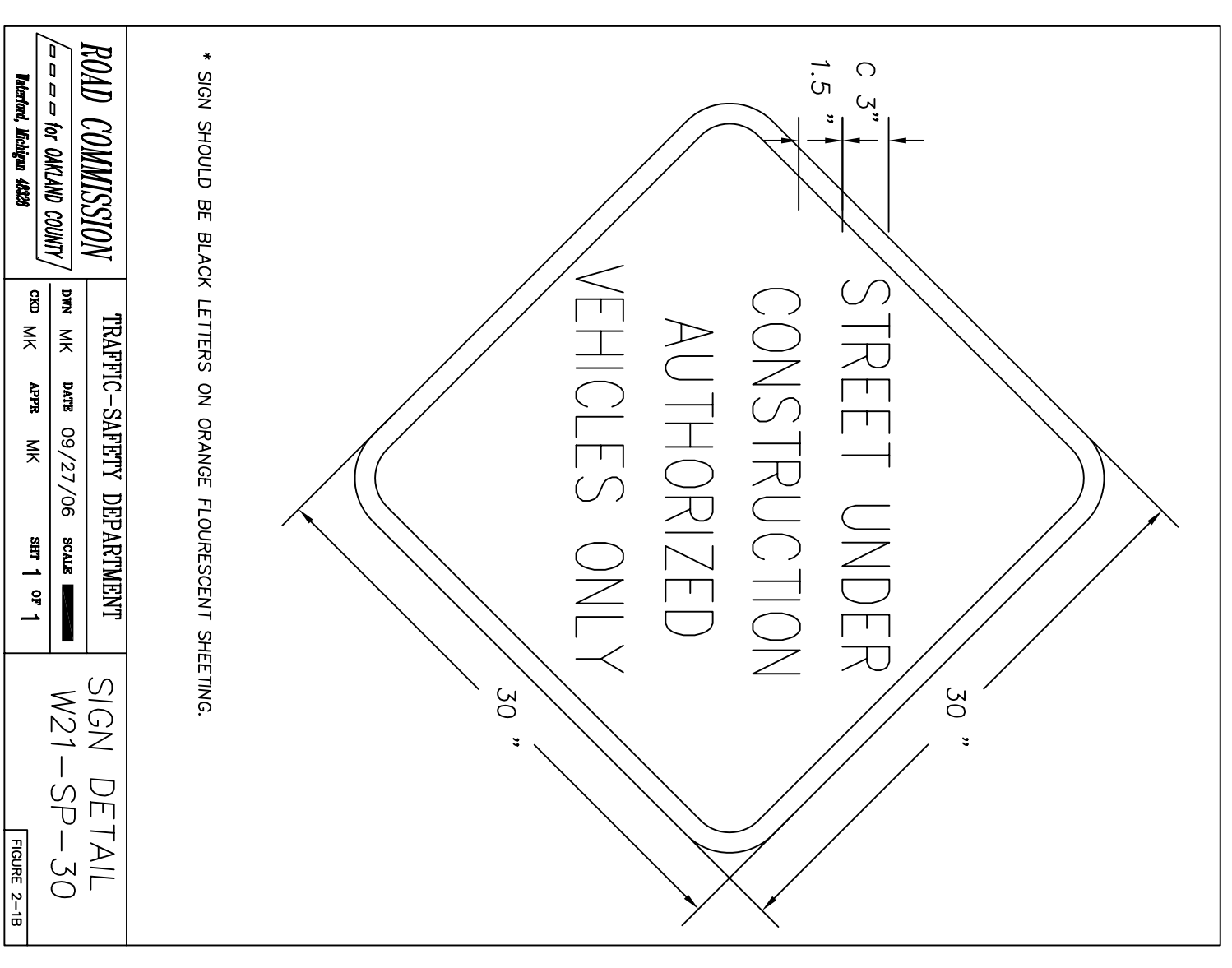
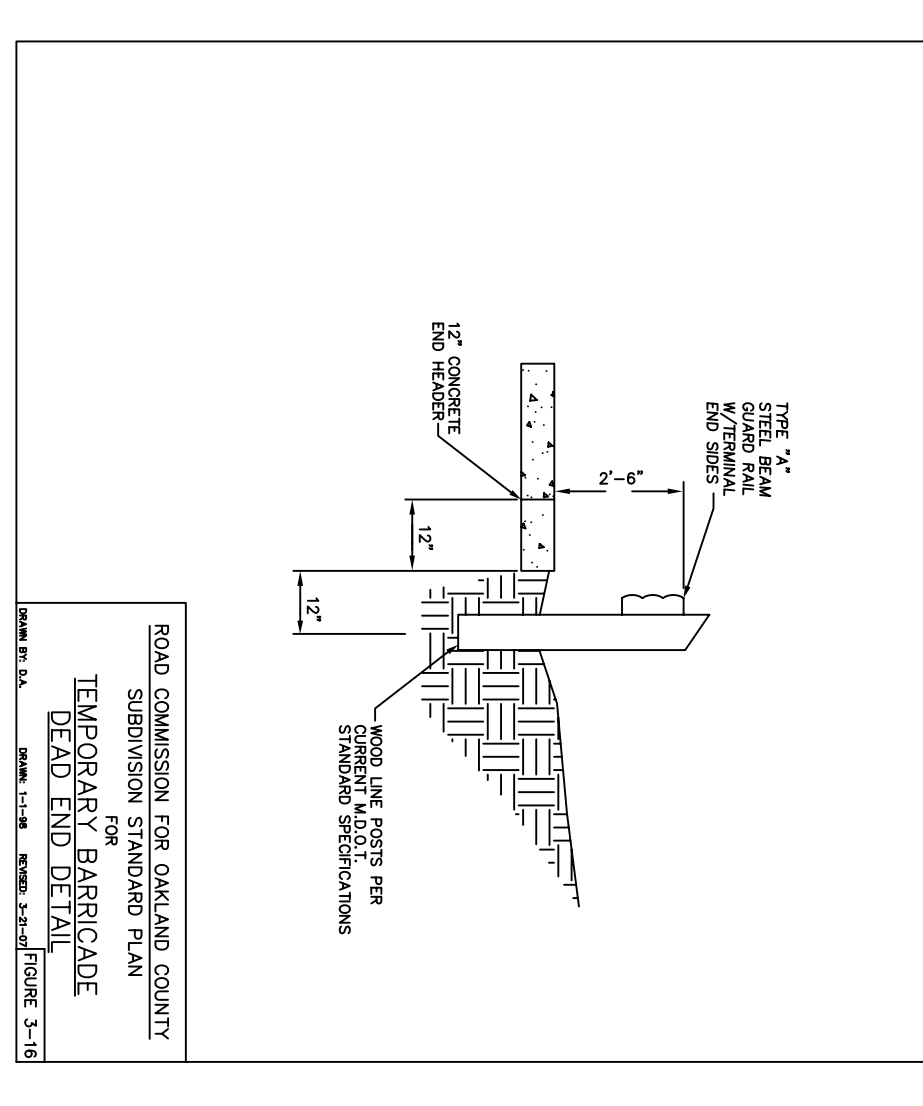
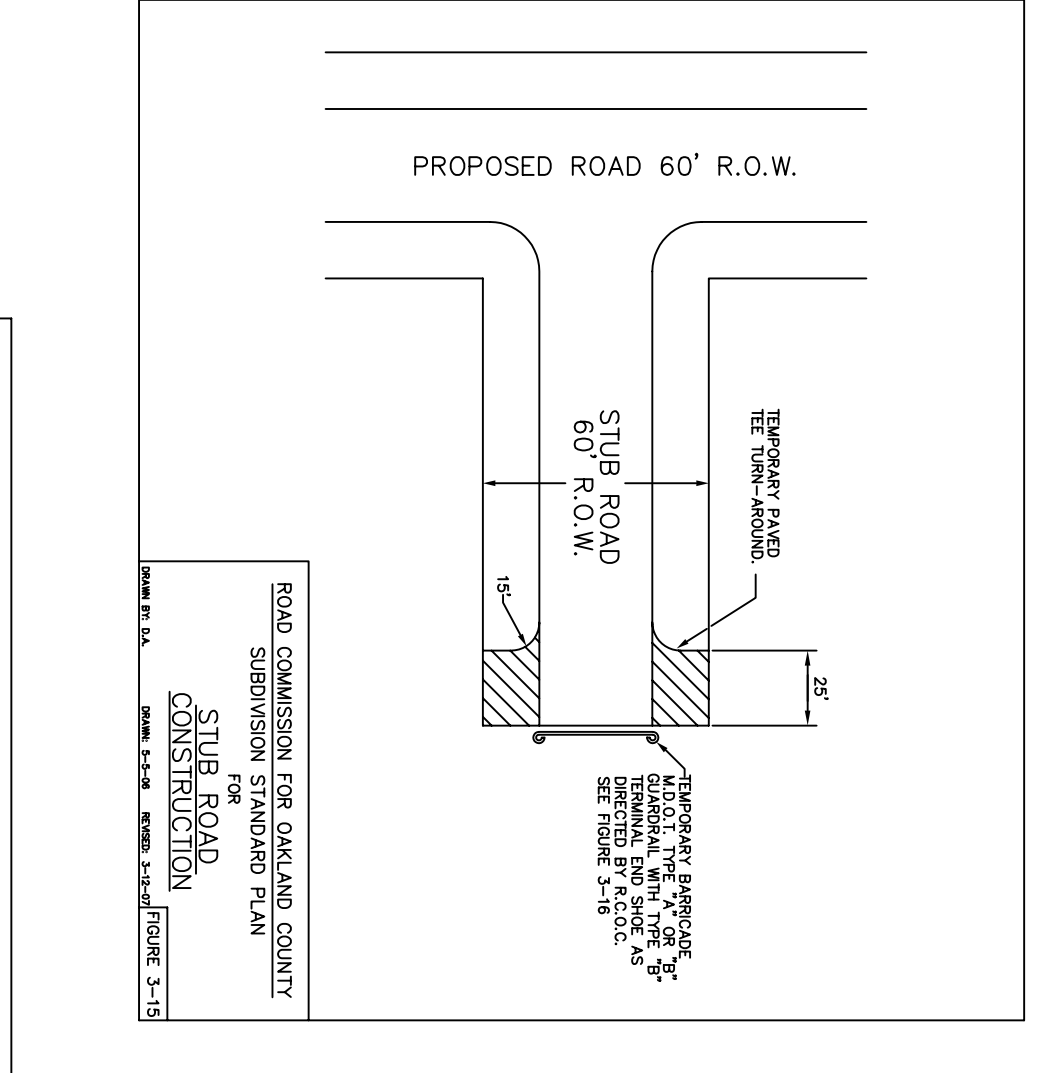
