hydrologic regime which should assist in the eradication of the invasive species and allow for the establishment and further diversity of native species. Additional herbicide applications can be directed towards the areas of existing invasive species along with the mechanical removal of existing debris and spoils piles to assist in creating a stable habitat. Following these initial activities, native wetland seed and shrub plantings can be conducted to create a higher quality system. Upon completion of enhancement activities, the entirety of Wetland A and completed mitigation areas, totaling 1.89 acres can be placed within a conservation easement at the subject property for protection purposes. All planting and removal details and specifications for this area per the MDEQ and pending permit.



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CLIENT
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PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

INVASIVE SPECIES REMOVAL PLAN

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS

SCALE: 1" = 100 FEET

DR. SK | CH. SS
P.M. MB
BOOK --
JOB 16000819
SHEET NO. 37

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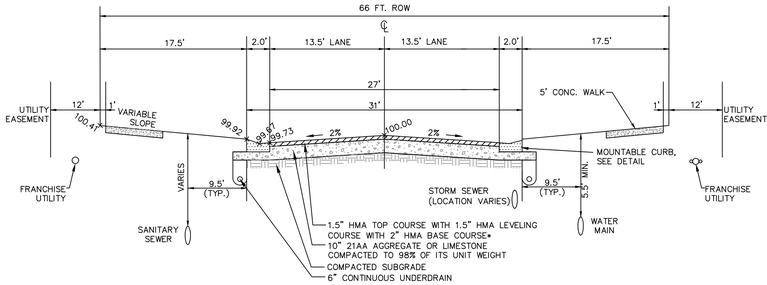
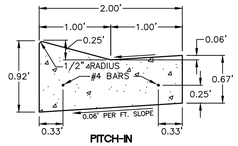


RESIDENTIAL ROADWAYS (PRIVATE)
NOT TO SCALE

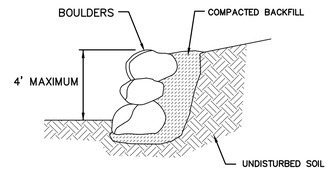
* NOTES:
1. REFER TO CURRENTLY APPROVED WCRC HMA MIX DESIGNS AND BINDER REQUIREMENTS PRIOR TO CONSTRUCTION.
2. ALL PROPOSED UTILITIES SHALL BE WITHIN THE RIGHT-OF-WAY OR WITHIN AN EASEMENT OUTSIDE OF THE RIGHT-OF-WAY.

ASSUMED SECTION:
1.5" LVSP WEARING COURSE with 3% max air voids
1.5" LVSP LEVELING COURSE
2" 4E1 BASE COURSE
All HMA shall limit RAP to 25%



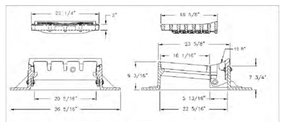
MOUNTABLE CURB & GUTTER
NO SCALE

NOTE:
1. BASE AND SUBBASE AGGREGATES TO EXTEND MINIMUM 1'-0" BEHIND BACK OF CURB.
2. CURB CATCH BASIN CASTING TO BE EJIW 7065 WITH M1 GRATE OR APPROVED ALTERNATE, SEE BELOW.

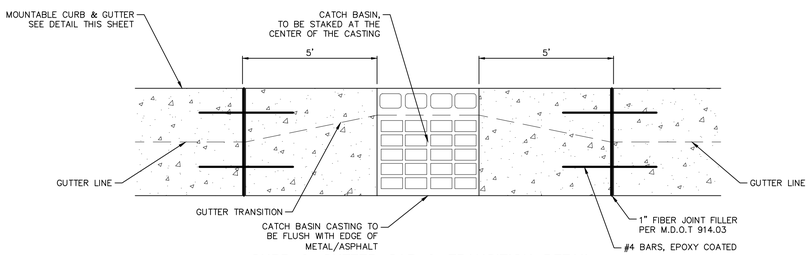


BOULDER WALL
NO SCALE

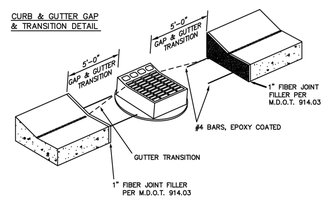
7065 CATCH BASIN CURB INLET
Heavy duty
With 7045 Type M1 grate and 7060 T1 back
Approximate 195 sq. in. open area
Accepts 7045 grates
Special lettered grate
"DUMP NO WASTE!" lettering and fish image



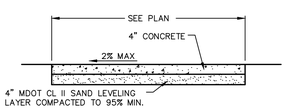
7065 CATCH BASIN CURB CASTING
NO SCALE



CURB & GUTTER GAP & TRANSITION DETAIL
PLAN VIEW
NO SCALE



CURB & GUTTER GAP & TRANSITION DETAIL
NO SCALE



NOTE: WALKS TO BE 6" THICK THROUGH DRIVES

CONCRETE SIDEWALK SECTION
NOT TO SCALE

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SECTION 33
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SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC
PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

DETAIL SHEET 1

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS
NA NA NA
N/A

DR. SK CH. SS
P.M. MB
BOOK --
JOB 16000819
SHEET NO.
38

L:\WORK\SITE\PROJECT DATA\MAIN\PROJECTS\16000819\CAD\CIVIL\SHEETS - FINAL PHASE 4\16000819SP4-21-DETAIL 1.DWG 11/24/2025 4:29 PM MATTHEW MYERS

* MAXIMUM LANDING SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.

** MAXIMUM RAMP CROSS SLOPE IS 2.0%. RUNNING SLOPE 5% - 7% (8.3% MAXIMUM). SEE NOTES.

SIDEWALK RAMP TYPE R
(ROLLED SIDES)

SIDEWALK RAMP TYPE F
(FLARED SIDES, TWO RAMPS SHOWN)

DEPARTMENT DIRECTOR
Kirk T. Steudle

APPROVED BY: _____ DIRECTOR, BUREAU OF FIELD SERVICES

APPROVED BY: _____ DIRECTOR, BUREAU OF DEVELOPMENT

PREPARED BY DESIGN DIVISION
DRAWN BY: B.L.T.
CHECKED BY: K.A.V.

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT STANDARD PLAN FOR

SIDEWALK RAMP AND DETECTABLE WARNING DETAILS

F.H.W.A. APPROVAL	3-15-2016 PLAN DATE	R-28-J	SHEET 1 OF 7

* MAXIMUM LANDING SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.

** MAXIMUM RAMP CROSS SLOPE IS 2.0%. RUNNING SLOPE 5% - 7% (8.3% MAXIMUM). SEE NOTES.

SIDEWALK RAMP TYPE RF
(ROLLED / FLARED SIDES)

SECTION A-A

SECTION THROUGH CURB OPENING
(TYPICAL ALL RAMP TYPES)

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT STANDARD PLAN FOR

SIDEWALK RAMP AND DETECTABLE WARNING DETAILS

F.H.W.A. APPROVAL	3-15-2016 PLAN DATE	R-28-J	SHEET 2 OF 7

* MAXIMUM LANDING SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.

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SIDEWALK RAMP TYPE P
(PARALLEL RAMP)
DO NOT USE IN AREAS WHERE PONDING MAY OCCUR

SIDEWALK RAMP TYPE C
(COMBINATION RAMP)

USE 24" DEEP DETECTABLE WARNINGS IF MEDIAN WIDTH IS AT LEAST 6'-0". OTHERWISE NO DETECTABLE WARNING IS REQUIRED.

SIDEWALK RAMP TYPE M
(MEDIAN ISLAND)

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT STANDARD PLAN FOR

SIDEWALK RAMP AND DETECTABLE WARNING DETAILS

F.H.W.A. APPROVAL	3-15-2016 PLAN DATE	R-28-J	SHEET 3 OF 7

* MAXIMUM LANDING SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.

** MAXIMUM RAMP CROSS SLOPE IS 2.0%. RUNNING SLOPE 5% - 7% (8.3% MAXIMUM). SEE NOTES.

(RADIAL DETECTABLE WARNING SHOWN)

(TANGENT DETECTABLE WARNING SHOWN)

SIDEWALK RAMP TYPE D
(DEPRESSED CORNER)

USE ONLY WHEN INDEPENDENT DIRECTIONAL RAMPS CAN NOT BE CONSTRUCTED FOR EACH CROSSING DIRECTION

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT STANDARD PLAN FOR

SIDEWALK RAMP AND DETECTABLE WARNING DETAILS

F.H.W.A. APPROVAL	3-15-2016 PLAN DATE	R-28-J	SHEET 4 OF 7

SECTION B-B

SIDEWALK RAMP ORIENTATION

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT STANDARD PLAN FOR

SIDEWALK RAMP AND DETECTABLE WARNING DETAILS

F.H.W.A. APPROVAL	3-15-2016 PLAN DATE	R-28-J	SHEET 6 OF 7

DOME SECTION | DOME SPACING | DOME ALIGNMENT

DETECTABLE WARNING DETAILS

NOTES:

DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION, RECONSTRUCTION, OR ALTERATION OF STREETS, CURBS, OR SIDEWALKS IN THE PUBLIC RIGHT OF WAY.

SIDEWALK RAMPS ARE TO BE LOCATED AS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

RAMPS SHALL BE PROVIDED AT ALL CORNERS OF AN INTERSECTION WHERE THERE IS EXISTING OR PROPOSED SIDEWALK AND CURB. RAMPS SHALL ALSO BE PROVIDED AT MARKED AND/OR SIGNALIZED MID-BLOCK CROSSINGS.

