

Appendix A: City of Rochester Policy Details and Guidelines

TABLE OF CONTENTS

100-01 GRADE LEVEL UTILITY APPURTENANCE CONDITION EVALUATION (6-24-19)

100-02 PAVEMENT CONDITION AT UTILITY APPURTENANCE (6-24-19)

101-01 UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 1 (6-24-19)

101-02 UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 2 (6-24-19)

101-03 UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 3 (6-24-19)

101-04 UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 4 (6-24-19)

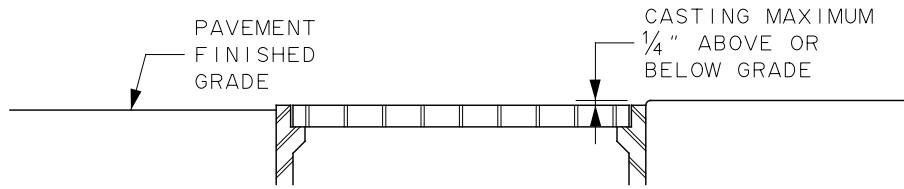
101-05 UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 5 (6-24-19)

101-06 UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 6 (6-24-19)

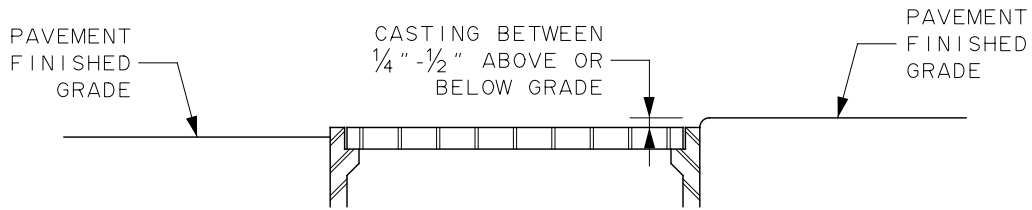
102-01 UTILITY CROSSING UNDER CURB (5-1-19)

999-1 RAISE PLOW ROAD PLATE AHEAD WARNING SIGN (1-1-17)

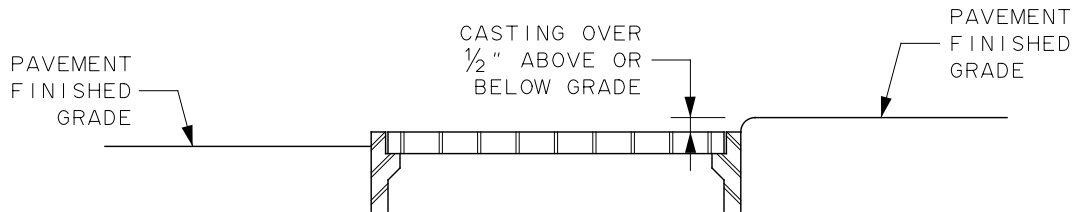
UTILITY LOCATION GUIDELINES - CITY OF ROCHESTER



ACCEPTABLE CONDITION



DEFICIENT CONDITION
(TO BE MONITORED)



UNACCEPTABLE DEFICIENT CONDITION
(APPURTENANCE TO BE RESET)

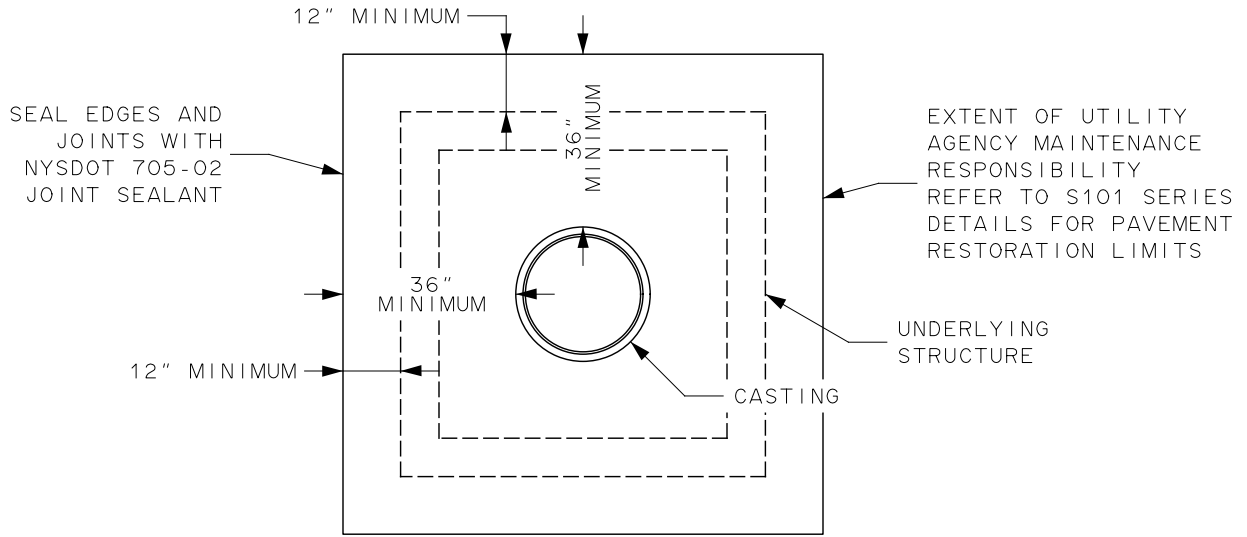
VERTICAL DIFFERENCE	CORRECTIVE ACTION
UP TO BUT NOT EXCEEDING 1/4 INCH	NO CORRECTIVE ACTION REQUIRED
OVER 1/4 INCH UP TO 1/2 INCH	DEFICIENT CONDITION - MONITOR CONDITION AND REINSPECT ANNUALLY IN CONFORMANCE WITH REQUIREMENTS OF STREET UTILITY INFRASTRUCTURE ANALYSIS
OVER 1/2 INCH	DEFICIENT CONDITION - MITIGATE DEFICIENCY WITHIN 30 CALENDAR DAYS OF DEFICIENCY IDENTIFICATION - RESET APPURTENANCE PER S604 AND S909 SERIES DETAILS

