


NOTES

1. THE USE OF CONTROL DENSITY FILL SHALL BE DETERMINED BY SECTION 710.8
2. THE EXISTING ACP SHALL BE SAWCUT THROUGH ENTIRE ACP SECTION PRIOR TO EXCAVATION.
3. BACKFILL IN THE PIPE ZONE SHALL BE PLACED IN MAXIMUM 6" COMPACTED LIFTS.
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 28-DAY COMPRESSIVE STRENGTH OF 200 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 PER SECTION 710.8.E
10. WORK RESULTING IN IRREGULAR TRENCH WIDTHS OR INCIDENTAL DAMAGE TO THE ROADWAY SURFACE WILL REQUIRE ANOTHER SAWCUT AND SUBSEQUENT REMOVAL OF THE ACP. THE SAWCUT LINE SHALL BE APPROVED BY THE COUNTY PRIOR TO THE PLACEMENT OF PERMANENT SURFACE REPAIR.
11. RESTORE ACP SECTION WITH 4" OF 1/2" DENSE GRADED AGGREGATE MIX OR AN EQUAL THICKNESS OF THAT REMOVED WHICHEVER IS GREATER, PLACE ACP IN MAXIMUM 2" LIFTS.
12. ALL PAVING SHALL BE COMPLETED WITHIN 24 HOURS OF COMPLETING THE BACKFILL PROCESS UNLESS OTHER ARRANGEMENTS ARE MADE WITH THE INSPECTOR.
13. ALL PLATING & SIGNS SHALL REMAIN IN PLACE UNTIL PERMANENT SURFACE REPAIR PAVING OPERATIONS ARE UNDERWAY.
14. SUBMIT COPIES OF CDF MATERIAL DELIVERY SLIPS TO CLACKAMAS COUNTY, DTD ENGINEERING WITHIN 10 DAYS OF PLACEMENT.
15. DAMAGED SIGNAL DETECTOR LOOPS 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 200 PSI MAXIMUM STRENGTH CDF (CONTROLLED DENSITY FILL) A MINIMUM WIDTH OF 18" ON EACH SIDE OF THE TRAFFIC LOOP WIRE.
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 MAY NOT BE USED AS 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.
19. SAWCUT EDGES TO BE TACKED WITH HOT LIQUID ASPHALT.
20. COMPLY WITH SMOOTHNESS REQUIREMENTS OF ODOT STANDARD SPECIFICATIONS SECTION 0074.70

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REVISION			DATE	BY	<div>DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT</div> <div>150 BEAVERCREEK ROAD OREGON CITY, OR 97045</div> <div> CLACKAMAS COUNTY</div>	APPROVAL DATE:		SCALE: N.T.S.	STANDARD DRAWING
REV 1			11/19	BP		NOTES FOR CONTROLLED DENSITY BACKFILL		U250B	