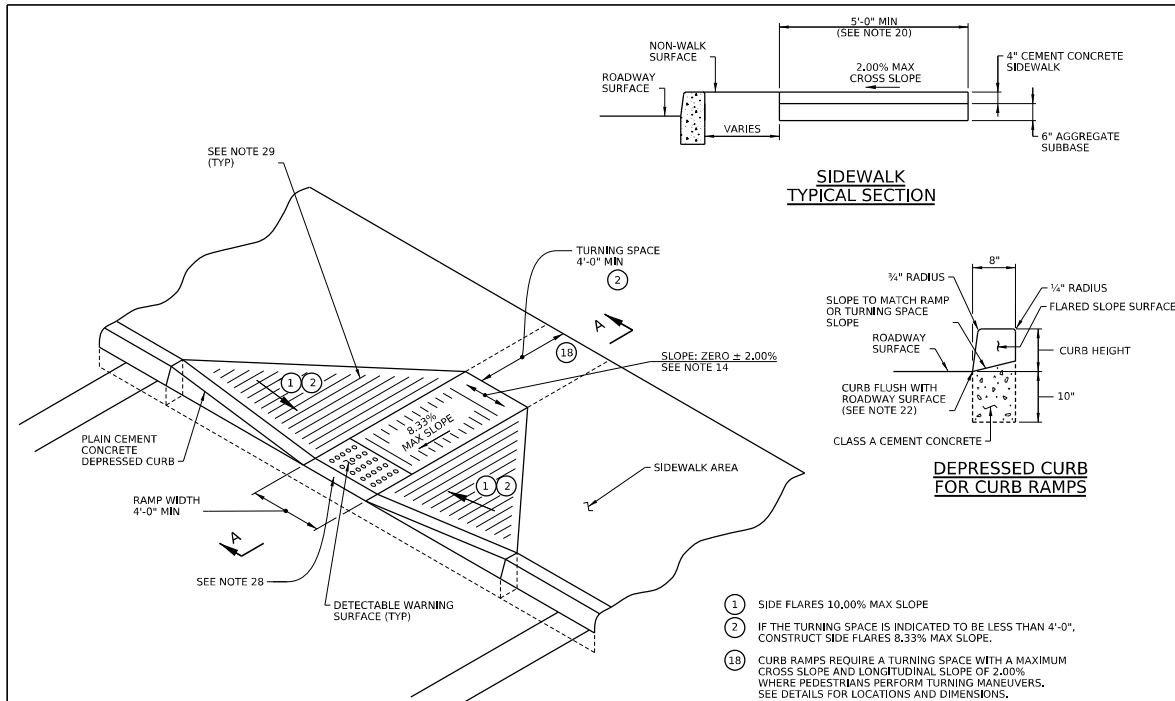
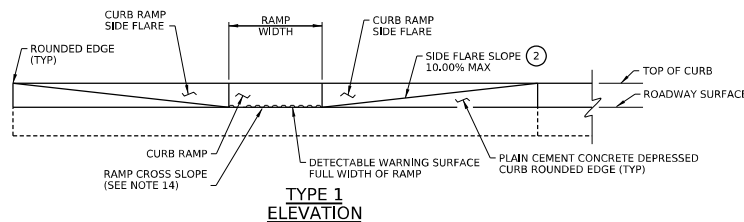
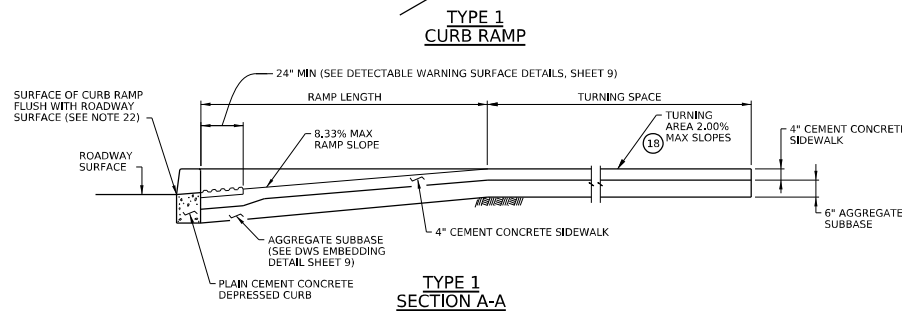




- ① SIDE FLARES 10.00% MAX SLOPE
② IF THE TURNING SPACE IS INDICATED TO BE LESS THAN 4'-0", CONSTRUCT SIDE FLARES 8.33% MAX SLOPE.
⑬ CURB RAMPS REQUIRE A TURNING SPACE WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS AND DIMENSIONS.



PERCENT SLOPE	EQUIVALENT SLOPE
10.00%	10:1
8.33%	12:1
7.14%	14:1
5.00%	20:1
2.00%	50:1
1.00%	100:1

EQUIVALENT SLOPES

NOTES

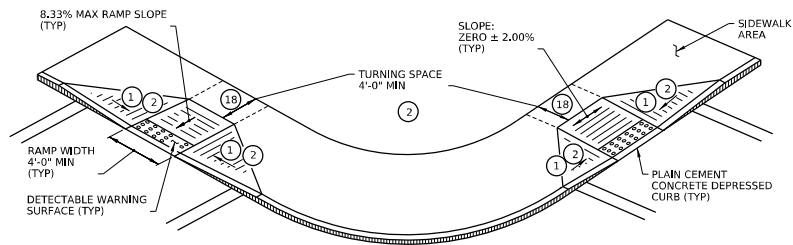
- PROVIDE MATERIALS AND CONSTRUCT AS SPECIFIED IN PUBLICATION 408, SECTIONS 350, 413, 630, 676, AND 695.
- PROVIDE EXPANSION JOINT MATERIAL 3/4" THICK WHERE CURB RAMP ADJOINS ANY RIGID PAVEMENT, SIDEWALK, OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
- CONSTRUCT CURB RAMPS WITH A MINIMUM 4'-0" X 4'-0" CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE. SEE SHEET 7 FOR CROSSWALK DETAILS.
- SEAL JOINTS WITH AN APPROVED SEALING MATERIAL.
- 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 SIDE FLARES.
- MODIFY CONSTRUCTION DETAILS TO ADAPT DIMENSIONS TO NEW OR EXISTING CURB HEIGHTS WHERE THE CURB IS LESS THAN THE STANDARD 8" HEIGHT.
- CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
- TO AVOID CHASING GRADE INDEFINITELY WHEN TRAVERSING THE HEIGHT OF CURB, RAMP LENGTH NOT TO EXCEED 15'-0". ADJUST RAMP SLOPE AS NEEDED TO PROVIDE ACCESS TO THE MAXIMUM EXTENT FEASIBLE.
- NON-WALK AREA IS AN OBSTRUCTED OR GRASS/NON-PAVED AREA ADJACENT TO THE PEDESTRIAN ACCESS ROUTE THAT IS NOT USED BY THE PEDESTRIAN FOR ACCESS.
- THE DETAILS DEPICT PEDESTRIAN PUSHBUTTON POLES TO ILLUSTRATE THE RECOMMENDED PLACEMENT OF PEDESTRIAN PUSHBUTTONS. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT FEASIBLE. INSTALL PEDESTRIAN PUSHBUTTON STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS.
- SEE TC-8803 FOR ADDITIONAL PEDESTRIAN PUSHBUTTON DETAILS NOT SHOWN.
- ALIGN DETECTABLE WARNING SURFACE TRUNCATED DOMES ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF THE RAMP AND PERPENDICULAR TO CURB. SEE SHEET 9 FOR INSTALLATIONS ALONG CURVED SURFACES.
- PROVIDE DETECTABLE WARNING SURFACES (DWS) 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.
- FOR NEW CONSTRUCTION, DO NOT EXCEED 2.00% CROSS SLOPE ON THE CURB RAMP OR PEDESTRIAN ACCESS ROUTE.
- 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.
- CONSTRUCT SIDEWALKS AT A LONGITUDINAL SLOPE NOT TO EXCEED 5.00%. FOR ROADWAY PROFILE SLOPES THAT EXCEED 5.00%, CONSTRUCT PARALLEL SIDEWALKS ADJACENT TO ROADWAY AT A LONGITUDINAL SLOPE NOT TO EXCEED ROADWAY PROFILE SLOPE.
- THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE IS NOT TO EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP, TURNING SPACE, OR BLENDED TRANSITION IS NOT TO EXCEED 5.00%. SEE SHEET 9 FOR DETAILS.
- THE CONSTRUCTION STANDARDS DEPICTED ARE MOST APPROPRIATE FOR NEW CONSTRUCTION. ALL CONSTRUCTION MUST MEET THE STANDARDS CONTAINED HEREIN UNLESS OTHERWISE NOTED OR DIRECTED.
- ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6'-0" FOR A 12:1 SLOPE.)
- SIDEWALK WIDTH MAY BE REDUCED TO 4'-0", WHEN PASSING AREAS 5'-0" X 5'-0" ARE PROVIDED EVERY 200'.
- 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.
- CONSTRUCT DEPRESSED CURB FOR CURB RAMPS FLUSH TO ADJACENT ROADWAY, GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND DEPRESSED CURB, ADJUST SLOPE TO PROVIDE POSITIVE DRAINAGE. AT THE JOINT BETWEEN DEPRESSED CURB AND ROADWAYS, REMOVE EXCESS JOINT SEALER AND COVER THE SEALED AREA WITH A LIGHT APPLICATION OF DRY SAND.
- CHEEK WALLS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY FLARES OR GRADING. GRADE GRASS AREAS OR OTHER NON-WALK AREAS AT 3:1 OR FLATTER. DO NOT INSTALL CHEEK WALLS THAT INTERSECT THE PEDESTRIAN PATH.
- CONSTRUCT TOP OF PLAIN CEMENT CONCRETE DEPRESSED CURB TO BE FLUSH WITH ADJACENT SURFACES (RAMPS, SIDEWALKS, FLARES).
- FOR CURB RAMPS THAT LEAD TO A SINGLE CROSSWALK, THE RAMP (EXCLUDING FLARES) TO BE FULLY INSIDE OF MARKED CROSSWALK LINES. SEE SHEET 7 FOR DETAILS.
- A 4'-0" MAXIMUM DIGITAL DISPLAY LEVEL WILL BE USED TO VERIFY THE SLOPES OF CURB RAMPS AND SIDEWALKS.
- INSTALL DUMMY JOINTS WHERE RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT.
- CONSTRUCT DEPRESSED CURB SLOPE TO MATCH ROADWAY PROFILE AND HAVE A FLUSH CONNECTION. TRANSITION CURB RAMP CROSS SLOPE TO MATCH ROADWAY PROFILE AS GRADUALLY AS POSSIBLE. DO NOT EXCEED 3.00% PER 1'-0" CROSS SLOPE RATE OF CHANGE WHEN TRANSITIONING TO ROADWAY PROFILE.
- DO NOT SCORE OR MAKE GROOVES ON SLOPED SURFACES. LINES SHOWN ON DETAILS ARE FOR ILLUSTRATION ONLY. SEE NOTE 5.
- THE DEPRESSED CURB MAY BE PLACED MONOLITHICALLY WITH CURB RAMP, SIDE FLARES, OR BOTH. DO NOT PLACE DEPRESSED CURB MONOLITHICALLY WITH OTHER CEMENT CONCRETE SIDEWALK.

COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND DELIVERY

CURB RAMPS AND SIDEWALKS

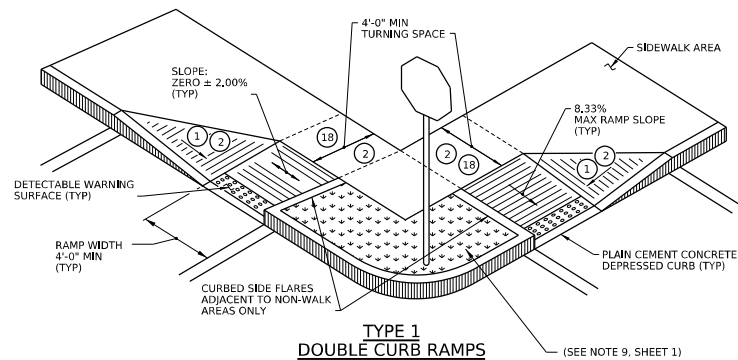
NEW CONSTRUCTION OR ALTERATION DETAILS TYPE 1 CURB RAMPS AND TYPICAL SECTIONS

RECOMMENDED FEB. 10, 2026 <i>Charles A. Sponberg</i> DIR., BUREAU OF DESIGN AND DELIVERY	RECOMMENDED FEB. 10, 2026 <i>Jonathan A. Elber</i> CHIEF ENGINEER, HIGHWAY ADMIN.	SHT 1 OF 14 RC-67M
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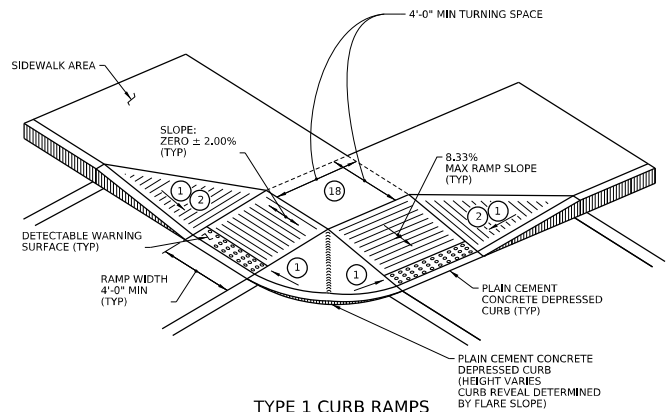


NOTE: IF SPACE IS LIMITED, IT MAY BE NECESSARY TO CURB THE SIDE FLARES OF THE TYPE 1 CURB RAMPS (SEE ALTERNATE INSTALLATION DETAIL BELOW). PEDESTRIAN TRAFFIC SHOULD NOT BE DIRECTED TO CROSS THE VERTICAL DROP.

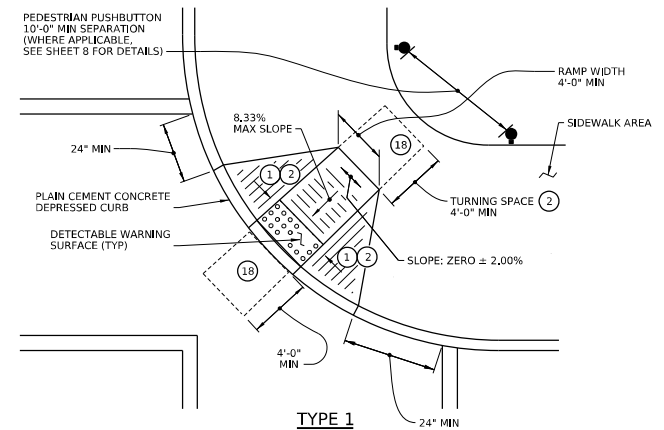
**TYPE 1
DOUBLE CURB RAMPS
(PREFERRED INSTALLATION)**



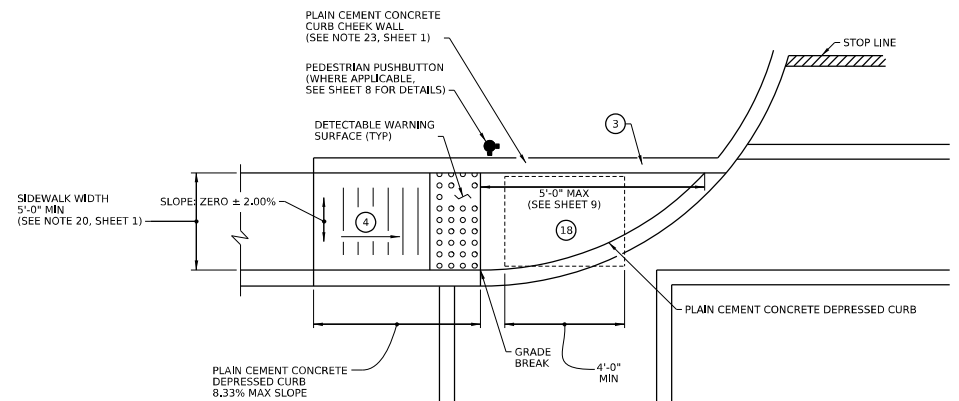
**TYPE 1
DOUBLE CURB RAMPS
(ALTERNATE INSTALLATION)**



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



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



**TYPE 1A
CURB RAMP
ASSISTANT DISTRICT EXECUTIVE APPROVAL
REQUIRED IF TURNING SPACE
IS NOT ENTIRELY ON SIDEWALK**

- ① SIDE FLARES 10.00% MAX SLOPE.
- ② IF THE TURNING SPACE IS INDICATED TO BE LESS THAN 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.
- ④ 8.33% MAX RAMP SLOPE. SEE NOTE 8, SHEET 1.
- ⑤ CURB RAMPS REQUIRE A TURNING SPACE WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS AND DIMENSIONS.

**COMMONWEALTH OF PENNSYLVANIA
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BUREAU OF DESIGN AND DELIVERY**

CURB RAMPS AND SIDEWALKS

**NEW CONSTRUCTION OR
ALTERATION DETAILS
TYPE 1 AND TYPE 1A CURB RAMPS**

RECOMMENDED FEB. 10, 2026

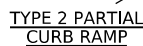
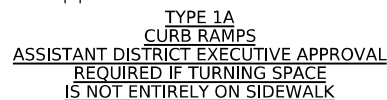
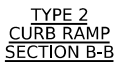
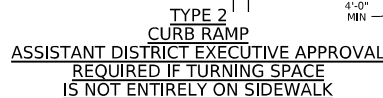
Charles J. Spon
DIR., BUREAU OF DESIGN AND DELIVERY

RECOMMENDED FEB. 10, 2026

Jonathan A. Elkh
CHIEF ENGINEER, HIGHWAY ADMIN.

SHT 2 OF 14

RC-67M



CURB RAMPS AND SIDEWALKS

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RECOMMENDED FEB. 10, 2026

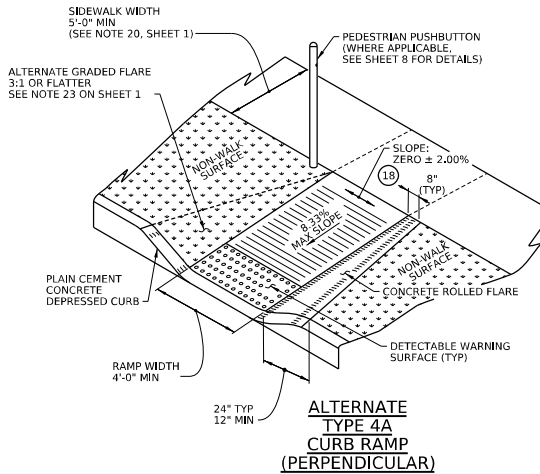
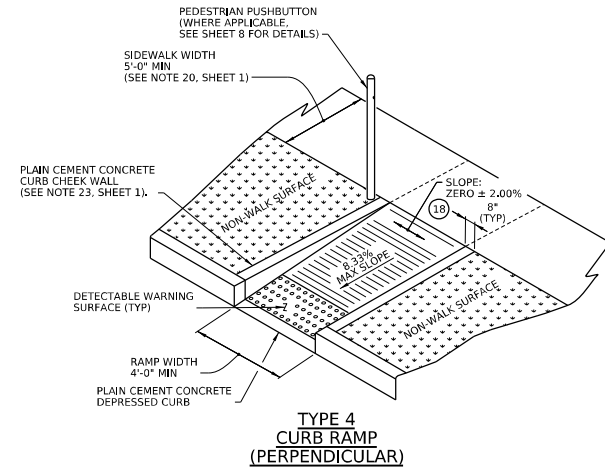
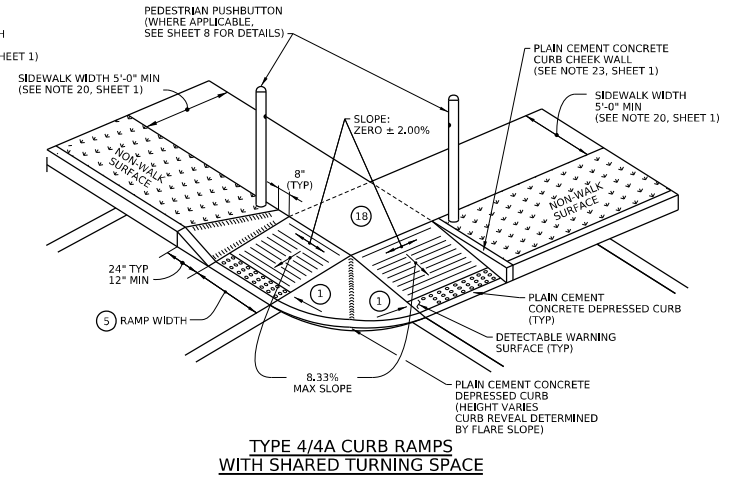
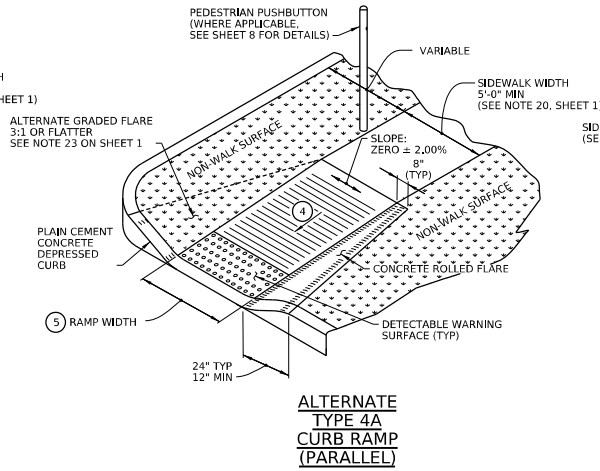
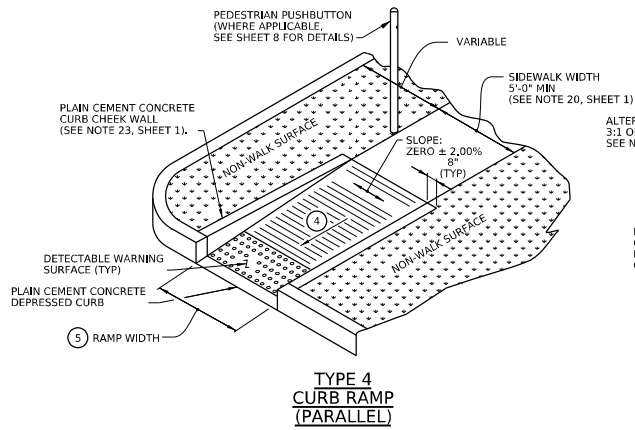
Christine D. Spayl
DIR., BUREAU OF DESIGN AND DELIVER

RECOMMENDED FEB. 10, 2026

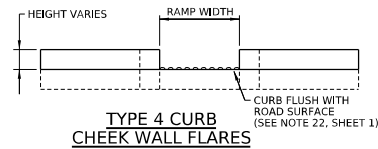
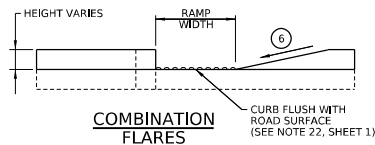
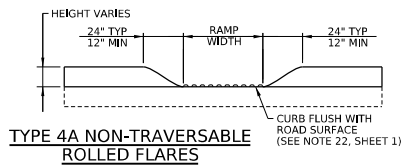
Jonathan A. Eldi
CHIEF ENGINEER, HIGHWAY ADMIN.

