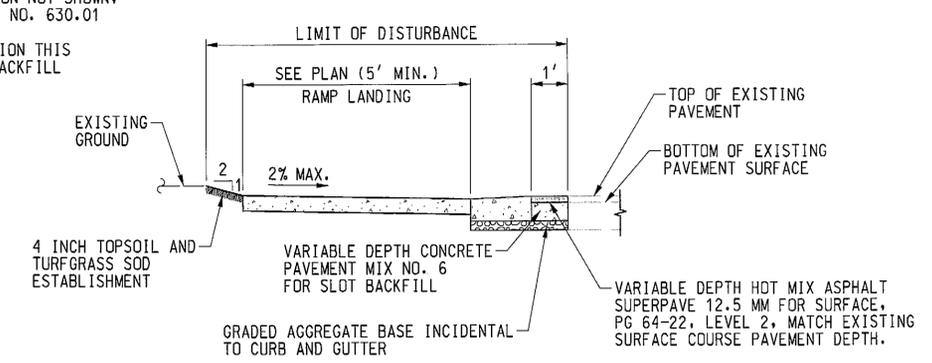
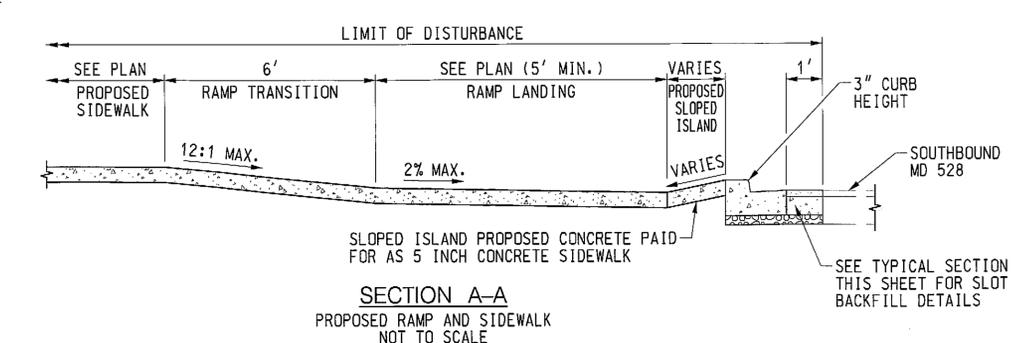


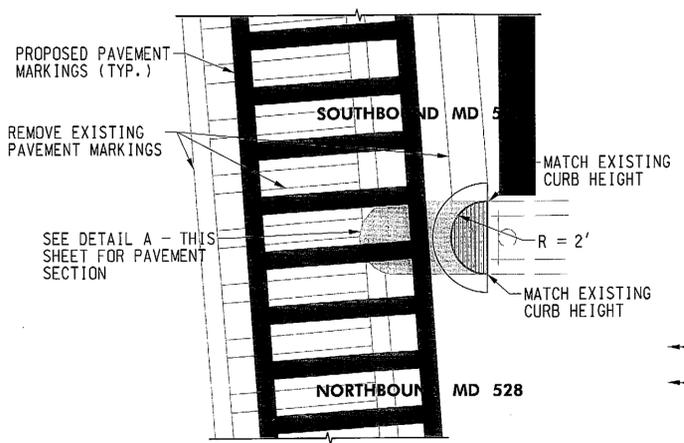
TYPICAL SIDEWALK SECTION
PROPOSED SIDEWALK WITH CURB REPLACEMENT AND SLOT BACKFILL
NOT TO SCALE



