

WEST EARL TOWNSHIP

157 W. Metzler Rd
P.O. Box 787
Brownstown, PA 17508
Phone: (717) 859-3201
FAX: (717) 859-3499

Office Use Only

Date of Receipt: _____
Permit Number: _____
Zoning District: _____
County Parcel ID Number: 210- _____

APPLICATION FOR CURB/SIDEWALK PERMIT

Date: _____ Property Location: _____

Applicant's Name: _____ Telephone No. _____

Address: _____

Owner's Name: _____ Telephone No. _____

Address: _____

Contractor's Name: _____ Telephone No. _____

Address: _____

Type of work

Will you be repairing or replacing a driveway apron: _____

Replace existing sidewalk: _____ Amount of curb to be replaced or repaired: _____ linear feet

Repair existing sidewalk: _____ Amount of sidewalk to be replaced or repaired: _____ square feet

Construct new curb and sidewalk where none previously existed: _____

Amount of new curb: _____ linear feet Amount of new sidewalk: _____ square feet

Is the work on a PennDOT road: _____ If yes, has a Highway Occupancy Permit (HOP)* been obtained: _____

*An HOP is required by PennDOT for any curb work done on a state road. If you have questions about PennDOT HOPs please contact PennDOT District 8 at (717) 787-6653.

Remarks: _____

All work shall be completed in accordance with the Township's specifications for curb, sidewalk and driveway aprons. Please provide the attached specifications to your sidewalk contractor.

Attach a sketch plan showing the following:

1. Lot Dimensions
2. Curb and sidewalk location
3. Curb and sidewalk length and width
4. Distance from the edge of curb and sidewalk to building and property lines
5. Building locations

Date

Applicant's Signature

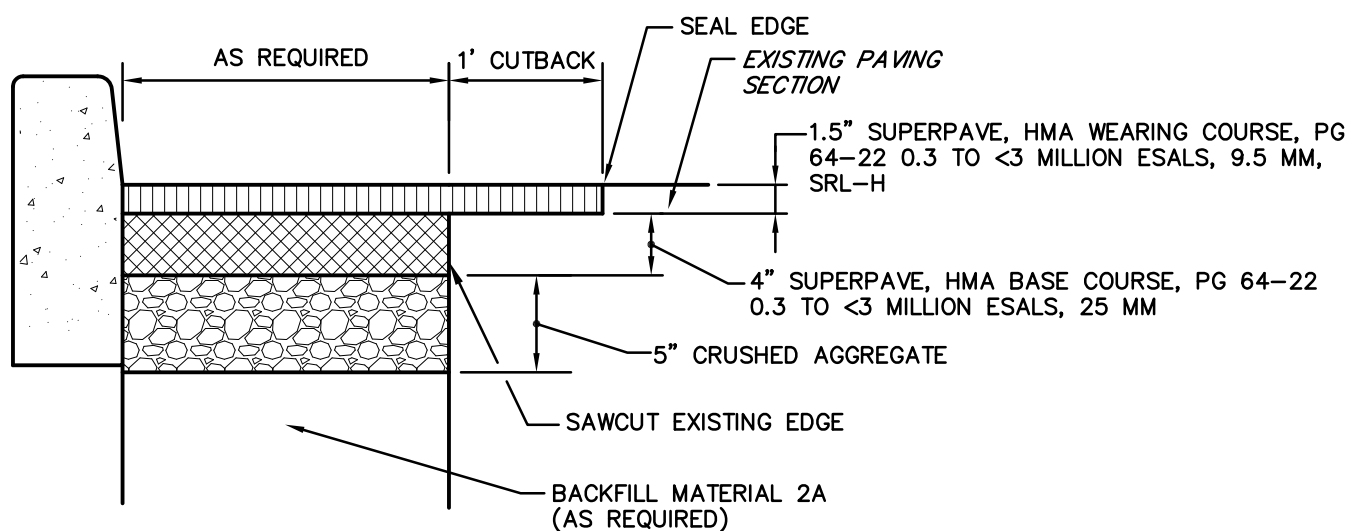
For Code enforcement Officer Use Only

The application is: Approved () Denied ()

Date

Code Enforcement Officer's Signature

Comments: _____

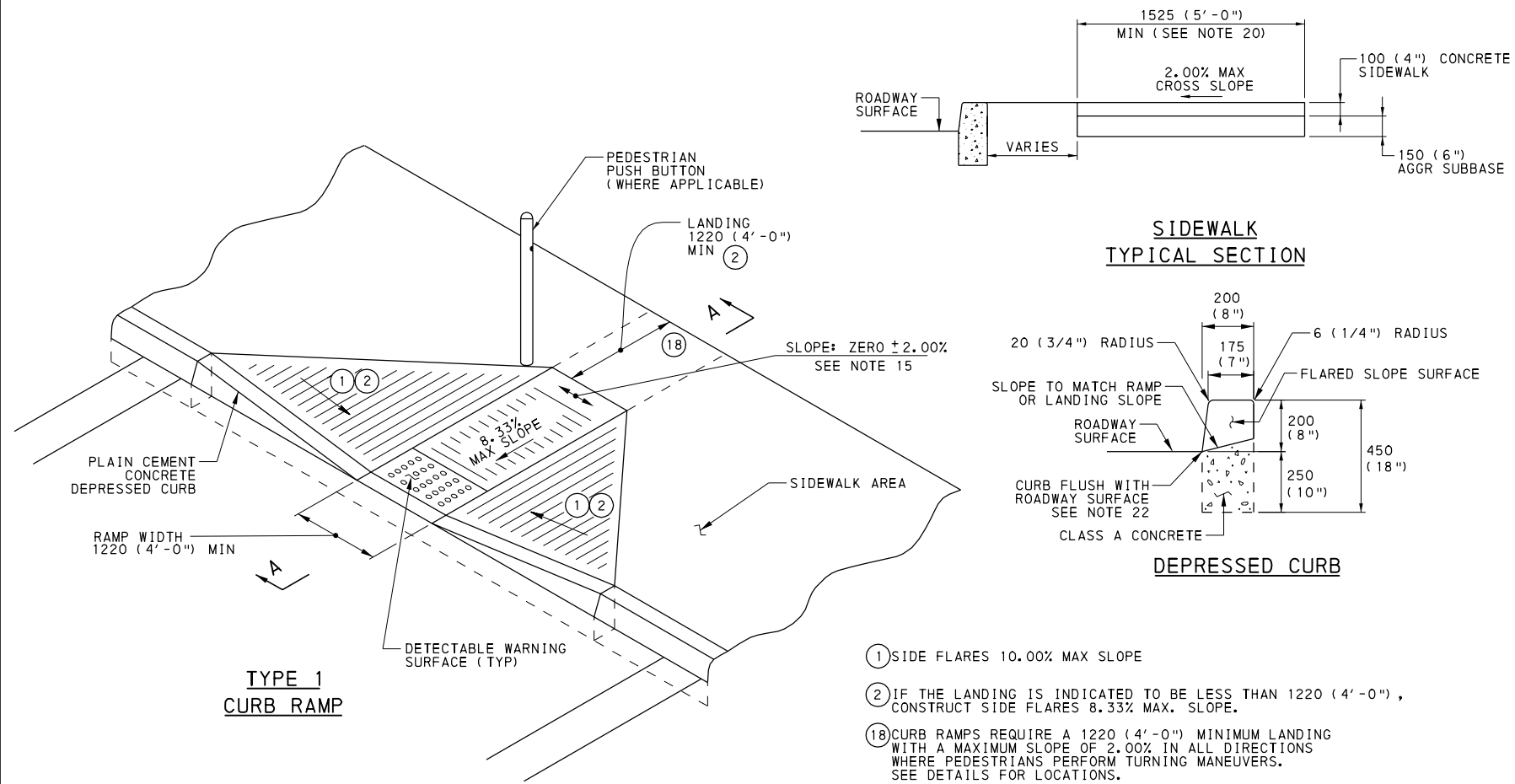


NOTES:

1. BACKFILL & PAVEMENT RESTORATION IN STATE ROADS SHALL BE AS SPECIFIED BY PennDOT.

BITUMINOUS PAVING DETAIL

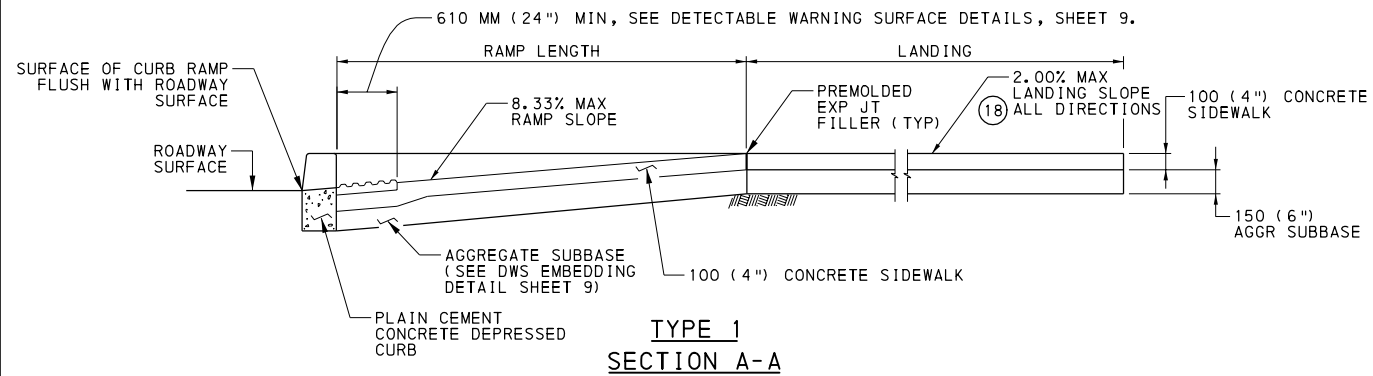
NOT TO SCALE



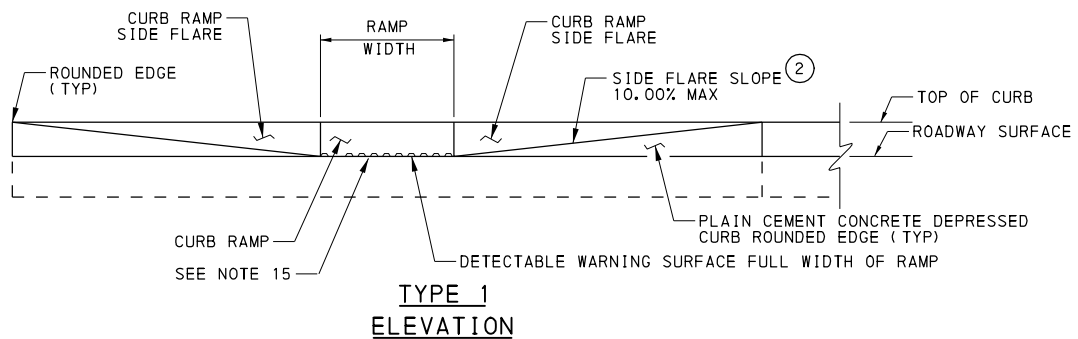
SIDEWALK
TYPICAL SECTION

DEPRESSED CURB

- ① SIDE FLARES 10.00% MAX SLOPE
- ② IF THE LANDING IS INDICATED TO BE LESS THAN 1220 (4'-0"), CONSTRUCT SIDE FLARES 8.33% MAX. SLOPE.
- ⑬ CURB RAMPS REQUIRE A 1220 (4'-0") MINIMUM LANDING WITH A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS.



TYPE 1
SECTION A-A



TYPE 1
ELEVATION

PERCENT SLOPE	EQUIVALENT SLOPE
10.00%	10:1 (1:10)
8.33%	12:1 (1:12)
7.14%	14:1 (1:14)
2.00%	50:1 (1:50)
1.00%	100:1 (1:100)

EQUIVALENT SLOPES

- NOTES**
1. PROVIDE MATERIALS AND CONSTRUCTION MEETING THE REQUIREMENTS OF PUBLICATION 408, SECTIONS 350, 409, 630, 676 AND 694.
 2. PROVIDE EXPANSION JOINT MATERIAL 13 (1/2") THICK WHERE CURB RAMP ADJOINS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
 3. CONSTRUCT DIAGONAL CURB RAMPS WITH A 1220 (4'-0") CLEARSPACE OUTSIDE OF TRAVEL LANES AT THE BOTTOM OF THE RAMP. IF DIAGONAL CURB RAMPS ARE PROVIDED AT MARKED CROSSINGS, THE 1220 (4'-0") CLEAR SPACE IS LOCATED WITHIN THE MARKINGS AND OUTSIDE OF THE TRAVEL LANES. SEE SHEET 7 FOR CROSSWALK DETAILS.
 4. SEAL JOINTS WITH AN APPROVED SEALING MATERIAL.
 5. PROVIDE SLIP RESISTANT TEXTURE ON CURB RAMP BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING FLARED SIDE RAMPS.
 6. MODIFY CONSTRUCTION DETAILS TO ADAPT DIMENSIONS TO EXISTING CURB HEIGHTS WHERE THE CURB IS LESS THAN THE STANDARD 200 (8") HEIGHT.
 7. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
 8. IT MAY BE NECESSARY TO LIMIT THE RUN OF A PARALLEL OR PERPENDICULAR CURB RAMP IN ORDER TO AVOID CHASING GRADE INDEFINITELY WHEN TRAVERSING THE HEIGHT OF CURB. RAMP LENGTH NOT TO EXCEED 4500 (15'-0"), ADJUST RAMP SLOPE AS NEEDED TO PROVIDE ACCESS TO THE MAXIMUM EXTENT POSSIBLE.
 9. MEASURE AND PAY FOR DEPRESSED CURB IN ACCORDANCE WITH SECTION 630.4.
 10. THE DETAILS DEPICT PEDESTRIAN PUSH BUTTON POLES TO ILLUSTRATE THE PREFERRED PLACEMENT OF PEDESTRIAN PUSH BUTTONS. PEDESTRIAN PUSH BUTTONS ARE TO BE INSTALLED WHERE APPLICABLE.
 11. CONSTRUCT BUILT-UP CURB RAMP OF BITUMINOUS MATERIAL AS INDICATED, INCLUDING SURFACE PREPARATION AND TACK COAT, AS REQUIRED.
 12. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED. US CUSTOMARY UNITS IN () PARENTHESIS.
 13. ALIGN DETECTABLE WARNING DOMES ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF THE RAMP AND PERPENDICULAR TO CURB.
 14. PROVIDE DETECTABLE WARNING SURFACES (DWS) 610 (24") MINIMUM (IN THE DIRECTION OF PEDESTRIAN TRAVEL) ACROSS FULL WIDTH OF RAMP AT THE GRADE BREAK NEAR STREET EDGE. PROVIDE DWS THAT CONTRAST VISUALLY WITH ADJACENT WALKWAY SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT FOR THE FULL WIDTH OF RAMP.
 15. FOR NEW CONSTRUCTION, DO NOT EXCEED 2.00% CROSS SLOPE ON THE CURB RAMP OR ACCESSIBLE ROUTE.
 16. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE POSSIBLE. THE SLOPES INDICATED IN THE DETAILS SHOW THE MAX SLOPE ALLOWABLE. SLOPES THAT EXCEED THOSE INDICATED IN THE DETAILS, OR CONTRACT DOCUMENTS AS APPLICABLE, WILL NOT BE ACCEPTED AND WILL BE RECONSTRUCTED.
 17. THE IMMEDIATE ADJOINING SURFACE AT THE BOTTOM AND TOP OF CURB RAMPS IS NOT TO EXCEED ROADWAY PROFILE SLOPE WHEN LOCATED ADJACENT TO THE ROADWAY. IN AREAS WHERE THE ADJOINING SURFACE IS NOT ADJACENT TO THE ROADWAY, THE LONGITUDINAL SLOPE IS NOT TO EXCEED 5.00%. FOR ALL LOCATIONS DO NOT EXCEED 2.00% CROSSLOPE. FOR LOCATIONS THAT REQUIRE A TURNING MANEUVER, THE MAXIMUM SLOPE IS 2.00% IN ALL DIRECTIONS. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE IS NOT TO EXCEED AN ALGEBRAIC DIFFERENCE OF 11.00%. SEE SHEET 8 FOR DETAILS.
 18. THE CONSTRUCTION STANDARDS DEPICTED ARE MOST APPROPRIATE FOR NEW CONSTRUCTION. ALL CONSTRUCTION MUST MEET THE STANDARDS CONTAINED HEREIN UNLESS OTHERWISE NOTED OR DIRECTED.
 19. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF RAMP IS NOT SOLELY DEPENDANT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 150 (6") CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 1800 (6'-0") FOR A 12:1 (1:12) SLOPE.
 20. SIDEWALK WIDTH MAY BE REDUCED TO 1220 (4'-0"), WHEN PASSING AREAS 1525 X 1525 (5'-0" X 5'-0") ARE PROVIDED EVERY 61 METERS (200').
 21. THE TRAVEL LANE IS DEFINED BY THE OUTSIDE EDGE OF THE WHITE PAVEMENT MARKING LINE. IF A WHITE PAVEMENT MARKING LINE DOES NOT EXIST, THE TRAVEL LANE IS DEFINED BY THE CONTRACT DOCUMENTS.
 22. DEPRESSED CURB FOR CURB RAMPS MUST BE FLUSH TO ADJACENT ROADWAY. EDGE OF ROAD ELEVATIONS AT THE FLOW LINE SHALL BE GRADED TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING.

NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES MUST BE USED ON PLANS. METRIC AND ENGLISH VALUES SHOWN MAY NOT BE MIXED.

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DEPARTMENT OF TRANSPORTATION
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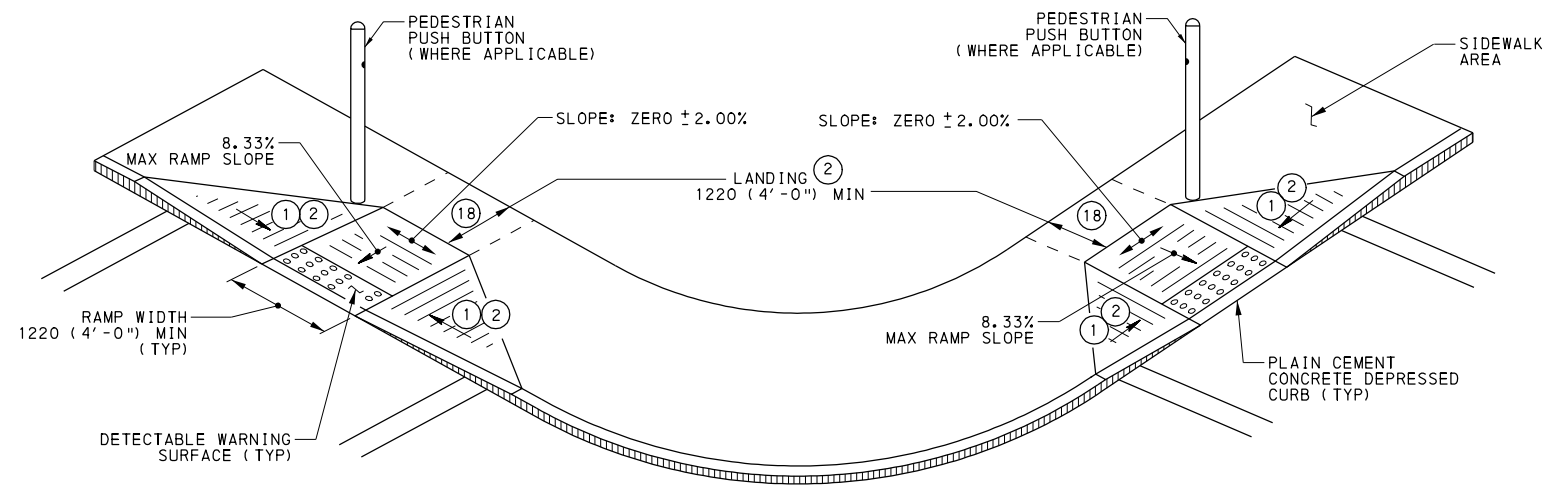
CURB RAMPS AND SIDEWALKS

