SUBJECT:

Standards for Roadway Construction, RC 1M-100M
June 2010 Edition
Change No. 1

INFORMATION AND SPECIAL INSTRUCTIONS:

Incorporate the attached revisions into the June 2010 Edition of Publication 72M (Standards for Roadway Construction).

The updated Standard Drawings should be adopted as soon as possible on all new and existing designs without affecting any letting schedules and in conjunction with the current Publication 408 Specifications and Bridge Standards. PS&E submissions to Central Office after September 30, 2013 should use these new standards.

The major revisions for each affected Standard Drawing are presented below. Since minor changes are not indicated, it is strongly advised that all recipients thoroughly examine the changes and revisions that have been incorporated.

<table>
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<tr>
<th>STANDARD SHEET</th>
<th>DESCRIPTION OF CHANGES</th>
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<tbody>
<tr>
<td>RC-28M Sheet 1</td>
<td>Removed metric dimensions.</td>
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<tr>
<td></td>
<td>In Overlay Transition with Paving Notch on Concrete and Bituminous Pavements detail, added vertical dimension to indicate milling of bituminous or concrete pavement surface, variable depth and that the variable depth milling is incidental to the paving item.</td>
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<tr>
<td>RC-67M General</td>
<td>Removed metric dimensions.</td>
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<tr>
<td></td>
<td>Updated Notes (numbers with circles around them). See specific Sheets below for additional information.</td>
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<tr>
<td></td>
<td>Changed &quot;LANDING&quot; to &quot;TURNING SPACE&quot;.</td>
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<td>Added &quot;SEE SHEET 8 FOR DETAILS&quot; in multiple locations where pedestrian pushbuttons are applicable.</td>
</tr>
<tr>
<td>RC-67M Sheet 1</td>
<td>Modified title from &quot;TYPE 1 TYPICAL SECTIONS&quot; to &quot;TYPE 1 CURB RAMPS AND TYPICAL SECTIONS&quot;.</td>
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<tr>
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<td>Modified Note 18 under Notes 1 and 2.</td>
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<td>For Type 1 Curb Ramp detail, added &quot;SEE NOTE 29 (TYP)&quot; with callout of side flares.</td>
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<td>For Type 1, Section A-A detail:</td>
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</table>
*Removed premolded expansion joint filler between ramp length and landing.

*Added ",(SEE NOTE 22)" after "SURFACE OF CURB RAMP FLUSH WITH ROADWAY SURFACE".

Revised Note 1 to include reference for Section 695.

Revised Note 5 to indicate "SIDE FLARES" instead of "FLARED SIDE RAMPS".

Added second sentence in Note 12 to see Sheet 9 for installations along curved surfaces.

Revised Note 14 to say "PEDESTRIAN ACCESS ROUTE" instead of "PEDESTRIAN ACCESSIBLE ROUTE".

Revised Note 17, first sentence to indicate an algebraic difference of 13.33% rather than 11.00%.

Added fourth sentence in Note 22 to describe work at the joint between depressed curb and roadways.

Modified Note 23 as follows:

*Revised second sentence to read "AT 3:1 OR FLATTER" rather than "AT 3:1 MAXIMUM".

*Revised third sentence to indicate "PEDESTRIAN PATH" instead of "PEDESTRIAN ACCESS ROUTE".

Added Notes 27, 28, and 29.

RC-67M Sheet 2

Modified title from "TYPE 1 CURB RAMPS" to "TYPE 1 AND TYPE 1A CURB RAMPS".

For Type 1A Curb Ramp detail:

*Replaced "8.33% MAX. SLOPE" for ramp slope with Note 4.

*Relocated vertical pavement marking for crosswalk to appear on the left of "GRADE BREAK".

Added Note 4.

Modified Note 18.

RC-67M Sheet 3

Modified title from "TYPE 2 AND TYPE 3 CURB RAMPS" to "TYPE 1A and TYPE 2 CURB RAMPS".

Deleted Type 3 Curb Ramp detail.

Added new Type 1A Curb Ramp detail with Assistant District Executive approval required if turning space is not entirely on sidewalk.

For Type 2 Curb Ramp Section B-B detail, changed "SLOPED RAMP" to "SLOPED RAMP/CURB CHEEK WALL".

Deleted Note 1.
Added Note 3.

Modified Notes 4 and 18.

