

Highlights

Why We Did This Audit

The GOkc Sidewalk Repair Program was developed to address the many city residential sidewalks in serious disrepair. The program's sidewalk repairs began in March 2018 for this 20-year, \$150 million program. Problems identified early in the sidewalk program can improve performance in subsequent years. The program is funded by a voter approved tax increase passed in April 2017. Voters want to know that their tax dollars are being used effectively.

The city evaluates sidewalks for needed repairs and then hires contractors to perform the repair and replacement of damaged or deteriorated sections of residential sidewalks, driveway entrances, and curbs and installs accessible curb ramps. The city must ensure contractors meet construction specifications in these city contracts.

Objective

Our audit objective was to determine whether the GOkc Sidewalk Repair Program could improve program practices and observable outcomes.

We defined observable outcomes as those outcomes that someone who has some knowledge about the city's sidewalks, driveway entrances, curbs, and curb ramps construction specifications can observe and easily test.

Audit Methods

The audit methods included reviewing sidewalks, driveway entrances, curbs, and curb ramps on 11 city blocks that were part of the program's first year of work and comparing the work's observable outcomes to city contract requirements.

Click [here](#) to view the full report.

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PERFORMANCE AUDIT

GOkc Sidewalk Repair Program Could Be Improved

What We Found

The GOkc Sidewalk Repair Program has opportunities to improve enforcement of sidewalk repair contract requirements. We identified a number of contract requirements that the city did not enforce:

- Some expansion joints were not installed between old and new concrete or across entire slabs of concrete. These joints should run the entire depth and width of the concrete slab to reduce cracks and allow a clean break if old and new slabs need to be separated. For example, on one block, expansion joints were not installed at 35 locations where old and new concrete met.
- Most contraction joints we observed were not installed at required depths for sidewalks, driveway entrances, and curb ramps. These surface joints are installed at predetermined locations and depths allowing cracks in planned locations and straight lines below the concrete's surface. Only one of 54 contraction joints we measured was at the depth required by the contract specifications.
- Three curb boxes for water stop valves were not located or protected during construction on one street causing valves to be inoperable and/or inaccessible and new sidewalks to be torn out and replaced.
- Newly installed curb ramps did not meet some accessibility requirements including lack of a smooth transition between ramp and street and incorrectly placed detectable warnings, which serve as tactile warnings of intersections to visually impaired persons.
- City inspectors did not enforce the timeliness requirements for some end of block construction activities, leaving some blocks incomplete for weeks or a few tasks forgotten.



City inspectors are not using standardized checklists to inspect contractors work which would ensure contractors receive consistent and comprehensive feedback and help prevent repeat mistakes being made on subsequently worked blocks.

The program could be strengthened by developing written procedures for sidewalk placement that accommodates trees on private property and communicating to residents about expected landscape restoration.

What We Recommend

We make recommendations to improve the integrity, safety, and appearance of sidewalks, driveways, and ADA accessible curb ramps; and improve the effectiveness of the inspection process and the sidewalk repair program.

Management agreed or partially agreed with the recommendations.