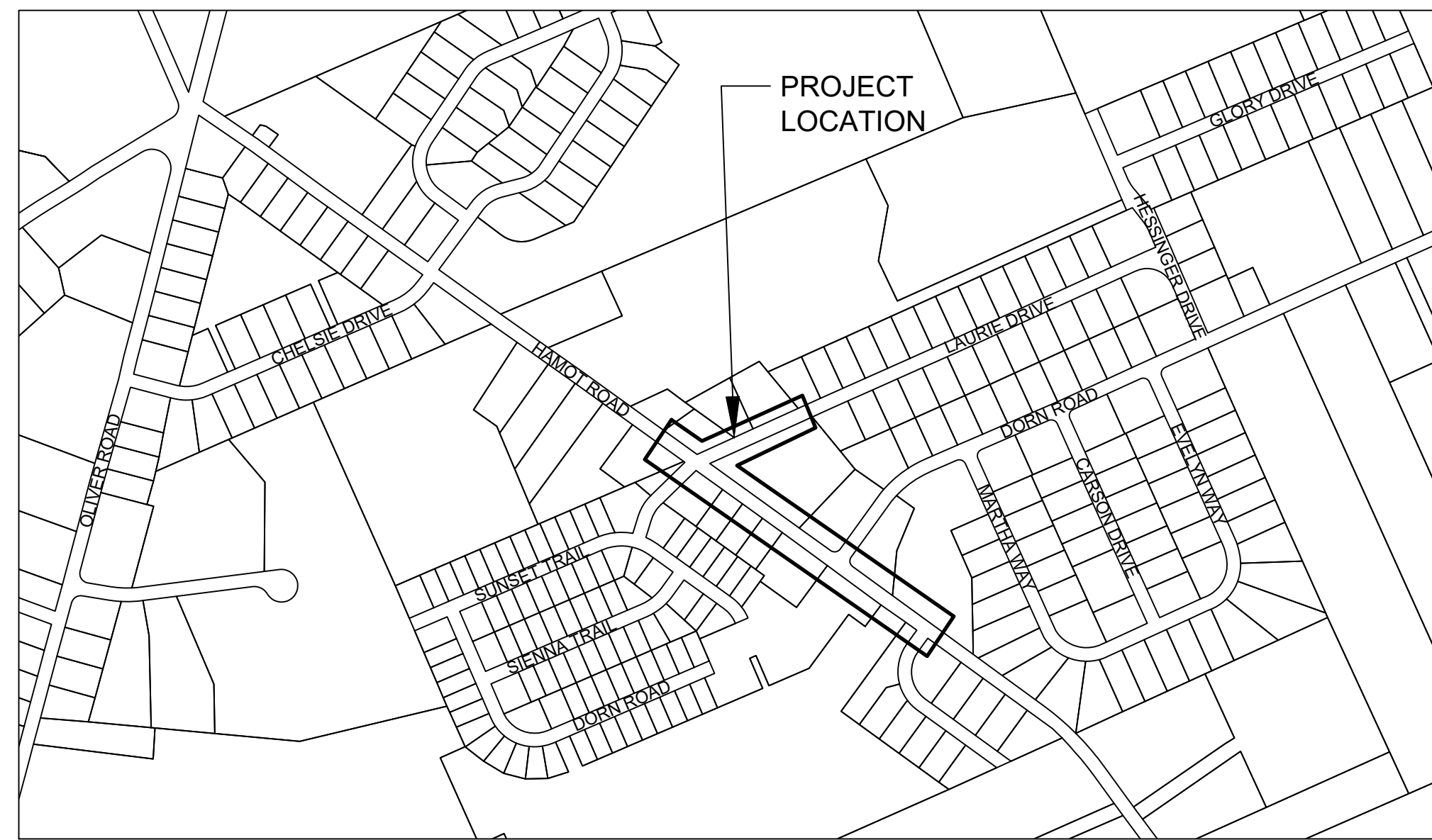


SUMMIT TOWNSHIP HAMOT ROAD SIDEWALK

PROJECT PHASE 2

LEGEND

	CENTERLINE OF RIGHT-OF-WAY		INLETS TG = TOP OF GRATE ELEV.
	RIGHT-OF-WAY LINE		MANHOLE RIM = RIM ELEV.
	CONTOUR LINE		UTILITY POLE/GUY WIRE
	ASPHALT PAVEMENT		LIGHT POLE
	EDGE OF GRAVEL		SIGN
	CURB		HYDRANT
	CONCRETE		WATER VALVE
	FENCE LINE		GAS MARKER
	GUIDE RAIL		TELEPHONE PEDESTAL
	TOP OF DITCH		MAILBOX
	BOTTOM OF DITCH		TREE/EVERGREEN (AS NOTED)
	TOP OF BANK		TREE LINE
	BOTTOM OF BANK		LEVEL LANDING
	FOUND MONUMENT		DETECTABLE WARNING SURFACE
	FOUND IRON PIPE		6" WIDE CROSSWALK STRIPES
	FOUND REBAR & CAP		STOP BAR
	FOUND REBAR		PROPOSED CONTOUR LINES
	FOUND IRON SURVEY POINT		
	SPOT ELEVATION EXISTING PROPOSED		