**RC-67M**  
**Sheet 4**  
Added "AND TYPICAL ELEVATIONS" after "TYPE 4 CURB RAMPS" in title.

For Type 4 Curb Ramp (Parallel) and Alternate Type 4A Curb Ramp (Parallel) details:

*Replaced "8.33% MAX SLOPE" with Note 4.

*Relocated pedestrian pushbutton farther away from ramp slope.

For Alternate Type 4A Curb Ramp details:

*Replaced "ROUNDED CONCRETE SURFACE" with "CONCRETE ROLLED FLARE".

*Modified on the outside of one side of ramp to indicate "ALTERNATE GRADED FLARE, 3:1 OR FLATTER, SEE NOTE 23 ON SHEET 1".

For Type 4/4A Curb Ramps with Shared Turning Space detail, replaced Note 4 with "8.33% MAX SLOPE".

For Typical Elevations for Depressed Curbs details:

*Changed "TYPE 4 CURBED FLARE TRANSITION" to "TYPE 4 CURB CHEEK WALL FLARES".

*Changed "TYPE 4A NON-TRAVERSABLE ROLLED FLARE TRANSITION" to "TYPE 4A NON-TRAVERSABLE ROLLED FLARES".

*Changed "COMBINATION TRANSITION" to "COMBINATION FLARES".

*Added "(SEE NOTE 22, SHEET 1)" after "CURB FLUSH WITH ROAD SURFACE".

Modified Notes 4 and 18.

**RC-67M**  
**Sheet 5**  
Removed "AND TYPICAL ELEVATIONS" from title.

For Type 6 Curb Ramp Combination details, relocated the pedestrian pushbuttons to a location in the non-walk surface that is outside of the sidewalk width and curb.

For Type 6 Curb Ramps with Shared Turning Space detail, moved pedestrian pushbuttons farther away from ramp slopes.

Modified Notes 4 and 18.

**RC-67M**  
**Sheet 6**  
For Blended Transition detail:

*Moved crosswalk pavement marking from within the detectable warning surface to the outside of the detectable warning surface.

*Changed "PLAIN CEMENT CONCRETE" to "PLAIN CEMENT CONCRETE CURB".
For Type A Typical Median or Island Access Opening with Curb Sides detail and Type B Typical Median or Island Access Opening with Flared Sides detail:

*Deleted "FOR ALTERATIONS MAX EXTENT FEASIBLE 4'-0" MIN".

*Added "/MOUNTABLE CURB (WHERE APPROPRIATE)" with "PLAIN CEMENT CONCRETE CURB" and "PLAIN CEMENT CONCRETE DEPRESSED CURB".

*Revised dimension line for variable width of the median area to exclude the curb.

Modified Notes 12 and 18.

For Median or Island Curb Ramps detail and Alternate Small Island with Cut Through detail:

*Added references to mountable curbs and concrete rolled flares.

*Added width dimensions of 24" TYP, 12" MIN for concrete rolled flares.

For Alternate Small Island with Cut Through detail, added Note 12 after "DETECTABLE WARNING SURFACE (TYP)".

For Type 1 Single Curb Ramp detail, relocated Note 22 to indicate width from inside pedestrian crosswalk line to edge of travel lane.

For Typical Detectable Warning Surface at Railroad Crossing detail:

*Revised graphic to indicate distance of 6'-0" MIN to 15'-0" MAX from the center of the closest rail to the nearest edge of the detectable warning surface.

*Added "OPTIONAL: 2" MAX CONCRETE BORDER AROUND DWS TO PROVIDE PROPER INSTALLATION".

For Detail A detail:

*Modified detectable warning surface to appear as a completely rectangular shape.

*Relocated Note 22 to indicate width from inside pedestrian crosswalk line to edge of travel lane.

Added Note 12.

Modified Notes 18 and 22.

Revised title from "PUSHBUTTONS / TRIANGULAR LANDING" to "PUSHBUTTONS, TRIANGULAR LEVEL AREA, CHANGE OF GRADE AND CROSS SLOPE TRANSITIONS".

Deleted Pedestrian Pushbutton Detail detail.

Deleted Pedestrian Push Button Dual Sign Mounting Detail Plan View detail.
Added Ramp Cross Slope Transition to Match Roadway Profile Slope detail.

For Recommended Pushbutton Locations details:

*Moved pedestrian pushbuttons off the sidewalk and onto the non-walk surface.

