

**GENERAL NOTES:**

- A. PLANE EXISTING ASPHALT TO A 1 ½" MIN. DEPTH.
- B. A TACK COAT SHALL BE APPLIED TO THE AREA PRIOR TO PLACING NEW ASPHALT CONCRETE.
- C. ASPHALT CONCRETE MIX SHALL BE APPROVED BY THE CITY PRIOR TO PLACEMENT.
- D. ASPHALT CONCRETE EDGES SHALL BE CRACK SEALED WITHIN 24 HOURS OF ROADWAY TRENCH OR POTHOLE RESURFACING IN ACCORDANCE WITH SECTION 37-6.03 OF THE STATE STANDARD SPECIFICATIONS & CITY STANDARD CONSTRUCTION SPECIFICATIONS.
- E. TRAFFIC CONTROL PLAN SHALL BE REQUIRED. ALL TRENCH WORK IN RIGHT-OF-WAY WILL REQUIRE TRAFFIC CONTROL PLAN.
- F. VIBRATORY ROLLERS SHALL BE USED ON ALL TRENCH REPAIRS IF CLASS II AGGREGATE BASE IS USED. VIBRATORY PLATES MAY ONLY BE USED WHERE APPROVED IN ADVANCE BY CITY ENGINEER.

**NOTES: (FOR FABRIC)**

- A. AN APPROVED TACK COAT IS REQUIRED PRIOR TO PLACING NEW FABRIC.
- B. NEW FABRIC IS TO OVERLAP EXISTING FABRIC A MINIMUM OF 12" ON EACH SIDE OF THE TRENCH, IF REQUIRED.

**NOTES: (FOR NARROW TRENCH/POTHOLE, ALTERNATE CLSM BACKFILL)**

- A. CLSM BACKFILL SHALL HAVE A MINIMUM 8" SLUMP.
- B. CLSM BACKFILL SHALL BE THOROUGHLY CONSOLIDATED TO ENCASE CONDUITS. CONCRETE VIBRATORS SHALL BE USED DURING PLACEMENT OF SAND CEMENT.
- C. CLSM SHALL BE SCREENED OFF TO MATCH PLANNED PAVEMENT GRADE.
- D. ALLOW CLSM BACKFILL 48 HOURS MINIMUM CURE AND DRY TIME BEFORE REPLACEMENT PAVEMENT GRINDING AND PAVEMENT RESTORATION. STEEL ROADWAY PLATES SHALL BE PLACED, INCLUDING TEMPORARY AC TRANSITIONS BETWEEN TIME CLSM IS PLACED AND FINAL PAVEMENT REPLACEMENT, IF ROADWAY IS OPENED TO TRAFFIC DURING THIS PERIOD. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY INSPECTOR BEFORE OPENING THE ROADWAY TO TRAFFIC.
- E. IN SECONDARY, MAJOR OR PRIME ARTERIAL STREETS, TO ACCELERATE CURING TIMES NOTE D, AN APPROVED SET ACCELERATING ADMIXTURE MAY BE USED WITH CITY ENGINEER'S APPROVAL.

**THE CITY OF WEST SACRAMENTO - STANDARD DETAIL**



APPROVED: Aug. X, 2025

STANDARD  
DETAIL #

**115**

TITLE:

**UTILITY POTHOLE  
REPAIR  
GENERAL NOTES**

