

**ORDINANCE No. 01 - 2018**

**AN ORDINANCE OF THE BOROUGH OF CAMP HILL, CUMBERLAND COUNTY, PENNSYLVANIA, AMENDING CHAPTER 176, STREETS AND SIDEWALKS, ARTICLE VI, SIDEWALK, CURB AND DRIVEWAY CONSTRUCTION.**

**BE IT ORDAINED AND ENACTED** by the Borough Council of the Borough of Camp Hill, Cumberland County, Pennsylvania, that:

**Section 1.** The Code of the Borough of Camp Hill, Chapter 176, “Streets and Sidewalks,” Article VI, “Sidewalk, Curb and Driveway Construction,” §176-13, “Responsibility of property owners,” is repealed in its entirety and replaced as follows:

§176-13 Responsibility of property owners.

It shall be the duty of every property owner in the Borough of Camp Hill, at his own expense, within 30 days after notice from the Borough Council, to construct, reconstruct or repair, as such notice shall require a sidewalk, driveway apron, curb and/or curb ramp, which shall conform to all the applicable provisions of this article, in front of and/or alongside such property.

**Section 2.** The Code of the Borough of Camp Hill, Chapter 176, “Streets and Sidewalks,” Article VI, “Sidewalk, Curb and Driveway Construction,” is amended to include a new Section 176-13.5, “Procedure,” as follows:

§176-13.5 Procedure.

Before undertaking the construction, reconstruction, or repair of a sidewalk, driveway apron, curb or curb ramp on the property, the property owner must complete a permit application. A fee in accordance with the current Borough of Camp Hill fee schedule must accompany the application. The construction permit is needed whether the proposed work is undertaken at the property owner’s initiative or in response to the issuance of a repair notice by the Borough

Sidewalk and Curb Replacement – No design is required. Construction must be in accordance with the applicable Borough specifications. A site coordination meeting with Borough staff will be required as part of the permit application process.

Curb Ramp Construction – The property owner must provide a curb ramp design prepared by a professional engineer licensed in Pennsylvania for the Borough’s review and approval. The design shall be accompanied by PennDOT’s ADA Technically Infeasible Form. Curb ramps that are not in compliance with PennDOT curb ramp construction standards or are constructed without first obtaining design approval from the Borough are subject to removal and reconstruction at the property owner’s expense.

Driveway Apron Construction – Construction must be in accordance with the applicable Borough specifications. A site coordination meeting with Borough staff may be required as part

of the permit application process. Driveway aprons that are constructed without first obtaining Borough approval or without open cutting the street are subject to removal and reconstruction at the property owner's expense.

**Section 3.** The Code of the Borough of Camp Hill, Chapter 176, "Streets and Sidewalks," Article VI, "Sidewalk, Curb and Driveway Construction," §176-14, "Conformance required," is repealed in its entirety and replaced as follows:

§176-14 Conformance required.

Every sidewalk, curb, curb ramp, and driveway shall be constructed, reconstructed and repaired strictly in accordance with the provisions of this article and in conformity with the lines and grades shown on Borough street plans. For the purpose of this article, the subgrade herein mentioned shall be deemed an approved subgrade if it is in conformity with PennDOT Publication 408M, Construction Specifications.

**Section 4.** The Code of the Borough of Camp Hill, Chapter 176, "Streets and Sidewalks," Article VI, "Sidewalk, Curb and Driveway Construction," §176-15, "Sidewalk requirements and specifications," is repealed in its entirety and replaced as follows:

§176-15 Sidewalk requirements and specifications.

In the construction, reconstruction and repair of sidewalks, the following specifications and requirements shall apply:

- A. The material to be used for the sidewalk shall be plain cement concrete, Class A Cement Concrete, a 1:2:3½ mix, of a minimum depth of four (4) inches.
- B. Sidewalks shall be placed on an approved subgrade.
- C. Each slab shall have an area of not more than one-hundred (100) square feet, and the length of the slab shall be equal to the width.
- D. Contraction joints shall be provided to separate the slabs and shall be cut to a depth equal to a least one-third (1/3) of the total slab thickness. A one-half (½) inch expansion joint of pre-molded fiber shall be provided between all sidewalks and adjoining blocks of curbs, between every intersection of two sidewalks and between all sidewalks and adjoining driveways. Every sidewalk in a business district shall be separated from abutting buildings by a similar joint.
- E. The proposed cross slope on sidewalk and grass borders, if any, shall be one-fourth (¼) inch per foot, sloping to the top of the curb.

