

EXISTING SHOULDER
TO BE REMOVED

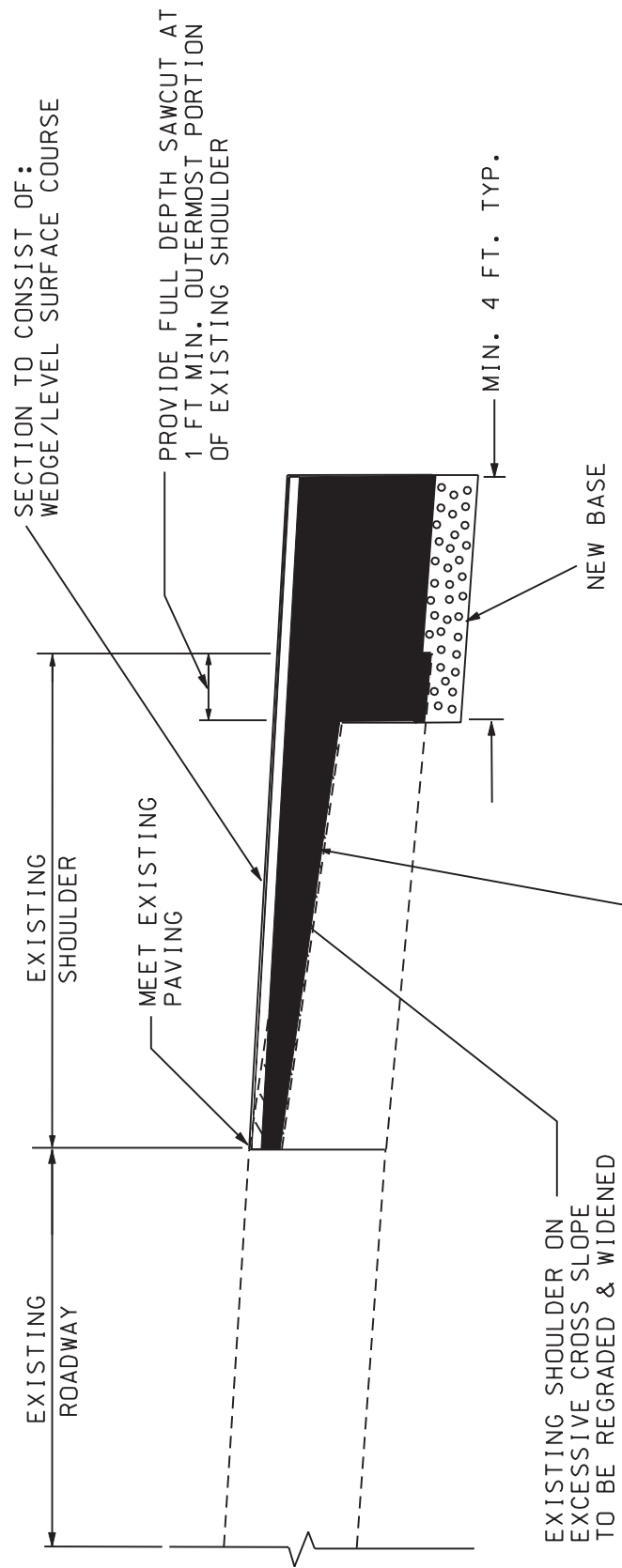
LEGEND

NEW FULL DEPTH PAVING

NOTES:

1. SAWCUT SHALL BE LOCATED ALONG THE EXISTING EDGE LINE SUCH THAT A MINIMUM OF 1 FT OF THE EXISTING FULL DEPTH PAVEMENT IS REMOVED AND REPLACED, FOR A PROPER JOINT.
2. REFER TO 15.8 FOR PAVING GUIDELINES.

