

GENERAL CONSTRUCTION CRITERIA

1. UNLESS OTHERWISE STATED, ALL CONSTRUCTION OR MATERIAL STANDARDS NOT SPECIFICALLY SHOWN OR REFERRED TO HEREIN SHALL COMPLY WITH THE PROVISIONS OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION PUBLICATION 408, PUBLICATION 72 (STANDARDS FOR ROADWAY CONSTRUCTION – RC STANDARDS), PENNSYLVANIA CODE, TITLE 67, CHAPTER 441 (ACCESS TO AND OCCUPANCY OF HIGHWAYS BY DRIVEWAYS AND LOCAL ROADS), OR ANY OTHER APPLICABLE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION SPECIFICATION. DEVIATION FROM ANY STANDARD SPECIFIED IN THE ORDINANCE OR STATED HEREIN, SHALL BE APPROVED BY TOWNSHIP COUNCIL AND THE TOWNSHIP ENGINEER.
2. ALL CONCRETE UTILIZED IN THE CONSTRUCTION OF APPROVED STRUCTURES/FACILITIES SHALL, AS A MINIMUM BE PENNDOT CLASS "A" (3,300 PSI – 28 DAY COMPRESSIVE STRENGTH), UNLESS MORE STRINGENT STANDARDS ARE SPECIFIED ELSEWHERE ON THE CONSTRUCTION DETAILS OR IN PENNDOT PUBLICATIONS 408 AND/OR 72.
3. ALL APPLICABLE PROPOSED STRUCTURES AND FACILITIES SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT, "ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES".

GENERAL CONSTRUCTION CRITERIA

HORSHAM TOWNSHIP, MONTGOMERY COUNTY, PENNSYLVANIA



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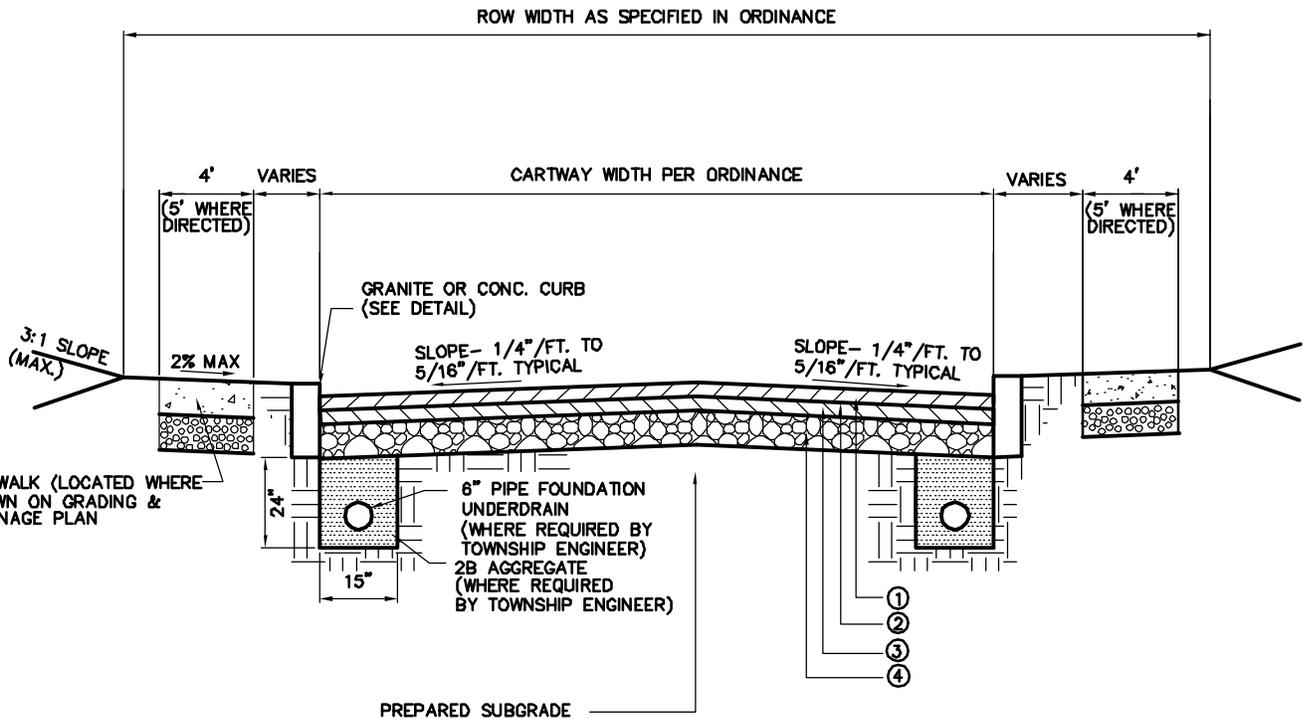
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- ① 1.5" SUPERPAVE ASPHALT MIXTURE DESIGN, 9.5 mm MIX, PG 64-22, HMA WEARING COURSE, 3.0 TO 10.0 MILLION ESALS, SRL-H
- ② APPROVED BITUMINOUS TACK COAT
- ③ SUPERPAVE ASPHALT MIXTURE DESIGN, 25 mm MIX, PG 64-22, HMA BASE COURSE, 3.0 TO 10.0 MILLION ESALS (4.5" FOR LOCAL ROADS, 6" FOR ALL OTHER ROADS)
- ④ 6" OF PENNDOT 2A COARSE AGGREGATE STONE SUBBASE MECHANICALLY COMPACTED MATCH EXISTING IF GREATER

TYPICAL ROADWAY

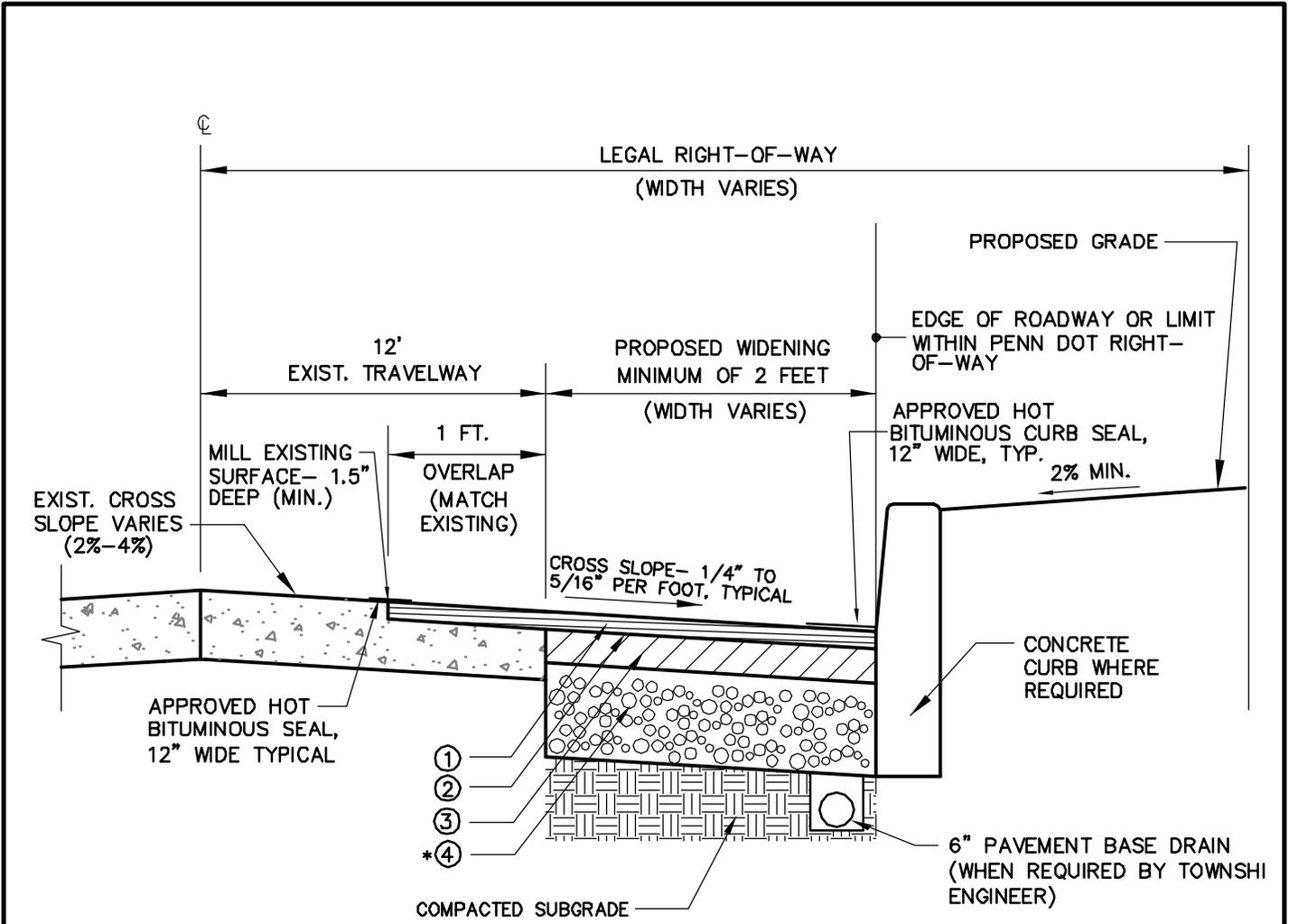
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- ① 1.5" SUPERPAVE ASPHALT MIXTURE DESIGN, 9.5 mm MIX, PG 64-22, HMA WEARING COURSE, 3.0 TO 10.0 MILLION ESALS, SRL-H
 - ② APPROVED BITUMINOUS TACK COAT
 - ③ SUPERPAVE ASPHALT MIXTURE DESIGN, 25 mm MIX, PG 64-22, HMA BASE COURSE, 3.0 TO 10.0 MILLION ESALS (4.5" FOR LOCAL ROADS, 6" FOR ALL OTHER ROADS)
 - ④ 6" OF PENNDOT 2A COARSE AGGREGATE STONE SUBBASE MECHANICALLY COMPACTED
- * MATCH EXISTING IF GREATER

