CAPITAL REGION AIRPORT AUTHORITY

ROADWAY IMPROVEMENT PROJECT

CAPITAL REGION INTERNATIONAL AIRPORT
LANSING, MI

Date February 6, 2026
Project Number 241594

fishbeck
Engineers | Architects | Scientists | Constructors

fishbeck.com
800.456.3824

5913 Executive Dr #100
Lansing, Michigan

Mead & Hunt
Mead and Hunt, Inc.

2440 Deming Way
Middleton, WI 53562
phone: 608-273-6380
meadhunt.com

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STATE OF MICHIGAN
SCOTT GREGORY AHLES
ENGINEER
NO. 6201062362
LICENSED PROFESSIONAL ENGINEER

February 9, 2026

INCLUDES CAPITAL CITY BLVD DESIGN UNDER CATEGORIES 001, 007, 009, 011, 013, EXCLUDING DRAINAGE

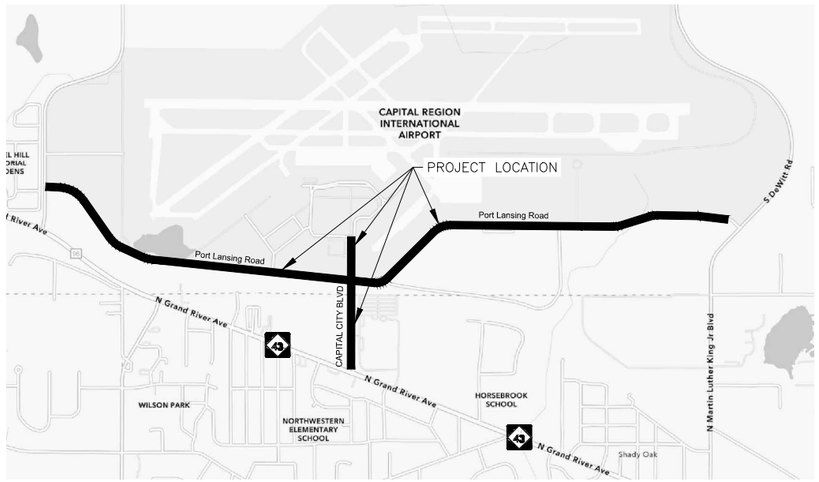
STATE OF MICHIGAN
KEITH J. SIMONS
ENGINEER
No. 6201052155
LICENSED PROFESSIONAL ENGINEER

February 9, 2026

THE IMPROVEMENTS COVERED BY THESE PLANS SHALL BE DONE IN ACCORDANCE WITH:
-MICHIGAN DEPARTMENT OF TRANSPORTATION 2020 STANDARD SPECIFICATION AND SUPPLEMENTAL SPECIFICATIONS, -2018 AASHTO GEOMETRIC DESIGN OF HIGHWAY AND STREETS
-2011 MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ROAD	YEAR	TRAFFIC DATA ADT	TRAFFIC DATA COMM	SPEED DATA DESIGN	SPEED DATA POSTED
PORT LANSING ROAD	2025	1530	3%	45	45
(AIRPORT RD TO CAPITAL CITY)	2045	1691	3%	45	45
PORT LANSING ROAD	2025	3060	3%	30/40/45	30/40/45
(CAPITAL CITY TO DEWITT RD)	2045	3381	3%	30/40/45	30/40/45
CAPITAL CITY BLVD	2025	3744	6%	40	40
	2045	4137	6%	40	40

LOCATION MAP



UTILITY INFORMATION

THE EXISTING UTILITIES SHOWN ON THE FOLLOWING DRAWINGS HAVE BEEN LOCATED FROM UTILITY RECORD DRAWINGS. ACTUAL UTILITY LOCATIONS MAY VARY FROM WHAT IS SHOWN. ALL UTILITIES TO BE FIELD VERIFIED BY UTILITY OWNER PRIOR TO CONSTRUCTION.

GAS:
ADAM BERTRAM
CONSUMERS ENERGY GAS
530 W. WILLOW STREET
LANSING, MI 48906
(517) 614-8570
ADAM.BERTRAM@CMSENERGY.COM

TELECOMMUNICATIONS:
JOE BONACCI
AT&T (FIBER AND TELE)
337 N. ABBOT
EAST LANSING, MI 48823
(517) 488-3985
JB8342@ATT.COM

JEREMY PERDUE
AT&T/MCG UTILITIES (LONG DISTANCE)
450 W. WILSON BRIDGE ROAD
WORTHINGTON, OH 43085
(484) 502-8499
JEREMY.PERDUE@MCGUTILITIES.COM

STEPHEN BECK
COMCAST (TELE)
1404 E MILLER ROAD
LANSING, MI 48911
(248) 972-7511
STEPHEN_BECK@COMCAST.COM

ROBERT BENSTEIN
CRAA (TELE)
(517) 449-8579
RBENSTEIN@CRAA.COM

DEBORA BLEN UMANA
METRONET (TELE)
DEBORA.BLENUMANA@METRONET.COM

PAUL BECKER
COGENT/SPRINT (TELE)
(815) 557-8416
PBECKER@COGENTCO.COM

FIBER:
KATELYN LABELLE
ACD.NET (FIBER)
1800 N GRAND RIVER AVENUE
LANSING, MI 48906
(517) 999-3275
LABELLE.KATELYN@ACD.NET

WATER AND LIGHTING:
TRAVIS ARCHER
LBWL
TRAVIS.ARCHER@LBWL.COM

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Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/06/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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GENERAL NOTES

UTILITIES

MISS DIG/UNDERGROUND UTILITY NOTIFICATION

Contact MISS DIG System, Inc. for the protection of underground utilities and in conformance with MCL 460.721 et seq, by phone at 811 or 800-482-7171 or via the web at http://www.missdig811.org, a minimum of 3 working days prior to excavating, excluding weekends and holidays.

SURVEY

PRESERVATION OF BOUNDARY MONUMENTS

Preserve all corners within the project limits, whether shown or not. Adjust monument boxes as required.

DETAILED GRADES

GRADES FOR INTERSECTIONS

Determine intersection grades before construction is started.

UNSIGNALIZED SIDE ROAD TO TRUNKLINE INTERSECTIONS:
Carry the normal edge of pavement grade of the trunkline across the intersection and establish the side road approach grade and crown to provide drainage.

SIDEWALK AND CURB RAMP GRADES

After staking the sidewalk and curb ramps contact the Engineer to verify the grades and authorize construction.

EARTHWORK

EARTHWORK

Earthwork quantities are computed by the average end area method based upon ground survey information.

SLOPES

Construct Class A slopes on this project.

EARTH DISTURBANCE LIMITS

SOIL EROSION MEASURES

Place appropriate soil erosion and sedimentation control measures prior to earth-disturbing activities. Place turf establishment items as soon as possible on potential erodible slopes as directed by the Engineer. Protect critical ditch grades with either sod or seed/mulch or mulch blanket as directed by the Engineer.

BASES

AGGREGATE BASE

Use 21AA, for aggregate bases unless otherwise specified.

DRAINAGE

ILLICIT CONNECTIONS TO STORM WATER SYSTEM

Reconnect existing storm conveyance systems not shown on the plans with minimal interruption in service. Report any suspect illicit discharge observed including size, type, and location by station and offset to the Engineer prior to reconnecting and proceed as directed.

TEMPORARY BULKHEADS

Use temporary bulkheads as needed for part width construction of culverts and sewers. Costs associated with temporary bulkheads are included in the items for the culverts and sewers.

CULVERT END SECTIONS

Where culvert work does not specify material, steel end sections may require the toe plate extension per the notes on MDOT Standard Plan R-88 series. Concrete end sections require a concrete footing specified on MDOT Standard Plan R-86 series which will be paid for separately as Culv End Sect, Footing.

PAVEMENT

SOIL BORINGS AND/OR PAVEMENT CORES

The soil boring logs and/or pavement cores represent point information. No inference should be made that subsurface or pavement conditions are the same at other locations.

CONCRETE HAND FINISHING

Strike off, consolidate, and hand finish concrete pours using hand methods on variable width lanes and lanes formed by flexible forms for short radius curves, as directed by the Engineer.

TURF ESTABLISHMENT

SEED MIXTURE

Use symbol TUF for the permanent turf seed mixture unless specified otherwise on the plans.

SIGNS

EXISTING SIGN RELOCATION

Salvage and reset any permanent signs requiring relocation due to Contractor operations at locations designated by the Engineer. Replace signs and posts damaged during the removal and storage operations with new signs and posts. The cost of this work is the Contractor's responsibility.

PLAN SCALE

The final plans submitted with the proposal are not to scale. Fabricate proposed signs and structures shown on plan sheets in accordance with Typical Plans, Standards, and/or Details at locations described.

SIGN LAYOUT

Use the current English edition of "Standard Highway Signs" manual or details in plans for proposed sign layouts. Use the "SignCAD" software to determine the legend length.

SIGN INSTALLATION

Place nylon washers between the steel washer and the sign face sheeting. The nylon washers are to be considered part of the attaching devices and hardware. Use nylon washers with a 3/8-inch inner diameter, a 7/8-inch outer diameter and a 1/16-inch thickness.

SIGN COORDINATION WITH CATA

The Contractor shall contact:

Dustin Hagfors
CATA – Director of Planning & Development
(517) 394-1100
dhagfors@cata.org

14 calendar days prior to commencing any working impacting CATA signs to coordinate work activities.

REMOVAL & SALVAGE

Maintain existing overhead signs until the new signs are installed.

Carefully remove, haul and stockpile the Type I Signs (aluminum extruded sections), cantilevers, trusses, bridge connections, steel breakaway columns and all attaching or fastening devices for these items on the Contractor's property.

Include the costs for temporary stock piling, loading, unloading and hauling of these items in the Pay Item Transporting Salv MDOT Materials.

NOTES
NO SCALE

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REVISIONS

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TOPOGRAPHY – PLAN

- SHRUBS
- CONIFEROUS TREE
- DECIDUOUS TREE
- HEDGE OR DRIP LINE
- MARSH (SWAMP)
- EXISTING DITCH
- PROPOSED DITCH
- EDGE OF WATER
- EX. CONTOUR MAJOR (725)
- EX. CONTOUR MINOR (724)
- LIGHT/LIGHT POLE
- GUY ANCHOR
- UTILITY POLE
- SIGN
- GUARD RAIL
- RAILROAD TRACKS SCALE: 1" = 60' OR LESS
- RAILROAD TRACKS SCALE: 1" = 100' OR MORE
- EXISTING FENCE
- SILT FENCE/LIMITS OF DISTURBANCE
- EXISTING TOP/BOTTOM OF SLOPE
- WETLAND BOUNDARY
- PROPOSED FENCE
- GRAVEL SURFACE
- PAVED SURFACE
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- CONCRETE MONUMENT
- PROPERTY IRON
- SET PROPERTY IRON
- LOT LINE (AS PLATTED)
- PROPERTY HOOK (COMMON PROPERTY OWNERSHIP)
- TITLE LINE / PROPERTY LINE
- ROW LINE
- SECTION LINE
- BENCH MARK (BM)
- SECTION CORNER
- CENTER OF SECTION
- QUARTER CORNER
- **SOIL BORING LOCATION**
- **PROPOSED RIPRAP**
- **EXISTING MAILBOX**
- **PROPOSED MAILBOX**

EXISTING UTILITIES

- 8" SAN. — SANITARY SEWER & MANHOLE
- 12" STM. — STORM SEWER & MANHOLE
- 12" STM. — STORM SEWER TO BE TELEVISED AND MANHOLE
- CATCH BASIN CURB TYPE
- CATCH BASIN LAWN TYPE
- VALVE
- HYDRANT
- PLUG
- 6" WM — WATER MAIN
- 8" SAN. — SANITARY SEWER
- 2" GAS — GAS MAIN
- UG–ELEC — UNDERGROUND ELECTRIC
- OP — FIBER OPTICS
- TELE — UNDERGROUND TELEPHONE
- 2" OIL — OIL TRANSMISSION LINE
- 6" STEAM — UNDERGROUND STEAM
- 2" SPRK. — UNDERGROUND SPRINKLER
- CATV — CABLE TELEVISION
- TELEPHONE PEDESTAL
- PIPE–ONLY CULVERT
- FLARED END SECTION CULVERT
- HEADWALL CULVERT

PROPOSED UTILITIES

- 8" SAN. SWR. — SANITARY SEWER & MANHOLE
- 12" STM — STORM SEWER & MANHOLE
- CATCH BASIN
- UNDERDRAIN
- 8" WTR — WATER MAIN
- VALVE & BOX
- M — METER
- PLUG
- STANDARD FIRE HYDRANT ASSEMBLY
- 6" FORCE MAIN (FM) — FORCE MAIN
- AIR RELEASE STRUCTURE
- 12" CSP — PIPE–ONLY CULVERT
- 12" CSP — FLARED END SECTION CULVERT
- 12" CSP — HEADWALL CULVERT

MISCELLANEOUS

- EXISTING EASEMENT LINE
- EASEMENT LINE
- SURVEY LINE STATIONING
- TRAVERSE POINT
- 855.00 — PROPOSED PAVEMENT/GUTTER ELEVATION
- PROPOSED PAVEMENT MARKING (PAINTING)
- PROPOSED BARRIER FREE PARKING
- (R) — REMOVE
- (S) — SALVAGE
- REL–BO — RELOCATE BY OTHERS
- ADJ — ADJUST STRUCTURE COVER
- ADJ–BO — ADJUST – BY OTHERS
- PROPOSED OR REINSTALLED SIGN

EGLE SOIL EROSION AND SEDIMENTATION CONTROL MEASURES

KEY	DETAIL	CHARACTERISTICS
33	Sediment Trap	May be constructed of a variety of materials. Traps sediment and reduces velocity of flow. Can be cleaned and expanded as needed.
49	Check Dams	Reduces flow velocity. Catches sediment. Can be constructed of logs, straw, hay, rock, lumber, masonry or sand bags.
54	Geotextile Silt Fence	Use geotextile and posts or poles. May be constructed or prepackaged. Easy to construct and locate as necessary.
56	Catch Basin, Filter Bag	Manufactured filter bag inserted under casting. Collects sediment at catch basin inlet.

TEMPORARY MEASURE (T) PERMANENT MEASURE (P)

TYPICAL LEGEND

- REMOVE PAVEMENT
- EXCAVATION, EARTH
- CONCRETE
- GRANULAR MATERIAL
- HMA PAVEMENT
- AGGREGATE BASE

PROPOSED SURFACING LEGEND

- HMA PARTIAL DEPTH
- FULL DEPTH HMA OR CONC
- HMA APPROACH
- CONCRETE
- GRAVEL DRIVE

REMOVAL LEGEND

- HMA BASE CRUSHING AND SHAPING
- COLD MILLING HMA SURFACE
- REMOVE FULL–DEPTH HMA PAVEMENT
- REMOVE CONCRETE PAVEMENT
- CLEARING
- SAWCUT
- REMOVE CURB AND GUTTER
- REMOVE UTILITY
- ABANDON UTILITY
- (R) REMOVE
- REMOVE TREE
- (C) CLEARING

ABBREVIATIONS

ABBREV.	MEANING	ABBREV.	MEANING	ABBREV.	MEANING
ABAN.	ABANDON	GEN.	GENERATOR	PERF.	PERFORATED
ADJ.	ADJACENT	GND.	GROUND	PG	PLAN GRADE
AGG.	AGGREGATE	GPD	GALLONS PER DAY	PI	POINT OF INTERSECTION
ALT.	ALTERNATE	GR.	GROUND	PI	POST INDICATOR VALVE
APPD.	APPROVED	HDPE	HIGH DENSITY POLYETHYLENE	PL	PROPERTY LINE
APPROX.	APPROXIMATE	HDWL.	HEADWALL	POB	POINT OF BEGINNING
B/B	BACK TO BACK	H.	HEIGHT	POE	POINT OF ENDING
BIT.	BITUMINOUS	HORIZ.	HORIZONTAL	PRC	POINT OF REVERSE CURVE
BLDG.	BUILDING	HP	HIGH POINT	PROP.	PROPOSED
BLVD.	BOULEVARD	HWL	HIGH WATER LEVEL	PSF	POUNDS PER SQUARE FOOT
BM	BENCH MARK	HWY.	HIGHWAY	PSI	POUNDS PER SQUARE INCH
BNDY.	BOUNDARY	HYD.	HYDRANT	PT	POINT OF TANGENCY
BOT.	BOTTOM	ID	INSIDE DIAMETER	PVC	POLYVINYL CHLORIDE
BSMT.	BASEMENT	INV	INVERT ELEVATION	PVC	POINT OF VERTICAL CURVE
C & G	CURB AND GUTTER	INCL.	INCLUDE	PVI	POINT OF VERTICAL INTERSECTION
C/C	CENTER TO CENTER	LAT.	LATERAL	PVMT.	PAVEMENT
CATV	CABLE TELEVISION	LF	LINEAL FEET	PVT	POINT OF VERTICAL TANGENCY
CB	CATCH BASIN	L.	LENGTH	QTY.	QUANTITY
CF	CUBIC FEET	LP	LOW POINT	R.	RADIUS
CFS	CUBIC FEET PER SECOND	LS	LUMP SUM	RCP	REINFORCED CONCRETE PIPE
CL	CENTERLINE	LT	LEFT	RED.	REDUCER
CMP	CORREGATED METAL PIPE	M/L	MORE OR LESS	REF.	REFERENCE
CO.	CLEANOUT	MAINT.	MAINTENANCE	REQD.	REQUIRED
CONC.	CONCRETE	MATL.	MATERIAL	REV.	REVISION
CONST.	CONSTRUCTION	MAX.	MAXIMUM	ROW	RIGHT OF WAY
COORD.	COORDINATE	MB.	MAILBOX	RT	RIGHT
CP	CONTROL POINT	MDNR	MICHIGAN DEPARTMENT OF NATURAL RESOURCES	SF	SQUARE FOOT
CSP	CORREGATED STEEL PIPE	MDOT	MICHIGAN DEPARTMENT OF TRANSPORTATION	SPEC.	SPECIFICATION
CSPA	CORRUGATED STEEL PIPE ARCH	MDPH	MICHIGAN DEPARTMENT OF PUBLIC HEALTH	SS	SIDE SLOPE
CULV.	CULVERT	MFGR	MANUFACTURER	STA.	STATION
CY	CUBIC YARD	MGD	MILLION GALLONS PER DAY	STD.	STANDARD
DEG (°)	DEGREE	MH.	MANHOLE	STL.	STEEL
DEMO.	DEMOLISH	MIN.	MINIMUM	STM.	STORM
DIP	DUCTILE IRON	MISC.	MISCELLANEOUS	SYD	SQUARE YARD
DIA.	DIAMETER	MJ	MECHANICAL JOINT	TC	TOP OF CURB
DIM.	DIMENSION	MON.	MONUMENT	TAN.	TANGENT
DIST.	DISTANCE	NA	NOT APPLICABLE	TEMP.	TEMPORARY
EL.	ELEVATION	NIC	NOT IN CONTRACT	TOC	TOP OF CASTING
ENGR.	ENGINEER	NRCP	NON–REINFORCED CONCRETE PIPE	T/W	TOP OF WALL
EOM	EDGE OF METAL	NTS	NOT TO SCALE	TYP.	TYPICAL
EQUIP.	EQUIPMENT	OC	ON CENTER	UD.	UNDERDRAIN
ES	END SECTION	OD	OUTSIDE DIAMETER	UTIL.	UTILITY
ESMT.	EASEMENT	OE	OVERHEAD ELECTRIC	VB	VALVE BOX
EXIST. EX.	EXISTING	OP	FIBER OPTICS	VCP	VITRIFIED CLAY PIPE
EXT.	EXTERIOR	ORIG.	ORIGINAL	VERT.	VERTICAL
F/F	FACE TO FACE	OT	OVERHEAD TELEPHONE	W/	WITH
FDN.	FOUNDATION	PC	POINT OF CURVE	W/O	WITHOUT
FIG.	FIGURE	PCC	POINT OF COMPOUND CURVATURE	WL	WATER LEVEL
FIN. GR.	FINISH GRADE	PE	POLYETHYLENE	WWF	WELDED WIRE FABRIC
FTG.	FOOTING	PE PERF.	POLYETHYLENE PIPE PERFORATED	XFMR.	TRANSFORMER

LEGEND

NO SCALE

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Port Lansing Road Improvements					
Item No.	Item Description	Unit	Quantities		
			Cat. 1 (Common Items)	Cat. 3 (HMA Alternative)	Cat. 5 (Conc Alternative)
1100001	Mobilization, Max (5%)	LSUM	0.22	0.48	0.48
2040020	Curb and Gutter, Rem	Ft	1,354	0	0
2040050	Pavt, Rem	Syd	1,177	0	0
2040055	Sidewalk, Rem	Syd	45	0	0
2050010	Embankment, CIP	Cyd	305	0	0
2050016	Excavation, Earth	Cyd	3,618	33,290	37,190
2080012	Erosion Control, Check Dam, Stone	Ft	373	0	0
2080020	Erosion Control, Inlet Protection, Fabric Drop	Ea	28	0	0
2080034	Erosion Control, Sediment Trap	Ea	20	0	0
2080036	Erosion Control, Silt Fence	Ft	18,150	0	0
3010002	Subbase, CIP	Cyd	1,640	15,700	16,300
3020020	Aggregate Base, 8 inch	Syd	38,531	0	0
3060012	Aggregate Surface Cse, 8 inch	Syd	229	0	0
3070128	Shld, Cl II, 6 inch	Syd	0	1,850	0
3070130	Shld, Cl II, 8 inch	Syd	540	0	1,850
4040063	Underdrain, Subbase, 6 inch	Ft	6,750	0	0
4040093	Underdrain Outlet, 6 inch	Ft	560	0	0
4040113	Underdrain, Outlet Ending, 6 inch	Ea	28	0	0
5010005	HMA Surface, Rem	Syd	26,965	0	0
5010061	HMA Approach	Ton	517	580	0
5012024	HMA, 4EL	Ton	0	7,170	0
5012036	HMA, 5EL	Ton	0	2,280	0
6020104	Conc Pavt, Nonreinf, 8 inch	Syd	0	0	30,670
6020200	Joint, Contraction, Cp	Ft	600	0	20,500
6020201	Joint, Contraction, Cp3	Ft	825	0	3,100
6020207	Joint, Expansion, E2	Ft	30	0	100
6020222	Shld, Nonreinf Conc	Syd	1,070	0	0
6030030	Lane Tie, Epoxy Anchored	Ea	1,290	0	0
8010007	Driveway, Nonreinf Conc, 8 inch	Syd	1,023	0	0
8020015	Curb and Gutter, Conc, Det B1	Ft	0	0	152
8020016	Curb and Gutter, Conc, Det B2	Ft	147	152	0
8020037	Curb and Gutter, Conc, Det F3	Ft	302	0	356
8020038	Curb and Gutter, Conc, Det F4	Ft	149	356	0
8030010	Detectable Warning Surface	Ft	22	0	0
8032002	Curb Ramp, Conc, 6 inch	Sft	384	0	0
8120170	Minor Traf Devices	LSUM	0.22	0.48	0.48
8120370	Traf Regulator Control	LSUM	0.22	0.48	0.48
8162001	Slope Restoration, Non-Freeway, Type A	Syd	16,720	0	0
8162002	Slope Restoration, Non-Freeway, Type B	Syd	18,810	0	0

Port Lansing Pavement Markings					
Item No.	Item Description	Unit	Quantities		
			Cat. 1 (Common Items)	Cat. 3 (HMA Alternative)	Cat. 5 (Conc Alternative)
8110308	Rem Curing Compound, For Longit Mrkg, 6 inch	Ft	0	0	20,395
8110321	Rem Curing Compound, For Spec Mrkg	Sft	0	0	256
8112001	Pavt Mrkg, Wet Reflective Waterborne, 2nd Application, 6 inch, White	Ft	17,575	0	0
8112004	Pavt Mrkg, Wet Reflective Waterborne, 2nd Application, 6 inch, Yellow	Ft	2,820	0	0
8112145	Pavt Mrkg, Wet Reflective Waterborne, 6 inch, White	Ft	17,575	0	0
8112148	Pavt Mrkg, Wet Reflective Waterborne, 6 inch, Yellow	Ft	2,820	0	0
8117001	Pavt Mrkg, Waterborne, 24 inch, Stop Bar	Ft	94	0	0
8117001	Pavt Mrkg, Waterborne, 2nd Application, 24 inch, Stop Bar	Ft	94	0	0
8117050	Pavt Mrkg, Waterborne, Lt Turn Arrow Sym	Ea	1	0	0
8117050	Pavt Mrkg, Waterborne, 2nd Application, Lt Turn Arrow Sym	Ea	1	0	0
8117050	Pavt Mrkg, Waterborne, Rt Turn Arrow Sym	Ea	1	0	0
8117050	Pavt Mrkg, Waterborne, 2nd Application, Rt Turn Arrow Sym	Ea	1	0	0

Port Lansing Drainage Improvements				
Item No.	Item Description	Unit	Quantities	
			Cat. 1 (Common Items)	
2030001	Culv, Rem, Less than 24 inch	Ea	5	
2030006	Culv, End, Rem, 24 inch to 48 inch	Ea	1	
2030011	Dr Structure, Rem	Ea	3	
2030015	Sewer, Rem, Less than 24 inch	Ft	100	
2050016	Excavation, Earth	Cyd	1,102	
2050010	Embankment, CIP	Cyd	31	
2057021	Embankment CIP, Spec	Cyd	21	
2060005	Aggregate	Cyd	2	
4010012	Culv End Sect, 12 inch	Ea	8	
4010015	Culv End Sect, 15 inch	Ea	2	
4010072	Culv End Sect, Footing	Ea	10	
4010131	Culv, Cl A, 12 inch	Ft	23	
4010168	Culv, Cl A, Conc, 24 inch	Ft	1	
4010541	Culv, Cl E, 18 inch	Ft	72	
4010607	Culv, Cl F, 12 inch	Ft	137	
4010608	Culv, Cl F, 15 inch	Ft	62	
4010924	Culv, Slp End Sect, 1 on 4, 24 inch, Transv	Ea	1	
4010951	Culv, Slp End Sect, 1 on 6, 18 inch, Longit	Ea	2	
4011109	Dr Marker Post	Ea	1	
4017001	Culv, Adj	Ft	6	
4020033	Sewer, Cl A, 12 inch, Tr Det B	Ft	41	
4020600	Sewer, Cl E, 12 inch, Tr Det B	Ft	100	
4021275	Video Taping Sewer and Culv Pipe	Ft	4,637	
4027001	Culv Cleanout	Ft	79	
4027001	Storm Sewer Cleanout	Ft	1,051	
4030312	Dr Structure, Tap, 12 inch	Ea	1	
4030200	Dr Structure, 24 inch dia	Ea	1	
4030210	Dr Structure, 48 inch dia	Ea	3	
4030010	Dr Structure Cover, Type B	Ea	2	
4030040	Dr Structure Cover, Type G	Ea	1	
4030050	Dr Structure Cover, Type K	Ea	1	
8130010	Riprap, Plain	Syd	73	
8167011	Bioretention Seeding	Syd	1,590	
8162001	Slope Restoration, Non-Freeway, Type A	Syd	117	
8162003	Slope Restoration, Non-Freeway, Type C	Syd	9	

Port Lansing Permanent Signing				
Item No.	Item Description	Unit	Quantities	
			Cat. 1 (Common Items)	
8100280	Fdn, Wood Support, Rem	Ea	6	
8100371	Post, Steel, 3 pound	Ft	403	
8100380	Post, Wood, 4 inch by 6 inch	Ft	98	
8100390	Sign, Type I, Erect, Salv	Ea	2	
8100396	Sign, Type II, Erect, Salv	Ea	5	
8100397	Sign, Type II, Rem	Ea	2	
8100398	Sign, Type IIA	Ea	60	
8100402	Sign, Type III, Erect, Salv	Ea	14	
8100403	Sign, Type III, Rem	Ea	49	
8100404	Sign, Type IIIA	Ea	63	
8100405	Sign, Type IIIB	Ea	178	
8102001	Sign, Type I, Rem, Salv	Ea	2	
8102002	Sign, Type II, Rem, Salv	Ea	5	
8102003	Sign, Type III, Rem, Salv	Ea	14	
8102010	Ground Mtd Sign Support, Rem	Ea	43	

Maintenance of Traffic - Entire Project			
Item No.	Item Description	Unit	Quantities
			Cat. 1 (Common Items)
8120012	Barricade, Type III, High Intensity, Double Sided, Lighted, Furn	Ea	59
8120013	Barricade, Type III, High Intensity, Double Sided, Lighted, Oper	Ea	59
8120035	Channelizing Device, 42 inch, Fluorescent, Furn	Ea	177
8120036	Channelizing Device, 42 inch, Fluorescent, Oper	Ea	177
8120252	Plastic Drum, Fluorescent, Furn	Ea	35
8120253	Plastic Drum, Fluorescent, Oper	Ea	35
8120257	Pavt Mrkg, Wet Reflective, Type R, Tape, Lt Turn Arrow	Ea	2
8120258	Pavt Mrkg, Wet Reflective, Type R, Tape, Rt Turn Arrow	Ea	2
8120265	Pavt Mrkg, Wet Reflective, Type R, Tape, 24 inch, Stop Bar	Ft	788
8120310	Sign Cover	Ea	6
8120350	Sign, Type B, Temp, Prismatic, Furn	Sft	1,330
8120351	Sign, Type B, Temp, Prismatic, Oper	Sft	1,330
8120352	Sign, Type B, Temp, Prismatic, Special, Furn	Sft	460
8120353	Sign, Type B, Temp, Prismatic, Special, Oper	Sft	460
8122002	Pavt Mrkg, Wet Reflective, Type R, Tape, 6 inch, Yellow, Temp	Ft	3,678
8122006	Pavt Mrkg, Wet Reflective, Type NR, Paint, 6 inch, Yellow, Temp	Ft	1,258
8122012	Pavt Mrkg, Wet Reflective, Type R, Tape, 12 inch, White, Temp	Ft	1,074
8122111	Pavt Mrkg, Wet Reflective, Type R, Tape, Only	Ea	10

CATEGORY DESCRIPTIONS:

CATEGORY 001: COMMON ITEMS
CATEGORY 003: PORT LANSING – HMA ALTERNATIVE
CATEGORY 005: PORT LANSING – CONCRETE ALTERNATIVE
CATEGORY 007: CAPITAL CITY BLVD – RECONSTRUCT SOUTH OF CSX RAILROAD
CATEGORY 009: CAPITAL CITY BLVD – RECONSTRUCT NORTH OF CSX RAILROAD
CATEGORY 011: WAYFINDING SIGNAGE AND BRANDING
CATEGORY 013: LANDSCAPING

PORT LANSING RD & MOT
QUANTITIES
NO SCALE

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Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/06/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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Capital City Road Improvements

Item No.	Item Description	Unit	Quantities		
			Cat. 1 (Common Items)	Cat. 7 (South of CSX Rail)	Cat. 9 (North of CSX Rail)
1100001	Mobilization, Max (5%)	LSUM	0.22	0.20	0.10
2040020	Curb and Gutter, Rem	Ft	0	5,600	3,050
2040050	Pavt, Rem	Syd	0	8,460	3,610
2040055	Sidewalk, Rem	Syd	6	0	0
2050010	Embankment, CIP	Cyd	150	250	250
2050016	Excavation, Earth	Cyd	350	7,300	3,500
2057021	Subgrade Undercutting, 21AA	Cyd	0	730	350
2080012	Erosion Control, Check Dam, Stone	Ft	16	0	0
2080020	Erosion Control, Inlet Protection, Fabric Drop	Ea	0	23	21
2080024	Erosion Control, Inlet Protection, Sediment Trap	Ea	1	0	0
2080034	Erosion Control, Sediment Trap	Ea	1	0	0
2080036	Erosion Control, Silt Fence	Ft	4,170	4,890	2,690
2080038	Erosion Control, Stone Bag	Ea	0	3	1
3010002	Subbase, CIP	Cyd	0	3,620	1,800
3020010	Aggregate Base, 4 inch	Syd	1,720	0	0
3020020	Aggregate Base, 8 inch	Syd	0	6,510	5,560
4040063	Underdrain, Subbase, 6 inch	Ft	0	5,310	2,370
5010002	Cold Milling HMA Surface	Syd	0	0	1,380
5010061	HMA Approach	Ton	0	180	160
5012036	HMA, 5EL	Ton	0	113	120
6020106	Conc Pavt, Nonreinf, 9 inch	Syd	0	7,940	3,600
6030030	Lane Tie, Epoxy Anchored	Ea	0	75	0
8020037	Curb and Gutter, Conc, Det F3	Ft	0	5,280	2,690
8020038	Curb and Gutter, Conc, Det F4	Ft	0	310	360
8020050	Driveway Opening, Conc, Det M	Ft	0	680	400
8030010	Detectable Warning Surface	Ft	30	0	0
8030030	Curb Ramp Opening, Conc	Ft	56	0	0
8030044	Sidewalk, Conc, 4 inch	Sft	10,390	0	0
8030046	Sidewalk, Conc, 6 inch	Sft	750	0	0
8032001	Curb Ramp, Conc, 4 inch	Sft	100	0	0
8032002	Curb Ramp, Conc, 6 inch	Sft	380	0	0
8120170	Minor Traf Devices	LSUM	0.22	0.20	0.10
8120370	Traf Regulator Control	LSUM	0.22	0.20	0.10
8162001	Slope Restoration, Non-Freeway, Type A	Syd	1,050	2,150	880
8167011	Slope Restoration, Median	Syd	10	2,160	1,190

Capital City Pavement Markings

Item No.	Item Description	Unit	Quantities	
			Cat. 7 (South of CSX Rail)	Cat. 9 (North of CSX Rail)
8110308	Rem Curing Compound, for Longit Mrkg, 6 inch	Ft	1,200	180
8110321	Rem Curing Compound, For Spec Mrkg	Sft	320	210
8110351	Witness, Log, $1,250.00	Dlr	1	1
8112001	Pavt Mrkg, Wet Reflective Waterborne, 2nd Application, 6 inch, White	Ft	1,200	400
8112145	Pavt Mrkg, Wet Reflective Waterborne, 6 inch, White	Ft	1,200	400
8117001	Pavt Mrkg, Waterborne, 24 inch, Stop Bar	Ft	72	96
8117001	Pavt Mrkg, Waterborne, 2nd Application, 24 inch, Stop Bar	Ft	72	96
8117001	Pavt Mrkg, Waterborne, 6 inch, Crosswalk	Ft	0	48
8117001	Pavt Mrkg, Waterborne, 2nd Application, 6 inch, Crosswalk	Ft	0	48
8117050	Pavt Mrkg, Waterborne, Lt Turn Arrow Sym	Ea	5	0
8117050	Pavt Mrkg, Waterborne, 2nd Application, Lt Turn Arrow Sym	Ea	5	0
8117050	Pavt Mrkg, Waterborne, Railroad Sym	Ea	2	2
8117050	Pavt Mrkg, Waterborne, 2nd Application, Railroad Sym	Ea	2	2
8117050	Pavt Mrkg, Waterborne, Rt Turn Arrow Sym	Ea	1	0
8117050	Pavt Mrkg, Waterborne, 2nd Application, Rt Turn Arrow Sym	Ea	1	0
8117050	Pavt Mrkg, Waterborne, Yield Triangle Sym	Ea	0	8
8117050	Pavt Mrkg, Waterborne, 2nd Application, Yield Triangle Sym	Ea	0	8

Capital City Permanent Signing

Item No.	Item Description	Unit	Quantities	
			Cat. 1 (Common Items)	Cat. 7 (South of CSX Rail)
8100010	Band, Sign	Ea	14	32
8100371	Post, Steel, 3 pound	Ft	424	240
8100396	Sign, Type II, Erect, Salv	Ea	0	1
8100397	Sign, Type II, Rem	Ea	2	1
8100402	Sign, Type III, Erect, Salv	Ea	0	2
8100403	Sign, Type III, Rem	Ea	32	7
8100404	Sign, Type IIIA	Sft	72	18
8100405	Sign, Type IIIB	Sft	261	130
8102002	Sign, Type II, Rem, Salv	Ea	0	1
8102003	Sign, Type III, Rem, Salv	Ea	0	2
8102010	Ground Mtd Sign Support, Rem	Ea	15	10

Capital City Drainage Improvements

Item No.	Item Description	Unit	Quantities	
			Cat. 7 (South of CSX Rail)	Cat. 9 (North of CSX Rail)
2030001	Culv, Rem, Less than 24 inch	Ea	2	1
2030011	Dr Structure, Rem	Ea	7	3
2030015	Sewer, Rem, Less than 24 inch	Ft	395	89
4010012	Culv End Sect, 12 inch	Ea	4	2
4010072	Culv End Sect, Footing	Ea	4	2
4010539	Culv, Cl E, 12 inch	Ft	0	73
4010607	Culv, Cl F, 12 inch	Ft	83	0
4020005	Sewer, Cl A, 15 inch, Tr Det A	Ft	181	0
4020033	Sewer, Cl A, 12 inch, Tr Det B	Ft	212	0
4020035	Sewer, Cl A, 18 inch, Tr Det B	Ft	0	41
4020600	Sewer, Cl E, 12 inch, Tr Det B	Ft	0	47
4021275	Video Taping Sewer and Culv Pipe	Ft	1,586	1,271
4027001	Culv Cleanout	Ft	0	127
4027001	Storm Sewer Cleanout	Ft	277	380
4030010	Dr Structure Cover, Type B	Ea	0	1
4030040	Dr Structure Cover, Type G	Ea	2	0
4030050	Dr Structure Cover, Type K	Ea	4	3
4030070	Dr Structure Cover, Type R	Ea	1	0
4030210	Dr Structure, 48 inch dia	Ea	7	4
4030250	Dr Structure, Add Depth of 48 inch dia, 8 foot to 15 foot	Ft	6	0
4030306	Dr Structure, Tap, 6 inch	Ea	9	12
4030312	Dr Structure, Tap, 12 inch	Ea	3	0
4030315	Dr Structure, Tap, 15 inch	Ea	1	0
4030318	Dr Structure, Tap, 18 inch	Ea	0	2
8130010	Riprap, Plain	Syd	16	8

Capital City Landscaping

Item No.	Item Description	Unit	Quantities
			Cat. 13 (Landscaping)
8150001	Site Preparation, Max	LSUM	1
8150220	Acer x freemanii 'Autumn Blaze', 1 1/2 inch	Ea	6
8151062	Cornus sericea, #2 cont.	Ea	79
8151783	Hosta 'Variety', #1 cont. 'Francis Williams'	Ea	60
8152334	Malus 'Sugar Tyme', 1 1/2 inch	Ea	12
8157001	Steel Edging	Ft	1,355
8157050	Allium cernum #1 cont	Ea	265
8157050	Geranium "Rozanne' #1 Cont	Ea	60
8157050	Muhlenbergia reverchonii #1 cont	Ea	242
8157050	Salvia nemerosa #1 cont	Ea	230
8160025	Mulch	Syd	520
8507051	Automated Irrigation System Repair & Modification	LSUM	1

Capital City Wayfinding Signage and Branding

Item No.	Item Description	Unit	Quantities
			Cat. 11 (Signage & Branding)
8100397	Sign, Type II, Rem	Ea	1
8100400	Sign, Type IIC	Sft	90
8107050	Banner, Light Pole Mounted	Ea	50
8107050	Banner, Light Pole Mounted, Rem	Ea	32

CATEGORY DESCRIPTIONS:

CATEGORY 001: COMMON ITEMS
CATEGORY 003: PORT LANSING – HMA ALTERNATIVE
CATEGORY 005: PORT LANSING – CONCRETE ALTERNATIVE
CATEGORY 007: CAPITAL CITY BLVD – RECONSTRUCT SOUTH OF CSX RAILROAD
CATEGORY 009: CAPITAL CITY BLVD – RECONSTRUCT NORTH OF CSX RAILROAD
CATEGORY 011: WAYFINDING SIGNAGE AND BRANDING
CATEGORY 013: LANDSCAPING

CAPITAL CITY BLVD
QUANTITIES
NO SCALE

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Engineers | Architects | Scientists | Constructors

Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/06/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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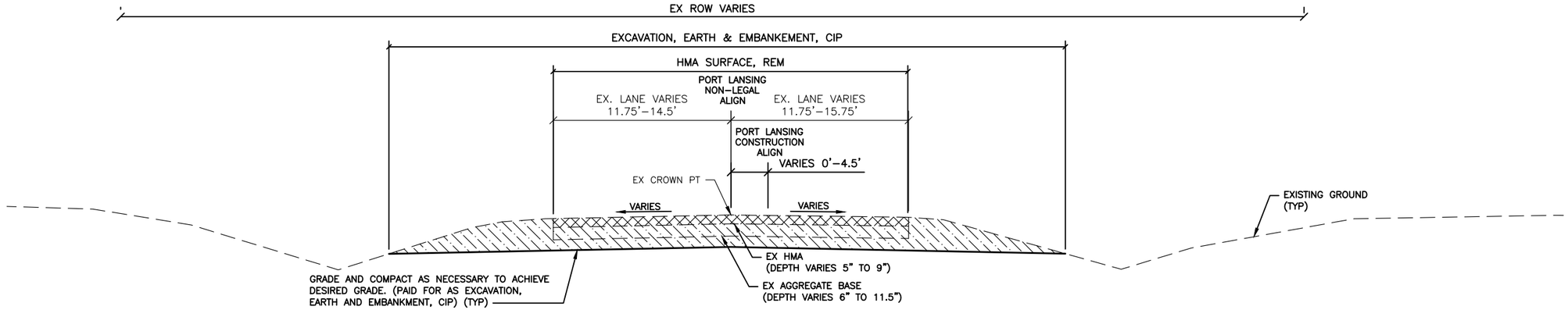
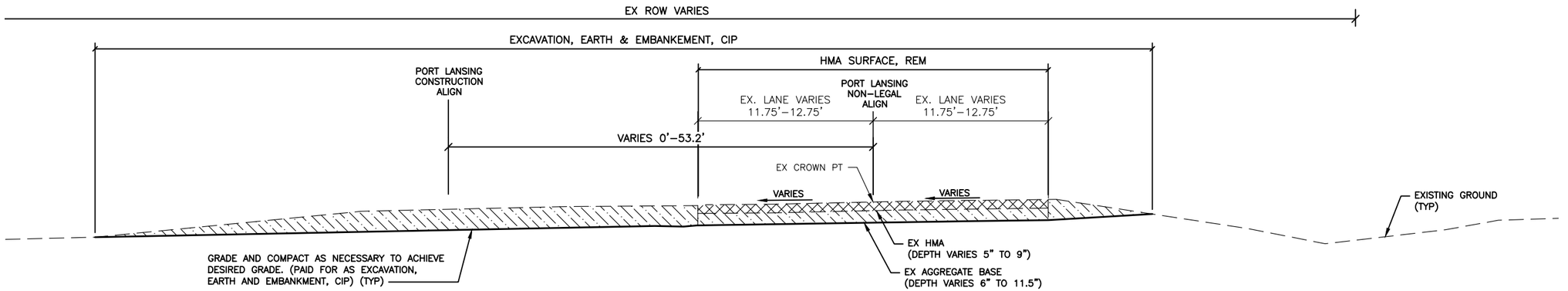


EXISTING CROSS SECTION

PORT LANSING ROAD

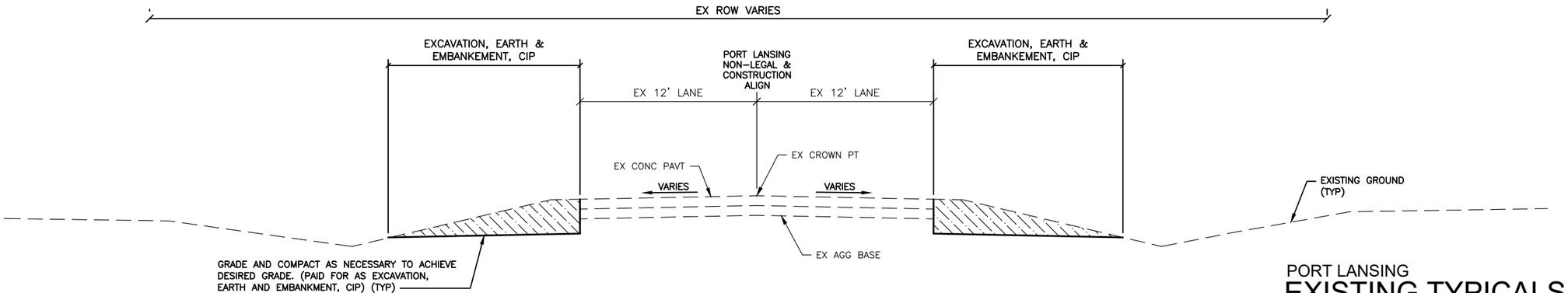
STA 0+73.73 (POB) TO STA 57+14.77
STA 62+04.76 TO STA 90+74.93



EXISTING CROSS SECTION

PORT LANSING ROAD

STA 57+14.77 TO STA 62+04.76



EXISTING CROSS SECTION

PORT LANSING ROAD

STA 90+74.93 TO STA 115+45.07 (POE)

PORT LANSING
EXISTING TYPICALS

NO SCALE

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Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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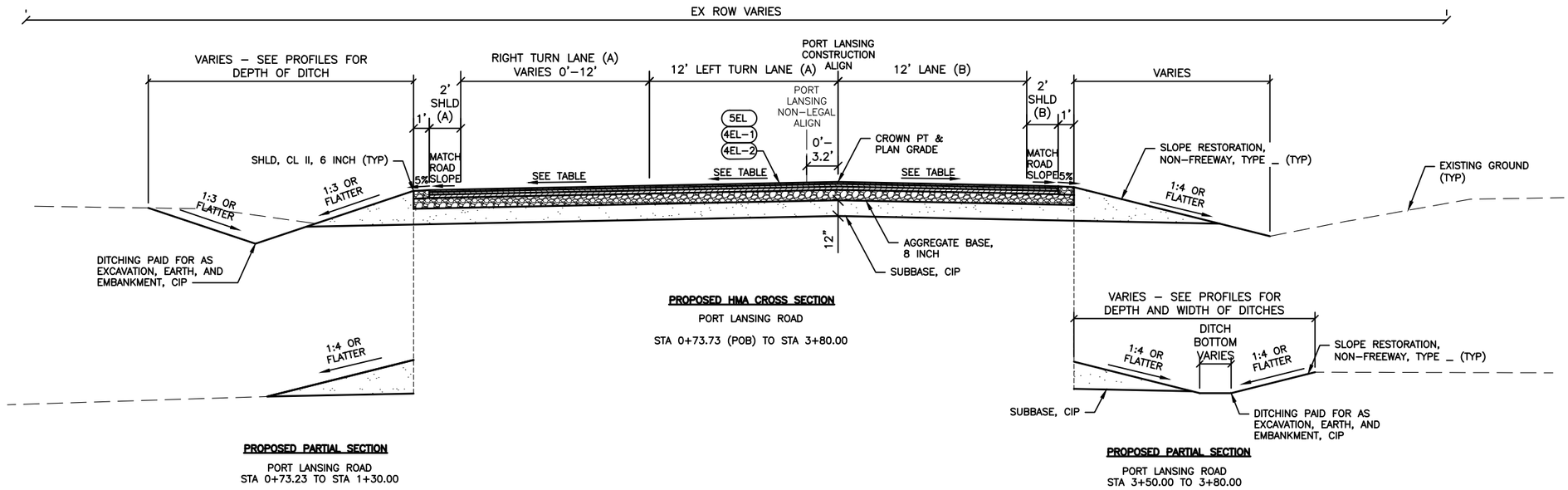

PROPOSED PARTIAL SECTION

PORT LANSING ROAD
STA 0+73.23 TO STA 1+30.00

PROPOSED HMA CROSS SECTION

PORT LANSING ROAD

STA 0+73.73 (POB) TO STA 3+80.00

PROPOSED PARTIAL SECTION

PORT LANSING ROAD
STA 3+50.00 TO 3+80.00

SLOPE TABLE				
CURVE	START STATION	END STATION	SLOPE A (LEFT)	SLOPE B (RIGHT)
	POB	0+88.41	–2%	–2%
CURVE #1	0+88.41	2+95.82	TRANSITION	TRANSITION
	2+95.82	7+40.05	+6%	–6%
	7+40.05	9+47.46	TRANSITION	TRANSITION
	9+47.46	12+69.26	–2%	–2%
CURVE #2	12+69.26	14+76.67	TRANSITION	TRANSITION
	14+76.67	17+06.25	–6%	+6%
	17+06.25	19+13.66	TRANSITION	TRANSITION
	19+13.66	19+43.49	–2%	–2%
CURVE #3	19+43.49	21+50.90	TRANSITION	TRANSITION
	21+50.90	22+46.91	–6%	+6%
	22+46.91	24+54.32	TRANSITION	TRANSITION

SLOPE TABLE				
CURVE	START STATION	END STATION	SLOPE A (LEFT)	SLOPE B (RIGHT)
	24+54.32	55+96.73	–2%	–2%
CURVE #4	55+96.73	57+14.77	TRANSITION	TRANSITION
	57+14.77	62+04.76	–2.3%	+2.3%
	62+04.76	63+22.80	TRANSITION	TRANSITION
	63+22.80	69+33.55	–2%	–2%
CURVE #5	69+33.55	71+26.66	TRANSITION	TRANSITION
	71+26.66	74+11.35	+6%	–6%
	74+11.35	76+04.46	TRANSITION	TRANSITION
	76+04.46	POE	–2%	–2%

HMA APPLICATION CHART				
IDENTIFICATION NUMBER	PAY ITEM	APPLICATION RATE	PERFORMANCE GRADE	REMARKS
5EL	HMA, 5EL	165 LBS/SYD	64–28	TOP COURSE (1.5"), MIN AWI = 260
4EL–2	HMA, 4EL	220 LBS/SYD	64–28	LEVELING COURSE (2")
4EL–1	HMA, 4EL	275 LBS/SYD	64–28	BASE COURSE (2.5")
A1	HMA APPROACH	660 LBS/SYD	64–28	HMA COMMERCIAL DRIVES (ONE LIFT OF HMA, 5EL @ 1.5", ONE LIFT OF HMA, 4EL @ 2", ONE LIFT OF HMA, 4EL @ 2.5")
	* BOND COAT	0.05–0.15 GAL/SYD		

PORT LANSING

PROP. HMA ALTERNATIVE TYPICALS

NO SCALE

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Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

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Reviewer	ksimons
Manager	ksimons

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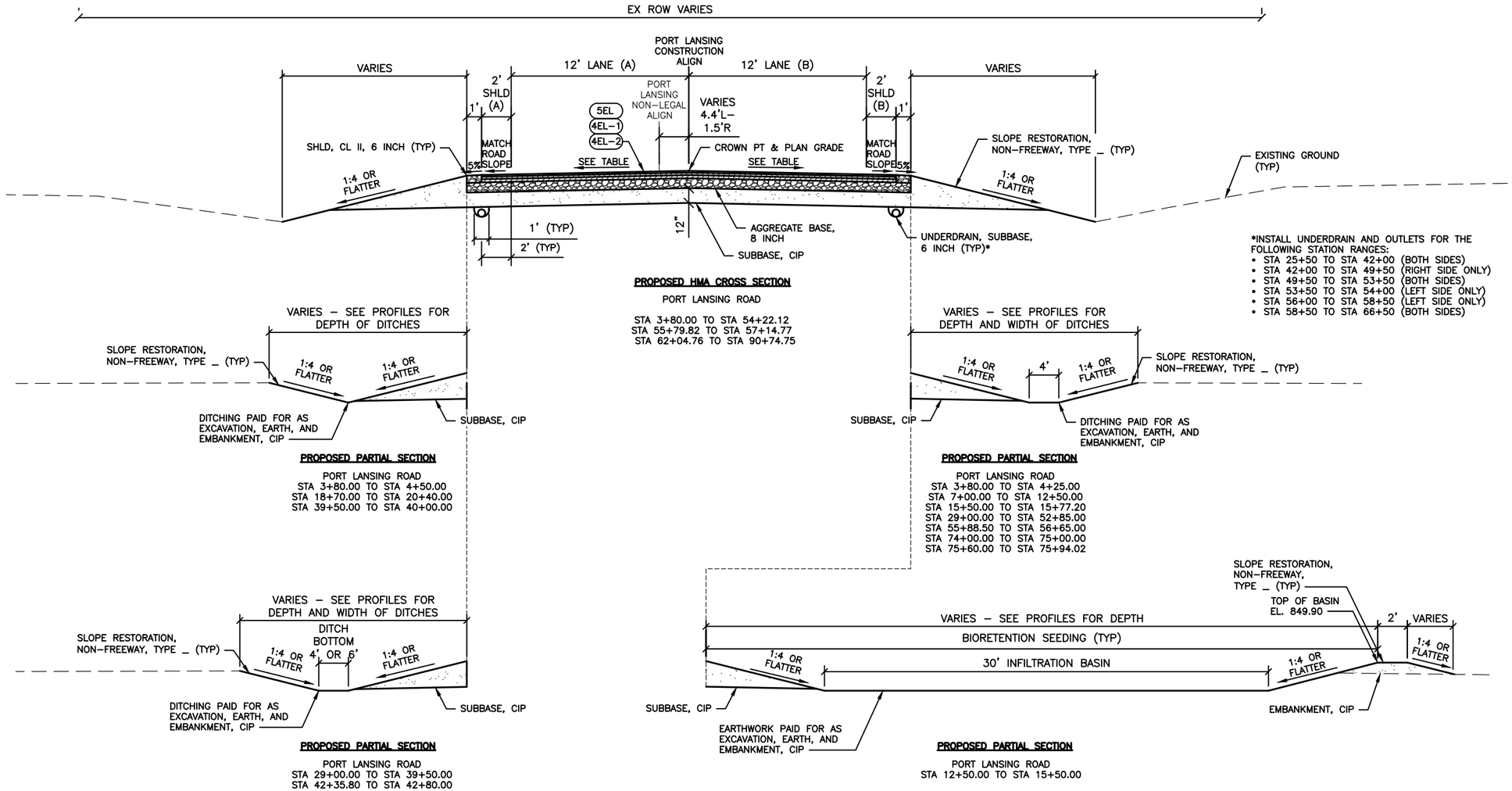

PORT LANSING

PROP. HMA ALTERNATIVE TYPICALS

NO SCALE

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REVISIONS

BID PLANS 02/09/2026

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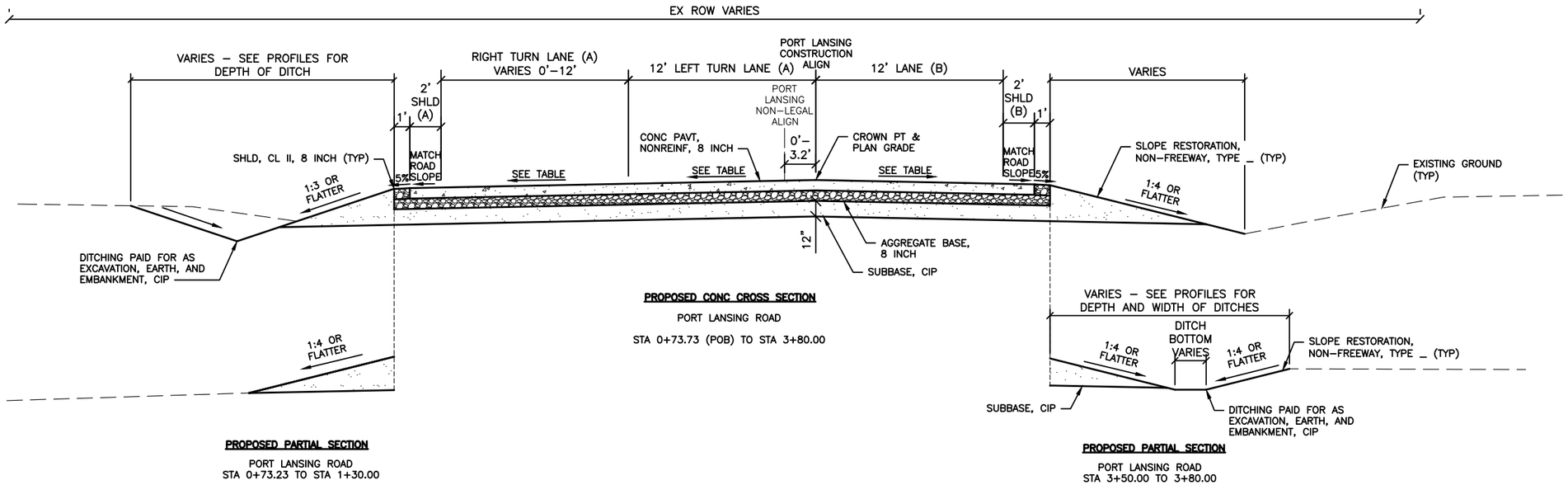

PROPOSED CONC CROSS SECTION

PORT LANSING ROAD

STA 0+73.73 (POB) TO STA 3+80.00

PROPOSED PARTIAL SECTION

PORT LANSING ROAD
STA 0+73.23 TO STA 1+30.00

PROPOSED PARTIAL SECTION

PORT LANSING ROAD
STA 3+50.00 TO 3+80.00

SLOPE TABLE				
CURVE	START STATION	END STATION	SLOPE A (LEFT)	SLOPE B (RIGHT)
	POB	0+88.41	–2%	–2%
CURVE #1	0+88.41	2+95.82	TRANSITION	TRANSITION
	2+95.82	7+40.05	+6%	–6%
	7+40.05	9+47.46	TRANSITION	TRANSITION
	9+47.46	12+69.26	–2%	–2%
CURVE #2	12+69.26	14+76.67	TRANSITION	TRANSITION
	14+76.67	17+06.25	–6%	+6%
	17+06.25	19+13.66	TRANSITION	TRANSITION
	19+13.66	19+43.49	–2%	–2%
CURVE #3	19+43.49	21+50.90	TRANSITION	TRANSITION
	21+50.90	22+46.91	–6%	+6%
	22+46.91	24+54.32	TRANSITION	TRANSITION

SLOPE TABLE				
CURVE	START STATION	END STATION	SLOPE A (LEFT)	SLOPE B (RIGHT)
	24+54.32	55+96.73	–2%	–2%
CURVE #4	55+96.73	57+14.77	TRANSITION	TRANSITION
	57+14.77	62+04.76	–2.3%	+2.3%
	62+04.76	63+22.80	TRANSITION	TRANSITION
	63+22.80	69+33.55	–2%	–2%
CURVE #5	69+33.55	71+26.66	TRANSITION	TRANSITION
	71+26.66	74+11.35	+6%	–6%
	74+11.35	76+04.46	TRANSITION	TRANSITION
	76+04.46	POE	–2%	–2%

PORT LANSING

PROP. CONC ALTERNATIVE TYPICALS

NO SCALE

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Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

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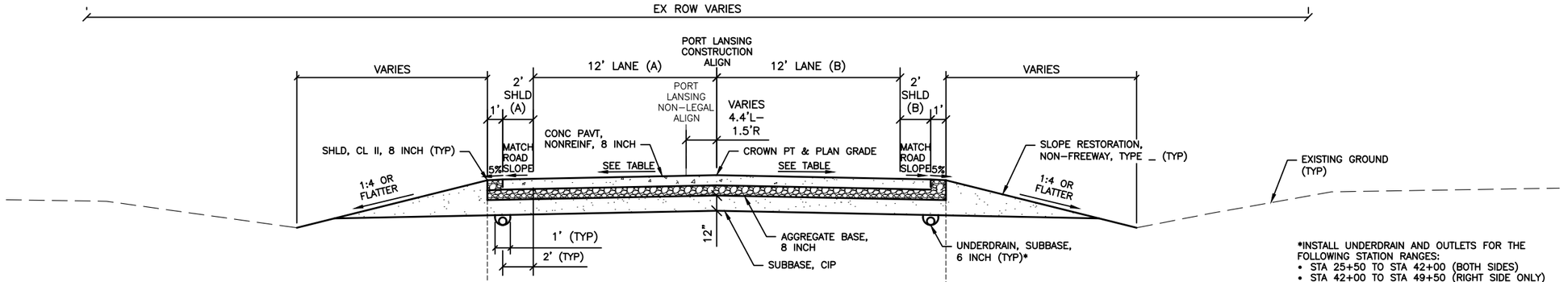


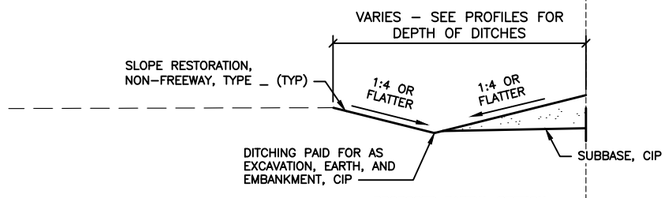
PROPOSED CONC CROSS SECTION

PORT LANSING ROAD

STA 3+80.00 TO STA 54+22.12
STA 55+79.82 TO STA 57+14.77
STA 62+04.76 TO STA 90+74.75

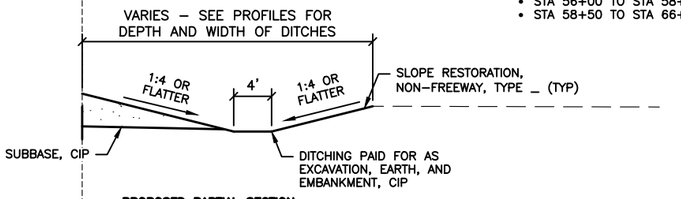
*INSTALL UNDERDRAIN AND OUTLETS FOR THE FOLLOWING STATION RANGES:

- STA 25+50 TO STA 42+00 (BOTH SIDES)
- STA 42+00 TO STA 49+50 (RIGHT SIDE ONLY)
- STA 49+50 TO STA 53+50 (BOTH SIDES)
- STA 53+50 TO STA 54+00 (LEFT SIDE ONLY)
- STA 56+00 TO STA 58+50 (LEFT SIDE ONLY)
- STA 58+50 TO STA 66+50 (BOTH SIDES)



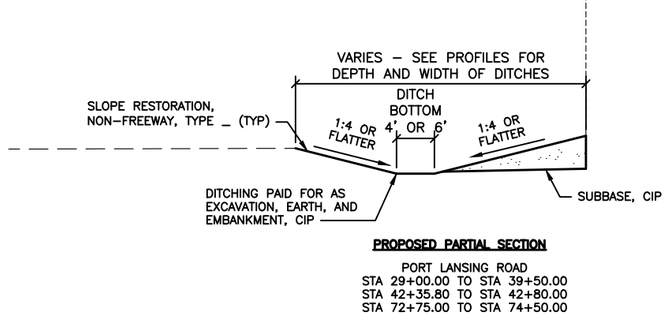
PROPOSED PARTIAL SECTION

PORT LANSING ROAD
STA 3+80.00 TO STA 4+50.00
STA 18+70.00 TO STA 20+40.00
STA 39+50.00 TO STA 40+00.00



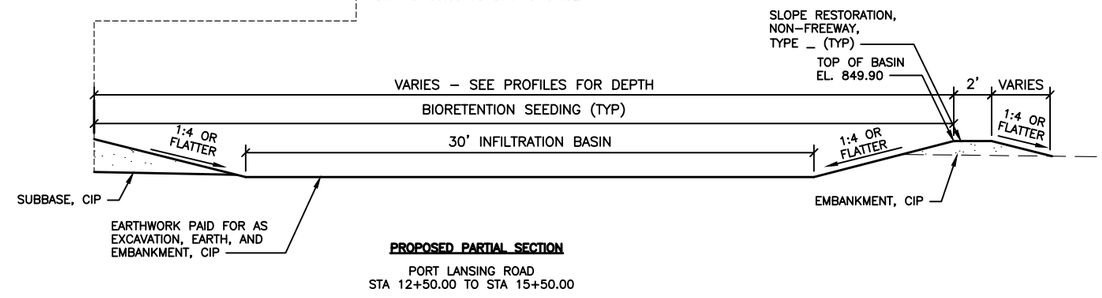
PROPOSED PARTIAL SECTION

PORT LANSING ROAD
STA 3+80.00 TO STA 4+25.00
STA 7+00.00 TO STA 12+50.00
STA 15+50.00 TO STA 15+77.20
STA 29+00.00 TO STA 52+85.00
STA 55+88.50 TO STA 56+65.00
STA 74+00.00 TO STA 75+00.00
STA 75+60.00 TO STA 75+94.02



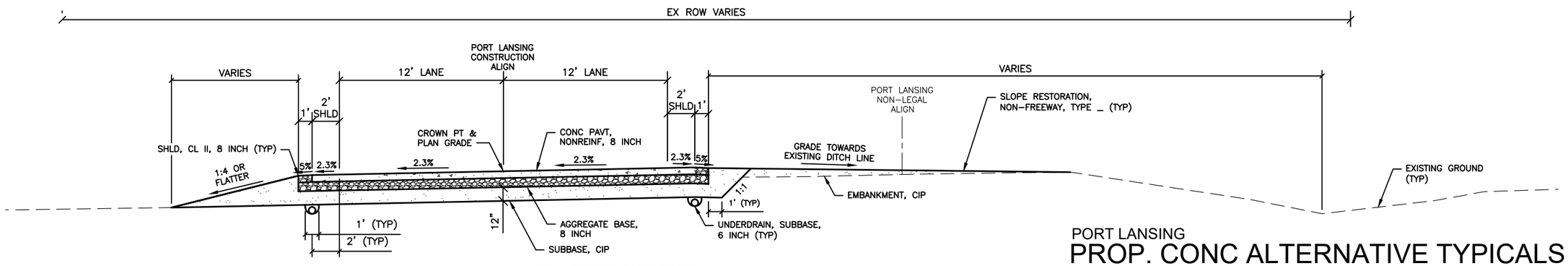
PROPOSED PARTIAL SECTION

PORT LANSING ROAD
STA 29+00.00 TO STA 39+50.00
STA 42+35.80 TO STA 42+80.00
STA 72+75.00 TO STA 74+50.00



PROPOSED PARTIAL SECTION

PORT LANSING ROAD
STA 12+50.00 TO STA 15+50.00



PROPOSED CONC CROSS SECTION

PORT LANSING ROAD

STA 57+14.77 TO STA 62+04.76

PORT LANSING

PROP. CONC ALTERNATIVE TYPICALS

NO SCALE

fishbeck
Engineers | Architects | Scientists | Constructors

Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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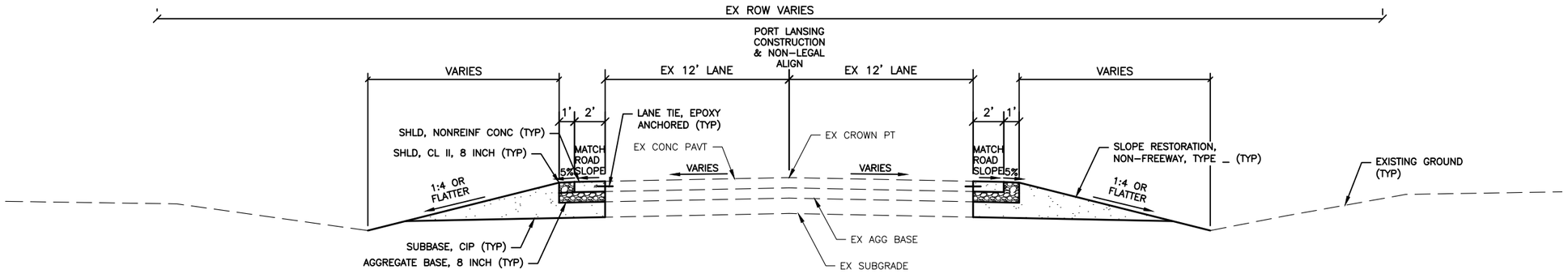

PROPOSED SHOULDER WIDENING CROSS SECTION

PORT LANSING ROAD

STA 90+74.75 TO STA 115+45.07 (POE)

PORT LANSING

SHOULDER WIDENING TYPICAL

NO SCALE

fishbeck
Engineers | Architects | Scientists | Constructors

Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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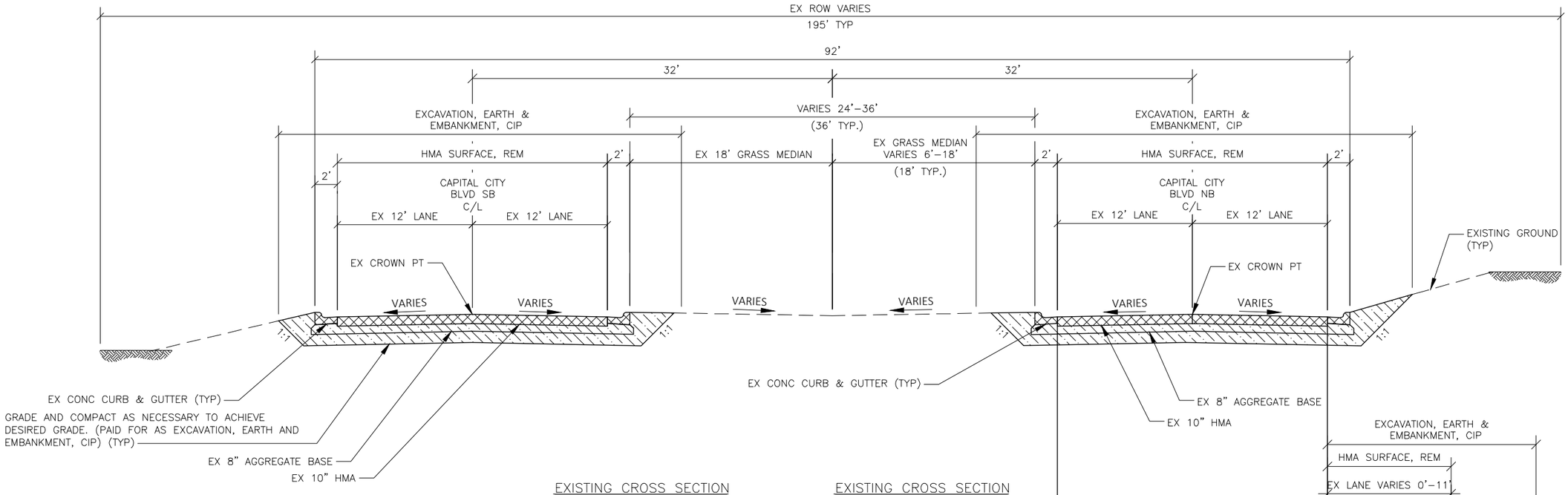
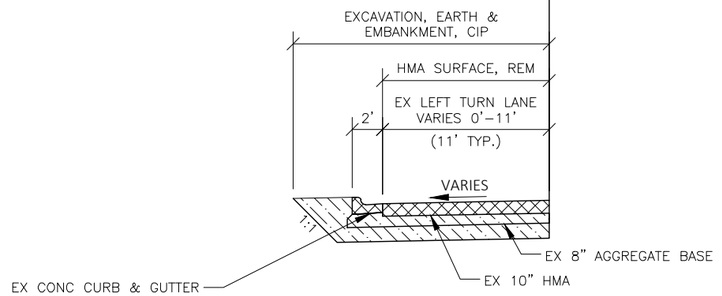
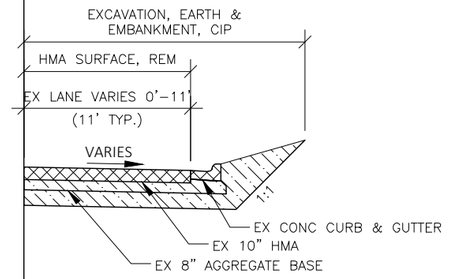


EXISTING CROSS SECTION
CAPITAL CITY BLVD – CATEGORY 007
STA 0+63 TO STA 13+75 NB
STA 0+83 TO STA 13+82 SB

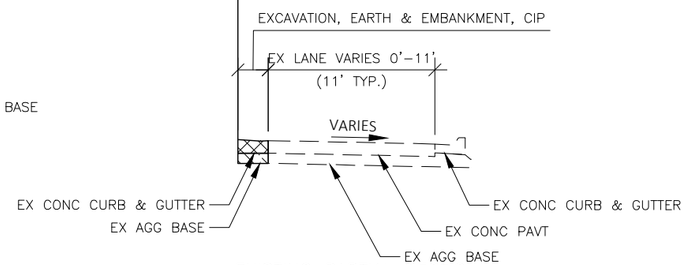
EXISTING CROSS SECTION
CAPITAL CITY BLVD – CATEGORY 009
STA 13+86 TO STA 21+39 NB
STA 13+92 TO STA 21+16 SB



EXISTING PARTIAL SECTION
CATEGORY 007
STA 5+64 TO STA 7+47 NB
STA 10+60 TO STA 12+85 NB



EXISTING PARTIAL SECTION
CATEGORY 007
STA 3+87 TO STA 5+44 NB



EXISTING PARTIAL SECTION
CATEGORY 007
STA 8+09 TO STA 9+77 NB

NOTE: EXISTING CROSS SLOPE VARIES BETWEEN 1% AND 2% IN THE SOUTHBOUND LANES AND VARIES BETWEEN 1.6% AND 3.2% IN THE NORTHBOUND LANES

CAPITAL CITY BOULEVARD
EXISTING TYPICALS

NO SCALE

CATEGORY 007/009

Mead & Hunt
Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.
Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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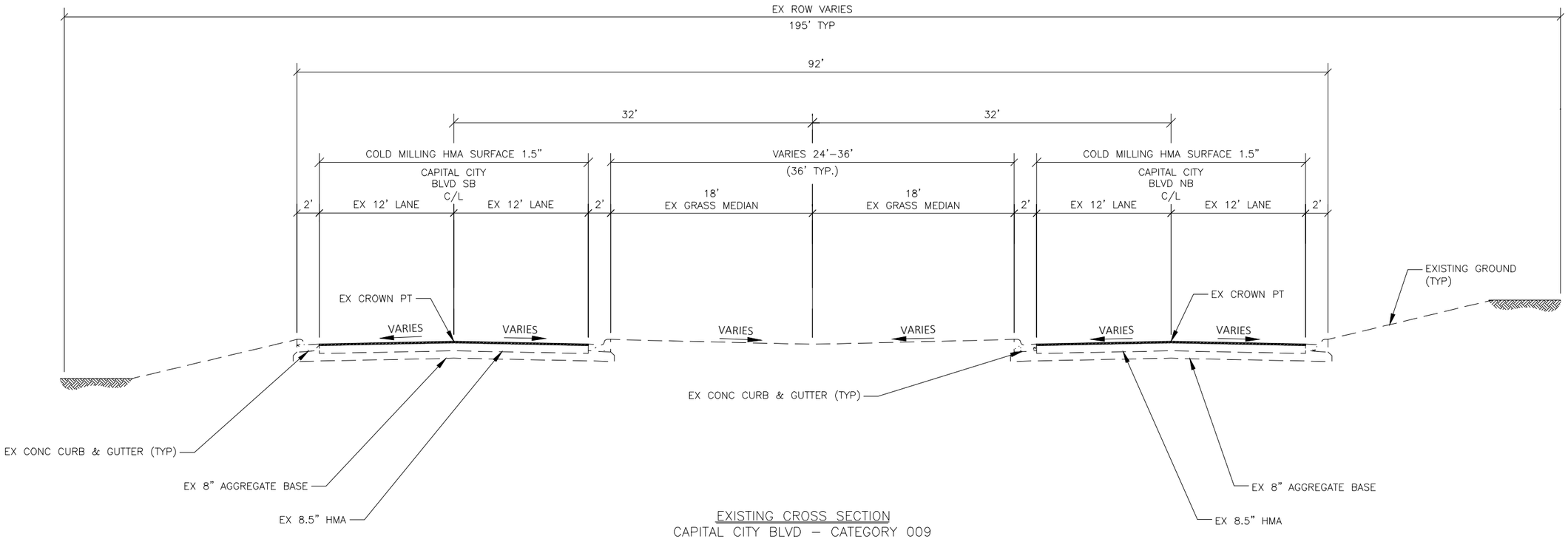

EXISTING CROSS SECTION
CAPITAL CITY BLVD – CATEGORY 009
STA 21+39 TO STA 24+08 NB
STA 21+16 TO STA 22+28 SB

NOTE: EXISTING CROSS SLOPE VARIES BETWEEN 1% AND 2% IN THE SOUTHBOUND LANES AND VARIES BETWEEN 1.6% AND 3.2% IN THE NORTHBOUND LANES

CAPITAL CITY BOULEVARD
EXISTING TYPICALS
NO SCALE
CATEGORY 009

Mead & Hunt
Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.
Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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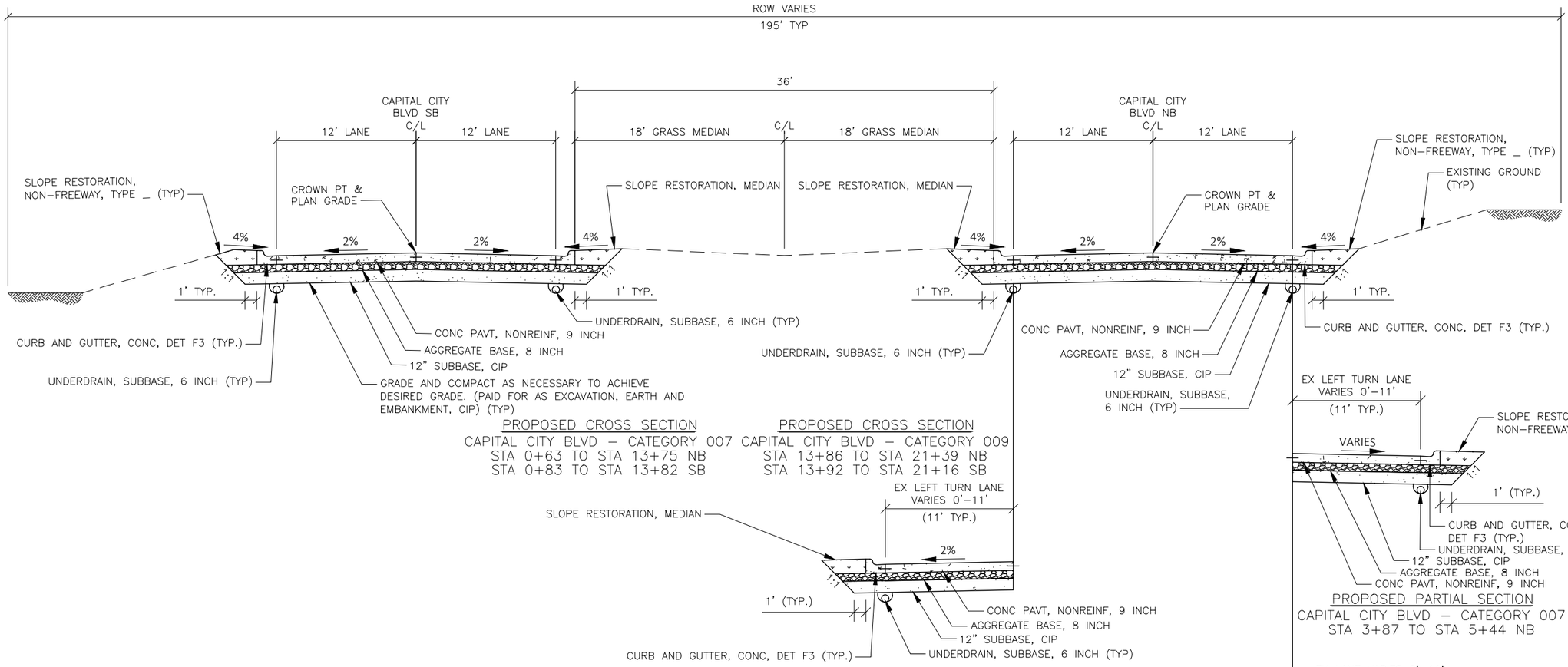
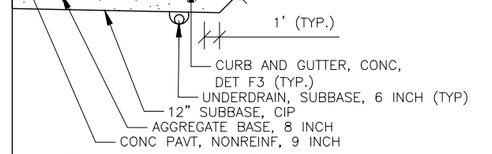


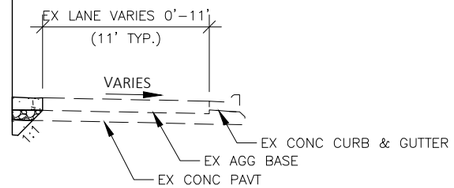
PROPOSED CROSS SECTION
CAPITAL CITY BLVD – CATEGORY 007
STA 0+63 TO STA 13+75 NB
STA 0+83 TO STA 13+82 SB

PROPOSED CROSS SECTION
CAPITAL CITY BLVD – CATEGORY 009
STA 13+86 TO STA 21+39 NB
STA 13+92 TO STA 21+16 SB

PROPOSED PARTIAL SECTION
CAPITAL CITY BLVD – CATEGORY 007
STA 5+70 TO STA 7+47 NB



PROPOSED PARTIAL SECTION
CAPITAL CITY BLVD – CATEGORY 007
STA 3+87 TO STA 5+44 NB



PROPOSED PARTIAL SECTION
CAPITAL CITY BLVD – CATEGORY 007
STA 8+09 TO STA 9+77 NB

NOTES:

1. CRUSHED CONCRETE WILL NOT BE SUBSTITUTED FOR THE RECOMMENDED CRUSHED LIMESTONE
2. PLACE ASPHALT APPROACH AT MATCH LOCATIONS ON CAPITAL CITY BLVD, COMMERCE DR, AND DRIVEWAYS.

CAPITAL CITY BOULEVARD

PROPOSED TYPICALS

NO SCALE

CATEGORY 007/009

Mead & Hunt
Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.
Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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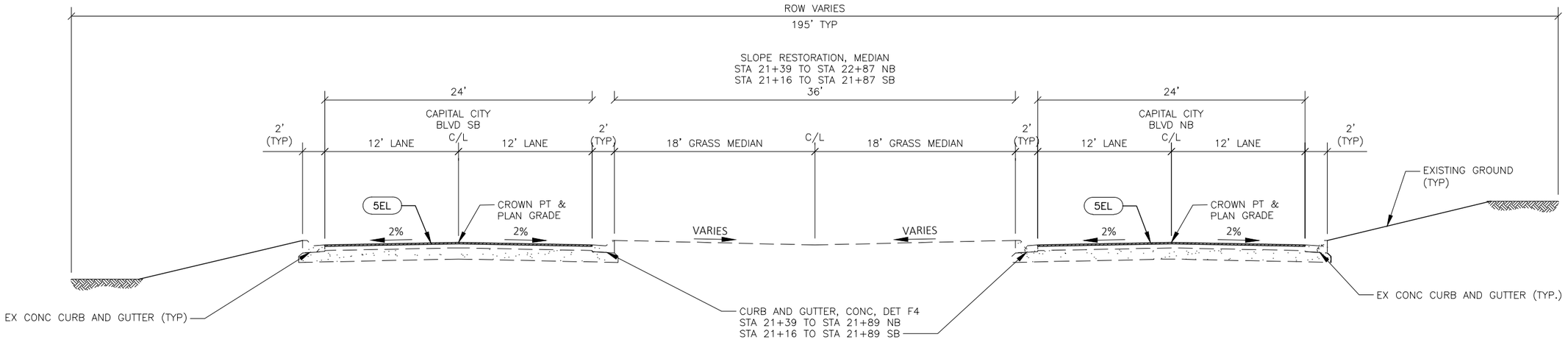

PROPOSED CROSS SECTION
CAPITAL CITY BLVD – CATEGORY 009
STA 21+39 TO STA 24+08 NB
STA 21+16 TO STA 22+48 SB

NOTES:

1. PLACE ASPHALT APPROACH AT MATCH LOCATIONS ON CAPITOL CITY BLVD AND DRIVEWAYS.

CAPITAL CITY BLVD
PROPOSED TYPICALS
NO SCALE
CATEGORY 009

Mead &Hunt
Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

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Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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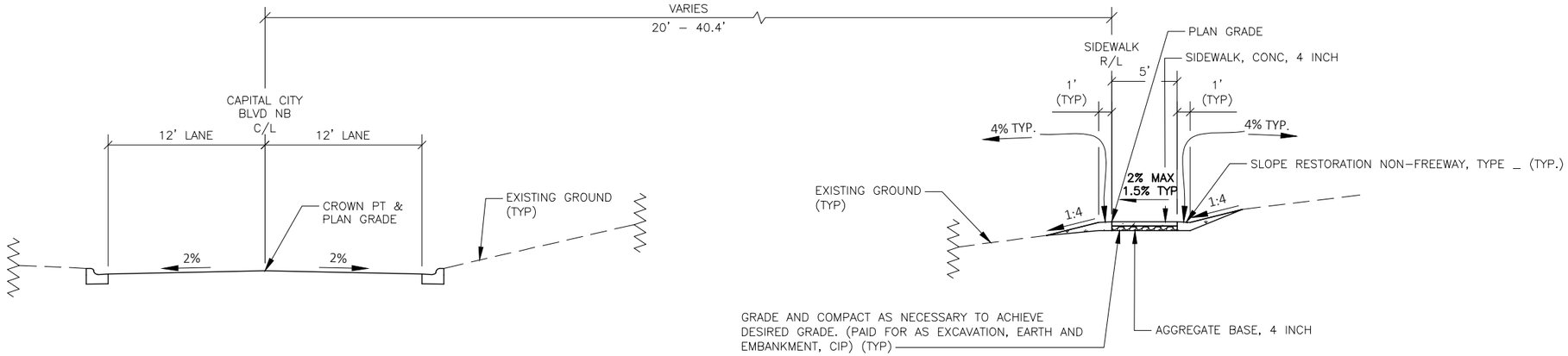

PROPOSED CROSS SECTION
SIDEWALK
STA 0+50 TO STA 8+61
STA 9+85 TO STA 13+96
STA 14+21 TO STA 15+05
STA 15+39 TO STA 24+83

SIDEWALK
PROPOSED TYPICALS

NO SCALE

CATEGORY 001

Mead & Hunt

Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

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Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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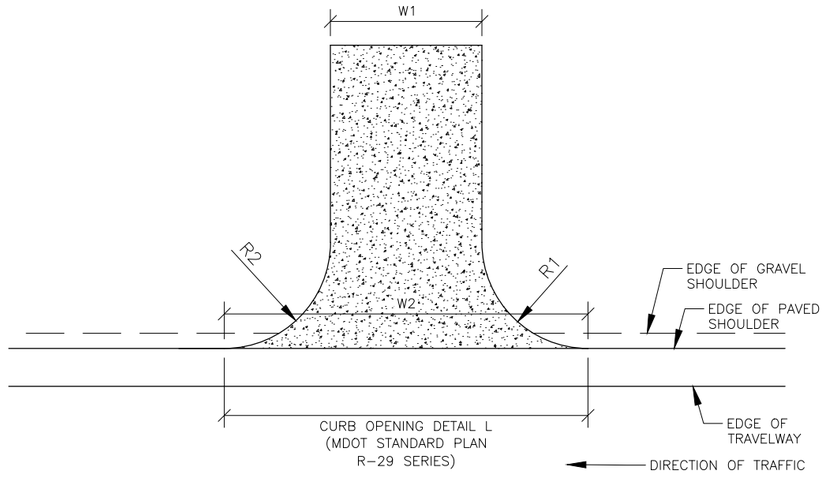
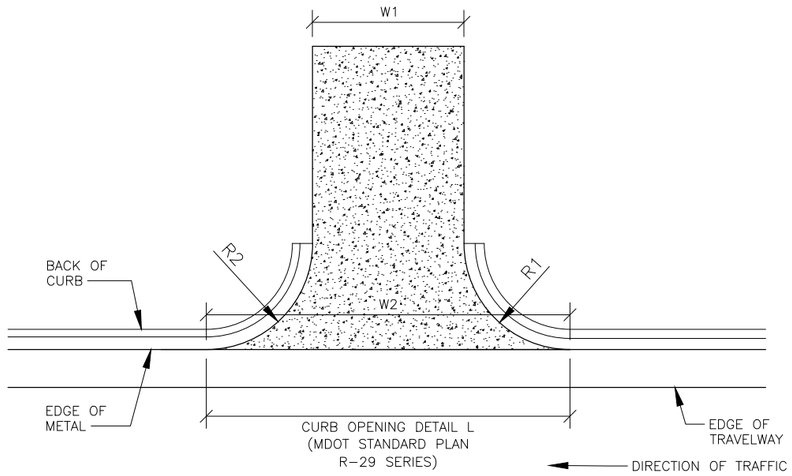


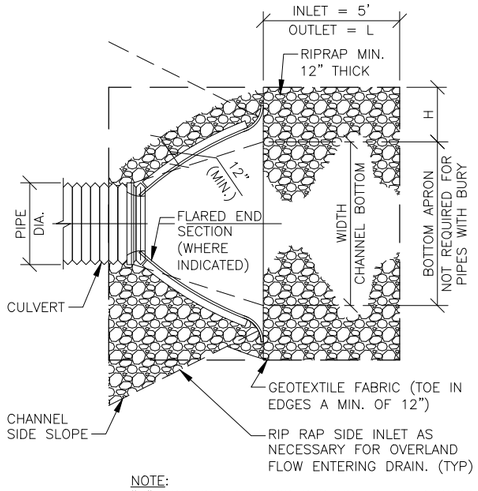
UNCURBED DRIVE APPROACH DETAIL

NOTES:
REFER TO MDOT STANDARD PLAN R-29 SERIES FOR REMAINING DIMENSIONS AND INFORMATION.



CURBED DRIVE APPROACH DETAIL

NOTES:
REFER TO MDOT STANDARD PLAN R-29 SERIES FOR REMAINING DIMENSIONS AND INFORMATION.

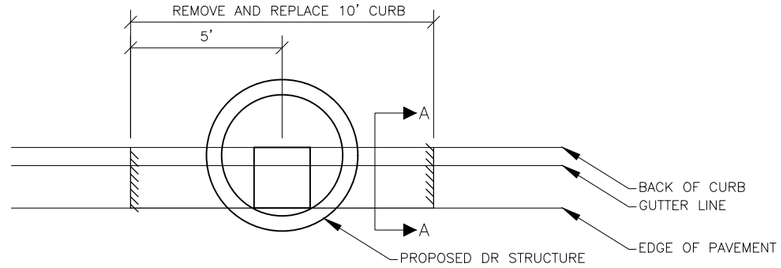


PIPE DIA	L (FEET)	H (FEET)
12	5	2
15		
18		
21	10	4
24		
30		
36		
42	15	6
48		
54		
60		
66	20	8
72		
78		
84		

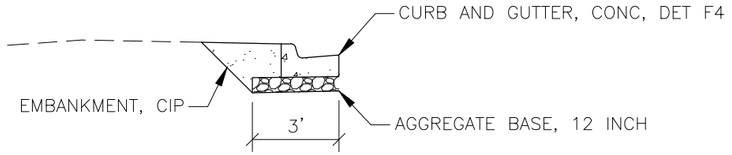
NOTE:
"H" PROVIDES FOR RIP RAP UP TO THE MIDPOINT OF THE AVERAGE PIPE DIAMETER IN THE GROUPING.

"L" FOLLOWS MINIMUM APRON LENGTHS BASED ON EMPIRICAL FORMULA U.S.E.P.A. 1976 L=3Q/D3/2 FOR TAILWATERS GREATER THAN 0.5D (D=DIAMETER).

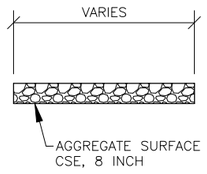
RIPRAP END TREATMENT DETAIL
NO SCALE RR-001



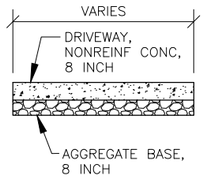
CURB REPLACEMENT
DETAIL (CAT 009 ONLY)



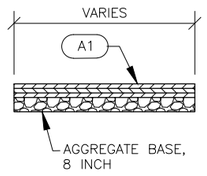
SECTION A-A



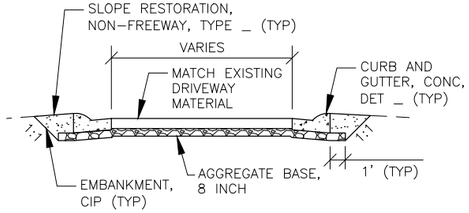
TYPICAL GRAVEL DRIVEWAY DETAIL



TYPICAL CONCRETE DRIVEWAY DETAIL



TYPICAL HMA DRIVEWAY DETAIL



TYPICAL CURBED DRIVEWAY DETAIL

MISCELLANEOUS DETAILS
NO SCALE

Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

fishbeck
Engineers | Architects | Scientists | Constructors

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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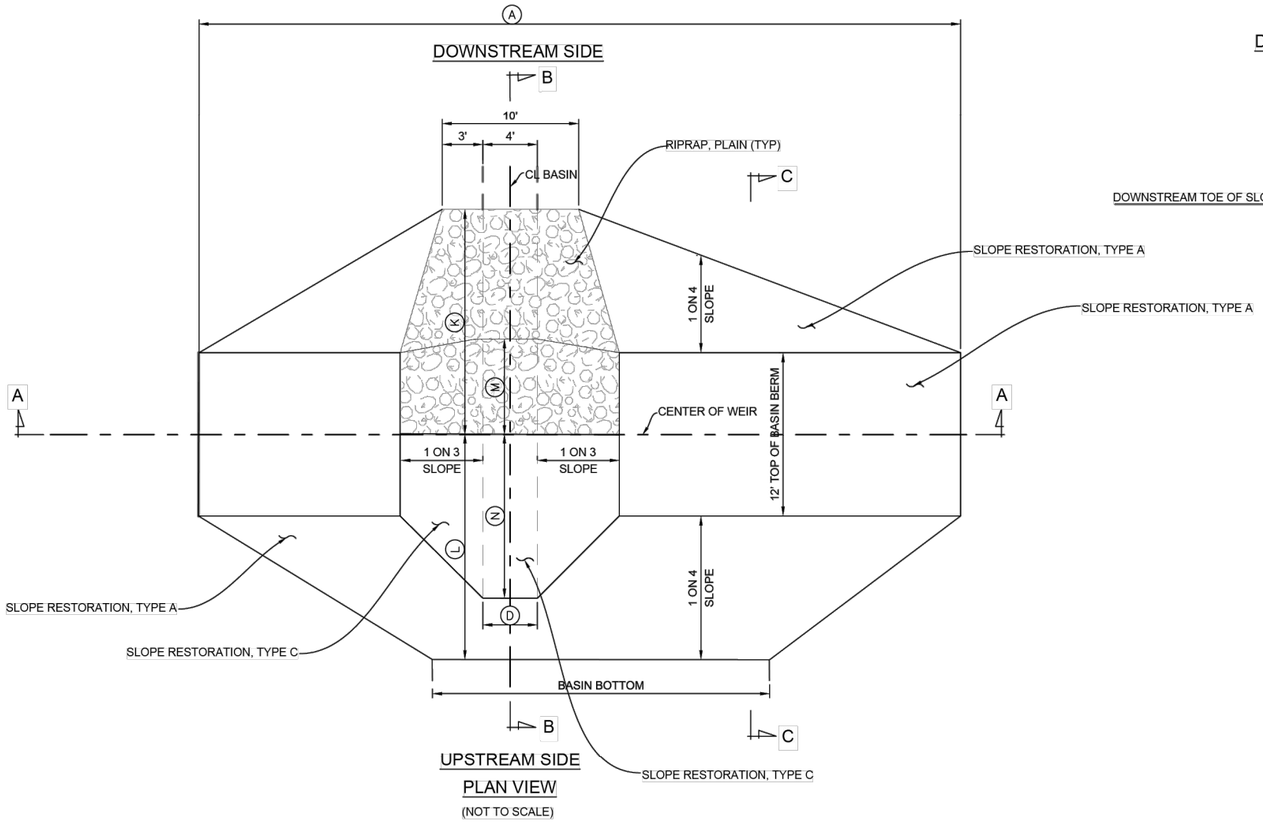
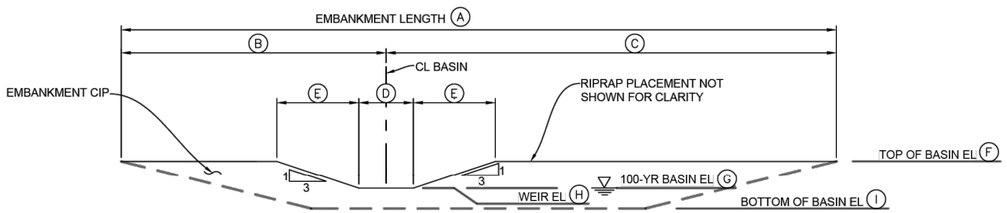


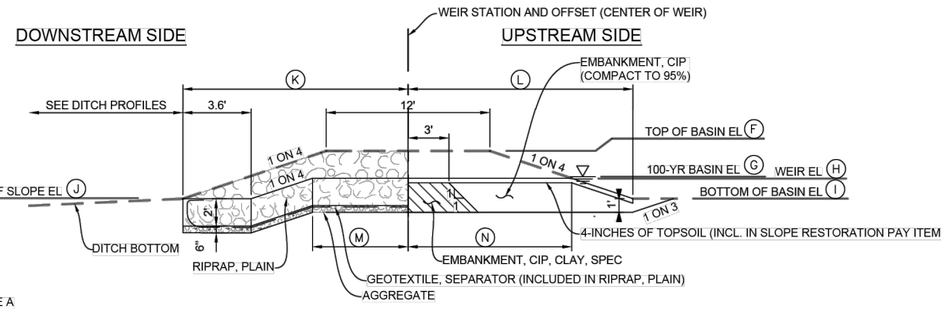
PLAN VIEW

(NOT TO SCALE)

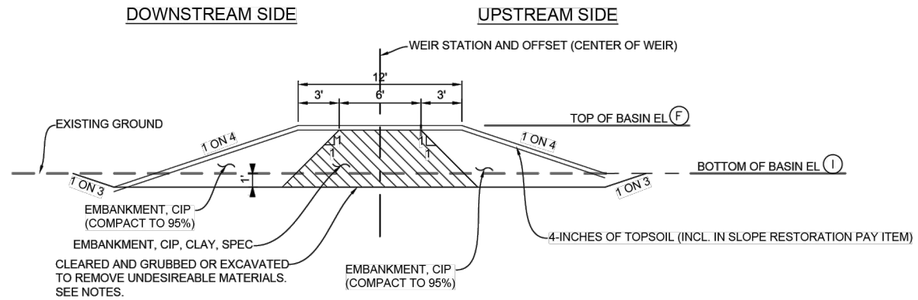


SECTION A-A

LOOKING DOWNSTREAM



SECTION B-B



SECTION C-C

	INFILTRATION BASIN PORT LANSING ROAD STA 15+62.84, 30.3' RT	
SYMBOL	DIMENSION [FT]	ELEVATION
A	46.0	--
B	10.0	--
C	36.0	--
D	4.0	--
E	2.7	--
F	--	849.90
G	--	848.99
H	--	849.00
I	--	848.00
J	--	848.10
K	13.3	--
L	13.6	--
M	6.1	--
N	9.6	--

NOTES:

THE AREA WHICH WILL BE COVERED BY FILL FOR THE EMBANKMENT MUST BE EITHER CLEARED AND GRUBBED OR EXCAVATED AS REQUIRED FOR PLACEMENT OF REQUIRED MATERIALS OR REMOVAL OF UNSUITABLE MATERIALS AS DEFINED IN THE SPECIFICATIONS.

BIORETENTION SEEDING IS TO BE PLACED ON BASIN BOTTOM AND SIDE SLOPES (EXCLUDING WEIR)

CONTRACTOR SHALL AVOID DRIVING HEAVY MACHINERY ON BASIN BOTTOM AS MUCH AS POSSIBLE TO AVOID COMPACTION OF NATIVE SOIL.

SPILLWAY DETAILS

NO SCALE

fishbeck
Engineers | Architects | Scientists | Constructors

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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SHEET NO.