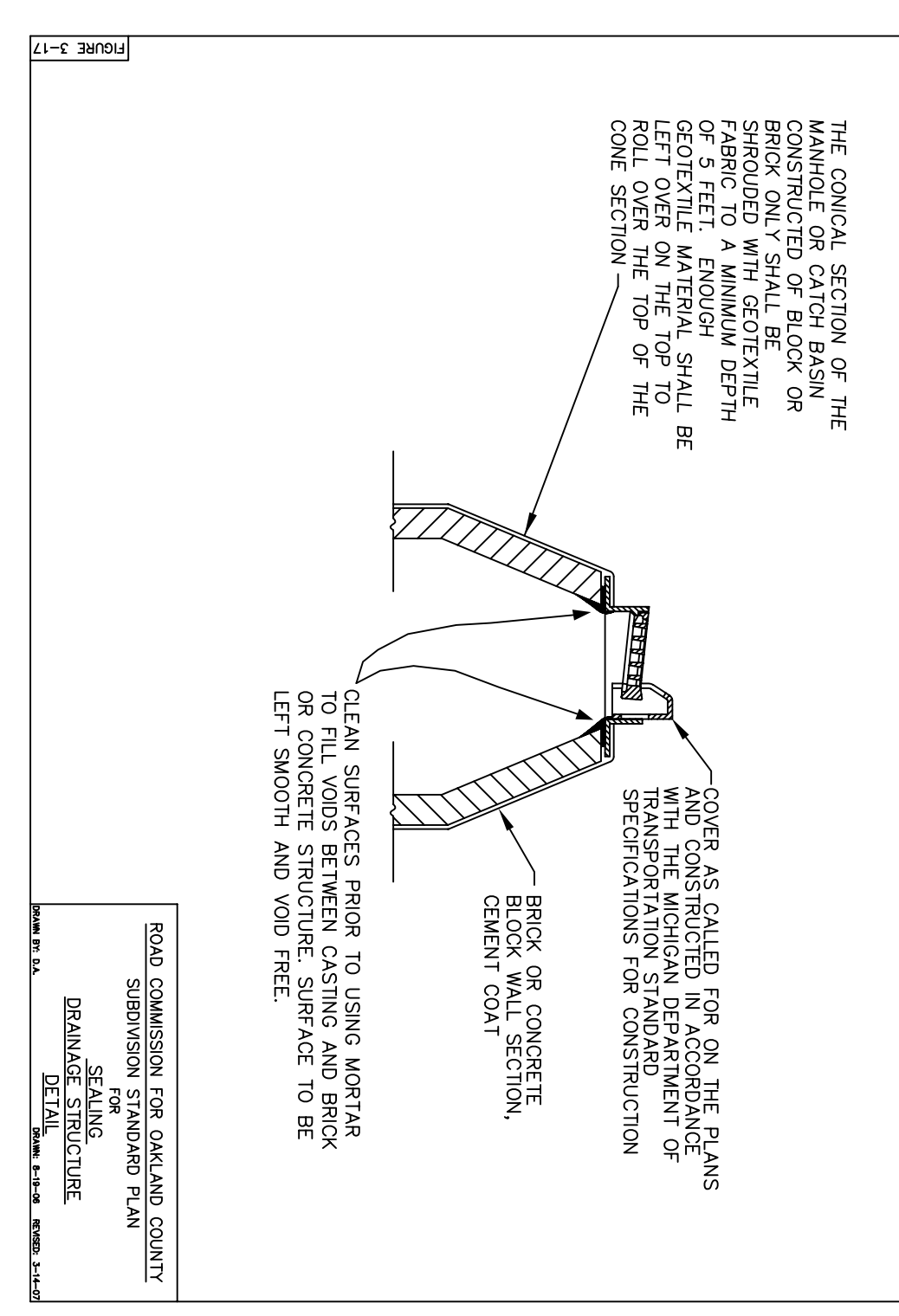
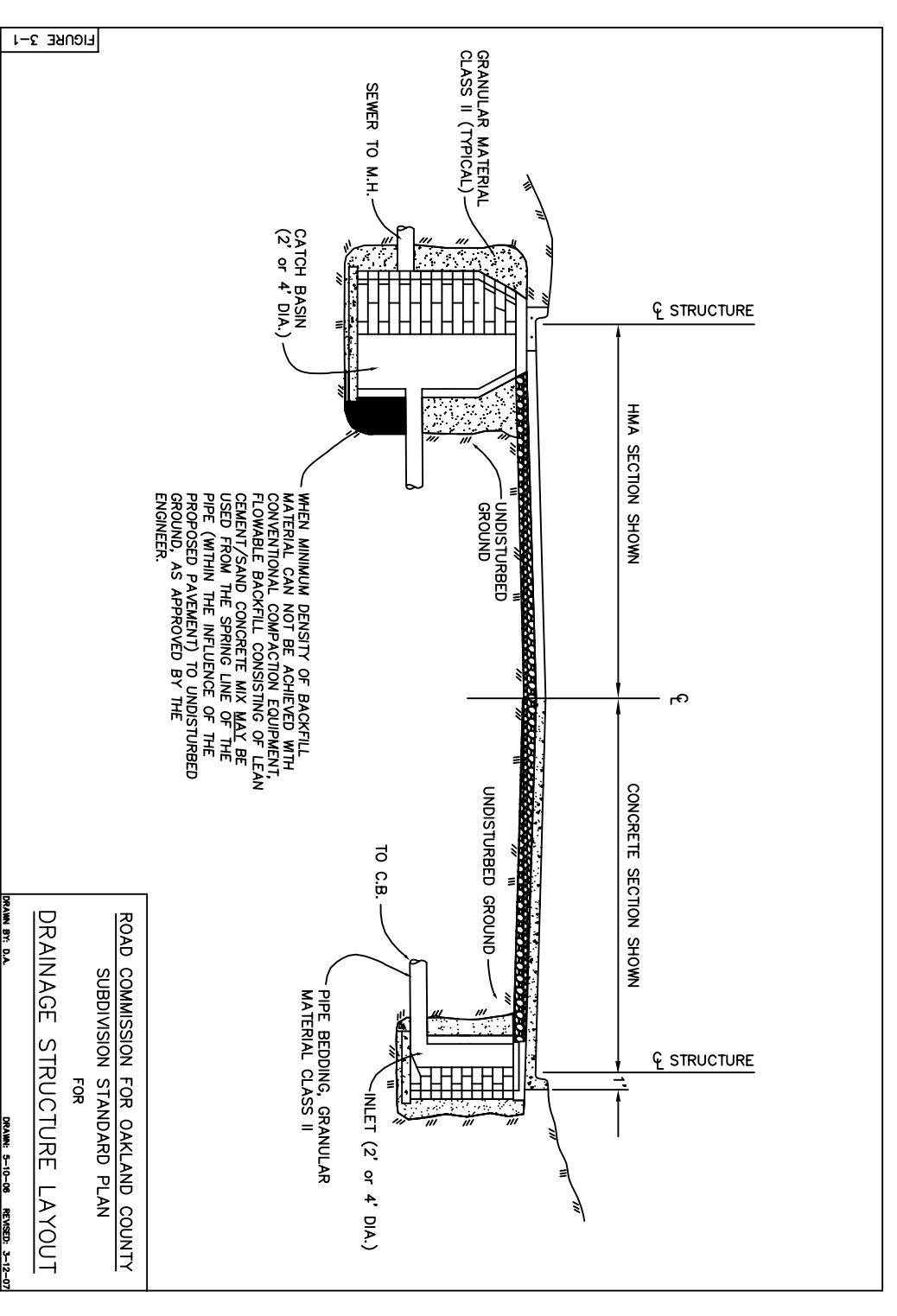
