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ADDENDA

ADDENDUM NUMBER 1

DATE: March 6st, 2024

PROJECT: St. Clair County DTNW – Facility Renovation

PROJECT NUMBER: 0230-0002

OWNER: St. Clair County

ARCHITECT/ENGINEER: Anderson, Eckstein & Westrick, Inc.

TO: Prospective Bidders

This Addendum forms a part of the Contract Documents and modifies the Bidding Documents dated 2/2/2024, with amendments and additions noted below.

The following changes to and/or clarifications of the Contract Documents will be incorporated in said Contract Documents and such changes shall be allowed for in the price bid by the Contractor, such that the price indicated in the Proposal shall represent the conditions as set forth in the original Contract Documents as modified by this Addendum.

Acknowledgment of receipt of this Addendum and the Bidder's Acceptance of these revised conditions prior to submittal of the bid shall be indicated by adding the Addendum number in the space provided in the Bid Form. Failure to do so may disqualify the Bidder.

A. BIDDER QUESTIONS AND RESPONSES:

Q: Per sheet A101, each corner has a blow-up detail, 5/A403. This detail shows the removal and replacement of the sealants. When looking on google earth, there are quite a few joints on the building, is it the owner's intent to remove and replace the corner sealants or all panel sealants? Please clarify.

A: Only the panels joint, at the corners, as shown on A101 with be replaced.

Q: Is tool control or a check in system required?

A: No, however tools should be locked every night or taken off site.

Q: Who is the fire alarm vendor?

A: Safety Systems of Port Huron.

Q: Drawing A-102 Note #1 indicates New Wireless Access Router. Please advise if this is being provided by the owner, if not please provide specifications.

A: By owners' vendor, Conti

Q: Drawing A-102- Note #2 indicates CCTV View Station. Please advise if this is being provided by the owner, if not please provide specification.

A: By owners' vendor, Conti

Q: Drawing A-401 Note #8, #9 & #10 indicates access controls, will the card reader and low voltage be provided by the owner, and we are just responsible for the raceways and boxes?

A: By owners' vendor, Conti

Q: Please provide a specification & manufacturer for the entrance canopy.

A: See sheet A031.

Q: Drawing A-601- indicates Door 1049, 1146, & 1147 as new Aluminum Doors and Frames, please provide a specifications & hardware set for these doors.

A: See sheet A031.

Q: Drawing A-401 indicates the glass for door 1049 to be frosted, is this to a window film or are you requesting the glass to be frosted?

A: Frosted Glass, no films.

Q: Please provide Drawing for the Port Huron Township Details & the Saint Clair County Details.

A: All of the Townships required details are on sheet C6.

Q: Please provide a specification for the exterior light poles.

A: Match existing poles and lights.

Q: Please advise if we are required to install topsoil and seed within the area of disturbance or is this the owner's responsibility?

A: Contractor to restore the 3' past the area disturbed by grading, installing topsoil and seed.

Q: Who is responsible for the Soil Erosion Permit?

A: AEW will file for the permit.

Q: Is there a requirement for a Right of Way Permit for the two curb cuts?

A: No, both cuts are on on property drives, not Township streets

Q: Please provide soil boring report if available.

A: Soil boring report is attached to this addendum.

B. DOCUMENT REVISIONS:

CIVIL:

1. SHEET C3:
 - a. Updated note at street sign.

ARCHITECTURAL:

2. SHEET A031:
 - a. Updated Spec.
3. SHEET A102:
 - a. Updated Floor Plan Keynotes.
4. SHEET A401:
 - a. Updated Keynotes and Reflected Ceiling Plan.
5. SHEET A403:
 - a. Updated Detail #5.

6. SHEET A601:
 - a. Updated Door Schedule.

SPECIFICATIONS

None at this time.

C. SUBSTITUTIONS:

None at this time.

D. ATTACHMENTS:

1. 230905_Geo Report – Soils Report
2. Pre-Bid meeting sign in sheet
3. Sheet A031
4. Sheet A102
5. Sheet A401
6. Sheet A403
7. Sheet A601

End of Addenda



Report on Geotechnical Pavement
Investigation

**St. Clair County DTNW
1170 Michigan Road
Port Huron, Michigan
48060**

Latitude 42.941977° N
Longitude 82.480675° W

Prepared for:

Anderson, Eckstein & Westrick, Inc.
51301 Schoenherr Road
Shelby Township, Michigan 48315

G2 Project No. 230585
September 5, 2023



CONSULTING
GROUP

September 5, 2023

Mr. Scott P. Kelley, RA, NCARB, LEED AP
Senior Architect
Anderson, Eckstein & Westrick, Inc.
51301 Schoenherr Road
Shelby Township, Michigan 48315

Re: Report on Geotechnical Pavement Investigation
St. Clair County DTNW
1170 Michigan Road
Port Huron, Michigan 48060
G2 Project No. 230585

Dear Mr. Kelley:

We have completed the geotechnical pavement investigation for the proposed parking lot to be constructed adjacent to the existing St. Clair County Sheriff Office. This report presents the results of our observations and analyses and our recommendations for new pavement construction, pavement section design, and construction considerations as they relate to the geotechnical conditions on site.

We appreciate the opportunity to be of service to Anderson, Eckstein & Westrick, Inc. on this project and look forward to discussing the recommendations presented. In the meantime, if you have any questions regarding this report or any other matter pertaining to the project, please contact us.

Sincerely,

G2 Consulting Group, LLC

Ethan T. Talabo, E.I.T.
Staff Engineer

Jason B. Stoops, P.E.
Project Manager / Associate

ETT/JBS/ljv

Enclosures

g2consultinggroup.com

Headquarters	1866 Woodslee St	Troy, MI 48083	P 248.680.0400	F 248.680.9745
Ann Arbor	1350 Eisenhower Pl	Ann Arbor, MI 48108	P 734.390.9330	F 734.390.9331
Chicagoland	1186 Heather Dr	Lake Zurich, IL 60047	P 847.353.8740	F 847.353.8742



EXECUTIVE SUMMARY

The project consists of construction of a new parking lot adjacent to the existing Saint Clair County Sheriff Office within Port Huron, Michigan. Information regarding the proposed finished grades were not available upon completion of this report. However, we anticipate final grades for the proposed parking lot will be near existing grades. The new parking lot will consist of bituminous concrete pavements. No data regarding expected traffic frequencies and types of vehicles was available at the time of this report. However, we assume that traffic will primarily consist of car traffic with the occasional delivery and garbage trucks. Once loading conditions and a final grading plan become available, G2 should be notified to reevaluate the recommendations presented within this report.

Approximately 2 to 3 inches of sand topsoil are present at soil borings. Very stiff silty clay fill with trace organic matter underlies the topsoil in boring B-1 and extends to an approximate depth of 3-1/2 feet. Native loose to medium compact sand underlies the fill within boring B-1 and topsoil within borings B-2 and B-3 and extends to approximate depths ranging from 3-1/2 to 4 feet. Stiff to hard silty clay underlies the sand within the soil borings and extends to the explored depths of 5 feet and 20 feet, respectively.

Based on the presence of cohesive fill with organic matter, we anticipate undercuts may be required during proof roll operations. Proof roll and proof compaction operations should be completed within 2 days prior to placement of any fill material or pavement construction. Areas of instability may develop under the repeated loading from heavy construction equipment. We anticipate any areas of instability that develop may be stabilized by additional compaction; however, within areas where continuous rutting or shoving of soils occur due to construction traffic, the contractor should be prepared to undercut unsuitable soils and backfill with engineered fill. The aggregate base for pavements should be placed immediately after subgrade preparation operations have been completed to limit the amount of disturbance to the prepared subgrade. Paving operations should be completed thereafter and prior to any rain events.

We understand the project includes construction of new standard-duty pavement to the west of the existing building. At the time of the investigation, finished site grades were not available; however, we anticipate the proposed pavement surface will be similar to existing grades and the pavement will be supported on the silty clay fill with organic matter, within the vicinity of boring B-1, and the sand, within borings B-2 and B-3. Based on the presence of existing fill with trace organic matter, we recommend the subgrade soils be assigned an effective roadbed modulus of 6,000 pounds per square inch (psi).

Based on the results of our analyses, we recommend the new pavement construction consist of a minimum new pavement section of 2 inches of MDOT 5EML bituminous concrete wearing course, 2 inches of MDOT 4EML leveling course, supported on a minimum of 8 inches of MDOT 21AA aggregate base course. We recommend limiting the binder from RAP to 17 percent of the total binder and using a binder of PG 64-22.

We recommend regular timely maintenance be performed on the pavement to reduce the potential deterioration associated with moisture infiltration through surface cracks. The owner should be prepared to seal the cracks with a hot-applied elastic crack filler as soon as possible after cracking develops and as often as necessary to block the passage of water to the subgrade soils. Crack sealing should typically be performed on a yearly basis for pavements that are in good and fair condition to extend the life of the pavements.

Do not consider this summary separate from the entire text of this report, with all the conclusions and qualifications mentioned herein. Details of our analysis and recommendations are discussed in the following sections and in the Appendix of this report.



PROJECT DESCRIPTION

The project consists of construction of a new parking lot adjacent to the existing Saint Clair County Sheriff Office within Port Huron, Michigan. Information regarding the proposed finished grades were not available upon completion of this report. However, we anticipate final grades for the proposed parking lot will be near existing grades. The new parking lot will consist of bituminous concrete pavements. No data regarding expected traffic frequencies and types of vehicles was available at the time of this report. However, we assume that traffic will primarily consist of car traffic with the occasional delivery and garbage trucks. Once loading conditions and a final grading plan become available, G2 should be notified to reevaluate the recommendations presented within this report.

SCOPE OF SERVICES

The field operations, laboratory testing, and engineering report preparation were performed under direction and supervision of a licensed professional engineer. Our services were performed according to generally accepted standards and procedures in the practice of geotechnical engineering in this area. Our scope of services for this project is as follows:

1. We drilled a total of three (3) soil borings within the proposed parking lot, two (2) soil borings, B-1 and B-2, extending to a depth of 5 feet below existing grade, and one (1) soil boring, B-3, extending to a depth of 20 feet below existing grades.
2. We performed laboratory testing on samples obtained from the soil borings. Laboratory testing included visual engineering classification, moisture content, organic matter content (loss-on-ignition), and unconfined compressive strength determinations.
3. We prepared this engineering report. Our report includes recommendations for new pavement construction and construction considerations related to site improvements.

FIELD OPERATIONS

Anderson, Eckstein and Westrick, Inc. (AEW) in conjunction with G2 Consulting Group, LLC (G2), selected the number, depth, and location of the soil borings. The soil boring locations were determined in the field and staked by a G2 representative by measuring from existing site features and landmarks using conventional taping methods. The approximate soil boring locations are shown on the Soil Boring Location Plan, Plate No. 1. Ground surface elevations at the boring locations were interpolated from the topographic spot elevations presented on the Topographical Survey prepared by AEW, Project No. 0230-0002, dated June 2023.

The soil borings were drilled using a truck-mounted rotary drilling rig. Continuous flight, 4-inch outside diameter, solid-stem augers were used to advance boreholes B-1 and B-2. Continuous flight, 3-1/4 inch, inside diameter, hollow-stem augers were used to advance the borehole B-3. Soil samples were obtained at intervals of 2-1/2 feet within the upper 10 feet and at intervals of 5 feet thereafter by the Standard Penetration Test (SPT) method ASTM D1586, which involves driving a 2-inch diameter split-spoon sampler into the soil with a 140-pound weight falling 30 inches. The sampler is generally driven three successive 6-inch increments with the number of blows for each increment recorded. The number of blows required to advance the sampler the last 12 inches is termed the Standard Penetration Resistance (N). The blow counts for each 6-inch increment and the resulting N-value are presented on the soil boring logs.

The soil samples were placed in sealed containers in the field and brought to the laboratory for testing and classification. During the drilling operations, the drilling crew maintained logs of the encountered subsurface conditions, including changes in stratigraphy and observed groundwater levels to be used in conjunction with our analyses of the subsurface conditions. The final boring logs are based on the field



logs and laboratory soil classification and test results. After completion of the drilling operations, the boreholes were backfilled with auger cuttings.

LABORATORY TESTING

Representative soil samples were subjected to laboratory testing to determine soil parameters pertinent to pavement design and construction. An experienced geotechnical engineer classified the samples in general conformance with the Unified Soil Classification System.

Laboratory testing included moisture content, organic matter content (loss-on-ignition), and unconfined compressive strength determinations. The organic matter content was determined in accordance with ASTM Test Method D 2974, "Standard Test Methods for Moisture, Ash, and Organic Matter of Peat and Other Organic Soils". The unconfined compressive strengths were determined by using a spring-loaded hand penetrometer. The hand penetrometer estimates the unconfined compressive strength to a maximum of 4-1/2 tons per square foot (tsf) by measuring the resistance of the soil sample to the penetration of a calibrated spring-loaded cylinder.

The results of the moisture content, organic matter content, and unconfined compressive strength laboratory tests are indicated on the soil boring logs at the depths the samples were obtained. We will hold the soil samples for 60 days from the date of this report. If you would like the samples, please let us know.

SITE CONDITIONS

The proposed parking lot will be constructed to the west of the existing Saint Clair County Sheriff building at 1170 Michigan Road within Port Huron, Michigan. The area is generally grass covered with sparse trees and brush landscaping along the perimeter of the site. The site is bound by Michigan Road to the west, and existing bituminous concrete access drives to the north and south. Light posts are present to the north and south of the site. Site grades are generally flat and range in elevation from approximately 610 to 612 feet. Surrounding properties are residential in nature.

SOIL CONDITIONS

Approximately 2 to 3 inches of sand topsoil are present at soil borings. Silty clay fill with trace organic matter underlies the topsoil in boring B-1 and extends to an approximate depth of 3-1/2 feet. Native sand underlies the fill within boring B-1 and topsoil within borings B-2 and B-3 and extends to approximate depths ranging from 3-1/2 to 4 feet. Silty clay underlies the sand within the soil borings and extends to the explored depths of 5 feet and 20 feet, respectively.

The silty clay fill is very stiff in consistency with a moisture content of 24 percent, organic matter content of 1.9 percent, and an unconfined compressive strength of 4,000 pounds per square foot (psf). The native sand is loose to medium compact with Standard Penetration Test (SPT) N-values of 8 to 13 blows per foot (bpf). The silty clay is stiff to hard in consistency with natural moisture contents ranging from 14 to 20 percent and unconfined compressive strengths ranging from 2,500 to 9,000 psf.

The stratification depths shown on the soil boring logs represent the soil conditions at the boring locations. Variations may occur between borings. Additionally, the stratigraphic lines represent the approximate boundaries between soil types. The transition may be more gradual than what is shown. We have prepared the boring logs on the basis of laboratory classification and testing as well as field logs of the soils encountered.

