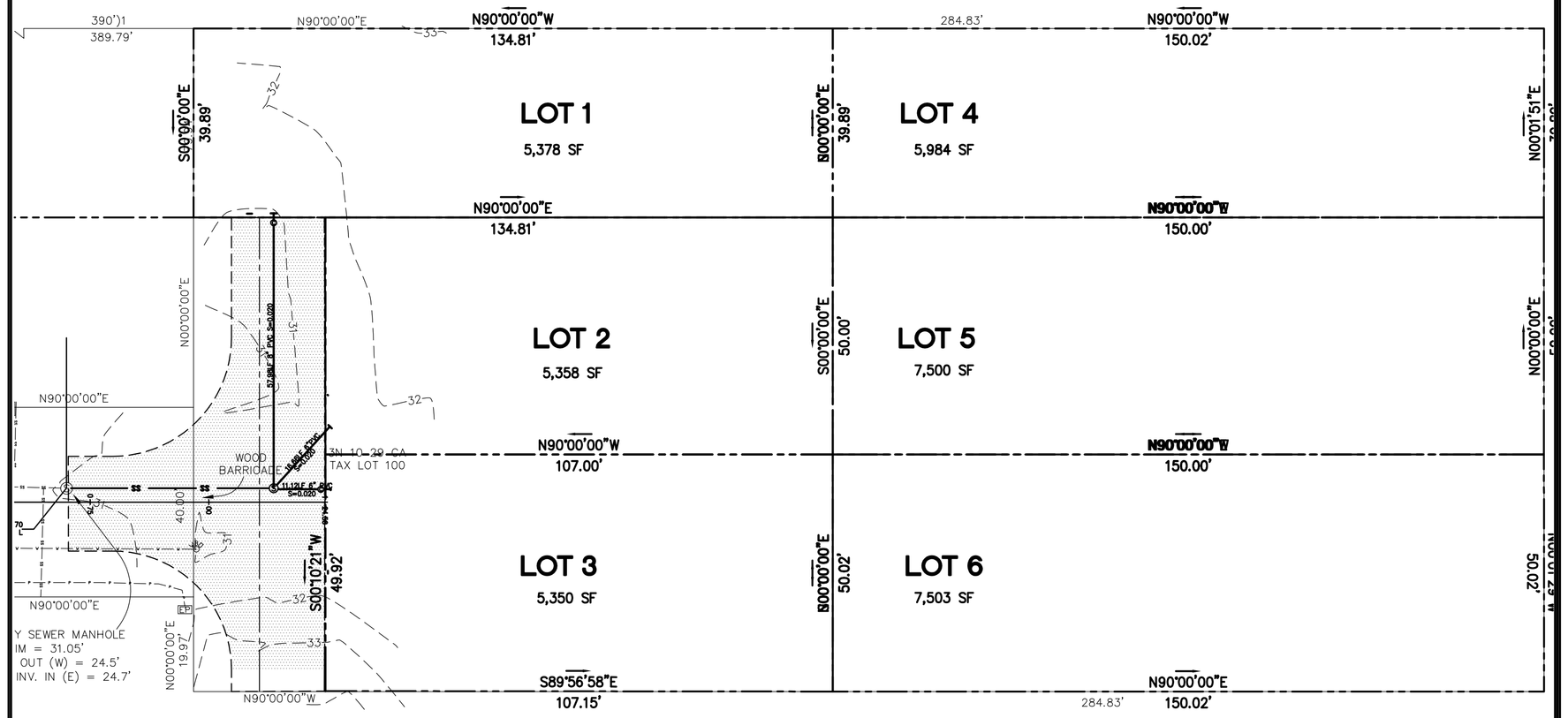
MERTON LANE SUBDIVISION



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GENERAL NOTES

MATERIALS SPECIFICATIONS

THESE SPECIFICATIONS ARE SPECIFICALLY STATED IN THE COUNTY ROAD ACCEPTANCE ORDINANCE AND THE PUBLIC ROAD IMPROVEMENT ORDINANCE. THEY ARE REPEATED BELOW FOR CLARIFICATION. A HIGHER MATERIALS SPECIFICATION MAY BE SPECIFIED BY THE ENGINEER.

