

STANDARD SPECIFICATIONS FOR DRIVEWAY REPAIRS AND REPLACEMENTS, CURB CUTS, AND DRIVEWAY APPROACH REPLACEMENTS



Permits and Inspections

- A permit shall be obtained in order to replace any driveway, driveway approach, or construct any new driveway. Permits will be obtained with the La Vista Community Development Department, located south of City Hall at 8116 Park View Blvd, La Vista, NE 68128.
- Failure of the homeowner or contractor to obtain a permit before the replacement of a driveway, driveway approach, or construction of a new driveway, can result in the mandatory removal of the improvement. Removal and replacement costs are at the homeowner's or contractor's expense.
- The homeowner or contractor shall notify the La Vista Public Works Department at (402) 331-8927 before starting the work.
- The City of La Vista Building Inspector or the City of La Vista Public Works Department shall inspect all driveways and/or driveway approaches before the placement of concrete.
- It is required that all approach replacements be inspected by the La Vista Public Works Department before removal. A determination will be made if saw cutting the curb and gutter will be required.
- Any excavation of sub-grade will require the services of the Diggers Hotline of Nebraska at 1-800-331-5666. The homeowner or contractor will be responsible for obtaining this service.

Criteria for Determination if Curb and Gutter Replacement is Required

- Existing gutter line shall have a smooth face with minimal defects (cracks or chips);
- Existing curb shall have smooth rounded corners, free of defects on both sides of the approach;
- If an existing driveway is being widened, the La Vista Public Works Department reserves the right to require the curb cut or milled; and
- Grinding rollover curbs is acceptable. Curbs shall be milled at such an angle that the back of the curb is one inch higher than the front of the curb at the gutter line.

Saw Cutting and Removal of Existing Pavement and Curb

- If a saw cut is required, the pavement and curb shall be cut 24 inches out from the back of the curb (see detail sheet A).
- If the pavement has asphalt overlay, the asphalt shall be cut a minimum of six (6) inches beyond the perimeter of the repair (see detail sheet B).
- The City of La Vista Public Works Department will be responsible for the replacement of the asphalt.

- The existing pavement and curb shall be saw cut at a minimum of four inches deep.
- If a drop hammer is used, the pavement shall be cut to the full depth of the existing pavement.
- Special care shall be taken to avoid any damage to the existing pavement that is to remain.
- Excessive damage to the existing pavement may result in re-cutting and additional pavement removal, which will be done at the homeowner's or contractor's expense.

Preparation of Existing Pavement

- All cuts into the street pavement shall be doweled. A minimum of #4 rebar will be used, grouted with non-expansive epoxy grout. Rebar will be installed into the existing pavement a minimum of 8 (eight) inches and extend into the new concrete a minimum of 8 (eight) inches (see detail sheets C through F).
- All rebar shall be installed at a minimum of 30 (thirty) inches on center around the perimeter of the cut, including the curb.
- All vertical faces shall be properly cleaned prior to the placement of concrete.
- 1 (one) inch expansion joint shall be placed between the approach and the sidewalk or the sidewalk and the driveway. The expansion joint shall extend down to the top of the soil sub-grade.

Provisions for Traffic

- The homeowner or contractor performing the repairs shall work in such a manner that the roadway is always kept open to public vehicular traffic while the repair is being made.
- The homeowner or contractor shall provide barricades if any portion of the roadway is removed or blocked. The barricades must conform to "The Manual On Uniform Traffic Control Devices", and be equipped with a flashing yellow light if these barricades are to remain in place at night.
- The City of La Vista will provide barricades free of charge, but a cash deposit will be required.

