

SHEET INDEX

- C1.1 - DEMOLITION AND SOIL EROSION AND SEDIMENTATION CONTROL PLAN
C2.1 - SITE ENGINEERING PLAN

SOIL EROSION/SEDIMENTATION CONTROL NOTES

1. ALL EROSION AND SEDIMENT CONTROL WORK SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE CITY OF BELLEVILLE.
2. DAILY INSPECTIONS SHALL BE MADE BY THE CONTRACTOR TO DETERMINE EFFECTIVENESS OF EROSION AND SEDIMENTATION CONTROL DEVICES, AND ANY NECESSARY REPAIRS SHALL BE PERFORMED WITHOUT DELAY.
3. EROSION AND ANY SEDIMENT FROM WORK ON THIS SITE SHALL BE CONTAINED ON THE SITE AND NOT ALLOWED TO COLLECT ON ANY OFF-SITE AREAS OR IN WATERWAYS. WATERWAYS INCLUDE BOTH NATURAL AND MANMADE OPEN DITCHES, STREAMS, STORM DRAINS, LAKES AND PONDS.
4. EROSION AND SEDIMENT CONTROL DEVICES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CONSTRUCTION. SEDIMENT CONTROL PRACTICES WILL BE APPLIED AS A PERIMETER DEFENSE AGAINST ANY TRANSPORTING OF SILT OFF THE SITE.
5. CONTRACTOR SHALL APPLY TEMPORARY EROSION AND SEDIMENTATION CONTROL DEVICES AS REQUIRED AND AS DIRECTED ON THESE PLANS. HE SHALL REMOVE TEMPORARY DEVICES AS SOON AS PERMANENT STABILIZATION OF SLOPES, DITCHES, AND OTHER EARTH CHANGES HAVE BEEN ACCOMPLISHED AND APPROVED BY THE CITY OF BELLEVILLE.
6. DEBRIS FROM PROJECT WILL BE LEFT ON THE SITE BY DELIVERY OR CONSTRUCTION VEHICLES THROUGH THE USE OF CLEAN STONE EXITS. SHOULD THE STONE BECOME LESS EFFECTIVE IT WILL BE REPLACED. ALL CONSTRUCTION TRAFFIC WILL USE THE CLEAN STONE EXIT.
7. DUST CONTROL WILL BE EXERCISED AT ALL TIMES WITHIN THE PROJECT BY THE CONTRACTORS. SPRINKLING TANK TRUCKS WILL BE AVAILABLE AT ALL TIMES TO BE USED ON HAUL ROUTES OR OTHER PLACES WHERE DUST BECOMES A PROBLEM.
8. IMMEDIATELY AFTER SEEDING, MULCH ALL SEEDING AREAS WITH UNWEATHERED SMALL GRASS STRAW OR HAY. SPREAD UNIFORMLY AT A RATE OF 1 1/2 TO 2 TONS PER ACRE OR 0.10 POUNDS PER SQUARE FEET. ANCHOR MULCH WITH DISC TYPE MULCH ANCHORING TOOL.
9. ALL MUD, DIRT, AND DEBRIS TRACKED ONTO EXISTING ROADS FROM THIS SITE SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR OR BUILDER. ALL MUD, DIRT, AND DEBRIS TRACKED OR SOILED ONTO PAVED SURFACES WITHIN THIS SITE SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
10. PERMANENT SOIL EROSION CONTROL DEVICES FOR ALL SLOPES, CHANNELS, DITCHES OR ANY DISTURBED LAND AREA SHALL BE COMPLETED WITHIN 15 CALENDAR DAYS AFTER FINAL GRADING OR FINAL EARTH CHANGES HAVE BEEN COMPLETED. WHEN IT IS NOT POSSIBLE TO PERMANENTLY STABILIZE A DISTURBED AREA AFTER AN EARTH CHANGE HAS BEEN COMPLETED OR WHERE SIGNIFICANT EARTH CHANGE ACTIVITY CEASES TEMPORARY SOIL EROSION CONTROL DEVICES SHALL BE IMPLEMENTED WITHIN 30 CALENDAR DAYS. ALL TEMPORARY SOIL EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT SOIL EROSION DEVICES ARE IMPLEMENTED AND/OR ESTABLISHED. ALL PERMANENT SOIL EROSION CONTROL DEVICES WILL BE IMPLEMENTED AND ESTABLISHED BEFORE A CERTIFICATE OF COMPLIANCE IS ISSUED.
11. ALL CONTRACTORS ARE TO KEEP EXCAVATED MATERIAL ON SITE. PARTICULAR CARE SHOULD BE TAKEN WHEN WORKING ALONG THE PERIMETER OF THE SITE. IN NO EVENT SHALL THE WORK AREA EXTEND BEYOND THE LIMITS INDICATED ON THE PLANS.
12. THE SOIL EROSION CONTROLS WILL BE MAINTAINED WEEKLY AND AFTER EVERY STORM EVENT BY THE CONTRACTOR.