Soil Boring Location Plan, Plate No. 1, and Soil Boring Logs, Figure Nos. 1 through 3, are presented in the Appendix. The soil profiles described above are generalized descriptions of the conditions encountered at the boring location. General Notes Terminology defining the nomenclature used on the soil boring logs and elsewhere in this report are presented on Figure No. 4.



GROUNDWATER CONDITIONS

Groundwater observations were made during and upon completion of drilling operations. Groundwater was observed at an approximate depth of 3-1/2 feet within boring B-1 during drilling operations. Upon completion of drilling, no groundwater was observed within boring B-1. No significant groundwater seepage was observed at any of the remaining boring locations during drilling or upon completion of drilling operations.

Fluctuations in perched and long term groundwater levels should be anticipated due to seasonal variations and following periods of prolonged precipitation. It should also be noted that groundwater observations made during drilling operations in predominantly cohesive soils are not necessarily indicative of the static groundwater level. This is due to the low permeability of such soils and the tendency of drilling operations to seal off the natural paths of groundwater flow.

SUBGRADE PREPARATION

At the start of earthwork operations, the existing vegetation, topsoil, and trees should be removed in their entirety from the proposed pavement areas. The exposed subgrade should be graded to promote effective subsurface drainage and then compacted. Once a rough grade has been achieved, the exposed subgrade should be evaluated for stability. Where cohesive soils are present, the exposed subgrade soils should be proof rolled using a fully loaded tri-axle dump truck. Granular subgrade soils should be proof compacted with a large vibratory roller making a minimum of 10 passes across the subgrade in two perpendicular directions. Any unstable or unsuitable areas noted should be improved by additional compaction or removed and replaced with engineered fill.

Based on the presence of cohesive fill with organic matter, we anticipate undercuts may be required during proof roll operations. Proof roll and proof compaction operations should be completed within 2 days prior to placement of any fill material or pavement construction. Areas of instability may develop under the repeated loading from heavy construction equipment. We anticipate any areas of instability that develop may be stabilized by additional compaction; however, within areas where continuous rutting or shoving of soils occur due to construction traffic, the contractor should be prepared to undercut unsuitable soils and backfill with engineered fill. The aggregate base for pavements should be placed immediately after subgrade preparation operations have been completed to limit the amount of disturbance to the prepared subgrade. Paving operations should be completed thereafter and prior to any rain events.

Any engineered fill placed within the site should consist of an approved, environmentally clean material. Engineered fill should be free of organic matter, frozen soil, clods, or other harmful substances. The fill should be placed in uniform horizontal layers, not more than 9 inches in loose thickness. The engineered fill should be compacted to achieve a density of at least 95 percent of the maximum dry density, as determined by the Modified Proctor compaction test (ASTM D 1557). Any granular fill used within the site should be compacted within 2 percent above or below optimum moisture content. Frozen material should not be used as fill, nor should fill be placed on a frozen subgrade. We do not recommend the existing fill be used as engineered fill due to the presence of organic matter.

PAVEMENT RECOMMENDATIONS

We understand the project includes construction of new standard-duty pavement to the west of the existing building. At the time of the investigation, finished site grades were not available; however, we anticipate the proposed pavement surface will be similar to existing grades and the pavement will be supported on the silty clay fill with organic matter, within the vicinity of boring B-1, and the sand, within borings B-2 and B-3. Based on the presence of existing fill with trace organic matter, we recommend the subgrade soils be assigned an effective roadbed modulus of 6,000 pounds per square inch (psi).



No data regarding expected traffic frequencies and type of vehicles was available. However, we assume that traffic will primarily consist of car traffic with the occasional delivery and garbage trucks. For a design life of 20 years, we estimate this combination of vehicles may result in approximately 50,000 equivalent 18-kip single-axle loads (ESALs) for standard duty pavements. We performed pavement design analysis in accordance with the "AASHTO Guide for Design of Pavement Structures". For pavement evaluation purposes, we estimated a serviceability loss of 2.0, a standard deviation of 0.49 for flexible pavement design, and a reliability factor of 0.95.

Based on the results of our analyses, we recommend the new pavement construction consist of a minimum new pavement section of 2 inches of MDOT 5EML bituminous concrete wearing course, 2 inches of MDOT 4EML leveling course, supported on a minimum of 8 inches of MDOT 21AA aggregate base course. We recommend limiting the binder from recycled asphalt pavement (RAP) to 17 percent of the total binder and using a binder of PG 64-22.

All pavement materials are specified within the 2012 Standard Specifications for Construction from the Michigan Department of Transportation. The aggregate materials for the subbase are described in Section 902. The bituminous pavement materials are described in Section 501 and can be assigned a structural coefficient number of 0.42. Imported MDOT 21AA material can be assigned a structural coefficient number of 0.14.

Proper drainage is considered to be an important consideration for pavement design, particularly in consideration of the cohesive fill subgrade soil within boring B-1. The pavement and subgrade should be properly sloped to promote effective surface and subsurface drainage and prevent water ponding. Improper subgrade grading can lead to trapped water in "bathtubs" below the pavement and premature failure as the pavement ages and cracks develop. Undercuts should be backfilled with MDOT 21AA dense graded aggregate placed in an engineered manner. Undercuts should be budgeted for, in consideration of the cohesive fill with organic matter within boring B-1. We recommend "stub" or "finger" drains be provided around catch basins and other low parts of the site to minimize the accumulation of water above and within any frost susceptible subgrade soils.

We recommend regular timely maintenance be performed on the pavement to reduce the potential deterioration associated with moisture infiltration through surface cracks. The owner should be prepared to seal the cracks with a hot-applied elastic crack filler as soon as possible after cracking develops and as often as necessary to block the passage of water to the subgrade soils. Crack sealing should typically be performed on a yearly basis for pavements that are in good and fair condition to extend the life of the pavements.

CONSTRUCTION CONSIDERATIONS

Underground utilities may be installed in conjunction with the proposed project. No information regarding the type, size, or invert depth was available upon completion of this report. Groundwater was encountered within soil boring B-1 at a depth of 3-1/2 feet during drilling operations, and no significant groundwater was measured upon completion. No groundwater was encountered within the remaining soil borings during or upon completion of drilling operations. In general, we do not expect significant accumulations of groundwater to be encountered within utility construction excavations. We anticipate any limited groundwater or surface runoff water encountered during excavation operations can be controlled with pumping from properly constructed sumps.

Where excavations extend below a depth of 5 feet and are to be entered by a human, we recommend a maximum slope of one and one half horizontal units to one vertical unit (1-1/2H:1V) within the loose to medium compact granular soils and 1H:1V within the stiff to hard cohesive soils in dry conditions. All excavations should be safely sheeted, shored, sloped, or braced in accordance with MI-OSHA requirements. If material is stored or equipment is operated near an excavation, stronger shoring must be used to resist the extra pressure due to the superimposed loads.



GENERAL COMMENTS

We have formulated the evaluations and recommendations presented in this report relative to site preparation and pavement construction on the basis of data provided to us relating to the general location for the proposed pavement construction. Any significant change in this data should be brought to our attention for review and evaluation with respect to the prevailing subsurface conditions.

The scope of the present investigation was limited to evaluation of subsurface conditions for the support of the pavements and other related aspects of the development. No chemical, environmental, or hydrogeological testing or analyses were included in the scope of this investigation. If changes occur in the design, location, or concept of the project, the conclusions and recommendations contained in this report are not valid unless G2 Consulting Group, LLC reviews the changes. G2 Consulting Group, LLC will then confirm the recommendations presented herein or make changes in writing.

We have based the analyses and recommendations submitted in this report upon the data from soil borings performed at the approximate locations shown on the Soil Boring Location Plan, Plate No. 1. This report does not reflect variations that may occur between the actual boring locations. The nature and extent of any such variations may not become clear until the time of construction. If significant variations then become evident, it may be necessary for us to re-evaluate our report recommendations.

Soil conditions at the site could vary from those generalized on the basis of soil borings made at specific locations. It is, therefore, recommended that G2 Consulting Group, LLC be retained to provide soil engineering services during the site preparation and pavement construction phases of the proposed project. This is to observe compliance with the design concepts, specifications, and recommendations. Also, this allows design changes to be made in the event that subsurface conditions differ from those anticipated prior to the start of construction.

APPENDIX

Soil Boring Location Plan

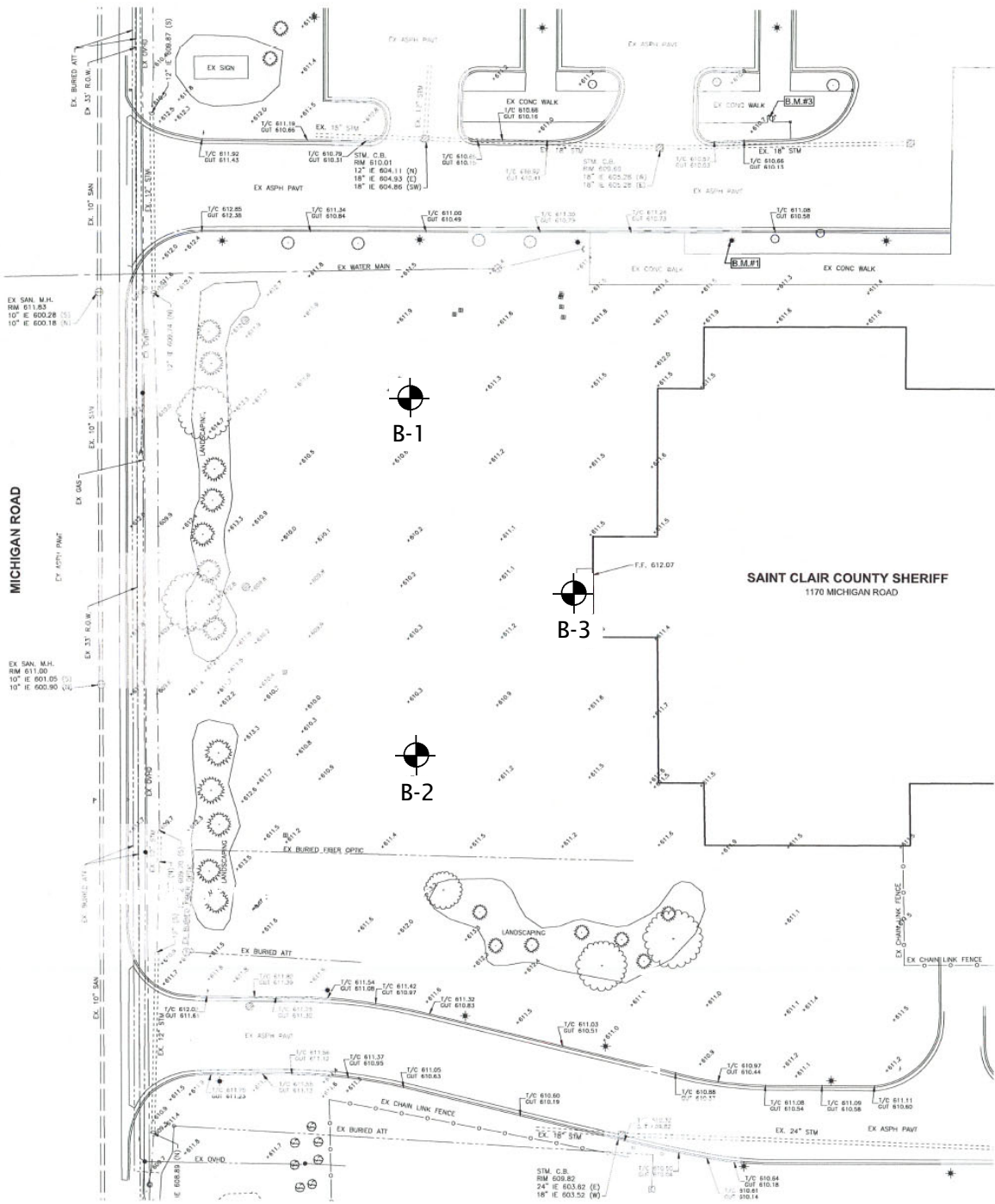
Plate No. 1

Soil Boring Logs


Figure Nos. 1 through 3

General Notes Terminology

Figure No. 4



Legend

 Soil Borings drilled by BRAX Drilling on August 8, 2023

Soil Boring Location Plan

St. Clair County DTNW
1170 Michigan Road
Port Huron, Michigan 48060



Project No. 230585

Drawn by: EKC

Date: 8/21/23

Scale: NTS

Plate No. 1

Project Name: St. Clair County DTNW

Project Location: 1170 Michigan Road
Port Huron, Michigan

G2 Project No. 230585

Latitude: N/A Longitude: N/A



Soil Boring No. B-1

CONSULTING GROUP

SUBSURFACE PROFILE				SOIL SAMPLE DATA					
DEPTH (ft)	PRO-FILE	GROUND SURFACE ELEVATION: N/A	DEPTH (ft)	SAMPLE TYPE-NO.	BLOWS/6-INCHES	STD. PEN. RESISTANCE (N)	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	UNCONF. COMP. STR. (PSF)
		Topsoil: Dark Brown Sand (2 inches)	0.2						
		Fill: Very Stiff Dark Gray Silty Clay with trace sand, gravel, debris, and organic matter (Organic Matter Content = 1.9%)		S-1	3 14 10	24	24.0		4000*
		Loose Brown Sand with trace silt and gravel	3.5 4.0		5 3 5				
5		Stiff Gray Silty Clay with trace sand and gravel	5.0	S-2	5	8	18.2		2500*
		End of Boring @ 5 ft							
10			10						
15			15						
20			20						
25			25						

Total Depth: 5 ft
 Drilling Date: August 8, 2023
 Inspector:
 Contractor: Brax Drilling
 Driller: A. Rau

Water Level Observation:
 3-1/2 feet during drilling operations; dry upon completion

Notes:
 Borehole collapsed at 3 ft after auger removal
 * Calibrated Hand Penetrometer

Drilling Method:
 4 inch flight solid stem auger

Excavation Backfilling Procedure:
 Auger cuttings

SOIL / PAVEMENT BORING_230585.GPJ_20150116 G2 CONSULTING DATA TEMPLATE.GDT_9/5/23

Figure No. 1

Project Name: St. Clair County DTNW

Project Location: 1170 Michigan Road
Port Huron, Michigan

G2 Project No. 230585

Latitude: N/A Longitude: N/A



Soil Boring No. B-2

CONSULTING GROUP

SUBSURFACE PROFILE				SOIL SAMPLE DATA					
DEPTH (ft)	PRO-FILE	GROUND SURFACE ELEVATION: N/A	DEPTH (ft)	SAMPLE TYPE-NO.	BLOWS/6-INCHES	STD. PEN. RESISTANCE (N)	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	UNCONF. COMP. STR. (PSF)
		Topsoil: Dark Brown Sand (3 inches)	0.3						
		Loose Brown Sand with trace silt and gravel		S-1	2 4 6	10			
		Very Stiff Gray Silty Clay with trace sand and gravel	3.5						
5		End of Boring @ 5 ft	5.0	S-2	2 3 3	6	16.1		4500*
10			10						
15			15						
20			20						
25			25						