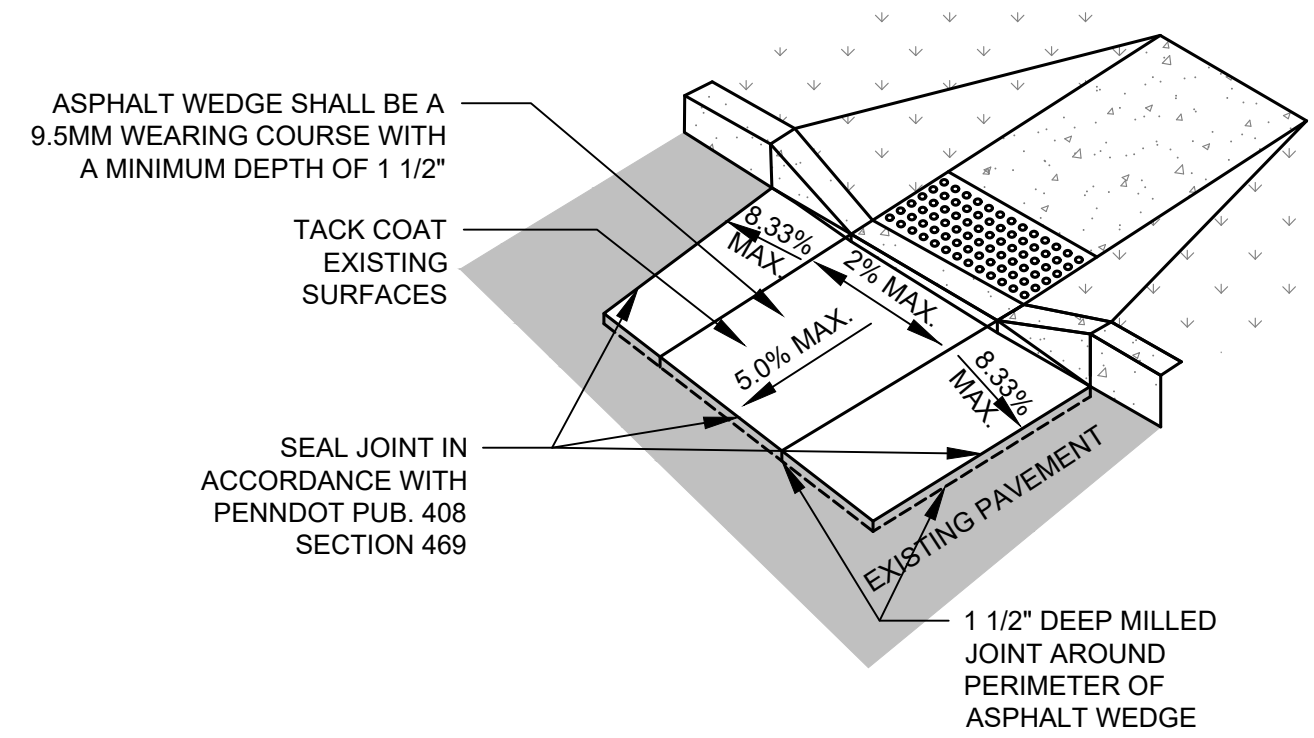


PROJECT LOCATION MAP

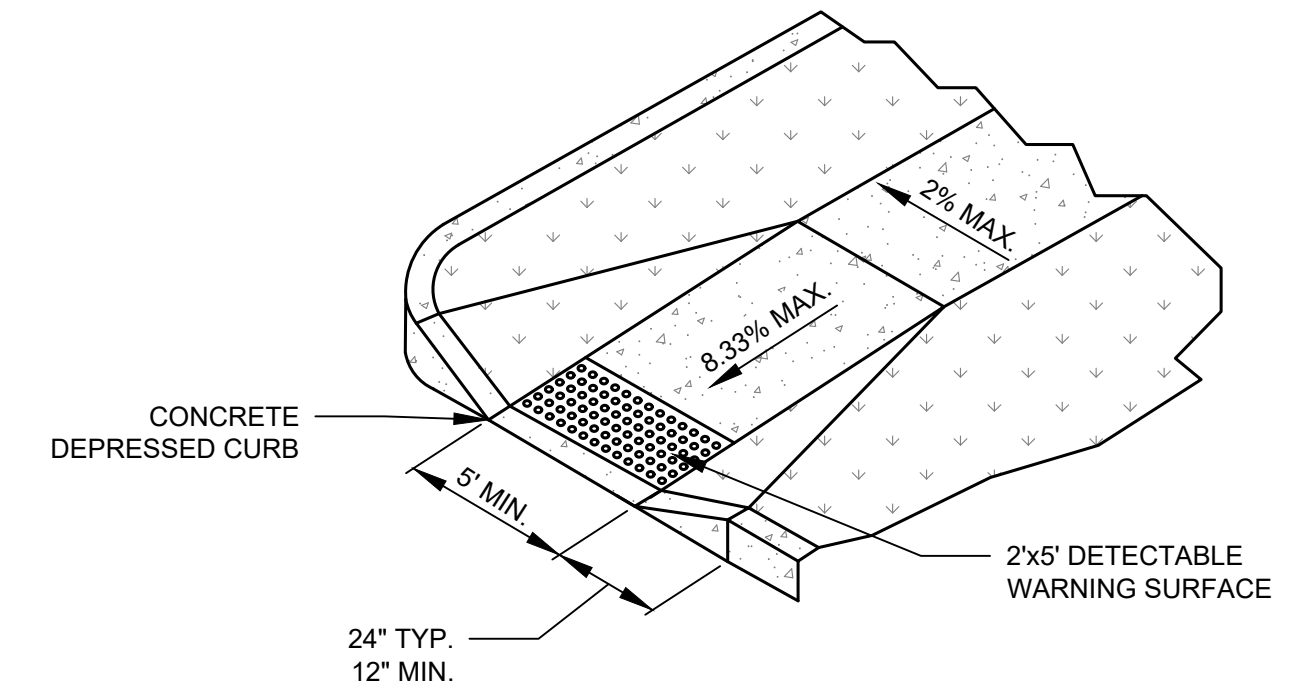


NOTES:

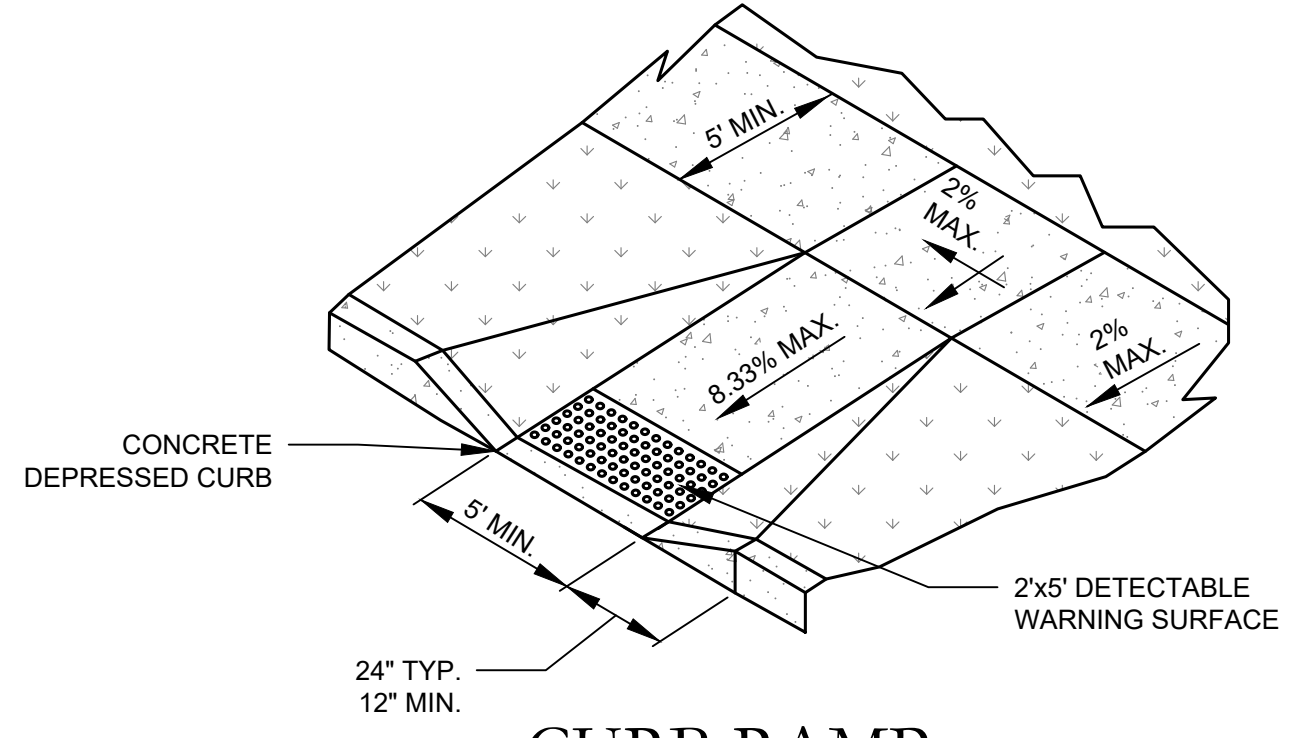
- BENCH MARK 1: TOP OF EXISTING HYDRANT NEAR INTERSECTION OF HAMOT ROAD AND CHELSIE DRIVE - ELEV. 1295.48 (N.A.V.D. 88 - GPS DERIVED).
- BENCH MARK 2: TOP OF EXISTING HYDRANT APPROX. 84 FEET SOUTHEASTERLY OF INTERSECTION OF HAMOT ROAD AND SADDLEWOOD DRIVE - ELEV. 1320.03 (N.A.V.D. 88 - GPS DERIVED).
- BENCH MARK 3: TOP OF EXISTING HYDRANT APPROX. 312 FEET EASTERLY OF INTERSECTION OF HAMOT ROAD AND LAURIE DRIVE - ELEV. 1336.84 (N.A.V.D. 88 - GPS DERIVED).
- BENCH MARK 4: TOP OF EXISTING HYDRANT NEAR INTERSECTION OF HAMOT ROAD AND MARLEE WAY - ELEV. 1346.95 (N.A.V.D. 88 - GPS DERIVED).
- TOPOGRAPHIC SURVEY MEASUREMENTS WERE MADE BY URBAN ENGINEERS, INC. USING SURVEY-GRADE GPS EQUIPMENT AND CONVENTIONAL SURVEY EQUIPMENT. FIELD WORK WAS COMPLETED MARCH 13, 2019.
- RIGHT-OF-WAY INFORMATION HEREIN IS PER LIMITED FIELD-SURVEY MONUMENTATION AND LIMITED RESEARCH OF DEEDS, SUBDIVISION MAPS AND TAX MAPS, AND IS APPROXIMATE.
- CONTRACTOR TO VERIFY EXACT LOCATION OF UTILITIES BY CONTACTING PENNSYLVANIA ONE-CALL SYSTEM AT 1-800-242-1776 A MINIMUM OF THREE (3) WORKING DAYS AND A MAXIMUM OF TEN (10) WORKING DAYS BEFORE COMMENCING EXCAVATION. PRIOR TO INSTALLATION, CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF THE UTILITIES.
- EXISTING ITEMS CALLED OUT ON THE DRAWING TO BE RELOCATED SHALL BE RELOCATED BY THE CONTRACTOR AND WILL BE INCIDENTAL TO OTHER BID ITEMS.
- SIDEWALK SHALL BE 4" THICK AND CONSTRUCTED 6" DEEP WHERE CROSSING DRIVEWAYS.
- THE CONTRACTOR SHALL MEET WITH THE TOWNSHIP ROADMASTER AND ENGINEER IN THE FIELD PRIOR TO THE START OF THE WORK. THE PURPOSE OF THIS MEETING WILL BE TO REVIEW GRADE AND LAYOUT THE SIDEWALK AND CURB RAMP FOR THE PROJECT. THE SIDEWALK AND CURB RAMP SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF PENNDOT PUBLICATION 72M, RC-67M "CURB RAMP AND SIDEWALKS."