DEMOLITION NOTES

1. CLEAR AND GRUB TO THE LIMITS SHOWN. INCLUDE REMOVAL OF ALL SIGNS, POSTS, FOOTINGS, GRAVEL, BRUSH, SHRUBS, GRASS, AND TREES NOT INDICATED FOR PROTECTION, INCLUDING ROOTS, STRIP TOPSOIL AND STOCKPILE ON SITE IN DESIGNATED LOCATION.
 2. PROTECT EXISTING UTILITIES AND UTILITY STRUCTURES TO REMAIN.
 3. PROTECT EXISTING LIGHT POLE TO REMAIN.
 4. EXISTING LIGHT POLE TO BE DECOMMISSIONED, REMOVED AND RELOCATED BY THIRD PARTY. CONTRACTOR TO COORDINATE REMOVAL AND RELOCATION OF EXISTING LIGHT POLE WITH THIRD PARTY ELECTRICAL CONTRACTOR.
 5. REMOVE AND SALVAGE EXISTING PORTABLE SIGNS. STAGE IN ON SITE LOCATION AS SPECIFIED BY THIRD PARTY. CONTRACTOR TO COORDINATE REMOVAL OF PORTABLE SIGNS WITH OWNER. RESET UPON COMPLETION OF PAVEMENT OPERATIONS.
 6. PROTECT EXISTING SWING GATE TO REMAIN.
 7. ADJUST EXISTING STORM STRUCTURE. REFER TO SHEET C2.1 FOR NEW RM ELEVATION AND STRUCTURE ADJUSTMENT NOTES.
 8. PROTECT EXISTING SIGN TO REMAIN.
- ALL DEPRESSIONS CREATED BY DEMOLITION PROCEDURES SHALL BE BACKFILLED WITH CLASS 1 FILL MATERIAL, IN 4" LIFTS COMPACTED TO 95% OF MAXIMUM UNIT WEIGHT, UP TO PROPOSED SUBGRADE.
- CONTRACTOR IS RESPONSIBLE FOR DOING AN EARTHWORK CALCULATION FOR CUT AND FILL REQUIREMENTS, AND IS RESPONSIBLE FOR INCLUDING IMPORT AND EXPORT OF MATERIALS IN THEIR BID. ALL EXCESS MATERIAL (INCLUDING TOPSOIL, CLEAN FILL, AND WASTE MATERIAL) SHALL BE REMOVED FROM THE SITE.
- CONTRACTOR TO PROTECT EXISTING WALKS, PAVEMENT, CURBS, GUTTERS, WALLS, FENCES, GATES, LANDSCAPING AND TREES TO REMAIN DURING CONSTRUCTION.

SURVEY NOTES

1. TOPOGRAPHIC AND/OR BOUNDARY SURVEY, INCLUDING: PROPERTY LINES, LEGAL DESCRIPTION, EXISTING UTILITIES, SITE TOPOGRAPHY WITH SPOT ELEVATIONS, OUTSTANDING PHYSICAL FEATURES AND EXISTING STRUCTURE LOCATIONS MAY BE BASED ON RECORD DATA NOT MEASURED IN THE FIELD.
2. THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING ALL INFORMATION SHOWN ON THIS SURVEY AND NOTIFYING THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
3. CONTRACTOR SHALL UTILIZE A PRIVATE UTILITY LOCATOR TO STAKE PUBLIC AND PRIVATE UTILITY LOCATIONS PRIOR TO START OF CONSTRUCTION. IT IS THE CONTRACTORS RESPONSIBILITY, AT NO COST TO THE PROJECT, TO REPAIR OR REPLACE ANY DAMAGE CAUSED TO EXISTING UTILITIES.
4. CONTRACTOR SHALL CONTACT MISS DIG (811) THREE WORKING DAYS PRIOR TO THE START OF CONSTRUCTION FOR STAKING OF UTILITIES.

BASE PLAN NOTE:

BASE PLAN WAS CREATED BY BLENDING THE ORIGINAL CONSTRUCTION PROJECT'S TOPOGRAPHICAL SURVEY WITH THE PROPOSED WORK PLANS TO CREATE AN EXISTING CONDITIONS BASE PLAN. USED FOR THIS PROJECT'S DESIGN. THIS ASSUMES THAT THE ORIGINAL CONSTRUCTION WAS BUILT PER ORIGINAL PLANS, INCLUDING PROPOSED GRADES.

SPALDING D&D ASSOCIATES, INC. WILL NOT BE HELD RESPONSIBLE FOR THE ACCURACY OF THE SURVEY OR FOR DESIGN OMISSIONS RESULTING FROM SURVEY INACCURACIES.

OWNER

VAN BUREN PUBLIC SCHOOLS
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SOIL EROSION CONTROL DEVICES

- CATCH BASIN FILTER BAG (SILT SACK OR EQUIVALENT)
- 24" SILT FENCE

SITE NOTES:

APPROX. GROSS ACREAGE DISTURBED = 0.88± ACRES
DISTANCE TO NEAREST BODY OF WATER = 1,200± LF (BELLEVILLE LAKE)

THEREFORE, A SOIL EROSION PERMIT IS NOT REQUIRED.

SOIL TYPES:

- GI - GILFORD SANDY LOAM
- WGA - WASEPI SANDY LOAM, 0 TO 4 PERCENT SLOPES

THIS PROJECT SHALL BE CONSTRUCTED IN COMPLIANCE WITH PART 91 OF ACT 451 OF 1994, AS AMENDED. THE SOIL EROSION AND SEDIMENT CONTROL ACT.

LEGAL DESCRIPTION

PARCEL 1

PART OF THE NORTHEAST 1/4 OF SECTION 28, TOWN 3 SOUTH, RANGE 8 EAST, CITY OF BELLEVILLE, WAYNE COUNTY, MICHIGAN, DESCRIBED AS: COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 28; THENCE N88°21'08"E 1222.01 FEET (RECORDED AS S89°38'30"E 1221.66 FEET) ALONG THE NORTH LINE OF SAID SECTION 28; THENCE S03°34'50"E 210.95 FEET (RECORDED AS S01°34'50"E 210.95 FEET) TO THE SOUTHERLY LINE OF ASSESSOR'S BELLEVILLE PLAT NO. 5 AS RECORDED IN LIBER 67 OF PLATS, PAGE 72 WAYNE COUNTY RECORDS, AND TO THE POINT OF BEGINNING; THENCE N03°32'33"W (RECORDED AS N01°31'10"W) 625.92 FEET TO THE SOUTHERLY LINE ASSESSOR'S BELLEVILLE PLAT NO. 5; THENCE ALONG THE SOUTHERLY LINE OF ASSESSOR'S BELLEVILLE PLAT NO. 5 THE FOLLOWING 3 COURSES; N66°02'13"E 216.48 (RECORDED AS N68°02'10"E 215.98 FEET) N66°31'43"E (RECORDED AS N68°32'16"E) 357.81, AND 13.49 FEET (RECORDED AS 13.42 FEET) ALONG THE ARC OF A 243.0 FOOT RADIUS CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 03°10'19" (RECORDED AS 03 DEGREE N08°42'03"E) 13.49 FEET (RECORDED AS 13.42 FEET) TO THE POINT OF BEGINNING, CONTAINING 9.23 ACRES OF LAND MORE OR LESS, BEING SUBJECT TO ANY EASEMENTS AND/OR EXCEPTIONS RECORDED OR OTHERWISE.

