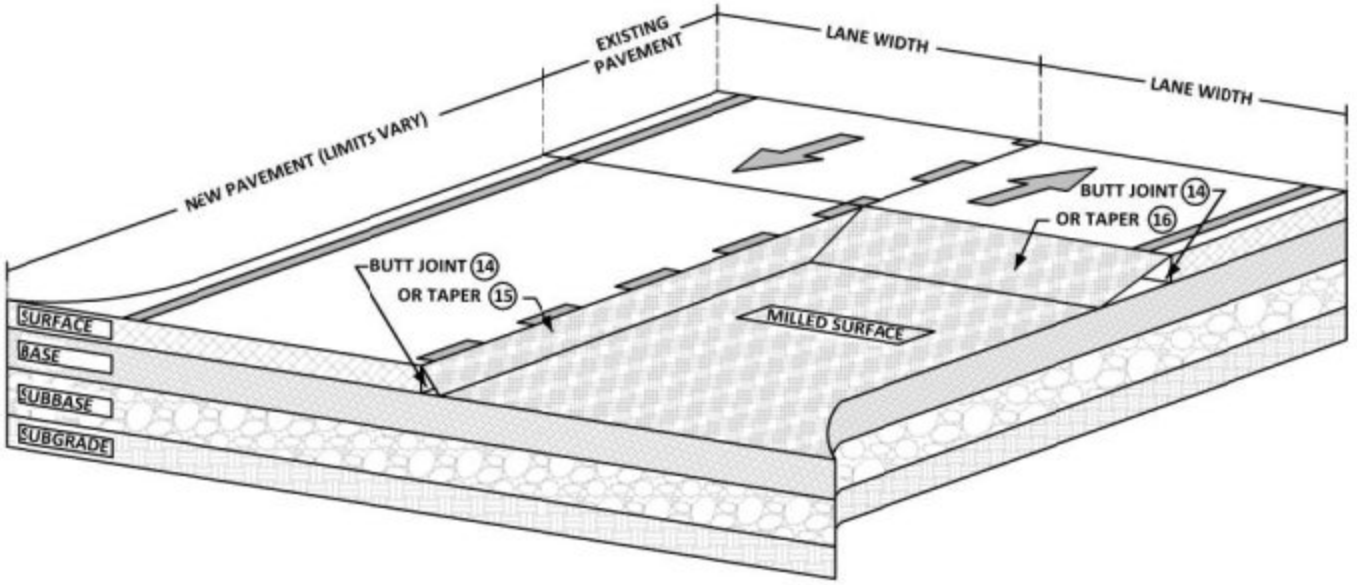
ASPHALT PAVEMENT
NEW CONSTRUCTION/REHABILITATION/RECONSTRUCTION

ASPHALT PAVEMENT REQUIREMENTS			
OPTION	**LAYER**	**MATERIAL**	**THICKNESS**
OPTION 1	SURFACE	165 LB/SY HMA 9.5mm	1.5" MIN.
	BASE	605 LB/SY HMA 25mm	5.5" MIN.
	SUBBASE	#53 Crushed Stone, Mechanically Compacted	6" MIN.
OPTION 2	SURFACE	165 LB/SY HMA 9.5mm	1.5" MIN.
	BASE	P.C.C.P, 3500psi	6" MIN.
	SUBBASE	#53 Crushed Stone, Mechanically Compacted	6" MIN.



GENERAL NOTES

GENERAL

1. Asphalt pavement for new construction, rehabilitation, and reconstruction shall conform to Section 403E, *Asphalt Pavement*.
2. Asphalt pavement material and thickness shall conform to Option 1 or Option 2 as listed in the Asphalt Pavement Requirements Table.
2. HMA courses less than 110 LB/SY shall be placed when the ambient and surface temperatures are 60°F or above. HMA courses equal to or greater than 110 LB/SY but less than 220 LB/SY are to be placed when the ambient and surface temperatures are 45°F or above.
3. Castings located in the roadway shall be flush with the pavement and follow the cross slope and grade of the road and shall conform to Detail CA-1, *Castings*.
4. Pavement markings shall conform with Section 701E, *Pavement Markings*.
5. Traffic control shall conform with Section 703E, *Maintenance Of Traffic*.

NEW ROAD CONSTRUCTION

6. All areas of each course shall be compacted to a minimum of 95% of maximum dry density per ASTM D1557 (Modified Proctor). Areas inaccessible to rollers shall be compacted thoroughly with a vibratory plate compactor.
7. The subgrade and subbase shall be proofrolled before the next course is placed. Contact the City Engineer's office to schedule a proofroll at least 24 hours in advance.
8. All faces of the existing pavement and adjacent structures shall be applied with a tack coat prior to HMA placement.

REHABILITATION/ RECONSTRUCTION

9. During road reconstruction, where the subgrade is new or exposed, it shall be proofrolled before the subbase is placed. Contact the City Engineering Department to schedule a proofroll at least 24 hours in advance.
10. During road rehabilitation, full depth patches shall be performed prior to milling where base or subbase failures have occurred.
11. Full depth patches shall be saw cut in a straight and neat line to the full depth of the existing pavement. The sides of the excavation shall be vertical and the edges shall be neat. No breaking of the pavement is allowed.
12. All faces of the existing pavement and adjacent structures shall be applied with a tack coat.
13. All areas of each course shall be compacted to a minimum of 95% of maximum dry density per ASTM D1557 (Modified Proctor). Areas inaccessible to rollers shall be compacted thoroughly with a vibratory plate compactor.
14. When milling is required all mainline and approach tie-in transitions shall be with a butt-joint. No feathering is allowed.
15. Adjacent milled lanes/areas open to traffic shall be tapered 45° or flatter when the butt joint will exceed 1.5".
16. Milled approaches open to traffic shall be transitioned at a rate of 24:1 when the butt joint will exceed 1.5".

REF.

17. Section 202E, *Subgrades And Embankments For Roads*
18. Detail URCP-1, *Utility Road Cut Patch*

ENGINEERING DEPARTMENT

DETAIL AP-1
ASPHALT PAVEMENT

NO SCALE

REVISION DATE: