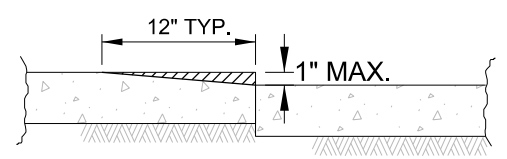
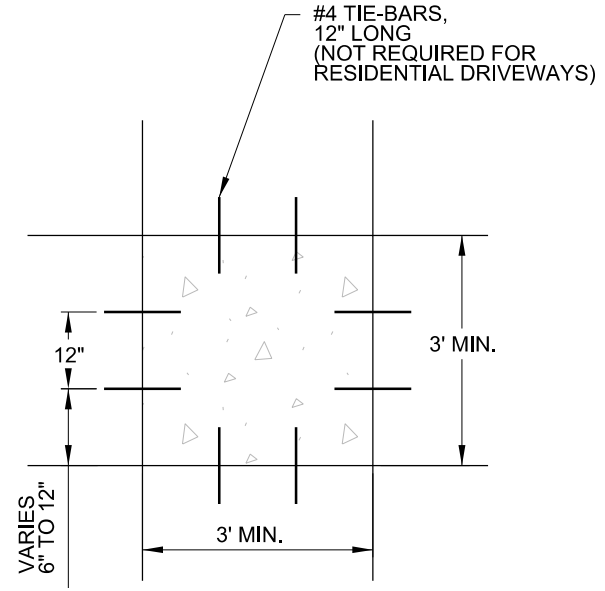


SIDEWALK REPAIR PLAN



TYPICAL GRINDING REPAIR



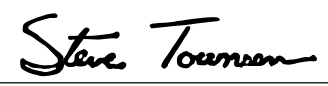
DRIVEWAY REPAIR PLAN (WITH OR WITHOUT TIE-BARS)
FOR TIE-BAR INSTALLATION DETAILS, SEE STD. DRG. NO. P-515

NOTES:

1. SIDEWALK REPAIRS ARE REQUIRED BY THE CITY FOR HORIZONTAL AND VERTICAL DISPLACEMENT 1/2" OR GREATER AND FOR SUNKEN OR RAISED SIDEWALKS EXCEEDING 4" FROM ORIGINAL GRADE. GENERAL SURFACE DETERIORATION AND OTHER CONDITIONS MAY ALSO REQUIRE SIDEWALK REPAIRS.
2. SAWCUT ALL SIDEWALK SECTIONS TO BE REMOVED. ALL SAW OVERCUTS SHALL BE A MINIMUM OF 12" FROM EDGE OF WALK AND EXISTING JOINTS.
3. REPAIR SIDEWALK AND DRIVEWAYS USING ALL APPLICABLE CITY STANDARDS.
4. USE 2' X 2' MINIMUM REPAIR SIZE IN SIDEWALKS AND 3' X 3' MINIMUM REPAIR SIZE IN DRIVEWAYS. ALIGN REPLACEMENT SECTIONS PARALLEL OR PERPENDICULAR TO EXISTING SCORING / JOINTS TO MAXIMUM EXTENTS PRACTICABLE.
5. REPLACE ALL SCORE LINES PER EXISTING SCORING PATTERNS.
6. CROSSING EXPANSION JOINTS IS NOT ALLOWED. IF REPAIRS ABUT EXISTING EXPANSION JOINT ON BOTH SIDES, FORM / POUR SECTION MONOLITHICALLY AND REPLACE EXPANSION JOINT WITH SCORE LINE(S).
7. GRINDING SHALL ONLY BE ALLOWED BY PRIOR APPROVAL. GRINDING REPAIR SECTION SHALL NOT EXCEED 1" VERTICALLY. SEE TYPICAL SECTION 1.
8. GRINDING REPAIR SECTION SURFACE FINISH SHALL CONFORM TO THE NON-SLIP COEFFICIENT OF FRICTION PER STANDARD SPECIFICATION SECTION 02484.35(a). THIS CAN BE ACHIEVED BY ROUGHENING THE SURFACE WITH A SAW-BLADE OR OTHER APPROVED METHOD.
9. CONCRETE PAVER REPAIR SECTION SHALL BE A MINIMUM OF 6' X 9' OR TO THE NEAREST JOINT.
10. UNIT PAVERS MAY BE USED TO MITIGATE SIDEWALK LIFTING AND TREE ROOT PROBLEMS. COMPLETE REPAIR TO THE NEXT FULL JOINT AND 6'x9' MIN. AREA. SEE STD. DWG. NO. P-572 FOR UNIT PAVER DETAILS.
11. SKIN PATCHING / PLASTERING IS ONLY ALLOWED AT VAULTED AREAS OF SIDEWALK. 1" DEPTH MINIMUM REPAIR. COORDINATE WITH CITY ENGINEER AND/OR INSPECTOR.
12. TRIANGULAR REPAIRS SHALL:
 - HAVE TWO SIDES NO LESS THAN 1' AND NO GREATER THAN 3'.
 - HAVE TWO SIDES ON EXISTING SCORING / JOINTS OR EXCEPT BY PRIOR APPROVAL.
 - NOT CONTAIN ANGLES GREATER THAN 90 DEGREES.
 - BE LESS THAN OR EQUAL TO 1/2 OF ANY SIDEWALK PANEL DEFINED BY A SCORE LINE OR JOINT.
 - NOT BE USED IN DRIVEWAYS.
13. WHEN TREE ROOTS ARE IN CONFLICT WITH THE REPLACEMENT OF SIDEWALKS (I.E. ROOTS ARE IN THE SIDEWALK SECTION), ROOT INSPECTION BY THE CITY FORESTER IS REQUIRED BEFORE CUTTING AND/OR REMOVING ANY ROOTS.
14. FOR DRIVEWAY REPAIRS:
 - WHEN EXISTING CURB EXPOSURE IS 5" OR LESS, OMIT THE 1" LIP IN DRIVEWAY APRON.

NOT TO SCALE

Plot Date: 4/4/2019 11:25:58 AM

The selection and use of this Standard Detail while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.	PBOT PORTLAND BUREAU OF TRANSPORTATION	
	 City Engineer	
Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.	Standard Detail Title	
	TYPICAL SIDEWALK & DRIVEWAY REPAIR (BY PROPERTY OWNER)	
	Effective Date: 01-01-2017	Standard Detail No.
Calc. Book No.: 01-01-2017	P-554	
Std. Drg. Report Date: 01-01-2017		