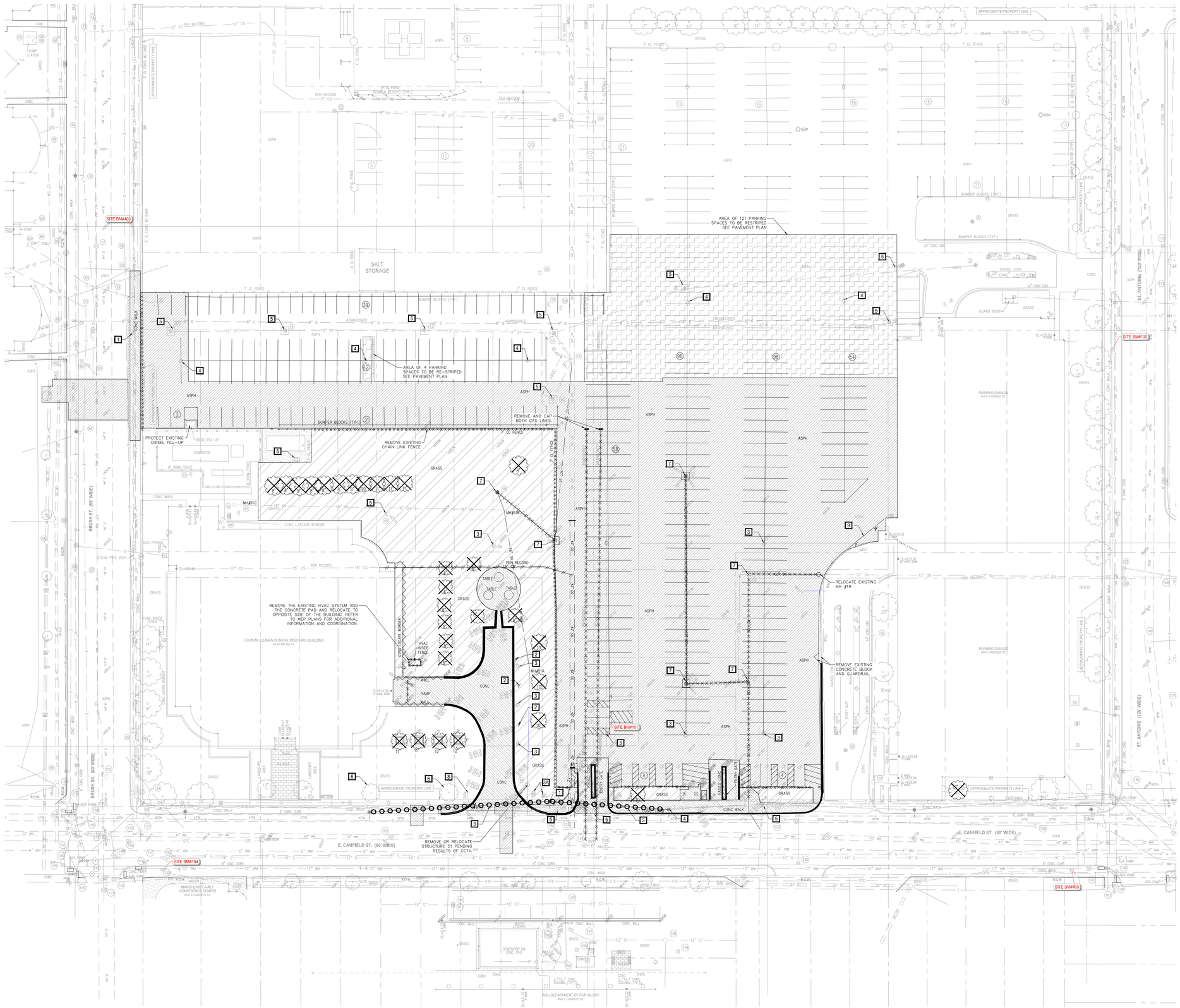

GRAPHIC SCALE
0 15 30 60
(IN FEET)
1 inch = 30 ft.

