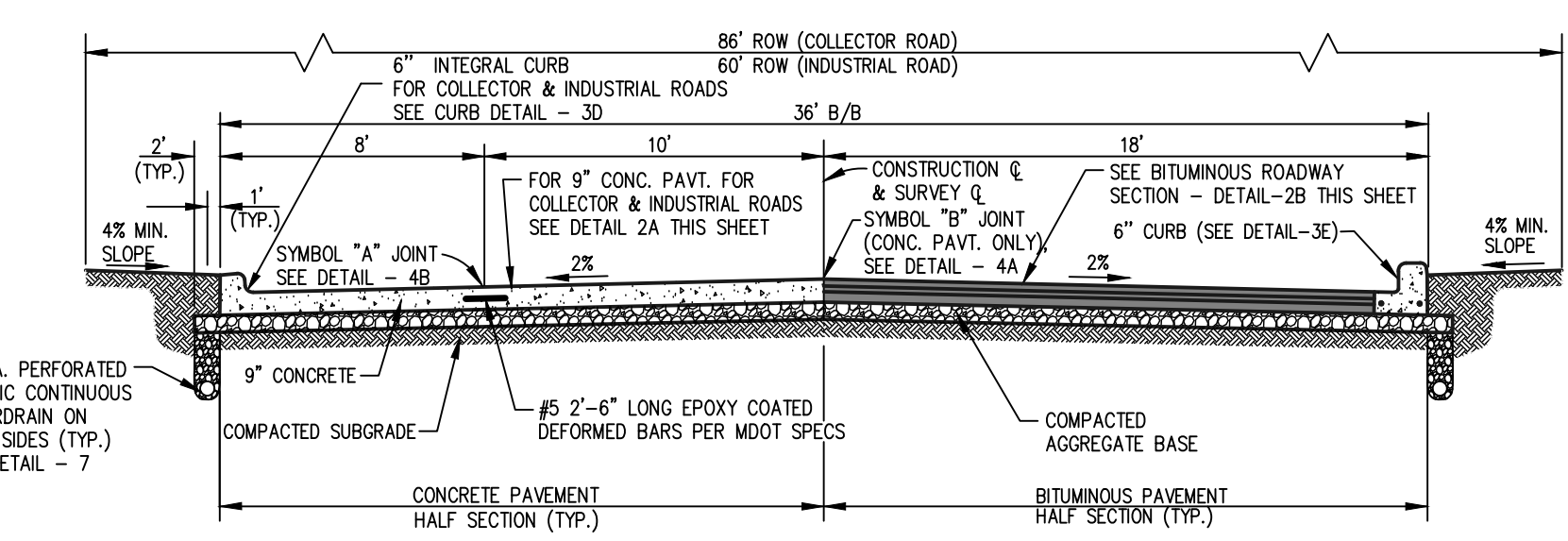
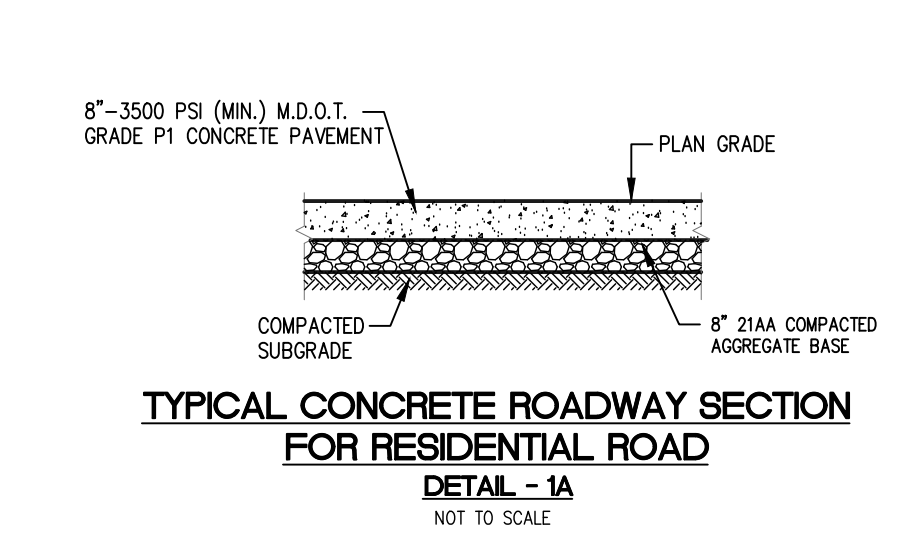
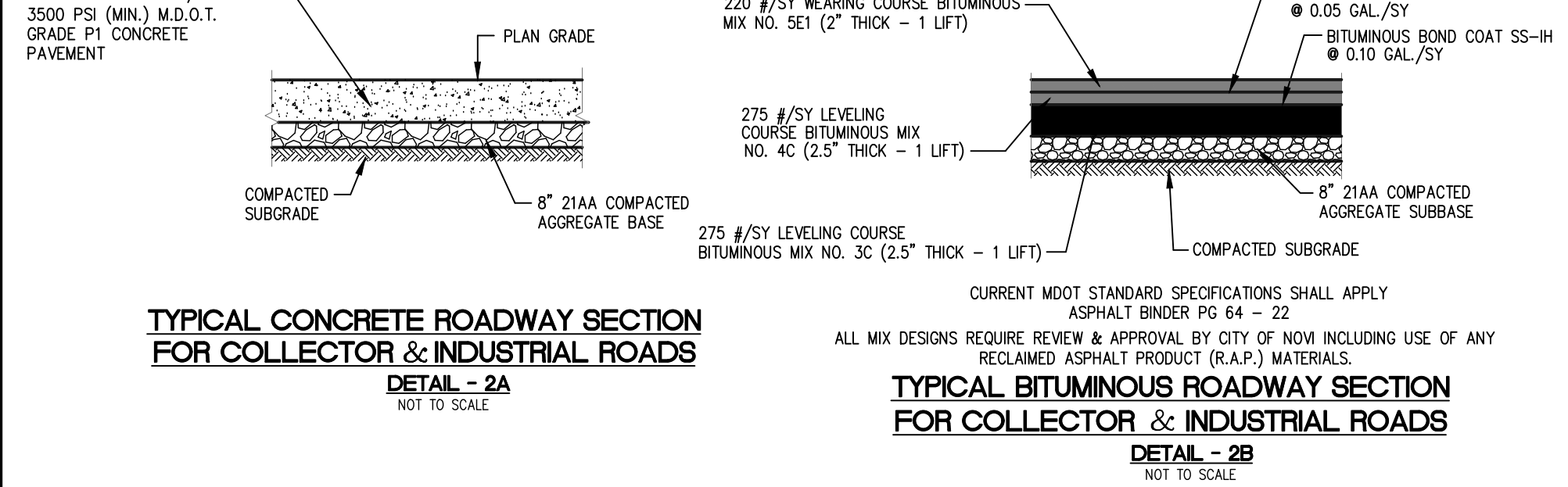


**TYPICAL CROSS SECTION DETAIL - 1
RESIDENTIAL ROAD PAVEMENT (28' B/B)**

NOTE: CONCRETE PAVEMENT DETAIL SHOWN IS FOR A SINGLE FOUR CONSTRUCTION FOR A DOUBLE FOUR CONSTRUCTION. A SYMBOL "B" JOINT WILL BE REQUIRED ALONG THE CENTER OF THE ROAD AND THE SYMBOL "D" JOINT WILL BE LOCATED 6' FROM BACK OF CURB.



**TYPICAL CROSS SECTION DETAIL - 2
COLLECTOR AND INDUSTRIAL ROAD PAVEMENT (36' B/B)**



GENERAL NOTES

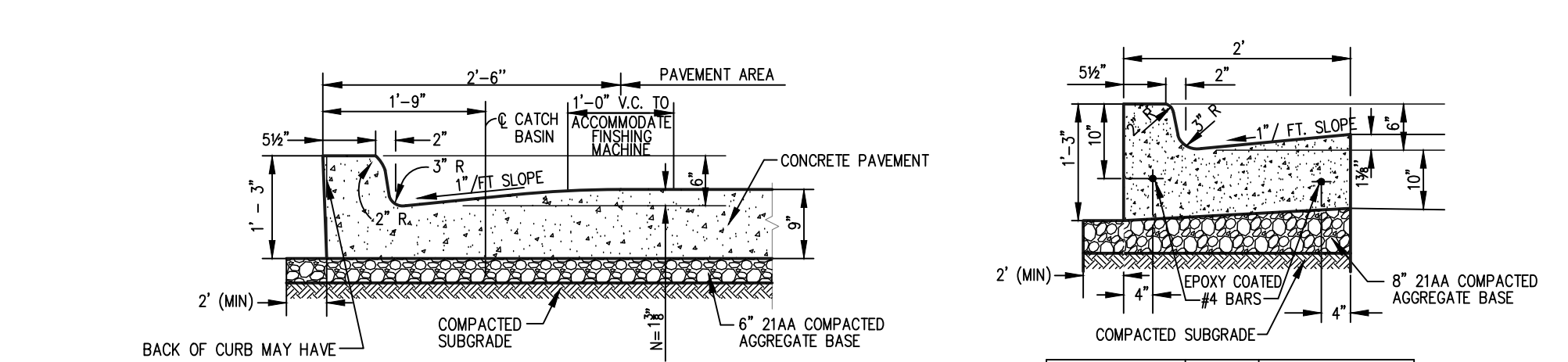
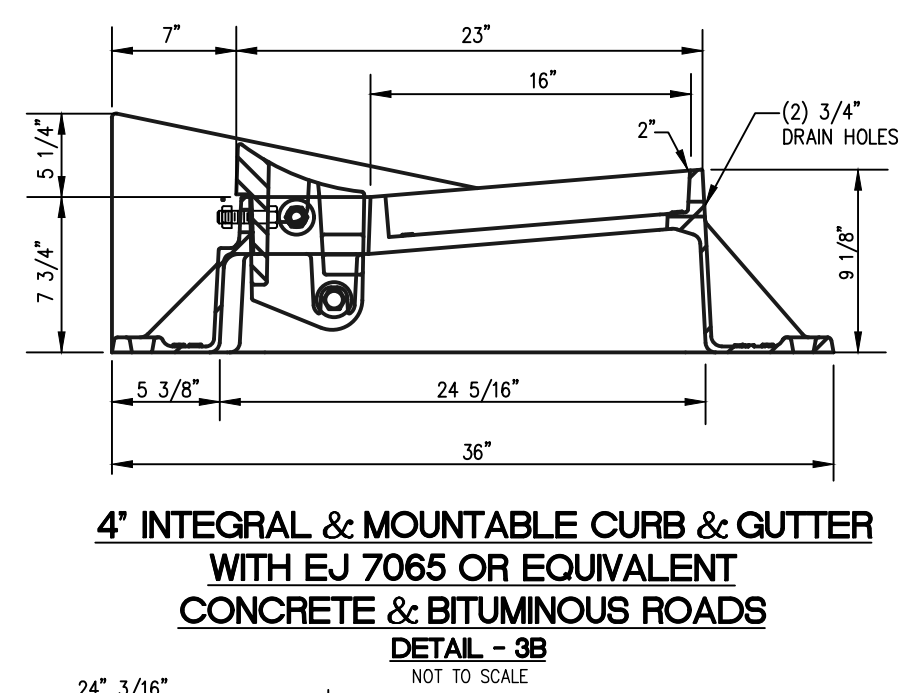
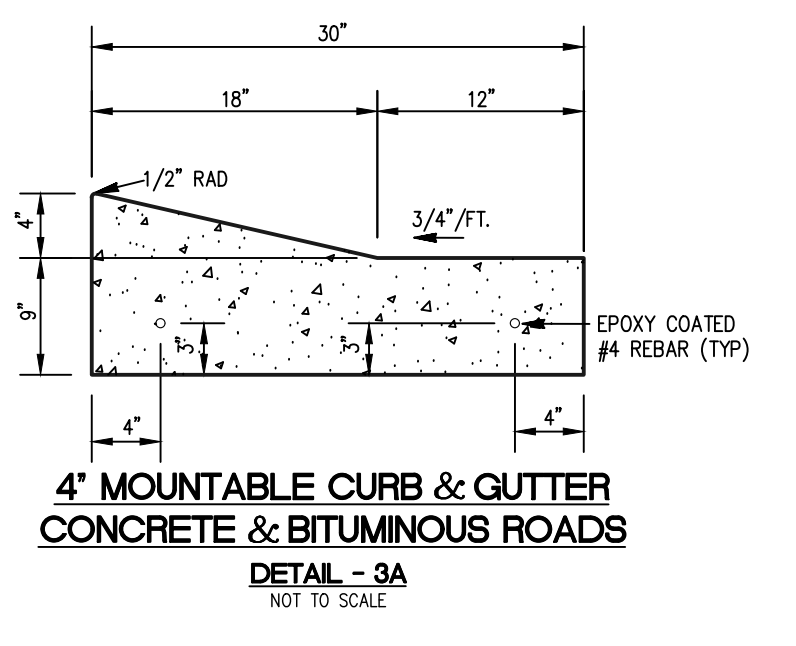
1. EXISTING TOPSOIL, VEGETATION AND ORGANIC MATERIALS SHALL BE STRIPPED AND REMOVED FROM PROPOSED PAVEMENT AREA PRIOR TO PLACEMENT OF BASE MATERIALS. TREE ROOTS SHALL BE COMPLETELY REMOVED.
2. EXCAVATE TO THE DEPTH OF THE FINAL SUBGRADE ELEVATION TO ALLOW FOR GRADE CHANGES AND THE PLACEMENT OF THE RECOMMENDED PAVEMENT SYSTEM.
