



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 EITHER HMA/WMA, COMPACTED BY EITHER 70 OR 80 SERIES COMPACTION METHOD AS REQUIRED BY RESIDENT PROJECT REPRESENTATIVE.
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. TACK COAT TO BE APPLIED BETWEEN ALL LIFTS OF ASPHALT PAVEMENT COURSES.
5. CONCRETE TO BE EITHER CLASS C OR HIGH EARLY STRENGTH MIX IN ACCORDANCE WITH NYSDOT SECTION 503 PORTLAND CEMENT CONCRETE FOUNDATION FOR PAVEMENT.
6. TOP OF CONCRETE BASE TO BE AT OR BELOW TOP OF EXISTING CONCRETE BASE TO PROVIDE FOR MINIMUM THICKNESSES OF ASPHALT COURSES AND CONCRETE BASE.
7. SEAL ALL TOP COURSE JOINTS WITH HOT-APPLIED ASPHALT JOINT ADHESIVE MATERIAL IN ACCORDANCE WITH NYSDOT SECTION 418 ASPHALT PAVEMENT JOINT ADHESIVE.
8. 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		
TRENCH RESTORATION CONCRETE BASE		
ISSUED	9-2-91	STANDARD DWG.NO.R206-2
REVISED	1-6-22	