TYPICAL SHOULDER
REMOVAL AND FULL DEPTH
WIDENING ENGINEERING
ACCESS PERMITS



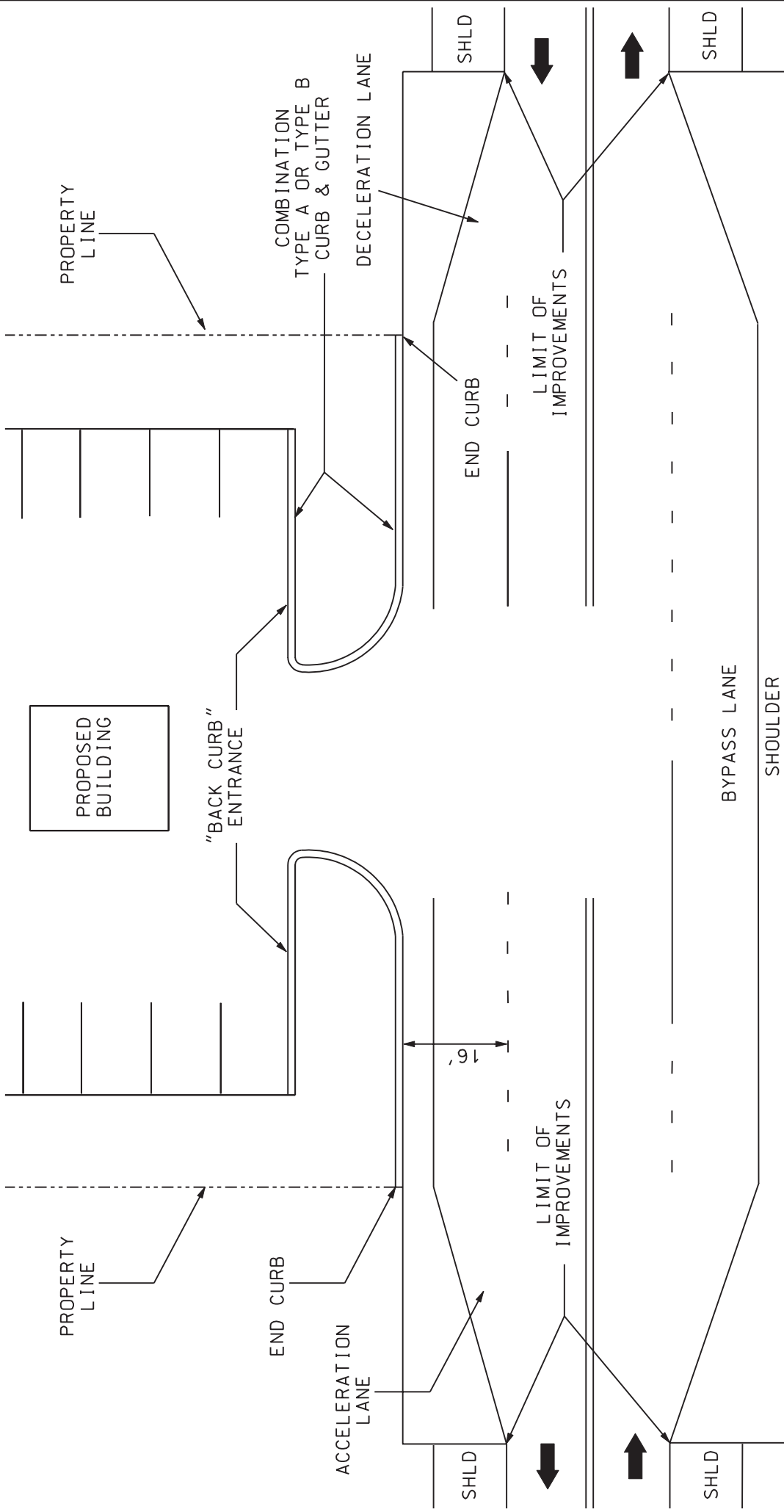
NOTES:

1. ACCEPTABLE ONLY FOR EXISTING SHOULDERS THAT HAVE BEEN DEEMED TRAFFIC BEARING BY SHA.
2. REFER TO PAVING GUIDELINES IN 15.8.

