

Requirements And Specifications For Proposed Plats

AS AMENDED AND SUPPLEMENTED

Effective
January 1, 1975

Traffic Engineering and Permits

Issued by

*The Board of County Road
Commissioners
of The County of Genesee, Michigan*

IMPORTANT REVISIONS YOU SHOULD NOTE

DIVISION 2.2, Preliminary Plat, Information Required on.....Page 4

ADD Paragraph J

Furnish written confirmation that the respective township has tentatively extended approval of the proposed plat. This confirmation may be in the form of a copy of the Township Minutes or official letter of approval.

NOTE: See copy of Road Commission action on following page.

DIVISION 4, Design Standards, Section 4.3, Drainage Design RequirementsPages 10,11,1

DIVISION 5.2, Fees for Plat Review, Section c ...Page 15
Revisions to pgs 13,14 & 15 (DIV. 5.2) 6/13/00, 4/16/01

ADDITION OF PAGE 27, Limestone Cross Section

ADDITION OF PAGE 31, Mountable Curb & Gutter

DIVISION 3.4 Plan Review Fee (1/11/05)...Page 38

DIVISION 5.2c Performance Guarantee (1/11/05)..Pgs.14-15

DIVISION 7.3 Fees for Inspection (1/11/05)...Page 38

DIVISION 9.1b Permits (1/11/05)...Page 18

FIG. 1 (pg 26), Fig 1a (pg 27), Fig 3 (pg 29)-Base Course Material (2/28/06)

ADDITION OF OPEN DITCHES/LARGE LOTS*
(See page 37 for illustrations)

*** SUPPLEMENTAL SPECIFICATIONS FOR PROPOSED PLATS WITH LARGE LOTS AND OPEN DITCH CONSTRUCTION**

All roads and streets within a proposed plat, which contain lots having a minimum width of 150 lineal feet at the road right-of-way line, exclusive of curbed cul-de-sac lots, may be constructed with a 26 foot wide pavement and open ditches. Concrete curb and gutter shall be provided in cul-de-sac circles and at approaches to primary or local roads. Enclosed storm sewers shall be provided as required by the Road Commission. The minimum road grade for streets constructed with open ditches shall be 0.8% with maximum road grade of 6.0%. Verification of the local municipalities approval must be provided to the Road Commission at the time of preliminary plat submittal. Where local zoning ordinances require lot widths greater than 150 lineal feet at the road right-of-way line, the ordinance requirement shall be considered the minimum lot width. The number of driveway openings shall be reduced by utilizing joint driveway approaches for two (2) adjacent lots wherever possible.

The aforesaid Supplemental Specifications for Proposed Plats with Large Lots and Open Ditch Construction shall be considered an exception to the approved Board's Requirements and Specifications for Proposed Plats and shall only be used after receiving approval for their use on a specific plat by The Board of County Road Commissioners of the County of Genesee and upon enactment of an ordinance by the applicable township, whereby the township would restrict future splitting, partitioning or dividing, wherein the resulting lots widths would create lots narrower than the aforesaid 150 foot requirement.



GENESEE COUNTY ROAD COMMISSION

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GALEN JAMISON
Chairperson

DAVID L. MILLER
Vice-Chairperson

BONITA L. WHITE
Member

MEMORANDUM

To: Engineer/Developer of Public Road Projects within Genesee County

From: Susan A. Charnesky, P.E., Subdivision Specialist
Traffic Engineering & Permits Department

Re: Public Road Construction Material Changes

On February 28, 2006, the Board of County Road Commissioners approved a revision to the "Requirements and Specifications for Proposed Plats" of the Genesee County Road Commission in regards to the public road construction material associated with new subdivisions. Previously, 23A limestone and HMA 500-20C were used in the public road base course sections.

The revisions consist of revising the public road base course sections to the following:

- Bituminous Aggregate Base Course shall be HMA 13A
- Aggregate Base Course shall be 21AA limestone

This revision is applicable to the Bituminous Aggregate Pavement with Semi-Rigid Base (Figure 1 detail), the Bituminous Aggregate Pavement with Limestone Base (Figure 1a detail) and the Concrete Pavement with Integral Curb (Figure 3 detail).

This revision is effective February 28, 2006 for all developments which have not yet received Street & Drainage (Construction) plan approval from this agency.

March 8, 2006

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OUR MISSION, AS GENESEE COUNTY ROAD COMMISSION EMPLOYEES, IS TO COLLECTIVELY PROVIDE AND MAINTAIN A SAFE, COST EFFICIENT AND QUALITY COUNTY ROAD SYSTEM FOR THE MOTORISTS IN GENESEE COUNTY



RESOLUTION

WHEREAS, we, The Board of County Road Commissioners of the County of Genesee, Michigan, deem it necessary to adopt standards and specifications relative to the construction and adoption of highways and appurtenant structures coming under our jurisdiction within recorded plats located in Genesee County; and,

WHEREAS, such standards and specifications function to provide rules, regulations and assistance to land developers and others to assure that public highways as dedicated for public use in recorded plats are constructed with sufficient approved materials and by appropriate methods.

NOW, THEREFORE, BE IT RESOLVED, That the Requirements and Specifications for Proposed Plats, as filed with us on this date, be and the same are hereby adopted as administrative rules and regulations governing platted streets and the same shall be known and cited as our Requirements and Specifications for Proposed Plats.

BE IT FURTHER RESOLVED, That these Requirements and Specifications for Proposed Plats supersede our previously issued and amended rules and regulations governing platted streets bearing same title and dated January 1, 1968.

BE IT FURTHER RESOLVED, That if any section, clause or portion of the aforesaid Requirements and Specifications for Proposed Plats be declared invalid by the Court, the validity of the balance of same shall remain valid and in effect, except for the part declared invalid.

BE IT FURTHER RESOLVED, That in the event other Resolutions or parts of Resolutions conflict with this Resolution adopting the aforesaid Requirements and Specifications for Proposed Plats, such Resolutions or parts thereof, only to the extent they conflict, are hereby repealed.

BE IT FURTHER RESOLVED, That the effective date of the aforesaid Requirements and Specifications for Proposed Plats shall be the first day of January, 1975,

Adopted this 19th day of December, 1974.

THE BOARD OF COUNTY ROAD COMMISSIONERS
OF THE COUNTY OF GENESEE, MICHIGAN

Clyde O. Enochs, Chairman

Preston E. Schmidt, Vice-Chairman

Raymond M. Newman, Member

GENESEE COUNTY ROAD COMMISSION

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THOMAS C. LONG, P.E.

DIRECTOR OF PLANNING &
SPECIAL SERVICES

SYLVIA H. HORTON

PERSONNEL DIRECTOR

DENNIS A. GRYLICKI, P.E.

DIRECTOR OF ENGINEERING

TO WHOM IT MAY CONCERN:

Under action taken by the Genesee County Roads and Bridges Advisory Committee on April 19, 1983, a plat developer is now required to furnish to our agency confirmation in writing of township approval of the proposed plat.

Pursuant to this action, please furnish us written confirmation that the respective township has tentatively extended the approval of the proposed plat, as provided under Section 112 (2) of Act 288 of the Public Acts of 1967 ("Subdivision Control Act of 1967"). This confirmation may take the form of an excerpt from the official minutes of the Township Board, official letter of approval, or similar satisfactory proof of approval.

Please furnish this confirmation of approval at time of preliminary submission; in order that the 30 day deadline, imposed under the plat law upon our agency for preliminary plat approval, shall not be exceeded.