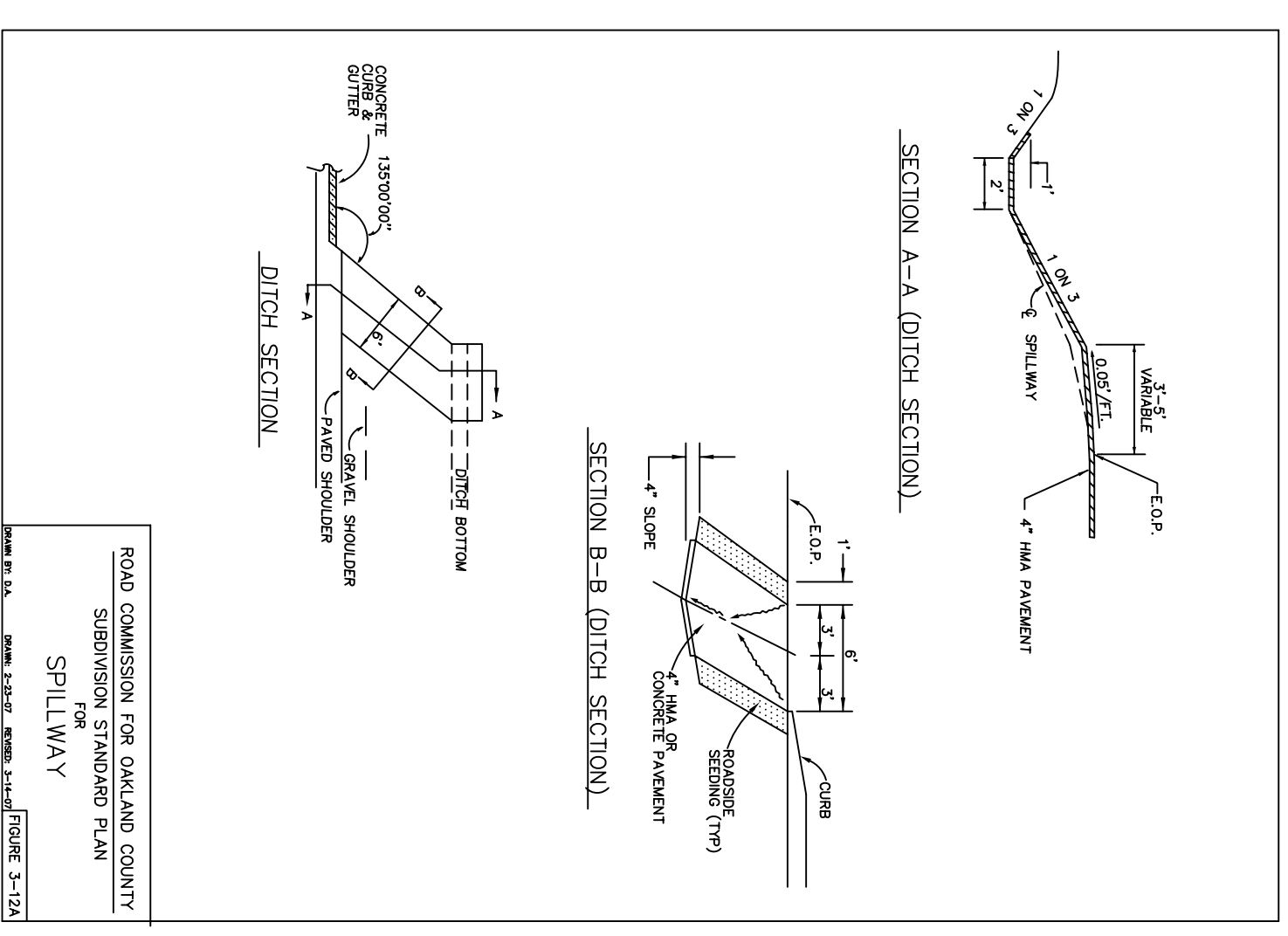
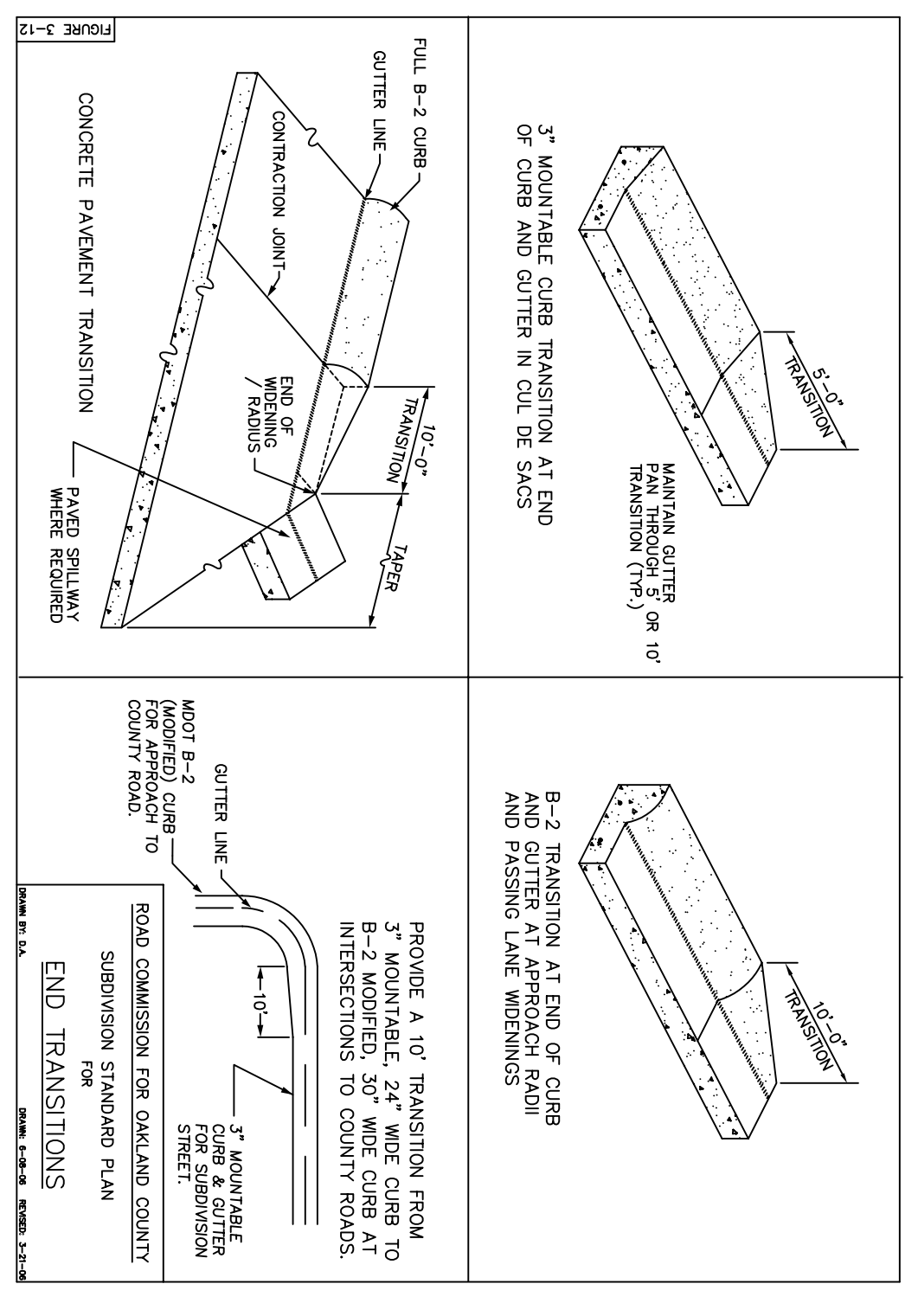
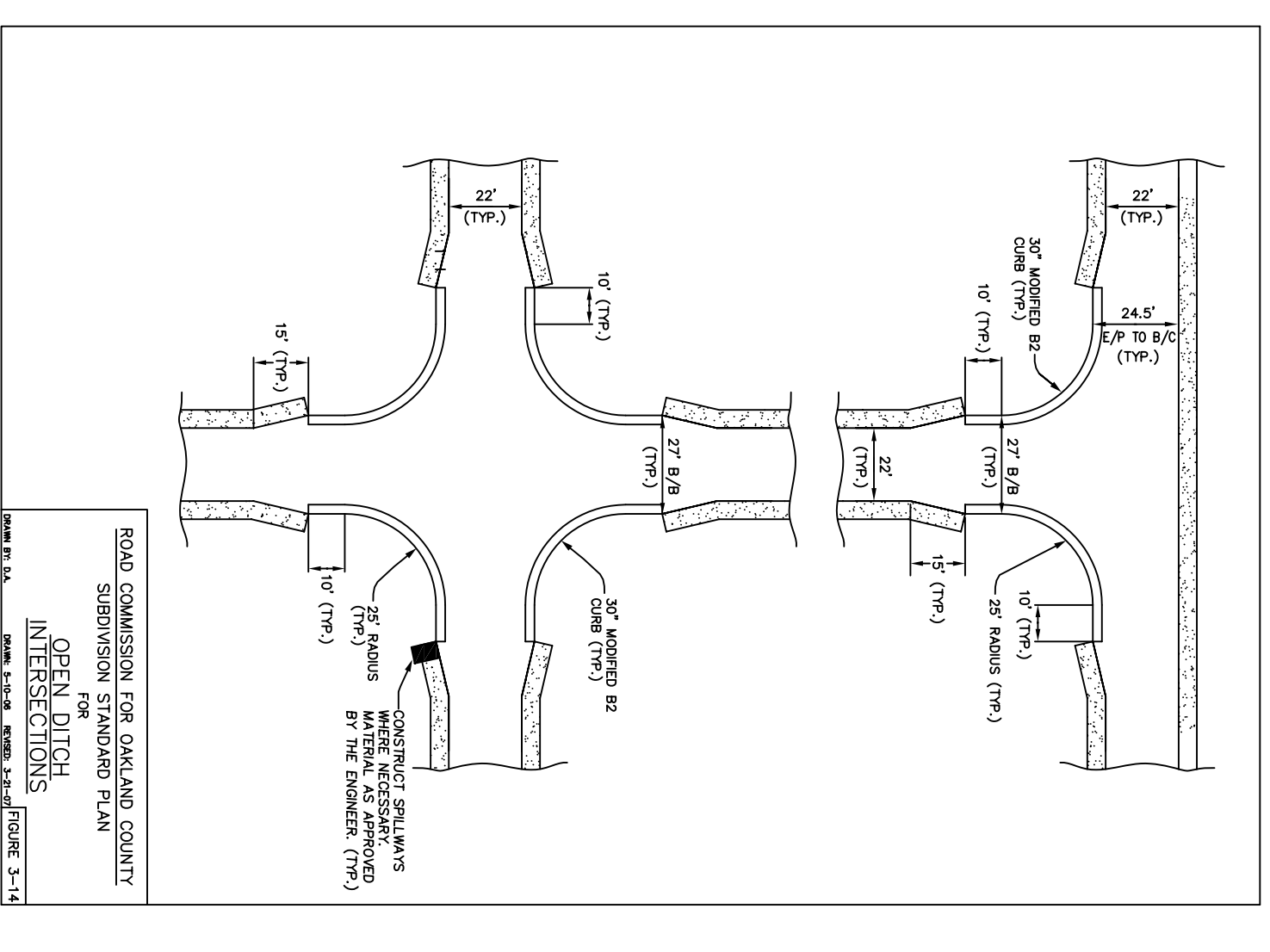