A. AGGREGATE BASE . ALL ROADS MUST BE CONSTRUCTED WITH AN AGGREGATE BASE ACCORDING TO THE FOLLOWING DETAILS: ROCK BASE MAY BE FRACTURED PIT RUN OR CRUSHED AGGREGATE. MAXIMUM ROCK SIZE SHALL BE 4". NO MORE THAN 10% SHALL BE LESS THAN 1". COMPACTION OF THE AGGREGATE BASE SHALL BE DONE WITH EITHER A VIBRATORY ROLLER OR A STATIC STEEL WHEEL ROLLER WITH A MINIMUM GROSS WEIGHT OF 8 TONS. THE AGGREGATE SUB-BASE SHALL BE LAID IN ACCORDANCE WITH THE STANDARD ROADWAY SECTION. SEE ENCLOSURE 1 OR 2 AS APPROPRIATE.

B.
AGGREGATE LEVELING COURSE . ALL ROADS MUST BE CONSTRUCTED WITH AN AGGREGATE LEVELING COURSE ACCORDING TO THE FOLLOWING DETAILS: LEVELING COURSE SHALL BE 3/4"-0 BASE AGGREGATE AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2630.10 OF THE STANDARD SPECIFICATIONS [2002 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION]. COMPACTION OF THE AGGREGATE BASE SHALL BE DONE WITH EITHER A VIBRATORY ROLLER OR A STATIC STEEL WHEEL ROLLER WITH A MINIMUM GROSS WEIGHT OF 8 TONS. THE AGGREGATE LEVELING COURSE SHALL BE LAID IN ACCORDANCE WITH THE STANDARD SEE ENCLOSURE 1 OR 2 AS APPROPRIATE. ROADWAY SECTION.

C.
ASPHALT PAVEMENT. ALL ROADS TO BE ACCEPTED AS COUNTY ROADS MUST BE PAVED WITH ASPHALT PAVEMENT. ASPHALT PAVING SHALL BE IN ACCORDANCE WITH THE FOLLOWING DETAILS:

1. THE ASPHALT CONCRETE (AC) MIXTURE FOR THIS PROJECT SHALL BE "LIGHT DUTY AC", CLASS 'C' MIX. THE MIX FORMULATION AND PLACEMENT METHODS SHALL CONFORM TO SECTION 00745 OF THE STANDARD SPECIFICATIONS, EXCEPT AS FOLLOWS: THE ASPHALT CEMENT SHALL BE PBA-5 GRADE ASPHALT AND SHALL CONFORM TO THE REQUIREMENTS OF SECTION 02710 OF THE STANDARD SPECIFICATIONS.

2. THE FINAL LIFT SHALL CONSIST OF NOT LESS THAN THREE (3) INCHES COMPACTED OF CLASS 'C' ASPHALT CONCRETE PAGE 5 OF 10 SLOPED TO MAINTAIN A 2% CROWN FROM THE ROAD CENTERLINE. THIS LIFT SHALL BE PLACED USING AN ASPHALT CONCRETE PAVING MACHINE AND ROLLED TO ACHIEVE OPTIMUM DENSITY.

3. THE ASPHALT PAVEMENT SHALL ALSO CONFORM TO THE DRAWING ENTITLED STANDARD ROADWAY SECTION. SEE ENCLOSURE 1 OR 2 AS APPROPRIATE. WHERE STATE OR FEDERAL FUNDS ARE UTILIZED, A HIGHER STANDARD FOR MATERIALS MAY APPLY. CLASS 'B' MIX ASPHALT MAY BE DIRECTED IF CONDITIONS WARRANT (SUCH AS WITH HIGHER TRAFFIC COUNTS ON THE ROAD OR OTHER FACTORS).