- F. Sidewalk curb ramps shall be designed by a professional engineer, licensed in Pennsylvania. Before commencing curb ramp construction, the design shall be submitted to the Borough Engineer for review and approval. Upon design approval, the curb ramp shall be installed in accordance with ADA requirements per PennDOT Publication 72M, RC 67M.
- G. Sidewalks must be at least five (5) feet wide, unless directed otherwise by Borough staff in order to match the width of existing adjacent sidewalk. The sidewalk width may also be reduced to four (4) feet wide if passing areas (60 inch x 60 inch) are provided every two-hundred (200) feet.
- H. Sidewalks must be constructed in accordance with PennDOT Publications 408 and 72M Standards.
- I. In order to provide for the drainage of the surface water, sidewalks shall slope from the right-of-way line toward the curb. Such slope shall be one-fourth ( $\frac{1}{4}$ ) inch per foot.
- J. Sidewalks shall be boxed out around light standards, fire hydrants, signs, etc., with a pre-molded expansion joint, one-quarter ( $\frac{1}{4}$ ) inch in thickness. Curb boxes and sewer cleanouts shall not be placed within a sidewalk slab without prior approval by Borough staff.
- K. Where a sidewalk abuts a curb, wall, building or any other structure, a pre-molded expansion joint of one-quarter ( $\frac{1}{4}$ ) inch of thickness, shall be placed between the sidewalk and said structure for the full length of said structure.
- L. Sidewalks located within the public right-of-way are defined as “deteriorated” and subject to a repair notice from the Borough requiring replacement of the section if the sidewalk contains any of the following:
1. A horizontal gap between individual sidewalk sections of one (1) inch or more.
  2. Adjoining sections or portions thereof whose edges differ vertically by more than three-fourths ( $\frac{3}{4}$ ) inch.
  3. Ramping, where there is a rise or depression of more than one (1) inch within twelve (12) inches in conjunction with a vertical separation.
  4. A hole or opening in the concrete of three-fourths ( $\frac{3}{4}$ ) inch or more.

5. Cracks of more than one-quarter ( $\frac{1}{4}$ ) inch in width.
6. Spalling of concrete with a minimum depth of more than one-half ( $\frac{1}{2}$ ) inch or where twenty-five (25) percent of the surface area of an individual sidewalk slab has any spalling, cracking or irregular surfaces.
7. Depressions, reverse cross slopes (sloping away from the street), or with an adjoining wall or other indentations that collect mud or water.
8. Sidewalks that have been repaired with bituminous material patching.
9. Any other conditions determined by the Borough that create a hazardous environment for pedestrian traffic.
10. If two consecutive sidewalk slabs are not found to be deteriorated otherwise, but have edges that have a vertical difference of greater than three-fourths ( $\frac{3}{4}$ ) inch, grinding shall be allowed to provide a level vertical transition.

**Section 5.** The Code of the Borough of Camp Hill, Chapter 176, "Streets and Sidewalks," Article VI, "Sidewalk, Curb and Driveway Construction," §176-16, "Curb requirements and specifications," is repealed in its entirety and replaced as follows:

§176-16 Curb requirements and specifications.

In the construction, reconstruction and repairing of curbing, the following specifications and requirements shall apply:

- A. The material to be used for the curbing shall be a plain cement concrete, a Class A Cement Concrete, a 1:2:3½ mix.
- B. Dimensions of the curbing shall be as follows:
  1. Overall depth, eighteen (18) inches;
  2. Curb reveal at street side, eight (8) inches above the street surface; the minimum curb reveal shall be not less than four (4) inches. See Notes C and D.
  3. Depth of curbing below street surface at street side, ten (10) inches;
  4. Width of curb at bottom, eight (8) inches;