SHT 3 OF 14

RC-67M



- ① SIDE FLARES 10.00% MAX SLOPE.
- ④ 8.33% MAX RAMP SLOPE, SEE NOTE 8, SHEET 1.
- ⑤ CURB RAMP WIDTH IS EQUAL TO SIDEWALK WIDTH WHEN THE SIDEWALK WIDTH IS GREATER THAN OR EQUAL TO THE MINIMUM 4'-0\"/>
- ⑥ SLOPE VARIES, SEE RAMP DETAILS.
- ⑱ CURB RAMPS REQUIRE A TURNING SPACE WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS, SEE DETAILS FOR LOCATIONS AND DIMENSIONS.



TYPICAL ELEVATIONS
FOR DEPRESSED CURBS

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN AND DELIVERY

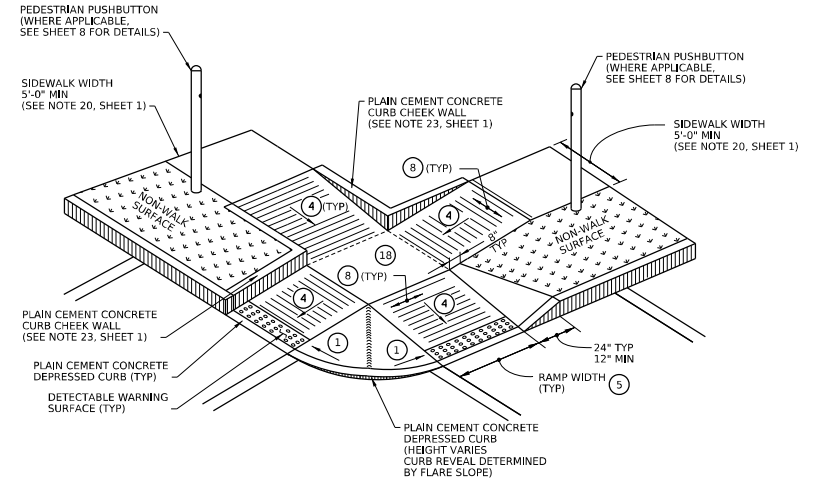
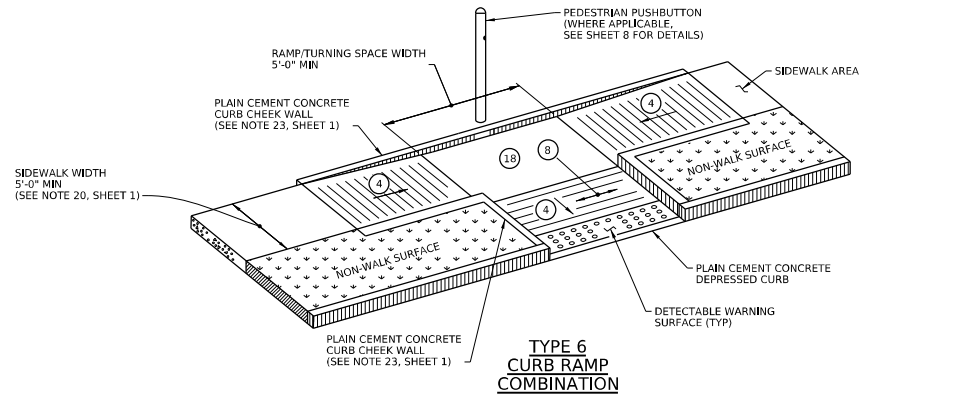
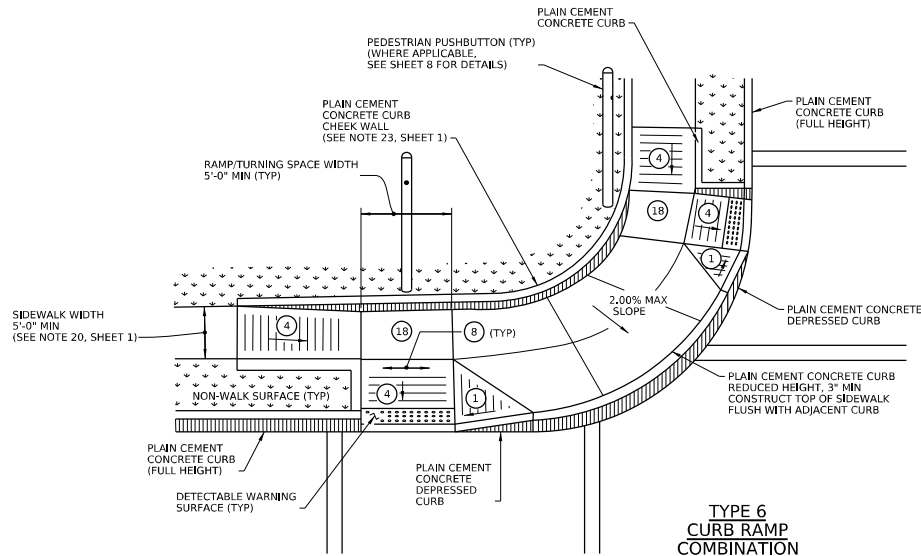
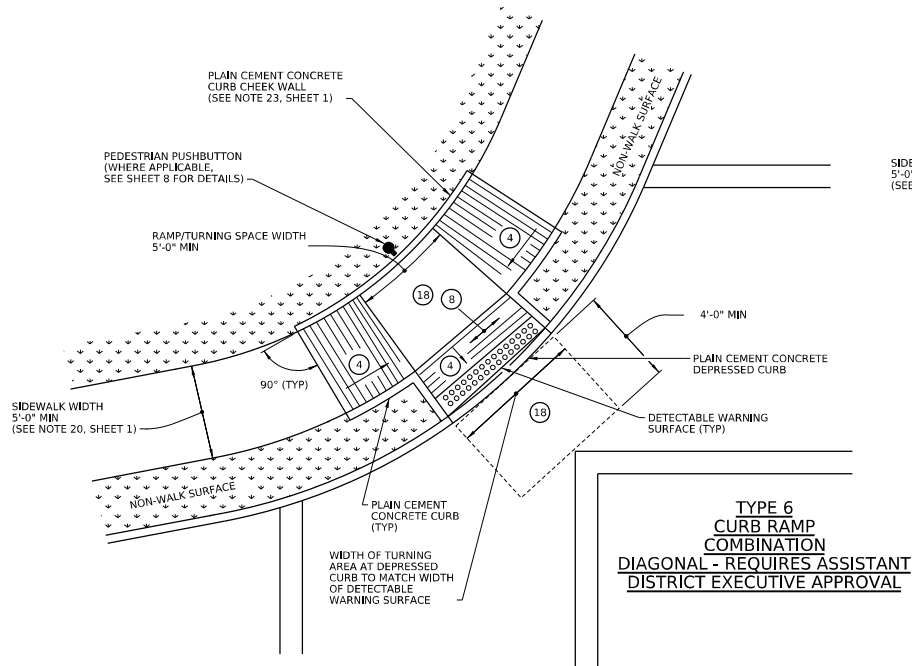
CURB RAMPS AND SIDEWALKS

**NEW CONSTRUCTION OR
ALTERATION DETAILS
TYPE 4 CURB RAMPS AND
TYPICAL ELEVATIONS**

RECOMMENDED FEB. 10, 2026
Charles D. Jones
DIR., BUREAU OF DESIGN AND DELIVERY

RECOMMENDED FEB. 10, 2026
Jonathan A. Elkh
CHIEF ENGINEER, HIGHWAY ADMIN.

SHT 4 OF 14
RC-67M



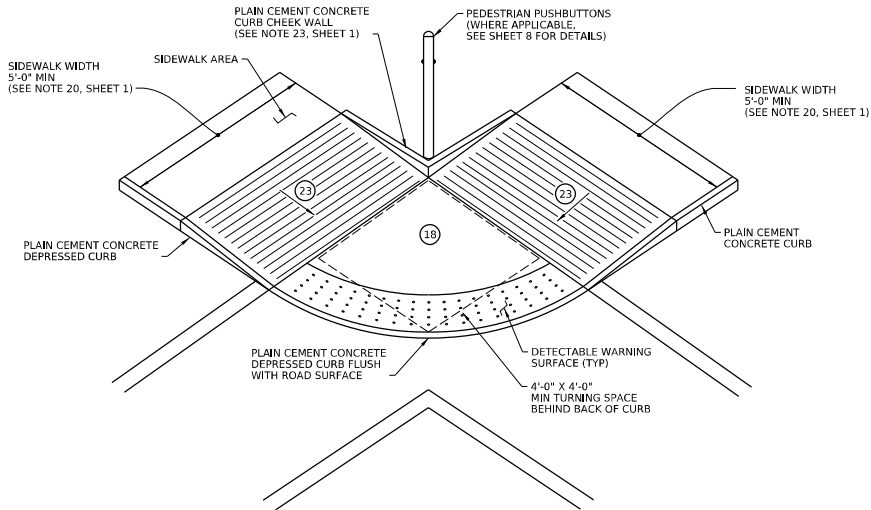
- 1 SIDE FLARES 10.00% MAX SLOPE.
- 4 8.33% MAX RAMP SLOPE. SEE NOTE 8, SHEET 1.
- 5 CURB RAMP WIDTH IS EQUAL TO SIDEWALK WIDTH WHEN THE SIDEWALK WIDTH IS GREATER THAN OR EQUAL TO 4'-0".
- 8 SLOPE: ZERO $\pm$ 2.00%.
- 16 CURB RAMP REQUIRE A TURNING SPACE WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS AND DIMENSIONS.