PARCEL 2

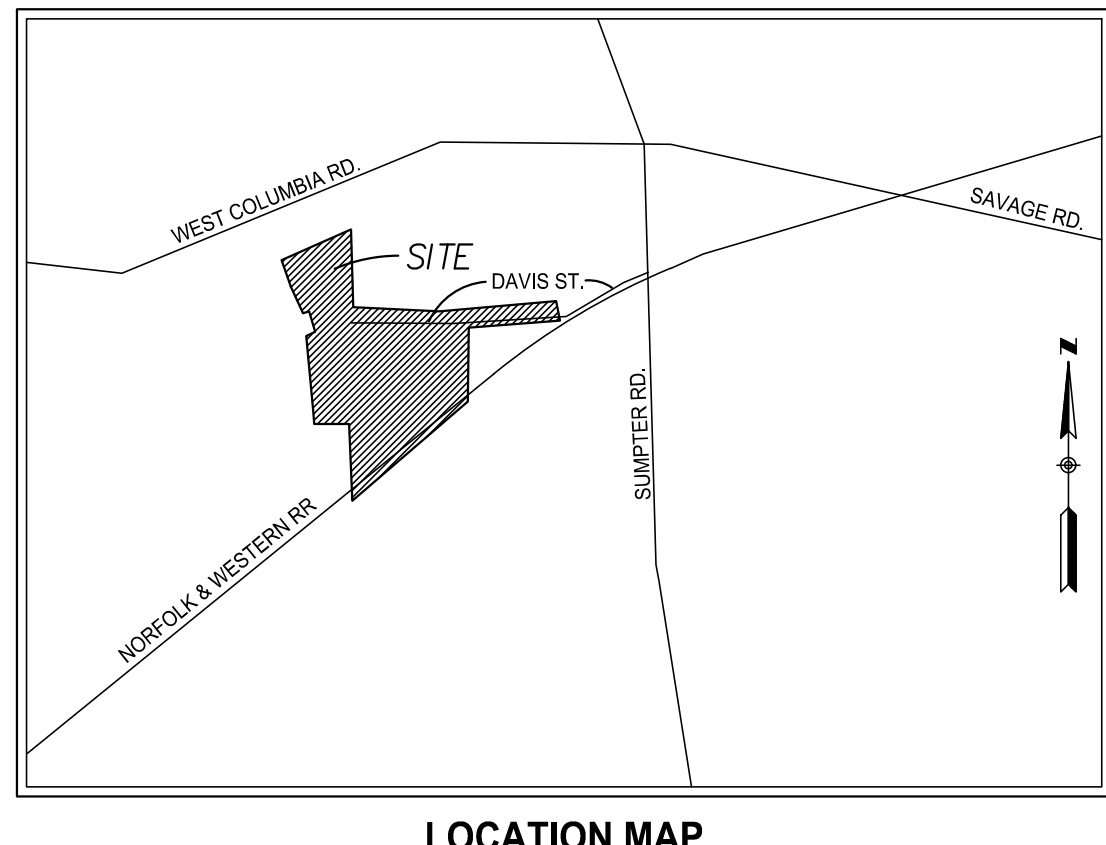
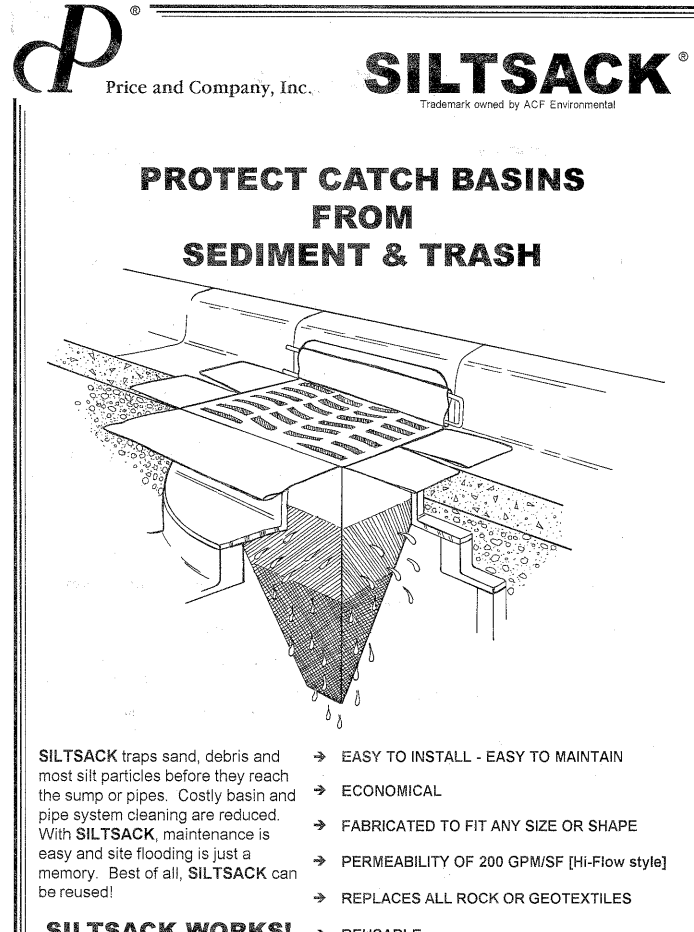
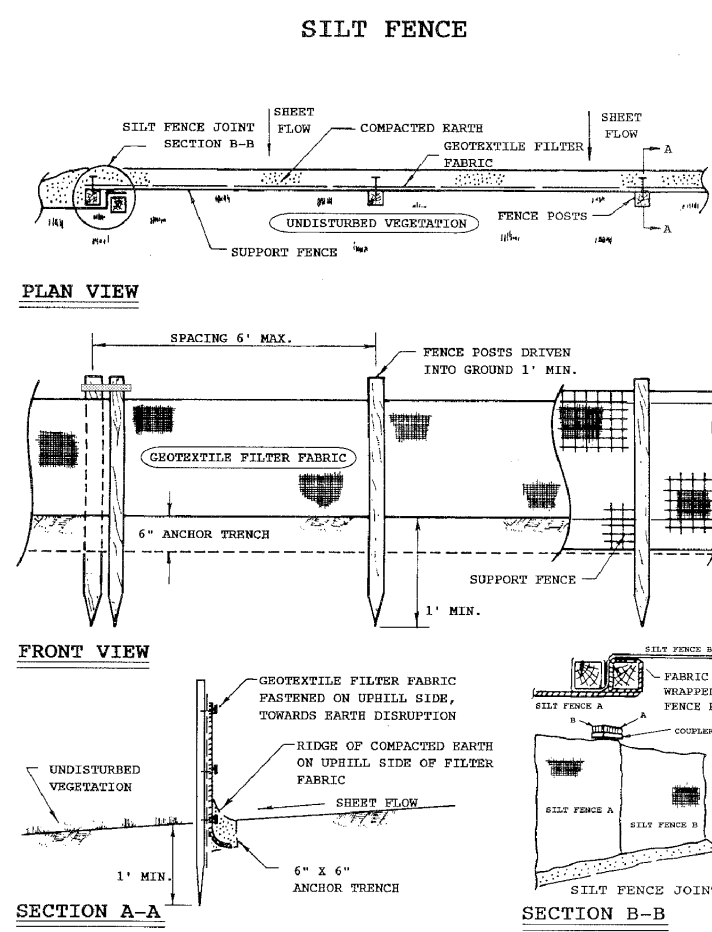
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PARCEL 3