SURFACE TEXTURE OF THE RAMP SHALL BE THAT OBTAINED BY A COARSE BROOMING, TRANSVERSE TO THE RUNNING SLOPE.

SIDEWALK SHALL BE RAMPED WHERE THE DRIVEWAY CURB IS EXTENDED ACROSS THE WALK.

CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE RAMP, WHERE CONDITIONS PERMIT, IT IS DESIRABLE THAT THE SLOPE OF THE RAMP BE IN ONLY ONE DIRECTION, PARALLEL TO THE DIRECTION OF TRAVEL.

RAMP WIDTH SHALL BE INCREASED, IF NECESSARY, TO ACCOMMODATE SIDEWALK SNOW REMOVAL EQUIPMENT NORMALLY USED BY THE MUNICIPALITY.

WHEN 5' MINIMUM WIDTHS ARE NOT FEASIBLE, RAMP WIDTH MAY BE REDUCED TO NOT LESS THAN 4' AND LANDINGS TO NOT LESS THAN 4' x 4'.

DETECTABLE WARNING SURFACE COVERAGE IS 24" MINIMUM IN THE DIRECTION OF RAMP/PATH TRAVEL AND THE FULL WIDTH OF THE RAMP/PATH OPENING EXCLUDING CURBED OR FLARED CURB TRANSITION AREAS. A BORDER OFFSET NOT GREATER THAN 2" MEASURED ALONG THE EDGES OF THE DETECTABLE WARNING IS ALLOWABLE. FOR RADIAL CURB THE OFFSET IS MEASURED FROM THE ENDS OF THE RADIUS.

FOR NEW ROADWAY CONSTRUCTION, THE RAMP CROSS SLOPE MAY NOT EXCEED 2.0%. FOR ALTERATIONS TO EXISTING ROADWAYS, THE CROSS SLOPE MAY BE TRANSITIONED TO MEET AN EXISTING ROADWAY GRADE. THE CROSS SLOPE TRANSITION SHALL BE APPLIED UNIFORMLY OVER THE FULL LENGTH OF THE RAMP.

THE MAXIMUM RUNNING SLOPE OF 8.3% IS RELATIVE TO A FLAT (0%) REFERENCE. HOWEVER, IT SHALL NOT REQUIRE ANY RAMP OR SERIES OF RAMPS TO EXCEED 15 FEET IN LENGTH.

DRAINAGE STRUCTURES SHOULD NOT BE PLACED IN LINE WITH RAMPS. THE LOCATION OF THE RAMP SHOULD TAKE PRECEDENCE OVER THE LOCATION OF THE DRAINAGE STRUCTURE. WHERE EXISTING DRAINAGE STRUCTURES ARE LOCATED IN THE RAMP PATH OF TRAVEL, USE A MANUFACTURER'S ADA COMPLIANT GRATE. OPENINGS SHALL NOT BE GREATER THAN ½". ELONGATED OPENINGS SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.

TRANSITION THE GUTTER PAN CROSS SECTION SUCH THAT THE COUNTER SLOPE IN THE DIRECTION OF RAMP TRAVEL IS NOT GREATER THAN 5.0%. MAINTAIN THE NORMAL GUTTER PAN CROSS SECTION ACROSS DRAINAGE STRUCTURES.

THE TOP OF THE JOINT FILLER FOR ALL RAMP TYPES SHALL BE FLUSH WITH THE ADJACENT CONCRETE.

CROSSWALK AND STOP LINE MARKINGS, IF USED, SHALL BE SO LOCATED AS TO STOP TRAFFIC SHORT OF RAMP CROSSINGS. SPECIFIC DETAILS FOR MARKING APPLICATIONS ARE GIVEN IN THE "MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".

FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED ALONG THE CURBSIDE CURB LINE, SHALL BE PROVIDED WHERE AN UNOBSTRUCTED CIRCULATION PATH LATERALLY CROSSES THE SIDEWALK RAMP. FLARED SIDES ARE NOT REQUIRED WHERE THE RAMP IS BORDERED BY LANDSCAPING, UNPAVED SURFACE OR PERMANENT FIXED OBJECTS. WHERE THEY ARE NOT REQUIRED, FLARED SIDES CAN BE CONSIDERED IN ORDER TO AVOID SHARP CURB RETURNS AT RAMP OPENINGS.

DETECTABLE WARNING PLATES MUST BE INSTALLED USING FABRICATED OR FIELD CUT UNITS CAST AND/OR ANCHORED IN THE PAVEMENT TO RESIST SHIFTING OR HEAVING.

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT STANDARD PLAN FOR

SIDEWALK RAMP AND DETECTABLE WARNING DETAILS

F.H.W.A. APPROVAL	3-15-2016 PLAN DATE	R-28-J	SHEET 7 OF 7

NOTE: CONTRACTOR RESPONSIBLE TO USE THE MOST CURRENT MDOT DETAILS AND SPECIFICATIONS, AS APPLICABLE.

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PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

DETAIL SHEET 2

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS
NA NA NA
N/A

DR. SK | CH. SS
P.M. MB
BOOK --
JOB 16000819
SHEET NO. 39

L:\WORK-GROUP\PROJECTS\16000819\PROJECTS\16000819\CAD\FSP\DETAILS\FSP DETAILS - FINAL SHEETS - A.DWG 08:59 PM MATTHEW MYERS

Prospect Pointe West

THE AUSTIN

2,724-3,172 Sq. Ft. | 4-5 Bedrooms | 2.5-3 Baths

Lombardo HOMES

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Nature Series

THE AUSTIN

2,708-3,121 Sq. Ft. | 4-5 Bedrooms | 2.5-3 Baths

Lombardo HOMES

Second Floor Plan

First Floor Plan

This depiction represents an artist's conception of the elevation and floor plan and is not intended to be an exact representation or show specific detailing. Plans remain subject to change without notice. Drawings are not to scale. All measurements shown are approximate and not necessarily to scale. Location, size and construction of doors, windows, wall, fireplaces and any other items depicted may vary depending on elevation preference or choice of options and are subject to change without notice. Some options and elevations shown may not be available in every neighborhood; see Sales Manager for details. Due to normal construction tolerances, the room sizes shown may vary slightly. The Builder may change home design, materials, features and methods of construction without prior notice. Model homes may contain some optional features not available through the Builder.

Rev. 1/1/23

Nature Series

THE AUSTIN

First Floor Options

Lombardo HOMES

Garage options vary by community. Please see sales manager for details.

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Nature Series

THE AUSTIN

Second Floor Options

Lombardo HOMES

Opt. Second Floor Layout with Bedroom 5

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Prospect Pointe West

THE BLOOMINGTON

2,181-2,479 Sq. Ft. | 3-4 Bedrooms | 2.5-3 Baths

Lombardo HOMES

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Nature Series

THE BLOOMINGTON

2,185-2,276 Sq. Ft. | 3-4 Bedrooms | 2.5-3 Baths

Lombardo HOMES

Second Floor Plan

First Floor Plan

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Nature Series

THE BLOOMINGTON

First Floor Options

Lombardo HOMES

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Nature Series

THE BLOOMINGTON

Second Floor Options

Lombardo HOMES

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PROSPECT POINTE WEST
FINAL SITE PLAN - PHASE 4
TYPICAL BUILDING DETAILS

DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS
NA NA NA
N/A

DR. SK	CH. SS
P.M. MB	
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SHEET NO. 40	

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Prospect Pointe West

THE COLUMBIA

2,432-2,707 Sq. Ft. | 4 Bedrooms | 2.5-3 Baths

Lombardo HOMES

Rev. 1/1/23 | 13001 23 Mile Road, Suite 200, Shelby Township, MI 48315 | LombardoHomes.com

Nature Series

THE COLUMBIA

2,432-2,782 Sq. Ft. | 4 Bedrooms | 2.5-3 Baths

Lombardo H•O•M•E•S

Second Floor Plan

First Floor Plan

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Nature Series

THE COLUMBIA

First Floor Options

Lombardo H•O•M•E•S

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Nature Series

THE COLUMBIA

Second Floor Options

Lombardo H•O•M•E•S

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Prospect Pointe West

THE DAVENPORT

1,856-2,247 Sq. Ft. | 3 Bedrooms | 2 Baths

Lombardo HOMES

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Nature Series

THE DAVENPORT

1,856-2,005 Sq. Ft. | 3 Bedrooms | 2 Baths

Lombardo H•O•M•E•S

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THE DAVENPORT

Floor Plan Options

Lombardo H•O•M•E•S

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PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

TYPICAL BUILDING DETAILS

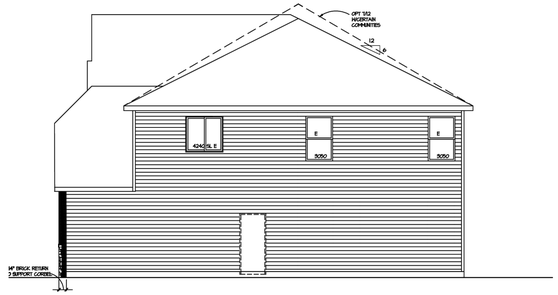
DATE
JULY 18, 2025

2025-11-21 PER TWP.