UTILITIES
A. UTILITY PERMITS: THE COUNTY ORDINANCE DEALING WITH UTILITIES IS TITLED, REGULATIONS FOR UTILITIES IN THE TILLAMOOK COUNTY PUBLIC ROAD RIGHTS-OF-WAY (A.K.A. "UTILITIES ORDINANCE"). THE PLACEMENT OF UTILITIES IN AN EXISTING PUBLIC RIGHT OF WAY REQUIRES A UTILITY PERMIT APPLICATION SIGNED BY THE RESPECTIVE UTILITY AND APPROVED BY PUBLIC WORKS. MOST LOCAL UTILITIES ARE AWARE OF THIS PERMITTING PROCESS. IF INTERESTED, YOU CAN OBTAIN A COPY OF THE TILLAMOOK COUNTY UTILITIES REGULATIONS AT PUBLIC WORKS. APPROVED CONSTRUCTION PLANS INCLUDING UTILITY DETAILS IN A PUBLIC RIGHT OF WAY ARE NOT AUTHORIZATION TO PLACE THOSE UTILITIES IN AN EXISTING PUBLIC RIGHT OF WAY. THE APPROVED CONSTRUCTION PLANS INDICATE THAT PROPOSED UTILITIES IN THE PLAN HAVE BEEN REVIEWED FOR CONSISTENCY WITH STANDARDS OF APPLICABLE ORDINANCES AND THAT CONFLICTS BETWEEN MULTIPLE UTILITIES ARE SORTED OUT. AN APPROVED UTILITY PERMIT IS THE ONLY AUTHORIZATION TO INSTALL THE UTILITIES.

DURING DEVELOPMENT OF THE CONSTRUCTION PLANS, THE APPLICANT SHOULD COORDINATE WITH RESPECTIVE UTILITIES FOR INCORPORATION OF THEIR REQUIREMENTS. ALSO OF INTEREST TO THE APPLICANT MIGHT BE THE TIME FRAME THAT UTILITIES NEED TO ACQUIRE MATERIALS FOR RESPECTIVE IMPROVEMENTS. AFTER FINAL CONSTRUCTION PLAN APPROVAL RESPECTIVE UTILITIES COMPANY WILL INITIATE UTILITY WORK APPLICATIONS. IF THEIR APPLICATIONS ARE CONSISTENT WITH THE APPROVED CONSTRUCTION PLANS, THE UTILITY PERMITS ARE RELATIVELY STRAIGHT FORWARD TO APPROVE BY PUBLIC WORKS. LACK OF PRIOR UTILITY COORDINATION HAS BEEN ONE OF THE MAJOR STICKING POINTS AND REASONS FOR SLOWDOWNS IN PAST PROJECTS. THE PERMIT STAFF AT PUBLIC WORKS IS THE POINT OF CONTACT PECIFIC QUESTIONS NOT ADDRESSED IN THE REGULATIONS.

FOR STUBS.

STUBS FOR UTILITY SERVICE CONNECTIONS TO UNDERGROUND IMPROVEMENTS SHALL BE PLACED SO AS TO AVOID THE NEED TO DISTURB A NEWLY PAVED SURFACE WHEN SERVICE CONNECTIONS ARE MADE LATER. ANY UNDERGROUND SERVICE STUB-OUTS SHALL BE SS (TO AVOID EXCAVATION SEARCHES), MARKED FOR LATER ACCE C. UNDERGROUND CONDUITS. UNDERGROUND UTILITY CONDUITS SHALL CLEAR RIGHT OF WAY DITCH BOTTOMS AND CULVERTS BY AT LEAST 30". WITH JUSTIFICATION, 24" CLEARANCE MAY BE APPROVED. SEE UTILITIES ORDINANCE FOR FURTHER DETAILS.