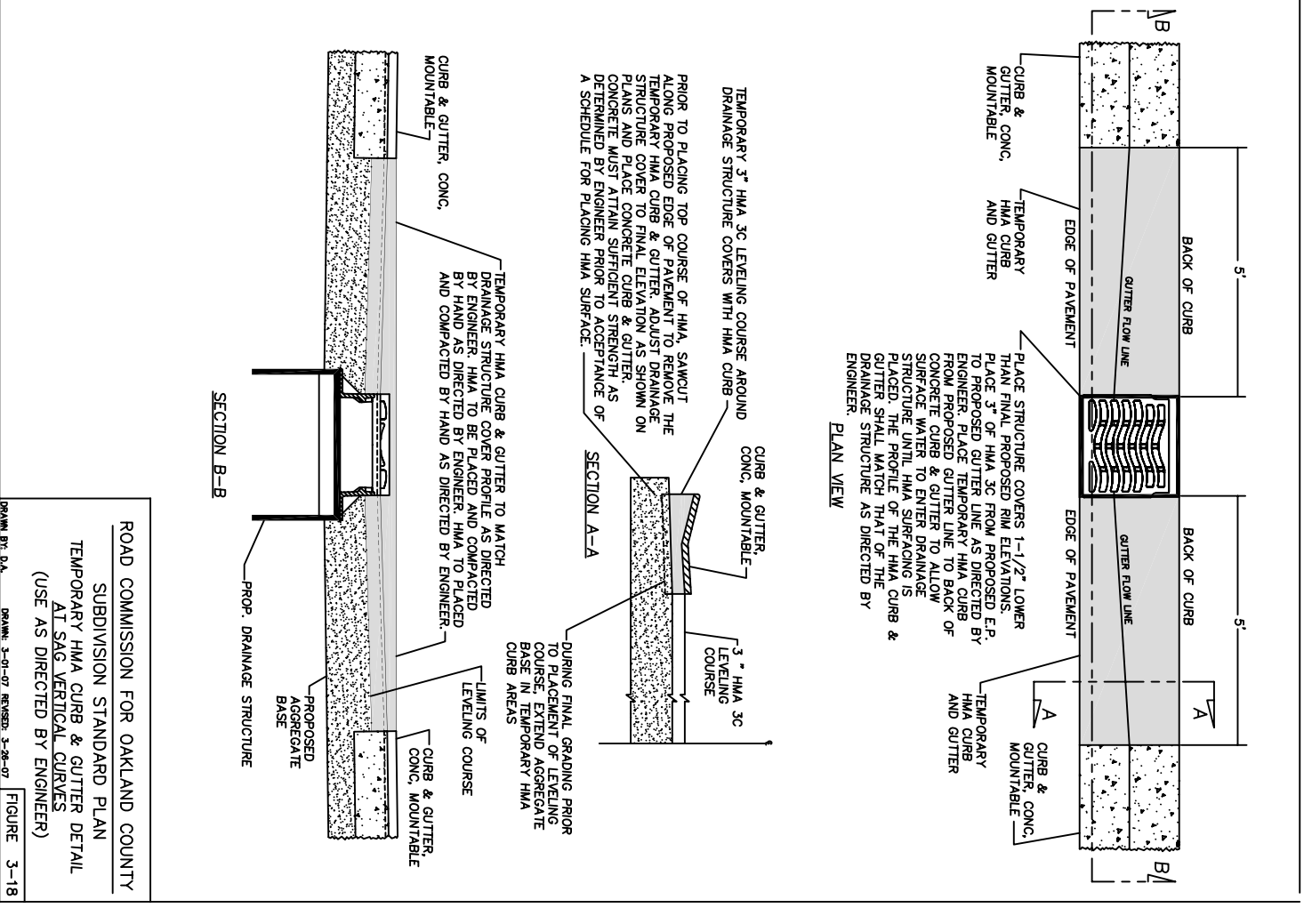
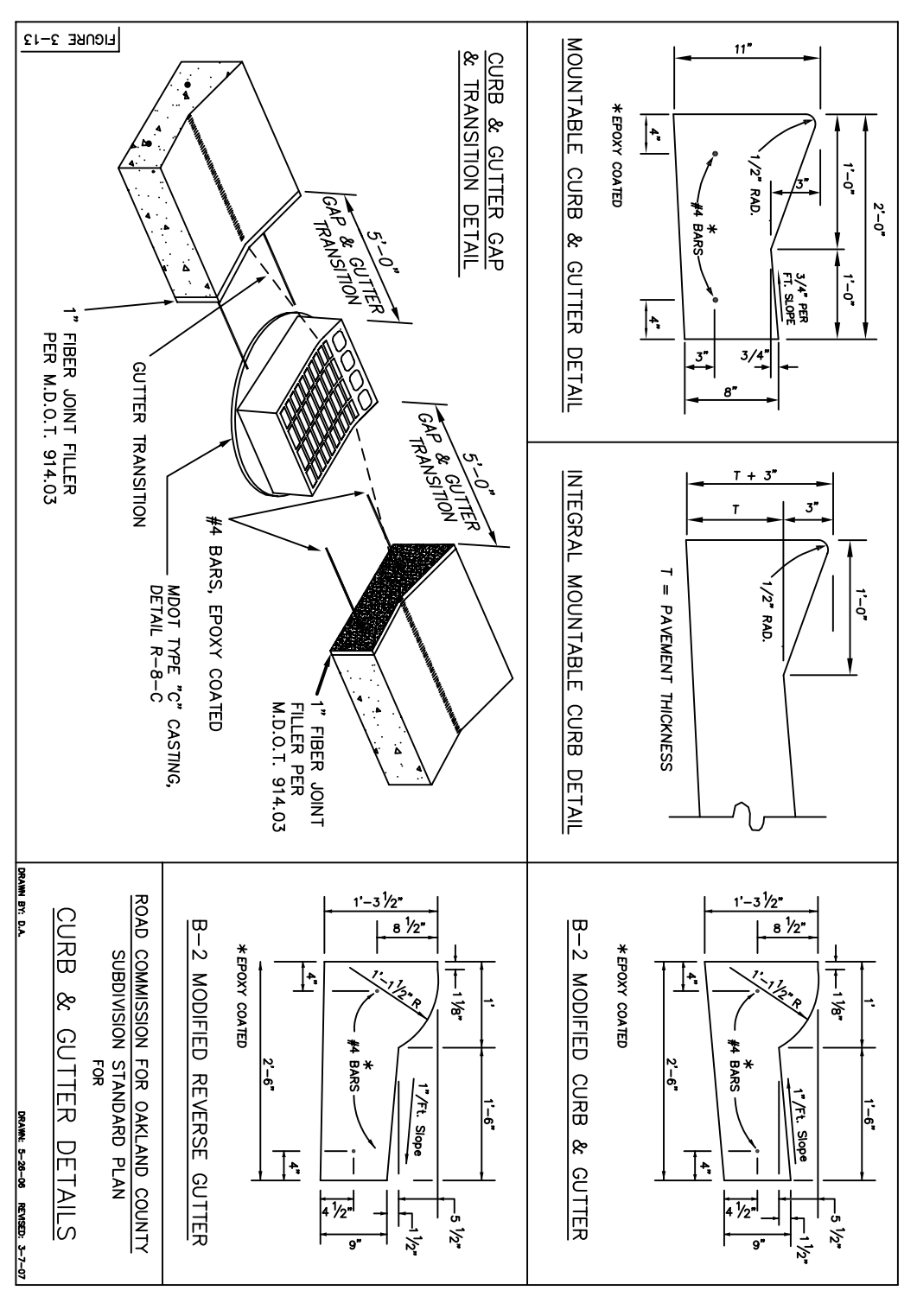