DEMOLITION LEGEND

- REMOVE EXISTING PAVEMENT STRIPPING
- REMOVE PAVEMENT. CLEAR AWAY ANY VEGETATION & CLEAR ANY DEBRIS WITHIN HATCH LIMITS SHOWN. CONTRACTOR TO CONTACT MISS DIG PRIOR TO EXCAVATION TO AVOID DISTURBING EXISTING UTILITIES
- 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.
- REMOVE CONCRETE PAVEMENT TO FULL DEPTH. SAWCUT FULL DEPTH TO NEAREST JOINT WHERE NEW PAVEMENT WILL BE PLACED ADJACENT TO EXISTING PAVEMENT.
- MILL AND FILL EXISTING ASPHALT PAVEMENT TO 2" DEPTH.
- REMOVE CONCRETE CURB TO FULL DEPTH. SAWCUT FULL DEPTH WHERE NEW CURB AND/OR INTEGRAL WALK WILL BE PLACED ADJACENT TO EXISTING CURB TO REMAIN.
- PROJECT BOUNDARY.
- COORDINATE WITH DTE ON THE REMOVAL AND RELOCATION OF EXISTING OVERHEAD UTILITY.
- REMOVE AND SALVAGE EXISTING CHAIN LINK FENCE, REMOVE GATES, POSTS, AND FOOTINGS AS APPROPRIATE FOR GRADE ADJUSTMENTS.
- REMOVE AND DISPOSE OF EXISTING WALL INCLUDING FOUNDATION TO FULL DEPTH.
- ABANDON EXISTING UTILITY IN PLACE.
- REMOVE EXISTING UTILITY.
- REMOVE EXISTING TREE (INCLUDING STUMPS AND ROOTS).
- 1 CONTRACTOR TO COORDINATE WITH DTE ON REMOVAL AND REPLACEMENT OF UTILITY POLES.
- 2 REMOVE EXISTING SIGNS. CONTRACTOR TO MAINTAIN TEMPORARY TRAFFIC CONTROL.
- 3 REMOVE EXISTING LIGHT POLES, INCLUDING POSTS AND FOOTINGS AND ALL ASSOCIATED ELECTRICAL EQUIPMENT; CAP EXISTING ELECTRICAL. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDER.
- 3A SSC CABINETS/BOXES RELOCATION TO BE COORDINATE WITH THE ASSET OWNER.
- 4 PROTECT EXISTING UTILITY POLE AND GUY WIRE.
- 5 PROTECT EXISTING UTILITIES AND UTILITY STRUCTURE; CONTRACTOR TO ADJUST STRUCTURE RIM TO MATCH PROPOSED ELEVATIONS.
- 6 REMOVE EXISTING UTILITIES AND UTILITY STRUCTURE
- 7 PROTECT-IN-PLACE EXISTING TREES AND LANDSCAPING TO REMAIN DURING CONSTRUCTION.
- 8 RELOCATE EXISTING SIGNS.
- 9 REMOVE EXISTING GUARDRAIL

DEMOLITION NOTES

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 SHALL UTILIZE A UTILITY LOCATOR TO STAKE PUBLIC AND PRIVATE UTILITY LOCATIONS PRIOR TO START OF CONSTRUCTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR OR REPLACE ANY DAMAGE TO EXISTING UTILITY LINES.

CONTRACTOR TO ESTABLISH SEDIMENT EROSION CONTROL MEASURES PRIOR TO BEGINNING WORK, AS REQUIRED BY WAYNE COUNTY AND THE STATE OF MICHIGAN.

ALL WORK IS TO BE IN CONFORMANCE WITH LOCAL STANDARDS, RULES AND REGULATIONS AS DETERMINED BY THE STATE OF MICHIGAN, WAYNE COUNTY, CITY OF DETROIT, AND ASSOCIATED UTILITIES.

RESTORE ALL NON-PAVED AREAS WITH 3" OF CLEAN TOPSOIL AND SOD PER SPEC SECTION 2920. PEG SOD IN PLACE ON SLOPES IN EXCESS OF 10 HORIZONTAL TO 1 VERTICAL USING WOODEN PEGS A MINIMUM OF 12" LONG. WATER SOD ON A REGULAR BASIS AS INDICATED IN THE SPECIFICATIONS.

CONTRACTOR TO PROTECT EXISTING UTILITY STRUCTURES, SIGNS, POSTS, TREES, ETC. UNLESS OTHERWISE SPECIFIED ON PLANS.

CONTRACTOR TO FOLLOW TREE PROTECTION DETAIL (SHEET C-111) FOR ALL TREES WITH NUMBERS THAT AREN'T SCHEDULED FOR REMOVAL.

CONTRACTOR IS RESPONSIBLE TO NOTIFY OPERATION MANAGER AND ENGINEER PRIOR TO DEMOLITION/REMOVAL OF EXISTING UTILITIES. CONTRACTOR IS RESPONSIBLE TO RECONNECT EXISTING UTILITIES THAT ARE FOUND IN THE FIELD AT OPERATION MANAGER'S DIRECTION.

