

DEMOLITION NOTES

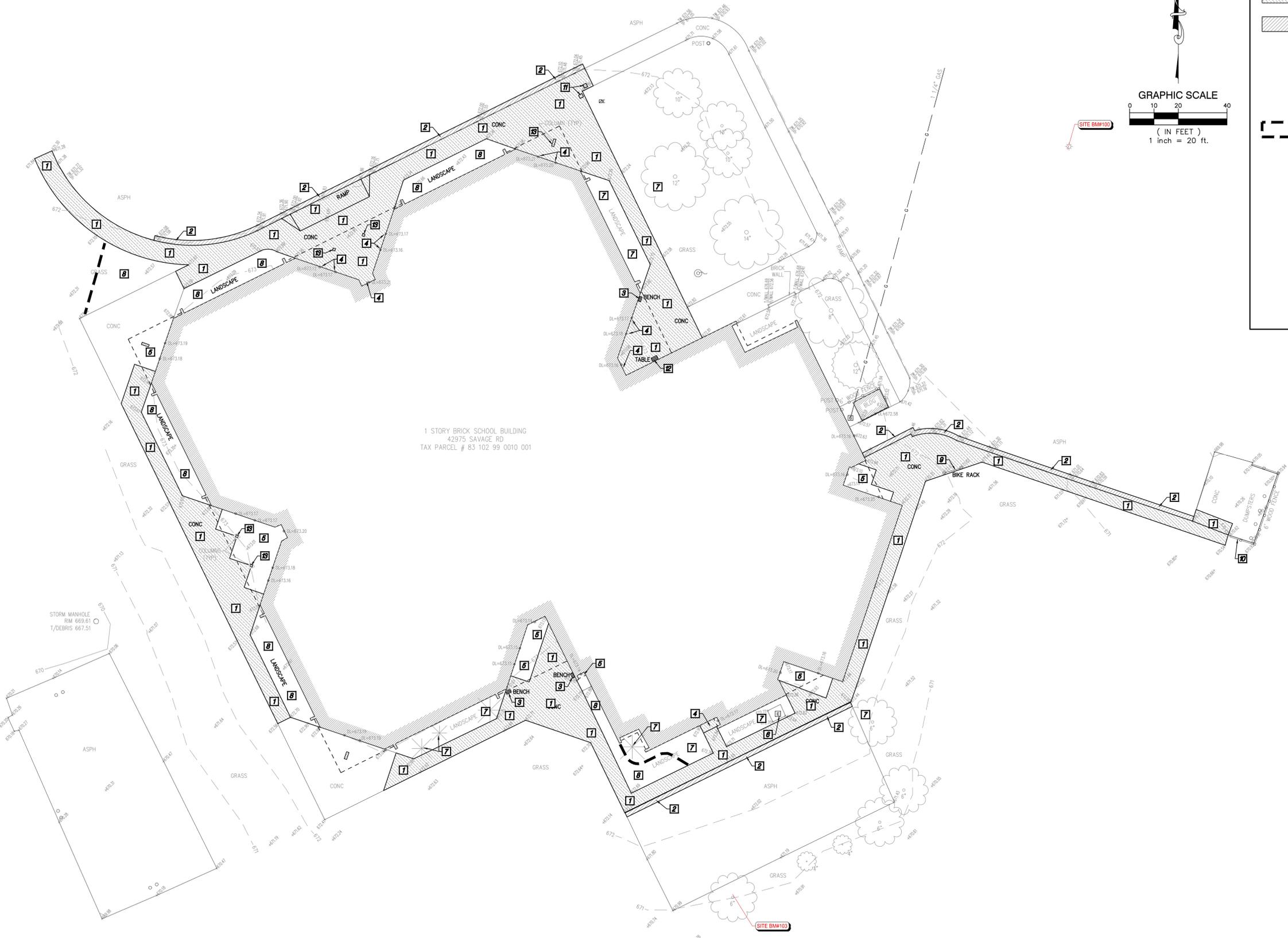
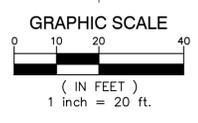
- 1 REMOVE CONCRETE PAVEMENT TO FULL DEPTH. SAWCUT FULL DEPTH TO NEAREST JOINT WHERE NEW PAVEMENT WILL BE PLACED ADJACENT TO EXISTING PAVEMENT.
- 2 REMOVE ASPHALT PAVEMENT TO FULL DEPTH. SAWCUT FULL DEPTH WHERE NEW PAVEMENT WILL BE PLACED ADJACENT TO EXISTING PAVEMENT. EXCAVATE EXISTING AGGREGATE BASE AND SUBGRADE AS NECESSARY TO INSTALL NEW PAVEMENT SECTION AS SHOWN ON THE PAVING PLANS, INCLUDING NEW AGGREGATE BASE.
- 3 REMOVE, SALVAGE, AND RESET EXISTING BENCH UPON COMPLETION OF WORK.
- 4 REMOVE EXISTING SUPPORTED SLAB CAP. PROTECT EXISTING FOUNDATION TO REMAIN.
- 5 PROTECT EXISTING SUPPORTED SLAB TO REMAIN.
- 6 PROTECT EXISTING BUILDING EQUIPMENT AND PAD TO REMAIN.
- 7 PROTECT EXISTING TREES AND LANDSCAPING TO REMAIN DURING CONSTRUCTION.
- 8 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.
- 9 REMOVE, SALVAGE AND RESET EXISTING BIKE RACK UPON COMPLETION OF WORK.
- 10 PROTECT EXISTING DUMPSTER ENCLOSURE TO REMAIN.
- 11 REMOVE, SALVAGE AND RESET EXISTING PLANTER BOX UPON COMPLETION OF WORK.
- 12 REMOVE, SALVAGE AND RESET EXISTING TABLE UPON COMPLETION OF WORK.
- 13 PROTECT EXISTING COLUMN AND FOOTING TO REMAIN.