- WHERE SIDEWALKS CROSS DRIVEWAYS, THE DRIVEWAY SHALL BE RESTORED IN-KIND AND TO SAME CONDITION AS THE EXISTING. CONCRETE DRIVEWAYS SHALL BE RESTORED TO THE NEAREST JOINT, ASPHALT DRIVEWAYS SHALL BE RESTORED TO PROVIDE A SMOOTH TRANSITION TO THE SIDEWALK, AND GRAVEL DRIVEWAYS SHALL BE RESTORED UP TO THE SIDEWALK.
- THE LONGITUDINAL SLOPE OF THE CURB RAMP SHALL NOT EXCEED 8.33%.
- THE LONGITUDINAL SLOPE OF SIDEWALKS SHALL NOT EXCEED 5.0%.
- THE CROSS SLOPE OF SIDEWALKS AND CURB RAMP SHALL NOT EXCEED 2.0%.
- LEVEL LANDINGS AND TURNING AREAS SHALL BE A MINIMUM 5'x5' IN DIMENSION AND SHALL NOT EXCEED 2.0% SLOPE IN ANY DIRECTION.
- THE ALGEBRAIC DIFFERENCE IN SLOPE WHERE THE RAMP MEETS THE ROADWAY SHALL NOT EXCEED 11.0%.
- THE RAMP SHALL BE FLUSH WITH THE PAVEMENT WHERE MEETING THE ROADWAY. THE DEPRESSED CURB SHALL BE CONSTRUCTED TO MATCH THE ROADWAY PROFILE. IF THE ROADWAY PROFILE EXCEEDS 2.0%, AN ASPHALT WEDGE SHALL BE CONSTRUCTED AT THE OF THE RAMP TO TRANSITION TO THE ROADWAY.
- CURB RAMP SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF PENNDOT PUBLICATION 72M, RC-67M "CURB RAMP AND SIDEWALKS" INCLUDING DETECTABLE WARNING SURFACES BEING PROVIDED THE FULL WIDTH OF THE CURB RAMP.
- THE CONSTRUCTION OF THE SIDEWALK SHALL BE IN ACCORDANCE WITH THE SUMMIT TOWNSHIP SIDEWALK ORDINANCE.
- CATCH BASINS SUBJECT TO RUNOFF FROM THE SIDEWALK CONSTRUCTION SHALL HAVE INLET FILTER BAGS INSTALLED AS EROSION AND SEDIMENT CONTROL FOR THE PROJECT.
- THE ROAD SHALL BE KEPT FREE OF SEDIMENT AND DEBRIS THROUGHOUT THE PROJECT.
- DISTURBED LAWN AREAS SHALL BE RESTORED AND SEEDDED BY THE CONTRACTOR WITH PENNDOT FORMULA B SEED MIXTURE IN ACCORDANCE WITH PENNDOT SPECIFICATION FORM 408, SECTION 804.