* ALL MEASUREMENTS ARE FROM SURROUNDING LEVEL SURFACE ELEVATION

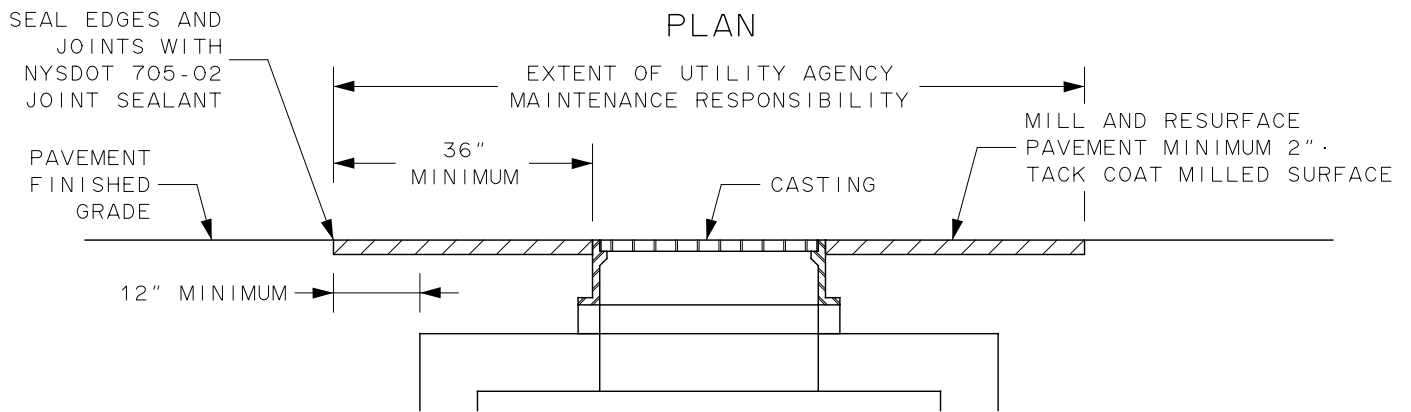
NOTES :

- CASTING IS TO BE INSTALLED PLANAR, TRUE TO LINE AND GRADE OF SURROUNDING PAVEMENT. COVER/GRATE TO HAVE FULL CONTINUOUS AND UNIFORM BEARING CONTACT WITH CORRESPONDING FRAME.
- TOP OF COVER/GRATE IS TO BE LEVEL WITH TOP OF FRAME, STABLE AND IMMOVABLE WHEN IN PLACE AND WHEN UNDER INFLUENCE OF TRAFFIC OR ANY OTHER TYPE OF LOAD BEARING STRESS.
- IF COVER/GRATE IS BELOW/ABOVE TOP OF FRAME GREATER THAN 1/4 INCH, IT IS DEFICIENT CONDITION THAT MUST BE MITIGATED WITHIN 30 CALENDAR DAYS OF DEFICIENCY IDENTIFICATION.

CITY OF ROCHESTER		
GRADE LEVEL UTILITY APPURTENANCE CONDITION EVALUATION		
ISSUED	11-14-18	NON-STANDARD DWG.NO.S100-01
REVISED	6-24-19	



PLAN



SECTION

CONDITION	CORRECTIVE ACTION
VERY GOOD PCI 100-86	NO ACTION REQUIRED
GOOD PCI 85-71	WITHIN 90 CALENDAR DAYS OF CONDITION DETERMINATION - SEAL ALL CRACKS AND JOINTS WITH NYSDOT 705-02 JOINT SEALANT
FAIR - POOR PCI 70-26	WITHIN 90 CALENDAR DAYS OF CONDITION DETERMINATION - MILL AND RESURFACE PAVEMENT MINIMUM 2" - APPLY TACK COAT TO MILLED SURFACE - APPLY TO AND SEAL ALL EDGES AND JOINTS WITH NYSDOT 705-02 JOINT SEALANT
SERIOUS - FAILED PCI 25-0	WITHIN 30 CALENDAR DAYS OF CONDITION DETERMINATION - RECONSTRUCT PAVEMENT SECTION IN KIND - APPLY TACK COAT BETWEEN ALL HMA COURSES - APPLY TO AND SEAL ALL EDGES AND JOINTS WITH NYSDOT 705-02 JOINT SEALANT - RESET APPURTENANCE PER S604 AND S909 SERIES DETAILS

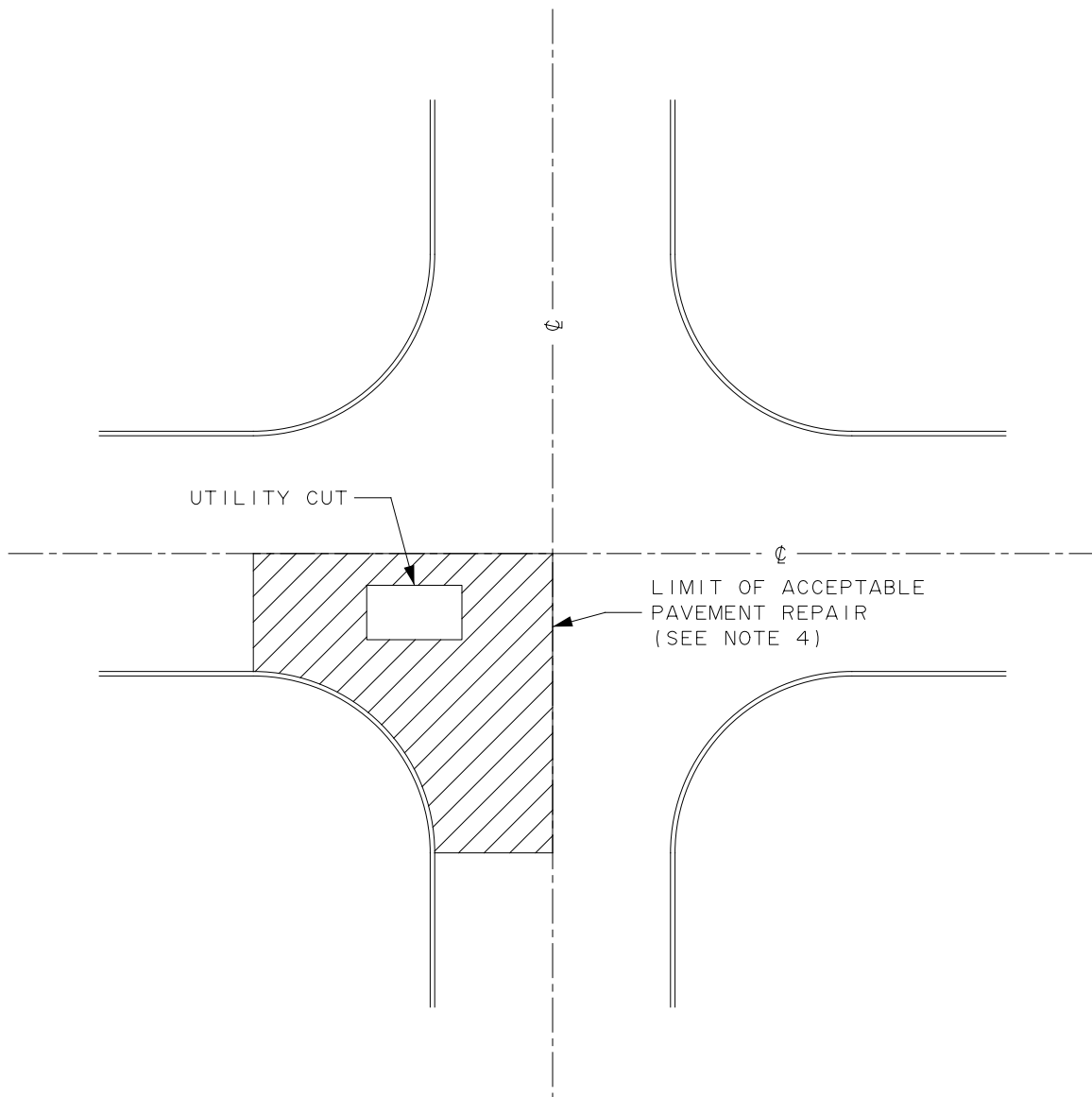
NOTES :