EXISTING SIGNAGE AND MAILBOXES WITHIN THE CLEARING LIMITS ARE TO BE REMOVED AND SALVAGED. STAGE IN ON SITE LOCATION AS SPECIFIED BY OWNER.

ALL DEPRESSIONS CREATED BY DEMOLITION PROCEDURES SHALL BE BACKFILLED WITH CLASS II FILL MATERIAL, IN 8" 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.



1 STORY BRICK SCHOOL BUILDING
 42975 SAVAGE RD
 TAX PARCEL # 83 102 99 0010 001

811
 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'S WORKING DAYS PRIOR TO CONSTRUCTION.

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**VAN BUREN PUBLIC SCHOOLS
 SAVAGE ELEMENTARY
 CONCRETE IMPROVEMENTS**

DEMOLITION PLAN

SECTION 26
 TOWN 03 SOUTH RANGE 08 EAST
 VAN BUREN TOWNSHIP
 WAYNE COUNTY, MICHIGAN

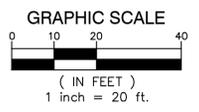
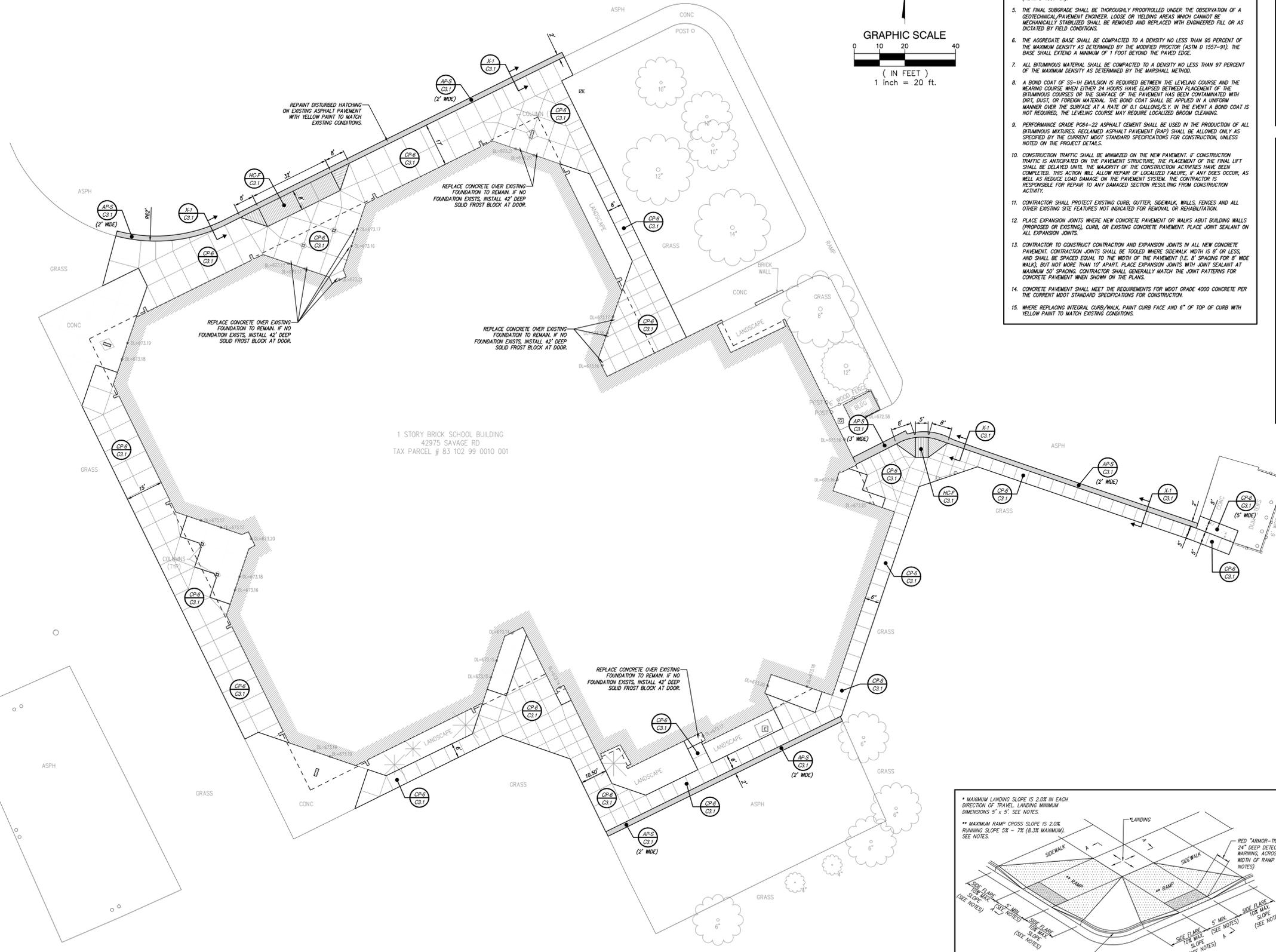
NO.	DATE	REVISION
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2	03-31-23	BIDS