LEGEND

-  NEW FULL DEPTH PAVING
-  REMOVAL

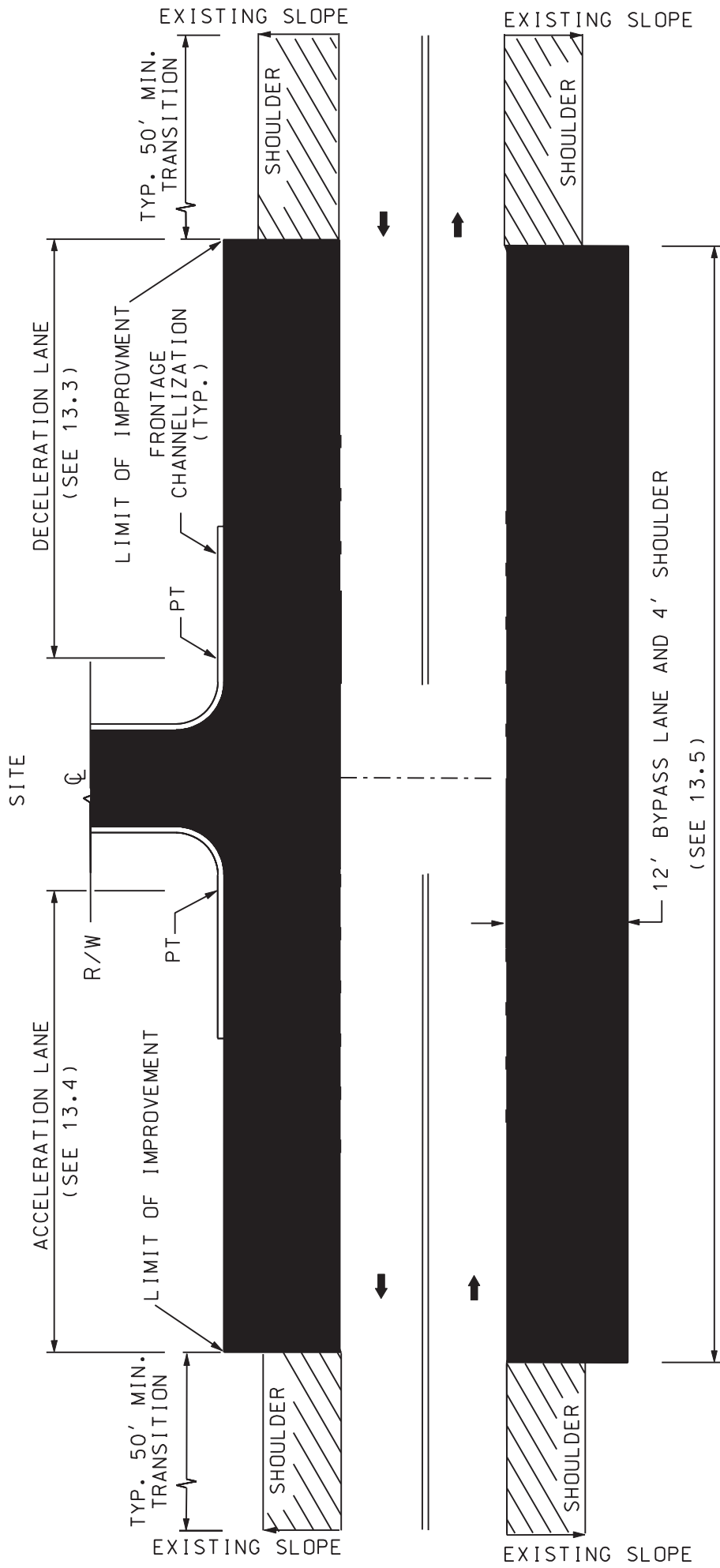
TYPICAL SHOULDER BUILD-UP SECTION ENGINEERING ACCESS PERMITS



NOTES:

1. END CURB W: 4' M.N. NOSE DOWN SECTION.
2. TURNING LANES YP:CALLY EXTEND BEYOND PROPER Y FRONTAGE; HOWEVER, CURB YP:CALLY DOES NOT EXTEND BEYOND PROPERTY LINE.
3. REFER TO 13.2 FOR GUIDANCE.

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NOTES:

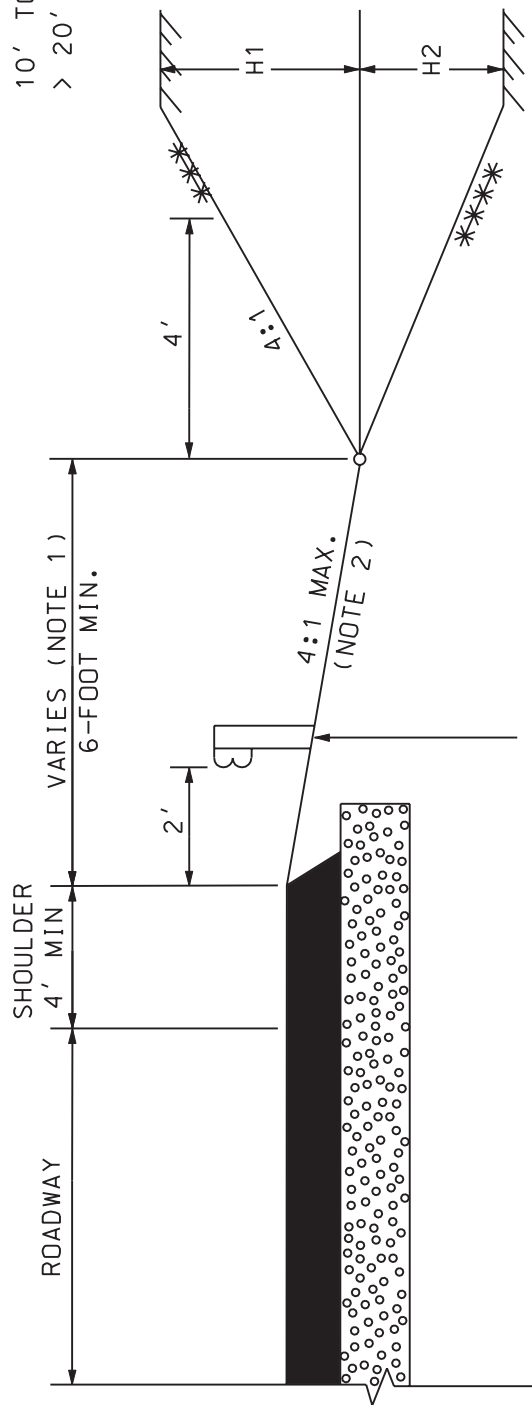
1. REFER TO 15.6 FOR REQUIRED CURB LANE AND SHOULDER WIDTHS.
2. FULL DEPTH SAWCUT IS REQUIRED AT LIMITS OF EXCAVATION FOR FULL-DEPTH PAVEMENT.
3. REFER TO GUIDELINES IN THE MUTCD FOR PAVEMENT MARKING DESIGNS.
4. FRONTAGE CHANNELIZATION IS DISCUSSED IN 13.2.