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HKS

ARCHITECT
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

STRUCTURAL ENGINEER
RESURGET ENGINEERING
28 W ADAMS AVE, SUITE 1710
DETROIT, MI 48226

MEP ENGINEER
OSBORN ENGINEERING
1420 WASHINGTON BLVD, SUITE 301
DETROIT, MI 48226

CIVIL ENGINEER
SPALDING DeDECKER
119 STATE ST. SUITE 500
DETROIT, MI 48226

LANDSCAPE ARCHITECT
INSITE DESIGN STUDIO
412 LONGSHORE DRIVE
ANN ARBOR, MI 48105

WAYNE STATE UNIVERSITY
HEALTH SCIENCES RESEARCH BUILDING
545 E. CANFIELD ST, DETROIT, MI 48201

WAYNE STATE UNIVERSITY

OWNER'S MANAGEMENT
KRAMER MANAGEMENT GROUP
1305 S. WASHINGTON AVE, SUITE 101
LANSING, MI 48910

CONSTRUCTION MANAGER
THE CHRISTMAN COMPANY
3011 W. GRAND BOULEVARD, SUITE 2600
DETROIT, MI 48202-3030

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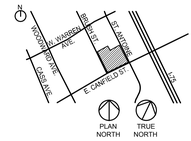
KEY PLAN



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SHEET TITLE
DEMOLITION PLAN

SHEET NO.
C-110

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PAVING 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 PROOFROLLED 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.
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-1H EMULSION IS REQUIRED BETWEEN THE LEVELING COURSE AND THE WEARING COURSE WHEN EITHER 48 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 IN THE SURFACE COURSE ONLY AS SPECIFIED BY THE CURRENT MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
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. TAPER CURB HEIGHT DOWN TO ZERO HEIGHT IN FIVE FEET AT ALL CURB ENDINGS UNLESS OTHERWISE NOTED ON THE PLAN.
12. WHERE CURB AND GUTTER SECTION IS ADJACENT TO A ADA RAMP, DROP CURB HEIGHT TO MAXIMUM 1/4" ACROSS THE RAMP OPENING.
13. STRIPE PARKING LOTS AS SHOWN, USING 4" PAVEMENT MARKING – BLUE FOR ADA SPACES, WHITE FOR STANDARD SPACES. IF NEW PARKING LAYOUT IS NOT INDICATED, MATCH ORIGINAL STRIPING PATTERN.
14. CONTRACTOR SHALL PROTECT EXISTING CURB, GUTTER, SIDEWALK, WALLS, FENCES AND ALL OTHER EXISTING SITE FEATURES NOT INDICATED FOR REMOVAL OR REHABILITATION.
15. PLACE EXPANSION JOINTS WHERE NEW CONCRETE PAVEMENT OR WALKS ABUT BUILDING WALLS (PROPOSED OR EXISTING), CURB, OR EXISTING CONCRETE PAVEMENT. PLACE JOINT SEALANT ON ALL EXPANSION JOINTS.
16. 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. 5' SPACING FOR 5' WIDE WALK), BUT NOT MORE THAN 10' APART. PLACE EXPANSION JOINTS WITH JOINT SEALANT AT MAXIMUM 50' SPACING.
17. CONCRETE PAVEMENT SHALL MEET THE REQUIREMENTS FOR THE CITY OF DETROIT ENGINEERING DEPARTMENT STANDARD DETAILS.
18. CONTRACTOR TO REFER TO CITY OF DETROIT ENGINEERING DIVISION STANDARD DETAIL FOR "HMA SURFACE ON CONCRETE BASE UTILITY TRENCH CONSTRUCTION PAVEMENT RESTORATION" ON SHEET C-520.
19. CONTRACTOR TO RELOCATE SALVAGED TRAFFIC SIGNS TO MATCH EXISTING LOCATION.
20. CONTRACTOR TO COORDINATE WITH DTE ON LOCATIONS OF UTILITY POLE REPLACEMENT PRIOR TO CONCRETE WORK IN ALL AREAS.
21. ALL ADA SIDEWALK RAMPS WITH WARNING STRIPS SHALL BE PROVIDED AT ALL INTERSECTIONS, AND COMPLY TO THE MICHIGAN DEPARTMENT OF TRANSPORTATION DETAIL R-28-L.
22. CONTRACTOR TO ADJUST THE RIM OF ALL EXISTING STRUCTURES WITHIN PAVING LIMITS SHOWN AND AREAS AFFECTED BY THE INSTALLATION OF CURB ON PUBLIC STREETS.
23. CONTRACTOR TO COORDINATE WITH DTE ON THE LOCATION AND POURING OF 4" CONCRETE PAD FOR MOUNTED EQUIPMENU U T.
24. REFER TO LANDSCAPE ARCHITECTURAL PLAN FOR ALL TREES, PLANTINGS, AND SITE FURNISHING LOCATIONS.