3. THE PAVEMENT SUBGRADE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY (MODIFIED PROCTOR) PRIOR TO PLACEMENT OF PROPOSED PAVEMENT. THE FINAL SUBGRADE SHALL BE THOROUGHLY PROOF-ROLLED IN THE PRESENCE OF A GEOTECHNICAL/PAVEMENT ENGINEER TO DETERMINE STABILITY. LOOSE OR YIELDING AREAS WHICH CANNOT BE MECHANICALLY STABILIZED SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE GEOTECHNICAL ENGINEER. ALL FILL MATERIAL AND BASE MATERIAL SHALL BE TESTED AND ITS COMPACTION AND SUITABILITY FOR ACCEPTANCE OF THE BASE MATERIAL AND PAVEMENT SHALL BE CERTIFIED BY SAID TESTING FIRM. THE OWNER SHALL SUPPLY THREE COPIES OF GEOTECHNICAL AND TECHNICAL REPORTS TO THE CITY'S CONSULTANT.
4. IF IN THE OPINION OF THE INSPECTOR/ENGINEER, FIELD CONDITIONS WARRANT ADDITIONAL TESTING, THE DEVELOPER SHALL ARRANGE FOR AND PAY FOR ALL REQUIRED ADDITIONAL TESTING.
5. 21AA AGGREGATE BASE SHALL BE COMPACTED TO ACHIEVE A 95% COMPACTION LEVEL (MODIFIED PROCTOR - ASTM D 1557-91), THE BASE SHALL EXTEND A MINIMUM OF 2 FEET BEYOND THE BACK OF CURB OR THE PAVED EDGE.
6. CONCRETE PAVEMENT TESTING SHALL BE REQUIRED FOR ALL PROJECTS.
7. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF NOV, RCOC AND MDOT.
8. FOR ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY, THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS AND LICENSES ARRANGE FOR ALL INSPECTION.
9. 1.0 INCH AND 2.0 INCH EXPANSION JOINTS SHALL BE INSTALLED PER CITY STANDARDS PER THIS SHEET.
10. FILL AREAS SHALL BE MACHINE COMPACTED IN UNIFORM LIFTS TO 95% OF THE MAXIMUM DRY DENSITY (MODIFIED PROCTOR) PRIOR TO PLACEMENT OF PROPOSED PAVEMENT.
11. 6" UNDER DRAIN SHALL BE INSTALLED ON BOTH SIDES OF ALL ROADWAYS IN GEOTEXTILE WRAPPED TRENCH, ALSO PLACE UNDER DRAINS AT ALL DRAINAGE STRUCTURES WITHIN PARKING AREAS. (SEE DETAILS 6 AND 8).
