

GENERAL NOTES:

1. THESE SHEETS ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND THE REQUIREMENTS OF THE 2011 PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT OF WAY (PROWAG).
2. DIMENSIONS SHOWN IN THE DETAILS AS MINIMUMS AND MAXIMUMS ARE THE LIMITS FOR DESIGN AND FIELD LAYOUT. FACILITIES SHALL NOT BE CONSTRUCTED WITH VALUES OUTSIDE THE LIMITS FOR WORK ACCEPTANCE, SEE TABLE "DESIGN ELEMENT TOLERANCES" ON SHEET 3 OF 11.
3. NOT ALL FACILITIES CAN BE CONSTRUCTED TO MEET THE DESIGN STANDARDS. FACILITIES THAT CANNOT BE CONSTRUCTED TO MEET THE STANDARDS TO THE GREATEST EXTENT PRACTICABLE.
4. TO CHECK FIELD LAYOUT AND TO VERIFY WORK ACCEPTANCE, ALL SLOPES AND GRADES WILL BE MEASURED WITH A 4 FOOT LONG DIGITAL LEVEL USING AT LEAST TWO READINGS. WHERE THE READINGS VARY, THE MEASUREMENTS WILL BE AVERAGED. GRADE (RUNNING SLOPE) WILL BE MEASURED ALONG THE CENTERLINE AND OFFSET 12" TO 18" FROM THE CENTERLINE. CROSS SLOPES WILL BE MEASURED PERPENDICULAR TO CENTERLINE AT 5' TO 10' INTERVALS.
5. GRADES (RUNNING SLOPES) ARE MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL. CROSS SLOPES ARE MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.
6. JOINTS BETWEEN SIDEWALK, CURB RAMPS, TURNING SPACES AND ROADWAYS SHALL BE FLUSH AND FREE FROM ABRUPT VERTICAL CHANGES GREATER AND 1/4". VERTICAL SURFACE DISCONTINUITIES BETWEEN 1/4" AND 1/2" SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1:2.
7. SIDEWALKS ARE CONNECTED TO ROADWAYS BY EITHER BLENDED TRANSITIONS OR CURB RAMPS. BLENDED TRANSITIONS ARE CONNECTIONS BETWEEN THE SIDEWALK LEVEL AND THE ROADWAY LEVEL THAT HAVE A MAXIMUM GRADE (RUNNING SLOPE) OF 5% AND TRANSITIONS GREATER THAN 5% ARE CONSIDERED CURB RAMPS.
8. CURB RAMPS AND BLENDED TRANSITIONS MAY REQUIRE THE INSTALLATION OF DETECTABLE WARNINGS, SEE ADDITIONAL "DETECTABLE WARNING NOTES" ON THIS SHEET, AND DETAILS ON SHEET 4 OF 11 FOR DIMENSIONS, ORIENTATION AND INSTALLATION.
9. VERTICAL ALIGNMENT SHALL BE GENERALLY PLANAR. GRADE BREAKS WITHIN THE PEDESTRIAN ACCESS ROUTE SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL AND SHALL NOT BE ROUNDED.
10. MATERIAL DEPTHS SHOWN ON THESE SHEETS ARE TYPICAL MINIMUM VALUES AND MAY BE DIFFERENT IN THE CONTRACT DOCUMENTS.
11. SIDEWALK GRADE (RUNNING SLOPE) SHALL NOT BE DESIGNED TO EXCEED 4.5%, EXCEPT WHEN MATCHING INTO EXISTING SIDEWALK OR WHEN THE HIGHWAY GRADE IS STEEPER. WHEN HIGHWAY GRADE IS GREATER THAN 5%, THE SIDEWALK GRADE SHALL NOT EXCEED THE HIGHWAY GRADE.
12. THE CROSS SLOPE OF PEDESTRIAN ACCESS ROUTES SHALL BE 1.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE. THE FOLLOWING EXCEPTIONS ARE ALLOWED:
 - 12.A. WHERE PEDESTRIAN STREET CROSSINGS ARE PROVIDED AT INTERSECTIONS WITHOUT YIELD OR STOP CONTROL OR WHERE THERE IS ANY TRAFFIC SIGNAL WITHOUT A FLASHING RED, THE CROSS SLOPE OF A PEDESTRIAN ACCESS ROUTE CONTAINED WITHIN A STREET CROSSING SHALL BE 4.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 5" MAXIMUM FOR WORK ACCEPTANCE.
 - 12.B. WHERE MIDBLOCK PEDESTRIAN STREET CROSSINGS ARE PROVIDED, THE CROSS SLOPE OF A PEDESTRIAN ACCESS ROUTE CONTAINED WITHIN A MIDBLOCK STREET CROSSING SHALL BE PERMITTED EQUAL TO THE STREET OR HIGHWAY GRADE.
13. THE MINIMUM CLEAR WIDTH FOR PEDESTRIAN ACCESS ROUTES IS 5'-0", EXCLUSIVE OF THE CURB. WHEN WALKWAY WIDTHS ARE LESS THAN 5'-0", 5'-0"X5'-0" PASSING SPACES (SHOWN IN DETAIL A OR B ON SHEET 3 OF 11), OR A FEATURE OF EQUAL OR GREATER DIMENSIONS (E.G., DRIVEWAYS) THAT MEET THE SLOPE CRITERIA, SHALL BE PROVIDED AT A MAXIMUM INTERVAL OF 200'. EXISTING DRIVEWAYS AND STREET CROSSING MAY ALSO SERVE AS PASSING SPACES.
14. THE BUFFER ZONE IS A PHYSICAL DISTANCE SEPARATING THE PEDESTRIAN ACCESS ROUTE FROM THE VEHICLE TRAVELED WAY. THE BUFFER ZONE MAY BE PLANTED OR PAVED. WHERE THE BUFFER ZONE WIDTH, EXCLUSIVE OF CURB, IS LESS THAN 3'-0" THE SURFACE SHOULD BE PAVED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.

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	SIDEWALK AND CURB RAMP		
	(SHEET 1 OF 11)		

15. THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TURF BUFFER ZONE OR SLOPE TRANSITION BEHIND SIDEWALK IS 25%. BUFFER ZONES WITH A CROSS SLOPE GREATER THAN 25% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.
16. WHEN CROSSING DRIVEWAYS, THE WORK SHALL BE IN CONFORMANCE WITH THE RESIDENTIAL AND MINOR COMMERCIAL DRIVEWAY DETAILS.
17. WHERE EXISTING ROADWAYS ARE SAWCUT TO INSTALL CURBING AND/OR SIDEWALK, THE ROADWAY SHOULD BE SAWCUT AT LEAST 2'-0" FORM THE PROPOSED CURB LINE TO ALLOW FOR ADEQUATE COMPACTION OF ASPHALT. IF SAWCUT IS LESS THAN 2'-0" FROM PROPOSED CURB LINE, THEN THE ROADWAY SHALL BE REBUILT USING 4000 PSI CONCRETE. SEE DETAILS ON SHEET 11 OF 11.