RESTORATION NOTE

RESTORE ALL NON-PAVED AREAS WITH 3" OF CLEAN TOPSOIL AND SEED MIX (30% 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 DS150 MULCH BLANKET IMMEDIATELY AFTER SEEDING. USE METAL STAPLES PER MANUFACTURERS RECOMMENDATIONS TO HOLD MATTING IN PLACE.

LEGEND

- PROPERTY LINE
- STANDARD ASPHALT
- UTILITY TRENCH ASPHALT
- CONCRETE PAVEMENT
- LANDSCAPE AREA
- GRAVEL OR RIP-RAP AREA
- PROPOSED HYDRANT
- PROPOSED GATE VALVE & WELL (GVW)
- PROPOSED TAPPING SLEEVE, VALVE & WELL (TSVW)
- PROPOSED SAN MANHOLE (SAN)
- PROPOSED STORM MANHOLE (MH)
- PROPOSED CATCH BASIN (CB)
- PROPOSED INLET (INL)

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HKS

ARCHITECT
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

STRUCTURAL ENGINEER
RESURGET ENGINEERING
28 W ADAMS AVE, SUITE 1710
DETROIT, MI 48226

MEP ENGINEER
OSBORN ENGINEERING
1420 WASHINGTON BLVD, SUITE 301
DETROIT, MI 48226

CIVIL ENGINEER
SPALDING DeDECKER
119 STATE ST. SUITE 500
DETROIT, MI 48226

LANDSCAPE ARCHITECT
INSITE DESIGN STUDIO
412 LONGSHORE DRIVE
ANN ARBOR, MI 48105

WAYNE STATE UNIVERSITY
HEALTH SCIENCES RESEARCH BUILDING
545 E. CANFIELD ST, DETROIT, MI 48201

WAYNE STATE UNIVERSITY

OWNER'S MANAGEMENT
KRAMER MANAGEMENT GROUP
1305 S. WASHINGTON AVE. SUITE 101
LANSING, MI 48910

CONSTRUCTION MANAGER
THE CHRISTMAN COMPANY
3011 W. GRAND BOULEVARD, SUITE 2600
DETROIT, MI 48202-3030

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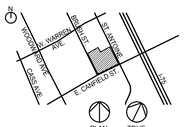

