

GENERAL NOTES

- 1. MICRO-TRENCHING SHALL ONLY BE USED TO INSTALL FIBER CONDUITS.
- 2. MICRO-TRENCHING SHALL NOT BE ALLOWED IN CONCRETE PAVED STREETS, SIDEWALKS, CURBS AND GUTTERS.
- 3. ALL WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY STANDARD SPECIFICATIONS.

LIMITS OF REMOVALS, TRENCH WIDTH, AND LOCATION

- 4. THE MICRO-TRENCH SHALL BE CONSTRUCTED WITH CONTINUOUS UNIFORM STRAIGHT AND NEAT EDGES.
- 5. MICRO-TRENCH ALIGNMENTS SHALL CONSIST OF RUNS PARALLEL TO THE CENTERLINE OF THE STREET. STREET CROSSING MAY BE DONE PROVIDED THE ALIGNMENT IS PERPENDICULAR TO THE STREET CENTERLINE TO THE EXTENT POSSIBLE.
- 6. THE EDGE OF THE MICRO-TRENCH SHALL BE A MINIMUM OF 24-INCHES FROM THE EXISTING FACE OF THE GUTTER, EXISTING CONCRETE STRUCTURE, OR CURB IF GUTTER IS NOT PRESENT.
- 7. THE MICRO-TRENCH WIDTH SHALL BE A MINIMUM OF 1-INCH AND A MAXIMUM OF 4-INCHES.
- 8. MICRO-TRENCHING MAY BE PERMITTED UPON THE CITY ENGINEER'S DISCRETION ON SPECIAL PAVEMENTS SUCH AS DECORATIVE ASPHALT PAVING, AND THROUGH EXISTING IMPROVEMENTS SUCH AS PERPENDICULAR TO SPEED BUMPS. SPECIAL PAVEMENTS AND EXISTING IMPROVEMENTS SHALL BE RESTORED IN KIND AS APPROVED BY THE CITY ENGINEER. HOWEVER, MICRO-TRENCHING THROUGH EXISTING CURB, GUTTER, CROSS GUTTER, BUS PAD, SIDEWALK, CURB EXTENSION, BUS BULB, TRUCK PILLOW, RAISED CROSSWALK, ISLAND, MINI-ROUNDABOUT, OR SIMILAR ELEMENTS IS NOT PERMITTED.
- 9. UP TO TWO (2) VERTICALLY STACKED CONDUITS CAN BE PLACED WITHIN A MICRO-TRENCH.
- 10. THE CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 12-INCHES BELOW THE EXISTING AC PAVEMENT SURFACE, AT LEAST 1-INCH BELOW THE BOTTOM OF THE AC PAVEMENT, AND THE BOTTOM OF THE MICRO-TRENCH SHALL BE AT A MAXIMUM DEPTH OF 26-INCHES BELOW THE EXISTING AC PAVEMENT SURFACE.
- 11. ANCHORS/SPACERS SHALL BE PLACED AT A MAXIMUM OF 10- FEET APART ALONG THE ALIGNMENT TO ENSURE THE CONDUIT DOES NOT RISE FROM THE BOTTOM OF THE MICRO-TRENCH AND DOES NOT TOUCH THE WALLS OF THE MICRO-TRENCH DURING INSTALLATION.

PUBLIC WORKS DEPARTMENT		CITY OF SALINAS
ENGINEERING SERVICES DIVISION		
TITLE: MICROTRENCHING		STANDARD PLAN
DESIGNED BY: STAFF	DATE _____	16B
CADD BY: STAFF		
PROJECT MANAGER: J. HERNANDEZ	ADRIANA ROBLES CITY ENGINEER, R.C.E. 69142	

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GENERAL NOTES CONTINUED

BACKFILL

12. ALL MICRO-TRENCHES SHALL BE COMPLETELY BACKFILLED WITH A CEMENT SAND SLURRY 2500 PSI TO FINISH GRADE BY THE END OF THE WORK DAY.