LEGEND

- FULL DEPTH PAVING
- MILL, WEDGE, AND RESURFACE FOR CROSS SLOPE TRANSITION

TYPICAL SITE ACCESS IMPROVEMENTS ENGINEERING ACCESS PERMITS

| H1 | **** |
|------------|------|
| 0' TO 10' | 4:1 |
| 10' TO 20' | 3:1 |
| > 20' | 2:1 |



| H2 | **** |
|-----------|------|
| 0' TO 5' | 4:1 |
| 5' TO 10' | 3:1 |
| > 10' | 2:1 |

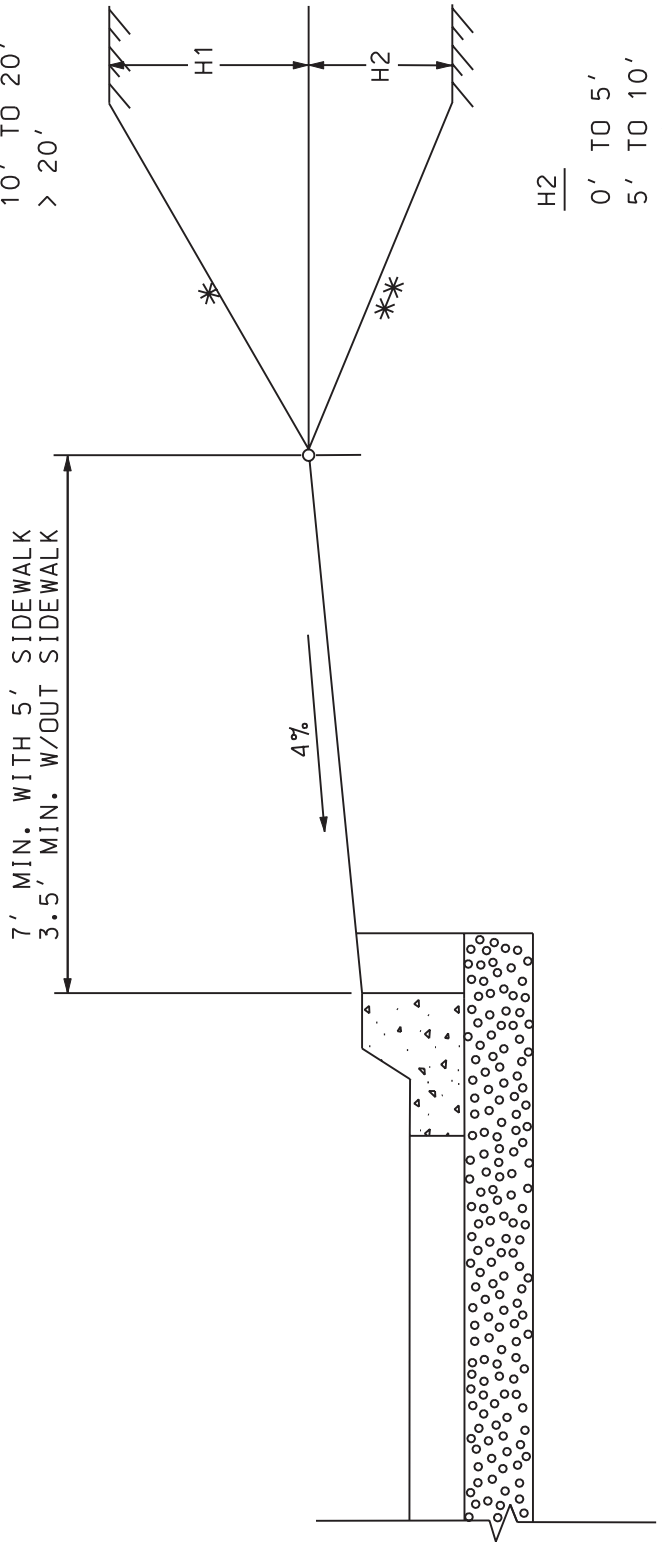
TRAFFIC BARRIER W-BEAM WHERE REQUIRED.
 SEE MD STANDARD NO. 605.26-01 AND AASHTO
 ROADSIDE DESIGN GUIDE