Total Depth: 5 ft
Drilling Date: August 8, 2023
Inspector:
Contractor: Brax Drilling
Driller: A. Rau

Water Level Observation:
Dry during and upon completion

Notes:
* Calibrated Hand Penetrometer

Excavation Backfilling Procedure:
Auger cuttings

Drilling Method:
4 inch flight solid stem auger

Figure No. 2

SOIL / PAVEMENT BORING_230585.GPJ 20150116 G2 CONSULTING DATA TEMPLATE.GDT 9/5/23

Project Name: St. Clair County DTNW

Project Location: 1170 Michigan Road
Port Huron, Michigan

G2 Project No. 230585

Latitude: N/A Longitude: N/A



Soil Boring No. B-3

CONSULTING GROUP

SUBSURFACE PROFILE				SOIL SAMPLE DATA					
DEPTH (ft)	PRO-FILE	GROUND SURFACE ELEVATION: N/A	DEPTH (ft)	SAMPLE TYPE-NO.	BLOWS/6-INCHES	STD. PEN. RESISTANCE (N)	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	UNCONF. COMP. STR. (PSF)
		Topsoil: Dark Brown Sand (2 inches)	0.2						
		Medium Compact Brown Sand with trace silt and gravel	3.5	S-1	4 6 7	13			
5			5	S-2	4 5 7	12	14.6		9000*
				S-3	3 4 6	10	15.2		9000*
10		Very Stiff to Hard Gray Silty Clay with trace sand and gravel	10	S-4	3 5 8	13	14.2		9000*
				S-5	4 5 6	11	14.9		9000*
15			15	S-6	3 4 6	10	16.4		7500*
			16.0	S-7	2 4 5	9	19.0		4000*
20		Stiff to Very Stiff Gray Silty Clay with trace sand and gravel	20.0	S-8	2 3 4	7	19.5		3000*
		End of Boring @ 20 ft							
25			25						

SOIL / PAVEMENT BORING 230585.GPJ 20150116 G2 CONSULTING DATA TEMPLATE.GDT 9/5/23

Total Depth: 20 ft
 Drilling Date: August 8, 2023
 Inspector:
 Contractor: Brax Drilling
 Driller: A. Rau

Water Level Observation:
 Dry during and upon completion

Notes:
 * Calibrated Hand Penetrometer

Drilling Method:
 3-1/4 inch inside diameter hollow stem auger

Excavation Backfilling Procedure:
 Auger cuttings

Figure No. 3

GENERAL NOTES TERMINOLOGY

Unless otherwise noted, all terms herein refer to the Standard Definitions presented in ASTM 653.

PARTICLE SIZE

Boulders	- greater than 12 inches
Cobbles	- 3 inches to 12 inches
Gravel - Coarse	- 3/4 inches to 3 inches
- Fine	- No. 4 to 3/4 inches
Sand - Coarse	- No. 10 to No. 4
- Medium	- No. 40 to No. 10
- Fine	- No. 200 to No. 40
Silt	- 0.005mm to 0.074mm
Clay	- Less than 0.005mm

CLASSIFICATION

The major soil constituent is the principal noun, i.e. clay, silt, sand, gravel. The second major soil constituent and other minor constituents are reported as follows:

Second Major Constituent (percent by weight)	Minor Constituent (percent by weight)
Trace - 1 to 12%	Trace - 1 to 12%
Adjective - 12 to 35%	Little - 12 to 23%
And - over 35%	Some - 23 to 33%

COHESIVE SOILS

If clay content is sufficient so that clay dominates soil properties, clay becomes the principal noun with the other major soil constituent as modifier, i.e. sandy clay. Other minor soil constituents may be included in accordance with the classification breakdown for cohesionless soils, i.e. silty clay, trace sand, little gravel.

Consistency	Unconfined Compressive Strength (psf)	Approximate Range of (N)
Very Soft	Below 500	0 - 2
Soft	500 - 1,000	3 - 4
Medium	1,000 - 2,000	5 - 8
Stiff	2,000 - 4,000	9 - 15
Very Stiff	4,000 - 8,000	16 - 30
Hard	8,000 - 16,000	31 - 50
Very Hard	Over 16,000	Over 50

Consistency of cohesive soils is based upon an evaluation of the observed resistance to deformation under load and not upon the Standard Penetration Resistance (N).

Density Classification	COHESIONLESS SOILS Relative Density %	Approximate Range of (N)
Very Loose	0 - 15	0 - 4
Loose	16 - 35	5 - 10
Medium Compact	36 - 65	11 - 30
Compact	66 - 85	31 - 50
Very Compact	86 - 100	Over 50

Relative Density of cohesionless soils is based upon the evaluation of the Standard Penetration Resistance (N), modified as required for depth effects, sampling effects, etc.

SAMPLE DESIGNATIONS

- AS - Auger Sample - Cuttings directly from auger flight
- BS - Bottle or Bag Samples
- S - Split Spoon Sample - ASTM D 1586
- LS - Liner Sample with liner insert 3 inches in length
- ST - Shelby Tube sample - 3 inch diameter unless otherwise noted
- PS - Piston Sample - 3 inch diameter unless otherwise noted
- RC - Rock Core - NX core unless otherwise noted

STANDARD PENETRATION TEST (ASTM D 1586) - A 2.0 inch outside-diameter, 1-3/8 inch inside-diameter split barrel sampler is driven into undisturbed soil by means of a 140-pound weight falling freely through a vertical distance of 30 inches. The sampler is normally driven three successive 6-inch increments. The total number of blows required for the final 12 inches of penetration is the Standard Penetration Resistance (N).



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51301 Schoenherr Road Phone 586 726 1234
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Table with 2 columns: DATE, SUBMITTALS/REVISIONS. Includes dates 03/06/2024 and 02/20/2024, and labels like ADDENDUM 1 BID ISSUE.

PROJECT NAME:

ST. CLAIR COUNTY DTNW FACILITY RENOVATION

SHEET TITLE:

SPECIFICATIONS

CLIENT: ST. CLAIR COUNTY

Table with columns: PRELIMINARY, CONSTRUCTION, RECORD. Includes drawing and check dates.



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PROJECT NO. 0230-0002

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SHEET NO.

A031

GENERAL TRADES SPECIFICATIONS

DIVISION 1 - GENERAL REQUIREMENTS

- 1. ALL WORK SHALL COMPLY WITH STATE AND LOCAL BUILDING CODES AS THEY APPLY.
2. CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS, FEES AND INSPECTIONS.
3. CONTRACTOR IS REQUIRED TO CARRY WORKERS, LIABILITY AND BUILDERS RISK INSURANCE POLICIES.
4. CONTRACTOR SHALL PROVIDE A MINIMUM 1 YEAR WARRANTY ON ALL MATERIAL, EQUIPMENT AND WORK PERFORMED.

DIVISION 3 - CONCRETE

- 1. SEE ADDITIONAL NOTES/ SPECIFICATIONS ON CIVIL DRAWING
2. DECK PANEL, COLOR- WHITE. REQUIRED SUBMITTAL: PRODUCT INFORMATION.

DIVISION 4 - MASONRY

- 1. CAVITY DRAIN MATERIAL- OPEN POLYETHYLENE MESH, THICKNESS AS REQ'D. TO FILL CAVITY SPACE AND SHAPED TO ENSURE MOISTURE DRAINAGE TO WEEPS.
A. DO NOT PERMIT SEALANT TO DROP OR ACCUMULATE INTO CAVITY AIR SPACE OR TO PLUG WEEPS.
2. WEEP INSERT- PLASTIC, COLOR TO MATCH PANEL, MORTAR NET, CELLVENT OR EQUAL.

DIVISION 5 - METALS

- 1. LIGHT-GAUGE METAL FRAMING- COMPLY WITH THE APPLICABLE REQUIREMENTS OF THE MICHIGAN BUILDING CODE AND THE AMERICAN IRON AND STEEL INSTITUTE'S SPECIFICATIONS FOR THE DESIGN OF COLD-FORMED STEEL STRUCTURAL MEMBERS. THE CENTER FOR COLD-FORMED STEEL STRUCTURES TECHNICAL BULLETIN VOL. 2 NO. 1, 1996, AND AIAI SPECIFICATION PROVISIONS FOR SCREW CONNECTIONS. REQUIRED SUBMITTAL: PRODUCT INFORMATION.
A. COLD-FORMED METAL FRAMING SHALL BE OF THE SIZE, GAUGE AND SECTION PROPERTIES AS REQUIRED FOR THE SPECIFIC LOADING CONDITION AND CONFORM TO ASTM A653. ALL FRAMING 16 GAUGE AND HEAVIER SHALL HAVE A MINIMUM YIELD STRENGTH OF 50 KSI. ALL FRAMING 18 GAUGE AND LIGHTER SHALL HAVE A MINIMUM YIELD STRENGTH OF 33 KSI. ALL FRAMING SHALL BE HOT-DIPPED GALVANIZED (G-60) IN ACCORDANCE WITH ASTM A94.
B. WELDING OF LIGHT-GAUGE METAL FRAMING SHALL NOT BE PERMITTED.
C. ALL LIGHT-GAUGE METAL FRAMING SHALL BE SAW CUT, SQUARE AND TRUE. CUTTING OF FRAMING WITH A TORCH WILL NOT BE PERMITTED.
D. NO SPLICES WILL BE PERMITTED IN ANY FRAMING UNLESS SHOWN OR NOTED ON DRAWINGS.
E. CONNECTIONS FOR LIGHT-GAUGE FRAMING SHALL BE AS MANUFACTURED BY THE STEEL NETWORK, INC. OR APPROVED EQUAL.

DIVISION 7 - THERMAL AND MOISTURE PROTECTION

- 1. TAMPER RESISTANT SECURITY ADHESIVE SEALANT - PECORA DYNAFLEX OR EQUAL
A. INTERIOR ONLY
2. EXTERIOR SILICON ADHESIVE SEALANT - GE, DOW CORNING OR EQUAL, COLOR TO MATCH PANEL
3. BACKER SEAL - SIKA EMSEAL OR EQUAL

DIVISION 8 - OPENINGS

- 1. EXTERIOR ALUMINUM STOREFRONT SYSTEM- EXTERIOR ALUMINUM STOREFRONT SYSTEM WITH THERMAL BREAK- PROVIDE AND PERFORM WORK ACCORDING TO ANIA SFM-1 AND MCVM-1. ALUMINUM FRAMED, SHOP FABRICATED, FACTORY FINISHED WITH THERMAL BREAK. 4-1/2" DEEP WITH 2" SIGHTLINE. CLEAR FINISH FURNISH WITH GLAZING INDICATED BELOW. APPROVED MANUFACTURER/ MODEL: KAWNEER 451T OR APPROVED EQUAL. REQUIRED SUBMITTAL: PRODUCT INFORMATION, LAYOUT DRAWINGS.
2. EXTERIOR ALUMINUM DOORS AND FRAMES- APPROVED MANUFACTURER/ MODEL: KAWNEER 560 INSULCLAD THERMAL ENTRANCES, WIDE STYLE. CLEAR FINISH. FURNISH WITH EXTERIOR GLAZING INDICATED BELOW. COORDINATE INSTALLATION TO ACCOMMODATE ANY DOOR HARDWARE ELECTRIC WIRE CONNECTIONS. REQUIRED SUBMITTAL: PRODUCT INFORMATION.
3. INTERIOR HOLLOW METAL DOORS- LEVEL 1, STANDARD DUTY, NOMINAL 20 GA / 0.032 IN. FACE SHEETS. FULL FLUSH DESIGN. PROVIDE FACTORY BAKED-ON PRIMER. CONFORM TO REQUIREMENTS OF ANSI A250.8. COORDINATE DOORS WITH FINISH HARDWARE. SEE SHEET A601 (DOOR SCHEDULE) AND SECTION 08710. FINISH HARDWARE: APPROVED MANUFACTURERS: STEELDRAFT, CURRIES OR APPROVED EQUAL (MUST BE MEMBER OF STEEL DOOR INSTITUTE). REQUIRED SUBMITTAL: PRODUCT INFORMATION.
4. GLAZING-
A. INTERIOR GLAZING- 1/4" CLEAR FLOAT GLASS, TEMPERED WHERE REQUIRED BY CODE AND AS INDICATED ON DRAWING. APPROVED MANUFACTURER/ MODEL: GUARDIAN GLASS- CLEAR. REQUIRED SUBMITTAL: PRODUCT INFORMATION.
B. EXTERIOR GLAZING, STOREFRONT SYSTEM AND ALUMINUM WINDOWS- CLEAR, LOW-E, 1" SEALED INSULATING TYPE, TEMPERED WHERE REQUIRED BY CODE AND AS INDICATED ON DRAWINGS. APPROVED MANUFACTURER/ MODEL: GUARDIAN GLASS- CLEAR GLASS OUTER LITE WITH SUNGUARD SN-54 LOW-E COATING ON THE #2 SURFACE, ARGON GAS FILL AND GUARDIAN CLEAR GLASS INNER LITE (OR APPROVED EQUAL). REQUIRED SUBMITTAL: PRODUCT INFORMATION.
C. EXTERIOR GLAZING, CURTAINWALL SYSTEM, SPANDREL PANEL - TINTED, LOW-E, 1" SEALED INSULATING TYPE, TEMPERED WHERE REQUIRED BY CODE AND AS INDICATED ON DRAWINGS. APPROVED MANUFACTURER/ MODEL: GUARDIAN GLASS- GREEN TINTED GLASS OUTER LITE WITH SUNGUARD SN-54 LOW-E COATING ON THE #2 SURFACE, ARGON GAS FILL AND GUARDIAN CLEAR GLASS INNER LITE WITH AN OPACIFYING FRIT ON THE #4 SURFACE (OR APPROVED EQUAL). REQUIRED SUBMITTAL: PRODUCT INFORMATION, PRODUCT SAMPLE.
5. DOOR HARDWARE- MATCH EXISTING, PER OWNER