NEW CONSTRUCTION OR
ALTERATION DETAILS

RECOMMENDED AUG. 29, 2008
David B. Stewart
ACTING CHIEF, HWY. QA DIVISION

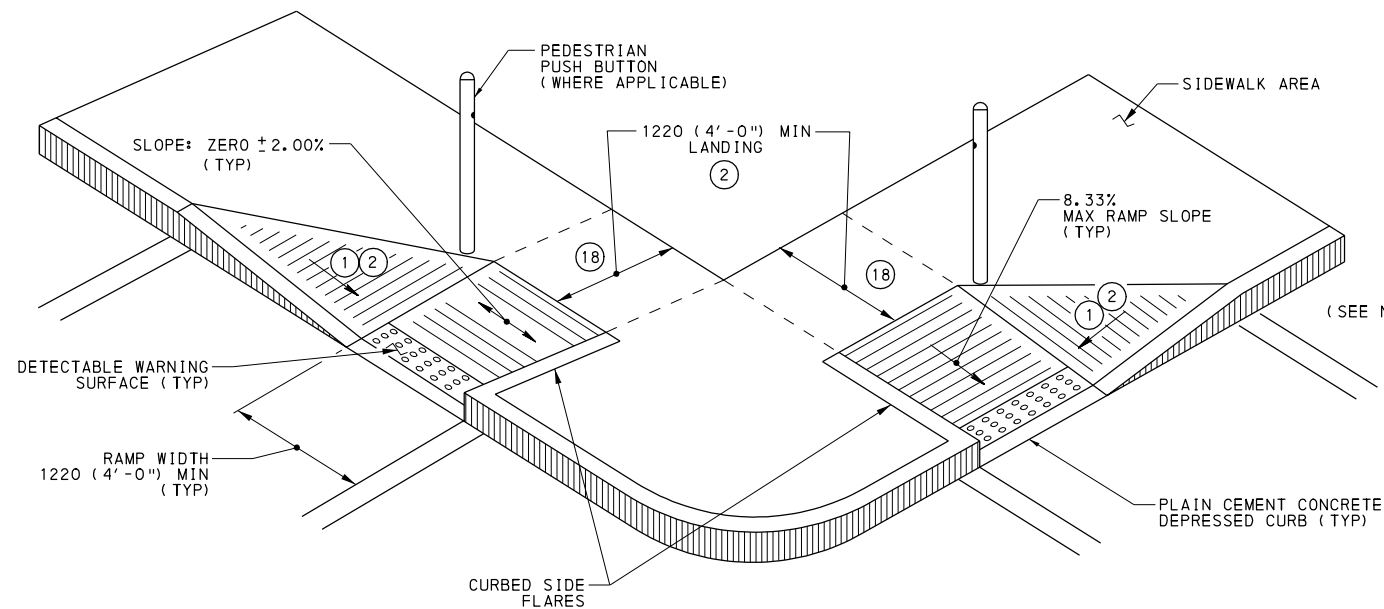
RECOMMENDED AUG. 29, 2008
David B. Stewart
DIRECTOR, BUREAU OF DESIGN

SHT 1 OF 13
RC-67M



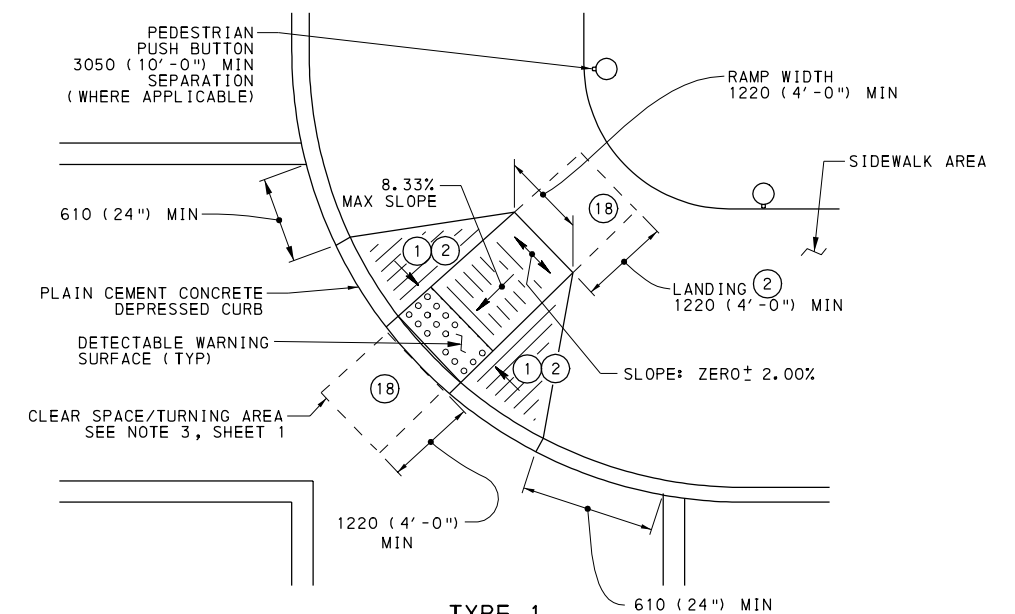
NOTE: IF SPACE IS LIMITED, IT MAY BE NECESSARY TO CURB THE SIDE FLARES OF THE TYPE 1 CURB RAMPS (SEE ALTERNATE INSTALLATION DETAIL BELOW). PEDESTRIAN TRAFFIC SHOULD NOT BE DIRECTED TO CROSS THE VERTICAL DROP.

TYPE 1
DOUBLE CURB RAMPS
(PREFERRED INSTALLATION)

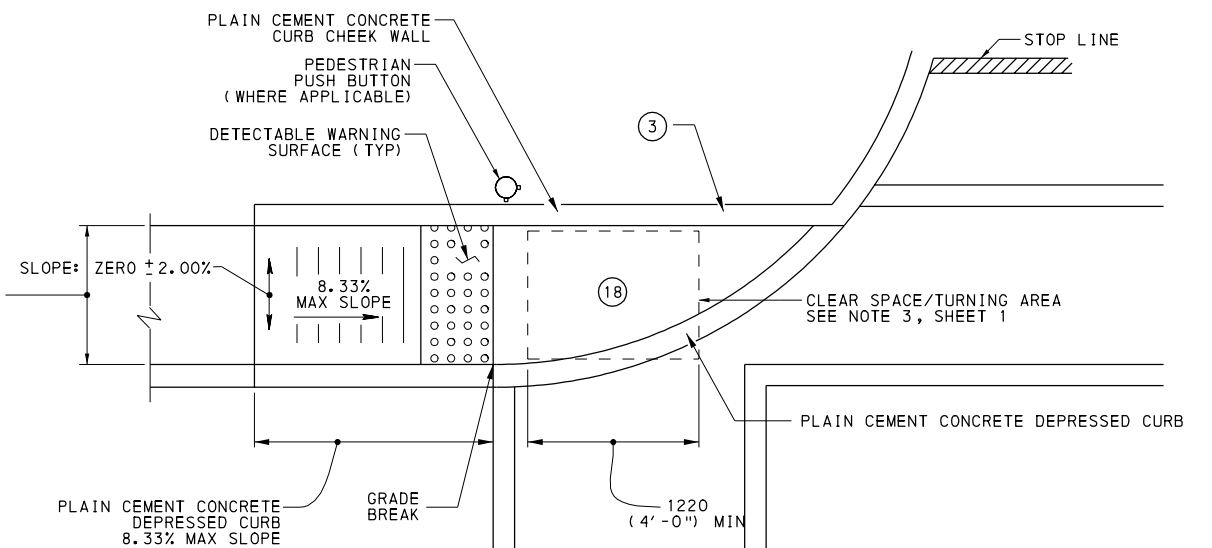


TYPE 1
DOUBLE CURB RAMPS
(ALTERNATE INSTALLATION)

- ① SIDE FLARES 10.00% MAX SLOPE
- ② IF THE LANDING IS INDICATED TO BE LESS THAN 1220 (4'-0"), CONSTRUCT SIDE FLARES 8.33% MAX. SLOPE.
- ③ OPTIONAL ROLLED CONCRETE SURFACE OR REGRADE SLOPE CAN BE USED TO MEET THE ADJACENT SURFACES IN LIEU OF A RETURN CURB CHEEK WALL.
- ⑱ CURB RAMPS REQUIRE A 1220 (4'-0") MINIMUM LANDING WITH A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS.



TYPE 1
CURB RAMP
(DIAGONAL-REQUIRES ASSISTANT
DISTRICT EXECUTIVE APPROVAL)



TYPE 1A
CURB RAMP
(DIAGONAL-REQUIRES ASSISTANT
DISTRICT EXECUTIVE APPROVAL)

NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES MUST BE USED ON PLANS. METRIC AND ENGLISH VALUES SHOWN MAY NOT BE MIXED.

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CURB RAMPS AND SIDEWALKS

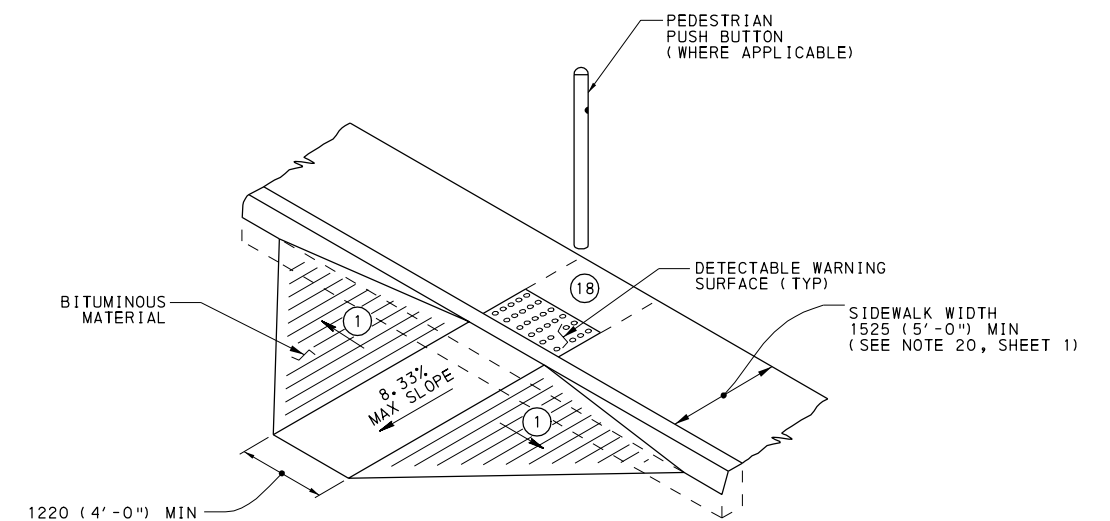
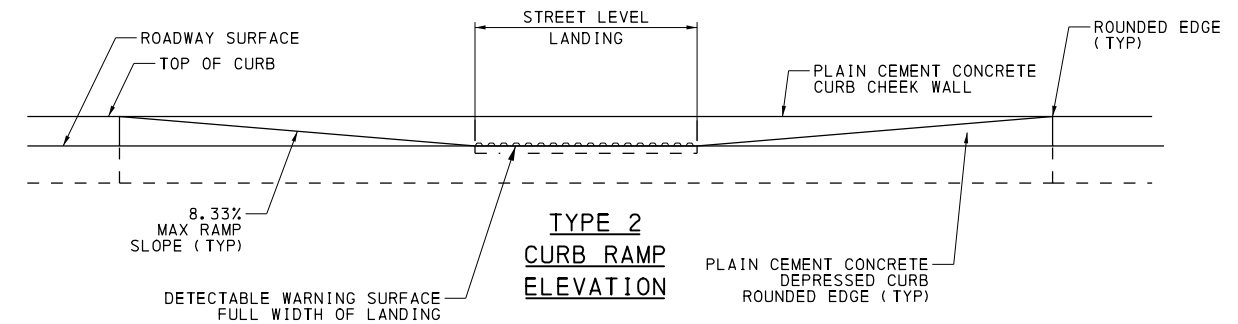
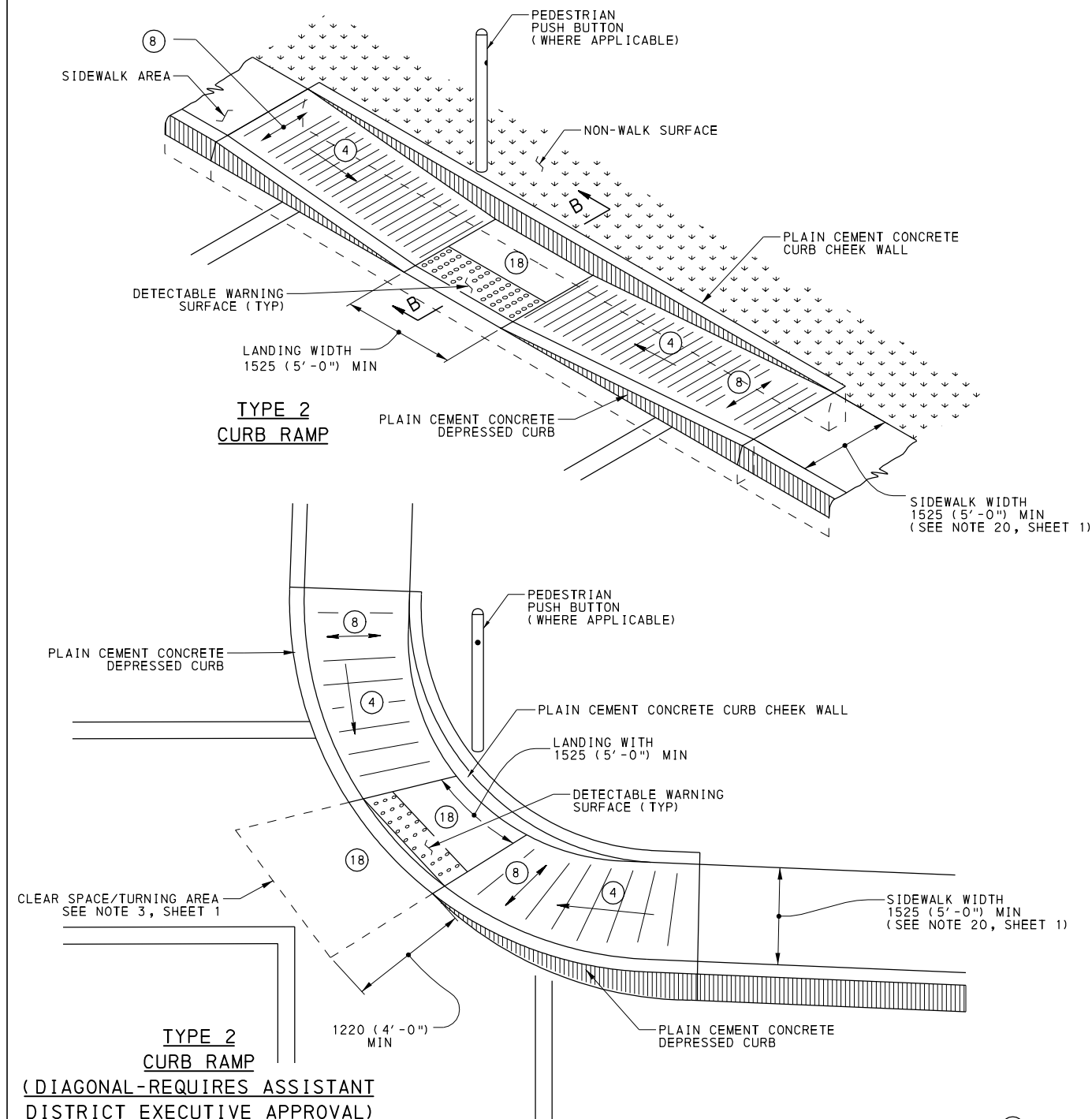
NEW CONSTRUCTION OR
ALTERATION DETAILS
TYPE 1 CURB RAMPS

RECOMMENDED AUG. 29, 2008
Daniel B. Stewart
ACTING CHIEF, HWY. QA DIVISION

RECOMMENDED AUG. 29, 2008
Daniel B. Stewart
DIRECTOR, BUREAU OF DESIGN

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NOTES: DO NOT USE TYPE 3 CURB RAMPS IN VEHICULAR TRAFFIC LANES, PARKING SPACES, OR ACCESS AISLES.

TYPE 3
CURB RAMP
(BUILT-UP, FOR ALTERATIONS ONLY)
SEE NOTE 11, SHEET 1

- ① SIDE FLARES 10.00% MAX SLOPE
④ 8.33% MAX RAMP SLOPE
⑧ SLOPE: ZERO \pm 2.00%
⑱ CURB RAMPS REQUIRE A 1220 (4'-0") MINIMUM LANDING WITH A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS.

NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES
MUST BE USED ON PLANS. METRIC AND
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CURB RAMPS AND SIDEWALKS