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

CURB RAMPS AND SIDEWALKS

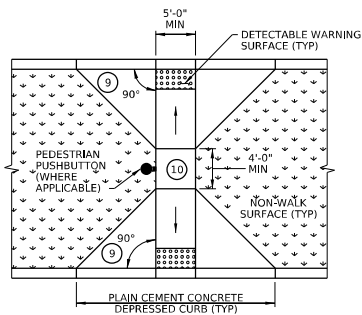
**NEW CONSTRUCTION OR
ALTERATION DETAILS
TYPE 6 CURB RAMPS**

RECOMMENDED FEB. 10, 2026 <i>Charles D. Spahr</i> DIR., BUREAU OF DESIGN AND DELIVERY	RECOMMENDED FEB. 10, 2026 <i>Jonathan A. Elkh</i> CHIEF ENGINEER, HIGHWAY ADMIN.	SHT 5 OF 14 RC-67M
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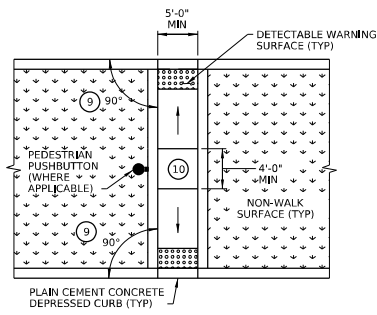


NOTE: DO NOT INSTALL GRATINGS, ACCESS COVERS, AND OTHER APPURTENANCES ON THE BLENDED TRANSITION SURFACE WITHIN THE PEDESTRIAN ACCESS ROUTE. EXISTING UTILITY COVERS IN THE PATH OF TRAVEL ARE ACCEPTABLE IF THE TOP SURFACE IS FLUSH (LESS THAN 1/4" IN ELEVATION DIFFERENCE), FIRM, STABLE AND SLIP RESISTANT.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

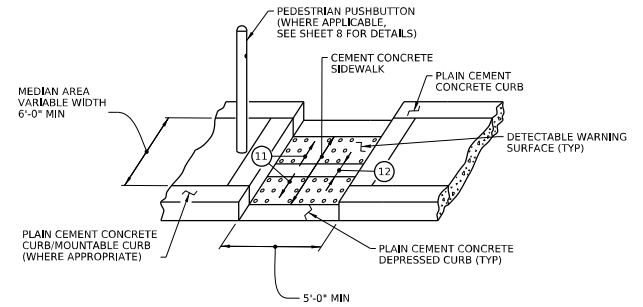
BLENDING TRANSITION



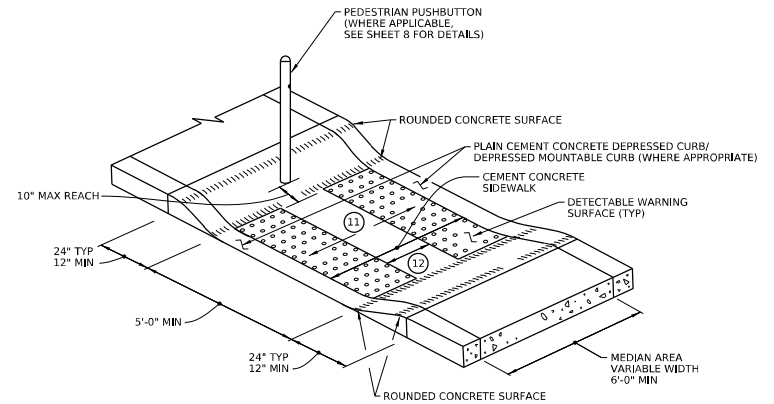
**RAMPED MEDIAN OR ISLAND
ACCESS OPENING
(TYPE 1 DOUBLE CURB RAMPS)**



**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)**

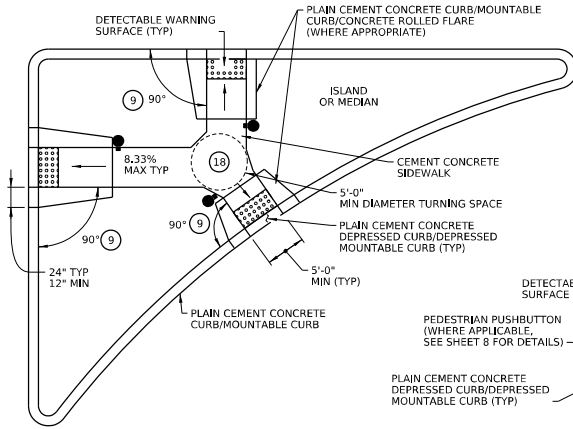
- 9 90° DESIRABLE.
- 10 TURNING SPACES ARE NOT REQUIRED FOR LONGITUDINAL SLOPES 5.00% OR LESS.
- 11 PROVIDE ADEQUATE SLOPE FOR DRAINAGE (5.00% MAX).
- 12 2'-0" MIN SEPARATION, DO NOT INSTALL DETECTABLE WARNING SURFACES IF SEPARATION IS LESS THAN 2'-0". REFER TO DM-2 CHAPTER 6 FOR ADDITIONAL DETAILS.
- 18 CURB RAMPS REQUIRE A TURNING SPACE WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS AND DIMENSIONS.
- 23 5.00% MAX RUNNING SLOPE FOR BLENDED TRANSITION. FOR SLOPES GREATER THAN 5.00%, SEE TYPE 2 CURB RAMPS ON SHEET 3 FOR ADDITIONAL DETAILS.

COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND DELIVERY

CURB RAMPS AND SIDEWALKS

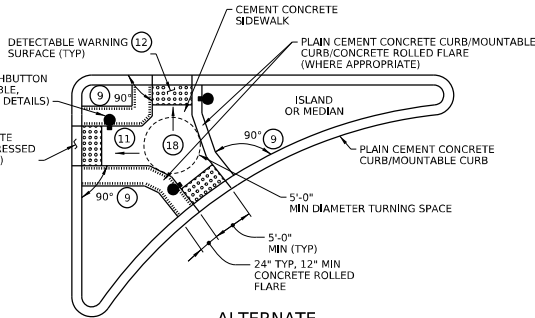
NEW CONSTRUCTION OR ALTERATION DETAILS BLENDING TRANSITION / MEDIANS

RECOMMENDED FEB. 10, 2026 <i>Charles J. Spon</i> DIR., BUREAU OF DESIGN AND DELIVERY	RECOMMENDED FEB. 10, 2026 <i>Jonathan A. Elkh</i> CHIEF ENGINEER, HIGHWAY ADMIN.	SHT 6 OF 14 RC-67M
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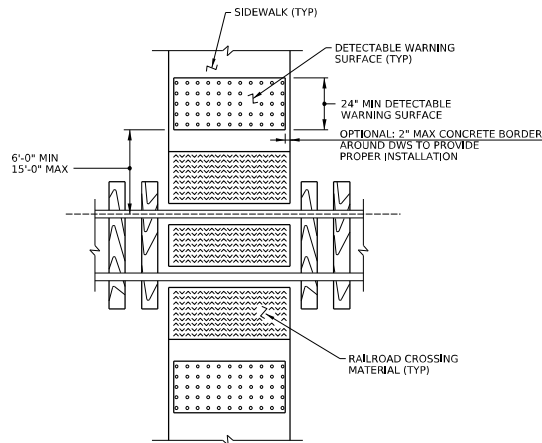


MEDIAN OR ISLAND CURB RAMPS

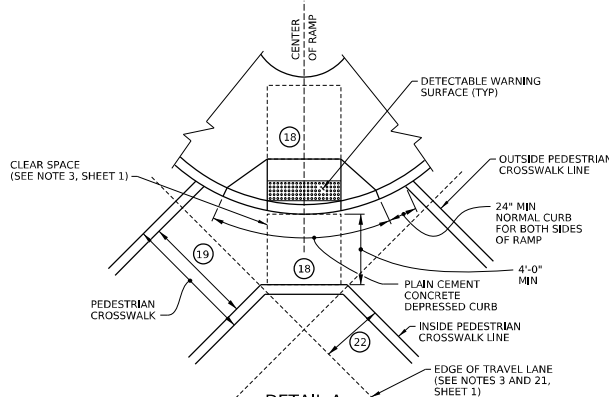
- 9 90° DESIRABLE.
- 11 PROVIDE ADEQUATE SLOPE FOR DRAINAGE (5.00% MAX).
- 12 2'-0" MIN SEPARATION. DO NOT INSTALL DETECTABLE WARNING SURFACES IF SEPARATION IS LESS THAN 2'-0".
- 18 CURB RAMPS REQUIRE A TURNING SPACE WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS AND DIMENSIONS.
- 19 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 PARALLEL VEHICLE TRAVEL LANE.



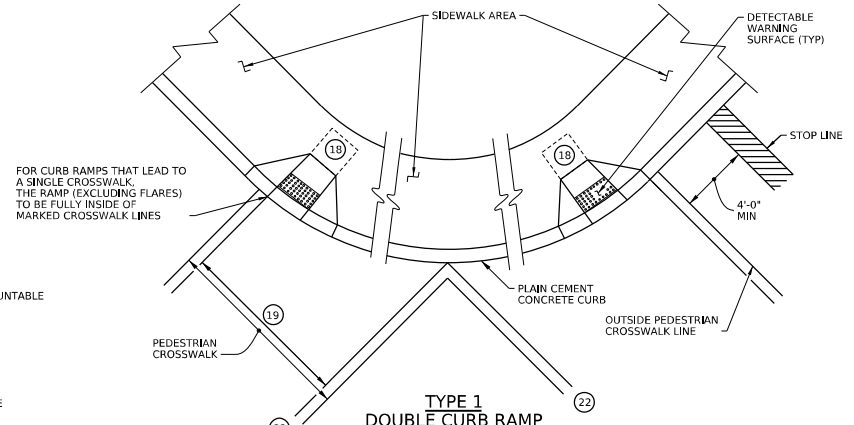
ALTERNATE SMALL ISLAND WITH CUT THROUGH



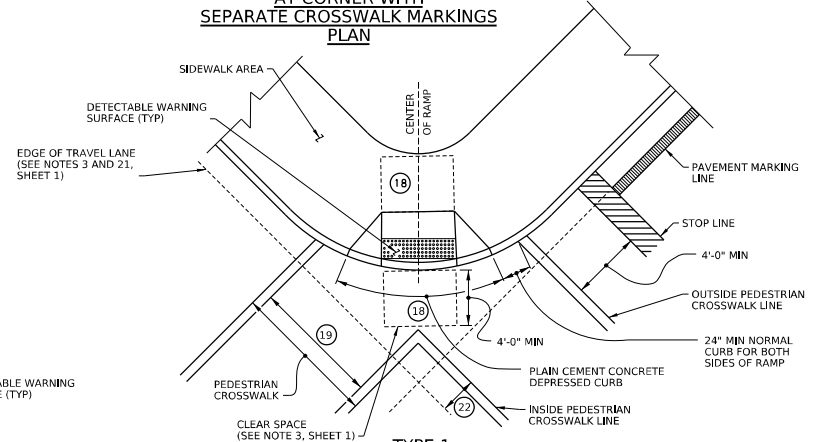
TYPICAL DETECTABLE WARNING SURFACE AT RAILROAD CROSSING



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



TYPE 1 DOUBLE CURB RAMP AT CORNER WITH SEPARATE CROSSWALK MARKINGS PLAN



TYPE 1 SINGLE CURB RAMP AT CORNER WITH CROSSWALK MARKINGS PLAN (DIAGONAL - REQUIRES ASSISTANT DISTRICT EXECUTIVE APPROVAL)

**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN AND DELIVERY
CURB RAMPS AND SIDEWALKS**

**NEW CONSTRUCTION OR
ALTERATION DETAILS
CROSSWALKS, MEDIANS,
RAILROAD CROSSING
DETECTABLE WARNING SURFACE**

RECOMMENDED FEB. 10, 2026

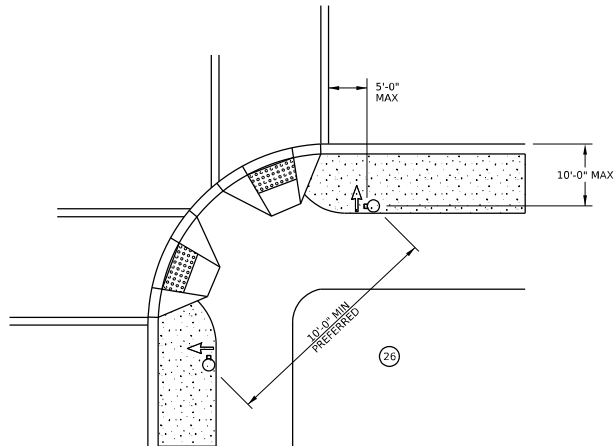
Charles J. Spon
DIR., BUREAU OF DESIGN AND DELIVERY

RECOMMENDED FEB. 10, 2026

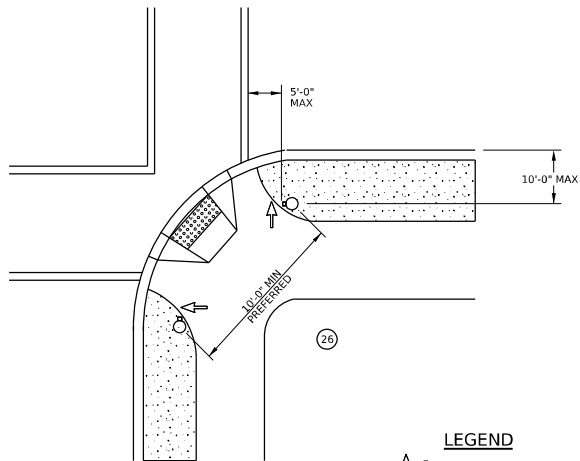
Jonathan A. Elkh
CHIEF ENGINEER, HIGHWAY ADMIN.