- UTILITY AGENCY IS RESPONSIBLE TO MAINTAIN PAVEMENT AREA AROUND UTILITY APPURTENANCE IN GOOD CONDITION 36 INCHES FROM OUTER EDGE OF CASTING, OR 12 INCHES FROM OUTSIDE EDGE OF UNDERLYING STRUCTURE, WHICHEVER IS GREATER.
- PAVEMENT CONDITION INDEX (PCI) IS TO BE RATED IN ACCORDANCE WITH ASTM D6433.
- WHERE CASTING IS IN DEFICIENT CONDITION AND/OR PAVEMENT AREA IS TO BE RECONSTRUCTED, RESET OR REPLACE EXISTING APPURTENANCE PER S604 AND S909 SERIES DETAILS.

CITY OF ROCHESTER

PAVEMENT CONDITION
AT UTILITY
APPURTENANCE

ISSUED	11-14-18	NON-STANDARD DWG.NO.S100-02
REVISED	6-24-19	

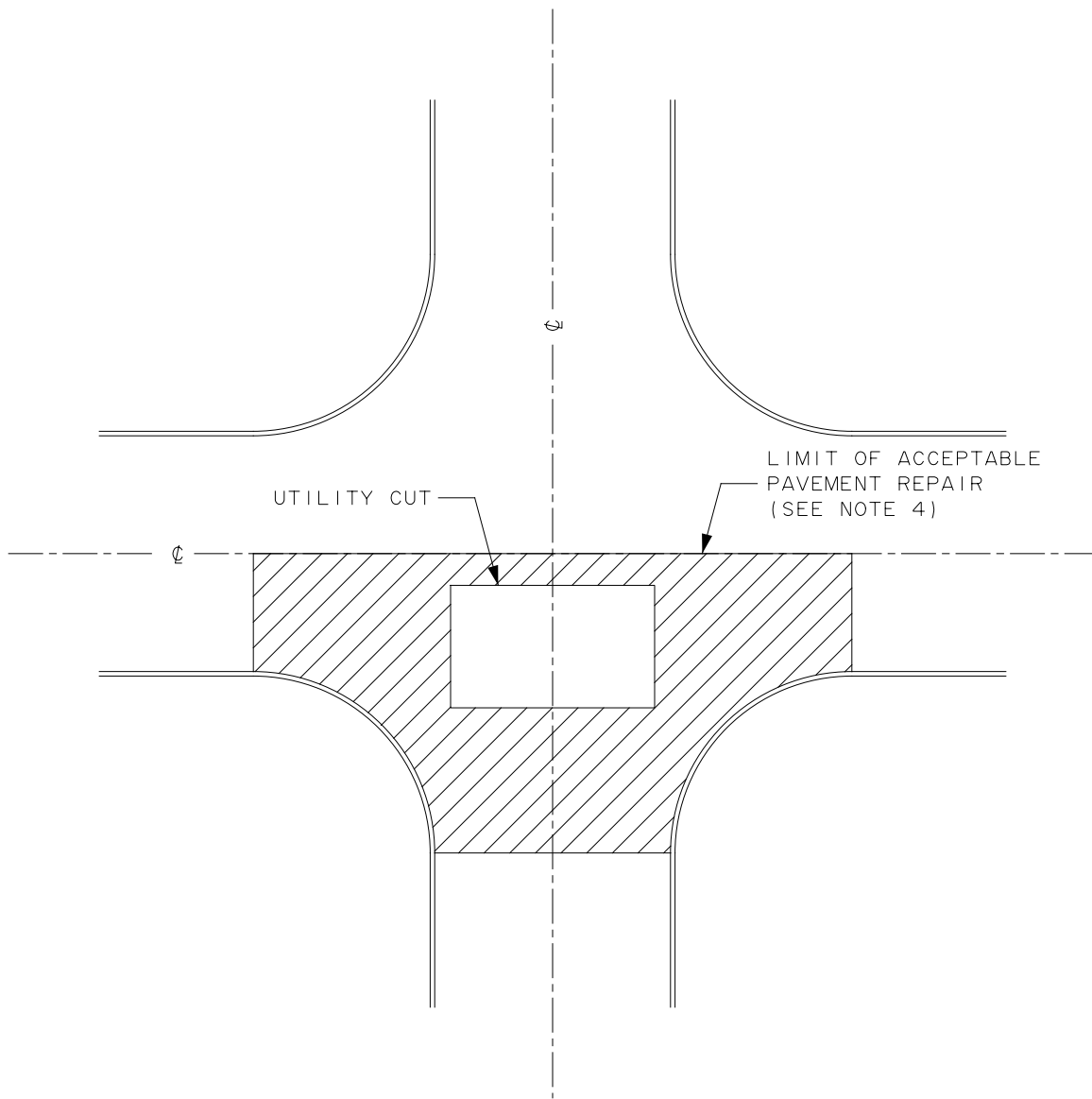


QUARTER INTERSECTION

NOTES:

1. ALL EDGES ARE TO BE SAW CUT FULL DEPTH ALONG NEAT STRAIGHT LINES, PARALLEL AND PERPENDICULAR TO FLOW OF TRAFFIC. PATCHES ARE NOT TO BE IRREGULAR IN SHAPE, OR HAVE ANGLED SIDES.
2. WHERE BACKFILL OF EXCAVATION CANNOT BE PROPERLY COMPLETED WITHIN SINGLE WORKDAY, STEEL PLATE(S) ARE TO BE INSTALLED TO PRESERVE TRAFFIC FLOW.
3. IF STEEL PLATE(S) ARE NOT TO BE UTILIZED, EXCAVATION IS TO BE FINISHED WITH TEMPORARY PAVEMENT SECTION. TEMPORARY PAVEMENT IS TO BE MAINTAINED IN SMOOTH RIDEABLE NON-HAZARDOUS CONDITION UNTIL PERMANENT PAVEMENT RESTORATION CAN BE DONE.
4. OUTER LIMIT OF PAVEMENT REPAIR AREA IS 10' BEYOND OUTER EXTENT OF UTILITY CUT OR TO PC/PT OF RADIUS WHICHEVER IS GREATER.

CITY OF ROCHESTER		
UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 1		
ISSUED	4-1-19	NON-STANDARD DWG.NO.SIOI-01
REVISED	6-24-19	

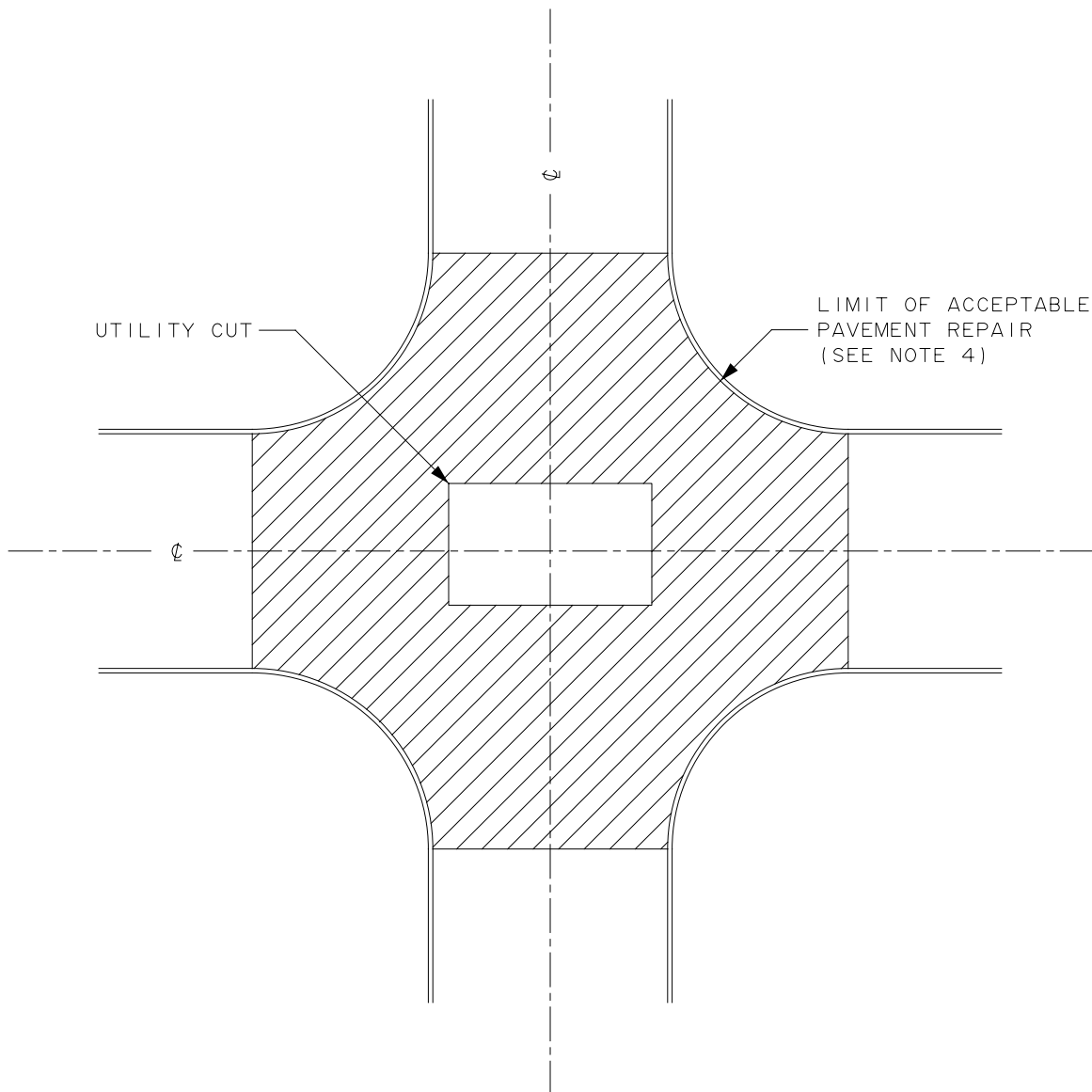


HALF INTERSECTION

NOTES:

1. ALL EDGES ARE TO BE SAW CUT FULL DEPTH ALONG NEAT STRAIGHT LINES, PARALLEL AND PERPENDICULAR TO FLOW OF TRAFFIC. PATCHES ARE NOT TO BE IRREGULAR IN SHAPE, OR HAVE ANGLED SIDES.
2. WHERE BACKFILL OF EXCAVATION CANNOT BE PROPERLY COMPLETED WITHIN SINGLE WORKDAY, STEEL PLATE(S) ARE TO BE INSTALLED TO PRESERVE TRAFFIC FLOW.
3. IF STEEL PLATE(S) ARE NOT TO BE UTILIZED, EXCAVATION IS TO BE FINISHED WITH TEMPORARY PAVEMENT SECTION. TEMPORARY PAVEMENT IS TO BE MAINTAINED IN SMOOTH RIDEABLE NON-HAZARDOUS CONDITION UNTIL PERMANENT PAVEMENT RESTORATION CAN BE DONE.
4. OUTER LIMIT OF PAVEMENT REPAIR AREA IS 10' BEYOND OUTER EXTENT OF UTILITY CUT OR TO PC/PT OF RADIUS WHICHEVER IS GREATER.