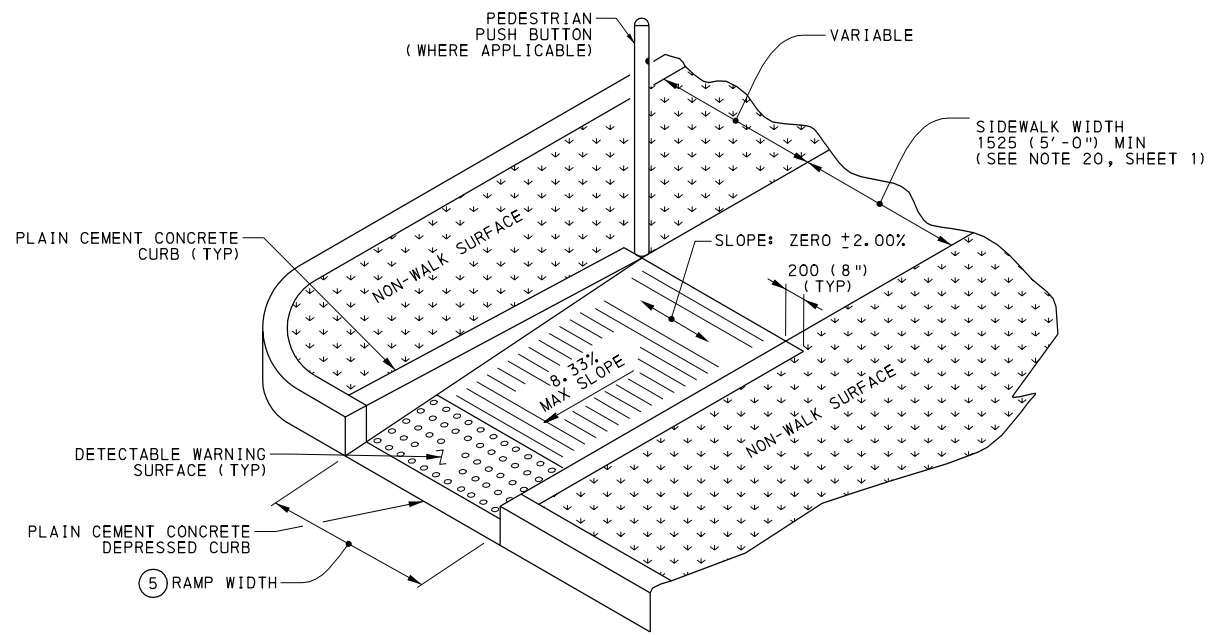
NEW CONSTRUCTION OR
ALTERATION DETAILS
TYPE 2 AND TYPE 3 CURB RAMPS

RECOMMENDED AUG. 29, 2008
Daniel B. Stewart
 ACTING CHIEF, HWY. QA DIVISION

RECOMMENDED AUG. 29, 2008
Bernie E. Thompson
 DIRECTOR, BUREAU OF DESIGN

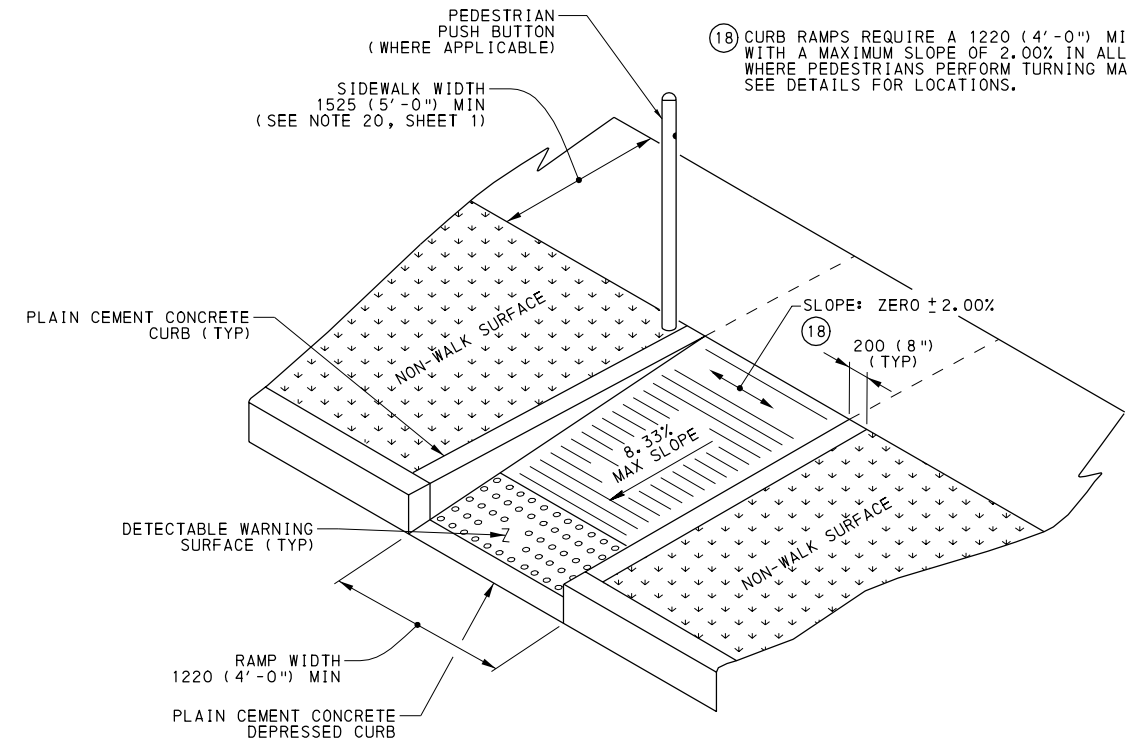
SHT 3 OF 13

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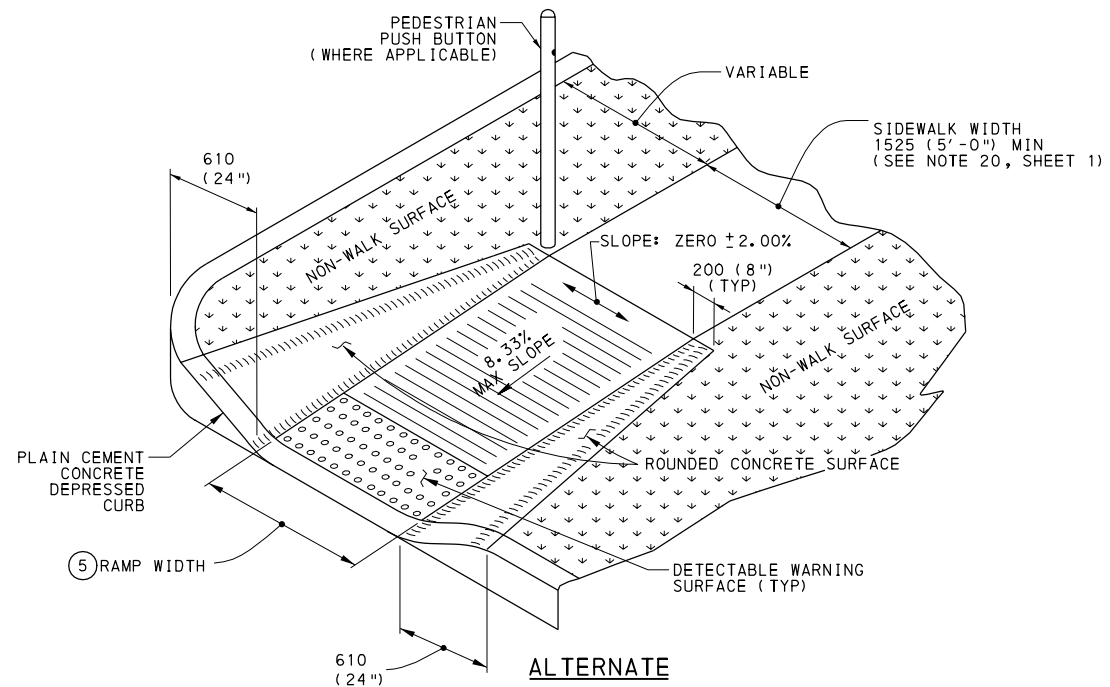


**TYPE 4
CURB RAMP
(PARALLEL)**

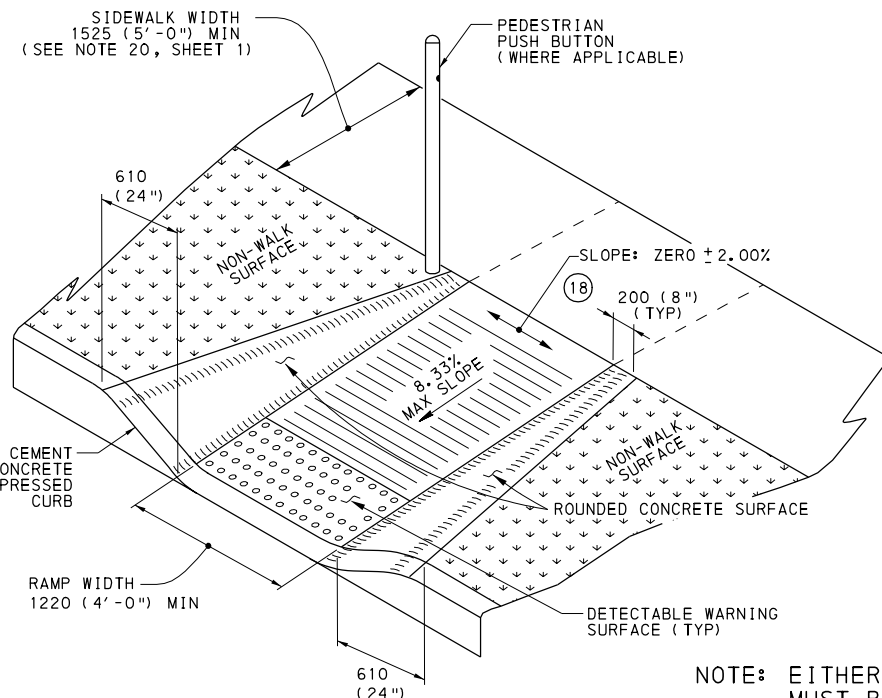
- ⑤ CURB RAMP WIDTH IS EQUAL TO SIDEWALK WIDTH WHEN THE SIDEWALK WIDTH IS GREATER THAN OR EQUAL TO 1220 (4'-0").
- ⑱ CURB RAMPS REQUIRE A 1220 (4'-0") MINIMUM LANDING WITH A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS.



**TYPE 4
CURB RAMP
(PERPENDICULAR)**



**ALTERNATE
TYPE 4A
CURB RAMP
(PARALLEL)**



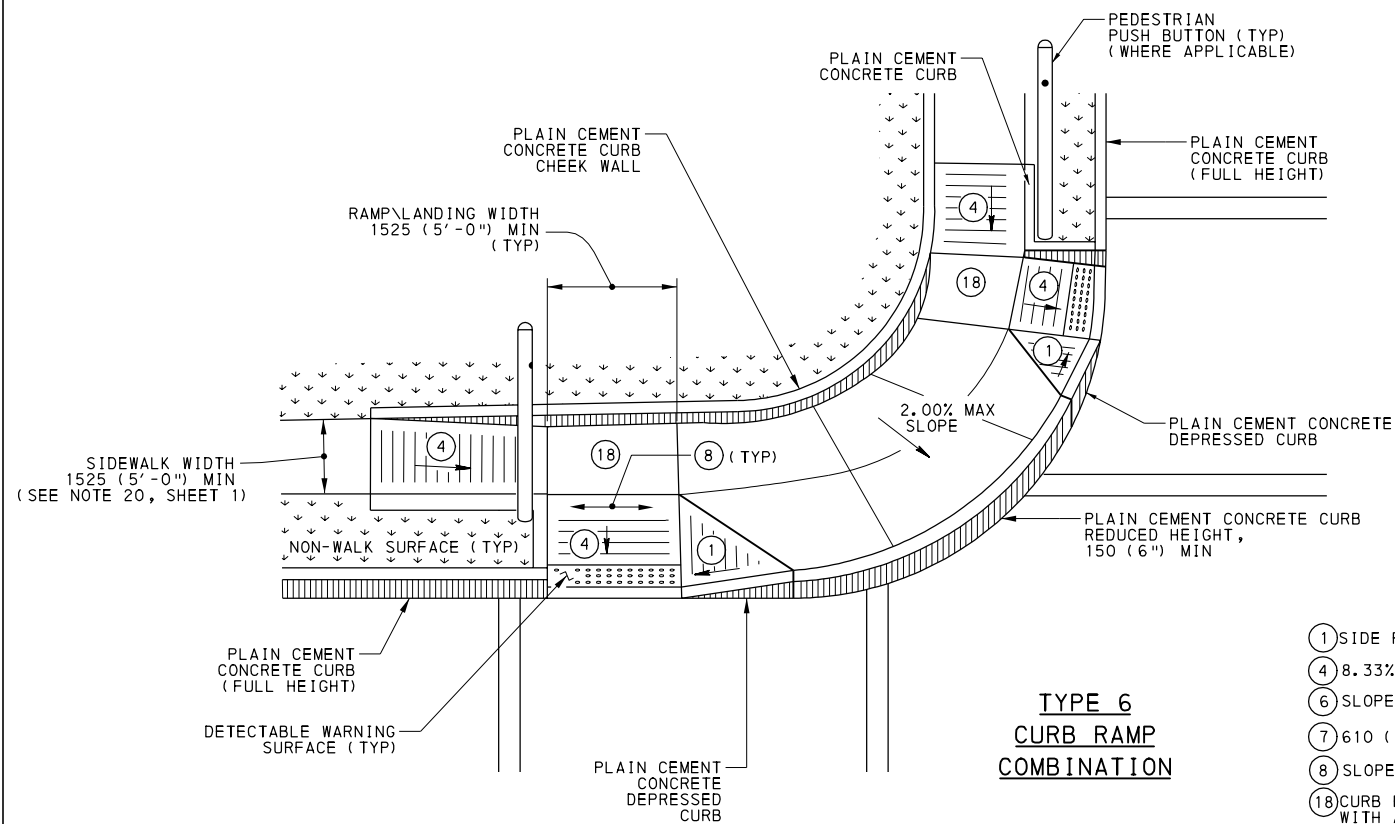
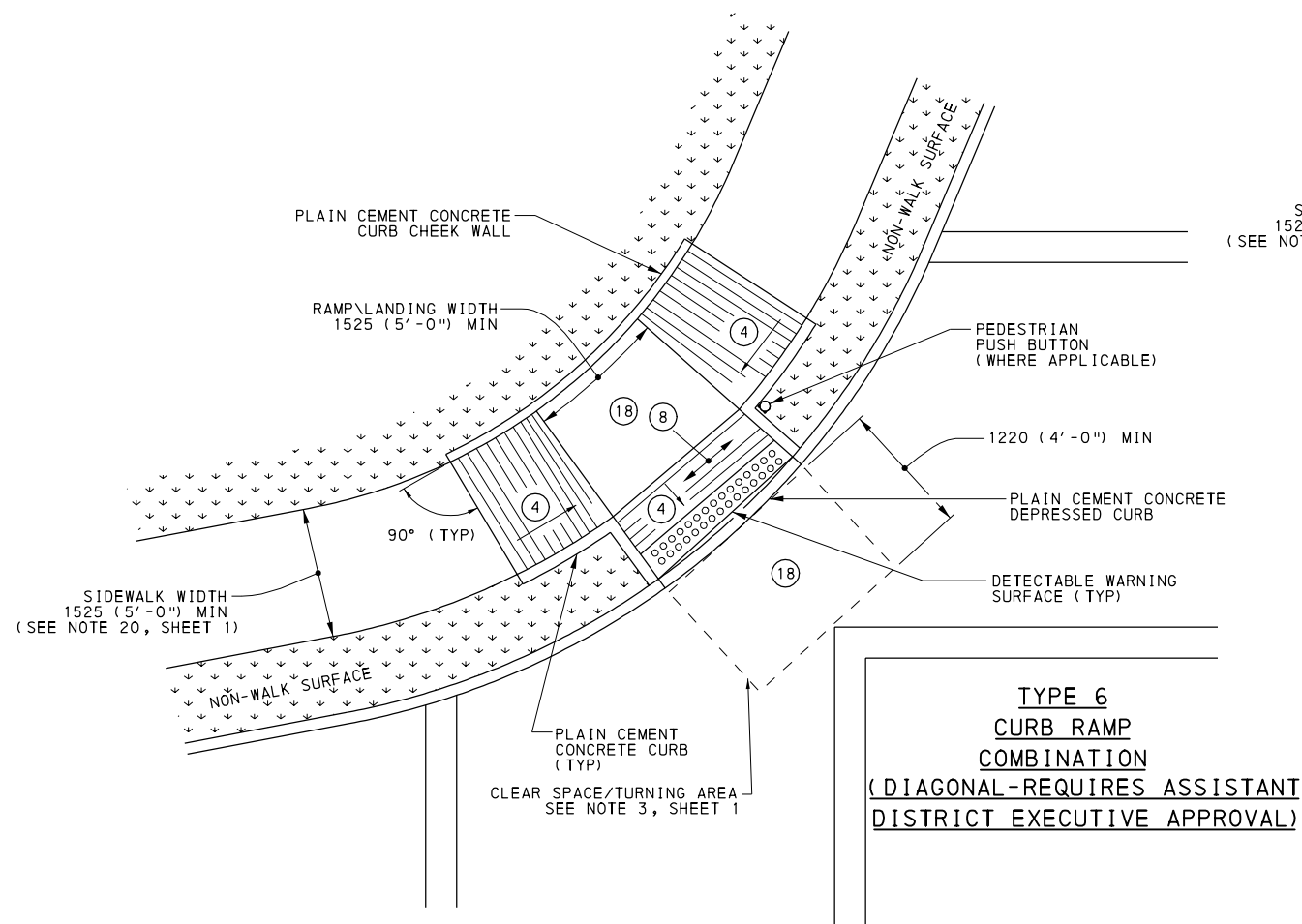
**ALTERNATE
TYPE 4A
CURB RAMP
(PERPENDICULAR)**

NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES MUST BE USED ON PLANS. METRIC AND ENGLISH VALUES SHOWN MAY NOT BE MIXED.

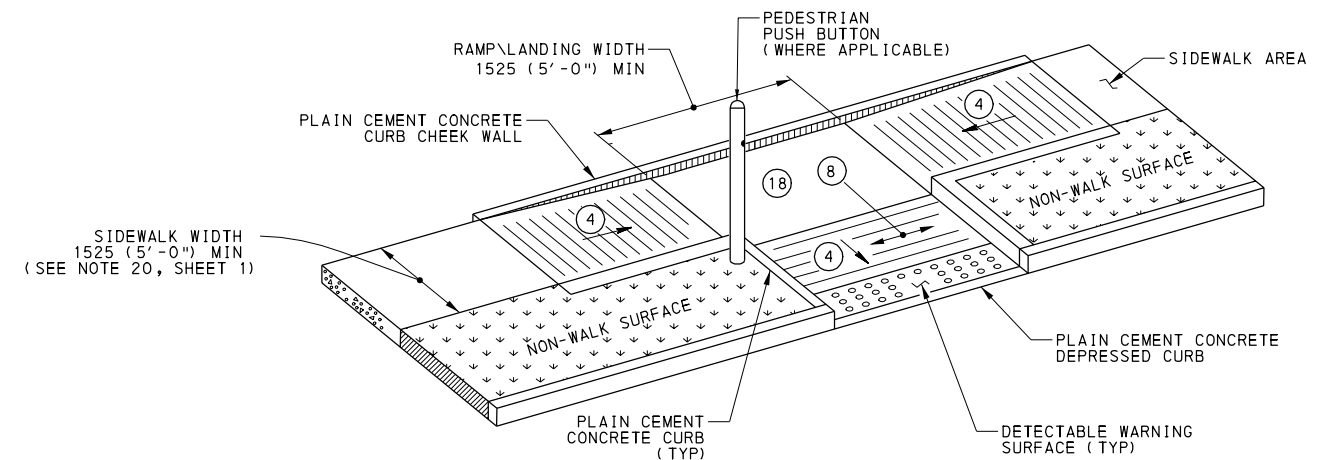
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CURB RAMPS AND SIDEWALKS

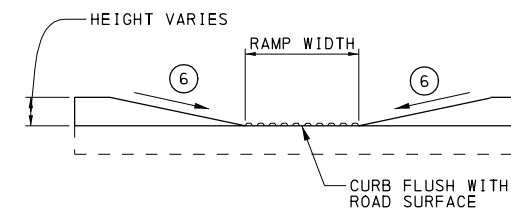
**NEW CONSTRUCTION OR
ALTERATION DETAILS
TYPE 4 CURB RAMPS**



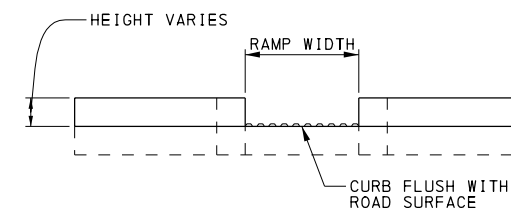
- ① SIDE FLARES 10.00% MAX SLOPE
- ④ 8.33% MAX RAMP SLOPE
- ⑥ SLOPE VARIES SEE RAMP DETAILS
- ⑦ 610 (2'-0") ROLLED TRANSITION
- ⑧ SLOPE: ZERO ± 2.00%
- ⑱ CURB RAMPS REQUIRE A 1220 (4'-0") MINIMUM LANDING WITH A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS.



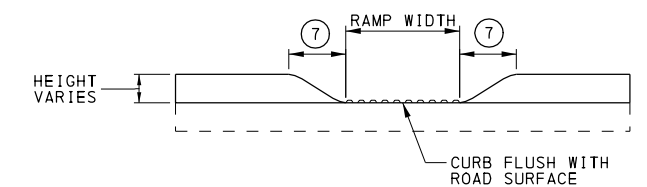
TYPE 6 CURB RAMP COMBINATION



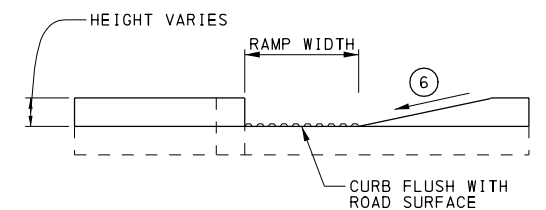
FLARED TRANSITION



VERTICAL TRANSITION



ROLLED TRANSITION



COMBINATION TRANSITION

TYPICAL ELEVATIONS FOR DEPRESSED CURBS

NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES MUST BE USED ON PLANS. METRIC AND ENGLISH VALUES SHOWN MAY NOT BE MIXED.