Very truly yours,

THE BOARD OF COUNTY ROAD COMMISSIONERS
OF THE COUNTY OF GENESEE, MICHIGAN

TABLE OF CONTENTS

Division 1 - Requirements and Covenants, General

1.1 Terms, Definitions of

Division 2 - Preliminary Requirements to Obtain
Board Approval of a Plat

- 2.1 General
- 2.2 Preliminary Plat Plan, Information Required on
- 2.3 Right-of-Way Requirements
- 2.4 Miscellaneous Geometric Requirements
- 2.5 Approval or Rejection, Procedure for

Division 3 - Street and Drainage Plan, Submission of

- 3.1 General
- 3.2 Street Plans, Information Required on
- 3.3 Drainage Plans, Information Required on

Division 4 - Design Standards

- 4.1 General
- 4.2 Street Design Requirements
- 4.3 Drainage Design Requirements

Division 5 - Final Plat Requirements

- 5.1 General
- 5.2 Performance Guarantee and Contract Deposit

Division 6 - Special Provisions

- 6.1 General

Division 7 - Materials and Inspection

- 7.1 Material Requirements
- 7.2 Inspection and Requirements

Division 8 - Street and Drainage Construction Specific-
ations and Requirements

- 8.1 Prosecution and Progress of Work

Division 9 - Legal Requirements and Safety Precautions

- 9.1 Permits
- 9.2 Insurance
- 9.3 Public Safety

Division 10 - Construction Methods and Techniques

- 10.1 Requirements, General
- 10.2 Underground Drainage Structures
- 10.3 Cleanup, Seeding and Mulching

Division 11 - Surfacing and Base Requirements

- 11.1 Suggested Cross Sections (See Fig. 1, 2 and 3 of Div. 14 - Illustrations).
- 11.2 Bituminous Aggregate Pavement with Semi-Rigid Bituminous Base
- 11.3 Bituminous Aggregate Pavement with Rigid (Soil-Cement) Base
- 11.4 Concrete Pavement

Division 12 - Turn-Around Provisions for Dead-End Streets

- 12.1 General Requirements

Division 13 - Suggested Location for Utility Structures

- 13.1 General Location on 66 ft. Right-of-Way

Division 14 - Illustrations and Sample Forms

DIVISION 1. REQUIREMENTS AND COVENANTS, GENERAL

The following minimum Requirements and Specifications for streets and alleys apply to all proposed plats coming under the jurisdiction of The Board of County Road Commissioners of the County of Genesee, in accordance with Act 288, Public Acts of 1967, or as henceforth amended. Divisions 1 through 5 pertain to having the Preliminary Plat Layout, Street and Drainage Plans and Final Plat approved by the Genesee County Road Commission. Division 6 through 12 of these Requirements and Specifications cover the elements of physical construction of the streets and appurtenances.

1.1 Terms, Definitions of

- a. The Board shall mean The Board of County Road Commissioners of the County of Genesee, State of Michigan.
- b. Engineer as used in these Requirements and Specifications shall mean the Genesee County Highway Engineer or his authorized representatives.
- c. Inspection shall mean the close observation and examination of the various construction operations as a means of determining the acceptability of completed streets.
- d. MDSH & T shall mean the Michigan Department of State Highways and Transportation.
- e. Plat Act shall mean Act 288 of the Michigan Public Acts of 1967 and all amendments thereto.
- f. MDSH & T Specifications shall mean the Standard Specifications for Highway Construction, July 1, 1973 edition, current editions and Supplemental Specifications thereto as issued by the Michigan Department of State Highways and Transportation.
- g. A.S.T.M. shall mean the American Society for Testing Materials.
- h. A.A.S.H.O. shall mean the American Association of State Highway Officials.

- i. The Board's Specifications shall mean the current Requirements and Specifications for Proposed Plats as issued by The Board of County Road Commissioners of the County of Genesee, Michigan.
- j. Surveyor shall be as defined in the Plat Act.
- k. Division shall be defined as the Genesee County Road Commission's Division of Planning and Special Services.

DIVISION 2. PRELIMINARY REQUIREMENTS TO OBTAIN BOARD APPROVAL OF A PLAT

2.1 General

Three (3) blueprint copies of the preliminary plat layout drawn on scale not smaller than 1" to 200' by a Registered Land Surveyor or Registered Engineer shall be submitted to the Division for approval by The Board.

Preliminary plat layouts shall be submitted on standard 24" by 36" sheets when practicable.

2.2 Preliminary Plat Plan, Information Required on

The preliminary plat layout shall show plainly all of the following and meet the requirements listed:

- a. Show location and extent of property. If the proposed plat is a portion of a larger holding intended for subsequent development, the preliminary shall be a "Master Plan" of the entire area scheduled for development. This shall include a location sketch (not smaller than one inch equals one thousand feet) on the preliminary showing the plat in relation to the County Road System.
- b. Show plat dimensions on the portion of layout for which approval is requested. Approximate dimensions are sufficient on the preliminary.
 - 1) Each part to be platted at a given time can be clearly outlined and the original preliminary reviewed each time an additional portion is to be recorded.

- 2) Each time a revised preliminary is submitted, a letter must accompany it stating the reason for the revision.
- c. Each initial preliminary plat layout shall be accompanied by a topographic map showing relief with not more than two (2) foot contour intervals and upon which the overall plat layout is superimposed. Provided the dimension scale allows it without sacrificing other details, the plan layout complete with contours can be submitted as a single unit.
- d. List proposed name of plat, name of township and similar reference data.
- e. Show locations and names of proposed streets together with drainage arrows. Avoid duplication of any existing street name in the county except when the new street is a continuation of an existing one. Street names which are spelled differently but sound the same are to be avoided. Duplication can be averted by checking proposed names with a master listing maintained by the Division.
- f. Show plainly all governing conditions, such as
 - 1) adjoining subdivisions and adjoining streets;
 - 2) highways, e.g., Corunna Road (M-56);
 - 3) rivers, natural water courses, existing county or private drains and sewers; cross culverts on existing roads together with drainage arrows;
 - 4) railroads;
 - 5) cemeteries and parks;
 - 6) easements to provide for public access for construction and maintenance of drains in, over and across private property within the plat must be shown. Such easements affecting street drainage must be dedicated to the public or provisions shown in the dedication reserving them for use indicated, restricting the erection of permanent structures thereon, and vesting the control thereof in local government authorities. Where such

provisions are needed outside of the plat, a satisfactory release of right-of-way for street drainage maintenance, releasing and conveying an easement for such purpose must be executed prior to plat approval. The granting of easements by the proprietor to allow the installation of public utility structures within the proposed street right-of-way prior to recording the plat will not be permitted. If required, a certification, signed by the proprietor, must accompany each plat indicating that no such easements have been granted;

- 7) any other features, the location or knowledge of which might influence the proposed street improvement or future maintenance.
- g. Show typical cross section of street to be constructed.
- h. Show the name of the proprietor and engineering or surveying firms, with mailing addresses and telephone numbers of each.
- i. Show existing public utility facilities, e.g., sanitary sewers, gas lines, telephone cables, etc, and their locations.

2.3 Right-of-Way Requirements

- a. State or U.S. trunklines shall be of the width required by the MDSH & T.
- b. County section-line, quarter section-line roads and existing roads shall be a minimum of 100 feet wide, except proposed belt-line roads shall be 120 feet wide.
- c. All other streets or roads shall have a minimum right-of-way width of 66 feet, unless additional right-of-way is required for proper construction.
- d. All dead-end streets shall be provided with an approved turn-around constructed within the boundaries of the plat unless otherwise approved by the Engineer. If there is even a remote possibility of the street ever being extended into adjoining property, it shall extend to the plat line. In any event, the maximum length of

streets having only one means of ingress and egress shall be subject to the approval of The Board. For additional details see Divisions 4 and 12.

- e. Outlots intended for future street extensions will be permitted if expansion of the street system into adjacent property is contemplated and compatible with the plat layout and by circumstances pertinent to the area being platted. Provisions shall be made, either as a part of the plat dedication or by other means satisfactory to The Board, to assure that outlots intended for the future expansion of the street system are reserved and restricted for that purpose. Also, the arrangement of street should provide for the continuation of existing streets from adjoining areas into the new subdivision where desirable. The minimum outlot width for future streets shall be 66 feet.
- f. The right-of-way on all curves of curvilinear streets shall be the same width as the right-of-way on the tangents.
- g. Right-of-way shall be required to be platted, deeded or conveyed by easement on all parcels within or encompassed by the proposed plat and shown to be excluded from said plat when the parcel fronts on a road under the jurisdiction of The Board and the parcel is owned by the plat proprietor or an associated proprietorship. Documents shall be prepared by The Board's Right-of-Way Department from descriptions furnished by the proprietor and shall be signed and returned to the Road Commission upon or before submission of the final plat.
- h. Marginal access streets or reverse frontage lots shall be required in all plat developments adjacent to the following designated highways in the "Flint-Genesee County Functional Highway Classification System".