TYPICAL ROAD WIDENING SECTION

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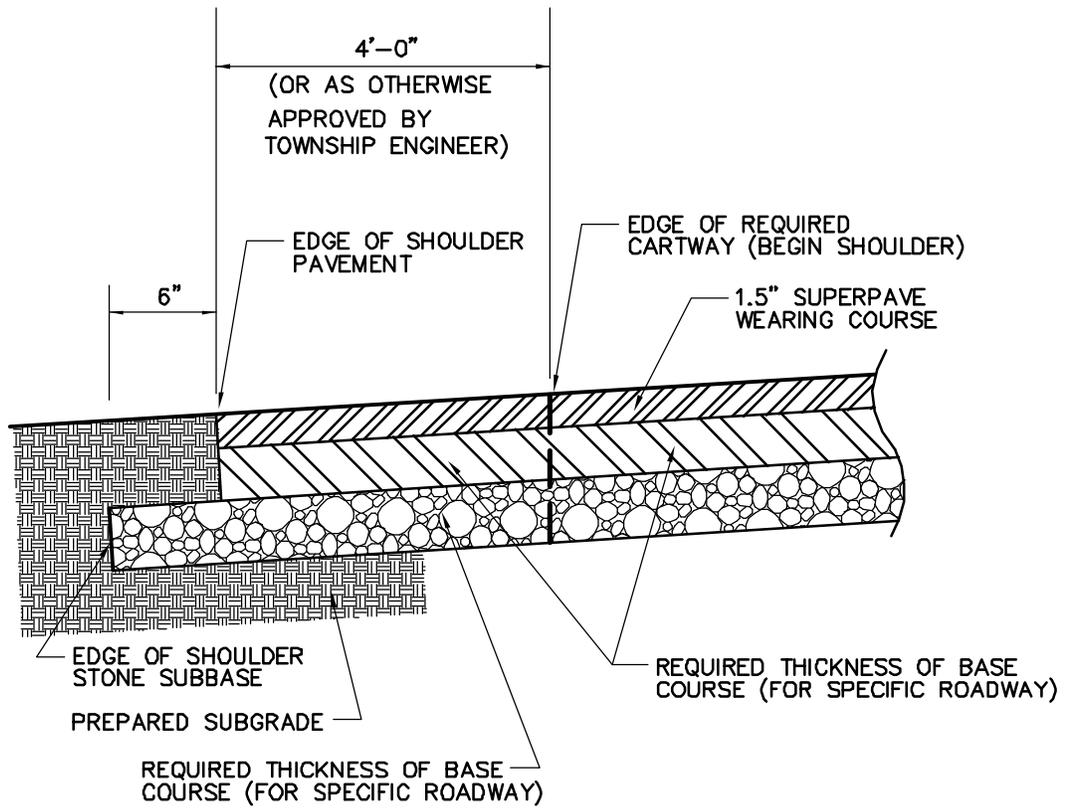
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PAVED SHOULDER

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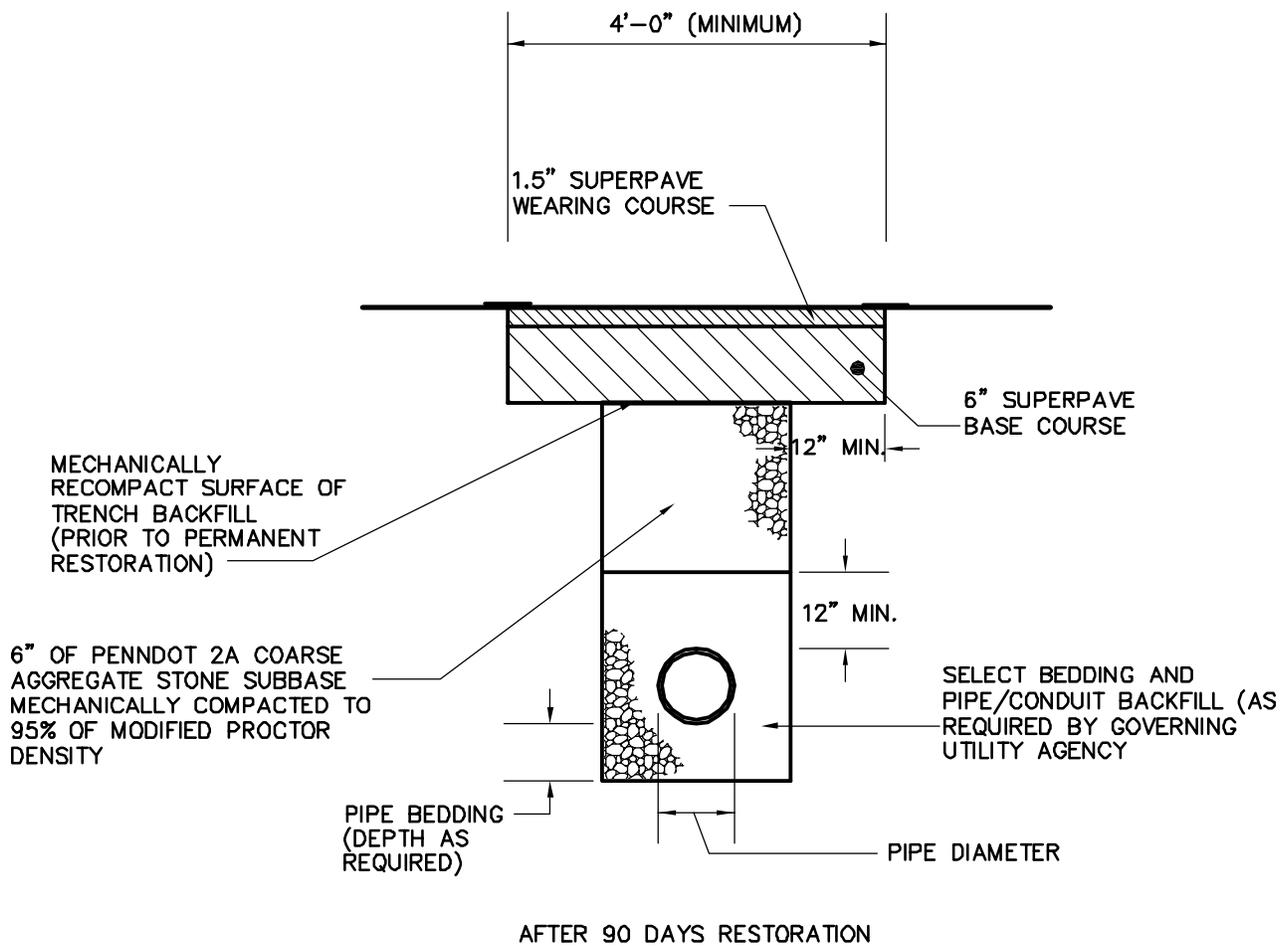
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- ① BEFORE 90 DAYS, ROADS SHALL BE TEMPORARILY RESTORED WITH 2A COARSE AGGREGATE AND 2" OF PENNDOT SUPERPAVE BINDER COURSE (TO GRADE) AND ALLOWED TO SETTLE 90 DAYS PRIOR TO PERMANENT RESTORATION, AS SHOWN ON ABOVE. PERMANENT RESTORATION OF TRENCHES SHALL BE COMPLETED ONLY AFTER APPROVAL BY THE TOWNSHIP ENGINEER.
- ② RETAINED SUITABLE MATERIAL MAY BE USED AS BACKFILL FOR TRENCHES IN TOWNSHIP RIGHT-OF-WAY (OUTSIDE OF CARTWAY) WHEN MORE THAN THREE (3) FEET FROM EDGE OF EXISTING CARTWAY, CURB, AND/OR SIDEWALK.
- ③ MINIMUM WIDTH OF ALL RESTORATION SHALL BE FOUR (4) FEET.
- ④ COLD PATCH SHALL BE APPLIED ON ALL TRENCH RESTORATIONS (PRIOR TO 90 DAYS) WHEN B.C.B.C/ SUPERPAVE BINDER COURSE ARE NOT AVAILABLE DUE TO WEATHER CONDITIONS.