ROAD APPROACHES

A. ROAD APPROACHES ONTO THE PUBLIC RIGHT OF WAY. ALL ROAD APPROACHES ONTO PUBLIC ROADS UNDER COUNTY JURISDICTION REQUIRE ROAD APPROACH PERMITS.
B. STANDARDS AND REQUIREMENTS FOR THE ROAD APPROACH PERMITS ARE FOUND IN THE COUNTY ROAD APPROACH ORDINANCE. APPROACHES OFF PUBLIC RIGHT OF WAYS INTO PROPOSED DEVELOPED SHALL NOT BE UTILIZED UNTIL PROPERLY CONSTRUCTED. THIS SERVES TO PROTECT THE EXISTING EDGE OF THE ROAD TRAVEL WAY AMONG OTHER PURPOSES.
C. THE PROCEDURE FOR INCORPORATING PROPOSED ROAD APPROACHES INTO ROAD CONSTRUCTION PLANS OF AN EXISTING PUBLIC RIGHT OF WAY IS OUTLINED IN THE STANDARDS SECTION OF THE ROAD IMPROVEMENT ORDINANCE.
D. IF THE LOGGING AND CLEARING OF THE RIGHT OF WAY OCCUR AS PART OF THE ROAD CONSTRUCTION, THE TEMPORARY ROAD APPROACH CONDITIONS WILL BE INCLUDED AS PART OF THE CONSTRUCTION PLANS APPROVAL.
E. ANY TEMPORARY ROAD APPROACHES CONSTRUCTED TO CONDUCT ACTIVITIES SUCH AS LOGGING THAT ARE NOT SPECIFICALLY PART OF THE ROAD CONSTRUCTION PLANS WILL BE HANDLED THROUGH A TEMPORARY ROAD APPROACH PERMIT. TEMPORARY ROAD APPROACHES ACCESSING THE PUBLIC RIGHT OF WAY SHALL BE APPLIED FOR WITH A ROAD APPROACH APPLICATION IN ACCORDANCE WITH THE ROAD APPROACH ORDINANCE.
F. ROAD APPROACH PERMIT APPLICATIONS MADE PRIOR TO COMPLETION OF A PROPOSED PUBLIC ROAD IMPROVEMENT. ROAD APPROACH PERMITS WILL NOT BE APPROVED UNLESS EITHER THE PUBLIC ROAD IS CONSTRUCTED TO APPROPRIATE STANDARDS OR THE PROPOSED APPROACH IS PREVIOUSLY INCORPORATED INTO APPROVED CONSTRUCTION PLANS.

ROAD ISLANDS, CUL-DE-SAC ISLANDS, SINGLE LANE ROADS AND ROAD GATES. ROAD ISLANDS, CUL-DE-SAC ISLANDS, SINGLE LANE ROADS AND ROAD GATES ARE NOT ALLOWED ON PUBLIC RIGHT OF WAYS. IF ROADWAY PLANS ARE DEVELOPED FOR FUTURE PRIVATE ROADWAYS AS PART OF A LAND USE ACTION/APPROVAL, THIS DEPARTMENT HIGHLY ENCOURAGES CONSTRUCTION OF ISLANDS AND GATES AFTER THE FINAL PLAT AND INDEPENDENT OF THE ROAD DEPARTMENT. SEE ENCLOSURE 3 TO APPENDIX B.

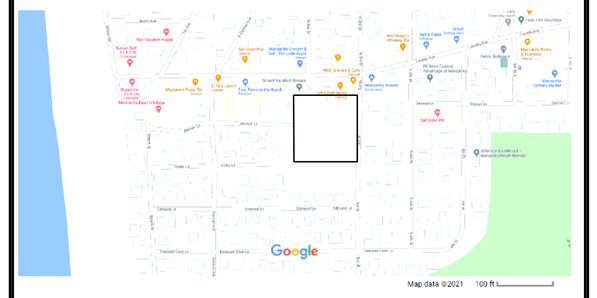
CURBS.
IF CURBS ARE TO BE CONSIDERED AS PART OF THE PROJECT PROPOSAL, THE FOLLOWING ARE BASIC DESIGN REQUIREMENTS:
A. FROM THE CURBS OUTWARD IN THE RIGHT OF WAY THERE WILL BE A 2% SLOPE OF THE GROUND FOR AT LEAST FOUR FEET.
B. FROM THAT POINT OUT, FILL SLOPES AT 2:1 OR CUT SLOPES AT 1.5:1 SHALL DAYLIGHT TO EXISTING GROUND. SAND CUT SLOPES ARE TO BE 2:1. ICTS