NOTES:

1. LENGTH VARIES ACCORDING TO AASHTO ROADSIDE DESIGN GUIDE REQUIREMENTS FOR THE DESIGN SPEED.
2. 6:1 IN AREAS WITH TRAFFIC BARRIER W-BEAM.
3. SLOPE ROUNDING IS TO BE CONSIDERED AT THE TOP OF THE CUTS.
4. REFER TO 15.7 FOR GUIDANCE.

TYPICAL OPEN SECTION GRADING ENGINEERING ACCESS PERMITS

| | |
|----------------|-----|
| $\frac{H1}{*}$ | |
| 0' TO 10' | 4:1 |
| 10' TO 20' | 3:1 |
| > 20' | 2:1 |

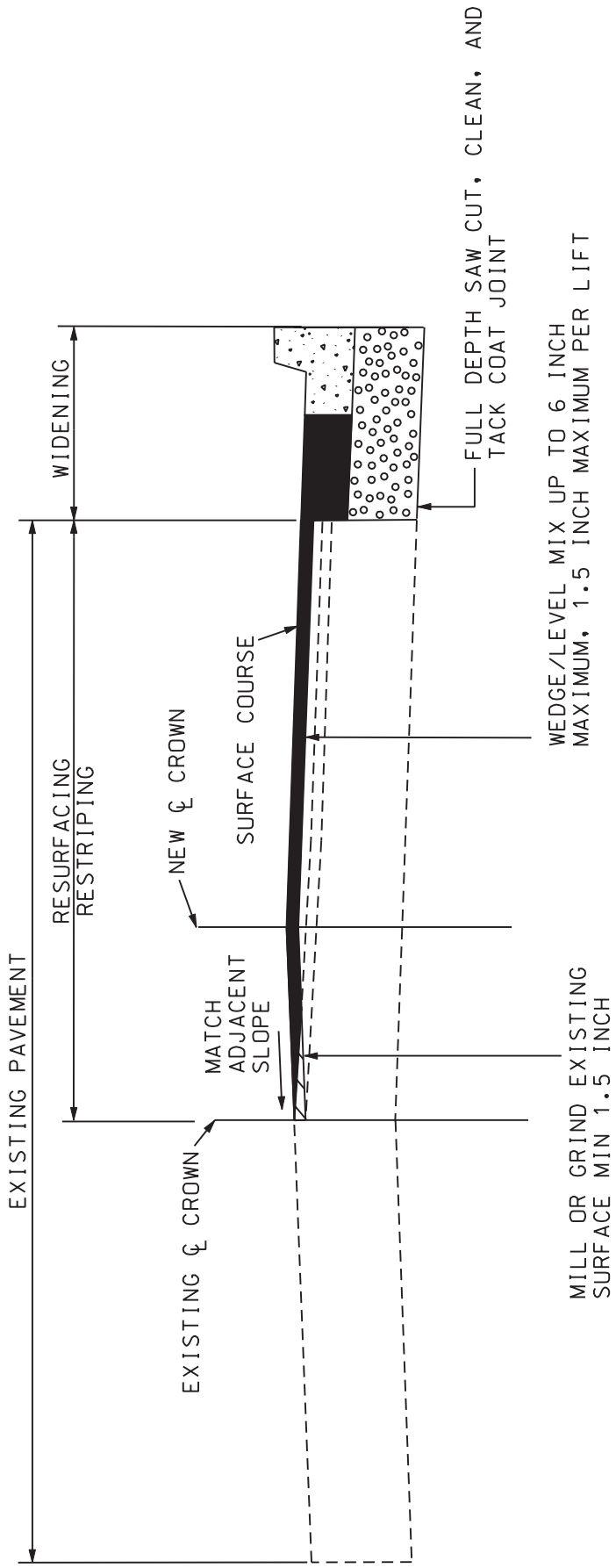


| | |
|-----------------|-----|
| $\frac{H2}{**}$ | |
| 0' TO 5' | 4:1 |
| 5' TO 10' | 3:1 |
| > 10' | 2:1 |

NOTES:

1. THE HINGE POINT IS LOCATED 2 FT. BEHIND THE SIDEWALK IN A SECTION WITHOUT TRAFFIC BARRIER W-BEAM.
2. SLOPE ROUNDING SHALL BE CONSIDERED AT THE TOP OF THE CUTS.
3. SEE STANDARD NO. MD-605.26-01 FOR TRAFFIC BARRIER W-BEAM PLACEMENT.
4. REFER TO 15.7 FOR GUIDANCE.