UTILITY TRENCH RESTORATION IN PAVED AREAS

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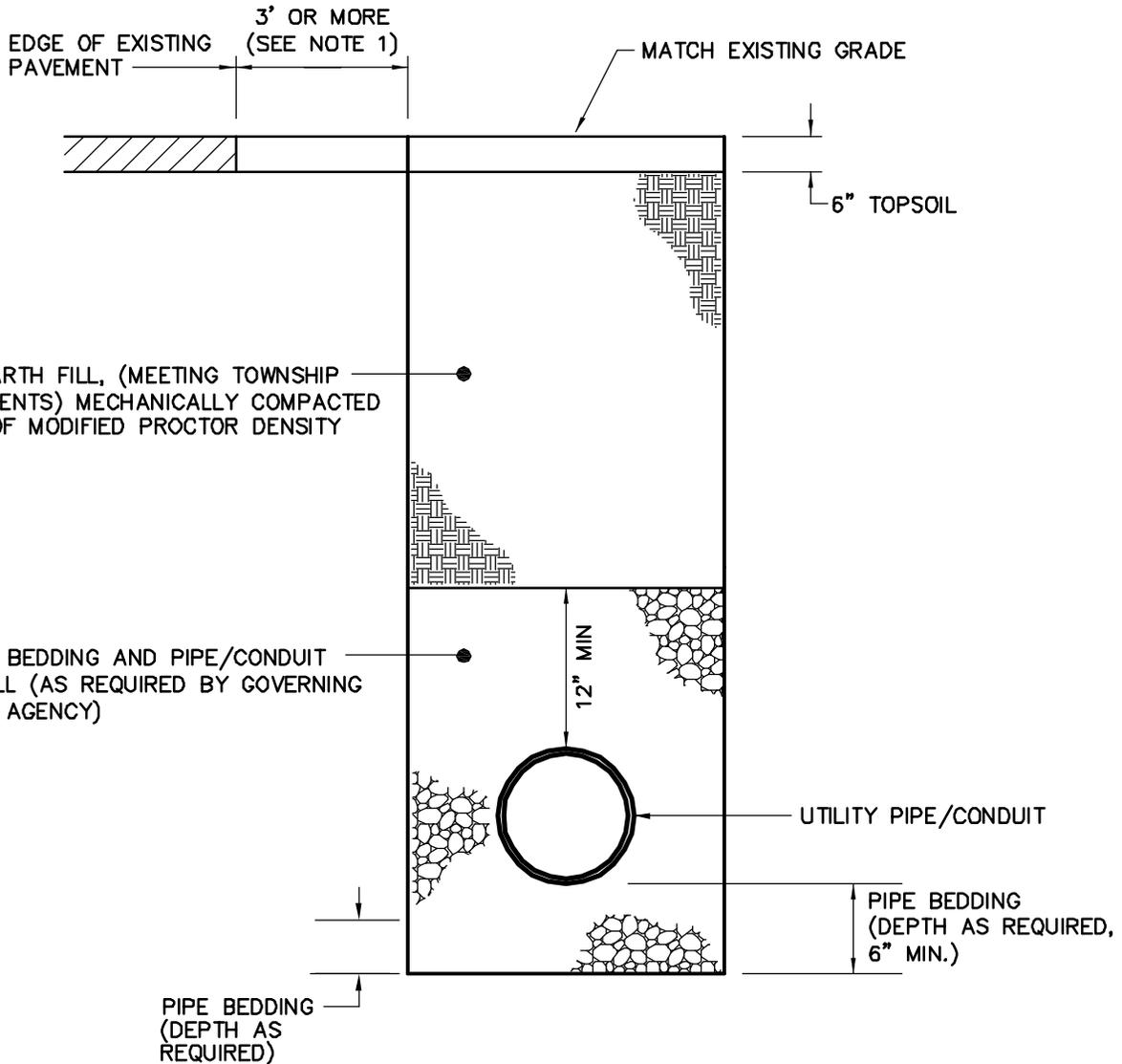
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NOTES:

1. TRENCH OPENINGS LESS THAN 3' FROM THE EDGE OF AN EXISTING PAVED SURFACE SHALL BE BACKFILLED WITH A 2A COARSE AGGREGATE MECHANICALLY TAMPED IN 8" LAYERS.

**UTILITY TRENCH RESTORATION
IN UNPAVED AREAS**

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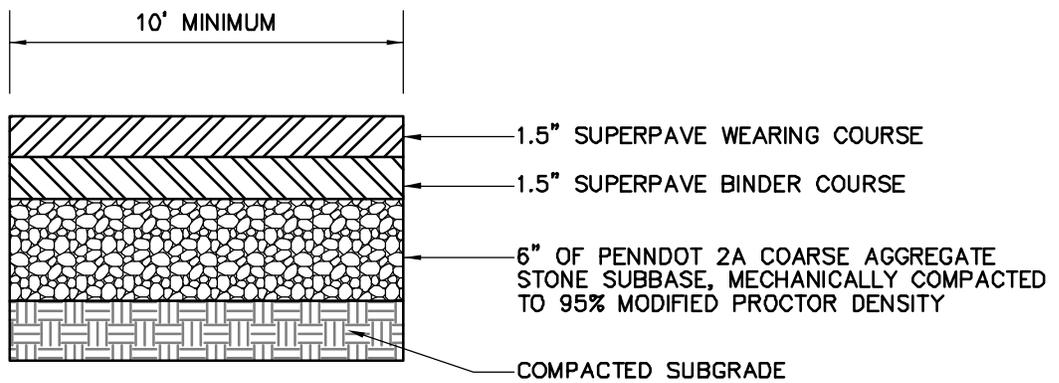
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NOTE: ALL NEW PAVING MUST BE SUPERPAVE. TACK COAT MUST BE USED.