CITY OF ROCHESTER		
UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 2		
ISSUED	4-1-19	NON-STANDARD DWG.NO.SIOI-02
REVISED	6-24-19	

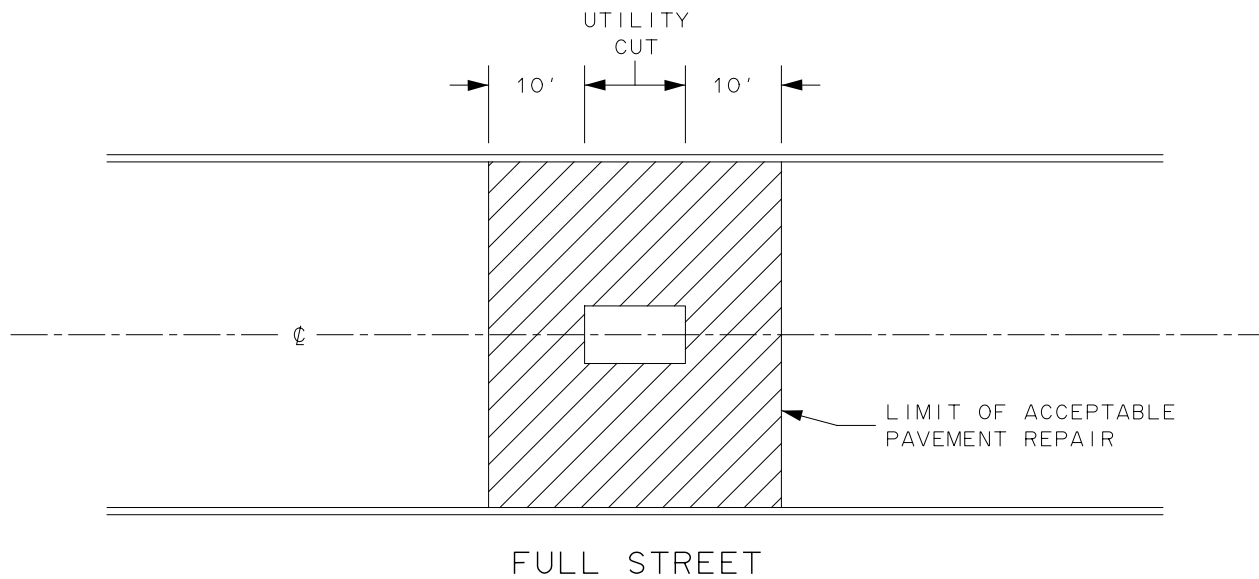
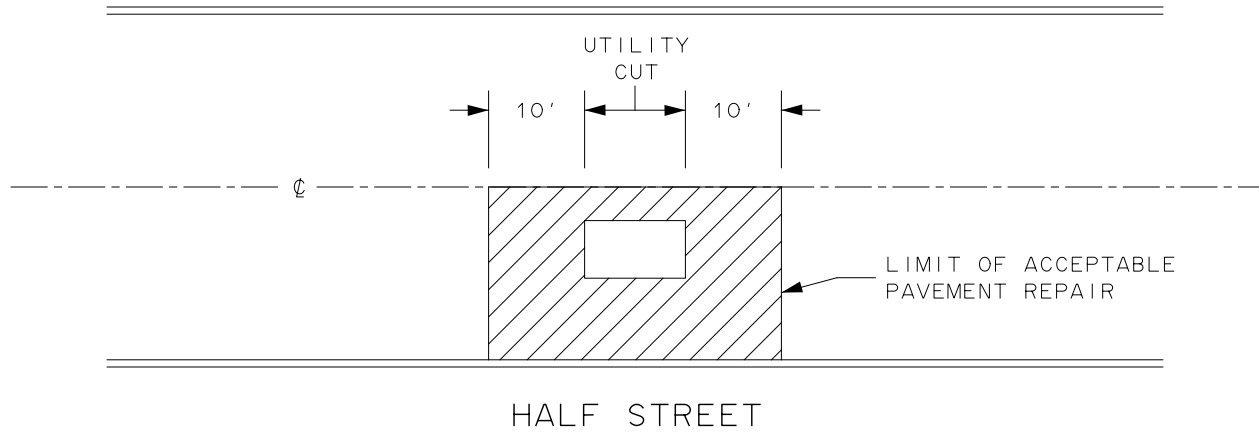


FULL INTERSECTION

NOTES:

1. ALL EDGES ARE TO BE SAW CUT FULL DEPTH ALONG NEAT STRAIGHT LINES, PARALLEL AND PERPENDICULAR TO FLOW OF TRAFFIC. PATCHES ARE NOT TO BE IRREGULAR IN SHAPE, OR HAVE ANGLED SIDES.
2. WHERE BACKFILL OF EXCAVATION CANNOT BE PROPERLY COMPLETED WITHIN SINGLE WORKDAY, STEEL PLATE(S) ARE TO BE INSTALLED TO PRESERVE TRAFFIC FLOW.
3. IF STEEL PLATE(S) ARE NOT TO BE UTILIZED, EXCAVATION IS TO BE FINISHED WITH TEMPORARY PAVEMENT SECTION. TEMPORARY PAVEMENT IS TO BE MAINTAINED IN SMOOTH RIDEABLE NON-HAZARDOUS CONDITION UNTIL PERMANENT PAVEMENT RESTORATION CAN BE DONE.
4. OUTER LIMIT OF PAVEMENT REPAIR AREA IS 10' BEYOND OUTER EXTENT OF UTILITY CUT OR TO PC/PT OF RADIUS WHICHEVER IS GREATER.