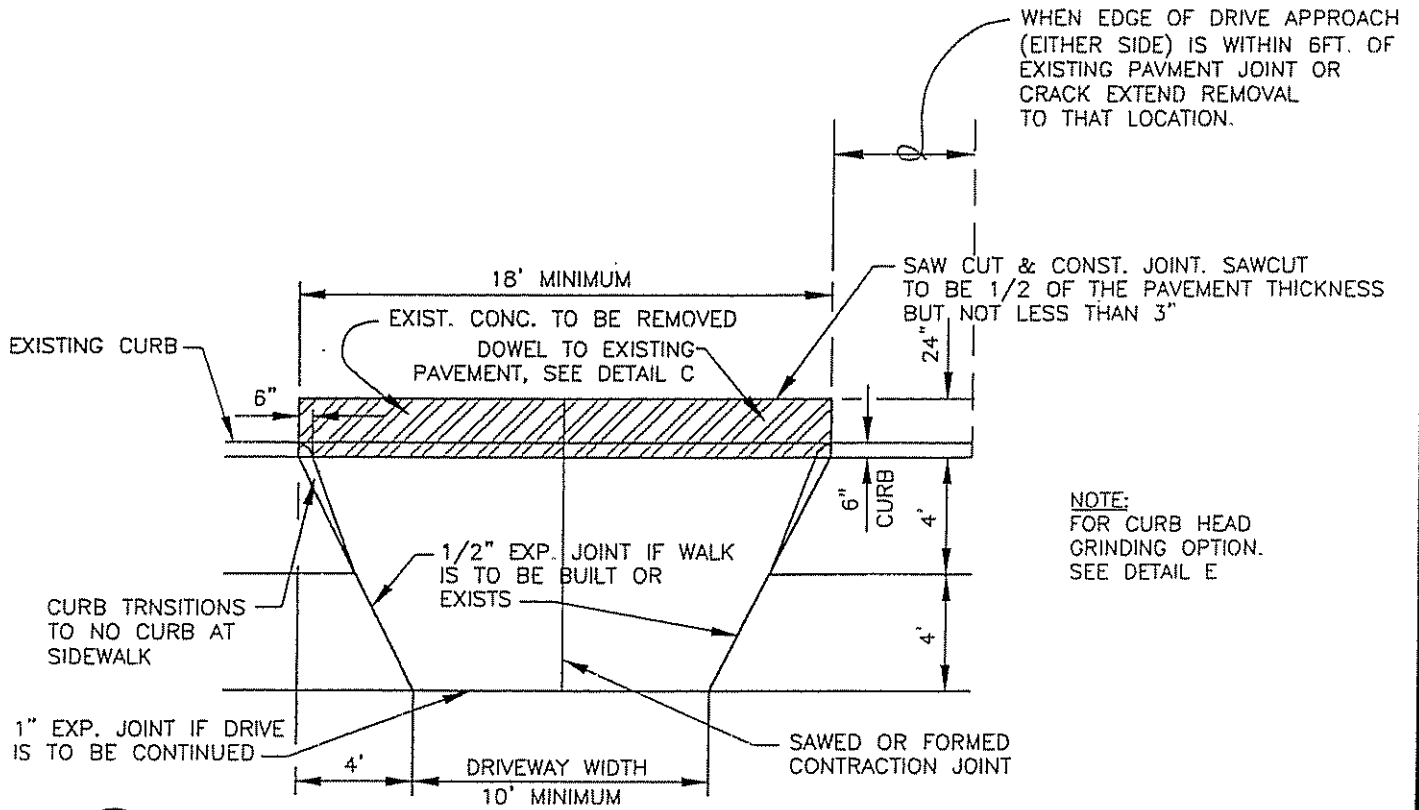
Preparation of Sub-Grade

- All backfilling deeper than 24 (twenty-four) inches shall be performed with the use of Flowable Fill #1 or equivalent and filled to grade. Flowable Fill will meet the Nebraska Department of Roads' specifications. The specifications are as follows:
 - Cement: 50 lbs.
 - Fly Ash: 300 lbs.
 - Water: 425 lbs.
 - Sand: 2700 lbs.
 - AEA: 10oz./CY
 - Air content for all mixes shall be in the range of 10.0% to 16.0%.

- All backfilling less than 24 (twenty-four) inches shall be done using native soils and compacted with a mechanical device every 6 (six) inches of lift. Compaction shall be subject to City approval.
- High areas shall be reduced to grade and low areas shall be raised to grade with proper material and compacted into place.
- The compacted sub-grade shall be maintained in a smooth and compacted condition until the concrete has been placed.
- The sub-grade shall be in a moist but not muddy condition at the time of concrete placement. If the sub-grade is dry, it shall be thoroughly wetted prior to the placement of concrete, however, not to the extent that the sub-grade is softened.

Placement of Concrete

- The approach and/or street shall be inspected prior to the placement of concrete.
- If part of the street is removed, the thickness of the new concrete shall be a minimum of 8 (eight) inches thick or match the depth of the existing pavement, whichever is greater.
- Concrete depth for the driveway approach shall be a minimum of 6 (six) inches. This is from the back of the curb line to the back of the sidewalk.
- Concrete used for street replacement and the driveway approach shall be a minimum of FL60, air entrained (six sack limestone – 3500 psi) at 28 days. The homeowner or contractor may be asked to verify this so it is imperative that concrete tickets are saved. No means of verification may result in removal and replacement of concrete at the homeowner's or contractor's expense.
- In the event that concrete in the street will have to be placed when temperatures will fall below 35° F, or rise above 85° F, an insulating blanket over a polyethylene film shall be used for a minimum of 72 hours for FL60 and 24 hours for FL85.
- Concrete in the street shall not be placed on a frozen sub-grade
- On streets with an asphalt overlay, a vertical notch needs to be installed in the gutter line to obtain 1 ½ to 2 inches of asphalt that will butt against the new concrete (see detail sheet H). The La Vista Public Works Department will provide asphalt replacement.
- Unacceptable work, whether the result of poor workmanship, use of defective materials, damage through carelessness or any other cause, found prior to final inspection, shall be removed immediately and replaced in a manner acceptable to the City of La Vista, at the homeowner's or contractor's expense.
- Upon completion of street work, the homeowner or contractor shall guarantee their work for 2 (two) years past the date of the final acceptance.
- The homeowner or contractor is responsible for properly backfilling and seeding or sodding any disturbed areas behind the curb line.
- The City will be responsible for sealing joints in the gutter line.

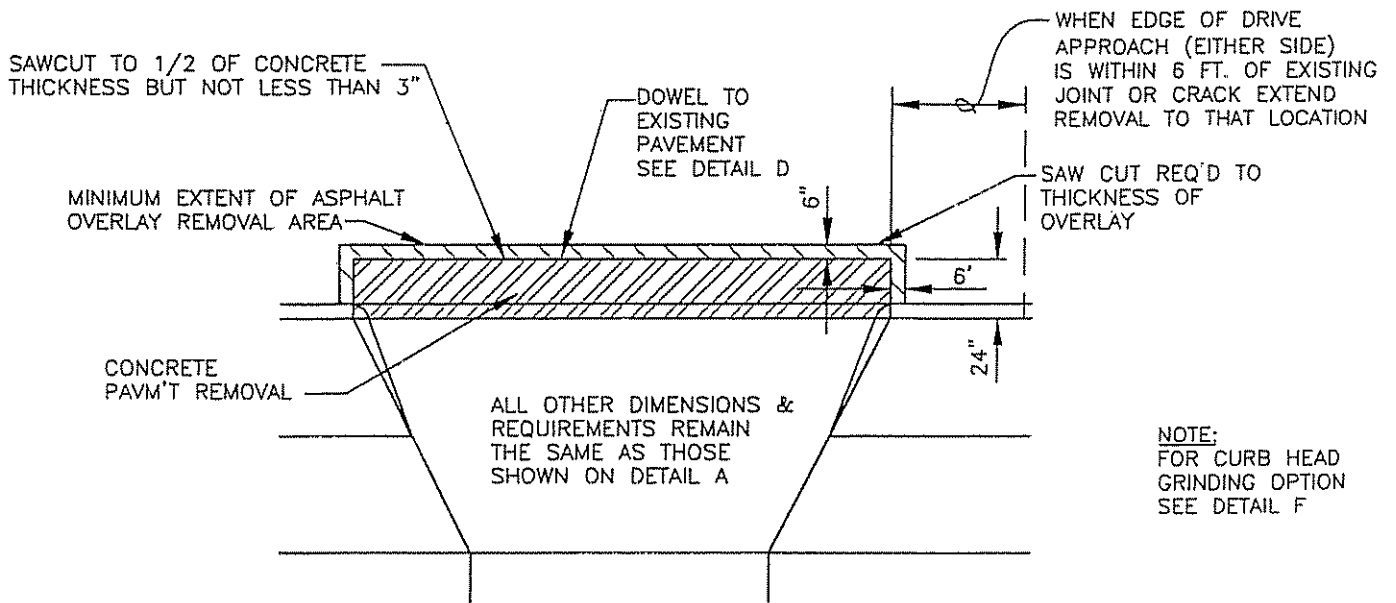


NOTE:
FOR CURB HEAD
GRINDING OPTION.
SEE DETAIL E

(A) DRIVEWAY @ CONCRETE PAVEMENT STREET

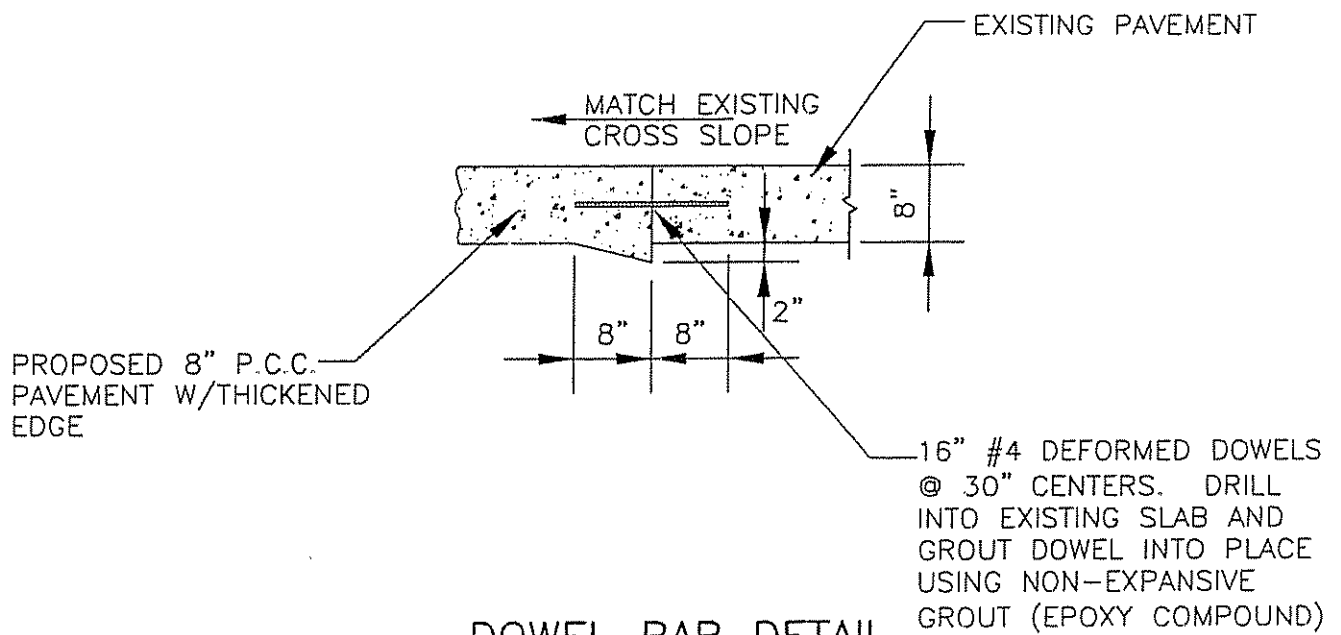
NOTE:
FOR CURB HEAD GRINDING OPTION SEE DETAIL E

DETAIL "A"
CITY OF LA VISTA
MARCH 9, 2001
TD2 #171273A DWG

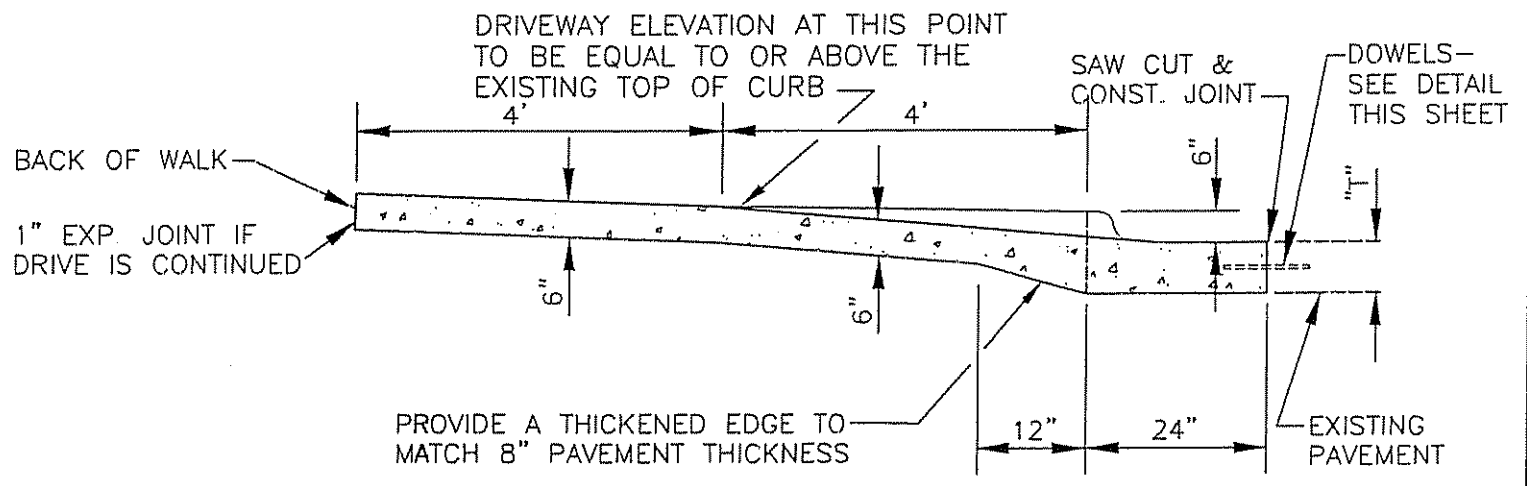


**(B) DRIVEWAY @ CONCRETE PAVEMENT W/
ASPHALT OVERLAY STREET**

DETAIL "B"
CITY OF LA VISTA
MARCH 9, 2001