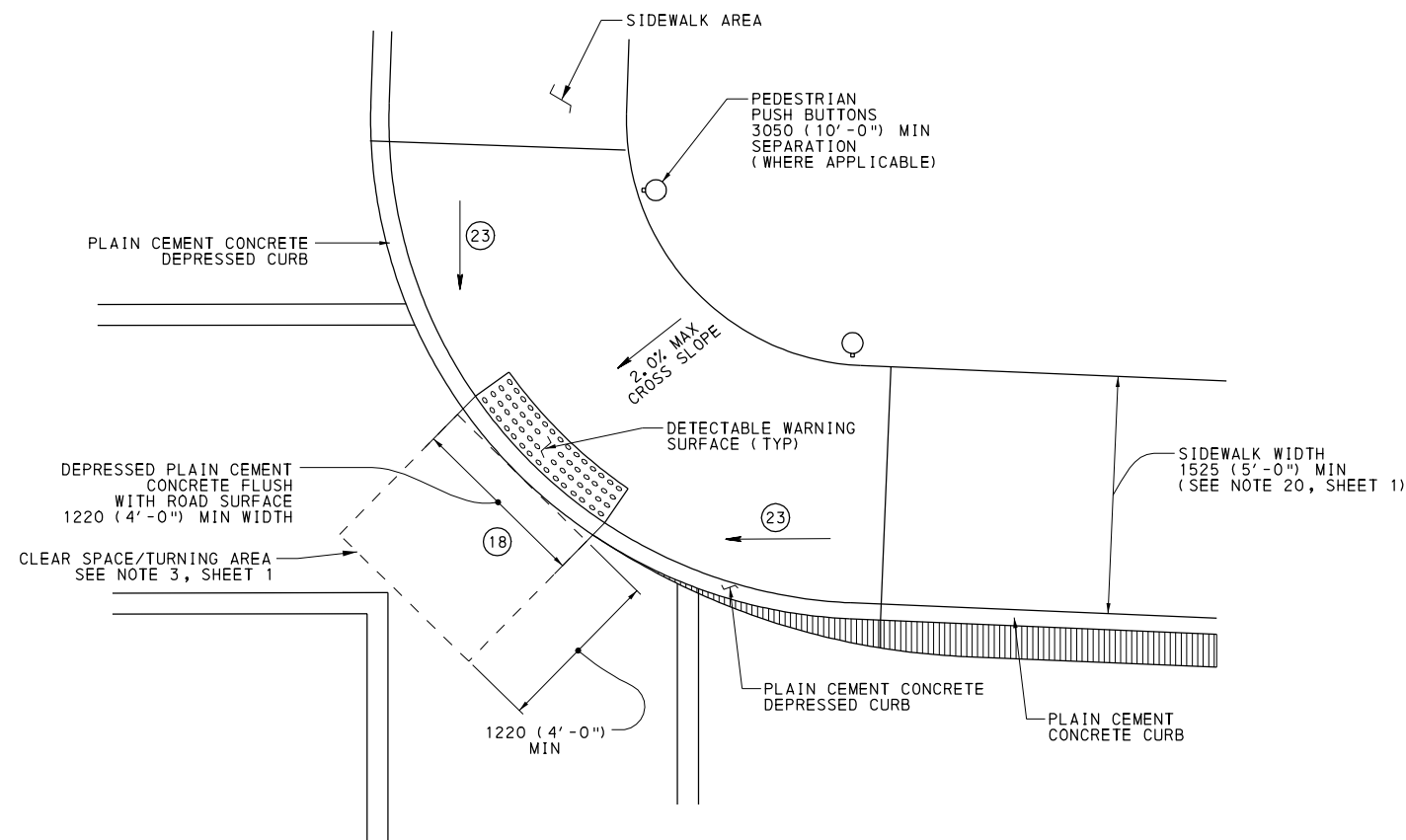
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**CURB RAMPS AND SIDEWALKS
NEW CONSTRUCTION OR
ALTERATION DETAILS
TYPE 6 CURB RAMPS
AND TYPICAL ELEVATIONS**

RECOMMENDED AUG. 29, 2008
Daniel B. Heston
ACTING CHIEF, HWY. QA DIVISION

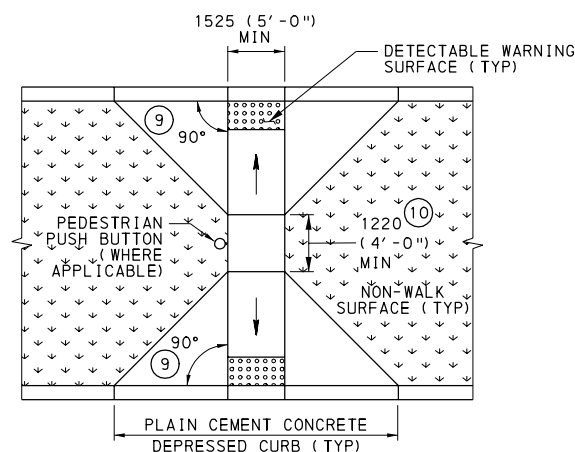
RECOMMENDED AUG. 29, 2008
Daniel B. Heston
DIRECTOR, BUREAU OF DESIGN

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RC-67M

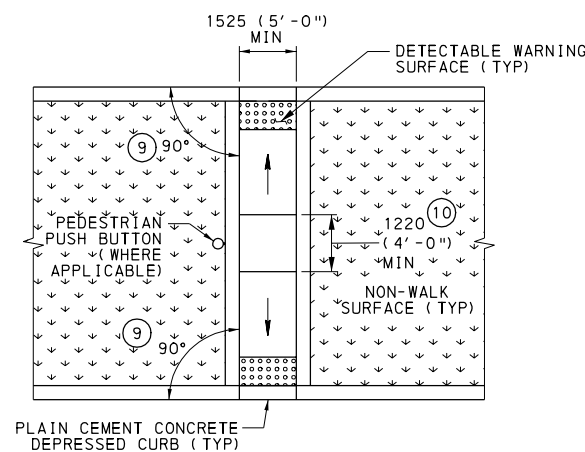


NOTE: DO NOT INSTALL GRATINGS, ACCESS COVERS AND OTHER APPURTENANCES ON THE BLENDED TRANSITION SURFACE WITHIN THE PEDESTRIAN ACCESS ROUTE. EXISTING UTILITY COVERS IN THE PATH OF TRAVEL ARE ACCEPTABLE IF THE TOP SURFACE IS FLUSH (LESS THAN 1/4" IN ELEVATION DIFFERENCE), FIRM, STABLE AND SLIP RESISTANT. INLET GRATES MUST HAVE OPENINGS NO GREATER THAN 13 (1/2") IN DIRECTION OF TRAVEL.

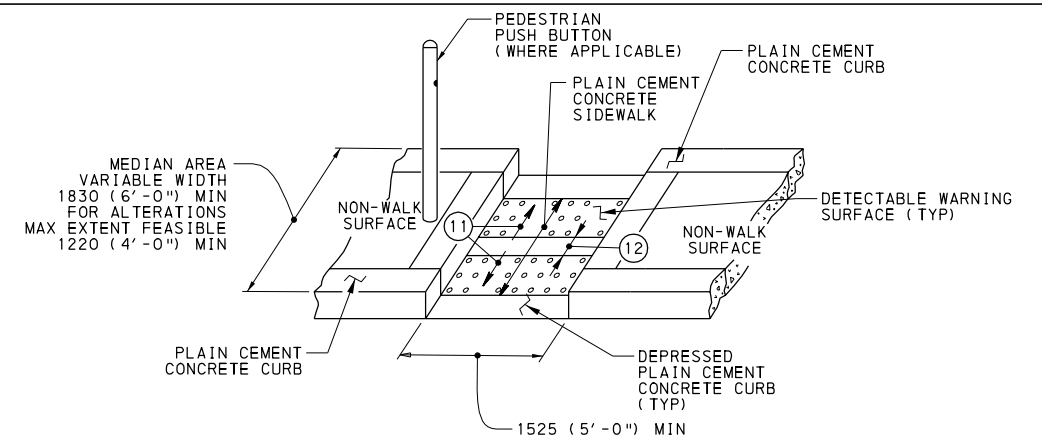
**BLENDING TRANSITION
(DIAGONAL-REQUIRES ASSISTANT
DISTRICT EXECUTIVE APPROVAL)**



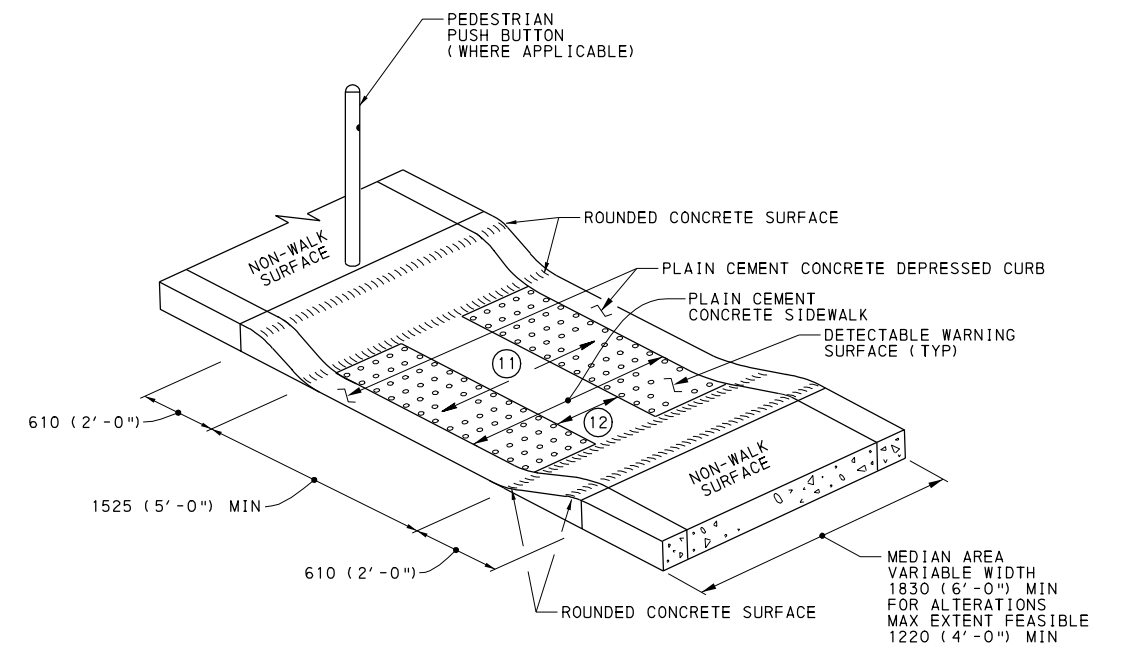
**RAMPED MEDIAN OR ISLAND
ACCESS OPENING
(TYPE 1 DOUBLE CURB RAMPS)**



**RAMPED MEDIAN OR ISLAND
ACCESS OPENING
(TYPE A DOUBLE CURB RAMPS)**



**TYPE A
TYPICAL MEDIAN OR ISLAND
ACCESS OPENING
WITH CURB SIDES
(NARROW MEDIANS)**



**TYPE B
TYPICAL MEDIAN OR ISLAND
ACCESS OPENING
WITH FLARED SIDES
(NARROW MEDIANS)**

- ⑨ 90° DESIRABLE
- ⑩ LANDINGS ARE NOT REQUIRED FOR RAMP LONGITUDINAL SLOPES 5.00% OR LESS
- ⑪ PROVIDE ADEQUATE SLOPE FOR DRAINAGE (2.00% MAX)
- ⑫ NO SEPARATION BETWEEN DETECTABLE WARNING SURFACES FOR MEDIAN AREAS LESS THAN 1625 (5'-4").
- ⑬ CURB RAMPS REQUIRE A 1220 (4'-0") MINIMUM LANDING WITH A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS.
- ⑭ 5.00% MAX RUNNING SLOPE

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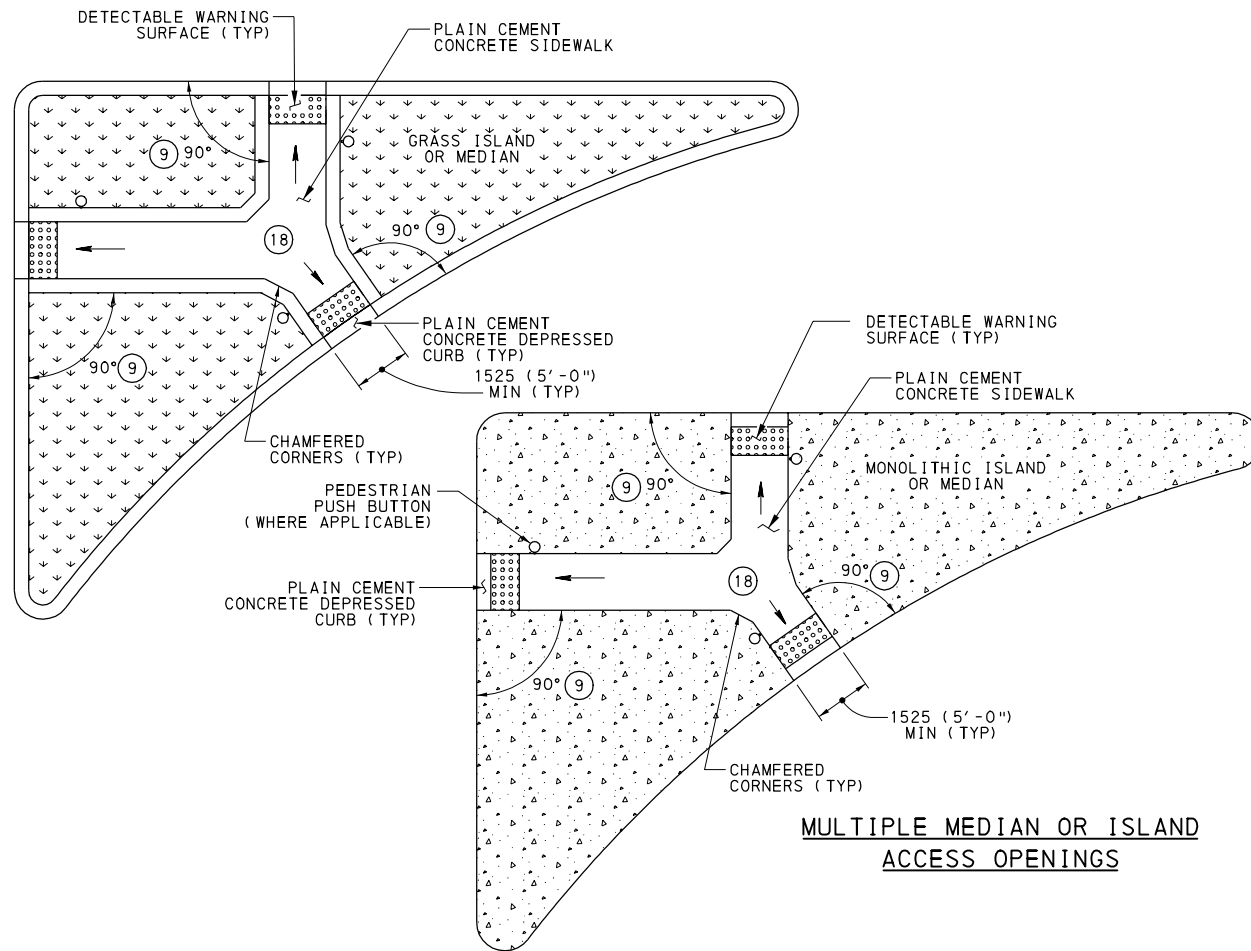
CURB RAMPS AND SIDEWALKS

**NEW CONSTRUCTION OR
ALTERATION DETAILS**

RECOMMENDED AUG. 29, 2008
Daniel B. Stewart
ACTING CHIEF, HWY. QA DIVISION

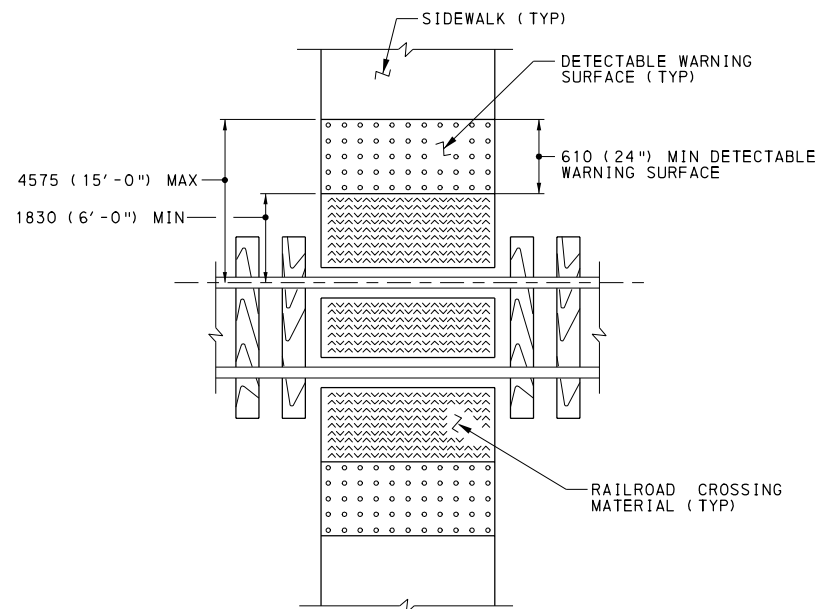
RECOMMENDED AUG. 29, 2008
Daniel B. Stewart
DIRECTOR, BUREAU OF DESIGN

SHT 6 OF 13
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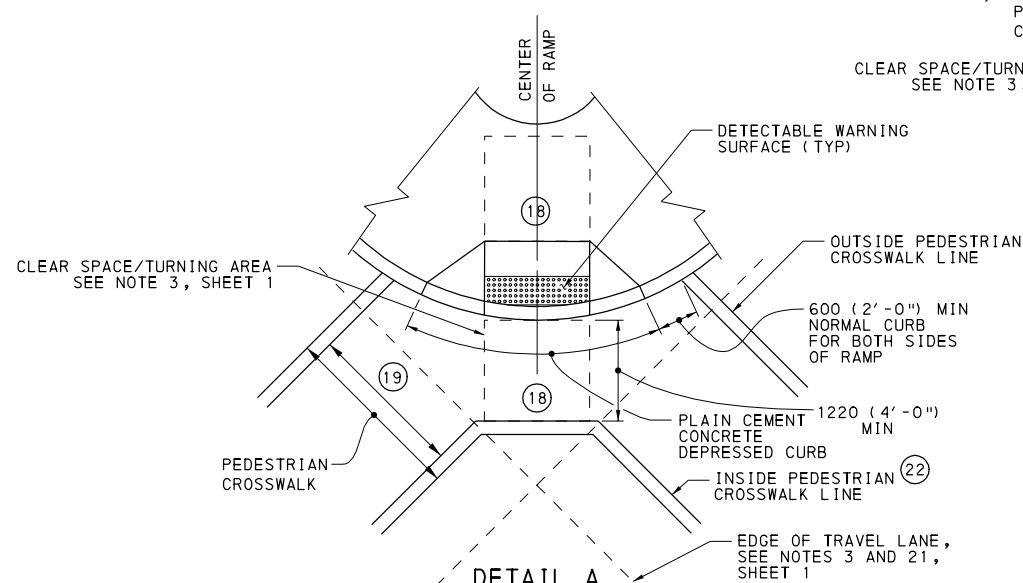


**MULTIPLE MEDIAN OR ISLAND
ACCESS OPENINGS**

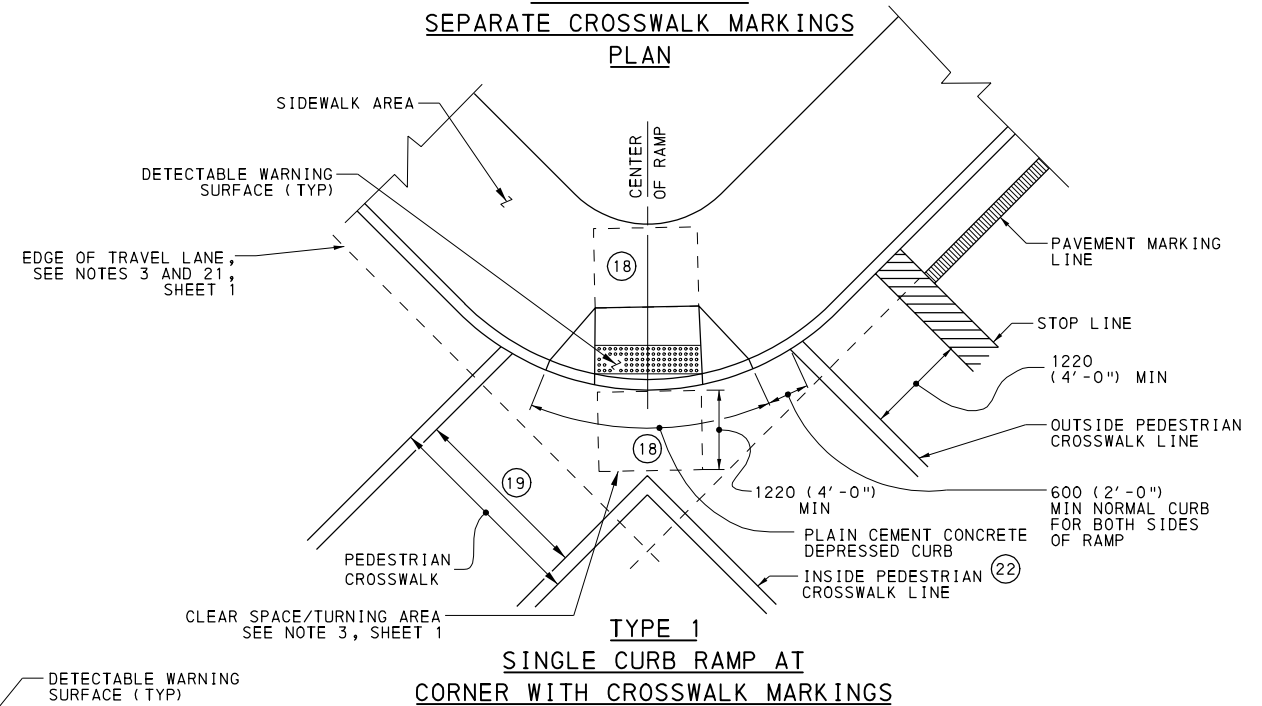
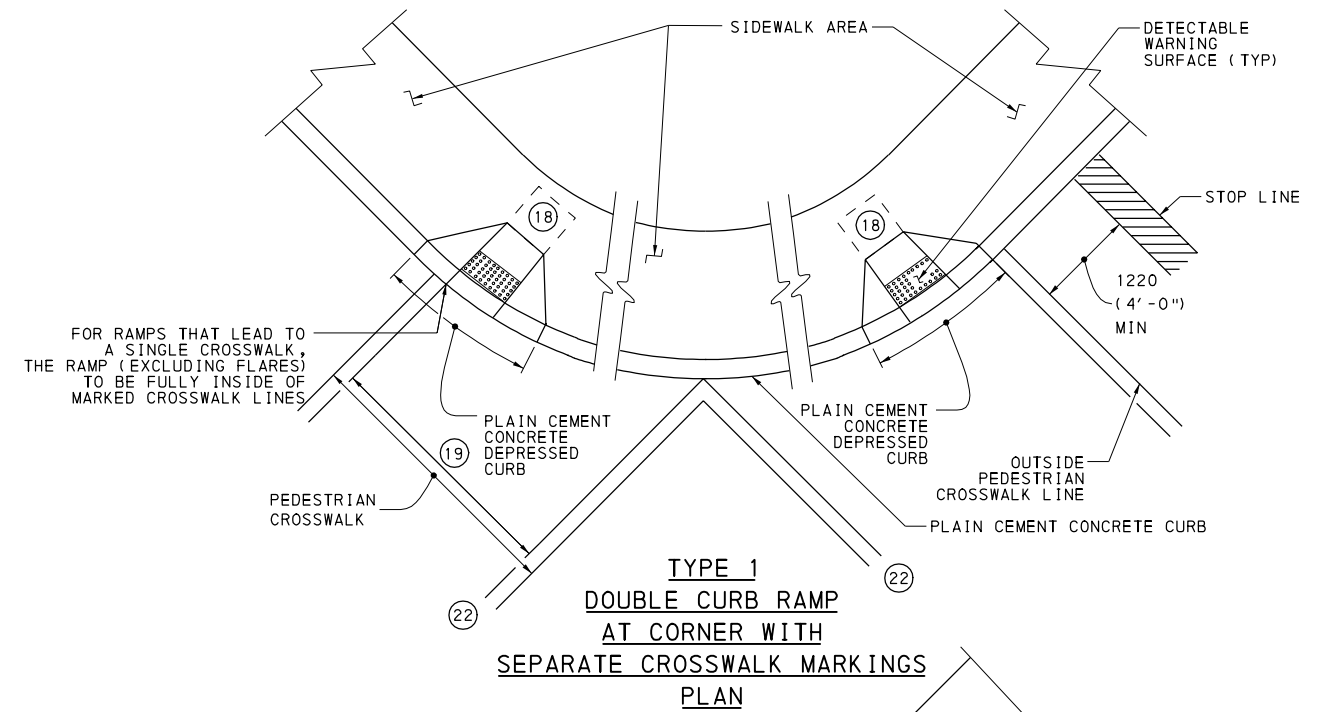
- 9 90° DESIRABLE
- 18 CURB RAMP REQUIRE A 1220 (4'-0") MINIMUM LANDING WITH A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS.
- 19 1830 (6'-0") MIN MEASURED FROM INSIDE OF PAINTED EDGE TO INSIDE OF PAINTED EDGE
- 22 THE INSIDE PEDESTRIAN CROSSWALK LINES MUST BE OUTSIDE OF THE PROJECTED CURB LINES.



