

NOTES 407.1

LIMITS OF REMOVALS, TRENCH WIDTH, AND LOCATION (CONTINUED)

A. MICRO-TRENCHING MAY BE PERMITTED UPON THE 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 ENGINEER. HOWEVER, MICRO-TRENCHING THROUGH EXISTING CURB, GUTTER, VALLEY GUTTER, BUS PAD, SIDEWALK, FLOATING CURB EXTENSION, BUS ISLAND, RAISED CROSSWALK, ISLAND, MINI-ROUNDBOUT OR SIMILAR ELEMENTS IS PROHIBITED.

A. UP TO TWO (2) VERTICALLY STACKED CONDUITS CAN BE PLACED WITHIN A MICRO-TRENCH.

B. CONDUITS MAY ONLY BE INSTALLED IN THE CONDUITS ZONE. THE TOP OF THE CONDUITS ZONE SHALL BE AT A MINIMUM OF 12-INCHES BELOW THE EXISTING ASPHALT PAVEMENT SURFACE, OR 4-INCHES BELOW THE BOTTOM OF THE EXISTING AC OVER PCC/PCC. THE BOTTOM OF THE CONDUIT ZONE SHALL BE AT A MAXIMUM DEPTH OF 26-INCHES FROM THE EXISTING PAVEMENT SURFACE.

C. 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.

BACKFILL

A. ALL MICRO-TRENCHES SHALL BE COMPLETELY BACKFILLED WITH CONTROLLED DENSITY FILL (CDF), 50-150 PSI TO FINISH GRADE BY THE END OF THE WORK DAY, REFER TO CITY STANDARD SPECIFICATIONS SECTION 17 FOR DETAILS.

GRIND AND RESURFACE SECTION

A. COMMENCEMENT OF SURFACE PREPARATION SUCH AS GRINDING/ CHIPPING FOR ASPHALT CONCRETE PAVING REPLACEMENT OR PCC SURFACE RESTORATION 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.

B. AS SOON AS BACKFILL HAS CURED AND NOT EXCEEDING 30 CALENDAR DAYS, ASPHALT CONCRETE SHALL BE GROUND AND OVERLAID AS FOLLOWS .


1. EXISTING AC AND SLURRY BACKFILL SHALL BE GROUND DOWN 2-INCHES, FROM THE EDGE OF PAVEMENT TO 8-INCHES PAST THE OUTER EDGE OF THE MICRO-TRENCH, AND RESURFACED WITH HOT MIX ASPHALT (HMA) AND BINDER.

2. TACK COAT ALL EDGES IMMEDIATELY BEFORE AC IS PLACED.

3. WHERE ANGULAR CROSSING OR ANY LENGTH-WISE CUTS OF A BIKE LANE OCCUR BY MICRO-TRENCHING, THE OVERLAY LIMITS SHALL EXTEND THE FULL WIDTH OF THE BIKE LANE. PERPENDICULAR CROSSINGS MAY RECEIVE TYPICAL OVERLAY WIDTH PER NOTE 15A ABOVE. PAVEMENT MARKING SHALL BE RESTORED IN KIND. WHERE NO BIKE LANE MARKING EXIST, CONTRACTOR SHALL CONSULT WITH ENGINEER TO DETERMINE LOCATION OF ANY PLANNED BIKE LANES SO THAT IMPACT OF PAVEMENT SURFACE MAY BE AVOIDED.

4. PAVEMENT SHALL BE LEVEL WITH ADJACENT ROADWAY ELEVATIONS AND SHALL PROVIDE A SMOOTH SURFACE PER CITY STANDARD PROVISIONS AND SUBJECT TO ACCEPTANCE BY THE INSPECTOR.

C. AS SOON AS BACKFILL HAS CURED AND NOT EXCEEDING 30 CALENDAR DAYS, PCC SURFACE RESTORATION SHALL BE COMMENCED. PCC SURFACE RESTORATION SHALL CONTAIN EIGHT (8) SACKS OF CEMENT PER CUBIC YARD AND SHALL PROVIDE A MINIMUM COMPRESSIVE STRENGTH OF 4,500 POUNDS PER SQUARE INCH AT TWENTY-EIGHT (28) DAYS.

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