5. Radius at front top, three-fourths ( $\frac{3}{4}$ ) inch; at rear top, one-fourth ( $\frac{1}{4}$ ) inch;
  6. See PennDOT Publication 72M, RC 64M for Typical Cross Section detail.
- C. In built-up areas, the proposed curb reveal shall be selected to be compatible in height with the existing curb reveals of the abutting curb sections. The required curb reveal will be determined by the Borough Engineer at a Site Meeting with the Contractor. The Contractor shall prepare for this meeting by surveying the fifty (50) feet of existing curbing immediately on each side of the proposed run of curbing. The Contractor shall prepare a scale drawing (scale: 1 inch = 25' horizontal; 1 inch = 5' vertical) showing the existing gutter line and top-of-curb profile on each side of the proposed run of curbing, and shall provide this drawing to the Borough Engineer at least one day before the date set for the Site Meeting. The Borough Engineer will determine the required curb reveal at the Site Meeting.
- D. The minimum curb reveal shall be no less than four (4) inches. If existing curb has a reveal of less than four (4) inches, it may be considered in violation of this Borough Ordinance, and therefore subject to replacement. The replacement curb shall match the reveal of the existing adjacent curb if the adjacent curb is four (4) inches or more in height. If the existing adjacent curb has a reveal that is less than four (4) inches high, the replacement curb shall have the minimum reveal of four (4) inches.
- E. The height of curb shall be reduced at all places where a driveway enters a street and at such other places as directed by the Borough Engineer. At driveways depressed curb shall be reinforced with two (2) number 5 bars placed five (5) inches from the bottom of curb pursuant to PennDOT Publication 72M, RC 64M.
- F. Curb shall be constructed in uniform-length sections of twenty (20) feet, except where shorter sections are necessary for closures or curves, but no section shall be less than four (4) feet long.
- G. Expansion joints consisting of three-quarter ( $\frac{3}{4}$ ) inch pre-molded filler, meeting with the approval of the Borough Engineer, and cut to conform to the cross section of the curb, shall be placed at ends of the sections of radii and at intervals of not more than forty (40) feet. Abutting ends of intermediate sections of curb shall be painted with a heavy coat of asphalt cement. If the method of handling the work is such that templets are not removed satisfactorily, the curb shall be constructed in alternate sections.
- H. Curb radius shall be as shown on the plans.

- I. All curbing with a connection to a Borough adjacent street shall require an open cut of the street pavement. The purpose of the open cut is to ensure a durable connection between street and curbing. Before making the open cut, the property owner shall obtain a street cut permit from the Borough.
- J. When curved curb joins tangent curb, at curb returns, on curves with less than a twenty (20) foot radius, and where directed, there shall be embedded in the concrete two (2) number 5 bars, twenty-four (24) inches in length. These bars shall be placed three (3) inches and nine (9) inches, respectively, below the top of the curve and in the center of its width and shall extend twelve (12) inches into the curb on each side of the joint.
- K. Curb ramps shall be installed in accordance with ADA requirements per PennDOT Publication 72M, RC 67M.
- L. Contraction joints shall be cut to a depth of two (2) inches on the top and front of the curb.
- M. Curbs located within the public right-of-way are defined as “deteriorated” and subject to a repair notice from the Borough requiring replacement or repair of the section if the curb contains any of the following:
  - 1. Less than four (4) inches of exposed vertical facing on the public street.
  - 2. Exposed aggregate, spalling, and/or crumbling concrete for a length of five (5) linear feet or more.
  - 3. Having material (asphalt, concrete, mortar, etc.) added to the gutter so as to impede normal drainage flow.
  - 4. A horizontal gap between individual curb sections of one (1) inch or more.
  - 5. Adjoining sections of curb or portions thereof whose top surfaces differ vertically by more than three-fourths ( $\frac{3}{4}$ ) inch.
  - 6. Horizontal causing spalling, or breaking away of the curb section for a length of five (5) linear feet or more.
  - 7. Vertical face of curb that has an offset angle to the public street of less than eighty-five (85) degrees or greater than one-hundred-and-ten (110) degrees.

8. For vertical cracks that penetrate the entire width of the curb, the following repair guidelines shall be followed:
  - a. If vertical crack is in the center of a ten (10) foot section of curb (plus or minus one-half (½) inch), crack shall be saw cut and grouted.
  - b. If vertical crack is located in a ten (10) foot section of curb outside of tolerance in subsection (M)(8)(a) above, half the curbing section shall be removed and replaced.