CONSTRUCTION PLANS NOTES.RE

AS A MINIMUM, SUBMITTED PLANS SHALL INCLUDE THE FOLLOWING AS PART OF THE NOTES:
A. INSPECTION ADVANCE NOTICE . PUBLIC WORKS REQUIRES AT LEAST 72 HOURS NOTICE FOR INSPECTIONS (SUBGRADE, BASE, PAVEMENT AND FINAL). THE TIME FRAME THAT PUBLIC WORKS WILL BE ABLE TO RESPOND TO AN INSPECTION REQUEST MAY BE AFFECTED BY CURRENT STAFF WORKLOAD AND LOCATION OF THE PROJECT. THE 72 THE CONSTRUCTION PLANS. HOURS NOTICE SHALL BE STATED ON.
B. CONTRACTOR LICENSE/INSURANCE. CONTRACTORS WORKING IN PUBLIC RIGHT OF WAS SHALL BE LICENSED FOR THEIR WORK AND MAINTAIN LIABILITY INSURANCE REQUIREMENTS CONSISTENT WITH THE UTILITIES ORDINANCE. EVIDENCE OF INSURANCE SHALL BE PROVIDE TO THE ROAD DEPARTMENT.
C. SEE ABOVE REQUIRED ACTION DURING PROJECT CONSTRUCTION (PARAGRAPH 20)

APPROVAL OF CONSTRUCTION PLANS. THE ROAD DEPARTMENT SHALL REVIEW PLANS DEEMED AS COMPLETE. APPROVAL OF PLANS WILL BE IN THE FORM OF A HARD COPY LETTER FROM THE DEPARTMENT. THAT APPROVAL LETTER SHALL BE CONSIDERED AS PART OF THE APPROVED PLANS. MODIFICATIONS TO FINAL PLANS

ANY MODIFICATION TO CONSTRUCTION PLANS AFTER FINAL CONSTRUCTION PLAN APPROVAL REQUIRES SUBMISSION IN WRITING OF THE PROPOSAL AND JUSTIFICATION FOR THE CHANGE. ULTIMATELY ANY APPROVED CHANGES NEED TO BE REFLECTED IN THE FINAL CONSTRUCTION PLANS. BASED UPON UNIQUE CONDITIONS ENCOUNTERED OR PROPOSED, ADDITIONAL REQUIREMENTS MAY APPLY.



VICINITY MAP
N.T.S.

PROJECT LOCATION
LOT AT EAST END OF MERTON LN, EAST OF CARMEL ST

UNDEVELOPED LOT
MANZANITA, OREGON 97130

BENCH MARK
THE EXTERIOR BOUNDARY OF THE SUBJECT PROPERTY WAS LAID OUT FROM THE BASIS OF BEARING AT RECORD PLAT VALUES AS ADJUSTED BY THE PROPORTIONALITY FACTORS SHOWN HEREON.
ELEVATIONS ON THIS MAP ARE BASED ON NAVD 1988.

OWNER
J.B. CEREGHINO CONSTRUCTION, INC.
13931 SE MATILDA DR,
MILWAUKIE, OREGON 97267
TEL (541) 480-0829

PROJECT CASE FILE NOS.
XX-XXX-XXX-XX

PROPERTY LEGAL DESCRIPTION
TAX LOT 100
TOWNSHIP 3N RANGE 10W SECTION 29CA
TILLAMOOK COUNTY, OREGON

TCC ASSOCIATES
LAND USE PLANNING
PROJECT MANAGEMENT
CIVIL ENGINEERING

TCC ASSOCIATES INC
5821 SE 82ND AVE, SUITE 111
PORTLAND, OREGON 97266
TEL: (503) 277-8143
FAX: (503) 262-8668
WWW.TCCENGR.COM

No:	Date:	REVISIONS

Drawn By: ET
Checked By: WC
Date: 02/11/2011
Job No: 11-006
File: C:\TCC\PROJ\MERTON LN

REGISTERED PROFESSIONAL ENGINEER 18,631 OREGON JULY 10, 1995 EDMUND K. TAWIAH
EXPIRES 06-30-22

JOB NO.: 21-012

DRAWING NO. 1 OF 5

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