TD2 #171273B.DWG

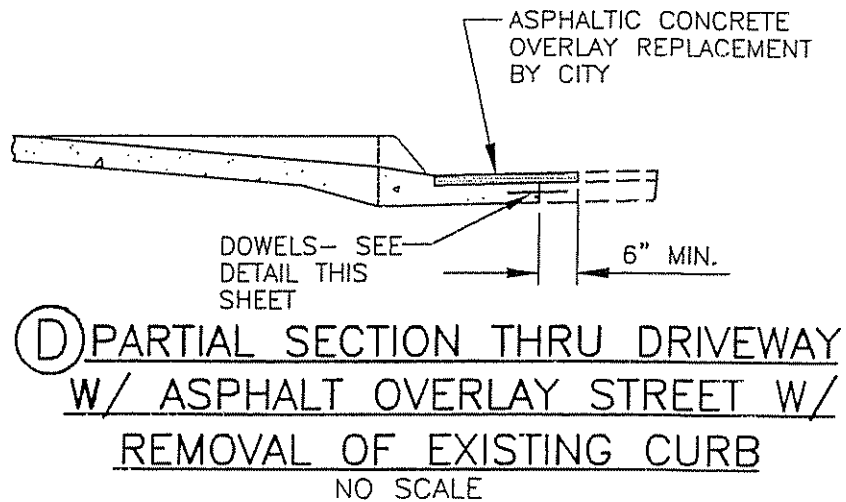
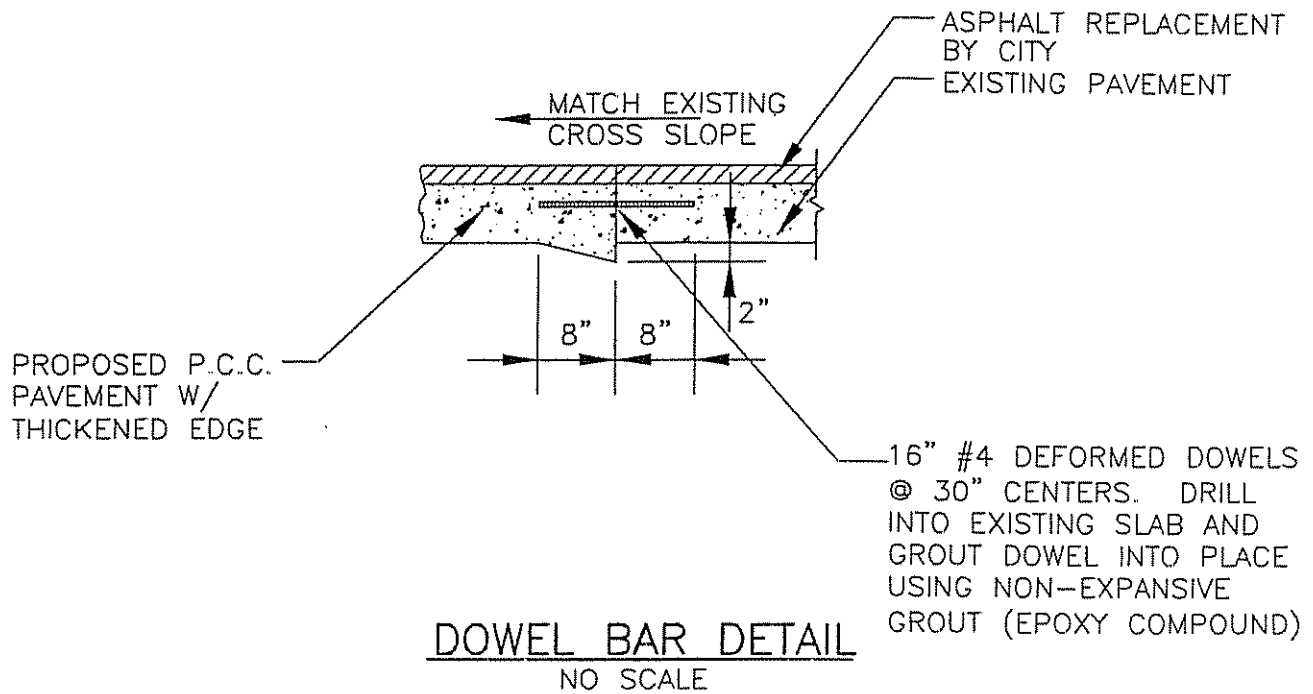


DOWEL BAR DETAIL
NO SCALE

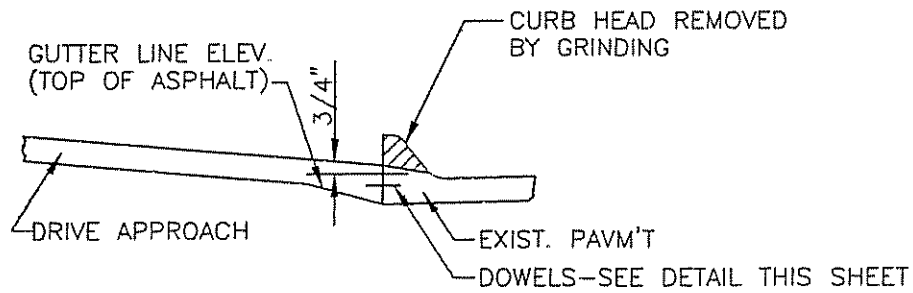
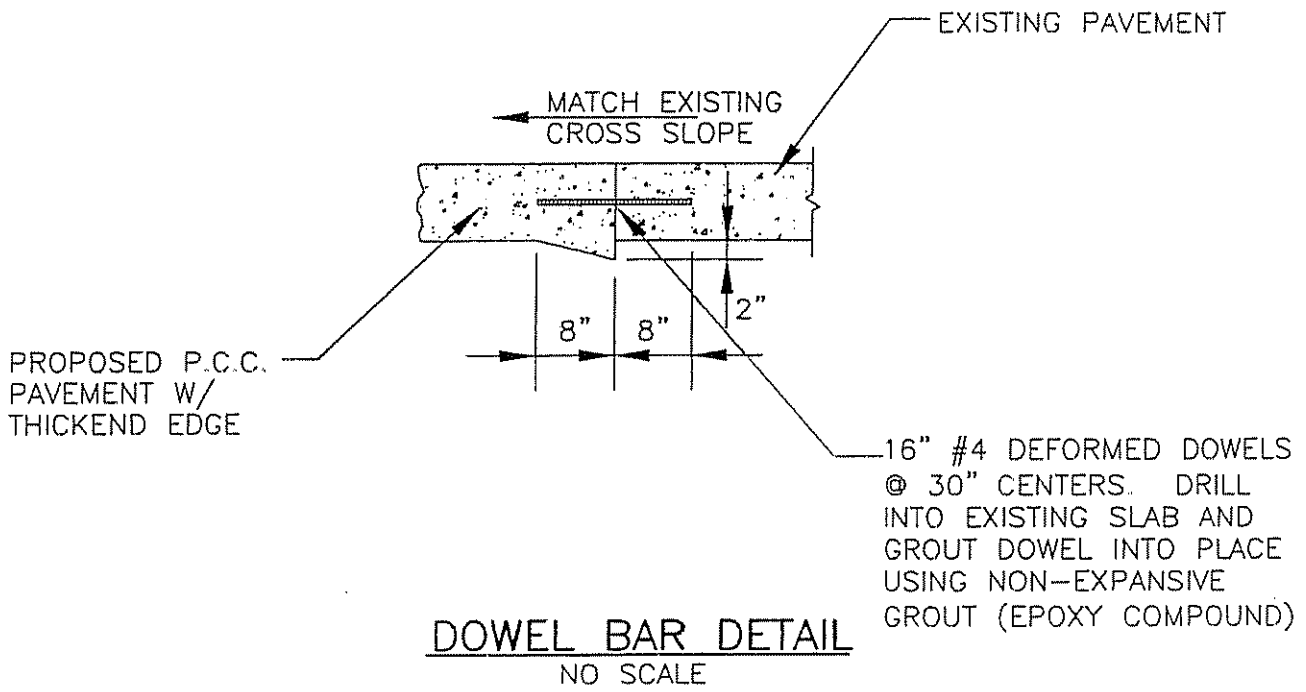