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NOTES

COORDINATE SYSTEM:	STATE PLANE GRID
ZONE:	MICHIGAN SOUTH 2113
ELLIPSOID:	GRS 80
HORIZONTAL DATUM:	NAD 83 (2011)
VERTICAL DATUM:	NAVD 88
GEOID:	GEOID 12B
UNITS:	INTERNATIONAL FEET
SURVEY FIRM:	FISHBECK

INTERMEDIATE CONTROL

CONTROL POINT NO.: 100
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE WEST SIDE OF AIRPORT ROAD, 80 FEET SOUTH OF PORT LANSING ROAD
STATION: 0+45.51 PORT LANSING CONSTRUCTION 81.88' RIGHT
COORDINATES:
N: 464505.26 E: 13058703.64 ELEVATION: 853.73

CONTROL POINT NO.: 50003
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE EAST SIDE OF AIRPORT ROAD, 80 FEET NORTH OF PORT LANSING ROAD
STATION: 1+01.71 PORT LANSING CONSTRUCTION 77.88' LEFT
COORDINATES:
N: 464659.43 E: 13058773.75 ELEVATION: 853.18

CONTROL POINT NO.: 101
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE NORTH SIDE OF PORT LANSING ROAD, 510 FEET EAST OF AIRPORT ROAD
STATION: 5+64.70 PORT LANSING CONSTRUCTION 46.80' LEFT
COORDINATES:
N: 464503.27 E: 13059234.00 ELEVATION: 850.94

CONTROL POINT NO.: 102
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE SOUTH SIDE OF PORT LANSING ROAD, 925 FEET EAST OF AIRPORT ROAD
STATION: 13+07.51 PORT LANSING CONSTRUCTION 38.30' RIGHT
COORDINATES:
N: 463869.81 E: 13059645.71 ELEVATION: 849.80

CONTROL POINT NO.: 103
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE SOUTH SIDE OF PORT LANSING ROAD, 670 FEET WEST OF HANGER DRIVE
STATION: 21+17.18 PORT LANSING CONSTRUCTION 61.54' RIGHT
COORDINATES:
N: 463387.25 E: 13060306.52 ELEVATION: 850.26

CONTROL POINT NO.: 104
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE SOUTH SIDE OF PORT LANSING ROAD, 135 FEET EAST OF HANGER DRIVE
STATION: 29+22.62 PORT LANSING CONSTRUCTION 44.45' RIGHT
COORDINATES:
N: 463285.20 E: 13061120.36 ELEVATION: 848.63

CONTROL POINT NO.: 105
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE SOUTH SIDE OF PORT LANSING ROAD, 850 FEET EAST OF HANGER DRIVE
STATION: 36+33.75 PORT LANSING CONSTRUCTION 42.36' RIGHT
COORDINATES:
N: 463208.03 E: 13061827.30 ELEVATION: 850.62

CONTROL POINT NO.: 106
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE SOUTH SIDE OF PORT LANSING ROAD, 230 FEET EAST OF AVIATION TECH DRIVE
STATION: 44+24.07 PORT LANSING CONSTRUCTION 37.59' RIGHT
COORDINATES:
N: 463124.71 E: 13062613.23 ELEVATION: 852.38

CONTROL POINT NO.: 107
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE SOUTH SIDE OF PORT LANSING ROAD, 210 FEET WEST OF SB CAPITAL CITY BLVD
STATION: 52+58.12 PORT LANSING CONSTRUCTION 39.95' RIGHT
COORDINATES:
N: 463029.41 E: 13063441.82 ELEVATION: 851.71

CONTROL POINT NO.: 108
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE SOUTH SIDE OF PORT LANSING ROAD, 410 FEET EAST OF NB CAPITAL CITY BLVD
STATION: 59+39.41 PORT LANSING CONSTRUCTION 7.90' RIGHT
COORDINATES:
N: 463035.69 E: 13064124.39 ELEVATION: 850.69

CONTROL POINT NO.: 109
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE EAST SIDE OF PORT LANSING ROAD, 610 FEET NORTH OF E GLOBAL LOGISTICS DRIVE
STATION: 66+72.72 PORT LANSING CONSTRUCTION 48.60' RIGHT
COORDINATES:
N: 463466.29 E: 1306479.15 ELEVATION: 848.32

CONTROL POINT NO.: 110
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE NORTH SIDE OF PORT LANSING ROAD, 1660 FEET WEST OF N GLOBAL LOGISTICS DRIVE
STATION: 75+06.69 PORT LANSING CONSTRUCTION 46.15' LEFT
COORDINATES:
N: 463969.07 E: 13065367.18 ELEVATION: 845.11

CONTROL POINT NO.: 111
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE NORTH SIDE OF PORT LANSING ROAD, 930 FEET WEST OF N GLOBAL LOGISTICS DRIVE
STATION: 82+38.34 PORT LANSING CONSTRUCTION 51.84' LEFT
COORDINATES:
N: 463966.75 E: 13066098.85 ELEVATION: 843.84

CONTROL POINT NO.: 112
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE SOUTH SIDE OF PORT LANSING ROAD, 280 FEET WEST OF N GLOBAL LOGISTICS DRIVE
STATION: 88+92.43 PORT LANSING CONSTRUCTION 51.04' RIGHT
COORDINATES:
N: 463856.74 E: 13066751.78 ELEVATION: 838.77

CONTROL POINT NO.: 113
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE NORTH SIDE OF PORT LANSING ROAD, 155 FEET EAST OF CARAVAN DRIVE
STATION: 96+11.94 PORT LANSING CONSTRUCTION 43.24' LEFT
COORDINATES:
N: 463945.47 E: 13067472.26 ELEVATION: 835.88

CONTROL POINT NO.: 114
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE NORTH SIDE OF PORT LANSING ROAD, 995 FEET EAST OF CARAVAN DRIVE
STATION: 104+81.19 PORT LANSING CONSTRUCTION 42.83' LEFT
COORDINATES:
N: 464050.66 E: 13068312.88 ELEVATION: 830.66

CONTROL POINT NO.: 115
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE NORTH SIDE OF PORT LANSING ROAD, 1250 FEET WEST OF DEWITT ROAD
STATION: 111+44.23 PORT LANSING CONSTRUCTION 30.61' LEFT
COORDINATES:
N: 464100.57 E: 13068981.76 ELEVATION: 834.67

CONTROL POINT NO.: 116
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE NORTH SIDE OF PORT LANSING ROAD, 410 FEET NORTHWEST OF DEWITT ROAD
STATION: 117+51.11 PORT LANSING CONSTRUCTION 45.13' LEFT
COORDINATES:
N: 464075.29 E: 13069591.24 ELEVATION: 834.01

CONTROL POINT NO.: 117
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE EAST SIDE OF DEWITT ROAD, 25 FEET NORTH OF PORT LANSING ROAD
STATION: 122+09.39 PORT LANSING CONSTRUCTION 23.49' LEFT
COORDINATES:
N: 463847.19 E: 13063606.06 ELEVATION: 847.33

CONTROL POINT NO.: 118
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE WEST SIDE OF SB CAPITAL CITY BLVD, 415 FEET NORTH OF PORT LANSING ROAD
STATION: 19+48.72 SB CAPITAL CITY CONSTRUCTION 49.10' LEFT
COORDINATES:
N: 463469.71 E: 13063606.06 ELEVATION: 849.78

CONTROL POINT NO.: 119
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE WEST SIDE OF NB CAPITAL CITY BLVD, 1000 FEET NORTH OF PORT LANSING ROAD
STATION: 24+91.14 NB CAPITAL CITY CONSTRUCTION 34.27' LEFT
COORDINATES:
N: 464041.31 E: 13063692.27 ELEVATION: 852.15

CONTROL POINT NO.: 120
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE SOUTH SIDE OF NB CAPITAL CITY BLVD, 1010 FEET NORTH OF PORT LANSING ROAD
STATION: 24+80.97 NB CAPITAL CITY CONSTRUCTION 300.57' RIGHT
COORDINATES:
N: 464026.77 E: 13064026.95 ELEVATION: 851.52

CONTROL POINT NO.: 121
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE EAST SIDE OF NB CAPITAL CITY BLVD, 785 FEET SOUTH OF PORT LANSING ROAD
STATION: 7+01.86 NB CAPITAL CITY CONSTRUCTION 36.34' RIGHT
COORDINATES:
N: 462251.32 E: 13063742.60 ELEVATION: 843.77

CONTROL POINT NO.: 122
DESCRIPTION: 1/2 BY 18" CAPPED IRON REBAR AT THE SOUTH SIDE OF GRAND RIVER BLVD, 40 FEET WEST OF NB CAPITAL CITY BLVD
STATION: −0+46.76 NB CAPITAL CITY CONSTRUCTION 39.94' LEFT
COORDINATES:
N: 461503.56 E: 13063658.27 ELEVATION: 843.32

BENCHMARKS

BENCHMARK 200 ELEV. 853.43
CHISELED SQUARE ON SOUTHWEST CORNER OF ELECTRIC CONCRETE PAD, NORTHEAST CORNER OF AIRPORT AND PORT LANSING ROAD

BENCHMARK 201 ELEV. 851.86
COTTON SPINDLE IN NORTH SIDE OF LIGHT POLE (2ND/ POLE FROM AIRPORT ROAD), 200 FEET FROM AIRPORT ROAD, SOUTH SIDE OF PORT LANSING ROAD

BENCHMARK 202 ELEV. 850.54
CHISELED SQUARE ON SOUTH−SOUTHEAST CORNER OF SOUTH ELECTRIC CONCRETE PAD, 75 FEET NORTHEAST OF WESTERNMOST DRIVEWAY OFF OF PORT LANSING ROAD, NORTH SIDE OF PORT LANSING ROAD

BENCHMARK 203 ELEV. 846.74
COTTON SPINDLE IN NORTH SIDE OF 18" TREE, 30 FEET SOUTH OF RAILROAD TRACKS, 150 FEET WEST OF RAILROAD SIGNAL # 918

BENCHMARK 204 ELEV. 848.86
COTTON SPINDLE IN NORTH SIDE OF UTILITY POLE, 500 FEET EAST OF DRIVE FOR GATE #4, SOUTH SIDE OF PORT LANSING ROAD

BENCHMARK 205 ELEV. 851.73
COTTON SPINDLE IN NORTH SIDE OF UTILITY POLE, 200 FEET WEST OF AVIATION TECH CENTERLINE, SOUTH SIDE OF PORT LANSING ROADS

BENCHMARK 206 ELEV. 849.04
CHISELED SQUARE ON TOP OF 48" CULVERT ON NORTH SIDE OF PORT LANSING ROAD, 600 FEET WEST OF CAPITAL CITY BOULEVARD

BENCHMARK 207 ELEV. 852.33
TOP OF SE BOLT OF CANTILEVER SIGN AT NORTHEAST CORNER OF PORT LANSING ROAD AND CAPITAL CITY BOULEVARD

BENCHMARK 208 ELEV. 852.31
MAG NAIL IN TOP OF NORTHWEST EDGE OF CONCRETE LIGHT POLE BASE, 200 FEET SOUTHWEST OF MDOT CONFERENCE PARKING LOT DRIVEWAY

BENCHMARK 209 ELEV. 851.65
MAG NAIL IN SOUTHEAST EDGE OF CONCRETE BASE OF LIGHT POLE, 100 FEET SOUTH−SOUTHWEST OF GATE #13A

BENCHMARK 210 ELEV. 847.72
CHISELED X ON SOUTH−SOUTHWEST BOLT OF HYDRANT, 100 FEET EAST OF DRIVEWAY TO GATE #11

BENCHMARK 211 ELEV. 845.15
CHISELED X ON NORTHEAST BOLT OF HYDRANT, EAST OF EAST DRIVE FOR PORT LANSING LOGISTICS CENTER

BENCHMARK 212 ELEV. 837.02
CHISELED X ON NORTHEAST BOLT OF HYDRANT, NORTH OF INTERSECTION OF PORT LANSING AND GLOBAL LOGISTICS (EAST END)

BENCHMARK 213 ELEV. 830.78
CHISELED SQUARE ON TOP OF 12 INCH CULVERT, NORTH SIDE OF PORT LANSING ROAD,
600 FEET EAST OF DRIVE FOR AIRPORT VIEWING AREA

BENCHMARK 214 ELEV. 829.35
CHISELED SQUARE ON SOUTHWEST CORNER OF TOP OF LARGE CULVERT, 20 FEET BEHIND GUARDRAIL ON NORTH SIDE OF PORT LANSING ROAD, 1100 FEET EAST OF DRIVE FOR AIRPORT VIEWING AREA

BENCHMARK 215 ELEV. 840.83
COTTON SPINDLE IN SOUTH SIDE OF 36 IN OAK, 30 FEET NORTH OF EDGE OF CONCRETE OF PORT LANSING ROAD,
20 FEET WEST OF GRAVEL PERIMETER ROAD, 750 FEET WEST OF DEWITT ROAD

BENCHMARK 216 ELEV. 845.77
MAG NAIL IN SOUTHWEST CORNER OF CONCRETE BASE OF CRIA SIGN AT NORTHWEST CORNER OF DEWITT ROAD AND PORT LANSING ROAD

BENCHMARK 217 ELEV. 853.17
CHISELED X ON SOUTH BOLT OF HYDRANT ON WEST SIDE OF CAPITAL CITY BOULEVARD, 350 FEET NORTH OF PORT LANSING ROAD

BENCHMARK 218 ELEV. 851.38
CHISELED SQUARE ON SOUTHWEST CORNER OF CONCRETE PAD FOR ELECTRIC UTILITY, 200 FEET NORTH OF PARKING PAY BOOTH

BENCHMARK 219 ELEV. 852.82
CHISELED X ON WEST−SOUTHWEST BOLT OF HYDRANT, WEST SIDE OF CAPITAL CITY BOULEVARD, 200 FEET SOUTH OF PORT LANSING ROAD

BENCHMARK 220 ELEV. 844.33
CHISELED SQUARE ON SOUTHEAST CORNER OF CONCRETE PAD WITH FEDEX/UPS DROP BOXES, EAST SIDE OF CAPITAL CITY BOULEVARD, 450 FEET NORTH OF GRAND RIVER AVENUE

SURVEY INFORMATION

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Capital Region Airport Auth.
Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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PROJECT NO.
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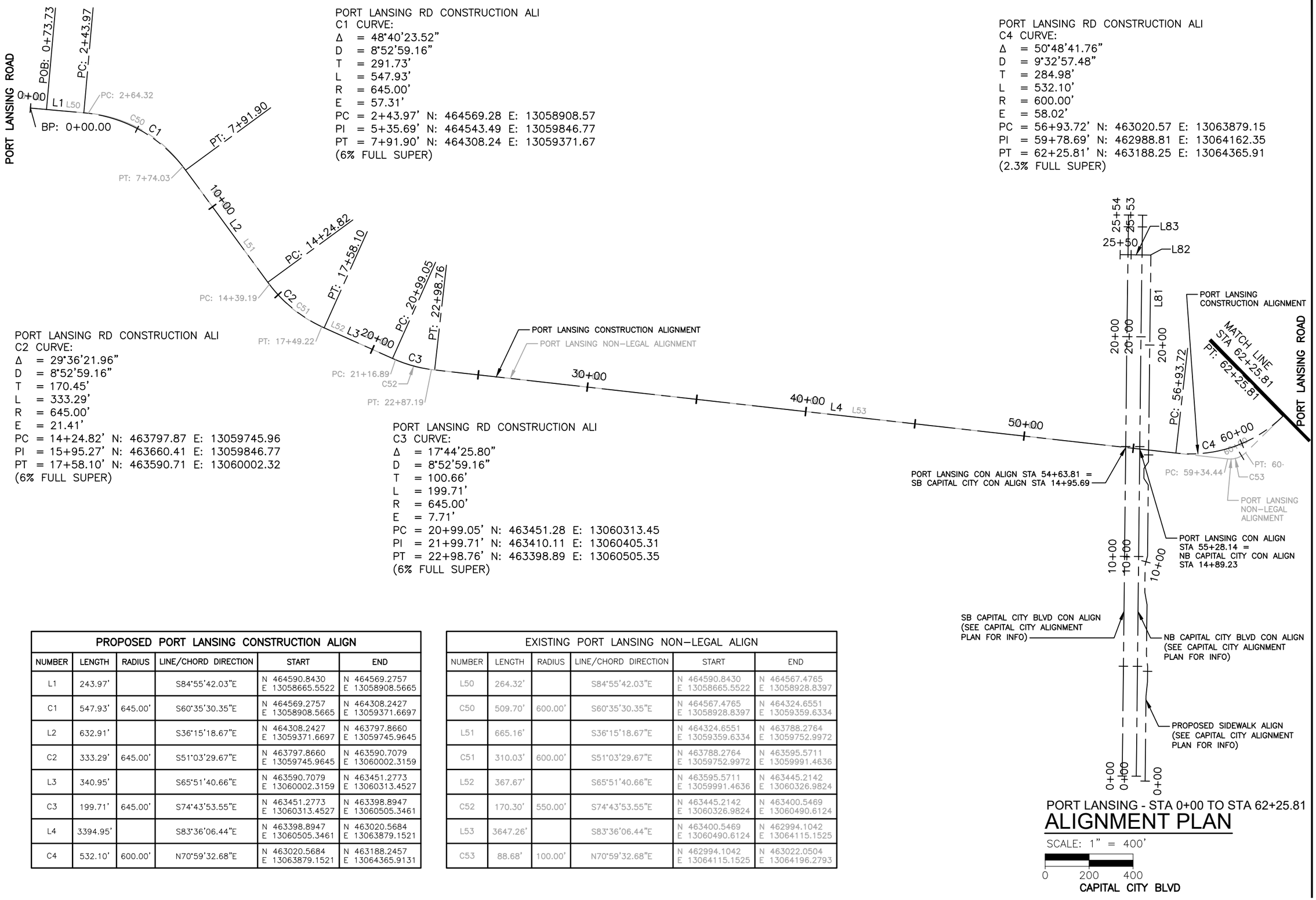

PORT LANSING RD CONSTRUCTION ALI
C1 CURVE:
Δ = 48°40'23.52"
D = 8°52'59.16"
T = 291.73'
L = 547.93'
R = 645.00'
E = 57.31'
PC = 2+43.97' N: 464569.28 E: 13058908.57
PI = 5+35.69' N: 464543.49 E: 13059846.77
PT = 7+91.90' N: 464308.24 E: 13059371.67
(6% FULL SUPER)

PORT LANSING RD CONSTRUCTION ALI
C4 CURVE:
Δ = 50°48'41.76"
D = 9°32'57.48"
T = 284.98'
L = 532.10'
R = 600.00'
E = 58.02'
PC = 56+93.72' N: 463020.57 E: 13063879.15
PI = 59+78.69' N: 462988.81 E: 13064162.35
PT = 62+25.81' N: 463188.25 E: 13064365.91
(2.3% FULL SUPER)

PORT LANSING RD CONSTRUCTION ALI
C2 CURVE:
Δ = 29°36'21.96"
D = 8°52'59.16"
T = 170.45'
L = 333.29'
R = 645.00'
E = 21.41'
PC = 14+24.82' N: 463797.87 E: 13059745.96
PI = 15+95.27' N: 463660.41 E: 13059846.77
PT = 17+58.10' N: 463590.71 E: 13060002.32
(6% FULL SUPER)

PORT LANSING RD CONSTRUCTION ALI
C3 CURVE:
Δ = 17°44'25.80"
D = 8°52'59.16"
T = 100.66'
L = 199.71'
R = 645.00'
E = 7.71'
PC = 20+99.05' N: 463451.28 E: 13060313.45
PI = 21+99.71' N: 463410.11 E: 13060405.31
PT = 22+98.76' N: 463398.89 E: 13060505.35
(6% FULL SUPER)

PROPOSED PORT LANSING CONSTRUCTION ALIGN

NUMBER	LENGTH	RADIUS	LINE/CHORD DIRECTION	START	END
L1	243.97'		S84°55'42.03"E	N 464590.8430 E 13058665.5522	N 464569.2757 E 13058908.5665
C1	547.93'	645.00'	S60°35'30.35"E	N 464569.2757 E 13058908.5665	N 464308.2427 E 13059371.6697
L2	632.91'		S36°15'18.67"E	N 464308.2427 E 13059371.6697	N 463797.8660 E 13059745.9645
C2	333.29'	645.00'	S51°03'29.67"E	N 463797.8660 E 13059745.9645	N 463590.7079 E 13060002.3159
L3	340.95'		S65°51'40.66"E	N 463590.7079 E 13060002.3159	N 463451.2773 E 13060313.4527
C3	199.71'	645.00'	S74°43'53.55"E	N 463451.2773 E 13060313.4527	N 463398.8947 E 13060505.3461
L4	3394.95'		S83°36'06.44"E	N 463398.8947 E 13060505.3461	N 463020.5684 E 13063879.1521
C4	532.10'	600.00'	N70°59'32.68"E	N 463020.5684 E 13063879.1521	N 463188.2457 E 13064365.9131

EXISTING PORT LANSING NON-LEGAL ALIGN

NUMBER	LENGTH	RADIUS	LINE/CHORD DIRECTION	START	END
L50	264.32'		S84°55'42.03"E	N 464590.8430 E 13058665.5522	N 464567.4765 E 13058928.8397
C50	509.70'	600.00'	S60°35'30.35"E	N 464567.4765 E 13058928.8397	N 464324.6551 E 13059359.6334
L51	665.16'		S36°15'18.67"E	N 464324.6551 E 13059359.6334	N 463788.2764 E 13059752.9972
C51	310.03'	600.00'	S51°03'29.67"E	N 463788.2764 E 13059752.9972	N 463595.5711 E 13059991.4636
L52	367.67'		S65°51'40.66"E	N 463595.5711 E 13059991.4636	N 463445.2142 E 13060326.9824
C52	170.30'	550.00'	S74°43'53.55"E	N 463445.2142 E 13060326.9824	N 463400.5469 E 13060490.6124
L53	3647.26'		S83°36'06.44"E	N 463400.5469 E 13060490.6124	N 462994.1042 E 13064115.1525
C53	88.68'	100.00'	N70°59'32.68"E	N 462994.1042 E 13064115.1525	N 463022.0504 E 13064196.2793

PORT LANSING - STA 0+00 TO STA 62+25.81

ALIGNMENT PLAN

SCALE: 1" = 400'

0 200 400

CAPITAL CITY BLVD

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Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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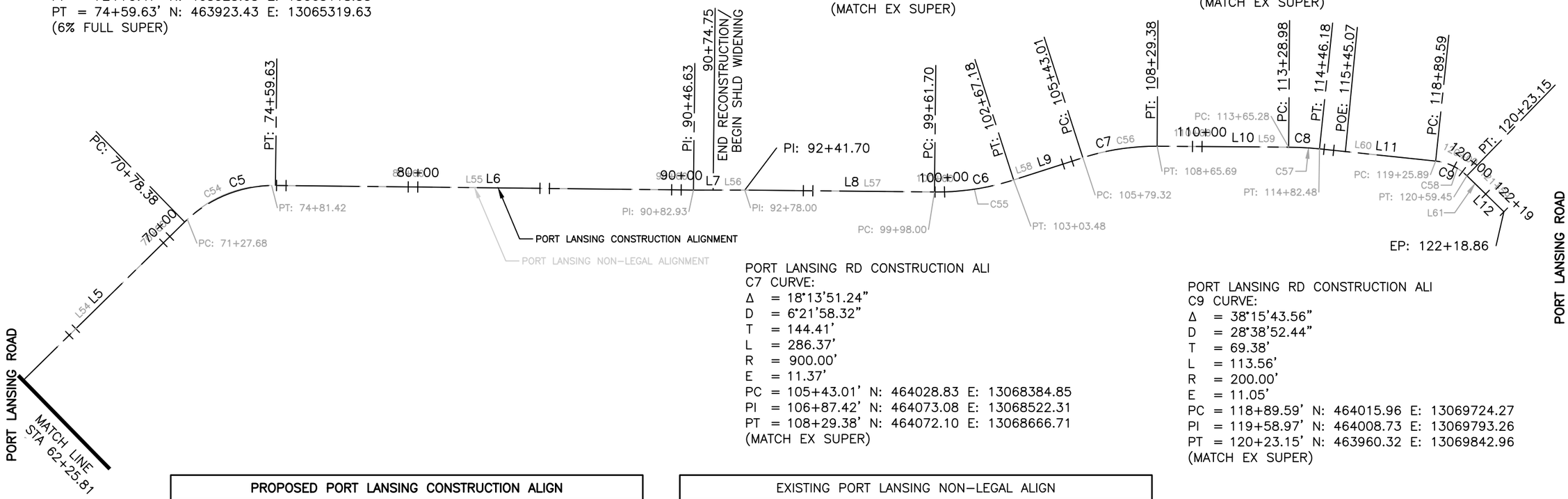
PORT LANSING RD CONSTRUCTION ALI
C5 CURVE:
Δ = 45°02'21.84"
D = 11°48'48.96"
T = 201.09'
L = 381.25'
R = 485.00'
E = 36.98'
PC = 70+78.38' N: 463784.90 E: 13064974.91
PI = 72+79.47' N: 463925.63 E: 13065118.55
PT = 74+59.63' N: 463923.43 E: 13065319.63
(6% FULL SUPER)

PORT LANSING RD CONSTRUCTION ALI
C6 CURVE:
Δ = 18°25'26.76"
D = 6°01'51.96"
T = 154.07'
L = 305.48'
R = 950.00'
E = 12.25'
PC = 99+61.70' N: 463898.68 E: 13067821.56
PI = 101+15.77' N: 463897.11 E: 13067975.62
PT = 102+67.18' N: 463944.32 E: 13068122.28
(MATCH EX SUPER)

PORT LANSING RD CONSTRUCTION ALI
C8 CURVE:
Δ = 5°35'46.32"
D = 4°46'28.56"
T = 58.65'
L = 117.21'
R = 1200.00'
E = 1.43'
PC = 113+28.98' N: 464068.71 E: 13069166.30
PI = 113+87.63' N: 464068.31 E: 13069224.94
PT = 114+46.18' N: 464062.19 E: 13069283.27
(MATCH EX SUPER)



PORT LANSING RD CONSTRUCTION ALI
C7 CURVE:
Δ = 18°13'51.24"
D = 6°21'58.32"
T = 144.41'
L = 286.37'
R = 900.00'
E = 11.37'
PC = 105+43.01' N: 464028.83 E: 13068384.85
PI = 106+87.42' N: 464073.08 E: 13068522.31
PT = 108+29.38' N: 464072.10 E: 13068666.71
(MATCH EX SUPER)

PORT LANSING RD CONSTRUCTION ALI
C9 CURVE:
Δ = 38°15'43.56"
D = 28°38'52.44"
T = 69.38'
L = 113.56'
R = 200.00'
E = 11.05'
PC = 118+89.59' N: 464015.96 E: 13069724.27
PI = 119+58.97' N: 464008.73 E: 13069793.26
PT = 120+23.15' N: 463960.32 E: 13069842.96
(MATCH EX SUPER)

PROPOSED PORT LANSING CONSTRUCTION ALIGN

NUMBER	LENGTH	RADIUS	LINE/CHORD DIRECTION	START	END
L5	852.57'		N45°35'11.79"E	N 463188.2457 E 13064365.9131	N 463784.8971 E 13064974.9086
C5	381.25'	485.00'	N68°06'22.68"E	N 463784.8971 E 13064974.9086	N 463923.4283 E 13065319.6251
L6	1587.00'		S89°22'26.44"E	N 463923.4283 E 13065319.6251	N 463906.0897 E 13066906.5317
L7	195.07'		S89°58'17.81"E	N 463906.0897 E 13066906.5317	N 463905.9931 E 13067101.5995
L8	720.00'		S89°25'04.30"E	N 463905.9931 E 13067101.5995	N 463898.6779 E 13067821.5574
C6	305.48'	950.00'	N81°22'12.25"E	N 463898.6779 E 13067821.5574	N 463944.3191 E 13068122.2830
L9	275.84'		N72°09'28.79"E	N 463944.3191 E 13068122.2830	N 464028.8331 E 13068384.8518
C7	286.37'	900.00'	N81°16'24.34"E	N 464028.8331 E 13068384.8518	N 464072.0978 E 13068666.7138
L10	499.59'		S89°36'40.11"E	N 464072.0978 E 13068666.7138	N 464068.7072 E 13069166.2952
C8	117.21'	1200.00'	S86°48'47.02"E	N 464068.7072 E 13069166.2952	N 464062.1938 E 13069283.2732
L11	443.41'		S84°00'53.94"E	N 464062.1938 E 13069283.2732	N 464015.9603 E 13069724.2651
C9	133.56'	200.00'	S64°53'02.24"E	N 464015.9603 E 13069724.2651	N 463960.3180 E 13069842.9622
L12	195.71'		S45°45'10.55"E	N 463960.3180 E 13069842.9622	N 463823.7605 E 13069983.1567

EXISTING PORT LANSING NON-LEGAL ALIGN

NUMBER	LENGTH	RADIUS	LINE/CHORD DIRECTION	START	END
L54	1104.56'		N45°35'11.79"E	N 463022.0504 E 13064196.2793	N 463795.0528 E 13064985.2744
C54	353.74'	450.00'	N68°06'22.68"E	N 463795.0528 E 13064985.2744	N 463923.5868 E 13065305.1144
L55	1601.51'		S89°22'26.44"E	N 463923.5868 E 13065305.1144	N 463906.0897 E 13066906.5317
L56	195.07'		S89°58'17.81"E	N 463906.0897 E 13066906.5317	N 463905.9931 E 13067101.5995
L57	720.00'		S89°25'04.30"E	N 463905.9931 E 13067101.5995	N 463898.6779 E 13067821.5574
C55	305.48'	950.00'	N81°22'12.25"E	N 463898.6779 E 13067821.5574	N 463944.3191 E 13068122.2830
L58	275.84'		N72°09'28.79"E	N 463944.3191 E 13068122.2830	N 464028.8331 E 13068384.8518
C56	286.37'	900.00'	N81°16'24.34"E	N 464028.8331 E 13068384.8518	N 464072.0978 E 13068666.7138
L59	499.59'		S89°36'40.11"E	N 464072.0978 E 13068666.7138	N 464068.7072 E 13069166.2952
C57	117.21'	1200.00'	S86°48'47.02"E	N 464068.7072 E 13069166.2952	N 464062.1938 E 13069283.2732
L60	443.41'		S84°00'53.94"E	N 464062.1938 E 13069283.2732	N 464015.9603 E 13069724.2651
C58	133.56'	200.00'	S64°53'02.24"E	N 464015.9603 E 13069724.2651	N 463960.3180 E 13069842.9622
L61	99.41'		S45°45'10.55"E	N 463960.3180 E 13069842.9622	N 463890.9542 E 13069914.1734

PORT LANSING - STA 62+25.81 TO STA 122+18.86

ALIGNMENT PLAN

SCALE: 1" = 400'

0 200 400

PORT LANSING ROAD

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Engineers | Architects | Scientists | Constructors

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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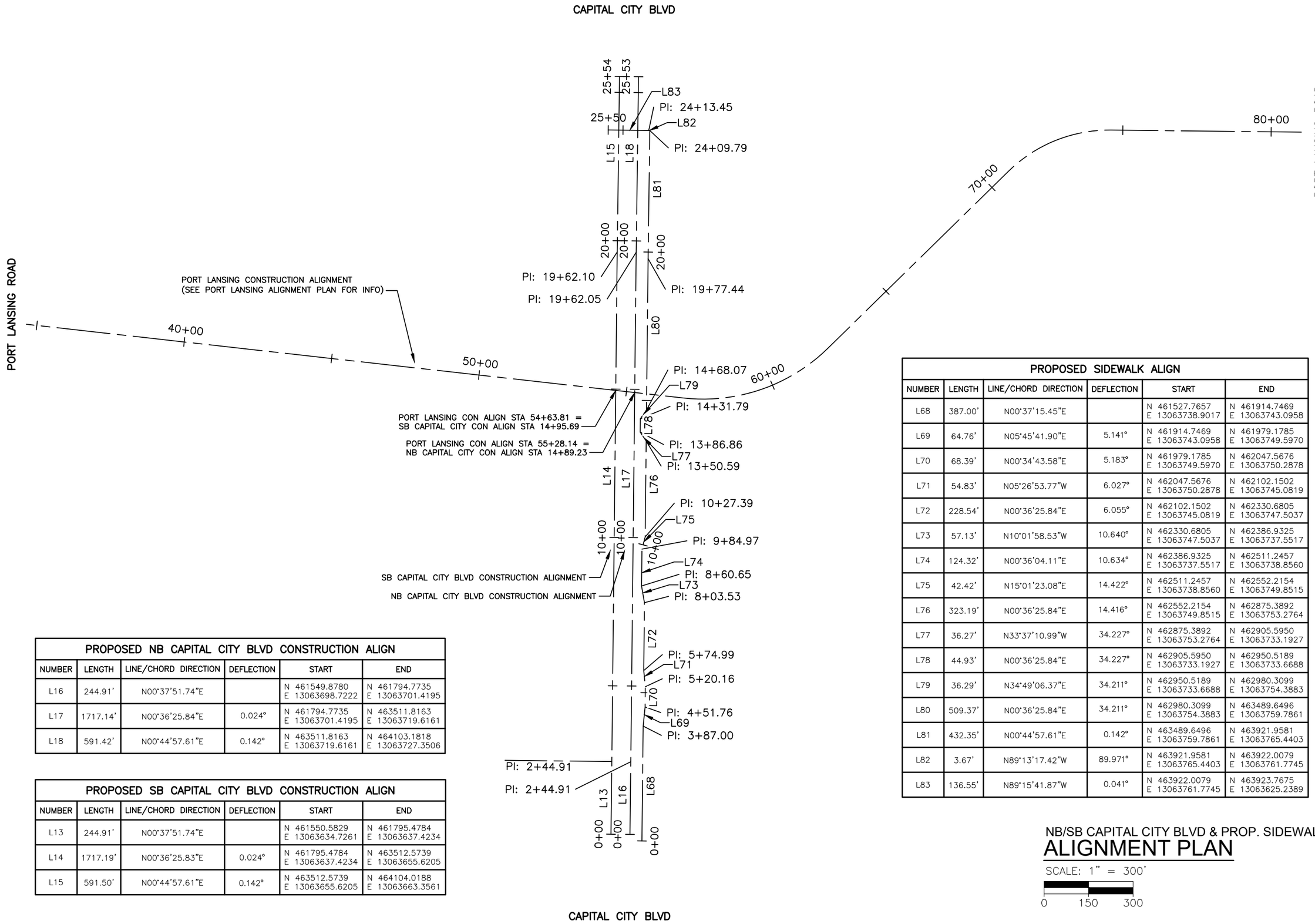

PROPOSED NB CAPITAL CITY BLVD CONSTRUCTION ALIGN					
NUMBER	LENGTH	LINE/CHORD DIRECTION	DEFLECTION	START	END
L16	244.91'	N00°37'51.74"E		N 461549.8780 E 13063698.7222	N 461794.7735 E 13063701.4195
L17	1717.14'	N00°36'25.84"E	0.024°	N 461794.7735 E 13063701.4195	N 463511.8163 E 13063719.6161
L18	591.42'	N00°44'57.61"E	0.142°	N 463511.8163 E 13063719.6161	N 464103.1818 E 13063727.3506

PROPOSED SB CAPITAL CITY BLVD CONSTRUCTION ALIGN					
NUMBER	LENGTH	LINE/CHORD DIRECTION	DEFLECTION	START	END
L13	244.91'	N00°37'51.74"E		N 461550.5829 E 13063634.7261	N 461795.4784 E 13063637.4234
L14	1717.19'	N00°36'25.83"E	0.024°	N 461795.4784 E 13063637.4234	N 463512.5739 E 13063655.6205
L15	591.50'	N00°44'57.61"E	0.142°	N 463512.5739 E 13063655.6205	N 464104.0188 E 13063663.3561

PROPOSED SIDEWALK ALIGN					
NUMBER	LENGTH	LINE/CHORD DIRECTION	DEFLECTION	START	END
L68	387.00'	N00°37'15.45"E		N 461527.7657 E 13063738.9017	N 461914.7469 E 13063743.0958
L69	64.76'	N05°45'41.90"E	5.141°	N 461914.7469 E 13063743.0958	N 461979.1785 E 13063749.5970
L70	68.39'	N00°34'43.58"E	5.183°	N 461979.1785 E 13063749.5970	N 462047.5676 E 13063750.2878
L71	54.83'	N05°26'53.77"W	6.027°	N 462047.5676 E 13063750.2878	N 462102.1502 E 13063745.0819
L72	228.54'	N00°36'25.84"E	6.055°	N 462102.1502 E 13063745.0819	N 462330.6805 E 13063747.5037
L73	57.13'	N10°01'58.53"W	10.640°	N 462330.6805 E 13063747.5037	N 462386.9325 E 13063737.5517
L74	124.32'	N00°36'04.11"E	10.634°	N 462386.9325 E 13063737.5517	N 462511.2457 E 13063738.8560
L75	42.42'	N15°01'23.08"E	14.422°	N 462511.2457 E 13063738.8560	N 462552.2154 E 13063749.8515
L76	323.19'	N00°36'25.84"E	14.416°	N 462552.2154 E 13063749.8515	N 462875.3892 E 13063753.2764
L77	36.27'	N33°37'10.99"W	34.227°	N 462875.3892 E 13063753.2764	N 462905.5950 E 13063733.1927
L78	44.93'	N00°36'25.84"E	34.227°	N 462905.5950 E 13063733.1927	N 462950.5189 E 13063733.6688
L79	36.29'	N34°49'06.37"E	34.211°	N 462950.5189 E 13063733.6688	N 462980.3099 E 13063754.3883
L80	509.37'	N00°36'25.84"E	34.211°	N 462980.3099 E 13063754.3883	N 463489.6496 E 13063759.7861
L81	432.35'	N00°44'57.61"E	0.142°	N 463489.6496 E 13063759.7861	N 463921.9581 E 13063765.4403
L82	3.67'	N89°13'17.42"W	89.971°	N 463921.9581 E 13063765.4403	N 463922.0079 E 13063761.7745
L83	136.55'	N89°15'41.87"W	0.041°	N 463922.0079 E 13063761.7745	N 463923.7675 E 13063625.2389

NB/SB CAPITAL CITY BLVD & PROP. SIDEWALK

ALIGNMENT PLAN

SCALE: 1" = 300'

0 150 300

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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SHEET NO.
22

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AIRPORT ROAD

DRIVEWAY TABLE			
STATION	OFFSET	EX. SLOPE	EXCAVATION, EARTH (CYD)
1+50.2	25.0' RT	−2.1%	5
TOTAL			5

NORTH

CAUTION – CRITICAL UTILITY

TELE (AT&T)

16" WM

10" SAN

CAUTION – CRITICAL UTILITY

HAZARDOUS OR FLAMMABLE MATERIAL

BEGIN HMA REMOVAL

POB 0+73.73

ELECTRIC BOX

BM 200

UG ELEC

CULV, END, REM, 24 INCH TO 48 INCH – 1 EA

LIMITS OF DISTURBANCE

54 T

PORT LANSING CONSTRUCTION ALIGNMENT

PORT LANSING NON–LEGAL ALIGNMENT

0+00

OP (COMCAST)

EX HMA

1+00

S84°55'42"E

2+00

B1

3+00

UG–ELEC

EX 24" RCP

EX HMA

4+00

OP (ZAYO)

+50.2

EX GRAVEL

HAZARDOUS OR FLAMMABLE MATERIAL

CAUTION – CRITICAL UTILITY

5+00

54 T

LIMITS OF DISTURBANCE

OP (AT&T)

10" SAN

WETLAND BOUNDARY (TYP)

EDGE OF PAVEMENT

PARCEL LINE

PARCEL LINE

PORT LANSING ROAD

MATCH LINE STA. 5+50

AIRPORT ROAD

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 0+00 TO STA 5+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
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Reviewer	ksimons
Manager	ksimons

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AIRPORT ROAD

DRIVEWAY TABLE									
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE SURFACE CSE, 8 INCH (SYD)
1+50.2	GRAVEL	25.0 RT	−1.0%	18.5	28.5	5	5	1	24
TOTAL								1	24

PROPOSED END SECTION DATA					
STRUCTURE	SIZE	NORTHING	EASTING	STATION/OFFSET	TYPE
ES−1	24"	464594.51	13059009.86	3+37.03, −41.2 LT	SLOPED CONC END SECTION

CULVERT DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
EX CULV−>ES−1	24"	1 LF	−0.49%

NORTH

CAUTION – CRITICAL UTILITY

SEE DETAIL GRADES SHEET FOR LANE AND TAPER INFORMATION.

CAUTION – CRITICAL UTILITY

16" WM

10" SAN

TELE (AT&T)

BEGIN FULL–DEPTH RECONSTRUCTION

POB 0+73.73

ELECTRIC BOX

BM 200

HAZARDOUS OR FLAMMABLE MATERIAL

PC: 2+43.97

+50.0

130 FT LANE TAPER – 12 FT TO 0 FT

ES−1

EXTEND CULVERT; CONNECTION INCLUDED IN COST OF CULVERT LENGTH PAY ITEM.

UG–ELEC

2' SHLD

24'

CULV, CL A, CONC, 24 INCH

+80.0

LIMITS OF DISTURBANCE

0+00

1+00

OP (COMCAST)

EX HMA

S84°55'42"E

2+00

3+00

B1

12'

EX 24" RCP

2' SHLD

PORT LANSING CONSTRUCTION ALIGNMENT

Mid: 5+17.94

UG–ELEC

+50.2

OP (ZAYO)

EX GRAVEL

HAZARDOUS OR FLAMMABLE MATERIAL

CAUTION – CRITICAL UTILITY

12'

12'

4+00

2' SHLD

5+00

LIMITS OF DISTURBANCE

OP (AT&T)

10" SAN

WETLAND BOUNDARY (TYP)

EDGE OF PAVEMENT

SEE DETAIL GRADES SHEET FOR LANE AND TAPER INFORMATION.

PARCEL LINE

PARCEL LINE

PORT LANSING ROAD

MATCH LINE STA. 5+50

AIRPORT ROAD

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 0+00 TO STA 5+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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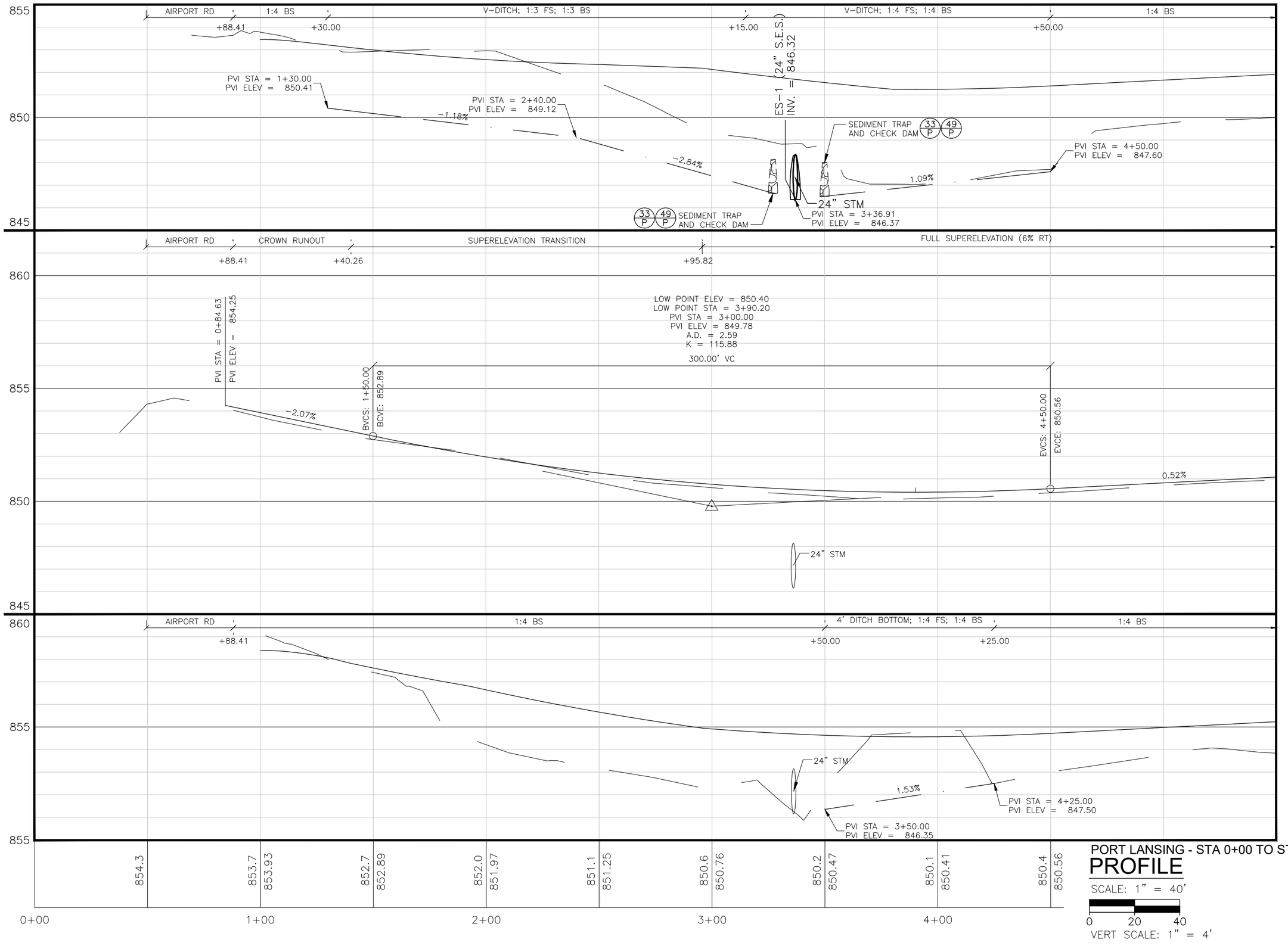

PORT LANSING - STA 0+00 TO STA 5+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
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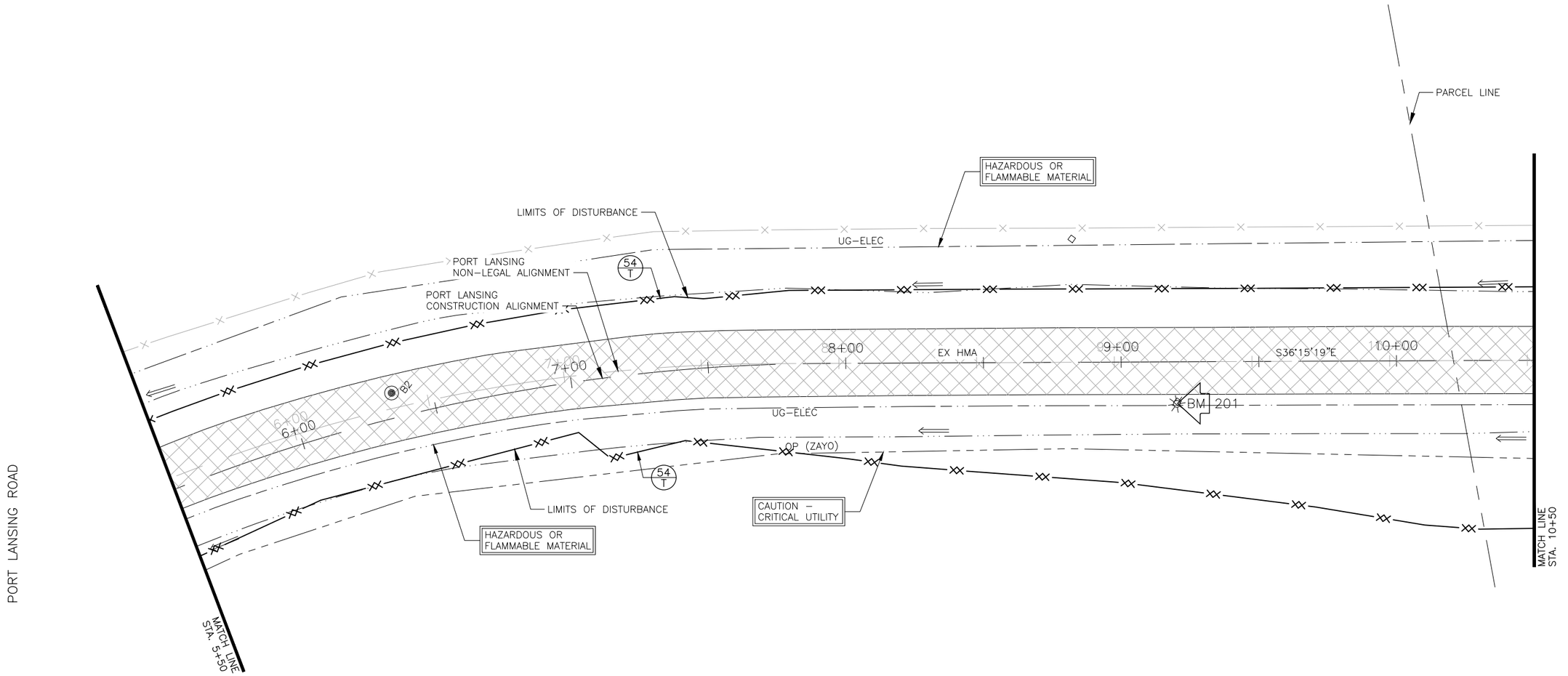

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 5+50 TO STA 10+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
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Reviewer	ksimons
Manager	ksimons

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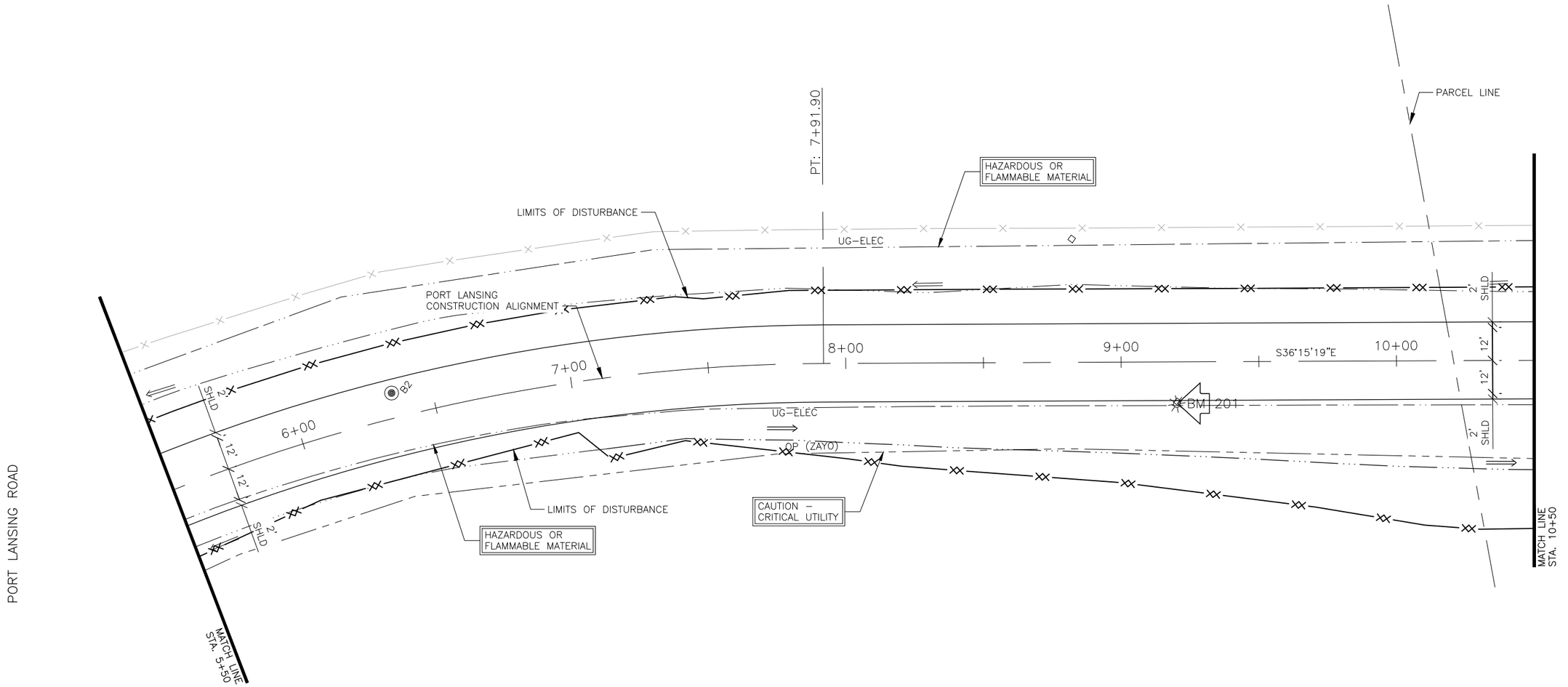

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 5+50 TO STA 10+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
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Reviewer	ksimons
Manager	ksimons

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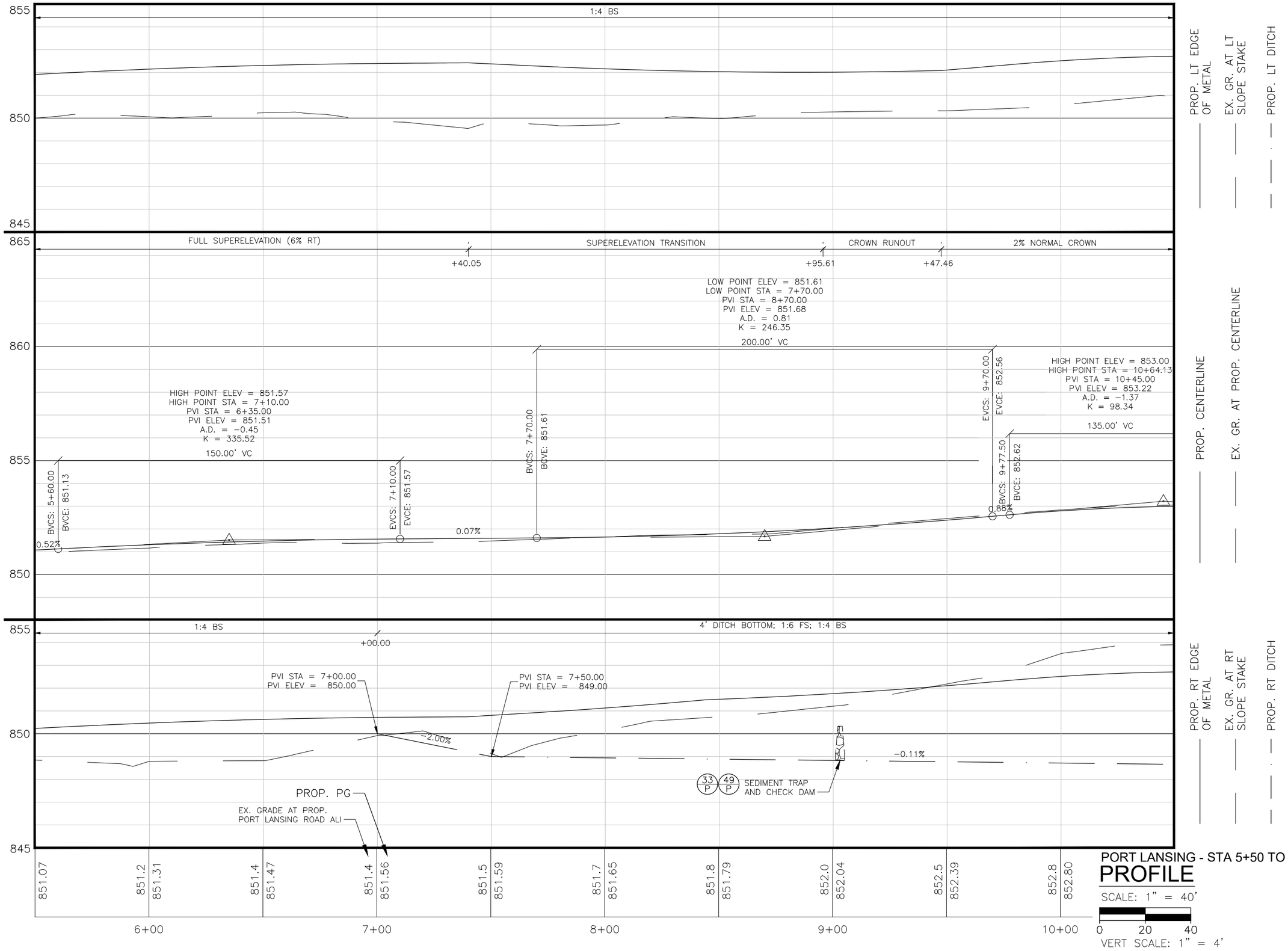

PORT LANSING - STA 5+50 TO STA 10+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
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Reviewer	ksimons
Manager	ksimons

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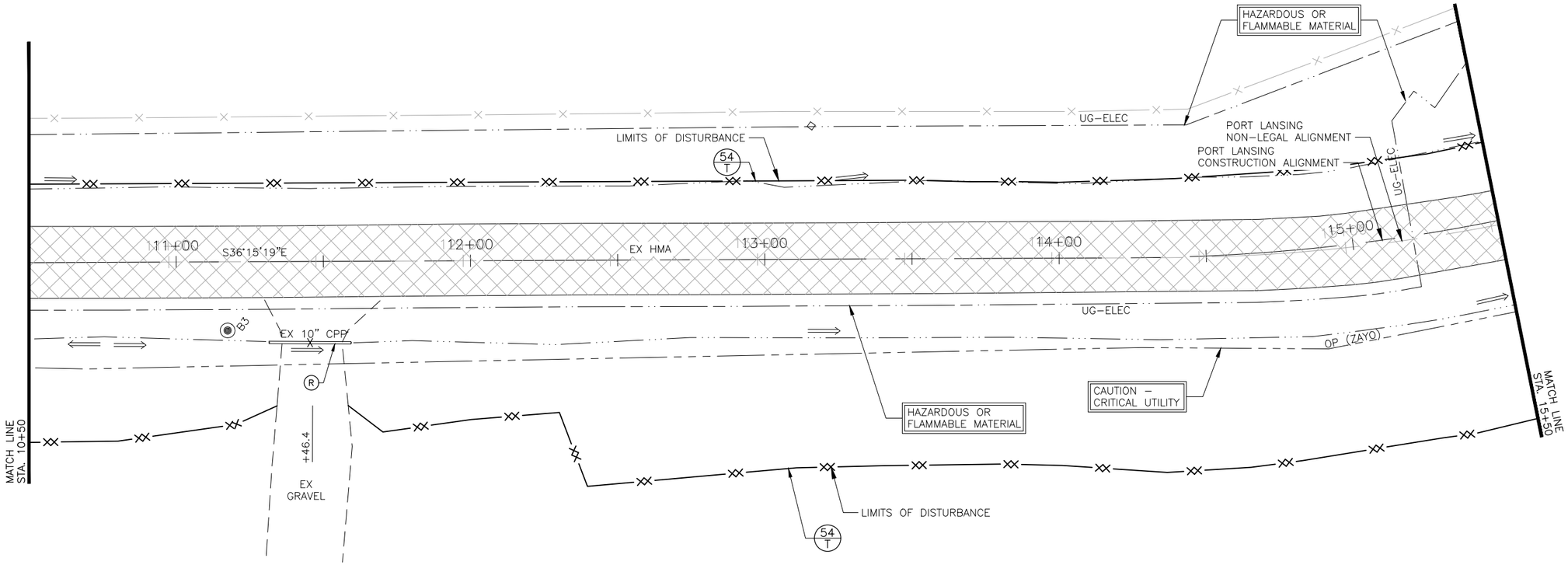
DRIVEWAY TABLE			
STATION	OFFSET	EX. SLOPE	EXCAVATION, EARTH (CYD)
11+46.4	49.0' RT	−0.2%	25
TOTAL			25



NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 10+50 TO STA 15+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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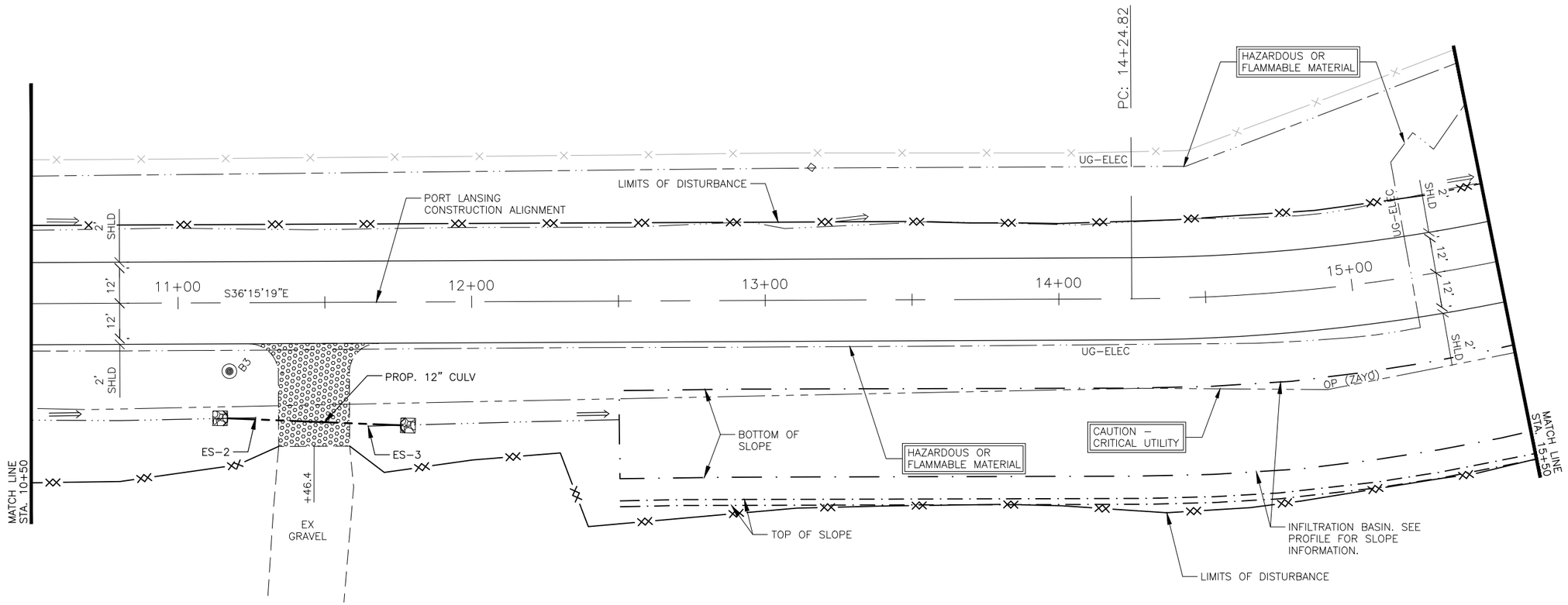
DRIVEWAY TABLE									
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE SURFACE CSE, 8 INCH (SYD)
11+46.4	GRAVEL	49.0 RT	−0.2%	24.2	44.2	10	10	2	99
TOTAL								2	99

PROPOSED END SECTION DATA						
STRUCTURE	SIZE	NORTHING	EASTING	STATION/OFFSET	TYPE	CULV END SECT, FOOTING (EA)
ES−2	12"	464023.07	13059532.00	11+16.68, 39.4 RT	END SECTION	1
ES−3	12"	463973.95	13059564.75	11+75.65, 42.0 RT	END SECTION	1

CULVERT DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
ES−2−>ES−3	12"	59 LF	0.81%

NORTH



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 10+50 TO STA 15+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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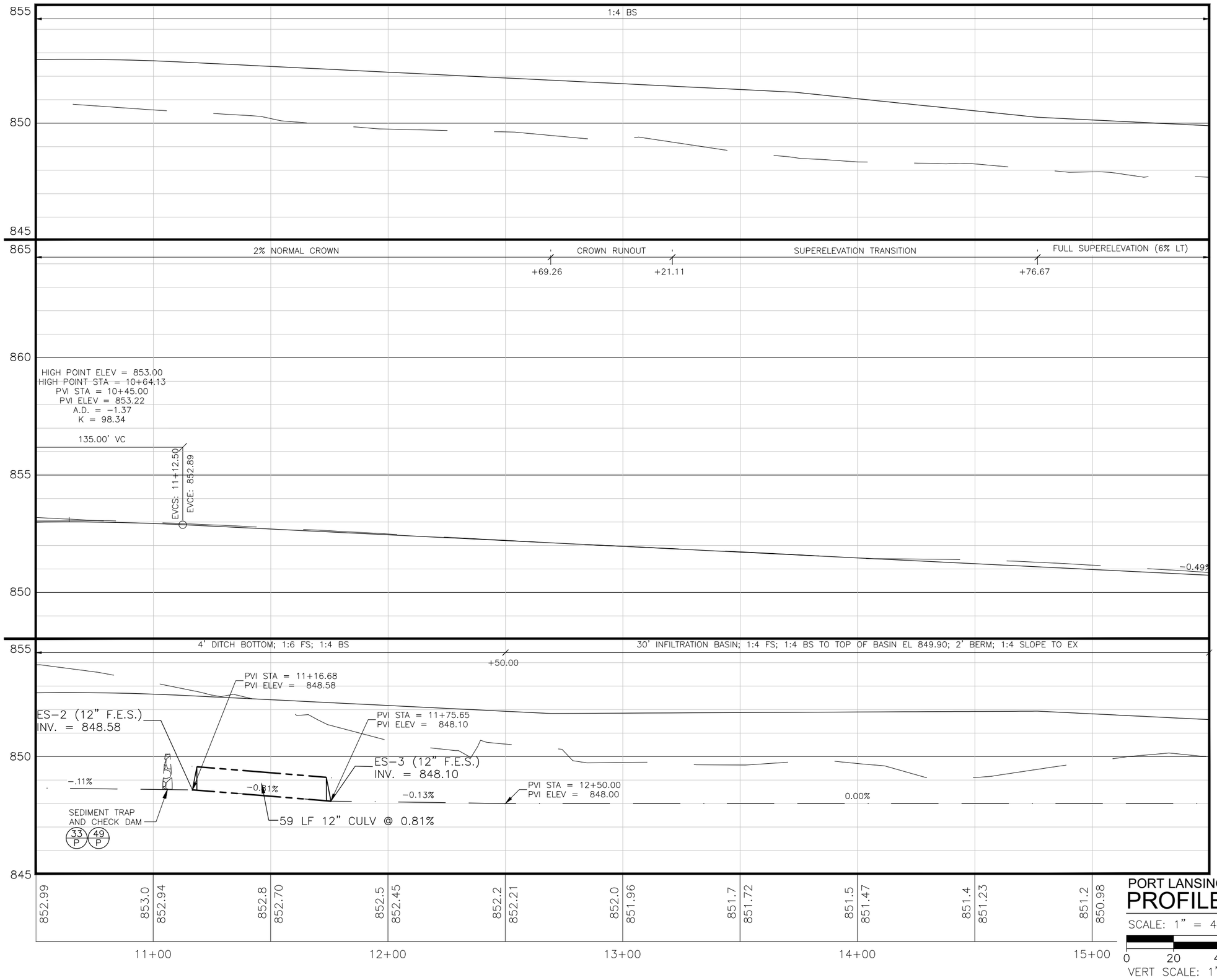

PORT LANSING - STA 10+50 TO STA 15+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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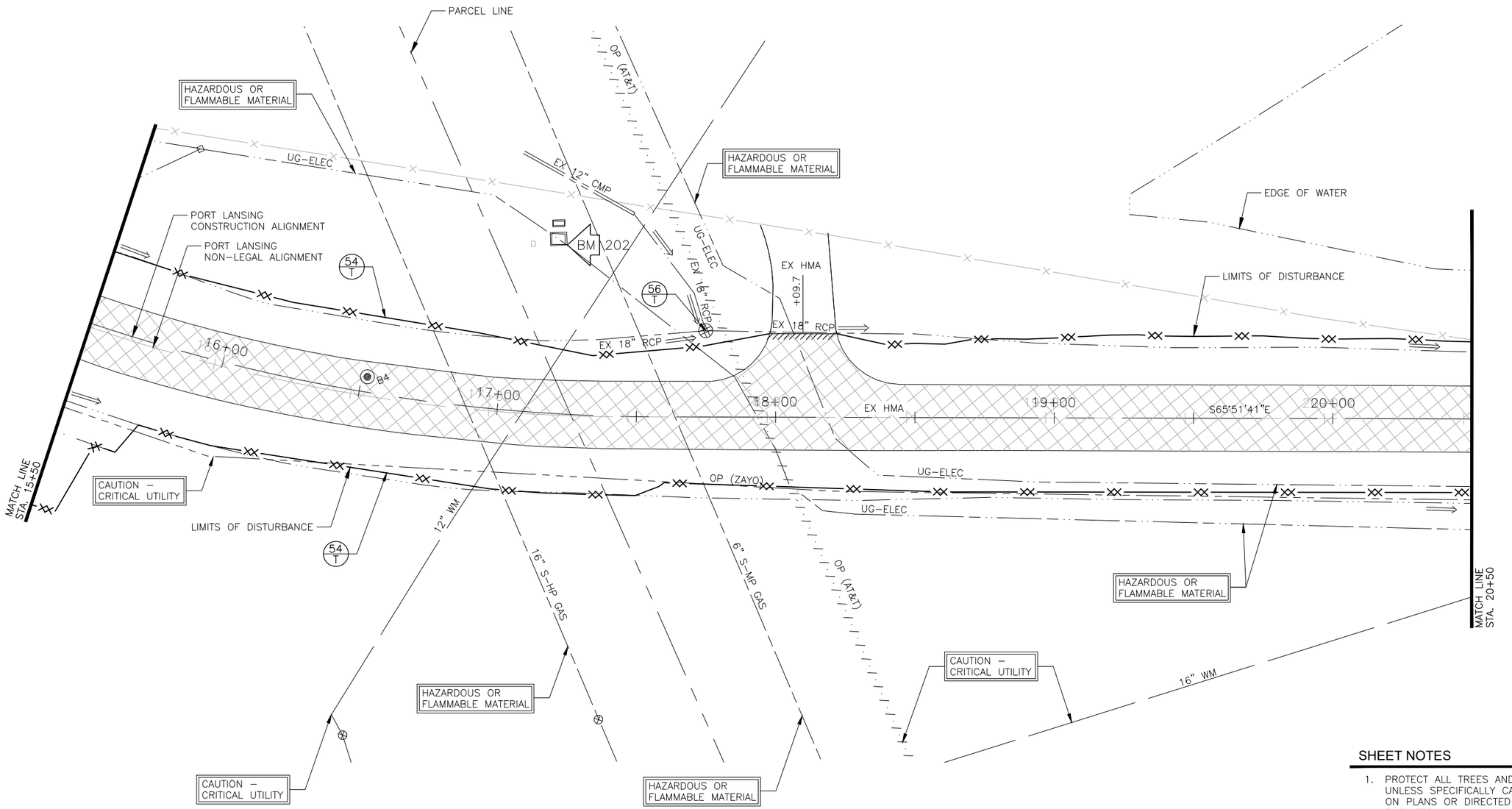
DRIVEWAY TABLE				
STATION	OFFSET	EX. SLOPE	**EXCAVATION, EARTH (CYD)**	**HMA SURFACE, REM (SYD)**
18+09.7	19.0' LT	−1.8%	**15**	**71**
TOTAL			15	71



PORT LANSING ROAD

PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 15+50 TO STA 20+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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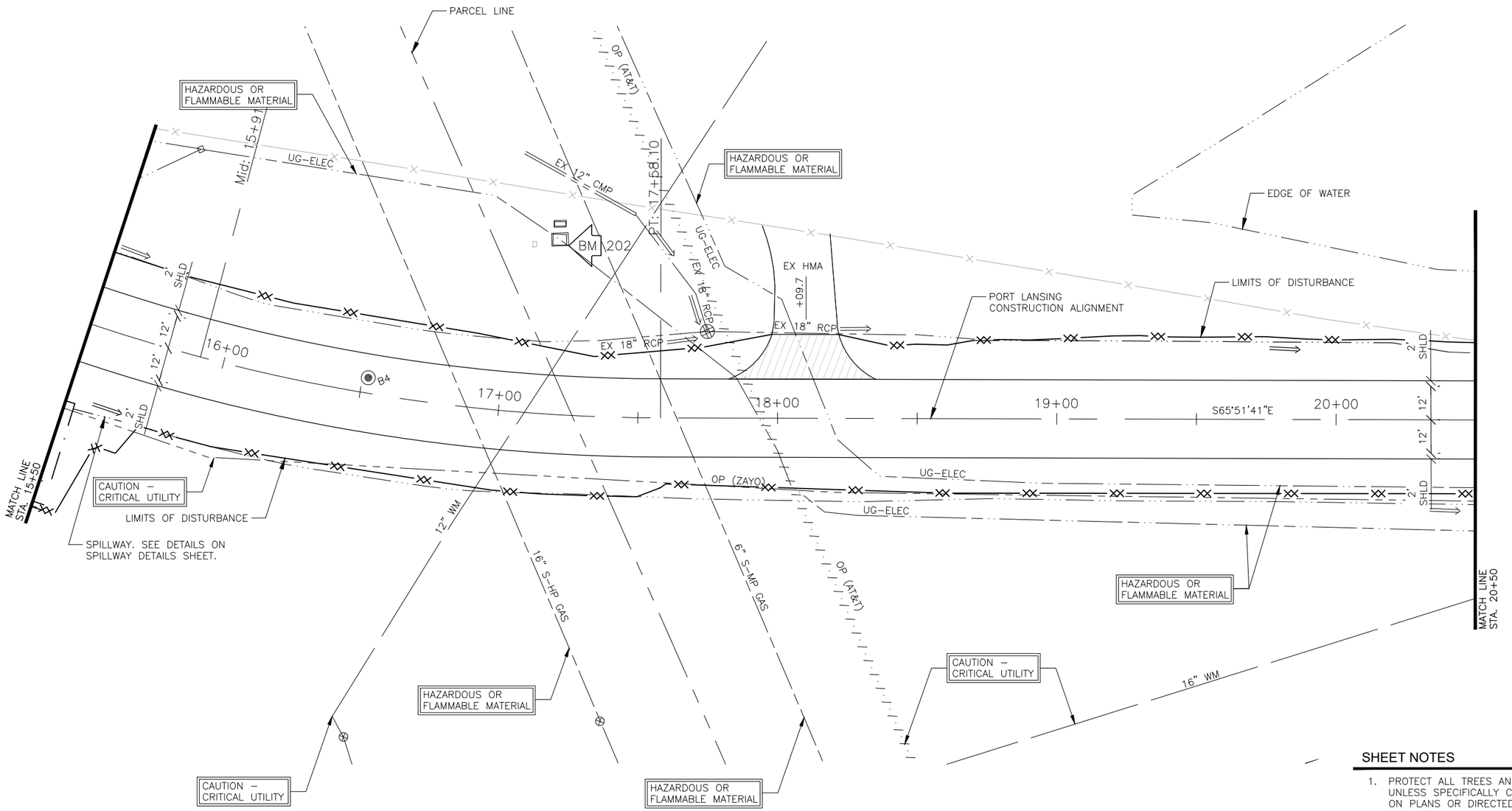
DRIVEWAY/INTERSECTION TABLE										
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE BASE, 8 INCH, (SYD)	HMA APPROACH (TON)
18+09.7	HMA	30.0' LT	−2.3%	24.0	52.7	25	25	2	61	20
TOTAL								2	61	20



PORT LANSING ROAD

PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 15+50 TO STA 20+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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Capital Region International Airport

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REVISIONS

BID PLANS 02/09/2026

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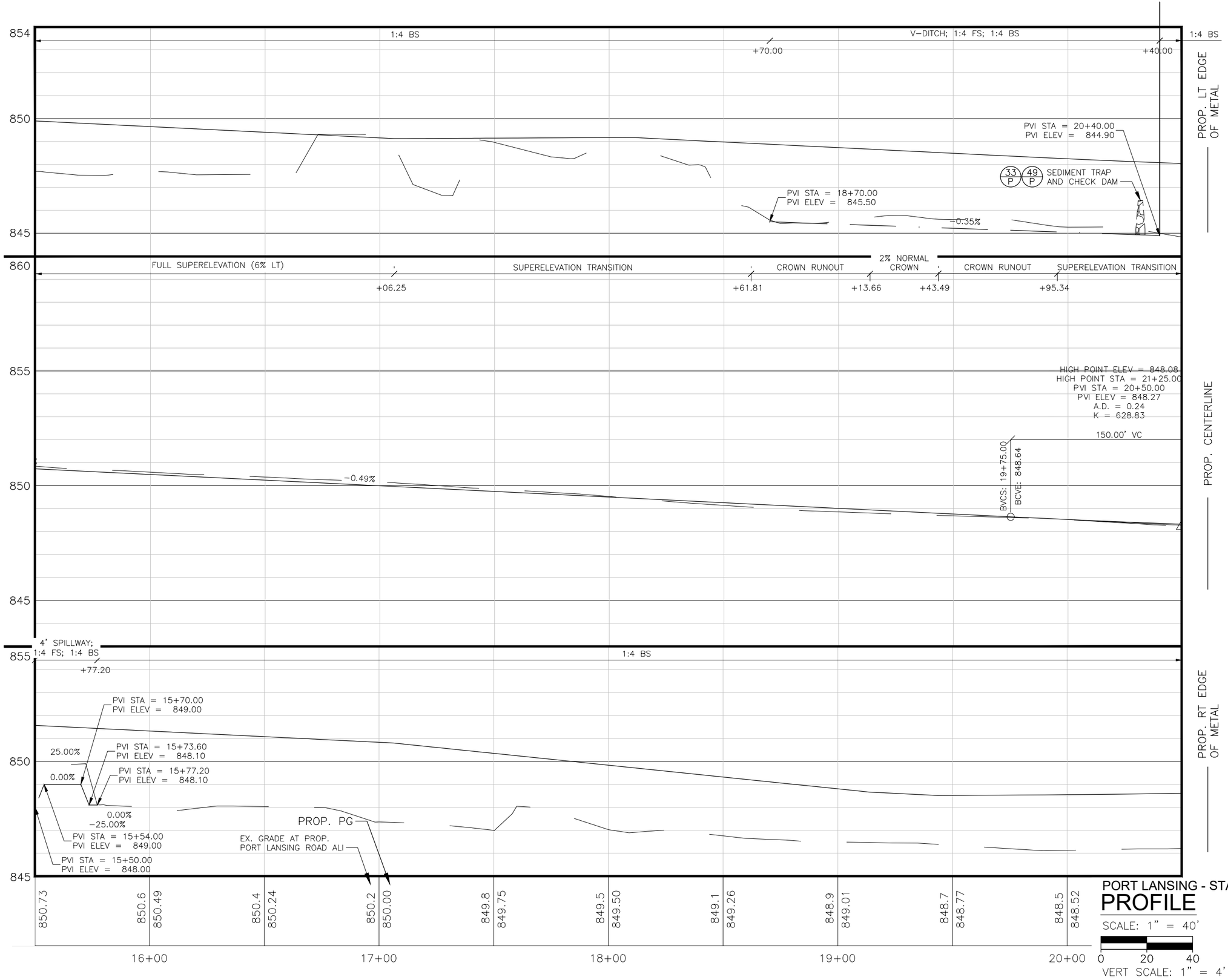

PORT LANSING - STA 15+50 TO STA 20+50

PROFILE

SCALE: 1" = 40'

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REVISIONS

BID PLANS 02/09/2026

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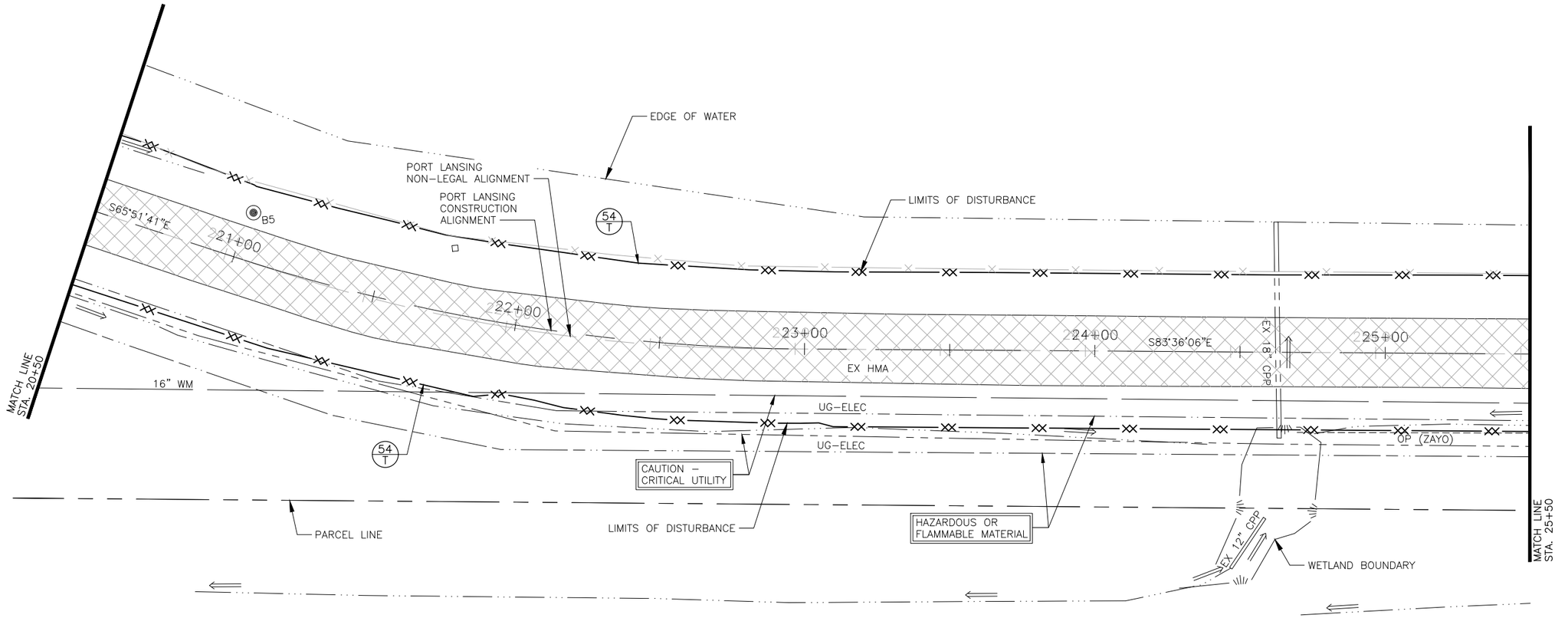

NORTH

PORT LANSING ROAD

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 20+50 TO STA 25+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

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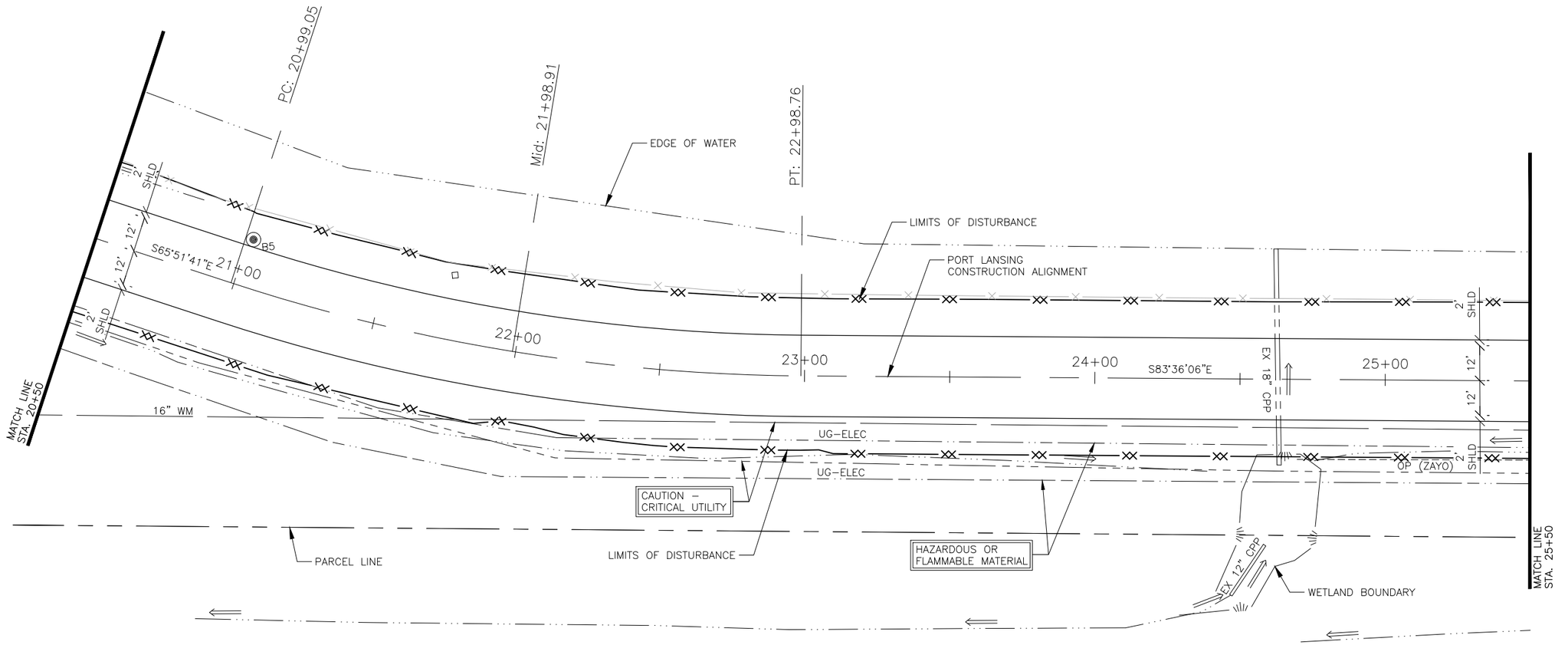

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 20+50 TO STA 25+50
CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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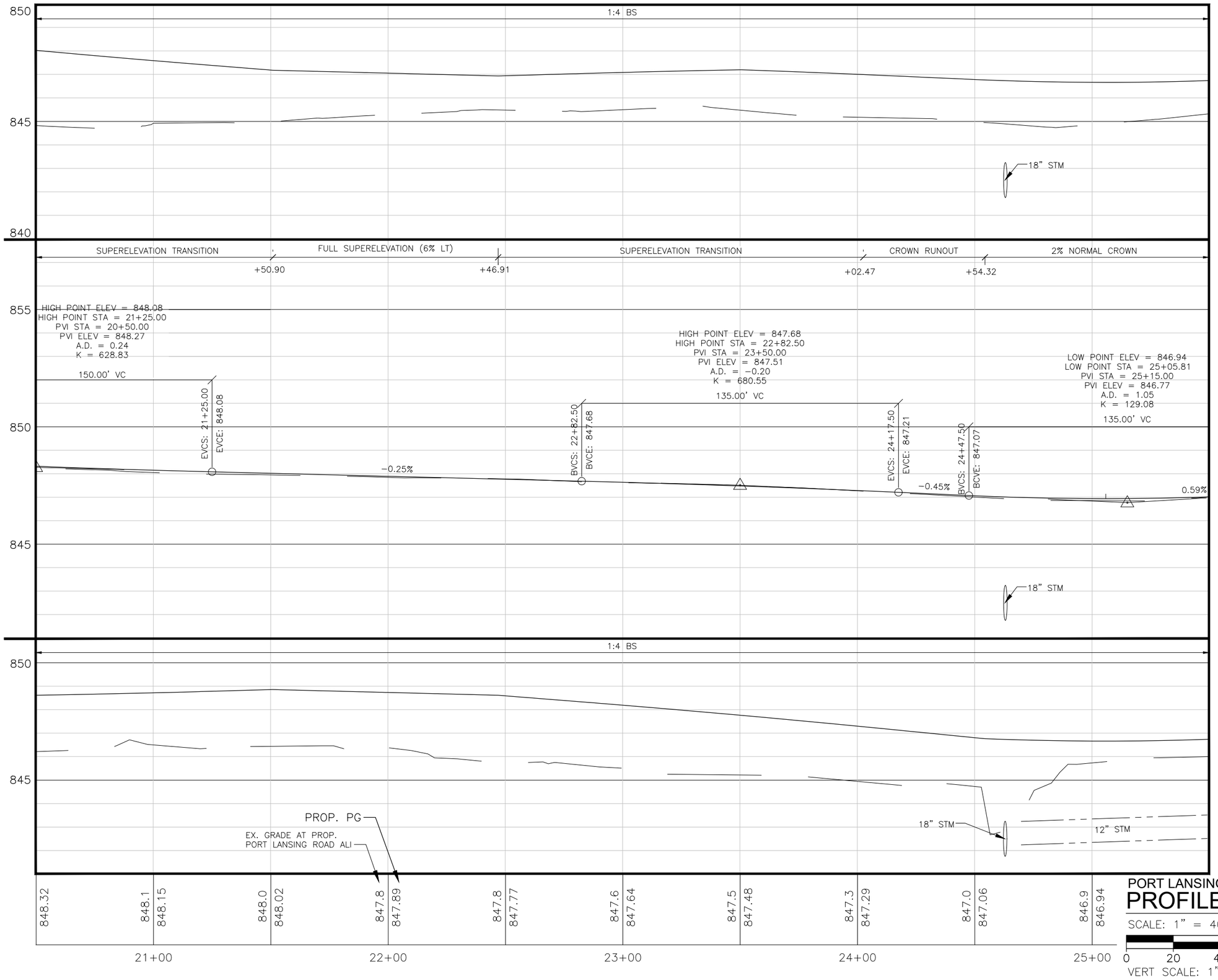

PORT LANSING - STA 20+50 TO STA 25+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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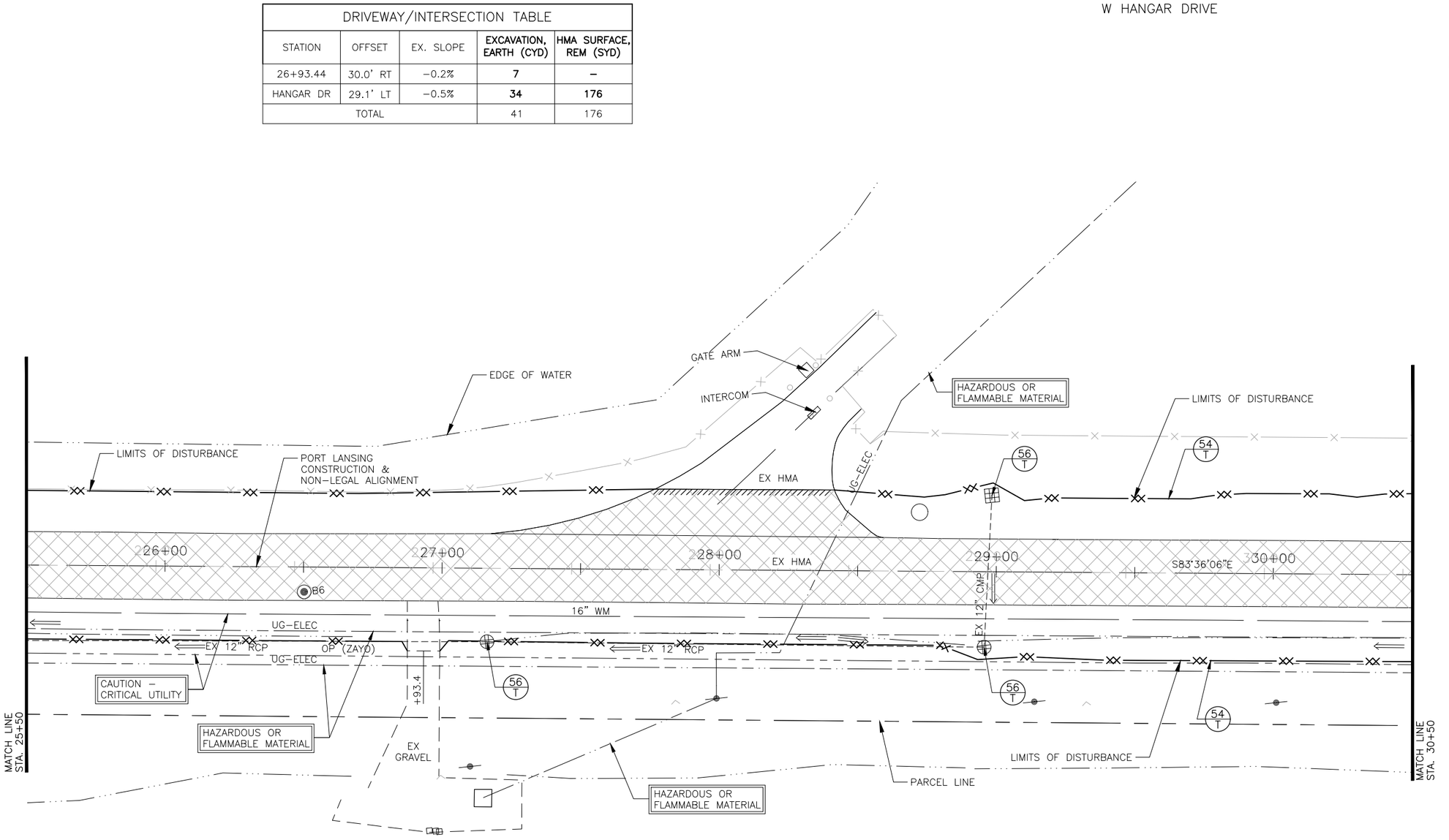
DRIVEWAY/INTERSECTION TABLE				
STATION	OFFSET	EX. SLOPE	**EXCAVATION, EARTH (CYD)**	**HMA SURFACE, REM (SYD)**
26+93.44	30.0' RT	−0.2%	**7**	**–**
HANGAR DR	29.1' LT	−0.5%	**34**	**176**
TOTAL			41	176



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 25+50 TO STA 30+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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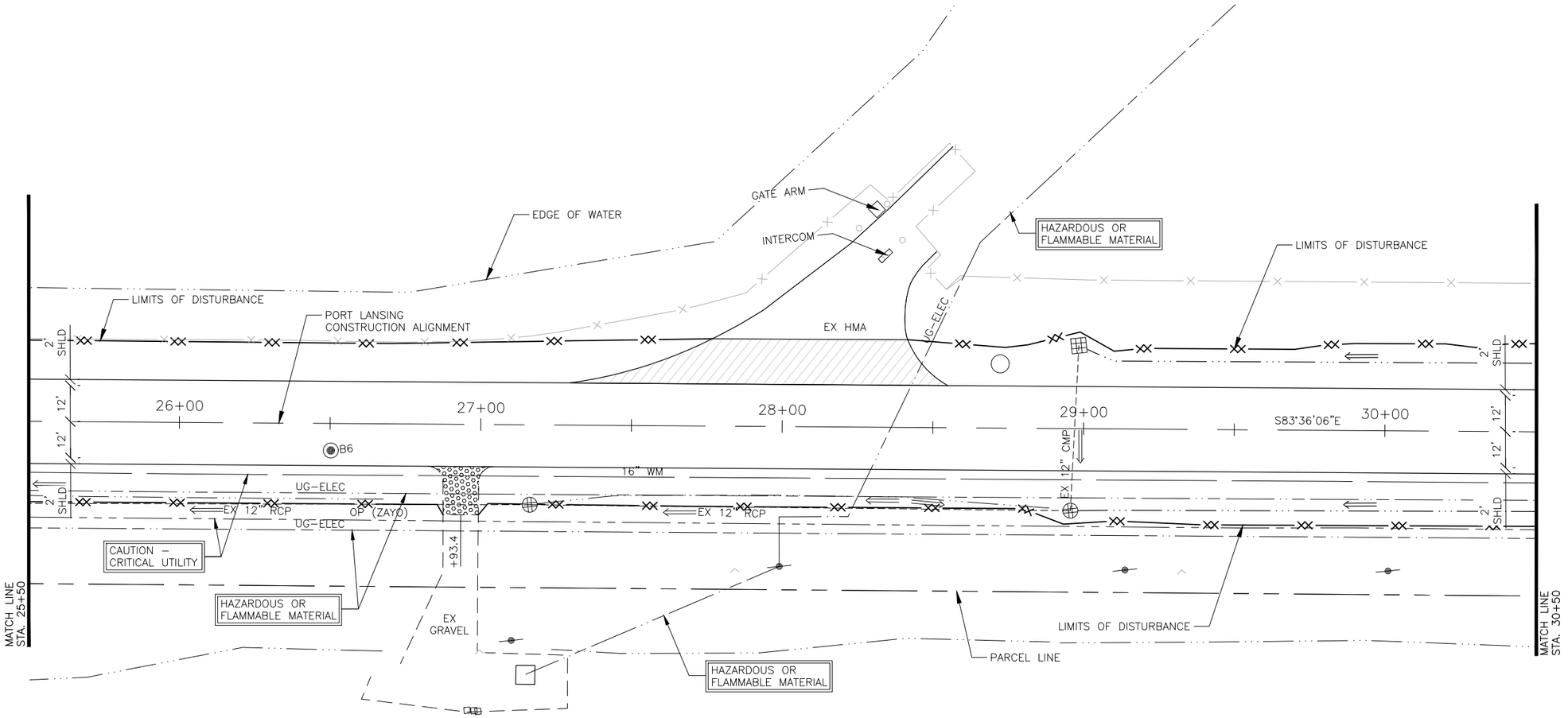
DRIVEWAY/INTERSECTION TABLE											
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE BASE, 8 INCH (SYD)	AGGREGATE SURFACE CSE, 8 INCH (SYD)	HMA APPROACH (TON)
26+93.44	GRAVEL	30.0' RT	−1.2%	11.9	21.5	5	5	1	–	23	–
HANGAR DR	HMA	29.1' LT	0.7%	78.8	125.3	30	150	3	149	–	50
TOTAL								4	149	23	50

W HANGAR DRIVE

NORTH



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 25+50 TO STA 30+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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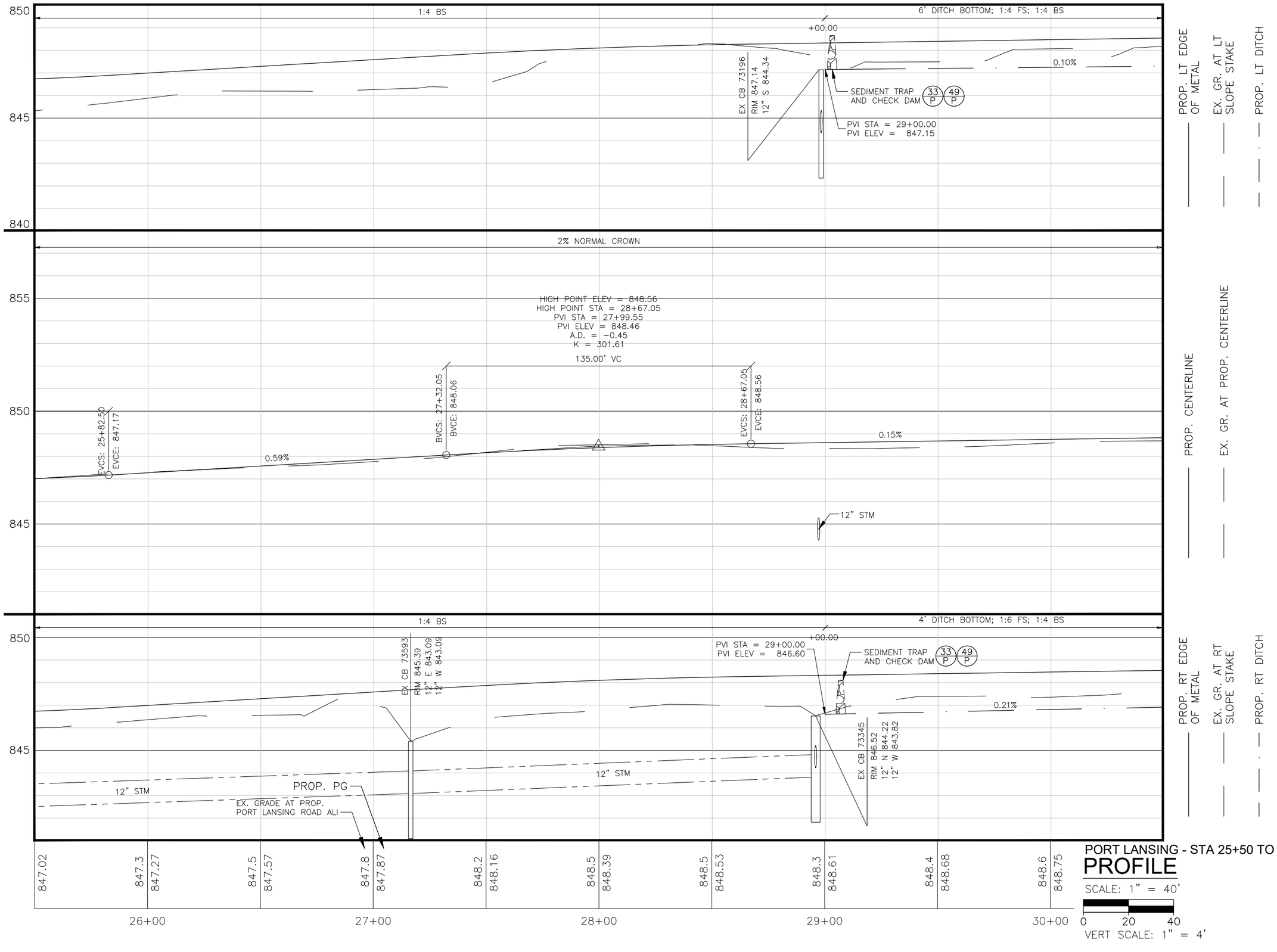

PORT LANSING - STA 25+50 TO STA 30+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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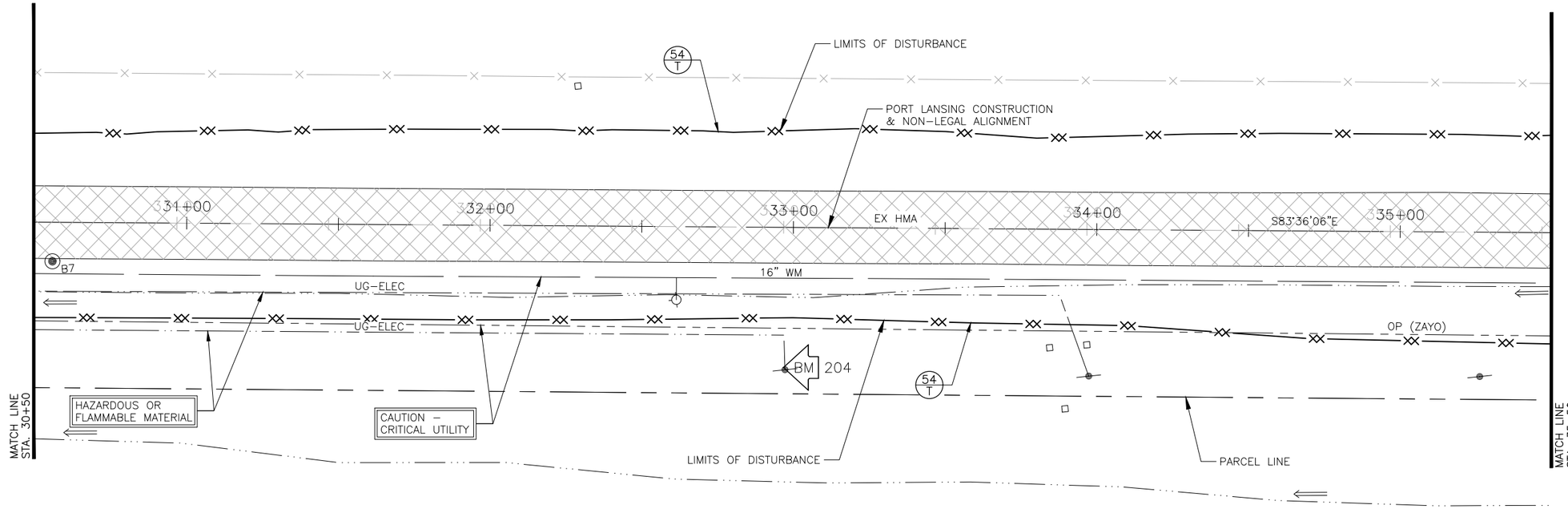
PORT LANSING ROAD



PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 30+50 TO STA 35+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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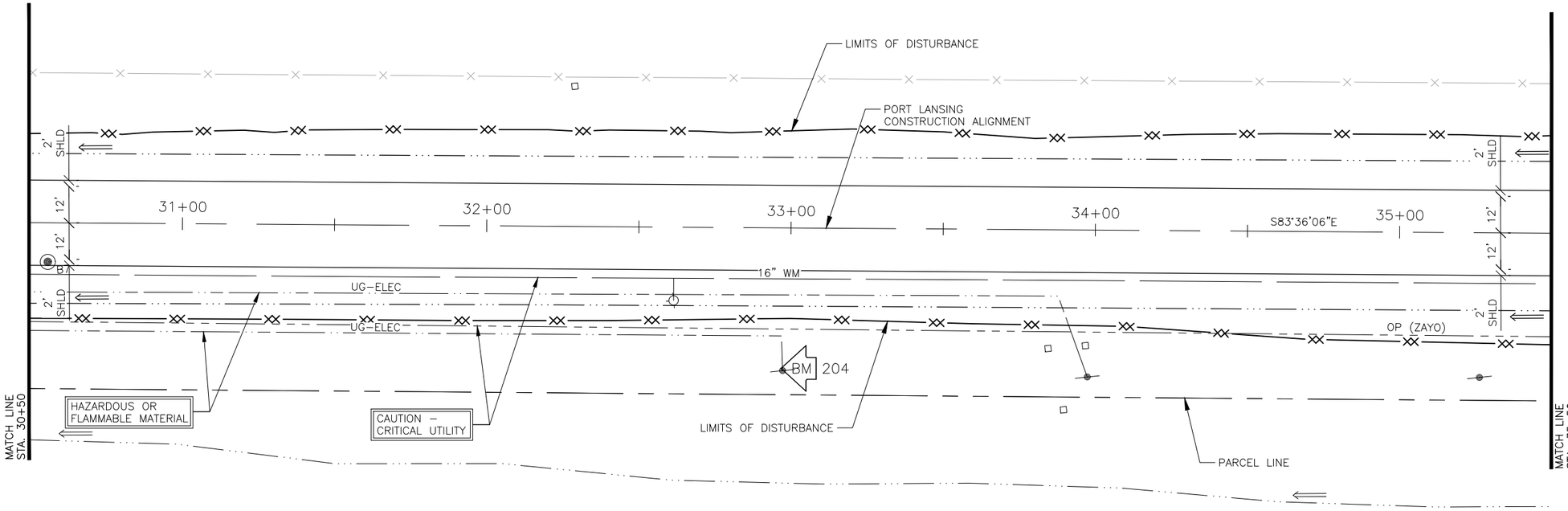
PORT LANSING ROAD



PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 30+50 TO STA 35+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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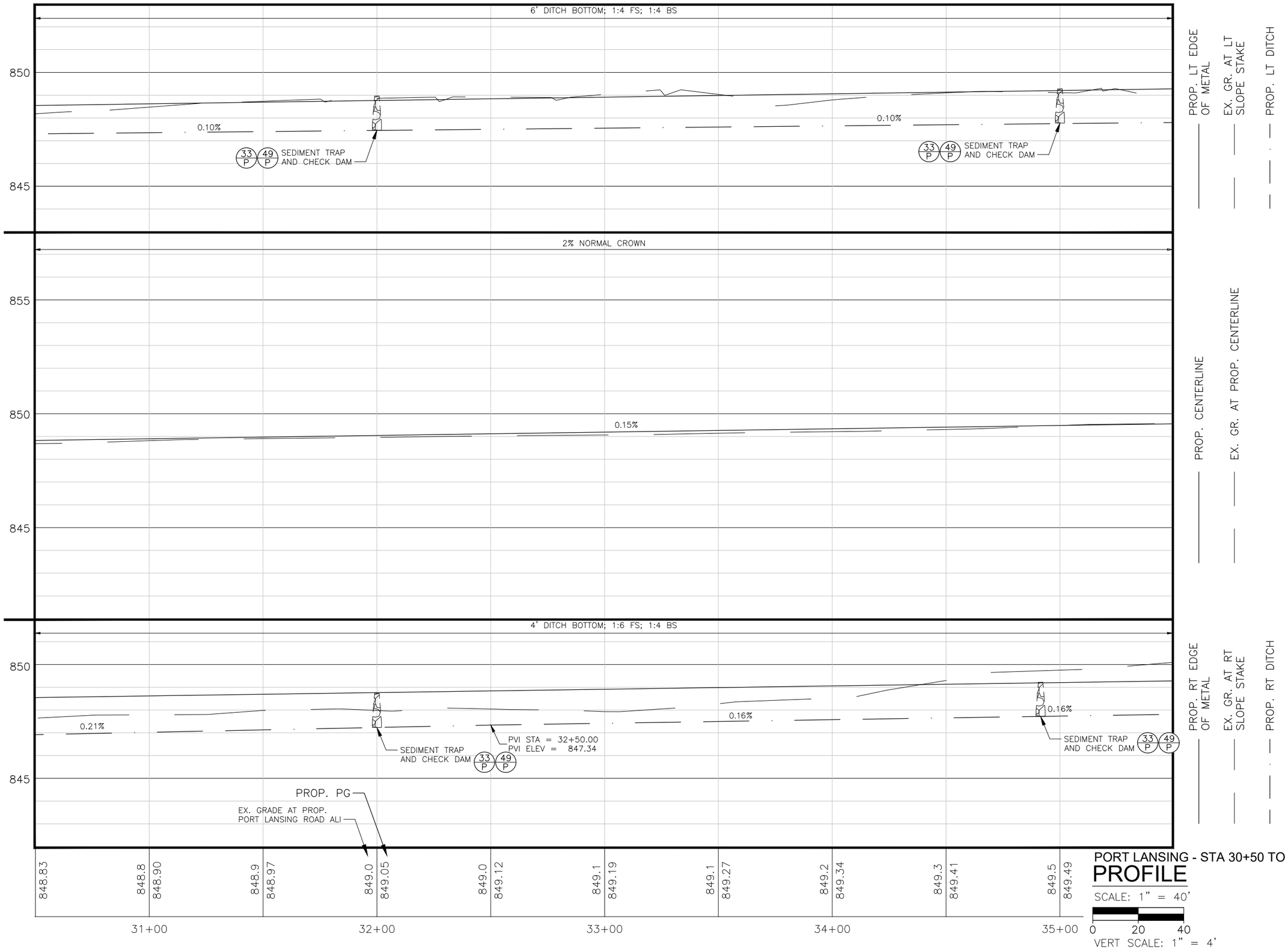

PORT LANSING - STA 30+50 TO STA 35+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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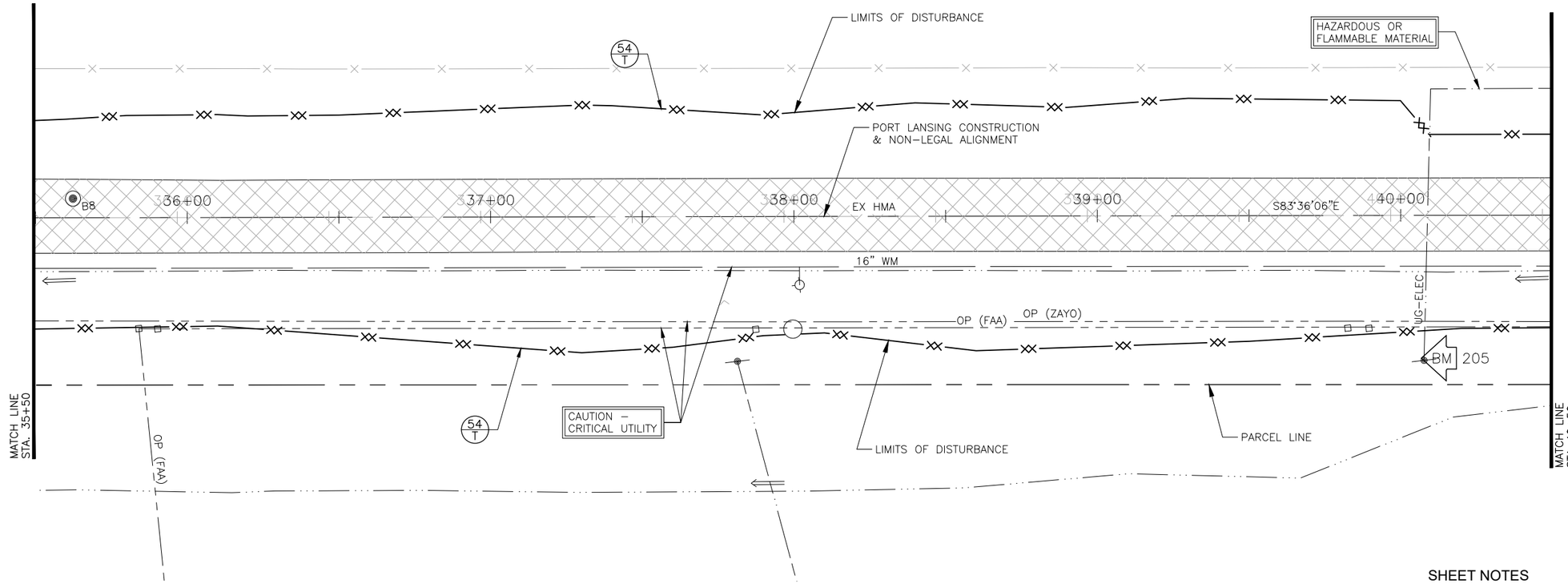
PORT LANSING ROAD



PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 35+50 TO STA 40+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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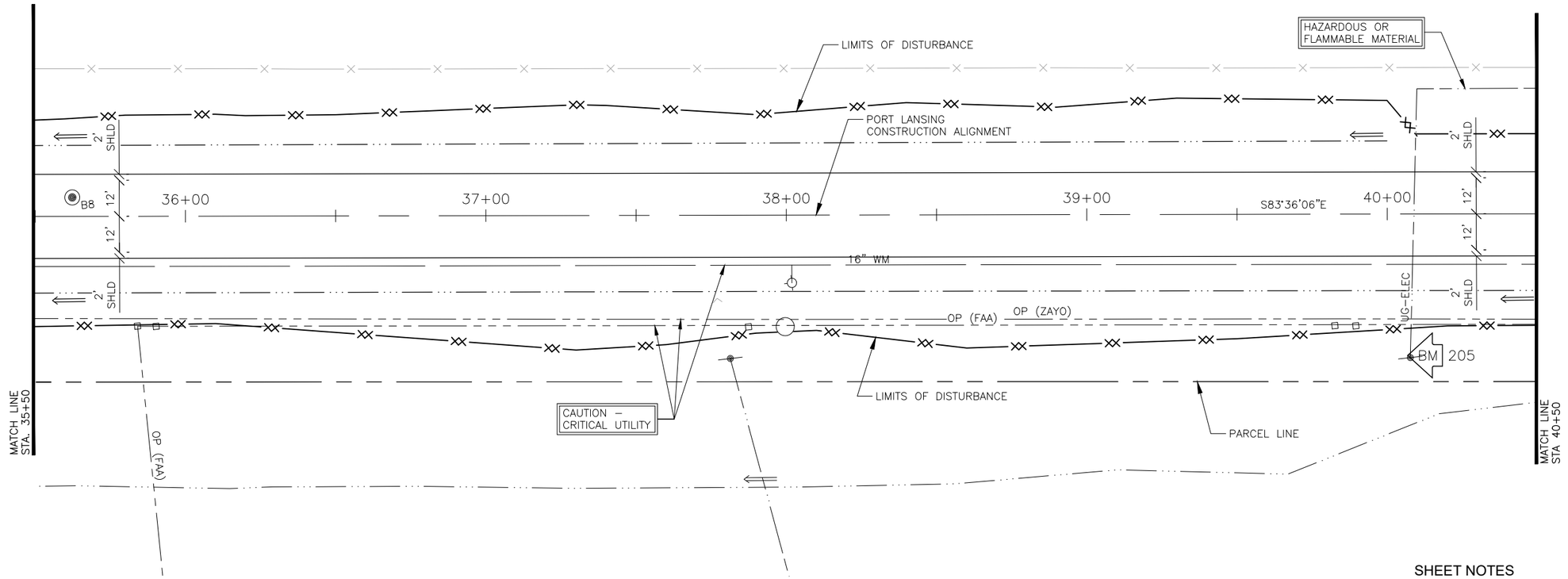
PORT LANSING ROAD



PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 35+50 TO STA 40+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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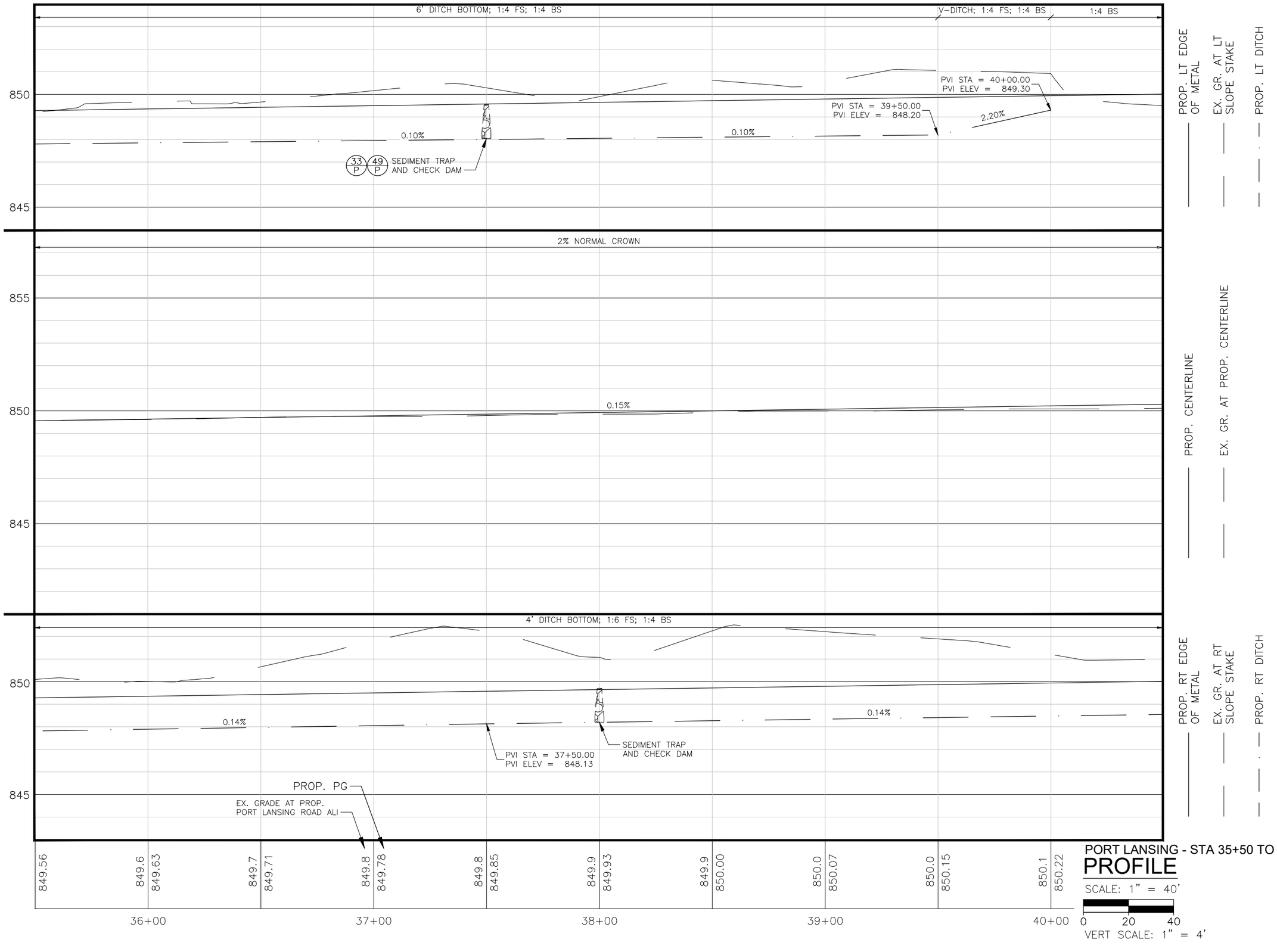

PORT LANSING - STA 35+50 TO STA 40+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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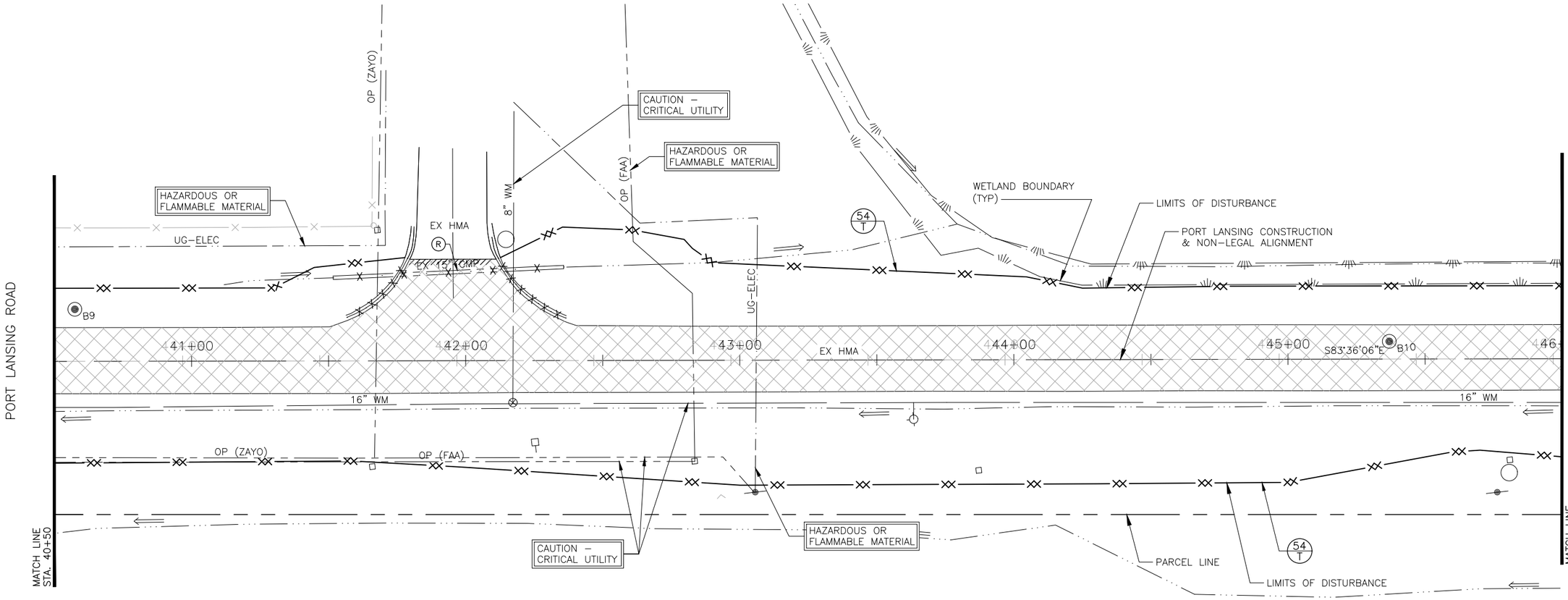
AVIATION TECH DRIVE

DRIVEWAY TABLE					
STATION	OFFSET	EX. SLOPE	CURB AND GUTTER, REM (FT)	EXCAVATION, EARTH (CYD)	HMA SURFACE, REM (SYD)
AVIATION TECH DR	37.0' LT	−0.4%	66	29	141
TOTAL			66	29	141

NORTH



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 40+50 TO STA 46+00

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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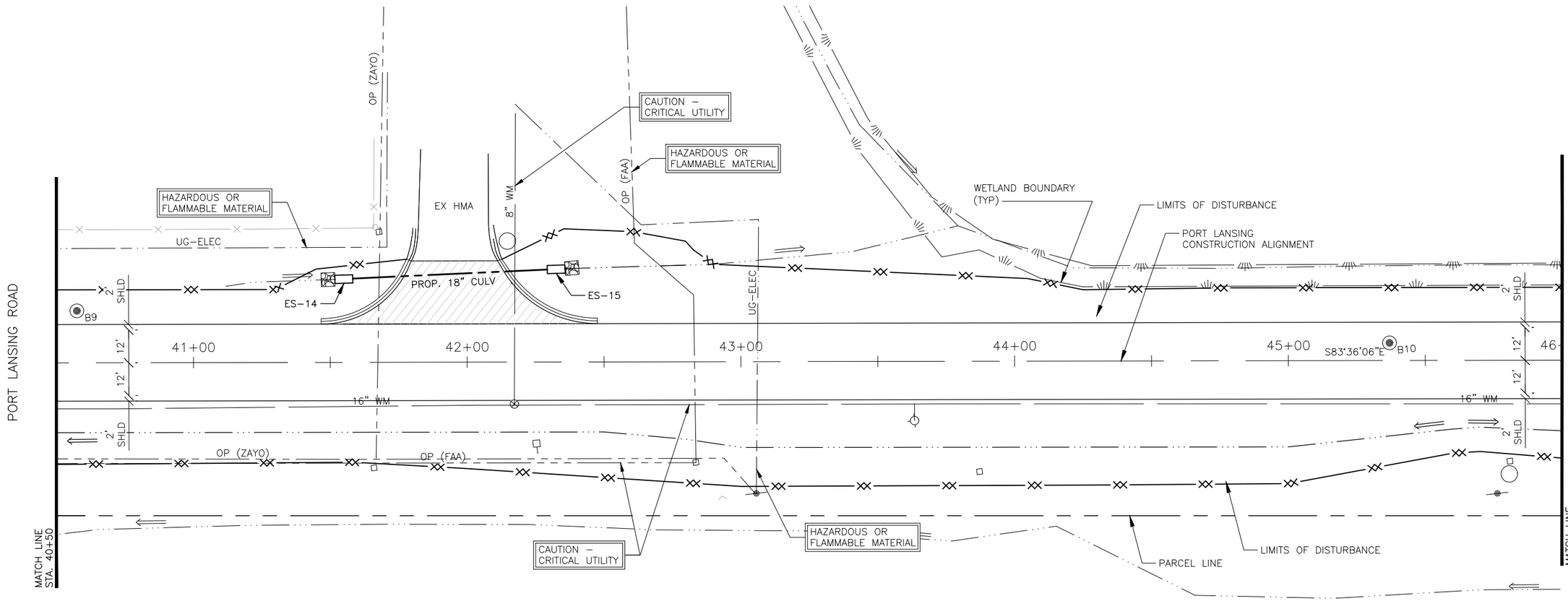
AVIATION TECH DRIVE

PROPOSED END SECTION DATA					
STRUCTURE	SIZE	NORTHING	EASTING	STATION/OFFSET	TYPE
ES-14	18"	463222.54	13062350.15	41+51.73, -30.3 LT	SLOPED END SECTION
ES-15	18"	463216.91	13062434.12	42+35.80, -34.1 LT	SLOPED END SECTION

CULVERT DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
ES-14->ES-15	18"	84 LF	-0.59%

DRIVEWAY/INTERSECTION TABLE										
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE BASE, 8 INCH, (SYD)	HMA APPROACH (TON)	CURB AND GUTTER, CONC, DET B2 (FT)
AVIATION TECH DR	HMA	37.0' LT	-0.4%	40.9	82.0	50	40	9	164	44	86
TOTAL								9	164	44	86

NORTH



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 40+50 TO STA 46+00

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

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Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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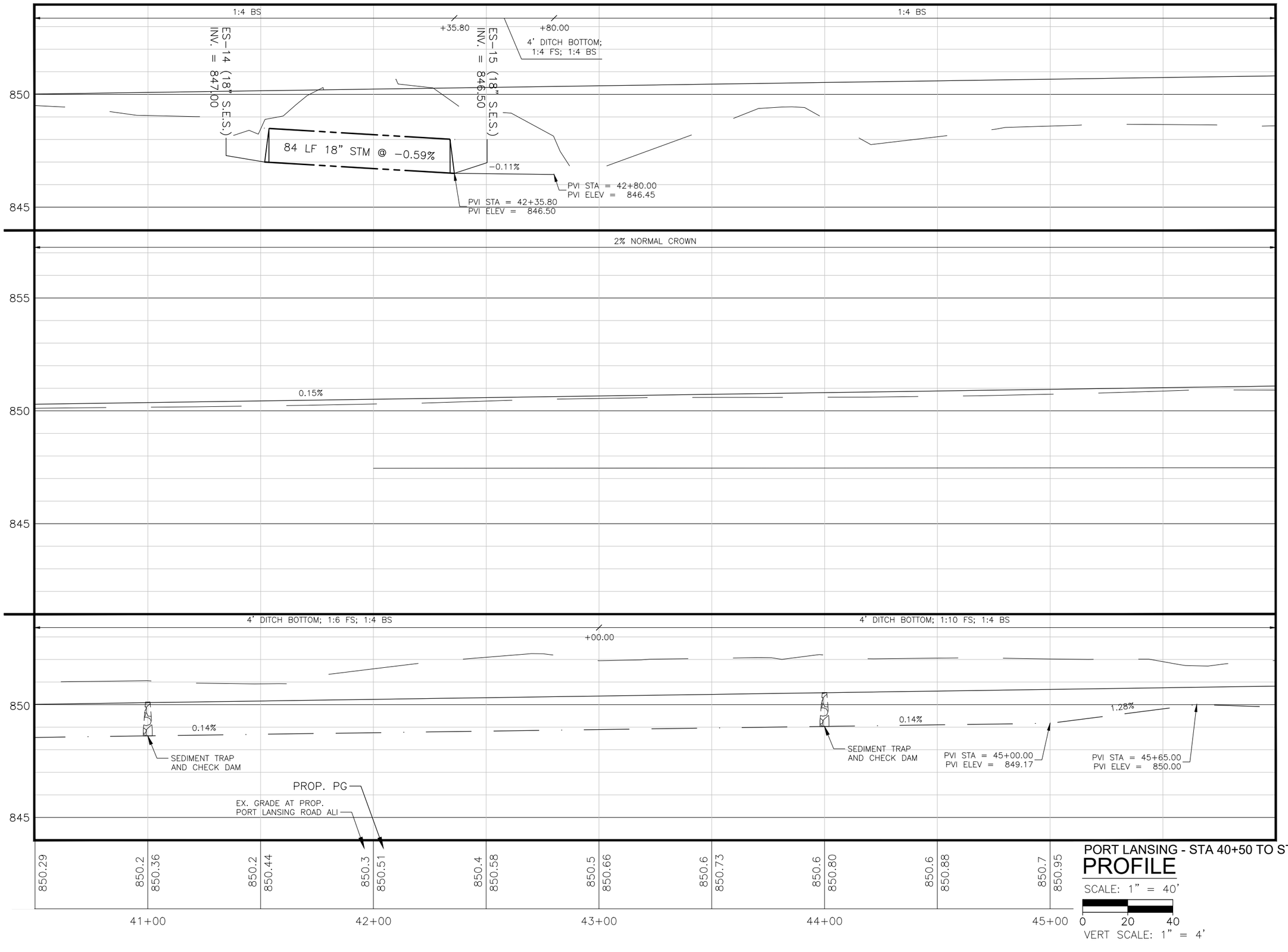

PORT LANSING - STA 40+50 TO STA 46+00

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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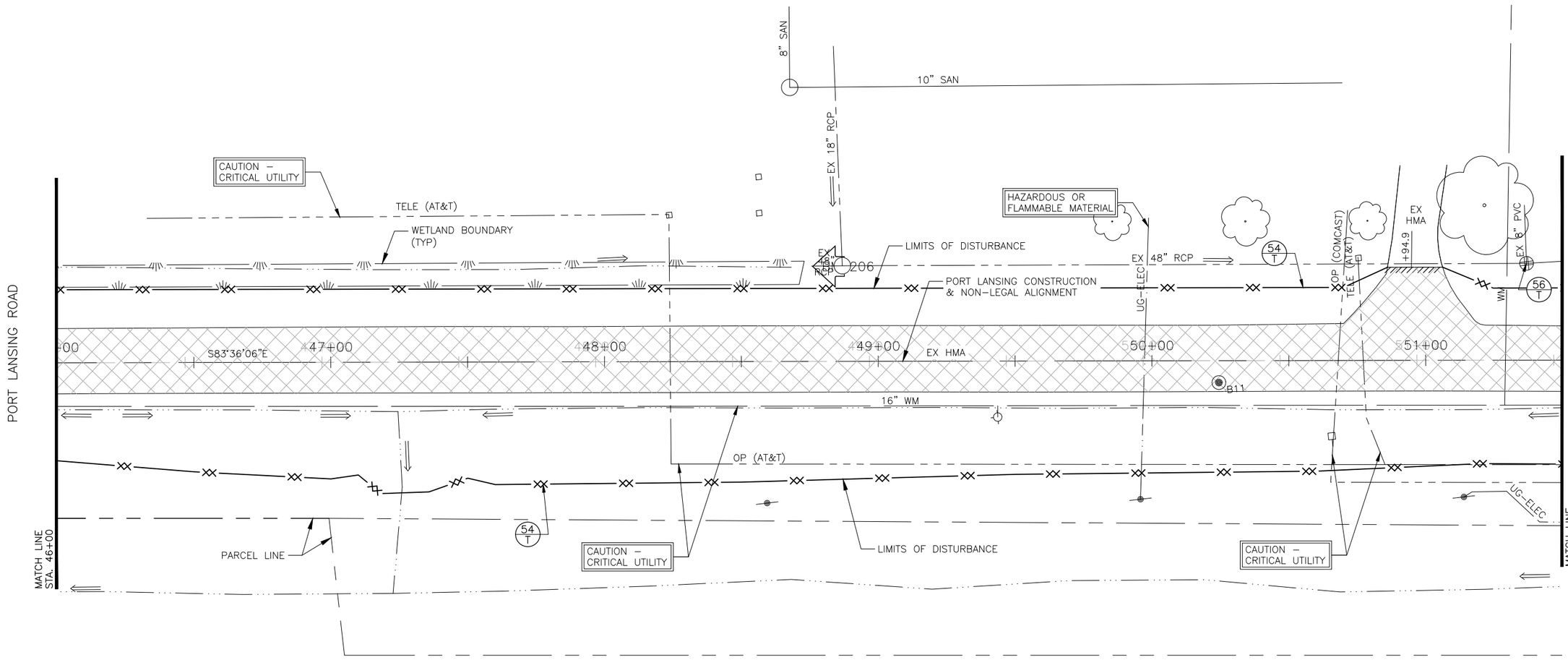
DRIVEWAY TABLE				
STATION	OFFSET	EX. SLOPE	EXCAVATION, EARTH (CYD)	HMA SURFACE, REM (SYD)
50+94.9	34.0' LT	0.2%	15	76
TOTAL			15	76



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 46+00 TO STA 51+50
REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

NORTH

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REVISIONS

BID PLANS 02/09/2026

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Reviewer	ksimons
Manager	ksimons

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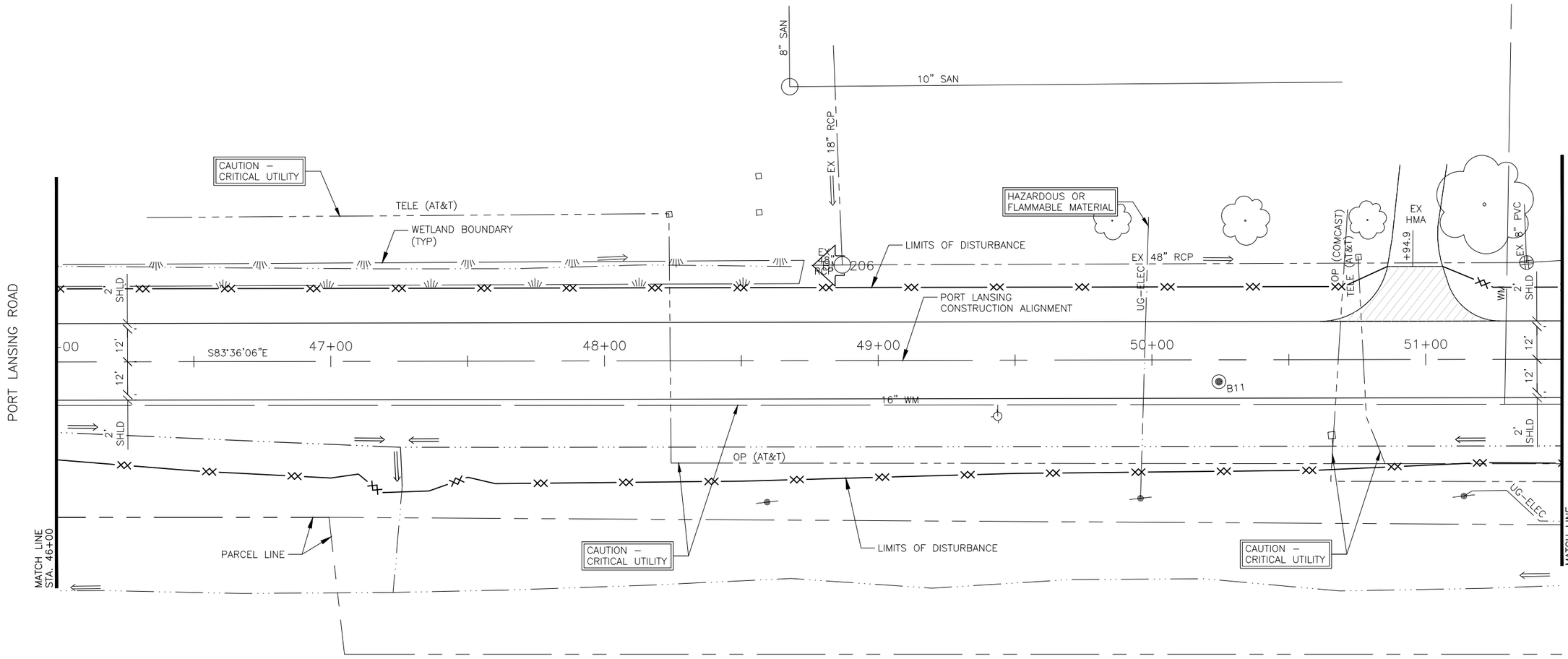
DRIVEWAY/INTERSECTION TABLE										
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE BASE, 8 INCH (SYD)	HMA APPROACH (TON)
50+94.88	HMA	34.0' LT	−1.1%	20.2	65.7	20	25	3	71	24
TOTAL								3	71	24



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 46+00 TO STA 51+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

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Reviewer	ksimons
Manager	ksimons

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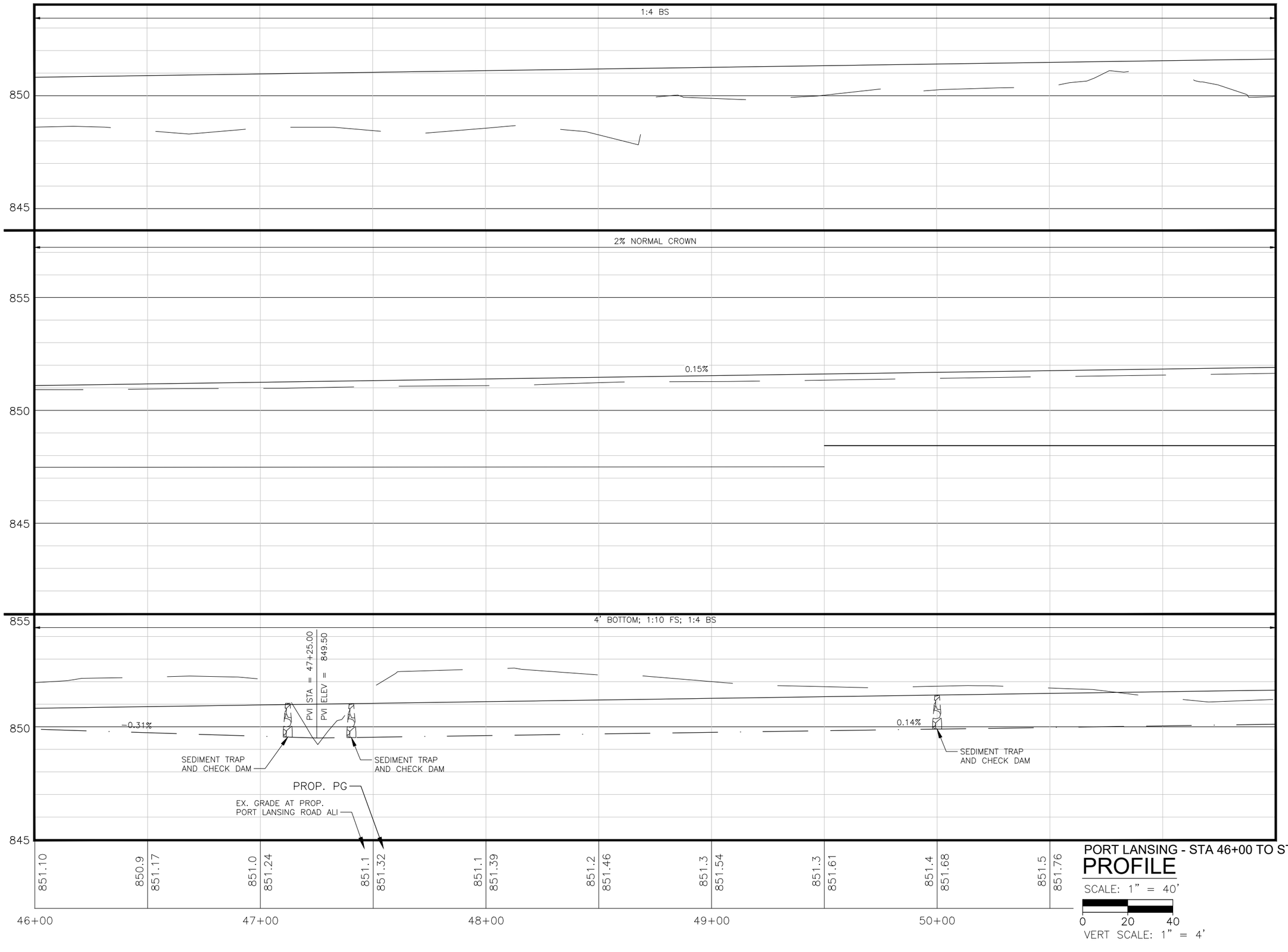

PORT LANSING - STA 46+00 TO STA 51+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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Capital Region International Airport

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CAPITAL CITY BLVD

NORTH

PORT LANSING ROAD

CAUTION – CRITICAL UTILITY

SB CAPITAL CITY CONSTRUCTION ALIGNMENT

NB CAPITAL CITY CONSTRUCTION ALIGNMENT

HAZARDOUS OR FLAMMABLE MATERIAL

CAUTION – CRITICAL UTILITY

LIMITS OF DISTURBANCE

EX 48" RCP

PORT LANSING CONSTRUCTION & NON-LEGAL ALIGNMENT

MATCH LINE STA. 15+38.27

MATCH LINE STA. 15+33.52

4" S-MP GAS

UG-ELEC

8" WM

TELE (AT&T)

EX 12" RCP

OP (COMCAST)

OP (AT&T)

OP (ZAYO)

10" SAN

EX HMA

S83°36'06"E

52+00

53+00

54+00

55+00

56+00

PORT LANSING CON ALIGN STA 54+63.81 = SB CAPITAL CITY CON ALIGN STA 14+95.69

PORT LANSING CON ALIGN STA 55+28.14 = NB CAPITAL CITY CON ALIGN STA 14+89.23

16" WM

2" P-MP GAS

4" P-MP GAS

MATCH LINE STA 14+55.85

MATCH LINE STA 14+35.04

12" RCP

ELECTRIC BOX

TELE (AT&T)

EX 12" RCP

CAUTION – CRITICAL UTILITY

LIMITS OF DISTURBANCE

HAZARDOUS OR FLAMMABLE MATERIAL

PARCEL LINE

CAUTION – CRITICAL UTILITY

MATCH LINE STA. 51+50

MATCH LINE STA 57+00

OP (AT&T TRANSMISSION)

RR ARM

REMOVALS SOUTH OF MATCHLINE ACCOUNTED FOR WITHIN CAPITAL CITY BLVD PLANS

BM 207

B29

14+00

15+00

16+00

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 51+50 TO STA 57+00
REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

CAPITAL CITY BLVD

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REVISIONS

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Manager	ksimons

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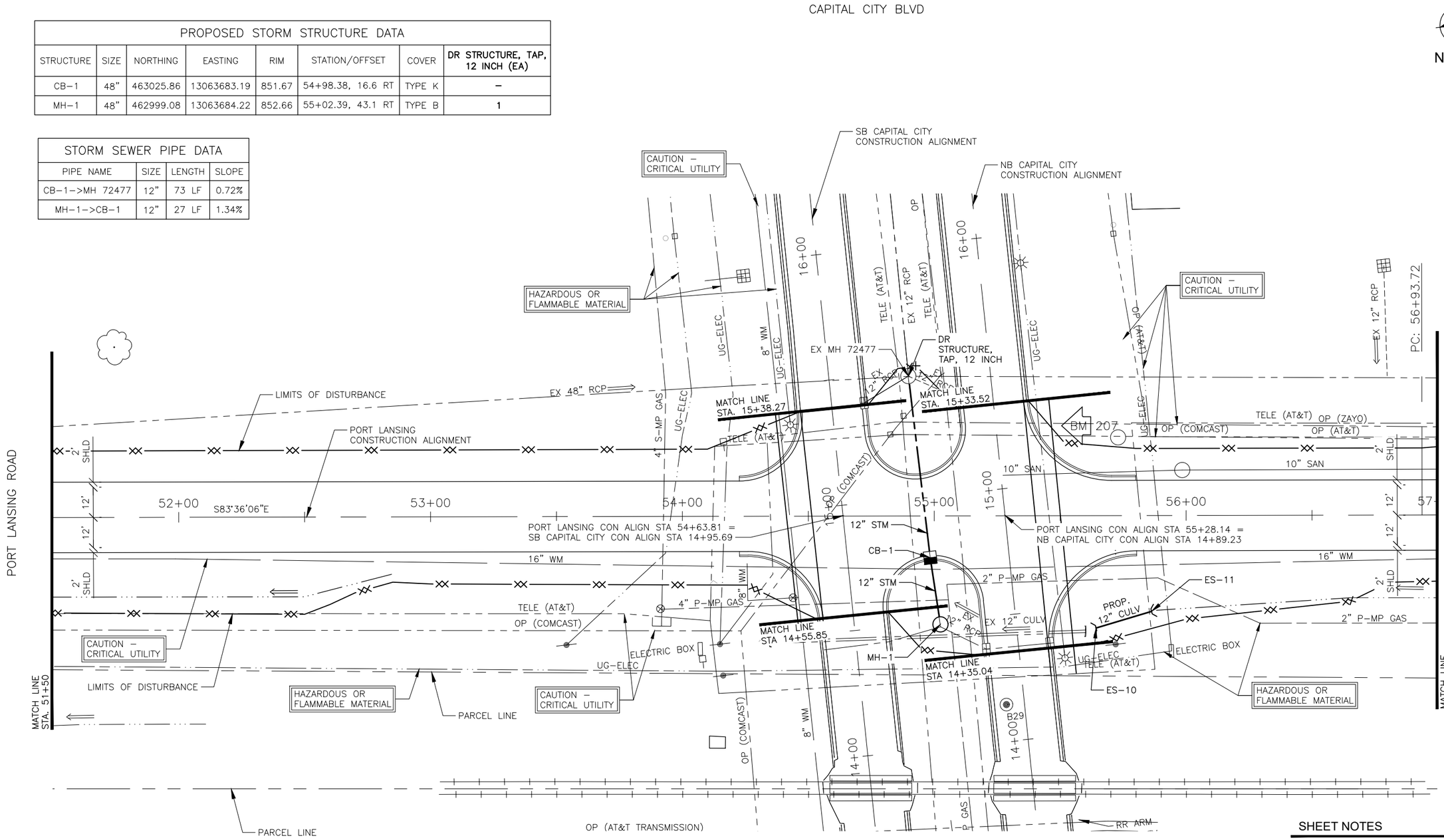
PROPOSED STORM STRUCTURE DATA							
STRUCTURE	SIZE	NORTHING	EASTING	RIM	STATION/OFFSET	COVER	DR STRUCTURE, TAP, 12 INCH (EA)
CB–1	48"	463025.86	13063683.19	851.67	54+98.38, 16.6 RT	TYPE K	–
MH–1	48"	462999.08	13063684.22	852.66	55+02.39, 43.1 RT	TYPE B	1

STORM SEWER PIPE DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
CB–1–>MH 72477	12"	73 LF	0.72%
MH–1–>CB–1	12"	27 LF	1.34%



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PROPOSED END SECTION DATA						
STRUCTURE	SIZE	NORTHING	EASTING	STATION/OFFSET	TYPE	CULV END SECT, FOOTING (EA)
ES–10	12"	462990.65	13063745.46	55+64.20, 44.6 RT	END SECTION	1
ES–11	12"	462994.72	13063768.10	55+86.24, 38.1 RT	END SECTION	1

CULVERT DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
ES–11–>ES–10	12"	23 LF	–1.61%

PORT LANSING - STA 51+50 TO STA 57+00

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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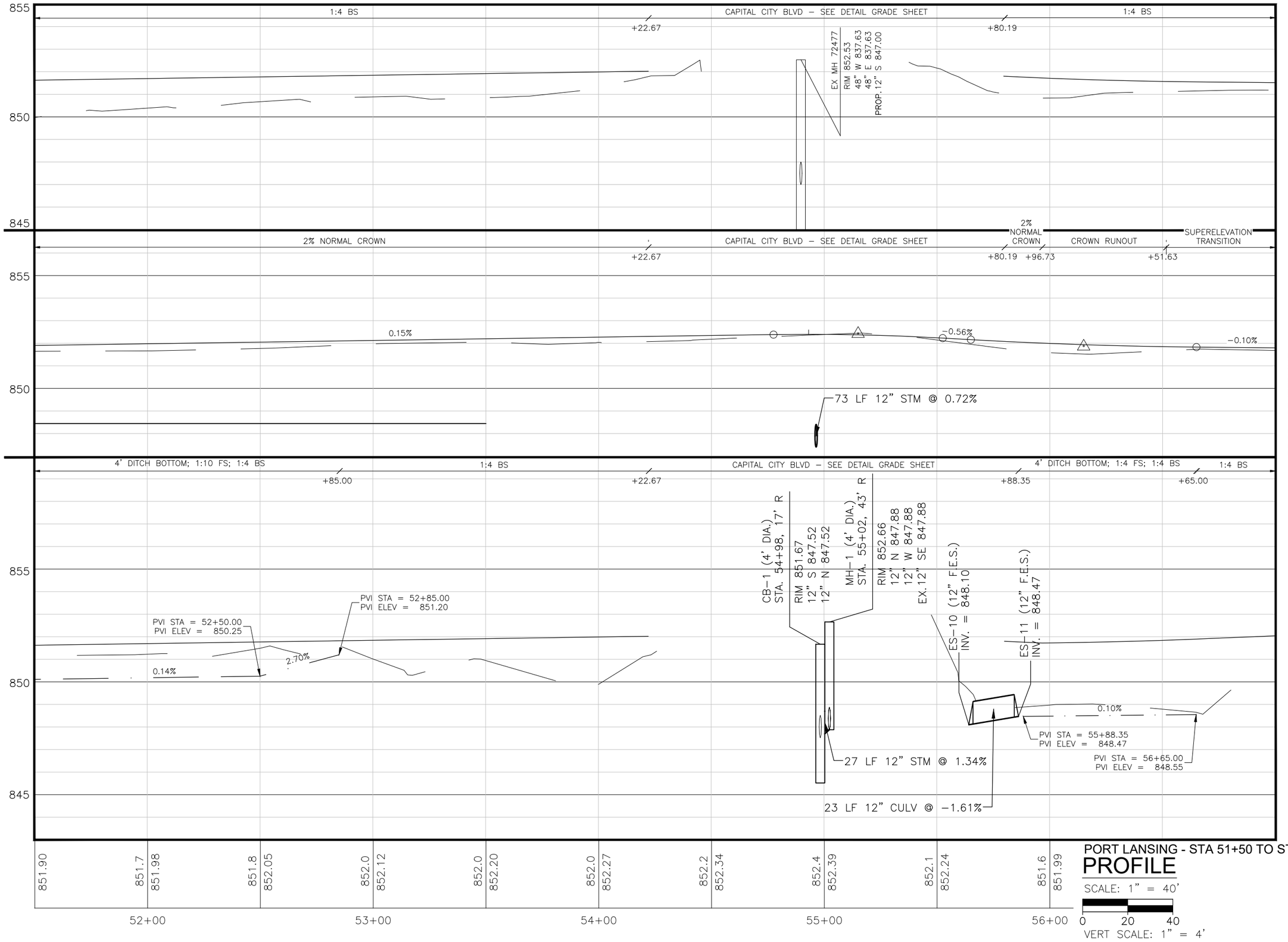

PORT LANSING - STA 51+50 TO STA 57+00

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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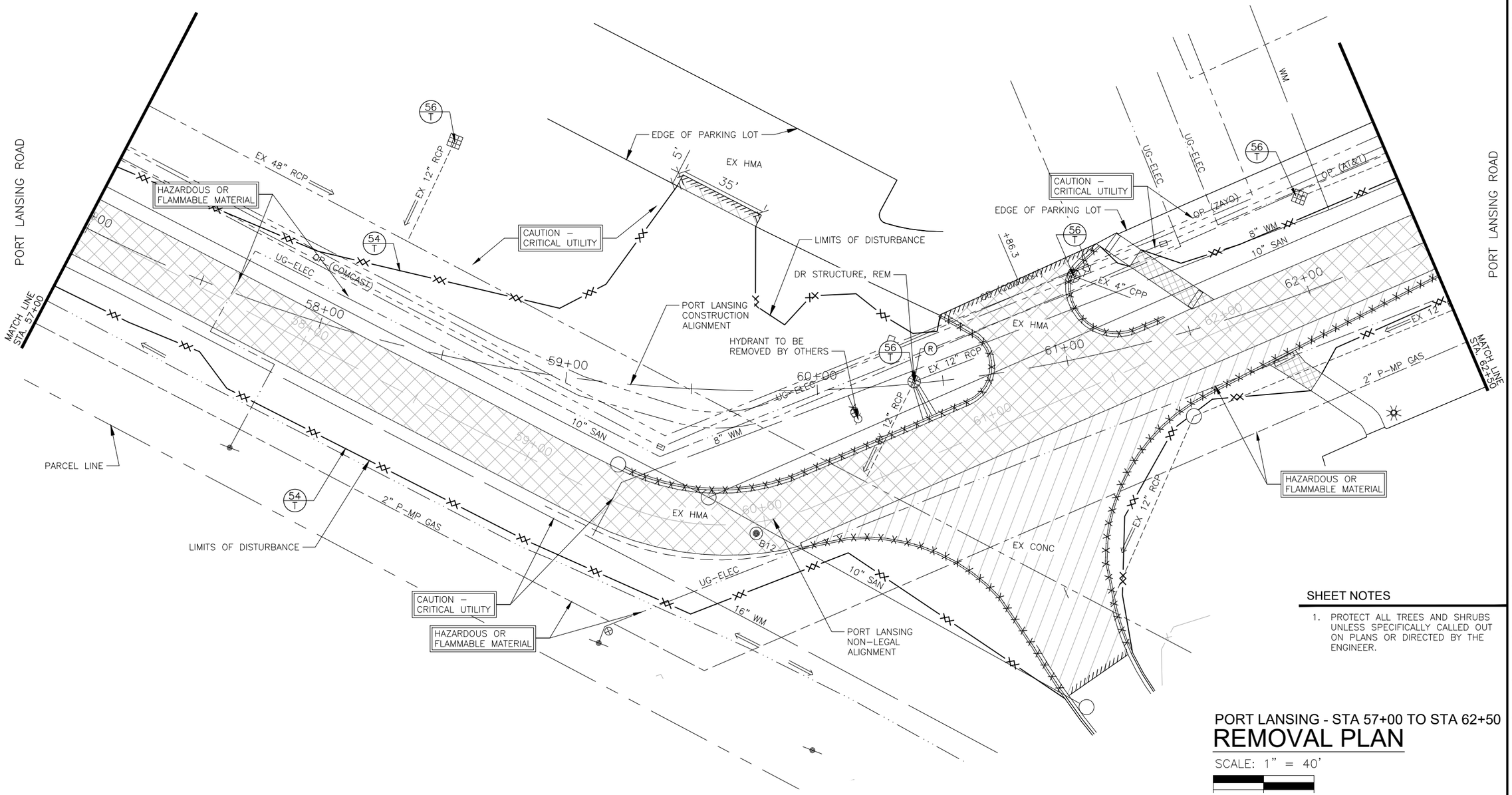
DRIVEWAY/INTERSECTION TABLE						
STATION	OFFSET	EX. SLOPE	CURB AND GUTTER, REM (FT)	PAVT, REM (SYD)	EXCAVATION, EARTH (CYD)	HMA SURFACE, REM (SYD)
GLOBAL LOGISTICS DR	123.9 RT	−0.8%	359	779	147	–
60+86.3	35.4 LT	−1.6%	117	–	40	205
TOTAL			476	779	187	205



NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 57+00 TO STA 62+50

REMOVAL PLAN

SCALE: 1" = 40'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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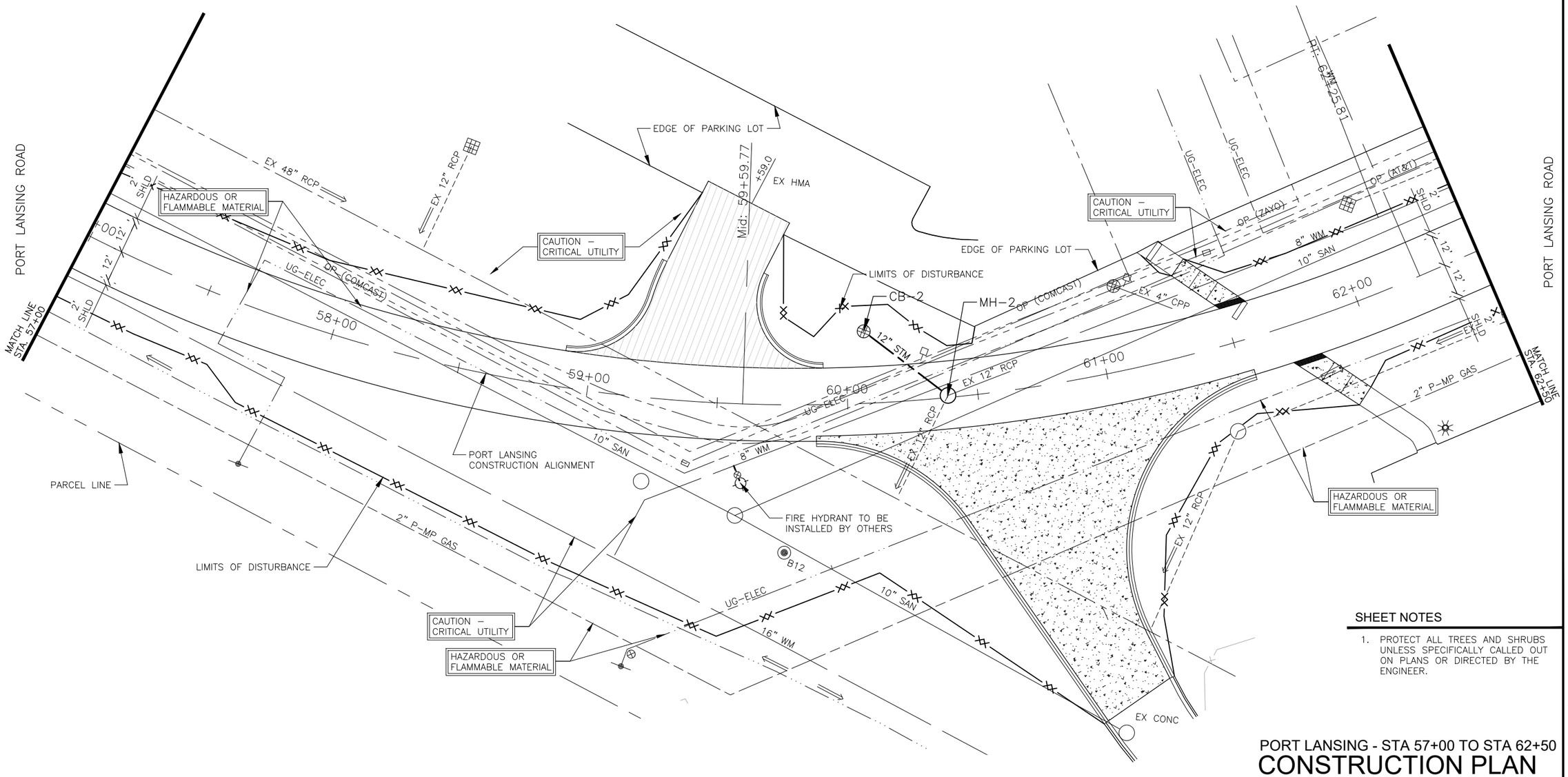
PROPOSED STORM STRUCTURE DATA							
STRUCTURE	SIZE	NORTHING	EASTING	RIM	STATION/OFFSET	COVER	DR STRUCTURE, TAP, 12 INCH (EA)
CB–2	24"	463092.09	13064174.77	848.92	60+07.37, –27.6 LT	TYPE G	–
MH–2	48"	463080.76	13064213.68	851.45	60+38.57, –0.8 LT	TYPE B	1

STORM SEWER PIPE DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
CB–2–>MH–2	12"	41 LF	0.62%

DRIVEWAY/INTERSECTION TABLE												
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE BASE, 8 INCH (SYD)	HMA APPROACH (TON)	DRIVEWAY, NONREINF CONC, 8 INCH (SYD)	CURB AND GUTTER, CONC, DET F3 (FT)	CURB AND GUTTER, CONC, DET F4 (FT)
59+59.00	HMA	77.4 LT	SEE DETAIL GRADE SHEETS	35.0	98.8	25	30	14	350	104	–	–	105
GLOBAL LOGISTICS DR	CONC	123.9 RT	SEE DETAIL GRADE SHEETS	28.6	170.0	70	70	39	848	–	747	302	–
TOTAL								53	1198	104	747	302	105



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 57+00 TO STA 62+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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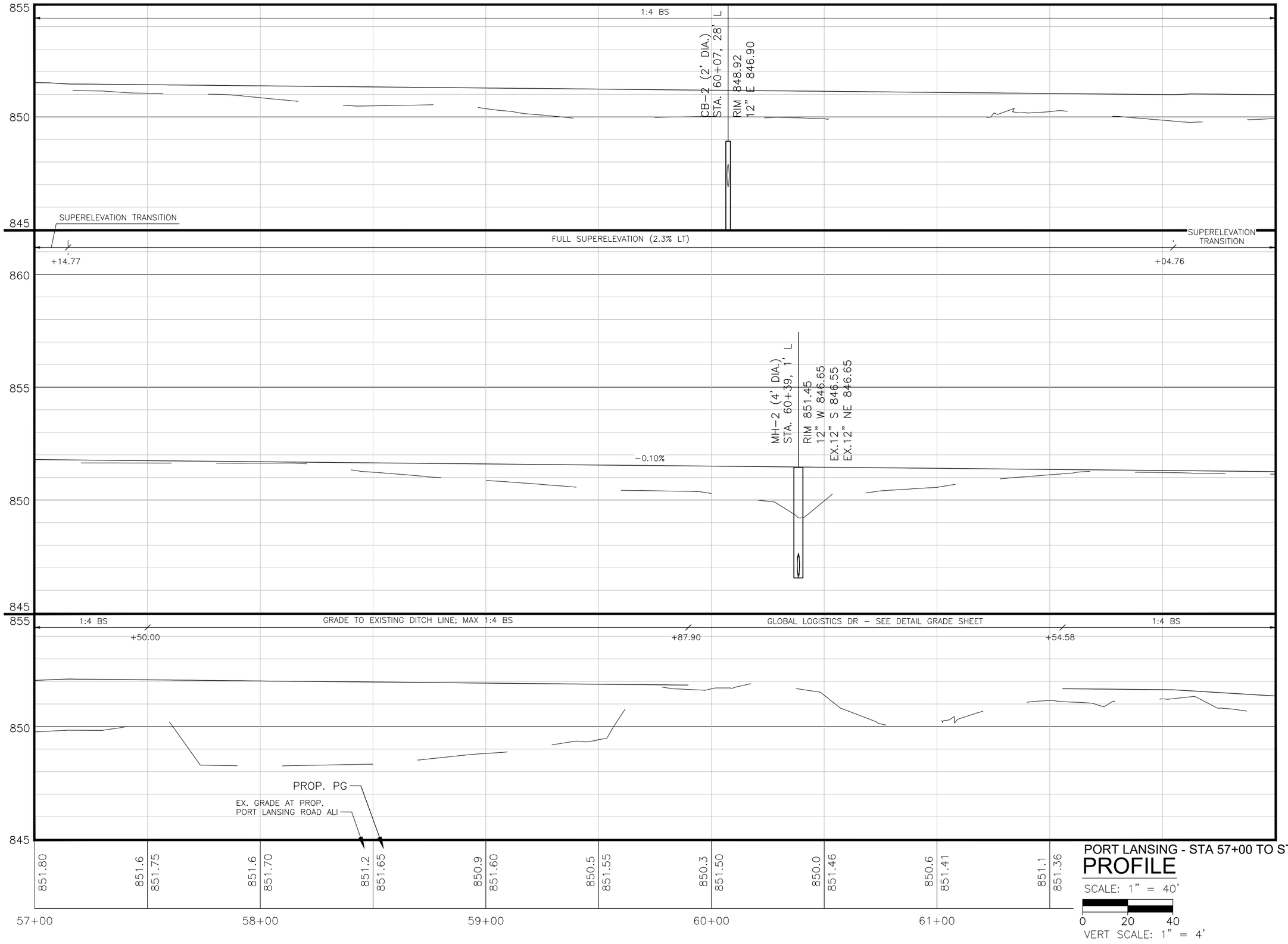

PORT LANSING - STA 57+00 TO STA 62+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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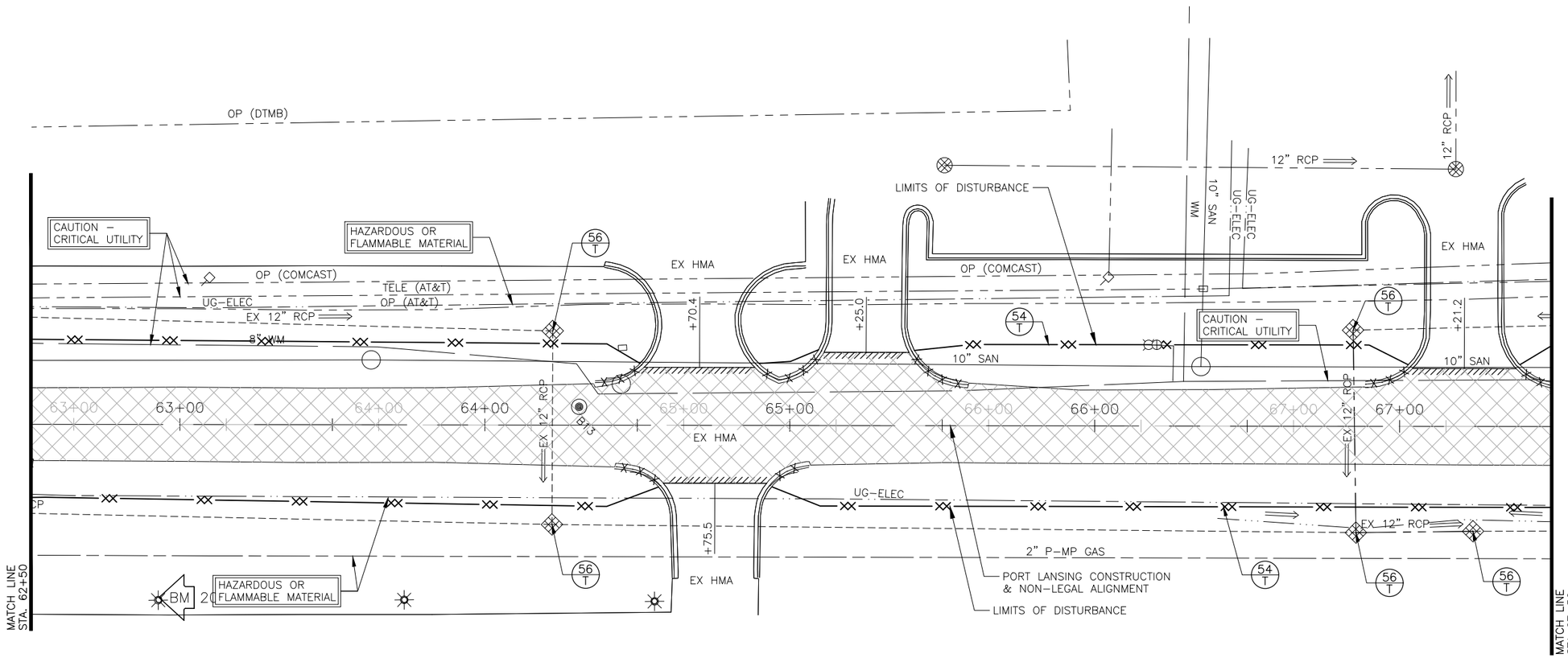
DRIVEWAY TABLE					
STATION	OFFSET	EX. SLOPE	CURB AND GUTTER, REM (FT)	EXCAVATION, EARTH (CYD)	HMA SURFACE, REM (SYD)
64+70.4	19.0' LT	−2.5%	26	7	29
64+75.5	19.0' RT	0.4%	31	8	33
65+25.0	24.0' LT	−2.8%	40	11	47
67+21.2	19.0' LT	−1.4%	35	9	33
TOTAL			132	35	142



PORT LANSING ROAD

PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 62+50 TO STA 67+50
REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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59

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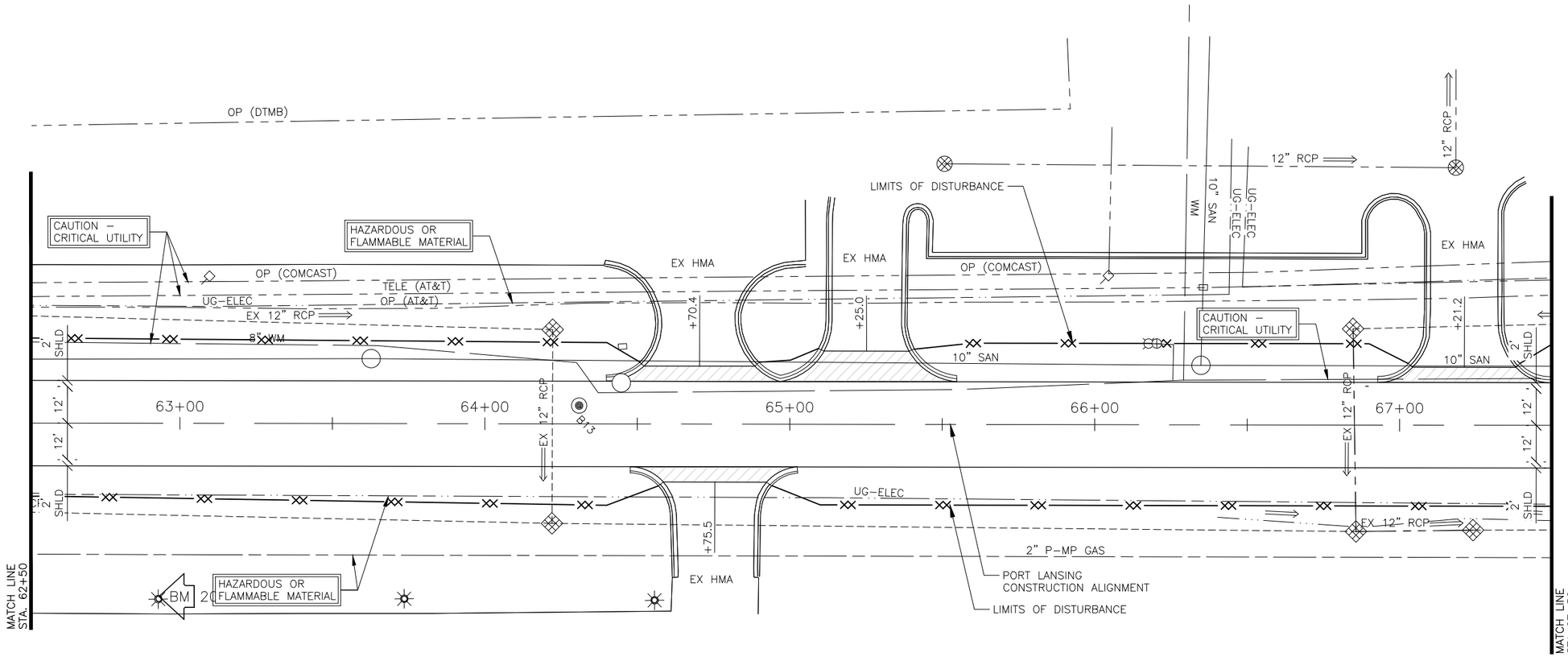
DRIVEWAY TABLE												
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE BASE, 8 INCH (SYD)	HMA APPROACH (TON)	CURB AND GUTTER, CONC, DET B2 (FT)	CURB AND GUTTER, CONC, DET F4 (FT)
64+70.36	HMA	19.0' LT	−2.2%	36.4	56.9	18	19	1	32	9	–	22
64+75.47	HMA	19.0' RT	0.5%	33.9	54.8	15	15	1	30	8	–	22
65+25.00	HMA	24.0' LT	−3.8%	27.9	57.9	20	20	2	56	14	36	–
67+21.17	HMA	19.0' LT	−0.4%	34.0	56.8	15	15	1	33	8	25	–
TOTAL								5	151	39	61	44



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 62+50 TO STA 67+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

NORTH

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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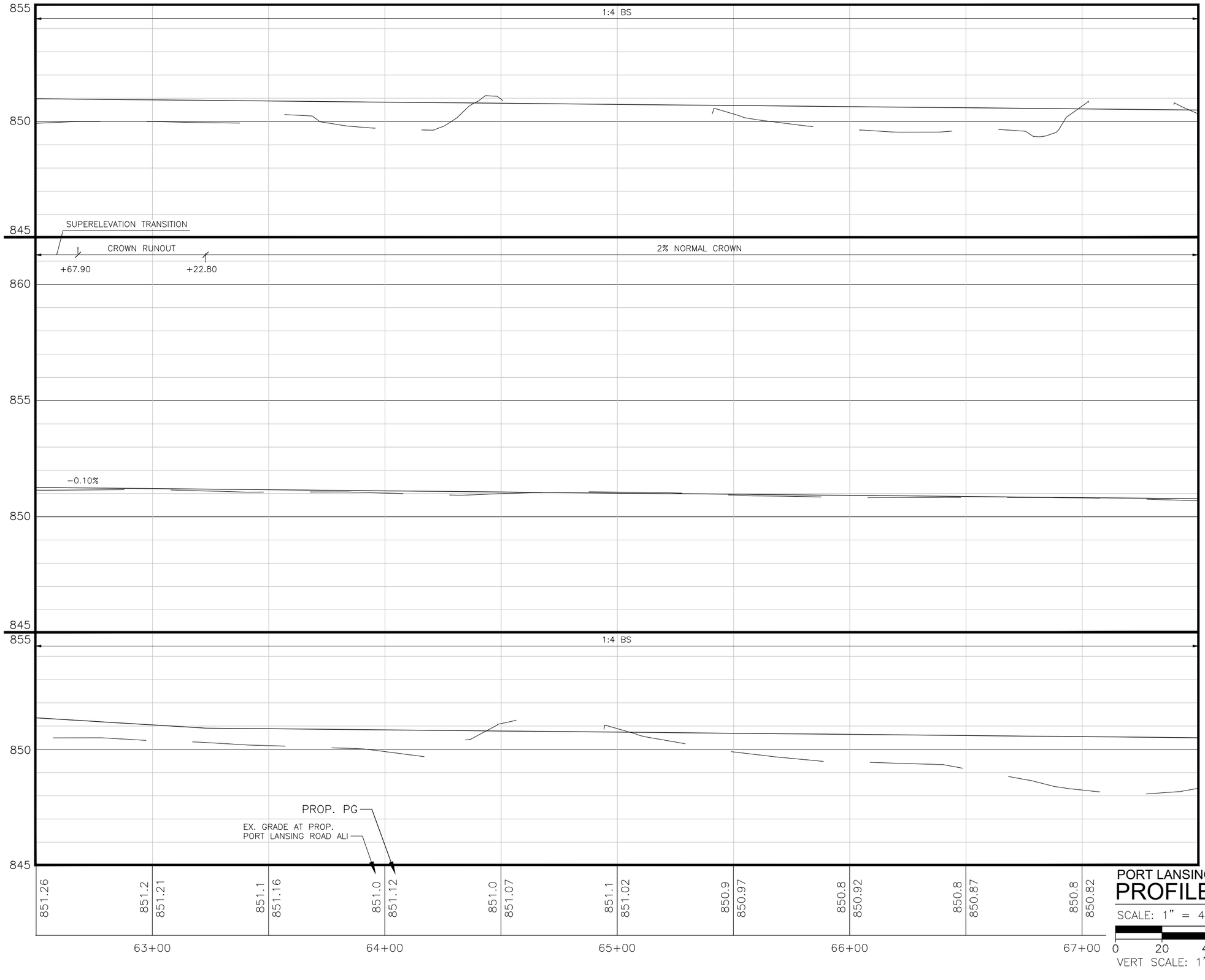

PORT LANSING - STA 62+50 TO STA 67+50
PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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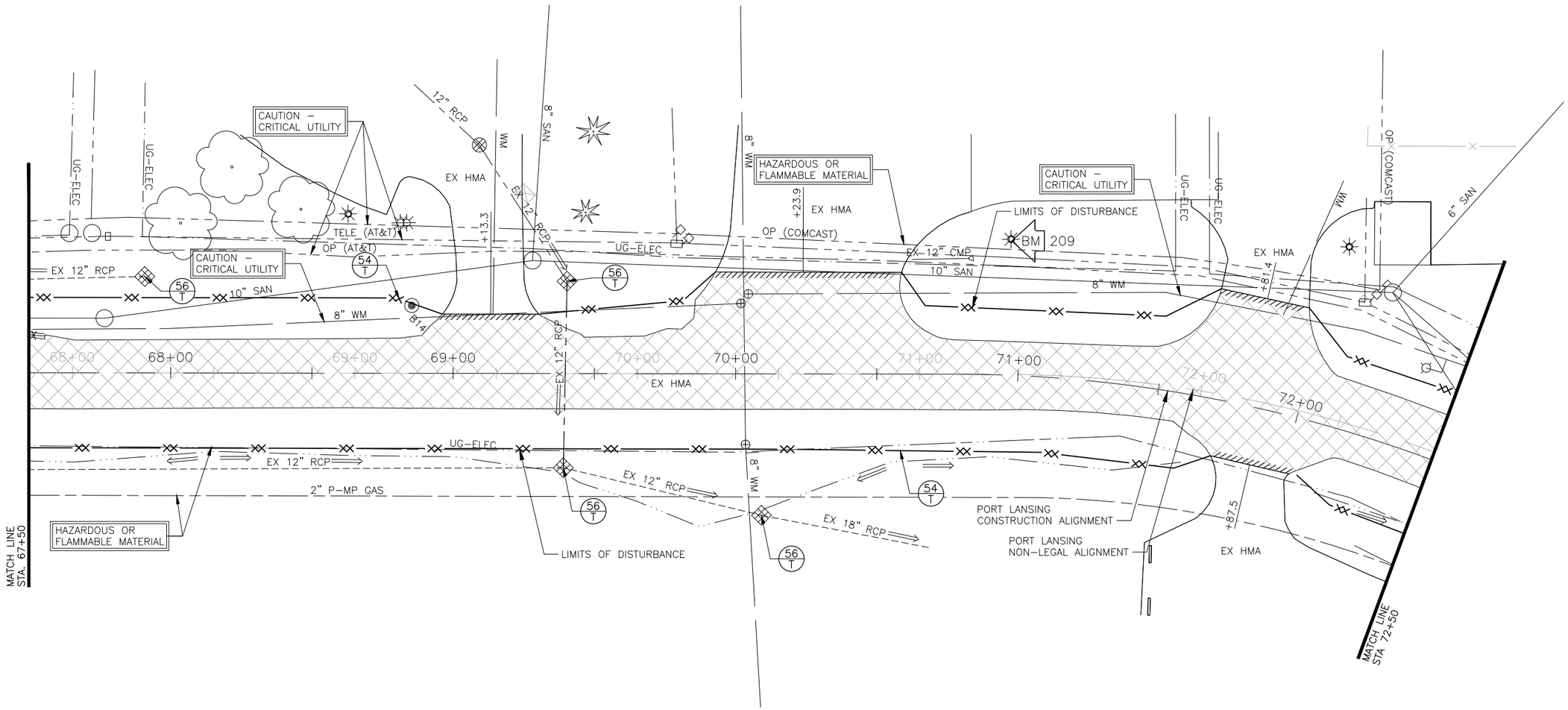
DRIVEWAY TABLE				
STATION	OFFSET	EX. SLOPE	EXCAVATION, EARTH (CYD)	HMA SURFACE, REM (SYD)
69+13.3	21.0' LT	0.2%	8	40
70+23.9	36.0' LT	−0.3%	38	198
71+81.4	38.5' LT	0.8%	22	108
71+87.5	20.2' RT	−0.7%	8	43
TOTAL			76	389



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 67+50 TO STA 72+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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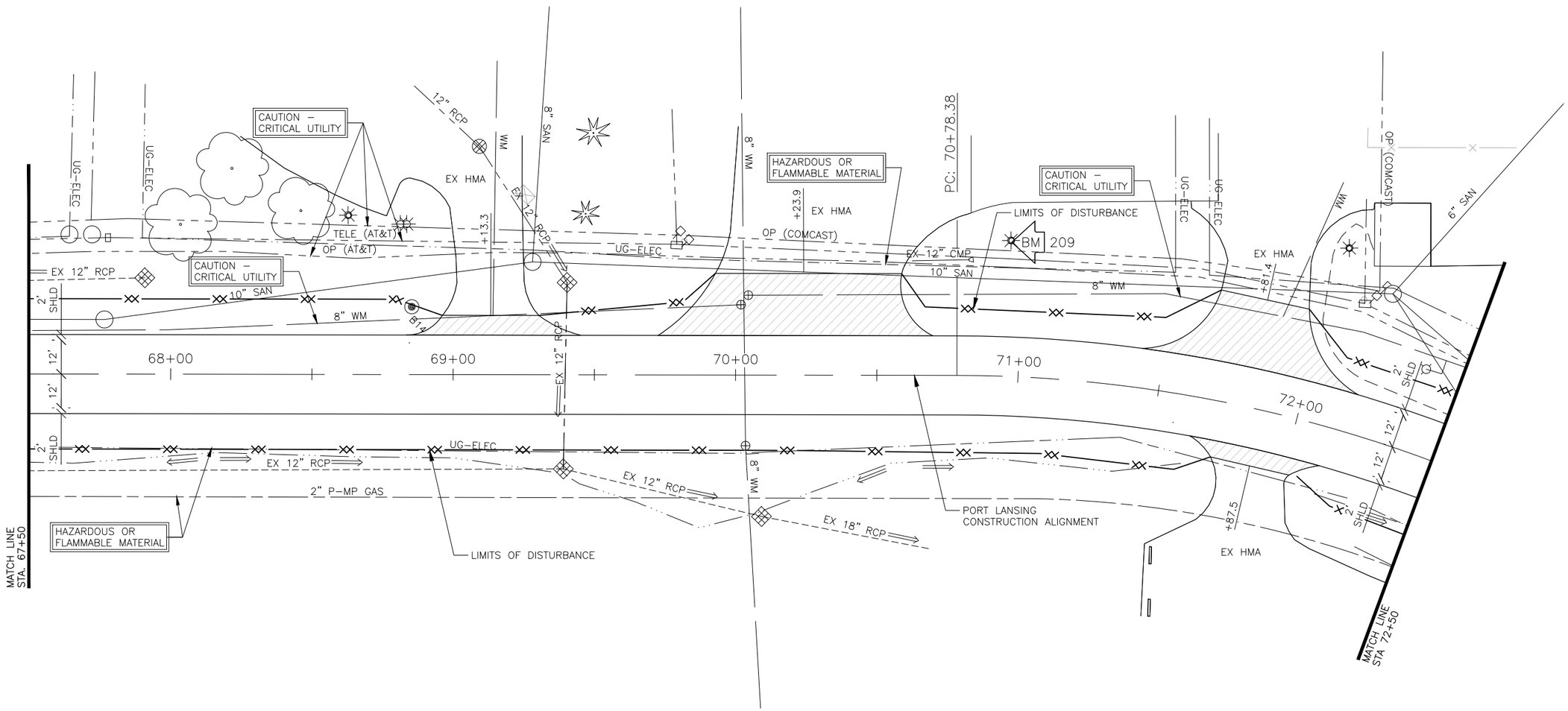
DRIVEWAY/INTERSECTION TABLE										
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE BASE, 8 INCH, (SYD)	HMA APPROACH (TON)
69+13.26	HMA	21.0' LT	−1.4%	34.1	61.7	40	15	1	35	12
70+23.85	HMA	36.0' LT	−2.2%	66.0	97.3	20	60	2	188	62
71+81.39	HMA	38.5' LT	−1.8%	31.9	78.2	35	30	3	124	41
71+87.48	HMA	20.2' RT	−0.2%	28.5	47.3	20	30	1	25	9
TOTAL								7	372	124



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 67+50 TO STA 72+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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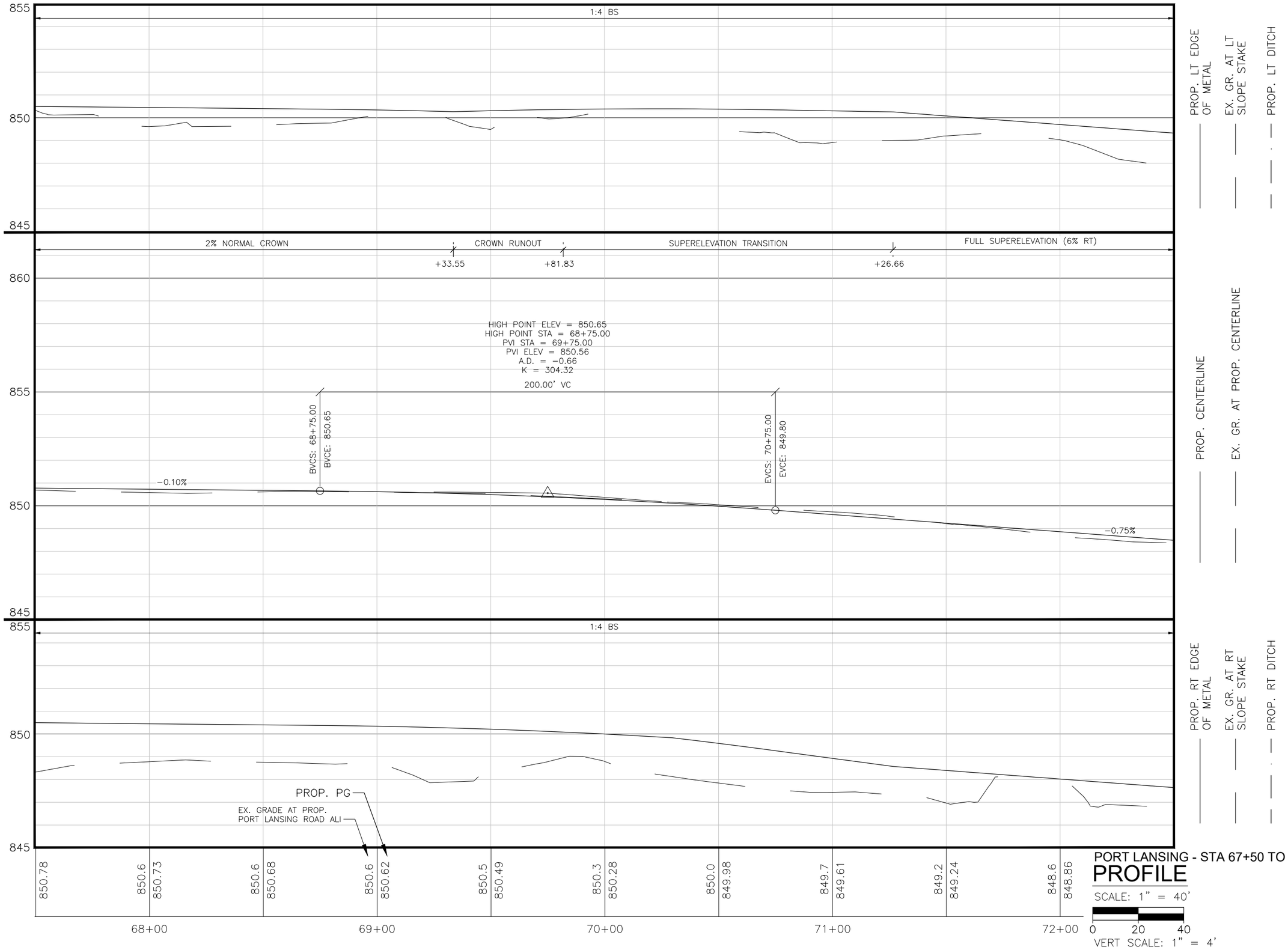

PORT LANSING - STA 67+50 TO STA 72+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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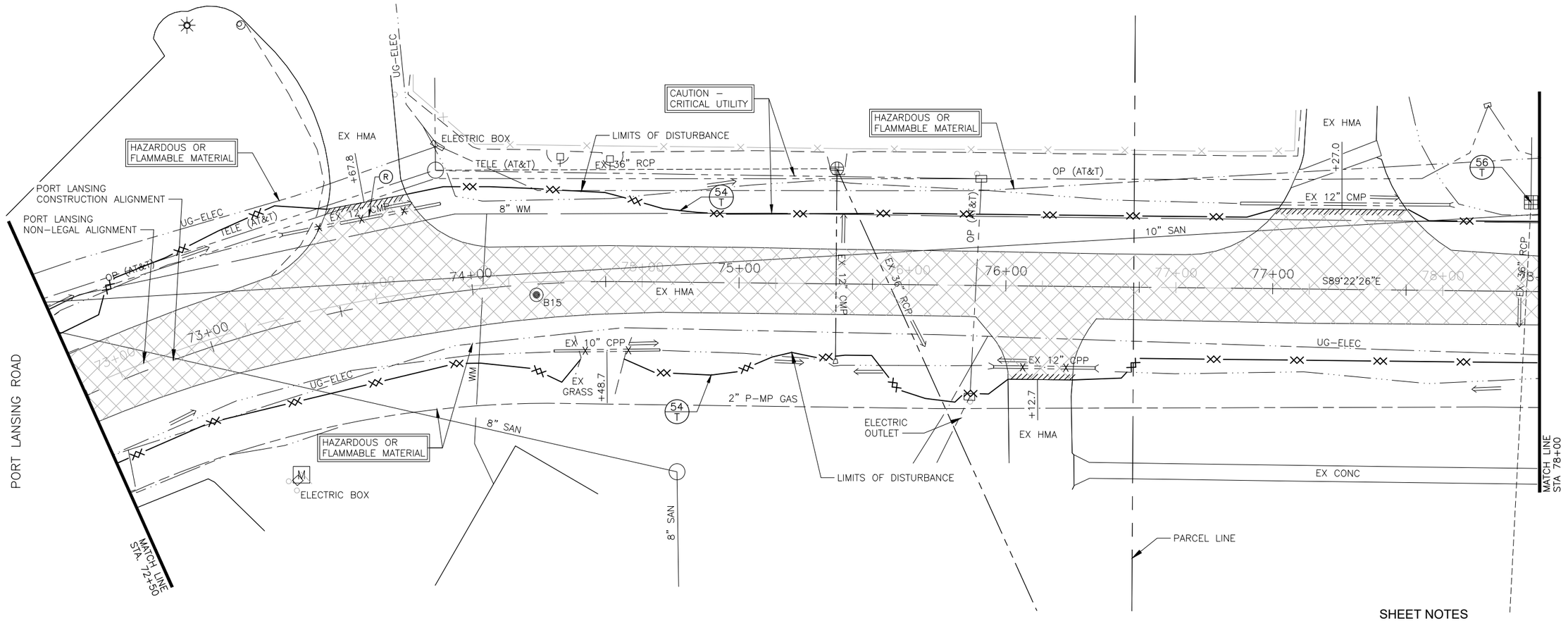
DRIVEWAY TABLE				
STATION	OFFSET	EX. SLOPE	EXCAVATION, EARTH (CYD)	HMA SURFACE, REM (SYD)
73+67.8	38.4' LT	−0.3%	26	119
74+48.7	29.0' RT	1.0%	12	–
76+12.7	35.0' RT	1.0%	16	80
77+27.0	30.0' LT	−1.2%	23	116
TOTAL			77	315



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 72+50 TO STA 78+00

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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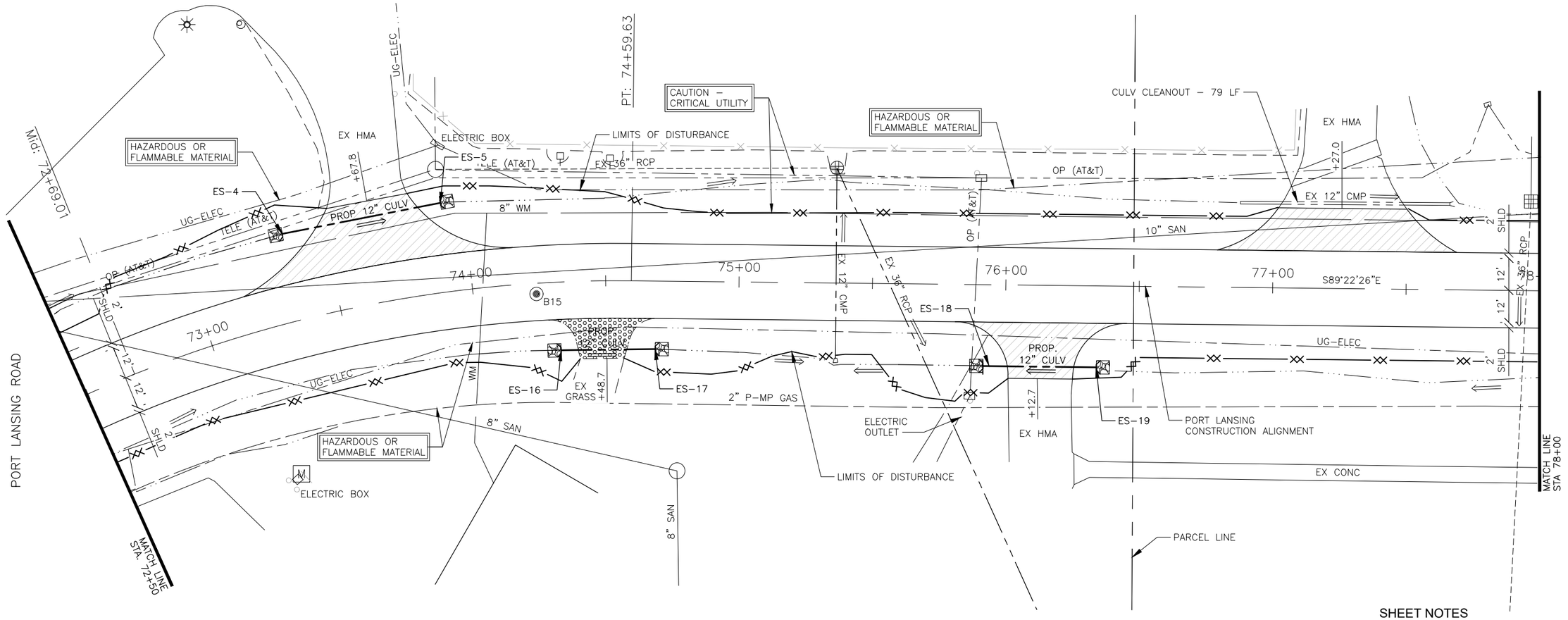
PROPOSED END SECTION DATA						
STRUCTURE	SIZE	NORTHING	EASTING	STATION/OFFSET	TYPE	CULV END SECT, FOOTING (EA)
ES-4	12"	463941.01	13065188.79	73+35.61, -33.0 LT	END SECTION	1
ES-5	12"	463952.93	13065249.49	73+93.53, -33.5 LT	END SECTION	1
ES-16	12"	463897.45	13065293.34	74+32.17, 25.5 RT	END SECTION	1
ES-17	12"	463897.87	13065328.56	74+68.85, 25.5 RT	END SECTION	1
ES-18	12"	463891.59	13065451.38	75+91.73, 30.4 RT	END SECTION	1
ES-19	12"	463891.01	13065493.85	76+34.20, 30.5 RT	END SECTION	1

CULVERT DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
ES-4->ES-5	12"	62 LF	0.65%
ES-16->ES-17	12"	35 LF	0.85%
ES-19->ES-18	12"	42 LF	-0.66%

DRIVEWAY TABLE											
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE BASE, 8 INCH (SYD)	AGGREGATE SURFACE CSE, 8 INCH (SYD)	HMA APPROACH (TON)
73+67.8	HMA	38.4' LT	-2.8%	30.6	102.6	45	75	4	148	–	49
74+48.7	GRAVEL	29.0' RT	3.0%	16.4	39.7	10	10	1	–	37	–
76+12.7	HMA	35.0' RT	1.2%	24.1	64.3	20	20	3	76	–	25
77+27.0	HMA	30.0' LT	1.4%	48.1	89.7	55	40	2	115	–	38
TOTAL								10	339	37	112



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 72+50 TO STA 78+00

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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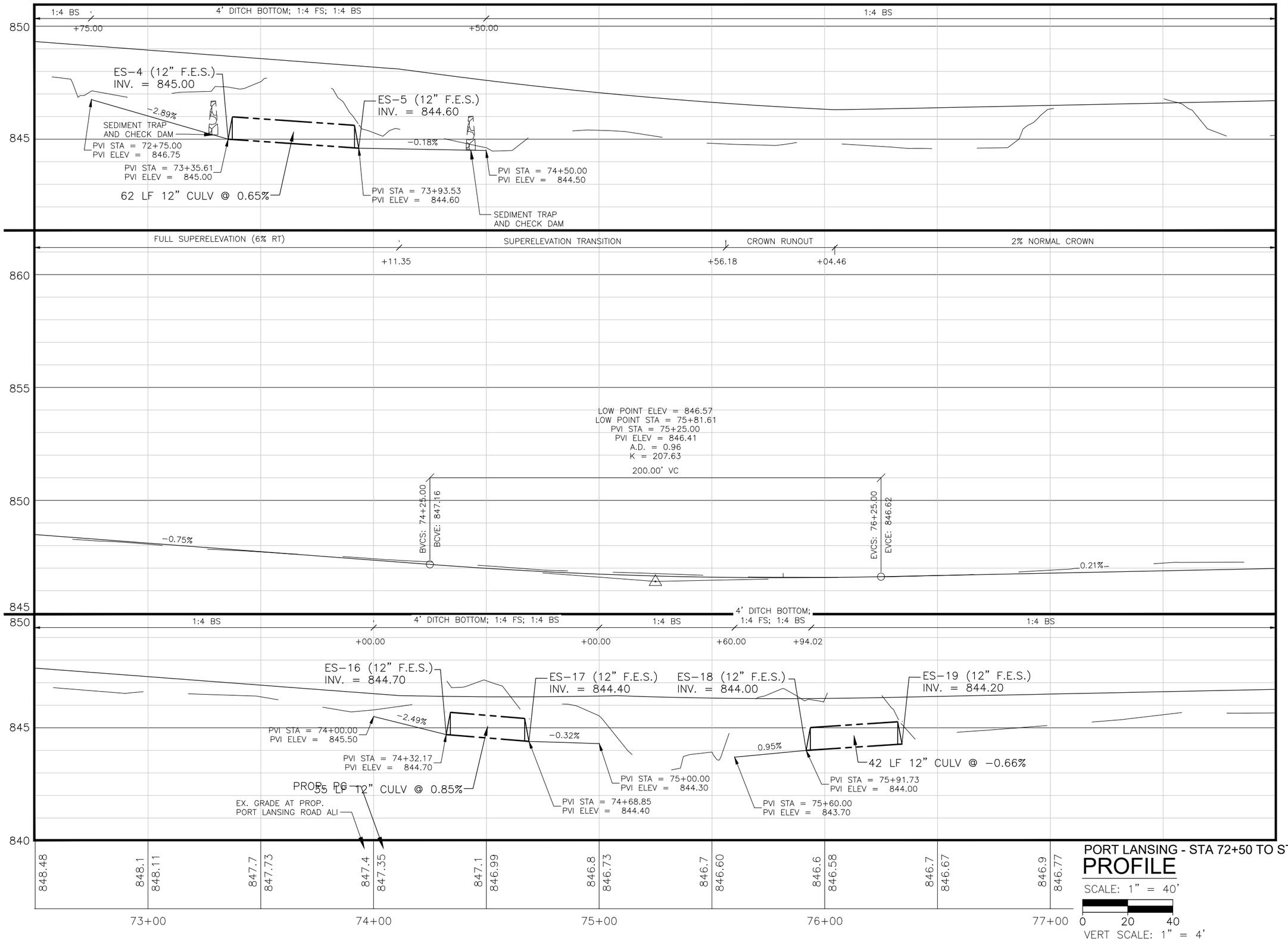

PORT LANSING - STA 72+50 TO STA 78+00

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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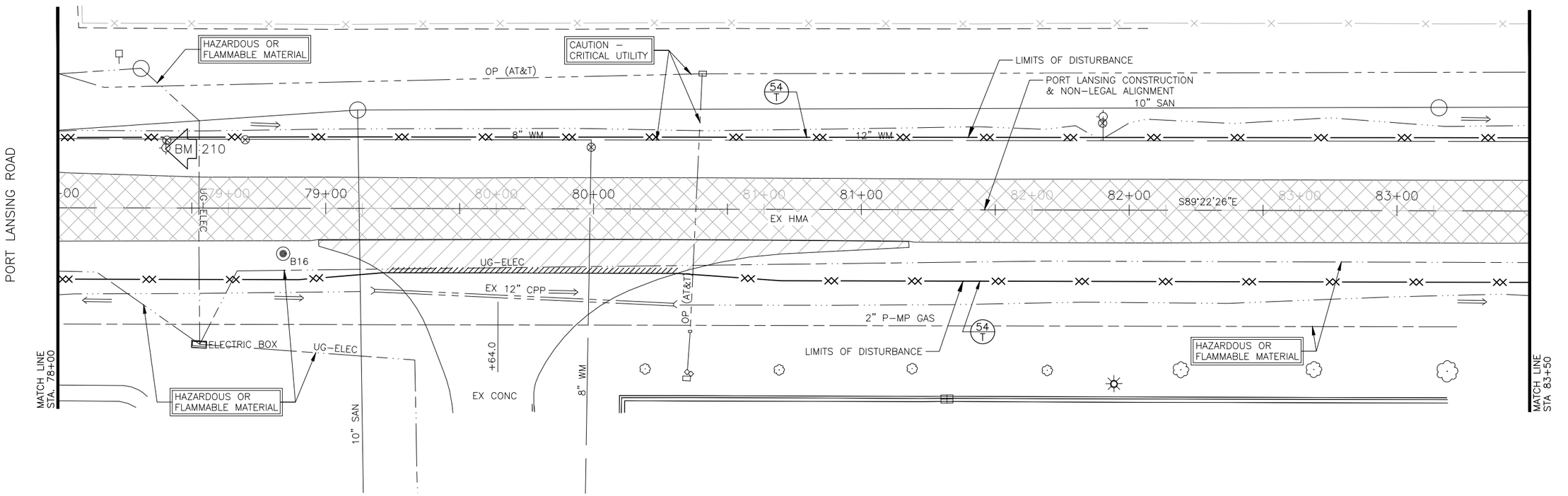
DRIVEWAY TABLE				
STATION	OFFSET	EX. SLOPE	PAVT, REM (SYD)	EXCAVATION, EARTH (CYD)
79+64.0	24.0 RT	1.2%	**224**	**43**
TOTAL			**224**	**43**



NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 78+00 TO STA 83+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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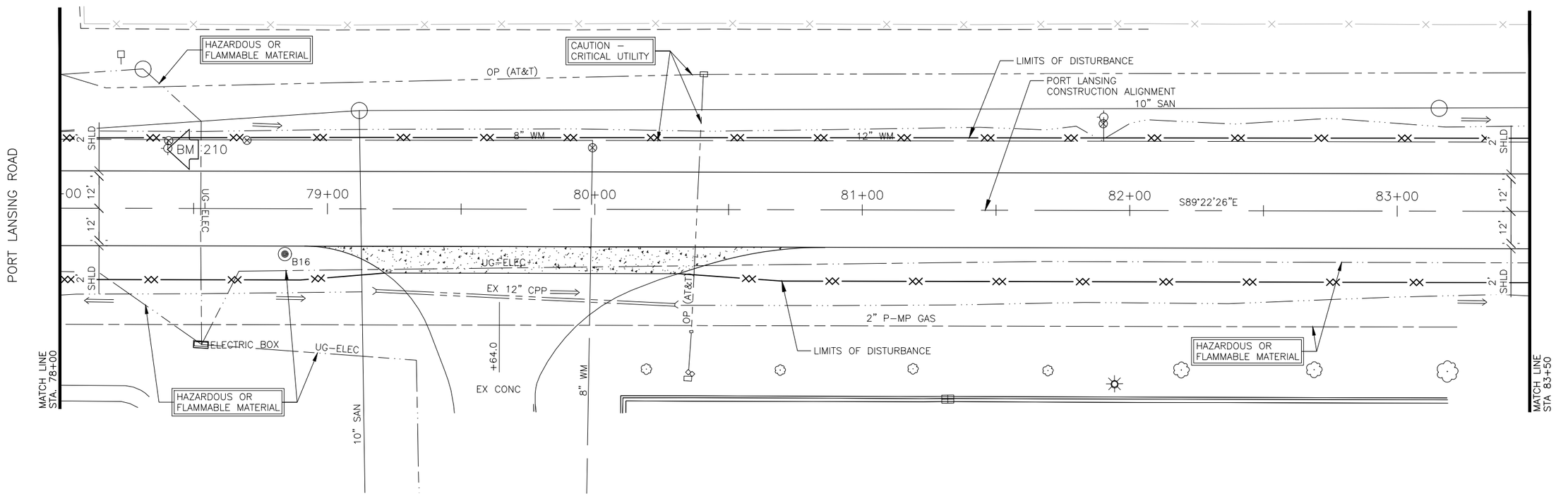
DRIVEWAY TABLE										
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE BASE, 8 INCH (SYD)	DRIVEWAY, NONREINF CONC, 8 INCH (SYD)
79+64.0	CONC	24.0 RT	1.7%	109.9	194.7	50	150	4	154	154
TOTAL								4	154	154



NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 78+00 TO STA 83+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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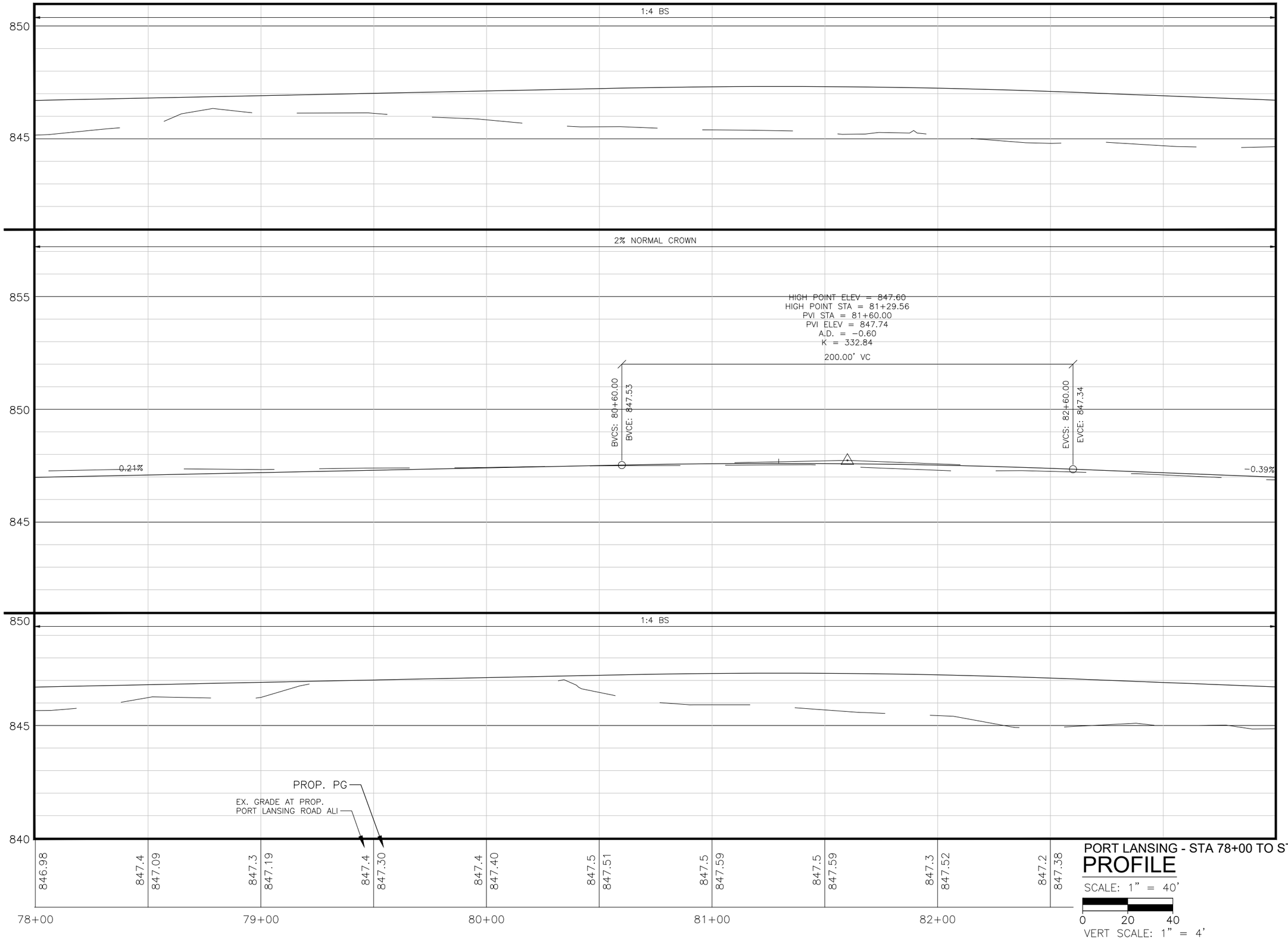

PORT LANSING - STA 78+00 TO STA 83+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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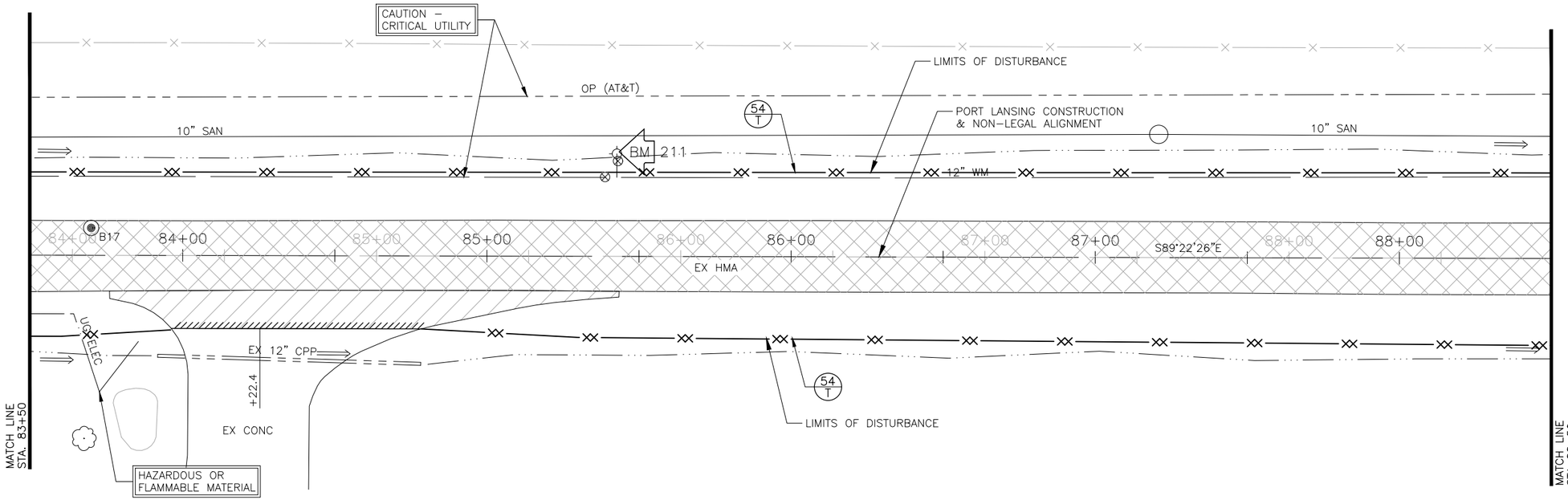
DRIVEWAY TABLE				
STATION	OFFSET	EX. SLOPE	PAVT, REM (SYD)	EXCAVATION, EARTH (CYD)
84+22.4	24.0 RT	1.4%	174	33
TOTAL			174	33



PORT LANSING ROAD

PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 83+50 TO STA 88+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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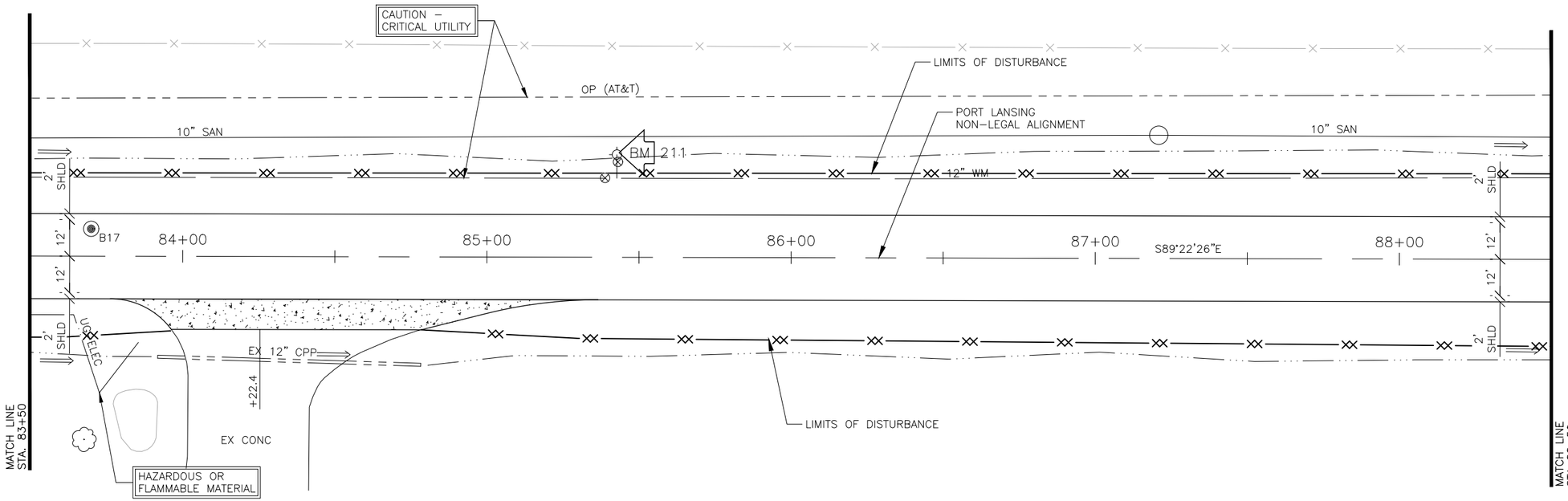
DRIVEWAY TABLE										
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE BASE, 8 INCH (SYD)	DRIVEWAY, NONREINF CONC, 8 INCH (SYD)
84+22.4	CONC	24.0 RT	1.3%	82.2	160.6	25	150	4	122	122
TOTAL								4	122	122



PORT LANSING ROAD

PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 83+50 TO STA 88+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

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Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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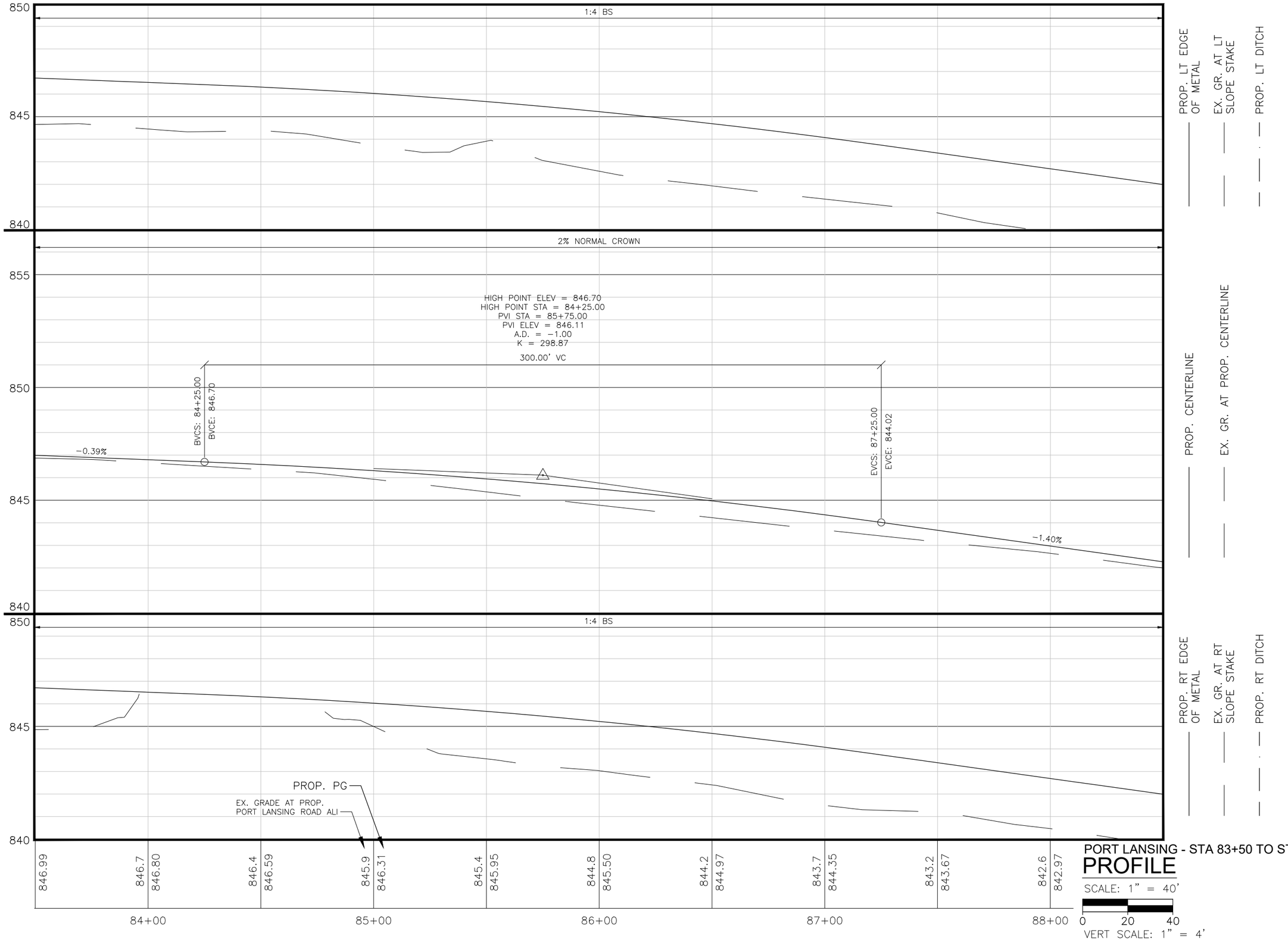

PORT LANSING - STA 83+50 TO STA 88+50

PROFILE

SCALE: 1" = 40'

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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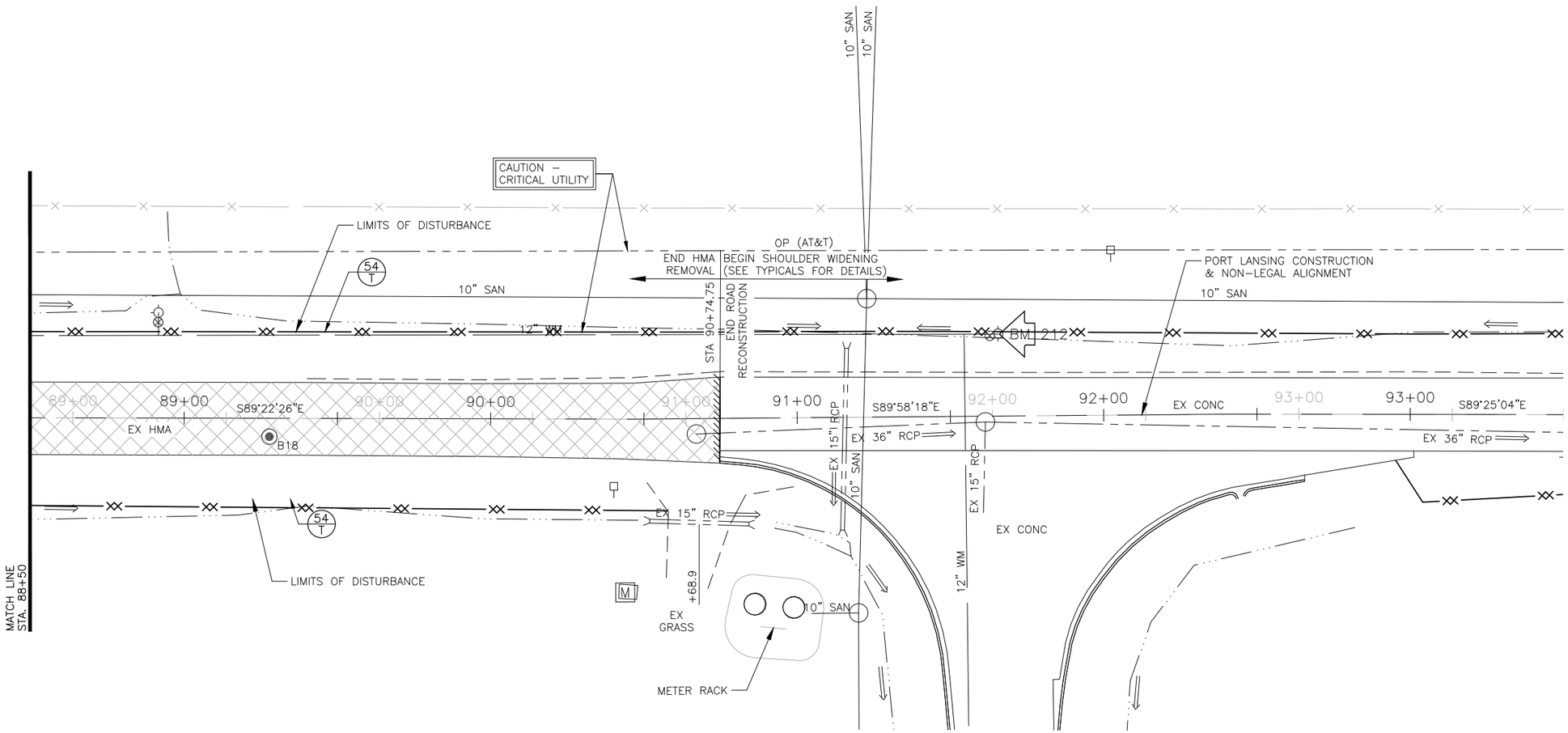
DRIVEWAY TABLE			
STATION	OFFSET	EX. SLOPE	EXCAVATION, EARTH (CYD)
90+68.9	30.0 RT	−1.6%	12
TOTAL			12



NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 88+50 TO STA 93+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

GLOBAL LOGISTICS

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Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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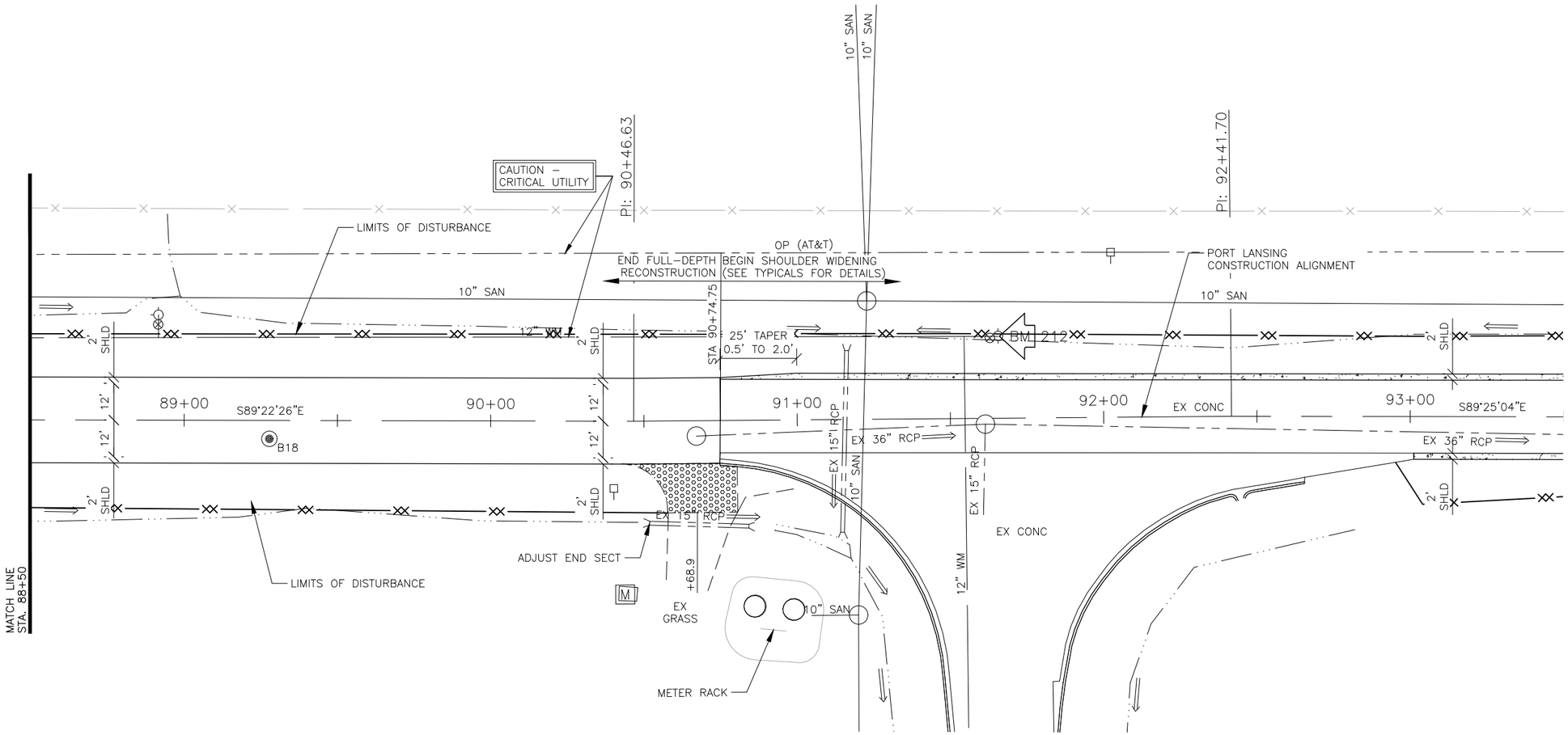
DRIVEWAY TABLE									
STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	EMBANKMENT, CIP (CYD)	AGGREGATE SURFACE CSE, 8 INCH (SYD)
90+68.9	GRAVEL	30.0 RT	−1.3%	22.9	37.7	25	0	1	46
TOTAL								1	46



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING STA 88+50 TO STA 93+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

NORTH

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REVISIONS

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Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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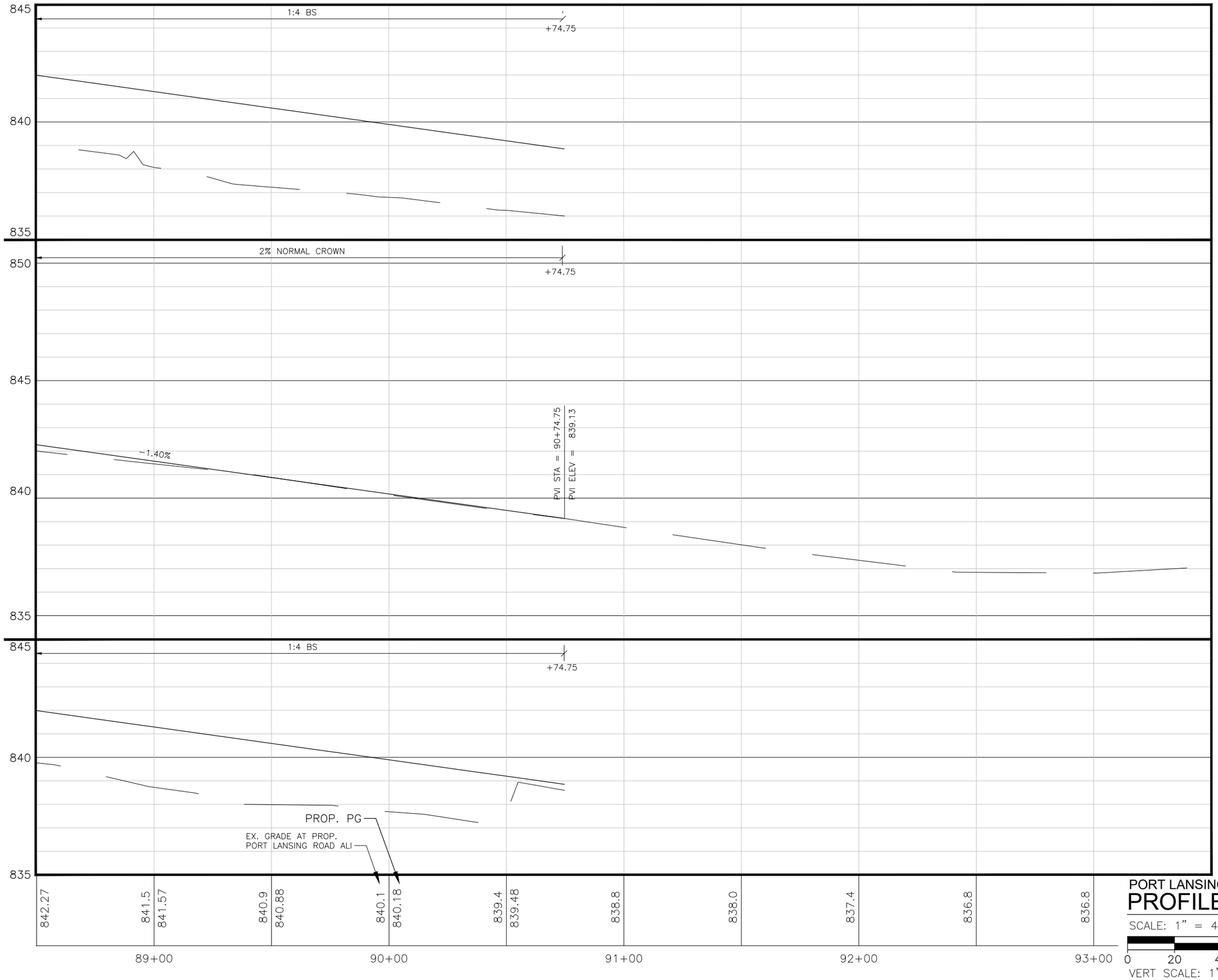

PORT LANSING - STA 88+50 TO STA 93+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

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BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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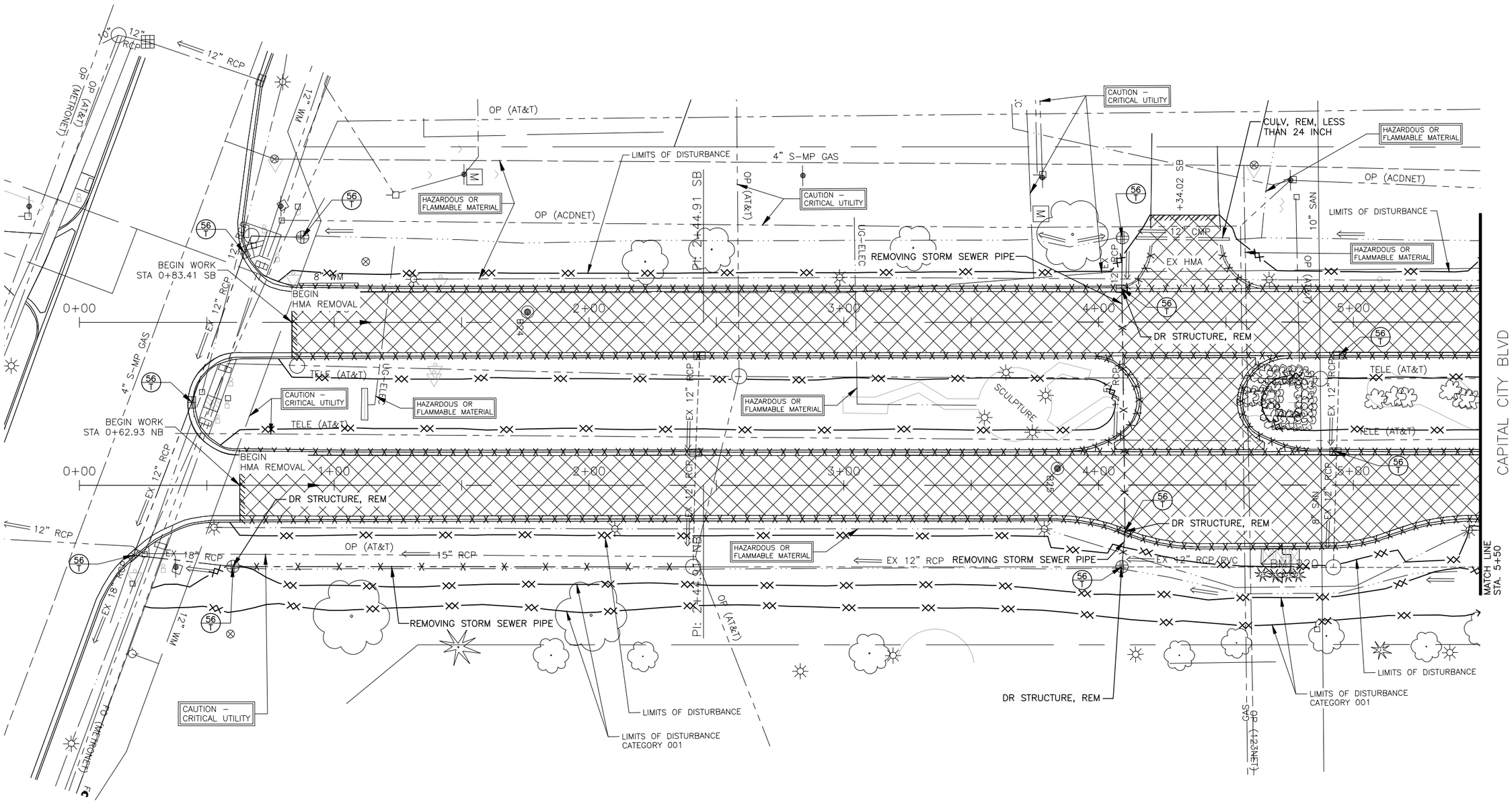
GRAND RIVER AVE

DRIVEWAY TABLE						
REFERENCE ALIGNMENT	STATION	OFFSET	EX. SLOPE	CURB AND GUTTER, REM (FT)	EXCAVATION, EARTH (CYD)	HMA SURFACE, REM (SYD)
SB	4+34.02	42.00 LT	−2.35%	44.5	24	72
TOTAL				44.5	24	72



GRAND RIVER AVE

CAPITAL CITY - STA 0+00 TO STA 5+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 007

Mead & Hunt

Mead and Hunt, Inc.
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Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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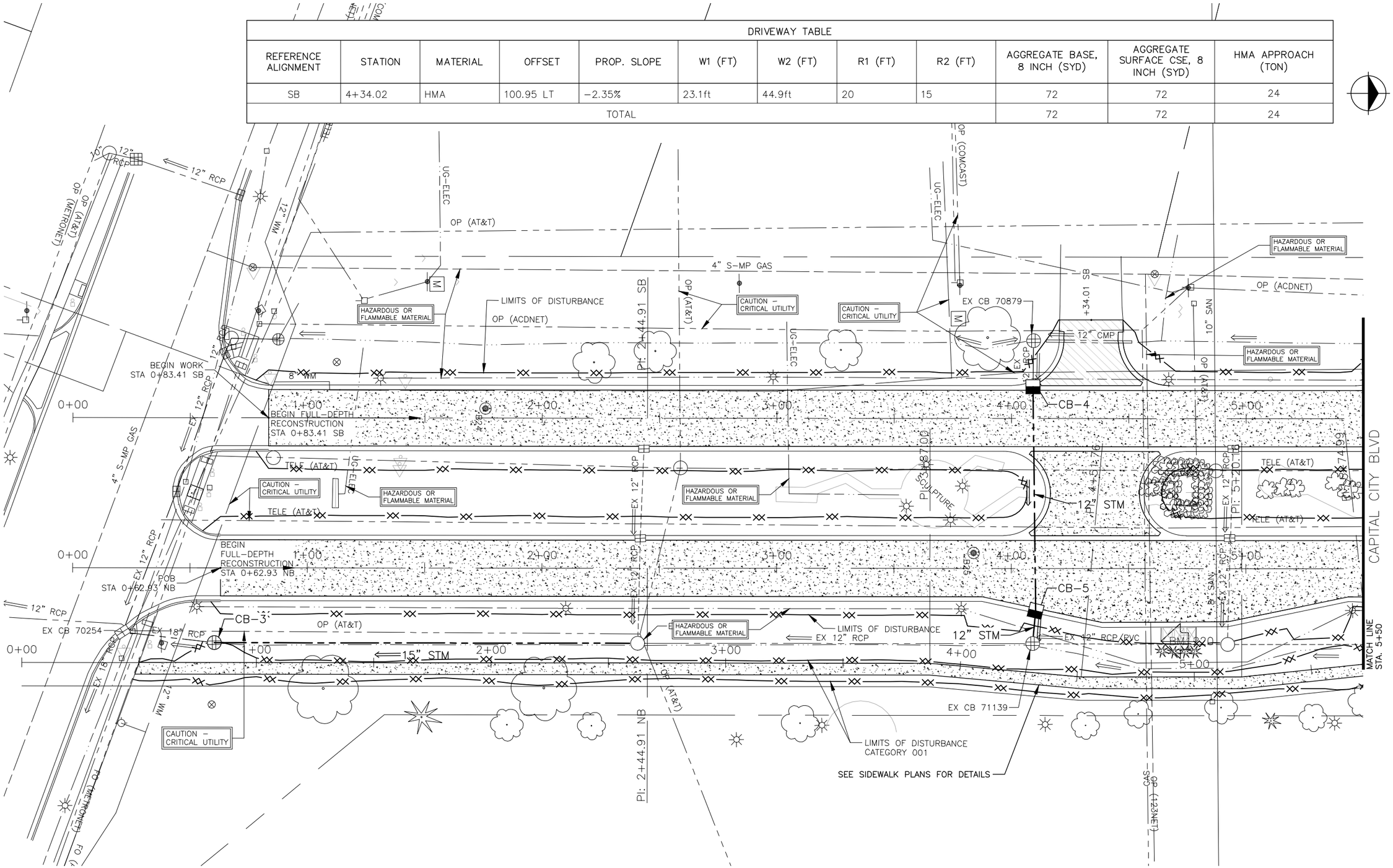
GRAND RIVER AVE

DRIVEWAY TABLE											
REFERENCE ALIGNMENT	STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	AGGREGATE BASE, 8 INCH (SYD)	AGGREGATE SURFACE CSE, 8 INCH (SYD)	HMA APPROACH (TON)
SB	4+34.02	HMA	100.95 LT	−2.35%	23.1ft	44.9ft	20	15	72	72	24
TOTAL									72	72	24



PROPOSED STORM STRUCTURE DATA						
STRUCTURE	SIZE	NORTHING	EASTING	RIM	STATION/OFFSET	COVER
CB-3	48"	461609.80	13063731.33	839.20	NB 0+60.28, 31.9 RT	TYPE G
CB-4	48"	461959.87	13063625.65	844.07	SB 4+09.17, −13.5 LT	TYPE K
CB-5	48"	461960.08	13063721.18	843.71	NB 4+10.41, 18.0 RT	TYPE K

STORM SEWER PIPE DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
CB-4->CB-5	12"	96 LF	0.48%
CB-5->EX CB 71139	12"	14 LF	0.50%
EX MH 70572->CB-3	15"	180 LF	0.26%

CAPITAL CITY - STA 0+00 TO STA 5+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 007

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Lansing, MI 48906
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REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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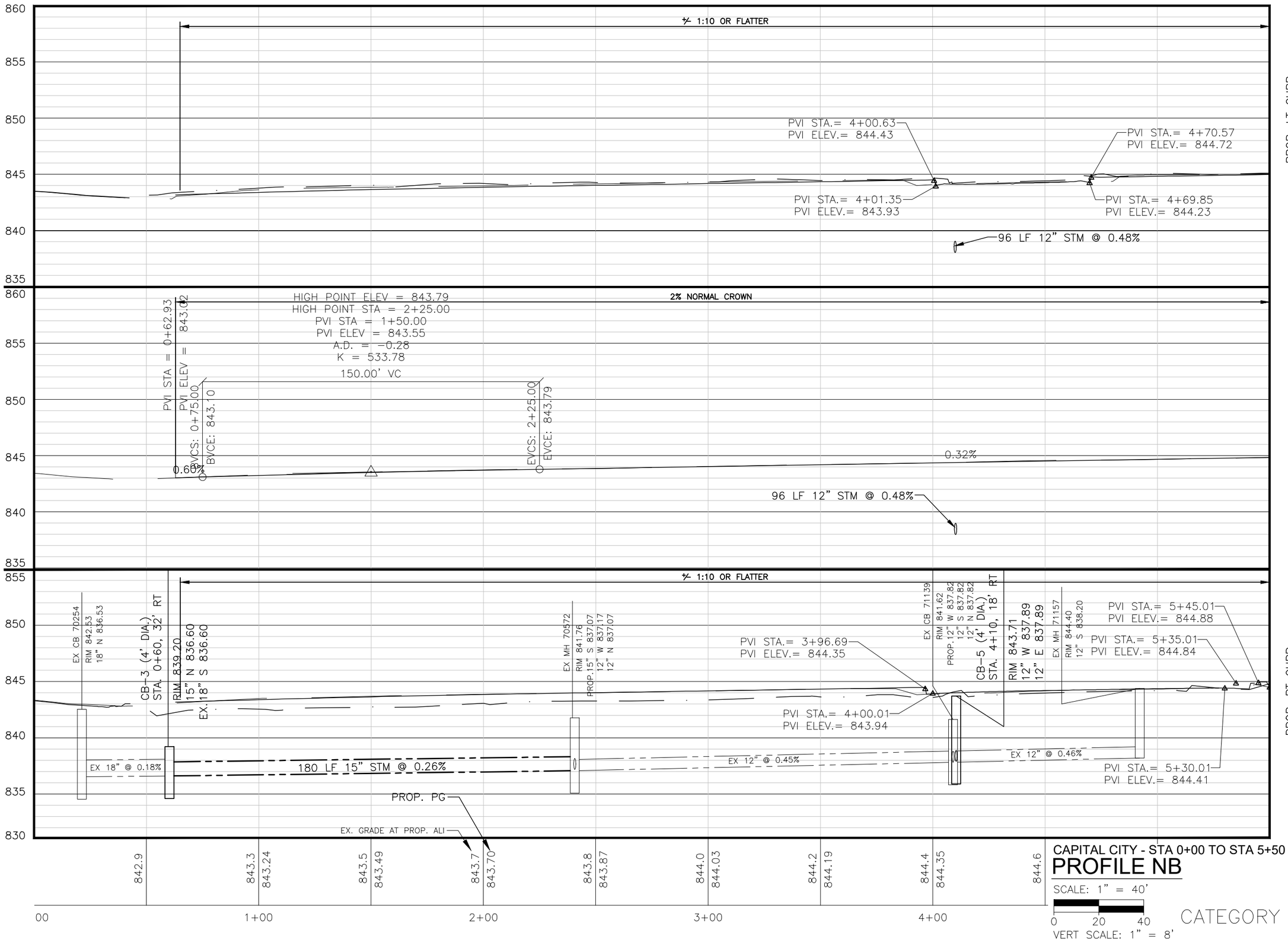

CAPITAL CITY - STA 0+00 TO STA 5+50

PROFILE NB

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 8'

CATEGORY 007

Mead & Hunt

Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
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meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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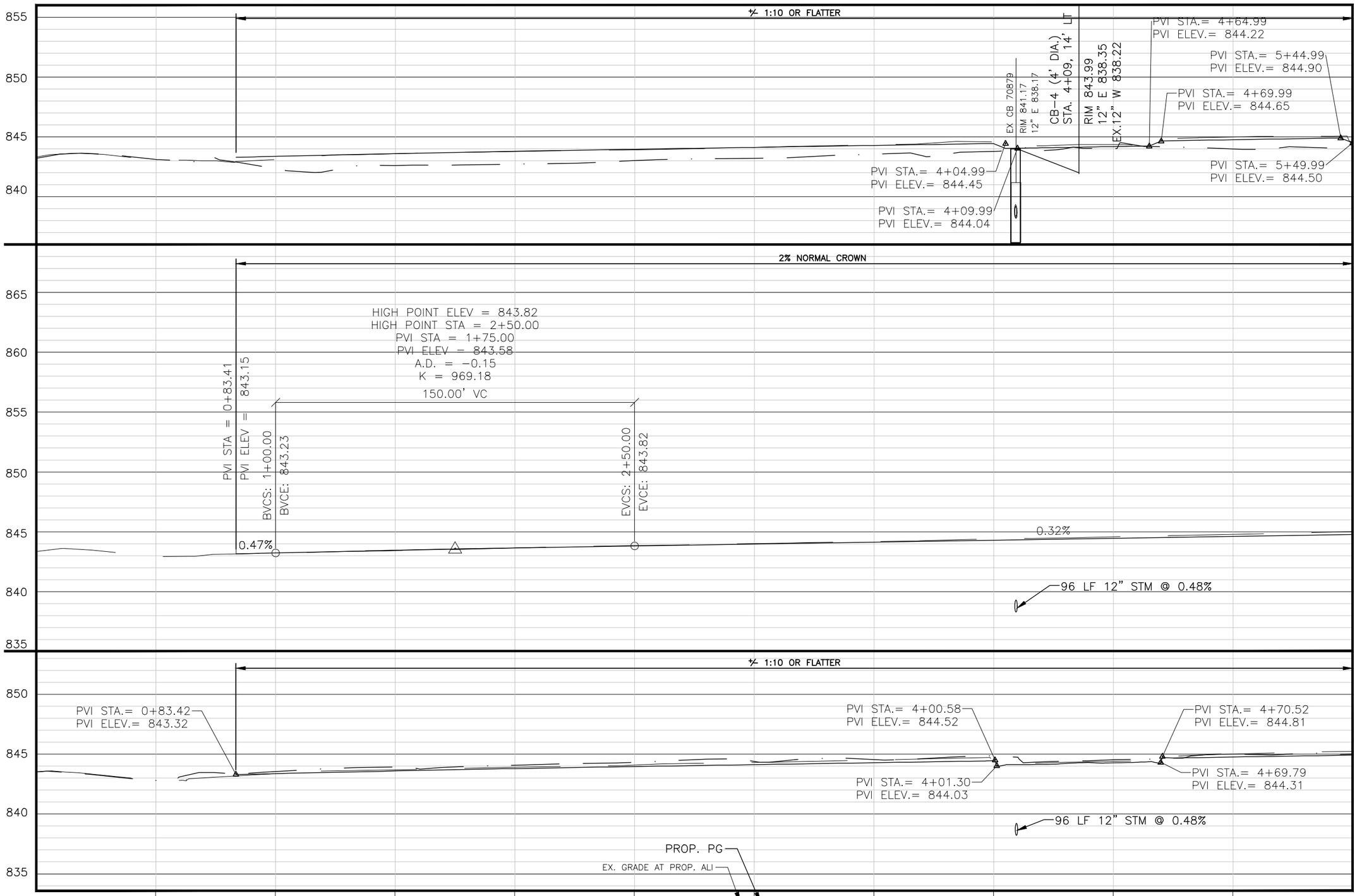

CAPITAL CITY - STA 0+00 TO STA 5+50

PROFILE SB

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 8'

CATEGORY 007

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BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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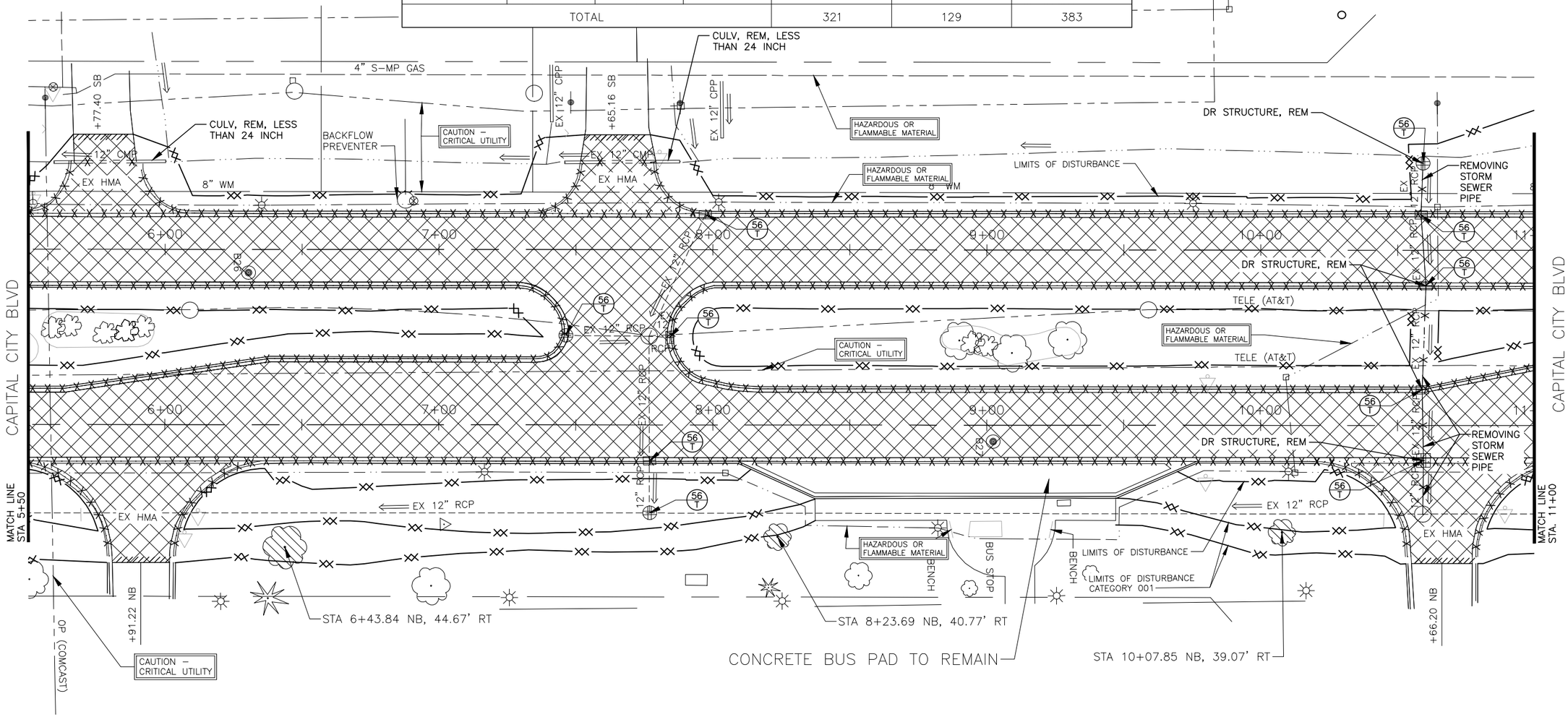
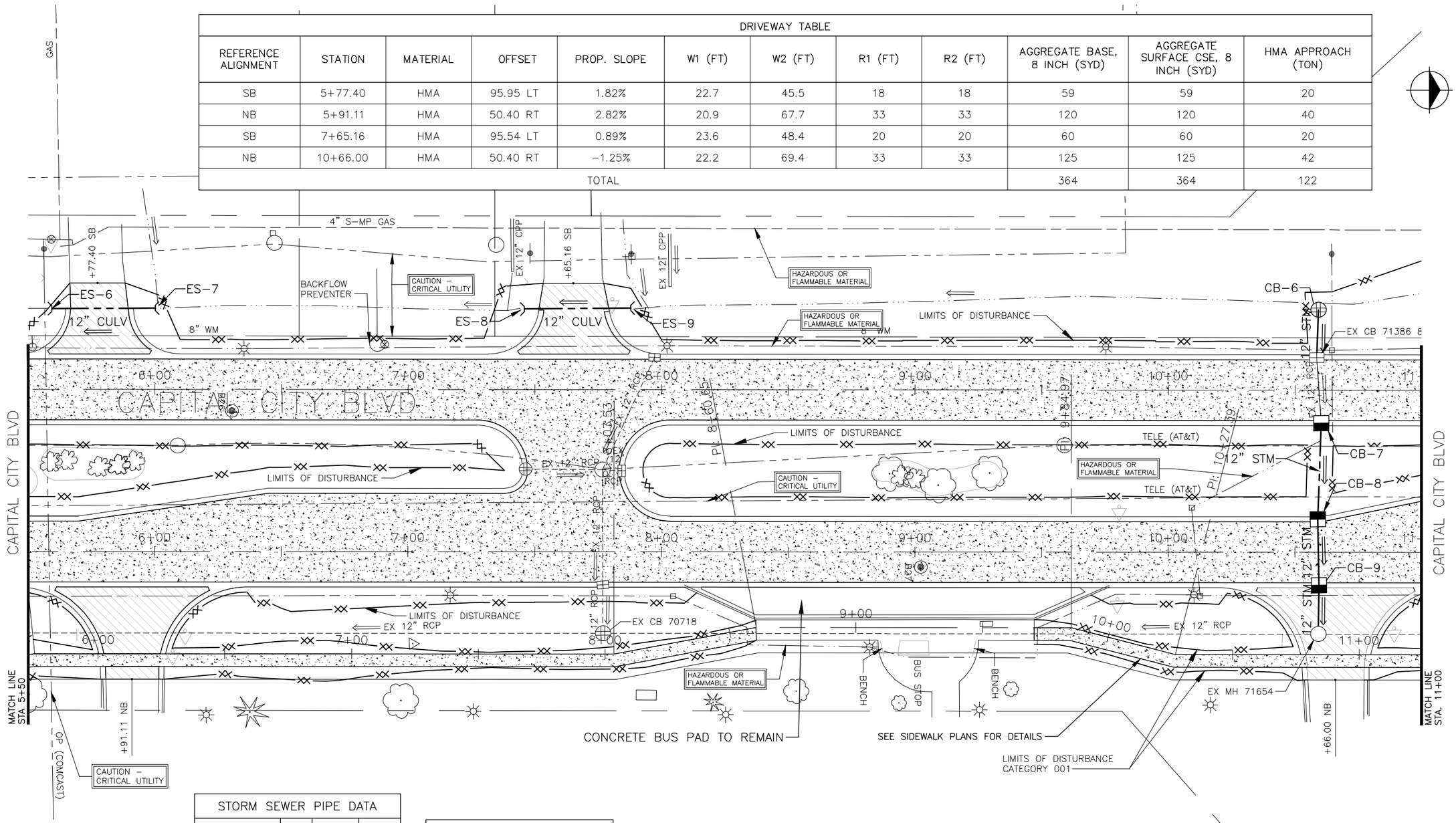
DRIVEWAY TABLE						
REFERENCE ALIGNMENT	STATION	OFFSET	EX. SLOPE	CURB AND GUTTER, REM (FT)	EXCAVATION, EARTH (CYD)	HMA SURFACE, REM (SYD)
SB	5+77.40	42.00 LT	1.79%	55	20	59
NB	5+91.22	50.40 RT	2.72%	106	44	131
SB	7+65.16	42.00 LT	0.56%	56	20	60
NB	10+66.20	50.40 RT	−1.24%	104	45	133
TOTAL				321	129	383


CAPITAL CITY BLVD
MATCH LINE STA 5+50
MATCH LINE STA. 11+00
+77.40 SB
+65.16 SB
+91.22 NB
+66.20 NB
4" S-MP GAS
CULV, REM, LESS THAN 24 INCH
EX 112" CPP
EX 121" CPP
12" CMP
EX HMA
8" WM
BACKFLOW PREVENTER
CAUTION – CRITICAL UTILITY
HAZARDOUS OR FLAMMABLE MATERIAL
LIMITS OF DISTURBANCE
DR STRUCTURE, REM
REMOVING STORM SEWER PIPE
EX 12" RCP
EX 12" RCP
EX 12" RCP

DRIVEWAY TABLE											
REFERENCE ALIGNMENT	STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	AGGREGATE BASE, 8 INCH (SYD)	AGGREGATE SURFACE CSE, 8 INCH (SYD)	HMA APPROACH (TON)
SB	5+77.40	HMA	95.95 LT	1.82%	22.7	45.5	18	18	59	59	20
NB	5+91.11	HMA	50.40 RT	2.82%	20.9	67.7	33	33	120	120	40
SB	7+65.16	HMA	95.54 LT	0.89%	23.6	48.4	20	20	60	60	20
NB	10+66.00	HMA	50.40 RT	−1.25%	22.2	69.4	33	33	125	125	42
TOTAL									364	364	122



STORM SEWER PIPE DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
CB-6->EX CB	12"	19 LF	1.11%
CB-7->CB-8	12"	38 LF	0.47%
CB-8->CB-9	12"	26 LF	0.46%
CB-9->EX CB	12"	19 LF	0.52%

CULVERT DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
ES-6->ES-7	12"	41 LF	0.49%
ES-8->ES-9	12"	42 LF	0.55%

PROPOSED STORM STRUCTURE DATA						
STRUCTURE	SIZE	NORTHING	EASTING	RIM	STATION/OFFSET	COVER
CB-6	48"	462610.07	13063614.36	844.23	SB 10+59.22, −31.7 LT	TYPE G
CB-7	48"	462610.71	13063659.09	849.01	SB 10+60.33, 13.0 RT	TYPE K
CB-8	48"	462608.96	13063697.01	848.79	NB 10+59.01, −13.0 LT	TYPE K
CB-9	48"	462609.16	13063723.08	848.80	NB 10+59.48, 13.0 RT	TYPE K

PROPOSED END SECTION DATA						
STRUCTURE	SIZE	NORTHING	EASTING	STATION/OFFSET	TYPE	CULV END SECT, FOOTING (EA)
ES-6	12"	462110.27	13063608.91	SB 5+59.38, −31.9 LT	END SECTION	1
ES-7	12"	462151.05	13063609.06	SB 6+00.16, −32.1 LT	END SECTION	1
ES-8	12"	462296.69	13063610.85	SB 7+45.82, −31.9 LT	END SECTION	1
ES-9	12"	462338.69	13063610.94	SB 7+87.81, −32.2 LT	END SECTION	1

CAPITAL CITY - STA 5+50 TO STA 11+00

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40 CATEGORY 007

Mead & Hunt

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meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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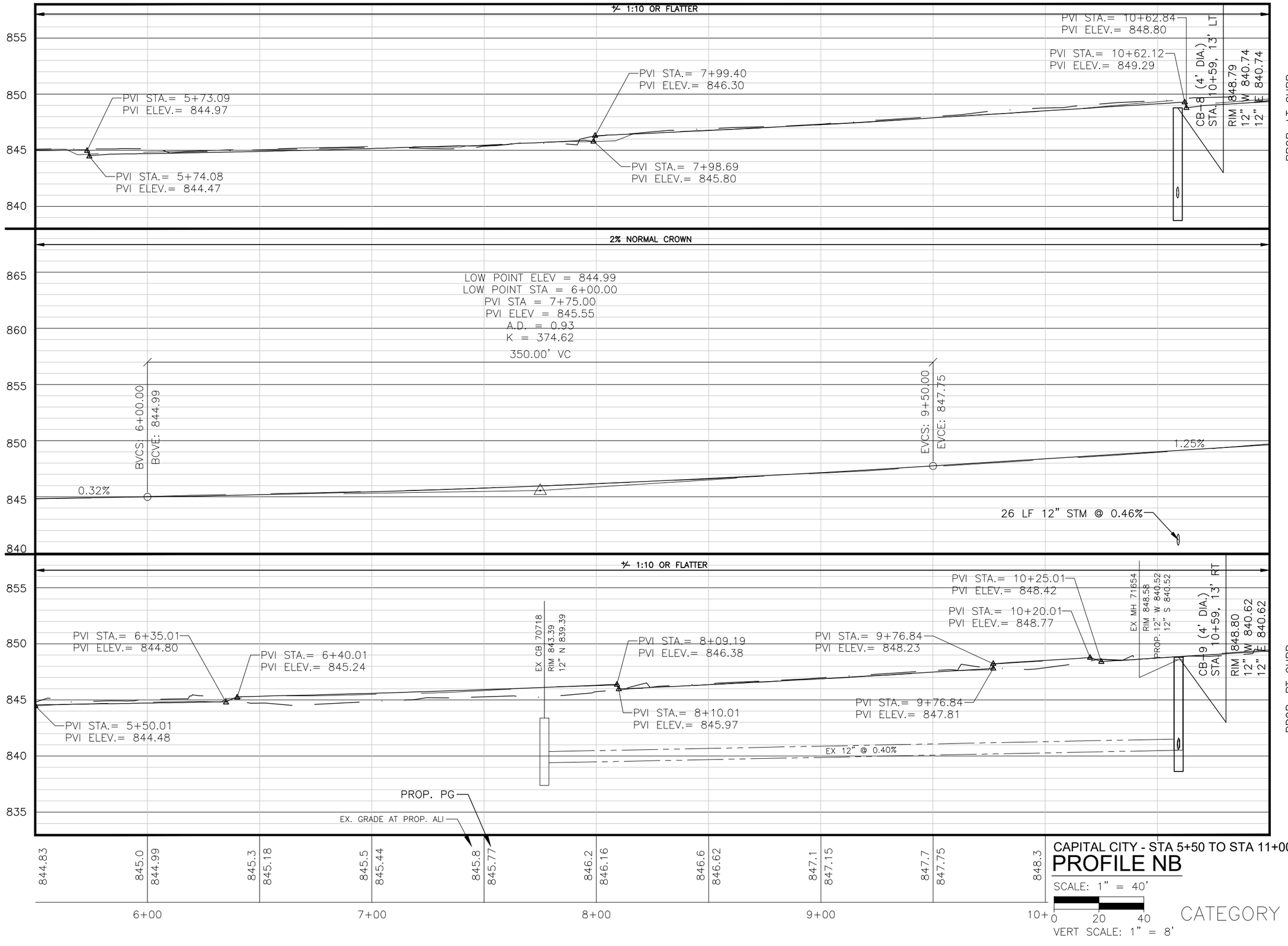

CAPITAL CITY - STA 5+50 TO STA 11+00

PROFILE NB

SCALE: 1" = 40'

VERT SCALE: 1" = 8'

CATEGORY 007

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REVISIONS

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Reviewer	SGA
Manager	SGA

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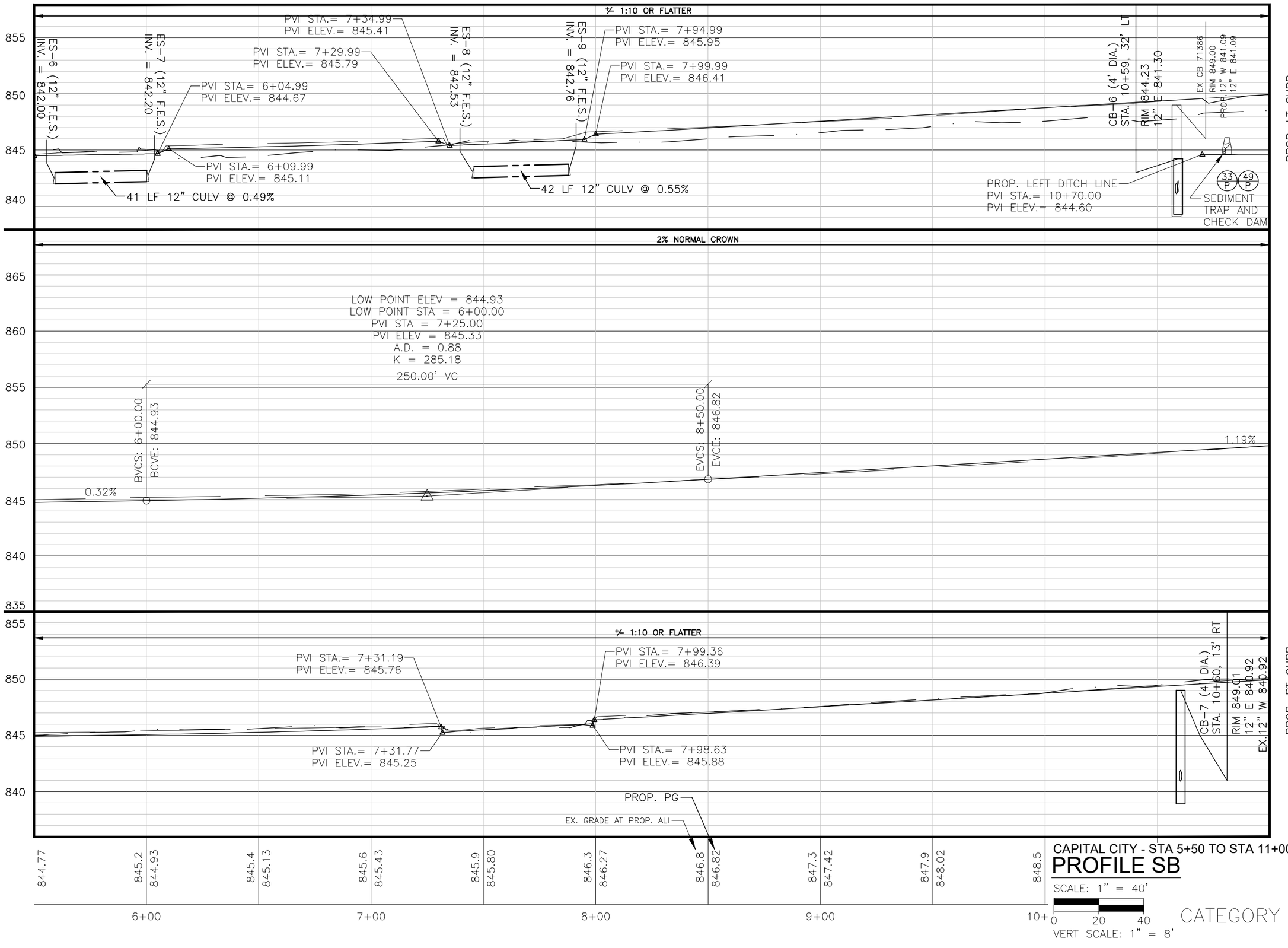

CAPITAL CITY - STA 5+50 TO STA 11+00
PROFILE SB

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 8'

CATEGORY 007

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Drawn By	MEAD&HUNT
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Reviewer	SGA
Manager	SGA

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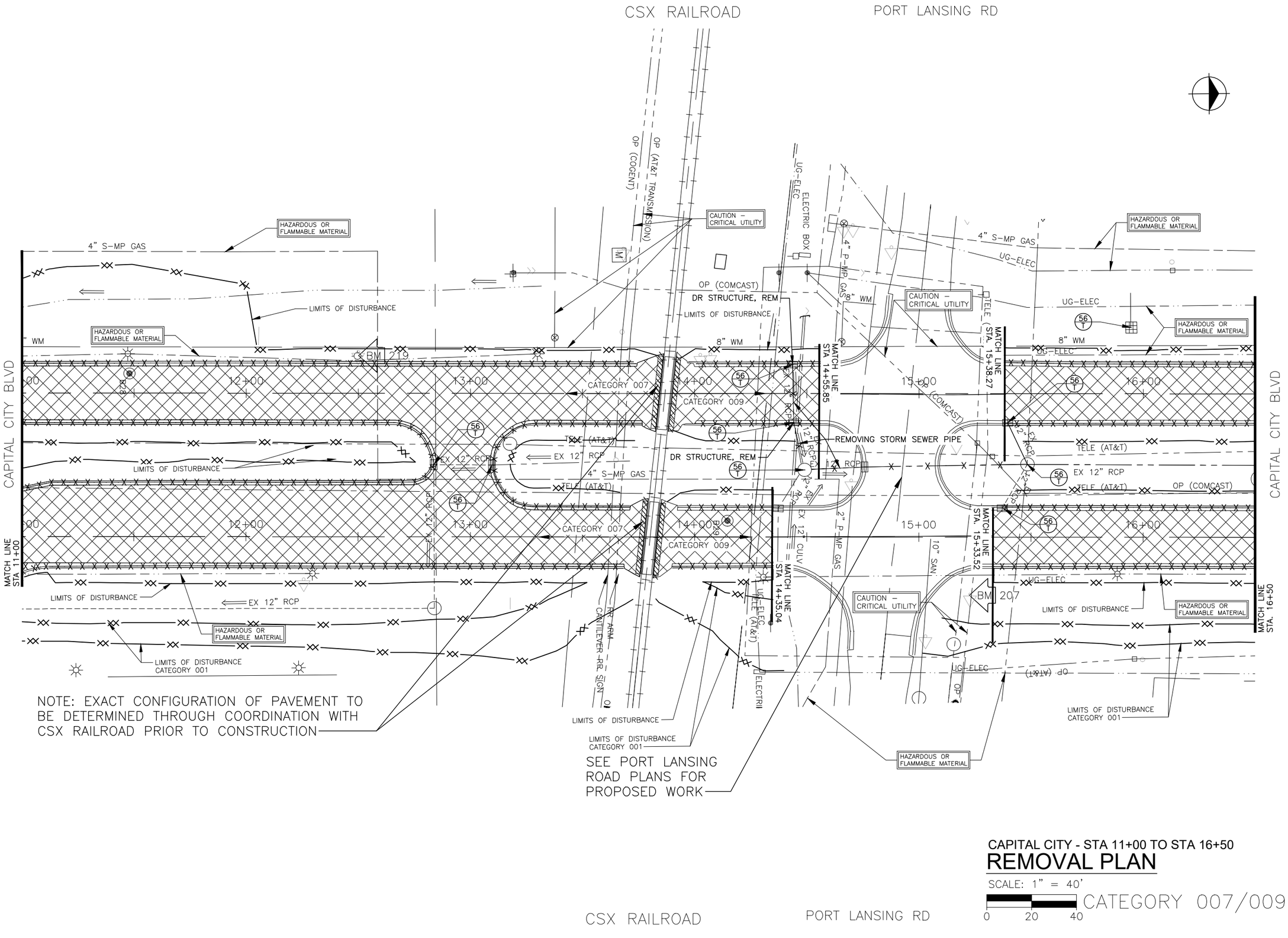

CAPITAL CITY - STA 11+00 TO STA 16+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 007/009

Mead & Hunt

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Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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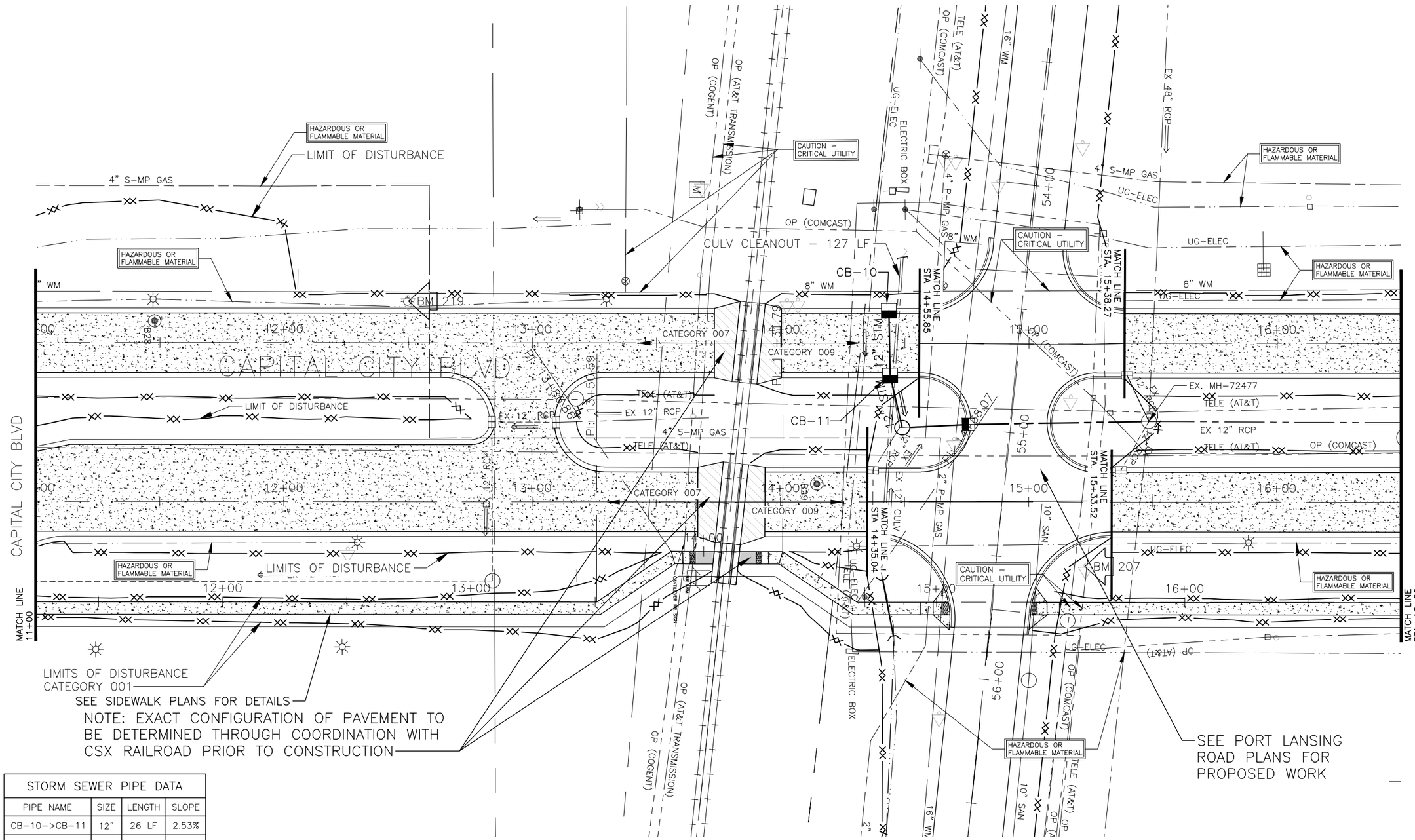
CSX RAILROAD

PORT LANSING RD



STORM SEWER PIPE DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
CB-10->CB-11	12"	26 LF	2.53%
CB-11->MH-1	12"	21 LF	0.93%

PROPOSED STORM STRUCTURE DATA						
STRUCTURE	SIZE	NORTHING	EASTING	RIM	STATION/OFFSET	COVER
CB-10	48"	462994.24	13063637.10	852.42	SB 14+43.60, -13.0 LT	TYPE K
CB-11	48"	462994.46	13063663.16	852.42	SB 14+44.10, 13.0 RT	TYPE K

CAPITAL CITY - STA 11+00 TO STA 16+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 007/009

CSX RAILROAD

PORT LANSING RD

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Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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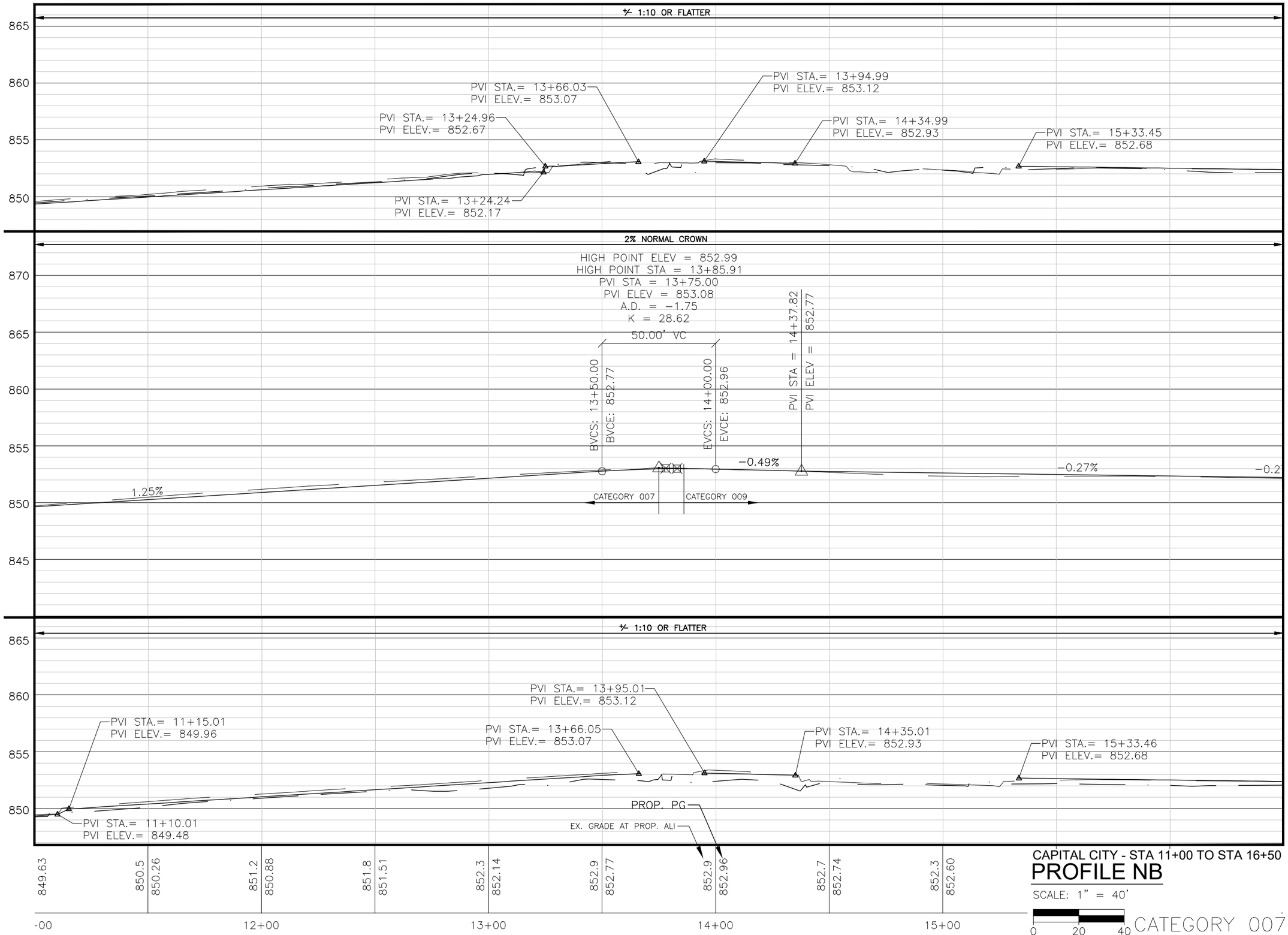

CAPITAL CITY - STA 11+00 TO STA 16+50

PROFILE NB

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 8'

CATEGORY 007/009

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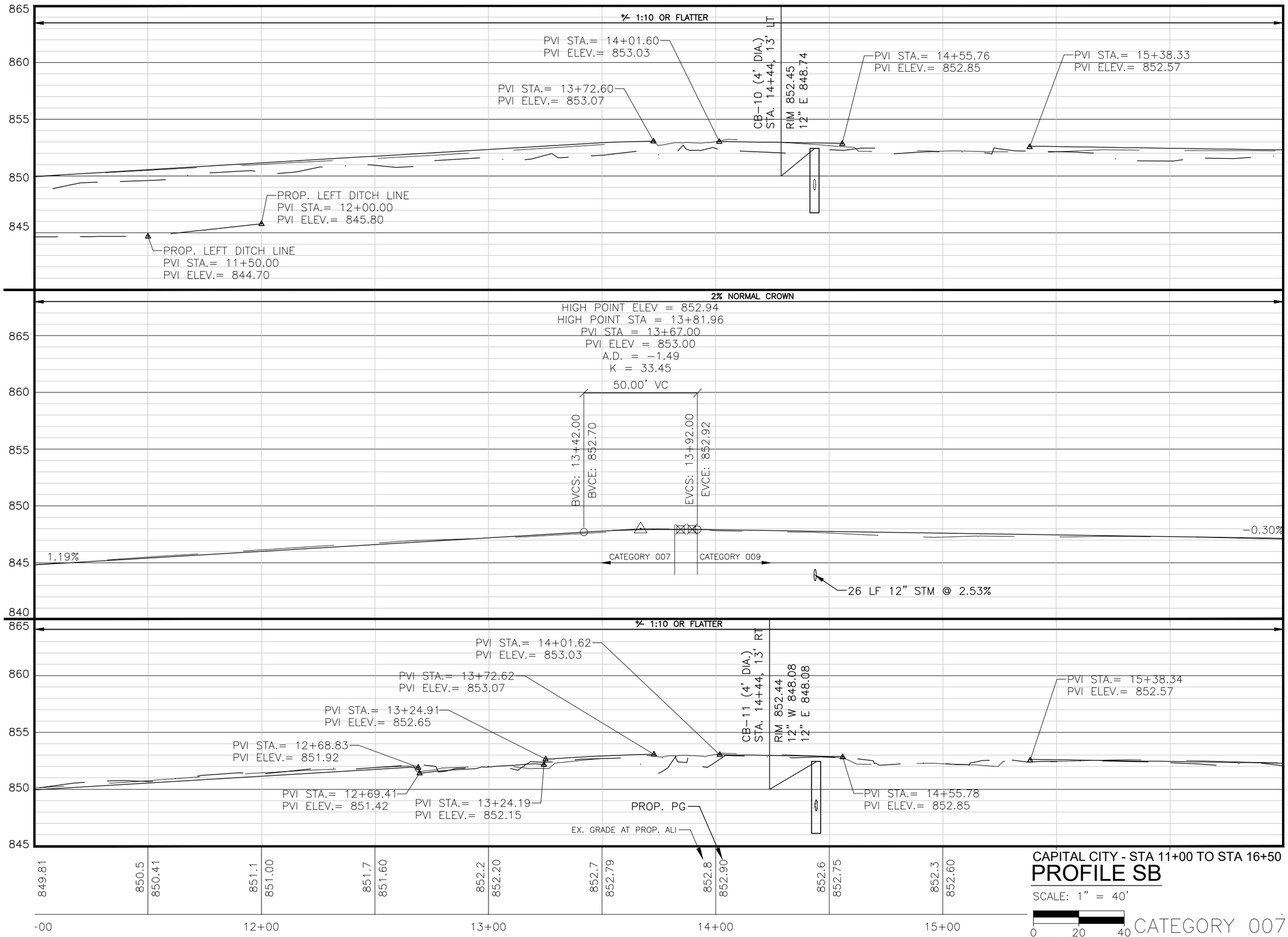

CAPITAL CITY - STA 11+00 TO STA 16+50

PROFILE SB

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 8'

CATEGORY 007/009

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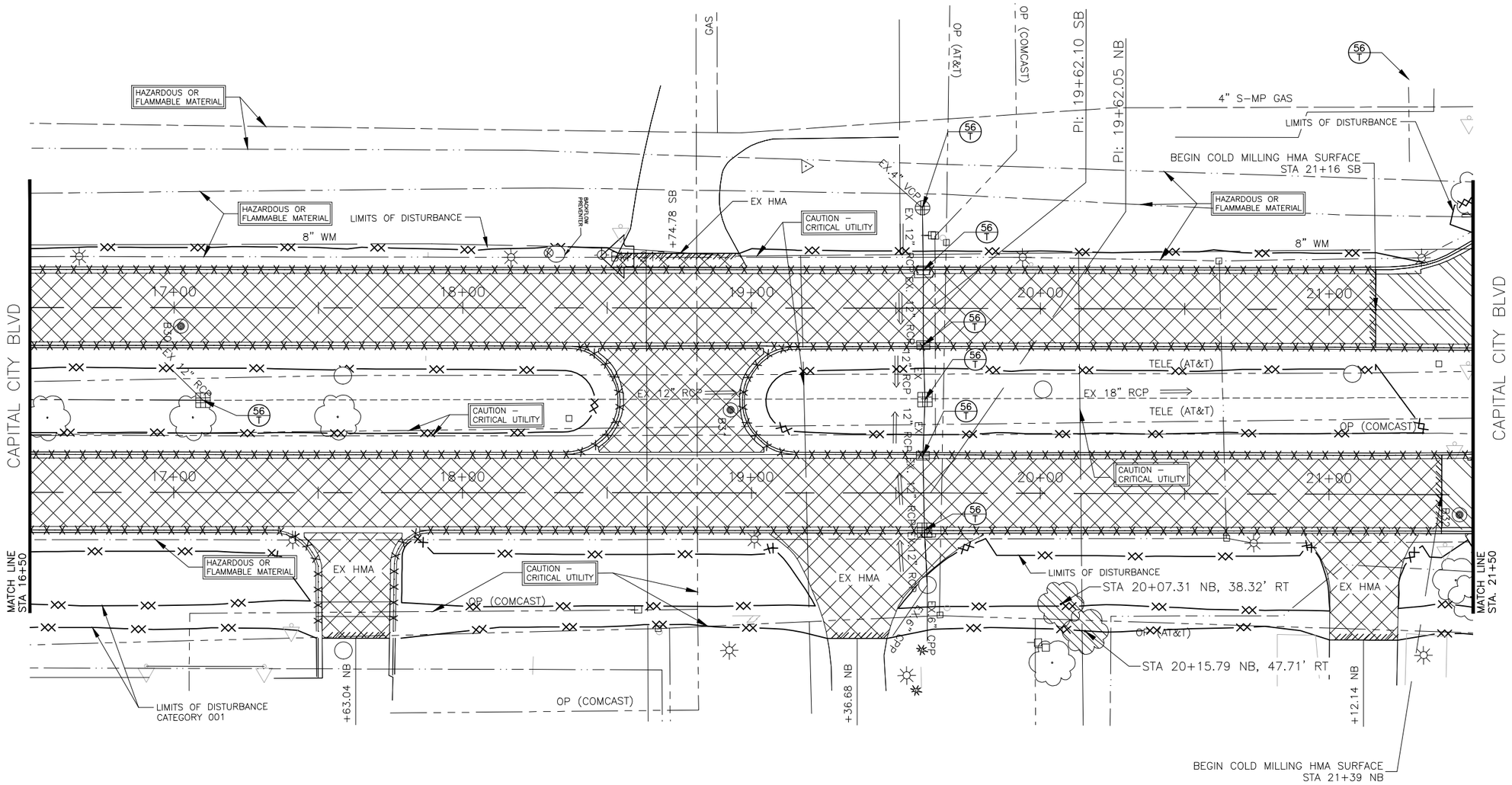
DRIVEWAY TABLE						
REFERENCE ALIGNMENT	STATION	OFFSET	EX. SLOPE	CURB AND GUTTER, REM (FT)	EXCAVATION, EARTH (CYD)	HMA SURFACE, REM (SYD)
NB	17+63.04	50.40 RT	−0.25%	84	32	96
SB	18+74.78	18.99 LT	0.26%	–	9	25
NB	19+36.68	50.41 RT	1.51%	–	52	155
NB	21+12.14	50.46 RT	2.20%	–	35	104
TOTAL				84	128	380



CAPITAL CITY - STA 16+50 TO STA 21+50

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 009

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Designer	MEAD&HUNT
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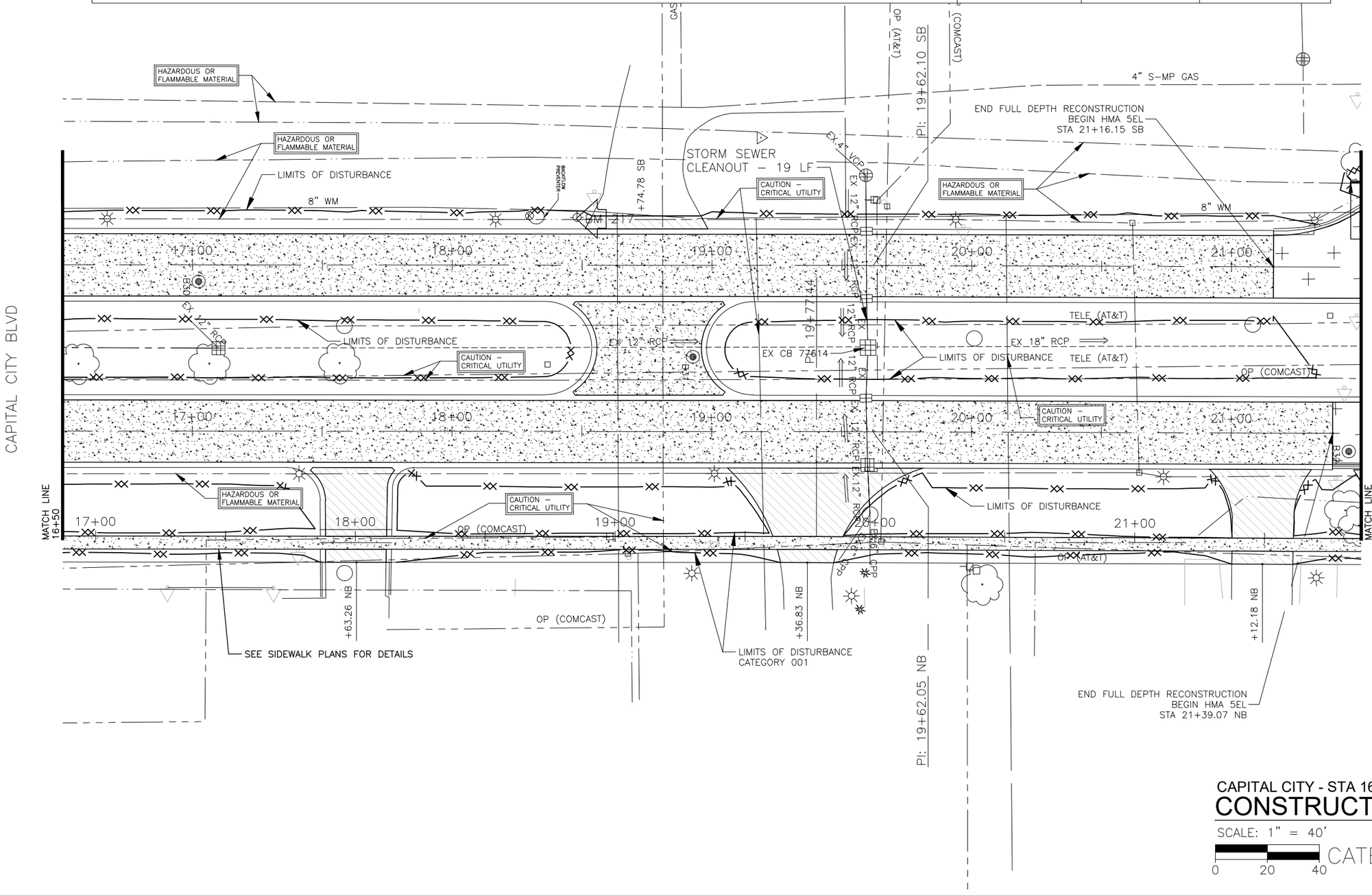
DRIVEWAY TABLE											
REFERENCE ALIGNMENT	STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	AGGREGATE BASE, 8 INCH (SYD)	AGGREGATE SURFACE CSE, 8 INCH (SYD)	HMA APPROACH (TON)
NB	17+63.26	HMA	50.4 RT	−0.04%	23.3	35.4	8	13	88	88	29
SB	18+74.78	HMA	18.99 LT	0.87%	42.1	47.2	–	–	25	25	9
NB	19+36.83	HMA	50.41 RT	1.50%	20.5	75.5	50	70	146	146	48
NB	21+12.18	HMA	50.46 RT	1.88%	23.5	39.4	30	30	94	94	31
TOTAL									353	353	117



CAPITAL CITY - STA 16+50 TO STA 21+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

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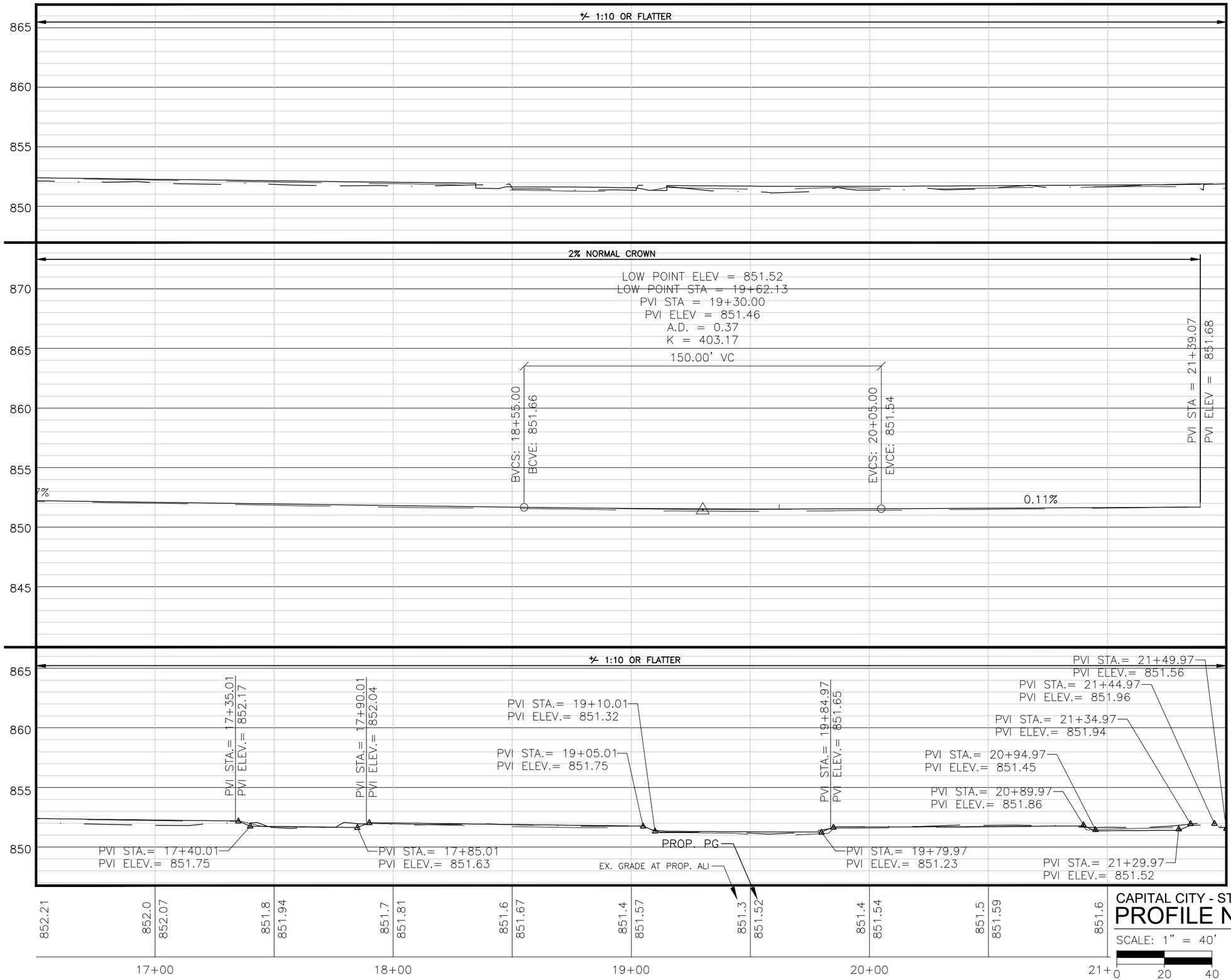

PROP. LT CURB
EX. GR. 14FT LT OF NB CL
EX. GR. 20FT LT OF NB CL
PROP. CENTERLINE
EX. GR. AT PROP. CENTERLINE

PROP. RT CURB
EX. GR. 14FT RT OF NB CL
EX. GR. 20FT RT OF NB CL

CAPITAL CITY - STA 16+50 TO STA 21+50

PROFILE NB

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 8'

CATEGORY 009

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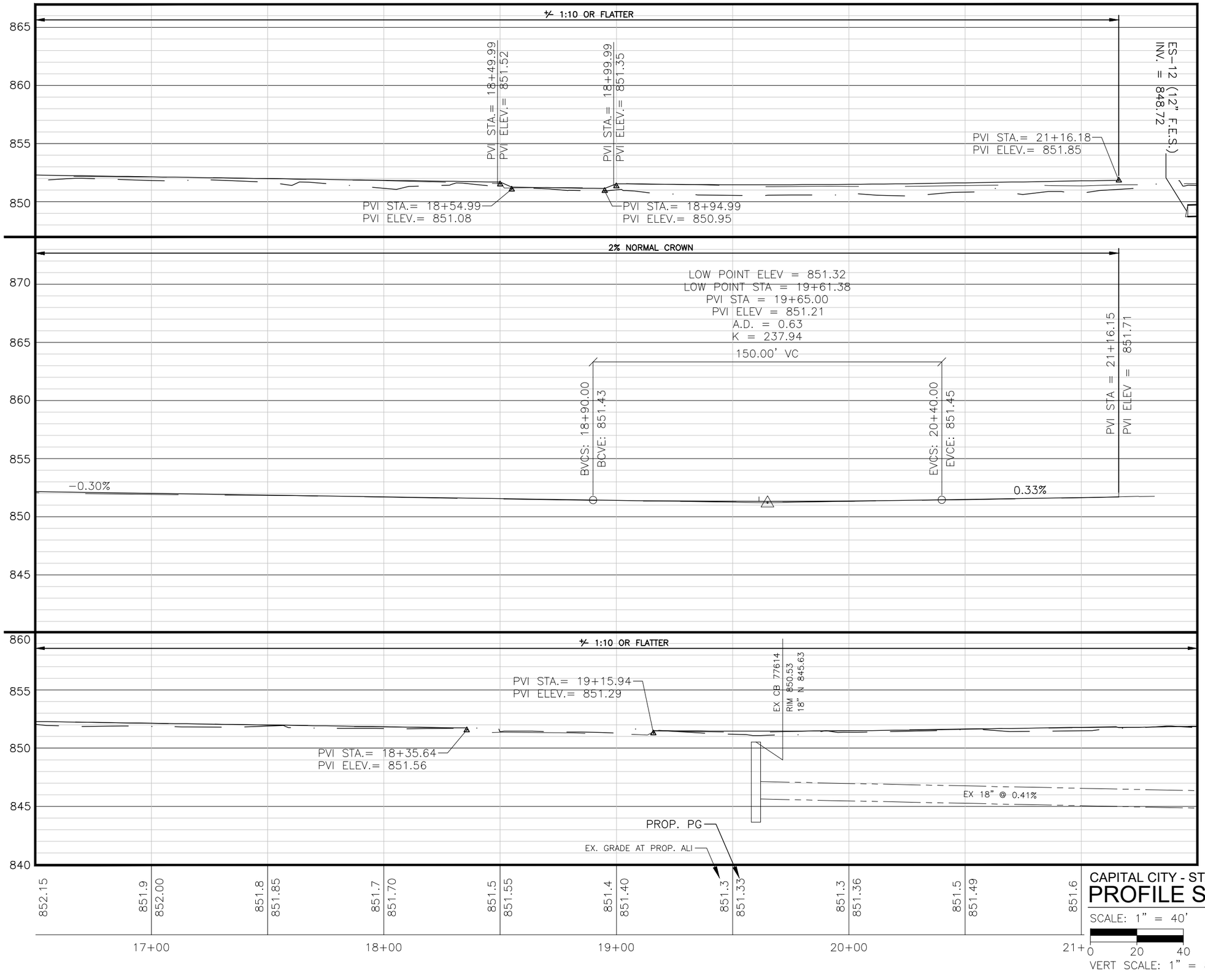

PROP. LT CURB
EX. GR. 14FT LT OF SB CL
EX. GR. 20FT LT OF SB CL
PROP. CENTERLINE
EX. GR. AT PROP. CENTERLINE
PROP. RT CURB
EX. GR. 14FT RT OF SB CL
EX. GR. 20FT RT OF SB CL

CAPITAL CITY - STA 16+50 TO STA 21+50

PROFILE SB

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 8'

CATEGORY 009

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Manager	SGA

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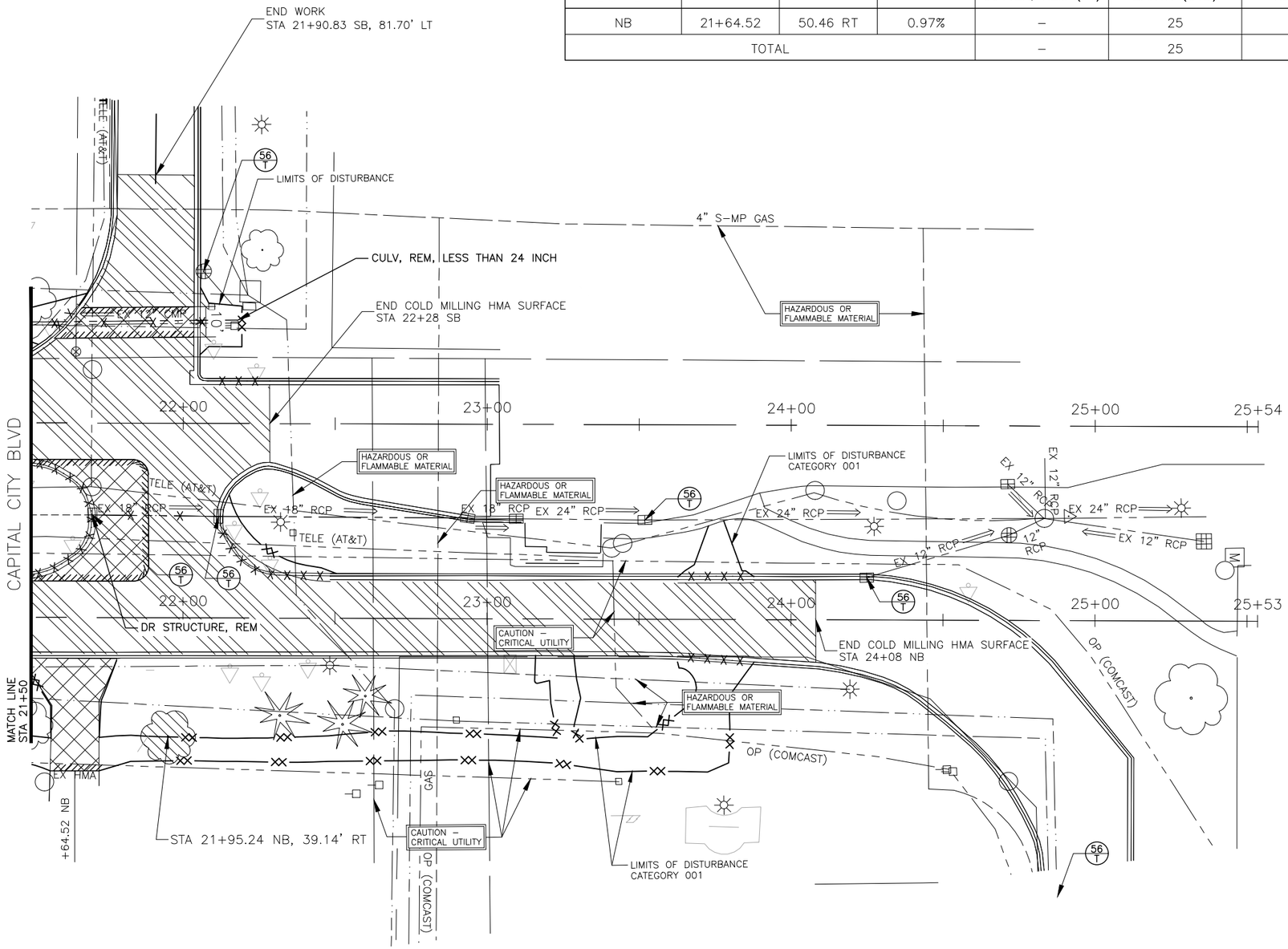
COMMERCE DR

DRIVEWAY TABLE						
REFERENCE ALIGNMENT	STATION	OFFSET	EX. SLOPE	CURB AND GUTTER, REM (FT)	EXCAVATION, EARTH (CYD)	HMA SURFACE, REM (SYD)
NB	21+64.52	50.46 RT	0.97%	–	25	74
TOTAL				–	25	74



CAPITAL CITY - STA 21+50 TO STA 24+08

REMOVAL PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 009

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BID PLANS 02/09/2026

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Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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COMMERCE DR

DRIVEWAY TABLE											
REFERENCE ALIGNMENT	STATION	MATERIAL	OFFSET	PROP. SLOPE	W1 (FT)	W2 (FT)	R1 (FT)	R2 (FT)	AGGREGATE BASE, 8 INCH (SYD)	AGGREGATE SURFACE CSE, 8 INCH (SYD)	HMA APPROACH (TON)
NB	21+64.56	HMA	50.46 RT	−1.75%	16.1	31.1	–	–	68	68	23
TOTAL									68	68	23

PROPOSED END SECTION DATA						
STRUCTURE	SIZE	NORTHING	EASTING	STATION/OFFSET	TYPE	CULV END SECT, FOOTING (EA)
ES−12	12"	463696.69	13063625.37	SB 21+45.81, −32.7 LT	END SECTION	1
ES−13	12"	463768.81	13063625.41	SB 22+17.92, −33.6 LT	END SECTION	1

CULVERT DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
ES−13−>ES−12	12"	72 LF	0.57%

STORM SEWER PIPE DATA			
PIPE NAME	SIZE	LENGTH	SLOPE
CB−12−>EX CB 77926	18"	24 LF	0.49%
MH−3−>CB−12	18"	17 LF	0.52%

PROPOSED STORM STRUCTURE DATA						
STRUCTURE	SIZE	NORTHING	EASTING	RIM	STATION/OFFSET	COVER
CB−12	48"	463737.69	13063688.94	851.09	SB 21+87.63, 30.4 RT	TYPE K
MH−3	48"	463720.29	13063688.57	851.23	SB 21+70.23, 30.2 RT	TYPE B

LIMITS OF DISTURBANCE
END WORK
STA 21+90.77 SB, 81.70' LT
TELE (AT&T)
LIMITS OF DISTURBANCE
4" S−MP GAS
END HMA 5EL
STA 22+28.48 SB
ES−13
HAZARDOUS OR FLAMMABLE MATERIAL
12" CULV
ES−12
HAZARDOUS OR FLAMMABLE MATERIAL
25+50
22+00
23+00
24+00
25+00
25+54
12" RCP
CAUTION − CRITICAL UTILITY
25+00
24+09.79
EX 12" RCP
EX 24" RCP
CAPITAL CITY BLVD
TELE (AT&T)
18" STM
18" STM
EX CB 77895
EX 18" RCP
EX 18" RCP
EX 24" RCP
TELE (AT&T)
STORM SEWER
CLEANOUT − 83 LF
MH−3
CB−12
EX CB 77926
22+00
23+00
24+00
25+00
25+53
CAPITAL CITY BLVD
END HMA 5EL
STA 24+08.14 NB
OP (COMCAST)
MATCH LINE 21+50
22+00
23+00
PJ 24+13.45
30+00
OP (COMCAST)
HAZARDOUS OR FLAMMABLE MATERIAL
GAP
+64.56 NB
CAUTION − CRITICAL UTILITY
OP (COMCAST)
LIMITS OF DISTURBANCE CATEGORY 001
SEE SIDEWALK PLANS FOR DETAILS
BM 218

CAPITAL CITY - STA 21+50 TO STA 24+08
CONSTRUCTION PLAN
SCALE: 1" = 40'
0 20 40
CATEGORY 009

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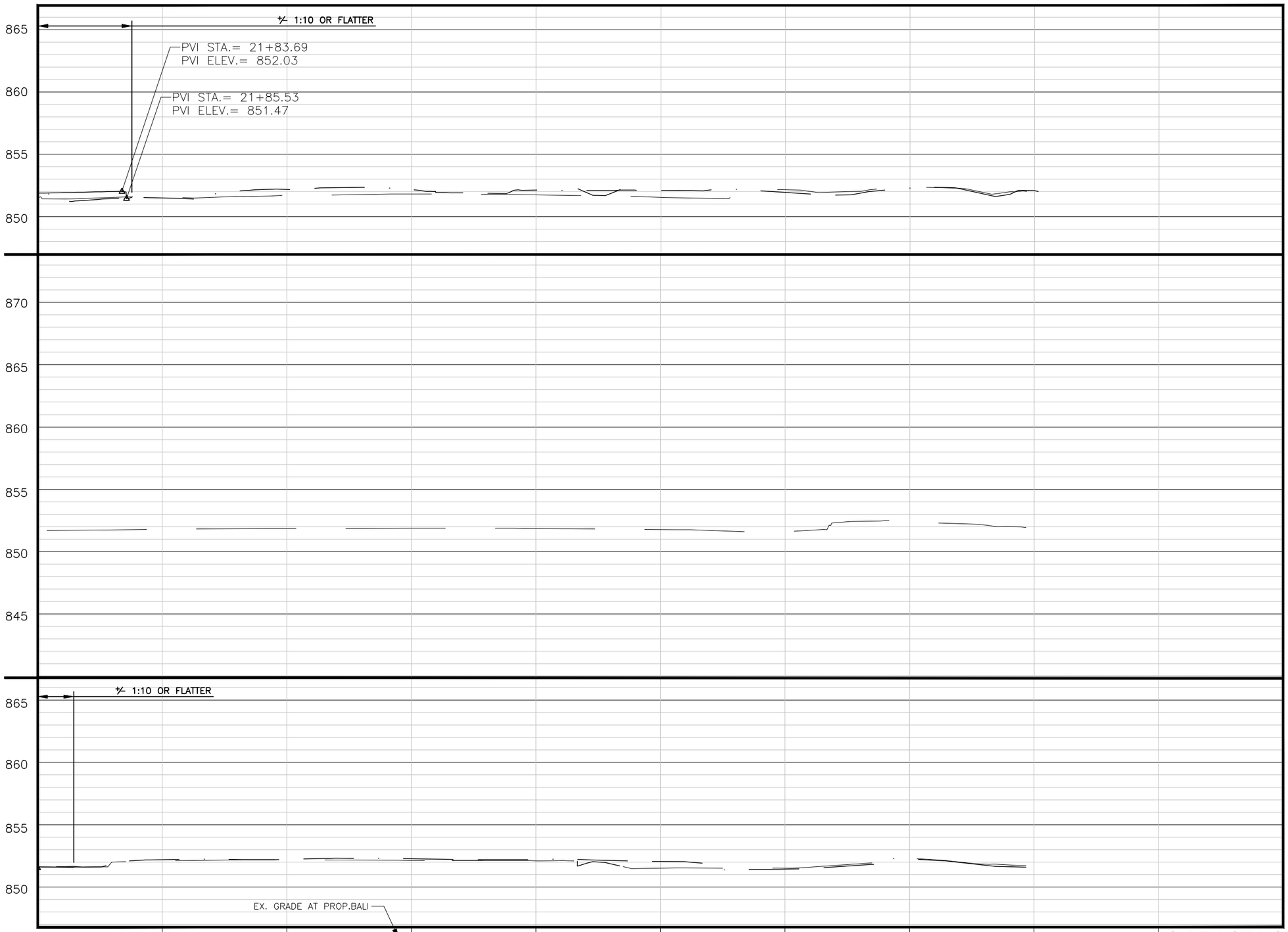