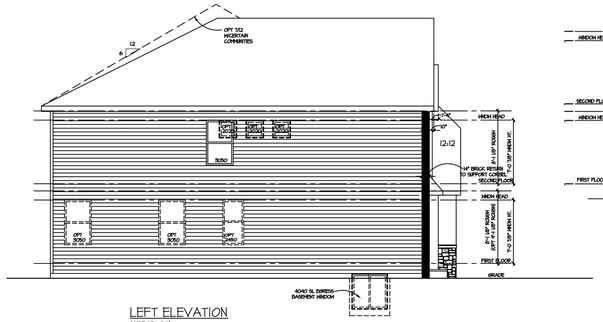
REVISIONS
NA NA NA
N/A

DR. SK | CH. SS
P.M. MB
BOOK —
JOB 16000819
SHEET NO. 41

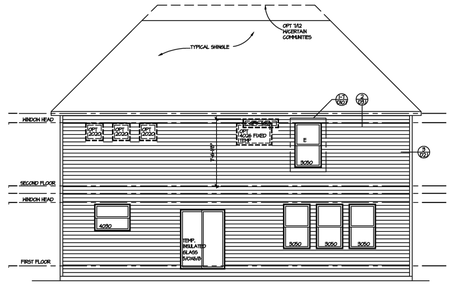
I:\ATWELL-SP\16000819 - DATA\WORKPRODUCTS\16000819-PDP4-SITE\16000819-PDP4-SITE - FINAL PHASE 4 (16000819-PDP4-SITE).DWG, 11/24/2025 4:52 PM, MATTHEW MYERS



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

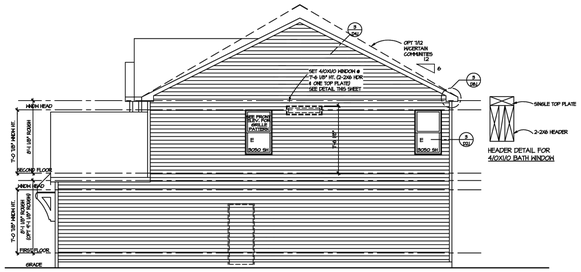


REAR ELEVATION
SCALE: 1/8" = 1'-0"

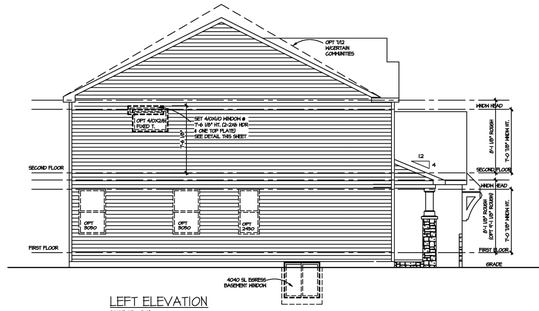
Lombardo HOMES
1650 E. Maple Rd., Suite 130
Troy, MI 48083
Shelby Township, MI 48315

PLAN NAME:	THE AUSTIN
JOB NUMBER:	4062-0118
	MI
SHEET NO.	5.2.1

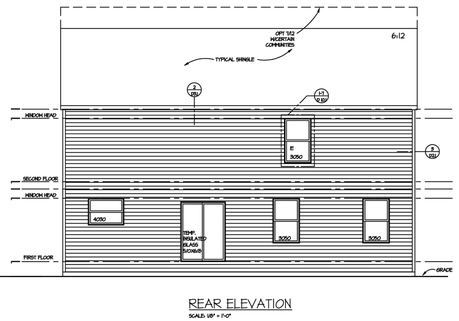
LOCK	SHEET NAME	BY
ESC	ARCHITECTURAL SHEET INDEX	ESC
ESC	ELEVATIONS	ESC
ESC	ELEVATIONS	ESC
ESC	FLOOR PLANS	ESC
ESC	FLOOR PLANS	ESC
ESC	FLOOR PLAN



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"

Lombardo HOMES
1650 Watermark Drive, Suite 130
Shelby Township, MI 48315

SHEET	SHEET NAME	REV
5.0	COVER SHEET	DEC
5.1	HOUSE/GARAGE SHEET INDEX	DEC
5.2	SIDE AND REAR ELEVATIONS	DEC
5.2.1	SIDE AND REAR ELEVATIONS	DEC
5.3	FIRST FLOOR PLAN	DEC
5.4	SECOND FLOOR PLAN	DEC
5.5	ROOF PLAN	DEC
5.6	FOUNDATION PLAN	DEC

PLAN NAME: THE COLUMBIA

JOB NUMBER: 4495-618
M1
SHEET NO.: 5.2.1

SHEET SCALE: (UNLESS NOTED OTHERWISE) 1/8" = 1'-0" ON 11X17 PAPER, 1/4" = 1'-0" ON 24X36 PAPER WHEN PRINTED AT 200%

RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

LEFT ELEVATION
SCALE: 1/8" = 1'-0"

REAR ELEVATION
SCALE: 1/8" = 1'-0"

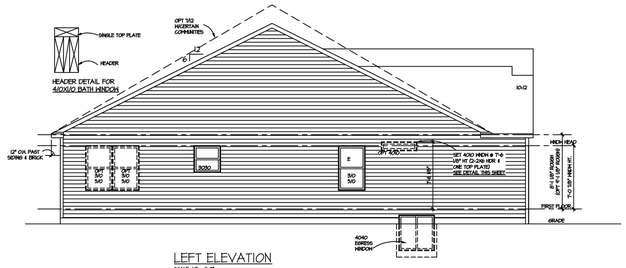
Lombardo HOMES
1650 Watermark Drive, Suite 130
Shelby Township, MI 48315

SHEET	SHEET NAME	REV
5.0	COVER SHEET	DEC
5.1	HOUSE/GARAGE SHEET INDEX	DEC
5.2	SIDE AND REAR ELEVATIONS	DEC
5.2.1	SIDE AND REAR ELEVATIONS	DEC
5.3	FIRST FLOOR PLAN	DEC
5.4	SECOND FLOOR PLAN	DEC
5.5	ROOF PLAN	DEC
5.6	FOUNDATION PLAN	DEC

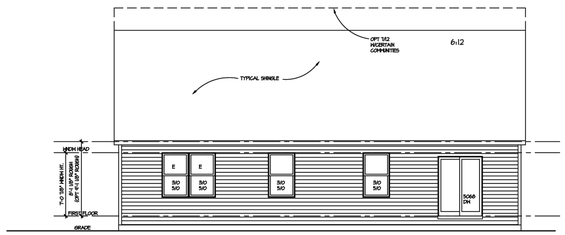
PLAN NAME: THE COLUMBIA

JOB NUMBER: 4495-618
M1
SHEET NO.: 5.2.1

SHEET SCALE: (UNLESS NOTED OTHERWISE) 1/8" = 1'-0" ON 11X17 PAPER, 1/4" = 1'-0" ON 24X36 PAPER WHEN PRINTED AT 200%



LEFT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"

FIRST FLOOR

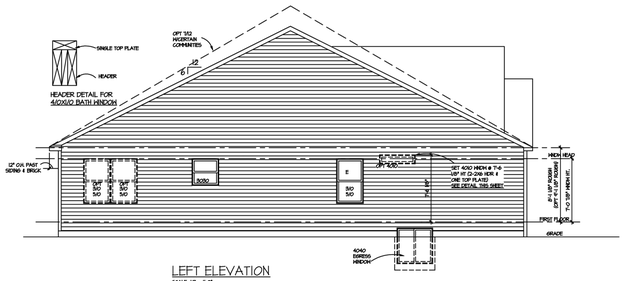
Lombardo HOMES
1650 Watermark Drive, Suite 130
Shelby Township, MI 48315

SHEET	SHEET NAME	REV
5.0	COVER SHEET	DEC
5.1	HOUSE/GARAGE SHEET INDEX	DEC
5.2	SIDE AND REAR ELEVATIONS	DEC
5.2.1	SIDE AND REAR ELEVATIONS	DEC
5.3	FIRST FLOOR PLAN	DEC
5.4	SECOND FLOOR PLAN	DEC
5.5	ROOF PLAN	DEC
5.6	FOUNDATION PLAN	DEC

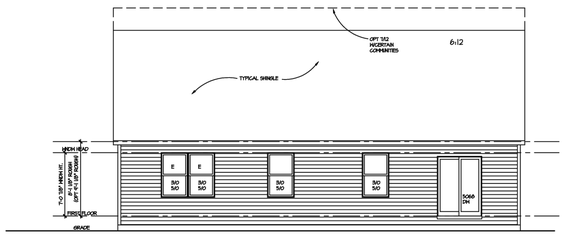
PLAN NAME: THE DAVENPORT

JOB NUMBER: 4453-518
M1
SHEET NO.: 5.2.1

SHEET SCALE: (UNLESS NOTED OTHERWISE) 1/8" = 1'-0" ON 11X17 PAPER, 1/4" = 1'-0" ON 24X36 PAPER WHEN PRINTED AT 200%



LEFT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"

FIRST FLOOR

Lombardo HOMES
1650 Watermark Drive, Suite 130
Shelby Township, MI 48315

SHEET	SHEET NAME	REV
5.0	COVER SHEET	DEC
5.1	HOUSE/GARAGE SHEET INDEX	DEC
5.2	SIDE AND REAR ELEVATIONS	DEC
5.2.1	SIDE AND REAR ELEVATIONS	DEC
5.3	FIRST FLOOR PLAN	DEC
5.4	SECOND FLOOR PLAN	DEC
5.5	ROOF PLAN	DEC
5.6	FOUNDATION PLAN	DEC

PLAN NAME: THE DAVENPORT

JOB NUMBER: 4453-518
M1
SHEET NO.: 5.2.1

SHEET SCALE: (UNLESS NOTED OTHERWISE) 1/8" = 1'-0" ON 11X17 PAPER, 1/4" = 1'-0" ON 24X36 PAPER WHEN PRINTED AT 200%

TYPICAL ELEVATIONS AND FLOORPLANS SHOWN - FOR REPRESENTATIVE PURPOSES ONLY

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SECTION 33
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT
SE MICHIGAN LAND HOLDING LLC
PROSPECT POINTE WEST
FINAL SITE PLAN – PHASE 4

SIDE AND REAR ELEVATIONS

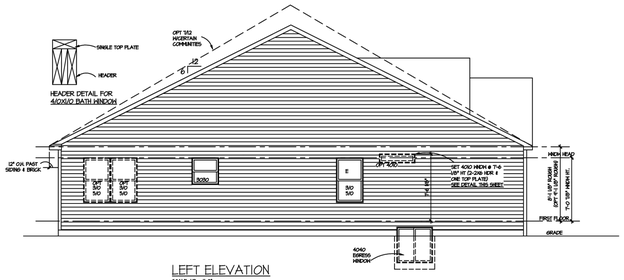
DATE
JULY 18, 2025

2025-11-21 PER TWP.