GRIND AND RESURFACE SECTION

13. COMMENCEMENT OF SURFACE PREPARATION SUCH AS GRINDING/CHIPPING FOR ASPHALT CONCRETE PAVING REPLACEMENT WILL OCCUR NO SOONER THAN 48 HOURS AFTER SLURRY BACKFILL OF TRENCH. FIELD CONDITIONS OR MATERIAL USED MAY NECESSITATE A LONGER WAIT AS DETERMINED BY THE INSPECTOR.

14. AS SOON AS BACKFILL HAS CURED, NOT TO EXCEED 30 CALENDAR DAYS, ASPHALT CONCRETE SHALL BE GROUND AND CAPPED AS FOLLOWS:

- A. EXISTING AC AND SLURRY BACKFILL SHALL BE GROUND DOWN 3-INCHES, FOR A WIDTH OF 18-INCHES BUT NO LESS THAN 7-INCHES FROM BOTH EDGES OF THE MICRO-TRENCH AND RESURFACED WITH ASPHALT AND BINDER GRADE PER CITY STANDARD SPECIFICATIONS SECTION 39.
- B. WHEN THE CAP LIMIT IS WITHIN 2-FEET OR LESS FROM THE GUTTER FACE, CURB, SLAB OR STRUCTURE, THE CAP LIMIT SHALL EXTEND TO THAT ITEM.
- C. TACK COAT ALL EDGES WITH EITHER SS-1H EMULSIFIED ASPHALT OR PG 64-10 PAVING ASPHALT IMMEDIATELY BEFORE THE ADJOINING ASPHALT CONCRETE IS PLACED.
- D. WHERE ANGULAR CROSSING OR ANY LENGTH-WISE CUTS OF A BIKE LANE OCCUR BY MICRO-TRENCHING, THE CAPPING LIMITS SHALL EXTEND THE FULL WIDTH OF THE BIKE LANE. PERPENDICULAR CROSSINGS MAY RECEIVE TYPICAL CAPPING WIDTH PER NOTE 14.A AND 14.B. PAVEMENT MARKINGS SHALL BE RESTORED IN KIND. WHERE NO BIKE LANE MARKINGS EXIST, CONTRACTOR SHALL CONSULT WITH CITY ENGINEER TO DETERMINE LOCATION OF ANY PLANNED BIKE LANES SO THAT IMPACT OF PAVEMENT SURFACE MAY BE AVOIDED.
- E. PAVEMENT SHALL BE LEVEL WITH ADJACENT ROADWAY ELEVATIONS AND SHALL PROVIDE A SMOOTH SURFACE PER CITY STANDARD SPECIFICATIONS SECTION 39.

VAULTS AND SERVICE CONNECTIONS


15. CONNECTION TO SERVICE LATERALS, JUNCTION BOXES, ETC., SHALL BE DONE SUCH THAT CURB AND GUTTER IS NOT DISTURBED, SETTLED OR DAMAGED. REMOVAL LIMITS OF SIDEWALK SHALL FOLLOW APPLICABLE STANDARDS AND REQUIREMENTS AS APPROVED BY THE CITY ENGINEER.

16. THE USE OF HYDRO-JETTING IS NOT PERMITTED. TRENCHLESS METHODS SHALL NOT CREATE A VOID TWO TIMES GREATER THAN CONDUIT. VOID SHALL BE COMPACTED AND BACKFILLED WITH APPROVED CONTROLLED LOW-STRENGTH MATERIAL (CLSM).

IDENTIFICATION

17. EACH MICRO-TRENCH SHALL BE IDENTIFIED WITH A METAL IDENTIFICATION TAG LISTING THE OWNER, YEAR OF CONSTRUCTION, AND INCLUDE THE WORDS "NOT A SURVEY POINT". IF THE WORK IS MORE THAN 50 FEET IN LENGTH, PLACE THE TAG NEAR EACH END OF THE MICRO-TRENCH AND AT INTERVALS NOT TO EXCEED 50 FEET.

18. GRAINGER TAPE FIBER OPTIC-ORANGE 5 MIL THICKNESS OR EQUIVALENT SHALL BE INSTALLED 12-INCHES BELOW THE SURFACE ABOVE THE CONDUIT.

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