PROP. LT CURB
EX. GR. 14FT LT OF NB CL
EX. GR. 20FT LT OF NB CL
PROP. CENTERLINE
EX. GR. AT PROP. CENTERLINE
PROP. RT CURB
EX. GR. 14FT RT OF NB CL
EX. GR. 20FT RT OF NB CL

CAPITAL CITY - STA 21+50 TO STA 26+50

PROFILE NB

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 8'

CATEGORY 009

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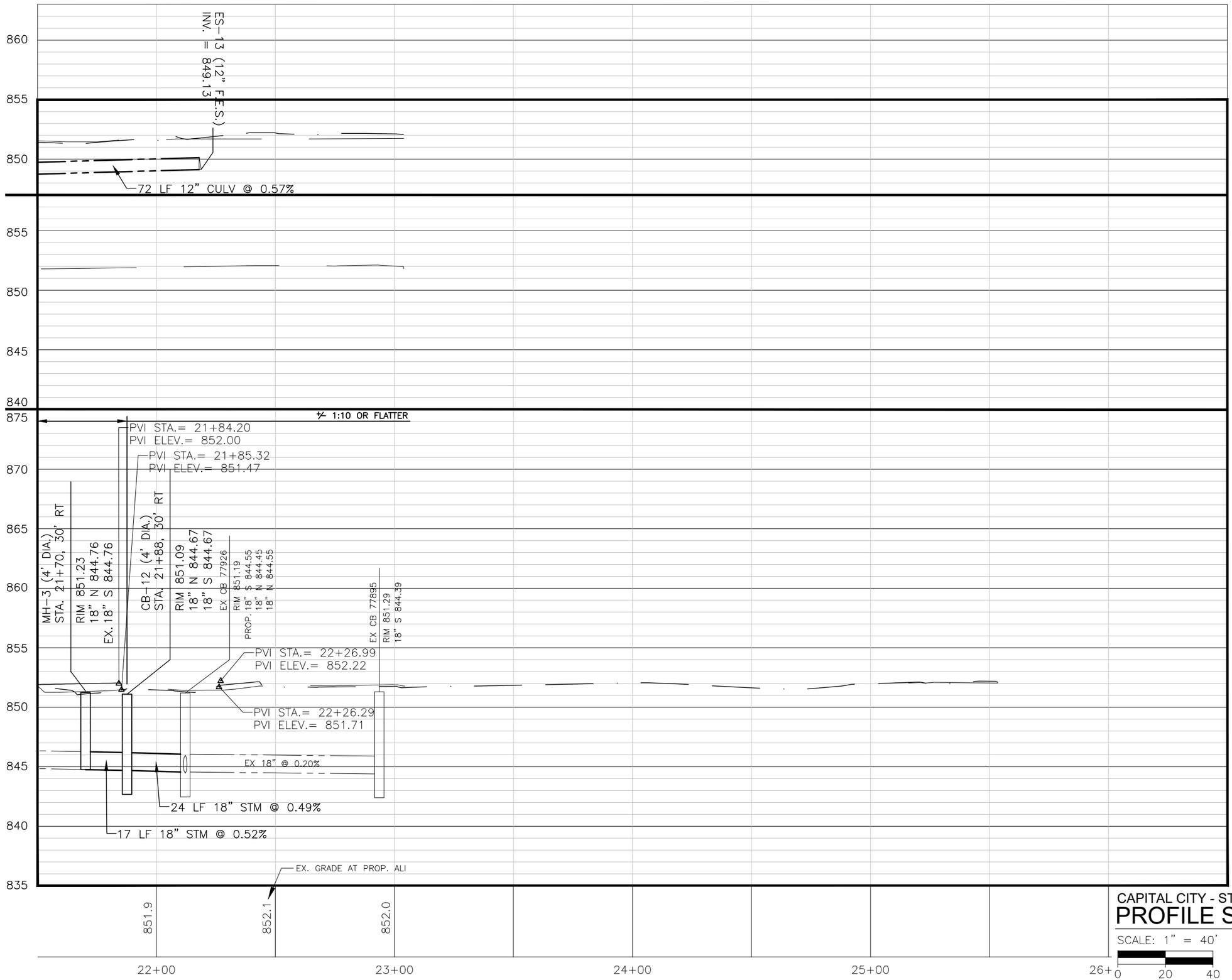

PROP. LT CURB
EX. GR. 14FT LT OF SB CL
EX. GR. 20FT LT OF SB CL

PROP. CENTERLINE
EX. GR. AT PROP. CENTERLINE

PROP. RT CURB
EX. GR. 14FT RT OF SB CL
EX. GR. 20FT RT OF SB CL

CAPITAL CITY - STA 21+50 TO STA 26+50

PROFILE SB

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 8'

CATEGORY 009

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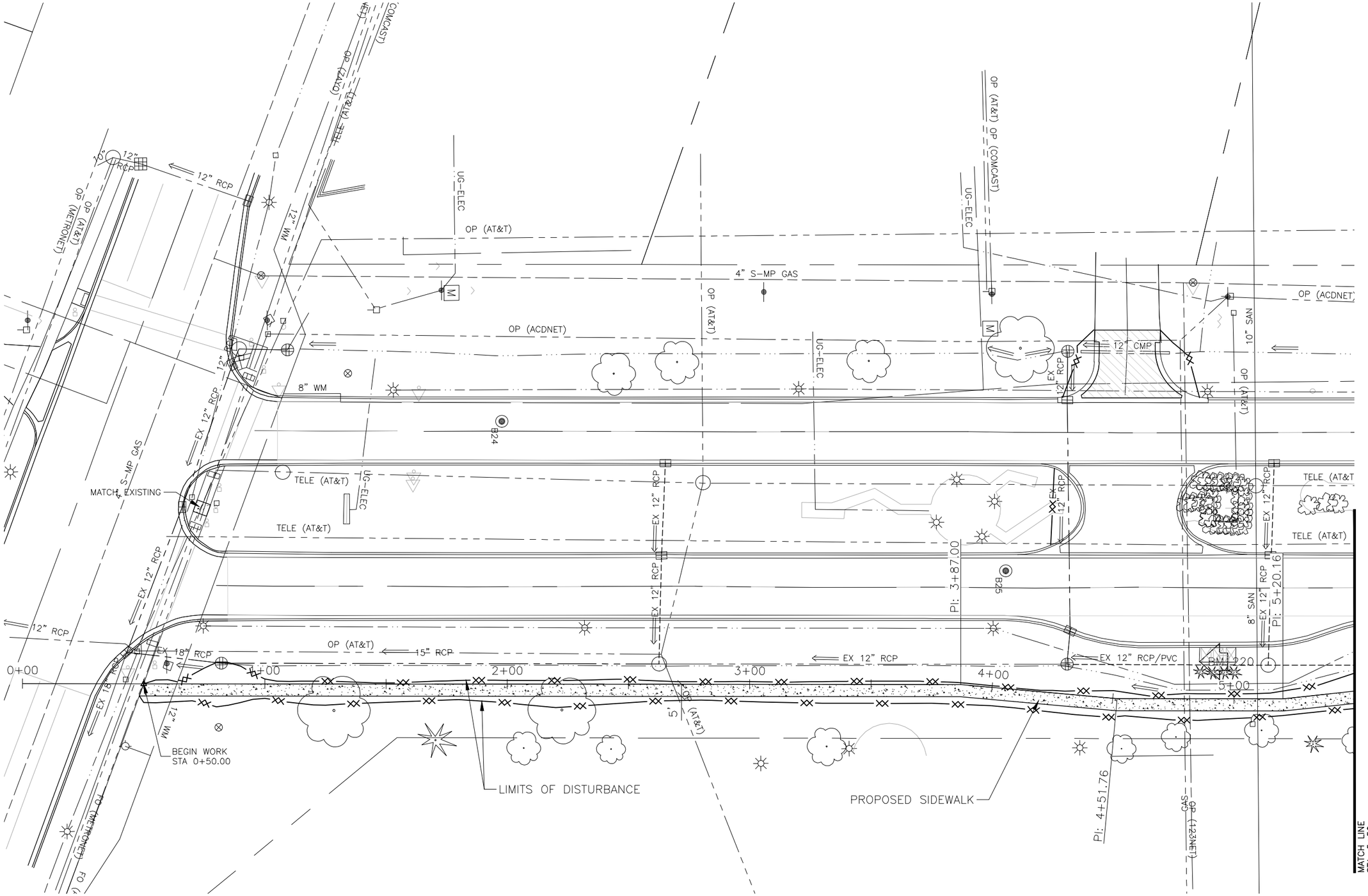

SIDEWALK - STA 0+00 TO STA 5+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 001

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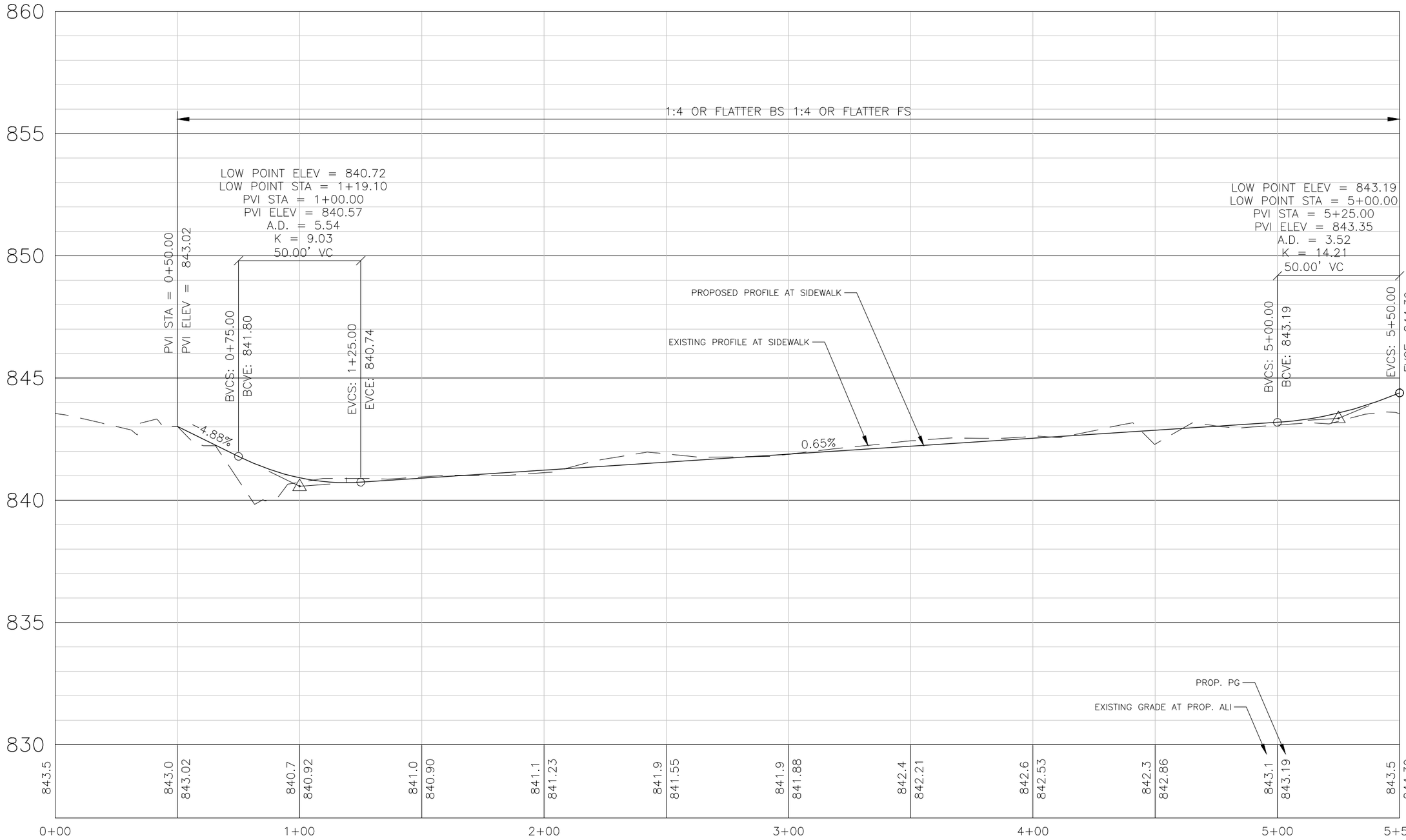

SIDEWALK - STA 0+00 TO STA 5+50

PROFILE

SCALE: 1" = 40'

CATEGORY 001

0 20 40

VERT SCALE: 1" = 4'

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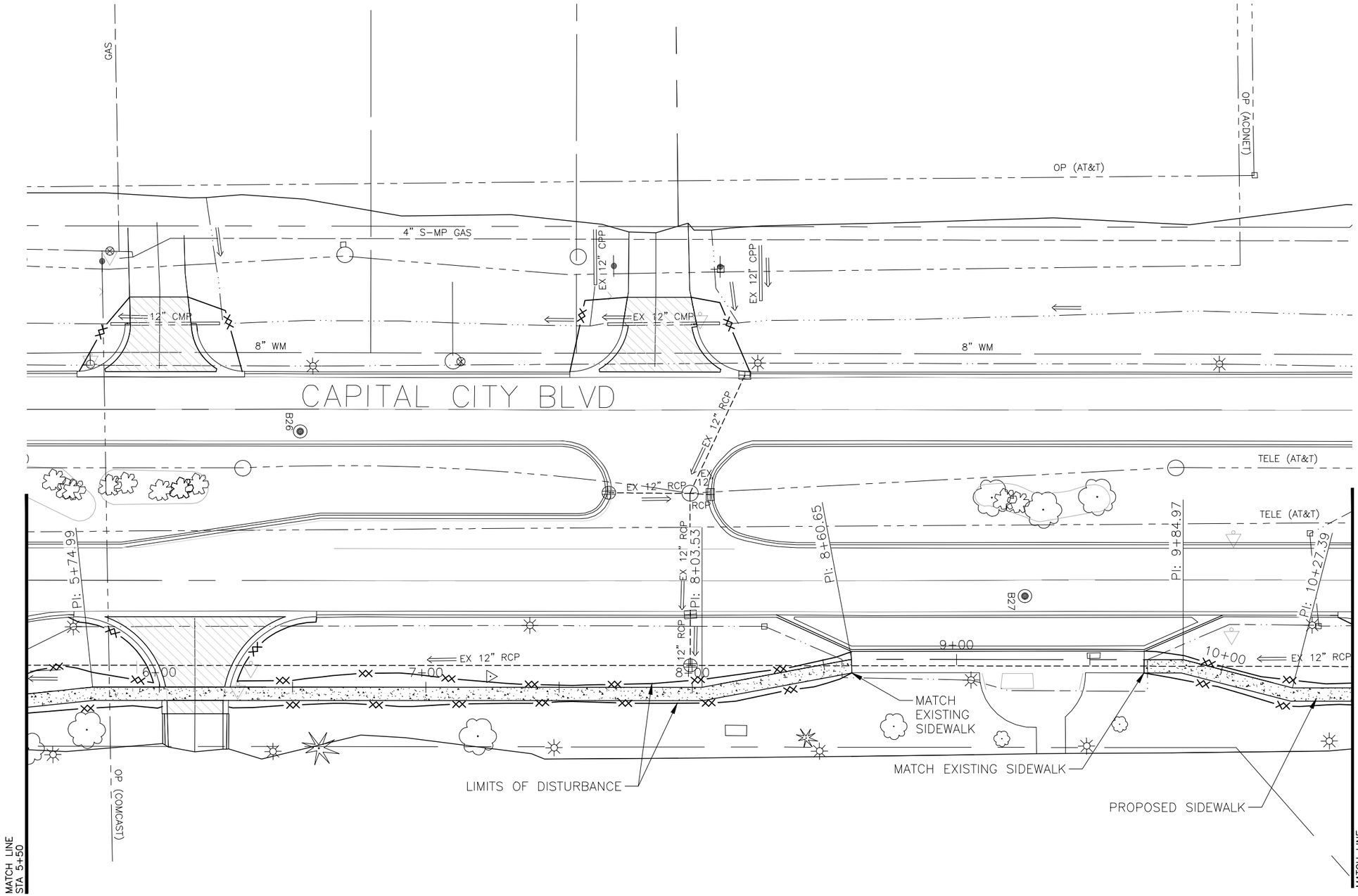

SIDEWALK - STA 5+50 TO STA 10+50

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 001

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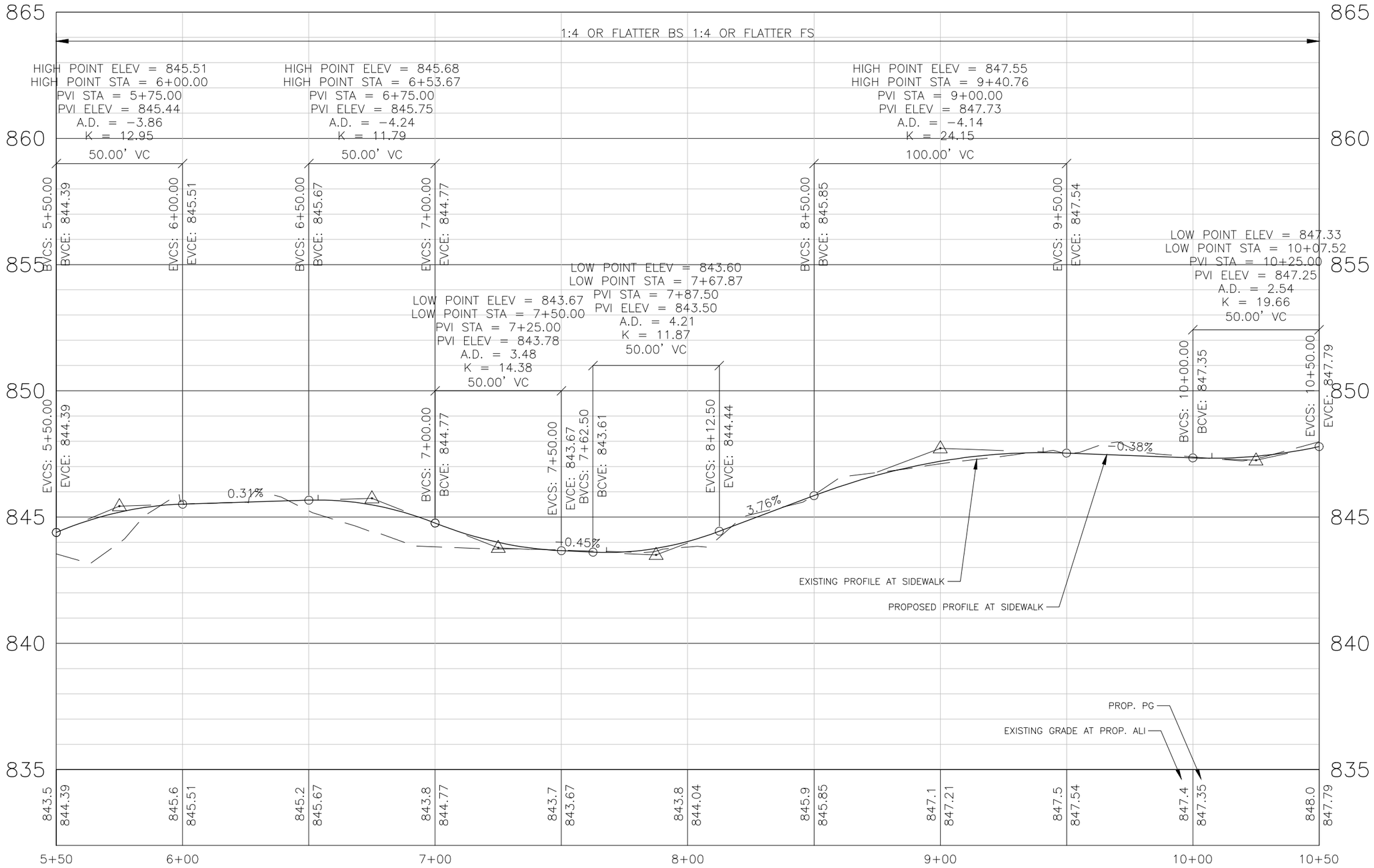

SIDEWALK - STA 5+50 TO STA 10+50

PROFILE

SCALE: 1" = 40'

0 20 40

VERT SCALE: 1" = 4'

CATEGORY 001

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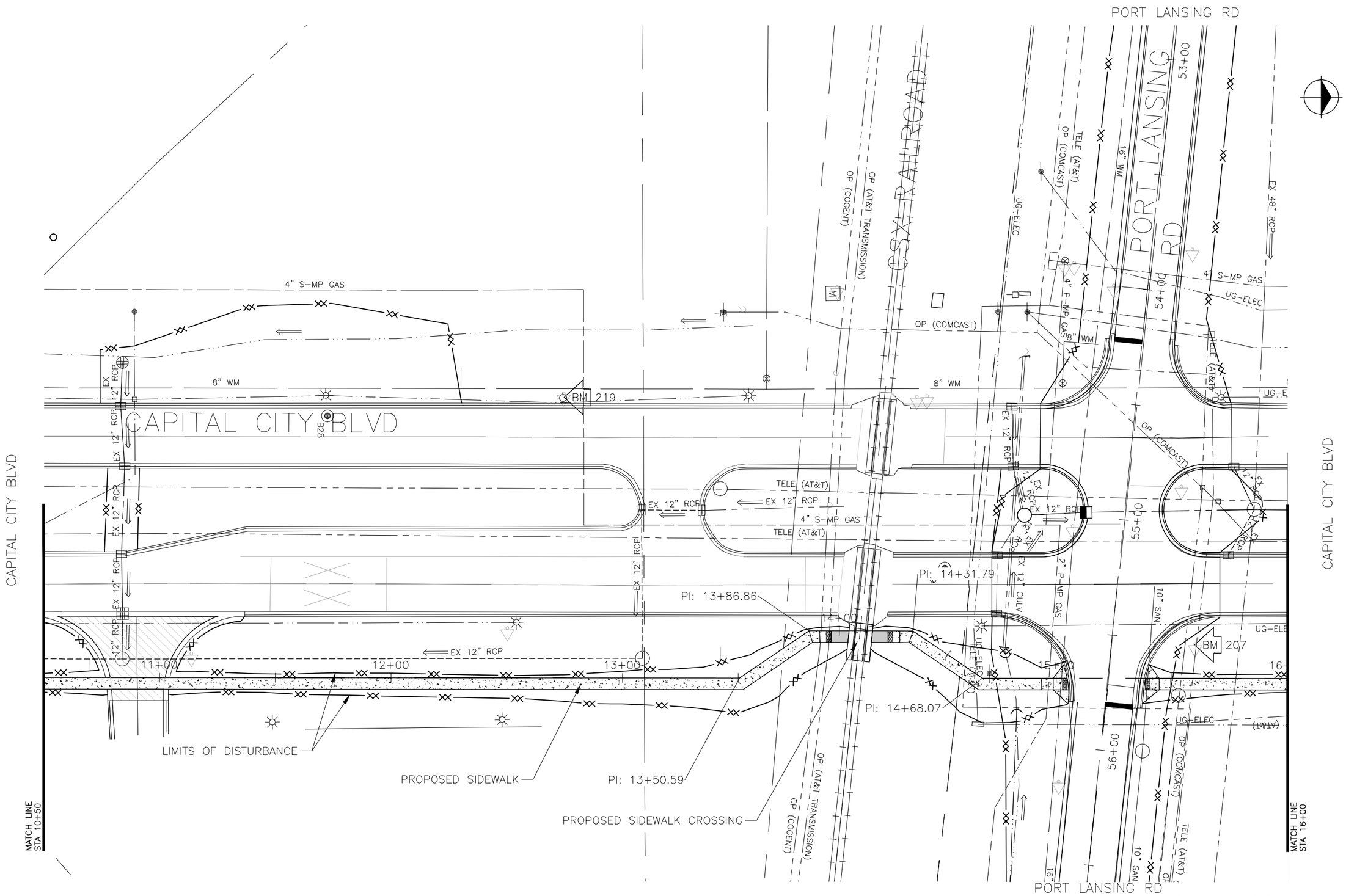

SIDEWALK - STA 10+50 TO STA 16+00

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 001

Mead & Hunt

Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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PROJECT NO.

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SHEET NO.

101

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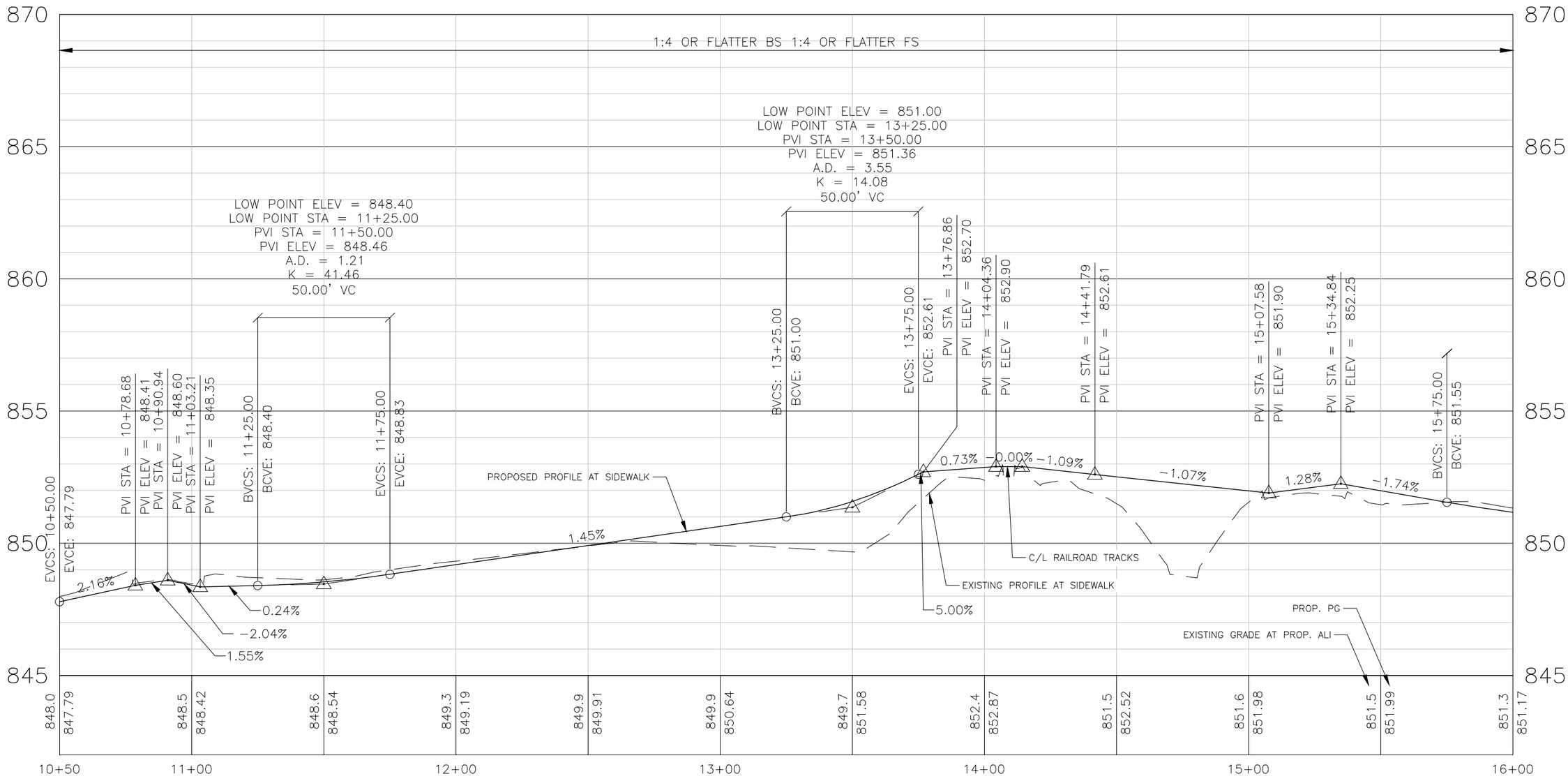

SIDEWALK - STA 10+50 TO STA 16+00

PROFILE

SCALE: 1" = 40'

CATEGORY 001

0 20 40

VERT SCALE: 1" = 4'

Mead & Hunt

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REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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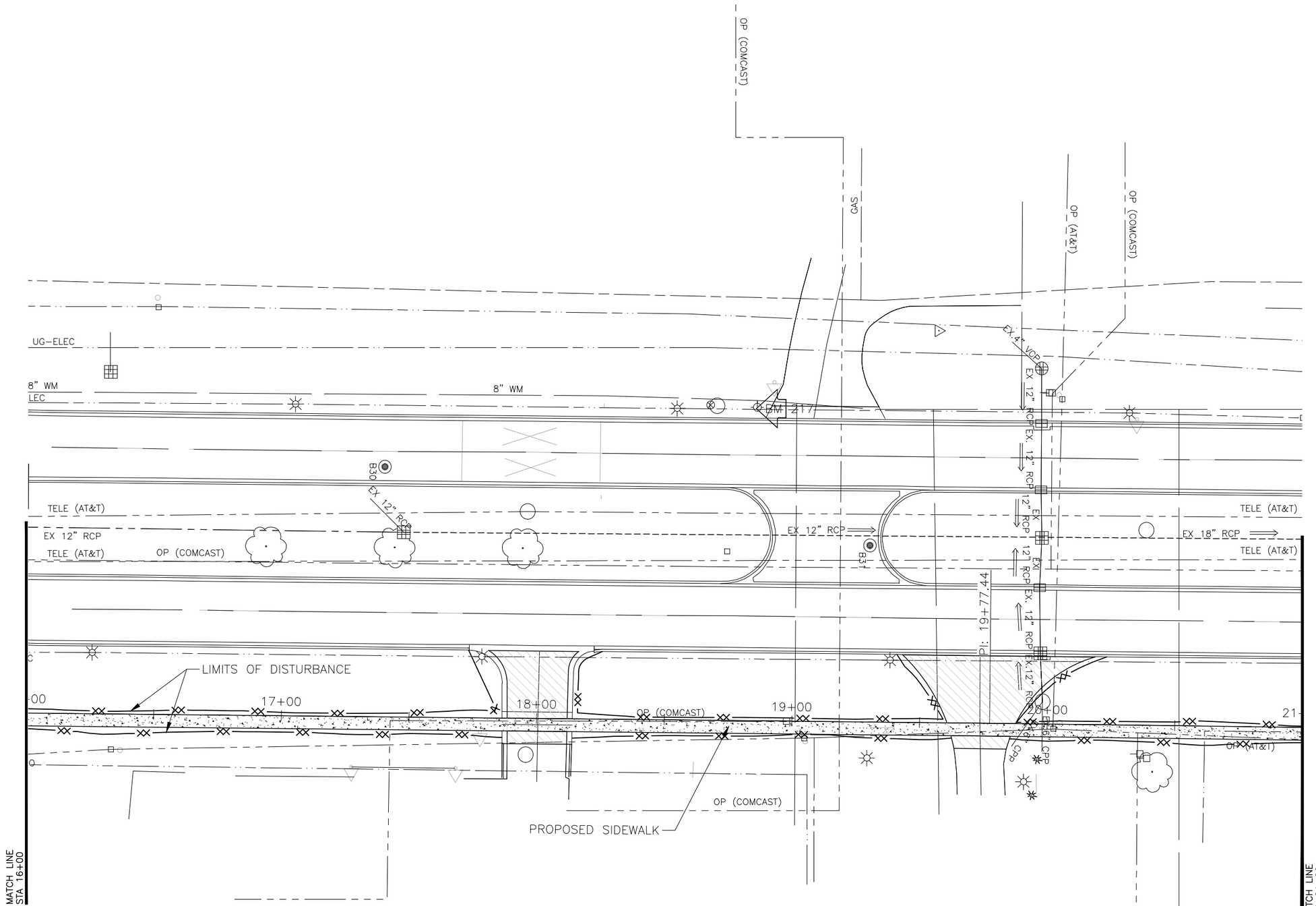

CAPITAL CITY - STA 16+00 TO STA 21+00

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40 CATEGORY 001

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REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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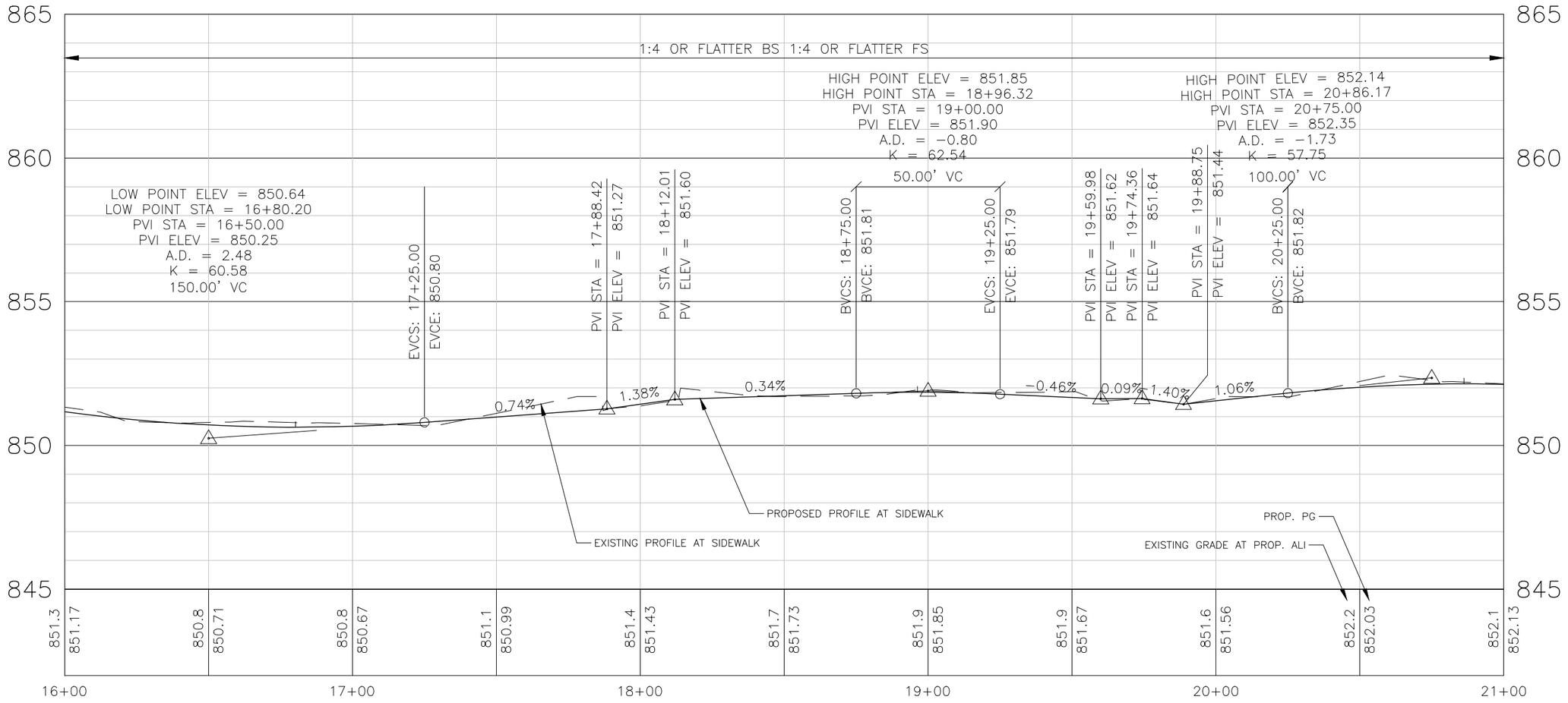

SIDEWALK - STA 16+00 TO STA 21+00

PROFILE

SCALE: 1" = 40'

0 20 40 CATEGORY 001

VERT SCALE: 1" = 4'

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REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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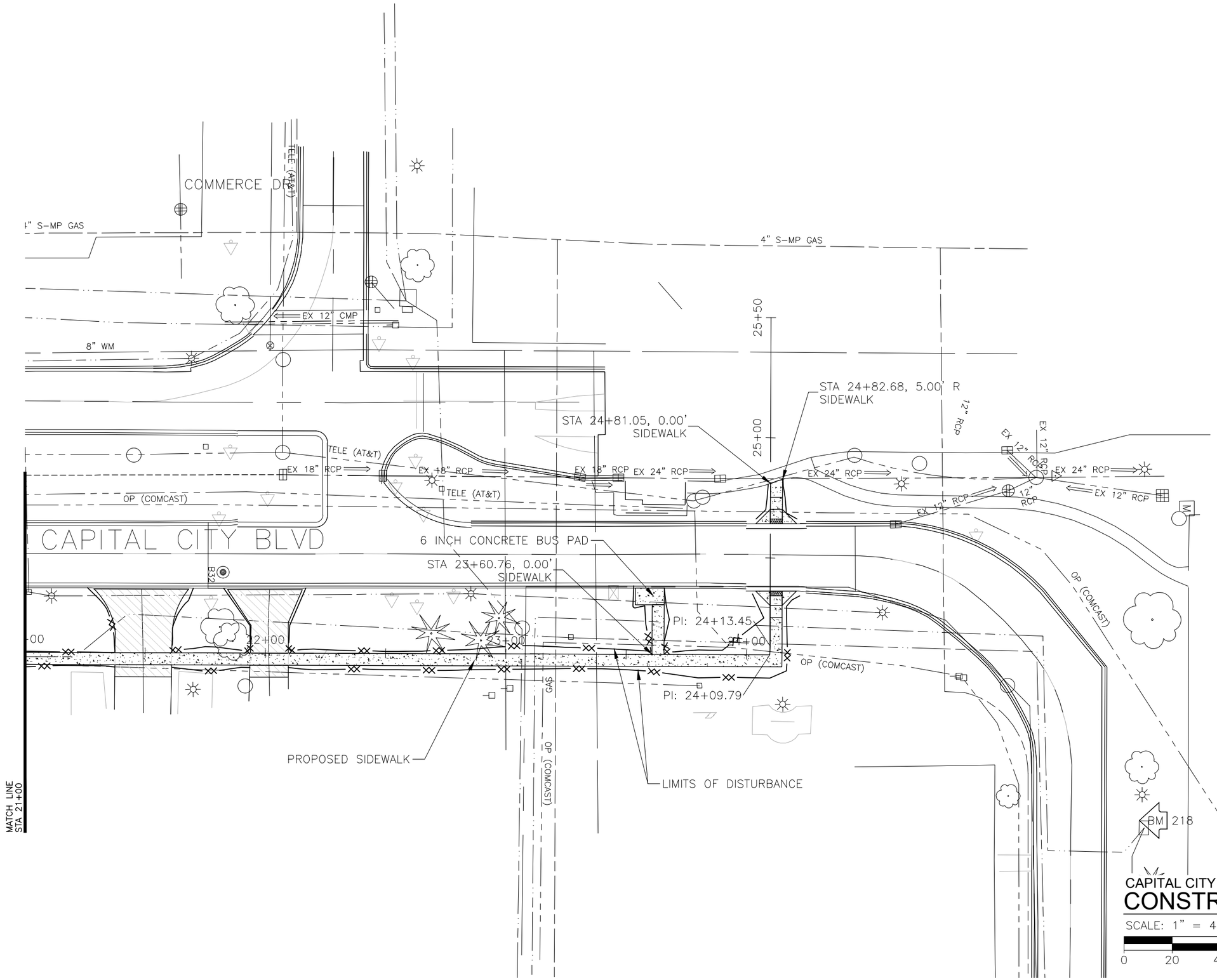

CAPITAL CITY - STA 21+00 TO STA 25+31

CONSTRUCTION PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 001

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Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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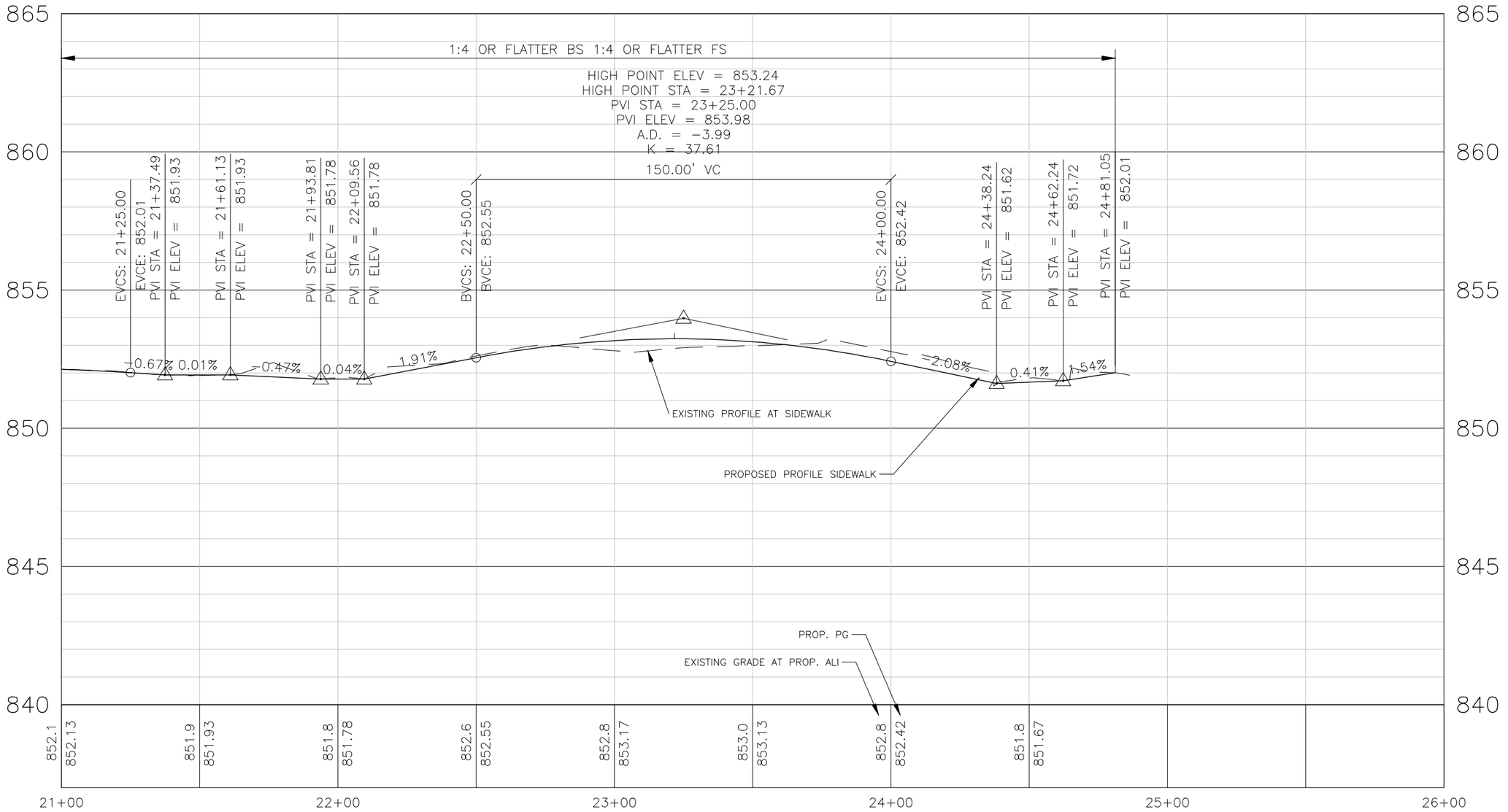

SIDEWALK - STA 21+00 TO STA 25+31

PROFILE

SCALE: 1" = 40'

0 20 40 CATEGORY 001

VERT SCALE: 1" = 4'

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meadhunt.com

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BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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106

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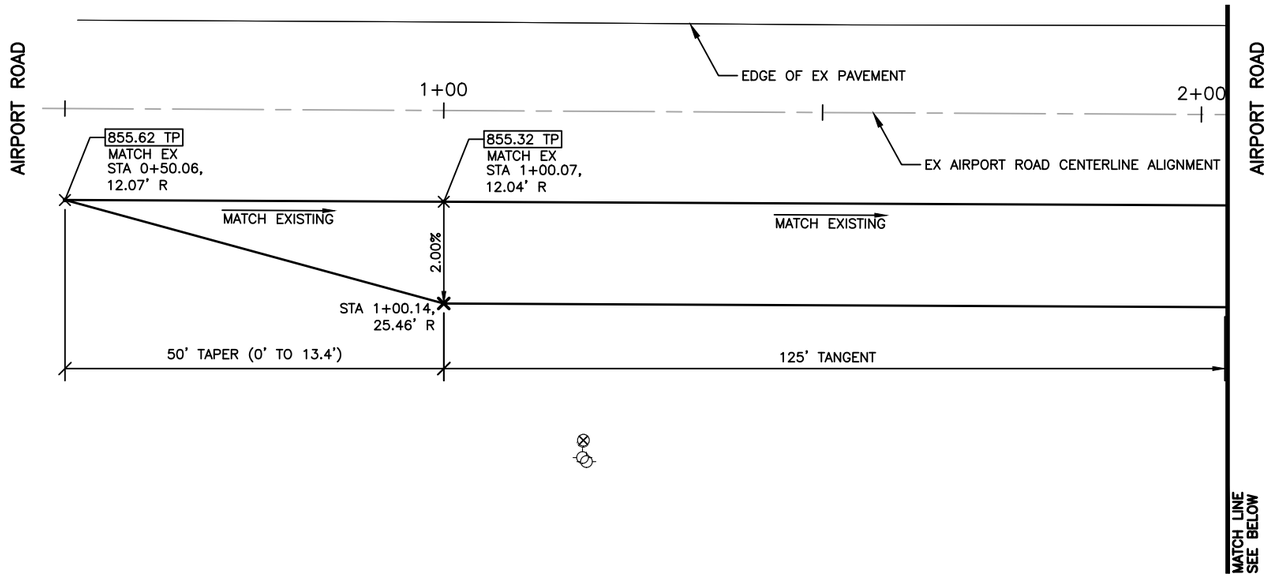
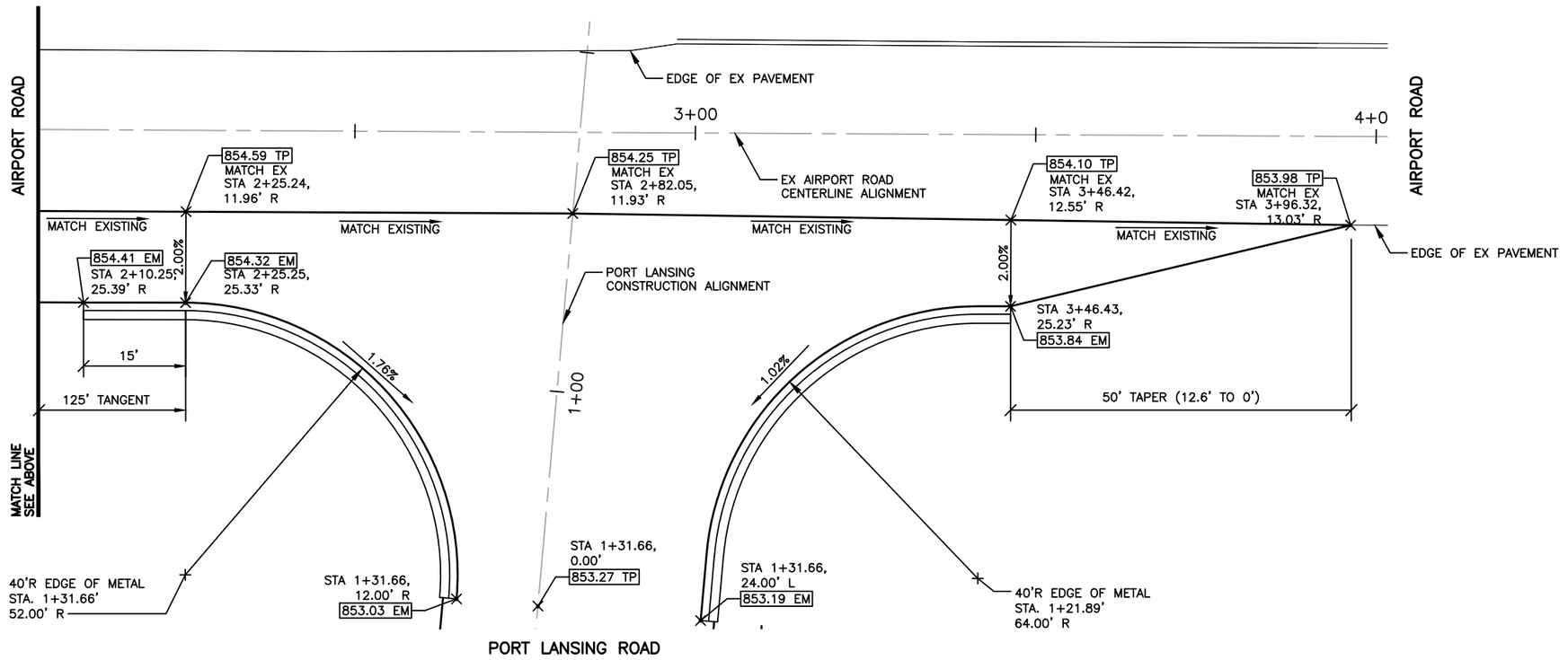
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
GR	GROUND ELEVATION





NORTH

PORT LANSING & AIRPORT ROAD

DETAIL GRADES

SCALE: 1" = 20'

0 10 20

fishbeck
Engineers | Architects | Scientists | Constructors

Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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107

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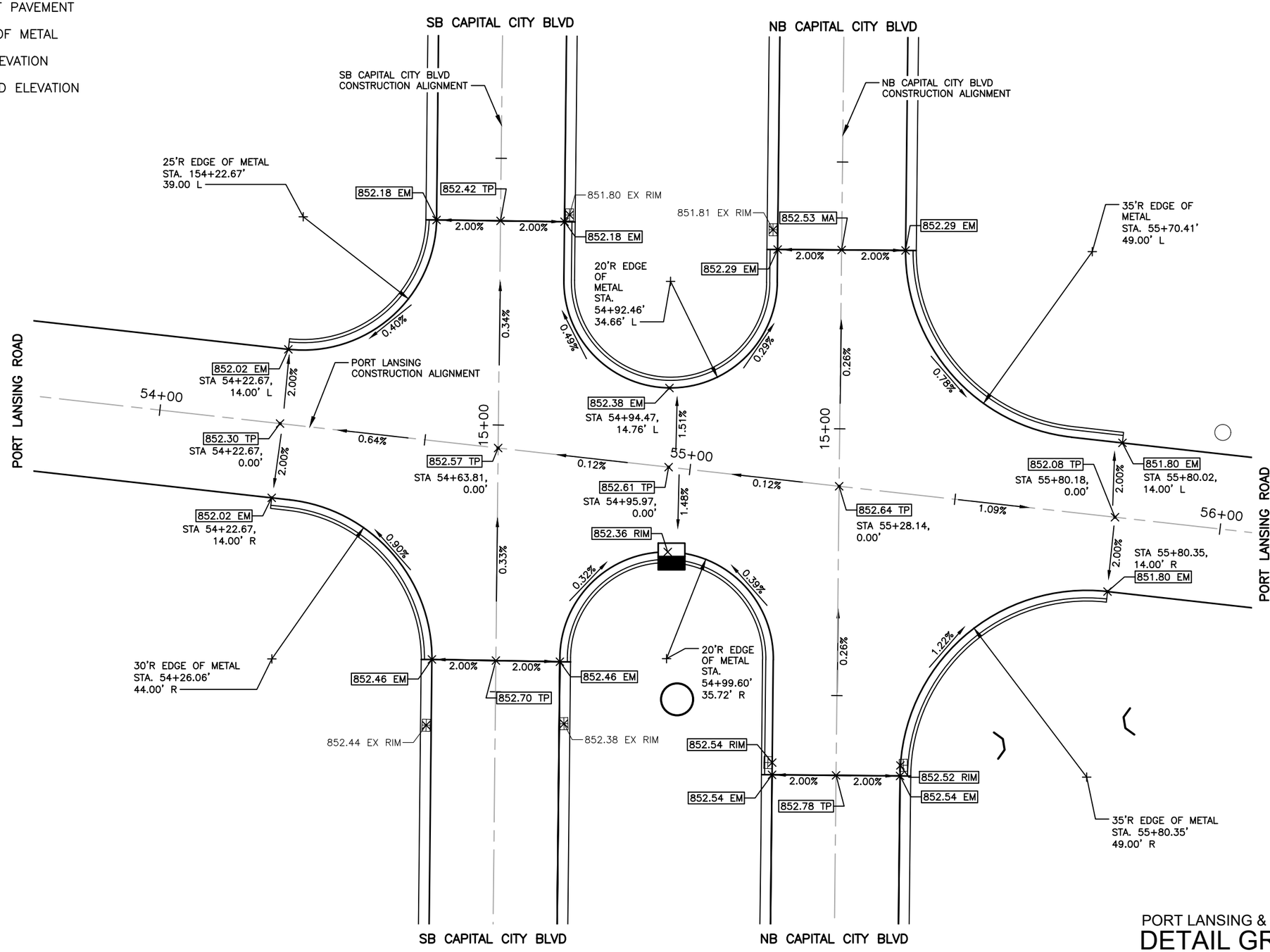
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION



NORTH

PORT LANSING & CAPITAL CITY BLVD

DETAIL GRADES

SCALE: 1" = 20'

0 10 20

CATEGORY 007

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Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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108

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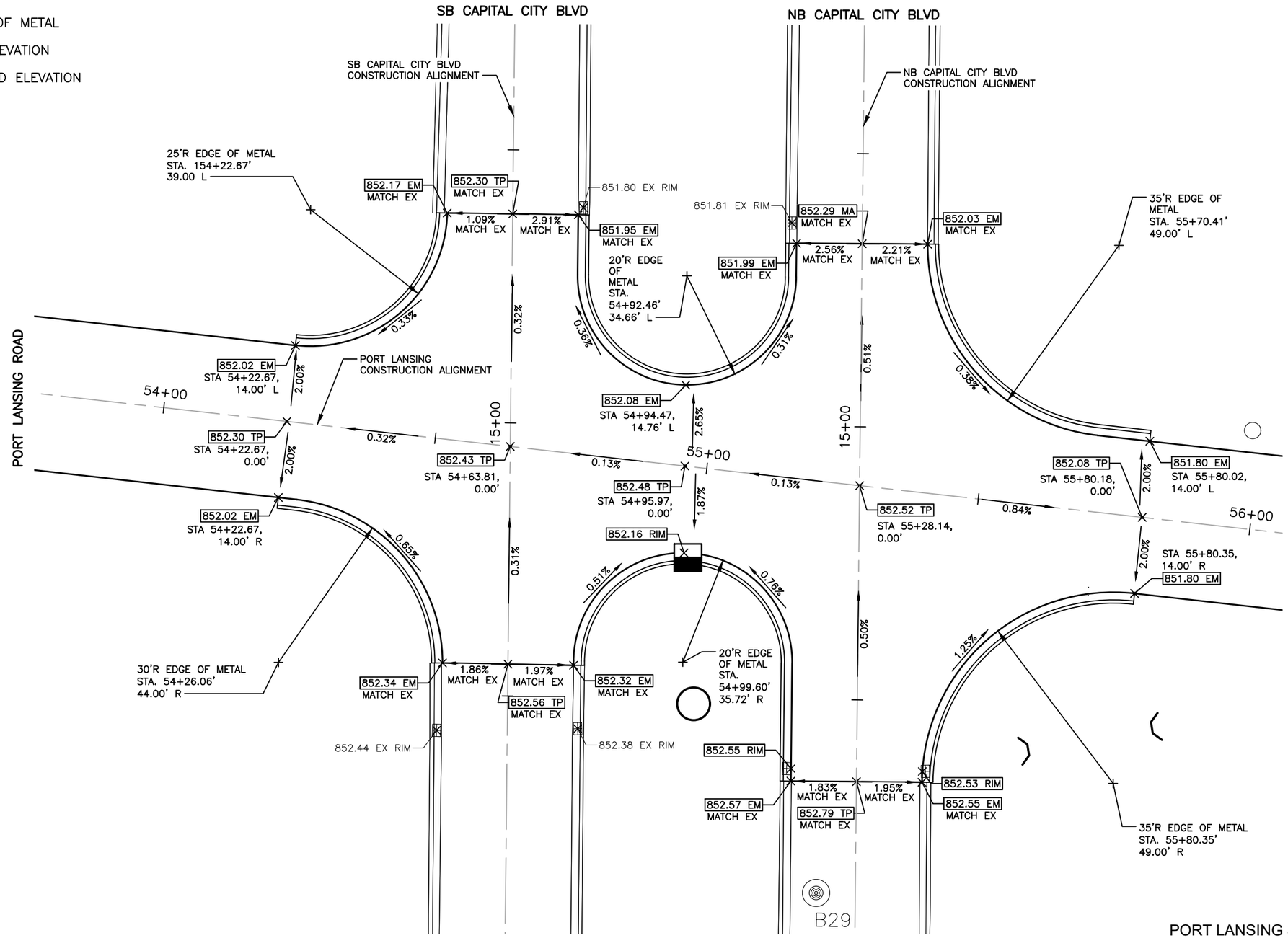
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION



PORT LANSING & CAPITAL CITY BLVD

DETAIL GRADES

SCALE: 1" = 20'

0 10 20

CATEGORY 009

NORTH

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Engineers | Architects | Scientists | Constructors

Capital Region Airport Auth.
Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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109

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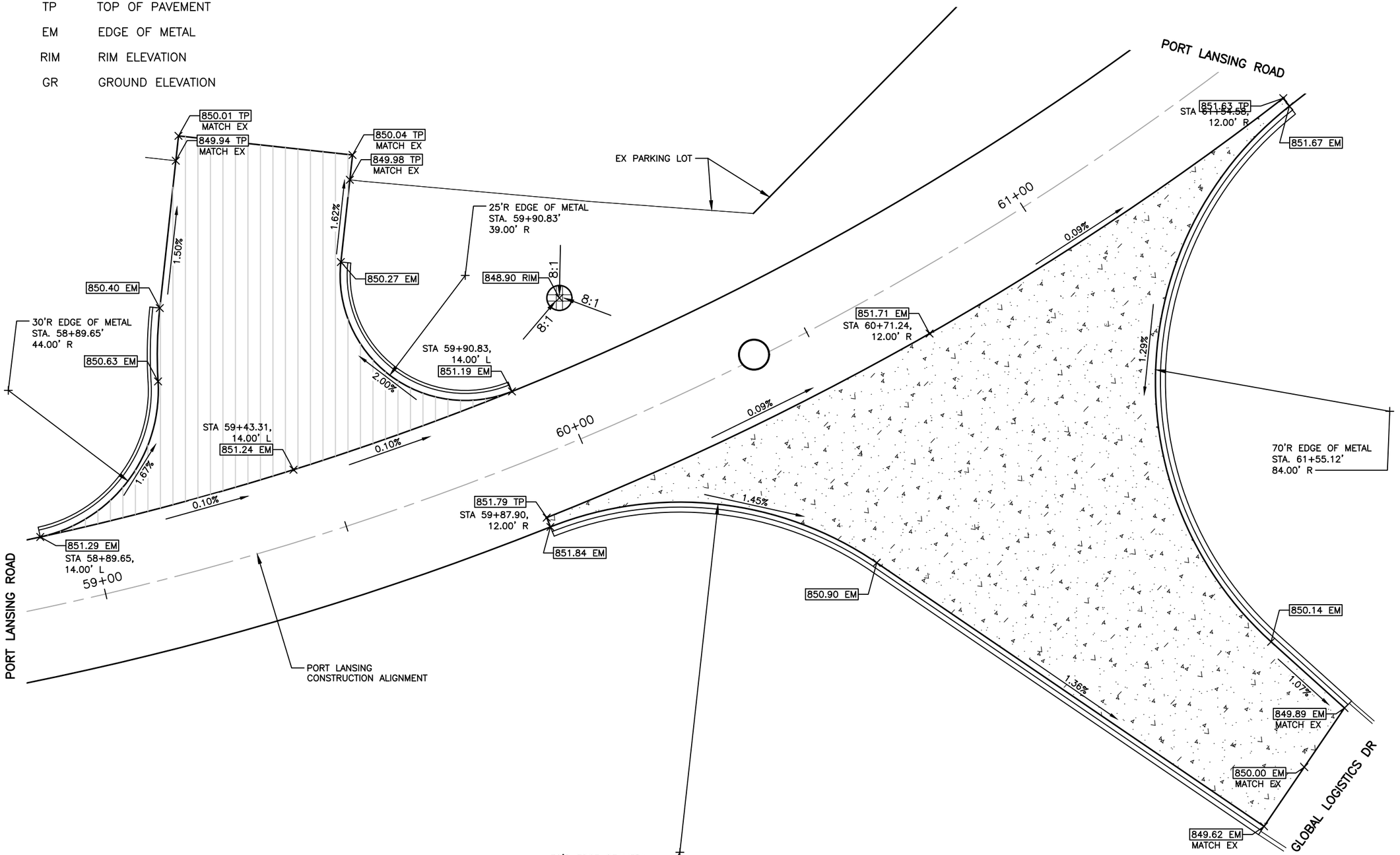
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION



PORT LANSING & GLOBAL LOGISTICS DR
DETAIL GRADES

SCALE: 1" = 20'

0 10 20

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Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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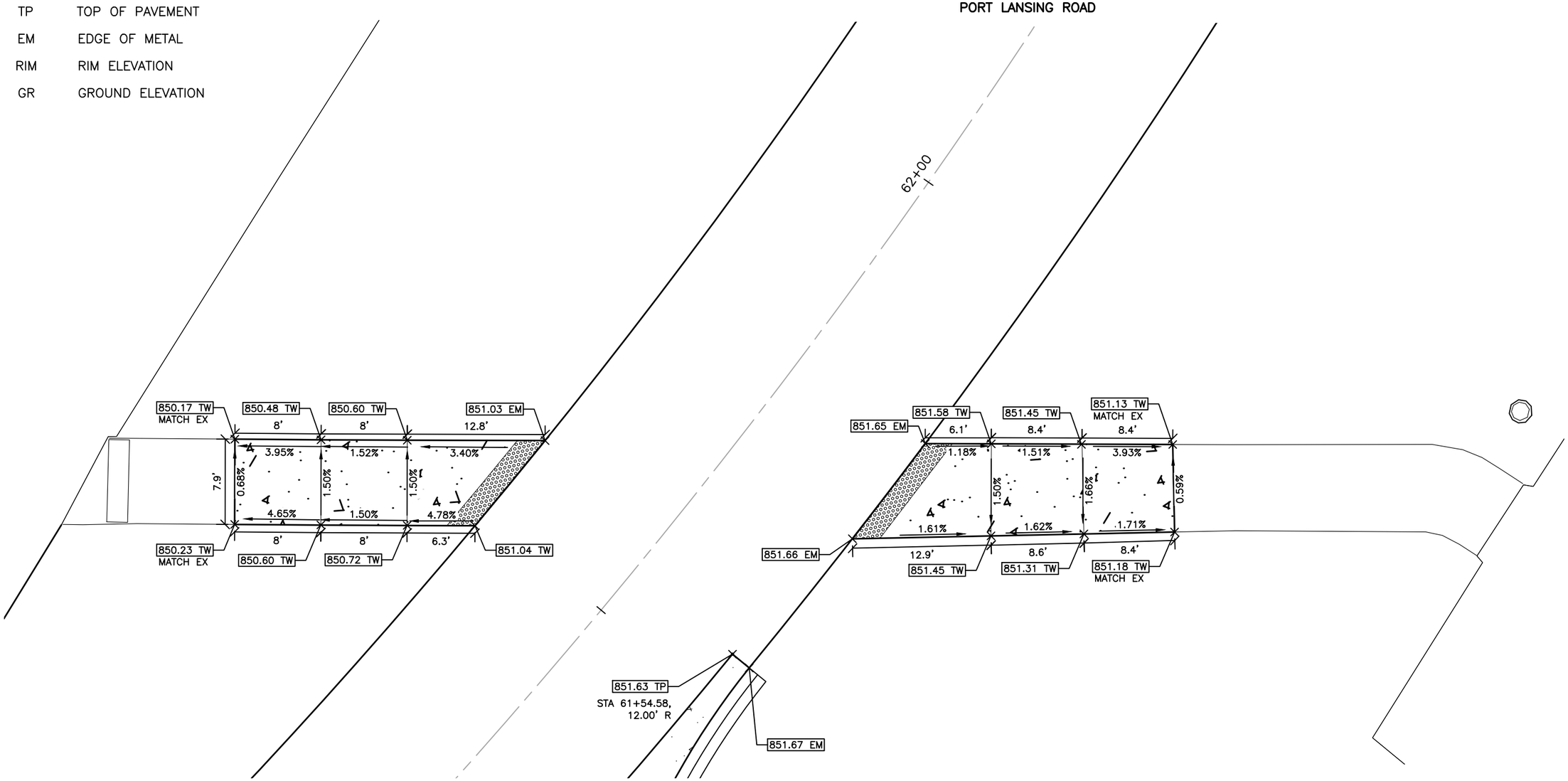
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION

NORTH



PORT LANSING & GLOBAL LOGISTICS DR

DETAIL GRADES

SCALE: 1" = 20'

0 10 20

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Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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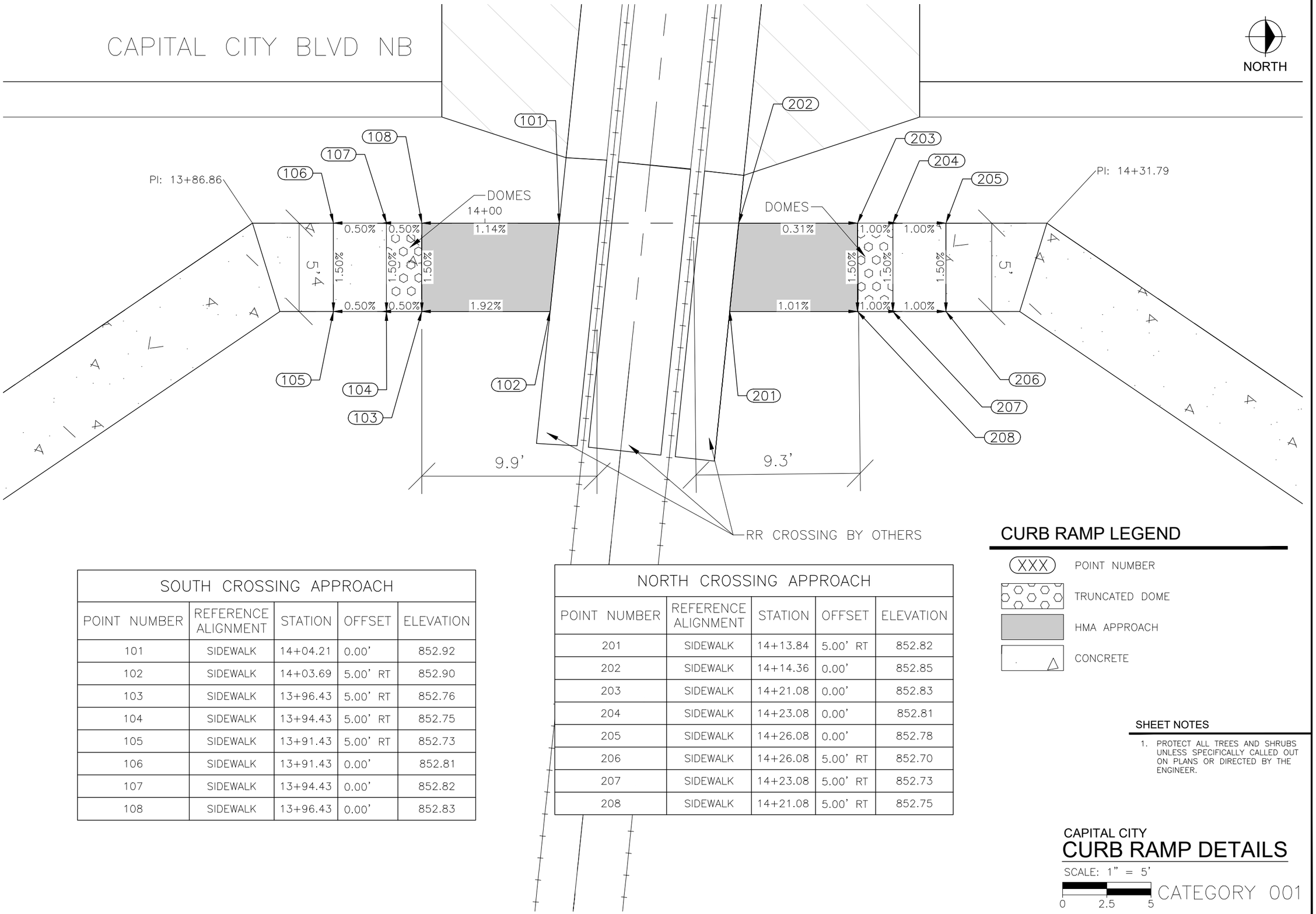

SOUTH CROSSING APPROACH				
POINT NUMBER	REFERENCE ALIGNMENT	STATION	OFFSET	ELEVATION
101	SIDEWALK	14+04.21	0.00'	852.92
102	SIDEWALK	14+03.69	5.00' RT	852.90
103	SIDEWALK	13+96.43	5.00' RT	852.76
104	SIDEWALK	13+94.43	5.00' RT	852.75
105	SIDEWALK	13+91.43	5.00' RT	852.73
106	SIDEWALK	13+91.43	0.00'	852.81
107	SIDEWALK	13+94.43	0.00'	852.82
108	SIDEWALK	13+96.43	0.00'	852.83

NORTH CROSSING APPROACH				
POINT NUMBER	REFERENCE ALIGNMENT	STATION	OFFSET	ELEVATION
201	SIDEWALK	14+13.84	5.00' RT	852.82
202	SIDEWALK	14+14.36	0.00'	852.85
203	SIDEWALK	14+21.08	0.00'	852.83
204	SIDEWALK	14+23.08	0.00'	852.81
205	SIDEWALK	14+26.08	0.00'	852.78
206	SIDEWALK	14+26.08	5.00' RT	852.70
207	SIDEWALK	14+23.08	5.00' RT	852.73
208	SIDEWALK	14+21.08	5.00' RT	852.75

CURB RAMP LEGEND

- XXX — POINT NUMBER
- TRUNCATED DOME
- HMA APPROACH
- CONCRETE

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY

CURB RAMP DETAILS

SCALE: 1" = 5'

0 2.5 5

CATEGORY 001

Mead & Hunt

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2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
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REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD AND HUNT
Designer	MEAD AND HUNT
Reviewer	SGA
Manager	SGA

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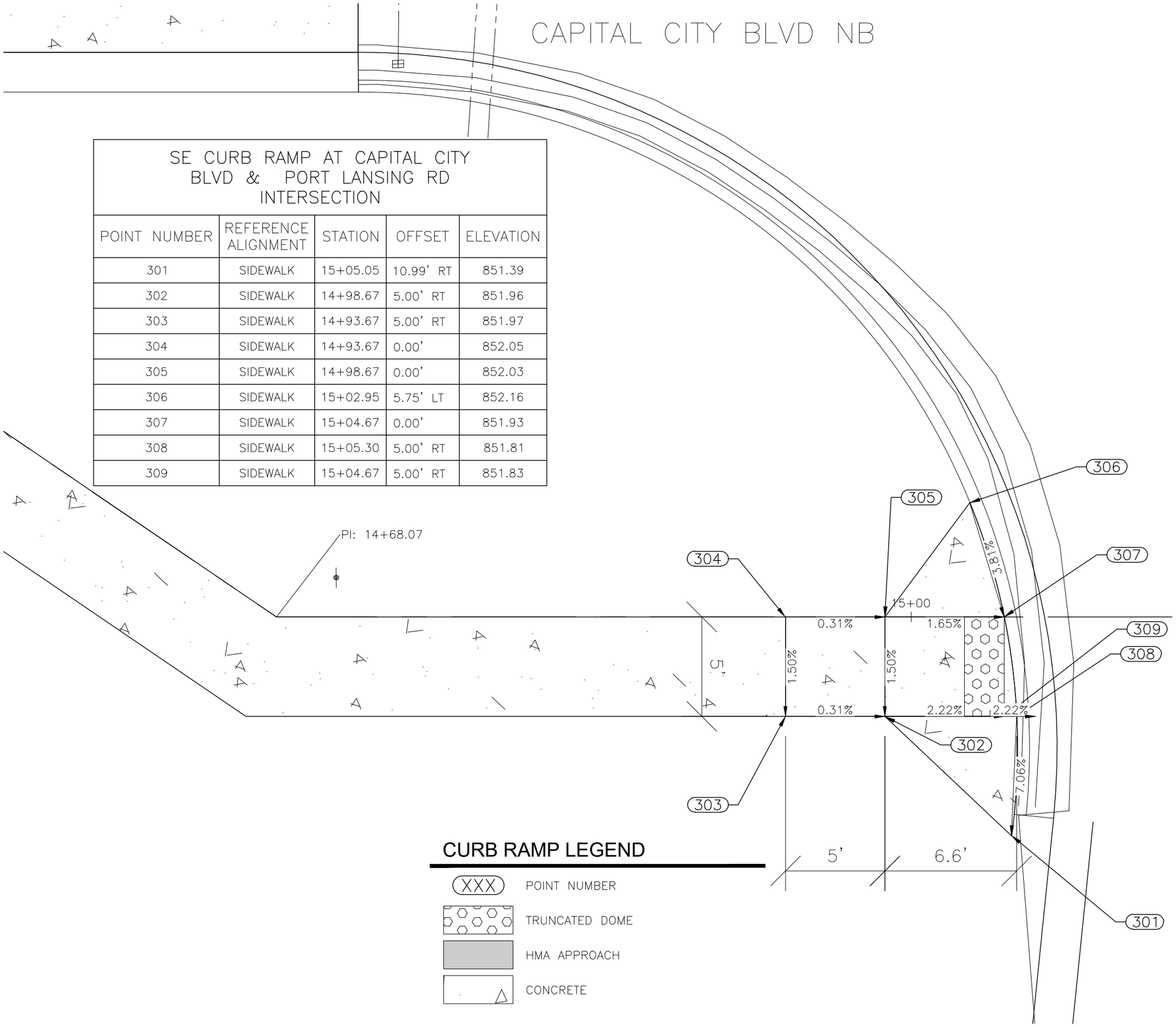

SE CURB RAMP AT CAPITAL CITY BLVD & PORT LANSING RD INTERSECTION				
POINT NUMBER	REFERENCE ALIGNMENT	STATION	OFFSET	ELEVATION
301	SIDEWALK	15+05.05	10.99' RT	851.39
302	SIDEWALK	14+98.67	5.00' RT	851.96
303	SIDEWALK	14+93.67	5.00' RT	851.97
304	SIDEWALK	14+93.67	0.00'	852.05
305	SIDEWALK	14+98.67	0.00'	852.03
306	SIDEWALK	15+02.95	5.75' LT	852.16
307	SIDEWALK	15+04.67	0.00'	851.93
308	SIDEWALK	15+05.30	5.00' RT	851.81
309	SIDEWALK	15+04.67	5.00' RT	851.83

CURB RAMP LEGEND

- XXX — POINT NUMBER
- TRUNCATED DOME
- HMA APPROACH
- CONCRETE

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY

CURB RAMP DETAILS

SCALE: 1" = 5'

0 2.5 5

CATEGORY 001

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Lansing, MI 48906
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REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD AND HUNT
Designer	MEAD AND HUNT
Reviewer	SGA
Manager	SGA

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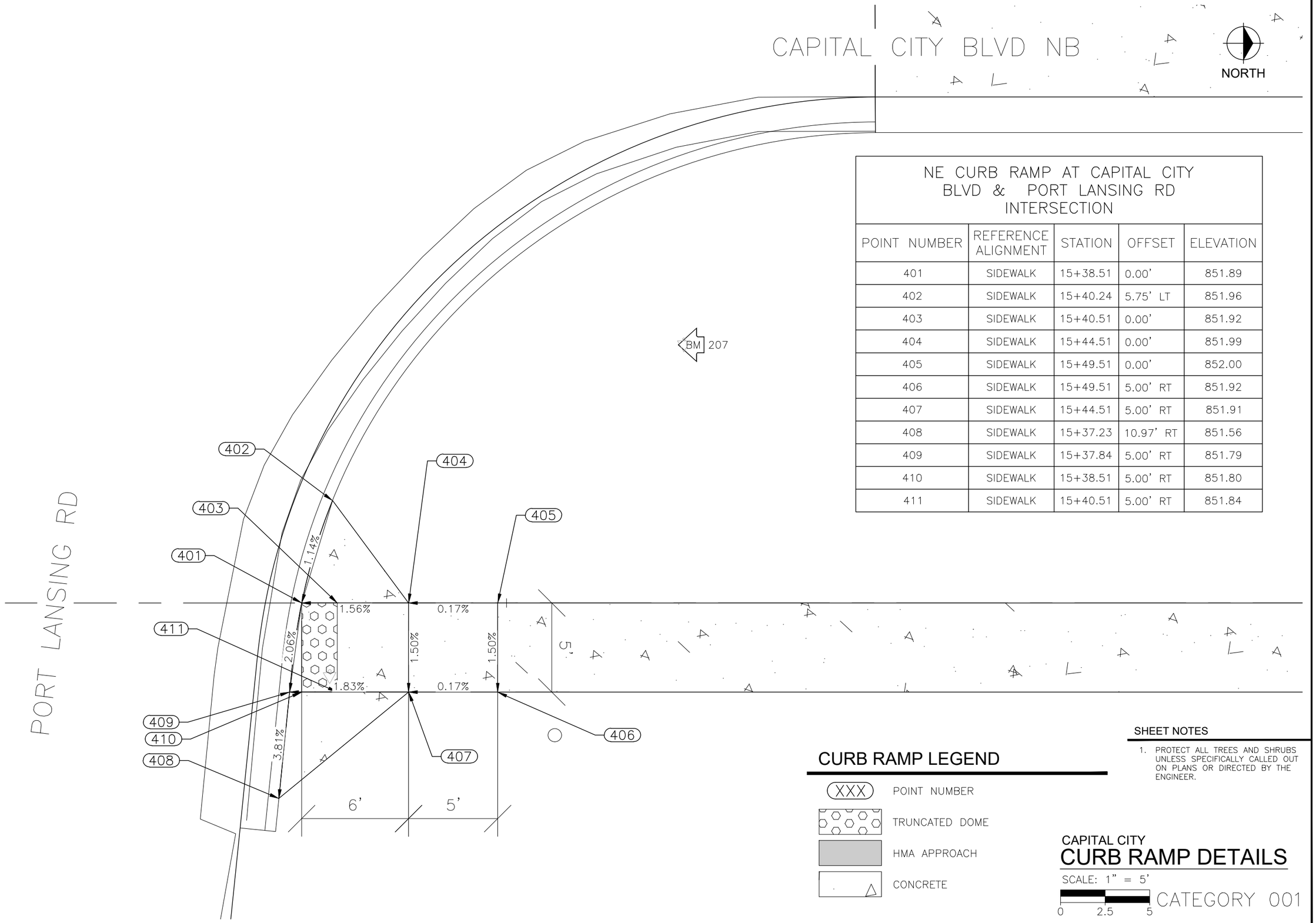

NE CURB RAMP AT CAPITAL CITY BLVD & PORT LANSING RD INTERSECTION				
POINT NUMBER	REFERENCE ALIGNMENT	STATION	OFFSET	ELEVATION
401	SIDEWALK	15+38.51	0.00'	851.89
402	SIDEWALK	15+40.24	5.75' LT	851.96
403	SIDEWALK	15+40.51	0.00'	851.92
404	SIDEWALK	15+44.51	0.00'	851.99
405	SIDEWALK	15+49.51	0.00'	852.00
406	SIDEWALK	15+49.51	5.00' RT	851.92
407	SIDEWALK	15+44.51	5.00' RT	851.91
408	SIDEWALK	15+37.23	10.97' RT	851.56
409	SIDEWALK	15+37.84	5.00' RT	851.79
410	SIDEWALK	15+38.51	5.00' RT	851.80
411	SIDEWALK	15+40.51	5.00' RT	851.84

CURB RAMP LEGEND

- XXX — POINT NUMBER
- TRUNCATED DOME
- HMA APPROACH
- CONCRETE

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY

CURB RAMP DETAILS

SCALE: 1" = 5'

0 2.5 5

CATEGORY 001

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Drawn By	MEAD AND HUNT
Designer	MEAD AND HUNT
Reviewer	SGA
Manager	SGA

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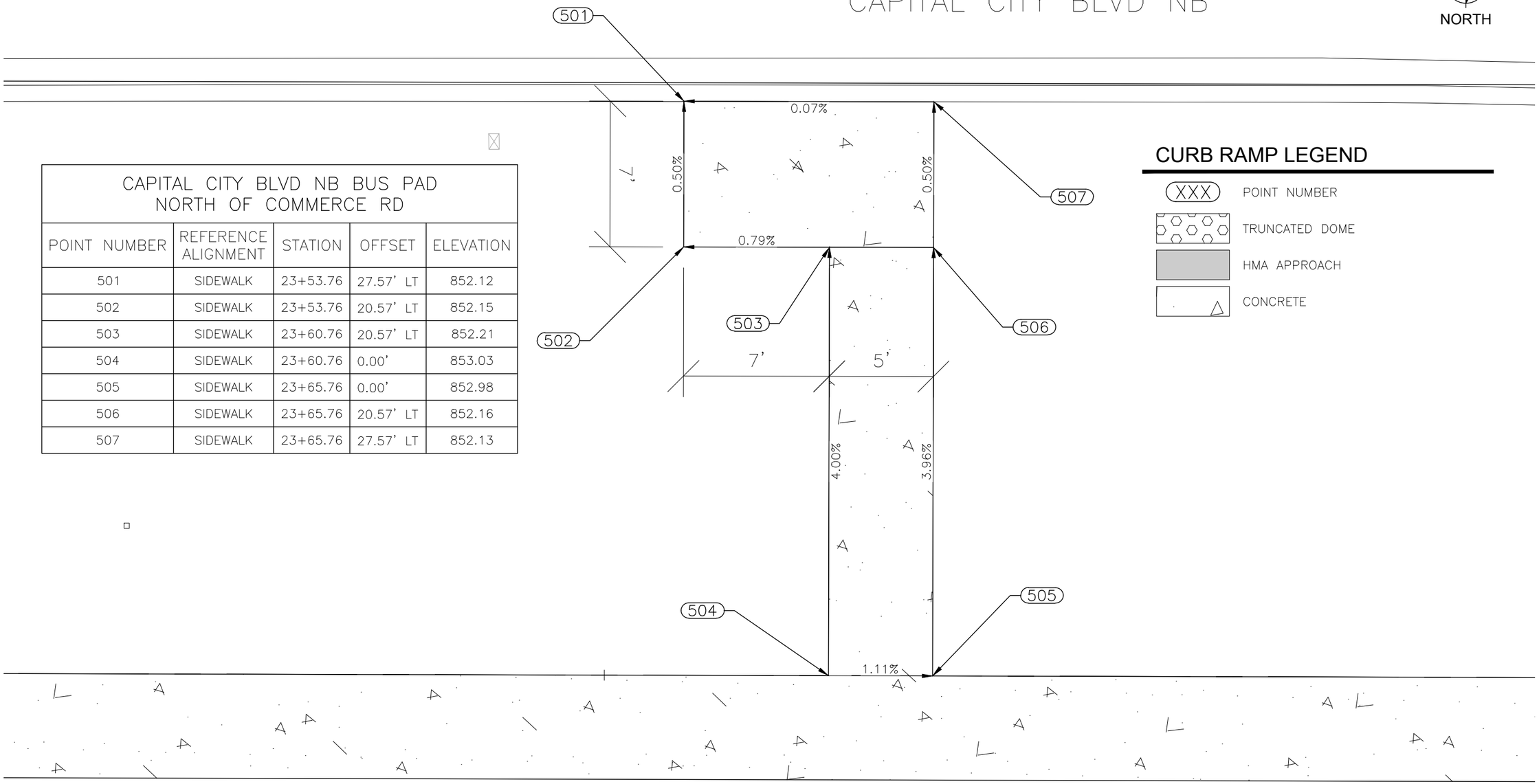

CAPITAL CITY BLVD NB BUS PAD NORTH OF COMMERCE RD				
POINT NUMBER	REFERENCE ALIGNMENT	STATION	OFFSET	ELEVATION
501	SIDEWALK	23+53.76	27.57' LT	852.12
502	SIDEWALK	23+53.76	20.57' LT	852.15
503	SIDEWALK	23+60.76	20.57' LT	852.21
504	SIDEWALK	23+60.76	0.00'	853.03
505	SIDEWALK	23+65.76	0.00'	852.98
506	SIDEWALK	23+65.76	20.57' LT	852.16
507	SIDEWALK	23+65.76	27.57' LT	852.13

CURB RAMP LEGEND

- XXX — POINT NUMBER
- TRUNCATED DOME
- HMA APPROACH
- CONCRETE

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY

CURB RAMP DETAILS

SCALE: 1" = 5'

0 2.5 5

CATEGORY 001

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Lansing, MI 48906
phone: 517-321-8334
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Capital Region Airport Auth.
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Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD AND HUNT
Designer	MEAD AND HUNT
Reviewer	SGA
Manager	SGA

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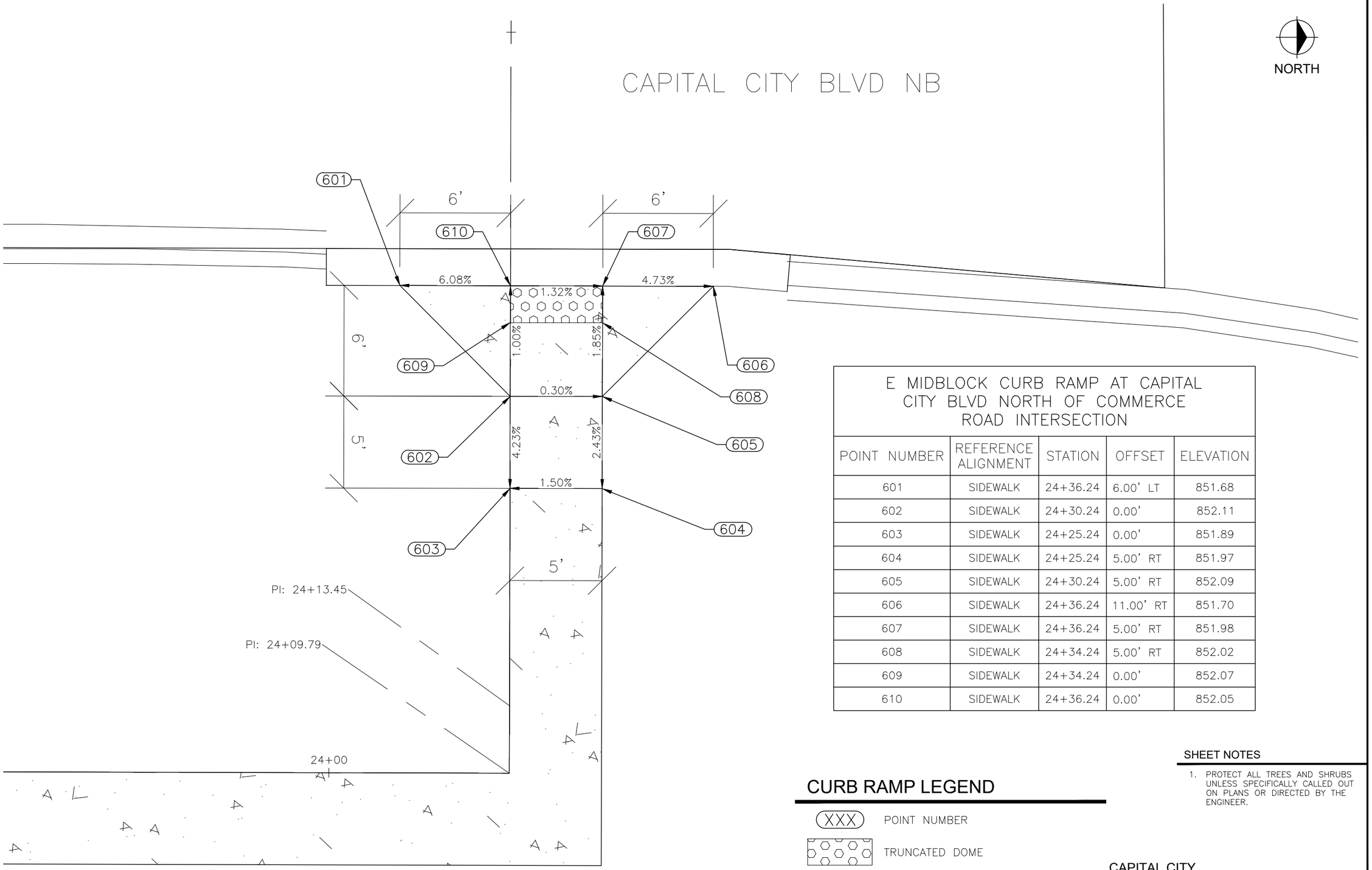

NORTH

E MIDBLOCK CURB RAMP AT CAPITAL CITY BLVD NORTH OF COMMERCE ROAD INTERSECTION

POINT NUMBER	REFERENCE ALIGNMENT	STATION	OFFSET	ELEVATION
601	SIDEWALK	24+36.24	6.00' LT	851.68
602	SIDEWALK	24+30.24	0.00'	852.11
603	SIDEWALK	24+25.24	0.00'	851.89
604	SIDEWALK	24+25.24	5.00' RT	851.97
605	SIDEWALK	24+30.24	5.00' RT	852.09
606	SIDEWALK	24+36.24	11.00' RT	851.70
607	SIDEWALK	24+36.24	5.00' RT	851.98
608	SIDEWALK	24+34.24	5.00' RT	852.02
609	SIDEWALK	24+34.24	0.00'	852.07
610	SIDEWALK	24+36.24	0.00'	852.05

CURB RAMP LEGEND

- (XXX) POINT NUMBER
- TRUNCATED DOME
- HMA APPROACH
- CONCRETE

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY

CURB RAMP DETAILS

SCALE: 1" = 5'

0 2.5 5

CATEGORY 001

Mead & Hunt

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meadhunt.com

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REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD AND HUNT
Designer	MEAD AND HUNT
Reviewer	SGA
Manager	SGA

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PROJECT NO.
241594

SHEET NO.
116

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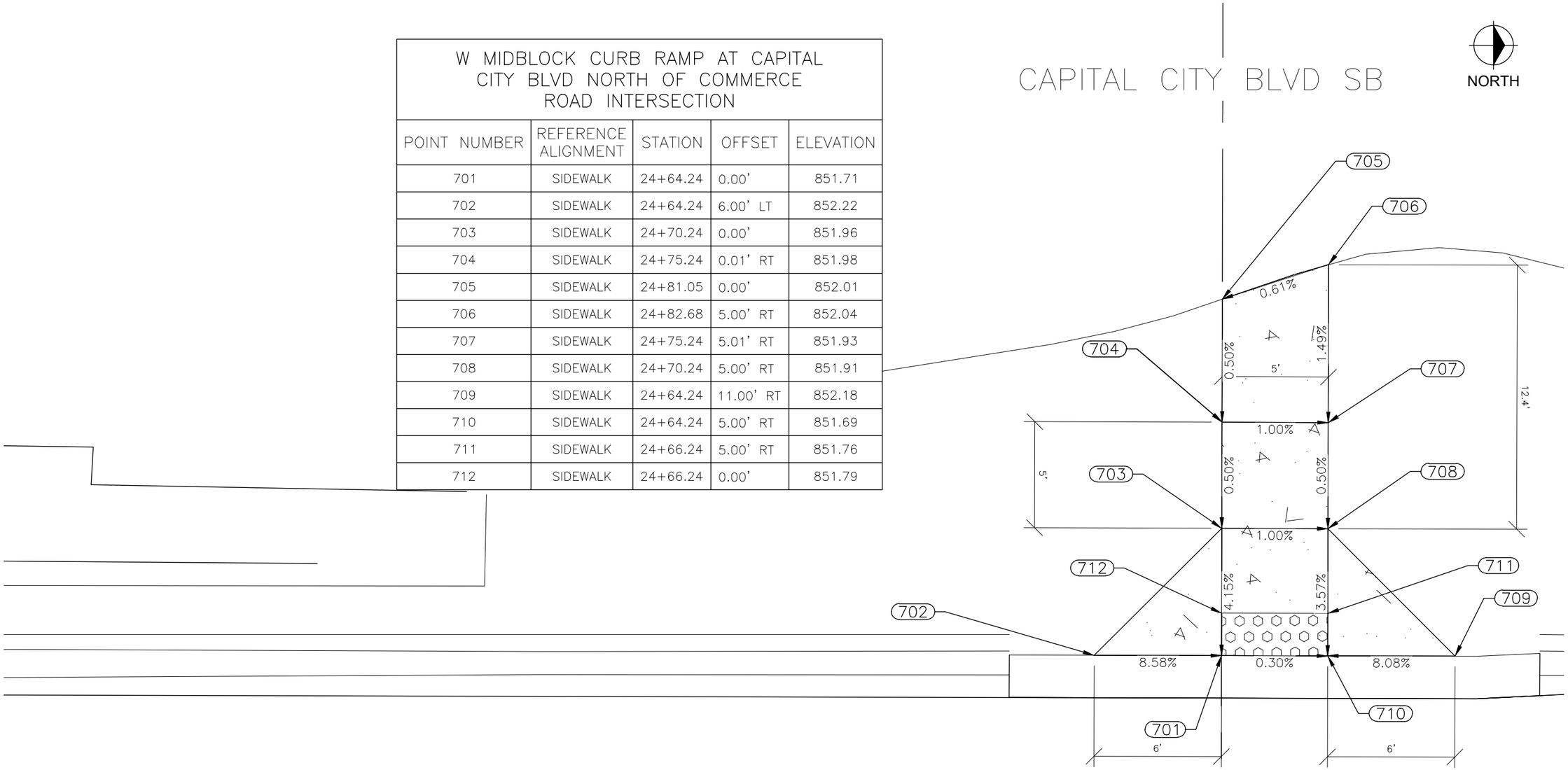
W MIDBLOCK CURB RAMP AT CAPITAL CITY BLVD NORTH OF COMMERCE ROAD INTERSECTION				
POINT NUMBER	REFERENCE ALIGNMENT	STATION	OFFSET	ELEVATION
701	SIDEWALK	24+64.24	0.00'	851.71
702	SIDEWALK	24+64.24	6.00' LT	852.22
703	SIDEWALK	24+70.24	0.00'	851.96
704	SIDEWALK	24+75.24	0.01' RT	851.98
705	SIDEWALK	24+81.05	0.00'	852.01
706	SIDEWALK	24+82.68	5.00' RT	852.04
707	SIDEWALK	24+75.24	5.01' RT	851.93
708	SIDEWALK	24+70.24	5.00' RT	851.91
709	SIDEWALK	24+64.24	11.00' RT	852.18
710	SIDEWALK	24+64.24	5.00' RT	851.69
711	SIDEWALK	24+66.24	5.00' RT	851.76
712	SIDEWALK	24+66.24	0.00'	851.79



CAPITAL CITY BLVD NB

CURB RAMP LEGEND

- XXX — POINT NUMBER
- TRUNCATED DOME
- HMA APPROACH
- CONCRETE

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY

CURB RAMP DETAILS

SCALE: 1" = 5'

0 2.5 5

CATEGORY 001

Mead & Hunt

Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD AND HUNT
Designer	MEAD AND HUNT
Reviewer	SGA
Manager	SGA

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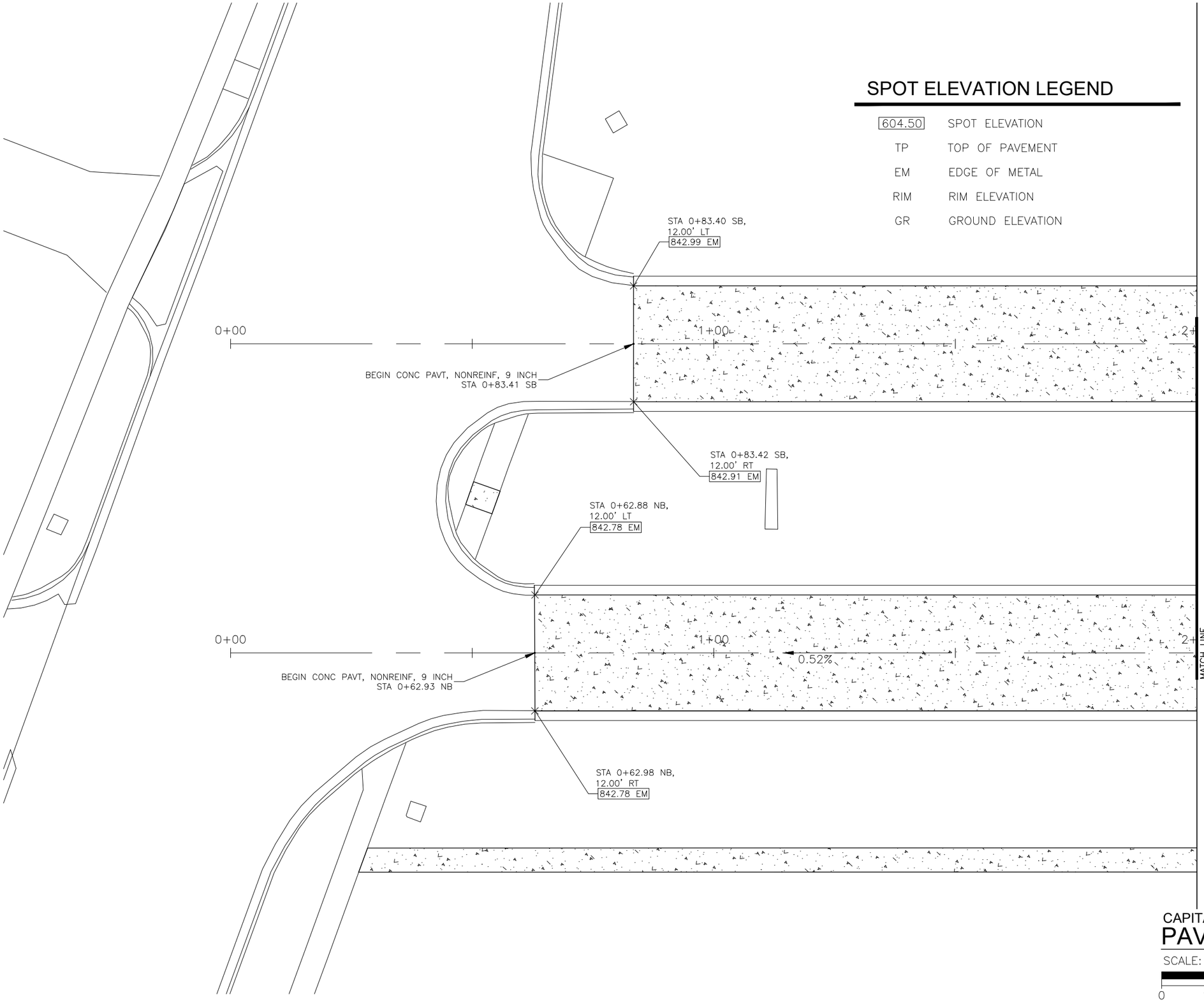
GRAND RIVER AVE



SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY - STA 0+00 TO STA 2+00

PAVING DETAIL

SCALE: 1" = 20'

0 10 20

CATEGORY 007

NORTH

Mead & Hunt

Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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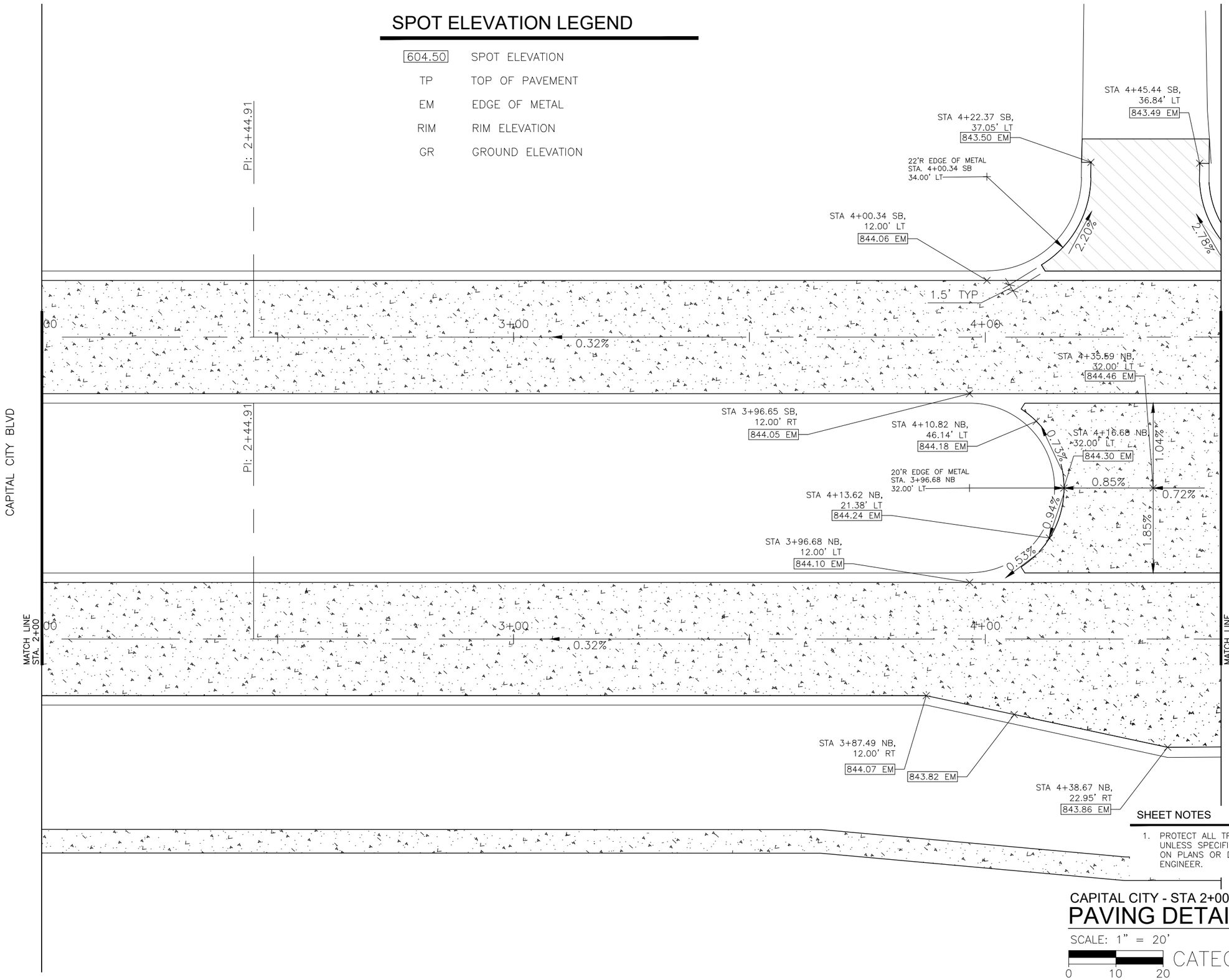
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY - STA 2+00 TO STA 4+50