DIVISION 9 - FINISHES

- 1. GYPSUM BOARD AND ACCESSORIES- CUT ENDS, BEVELED AND TAPERED EDGES, FINISHED JOINTS. COMPLY WITH ASTM C840. CONTROL JOINTS AS SHOWN ON DRAWINGS. APPROVED MANUFACTURER: USG OR NATIONAL GYPSUM OR APPROVED EQUAL. REQUIRED SUBMITTAL: PRODUCT INFORMATION.
A. WALLS- 5/8 IN. THICK. USE CEMENTITIOUS BACKER BOARD AT TILE LOCATIONS.
B. INTERIOR CEILING- 5/8 IN. THICK.
2. ACOUSTIC CEILING PANEL SYSTEM-
A. ACOUSTIC CEILING PANEL- WET-FORMED MINERAL FIBER, 2 FT. x 2 FT. x 5/8 IN. PANELS WITH REGULAR EDGE, COLOR- WHITE, MINIMUM NRC/ CAC VALUE OF 0.60/ 40. APPROVED MANUFACTURER/ MODEL: ARMSTRONG " KITCHEN ZONE" REQUIRED SUBMITTAL: PRODUCT INFORMATION.
B. METAL GRID- METAL EXPOSED-TEE SYSTEM, INTERMEDIATE-DUTY, 15/16 IN. PROFILE, 1 5/8 IN. HIGH, POWDER COAT FINISH, COLOR- WHITE. APPROVED MANUFACTURER/ MODEL: ARMSTRONG PRELUDE XL. ACOUSTICAL SUSPENSION SYSTEM OR APPROVED EQUAL. REQUIRED SUBMITTAL: PRODUCT INFORMATION.
3. FLOORING-
A. RESILIENT WALL BASE- 4 IN HIGH, VULCANIZED THERMOSET RUBBER, COVE BASE. ADHESIVE AS RECOMMENDED BY MANUFACTURER FOR SPECIFIC SITE CONDITIONS. PREPARE SUBSTRATE AND INSTALL PER MANUFACTURER'S RECOMMENDATIONS. APPROVED MANUFACTURER, MODEL, PATTERN AND COLOR AS INDICATED ON DRAWINGS. REQUIRED SUBMITTAL: PRODUCT INFORMATION, COLOR SAMPLE.
B. CARPET- GLUE-DOWN, 24 IN. X 24 IN. TILE, CLASS 1 (ASTM E-648). PREPARE SUBSTRATE AND INSTALL PER MANUFACTURER'S RECOMMENDATIONS. APPROVED MANUFACTURER, MODEL, PATTERN AND COLOR AS INDICATED ON DRAWINGS. REQUIRED SUBMITTAL: PRODUCT INFORMATION.
4. A. EPOXY PAINT- PRE-CATALYZED, WATERBORNE, EGGSHELL FINISH, BEHR HP140 OR EQUAL.
PAINTING- PAINT FINISHES SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. APPROVED MANUFACTURERS: SHERWIN MOORE, SHERWIN WILLIAMS, GLODDEN, PITTSBURGH PAINTS, PRATT & LAMBERT. COLOR AS INDICATED ON DRAWINGS. REQUIRED SUBMITTAL: PRODUCT INFORMATION, DRAW-DOWNS.
C. EPOXY FLOORING SELF - LEVELING MONOLITHIC TOPPING LOW VOC AND LOW INSTALLATION ODOR. SEED OR FLAKE FOR ANTI-SKID SURFACE
I. COLOR SELECTED BY OWNER FROM STANDARD COLOR PALETTE
II. MANUFACTURER'S REQUIRED PRIMER TO BE USED AS FLOOR PREP.
III. FILL GAPS AND CRACKS IN SUB-STRAT

DIVISION 10 - SPECIALTIES

- 1. FIRE EXTINGUISHERS AND CABINETS- LOCATED AS SHOWN ON PLANS, PROVIDE SEMI-RECESSED CABINETS WITH EXTINGUISHERS. APPROVED MANUFACTURERS.
A. EXTINGUISHER- DRY CHEMICAL TYPE, COSMIC E' 10 LB. OR APPROVED EQUAL.
B. ALUMINUM CABINETS- CLEAR VUE' MODEL 1000 OR APPROVED EQUAL.
2. ENTRANCE CANOPY - ANODIZED EXTRUDED WELDED ALUMINUM FRAME, ACRYLIC FABRIC, 10-YEAR WARRANTY ON FABRIC

DIVISION 12 - FURNISHINGS

- 1. PLASTIC LAMINATE CASEWORK (PLAM-1)- HIGH-PRESSURE DECORATIVE LAMINATE ADHERED FULLY TO INDUSTRIAL GRADE AVERAGE 45-LB., MEDIUM-DENSITY PARTICLEBOARD (ANSI A208.1 GRADE M2 or BETTER) WITH ADHESIVE RECOMMENDED BY THE LAMINATE MANUFACTURER TO SUIT APPLICATION. ASSEMBLE WITH CONCEALED CONNECTORS. INCLUDE LAMINATE AT ALL EXPOSED SURFACES. APPROVED MANUFACTURER/ MODEL: TMI SYSTEMS CORPORATION OR APPROVED EQUAL. PROVIDE CASEWORK CONFIGURATIONS AND PLASTIC LAMINATE FINISH AS INDICATED ON DRAWINGS. REQUIRED SUBMITTAL: PRODUCT INFORMATION, LAYOUT PLAN, COLOR SAMPLES.
2. WINDOW TREATMENTS- BY OWNER.

GENERAL NOTES:

- 1. CONTRACTOR SHALL VERIFY ALL EXISTING FIELD CONDITIONS AND NOTIFY ARCHITECT IMMEDIATELY IF THAT WHICH EXISTS DIFFERS FROM THAT WHICH IS SHOWN ON DRAWINGS.
2. ALL WORK TO COMPLY WITH CURRENT FEDERAL, STATE AND LOCAL CODES, LAWS AND ORDINANCES. THE REQUIREMENTS OF ICC/ANSI A117.1 AND THE AMERICANS WITH DISABILITIES ACT (ADA) ARE TO BE FULLY SATISFIED. ALL WORK SHALL MEET THE MOST STRINGENT REQUIREMENTS OF BOTH INCLUDING, BUT NOT LIMITED TO CLEARANCES, LIMITATIONS, ACCESSORIES, ETC.
3. THESE DRAWINGS ARE PREPARED IN ACCORDANCE WITH THE LIMITED SERVICES FOR WHICH THE ARCHITECT WAS CONTRACTED. THE ARCHITECT MAKES NO REPRESENTATION THAT THE INTERPRETATION OF THESE DOCUMENTS WILL RESULT IN COMPLETE COMPLIANCE WITH THE ADA.
4. ALL DOORS REQUIRED TO BE LABELED SHALL BE SET IN LABELED FRAMES AND IDENTIFIED WITH UL LABEL AND BE PROVIDED WITH APPROVED SELF-CLOSING DEVICES AND POSITIVE LATCHING HARDWARE.
5. ALL DESIGNATED EXIT DOORS SHALL BE EQUIPPED WITH THE REQUIRED EGRESS HARDWARE.
6. FURNISH HARDWARE AS SCHEDULED WITHOUT SUBSTITUTION, NO ALTERNATES WILL BE APPROVED.
7. PROVIDE COMBINATION CYLINDERS AND CUT KEYS; KEYS TO OWNERS' MASTER SYSTEM. INCLUDE KEY CONFERENCE AND KEY SYSTEM SCHEDULE. FURNISH A KEYS CYLINDER AND TWO CUT KEYS FOR EACH LOCKING DEVICE SPECIFIED.
8. FURNISH AND PROVIDE ALL NECESSARY REINFORCEMENTS, BRACKETS, FASTENERS, SPACERS AND FILLERS TO PROVIDE A COMPLETE FUNCTIONING OPENING.
9. PROVIDE COMPLETE SHOP DRAWINGS, SUBMITTALS AND CUT SHEETS COMPLYING WITH DHI PRESCRIBED METHODS AND VERTICAL FORMAT DOUBLE SPACED HARDWARE SCHEDULE.
10. ALL ACCESS CONTROL MODULES, FOBS AND READERS, TO BE FURNISHED BY SECURITY VENDOR UNDER A SEPARATE SECTION. LINE VOLTAGE, CIRCUITS, CABLE AND INSTALLATION OF POWER SUPPLIES FOR CONTROLLERS AND ACCESS CONTROL PERIPHERALS TO BE FURNISHED AND INSTALLED BY ELECTRICAL CONTRACTOR.

11. HARDWARE SETS:

HARDWARE SET 1 - EXISTING DOOR, ADD ACCESS CONTROL. VERIFY EXISTING OPENING AND NOTIFY ARCHITECT IMMEDIATELY IF THAT WHICH EXISTS DIFFERS FROM WHAT IS SPECIFIED BELOW. PREPARE AND INSTALL THE FOLLOWING REQUIRED ITEMS TO THE EXISTING OPENING. SUBMIT ELECTRIC STRIKE, LATCH RETRACTION, MAG LOCK OPTION BASED ON EXISTING CONDITIONS.

Table with columns: Item, Description, Quantity, Unit, Vendor. Includes items like ELECTRIC STRIKE OPTION, ADAMS RITE, PDQ 9910 24VDC NFS, SDC 55 ABC 24VDC NFS, etc.

NOTE: ACCESS CONTROL MODULE, CARD READER AND PERIPHERALS FURNISHED BY SECURITY VENDOR, COORDINATED BY GC/CM.
! FIRE RATED OPENINGS REQUIRE TERMINATION TO THE FIRE ALARM PANEL.

HARDWARE SET 2 - DEADLATCH X PULL PADDLE + PUSH PULL TRIM (ACCESS CONTROL) + CLOSER

Table with columns: Item, Description, Quantity, Unit, Vendor. Includes items like CONTINUOUS HINGE CG31, DEADLATCH 4510 X 4591 INSIDE PULL PADDLE, MORTISE CYLINDER I01601-7116 + COLLAR, etc.

NOTE: ACCESS CONTROL MODULE, CARD READER AND PERIPHERALS FURNISHED BY SECURITY VENDOR, COORDINATED BY GC/CM.

HARDWARE SET 3 - DEADLATCH X PUSH PADDLE + PUSH PULL TRIM (ACCESS CONTROL) + CLOSER

Table with columns: Item, Description, Quantity, Unit, Vendor. Includes items like CONTINUOUS HINGE CG31, DEADLATCH 4510 X 4591 INSIDE PUSH PADDLE, MORTISE CYLINDER I01601-7116 + COLLAR, etc.

NOTE: ACCESS CONTROL MODULE, CARD READER AND PERIPHERALS FURNISHED BY SECURITY VENDOR, COORDINATED BY GC/CM.

HARDWARE SET 4 - DEADLATCH X PUSH PADDLE + PUSH PULL TRIM (ACCESS CONTROL) + CLOSER

Table with columns: Item, Description, Quantity, Unit, Vendor. Includes items like CONTINUOUS HINGE CG31, DEADLATCH 4510 X 4591 INSIDE PUSH PADDLE, MORTISE CYLINDER I01601-7116 + COLLAR, etc.

NOTE: ACCESS CONTROL MODULE, CARD READER AND PERIPHERALS FURNISHED BY SECURITY VENDOR, COORDINATED BY GC/CM.

END OF DOOR HARDWARE SECTION



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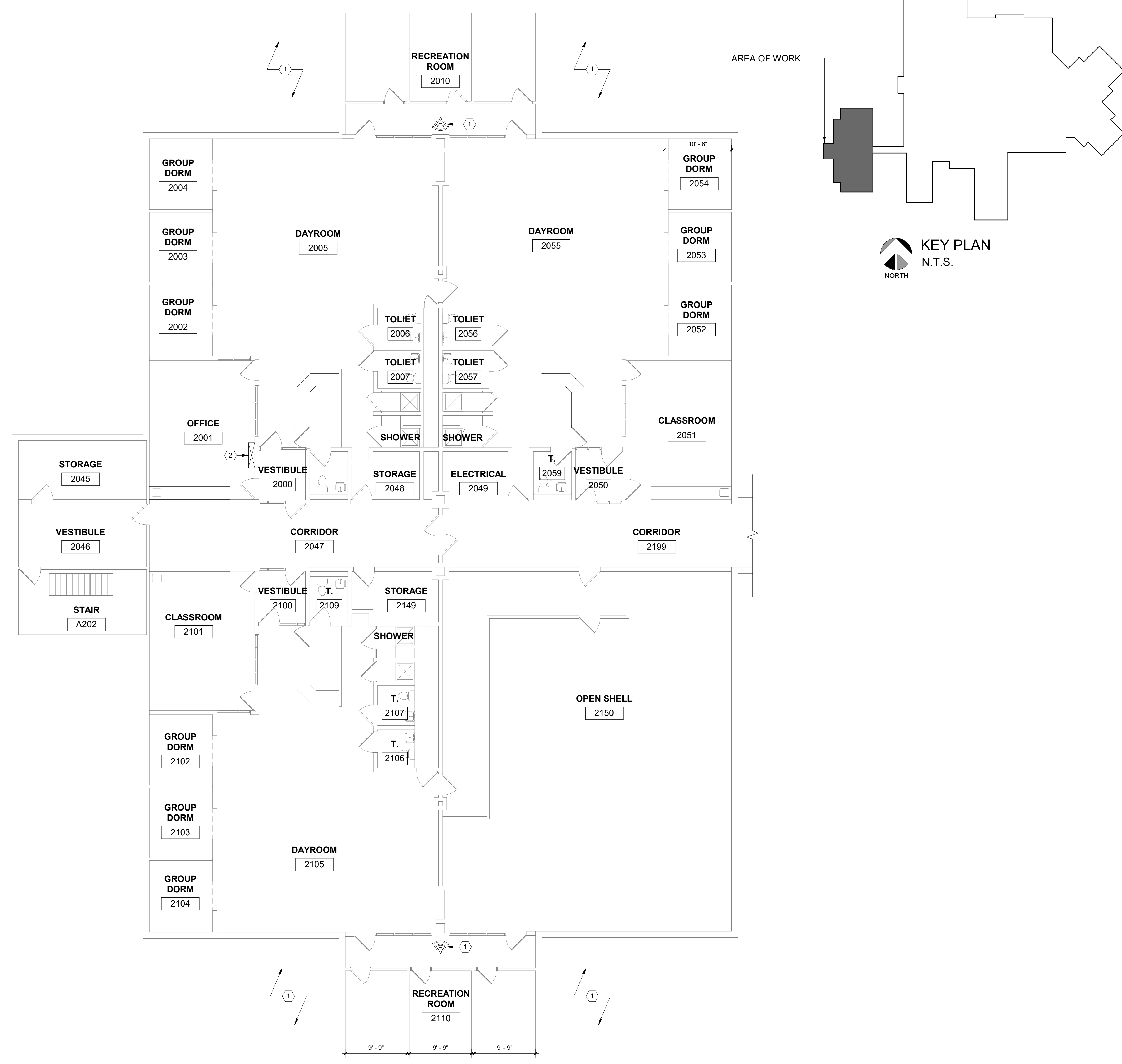