**N. Unacceptable Curb Construction/Repair Practice:**

1. **Pinning and Doweling** – This practice involves avoiding removal of existing concrete curb by drilling holes into the existing curb and inserting vertical dowels, pins or bars for the purpose of attaching new, full reveal curb. This is an unacceptable method of constructing curb because it lacks the strength and durability of full depth curb construction. The bond between the existing and new concrete is easily broken, causing sections of the new curb to break off. As indicated in PennDOT Publication 72M, RC 64M, proper curb construction/replacement requires excavation for removal of the existing curb and monolithic placement of concrete to the required depth for the new curb.
2. **Surface Repairs** – Surface repairs, such as parging, are considered an unacceptable method of curb repair. The bond between the existing and new concrete is easily broken, causing sections of the repaired curb to break off. As indicated in PennDOT Publication 72M, RC 64M, proper curb construction/replacement requires excavation for the removal of the existing curb and monolithic placement of concrete to the required depth for the new curb.

**Section 6.** The Code of the Borough of Camp Hill, Chapter 176, “Streets and Sidewalks,” Article VI, “Sidewalk, Curb and Driveway Construction,” §176-17, “Driveway requirements and specifications,” is repealed in its entirety and replaced as follows:

§176-17 Driveway requirements and specifications.

In the construction, reconstruction and repair of driveways, the following specifications and requirements shall apply:

- A. Every driveway shall be constructed of plain cement concrete, a Class A Cement Concrete, 1:2:3½ mix, wherever the sidewalk crosses, of a minimum depth of six (6) inches.

- B. Driveways shall be placed on an approved subgrade.
- C. Every driveway shall have a maximum gutter length of twenty (20) feet and a maximum sidewalk length of twenty-four (24) feet. There shall be a ten (10) foot minimum pedestrian zone between all driveways. No driveway shall be allowed within thirty (30) feet of any street intersection.
- D. Every driveway connection to a Borough adjacent street shall require an open cut of the street pavement. The purpose of the open cut is to ensure a durable connection between street and driveway pavement. Before making the open cut, the property owner shall obtain a street cut permit from the Borough.
- E. Unacceptable Driveway Construction Practice: Building a driveway without open cutting an adjacent street.
- F. Driveway surface may not extend beyond the curb line into the public street.

**Section 7.** The Code of the Borough of Camp Hill, Chapter 176, “Streets and Sidewalks,” Article VI, “Sidewalk, Curb and Driveway Construction,” §176-18, “Determination of need for reconstruction or repairs,” is repealed in its entirety and replaced as follows:

§176-18 Determination of need for reconstruction or repairs.

It shall be the duty and responsibility of the Borough Engineer or Borough Manager or the designee of either to determine, in the case of any individual sidewalk, curb or driveway, whether the same shall be reconstructed or repaired and, if so, the specific part or parts thereof to be reconstructed or repaired, as the case may be. In matters concerning the need for repair or replacement of any sidewalk, curb, curb ramp, or driveway, the Borough Engineer has the final authority.

**Section 8.** The Code of the Borough of Camp Hill, Chapter 176, “Streets and Sidewalks,” Article VI, “Sidewalk, Curb and Driveway Construction,” is amended to include a new Section 176-23.5, “Severability,” as follows:

§176-23.5 Severability.

In the event any provisions, sections, sentences, clauses, or parts of this Ordinance shall be held to be invalid, illegal or unconstitutional by a Court of competent jurisdiction, such invalidity, illegality or unconstitutionality shall not affect or impair the remaining provisions, sections, sentences, clauses or parts of this Ordinance, it being the intent of the Borough Council that it shall be and shall remain in full force and effect.




**Section 9.** Effective Date. This Ordinance shall take effect immediately upon its adoption and enactment.

**DULY ORDAINED AND ENACTED** this 11 day of April, 2018, by the Borough Council of the Borough of Camp Hill, Cumberland County, Pennsylvania, in lawful session duly assembled.

ATTEST:

  
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Borough Secretary

CAMP HILL BOROUGH:

  
\_\_\_\_\_  
President

APPROVED this 11 day of April, 2018

BY   
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Mayor