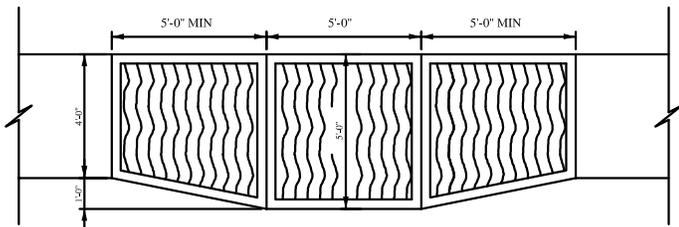
CURB RAMP NOTES:

18. THE MINIMUM WIDTH OF A CURB RAMP SHALL BE 4'-0".
19. THE GRADE (RUNNING SLOPE) OF A CURB RAMP SHALL BE A MINIMUM OF 5% THE GRADE FOR DESIGN AND LAYOUT SHALL BE A MAXIMUM OF 7.5%. THE GRADE FOR ADA ACCESSIBILITY AND WORK ACCEPTANCE SHALL BE A MAXIMUM OF 8.3%.
20. WHERE EXISTING CONDITIONS DO NOT ALLOW THE CONSTRUCTION OF A CURB RAMP WITH A GRADE (RUNNING SLOPE) OF 8.3% OR LESS, THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15'-1" FOR DESIGN AND FIELD LAYOUT. THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15'-0" FOR WORK ACCEPTANCE.
21. THE CROSS SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS POSSIBLE AND STILL PROVIDE POSITIVE DRAINAGE. THE CROSS SLOPE OF A CURB RAMP SHALL BE 1.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE, SEE NOTE 12 FOR EXCEPTIONS. WHERE THE EXISTING ROADWAY GRADE EXCEEDS 2%, THE CURB RAMP MAY BE WARPED ACCORDING TO THE DETAIL ON SHEET 10 OF 11 TO TIE INTO THE DROP CURB.
22. RAMP SIDE OPTIONS ARE DETAILED ON SHEET 5 OF 11 FOR USE WITHIN THE BUFFER ZONE. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP. FLARED SIDES SHALL BE INSTALLED WITH A MAXIMUM SLOPE OF 9.5% FOR DESIGN AND LAYOUT, AND 10% MAXIMUM FOR WORK ACCEPTANCE. THE SLOPE OF FLARED SIDES IS MEASURED PARALLEL TO THE CURB LINE.
23. THE BACKSIDE OF A PARALLEL RAMP SHOULD BE GRADED TO A MAXIMUM SLOPE OF 25% TO MATCH EXISTING TERRAIN, UNLESS OTHERWISE SHOWN IN THE CONTRACT DOCUMENTS. WHERE GRADING IS NOT FEASIBLE DUE TO LIMITED ROW OR PHYSICAL CONSTRAINTS, A BACK CURB MAY BE INSTALLED. SEE DETAILS ON SHEET 5 OF 11 AND SHEET 11 OF 11.
24. PREFERENCE IS TO INSTALL TWO CURB RAMPS AT A STREET CORNER THAT SERVES BOTH CROSSINGS. WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED AT A STREET CORNER THAT SERVES BOTH CROSSINGS, A SINGLE DIAGONAL CURB RAMP WILL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
25. WHERE A CHANGE IN DIRECTION IS REQUIRED TO UTILIZE A CURB RAMP, A TURNING SPACE SHALL BE PROVIDED AT THE BASE OR THE TOP OF CURB RAMP AS APPLICABLE. TURNING SPACES SHALL BE PERMITTED TO OVERLAP CLEAR SPACES.
26. WHERE THERE ARE NO VERTICAL CONSTRAINTS AT THE BACK OF THE SIDEWALK, (E.G., VERTICAL CURB, BUILDINGS, FENCES) THE TURNING SPACE DIMENSIONS SHALL BE 4'-0" X 4'-0" MINIMUM, WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4'-0"X5'-0" MINIMUM. THE 5'-0" DIMENSION SHALL BE PROVIDED PERPENDICULAR TO THE CONSTRAINT.
27. TURNING SPACES SHALL NOT BE DESIGNED WITH CROSS SLOPE GREATER THAN 1.5% IN ANY DIRECTION, WHILE PROVIDING POSITIVE DRAINAGE. THE MAXIMUM CROSS SLOPE FOR WORK ACCEPTANCE IS 2.0%. A NONSTANDARD FEATURE JUSTIFICATION IS REQUIRED WHERE TURNING SPACES EXCEED 2.0% IN ANY DIRECTION.
28. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE OF 4'-0"X4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE. THE CLEAR SPACE MAY OVERLAP TURNING SPACES, DETECTABLE WARNING SURFACES, AND DROP CURBS.

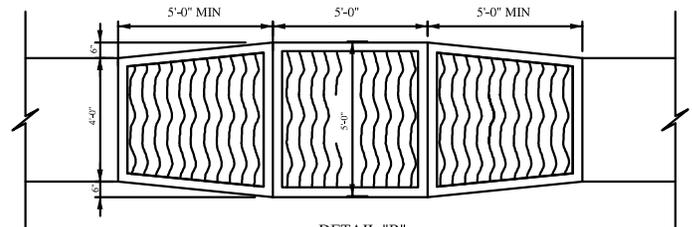
<p>TOWN OF MIDDLETOWN</p> <p>APPROVED: _____</p> <p style="text-align: center;">01/06/16 DATE</p>	STANDARD DETAIL	REVISIONS:	R-1
	SIDEWALK AND		
	CURB RAMP		
	(SHEET 2 OF 11)		

DETECTABLE WARNING NOTES:

29. DETECTABLE WARNING SURFACES SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS ON PEDESTRIAN ACCESS ROUTES:
 - 29.A. CURB RAMPS AND BLENDED TRANSITIONS AT PEDESTRIAN STREET CROSSINGS.
 - 29.B. PEDESTRIAN REFUGE ISLANDS (WHERE THE LENGTH OF THE PEDESTRIAN ACCESS ROUTE ACROSS THE REFUGE ISLAND IS GREATER THAN OR EQUAL TO 6 FEET).
 - 29.C. PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY.
30. DETECTABLE WARNING SURFACES SHALL BE PROVIDED WHERE THE PEDESTRIAN ACCESS ROUTE CROSSES DRIVEWAYS WITH SIGNAL, YIELD OR STOP CONTROL. DETECTABLE WARNING SURFACES SHALL NOT BE PROVIDED AT CROSSINGS OF UNCONTROLLED DRIVEWAY APRONS.
31. SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. IF REQUIRED, HTE BORDER SHALL NOT EXCEED 2". WHERE THE BACK OF CURB EDGE IS TOOLED TO PROVIDE A RADIUS, THE BORDER DIMENSION SHALL BE MEASURED FROM THE INSIDE EDGE OF THE CURB RADIUS.
32. THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING UNIT IS FOR ILLUSTRATION ONLY. THE SIZE OF THE DETECTABLE WARNING FIELD SHALL BE 24" MINIMUM IN THE DIRECTION OF TRAVEL AND SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE, EXCLUDING ANY FLARED SIDES. THE WIDTH OF THE DETECTABLE WARNING FIELD INCLUDES A CONCRETE BORDER, IF PROVIDED.
33. ON SLOPES OF 5% OR GREATER, THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE LOWER GRADE BREAK ON THE RAMP RUN. WHERE DOMES ARE ARRAYED RADIALY THEY MAY DIFFER IN DOME, DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON SHEET 4. ON SLOPES LESS THAN 5%, DOME ORIENTATION IS LESS CRITICAL AND MAY DIFFER FROM PERPENDICULAR OR RADIAL ALIGNMENT TO THE GRADE BREAK.
34. THE DETECTABLE WARNING FIELD SHALL BE EAST JORDAN IRON WORKS "DURALAST" DETECTABLE WARNING PLATES. NO COATING.