RESIDENTIAL DRIVEWAY SECTION

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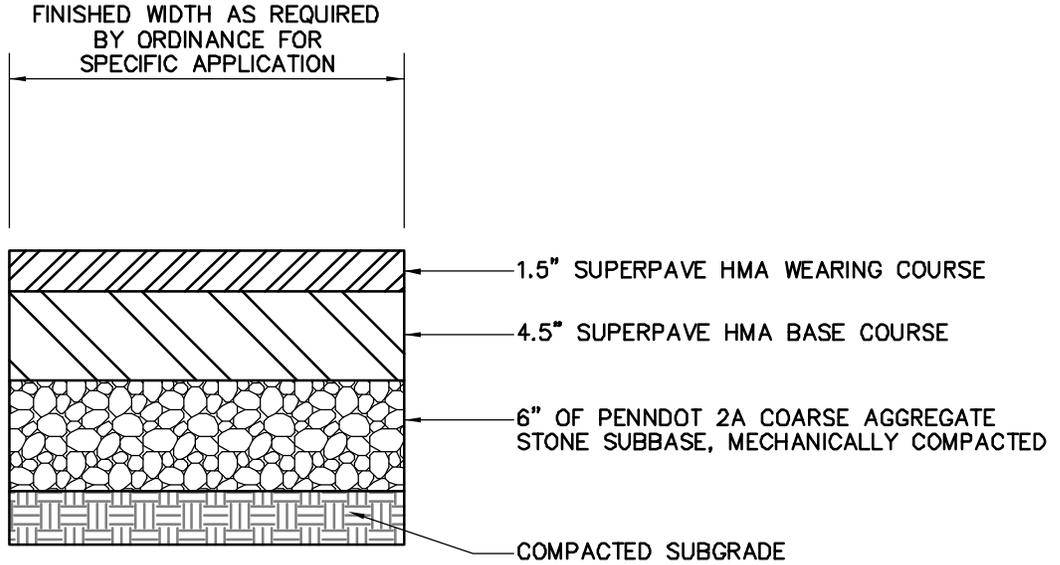
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NON-RESIDENTIAL DRIVEWAY SECTION

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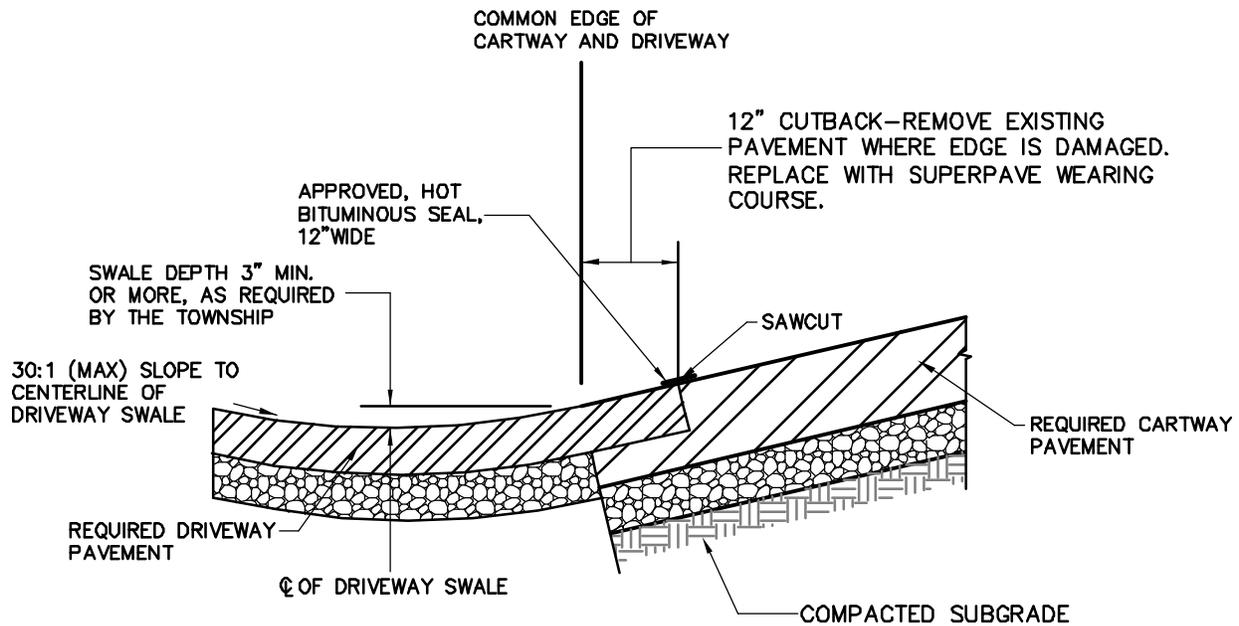
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NOTES:

- ① ALL DRIVEWAYS SHALL BE CONSTRUCTED WITH A DRIVEWAY SWALE (MINIMUM DEPTH OF 3") UNLESS OTHERWISE REQUIRED BY HORSHAM TOWNSHIP. ADDITIONAL SWALE DEPTH MAY BE REQUIRED WHERE WARRANTED BY EXISTING DRAINAGE CONDITIONS.
- ② A DRIVEWAY CULVERT SHALL BE REQUIRED WHERE CONSTRUCTION CRITERIA, NOTED ABOVE, CANNOT BE MET AND WHERE WARRANTED BY EXISTING DRAINAGE CONDITIONS. ALL DRIVEWAY CULVERTS SHALL MEET TOWNSHIP ORDINANCE STANDARDS AND ARE SUBJECT TO REVIEW AND APPROVAL BY THE TOWNSHIP ENGINEER.
- ③ UNDER NO CIRCUMSTANCES SHALL DRIVEWAYS IMPEDE OR ALTER EXISTING ROADSIDE DRAINAGE CHARACTERISTICS

STREET/DRIVEWAY JUNCTION

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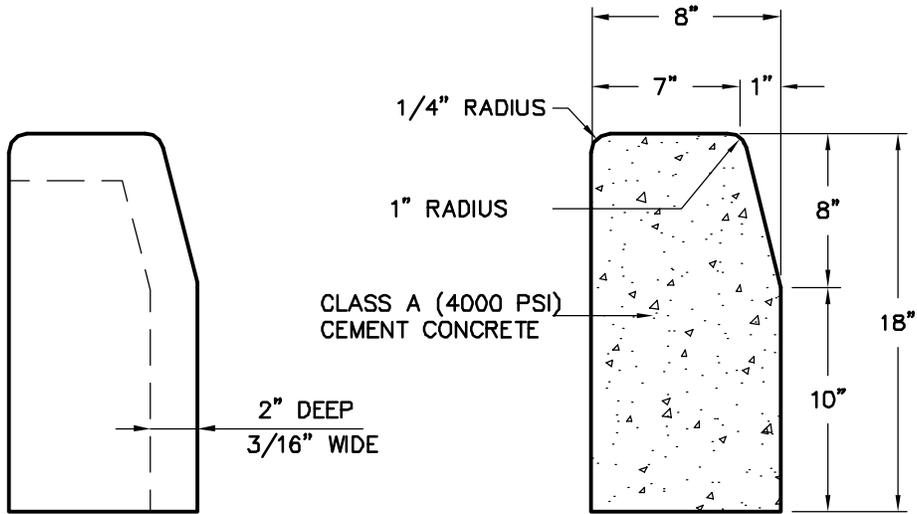
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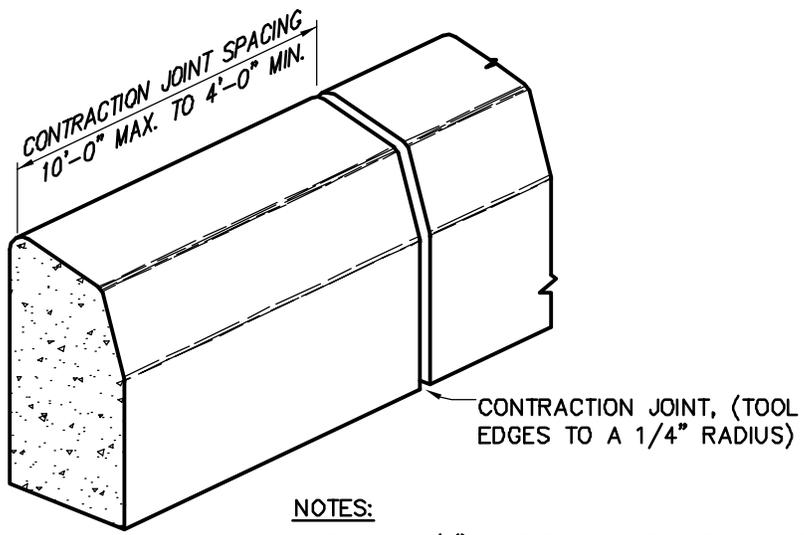
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DETAIL A
CONTRACTION JOINT