*Adjusted the dimension 10'-0" MAX to be measured from the front face of curb to the pedestrian pushbutton located in the non-walk surface.

For Change of Grade Limitations detail:

*Revised algebraic difference between roadway slope and curb ramp slope from 11.00% to 13.33% (2 locations).

*Revised value that transition strip slope is not to exceed from 2.00% to 5.00%.

*Deleted "8.33% MAX" before "RAMP SLOPE" to the left of the 24" minimum transition strip.

*Deleted "5.00% MAX" after "ROADWAY SLOPE" to the right of the 24" minimum transition strip.

For Triangular Level Area for Directional Ramps on Curb Returns detail, added Note 26 with pedestrian pushbutton.

Deleted Note 27.

For Detectable Warning Surface (DWS) on Curved Surfaces detail:

*In top graphic (diagonal ramp), deleted Note 24.

*Added bottom graphic with rectangular tile positioned on a skew relative to the 8.33% maximum slope.

*In four lowest graphics, revised wording beside reference to Note 24 to indicate "GRADE BREAK TO BACK OF CURB", with one distance "LESS THAN 5'-0" " and three distances "GREATER THAN 5'-0" ".

*In three lowest graphics, indicated whether detectable warning surface is a "SPECIAL ORDER RADIAL TILE" or a "RECTANGULAR TILE CUT TO FIT".

For Detectable Warning Surface (DWS) on Type 1 Curb Ramp detail and Detectable Warning Surface (DWS) on Type 2 Curb Ramp detail, in lower right corner:

*Deleted reference to Note 24.

*Deleted 8" maximum dimension from one corner of DWS to face of curb.

For Detectable Warning Surface Embedding Detail detail:

*After "DETECTABLE WARNING SURFACE THICKNESS", added two sentences to embed wet set DWS tile only and to indicate surface applied DWS is not permitted.
<table>
<thead>
<tr>
<th>Sheet 10</th>
<th>For Transition to Existing Sidewalk Detail detail, added &quot;MINIMUM&quot; after &quot;TAPER SIDEWALK AT A 2:1 RATE&quot;.</th>
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<tbody>
<tr>
<td>Sheet 11</td>
<td>For Existing Curb Ramp Section (Vertical Drop at Road Surface) detail:</td>
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<tr>
<td>Sheet 12</td>
<td>For Type 2, Type 2A, and Type 3 Driveway Apron details, changed &quot;PEDESTRIAN PATH&quot; to &quot;PEDESTRIAN ACCESS ROUTE&quot;.</td>
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<tr>
<td>Sheet 13</td>
<td>Inserted sheet with new details of Driveway Aprons for Multiple Driveways (Type 5 and Type 5A).</td>
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<tr>
<td>Sheet 14</td>
<td>Added &quot;AND AT PEDESTRIAN PUSHBUTTONS&quot; in the title.</td>
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</table>

- *Added note to indicate optional construction of a 2" maximum concrete border around DWS for providing proper installation and to see pedestrian pushbutton access areas detail on Sheet 14 for plan view details. Modified Note 24 to indicate 5'-0" instead of 60".*

- *Deleted the water vane (WV) within the proposed area for the sawcut.*

- *Deleted the text "RELOCATE UTILITIES WHERE DWS WILL BE PLACED".*

- Modified Notes 16 and 18.

- *Deleted bituminous wedge at tie-in with roadway surface.*

- *Modified Recommended Correction Note.*

- *Added "ALTERNATE CORRECTION" above Note to grind curb.*

| Sheet 14 | Changed title of detail from "DWS PLACEMENT ON PAVED SHOULDERS WITH BARRIERS (SHARED USE SHOULDERS)" to "DWS PLACEMENT ON PAVED SHOULDERS DESIGNED AS A PEDESTRIAN ACCESS ROUTE (PAR)". Central Office ADA Coordinator approval is required. |

| Sheet 14 | Added details for Pedestrian Pushbutton Access Areas and Pedestrian Pushbutton Behind Guide Rail. |

| Sheet 14 | Added two photos with examples of DWS placement at pedestrian pushbuttons. |

| Sheet 14 | Added Notes 19 and 28. |
Any comments or questions regarding the above revisions should be directed to the Highway Design and Technology Section, Highway Delivery Division, Bureau of Project Delivery.