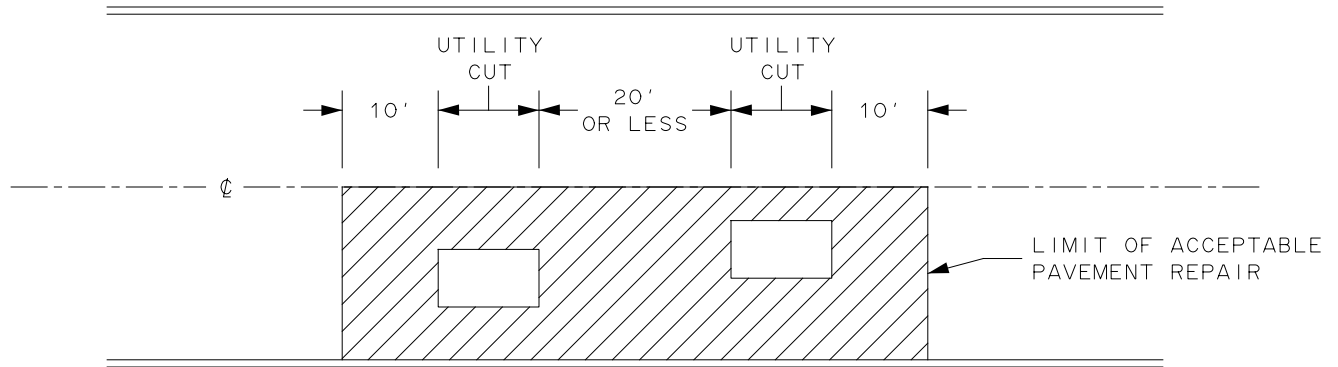
CITY OF ROCHESTER		
UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 3		
ISSUED	4-1-19	NON-STANDARD DWG.NO.SIOI-03
REVISED	6-24-19	



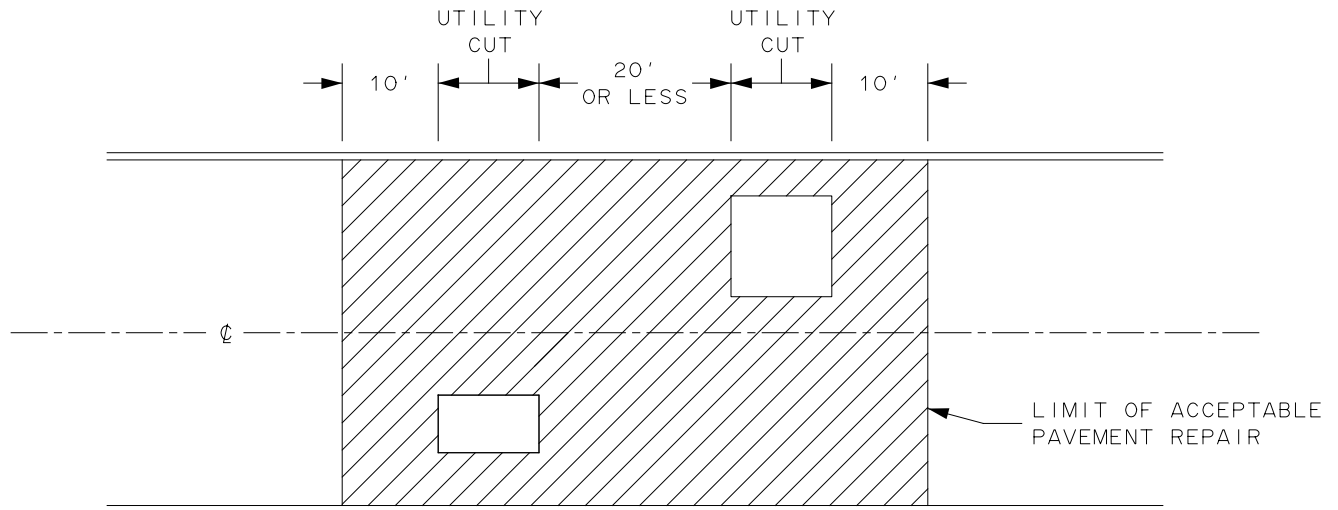
NOTES :

1. ALL EDGES ARE TO BE SAW CUT FULL DEPTH ALONG NEAT STRAIGHT LINES, PARALLEL AND PERPENDICULAR TO FLOW OF TRAFFIC. PATCHES ARE NOT TO BE IRREGULAR IN SHAPE, OR HAVE ANGLED SIDES.
2. WHERE BACKFILL OF EXCAVATION CANNOT BE PROPERLY COMPLETED WITHIN SINGLE WORKDAY, STEEL PLATE(S) ARE TO BE INSTALLED TO PRESERVE TRAFFIC FLOW.
3. IF STEEL PLATE(S) ARE NOT TO BE UTILIZED, EXCAVATION IS TO BE FINISHED WITH TEMPORARY PAVEMENT SECTION. TEMPORARY PAVEMENT IS TO BE MAINTAINED IN SMOOTH RIDEABLE NON-HAZARDOUS CONDITION UNTIL PERMANENT PAVEMENT RESTORATION CAN BE DONE.

CITY OF ROCHESTER		
UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 4		
ISSUED	4-1-19	NON-STANDARD DWG.NO.SIOI-04
REVISED	6-24-19	