Statewide Arterials
Regional Arterials
Metropolitan Arterials
Local Arterials
Principal Collectors

The concept of fronting on an internal road is encouraged for reasons of safety and public convenience; therefore, in the best interest of the public welfare on the aforementioned highways under the jurisdiction and control of The Board, plat design shall include the limited access principle so that private driveways from platted lots shall be served by marginal access streets, reverse frontages or similar means as a condition of approval of the plat.

Maps are available from the Genesee County Road Commission showing highways on which limited access is applicable.

- i. Existing outlots having at least a 60 foot width may be used without increasing their width when utilized as extensions for new streets.

2.4. Miscellaneous Geometric Requirements

- a. All newly platted streets which intersect with existing highways, or with proposed platted streets will do so at 90° angles with a minimum straightaway of 150 feet, as measured from centerline of the existing highway. The grade in the 150 foot straightaway shall not exceed 3.0 percent.
- b. Each horizontal curve on curvilinear streets shall have a minimum radius, as measured from centerline, as approved by the Engineer. Curves or other features principally to obtain a particular lot size, shape, appearance or scenic attraction not in keeping with good engineering design will not be permitted.

2.5 Approval or Rejection, Procedure for

One copy of the preliminary plat plan shall be approved or rejected in accordance with the provisions of the Plat Act. If the plan is rejected, a letter stating the reasons for rejections will be provided the proprietor.

- a. Preliminary plat approval by The Board shall be void after two (2) years from the date of approval unless otherwise extended in writing.

DIVISION 3. STREET AND DRAINAGE PLAN, SUBMISSION OF

3.1 General

After approval of the preliminary plat layout, four (4) sets of street and drainage plans covering all streets within the plat must be submitted to the Engineer for approval. These plans must show plan and profile, typical cross sections and special details and be accompanied by a plat layout on the title or first sheet. This implies a workmanlike execution of the street plans in every respect. The plans and special details must be complete to the extent that they can be used as construction plans and must bear the seal of a Registered Engineer. Suggested cross sections can be found in Division 11 of these Requirements and Specifications for Proposed Plats.

- a. Separate enlarged details showing unusual installations and situations must be included. These details should include but are not limited to pipe arches, acceleration/deceleration lanes, widened intersections or other areas of construction which cannot be clearly shown and understood from the conventional plan and profile.

3.2 Street Plans, Information Required on

The plans must show plainly all of the following information:

- a. Plan view with the centerline or top of curb profile directly below the plan view.
- b. Proposed grades taken from datum determined from a permanent bench mark, the location of which shall be shown on the plans.
- c. All pertinent design and construction information necessary to construct and inspect the improvements.

3.3 Drainage Plans, Information Required on

The plans must show plainly at least all of the following information:

a. The location, size and depth of all underground structures used for street drainage within the plat. The drainage plans may be incorporated as a part of the street plans if this can be done without sacrificing clarity. A composite layout of the sewers and other drainage structures must be shown on the overall street system submitted as a part of the plans. A schematic drawing of this layout will suffice. Drainage plans should be approved by both the Genesee County Road Commission and the Genesee County Drain Commissioner. In case of differences in standards between these two organizations, the higher standard, as determined by the Engineer, will prevail.

- 1) Show sizes, lengths and locations of all cross culverts and/or sewers existing or proposed within the plat limits and adjacent to the platted area which are to be used to drain the area and adjoining lands.
- 2) Show location and type of inlets and clean out points for underground drainage systems.
- 3) Show MDSH & T detail number or refer to standard plan number for all catch basins, inlets, manholes and similar structures.

3.4 Plan Review Fee...See Page 38

DIVISION 4. DESIGN STANDARDS

4.1 General

An all-weather, paved-surface street with curb and gutter and proper drainage facilities is required. The roadway surface should conform to the typical cross section of abutting curbed, platted streets except where a higher type surface is required.

4.2 Street Design Requirements

- a. Two-lane sections.
 - 1) Width of street shall be a minimum of 30 feet from back of curb to back of curb.
 - 2) For a curb and gutter cross section, the crown shall be three (3) inches minimum.

- 3) The sight distance over a crest shall be a minimum of 300 feet viewed from a point 3 feet 6 inches above the surface of the pavement with the object sighted being 3 feet 6 inches above the surface of the pavement.
- 4) The maximum grade on any portion of street shall not exceed 6% (a rise or fall of 6 feet in 100 feet). The minimum grade shall be 0.40%.
- 5) The minimum radii on platted street intersections shall be as follows:

State and Federal Highways - as approved by the MDSH & T.

Principal County Local or Primary Roads - 40 feet to the back of curb.

Residential Area Streets - 30 feet to the back of curb.

Commercial and Industrial Platted Streets - as approved by the Engineer.

b. Boulevard platted streets at intersections.

- 1) Pavement width on each side of the median divider shall be not less than 30 feet as measured from back of curb to back of curb.
- 2) All medians shall be curbed in essentially the same manner and according to the same detail of curb and gutter used elsewhere throughout the plat. High curb, flagstone walls or similar medians will not be permitted.
- 3) The distance from back of curb to street right-of-way line shall be not less than the minimum distance approved elsewhere in the plat.
- 4) Unless the median divider is extended from intersection to intersection, the maximum length from back of curb to back of curb shall not exceed 200 feet. The minimum length along the same dimensions shall be 100 feet.

- 5) Median dividers shall be not less than 12 feet nor more than 25 feet in width from back of curb to back of curb and shall be of uniform even width. Hour glass or other odd shaped medians shall not be permitted. Minimum radii at median ends shall be one-half the uniform median width.
- 6) The material placed between the curbs, inside the median, may consist of sodded earth, limestone chips, brick or similar material approved by the Engineer.
- 7) The only other items to be sanctioned within the limits of the median, until such time as the plat is approved, will be low growing shrubbery.
- 8) The typical cross section of the boulevard section, at its midpoint, showing pavement crown and other pertinent information shall be required as a part of the street and drainage plans.

c. Cul-de-sacs.

- 1) Cul-de-sac length should not exceed seven (7) times the average lot width and in no case should a cul-de-sac exceed 1000 feet in length. Special consideration may be given longer cul-de-sacs under certain topographic conditions or other unusual situations.

4.3 Drainage Design Requirements

a. Underground Storm Sewers.

- 1) All underground drainage used to drain the streets in a plat must be approved by the Engineer shall be designed in accordance with the Storm Sewer Design Parameters of the Genesee County Drain Commission, and dedicated to the Drain Commission. When requested, design data supporting the adequacy of the underground drainage system shall be furnished before approval of the plans.
- 2) Where possible, the underground storm sewer of adequate diameter shall be laid with sufficient gradient to be self-cleaning. Catch basins when used shall have minimum two-foot sumps. Inlet types will be as approved by the Engineer.

- 3) The proper type of pipes and bedding, complying with MDSH & T Specifications, shall be used as necessary for good design. Granular material backfill must be used in trenches under all roadways and in all trenches, the inside edges of which are within three (3) feet of the back of curb. Backfill material shall be compacted to a minimum of 95% modified Proctor (A.S.T.M. Test T-99).
- 4) Manholes (or other approved cleanout points) on underground drainage system must be placed at maximum intervals of 300 feet. Catch Basins and Inlets, on curb and gutter streets, must be placed at all low points and spaced so that water runs a maximum of 400 feet in the gutter to reach a structure.
- 5) Manholes will be built according to Detail 4 the precast reinforced concrete option of the MDSH & T Standard Plan 1-4B 1-1E with cover A. Catch Basins and Inlets will be built of precast reinforced concrete sections according to Detail 10 of the MDSH & T Standard Plan 1-5B 1-1E with the approved cover, unless otherwise approved by the Engineer.
- 6) Where applicable, an approved method must be used to drain the subbase or subgrade. The minimum size open joint perforated, wrapped drain tile used will be six (6") inches in diameter.
- 7) Approaches to catch basins or inlets behind the curbs shall be sodded or otherwise protected from erosion.
- 8) On cul-de-sacs having circular turnarounds, a catch basin or inlet will be required in the gutter to drain the circular area, unless it can be positively determined by the Engineer that the gradients, etc., are sufficient to warrant omitting these structures. If a planting island is created in such turnarounds, a similar structure must be built in the island gutter. Following construction, if these areas do not drain to the satisfaction of the Engineer. The installation of the necessary drainage structures will be required before acceptance of the street.
- 9) Soil erosion and sedimentation control measures shall be required pursuant to Act 347 Part 91, Act 451 of the Michigan Public Acts of 4972 1994, as amended and supplemented.
- 10) The proprietor shall provide an acceptable auxiliary system of underground drainage to enable lot owners to drain sump pump outlets, roof drains and similar private drainage into an approved storm sewer network.

b. Retention and Detention Basins.