PART OF N 1/2 OF SECTION 28 TOWN 3 SOUTH, RANGE 8 EAST, BEGINNING N89°54'00"W 31.37 FEET FROM CENTER 1/4 CORNER OF SECTION 28 THENCE N89°54'00"W 120.29 FEET; THENCE N01°41'10"W 1850.33 FEET; THENCE N64°09'20"E 271.25 FEET; THENCE N01°30'41"E 41.98 FEET; THENCE N67°25'00"E 614.62 FEET; THENCE S01°31'10"E 1701.66 FEET; THENCE S51°20'20"W 872.04 FEET POINT OF BEGINNING 34.40 AC

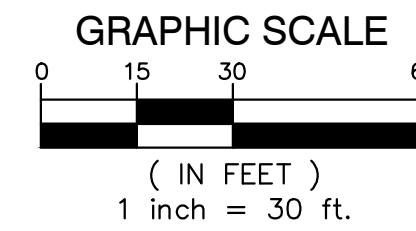
PARCEL 4

THAT POINT OF LOTS 40, 41 AND 42 ASSESSORS BELLEVILLE PLAT NO. 3 T3S R8E L67 P66 WOR DESCRIBED AS BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 40 THENCE S87°00'20"W 724.94 FEET; THENCE N02°59'40"W 297.00 FEET; THENCE N87°00'20"E 725.90 FEET; THENCE S02°48'38"E 297 FEET POINT OF BEGINNING 4.95 AC ASSESSORS BELLEVILLE PLAT NO. 3 T3S R8E L67 P66 WOR



LOCATION MAP

NOT TO SCALE



LEGEND	
--- PROPOSED WATERMAIN	● PROPOSED SAN MANHOLE (SAN)
--- PROPOSED SANITARY	● PROPOSED STORM MANHOLE (MH)
--- PROPOSED STORM SEWER	■ PROPOSED CATCH BASIN (CB)
--- PROPOSED GAS MAIN	■ PROPOSED INLET (INL)
--- PROPOSED ELECTRIC	▶ PROPOSED END SECTION (ES)
● PROPOSED HYDRANT	⊕ PROPOSED FIELD CATCH BASIN (FCB) W/BREEZE COVER OR STANDPIPE (SP) W/ BAR GRATE COVER
⊗ PROPOSED GATE VALVE & WELL (GVW)	
⊗ PROPOSED TAPPING SLEEVE VALVE & WELL (TSVM)	
STANDARD BITUMINOUS PAVEMENT	② UTILITY CROSSING (SEE DATA TABLE)
HEAVY-DUTY BITUMINOUS PAVEMENT	CB STRUCT. TYPE
DEEP-STRENGTH BITUMINOUS PAVEMENT	2 STRUCT. NO.
CONCRETE PAVEMENT	20
CONCRETE SIDEWALK	10 STRUCT. NO.
MILL PAVEMENT	XXX STRUCT. TYPE

GRADING LEGEND	
EXISTING ELEVATION	TP 000.00 TOP OF PAVEMENT ELEVATION
PROPOSED TOP OF CURB ELEVATION	TW 000.00 TOP OF WALK ELEVATION
PROPOSED GUTTER ELEVATION	FG 000.00 FINISH GRADE ELEVATION
OUTSIDE GRADE ELEVATION	TWALL 000.00 TOP OF WALL ELEVATION
EXISTING CONTOURS	ME 000.00 MATCH EXISTING ELEVATION
PROPOSED CONTOURS	FLOW ARROW