TYPICAL LANDING SECTION
PROPOSED SIDEWALK LANDING WITH DEPRESSED CURB REPLACEMENT AND SLOT BACKFILL
NOT TO SCALE



SECTION A-A
PROPOSED RAMP AND SIDEWALK
NOT TO SCALE



DETAIL A
PROPOSED MEDIAN REPLACEMENT PAVEMENT SECTION
NOT TO SCALE

- GENERAL NOTES:**
- FOR 5 INCH CONCRETE SIDEWALK RECONSTRUCTION, SEE TYPICAL SECTION, THIS SHEET.
 - ALL DIMENSIONS ARE APPROXIMATE. CONTRACTOR TO VERIFY ALL DIMENSIONS IN THE FIELD.
 - NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN APPROVED SEDIMENT CONTROL DEVICE.
 - SIDEWALK RECONSTRUCTION LIMITS SHALL COINCIDE WITH CRACK CONTROL JOINTS (JOINTER GROOVES) OR EXPANSION JOINTS IN EXISTING SIDEWALK. NEW EXPANSION JOINTS SHALL BE PROVIDED AT THE INTERFACE OF EXISTING AND PROPOSED SIDEWALK. SEE SHA. STD. NO. MD-655.01.
 - INSTALL DETECTABLE WARNING SURFACE ON SIDEWALK RAMP AS PER SHA STD. NO. MD-655.40.
 - FORM NEW SIDEWALK AND EXPANSION JOINT MATERIAL AROUND EX. UTILITY POLES, MANHOLE COVERS, VALVE COVERS, AND FIRE HYDRANTS AS NECESSARY.
 - RESET ANY SIGNS DISTURBED BY THE CONSTRUCTION AS DIRECTED BY THE ENGINEER.
 - EXISTING INLETS SHALL NOT BE DAMAGED DURING CONSTRUCTION. DAMAGE TO THE INLETS WILL REQUIRE THE INLET TO BE REPLACED AT NO ADDITIONAL COST TO THE ADMINISTRATION.
 - EXISTING TREES, SHRUBS, AND THEIR RESPECTIVE ROOT SYSTEMS SHALL NOT BE DISTURBED DURING CONSTRUCTION.
 - SEE SHEET DE-02 FOR SECTION B-B AND SECTION C-C.

LEGEND

	CONCRETE PAVEMENT
	HMA PAVEMENT
	DETECTABLE WARNING SURFACE SHA STD. NO. MD-655.40

STANDARD TYPE A COMBINATION CURB AND GUTTER 12 INCH GUTTER PAN 8 INCH DEPTH SHA STD. NO. MD-620.02	
LOCATION	QUANTITY (LF)
NORTHWEST QUADRANT	63
SOUTHWEST QUADRANT	54
MEDIAN	10

8 INCH PORTLAND CEMENT CONCRETE PAVEMENT FOR DRIVEWAY MIX 6	
LOCATION	QUANTITY (SY)
NORTHWEST QUADRANT	19

HOT MIX ASPHALT SUPERPAVE, 9.5MM FOR SURFACE, PG 76-22, LEVEL-3	
LOCATION	QUANTITY (TON)
NORTHWEST QUADRANT	0.7 (SLOT BACKFILL)
NORTHWEST QUADRANT	0.4 (DRIVEWAY ENTRANCE TIE-IN)
SOUTHWEST QUADRANT	0.7 (SLOT BACKFILL)
MEDIAN NOSE REMOVAL	0.4

5 INCH CONCRETE SIDEWALK	
LOCATION	QUANTITY (SF)
NORTHWEST QUADRANT	129
SOUTHWEST QUADRANT	305
MEDIAN	6

STANDARD TYPE A CURB ANY DEPTH	
LOCATION	QUANTITY (LF)
NORTHWEST QUADRANT	21

MIX NO. 9 CONCRETE FOR SLOT BACKFILL	
LOCATION	QUANTITY (LF)
NORTHWEST QUADRANT	90
SOUTHWEST QUADRANT	54
MEDIAN	10

DETECTABLE WARNING SURFACE SHA STD. NO. MD-655.40	
LOCATION	QUANTITY (SF)
NORTHWEST QUADRANT	20
SOUTHWEST QUADRANT	20

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 528 (COASTAL HIGHWAY) AT 52nd ST.
OCEAN CITY, MD.

REVISIONS		RAMP DETAILS	
SCALE	1" = 5'	DATE	JUNE 2012
DESIGNED BY	MRS	COUNTY	WORCESTER
DRAWN BY	RLY	LOGMILE	23052805.28
CHECKED BY		TMS NO.	1367
FAP NO.	SEE TITLE SHEET	TOD NO.	
TS NO.	949E-DE	DRAWING	DE-1 OF 2
		SHEET NO.	25 OF 26

Alvi Associates, Inc.
CONSULTING ENGINEERS
BALTIMORE, MARYLAND