REVISIONS
NA NA NA
N/A

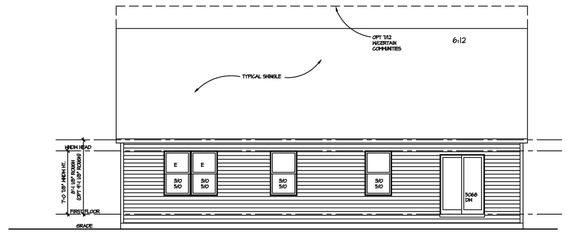
DR. SK | CH. SS
P.M. MB
BOOK —
JOB 16000819
SHEET NO. 43

I:\ANN-SPS\PROJECTS\16000819\PROJECTS\16000819\PSP\CAD\ARCHITECTS - FINAL PHASE 4\16000819PSP4-ELEVS.DWG, 11/24/2025 4:34 PM MATTHEW MYERS



LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"

FIRST FLOOR

Lombardo HOMES
50800 Seven Mile Road
Shelby Township, MI 48316

BY	DATE	REVISIONS/SHEET BY
DCL	10/29/25	PER TWP
DCL	10/24/25	PER TWP
DCL	10/14/25	PER TWP
DCL	10/3/25	PER TWP
DCL	9/26/25	PER TWP
DCL	9/24/25	PER TWP
DCL	9/12/25	PER TWP
DCL	9/5/25	PER TWP
DCL	8/29/25	PER TWP
DCL	8/22/25	PER TWP
DCL	8/15/25	PER TWP
DCL	8/8/25	PER TWP
DCL	8/1/25	PER TWP
DCL	7/25/25	PER TWP
DCL	7/18/25	PER TWP

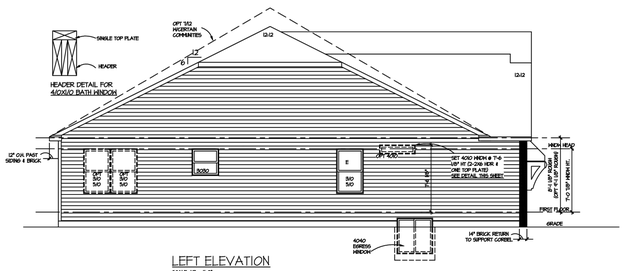
PLAN NAME: THE DAVENPORT

JOB NUMBER: 4453-518

MI

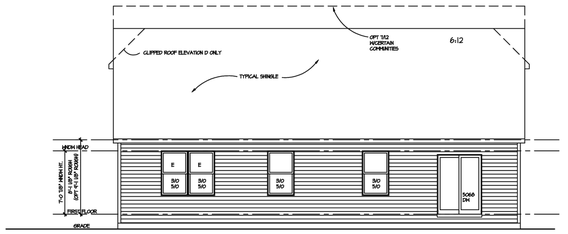
SHEET NO.: 5.2.1

SHEET SCALE: (UNLESS NOTED OTHERWISE) 1/8" = 1'-0" ON 11X17 PAPER, 1/4" = 1'-0" ON 24X36 PAPER WHEN PRINTED AT 200%



LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"

FIRST FLOOR

Lombardo HOMES
50800 Seven Mile Road
Shelby Township, MI 48316

BY	DATE	REVISIONS/SHEET BY
DCL	10/29/25	PER TWP
DCL	10/24/25	PER TWP
DCL	10/14/25	PER TWP
DCL	10/3/25	PER TWP
DCL	9/26/25	PER TWP
DCL	9/24/25	PER TWP
DCL	9/12/25	PER TWP
DCL	9/5/25	PER TWP
DCL	8/29/25	PER TWP
DCL	8/22/25	PER TWP
DCL	8/15/25	PER TWP
DCL	8/8/25	PER TWP
DCL	8/1/25	PER TWP
DCL	7/25/25	PER TWP
DCL	7/18/25	PER TWP

PLAN NAME: THE DAVENPORT

JOB NUMBER: 4453-518

MI

SHEET NO.: 5.2.1

SHEET SCALE: (UNLESS NOTED OTHERWISE) 1/8" = 1'-0" ON 11X17 PAPER, 1/4" = 1'-0" ON 24X36 PAPER WHEN PRINTED AT 200%

VINYL SIDING CALCULATIONS

Austin E	Front	750.6	92.4	49.4	0	8%	
	Left	821.7	15	380.4	15	45%	
	Right	773.9	46.67	334.2	46.67	40%	
		2346.2	154.07	764	61.67		32%
Bloomington C	Front	585.3	108.54	215	26.34	40%	
	Left	803.2	2.45	400.6	0	50%	
	Right	795.5	15	392.5	15	48%	
		2184	125.99	1008.1	41.34		47%
Bloomington E	Front	661.5	91.72	85.4	12	13%	
	Left	725	0	261.9	0	36%	
	Right	664.8	15	261.9	15	38%	
		2051.3	106.72	609.2	27		30%
Columbia D	Front	580.1	110.3	159.8	8	32%	
	Left	766.6	0	311.2	0	41%	
	Right	737.7	30	306.12	30	39%	
		2084.4	140.3	777.12	38		38%
Columbia E	Front	658.9	99.56	84.4	12	13%	
	Left	895.3	0	468	0	52%	
	Right	889	30	460	30	50%	
		2443.2	129.56	1012.4	42		42%
Columbia F	Front	600	163.4	246	63	42%	
	Left	895.3	0	468	0	52%	
	Right	889	30	460	30	50%	
		2384.3	193.4	1174	93		49%
Davenport A	Front	490	63	162.7	0	38%	
	Left	803.2	24	300.9	0	39%	
	Right	807.2	0	300.9	0	37%	
		2100.4	87	764.5	0		38%
Davenport B	Front	478.8	71.2	67.6	0	17%	
	Left	803.2	24	300.9	0	39%	
	Right	807.2	0	300.9	0	37%	
		2089.2	95.2	669.4	0		34%
Davenport C	Front	460.1	71.3	49.8	0	13%	
	Left	803.2	24	300.9	0	39%	
	Right	807.2	0	300.9	0	37%	
		2070.5	95.3	651.6	0		33%
Davenport D	Front	526	120.3	0	0	0%	
	Left	803.2	24	300.9	0	39%	
	Right	807.2	0	300.9	0	37%	
		2136.4	144.3	601.8	0		30%

TYPICAL ELEVATIONS AND FLOORPLANS SHOWN - FOR REPRESENTATIVE PURPOSES ONLY

811
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SECTION 33
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FINAL SITE PLAN – PHASE 4

SIDE AND REAR ELEVATIONS

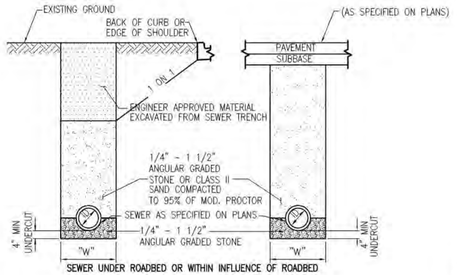
DATE
JULY 18, 2025

2025-11-21 PER TWP.