- ### PAVING CONSTRUCTION NOTES
- EARTHWORK AND PAVEMENT CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT MOOT STANDARD SPECIFICATIONS FOR CONSTRUCTION UNLESS OTHERWISE NOTED IN THE FOLLOWING ITEMS.
 - REMOVE ANY EXISTING TOPSOIL, VEGETATION, TREES AND OTHER DELETERIOUS MATERIALS TO EXPOSE THE SUBGRADE SOIL. TREE ROOTS SHALL BE COMPLETELY REMOVED.
 - EXCAVATE TO THE DEPTH OF THE FINAL SUBGRADE ELEVATION TO ALLOW FOR GRADE CHANGES AND THE PLACEMENT OF THE RECOMMENDED PAVEMENT SYSTEM.
 - THE TOP 12 INCHES OF THE EXPOSED SUBGRADE SHALL BE COMPACTED TO A DENSITY NO LESS THAN 95 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR (ASTM D 1557-91).
 - THE FINAL SUBGRADE SHALL BE THOROUGHLY PROOFOOLED UNDER THE OBSERVATION OF A GEOTECHNICAL/PAVEMENT ENGINEER. LOOSE OR YIELDING AREAS WHICH CANNOT BE MECHANICALLY STABILIZED SHALL BE REMOVED AND REPLACED WITH ENGINEERED FILL OR AS DICTATED BY FIELD CONDITIONS.
 - THE AGGREGATE BASE SHALL BE COMPACTED TO A DENSITY NO LESS THAN 95 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR (ASTM D 1557-91). THE BASE SHALL EXTEND A MINIMUM OF 1 FOOT BEYOND THE PAVED EDGE.
 - ALL BITUMINOUS MATERIAL SHALL BE COMPACTED TO A DENSITY NO LESS THAN 97 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY THE MARSHALL METHOD.
 - A BOND COAT OF SS-1H EMULSION IS REQUIRED BETWEEN THE LEVELING COURSE AND THE WEARING COURSE WHEN EITHER 24 HOURS HAVE ELAPSED BETWEEN PLACEMENT OF THE BITUMINOUS COURSES OR THE SURFACE OF THE PAVEMENT HAS BEEN CONTAMINATED WITH DIRT, DUST, OR FOREIGN MATERIAL. THE BOND COAT SHALL BE APPLIED IN A UNIFORM MANNER OVER THE SURFACE AT A RATE OF 0.1 GALLONS/S.Y. IN THE EVENT A BOND COAT IS NOT REQUIRED, THE LEVELING COURSE MAY REQUIRE LOCALIZED BROOM CLEANING.
 - PERFORMANCE GRADE PG64-22 ASPHALT CEMENT SHALL BE USED IN THE PRODUCTION OF ALL BITUMINOUS MIXTURES. RECOMMENDED ASPHALT PAVEMENT SHALL BE ALONE UNLESS SPECIFIED BY THE CURRENT MOOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, UNLESS NOTED ON THE PROJECT DETAILS.
 - CONSTRUCTION TRAFFIC SHALL BE MINIMIZED ON THE NEW PAVEMENT. IF CONSTRUCTION TRAFFIC IS ANTICIPATED ON THE PAVEMENT STRUCTURE, THE PLACEMENT OF THE FINAL LIFT SHALL BE DELAYED UNTIL THE MAJORITY OF THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED. THIS ACTION WILL ALLOW REPAIR OF LOCALIZED FAILURES, IF ANY DOES OCCUR, AS WELL AS REDUCE LOAD DAMAGE ON THE PAVEMENT SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR REPAIR TO ANY DAMAGED SECTION RESULTING FROM CONSTRUCTION ACTIVITY.
 - RESTRIPE PARKING LOTS AS SHOWN, USING 4" PAVEMENT MARKING - BLUE FOR BARRIER FREE SPACES, YELLOW FOR STANDARD SPACES. IF NEW PARKING LAYOUT IS NOT INDICATED, MATCH ORIGINAL STRIPING PATTERN.
 - CONTRACTOR SHALL PROTECT EXISTING CURB, GUTTER, SIDEWALK, WALLS, FENCES AND ALL OTHER EXISTING SITE FEATURES NOT INDICATED FOR REMOVAL OR REHABILITATION.
 - PLACE EXPANSION JOINTS WHERE NEW CONCRETE PAVEMENT OR WALKS ABUT BUILDING WALLS (PROPOSED OR EXISTING), COLUMN WALLS OR BASES, CONCRETE FOUNDATIONS OR BASES, CURBS, OR EXISTING CONCRETE PAVEMENT. PLACE JOINT SEALANT ON ALL EXPANSION JOINTS.
 - CONTRACTOR TO CONSTRUCT CONTRACTION AND EXPANSION JOINTS IN ALL NEW CONCRETE PAVEMENT. CONTRACTION JOINTS SHALL BE TOOLED WHERE SIDEWALK WIDTH IS 8' OR LESS, AND SHALL BE SPACED EQUAL TO THE WIDTH OF THE PAVEMENT (I.E. 8' SPACING FOR 8' WIDE WALK), BUT NOT MORE THAN 10' APART. PLACE EXPANSION JOINTS WITH JOINT SEALANT AT MAXIMUM 50' SPACING. CONTRACTOR SHALL GENERALLY MATCH THE JOINT PATTERNS FOR CONCRETE PAVEMENT WHEN SHOWN ON THE PLANS.
 - CONCRETE PAVEMENT SHALL MEET THE REQUIREMENTS FOR MOOT GRADE 4000 CONCRETE PER THE CURRENT MOOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

PAVEMENT MAINTENANCE NOTES

PLACE TWO-COAT ASPHALT EMULSION SEAL COAT SYSTEM OVER EXISTING ASPHALT PAVEMENT. SEAL COAT MATERIAL SHALL BE SEALMASTER POLYMER-MODIFIED MASTERSEAL (PMM), OR APPROVED EQUAL, AND SHALL BE INSTALLED PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS. CONTRACTOR TO PROVIDE SEALCOAT SAMPLE TO PROJECT MATERIAL TESTING COMPANY FOR TESTING.