- 1) Retention and detention basins shall be designed in accordance with the requirements of the Genesee County Drain Commission, and shall be dedicated to the Drain Commission.
- 2) The Genesee County Road Commission will not accept responsibility for maintenance of any retention or detention basin. All such facilities shall be located outside the road right-of-way and should outlet to a natural drainage area. Road ditches are considered unacceptable outlets for retention or detention basins.

c. Drainage to Existing County Roads.

- 1) The maximum drainage flow to an existing county road drainage system shall not exceed the assumed agricultural runoff rate for the development. Drainage from areas, which did not previously contribute to the road drainage system, will not be accepted unless specifically authorized by the Engineer.

DIVISION 5. FINAL PLAT REQUIREMENTS

5.1 General

- a. The final plat should not be submitted until all streets within the plat have been completed according to the plans and specifications as set forth herein, or until satisfactory arrangements have been made to complete them.
- b. All plats submitted for final approval must be accompanied by a written statement from an accredited Surveying or Engineering firm bearing a Registered Engineer's seal, certifying that the finished grades on streets are as approved on the plans or as changed and subsequently approved by the Engineer. A complete reproducible set of "as constructed" street and drainage plans must be submitted when all street construction has been completed. In instances wherein the street construction is to be completed subsequent to plat approval, the aforesaid statement and plan submittal may be deferred pending approval of the completed streets. (See sample, Figure 8.)

Reproducible prints shall be on black or sepia image matte surface Polyester Film, unless otherwise approved by the Engineer.

- c. In all instances wherein changes have been necessary during construction, which result in a completed street differing in design from that shown on the approved plans, revised street plans consisting of one reproducible copy must be submitted to the Division.

These plans must be complete in all respects, show the as constructed design, and must equal or surpass the quality of the originally approved plans. These plans must be submitted prior to the approval of the final plat and bear the seal of the Registered Engineer.

- d. All utilities installed within the street right-of-way, prior to submitting the final plat for approval, shall be shown on the revised street plans.
- e. The proprietor shall, when submitting the final plat for approval, pay for furnishing and placing all street name, traffic control and similar signs as determined necessary by the Engineer. These signs shall be located and placed by The Board's forces.

5.2 Performance Guarantee

a. Performance Guarantees are not required of proprietors when all improvements relative to the streets within the plat have been completed in their entirety. The Board will not consider a performance guarantee until such time as the construction of the streets is completed through and including the concrete curb & gutter (when applicable), and the bituminous base material, and than only when completion of the streets cannot be accomplished due to the effects of weather.

b. Any requests made of The Board to accept a performance guarantee deposit in lieu of completing all street construction, prior to having The Board endorse the plat, must be confirmed in writing and must be accompanied by an estimate of the costs of the remaining street improvements. This estimate must be furnished by the proprietor's engineer. It must be complete in all respects, including estimated quantities and unit prices, and bear the engineer's seal of registration. If approved by The Board, this estimate will provide the basis for the amount of performance deposit and the written agreement. Generally, the amount of performance guarantee deposit required will be equal to 100% of the estimate plus 15% of such estimate for contingencies. The agreement will be so written that any part of the performance deposit, as required, may be used to reimburse The Board for costs incurred in connection with the examination and inspection of the plat. All maintenance, including snow and ice removal, shall be performed by the proprietor's forces, until street construction is completed and approved for acceptance by the Engineer, whenever a plat is approved by The Board consequent to a performance agreement.

35%

- 1) Performance deposits in the form of certified checks or irrevocable bank Letters of Credit shall be made payable to the Genesee County Road Commission, 211 West Oakley Street, Flint, Michigan.
- 2) Irrevocable bank Letters of Credit shall be valid for a minimum time period of six (6) months commencing at the approximate date the final plat is approved by The Board. (See attached sample, Figure 6.)
- 3) Whenever a plat is approved under terms of a performance agreement, the proprietor shall, prior to plat approval, furnish The Board a copy of insurance certificate disclosing that the proprietor has adequate insurance to afford protection against all claims for damages to public property and for injuries or death to persons arising out of and during the progress of the work until its completion. This certificate shall also incorporate a "hold harmless" clause as per sample in Figure 7. Limits of insurance coverage shall be as described under Division 9.2 herein.
- 4) Performance agreements will require completion of the streets no later than July 1st of the next year. Extensions of performance agreements will not be granted except upon the recommendation of the Manager-Director of the Genesee County Road Commission and approval of The Board.

5.2 Performance Guarantee

c. Fees for Plat Review and Inspection Performance Guarantee

The fee for plat review to ascertain that the provisions for the Subdivision Control Act of 1967 have been complied with shall be \$250 for each plat submitted to the Board for final approval.

Inspection fee shall be based on the centerline footage of the roads to be constructed, as measured from/to the center of street intersections and cul-de-sacs, as follows:

0—500 feet of roadway	\$4,000.00
501—100 feet of roadway	\$6.50/foot
1001—2500 feet of roadway	\$6.00/foot
2501—5000 feet of roadway	\$5.50/foot
greater than 5000 feet of roadway	\$5.00/foot

An additional administrative fee of \$2000 and an additional inspection fee of 12% of the performance guarantee deposit (not to exceed \$3000) is required in each instance when a special agreement is to be executed prior to approval of the final plat.

A partial inspection fee, as determined by the Road Commission, shall be paid prior to the start of construction activities. All plat review and inspection fees required are to be paid prior to or concurrent with submitting the final plat for Board approval. Also, all payment for street name and other signs shall be due and payable at this time. All fees shall be paid to the Road Commission in the form of cash, certified check or cashiers check.

The review fee for plats in incorporated areas involving frontage plats and/or platted streets intersecting with highways under jurisdiction of the Genesee County Road Commission will be \$250 plus any permit fees or deposits applicable under Genesee County Road Commission's Permit Department rules and regulations.

DIVISION 6. SPECIAL PROVISIONS

6.1 General

- a. These published requirements and specifications are subject to change without notice by The Board; however, changes shall not apply to previously approved preliminary plats.
- b. The Board reserves the right to reject any plat which does not comply with the requirements of Act 288 of Public Acts of 1967, as amended.
- c. Requirements and Specifications not covered by this publication will comply with MDSH & T Specifications dated July 1, 1973, and with current subsequent editions and Supplemental Specifications thereto.

- d. Approval of the street and drainage plans should not be construed to mean approval of the finished street is mandatory. Unforeseen circumstances may result in a re-evaluation of the original design and require changes in construction. The Board can assume no responsibility for additional costs or claims for damages arising from such changes; however, all reasonable precautions and efforts will be made to minimize the necessity of such changes.
- e. Verbal agreements will not be recognized unless confirmed in writing.

DIVISION 7. MATERIALS AND INSPECTION

7.1 Material Requirements

- a. All materials and procedures must be approved by Engineer.
- b. All materials used must equal or surpass the requirements of the MDSH & T Specifications.

7.2 Inspection and Requirements

- a. At the time the final plat is submitted for the approval of The Board, an acceptance report is made by the Engineer and his authorized representatives concerning the suitability of the streets therein as public highways. In order to provide reliable information on which to base this report, periodic observations and examinations will be made by the Engineer on subdivision projects to assure that streets are satisfactorily constructed. It is recommended that the proprietor or his authorized representative request such inspection at the completion of each major street construction stage, otherwise approval of the finished street may be delayed until it can be determined that The Board's Specifications have been fulfilled.
- b. The Engineer will require a reasonable (24 hour minimum) notice prior to inspecting any construction stage or the finished street.