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<td>☑ PennDOT SALES STORE</td>
</tr>
<tr>
<td>RC-67M  June 1, 2010</td>
<td>☑ (717) 787-6746       phone</td>
</tr>
<tr>
<td></td>
<td>☑ (717) 787-8779       fax</td>
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<td>☑ ra-penndotsalesstore.state.pa.us</td>
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<td>☑ PennDOT website - <a href="http://www.dot.state.pa.us">www.dot.state.pa.us</a></td>
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<td>☑ Click on Forms, Publications &amp; Maps</td>
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<td>☑ DGS warehouse (PennDOT employees ONLY)</td>
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**APPROVED FOR ISSUANCE BY:**

BARRY J. SCHOCH, P.E. BY:

George W. McAuley, P.E.
Acting Director, Bureau of Project Delivery,
Highway Administration
<table>
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* SEE CHANGE #1 FOR JUNE 10, 2013 STANDARD REVISIONS
OVERLAY TRANSITIONS WITH PAVING NOTCH ON CONCRETE AND BITUMINOUS PAVEMENTS

**Table A**

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<tr>
<th>Functional Classification</th>
<th>Slope W (Max)</th>
<th>Paving Notch L (Min)</th>
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<tr>
<td>Interstate and other limited access freeways</td>
<td>0.33% (1&quot; in 25')</td>
<td>0.33% (1&quot; in 25')</td>
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<td>Articulated &gt; 45 mph</td>
<td>0.25% (1&quot; in 30')</td>
<td>0.25% (1&quot; in 30')</td>
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<tr>
<td>Articulated &lt; 45 mph</td>
<td>0.17% (1&quot; in 50')</td>
<td>0.17% (1&quot; in 50')</td>
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<tr>
<td>Collectors and local roads</td>
<td>0.33% (1&quot; in 25')</td>
<td>0.33% (1&quot; in 25')</td>
</tr>
<tr>
<td>Cross streets</td>
<td>0.33%</td>
<td>0.25%</td>
</tr>
<tr>
<td>Arterials</td>
<td>0.33%</td>
<td>0.17%</td>
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**Table B**

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<td>ID-2W, ID-2W H.D.</td>
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<td>SP12.5</td>
<td>ID-3B, ID-2B, ID-2B H.D.</td>
<td>3/16&quot;</td>
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<tr>
<td>SP19</td>
<td>HMA</td>
<td>1/4&quot;</td>
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**Notes**

1. Use median appropriate criteria in a cross street and a functional classification of collectors and local roads or higher.
2. Use 85th percentile speed, if available. Otherwise, use the posted speed.
3. Place base flush with existing pavement and seal as specified in Publication 408, Section 409.3(k).
4. Construct flexible base replacement in accordance with the requirements of Publication 408, Section 409.3(k).
5. Prepare exposed vertical and horizontal surfaces as per Publication 408, Section 409.3(k).
6. Use HMA specified in Publication 408, Section 409.3(k).
7. For restoration of rigid pavement, refer to Publication 408, Section 516 and RC-26M.
8. For Superpave base replacement, see Publication 408, Section 409.3(k).

**Commonwealth of Pennsylvania**

**Department of Transportation**

**Bureau of Project Delivery**

**Chief, Hwy. Delivery Division**

**Jun. 10, 2013**
NOTE: IF SPACE IS LIMITED, IT MAY BE NECESSARY TO CURB THE SIDE FLARES OF THE TYPE 1 CURB RAMPS (SEE ALTERNATE INSTALLATION 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)

**TYPE 1 CURB RAMPS**
(WITH SHARED TURNING SPACE)

**TYPE 1 CURB RAMPS**

- **MAX SLOPE**: 8.33% (TYP)
- **MAX RAMP SLOPE**: 8.33%
- **CURB (TYP)**: DEPRESSED CURB
- **PLAIN CEMENT CONCRETE DEPRESSED CURB (TYP)**
- **RAMP WIDTH**: 4'-0" (MIN)
- **SIDEWALK WIDTH**: 5'-0" MAX
- **SIDEWALK AREA**: 24" MIN
- **DETECTABLE WARNING SURFACE (TYP)**