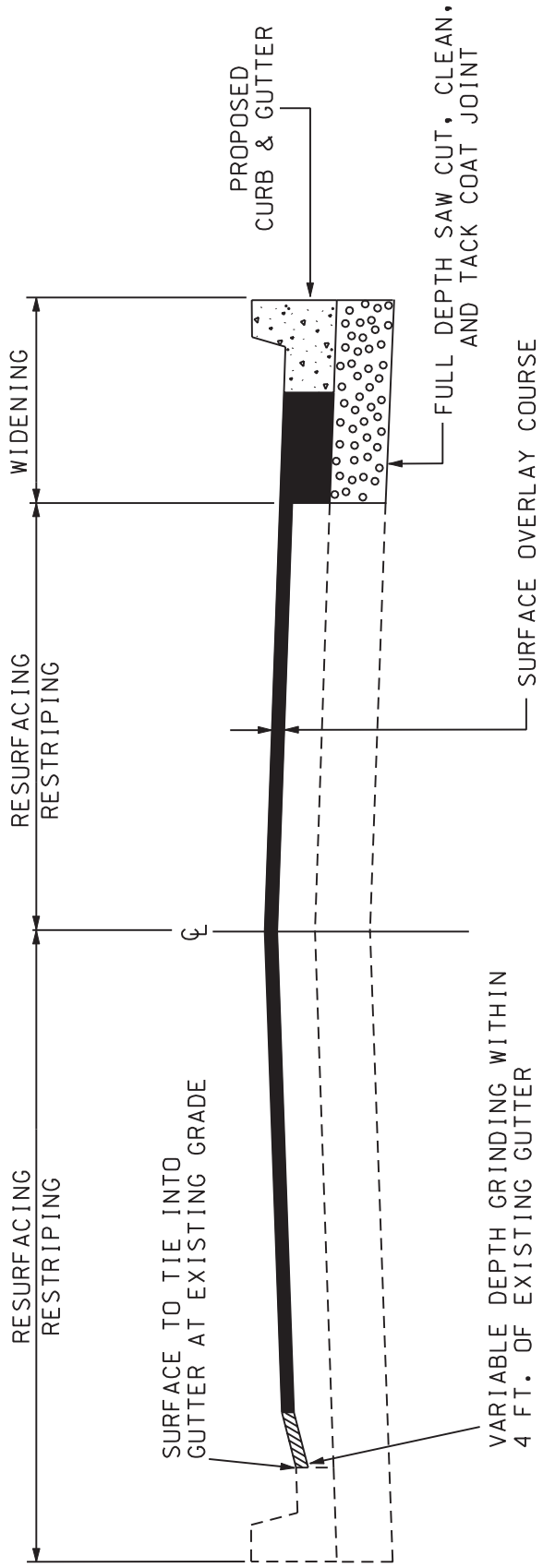
TYPICAL CLOSED SECTION GRADING
ENGINEERING ACCESS PERMITS



NOTES:

1. THIS APPLIES TYPICALLY TO THE CONSTRUCTION OF A LEFT TURN LANE ON AN UNDIVIDED HIGHWAY. THE OPPOSING THROUGH LANE IS SHIFTED TOWARDS THE DEVELOPING PROPERTY, UNDER NORMAL CIRCUMSTANCES.