- c. No inspection will be provided on Sundays or Legal Holidays.
- d. Requests for inspection will not be fulfilled on any proposed plat for which street and drainage plans have not been approved by the Engineer.

7.3 Fees for Inspection...See Page 38

DIVISION 8. STREET AND DRAINAGE CONSTRUCTION SPECIFICATIONS AND REQUIREMENTS

8.1 Prosecution and Progress of Work

- a. A systematic procedure of construction must be followed to produce a satisfactory quality of work.
- b. The contractor shall at all times during his absence from the job site have, as his agent at the job, a competent superintendent or foreman who thoroughly understands the plans and specifications which he must have in his possession during construction.
- c. It shall be the responsibility of the proprietor to keep all traffic off the streets until otherwise authorized by the Engineer. Approval of the plat and acceptance of the constructed streets shall be contingent on their condition at the time of final inspection. In the event any damage is done to the streets by traffic or otherwise, all damage must be repaired before acceptance of the finished street.

DIVISION 9. LEGAL REQUIREMENTS AND SAFETY PRECAUTIONS

9.1 Permits

- a. A permit issued by the MDSH & T is required for all proposed streets intersecting state highways. Whenever the proposed subdivision is adjacent to a state highway, it is recommended that the Permit Office of the Genesee County Road Commission be contacted as to the appropriate procedure to follow in applying for the necessary permit.

- b. A permit issued by the Genesee County Road Commission is also required for all proposed streets intersecting or otherwise connecting with any existing county highways. This permit must be obtained before any work is done within the public right-of-way and is available at the aforementioned Permit Office. Any work done by the contractor without notification to the Engineer will be unauthorized, and may be ordered removed or replaced at the proprietor's expense.

Additional permits may be required for connection to existing utilities within a public road right-of-way or extension of utilities along a public road right-of-way. Permit fees and deposits will be determined by the Genesee County Road Commission's Permit Department in accordance with their rules and regulations.

9.2 Insurance

Prior to performing any work within any county road right-of-way, the contractor shall file with the Genesee County Road Commission evidence that with respect to the operations he or any of his subcontractors perform, he carries adequate insurance satisfactory to The Board to afford protection against all claims for damages to public or private property and for injuries or death to persons arising out of and during the progress of the work and until its completion.

The minimum protective liability insurance requirements are as follows:

<u>Property Damage Liability:</u>	<u>Bodily Injury Liability:</u>
Each Accident----\$100,000	Each Person----\$200,000
Aggregate-----\$200,000	Each Accident--\$500,000

9.3 Public Safety

The contractor shall be responsible for the provision of proper barricades and lighting conforming to the Michigan Manual of Uniform Traffic Control Devices, whenever necessary for public safety. No traffic hazards shall be left overnight on any existing county road. If a traffic hazard exists, The Board shall have the right to correct such conditions and bill the contractor for the cost. No subsequent work shall be approved until such bills are paid.

DIVISION 10. " CONSTRUCTION METHODS AND TECHNIQUES

10.1 Requirements, General

- a. Existing county road ditches, county drains or

water courses will be properly cleaned by the proprietor's contractor when essential to provide necessary drainage for the plat. Such cleaning shall be as required by the Engineer. When it is necessary to clean existing roadside ditches, a permit must be obtained from The Board to occupy and construct on county right-of-way. All existing county road ditches which are cleaned, reshaped or otherwise disturbed shall be protected from erosion and sedimentation and restored as specified in Division 10.3 herein.

- b. All fences, obstructions, brush, shrubs and roots thereof shall be removed entirely from the right-of-way where construction connected with the plat is performed, unless otherwise authorized by the Engineer. Trees shall be removed as directed by the Engineer. Depressions left after the removal of stumps and roots must be filled and graded to conform with the surrounding ground.

10.2 Underground Drainage Structures

- a. The grade and alignment of 30 inch diameter pipes or less, shall not vary more than $\frac{1}{4}$ inch at any joint, and pipes greater than 30 inches in diameter shall not vary more than $\frac{1}{2}$ inch. Batter boards with string lines or other methods approved by the Engineer must be provided for checking grade and alignment to the satisfaction of the Engineer.
- b. Any trench, the inside edge of which is located within three (3) feet from the edge of pavement or back of curb, shall be backfilled with an approved granular material, placed and compacted in layers with a mechanical compactor, all as approved by the Engineer.

10.3 Cleanup, Seeding and Mulching

- a. Cleanup shall be Class A which means that no irregularity shall exist greater than 0.1 foot above or below the lines as shown on the cross section between the curb and right-of-way line.

b. Seeding and Mulching shall be in accordance with Sections 6.52 and 6.54 of the MDSH & T Specifications but shall not be required adjacent to curb and gutter projects. These items shall apply where open ditches along existing roads are reconstructed or cleaned.

1) Seeding shall be MDSH & T Roadside Seeding, which consists of 50% Perennial Rye, 15% Kentucky Bluegrass, and 35% Creeping Red Fescue. Combined seeds shall be spread at the minimum rate of 100 pounds per acre. A minimum of 240 lbs. per acre of chemical fertilizer nutrients shall also be applied to seeded areas.

2) Mulching shall consist of dry straw or hay spread at the rate of two (2) tons per acre.

DIVISION 11. SURFACING AND BASE REQUIREMENTS

11.1 Suggest Cross Sections (See Fig. 1, 2 and 3 of Division 14-Illustrations)

NOTE: All suggested cross sections contained herein pertain to residential streets. If the platted street is to serve predominately commercial/industrial traffic, the base and surface must be upgraded as approved by the Engineer.

11.2 Bituminous Aggregate Pavement with Semi-Rigid Bituminous Base

a. Materials

1) The subgrade shall be properly compacted in accordance with MDSH & T Specifications and shall be properly drained with tile underdrain, if required by the Engineer. Following compaction, immediately prior to paving, the subgrade shall be fine graded with equipment utilizing a templated screed so that exact crown and shape of the subgrade surface will be positively established. A final compaction by rolling will immediately precede the paving.

- 2) The base course pavement material must be according to Section 3.05 of the MDSH & T Specifications laid at a compacted uniform depth of $7\frac{1}{2}$ inches. A tolerance of $\frac{1}{2}$ inch plus or minus will be allowed in the compacted bituminous aggregate base course. Modification of materials and/or procedures shall be as approved by the Engineer.
- 3) A bituminous bond coat must be applied between each layer of base course and between the base course and the surface course. The type of bond coat and rates of application will be as approved by the Engineer.
- 4) A bituminous aggregate surface course must be according to Section 4.11 of the MDSH & T Specifications. Modification of materials and/or procedures shall be as approved by the Engineer.

b. Construction

- 1) The compacted bituminous aggregate base course shall be laid in two separate courses. Each separate course shall be of a thickness approved by the Engineer.
- 2) The bituminous wearing surface shall be laid at a uniform thickness of $1\frac{1}{2}$ inches; however, a tolerance of $\frac{1}{2}$ inch plus or minus will be allowed. The bituminous pavement shall be laid with equipment utilizing automatic screed controls unless otherwise directed by the Engineer.
- 3) Each stage of construction shall be approved by the Engineer before proceeding with the next stage.

11.3 Bituminous Aggregate Pavement with Rigid (Soil-Cement) Base

a. Materials

- 1) The base course material must be according to Section 3.01 of the MDSH & T Specifications spread at a minimum depth of 6 inches compacted.

- 2) Base stabilization with Portland Cement (Soil-Cement Base Course) shall be in accordance with specifications established by The Board.
- 3) A "bituminous curing course" consisting of a single seal of asphalt emulsion (RS2a) or equivalent with stone chips (31A) shall be placed on the finished base. A bond coat of ss-1h or equivalent applied at 0.20 gallons per square yard or as directed by the Engineer shall be placed on the single seal in advance of a bituminous aggregate pavement. The bituminous aggregate pavement shall be laid at a 3" uniform compacted thickness and shall be in accordance with Section 4.11, MDSH & T Specifications; however, a tolerance of $\frac{1}{4}$ inch plus or minus will be allowed in thickness. Modification of materials and/or procedures shall be as approved by the Engineer.

b. Construction

- 1) Calcium Chloride (38% Solution) shall be applied to the aggregate base course at the minimum rate of two (2) gallons per ton unless deleted by the Engineer.
- 2) Each stage of construction must be approved by the Engineer before proceeding with the next stage.
- 3) The bituminous aggregate pavement must be applied in two (2) courses.