**TYPE 1A CURB RAMPS**

- **ASSISTANT DISTRICT EXECUTIVE APPROVAL** REQUIRED IF TURNING SPACE IS NOT ENTIRELY ON SIDEWALK

**COMMONWEALTH OF PENNSYLVANIA**
**DEPARTMENT OF TRANSPORTATION**
**BUREAU OF PROJECT DELIVERY**

**CURB RAMPS AND SIDEWALKS**

**NEW CONSTRUCTION OR ALTERATION DETAILS**

**TYPE 1 AND TYPE 1A CURB RAMPS**

**RECOMMENDED**: JUN. 10, 2013

**CHIEF, HWY. DELIVERY DIVISION**
**ASSISTANT DIRECTOR, BUREAU OF PROJECT DELIVERY**

**JUN. 10, 2013**
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

RECOMMENDED RECOMMENDED
SHEET OF 3 RC-67M CURB RAMPS AND SIDEWALKS NEW CONSTRUCTION OR ALTERATION DETAILS

BUREAU OF PROJECT DELIVERY

14

ASSISTANT DISTRICT EXECUTIVE APPROVAL REQUIRED IF TURNING SPACE IS NOT ENTIRELY ON SIDEWALK

(SEE NOTE 22, SHEET 1)

SLOPE: ZERO 2.00% (TYP)

(SEE DETECTABLE WARNING SURFACE DETAILS, SHEET 4)

SIDEWALK SECTION B-B DETAIL SHEET 9)

(SEE NOTE 8, SHEET 1)

(SEE SHEET 8 FOR DETAILS)

WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%

CURB RAMPS REQUIRE A TURNING SPACE WITH A MAXIMUM 8.33% MAX RAMP SLOPE, SEE NOTE 8 SHEET 1

ASSISTANT DISTRICT EXECUTIVE APPROVAL IS NOT ENTIRELY ON SIDEWALK

OPTIONAL CONCRETE ROLLED FLARES OR PREMOLDED EXPANDABLE FILLER (TYP)

(SEE NOTE 23, SHEET 1)

CURB CHEEK WALL. SEE SHEET 4. CAN BE USED TO MEET THE ADJACENT SURFACES IN LIEU OF OPTIONAL CONCRETE ROLLED FLARE OR REGRADE SLOPE

COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUREAU OF PROJECT DELIVERY CURB RAMPS AND SIDEWALKS NEW CONSTRUCTION OR ALTERATION DETAILS TYPE 1A AND TYPE 2 CURB RAMPS RECOMMENDED JUN. 10, 2013 JUN. 10, 2013

3.00% MAX RAMP SLOPE, SEE NOTE 8 SHEET 1
BLENDED TRANSITION

TYPE A
TYPICAL MEDIAN OR ISLAND ACCESS OPENING WITH CURB SIDES

TYPE B
TYPICAL MEDIAN OR ISLAND ACCESS OPENING WITH FLARED SIDES

ACCESS OPENING (TYPE A DOUBLE CURB RAMPS)

ACCESS OPENING (TYPE B DOUBLE CURB RAMPS)

RECOMMENDED
SHEET 6
RC-67M

NEW CONSTRUCTION OR ALTERATION DETAILS BLENDED TRANSITION / MEDIANS

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF PROJECT DELIVERY
CURB RAMPS AND SIDEWALKS

JUN. 10, 2013
CHIEF, HWY. DELIVERY DIVISION
ACTING DIR. BUREAU OF PROJECT DELIVERY
DEPARTMENT OF TRANSPORTATION

RECOMMENDED

SHT    OF
CURB RAMPS AND SIDEWALKS

14

RECOMMENDED

NEW CONSTRUCTION OR ALTERATION DETAILS

LEGEND

PEDESTRIAN PUSHBUTTON

RAMP CROSS SLOPE TRANSITION TO MATCH ROADWAY PROFILE SLOPE

SLOPES SHOWN ARE FOR ILLUSTRATION ONLY.

TRANSITION CURB RAMPS DESIGNED TO MATCH ROADWAY PROFILE SLOPE, 2.00% MAX TRANSITION TO ROADWAY PROFILE.

COMPLETE TRANSITION TO ROADWAY PROFILE SHOULD DETECTIBLE WARNING SURFACE OR USE 1'-0" DETECTABLE WARNING SURFACE TILES.