DETAIL "A"
ACCESSIBLE PASSING SPACE TRANSITION
ONE SIDE TAPERS

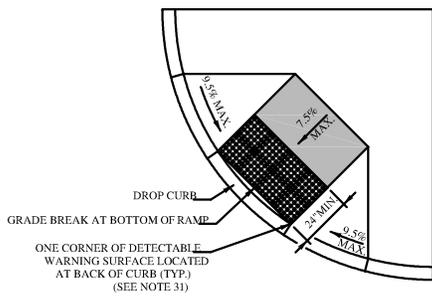


DETAIL "B"
ACCESSIBLE PASSING SPACE TRANSITION
BOTH SIDES TAPER

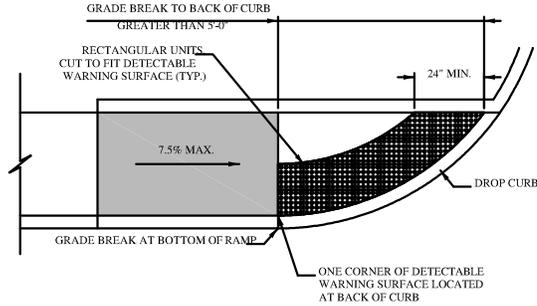
DESIGN ELEMENT TOLERANCES		
ELEMENT	DESIGN AND FIELD LAYOUT LIMIT	LIMIT FOR WORK ACCEPTANCE
SIDEWALK CROSS SLOPE - SEE NOTE 12	1.5%MAX.	2.0%MAX.
SIDEWALK GRADE (RUNNING SLOPE) - SEE NOTE 11	4.5%MAX.	5.0%MAX.
CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 20	7.5%MAX.	8.2%MAX.
BLENDED TRANSITION GRADE (RUNNING SLOPE) - SEE NOTE 7	4.5%MAX.	5.0%MAX.

ALL VALUES SHOWN ON THE STANDARD SHEETS REFER TO DESIGN AND FIELD LAYOUT LIMITS.

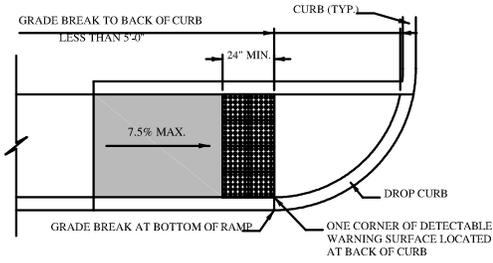
TOWN OF MIDDLETOWN APPROVED: _____ 01/06/16 DATE	STANDARD DETAIL SIDEWALK AND CURB RAMP (SHEET 3 OF 11)	REVISIONS: _____ _____ _____ _____	R-1
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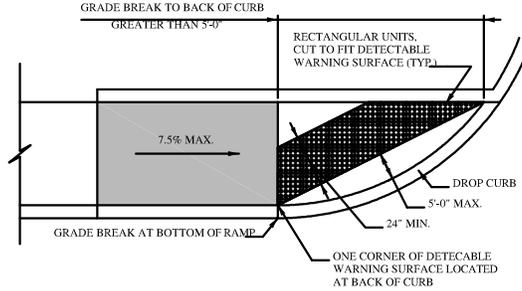
OPTION 1



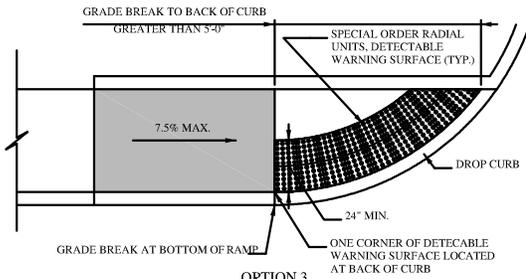
OPTION 4



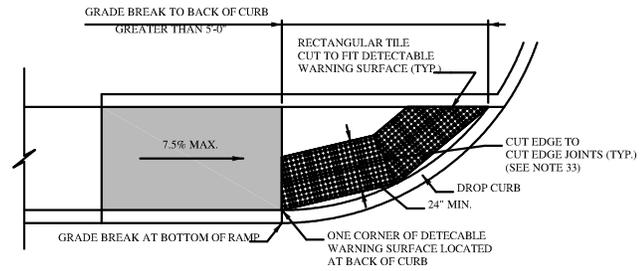
OPTION 2



OPTION 5

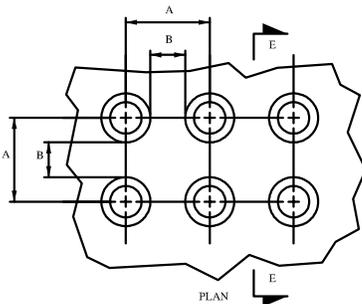


OPTION 3

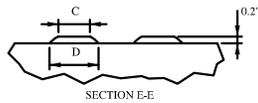


OPTION 6

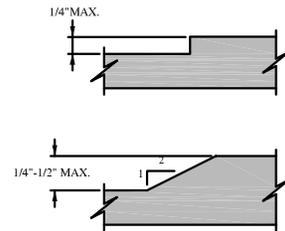
EJIW DETECTABLE WARNING SURFACE (DWS) PLACEMENT OPTION DETAILS



TRUNCATED DOME DIMENSIONS		
DIM.	MIN. (IN)	MAX. (IN)
A	1.6"	2.4"
B	0.65"	1.5"
C	50% - 65% OF D DIM.	
D	0.9"	1.4"



EJIW DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS



VERTICAL SURFACE DISCONTINUITIES
SEE NOTE 6 ON SHEETS 1-3 OF 11

NOTE:
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SHEETS 1-3 OF 11.

TOWN OF MIDDLETOWN

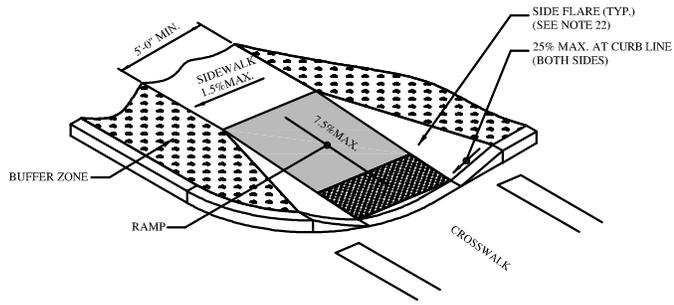
APPROVED: _____
DATE 01/06/16

STANDARD DETAIL

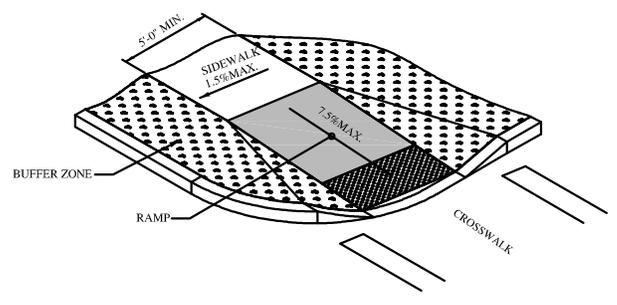
SIDEWALK AND CURB RAMP
(SHEET 4 OF 11)

REVISIONS:

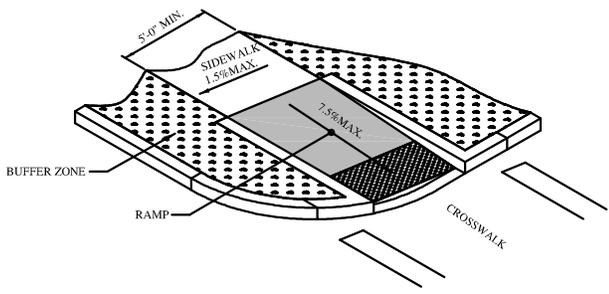
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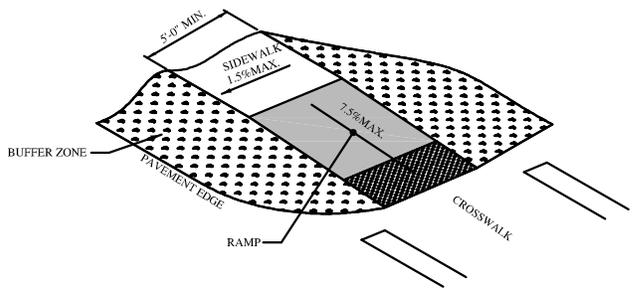
OPTION A: FLARED CONCRETE



OPTION B: GRADED EARTH

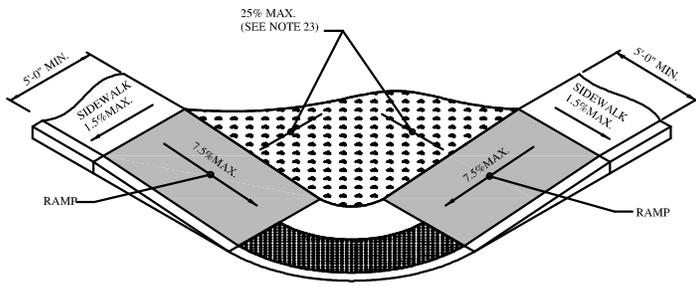


OPTION C: RETURN CURB

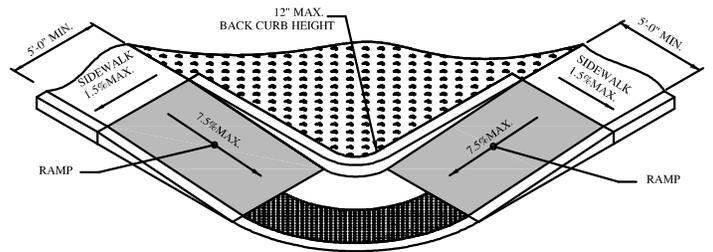


OPTION D: UNCURED INTERSECTION

RAMP SIDE CONFIGURATIONS



OPTION A: GRADED EARTH AND TURF



OPTION B: BACK CURB

PARALLEL RAMP BACK TREATMENTS

NOTE:
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SHEETS 1-3 OF 11.

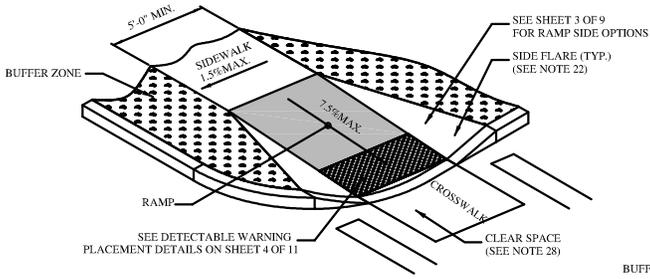
TOWN OF MIDDLETOWN

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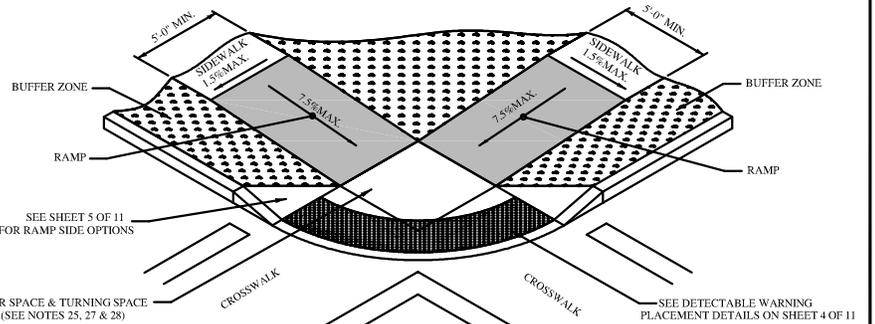
STANDARD DETAIL
SIDEWALK AND CURB RAMP
(SHEET 5 OF 11)

REVISIONS:

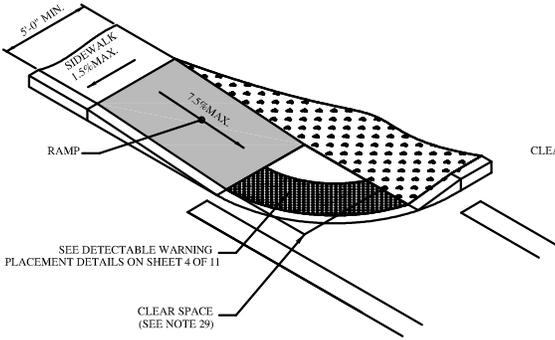
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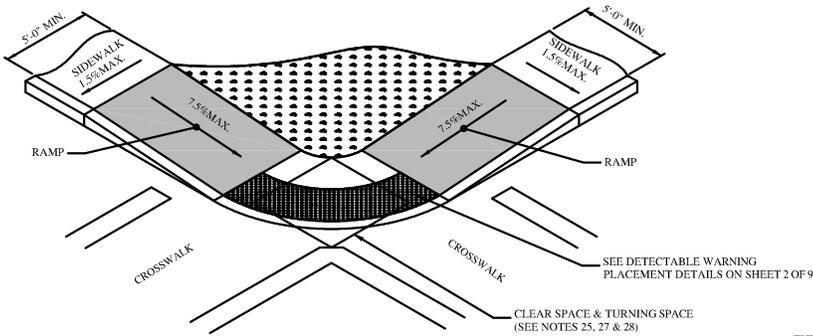
CURB RAMP CONFIGURATION: TYPE 1



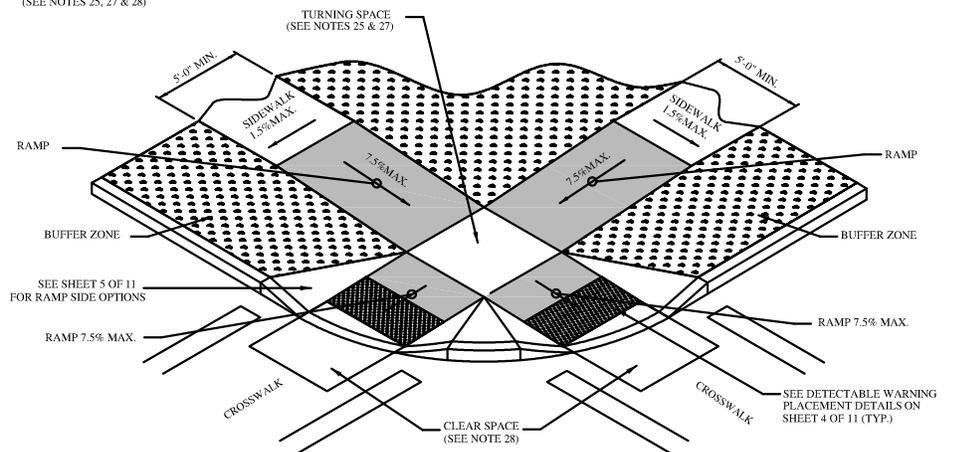
CURB RAMP CONFIGURATION: TYPE 3



CURB RAMP CONFIGURATION: TYPE 2



CURB RAMP CONFIGURATION: TYPE 4



CURB RAMP CONFIGURATION: TYPE 5

NOTE:
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SHEETS 1-3 OF 11.

