



**POLICIES AND PROCEDURES**

SUBJECT 10-Year Sidewalk Repair Program	DEPARTMENT Engineering		DEPARTMENT IDENTIFICATION 2800	
	SECTION 2814	PAGES 1-2	EFFECTIVE DATE 2/4/74	REVISION DATE 4/6/99

1.0 PURPOSE:

**The 10-year sidewalk repair** The program is intended to provide a safe walkway for pedestrians and to protect the City from costly lawsuits by reviewing sidewalks, carriage walks, service walks, driveways and driveway approaches within the City right of way over a ten (10) year period to identify and correct walk and driveway slabs meeting or exceeding established criteria for defects as herein described preserve the integrity of walkways and driveways within the City of West Allis, provide safe walkways for pedestrians, and limit potential claims against the City.

2.0 ORGANIZATIONS AFFECTED:

This policy applies to all City of West Allis departments, divisions, offices, boards, commissions, committees and City employees.

3.0 POLICY:

It is the policy of the Engineering Department to review and repair the City walkways over a 10 year period following uniform guidelines to provide a safe walkway for pedestrians and to protect the City from costly lawsuits. Subject to funding, employee availability, and sound engineering discretion, the Engineering Department is responsible for reviewing City sidewalks, carriage walks, service walks, driveways, and driveway approaches within the City right-of-way over a 10-year period to determine if repairs may be needed.

4.0 REFERENCES:

City of West Allis Street Construction Specifications – January, 1999. None

5.0 PROCEDURES:

5.1 REVIEW

Subject to funding, employee availability, and sound engineering discretion, the Engineering Department will review and repair the City walkways and driveways over a 10-year period using the following criteria for defects: to determine if repairs may be needed. Subject to funding and employee availability, the City Engineer or designee has discretion to determine whether repairs may be needed and the time frame as to when repairs may be made. In making those determinations, the City Engineer may consider the following factors:

1. ~~Vertically Misaligned Slabs~~

- a. ~~A difference of greater than one (1) inch in elevation of adjacent sidewalk slabs, carriage walk slabs and service walk slabs.~~
- b. ~~A difference of greater than one and one half (1 1/2) inches in elevation of adjacent interior driveway and over one (1) inch in elevation of adjacent driveway approach slabs.~~

~~Driveway approach repairs shall be done at minimal pavement disruption, i.e., saw existing curb at flow line and install driveway as per Standard Specifications, p. 6.65, fig. III A or, if possible, grind new curb flare.~~

~~When replacing driveway approaches, pavement condition shall be considered concerning possible future resurfacing or reconstruction.~~

2. ~~Spalled~~

~~Loose or spalled concrete which has resulted in surface irregularities greater than one half (1/2) inch in depth relative to the sidewalk surface over more than one quarter (1/4) of the sidewalk slab.~~

3. ~~Cracked Slabs~~

- a. ~~Cracks which have resulted in a difference of elevation of one half (1/2) inch or greater.~~
- b. ~~More than one crack in a slab.~~
- c. ~~Longitudinal cracks one half (1/2) inch or wider.~~

4. ~~Settled Walk~~

- a. ~~A settled sidewalk of one and one half (1 1/2) inches or more over a ten (10) foot span. The depth of settlement will be determined by measuring parallel to the street on adjacent unsettled walk to the lowest point of the settled walk.~~
- b. ~~Settled sidewalk will not be considered a problem if there is drainage out of the settled area.~~

5. ~~Heaved Walk at Trees~~

- a. ~~Walk slabs heaved three quarter (3/4) inch or more due to tree roots:  
Walk will be removed, roots cut and removed, and walk slabs replaced. Walk slabs will be arched around larger trees as required to protect the tree.~~
- b. ~~Walk slabs heaved less than three quarter (3/4) inch are scheduled for root sawing on contract (per lin. ft.) to impede further heaving.~~

6. ~~One Slab Between Two Defective Slabs~~

- a. ~~If one sidewalk slab in good condition is located between one or more slabs to be removed on each side, the good slab will be removed except for condition described in (b).~~
- b. ~~This does not apply if good slab abuts other structures such as steps, service walks and carriage walks. Inspection judgement will determine extent of repairs in such areas.~~

7. ~~Two Slabs with Two to Go on One side, One or More on Other~~

- a. ~~Same as No. 6.~~
- b. ~~Three remaining slabs in good condition may be removed if moderately defective and between long sections of walk repair on each side.~~

8. ~~Asphalt Shims~~

~~Concrete slabs within the City right of way that were corrected with asphalt shims shall be replaced. The asphalt shim on any good slabs shall be removed and the good slab preserved.~~

9. ~~Additional Work Requested by Property Owners~~

~~Additional concrete replacement for slabs not meeting the above criteria shall be limited. No additional interior driveways, driveway approaches, or curb work will be added to the walk repair program. Property owners may add a minimal amount of additional walk replacement (6 slabs) if approved by the Engineer by signing a waiver for the full assessment amount.~~

10. ~~10 Year Schedule~~

~~The 10 year schedule for review is as shown on the following City map.~~

1. For vertically misaligned slabs, whether the elevation is greater than one inch in difference of adjacent sidewalk slabs, carriage walks slabs, and service walk slabs; or whether the elevation is greater than one and a half inches of adjacent interior driveways and over one inch in elevation of adjacent driveway approach slabs.
2. For loose or spalled concrete, whether surface irregularities greater than one-half inch exist in depth relative to the sidewalk surface over more than one-quarter of the sidewalk slab.
3. For cracked slabs, whether the crack has a difference of elevation of one-half or greater, more than one crack exists, or the presence of longitudinal cracks one-half inch or wider.
4. For settled walks, whether the sidewalk has settled one and one-half inches or more over a ten-foot span and whether drainage exists out of the settled area.
5. For heaved walks at trees, whether the walk slabs have heaved three-quarters of an inch or more due to tree roots.
6. Where one slab in good condition is in between two defective slabs or where more than one slab in good condition is in between defective slabs on each side, whether the slab in good condition is abutting other structures, such as steps, service walks, and carriage walks.

5.2 REPAIR

If repairs are made, the City Engineer or designee may use their discretion to determine the best method of repair, taking into account the number of repairs under consideration, the funding provided for such repairs, and the availability of City staff and/or contractors to make the repairs.