



"X" = DISTANCE FROM EDGE OF TRENCH TO EDGE OF CLOSEST PROPOSED OR EXISTING PAVEMENT, CURB, DRIVEWAYS, ALLEYS, STONE AREA OR WALKS.
 "Z" = DISTANCE FROM TOP OF BEDDING TO FINISH SURFACE.

TRENCH DETAIL NOTES

- A.** GRANULAR BEDDING SHALL BE WASHED GRAVEL (NO LIMESTONE), ODOT 603 TYPE 3 (#57 OR #67), OR OTHER APPROVED EQUIVALENT.
- B.** ALL TRENCHES WHERE "X" IS GREATER THAN "Z" FROM PROPOSED OR EXISTING PAVEMENT, CURB, DRIVEWAYS, ALLEYS, STONE AREA OR WALKS CAN BE COMPACTED EXISTING NATIVE MATERIAL IN 12" MAXIMUM LIFTS OR AS APPROVED BY THE CITY. NO MATERIAL SHALL BE USED FOR BACKFILLING THAT CONTAINS STONES, ROCKS, PAVEMENT ETC., GREATER THAN 4" DIAMETER.

WATER MAIN TRENCH DETAIL

WATER MAIN CROSSING SEPARATION

WHENEVER A SANITARY SEWER AND WATER LINE MUST CROSS, THE SEWER SHALL BE LAID AT SUCH AN ELEVATION THAT THE CROWN OF THE SEWER IS AT LEAST 18 INCHES BELOW THE BOTTOM OF THE WATER LINE. IF IT IS ABSOLUTELY IMPOSSIBLE TO MAINTAIN THE 18-INCH VERTICAL SEPARATION, THE SANITARY SEWER SHALL BE CONSTRUCTED WITH WATER LINE TYPE MATERIALS WHICH WILL WITHSTAND A 50 PSI PRESSURE TEST. THESE REQUIREMENTS WILL EXTEND FOR A DISTANCE OF 10 FEET, MEASURED PERPENDICULAR, ON BOTH SIDES OF THE WATER LINE.

AT CROSSINGS, THE WATER MAIN SHALL HAVE A MINIMUM VERTICAL DISTANCE OF 18-INCHES FROM STORM AND SANITARY SEWERS. ALSO ONE FULL LENGTH OF WATER MAIN SHALL BE LOCATED SO THE JOINTS ARE AS FAR FROM THE STORM SANITARY SEWERS AS POSSIBLE.

- A.** DENSITY TEST (12" IN PAVEMENT, 24" OFF PAVEMENT) ON GRANULAR BACKFILL OF 98% OF ASTM D698 STANDARD PROCTOR CURVE MAY BE REQUIRED TO BE PERFORMED BY A COMMERCIAL TESTING LAB SATISFACTORY TO THE CITY. ALSO ALTERNATE COMPACTION USAGE OF WATER JETTING PROBING EVERY 2 FEET WITHIN THE TRENCH WILL BE ACCEPTABLE WITH PROPER APPROVAL.
 - C.** OFF-PAVEMENT AREAS SHALL BE PROVIDED WITH A MINIMUM OF 3" OF TOPSOIL OVER THE COMPACTED MATERIAL AND THEN SEEDED AND MULCHED PER ODOT ITEM 659, LAWN MIXTURE UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 - D.** THE OPEN ENDS OF ALL PIPES SHALL BE PLUGGED TO THE APPROVAL OF THE CITY BEFORE LEAVING THE WORK FOR THE NIGHT.
- IN-PAVEMENT AREAS SHALL FOLLOW TYPICAL PAVEMENT RESTORATION DETAILS SHOWN ON PAGE 300-19.