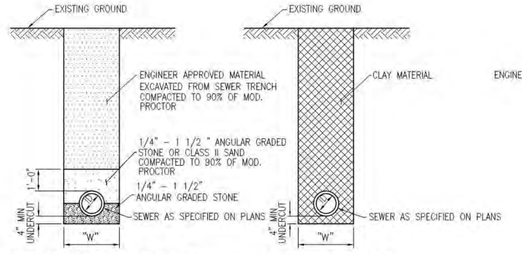
REVISIONS
NA NA NA
N/A

DR. SK CH. SS
P.M. MB
BOOK --
JOB 16000819
SHEET NO. 44

\\ANN-SRV\WORKSITE\16\16000819\PROJECTS\SD\PLAN SETS\SITE - FINAL SHEET 4.1\20251121.DWG - 11/24/2025 4:34 PM MATTHEW MYERS



PLASTIC PIPE TRENCH DETAIL A



PLASTIC PIPE TRENCH DETAIL B

PLASTIC PIPE CLAY BACKFILL TRENCH DETAIL

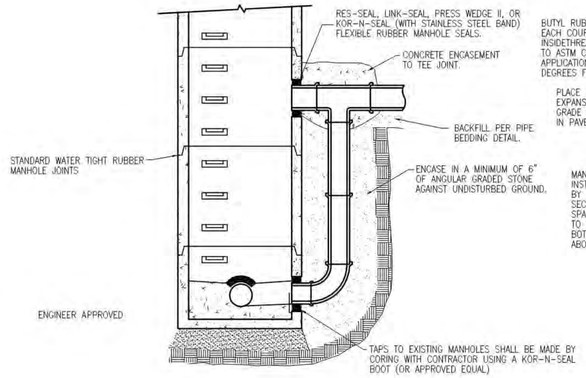
THE FOLLOWING ARE MINIMUM TRENCH WIDTHS:

I.D. PIPE SIZE (INCHES)	LESS THAN 18	21	24	30	36
"W" TRENCH WIDTH (FEET)	3.0	3.5	4.0	5.0	6.0

I.D. PIPE SIZE (INCHES)	42	48	54	60	66	72	78
"W" TRENCH WIDTH (FEET)	7.0	8.0	9.5	10.0	10.5	11.0	11.5

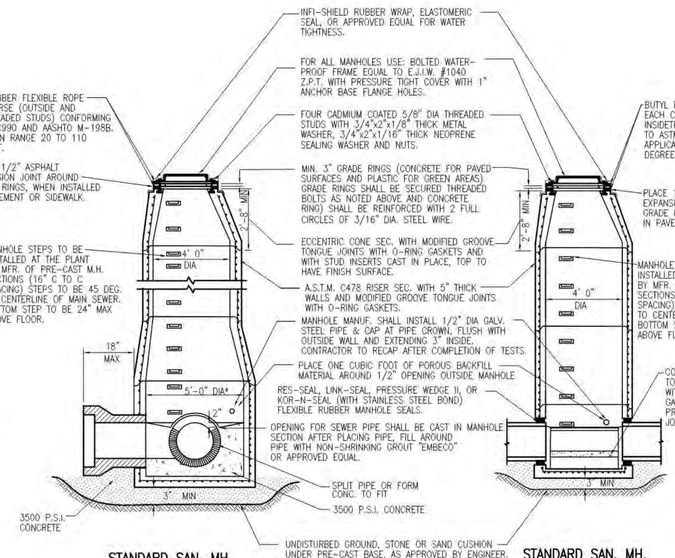
I.D. PIPE SIZE (INCHES)	84	90	96	102	108
"W" TRENCH WIDTH (FEET)	12.0	12.5	13.0	13.5	14.0

ESTIMATED PAVEMENT REMOVAL WIDTH IS TO BE TRENCH WIDTH "W" PLUS 1' EACH SIDE OF THE TRENCH (6' MINIMUM).



EXTERNAL DROP CONECTION
(HYDROGEN SULFIDE PROTECTION)

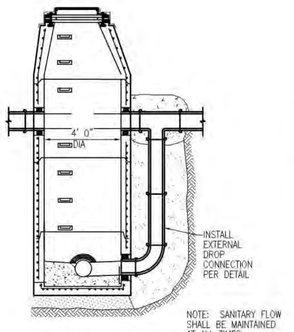
DIA OF SEWER	DIA OF DROP CONNECTION
8" & 10"	8"
12", 15" & 18"	12"
21", 24" & 30"	18"
36" & 42"	24"



STANDARD SAN. MH.
FOR SEWERS 24" THRU 42"

* MANHOLE DIAMETER TO MEET MANUFACTURERS REQUIREMENTS FOR BOTH STRAIGHT THRU & RIGHT ANGLE INSTALLATION

STANDARD SAN. MH.
FOR SEWERS 8" THRU 21"



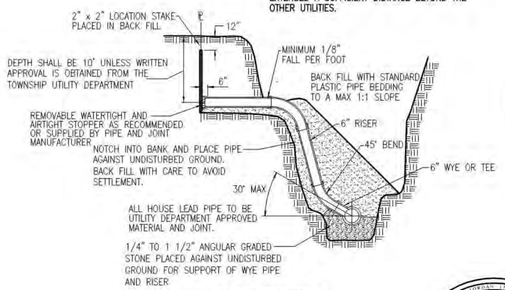
NOTE: SANITARY FLOW SHALL BE MAINTAINED AT ALL TIMES.

SANITARY MH. BUILT OVER EX SANITARY LINE
(SAME AS STANDARD SAN MH EXCEPT AS INDICATED HERE)
(HYDROGEN SULFIDE PROTECTION)

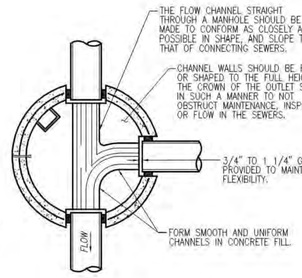
SANITARY SEWER CONSTRUCTION NOTES

1. ALL MANHOLE RIMS SHALL BE SET TO GRADE AS FURNISHED BY THE ENGINEER.
2. RISERS ON SANITARY SEWERS SHALL BE INSTALLED WHERE SEWER ARE OVER 10' DEEP TO A DEPTH OF 10'.
3. PLACE ONE 6" WYE FOR EACH LOT ON SANITARY SEWERS UNLESS OTHERWISE SPECIFIED.
4. ALL MANHOLES SHALL USE ECCENTRIC CONES PLACED TOWARD THE PROPERTY LINE UNLESS OTHERWISE NOTED.
5. INFILTRATION FOR ANY SECTION OF SEWERS BETWEEN MANHOLES SHALL NOT EXCEED 200 GALLONS PER INCH IN DIAMETER PER MILE OF SEWER PER 24 HRS.
6. NO FOOTING OR ROOF DRAINS SHALL BE CONNECTED TO THE PROPOSED SEWER.
7. DIFFERENTIAL OF EXCAVATION AROUND EXISTING MANHOLES SHALL NOT EXCEED 6 FEET.
8. NO CONNECTION RECEIVING STORM WATER, SURFACE WATER, OF GROUND WATER SHALL BE MADE TO SANITARY SEWERS.
9. ALL SEWERS SHALL BE SUBJECT TO TELEVISION INSPECTION AND AIR INFILTRATION OR EXFILTRATION TESTS, OR A COMBINATION OF SAME WITHIN 30 DAY OF BACKFILL, PRIOR TO ACCEPTANCE. ALL SEWERS OVER 24" DIAMETER SHALL BE SUBJECTED TO INFILTRATION TESTS. ALL SEWERS OF 24" DIAMETER OR SMALLER, WHERE THE GROUND WATER LEVEL ABOVE THE TOP OF THE SEWER IS OVER 2 FEET, SHALL BE SUBJECTED TO INFILTRATION TESTS. ALL SEWERS OF 24" DIAMETER OR LESS, WHERE THE GROUND WATER LEVEL ABOVE THE TOP OF THE SEWER IS 2 FEET OR LESS, SHALL BE SUBJECTED TO AIR TESTS OR EXFILTRATION TESTS.
10. ALL SEWER SYSTEM CONSTRUCTION SHALL CONFORM TO THE CURRENT STANDARDS AND GENERAL SPECIFICATIONS OF THE AGENCY OR AGENCIES HAVING JURISDICTION OF THE SEWER SYSTEM AND CONSTRUCTION AREA.
11. ALL SEWERS SHALL BE TELEVISED, WITH TEST RESULTS APPROVED BY THE TOWNSHIP UTILITY DEPARTMENT PRIOR TO PLACING THE SEWER IN SERVICE.
12. NO SEWER SHALL BE CONSTRUCTED LESS THAN 8" IN DIAMETER.
13. ALL STUBS SHALL HAVE A WATER AND AIR TIGHT BULKHEAD.
14. ALL ELEVATIONS ARE BASED ON NAVD 88 (ORIGINAL)
15. THE MINIMUM DIAMETER OF MANHOLES SHALL BE 48 INCHES, LARGER DIAMETERS ARE PREFERABLE FOR LARGER DIAMETER SEWERS. A MINIMUM ACCESS DIAMETER OF 22 INCHES SHALL BE PROVIDED.
16. CONTRACTOR SHALL PERFORM 9 POINT MANDREL TESTING PER SECTION V, OPEN CUT SEWERS OF THE SPECIFICATIONS.
17. SANITARY SEWER SHALL BE COMPOSITE ABS OR PVC TRUSS PIPE CONFORMING TO REQUIREMENTS OF ASTM D-2680 OR, PVC PIPE CONFORMING TO ASTM D-3034 (SDR 26) MAY BE USED WHERE DEPTH IS LESS THAN 15'.
18. JOINTS FOR PLASTIC PIPE SHALL BE PUSH-ON TYPE OR IN SPECIAL APPLICATIONS SOLVENT JOINTS, WHERE SPECIFIED, SHALL CONFORM TO ASTM D-3112 AND F-477. SOLVENT-CEMENTED JOINTS, WHERE SPECIFIED, SHALL CONFROM TO ASTM D-2855.
19. JOINTS ON TRUSS PIPE SHALL CONSIST OF ABS PLASTIC COUPLINGS CHEMICALLY CEMENTED TO THE ENDS OF THE PIPE BEING CONNECTED. SOLVENTS AND METHODS USED IN MAKING THE CHEMICAL BOND SHALL BE IN ACCORDANCE WITH MANUFACTURER'S PRINTED INSTRUCTIONS, AND THE INSTALLATION TECHNIQUE SHALL CONFORM TO ASTM D - 2321, OR LATEST REVISION.
20. MANHOLE STEPS TO BE PLASTIC COATED MEETING THE REQUIREMENTS IN ASTM D2146, TYPE II, GRADE 49108, M.A. INDUSTRIES P.S.I. POLYPROPYLENE, OR E.J.I.W. 8502.
21. A VIDEOTAPE (WITH LOG AND LEAD LOCATIONS) SHALL BE SUBMITTED AND APPROVED BY THE TOWNSHIP PRIOR TO THE FINAL ACCEPTANCE. SAID VIDEOTAPE SHALL BE PERFORMED PRIOR TO FINAL ACCEPTANCE OF THE SYSTEM.
22. PRIOR TO ANY EXCAVATION, THE CONTRACTOR SHALL TELEPHONE MISS DIG (800-482-7171) A MINIMUM OF 30 DAYS AFTER DAYS AFTER COMPLETION OF BACKFILL. FOR THE LOCATION IF UNDER GROUND PIPELINE AND CABLE FACILITIES AND SHALL ALSO NOTIFY REPRESENTATIVES.
23. MINIMUM DEPTH TO TOP OF PIPE SHALL BE 4 FEET.
24. THE MAXIMUM DEPTH TO INVERT OF ANY SANITARY SEWER SHALL NOT EXCEED THE DEPTH RECOMMENDED BY THE MANUFACTURER FOR EACH SIZE AND CLASS AND PIPE.
25. INLET AND OUTLET PIPES SHALL BE JOINED TO THE MANHOLE WITH A GASKETED FLEXIBLE WATERTIGHT CONNECTION THAT ALLOWS DIFFERENTIAL SETTLEMENT OF THE PIPE AND MANHOLE WALL TO TAKE PLACE.
26. A BENCH SHALL BE PROVIDED ON EACH SIDE OF ANY MANHOLE CHANNEL WHEN THE PIPE DIAMETER IS LESS THAN THE MANHOLE DIAMETER. THE BENCH SHOULD BE SLOPED NO LESS THAN 1/2 INCH PER FOOT. NO LATERAL SEWER, SERVICE CONNECTION, OR DROP MANHOLE PIPE SHALL DISCHARGE ONTO THE SURFACE OF THE BENCH.
27. WHERE WORK IS TO BE PERFORMED IN THE VICINITY OF A SUPERIOR TOWNSHIP MAIN, CONTRACTOR SHALL NOTIFY THE SUPERIOR TOWNSHIP UTILITY DEPARTMENT AT (734) 480-5500 AT LEAST 3 WORKING DAYS PRIOR TO START OF CONSTRUCTION AS WELL AS TOWNSHIP ENGINEER TO SCHEDULE INSPECTION.
28. AN ELASTOMERIC SEAL OR RUBBER WRAP SHALL BE PLACED AROUND EACH MANHOLE FRAME AND CONE SECTION FOR WATER TIGHTNESS.