PAVING DETAIL

SCALE: 1" = 20'

0 10 20

CATEGORY 007

Mead & Hunt

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meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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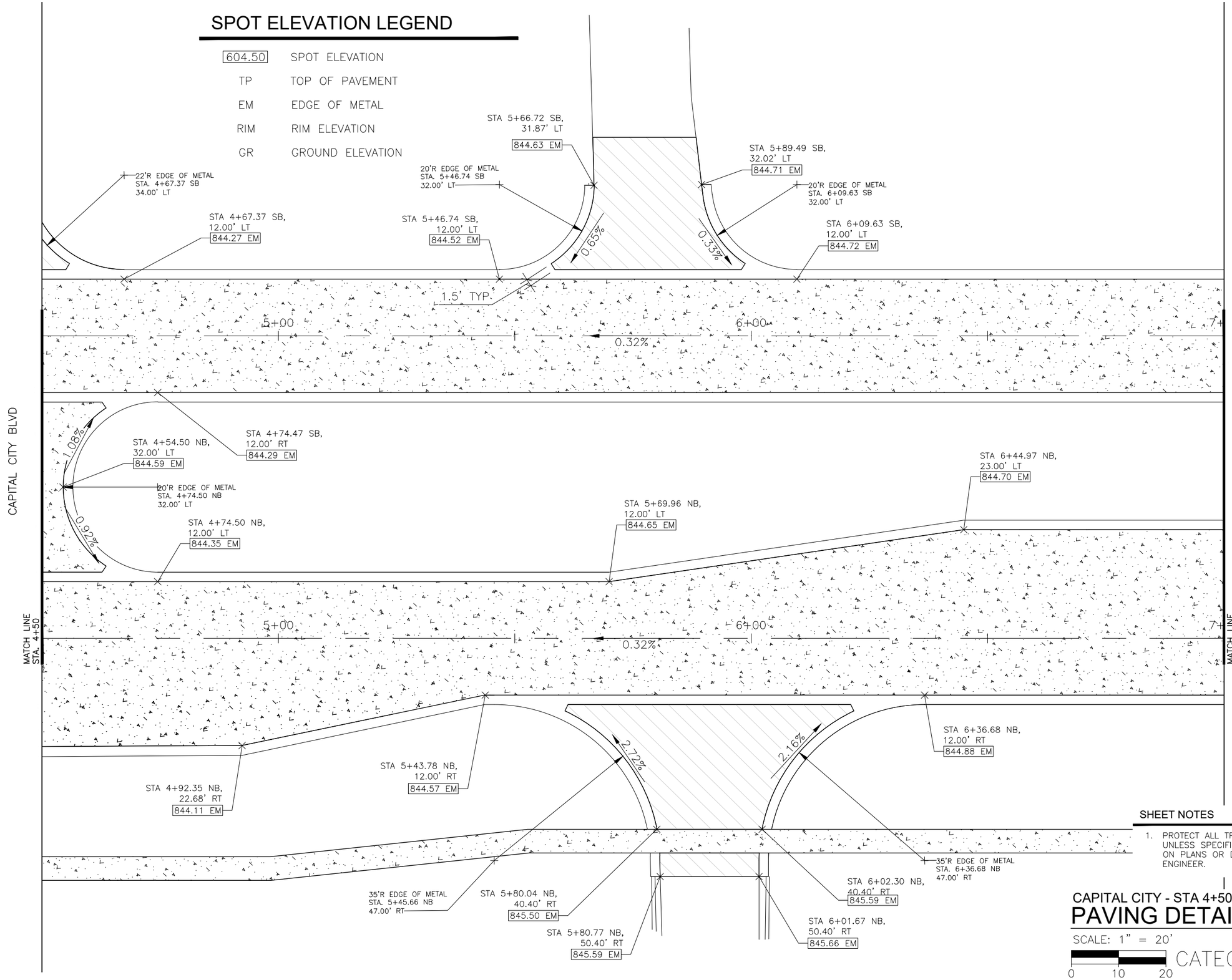
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY - STA 4+50 TO STA 7+00

PAVING DETAIL

SCALE: 1" = 20'

0 10 20

CATEGORY 007

NORTH

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2605 Port Lansing Road
Lansing, MI 48906
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REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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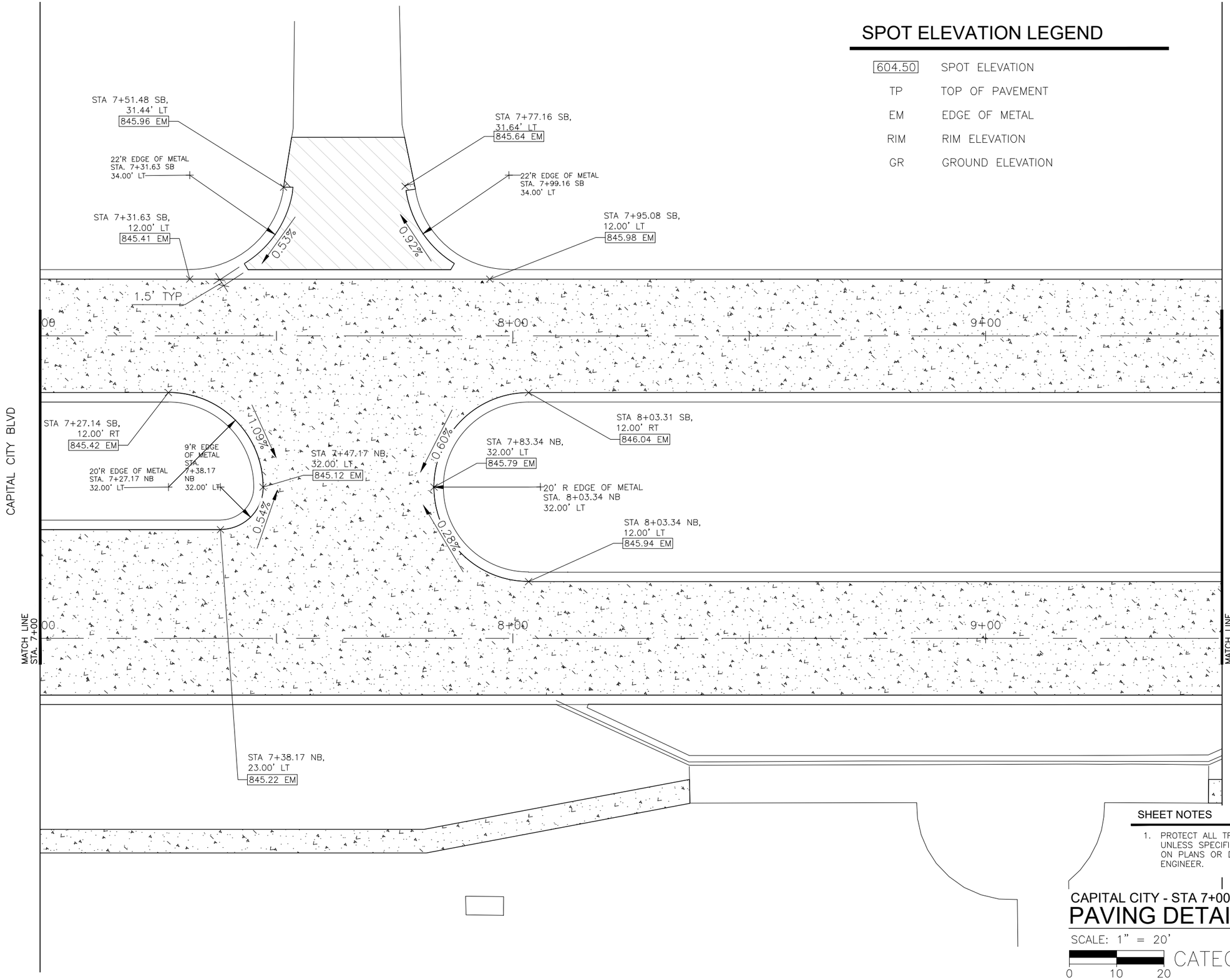

SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY - STA 7+00 TO STA 9+50

PAVING DETAIL

SCALE: 1" = 20'

0 10 20

CATEGORY 007

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meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

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BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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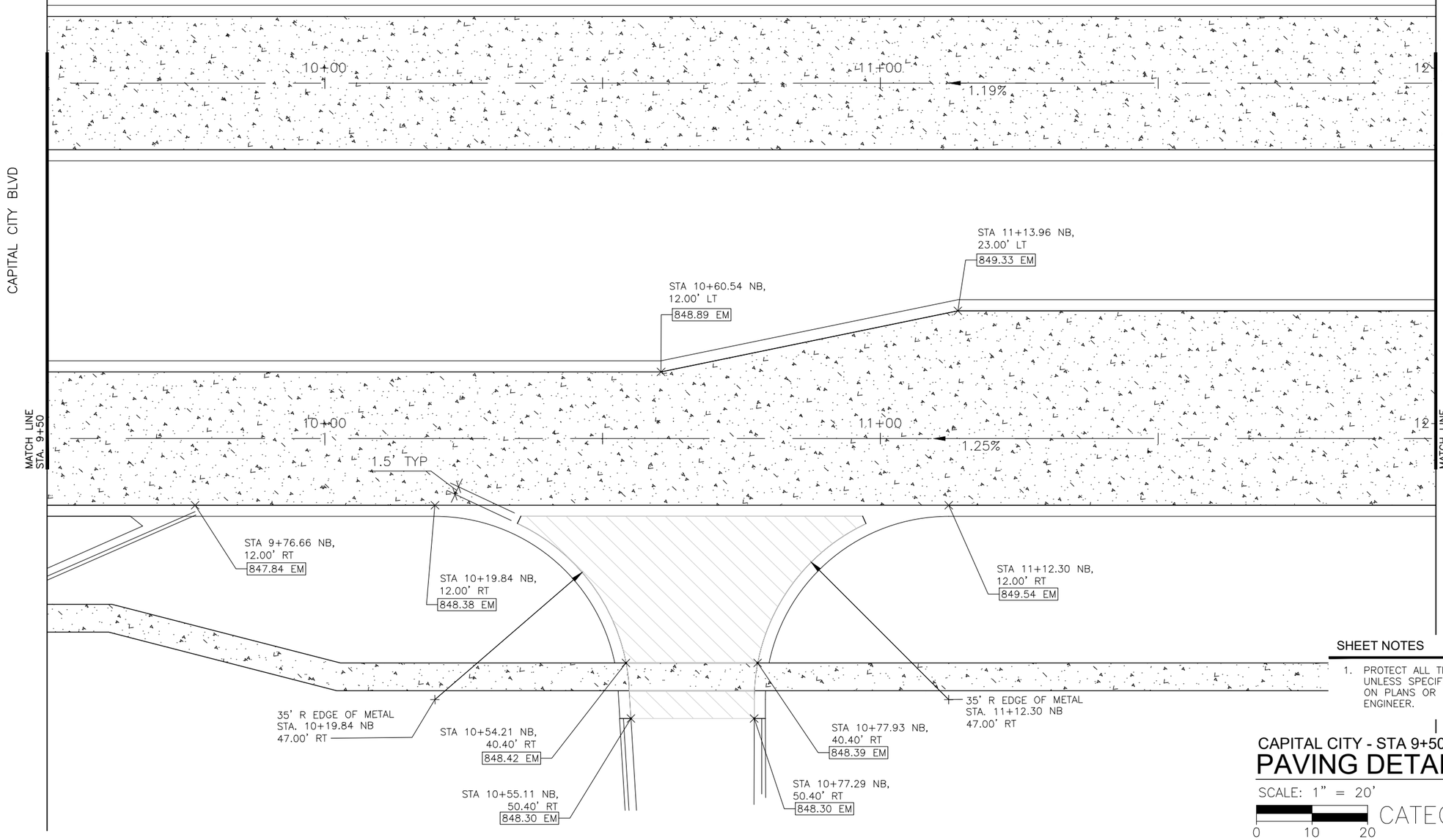
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION

NORTH



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY - STA 9+50 TO STA 12+00

PAVING DETAIL

SCALE: 1" = 20'

0 10 20

CATEGORY 007

Mead & Hunt

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Lansing, MI 48906
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Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

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Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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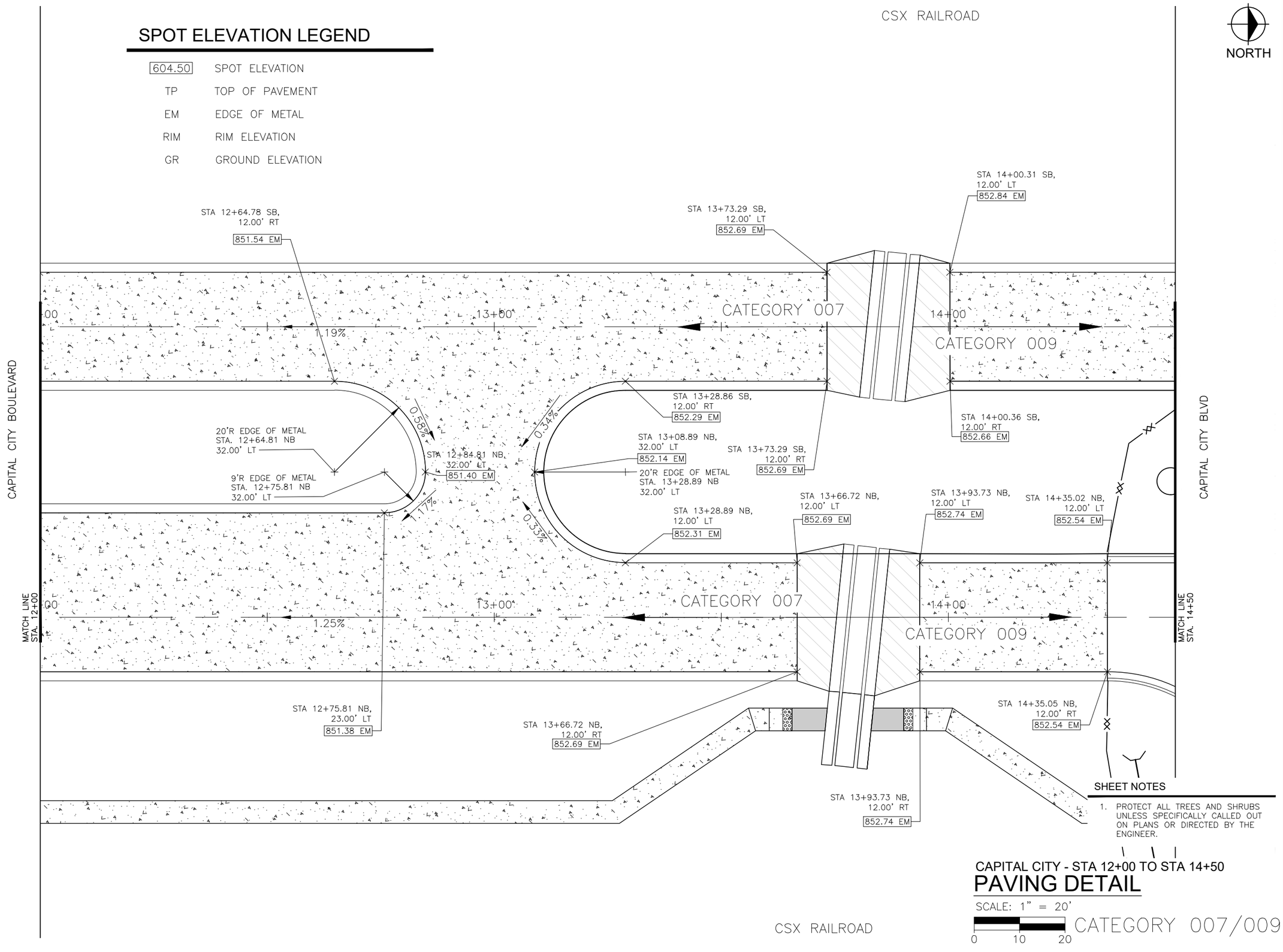
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY - STA 12+00 TO STA 14+50

PAVING DETAIL

SCALE: 1" = 20'

0 10 20

CATEGORY 007/009

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Capital Region International Airport

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BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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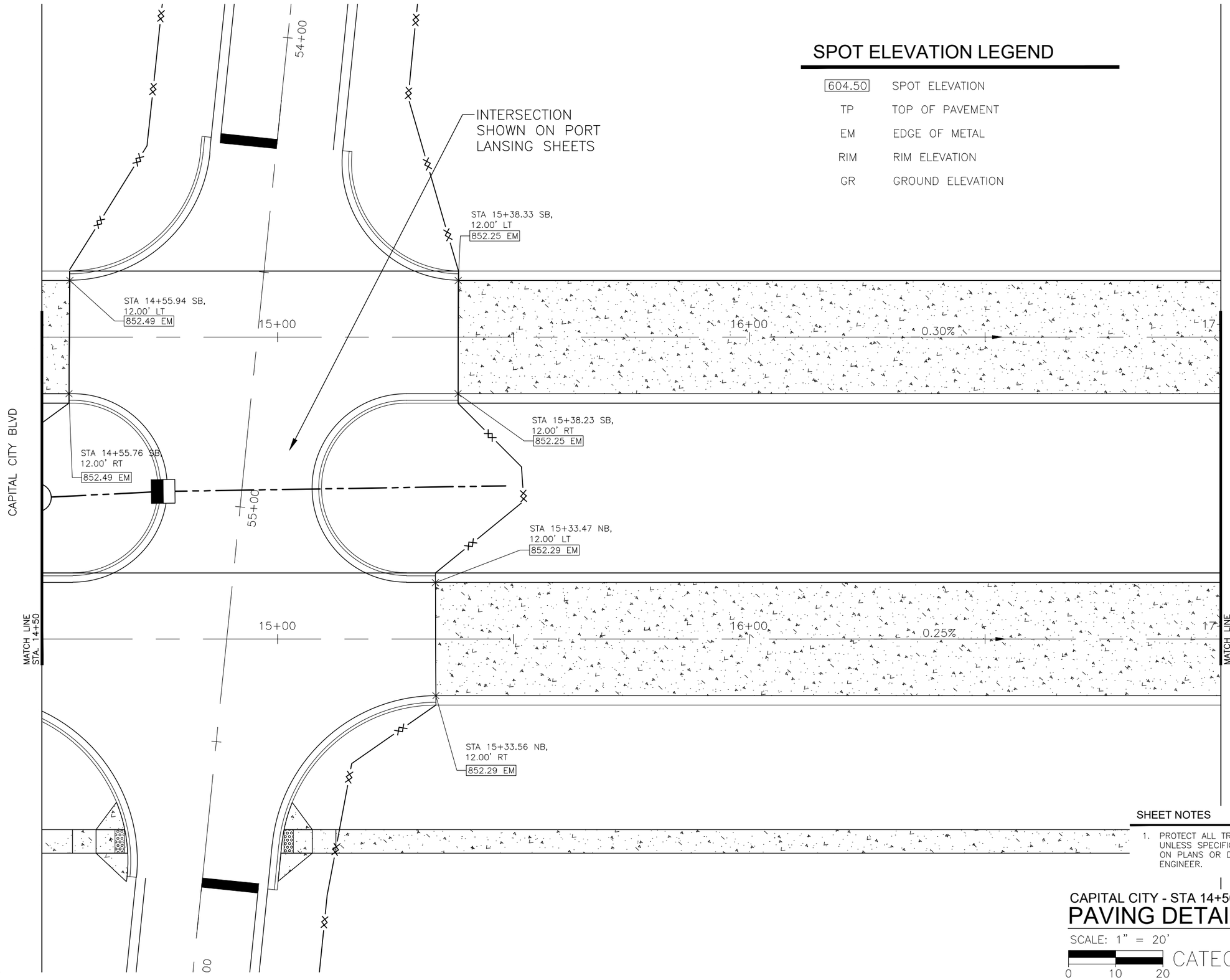

SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY - STA 14+50 TO STA 17+00

PAVING DETAIL

SCALE: 1" = 20'

0 10 20

CATEGORY 009

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Capital Region International Airport

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Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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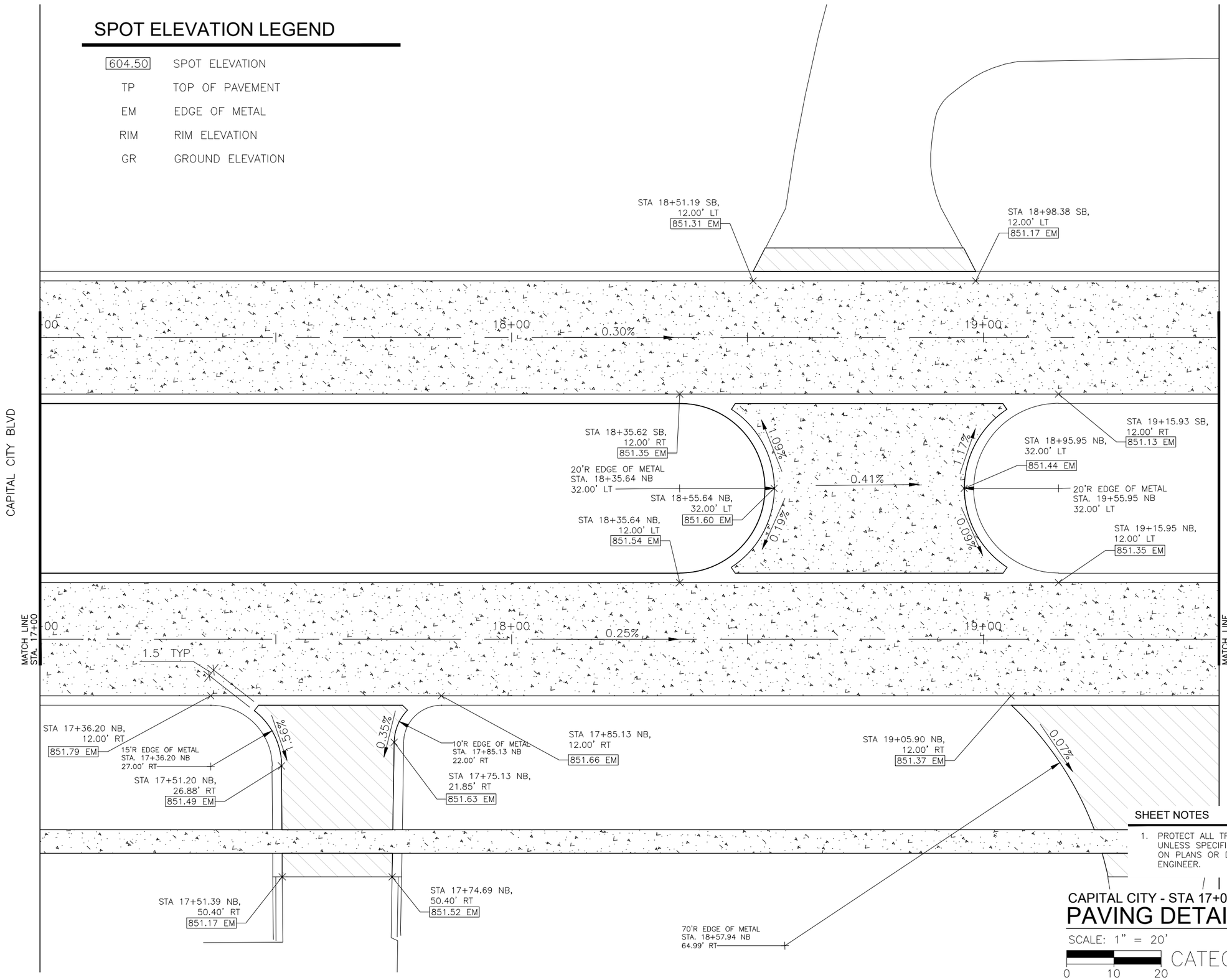
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY - STA 17+00 TO STA 19+50

PAVING DETAIL

SCALE: 1" = 20'

0 10 20

CATEGORY 009

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meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

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Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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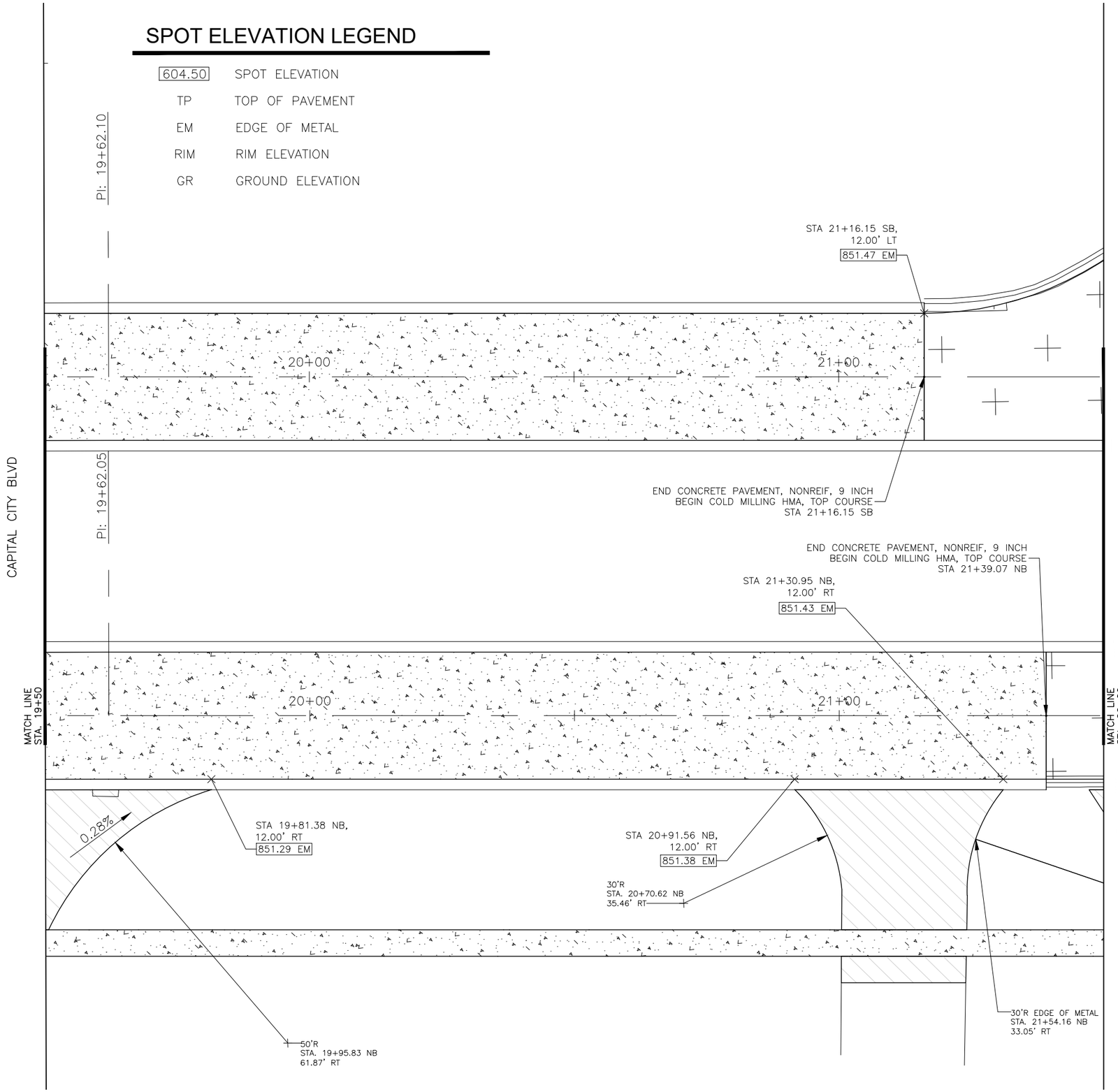
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION



NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY - STA 19+50 TO STA 22+00
PAVING DETAIL

SCALE: 1" = 20'

0 10 20

CATEGORY 009

Mead & Hunt

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Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

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BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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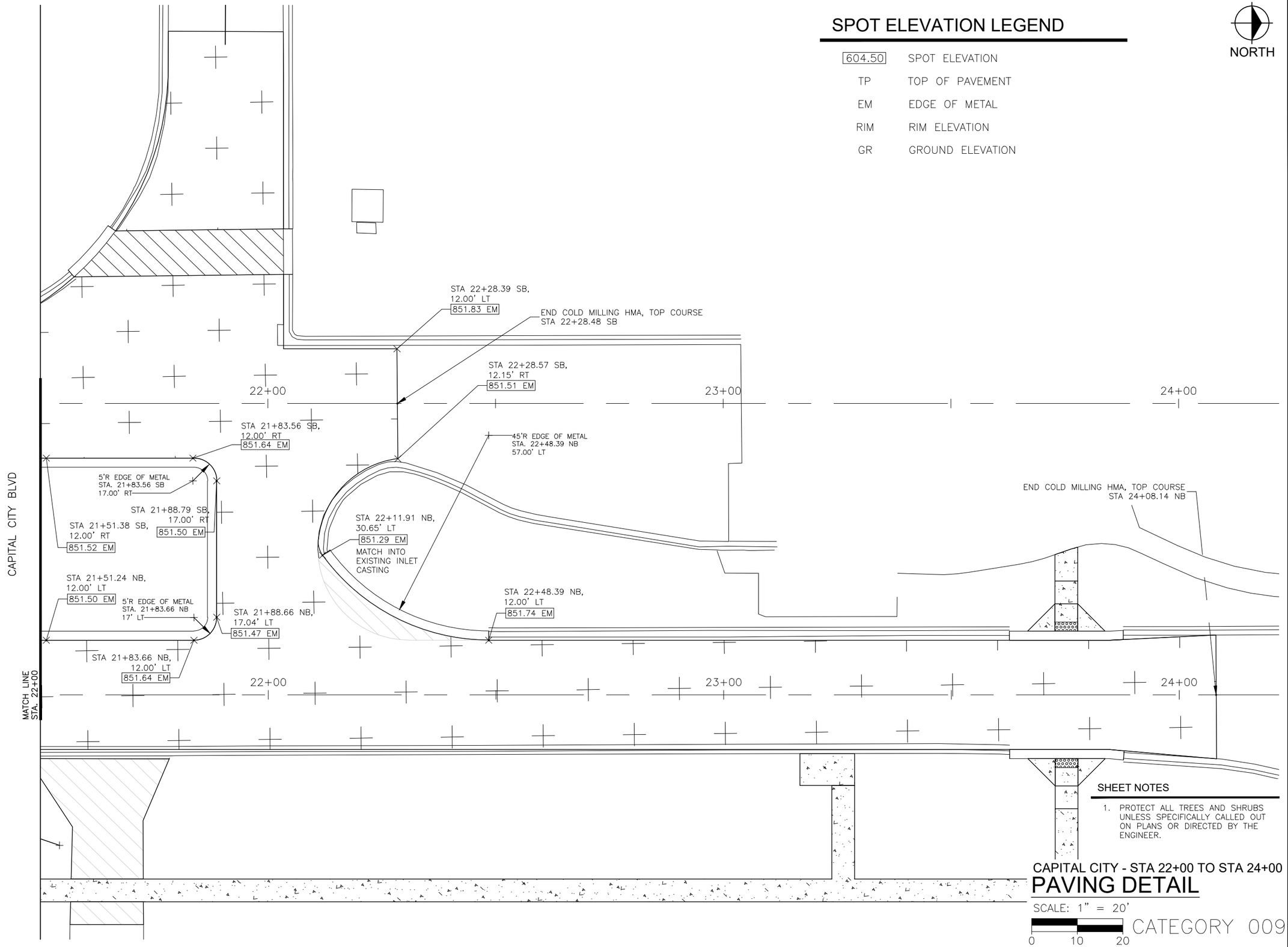
SPOT ELEVATION LEGEND

604.50	SPOT ELEVATION
TP	TOP OF PAVEMENT
EM	EDGE OF METAL
RIM	RIM ELEVATION
GR	GROUND ELEVATION

NORTH



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY - STA 22+00 TO STA 24+00

PAVING DETAIL

SCALE: 1" = 20'

0 10 20

CATEGORY 009

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2605 Port Lansing Road
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phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

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BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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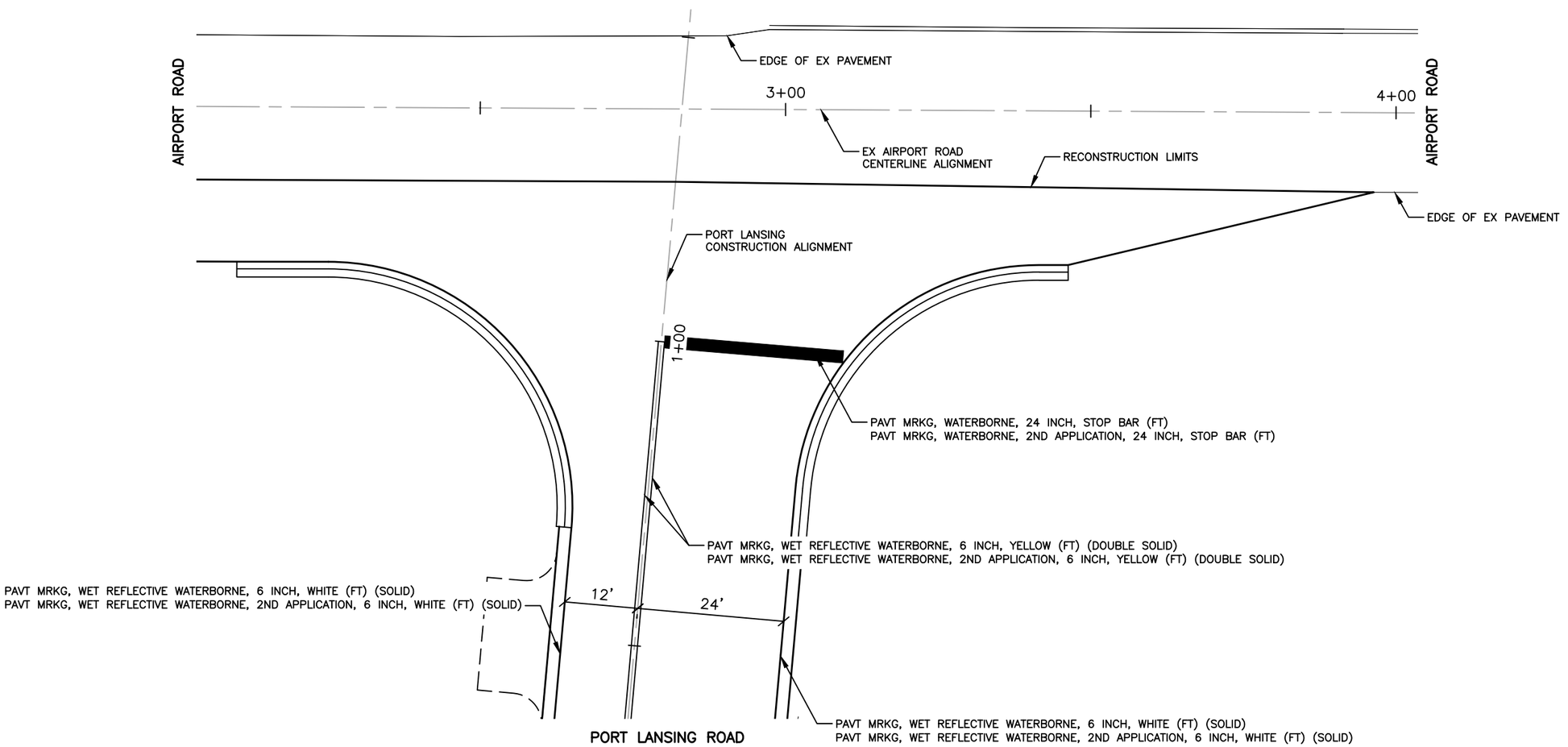

NORTH

PORT LANSING RD & AIRPORT RD

MARKING DETAIL

SCALE: 1" = 20'

0 10 20

fishbeck
Engineers | Architects | Scientists | Constructors

Capital Region Airport Auth.
Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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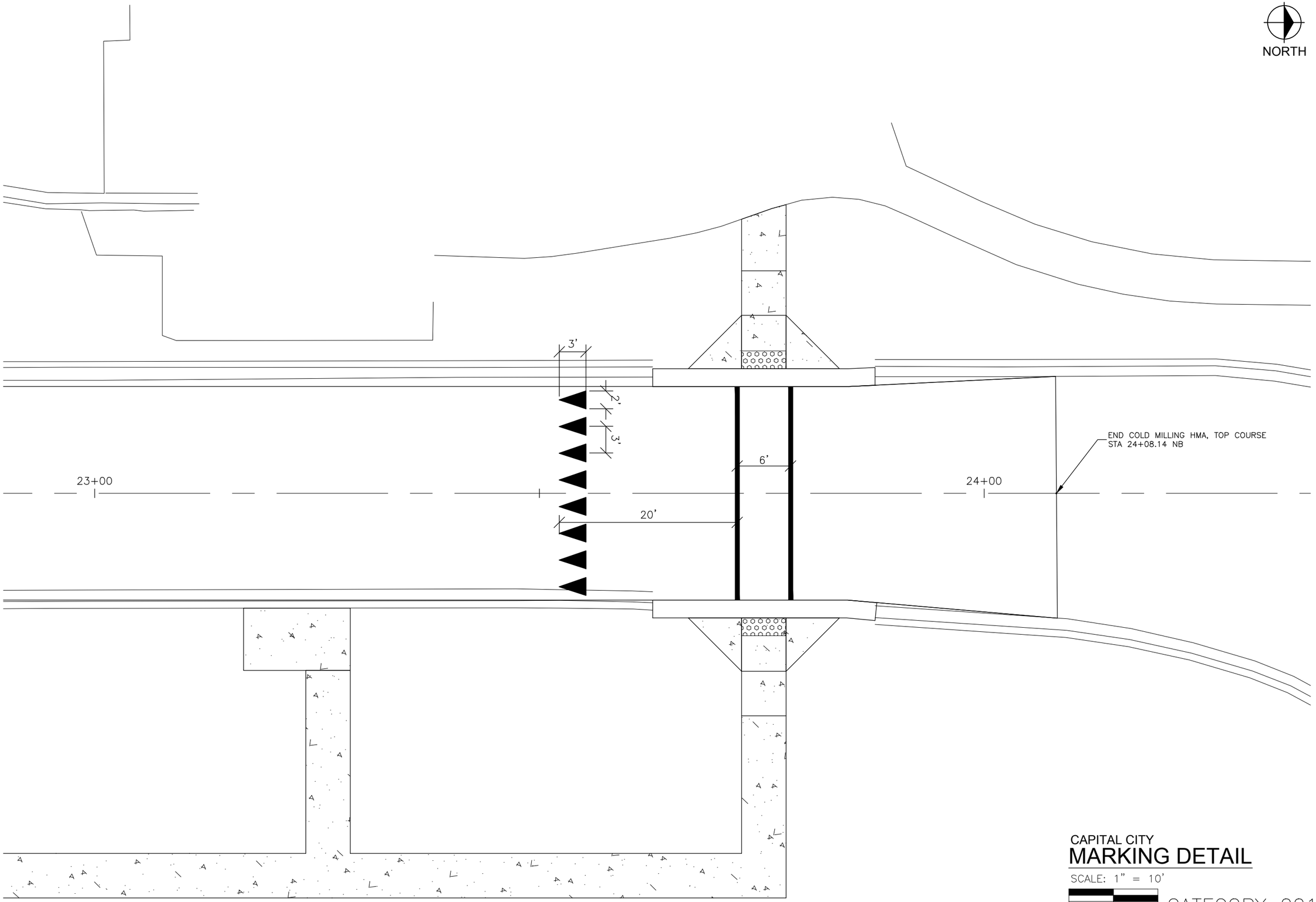

NORTH

CAPITAL CITY
MARKING DETAIL

SCALE: 1" = 10'

0 5 10

CATEGORY 001

Mead & Hunt

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2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

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Capital Region International Airport

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BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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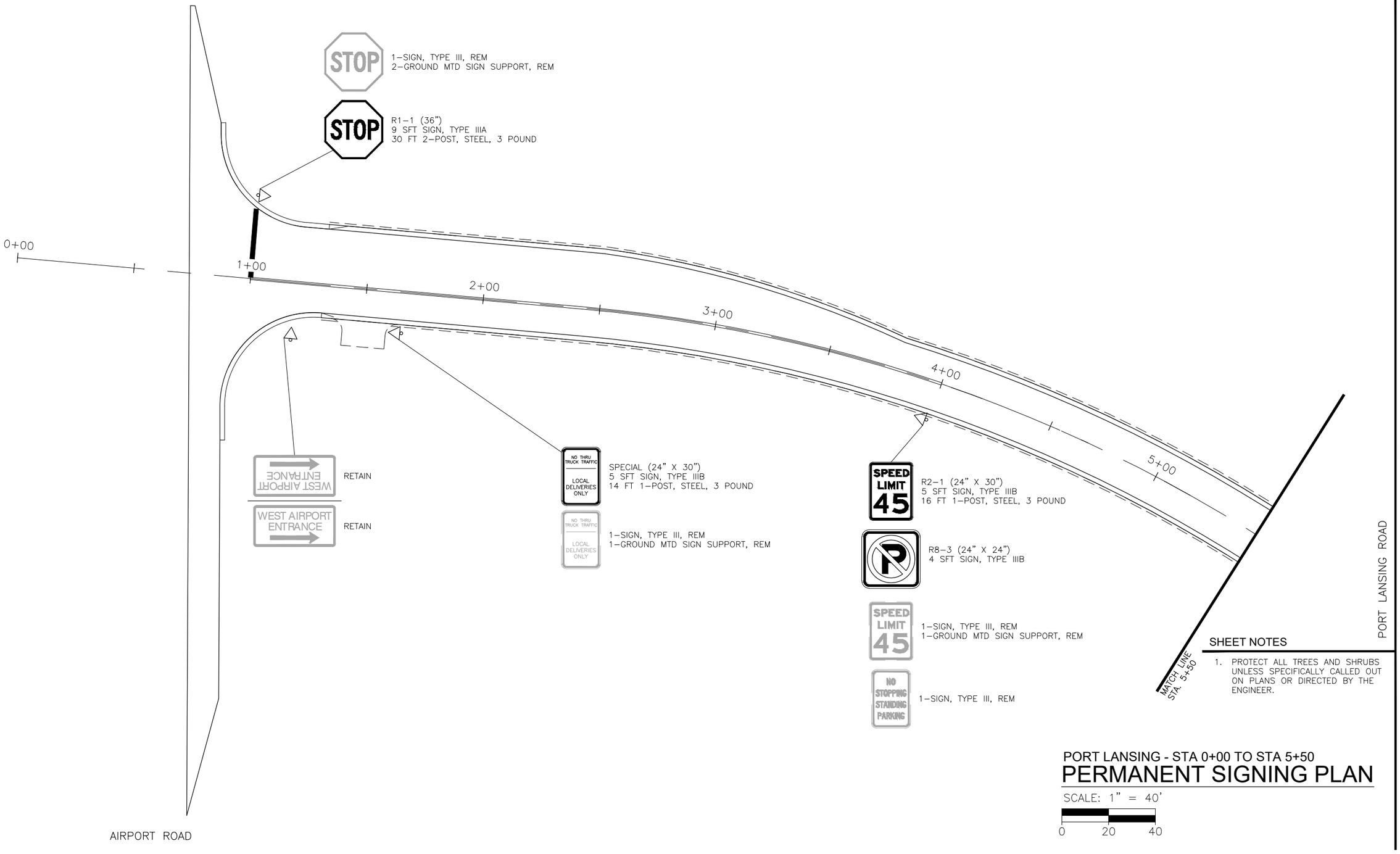
NORTH



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 0+00 TO STA 5+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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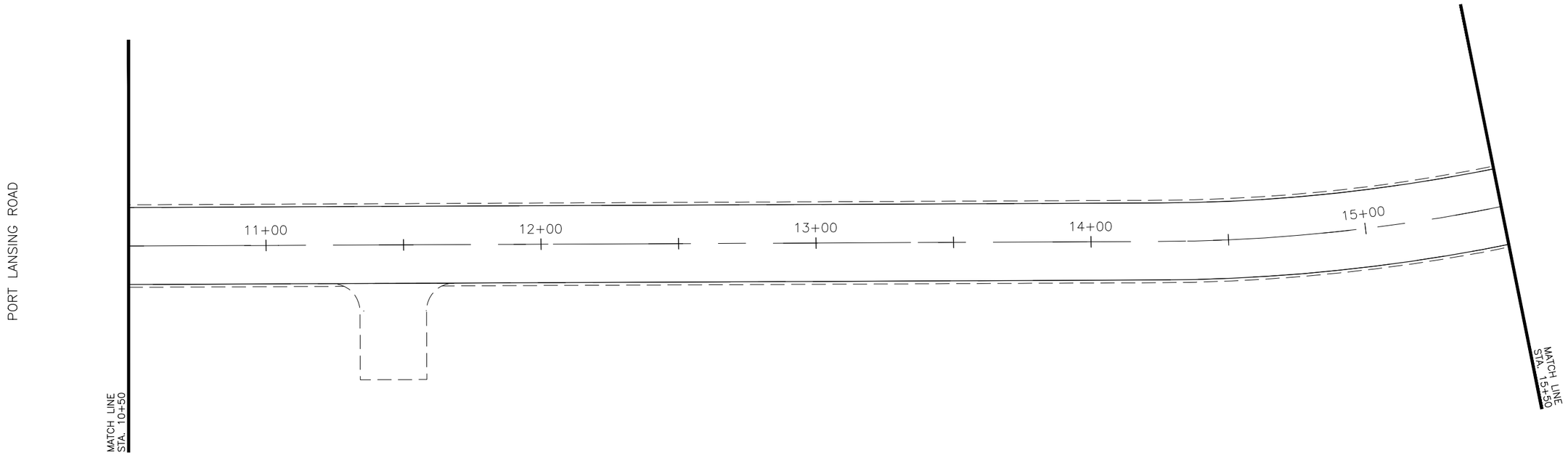

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 10+50 TO STA 15+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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Capital Region International Airport
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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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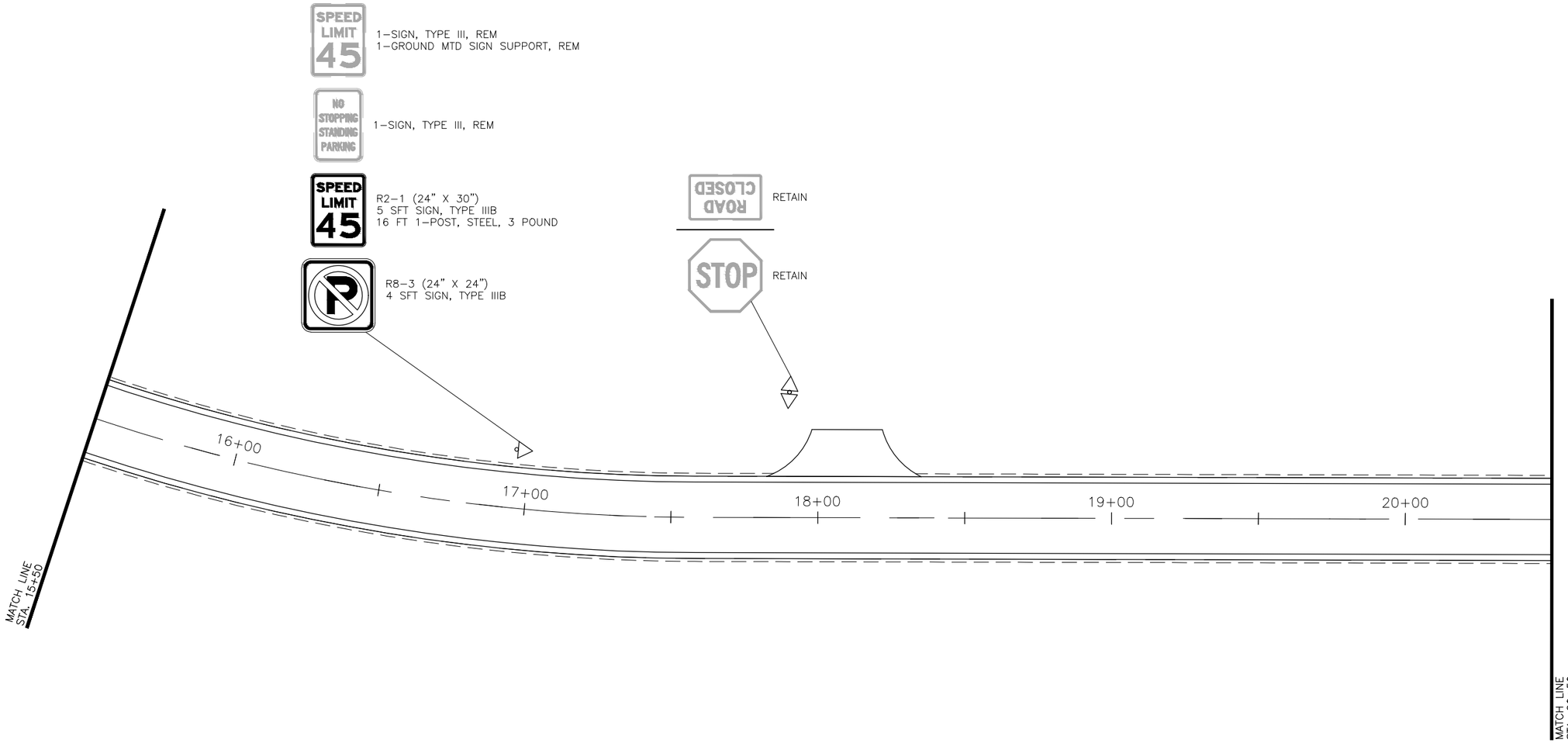

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 15+50 TO STA 20+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

PORT LANSING ROAD

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Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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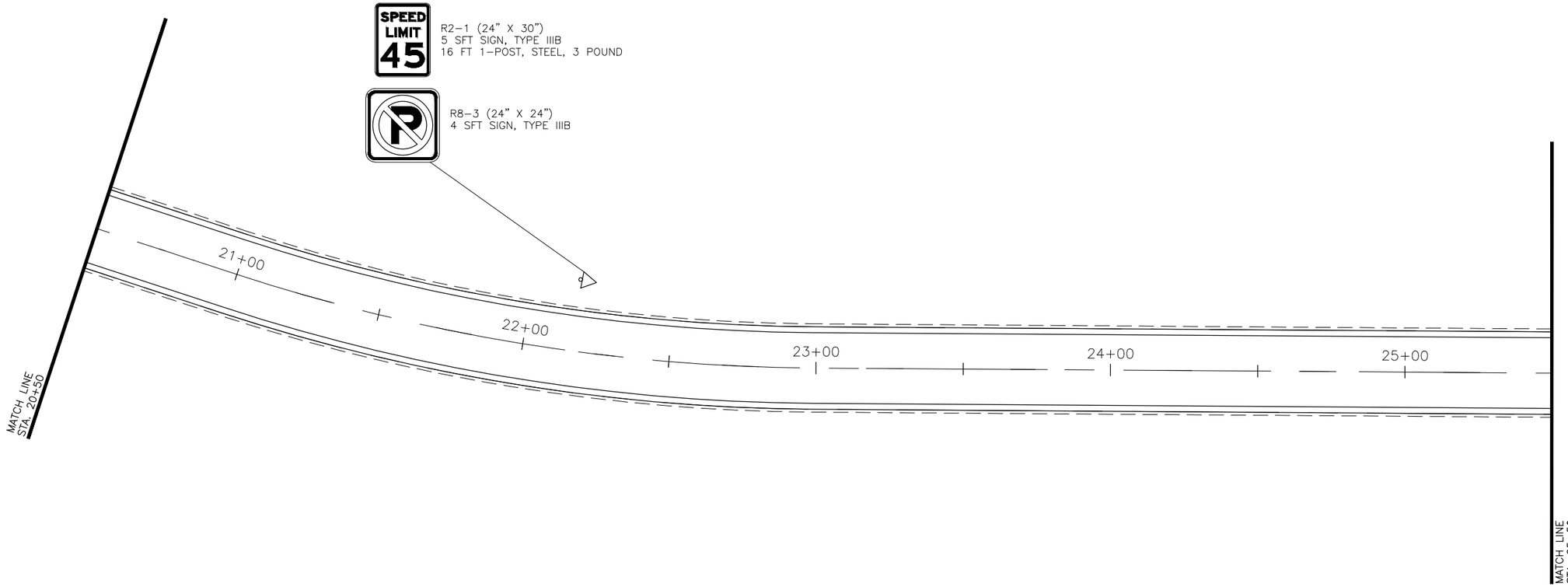

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 20+50 TO STA 25+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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Capital Region International Airport

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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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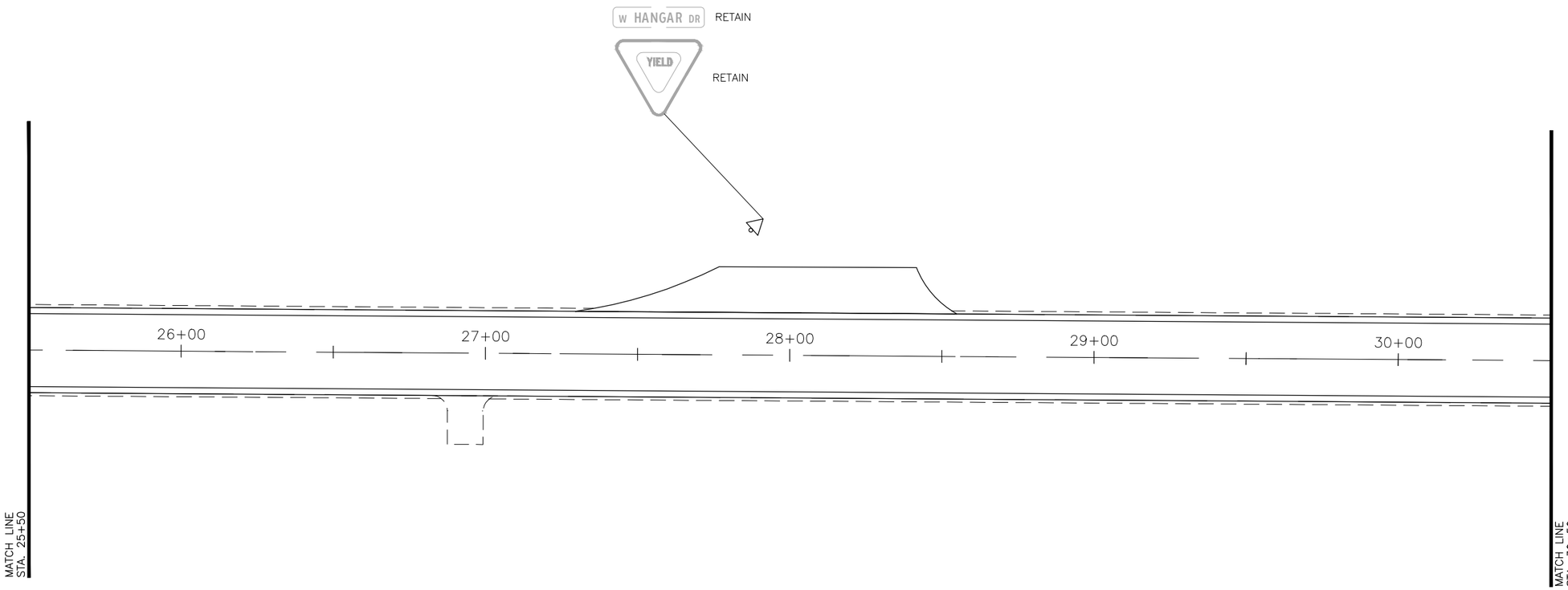

PORT LANSING ROAD

PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 25+50 TO STA 30+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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241594

SHEET NO.
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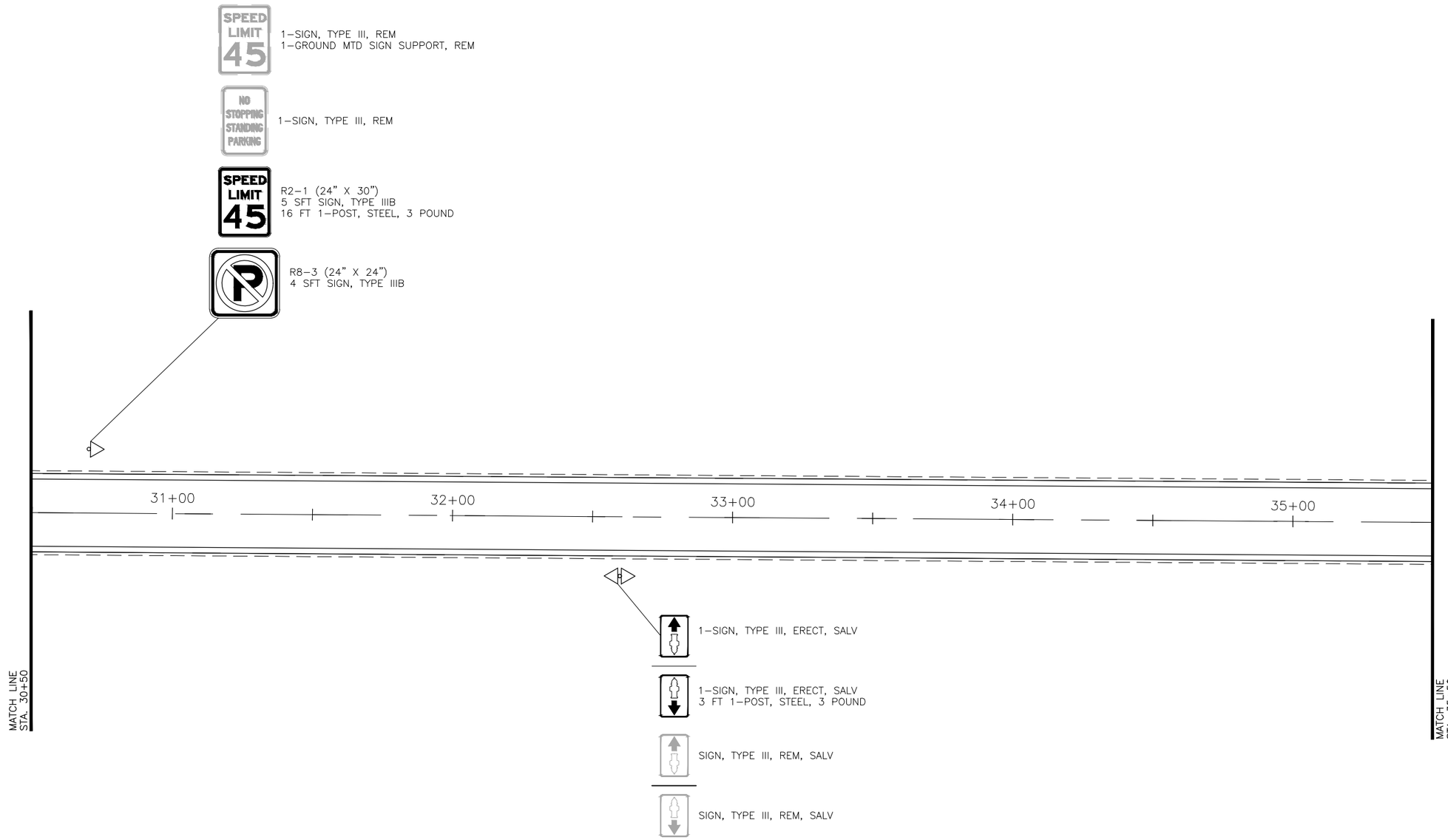

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 30+50 TO STA 35+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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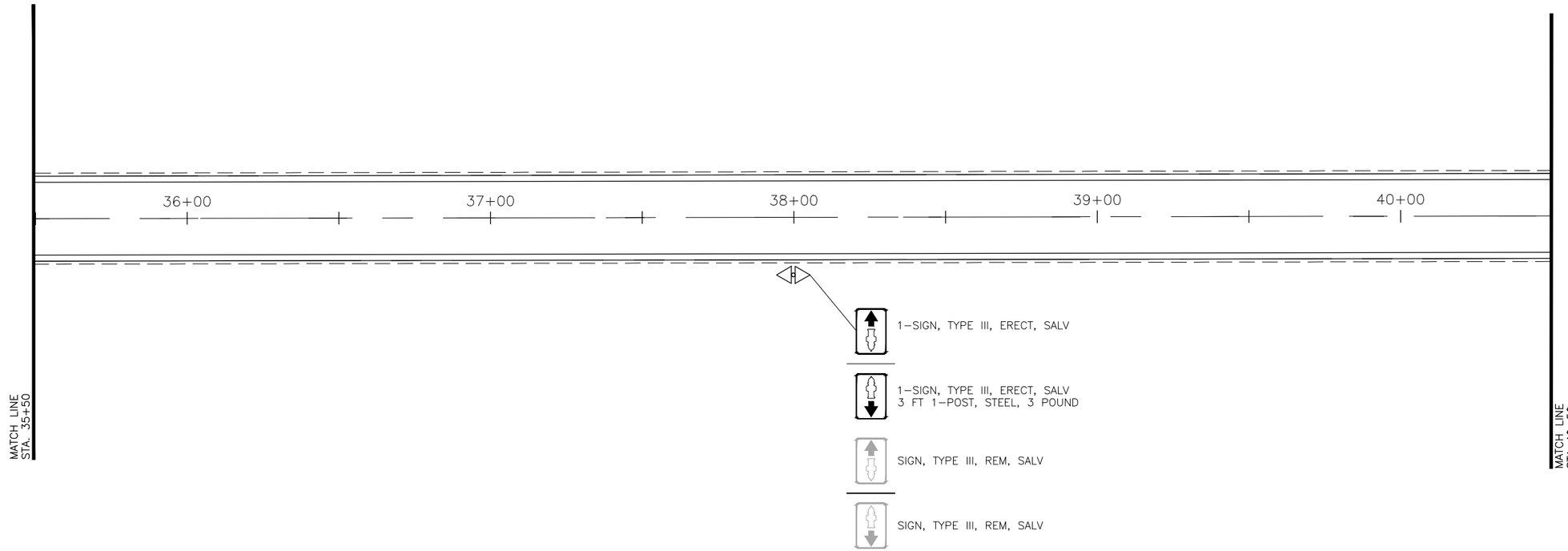

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 35+50 TO STA 40+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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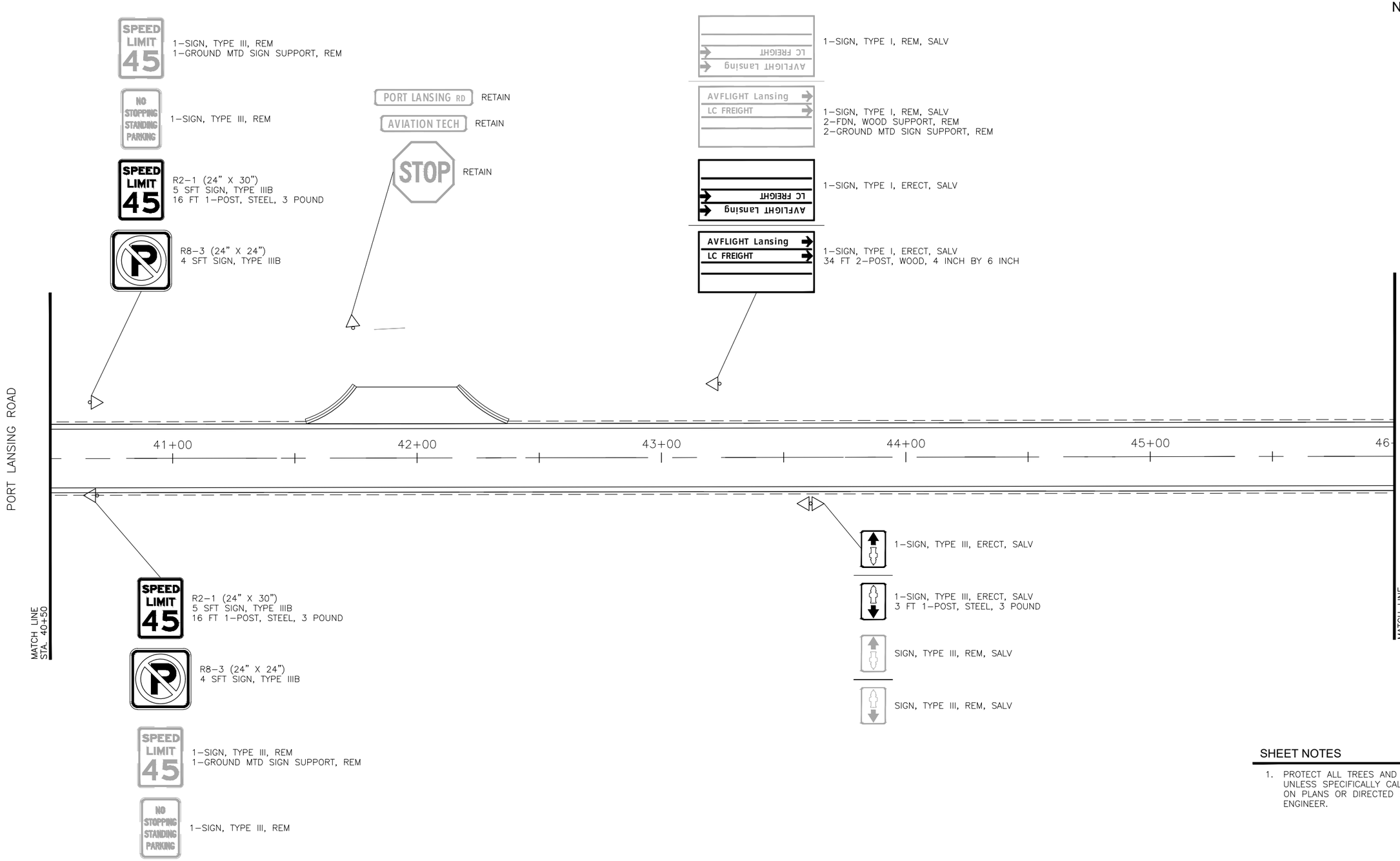

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 40+50 TO STA 46+00

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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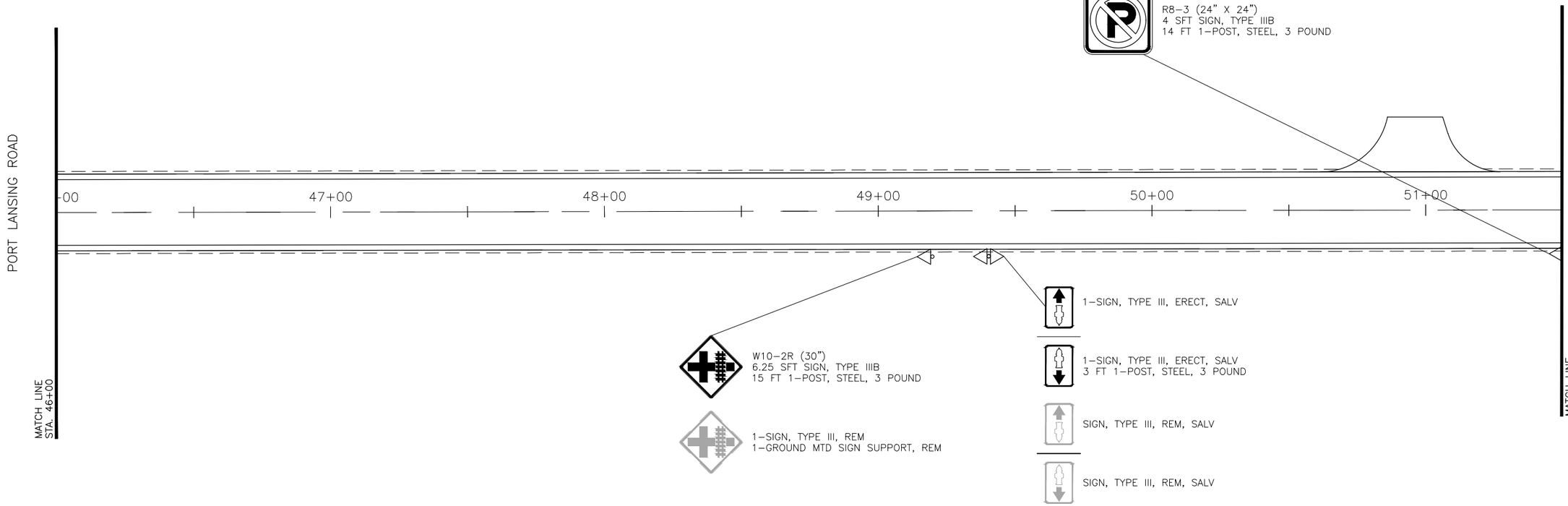

SPEED LIMIT 45
1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

NO STOPPING STANDING PARKING
1–SIGN, TYPE III, REM

SPEED LIMIT 45
R2–1 (24" X 30")
5 SFT SIGN, TYPE IIIB
16 FT 1–POST, STEEL, 3 POUND

R8–3 (24" X 24")
4 SFT SIGN, TYPE IIIB
14 FT 1–POST, STEEL, 3 POUND

W10–2R (30")
6.25 SFT SIGN, TYPE IIIB
15 FT 1–POST, STEEL, 3 POUND

1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

1–SIGN, TYPE III, ERECT, SALV

1–SIGN, TYPE III, ERECT, SALV
3 FT 1–POST, STEEL, 3 POUND

SIGN, TYPE III, REM, SALV

SIGN, TYPE III, REM, SALV

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 46+00 TO STA 51+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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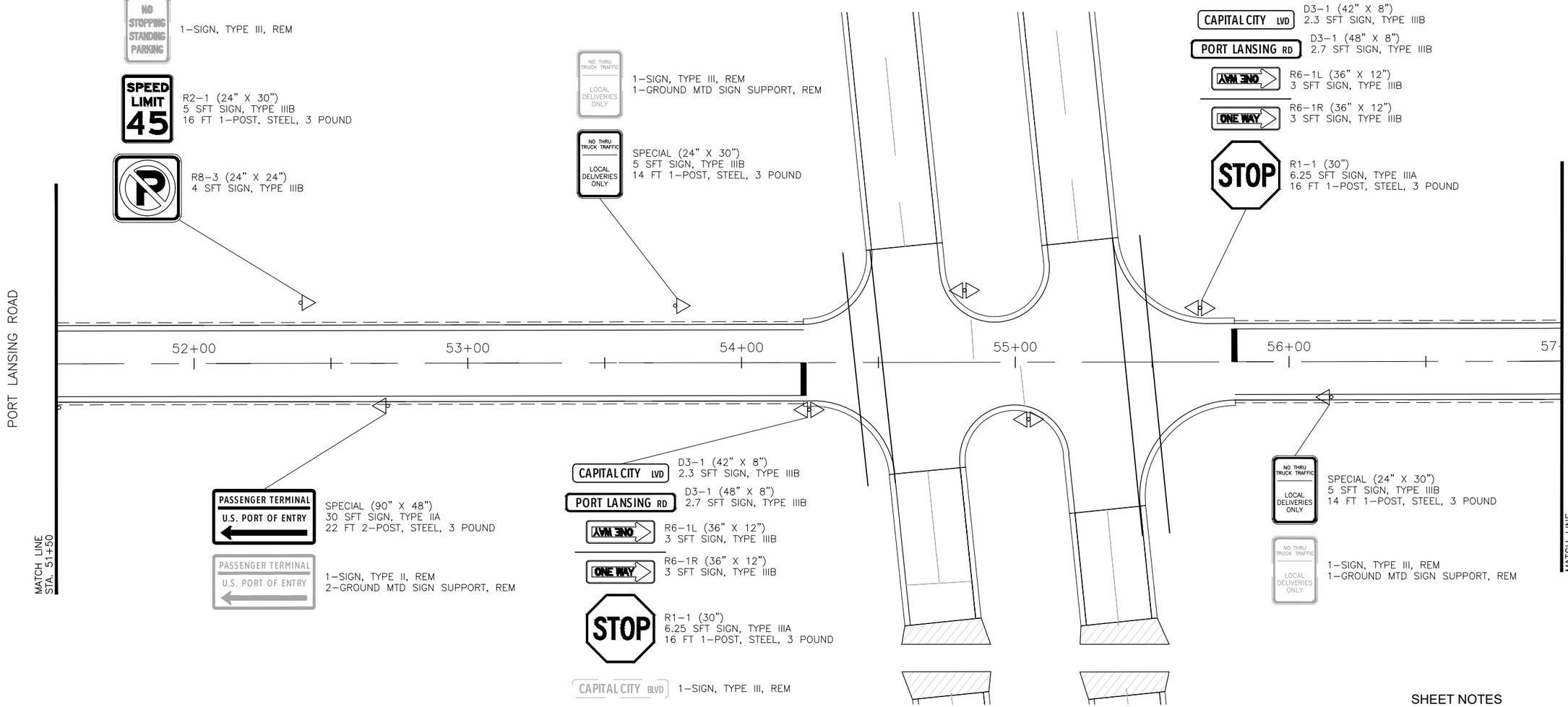
CAPITAL CITY BLVD

NORTH



SPEED LIMIT 45
1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

NO STOPPING STANDING PARKING
1–SIGN, TYPE III, REM

SPEED LIMIT 45
R2–1 (24" X 30")
5 SFT SIGN, TYPE IIIB
16 FT 1–POST, STEEL, 3 POUND

R8–3 (24" X 24")
4 SFT SIGN, TYPE IIIB

NO THRU TRUCK TRAFFIC / LOCAL DELIVERIES ONLY
1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

NO THRU TRUCK TRAFFIC / LOCAL DELIVERIES ONLY
SPECIAL (24" X 30")
5 SFT SIGN, TYPE IIIB
14 FT 1–POST, STEEL, 3 POUND

PORT LANSING RD
1–SIGN, TYPE III, REM

ONE WAY
1–SIGN, TYPE III, REM

ONE WAY
1–SIGN, TYPE III, REM

STOP
1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

CAPITAL CITY LVD
D3–1 (42" X 8")
2.3 SFT SIGN, TYPE IIIB

PORT LANSING RD
D3–1 (48" X 8")
2.7 SFT SIGN, TYPE IIIB

ONE WAY
R6–1L (36" X 12")
3 SFT SIGN, TYPE IIIB

ONE WAY
R6–1R (36" X 12")
3 SFT SIGN, TYPE IIIB

STOP
R1–1 (30")
6.25 SFT SIGN, TYPE IIIA
16 FT 1–POST, STEEL, 3 POUND

PASSENGER TERMINAL / U.S. PORT OF ENTRY
SPECIAL (90" X 48")
30 SFT SIGN, TYPE IIA
22 FT 2–POST, STEEL, 3 POUND

PASSENGER TERMINAL / U.S. PORT OF ENTRY
1–SIGN, TYPE II, REM
2–GROUND MTD SIGN SUPPORT, REM

CAPITAL CITY LVD
D3–1 (42" X 8")
2.3 SFT SIGN, TYPE IIIB

PORT LANSING RD
D3–1 (48" X 8")
2.7 SFT SIGN, TYPE IIIB

ONE WAY
R6–1L (36" X 12")
3 SFT SIGN, TYPE IIIB

ONE WAY
R6–1R (36" X 12")
3 SFT SIGN, TYPE IIIB

STOP
R1–1 (30")
6.25 SFT SIGN, TYPE IIIA
16 FT 1–POST, STEEL, 3 POUND

CAPITAL CITY BLVD
1–SIGN, TYPE III, REM

PORT LANSING RD
1–SIGN, TYPE III, REM

ONE WAY
1–SIGN, TYPE III, REM

ONE WAY
1–SIGN, TYPE III, REM

STOP
1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

NO THRU TRUCK TRAFFIC / LOCAL DELIVERIES ONLY
SPECIAL (24" X 30")
5 SFT SIGN, TYPE IIIB
14 FT 1–POST, STEEL, 3 POUND

NO THRU TRUCK TRAFFIC / LOCAL DELIVERIES ONLY
1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

CAPITAL CITY BLVD

PORT LANSING - STA 51+50 TO STA 57+00

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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NORTH

PORT LANSING ROAD

MATCH LINE STA 57+00

57+00

58+00

59+00

60+00

61+00

62+00

MATCH LINE STA 62+50

PORT LANSING ROAD

PASSENGER TERMINAL
U.S. PORT OF ENTRY

1–SIGN, TYPE II, REM
2–GROUND MTD SIGN SUPPORT, REM

PASSENGER TERMINAL
U.S. PORT OF ENTRY

SPECIAL (90" X 48")
30 SFT SIGN, TYPE IIA
22 FT 2–POST, STEEL, 3 POUND

1–SIGN, TYPE III, REM

1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

W10–2L (30")
6.25 SFT SIGN, TYPE IIIB
15 FT 1–POST, STEEL, 3 POUND

STOP

1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

STOP

R1–1 (30")
6.25 SFT SIGN, TYPE IIIA
14 FT 1–POST, STEEL, 3 POUND

MDOT
Customer / Passenger
PARKING ONLY

1–SIGN, TYPE II, REM, SALV

MDOT
Customer / Passenger
PARKING ONLY

1–SIGN, TYPE II, REM, SALV
2–FDN, WOOD SUPPORT, REM
2–GROUND MTD SIGN SUPPORT, REM

ALL AUDITORIUM PARKING
LOT C

1–SIGN, TYPE II, REM, SALV

MDOT
Customer / Passenger
PARKING ONLY

1–SIGN, TYPE II, ERECT, SALV

MDOT
Customer / Passenger
PARKING ONLY

1–SIGN, TYPE II, ERECT, SALV
32 FT 2–POST, WOOD, 4 INCH BY 6 INCH

ALL AUDITORIUM PARKING
LOT C

1–SIGN, TYPE II, ERECT, SALV

SPEED LIMIT 25

R2–1 (24" X 30")
5 SFT SIGN, TYPE IIIB
16 FT 1–POST, STEEL, 3 POUND

R8–3 (24" X 24")
4 SFT SIGN, TYPE IIIB

15

1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

SPEED LIMIT 25

1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

NO STOPPING STANDING PARKING

1–SIGN, TYPE III, REM

W1–8R (24" X 30")
5 SFT SIGN, TYPE IIIB
14 FT 1–POST, STEEL, 3 POUND
1–REFLECTIVE PANEL FOR PERMANENT SIGN SUPPORT, 6 FOOT

1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

1–SIGN, TYPE III, ERECT, SALV

1–SIGN, TYPE III, ERECT, SALV
3 FT 1–POST, STEEL, 3 POUND

SIGN, TYPE III, REM, SALV

SIGN, TYPE III, REM, SALV

GLOBAL LOGISTICS DR

1–SIGN, TYPE III, REM

STOP

1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

GLOBAL LOGISTICS DR

SPECIAL D3–1 (54" X 8")
3 SFT SIGN, TYPE IIIA

STOP

R1–1 (30")
6.25 SFT SIGN, TYPE IIIA
14 FT 1–POST, STEEL, 3 POUND

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 57+00 TO STA 62+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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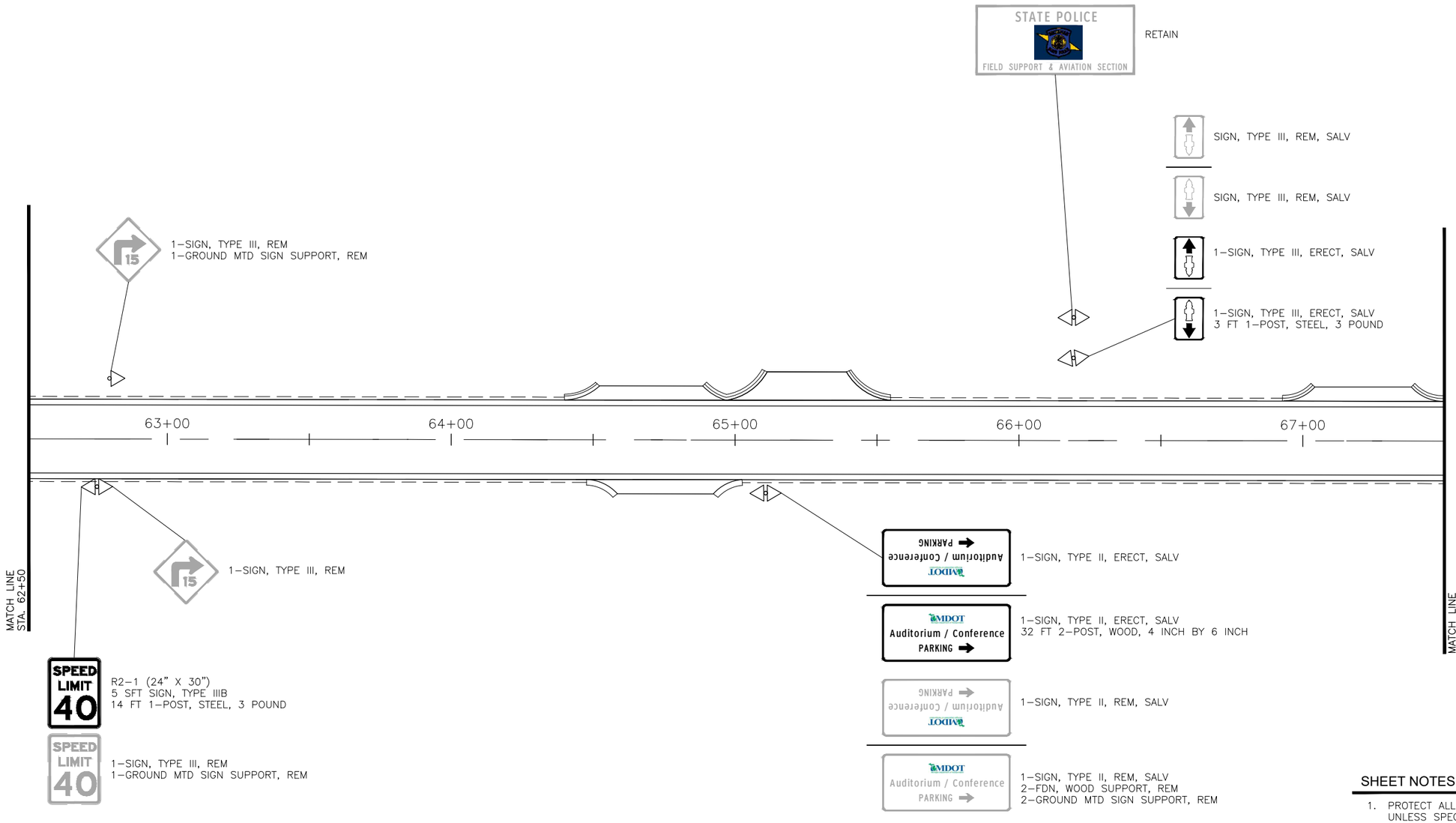
PORT LANSING ROAD



PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 62+50 TO STA 67+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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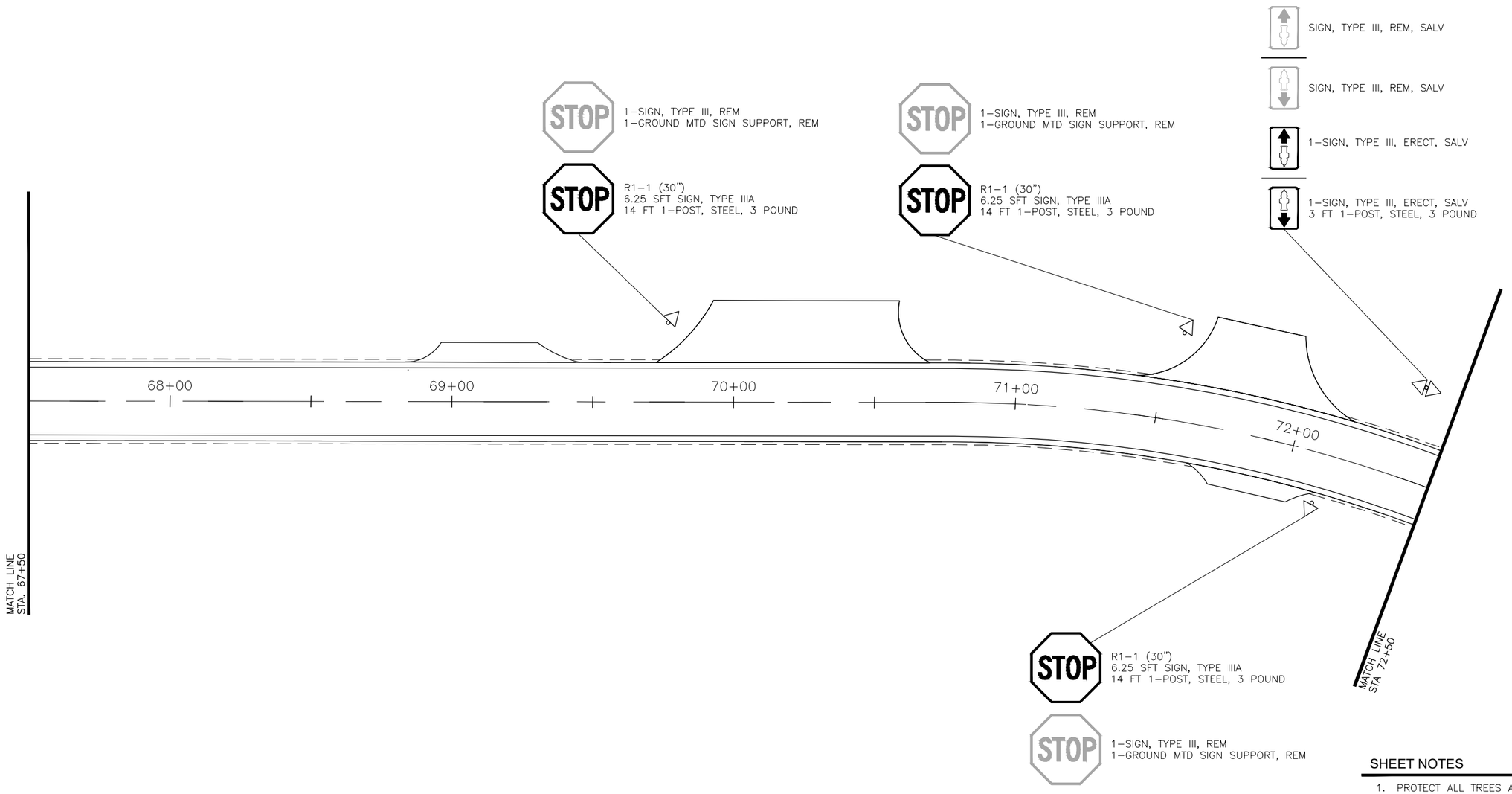
NORTH



SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 67+50 TO STA 72+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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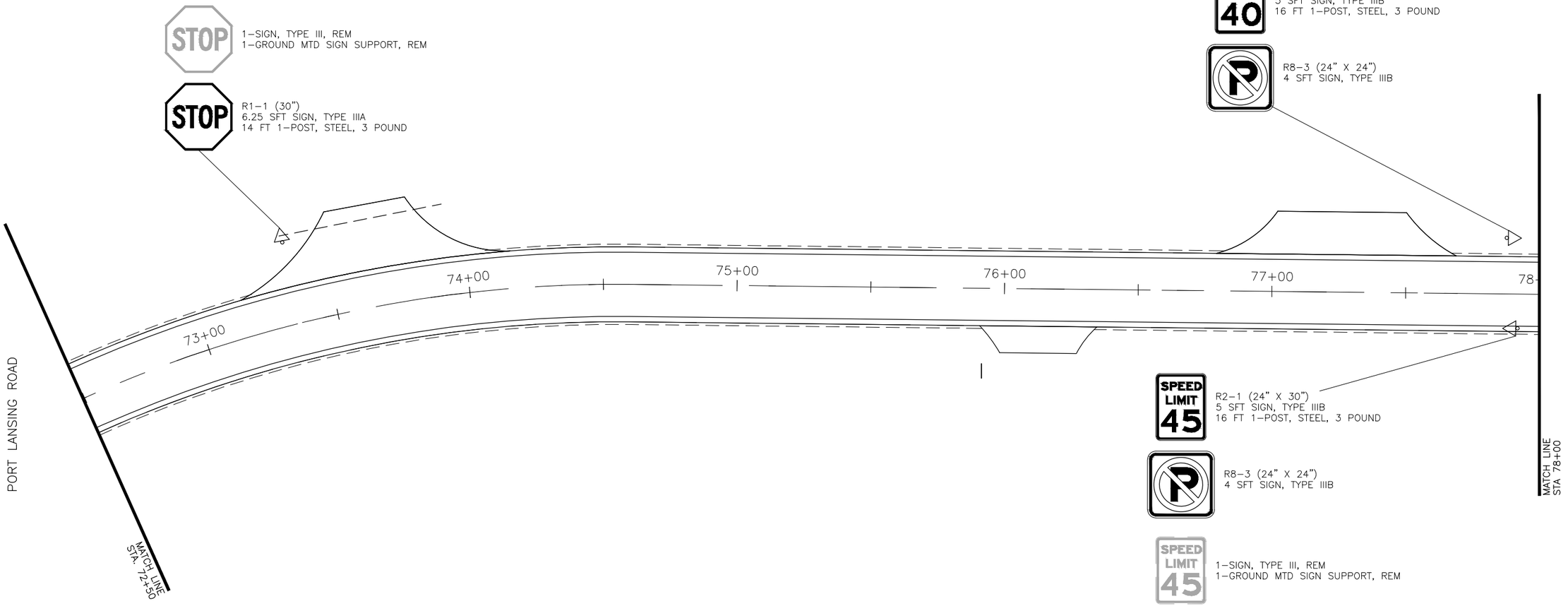

STOP — 1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

STOP — R1–1 (30")
6.25 SFT SIGN, TYPE IIIA
14 FT 1–POST, STEEL, 3 POUND

SPEED LIMIT 40 — 1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

NO STOPPING STANDING PARKING — 1–SIGN, TYPE III, REM

SPEED LIMIT 40 — R2–1 (24" X 30")
5 SFT SIGN, TYPE IIIB
16 FT 1–POST, STEEL, 3 POUND

R8–3 (24" X 24")
4 SFT SIGN, TYPE IIIB

SPEED LIMIT 45 — R2–1 (24" X 30")
5 SFT SIGN, TYPE IIIB
16 FT 1–POST, STEEL, 3 POUND

R8–3 (24" X 24")
4 SFT SIGN, TYPE IIIB

SPEED LIMIT 45 — 1–SIGN, TYPE III, REM
1–GROUND MTD SIGN SUPPORT, REM

NO STOPPING STANDING PARKING — 1–SIGN, TYPE III, REM

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 72+50 TO STA 78+00

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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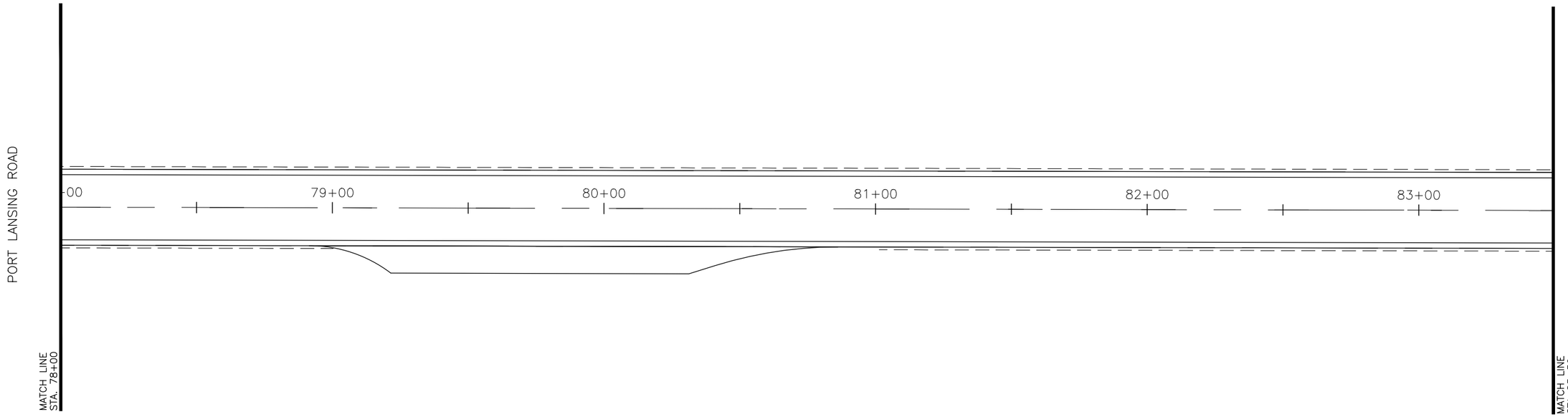

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 78+00 TO STA 83+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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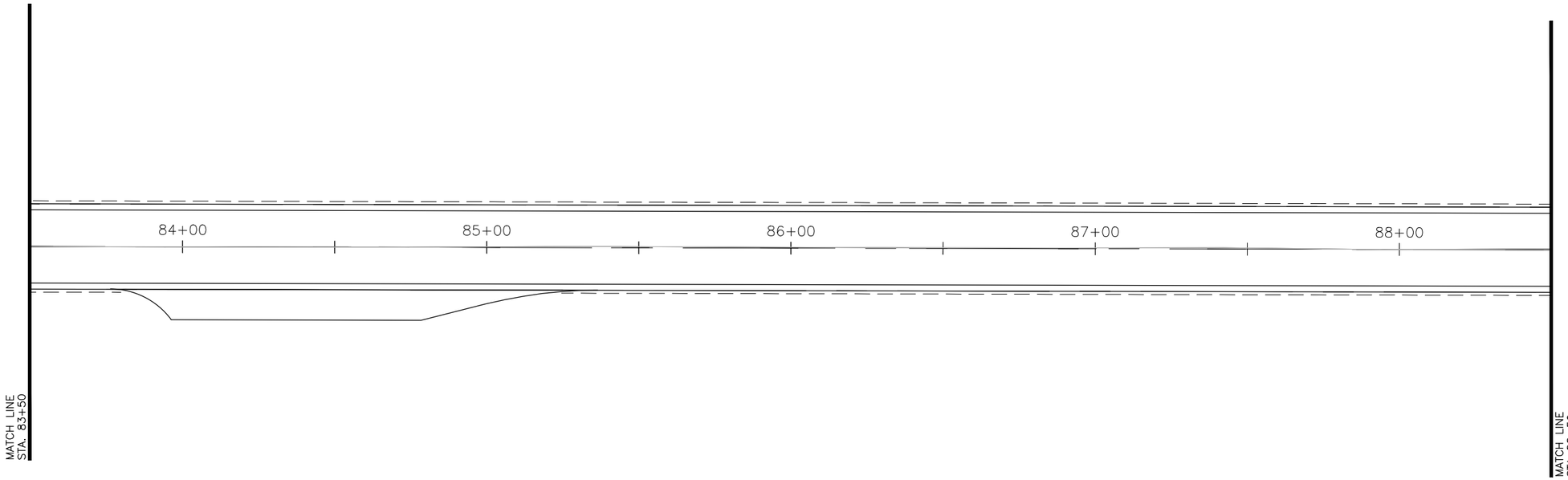

PORT LANSING ROAD

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING - STA 83+50 TO STA 88+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

NORTH

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Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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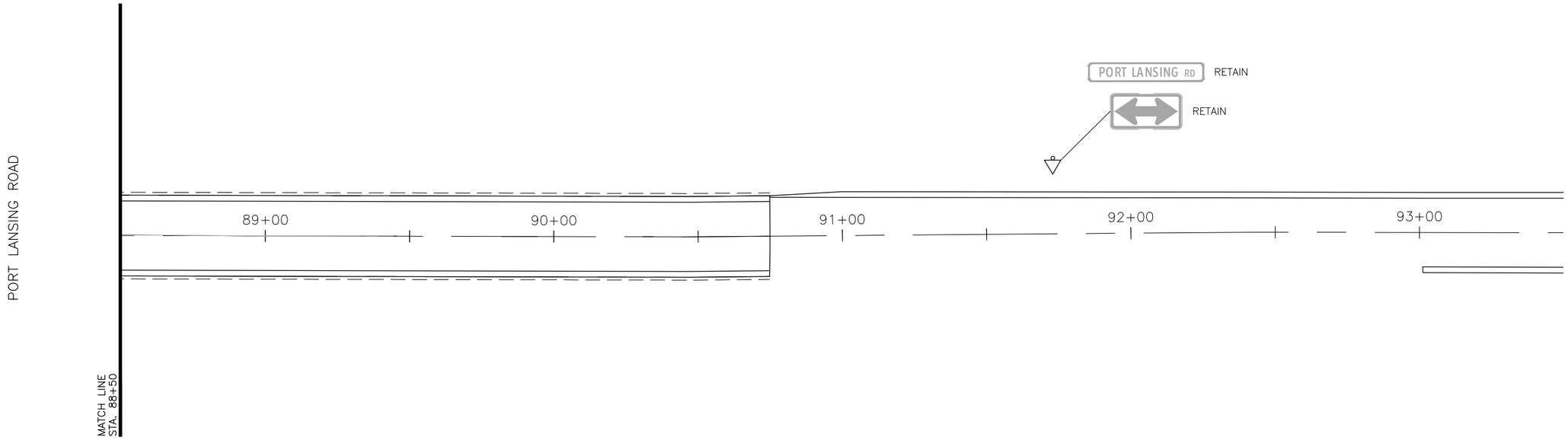

PORT LANSING ROAD

NORTH

SHEET NOTES

1. PROTECT ALL TREES AND SHRUBS UNLESS SPECIFICALLY CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER.

PORT LANSING STA 88+50 TO STA 93+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

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BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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GRAND RIVER AVE

DO NOT ENTER
1-SIGN, TYPE III, REM
1-GROUND MTD SIGN SUPPORT, REM

DO NOT ENTER
R5-1 (36")
9 SFT SIGN, TYPE IIIA
30 FT, 2-POST, STEEL, 3 POUND

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

RIGHT LANE MUST TURN RIGHT
1-SIGN, TYPE III, REM
1-GROUND MTD SIGN SUPPORT, REM

RIGHT LANE MUST TURN RIGHT
R3-7 (36"X36")
9 SFT SIGN, TYPE IIIB
30 FT, 2-POST, STEEL, 3 POUND

YIELD
TO REMAIN

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

1-SIGN, TYPE II, REM, SALV
2-GROUND MTD SIGN SUPPORT, REM
WELCOME TO LANSING

NO STOPPING STANDING PARKING
1-SIGN, TYPE III, REM

LANSING
LEFT LANE MUST TURN LEFT
1-SIGN, TYPE II, REM
1-SIGN, TYPE III, REM
2-GROUND MTD SIGN SUPPORT, REM

WELCOME TO LANSING
1-SIGN, TYPE II, ERECT, SALV
32 FT, 2-POST, STEEL, 3 POUND

LEFT LANE MUST TURN LEFT
R3-7 (36"X36")
9 SFT SIGN, TYPE IIIB
30 FT, 2-POST, STEEL, 3 POUND

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

0+00 1+00 2+00 3+00 4+00 5+00

LANSING
D3-1 (12"X36")
3 SFT SIGN, TYPE IIIB
14 FT, 1-POST,
STEEL, 3 POUND

CAPITAL CITY BLVD

MATCH LINE STA. 5+50

BM 220

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

SPEED LIMIT 40
R2-1 (30" X 36")
7.5 SFT SIGN, TYPE IIIB
14 FT, 1-POST, STEEL, 3 POUND

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

CAPITAL CITY - STA 0+00 TO STA 5+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 007

Mead &Hunt
Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.
Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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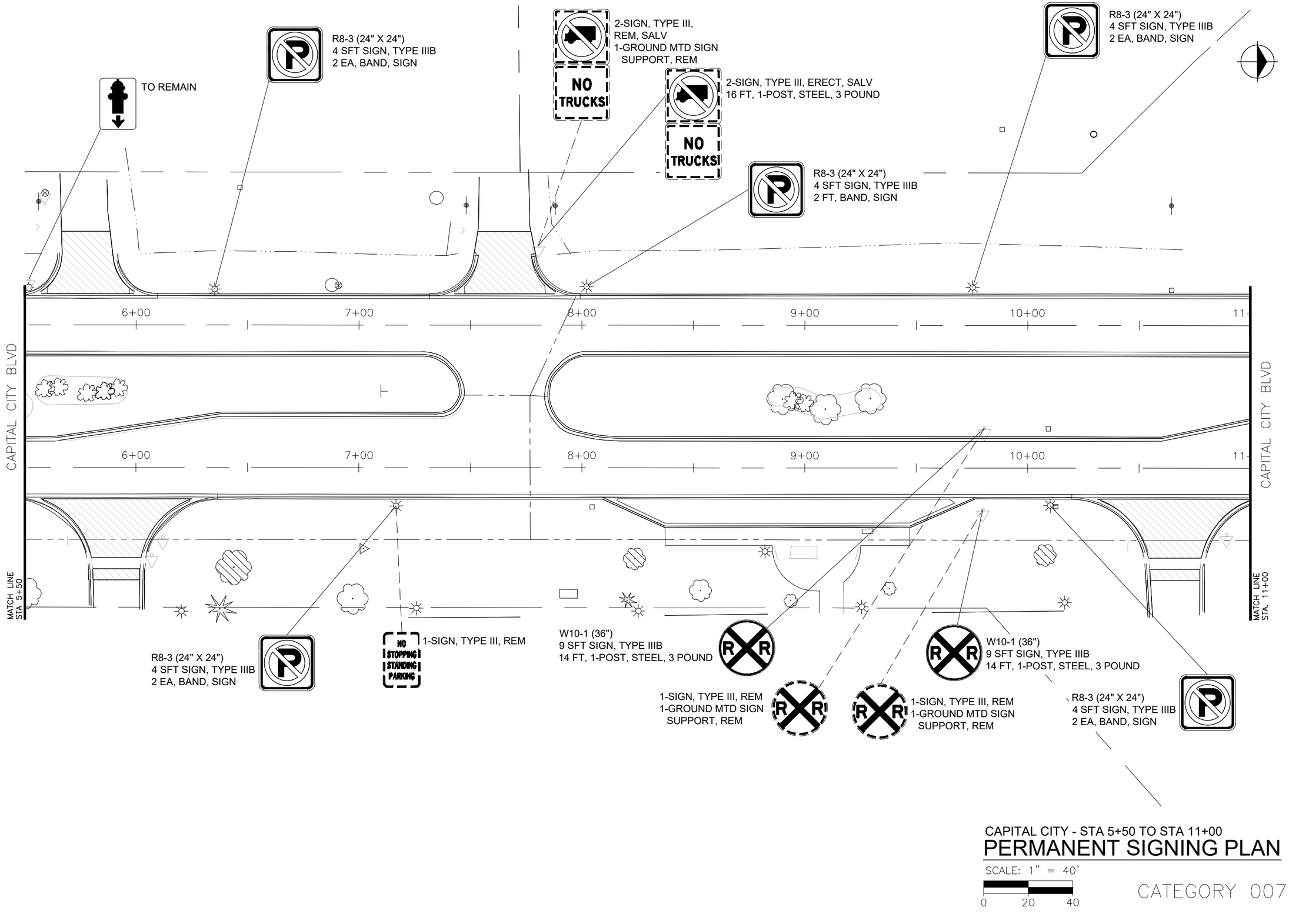

CAPITAL CITY - STA 5+50 TO STA 11+00

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 007

Mead & Hunt

Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

Hard copy is intended to be 11"x17" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

PROJECT NO.