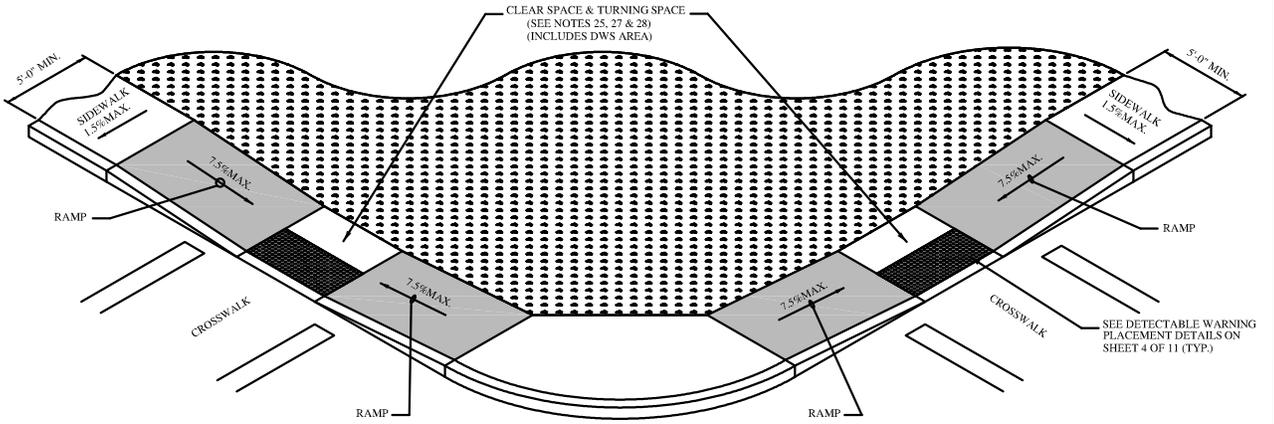
TOWN OF MIDDLETOWN

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DATE 01/06/16

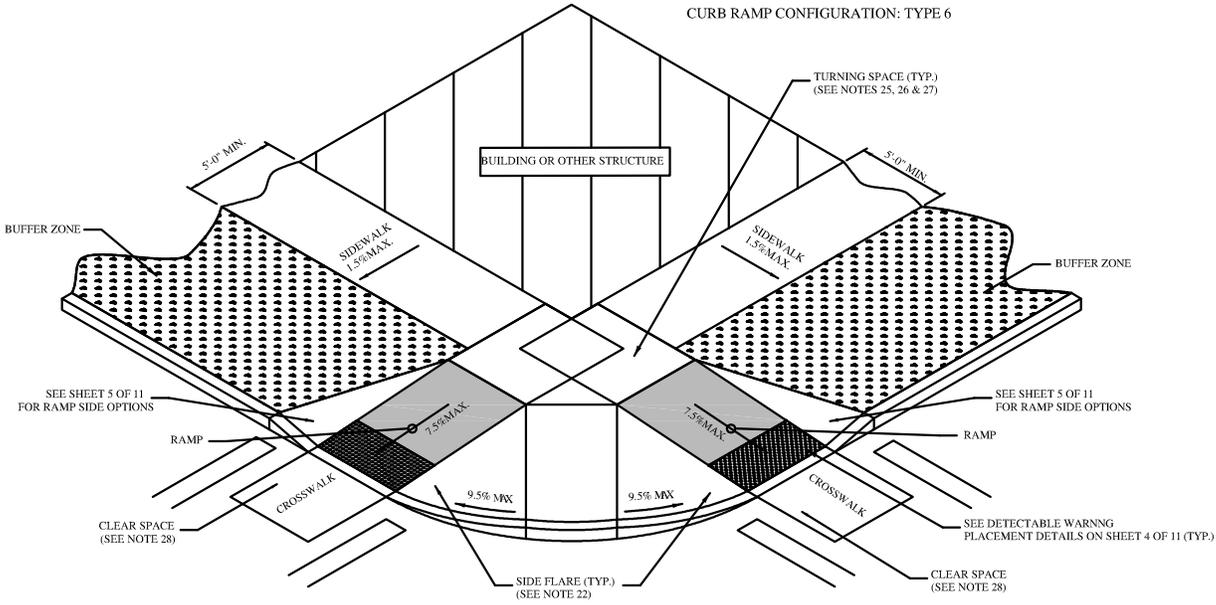
STANDARD DETAIL
SIDEWALK AND
CURB RAMP
(SHEET 6 OF 11)

REVISIONS:

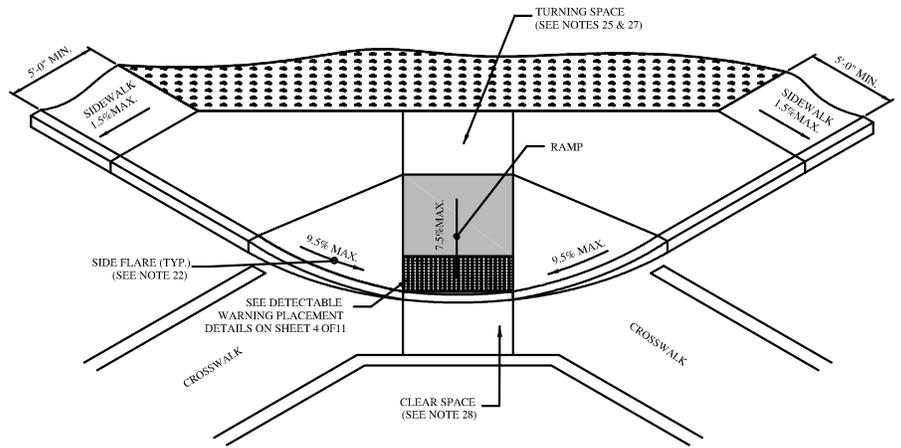
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CURB RAMP CONFIGURATION: TYPE 6



CURB RAMP CONFIGURATION: TYPE 7



CURB RAMP CONFIGURATION: TYPE 8

NOTE:
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SHEETS 1-3 OF 11.