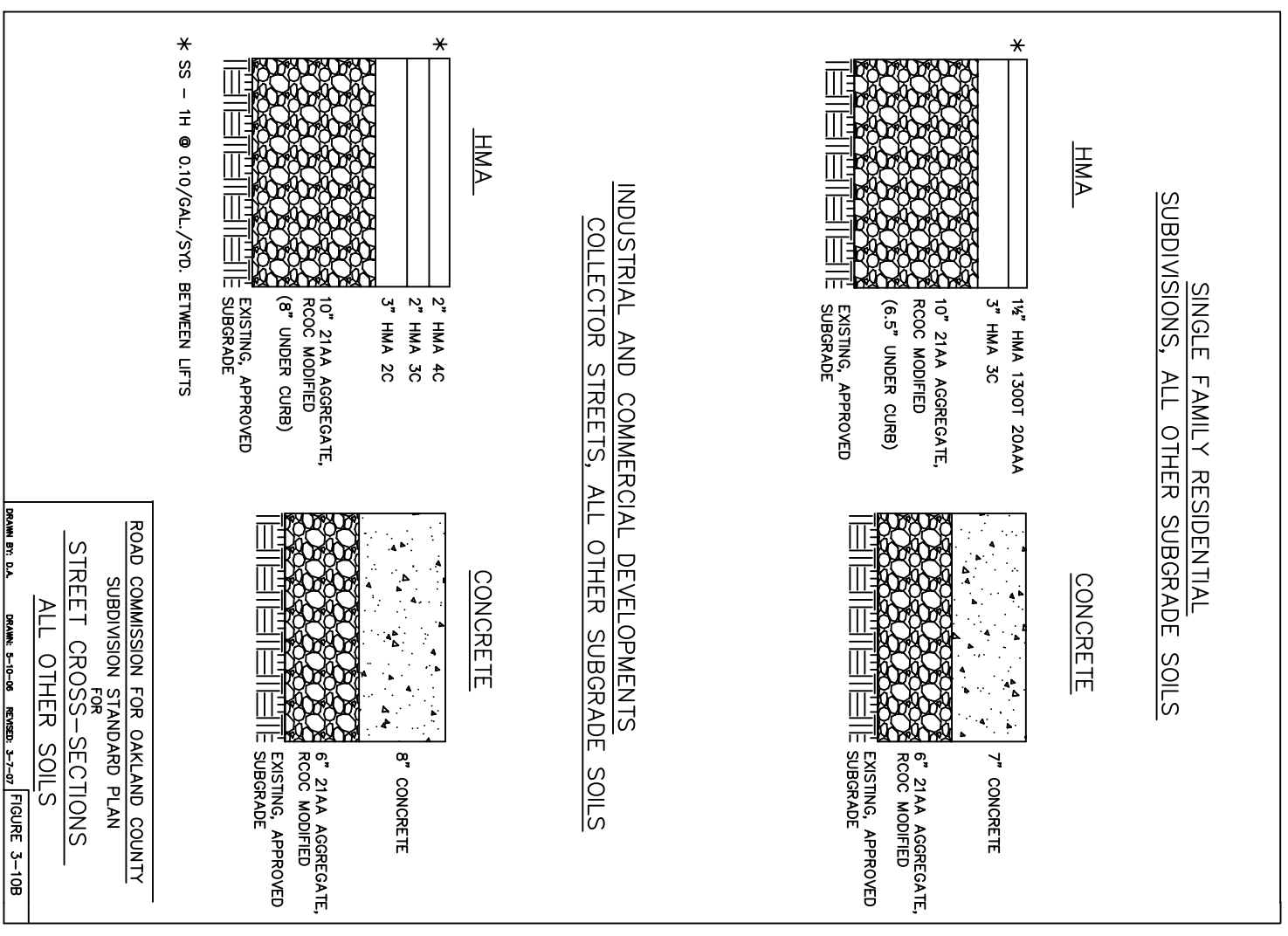
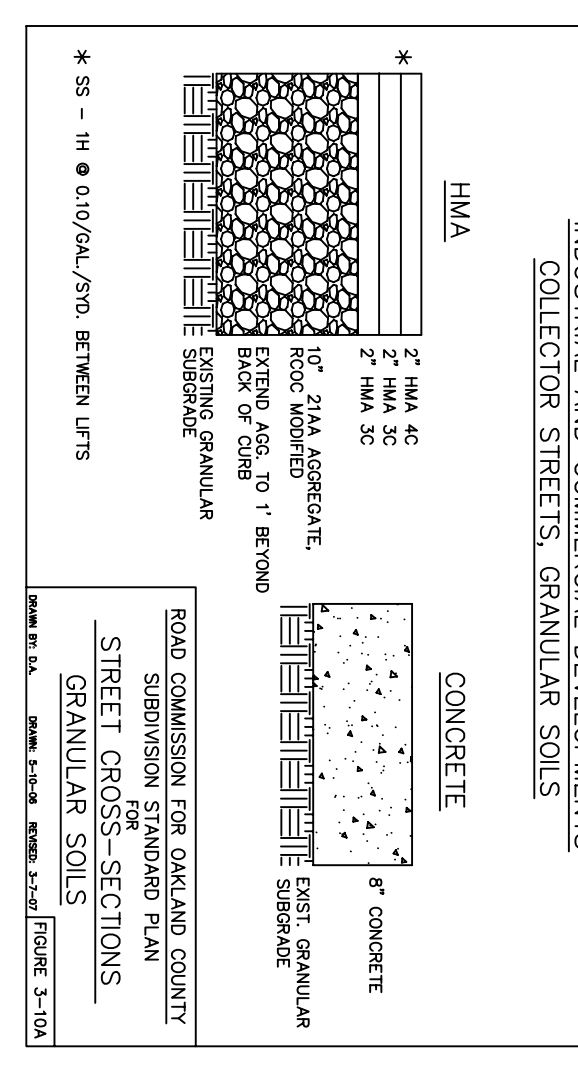
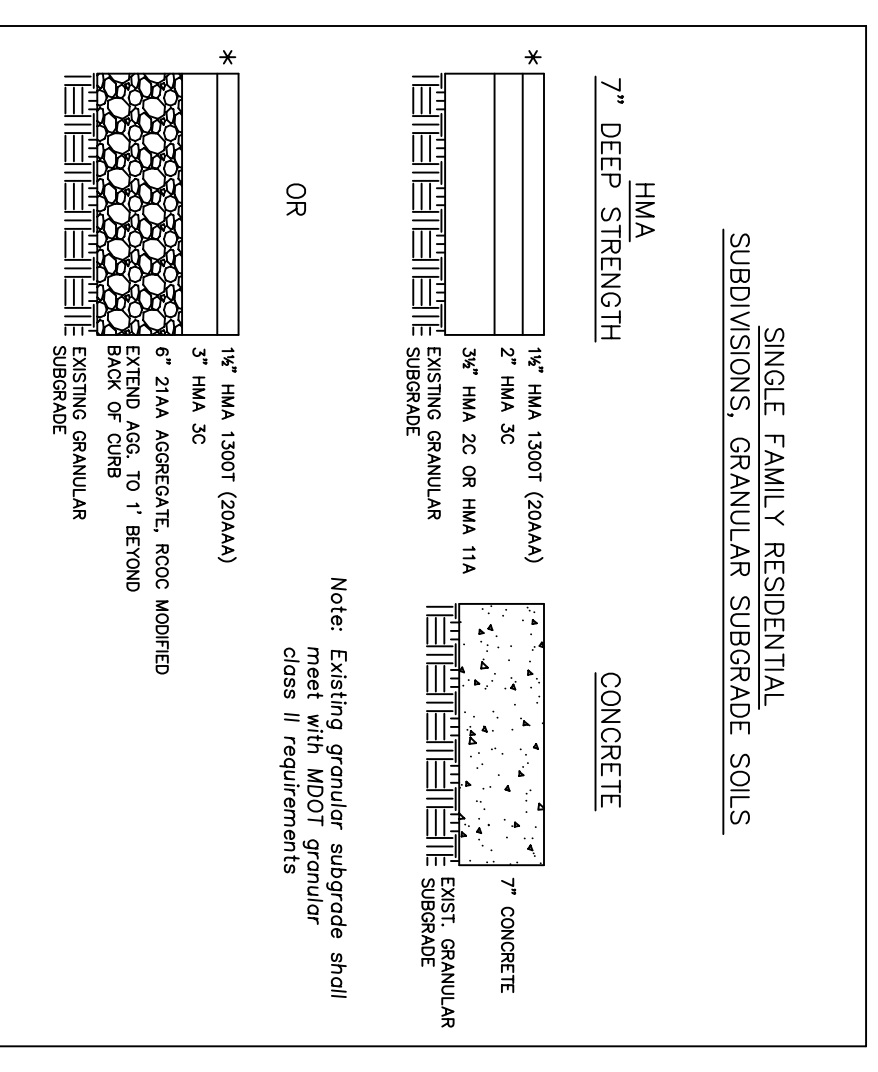