TYPICAL
CROSS SECTION



NOTES:

1. PLACE 3/4" PREMOLDED EXPANSION JOINT MATERIAL EVERY 50 FEET (MAX) AND AT ALL DRIVEWAYS (DEPRESSED CURB CUTS), INLETS AND CURB RADII
2. DOWEL PIN CURB WHERE CURB ABUTS INLET HOODS

CONCRETE CURB DETAIL

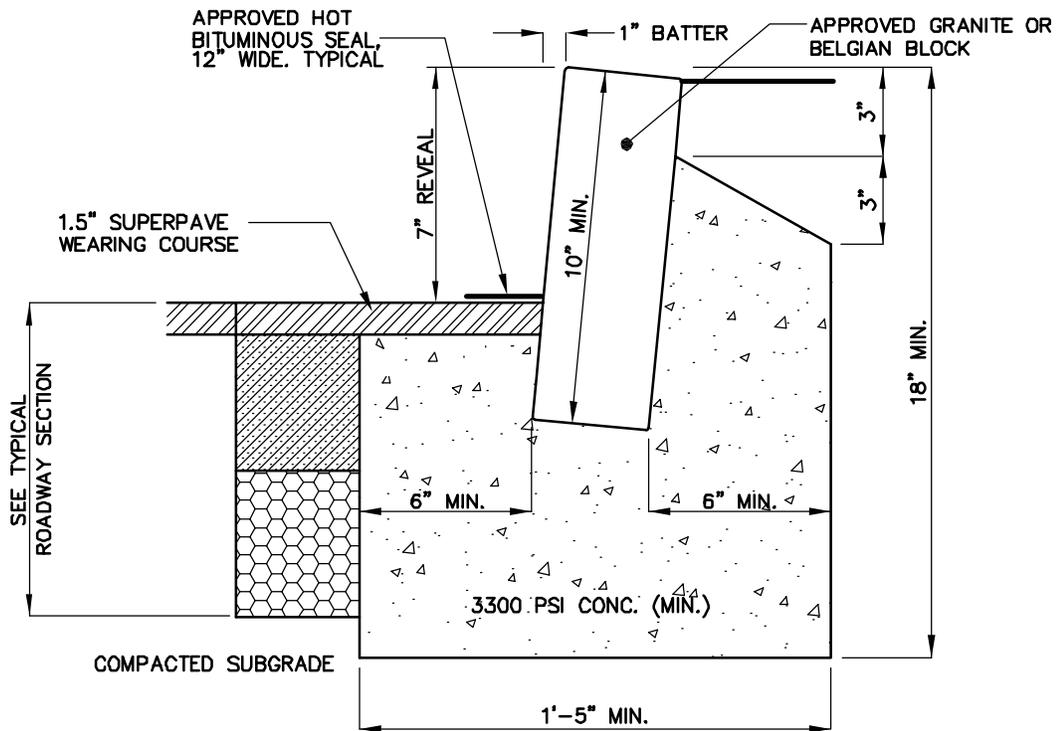
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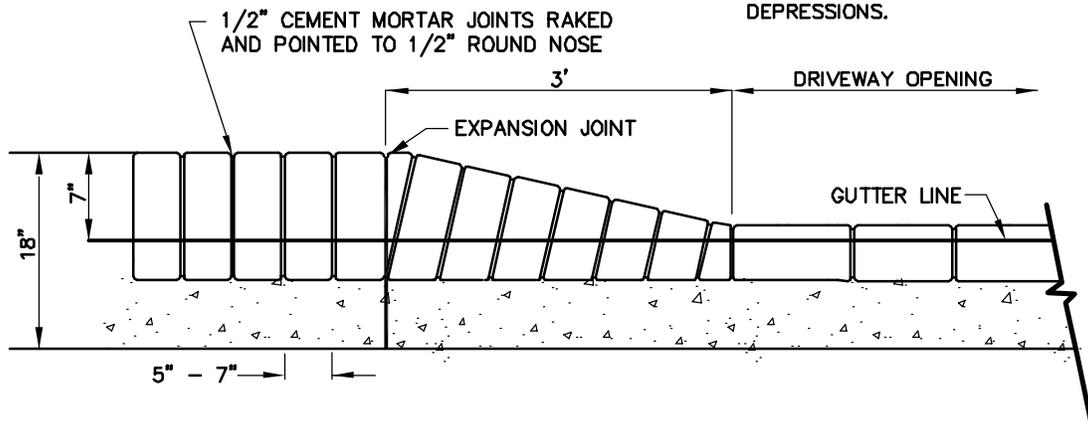
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SECTION VIEW

NOTES:

1. TO BE USED ONLY WHERE APPROVED BY TOWNSHIP COUNCIL
2. JOINTS NOT TO EXCEED 1/2" IN WIDTH.
3. EXPANSION JOINTS EVERY 50', AT THE P.C. AND P.T. OF CURVES AND AT DRIVEWAY DEPRESSIONS.
4. 10" BLOCK MAY BE USED IN CURB DEPRESSIONS.



BELGIAN BLOCK CURB DETAIL

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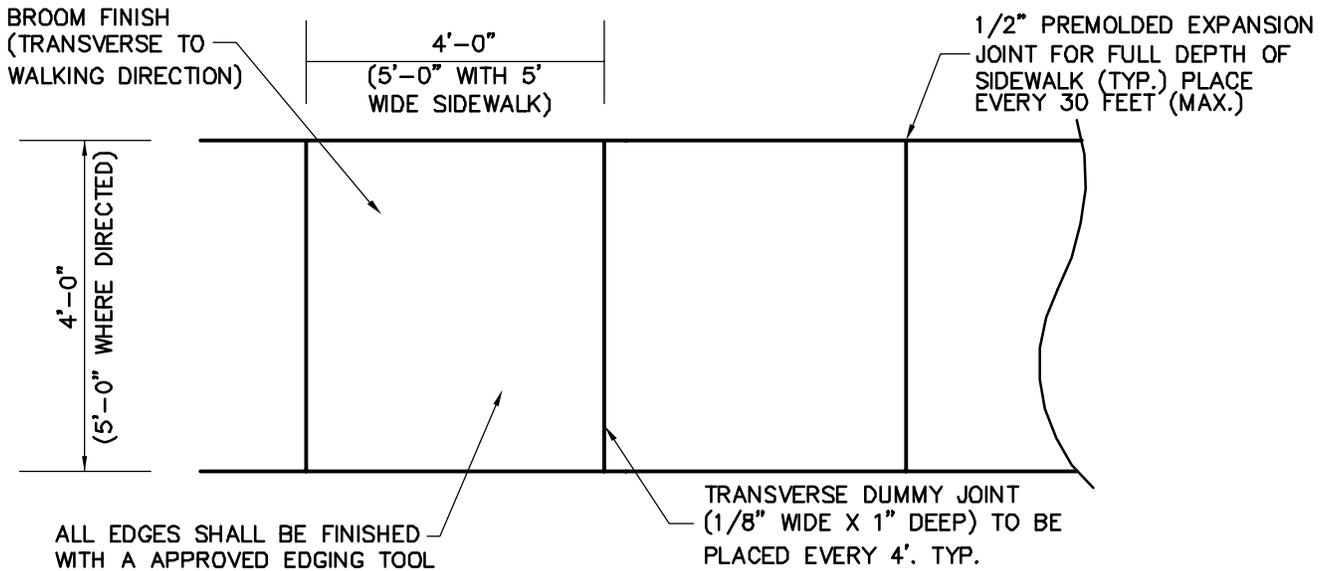
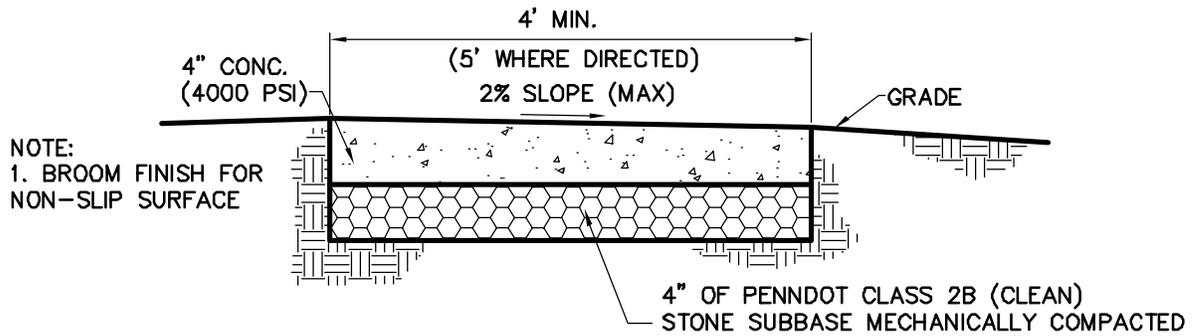
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- ① 1/2" PREMOLDED EXPANSION JOINTS TO BE PLACED EVERY 24 FEET OR 25 FEET (MAX.) WHERE SIDEWALKS ARE REQUIRED TO BE 5 FEET WIDE. AND AT ALL LOCATIONS WHERE EXISTING PAVEMENT OR SIDEWALK MEETS PROPOSED SIDEWALK, WHERE SIDEWALK ABUTS CURB OR OTHER SIMILAR STRUCTURES, AND WHERE SIDEWALK TRANSITIONS FROM 4" THICK TO 6" THICK (DRIVEWAY APRONS, ETC.)
- ② WITH ALL PROPOSED SIDEWALK, A NON-SLIP SURFACE TEXTURE SHALL BE BROOMED TRANSVERSE TO THE SLOPE OF THE SIDEWALK.