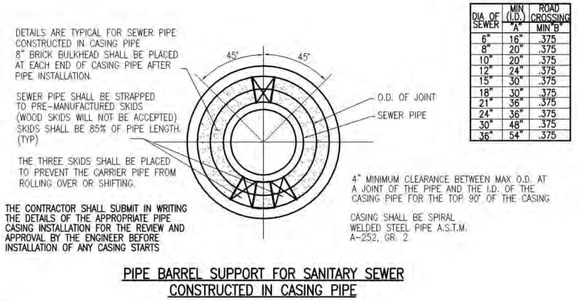
NOTE:
IN THE EVENT THAT OTHER UTILITIES ARE TO BE INSTALLED IN THE EASEMENT ADJACENT TO THE THE PROPERTY LINE, THE SEWER LEAD SHALL BE EXTENDED A SUFFICIENT DISTANCE BEYOND THE OTHER UTILITIES.



HOUSE LEAD DETAIL

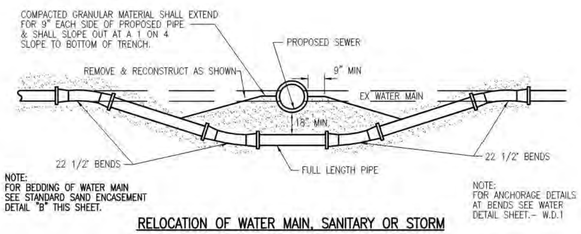


CHANNEL DETAIL

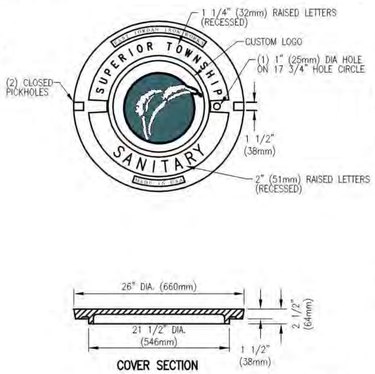


DIA OF SEWER	MIN (I.D.) "A"	ROAD CROSSING MIN "B"
6"	16"	.375
8"	20"	.375
10"	20"	.375
12"	24"	.375
15"	30"	.375
18"	30"	.375
21"	36"	.375
24"	36"	.375
30"	48"	.375
36"	54"	.375

PIPE BARREL SUPPORT FOR SANITARY SEWER CONSTRUCTED IN CASING PIPE



RELOCATION OF WATER MAIN, SANITARY OR STORM

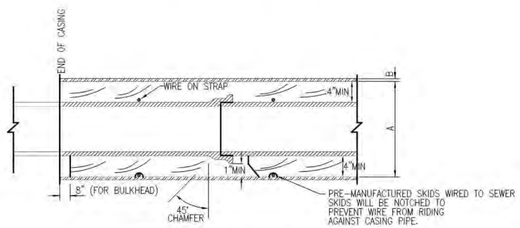


COVER SECTION

BOTTOM VIEW

PICKHOLE DETAIL

STANDARD COVER & FRAME



STANDARD CASING SECTION

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COUNTY: WASHTENAW
CITY/VILLAGE/TOWNSHIP: CHARTER TOWNSHIP OF SUPERIOR
DATE: OCT 2003
CADD: DK
ENG'/ARCH: DLG/JGL
PROJ MGR:
SECTION:
TOWN:
RANGE:
SCALE: V: N/A H: NTS
HORZ DATUM: N/A
VERT DATUM: N/A
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REVISIONS:
REVISIONS:

CHARTER TOWNSHIP OF SUPERIOR
STANDARD SANITARY DETAILS

SHEET 1 OF 2

DRAWING PATH: SC:\CT\Superior Twp\Standards\CADD\sanitary\Superior\Sand1.dwg Dec 20, 2011 - 4:23pm

SANITARY SEWER ACCEPTANCE TESTS

GENERAL

ALL SANITARY SEWERS SHALL BE SUBJECTED TO INFILTRATION, EXFILTRATION OR LOW PRESSURE AIR TESTS, OR A COMBINATION THEREOF PRIOR TO FINAL ACCEPTANCE BY THE TOWNSHIP. IN ADDITION, ALL PVC AND ABS PLASTIC SEWERS SHALL BE SUBJECTED TO DEFLECTION TESTING BY MEANS OF A NINE-POINT MANDREL DEFLECTION TEST.

THE TOWNSHIP'S INSPECTOR SHALL BE PRESENT FOR ALL TESTING OPERATIONS. IF TESTING IS TO BE DONE BY THE CONTRACTOR, ONLY PROPERLY TRAINED PERSONNEL SHALL BE ALLOWED TO PERFORM THE TESTING WORK. IF TESTING IS TO BE DONE BY MUNICIPAL AGENCY WORK FORCES, THEN THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE INSPECTOR IN ORDER TO SCHEDULE THE TESTING.

IN THE EVENT THAT THE SEWER PIPE FAILS ANY OF THE REQUIRED TESTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING THE PIPE AND REPEATING THE TEST UNTIL ACCEPTABLE RESULTS ARE ACHIEVED.
THE METHOD OF TESTING AND MEASUREMENT SHALL BE APPROVED BY THE TOWNSHIP. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY EQUIPMENT AND LABOR FOR MAKING THE TESTS.

INFILTRATION TEST

ALL SANITARY SEWERS THAT ARE OVER TWENTY-FOUR (24) INCHES IN DIAMETER SHALL BE SUBJECTED TO AN INFILTRATION TEST. ALSO, ALL SANITARY SEWERS THAT ARE TWENTY-FOUR (24) INCHES IN DIAMETER AND SMALLER AND WHERE THE GROUND WATER LEVEL IS MORE THAN TWO (2) FEET ABOVE THE TOP OF THE SEWER SHALL BE SUBJECTED TO AN INFILTRATION TEST.

THE INFILTRATION RATE FOR ALL SANITARY SEWERS SHALL NOT EXCEED A MAXIMUM OF TWO HUNDRED (200) GALLONS PER INCH DIAMETER PER MILE OF SEWER PER TWENTY-FOUR (24) HOURS.

LOW PRESSURE AIR TEST

ALL SANITARY SEWERS THAT ARE TWENTY-FOUR (24) INCHES IN DIAMETER OR SMALLER AND WHERE THE GROUND WATER LEVEL IS TWO (2) FEET OR LESS ABOVE THE TOP OF THE SEWER SHALL BE SUBJECTED TO A LOW PRESSURE AIR TEST.