SHT 7 OF 14

RC-67M

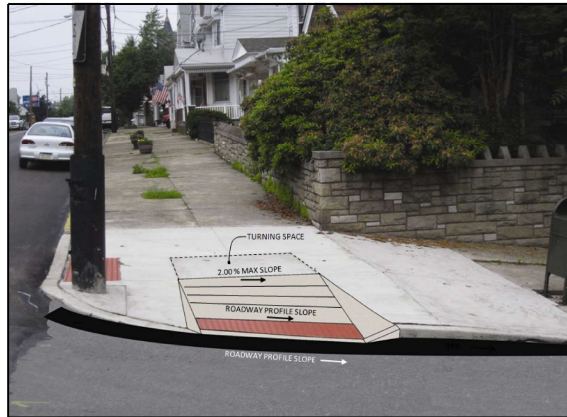
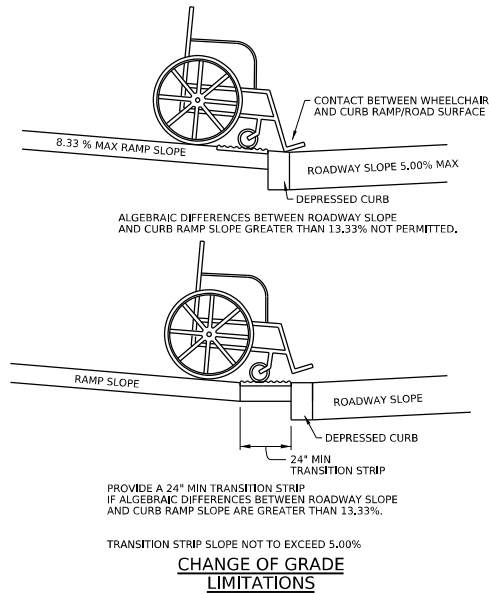


RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND
↑ ○ PEDESTRIAN PUSHBUTTON

RECOMMENDED PUSHBUTTON LOCATIONS

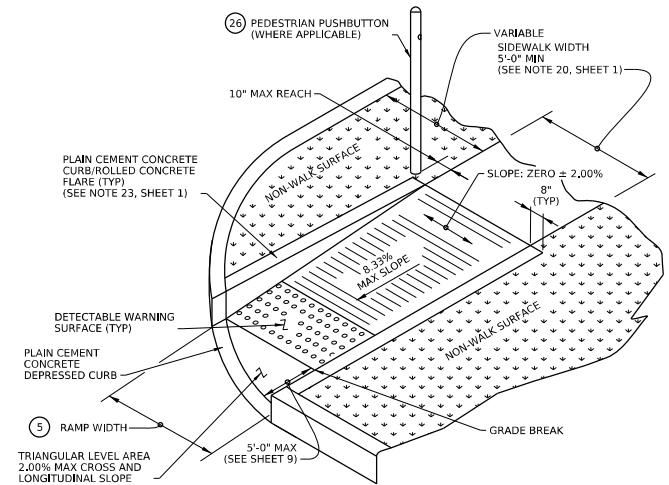


RAMP CROSS SLOPE TRANSITION TO MATCH ROADWAY PROFILE SLOPE
• SLOPES SHOWN ARE FOR ILLUSTRATION ONLY.

TRANSITION CURB RAMP CROSS SLOPE TO MATCH ROADWAY PROFILE AS GRADUALLY AS POSSIBLE, DO NOT EXCEED 3.00% PER 1'-0" CROSS SLOPE RATE OF CHANGE WHEN TRANSITIONING TO ROADWAY PROFILE.

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

CONSTRUCT DEPRESSED CURB SLOPE TO MATCH ROADWAY PROFILE.



TRIANGULAR LEVEL AREA FOR DIRECTIONAL RAMPS ON CURB RETURNS

PROVIDE A LEVEL TRIANGULAR AREA WHEN DIRECTIONAL RAMPS ARE INSTALLED ON A CURB RETURN TO TRANSITION THE GRADE BREAK.

- 5 CURB RAMP WIDTH IS EQUAL TO SIDEWALK WIDTH WHEN THE SIDEWALK WIDTH IS GREATER THAN OR EQUAL TO 4'-0".
- 26 NEW CONSTRUCTION MUST COMPLY WITH RECOMMENDED LOCATIONS. FOR ALTERATION PROJECTS LOCATE PEDESTRIAN PUSHBUTTONS, TO THE MAXIMUM EXTENT FEASIBLE, AS FOLLOWS:
 - ADJACENT TO A LEVEL NON-SLIP SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS A NON-SLIP WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 - WITHIN 5'-0" OF THE CROSSWALK EXTENDED.
 - BETWEEN 1'-6" AND 10'-0" OF THE EDGE OF CURB, SHOULDER OR PAVEMENT.
 - PARALLEL TO THE CROSSWALK TO BE USED.

**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION**

BUREAU OF DESIGN AND DELIVERY

CURB RAMPS AND SIDEWALKS

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

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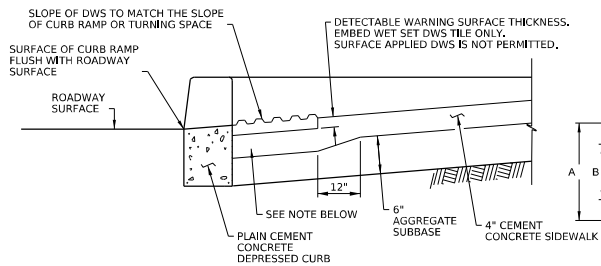
Charles J. Spon
DIR., BUREAU OF DESIGN AND DELIVERY

RECOMMENDED FEB. 10, 2026

Jonathan A. Elkh
CHIEF ENGINEER, HIGHWAY ADMIN.

SHT 8 OF 14

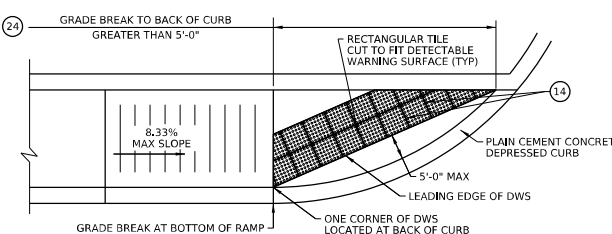
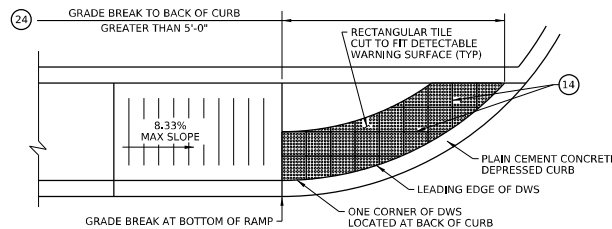
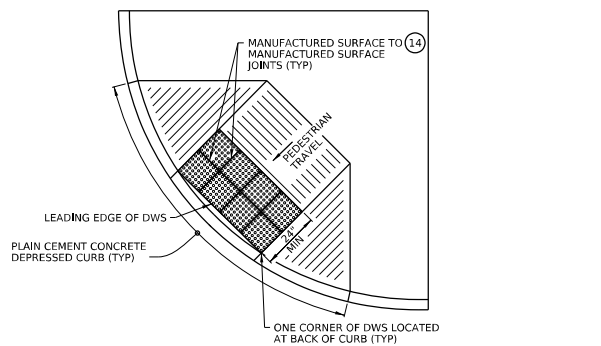
RC-67M



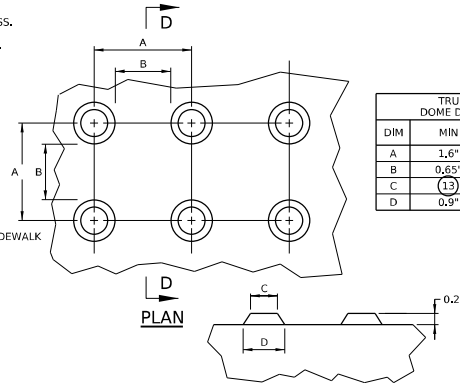
NOTES:
CONSTRUCT NOTCH AS SHOWN TO PROVIDE FULL THICKNESS SIDEWALK UNDER DETECTABLE WARNING SURFACE.
OPTIONAL: CONSTRUCT 2" MAX CONCRETE BORDER AROUND DWS TO PROVIDE PROPER INSTALLATION. SEE PEDESTRIAN PUSHBUTTON ACCESS AREAS DETAIL ON SHEET 14 FOR PLAN VIEW DETAILS.