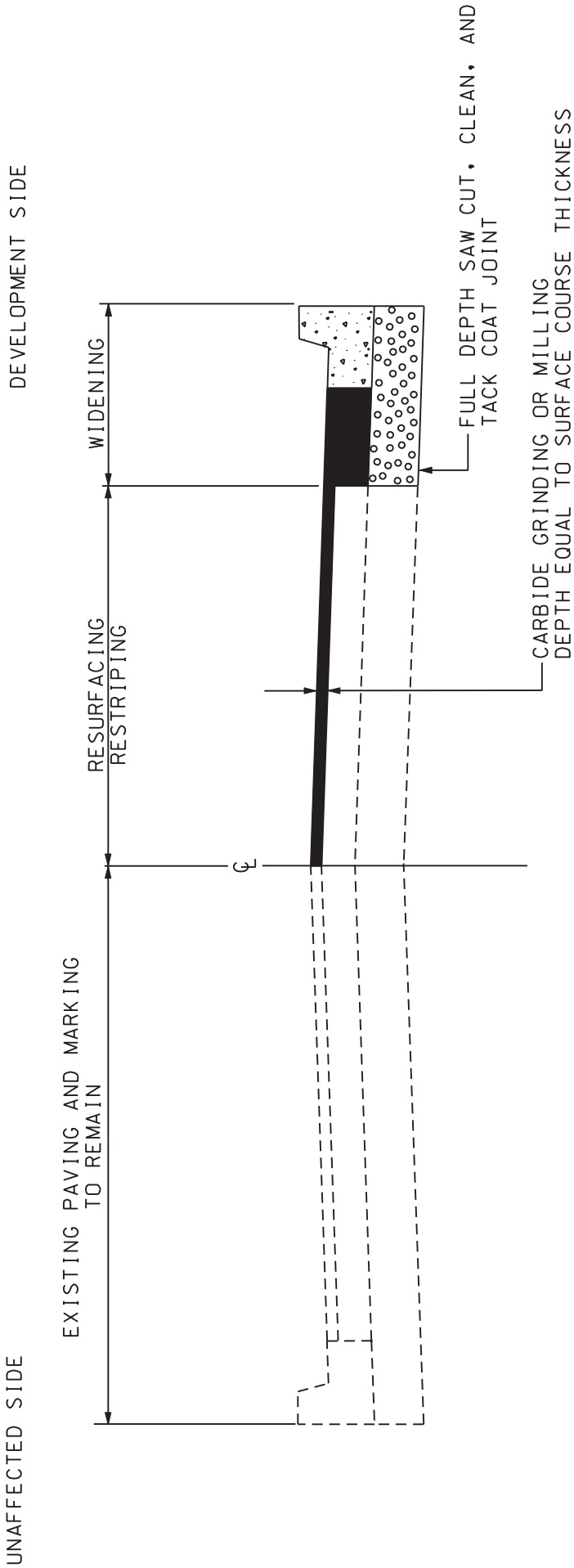
TYPICAL WEDGE/LEVEL AND OVERLAY
FOR CROWN SHIFT
ENGINEERING ACCESS PERMITS



NOTES:

1. "HALF SECTION" OVERLAY OF UNDIVIDED HIGHWAYS IS NOT ACCEPTABLE. SEE ACCEPTABLE HALF SECTION RESURFACING DETAIL.
2. REFER TO PAVING GUIDELINES IN 15.8.

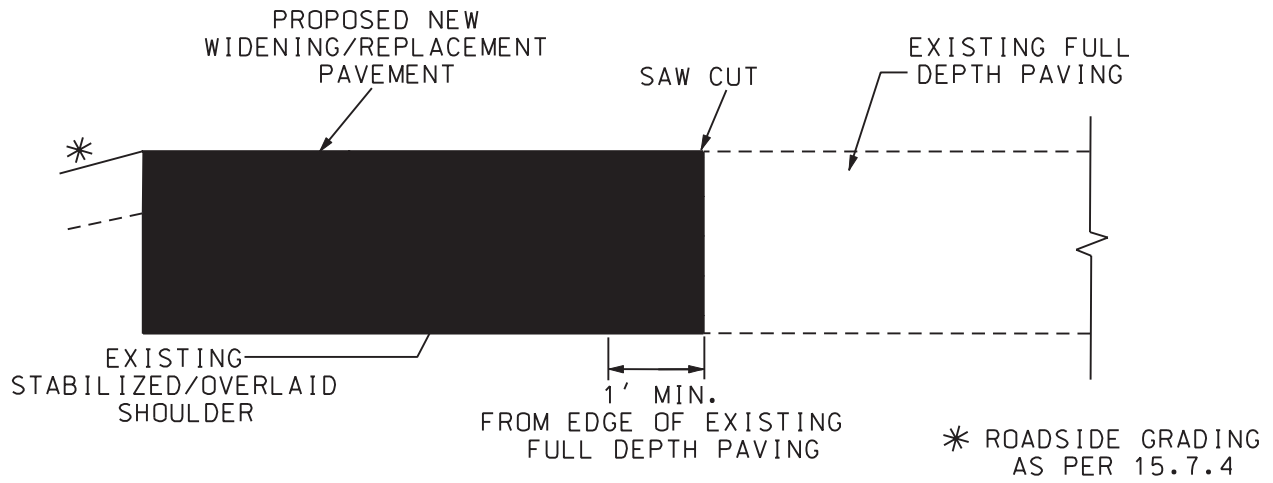
TYPICAL FULL SECTION OVERLAY
ENGINEERING ACCESS PERMITS



