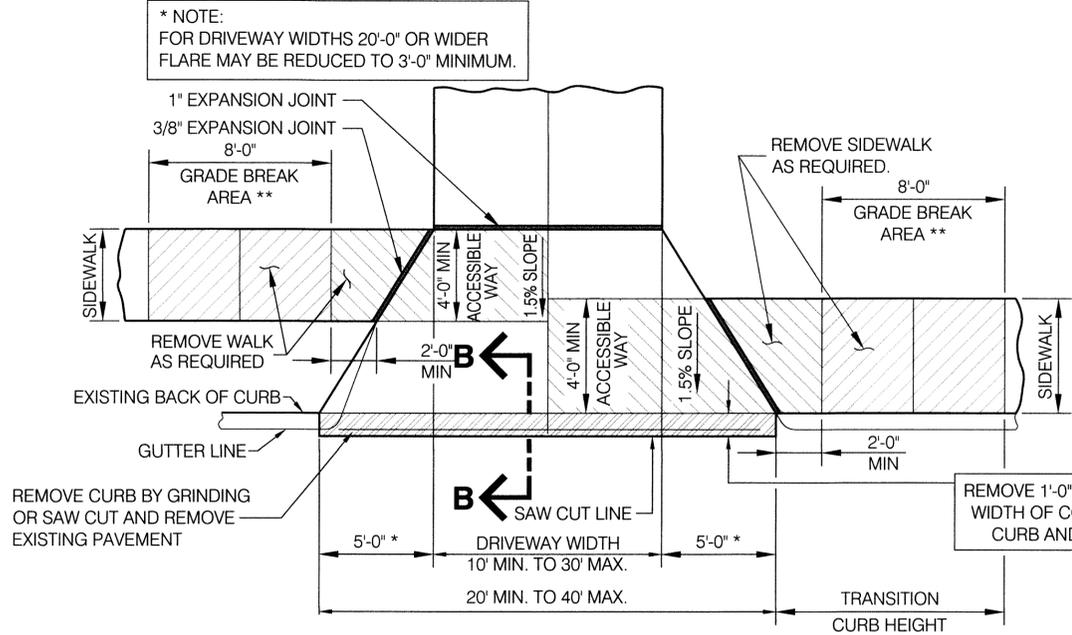
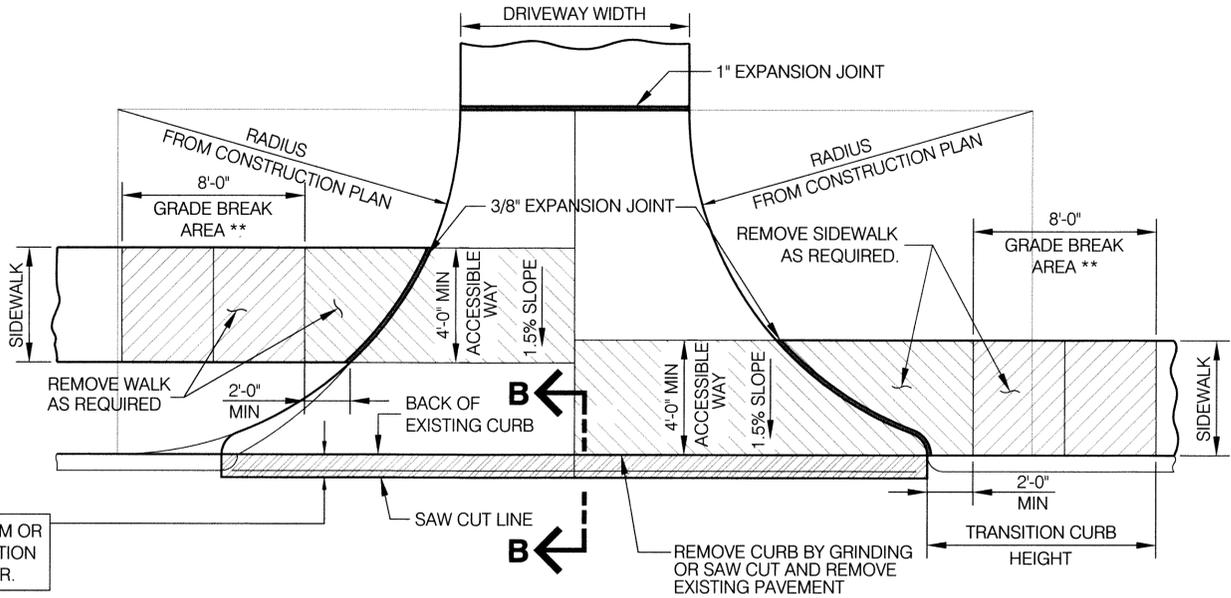