HALF STREET

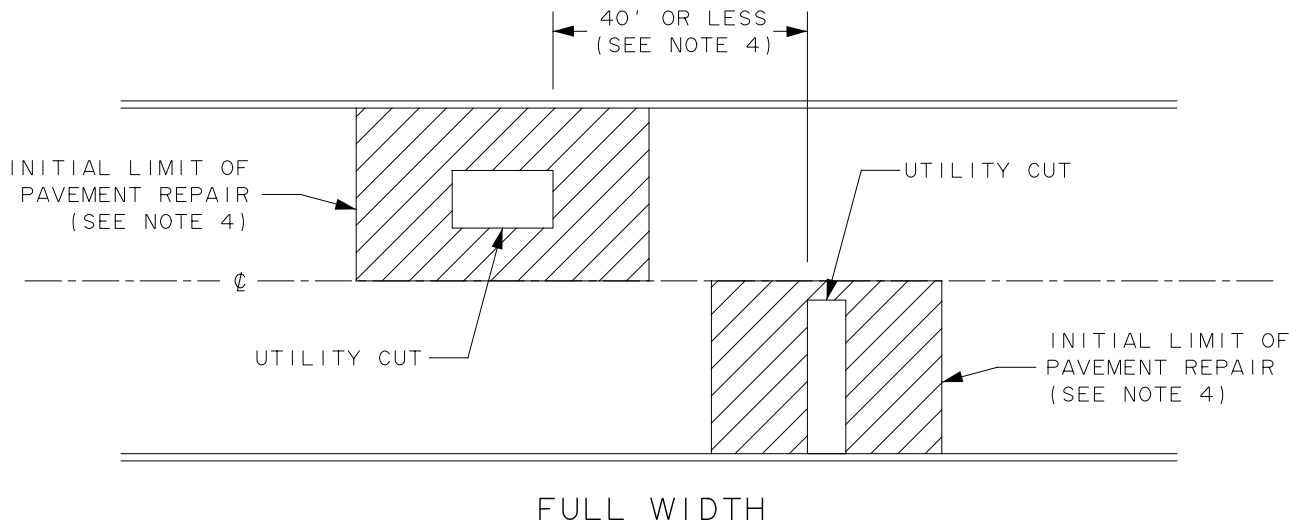
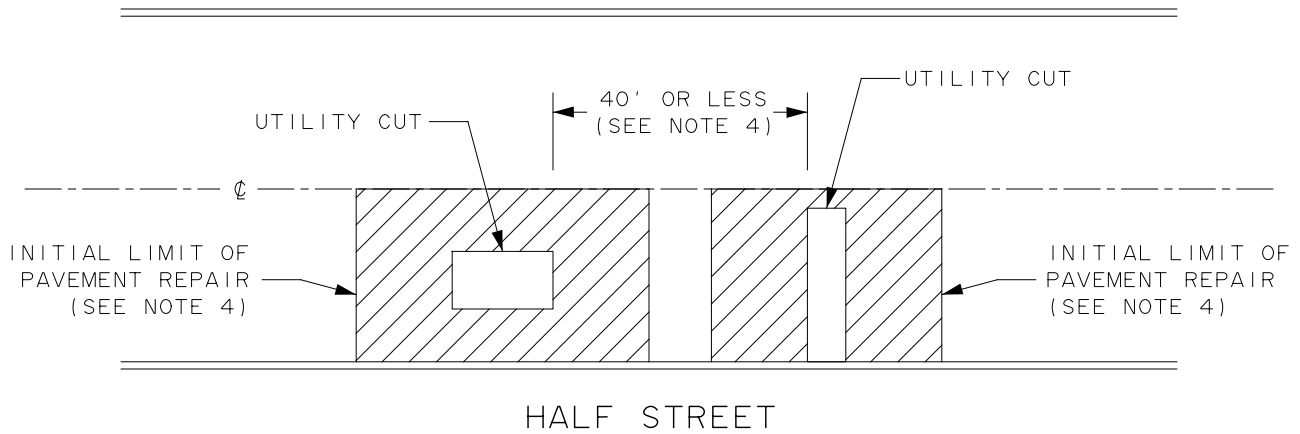


FULL STREET

NOTES:

1. ALL EDGES ARE TO BE SAW CUT FULL DEPTH ALONG NEAT STRAIGHT LINES, PARALLEL AND PERPENDICULAR TO FLOW OF TRAFFIC. PATCHES ARE NOT TO BE IRREGULAR IN SHAPE, OR HAVE ANGLED SIDES.
2. WHERE BACKFILL OF EXCAVATION CANNOT BE PROPERLY COMPLETED WITHIN SINGLE WORKDAY, STEEL PLATE(S) ARE TO BE INSTALLED TO PRESERVE TRAFFIC FLOW.
3. IF STEEL PLATE(S) ARE NOT TO BE UTILIZED, EXCAVATION IS TO BE FINISHED WITH TEMPORARY PAVEMENT SECTION. TEMPORARY PAVEMENT IS TO BE MAINTAINED IN SMOOTH RIDEABLE NON-HAZARDOUS CONDITION UNTIL PERMANENT PAVEMENT RESTORATION CAN BE DONE.
4. WHERE DISTANCE BETWEEN OUTER EXTENTS OF UTILITY CUTS IS BETWEEN 20 FEET AND 40 FEET, REFER TO DWG. S101-06.

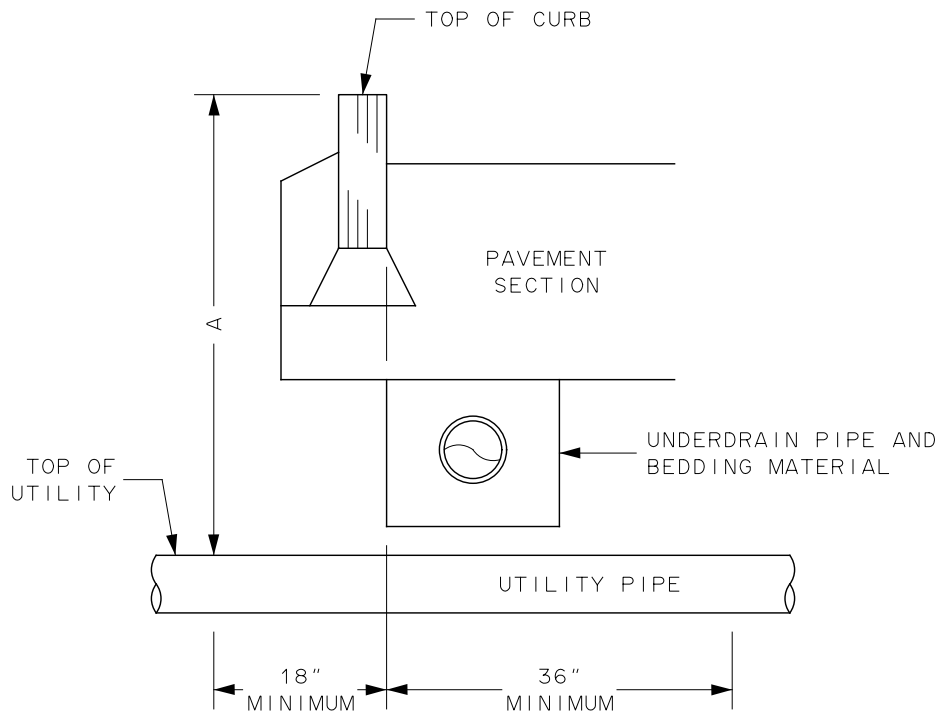
CITY OF ROCHESTER		
UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 5		
ISSUED	4-1-19	NON-STANDARD DWG.NO.S101-05
REVISED	6-24-19	



NOTES :

1. ALL EDGES ARE TO BE SAW CUT FULL DEPTH ALONG NEAT STRAIGHT LINES, PARALLEL AND PERPENDICULAR TO FLOW OF TRAFFIC. PATCHES ARE NOT TO BE IRREGULAR IN SHAPE, OR HAVE ANGLED SIDES.
2. WHERE BACKFILL OF EXCAVATION CANNOT BE PROPERLY COMPLETED WITHIN SINGLE WORKDAY, STEEL PLATE(S) ARE TO BE INSTALLED TO PRESERVE TRAFFIC FLOW.
3. IF STEEL PLATE(S) ARE NOT TO BE UTILIZED, EXCAVATION IS TO BE FINISHED WITH TEMPORARY PAVEMENT SECTION. TEMPORARY PAVEMENT IS TO BE MAINTAINED IN SMOOTH RIDEABLE NON-HAZARDOUS CONDITION UNTIL PERMANENT PAVEMENT RESTORATION CAN BE DONE.
4. WHERE DISTANCE BETWEEN OUTER EXTENT OF UTILITY CUTS IS 40 FEET OR LESS SPECIAL REVIEW IS REQUIRED BY PERMIT OFFICE TO DETERMINE OVERALL LIMITS OF PAVEMENT RESTORATION AREA.