241594

SHEET NO.

148

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PORT LANSING RD

R6-1R (36" X 12") 6 SFT SIGN, TYPE IIIB
R6-1L (36" X 12") 6 SFT SIGN, TYPE IIIB
R1-1 (36") 9 SFT SIGN, TYPE IIIA
32 FT, 2 POST, STEEL, 3 POUND

R6-1R (36" X 12") 6 SFT SIGN, TYPE IIIB
R6-1L (36" X 12") 6 SFT SIGN, TYPE IIIB
R1-1 (36") 9 SFT SIGN, TYPE IIIA
32 FT, 2 POST, STEEL, 3 POUND

NO STOPPING STANDING PARKING
1-SIGN, TYPE III, REM

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

WELCOME TO THE USA
PURE MICHIGAN
TO REMAIN

TO REMAIN

1-SIGN, TYPE III, REM
2-SIGN, TYPE II, REM
1-GROUND MTD SIGN SUPPORT, REM

TO 69
TO REMAIN

BM 219

54+00

CAPITAL CITY BLVD

12+00 13+00 14+00 15+00 16+00

CATEGORY 007
CATEGORY 001

55+00

3-SIGN, TYPE III, REM
1-GROUND MTD SIGN SUPPORT, REM

CAPITAL CITY BLVD

MATCH LINE 11+00

TO REMAIN
MDOT SERVICE CENTER

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

STATE POLICE
SPECIAL OPERATIONS
AVIATION SECTION
TO REMAIN

SPEED LIMIT 40
1-SIGN, TYPE III, REM

NO PARKING ANY TIME
1-SIGN, TYPE III, REM

BM 207

56+00

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

R2-1 (30" X 36")
7.5 SFT SIGN, TYPE IIIB
14 FT, 1-POST, STEEL, 3 POUND

SPEED LIMIT 40

MATCH LINE STA. 16+50

PORT LANSING RD

CAPITAL CITY - STA 11+00 TO STA 16+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 007/001

Mead & Hunt
Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.
Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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PROJECT NO.
241594

SHEET NO.
149

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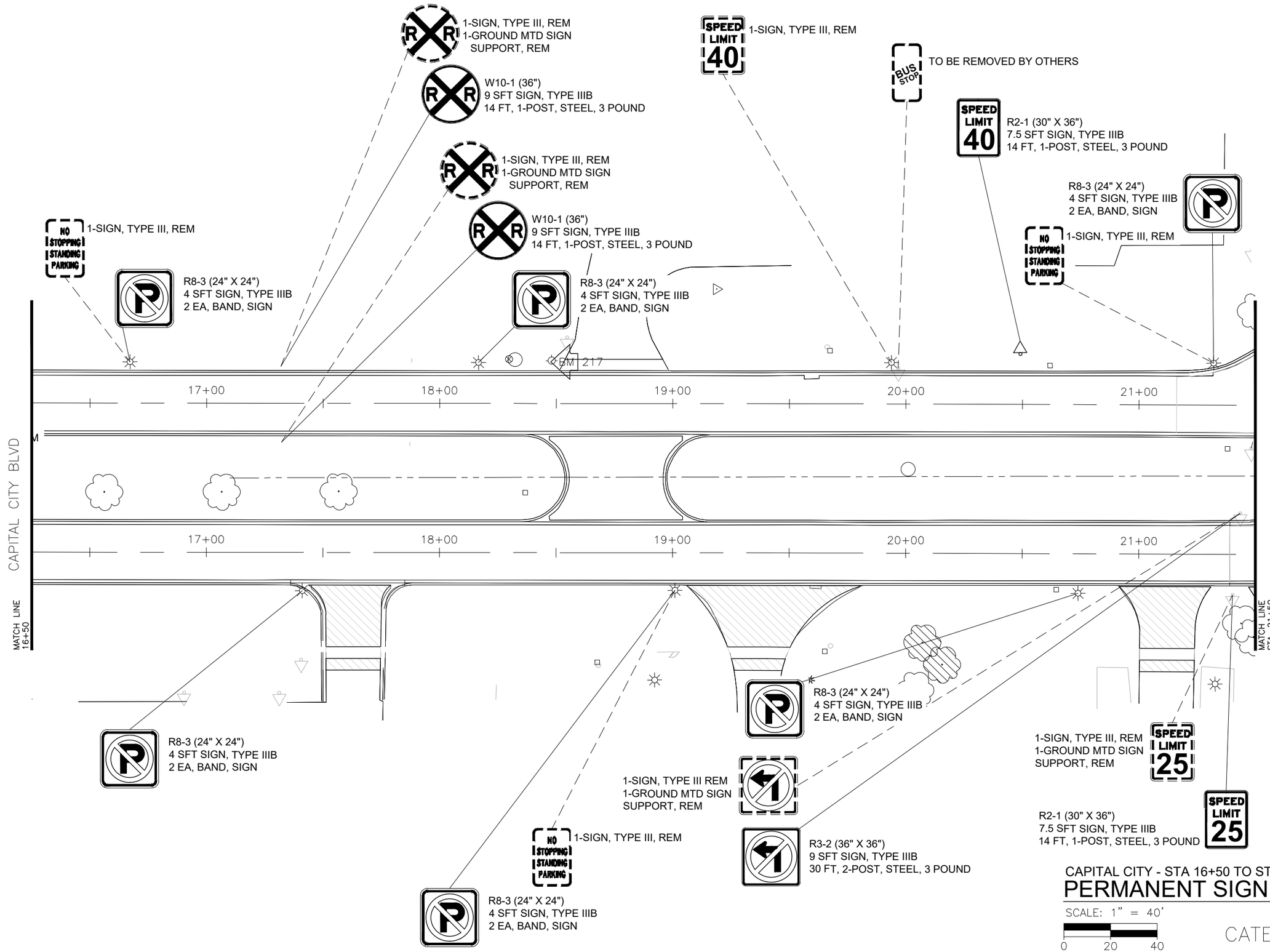

CAPITAL CITY - STA 16+50 TO STA 21+50

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 001

Mead & Hunt

Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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PROJECT NO.
241594

SHEET NO.
150

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COMMERCE DR

CAPITAL CITY BLVD

ONE WAY 1-SIGN, TYPE III, REM

ONE WAY R6-1L (36" X 12")
3 SFT SIGN, TYPE IIIB
14 FT, 1-POST, STEEL, 3 POUND

D3-1 (36" X 12")
3 SFT SIGN, TYPE IIIA
28 FT, 2-POST, STEEL, 3 POUND

1-SIGN, TYPE III, REM
1-GROUND MTD SIGN SUPPORT, REM

DO NOT ENTER

3

R5-1 (36")
9 SFT SIGN, TYPE IIIA
30 FT, 2-POST, STEEL, 3 POUND

1-SIGN, TYPE III, REM
1-GROUND MTD SIGN SUPPORT, REM

STOP 3-SIGN, TYPE III, REM
POSTS TO REMAIN

DO NOT ENTER

TRAFFIC FROM RIGHT DOES NOT STOP

2

STOP R1-1 (36")
9 SFT SIGN, TYPE IIIA

TRAFFIC FROM RIGHT DOES NOT STOP W4-4aP (24" X 12")
2 SFT SIGN, TYPE IIIB
INSTALL ON EXISTING SUPPORTS

STOP 3-SIGN, TYPE III, REM
POSTS TO REMAIN

DO NOT ENTER

TRAFFIC FROM RIGHT DOES NOT STOP

STOP R1-1 (36")
9 SFT SIGN, TYPE IIIA

TRAFFIC FROM RIGHT DOES NOT STOP W4-4aP (24" X 12")
2 SFT SIGN, TYPE IIIB
30 FT, 2-POST, STEEL 3 POUND

DO NOT ENTER

YIELD 2-SIGN, TYPE III, REM
1-GROUND MTD SIGN SUPPORT, REM

22+00 23+00 24+00 25+00 25+54

DO NOT ENTER

YIELD 2-SIGN, TYPE III, REM
1-GROUND MTD SIGN SUPPORT, REM

22+00 23+00 24+00 25+00 25+53

M

CAPITAL CITY BLVD

MATCH LINE 21+50

STA 23+44.05 NB, 17.80' LT
STA 23+43.93 NB, 16.83' RT

WALK HERE TO R1-5L (36" X 36")
9 SFT SIGN, TYPE IIIB
30 FT, 2-POST, STEEL, 3 POUND

15 W1-1aR (36" X 36")
9 SFT SIGN, TYPE IIIB
30 FT, 2-POST, STEEL, 3 POUND

15 1-SIGN, TYPE III, REM
1-GROUND MTD SIGN SUPPORT, REM

NO PARKING ANY TIME 1-SIGN, TYPE III, REM

R8-3 (24" X 24")
4 SFT SIGN, TYPE IIIB
2 EA, BAND, SIGN

BUS STOP TO BE REMOVED BY OTHERS

15 1-SIGN, TYPE III, REM
1-GROUND MTD SIGN SUPPORT, REM

R6-1L (36" X 12")
3 SFT SIGN, TYPE IIIA
14 FT, 1-POST, STEEL, 3 POUND
ONE WAY

D1-1 (36" X 12")
3 SFT SIGN, TYPE IIIA
14 FT, 1-POST, STEEL, 3 POUND
TERMINAL

2-SIGN, TYPE III, REM
2-GROUND MTD
SIGN SUPPORT, REM
TERMINAL
ONE WAY

1-SIGN, TYPE III, REM
1-GROUND MTD
SIGN SUPPORT, REM
CAPITAL CITY BLVD

WALK HERE TO R1-5R (36" X 36")
9 SFT SIGN, TYPE IIIB
30 FT, 2-POST, STEEL, 3 POUND

15 W1-1aR (36" X 36")
9 SFT SIGN, TYPE IIIB
30 FT, 2-POST, STEEL, 3 POUND

BM 218

CAPITAL CITY - STA 21+50 TO STA 25+53

PERMANENT SIGNING PLAN

SCALE: 1" = 40'

0 20 40

CATEGORY 001

Mead & Hunt

Mead and Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
phone: 517-321-8334
meadhunt.com

Capital Region Airport Auth.

Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	MEAD&HUNT
Designer	MEAD&HUNT
Reviewer	SGA
Manager	SGA

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PROJECT NO.
241594

SHEET NO.
151

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Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B1
ROADWAY: Port Lansing Road
LANE: Northbound
STATION: 2,040 Feet East
OFFSET: 12 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	2	2	Asphalt Pavement Wearing Course	Intact
2	4 1/2	2 1/2	Asphalt Pavement Leveling Course	Intact
4 1/2	8 1/2	4	Asphalt Pavement Base Course	Intact - Slight Voids
8 1/2	15	6 1/2	Fine to Coarse SAND with Gravel - Brown - Moist	(SW) Agg Base
15	22	7	Fine SAND with Silt - Brown - Moist	(SP-SM)
22	48	26	LEAN CLAY with Sand - Gray - Very Stiff	(CL) At 22" Qp= 3.5 ksf, MC= 13%
			End of Boring At 4 Feet Below Pavement Surface	

Depth to Groundwater From Ground Surface: Not Encountered
Upon Completion: Not Encountered

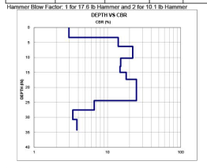
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	120	90			0				
5	205	85	17	2	3.3	3.0	Very Poor	Subgrade	9
10	330	50	5	2	6.5	22.2	Good	Subgrade	
10	330	50	5	2	8.3	22.2	Good	Subgrade	
10	380	50	5	2	10.2	22.2	Good	Subgrade	
10	450	70	7	2	13.0	15.2	Good	Subgrade	
7	500	50	7	2	15.0	14.9	Good	Subgrade	
10	560	60	6	2	17.3	18.1	Good	Subgrade	
20	650	90	5	2	20.9	24.9	Good	Subgrade	
20	740	90	5	2	24.4	24.9	Good	Subgrade	19.9
7	820	80	11	2	27.6	6.6	Marginal	Subgrade	
5	900	80	16	2	30.7	3.4	Poor	Subgrade	
6	990	90	15	2	34.3	3.8	Poor	Subgrade	4.6

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness

© 2024 SME

CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B2
ROADWAY: Port Lansing Road
LANE: Northbound
STATION: 1,040 Feet East
OFFSET: 12 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	1 3/4	1 3/4	Asphalt Pavement Wearing Course	Vertical Crack
1 3/4	3	1 1/4	Asphalt Pavement Leveling Course	Vertical Crack - Partially Delaminated From Layer Below
3	4 3/4	1 3/4	Asphalt Pavement Base Course	Vertical Crack
4 3/4	15	10 1/4	Fine to Coarse SAND with Gravel - Brown - Moist	(SP) Agg Base)
15	26	11	Fine SAND with Silt - Brown - Moist	(SP-SM)
26	42	16	LEAN CLAY with Sand - Gray - Very Stiff	(CL) At 29" Qp= 3.0 ksf, MC= 12%
42	48	6	CLAYEY SAND with Gravel - Brown and Black - Moist	(SC) At 43" MC= 11%
			End of Boring At 4 Feet Below Pavement Surface	

Depth to Groundwater From Ground Surface: Not Encountered
Upon Completion: Not Encountered

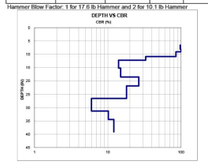
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 6 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	230	0			0				
5	305	25	5	1	8.0	17.3	Very Poor	Agg Base	
10	330	50	10	1	9.9	22.2	Very Poor	Agg Base	
7	375	45	6	1	11.7	36.3	Poor	Agg Base	
7	415	40	6	1	13.3	41.5	Poor	Agg Base	
7	455	40	6	1	14.9	41.5	Poor	Agg Base	30.8
7	520	65	9	1	17.4	24.1	Good	Subgrade	
6	600	80	13	1	20.6	16.0	Good	Subgrade	
3	680	80	27	1	23.7	4.9	Poor	Subgrade	
4	740	60	15	1	26.1	14.1	Good	Subgrade	14.3
5	830	90	18	1	29.4	11.8	Good	Subgrade	
7	895	65	9	1	32.0	24.1	Marginal	Subgrade	
6	960	70	12	1	34.7	19.6	Good	Subgrade	
10	1080	120	12	1	39.5	18.1	Good	Subgrade	16.6

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness

© 2024 SME

CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B3
ROADWAY: Port Lansing Road
LANE: South Shoulder
STATION: 1,080 Feet East
OFFSET: 23 Feet South

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	6	6	TOPSOIL	
6	12	6	Fine SAND with Silt - Trace Organics - Brown - Moist	(SP-SM)
12	21	9	Fine to Coarse SAND with Gravel - Brown - Moist	(SP)
21	48	27	LEAN CLAY with Sand - Gray - Stiff	(CL) At 23" Qp= 1.5 ksf, MC= 13%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

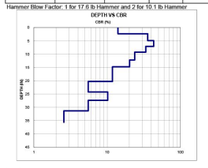
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	130	0			0				
5	230	90	48	2	3.7	0.4	Very Poor	Subgrade	
2	285	60	30	2	6.1	1.0	Very Poor	Subgrade	0.6
4	370	85	21	2	8.4	1.0	Very Poor	Subgrade	
4	425	55	14	2	11.0	4.6	Poor	Subgrade	3
10	480	55	6	2	13.8	19.9	Good	Subgrade	
10	540	60	6	2	16.1	18.1	Good	Subgrade	
15	620	80	5	2	19.3	20.6	Good	Subgrade	19.6
10	750	130	13	2	24.4	5.1	Marginal	Subgrade	
8	860	110	14	2	28.7	4.6	Poor	Subgrade	
5	930	70	14	2	31.5	4.4	Poor	Subgrade	
6	1000	70	12	2	34.3	6.3	Marginal	Subgrade	5

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B4
ROADWAY: Port Lansing Road
LANE: Westbound
STATION: 1,550 Feet East
OFFSET: 7 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	2 1/4	2 1/4	Asphalt Pavement Wearing Course	Intact
2 1/4	4 1/2	2 1/4	Asphalt Pavement Leveling Course	Intact - Slight Voids
4 1/2	6 3/4	2 1/4	Asphalt Pavement Base Course	Intact - Slight Voids
6 3/4	17	10 1/4	Fine to Coarse SAND with Gravel - Brown - Moist	(SP) Agg Base)
17	27	10	Fine SAND with Silt - Brown - Moist	(SP-SM)
27	48	21	LEAN CLAY with Sand - Brown - Stiff	(CL) At 31" Qp= 1.75 ksf, MC= 23%
			End of Boring At 4 Feet Below Pavement Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

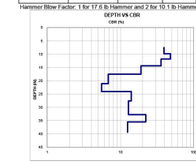
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 9 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	300	0			0				
5	385	85	5	1	10.8	54.2	Poor	Agg Base	
10	435	55	3	1	12.9	94.0	Good	Agg Base	
20	470	50	3	1	14.9	100.0	Good	Agg Base	
15	530	60	4	1	17.3	61.8	Marginal	Agg Base	77.7
10	590	60	6	1	19.6	39.3	Good	Subgrade	
10	660	70	7	1	22.4	33.0	Good	Subgrade	
10	740	80	8	1	25.5	28.4	Good	Subgrade	
10	820	80	8	1	28.7	28.4	Good	Subgrade	31.8
7	910	90	13	1	32.2	16.7	Good	Subgrade	
5	995	85	17	1	35.6	12.2	Good	Subgrade	
3	1070	75	25	1	38.5	8.5	Marginal	Subgrade	11.8

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness

© 2024 SME

CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B5
ROADWAY: Port Lansing Road
LANE: North Shoulder
STATION: 2,040 Feet East
OFFSET: 17 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	5	5	TOPSOIL	
5	23	18	Fine to Coarse SAND with Gravel and Silt - Brown - Moist	(SP-SM)
23	48	25	LEAN CLAY with Sand - Brown and Gray - Very Stiff	(CL) At 25" Qp= 2.5 ksf, MC= 16%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	120	90			0				
5	205	85	17	2	3.3	3.0	Very Poor	Subgrade	9
10	330	50	5	2	6.5	22.2	Good	Subgrade	
10	330	50	5	2	8.3	22.2	Good	Subgrade	
10	380	50	5	2	10.2	22.2	Good	Subgrade	
10	450	70	7	2	13.0	15.2	Good	Subgrade	
7	500	50	7	2	15.0	14.9	Good	Subgrade	
10	560	60	6	2	17.3	18.1	Good	Subgrade	
20	650	90	5	2	20.9	24.9	Good	Subgrade	
20	740	90	5	2	24.4	24.9	Good	Subgrade	19.9
7	820	80	11	2	27.6	6.6	Marginal	Subgrade	
5	900	80	16	2	30.7	3.4	Poor	Subgrade	
6	990	90	15	2	34.3	3.8	Poor	Subgrade	4.6

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B6
ROADWAY: Port Lansing Road
LANE: Eastbound
STATION: 2,525 Feet East
OFFSET: 9 Feet South

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	1 3/4	1 3/4	Asphalt Pavement Wearing Course	Vertical Crack
1 3/4	3	1 1/4	Asphalt Pavement Leveling Course	Vertical Crack
3	5	2	Asphalt Pavement Base Course	Vertical Crack
5	14	9	Fine to Coarse SAND with Gravel - Brown - Moist	(SP) Agg Base)
14	48	34	SILTY CLAY - Gray - Stiff to Medium	(ML) At 16" Qp= 1.5 ksf, MC= 18% At 40" Qp= 0.75 ksf, MC= 19%
			End of Boring At 4 Feet Below Pavement Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 6.5 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	240	0			0				
15	280	40	3	1	8.1	97.3	Good	Agg Base	
15	305	25	2	1	9.1	160.0	Good	Agg Base	
15	330	25	2	1	10.8	160.0	Good	Agg Base	
8	390	60	7	1	12.2	33.0	Good	Agg Base	78.5
5	460	75	15	1	15.2	14.1	Good	Subgrade	
6	545	85	14	1	18.5	15.0	Good	Subgrade	
10	630	85	9	1	21.9	26.6	Good	Subgrade	
10	750	120	12	1	26.6	18.1	Good	Subgrade	
5	870	120	24	1	31.3	6.0	Marginal	Subgrade	
4	950	80	20	1	34.5	10.2	Good	Subgrade	
7	1070	120	17	1	39.2	12.1	Good	Subgrade	14.2

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B7
ROADWAY: Port Lansing Road
LANE: South Shoulder
STATION: 3,015 Feet East
OFFSET: 13 Feet South

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	12	12	Fine to Coarse SAND with Gravel - Brown - Moist	(SP) Agg Base)
12	37	25	LEAN CLAY with Sand - Brown and Gray - Hard	(CL) At 14" Qp= 4.5 ksf, MC= 13%
37	48	11	SILTY CLAY - Gray - Stiff	(ML) At 39" Qp= 1.25 ksf, MC= 18%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	125	0			0				
4	165	60	15	1	2.4	14.1	Very Poor	Agg Base	
10	305	140	6	1	7.1	43.3	Poor	Agg Base	
10	355	55	6	1	9.3	33.7	Poor	Agg Base	
8	430	75	9	1	12.2	23.6	Very Poor	Agg Base	29.7
6	500	65	11	1	14.8	20.3	Good	Subgrade	
4	570	70	18	1	17.5	11.8	Good	Subgrade	
4	640	70	18	1	20.3	11.8	Good	Subgrade	14.5
4	740	100	25	1	24.2	6.5	Marginal	Subgrade	
4	820	80	20	1	27.4	10.2	Good	Subgrade	
4	920	100	25	1	31.3	6.5	Marginal	Subgrade	
3	1030	110	37	1	35.6	2.6	Very Poor	Subgrade	5.6

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B8
ROADWAY: Port Lansing Road
LANE: Eastbound
STATION: 3,500 Feet East
OFFSET: 6 Feet South

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	1 3/4	1 3/4	Asphalt Pavement Wearing Course	Intact
1 3/4	3 1/2	1 3/4	Asphalt Pavement Leveling Course	Intact - Delaminated From Layer Below
3 1/2	6 1/2	3	Asphalt Pavement Base Course	Partially Deteriorated
6 1/2	17	10 1/2	Fine to Coarse SAND with Gravel and Silt - Brown - Moist	(SP-SM/ Agg Base)
17	41	24	SILTY, CLAYEY SAND - Brown and Gray - Moist	(SC-SM)
41	48	7	LEAN CLAY with Sand - Brown - Stiff	(CL) At 43" Qp= 1.25 ksf, MC= 18%
			End of Boring At 4 Feet Below Pavement Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 7.5 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	270	0			0				
10	330	60	6	1	9.9	39.3	Poor	Agg Base	
10	385	55	5	1	12.1	54.2	Poor	Agg Base	
10	445	60	7	1	14.4	85.5	Good	Agg Base	
10	525	80	11	1	17.5	19.1	Very Poor	Agg Base	33.8
4	615	90	23	1	21.1	6.8	Marginal	Subgrade	
3	690	75	25	1	24.0	5.5	Marginal	Subgrade	
6	780	90	15	1	27.6	14.1	Good	Subgrade	
8	910	130	16	1	32.7	12.9	Good	Subgrade	
7	980	70	10	1	35.5	22.2	Good	Subgrade	
6	1080	100	17	1	39.4	12.5	Good	Subgrade	12.2

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

SOIL BORINGS

NO SCALE

Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

fishbeck
Engineers | Architects | Scientists | Constructors

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

Hard copy is intended to be 11"x17" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

PROJECT NO.
241594

SHEET NO.
152

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BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B9
ROADWAY: Port Lansing Road
LANE: North Shoulder
STATION: 3,995 Feet East
OFFSET: 19 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, In.				
From	To	Layer Thickness, In.	Description	Comment
0	4	4	TOPSOIL	
4	18	14	LEAN CLAY with Sand - Trace Organics - Brown - Very Stiff	(CL) At 6" Qp= 2.25 ksf, MC= 15%
18	37	19	CLAYEY SAND with Silt - Brown - Moist	(SC)
37	48	11	SILTY CLAY - Brown and Gray - Stiff	(ML) At 38" Qp= 1.25 ksf, MC= 19%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

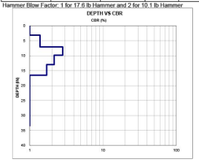
DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	130	0							
2	210	80	40	2	3.1	0.5	Very Poor	Subgrade	0.5
4	310	100	25	2	7.1	1.4	Very Poor	Subgrade	
4	410	100	25	2	11.1	2.0	Very Poor	Subgrade	
4	460	50	13	2	13.0	2.2	Very Poor	Subgrade	
4	550	90	23	2	15.5	1.7	Very Poor	Subgrade	1.9
3	650	100	33	2	20.5	0.8	Very Poor	Subgrade	
2	735	85	43	2	23.8	0.5	Very Poor	Subgrade	
2	840	105	53	2	28.0	0.3	Very Poor	Subgrade	
1	910	70	70	2	30.7	0.2	Very Poor	Subgrade	
1	980	70	70	2	33.5	0.2	Very Poor	Subgrade	0.4

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdowns are based on blow counts performed prior to sampling. Depths are approximate.



Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2/7/1 4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B10
ROADWAY: Port Lansing Road
LANE: Westbound
STATION: 4,470 Feet East
OFFSET: 5 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, In.				
From	To	Layer Thickness, In.	Description	Comment
0	2	2	Asphalt Pavement Wearing Course	Vertical Crack
2	4 1/4	2 1/4	Asphalt Pavement Leveling Course	Vertical Crack
4 1/4	6 1/2	2 1/4	Asphalt Pavement Base Course	Vertical Crack
6 1/2	17	10 1/2	Fine to Coarse SAND with Gravel - Brown - Moist	(SP) Agg Base)
17	42	25	LEAN CLAY with Sand and Concrete Fragments - Brown and Gray - Stiff	(CL) At 19" Qp= 1.75 ksf, MC= 13%
42	48	6	Portland Cement Concrete	Deteriorated
			End of Boring At 4 Feet Below Pavement Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.
4) Refusal of DCP test at approximately 26 inches.

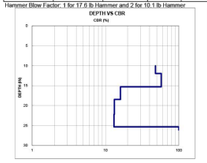
DCP TEST RESULTS

Depth to start of test from ex. ground surface: 10 inches

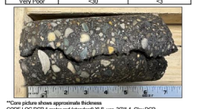
No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	330	0							
10	380	50	5	1	12.0	48.1	Poor	Agg Base	
20	465	85	4	1	15.3	57.8	Poor	Agg Base	54.2
5	540	75	15	1	18.0	12.0	Good	Subgrade	
6	640	95	16	1	22.2	13.2	Good	Subgrade	
5	720	80	16	1	25.4	13.1	Good	Subgrade	14.1
15	725	5	0	1	25.6	100.0	Good	Subgrade	
50	735	10	0	1	25.9	100.0	Good	Subgrade	
50	740	5	0	1	26.1	100.0	Good	Subgrade	100

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdowns are based on blow counts performed prior to sampling. Depths are approximate.



Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3



**Core picture shows approximate thickness

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2/7/1 4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B11
ROADWAY: Port Lansing Road
LANE: Eastbound
STATION: 4,960 Feet East
OFFSET: 5 Feet South

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, In.				
From	To	Layer Thickness, In.	Description	Comment
0	1 3/4	1 3/4	Asphalt Pavement Wearing Course	Intact
1 3/4	3	1 1/4	Asphalt Pavement Leveling Course	Intact
3	5 1/4	2 1/4	Asphalt Pavement Leveling Course	Intact - Slight Voids
5 1/4	7 1/4	2	Asphalt Pavement Base Course	Intact - Moderate Voids
7 1/4	17	9 3/4	Fine to Coarse SAND with Gravel - Brown - Moist	(SP) Agg Base)
17	32	15	SILTY CLAY - Gray - Medium	(ML) At 19" Qp= 0.5 ksf, MC= 20%
32	48	16	LEAN CLAY with Sand - Gray - Stiff	(CL) At 35" Qp= 1.0 ksf, MC= 13%
			End of Boring At 4 Feet Below Pavement Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

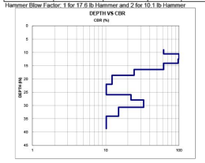
DCP TEST RESULTS

Depth to start of test from ex. ground surface: 9 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	310	0							
10	350	40	4	1	10.6	61.8	Marginal	Agg Base	
10	370	20	2	1	11.4	100.0	Good	Agg Base	
10	390	20	2	1	12.2	100.0	Good	Agg Base	
15	440	40	3	1	14.1	97.0	Good	Agg Base	
15	500	60	4	1	16.5	61.8	Marginal	Agg Base	79.3
6	555	55	9	1	18.8	24.4	Good	Subgrade	
5	640	85	17	1	22.0	12.2	Good	Subgrade	
5	740	100	20	1	25.9	10.2	Good	Subgrade	
5	790	50	10	1	27.9	22.2	Good	Subgrade	
10	865	75	7	1	30.7	33.0	Good	Subgrade	18.9
8	945	85	14	1	34.0	15.0	Good	Subgrade	
6	1065	120	20	1	38.7	10.2	Good	Subgrade	12.2

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdowns are based on blow counts performed prior to sampling. Depths are approximate.



Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2/7/1 4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B12
ROADWAY: Port Lansing Road
LANE: South Shoulder
STATION: 5,930 Feet East
OFFSET: 23 Feet South

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, In.				
From	To	Layer Thickness, In.	Description	Comment
0	7	7	TOPSOIL	
7	24	17	Fine to Coarse SAND with Gravel - Brown - Moist	(SP)
24	48	24	Sandy LEAN CLAY - Brown and Gray - Stiff	(CL) At 27" Qp= 1.5 ksf, MC= 21%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

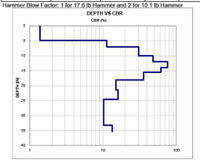
DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	125	0							
5	250	125	25	2	4.9	1.4	Very Poor	Subgrade	1.4
5	390	55	9	2	9.1	11.5	Good	Subgrade	
20	430	50	3	2	10.6	30.6	Good	Subgrade	
20	430	50	3	2	12.0	48.1	Good	Subgrade	
30	490	50	2	2	14.0	75.8	Good	Subgrade	
20	520	40	2	2	15.6	61.8	Good	Subgrade	
20	585	65	3	2	18.1	35.9	Good	Subgrade	
12	670	85	7	2	21.5	15.0	Good	Subgrade	
12	750	80	7	2	24.6	16.0	Good	Subgrade	32.9
12	870	120	10	2	29.3	10.2	Good	Subgrade	
10	970	100	10	2	33.3	10.2	Good	Subgrade	
7	1025	55	8	2	35.4	13.4	Good	Subgrade	10.8

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdowns are based on blow counts performed prior to sampling. Depths are approximate.



Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2/7/1 4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B13
ROADWAY: Port Lansing Road
LANE: Westbound
STATION: 5,415 Feet East
OFFSET: 6 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, In.				
From	To	Layer Thickness, In.	Description	Comment
0	1 1/4	1 1/4	Asphalt Pavement Wearing Course	Intact
1 1/4	3 1/2	2 1/4	Asphalt Pavement Leveling Course	Intact
3 1/2	5 3/4	2 1/4	Asphalt Pavement Leveling Course	Intact - Slight Voids - Delaminated From Layer Below
5 3/4	9	3 1/4	Asphalt Pavement Base Course	Intact - Moderate Voids
9	16	7	Fine to Coarse SAND with Gravel - Brown - Moist	(SP) Agg Base)
16	33	17	Fine SAND with Silt - Brown - Moist	(SP-SM)
33	48	15	LEAN CLAY with Sand - Gray - Stiff	(CL) At 36" Qp= 1.5 ksf, MC= 14%
			End of Boring At 4 Feet Below Pavement Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

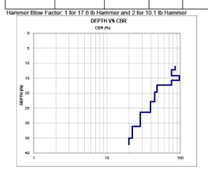
DCP TEST RESULTS

Depth to start of test from ex. ground surface: 11 inches

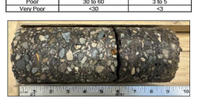
No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	370	0							
10	400	30	3	1	12.2	85.3	Good	Agg Base	
15	450	50	3	1	14.1	75.8	Marginal	Agg Base	
15	490	40	3	1	15.7	97.3	Good	Agg Base	
15	540	50	3	1	17.7	75.8	Good	Agg Base	83
12	590	50	5	1	19.7	46.1	Good	Subgrade	
15	670	80	5	1	22.8	44.8	Good	Subgrade	
15	760	90	6	1	26.4	39.3	Good	Subgrade	
15	880	120	8	1	31.1	28.4	Good	Subgrade	38.3
10	980	100	10	1	35.0	22.2	Good	Subgrade	
5	1035	55	11	1	37.2	19.9	Good	Subgrade	21.4

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdowns are based on blow counts performed prior to sampling. Depths are approximate.



Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3



**Core picture shows approximate thickness

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2/7/1 4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B14
ROADWAY: Port Lansing Road
LANE: North Shoulder
STATION: 5,860 Feet East
OFFSET: 24 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, In.				
From	To	Layer Thickness, In.	Description	Comment
0	3	3	TOPSOIL	
3	27	24	Sandy LEAN CLAY - Brown - Very Stiff	(CL) At 5" Qp= 3.0 ksf, MC= 14%
27	48	21	Sandy LEAN CLAY with Gravel - Brown - Very Stiff	(CL) At 29" Qp= 3.0 ksf, MC= 15%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

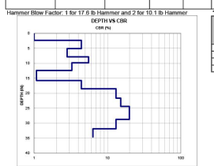
DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	120	0							
1	180	60	60	2	2.4	0.2	Very Poor	Subgrade	0.2
5	250	70	14	2	5.1	4.4	Poor	Subgrade	
4	320	70	18	2	7.8	2.8	Very Poor	Subgrade	
4	385	65	16	2	9.9	3.3	Very Poor	Subgrade	
4	435	65	16	2	12.4	3.3	Poor	Subgrade	
3	520	85	28	2	15.7	1.1	Very Poor	Subgrade	
5	580	60	14	2	18.5	4.4	Poor	Subgrade	3.4
10	670	80	8	2	21.7	13.1	Good	Subgrade	
10	740	70	7	2	24.4	15.2	Good	Subgrade	
20	850	110	6	2	28.7	19.9	Good	Subgrade	
10	930	80	8	2	31.8	13.1	Good	Subgrade	
6	1000	70	12	2	34.6	6.3	Marginal	Subgrade	14.1

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdowns are based on blow counts performed prior to sampling. Depths are approximate.



Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2/7/1 4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B15
ROADWAY: Port Lansing Road
LANE: Eastbound
STATION: 7,380 Feet East
OFFSET: 4 Feet South

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, In.				
From	To	Layer Thickness, In.	Description	Comment
0	1 1/2	1 1/2	Asphalt Pavement Wearing Course	Vertical Crack - Partially Deteriorated - Delaminated From Layer Below
1 1/2	3	1 1/2	Asphalt Pavement Leveling Course	Vertical Crack
3	6 1/2	3 1/2	Asphalt Pavement Base Course	Intact - Moderate Voids
6 1/2	18	11 1/2	Fine to Coarse SAND with Gravel - Brown - Moist	(SP) Agg Base)
18	30	12	Fine SAND with Silt - Brown - Moist	(SP-SM)
30	48	18	LEAN CLAY with Sand - Brown and Gray - Very Stiff	(CL) At 32" Qp= 2.5 ksf, MC= 16%
			End of Boring At 4 Feet Below Pavement Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

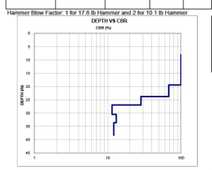
DCP TEST RESULTS

Depth to start of test from ex. ground surface: 8 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	280	0							
20	310	30	2	1	9.2	100.0	Good	Agg Base	
25	335	25	1	1	10.0	100.0	Good	Agg Base	
25	355	20	1	1	11.0	100.0	Good	Agg Base	
30	400	45	2	1	12.7	100.0	Good	Agg Base	
30	460	35	1	1	15.1	100.0	Good	Agg Base	
50	510	110	2	1	19.4	100.0	Good	Agg Base	100
30	580	110	4	1	23.7	68.1	Good	Subgrade	
10	760	80	8	1	26.9	28.4	Good	Subgrade	51.4
5	850	90	18	1	30.4	11.5	Good	Subgrade	
5	930	80	16	1	33.6	13.1	Good	Subgrade	
7	1050	120	17	1	38.3	12.1	Good	Subgrade	12.2

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdowns are based on blow counts performed prior to sampling. Depths are approximate.



Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2/7/1 4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/12/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B16
ROADWAY: Port Lansing Road
LANE: South Shoulder
STATION: 7,855 Feet East
OFFSET: 17 Feet South

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, In.				
From	To	Layer Thickness, In.	Description	Comment
0	4	4	TOPSOIL	
4	20	16	Sandy LEAN CLAY - Trace Organics - Brown - Stiff	(CL) At 6" Qp= 1.5 ksf, MC= 15%
20	48	28	LEAN CLAY with Sand - Brown - Very Stiff	(CL) At 22" Qp= 3.5 ksf, MC= 11%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

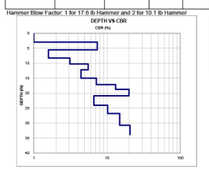
DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow Factor	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	130	0							
2	205	75	38	2	3.0	0.6	Very Poor	Subgrade	0.6
8	270	65	11	2	5.5	7.4	Marginal	Subgrade	
3	340	70	23	2	8.3	3.6	Very Poor	Subgrade	
3	390	50	17	2	10.2	5.1	Poor	Subgrade	
4	440	50	13	2	12.2	5.5	Marginal	Subgrade	
5	510	70	14	2	15.0	4.4	Poor	Subgrade	
5	565	55	11	2	17.1	7.1	Marginal	Subgrade	4.8
5	605	40	8	2	18.7	13.1	Good	Subgrade	
10	660	55	6	2	20.9	19.9	Good	Subgrade	
7	740	80	11	2	24.0	6.6	Marginal	Subgrade	
7	810	70	10	2	26.8	10.2	Good	Subgrade	
7	860	50	7	2	28.7	14.9	Good	Subgrade	
7	910	50	7	2	30.6	14.9	Good	Subgrade	
15	990	80	5	2	33.8	29.6	Good	Subgrade	14.1

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdowns are based on blow counts performed prior to sampling. Depths are approximate.



Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2/7/1 4- Clay DCP

SOIL BORINGS

NO SCALE

fishbeck
Engineers | Architects | Scientists | Constructors

Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

Hard copy is intended to be 11"x17" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

PROJECT NO.
241594

SHEET NO.
153

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SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 996093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B19
ROADWAY: Port Lansing Road
LANE: North Shoulder
STATION: 9,335 Feet East
OFFSET: 20 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	11	11	TOPSOIL	
11	36	25	Sandy LEAN CLAY - Brown - Stiff	(CL) At 12" Qp= 1.75 ksf, MC= 12%
36	48	12	LEAN CLAY with Sand - Brown - Stiff	(CL) At 38" Qp= 1.0 ksf, MC= 16%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

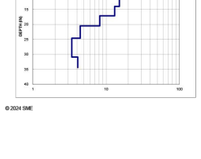
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	110	0							
2	210	60	40	2	3.1	0.5	Very Poor	Subgrade	
2	295	85	43	2	6.5	0.5	Very Poor	Subgrade	
4	365	70	18	2	9.3	2.5	Very Poor	Subgrade	
3	445	80	27	2	12.4	1.2	Very Poor	Subgrade	1.2
7	530	85	12	2	15.7	5.9	Marginal	Subgrade	
10	660	130	13	2	20.9	6.1	Marginal	Subgrade	
20	810	150	8	2	26.8	14.1	Good	Subgrade	
13	930	120	9	2	31.5	11.1	Good	Subgrade	
5	1000	70	14	2	34.3	4.4	Poor	Subgrade	8.9

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 996093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B20
ROADWAY: Port Lansing Road
LANE: South Shoulder
STATION: 9,820 Feet East
OFFSET: 21 Feet South

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	12	12	TOPSOIL	
12	48	36	LEAN CLAY with Sand - Brown and Gray - Very Stiff	(CL) At 13" Qp= 3.5 ksf, MC= 10% At 45" Qp= 3.0 ksf, MC= 10%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

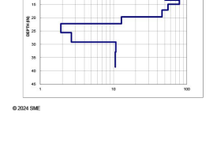
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	110	0							
2	230	40	20	2	4.7	2.2	Very Poor	Subgrade	
2	270	40	20	2	6.3	2.2	Very Poor	Subgrade	
3	350	80	27	2	9.4	1.2	Very Poor	Subgrade	
5	420	70	14	2	12.2	4.4	Poor	Subgrade	2
10	510	90	9	2	15.7	11.5	Good	Subgrade	
20	600	90	5	2	19.3	24.9	Good	Subgrade	
20	685	85	4	2	22.6	26.6	Good	Subgrade	
25	740	55	2	2	24.8	55.6	Good	Subgrade	
30	860	120	4	2	29.5	28.4	Good	Subgrade	
30	950	120	4	2	34.3	28.4	Good	Subgrade	27.5

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 996093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B21
ROADWAY: Port Lansing Road
LANE: North Shoulder
STATION: 10,310 Feet East
OFFSET: 15 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	3	3	TOPSOIL	
3	48	45	Fine SAND with Silt - Brown - Moist to Wet	(SP-SM)
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: 4'

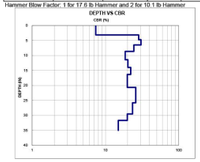
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	120	0							
3	200	80	27	1	3.1	7.4	Marginal	Subgrade	7.4
6	285	85	43	1	6.5	6.6	Good	Subgrade	
6	340	55	9	1	8.7	24.4	Good	Subgrade	
6	410	70	12	1	11.4	18.6	Good	Subgrade	
6	475	65	11	1	14.0	20.3	Good	Subgrade	
6	535	60	10	1	16.3	22.2	Good	Subgrade	
10	645	110	11	1	20.7	19.9	Good	Subgrade	
15	775	130	9	1	25.8	26.0	Good	Subgrade	
10	870	95	10	1	29.5	23.5	Good	Subgrade	
5	925	55	11	1	31.7	19.9	Good	Subgrade	
6	1010	85	14	1	35.0	15.0	Good	Subgrade	22.2

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Sand DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 996093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B22
ROADWAY: Port Lansing Road
LANE: South Shoulder
STATION: 10,790 Feet East
OFFSET: 17 Feet South

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	9	9	TOPSOIL	
9	24	15	Sandy LEAN CLAY - Brown and Gray - Stiff	(CL) At 10" Qp= 1.5 ksf, MC= 19%
24	48	24	SILTY SAND - Brown and Gray - Moist	(SM)
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

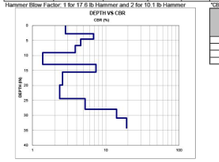
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	120	0							
4	190	70	18	2	2.8	2.8	Very Poor	Subgrade	
4	235	45	11	2	4.6	4.6	Marginal	Subgrade	
4	290	55	14	2	6.7	3.6	Poor	Subgrade	
4	330	60	15	2	9.1	3.6	Poor	Subgrade	4.9
4	405	100	25	2	13.0	1.4	Very Poor	Subgrade	
6	515	65	11	2	15.6	7.4	Marginal	Subgrade	
6	625	110	18	2	19.9	2.6	Very Poor	Subgrade	
6	740	115	19	2	24.4	2.3	Very Poor	Subgrade	
7	838	90	13	2	28.0	5.2	Marginal	Subgrade	3.4
10	905	75	8	2	30.9	14.1	Good	Subgrade	
15	995	85	6	2	34.3	19.3	Good	Subgrade	16.8

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 996093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B23
ROADWAY: Port Lansing Road
LANE: North Shoulder
STATION: 11,270 Feet East
OFFSET: 20 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	6	6	TOPSOIL	
6	24	18	CLAYEY SAND - Gray - Moist	(SC)
24	48	24	Fine SAND - Brown - Moist	(SP)
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Port Lansing Road/Airport Road intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 0 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	115	0							
4	180	65	16	2	2.6	5.9	Marginal	Subgrade	
4	260	80	20	2	5.7	3.4	Marginal	Subgrade	7.1
10	270	10	3	2	6.1	38.3	Good	Subgrade	
10	330	60	6	2	8.5	18.1	Good	Subgrade	
10	400	70	7	2	11.2	15.2	Good	Subgrade	
10	470	70	7	2	14.0	15.2	Good	Subgrade	
10	550	80	8	2	17.1	13.1	Good	Subgrade	12.5
7	635	85	12	2	20.5	8.2	Marginal	Subgrade	
5	740	105	21	2	24.6	4.4	Poor	Subgrade	
3	820	80	27	2	27.8	3.4	Poor	Subgrade	
3	900	80	27	2	30.9	3.4	Poor	Subgrade	
4	990	90	23	2	34.4	4.1	Poor	Subgrade	4.7

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

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CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Sand DCP

Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 996093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B24
ROADWAY: Capital City Boulevard
LANE: Southbound (West Lane)
STATION: 135 Feet North
OFFSET: 4 Feet West

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	1 3/4	1 3/4	Asphalt Pavement Wearing Course	Intact
1 3/4	3 3/4	2	Asphalt Pavement Leveling Course	Intact - Slight Voids
3 3/4	5 1/2	1 3/4	Asphalt Pavement Leveling Course	Intact - Slight Voids
5 1/2	8	2 1/2	Asphalt Pavement Base Course	Intact - Moderate Voids
8	21	13	Fine to Coarse SAND with Gravel - Brown - Moist	(SP) Agg Base)
21	30	9	LEAN CLAY with Sand and Organics - Gray and Black - Stiff	(CL) At 25" Qp= 1.75 ksf, MC= 24%
			End of Boring At 2.5 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer, MC = Moisture content.
3) Station measured from Capital City Blvd/Grand River Ave intersection. Offset measured from centerline.
4) No recovery of subgrade after approximately 30 inches.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 11 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	300	0							
25	410	60	2	2	13.4	50.4	Poor	Agg Base	
25	500	60	2	2	17.1	50.4	Marginal	Agg Base	
25	600	65	2	2	21.1	55.6	Poor	Agg Base	
25	670	65	3	2	19.7	66.1	Poor	Agg Base	55.7
8	635	65	8	2	22.2	12.9	Good	Subgrade	
4	720	85	21	2	25.6	1.9	Very Poor	Subgrade	
5	810	90	18	2	29.1	2.1	Very Poor	Subgrade	5.2
10	905	95	10	2	32.9	10.8	Good	Subgrade	
15	1050	145	10	2	38.8	10.8	Good	Subgrade	10.7

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakdown are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness.
CORE LOG DCP 1 meter rod (standard).XLS ver. 2019.4- Clay DCP

SOIL BORINGS

NO SCALE

fishbeck
Engineers | Architects | Scientists | Constructors

Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

Hard copy is intended to be 11"x17" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

PROJECT NO.
241594

SHEET NO.
154

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SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B25
ROADWAY: Capital City Boulevard
LANE: Northbound (West Lane)
STATION: 1,405 Feet North
OFFSET: 7 Feet West

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	1 3/4	1 3/4	Asphalt Pavement Wearing Course	Intact
1 3/4	4	2 1/4	Asphalt Pavement Leveling Course	Intact - Slight Voids
4	6	2	Asphalt Pavement Leveling Course	Intact - Slight Voids
6	7 3/4	1 3/4	Asphalt Pavement Base Course	Intact - Slight Voids
7 3/4	15	7 1/4	Fine to Coarse SAND with Gravel - Brown - Moist	(SP/ Agg Base)
15	29	14	SILTY, CLAYEY SAND - Brown - Moist	(SC-SM)
29	48	19	LEAN CLAY with Sand - Brown - Stiff	(CL) At 30" Qp= 1.5 ksf; MC= 15%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

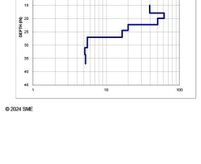
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer; MC = Moisture content.
3) Station measured from Capital City Blvd/Grand River Ave intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 10.5 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	330	0							
25	410	80	3	2	13.5	39.3	Poor	Agg Base	
25	470	60	2	2	15.9	60.4	Poor	Agg Base	44.2
25	520	50	2	2	17.7	76.3	Good	Subgrade	
6	620	100	8	2	21.2	12.9	Good	Subgrade	16.5
6	730	110	22	2	26.1	1.8	Very Poor	Subgrade	
7	855	125	18	2	31.0	2.7	Very Poor	Subgrade	
7	935	80	11	2	34.1	6.6	Marginal	Subgrade	
10	1040	105	11	2	38.3	7.6	Marginal	Subgrade	4.5

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakfixes are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness
CORE LOG DCP 1 meter rod (standard).XLS ver. 2011 4- Clay DCP

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BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B26
ROADWAY: Capital City Boulevard
LANE: Southbound (East Lane)
STATION: 820 Feet North
OFFSET: 8 Feet East

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	2	2	Asphalt Pavement Wearing Course	Intact
2	4 1/4	2 1/4	Asphalt Pavement Leveling Course	Intact
4 1/4	6	1 3/4	Asphalt Pavement Leveling Course	Intact
6	9 1/4	3 1/4	Asphalt Pavement Base Course	Intact - Slight Voids
9 1/4	17	7 3/4	Fine to Coarse SAND with Gravel - Brown - Moist	(SP/ Agg Base)
17	31	14	LEAN CLAY with Sand - Brown - Stiff	(CL) At 19" Qp= 1.5 ksf; MC= 22%
31	48	17	Sandy LEAN CLAY - Gray - Very Stiff	(CL) At 32" Qp= 2.25 ksf; MC= 15%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

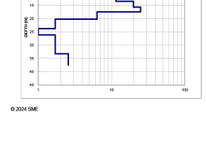
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer; MC = Moisture content.
3) Station measured from Capital City Blvd/Grand River Ave intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 11 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	370	0							
20	420	50	3	2	13.0	48.1	Poor	Agg Base	
20	480	60	3	2	15.3	39.3	Poor	Agg Base	
25	545	65	4	2	17.9	33.0	Poor	Agg Base	39.3
5	610	60	12	2	20.4	6.0	Marginal	Subgrade	
7	670	60	9	2	22.8	12.1	Good	Subgrade	
7	740	70	10	2	25.6	10.2	Good	Subgrade	
20	870	130	7	2	30.7	16.5	Good	Subgrade	
7	940	70	10	2	33.4	10.2	Good	Subgrade	
10	1040	100	10	2	37.4	10.2	Good	Subgrade	11.8

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakfixes are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness
CORE LOG DCP 1 meter rod (standard).XLS ver. 2011 4- Clay DCP

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Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B27
ROADWAY: Capital City Boulevard
LANE: Northbound (East Lane)
STATION: 880 Feet North
OFFSET: 8 Feet East

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	1 3/4	1 3/4	Asphalt Pavement Wearing Course	Intact
1 3/4	4 1/2	2 3/4	Asphalt Pavement Leveling Course	Intact
4 1/2	6 1/4	1 3/4	Asphalt Pavement Leveling Course	Intact - Slight Voids
6 1/4	8 1/2	2 1/4	Asphalt Pavement Base Course	Intact - Moderate Voids
8 1/2	18	9 1/2	Fine to Coarse SAND with Gravel - Brown - Moist	(SP/ Agg Base)
18	48	30	Sandy LEAN CLAY - Trace Organics - Brown and Gray - Stiff	(CL) At 18" Qp= 1.5 ksf; MC= 18%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

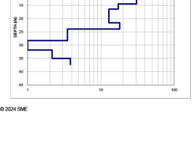
NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer; MC = Moisture content.
3) Station measured from Capital City Blvd/Grand River Ave intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 10 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	345	0							
10	395	50	5	2	11.8	24.9	Very Poor	Agg Base	
20	465	70	4	2	13.9	58.6	Poor	Agg Base	
25	545	80	5	2	16.9	31.4	Poor	Agg Base	
13	570	25	10	2	18.9	29.4	Very Poor	Agg Base	32.6
3	645	75	25	2	21.8	1.4	Very Poor	Subgrade	
12	775	130	11	2	26.9	7.4	Marginal	Subgrade	
10	870	95	10	2	30.7	10.8	Good	Subgrade	
8	1030	160	13	2	37.0	4.9	Poor	Subgrade	6.2

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakfixes are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness
CORE LOG DCP 1 meter rod (standard).XLS ver. 2011 4- Clay DCP

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BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B28
ROADWAY: Capital City Boulevard
LANE: Southbound (West Lane)
STATION: 1,140 Feet North
OFFSET: 9 Feet West

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	1 3/4	1 3/4	Asphalt Pavement Wearing Course	Intact
1 3/4	4	2 1/4	Asphalt Pavement Leveling Course	Intact
4	6 1/4	2 1/4	Asphalt Pavement Leveling Course	Intact - Slight Voids
6 1/4	8	1 3/4	Asphalt Pavement Base Course	Intact - Slight Voids
8	15	7	Fine to Coarse SAND with Gravel - Brown - Moist	(SP/ Agg Base)
15	28	13	LEAN CLAY with Sand - Brown and Gray - Stiff	(CL) At 17" Qp= 1.5 ksf; MC= 15%
28	34	6	GRAVEL with Sand - Brown - Moist	(GP)
34	48	14	CLAYEY SAND - Brown - Moist	(SC)

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

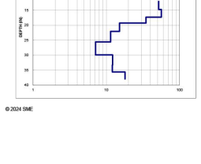
NOTES:
End of Boring At 4 Feet Below Ground Surface
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer; MC = Moisture content.
3) Station measured from Capital City Blvd/Grand River Ave intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 9.5 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	330	0							
10	390	60	6	1	11.9	39.3	Poor	Agg Base	
10	450	60	6	1	14.2	39.3	Poor	Agg Base	39.3
6	510	60	12	1	16.6	19.1	Good	Subgrade	
6	610	100	17	1	20.5	12.9	Good	Subgrade	14.6
3	710	100	33	1	24.5	4.1	Poor	Subgrade	
3	795	85	28	1	27.8	4.3	Poor	Subgrade	
3	890	95	32	1	31.5	3.4	Poor	Subgrade	3.6
5	980	90	18	1	35.1	11.5	Good	Subgrade	
5	1065	85	17	1	38.4	12.2	Good	Subgrade	11.8

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer



*CBR breakfixes are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness
CORE LOG DCP 1 meter rod (standard).XLS ver. 2011 4- Clay DCP

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SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B29
ROADWAY: Capital City Boulevard
LANE: Northbound (West Lane)
STATION: 1,405 Feet North
OFFSET: 7 Feet West

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	2 1/4	2 1/4	Asphalt Pavement Wearing Course	Intact
2 1/4	4 1/2	2 1/4	Asphalt Pavement Leveling Course	Intact
4 1/2	7 1/4	2 3/4	Asphalt Pavement Leveling Course	Intact
7 1/4	9 1/4	2	Asphalt Pavement Leveling Course	Intact
9 1/4	12 1/2	3 1/4	Asphalt Pavement Base Course	Intact - Slight Voids
12 1/2	24	11 1/2	Fine to Coarse SAND with Gravel - Brown - Moist	(SP/ Agg Base)
24	42	18	LEAN CLAY with Sand - Gray - Stiff	(CL) At 26" Qp= 1.5 ksf; MC= 15%
42	48	6	SILTY CLAY - Brown - Medium	(ML) At 43" Qp= 0.75 ksf; MC= 16%

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
End of Boring At 4 Feet Below Ground Surface
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer; MC = Moisture content.
3) Station measured from Capital City Blvd/Grand River Ave intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 15 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	465	0							
25	540	75	3	2	18.0	39.3	Poor	Agg Base	
25	590	50	2	2	19.9	61.8	Marginal	Agg Base	
25	656	66	2	2	22.4	56.8	Poor	Agg Base	49
5	710	54	7	2	24.3	9.9	Good	Subgrade	
10	770	60	7	2	27.0	16.5	Good	Subgrade	18.1
8	870	100	13	2	30.8	5.5	Marginal	Subgrade	
5	935	65	13	2	33.5	5.1	Marginal	Subgrade	
7	1025	90	13	2	37.0	5.2	Marginal	Subgrade	5.3

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakfixes are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness
CORE LOG DCP 1 meter rod (standard).XLS ver. 2011 4- Clay DCP

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Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B30
ROADWAY: Capital City Boulevard
LANE: Southbound (East Lane)
STATION: 1,875 Feet North
OFFSET: 8 Feet East

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	2	2	Asphalt Pavement Wearing Course	Intact
2	5 1/4	3 1/4	Asphalt Pavement Leveling Course	Intact - Slight Voids
5 1/4	7	1 3/4	Asphalt Pavement Leveling Course	Intact - Slight Voids
7	9	2	Asphalt Pavement Base Course	Intact - Slight Voids
9	17	8	Fine to Coarse SAND with Gravel - Brown - Moist	(SP/ Agg Base)
17	41	24	SILTY CLAY - Gray - Medium	(ML) At 18" Qp= 0.5 ksf; MC= 22%
41	48	7	LEAN CLAY with Sand - Brown and Gray - Stiff	(CL) At 42" Qp= 1.5 ksf; MC= 22%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer; MC = Moisture content.
3) Station measured from Capital City Blvd/Grand River Ave intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 10 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	350	0							
5	440	90	18	1	13.5	11.5	Very Poor	Agg Base	
5	495	55	11	1	15.7	19.9	Very Poor	Agg Base	
5	560	65	13	1	18.2	24.9	Very Poor	Agg Base	17.1
3	610	50	23	1	20.2	7.1	Very Poor	Subgrade	
2	700	90	45	1	23.8	5.7	Very Poor	Subgrade	
1	760	60	60	1	26.1	1.0	Very Poor	Subgrade	
2	850	90	45	1	29.7	1.7	Very Poor	Subgrade	
2	940	90	45	1	33.2	1.7	Very Poor	Subgrade	
3	1050	110	37	1	37.6	2.6	Very Poor	Subgrade	2.4

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakfixes are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness
CORE LOG DCP 1 meter rod (standard).XLS ver. 2011 4- Clay DCP

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SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B31
ROADWAY: Capital City Boulevard
LANE: U-turn Area
STATION: 1,875 Feet North

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	1 1/4	1 1/4	Asphalt Pavement Wearing Course	Intact
1 1/4	2 3/4	1 1/2	Asphalt Pavement Leveling Course	Intact
2 3/4	4 1/2	1 3/4	Asphalt Pavement Base Course	Intact - Slight Voids
4 1/2	15	10 1/2	Fine to Coarse SAND with Gravel - Brown - Moist	(SP/ Agg Base)
15	25	10	Fine SAND with Silt - Brown - Moist	(SP-SM)
25	48	23	SILTY CLAY - Brown - Medium	(ML) At 26" Qp= 0.75 ksf; MC= 23%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer; MC = Moisture content.
3) Station measured from Capital City Blvd/Grand River Ave intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 8 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	285	0							
10	335	50	5	2	10.0	22.2	Very Poor	Agg Base	
20	405	70	4	2	12.7	33.0	Poor	Agg Base	
12	465	60	5	2	14.9	39.3	Poor	Agg Base	29.1
5	500	35	7	2	16.5	14.1	Good	Subgrade	
8	565	65	8	2	19.0	12.9	Good	Subgrade	
8	630	65	8	2	21.6	12.9	Good	Subgrade	
10	699	69	6	2	23.9	16.1	Good	Subgrade	15.1
7	800	110	16	2	28.3	3.5	Poor	Subgrade	
3	890	90	30	2	31.8	1.0	Very Poor	Subgrade	
4	970	80	20	2	35.0	2.2	Very Poor	Subgrade	
4	1030	60	15	2	37.3	3.8	Poor	Subgrade	2.6

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakfixes are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness
CORE LOG DCP 1 meter rod (standard).XLS ver. 2011 4- Clay DCP

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Docusign Envelope ID: C4C8A777-C805-4E41-8974-CF03BC00F201

SME

BORING DATA SHEET

PROJECT NAME: CRAA Roadway Improvement Project
PROJECT NO.: 096093.00
LOCATION: Lansing, Michigan
CLIENT: Fishbeck
DATE: 11/13/24
DRILLED BY: ZAH/MWR
LOGGED BY: MWR/JSF

BORING: B32
ROADWAY: Capital City Boulevard
LANE: Northbound (East Lane)
STATION: 2,125 Feet North
OFFSET: 8 Feet East

PAVEMENT AND SUBSURFACE CONDITIONS

Layer, in. From	Layer, in. To	Layer Thickness, in.	Description	Comment
0	1 3/4	1 3/4	Asphalt Pavement Wearing Course	Intact
1 3/4	3 3/4	2	Asphalt Pavement Leveling Course	Intact
3 3/4	6	2 1/4	Asphalt Pavement Leveling Course	Intact
6	10 1/4	4 1/4	Asphalt Pavement Base Course	Intact - Slight Voids
10 1/4	18	7 3/4	Fine to Coarse SAND with Gravel - Brown - Moist	(SP/ Agg Base)
18	48	30	LEAN CLAY with Sand - Brown - Stiff	(CL) At 20" Qp= 1.75 ksf; MC= 16%
			End of Boring At 4 Feet Below Ground Surface	

Depth to Groundwater From Ground Surface
Upon Completion: Not Encountered

NOTES:
1) The indicated stratification lines are approximate and in situ transition between materials may be gradual.
2) Qp = Estimated shear strength from hand penetrometer; MC = Moisture content.
3) Station measured from Capital City Blvd/Grand River Ave intersection. Offset measured from centerline.

DCP TEST RESULTS

Depth to start of test from ex. ground surface: 12 inches

No. of Blows	Pen. (mm)	Blow Set (mm)	Pen./Blow (mm)	Blow Factor	Depth from Surface (inches)	CBR (%)	Comment	Soil Type	Average CBR (%)
0	380	0							
30	450	70	2	2	14.8	52.0	Poor	Agg Base	
30	515	65	2	2	17.3	54.5	Poor	Agg Base	
10	595	80	6	2	20.4	34.2	Poor	Agg Base	49
10	670	75	7	2	23.2	14.2	Good	Subgrade	
10	725	90	9	2	25.6	11.5	Good	Subgrade	
10	835	110	11	2	29.9	7.1	Marginal	Subgrade	
10	920	85	9	2	33.3	12.2	Good	Subgrade	
7	980	60	9	2	35.6	12.1	Good	Subgrade	
10	1040	60	6	2	38.0	16.1	Good	Subgrade	12.1

Hammer Blow Factor: 1 for 17.6 lb Hammer and 2 for 10.1 lb Hammer

*CBR breakfixes are based on blow counts performed prior to sampling. Depths are approximate.

Support Conditions	CBR Range for Aggregate Base Materials (%)	CBR Range for Subgrade Soils (%)
Good	>80	>10
Marginal	60 to 80	5 to 10
Poor	30 to 60	3 to 5
Very Poor	<30	<3

**Core picture shows approximate thickness
CORE LOG DCP 1 meter rod (standard).XLS ver. 2011 4- Clay DCP

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SOIL BORINGS

NO SCALE

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Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	aleppek
Designer	aleppek
Reviewer	ksimons
Manager	ksimons

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PROJECT NO.
241594

SHEET NO.
155

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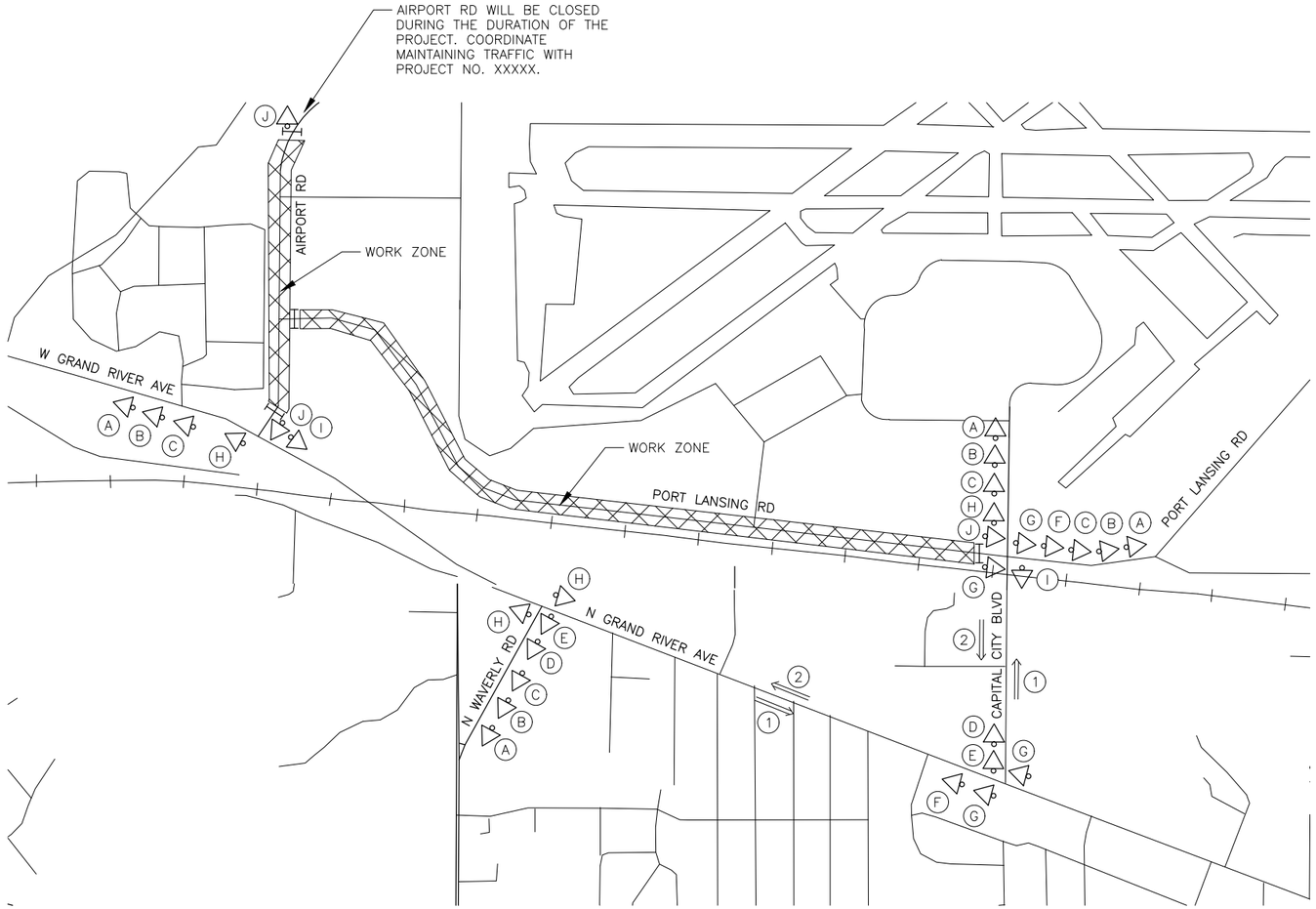

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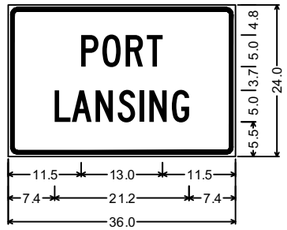
1. DETOUR EB N GRAND RIVER AVE RD TO CAPITAL CITY BLVD
2. DETOUR SB CAPITAL CITY BLVD TO N GRAND RIVER AVE

MT SIGN DETAIL #1 (48" X 12")

3.0" Radius, 1.3" Border, 0.8" Indent, Black on Orange;
"PORT LANSING" C;

MT SIGN DETAIL #2 (36" X 24")



1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
"PORT", C 75% spacing;
"LANSING", C 75% spacing;

DETOUR SIGN QUANTITIES
THIS SHEET–FOR INFORMATION ONLY

SIGN	SIZE	QTY
W20–1	48" X 48"	4
W20–3	48" X 48"	4
W20–2	48" X 48"	4
M4–9kR	30" X 30"	2
M4–9R	30" X 24"	2
M4–9kL	30" X 30"	2
M4–9L	30"X 24"	4
M4–9j	30" X 24"	4
M4–8a	24" X 18"	2
R11–2	48" X 30"	3
SP #1	48" X 12"	12
SP #2	36" X 24"	16

W20–1 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

A

W20–3 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

B

W20–2 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

C

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9kR (30" X 30")
(BLACK ON ORANGE)

D

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9R (30" X 24")
(BLACK ON ORANGE)

E

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9kL (30" X 30")
(BLACK ON ORANGE)

F

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9L (30" X 24")
(BLACK ON ORANGE)

G

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9j (30" X 24")
(BLACK ON ORANGE)

H

SP #2 (36" X 12")
(BLACK ON ORANGE)

M4–8a (24" X 18")
(BLACK ON ORANGE)

I

R11–2 (48" X 30")
(BLACK ON WHITE)

J

CONTRACTOR IS RESPONSIBLE FOR PLACING A SUFFICIENT NUMBER OF TYPE III BARRICADES TO COMPLETELY CLOSE OFF ROAD TRAFFIC. R11–2 SIGN SHALL BE PLACED ON SEPARATE SIGN SUPPORT BEHIND THE BARRICADES.

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Capital Region Airport Auth.
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%OYG 5HKDE

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BID PLANS 02/09/2026

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0DQDJHUNVLPRQV

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LQGLFDWHG DQG JUDSKL
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NORTH

SHEET NOTES

1. DETOUR SB CAPITAL CITY BLVD TO DEWITT RD / N MARTIN LUTHER KING JR BLVD VIA N GRAND RIVER AVE
2. DETOUR SB DEWITT RD / N MARTIN LUTHER KING JR BLVD TO CAPITAL CITY BLVD VIA N GRAND RIVER AVE

W20-1 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

(A)

W20-3 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

(B)

W20-2 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

(C)

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4-9kR (30" X 30")
(BLACK ON ORANGE)

(D)

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4-9R (30" X 24")
(BLACK ON ORANGE)

(E)

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4-9kL (30" X 30")
(BLACK ON ORANGE)

(F)

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4-9L (30" X 24")
(BLACK ON ORANGE)

(G)

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4-9j (30" X 24")
(BLACK ON ORANGE)

(H)

SP #2 (36" X 12")
(BLACK ON ORANGE)

M4-8a (24" X 18")
(BLACK ON ORANGE)

(I)

R11-2 (48" X 30")
(BLACK ON WHITE)

(J)

R11-4 (60" X 30")
(BLACK ON WHITE)

(K)

CONTRACTOR IS RESPONSIBLE FOR PLACING A SUFFICIENT NUMBER OF TYPE III BARRICADES TO COMPLETELY CLOSE OFF ROAD TRAFFIC WITH R11-2 OR PLACE TYPE III BARRICADE AND R11-4 ON THE SHOULDER AS APPLICABLE. R11-2 AND R11-4 SIGNS SHALL BE PLACED ON SEPARATE SIGN SUPPORT BEHIND THE BARRICADES.

DETOUR SIGN QUANTITIES
THIS SHEET–FOR INFORMATION ONLY

SIGN	SIZE	QTY
W20-1	48" X 48"	7
W20-3	48" X 48"	7
W20-2	48" X 48"	7
M4-9kR	30" X 30"	3
M4-9R	30" X 24"	3
M4-9kL	30" X 30"	4
M4-9L	30"X 24"	8
M4-9j	30" X 24"	8
M4-8a	24" X 18"	2
R11-2	48" X 30"	3
R11-4	60" X 30"	2
SP #1	48" X 12"	21
SP #2	36" X 24"	28

DETOUR PLAN 2

SEGMENT 2: PORT LANSING RD

NOT TO SCALE

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Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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PROJECT NO.
241594

SHEET NO.
157

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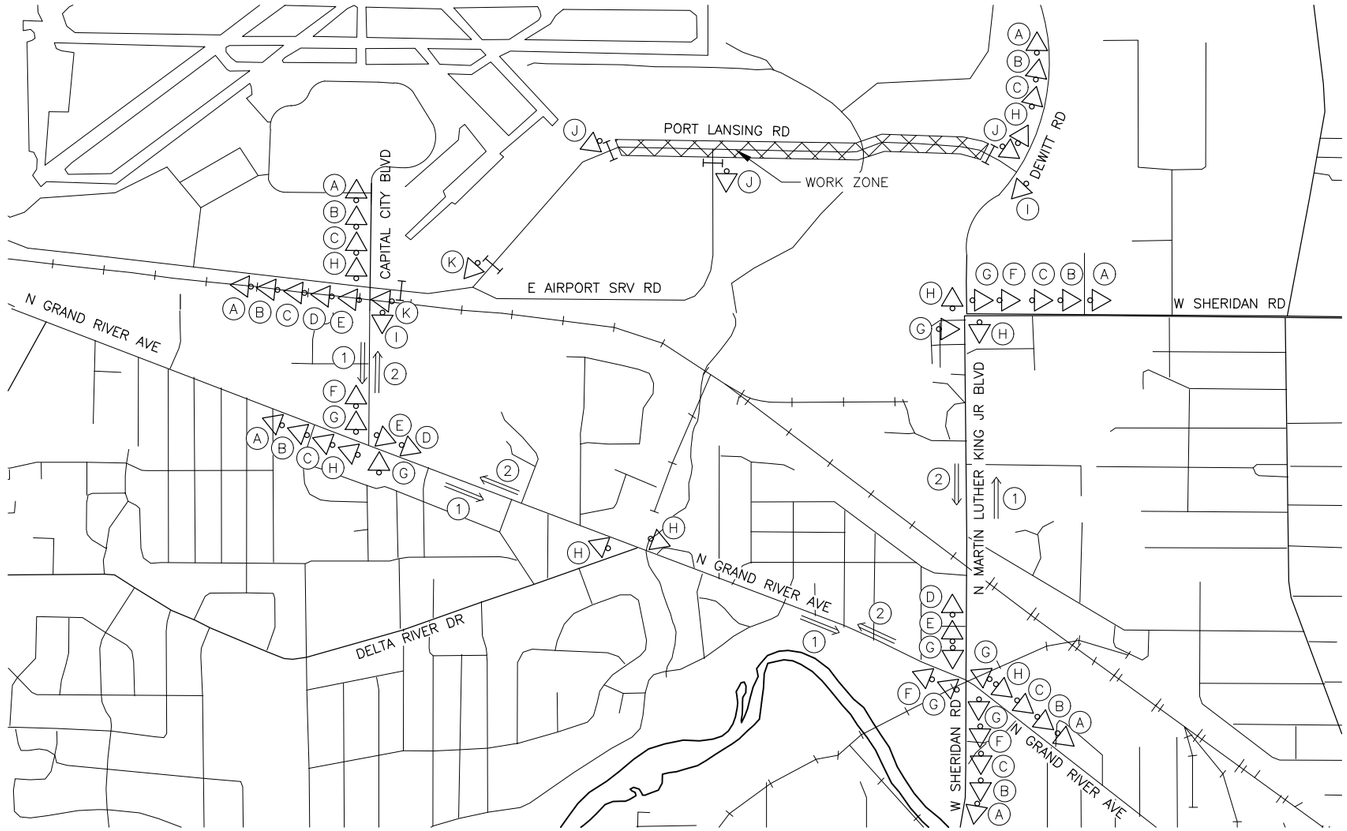

NORTH

SHEET NOTES

1. DETOUR SB CAPITAL CITY BLVD TO DEWITT RD / N MARTIN LUTHER KING JR BLVD VIA N GRAND RIVER AVE
2. DETOUR SB DEWITT RD / N MARTIN LUTHER KING JR BLVD TO CAPITAL CITY BLVD VIA N GRAND RIVER AVE

W20–1 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

Ⓐ

W20–3 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

Ⓑ

W20–2 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

Ⓒ

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9kR (30" X 30")
(BLACK ON ORANGE)

Ⓓ

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9R (30" X 24")
(BLACK ON ORANGE)

Ⓔ

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9kL (30" X 30")
(BLACK ON ORANGE)

Ⓕ

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9L (30" X 24")
(BLACK ON ORANGE)

Ⓖ

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9j (30" X 24")
(BLACK ON ORANGE)

Ⓗ

SP #2 (36" X 12")
(BLACK ON ORANGE)

M4–8a (24" X 18")
(BLACK ON ORANGE)

Ⓘ

R11–2 (48" X 30")
(BLACK ON WHITE)

Ⓙ

R11–4 (60" X 30")
(BLACK ON WHITE)

Ⓚ

CONTRACTOR IS RESPONSIBLE FOR PLACING A SUFFICIENT NUMBER OF TYPE III BARRICADES TO COMPLETELY CLOSE OFF ROAD TRAFFIC WITH R11–2 OR PLACE TYPE III BARRICADE AND R11–4 ON THE SHOULDER AS APPLICABLE.
R11–2 AND R11–4 SIGNS SHALL BE PLACED ON SEPARATE SIGN SUPPORT BEHIND THE BARRICADES.

DETOUR SIGN QUANTITIES
THIS SHEET–FOR INFORMATION ONLY

SIGN	SIZE	QTY
W20–1	48" X 48"	7
W20–3	48" X 48"	7
W20–2	48" X 48"	7
M4–9kR	30" X 30"	3
M4–9R	30" X 24"	3
M4–9kL	30" X 30"	4
M4–9L	30"X 24"	8
M4–9j	30" X 24"	8
M4–8a	24" X 18"	2
R11–2	48" X 30"	3
R11–4	60" X 30"	2
SP #1	48" X 12"	21
SP #2	36" X 24"	28

DETOUR PLAN 3

SEGMENT 3: PORT LANSING RD

NOT TO SCALE

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Capital Region Airport Auth.
Capital Region International Airport
Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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PROJECT NO.
241594

SHEET NO.
158

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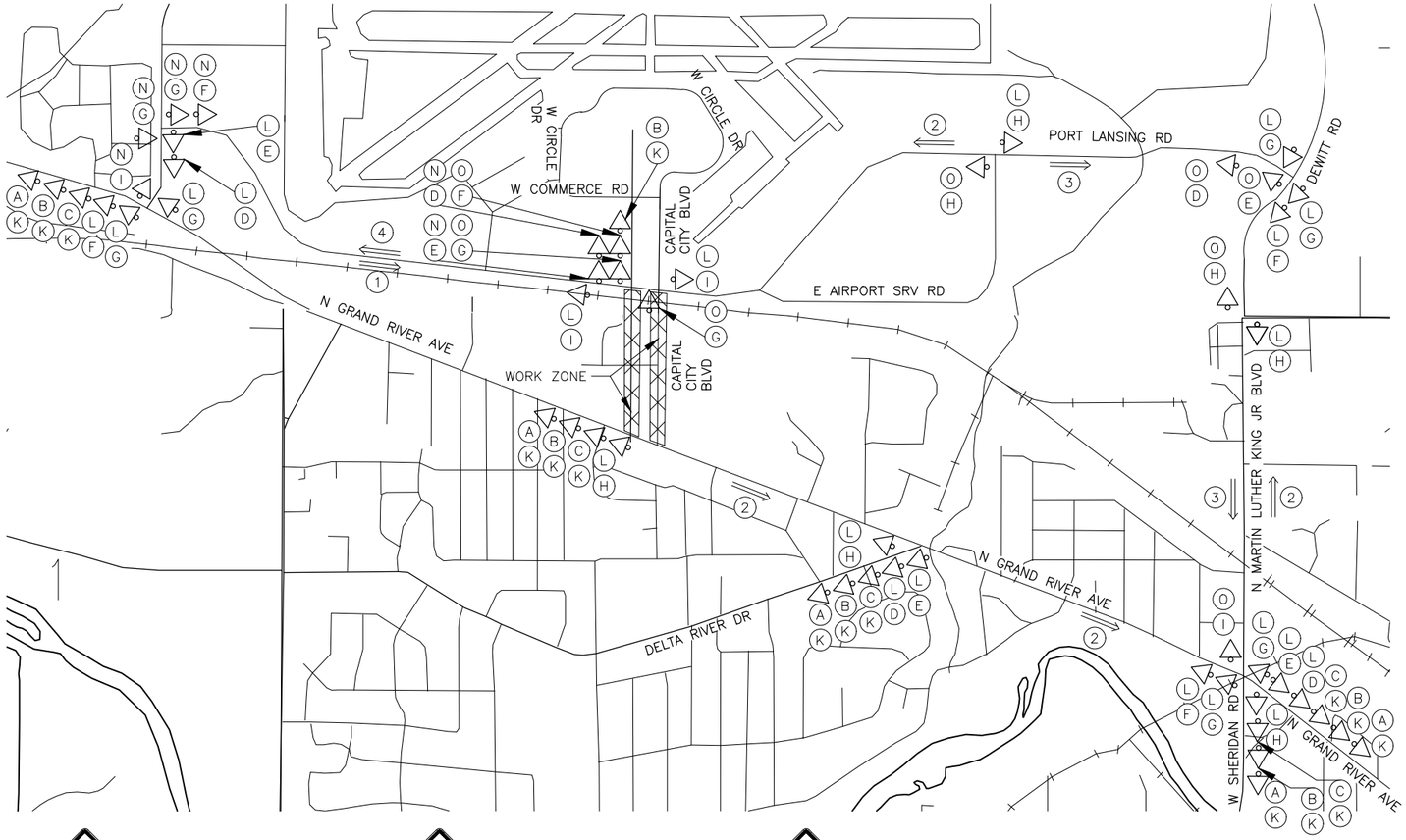
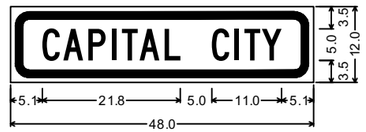


SHEET NOTES

1. DETOUR NB CAPITAL CITY BLVD TO CIRCLE DR VIA AIRPORT RD AND PORT LANSING RD
2. DETOUR NB CAPITAL CITY BLVD TO CIRCLE DR VIA DEWITT RD / N MARTIN LUTHER KING JR BLVD AND PORT LANSING RD
3. DETOUR SB CAPITAL CITY BLVD TO EB N GRAND RIVER AVE VIA PORT LANSING RD AND DEWITT RD / N MARTIN LUTHER KING JR BLVD
4. DETOUR SB CAPITAL CITY BLVD TO WB N GRAND RIVER AVE VIA PORT LANSING RD AND AIRPORT RD

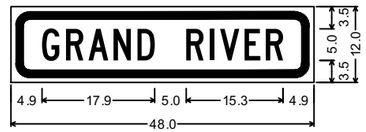
NORTH

MT SIGN DETAIL #3 (48" X 12")



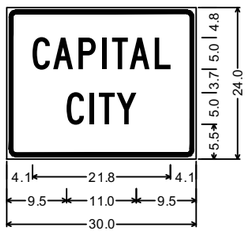
3.0" Radius, 1.3" Border, 0.8" Indent, Black on Orange;
"CAPITAL CITY", C;
Table of widths and spaces

MT SIGN DETAIL #5 (48" X 12")



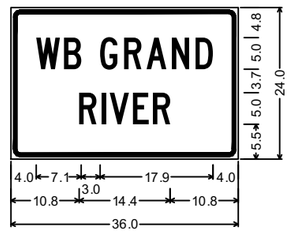
3.0" Radius, 1.3" Border, 0.8" Indent, Black on Orange;
"GRAND RIVER", C;
Table of widths and spaces

MT SIGN DETAIL #4 (30" X 24")



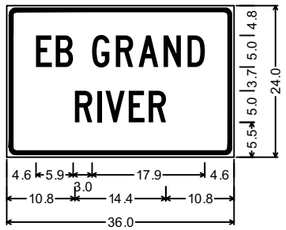
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
"CAPITAL", C; "CITY", C;
Table of widths and spaces

MT SIGN DETAIL #6 (36" X 24")



1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
"WB", C 75% spacing;
"GRAND", C;
"RIVER" C 75% spacing;

MT SIGN DETAIL #7 (36" X 24")



1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
"EB", C 75% spacing;
"GRAND", C;
"RIVER", C 75% spacing;
Table of widths and spaces

DETOUR SIGN QUANTITIES
THIS SHEET–FOR INFORMATION ONLY

SIGN	SIZE	QTY
W20–1	48" X 48"	4
W20–3	48" X 48"	5
W20–2	48" X 48"	4
M4–9kR	30" X 30"	5
M4–9R	30" X 24"	5
M4–9kL	30" X 30"	5
M4–9L	30"X 24"	10
M4–9j	30" X 24"	7
M4–8a	24" X 18"	4
R11–2	48" X 30"	0
SP #3	48" X 12"	15
SP #4	30" X 24"	21
SP #5	48" X 12"	0
SP #6	36" X 24"	6
SP #7	36" X 24"	8

W20–1 (48" X 48")
(BLACK ON ORANGE)

(A)

W20–3 (48" X 48")
(BLACK ON ORANGE)

(B)

W20–2 (48" X 48")
(BLACK ON ORANGE)

(C)

M4–9kR (30" X 30")
(BLACK ON ORANGE)

(D)

M4–9R (30" X 24")
(BLACK ON ORANGE)

(E)

M4–9kL (30" X 30")
(BLACK ON ORANGE)

(F)

M4–9L (30" X 24")
(BLACK ON ORANGE)

(G)

M4–9j (30" X 24")
(BLACK ON ORANGE)

(H)

M4–8a (24" X 18")
(BLACK ON ORANGE)

(I)

R11–2 (48" X 30")
(BLACK ON WHITE)

(J)

SP #3 (48" X 12")
(BLACK ON ORANGE)

(K)

SP #4 (30" X 24")
(BLACK ON ORANGE)

(L)

SP #5 (48" X 12")
(BLACK ON ORANGE)

(M)

SP #6 (36" X 24")
(BLACK ON ORANGE)

(N)

SP #7 (36" X 24")
(BLACK ON ORANGE)

(O)

DETOUR PLAN 4

STAGE 3: CAPITAL CITY BLVD

NOT TO SCALE

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Port Lansing Road/Capital City Blvd. Rehab

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BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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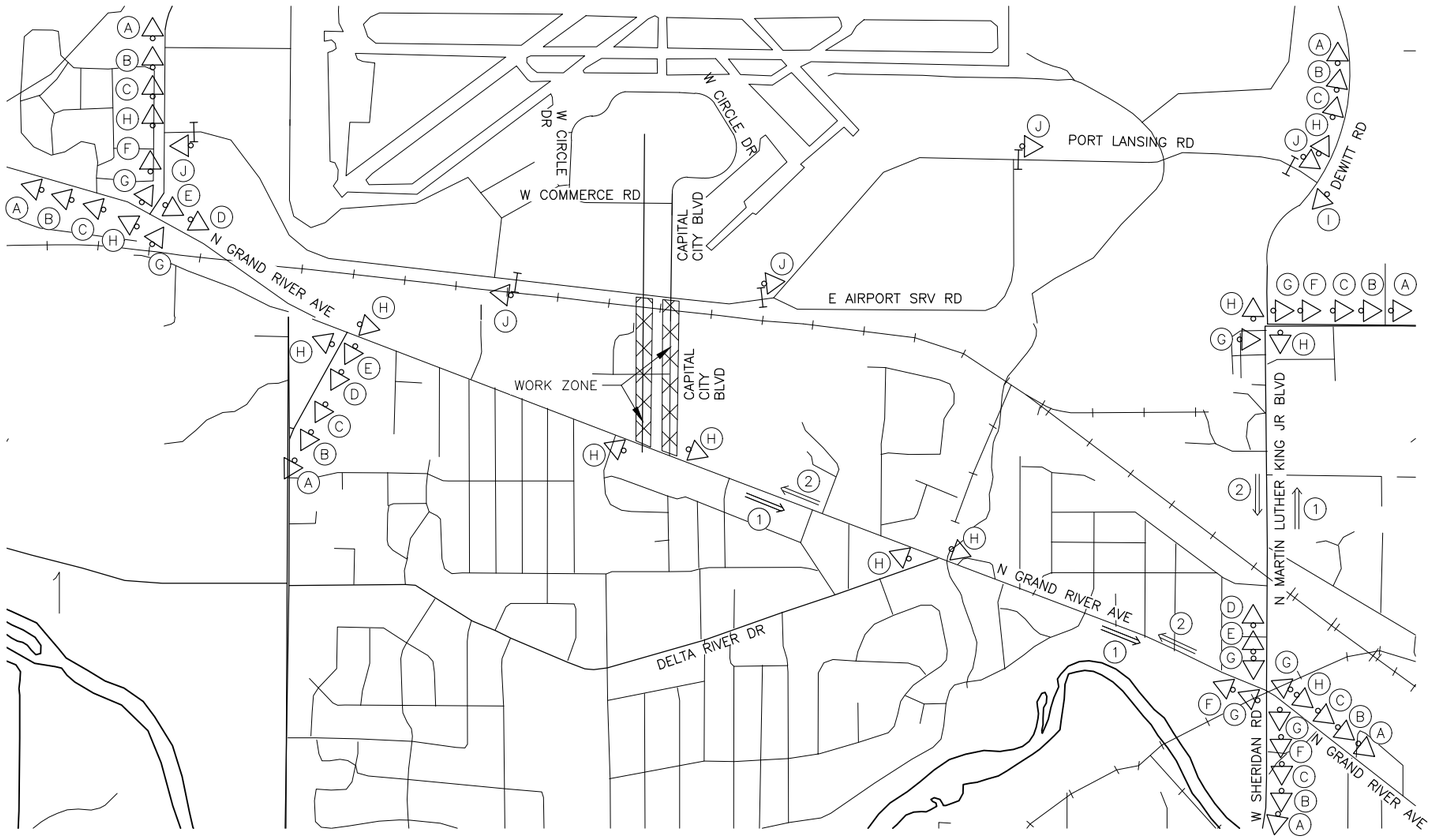

SHEET NOTES

1. DETOUR EB PORT LANSING VIA AIRPORT RD, N GRAND RIVER AVE, AND DEWITT RD / N MARTIN LUTHER KING JR BLVD
2. DETOUR WB PORT LANSING VIA DEWITT RD / N MARTIN LUTHER KING JR BLVD, N GRAND RIVER AVE, AND AIRPORT RD

* COVER OR RELOCATE CONFLICTING DETOUR SIGNS FROM DETOUR PLAN 4 BASED ON CLOSURES FOR STAGE 3A, 3B, AND 3C.

NORTH

W20–1 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

Ⓐ

W20–3 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

Ⓑ

W20–2 (48" X 48")
(BLACK ON ORANGE)

SP #1 (48" X 12")
(BLACK ON ORANGE)

Ⓒ

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9kR (30" X 30")
(BLACK ON ORANGE)

Ⓓ

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9R (30" X 24")
(BLACK ON ORANGE)

Ⓔ

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9kL (30" X 30")
(BLACK ON ORANGE)

Ⓕ

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9L (30" X 24")
(BLACK ON ORANGE)

Ⓖ

SP #2 (36" X 24")
(BLACK ON ORANGE)

M4–9j (30" X 24")
(BLACK ON ORANGE)

Ⓗ

SP #2 (36" X 12")
(BLACK ON ORANGE)

M4–8a (24" X 18")
(BLACK ON ORANGE)

Ⓘ

R11–4 (60" X 30")
(BLACK ON WHITE)

Ⓙ

PLACE TYPE III BARRICADE AND R11–4 ON THE SHOULDER AS APPLICABLE. R11–4 SIGNS SHALL BE PLACED ON SEPARATE SIGN SUPPORT BEHIND THE BARRICADES.