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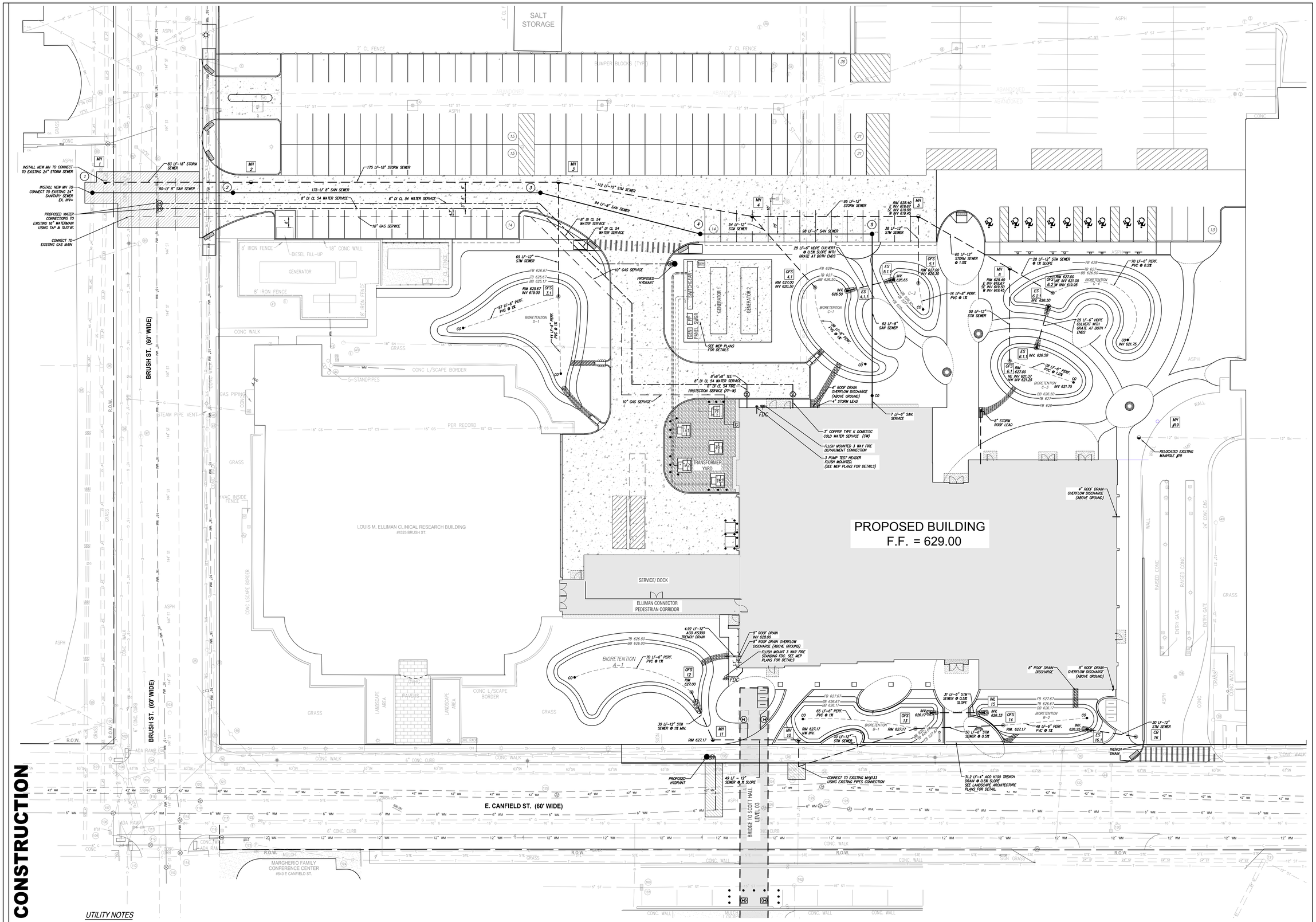
C-120



