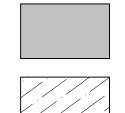


DEMOLITION NOTES

- DEMOLISH AND REMOVE EXISTING CONCRETE TO NEAREST COLD JOINT
- SAWCUT EXISTING CONCRETE SIDEWALK.
- FULL DEPTH ASPHALT PAVEMENT REMOVAL (SURFACE COURSE ONLY, BASE COURSE
- REMOVE PORTION OF EXISTING CONCRETE CURB.
- CLEAR AND GRUB EXISTING LANDSCAPING.
- REMOVE EXISTING ACCESSIBLE PARKING SIGN.
- REMOVE AND SALVAGE DISCARD BOLLARD WITH ACCESSIBLE DOOR PUSH BUTTON.
- REMOVE AND SALVAGE EXISTING TRASH CAN.
- REMOVE AND SALVAGE EXISTING BIKE RACK.
- PROTECT IN PLACE EXISTING CONCRETE SIDEWALK
- PROTECT IN PLACE EXISTING ASPHALT PAVEMENT.
- PROTECT IN PLACE EXISTING CURB.
- PROTECT IN PLACE EXISTING LANDSCAPING.
- PROTECT IN PLACE EXISTING BUILDING
- PROTECT IN PLACE EXISTING LIGHT POLE.
- PROTECT IN PLACE EXISTING DRAINAGE INLET. SEE DETAIL A ON THIS SHEET.
- SAWCUT EXISTING ASPHALT DRIVE PER DIMENSIONED AREA.

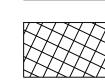
LEGEND



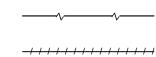
FULL DEPTH ASPHALT PAVEMENT REMOVAL. (SURFACE COURSE ONLY, BASE COURSE TO REMAIN)



LANDSCAPE REMOVAL.

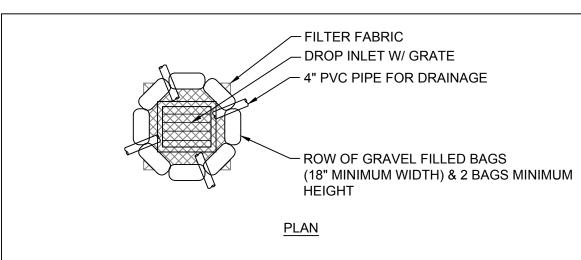


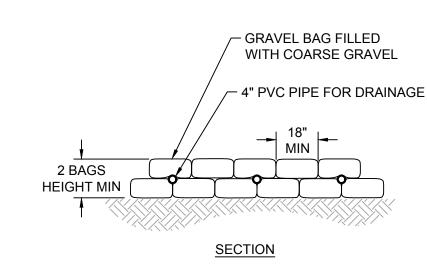
DEMOLISH AND REMOVE CONCRETE WHERE SHOWN TO NEAREST COLD JOINT.



SAWCUT.

DEMOLISH AND REMOVE EXISTING CURB/ CURB AND GUTTER.

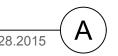


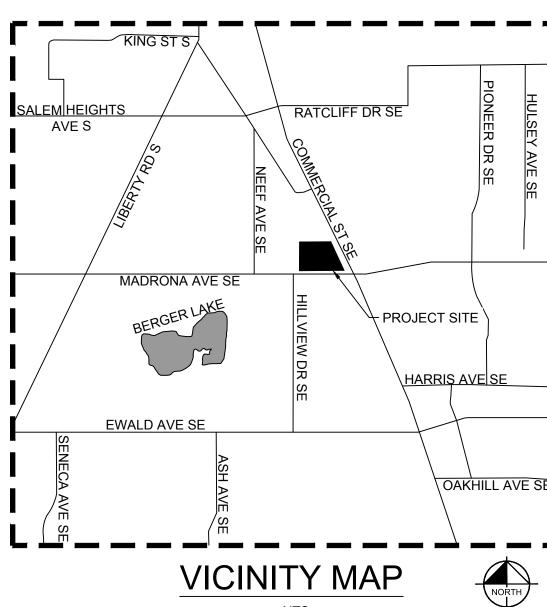


NOTES:

- 1. GRAVEL BAG MATERIAL: POLYPROPYLENE, POLYETHYLENE OR POLYMIDE WOVEN FABRIC, MINIMUM UNIT WEIGHT 4 OUNCES PER SQUARE YARD, MULLEN BURST STRENGTH EXCEEDING 300 PSI AND ULTRAVIOLET STABILITY EXCEEDING 70%
- 2. GRAVEL BAG SHALL BE FILLED WITH 3/4" ROCK OR 1/4" PEA GRAVEL.
- 3. PLACE SEVERAL LAYERS OF SAND BAGS (12" MINIMUM HIGH) OVERLAPPING THE BAGS AND PACKING THEM TIGHTLY TOGETHER.
- 4. LEAVE GAP OF ONE BAG ON THE TOP ROW TO SERVE AS A SPILLWAY.
- 5. PLACE WIRE MESH OVER AND 1' (MINIMUM) BEYOND THE INLET STRUCTURE.
- 6. PLACE FILTER FABRIC OVER WIRE MESH. FILTER FABRIC SHALL BE MANUFACTURED FROM UV RESISTANT POLYPROPYLENE, NYLON, POLYESTER, OR ETHYLENE FABRIC WITH AN EQUIVALENT OPENING SIZE NOT GREATER THAN 20 SIEVE AND WITH A MINIMUM FLOW RATE OF 40 GALLONS/MINUTE/SQ. FT.
- 7. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT.

STORM DRAIN DROP INLET PROTECTION REV. DATE: 08.28.2015





ABBREVIATIONS

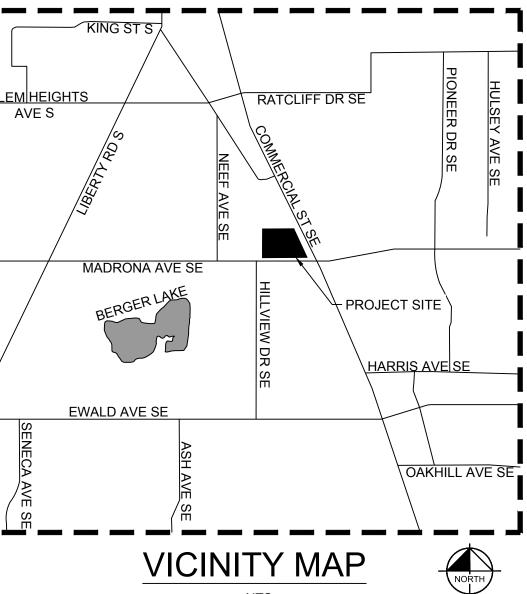
EX - EXISTING FS - FINISHED SURFACE FF - FINISH FLOOR FFE - FINISH FLOOR ELEVATION TC - TOP OF CURB TYP - TYPICAL TG - TOP OF GRATE