EXISTING PARTITION TYPES :

- A EXISTING METAL STUD PARTITION
- B EXISTING PRECAST CONCRETE WALL PANELS
- C EXISTING MASONRY CONCRETE BLOCK PARTITION
- D EXISTING PRECAST INSULATED CONCRETE WALL PANELS
- E NEW 1/8" IMPACT RESISTANT GYP. BOARD ON 3 5/8" METAL STUDS, EXTEND 6" ABOVE ACT CEILING

FLOOR PLAN KEYNOTES

- 1 NEW WIRELESS ACCESS ROUTER, BY OWNERS VENDOR
- 2 CCTV VIEW STATION, BY OWNERS VENDOR



AREA OF WORK

PARTIAL SECOND FLOOR PLAN
 1/8" = 1'-0"

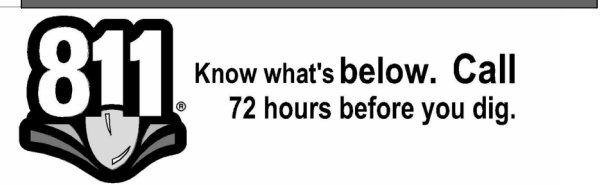
03/06/2024	ADDENDUM 1
DATE	SUBMITTALS/REVISIONS

ST. CLAIR COUNTY DTNW FACILITY RENOVATION

PARTIAL SECOND FLOOR PLAN

CLIENT: ST. CLAIR COUNTY

<input checked="" type="checkbox"/> PRELIMINARY	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> RECORD
DRAWN BY: ARD	CHECKED BY: SPK	DATE: JULY 2023
SCALE: AS NOTED		



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PROJECT NO. 0230-0002

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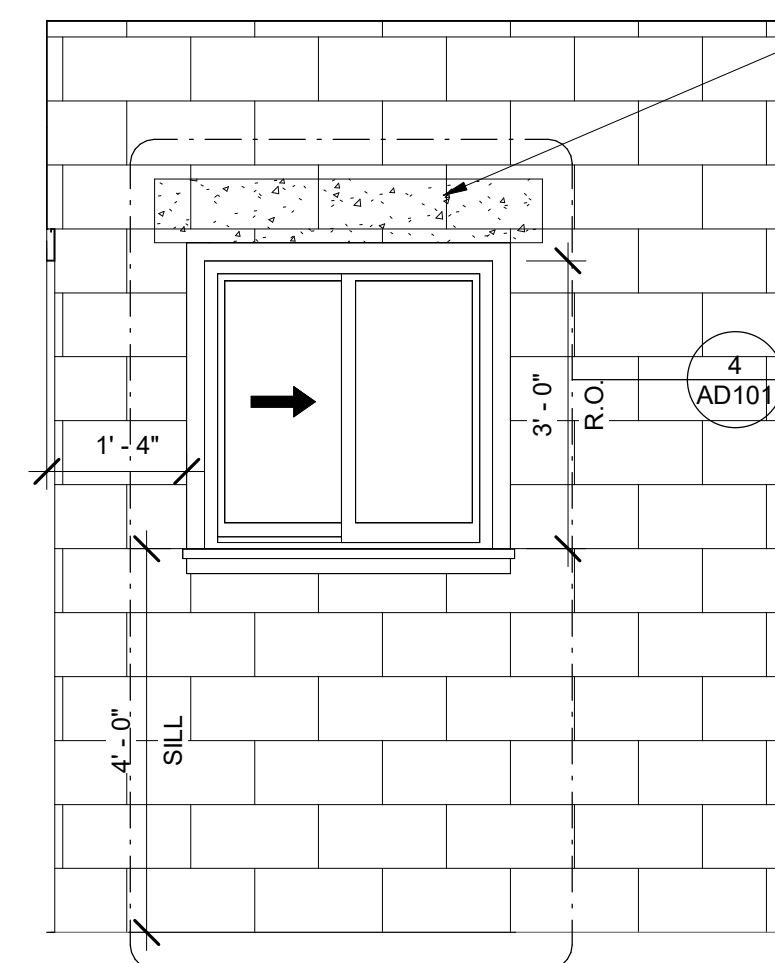
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EXISTING PARTITION TYPES :

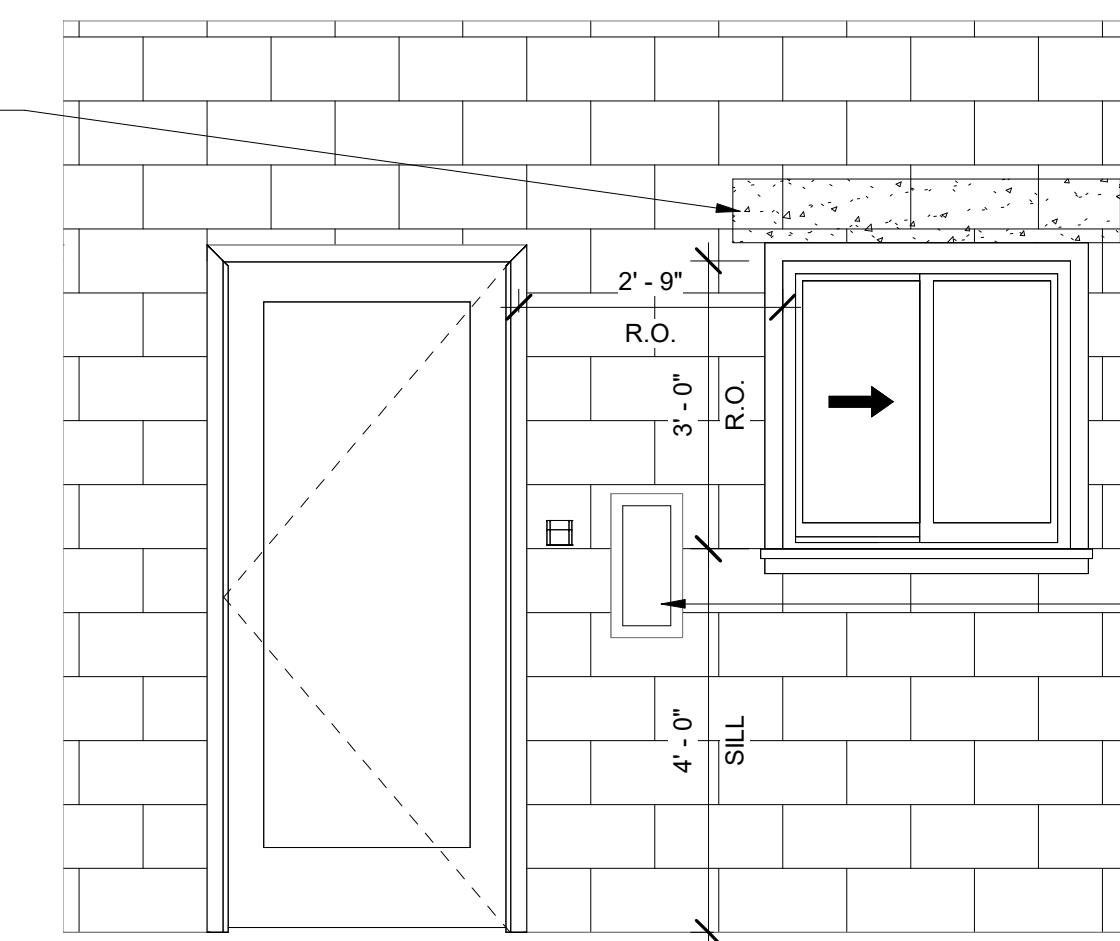
- A EXISTING METAL STUD PARTITION
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- E NEW 1/8" IMPACT RESISTANT GYP. BOARD ON 3 5/8" METAL STUDS, EXTEND 6" ABOVE ACT CEILING

KEYNOTES :

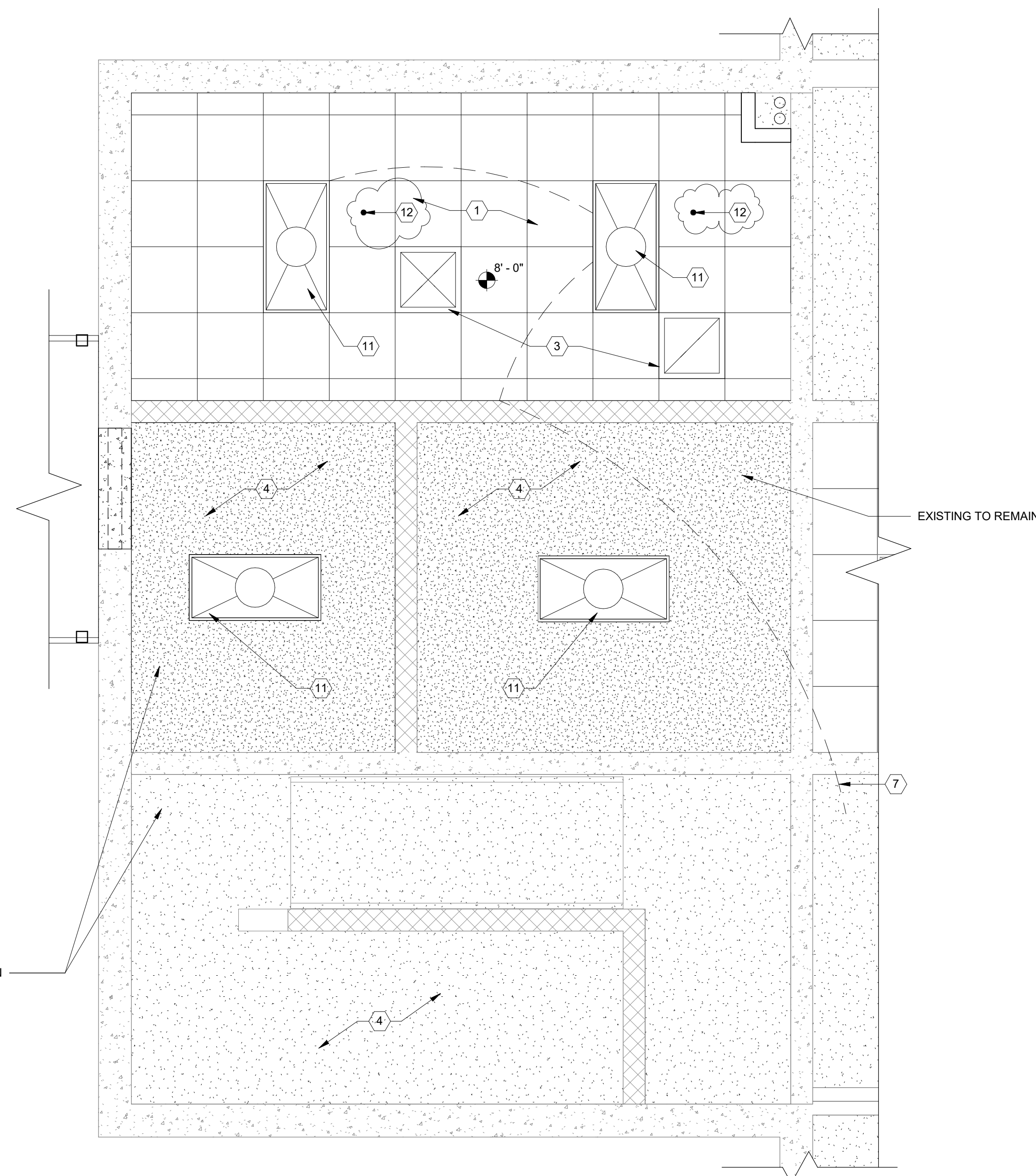
- 1 2X2 ACT-1 CEILING. (ARMSTRONG SCHOOL ZONE FINE FISSURED)
- 2 PIPE CHASE
- 3 NEW DIFFUSER AND RETURN. CONNECT TO EXISTING DUCTWORK
- 4 EXISTING GYP. BOARD CEILING TO REMAIN. PATCH HOLES OR DAMAGE, PAINT
- 5 PAINT WALLS
- 6 OCCUPANCY SENSOR
- 7 RUN POWER FOR NEW LIGHTS TO ELECTRICAL CLOSET #1148 PANEL "LT-1"
- 8 ACCESS CONTROL OPEN DURING BUSINESS HOURS SCAN DURING AFTER HOURS, PLUS ENTRY BUZZER, BY OWNERS VENDOR
- 9 ACCESS CONTROL SWIPE READER, LOCKED ALL HOURS
- 10 ACCESS CONTROL SCAN ALL HOURS, BY OWNERS VENDOR
- 11 2' x 4' LED RECESSED DIRECT- INDIRECT LIGHT 35 COK LITHONIA AVANTE LED OR EQUAL
- 12 TURN DOWN EXISTING SPRINKLER HEAD RAISER, PROVIDE NEW HEAD AND ESCUTCHEON PLATE