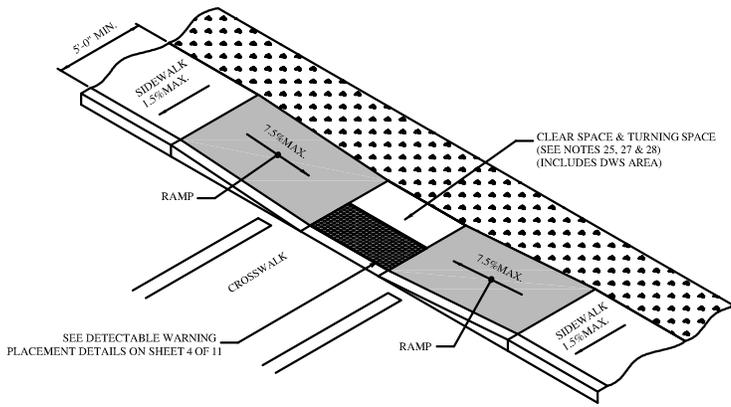
TOWN OF MIDDLETOWN

APPROVED: 01/06/16
DATE

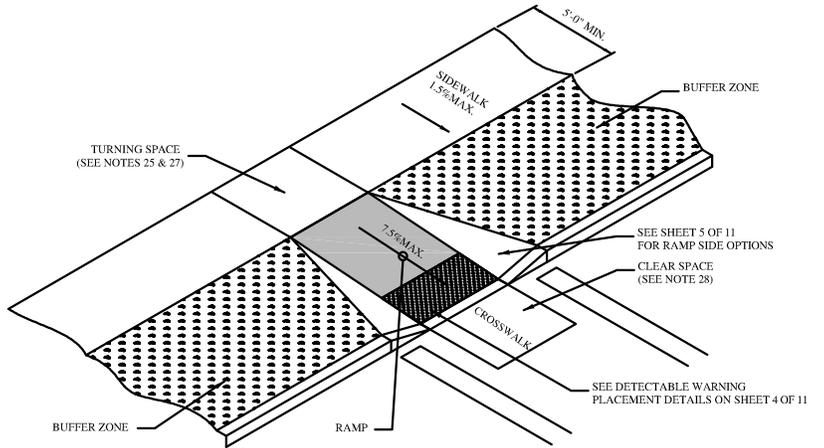
STANDARD DETAIL
SIDEWALK AND
CURB RAMP
(SHEET 7 OF 11)

REVISIONS:

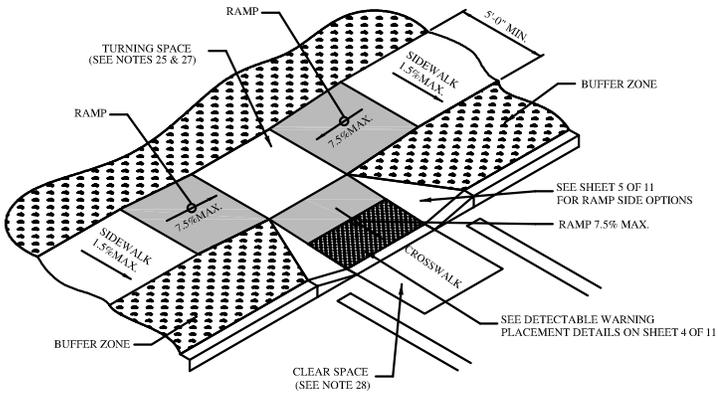
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CURB RAMP CONFIGURATION: TYPE 9
MID BLOCK CROSSING OR T INTERSECTION



CURB RAMP CONFIGURATION: TYPE 11
MID BLOCK CROSSING OR T INTERSECTION



CURB RAMP CONFIGURATION: TYPE 10
MID BLOCK CROSSING OR T INTERSECTION

NOTE:
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SHEETS 1-3 OF 11.

TOWN OF MIDDLETOWN

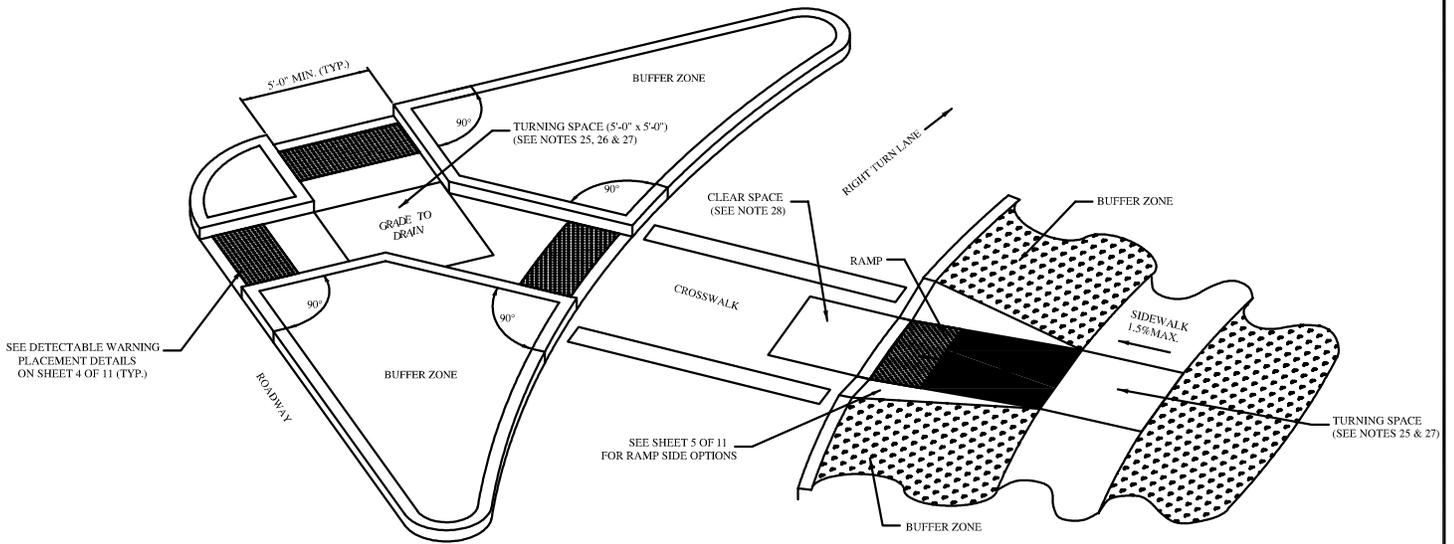
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STANDARD DETAIL