11.4 Concrete Pavement

a. Materials

- 1) "The concrete shall be Grade P concrete according to Section 4.14 of the MDSH & T Specifications with a minimum thickness of six (6) inches."

- 2) Longitudinal lane joint tie bars may be mill bent steel deformed $\frac{1}{2}$ inch round bars, held in place by mastic or metal chairs, or 16 inch long, $\frac{1}{2}$ inch diameter, joint dowel hook bolts fastened directly to the forms.
- 3) Transverse expansion joint basket assembly of approved standard plan will be required where directed.

b. Construction

- 1) The subbase construction shall be according to Section 2.11 and tested in accordance with Section 2.08 of the MDSH & T Specifications.
- 2) The concrete construction shall be according to Section 4.14 of the MDSH & T Specifications; however, that part of the prepared grade (roadbed) on which the concrete pavement is to be placed shall not be used for hauling purposes. A tolerance of $\frac{1}{4}$ inch will be allowed in pavement thickness.
- 3) Where sawed joints are called for, their minimum depth shall be $\frac{1}{4}$ of the thickness of the concrete and the maximum interval between transverse sawed joints shall be 20 feet unless otherwise directed by the Engineer. Sawed joints shall be filled with an approved rubber base joint sealing compound, preferably hot, in two applications performed at separate intervals as directed by the Engineer. All expansion and dummy joints in excess of $1/8$ inches width must be filled with hot poured rubber base type joint filling compound.
- 4) Each stage of construction must be approved by the Engineer before proceeding with the next stage.

c. Suggested Cross Section (See Fig. 3 of Division 14-illustrations).

DIVISION 12. TURN-AROUND PROVISIONS FOR DEAD-END STREETS

12.1 General Requirements

- a. Turn-around provisions within the boundaries of the plat must be constructed on all dead-end streets unless otherwise directed by the Engineer.
- b. On circular turn-arounds the distance between the right-of-way line and the back of outside curb shall not be less than 15 feet. The radii on circular turn-arounds shall not be less than shown on illustration in Division 14.
- c. "T" type turn-arounds shall be constructed as shown in illustration in Division 14.
- d. "L" type turn-arounds shall not be permitted.

DIVISION 13. SUGGESTED LOCATION FOR UTILITY STRUCTURES

13.1 General Location on 66 ft. Right-of-Way

a. North and South Street

1) East Side:

Storm Sewer	15'-0" to 23'-0" from centerline
Sanitary Sewer	20'-0" to 25'-0" from centerline
4 ft. Sidewalk	28'-0" to 32'-0" from centerline
Utility Conduit	30'-0" from centerline

2) West Side:

Gas Main	19'-0" from centerline
Water Main	23'-0" to 25'-0" from centerline
*Utility Poles	27'-0" from centerline
4 ft. Sidewalk	28'-0" to 32'-0" from centerline
Utility Conduit	30'-0" from centerline

b. East and West Street

1) North Side:

Storm Sewer	15'-0" to 23'-0" from centerline
Sanitary Sewer	20'-0" to 25'-0" from centerline
4 ft. Sidewalk	28'-0" to 32'-0" from centerline
Utility Conduit	30'-0" from centerline

2) South Side:

Gas Main	19'-0" from centerline
Water Main	23'-0" to 25'-0" from centerline
*Utility Poles	27'-0" from centerline
4 ft. Sidewalk	28'-0" to 32'-0" from centerline
Utility Conduit	30'-0" from centerline

* Location also applicable if underground electric and telephone lines are used instead of overhead lines.

DIVISION 14. ILLUSTRATIONS AND SAMPLE FORMS

FIGURE 1 BITUMINOUS AGGREGATE PAVEMENT WITH SEMI-RIGID BASE

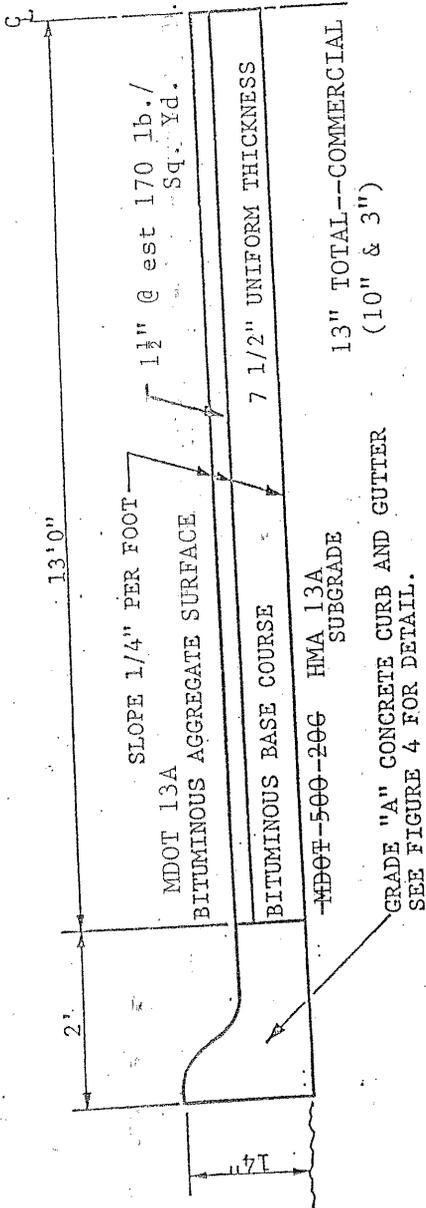
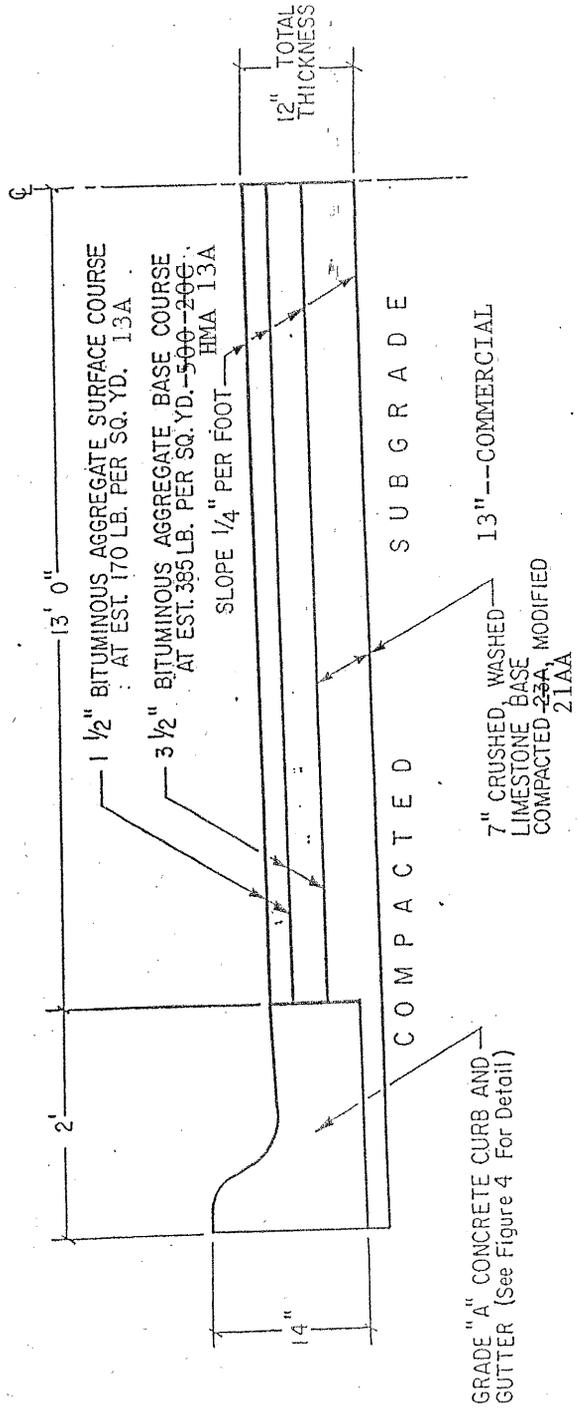
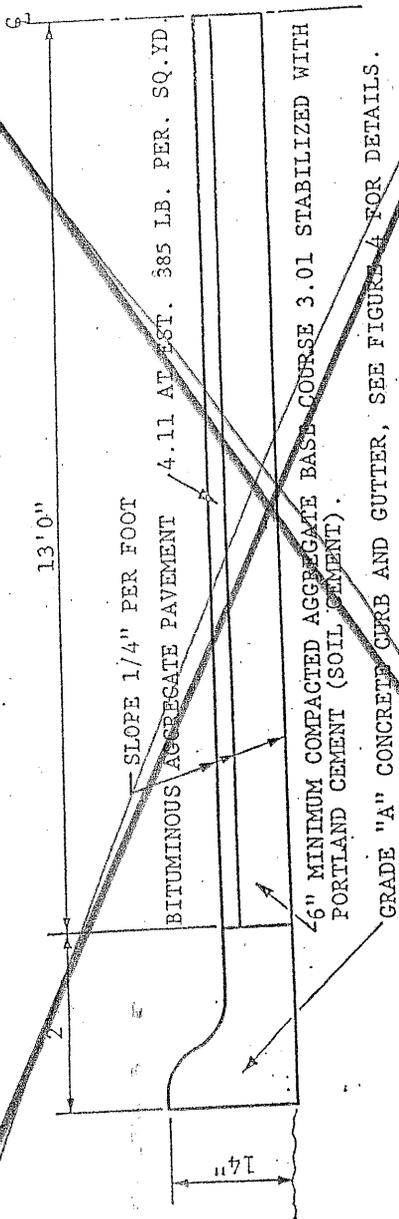