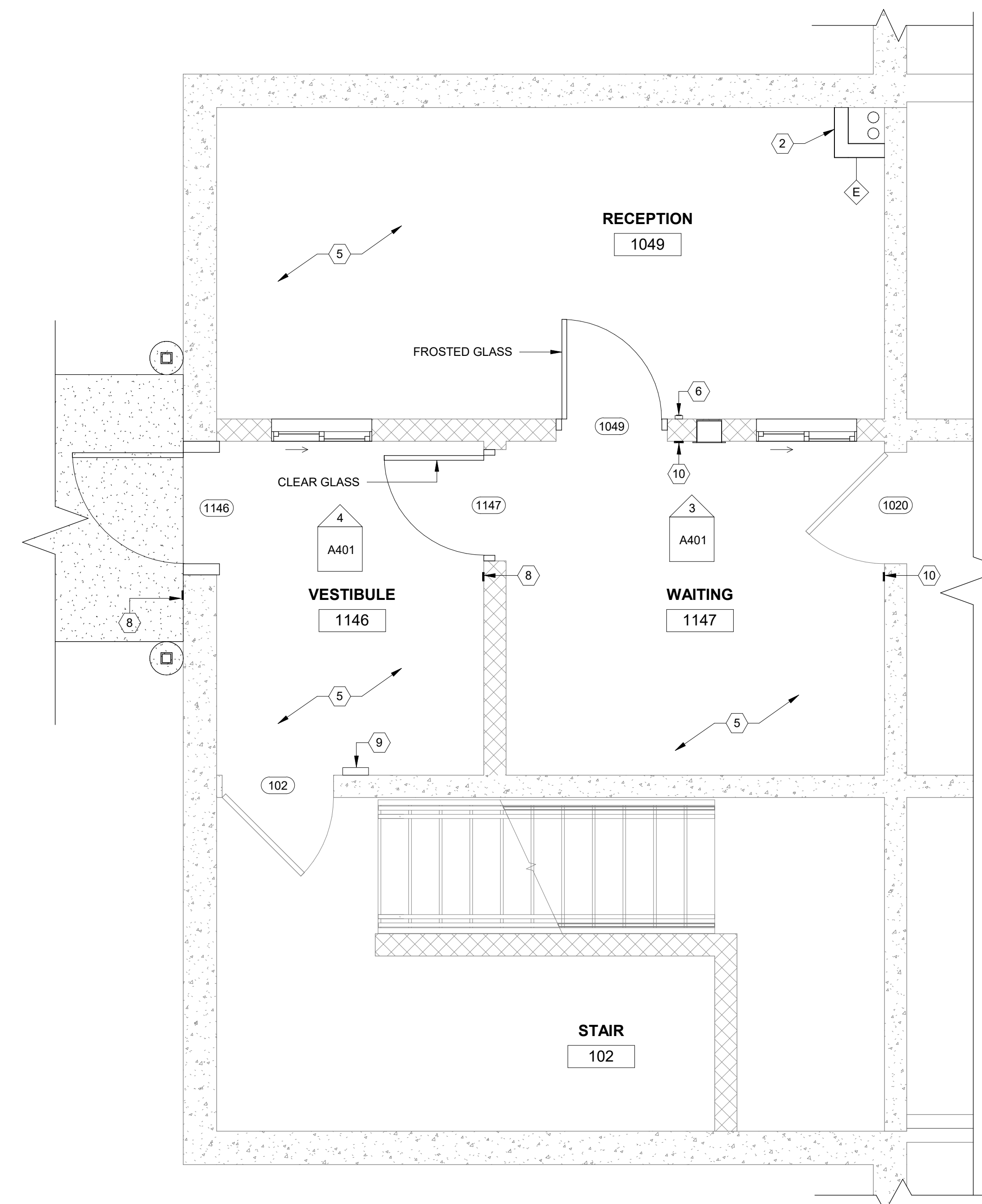
4 VESTIBULE INTERIOR ELEVATION
A401 1/2" = 1'-0"



3 WAITING INTERIOR ELEVATION
A401 1/2" = 1'-0"



1 REFLECTED CEILING PLAN ENTRY
A401 3/8" = 1'-0"



2 ENLARGED FIRST FLOOR PLAN - ENTRY
A401 3/8" = 1'-0"

03/06/2024
02/20/2024
DATE

APPENDIUM 1
BID ISSUE
SUBMITTALS/REVISIONS

PROJECT NAME:
**ST. CLAIR COUNTY
DTNW FACILITY
RENOVATION**

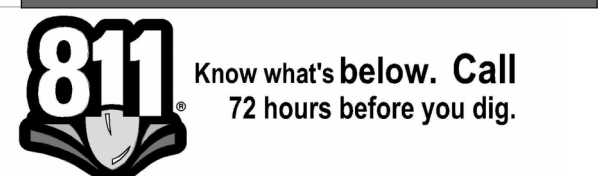
SHEET TITLE:
ENLARGED PLANS

CLIENT:
ST. CLAIR COUNTY

PRELIMINARY CONSTRUCTION RECORD

DRAWN BY:	CHECKED BY:	DATE:
ARD	SPK	FEB. 2024

SCALE:
AS NOTED



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PROJECT NO. 0230-0002

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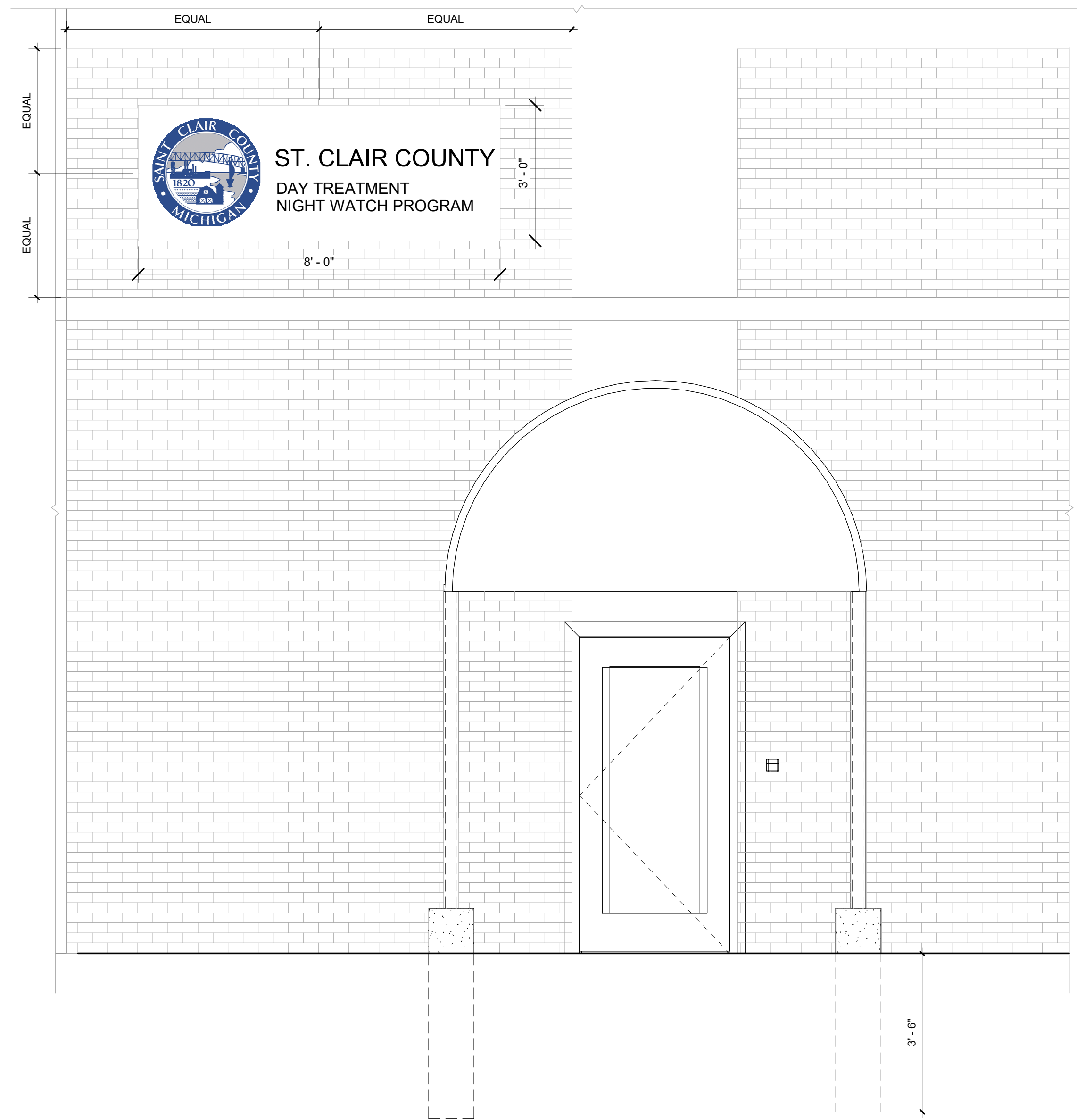
A401



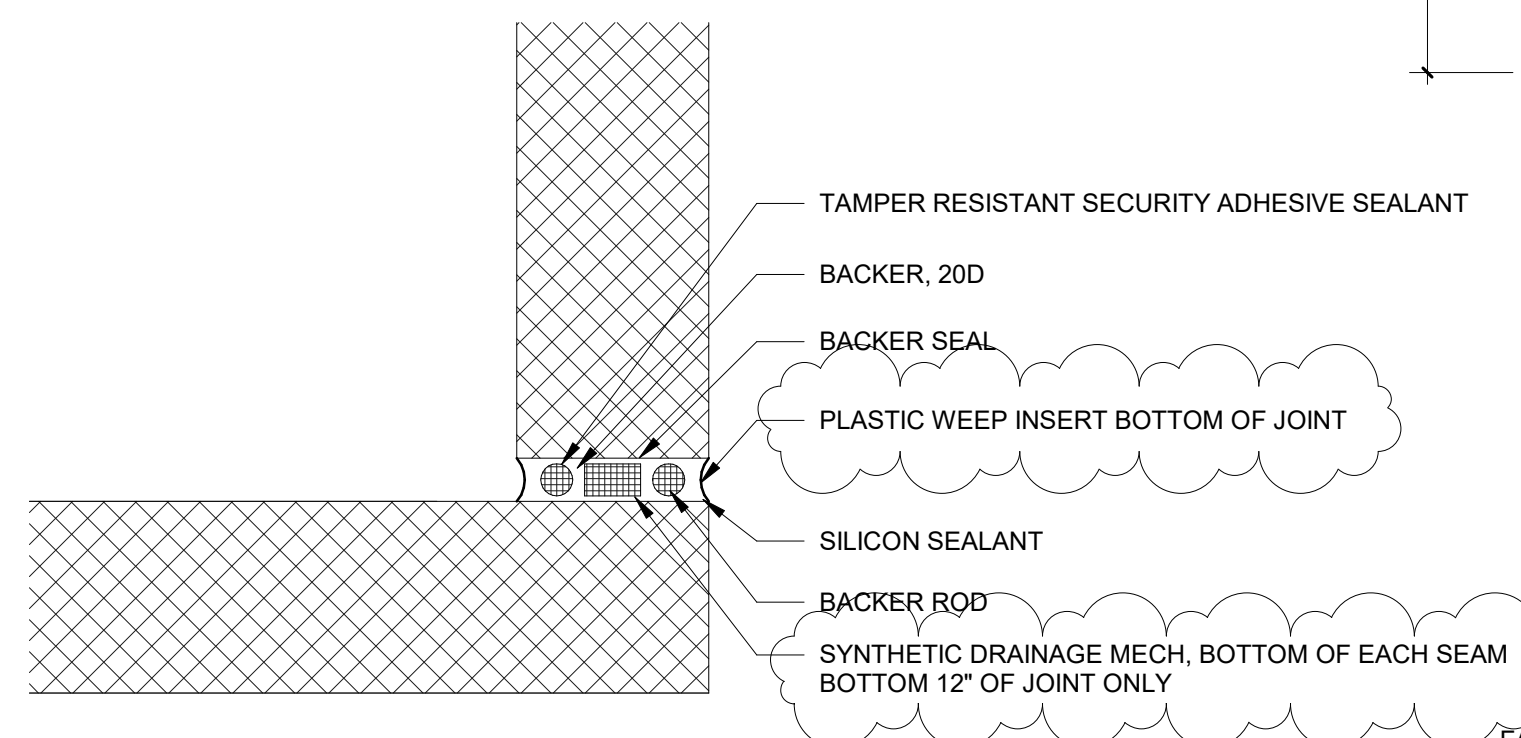
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Shelby Township Fax 586 726 8780
Michigan 48315
www.aewinc.com

ENGINEERING STRONG COMMUNITIES



3 WEST ELEVATION DETAIL
A403 1/2" = 1'-0"

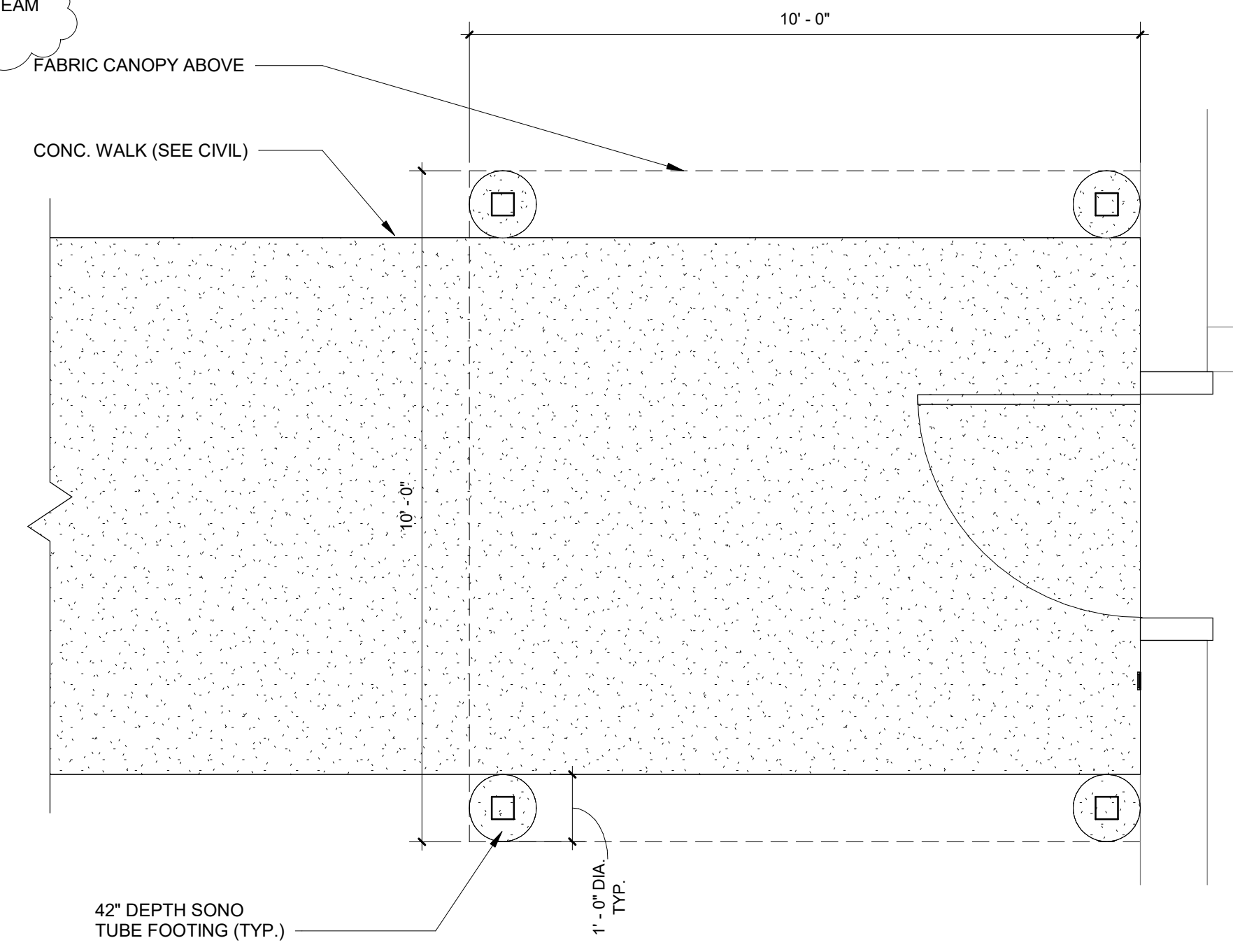


NOTE:
1. TAMPER RESISTANT SECURITY ADHESIVE SEALANT TO RE-USE ON THE INTERIOR ONLY
2. REMOVE ALL SEALANT FROM JOINT FROM FLOOR SLAB TO PARAPET CAP