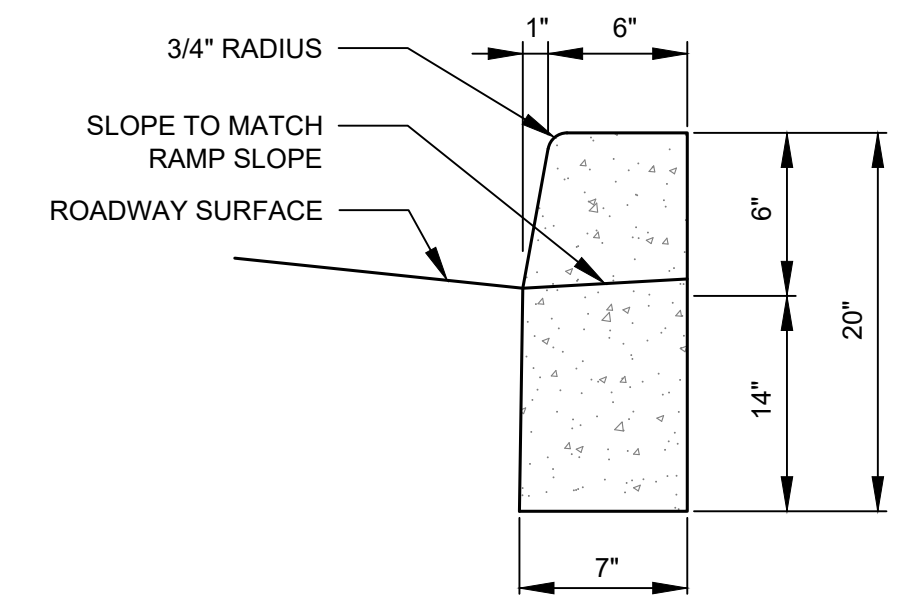
CURB RAMP ASPHALT WEDGE DETAIL
NOT TO SCALE