SECTION THRU DRIVE W/ REMOVAL OF EXISTING CURB
NO SCALE

DETAIL "C"
CITY OF LA VISTA
MARCH 9, 2001
TD2 #171273C DWG



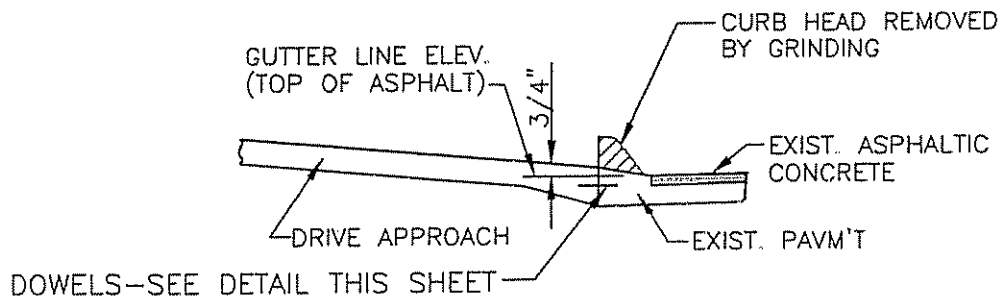
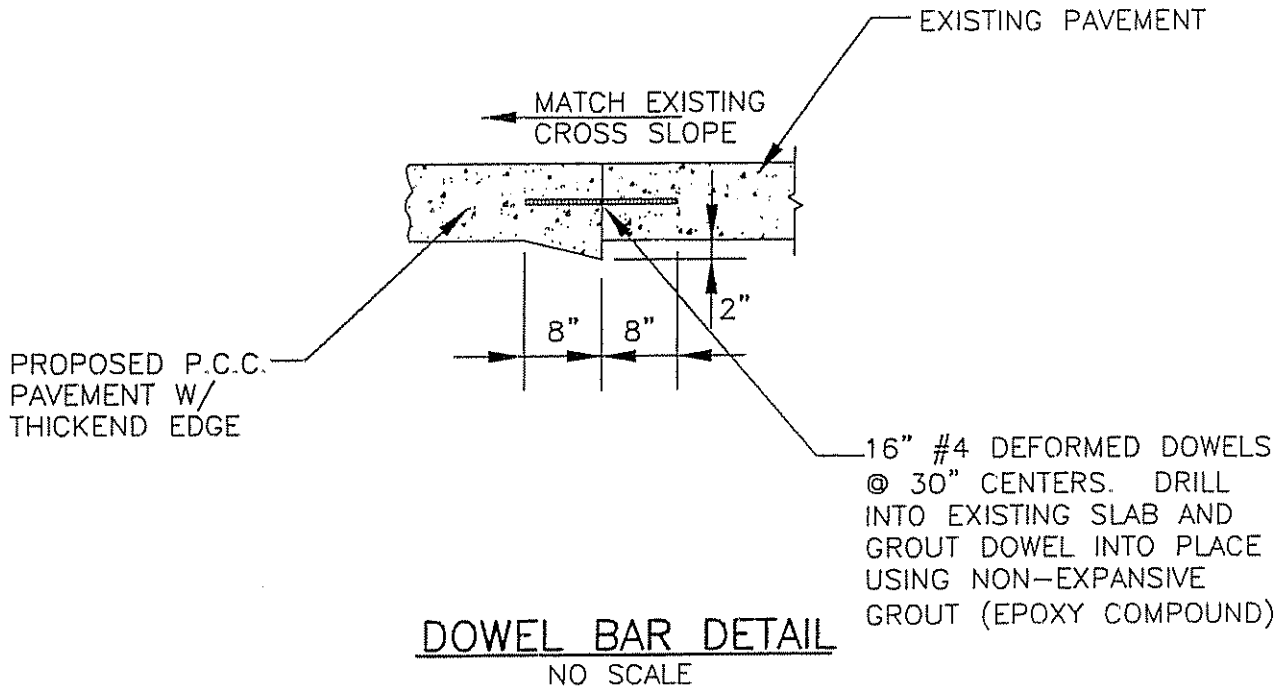
DETAIL "D"
CITY OF LA VISTA
MARCH 9, 2001
TD2 #171273D.DWG