12. PRIOR TO BITUMINOUS STREET ACCEPTANCE, THE FULL CROSS SECTION MUST BE INSTALLED PER THE APPROVED PLAN AND ANY AND ALL REPAIRS TO THE PAVEMENT AND CURB MUST BE COMPLETED AT THE DIRECTION OF THE CITY ENGINEER.
- 12%_A AT THE TIME OF INITIAL ROAD CONSTRUCTION, THE FULL CROSS SECTION MAY BE INSTALLED TO MINIMIZE THE AMOUNT OF PAVEMENT AND CURB REPAIRS. PRIOR TO STREET ACCEPTANCE THE CITY ENGINEER WILL INSPECT THE PAVEMENT AND CURB, AND WILL IDENTIFY ANY AREAS TO BE REPAIRED.
- 12%_B ALTERNATIVELY, THE TOP COURSE MAY BE OMITTED UNTIL THE MAJORITY OF THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED, PRIOR TO STREET ACCEPTANCE, THE CITY ENGINEER WILL INSPECT THE BASE PAVEMENT AND CURB, AND WILL IDENTIFY AREAS TO BE REPAIRED PRIOR TO THE INSTALLATION OF THE TOP COURSE.
13. PROVIDE MINIMUM 20' DISTANCE TO TRANSITION FROM DETAIL 3E TO DETAIL 3A CURBS.

CONCRETE PAVEMENT

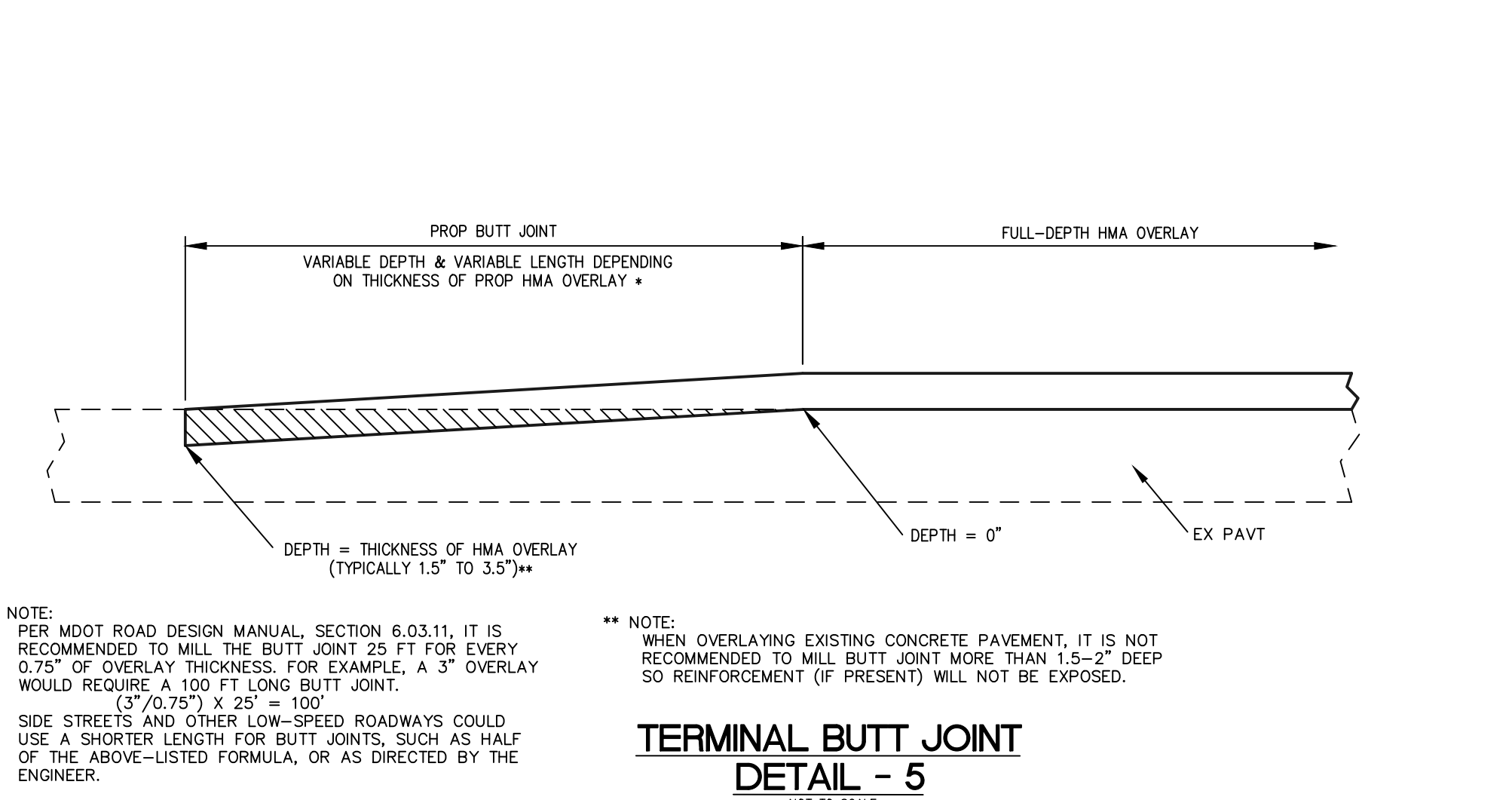
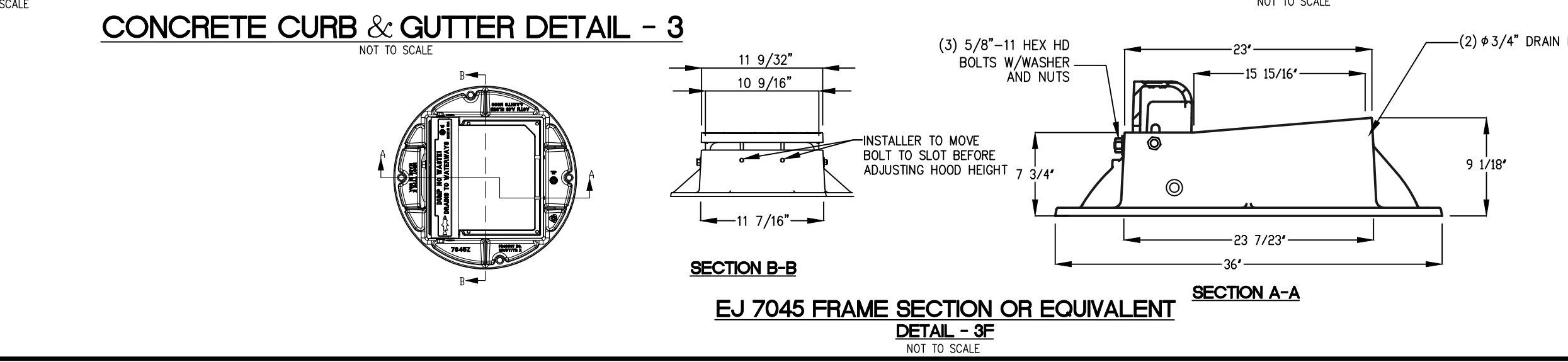
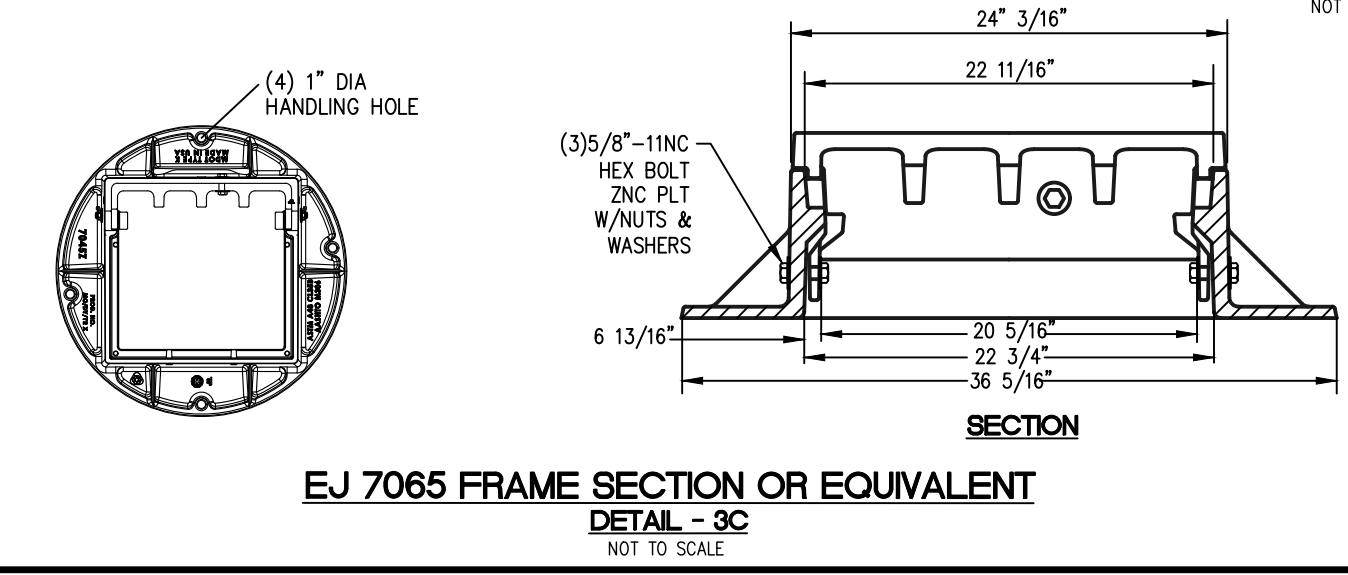
1. CONCRETE SHALL CONSIST OF: PORTLAND CEMENT TYPE I (40% ENRICHED) WITH A MINIMUM CEMENT CONTENT OF SIX SACKS PER CUBIC YARD, MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI AND A SLUMP OF 1" TO 3 INCHES. PAVEMENT SHALL CONFORM TO M.D.O.T. GRADE P1.
2. ALL CONCRETE PAVEMENT, DRIVEWAYS, CURB & GUTTER, ETC., SHALL BE SPRAY CURED WITH WHITE MEMBRANE CURING COMPOUND IMMEDIATELY FOLLOWING FINISHING OPERATION.