ROAD COMMISSION FOR OAKLAND COUNTY DATE: 3/26/07	PROJECT NO.:	PROJECT NAME: NEW DEVELOPMENT STANDARD DETAIL SHEET	SHEET NO.: 1	TOTAL SHEETS: 4
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ROAD COMMISSION FOR OAKLAND COUNTY	DATE	PROJECT NO.	PROJECT NAME	SHEET NO.	TOTAL SHEETS
Beverly Hills, Michigan	3/26/07	-	NEW DEVELOPMENT STANDARD DETAIL SHEET	2	4

ROAD COMMISSION FOR OAKLAND COUNTY	TRAFFIC-SAFETY DEPARTMENT	SIGN DETAIL
DATE: 09/27/05	SCALE: 1/8" = 1'	W21-SP-30
FIGURE 3-20		

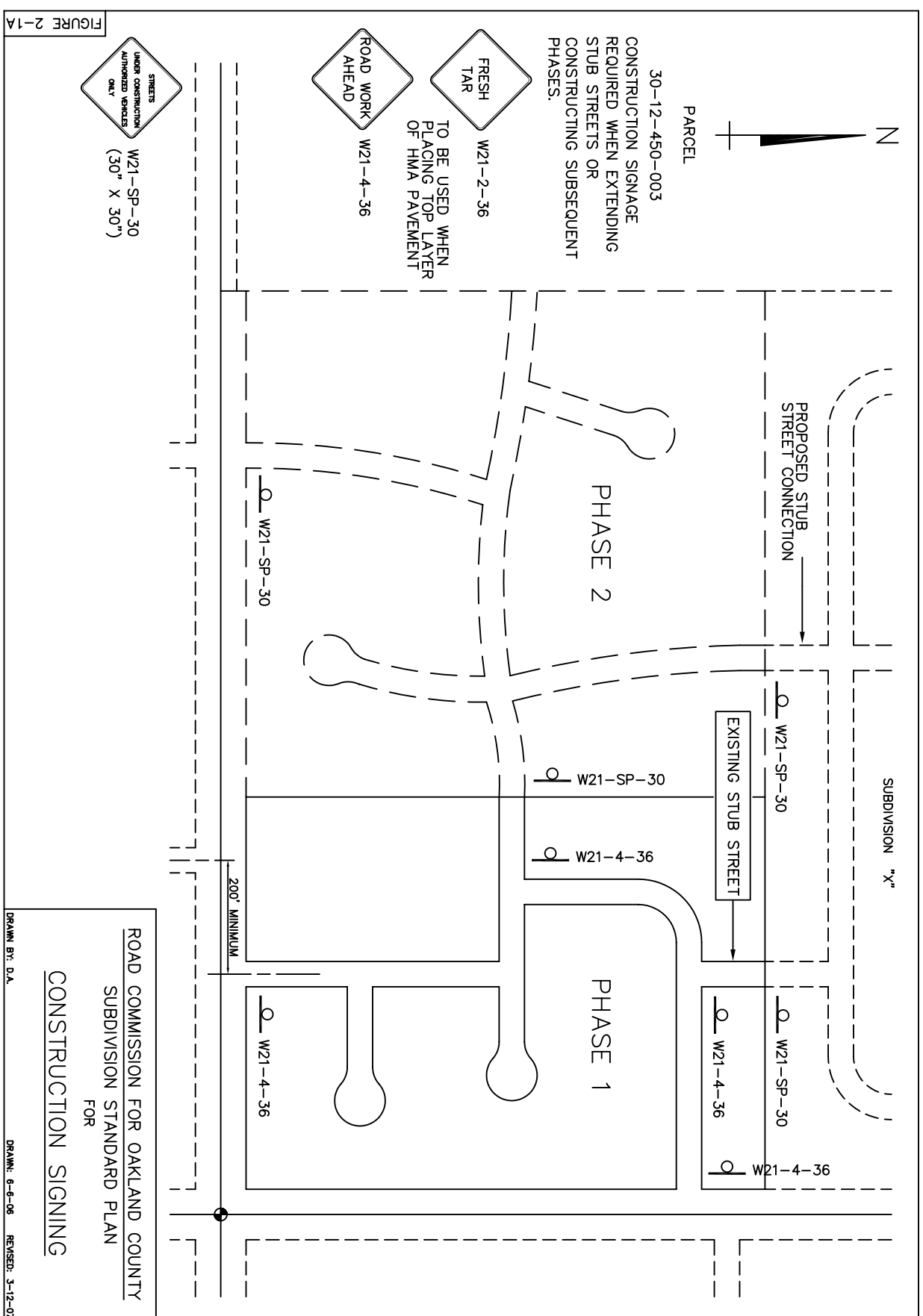
CONSTRUCTION SIGNING

ALL CONSTRUCTION SIGNING SHALL BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT EDITION OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. ALL REQUIRED SIGNS SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY ALONG EXISTING STREETS AND ALL COSTS INCURRED SHALL BE BORNE BY THE DEVELOPER AND/OR CONTRACTOR.

THE DEVELOPER SHALL INSTALL THE "STREETS UNDER CONSTRUCTION AUTHORIZED VEHICLES ONLY" (WP21-SP-30) SIGN PRIOR TO THE INSTALLATION OF AGGREGATE BASE.

WHERE CONSTRUCTION OF A PROPOSED SUB LOCAL ROAD CONNECTS TO AN EXISTING RCOG LOCAL OR PRIMARY ROAD, THE REQUIRED CONSTRUCTION SIGNS AS SHOWN IN THE PART 6 OF THE CURRENT MMDOT SHALL BE MOUNTED ON DRIVEN POSTS AND SHALL BE MAINTAINED BY THE PERMIT HOLDER UNTIL CONSTRUCTION ALONG THE PRIMARY OR LOCAL ROAD IS COMPLETE. THE CONSTRUCTION SIGNAGE MAY BE TEMPORARILY COVERED IF THERE IS NO WORK OCCURRING AND NO HAZARDS PRESENT IN THE COUNTY LOCAL PRIMARY ROAD RIGHT-OF-WAY AS DIRECTED BY THE ENGINEER.

WHERE AN INTERNAL SUB LOCAL STREET CONNECTION IS PROPOSED, REQUIRED CONSTRUCTION SIGNAGE SHALL BE AS SHOWN IN FIG. 2-1A.



STORM SEWER AND UNDERDRAIN MATERIALS

- UNLESS OTHERWISE AUTHORIZED, CONTINUOUS SUBGRADE UNDERDRAINS SHALL BE PROVIDED IN ALL DEVELOPMENTS WHERE AN "ALL OTHER SUBGRADE SOILS" PAVEMENT SECTION (FIGURE 3-3-10) IS UTILIZED. UNDERDRAINS SHALL BE 6-INCH DIAMETER CORRUGATED SLOTTED POLYETHYLENE CONFORMING TO AASHTO M252 (SEE FIGURE 3-2).
WHERE GRANULAR SOILS MEETING MDOT GRANULAR CLASS II REQUIREMENTS ARE PRESENT, SUBGRADE UNDERDRAINS SHALL BE INSTALLED ALONG THE BACK OF CURB FOR A MINIMUM OF 50' ON BOTH SIDES OF THE DRAINAGE STRUCTURES WHERE SAG VERTICAL CURVES ARE LOCATED.
- ALL CURRENT MDOT STANDARD SPECIFICATIONS, STANDARD PLANS AND REQUIREMENTS SHALL BE ADHERED TO FOR THE FOLLOWING:
 - MATERIALS USED IN THE CONSTRUCTION OF STORM SEWER AND APPURTENANT STRUCTURES.
 - STORM SEWER CLASSES BASED ON PIPE DEPTH,
 - INLET CATCH BASIN AND MANHOLE DESIGN; AND
 - EQUIPMENT AND CONSTRUCTION PROCEDURES FOR THE INSTALLATION OF STORM SEWERS AND STRUCTURES.
- ALL CORRUGATED STEEL PIPE WHICH IS USED AS PART OF AN ENCLOSED STORM SEWER SYSTEM SHALL BE IN COMPLIANCE WITH THE MOST RECENT MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION AS APPLICABLE, WITH PAVED INVERTS.

GROSS ROAD CULVERTS

- THE MINIMUM SIZE FOR GROSS ROAD CULVERTS SHALL BE 15 INCHES IN DIAMETER FOR REASONS OF MAINTENANCE.
- CORRUGATED METAL PIPE ARCHES, CORRUGATED METAL PLATE PIPE ARCHES, AND GROSS ROAD CULVERTS SHALL BE DESIGNED TO CARRY AN HS-20 LIVE LOAD.
- THE DESIGN FOR GROSS ROAD CULVERTS SHALL INCLUDE END SECTIONS.

STORM DRAINS AND STRUCTURES

- SEWER STRUCTURES AND COVERS
 - ALL STRUCTURES, COVERS AND FRAMES SHALL BE IN ACCORDANCE WITH DESIGNATED MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD PLANS, COVERS AND FRAMES SHALL BE AS FOLLOWS UNLESS OTHERWISE AUTHORIZED BY THE ROAD COMMISSION.
- | STRUCTURE | TYPE | COVER AND FRAME |
|-------------|--------------------|----------------------|
| MANHOLE | 4' DIA. | "B", "C", "X" OR "C" |
| CATCH BASIN | 2' DIA. OR 4' DIA. | "E", "G", "X" OR "C" |
| INLET | 2' DIA. OR 4' DIA. | "E", "G", "X" OR "C" |
- ALL MANHOLES, CATCH BASINS AND INLET CASTINGS SHALL HAVE COMPLETE BEARING ON THEIR RESPECTIVE STRUCTURES AND SHALL BE PLACED SO AS TO ENSURE FULL ACCESSIBILITY TO THE STRUCTURE.

BACKFILLING

- ALL STORM SEWER AND GROSS ROAD CULVERTS, ALONG WITH THEIR RELATED STRUCTURES (MANHOLES, CATCH BASINS, INLETS, MANHOLE END SECTIONS) INSTALLED IN THE AREA BETWEEN DUES PROJECTED CLASS II REQUIREMENTS AS APPROVED BY THE ROAD COMMISSION.
1. SLOPE SHALL BE BACKFILLED WITH A GRANULAR MATERIAL MEETING MDOT I, GRANULAR CLASS II REQUIREMENTS AS APPROVED BY THE ROAD COMMISSION.
- ALL GRANULAR TRENCH BACKFILL MATERIALS, INSTALLED IN THE AREA BETWEEN LINES PROJECTED DOWN FROM THE TOP OF CURB ON A 1 ON 1 SLOPE SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH THE CURRENT MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- BACKFILL OUTSIDE THE LIMITS OF ROAD INFLUENCE AS DEFINED IN ITEM 1 ABOVE, SHALL BE THE SUITABLE EXCAVATED MATERIAL, AS DETERMINED BY THE ENGINEER. UNLESS OTHERWISE PROVIDED, SUCH BACKFILL SHALL BE PLACED IN 6" LAYERS AND COMPACTED WITH AN APPROVED MECHANICAL COMPACTOR TO 90% OF THE MATERIALS MAXIMUM UNIT WEIGHT PER CUBIC FOOT AS DETERMINED BY AASHTO T99 OR THE MICHIGAN CONE TEST, WHICHEVER IS APPLICABLE.

ROAD GRADING REQUIREMENTS

- CLEARING, GRUBBING AND TREE REMOVAL
STUMPS, BRUSH, FENCES AND OTHER OBSTRUCTIONS WITHIN THE PROPOSED STREET RIGHTS-OF-WAY AND ALONG EXISTING COUNTY ROADS SHALL BE REMOVED. ALL TREES SHALL BE REMOVED WHICH ARE LOCATED WITHIN 6 FEET OF THE BACK OF CURBS OR TO CENTRLINE OF DITCH ALONG PROPOSED SUBDIVISION STREETS AND AS DIRECTED BY THE ROAD COMMISSION ALONG EXISTING COUNTY ROADS FOR SIGHT DISTANCE OR OTHER SAFETY CONCERNS.