PRIOR TO PLACING SEAL COAT MATERIAL, CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS TO PREVENT EXISTING MARKINGS FROM BLEEDING THROUGH PROPOSED MATERIAL. SINCE THE SITE PAINTING LAYOUT WILL BE REVISED AND NOT MATCH EXISTING.

PAVEMENT SURFACE MUST BE CLEAN AND FREE FROM ALL LOOSE MATERIAL AND DIRT PRIOR TO PLACEMENT OF SEAL COAT MATERIAL. REMOVE GRASS ALONG EDGE OF PAVEMENT TO FIND TRUE EDGE OF PAVEMENT. POWER BLOWERS, MECHANICAL SWEEPING DEVICES AND PUSH BROOMS ARE ACCEPTABLE CLEANING METHODS. TREAT ALL GREASE, OIL AND GASOLINE SPOTS OR STAINS WITH SEALMASTER PETRO SEAL, OR PREP SEAL OIL SPOT PRIMER PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.

SEALMASTER PMM SHALL BE APPLIED AT A RATE OF 2.77 TO 9.11 SQUARE YARDS PER GALLON PER COAT, OR 0.11 TO 0.13 GALLONS PER SQUARE YARD PER COAT. PROPERLY MIXED PMM SHALL BE APPLIED BY MECHANICAL SQUEEGE/BRUSH EQUIPMENT OR SPRAY EQUIPMENT CAPABLE OF SPRAYING COATINGS WITH SAND. EQUIPMENT SHALL HAVE CONTINUOUS AGITATION OR MIXING CAPABILITIES TO MAINTAIN HOMOGENEOUS CONSISTENCY OF MIXED MATERIAL THROUGHOUT THE APPLICATION PROCESS. TRUCK MOUNT OR SELF-PROPELLED SQUEEGE/BRUSH EQUIPMENT SHALL HAVE AT LEAST TWO (2) SQUEEGE OR BRUSH DEVICES (ONE BEHIND THE OTHER) TO ASSURE ADEQUATE DISTRIBUTION AND PENETRATION OF MIXED PMM INTO BITUMINOUS PAVEMENT. HAND SQUEEGES AND BRUSHES SHALL BE ACCEPTABLE IN AREAS WHERE PRACTICALITY PROHIBITS THE USE OF MECHANIZED EQUIPMENT. ALLOW FIRST COAT TO DRY THOROUGHLY BEFORE APPLYING SECOND COAT. ALLOW FINAL COAT TO DRY FOR 24 HOURS PRIOR TO OPENING TO VEHICLE TRAFFIC.

PMM SHALL BE MIXED IN ACCORDANCE WITH THE FOLLOWING MIX DESIGN (BASED ON 100 GALLONS OF PMM FOR EASE OF CALCULATION):
- POLYMER MODIFIED MASTERSEAL - 100 GALLONS
- SAND (40 TO 70 MESH AFS FINENESS GRADATION 200-400 LBS.

SURFACE AND AMBIENT TEMPERATURE MUST BE A MINIMUM OF 50 DEGREES FAHRENHEIT AND RISING BEFORE APPLYING OIL. SPOT PRIMERS, PAVEMENT SEALERS, OR TRAFFIC PAINTS, AMBIENT AND SURFACE TEMPERATURE SHALL NOT DROP BELOW 50 DEGREES FAHRENHEIT FOR A 24 HOUR PERIOD FOLLOWING APPLICATION OF MATERIALS. APPLY MATERIALS DURING DRY CONDITIONS WHEN RAIN IS NOT IMMINENT OR FORECAST FOR AT LEAST 24 HOURS AFTER APPLICATION.

ALLOW FINAL COAT OF PAVEMENT SEALER TO DRY 24 HOURS PRIOR TO APPLYING TRAFFIC PAINT. RESTRIPE PAVEMENT AS SHOWN, USING 4" PAVEMENT MARKING - BLUE FOR BARRIER FREE SPACES, YELLOW FOR STANDARD SPACES. INCLUDES DIRECTIONAL ARROWS, SYMBOLS, CROSSWALKS, HATCHING, TEXT, ETC.

CONTRACTOR TO PROTECT EXISTING WALKS, PAVEMENT, CURBS, GUTTERS, WALLS, FENCES, GATES, UTILITIES, UTILITY STRUCTURES, SUPPORTED SLABS, LANDSCAPING AND TREES TO REMAIN DURING CONSTRUCTION.

PROPOSED SITE LIGHTING:

PROPOSED SITE LIGHTING TO BE INSTALLED BY OTHERS. COORDINATE AS NECESSARY.

RESTORATION NOTE

RESTORE ALL NON-PAVED AREAS WITH 3" OF CLEAN TOPSOIL AND SEED MIX (50% KENTUCKY BLUEGRASS, 20% PERENNIAL RYEGRASS, 50% CREEPING RED FESCUE). PLACE MULCH IN ALL SEEDED AREAS ON SLOPES IN EXCESS OF 10 HORIZONTAL TO 1 VERTICAL. PLACE NORTH AMERICAN GREEN D5150 MULCH BLANKET IMMEDIATELY AFTER SEEDING. USE METAL STAPLES PER MANUFACTURER'S RECOMMENDATIONS TO HOLD MATING IN PLACE.