THE PROCEDURE FOR AIR TESTING OF SEWERS SHALL BE AS FOLLOWS:

THE SEWER LINE SHALL BE TESTED IN INCREMENTS BETWEEN MANHOLES. THE LINE SHALL BE CLEANED AND PLUGGED AT EACH MANHOLE. SUCH PLUGS SHALL BE DESIGNED TO HOLD AGAINST THE TEST PRESSURE AND SHALL PROVIDE AN AIRTIGHT SEAL. ONE OF THE PLUGS SHALL HAVE AN ORIFICE THROUGH WHICH AIR CAN BE INTRODUCED INTO THE SEWER. AN AIR SUPPLY LINE SHALL BE CONNECTED TO THE ORIFICE. THE SUPPLY LINE SHALL BE FITTED WITH SUITABLE CONTROL VALVES AND A PRESSURE GAUGE FOR CONTINUALLY MEASURING THE AIR PRESSURE IN THE SEWER. THE PRESSURE GAUGE SHALL HAVE A MINIMUM DIAMETER OF THREE AND ONE-HALF (3-1/2) INCHES AND A RANGE OF 0 – 10 PSIG. THE GAUGE SHALL HAVE MINIMUM DIVISIONS OF 0-10 PSIG AND ACCURACY OF PLUS OR MINUS (+/-) 0.04 PSIG.

THE SEWER SHALL BE PRESSURIZED TO 4 PSIG GREATER THAN THE GREATEST BACK PRESSURE CAUSED BY GROUND WATER OVER THE TOP OF THE SEWER PIPE. AT LEAST TWO (2) MINUTES SHALL BE ALLOWED FOR THE AIR PRESSURE TO STABILIZE BETWEEN THREE AND ONE HALF (3.5) AND FOUR (4) PSIG. IF NECESSARY, AIR SHALL BE ADDED TO THE SEWER TO MAINTAIN A PRESSURE OF 3.5 PSIG OR GREATER.

AFTER THE STABILIZATION PERIOD, THE AIR SUPPLY CONTROL VALVE SHALL BE CLOSED SO THAT NO MORE AIR WILL ENTER THE SEWER. THE SEWER AIR PRESSURE SHALL BE NOTED AND TIMING FOR THE TEST BEGUN. THE TEST SHALL NOT BEGIN IF THE AIR PRESSURE IS LESS THAN THREE AND ONE HALF (3.5) PSIG, OR SUCH OTHER PRESSURE AS IS NECESSARY TO COMPENSATE FOR GROUND WATER LEVEL.

THE TIME REQUIRED FOR THE AIR PRESSURE TO DECREASE ONE (1.0) PSIG DURING THE TEST SHALL NOT BE LESS THAN THE TIME SHOWN IN THE FOLLOWING AIR TEST TABLES. THE CONTRACTOR SHALL USE THE APPROPRIATE TEST TABLE BASED UPON THE SEWER PIPE MATERIAL.

AIR TEST TABLE FOR VITRIFIED CLAY AND CONCRETE PIPE

	SPECIFICATION TIME (MIN:SEC) REQUIRED FOR PRESSURE DROP FROM 3-1/2 TO 2-1/2 PSIG WHEN TESTING ONE PIPE DIAMETER ONLY PIPE DIAMETER, INCHES														
LENGTH OF LINE, FEET	4	6	8	10	12	15	18	21	24	27	30	33	36	39	42
25	0:04	0:10	0:18	0:22	0:27	0:32	0:36	0:45	0:54	1:03	1:12	1:21	1:30	1:39	1:50
50	0:09	0:21	0:36	0:45	0:54	1:03	1:12	1:30	1:48	2:06	2:42	2:42	3:00	3:18	3:39
75	0:14	0:32	0:54	1:08	1:21	1:34	1:48	2:15	2:42	3:09	3:36	4:03	4:30	4:57	5:29
100	0:18	0:42	1:12	1:30	1:48	2:06	2:24	3:00	3:36	4:12	4:48	5:24	6:00	6:36	7:18
125	0:22	0:52	1:30	1:52	2:15	2:38	3:00	3:45	4:30	5:15	6:00	6:45	7:30	8:15	9:08
150	0:27	1:03	1:48	2:15	2:42	3:09	3:36	4:30	5:24	6:18	7:12	8:06	9:00	9:54	10:57
175	0:32	1:14	2:06	2:38	3:09	3:40	4:12	5:15	6:18	7:21	8:24	9:27	10:30	11:33	12:47
200	0:36	1:24	2:24	3:00	3:36	4:12	4:48	6:00	7:12	8:24	9:36	10:48	12:00	13:12	14:36
225	0:40	1:34	2:42	3:22	4:03	4:44	5:24	6:45	8:06	9:27	10:48	12:09	13:30	14:51	16:26
250	0:45	1:45	3:00	3:45	4:30	5:15	6:00	7:30	9:00	10:30	12:00	13:30	15:00	16:30	18:16
275	0:50	1:56	3:18	4:08	4:57	5:46	6:36	8:15	9:54	11:33	13:12	14:51	16:30	18:09	20:06
300	0:54	2:06	3:36	4:30	5:24	6:18	7:12	9:00	10:48	12:36	14:24	16:12	18:00	19:48	21:54
350	1:03	2:27	4:12	5:15	6:18	7:21	8:24	10:30	12:36	14:42	16:48	18:54	21:00	23:06	25:33
400	1:12	2:48	4:48	6:00	7:12	8:24	9:36	12:00	14:24	16:48	19:12	21:36	24:00	26:24	29:12
450	1:21	3:09	5:24	6:45	8:06	9:27	10:48	13:30	16:12	18:54	21:36	24:18	27:00	29:42	32:51
500	1:30	3:30	6:00	7:30	9:00	10:30	12:00	15:00	18:00	21:00	24:00	27:00	30:00	33:00	36:30

NOTE: THIS TABLE IS TAKEN FROM THE NATIONAL CLAY PIPE INSTITUTE (NCPI) TABLES WHICH ARE BASED UPON ASTM C828 "TEST METHOD FOR LOW PRESSURE AIR TEST FOR VITRIFIED CLAY PIPE LINES" AND ASTM C924 "STANDARD PRACTICE FOR TESTING CONCRETE PIPE SEWER LINES BY LOW PRESSURE AIR TEST METHOD."

AIR TEST TABLE FOR PVC AND ABS PIPE
MINIMUM SPECIFIED TIME REQUIRED FOR A 1.0 PSIG PRESSURE DROP
FOR SIZE AND LENGTH OF PIPE INDICATED FOR Q=0.0015*

THE MINIMUM HOLDING TIME FOR THE PRESSURE TO DROP FROM 3.5 TO 2.5 PSIG (GREATER THAN ADDED GROUND WATER PRESSURE) SHALL NOT BE LESS THAN THAT GIVEN IN THE FOLLOWING TABLE FOR EACH TESTED RUN OF SEWER BETWEEN MANHOLES:

NOTE: AIR TESTING SHOULD NOT BE USED IF THE AIR PRESSURE REQUIRED FOR THE TEST EXCEEDS 9 PSIG.

PIPE DIAMETER INCHES	MINIMUM TIME MINUTES	LENGTH FOR MINIMUM TIME, FT.	TIME FOR LONGER LENGTH, S	SPECIFICATION TIME FOR LENGTH (L) SHOWN, MINUTES 100 FT	150 FT	200 FT	250 FT	300 FT	350 FT	400 FT	450 FT
4	3:46	597	0.380 L	3:46	3:46	3:46	3:46	3:46	3:46	3:46	3:46
6	5:40	398	0.854 L	5:40	5:40	5:40	5:40	5:40	5:40	5:42	6:24
8	7:34	298	1.520 L	7:34	7:34	7:34	7:34	7:36	8:52	10:08	11:24
10	9:26	239	2.374 L	9:26	9:26	9:26	9:53	11:52	13:51	15:49	17:48
12	11:20	199	3.418 L	11:20	11:20	11:24	14:15	17:05	19:56	22:47	25:38
15	14:10	159	5.342 L	14:10	14:10	17:48	22:15	26:42	31:09	35:36	40:04
18	17:00	133	7.692 L	17:00	19:13	25:38	32:03	38:27	44:52	51:16	57:41
21	19:50	114	10.470 L	19:50	26:10	34:54	43:37	52:21	61:00	69:48	78:31
24	22:40	99	13.674 L	22:47	34:11	45:34	56:58	68:22	79:46	91:10	102:33
27	25:30	88	17.306 L	28:51	43:16	57:41	72:07	86:32			
30	28:20	80	21.366 L	35:37	53:25	71:13	89:02	106:50			
33	31:10	72	25.852 L	43:05	64:38	86:10	107:43	129:16			
36	34:00	66	30.768 L	51:17	76:55	102:34	128:12	153:50			

NOTE: THIS TABLE IS TAKEN FROM ASTM F1417 "STANDARD TEST METHOD FOR INSTALLATION AND ACCEPTANCE OF PLASTIC GRAVITY SEWER LINES USING LOW PRESSURE AIR TEST." ASTM F1417 CONFORMS TO UNI-BELL "RECOMMENDED PRACTICE FOR LOW PRESSURE AIR TESTING OF INSTALLED SEWER PIPE" (UNI-B-6-98)

* Q IS THE ALLOWABLE LEAKAGE RATE IN CUBIC FEET/MINUTE/SQUARE FOOT OF INSIDE SURFACE AREA OF PIPE

EXFILTRATION TEST

EXFILTRATION OR LEAKAGE FROM THE SEWER LINE CAN BE MEASURED BY RECORDING THE WATER LEVEL DROP OVER A GIVEN PERIOD OF TIME IN A STANDPIPE PLACED AND CONNECTED IN THE UPSTREAM MANHOLE. THE MEASURED DROP IN THE TIME PERIOD CAN BE CONVERTED BY CALCULATIONS TO THE LEAKAGE RATE IN TERMS OF GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY.