TYPICAL SIDEWALK DETAIL

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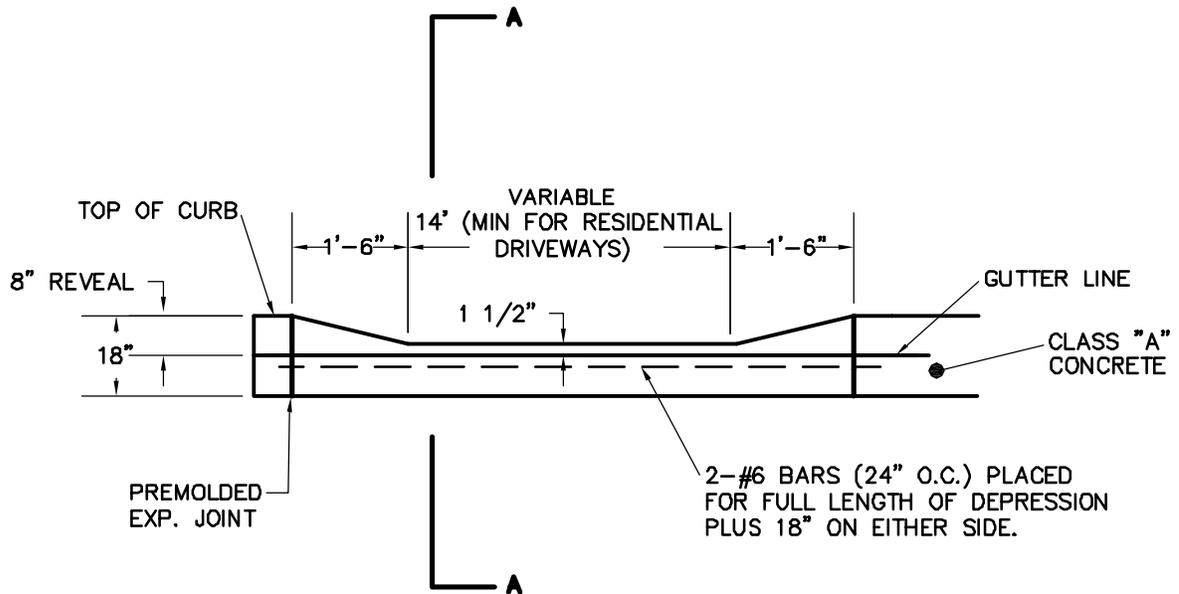
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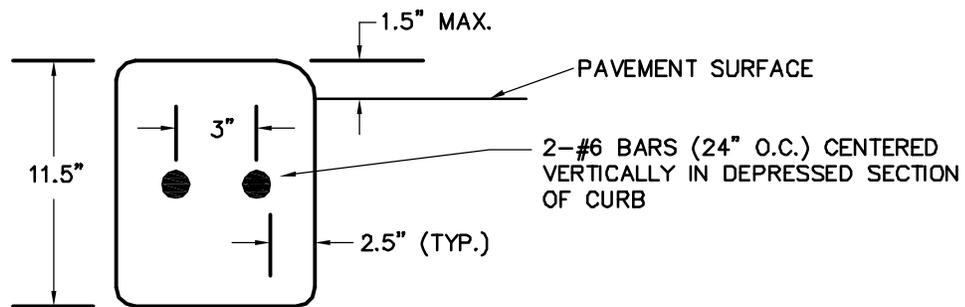
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SECTION A



DEPRESSED CURB

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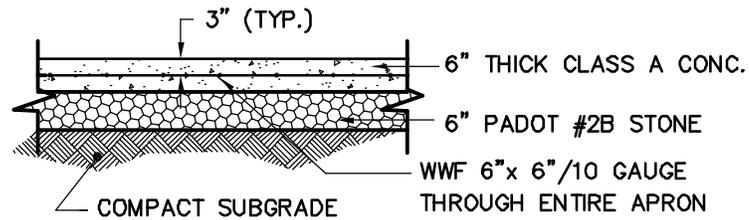
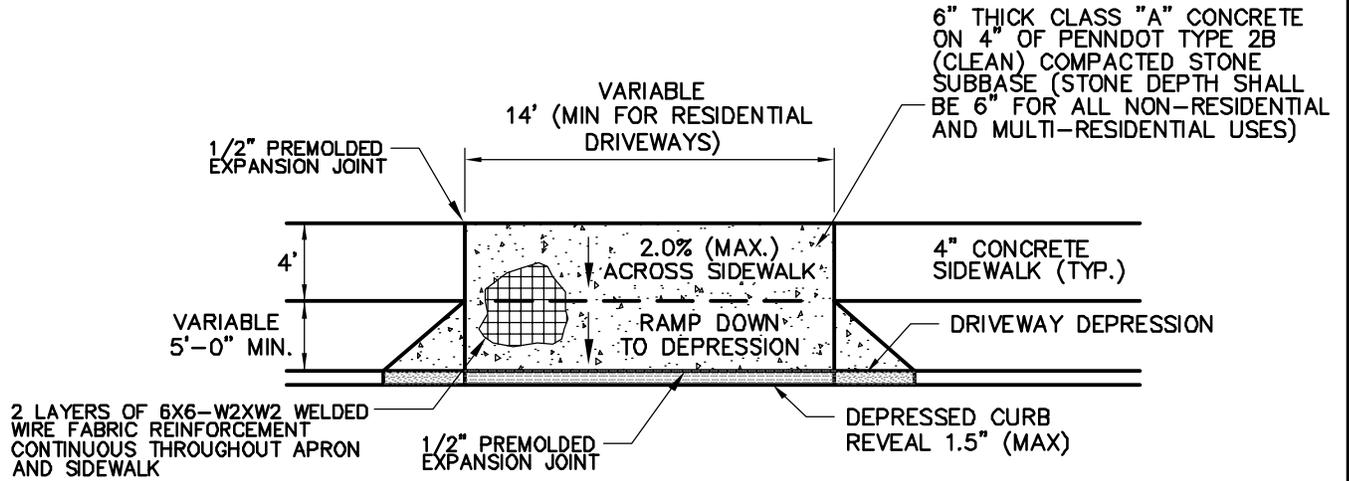
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DRIVEWAY APRON DETAIL

