

TRENCH BACKFILL:

- (A) BACKFILL – EXCAVATED SOIL OR GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. COMPACTED TO 98% OF MAXIMUM DRY DENSITY.
- (B) PREMIUM BACKFILL – UNDER ALL EXISTING/PROPOSED PAVEMENT, DRIVE, SIDEWALK, PROPOSED CURBS OR AS PLAN INDICATED, INCLUDING TO A POINT FIVE (5) FEET FROM SUCH CROSSING, AS DIRECTED BY THE ENGINEER, THE ENTIRE TRENCH SHALL BE FILLED IN LAYERS NOT TO EXCEED (8) INCHES IN THICKNESS AND COMPACTED WITH MECHANICAL TAMPERS AT THE SPECIFIED MOISTURE CONTENT UNTIL ITS DRY DENSITY IS NOT LESS THAN 98% OF THE MAXIMUM LABORATORY DRY DENSITY AS DETERMINED BY THE STANDARD PROCTOR METHOD OF MOISTURE-DENSITY RELATIONSHIP TESTING, USING COMPACTED ODOT 304 LIMESTONE AGGREGATE (NO SLAG).

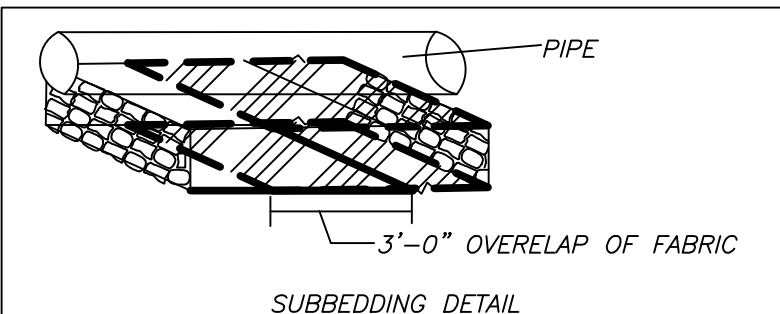
CRUSHED AGGREGATE NO. 57 OR 67, THOROUGHLY COMPACTED (NO SLAG), INSTALLED PER ASTM D-2321.

18" FABRIC OVERLAP

SUB-BEDDING MATERIAL FOR UNSTABLE SUBGRADE

MIN. 1'-0" HEIGHT OR ENGINEER APPROVED

ODOT ITEM 712.09(D) NON-WOVEN GEOTEXTILE FABRIC OVERLAP FABRIC 1-6" AT TOP WITH 6" PIPE BEDDING AND 3'-0" LONGITUDINAL OVERLAP AT BOTTOM



SUBBEDDING DETAIL

NOTES:

- (1) PIPE TO BE INSTALLED PER CITY STANDARDS AND ODOT 603 EXCEPT AS MODIFIED HEREIN:
 - (A) LOW STRENGTH MORTAR (LSM) BACKFILL – LSM SHALL BE USED WHERE DIRECTED BY THE CITY ENGINEER FOR CONDITIONS SUCH AS BUT NOT LIMITED TO ADVERSE WEATHER, ROAD OPENINGS AND WHEN UNDERMINING OF PAVEMENTS OCCURS.
- (2) ALL OPEN TRENCH EXCAVATIONS ARE TO COMPLY WITH MINIMUM OSHA SAFETY STANDARDS.