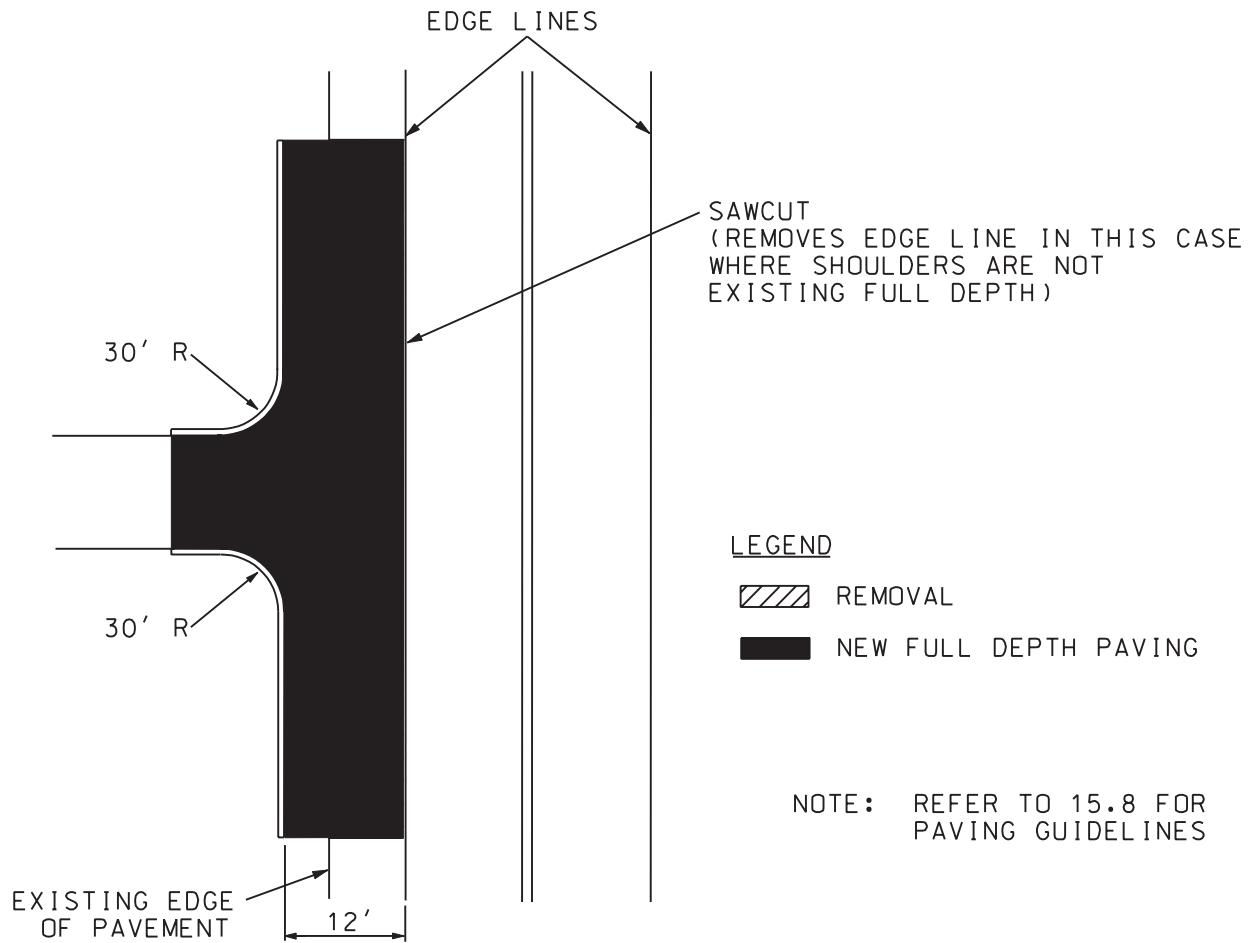
NOTES:

1. DEPENDING ON THE PAVEMENT MARKING REQUIREMENTS, RESURFACING MAY STOP SHORT OF, OR EXTEND BEYOND, THE CENTERLINE.

TYPICAL HALF SECTION RESURFACING
 (MILL & OVERLAY)
 ENGINEERING ACCESS PERMITS



SECTION VIEW



PLAN VIEW

REMOVAL OF EXISTING SHOULDERS
 FOR FULL DEPTH REPLACEMENT
 AND/OR BASE WIDENING
 ENGINEERING ACCESS PERMITS