

# Right-of-Way Inspections

Vaughn Dougherty and Will Eggert:  
Right-of-Way Inspectors

February 19, 2020 and February 21, 2020

# Permit Totals

(January 1, 2019 – December 31, 2019)

- New Driveway – 251 (down 29)
- Replace Driveway – 269 (up 24)
- New Sidewalk – 45 (down 10)
- Replace Sidewalk – 1,210 (up 602)
- Private Utilities – 963 (up 43)
- Sanitary Sewer – 322 (down 85)
- Water Service – 502 (up 36)
- Miscellaneous – 153 (up 18)
- **Total = 3,715 Permits (up 577)**



# Driveway Standards

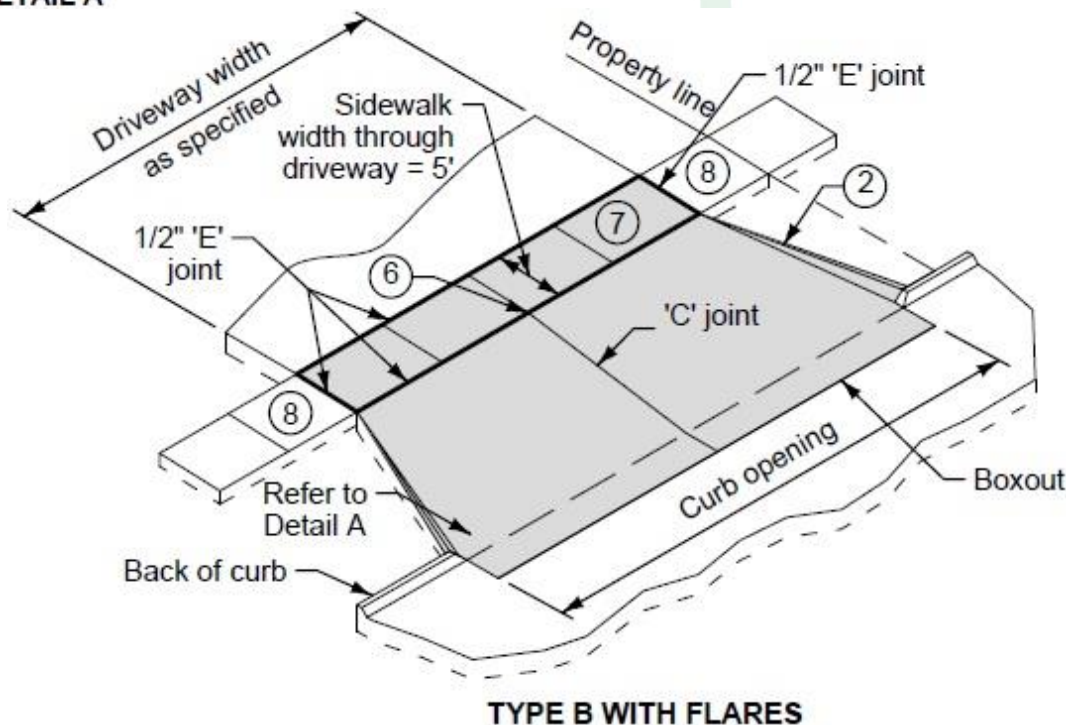
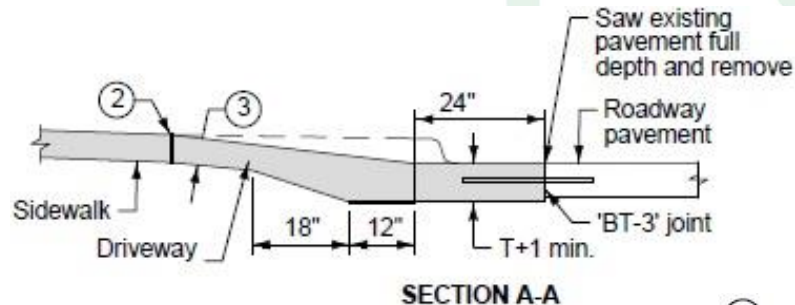
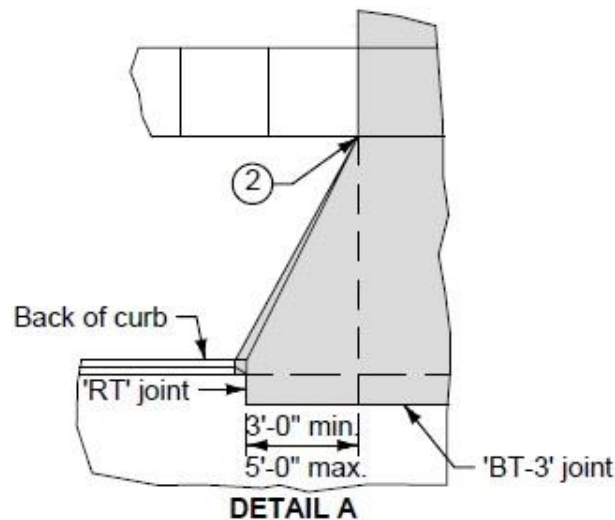
## (New / Reconstruct)