FIGURE 1a BITUMINOUS AGGREGATE PAVEMENT WITH LIMESTONE BASE



GRADE "A" CONCRETE CURB AND GUTTER (See Figure 4 For Detail)

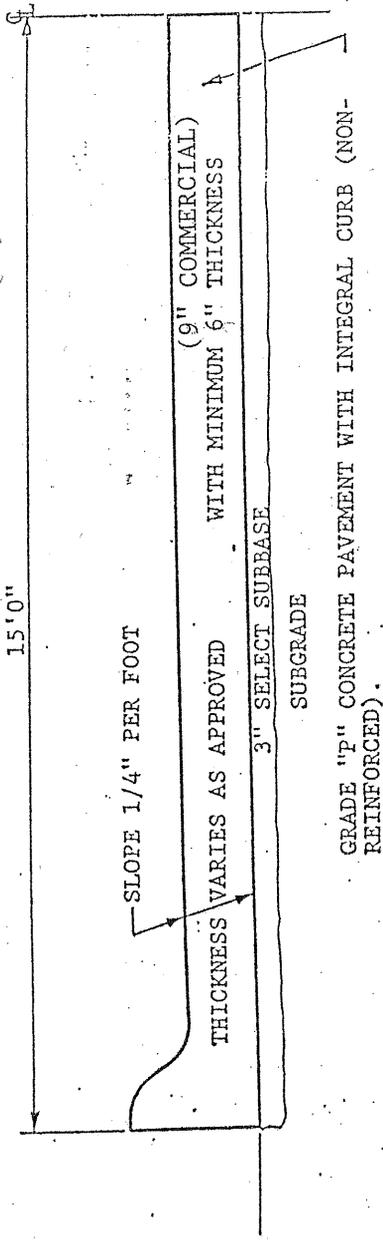
FIGURE 2 BITUMINOUS AGGREGATE PAVEMENT WITH RIGID BASE



NOTE: INSTEAD OF SOIL CEMENT BASE, 6" NON-REINFORCED CONCRETE BASE COURSE 3.07 MAY BE USED WITH A BITUMINOUS AGGREGATE PAVEMENT LAID AT A UNIFORM THICKNESS OF 3", OR AS APPROVED BY THE ENGINEER, EXCEPT 2,500 P.S.I. CONCRETE MAY BE USED.

FIGURE 3 CONCRETE PAVEMENT WITH INTEGRAL CURB

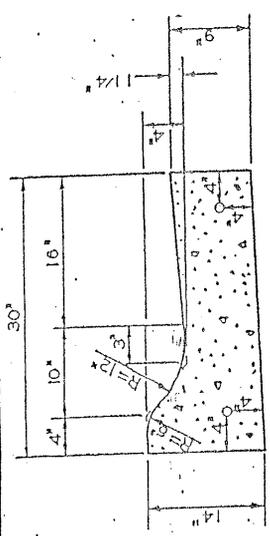
NOTE: SEE FIGURE 4-a & b FOR CURB FACE DETAILS.



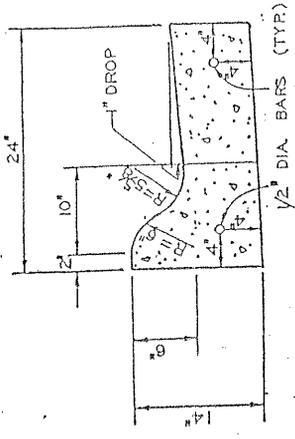
21AA

NOTE: SELECTED SUBBASE 24A, 3" MINIMUM COMPACTED THICKNESS MAY BE DELETED UNDER PAVEMENT IN CERTAIN CASES.

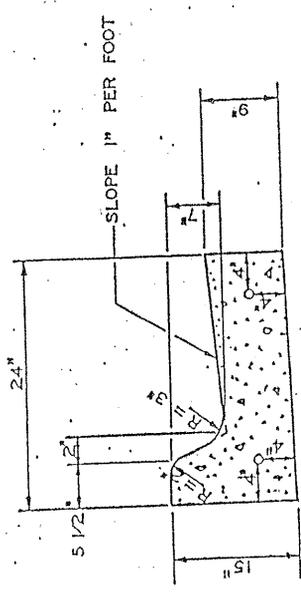
FIGURE 4 CONCRETE CURB AND GUTTER DETAILS