GENERAL NOTES

- 1. WHERE GRADES ARE AFFECTED, THE CONTRACTOR SHALL USE A SURVEYOR AS NEEDED TO INSURE PROPER GRADES ARE ACHIEVED.
- 2. STRIPING SHALL BE COMPLETED PER THE REQUIREMENTS OF THE CURRENT OREGON BUILDING CODE AND APPLICABLE LOCAL CODES. GRADES SHALL BE VERIFIED FOR COMPLIANCE AT THE TIME OF CONSTRUCTION PRIOR TO STRIPING.
- 3. THE GENERAL CONTRACTOR SHALL ALSO REVIEW ANY APPLICABLE STATE AND LOCAL GUIDELINES AS THEY APPLY TO THE ACCESSIBILITY AND SIGNAGE.
- 4. THE GENERAL CONTRACTOR SHALL VERIFY ELEVATIONS AND GRADES PRE & POST CONSTRUCTION AND REPORT ANY DEFICIENCIES TO THE ENGINEER BEFORE START OF WORK AND AT COMPLETION.
- 5. ALL NEW CONSTRUCTION SHALL BE VERIFIED TO BE IN COMPLIANCE WITH LOCALLY ADOPTED ACCESSIBILITY REGULATIONS. ANYTHING FOUND NOT IN COMPLIANCE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. ALL SLOPES TO BE MEASURED WITH A 24" SMART LEVEL.
- 6. IT IS ACKNOWLEDGED THAT THE IMPROVEMENTS SHOWN ON THIS PLAN CONSIST OF A LIMITED SCOPE OF WORK AND MAY NOT BRING THE ENTIRE SITE INTO FULL COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT GUIDELINES AND ANY OTHER STATE SPECIFIC ACCESSIBILITY CODES. THE ENGINEER OF RECORD SHALL NOT BE HELD RESPONSIBLE FOR ANY EXISTING CONDITIONS OUTSIDE OF THE IDENTIFIED SCOPE OF WORK THAT ARE NOT BROUGHT WITHIN COMPLIANCE.
- 7. WHERE ASPHALT PAVEMENT MILL AND OVERLAY IS PROPOSED THE GENERAL CONTRACTOR SHALL CORE A 2" DIAMETER SECTION AND VERIFY THE EXISTING ASPHALT PAVEMENT SECTION IS GREATER THAN 3". GENERAL CONTRACTOR SHALL NOTIFY CIVIL ENGINEER IF ASPHALT PAVEMENT SECTION IS LESS THAN 3" FOR FURTHER DIRECTION AS MILL AND OVERLAY MAY NOT BE FEASIBLE.
- 8. CONTRACTOR TO VERIFY ALL EXISTING ELEVATIONS AND IMPROVEMENTS AND NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
- 9. ALL ELEVATIONS SHOWN ON THIS PLAN ARE RELATIVE TO THE ASSUMED FINISHED FLOOR OF 310.96' SURVEYED BY 1 ALLIANCE GEOMATICS [DECEMBER, 2023].
- 10. BASED ON SURVEY ELEVATIONS PROVIDED BY 1 ALLIANCE GEOMATICS, EXISTING THRESHOLD IS RAISED 0.21' ABOVE ADJACENT EXTERIOR LANDING, IT IS ASSUMED THAT THE FFE OF THE BUILDING IS EQUAL TO THE THRESHOLD ELEVATION OF 310.96'. CONTRACTOR TO VERIFY FEE PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY
- 11. PROPERTY LINE NOT AVAILABLE AT THIS TIME, BUT RIGHT-OF-WAY IS ASSUMED TO ALIGN WITH THE BACK OF EXISTING SIDEWALK ALONG MADRONA AVE. SE.
- 12. CONTRACTOR SHALL EXERCISE CAUTION BELOW EXISTING OVERHEAD UTILITY LINES. UTILITY LINES SHALL REMAIN IN PLACE AND UNDISTURBED DURING CONSTRUCTION.

EROSION CONTROL NOTES

CONTRACTOR TO INSTALL CURB INLET GUARD OR APPROVED EQUAL PRIOR TO COMMENCEMENT OF DEMOLITION EFFORTS. INLET PROTECTION SHALL REMAIN IN PLACE FOR THE DURATION OF THE CONSTRUCTION PERIOD AND BE REMOVED AT THE END OF CONSTRUCTION. SEE DETAIL A ON THIS





CERTIFICATION



PROJECT FOR



3485 COMMERCIAL ST SE, SALEM, OR 97302

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SHEET ISSUES / REVISIONS

1			
	Νο.	Date	Description
		12/22/2023	PERMIT ISSUE

DEMOLITION PLAN