- Flares need to be a minimum 3'. There are instances such as property lines, power poles, etc. that prevent flare requirements.
- Mailboxes can be relocated.
- 5' sidewalk bench (excludes ½" expansion on either side).
- Incline of the approach should be between 2% and less than 12%.









- ② Transition the curb height to 0 inches at end of taper/radius or at the front edge of sidewalk. Do not extend raised curb cross sidewalk.
- ③ Pavement thickness.  
Residential: 6 inches minimum.  
Commercial and industrial: 7 inches minimum.
- ④ Sidewalk thickness through driveway to match thickness of driveway.
- ⑤ If longitudinal joint is located 48 inches or less from the back of curb, extend boxout to joint line. Full depth saw cut is still required.
- ⑥ For alleys, invert the pavement crown 2% toward the center of the alley.
- ⑦ Target cross slope of 1.5% with a maximum cross slope of 2.0%. If specified in the contract documents, construct the sidewalk through the driveway 5 feet wide to serve as a passing space.
- ⑧ If cross slope of adjacent sidewalk panel exceeds 2.0%, remove and replace to transition from existing sidewalk to sidewalk through driveway. If the elevation change requires a curb ramp, comply with Figure CR 7030.205; verify need for detectable warning panel with Engineer.





## Transition Panels on Either Side of the Sidewalk Bench

⑩ If cross slope of adjacent sidewalk panel exceeds 2.0%, remove and replace to transition from existing sidewalk to sidewalk through driveway. If elevation change requires a curb ramp, comply with Figure 7030.205; verify need for detectable warning panel with Engineer.

Cedar Rapids General Supplemental Specification to SUDAS CR 7030.101 – Note 10





# Driveway Standards (New / Reconstruct)

- City standard for concrete mix is C3, C4 or M.
- Mix should be from an IDOT Certified Ready Mix Supplier.
- 1" expansion at the street needs to be sealed to protect the integrity of the city street. ALL expansion needs to be sealed.
- On Page 26 of 34 of the Cedar Rapids Supplemental Specifications to SUDAS, it states:

## 5. Joint Sealing: Delete item b and replace with the following:

"All expansion and isolation joints shall be sealed. Trim preformed joint material to ½ inch below the concrete surface. Ensure the joint is clean and dry. Install joint sealant per manufacturer's recommendations."









## 2.07 Detectable Warnings

### **Add the following:**

“All detectable warning panels installed in Cedar Rapids shall be cast iron and brick red (Federal # 22144 or equivalent) in color.”



# Sidewalks

- The goal of the City's sidewalk program is to make the sidewalk smooth and walkable.
- City sidewalk cross slope target is 1.5%, but can **NOT** exceed 2%.
- City standard for concrete mix is C3, C4 or M. Mix must be from an IDOT Certified Ready Mix Supplier.
- Form width, verify your width in between your forms (4' is 4'..... 5' is 5').





# Inspections

- Everyone MUST have the approved permit while working within the City right-of-way. **ANYONE** with the City may stop and ask to see it.
- Contractors shall provide a minimum 24-hour advance notice for pavement pours. (From Page 24 of the Cedar Rapids Supplemental Specifications to SUDAS)



- Make sure the permit the City approved **ALWAYS** matches the work you're doing.
  - Example: Contractor indicated he was replacing sidewalk only but he also replaced the approach and driveway. **A revised site plan would need to be submitted, reviewed, and approved before continuing with the project.**







- Standard core hole –  
Utility Installation in  
Paved Roadways Detail

- 12-Inch core hole poured  
back with M-Mix



# Right-of-Way Must be Restored



- Debris left after job completion



- Emergency utility repair. No permit, no area protection.





# Right-of-Way Must be Restored



- Trip Hazard



- Core settled after being re-inserted



# Working Without a Permit



- Working without a permit, you will be **DOUBLE** fined the entire cost of the permit  
i.e. Permit = \$125, **WITH** the Double Fine = \$250





# Thank You!

## Questions?

**Presented by:**

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