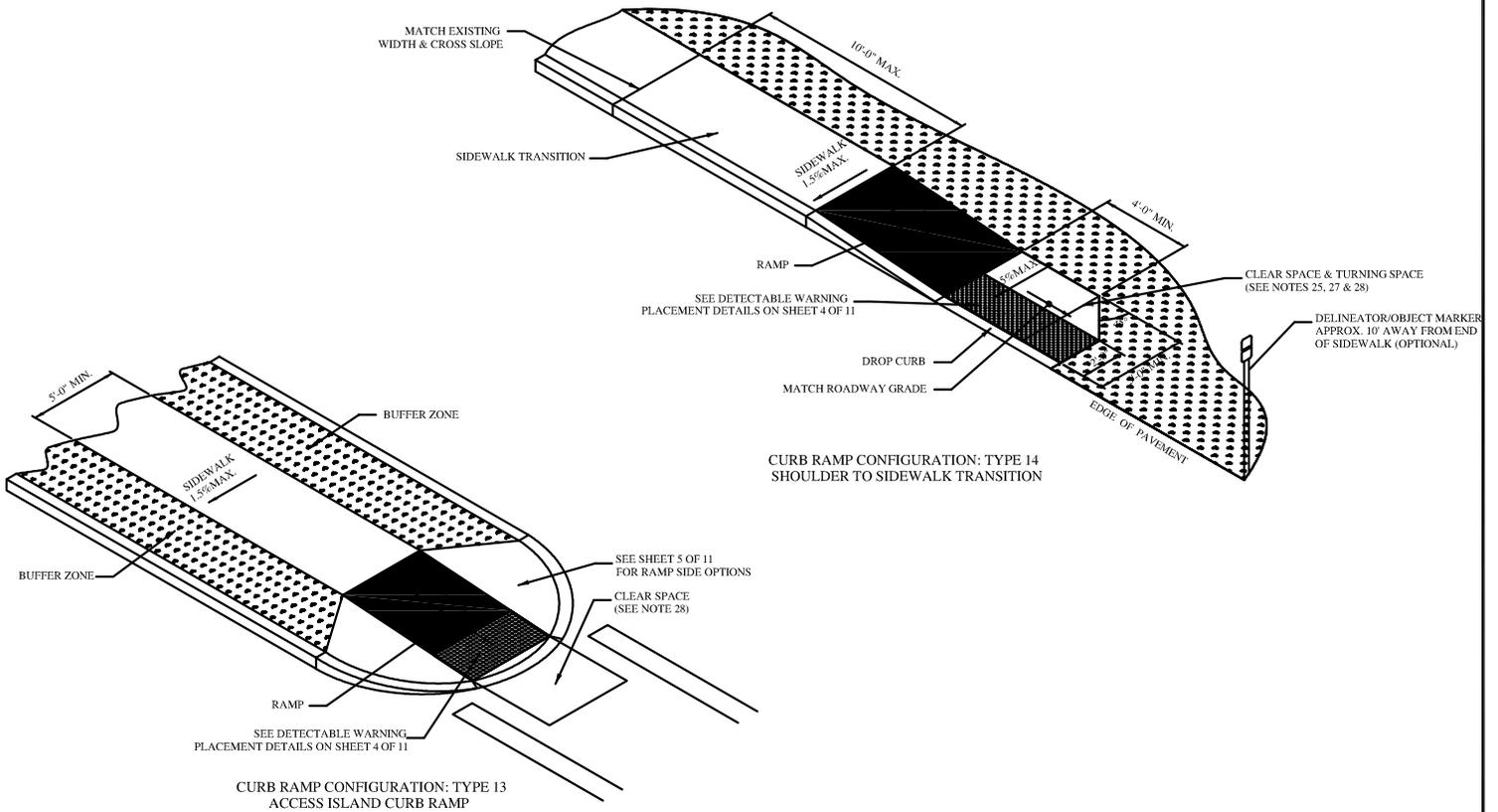
SIDEWALK AND
CURB RAMP
(SHEET 8 OF 11)

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CURB RAMP CONFIGURATION: TYPE 12
RIGHT TURN ISLAND CUT THROUGH



CURB RAMP CONFIGURATION: TYPE 14
SHOULDER TO SIDEWALK TRANSITION

CURB RAMP CONFIGURATION: TYPE 13
ACCESS ISLAND CURB RAMP

NOTE:
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SHEETS 1-3 OF 11.

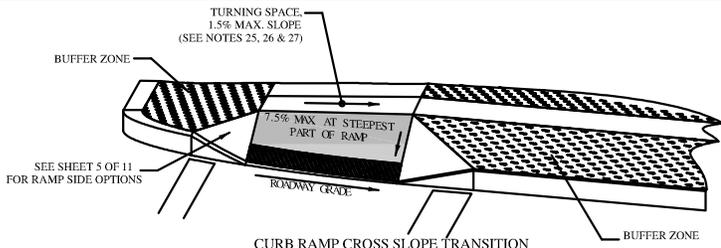
TOWN OF MIDDLETOWN

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DATE

STANDARD DETAIL
SIDEWALK AND
CURB RAMP
(SHEET 9 OF 11)

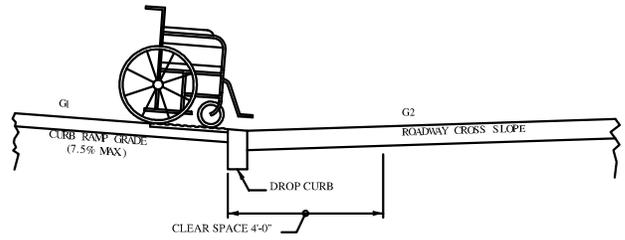
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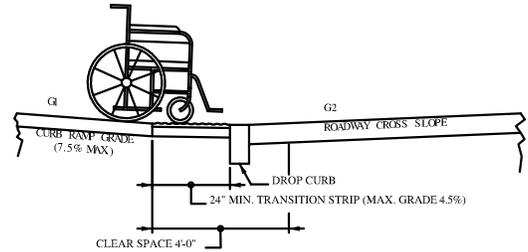
CURB RAMP CROSS SLOPE TRANSITION

REFER TO NOTE 21 ON SHEETS 1-3 OF 11 FOR CROSS SLOPE REQUIREMENTS



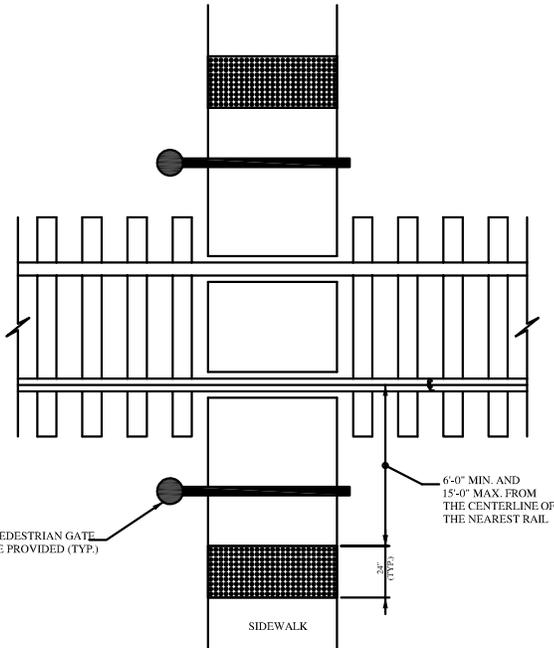
COUNTER SLOPE CONDITION 1

$A = 1G2 - G11$
ALGEBRAIC DIFFERENCE BETWEEN ROADWAY CROSS SLOPE AND CURB RAMP GRADE IS LESS THAN 12.5%.

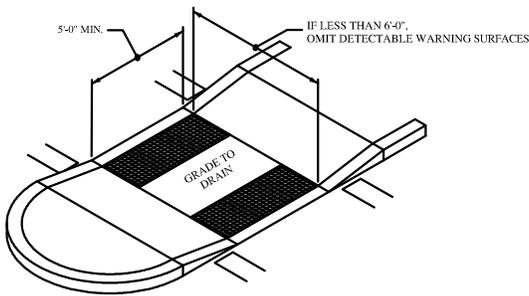


COUNTER SLOPE CONDITION 2

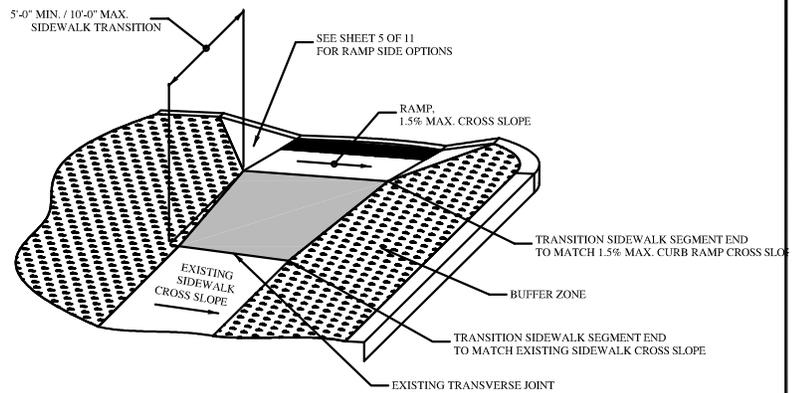
$A = 1G2 - G11$
ALGEBRAIC DIFFERENCE BETWEEN ROADWAY SLOPE AND CURB RAMP GRADE IS GREATER THAN 12.5%. TRANSITION STRIP REQUIRED (MAX. GRADE 4.5%)



DETECTABLE WARNINGS AT RAILROAD CROSSING



DETECTABLE WARNINGS AT PEDESTRIAN REFUGE ISLANDS
NON-ELEVATED CROSSING



TRANSITION BETWEEN CURB RAMP AND EXISTING SIDEWALK
USE FOR CROSS SLOPE AND WIDTH TRANSITIONS

NOTE:
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SHEETS 1-3 OF 11.