CITY OF ROCHESTER		
UTILITY CUT PAVEMENT REPAIR LIMIT EXAMPLE 6		
ISSUED	4-1-19	NON-STANDARD DWG.NO.SIOI-06
REVISED	6-24-19	

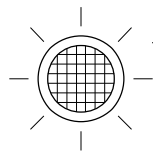


PAVEMENT SECTION	"A" INCHES MINIMUM DEPTH OF UTILITY INSTALLATION FROM TOP OF CURB TO TOP OF UTILITY
LIGHT-DUTY ASPHALT	41"
MEDIUM-DUTY ASPHALT	44"
MODIFIED-DUTY ASPHALT	46"
HEAVY-DUTY ASPHALT	48"
CONCRETE AND SPECIALTY TYPE	45" MINIMUM

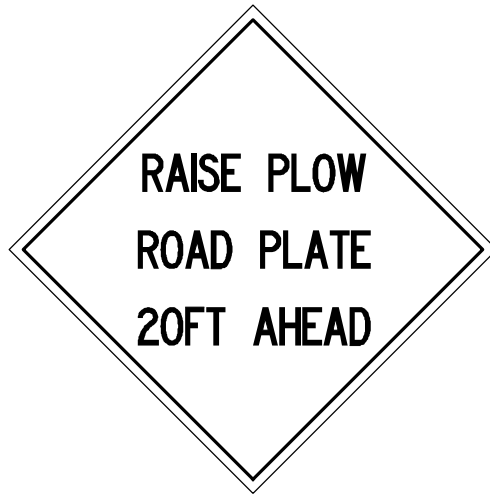
NOTE :

UTILITIES INSTALLED UNDER CURB MUST BE DEEP ENOUGH TO PASS UNDER UNDERDRAIN PIPE AND BEDDING MATERIAL.

CITY OF ROCHESTER		
UTILITY INSTALLATION UNDER CURB		
ISSUED	4-1-19	NON-STANDARD DWG.NO.SIO2-01
REVISED	5-1-19	



TYPE B FLASHING HIGH INTENSITY WARNING LIGHT



SIGN BOARD :

- SIZE 36" x 36"
- ORANGE BACKGROUND WITH INNER BLACK LINE
- CLEAR MARGIN $\frac{5}{8}$ " ALL AROUND
- INNER BLACK LINE $\frac{7}{8}$ " WIDE

LETTERS :

- BLACK, 4" TYPE C WITH 4" LINE SPACING

NOTES :

1. SIGN IS TO BE PLACED MINIMUM 20 FEET IN ADVANCE OF ROAD PLATE AND WITHIN 2 FEET OF PAVEMENT EDGE.
2. BOTTOM OF SIGN IS TO BE MINIMUM OF 5 FEET ABOVE GROUND.
3. SIGN IS TO BE LOCATED SUCH AS TO ACHIEVE MAXIMUM VISIBILITY AND WITHOUT INTERFERRING WITH SIGHT DISTANCE FOR PEDESTRIANS, BICYCLISTS AND MOTORISTS.

CITY OF ROCHESTER		
RAISE PLOW ROAD PLATE AHEAD WARNING SIGN		
ISSUED	4-25-96	NON-STANDARD
REVISED	1-1-17	DWG.NO.S999-1

UTILITY	SIZE	DEPTH GUIDELINE	LOCATION GUIDELINE	DESIRED LATERAL SEPARATION FROM								
				SEWERS	WATERMAIN	GAS MAIN	ELEC. COND.	TEL. COND.	CTV COND.	STREET LT. COND.	TRAF. SIG.	
SEWER	8" to more than 60" diam.	96"	Center of ROW	—	10'	3'	3'	3'	3'	3'	3'	3'
WATER MAIN	8" - 12" diam. 24" - 36" (trans.)	54"	4' to 5' off curb	10'	—	3'	3'	3'	3'	3'	3'	3'
GAS MAIN	2" - 12" diam. 16" - 24" (trans.)	36"	Curb to ROW line	3'	3'	—	3'	3'	3'	3'	3'	3'
ELEC. CONDUIT	5" diam.	30" - 36" (bc) 36" - 48" (pvt)	Pavement area	3'	3'	3'	—	18"	18"	18"	18"	18"
ELEC. MH	6' x 11' x 6' deep	Roof varies based on type of pvt	Pavement area	2'	2'	2'	—	18"	18"	18"	18"	18"
TEL. CONDUIT	4" diam.	30" - 36" (bc) 36" - 48" (pvt)	Pavement area	3'	3'	3'	18"	—	18"	18"	18"	18"
TEL. MANHOLE	5' x 10' x 6' deep	Roof varies based on type of pvt	Pavement area	2'	2'	2'	18"	—	18"	18"	18"	18"
CABLE TV COND.	3" - 4" diam.	30" (bc) 36" (pvt)	Curb to ROW line	3'	3'	3'	18"	18"	—	18"	18"	18"
STREET LT. COND.	2" - 3" diam.	24" (bc) 36" (pvt)	Curb to ROW line	3'	3'	3'	18"	18"	18"	—	18"	18"
TRAF. SIG. COND.	3" - 4" diam.	24" (bc) 24" (pvt)	Curb to ROW line	3'	3'	3'	18"	18"	18"	18"	—	18"
ROAD UNDERD'N	6" diam.	22" (med pvt) 27" (hvy pvt)	6" off curb	2'	2'	2'	2'	2'	2'	2'	2'	2'

UTILITY COORDINATING COMMITTEE MEMBERS:

- City of Rochester
- Eastman Kodak Company
- Greater Rochester Cablevision
- Monroe County Traffic Bureau
- Monroe County Water Authority
- Ogden Telephone
- Rochester Gas & Electric
- Rochester Telephone
- Town of Greece
- Town of Henrietta
- Village of Fairport
- Village of Spencerport



**CITY OF ROCHESTER
UTILITY LOCATION GUIDELINES**