3. THE CONCRETE BATCH PLANT SHALL BE M.D.O.T. CERTIFIED WITH LOCATION APPROVED BY THE CITY.
4. NO CONCRETE PAVING SHALL BE ALLOWED PRIOR TO MAY 1, OR AFTER NOVEMBER 1 (UNLESS APPROVED BY THE CITY).
5. DO NOT PLACE CONCRETE WHEN PRECIPITATION IS IMMINENT OR WHEN MOISTURE ON THE EXISTING SURFACE WILL PREVENT SATISFACTORY CURING. UNLESS OTHERWISE APPROVED BY THE ENGINEER IN WRITING, TEMPERATURE AND SEASONAL REQUIREMENTS FOR PLACING CONCRETE WILL BE ACCORDING TO THE CURRENT MDOT SPECIFICATIONS. PAVING WILL NOT BE ALLOWED BELOW THESE MINIMUM TEMPERATURES, NOR WHEN FROST IS ON OR IN THE GRADE OR ON THE EXISTING SURFACE.

BITUMINOUS PAVEMENT

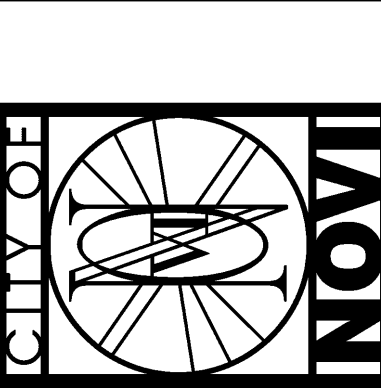
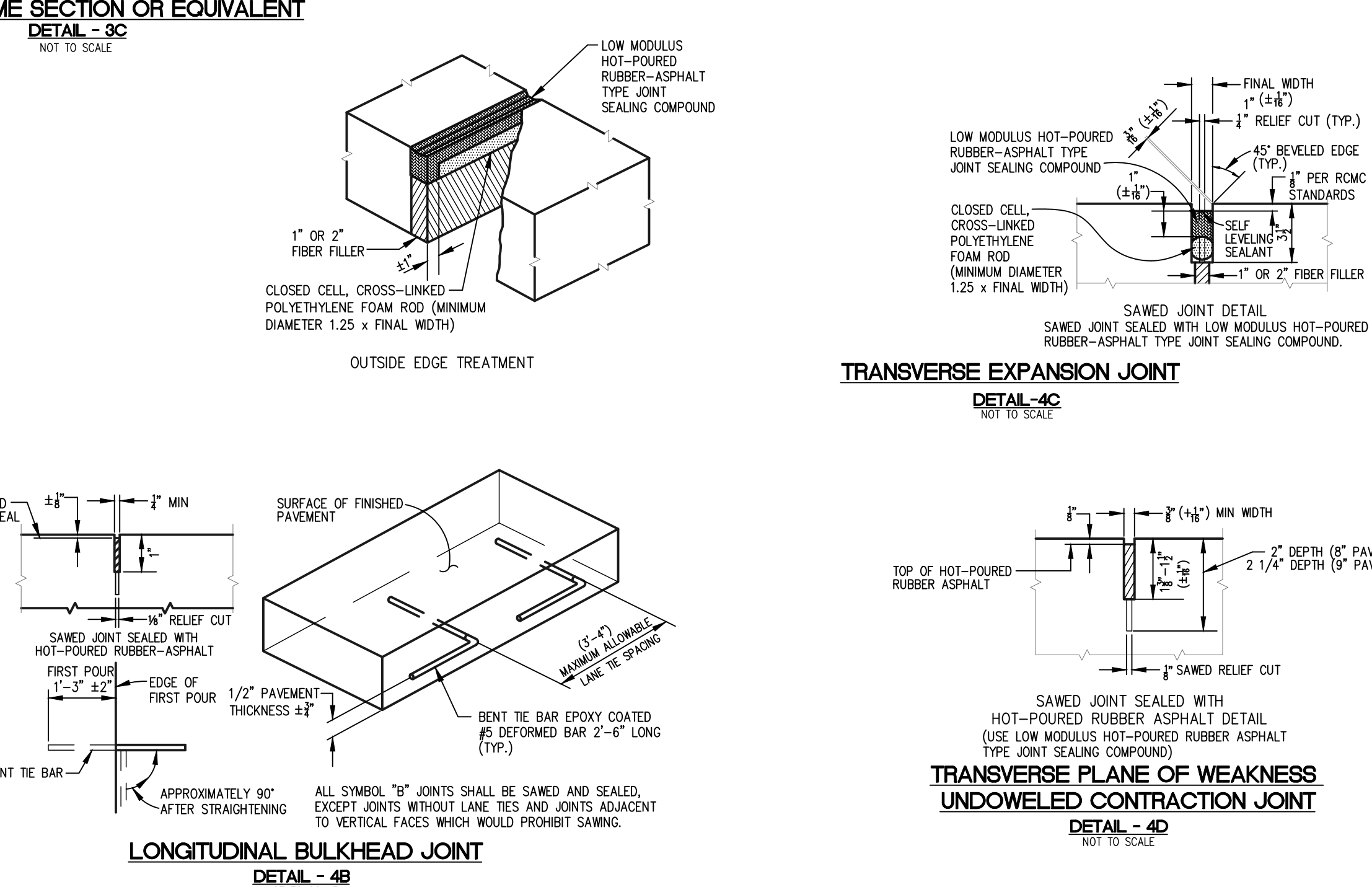
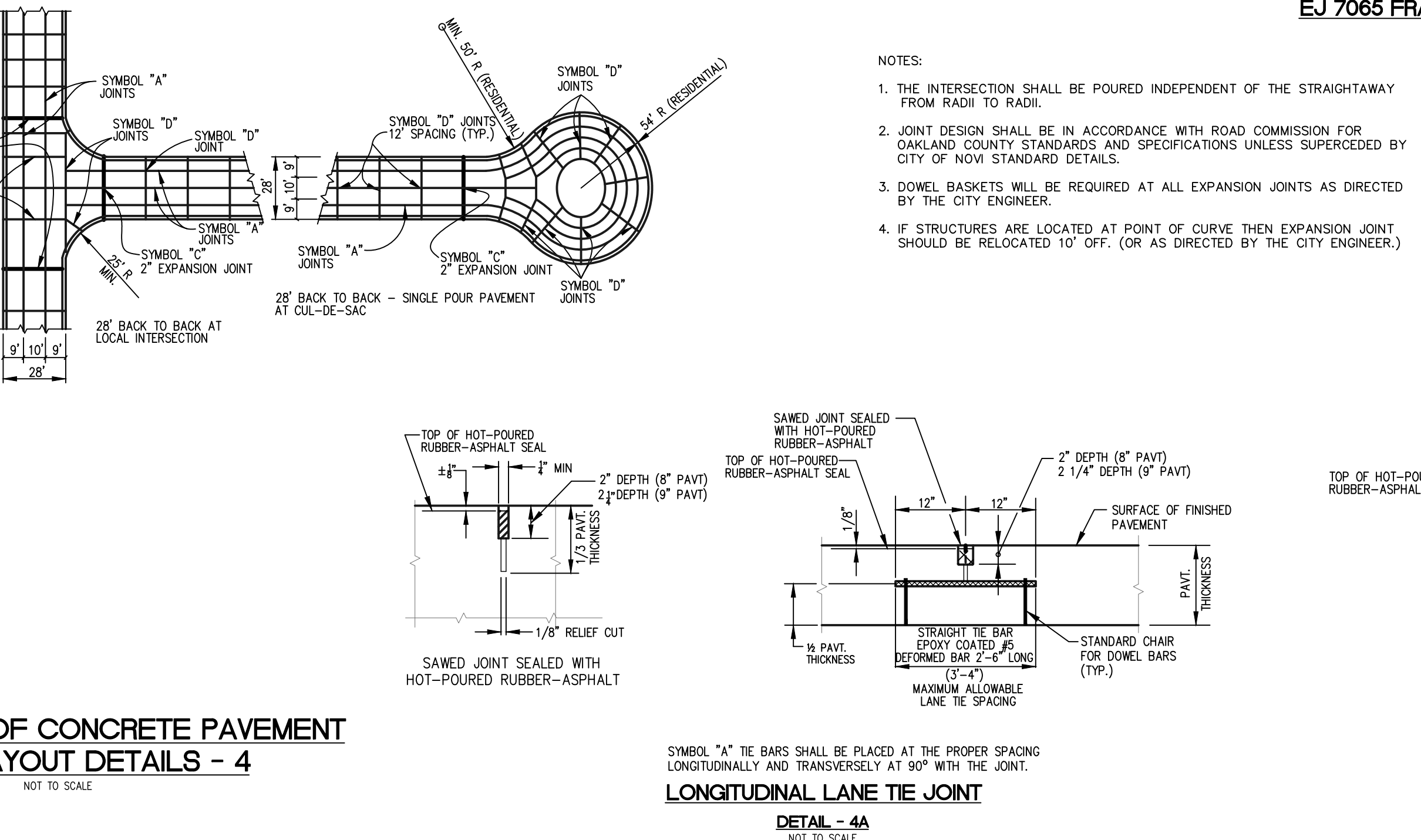
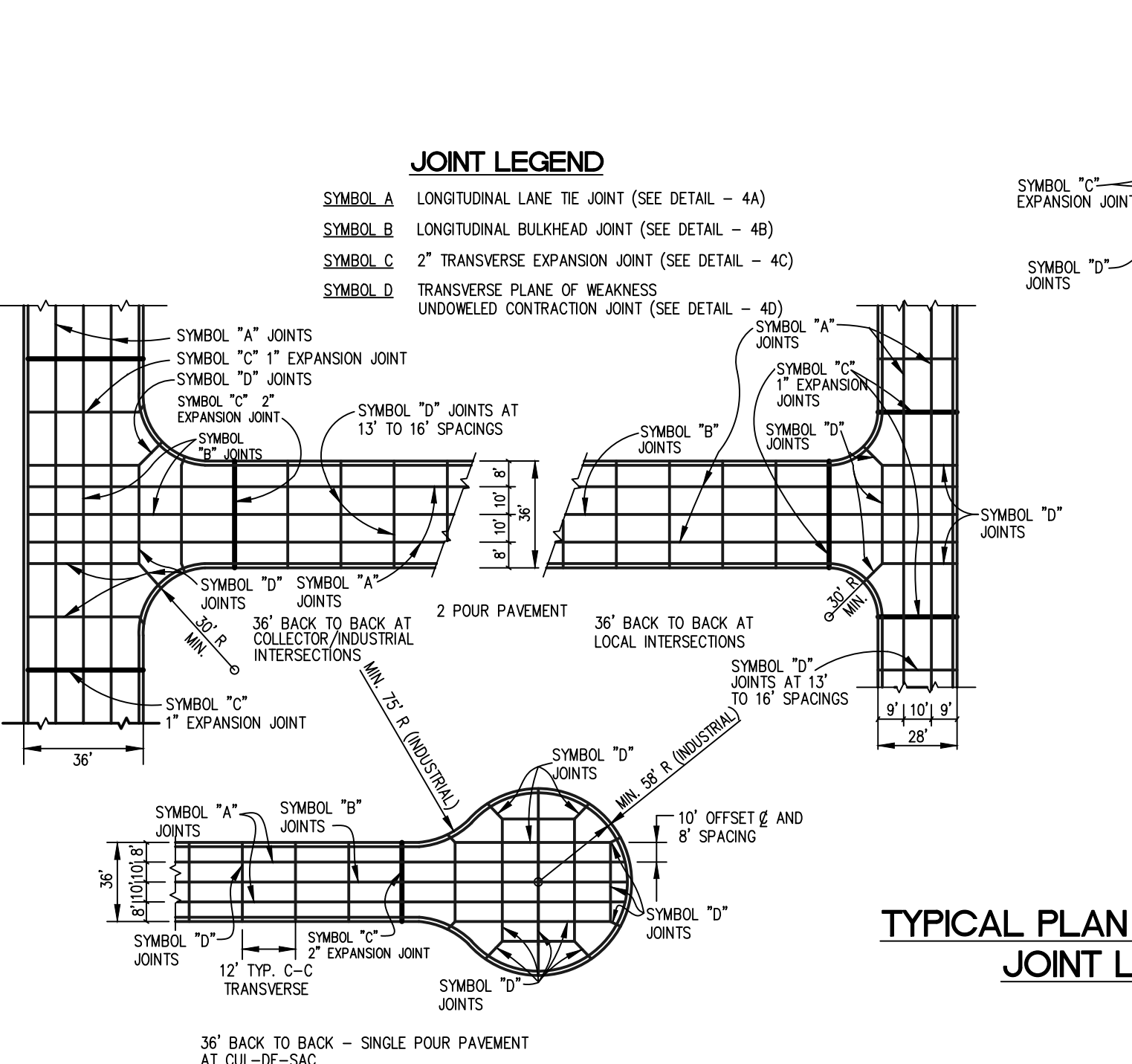
1. BITUMINOUS MIXTURE SHALL CONSIST OF: LEVELING COURSE - MDOT BITUMINOUS MIXTURE NO. 3C, LEVING COURSE - MDOT BITUMINOUS MIXTURE NO. 4C, WEARING COURSE MDOT BIT MIX NO. 5E1, ASPHALT CEMENT PENETRATION GRADE 85-100 (PG 64-22) RECLAIMED ASPHALT PAVEMENT (RAP) SHALL BE REVIEWED FOR APPROVAL BY THE CITY NOV.