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C. YANG	02-14-23
DESIGNER	DATE
J. ENSLEY	02-14-23
CHECKED	DATE
J. ENSLEY	
PROJECT MANAGER	BID PLAN DATE
T. SOVEL	
DEPARTMENT MANAGER APPROVAL	DATE
T. SOVEL	
JOB NO.	DRAWING NO.
NP22155	NP22155DEM
SCALE:	SHEET NO.
1" = 20'	C2.1

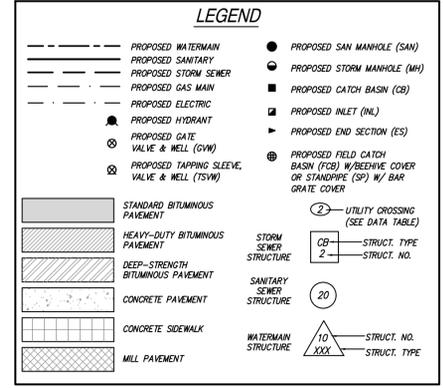
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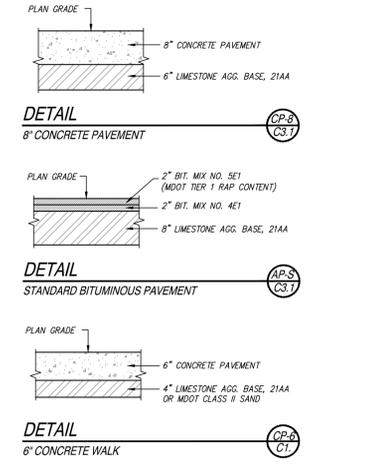
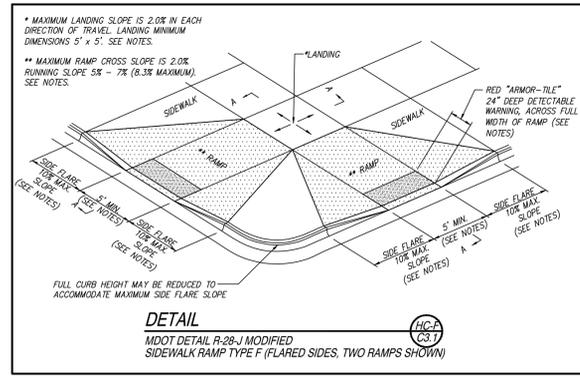
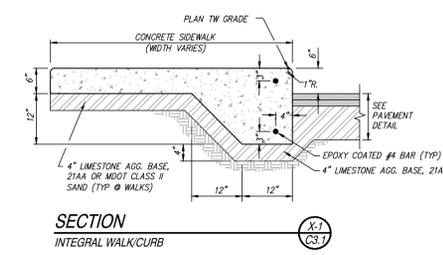
PAVING CONSTRUCTION NOTES