UTILITY NOTES

1. STORM SEWERS 12" AND LARGER SHALL BE REINFORCED CONCRETE PIPE (RCP) CLASS IV WITH MINIMUM WALL TYPE B. STORM SEWERS 12" AND SMALLER SHALL BE PVC SDR 26 MINIMUM.
2. STORM SEWERS SHALL HAVE A MINIMUM OF 2 FEET OF COVER FROM THE TOP OF PIPE TO FINAL SURFACE GRADE
3. THE LAST STRUCTURE OF A STORM SEWER PRIOR TO LEAVING THE PROPERTY MUST BE TRAPPED BEFORE TAPPING INTO A DWSD ASSET; REFER TO THE CITY OF DETROIT STANDARD DETAILS AND SPECIFICATIONS FOR INSTALLATION.
4. SANITARY SEWERS 12" AND LARGER SHALL BE REINFORCED CONCRETE PIPE (RCP) CLASS IV WITH MINIMUM WALL TYPE B. SANITARY SEWERS 12" AND SMALLER SHALL BE PVC SDR 26 MINIMUM.
5. SANITARY SEWERS SHALL HAVE A MINIMUM COVER OF 5 FEET FROM TOP OF PIPE TO FINAL SURFACE GRADE. SANITARY LATERALS SHALL HAVE A MINIMUM COVER OF 4 FEET FROM TOP OF PIPE TO FINAL SURFACE GRADE.
6. SEWER CONNECTIONS GREATER THAN 18 INCHES ABOVE THE MANHOLE OUTLET INVERT SHALL UTILIZE A DROP CONNECTION. INTERIOR CONNECTIONS SHALL BE UTILIZED IF THE CONNECTION INVERT IS GREATER THAN 18 INCHES ABOVE THE EXISTING INVERT AND LESS THAN 5 FEET. ANY SEWER CONNECTION GRATER THAN 5 FEET SHALL UTILIZE AN EXTERIOR DROP CONNECTION.
7. FOR A SEWER CONNECTION, THE PROPOSED SEWER MUST BE LESS THAN 50% THE SIZE OF THE EXISTING SEWER. IF TWO SEWER LINES ARE ENTERING THE SEWER, THE TWO LINES COMBINED CANNOT EXCEED 50% OF THE EXISTING SEWER LINE.
8. UNLESS OTHERWISE NOTED, ALL STORM SEWER STRUCTURES SHALL BE 4' DIAMETER (INLETS SHALL BE 3' DIAMETER). UNLESS OTHERWISE INDICATED ON THE STANDARD DETAIL SHEETS CASTINGS SHALL BE:
   PYMNT. CATCH BASINS – EJW 5105 – "H" (FRAMES WITH CURB BOXES WILL NOT BE ALLOWED)
   YARD CATCH BASINS – EJW 1040 – "O2"
   MANHOLES – EJW 1040 – "A"
9. ALL DUCTILE IRON PIPES SHALL BE A MINIMUM THICKNESS CLASS 52 AND POLYETHYLENE WRAPPED. HDEP PIPE SHALL BE DR–11 FOR 200 PSI PRESSURE RATING AND DUCTILE IRON PIPE SIZE (DIPS). SERVICE LINES LESS THAN 3 INCHES SHALL BE COPPER, TYPE K. SERVICE LINES GREATHER THAN 3 INCHES SHALL BE DUCTILE IRON.
10. WATER MAIN AND SERVICE LINES SHALL HAVE A MINIMUM COVER OF 5 FEET FROM TOP OF PIPE TO FINAL SURFACE GRADE.
11. WATER MAINS SHALL BE LEAKAGE AND PRESSURE TESTED IN ACCORDANCE WITH AWWA STANDARD C600. WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH AWWA STANDARD C651 PRIOR TO BEING PUT INTO SERVICE.
12. TAPS OF 3 INCHES OR LARGER SHALL BE MADE WITH TAPPING SLEEVE AND VALVE OR CUT–IN–TEE. IF THE TAP IS SMALLER THAN OR EQUAL TO HALF THE SIZE OF THE MAIN, A TAPPING SLEEVE AND VALVE MAY BE USED. TAPS LARGER THAN HALF THE SIZE OF THE MAIN SHALL BE MADE USING A CUT–IN–TEE.
13. FIRE FLOW TESTS ARE REQUIRED PRIOR TO INSTALLATION OF FIRE FLOW SERVICE LINE, AND SHALL BE REQUESTED FROM DWSD. TEST ARE VALID FOR ONLY ONE YEAR.
14. ALL UTILITY TRENCHES THAT FALL WITHIN A 1–(V):1 INFLUENCE AREA OF PAVEMENT SHALL ADHERE TO THE CITY OF DETROITS "HMA SURFACE ON CONCRETE BASE UTILITY TRENCH CONSTRUCTION PAVEMENT RESTORATION" DETAIL.
15. ALL WATER MAIN SHALL BE BURIED WITH BENDS TO LOWER WATER MAIN WHERE NOTED AT UTILITY CROSSINGS.
16. ALL UTILITIES SHALL BE INSTALLED ON CLASS "B" BEDDING OR BETTER.
17. ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY OF DETROIT AND SERVICE CONNECTION STANDARDS.

UTILITY LEGEND

- PROPOSED WATERMAIN
- PROPOSED SANITARY
- PROPOSED STORM SEWER
- PROPOSED GAS MAIN
- PROPOSED ELECTRIC
- PROPOSED HYDRANT
- PROPOSED GATE VALVE & WELL (GVW)
- PROPOSED TAPPING SLEEVE, VALVE & WELL (TSVW)
- PROPOSED SAN MANHOLE (SAN)
- PROPOSED STORM MANHOLE (MH)
- PROPOSED CATCH BASIN (CB)
- PROPOSED INLET (INL)
- PROPOSED END SECTION (ES)
- PROPOSED FIELD CATCH BASIN (FCB) W/BEEHIVE COVER OR STANDPIPE (SP) W/ BAR GRATE COVER
- UTILITY CROSSING (SEE DATA TABLE)
- STORM SEWER STRUCTURE: CB – STRUCT. TYPE; 2 – STRUCT. NO.
- SANITARY SEWER STRUCTURE: 20
- WATERMAIN STRUCTURE: 10 – STRUCT. NO.; XXX – STRUCT. TYPE

GRAPHIC SCALE
0 10 20 40
(IN FEET)
1 inch = 20 ft.

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ARCHITECT
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

STRUCTURAL ENGINEER
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ANN ARBOR, MI 48105

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HEALTH SCIENCES RESEARCH BUILDING
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UTILITY PLAN

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