PROPOSED SIGN LEGEND

"BF" - RESERVED PARKING BARRIER FREE ONLY (R7-B)

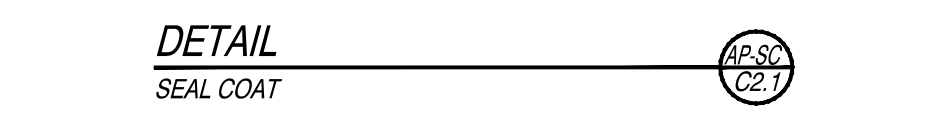
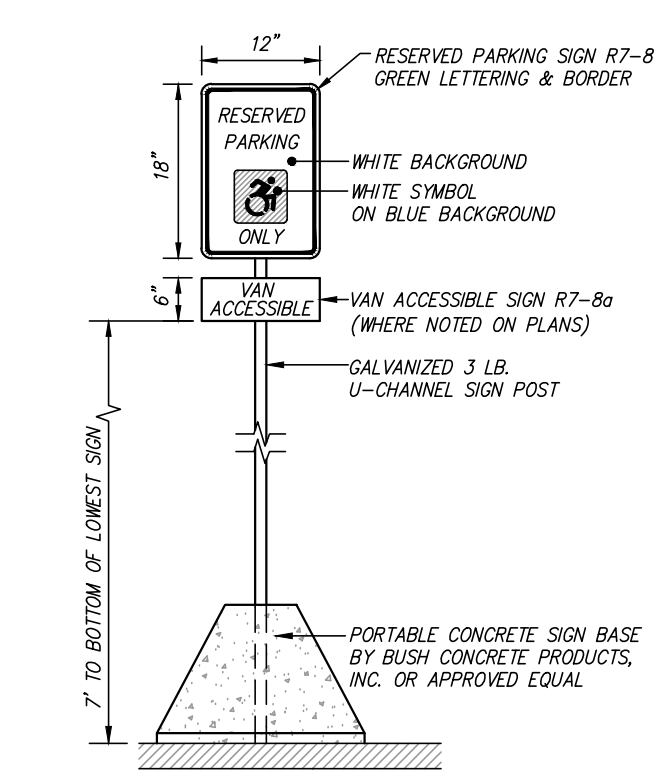
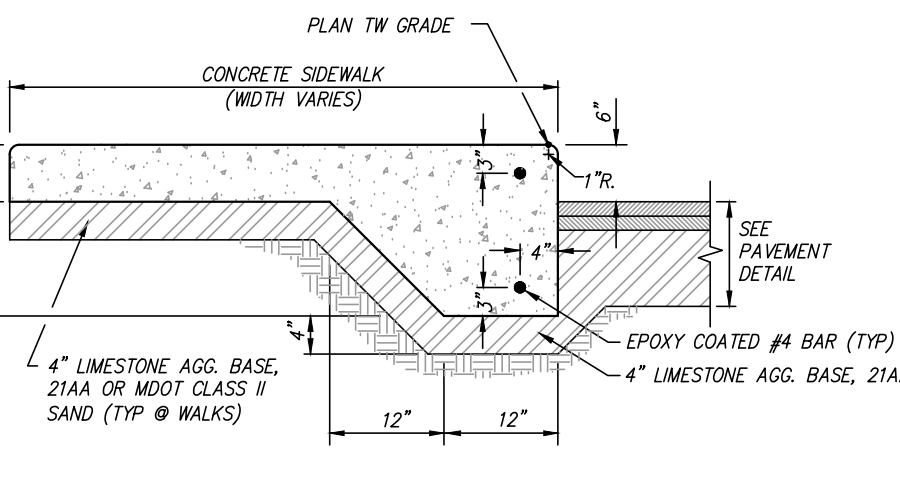
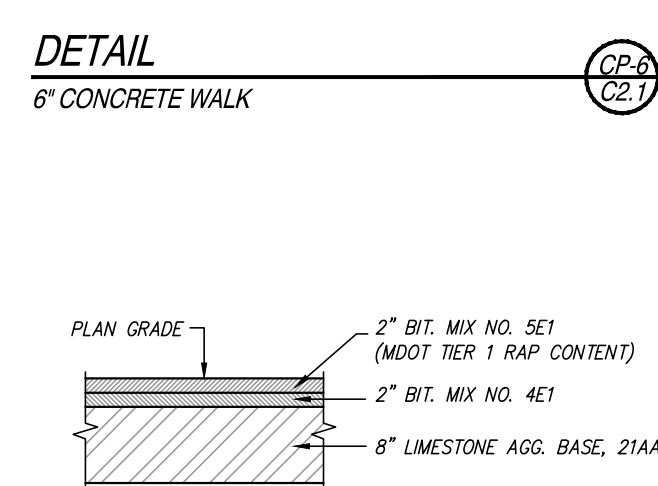
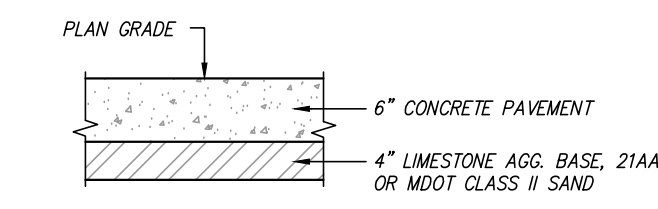
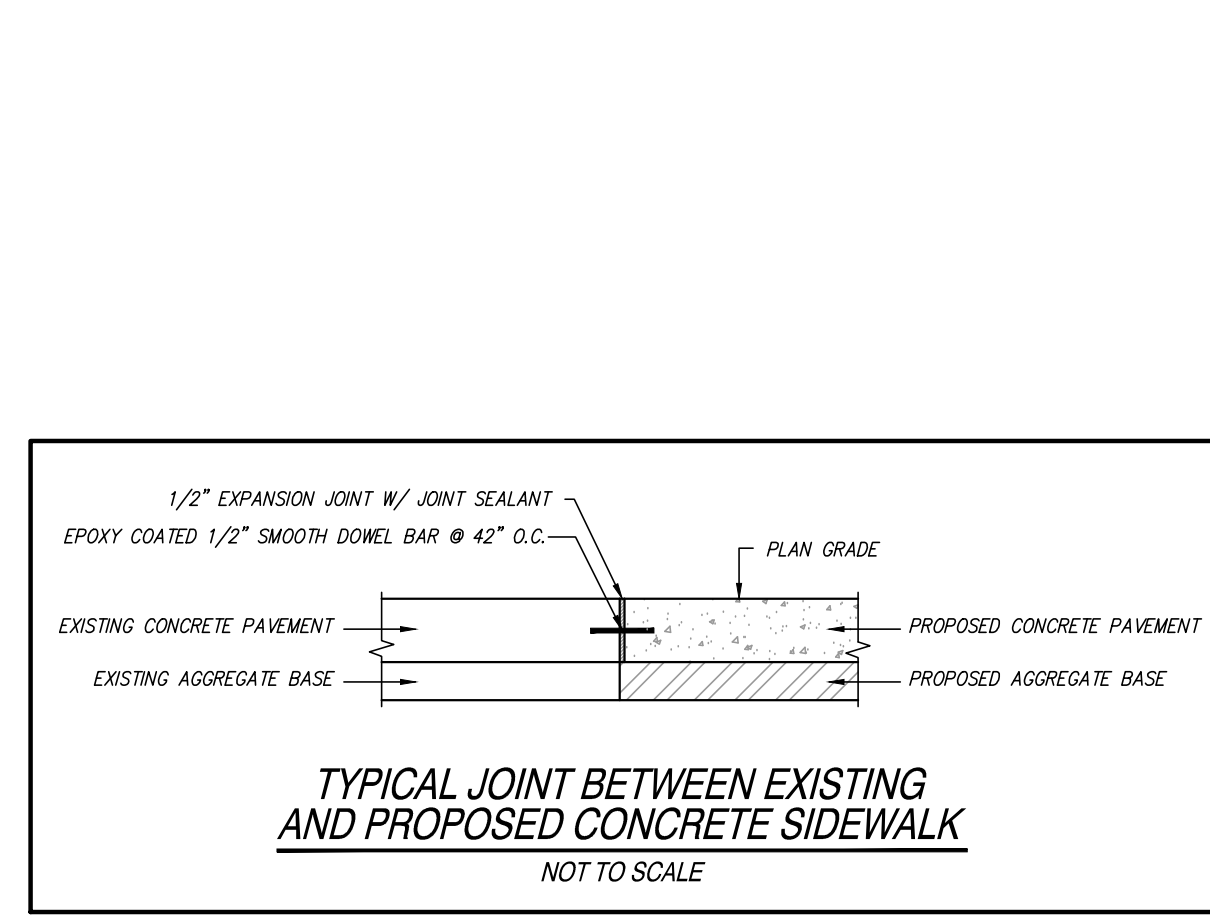
ALL SIGNAGE SHALL BE IN ACCORDANCE WITH THE CURRENT M.M.U.T.C.D. AND THE MOOT TRAFFIC AND SAFETY SIGN SUPPORT STANDARD PLANS.