**TYPICAL DETECTABLE WARNING
SURFACE AT RAILROAD CROSSING**



**DETAIL A
CLEAR SPACE
AT CROSSWALK MARKINGS
PLAN
(DIAGONAL-REQUIRES ASSISTANT
DISTRICT EXECUTIVE APPROVAL)**



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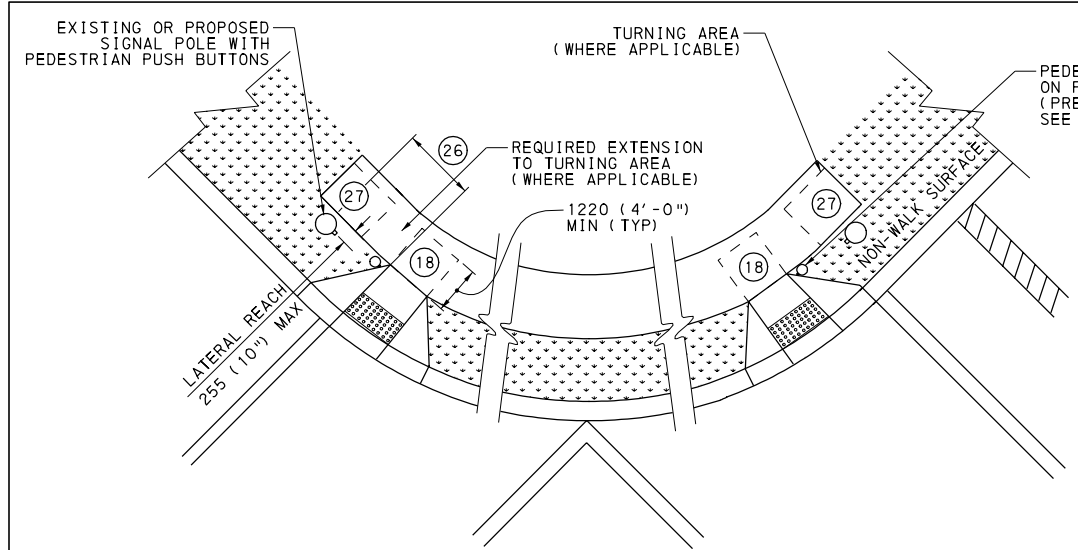
CURB RAMP AND SIDEWALKS

**NEW CONSTRUCTION OR
ALTERATION DETAILS**

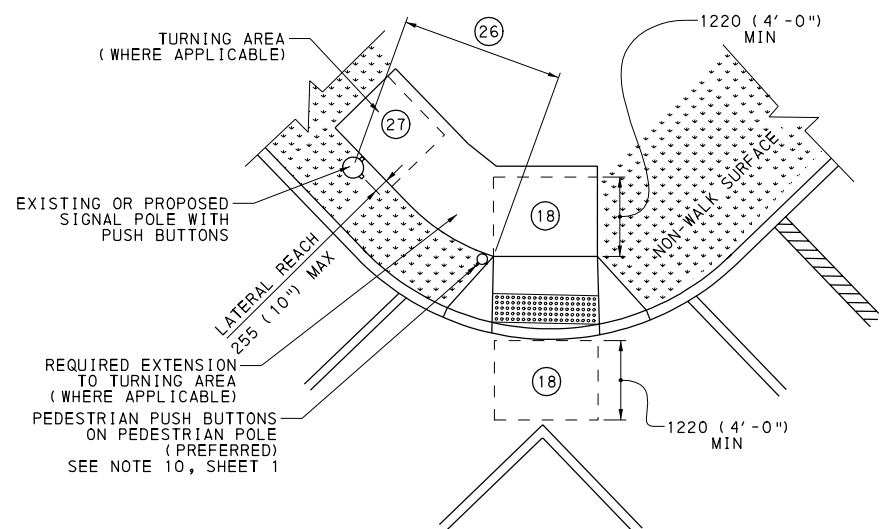
RECOMMENDED AUG. 29, 2008
David B. Heston
ACTING CHIEF, HWY. QA DIVISION

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David B. Heston
DIRECTOR, BUREAU OF DESIGN

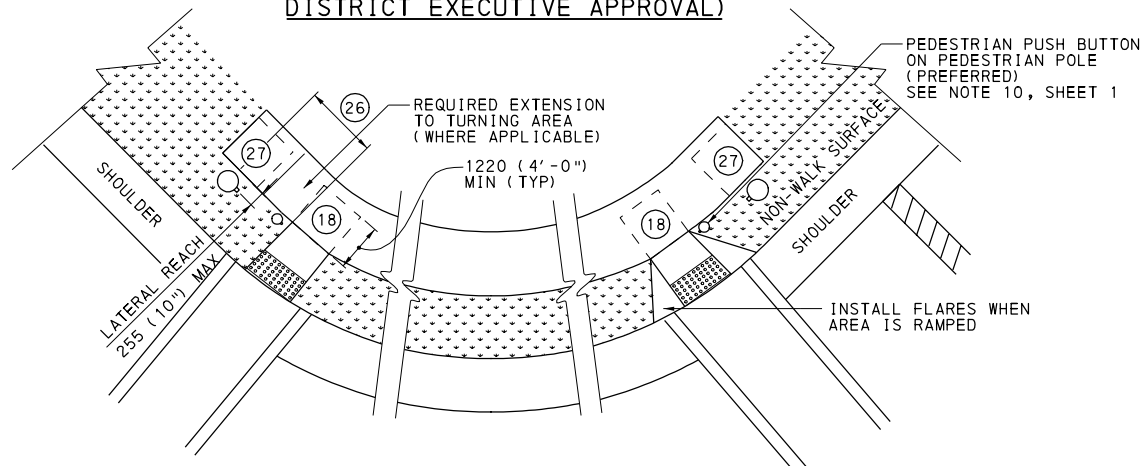
SHT 7 OF 13
RC-67M



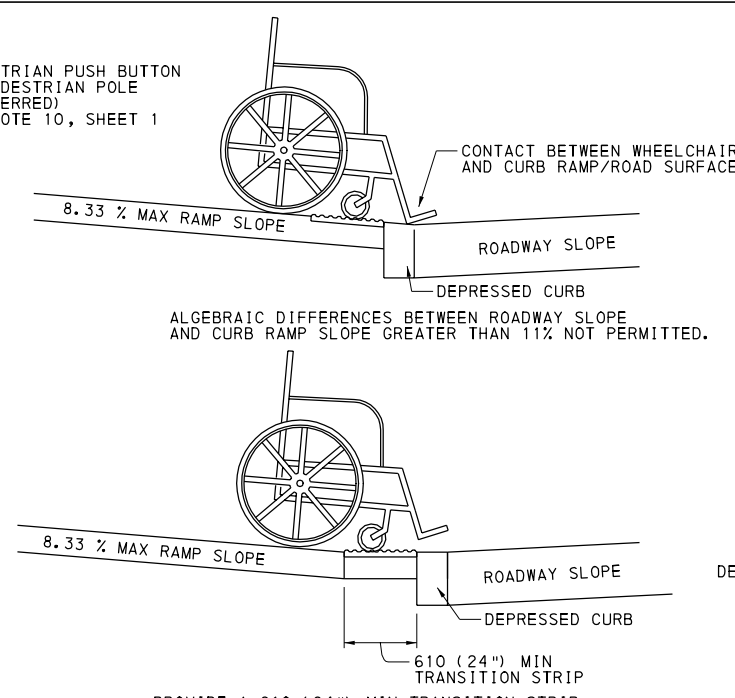
PROVIDING ACCESS TO EXISTING PEDESTRIAN PUSH BUTTONS USING SEPARATE CURB RAMPS
PLAN



PROVIDING ACCESS TO EXISTING PEDESTRIAN PUSH BUTTONS USING A DIAGONAL CURB RAMP
PLAN
(DIAGONAL-REQUIRES ASSISTANT DISTRICT EXECUTIVE APPROVAL)



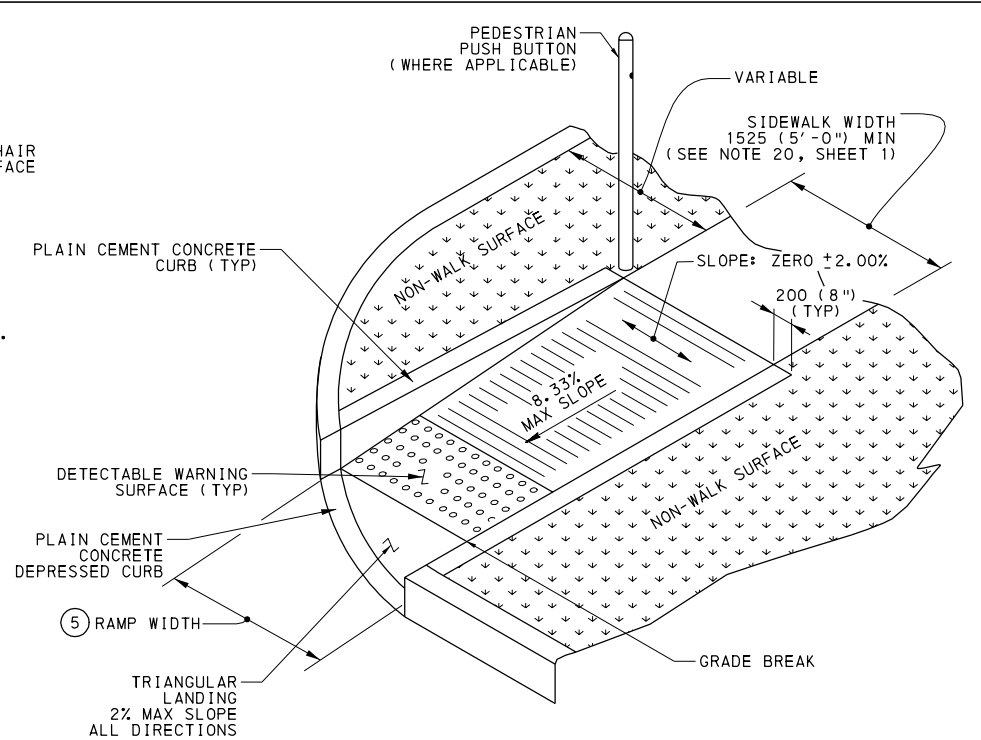
PROVIDING ACCESS TO EXISTING PEDESTRIAN PUSH BUTTONS NON-CURBED ROADWAY
PLAN



PROVIDE A 610 (24") MIN TRANSITION STRIP IF ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE ARE GREATER THAN 11.00%.

TRANSITION STRIP SLOPE NOT TO EXCEED 2.00%

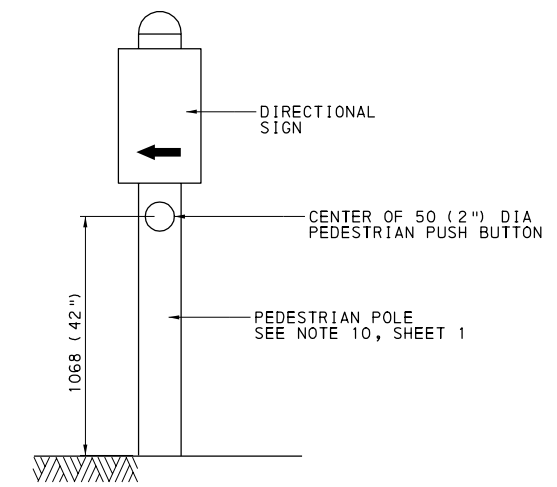
CHANGE OF GRADE LIMITATIONS



TRIANGULAR LANDING FOR DIRECTIONAL RAMPS ON CURB RETURNS

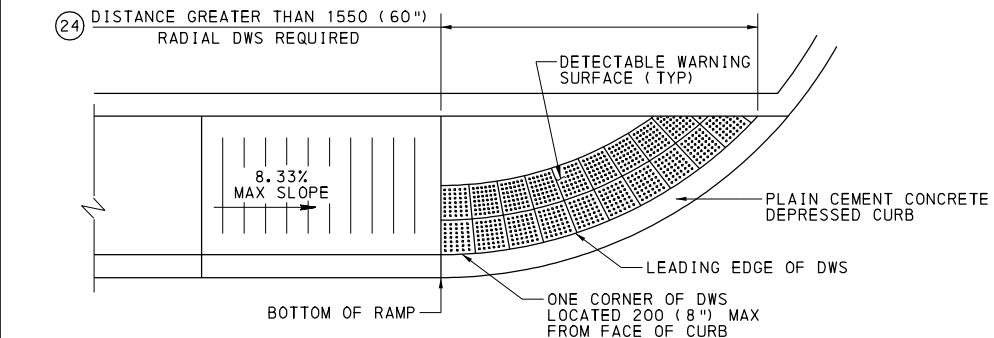
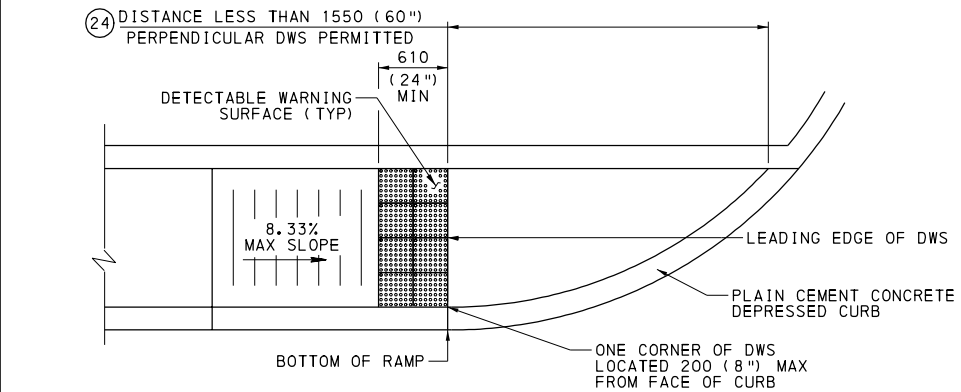
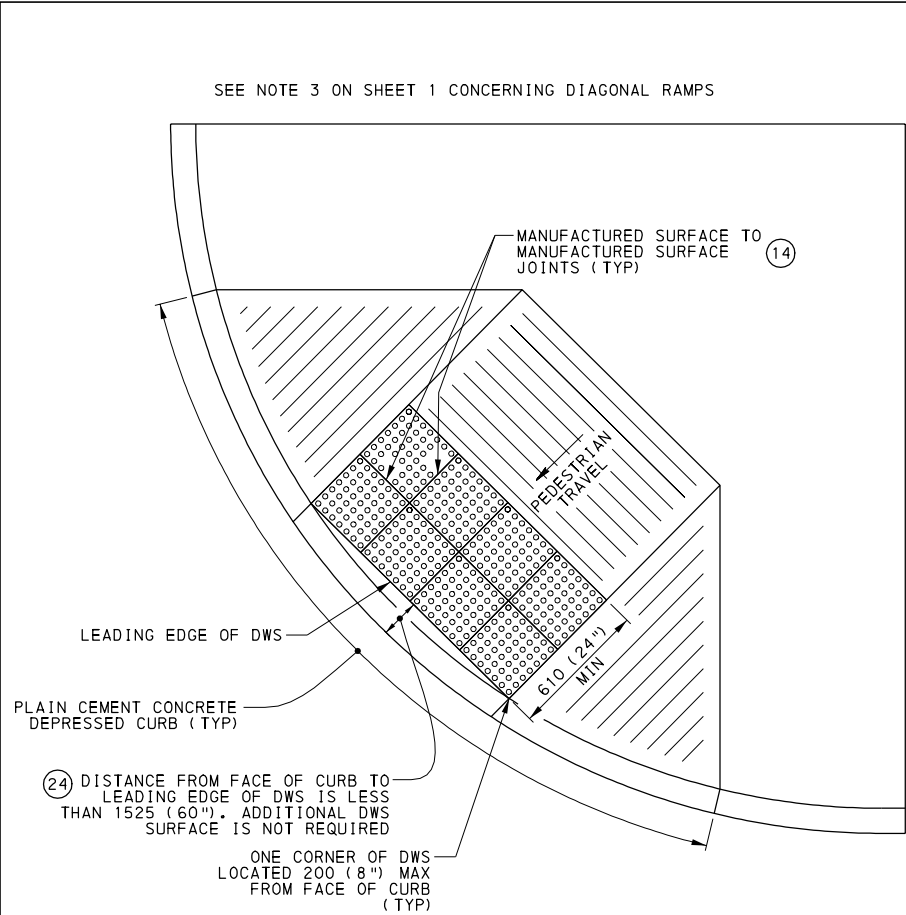
DIRECTIONAL RAMPS ARE PREFERRED FOR THE VISUALLY IMPAIRED. WHEN DIRECTIONAL RAMPS ARE INSTALLED ON A CURB RETURN, A TRIANGULAR LEVEL LANDING MUST BE PROVIDED TO TRANSITION THE GRADE BREAK.

- 5 CURB RAMP WIDTH IS EQUAL TO SIDEWALK WIDTH WHEN THE SIDEWALK WIDTH IS GREATER THAN OR EQUAL TO 1220 (4'-0").
- 18 CURB RAMPS REQUIRE A 1220 (4'-0") MINIMUM LANDING WITH A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS.
- 26 3050 (10'-0") MAX. MEASURED FROM WHERE PEDESTRIAN WOULD WAIT FOR SIGNAL CHANGE TO THE LOCATION OF THE PUSH BUTTON. IF THE DISTANCE IS GREATER THAN 3050 (10'-0") , THE SIGNAL POLE MUST BE RELOCATED OR A PEDESTRIAN POLE MUST BE INSTALLED.
- 27 1220 X 1220 (4'-0" X 4'-0") MINIMUM LANDING WITH 2.00% MAX SLOPE IN ALL DIRECTIONS WHERE PEDESTRIANS PERFORM 180 DEGREE TURNING MANEUVERS.

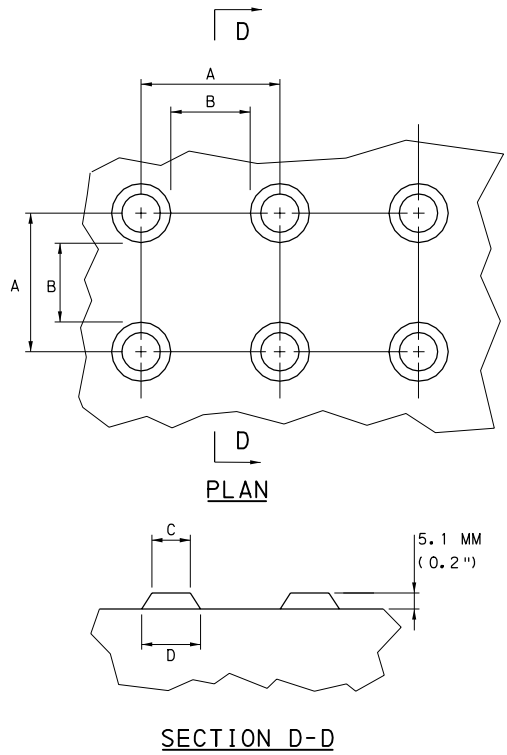


NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES MUST BE USED ON PLANS. METRIC AND ENGLISH VALUES SHOWN MAY NOT BE MIXED.

COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN		
CURB RAMPS AND SIDEWALKS		
NEW CONSTRUCTION OR ALTERATION DETAILS		
RECOMMENDED AUG. 29, 2008 <i>Daniel B. Stewart</i> ACTING CHIEF, HWY. QA DIVISION	RECOMMENDED AUG. 29, 2008 <i>Daniel B. Stewart</i> DIRECTOR, BUREAU OF DESIGN	SHT 8 OF 13 RC-67M



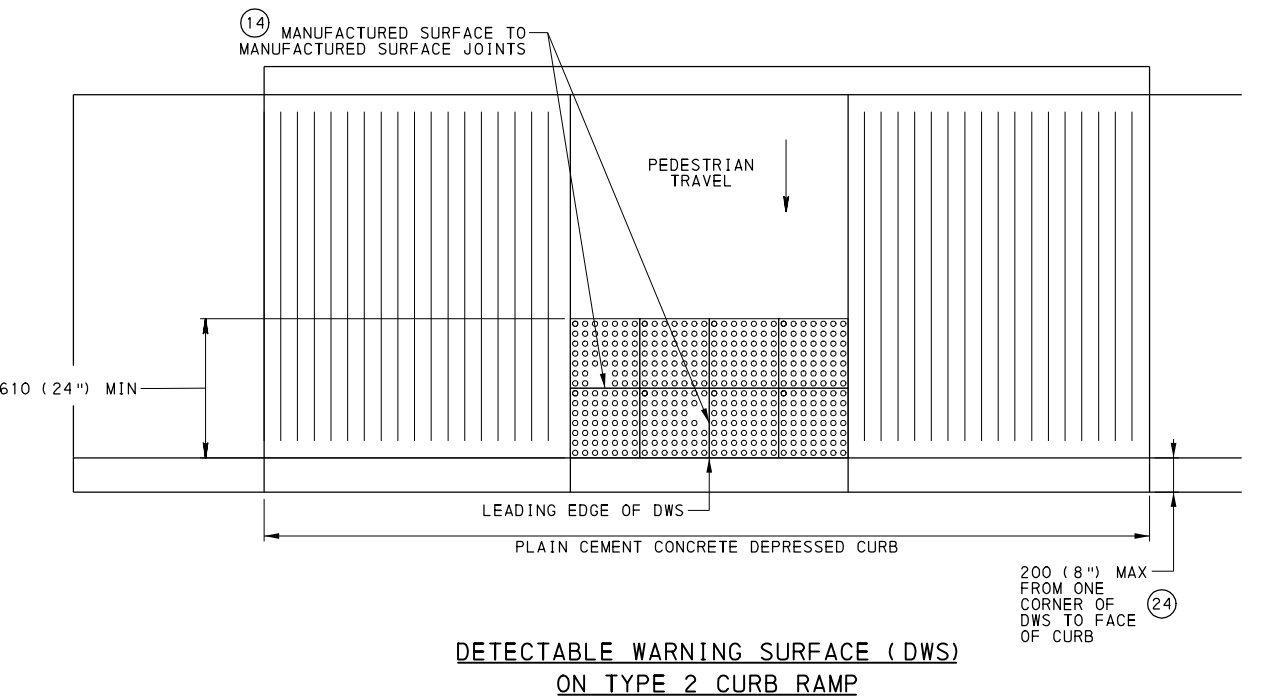
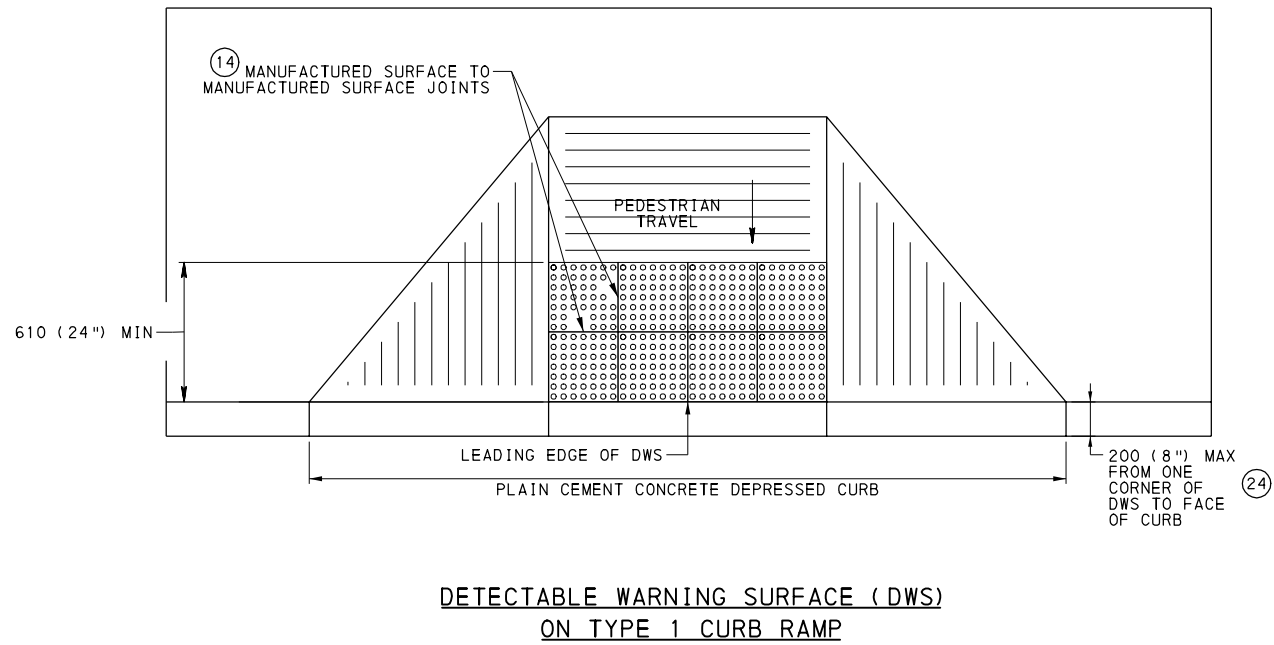
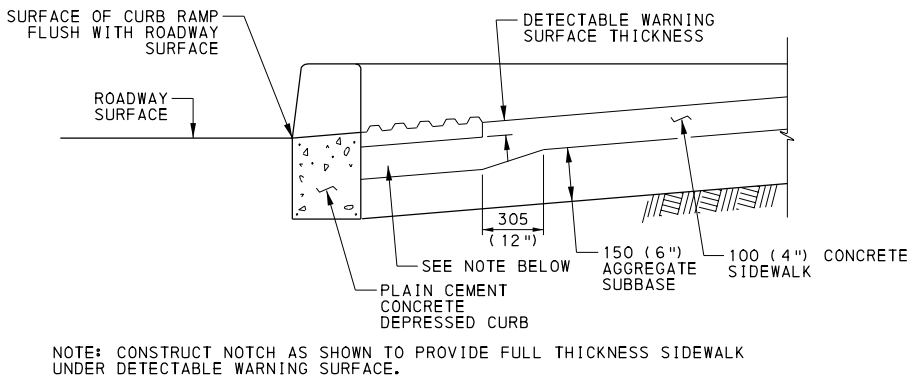
**DETECTABLE WARNING SURFACE (DWS)
ON CURVED SURFACES**



TRUNCATED DOME DIMENSIONS		
DIM	MIN mm (inch)	MAX mm (inch)
A	41 (1.6")	61 (2.4")
B	17 (0.65")	38 (1.5")
C	(13)	(13)
D	23 (0.9")	36 (1.4")

**DETECTABLE WARNING SURFACE (DWS)
TRUNCATED DOME DETAILS**

- (13) THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.
- (14) CONSTRUCTION JOINTS ARE SHOWN TO DEPICT A 90 DEGREE GRID. ACTUAL SIZE AND SHAPE MAY VARY.
- (24) ONE CORNER OF THE DWS MUST BE WITHIN 200 (8") OF THE FACE OF CURB. NO OTHER POINT ON THE LEADING EDGE OF THE DWS MAY BE MORE THAN 1550 (60") AWAY FROM THE FACE OF CURB.



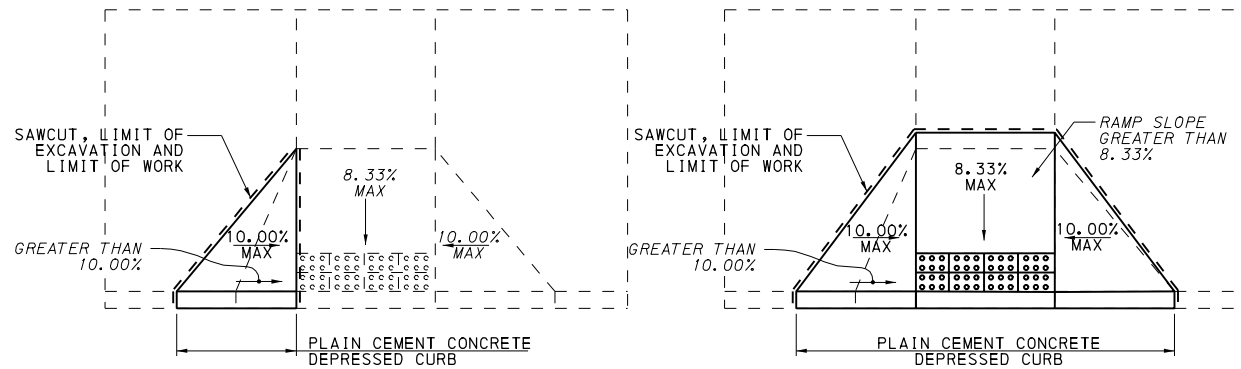
NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES MUST BE USED ON PLANS. METRIC AND ENGLISH VALUES SHOWN MAY NOT BE MIXED.

**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN**

CURB RAMPS AND SIDEWALKS

**NEW CONSTRUCTION OR
ALTERATION DETAILS**

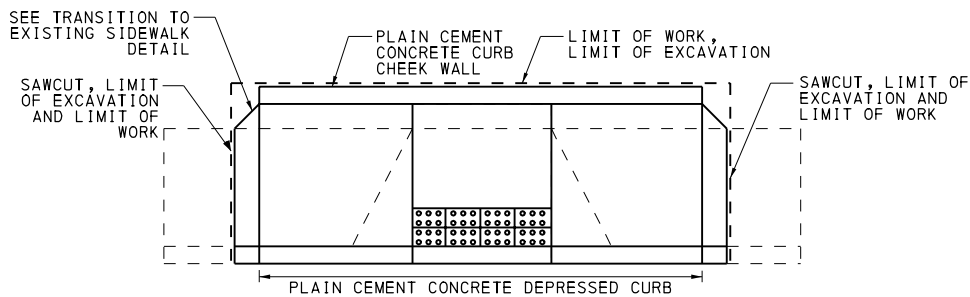
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DETAIL ILLUSTRATES FLARE REMOVAL AND REPLACEMENT. DETAIL ILLUSTRATES CURB RAMP (INCLUDING FLARES) REPLACEMENT.

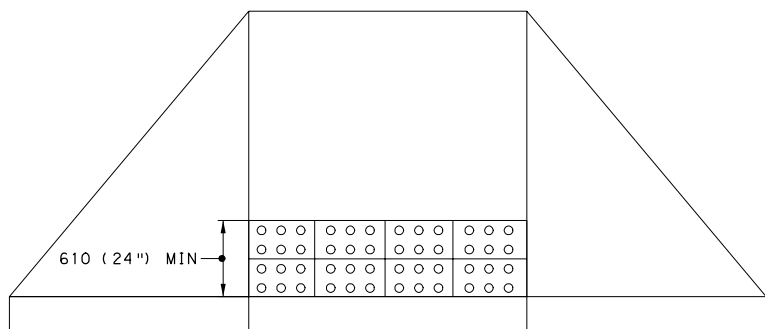
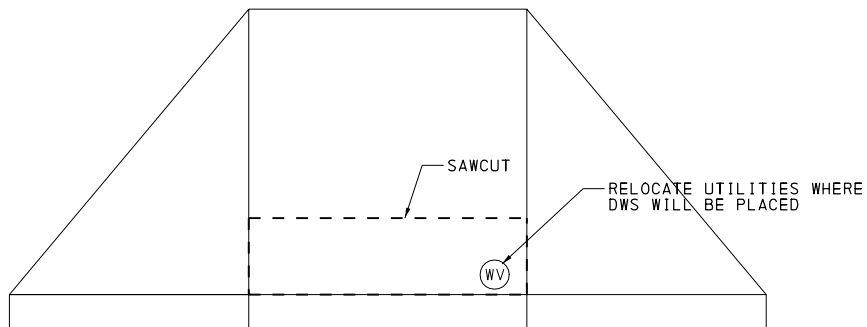
SIDE FLARE RECONSTRUCTION

TOTAL RAMP RECONSTRUCTION

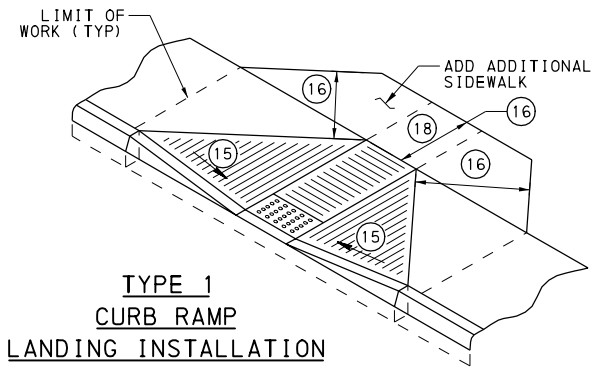


DETAIL ILLUSTRATES A TYPE 1 EXISTING RAMP REPLACED WITH A TYPE 2 RAMP. USE THIS DETAIL AS AN EXAMPLE TO REPLACE ANY RAMP WITH A DIFFERENT CURB RAMP TYPE.

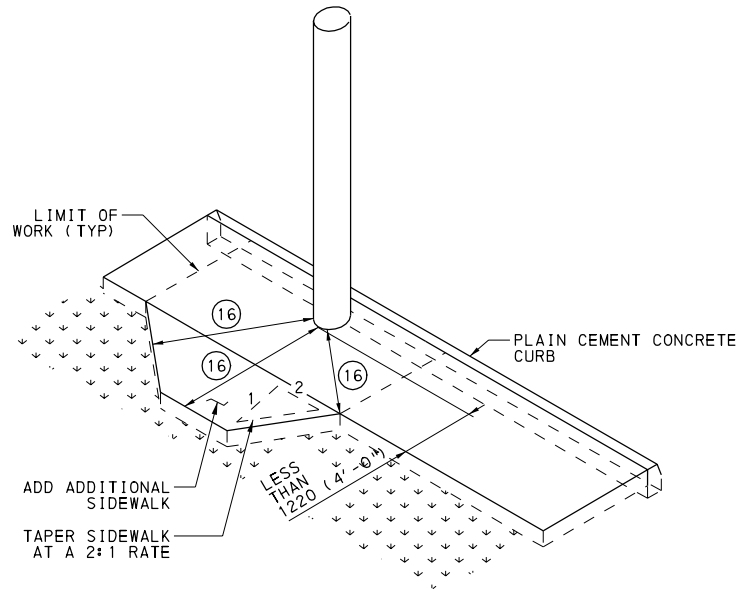
TOTAL RAMP RECONSTRUCTION (RAMP TYPE CHANGE)



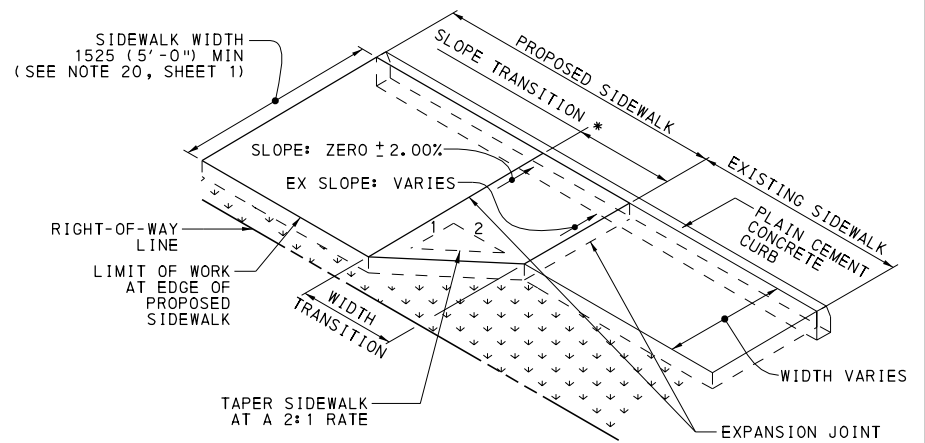
DETECTABLE WARNING SURFACE (DWS) INSTALLATION DETAIL



TYPE 1 CURB RAMP LANDING INSTALLATION



SIDEWALK ADDITION DUE TO OBSTRUCTIONS



TRANSITION TO EXISTING SIDEWALK DETAIL

* MINIMUM SLOPE TRANSITION LENGTH BASED ON THE DIFFERENCE OF PROPOSED SIDEWALK CROSS SLOPE AND EXISTING SIDEWALK CROSS SLOPE AT THE LOCATION OF TIE IN. THIS MINIMUM LENGTH TO BE DETERMINED BY THE FOLLOWING FORMULA:
 $\Delta \% \text{ SLOPE} \times 150 (0.5')$

THE MINIMUM WIDTH TRANSITION SHALL BE CALCULATED USING THE FOLLOWING FORMULA:
 $\text{CHANGE IN WIDTH} \times (2)$

DEPENDING ON WHICH IS LONGEST, EITHER THE SLOPE TRANSITION OR WIDTH TRANSITION WILL CONTROL THE LENGTH OF SIDEWALK TRANSITION.

TRANSITION AREAS ARE TO SERVE AS TEMPORARY CONNECTIONS OF THE PEDESTRIAN ACCESS ROUTE. FUTURE IMPROVEMENTS TO THE REMAINING PORTION OF EXISTING SIDEWALK SHALL INCLUDE REMOVING THE TRANSITION AREA AND CONSTRUCTING A FULLY COMPLIANT SIDEWALK.

- ⑮ SIDE FLARES 10.00% MAX FOR RAMPS WITH LANDINGS 1220 (4'-0") OR GREATER. SIDE FLARES 8.33% MAX FOR RAMPS WITH LANDINGS LESS THAN 1220 (4'-0").
- ⑯ 1220 (4'-0") MIN ACCESSIBLE PATH WIDTH
- ⑰ CURB RAMPS REQUIRE A 1220 (4'-0") MINIMUM LANDING WITH A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS.

DETECTABLE WARNING SURFACE (DWS) INSTALLATION INSTRUCTIONS

1. SAW CUT EXISTING CURB RAMP SURFACE WHERE THE DWS WILL BE PLACED.
2. REMOVE EXISTING CONCRETE FROM THIS AREA.
3. REPLACE AND COMPACT ANY DISTURBED AGGREGATE SUBBASE.
4. PLACE NEW CEMENT CONCRETE AND LEVEL TO A 100 (4 INCH) DEPTH SO THAT THE TOP OF THE CONCRETE IS LOWER THAN THE ADJOINING SIDEWALK, EQUIVALENT TO THE EMBEDDING DEPTH OF THE DWS MATERIAL.
5. LAY-OUT AND PROPERLY FIT EACH UNIT PRIOR TO SETTING IN WET CONCRETE.
6. CUT UNITS AS NECESSARY. TOTALLY REMOVE ALL PARTIAL DOMES.
7. PLACE UNITS ACROSS THE ENTIRE WIDTH OF THE CURB RAMP SURFACE AND/OR WHERE THE CURB IS FLUSH.
8. ALLOW FOR SMALL EXPANSION GAP BETWEEN EACH UNIT NOT TO EXCEED 3 (1/8").
9. PRESS UNITS INTO FULL CONTACT WITH THE FRESH CONCRETE.
10. ADJUST HEIGHT OF EACH UNIT EDGE TO BE LEVEL WITH ADJACENT RAMP SURFACES.
11. ONLY TRUNCATED DOMES SHOULD BE ABOVE THE ADJACENT FINISHED CONCRETE.
12. FILL ANY SAW CUT GAPS WITH APPROVED JOINT SEALANT MATERIAL.
13. DO NOT ALLOW FOOT TRAFFIC ON DWS FOR 72 HOURS OR UNTIL CONCRETE HAS CURED.

NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES MUST BE USED ON PLANS. METRIC AND ENGLISH VALUES SHOWN MAY NOT BE MIXED.

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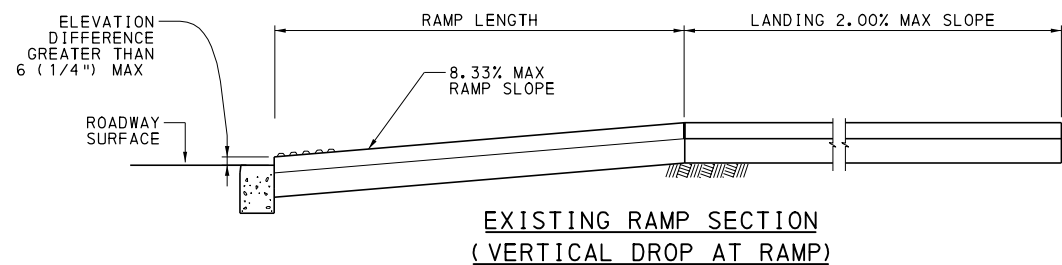
CURB RAMPS AND SIDEWALKS

ALTERATION DETAILS

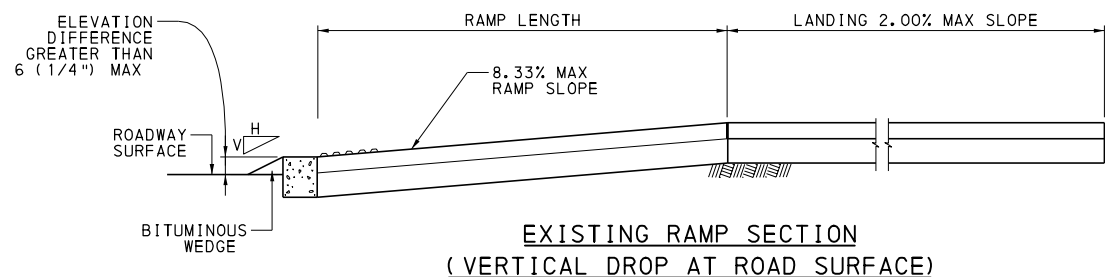
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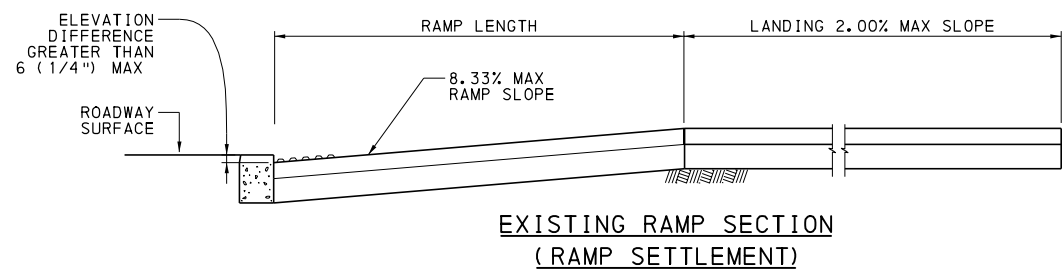
SHT 10 OF 13
RC-67M



RECOMMENDED CORRECTION:
RECONSTRUCT THE ENTIRE RAMP, WITH LANDINGS AND FLARES WHERE APPLICABLE .
(SEE RAMP RECONSTRUCTION DETAIL ON SHEET 10)

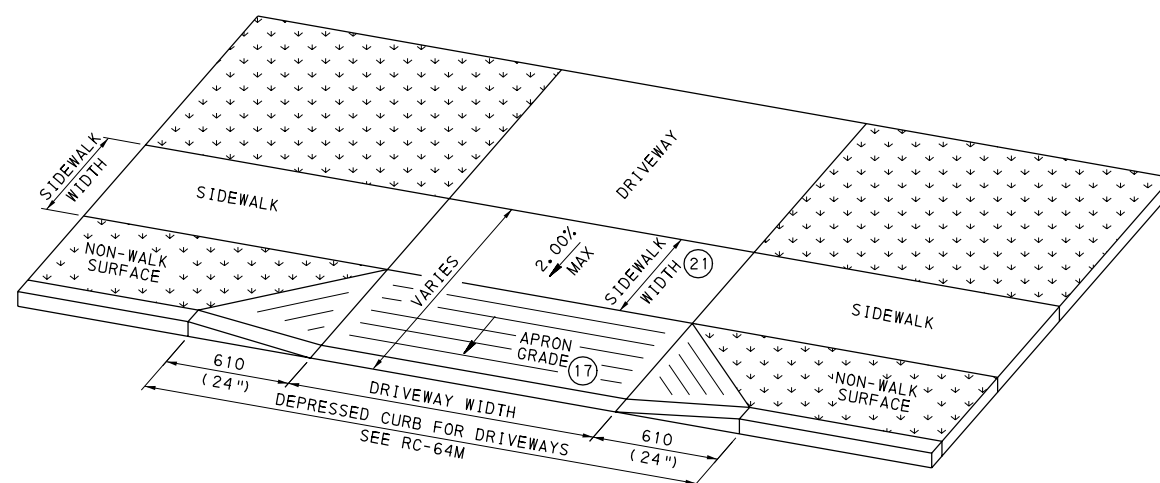


RECOMMENDED CORRECTION:
ELEVATION DIFFERENCE GREATER THAN 6 (1/4\") AND LESS THAN OR EQUAL TO 12 (1/2\") :
PLACE BITUMINOUS MATERIAL AT FACE OF CURB TO BEVEL TRANSITION
AT A 2:1 (HORZ:VERT) RATE AS SHOWN.
ELEVATION DIFFERENCE GREATER THAN 12 (1/2\") , USE 8.33% MAX:
PLACE BITUMINOUS MATERIAL AT FACE OF CURB TO BEVEL TRANSITION
AT A SLOPE EQUAL TO THE RAMP SLOPE OR LANDING SLOPE.

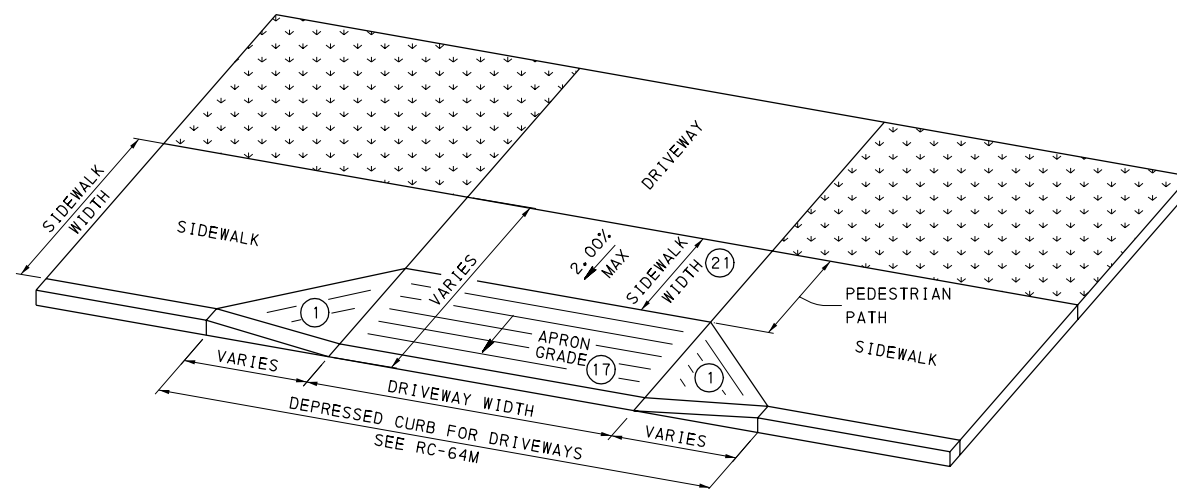


RECOMMENDED CORRECTION:
RECONSTRUCT THE ENTIRE RAMP, WITH LANDINGS AND FLARES WHERE APPLICABLE .
(SEE RAMP RECONSTRUCTION DETAIL ON SHEET 10)

ALTERATION DETAILS



TYPE 1
DRIVEWAY APRON



TYPE 1A
DRIVEWAY APRON

- ① SIDE FLARES 10.00% MAX SLOPE
- ⑱ 8% MAX CHANGE IN GRADE BETWEEN ROAD SURFACE AND DRIVEWAY
- ⑳ MINIMUM SIDEWALK WIDTH 1525 (5'-0") (SEE NOTE 20, SHEET 1)

NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES
MUST BE USED ON PLANS. METRIC AND
ENGLISH VALUES SHOWN MAY NOT BE MIXED.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
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CURB RAMPS AND SIDEWALKS

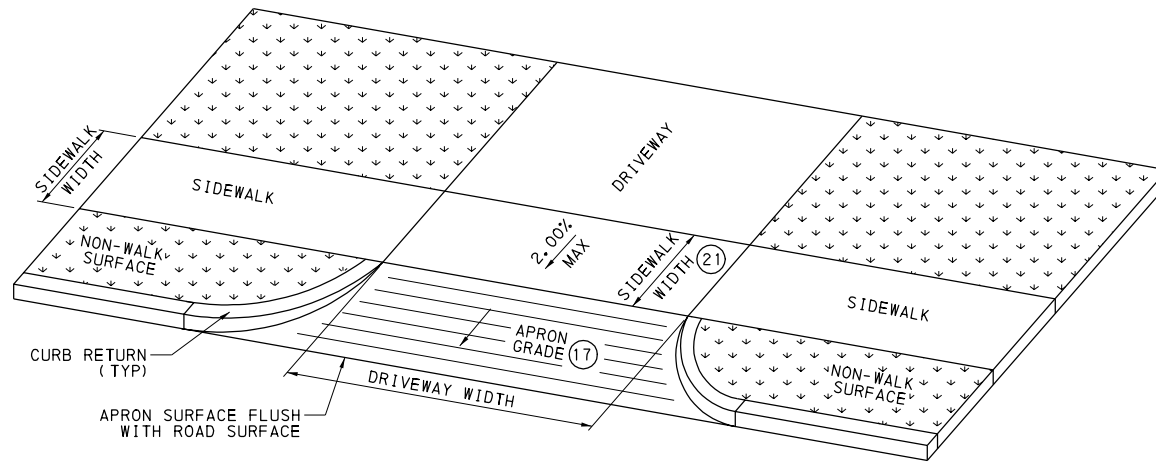
ALTERATION DETAILS
AND DRIVEWAY APRONS

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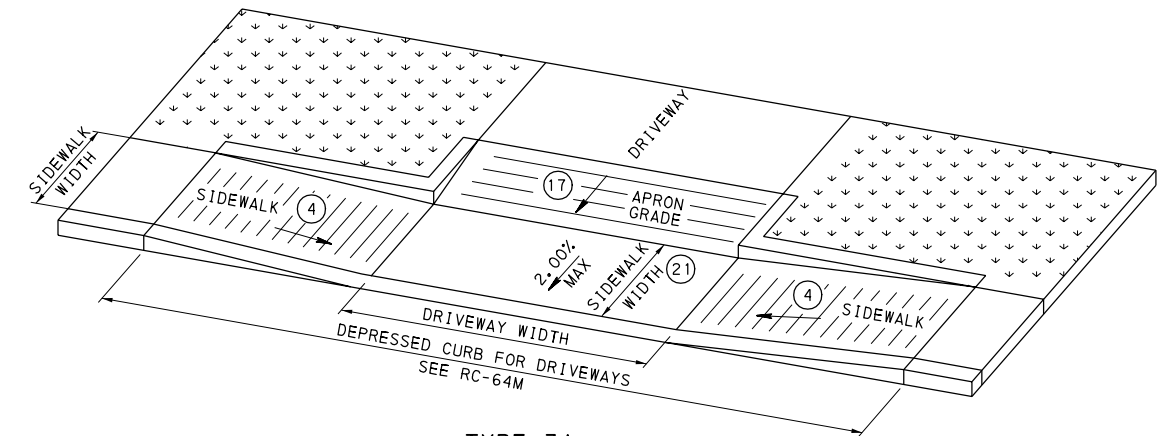
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SHT 11 OF 13

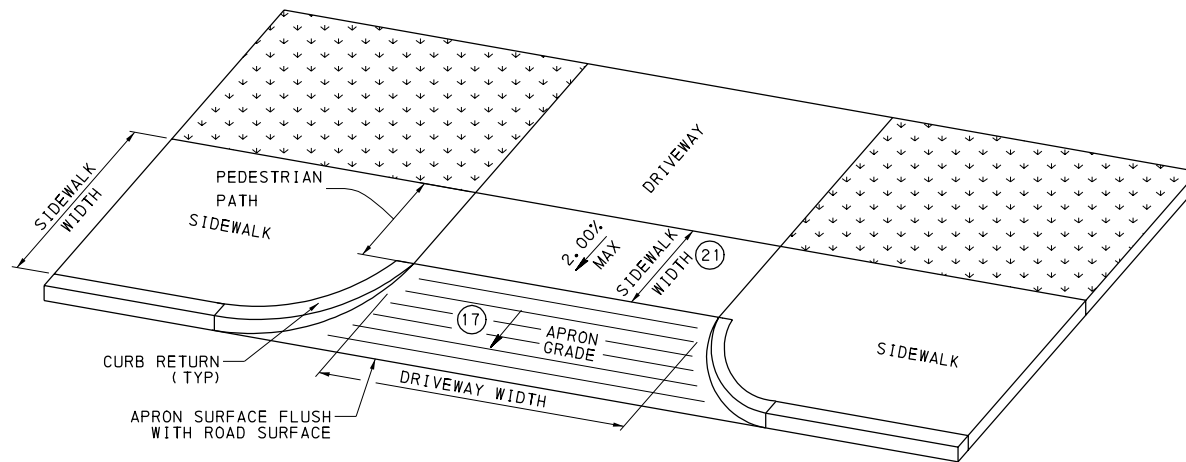
RC-67M



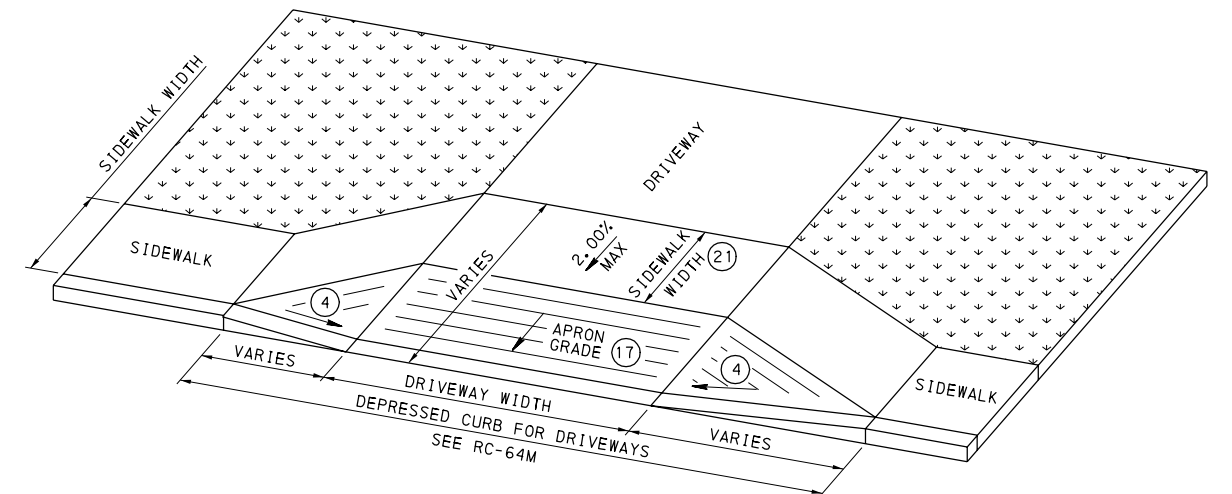
TYPE 2
DRIVEWAY APRON



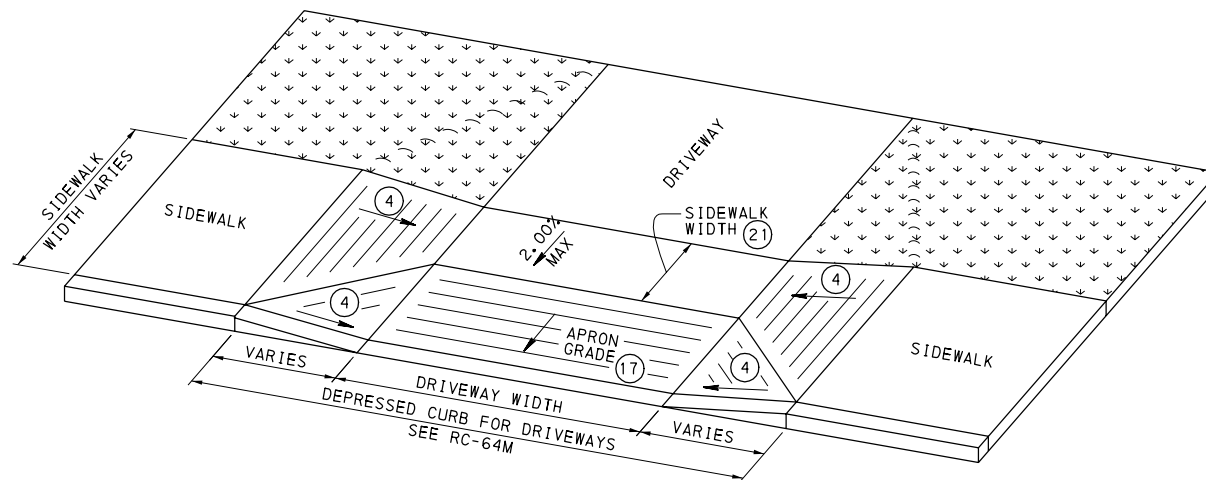
TYPE 3A
DRIVEWAY APRON



TYPE 2A
DRIVEWAY APRON



TYPE 4
DRIVEWAY APRON



TYPE 3
DRIVEWAY APRON

- ④ 8.33% MAX SLOPE
- ①⑦ 8% MAX CHANGE IN GRADE BETWEEN ROAD SURFACE AND DRIVEWAY
- ②① MINIMUM SIDEWALK WIDTH 1525 (5'-0") (SEE NOTE 20, SHEET 1)

NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES MUST BE USED ON PLANS. METRIC AND ENGLISH VALUES SHOWN MAY NOT BE MIXED.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
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CURB RAMPS AND SIDEWALKS

