

Cumberland Hills Sub

Bike Path

- * Cost is dependent on the time of the year. In the summer the soil conditions will be most favorable to this type of work. Asphalt would be hauled in on 16 ton, 3 axle trucks onto the commons. There will be compaction of the soil and this will necessitate remedial landscaping.
- * Because of the narrow entrance at one end and the slope to the detention basin at the other, a pile of asphalt would have to be dropped at one end or the other and front loaded to the applications machine in the Kentucky commons.
- * The contractor recommended to install 4" of crushed stone as a base beneath the 3" finish lift. This would stabilize the bath from potential settling and cracking. The building department intimated the city paths have 2 lifts installed. The first 4" would be a leveling base followed by the finished 3". Both of these alternatives would be more costly than the single lift by approximately 60-70%. A soils expert is recommended at an additional \$1-2 thousand to identify our least expensive alternative.
- * The contractor could not stress enough that this project will be disruptive and will undoubtedly upset some residents. There will be much noise generated and the asphalt does not smell pleasant, particularly during the summer when windows are open.
- * We will need to hire a surveyor to stake the path for the contractors. This cost is unknown at this time.
- * Landscape work will be extensive. The asphalt pavers will rough out the edges of the path. A landscaper should be hired to place topsoil and seed the edges as well as fill in ruts left by the heavy equipment.
- * City fees and permits are unknown at this time. The city will proactively enforce a law to provide curb cuts to the bike paths.
- * Estimated cost for the entire project is now pegged at \$60 to \$85 thousand.

Miscellaneous

- * There is still an outstanding bond issued by the developer of Cumberland Woods for a sidewalk in our sub.

Entry Sign

- * The replacement of the sign will require 2 permits from the city. One by the Building Department, and another by the Engineering Department because the sign will be in the right of way.
- * Permit fees will be \$50 plus \$1/sq.ft. of sign face for the Building Department and \$100 plus \$264 for the Engineering Department. Of the \$264, the unused balance will be refunded. This is based on a hourly cost of \$66/hr. (x 4 hrs.) for the inspector. Additional time above the allotted time will be billed us.
- * Beyond the permit fees, there will be a \$200 bond for the Building Department (of which \$150 is refundable) and a \$1000 refundable bond for the Engineering Department.
- * To relocate the present sign to the Norton entrance and place it within the commons area will also require the Building Departments permits, fees and bonds. No fees need be paid to the Engineering Department providing the sign is placed 16 feet behind the curb. The amount will be identical as stated above.
- * It is recommended that if we pursue the new sign, we tie the work associated with the provision of convenience outlets to the sign installation. This should reduce excavation costs and have a one time permit fee.
- * The new sign can be no larger than 20 square feet per side and be no taller than 8 feet above grade. It must be set back 15 feet from the Hamlin bike path.
- * Contacts within the City are:
 - Building Department - Jack Sage @ 656-4615 and
 - Engineering Dept. - Marc Matich @ 656-4640.

Convenience Power to Cumberland Entrance

- * Detroit Edison Contact is Chuck Peterson - (810)228-4125.
- * Rochester Hills Electrical Inspector is Charley Land.
- * It is **STRONGLY** recommended a licenced and insured electrician do the installation. MIOSHA rules are enforced.
- * It is known the wiring must be installed in rigid conduit (Schedule 80 is OK) at 30" below grade.