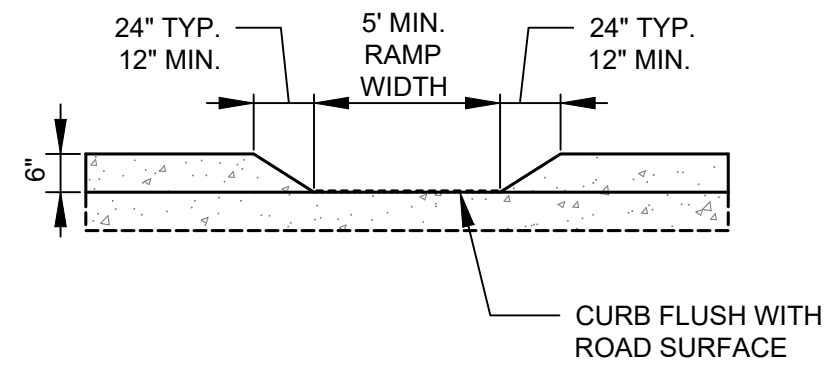
CURB RAMP (PARALLEL TO ROADWAY)
NOT TO SCALE



CURB RAMP (PERPENDICULAR TO ROADWAY)
NOT TO SCALE



6" VERTICAL/DEPRESSED CURB
NOT TO SCALE



NON-TRAVERSABLE ROLLED FLARE TRANSITION
NOT TO SCALE

	SUMMIT TOWNSHIP 1854 1230 Townhall Road, West, Suite 100 • Erie, PA 16509-5080 PH: 814/868-9686 • FX: 814/864-0013
	HAMOT ROAD SIDEWALK PHASE 2

HAMOT ROAD FROM LAURIE DRIVE TO MARLEE WAY AND LAURIE DRIVE IN THE VICINITY OF HAMOT ROAD.

LOCATION MAP, STANDARD DETAILS, AND NOTES

NO.	DATE	REVISION NOTE

JOB NO. 2021.05	SCALE: SEE PLANS	DRAWING No. C-1
DRAWN BY MEJ	REVIEWED BY -	DATE 12/20/2021

REVIEW SET - NOT FOR CONSTRUCTION