RIM ADJUSTMENT NOTE:

REMOVE EXISTING CASTING, COVER AND ADJUSTMENT MATERIALS FROM DRAINAGE STRUCTURE. SALVAGE CASTING AND COVER FOR REINSTALLATION AND PROVIDE NEW ADJUSTMENT BRICK/BLOCK/RINGS. REINSTALL ACCORDING TO STANDARD DETAILS (IF INCLUDED). PROTECT EXISTING UTILITY STRUCTURE TO REMAIN.

SEALANT MATERIAL SHALL BE SEALMASTER POLYMER MODIFIED MASTERSEAL (PMM), OR APPROVED EQUAL.

PLACE TWO-COAT ASPHALT SEAL COAT ACCORDING TO MANUFACTURER SPECIFICATIONS OVER CLEAN, DRY SURFACE.



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Know what's below.
Call before you dig.

PRIOR TO CONSTRUCTION, ALL LOCATIONS AND DEPTHS OF EXISTING UTILITIES (IN CONFLICT WITH PROPOSED IMPROVEMENTS) SHALL BE VERIFIED IN THE FIELD. CALL MISS DIG 3 WORKING DAYS PRIOR TO CONSTRUCTION.

UTILITY NOTE

UTILITY INFORMATION ON THIS DRAWING MAY BE FROM INFORMATION DISCLOSED TO THIS FIRM BY THE VARIOUS UTILITY COMPANIES, CITY/COUNTY AGENCIES AND OTHER VARIOUS SOURCES. UNDERGROUND UTILITIES WHICH ARE ON PRIVATE PROPERTY ARE USUALLY NOT DELINEATED UPON A UTILITY COMPANY'S PUBLISHED PLANS. THEIR LOCATION, IF SHOWN ON THIS SURVEY, ARE APPROXIMATED FROM FOUND PAINT MARKS/STAKES, ETC. AS LOCATED BY THIS FIRM FROM SOURCES WHICH ARE UNKNOWN. NO GUARANTEE IS GIVEN AS TO THE COMPLETENESS OR ACCURACY THEREOF.

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VAN BUREN SCHOOLS

ECC PARKING EXPANSION

451 W COLUMBIA AVE
BELLEVILLE, MI 48111

SITE ENGINEERING PLAN

NO.	DATE	REVISION
1	06-07-2024	BID DOCS

VERIFY SCALES	
BAR IS ONE INCH ON ORIGINAL DRAWING	
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	

DRAYER	DATE
JK	05-31-24
DESIGNER	DATE
JE	05-31-24
CHECKED	DATE
JE	06-03-24
PROJECT MANAGER	BID PLAN DATE
JE	06-07-24
DEPARTMENT MANAGER APPROVAL	DATE
TS	06-07-24
JOB NO.	DRAWING NO.
NP24016	NP24016
SCALE:	SHEET NO.
1" = 30'	C2.1