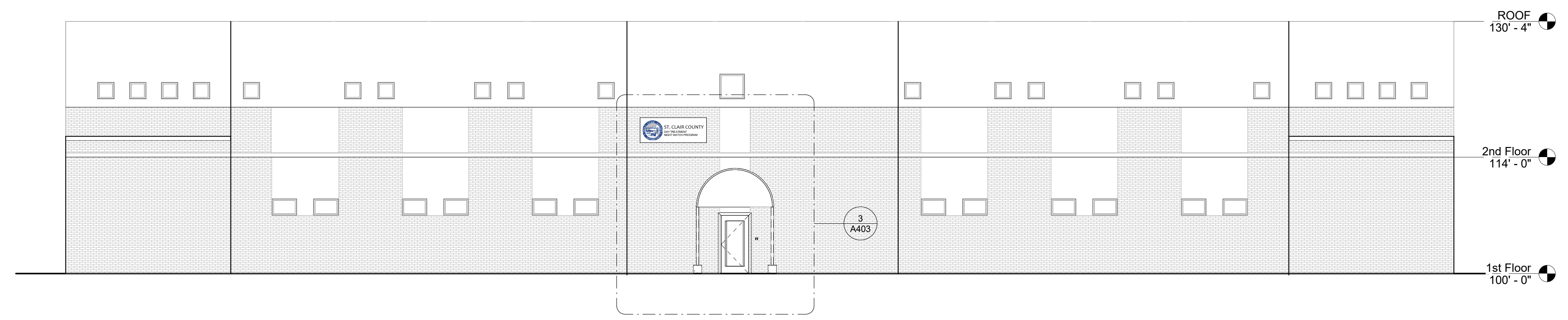
5 WALL PANEL SEAL DETAIL
A403 1" = 1'-0"



4 SIGN DETAIL
A403 1" = 1'-0"



2 PARTIAL FIRST FLOOR PLAN - CANOPY
A403 1/2" = 1'-0"



1 West
A403 1/8" = 1'-0"

03/06/2024
02/20/2024
DATE

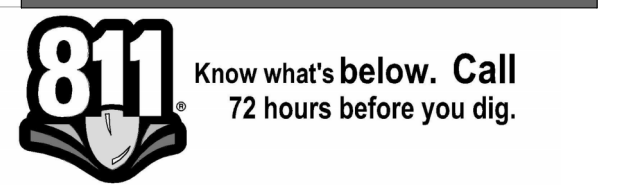
ADDENDUM 1
BID ISSUE
SUBMITTALS/REVISIONS

PROJECT NAME:
**ST. CLAIR COUNTY
DTNW FACILITY
RENOVATION**

SHEET TITLE:
**ENLARGED CANOPY
PLANS**

CLIENT:
ST. CLAIR COUNTY

<input checked="" type="checkbox"/> PRELIMINARY	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> RECORD
DRAWN BY: ARD	CHECKED BY: SPK	DATE: FEB. 2024
SCALE: AS NOTED		



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PROJECT NO. 0230-0002

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SHEET NO.

A403



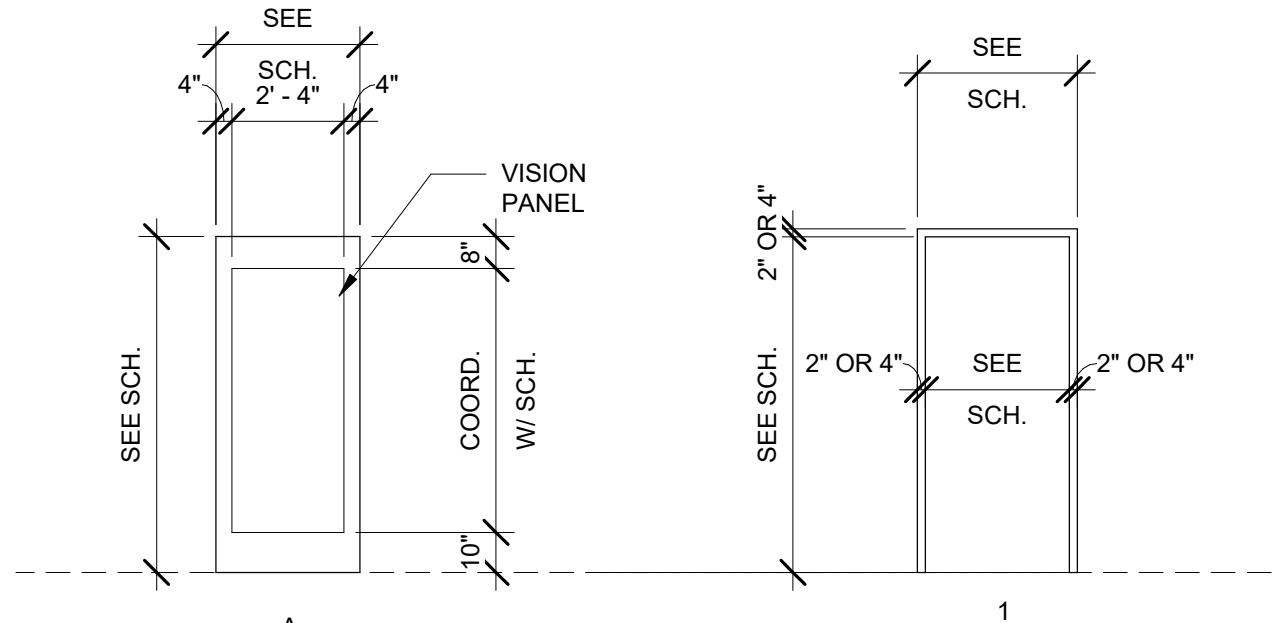
ANDERSON, ECKSTEIN AND WESTRICK, INC.

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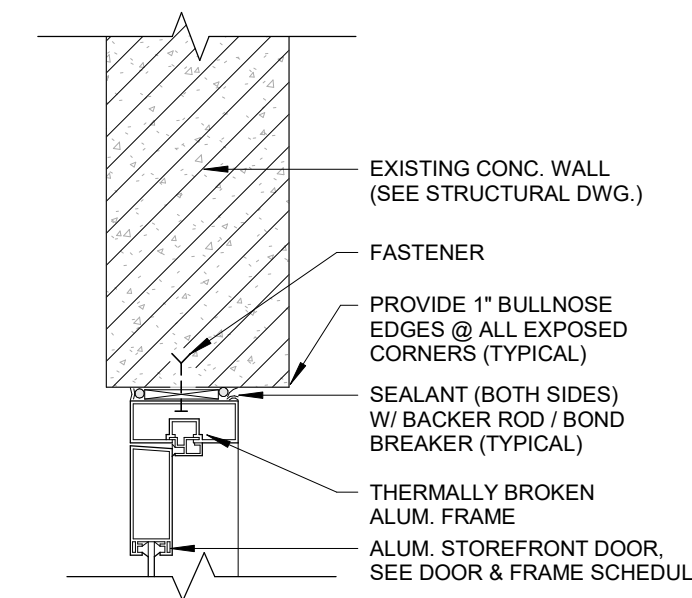
ENGINEERING STRONG COMMUNITIES

DOOR SCHEDULE

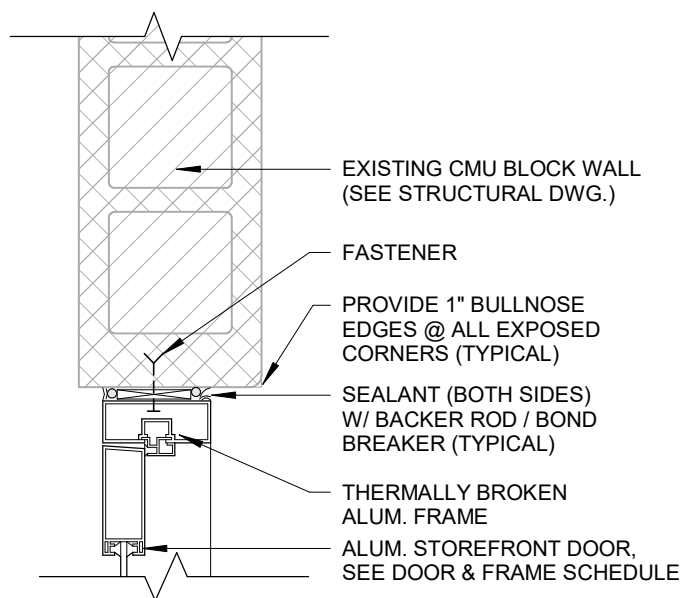
Rm. No.	Location	Door						Frame			Detail			Fire Rating	Threshold	HW Set	Comments
		Width	Height	Thickness	DR. Elev.	DR. Material	Finish	Frame Type	Frame Material	Finish	Head	Jamb	Sill				
102	STAIR	3'-4"	7'-0"	1 3/4"	EXT	EXT	PAINT	EXT	EXT	PAINT	EXT	EXT				1	ADD ACCESS CONTROL AND NEW HARDWARE AS NECESSARY
1020	WAITING	3'-4"	7'-0"	1 3/4"	EXT	EXT	PAINT	EXT	EXT	PAINT	EXT	EXT				1	ADD ACCESS CONTROL AND NEW HARDWARE AS NECESSARY
1049	RECEPTION	3'-0"	7'-0"	1 3/4"	A	ALUM	PREFIN	1	ALUM	PREFIN	1/A602	3/A601				2	ACCESS CONTROL, FROSTED GLASS WINDOW
1146	VESTIBULE	3'-4"	7'-0"	1 3/4"	A	ALUM	PREFIN	1	ALUM	PREFIN	4/A601	6/A601				3	ACCESS CONTROL, FINISH TO MATCH SHERIFFS OFFICE
1147	WAITING	3'-0"	7'-0"	1 3/4"	A	ALUM	PREFIN	1	ALUM	PREFIN	3/A601	5/A601				4	ACCESS CONTROL



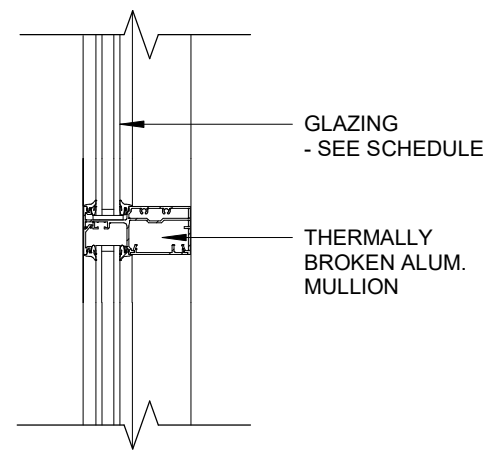
T = TEMPERED GLASS
1" INSULATED, LOW E, TINTED GLASS (EXTERIOR)



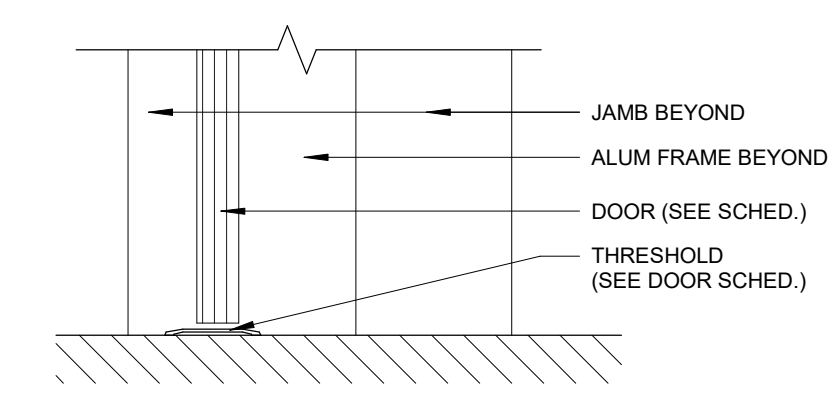
6
A601
ALUM DR FRAME @ CONC. WALL JAMB DETAIL
1 1/2" = 1'-0"



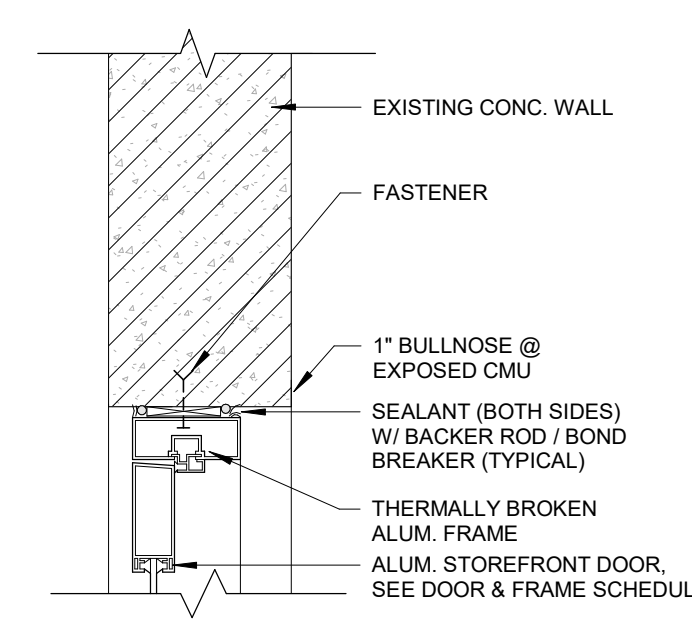
5
A601
ALUM DR FRAME @ CMU BLOCK WALL JAMB DETAIL
1 1/2" = 1'-0"



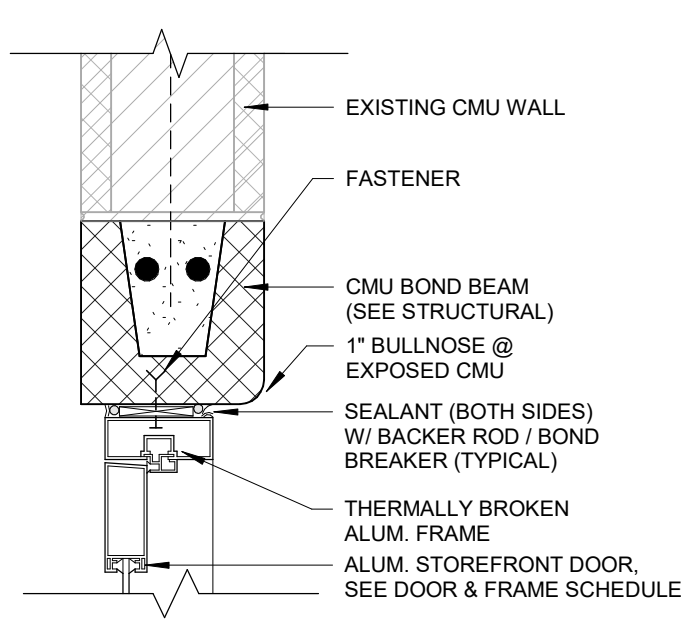
8
A601
ALUM WINDOW MULLION
1 1/2" = 1'-0"



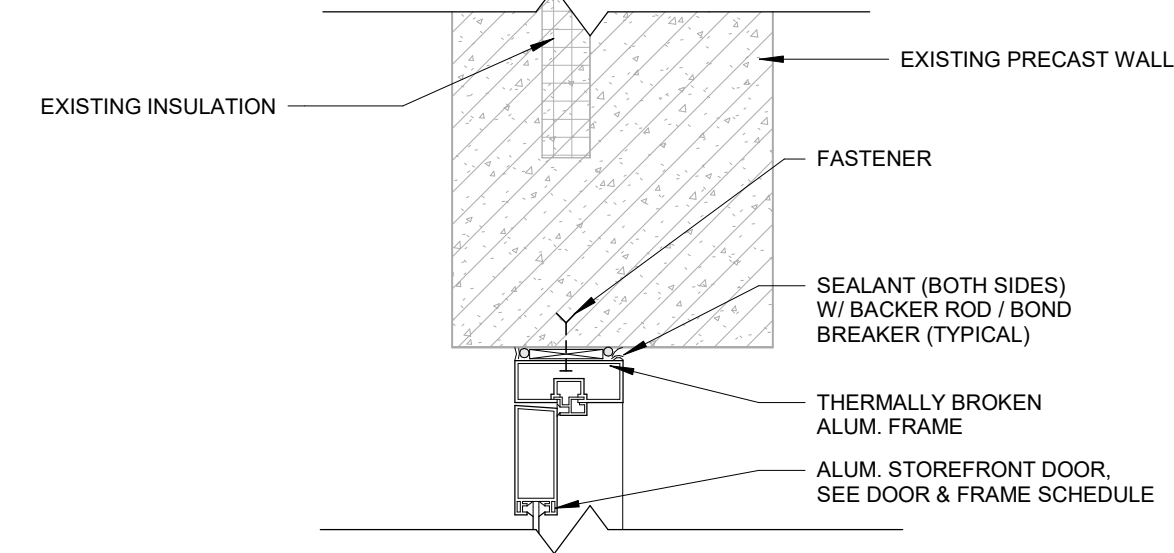
7
A601
ALUM DR FRAME @ BRICK / BLOCK WALL SILL DETAIL
1 1/2" = 1'-0"



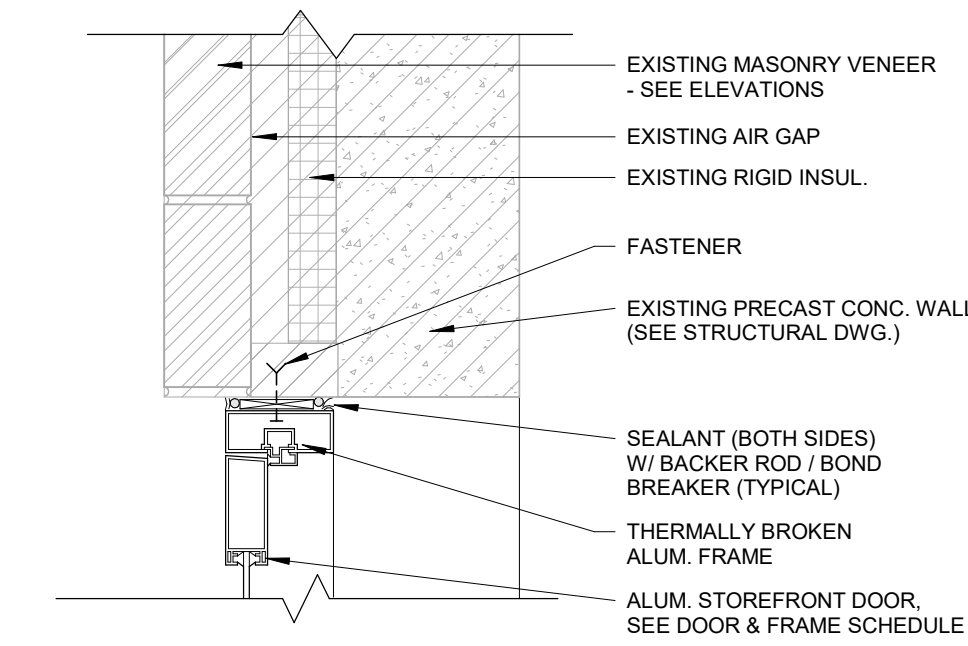
4
A601
ALUM DR FRAME @ CONC. WALL HEAD DETAIL
1 1/2" = 1'-0"



3
A601
ALUM DR FRAME @ CMU BLOCK WALL HEAD DETAIL
1 1/2" = 1'-0"



2
A601
ALUM DR FRAME @ PRECAST CONC. WALL HEAD DETAIL
1 1/2" = 1'-0"



1
A601
ALUM DR FRAME @ CONC. PANEL / BLOCK WALL JAMB DETAIL
1 1/2" = 1'-0"

03/06/2024
02/20/2024
DATE

ADDENDUM 1
BID ISSUE
SUBMITTALS/REVISIONS

PROJECT NAME:

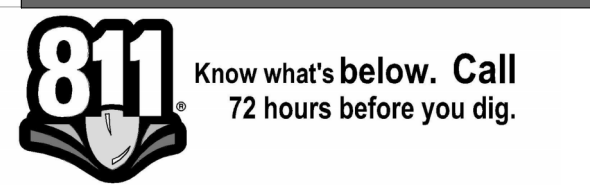
ST. CLAIR COUNTY DTNW FACILITY RENOVATION

SHEET TITLE:

DOOR SCHEDULE & HEAD, JAMB, SILL, WINDOW DETAILS

CLIENT: ST. CLAIR COUNTY

<input type="checkbox"/> PRELIMINARY	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> RECORD
DRAWN BY: ARD	CHECKED BY: SPK	DATE: FEBRUARY 2024
SCALE: AS NOTED		



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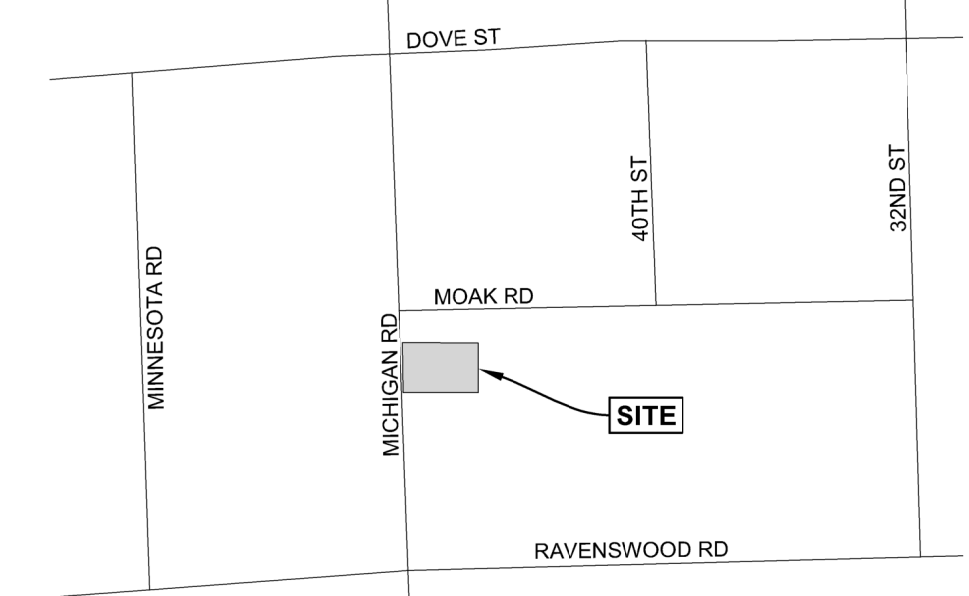
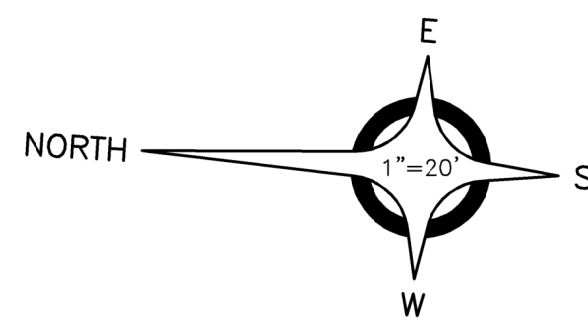
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PROJECT NO. 0230-0002

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SHEET NO.

A601



LOCATION MAP
NOT TO SCALE



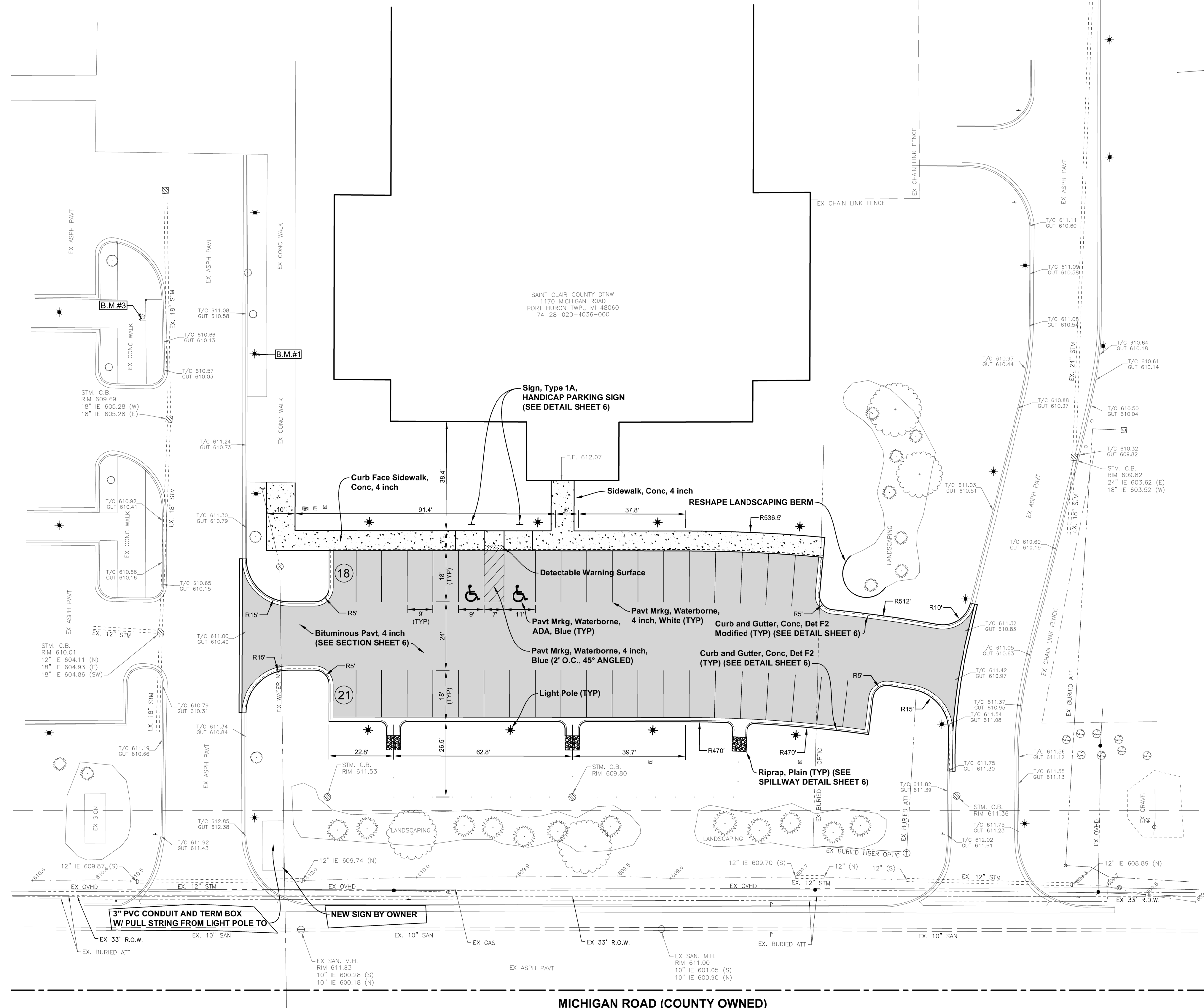
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ENGINEERING STRONG COMMUNITIES



MICHIGAN ROAD (COUNTY OWNED)

BENCH MARKS (NAVD88 DATUM)

BENCHMARK # 1
MARKED "X" ON CONCRETE LIGHT POLE BASE
4TH POLE EAST FROM ENTRANCE FROM
MICHIGAN ROAD, ON SOUTH SIDE OF
ENTRANCE DRIVE TO PARKING LOT.
ELEVATION: 611.42

BENCHMARK # 2
TOP OF HYDRANT SOUTH SIDE OF BUILDING
ELEVATION: 613.62

BENCHMARK # 3
TOP OF HYDRANT IN ISLAND WALK AT MAIN
ENTRANCE
ELEVATION: 613.08

PAVING LEGEND

- STANDARD DUTY BITUMINOUS PAVT.
- CONCRETE SIDEWALK W / CURB FACED WALK
- PROPOSED GRADE
- FLOW ARROW
- EXIST. GRADE
- TOP CONC. CURB
- TOP CONC. WALK
- TOP CONC. GUTTER
- PAVEMENT ELEVATION
- F-2 CONC. CURB & GUTTER
- F-2 MODIFIED CONC. CURB & GUTTER

02/20/24	BID/ISSUE
DATE	SUBMITTALS/REVISIONS

PROJECT NAME:

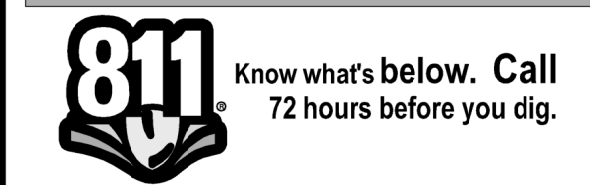
DTNW PARKING LOT

SHEET TITLE:

CONSTRUCTION PLAN

CLIENT: COUNTY OF SAINT CLAIR

<input checked="" type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	RECORD
DRAWN BY:	CBR	CHECKED BY:	SAK	DATE:	NOVEMBER 2023
SCALE: 1" = 20'					



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PROJECT NO. 0230-0002

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SHEET NO.