DETECTABLE WARNING SURFACE EMBEDDING DETAIL

SEE NOTE 3 ON SHEET 1 CONCERNING DIAGONAL RAMPS

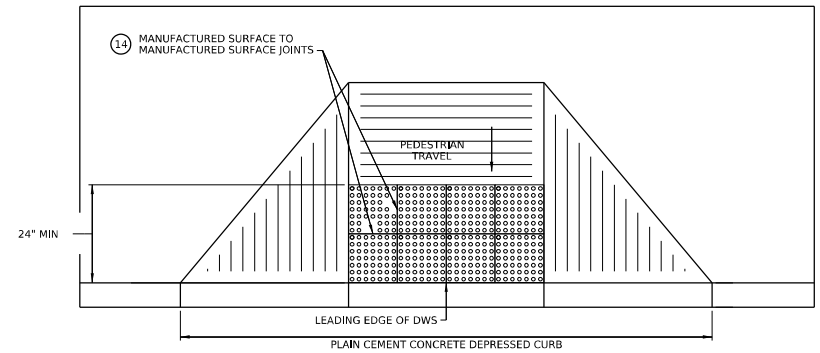


DETECTABLE WARNING SURFACE (DWS) ON CURVED SURFACES

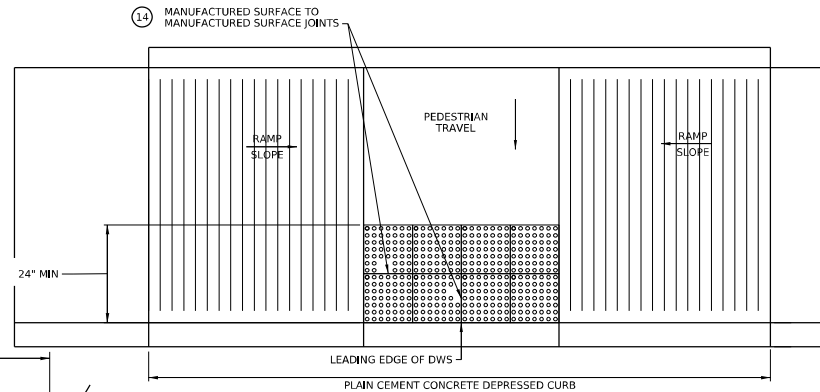


SECTION D-D DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS

TRUNCATED DOME DIMENSIONS		
DIM	MIN	MAX
A	1.6"	2.4"
B	0.65"	1.5"
C	1.3	1.3
D	0.9"	1.4"



DETECTABLE WARNING SURFACE (DWS) ON TYPE 1 CURB RAMP



DETECTABLE WARNING SURFACE (DWS) ON TYPE 2 CURB RAMP

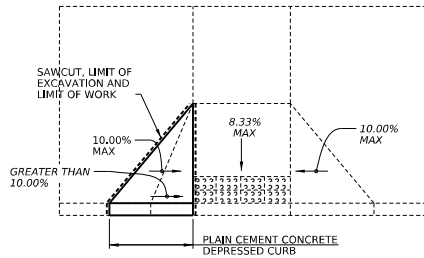
- 13 THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.
- 14 PLACE ADJACENT DWS TILES WITH MANUFACTURED SURFACE TO MANUFACTURED SURFACE, CUT TILES ALONG THE PERIMETER ONLY.
- 24 LOCATE ONE CORNER OF THE DWS AT THE BACK OF CURB. NO OTHER POINT ON THE LEADING EDGE OF THE DWS MAY BE MORE THAN 5'-0" AWAY FROM THE BACK OF CURB.

COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND DELIVERY

CURB RAMPS AND SIDEWALKS

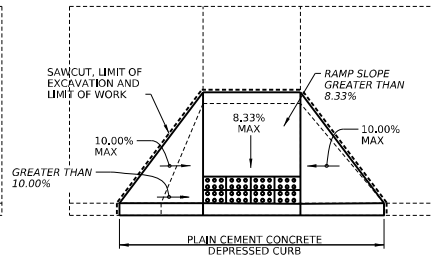
NEW CONSTRUCTION OR ALTERATION DETAILS DETECTABLE WARNING SURFACE

RECOMMENDED FEB. 10, 2026 <i>Charles D. Jones</i> DIR., BUREAU OF DESIGN AND DELIVERY	RECOMMENDED FEB. 10, 2026 <i>Jonathan A. Elkh</i> CHIEF ENGINEER, HIGHWAY ADMIN.	SHT 9 OF 14 RC-67M
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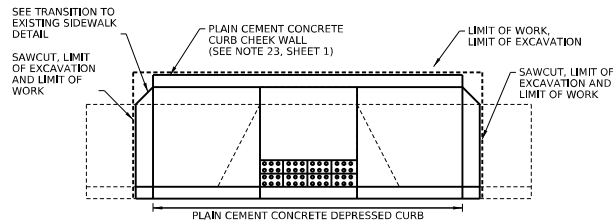
DETAIL ILLUSTRATES FLARE REMOVAL AND REPLACEMENT.

SIDE FLARE RECONSTRUCTION



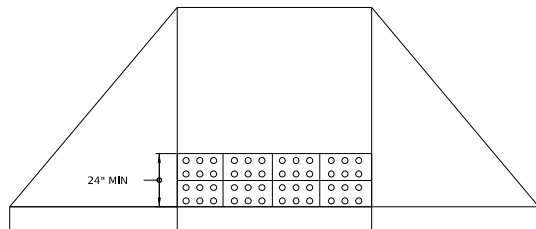
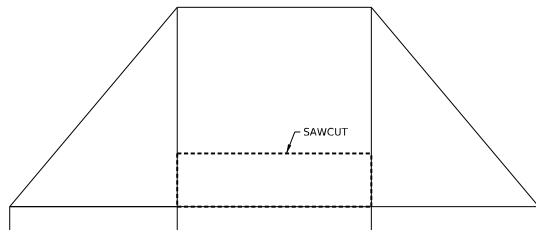
DETAIL ILLUSTRATES CURB RAMP (INCLUDING FLARES) REPLACEMENT.

TOTAL RAMP RECONSTRUCTION

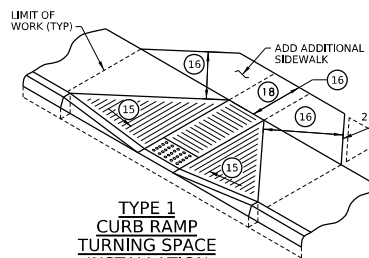


DETAIL ILLUSTRATES A TYPE 1 EXISTING RAMP REPLACED WITH A TYPE 2 RAMP. USE THIS DETAIL AS AN EXAMPLE TO REPLACE ANY RAMP WITH A DIFFERENT CURB RAMP TYPE.

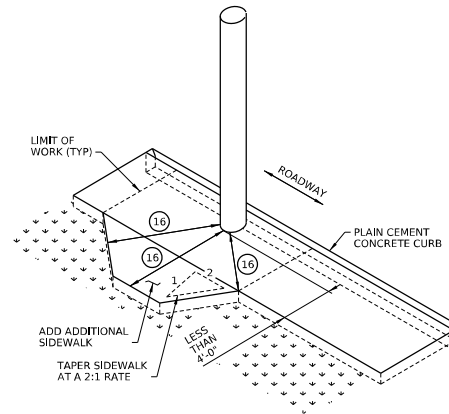
TOTAL RAMP RECONSTRUCTION (RAMP TYPE CHANGE)



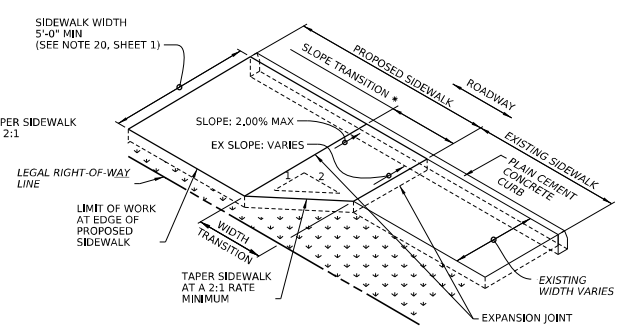
DETECTABLE WARNING SURFACE (DWS) INSTALLATION DETAIL



TYPE 1 CURB RAMP TURNING SPACE 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 THE IN. THIS MINIMUM LENGTH TO BE DETERMINED BY THE FOLLOWING FORMULA:
 $\Delta \% \text{ SLOPE} \times 0.5'$

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

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

TRANSITION AREAS 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.

DETECTABLE WARNING SURFACE (DWS) INSTALLATION INSTRUCTIONS

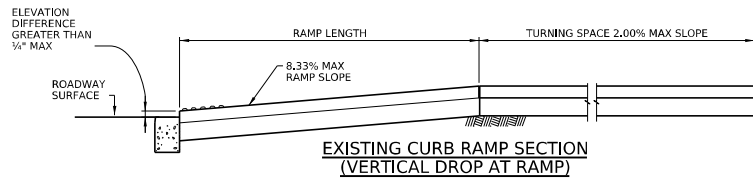
1. SAW CUT EXISTING CURB RAMP SURFACE WHERE THE DWS WILL BE PLACED.
2. REMOVE EXISTING CONCRETE FROM THIS AREA.
3. REPLACE AND COMPACT ANY DISTURBED AGGREGATE SUBBASE.
4. PLACE NEW CEMENT CONCRETE AND LEVEL TO A 4-INCH DEPTH SO THAT THE TOP OF THE CONCRETE IS LOWER THAN THE ADJOINING SIDEWALK, EQUIVALENT 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 ALONG PERIMETER OF DETECTABLE WARNING SURFACE.
7. PLACE UNITS ACROSS THE ENTIRE WIDTH OF THE CURB RAMP SURFACE AND/OR WHERE THE CURB IS FLUSH.
8. PRESS UNITS INTO FULL CONTACT WITH THE FRESH CONCRETE.
9. ADJUST HEIGHT OF EACH UNIT EDGE TO BE LEVEL WITH ADJACENT RAMP SURFACES.
10. ONLY TRUNCATED DOMES SHOULD BE ABOVE THE ADJACENT FINISHED CONCRETE.
11. FILL ANY SAW CUT GAPS WITH APPROVED JOINT SEALANT MATERIAL.

- 15 SIDE FLARES 10.00% MAX FOR RAMPS WITH TURNING SPACES 4'-0" OR GREATER. SIDE FLARES 8.33% MAX FOR RAMPS WITH TURNING SPACES LESS THAN 4'-0".
- 16 4'-0" MIN PEDESTRIAN ACCESS ROUTE.
- 18 CURB RAMPS REQUIRE A TURNING SPACE WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS AND DIMENSIONS.

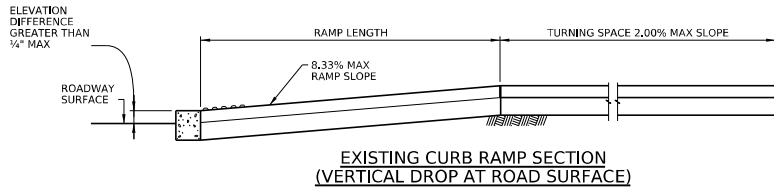
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND DELIVERY

CURB RAMPS AND SIDEWALKS ALTERATION DETAILS

RECOMMENDED FEB. 10, 2026 <i>Christopher D. Sponberg</i> DIR., BUREAU OF DESIGN AND DELIVERY	RECOMMENDED FEB. 10, 2026 <i>Jonathan A. Elkh</i> CHIEF ENGINEER, HIGHWAY ADMIN.	SHT 10 OF 14 RC-67M
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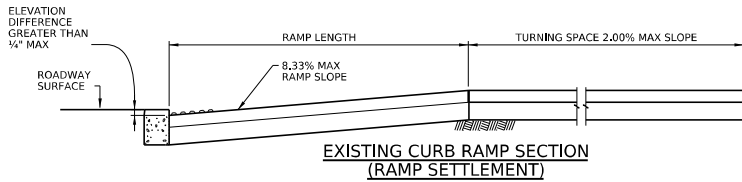


RECOMMENDED CORRECTION:
RECONSTRUCT THE ENTIRE (OR PORTIONS OF) RAMP, TURNING SPACES, AND FLARES WHERE APPLICABLE
(SEE RAMP RECONSTRUCTION DETAIL ON SHEET 10.)