**** NOTE:**
 GRADE BREAK AREA TO ALLOW SIDEWALK PROFILE TO RAISE OR LOWER TO MEET DRIVEWAY ELEVATION. SIDEWALK TO CONNECT INTO DRIVEWAY AT 2% OR LESS PROFILE SLOPE, GRADE BREAK AREA SHALL BE LESS THAN 5% LONGITUDINAL SLOPE AT ALL TIMES. BREAKS IN GRADE CANNOT BE MADE AT DRIVEWAY FLARE OR RADIUS. GRADE BREAK MUST BE PERPENDICULAR TO DIRECTION OF TRAVEL.

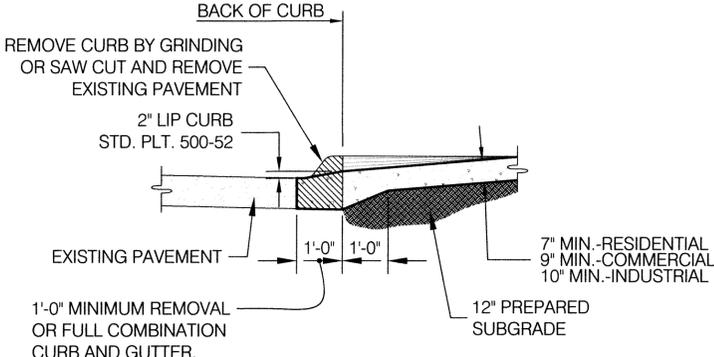


**FLARED APPROACH
 EXISTING PAVEMENT - CURB CUT DETAILS**

* NOTE:
 FOR DRIVEWAY WIDTHS 20'-0" OR WIDER FLARE MAY BE REDUCED TO 3'-0" MINIMUM.



**RADIUS APPROACH
 EXISTING PAVEMENT - CURB CUT DETAILS**



SECTION B-B

NOTES

1. CONSTRUCT CONCRETE PAVEMENT IN ACCORDANCE WITH SECTION 500 OF THE STANDARD SPECIFICATIONS. PREPARE SUBGRADE IN ACCORDANCE WITH SECTION 200.
2. DEPTH OF SAW CUT IN EXISTING PAVEMENTS AND CURB SHALL BE 1/4 SLAB THICKNESS OR 2" MINIMUM.
3. THE MAXIMUM GRADE FOR DRIVEWAYS SHALL BE : 15% FOR RESIDENTIAL AND 10% FOR COMMERCIAL. FLATTER GRADES ARE RECOMMENDED.
4. CREST OR SAG IN VERTICAL CURVES SHALL NOT EXCEED A 4" HUMP IN A 10' CHORD.
5. PREFORMED EXPANSION JOINTS SHALL BE SEALED WITH HOT-POURED JOINT SEALANT.
6. ANY PORTION OF A SIDEWALK OR ACCESSIBLE WAY WITHIN THE DRIVEWAY AREA WITH A CONSTRUCTED CROSS SLOPE GREATER THAN 2.0% SHALL BE REMOVED AND REPLACED AT NO COST TO THE CITY OF OMAHA.

		CITY OF OMAHA PUBLIC WORKS DEPARTMENT	
		CONCRETE DRIVEWAY	
Erik R. Pfeiff DESIGN ENGINEER David P. Hester CITY ENGINEER		STANDARD PLATE 500-70 ISSUE DATE: DECEMBER 10, 2013	SHEET 2 / 2