

CITY OF UNIVERSITY HEIGHTS – SIDEWALK REPAIR SPECIFICATIONS

TRAFFIC CONTROL:

- A. Sidewalks under construction shall be barricaded or fenced to protect pedestrians.

WIDTH AND LOCATION:

- A. The width and location of new sidewalk shall be varied to match the width and location of existing sidewalks in the areas. However, the sidewalk width shall not be reduced to less than 4 feet.
- B. Sidewalks shall be located 1 foot from the property line, except in areas where a different offset is required to match existing walks.

CROSS SLOPE:

- A. The maximum sidewalk cross slope is 2.0%, with a target value of 1.5%.
- B. Cross slope may be varied through a gradual transition to match existing adjoining walks.
- C. The street edge of the sidewalk shall be located above the curb $\frac{1}{2}$ inch for every foot horizontally from the curb.

MATERIAL AND THICKNESS:

- A. Sidewalks shall be constructed of Portland cement concrete conforming to Iowa Department of Transportation C-3 mix. Maximum slump shall be 3 inches.
- B. Sidewalks 4 feet wide shall have a minimum thickness of 4 inches. Sidewalks 4 to 6 feet wide shall have a minimum thickness of 5 inches. Sidewalks greater than 6 feet wide shall have a minimum thickness of 6 inches.
- C. Any sidewalk crossing a driveway, regardless of width, shall have a minimum thickness of 6 inches. Sidewalks crossing driveways may use Portland cement concrete conforming to Iowa Department of Transportation C-4 mix.

JOINTS AND FINISH:

- A. Sidewalks shall have a uniform texture with a broom finish.
- B. Tooled joints are permissible on sidewalks less than 6 feet in width. Framing is permissible on sidewalks with tooled joints and should match existing adjoining sidewalk. The maximum depth of framing shall be $\frac{1}{16}$ inch. The joint depth shall be $\frac{1}{4}$ the sidewalk thickness. The joint width shall be minimized.
- C. Sawed joints are permissible for all sidewalk widths. Joint depth shall be $\frac{1}{4}$ of sidewalk thickness.
- D. Sidewalk joints shall be delineated through driveways.
- E. Sidewalk joints shall be spaced to form square panels.
- F. Preformed expansion joints, $\frac{1}{2}$ inch in width, shall be installed adjacent to all curb ramps.
- G. Apply curing compound immediately following finishing operations or cure with moist burlap for not less than 24 hours.
- H. Install rebar per Joint Details on back of sheet.

Please note these specifications are for sidewalk repair only. If needed, contact the City Engineer for complete specifications for sidewalk, trail, and curb ramp construction (354-3040).

PLEASE USE CARE WHEN REMOVING MARKED SIDEWALK PANELS. ADJACENT PANELS DAMAGED AS A RESULT OF THE REPAIR WORK WILL BE REQUIRED TO BE REPLACED AT THE OWNER'S EXPENSE.

ALLOWABLE REPAIR OPTIONS

TYPE A

1. COMPLETE REMOVAL AND REPLACEMENT OF PANEL.
2. MUDJACKING PANEL TO ELIMINATE VERTICAL EDGE PROVIDED THAT 2% OR LESS CROSS SLOPE MUST BE PROVIDED AND DOES NOT CREATE PONDING WATER.
3. MILL OR GRIND AT LEAST 18 INCHES BACK FROM VERTICAL EDGE CREATING SMOOTH TRANSITION BETWEEN PANELS. PROVIDE TEXTURED FINISH.