(E) CURB HEAD GRINDING
CONC. PAVEMENT W/O OVERLAY

NOTE:
CURB HEAD GRINDING MAY BE USED WHEN THE EXISTING PAVEMENT IS IN SOUND CONDITION AS DETERMINED BY THE BUILDING INSPECTOR OR PUBLIC WORKS DIRECTOR. EQUIPMENT FOR CURB HEAD GRINDING SHALL CONSIST OF TRACTOR MOUNTED, ROTATING CUTTER HEAD FITTED WITH CARBIDE TEETH. CONDITION AND SPACING OF TEETH SHALL BE ADEQUATE TO PROVIDE AN EVEN, UNIFORM SURFACE AFTER GRINDING WITH IRREGULARITIES NOT EXCEEDING 1/2 INCH.

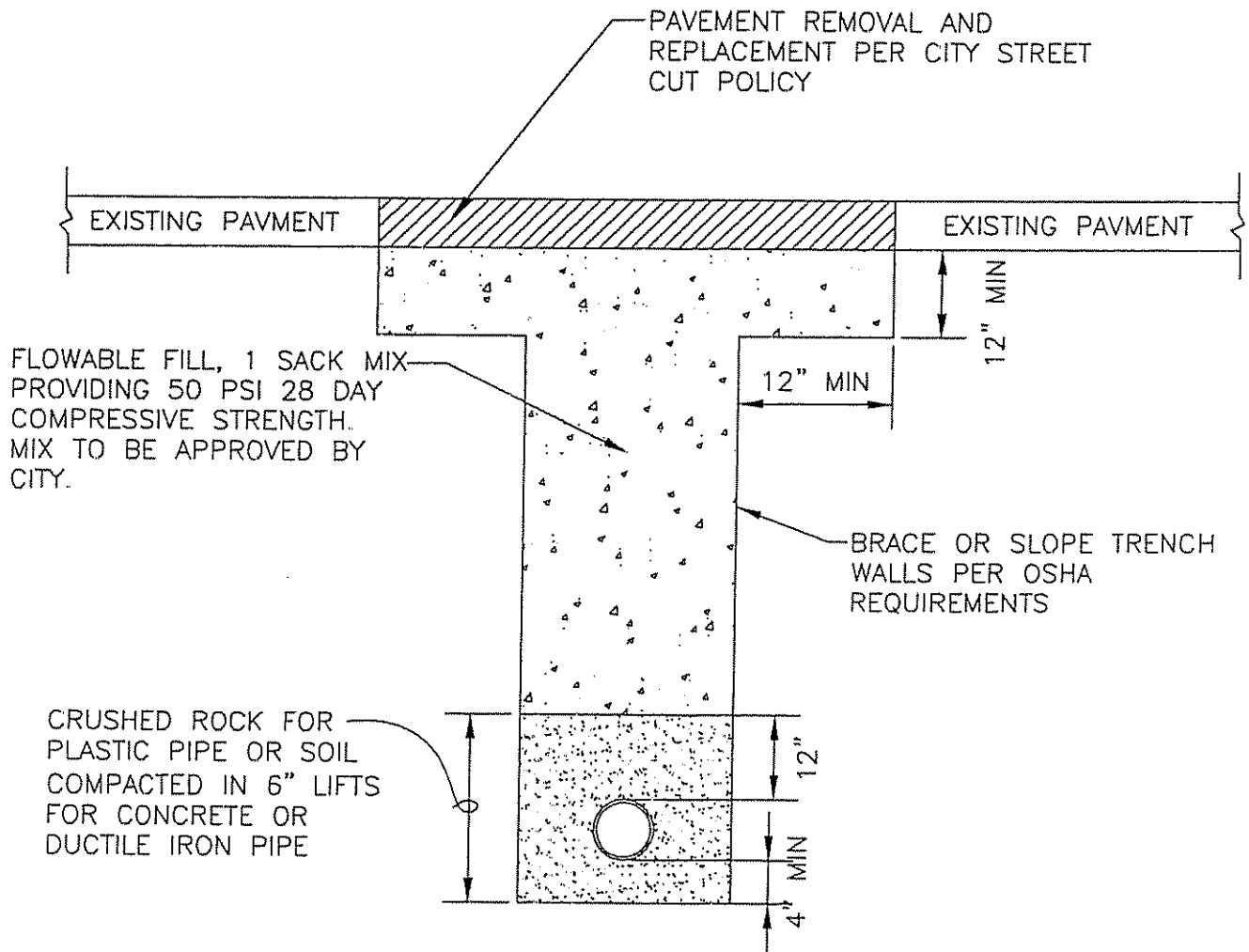
DETAIL "E"
CITY OF LA VISTA
MARCH 9, 2001
TD2 #171273E.DWG