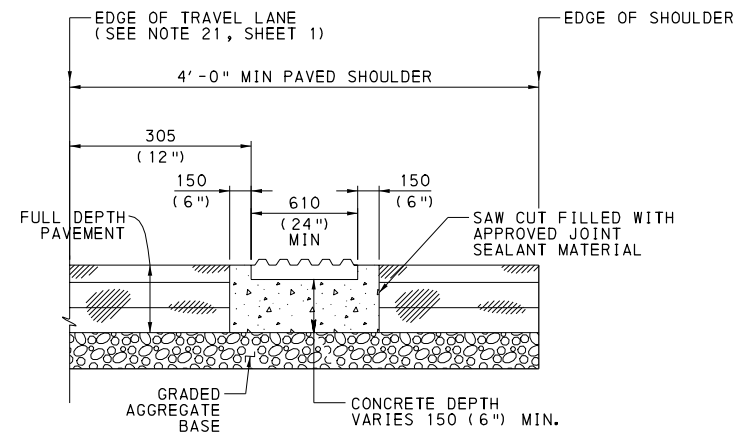
DRIVEWAY APRONS

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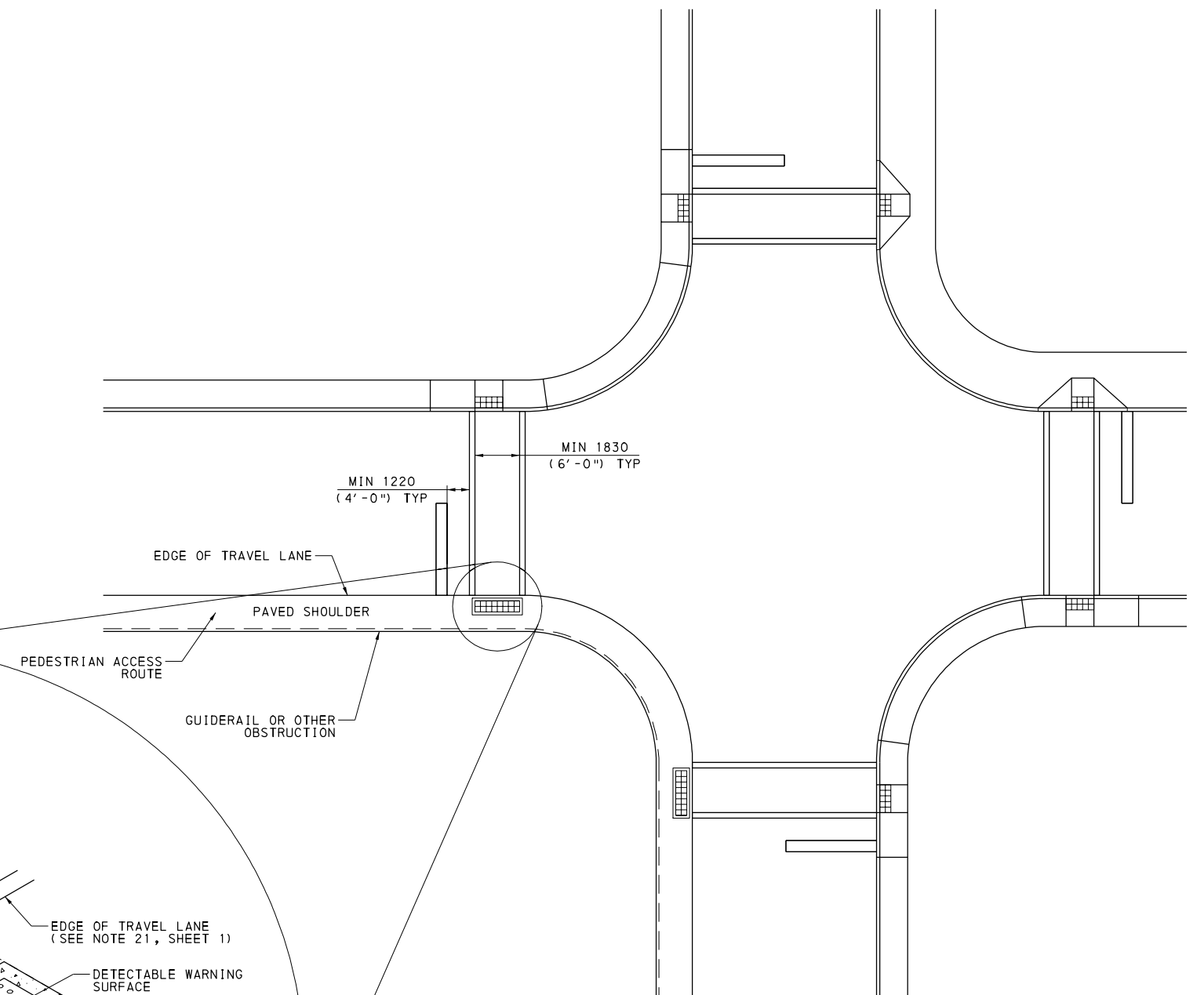
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SHT 12 OF 13

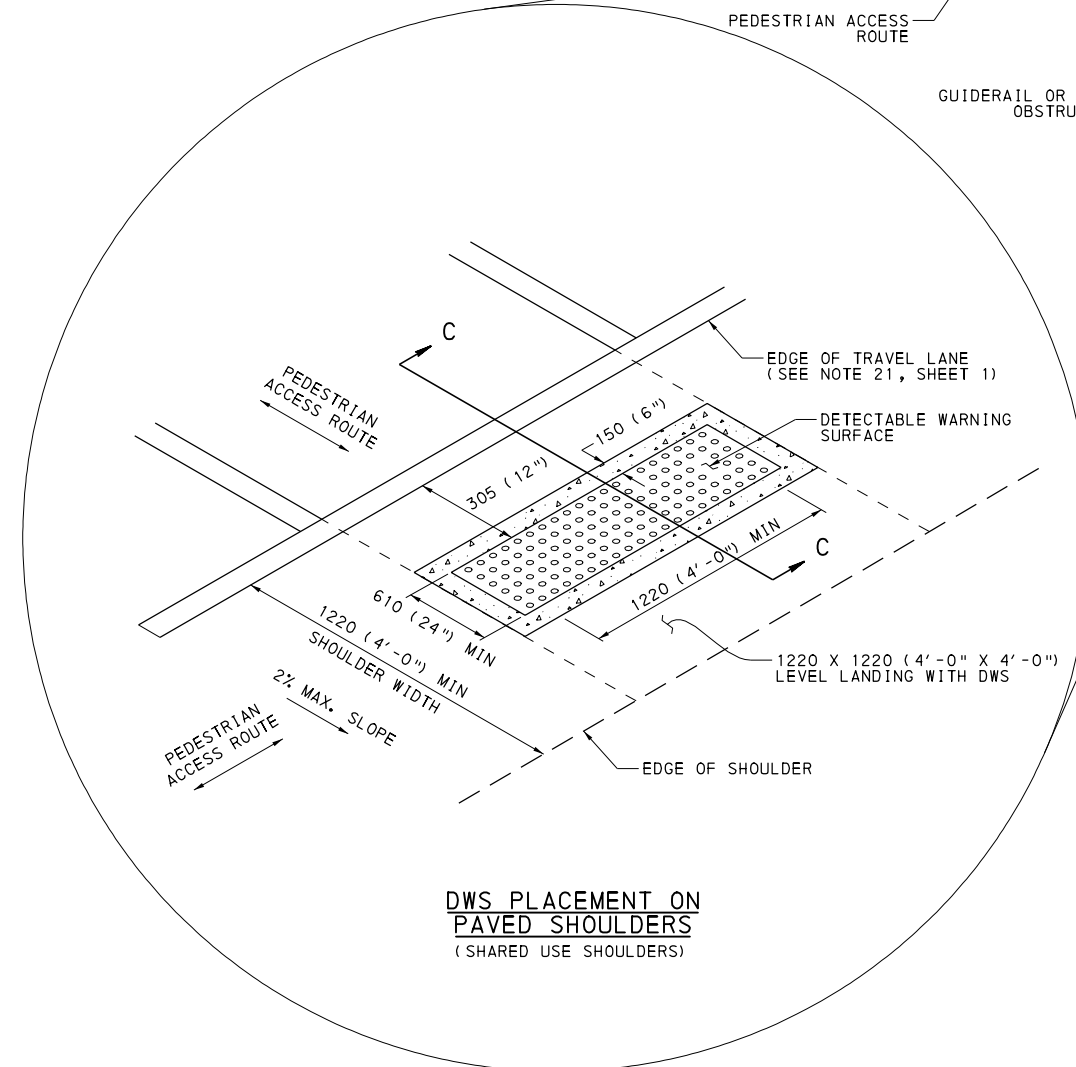
RC-67M



SECTION C-C



TYPICAL INTERSECTION PLAN
WITH DWS ON PAVED SHOULDERS
(SHARED USE SHOULDERS)



DWS PLACEMENT ON
PAVED SHOULDERS
(SHARED USE SHOULDERS)

NOTE: EITHER ALL METRIC OR ALL ENGLISH VALUES
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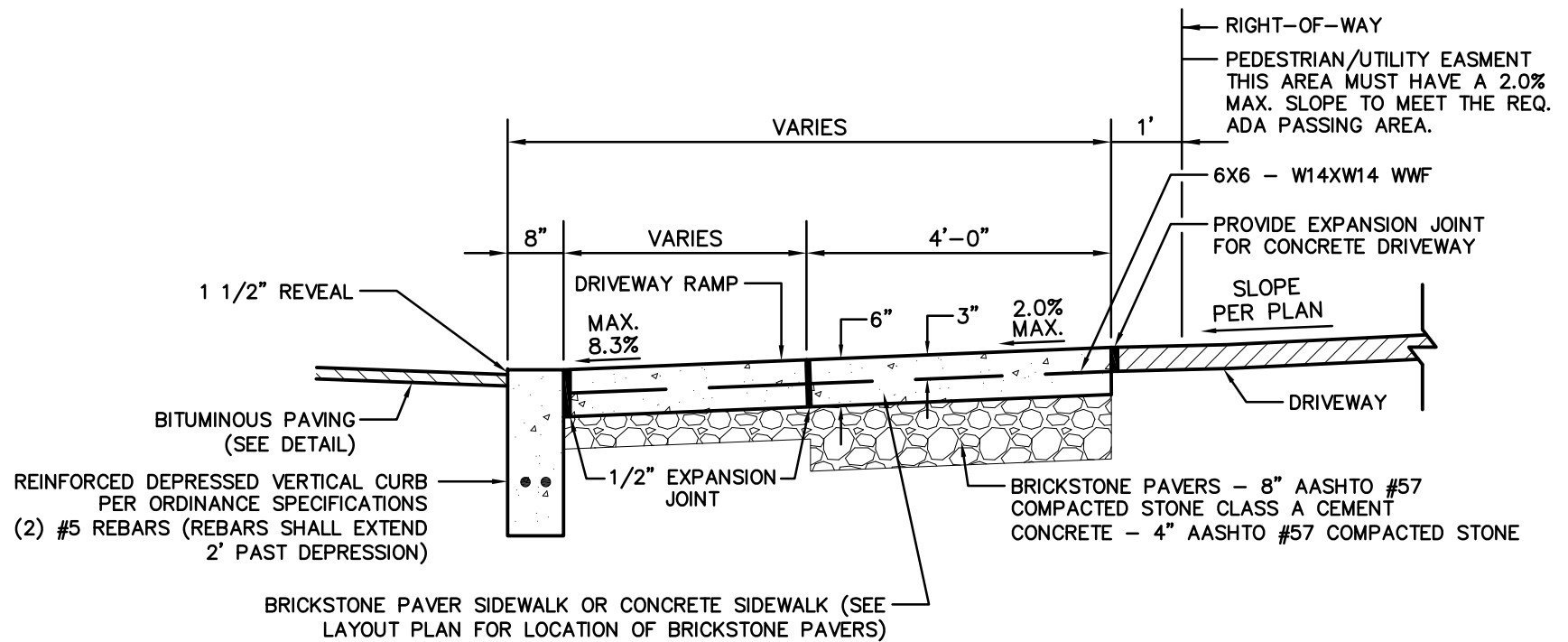
CURB RAMPS AND SIDEWALKS

DWS PLACEMENT ON
PAVED SHOULDERS

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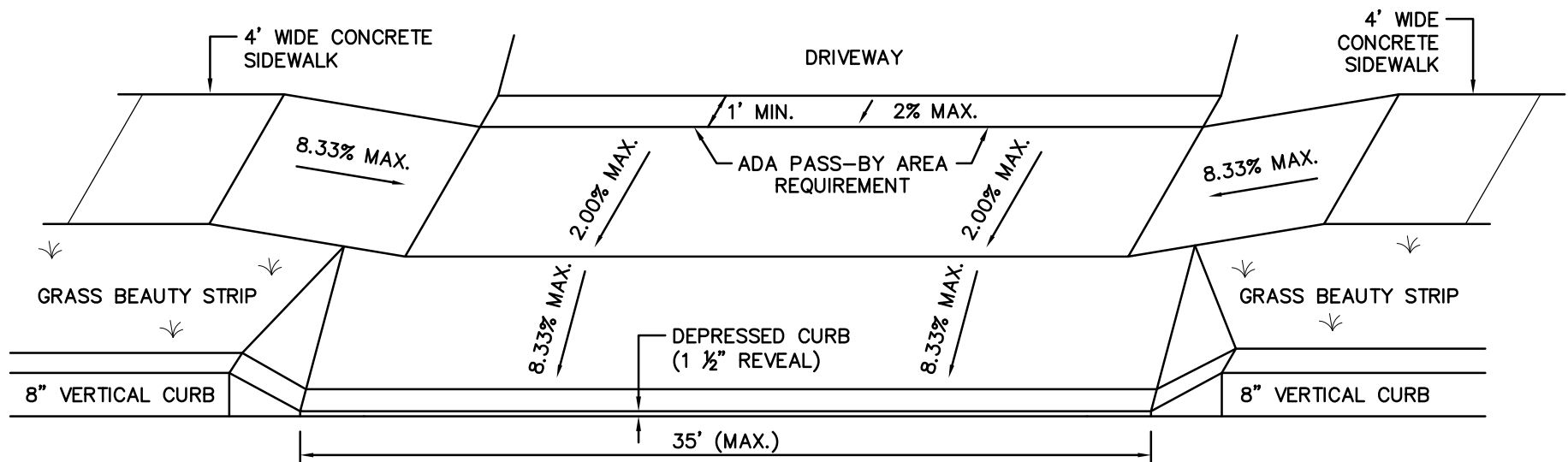
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SHT 13 OF 13
RC-67M



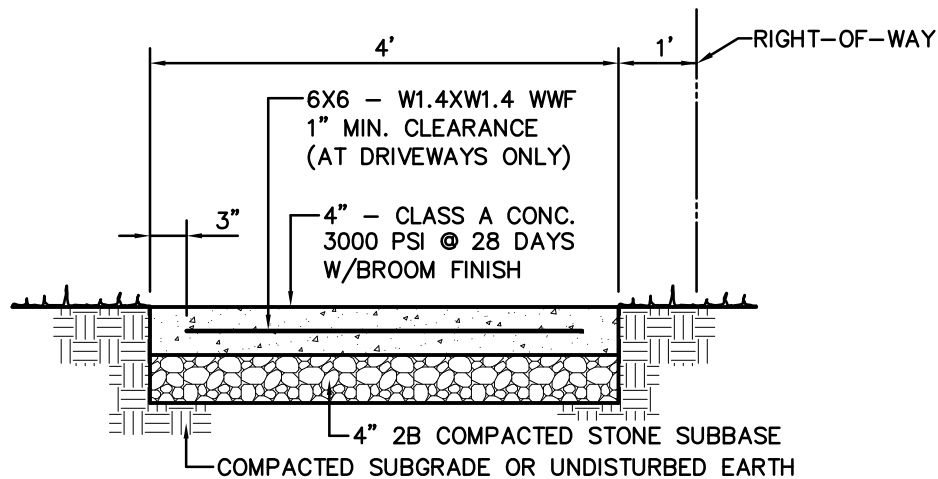
CONCRETE DRIVEWAY APRON DETAIL - SECTION

NOT TO SCALE



CONCRETE DRIVEWAY APRON DETAIL

NOT TO SCALE

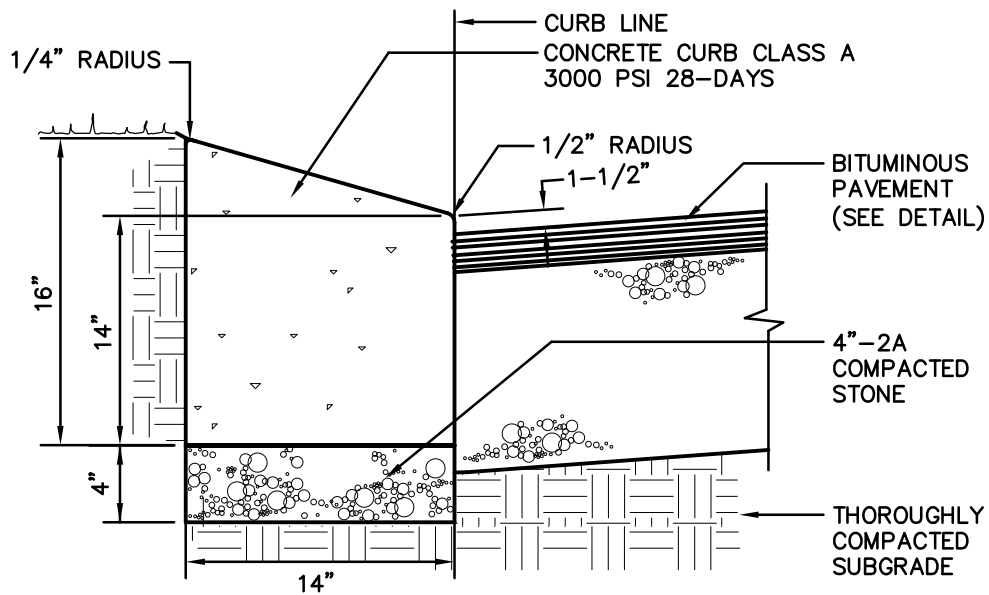


NOTES:

1. ONE-HALF (1/2) INCH EXPANSION JOINTS FOR FULL DEPTH OF THE SIDEWALK (RUBBERIZED MATERIAL) 20 FT. O.C. MAX.
2. SLABS SHALL BE SCORED (TRAVERSE DUMMY JOINTS) EVERY FIVE (5) FEET O.C. APPROXIMATE 1/8" WIDE AND AT LEAST 1" DEEP.
3. ALL SIDEWALKS TO HAVE A 2% MAXIMUM CROSS SLOPE.
4. SIDEWALK DEPTH SHALL BE 6" AT ALL DRIVEWAY LOCATIONS.
5. SIDEWALK TO BE LIGHT BROOM FINISHED IN DIRECTION OF SIDEWALK WIDTH.
6. FORM OUTSIDE EDGES AND JOINTS WITH A 1/4-INCH RADIUS-EDGING TOOL.
7. CURB RAMPS AS REQUIRED AND WHERE INDICATED, CONSTRUCT CEMENT CONCRETE SIDEWALK FOR CURB RAMP CONFIGURATIONS AS INDICATED ON THE MOST CURRENT STANDARD DRAWINGS (RC-67M) AND ADA REQUIREMENTS, EXCEPT FOR THE DETECTABLE WARNING SURFACE (DWS) LOCATED AT THE BOTTOM OF EACH RAMP. CONSTRUCT THE DWS AS SPECIFIED IN SECTION 695 IN PUBLICATION 408.
8. DO NOT REMOVE SIDE FORMS UNTIL AT LEAST 12 HOURS AFTER PLACING CONCRETE. AFTER REMOVAL OF FORM, FILL MINOR HONEYCOMBED AREAS WITH MORTAR.
9. SIDEWALK SHALL BE A MINIMUM OF 4 FEET WIDE UNLESS EXISTING SIDEWALK IS WIDER, THEN SIDEWALK SHALL MATCH EXISTING SIDEWALK.
10. PROVIDE MATERIALS AND CONSTRUCTION MEETING THE REQUIREMENTS OF PENNDOT PUBLICATION 408. THIS INCLUDES MEETING AMBIENT TEMPERATURE REQUIREMENTS FOR CONCRETE PLACEMENT.

TYPICAL CONCRETE SIDEWALK DETAIL

NOT TO SCALE

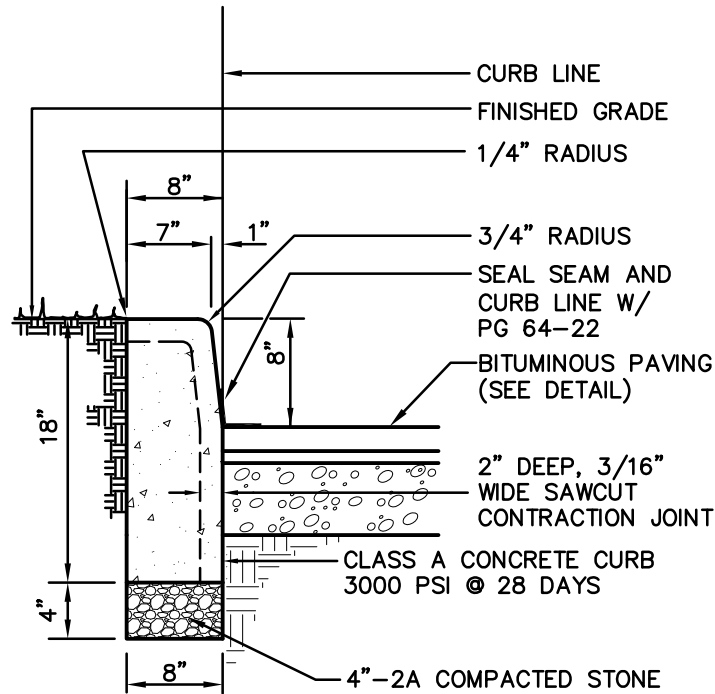


NOTE:

CURB SHALL BE CONSTRUCTED IN ACCORDANCE WITH PENNDOT
MANUAL FORM 408, SECTION 641, "PLAIN CEMENT CONCRETE
CURB GUTTER.

TYPICAL SLANT CURB DETAIL

NOT TO SCALE



NOTES:

1. PROVIDE MATERIALS AND CONSTRUCTION MEETING THE REQUIREMENTS OF PUBLICATION 408, SECTION 630 FOR PLAIN CEMENT CONCRETE CURB AND DEPRESSED CURB.
2. SPACE CONTRACTION JOINTS IN UNIFORM LENGTHS OR SECTIONS.
3. PLACE 3/4" THICK PREMOLDED EXPANSION JOINT FILLER MATERIAL AT STRUCTURES AND AT THE END OF THE WORK DAY. CUT MATERIAL TO CONFORM TO AREA ADJACENT TO THE CURB OR TO CONFORM TO CROSS SECTIONAL AREA OF CURB.

VERTICAL CURB DETAIL (FOR TOWNSHIP ROADS)

NOT TO SCALE