DETOUR SIGN QUANTITIES
THIS SHEET–FOR INFORMATION ONLY

SIGN	SIZE	QTY
W20–1	48" X 48"	7
W20–3	48" X 48"	7
W20–2	48" X 48"	7
M4–9kR	30" X 30"	3
M4–9R	30" X 24"	3
M4–9kL	30" X 30"	2
M4–9L	30"X 24"	4
M4–9j	30" X 24"	11
M4–8a	24" X 18"	2
R11–4	60" X 30"	5
SP #1	48" X 12"	21
SP #2	36" X 24"	23

DETOUR PLAN 5

STAGE 3A, 3B, 3C: PORT LANSING RD

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BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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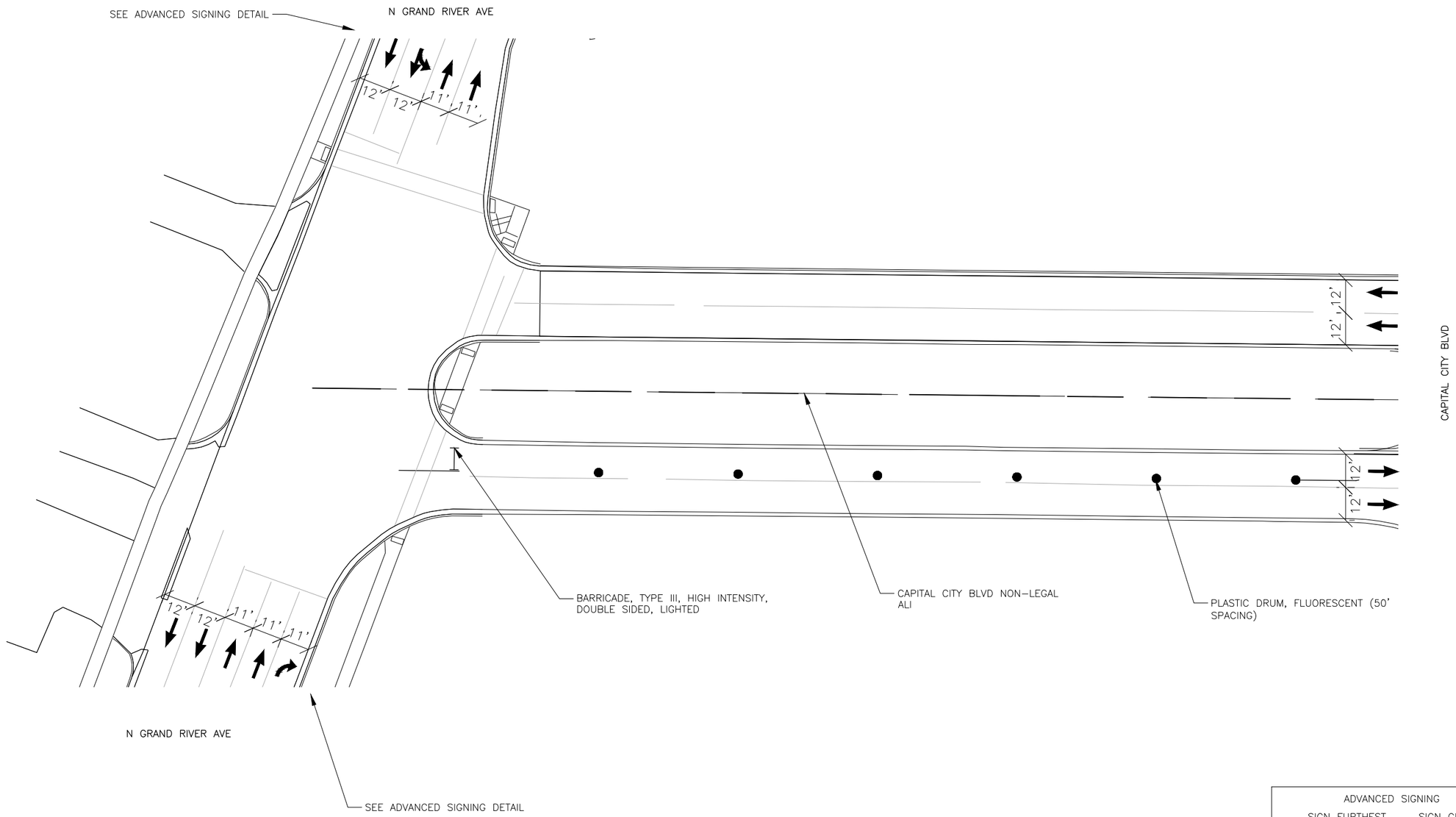

NORTH

SHEET NOTES

1. CONTRACTOR SHALL PROVIDE A MINIMUM OF 3-FOOT SEPARATION BETWEEN WORK ZONE AND TRAVEL LANES TO ALLOW FOR 42" CHANNELIZING DEVICES.
2. MAINTAIN A MINIMUM OF 11-FOOT WIDE PAVED TRAVEL LANES.
3. PROVIDE ADEQUATE BARRICADES AT DRIVES, ENTRANCES, EXCAVATIONS AND OTHER OPENINGS TO KEEP OUT UNAUTHORIZED PERSONS AND FOR PUBLIC SAFETY AND TRAFFIC CONTROL. SAFETY PROVISIONS OF APPLICABLE LAWS SHALL BE OBSERVED AT ALL TIMES. BARRICADES LEFT IN PLACE AT NIGHT SHALL BE LIGHTED.
4. WORK SHALL CONFORM TO THE MDOT 2020 STANDARD SPECIFICATIONS FOR CONSTRUCTION, MDOT STANDARD PLANS, MDOT SPECIAL PROVISIONS, AS WELL AS PROJECT SPECIFICATIONS AND DRAWINGS. IN CASE OF DISCREPANCIES BETWEEN REQUIREMENTS, THE MORE STRINGENT SHALL APPLY.
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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

ADVANCED SIGNING

SIGN FURTHEST FROM WORK ZONE	SIGN CLOSEST TO WORK ZONE
WORK ZONE BEGINS	ROAD WORK AHEAD
R5-18c	W20-1

350'

CAPITAL CITY - STA 00+00 TO STA 04+00

MAINTAINING TRAFFIC - STAGE 1

SCALE: 1" = 40'

0 20 40

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Drawn By	ldorn
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Reviewer	kreidsma
Manager	ksimons

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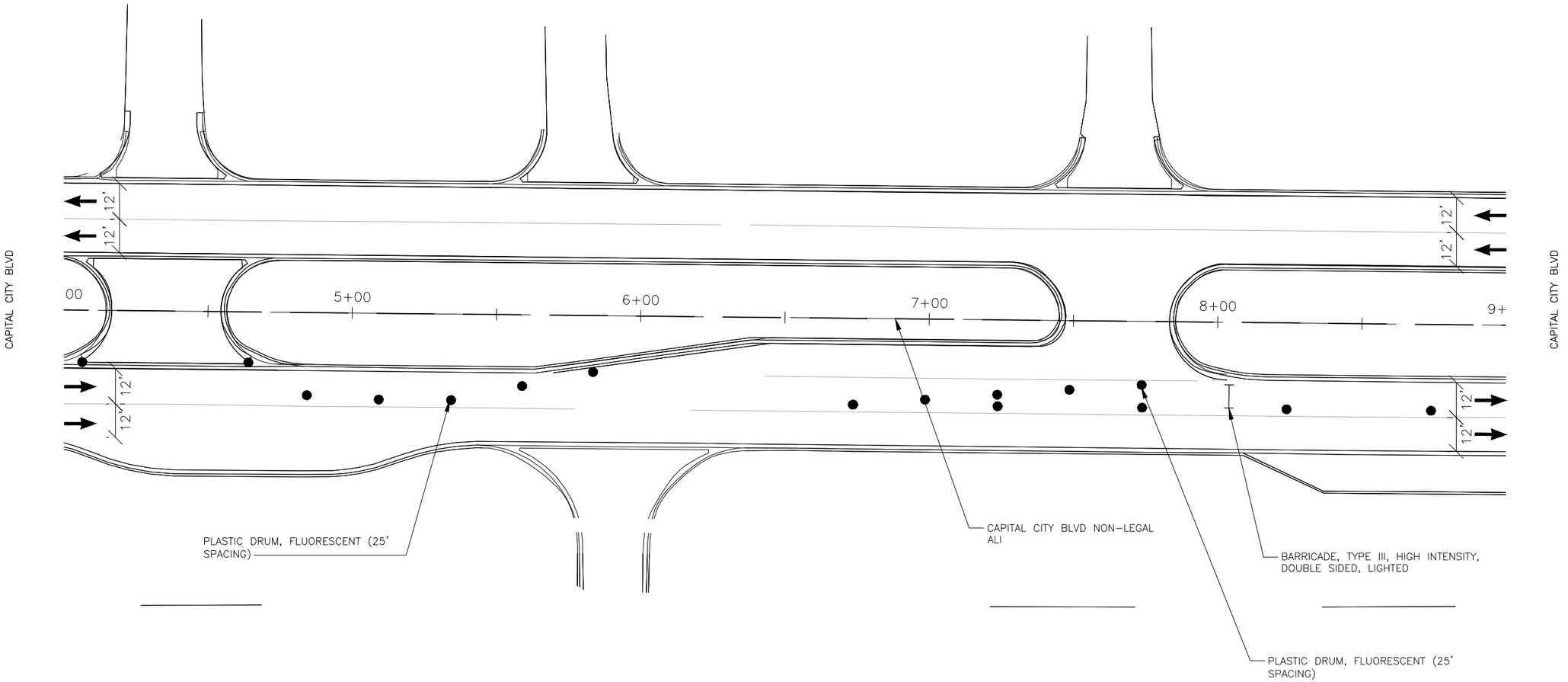

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

CAPITAL CITY - STA 04+00 TO STA 09+00

MAINTAINING TRAFFIC - STAGE 1

SCALE: 1" = 40'

0 20 40

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Manager	ksimons

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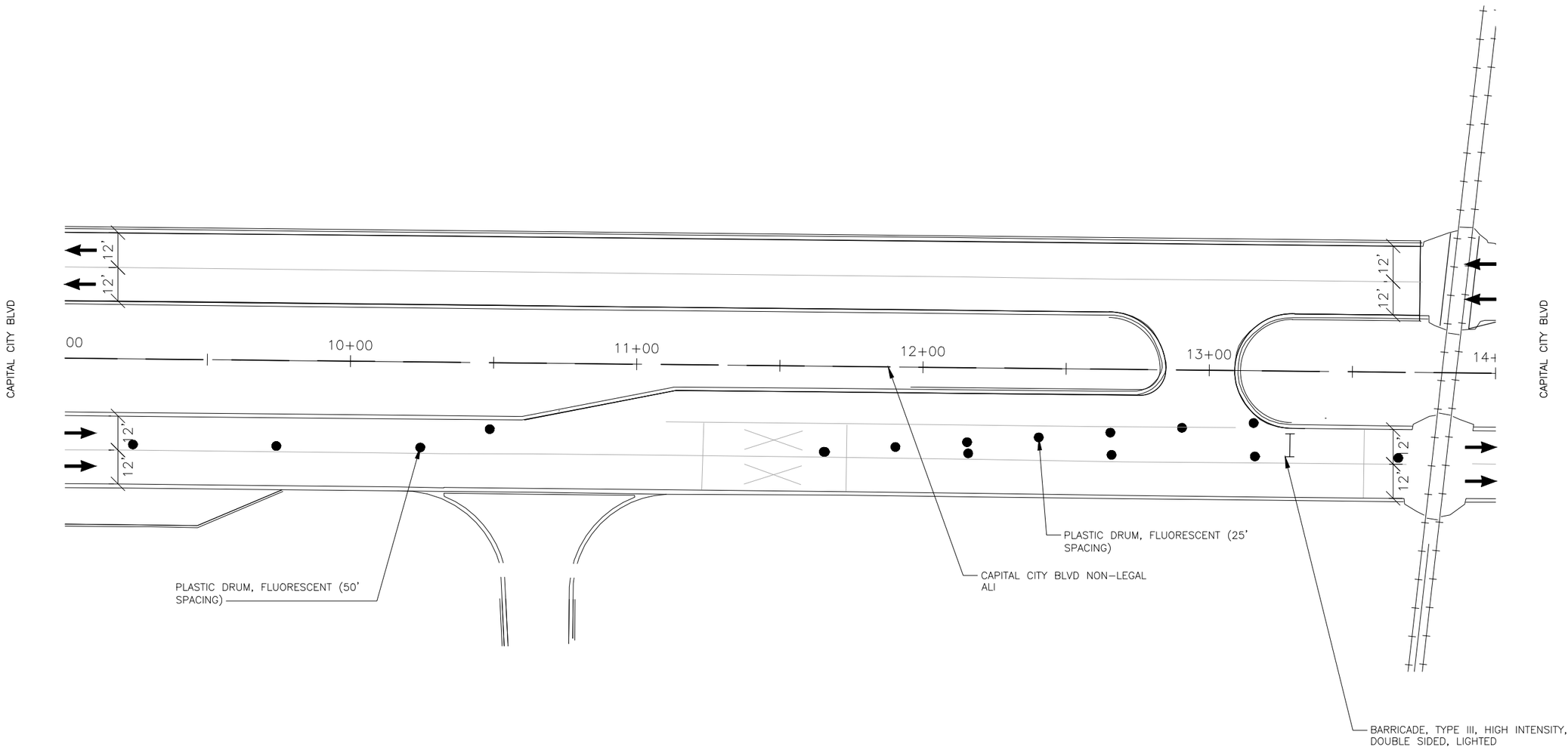

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

CAPITAL CITY - STA 09+00 TO STA 14+00

MAINTAINING TRAFFIC - STAGE 1

SCALE: 1" = 40'

0 20 40

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BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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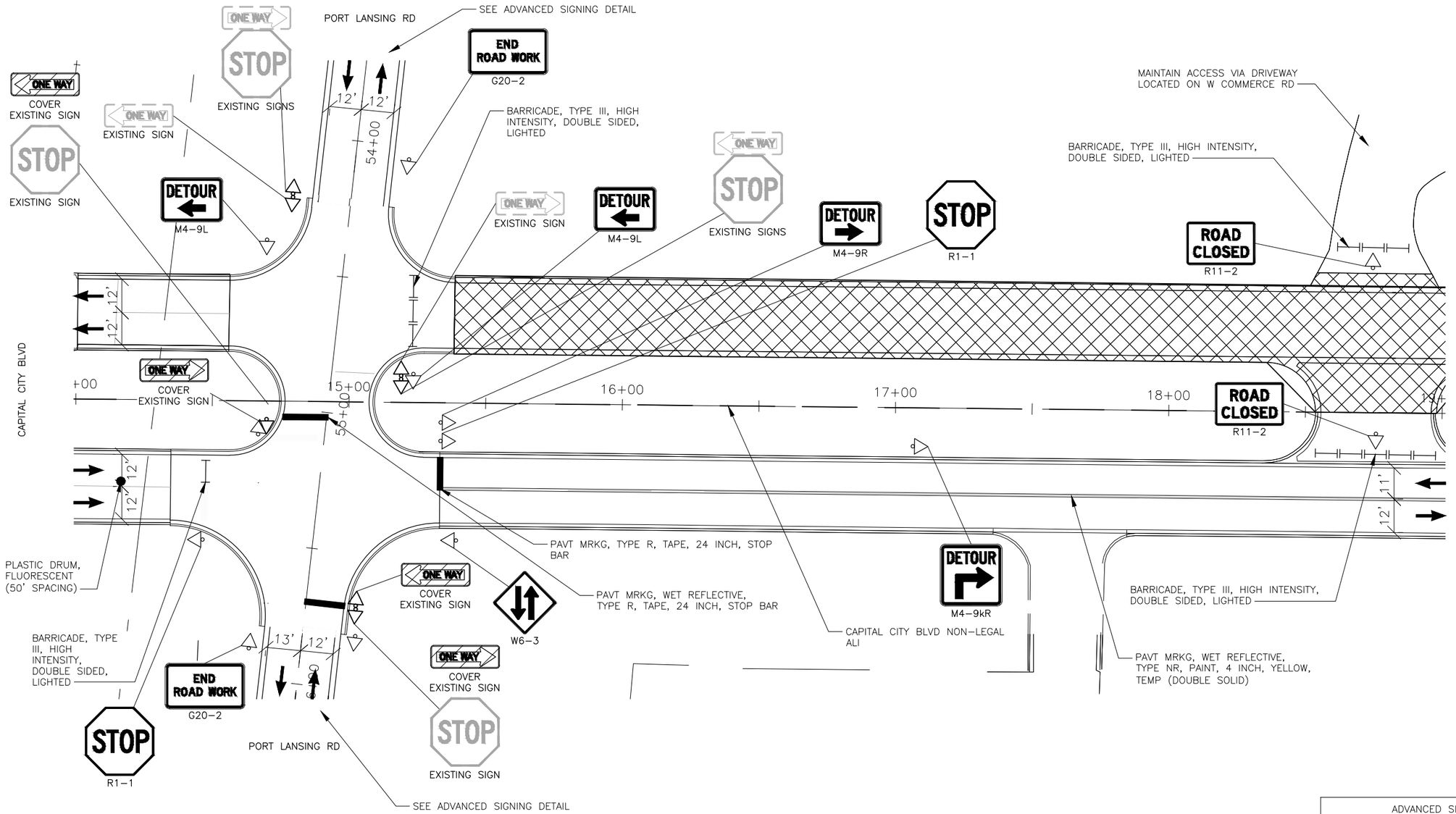

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

ADVANCED SIGNING

SIGN FURTHEST FROM WORK ZONE	SIGN CLOSEST TO WORK ZONE
WORK ZONE BEGINS	ROAD WORK AHEAD
R5-18c	W20-1

350'

CAPITAL CITY - STA 14+00 TO STA 19+00

MAINTAINING TRAFFIC - STAGE 1

SCALE: 1" = 40'

0 20 40

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Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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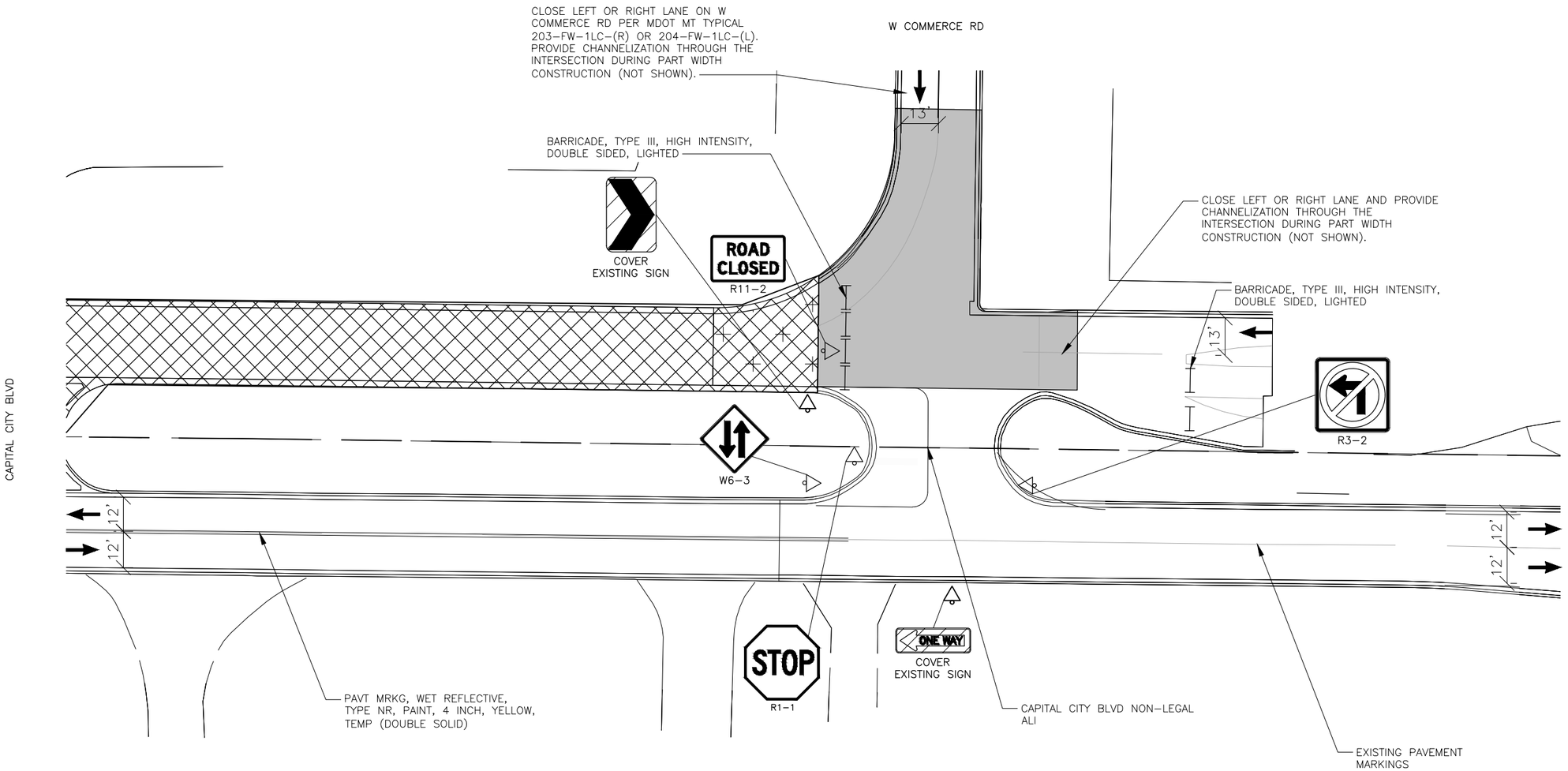

NORTH

SHEET NOTES

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

CAPITAL CITY - STA 19+00 TO STA 24+00

MAINTAINING TRAFFIC - STAGE 1

SCALE: 1" = 40'

0 20 40

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Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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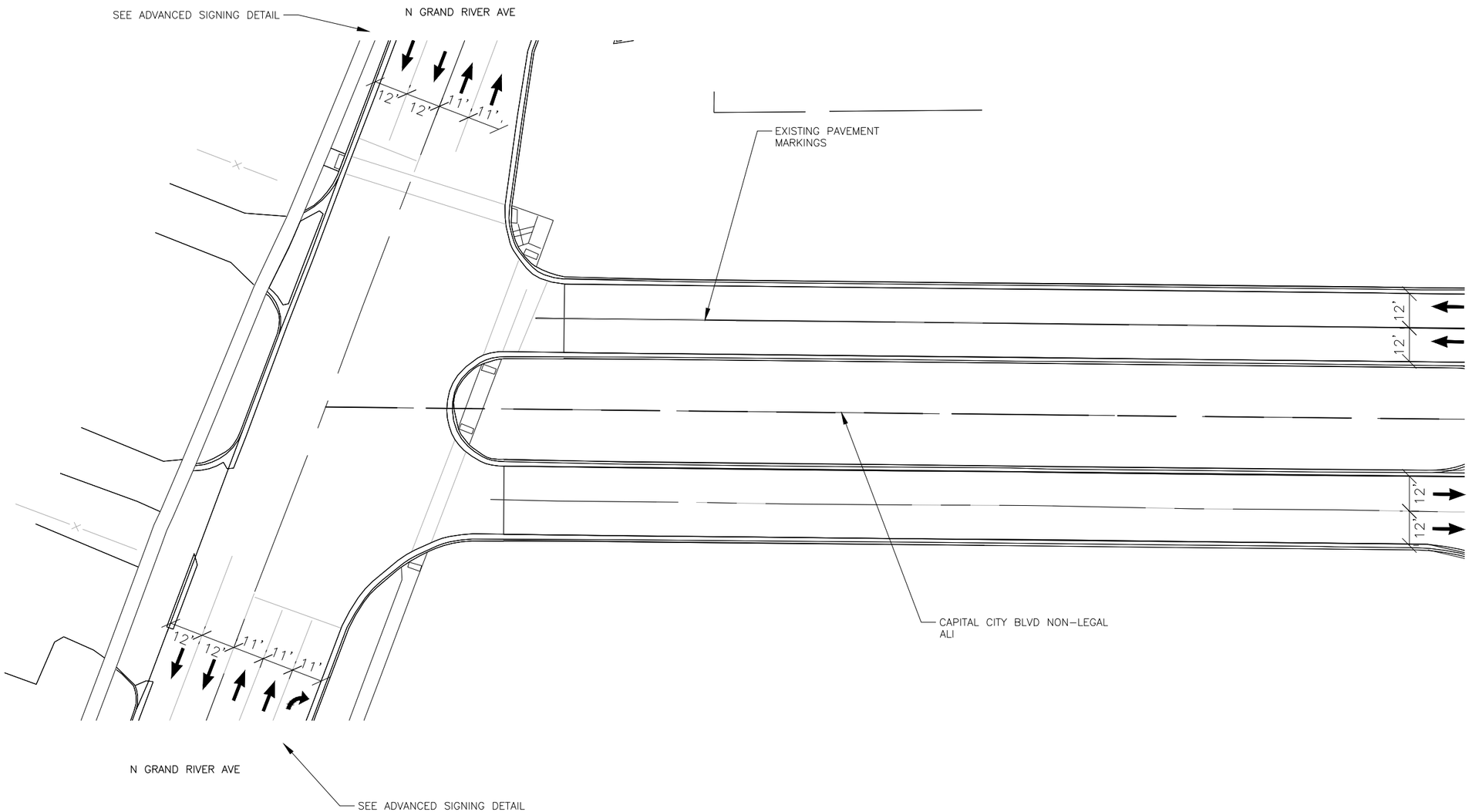

NORTH

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

ADVANCED SIGNING

SIGN FURTHEST FROM WORK ZONE	SIGN CLOSEST TO WORK ZONE
WORK ZONE BEGINS	ROAD WORK AHEAD
R5-18c	W20-1

350'

CAPITAL CITY - STA 00+00 TO STA 04+00

MAINTAINING TRAFFIC - STAGE 2

SCALE: 1" = 40'

0 20 40

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Drawn By	ldorn
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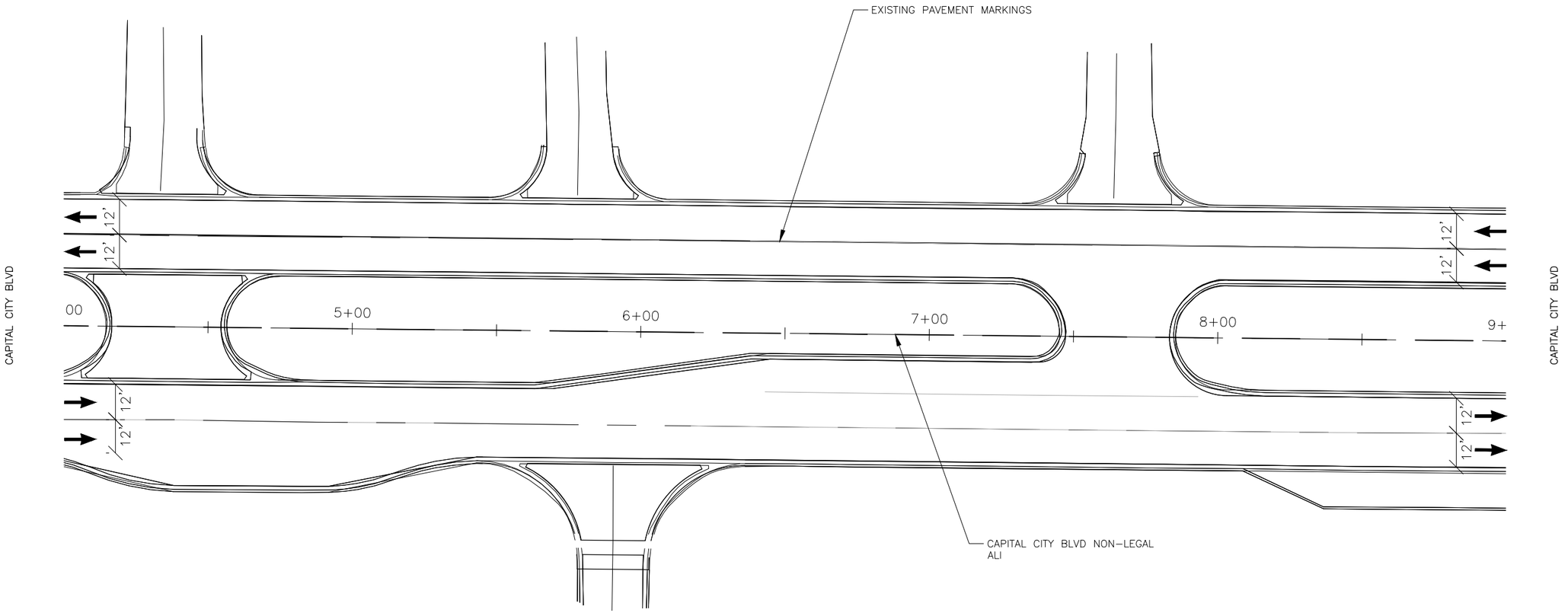

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

CAPITAL CITY - STA 04+00 TO STA 09+00

MAINTAINING TRAFFIC - STAGE 2

SCALE: 1" = 40'

0 20 40

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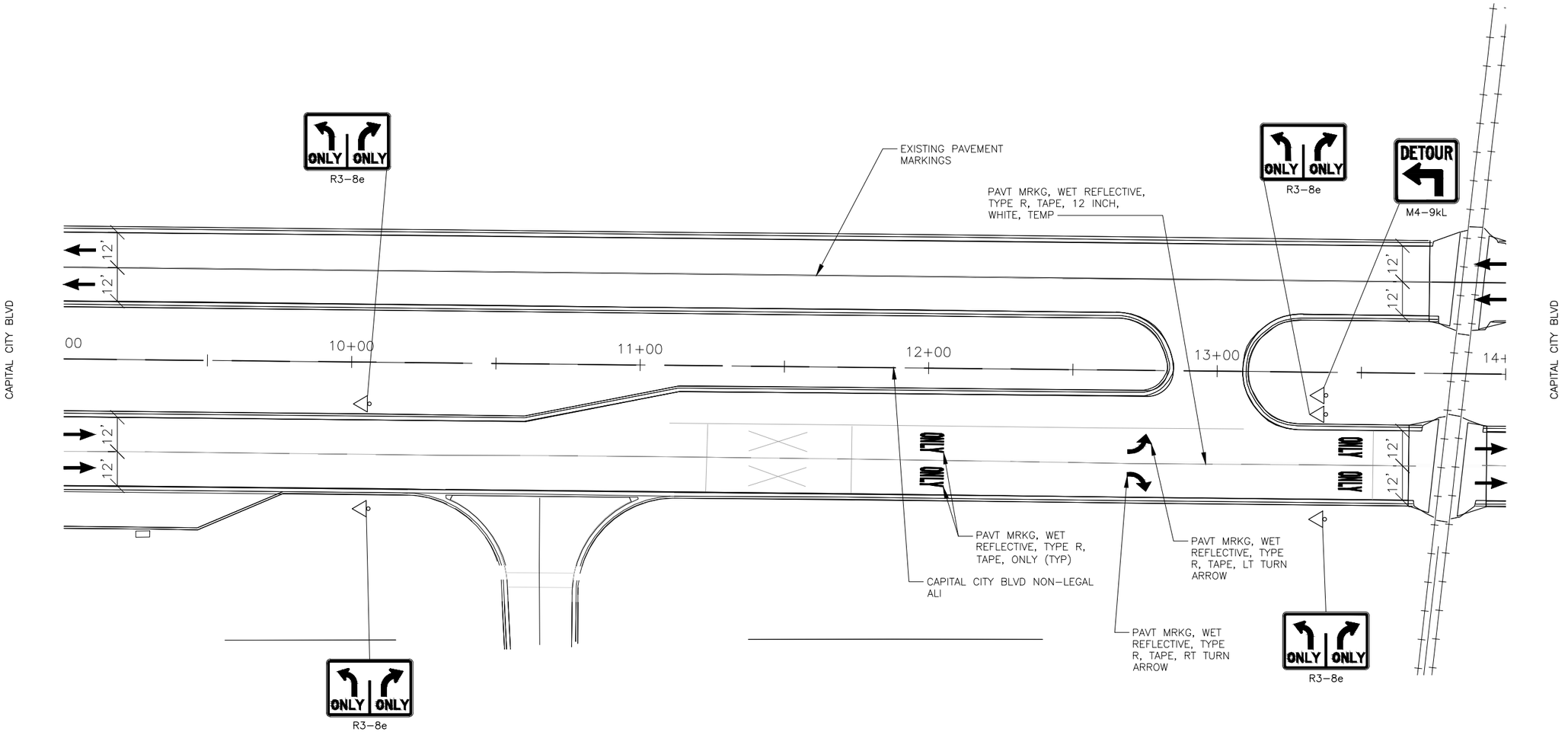

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- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

CAPITAL CITY - STA 09+00 TO STA 14+00

MAINTAINING TRAFFIC - STAGE 2

SCALE: 1" = 40'

0 20 40

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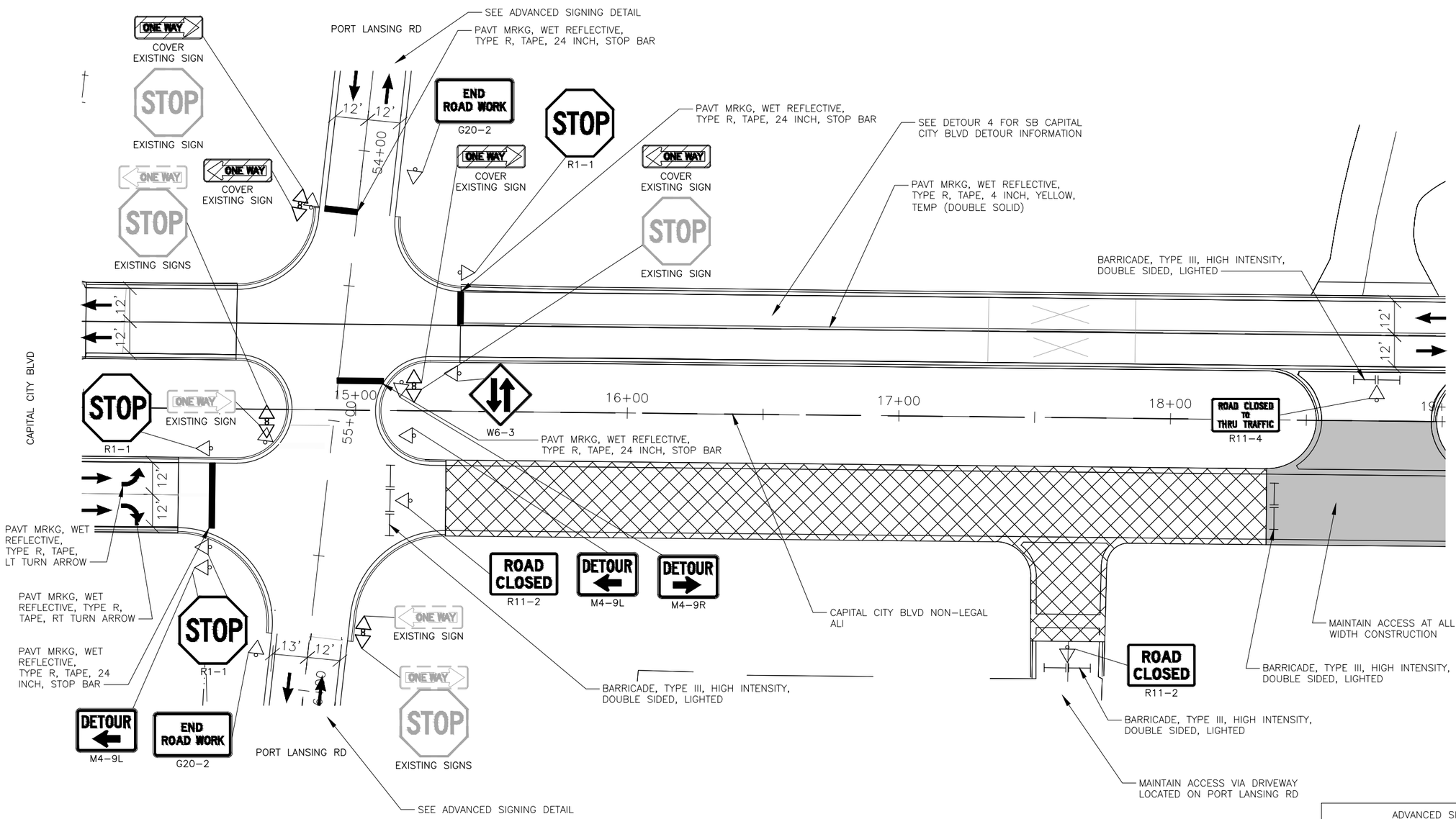

SHEET NOTES

1. CONTRACTOR SHALL PROVIDE A MINIMUM OF 3-FOOT SEPARATION BETWEEN WORK ZONE AND TRAVEL LANES TO ALLOW FOR 42" CHANNELIZING DEVICES.
2. MAINTAIN A MINIMUM OF 11-FOOT WIDE PAVED TRAVEL LANES.
3. PROVIDE ADEQUATE BARRICADES AT DRIVES, ENTRANCES, EXCAVATIONS AND OTHER OPENINGS TO KEEP OUT UNAUTHORIZED PERSONS AND FOR PUBLIC SAFETY AND TRAFFIC CONTROL. SAFETY PROVISIONS OF APPLICABLE LAWS SHALL BE OBSERVED AT ALL TIMES. BARRICADES LEFT IN PLACE AT NIGHT SHALL BE LIGHTED.
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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

ADVANCED SIGNING

SIGN FURTHEST FROM WORK ZONE	SIGN CLOSEST TO WORK ZONE
WORK ZONE BEGINS	ROAD WORK AHEAD
R5-18c	W20-1

350'

CAPITAL CITY - STA 14+00 TO STA 19+00

MAINTAINING TRAFFIC - STAGE 2

SCALE: 1" = 40'

0 20 40

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Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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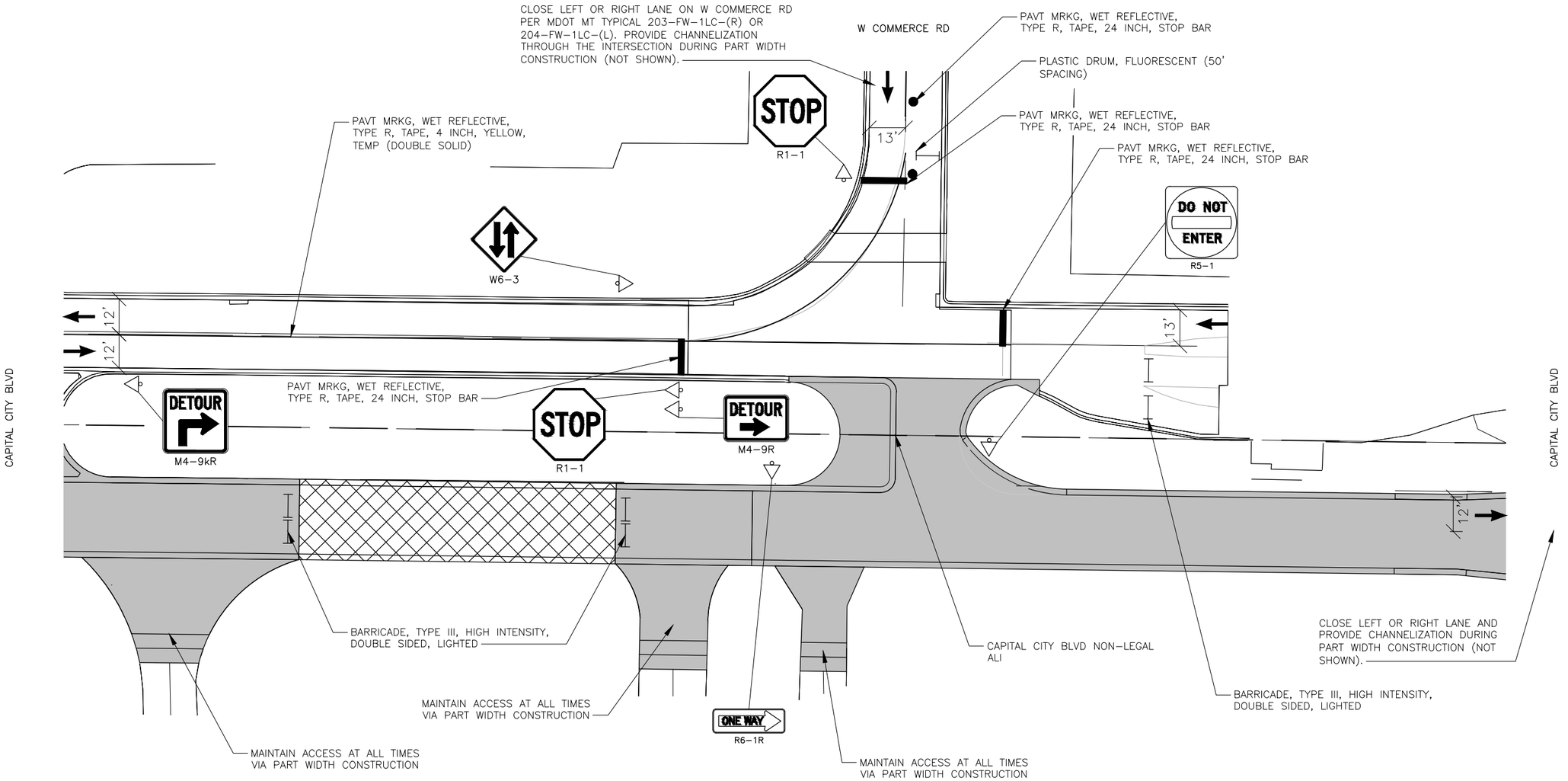

NORTH

SHEET NOTES

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

CAPITAL CITY - STA 19+00 TO STA 24+00

MAINTAINING TRAFFIC - STAGE 2

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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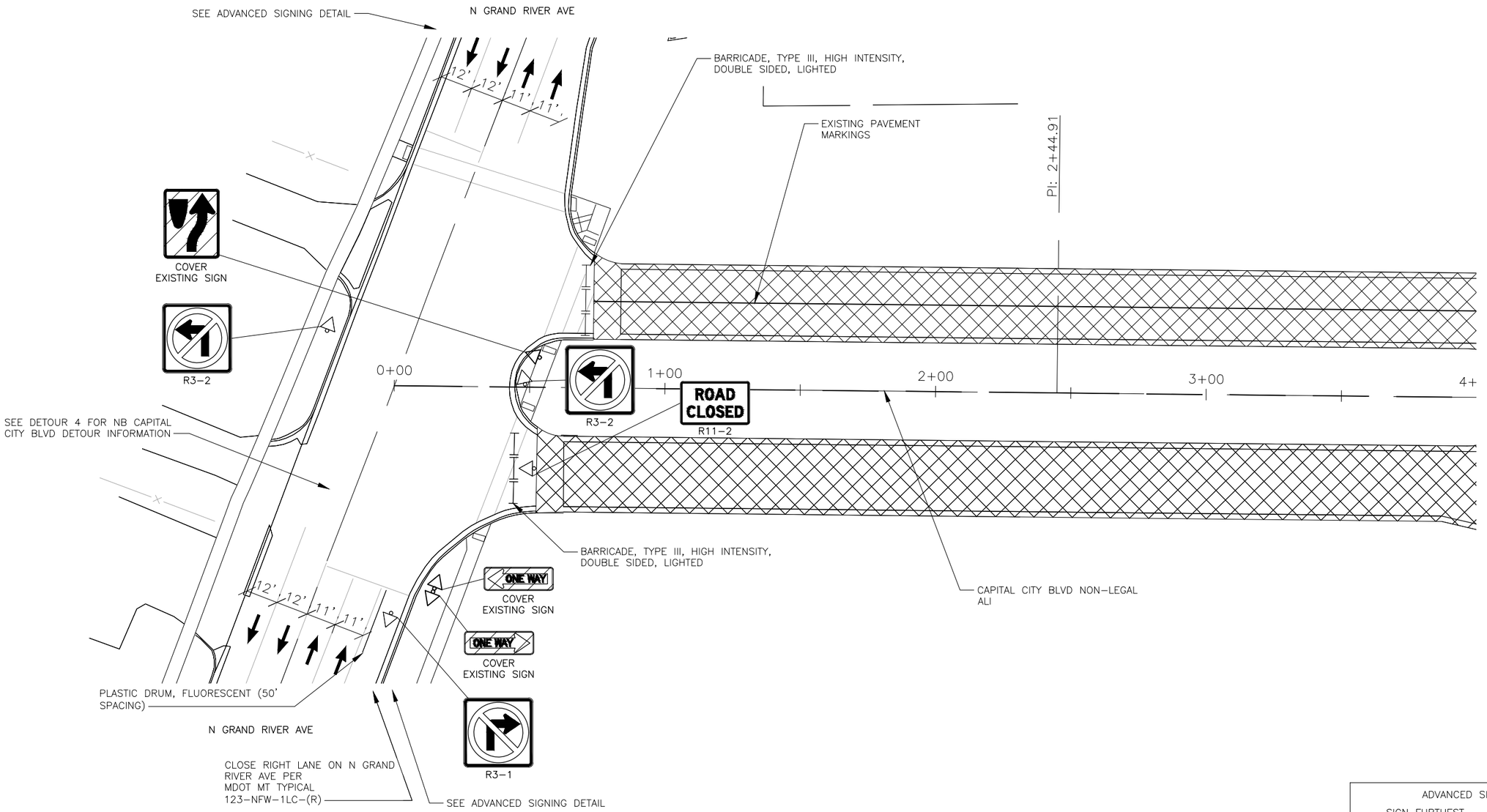

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

ADVANCED SIGNING

SIGN FURTHEST FROM WORK ZONE	SIGN CLOSEST TO WORK ZONE
WORK ZONE BEGINS	ROAD WORK AHEAD
R5-18c	W20-1

350'

CAPITAL CITY - STA 00+00 TO STA 04+00

MAINTAINING TRAFFIC - STAGE 3

SCALE: 1" = 40'

0 20 40

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BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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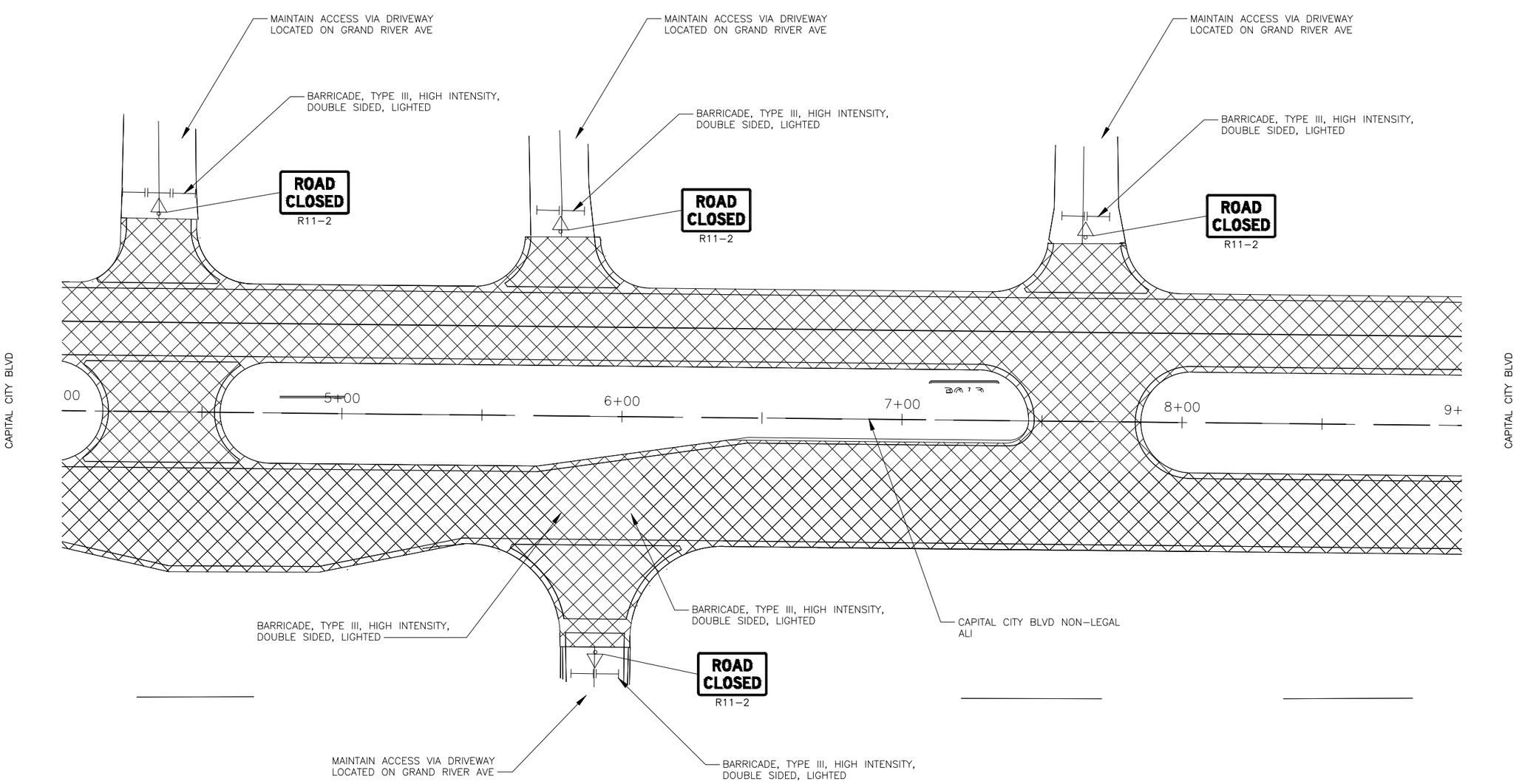

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

CAPITAL CITY - STA 04+00 TO STA 09+00

MAINTAINING TRAFFIC - STAGE 3

SCALE: 1" = 40'

0 20 40

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Capital Region International Airport

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BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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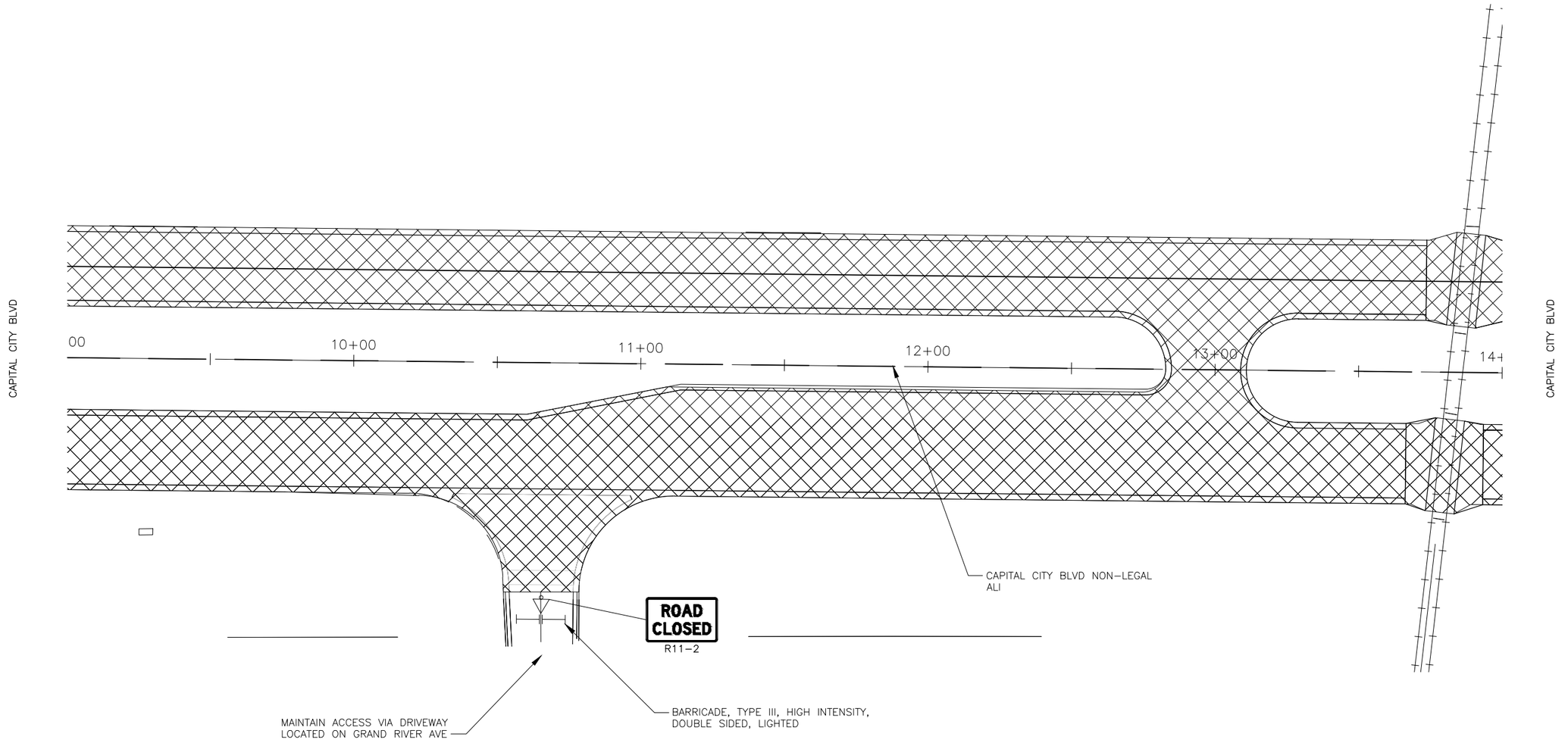

NORTH

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

CAPITAL CITY - STA 09+00 TO STA 14+00

MAINTAINING TRAFFIC - STAGE 3

SCALE: 1" = 40'

0 20 40

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BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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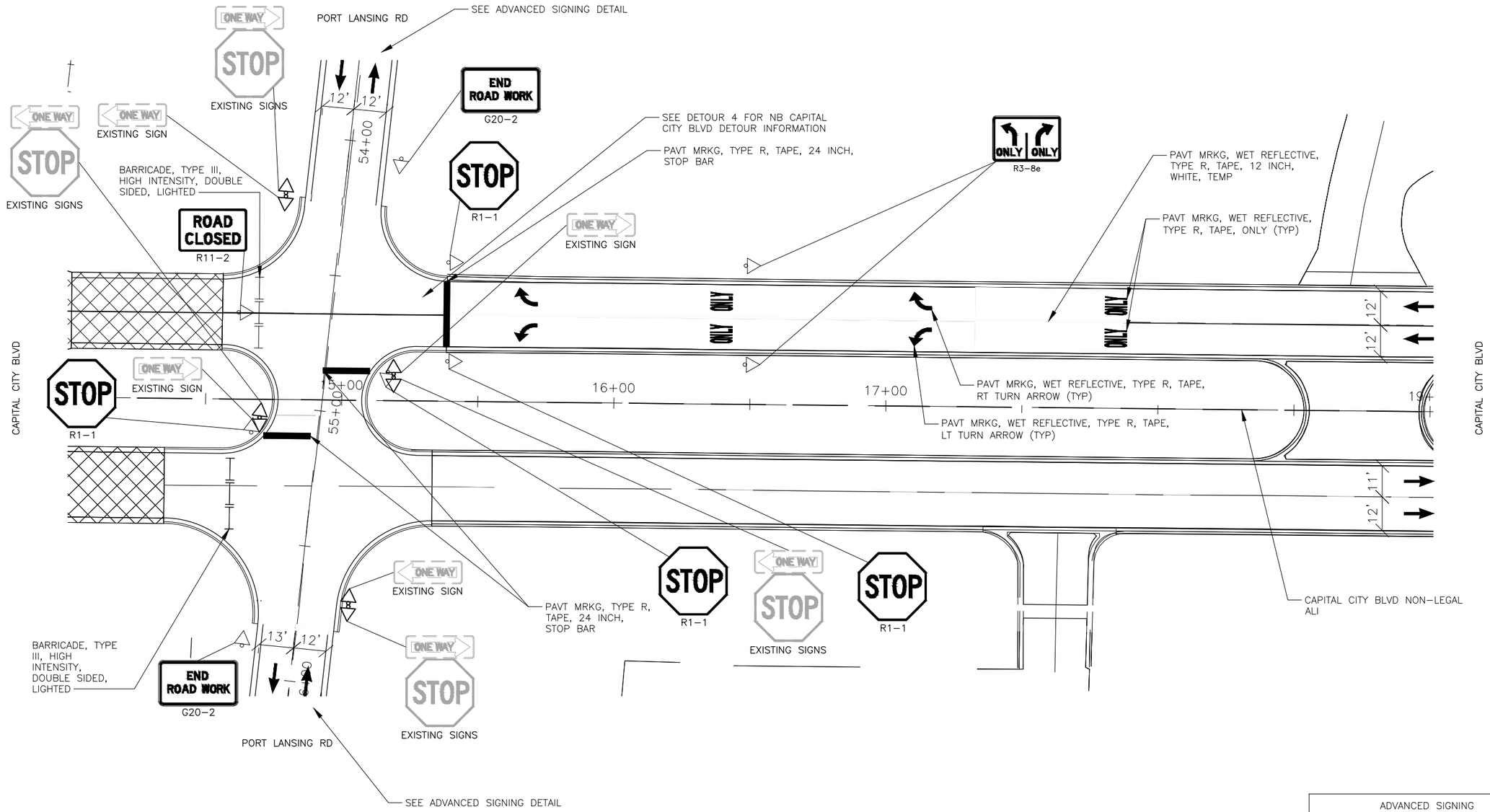

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

ADVANCED SIGNING

SIGN FURTHEST FROM WORK ZONE	SIGN CLOSEST TO WORK ZONE
WORK ZONE BEGINS	ROAD WORK AHEAD
R5-18c	W20-1

350'

CAPITAL CITY - STA 14+00 TO STA 19+00

MAINTAINING TRAFFIC - STAGE 3

SCALE: 1" = 40'

0 20 40

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BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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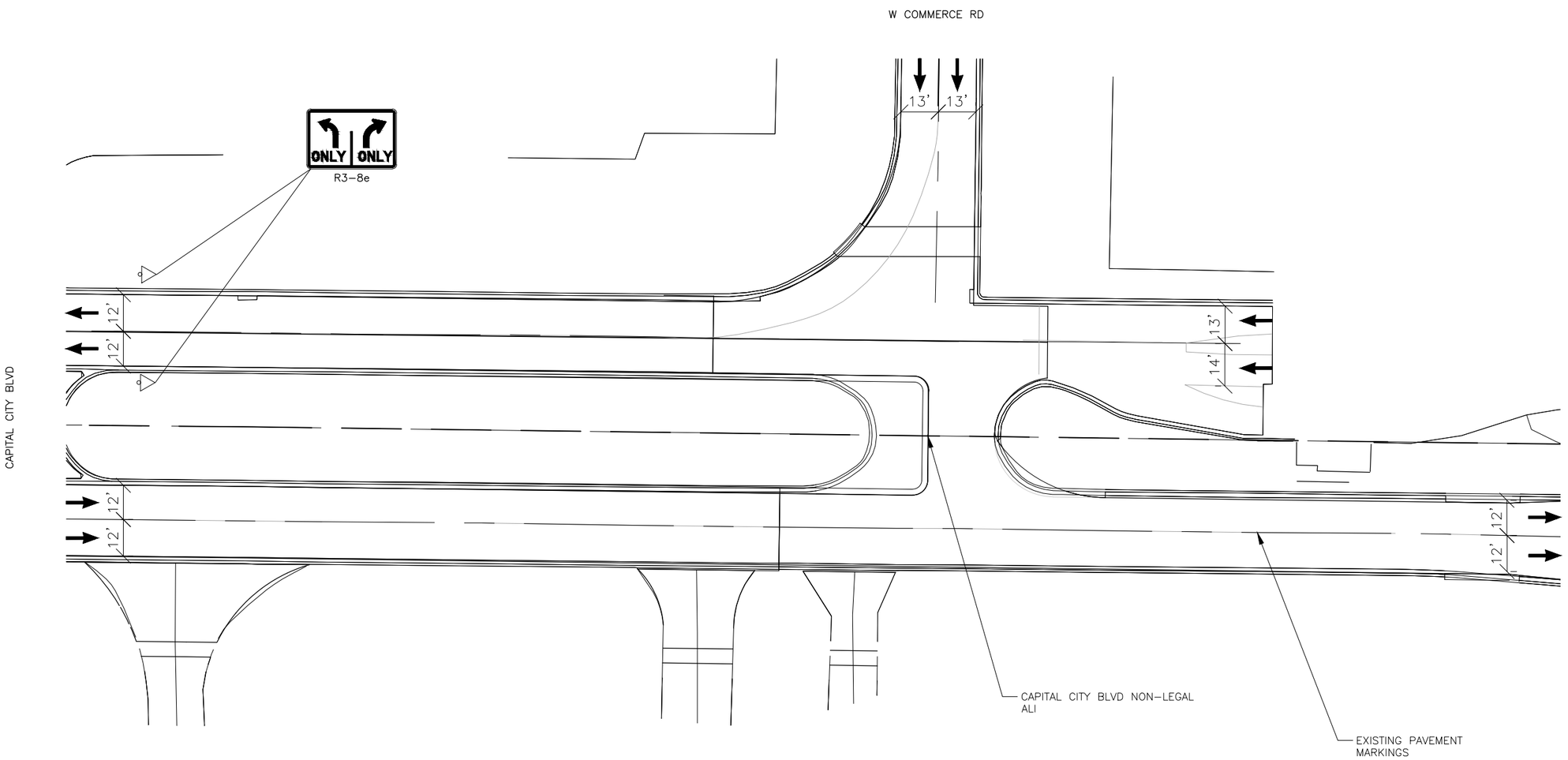

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LEGEND

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- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

CAPITAL CITY - STA 19+00 TO STA 24+00

MAINTAINING TRAFFIC - STAGE 3

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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PROJECT NO.

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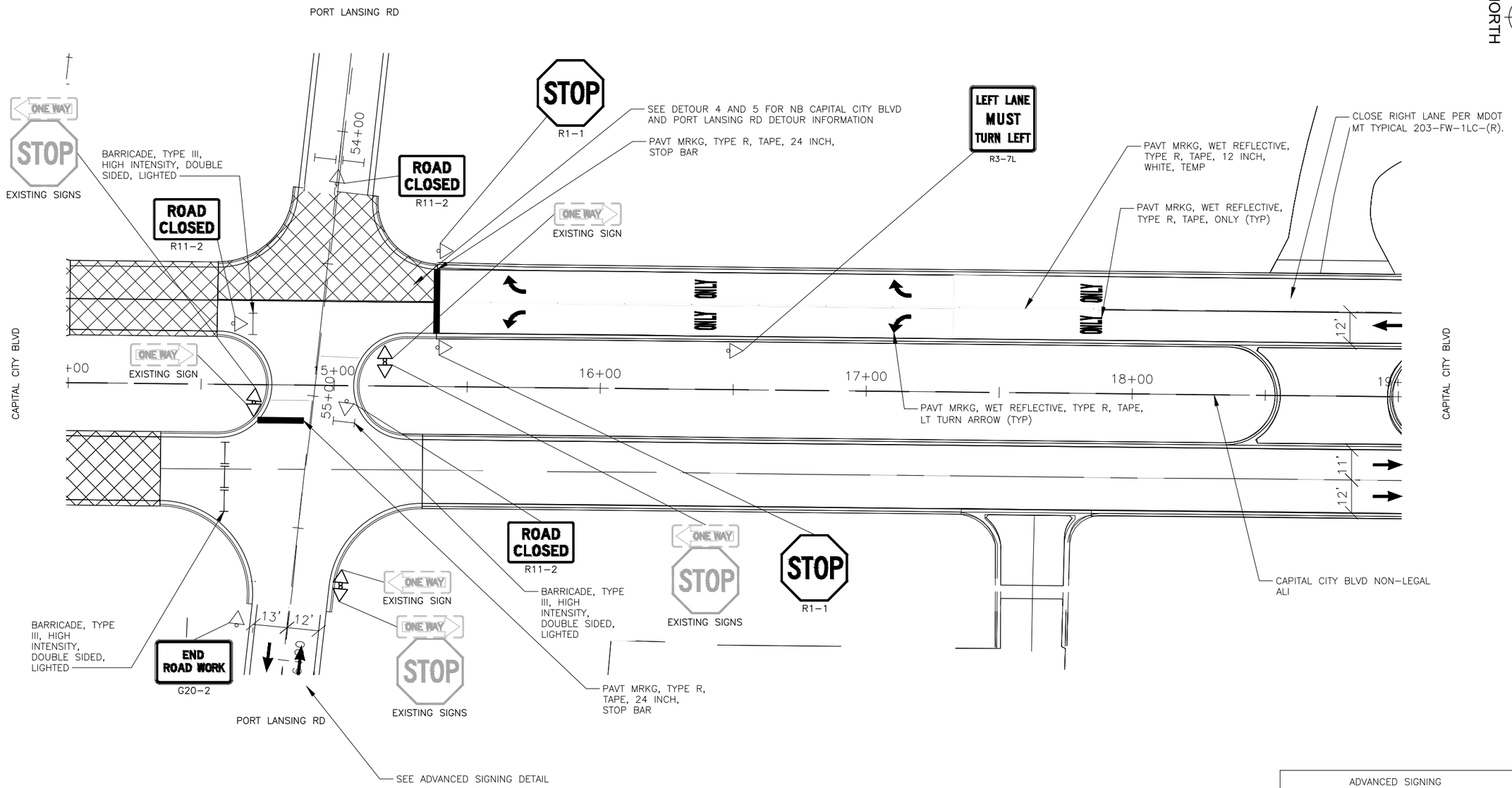

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

ADVANCED SIGNING

SIGN FURTHEST FROM WORK ZONE	SIGN CLOSEST TO WORK ZONE
WORK ZONE BEGINS	ROAD WORK AHEAD
R5-18c	W20-1

350'

CAPITAL CITY - STA 14+00 TO STA 19+00

MAINTAINING TRAFFIC - STAGE 3A

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
Manager	ksimons

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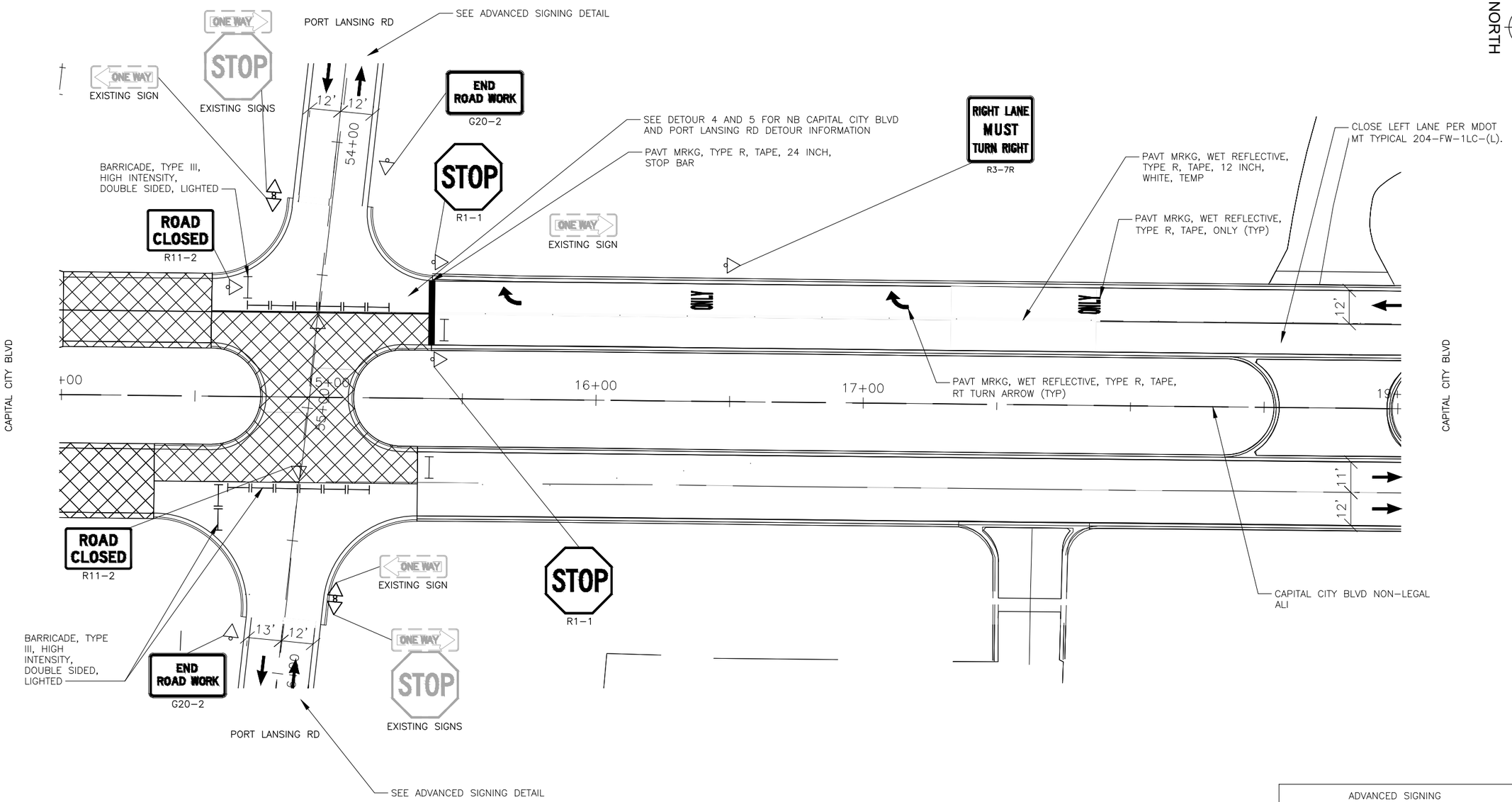

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

ADVANCED SIGNING

SIGN FURTHEST FROM WORK ZONE	SIGN CLOSEST TO WORK ZONE
WORK ZONE BEGINS	ROAD WORK AHEAD
R5-18c	W20-1

350'

CAPITAL CITY - STA 14+00 TO STA 19+00

MAINTAINING TRAFFIC - STAGE 3B

SCALE: 1" = 40'

0 20 40

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REVISIONS

BID PLANS 02/09/2026

Drawn By	ldorn
Designer	kpawlowski
Reviewer	kreidsma
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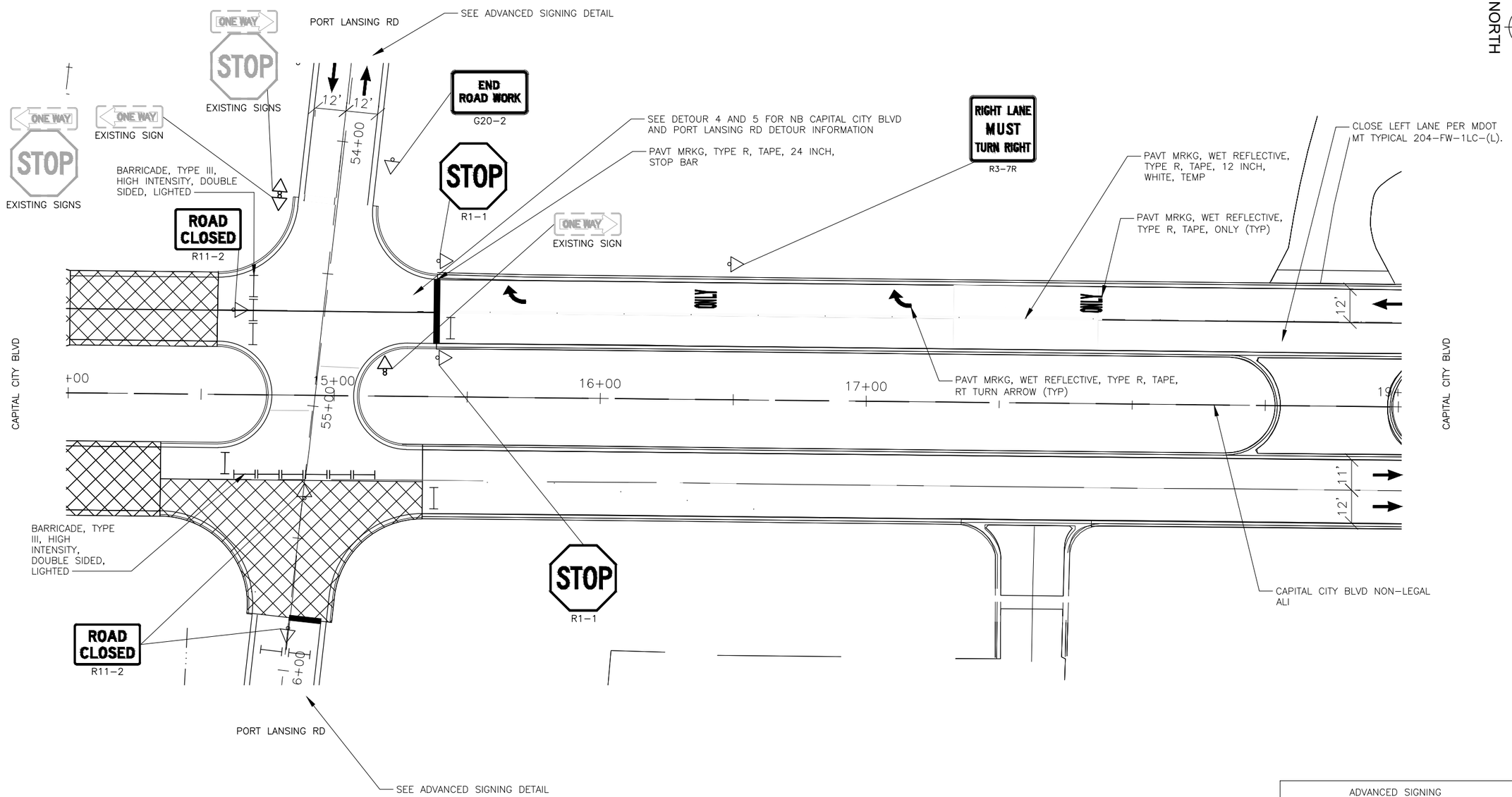

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LEGEND

- WORK ZONE
- PART WIDTH CONSTRUCTION
- DIRECTION OF TRAFFIC
- TEMP CONSTRUCTION SIGN
- CONNECTED ARROW BOARD, TYPE C

ADVANCED SIGNING

SIGN FURTHEST FROM WORK ZONE	SIGN CLOSEST TO WORK ZONE
WORK ZONE BEGINS	ROAD WORK AHEAD
R5-18c	W20-1

350'

CAPITAL CITY - STA 14+00 TO STA 19+00

MAINTAINING TRAFFIC - STAGE 3C

SCALE: 1" = 40'

0 20 40

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COLORS

Pantone 1645C | Pantone 7545C | Pantone 11-0601 TPG

FONTS

Muli Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Muli Bold

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Helvetica LT Std Bold

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

NOTES

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD PRIOR TO INSTALLATION. IF THESE PLANS ARE IN CONFLICT WITH ACTUAL SITE CONDITIONS, ALTERNATIVE SITE LOCATIONS ARE ALLOWED AS DIRECTED BY THE ENGINEER. COSTS ARE INCIDENTAL TO THE APPROPRIATE PAY ITEMS.

2. SIGN LOCATIONS MAY REQUIRE MINOR ADJUSTMENT DUE TO INCONSISTENCIES IN BASE MAPPING, ADJACENT CONSTRUCTION PROJECT PROGRESS, OR LOCALIZED SITE CONDITIONS. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY PROPOSED LOCATION MODIFICATIONS PRIOR TO ANY INSTALLATION.

3. PROPOSED SIGNS SHALL BE INSTALLED SO NO PORTION OF A SIGN PANEL OVERHANDS ADJACENT ROADWAY PAVEMENT OR THE TRAIL.

4. ALL PARTS OF PROPOSED SIGNS SHALL BE LOCATED A MINIMUM OF 2 FEET BEHIND ADJACENT FACE OF CURB.

5. VEGETATION TRIMMING MAY BE NECESSARY AND IS CONSIDERED INCIDENTAL TO SIGN POST INSTALLATION. CONTRACTOR SHALL NOTIFY DOA PRIOR TO ANY PRUNING, AND PRUNING SHALL BE CONDUCTED BY A CERTIFIED ARBORIST.

6. PROPOSED SIGNS SHALL BE INSTALLED SO THEY DO NOT BLOCK THE VISIBILITY OF ANY SIGNS OR SIGNALS. CONTRACTOR SHALL NOTIFY THE ENGINEER OF CONFLICTS PRIOR TO INSTALLATION.

7. PROPOSED SIGN POSTS SHALL BE LOCATED A MINIMUM OF 10 FEET AWAY FROM ANY EXISTING FIRE HYDRANTS OT OTHER SURF ACE UTILITY EQUIPMENT.

8. ALL SIGNS SHALL BE SECURELY FASTENED AS TO HOLD THE SIGN IN A PERMANENT POSITION AND RESIST MOVEMENT BY THE WIND OR DISPLACEMENT BY VANDALS.

CATEGORY 011

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meadhunt.com

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Capital Region International Airport

Port Lansing Road/Capital City Blvd. Rehab

REVISIONS

BID PLANS 02/09/2026

Drawn By	Mead & Hunt
Designer	Mead & Hunt
Reviewer	AB
Manager	SGA

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SHEET NO.
179

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SIDE A

SIDE B

TYPE 1 (QTY: 28)

SIDE A

SIDE B

TYPE 2 (QTY: 14)

SIDE A

SIDE B

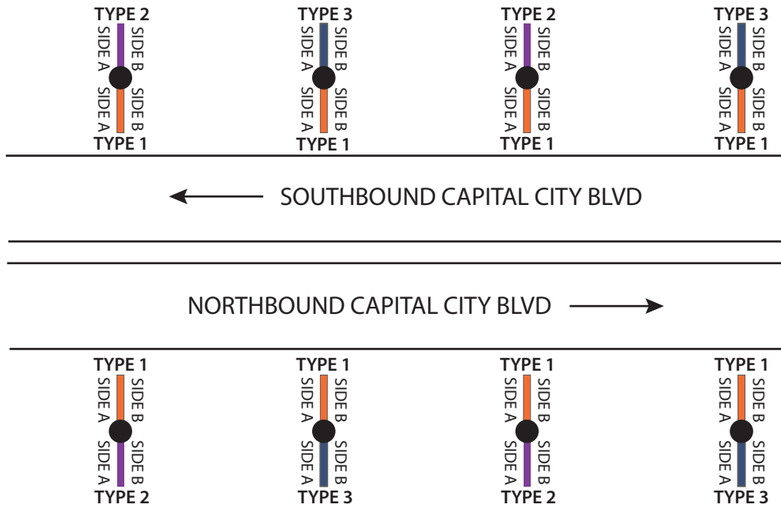
TYPE 3 (QTY: 14)

PRINTED ON DOUBLE-SIDED VINYL WITH POLE POCKETS ON TOP AND BOTTOM FOR MOUNTING BRACKETS ON POLES

1 *POLE BANNER SIGNS TYPES*

SCALE: 3/8" =1'

NOTE: Sign fabricator to specify vinyl weight. Include all mounting hardware for banner signs. Must confirm banner height and width before production.



2 *TYPICAL INSTALLATION PLAN DIAGRAM*

SCALE: Not to Scale

NOTE: SIGN FABRICATOR TO PROVIDE SHOP DRAWINGS

3 *Banner Signs Typical Elevation*

Scale: 1/4"=1'

NOTE: Existing Light Pole to stay. Contractor to verify existing condition dimensions before production.

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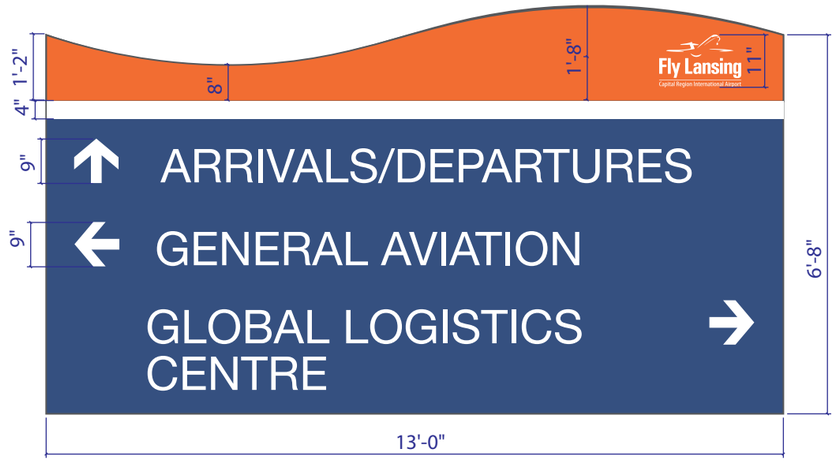
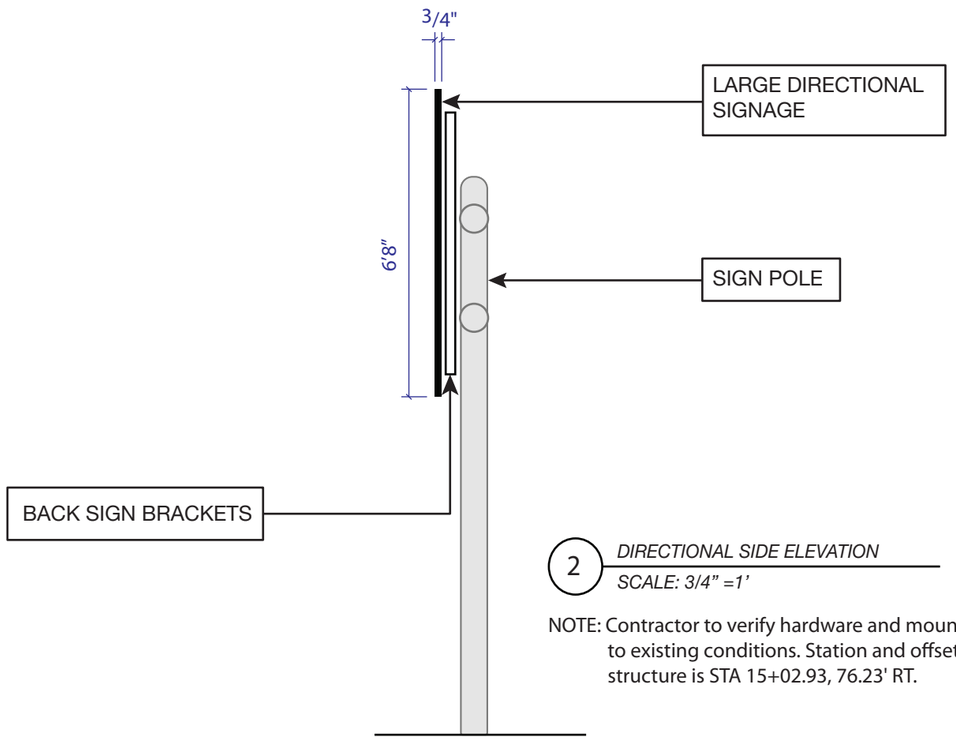


1 *DIRECTIONAL SIGNAGE DETAIL*
SCALE: 3/4" =1'

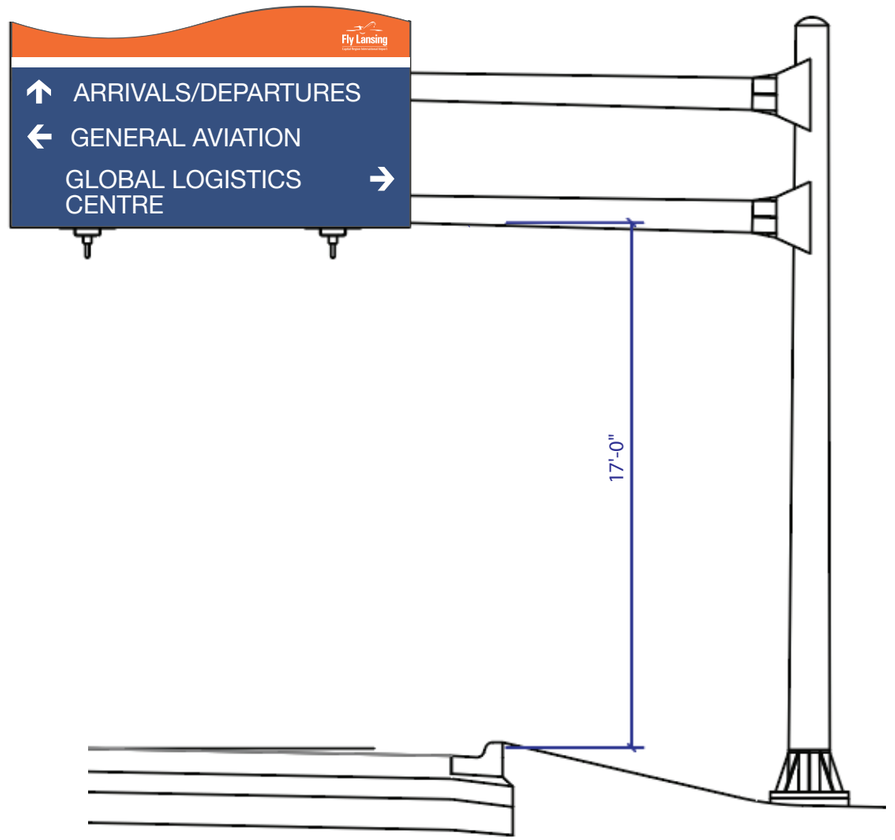
NOTE: Contractor to verify hardware and mounting to existing conditions.
Station and offset for the sign structure is STA 15+02.93, 76.23' RT.

Font: Helvetica Neue
Font Color: Pantone11-0601 TPG (Bright White)
Background Color:Pantone 7545C (Twilight Blue)
Pantone 1645C (Sunrise Orange)
QTY: 1



2 *DIRECTIONAL SIDE ELEVATION*
SCALE: 3/4" =1'

NOTE: Contractor to verify hardware and mounting to existing conditions. Station and offset for the sign structure is STA 15+02.93, 76.23' RT.



3 *DIRECTIONAL NORTH ELEVATION*
SCALE: 1/8" =1'

NOTE: Contractor to verify existing condition dimensions before production.

NOTE: SIGN FABRICATOR TO PROVIDE SHOP DRAWINGS

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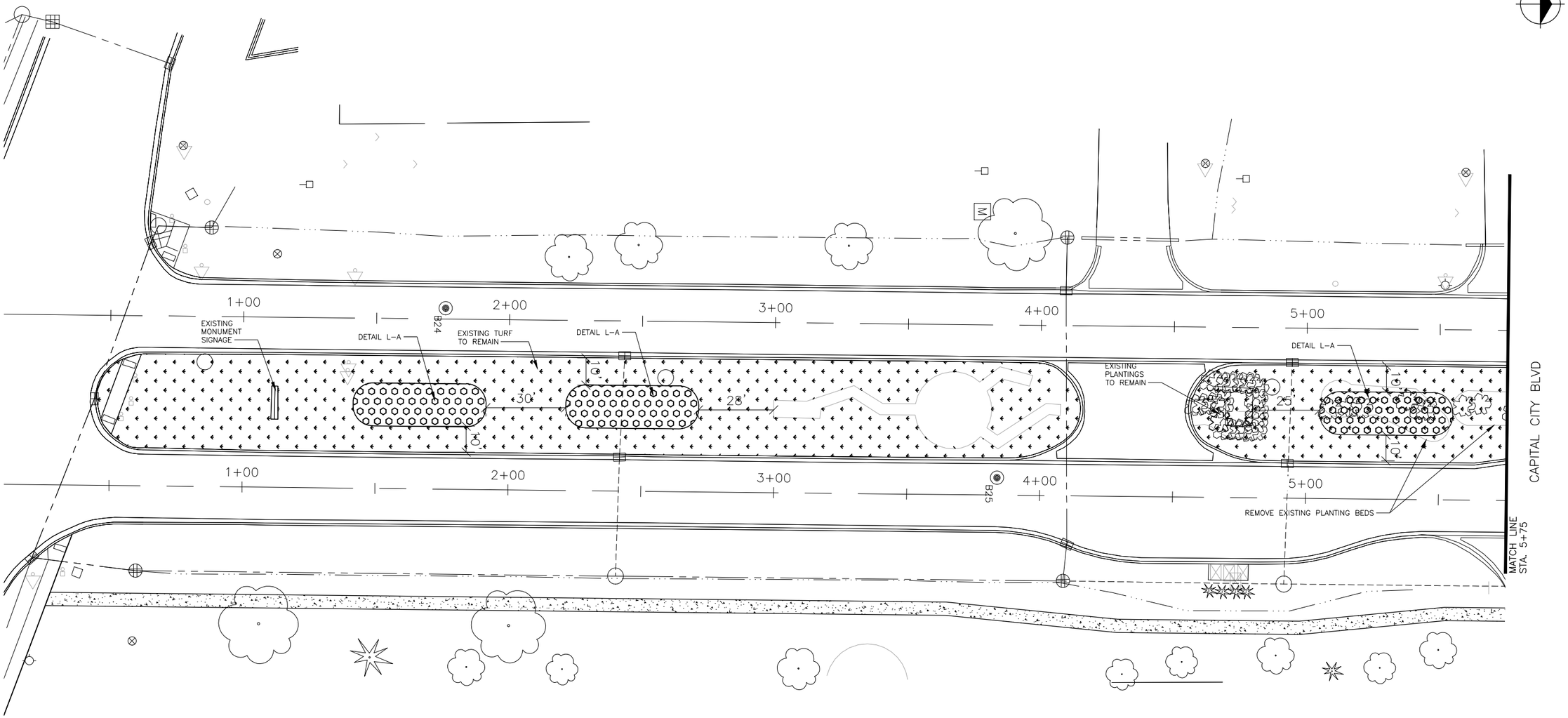
SHEET NOTES:
1. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO EXCAVATION AND DIGGING FOR LANDSCAPE INSTALLATION. WHERE NECESSARY, CONTRACTOR SHALL MAKE MODIFICATIONS TO THE PLANS TO ACCOMMODATE.

2. CONTRACTOR SHALL GAIN APPROVAL FROM ENGINEER FOR ANY MODIFICATIONS TO LAYOUT PRIOR TO INSTALLATION.



CAPITAL CITY - STA 0+00 TO STA 5+75

LANDSCAPE PLAN

SCALE: 1" = 40' CATEGORY 013

0 20 40

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BID PLANS 02/09/2026

Drawn By
Designer
Reviewer
Manager SGA

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SHEET NOTES:
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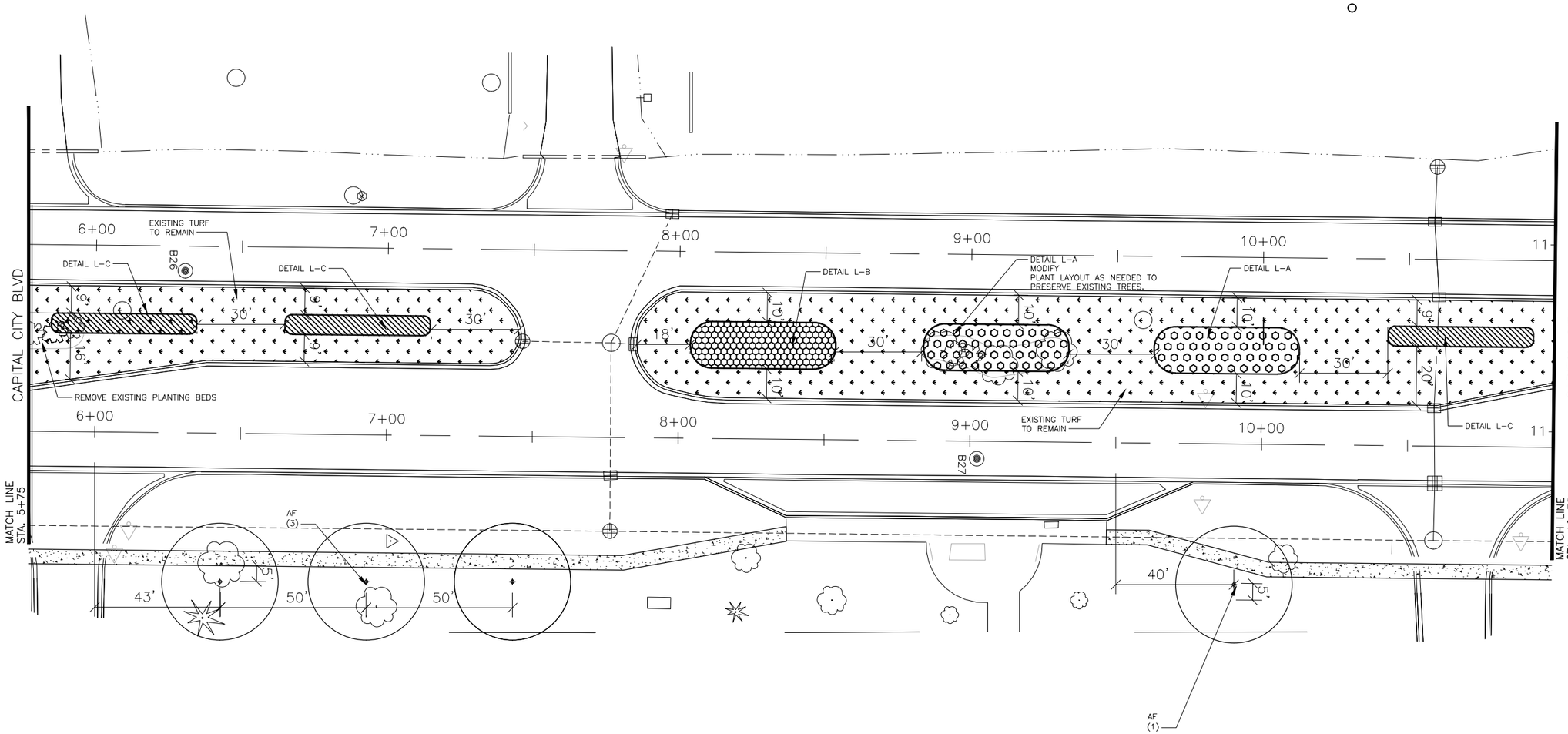

CAPITAL CITY - STA 5+75 TO STA 11+00

LANDSCAPE PLAN

SCALE: 1" = 40' CATEGORY 013

0 20 40

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BID PLANS 02/09/2026

Drawn By
Designer
Reviewer
Manager SGA

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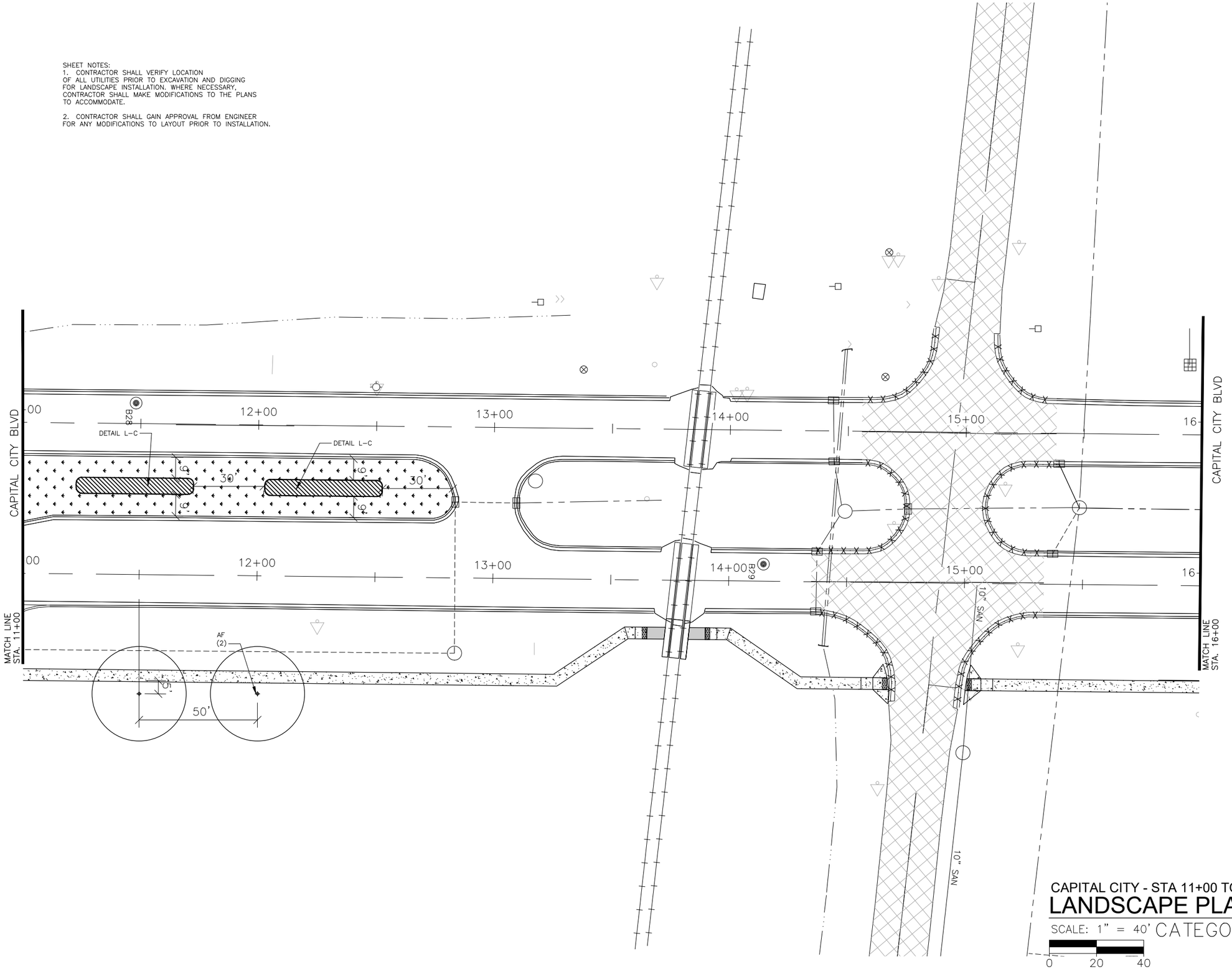

CAPITAL CITY - STA 11+00 TO STA 16+00

LANDSCAPE PLAN

SCALE: 1" = 40' CATEGORY 013

0 20 40

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Drawn By	
Designer	
Reviewer	
Manager	SGA

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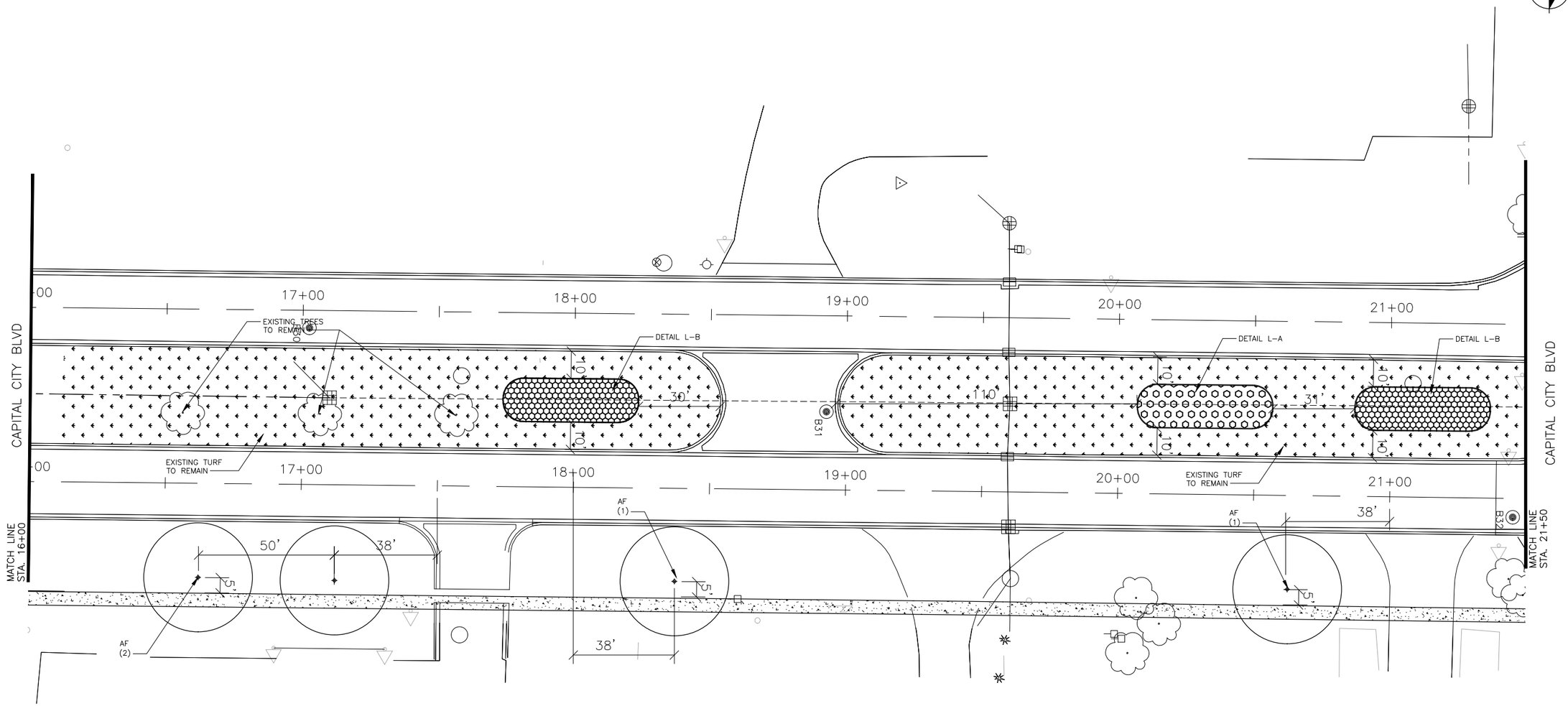

CAPITAL CITY - STA 16+00 TO STA 21+50

LANDSCAPE PLAN

SCALE: 1" = 40' CATEGORY 013

0 20 40

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Drawn By

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Reviewer

Manager SGA

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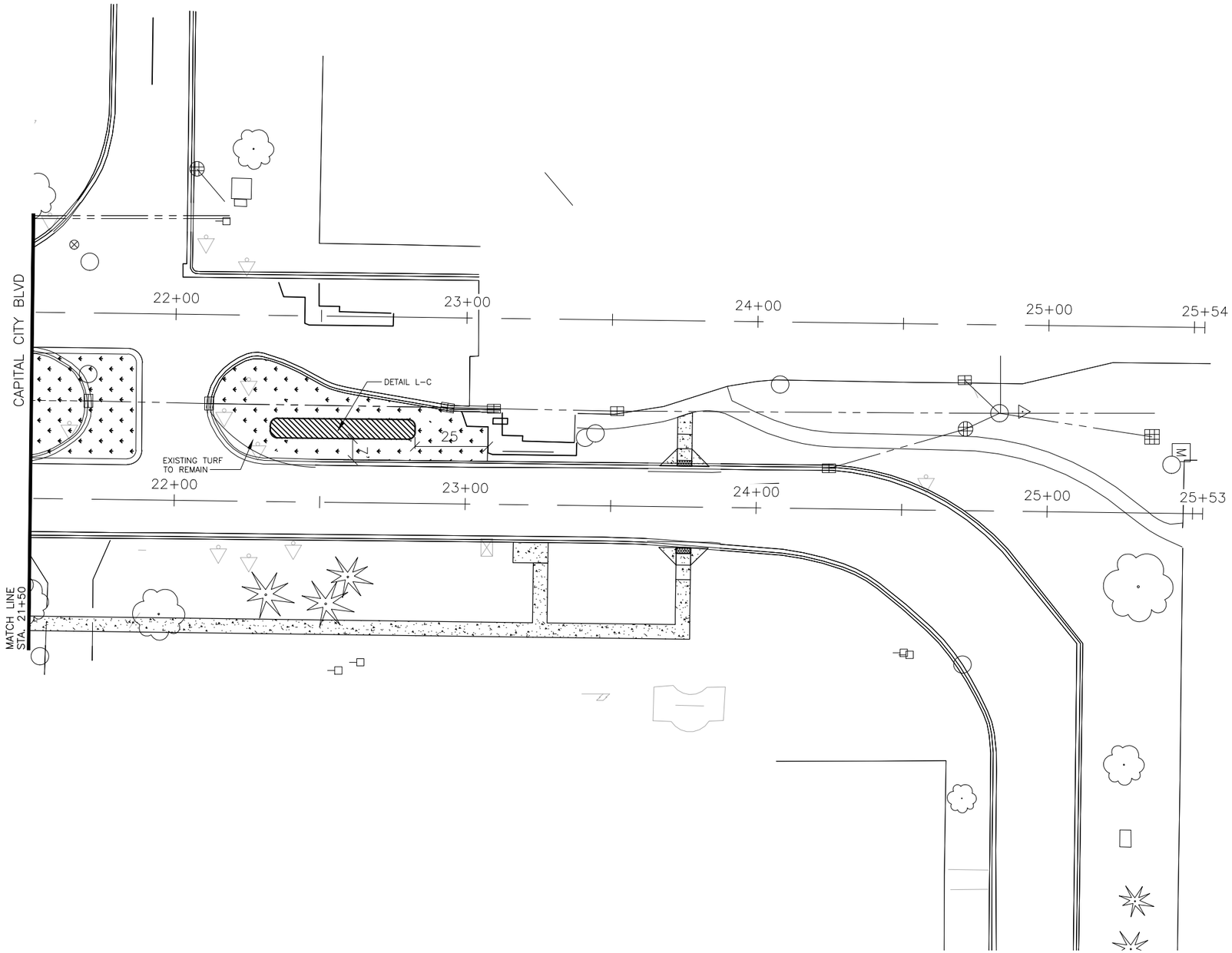

CAPITAL CITY - STA 21+50 TO 25+50

LANDSCAPE PLAN

SCALE: 1" = 40' CATEGORY 013

0 20 40

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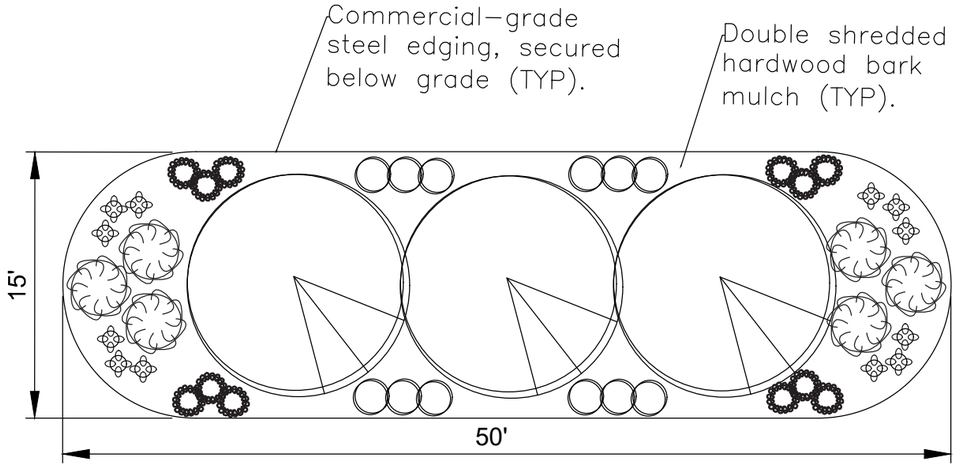
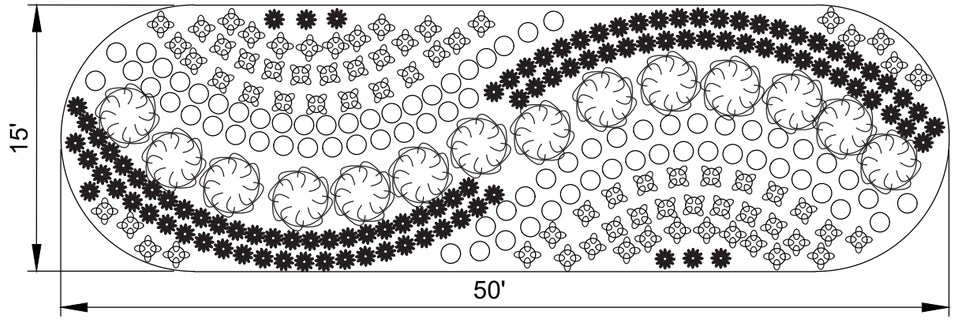
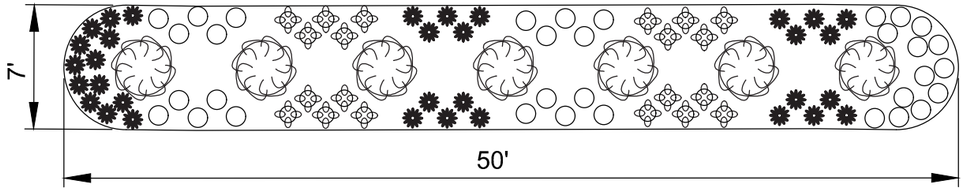


Detail L–A: Ornamental Trees with Under–Planting

Detail L–B



Detail L–B: Woody Shrub and Perennial Bed



Detail L–C: Narrow Woody Shrub and Perennial Bed

Plant Quantities (Per Installation)			
Plant ID	L–A	L–B	L–C
AF	–	–	–
MS	3	–	–
CS	6	14	7
MR	–	77	33
SN	12	70	20
AC	–	100	33
HF	12	–	–
GR	12	–	–

(AF) Acer x freemanii 'Jeffersred', Autumn Blaze Freeman Maple
As shown on sheets L1–L5

(MS) Malus x 'Sutyzam', 'Sugar Tyme'
May substitute Syringa reticulata, Japanese lilac Ivory Silk'

(CS) Cornus sericea, 'Isanti' Redosier dogwood

(MR) Muhlenbergia reverchonii, 'Ruby Muhlygrass'

(SN) Salvia nemorosa 'Crystal Blue'

(AC) Allium cernum 'Summer Beauty'

(HF) Hosta 'Francis Williams'

(GR) Geranium 'Rozanne'

LANDSCAPE DETAILS

SCALE:NTS CATEGORY 013

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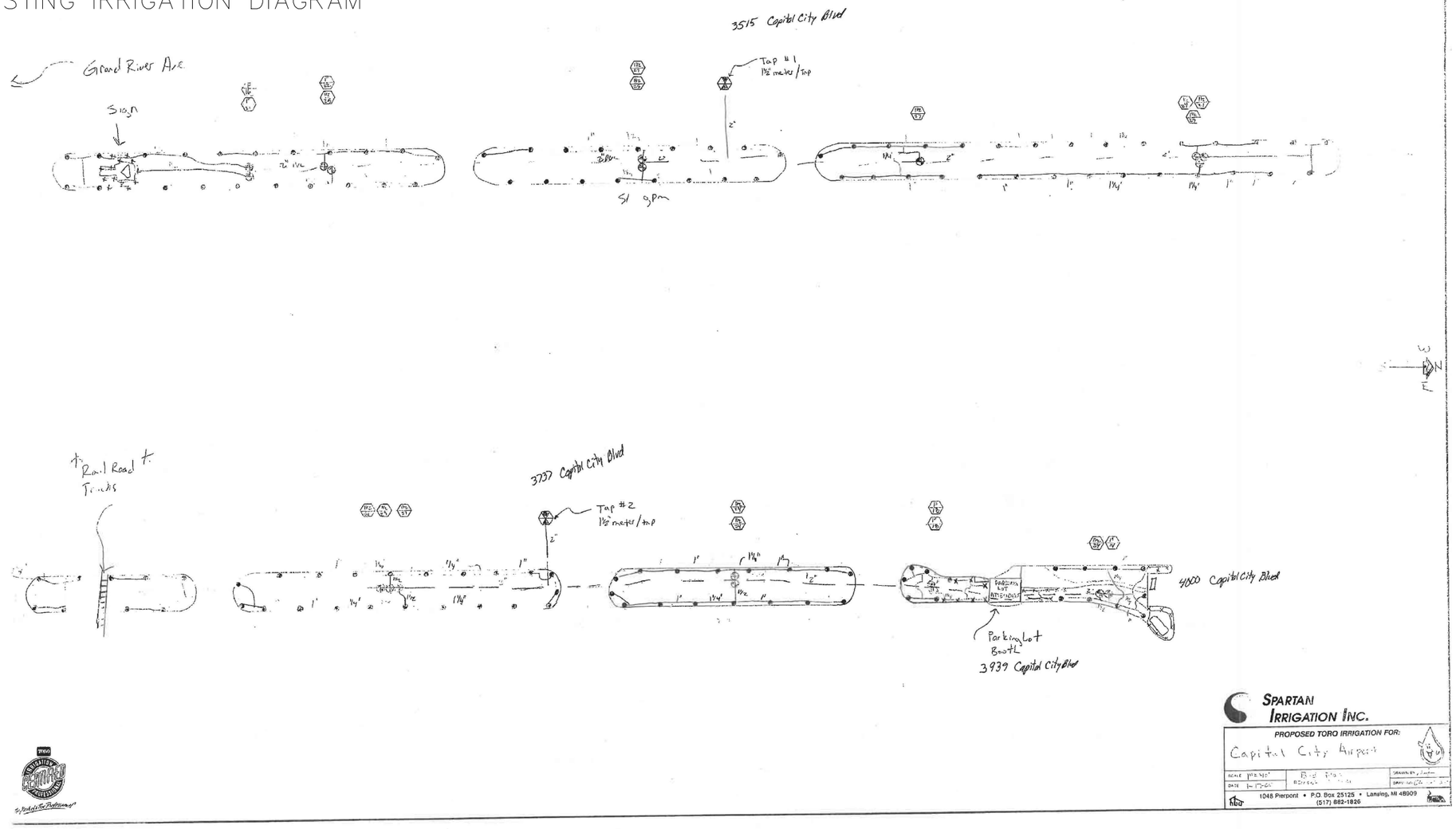
EXISTING IRRIGATION DIAGRAM



IRRIGATION NOTES

1. The existing irrigation diagram provided is for information purposes only, and has not been designed or verified by Engineer.
2. The condition, materials, and performance of the existing irrigation system are unknown, and are the responsibility of the contractor to document.
3. The contractor is responsible for coordinating with the owner or project representative to obtain approval prior to performing any work that may impact the existing irrigation system.
4. Impacts to the existing system include any and all work that may disrupt the normal operation of the irrigation system.
5. The contractor shall be responsible for repair to the irrigation system using in–kind materials preserving the irrigation system's existing performance.
6. Installation of salvaged or procured materials shall adhere to manufacturers specifications, and all applicable laws and ordinances.

IRRIGATION NOTES

SCALE:NTS CATEGORY 013

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