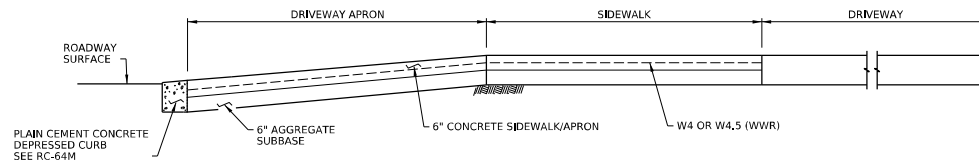
RECOMMENDED CORRECTION:
RECONSTRUCT THE ENTIRE (OR PORTIONS OF) RAMP, TURNING SPACES, AND FLARES WHERE APPLICABLE
(SEE RAMP RECONSTRUCTION DETAIL ON SHEET 10.)

ALTERNATE CORRECTION:
GRIND CURB TO PROVIDE A MAX SLOPE OF 8.33%. FINISHED SURFACE MUST NOT HAVE ELEVATION DIFFERENCES GREATER THAN 1/4".

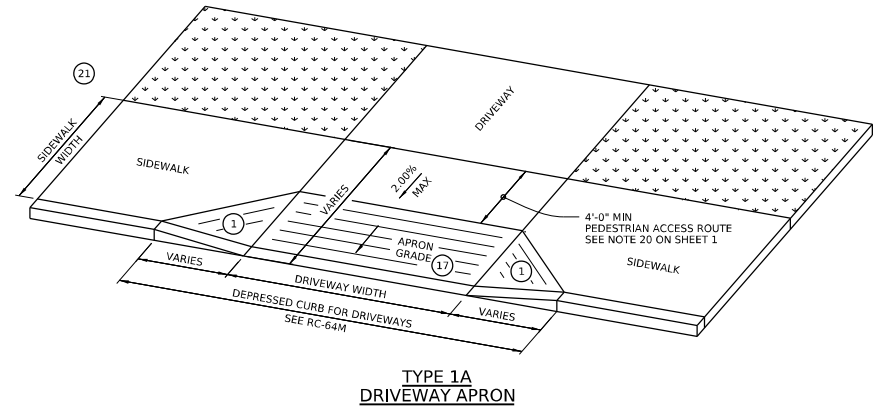
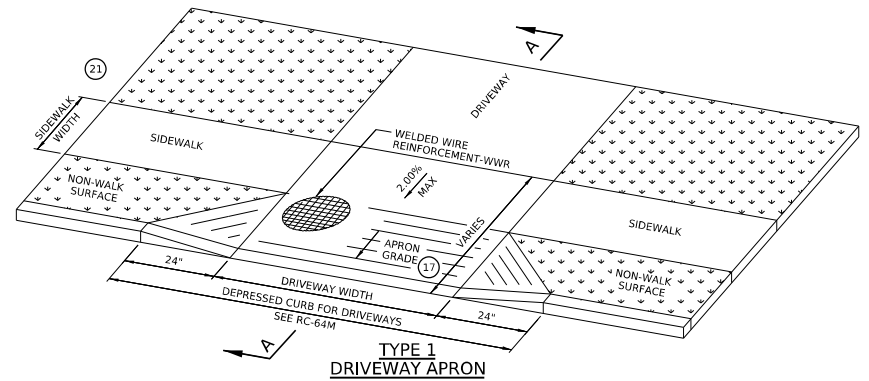


RECOMMENDED CORRECTION:
RECONSTRUCT THE ENTIRE (OR PORTIONS OF) RAMP, TURNING SPACES, AND FLARES WHERE APPLICABLE
(SEE RAMP RECONSTRUCTION DETAIL ON SHEET 10.)

ALTERATION DETAILS



**SECTION A-A
TYPICAL CROSS SECTION FOR SIDEWALKS
THROUGH DRIVEWAYS**



- 1 SIDE FLARES 10.00% MAX SLOPE.
- 17 8.00% MAX CHANGE IN GRADE BETWEEN ROAD SURFACE AND DRIVEWAY.
- 21 MINIMUM SIDEWALK WIDTH 5'-0" (SEE NOTE 20, SHEET 1).

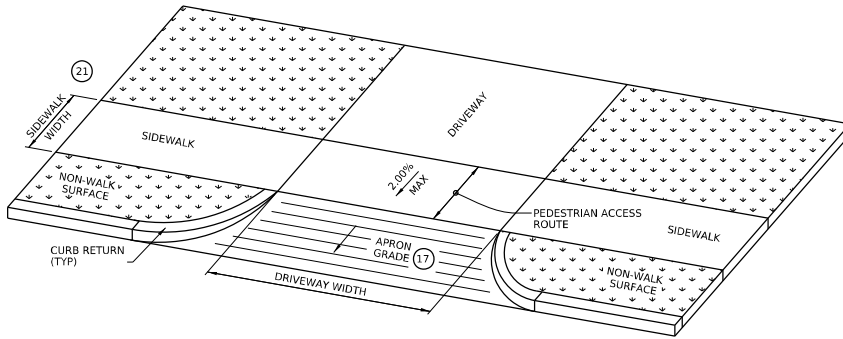
**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN AND DELIVERY**

CURB RAMPS AND SIDEWALKS

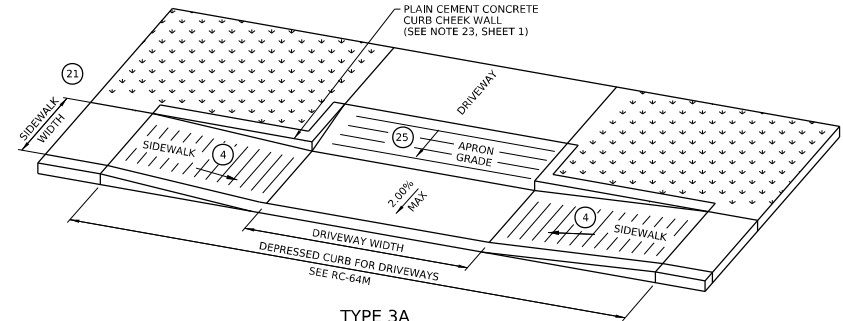
**ALTERATION DETAILS
AND DRIVEWAY APRONS**

RECOMMENDED FEB. 10, 2026 <i>Christopher D. Spangler</i> DIR., BUREAU OF DESIGN AND DELIVERY	RECOMMENDED FEB. 10, 2026 <i>Jonathan A. Elkhart</i> CHIEF ENGINEER, HIGHWAY ADMIN.	SHT 11 OF 14 RC-67M
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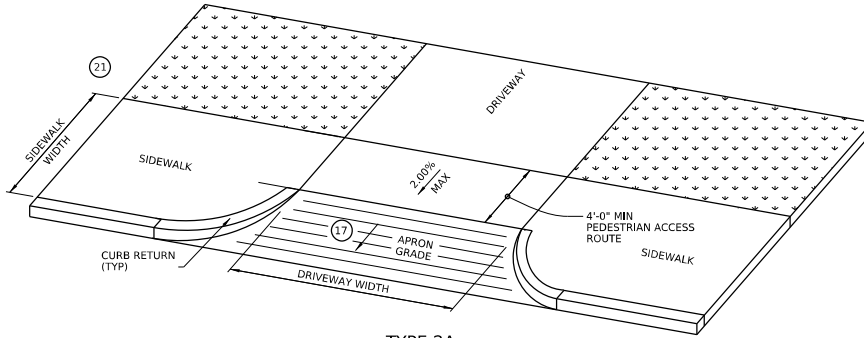
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PLOTTED: 10-FEB-2026 10:41