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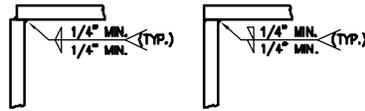
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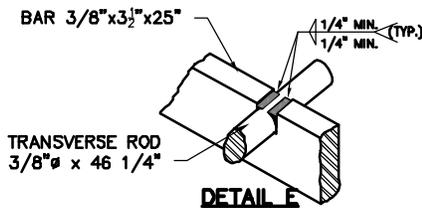
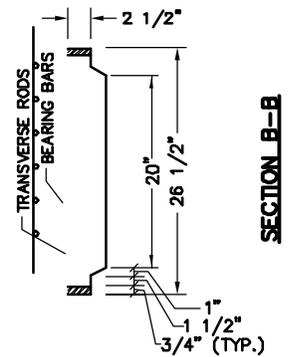
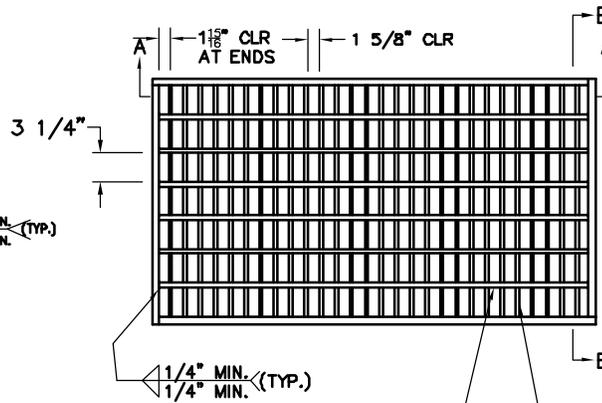
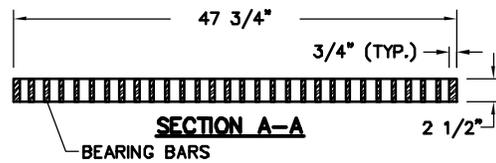
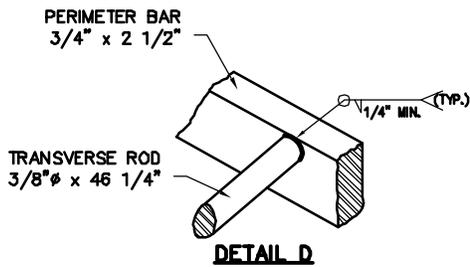
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TYPICAL CORNER DETAILS



6 TRANSVERSE RODS
AT 3 5/8" C. TO C.
3/8" ϕ x 46 1/4" ROD (TYP.)

22 BEARING BARS
AT 2" C. TO C.
3/8" x 3 1/2" x 25" BAR (TYP.)

STORM SEWER INLET GRATE (STRUCTURAL STEEL-BICYCLE SAFE)

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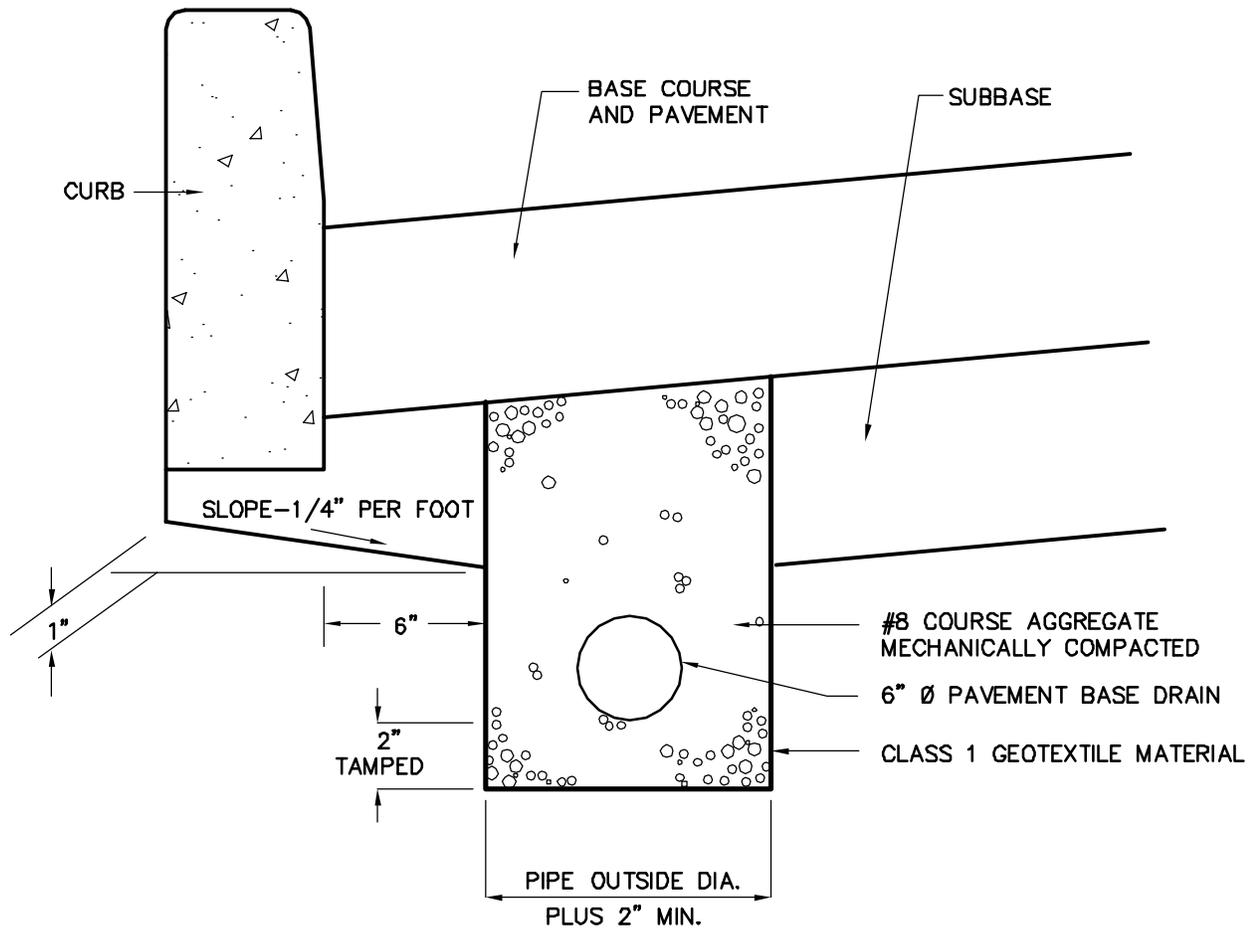
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NOTE: TO BE PROVIDED WHERE DIRECTED BY TOWNSHIP ENGINEER.

ROAD UNDERDRAIN

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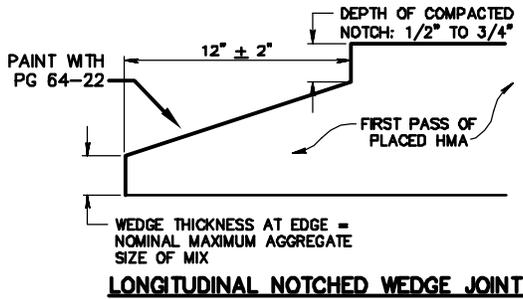
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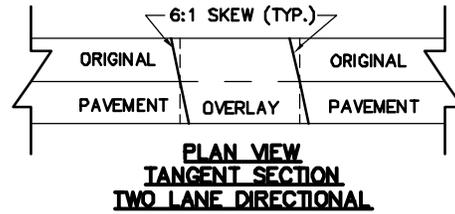
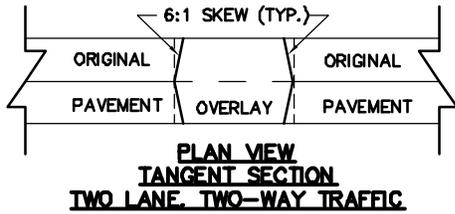
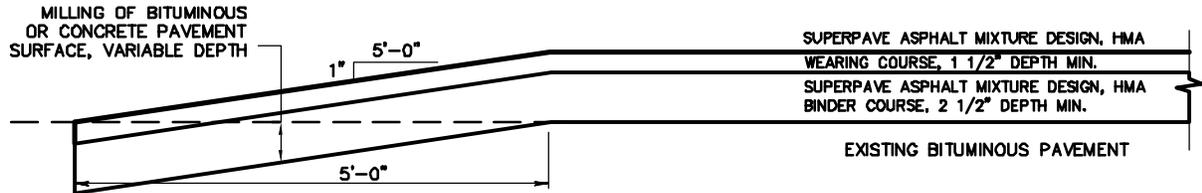
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FUNCTIONAL CLASSIFICATION	SLOPE 'M' (MAXIMUM)	PAVING NOTCH 'L' (MINIMUM)
INTERSTATE AND OTHER LIMITED ACCESS FREEWAYS	1" IN 50'	50 FT
ARTERIALS >45 MPH (SEE NOTE 2)	1" IN 30'	30 FT
ARTERIALS ≤45 MPH (SEE NOTE 2)	1" IN 25'	25 FT
COLLECTORS AND LOCAL ROADS	1" IN 25'	25 FT
CROSS STREETS (SEE NOTE 1)	1" IN 12'	1 FT
DRIVEWAYS	1" IN 12'	NO NOTCH