(F) CURB HEAD GRINDING
CONC. PAVEMENT W/ ASPH. OVERLAY
NO SCALE

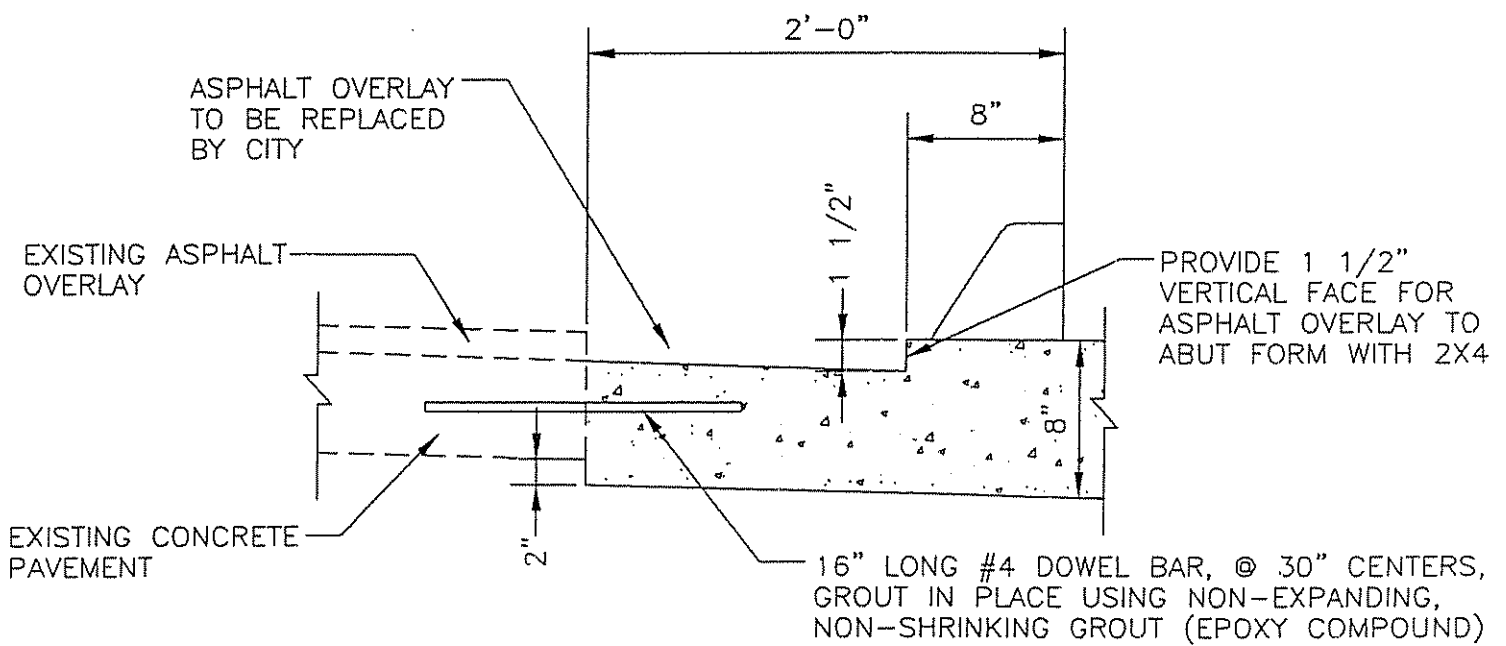
NOTE:
CURB HEAD GRINDING MAY BE USED WHEN THE EXISTING PAVEMENT IS IN SOUND CONDITION AS DETERMINED BY THE BUILDING INSPECTOR OR PUBLIC WORKS DIRECTOR. EQUIPMENT FOR CURB HEAD GRINDING SHALL CONSIST OF TRACTOR MOUNTED, ROTATING CUTTER HEAD FITTED WITH CARBIDE TEETH. CONDITION AND SPACING OF TEETH SHALL BE ADEQUATE TO PROVIDE AN EVEN, UNIFORM SURFACE AFTER GRINDING WITH IRREGULARITIES NOT EXCEEDING 1/2 INCH

DETAIL "F"
CITY OF LA VISTA
MARCH 9, 2001
TD2 #171273F DWG



Ⓒ UTILITY TRENCH BACKFILL
NO SCALE

DETAIL "G"
CITY OF LA VISTA
MARCH 9, 2001
TD2 #171273G.DWG



(H) TYPICAL PAVEMENT
REPLACEMENT
NO SCALE

DETAIL "H"
CITY OF LA VISTA
MARCH 9, 2001
TD2 #171273H DWG