2. ALL BITUMINOUS MATERIAL SHALL BE COMPACTED TO A DENSITY OF 92% OF THE FIELD CONTROL DENSITY AS DETERMINED BY THE THEORETICAL MAXIMUM DENSITY.
3. A BOND COAT OF SS-1H EMULSION IS REQUIRED BETWEEN ALL COURSES OF ASPHALT IMMEDIATELY PRIOR TO PLACEMENT OF EACH COURSE OF PAVEMENT. THE BOND COAT SHALL BE APPLIED IN A UNIFORM MANNER OVER THE SURFACE AT A RATE OF 0.10 GALLON/S.Y. BETWEEN LEVELING COURSES & 0.05 GALLON/SY BETWEEN WEARING COURSE AND LEVELING COURSE.
4. DO NOT PLACE HMA OR APPLY BOND COAT WHEN PRECIPITATION IS IMMINENT OR WHEN MOISTURE ON THE EXISTING SURFACE WILL PREVENT SATISFACTORY CURING. UNLESS OTHERWISE APPROVED BY THE ENGINEER IN WRITING, TEMPERATURE AND SEASONAL REQUIREMENTS FOR PLACING HMA WILL BE ACCORDING TO THE CURRENT MDOT SPECIFICATIONS. PAVING WILL NOT BE ALLOWED BELOW THESE MINIMUM TEMPERATURES, NOR WHEN FROST IS ON OR IN THE GRADE OR ON THE EXISTING SURFACE.



DIMENSIONS	LANE TIES	CONCRETE COLL. NO. / LIN. FT.