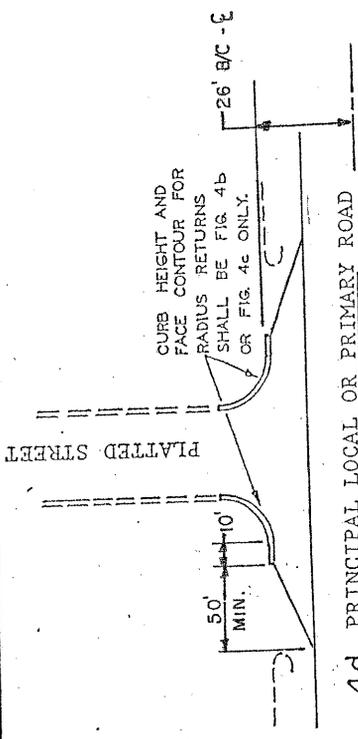
4a MDSH & T Standard II-30A, Detail D2



4b G.C.R.C. Standard



4c MDSH & T Standard II-30A, Detail C4

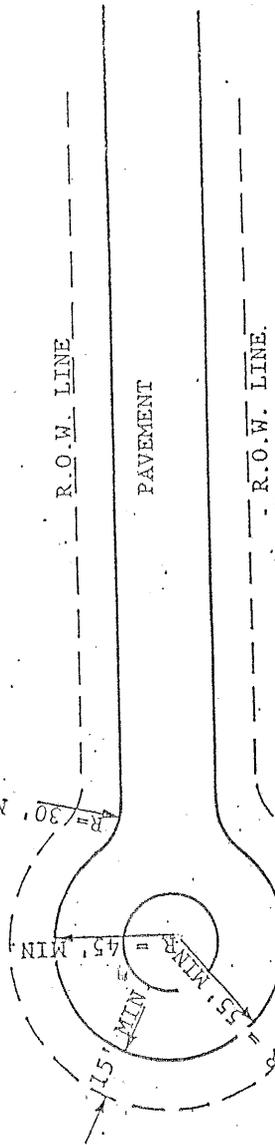


4d PRINCIPAL LOCAL OR PRIMARY ROAD

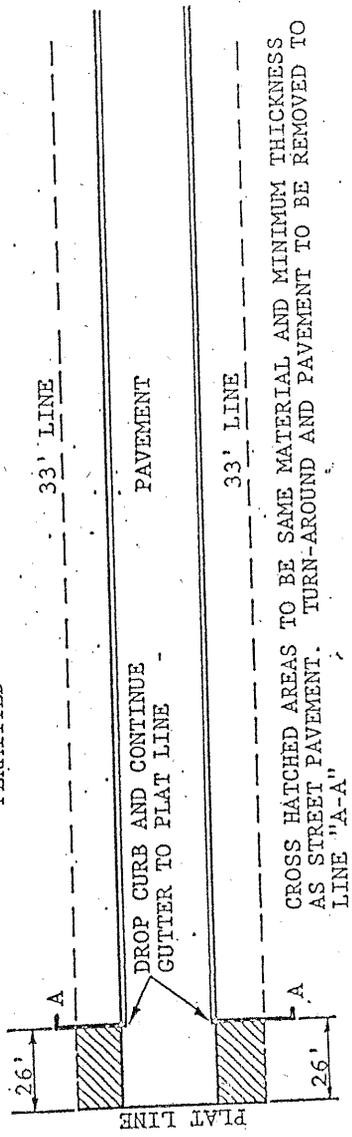
PLATTED STREET

TURN AROUND DETAILS FOR DEAD END STREETS

FIGURE 5



IF CIRCLE IS PAVED SOLID, A MINIMUM RADIUS OF 55' WILL BE PERMITTED
 IF CIRCLE IS PAVED SOLID, A MINIMUM RADIUS OF 55' WILL BE REQUIRED IF PLANTING AREA IS PERMITTED



CROSS HATCHED AREAS TO BE SAME MATERIAL AND MINIMUM THICKNESS AS STREET PAVEMENT. TURN-AROUND AND PAVEMENT TO BE REMOVED TO LINE "A-A"

FIGURE 6

ANYBANK

MICH.

(Date Issued)

Genesee County Road Commission
211 West Oakley Street
Flint, Michigan 48503

Gentlemen:

Re: Performance Deposit, Irrevocable Letter of Credit
No. _____, Plat of _____.

We hereby open our Irrevocable Letter of Credit No. _____
in your favor for the account of _____
_____ for a sum not exceeding _____
_____ (_____) Dollars, U.S. Currency,
available by your draft at sight on _____
_____ of _____.

All drafts drawn under this Credit must be marked
"Drawn under _____
of _____," Letter of Credit No. _____
Any amendment to the terms of this Credit must
be in writing over authorized signatures of this Bank.

The original Letter of Credit must be submitted to us
together with any drawings hereunder for our endorse-
ment of any payments effected by us.

We engage with you that each draft drawn under and in
compliance with the terms of this Credit will be duly
honored if presented at this office on or before
_____.

Very truly yours,

(Bank officer and title)

FIGURE 7 Certificate of Insurance

This is to Certify, that policies in the name of

NAMED
INSURED
and
ADDRESS

(Proprietor and Address)

KIND OF INSURANCE	POLICY NUMBER	POLICY PERIOD	LIMITS OF LIABILITY	
			BODILY INJURY Provided by Workmen's Compensation Law—State of	PROPERTY DAMAGE
WORKMEN'S COMPENSATION		Eff. Exp.		NIL
COMPREHENSIVE GENERAL LIABILITY		Eff. Exp.	\$ 200,000 Each person 500,000 Each occurrence 000 Aggregate	\$ 100,000 Each occurrence 200,000 Aggregate
MANUFACTURERS' AND CONTRACTORS' LIABILITY		Eff. Exp.	\$ 000 Each person 000 Each occurrence	\$ 000 Each occurrence 000 Aggregate
OWNERS', LANDLORDS' AND TENANTS' LIABILITY		Eff. Exp.	\$ 000 Each person 000 Each occurrence	\$ 000 Each occurrence 000 Aggregate
CONTRACTUAL LIABILITY		Eff. Exp.	\$ 000 Each person 000 Each occurrence	\$ 000 Each occurrence 000 Aggregate
AUTOMOBILE LIABILITY		Eff. Exp.	\$ 000 Each person 000 Each accident	\$ 000 Each accident

Location and description of operations:

_____ (Plat Name) _____ (Township)

SPECIAL PROVISIONS:

The party of the first part, _____ agrees to save harmless and afford protection to the party of the second part, The Board of County Road Commissioners of the County of Genesee, Michigan, a Michigan Municipal Corporation, against all claims for damage to public or private property for injuries to persons arising out of and occurring within the limits of the proposed plat of _____ Township, during the progress of the street construction and appurtenant work and to its completion.

CERTIFICATE ISSUED TO:

NAME
and
ADDRESS

Genesee Co. Road Commission
211 West Oakley Street
Flint, Michigan 48503

By: _____

Authorized Representative

Date: _____

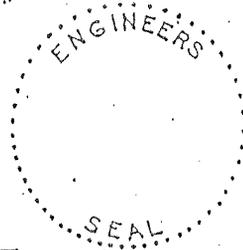
FIGURE 8

TO: PLANNING AND SPECIAL SERVICES DIVISION
GENESEE COUNTY ROAD COMMISSION

Please be advised that the finished grades on the streets in the plat of _____ (Plat name as recorded) _____ Township, Genesee County, Michigan, are as shown and approved on the street and drainage plans reviewed by the Genesee County Road Commission, _____ (Date), or are as subsequently changed and approved on construction and shown on the enclosed "as constructed" street and drainage plans, and that said plans meet all other requirements of Division 5, paragraph (a) thru (d) of The Board's current Requirements and Specifications.

(Surveying or Engineering Firm)

By: _____
Registered Professional Engineer



DATE: _____

FOR YOUR INFORMATION

GENESEE COUNTY ROAD COMMISSION
211 WEST OAKLEY STREET
FLINT, MICHIGAN 48503-3996

(810) 767-4920 (810) 767-5373 (FAX)

Regular Board Meetings: Tuesdays at 10 a.m.
Administration Office Hours: 8 am to 4:30 pm, Mon thru F

Manager-Director, John H. Daly III, Ph.D.
County Highway Engineer, Fred Peivandi, P.E.

For plat review and information concerning preliminary
plats, construction plan approval, final plat approval
and fees, call:

Traffic Engineering Division

(810) 767-4920, ext 499.

(810) 767-5370 (FAX)

Bonnie Wood, P.E. Director of Traffic Engineering
& Permits

For information concerning platted streets under
construction, call:

Construction Division

(810) 767-4920, ext 231

John Plamondon, P.E., Construction Dept Manager

For information concerning permits, call:

Permit Department

(810) 767-4920, ext 246 (810) 767-5370 (FAX)

THE BOARD OF COUNTY ROAD COMMISSIONERS

GALEN JAMISON

BILLY BRADSHAW

DAVID L. MILLER

Division 3. STREET AND DRAINAGE PLAN, SUBMISSION OF

3.4 Plan Review Fee

A plan review fee of \$250 shall be paid to the Genesee County Road Commission upon submittal of the Street and Drainage Plans for review and approval. If Street and Drainage Plans have not been approved by the third plan submittal, an additional plan review fee of \$500 shall be paid with the fourth and any subsequent plan submittals. These fees must be paid prior to the plans being reviewed and are not refundable.

Division 7. MATERIALS AND INSPECTION

7.3 Fees for Inspection

Inspection fees shall be based on the centerline footage of the roads to be constructed, as measured from/to the center of the street intersections and cul-de-sacs, as follows:

<u>0 – 500 feet of roadway</u>	<u>\$4,000.00</u>
<u>501 – 1000 feet of roadway</u>	<u>\$6.50/foot</u>
<u>1001 – 2500 feet of roadway</u>	<u>\$6.00/foot</u>
<u>2501 – 5000 feet of roadway</u>	<u>\$5.50/foot</u>
<u>greater than 5000 feet of roadway</u>	<u>\$5.00/foot</u>

A partial inspection fee, as determined by the Road Commission, shall be paid prior to the start of construction activities. All inspection fees required are to be paid prior to or concurrent with submitting the final plat for Board approval. All fees shall be paid to the Road Commission in the form of cash, certified check, or cashiers check.