


NOTES

1. CDF MIX SHALL BE DESIGNED TO ENSURE THAT THE MATERIAL PLACED HAS A 28-DAY COMPRESSIVE STRENGTH OF 100 TO 200 PSI.
2. RESTORE ACP SECTION WITH 6" OF HMAC LEVEL 3, PG 65-22, 1/2" DENSE GRADED AGGREGATE.
3. RESTORE ACP SECTION WITH 6" OF HMAC LEVEL 3, PG 64-22, 1/2" DENSE GRADED AGGREGATE OR AN EQUAL THICKNESS OF THAT REMOVED WHICHEVER IS GREATER.
4. COMPACTION EQUIPMENT MUST BE ON THE JOB SITE BEFORE EXCAVATION IS STARTED. COMPACTION EQUIPMENT, AS DEFINED IN OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, MUST BE CAPABLE OF COMPACTION WITHIN A TRENCH WIDTH LIMITS TO PREVENT BRIDGING CAUSED BY STRADDLING THE DITCH. ASPHALTIC CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF OREGON STANDARD SPECIFICATIONS SEC. 00744.40. ACP TO BE PLACED IN LIFTS BETWEEN 2 INCHES AND 3 INCHES IN THICKNESS
5. SAWCUT EDGES TO BE TACKED WITH HOT LIQUID ASPHALT.
6. COMPLY WITH SMOOTHNESS REQUIREMENTS OF OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, SECTION 00744.70
7. THE USE OF CONTROL DENSITY FILL SHALL BE DETERMINED BY SECTION 710.8
8. TRENCHES SHALL BE PROTECTED PER SECTION 710.8.E
9. 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.
10. ALL PAVING SHALL BE COMPLETED WITHIN 24 HOURS OF COMPLETING THE BACKFILL PROCESS UNLESS OTHER ARRANGEMENTS ARE MADE WITH THE INSPECTOR.
11. SUBMIT COPIES OF CDF MATERIAL DELIVERY SLIPS TO UTILITYPERMITS@CLACKAMAS.US WITHIN 10 DAYS OF PLACEMENT. REFERENCE THE PERMIT NUMBER.
12. 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.
13. 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.
14. 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.
15. 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.
16. RATIO: 1 – BAG DRY CEMENT PER 1 – CY YARD (27 CU FT) OF AGGREGATE.

EXAMPLE: 2'W x 260'L x 3'D = 360 CU FT. 360 DIVIDED BY 27 = 13.3 BAGS.

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