1. EARTHWORK AND PAVEMENT CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION UNLESS OTHERWISE NOTED IN THE FOLLOWING ITEMS.
2. REMOVE ANY EXISTING TOPSOIL, VEGETATION, TREES AND OTHER DELETERIOUS MATERIALS TO EXPOSE THE SUBGRADE SOIL. TREE ROOTS SHALL BE COMPLETELY REMOVED.
3. EXCAVATE TO THE DEPTH OF THE FINAL SUBGRADE ELEVATION TO ALLOW FOR GRADE CHANGES AND THE PLACEMENT OF THE RECOMMENDED PAVEMENT SYSTEM.
4. 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).
5. THE FINAL SUBGRADE SHALL BE THOROUGHLY PROFFERED UNDER THE OBSERVATION OF A GEOTECHNICAL/PAVEMENT ENGINEER. LOOSE OR HEAVING AREAS WHICH CANNOT BE MECHANICALLY STABILIZED SHALL BE REMOVED AND REPLACED WITH ENGINEERED FILL OR AS DICTATED BY FIELD CONDITIONS.
6. 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.
7. ALL BITUMINOUS MATERIAL SHALL BE COMPACTED TO A DENSITY NO LESS THAN 97 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY THE MARSHALL METHOD.
8. A BOND COAT OF SS-14 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.
9. PERFORMANCE GRADE PG64-22 ASPHALT CEMENT SHALL BE USED IN THE PRODUCTION OF ALL BITUMINOUS MIXTURES. RECLAIMED ASPHALT PAVEMENT (RAP) SHALL BE ALLOWED ONLY AS SPECIFIED BY THE CURRENT MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, UNLESS NOTED ON THE PROJECT DETAILS.
10. 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 FAILURE, 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.
11. CONTRACTOR SHALL PROTECT EXISTING CURB, GUTTER, SIDEWALK, WALLS, FENCES AND ALL OTHER EXISTING SITE FEATURES NOT INDICATED FOR REMOVAL OR REHABILITATION.
12. PLACE EXPANSION JOINTS WHERE NEW CONCRETE PAVEMENT OR WALKS ADJUT BUILDING WALLS (PROPOSED OR EXISTING), CURB, OR EXISTING CONCRETE PAVEMENT. PLACE JOINT SEALANT ON ALL EXPANSION JOINTS.
13. 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.
14. CONCRETE PAVEMENT SHALL MEET THE REQUIREMENTS FOR MDOT GRADE 4000 CONCRETE PER THE CURRENT MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
15. WHERE REPLACING INTEGRAL CURB/WALK, PAINT CURB FACE AND 6" OF TOP OF CURB WITH YELLOW PAINT TO MATCH EXISTING CONDITIONS.



SIDEWALK RAMP NOTES (MDOT DETAIL R-28-J MODIFIED)

1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION, RECONSTRUCTION, OR ALTERATION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.
2. SURFACE TEXTURE OF THE RAMP SHALL BE THAT OBTAINED BY A COARSE BROOMING, TRANSVERSE TO THE RUNNING SLOPE.
3. CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE RAMP. WHERE CONDITIONS PERMIT, IT IS DESIRABLE THAT THE SLOPE OF THE RAMP BE IN ONLY ONE DIRECTION, PARALLEL TO THE DIRECTION OF TRAVEL.
4. PROVIDE TURNING SPACES WHERE PEDESTRIAN TURNING MOVEMENTS ARE REQUIRED.
5. CURB RAMP WITH RUNNING SLOPE EQUAL TO OR LESS THAN 5% DO NOT REQUIRE A TOP LANDING. HOWEVER, ANY CONTINUOUS SIDEWALK OR PEDESTRIAN ROUTE CROSSING THROUGH OR INTERSECTING THE CURB RAMP MUST INDEPENDENTLY MAINTAIN A CROSS SLOPE NOT GREATER THAN 2% PERPENDICULAR TO ITS OWN DIRECTION(S) OF TRAVEL.
6. DETECTABLE WARNING SURFACE COVERAGE IS 24" MINIMUM IN THE DIRECTION OF RAMP/PATH TRAVEL AND THE FULL WIDTH OF THE RAMP/PATH OPENING EXCLUDING CURBED OR FLARED CURB TRANSITION AREAS. A BORDER OFFSET NOT GREATER THAN 2" MEASURED ALONG THE EDGES OF THE DETECTABLE WARNING IS ALLOWABLE FOR RADIAL CURB RETURNS AT THE ENDS OF THE RAMP.
7. THE MAXIMUM RUNNING SLOPE OF 8.3% IS RELATIVE TO A FLAT (0%) REFERENCE. HOWEVER, IT SHALL NOT REQUIRE ANY RAMP OR SERIES OF RAMPS TO EXCEED 15 FEET IN LENGTH INCLUDING LANDINGS OR TRANSITIONS.
8. THE TOP OF THE JOINT FILLER FOR ALL RAMP TYPES SHALL BE FLUSH WITH THE ADJACENT CONCRETE.
9. FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED ALONG THE ROADSIDE CURB LINE, SHALL BE PROVIDED WHERE AN UNRESTRICTED CIRCULATION PATH LATERALLY CROSSES THE SIDEWALK RAMP. FLARED SIDES ARE NOT REQUIRED WHERE THE RAMP IS BORDERED BY LANDSCAPING, UNPAVED SURFACE OR PERMANENT FIXED OBJECTS. WHERE THEY ARE NOT REQUIRED, FLARED SIDES CAN BE CONSIDERED IN ORDER TO AVOID SHARP CURB RETURNS AT RAMP ENDINGS.
10. DETECTABLE WARNING PLATES MUST BE INSTALLED USING FABRICATED OR FIELD CUT UNITS CAST AND/OR ANCHORED IN THE PAVEMENT TO RESIST SHIFTING OR HEAVING. DETECTABLE WARNING PLATES TO BE RED CAST-IN-PLACE "ARMOR-TILE", OR APPROVED EQUAL, IN ACCORDANCE WITH AASHTO SECTIONS 406.13 AND 705, AND ADA CODE OF REGULATION 4A.29.



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VAN BUREN PUBLIC SCHOOLS SAVAGE ELEMENTARY CONCRETE IMPROVEMENTS

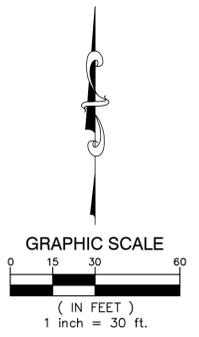
PAVING AND LAYOUT PLAN

SECTION 26		
TOWN 03 SOUTH RANGE 08 EAST		
VAN BUREN TOWNSHIP		
WAYNE COUNTY, MICHIGAN		
NO.	DATE	REVISION
1	03-17-23	OWNER REVIEW
2	03-31-23	BIDS
VERIFY SCALES		
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DATE	DATE	DATE
DRAWER C. YANG	02-14-23	
DESIGNER J. ENSLEY	02-14-23	
CHECKED J. ENSLEY		
PROJECT MANAGER T. SOVEL		BID PLAN DATE
DEPARTMENT MANAGER APPROVAL T. SOVEL		DATE
JOB NO. NP22155	DRAWING NO. NP22155PAV	
SCALE: 1" = 20'	SHEET NO. C3.1	

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SILT SACK INLET
 FILTER, TYP.

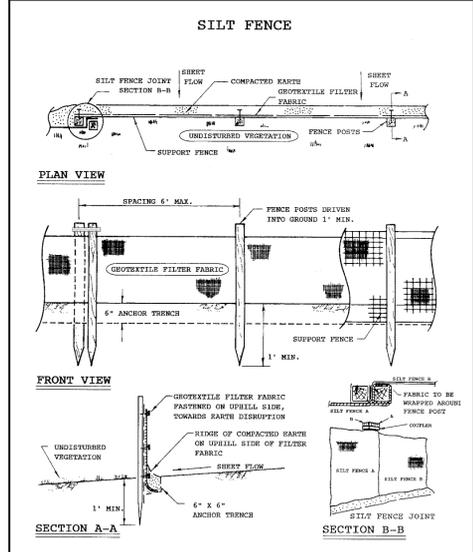
SILT FENCE, TYP.



SITE NOTES:
 APPROX. GROSS ACREAGE DISTURBED = 0.778± ACRES
 DISTANCE TO NEAREST BODY OF WATER = 740± LF (BUNTON DRAIN)
 THEREFORE, A SOIL EROSION PERMIT IS NOT REQUIRED.

SOIL TYPES:
 BnB - BOYER LOAMY SAND, 0 TO 6 PERCENT SLOPES
 WaA - WASEPI LOAMY SAND, 0 TO 2 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.



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 SAVAGE ELEMENTARY
 CONCRETE IMPROVEMENTS**

**SOIL EROSION AND
 SIDIMENTATION CONTROL PLAN**

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