TOWN OF MIDDLETOWN

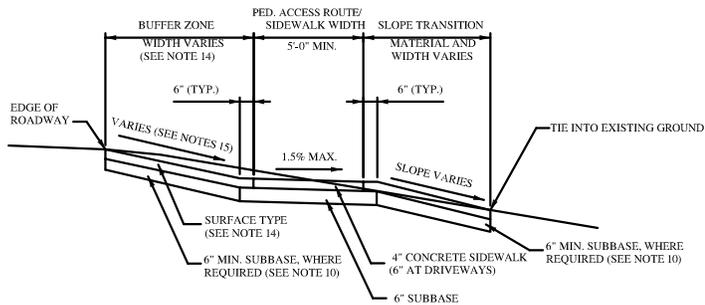
APPROVED: _____
DATE 01/06/16

STANDARD DETAIL

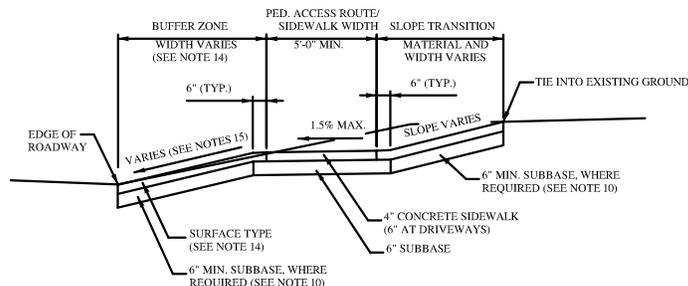
SIDEWALK AND CURB RAMP
(SHEET 10 OF 11)

REVISIONS:

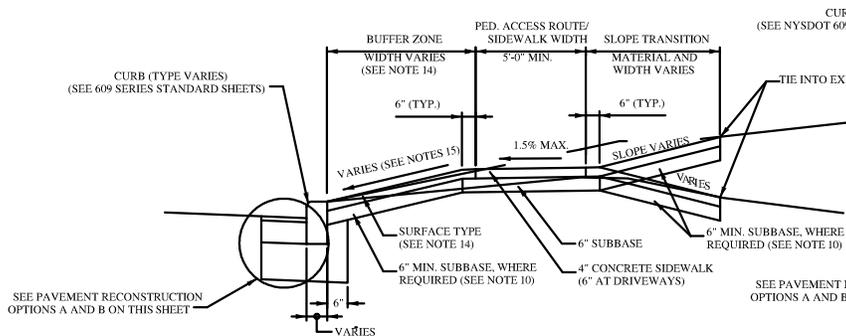
R-1



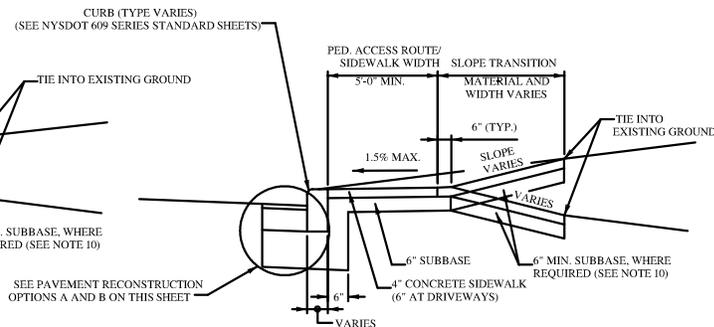
TYPICAL SIDEWALK CROSS SECTION
NO CURB WITH BUFFER ZONE
IN A FILL SECTION



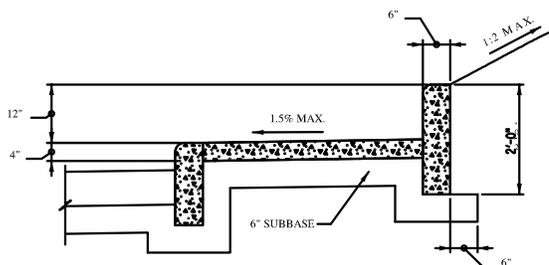
TYPICAL SIDEWALK CROSS SECTION
NO CURB WITH BUFFER ZONE
IN A CUT SECTION



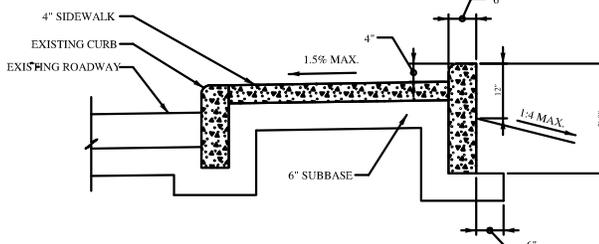
TYPICAL SIDEWALK CROSS SECTION
CURBED WITH BUFFER ZONE



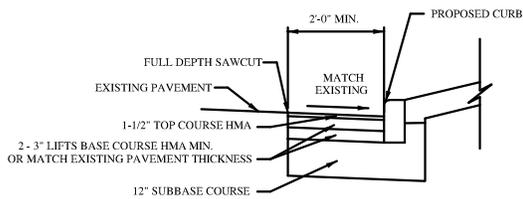
TYPICAL SIDEWALK CROSS SECTION
CURBED WITHOUT BUFFER ZONE



BACK OF CURB DETAIL
USE IN CUT SECTIONS WITH LIMITED
RIGHT-OF-WAY OR STEEP SLOPES

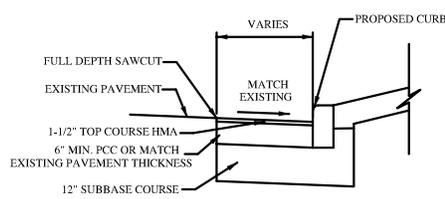


BACK OF CURB DETAIL
USE ON FILL SECTIONS WITH
LIMITED RIGHT-OF-WAY



PAVEMENT RECONSTRUCTION OPTION A:
HOT MIX ASPHALT

SEE NOTE 17



PAVEMENT RECONSTRUCTION OPTION B:
PORTLAND CEMENT CONCRETE

SEE NOTE 17

NOTE:
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON SHEETS 1-3 OF 11.

TOWN OF MIDDLETOWN

APPROVED: 01/06/16
DATE

STANDARD DETAIL
SIDEWALK AND
CURB RAMP
(SHEET 11 OF 11)

REVISIONS:

R-1