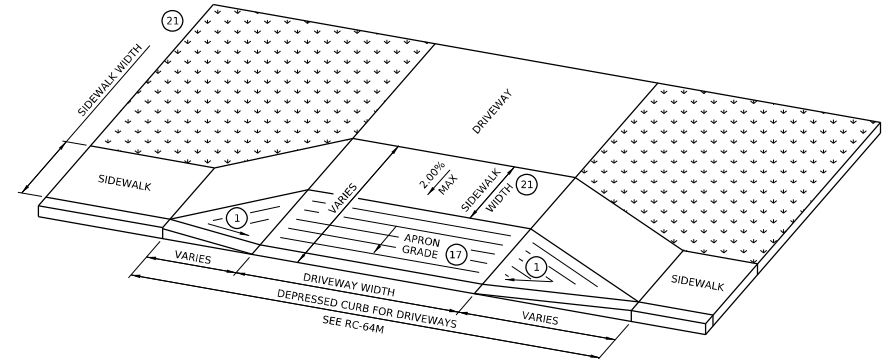
TYPE 2
DRIVEWAY APRON



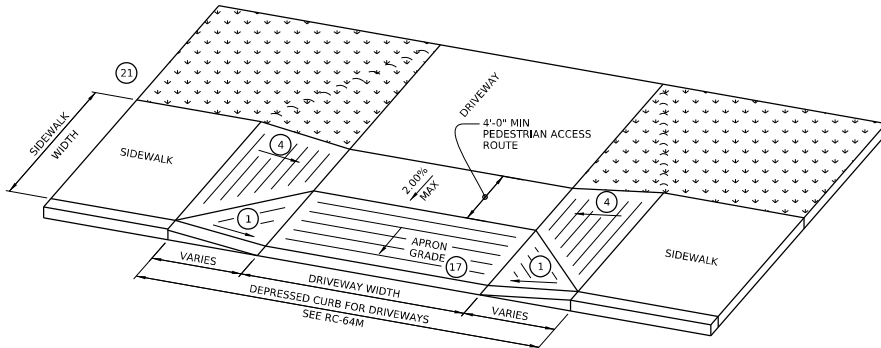
TYPE 3A
DRIVEWAY APRON



TYPE 2A
DRIVEWAY APRON



TYPE 4
DRIVEWAY APRON



TYPE 3
DRIVEWAY APRON

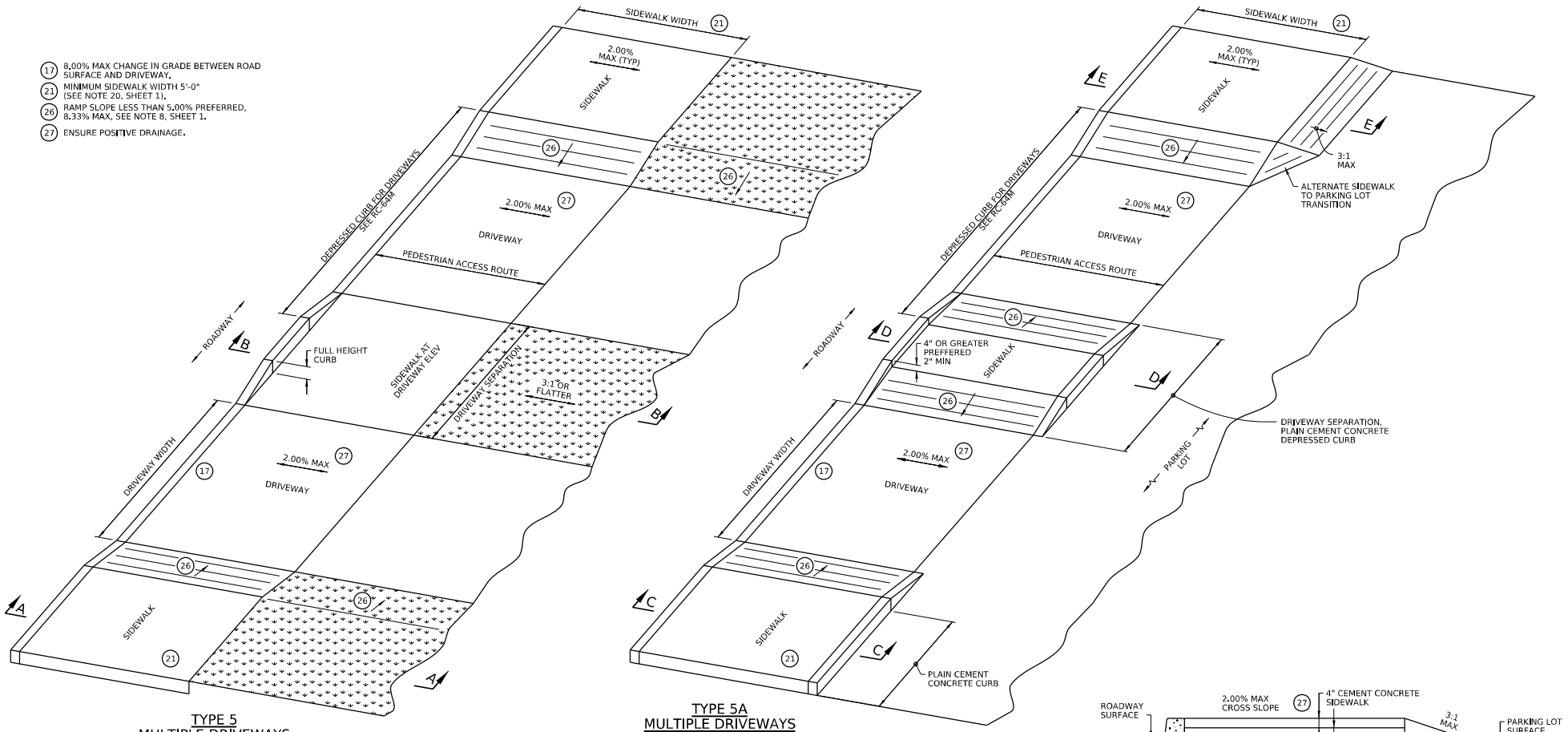
- ① SIDE FLARES 10.00% MAX SLOPE.
- ④ 8.33% MAX RAMP SLOPE, SEE NOTE 8, SHEET 1.
- ①⑦ 8.00% MAX CHANGE IN GRADE BETWEEN ROAD SURFACE AND DRIVEWAY.
- ②① MINIMUM SIDEWALK WIDTH 5'-0" (SEE NOTE 20, SHEET 1)
- ②⑤ 8.00% MAX CHANGE IN GRADE BETWEEN DRIVEWAY SURFACE AND SIDEWALK.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN AND DELIVERY

CURB RAMPS AND SIDEWALKS
DRIVEWAY APRONS

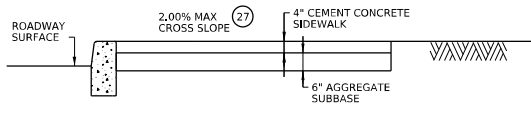
RECOMMENDED FEB. 10, 2026 <i>Charles D. Spade</i> DIR., BUREAU OF DESIGN AND DELIVERY	RECOMMENDED FEB. 10, 2026 <i>Jonathan A. Elkin</i> CHIEF ENGINEER, HIGHWAY ADMIN.	SHT 12 OF 14 RC-67M
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- (17) 8.00% MAX CHANGE IN GRADE BETWEEN ROAD SURFACE AND DRIVEWAY,
(21) MINIMUM SIDEWALK WIDTH 5'-0" (SEE NOTE 20, SHEET 11),
(26) RAMP SLOPE LESS THAN 5.00% PREFERRED, 8.33% MAX, SEE NOTE 8, SHEET 1,
(27) ENSURE POSITIVE DRAINAGE.

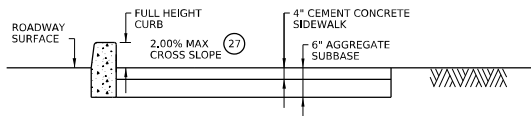


TYPE 5
MULTIPLE DRIVEWAYS

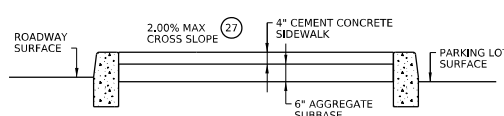
TYPE 5A
MULTIPLE DRIVEWAYS



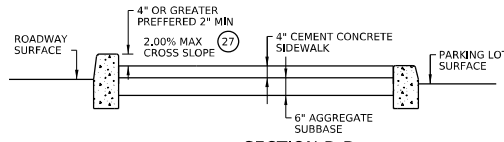
SECTION A-A



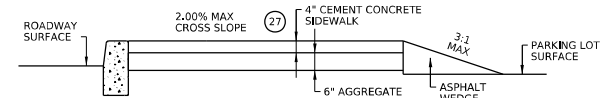
SECTION B-B



SECTION C-C



SECTION D-D

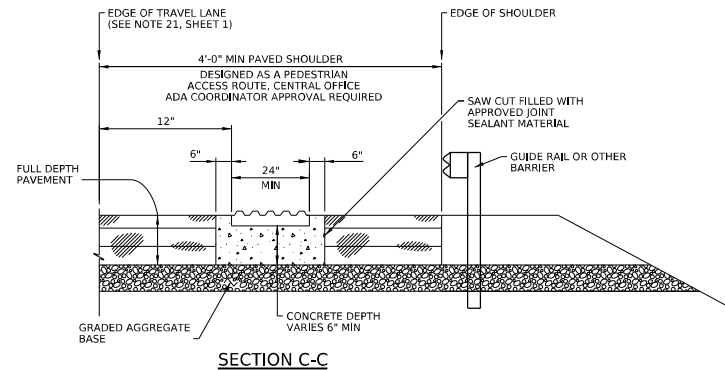


SECTION E-E

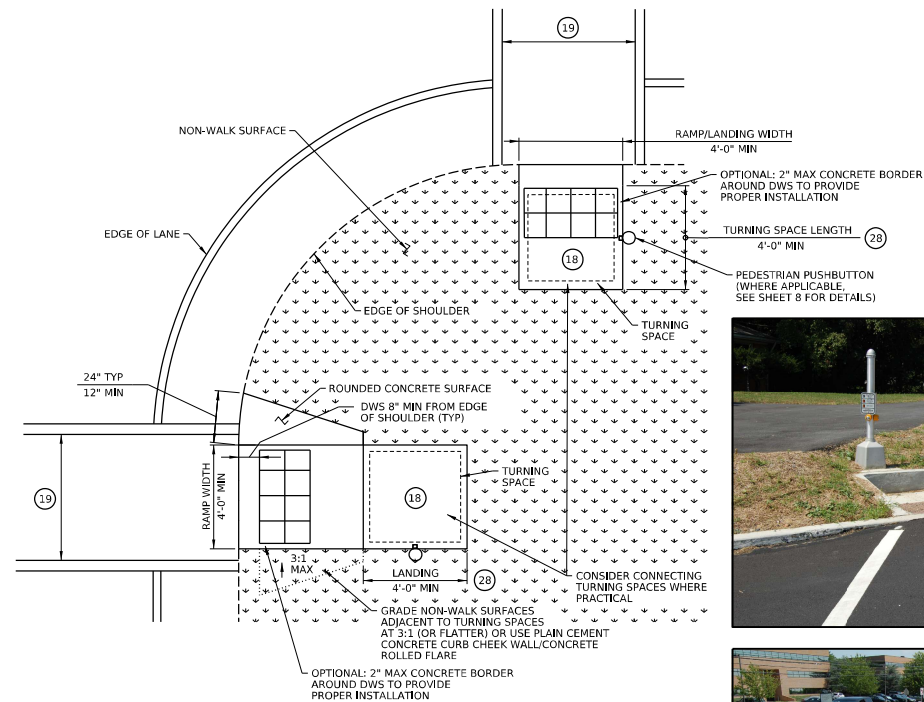
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN AND DELIVERY

CURB RAMPS AND SIDEWALKS
DRIVEWAY APRONS

RECOMMENDED FEB. 10, 2026 <i>Charles D. Jones</i> DIR., BUREAU OF DESIGN AND DELIVERY	RECOMMENDED FEB. 10, 2026 <i>Jonathan A. Elkin</i> CHIEF ENGINEER, HIGHWAY ADMIN.	SHT 13 OF 14 RC-67M
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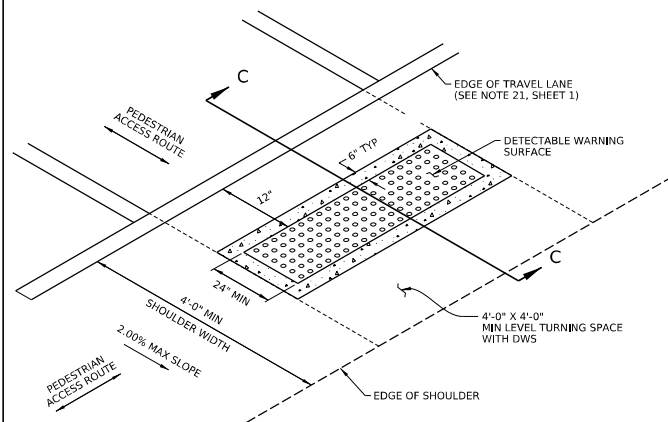


SECTION C-C



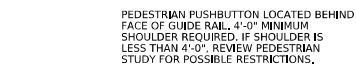
PEDESTRIAN PUSHBUTTON ACCESS AREAS

- 18 CURB RAMPS REQUIRE A TURNING SPACE WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 7.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SEE DETAILS FOR LOCATIONS AND DIMENSIONS.
- 19 6'-0" MIN MEASURED FROM INSIDE OF PAINTED EDGE TO INSIDE OF PAINTED EDGE.
- 20 TURNING SPACES SHOWN ARE TO PROVIDE ACCESS TO PEDESTRIAN PUSHBUTTON. TURNING SPACE MUST BE 5'-0" X 5'-0" WHEN CONFINED ON TWO OR MORE SIDES.

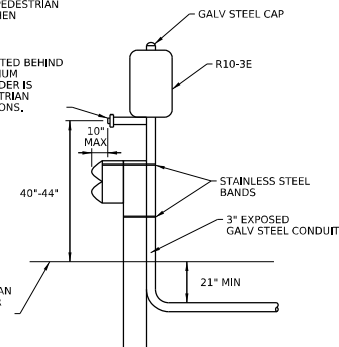


DWS PLACEMENT ON
PAVED SHOULDERS
DESIGNED AS A
PEDESTRIAN ACCESS
ROUTE (PAR)

CENTRAL OFFICE ADA COORDINATOR
APPROVAL REQUIRED



DO NOT INSTALL DETECTABLE WARNING SURFACE
UNLESS THE SHOULDER IS DESIGNED AS A PEDESTRIAN
ACCESS ROUTE. CENTRAL OFFICE ADA COORDINATOR
APPROVAL REQUIRED.



PEDESTRIAN PUSHBUTTON
BEHIND GUIDE RAIL



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN AND DELIVERY

CURB RAMPS AND SIDEWALKS

DWS PLACEMENT ON PAVED SHOULDERS AND AT PEDESTRIAN PUSHBUTTONS

RECOMMENDED FEB. 10, 2026
Christine D. Spayl
DIR., BUREAU OF DESIGN AND DELIVERY

RECOMMENDED FEB. 10, 2026
Jonathan A. Eldi'
 CHIEF ENGINEER, HIGHWAY ADMIN.

SHT 14 OF 14
RC-67M