SUBGRADE PREPARATION

- SUBGRADE PREPARATION
THE FINISHED SUBGRADE SHALL BE FREE OF ALL TOPSOIL, STUMPS, ORGANIC MATTER, PEAT, MUCK, FROST HEAVE MATERIAL, OR ANY OTHER MATERIAL UNSUITABLE IN NATURE. DURING SUBGRADE PREPARATION THE ROAD COMMISSION WILL MAKE SPOT INSPECTIONS TO DETERMINE THE SUITABILITY OF THE SUBGRADE. UPON COMPLETION OF SUBGRADE PREPARATION, AN INSPECTION WILL BE MADE BY THE ROAD COMMISSION FOR DETERMINATION OF ITS ACCEPTABILITY FOR PAVING. APPROVAL OF THE SUBGRADE FOR VERTICAL AND HORIZONTAL ALIGNMENT SHALL BE BY THE PROPRIETOR'S ENGINEER.

SUBBASE

- CONSTRUCTION
SUBBASE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CURRENT MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- MATERIALS
SUBBASE MATERIALS SHALL MEET THE REQUIREMENTS FOR GRANULAR MATERIAL CLASS II OR AN EQUAL MATERIAL APPROVED BY THE ROAD COMMISSION.

AGGREGATE BASE MATERIAL AND CONSTRUCTION

- THIS WORK SHALL BE DONE IN ACCORDANCE WITH THE CURRENT MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION EXCEPT AS HEREIN PROVIDED:
- THE ACCEPTABILITY OF ALL AGGREGATE BASE COURSE MATERIAL WILL BE BASED ON INSPECTION AND APPROVAL BY THE ROAD COMMISSION.
 - AGGREGATE BASE COURSE PREPARATION SHALL INCLUDE THE REMOVAL OF WET MATERIAL, AND UNACCEPTABLE SUBGRADE, SUBBASE OR BASE COURSE MATERIAL, AND FINE GRADING.
 - AGGREGATE BASE COURSE MATERIALS SHALL MEET THE REQUIREMENTS OF THE ROAD COMMISSION FOR OAKLAND COUNTY'S SPECIAL PROVISION FOR AGGREGATE BASE COURSES.
 - AGGREGATE BASE COURSE PLACEMENT SHALL NOT COMMENCE UNTIL THE SUBBASE/SUBGRADE HAS BEEN APPROVED BY THE ROAD COMMISSION.

HMA MIXTURES

- THIS WORK SHALL BE DONE IN ACCORDANCE WITH CURRENT MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION EXCEPT AS HEREIN PROVIDED:
- THE ROAD COMMISSION FOR OAKLAND COUNTY SUBDIVISION IMPROVEMENT AND DEVELOPMENT DIVISION SPECIAL PROVISION FOR ACCEPTANCE OF HMA MIXTURE SHALL APPLY FOR TESTING AND ACCEPTANCE OF HMA MATERIALS. ALL ASPHALT BINDER USED IN HMA MIXES WITHIN THIS MANUAL ARE REQUIRED TO HAVE A PERFORMANCE GRADE OF 58-22 EXCEPT HMA 1300T (20AAA), WHICH SHALL HAVE A BINDER PERFORMANCE GRADE OF 64-22.
 - COMPOSITION OF HMA MIXTURE 1300T (20AAA) AND HMA 11A SHALL BE DESIGNED IN ACCORDANCE WITH THE RCOG SPECIAL PROVISIONS FOR MARSHALL HOT MIX ASPHALT MIXTURE.
 - THE HMA SURFACE MIXTURE REFERRED TO AS 1300T (20AAA) IS TO BE PROVIDED FOR ALL SINGLE FAMILY RESIDENTIAL SUBDIVISION STREETS.

GENERAL

- BEFORE SUCCEEDING COURSES OF ASPHALT PAVEMENT ARE PLACED, THE PRECEDING COURSE SHALL BE SWEEP CLEAN OF ALL DUST, DIRT OR OTHER LOOSE MATERIAL BY THE USE OF A MECHANICAL SWEEPER AND/OR COMPRESSED AIR OR OTHER APPROVED METHOD. THE CONTRACTOR SHALL THEN APPLY AN APPROVED BOND COAT TO THE HMA SURFACE AT THE RATE OF 0.10 GALLONS PER SQUARE YARD. HMA BOND COAT SHALL NOT BE APPLIED TO THE AREA EXPECTED TO BE PAVED ON THE SAME DAY AS HMA APPLICATION. HMA BOND COAT SHALL NOT BE APPLIED THE DAY PRIOR TO PAVING. THE ROAD COMMISSION WILL TEST THE COMPOSITION OF THE BOND COAT MATERIAL FOR QUALITY ASSURANCE PURPOSES.
- THE CONSTRUCTION OF THE SECOND AND SUCCEEDING HMA COURSES MAY HAVE TO BE DELAYED, AS DIRECTED BY THE ROAD COMMISSION, UNTIL THE PREVIOUSLY PLACED HMA COURSE HAS SUFFICIENTLY COOLED.
- COLD WEATHER PAVING: HMA SURFACING AND LEVELING COURSES SHALL NOT BE PLACED UNLESS THE SURFACE TEMPERATURE IN THE SHADE IS AT LEAST 40F AND RISING AND HMA BASE COURSES SHALL NOT BE PLACED UNLESS THE SURFACE TEMPERATURE IN IS AT LEAST 35F IN THE SHADE AND RISING.
- BUTT JOINTS SHALL BE PROVIDED AT CONNECTIONS TO EXISTING PAVED ROADS AND AT OVERNIGHT CONSTRUCTION JOINTS. WHEN THE FINAL COURSE OF HMA SURFACE MIXTURE IS BEING PLACED DURING ALL OTHER PAVING OPERATIONS, JOINT TREATMENT SHALL BE AS DIRECTED BY THE ROAD COMMISSION.
- A MINIMUM OF 1,000' OF ROAD AND/OR CURB SUBGRADE/GANULAR BASE SHALL BE READY FOR GRADE CHECK THE DAY PRIOR TO PLACEMENT OF AGGREGATE BASE/SCHEDULED PAVING.
- NO HMA SHALL BE PRODUCED OR PLACED IN RAIN OR THREATENING WEATHER. WHEN RAIN APPEARS IMMINENT, THE CONTRACTOR SHALL SUSPEND HMA PRODUCTION TO PREVENT PLACING PAVEMENT IN WET WEATHER.



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CONCRETE PAVEMENT

- THIS WORK SHALL BE DONE IN ACCORDANCE WITH CURRENT MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION EXCEPT AS HEREIN PROVIDED.
1. MATERIALS
 - A. THE MIX DESIGN AND MATERIALS USED IN PRODUCING CONCRETE SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ROAD COMMISSION CONSTRUCTION/TESTING DIVISION.
 2. JOINTS
 - A. ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED 1/4 INCH WIDE AND TO A DEPTH OF 1/4 OF THE PAVEMENT THICKNESS PLUS 1/2 INCH.
 - B. TRANSVERSE PAVEMENT JOINTS SHALL BE SPACED AT 15 FOOT INTERVALS FOR ALL PAVEMENT WIDTHS. PAPER CONTRACTION JOINTS MAY BE INSTALLED AT 60 FOOT INTERVALS BUT ALL OTHER TRANSVERSE JOINTS MUST BE SAWED UNLESS OTHERWISE APPROVED BY THE ROAD COMMISSION.
 - C. LONGITUDINAL PAVEMENT SAW JOINTS SHALL BE PROVIDED AT CENTERLINE FOR 22 FOOT WIDE PAVEMENTS, AT THIRD POINTS FOR 24 AND 27 FOOT WIDE PAVEMENTS AND AT QUARTER POINTS FOR 36 FOOT WIDE PAVEMENTS.
 - D. PRIOR TO SEALING, ALL JOINTS SHALL BE CLEANED WITH A JET OF COMPRESSED AIR SUPPLIED AT A WORKING PRESSURE OF NOT LESS THAN 90 PSI IN ADDITION TO ANY OTHER CLEANING WHICH MAY BE REQUIRED TO INSURE A THOROUGHLY CLEAN JOINT. THE USE OF A "HEAT LANCE" TO DRY THE JOINTS PRIOR TO APPLICATION OF JOINT SEALANT WILL NOT BE ALLOWED.
 - E. PAVEMENT JOINTS SHALL BE FILLED AND SEALED WITH A HOT Poured RUBBER-ASPHALT TYPE COMPOUND, WHICH SHALL BE PLACED IN A MINIMUM OF ONE (1) APPLICATION.
 3. LANE TIE BARS
 - A. NUMBER 5 BARS, EPOXY COATED, 30" INCHES LONG SHALL BE PLACED ALONG ALL LONGITUDINAL JOINTS, AT RIGHT ANGLE TO THE JOINT AND AT 30-INCH INTERVALS. THE BARS SHALL BE SUPPORTED BY CHAIRS SUFFICIENTLY RIGID TO SUPPORT THE BAR DURING CONCRETE PLACEMENT.
 4. CURB END TRANSITIONS
 - A. CURB END TRANSITIONS SHALL BE PROVIDED AS DIRECTED BY THE ROAD COMMISSION FOR OAKLAND COUNTY (FIGURE 3-12).
 5. CONSTRUCTION
 - A. ALL FORMS OR SLIP FORM CONTROL LINE SHALL BE SET ON A TRUE LINE AND ON GRADE WITH APPROXIMATELY 1,000 LINEAL FEET SET PRIOR TO, AND MAINTAINED DURING PAVING OPERATIONS.
 - B. A MINIMUM OF 1000' OF ROAD AND/OR CURB SUBGRADE/GRAVELLAR BASE SHALL BE READY FOR GRADE CHECK THE DAY PRIOR TO PLACEMENT OF AGGREGATE BASE /SCHEDULED PAVING.
 - C. NO CONCRETE SHALL BE PRODUCED OR PLACED IN RAIN OR THREATENING WEATHER. WHEN RAIN APPEARS IMMINENT, THE CONTRACTOR SHALL TAKE SUCH PRECAUTIONS AS ARE NECESSARY TO PROTECT THE CONCRETE FROM DAMAGE.
 - D. ALL MANHOLES, CATCH BASINS, INLETS AND ANY OTHER UTILITY CASTINGS SHALL BE ADJUSTED TO LINE AND GRADE AND SHALL HAVE COMPLETE BEARING ON THEIR RESPECTIVE STRUCTURES OR APPROVED ADJUSTOR. A MINIMUM OF ONE (1) DAY CURE SHALL BE MAINTAINED FOR ALL STRUCTURES AND ALL JOINTS. ALL STRUCTURES AND JOINTS SHALL BE PROPERLY SEALED IN ACCORDANCE WITH MDOT STANDARD SPECIFICATIONS AND FIGURE 3-17.
 - E. COLD WEATHER PAVING: NO CONCRETE SHALL BE PLACED UNLESS THE GRADE IS FROST-FREE AND THE AIR TEMPERATURE IS AT LEAST 25°F IN THE SHADE AND RISING, UNLESS SPECIFICALLY APPROVED BY THE ROAD COMMISSION.
 - F. THE CONTRACTOR SHALL PROVIDE COLD WEATHER PROTECTION AS NEEDED TO PROTECT THE CONCRETE FROM FREEZING. ANY CONCRETE DAMAGED BY FREEZING OR FROST ACTION SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE ROAD COMMISSION.