M	N	OMITTED
2'-0"	FOR BITUMINOUS ROAD	0.0632



* NOTE: PER MDOT ROAD DESIGN MANUAL, SECTION 6.03.11, IT IS RECOMMENDED TO MILL THE BUTT JOINT 25 FT FOR EVERY 0.75" OF OVERLAY THICKNESS. FOR EXAMPLE, A 3" OVERLAY WOULD REQUIRE A 100 FT LONG BUTT JOINT. (3"/0.75" x 25' = 100'). SIDE STREETS AND OTHER LOW-SPEED ROADWAYS COULD USE A SHORTER LENGTH FOR BUTT JOINTS, SUCH AS HALF OF THE ABOVE-LISTED FORMULA, OR AS DIRECTED BY THE ENGINEER.
** NOTE: WHEN OVERLAYING EXISTING CONCRETE PAVEMENT, IT IS NOT RECOMMENDED TO MILL BUTT JOINT MORE THAN 1.5-2" DEEP SO REINFORCEMENT (IF PRESENT) WILL NOT BE EXPOSED.



CITY OF NOV	NOVI
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CITY OF NOV 45175 WEST 10 MILE ROAD NOV, MI 48375 P (248) 347-0455 WWW.CITYOFNOVI.ORG
TOWN RANGE BE DATE APRIL 2017
SCALE V. N.T.S.
DATE 3/05/2018
REVISIONS: SPALING DEFEER
COUNTY OAKLAND COUNTY
DATE 5/08/2017
REVISIONS: SPALING DEFEER

CITY OF NOV	PAVING	STANDARD DETAILS	SHEET
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