



NOTES :

1. FINAL SAW CUT TO BE FULL DEPTH TO OBTAIN STRAIGHT AND NEAT EDGE FOR PAVING. FINAL SAW CUT TO BE MADE AFTER TRENCH HAS BEEN BACKFILLED, AND PRIOR TO PLACEMENT OF ANY ASPHALT COURSE.
2. ASPHALT TO BE HMA/WMA, COMPACTED USING EITHER 70 OR 80 SERIES COMPACTION METHOD AS REQUIRED IN CONTRACT DOCUMENTS.
3. EXTENT OF ASPHALT TOP COURSE REPLACEMENT TO BE IN ACCORDANCE WITH REQUIREMENTS OF CITY OF ROCHESTER'S "RULES AND REGULATIONS FOR WORK IN THE RIGHT-OF-WAY".
4. BOTTOM OF ASPHALT BASE COURSE TO BE AT OR BELOW BOTTOM OF EXISTING ASPHALT PAVEMENT SECTION TO PROVIDE FOR REQUIRED MINIMUM THICKNESSES OF ASPHALT COURSES. MINIMUM THICKNESS OF ASPHALT BASE COURSE:
  - HEAVY-DUTY - 8 INCHES
  - MODIFIED HEAVY-DUTY - 6 INCHES
  - MEDIUM-DUTY - 3 INCHES
  - LIGHT-DUTY - 0 INCHES
5. TACK COAT TO BE APPLIED BETWEEN ALL LIFTS OF ASPHALT PAVEMENT COURSES.
6. SEAL ALL TOP COURSE JOINTS WITH HOT-APPLIED ASPHALT JOINT ADHESIVE MATERIAL IN ACCORDANCE WITH NYSDOT SECTION 418 ASPHALT PAVEMENT JOINT ADHESIVE.
7. PLACE AND COMPACT BACKFILL IN LAYERS NOT EXCEEDING 6 INCHES IN THICKNESS. COMPACT TO 95% OF MODIFIED PROCTOR MAXIMUM DRY DENSITY TEST PER ASTM D1557.

CITY OF ROCHESTER		
<b>TRENCH RESTORATION ASPHALT BASE</b>		
ISSUED	9-2-91	STANDARD
REVISED	1-6-22	DWG.NO.R206-1