TYPE B

1. COMPLETE REMOVAL AND REPLACEMENT OF PANELS.

TYPE C

1. COMPLETE REMOVAL AND REPLACEMENT OF PANELS.

TYPE D

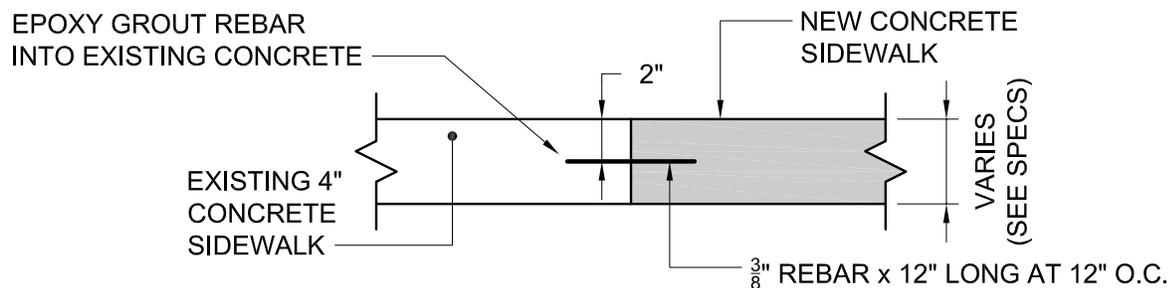
1. COMPLETE REMOVAL AND REPLACEMENT OF PANEL.

TYPE E

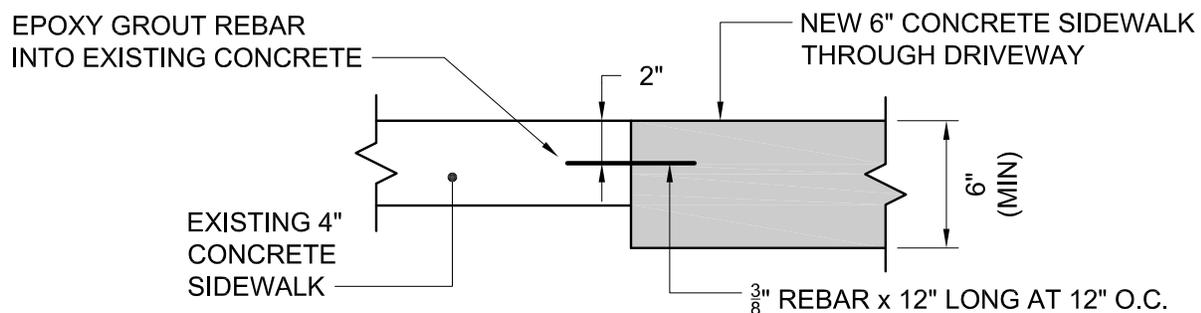
1. COMPLETE REMOVAL AND REPLACEMENT OF PANELS.
2. REMOVE ALL VEGETATION AND DEBRIS AND SEAL SEPARATION WITH A SEALANT TO PROVIDE SMOOTH, FIRM, STABLE, SLIP-RESISTANT SURFACE.
3. PANELS MARKED BECAUSE THEY ARE OFFSET HORIZONTALLY SHALL BE REMOVED AND REPLACED, OR IF POSSIBLE, AND IN GOOD CONDITION, THE PANEL CAN BE RELOCATED TO MOVE IT BACK INTO ALIGNMENT.

TYPE F

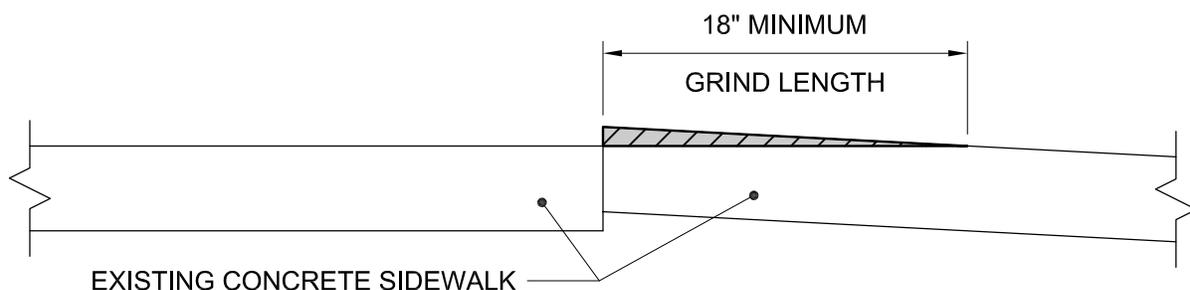
1. COMPLETE REMOVAL AND REPLACEMENT OF PANELS.



JOINT DETAIL - STANDARD SIDEWALK SECTION



JOINT DETAIL - SIDEWALK THROUGH DRIVEWAY



GRINDING DETAIL