NOTES:

1. USE HIGHER APPROPRIATE CRITERIA IF A CROSS STREET HAS A FUNCTIONAL CLASSIFICATION OF COLLECTORS AND LOCAL ROADS OR HIGHER.
2. USE 85TH PERCENTILE SPEED, IF AVAILABLE. OTHERWISE USE THE POSTED SPEED.
3. PLACE EDGE FLUSH WITH EXISTING PAVEMENT AND SEAL AS SPECIFIED IN PUBLICATION 408, SECTION 409.3(k)3.

OVERLAY TRANSITION WITH PAVING NOTCH ON BITUMINOUS PAVEMENT

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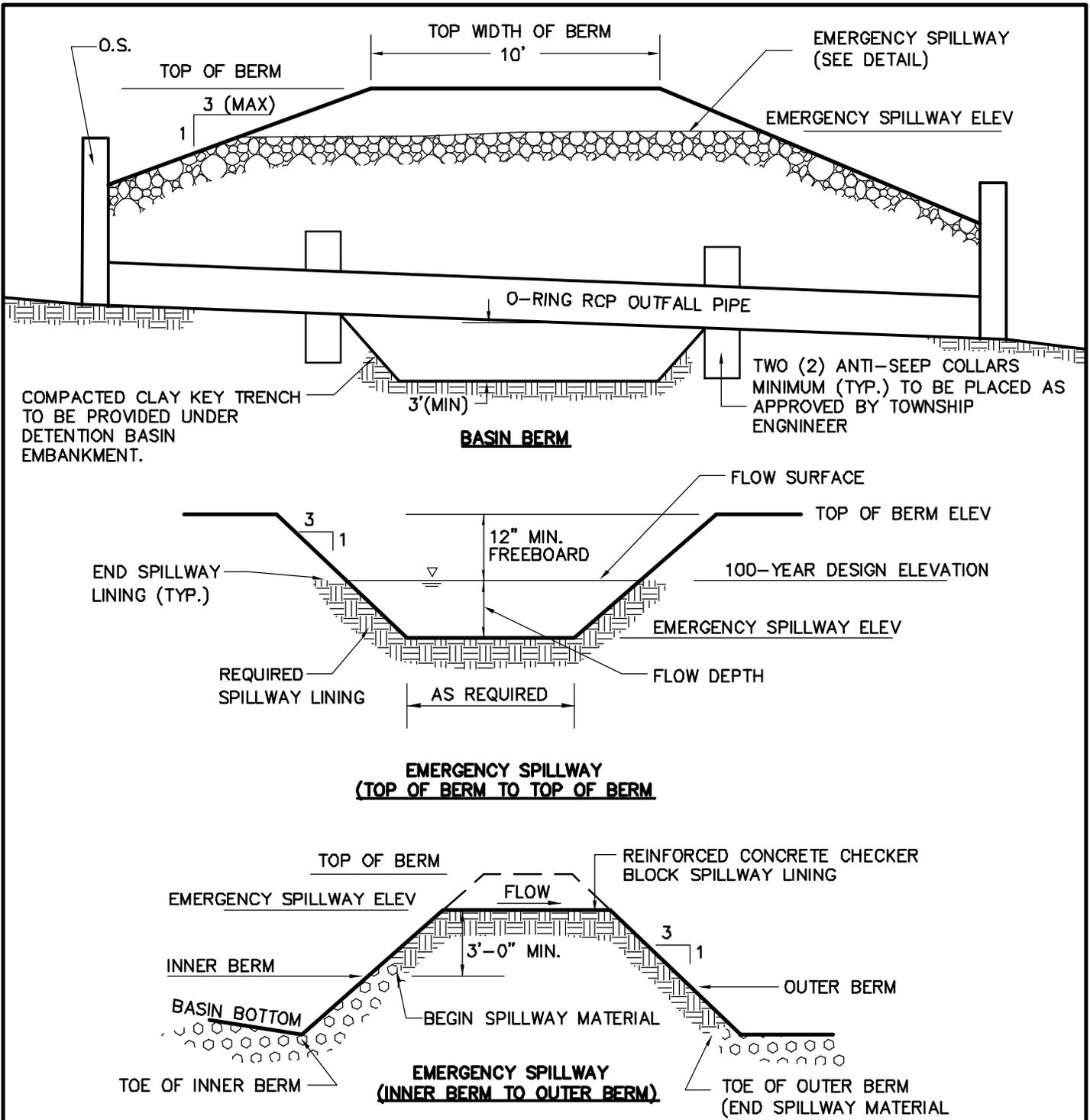
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TYPICAL DETENTION BASIN SECTIONS

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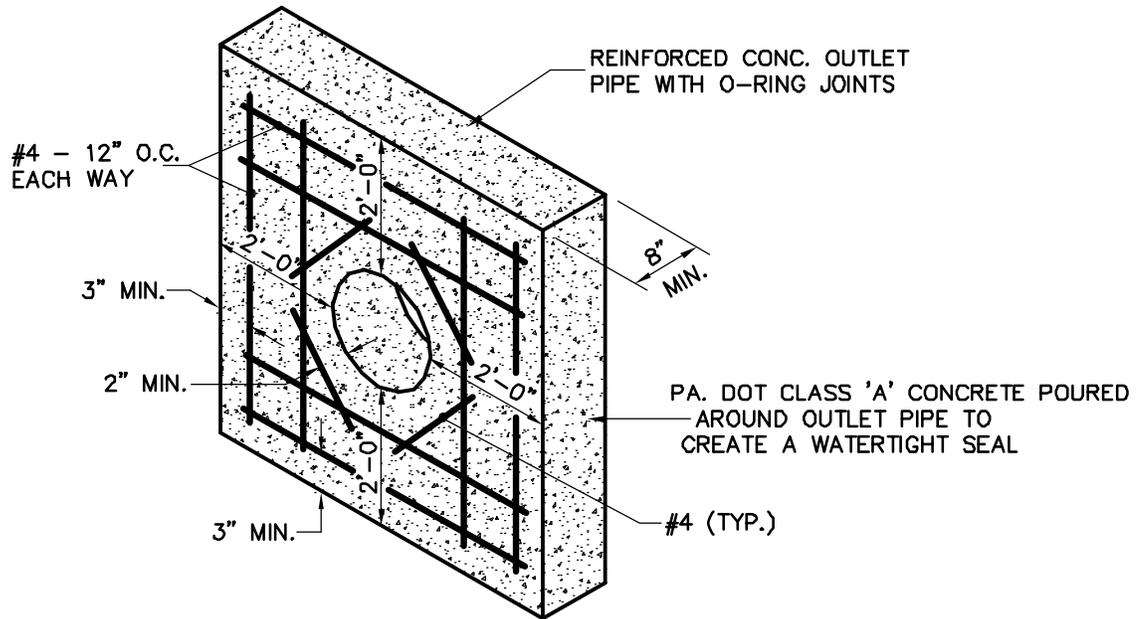
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ANTI-SEEP COLLAR

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