CONCRETE CURB AND GUTTER

CONCRETE CURB AND GUTTERS OR INTEGRAL CURBS ALONG ALL NEW STREETS SHALL BE 3-INCH MOUNTABLE CURB. MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT) TYPE B-2 CURB MODIFIED TO 30 INCHES WIDE SHALL BE USED AT APPROACHES TO ALL EXISTING COUNTY PRIMARY OR LOCAL ROADS. MDOT TYPE B-2 CURB MODIFIED (FIG. 3-13) OR MDOT TYPE F-4 CURB AND GUTTER SHALL BE USED ALONG CUL-DE-SAC AND BOULEVARD ISLANDS ON NEW STREETS (FIGURE 3-13). ALL CURB AND GUTTER SHALL CONTAIN TWO (2) #4 REINFORCING BARS, EPOXY COATED, OVERLAPPED A MINIMUM OF 10 INCHES WITH TWO (2) TIES PER JOINT. CONCRETE CURB AND GUTTER CONSTRUCTION IS SUBJECT TO THE CONDITIONS AS OUTLINED UNDER THE PRECEDING CONCRETE PAVEMENT; 5. CONSTRUCTION. CONCRETE CURB AND GUTTER PLACED WITH A SLIP FORM PAYER SHALL BE TERMINATED 5' PRIOR TO DRAINAGE STRUCTURES AND RESTARTED 5' BEYOND DRAINAGE STRUCTURES AS SHOWN IN FIG. 3-13 OR AS DIRECTED. THE GAP SHALL BE HAND FORMED ONCE THE DRAINAGE CASTINGS ARE PLACED AND ADJUSTED TO PROPER GRADE AND APPROVED BY THE ENGINEER. SHORING SHALL BE MAINTAINED AND ADJUSTED TO PROPER GRADE AND APPROVED BY THE ENGINEER. SHORING SHALL BE INSTALLED WHERE CALLED FOR BY THE ENGINEER ACCORDING TO FIGURE 3-18.

OTHER MATERIALS AND CONSTRUCTION METHODS

ALL CONSTRUCTION ITEMS THAT ARE NOT SPECIFIED WITHIN THESE RULES AND REGULATIONS SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION.

EXISTING MANHOLES OR UTILITY STRUCTURES

ALL EXISTING UTILITY STRUCTURE COVERS WITHIN A PAVED AREA SHALL BE ADJUSTED TO GRADE AND BACKFILLED WITH APPROVED MATERIAL PRIOR TO LAYING THE PAVEMENT SURFACE COURSE.

EROSION CONTROL PROVISIONS

PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY, A SOIL EROSION PERMIT MUST BE OBTAINED FROM THE OAKLAND COUNTY DRAIN COMMISSION OR LOCAL MUNICIPAL ENFORCEMENT AGENCY (MEA) IN ACCORDANCE WITH THE PROVISIONS OF PUBLIC ACT 347 DURING ALL PHASES OF CONSTRUCTION. PROPER SOIL EROSION CONTROLS MUST BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AND/OR DEVELOPER. PRIOR TO ROAD COMMISSION ACCEPTANCE OF THE STREETS FOR MAINTENANCE, ACCEPTABLE VEGETATION MUST BE ESTABLISHED AND ALL TEMPORARY SOIL EROSION CONTROLS REMOVED FROM THE ROAD RIGHTS-OF-WAY.

MISCELLANEOUS NOTES

- CORRUGATED PLASTIC PIPE MEETING AASHTO M294, TYPE S REQUIREMENTS FOR STORM SEWERS FROM 12" TO 24" DIAMETERS, MAY BE USED IN THIS DEVELOPMENT. HOWEVER PRIOR TO APPROVAL OF THE STORM SYSTEM OR START OF ROAD PAVING A MANUFACTURER'S CERTIFICATE OF COMPLIANCE WITH THESE REQUIREMENTS SHALL BE SUBMITTED TO THE ROAD COMMISSION FOR OAKLAND COUNTY. ALSO AT LEAST 50% OF THE SEWER CARRYING ROAD DRAINAGE, AS SELECTED BY THE ENGINEER, SHALL BE TESTED FOR DEFORMATION BY THE CONTRACTOR USING A NINEPOINT MANDREL. ENGINEER CERTIFICATION THAT THE PIPE HAS PASSED THESE TESTS SHALL BE SUBMITTED TO THE ROAD COMMISSION FOR OAKLAND COUNTY.
- VERIFICATION OF TOWNSHIP APPROVAL FOR SANITARY SEWER AND WATERMAIN TESTS MUST BE SUBMITTED AND FOUND ACCEPTABLE BY R.C.O.C., PRIOR TO ANY CONCRETE PAVING OR SURFACE COURSE OF ASPHALT BEING PLACED.
- ALL MAIL BOXES ARE TO BE TEMPORARILY RELOCATED AND MAIL SERVICE MAINTAINED DURING CONSTRUCTION. AFTER CONSTRUCTION, MAIL BOXES ARE TO BE PERMANENTLY RESET IN ACCORDANCE WITH LOCAL POSTAL REQUIREMENTS.
- A PERMIT MUST BE OBTAINED FROM THE R.C.O.C. PERMIT DIVISION PRIOR TO ANY WORK BEING DONE ALONG EXISTING COUNTY ROADS.
- THE PROPRIETOR SHALL INSURE THAT OPEN DISCHARGE OF SLUMP PUMPS INTO THE ROAD RIGHT-OF-WAY DOES NOT OCCUR.
- RESTORE ALL DISTURBED AREAS, DRIVEWAYS, LAWNS, ETC., TO A CONDITION AT LEAST EQUAL TO EXISTING.
- OVERHEAD LINES TO BE A MINIMUM 14'6" ABOVE PROPOSED TOP OF PAVEMENT.
- THROUGH TRAFFIC MUST BE MAINTAINED AT ALL TIMES AND TWO WAY TRAFFIC RESTORED PRIOR TO WORK END EACH DAY.
- A PRE-CONSTRUCTION MEETING SHALL BE HELD BETWEEN THE DEVELOPER, THEIR ENGINEER, SUB-CONTRACTORS, UTILITY COMPANIES, REPRESENTATIVES OF THE GOVERNING BODY AND THE R.C.O.C. STAFF. THE MEETING IS INTENDED TO DELINEATE THE PROPOSED CONSTRUCTION AND CONSTRUCTION MATERIALS, TESTING REQUIREMENTS, PROGRESS INSPECTIONS, SEQUENCE OF CONSTRUCTION AND CONSTRUCTION SCHEDULE.
- 48 HOUR NOTICE TO THE R.C.O.C. SUBDIVISION IMPROVEMENT AND DEVELOPMENT DIVISION IS REQUIRED PRIOR TO THE START OF EACH PHASE OF CONSTRUCTION.
- MAINTAIN A MINIMUM 3 FOOT FLAT AREA BACK OF CURB AND A MAXIMUM 1 ON 3 SLOPE TO EXISTING.
- A WOOD DISPOSAL AGREEMENT WILL BE REQUIRED FOR ANY TREE REMOVAL OUTSIDE THE LIMITS OF THIS DEVELOPMENT. IT MAY BE NECESSARY FOR THESE TREES TO BE CUT IN LENGTHS DESIRED BY THE PROPERTY OWNERS (5' OR LONGER), AND BE PLACED ON THE PROPERTY ADJACENT TO THE REMOVAL LOCATION.
- ANY RIGHT-OF-WAY EASEMENTS NEEDED TO INSTALL THE PROPOSED IMPROVEMENTS MUST BE OBTAINED PRIOR TO FINAL PLAT APPROVAL/STREET ACCEPTANCE OR CONSTRUCTION WHICHEVER OCCURS FIRST.
- MDOT COVER "K", "C", "B", OR "E" REQUIRED WITHIN ROAD RIGHT-OF-WAY
- PRIOR TO THE INSTALLATION OF THE ASPHALT LEVELING OR 2ND LIFT OF ASPHALT BASE, CURB BACKFILL MUST BE INSTALLED AND COMPACTED FLUSH TO THE TOP OF CURB, AND ALL CURB STRUCTURES SEALED.

FOR OAKLAND COUNTY Beverly Hills, Michigan	3/26/07	-	PROJECT NAME NEW DEVELOPMENT STANDARD DETAIL SHEET	SHEET NO. 4	TOTAL SHEETS 4
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