


**NOTES**

1. THE EXISTING A.C. SHALL BE SAWCUT THROUGH ENTIRE A.C. SECTION PRIOR TO EXCAVATION.
2. BACKFILL IN THE PIPE ZONE SHALL BE PLACED IN MAXIMUM 6" COMPACTED LIFTS.
3. TRENCH BACKFILL SHALL BE CONTROL DENSITY FILL (CDF).
4. CDF SHALL BE A LOW STRENGTH, HIGHLY FLOWABLE MIXTURE OF PORTLAND CEMENT, POZZOLAN (FLY ASH), FINE AGGREGATES, WATER AND ADMIXTURES, IF NECESSARY, WHICH RESULTS IN A HARDENED, DENSE NON-SETTLING, HAND EXCAVATABLE FILL. THE CDF SHALL NOT CONTAIN AGGREGATE LARGER THAN 3/8" IN TRENCHES LESS THAN 12" WIDE.
5. PORTLAND CEMENT, POZZOLAN, FINE AGGREGATES, WATER, AND ADMIXTURES SHALL CONFORM TO ODOT/APWA SECTION 212, EXCEPT THAT PORTLAND CEMENT SHALL BE TYPE I-II OR II.
6. CDF MIX SHALL BE DESIGNED TO ENSURE THAT THE MATERIAL PLACED HAS A 7-DAY COMPRESSIVE STRENGTH OF BETWEEN 50 PSI AND 100 PSI.
7. WHEN REQUIRED, THE COMPRESSIVE STRENGTH SHALL BE TESTED USING 4-INCH MORTAR CUBES PER AST C 109.
8. WITHIN 24 HOURS THE MATERIAL SHALL BE CAPABLE OF SUPPORTING VEHICULAR TRAFFIC WITH RUTTING PER AST C 109.
9. TRENCHES SHALL BE PROTECTED WITH STEEL PLATING CAPABLE OF CARRYING A MINIMUM OF H-20 LOADING. EACH PLATE SHALL BE SECURED IN PLACE WITH APPROACH RAMPS OF COLD MIX A.C. LIGHTED BARRICADES SHALL BE MOUNTED WITH BUMP AND CONSTRUCTION AHEAD SIGNS. REFLECTIVE SHEETING FOR NIGHT VISION SHALL BE PLACED AHEAD OF AND ADJACENT TO THE PLATING.
10. WORK RESULTING IN IRREGULAR TRENCH WIDTHS OR INCIDENTAL DAMAGE TO THE ROADWAY SURFACE WILL REQUIRE ANOTHER SAWCUT AND SUBSEQUENT REMOVAL OF THE A.C. THE SAWCUT LINE SHALL BE APPROVED BY CLACKAMAS COUNTY PRIOR TO THE PLACEMENT OF PERMANENT SURFACE REPAIR.
11. ALL PAVING SHALL BE COMPLETED WITHIN 24 HOURS OF COMPLETING THE BACKFILL PROCESS UNLESS OTHER ARRANGEMENTS ARE MADE WITH THE INSPECTOR.
12. ALL PLATING & SIGNS SHALL REMAIN IN PLACE UNTIL PERMANENT SURFACE REPAIR PAVING OPERATIONS ARE UNDERWAY.
13. TRAFFIC CONTROLS FOR THE WORK SITE SHALL CONFORM TO THE CURRENT M.U.T.C.D.
14. SUBMIT COPIES OF CDF MATERIAL DELIVERY SLIPS TO CLACKAMAS COUNTY, DTD, ENGINEERING PERMITS SPECIALIST WITHIN 10 DAYS OF PLACEMENT.
15. TRAFFIC SIGNAL DETECTOR LOOPS IN SIGNALIZED INTERSECTIONS, DAMAGED AS A RESULT OF WORK DONE UNDER THE PERMIT, SHALL BE REPLACED IN THEIR ENTIRETY. NO SPLICING OF TRAFFIC LOOPS IS ALLOWED. ANY TRAFFIC LOOP THAT IS TUNNELED UNDER WILL REQUIRE A FULL DEPTH TRENCH BACKFILL WITH FLUID 150 PSI MAXIMUM STRENGTH CDF (CONTROLLED DENSITY FILL) A MINIMUM WIDTH OF 18" ON EACH SIDE OF THE TRAFFIC LOOP WIRE. ANY TRAFFIC LOOP WORK DONE UNDER THIS PERMIT WILL BE WARRANTED FOR A PERIOD OF TWO YEARS FROM THE DATE OF SUCH WORK.
16. TRENCH COMPACTION SHALL BE 95% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT IN THE UPPER THREE FEET. COMPACTION EQUIPMENT MUST BE ON THE JOB SITE BEFORE EXCAVATION IS STARTED. COMPACTION EQUIPMENT, AS DEFINED IN ODOT SPECIFICATIONS, MUST BE CAPABLE OF COMPACTION WITHIN THE TRENCH WIDTH LIMITS TO PREVENT BRIDGING CAUSED BY STRADDLING THE DITCH.
17. A TEMPORARY PATCH OF COLD OR HOT MIX ASPHALT SHALL BE PLACED ON ALL HARD SURFACE CUTS IMMEDIATELY AFTER BACK FILLING HAS BEEN COMPLETED, PRIOR TO ALLOWING TRAFFIC OVER IT. GRAVEL WILL NOT BE CONSIDERED AS MEETING THE COUNTY STANDARDS FOR A TEMPORARY PATCH.
18. IMMEDIATELY PRIOR TO PLACING THE FINAL ASPHALT WEARING SURFACE, THE EXISTING PAVEMENT SHALL BE CLEANED, CLEARED OF ALL LOOSE MATERIAL, AND COATED WITH HOT LIQUID ASPHALT TO ENSURE A BOND WITH THE NEW ASPHALT SURFACE. THE RESTORED PAVEMENT SHALL BE FINISHED TO A SMOOTH RIDING SURFACE AND TO THE GRADE OF THE SURROUNDING UNDISTURBED PAVEMENT. THE FINAL PAVEMENT JOINTS ARE TO BE SEALED AND SANDED.

<b>REVISION</b>	<b>DATE</b>	<b>BY</b>	DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  150 BEAVERCREEK ROAD OREGON CITY, OR 97045		<b>APPROVAL DATE:</b> 1/1/13	<b>SCALE:</b> N.T.S.	<b>STANDARD DRAWING</b>  <b>U260</b>
NOTE 6 TO 100 PSI	1/1	RN			<b>NOTES FOR CONTROLLED DENSITY BACKFILL</b>		