EXFILTRATION TESTS MAY BE SUBSTITUTED FOR LOW PRESSURE AIR TESTS WHERE APPROVED BY THE TOWNSHIP ENGINEER. EXFILTRATION TESTS WILL NOT BE ALLOWED WHERE THE EXTERNAL WATER PRESSURE EXCEEDS FOUR (4) FEET.

FOR THE PURPOSE OF EXFILTRATION TESTING, THE INTERNAL WATER LEVEL SHALL BE EQUAL TO THE EXTERNAL WATER LEVEL PLUS FOUR (4) FEET AS MEASURED FROM THE TOP OF THE HIGHEST PIPE IN THE SYSTEM BEING TESTED. THIS COULD BE EITHER A HOUSE LEAD OR A LATERAL. HOWEVER, THE MAXIMUM TOTAL HEIGHT OF WATER ABOVE THE INVERT OF THE PIPE AT THE LOWER END SHALL NOT EXCEED SIXTEEN (16) FEET. A PROSPECTIVE TEST THAT WOULD EXCEED THIS SIXTEEN (16) FOOT LIMIT SHOULD NOT BE TAKEN. THE LINE UNDER CONSTRUCTION CAN BE BROKEN DOWN INTO SMALLER SECTIONS SUCH THAT THE MAXIMUM HEAD OF SIXTEEN (16) FEET WILL NOT BE EXCEEDED.

THE MAXIMUM EXFILTRATION RATE SHALL BE THE SAME AS THAT PERMITTED FOR THE INFILTRATION TEST. THE EXFILTRATION TEST PROCEDURE IS SUMMARIZED AS FOLLOWS:

1) ALL SERVICE LATERALS, STUBS AND FITTINGS INTO THE SEWER LINE(S) BEING TESTED SHOULD BE PROPERLY CAPPED OR PLUGGED, AND CAREFULLY BRACED TO RESIST THE THRUST ACTIONS DEVELOPED BY THE INTERNAL WATER PRESSURE. IN PREPARING THE BLOCKING OF PLUGS OR END CAPS, IT IS EXTREMELY IMPORTANT TO RECOGNIZE THAT THE FIVE (5) TO TEN (10) FEET OF HEAD IN THE STANDPIPE WILL EXERT CONSIDERABLE THRUST AGAINST THE PLUGS OR CAPS.

2) A PLUG IS INSERTED AND TIGHTENED IN THE INLET PIPE OF THE DOWNSTREAM MANHOLE TO WHICH THE WATER SUPPLY CONNECTION IS MADE FOR FILLING THE PIPE.

3) THE UPPER MANHOLE IS PLUGGED AND SECURELY TIGHTENED FOR CONNECTION TO THE STANDPIPE. THE STANDPIPE IS THEN PLACED IN THIS MANHOLE AND CONNECTED TO THE TAPPED PLUG. THE STANDPIPE MUST BE CAPABLE OF HANDLING FROM FIVE (5) TO TEN (10) FEET OF WATER HEAD TO DETERMINE THE TIGHTNESS AND SOUNDNESS OF THE SEWER LINE, AS SPECIFIED AND DIRECTED BY THE ENGINEER.

4) WATER IS INTRODUCED INTO THE LINE AT THE DOWNSTREAM (LOWER) MANHOLE UNTIL THE STANDPIPE IN THE UPSTREAM MANHOLE HAS BEEN COMPLETELY FILLED. BY FILLING THE LINE FROM THE LOWEST LEVEL, THE AIR IN THE LINE IS EASILY PUSHED AHEAD AND, FINALLY DISPELLED THROUGH THE STANDPIPE AT THE UPPER END OF THE TEST SECTION. CARE SHOULD BE TAKEN TO MINIMIZE ENTRAPPED AIR THAT WILL GIVE DISTORTED TEST RESULTS. THE RATE OF DROP IN THE STANDPIPE MAY BE QUITE RAPID UNTIL THE AIR HAS BEEN EXPELLED.

5) AFTER FILLING WITH WATER, THE LINE MUST BE ALLOWED TO STAND FOR AT LEAST FOUR (4) HOURS BEFORE BEGINNING THE TEST. DURING THIS TIME SOME WATER ABSORPTION INTO THE MANHOLE STRUCTURES AND SEWER PIPE WILL TAKE PLACE. AFTER THE WATER ABSORPTION HAS STABILIZED, THE WATER LEVEL IN THE STANDPIPE IS CHECKED AND WATER ADDED IF NECESSARY.

6) THE TEST IS NOW READY TO BEGIN. THE DROP IN THE STANDPIPE IS MEASURED AND RECORDED OVER A FIFTEEN (15) MINUTE PERIOD. TO VERIFY THE FIRST RESULTS, A SECOND FIFTEEN (15) MINUTE TEST IS SUGGESTED. THIS WILL ALSO VERIFY WHETHER A STABLE CONDITION EXISTS IN THE LINE.

7) THE MEASURED DROPS IN THE STANDPIPE ARE CONVERTED TO LEAKAGE IN TERMS OF GALLONS PER INCH DIAMETER PER MILE PER DAY.

8) ANOTHER COMMONLY USED METHOD OF CONDUCTING WATER EXFILTRATION TESTING IS TO UTILIZE THE MANHOLE IN LIEU OF A STANDPIPE. THE TEST PROCEDURE IS EXACTLY AS OUTLINED FOR USING THE STANDPIPE. HOWEVER, SINCE THE MANHOLE IS LARGER IN DIAMETER THAN THE STANDPIPE, THIS METHOD NORMALLY REQUIRES A MINIMUM TWO (2) HOUR TEST PERIOD IN ORDER TO BE ABLE TO RECORD A MEASURABLE WATER LEVEL DROP. MANHOLE LEAKAGE MUST ALSO BE CONSIDERED IN THE LEAKAGE RATE AND TEST RESULTS.

9) CAUTION SHOULD BE TAKEN ABOUT CONDUCTING EXFILTRATION TESTS ON SEWER LINES LAID ON STEEP GRADES. CONSIDERATION MUST BE GIVEN TO THE DOWNSTREAM PORTION OF THE SYSTEM TO PREVENT EXCESSIVE PRESSURES IN THESE LOWER LINES. FOR THESE INSTALLATIONS AND WHERE THE UPSTREAM MANHOLES ARE VERY DEEP, IT IS NOT ADVISABLE TO FILL THE STANDPIPE OR MANHOLE TO THE TOP WHEN PERFORMING THE TEST.

DEFLECTION TEST FOR PLASTIC PIPE

DEFLECTION GAUGE (MANDREL): MANDREL TESTING SHALL TAKE PLACE TO ENSURE THE FLEXIBLE PIPE HAS BEEN PROPERLY BEDDED AND BACK-FILLED. THE DEFLECTION TEST MUST BE CONDUCTED NO LESS THAN 30 DAYS AFTER INSTALLATION OF THE FINAL BACKFILL. THE MAXIMUM ALLOWABLE DEFLECTION IS 5 PERCENT. INSTALLATION SHALL CONFORM TO ASTM 2321-89. A NINE-ARM (POINT) MANDREL SHALL BE USED. CHERNE FIXED STEEL DEFLECTION OR APPROVED EQUAL.

VIDEOTAPING

AS A MEANS OF INSURING THAT PIPE LAYING WAS PROPERLY DONE AND THAT ALL JOINTS ARE IN A "HOME" POSITION, THE CONTRACTOR SHALL PROVIDE VIDEOTAPING OF ALL OF THE PIPE LAID THAT IS THIRTY-SIX (36) INCHES IN DIAMETER AND SMALLER. THIS VIDEOTAPING SHALL BE DONE NO SOONER THAN THIRTY (30) DAYS AFTER COMPLETION OF BACKFILL. THE CONTRACTOR SHALL PROVIDE FORTY-EIGHT (48) HOURS NOTICE TO THE TOWNSHIP PRIOR TO VIDEOTAPING SO THAT A REPRESENTATIVE MAY BE PRESENT. A SATISFACTORY REVIEW OF THE VIDEOTAPE BY THE TOWNSHIP SHALL BE A CONDITION FOR SEWER ACCEPTANCE BY THE TOWNSHIP. TYPICAL ITEMS TO BE REVIEWED ON THE VIDEOTAPE WILL INCLUDE PIPE DEFLECTION, PIPE SETTLEMENT, LEAD CONNECTIONS, JOINTS AND PIPE CLEANLINESS. IF THE VIDEOTAPE REVIEW REVEALS UNSATISFACTORY CONDITIONS, THE CONTRACTOR SHALL CORRECT THE CONDITIONS AND SHALL RE-VIDEOTAPE THE AFFECTED PIPE SECTIONS FOR REVIEW BY THE TOWNSHIP.

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CHARTER TOWNSHIP OF SUPERIOR
STANDARD SANITARY DETAILS

SHEET 2 OF 2