CONSTRUCT DEPRESSED CURB SLOPE TO MATCH ROADWAY PROFILE.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF PROJECT DELIVERY

CURB RAMPS AND SIDEWALKS
NEW CONSTRUCTION OR ALTERATION DETAILS
PUSHBUTTONS, TRIANGULAR LEVEL AREA, CHANGE OF GRADE AND CROSS SLOPE TRANSITIONS

CHIEF, HWY. DELIVERY DIVISION
ACTING DIR. BUREAU OF PROJECT DELIVERY
JUN. 10, 2013
JUN. 10, 2013
THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

LEADING EDGE OF DWS

DETECTABLE WARNING SURFACE (TYP)

MANUFACTURED SURFACE TO MANUFACTURED SURFACE JOINTS (TYP)

PLAIN CEMENT CONCRETE DEPRESSED CURB

DEPRESSED CURB (TYP) PLAIN CEMENT CONCRETE

DETECTABLE WARNING SURFACE (TYP) CUT TO FIT DETECTABLE RECTANGULAR TILE

DETECTABLE WARNING SURFACE (DWS) ON CURVED SURFACES

GRADE BREAK AT BOTTOM OF RAMP

LOCATED AT BACK OF CURB

ONE CORNER OF DWS LOCATED AT THE BACK OF CURB.

MAX SLOPE 8.33%

LEADING EDGE OF DWS

DEPRESSED CURB

PLAIN CEMENT CONCRETE

NOTES:

1. DETECTABLE WARNING SURFACE (DWS) ON CURVED SURFACES: GROUND SURFACE. CUT TILES ALONG THE PERIMETER ONLY.

2. DETECTABLE WARNING SURFACE THICKNESS FOR INSTALLATION ON THE CURB RAMP OR TURNING SPACE MAY BE MORE THAN 5'-0" AWAY FROM THE BACK OF CURB.

3. MANUFACTURED SURFACE TO MANUFACTURED SURFACE JOINTS (TYP)

4. DETECTABLE WARNING SURFACE (DWS) ON TYPE 1 CURB RAMP

5. DETECTABLE WARNING SURFACE (DWS) ON TYPE 2 CURB RAMP

6. THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

7. MANUFACTURED SURFACE TO MANUFACTURED SURFACE JOINTS

8. DETECTABLE WARNING SURFACE (DWS) ON TYPE 1 CURB RAMP

9. MANUFACTURED SURFACE TO MANUFACTURED SURFACE JOINTS

10. DETECTABLE WARNING SURFACE (DWS) ON CURVED SURFACES

11. LEADING EDGE OF DWS

12. PLAIN CEMENT CONCRETE DEPRESSED CURB

13. DETECTABLE WARNING SURFACE (DWS)

14. SECTION D-D DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS

DETECTABLE WARNING SURFACE (DWS) THICKNESS.

SURFACE APPLIED DWS IS NOT PERMITTED.

EMBED WET SET DWS TILE ONLY.

DETECTABLE WARNING SURFACE THICKNESS.

NOTE: CONSTRUCT NOTCH AS SHOWN TO PROVIDE FULL THICKNESS SIDEWALK UNDER DETECTABLE WARNING SURFACE.
RECOMMENDED CORRECTION:

EXISTING CURB RAMP SECTION
(VERTICAL DROP AT RAMP)

RECOMMENDED CORRECTION:

EXISTING CURB RAMP SECTION
(VERTICAL DROP AT ROAD SURFACE)

RECOMMENDED CORRECTION:

EXISTING CURB RAMP SECTION
(RAMP SETTLEMENT)

ALTERATION DETAILS

NOTE 20 ON SHEET 1

SEE NOTE 20 ON SHEET 11.

NOTE 20 ON SHEET 11.
DEPARTMENT OF TRANSPORTATION
BUREAU OF PROJECT DELIVERY

COMMONWEALTH OF PENNSYLVANIA

CURB RAMPS AND SIDEWALKS

DRIVEWAY APRONS

DRIVEWAY SURFACE AND SIDEWALK.

TYPE 2
DRIVEWAY APRON

TYPE 2A
DRIVEWAY APRON

TYPE 3
DRIVEWAY APRON

TYPE 3A
DRIVEWAY APRON

1. SIDE PLATES 10.00% MAX. SLOPE.
2. 6.33% MAX. RAMP SLOPE. SEE NOTE 9 SHEET 1.
3. 0.00% MAX. CHANGE IN Grade BETWEEN ROAD SURFACE AND DRIVEWAY.
4. MINIMUM CURB RETURN 5'-0"
5. (SEE NOTE 20, SHEET 11)
6. 0.00% MAX. CHANGE IN Grade BETWEEN DRIVEWAY SURFACE AND SIDEWALK.